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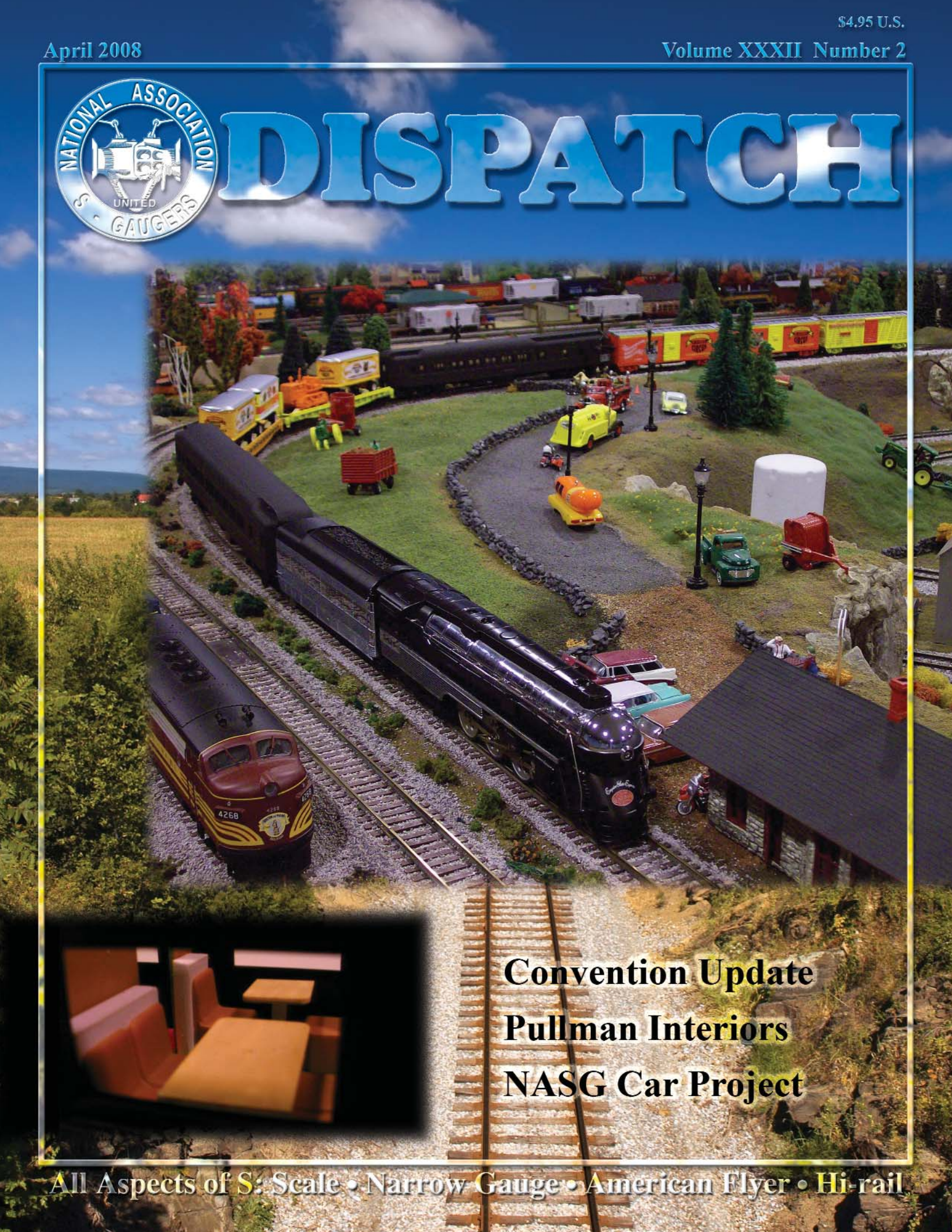
NATIONAL ASSOCIATION OF S GAUGERS UNITED

DISPATCH



Convention Update

Pullman Interiors

NASG Car Project

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34' Truss Rod Flatcar

This flatcar was inspired by an early drawing for one built for the V&T. This was before the time of air brakes, and the car featured link & pin couplers when built. It is a very generic car that can be used on many lines. The kit consists of laser-cut wood and styrene details. Less trucks and couplers.

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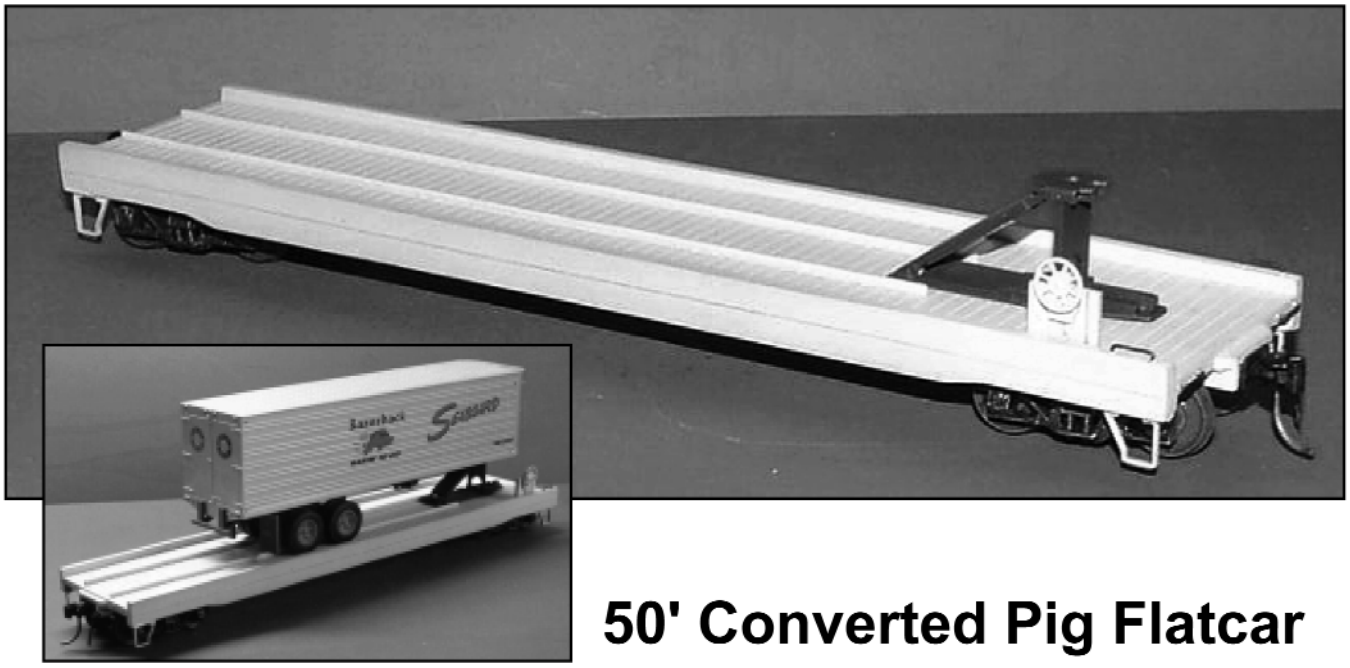

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In the early 1980s, the Norfolk Southern needed additional piggyback flat cars. Starting with old 50' boxcars, they cut away the bodies, stiffened the frames, and added a trailer hitch. Similar conversions were done by other lines. The unpainted kit consists of high-quality, no-odor urethane and metal castings. Easy assembly with ACC or epoxy. Less trucks and couplers; trailer is not included.

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The NASG **DISPATCH** welcomes art, photographs, letters, articles and other S gauge/scale related materials contributed by the membership. Send all such materials to the editor.

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COVER: Tom Robichaud raised the roof over a large two car garage to add a second story in which to build his 22'x 22' S gauge empire. It will be on the Tuesday layout tour at the convention. Interior photo of Pullman Interior by Jerry Poniatowski.

Backgrnd: ©2006istock.com/Geoff Kuchera

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NASG NEWS

Members of the Tidewater Div. of the Atlantic Coast S Gaugers distinguished themselves by displaying their hi-rail layout and promoting S at the WGH (World's Greatest Hobby) Show at the Hampton, Virginia Coliseum during the first weekend in March. They had both Thomas cabs (where kids can sit inside) with 20-30 young people waiting in line at each. Spectators were also 3-4 people deep around the layout for most of the day. I really think that we need to put a counter on at least one of the more than 50 buttons around the layout for the public to push and play with the trains and accessories just to get an estimate on the amount of interaction.

- Monte Heppe

The NASG was also at the WGH (World's Greatest Hobby) show in Hampton, Virginia in early March with table, banner and plenty of handouts.

Photo by Monte Heppe

RAIL MAIL

Re: AF Turnouts… There were problems with AF and it's track even back in the 1950s. Gilbert's 2-rail tubular track looked great, but there were problems with the left and right-hand switches, and especially with the crossings. Gilbert never remedied the problem. Mr. Karnes' article in the recent *Dispatch* has shown this problem still exists. First, Lionel LLC doesn't manufacture 2-rail track, but distributes K-Line straight and wide radius curves – still no turnouts or crossings. If they ever do come out with switches and crossings I hope they make improvements so they operate flawlessly. The consumer should be able to purchase switches, crossings, etc., knowing the product will operate when connected to his layout. This goes for other S track products as well. The NASG

Continued on page 30

Jeff's Junction

Sometimes you hear Homer say, "I'm keeping my 19" AF curves come hell or high water." Or, " I'll make that Big Boy go around those curves even if I have to put a hinge on the boiler." Then out of the other side of his mouth, Homer says he wants 60' modern freight cars, more articulated steamers, longer passenger cars and some big six-axle GE diesels to be produced in S.

Hi-railers are almost as bad in their demands – they want the bigger items too but want them to run on SHS's 20" radius curves and navigate the SHS turnouts, all on a 4' x 8' board – that sacrosanct, ubiquitous piece of plywood that even most HOers gave up on years ago.

Most scalers in S are usually more realistic in their desires and layout planning. They will accept the use of flex track, larger radii, longer turnouts, and more state-of-the-art track plans.

Why is this? Well for one thing, manufacturers have opened the door by producing longer cars, bigger locos and making them available RTR. Yes, most will run on AF curves, AM snap track curves and SHS S-Trax curves, but most of these newer offerings such as the new Lionel Big Boy, AM's 4-8-4, AM's SD60, etc., will run better and look better on wider radius curves and more gradual turnouts.

And what is so sacred about the 4' x 8' sheet of Plywood for a layout? Yeah, I know, it's easy to get, cheap and fits in a small room. Yet, go to any train show and what do you see – not 4' x 8' layouts, but larger portable sectional layouts with generous curves and gradual turnouts. Of course, these layouts being portable and given a large open space to set up, can do this – no matter what the scale. Yes, there will be traditional AF and Lionel layouts still using "purest tinplate curves", but that's intentional. Basically, S overall is in a transition stage where the demand (and some production) for larger and longer rolling stock is forcing everybody to reassess their layout designs and track product usage. For example, the new AF Big Boy 4-8-8-4 might be able to negotiate a traditional Flyer curve, but will it clear tunnel portals on curves or another train on double track. Yeah, I know, put up a no-passing sign for double track curves – yuk, yuk.

It's the layout design and track use mind set that needs to evolve – HOers made this transition years ago. I remember the early HO days when the largest freight steam engine was a 4-8-2 – with one exception – Bowser's 4-6-6-4 Challenger. Four by eight board layouts with 18 and 22" radius curves were the standard for starting out. Even HO engines had flangeless center drivers. Diesels were mostly 4-wheel truck Fs and GPs. But, when there was a strong demand for brass steam engines, full size passenger cars, longer freight cars and 6-wheel truck diesels, the HO world transitioned to larger around-the-wall layouts and that broader curves with flex track and more gradual turnouts.

Many S gaugers, especially AF and Hi-rail modelers are starting to get caught up in a similar transition, albeit being dragged kicking and screaming into this new level. The new track products for all levels of S are out there with more coming. It's just going to take a commitment by modelers to upgrade track systems and layout designs.

My opinion: Seriously consider upgrading your track systems and layout designs to enable larger and longer rolling stock. If you're just starting a layout, get educated in the latest in track and design. If you are re-doing – throw away the 4' x 8' plywood thoughts and break away from the original Flyer track and switches (the exception, as always, are layouts replicating original toy train ones).

Think – wider curves, more gradual turnouts, better looking track (realistic tie spacing), flex track, wider curves and gradual grades.

NEW PRODUCTS REPORT

By Jeff Madden

ATLAS (INDUSTRIAL RAIL) (Check the Atlas website - www.atlasO.com). Coming this fall are two items of particular interest to S gaugers. Atlas, since taking over the low-price Industrial Rail line, has announced a 2 truck trolley and a PRR Atlantic the bodies of which appear to scale out to S or close to it. The Atlantic, for example, is said to be 2.25" wide. These would most likely appeal to the AF group who might try throwing an AF Atlantic mechanism under the 4-4-2 and re-trucking the trolley.The 2-truck trolley lists for $79.95. Also, check our the IR Wooden ore cars that can easily be converted to S.

DES PLAINES HOBBIES (www.desplaineshobbies.com) has some more of their rolling stock in stock. These include the ready-to-run PRS ACF 3-bay centerflow hoppers – SP, Chessie, Montana Rail Link, BN and Sclair. Each comes with flyer compatible trucks/couplers installed and include scale wheels in the box. Multiple road numbers for each are available. $44.98 each except $47.98 for the Chessie and Sclair (more difficult paint schemes).

JOHN HUSTER (www.johnhuster.com) has several new paint schemes on SHS cars. Coming this summer: Purity Salt billboard reefer; and box cars: B&O blue and silver Sentinel, New Haven red, New Haven black (both with big NH), Santa Fe (red) Shock control, Penn Salt (blue). All come in two numbers and retail for $45 plus S&H.

KRELL DECALS (Tom Krell, P.O. box 66605 – krelltj@earthlink.net) has some limited runs of the old Diamond Scale Models decal sets, both for the PRR. These are limited run sets for $5.00 each ppd. The #121 set covers the following gondola classes: G22, G22b, G25, G29, GS, Gsd, G27, G31, G32a, G34 and Gra. Also Flatcar classes FM, F30a, F30d and F31a. The #123 set covers the following hopper classes: GLa, GLca, H21, H31b and H31c. These look like they have enough lettering, data and heralds to do one car each.

M-2 AUTO-THENTICS (www.diecastdirect.com). According to the S-Trains list several of us ordered these sets of 6 1/64 vehicles. I received mine and they are right on scale. There are 6 1950s automobiles in two sets. Each set has the same cars but with different paint schemes. Price for six is around $31 dollars or so plus S&H. I've never heard of these before and don't know if they are a new item or not – probably new. Ed Kozlowsky measured the wheelbases of each car: 1951 Ford – 114", 1953 Olds – 120", 1954 Chevy – 115", 1954 Mercury – 119", 1955 Pontiac – 124", 1957 Ford – 118". These are all die-cast, with opening hoods, engines and opening doors. Of course, they say they are limited – so who knows?

RIVER RAISIN MODELS (www.riverraisinmodels.com or 248-366-9621) has 2 SP steamers coming in 2008. One is the SP MK 2-8-2 (6 versions) and the other is the F-5 2-10-2 (3 versions). Check the website for reservation information.

Pilot model photos of the coming SP 2-8-2 and 2-10-2 from River Raisin

WHAT S NEW?

Industrial Rail (Atlas) Atlantic and streetcar have S possibilities.

Conversion of Industrial Rail "O" ore cars to S by Don Munsey. Photo by Don Munsey

Auto-Thentics are coming out with these 1/64 die-cast '50s automobiles. They have opening doors and hoods

John Huster has some new paint schemes for SHS reefers and boxcars.

2008 NASG National Convention
August 5-10, 2008 in Lowell, MA
www.nasg2008.com

Layout Tours & Clinics:
In the previous issue of the NASG *Dispatch* we provided an overview of the 2008 NASG National Convention, overall timetable, and various activities that are planned. In this article we'll focus on the Layout Tours planned for the Convention and the exciting line-up of clinics on the timetable.

Layout Tours:
The 2008 Convention timetable offers four layout tours during the convention:
- Layout Tour #1 – Tuesday evening, 7pm until approximately 11:30pm
- Layout Tour #2 – Thursday afternoon, 1pm until approximately 5pm
- Layout Tour #3 – Thursday evening, 7pm until approximately 11pm
- Layout Tour #4 – Saturday morning, 9am until approximately 1:30pm

Each of these layout tours will feature tours of three different layouts – no layouts tours are repeated throughout the layout tour schedule, so please be sure to sign-up for the appropriate layout tour number(s)!

Layout Tour #1 – Tuesday evening
For those arriving early in the convention week, this Tuesday evening tour will feature visits to the **layouts of Dick Iannacone, Skip Readio and Tom Robichaud.**

Dick Iannacone's Rails Across New England layout is a freelance adaptation of scenes across New England set in the fall. Approximately 17'x16', the layout's trackwork is complete with 90% of the scenery in place. The layout is powered by a DCC system. It's a combination of hi-rail, scale and tinplate with many operating American Flyer accessories, surrounded by highly detailed scenery, scale buildings, waterways and bridges, all set in the late'30s to early '50's. It includes a Sn2 logging scene and a large engine facility complex to include turntable and roundhouse.
Skip Readio's layout is a mountain terrain S scale layout modeling Norfolk & Western in 1959 (at the end of the steam era). Approximately 9' X 22', it is multi-level with 8 foot diameter helix at each end and adjacent 4' X 12' freight yard connected at both ends to the main layout. The trackwork is essentially complete except for some final detailing. Among the layout features are: a 23" steel turntable, a 6 stall roundhouse under construction (modeled after Williamson WV roundhouse), hand-laid, super-elevated, code 100 weathered rail on all visible trackage, and hand-laid, super-elevated, plain code 100 rail under mountains, 14 hand-laid turnouts on main layout, with another 14 in the yard, Del-air switch machines, tethered DCC but can be switched to block-controlled straight DC with flip of single switch. Owner-painted brass motive power includes: three N&W Class A 2-6-6-4 locomotives, two EMD E8 (leased RF&P re-lettered for N&W), two EMD E-7 (leased ACL, re-lettered for N&W), two RS-11s. Scenery is roughly 25% complete with the base erected, while staining rock outcroppings and planting trees takes a while. Skip also has an "L" shaped, circa 1948, American Flyer layout that was upgraded approximately 15 years ago with Gargraves stainless flex track. He has had this layout since his father purchased it from the original owner/builder in 1956 or '57 and has a modest collection of early and Lionel American Flyer.

Tom Robichaud raised the roof over a large two car garage to add a second story in which to build his 22'x22' S gauge empire. Built with L-girder construction, the main line is 288' long (approximately 3 scale miles). The layout consists of 14 towns, stretching from Searsport, ME to Van Buren ME. In Presque Isle there is a large yard which has a scratched built turntable and roundhouse. The layout features 55 scratch-built closed frog switches, powered by Tortoise switch motors. Track is code 148 with a mix of flex and handlaid track. The layout is DCC controlled - initially a Digitrax system was installed, and more recently a Lenz system was added. By a flip of a couple of switches you can go from a Digitrax system to a Lenz system. Most operating sessions these days use the Lenz system with a selection of CVP EasyDCC wireless throttles. Tom runs mostly hi-rail stock and uses KD couplers. The scenery is 95% complete and operating sessions are held just about every other week except for the summer.

Layout Tour #2 – Thursday afternoon
Thursday afternoon's layout tour includes visits to the **layouts of Don Hasenzahl, Bob Cunningham, and Rob and Phyllis Sieger.**

Don Hasenzahl's layout is an S gauge 1940-1950s era hi rail layout. The 27'x13' open grid benchwork layout has a three level track plan with one continuous main

line of about 400 feet of Gargraves flex track, and a mixture of Gargraves turnouts controlled with Del Aire air motors and Gilbert electric turnouts. There is a downtown area consisting of Minicraft and Plasticville structures, an area of industry with many Gilbert operating accessories, a freight car storage yard and a farm scene. The railroad runs a mixture of power – it has both steam locos as well as diesel motive power that is decorated in early and later NEW HAVEN Railroad color schemes. This layout is operated on converted DC with Gilbert transformers (two 19B's and one 30B)s.

Bob Cunningham's layout uses hi-rail (Gargraves) and American flyer track, with American Flyer turnouts and encompasses approx 100 feet of track. The layout includes some operating accessories and is controlled via DCC including optional running from a PC using the WinLok 2.1 software. Bob's layout is 20'x20' and the scenery is partially completed.

Rob and Phyllis Seiger's layout, the PM&S (Putter, Mutter and Stutter), is currently under construction. It is a U shaped dogbone design, 14' X 19' built on an open grid design. The layout uses Homabed roadbed, S Helper Service flex track with Toms Turnouts, and features a minimum radius of 27". This freelanced railroad leans toward the Maine Central and New England in general. It is double tracked with a passenger yard and a freight yard as well as a small switching yard. Structures include craftsman kits and Dept. 56 items and the control system is Digitrax DCC. Rob and Phyllis's favorite trains are the River Raisin Models Flying Yankee and double-headed S Helper Service 2-8-0s pulling a New England freight. Don't miss New England's only Santa Fe Goose!

Layout Tour #3 – Thursday evening
Thursday evening the Convention timetable features Layout Tour #3 that will visit the **layouts of Bill Tarbox, Gene Kelly, and Ed and Bobby Stead.**

On the stop at Bill Tarbox's, you'll see 30 years of train collecting in one room! Bill's layout is an L shaped American Flyer double loop layout (6' x 14'x13') with an added turntable and shelves to display American Flyer trains. The American Flyer layout brings back the 1950s, and it includes 9 switches with yards for American Flyer accessories such as Talking Stations, Coal Loader, Log Loader, Stock Yard, Sawmill, Baggage Loader and more. The layout is surrounded by Northeast train memorabilia including lanterns, signs, and whistles from the B&M, BAR, MCRR, CNR, CPR, B&A, NYNH&H & more. You will enjoy reflecting at this stop.

Gene Kelly's layout is a highly detailed 100% complete S gauge high rail layout measuring approximately 16 x 32 feet. There are two levels of main line track and two yard areas. The setting is Northern New England in the late summer and fall season during the l950s. There is a mixture of animated accessories incorporated in with scratch built and scale kits. Featured in July 2006 issue of *Classic Toy Trains*, Gene's layout scenery is complete with rural and industrial landscapes. If you're on this layout tour, make sure you look very closely at the details on Gene's layout – you'll be amazed a what you you might see!

Ed and Bobbie Stead's 13' x24' S gauge layout is modeled after the 1940s through the 1960s period. All of the trackwork is installed and operational. On the layout are 3 diesels, 4 steam engines, and 60 pieces of rolling stock. The line is the Boston & Maine Railroad – the specific run is from Boston, MA to Portland, ME. The track layout is an expanded dog bone with approximately two hundred feet of track which incorporates two main lines and a yard with turntable and train shed. The track is S-Helper flex track, the turnouts are custom turnouts by Tom's Turnouts, and they run hi-rail. The layout will encompass a waterfall and lake, a small town including a carnival, a city and drive-in theater. Ed is a pilot, and, of course, has installed an airfield with a 7½ foot runway, complete with hangars and a terminal. The Stead's layout is operated using a NCE DCC system.

Layout Tour #4 – Saturday morning
Saturday morning's tour schedule will include visits to the **layouts of George Sellios, Chet Brown and John Korajczyk.**

George Sellios's nationally acclaimed Franklin & South Manchester Railroad has been featured in many model railroad publications, including the book The Fabulous Franklin & South Manchester. The F&SM is 23'x42' HO scale layout and is without a doubt one of the world's finest and most well known model railroads. You'll be so amazed by the structures, scenery and details on this layout that the railroad will almost blend into it. If you have not seen this layout we highly recommend you book this tour! (Note – because of limited tour space, only those folks on the tour bus with tour tickets will be able to visit this layout.)

Chet Brown's S gauge layout started out as a simple 4x8' layout for his American Flyer trains built just to have fun with his grandchildren. Framework is nothing special, and early framework highly leveraged the local lumber yeard's discard bin. The layout just kept growing and now measures 12'x34' with a new addition for a turntable and yard area that has just been started and hopefully will be nearly completed in time for the convention. All of the trackwork added after the original AF track is laid using American Models code 148 flex track. Most of track has been ballasted. A freelanced layout with no particular theme, Chet

tried to stick to the '40's and '50s timeframe where possible, and he runs mostly New England railroads - B&M, MEC, VT, New Haven etc. The layout includes a variety of Lehigh Valley, BTS, Banta and other kits he has constructed along with some HO kits that more or less fit and blend in. Approximately 65-70% of layout is complete with scenery. The season is mostly summer with a small area of fall. While at Chet's home, you might also want to take a peek at his wife's flower garden in the back yard - just don't get caught picking any!

John Korajczyk's S gauge layout is a 12' x 6' two level American Flyer layout using American Flyer track and roadbed. The track plan is adapted from a Boys Railroad Club layout photo in a TTOS bulletin. Trackwork is complete and allows multiple trains to run using #761 semaphores. Scenery is mostly complete (still adding details) and includes a mountain scene and a western town. The layout includes many original American Flyer accessories as well as some Lionel/AF reissues. The layout is controlled with Gilbert transformers (19B and 30B).

Clinics at the NASG 2008 Convention:
The 2008 Convention timetable features a large variety of rail and non-rail clinics for attendees.

Well-known author and scenery expert, **Dave Frary**, will be with us Saturday to provide a clinic titled ***"Building Waterways on your Model Railroad"***. Dave is planning to demonstrate how to build rivers, ponds, harbors, and even a waterfall. He will show which colors to choose for a realistic appearance and then how to "build" the water surface using gloss acrylic medium, gloss acrylic gel, acrylic modeling paste.

Dave has been an active professional model builder, model railroad builder, photographer, and instructor for more than 40 years. His photos, plans and stories have appeared in *Model Railroader, Railroad Model Craftsman, Classic Toy Trains, Great Model Railroads, The Narrow Gauge & Short Line Gazette , Fine Scale Modeler , Model Railroading* , and many other publications. Dave Frary's model railroads have toured the USA with the Greenberg Train Shows, are located in Tokyo Disneyland, several museums, retail stores, and used in TV and motion picture productions. He's a member of I.A.T.S.E. Local 481 stage and motion picture technicians union and for fun he's a championship BBQ cook and a certified Kansas City BBQ judge.

Another active model railroader, published author and our own local DCC expert, **Stan Ames, will present a clinic titled "How to Select a DCC System"**. Stan has been a proponent of DCC since its early inception and has published a book on the topic. Stan has also written articles for numerous railroad publications on different aspects of Digital Command Control. Stan and his wife Deb maintain an ever-expanding G gauge garden layout that sometimes seems to be taking over their entire back yard. It's possible their garden layout may be available for NASG convention attendees to visit when they are leaving on Sunday. More details to follow on this possibility…

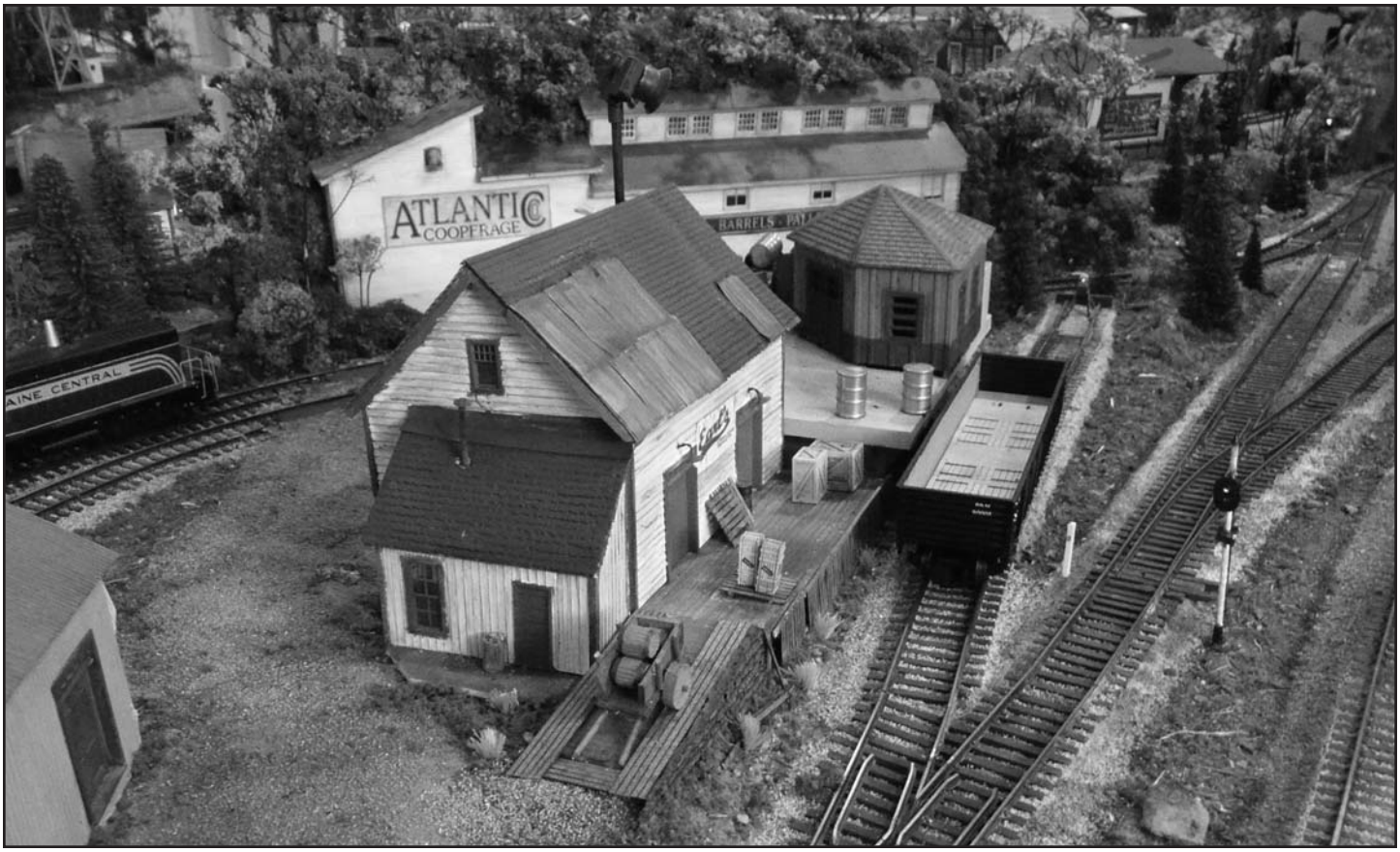
A fun event we have scheduled for a clinic is **"Building an S Scale Kit"**. Here you will have the opportunity to create a small S scale structure from a kit. This clinic will require payment for cost of the kit and building materials. This clinic is sure to give you lots of helpful advice and tips for kit building. The instructor, **Steve Huntley**, will include information on painting and weathering the building when it's done.

Professional model builders **Mike Tylick and Leon Wasiak** (WhatDetail.com) are on the Convention timetable offering attendees **two clinics – one on Designing Scenery for Tight places and another on Scenery Techniques.** Both Mike and Leon are well known model railroaders, and can usually be found at regional and national model railroad conventions sharing their expertise with others. If you're working on the scenery and/or structures for your layout, you don't want to miss these clinics. Learn from the pros. Here's a short video segment on using weathering chalks from Mike Tylick: http://video.aol.com/video-detail/the-train-show-featuring-mike-tylick/397737048

We also have planned an evening clinic by architect **Alan Bliek** titled ***"Old Colony Railroad Stations".*** In this presentation you will learn how one local railroad took a basic set of floor plans and produced seven different passenger depots. Alan is also offering another clinic for attendees that is a review of **Gondola's in S gauge**. For many years S modelers did not have much to choose from when it came to gondola styles. American Flyer made only one and kits were mighty few. Now you can have a wide variety through the use of ready-to-run, kits and easy conversions of non-S cars which will be discussed in this clinic.

Other clinics will cover topics on:
- Decaling and Weathering Freight cars by Steve Allen,
- Mountain Building and Rock cuts using ceiling tiles by Charlie Bettinger,
- Creating Backdrops by Charlie Bettinger, and
- Re-wiring American Flyer Accessories to work with Command Control by Rob Quimby.

A unique clinic titled "Historical Research" presented by Jerry Rivet will provide attendees instruction on how to locate information about old prototype railroad equipment.



Dick Iannacone's Rails Across New England layout is a freelance adaptation of scenes across New England set in the fall. Approximately 17'x16', the layout's trackwork is complete with 90% of the scenery in place. This layout is on the Tuesday evening tour.

We are also planning a series of informal demonstrations in one or two of the large hallways at the convention. The intent is to allow attendees to have informal discussions with the demonstrator, and in some cases, see close-up hands-on work being done. A few topics for this category will be "Building Turnouts from scratch", "American Flyer repair" and "Kitbashing" clinics. If you would like to volunteer an hour or so of your time to participate in a Demonstration, please send us an email with your name and a short description of your topic. We'll see about getting you scheduled for a Demonstration. You can send email to doug@portlines.com.

Workshops and clinics are also being scheduled for spouses and non-rail attendees. Plan to bring along some of your train (or other) photos if you may be interested in a **Scrapbooking clinic called "Preserving your Train Photos"**. Details for other non-rail clinics will be forthcoming nearer the convention.

Maine Junction on Tom Robichaud's highly detailed hi-rail layout. This layout will be on the Tuesday evening tour.

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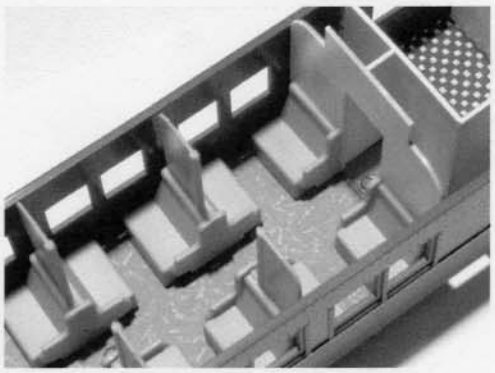
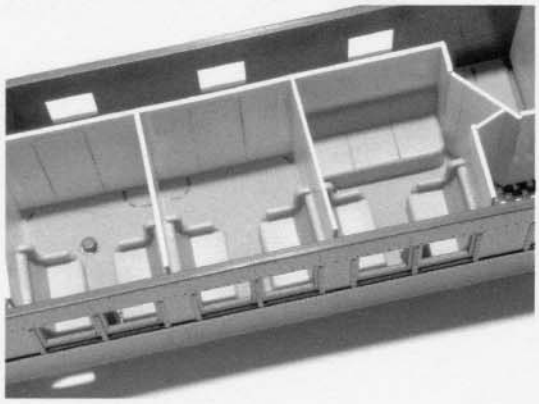
HEAVYWEIGHT PULLMAN CARS

Special Introductory Price: $34.95 per car with free shipping!

Kit #9701 for 12 section, 1 drawing-room car
Kit #9702 for 10 section, 1 drawing-room, 2 compartment car

Photos show production seats in American Models 10-1-2 Pullman body. Kits include styrene injection-molded seats, armrests, and partitions; laser-cut bulkheads; color-printed cardstock floor; sheet styrene partition material; and instructions. All parts assemble with liquid styrene cement. Instructions include painting suggestions.





The first 50 packages of each kit (100 in all) are *in stock*, for sale to NASG members only. Once sold out, Palace Car Co. will carry these kits in its regular line of passenger-car interior parts at the regular price of $37.50. See your dealer or go to http://www.palacecarco.com/.

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Quantity		price each	Total
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	OH residents add $2.36 sales tax per kit		
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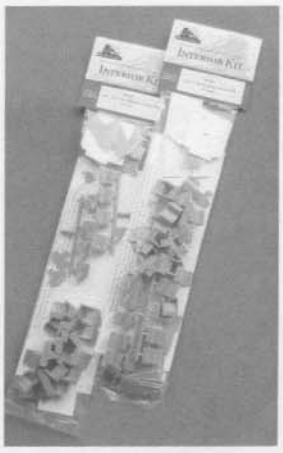


A Review:

PALACE CAR CO. PULLMAN INTERIOR KITS

By Jerry Poniatowski

With the release of the NASG long heavyweights, and the recently released Palace Car Co. interior kits, S gauge has some very nice things to compete with anything in any other scale. While the Palace Car Co. kits aren't exactly drop-ins, they are relatively complete and even though take a bit of work, they are well worth the effort.

The kit contains everything necessary as stated in recent *Dispatch* ad. What I liked especially was the printed cardstock floor/décor with the tile patterns and floor coverings already in place along with lines for placement of the walls.

Placement of the floor/décor is first. As Dick Karnes did in his ad in the *Dispatch*, I also chose to remove the lugs on the floor of the AM sleeper and rely on a thin blade (if necessary) to make the tabs fit into the slots in the floor. Removing these lugs is accomplished by grabbing them with pliers and gently rocking them back and forth until they come loose. I used a Dremel to clean up the stubs and flatten the floor. In this way, the floor/décor strip fits flush without cutting holes in it. The only cutting I did of the floor/décor strip was to cut slots along the edge to allow the tabs of the window assembly to fit. To hide the white portions in the center of the flooring, I simply used a hole punch to punch out the white spot, and replace it with a punched out spot from under a seat which will be covered by the seat. Doing this will also allow you to apply cement in more areas to afix the floor/décor. The white areas on the sides are covered with a closely matching spot of paint, as they aren't visible from the outside of the car. To further clean up the installation of the kit, I also relocated the roof screw mounting tabs from outside the window/roof assembly to the inside. This allows the supplied vestibule doors to fit and look better. Of course, this means that you will have to drill new holes in the floor for the screws, but once this far into the project, that's not hard.

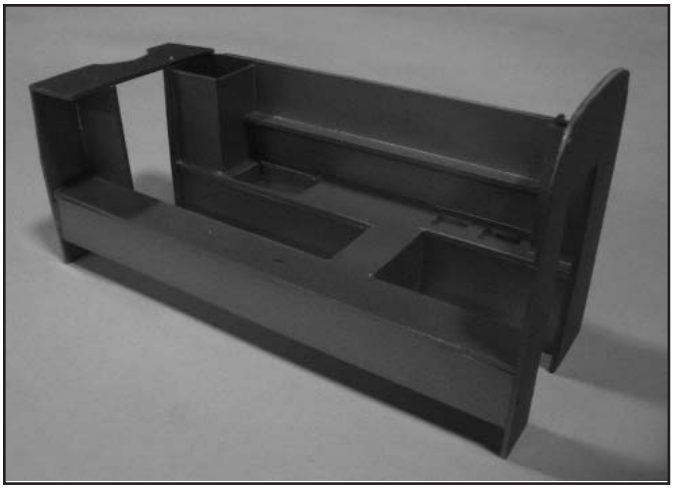
The seats are all painted before assembly along with the section dividers and set aside for final assembly. I used a small piece of glass for assembling the seats and section dividers, as the cement will not stick to the glass, and removal is accomplished by a simple single edge razor blade. The compartment and lavatory walls are easily made from the supplied plastic. I painted the walls following the suggestions in the kit, and used a different color for the compartments and lavatories from the sections. My only additions to the kits, were to install sinks and short couches in the washrooms. I used the sinks from an AM Budd interior piece I bought, but sinks can be fabricated from plastic quite easily. Couches were also made from the AM Budd interior seats. The saloons have frosted windows, so I didn't bother with commodes. In the supplied instructions from Palace Car Co, it was noted that a future "super detailing kit" for the 10-1-2 cars will be made that includes wardrobes, sinks and hoppers.

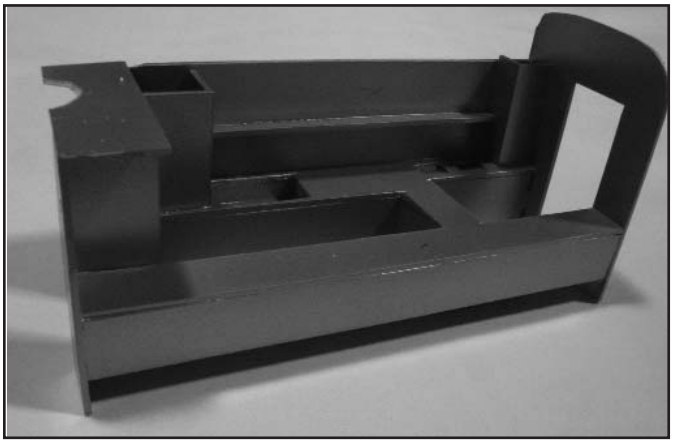
The windows for the saloons are frosted by carefully cutting a piece of frosted tape, making sure it's CLEAN, and pressing it on the inside of the window assembly, lining it up with the windows on the shell. (photo)

I also chose to illuminate these cars, using the AM interior lighting kit available from AM. (photo) But others are out there too, including LED units. Whichever interior lighting is used, it must be installed in the roof, and not on the floor. To accomplish this, I used a short piece of brass tubing (photo) to cover the stub of the truck screw. The PC board is them screwed to the other end of the brass tube and thus power is conducted to the bulbs/LED's. Careful measurement is called for here, and you want the PC board as high in the roof as possible, while allowing the roof/window assembly to fit. When I assembled the car, and placed it on the track, I noticed light coming from the area where the roof and body meet. While the roofs are painted quite well, there wasn't enough paint on them to block the light completely. I removed the roof and masked the sides leaving about an eighth of an inch at the top of the flat area bare so as to paint it also.(photo) This will keep light from leaking out. A couple of coats of either Floquil or Scalecoat flat black are enough.

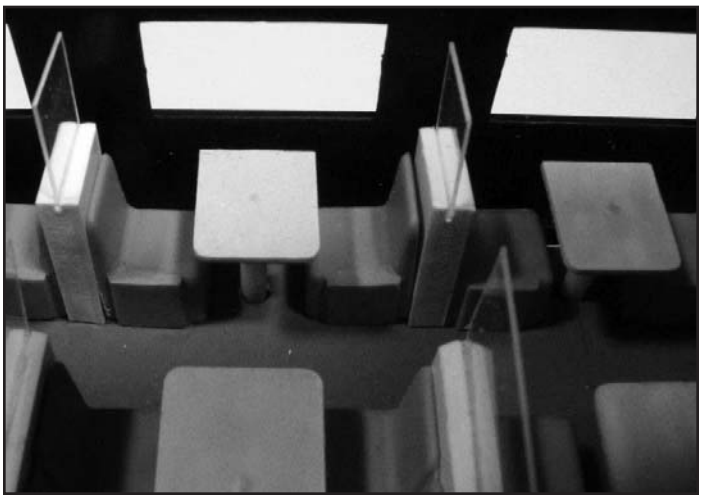
Like many of our projects, I had good intentions of making my own interiors for these cars, and even obtained detailed floor plans. But as things go, I never got a "round tuit". So thanks NASG, especially to Dick Karnes and Alan Evans for bringing these to our attention.

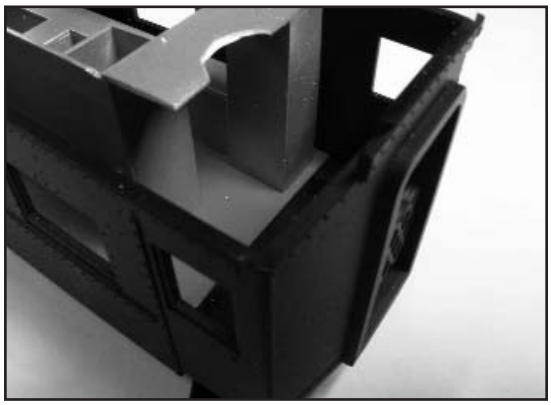
All in all, these cars look great and can take their place on any layout with pride. Now, I have to fabricate an interior for the café car. But that's another story.





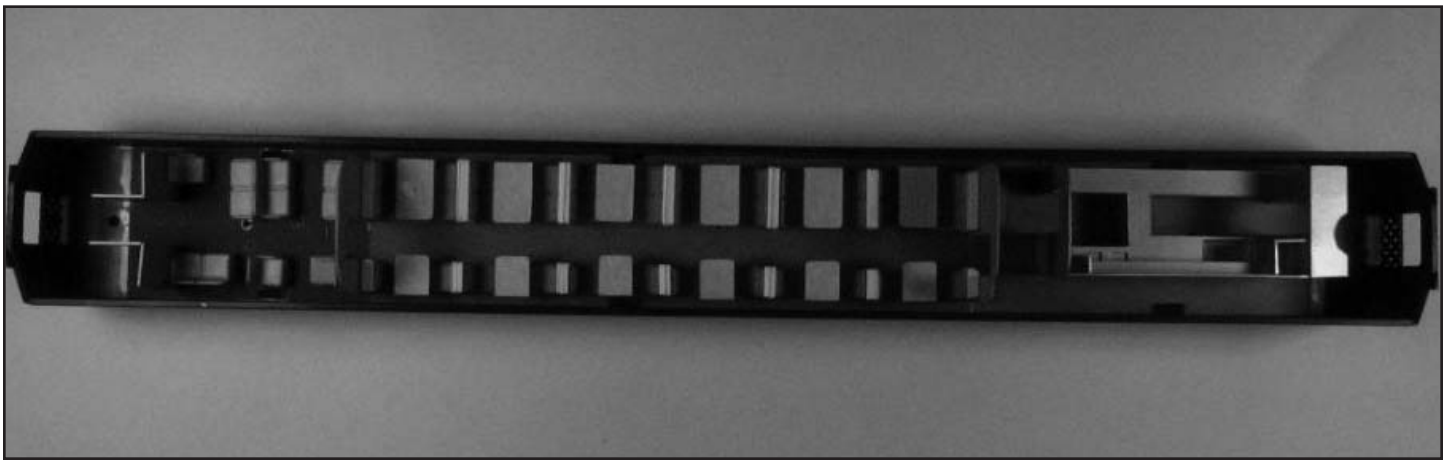
Left is overall view of 12-section Pullman. Below is a view of a 2-person booth.



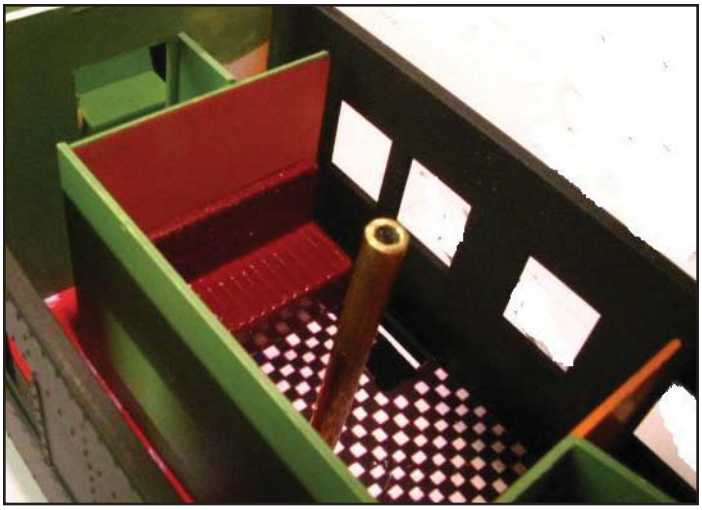


Left are two modules - the top one shows the pantry side and the one below shows the kitchen side. Above is the kitchen from one end. Below is an aerial view of the Cafe Car interior with kitchen at the far right.

Photos by Jerry Poniatowski



Pullman 10-1-2 Men's Lounge



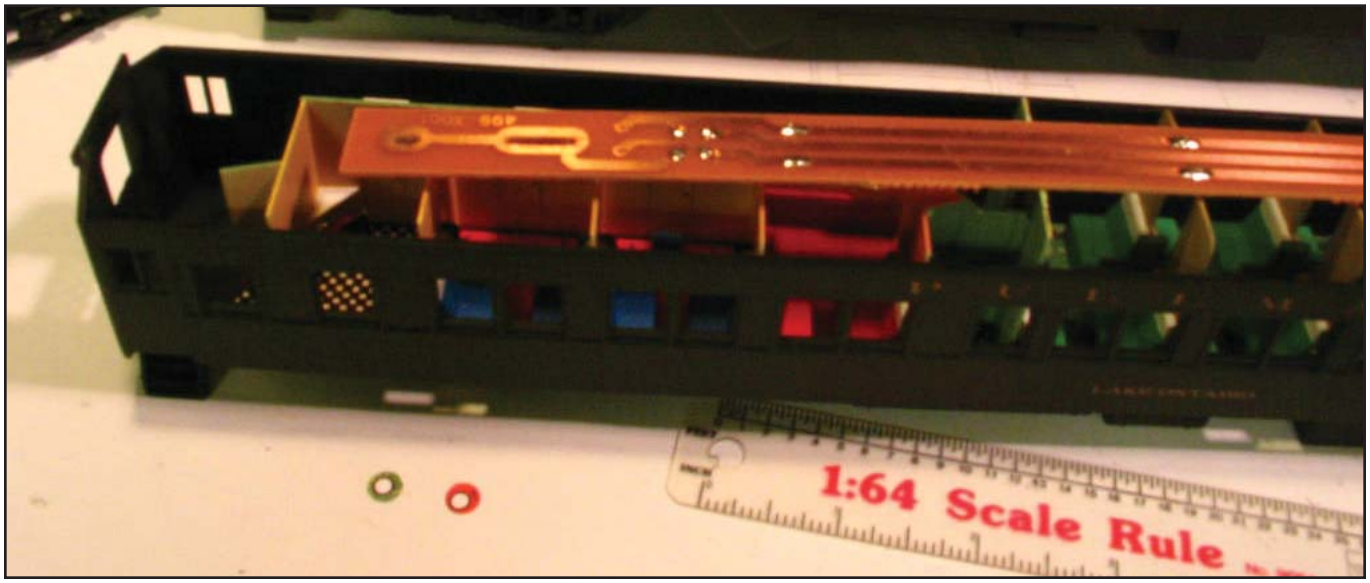
Pullman Men's lounge with passageway

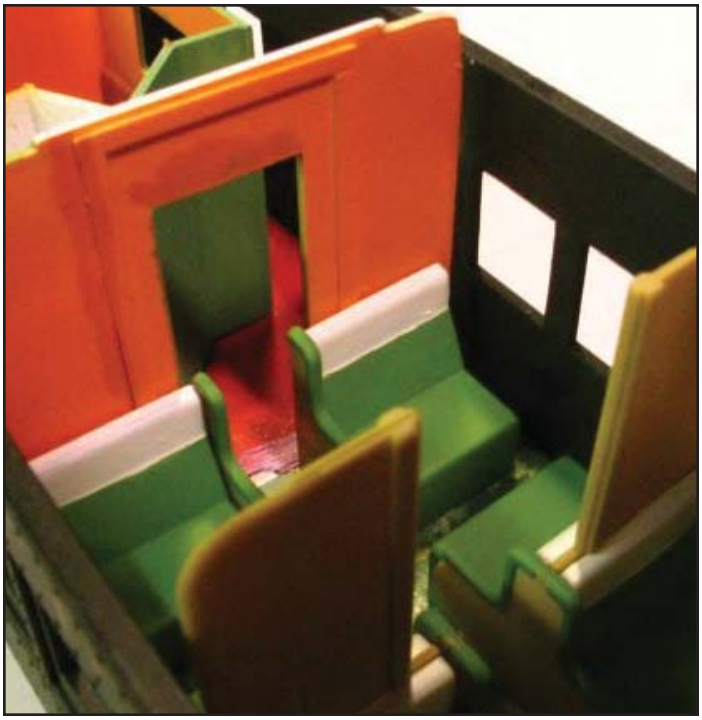
Pullman compartment

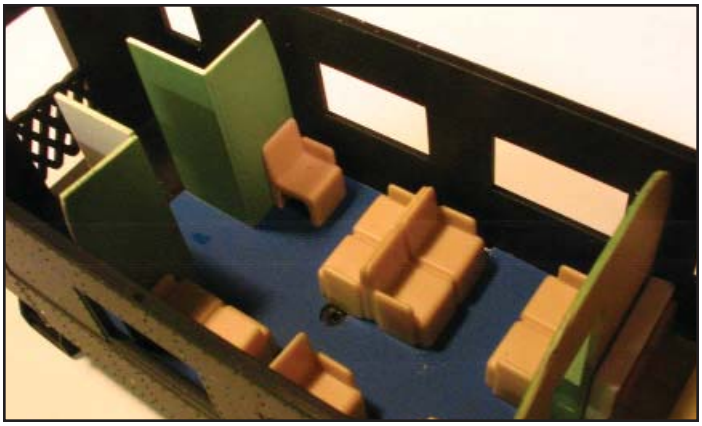
Pullman roof screw tabs

Photos by Jerry Poniatowski

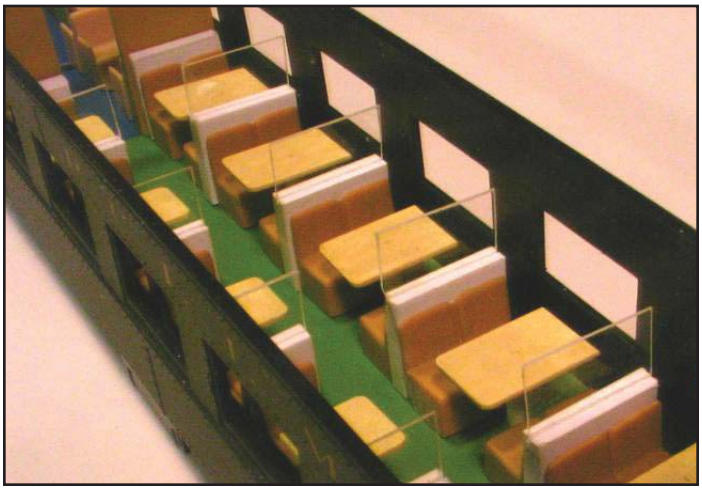
Below - the lighting strip as installed





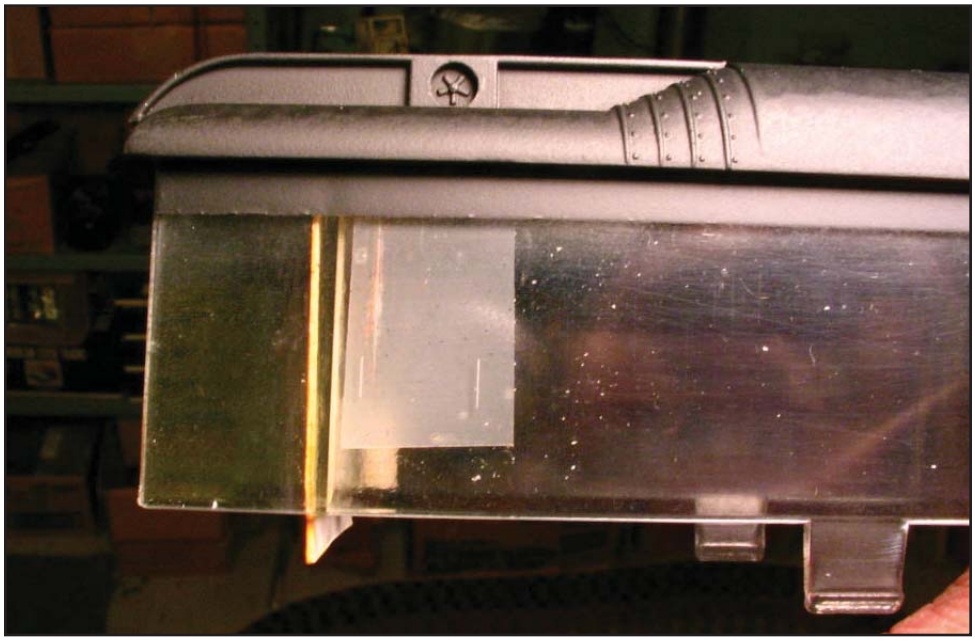


Left - Pullman sections and center passageway. Above - shows the lounge area at one end. Below - Interior wall framing for pullman compartments.

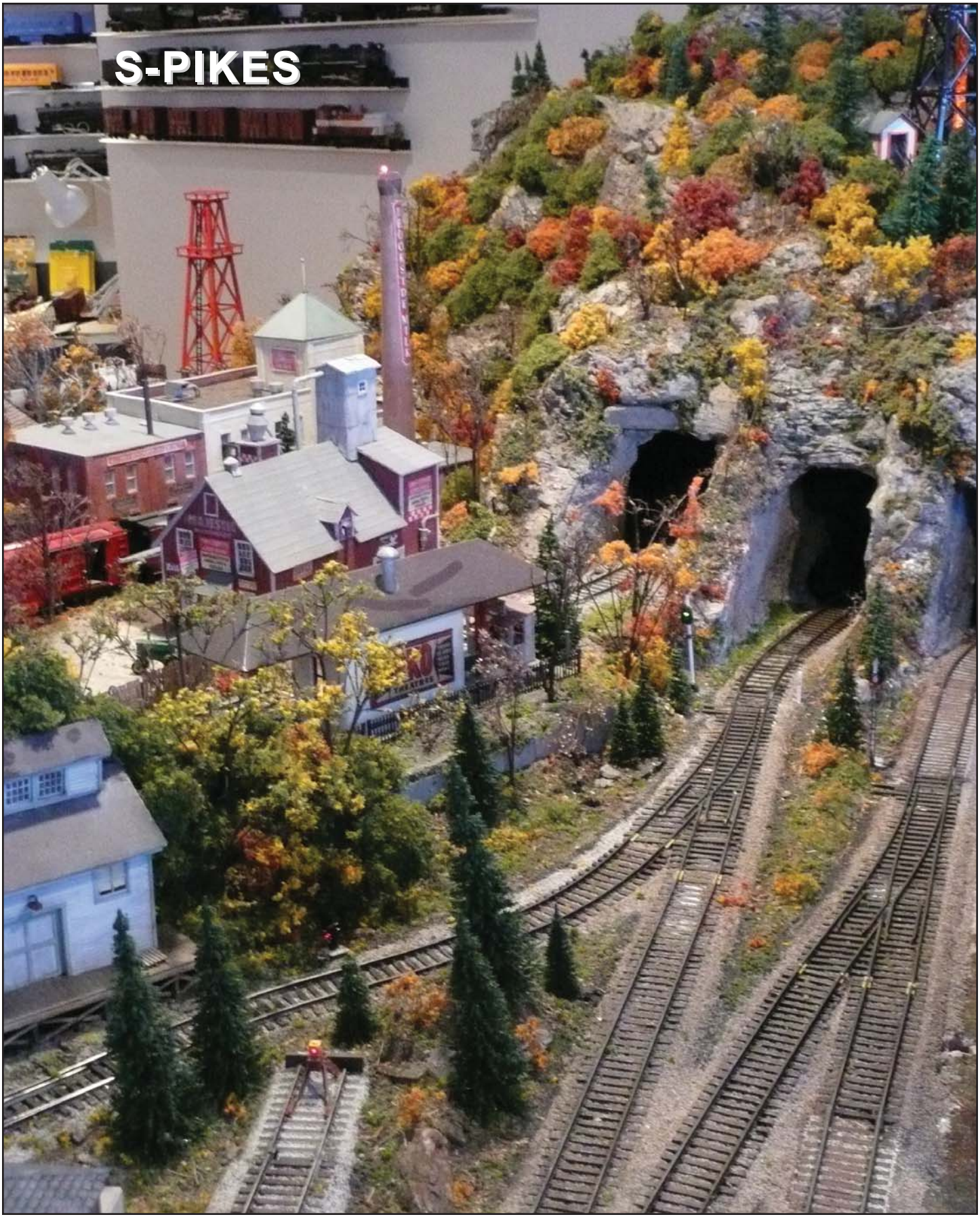


4 person booths in Cafe car. Note clear plastic dividers.

Photos by Jerry Poniatowski



Pullman clear plastic window modifications for salons and masking of roof dimensions.



Dick Iannacone's layout is powered by a DCC system. It's a combination of hi-rail, scale and tinplate with many operating American Flyer accessories, surrounded by highly detailed scenery, scale buildings, waterways and bridges, all set in the late'30s to early '50's. It's on the Tuesday tour at the NASG convention.

THE NASG AMERICAN FLYER CAR PROJECT PART III

By Doug Peck

Note: This is Part III. In the Feb. 2008 issue we got ahead of ourselves and did Part IV.

In the last issue, we continued the history of the NASG AF car project through 1992. This month, we'll cover the four cars produced in 1993-1994.

In 1993, we continued the practice of producing two separate cars. The first was a plug door steel-sided REA refrigerator car, numbered REX 893. Painted dark green, all lettering was white. In addition the RAILWAY EXPRESS AGENCY red diamond logo appeared on the right side of the door, beneath the word REFRIGERATOR. "BLT 1-93" is printed next to the lower-right corner of the door, on the right panel. The panel to the left side of the door included the print "RAILWAY EXPRESS AGENCY", "R.E.X. 893", and "1993 NASG COMMEMORATIVE CAR".

The REA reefer marked the high-water level in production quantity, as we received 1135 cars, and they sold out by the end of 1994. The sales price was $36.00, shipping included.

The second car for 1993 was the "Susie-Q" boxcar, for the Susquehanna. Painted a darker shade of green than the REA car, it had all white lettering, with the multi-color Susie-Q female logo on the right. Left of the door in large white letters was "SUSQUEHANNA". Below it was "NYSW" and below that "993". Across the bottom, in three lines:
CAPY 15400
BLT 1-93
LD LMT 17430 1993 NASG Commemorative Car
LT WT 4570

On the right side of the door, next to the Susie-Q logo, in three lines, "SHIP WITH SUSIE-Q", and below that in four lines:
IL 50-6
IW 9-4
IH 10.6
CU FT 4954

NASG received 1028 of these cars, which sold quite well, also at the $36 price postpaid.

In 1994, production quantity was reduced to 1000 of each of two cars, and the sales price increased to $39 per car, postpaid. As I recall, the price increase was a combination of increased wholesale cost and increased postage costs.

The first of the 1994 cars was a Northern Pacific boxcar, car #1094. Painted dark brown, all print was in white except for the large "NORTHERN PACIFIC RAILWAY" circular yin-yang logo on the right. Next to the logo was the phrase "ROUTE OF THE VISTA DOME NORTH COAST LIMITED", in four lines. Below that are six lines of car data. Additional car data appeared on the lower left side. This year, instead of having "NASG Commemorative Car" printed on the car sides, Lionel allowed us to substitute the NASG circular logo in white.

The second 1994 car was a NYNH&H boxcar, #1194, painted the same shade of dark brown, with all white print. To the left of the door was the old script-style "New York New Haven, and Hartford" logo, and the NASG logo. To the right of the door, "N.H. 1194" appeared in two lines, and in between two horizontal white lines. Below that was the car data.

All four of these 1993-1994 cars had sheet-metal frames with the newer Lionel AF diecast trucks and operating couplers. All trucks were mounted with hollow brass eyelets, and all had opening boxcar doors (with latches) and a black plastic brakewheel on the end of each car.

Actually "last" issue: four more cars, from 1995 and 1996, the final year of two-car production for NASG, and also the first year that the price broke the $40 mark.

I think these diners are still in Lowell. Left is the Four Sisters Owl Diner (I ate there in '98). The Paradise Diner is probably still there. It's a classic Barrel Roof. I didn't try this one. ***Photos by Jeff Madden***

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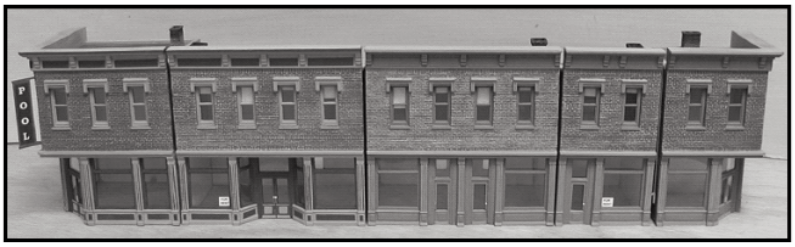

What's New at Port Lines ?
(a) 5 new PCM kits! 2 Corner store styles; and 3 Storefront styles.
(b) Z-Stuff Signals in S-scale.
(c) PCM Back-Alley #4 kit; $125
(d) Miller Eng. Animated Signs
(e) Wilson's Milk wood reefer (SHS); $40
(f) AF Trains book (S, HO, O, and Wide gauge); $29
(g) Gilbert Factory Wheel-Puller (repro); $299
(h) Palace Pullman 12-1 and 10-1-2 interior kits; $36
(i) Adjustable Wheel Puller; aircraft-steel tips; $36.95
(j) EZ-Line Elasticized phone lines 100'; $10.95

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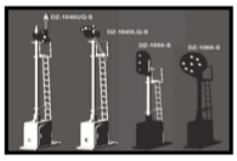

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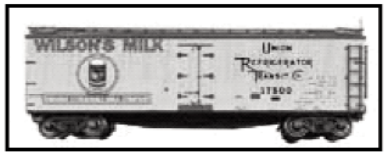

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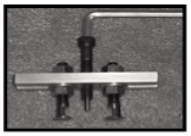

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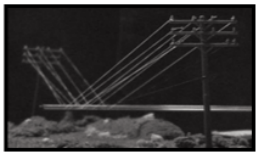

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The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

23rd Sn3 Symposium

The 23rd Sn3 Symposium was held February 14-17 in St. Louis, Missouri this year. Carla and I were able to attend and had a great time. In case you don't know, the Symposium is held every February and started from a few Sn3 modelers meeting in at someone's home to almost a mini-narrow gauge convention. This year there were over 200 in attendance not counting spouses. And not everyone in attendance models in Sn3. There were narrow gaugers who model in other scales, and I saw a few people who model in S standard gauge.

This year's format was similar to that of the narrow gauge convention. Clinics and manufacturer's room in the morning and evening with afternoons for layout tours plus Micro Engineering had an open house. The Symposium actually ran from Thursday evening through Saturday evening but there were layout tours open Thursday afternoon and Sunday. There were two "extra fare" clinics, one on figure painting (given twice) and one in laser kit construction. There is a popular vote model contest which featured some excellent models and photographs. A meeting was held on Saturday evening after everything closed for the business of future Symposiums and to announce the model contest awards.

The layouts were some of the best I have ever seen; and ten of them were in Sn3 or S/Sn3 out of a total of twenty-three. Thursday and Sunday afternoons some layouts in the Jefferson City and Columbia area, which is about a two hour drive west of the Symposium hotel, were open for tours. We managed to see two of the Sn3 layouts by detouring on our way to the Symposium hotel on Thursday.

New Products

The big news in Sn3 is more affordable motive power and RTR cars. The last *Dispatch* announced that MMI was planning to do some die-cast D&RGW K-27's in Sn3. The MSRP is $529 and Don Heimburger was taking reservations for these models at the Symposium. PBL is also coming out with a new "hybrid" K-27 as their way to create a more affordable RTR locomotive. The frame and the tender frame will be die-cast. They had test castings of both of these at the convention. One locomotive frame had the running gear installed and it moved very smoothly under finger power across the table. I checked it several times! The boiler is supposed to be brass with details for the specific locomotives. They are planning to do #455, #456, #461, and #463 for different eras. You can also order them undecorated if you model a freelance road. The base price will be $595 with options for factory installed PBL sound, DCC, and DCC with Tsunami sound. These locomotives will be built by Boo-Rim, the same manufacturer they use for their brass models. They will not be available with "foreground" treatment and no, PBL is not planning on leaving the brass marketplace. PBL will also be coming out with some RTR D&RGW 3000 series boxcars. They had test shots of the one piece body being used on these cars. Several people asked, but they said that were not making the one piece body available in the kit form. They are planning to come out with two different road numbers about every nine weeks. Price will be $59.95. Their longer range plans include other cars after the boxcars.

Other new items of interest I saw in no particular order and sorry for anything major I missed:

- PBL – Colorado & Southern B4F 2-8-0's. Pilot models of the three-truck Shays. Pilot models of two of their upcoming passenger cars, which will have interior detail, including seats with etched brass frames to simulate cast iron and real leather upholstery.
- Ragg's…To Riches? – New Durango Coaling Tower kit.
- Wiseman Model Services – Keith has resurrected the former V&T line and had over 40 new kits available. Included were all the former V&T passenger car kits, Shay and Heisler conversions, steam donkey engines and more.
- Railmaster Hobbies – Jeff had samples of the 25' White Pass & Yukon containers.
- Banta Modelworks – The largest S scale model in the manufacturer's room was Bill's Pro Patria mill kit. The first run has sold out, but he is taking reservations for a second run.
- Cimarron Works – New D&RGW 8000 series gondola kits. From what I understand, these are selling fast.
- PVC – Three new Sn3 trucks.

In summary, this was a great mid-winter "get-away". For additional layout and Symposium pictures see the Symposium website: www.sn3.org/2008symposium. The next Symposium is scheduled for February 25-28, 2009 in Clearwater, Florida. The 2010 Symposium is scheduled for Houston, Texas, and 2011 will take place in Pasadena, California. If you have the chance, I would encourage anyone who appreciates good model building to attend one of these Sn3 Symposiums.

An ore mill on Tom Troughton's Sn3 Cimarron & Tall Timbers layout.

Multi-level scene on Tom Troughton's layout

Above - John Kalin's feed mill building on his Sn3 Rio Grande Southern layout.

Dock scene on Pete Smith's Loon Lake Railway & Navigation Sn3 layout.

Right -Canyon and Rocky Mountain Railroad's 2-8-2 pulls into depot on Randy Meyer's Sn3 layout.

SHORT & EASY

Coupler Height Gauge for Kadee Couplers

By Harold G. Cohon

I'm quite new to S gauge having been using Gauge 1 for about 20 years. I wanted to have a train setup all year inside and am short of room. Everything had to fit on a 4 x 8 plywood sheet. HO was a bit small for me to see and O wouldn't fit; so here I am.

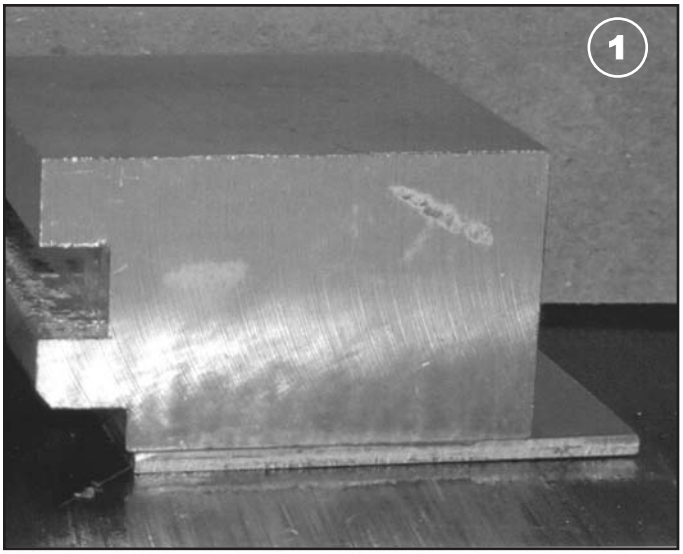
Micro Mart showed a coupler gauge for every gauge but S, and it seemed like a good thing to have. Maybe I'm re-inventing the wheel, but I couldn't find one anywhere.

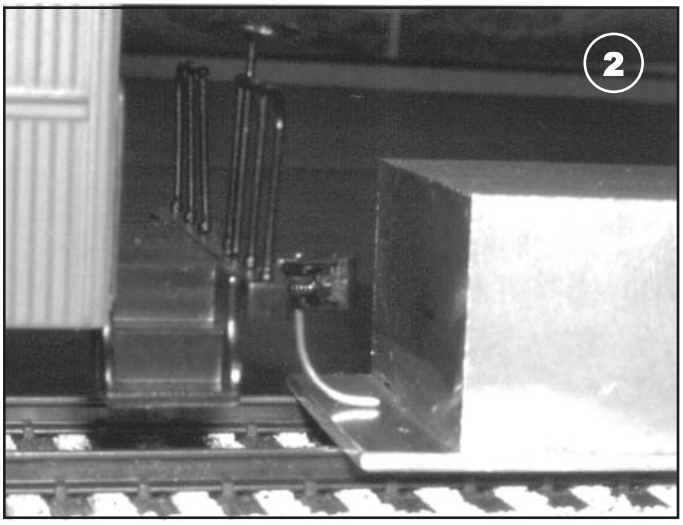
My only aluminum scrap was a 2-1/2" round; so using the method recommended by Joe Martin in "Tabletop Machining" I ended up with a piece with square sides for may start. That was done on a band saw. Everything else was done on a Sherline mill using milling cutters and a fly cutter. The critical dimensions were taken from Kadee as to clearance height and coupler height. All other dimensions were just what worked.

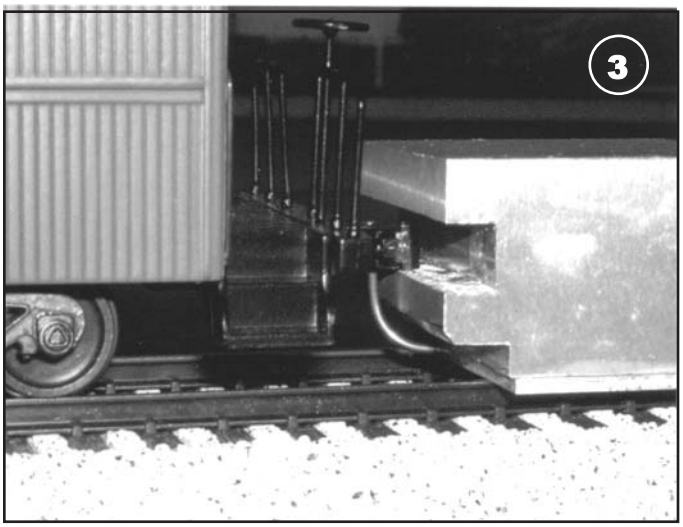
For Kadee's .531 dimension I went .125 above and below to give me a 1/4" pocket for the coupler to fit into. Also, having a 1/4" cutter helped make this decision.

For the bottom piece I used a piece of aluminum held on by epoxy. This saved me a lot of milling. This would be an easy item to make with an extrusion die, but I doubt there would be enough customers to pay for the die.

Picture 1 shows the overall gauge. Picture 2 shows the trip pin set correctly. Picutre 3 shows the coupler is set a little on the low side. The car will be sent back to the shop so this can be re-worked.







"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG**). The club is actively planning for the 2008 NASG Convention and a site has been booked with the convention car details worked out (see flyer in last issue of the Dispatch) All tours are planned and costs for attendees will be determined when contracts are signed with the bus companies. . Tom Robichaud is President; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club. The club was hosted by Pat & John Ciarieglio for their annual Christmas party on Dec. 8, 2007, in the new home of the hosts. The Club set up and operated their layout at the Hub Train Show on Dec. 1/2, 2007 in Marlboro, MA.. The layout was set up at the West Springfield Train Show held on Jan. 26/27, at the Big E Fairgrounds, West Springfield, MA.. Tables at the upcoming train shows will be used to promote the up coming NASG convention to be held next August 5-10, in Lowell, MA. as sponsored and hosted by the club. Member Chet Brown hosted the club for their January meeting and 23 members attended along with three guests. Mathew Greene was voted into the club as a new member at the meeting. The March meeting will be held at the home of Mike Greene, and Al Coughlin is scheduled to host the April meeting.

The **Maine S Gaugers (MSG)** have been somewhat inactive lately, however, Thomas Stoltz , the leading coordinator of the club has had rotator cuff surgery in early January. Tom and his wife Nancy are planning to attend the NASG convention this coming Summer, in Lowell, MA Tom keeps busy with his business, Tom's Turnouts, which has a unique frog design that can accommodate hi-rail and scale wheel flanges through the same turnout. The club web site is set up and maintained by Bill Clark, who has set up a "customer gallery" where S gaugers can send in pictures of their layout for others to see.

The *Canadian S Scale Quarterly* is the voice of **S Canada**, a dedicated group of Canadian modelers in S scale. Issues of the newsletter are edited by various member volunteers and Alex Binkley, in Ottawa, Canada receives the information from members that is intended for publication in the newsletter. The S Scale Workshop recently completed its second display season with new modules (David Clubine), expanded modules (Pete Moffett) and an increasing level of detail from the rest of the group.

The **Connecticut S Gaugers (CSG)** set up and operated their modular layout at the Cheshire High School Ram Band sponsored train show on March 2, 2008. The set up was coordinated by Steve Kutash,V.P. of the club in charge of the module displays with the help of other members who brought modules to the show. The show layout normally includes S train tracks operated with AC, DC and DCC power supplies. Operation with DCC was recently instituted on their modular layout. This show, held in the Cheshire High School, is sponsored by the Ram Band, and band parents prepare and serve food at the show. The high school band members provide personal food service to the dealer table renters so the display dealers do not have to leave their tables to purchase food. Free donuts and coffee are provided to the dealers prior to the opening of the show at 10:00 A.M., which is an incentive for the dealers to arrive promptly and set up their tables before the show opens. The band sponsors shows in the Spring and Fall, and these shows are the first time that the CSG club set up a layout for public display under the direction of the club founder, Bill Krause.

The **CSG** met at the home of Bob Comstock for their February meeting in Madison, CT. The host moved from another location recently, and has had to rebuild his hi-rail layout. Bob is an accomplished painter and decaler of S gauge freight train cars, and has established a storage system for the S gauge train equipment that he has using beer tray boxes that fit into 8.5 x 11 inch paper supply boxes as used by many offices. The storage system works well and does not involve a huge investment, as the boxes can be usually obtained free. Bill Fuhrman is club President, Steve Kutash, V.P.; Craig O'Connell Sect'y/Editor; and your column editor is Treasurer of the club. The club recently welcomed new member Arnold Palmieri of North Branford, CT. Arnold is an AF train fan and he has an operating layout. The CSG members are still discussing the possibility of bringing and setting up their modular layout at the up-coming NASG convention, in Lowell, MA. Commitment from enough club members with modules and other members who could operate the layout at the event would be required. It appears that the club will not be doing this, although club member Al Marotta was hoping to get the club members to undertake the project. The club planned to attend a meeting hosted by Larry Beck, Winsted, CT on March 15, and the April meeting is scheduled to be held at the home of Denise & Rudy Williams, in Hamden, CT.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of Jeff Mills for their January meeting.. Some members of the club attended the Ram Band Train Show held at the Cheshire High School on March 2,2008 . Member Frank Grano hosted the February club meeting on the 21 st of the month. The big news from the **PVSG** is that Frank has agreed to take over the publication and distribution of the club newsletter. Dave Plourde has in the past coordinated the club activities and edited the newsletter. Frank has plans to distribute the newsletter via e-mail and regular mail to those members who cannot receive the e-mail editions. The first issue of the newsletter written by Frank included a drawing of a steam loco over which was printed" Pioneer Valley S gaugers" Dave will serve as contributing editor as support to Frank Grano.

The **Western N.Y. S scale Association (WNYSSA)** held their January meeting at the home of Gregg Mummert with 14 persons attending including the host. New member Roger Huff was welcomed to the club. The club is planning to set up an S gauge

layout with the RASG at the GSME Train Show to be held on March 30, at Batavia Downs, Batavia, N.Y. The **WNYSSA** would brring corner modules and some straight modules, and the RASG would bring straights to set up a display layout at the show. Don Webster coordinates the module set up done by the club. Gregg Mummert coordinates the club activities and edits the club newsletter. The newsletter is being distributed by e-mail, as a cost savings to the membership. The club set up and operated a layout at the TTOS Train Show, in Cheektowaga, N.Y., at the Leonard Post Hall on Jan. 26/27, 2008. Club member John Cole was honored at a recent TTOS holiday dinner and he received the 2007 Jack McGregor "Good Guy " award for his support of the organization over past years. The February club meeting was held at Danny's South Restaurant, Orchard Park, N.Y. on Feb. 24. This is near the site of the train show held at the Agri Center, so members could attend the show and then the meeting.

The **Rochester Area S Gaugers Club (RASG)** has a web site managed by member Bill Johnson, and it is used to display photos of recent events that the club has planned and attended. The club is planning to set up a layout at the GSME Train Show held at the Batavia Downs Fairgrounds on March 30. with the WNYSSA The club will bring straight modules to be used with corners brought by the WNYSSA. Both club's members will bring and operate their S trains at the event.

The *Waybill* is the official newsletter publication of the **South Jersey S Gaugers (SJSG)** and the club meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. Play Trains events held by the club are meets at a member's home to operate a layout or visit to a model RR event or place, without any club business meeting taking place. Officers of the club are: Hank Worrell, Pres.; Mike McConnell, V.P.; Steve Politowski, Sec'ty.; Joe Balcer, Treasurer; and Jim Oliver, Ass't. Treasurer. Mike McConnell edits the club newsletter.

The SJSG newsletter is ably edited by Michael McConnell, who wrote in a recent issue that his computer crashed, loosing the newsletter. The lost newsletter was described by Mike as" a masterpiece of literary prose skillfully interwoven with eye catching graphics, arranged in an aesthetically impressive artistic layout". (What every newsletter should be). Michael was honored at a recent meeting of the club for his outstanding service as VP. of the club. The club planned to set up and display their layout at a Transportation/Display Show to benefit Autism patients. The show was scheduled to be on April 12/13, at the St. Mary's Church Hall, Manahawkin, N.J. The club also plans to display their layout at the Vineland Veterans Home on Saturday, May 31.

The **Neshaminy Valley AF Club (NVAFC)** held their 210th meeting at the home of Ron & Priscilla DeWitt. On Nov. 9, 2007 in North Wales, PA. Those attending ebjoyed operation on the host's layout with a Sante Fe warbonnet set, 336 Challenger train, and a 332 freight train set operating. Mike Ramsey coordinates the club activities, and ably writes the club newsletter, which is distributed via e-mail. The club set up and operated a layout at the train show on Dec. 9, 2007 at Bryner Chevrolet, Jenkintown, PA. (formerly the Chalafont Boro show). The club members Joe Fisher & Jerry Hillier agreed to coordinate the planning of a club run show at a location that is yet to be decided. Paul Fenn agreed to search for a suitable place for the show. Paul and Rosanne Fenn held the club Christmas party at their home in Richboro, PA. on December 14, 2007. Members attending the party were treated to a bottle of home made wine as made by the hosts. Several club members attended a get together on Dec. 27, their annual trip to theLancaster, PA. area where Bob Board's layout was visited, and other train events were taken in. The ladies that came on the trip had some time for shopping. Club member Jim & Susan Duffy hosted the club for their meeting on January 11, 2008. Jerry Hillier held the February meeting at his home.

The **Pittsburgh S Gaugers (PSG)** held a Coffee and Trains get together at Kings Restaurant, in Harmerville, PA. on Feb. 8. Another meeting of this type was held on Jan. 7, 2008 These meetings are well attended and are separate from the regular meetings of the club, held in member's homes. Club member Rich Cougherty hosted the club in Penn Hills, PA. for their meeting on January 26, 2008. Club meetings will not be held on Sunday for the next several months so as not to conflict with the Pittsburgh Steelers football games. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The February meeting was held at the facilities of Scenic Express, in Delmont, PA. This firm sells scenery, and the members attended received refreshments. Plans for the club's children's portable layout was discussed at recent club meetings. The layout would be hi-rail only, close to the floor, and with continuous run of the trains on it. Roger Schneider is coordinating the construction of the layout. The club met on Nov. 17 at the home of Paul Kovacik, in Ford City, PA. At recent club meeting it was discussed whether there should be a formal presentation at the regular meetings, and the members present decided to not have any formal presentation, but such could be used if the show and tell and discussion topics became exhausted. The club's modular layout has been moved to Dave Felmley's basement where it can be worked upon. The layout consists of two standard-design modules which form a switching layout which can operate scale standard & Sn3, hirail, and AF trains. A third module is planned and under construction. The club introduced their new hirail layout at the Greenberg Train Show held in November. Two trains can be run at the same time on the layout which includes AF operating accessories. The layout attracted a lot of attention at the show and the club gained four new members. The club set up and operated a layout at the Greenberg Train Show held on January 19/20, 2008. The club has progressed from discussion between two or three S gaugers to a club with a good core group that is providing fellowship and information , promoting our favorite trains, and has built two layouts for the entertainment of the members and others.

The **Susquehanna S-Gaugers (SSG)** visited the Lower Anthracite Model RR Club's permanent layout in Shamokin, PA., on Feb. 10. About 20 members attended the visi-

tation. Dave VanGilder records the club meeting minutes and Jim Ingram was the founding "father" to the club. Doris & Mark Anderman hosted the club for their February meeting on the 17th of the month. The club is planning another "steam up" event, most likely to be held in early April. The event would be in a more public arena, so as to benefit from exposure of the club members and their activities.

The **Baltimore Area AF Club (BAAFC)** club members met at the Marley Station Mall on Saturday, Feb. 9, 2008 in Glen Burnie, MD. to visit a layout set up by Paul & Russ Love. The layout is an attraction to visitors and shoppers at the mall and includes O gauge and S gauge trains . The club celebrated its 15 th anniversary in 2007, being first formed in 1992. The club set up and operated a layout at the Great Scale & All American Hi-Rail Train Show held at the Cow Palace, Timonium, MD. fairgrounds on Feb. 2 & 3. Ron Kolb ably edits the club newsletter, and coordinates the club activities. The club set up and operated their layout at the Greenberg Train Show, on Feb. 23/24, in Upper Marlboro,MD. A recent newsletter issue of the club included an article on the construction of an ICBM rocket load on double AF flat cars, and another issue has an article on the phasing of transformers used to operate trains. The club members have decided to have train repair sessions at their meetings to make repairs on train equipment, and teach the members how to perform certain train repair techniques. The club set up their layout at the TTOS Model Train & Toy Show, in Earleigh Heights, MD. on March 16.

The **Atlantic Coast S Gaugers (Carolinas Div.)** set up and operated a layout at the Great Train Expo, Winston Salem Show on Jan. 12/13, 2008. Club member Joe Haenn coordinates the club activities, and reported on the display. The layout was 30 x 36 ft., featuring Bob Roof's house on fire (with real water from a fireman's snorkel). The layout included many operating buttons for visitors to operate various accessories on the layout, including Rhett George's log loader/train shuttle/log dump and Nick Cianciosi's log loader/automatic train loopmodules. The club members have discussed and voted to support approx. 16 shows at which to run their modular layout. One would be jointly with the Tidewater Div. in New Bern, NC. and another in Knoxville, TN. with the Georgia Div. (aimed at starting an eastern division in TN). A complete listing of the shows was included in a recent news release of the clubs, as edited by Joseph Haenn. The clubs planned to set up and operate a layout at the Iron City Festival, on April 19, in Blacksburg, SC Bill Ware is scheduled to coordinate the event set up. On April 26/27 the club is scheduled to set up a layout at the North Carolina Transportation Museum, for their Rail Days event in Spencer, NC. Gene Sankowski is scheduled to coordinate the event set up for the club. .

The *Chicago Flyer* is the official newsletter of the **Chicagoland Assoc. of S Gaugers,Inc. (CASG)** that meet on Friday evenings at the St. Paul Lutheran School, Melrose Park, IL. on a monthly basis. Will Holt is president of the club; Joel Lebovitz, V.P.; Joe Taylor, Secretary; Bruce Lorence, treasurer; Joe Craig, Officer-at-large; and Bob Brown, Joel, and Phil Kosin serve as Trustees. The officers were elected at the December, 2007 meeting of the club. At a recent meeting of the club, a show and tell session was held where members attending could display and explain about an unusual train, model project, or other item of that might be of interest to the club members. The club set up and operated an S gauge layout at the upcoming NMRA shows, the High Wheeler 08 sponsored by the Fox Valley Division on March 8/9, 2008, and the All American RR Show, scheduled for March 29, 2008 at the Field House of Lyons Twsp. High School sponsored by the DuPage Division of the NMRA. Both the standard gauge and CLANG narrow gauge layouts were at the High Wheeler Show. The CASG was founded in 1970, and incorporated in 2008.

The **Miami Valley S Gaugers (MVSG)** met at the home of Larry Beam, on February 25. The club recently welcomed new members Skip Jackson, from Cincinnati, OH. and David Schmehl of St. Mary's Ohio. The club is planning for the 2008 Spring Spree to be hosted by the **MVSG** on May 2/3, 2008 at the Crossroads Expo Center, Poe Avenue, Dayton, OH. Plans for a Spree car are underway, and it will be made by S Helper Service. Denny White is the event chairman, and Bob Guckian is handling registration as the club secretary. Recent elections resulted in the following officers of the club: John Clifford, Pres.; Dennis White, Treasurer; Tony Garza, Corres. Sect'y.; and Rick Smith, Board Member. Anthony Garza gave a calendar on train related events at a recent meeting of the club. Mike Mitter is coordinating the clinics to be given at the Spring Spree, with several lined up so far. Club member John Clifford hosted the club members for their March 8 meeting, and Jay Reese is scheduled to host the club for their April meeting. Tom Hartrum is the acting Secretary for the club meeting minutes. Elections were held at the February meeting but results are not available at press time.

The **Hoosier S Gaugers (HSG)** are planning a summer get together hosted by Bob Morrison, on June 21, at the Columbus Area RR Club, Edinburgh, IN. The event will feature all of the club's layouts, including N, HO, G, and S gauge. Visitors attending are encouraged to bring scale S trains to operate on the layout there. The second event that the club is sponsoring is the fifth Annual Indianapolis S Show, to be held on Saturday, Nov. 8, in the Indianapolis, IN. area.

The **Central Ohio S Gaugers (COSG)** met at the home of Pat & Cara Nightengal, Marengo, OH. on Nov. 18. The host is in the process of designing and constructing an S layout, and is open to ideas for bench work & layout configuration. David Stilp is president of the club, and coordinated a trip to the Fall S Fest, held this year on Nov.2-4, in St. Louis, MO. Alan Evans ably edits the club newsletters, distributed via e-mail. John Myers, is V.P.; Tom Brinker, Treasurer; and Larry Robinson & Don Divney are Trustees. John Myers is coordinated the bringing and set up of the club layout at three train shows in December. The Marion Train Show, Buckeye Train Show, and the TTOS Train Show had the layout of the COSG. A sample of the Roller Freight tank car to be the Spring S Spree car was shown in the

latest newsletter of the club. The car is being supplied by Des Plaines Hobbies, and has a yellow body with a white panel on which the lettering is printed.

The **Stateline S Gaugers (SLSG)** has a newsletter ably edited by Vera Flood, and issues provide interesting facts about railroads and the club activities. **SLSG** club officers include: Dave Wilma, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippett, Treasurer; and Dick Bird, John Larson, and Mac McGrath, Board of Trustees members. The club is planning for the 2009 S-Fest which they are scheduled to host. A committee was formed which would have the responsibility of the event and have the club president Dave Wilma as an ex-officio member. Doug Allen has agreed to be chairman of the event, and was included in the seven members who will form the committee to plan and organize the event. Roger and Vera Flood hosted the club for their February meeting, in Rocford, IL.on the 17th of the month. The club set up and operated a layout at the Belvidere Train Show, held on Dec. 7/8, 2007. The club is planning a picnic for August 17, 2008. The event will be at the Roland Olson County Forest Preserve. The March meeting of the club was held on March 16, at the home of David Pippitt, in Rockford, IL. The club set up and operated a layout at the train show in Lena, held on Feb. 23/24. The club is looking for a place to set up and work on their modular layout, and they are actively seeking new club members. A mailing was made to all known S gaugers in the area where the club holds events and meetings. David Wilma suggested that brochures be placed in the local libraries to solicit possible new members. A group of the club members attended the HighWheeler 08 Train Show as sponsored by the Fox Valley Div., NMRA on March 15/16. The possibility of bringing the club's modular layout to the show next year was discussed at a recent meeting of the club.

The **Southeastern Michigan S Gaugers (SMSG)** held their February meeting at the home of Earl Carlsen in Oxford, MI. Ken Garber is president of the club and Sig Fleischmann treasurer. The club has set up a standing committee headed by member Jerry Poniatowski called the AF Committee that will be staffed by several club member volunteers to provide support on AF trains to the club members and any outside requests for information. The club has 46 members as reported at a meeting last year. Club member Gordy Michael is the rolling stock coordinator for the club and he keeps track of the equipment that is operated at the various show displays that the club makes. The club held their meeting in December 9, 2007 at the Century 21 Real Estate office space that they lease to store and work on their layout. The club vacated this space recently when they were preparing for the layout set up for the AnnArbor Train Show held on Feb. 16/17, at Saline High School. Tom Hess hosted the club for their meeting in January 27, 2008 in Northville, MI. Tom Hess presented a program for the enhancement of the club layout at the December club meeting wherein the layout would be divided into sections with various club members assigned to work on and be responsible for their section. Each of the four layout sections that were formed would have a team leader and members of the club could sign up on one team or another. The team leaders were Tom Hess, Bill Bartlam, Jerry Poniatowski, and Sig Fleischmann. The club set up and operated a layout at the Gratiot Valley Train Show, on March 2, at the Macomb County Community College Sports & Expo Center, Warren, MI. The **SMSG** was asked to join the other clubs that presently set up and operate the Spring S Spree. After much discussion by the members, it was decided to further discuss the matter at another club meeting, and obtain more information on the tasks involved in hosting the Spree.

The **Northern Ohio S Scalers (NOSS)** held their January meeting at the home of Pat & John Henning, in Valley City, OH. on the 27th of the month. Jack Sudimack coordinates the club activity, and John Henning ably edits and distributes the club newsletter issues. Jack and his wife Sharron were on vacation in Florida for the month of February, and John Henning and his wife kept the club activities going with get to-gethers at their home during the absence of the "head snipe". Jack and Sharron hosted the club meeting on March, in Medina, OH. A recent issue of the club newsletter had several articles discussing the definitions of gauge and scale. One by Richard Bendever, who edits the *1:64 Modeling Guide* magazine explained that HO Scalers do not call other HO Scalers who run their trains on code 100 (or bigger) track Hi-Railers like the S folks do. The club members are planning improvements on and use of their modules.

The **Badgerland S Gaugers (BSG)** held swap meets at the Knights of Columbus Hall, Greenfield, WI.. The remaining meet for the year will be on March 30, 2008. The February meeting was held at the home of Brad Nelson, in Waukesha, WI. Seventeen members attended. Brad's layout was featured in the March, 2008 issue of the Classic Toy Trains magazine, with color photos showing the revised layout that Brad has constructed from a very good existing one. Club member Chic Hartert gave a clinic on various methods of making model trees for the train layout. The club is planning to have clinics at more of their meetings to increase the attendance. The club set up and operated a layout at the Mad-City Train Show, held on Feb. 16/17, in Madison, WI. at the Alliant Energy Center. Members of the club helping with the layout set up and operation planned to stay at the America Inn, Monona, WI. The BSG is working on plans for the Fall S Fest, to be sponsored by the club in the Fall, 2008. New officers elected recently include: Richard Wade, V.P.; Jeffrey Young, Treasurer; and Ron Schlicht, Sect'y./Editor of the club newsletter. Directors of the club include: Dick Kloes, Ray Puls, and Trumann Garrett. The club Board of Directors decided to drop the September swap meet next Fall. Club member Trumann Garrett was in the Grand Prairie Health & Rehab. Hospital and members were encouraged to visit and send condolences to Garrett. The March meeting of the club was held at the home of Steve Lunde, in Waukesha, WI., on March 8. The April meeting was scheduled to be hosted by Roy Meissner, and it will be the last meeting of the group until fall, 2008. Ron Schlicht coordinates the club meetings, and ably edits the club newsletters.

The **AF S Gaugers of the St. Louis Area (AFSGSLA)** held their February meeting at the home of Barry Dolan, in Ballwin, MO. on the 9 th of the month. This was the club's first meeting at the new home of the host. Moe Berk coordinates the club events and Gary Mueller ably edits the club newsletters. The club set up and operated a layout at the Dupo, IL. Train Show, on Feb. 9. Barry Dolan will coordinated the event attendance and layout set up. The club set up and operated a layout at the March 15/16 Great Train Expo, Collinsville, IL. Set up will be on Saturday morning with the show to open at 10:00 A.M. The **AFSGSLA** was scheduled to meet at the Lake St. Louis home of Dave Stone, on April 11. Club member Bob Sobo has been laid up recently with surgery for a broken ankle, and the club members wished both Bob and his wife Kay a healthy recovery. The club members expressed their sympathy to Sharon Dolan, wife of member Barry, on the recent death of her mother, Ann Johnson The club has recently established an e-mail address, at: afsgsla@sbcglobal.net.

The **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)** is celebrating their 40 th anniversary this year and will have an S gauge tank car made by American Models. Bob Bowen is coordinating the design and ordering of the car. Frank Horwath hosted the club members for their February meeting in Spokane Valley,WA. on the 10 th of the month. Jon Kettner ably edits the club newsletter, and coordinates the club activities. The annual club banquet was held on March 15 at Conley's Place, when the weather is becoming mild to make travel easier and maintain the attendance level. Club member Vic Cherven recently wrote an article that he sent to the S Gaugian Magazine. Jon Kettner reported at a recent club meeting of the details of the AFSGSLA club layout, which included very complex spiral tracks, and pin connections between sections of the layout to align the track rails. Photos of these details were included in a recent club newsletter. Jess Bennett is scheduled to host the April meeting. The club planned to set up and operate their layout at the Palouse Empire Train Show, in Pullman, WA. on April 11, if there are enough members to help with the set up and operation.

The February meeting of the **Southern Calif. S Gaugers (SCSG)** was held at the home of Don Straton. The host had trains running on his layout, which has many operating accessories Jeff Kruger is the coordinator of the club activities and hosted the club for their January, 2008 meeting in San Dimas, CA. The club is in the process of designing standards for their modules and constructing same. Module sections will be made by those members so inclined, and a special meeting will be scheduled for module construction. Tom Mescher volunteered to investigate a possible location for holding an S West Fest event. The club members are considering hosting a NASG convention, and various members are obtaining information on what would be required and where the facilities might be to accommodate such an event. The club is having flyers printed for distribution and advertising the club activities.

Your club column editor wishes to thank those club members and clubs that submit information on the activities and events that you organize and attend. Please submit information and newsletters for the column to David Pool, 11 Bittersweet Trail, Wilton, CT.,06897-3902 or e-mail at: ndpool@juno.com.

The Madison, Wisconsin, area has a new S gauge club called **S Gauge Wisconsin.** The will specialize in all aspects of modeling in 3/16 scale. **SGW** encourages all ages to participate. The club already has an antique layout for exhibiting which shows off the old 3-rail tinplate AF trains and accessories. They are also building a new large, lightweight 2-rail standard gauge S layout. It can be configured to 8 x 20 feet or 12 x 16 ft. All types of control will be used: DC, AC and DCC. The fledgling group plans on building the layout plus doing other actdivities such as riding trains, going to museums and visiting train related sites. Contact Jim Sanborn at 608-829-4466 or sgaugewis@modswis.com

A scene on Tom Robichaud's layout. This is one of the layouts on tour at the NASG Annual Convention this summer in Lowell, Mass.

EXTRA BOARD

S IN NON-S PUBLICATIONS
- May 2008 *CTT*: Modeling Town and City Blocks article by Vic Roseman, Collectible Classics about 355 AF Baldwin.
- April 2008 *Scale Rails* (NMRA): 10-page article by Jeff Smith on Slim Gauge Guild – over half of the article devoted to Sn3.

ON TOM'S TURNOUTS
I want to help modelers to become familiar with this product. Points: 1. Tom's Turnouts are the only RTR turnouts for operation with all wheel sets. I use code 110 and code 125 wheels. Friends come over with AF wheels. Tom's supports them all. 2. Tom's Turnouts now come DCC ready out of the box. No inserts to install, no wiring to do. Just connect the rail joiners and a ground throw and go. 3. The specific turnouts I am using are #6s and #8s. These turnouts are made of SHS track and connect to my layout, which is all SHS flextrack. However, you can get Tom's Turnouts in American Models' track as well. Both tracks do exactly the same thing, but I just think SHS looks better.
- W. Allen Evans – New Orleans

WEB MAGAZINES
There are currently three historical society magazines which all use the same format. These web-based magazines are (in my opinion) equal to or better than any of the print magazines, including the Big Boys, in content, layout and overall quality. As Bill Lane mentions, the PRR group also sells CDs containing the back issues no longer available directly from the website. The PRR zine (the Keystone Modeler) is updated monthly, the others are less regular (B&O and SCL), but every issue has information I can use. At the moment the three also have a large special issue covering the Fruit Growers Express Co. I'd advise anyone interested in steam era railroading to go to one of the sites and download this tome. It would probably be a $25 book by itself published as a hard copy.
- Pieter Roos

KANSAS CITY HOLIDAY VILLAGE LAYOUT
Roy Inman reports that they finally took down the 54' x 64' Holiday Village layout at Union Station Kansas City, and it was the most successful year of the three since its inception. Station officials estimate that from the time of its setup in September to January, more than 150,000 visitors viewed the layout. And he says that the S phase of the big layout was absolutely the most reliable of the three scales represented, the other two being O and G. Roy says, we ran S Helper Service trains virtually continuously, 8-10 hours a day and aside from regular lubrication, no maintenance was required whatsoever. Not so with the O and G trains.
- From Roy Inman

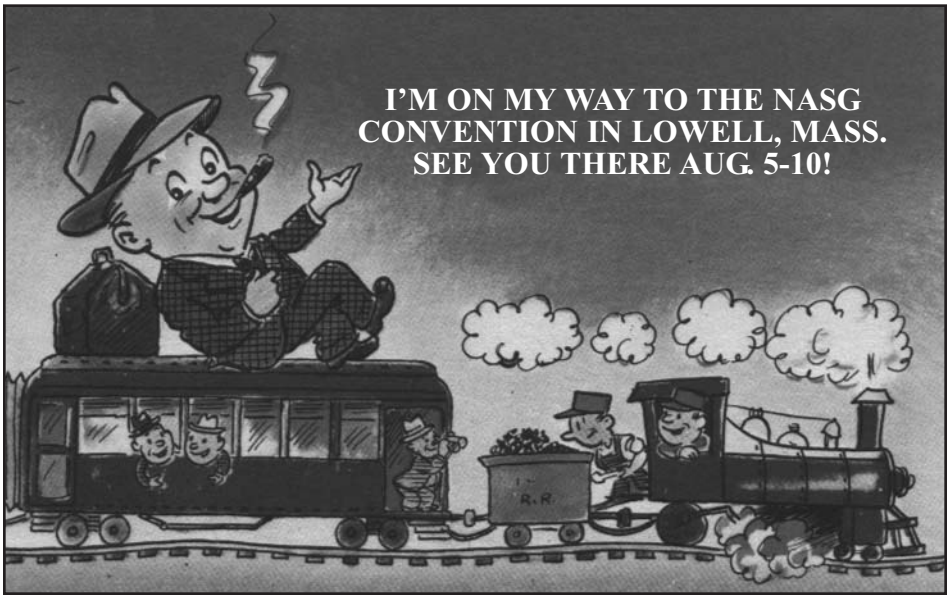
S MEET COMING IN DIXIE
Heads up on the upcoming S scale gathering for east Tennessee and Western North Carolina (Georgia and Kentucky folks welcome too). The Knoxville area bunch will be hosting the gathering and have set the date for May 31, which is the weekend after Memorial Day weekend and the NMRA Southeastern Region meet in North Carolina. We will be holding the gathering at the Children's Museum of Oak Ridge which has been home of the Knoxville Area Model Railroaders Club for the past six years and will provide the space for our meeting and clinics as well.

We have several clinics lined up and hope to pull in another two or three. Our partially sceniced 20 x 22 foot S scale layout will be up and running. Foreign power is invited. Several area vendors will be attending, hopefully with product displays and merchandise to sell.

Nearby, for those that can spend the extra day is the Southern Appalachia Rail Museum (about 10 miles away) with a number of classic diesels (Alco S2, RS1, Rs2/3, EMD GPs) in all states of repair. There is a short excursion through the Oak Ridge nuclear facilities. Also nearby is the terminus of the NS's Rat Hole Division. Also, behind the University of Tennessee's stadium in Knoxville is the boarding point for the Three River Rambler, a tourist line that features steam.
- Jim Schall, co-coordinator

S-TIPS

Switch Throws: I have used Caboose Industries Switch throws, both ground and high stand, almost exclusively, with no problems, even on solid point/frog assem-



blies. The only place I don't use them is on the double switch I picked up years ago. For power distribution I use micro switches and home-made bell cranks that are unobtrusive. I have also used this setup to power frogs and also provide selective control on stub yard tracks. I use two micro switches on one bell crank at Yard Junction to not only power the frog but also select route power for the main line block immediately preceding the switch. What this means is, the main ahead of the switch receives power from the lead, or the main beyond the switch, depending on which way the switch is lined.
- Bob Nicholson

Chain Link Fences: I have found that white wedding veil material works best for making a chain link fences. I usually cut a strip to a larger size than the height that I want my fence to be (usually 4', 6' or 8'). The cut is such that the squares are at a 45 degree angle. Then I will tape that piece to a scrap piece of plywood and spray it with Rustoleum Primer Gray. The fence framework is fabricated from styrene rod with a larger diameter for the posts and a smaller diameter used for the top cross rod. Those are pre-sprayed with the same primer and superglued onto the installed framework. The gray primer color looks like oxidized aluminum in our scale. Therefore, the fence has an aged appearance.
- Greg Bern

Loose Grabirons: The grabirons of SHS hopper cars and AM triple hoppers (probably other cars too) are easily knocked out and lost. They should be glued in with cyanoacrylate glue. Squeeze a drop of the glue onto a slip of wax paper. Use a short length of about .020" wire to carry tiny droplets to each end of every grabiron. You should do this as soon as you take the model out of the box.
- Charles Shrubsole – Vanier, Ontario, Canada

Mold Release: Some manufacturers use mold release that must be cleaned or removed from the parts. Sometimes I have had to use a quick rinse in some type of solvent. This is why we don't use mold release in kit production at Pine Canyon. It does cost us in mold life, about half, but we don't want the customer to have the problems typical in other resin kits.

As for primer, if you're building a Pine Canyon kit, I never use primer except where I want to use the white, gray or red oxide for the dull finish it produces. Drop by your local Pep Boys autootive supply store and pick up primers in aerosol cans undter the Bright Touch brand name. I use this a lot on all of our photo models, but not as a primer, as a color. I don't bother with priming, I just go to the color. Krylon does offer a new line called fusion for plastic, but it is harder to find and more costly. If you have mold release in the resin casting and you keep getting fish eyes in the paint, apply the first couple of coats in very light coatings. Spray almost dry so it sets before the fish eyes can form. Let the paint dry a bit between coats.
- Keith Blanchard, Pine Canyon Scale Models

SHS OPEN HOUSE
SHS will hold an open house sale on June 13th and 14th at 77 Cliffwood Ave., Cliffwood, NJ. It will be on Friday from 11 a.m. until 5 p.m. and on Saturday from 10 a.m. until 5 p.m. Check the website for directions - www.showcaseline.com. There will be lots of bargains and eats.

S-CALENDAR

May 2-3 2008: 21st annual Spring S Spree at Crossroads Expo Center 6550 Poe Ave Dayton, OH . Hosted by Miami Valley S Gaugers. Five hotels within one mile, many restaurants. Info at trainweb.org/MVSG/ or call Dennis White 937-376-2356, dwhite@woh.rr.com.

May 17, 2008: 9th Annual Flyer Fest West, Crowne Plaza Hotel, 32083 Alvarado-Niles Rd., Union City, CA. Contact Don Mattheis 510-887-7115; email Norcaltt@aol.com or Jake Jacobson 510-524-4232; email Nuts4aftrns@aol.com.

May 31, 2008: 2nd Gathering of the Blue Ridge S Scalers, Children's Museum of Oak ridge, 461 West Outer Drive, Oak Ridge, TN, Saturday 9 a.m. to 5 p.m. with clinics, vendors and layout. Scale oriented, but all S gaugers welcome. Contact Jim Schall 423-369-2955. schallj@highland.net or Lance McCold 865-675-3625 lancemccold@charter.net.

June 21, 2008: Hoosier S Gaugers Summer Event, Columbus Area RR Club, Johnson County Park, Edinburgh, IN - Noon until 4 p.m., free. S scale layout will be setup, among others. Bob Morrison, 812-378-4275 - hobo47203@yahoo.com.

Aug. 5-10, 2008: NASG Annual Convention, Lowell, MA. The Mountaineer Limited will be celebrating the 60th aaniversary of the Bristol S Gauge Railroaders. Doubletree Hotel, 978-452-1200. Info Doug Peck, doug@portlines.com. Visit website: www.nasg2008.com.

Nov. 8, 2008: 5th Annual All S Scale Meet, hosted by the Hoosier S Gaugers, Carmel Lions clubhouse, 141 E. Main St., Carmel, IN. 317-566-1748 or bmry1905@yahoo.com

Nov. 14-16, 2008: Fall S Fest, Milwaukee, WI, Wyndam Hotel - near airport and Amtrak stop. www.trainweb.org/bsg.

Bids open for NASG Annual Conventions -- 2009 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net.

NASG.ORG

Rail Mail cont. from page 5

(and S clubs) have to spread the word about S and continue displaying layouts to the public.
- William Mezzano, Addison, Illinois

Re: Longer Cars: Thanks, Jeff. You make the point I was reaching for (see Jeff's Jct.). For longer cars to be commercially viable, there has to be a market which can accommodate them. That means enough layouts with curves suitable for longer cars. Sure, you can run a 6 footer around a sharp curve. It looks like crap, but you can do it. Never mind the compromises – such as underbody or end details deleted so your couplers can swing WAY over – but you can do it.

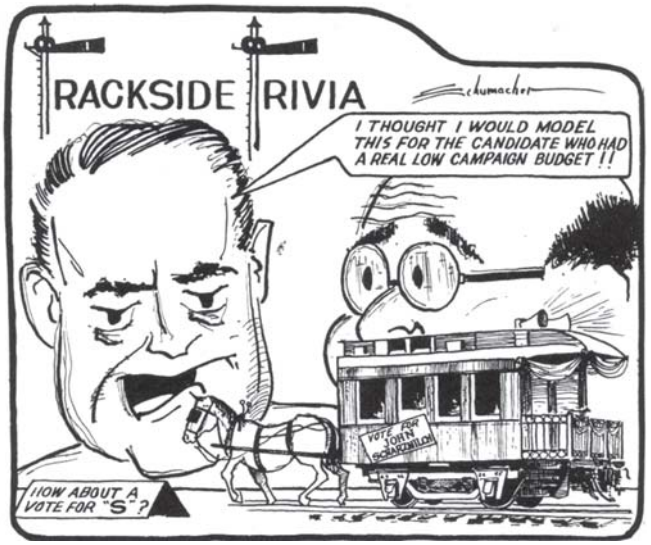
Take a look at the compromises AM had to make with the 4-8-4. Look at all that open space around the trailing truck, especially behind, where the drawbar is. This was necessary to make the locomotive viable to those with the tinplate curves. Now take a look at a photo of the real 2900 series 4-8-4 prototype, and you will realize just how much plumbing detail had to be sacrificed to make the model viable for the AF market. This is not a knock at AM, it's just recognition of the reality of having to market to two different sets of standards to make the model financially marketable.
- John Picur

Sound Systems Dilemma: We have various control and sound systems available now. TMCC and DCS are fighting it out in O gauge 3-rail. DCC is standardized in all the smaller scales and O 2-rail. While buyers of Flyonel are lining up to use TMCC, the scale side of the hobby is going DCC. More and more hi-railers are looking toward DCC as well. I can see the near future being split between TMCC for those who run AC power, and DCC being the choice for DC operators. From my own experience with DC power, and having heard the fantastic Tsunami sounds in a Bachmann On30 Forney loco, I'd go DCC if I ever build a layout big enough to need it.
- Stumpy Stone, Martins Ferry, Ohio

Is S in a Lull? S is not in a lull! Yes, a couple of the big guys are taking a break, but I just received a Mullet River caboose from Des Plaines, just finished painting and weathering the Cryer Gray gondola, bullt the Kalso NYC caboose, and am looking forward to building Pine Canyon's new false front block. Other new stuff out there includes Des Plaines paint schemes, the Grand River grocery store kit, several BTS items, etc. If you follow Sn3, they are all abuzz about the new PBL K class 2-8-2 in the $600 price range. Watch the narrow gauge faction grow quite a bit. . Yes, we still do need more modern stuff, because that's where our growth will come from. I wonder if any of our clubs are showing any of the modern freight cars at shows. I just thin the world needs to be hit on the head, and often, with what we have to offer. Eventually, it will take root.
- Bob Were, Houston, TX

Recycling? How about a coupler recycling program? Maybe we should have an NASG program to take in the Flyer parts and issue a discount coupon for a scale coupler. Revenue could be obtained for the coupons by selling the Flyer couplers back to the car manufacturer so the process could be repeated on new cars. If enough scale buyers bought the cars, the manufacturer may not have to buy another coupler! The overseas manufacturers might not like it, but ….
- Raleigh, in deep freeze Maine

Turnabout: Maybe for the next presidential term our manufacturers should supply scale couplers without extra cost and charge the AF guys the 3 bucks. They would make a lot more money since they all say their sales go mostly to the hi-rail bunch anyhow. Just a thought from an S scaler.
- Bob Werre



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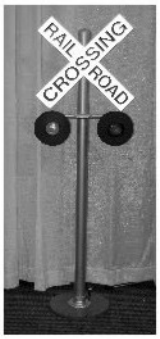

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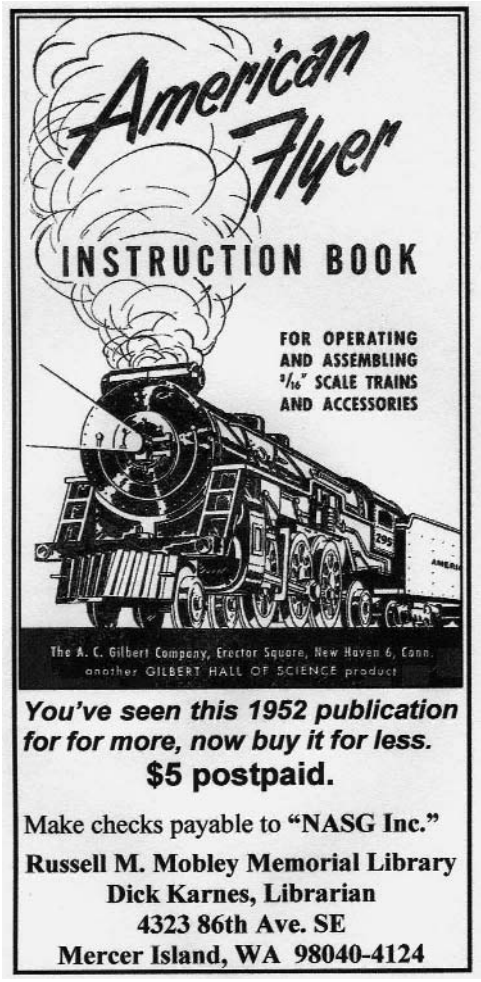

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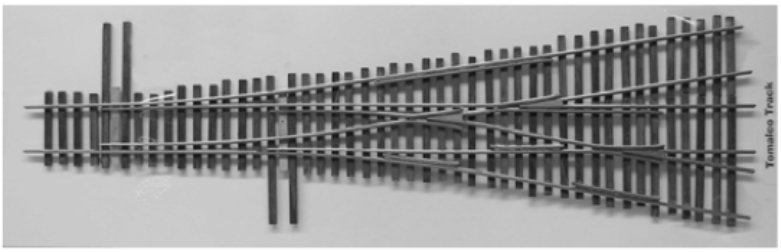

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