

Rochester Model Rails

Dedicated to enhancing the enjoyment of area model railroading...

VOL. 1, NO. 2

ROCHESTER, N.Y.

AUGUST 2002



REFLECTIONS ON OIL CREEK – A train on the Oil Creek Rail Road crosses the Howe truss bridge over Oil Creek at the town of Pioneer. The bridge is 250 HO scale feet long and was 100% scratch built by David L. Thompson. The bridge is part of Dick Senges' HO scale Oil Creek Rail Road which depicts the booming oil fields of the Titusville, PA, area in the 1860s. The Shay on the curved 13-bent three story wood trestle in the background is pulling a log train on the Oil Creek Logging Railroad to Smith's Sawmill and Treyz Chemical Works. The river is shale from Keuka Lake in Upstate New York, and the water is Envirotex. Dick's layout will be one of the model railroads open for tour on Sept. 14 as part of the Lake Shore Division's fall Meet.

(Digital photo by Senges)

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Model Railroading Contacts in Upstate N.Y. Areas



NMRA - Niagara Frontier Region

In the United States the NFR serves parts of Western New York State and a strip of Pennsylvania (from Erie, PA north along the New York State Border). (<http://www.drgwrr.com/nfr/>)

President: C. Richard Roth, PhD

P.O. Box 309, Waterford, PA 16441-0309

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(lex@drgwrr.com)

Lakeshore Division (LSD)

In New York - Cayuga, Genesee, Livingston, Monroe, Ontario, Orleans, Stuben, Seneca, Wayne, Wyoming, & Yates counties.

Superintendent: Bill Cialini (blt2haul@aol.com)

1851 Clark Rd., Rochester, NY 14625

Southern Tier Division (STD)

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International Division (ID) (<http://www.drgwrr.com/id/>)

In New York - Erie & Niagara Counties

ID Webmaster: Lex Parker (lex@drgwrr.com)

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In New York - Allegheny, Cattaraugus, Chautauqua counties.

In Pennsylvania - McKean, Warren, Erie, Crawford, and Potter counties.

Superintendent:

Dave Shaw

2184 4th Ave., Cottage Park, Lakewood, NY 14750

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NMRA - Northeastern Region

(<http://pages.cthome.net/kenmay/NERHOME.HTML>)

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655 Hillview Rd.

Richmond, VT 05477

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Stan Ames

8 Higate Rd.

Chelmsford, MA 01824

[978] 256-3062

(NERT@hq.nmra.org)

The Central New York Division serves NER members living in the Central part of New York State east of Syracuse. The CNY Division holds regular meetings about every six weeks at a location within the Central New York area. These meetings are announced in the Division newsletter Red Markers, and on the CNY Division Website "When & Where" page:

(<http://www.cnymra.org/>).

Superintendent:

Donald K. Andrews

454 Stone St., Oneida, NY 13421

[315] 363-8403

Model Railroad Organizations in the Area:

Egerton Model Train Exhibit

41 Backus St., Rochester, N.Y. - [585] 428-6769

Ongoing tours, September through June:

Tuesdays 7-8 p.m. & Sundays 1-2:30 p.m.

Contact: Bill Spanarelli [585] 321-3802

(kathys@loconet.com)

Genesee G Gauge Railway Society

Contact (PRRTrainman@cs.com)

Genesee & Ontario Model-N-Gineers

Contact: Fred Enrich, Chief Engineer

105 Little Creek Circle

Greece, NY 14616-1538 [585] 621-1542

(<http://www.ggw.org/gno>)

Genesee Society of Model Engineers

P.O. Box 75

Oakfield, NY

Contact: Mike Pyszczek (pyzek@iinc.com)

RIT Model Railroad Club

127 Lomb Memorial Drive

(Student-Alumni Union, Bldg. #4)

Rochester, NY 14623-5608

[585] 475-2227

(<http://www.ritmrc.org>)

Contact: Mike Roque, President:

(president@ritmrc.org)

(Contact for newsletter participation: Otto Vondrak)

(ovondrak@yahoo.com)

Rochester Model Railroad Club

Rochester, NY

Contact: Peter Darling (peter.darling@att.net)

Toy Train Collectors Society

Rochester, NY

Contact:

Toy Train Operating Society

Contact: Norb Dewolf, 4516 State Rd. 14

Sodus, NY 14551-9525 - [315]-483-6715

Tuesday Night Gang

Rochester, NY

Contact: Lou Nost (louis.nost@usa.xerox.com)

Contact: John Klahn (john.klahn@excellus.com)

Williamson Model Railroad Club

Williamson, NY

Contact: Bob Lootens (RAL@FLTG.net)

Prototype Railroad Organizations & Museums

National Railway Historical Society, Rochester Chapter

Rochester, NY

(<http://www.rochnrhs.org/>)

Contact: Rochester & Genesee Valley Railroad Museum

Industry, NY

(<http://www.rgvrrm.mus.ny.us>)

New York Museum of Transportation

6393 East River Rd., Rush, N.Y. - [585] 533-1113

P.O. Box 136

West Henrietta, NY 14586

(<http://www.nymtmuseum.org/>)

Contact: Jim Dierks

Medina Railroad Museum

530 West Ave., Medina, NY - [585] 798-6106

Contact: Hugh James at (rrmesuem@wnyisp.com)

(Continued on Page 8)

How to Improve Commercial Pine Trees

By Dick Senges

Photos by the author

Many commercial pine trees leave something to be desired relative to their realistic appearance, but have the advantage of saving many hours in construction time. The trick is to purchase an inexpensive pine or conifer tree and “spruce” it up without spending a lot of time and money.

One way to do this is to improve the trunk area. Some of these trees have a brown or gray painted rubber hose over twisted wire for a trunk, or just the twisted wire sticking out under the tree branches. This trunk is usually too small in diameter and not very realistic. This can be improved by adding a real tree trunk over the twisted wire.

First, find a real pine or conifer tree that has the bark formation and size that would look good as a pine tree. Then cut a portion of this real branch, pull out all the needles, and cut the branch trunk to an appropriate height for your commercial tree, usually about two inches long when cut. Try to have one of the ends larger than the other to simulate the bottom of the tree trunk. Drill a small hole into this branch section from one end (a drill press helps with this process), then drill another hole from the other end. Try to stay in the middle of the branch so as not to cut into the bark area. Connect the two holes so that a hole is completely drilled through the branch (right).



Next put some white glue into the drilled hole and stick the original wire trunk into the hole letting the wire protrude through the hole in the larger end of the trunk. Eureka! A better-looking real wood conifer tree trunk! The protruding wire will aid in planting the tree on your layout.

One feature that needs improvement on commercial bottlebrush trees is that the fibers are sometimes stuck together. The sisal or hemp fibers bunching up and then glue sticking them into a glob cause this. When ground foam is applied, a glob is formed leaving a thick and unattractive area. This can be remedied by using an ice pick to pick apart the fibers, separating them into individual fibers. Ice-picking the tree can also align the fibers so they appear more attractive.

Another feature of these commercial trees is that they are all the same color. The ones I am using are all dark green. Even if you purchase a hundred trees they are all exactly the same color – dark green.

To vary this color, take those pine needles you pulled from the conifer tree branch, put them in a blender, and pulverize the needles into a powder (left). Then sift the ground pine needles through a fine sieve to get an even finer powder. Spray the conifer tree with a mist of spray glue or cheap hairspray and carefully sprinkle some of the ground pine needle dust on the tree. This will change the color slightly, giving it a more light greenish or yellowish tone. Vary the amount of dusting on each tree so all the trees are



not the same color.

Another defect on all commercial trees I have seen is the unsightly extra fibers that stick out where they shouldn't. This is easily remedied by cutting off the extra fibers with scissors.

Without “opining” any longer, I hope you enjoyed this article and you try your hand at “sprucing” up some of those miniature trees (right).



* * *

(Editor's Note: Dick Senges is an active member of the Niagara Frontier Region (NFR) of the National Model Railroad Association (NMRA) and lives in the Rochester area. His modeling interests focus on 19th century oil-hauling roads, the Oil Creek Rail Road circa 1866, and he has built several award-winning models depicting prototypes and elements of that era. He has just been judged by the NMRA for Master Builder – Scenery and Master Builder – Structures, and expects to receive his certificates soon. Dick has volunteered at the Medina Railroad and Fire Museum in Medina, NY, where he managed the installation of the scenery on the 1830s section of their 14' x 200' HO scale model railroad.)

Readers' Voices

This newsletter, *Rochester Model Rails*, welcomes letters-to-the editor from readers on almost any subject relating to model railroading. The briefer the letters, the more of them we will be able to print in each issue. Although we require a signature and address with such material (for our files), a pseudonym suggested by the writer may be used in print if requested. We reserve the right to edit all material submitted for publication.

Also, we would like to offer you this forum to report about progress by clubs and individual modelers alike through a regional model railroad listing -- posting monthly updates about your railroads.

An Old Story

To the Editors,

It is hard to believe in 2002 that the terms "scale" and "gauge" are still being misused. Some people still refer to their layouts as HO gauge.

As they used to say in Georgia, "There ain't no way." As experienced model railroaders know, scale refers to the relation in size between the model and the real thing. That is, one could model in HO scale which means that the model is 1/87 the size of the original. Gauge, on the other hand, refers to the distance between the rails.

Gauges vary greatly over the years such as the Erie 6 foot gauge in the 1860s (wide gauge) and the Maine 2 footers or the Colorado 3 footers (narrow gauge). Standard gauge (4 feet, 8.5 inches) was encouraged by Abraham Lincoln in the early 1860s and later adopted by the US as "standard."

The old story goes that this odd spacing between the rails has its origin in the spacing between the two wheels of a roman chariot. Those chariots were made just wide enough to accommodate the back ends of two horses.

Dick Senges

* * *

Thanks

To the Editors,

Thank you for your efforts in putting together the first issue of the *Rochester Model Rails* Newsletter.

I appreciate the regional-specific news and information you have pulled together into one convenient place. I am enjoying reading it.

Bill Parker (by e-mail)

* * *

Stamp Collectors Like Us, Too

To the Editors,

Great work! I'm not a model railroader myself, so that aspect of this is wasted on me, but I am impressed by your technical skills in putting it together, and of course pleased for you that the denominated version of the antique toys stamp will be released on your home turf. I hadn't gotten far enough yet in my own research on the new stamps to unearth that information.

Bill Senkus, editor, *The Dispatcher*
(Casey Jones RR Unit, American Topical [stamp] Assn.)

Cool

To the Editors,

Cool!!!

Denny Wright (by e-mail)

* * *

Sure, Send It On!

To the Editors,

That [the newsletter] is really something. I know a few people who might be interested -- is it okay if I forward it to them?

P.S. I had a laugh at the NMRA's Niagara Frontier Region's Lakeshore Division abbreviation (LSD).

Ned

* * *

Likes Rum Run

To the Editors:

First edition of RMRN ("rum run") looks good. Nice that you are doing it.

Good luck, and we'll "see you at the barn".

Jim Dierks

(New York Museum of Transportation)

* * *

Valuable Knowledge

To the Editors:

I thought the *Rochester Model Rails* first issue was great....enjoyed reading it and think it will be very informative for local modelers. The format was very professional....upcoming train shows and events are valuable knowledge.

I would be happy to do an article on PRR Cabin Cars for a future issue.

Jack Matsik

(We'll plan on the caboos article -- Ed.)

* * *

Out of the Woodwork

To the Editors:

I think you all have taken the bulls by the horns (which is pretty much how things get done in a volunteer organization) and I think the newsletter is great. Let's hope it will bring some of the model railroaders out of the woodwork.

Allen Pollock, president
National Model Railroad Assn. (NMRA)
More READERS' VOICES on next page ✓

Readers' Voices

(continued from previous page)

N-Scalers Respond

To the Editors:

A group of Rochester area railroad modelers has started producing a newsletter for modelers of all scales.

For those that have an interest and have not seen it I have placed it (it is in PDF format) on our club's web page, at <http://www.ggw.org/gno> It is located near the bottom of the page under the link to our calendar, in the center, titled **Rochester Model Rails**.

Alan Larsson , Webmaster,
Genesee & Ontario Model-N-Gineers Ntrak

* * *

To the Editors:

Very nice copy with a lot of useful information. You may also list me as a club contact person and for show or schedule information of our storefront layout at Irondequoit Mall. **Thank you.**

Fred Enrich, chief engineer,
Genesee & Ontario Model-N-Gineers
105 Little Creek Circle, Greece, NY 14616-1538
585-621-1542

* * *

Thanks, Tom!

To the Editors:

It [**RMR**] turned out just great—looks very nice!
Tom Fortunato

* * *

NFR Trustee Likes **RMR**

To the Editors:

It looks great! I . . . see it as a "tool" to use as a reminder of meetings and sharing of information. I think that is a big plus!

Thanks for sending me your newsletter. Your efforts and excitement for the hobby is what can stir a Division into renewal and take it forward. For that I thank you!

Clark Kooning, Niagara Frontier Region Trustee

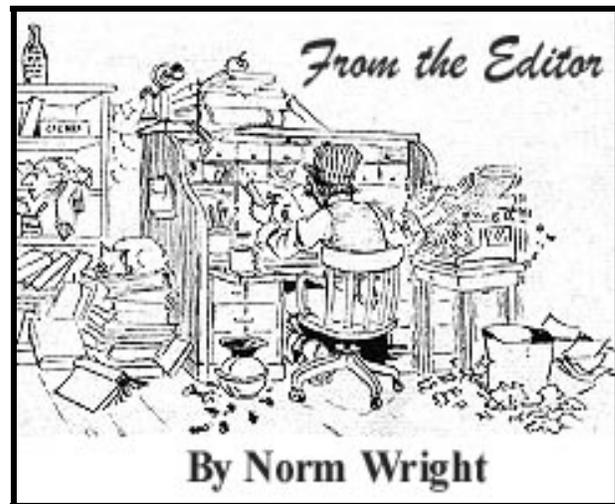
* * *

A Reader in Norway!

To the Editors:

My warmest congratulations with your new initiative. You are really still running on top speed...having enough energy to start such a project. I am glad to be honored with a copy of the first issue. It is always interesting to keep an eye on others' model railroading activities. There was no problem making a printed copy of your PDF-file here, so you already have overseas readers.

Jon Digranes
Oslo, Norway



MODEL RR UPDATES

We want to hear about everyone's progress – clubs and individual modelers alike. We will be posting periodical updates of “what's new” on regional pikes. The following is information we have received since the initial issue of **RMR**. Why not send us a note about your model railroad's activity and growth?

Oil Creek Rail Road - New structures have been added to the Oil Creek Rail Road, such as two oil derricks under construction and Smith's Sawmill. The layout was judged by the NMRA Achievement Program, and has achieved Master Builder for Scenery and Master Builder for Structures. Also, the OCRR gondola #11 was judged by the NMRA and achieved a Merit Award. Future expansion plans may include a helix and a reverse loop.

NYMT Model RR Club - Two new crossovers have been installed to upgrade the interchange possibilities between the three main HO loops. The “Young Modelers” Division has completed most benchwork for a separate N-Scale representation of the old Rochester Subway from the General Motors plant to Rowlands Loop in Brighton.

Rochester & Irondequoit Terminal - Most trackwork, including turnouts, and some buildings for the new engine terminal have been put in place; work is in progress on the three - stall roundhouse.

Hilton & Ohio (HO Division of THE NORMANED RAILROAD) - Signs of some “renewal of life” are starting to appear with cleaning and restoration work at Bison Yard and the Hilton and service area modules.

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**Rochester Model Rails**

Editor – Norman E. Wright, Sr.

Associate Editors – Richard Senges

Otto M. Vondrak

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S (1/64th) Scale, an Introduction

By TED LARSON

"What is S scale?"

"What scale are those trains?"

"I didn't know they still made that size!"

"It doesn't look like American Flyer, the track is wrong!"

"Who makes all this equipment? Where can I buy it?"

Members of the Rochester Area S Gauge club frequently hear these responses from people viewing our modular S scale layout at local trainmeets and shows. But yes, S scale is alive and well and available in many "flavors" including scale models, American Flyer toy trains, narrow gauge, trolleys, steam, diesel, brass, kits, ready-to-run, starter sets, etc.

We even have a national organization, the National Organization of S Gaugers (NASG). NASG's website (www.nasg.org) provides a comprehensive review of S scale today. In this article we provide a brief overview.

S scale was the scale of American Flyer (AF), scratchbuilding, wood kits, and brass models until the early 1980s when American Models (AM) introduced an injection molded EMD FP-7. AM made this model available with scale trucks and couplers *or* AF compatible wheels and couplers (known as hi-rail).

This model sparked a renewal in S scale. The strong sales allowed AM to bring out injection molded freight cars, passenger cars, and more diesels. A few years later, S Helper Service and Pacific Rail Shops began producing other injection molded rolling stock and engines. There is now a wide variety of rolling stock, structures, and track available in S, predominantly from the late steam through early diesel area. Some newer and some older equipment is also available.

A common question of newcomers is "What track is available?" If you are handlaying track, the answer is the same as in most other scales – pick the code that meets your desire for light weight through heavyweight rail (code 70, 83, 100, 125). Flex track is available in codes 100 and 125. For AF operators, flex track is available in code 125, 148, and 172.

S scale has a *very* large selection of vehicles available, since 1/64th scale is popular for model cars, trucks, construction equipment, and farm tractors. The products from Racing Champions, ERTL, Winross, and others provide S scale modelers an unrivaled assortment of vehicles.

In addition to the NASG website, S scale information is available through three magazines: *The Dispatch* which is published by the NASG and mailed to members bi-monthly, *The S-Gaugian*, and *The Sn3 Modeler*, the latter two available at hobby shops or by subscription.

Readers' Voices

(continued from previous page)

To the Editors:

Congratulations on an excellent idea and publication. I have read the newsletter *Rochester Model Rails* from cover to cover and am so pleased to carry it in our store.

My husband Paul has been a modler since age 21. Where Paul models, I like the real trains and spent a considerable amount of time at the Delaware Otsego Corporation working for Walter Rich! (Owner of the NYS&W and many more roads).

We own the Electric Train Company in Victor, N.Y. We are a family focused, full line model train shop offering more than a retail presence. We offer travel to railroad related destinations like Steamtown, Cooperstown and Strausberg. We teach a beginners model railroading class to pull new people into the hobby and, further, work with independent model train shops to assist with promotion of the hobby, increase sales and profitability, and hopefully increase cross channel collaboration between independents.

As a business development specialist I work with business owners all the time. In September I'll be launching a specialized marketing workshop especially for the model train shop owners. Model railroading is a fantastic hobby for all ages, any gender. Industry preservation is very important to us, and I feel your newsletter really takes a serious step to maintaining interest in the hobby. Thank you for the effort and for initiating this outstanding first step.

We would like to contribute writing submissions, help raise money for the effort and promote the newsletter in every way. I hope you won't mind if we feature an announcement of the newsletter in our own called *Choo-Choo Chat*. I will also announce it on our website: www.electrictaincompany.com.

Gina Marie Mangiamele, co-owner
In Store Operator: Paul Mangiamele

* * *

To the Editors,

I just wanted to tell you that I thought the newsletter was excellent. The composition, graphics, etc. are far better than that of others I receive. I hope this is the glue that starts to bond the different factions in the hobby together. It's a great start and I can't see anything holding it back. Please pass the kudos on to the others.

Bill (via e-mail)

THE CALL BOARD

AUGUST 2002

Aug. 3: Genesee G Gauge Railway Society annual picnic.

Aug. 4: Garden Railway Tour – Shade Gap Railroad, 84 Sweden Hill Rd., Brockport, NY, 1-5 p.m.

Aug. 10-11: Garden Railway Tour – Rochester, Avon, Troy & Saline Railroad, 9 Hal-Bar Rd., Brockport, NY, noon to 6 p.m. each day.

Aug. 17-18: Diesel Days at the New York Museum of Transportation, Rush, NY

Aug. 17-18: NRHS Utica Chapter Train Show-Thendera (Old Forge), NY 10a.m.-4p.m. each day.

Aug. 18: Garden Railway Tour – Loon River & Grand Mountain Railroad, 90 Hillary Drive, Rochester, NY, 1-5p.m.

Aug. 24: Garden Railway Tour – Fort Wilderness Mine & Transportation RR, 1583 Sweetbrier Lane, Walworth, NY, 3-5p.m

SEPTEMBER 2002

Sept. 4: Genesee G Gauge Railway Society meeting, 2863 Carmen Rd., Middleport.

Sept. 4-8: National Narrow Gauge Convention, Providence, RI.

Sept. 7: NMRA/NFR -International Division Meet-TBD (NOME Club?)

Sept. 7: Garden Railway Tour – New York Central / Vanderbilt Line, 2863 Carmen Rd., Middleport.

Sept. 7-8: Thousand Islands Model Train Fair, Recreation Park Arena, East Lime Rd., Clayton, NY (opens 10a.m. each day) - Operating layouts, dealers, buyers, sellers (www.townofclayton.com)

Sept. 14: NMRA/NFR-Lake Shore Division Meet at NRHS Rochester Chapter-Rush, NY

Sept. 20: NMRA/NFR-AHD Meet - Jamestown, NY

Sept. 19-22: Penn Central RR Historical Society Convention-Dover, OH.

Sept. 27-29: NMRA NER Region convention & train show, Double Tree Inn, Syracuse, NY

Sept. 29: Woodstock Train Show - Woodstock, Ontario, Canada

OCTOBER 2002

Oct. 6: RIT Fall Train Show, RIT Student Union, Henrietta, NY 10a.m.-2p.m.

Oct. 12-13: 2002 Model Train Show, Utica Station, Utica, NY, Saturday 10a.m.-5p.m.; Sunday, 10a.m.-4p.m., Utica Chapter, NRHS

Oct. 13: Falling Leaves Train Show, Hearthstone Manor, 333 Dick Rd., Depew, NY (TTOS sponsor)

Oct. 20: Southern Tier Railfest, Heritage Country Club, Watson Blvd. Binghamton, NY, Susquehanna Valley Railway Club.

NOVEMBER, 2002

Nov. 2-3: Central New York Train Fair, New York State Fair Grounds, Saturday 10a.m.-6p.m.; Sunday 9a.m.-5p.m., Central NY Chapter, NRHS

Nov. 10: GSME Great Batavia Train Show at Batavia Downs 9:30a.m.-3:30p.m.

Nov. 16: NMRA/NFR International Division Meet, Welland Canal Museum, St. Catharines, Ontario, Canada, 9:30-?

Nov. 23-24: Toronto Christmas Train Show, International Centre, 6900 Airport Rd., Mississauga, Ontario, Canada

DECEMBER, 2002

Dec. 4: NMRA/NFR International Division Meet (TBD)



New York Museum of Transportation
 11' x 21' HO layout, summer track car rides, 1920 steam loco, trolleys, trucks, buses, and much more. Open Sundays only, year round, 11 a.m. to 5 p.m., 6393 East River Road: I-390 Exit 11 to 251 west, turn right on E. River Rd. and go one mile.
 (585) 533-1113 www.nytmuseum.org

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RESOURCES
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Rochester Area S Gaugers
www.trainweb.org/rasg
 Contact Charlie Smith (AF) at 381-7474 or Mike Shea (scale, trolley, and narrow gauge modeling) at 865-4978

Information on the national S scale convention can be found by visiting the National Association of S Gaugers at www.nasg.org

Much information about S scale modeling and manufacturers is also found on this site.