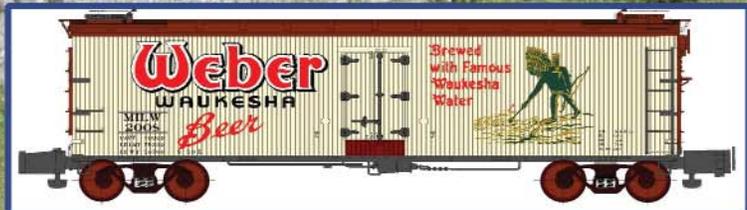
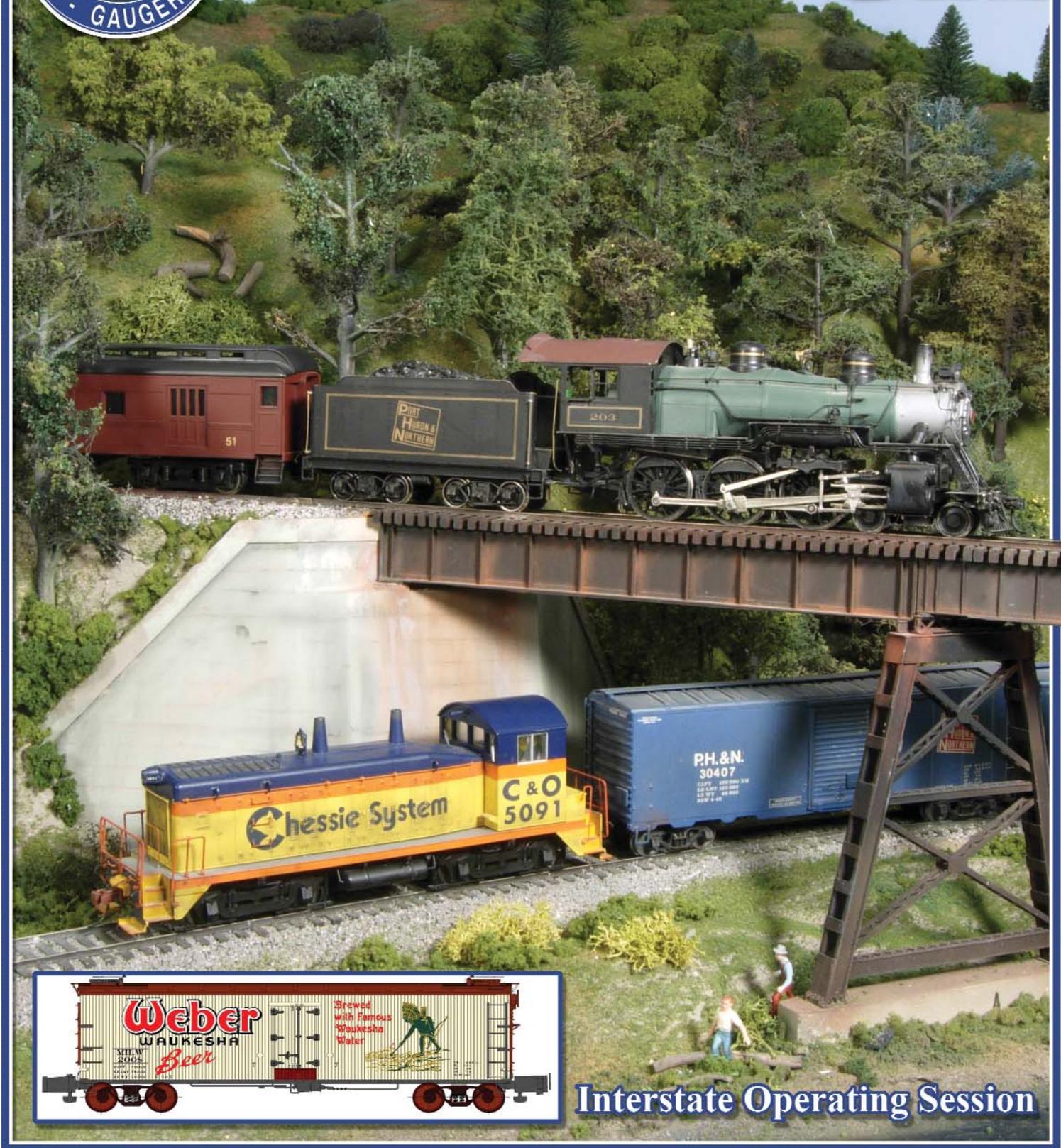




DISPATCH



Interstate Operating Session

All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail

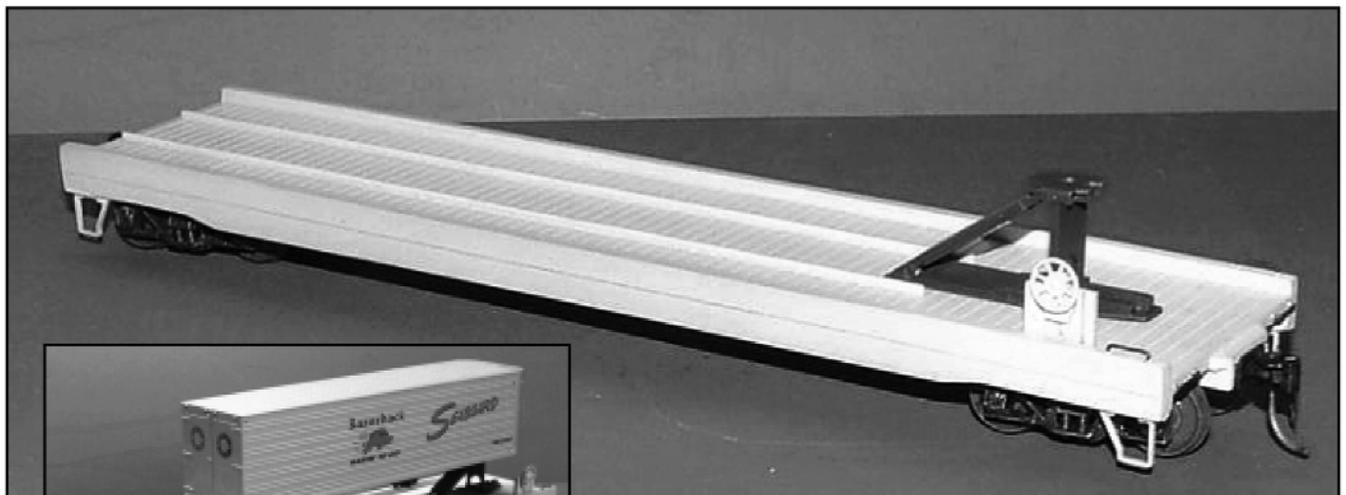
1880 to 1980... Big Difference in 100 Years!



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.

#09603 34' Truss Rod Flatcar Kit S Scale \$ 25.95



50' Converted Pig Flatcar

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.

#09207 50' Converted Pig Flatcar S Scale \$ 69.95

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NASG DISPATCH
Official Publication of the
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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: Jan's Canyon is a great place for railfanning on Dave Held's Port Huron & Northern. Here a PH&N 10-Wheeler pulls a passenger train while a short local with a couple of home road box cars passes below. Two lucky railfans catch the action. Photo by Brooks Stover

ORDER BOARD

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2010 Convention to Duluth: This is to inform you that the NASG BOT has selected the Pines and Prairies S Scale Workshop to host the 2010 NASG Annual Convention. The convention will be held in Duluth, MN, from July 21-25. Walt Jopke is the host group chairperson for the convention.

- Lee Johnson, Convention Committee Chairman

Library E-mail: Note that the e-mail address for the NASG Library is now nasglibrary@yahoo.com.

- Dick Karnes

S Gauge at York TCA Meets: : For the past several years, there have been modular layouts at the TCA York meets. So far there have been two S gauge layouts featured. This is an excellent venue to promote S Gauge as there are routinely 10,000 plus attendees. TCA has indicated they would be interested in having more S gauge layouts. The space available is about 40' by 110'. If your layout is smaller than this, they pair it with another layout in another gauge. There is no payment for this. It is just for the glory of showing your layout to a large number of train enthusiasts and to promote S Gauge. If your club is interested, contact Monte Heppe, our Eastern Vice President at: flheppe@aol.com or 410-255-0629 for additional details.

- Monte Heppe, Eastern V.P.

RAIL MAIL

Common Sense: Getting a starter set up and running has been discussed since the demise of Gilbert. Right now we have sets from SHS, AM and Lionel is pretty close. Are they cheap? Hardly, when we consider the average set price in the late '50s was about \$25 (pre-inflation). Are we ever going to have an inexpensive set? I doubt it, and I hope not! I suggest we think in the opposite direction. Put out a quality set with all the bells and

whistles and charge for it. Price it where the parents will think hard as they are deciding whether or not to purchase the item for junior. Face it, if you give a kid a cheap \$65 set, it will get wrecked and be in the garbage can in a few months – you can't make a durable and realistic set in that price range. If a family lays down \$700 for little Johnny's train set they might demand of him that he take care of it. I would rather sell one train set to a seriously interested kid than a dozen cheapie sets to kids who have no interest beyond the first week.

- Bob Werre, Houston

Continued on page 38

Jeff's Junction



Christmas List in July - What We Need in S:

Periodically the S lists on the internet get on a thread about desired new products in S. Of course, we all do this whether we're on the internet or not. Usually this theme gets started by some neat and usually affordable item being brought out by the larger HO, On30 and O manufacturers – the ones with deeper pockets catering to a larger audience. Part of the latest frenzy was caused by the announcement by Atlas of a PRR Atlantic and a trolley (see last Dispatch) that were part of the Industrial Rail economy line taken over by them. This is the outfit that produced the 3/16 scale Santa Fe Caboose on O trucks. The above mentioned thus inspired (mostly hi-railers) to start a new flurry of RTR "I wants" on the Yahoo list. The rolling stock items desired were mostly RTR and also included buildings, trackwork and accessories.

The thread always seemed to target the larger non-S manufacturers such as MTH, Atlas, Weaver, Bachmann, Athearn, Walthers, etc. Scalpers chimed in with agreement when they thought an item could be converted to scale. Again, this whole theme boiled down to – "I want this and that to be mass-produced at moderate prices and ready-to-run."

Most responders admit that S modelers in general are blessed with product compared to 15 or 20 years ago. Yet this same success breeds even more demand – because now they know it can be done. If Lionel can produce a Big Boy, well they can produce an SD-40-2. If SHS can produce a 2-8-0, well then they can produce a 1900 4-6-0. If Bachmann can produce a Shay in a niche scale like On30, then they can produce one in S. And starter sets for under \$100 always resurfaced as well – if they can do it in

.....

These wants that are born of enthusiasm for our gauge (scale) range from the improbable and unrealistic to the thought provoking and worth considering. Take the starter set, for example. Many of these desires are a bit unrealistic – you know – a loco, circle of track, transformer, 2 freight cars, a caboose all for under \$100. Why is this unrealistic? Well, because a \$30 set in 1950 would sell for \$300 today. So maybe a \$200 set seems to be a more realistic target. Many suggest a 44-ton diesel sans details with a couple of cars, circle of track and basic power source as being doable. Most likely, detail kits, additional rolling stock, accessories, etc., would be in addition to a barebones set. An optional detail kit for the locomotive would appeal to the adults who wanted to enhance things. Lionel's Docksider 0-6-0T is the most promising choice to be used for a starter set by that company.

Following are some other "wish list" items that might actually come to fruition – in other words these items would appeal to a wide spectrum of S modelers:

- **Diesels:** FM "baby Trainmaster," GE 44-tonner, Genesis (Amtrak loco), U30C, U30B, SD40-2, Alco RS-1, Also S-1-4.

- **Steam loco:** Shay, Baldwin 1900 era 4-6-0, a 2-8-2, N&W J4-8-4, 4-8-4 GS Daylight, non-streamlined PRR K-4, PRR L1 2-8-2, 2-truck standard trolley (maybe just power units for the IR one), a PCC trolley.

- **Vehicles:** 1/64 die-cast utility vehicles, police cars and taxicabs (mostly 1950s).

- **Figures:** More of the O lines in S.

- **Structures:** A mid-quality line of basic town and railroad buildings in plastic easy-kit form – a step above Plasticville detail.

- **Rolling stock:** Not much really needed, but some suggestions include a Northeast caboose, PRR port-hole caboose, some 1900-1920s wood passenger cars, 8000 gallon tank cars (steam era), some more modern cars, etc. If somebody could get hold of that IR (Atlas??) SF caboose and put some S trucks on it

Continued on page 38

NEW PRODUCTS REPORT

By Jeff Madden

CRYER GRAY FOUNDRY (4351 Valley Forge Dr., Fairview Park, OH 44126 – www.cryergray-foundry.com) is coming out with a limited run of the N&W CF and C2 cabooses. The CF is wood sided and the C2 is steel sided. These are brass and estimated list price is \$268 painted and lettered. A special blue scheme with end stripes will be \$278. Still under way are the N&W class G4 52'6" gondola in brass in both a 1944 and 1950 version. Unpainted price \$208.00. Check the website for availability.

DES PLAINES HOBBIES (www.desplaineshobbies.com) has just received RTR FMC double-door modern boxcars from China. They are SP (freight car red), GVSR (blue), BAR (green), CN (maroon). Each road comes in 4 numbers at \$44.98 each. Cars have AF couplers and hi-rail wheels, but have scale wheelsets included.

GRAND RIVER MODELS (www.grandrivermodels.com) was at the S Spree and displayed the next project which is the Middleton & Sons large brick warehouse. The footprint is 30" x 30", but it can be adapted to smaller spaces. A separate boiler house and smokestack kit will be offered separately. Prices TBA. These kits are basically resin with some detail parts added.

LIONEL LLC (www.lionel.com) has announced their 2008 holiday line for AF. These include an AF candy cane chemical car, REA stock car, and holiday boxcar with window – these are \$59.99 each. Also to be offered is the NE holiday caboose with animated Santa and lighting for \$84.99. S gaugers may also want to check out the modern water tank (under O stuff)

with Merry Christmas from the North Pole lettered on it. It's 13" tall and lists for \$22.99.

BARRY PAZAN 1/64 TRUCKS (10770 Brookview Drive, Zeeland, MI 49464 – 616-748-9345) has some new die-cast trucks to report on. How about an FWD tractor from about 1940 that comes with 3 axles. How about a Crackerbox 1959 Day Cab in 2 or 3 axles or same with Sleeper cab with 2 or 3 axles. Upcoming is a Model 25 REO (1939-47, International trucks and a 1948 Diamond T. On hand are Brockways, Kenworths, Mack LT, Mack LJ, GMC Cannonball (1949 2 or 3 axle with day cab), plus the ones already mentioned. Cost is \$20 per pewter kit plus \$5.00 S&H. Barry hopes to be at the Lowell convention and will be at the National Toy Truck 'N Construction Show in Indianapolis, IN on August 22-23-24 at the Adam's Mark Hotel.

PBL (www.p-b-l.com) is planning on producing some brass Shays. These include New Mexico Lumber #7, Oregon Lumber #7, Swayne Lumber #2, Swayne Lumber #6, Eagle Lake Spruce Mills #2, Klickat Log & Lumber #5 and West Side Lumber #12. These will be Sn3, but, if enough early reservations are received for some in standard gauge – that may happen. Price TBA.

PENNSYLVANIA HERITAGE MODELS (paheritagemodels.com - tom@paheritagemodels.com) has a new 2 truck trolley coming. It will have a resin shell with pewter side frames like the RDC and will be available in DC or AC. AC will have the drive used in the 44-ton loco and trolleys at the Union Station in Cincinnati, Ohio. AC will not have an interior to make room for the reverse unit. All versions will have headlights and tail lights and interior lighting. They will have brass chassis and operating trolley poles that can be wired for overhead operation.

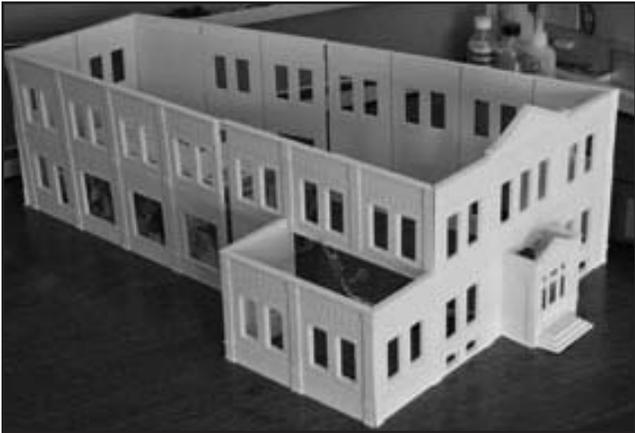
PINE CANYON MODELS (www.pinecanyonscalemodels.com) has two new structures in the Cruising Main series. One is a 2-story brick professional building and the other is a 2-story firehouse. Both will come as deep or shallow resin kits. Both have a width of 4-7/8" and a height of 7-3/8". The depth is either 4-1/2" or 6-3/4". The Professional Building sells for \$49 and the Firehouse for \$69. Of course, the deeper firehouse will house a Code 3 1/64 pumper fully.

SHS (www.showcaseline.com) has some upper quadrant 3-position semaphores made by NJ International for \$39.95 each. You can get them in either silver or black. If you desire a Servo Master activation unit, SHS has them. Others will work as well.



This is the latest resin car kit from Jim King. It's based on a Southern 41' 6" 50-ton' one originally built in 1926 but lasting until the 1970s in revenue service - and even later in M.O.W. service. They are \$65 each including trucks and KD couplers or \$55 less trucks and couplers. Include \$7 s&h if ordering by mail.

WHAT'S NEW?



As usual, match 'em up with the wording at left.





NASG 2008 National Convention Update

We have prepared a Convention Planning Special Issue that we hope will assist you with any pre-planning for your Convention attendance. This issue is filled with information and tips about the convention, activities in Lowell during convention week (both convention-planned and other independent activities), dining opportunities and many other items we hope will enhance your visit to Lowell. The Convention Planning Special Issue can be found at: <http://www.nasg2008.com/june3news>

On August 5, the 2008 NASG National Convention pulls into Lowell, Massachusetts. The DoubleTree Hotel is in fantastic shape with many recent upgrades and great spaces for convention activities including the Bristol S-Gaugers' birthday party on Wednesday night. And the sights around the hotel are breathtaking – the canals (the picture below is the restored Lower Locks Gatehouse & Falls right out of the back of the hotel!), the recently renovated Boston & Maine Railroad Depot (pictured below right), and all the features of the Lowell National Historic Park.

There is a myriad of opportunities for registrants to enjoy Lowell beyond the great program at the 2008 Convention itself. You can dine at a large number of restaurants with all types and ethnicity of food just a short walk from the Hotel. And hey, don't overlook the restaurant at the DoubleTree. Doug, Mike and John sampled the breakfast buffet (which will be available every morning starting at 6:00 AM) and were impressed. The Hotel will also be offering a reasonably priced dinner buffet on those nights when the convention schedule is a bit tight for time!

There are concerts Thursday and Friday evening at Boarding House Park (see details below), again just a short walk from the DoubleTree. You can take in a Lowell Spinners baseball game or check out the Lowell Quilt Festival which starts on Thursday of Convention week. We just hope that the fantastic schedule of clinics, rail, layout and non rail tours and two dealer halls filled with your favorite S Gauge stuff will still provide time for Convention attendees to enjoy all that Lowell has to offer.

Here are a few more details on the Convention: Registration & Check-in: Both hotel and convention check-in will be right inside the hotel lobby. Convention registration will be open

Monday night from 7-10 PM and will open one hour before our all day tours depart each morning (for folks joining tours), and then be open a large portion of each day & evening. Complimentary parking in the adjacent Lower Locks parking garage is available to those attending the convention -- just have your parking ticket validated at the hotel front desk. Our Convention Hospitality Suites will be open throughout the convention if you're looking for a quiet place to relax or chat with fellow attendees, or just want a place to hang out if you get to the hotel prior to the check-in time. Ask for directions at the Convention Registration Desk. In addition the Convention & Visitors Bureau will have a representative and table of information onsite at the hotel each day to help attendees with information on local attractions, dining, and other activities.

Lowell Happenings during the Convention: The Lowell Summer Music Series at Boarding House Park has musical events three nights of Convention week (August 7, 8 & 9) and two special, free kids activities on August 6 & 7. Their web site has more information about the scheduled performances and offers tickets for sale. We recommend purchasing your tickets prior to arrival if you want to attend these events.

Also the Lowell Spinners baseball team (Class A Affiliate of the Boston Red Sox) will be in town for four home games (7:05 PM on August 4, 6, 7, & 8). The Lowell Spinners games have been sellouts in recent years, so we recommend purchasing your tickets right away via their web site if you're interested in attending one of their home games while you are in Lowell.

Also don't forget about the acclaimed Lowell Quilt Festival we mentioned in our earlier convention newsletter. It starts on Thursday on Convention week and more details are on their web site. TIP: Be sure to check out the special quilt related exhibits and activities at some of Lowell's museums that will be going on during the week!

In addition to the Convention-special tours of the Lowell National Historic Park (tickets still available on LNHP Tours #2 and #3), the LNHP will be offering a special lecture on the Lowell Lyceum Series during Convention week -- "Meet Eleanor Roosevelt; Advocate for Universal Human Rights" being offered Tuesday, August 5, from 6:30-7:30pm.

Cultural Tip -- On Wednesday August 6 at 11 AM at Boarding House Park (in a FREE performance), history and culture come alive through modern interpretations of lively folk dance from rural Cambodia and dazzling renditions of classical court dance, an ancient Cambodian tradition dating to the ninth century A.D. The Angkor Dance Troupe is the only nonprofit cultural group in Lowell, MA, whose sole mission is to preserve the traditions of Cambodian performing arts. The Angkor Dance Troupe develops and teaches Cambodian dance, promotes an understanding and appreciation of Cambodian culture, and provides a positive social and educational outlet for Cambodian youth.

In addition to the Convention's scheduled activities and the special events happening in Lowell during Convention week, there are also numerous opportunities for you to explore the area on your own. You might want to consider exploring in more detail

the Lowell National Historic Park, or perhaps a self-guided walking tour of art galleries and lofts in Lowell and a stop at the famed Whistler House Museum of Art. Or perhaps a little shopping on Lowell's Main Street (there are some very nice day spas also!), or a visit to the New England Quilt Museum, the American Textile History Museum, the Revolving Museum, or the National Streetcar Museum. Or perhaps visiting the Jack Kerouac Commemorative on the self-guided walking tour of Jack Kerouac's Lowell.

For those who might want to see a little more of Lowell without so much walking, you might consider using the LNHP trolleys (remember the LNHP admission fee is included in your registration and this includes riding the trolleys as much as you want!), or you could book on one of the extra fare Canal Boat tours operated by the LNHP. You can book the Canal Boat tours ahead by calling 978-970-5000/(5002 TDD) for information & reservations, or on a space available basis through the Convention & Visitor Bureau located at the hotel during Convention week.

For those who want to plan their own self-guided trip into Boston, the MBTA Commuter Rail station is just a few minutes away from the hotel (the hotel offers free shuttles), and commuter trains go direct into Boston's North Station

Shopping: For those who want to do a little shopping for non-rail gifts (remember rail items will be available right on site in the dealer hall!), in addition to the Main Street shopping in Lowell, you might want to consider one of these:

Pheasant Lane Mall, Nashua, NH (tax-free shopping in NH)
Burlington Mall, Burlington, MA (an up-scale mall)
LL Bean - Burlington, MA Retail Store and Nashua, NH Factory Outlet stores
Wrentham Village Premium Outlets, Wrentham, MA

Amazing Food Choices and only so many meal opportunities!
As a city of immigrants, Lowell has an amazing selection of dining opportunities. The ethnic diversity of Lowell manifests itself in tremendous dining diversity, much of it within walking distance of the Convention site. Whether you're looking for a place for a special romantic dinner (try Ricardo's Trattoria (Italian) or La Boniche (French)), or Greek food and a little bellydancing (try Athenian Corner Restaurant), diners (Four Sisters Owl Diner, Club Diner, Arthur's Paradise Diner (try the Boott Mill Sandwich)), an Italian Cafe (Caffe Paradiso) or takeout Chinese (don't miss the Green Bamboo), or something a little eclectic (try the Blue Taleh - Thai & Japanese cuisine, Sushi & Martini Bar), or Mexican (Mambo Grill), or coffee (Brew'd Awakening Coffeehaus), or Indian, Vietnamese or Cambodian or something else, Lowell has a wide variety of choices. Check out the What's Cookin' in Mill City - Lowell's Restaurant Scene site for more ideas, or consult with the Lowell Convention & Visitor's Bureau on site at the hotel. Or even better ask a local -- the city is chock full of "hole-in-the-wall" restaurants with amazing food! And if your tastes run to the more standard fare, you'll find a Subway, Pizza Hut, and Dunkin' Donuts right near the hotel. Try a different place for every meal.

Convention tour sign-ups continue to show strong interest. The convention committee is continuing to work with our tour operators and transportation companies to add more capacity where ever possible. Rail Tours: We have added more capacity to all the rail tours. At this time only the Mt. Washington Cog Railway Tour is full -- all other rail tours still have space available.

Layout Tours: As noted in our last newsletter we've added an additional Layout Tour (#5) as a repeat of Layout Tour #4 to allow more attendees to see those layouts. At this time only Layout Tour #4 is full -- all other layout tours still have some space available.

Non-Rail Tours: We also have expanded the capacity on the Lowell National Historic Park Tours and the special Boston Tour. LNHP Tour #1 is now full, but LNHP Tours #2 & #3 still have space available as do the Boston Tour and the Liberty Ride Tour. Don't miss these unique opportunities to experience the sights and sounds of historic Massachusetts!

Model Contest: Just a reminder that this year's Convention will feature the NASG Model and Model Photo Contests. All rules and entry forms are on line on the NASG 2008 Convention web site. Please don't forget that this year's contest will also include these three categories: Gilbert Imagineering

- **American Flyer Restoration**

- **American Flyer Modified Operating Accessories**

We encourage all attendees to bring a model for the contests!

Dealer Hall: Our dealers halls (over 10,000 square feet) are almost full -- only a few tables remain. In addition to several operating layouts, there will be good representation from among S scale manufacturers and dealers. Book now if you have not and want table space!

Convention Cars: The special run of Moxie Convention Cars (both numbers) are now fully sold out. If you didn't pay sales tax on your car orders and plan to pick them up at Convention, we'll collect it at Registration when you check-in.

Auctions: The 2008 Convention will feature two auctions -- a Silent Auction and a Live Auction. The Silent Auction will be open during Dealer Hall hours, and the Live Auction will be after the Banquet on Saturday evening. These are great opportunities to "re-locate" some of those S gauge treasures you no longer need, and find some new items for your layout.

Driving Directions to the Convention Hotel: In Massachusetts, from Interstate-495, take Exit 35A-B-C to the Lowell Connector North. Use Exit 5C off the Lowell Connector to the hotel. Turn LEFT at the light at the end of the exit ramp onto Gorham St. Proceed through two additional lights. At the third light, turn RIGHT onto Church Street. Proceed 0.1 mile, and bear LEFT where the road forks. Cross Green Street at the light. The DoubleTree Hotel is straight ahead, with the Parking Garage on the right.

Meet an S Gauger

John Degnan
By **Bill Fraley**

John became interested in S gauge when one day several years ago, as he was thumbing through a model railroad magazine, his eyes caught an S Helper Service ad. One of the model diesels was painted up in his favorite road name, the Seaboard Air Line. He had to have it.

Thereafter John was “hooked” on S gauge, S scale in particular. When John finally starts to lay down his roadbed, his layout will be based on an imaginary southeastern railway in the transition period and entirely freelanced. His model pike will have interchanges with most of the big, real railroads that operated in the same area. Looking for new ideas, John established a website based on this idea - www.sery.ironraildepot.org.

He is happily married with one 14-year-old son who is home-schooled by John’s wife. John is a warehouse supervisor, overseeing the running of local deliveries out

of various supply houses dealing with heating, air-conditioning, plumbing, tires and heavy industrial pipes and valves.

Like many of us he has had various hobbies over the years besides S scale trains. He has collected comic books, played video games (console and computer), studied martial arts, studied medieval weaponry, played guitar in a local band and raced 4-wheelers.

He also likes classic cars and has a budding interest in local history. Then, of course, there are model trains and small scale modeling of cars. But John feels his biggest interest is his calling to study the word of God.

John feels that S scale is truly “The Perfect Scale.” He prefers it mainly because of the ease of scaling things out when scratch-building models. He is not bad at math, but would rather use as little math as

possible, and since 3/16” of an inch equals one foot in S scale it can’t get any easier. As well, details are easily seen on S scale sized models.

Southeastern railroads are John’s favorites including especially the Seaboard Air Line where his grandfather had once worked. John was born in 1969 which was 2 years after the SAL merger with the Atlantic Coast Line to form the Seaboard Coast Line. Therefore, John has an affinity for all these roads. Most of his modeling will be done in the late transition era during the SAL years. He also collects models related to the SAL and SCL from any era: 1900-1967 for the SAL and ‘67-‘81 for the SCL.

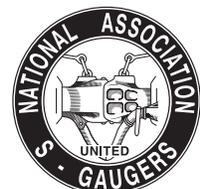
Presently, John is the only S scaler in his area. Someday he hopes to find the time to promote S in his home area (Savannah, GA). He would really like to see a club in his area get going.

He feels model railroading is the ultimate hobby because it combines so many different interests and skills and goes beyond most others. There’s historical research, the layout design aspect, detailing models to a higher degree, painting for prototype accuracy, and operation.

We are so fortunate to have “new” modelers like John come into S scale. John is a regular contributor on our Yahoo S Scale list (s-scale@yahoo.com) and his entries are always most interesting, especially regarding prototype accuracy. Never completely satisfied, John is currently retrofitting all of his models to P:64 wheelsets and upgrading couplers to Sergeant Engineering ones.



John Degnan (left) sits with Jim King (Smoky Mountain Modelworks) at a get-together down south.



Meet an S Gauger

The Chervens
By Roger Nulton

Meet a Pair of S Gaugers

A few years ago the National Model Railroad Association ran a promotional campaign called "The World's Greatest Hobby". None of us will argue with that! To me, one of the greatest things about the hobby is the bond it creates between father and son. I am a third generation model railroader, and I have many wonderful memories of the times I spent with my Father playing with our American Flyer trains back in the 1950's. As I progressed to building Ambroid and Kinsman kits as a teenager, my Father was there to offer words of praise and encouragement.

A lot of us have had similar experiences, so the team of Vic Cherven Sr. and Vic Cherven Jr. is not unique in that regard. Some of you may remember them as the pair of brakemen entertaining the crowd at the NASG Convention in 2006. And if you've ever met them, you know that they are both very personable and eager to share their enthusiasm for the hobby! What makes their story so remarkable is how long they've been doing it. This --- year is the 57th anniversary of their collaboration in S gauge. But that's not the beginning of model railroading in the Cherven family. For that, you have to go back three generations and 80 years.

It all started in 1927, when Victor Edwin Cherven was 9 years old. That year, his father, Victor Walter Cherven, bought him his first train set. It was a Lionel box-cab electric with three passenger cars. In those days, the Cherven home in Holland, Michigan was only a few blocks from the Pere Marquette station, and the elder Cherven

would occasionally take the train to Chicago on business for the Holland Furnace Company.

Young Vic's Uncle John VandeWege took an immediate interest in the new train set, and was soon leading father and son in the construction of the first layout in the basement of the Cherven home. It wasn't fancy, just a single-track oval with one passing siding, but it was enough to get the boy started. That layout had a lot of competition; during those years he formed his own sandlot baseball team ("Vic Cherven's Chicago Cubs Juniors") and developed a serious interest in music. The layout was gone by the time he finished high school and entered the University of Michigan, but the seeds of a lifelong interest in model railroading had been planted.

Riding troop sleepers home on leave during WWII sustained his interest, and when he was discharged from the Army Air Corps in 1945 he began thinking of his next layout. By this time, he had seen the A. C. Gilbert line of American Flyer trains, and those realistic trains running on two-rail track really sparked his interest. In 1947 he settled in Toledo, Ohio and bought a bowling alley.

Not long after that he met and married one of the regular bowlers, Mabel Martens, and in 1949 Vic Jr. was born.

Christmas of 1951 found baby Vic playing with his first American Flyer train set. It was the number 295 Pacific and four or five freight cars. By that time, an elderly gentleman by the name of Charles Dickey had come to live with the Chervens, and he and Vic Sr. soon began building the second Cherven railroad. This was an attic layout, and it lasted only a couple of years until the next family move.

During the summers, when the bowling alley was closed, Vic Sr. hired out as a brakeman with the New York Central at Airline Junction yard. Often, he would take baby Vic out to watch the Pennsylvania Red Arrow with its Tuscan red cars roar through Toledo on the way to New York

In 1955, the family built a new home with a large basement and settled down for several years. The bowling alley was sold and Vic Sr. embarked on the instru-



The Chervens greet fellow S Gaugers at the 2006 NASG National Convention in Pontiac

Photo #1 by Bill Winans

mental music- teaching career for which he had been trained. A new layout, the Toledo & Tinsplate, was soon under construction in the basement. This L-shaped layout was their largest yet, measuring 12' x 18'. By then, Vic Sr. had become aware of the Bob Peare Company in New Jersey and code 172 brass rail, so the hand laid track of the T & T was a step up from the tinsplate track used on the previous layout. Although they didn't know it at the time, they had begun the transition to hi-rail.

They say that history repeats itself, and it is certainly true in this case. Model railroading again had a lot of competition from other pursuits. Vic Jr. started violin lessons at age 7, was the Concertmaster for the school orchestra by 9, and became the starting shortstop for the baseball team at 11. Still, they made a lot of progress on the T & T, due in large part to many after-midnight hours spent by Vic Sr. By 1960, the single-track main line was in place and the large Wendover passenger yard was handling the streamlined Rocket pulled by double-headed PA diesels, as well as those Tuscan Pullmans behind Pacifics and Atlantics. Nickel Plate 0-8-0's handled the switching chores in the 4-track yard at the town of Ironton, and GP-7's provided the road power. Business was especially brisk at the industrial town of McNary, where the Gilbert coal loader and sawmill were busy supplying many of the T & T's on-line customers.

The Chervens first heard of Frank Titman and other pioneer S Gaugers sometime in the early 1960's, but they still had never met another S gauger. They bought their first issue of the *S Gauge Herald* in 1962 and became regular subscribers in 1965, but even then they didn't fully appreciate the differences between tinsplate, hi-rail, and scale railroading. The Toledo & Tinsplate came to an end in 1963, when the family decided to move to the San Francisco Bay

Area. The layout was cut up into sections and put into storage in the new home. It would be years before the boys returned to the hobby.

As the senior Chervens were nearing retirement in 1983, thoughts turned to retirement activities, and model railroading was right up there with golf. Though living more than 2,000 miles away in Tulsa, Oklahoma, Vic Jr. had visions of teaming up again on a new project, this time a prototype layout based on the concepts developed by John Armstrong in his fascinating books on layout design. Southern Pacific's Sacramento Division, including the Overland Route over Donner Pass, would be the theme. When Vic Sr. and Mabel retired to the California Gold Country in 1985 and began building a new home with a 20' x 45' train room, the stage was set.

In that year, the Vic's attended their first NASG convention in Sacramento, and it was there that they saw scale S layouts and trains for the first time. Inspired by visits to Barney Daehler's Sierra Railroad and Jim Sweeney's Southern Pacific layout, they soon began buying scale models and converting much of their tinsplate rolling stock to scale with the ACE line of conversion kits, selling off only the most valuable pieces.

By the end of 1987, the room was ready for construction to start on the layout. Vic Jr. and his wife were now living near Sacramento, only an hour away from his parents, and many weekends were spent working on the layout for the next few years.



Vic Sr. operating the Roseville hump yard on the Sacramento Division Photo #2 by Vic Jr.

They joined the Bay Area S Scalers and NASG in 1989, and were soon benefiting from the experience of BASS members like Lee Johnson, Arden Goehring, and Rusty Rustermeier. By 1991, the layout was far enough along that they could put it on tour for the Pacific Coast Region NMRA convention in Sacramento. This is where I met the pair. As I was getting on a tour bus, two strangers shouted out: "Hey Roger"! When I approached, they explained that they had seen my article in *3/16 Scale Railroading* and recognized me from my name tag.

The Chervens published their first story about the Sacramento Division in the "Dispatch" in June 1993. At that point, the main line was complete from the reversing loop at the west end (Oakland) through Sacramento to the reversing loop at the south end (Stockton), a distance of about 165 feet. Portions of the old T & T got incorporated into the layout, so some trackage was still code 172 with closed-frog turnouts, while other sections were built with code 148, code 125, and code 100 rail and open-frog turnouts. In 1995, the hump yard at Roseville was added. This yard was over 40 feet long from the crossovers at either

end, and included a 3-track arrival yard and an 8-track classification yard. I was among those who enjoyed their clinic on its construction at the 1995 PCR convention in San Mateo, and they followed up with an article about the yard in the February 2000 *Dispatch*

Using the John Armstrong-conceived “mushroom” concept, they added a second deck to the layout in 2001. This deck was 28 inches above the lower deck through the Sacramento Valley, and modeled portions of the prototype through the Sierra Nevada foothills and the east slope of the range from Donner Pass to Truckee. It was entirely scale and was the first to use code 100 flex track. It more closely approximated the prototype, with the double-track main on a 1.8% ruling grade as it blasted through 8 tunnels and 3 snow sheds in ascending the 40-foot-long face of Schallenberger Ridge from Truckee to the pass

After more than 40 years in California, the Chervens joined the Inland Empire S Gauge Association of the Pacific Northwest and made the big jump to Idaho in 2005. The Sacramento Division was dismantled and almost all of it went into the moving van. It sat in storage until 2007, when a new outbuilding was completed at their hideaway in the woods north of Coeur d’Alene. Vic Jr. designed a new Southern Pacific layout, this time focusing on the Western Division so that the Oakland Mole passenger terminal, the heavy industries along San Francisco Bay, and portions of the SP’s Shasta Route and other branch lines that run through the San Joaquin Valley could be included. This is by far their largest undertaking, and the 40’ x 65’ building that houses the 1500 square foot train room was designed around the track plan. Now that Vic Jr. is semi-retired, the father-son team can be found working on the layout several days



Vic Sr. hard at work again on the new Idaho layout. Not bad for almost 90!
Photo# 4 by Vic Jr.

a week, and by planning the new layout to incorporate the sections saved from the Sacramento Division, progress has been rapid. One main track of the 225 foot route from Oakland to Roseville was in place by the end of 2007, as were the yards at Port Costa, Sacramento, and Roseville. The first operating session could take

place before the end of 2008. Since they have been sharing photos and track plans with me, I can verify that construction continues rapidly on this huge layout, and I look forward to visiting it again and operating on it for the first time!



The Vics in front of their new train building in the wilds of Idaho this Spring. Very little snow left!
*Photo# 5 by Linda Tanaka *

S TRACKS

by Sam Powell

A structure kit review and comparison.

Thirty years ago at the 1978 S convention in Silver Spring MD we had an attendance of 165, and a good banquet speaker named Bill Boyd from RMC. At that time he predicted S was going to flourish in the future by riding the coat tails of narrow gauge. Raise your hand if you remember the 2 AM false fire alarm that cleared the building. To the extend that Sn3 has grown to be quite popular, and manufacturers have supported this popularity with fine, modern structure kits, Bill was right. In the end, a convincing model scene is dependent on good structures, and there is a need for a large variety of these if a particular scale is to attract the “average” model railroader to it. Narrow gauge structures can work with standard gauge for the most part. Bill was on target.

Getting into structures

As related in an earlier column I purchased a number of structure kits at the last convention, as I felt this was the greatest need on the Penn Creek Valley. Most of the structures on the old layout were scratchbuilt or kitbashed,, and not

really up to the modeling standards of today. S has come a long way since I started back in 1969. Soon after purchasing these new structure kits, my lifelong S gauge friend Jim Bassett took that last Golden Train Ride into the Hereafter, and through his surviving daughter, (whom I had taught as a junior high student), left me a pile of really fine structure kits he had never built. I will miss Jim, and when assembled, these structures will honor him as the trains travel amongst them. I have named a new town where most of these buildings will reside on the Penn Creek Valley, Jamestown in his honor. I would like to share some of my experience building these kits with our S fellowship. I purchased kits from Mountaineer Precision Products, Banta, Pine Canyon Scale Models, and Finest Kind. The inherited kits included come from B.T.S., and Ragg’s to Riches.

I have build some or all of each manufacturer’s kits and most of them have great qualities. Each manufacturer brings something a little different, and each requires its own kind of skill. Each is fun in a different way. Each kit emphasizes a different quality in a model, and as such displays the inner mind of their respective designers, and what is important to them. #3

Banta

The Banta kit was a small hand car shed for narrow gauge. It was a simple kit with peal and stick laser cut parts that went together nicely. I faced the open doors away from the viewer so the narrow gauge aspect of it is not obvious. This is a nice kit, and I assume the other kits by Banta are of similar quality. The parts fit well, and everything went together as planned.

Mountaineer Precision Products.

Next I built a kit called the Universal Building from Mountaineer Precision Products. This is a small warehouse that could be used as an annex to a larger industry or as a small industry on it’s own. This kit went together quite nicely, and was very well engineered. It is a laser cut kit, with pre-applied adhesive on the parts. It took me a little while to get the hang of removing the protective backing from the parts, and aligning them properly when adhering them to one another. I learned that my old eyes need assistance for this, so I now use my # 3 Opti-Visor all the time when modeling to the level these kits requires. I use a #11 Exacto blade to remove the protective backing. It was hard at first to get the blade under the entire backing piece to lift it. I was either picking at the wood itself, or cutting the backing in half, and pulling its paper apart. After a bit I got the hang of it and things went smoothly from then on. Aligning the parts to adhere them to one another is a task that requires a keen eye, a steady hand and a fair amount of attention. Again, after building a few of these kits, this task took on a more routine flavor, and became more relaxing. .The instructions were a little confusing for this kit, with no drawings other than the box art photo. Some of the terminology used in the instructions was at first unclear. Descriptions like “build the base with stripwood provided” leaves a lot to be interpreted, and I had to kind of fiddle with the parts



for a bit to figure out how things were intended to go together. As it turns out, the base of each of the Mountainer Precision Products kits is formed of a framework of ¼" stripwood that is glued together in a box shape. After building several of their kits, this becomes clear, but not so at first. It all works well when you get it figured out, but some thoughtful detail drawings would help a lot.

Painting One of the neat qualities in this style of kit is the ease of painting. I developed the technique of painting the parts with an air brush ahead of time while they are still in their carrier sheet. I use a paint made in Portugal called Model Air, by Vallejo sold at military miniatures hobby shops. You can find their products listed at acrylicosvallejo.com. This is a very fine paint product with finely ground pigments that do not obscure the fine detail of modern structure kits. They sell a brushable variety as well. The bottle for the brushable variety looks the same, but without the word "air" on the label. Pay attention when you purchase these paints to be sure you are purchasing the proper paint for your intended purpose. Being able to paint the parts ahead of time allows a fine separation of colors. You may want to go back and paint the edges of the parts after they are removed from the carrier sheet. In some cases the laser burned darkness around the edges of the parts creates a desirable shadow effect that enhances the fine detail.

The use of water base paints on wood is a little tricky. It will warp the entire sheet, and it's contents for a few days. But it then returns to a mostly flat shape, which then goes true as parts are applied to each other. Once the parts are laminated together, they form a strong, stiff final construction. If you use water base paints, plan on waiting a few days after you paint. It does take some careful study to figure out which parts are to be painted

which colors while they are still on the carrier sheet. If you goof up there, don't worry. You can always go back to the old tried and true hand brushing, or masking approach if you really do not like the final result. I prefer the water born paints for health reasons. Lacquer is pretty toxic. In the winter you must paint indoors, and breathing in an atmosphere of lacquer thinner will harm your lungs, brain, liver and kidneys the most. So after years of modeling with solvent based paints, I have switched to water born.

After the success of my initial Mountaineer Precision kit, I launched into the second one with great expectations. However that experience hit a glitch. The second one was a Standard C&O Station kit number 943S. After getting the basic building assembled I discovered all the pieces were not in the kit. I sent Mountaineer Precision an e-mail, and tried calling as well. He requested I supply him with a list of parts that WERE included, but I had no idea what these things were since his kits do not include parts diagrams. All of the thinner material such as window, and trim sheets were left out of the sealed box that I purchased personally from a dealer at the convention. A request for these parts from Mountaineer yielded nothing. The dealer, Hoquat Hobbies, was quite responsive. He contacted Walthers, who said they would replace the kit. They did this eventually, but because of the limited run nature of these kits, it took about 8 months to get it.

These kits are technically very, very nice, however, I recommend you open the box, and inspect everything before you buy. I would suggest that this manufacturer would help himself enormously if he improved his instructions, his quality control, and his customer relations. If this were done, he would be contributing a more satisfying modeling experience in S. This leaves us in a quandary. Do

we just politely ignore manufacturers who are falling short in some way? Or do we report what is happening, warn our members, and suggest ways to improve? In years past, S had to take what it could get, and some of it was pretty bad. We just made do. Times are different now, and there are fine alternatives out there.

Ragg's to...Riches

The next kit I built was from Ragg's to Riches. These kits also contain predominantly plywood laser cut pieces with adhesive already applied to the back of most of the parts. The first Ragg's to Riches I kit built is of a narrow gauge depot from a town called Placerville, out West somewhere. I followed that with a period, downtown hardware store. This was also a real building out west on one of the narrow gauge railroads. Since I am free lancing, anything is OK. I had a great time building these kits. The instructions are perhaps the most amazing part of the kits from Ragg's to Riches. They consist of a multi-page booklet illustrated with copious photos and diagrams, and many words designed to guide you through construction. The Raggs to Riche's kits are accurate copies of prototype buildings, although somewhat selectively compressed in size, and are much more complex construction than those I had built up until then.

Building these laser cut kits is much like working a very complex, miniature jig saw puzzle. Assembling them requires a similar mind set to that of building a jig saw puzzle. The process is not so much creating, as it is solving. The questions I find myself asking are almost always, "Now where does this go?" And "Does this go on top, or under the other piece?" Things clear up the more you study the diagrams. The structure and its construction begins to become obvious and inevitable with care and patience. If you don't; get it at first, take another task on, and let this part clear up in your mind.

The parts are all numbered on a reference diagram of each carrier sheet. These numbers then are used to indicate the part numbers on large, in-process construction photos. This makes it easier to tell exactly how things are to be assembled. I was wondering why, with the computer technology available used here, they don't just print the numbers right on the carrier sheet with a partial burn.

The printed words in the instructions are also excellent. He warns you ahead of time where things are going to be tough, and require careful study. Once in awhile I goofed up, and put things together backwards, or upside down. In some instances, I just left the error, since the difference was minor. In some instances, I separated the parts with my #11 exacto, which is possible if you catch it early on, and proceed carefully, and slowly. The parts fit perfectly for the most part. There was minor trimming required in a very few instances. The finished structures are quite beautiful, and deserve a prominent place on anyone's layout. The one design change I would make to the station would be to design it so the floors could be removed for detailing. This could be done with the structural floor just on the perimeter of the building so the center interior section could be detailed and added from below. This is a minor concern, and one which a good modeler could probably work out for himself if he thought of it ahead of time. The store has a very ingenious design allowing the removal of both the roof, and the top floor of room dividers to allow access to the lower, showroom. I would encourage Ragg's to Riches to design and make available separate interior kits for their structures. The structures demand to be studied closely, and an interior would show off nicely.

Pine Canyon

The kits from Pine Canyon are completely different. They appear to be free lance structures based on

a generic prototype. Selective compression is used freely in the larger structures. They are inspired by a style of prototype in each case and are intended to suggest an era and place with a certain feel, and architecture. In this regard, they succeed. They add a sort of intangible "charm" to a scene. The buildings are made up of resin casting with most of the detail cast in. I built the Back Alley kit, all of the Cruising Main series, and am starting the "Improved" Gas Station. The gas station appears to be a full scale replica of a generic, privately owned service station from the '50s, back when a lad with a uniform and hat would come out and pump your gas and check your oil. The others are models of larger structures that have been selectively compressed to fit the average small layout space. Selective compression of structures can make a layout seem larger than it is.

The basic structures go together quite quickly, and they look good on the layout. The walls are rather gross in cross section and lack the fine detail of the modern laser cut kits, but I think the speed with which you can build these kits is very appealing. You can intersperse the Pine Canyon kits with an occasional highly detailed craftsman kit, and create the effect that all your structures are highly detailed. Plus, you can certainly apply the extra detail to these kits if you wish. The kits include some nice detail touches such as down spouts, electric meters, and chimneys. Pine Canyon produces additional details which you can purchase and add to these or other kits. If you are in a real hurry to create a scene, you can throw these kits together, spray them a base coat, and place them on the layout in that state. This will allow you to plan the scene visually, and then you can go back and detail them.

The Pine Canyon kits require modest construction skills, and could be considered an earlier level kit

for those considering building their first kits. However, they do require much more skill in painting than the laser kits, as you must paint the entire structure a base color, and then paint the details with a brush. The Cruisin' Main kits have the windows cast in, while the gas station and Back Alley have separately applied window castings. The separate castings take a little time to apply, but you can paint them ahead of time, which in the end saves time, and can create a neater final result.. The bulk of the modeling time on Cruisin Main was spent painting the windows after they walls and roof were assembled and painted the base color. I hid the seams in the castings with down spouts. They have good instructions for painting and weathering, which create a nice effect. The kits include some nice signs, paper printed awnings, window curtains, and window glazing material. I added window shades everywhere, as this makes a building looked lived in and not abandoned. I placed all five buildings on one street in Jamestown. If I were going to do this again, I would probably alter the design of the uppermost cornice on some of the buildings, as this detail usually differs from building to building in an old downtown area. I may go back and do that in the future. Right now street surfaces and sidewalks are a higher priority.

B.T.S.

The BTS Kits are similar in design to the Ragg's to Riches kits. The instructions are better than Precision Mountain, but not as detailed as Ragg's to Riches. The kit parts themselves are laser cut, but not to the level of accuracy of Ragg's to Riches. There is a fair amount of trimming required to make things go together accurately. This makes the BTS kits more like model building that puzzle assembly. Except for the double hung window frames, the parts are to be glued together instead of being peel-and-stick design. I have

mixed emotions about this. I really prefer the strength of glue, but also like the speed and ease of the peel and stick. So, either glue or peel and stick is OK with me. Also, the parts in the BTS kits are predominantly Basswood and not plywood, which makes the parts not quite as straight and strong as the plywood parts in the Raggs to Riches kits. The thinner parts such as the window frames and trim pieces are thin plywood.

For me, the major shift when moving to the BTS kits was devising a way to keep the relatively large, flat pieces of basswood and cardstock from warping when glue was applied to laminate them. This is unlike the peel and stick kits in which there is no liquid glue to be absorbed by the material being bonded. With the BTS kits you must devise a clamping method that sandwiches the two parts between two large flat surfaces, and can be left overnight as the glue dries. I used a variety of 1"x2" blocks of wood and spring clamps to get this job done. Without the clamps the laminated layers of wood which are predominantly basswood want to warp and twist away from each other. The challenge becomes arranging things so you can still see the edges of the pieces to see if they are still aligned, as pressure makes the two parts want to slide out of alignment with each other. Using as little glue as possible helps here also. When left to dry overnight these assemblies are strong and straight, but it does add considerably to the time it takes to make an otherwise simple structure

On those assemblies that laminate just two large, flat pieces of wood, I might want to add a third, inner piece, as this is more resistant to warping than two layers. All commercial plywood is layered in an odd number of layers for this reason. The loading dock surface consists of two layers of laminated wood. It has already warped up in the middle with the advent of

spring. I could have easily added a third layer between the two included with the kit had I thought of it. Ideally the grain should run the same direction on the two outer layers, because wood grows more across the grain as humidity goes up.

The windows were a special challenge. I wanted to model them open, and this is impossible if assembled as designed. The main frame includes the lower sash, which makes it fixed in design. You are supposed to place a piece of clear plastic on the back side of the main frame piece and put the smaller secondary frame piece on the outside in the upper position. The edges of the clear plastic are supposed to be slightly larger than the frame thereby providing the mounting flange which glues against the inside wall of the building. I decided to flip the main frame top for bottom, and put what would have been the lower, sash frame in the upper position. I then glazed the smaller piece and glued it to the back side of the entire assembly, in a raised or half open position in some cases. This required gluing a small flange of strip wood on the back side of the lower, now open, section since there is no longer any clear plastic there to provide it. I used scraps of peel and stick material for this. It might have been easier to apply this to the inside wall after the window was in place in its opening. Which brings up another point. All of the laser cut openings were just slightly too small for the laser cut window frames. An emery board makes short work of the fitting, but be sure to trial fit them before you apply glazing and glue. Modeling them open is a lot of work, but I thought it created a good looking effect. Since most model railroads are set in the summer, and in an era before AC was common, this is a nice touch..

I decided to paint the BTS kit with cheap acrylic craft paints from Michaels. The advantage of these

paints is three fold: they are cheap, they are very readily available, and there is an endless variety of colors. I had a ton of tis paint lying around from when my daughters were young, and decided to give them a try. For the most part I was pleased. The pigments are not as finely ground as model paint, and as a result, they don't cover as well with a thin coat. But for painting a wooden structure they are fine. It took two coats to get good even coverage. When painting basswood sheet stock with any kind of paint, you must paint both sides to prevent warping.

.After painting, I applied the details such as windows and trim with Aileen's Tacky. This is not my idea of a good modeling glue, but it was recommended in the instructions for the Rags to Riches kits, and I decided to give it a try. In the end, I have become a fan of this glue. The advantage is that the parts can be adhered after there is a coat of paint on the surface. The disadvantage is that the bond is not as strong. But, the bond seems adequate, and it is easy to use.

Because the BTS kits are indeed a hybrid between the modern laser cut/ peel and stick kit design and traditional craftsman style construction, it is an easier jump to modify the BTS kits to suit your own needs with the BTS than the Raggs to Riches. Since you must do a little cutting and trimming, why not cut and trim a little more and construct your own design? I subsequently made four additional modifications to the New River Freight House.

Four major modifications to the freight house. I decided to box in the eaves, and add downspouts all with Evergreen plastic strip. This gives it a more East Coast appearance. I modeled the doors in an open position. I contacted Bill at BTS and asked him if he knew how the prototype doors operated. He said his only photos were with the doors closed. So I free lanced

and depicted doors that swing up and back over head. This seemed the only logical thing to me, as any other system would have either taken up valuable floor space inside, or interfered with each other as sliders. It took a fair amount of engineering to accomplish this, but I thought the end result was worth the effort. I also added Rags to Riches stick on shingles. I really struggled with this shingle type at first, as I found it difficult to keep the rows even, and parallel to each other. I finally hit upon the technique of clipping a guide piece of Evergreen strip stock to the roof, and measuring with dividers on each end to see that it was level. This gave me an even edge to eyeball the shingle against as I stuck them down to the roof.

I also installed an interior wall around what was clearly the office corner of the building, and detailed the interior with merchandise filling the interior floor space. This building will occupy a prominent spot on the layout where good lighting will illuminate all this detail. In preparation for the office space, I plugged the hole on the center line provided for the chimney, and moved it over to be located against the rear inside wall of the office. This put the chimney off center, which has a nicer artistic

feel as well. The end result of a structure that has the interior detailed is that the eye wants to stop and look. This is part of the rhythmic eye movement that you must consider when creating a scene. Where will the eye come to rest, and for how long?

One of the positive things about BTS is their prolific R&D department which seems to put out an endless stream of a wide assortment of kits. You could shop almost exclusively from their catalogue and have a very nice variety of structures on your layout. Most of the kits in their line are of specific prototypes for the narrow gauge modeler, but there are a few nice freelance structures as well. I built the New River Freight House first. BTS gives Railroad Model Craftsman credit for inspiring this kit. It is a long team track shed requiring a siding about two feet long. It is a nice, generic structure, which could be used as a switching destination on most layouts that have the space. The main building, or the platform could be shortened if you wanted to put it in a shorter location.

Summary

The bottom line is I have had fun building all of these kits, and they have made for a relatively rapid improvement in the layout. Good

structures take time. I spent all winter building these kits, but in the past, before the advent of modern structure kits in S, I would have spent years building structures of perhaps lesser quality. Each manufacturer has his own style of construction that gets easier to handle and understand with subsequent kit construction. The second, and third one of each type got easier, and went together faster and better. For close up, high profile locations on your layout, the highly detailed, precision of the Ragg's to Riches kits can't be beat. These kits and a little care produce a final product with a very impressive level of precision. The BTS kits are very high quality craftsman kits that combine the "new" laser technology with more traditional model building skills of cutting and gluing, and in some ways sparked the most creativity. The Pine Canyon kits have a mid America charm to them that is intended to pull baby boomers back to the late steam era their youth, and they do this nicely. The Pine Canyon kits are purposely made smaller to fit on a layout, while BTS and Rag's to Riches are more nearly full size. This requires care in placement of the structures relative to one another. I liked the Mountaineer Precision products as well. They were well designed, and went together neatly. The one reservation is the slow customer service.

This proliferation of high quality structure kits in S gauge is one of the most welcomed improvements to our wonderful scale. Purchasing these kits and building them will not only improve your layout, and further your enjoyment of the hobby, but will support our manufacturers who are to be thanked and congratulated for including S in their catalogue.

Your support of them will enhance your skills, your layout, and our scale in general.

Sam Powell

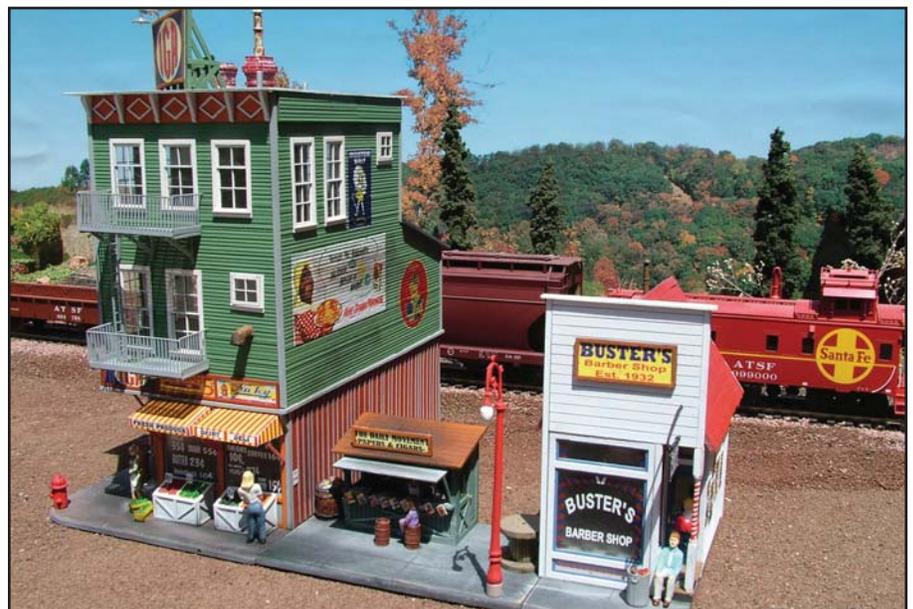




Structures by Sam Powell from various manufacturers. Above is the New River Freighthouse from BTS. Below is a Banta row of stores. These are worked into town scenes on Sam's Penn Creek Valley. Photos by Sam Powell



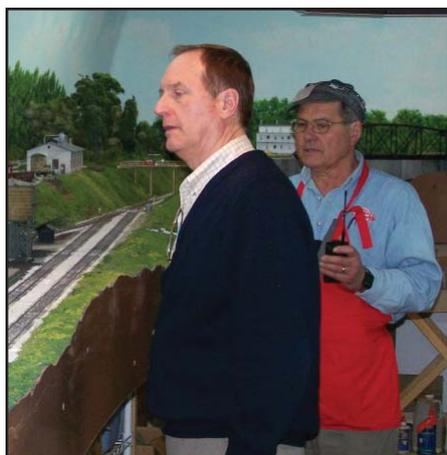
Gerry Evans built this craftsman kit from Bar Mills and a review starts on page 36. Gerry added many of his own details as described in the review. Photo by Gerry Evans



INTERSTATE ALL-‘S’ OPERATING WEEKEND By Brooks Stover

On the weekend of April 18-19, 2008, four avid ‘S’ gaugers from Minnesota made the long drive to southeast Michigan to participate with local ‘S’ gaugers in an operating weekend. Nearly twelve hours of operation on three layouts over the course of Friday evening and Saturday met or exceeded the expectations of both the hosts and guest operators!

While visiting my BC&G layout in the summer of 2007, veteran ‘S’ gauger Dave Jasper of St. Paul, MN suggested the idea of an ‘interstate’ operating weekend. Dave was confident that he could organize a small group of ‘S’ modelers from his area interested in operations to come from Minnesota if I could find three or four ‘S’ layouts around Detroit that were set up for operations. In this context, ‘operations’ refers to running specified trains with appropriate orders and some mechanism for directing the flow of cars to simulate the function of an actual railroad.



Brooks Stover and Dave Jasper, (with wireless throttle in hand) make setouts at the tile company in Corrington (upper level) while the switcher at Lawrence yard (lower level) takes on coal on Gaylord Gill’s large Grand Valley Northern railroad.

Photo by Tom Lennon.



Scheduling and executing meets is one of the prototypical practices that is duplicated during an operating session. Here the BC&G’s railbus, running as Milk Train East, has taken the siding at Swandale for a scheduled 8:15 am meet with BC&G Coal Extra #2, passing on the main. The Minnesota Heartland boxcar is from Ken Zieska’s home layout.

Photo by Brooks Stover

Gaylord Gill, Dave Held and I, all members of the Southeastern Michigan S Gaugers (SMSG) agreed that we could be ready to host such weekend this spring. Given nearly a year to prepare it seemed like a reasonable objective. Regular operating sessions were already being held on my BC&G and Gaylord and Dave worked hard to get their layouts ready so each could host three to four hour sessions with a total of 7 or 8 operators.

With the three of us committed to hosting the event, Dave Jasper went about identifying the Minnesota contingent. Along with Dave, Ken Zieska, Ted Larson and Tom Lennon, all long-time ‘S’ gaugers and members of an informal group of modelers known as the Pines and Praries S Scale Workshop (PPSSW), agreed to make the trip. Being new to the operations side of our great

hobby, Ted and Tom participated in a couple of operating sessions in Minnesota as training in preparation for the trip. In the end, everyone was eager to be involved in what was to be, perhaps, the first interstate, all “S” operating weekend...all “S” layouts with all “S” operators.

On Friday evening we operated on Gaylord’s Grand Valley Northeastern Railroad. It features 700 feet of track in a loop to loop twice-around-the-room track plan where trains of big name railroads like the Pennsy, B&O and NYC run from Chicago to Buffalo. Gaylord had prepared train orders that included switch lists for each town a train passed through. Bill Bartlam, SMSG member, capably served as dispatcher for the session. The GVN is powered by North Coast Engineering’s wireless DCC system and features a wide range of large sound equipped steam and diesel locomotives. Gaylord has completed a beautiful painted backdrop around most the layout and is underway with 3D scenery that is just as wonderful.

On Saturday morning, the group simulated two days in the life of

the Buffalo Creek & Gauley on my 44’ by 25’ rendition of that West Virginia coal hauling shortline. Four 2-man crews operated about 15 different trains using orders that included both fast-clock time schedules and switchlists for setouts and pickups. The BC&G is powered by North Coast Engineering’s wireless DCC and the Consolidation-type steamers and small diesels engines are sound equipped. Most of the prototype’s rolling stock is represented on the layout, either scratchbuilt or ‘bashed’ from Flyer or other production models.

After a stop for lunch enroute, we ended the weekend operating on Dave Held’s Port Huron and Northern Railroad. On the partially double-decked PHN, trains run 2.5 scale miles from Detroit’s Fort Street Union Depot (modeled in a spectacular continuous 57 foot long scene!) through Port Huron and Sandusky to Grindstone City. Trains also travel from Detroit through Battle

Creek to Chicago on a lower level. Dave has used Digitrax DCC and locomotives are sound equipped. Trains were informally made up and dispatched from Detroit to distant cities where cars were switched out and returned to Detroit.

As can be seen from the variety of railroad types, sizes, controls and operating schemes that we operated on during the two days, there is no single formula for a layout that's fun to operate!

A special thanks goes out to Bill Bartlam, Sig Fleischmann, Dave Campbell, and Bob Stelmach, all SMSG members, for their help in both preparing and operating the three layouts!

By the time the Minnesota group started for home late Saturday, not only had we enjoyed some really great model railroading, but we all had renewed or made some wonderful new friendships! In addition, many great stories were told, experiences shared, and modeling tips exchanged, all of which made the Interstate All-“S” Operating Weekend a huge success!



Above - A C&O switcher spots a SOO Line grain hopper at Kings Mill near Grindstone City on Dave Held's PH&N. On Dave's layout, the operator at Grindstone City is kept busy switching a number of industries there. Photo by Brooks Stover



Left - This photo, taken at Brooks' BC&G layout includes (left to right) Brooks Stover, Tom Lennon, Dave Jasper, Ted Larson, Dave Campbell, Bill Bartlam, Gaylord Gill, Dave Held and Ken Zieska.



A railfan in an old Mercury has a perfect spot to catch a PRR F-unit as it rumbles past the grade crossing near CorringtonTile on Gaylord Gill's Grand Valley Northeastern. Notice how the excellent painted backdrop and foreground scenery are blended. Photo by Dave Jasper

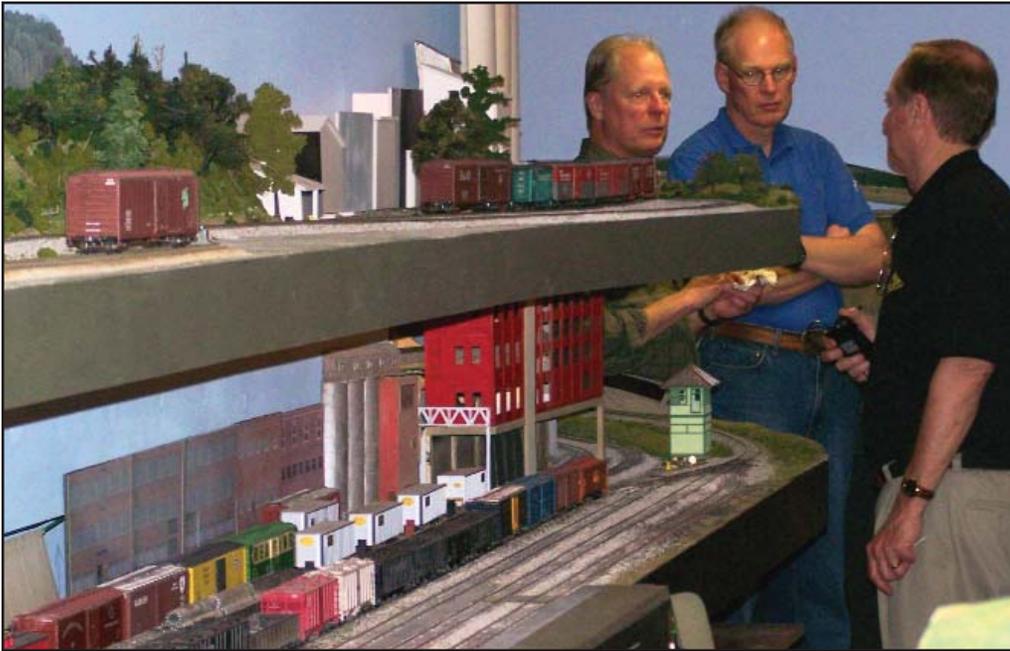


PHOTO #4
 Gaylord Gill, Ted Larson and Brooks Stover consider the next train move while operations are underway on Dave Held's beautiful Port Huron & Northern Railroad. On this double-decked portion of the layout Bad Axe is on the upper level while the large Battle Creek yard is visible on the lower level. *Photo by Dave Jasper*

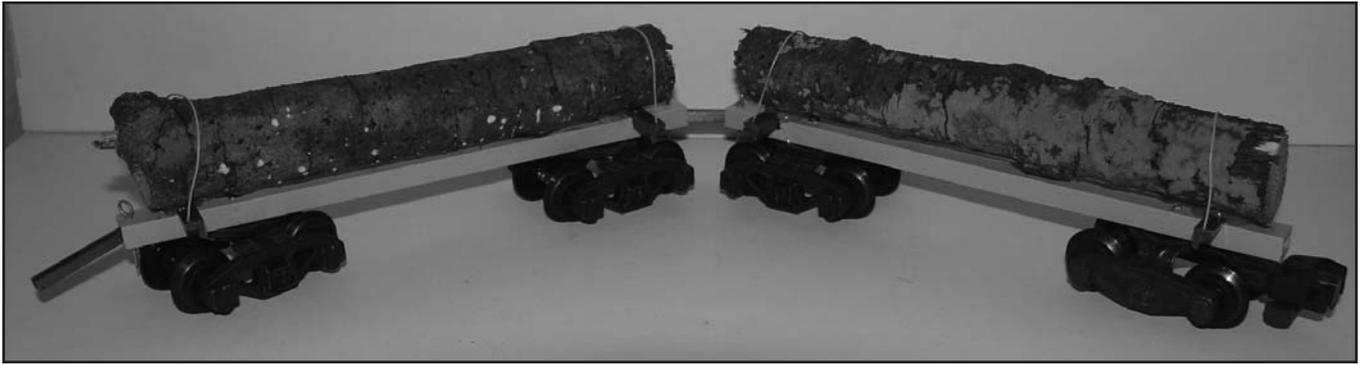
INTERSTATE ALL-S OPERATING WEEKEND (continued)



PHOTO #2
 On the left, Dave Held and Tom Lennon plan their moves on the B&O interchange at Clay, WV, while Dave Campbell and Dave Jasper, working at Dundon yard, prepare Coal Extra #1 for the day's work on Brooks Stover's Buffalo Creek and Gauley. *Photo by Brooks Stover*



PHOTO #3
 Ken Zieska and Gaylord Gill, working as Engineer and Conductor respectively, make up BC&G Passenger #3W near the large coal mine in Widen, WV on the BC&G. They'll wait for the arrival of Coal Extra #1 before departing for Dundon. *Photo by Brooks Stover*



LOGGING CARS

An AF Conversion
By Monte Heppe

Having acquired two of the new AF Docksiders, I was looking for some interesting rolling stock to pull behind them. Although the Docksider is not typically a logging locomotive, I thought some spine type log cars would do.

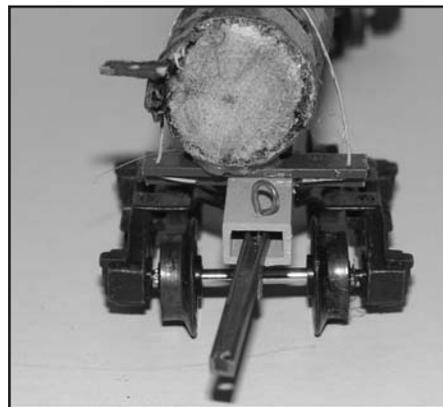
Since it would be unlikely that a string of these cars would ever be uncoupled, I decided to use link and pin couplers between the cars and one knuckle coupler on each end car, (see pictures) so the could be connected to the engine and a caboose. I built a string of three cars using four AF trucks by Lionel without couplers and two with couplers, but any trucks could be used.

Trucks are mounted to the spine 1/4" from the ends using appropriate sized machine screws for the trucks you use. Drill a hole through the spine slightly undersized for the machine screw size and the screws will self tap into the spine to secure the truck. Cut of the screws flush with the top of the spine.

Plastruct box beams 1/4" x 3/8" cut to 6 1/2" lengths are used for the car spine. Plastruct 3/16" angles cut to 1 1/2" are notched into the spines about 3/4" from each end of the spine to support the logs. Wire is threaded through small holes in the ends of the angles to serve as

tie-downs for the logs. I actually hot glued the logs to the spine. Logs were cut from a fallen branch from my back yard.

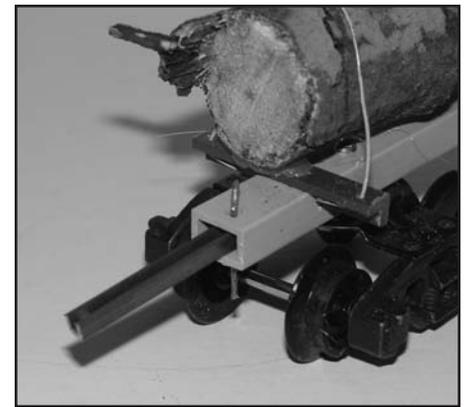
I used a 1" length of small brass channel for the links between cars,

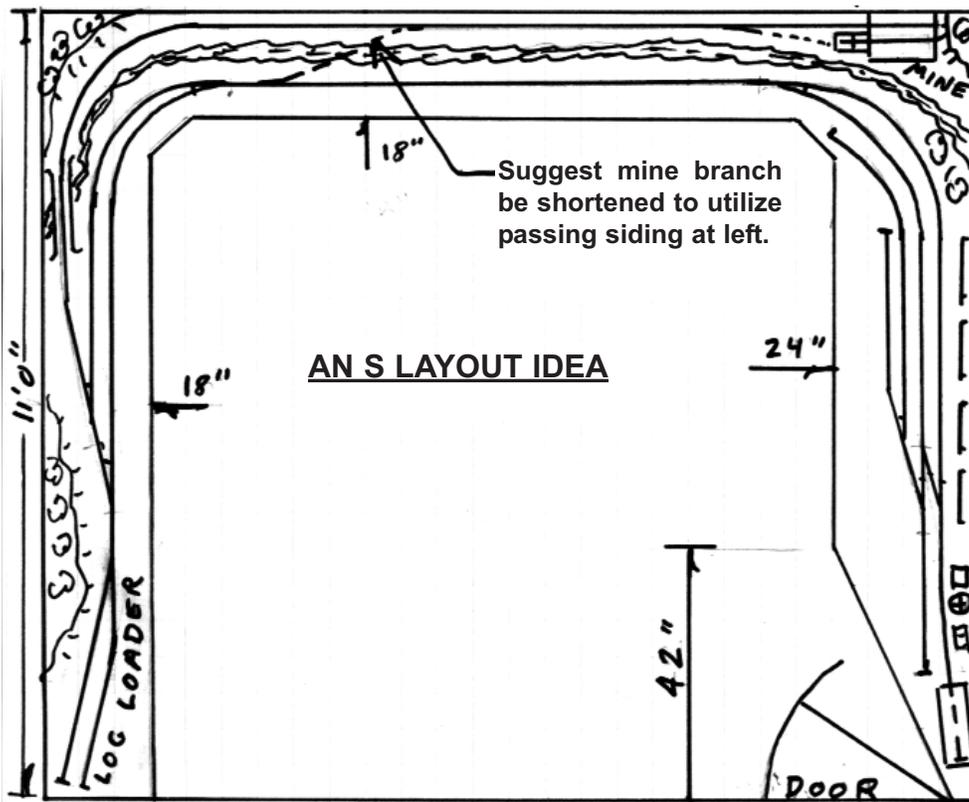


but any small bar shape will work as long as it fits inside the end of the spine, (see picture). The links are about 1" long with a small hole

drilled in each end for the pin. The pins are made from solid wire with a loop formed in the end. Drill holes 1/8" from the end of the spine slightly larger than the diameter of the wire used for the pins.

I have found that the link and pin couplers work fine when being pulled by the engine and even track well in reverse if you keep the speed down. These cars are not scale or ever hi-rail in detail, but look good on the layout.





Erv Rahr of Canada sent in this layout sketch for a small room. Overall I like the idea, but I would make some suggestions. First, I would shorten the mine branch as shown to make use of the passing siding for hopper cars. Otherwise coal trains would be fouling the log loading area. Second, I would add a track or two to the mine. Third, I would pull the tracks of the yard area and the mine branch more to the front of the benchwork to allow for some hills or building flats in the background. Fourth, I would add an interchange track to the yard area. Fifth, as mentioned below, I would try to swing the log loading area into that empty wall space, even if it's above a workbench. Lastly, I would give the mainline some cosmetic curves to eliminate parallelism. - ed.

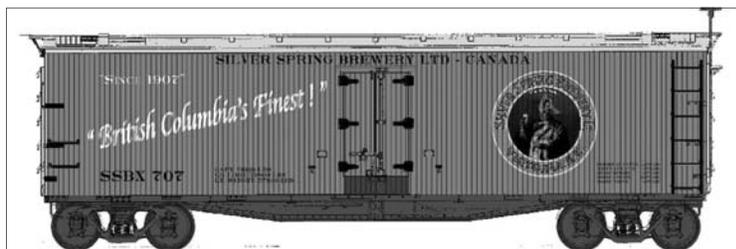
Layout plan idea of Erv Rahr of Canada. This plan is not to scale, but 3/8" to the foot is the approximate scale. I'm tempted to suggest some trackage along the bottom blank wall. Maybe that's a workbench area. Regardless, maybe the log loading area could be bent around to fit.

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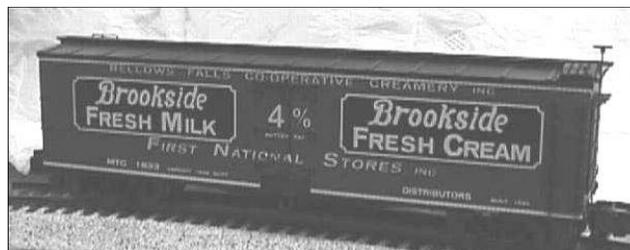


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BLUE RIDGE “S”CALERS HOLD FIRST MEETING

By Jeff Madden

Photos by the author

A new informal “mostly scale” S club held their initial meeting at the Children’s Museum in the “Secret City” - that’s Oak Ridge, Tennessee. This was a one-day get-together attended by about 30 plus modelers including yours truly who made a stop on the way home from visiting my dad in North Carolina.



Brad Tutt coordinates the meeting

For your information, the “Secret City” moniker for Oak Ridge is because the whole town was a



Jim King (right) explains his resin casting method to Fred Tolhurst following a clinic.

sequestered quasi-military base used to develop the Atomic bomb during WWII. The museum is a converted elementary school built during the war. The Blue Ridge

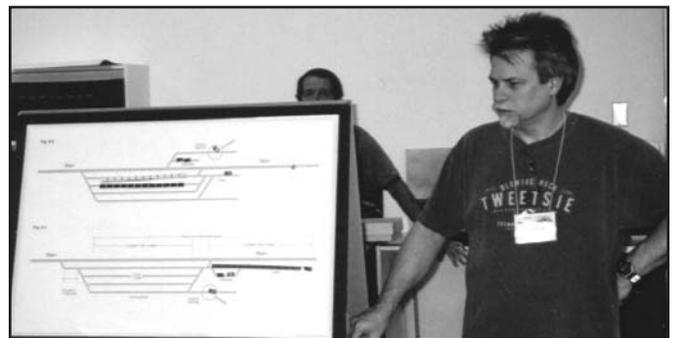
“S”calers are in the large scale division of the Knoxville Area Model Railroad Club that is house in one wing of the school. The club has display N and HO layouts that can be viewed as part of the museum tour. A larger HO layout is basically for the adult club members.



A solid crowd of 30 plus attended the 1st meeting.

At the meet, the S scalers set up a modular S scale layout in one of the classrooms used for craft classes. Brad Tutt, a club member, who lives in the Knoxville area along with some others organized the event. Many attendees are NASG members, and many are on the Yahoo scale list. Some names you might recognize - Larry Morton (Tomalco), Jim King (Smoky Mountain Modelworks), Earl Henry, Jim Sleeth, Fred Tolhurst, Jerry Holmes. Most attendees are from the NC and Tennessee area.

Planning), Ken Klipple and Jim Schall. For further info on the club contact Brad Tutt 423-462-2228 or Jim Schall at 423-369-2955. The next meeting is tentatively set for the Hendersonville, NC area in the fall.



Phil Brooks gave an informative clinic on yard design and operation.

The meeting agenda included clinics by Jim King, Phil Brooks (his N scale layout was recently featured in *Model Railroad*



In progress is the 20' x 22' S scale modular layout.

A Report on the Spring 'S' Spree 2008, Dayton, Ohio
By Thomas C. Hartrum

The fourth offering of the Spring 'S' Spree hosted by the Miami Valley S Gaugers (MVSG) was held May 2nd and 3rd at the Crossroads Expo Center in



Alan Evans of the COSG mans the NASG modular layout.

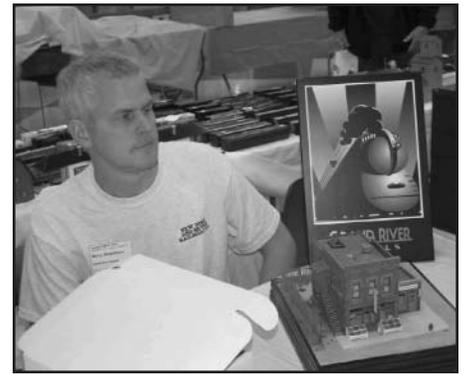
Photo by Tom Hartrum

Dayton, Ohio. Following the lead of the Central Ohio S Gaugers last year in Hilliard, the Spree was not held at a hotel, although the host hotel along with many others and quite a few restaurants were located just across the freeway. Despite concerns about the rising price of gasoline and a smaller attendance than last time, feedback from dealers and attendees alike was that the Spree was a resounding success.

Over 250 attendees shopped among forty dealers with 115 tables of products. Ten operating

S layouts were on display, including the Northern Ohio S Scalars, Bob Pardington from Michigan, "Stumpy" Stone from Marietta, and the NASG switching layout, along with five lay-outs from the Miami Valley S Gaugers. Friday evening's banquet was followed by Don Heimburger's enjoyable talk "The Magic of A. C. Gilbert and His Toys." During the talk Don mentioned an article in an old issue of Electric Trains magazine that he wished he had a copy of. It turns out that MVSG member Tony Garza had that magazine, and brought it in on Saturday. Unfortunately Don was unable to attend Saturday, so Tony and John Clifford presented it to Don's wife Marilyn.

In addition there were four clinics by Bob Bernard, Dan Miller, and Bill Edwards. In addition, Dan Miller hosted a live auction. A model display area was featured where three people brought fourteen beautiful models, including three B&O buses!



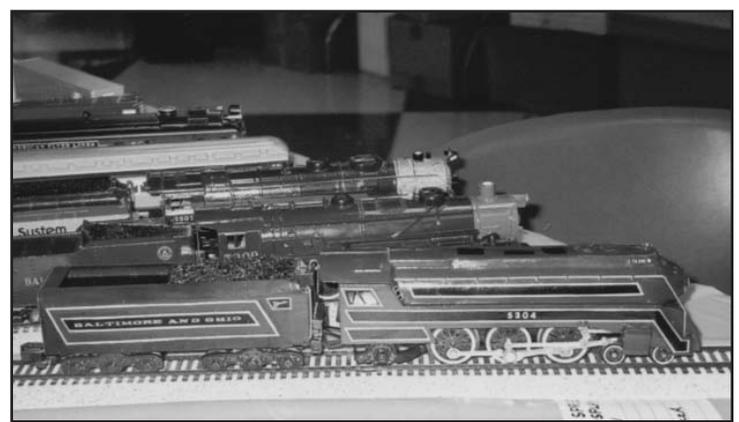
Barry Silverthorn of Grand River Models sits at the Spree by his first kit - the Grocery Store.

Photo by Tom Hartrum



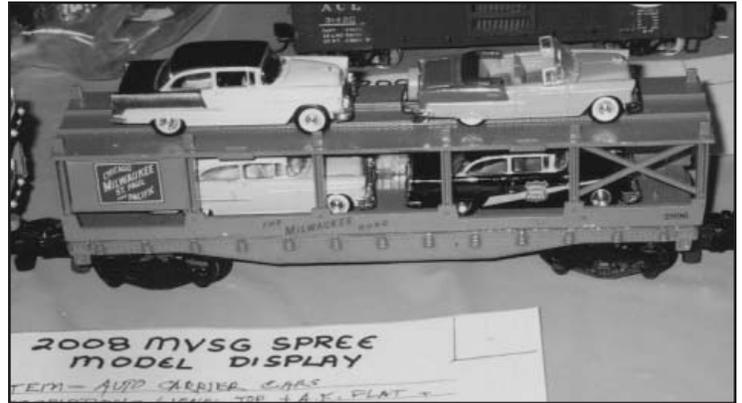
Jack Sudimak of Northern Ohio S Scalars operates the scale L-shaped modular layout at the Spree.

The Miami Valley S Gaugers thank all who helped to make the Spree a success, including the dealers who are key to the growth of 'S,' and the attendees who support the gauge.



Tony Garza of the Miami Valley S Gaugers displayed some of his hi-rail modeling efforts at the Spree. Photo at left shows Tony with a kit-bashed motor car. At right is a Silver Bullet Pacific converted to a Cincinnati style B&O Pacific.

Photos by Jeff Madden



Above is Stumpy Stone's Flatulene tank car and gas truck. Above right is Jim Larson's display of a cut-down Lionel O auto car to work with AF. Right is Jan Mason's colorful twice around hi-rail layout. This layout is small, colorful, and just downright cute.
photos by Jeff Madden



Take the Road to Milwaukee

2008 Fall S Fest

This year's Fall S Fest is called *On the Road to Milwaukee* – get it? The annual event this year is being held in Milwaukee at the Wyndham Hotel on November 14-16. This will be a new venue for the Milwaukee S Fest that will include a convenient hotel near the Airport and an Amtrak stop with 14,000 square feet of dealer space plus an additional 2000 square feet for layout displays. The Fall S Fest rotates between 4 cities – Chicago, St. Louis, Milwaukee and Rockford, IL. This year you can put yourself on “The Road” to Milwaukee for the 33rd all-S event sponsored by the Badgerland S Gaugers.

There will be the usual fun events including buying, selling, clinics, display layouts, contests, train races, banquet and home layout

tours. Expected in the sale area are over 200 tables with individual dealers and manufacturers. Seller times will be the usual 2 p.m. to 10 p.m. on Friday and 8 a.m. to 3 p.m. on Saturday. The banquet this year will feature an exciting audio-visual presentation by Dave Meyers who is an expert on railroading in the military. This will be followed by the usual auction. Also at the banquet will be some unique table centerpieces to be given away.

Dave, a native of Milwaukee, actually served in the military and specialized in military railroading. He served two stints in the military, and in between raised a family and worked for Bell Telephone. He authored several articles in train magazines on military railroading and continued doing so for the Army during his second tour of duty. Dave is currently working on a book tentatively titled – *Railroad Soldiers – History of American Military Railroading*.

Clinics will include some on scenery, weathering, Flyer repair and many more. There will be two or three large layouts operating in the lobby, plus a couple of smaller ones. Home layout tours, mostly on Sunday, will include many published layouts like Ron Schlict's AF, Dick Kloes' hi-rail and Brad Nelson's hi-rail. In addition 6 or 7 more layouts will be available including scale, hi-rail and AF ones.

Non-layout tours will include Kalmbach Publishing on Friday morning (self-drive), and on Saturday there will be an Edelweiss Boat Cruise on the Milwaukee River that will include a tour of the Sprecher brewery (beer and root beer). There will be plenty of railfanning opportunities if so desired – the Milwaukee's yard and downtown station are only a few miles from the hotel (CP Rail). Other area attractions not on any official agenda include the Potawatomi Casino and the



Chic Hartert of the Badgerland S Gaugers will be doing a unique tree-making clinic at the 2008 Fall S Fest. There are several good clinics, layout tours, and the usual S Fest stuff planned. So, Chic says come on up.

new Harley Davidson Museum. The latter should be open by the Fall S Fest. Again the casino and museum are only a few miles from the S-Fest hotel.

The Wyndham Hotel is very convenient to transportation. It is just off I-94 near the Mitchell Airport and within a mile or so from an Amtrak airport stop. There are complimentary transfers from either the Amtrak stop or the airport. And you can't beat the room rate - \$89 a night. There are lots of restaurants nearby.

This year's S Fest car will be the Weber Beer Reefer by SHS. This is



See this vintage vintage pre-war American Flyer display at the Fall S Fest plus several other layouts both scale and hi-rail.

a very colorful car and will sell for \$50.00 per car plus S&H. Registration, car order forms and further details on the hotel and tours can be found at the following website: www.trainweb.org/bsg. Or, you can contact the registrar at rmeissner@wil.rr.com - phone: 262-538-4325.



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THE CLUB SANDWICH

By Dave Pool

The Bristol S Gaugers (BSG).
The club is actively planning for the 2008 NASG Convention and final details are arranged. Tom Robichaud is President of the **BSG**; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club. The club has scheduled a summer cookout in North Hampton, N.H. to be hosted by Ed and Bobbi Stead. The Club set up and operated their layout at the Greenberg Train Show held in Washington, MA. Tables at recent train shows were used to promote the up coming NASG convention to be held next August 5-10, in Lowell, MA, sponsored and hosted by the club. Member Michael Greene hosted the club for their March meeting. Michael Greene was voted into the club recently as a new member, and 22 members and two guests attended the meeting at his home. The club welcomed new members John Capuco and Joseph Santoro at their March meeting. The April meeting was held at the home of Al Coughlin in Franklin, MA. and Doug Peck is scheduled to host the May meeting, in Newburyport, MA. New member Joe Santoro suggested a possible trip for club members to Wolfeboro, New Hampshire, where they could tour Bill Gaver's HO model RR, and take a ride on the motorship Mt. Washington around Lake Winnepesaukee. This was considered for the month of August, after the NASG convention.

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 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 band sponsors shows in the Spring and Fall, and these shows were the first where 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 Larry Beck for their March meeting in Winsted, CT. The host has a detailed S hi-rail layout with city and other scenery. Bill Fuhrm is club President, Steve Kutash, V.P.; Craig O'Connell Sect'y/Editor; and your column editor is Treasurer of the club. At press time the **CSG** members were still discussing the possibility of bringing and setting up their modular layout at the upcoming 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. President Bill Fuhrman and Bob LaRiviere have been busy building two straight modules that can be included in the layout, one at each end.

The April club meeting was held at Denise and Rudy Williams, in Hamden, CT. Rudy has a large operating S layout with SHS track, some scenery and accessories. Rudy planned a contest for those attending the meeting to guess the price that he paid for an AF freight car which he recently acquired. Member Bob Ritchie was the winner of the contest, and was given an old *S Gauge Herald Catalog* of S gauge products dated 1968 (Volume 9, No. 4). The club members were hosted on May 17 by club member John Garren in Bethel, CT. John has a sceniced hi-rail S layout that he is planning to rebuild and change after the meeting at his home. Stan Stokrocki is scheduled to host the club for their June meeting in

Poughkeepsie, N.Y., and Dennis Caruso to host the July meeting in Shenorock, N.Y. Dates will have to be finalized in the future.

The Pioneer Valley S Gaugers (PVSG) met at the home of Charlie Bettinger in Vernon, CT. for their March meeting. Charlie's layout operates with DCC, and much has been done to detail scenery on the layout. Frank Grano hosted the club for their February meeting. Frank has a layout that will be on a future NMRA Convention layout tour list. The NMRA Convention will be held in July, 2009 in the area where the **PVSG** members reside. Charlie Bettinger is chairman of the NMRA layout tour committee. Club members are still considering a trip to the large HO display layout in Northland, N.J. George Reneris hosted the club members on April 24, in Sunderland, MA. George's layout is hi-rail with DCC power control. Steve Allen is scheduled to host the May club meeting, in Springfield, MA.

The Western N.Y. S scale Association (WNYSSA) held their February meeting at the Danny's South Restaurant, in Orchard Park, N.Y. Nine members attended. The club set up an S gauge layout with the RASG at the GSME Train Show on March 30, at Batavia Downs, Batavia, N.Y. The **WNYSSA** brought corner modules and some straight modules, and the RASG brought 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. Club member Paul Wachowicz has organized a club contest that should be a project off a member's work bench, a modeling demonstration, a video, shown-tell, etc. Paul hosted the May club meeting in North Tonawanda, N.Y. The next display of the club layout is scheduled for the TTOS Train Show, at Leonard Post Hall, Cheektowaga, N.Y. on Oct. 26, 2008. The club is considering bringing and operating a layout at this event. Paul Wachowicz held a work session at his home in North Tonawanda, N.Y. for the club layout on April 9, and a club meeting on April 23.

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 set up a layout at the GSME Train Show held at the Batavia Downs Fairgrounds on March 30. with the WNYSSA. The club brought straight modules to be used with corners brought by the WNYSSA. Both clubs' members brought and operated their S trains at the event.

The Waybill is the official newsletter publication of the **South Jersey S Gaugers (SJSJG)** 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.

The **SJSJG** newsletter is ably edited by Michael McConnell, The club set up and displayed their layout at a Transportation/Display Show to benefit Autism patients. The show was on April 12/13, at the St. Mary's Church Hall, Manahawkin, N.J. The club also displayed their layout at the Vineland Veterans Home on Saturday, May 31 with a layout that had a military theme, and at the Tuckahoe, N.J. Train show on June 21/22. The club is planning to bring and set up their layout at the up-coming NASG Convention in August, in Lowell, MA. The club meetings typically have clinics related to the construction and maintenance of S scale trains, or other topics of interest to the members. Tom McDowell gave a clinic on aluminum car restoration at the March meeting. Greg Berndtson gave a clinic on making decals at the April meeting, and Don McGinnis gave one on weathering rolling stock at the April club meeting. The May meeting clinic was on scenery or weathering, for the members interest. Seventeen members attended the March club meeting, and eighteen attended the February meeting. A recent issue of the club newsletter included an article on railway photography as written by John Aaron. John reviewed a book by that title as edited by

Brian Solomon and John Gruber. The same issue of the newsletter includes a column by Don Thompson of S Helper Service describing the products and details of these that are currently offered and some revisions in the products that were made to make them more reliable and operational.

The Neshaminy Valley AF Club (NVAFC) held their February meeting at the home of Jerry Hillier. Mike Ramsey coordinates the club activities and distributes the club newsletter via e-mail. The club has been searching for a suitable location to hold a club-sponsored train meet. Club member Paul Fenn agreed to search for a suitable location to hold the train show.

The Pittsburgh S Gaugers (PSG) held a *Coffee & Trains* get together at Kings Restaurant, in Harmerville, PA. on March 13, April 14, and May 12, 2008. These meetings are well attended and are separate from the regular meetings of the club held in member's homes. Club member Ron Kirin hosted the club in Sarver, PA. for their meeting on April 26, 2008 at the Christ Community Fellowship facility.. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The May 31 meeting was held at the facilities of Kennedy First Alliance, near McKees Rocks, PA. the church of Jonathon Knox. 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 March 13, at the home of Andy Lorince, near the Squirrel Hill tunnels,PA.

At a 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 con-

struction. The club set up and operated a layout at the Greenberg Train Show held on January 19/20, 2008. The June *Coffee & Trains* meeting is scheduled for Monday, June 16 at the Harmerville Kings restaurant. The club members were planning to attend the Greenberg Train Show to be held on July 12/13. Roger Schneider and Jon Knox are coordinating the attendance and set up. The club has found that good locations for meetings are church social halls or fire dept. halls. A member of the club can host the meeting and coordinate the availability of the hall. The club members discussed possible programs for their meetings, and a lot of very good ideas were presented at one of the recent meetings. These included having a white elephant sale where members could sell their unwanted train-related items, and a clinic on assembly of a wood laser kit, where the club would provide, and members participating would buy, a small building to practice on as part of the clinic.

The Baltimore Area AF Club (BAAFC) club members met at the home of Bob & Sherry Fowler, in southern Maryland on June 7. The club celebrated its 15th anniversary in 2007, being first formed in 1992. The club set up and operated a layout at the WMATA Rail Rodeo, on May 3, and the New Windsor Festival, on May 17. The club also setup and operated a layout at the Union Bridge Depot Days, on May 18. Ron Kolb ably edits the club newsletter, and coordinates the club activities. The club is planning to set up and operate their layout at the Greenberg Train Show, on Aug. 2-3in Timonium, 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. A recent issue of the newsletter included an article on constructing a RR wheel carrier flat car, as written by David Avedesian. The construction articles are included in the newsletters as a separate page, punched for easy saving in a three ring binder. 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 is planning to set up their layout at the Great Scale & Model Train Show, in Timonium MD. on

June 28-29. The club does civic events with their layout which is commendable, and recently set up a layout at the Children's Hospital, in Bethesda, MD. These events are well received by the hospital personnel and patients, their parents and visitors to the hospital.

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 loop modules. 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 club plans to set up and operated a layout at the Iron City Festival, on April 19, in Blacksburg, SC Bill Ware coordinated the event set up. On April 26-27 the club set up a layout at the North Carolina Transportation Museum, for their Rail Days event in Spencer, NC. Gene Sankowski coordinated the event set up for the club. .

The Delaware Seaside Railroad Club (DSRC) had an S gauge modular layout set up at the Spring TCA York, PA. meet. They are a multigauge club with a number of active S gauge members, several of which are NASG members. Bill Mixon supplied information on their club set up and would like to have the club listed in the next Club Directory published annually in the *Dispatch* directory. Bill resides in Ocean View, DE.

The Houston S Gauge Friends set up and operated a layout at the Mall in Texas City, TX., in mid-April. Bob Werre reported on the event which was the second layout display done by the club this year. The layout was operated with DCC Digitrax control, and ran almost perfectly

for the display. The club set up and operated a layout at a train show in Galveston, TX in May, at the Transportation Museum. They were planning another layout exhibit in Houston, TX. on June 15. for a Father's Day celebration.

The Chicago Flyer is the official newsletter of the **Chicagoland Assoc. of S Gaugers, Inc. (CASG)** that meet on Friday evenings 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 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 March meeting of the club was held at the home of Joel Weber, in Naperville, IL. as the usual location of the meetings was at the St. Paul Lutheran School which was unavailable on the date of the meeting. The April club meeting was held at the usual location, although members have been considering a new venue for their meetings, possibly in various members homes. The club is planning to set up and operate one of their layouts at the Southland Train Show, held on October 25/26, at R.L. Richard High School, Oak Lawn, IL. Club member Joel Weber has started a monthly get together at his Naperville, IL. home to run trains on his layout. The get meetings are planned to be from 1:00 to 4:00 P.M. on the host's layout which is relatively large featuring four main lines, for continuous running of trains. Members and friends are welcome to attend the events. The **CASG** members have been working on their modules, and

have wiring done so that they can operate trains using standard AC, DC, DCC, Trainmaster Command Control, and Locomatic control by switching power supplies. Joel Lebovitz has been coordinating improvements on the club modules. The club recently welcomed new members Richard Bukowski from Mt. Prospect, IL., Denis Studzinski of Rolling Meadows, Kurt Zahnie from Arlington Heights, Loran Critchett of Park Forest, and Florian Wolicki from Willowbrook, IL. These members were signed up at the two shows where the club set up and operated their layout recently.

The Miami Valley S Gaugers (MVSG) met at the home of Jay Reese, on April 5. The club members were saddened by the passing away of Norm Reinker on March 22, 2008. Norm was active in the club and will be missed at future events. The club hosted the 2008 Spring Spree on May 2/3, 2008 at the Crossroads Expo Center, Poe Avenue, Dayton, OH. The Spree car was made by S Helper Service. Denny White was the event chairman, and Bob Guckian handled 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. Mike Mitter coordinated the clinics given at the Spring Spree. Club member Bob Bernard hosted the club members for their May 31 meeting. Tom Hartrum is the acting Secretary for the club meeting minutes. Tony Garza faithfully distributes the club minutes of club meetings and events. On June 21-22, the club is planning to set up and operate a layout at the train show in Carillon Park and also at the Eaton Tractor Show to be held on Aug. 15-17. The club is planning a summer picnic, but details were not finalized at press time.

The Hoosier S Gaugers (HSG) were planning a summer get together hosted by Bob Morrison, on June 21, at the Columbus Area RR Club, Edinburg, 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 Rob and Lynn Berridge, Hilliard, OH. on March 30. The host has a large S layout, and it features a lot of Pennsy motive power, including both S scale brass, and Hi-rail American Models, engines and cars. Alan Evans club secretary, ably edits the club newsletters, distributed via e-mail. John Myers, is V.P.; Tom Brinker, Treasurer; and Larry Robinson and Don Divney are Trustees. The club set up and operated their layout at the Buckeye Train Show, at the Lausche Building on April 19, and at the Spring Spree on May 1, 2, & 3, in Dayton, OH. as hosted by the MVSG. The club recently welcomed new member Guy Remonko, from Athens, OH. Guy is a retired Ohio University music professor, and is building a layout featuring S Helper S-Trax, hi-rail wheels and 802 Kadee couplers. Club members welcomed Guy to their activities. The club met at the home of Danas Davis on April 20, Larry Robinson on May 18, in Upper Arlington, OH., and was planning their annual picnic for June 29, at the home of Lowell Henthorn, in Apple Valley, OH. Lowell has generously hosted the picnic of the club members in past years, and there is the opportunity to swim, boat, and enjoy the host's layout. Good food is also available to those attending. A recent issue of the club newsletter had an ad for the Timkin Roller Freight tank car that the club has had made and offers for sale to S gaugers. Club member Tom Brinker in Westerville, OH is handling sales of the car. Another article in the **COSG** newsletter provided by Tom Hawley of the Southeast Michigan S Gaugers described several questions with answers, frequently asked by new comers to our S scale train model construction activity.

The Stateline S Gaugers (SLSG)

has a newsletter ably edited by Vera Flood, and the various 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. Doug presented a floor plan of the trading room at the Fall Fest, with "open space" for the dealers between rows which will accommodate 156 tables eight feet long while allowing the space between the tables for attendees and would-be purchasers. Dave Pippett and Jim Larson were scheduled to meet with a supplier of the tables for the event to work out the rental agreement. Barbara and Bob Disse hosted the club for their April meeting, on the 20th of the month. The club is planning a picnic for August 17, 2008. The event will be at the Roland Olson County Forest Preserve. The May meeting of the club was held on May 18, at the Fox River Trolley Museum, South Elgin, MI. The club chartered a RR Car to take members to the Museum, and they met in the car.

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. No replies were received from any possible members. David Wilma suggested that brochures be placed in the local libraries to solicit possible new members. A group of the club members attended the High Wheeler '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. Art Doty and Mac McGrathy will co-host a club meeting/outing at the Illinois RR Museum on Sept. 21, 2008. Club member Cliff Strouse gave a report on the Burlington Historical Society meeting held on April 21, 2008 at a recent meeting of the **SLSG**.

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. Tom Hess presented a program for the enhancement of the club layout at a recent 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 April 27 meeting at the home of Pat and John Henning, in Valley City, OH. Jack Sudimack coordinates the club activity, and John Henning ably edits and distributes the club newsletter issues. Jack and Sharron Sudimack hosted the club meeting on March 30, in Medina, OH. A recent issue of the club newsletter had several articles discussing the definitions of gauge and scale. The club members are planning improvements on and use of their modules. Several club members attended the 2008 Spring S Spree event as hosted by the MVSG club in Dayton, OH. On May 2/3, 2008. Ed Kirstatter hosted the club for a meeting on May 25, in Cuyahoga Falls, OH.. The club is considering a special meeting/visit to the home of Al Clapp to view his layout. Al had offered to host a recent club meeting, but scheduling considerations ended up having the meeting at the home of Ed Kirstatter.

The Badgerland S Gaugers (BSG)

The next swap meet sponsored by the club will be on October 26, 2008. Club member Chic Hartert gave a clinic at a recent club meeting 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 **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. The April meeting was hosted by Roy Meissner in Merton, WI., and it will be the last meeting of the group until fall, 2008. Fred Keller gave a clinic on his experiences with the real trains of Lisbon and Sussex, as the historian of the Township of Lisbon and Village of Sussex. Ron Schlicht ably edits the club newsletters. Art Doty and Jeff Madden coordinated the club members attending the 21 st Annual Spring S Spree held on May 2-3 in Dayton, OH. as sponsored by the MVSG. A recent listing of the membership of the club included 74 members.

The AF S Gaugers of the St. Louis Area (AFSGSLA)

held their May 2 meeting at the home of Bob and Dee Muehling, in St. Peters, MI. 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 coordinated the event attendance and layout set up. The **AFSGSLA** met 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 club scheduled their annual picnic for June 14, in the Springfield, IL. area with host John Nosari. Deane Buckingham offered to host a meeting of the club while he was home from college for the summer. The club does not normally have

meetings in the summer, however, to accommodate Deane, a meeting might be scheduled for late August. Cliff Saxton has volunteered to host the club for a meeting on Sept. 12.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN)

is celebrating their 40th 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. Jess Bennett hosted the club members for their April meeting in Careywood, ID. on the 13th of the month. Jon Kettner ably edits the club newsletter, and coordinates the club activities. Club member Vic Cherven and his father Vic Chervan, Sr. hosted the June meeting at their home in Bonners Ferry, ID. This was 140 + miles for some of the club members who live in or near Spokane, WA. The club set up and operated their layout at the Palouse Empire Train Show, in Pullman, WA. on April 11. Doug Sassman hosted the club members for their meeting in May, in Chewelah, WA. Bud Chadbourne was scheduled to host a club picnic on July 19, in St Maries, WA. The club set up and operated a layout at the Heritage Funeral Home Show, on May 24-26, Memorial Day weekend. They were the only club operating a layout at the show. Robert Beshore was scheduled to hold the August meeting of the club at his home on Aug. 10.

The March meeting of the Southern Calif. S Gaugers (SCSG)

was held at the home of Gene Capron. The host had trains running on his layout, which has detailed scenery. Gene reported at a recent meeting that he has been working on getting a banner for shows that they attend. Gene is also working on a flyer that can be passed out at shows to advertise the club and their activities. Jeff Smith offered to get the flyers printed. 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. The April 12 meeting of the club was held at the home of Dennis Bagby, in Altadena, CA. The May 10 meeting of the club was held at the Inland

Terminal Model Railroad Club, in Lawndale, CA., and a church next door to the club quarters was the place for the club members to get together before visiting the Model RR Club. Thirteen members attended the event. Jeff Kruger hosted the club on June 14 for their monthly meeting, in San Dimas, CA. The club members are busy constructing layout modules for display at various shows and events.

The San Diego S Gaugers (SDSG)

met on April 26, at the home of Peter Gagnon in San Diego, CA. The main discussion topics were use of the S Mod Standards for construction of modules that could be used to display at shows and events to advertise S gauge trains and developing a **SDSG** logo to advertise the club and it's activities. It was decided that the height of the modules should be compatible with children's viewing, ie., not three feet above the floor. The May meeting of the club was held at the home of Peter Gagnon, and the June meeting was scheduled to be held at the home of Bob Graves. The club is planning to construct modules to display S gauge trains at various events and train shows. Peter Gagnon coordinates the club activities, and meetings.

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.



EXTRA BOARD

DEPT. OF CORRECTIONS

Krell Decals address correction: C. Shrubsole, 96 Genest St. Apt. #1, Vanier, ON K1L 7Z2. The address was incomplete in the April Dispatch.

S IN NON-S PUBLICATIONS

- June 2008 *Scale Rails* – Cover photo and 7-page article on constructing wood structures by Brooks Stover featuring his S hi-rail BC&G.

ANOTHER NEW CLUB

Another new club surfaces thanks to an alert Monte Heppe. The Delaware Seaside Railroad Club had an S gauge modular layout set up at the Spring TCA York meet. This is the first time I heard of this club's existence. They are a multi-gauge club with a number of active S gauge members, several of which belong to the NASG. Following is the contact info: Delaware Seaside Railroad Club, Inc., P.O. box 479, Ocean View, DE 19970. Contact Bill Mixon 302-682-4652 or bmix425@aol.com.

PINE CANYON HANGS IT UP

A recent email from Keith Blanchard states that he is closing the business (as of 6/12/08). It is up for sale. He has little stock on hand and supplies are low. He said it was time to retire and time is needed to care for elder parents. See Keith's website in New Products Report if you would like to contact him. I assume some of the product mentioned has gone out to dealers - so, contact them if you desire a kit that might still be in stock.

- Jeff

FLY OR RAIL TO LOWELL

If you fly into Logan Airport in Boston or arrive via Amtrak, it is suggested by Raleigh in Maine that you get to North Station and take the MBTA out to Lowell. He says, there is a subway connection



Here's another Tony Garza creation seen at the S Spree. It's a Tootsie toy bus painted in a B&O scheme with improved wheels. Photo Jeff Madden

from Logan to North Station with one transfer, and if coming in on Amtrak you'll have to get from South Station to North Station. The trip to Lowell is on any one of 19 scheduled trains (weekday) from North Station. The Doubletree is a mile or so from the rail station and they have a pickup service. A cab is also available as well. The MBTA fare is about \$7.00 one way, and it's an interesting ride. Check out the website: www.mbta.com/schedules_and_maps/rail/lines.

S-TIPS

PACIFIC TO HUDSON.

When American Models introduced their Pacific, I got one. I love it because it runs so well, but most of all it reminded me of a Mantua HO Pacific, very generic and open to all kinds of detail. I contacted AM and purchased a rear truck for their Bullet NYC Hudson. I removed the two-wheel Pacific trailing truck and installed the four-wheel Hudson trailing

truck instead. I just had to re-drill a hole for the mounting screw. Now I'm thinking of fitting an AF Hudson tender shell on an AM tender frame.

- Mike Swederska, St. Louis, MO

FOR SALE

I am looking to sell my entire collection of SHS engines and rolling stock. I am moving to an adult community, and I dismantled my layout. I have all items listed on a spread sheet.

Stephen J. Tumminia, GM American Linehaul Corp., 908-353-2239, cell- 908-296-4945.



Display by Jim King of Smoky Mountain Modelworks of 4 of his resin S scale freight cars. Newest are the flat car and watermelon car. These were displayed at the initial meeting of the Blue Ridge S Scalers in Oak Ridge, Tennessee in May. Photo by Jeff Madden

S-CALENDAR



The Carolinas Division of the Atlantic Coast S Gaugers had this steam up on their large modular hi-rail layout in Mauldin, SC over the weekend of June 6-7. Over 1,400 people attended the show.

photos by Margo or Butch - sent by Joe Haenn.



Duane Porter sent out a website that tells about a new S layout up in Nova Scotia, Canada. Duane owns the Halifax and Southwestern Railway Museum in Lunenburg, Nova Scotia. The museum started in 2000. It is located in a warehouse and has 3500 square feet of museum, including an S scale layout. Summer hours (May 1 to Oct. 31) are Mon-Sat 10a.m. to 5 p.m.; Sunday 1 p.m. - 5 p.m. Admission is \$6.00. seniors \$5.00, teens 13-18 \$4.00, Children 6-12 \$2.00, under 5 free. www.hswmuseum.ednet.ns.ca/layout.html

 www.nasg.org

MOUNTAINEER LIMITED BANQUET COMMITTEE



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

Sept. 26-27, 2008: 27th annual Fall S Get-Together sponsored by the Central Jersey S Scalers. Christ Episcopal Church, 220 Main St., South Amboy, WI. Layouts, sales and Sat. evening buffet. Check NASG Website under events.

Nov. 8, 2008: 5th annual all S scale Meet hosted by the Hoosier S Gaugers, Carmel Lions Clubhouse, 141 E. Main St., Carmel, IN (near Indianapolis) . 10 a.m. to 3 p.m.. Dealer tables, clinics, door prizes, operating layouts. Bring and brag dinner for earlybirds on Friday night. 317-566-1748 or bmry1905@yahoo.com

Nov. 14-16, 2008: Fall S Fest, Milwaukee, WI, Wyndham Hotel - near airport and Amtrak stop. Large hall within hotel, display layouts, layout tours, banquet, clinics, train races, non-rail tours, contest. Easy access from airport, I-94 or nearby Amtrak station. www.trainweb.org/bsg. or contact: 262-538-4325

Feb. 25-29, 2009: Sn3 symposium, LaQuinta Inn, Clearwater, FL - www.sn3.org/2009.

Bids open for NASG Annual Conventions -- 2009 and 2011 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net.

A PRODUCT REVIEW

BAR MILLS BOOTY CORNER

By Gerry Evans

Booty Corner, a craftsman kit from Bar Mills Scale Model Works, P.O. Box 609, Bar Mills, Maine 04004, 207-929-3400, www.barmillsmodels.com, makes up into probably one of the most interesting S models around. List price is \$169.95 direct from Bar Mills. The kit is also available from Port Lines Hobby Supplies www.portlines.com/.

The kit comes packaged in a beautifully-built wooden box and makes up into three separate structures: a three-story IGA store, a news stand, and barber shop. These three are all connected by a common sidewalk that runs around two sides of the IGA and along the fronts of the news stand and barber shop.

The kit box contains a variety of castings to enhance your “shop-

ping experience” while at Booty Corner. I added people from Artista, Circus Crafts, Railmaster, and MTH. I also added Scenery Unlimited’s somewhat-famous “raccoon-in-a-barrel” casting between the IGA and news stand. The kit comes with one smoke jack for the IGA and one stack for the barber shop. I felt this was inadequate for the three-story IGA building so I had BTS select and send me a variety of smoke stacks. I selected two and put them on the IGA roof in addition to a couple of brass-tube vent stacks. Also from BTS, I used seven of their door-knob and latch-plate brass castings. Three brass “doorknob” pins are included with the kit. I used one of these for the news stand’s door.

While I hung the store ID signage that came with the kit, all the

decals on the sides of the IGA and barber shop are home-made on Micro-Mark opaque decal paper using an ink jet printer and some clear Krylon sealer. I also added a corrugated basswood security door to the front of the news stand with an SSLS grab iron for a handle. This way the news guy can secure his place of business during the overnight.

Two things will vex this kit’s builder: paint and instructions. If the IGA were painted in a basic two-tone as pictured in the prototype diorama, all would go smoother. I have found, however, that Art Fahie, owner of Bar Mills, can create some of most unusual and appealing paint schemes I’ve ever seen. I exactly copied his IGA paint array which includes green, red, gray, off-white, and orange. Keeping track of what color goes where during assembly is a trial. Also, the builder must constantly switch back-and-forth among the instruction sheets to determine order and method of assembly. All you need is there, but often it’s hard to find and/or keep track of.

Were I to build this model again, I’d do only one thing differently. I’d remove the Bar Mills’ IGA roof tabs and install perimeter support. This way I could go back into the interior of the IGA to add detail or lighting.

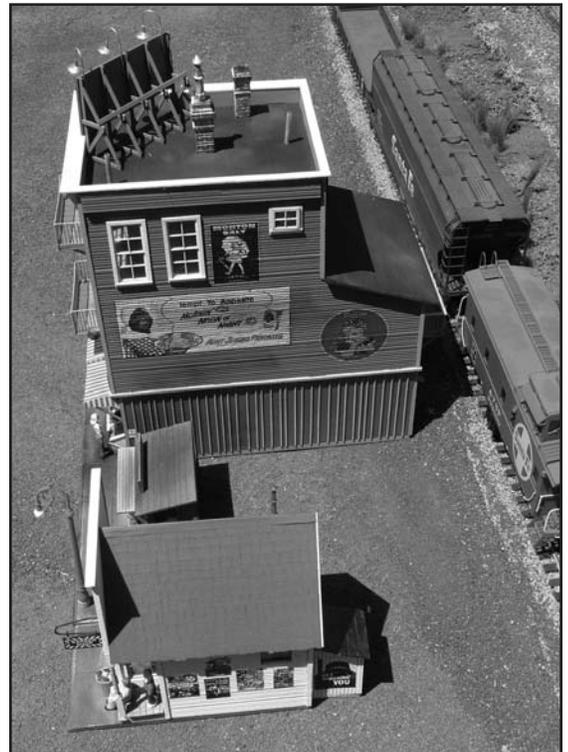
Booty Corner, with its protruding fire escape, is unique, quaint, and almost breathtaking. The three-building assembly makes for an impressive little business district. The kit was a limited-run, but you may still be able to get one either direct from Bar Mills or from Port Lines Hobby Supplies. Build something; it’s good for your soul.





Oh my, lookit all the detail

Photos by Gerry Evans



Rail Mail cont. from page 5

What We Need in S: For diesels: Alco switchers (S-2), Centruy 420s, 424s, 425s, GE B23-7s, KBK30-7s, U23Bs and U30Cs, FM H1044 or H12 44 switchers, E8 B units, GPGP38-2s, kSD40-2s, SD45s and a Baldwin AS16. For steam: a 4-4-0 and old-time cars, 2-8-4, 0-6-0, 4-6-0, 2-10-0 or 2-10-2.

Freight cars no problem, but passenger cars I like the idea of a Milwaukee Hiawatha set and smooth side passenger cars. As for a cheap starter set maybe a 4-4-0 or even the Ertl set reissued. Of course, we should be thankful for what we have from all current manufacturers. I collect and run mostly AC Gilbert, but I also have SHS and AM equipment.

- Mike Vana, Omaha, NE *See my editorial this issue, ed.*

Other Needs: We need some buildings which are of better quality and appearance than Plasticville, yet easy enough to assemble for the average or less-than-average modeler. One of the first things I came to realize is that most of the folks in S are not model builders or mad kit-bashers like me. We also need many more good decals and dry transfers. What about

some more undec cars?

-- Stumpy Stone – Martins Ferry, OH

Promoting S: Most of the model savvy people who visit our layout at shows know that there is something different about it, but it takes a minute or two to come to the conclusion is the “scale”. Then the “lightbulb” comes on and they become intrigued by the possibilities of S. In our area spectators are often after CN and CP prototypes from the closing of the steam era or very recent model GM/GE diesels. In the first case, we are forced to tell them that there are no appropriate RTR locomotive. Other limitations of the scale can be dealt with, but the viewer always comes back to the limited RTR loco supply. I would think that if some RTR USRA prototypes (0-6-0, 2-8-2, 4-6-2) models were available, it would help attract newcomers.

- Chris Abbott, Canada *Lionel does offer a USRA light Pacific and 2-8-2 that is highly detailed, but they are only offered in hi-rail. If only someone could mass produce scale conversion kits for the scalers?? – ed*

Wanted – A Lionel AF Circus Train: Am I the only one who wants a circus train in S? Surely it would not take any

re-tooling or new tooling. It doesn't have to be the original one that AF put out, but it would have some bright colored cars with the real Barnum & Bailey Circus lettering on it. You know, livestock, water, tent car, performer passenger cars, etc. Personally, I would prefer up-to-date diesels and fanfare carriages. Maybe one vintage one and one more modern. Basically, I think I'm only talking paint schemes on existing Lionel AF rolling stock for the most part. Maybe there could be some circus accessories to go along with a train.

- Mark McFrederick *Yes, I have often wondered why Lionel hasn't done this of late. There are some rolling stock currently available from Scenery Unlimited that includes flat cars with trailers, a stock car and passenger car, but I realize some want true AF. Ed.*

Wanted Old-Time S: I have noticed a definite lack of any really old-time (100 years or so) railroad models in S. I have collected plans and photos of old-time photos of railroad car models and hope to build some models myself. I'd like these to be in the moderate price range.

-- Erv Rahr, Canada

Jeff's Jct. Cont. from page 5

(maybe just a conversion kit would suffice if Atlas runs it again).

And my favorite crusade – Bridges: You know what I mean.

So here's the Christmas list again, but this time in July, for plastic and cast RTR or easy-kit items needed in S. I think I presented many of the most plausible items that might eventually see production as long as manufacturers can foresee sales.

Maybe if you send your Santa Claus list early this year, you might move things along at a faster pace.

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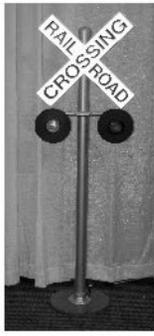
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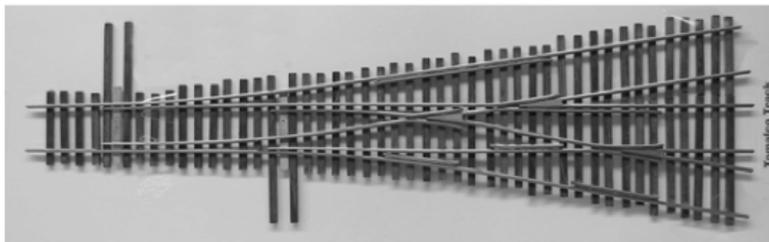
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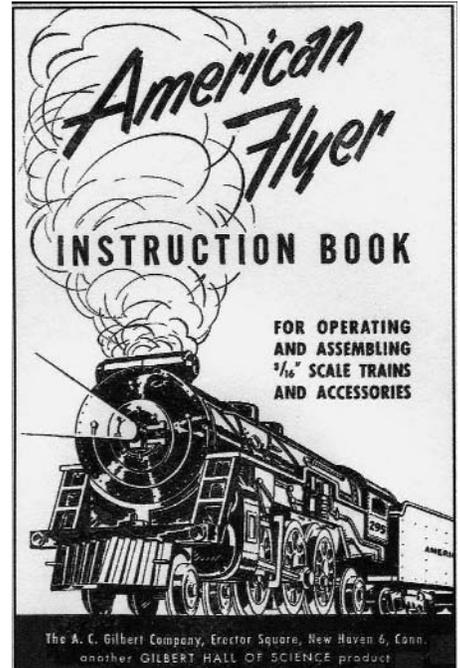
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