

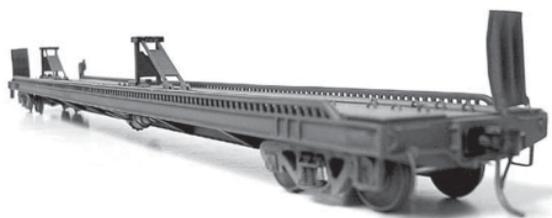
# DISPATCH



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

*Need something different?*

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## PRR F39 Piggyback Flat Car

In March 1955, 200 of these 75' TOFC cars were put into service on the PRR. Designed to carry two of the then-current standard 35' trailers, they were initially in PRR red with white lettering. Later, they became Trailer Train cars, and as of 1990, over 100 were still in service.

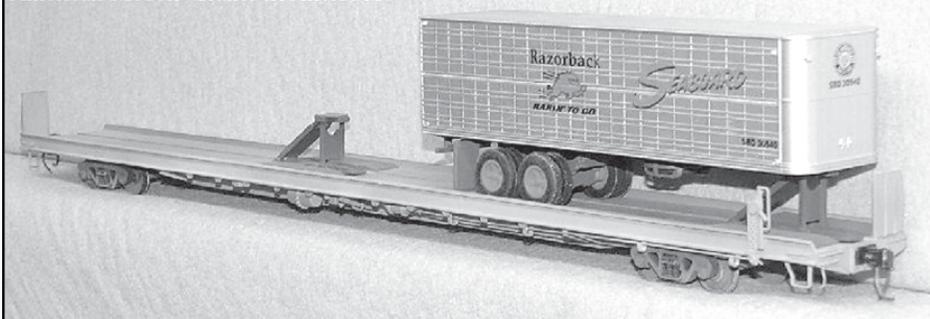
The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Car weight with trucks and couplers is 11.4 ounces. While it will handle a 34" radius curve, it will look better on larger. Kadee couplers, SHS roller-bearing trucks, trailers, and decals are not included. The car is designed to use the SHS 35' trailers.

**#09203 S Scale PRR F39 Piggyback Flat Car \$89.95**

## F89 Piggyback Flat Car

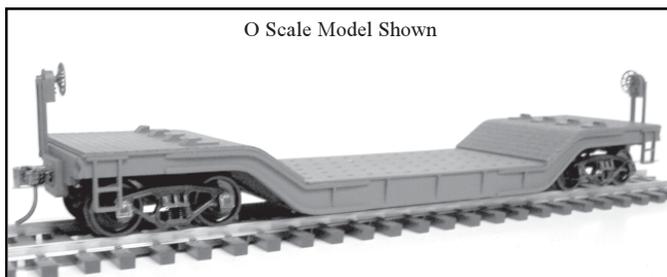
Introduced in the early 1960s, thousands of these 89' long cars were built during the 60s and many are still in service. They have seen duty hauling trailers, containers, autos, pipes, and just about anything that is long!

American Models' Trailer not included.



The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Due to its length, very wide curves are required. Kadee couplers, SHS roller-bearing trucks, American Models' trailers, and decals are not included. The car is designed to use the American Models' 40' trailers - SHS 35' trailer shown in the photo.

**#09200 S Scale F89 Piggyback Flat Car \$99.95**



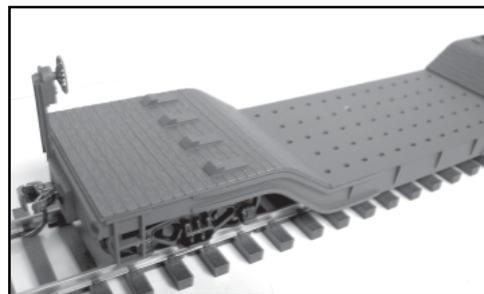
O Scale Model Shown

## Depressed-Center Flatcar

Designed to carry heavy and/or tall loads, the 40', 90-ton depressed-center flatcar is a unique car that will attract attention. It can be used in mainline freight service or as part of a work train with a piece of heavy equipment on top.

The unpainted kit consists of high-quality, no-odor urethane castings for the body, S-Helper trucks, and brass brake components under both ends of the car. Less decals and couplers.

**#09209 S Scale Depressed-Center Flatcar Kit \$ 59.95**



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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: A yard view of Sam Powell's "new" Penn Creek Valley. It will be one of the lay-outs on tour for the Baltimore NASG Convention. Below are two convention cars to be offered by the convention sponsors. Background photo ©2006 iStockphoto.com/Skip O'Donnell**

# ORDER BOARD

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February, 2007

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The DEADLINES for articles are the 1st of February, April, June, August, October, December, for issues dated April, June, August, October, December, February, respectively.

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## President's Message...

Hello Ladies and Gents and welcome to the Dispatch. It's a New Year and that means new things for S. Let's see what we have in store.

First off, we have a new printer for the Dispatch. Jeff Madden puts it all together but we rely on the printer to put it on paper and mail it out. Let us know what you think, good, bad or indifferent. I'm usually one of the last to get my copy so I'll see some of your comments before I even get to read mine.

Next, we need some track gauges. We've talked about this for a few years and it's time we do something about it. They're out there if you look hard enough but we need to make them easier to find. We're just starting out on this so watch for updates in future issues of the Dispatch.

And finally, we're looking to start up some Special Interest Groups (SIGs) dedicated to some aspect of

S. Dick Karnes did a good job telling you about one of them in the last issue so I can only add a few bits of information.

SIGs are a modern version of 'Round Robin' newsletters, where everyone got a flyer every so often with the latest and greatest info on their own special interest. Internet news groups now spread the same info in a matter of minutes, but not everyone has a computer and is connected to the World Wide Web. SIGs give you another way to stay up to date on your favorite topic.

The Board of Trustees debated whether the NASG should participate in SIGs. We already have the Dispatch, which covers all aspects of S, but our mission is to support S in every way and we know some of you have that special interest that doesn't receive enough coverage in the Dispatch. So we decide to support the S SIGs, as a benefit of NASG membership and another way to expand the S community.

See you next issue.

Sam

### NASG NEWS

**New Printer:** The *Dispatch* is getting a new printer - sort of. It seems MI Printing decided only to work on corporate projects, so we got dumped as a client. Unfortunately, Chuck Garman, our liason artist, did too. Chuck is going to attempt to freelance for us through a new printer, un-named as yet, so for now we'll see how this works.

- Jeff

### Banta Modelworks Takes Over the NASG "Brick Building" Project

After four years of relatively little progress, the NASG has taken the "Brick Building Project" away from Jerry Porter's Innovative Model Works and executed a new contract with Bill Banta of Banta Modelworks. All the program assets have been transferred to Banta Modelworks. Banta expects to have kits ready in Summer 2007. These will assemble into the same building contemplated by Innovative Model Works - a modular S scale multistory composite concrete and brick factory or warehouse structure.

We expect to release these kits for sale at the NASG National Convention in July 2007.

**CALL FOR AWARD NOMINATIONS:** Each summer at the NASG Convention, in addition to the model contest, four other NASG awards are presented. These include the Josh Seltzer Memorial Award administered by the NASG Promotions Committee

Chairperson, and the three following awards conferred by popular vote among the NASG Board of Trustees (BOT).

**Perles Publication Award:** For the best S-Gauge article appearing in a non-S publication. Two Honorable Mention Awards are also usually conferred. The award secures a \$100 stipend and a plaque for the author of the best article. Honorable Mentions receive a certificate of recognition. For 2007, any article nominated must have appeared as newly published and have been in the hands of readers between 4/1/06 and 3/31/07. The Perles Publication Award Committee reviews all submissions and presents appropriate selections to the BOT for a majority vote. Recipients need not be NASG members but may not be staff writers employed by the publication in which the article appears.

**Charlie Sandersfeld Memorial Manufacturer's Award:** To a company/manufacturer for its efforts in support and promotion of S Gauge. The award is in the form of a plaque of recognition. The number of times any company/manufacturer is so recognized is not limited nor is NASG membership mandatory. Final selection is by majority vote of the BOT.

**Bernie Thomas Memorial Award:** For meritorious service to S Gauge or the NASG. The award is in the

*Continued on page 13*

# RAIL MAIL

**Model Train Trends:** Toy and hi-rail trains are out-selling “model” trains locally. Of the three local hobby shops that focus on trains, it appears all are selling a lot more O gauge 3-rail than HO scale trains. At G&M we seem to have sold more S gauge than N scale trains in 2006. This appears to be a growing nationwide trend, and I think there are good reasons for it.

Model railroading has become too serious, too

research and prototype oriented, and to some a lot less fun over the years. Too many “rivet counters” who know too much and will tell you everything that is wrong with your trains. Too many “fine scale” standards that make a train more realistic, but harder to keep on the track and coupled. Today’s baby boomer has enough stress - why be in a hobby that becomes a second job?

Then there’s the fact that the smaller scales are becoming just as expensive as the bigger scales, so there is much less of a “more bang for the buck” advantage.

*Continued on page 30*

## Jeff's Junction



### Is S still a Scroungers Scale? Well, yes and no.

Not too many years ago, pre-1990s, S was pretty much a “scroungers” scale. For locos scalers and hi-railers converted Flyer, bought the limited brass offerings, bought AM’s Geeps and FP7s, upgraded old Rex kits. For rolling stock, besides the new plastic easy-kit American Models cars, they bought older kits when they could find them, scratched and converted Flyer cars. For structures it was Lehigh Valley Models kits, scratch or convert HO or O structures. For track it was AM code 148, Shinohara code 100 or hand lay. For 1/64 vehicles it was Ertl, Matchbox and Hot Wheels for the most part. For scenic details S scalers of the pre-1990s really scrounged or scratched. Figures, tunnel portals, bridges, telephone poles, etc., were just not easily available in exact 3/16ths scale.

Even the American Flyer collectors and operators didn’t have much new to build their layouts with. Lionel then offered only a few token pieces of rolling stock.. For this very reason many die-hard Flyer folks were pushed to buy hi-rail cars, locos and track from American Models - thus moving them into the hi-rail arena.

But what about today - are we still the “scroungers” we once were? No, not as much. AM and Lionel have added product - this year Lionel’s Volume 1 2007 catalog is probably the biggest for S in years. SHS and Des Plaines Hobbies have expanded mightily with S product since 1990. River Raisin is still doing brass and BTS is filling the demand for niche locos, structures, rolling stock and parts. Sn3 manufactur-

ers are still going strong. Even Sn2 has crept into the market.

There are now 4 track systems available to S scalers - Tomalco, Shinohara, SHS and AM. Lionel also now has track with the K-Line takeover and American S Gauge (Classic Trains) offers code 172 track and turnouts with realistic tie spacing. Tom’s Turnouts also offers turnouts in most codes.

Structures are everywhere now, although most available options still require craftsman kit building. LVM kits have a new owner and are available; Banta, BTS offer many laser kits in S. Other manufacturers of laser kits are sneaking into S as well. AF accessories are now numerous. Plasticville is still around. There are lots of figures available now from a couple of manufacturers. Die-cast vehicles are not too hard to come by. AHL trucks are still offered by Tonkin, Johnny Lightning cars and pickups are still in the discount stores, Corgi makes some military vehicles, and many of the toy racks at Wal-Marts are still good for the picking.

So now, there really is no excuse for getting a layout underway. Yet, we still remain scroungers to an extent compared to those in other scales.

Today we scrounge mostly for those miscellaneous scenic items, some structures, bridges, and vehicles. Much of the scrounging too is to utilize items from other scales that might be less expensive and not too difficult to bash.

Take scenic items, for example, if you’re in HO you can walk in a hobby shop or go online and get tunnel portals, bridge piers, fencing, fire hydrants, loads, highway material, signals, street lights, billboards, etc. In S we still scratch, kitbash, or pick over estate sales for such scenic items. Take tunnel portals, for instance; S needs different sizes in both single and double. Scalers desire portals that match prototype

*continued on page 30*

# NEW PRODUCTS REPORT

By Jeff Madden

**AMERICAN MODELS** ([www.americanmodels.com](http://www.americanmodels.com)) should have the second run of the Northerns - SF (2 new #s), RI, Cotton Belt, Burlington, SP, LV, C&O, Lackawanna, WM, Milw Road, undec (either tender).

**BPH ENT.** ([www.sceniking.com](http://www.sceniking.com)) is an outfit that is now offering an S scale photographic backdrop kit. The 1950s warehouse backdrop, when assembled, measures 132 inches long (11 feet) by 13.5" high. for \$49.95.

**LIONEL LLC** ([www.lionel.com](http://www.lionel.com)) has released the first 2007 catalog and it's loaded with Flyer. Finally, an AF set from Lionel - Docksider, boxcar, hopper and caboose (all NYC) for \$299.99 - with track and transformer. Here's some more: Blue Comet set - Pacific and 4 heavyweights painted CNJ blue and cream for \$839.99. Cabeese - CNW (wide cab) and NE style AF blue and C&O. Cabeese are \$54.99 each. Single sale locos include PRR Docksider \$109.99, C&NW Baldwin \$264.99, C&O or PRR 2-8-2 - \$649.99 each, AF or UP SD9 for \$274.99 each.

Single sale non-operating freight cars include Needham reefer, CNJ boxcar, UPS boxcar, CP Rail stock, Milw. Road 3 bay covered hopper, PRR Piggyback flat, Simonin's 3-dome tank car, UP gondola, Philadelphia Quartz chemical car. Each lists for \$54.99. A GN depressed center service flat with cannisters lists for \$59.99. Another miscellaneous car is a MofW boom car for \$54.99. A MofW matching crane is available for \$84.99.

Operating cars include a Santa Fe log dump for \$84.99, a C&O Tie car for \$69.99, an animated Chessie caboose for \$84.99, a D&RGW walking brakeman car

for \$84.99 and an Erie coal dump car for \$84.99.

In the heavyweight passenger car line there are 2 4-packs available - NYC and PRR for \$264.99 each. Two packs (baggage and sleeper or coach) come in NYC, PRR and Blue Comet CNJ - \$139.99 each. New accessories include #582 blinking signal, #587 block signal and #588 semaphore for \$59.99 each. New is #758 Sam the Semaphore for \$129.99.

Also listed in the catalog are track items (formerly K-Line). Besides some pins and things you can now get 54" diameter curves, and 10"straights for \$3.45 each and the 30" straight for \$9.45.

**PAZAN'S TRUCKS** (Barrand pazan, 10770 Brookview Dr., Zeeland, MI 49464, 616-748-9345). Barry Pazan (the 1/64 die-cast truck guy) has some new truck kits to offer. - 1950 Brockway model 260 3-axle or 2-axle tractor; 1955 Brockway Model 155 3-axle or 2-axle tractor; 1940 Kenworth 3-axle tractor; 1945-48 Mack LT 3-axle tractor; 1949-56 Mack LT 3-axle tractor. Kits cost \$14.00 each plus \$5.00 S&H for first truck, \$1.00 each additional truck. Coming GMC FW660 Cannonball.

**RIVER RAISIN MODELS** ([www.riverraisinmodels.com](http://www.riverraisinmodels.com)) has

just announced a new brass caboose - the Milwaukee Road rib-side. It will come in two versions - the original version with passenger type straight frame trucks with original lettering, the 1949 modernized version with drop-center trucks and smaller bay window. This latter version will have the Milwaukee Road rhomboid logo. The earlier version only has the lettering and numbers.

These were built in the Milwaukee Road Milwaukee Shops between 1939 and 1951. They built 315 of the bay-window rib sides. There were 7 different versions - RR is producing two. Delivery is set for mid-2007 and will be available with with hi-rail or scale wheels and couplers. Pre-production prices are: painted and lettered for \$299 or unpainted for \$269. A \$100 per caboose deposit is requested. - 248-366-9621.

And don't forget the Sharks are coming early this spring. There are still some sets unreserved. Details were in the October issue. To refresh the freight 4-wheel truck units will come ptd. and lettered for PRR, B&O, NYC and D&H. A \$300 deposit is required.

**RAILROAD RESIN** (...?..) has several resin S scale structure kits available; Some examples follow: An iron front type 4-story building with a footprint of 5"x 6" x 10-



3/4" high. Price is \$25.95. Another is a CN wood station with a footprint of 6-2/3" x 5-1/2" wide x 4-3/4" high. It's \$39.95. Or there's a covered railroad bridge for \$39.95 that is 15" long by 4-7/16" wide. It's 6" high.

**SHS** ([www.showcaseline.com](http://www.showcaseline.com)) reports that Des Plaines hobbies will do another run of the Gunderson Well-cars, in scale and hi-rail. Supposedly the Tonkin containers (below) will fit the Gunderson cars. SHS will stock too.

**TONKIN REPLICAS** ([www.tonkinreplicas.net](http://www.tonkinreplicas.net)) is releasing 1/64 scale die-cast 40' cargo container trailers with rear opening doors, a realistic interior and detachable container. Price reported by Port Lines Hobbies should be about \$39.95 each.



Above right are Pre-production shots of the River Raisin brass Sharks. The rest of the photos are some of the numerous Lionel AF product line for 2007 including the Depressed Service car, Sam the Semaphore, D&RGW walking brakeman car and the blue American Flyer caboose.



# **N.A.S.G. 2007**

## *Get Your "S" To Charm City!*

**2007 NASG Convention, Baltimore, MD  
July 10-14**

### **Tentative Schedule**

#### **Tuesday, July 10**

10am - Early Bird Tour, Maryland Midland Railroad Shops and Western Maryland Railway Museum at Union Bridge Maryland.

6pm - Layout tour #1:

Bob Davison's S Hirail layout  
Walt Westerfield's Flyer and Hirail layout  
Ed and Nancy Schmidbauer's Flyer layout.

#### **Wednesday, July 11**

9:30am - Haver de Grace walking tour, Lunch and Perryville Outlet shopping .

12 Noon - Washington METRO Shops Tour.

6pm - Welcome to this convention (first timers) clinic

7pm - Icebreaker reception

7pm - Hospitality area and layout rooms open

#### **Thursday, July 12**

9:15am - First busses depart hotel to the B&O Railroad Museum.

Busses will shuttle between this museum and the Ellicott City Railroad Museum and the Baltimore Trolley Museum all day. Return to the hotel by 5pm.

7pm to 10pm - Dealers Halls, hospitality area and layout rooms open.

7pm - Dinner Theater (show will be CABERET)

#### **Friday, July 13**

9am to 5pm - Dealer Halls open

9am - Hospitality Area and layouts rooms open

9:30am - Chesapeake and Allegheny Live Steamers (includes lunch).

5:30 Layout Tour #2

David Avedesian's Boston and Maryland Railroad. Flyer and hirail with TMMC and DCC Howard Zane's huge HO layout.

Sam Powell and Dan Vandermusse Scale S layouts.

6pm to 10pm Dealer Halls Open

#### **Saturday, July 14**

9am to 3pm Dealer Halls, hospitality area and hotel layouts open.

9:30am - Sykesville Tour. This tour is listed as a ladies tour, however Sykesville is a railroad town located on the original mainline of the B&O, the operating layouts of the Sykesville and Patapsco Railway will be open for viewing and lunch is at Baldwin Restaurant located in the former B&O station.

12 noon Train Races

6:30 - Cocktail Hour - cash bar.

7:30 - Banquet followed by Auction

Times for the NASG Board Meeting, General Meeting and Contest Room hours will be announced later. Dealer Halls and layout rooms may stay open later at the option of the dealers and the clubs operating layouts.

The Inner Harbor Tour listed for Friday is cancelled. The hotel offers a free shuttle to the Inner Harbor daily. Refunds will be made, at the convention, to anyone that has paid for this tour.



# WHAT S NEW?



Top right Needham Packing boxcar from Lionel AF. Center is the new Lionel AF Docksider set, complete with track and transformer for \$299. And below the set is a 2-pack of the Blue Comet heavyweights. The new Lionel AF service depressed center flatcar is lettered GN. At the right are two of Pazan's Trucks creations - a Brockway and a Kenworth. Below is the S backdrop by BPH (Sceniking).



Here's another in the series of flat car loading and securing. Previously we showed you military tanks. This time it's for farm tractors. So dig out those flat cars and Ertl tractors.

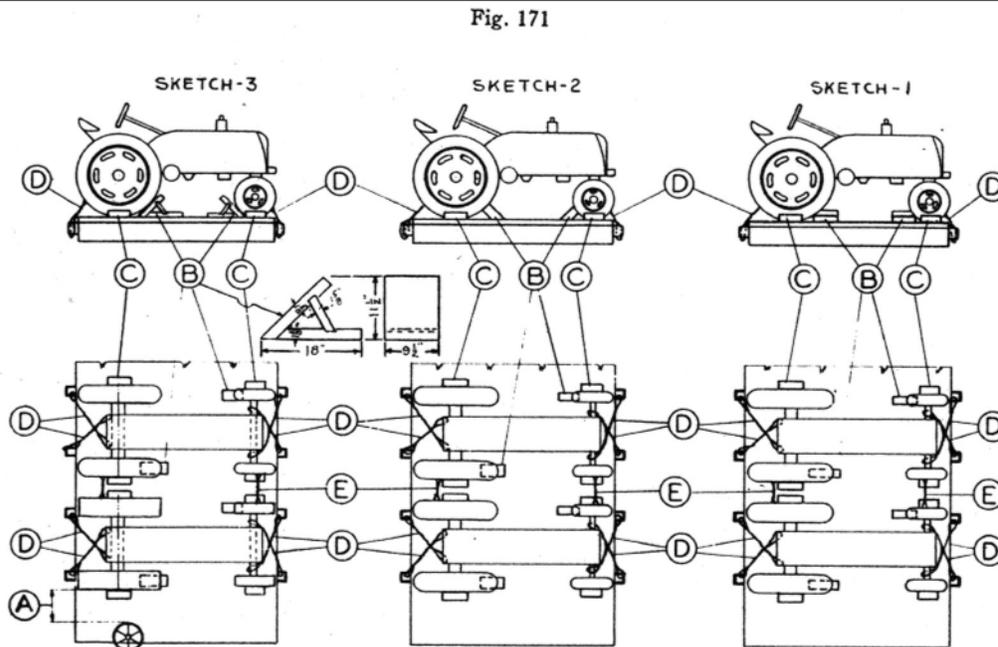


Fig. 171

**TRACTORS, WITH OR WITHOUT PNEUMATIC TIRES — CROSSWISE — FLAT CARS**

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	2 ea. machine	<p><b>Sketch 1.</b> Each to consist of two pieces of 2 in. x 4 in. x 12 in. Locate both either ahead or behind front and rear wheels at diagonal corners. Nail lower piece to floor with four 30-D nails and top piece to the one below with four 30-D nails. Bevel edge of top piece when used against pneumatic tires.</p> <p><b>Sketch 2.</b> 6 in. x 6 in. x 9 in. blocks. Locate both either ahead or behind front and rear wheels at diagonal corners. Nail each to floor with four 40-D nails.</p> <p><b>Sketch 3.</b> Built-up blocks. Locate both either ahead or behind front and rear wheels at diagonal corners. Nail each to floor with four 40-D nails.</p>
C	1 ea. wheel	3 in. x 4 in. x 12 in. Nail each to floor, against outside of each wheel, with four 40-D nails. Bevel one edge when used against pneumatic tires.
D	4 ea. machine	6 strands, No. 9 ga. wire, or wires of equivalent strength. Attach two to each front axle and two to each machine at rear. Apply wires diagonally, attach to stake pockets and twist taut.
E	1 ea. machine	4 strands, No. 9 ga. wire, or wires of equivalent strength. Pass around frame or spokes of wheels of each side by side machine so as to tie machines together in most effective manner.

Brake must be tightly set and clutch engaged.

See General Rules for further details.

TRACTORS, (WITH OR WITHOUT PNEUMATIC TIRES), LENGTHWISE OR DIAGONALLY—FLAT CARS

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	2 ea. front and rear wheel	Blocks, per Sketch 1. Center on tread and nail to floor with six 40-D nails. Two only required on dual front wheels when Items "D" are used at this location. Substitute, if desired, at front wheels only, three blocks, per Sketch 5, each nailed to floor with four 40-D nails, to be located fore, aft, and outside of front wheels. When so used, Items "D" not required at front wheels. Blocks, per Sketch 2, may also be substituted for Items "B" at front wheels only.
C	1 ea. inside rear wheel	Blocks, per Sketch 1. Nail to floor against inside of rear wheel, with six 40-D nails.
D	1 ea. front and rear wheel	3 in. x 3 in. x 12 in., per Sketch 3, beveled at top to prevent chafing. Nail both to floor, either inside or outside of wheels, with four 40-D nails. Substitute, if desired, at front wheels only, blocks, per Sketch 5, nailed to floor with four 40-D nails.
E	1 ea. pr. front wheels	1½ in. x .035 in. high tension bands. Pass through wheels and secure both ends to floor with plates, Items "H", Sketch 4. Substitute, if desired, 6 strands, No. 11 ga. wire. Pass through spokes of outside front wheel and stake pocket. Twist taut. Other equally substantial methods may be substituted for Items "E", "F", and "H" upon approval by the Committee on Loading Rules.
F	2 ea. outside rear wheel	4 strands, No. 11 ga. wire. Pass through spokes, or holes, in plate of wheel and through stake pockets. Twist taut.
G	2 ea. pr. of machines	6 strands, No. 11 ga. wire. Pass around frames, or wheel spokes, discs, etc., of each side by side machine, so as to tie both together at front and rear in the most effective manner. Twist taut. When machines are located so that these items cannot be applied, use Items "F" on all wheels.
H	2 ea. Item "E"	Plates, per Sketch 4. Nail each to floor with four 10-D nails.

Vertical holes, slightly smaller than the diameter of nails, must be drilled through all blocks.  
See General Rules for further details.

Fig. 172-A

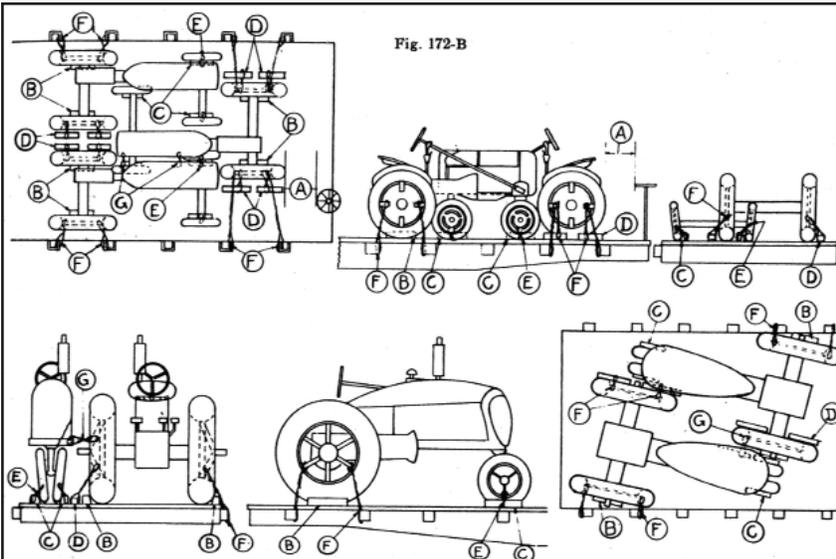
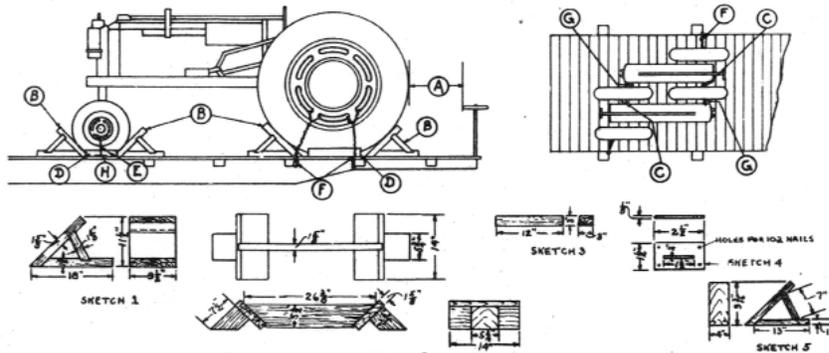


Fig. 172-B

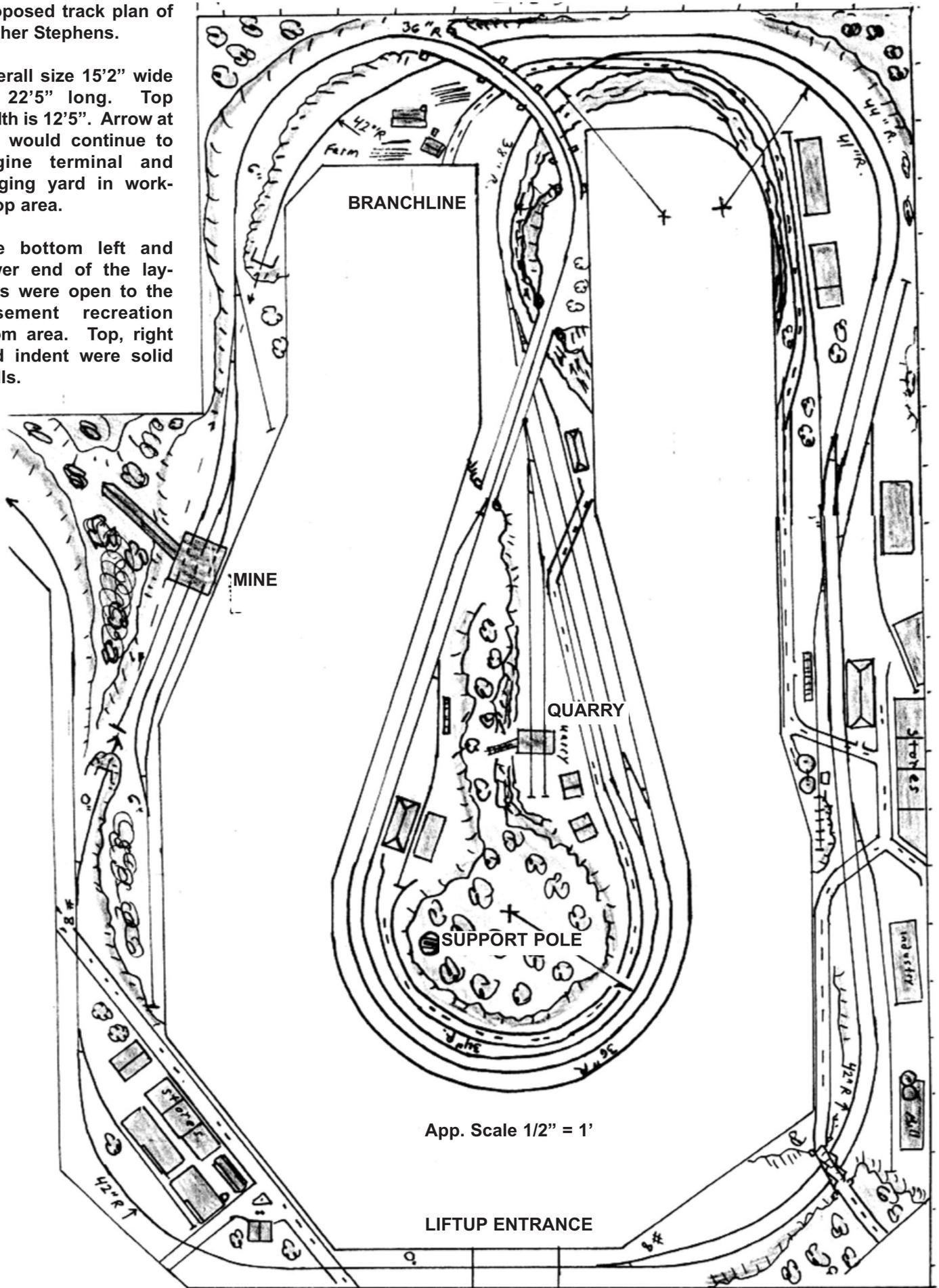
TRACTORS (WITH OR WITHOUT PNEUMATIC TIRES), WEIGHING 5000 LBS. OR LESS, LENGTHWISE OR DIAGONALLY—FLAT CARS

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	2 ea. machine.	Blocks, 3 in. x 3 in. x 12 in., hardwood, beveled at top to prevent chafing. Locate both blocks either outside or inside of each rear wheel and nail each to floor with four 40-D nails.
C	2 ea. machine.	Blocks, 3 in. x 3 in. x 12 in., hardwood, beveled at top to prevent chafing. Locate both blocks either outside or inside of each front wheel and nail each to floor with four 40-D nails. On 3-wheel machines nail blocks to floor at each side of front wheel.
D	2 ea. inside rear wheel.	Blocks, 2½ in. x 2½ in. x 18 in., notched at bottom. Nail each to floor with five 40-D nails equally spaced. Substitute if desired one 2½ in. x 2½ in. x 30 in. piece for two 18 in. pieces, nail to floor with six 40-D nails. Size of notch, or notches, not to exceed ½ in. deep nor 1¼ in. long.
E	1 ea. Item "C"	6 strands, No. 9 ga. wire. Pass around spokes, or through holes in plate of wheels, and through Items "C" or stake pockets. Twist taut.
F	2 ea. rear wheel	8 strands, No. 9 ga. wire. Attach to rear wheels and stake pockets on outside wheels, and to rear wheels and Items "D" on inside wheels. Twist taut.
G	2 ea. pr. of machines.	6 strands, No. 9 ga. wire. Pass around frames, or wheel spokes, discs, etc., of each side by side machine, so as to tie both together at front and rear in the most effective manner. Twist taut. When machines are located so that these items cannot be applied, use Items "F" on all wheels.

Proposed track plan of Luther Stephens.

Overall size 15'2" wide by 22'5" long. Top width is 12'5". Arrow at left would continue to engine terminal and staging yard in workshop area.

The bottom left and lower end of the layouts were open to the basement recreation room area. Top, right and indent were solid walls.



App. Scale 1/2" = 1'

# TRACK PLANNING PART III

by Jeff Madden

At the left is a proposed track plan of Luther (Steve) Stephens when he lived in the St. Louis area. I took his plan at his request and added some scenic and operational ideas to his original concept. Actual construction on this plan with some later modifications was begun before a move took him to the DC area.

Regardless, I thought this plan was worth sharing. The idea was to have an Appalachian style railroad with a branchline feeding a mainline - WV, PA type concept. Luther wanted a level mainline with decent radius so we agreed on 42" radius for the main loop and 36" and a little less for the branchline trackage.

The setting for the layout was a finished rec room basement complete with ceiling and carpeting. As you look at the plan, the left area and most of the bottom area (with the lift bridge) was open to the rest of the basement. The other sides and the notched out area were solid walls and would have backdrops added.

On the mainline there was one townsite with a long passing siding and several industries for switching opportunities. The branchline twists over itself on a peninsula. Minimum track radius was 36" for the outside passing track as it climbed up to cross over itself

and the mainline to reach the mine. A quarry at the bottom of the branch grade adds additional car loading opportunities. The peninsula is divided by a mountain viewblock with the quarry notched into one side. The mine itself is at a 6 inch level above the mainline which tunneled underneath.

The cutoff from the mainline (arrow at left) was to go to an engine terminal that would be visible to viewers and then through a wall to a staging yard in a workshop area.

Basically, this layout would have given the owner what he desired - engine terminal, simple loop mainline, branchline, a place for his built-up mine, and industrial sidings.

The only real obstacle in the layout area was one support pole which was overcome by building the peninsula around it and covering much of it with mountain scenery.

This would have been a scale layout with code 100 track and #6 and #8 turnouts for the most part. The branchline provides opportunities for two long bridges. Plenty of roads and highways parallel the railroad trackage. Note that the highway overpass in one corner gives some relief to the level mainline.

- Jeff

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## NASG News from page 4

form of a plaque and Lifetime Honorary NASG Membership. Recipient need not be an NASG member, but may receive the award only once. Numbers of times nominated are unlimited except for prior award recipients. Current BOT members are not eligible for nomination. Final selection is by majority vote of the BOT.

The BOT hereby requests nominations from the general membership for these three 2007 awards. Nominations must be received by the Western Region Vice-President by May 1, 2007. (Gerry Evans, 3350 S. Justin St., Flagstaff, AZ 86001)

### Submission requirements are as follows:

Name, address, telephone number, e-mail (optional), NASG Membership Number for person making the nomination.

Name, address, telephone number, e-mail (optional), web site (if one exists), for the person/company being nominated.

In the case of the Perles Award, a clear, legible, and readable copy of the article being nominated for consideration. Name of the publication, date/number of the issue, page numbers for the entire article.

In the case of all three awards, a short write-up specifically documenting what the person/company being nominated has done/achieved to deserve receiving the award. The name of the award for which the nomination is being made.

Only submissions accompanied by an SASE will be returned to nominators.

- Gerry Evans, Western VP



# S Tracks

By Sam Powell

## Greetings fellow S Gaugers,

One of the things that holds us back more than anything, is the stuff between our ears. As the saying goes, "Where there is a will there is a way". Nothing is stronger than the human will. Anyone who is determined to do something, will get it done. I have seen it in my kids, and in my friends. A determined mind can accomplish wonders. And yet, the corollary to that is doubt or fear. This can stop us in our tracks. Growth almost always engenders fear, because we work outside the comfort zone, as Richard Lind of Frederick so eloquently states in this wonderful letter I got from him. - Sam:

"Thank you for all your help on the PVSGA sectional layout. I really appreciated the progress we made last night. I also greatly appreciated your positive comments about the work I did since your last visit. Your affirmation motivates me and that's an important thing you do in our group. After you left, I talked to Dan about how important the modular layout has been to me. I now feel that I can successfully tackle a home layout project, thanks to the skills I'm acquiring building and scenicking my portion of the PVSGA sectional layout and the affirmation I've received from you. Working on a module has given me the opportunity to learn skills I need without taking on an overwhelming project.

I started small, just 2' by 4', but I wanted a bridge, which was something I hadn't done before. It was outside my comfort level, so I procrastinated quite a bit before getting to it. Then I didn't do anything else for years, except acquire the rest of the Maryland modules. Building scenery was again outside my comfort level,

so once again, I procrastinated for quite a while before getting started. It occurred to me that building scenery on 16 linear feet of sectional layout would be equivalent to scenicking a 4' by 8' layout. However, once I made the decision to get started last fall, amazingly, articles appeared in the model press (MR and RMC) that jumped out at me as techniques I would want to use. I probably wouldn't have read these articles if I hadn't made a decision to move forward with scenery.

Every step of the way has been a little outside my comfort zone. I was comfortable building PRS boxcar kits and quite happy to stay at that level in the hobby, but I definitely went outside my comfort zone when I built my first PRS kit.

When I was a kid, I didn't hesitate as I do now. I'd go to a hobby shop and pick out a Strombecker kit for something I wanted, take it home, open it up, look at the plans and the parts, read the directions, and charge right in. I would go from the visualization stage, to the finished project in nothing flat. None of my models would have won any awards, but I was satisfied with them until detailed plastic models came along. I painted everything with a brush and taught myself to decal. By contrast, now I hesitate to decal a plastic model! I need to recapture what I had as a kid!

So I think I need to always be working outside my comfort zone. I was like that as a kid. That's how I learned and grew. And building a layout is a learning and growing experience, if nothing else."

- Richard

## Thanks for the letter Richard

The readers need to know that I actually did very little on his modules. I go to Richard's every 6 six weeks as part of our Mid Maryland S Construction Group, (MMSCG) rotation. I was very touched that the things I said to him had such an impact. My presence, comments, and demonstration of just a

few technical things got him off and running. Richard's scenery work, which intimidated him before, is now superior to anything I have done. He has brought an attention to detail, and a level of precision that is unusual on the scenery side of the layout building process. I have learned just as much from him, as he learned from me.

## Getting out of the comfort zone

So how do we get out of our comfort zone, and build a layout? This brings us to the real value of round-robin layout construction groups. They are growing in number, and their value cannot be overestimated.

## The Round Robin Layout Construction Group

I am talking here of a group of modelers who each want to construct their own layout in their house, and not of a group that gets together to build a single club layout. The kind of group I am discussing here allows the creative vision of a single modeler to be expressed in his unique way, while getting good advice, and assistance from his comrades. The members rotate between each other's homes on a regular schedule in a way that allows each to get and give help to and from other members in the group. It is a two way street that benefits everyone involved.

A partial list of the benefits of belonging to a layout construction group

1. The group meeting schedule can give you a deadline for work projects, which can help move things along.
2. The members provide company which is always good. I strongly feel that the interaction of humans in their endeavors in life is one of the main reasons we are on this planet. Activity without human contact can be pretty hollow.
3. The members provide manpower, which, while not essential, is still a big help. You could do it

all yourself. After all, the time you spend helping someone else could be spent on your own layout. But then you would be missing all the benefits of the group.

4. The members provide a broad base of expertise. When one person in the group doesn't feel knowledgeable or comfortable with a particular skill or area of expertise, another likely will be able to fill in the gap.

5. The members provide a balance of personality types. While this can lead to some tension in a group, it helps to have different personality types. Where one will be a quick starter, another a thorough planner, another may be a guy who is the strong finisher. It is rare to find all progress producing traits in one person, but all are of value in getting a layout done. This benefit of combining strengths stretches across many personality traits which can balance each other in a constructive way.

6. The members offer encouragement to get launched on a task by reassuring them that the project has a good foundation of planning, and that the members will be there to help see it through.

7. The group gets to feel a justified pride in each other's accomplishment, because everyone helped. Teams are always stronger than individuals.

Some **rules** for setting up a group.

1. Try not to be too far apart geographically. . Because of our limited numbers, this can be hard in S. If it takes much more than 30 minutes to travel one way, then the meeting times get to be a very large commitment of time.

2. Keep the group small. We have found that when the group gets larger than four people, we spend more time talking than constructing. In that case it becomes the Mid Maryland S Discussion Group.

3. The host should try to have activities well planned for guest workers. It is important that guests feel that their time is constructively used, especially if they have

traveled far to get there.

4. Limit the time spent eating. The same logic applies. If members are coming right from work we encourage them to pick something up and eat it in the car on the way.

5. Don't argue with the host too much about how to do a task. Suggestions can be, and should be tactfully put forth. But once you have laid your idea out there, and you're pretty sure the host understands what you are saying, and he still feels strongly about how something should be done, respect that. It is his layout in the end.

6. Try to develop some rules early on in the life of the group. It is important to have early understanding about the consequences of missed meetings, or total no show meetings on the future schedule. Other issues are who is the boss at each session, who sets the schedule, how are meetings times determined, how are they communicated to the members. How is responsible for staying in touch? etc.

7. Try to be fair when setting up your rules and regulations about missed meetings. With today's complicated lifestyles, and busy schedules, it happens once in a while that everyone will miss a meeting. I think it is important to go back, and reset the schedule so the missed person gets picked up right away in the rotation.

8. Keep things as simple as possible. Try to be simple, fair, and action oriented all at the same time.

#### **In conclusion**

So far, the MMSCG has been a success. Our group is only

three members strong, which we feel is pretty good. We could use one more member with the right action orientation, but in our experience, when we have had 5 people in attendance, the group begins to become a chat group, and not a construction group. The weakness of having only 3 members is that one person missing a meeting makes a big difference. The strength is that there are only three of us to work out scheduling differences, and we work well together. Meetings seldom devolve into gab fests. And, each layout has made steady progress during the last few years we have been getting together. I encourage you to give it a try. If there are 3 or 4 S gaugers in your area who have been talking about a layout for years, get together and encourage each other to start, and then help each other with the plans and construction of each other's layouts. You will strengthen existing friendships while getting something done.

**Until next time. -Sam Powell**

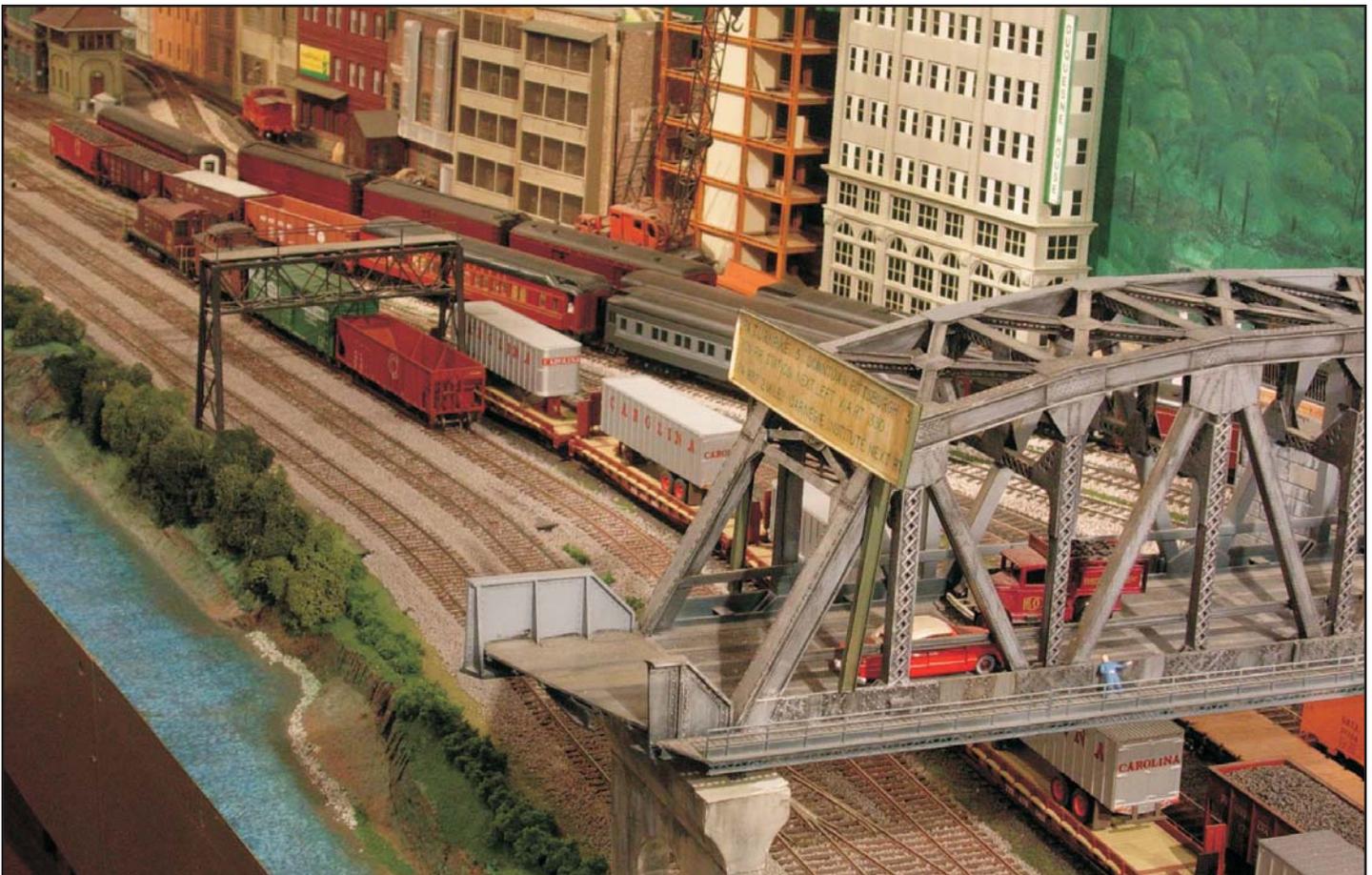


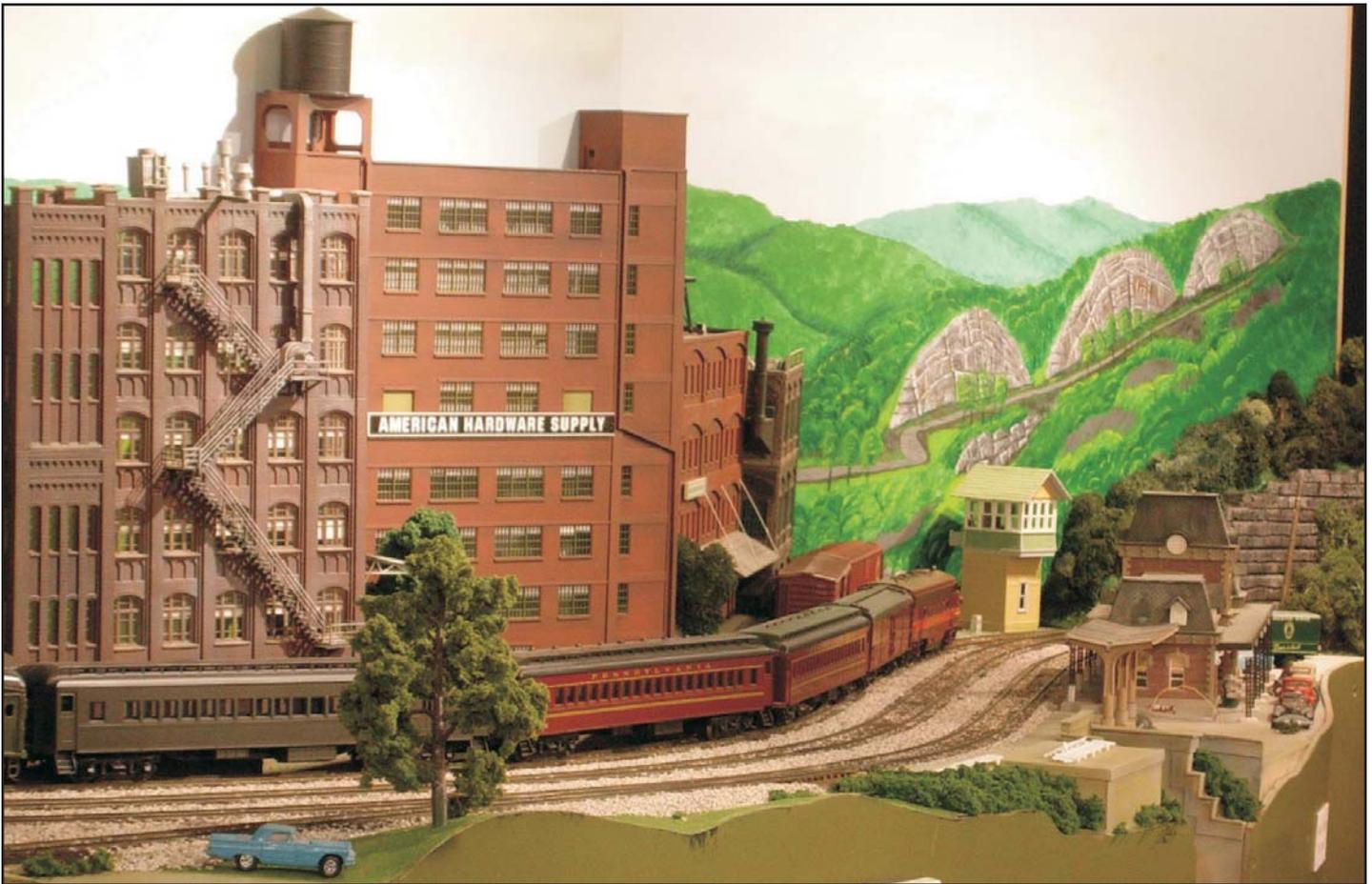
**PVSGA Members Richard Lind (front) and Dan Vandermause ballasting track at West Liberty.**



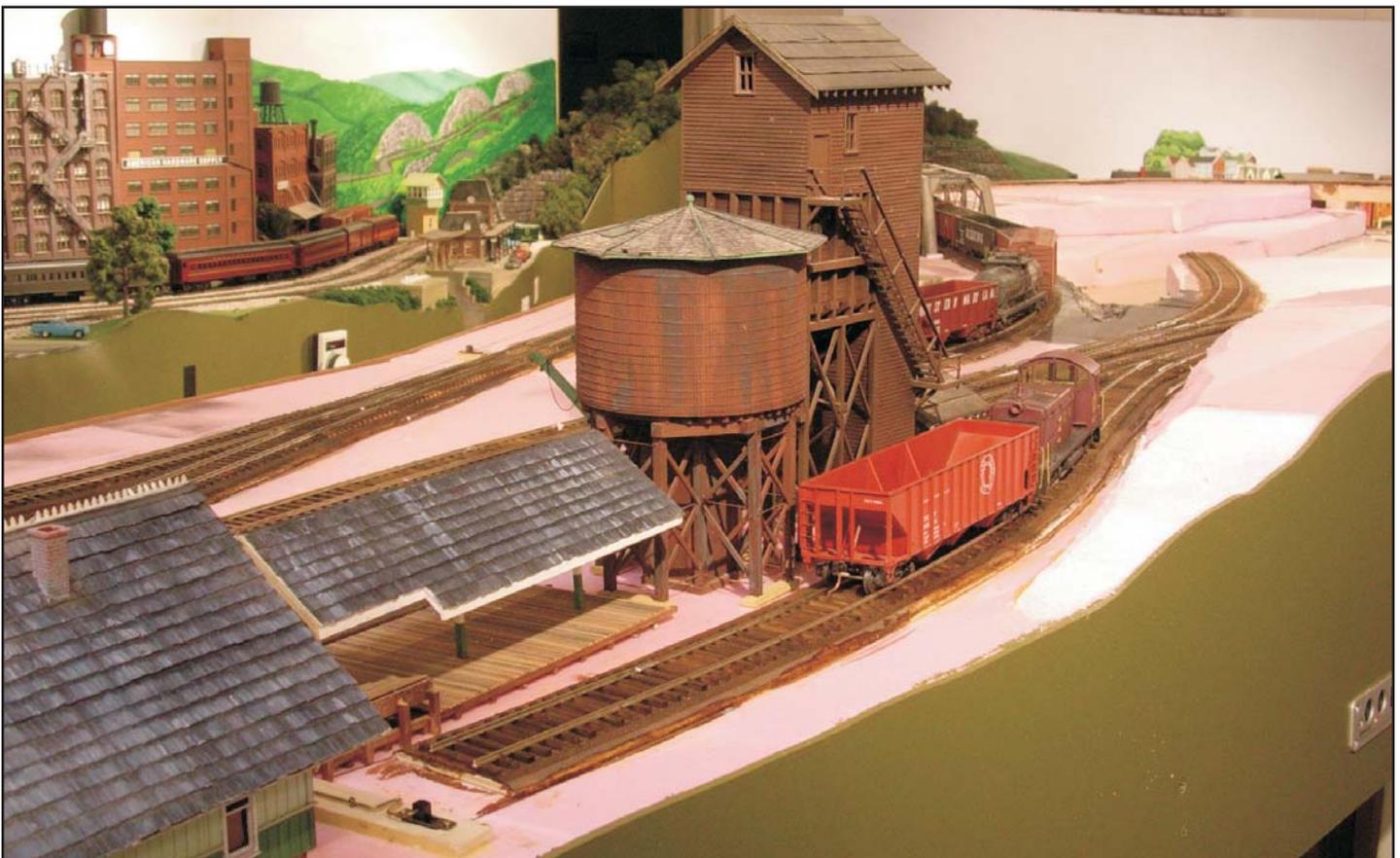
# S-PIKES

*Photos these pages Sam Powell*





Scenes on Sam Powell's "new" Penn Creek Valley. Relate these to S Tracks commentary. Sam's layout will be on tour at the NASG Convention in Baltimore this summer. Reference track plan Feb. 2004 Dispatch.



# The Straight & Narrow

By David L. Heine

## News and Reviews on the Narrow Gauge Front

### Building a West Side 24' Equipment Flat Car

I have been neglecting my model railroading lately due to various personal events and some home improvement projects, so I decided I wanted a small quick project before starting on a larger one.



While looking through my shelves of unbuilt kits, I decided that a BTS-09013 kit for a West Side Lumber Co. 24' equipment flat car would be something that would take a few hours, but not turn into a major project. In addition, it would reduce my unbuilt kit inventory by one, which at this time is essentially an unnoticeable difference.

This kit is designed for the modeler who wants to build a fleet of 24' flatcars quickly. This is basically a laser-cut wooden kit of a wooden flatcar. In addition to the wooden parts, it includes three sizes of NBW (nut/bolt/washer) castings, brass brake wheel and brake cylin-

der castings, a piece of wire for the train air line, a steel weight, and decals. The modeler is supposed to furnish trucks and couplers. The instructions consist of one double-side sheet. BTS kit 09012 is the basic 24' kit. The 09013 kit has four additional wood pieces for on the deck to build the equipment version. The equipment version was used by the West Side to move logging equipment between logging spreads and the shops.

West Side's first order for 24' flatcars was from Carter Brothers in 1899. Since Carter Brothers went out of business in 1902, J. S. Hammond's California Car Works built additional ones. Also the West Side's own Tuolumne car shop built several with metal parts made by the Tuolumne Foundry & Machine Works. These cars were also used by the West Side as a base to build other cars, including cabooses, water cars, oil cars, slab cars, tool cars and three insulated boxcars used to carry perishable good to the logging camps in the woods. In 1930, West Side had 275 24' flatcars, not counting the other cars built from these flatcars.

While being a model of a West Side car, 24' cars were a common early narrow gauge size and these are suitable for other logging or freelance railroads.

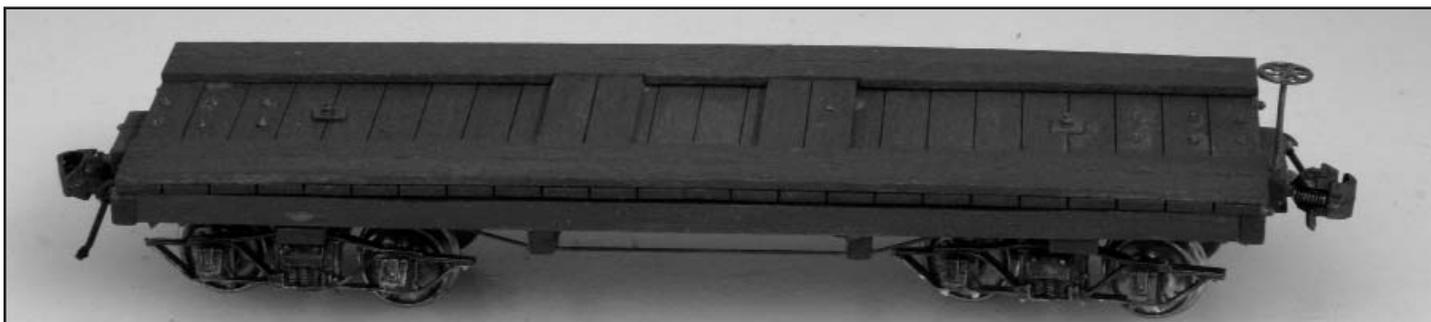
This is a very simple car to model.

Although it has a wooden frame with truss rods, there are no turnbuckles. There are no fancy queen posts on the needle beams. There are no stirrups or grab irons. What could be mistaken for stirrup mounting holes in the frame piece are actually holes for NBW castings. Unlike many flatcars there are also no stake pockets or other details to deal with. The details on this car are basically the NBW castings and the brake system.

I built this kit using standard hand modeling tools. I used yellow carpenter's glue for the wood-to-wood joints and CA for everything else.

The kit has a one-piece frame which is always a timesaver for modeling wooden cars. The weight is placed between the frame and deck. To hide it, side sill pieces are overlaid on the frame, creating a gap to place the weight. The body bolsters are built up from several pieces of wood. My weight was a little long, so I shortened it with a grinder and used a file to clean it up in about a total of a minute. If you don't have a grinder, it will just take a few minutes more with a file.

The train air line must be bent from wire provided. Make sure that you bend it so it is above the two needle beams. A brake cylinder/reservoir casting is provided, but no material for brake rods or levers. The modeler has to furnish these parts if desired. I was in my quick and good enough mode so I didn't bother. The needle beams do already have holes in them for the brake rods to pass if you want to add them. The two needle beams are different, so it you plan



to add the brake rods, make sure that you have them correct in relation to the brake cylinder and brake wheel. Every so often I wonder why it seems like I spend more time on the under side of a rolling stock model than I do on the parts you can easily see.

Before installing the filler pieces (part A-4) make sure that you notch them for the truss rods, otherwise the filler will sit above the side sills. They are marked by the laser where the truss rods should be. I used a triangular needle file to notch mine. If the filler piece is a little above the side sills after you install it, you can always sand it make it even with the top of the side sills.

One nice feature of the kit is that the decking pieces have the ends of the board cut all the way through so you have the effect of individual deck boards, even from the side, without all the work.

I used Rio Grande Models, #3336 WSLC trucks for my model since I had several pair of these trucks on hand. These are white metal models of the Carter 4' wheelbase trucks. You can also use P-B-L #PBL-TK2 trucks. The P-B-L trucks are plastic and also have brake shoe details, which the RGM trucks do not. RGM and P-B-L both make models of other trucks used on the WSLC.

I used Kadee #5 couplers on this model. I modified the coupler boxes by cutting off the mounting ears since they are not needed. The laser has cut a hole for the center mounting screw through the parts that need it. I also cut off the Kadee "gladhand" since I do not like the appearance of them when air hoses are present on the model.

These cars were painted red. P-B-L and Russ Simpson both provide paint mixed to the proper Henna Red color, at least for the cars later

years. Since mine is for my own Hemm-Locke Lumber Co., I just painted mine Floquil Boxcar Red. Decals are provided for this car, but lettering was minimal, in many cases just the car number. The pictures show mine unlettered and not yet weathered. I didn't want to give it a number without checking which numbers I've used and right now all my logging rolling stock, except for this car, is still packed in a box.

In conclusion, this was a relatively easy kit to build, and I have an addition to my logging railroad rolling stock with only a few hours work. Now, I need to build some more of the basic flatcars.

**As always, feel free to write if the mood strikes; or send Jeff some pictures of your latest work.**

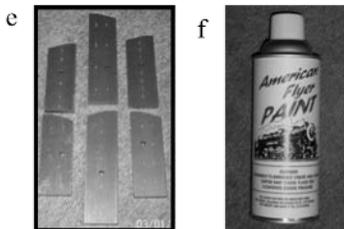
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### What's New at Port Lines ?

- (a) Icehouse (\$89) & Creamery(\$115) (Laser-cut wood kits from Branchline)
- (b) Farmhouse (\$99) & Finley Catalog House (\$95)
- (c) Coach seats; Pkg/36; \$12.00
- (d) Spreading Tool; \$12.00
- (e) Reproductions of AC Gilbert Quartering Tools (0-8-0; Northern; & K5/Pacific.
- (f) NEW! AF Reproduction Paints; several new colors available.
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## A Review

### B.T.S. 110 2nd Street

Gerry B. Evans  
Western Div. VP-NASG

The 110 2nd Street Kit (S Scale #07700) is a product of Bill's Train Shop (B.T.S.), P.O. Box 856, Elkins, WV 26242, 304-637-4510, bill@btsrr.com, www.btsrr.com, \$44.95 + \$5 shipping.

Quoting from the B.T.S. catalogue, "#110 2nd Street is typical of the houses in all small towns across America dating from the early 1900's until today. Three bedrooms upstairs with living room and eat-in kitchen downstairs. Shutters can be left off or attached. This kit con-



sists of laser-cut basswood, cardstock, and plywood, peel&stick diamond shingle roofing, and positionable doors and windows. The tabbed construction eases assembly. Interior floors are included. Footprint is 19' x 40'."

This kit makes into an exquisite structure and looks strikingly similar to a half-dozen houses that made up parts of "my neighborhood" when I was a kid in the Midwest. I sincerely hope Bill and Diane Wade (B.T.S.) might find their way to add additional house kits to their catalogue.

In addition to the features mentioned above, the kit includes a

house number decal, trash-burning barrel casting with grating cover, cardstock for window shades, clothes line posts and line, two milk bottle castings, "brick" sheet stock, a chimney casting, three pigeon castings, a to-assemble wooden porch chair, bulkhead walls for both the first and second-level plank floors, and an electric meter casting. All laser-cut parts are easily separated from their carriers while the castings require the usual file-dressing.

I omitted the pigeons and have reserved them for future use with a larger flock of "rats with wings" to infest yet another model. Since my house is an off-layout stand-alone, I also omitted the clothes line and trash barrel. I changed-out the supplied electric meter for a similar casting that I find more appealing. Lastly, I discarded the supplied plastic foundation brick sheet stock in favor of a similar Plastruct product. The sheet stock that accompanied the kit was clearly sized for HO. Plastruct lists its brick sheet as 1:100 (HO), but it is closer to 1:64 and scales-out to 2.5" x 8.5" per brick in S.

I added a Master Creations (B.T.S.) Picnic Table #03018 to the front porch. Also, partially to offset the omission of the pigeons, I added an equally-obnoxious group of skunks and a trash barrel that come as an assembly from Dyna-Model Products to the back porch. The skunks prompted me to create a scenario for the model so I added a barking terrier from Arttista to the top of the front porch picnic table.

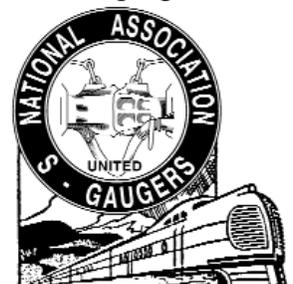
The scenario, given that the milk bottles are full and uncapped, and some of the shades pulled, calls for

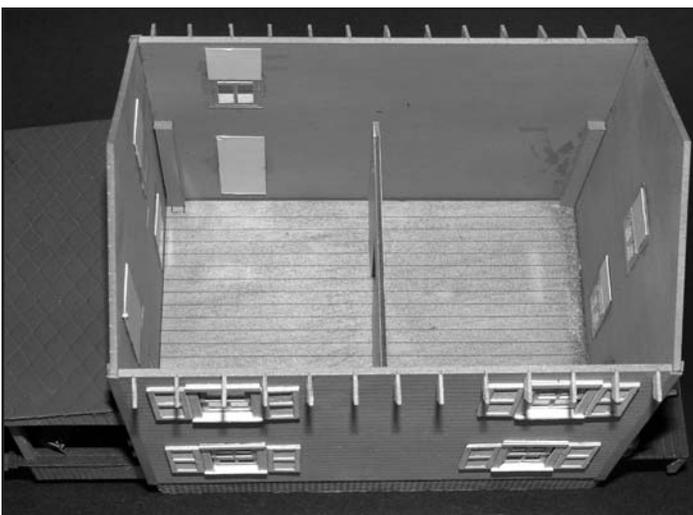
the occupants to not have yet hit the deck to greet the day. Instead, the terrier, sensing the presence of the smelly, garbage-can-attacking critters on the rear porch, has positioned himself atop the picnic table on the front porch and is barking at the top of his ability in an attempt to alert his keepers. A smart dog avoids confrontation when outnumbered and out-gunned.

Though it might appear otherwise, #110 is not easily built and took about 16-hours start to finish. The written hint and assembly instructions provided by B.T.S. are straight to the point. In addition, the pictures and assembly diagrams are good aids to proper construction. As some parts appear similar, I found the Parts List on the last page of the instructions to be an excellent guide for identification. The peel and stick diamond shingles are beautiful and absolutely easy to apply. The peel and stick windows also work well, but the glazings must be individually cut from supplied sheet stock.

I used Krylon spray paint sealed with Testors Dull-Cote. Plain spackling, applied with old business cards and sealed with Dull-Cote, forms the mortar for the foundation and chimney. All gluing, depending on the application, I did with either Aleene's Tacky Glue applied with a toothpick or CA applied with a pipette or by dipping. I used pulverized chalk applied with a small paint brush to simulate the chimney run-off. When constructing a scale building, some types of steel squares, in abundance and variety, are invaluable and necessary to insure accuracy.

Good housekeeping.

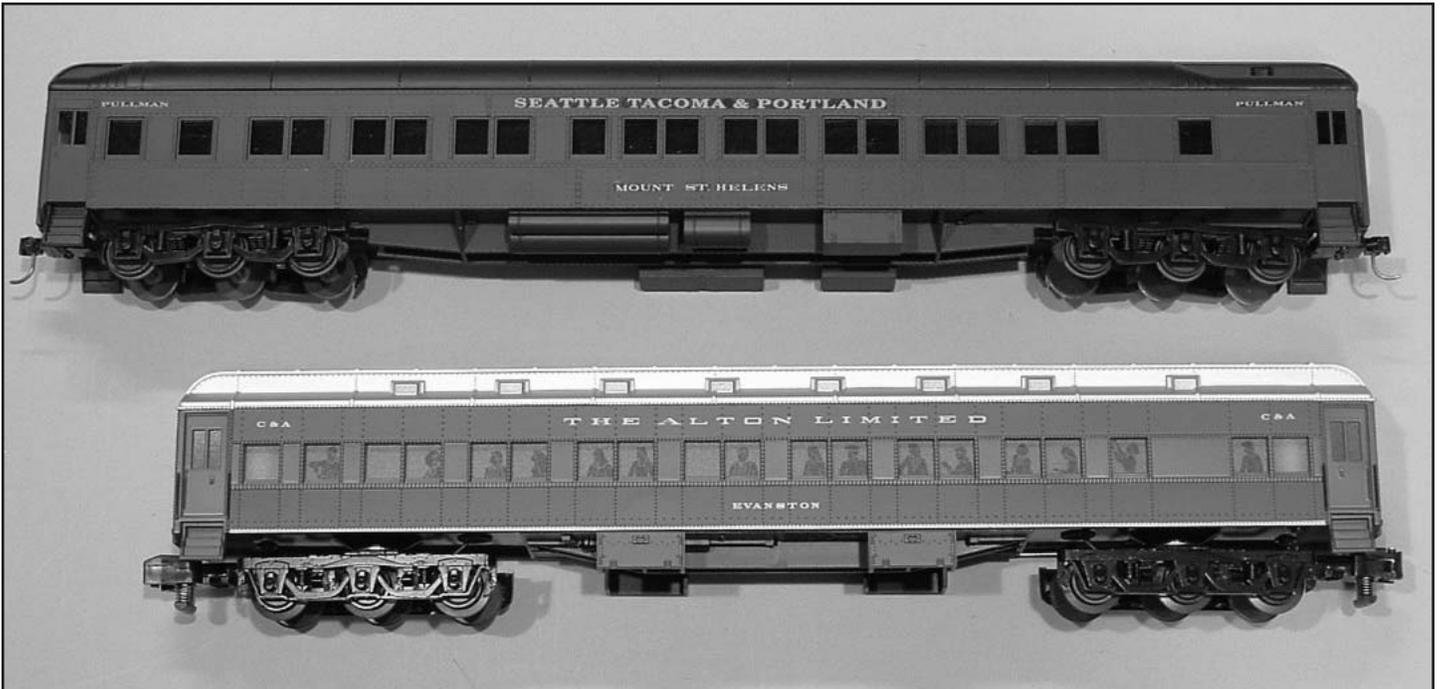






Rich Gajnak provided these comparison photos of current ready-to-run heavyweight cars in plastic. Top photo compares top to bottom - American Models, new AF and original AF. Bottom photo compares the long American Models Pullman and a new Lionel AF shorter version.

*Photos by Rich Gajnak*



# THE CLUB SANDWICH

By Dave Pool

**T**he **Bristol S Gaugers (BSG)** brought and set up their display layout at the train show sponsored by the Amherst Railway Society and held at the Big E Fairgrounds in West Springfield, MA. on January 27 & 28. The club has in the past displayed and operated their layout at this show which is held in three of the Fairground buildings, and usually draws many manufacturers and club display layouts. The **BSG** layout is usually set up in an area where other S scale suppliers and vendors are grouped together, including S Helper Service, Port Lines Hobby Supplies (Doug Peck), the NASG promotions table, and other local dealers who specialize in S products. Tom Robichaud is President; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club. They meet in members homes on a generally monthly basis in the Massachusetts area. The club is self-described as the oldest operating S club in our country. Many S scale products were marketed by members of the **BSG** many years ago when no manufacturers were producing S products, such as exist now.

**T**he *Canadian S Scale Quarterly* is the voice of **S Canada** the organization of S scale modelers in Canada. Ken Garber was the editor of the most recent issue of the *CSSQ*, and that job is rotated around to the various members who might volunteer for the job of editing an issue of the magazine. Alex Binkley coordinates the editing of the newsletter, and Charles Hicks distributes the issues to the members and others who receive the publication. Letters product reviews, prototype info. (Canadian), layout plans, coming events and construction articles are all welcomed for inclusion in the *CSSQ*. Club member Simon Parent produced a scale Canadian National Railway (CNR) mogul steam loco, and is now working on a CNR H-6-d 4-6-0 ten wheeler steam locomotive in S scale. A recent issue of the newsletter included a photo of the pre-production model. Alex Binkley reported on the NASG Convention held in

Pontiac, MI, in July, 2006. Along with Alex, Pete Moffett, Oliver and David Clubine, and Andy Malette brought S modules to the Toronto Christmas Train Show, held at the International Centre. The layout featured a four foot long “traintable” that can rotate short trains around at the end of a run, and send them back in the direction from which they came. Member Simon Parent sent his most recent S scale loco, the CNR ten wheeler that was operated on the display layout. The recent issue of the *CSSQ* included a thesis on the solving of train derailment problems on your module or layout. Ed Loizeaux (NASG ex-President) provided the material for the article written by NASG member Dick Karnes. Alex Binkley wrote an article on the Kaslo Shops kit of a Canadian cylindrical grain hopper. A description of the parts included in the kit along with a photo of the parts were useful to describe the grain hopper kit. The Government of Canada, and the Canadian Wheat Board both used these cars along with the Canadian National and Canadian Pacific Railways. Photos of the prototype cars should be readily available. Members of the S Canada group plan to set up and display a layout at the CARM Copetown Train Show to be held on Feb. 25 at the Copetown Community Centre,, Copetown, ON, Canada.

**T**he **Conn. S Gaugers (CSG)** set up and operated their portable modular layout at the fall Ram Band Train Show as held at the Cheshire High School on November 19, 2006. Steve Kutash, V.P. of the club in charge of coordinating the modular set up, organized the event. This is one of two local train shows that the **CSG** attends and sets up an operating layout. Some of the club members planned to attend the train show sponsored by the Amherst Railway Society and held at the Big E Fairgrounds. Bill Fuhrman, **CSG** President and Eastern V.P. of NASG, has manned a table advertising the NASG at past train shows held at the Big E Fairgrounds. The show is a large one including a very large exhibition hall, and

two smaller ones. There are many operating layouts, and manufacturers representatives with a great array of model train and train-related merchandise. The club plans to set up and display a modular layout at the spring train show held at the Cheshire High School, on March 4, 2007.

This show is popular with the club members and is the first train show that the club set up and operated their layout under the direction of the late Bill Krause, the founder of the club.. Our favorite train scale (S gauge) has had some showcasing to the public, with several **CSG** members donating their time to plan and set up operating train layouts that include S gauge trains. Your column editor helped set up a display at the local Wilton Historical Society. The display is open to the public through January. Bob Ritchie and Bruce Carter set up an S scale layout display at the local Fairfield, CT. Historical Society. Bob gave a talk one Saturday on the history and train products of the A. C. Gilbert Company. The next meeting of the club will be at the home of John Garren, in Bethel, CT. The club newsletter is ably edited by Craig O’Connell, and the club has welcomed several new members: Robert Davis, from Old Lyme, CT.; Dan Lundy, from Winchendon, MA.; Richard Carlson, from Old Lyme, CT.; and Keith Larson, from New York, N.Y. John and Robin Vanacore have recently renewed their membership in the club as well.

**T**he **Pioneer Valley S Gaugers (PVSOG)** meet at various members homes on a generally monthly basis. The club activities are coordinated by Dave Plourde, and the members are all model railroaders, some in scales other than S. But they have a good time and do interesting things (remember Moe Berk’s motto:” just for the fun of it ”). The club members met at the home of Frank Grano, on Dec. 14, 2006. Frank is making progress on converting his HO layout to On30. At least the cars and locomotives are about the same size as S scale. Frank provided a chart on the recommended weight of various rolling stock in different modeling scales as promulgated by the NMRA. This was in connection with a discussion that the club members had on the subject at the meeting in December. Club member George Reneris hosted the club members for their meeting in January. George gave a clinic on solder-

ing, for those members that attended and the meeting included operation on the host's model RR.. The club members planned to attend the train show at the Big E Fairgrounds as it is in their territory. Club member Charlie Bettinger gave a clinic on painting scenery/clouds at the show. Charlie is active in the local NMRA chapter, and has a detailed S scale layout. The February meeting of the PVSOG will be held at the home of Dave Plourde, in East Longmeadow, MA on Feb. 22.

**The Western N.Y. S Scale Assoc. (WNYSSA)** members attended the Rochester Institute of Technology Train Show held in Dec. 9/10, 2006 in Rochester, N.Y. The Rochester Area S Gaugers (RASG) had their layout set up and operating at the show. The show has been twice a year in past years, however, in the future it might be reduced to a once a year event, being a two day affair. The WNYSSA had their annual Christmas party at the Red Mill Inn, in December. Hank Thauer brought billboard frames for those attending. Nancy and Lew Cabello brought train cookies, and Dave and Joan Blaufuss brought chocolate trees to enjoy. John Cole brought an S Helper hopper car that was used as a door prize for those members attending the event. Lew Cabello raffled off one of his custom bridges at the event. Gregg Mummert coordinates the club activities, and held a meeting of the group at his home in Cowlesville, N.Y. on January 14. The club is planning to set up and display their layout at the TTOS Train Show, in Cheektowaga, N.Y. on Jan. 27/28. The club newsletter has the NASG logo with RR couplers, and a picture of an AF No. 314 pacific type loco on the top. The newsletter is distributed by e-mail to members and others.

**The Rochester Area S Gaugers (RASG)** have been able to keep their layout in the back of a store in the Medley Centre, in the Rochester area. The club set up their layout at the Medley Center Mall on Friday of the thanksgiving day weekend. They also displayed their layout at the Rochester Institute of Technology field house train show on December 9/10. The show was sponsored by the RIT Train Club, and students helped in facilitating the unloading, and reloading of the modular layout compo-

nents. Ted Larson coordinated the show display in a space about 10 ft. x 20 ft. Bill Johnson maintains the club website, which will have photos of the modular set up shortly. The club may have recruited a new member as a result of the RIT Train show, and the modules are back at the Medley Centre store, thanks to a local N gauge club that occupies the front of the store space. Chuck Smith, of the RASG club supplied information about the club activities.

**The South Jersey S Gaugers (SJSOG)** meet at the Stratford Senior Center, Stratford, N.J. on the first Friday of the month. The regular meetings include official club business and usually some form of a program for train enthusiasts. As a special event the club has visited places of interest and members homes for get togethers billed as "play trains events" Sometimes the play trains events involve a visit to a place of interest such as the Flyer Town Train Museum, in Clermont, N.J. or another S club where the hosts would plan a tour of their local S points of interest. The SJSOG has visited the Lehigh Valley S Gaugers (LVSG), and that club has visited the south Jersey area where the SJSOG members live and meet. The newsletter of the SJSOG is The Waybill and is ably edited by Michael McConnell. A recent issue of the newsletter included an article on the handling of mail in a RR post office rail car. The club had the opportunity to set up their modular layout at a vacant store in the Echelon Mall, in Voorhees, N.J. where there was room in a back area to set up and work on a new layout that the club is constructing. The club set up two smaller layouts in the front windows of the store, one AF or Hi-Rail oriented and one with scale detailed track and operating equipment. Having the space at the Mall was a mixed blessing to the club as they were committed to provide operating sessions on various occasions and most frequently around the Christmas holiday so the Mall could use the display as a drawing card to shoppers around the holiday time. The displays at the Mall take manpower of the club members to explain the layouts and trains to visitors in the Mall, operate the layouts and keep things on track so to speak. The SJSOG is an active club with willing members who support the activities of the club, under the direction of Hank Worrell, President; Michael

McConnell, V.P.; David Pierce, Sect'y.; Joe Balcer, Treasurer; and Jim Oliver, Ass't. Treasurer.

**The Potomac Valley S Gaugers (PVSOG)** met at the home of member Robert Carter's parents in Herndon, VA. on Jan. 20. Dave Guillaudeu brought some of his display modules and the club did planning and handling of business matters at the meeting. The club is planning to bring modules to the NASG convention to be held next Summer in Baltimore, MD., sponsored by the BAAFC. The club will need manpower to set up and operate their layout at the convention. Dan Vandermause is planning the layout details for the set up and display. At a club meeting last summer, held at the home of Dan and Betty Vandermause in Ellicott City, MD. a presentation was given on the upcoming NASG convention. Two members of the BAAFC club, sponsors of the event, Jim McMorrow and Monte Heppie gave the presentation. A recent issue of the PVSOG newsletter included an interesting letter sent to Richard Lind. (editor of the newsletter) from Art Weller, a resident of Slidell, LA. and member of the Crescent City S Gaugers. This club has members who lived in the Gulf Coast area, and were displaced by hurricane Katrina. Some of the members, including Jay Mellon, founder and coordinator of the club, had S modular layout sections that were flooded by the hurricane. The PVSOG club has recently purchased Digitrax equipment components for use in operating their modular layout set ups. Jim Stapleton purchased the components. Members of the club discussed the possibility of club-owned rolling stock, but decided against such purchases as club-owned equipment is not treated with the respect that individually-owned rolling stock would receive.

**The Pittsburgh S Gaugers (PSOG)** met at the home of Andy Lorince, in the Squirrel Hill area on January 28. The club set up and displayed a layout at the World's Greatest Hobby Show held on January 20/21 at the Expo Mart Center. The club planned to set up a layout and display it at the Great Train Expo, on March 10/11, at the Dome Center, Henrietta, N.Y. John Knox is coordinating the club activities and set up of the club layout. In addition to the regular

meetings held normally in members homes, the club has "Coffee and Trains" get togethers held most often at the Kings restaurant, Harmerville, PA. The last such event was held on January 15, at Kings restaurant. Members of the club were saddened by the passing away of member Jay Clark, on Dec. 20, 2006. Jane Foster, his close friend advised the club of his passing away., and flowers were sent to the funeral home handling the burial. John Clark, Jr. wants to sell his father's train layout bench work which is modular in construction and can be disassembled and easily moved. This could be a fast start for one of the PSG members wishing to start a layout.

**The Baltimore Area AF Club (BAAFC)** held a meeting at the Marley Station Mall, Glen Burnie, MD. on Jan. 20. Hosts of the meeting were club members Paul & Russ Love, and there was a set up of the club layout in the Mall. The December meeting of the club was the annual holiday celebration held at the Bullock's Family Restaurant, in Westminster, MD. on Dec. 14, 2006. About 70 members of the club attended, and a guest speaker, Lee Rogers gave a presentation on railroading in the Washington, DC. area from 1880 to 1950. The presentation included excellent pictures of engines, rolling stock, stations, structures, and scenery (scale 1:1) in the Washington area. In early Dec. the club set up and operated a 26 ft. x 42 ft. layout at the B & O Museum, in Baltimore, MD. The display was on Friday, Saturday, and Sunday. A banking organization rented the museum for a dinner on Friday night, and the BAAFC operated their layout for the visitors attending the dinner. There were good crowds, according to the club newsletter, and club members received many compliments from the museum visitors, and the guests at the bankers dinner. In mid-December the club set up and operated a layout at the Johns Hopkins Hospital, Baltimore, MD. A 20 ft. x 18 ft. layout was set up near the main corridor in an irregular shaped room. This is the area where the club set up their layout in past years. Barry Berson operated a portable layout in the rooms of patients who could not leave their rooms to see the layout near the main corridor. The hospital was fairly full so many patients and guests visited the layout, and the portable one was brought to at least 20 rooms. The

club also operated their layout at a TTOS Train Show in the Baltimore area on Dec. Dec. 10, 2006. A 22 ft. x 12 ft. layout was set up and operated at the show. Photos of member David Avedesian's S layout were included in the most recent newsletter of the club, where a meeting was held in November.

The **BAAFC** planned to set up and operate a layout at the Great Scale & All American Hi-Rail Train Show in Timonium, MD. on Feb. 3/4, 2007. They will have their February meeting at the home of Bob Davison, and plan to set up and operate a layout at the Great Train Expo, Upper Marlboro, MD. on Feb. 24/25. Dave and Sam Blum are scheduled to host the March club meeting of the club.. The club is busy planning the events and scheduling of the NASG Convention to be held in the Baltimore area on July 10 to 14. The club will host the convention, and George Glover is handling mail-in reservations. The club supplied a detailed activity sheet and sign up form for the convention that was included in the last issue of this magazine. Ron Kolb ably edits the club newsletter and coordinates the club activities.

**The Chicago Assoc. of S Gaugers (CASG)** hold their meetings at the St. Paul Lutheran School, Melrose Park, IL. on the third Friday of the month. There is usually an informal swap meet before the meetings and members can sell or purchase items that others bring to this event. The December meeting was special in honor of the holiday season, and the club had pizza brought to the meeting for members enjoyment. An S Helper Service starter train (S scale) set was auctioned at the November meeting of the club. The entries were generated at the Fall S Fest sponsored by the club, and were limited to family entrants. The winner of the starter set was the Chuck Roth family, from Tinley Park, IL. Bruce Lorence and Will Holt delivered the prize to the winners, and the family was provided with a packet of information about the **CASG**, S scale in general, and a catalog and track planning book from S Helper Service. Chuck was out with his five year old son at a train show when the prize was delivered, however, Mrs. Roth received the train set and was very great full of the winnings, and explained that the family's attendance at the Fest was a

very enjoyable one. The **CASG** is planning to attend and set up an operating layout at the three upcoming NMRA organized train shows. The High Wheeler 2007 Fox Valley Div. train show and the All-American RR Show sponsored by the DuPage Div. will be in March, 2007. The Southland Train Show will be in late September. A recent issue of the club newsletter included photos of members Bruce Lorence, Joe Taylor, and Horacio Baggio applying finishing touches to the Fall S Fest freight cars that were used as convention cars at the event.

**The Miami Valley S Gaugers (MVSG)** met at the Preble County Senior Center bus barn, Eaton, OH. on Dec. 2, 2006. All members had met at Frisch's restaurant for breakfast before setting up the club train layout for a show. The club discussed upcoming elections to be held at the February club meeting. The January meeting was held at club member's Mike Mitters home when nominations could be made prior to the elections at the following monthly meeting. The **MVSG** supported the Eaton Holiday Train Show which required scheduling members to the eight nights that the show was run. There were six layouts as part of the celebration, and tear down was on Dec. 23, 2006. The club layout is scheduled to be brought to and set up at the 2007 Spring S Spree, hosted by the Central Ohio S Gaugers (COSG) on March 30/31 at Makoy Center Hilliard, OH. The Spree will include approx. 7000 sq.ft. of layout room with a minimum of five S gauge layouts set up. The Spree car is a Timken lettered tank car, available after the show. Elections for the MVSG include filling spots for the President (currently John Clifford); Treasurer (currently Dennis White); Corresponding Sect'y. (currently Tony Garza); and board member (currently Rick Smith).

**The Central Ohio S Gaugers (COSG)** are planning and coordinating arrangements for the up-coming Spring S Spree. The event will be at the Makoy Center, just off the Interstate 270 and Cemetery Road, Hilliard, OH. on March 30/31. The Hampton Inn and Suites is the hotel that is providing special rates for the event. The Spree will include many exciting features for the S gaugers attending including: 8500 sq. ft. of trading room; 7000 sq. ft. of layout display room; and

2800 sq. ft. of clinic/hospitality room space and auction area. Club member Thomas Brinker is coordinating the mail-in registration. The event will include a clinic on constructing a building, train races, and a banquet among other features and events. Alan Evans edits the club newsletters and coordinates the club activities. The first club meeting of the new year was held at the home of member Bernie Gustina, in Westerville, OH. Bernie has a layout with S Helper Service track and turnouts that was enjoyed by those attending the meeting.

### **The Stateline S Gaugers (SLSG)**

Recently elected new officers and Dick Bird is President; George Sorenson, V.P.; Vera Flood, Sect'y.; David Pippett, Treasurer. Directors elected to serve include: Dave Oberholtzer, John Gianos, and David Wilma. Vera Flood is the newsletter editor. The club set up and operated a display at the Belvidere Train Show, that had a snow storm on the same day. The club module display was popular and Terry Dyer, Dave Tanner, and Dave Oberholtzer all had displays at the show. Club members Dave Pippitt, Gary Cychosz, Bob Disse, Doug Allen, George Sorenson, Dave and Janice Wilma, and Art Doty, among others, attended the show to help with the layout display. Member Gene Kujawa redid the club essay forms for the Train Give Away contest, held at the show. Gene printed the forms on his laptop computer at the show. Eight year old Sean Hess was the winner out of at least 20 entries. A recent newsletter issue edited by Vera Flood includes a description of Elburn, IL. a small town (population 2750 in the year 2000) that was developed in the mid-1880 period and how the center of the town got displaced from the courthouse across the river. It seems that a local land owner offered free land to the developing railroad and the town grew around the location of the RR, not the courthouse area.

Earl Carlson of Oxford, MI. held the Dec. 10 meeting of the **Southeastern Michigan S Gaugers (SMSG)** at his home. Earl has a layout that was operated for the members attending the meeting that uses a combination of rolling stock from various manufacturers. He is modeling the Pontiac, Oxford, & Northern RR. Approx. 25 members and friends attended the meeting. Several members

of the club set up and operated a modular layout at the Nov. 12 Train Show, held in Lansing, MI. Bob Pardington had a portable layout at the show in Lansing, MI. which was popular with the attendees at the show. Club president Ken Garber received a kit of information about the upcoming NMRA Convention to be held in downtown Detroit, MI. in late July, 2007. If it were to be set up, the layout would have to be available for operation on Friday, July 27 through Sunday, July 29, 2007. The club set up and operated their modular layout at the train show held on Jan. 21 at the Athens High School, Troy, MI., and was planning to bring and display a layout at the Eagle Creek Train Show, held on Feb. 25, in Oakland, MI. Earl Carlson coordinated the modular set up as made by the club. **SMSG** club member Brooks Stover had his layout featured in a recent issue of the *Railroad Model Craftsman Magazine*. The layout is well planned and includes great scenery, and models the Buffalo Creek & Gauley RR. This layout may be part of the NMRA layout tours connected with their convention to be held next Summer in Detroit, MI. The club held elections for the office of president and two at-large board members. Ken Garber was re-elected President, and Earl Carlson & Tom Hess, Esq. were elected as board members at-large. Tom Hess hosted the January meeting of the club in Northville, MI. on Jan. 20. Member Jan Burdzinski gave a talk on turnout jigs made by Fast Tracks. The members brought modules to the train show in Troy after the meeting of the club.

The Dec. 3, 2006 meeting of the **Badgerland S Gaugers (BSG)** was held at the home of Jim Starosta, in Greenfield, WI. Twenty five members and guests attended. President Dave Smukowski served seven consecutive terms as such, but could not attend the last meeting because of recent knee surgery from which is was recovering. Jeff Madden opened the club meeting which also was the club's Christmas season party celebration. Ron Schlicht is handling the Wisconsin Dept. of Revenue Services Tax Issue of the club. The club is required to submit the names of persons who have tables at their train shows within ten days after the event. Dealers that sell relatively large quantities of train related goods at the shows sponsored by

the club normally have tax ID numbers and report directly to the Dept. of Revenue Services. The **BSG** train trade shows are considered temporary events, and are handled by the State of Wisconsin without tax ID or sellers permits if sales are under \$ 1000.00 per year. Your column editor was fined at a train show by the Conn. Dept. of Revenue Services and made to obtain a tax ID number. This was years ago, but the Dept. still requires an annual report as long as the tax number is "in use". Rick Wade obtained an ad for the club swap meets on the Time-Warner Channel 96 community link message board for the Racine & Kenosha areas. This service is not available for the Milwaukee area. The December meeting included a buffet meal for those attending, as it was the holiday party meeting of the club. Elections of officers yielded the following staff: Steve Lunde, President; Richard Wade, V.P.; Jeff Young, Treasurer; Ron Schlicht, Secretary/Editor; and Ray Puls, Director. Ron has served in the past as Secretary/Editor, and ably edits the club newsletter issues. The January meeting of the club was held at the home of Steve Lunde, in Waukesha, WI. Brad Nelson is scheduled to host the club for their meeting on February 25. The **BSG** is planning to bring and display their layout at the train show to be held at the Alliant Energy Center, Madison, WI. on Feb. 17 /18, 2007. The club sponsors and operates their own train trade shows, held at the Knights of Columbus Hall, Greenfield, WI. The spring meets for 2007 are scheduled for Feb. 25 and March 25.

The *S-Train Rail* is the newsletter of the **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN)** held a meeting on January 14, 2007 at the Old County Buffet, in Spokane Valley, WA. Club members met to eat and talk trains. Bud and Joyce Chadburne hosted the December meeting at their home in St. Maries, WA. The club is planning on setting up and displaying a layout at the train show to be held at the Spokane Community College on February 18. A work session on the layout modules is to be scheduled prior to the showing of the modules. The annual banquet of the club will be held on March 10 at the Coeur d'Alene Casino, on a Saturday when the weather will hopefully cooperate and attendance will be better

than at last years event. Jon Kettner coordinates the club activities and edits the club newsletter. Club member Vic Cherven e-mailed Jon Kettner suggesting that the club try to have club meetings every other month because of the lack of members offering to host a meeting. The subject was brought up at a meeting and those attending wanted to have the club meetings on a monthly basis. The idea of having the club meetings at a restaurant was considered as no host would be required, and the members could get together for fellowship and a meal. Several other clubs make good use of this procedure, with good results. The WNYSSA meets prior to or after local train shows so the club members can have fellowship, lunch and a brief business meeting. The PSG group has separate get to- gethers at a restaurant separate from

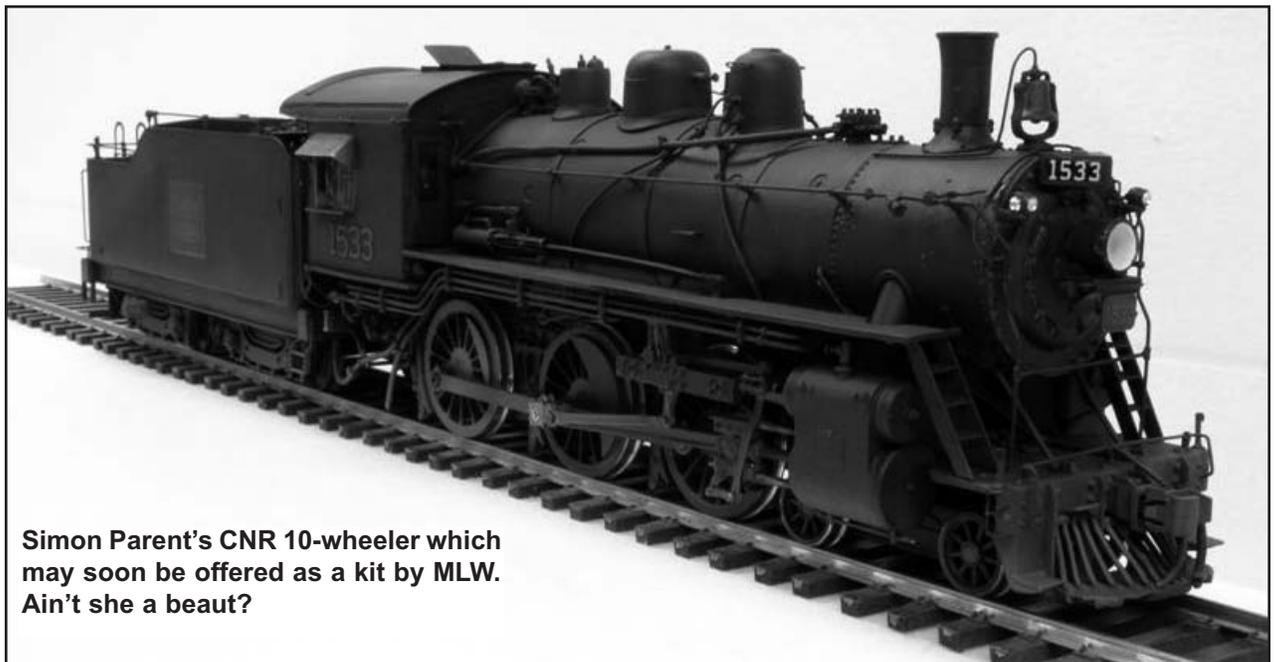
the meetings in members homes. A recent issue of the S-Train Rail included an article from the TTOS Bulletin on repairing AF E-units.

**T**he Southern California S Gaugers (SCSG) held their holiday get-together on Dec. 9, 2006 with wives and significant others invited and a catered Mexican dinner buffet at the home of Dennis Bagby. Those attending went to the home of Robert Langton, in Pasadena, CA. after the dinner meal. Mr. Langton's home was originally constructed for a southern California tire manufacturer whose factory was nearby. The third floor of the elegant home has a ballroom which presently is home to a 16 ft. x 36 ft. S gauge railroad. The dwelling property of Mr. Langton includes two restored carriage houses, one which now houses four

restored motor vehicles, including: 1910 Buick; 1940's Cadillac Touring; 1940's Packard; and a 1950's Ford Ranchero. These were on a tour of the property provided to the SCSG members attending the get together. The January club meeting will be held at the home of Jeff Kruger, in San Dimas, CA. Jeff coordinates and reports on the club activities.

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

**Here is a scene on the Chemung Valley Lines S scale modular layout which is built and operated by the Rochester Area S Gaugers. This particular module was built by Chuck Smith**



**Simon Parent's CNR 10-wheeler which may soon be offered as a kit by MLW. Ain't she a beaut?**

## EXTRA BOARD

### DEPT. OF CORRECTIONS

The picture on the bottom of page 17 is indeed Sn3. It is from the McKenzie brothers' Red Mountain modular layout. The Galloping Goose #1 picture (stake body) is a full-size replica in its original form (1931). It later had an enclosed body and was scrapped in 1933 because it was too small. Some of the parts from it were used in Goose #6. - Dave Heine

Also note that Roy Inman's email in the Directory is missing a letter. Roy is our new liaison for publicity materials. His email is: rinphoto@everestkc.net

### 1948 PROTOTYPE POLL

It might be interesting to look back at a poll called the Prototype Poll that I spotted in the July 1948 *Model Railroader*. This was just after WWII and AF had just started putting out S to the mass toy market. Here is some pertinent info that compares S at that time:

S had a total popularity then of 7.6% with .1% of that S narrow gauge. **The gauge breakdown is as follows:**

O	21.5%
S	7.6%
OO	6.5%
HO	62%
TT	2%
Misc.	.4%

### Power Distribution for S was:

2-rail 92.1%; Overhead 4.5%

### Geographic distribution of S:

NE	16.9%
Middle Atl	5.6%
South ATL	4.3%
E. North Cent	9.2%
West North Cent.	9.7%
West S. Cent.	0%
East S. Cent.	0%
Mountain	7.9%
Pacific	5.0%
Canada	33.3%
Unk & foreign	rest. to 100

### Era of S modeled then:

Modern (1930-1948)	65.2%
Semi-Modern (1910-1930)	15.7%
Both	16.7%
Old Time	11.9%

### Preferred Rolling Stock - S:

passenger car, coach	50%
freight car, boxcar	41.6%

**Expenditures per model railroader:** in 1947 averaged to \$103.65

- Jeff

## S - TIPS

**Determining Grades:** To determine the grades on my layout, I use an idea I found in an old MR article on making spline roadbed. I use a 24" level. To be 100% correct, the level should be 25" long, but 24" will work. Since I have a milling machine I like to play with, I added 1" to the level. Now make an adjustable piece on one end of the level. Then mark in 1/4" increments on the adjustable piece. If you want a 1% grade, set the adjustable piece to the first mark - 1/4". The bottom of the adjustable piece is now 1/4" below the bottom of the level. Put the level on the roadbed with the 1/4" piece on the low end of the grade. When the bubble in the level is in the middle of the marks, you have a 1% grade. The idea is that 25" is 1/4 of 100, so when you put the 25" level on the roadbed at 1/4", you measure 1/4th of 100" of the grade. The increase in height for 25" is 1/4" for a 1% grade. It may be a little off on a curve.

- Roy Meissner

**Mod-Podge:** I've been advocating "Mod Podge" as an adhesive for gluing flextrack and ballast since 1998. The stuff was developed as a decoupage glue. The reason I prefer Mod Podge of white glue or matte medium is that it was developed as an adhesive, stays very flexible (unlike white glue), and has more body and flexibility than matte medium. As with both

white glue and matte medium, it is water based so it's easily thinned. the matte version dries semi-clear, as good or better than matte medium. It's also available in gloss if anyone wants to try it as water (I haven't tried it yet). Mod Podge is a little more expensive than white glue, but it is cheaper than matte medium. Last time I bought a quart it was about \$13. Generally, I thin it 50/50 and apply it with an eye dropper. Depending on your humidity, it usually dries in about 4 to 6 hours and goes clear overnight. The stuff is available at almost every Hobby Lobby I've ever visited. Or you can check for the product at this website: [www.plaidonline.com/apMP.asp](http://www.plaidonline.com/apMP.asp).

- Lee Kleidon

**Switch Throws:** Have you thought about using a toggle switch for a switchstand instead of ground throws? That would allow you to power the frog as well as throw the points and wouldn't look any worse than an oversize ground throw.

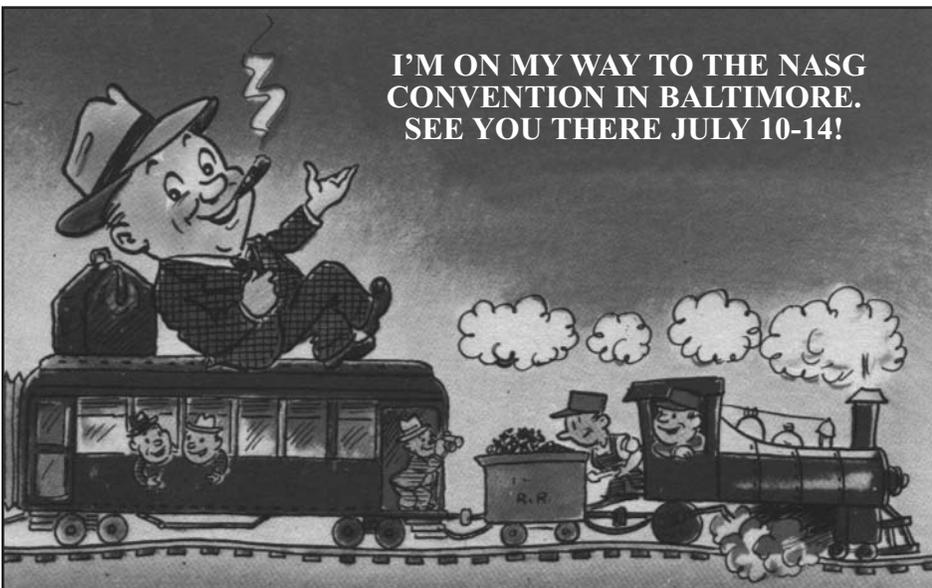
- Dave Branum

**Backdrops for Modules:** Since my backdrop is only about 24" tall, I use 1/8" masonite which bends easily. It is attached at the bottom to the benchwork on my layout with drywall screws. Between pieces I use an H-shaped plastic channel which can be bought at Home Depot or most hardware stores. Granted this does not provide a totally smooth seam, and the channels can be seen between the sections of masonite. However, once painted, the channels tend to blend into the scene and basically go unnoticed. Using the drywall screws and H channels allows for quick and easy disassembly. The H-channels are designed to be used with decorative bathroom wallboard as binders, so they will probably be located somewhere near the bathroom stuff in a hardware store.

- Gerry Evans



Buffalo Creek & Gauley revival is hoped for by some as a tourist line. These photos are of a 70-ton critter and a motorcar that might ply the abandoned line for now. *Photos courtesy Brooks Stover*



## S-CALENDAR

**March 30-31, 2007:** Spring S Spree sponsored by the Central Ohio S Gaugers. Makoy Conference Center, Hilliard, Ohio (near Columbus). Lots of space - hoping for large modular layout. Alan Evans: alan@rockyforkprinting.com. Check websites: www.cosg.org and www.makoy.com. Chair is Art Lofton - jlofton@insight.rr.com or (614) 855-0988.

**May 4-6, 2007:** Flyer Fest West, Sacramento, CA, trading, clinics, contests, races, dinner, excursions. Guest - Julie Gilbert Trail (A.C.'s granddaughter). Info Don Rosa 916-682-6961 or email: ffw2007@comcast.net.

**July 10-14, 2007:** NASG Convention Baltimore, MD. Best Western Hotel, 410-033-9500. Tours will include layouts, Metro Shops, B&O Museum and more. convention website for info: www.baafc.org.

**July 22-28, 2007:** NMRA National Convention, Detroit, MI. www.nmra.org/2007/. Several S layout on tour.

**Nov. 2-4, 2007:** Fall S Fest, St. Louis, MO. New larger location - St. Louis Marriott Hotel near airport. www.trainweb.org/afsgsla/.

**Aug. 5-10, 2008:** NASG Convention, Lowell, MA. Details TBA.

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### **Railmail cont. from page 5**

The price of some HO steam locos is as much as an S gauge steamer now. Besides that, none of us is getting any younger, and we don't see those tiny little wheels as well as we used to, and the dexterity of our fingers isn't what it used to be. Re-railing those HO trains all the time has become a hassle.

The difference between toy and scale appearance has gotten so close these days that it's not as much of an issue as it was years ago. The O and S gauge manufacturers are to be commended for that.

- Stumpy Stone

**On Jeff's Jct.:** Jeff - I just wanted to drop you a note and congratulate you on a very nice editorial in the latest *Dispatch*.

You hit the nail on the head as far as the visual appeal of our beloved scale! I have the opportunity to regularly operate on a couple of

world class HO and N scale layouts. In fact, in two cases, the "artists" are NMRA Master Model Railroaders and the N gauge guy is regularly published. The photos of his layout are extraordinary...but actually seeing the layout in person is, for me, a little bit of a disappointment. Exactly as you say, you cannot "see" the same view with your naked eye that the camera captures. On the other hand, with "S" you can get the feeling of "being there" from a normal distance, in fact, the distance you stand when operating. I notice that people generally view my layout without bending over or leaning in.

There are, of course, exceptions. But on the N layout I mentioned, you have to lean in to appreciate the modeling, and of course to read car numbers for switching operations...well forget it!!

I wish I had a dime for every time some modeler in another scale has said "if only I didn't have so much invested in XYZ scale, I'd switch

to 'S'!! I'm sure you've heard the same thing!

Thanks again for sharing your astute perceptions!

By the way, things are progressing down in West Virginia relative to the BC&G Co-Op and their efforts to get a tourist line going. They have actually acquired a small 30 ton engine and a couple of cabooses. And the organizer of the Co-op, Roger Nutter, has a Fairmont railcar that he's been running up the line with passengers. Frank Criswell and I are planning to go down this spring and, believe it or not, ride the BC&G!! Roger says the scenery back in the woods is beautiful. I've attached a picture of the engine and the railcar.

Regards, Brooks Stover *See photos on page 29 - ed.*

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### **Jeff's Jct., cont. from page 5**

dimensions. Hi-railers sometimes need ones that are a bit oversize to handle tighter curves and higher rail height. So that usually means casting your own or modifying HO or O ones. I think a company called Pre-Size offered portals - not sure if they're still around. For loads we still raid other scales. For telephone poles it's scratching, kits or cut-down Plasticville. One of the main things is that even if details are available - you have to mail order to Scenery Unlimited or other manufacturers, go on-line or go to the swap meets. So that's still scrounging in a sense.

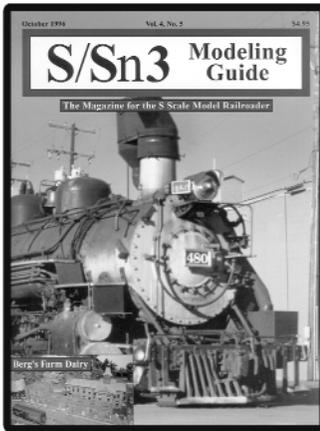
Scrounging for structures and bridges has been gone over in previous editorials. I always scrounge for these myself. I even scrounged up a B&O laser station kit from a manufacturer I never heard of. I've never seen one since at a swap meet. Stored awaiting modification in my basement are O scale and HO scale structures - mostly Cornerstone plastic kits. Same thing with bridges. I currently have no actual S scale bridges. In the future I may pick up a wood trestle, but for others, well ... Even AF operators are scrounging for bridges - old tin ones, Lionel O, etc.

Some track items still require scratching or modifying unless found at a swap meet. These would be level crossings and some turnout sizes that match the code rail used. For example, can you get a 45 degree crossing in code 148, AF track or SHS track? Can you get a closed frog #8 turnout RTR?

I and most S gaugers I know are always searching the toy stores and swap meets for appropriate S vehicles. Many toy store vehicles like Johnny Lightning are close or right on S. Many military items are 1-72nd (close). Lots of Ertl farm and construction vehicles are 1/64. I recently discovered a plastic fork lift in a variety box at Wal-Mart that should work for S. Still, regarding vehicles, there is a void of vintage 40s, 50s and 60s utility type trucks.

And finally, there are still those who find the need to modify current production locos and rolling stock. We do have plenty of variety off the shelf, but modifiers have to scrounge for castings and detail parts.

So, "scrounging" is still a part of S, but fortunately, for us middle-agers and senior citizens, not the major part of modeling in our choice of scales as it once was.



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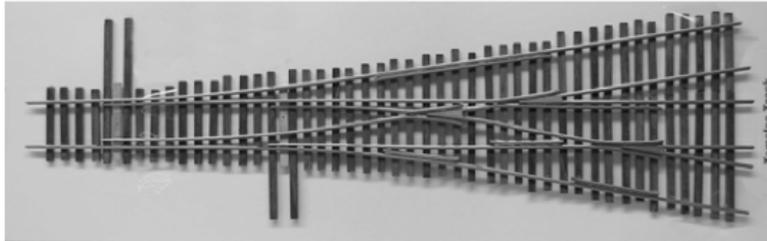
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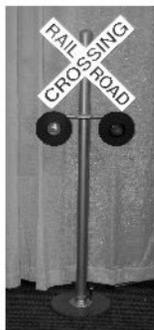
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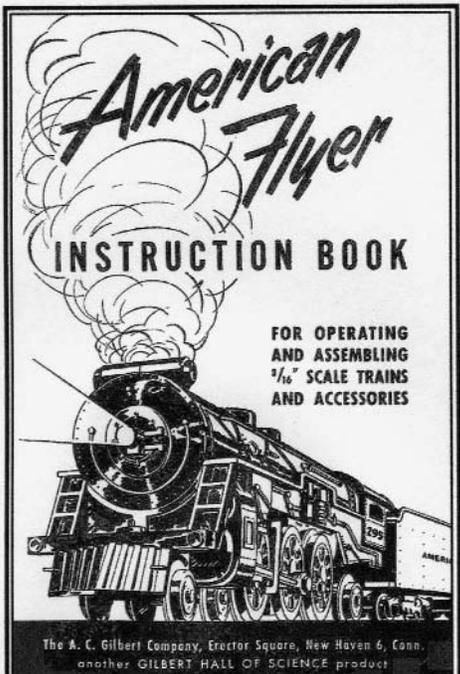
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