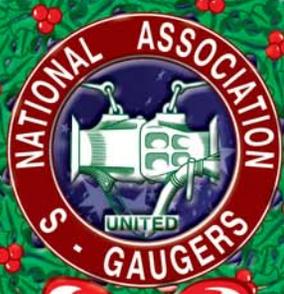


\$4.95 U.S.

December 2007

Volume XXXI Number 6



# DISPATCH



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

***Need something different? Switch to B.T.S. !***



## **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. Couplers, 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!

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. Couplers, trucks, trailers, and decals are not included. The car is designed to use the American Models' 40' trailers - SHS 35' trailer shown also fits well.

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

Trailer not included.



## **PRR H21 Hopper**

Starting in 1911, 70-ton H21a "quad" hoppers were introduced for coal service. The original hoppers were built with the "old style" double-door configuration. During the 1930s and 40s, all old-style double-door hoppers were replaced with the "saw tooth" hopper.

The unpainted S Scale kit consists of high-quality, no-odor urethane castings for the body and brass brake components. Easy assembly with ACC or epoxy. Less decals, trucks and couplers.

**#09204 S Scale H21 Hopper \$ 79.95**

## **Depressed-Center Flatcar**



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

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

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

***B.T.S.***  
***Better Than Scratch!***

P O Box 856  
Elkins, WV 26241

Phone: 304-637-4510  
Fax: 304-637-4506

Web: [www.btsrr.com](http://www.btsrr.com)  
E-Mail: [bill@btsrr.com](mailto:bill@btsrr.com)  
Full Catalog - \$5.00

*Celebrating over 26 Years of Service since 1979*

**NASG DISPATCH**  
**Official Publication of the**  
**National Association of S Gaugers**

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.

**Jeff Madden**  
**438 Bron Derw Ct.**  
**Wales, WI 53183**  
**262-968-3729**  
**nasgdispatch@hotmail.com**

Membership year is determined by the date you sign up guaranteeing 6 issues starting with the next issue after signup. All applications, renewals and membership questions should be directed to:

**NASG Treasurer,**  
**Michael Shea, 488 Stonewood Ave.,**  
**Rochester, NY 14616 -3623**  
**Phone: 585-865-4978**  
**email: mikeshea@frontiernet.net**

Copyright 2007 NASG, Inc. All rights reserved. Reproduction in whole or in part is prohibited without permission of the NASG, Inc.

The **Dispatch** - ISSN 10457178 is published bimonthly by  
 Studio G  
 PO Box 745  
 Jonestown, PA 17038-0745  
**Email: T.Chuck Garman at**  
 dispatch@tchuck.com

**SUBSCRIPTION RATES:** 1 year, \$20.00 which includes membership in the NASG. All subscriptions payable in U.S. funds. Postage is paid at Harrisburg, PA. Printed in the USA. All rights reserved.

**Postmaster: Send address change to**  
**Michael Shea**  
**488 Stonewood Ave.**  
**Rochester, NY 14616 -3623**

**MAILING:** The Dispatch is printed in the issue month and is mailed by the 4th Friday of that month. Please allow 2 weeks for delivery.

**COVER: An AF K5 pulls a passenger train past a freight on the South Jersey S Gaugers' portable layout. Photo by Hank Worrell. Moxie is NASG 2008 convention car. Nickel Plate boxcar is 2008 S Spree car.**

Background: ©2007 iStockphoto.com/  
 Christian Ardelean

# ORDER BOARD

Volume XXXI Number 6

December, 2007



<b>President's Message, NASG News,</b> .....	<b>4</b>
<b>Jeff's Junction and Rmail</b> .....	<b>5</b>
<b>New Products Report</b> .....	<b>6</b>
<b>St. Louis Fall S Fest Report</b> .....	<b>Moe Berk ..... 8</b>
<b>Stony Creek RR</b> .....	<b>Glenn Ritter ..... 10</b>
<b>Pullman Interior Kits</b> .....	<b>Dick Karnes ..... 9-15</b>
<b>Meet an S Gauger - Emory Shughart</b> ...	<b>Bill Fraley ..... 14-17</b>
<b>Ten Month Train Show</b> .....	<b>John Aaron ..... 18-21</b>
<b>Bill Lane</b> .....	<b>Bill Lane ..... 22</b>
<b>S-Tracks</b> .....	<b>Sam Powell ..... 24</b>
<b>BOT Minutes 2007s</b> .....	<b>Michael Greene ..... 26-27</b>
<b>General Meeting Minutes</b> .....	<b>Michael Greene ..... 28</b>
<b>Club Sandwich</b> .....	<b>Dave Pool ..... 29-33</b>
<b>Extra Board</b> .....	<b>34</b>
<b>S Calendar</b> .....	<b>35</b>
<b>Current Look at S Track Products</b> ..	<b>Dick Karnes ..... 36-38</b>

**NASG Website: <http://www.nasg.org>**  
**NASG Website Director Michael Greene: [mgreene@cedarlane.com](mailto:mgreene@cedarlane.com)**

## STAFF

**Jeff Madden** ----- **Editor**  
**Terry Madden** ----- **Graphics Editor**  
**Gerry Evans** ----- **Contributing Editor**  
**Jeff Madden** ----- **New Products Editor**  
**David Pool** ----- **Club Editor**  
**Ted Larson** ----- **Module Corner**  
**David Heine** ----- **Narrow Gauge Editor**  
**Bob Werre** ----- **Staff Photographer**  
**Jeff Madden** ----- **Advertising Manager**  
**Bob Jackson** ----- **Editor Emeritus**  
**David Dewey** ----- **Amer. Flyer Editor**  
**Bill Fraley** ----- **Contributing Editor**  
**Sam Powell** ----- **Contributing Editor**

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

**NOTICE TO READERS:** All warranties and claims made by advertisers in the **DISPATCH** are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material which it feels is not reputable. The selection and/or use of the products or services and the application or results obtained from these advertisers is the sole responsibility of the reader.

**ADVERTISING RATES:** Inquire regarding B&W or color rates. For additional information, contact the NASG DISPATCH Advertising Manager.

## PRESIDENT'S MESSAGE...



Hello ladies and gents and welcome to the Dispatch.

It's my fault if you're not reading this in December. Jeff has been trying hard to get back on schedule and I seem to be the one holding him up lately. It's a high priority to get back on schedule. Hopefully, it will only take an issue or two to get there.

We had our National Convention in Baltimore a few months ago and Jeff covered it pretty well with pictures and reports in the last issue. A lot of people had a good time thanks to the Baltimore Area AF Club. We also held our annual Board of Trustees (BOT) and General Membership meetings. The minutes are here for you to read but there are a few highlights I'd like to mention.

First, Dave Blum has replaced Dick Karnes as Executive Vice President and Monte Heppe has replaced Bill Fuhrman as Eastern Vice President. A big thanks to Dick and Bill for their years of service

and welcome aboard to Dave and Monte. Dick is the NASG's Librarian so he's still a part of the daily operation.

Next, Dick has been working with Palace Car Company to bring us passenger car interiors to go with the seats they did for us a while back. Dick has a knack for detail and I'm sure they will look good. He summarized the project at the General Membership meeting but make sure you read his update for the latest information.

Finally, John Foley officially resigned as Promotions Chair after many years of service. I thought I had someone to fill his shoes but reluctantly must say that I'm still searching for a Promotions Chair. In the mean time, our three Regional Vice Presidents are now part of the Promotions Team to support our favorite scale at the local level. Hopefully, you'll see them at a train show near you. Say hello if you do.

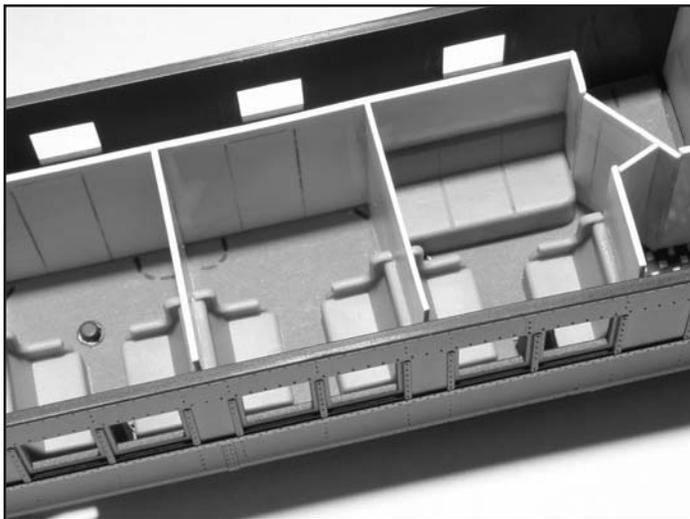
And most important, it's the Holiday season. I hope everyone has safe and happy Holidays and a Happy New year to all. See you next year.

Sam

## NASG NEWS

**Library Address Changed:** The Mobley Library's e-mail address has changed to [nasglibrary@yahoo.com](mailto:nasglibrary@yahoo.com).

**Clearing House Changes:** The clearance gauge (1 wood and 1 clear plastic) is now \$10.95. The Armco buildings are no longer available through the Clearing House - all stock went to Des Plaines Hobbies. The NASG now has a few Sn3 track and wheel gauges (NMRA) available for \$5.00 each.



**Pullman Interiors:** Check out the article and ad on pages 12-13 about the Palace Car Co. and the NASG coordinating to offer these interior kits for the long Pullman cars.

### The National Association of S Gaugers 2008 American Flyer® Commemorative Engine



**Brooks Stover's Buffalo Creek & Gauley DVD, Back in Stock!** Many of you have probably seen the layout in person. Brooks hopes to help promote S gauge within the model railroading community and inspire current S gaugers to build more finished layouts. He also touts prototype modeling and operations. The DVD (available through the NASG) will help promote the real BC&G Co-Op in West Virginia.  
**To purchase this DVD send checks for \$20 plus \$4 S&H made out to the NASG to: BC&G DVD, c/o Doug Peck, 6 Storeybrooke Dr., Newburyport, MA 01950-3408**

Any further info needed, contact Brooks at [bcstover@comcast.net](mailto:bcstover@comcast.net) or 248-814-8699.

# RAIL MAIL

**Jeff:** Thank you for your kind mention of our Atlantic Coast S Gaugers (ACSG) in your Jeff's Junction column in the August 2007 *Dispatch*. I'm a member of the Georgia Division of the ACSG and the Tri-State Model Railroaders, Inc. The Tri-State club encompasses North Georgia, Western North Carolina and Southeast Tennessee and has occupied the 130 year old L&N depot in Mineral Bluff, GA as its clubhouse. We support and are

working toward your thesis of getting together in retirement! Although I'm a lone wolf so far in the Tri-State, the club graciously allotted me a corner of the clubhouse and supported building corner modules in order to introduce another gauge and hopefully interest other people. We have two or three other S gaugers expected to retire here in the mountains in the next few years. We invite others to consider making their "retirement community" here as well.

You may know that the "loose organization" of the ACSG is vir-

*Continued on page 38*

## Jeff's Junction



**Your Products on Layouts:** Do you know what one of the biggest early influences in my becoming a model railroader was? Sure, you can probably guess most of the traditional answers for myself and most of us – Grampa was a railroader and took you to watch real trains, a train set at Christmas, dad was a model railroader, discovering a model railroad magazine in the junior high library, etc. Some of these are true in my case, but there was one additional element that whet my appetite for scale model railroading – and that was advertising in the model railroad press of the time.

First, it was the wonderful colorful Lionel and Flyer catalogs. What images they projected to a 10-year-old of the various trains sets and accessories, even if the track was 3-rail or 2-rail tinplate. And what sets appealed to me the most? No, not the Santa Fe Fs or PAs and the silver passenger cars, but the plain old black steam engines and the heavyweight passenger cars. Then, yes, in the mid-fifties I did discover some *RMCs* and *Model Railroaders* that pushed me to the scale side because of the realism in the photos. But it was certain advertisements in those magazines that really pushed me over the edge by seeing actual products (mostly HO) displayed on a model layout. The ads were those wonderful Varney HO ads that were on the back cover of *Model Railroader* from June 1952 to March 1955 depicting their products on the spectacular Gorre & Daphetid layout of the late John Allen. And they weren't even in color. Later on PFM picked up the idea for their brass offerings in HO. The Varney ads in particular showed me that if I bought a Varney Casey Jones ten-wheeler or a metal reefer kit or a plastic tank car that they would look good on a detailed layout. In addition, Varney allowed John to weather the equipment and pose figures (often humorously) nearby to create interest. It worked for

me more-so than the sterile product ads of other manufacturers since I bought a lot of Varney stuff.

The weathered plastic flatcar with a load on it being pushed by a dinosaur became more to me than just a miniature model in a box. The models in the Varney ads just seemed to come to life. One ad in the Feb. 1953 *Model Railroader* displayed on John Allen's layout was a full page ad on the back cover in horizontal format. It featured a Varney ten-wheeler pulling a freight in the background. In the foreground was a weathered gondola with a load of ties in a siding. A dockside 0-4-0 spewing smoke (air-brushed or steel wool) was shoving two lithographed reefers to the famous Allen ice platform. A stock car was posed naturally at a stock pen. In the March issue a completely new scene was presented to the reader, and so it went for several years. Even my 11-year-old daughter (at the time I showed her the ad) chose the Varney one over others as being more interesting.

Well, so much for nostalgia – now to the real point of this treatise. I worked for Kalmbach for a few years in the advertising department, and almost daily I wondered why more scale or hi-rail manufacturers didn't use similar advertising techniques to promote their products. To me it seemed that putting model products on an actual layout would send the message to the customer that he or she could purchase that item, and it would look good on their layout too.

Model railroaders are a unique breed when it comes to responding to photographic advertising (includes websites in today's world), and what better way to advertise S Scale or S hi-rail rolling stock, locomotives, structures, scenic accessories, etc., than by showcasing them on an actual model railroad or diorama. It worked for me – my first scale purchase was a Varney HO flat car kit.

Why not an ad with AM's SD60 and some freight cars parading around on Ed Loizeaux's layout?

*Continued on page 9*

# NEW PRODUCTS REPORT

By Jeff Madden

**BLMA MODELS** (www.blmamodels.com or 562-712-7085) has a completely assembled brass through truss bridge that is HO, but may work for standard S and for sure Sn3. The length is 150' in HO (that's 111' in S). More important though is the width and height clearance at the ends. The width is an almost acceptable 13'6" (15' is the standard according to a 1983 template). Earlier truss bridges probably went down to 14' clearance. The height is 21' in S – about right for pre-1960 bridge standards but not for stack trains a hi-cube boxcars of today. Actual inch length is about 21". Price in black or silver is \$325.00.

**CHOOCH** (www.choochenterprises.com – 425-273-4794) has lots of new loads that can be used in S. Just check out the website or your local hobby shops in the HO section. These are resin cast things like scrap, crates, boilers, gears, etc. Price for each package varies from \$9 to \$15.

**DES PLAINES HOBBIES** (www.desplaineshobbies.com – 847-297-2118) displayed lots of new freight cars, paint schemes and containers at the Fall S Fest and Trainfest. They showed lots of rolling stock for the modern modeler and these are now RTR. Husky Stack cars come painted in yellow as Trailer Train or TTX. The also come in red lettered for BN and Arizona & California. Each scheme comes in three road numbers. You can get them in hi-rail with hi-rail couplers and wheelsets or with scale wheelsets and KDs - \$44.98 each. The 52' Evans (double door) boxcars now come in 4 schemes RTR – BN green, WC maroon, C&NW boxcar red, Grand Trunk blue. The are also \$44.98 apiece. They come

RTR with hi-rail couplers and wheelsets, but scale wheelsets included. The 3-Bay ACF grain hopper (formerly PRS) are available RTR in 4 paint schemes and several numbers – Montana Raillink blue, BN green, C&O (Chessie) yellow, SClair polyethylene (orange and white), and SP gray. Again, \$44.98 each.

And right size, fully assembled and decorated containers are now available. These include the 48' ones and the 53' ones. The 48' containers come in 12 different schemes; the 53' containers come in Conrail, Santa Fe, Mopac and JB Hunt. Either size is \$24.95 each. These will fit in the Husky stack cars.

For the transition era modeler Des Plaines has 3 new schemes for their RTR 10,000 gallon: UTLX black, SP black, and C.F. Simonin's orange and black. The first two cars come in 6 different numbers and the Simonin's car comes in 4 numbers. These are \$44.98 each. Also, DP now has some PRS steel reefers available RTR. These are also \$44.98 each and come in three orange PFE schemes (3 #s each) and a two-tone blue Pepper Packing Co. scheme in 3 #s.

**FIRST GEAR** (www.firstgearonline.com – 563-582-2071) has some die-cast modern era trucks (vehicles) available in 1/64. These include a dump truck with plow for \$37.95, a freightliner tractor trailer for \$59.95, and a Mack tractor trailer with lowboy trailer for \$47.95. These are brand new tooling and are highly detailed. Probably more to come.

**KALMBACH PUBLISHING** (www.kalmbach.com – 262-796-8776) has published a 2008

Greenberg's pocket price guide for American Flyer. The guide is updated from the 2004 edition and includes American Models and S Helper Service. \$14.95.

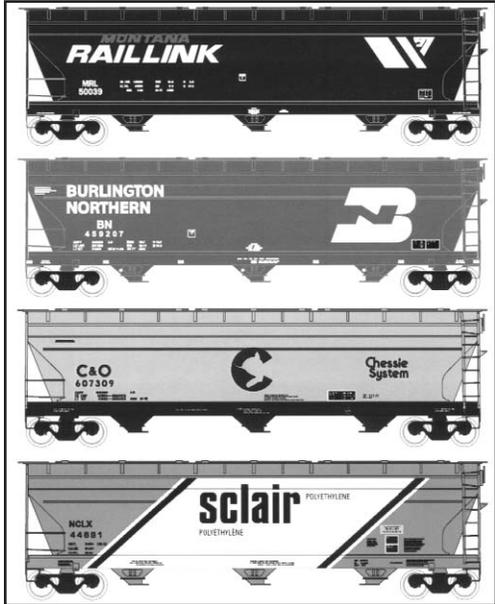
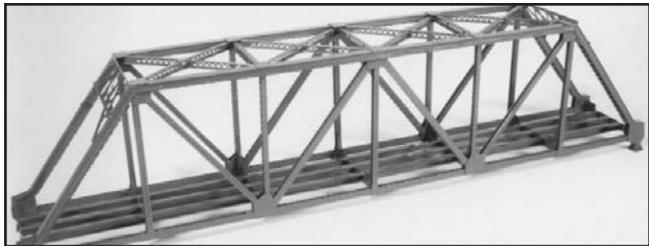
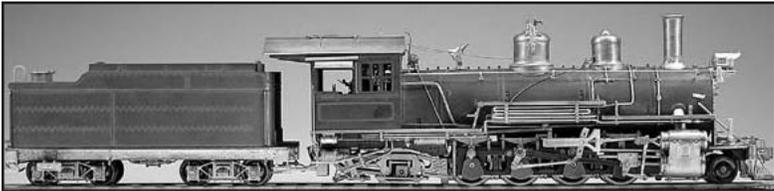
**MOUNTAIN MODEL IMPORTS** (A division of Precision Scale Co. - 303-777-6766). From Dave Heine came this tip that MMI is going to offer an Sn3 K-27 D&RGW 2-8-2 for \$529.00. It will come in DC in various paint schemes. This is a die-cast and brass model - I assume RTR.

**MOUNTAINEER PRECISION PRODUCTS** (www.mpp-models.com – 859-283-5186) is still cranking out some S laser structure kits. They eventually produce most items in S that they do in other scales. Coming in S is the Winton-Place B&O depot, a B&O switch tower, Langdon Coal Company unit, the Rabbit Hash general store and some C&NW switch towers. Check the site for items available now.

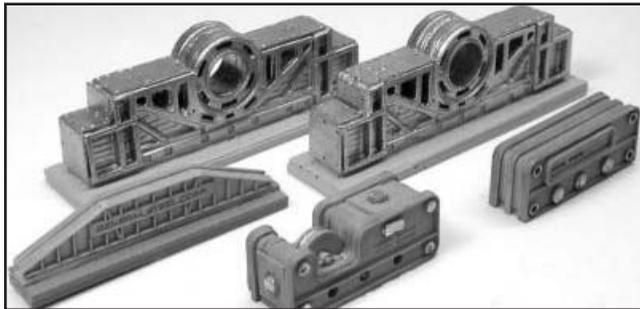
**NASG** (www.nasg.org) will have an American Flyer Baldwin switcher as the 2008 NASG project offering. It will only be available via advance orders due to the cost of each individual locomotive. The deadline is March 1, 2008. Cost is \$289 ppd. See order form this issue.



# WHAT'S NEW?



Your job is to match the pictures to the descriptions on page 6.  
Lots of stuff from Des Plaines, MPP, First Gear, Chooch and BLMA.



SSA1406.5 #1017	SSA1406.6 #1021	SSA1416.5 #62925	SSA1416.6 #62994
<b>CF Simonin's</b> SSA1417.1 #9562    SSA1417.2 #9563 SSA1417.3 #9565    SSA1417.4 #9566			
<b>PFE Double Herald</b> SSA2301.1 #5708    SSA2301.2 #5831 SSA2301.3 #6289    SSA2301.4 #7492 SSA2301.5 #7756    SSA2301.6 #8000		<b>PFE Overland</b> SSA2302.1 #46268    SSA2302.2 #46307 SSA2302.3 #46351    SSA2302.4 #46482 SSA2302.5 #46539    SSA2302.6 #46624	
<b>Pepper Packing</b>		<b>PFE DH Black &amp; White</b>	

<b>BN America</b> SSA3201.1 #28117    SSA3201.2 #28409    SSA3201.3 #28489	<b>APC</b> SSA3202.1 #846810    SSA3202.2 #846827    SSA3202.3 #846872
<b>ITEL</b> SSA3201.1 #81036    SSA3201.2 #81873    SSA3201.3 #81971	<b>Santa Fe</b> SSA3201.1 #81036    SSA3201.2 #81873    SSA3201.3 #81971

<b>Trailer Train - Hi Rail</b> SSAH3002.1 #56028    SSAH3002.2 #56075 SSAH3002.3 #56132		<b>Trailer Train - Scale</b> SSAS3002.1 #56028    SSAS3002.2 #56075 SSAS3002.3 #56132	
<b>TTX - Hi Rail</b> SSAH3003.1 #56190    SSAH3003.2 #56231		<b>TTX - Scale</b> SSAS3003.1 #56190    SSAS3003.2 #56231	

# ST. LOUIS FALL S FEST REPORT

By Moe Berk

The 32nd annual Fall S Fest attracted more than 600 S Gauge enthusiasts to St. Louis in early November, where fine weather, a new location, and a varied agenda all contributed to a successful three-day event.

Hosted by the American Flyer S Gaugers of the St. Louis Area and co-sponsored by the CASG, BSG, and SLSG clubs, the Fall S Fest was held for the first time at the St. Louis Airport Marriott Hotel, with

outs for tours by the S Gaugers as they departed St. Louis.

The customary friendly but intense competition characterized the various Fall S Fest contests. First-place winners were: Model Contest - Rolling Stock Hi-Rail, Sam Rapp; Rolling Stock Scale, Randy Zbaren; Structures, Scenery, etc., Gerald Poniewaz. Train Races - Flyer Class, Alan Roman; Open Class, Arnold Kloian. Inclined Challenge - Flyer Class, Donald Goeke; Open Class, Doug Allen.

Sales of the two Fall S Fest Meet cars -- a Lionel LLC/American



Rita and Moe Berk were everpresent at the S Fest.

- were brisk, although a few of each remain (contact Moe Berk at [afsgsla@sbcglobal.net](mailto:afsgsla@sbcglobal.net)).



Left is a scene on the hi-rail layout of the host club. Below shows how busy the registration table was at times. Photos Vincent P. Love

a record 250 trading tables occupying the entire main ballroom and two additional rooms. The event also offered the usual agenda, including four clinics and three operating layouts. The Saturday-night banquet featured a presentation on the Missouri-Kansas-Texas Railroad by Raymond B. George, Jr., author of two books on the beloved "Katy."

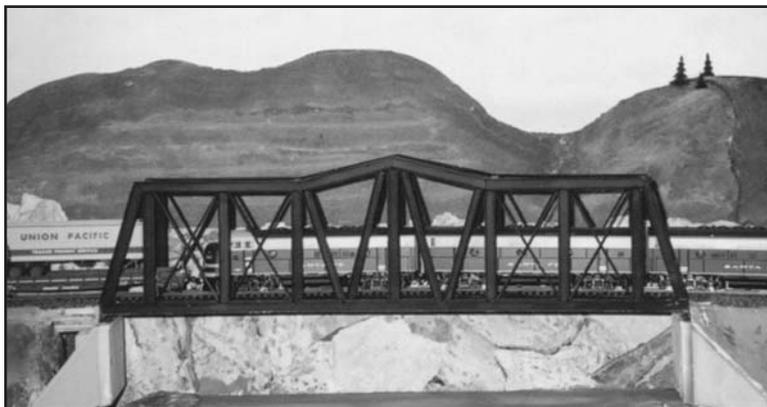
Sold-out spouse and children activities included a stamping workshop; a trip to nearby historic St. Charles, Mo.; and a Pizza Party for the younger attendees. On Sunday, nearly a dozen local area members opened their home lay-

Flyer Union Pacific generator car and an American Models Campbell Express TOFC flat car -



Fall S Fest happenings: Clockwise: on the trading floor; Russell Kuster contest entry; Bob Jackson's scale layout in Springfield, IL; John Nosari with his S layout - also in Springfield; Pete Smith's Sn3 layout in Illinois. A note here; I and several others stopped at Bob Jackson's layout on the way from Wisconsin and Illinois. Pete Smith's and John Nosari's layouts were taken in on the way back. Of course, there were several layouts open in St. Louis proper as well.

Top photo by Vincent P. Love, others Jeff Madden



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

Why not show SHS 2-8-0s and freight cars on Brooks Stover's layout in an ad? Why not show Lionel LLC American Flyer equipment in use on a traditional Flyer layout or hi-rail layout? Manufacturers, why not make your S products stand out more by showing them in use on an actual layout – yes, even weathered – yes, even with humor added. Some smaller manufacturers could even go together for an ad – maybe a Des Plaines tank car posed by a BTS structure. I can think of lots of club layouts and home layouts that would work well – and many would be in the vicinity of the manufacturer.

Yes, our manufacturers do some posing on layouts.

SHS even has their own. I believe many SHS and AM ads have been posed on Bob Werre's layout. Frank Titman did this in kind of a backward way. His layout was always well publicized and many of the structures were the kits he offered via Lehigh Valley Models. This is the right idea, but I just thought maybe the mention of the old Varney and PFM HO ads might stimulate some further ideas along this line, especially for ads seen in the non-S press or for displaying products on websites.

Now, since it's near the New Year – how about some modeling New Year's Resolutions. Mine is to have something running by the Fall S Fest in 2008 that will be in Milwaukee on Nov. 14-15 2008.

# A MODEL OF THE STONY CREEK RAILROAD

By Glenn Ritter

Last year we moved into a new over 55 community. No I didn't retire, we just downsized. Our new home is a carriage home, that's a twin in some communities. We also decided not to have a basement. How does a life long model railroader give up a basement full of trains? We actually gave up a lot of stuff but not the trains.

Model trains run (no pun intended) in my family. When I was an infant my grandfather brought 1930s Lionel trains out to our farm and set them up under the Christmas tree. In 1947, when I was 6 years old, my parents bought me a new set of Lionel trains. They said the trains were for me but each year the train layout was built on Christmas Eve while I was asleep and on New Years day when the tree came down the trains went into storage. During the Christmas of 1952 we visited my Aunt Eleanor who with her husband, Bud Sattler, had started selling Gilbert American Flyer trains in their basement. As an aspiring young architect, I was interested in the scale look of buildings and trains so I bought my first

American Flyer set, a 0-8-0 switcher from them with my savings. Aunt Eleanor and Uncle Bud eventually set up a hobby shop in Westmont, New Jersey in 1955 known as Sattler's Trains and Hobbies.

Over the years the theme of my layout became the Stony Creek branch line of the Reading Railroad as it ran near my childhood home from Norristown to Lansdale, Pennsylvania.

Our new home has two-second floor bedrooms, one for guests and one for my architectural office. The office has a 12'-10" wide by 10' deep dormer window. We moved into the community in July but word soon got out to our neighbors that I had model trains. "Oh, Mr. Ritter, we are having an open house at Christmas and I am sure everyone would want to come to your house and see the trains". Pressure, well nor really since I did want to build a 12' x 12' walk in layout and this just speeded up the process.

In mid July a friend and I went to

the NMRA National Train Show in Philadelphia. Woodland Scenics had a new material called Ready Grass so I bought 6 rolls to speed up the laying of sod. I had salvaged the wood frame from my previous layout and we have a garage so I could cut the wood without getting sawdust on the new carpet.

July 31, 2006 found me laying out wood on the floor and by August 14th the platform was at the planned 39" height. I chose 39" for 2 reasons. One reason was it lined with the mullions on the window and the other was so that our cat could have a bed under the layout and be high enough to look out the lowest pane in the window. Not a very scientific reason for layout height but it gives me room for storage underneath and I can reach most parts of the layout from the center aisle. The main frame is 2" x 4" lumber for the legs and frame screwed with 3" drywall screws and bolted with 5/16" carriage bolts to support the plywood deck. Remember this is reused lumber from a layout I started in 1989.



The sub surface is 1/2" plywood. I chose 2" thick Rigid Polystyrene foam insulation for the deck so I could cut in streams and ponds with hot wire. The foam insulation is glued to the sub surface with liquid nails and screwed with 3" dry-wall screws to hold it in place until the glue set.

Next I rolled out the Woodland Scenics Ready Grass, which comes on a vinyl backing, and glued it to the foam insulation with Weldwood, Non Flammable, contact cement. Be sure to leave the windows open and have a fan running when gluing or painting.

The stream bed is frontier brown paint mixed with gray ballast. The water is Woodland Scenics Realistic Water, which comes in

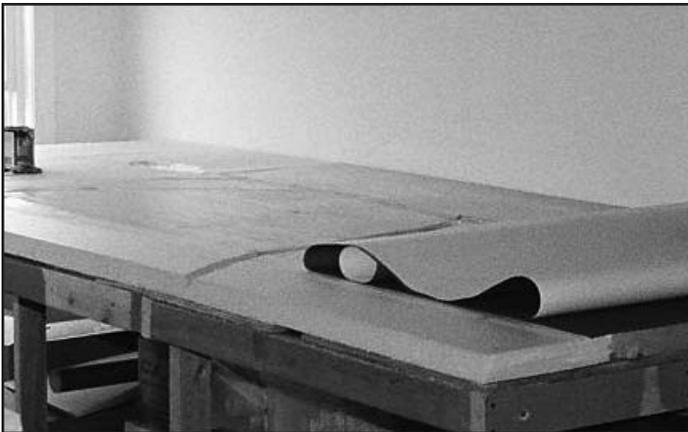
liquid form and simulates water. The concrete roads are the backside of linoleum strips. The macadem roads are the backside of asphalt shingles. Driveways are the topside of roofing shingles for a gravel look.

The track was laid by the end of August. Again I salvaged 100 feet of Gargraves track that I had purchased in 1989. I sprayed flat brown paint to weather the rails and then sanded the surface for electrical contact.

The trees are made up from Woodland Scenics products. In 1989 I purchased a grocery bag full of Lichen and this give lots of color and vegetation to the layout. The cars are mostly the Racing Champions Mint edition or other

close to 1/64th scale products. The trucks were made by Hartoy, Days Gone, Winross and Ertl. Some of the livestock animals were made by Ertl. Some buildings were kit-bashed from Lehigh Valley kits, some were scratch built and some are yet to be built from Pine Canyon kits for the Main Street scene of Lansdale.

On December 16, 2006 the community had an open house and we had over 100 visitors in to see the layout ranging in age from 1 year old to 85 years old. My layout is mainly a display of "What isn't there anymore" since most of the farms were torn down for housing developments but like most model train layouts it captures a slice of Americana from the 50s and our childhood.



Benchwork, foam base and Ready-Grass start things off.



Everything is level. Track is Gargraves with sides of rails painted a rusty brown.



New Haven boxcars of different scales compare the size of S to visitors.



This scene shows the the Ritter farm near Belfry Station, Pennsylvania.  
*Glenn Ritter photos*

# Interior Detail Sets for S Scale Pullman Cars

by Dick Karnes

A joint venture of Palace Car Co. and the NASG has produced interior kits for S scale Pullman cars. Two versions of these beautiful kits include all seats, seat arm rests, partitions, floor material, and instructions for 12-1 and 10-1-2 heavyweight Pullman cars. The kits contain almost everything visible through the outside windows, assuming that the lavatory windows are correctly frosted. (Future super-detail kits will include lavatory fixtures and other features not normally seen unless the car roof is removed.)

The floors are full-color printed card stock. Berth seats, drawing-room sofa, section partitions, and seat armrests are all injection-molded styrene. Section bulkheads and vestibule bulkheads are laser-etched sheet styrene. Additionally, more than enough .040" x 1¼" sheet styrene is included to fabricate the corridor walls and compartment partitions. All of these components can be rapidly assembled using any brand of liquid plastic cement (e.g., Tenax7, Ambroid Pro-Weld) applied with a #1 artist's paintbrush. Just position two adjacent parts and touch the wetted brush to the joint. This technique will work for seat-to-cardstock joints too.

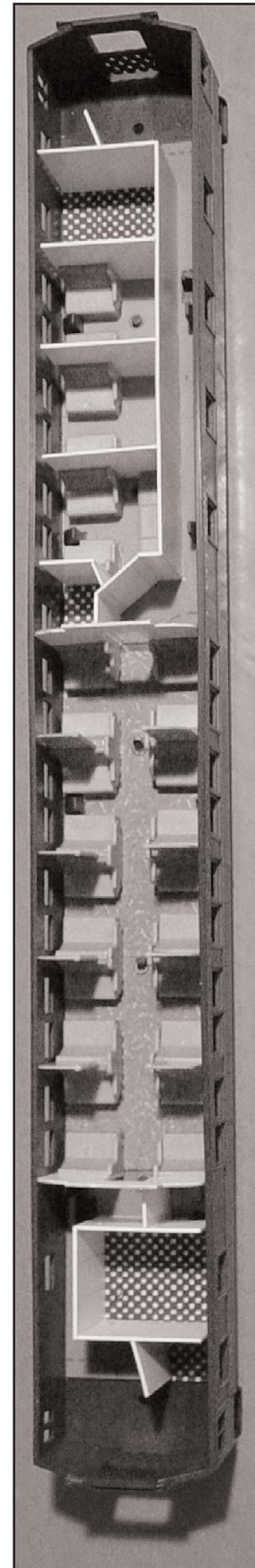
The two section bulkheads are full inside body width for use in any brand of car. The sides of these need to be trimmed to accommodate the American Models window-glass sheet, an integral portion of the roof, to slide into place. All the other partitions and bulkheads are already sized to allow the glass to slide past. The vestibule bulkheads, not shown in the photo, are intended to be glued to the clear end walls of the removable roof.

The cardstock floor is marked for cutouts in order to clear the projections in the American Models floor that guide the window-glass tabs into their slots. If you opt to keep these projections, portions of some of the seats will have to be cut away to clear them. My preference, however, is to grab each of these projections, right down to the floor, with needle-nose pliers and wiggle back and forth until each one breaks off cleanly. The seats and partitions themselves provide enough guidance for the window glass to correctly aim the tabs into position. The photo shows some of these projections left in place while others have been removed.

For clarity, the photos show unpainted interior parts. Different roads tended to use different color schemes; the instructions provide guidance for the more common of these.

The two kits are specifically designed to fit the heavyweight Pullman cars recently re-introduced by American Models and the NASG. However, components from these kits can be used in other Pullman cars of various configurations, such as American Flyer shorties, Models by Miller brass kits for 10-1-2, 12-1, and 16-section cars circa 1965, Super Scale brass and copper kits for 12-1 and 14-section cars circa 1955, Train Stuff 12-1 kits circa 1975, SouthWind imported brass Pullmans, and scratch-built or kit-bashed cars.

You'll find an advertisement and order blank elsewhere in this issue.



*PALACE CAR CO. and the NASG Proudly Announce*

# INTERIOR KITS

for

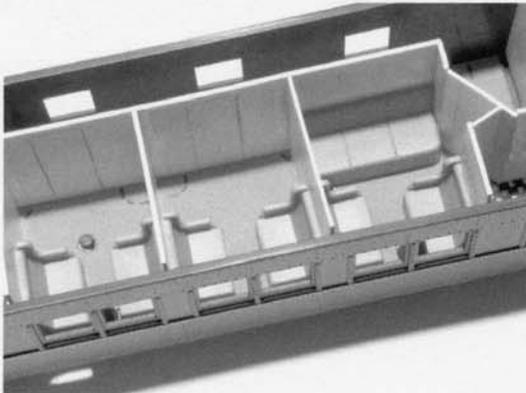
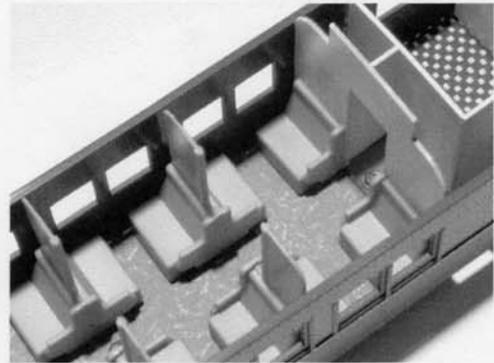
## HEAVYWEIGHT PULLMAN CARS

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

**Kit #9701 for 12 section, 1 drawing-room car**

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

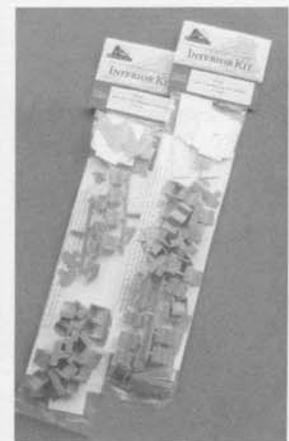
Photos show production seats in American Models 10-1-2 Pullman body. Kits include styrene injection-molded seats, armrests, and partitions; laser-cut bulkheads; color-printed cardstock floor; sheet styrene partition material; and instructions. All parts assemble with liquid styrene cement. Instructions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



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

***NASG Members Only – Order yours now!***

Quantity		price each	Total
<input type="checkbox"/>	Palace Car Co. #9701 12-1 Interior Kit	\$34.95	
<input type="checkbox"/>	Palace Car Co. #9702 1-1-2 Interior Kit	\$34.95	
<i>OH residents add \$2.36 sales tax per kit</i>			
<i>Shipping</i>			<b>FREE!</b>
<i>NASG Number:</i> _____			<b>Order \$</b>
			<b>total:</b>
<i>Fill in, clip or copy, and mail with check (payable to "NASG Inc.") to:</i>			
<i>name</i> _____		<b>NASG Interiors</b> <b>c/o Alan Evans</b> <b>165 Granville St.</b> <b>Gahanna, OH 43230</b>	
<i>address</i> _____			
<i>city, state/prov.</i> _____			
<i>postal code/country</i> _____			



# Meet an S Gauger

Emory Shughart

By Bill Fraley

I would like to introduce you to an S Gauger who has made a profound impact on his fellow hobbyists, friends, and family. Emory, as a young farm-boy in central Pennsylvania, had few opportunities to venture beyond the Cumberland Valley, but the trains of the Pennsylvania Railroad, the Reading Company and the B&O offered glimpses of a world he yearned to see and learn about.

His sister Sylvania, remembers Emory having a wind up train as a



**Emory Shughart at the controls of his American Flyer empire. When the Central Pennsylvania S Gaugers was active, he was a member. He is now a member of the NASG and the TCA. Photo by Bill Fraley**

child, but he always wanted an S gauge train which he acquired with his own money that he earned by raising and selling rabbits. When he was a teenager, he bought his

first S Gauge train set: American Flyer Royal Blue freight.

Emory married Bette Bear in 1958 and son Alan was born in 1960. Every boy needs a train set, so Dad set about building his first AF layout in the basement of the house they bought as newlyweds and still live in today.

Bette remembers Emory going downstairs night after night, constructing tables, laying tracks, wiring accessories, station lights, and whistling billboards. Till one evening he yelled up the stairs, "OK, bring him down, it's ready". So Bette with Alan in her arms descended the stairs to what she describes as a harmony of trains rattling around circles of track, vibrating the plywood beneath; bells and whistles sounding; and lights flashing. Alan, a startled infant, began to whimper and turned to cling to his Mama. Emory was crestfallen, and Bette had two very distraught males to deal with that evening. Larry was born in 1964. His earliest memories revolve around trains. Every Christmas, Emory would haul the 4x8 layout up to the living room as the first step of getting ready for the holidays. We had a permanent American Flyer layout in the basement, but the trains got promoted to part of the family for those few weeks each year way ahead of his time, before the now ubiquitous Thomas sets were available, Emory started me with a "push train": a very rough Alco PA Rocket and string of freight cars from the "junk" box. I would set up my circle of realistic 2 rail track and push this link coupler set around and around, imagining whatever preschoolers think about.

Emory taught his boys when they were done playing to carefully wrap each car in tissue paper and put it back in the box, just like he did with his trains. As the boys grew older, and attended train shows with Emory, he would teach them the value of nicer trains and we would "trade". Larry struck a great deal, and traded his well worn Rocket for a powered A-B pair of Santa Fe war bonnets, his very favorite locomotive as a result of Bette reading him "Choo Choo the Little Switch Engine" almost every night for bed time.

Over the next few years, the well-worn freight cars of the push train were slowly traded away and swapped out for more desirable road names and train cars with all the steps, all the decals, and no scratches. Looking back on it, they are not sure what Emory ever got out of these deals other than parts for his junk box, some of which can still be found there today.

The steady drum beat of trains was hard to ignore at the Shughart's house. In addition to all the other gifts, every year we each received an identical train car for Christmas; Emory was very particular about being fair to the children. They received some very nice presents over the years including brand new Rocket Sleds on USAF flatcars, NIB Illinois Central Flat Cars with multi-loads, and Central of Georgia "football" boxcars. As they got older, Santa Claus would sometimes bring locomotives and whole sets of trains to add to their personal, burgeoning collections. In addition, they would attend TCA and shop for bargains and spend some of their lawn mowing money acquiring lower-end pieces. Alan has a very nice collection of pike-master cars he put together during these years.

Throughout the '60's and '70's, Emory was a faithful and stalwart

member of the Central Pennsylvania S Gaugers club and the TCA. There were some things the family could count on happening in their lives: church every Sunday, and the last Friday of the month - the CPSG meeting. The CPSG would rotate monthly among families' homes. Emory counts those regular CPSG members among his best friends. While some have passed on, memories remain of their friendship and influence on S gauge and on the Shughart's. Lee Gettel, the perennial club secretary, would show up each meeting with his large leather-bound note book Mr. Gettel would always greet the lady of the house and then ask for two things, black coffee and an ash tray. Other regular and notable members of that CPSG fraternity that regularly attended for over 20 years were Don Bowers, owner of "the Train Shop"; Marlin Gill, the embodiment of a Pennsylvania Dutchman; Len Holler, whose vast collection resided first in his basement and then in the Mt. Wolf depot; Joe Schmidt, whose layout animations and whimsical scenery enchanted Larry for hours; Harry Schaeffer, whose basement's four walls were lined with shelves full of trains from floor to ceiling; and of course, Bill Fraley who shocked Larry every time he ripped down a section of his artful Jefferson Central to make it "more realistic".

The big event each year, usually in August or September, was the Shughart's month to host the CPSG crowd. Monthly CPSG meetings were always well attended, ranging between 10 and 20 members plus wives, but it seemed the Shughart's house was one of the more popular. This was in no small part due to Bette's renowned pies, Lemon Blend punch, and homemade lime pickles. The family would spend weeks getting ready for the meeting. First, Emory had to clean our coal-fired furnace and all of the dust associated with that. They would



**Emory doesn't ignore the new S offerings as evidenced by this AM GGI crossing a viaduct.**  
*Photo by Bill Fraley*

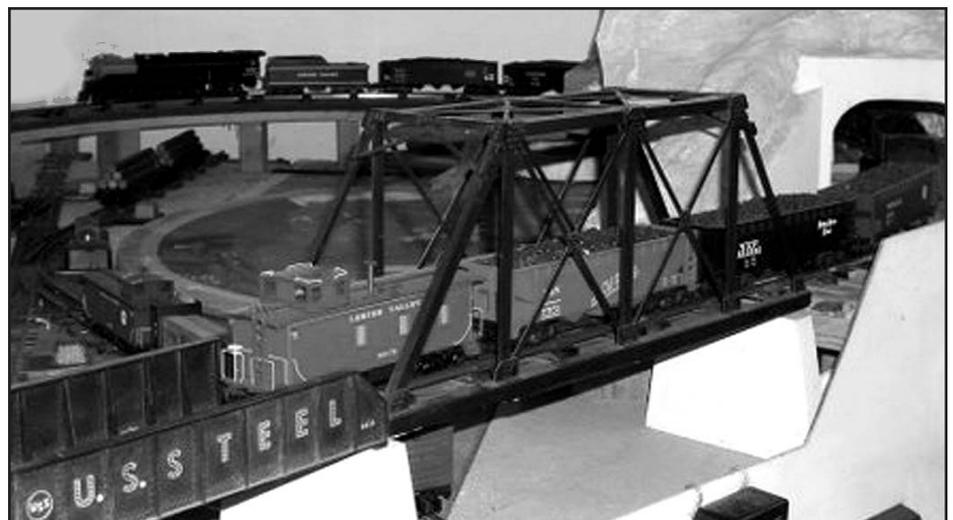
clean the entire house and basement, Bette would cook, and Dad would install some new feature on the layout. More tracks was laid, more wiring soldered, and more trains rehabbed during those few weeks before the CPSG meeting than the rest of the year combined.

The family photo archives are full of trains. You can't look at the train spotting pictures without seeing the kids growing up and posing with Bette at picnic tables next to rail yards.

One year, Emory came home from York with a box of junk he had paid \$10 for. There was only one thing Dad wanted in that box, an AF orange shell tank car. Bette was, at best, incredulous; until

Emory told her cousin George had offered him \$50 for the car as soon as he brought it back to the table.

Bette has always been very supportive of Dad's train hobby, as evidenced by the fact she was happy he had made a good deal, and didn't seem to care that Emory hadn't taken the \$40 profit. Her attitude is Emory never spent a nickel on tobacco or alcohol, so why complain about a few trains? Emory carefully cleaned the orange shell tank car as best he could and buried it in the freight yard as the activity for that year's CPSG house meeting. Who would be the first to notice that Dad was, gasp, operating an orange shell tank car? That was the only time I ever saw it on the layout.



**Nice bridge combo with the girder bridge and the Plasticville through truss.**  
*Photo by Bill Fraley*



BAR Plug Door Reefer 24425



Red Great Northern 24047



Orange Gulf Tank Car 625



Penn Salt Tanker 24319

Rare Flyer pieces grace Emory's collection.  
Photos by Bill Fraley

In 1972, daughter Lucy was born. Soon, Lucy was old enough to understand "the boys" always got a train car for Christmas. The trend started; after a few years, she had accumulated enough cars to require a locomotive, and Lucy had her very own freight train. The first year of production for Lionel AF, Lucy asked Santa for the blue Rock Island box car, and he delivered. Lucy didn't put any trains on her Christmas list after that as she was into dolls and playing house, but was surprised and thrilled when Santa gave her a brand new Southern Pacific Daylight set. (Santa found one very cheap and

couldn't leave it there.) A few years later, another unbelievable bargain on an Erie passenger train, and Lucy was officially a grudging collector of American Flyer trains.

Emory is both an operator and a collector, and he excels at both. Much of his superb collection was built during the aftermath of Gilbert's bankruptcy. Many hobby shops ran fire sales of old inventory to clear out parts and trains for product lines they saw as obsolete and no longer in vogue with the public. Many people sold their S gauge trains and converted to HO or Lionel, because they could no longer purchase new pieces to add to their sets. Emory was there to help relieve them of the AF cluttering their stores and homes.

For the first 16 years of his career, Emory was a GM auto-body mechanic, which required him to work Saturday mornings. While he was at work, Bette would listen to a radio show "Helping Hand" where folks would call in and offer used merchandise for sale, a local pre-cursor to E-Bay without the pictures. If Bette heard any American Flyer trains listed, she would call Emory at the shop with the information and he would stop in on his way home to negotiate a bargain. Some weekends, Bette said they had to eat hamburger to finance them. Bette's favorite color is blue, and "her train" was one she found for Emory on "Helping Hand," a Like New, in-the-box. Missouri Pacific Eagle passenger set. It was unveiled one Christmas morning, running around the figure-eight track under the tree.

Although Emory is an avid operator, he does not run many of the

precious pieces in his collection, so as to preserve their mint, in-the-box condition. But, that is not to discount his running collection, which is immaculately kept and rates "Like New" or higher across the board. Only the finest quality pieces merit trackage rights on the "Springville and Western."

It is not unusual to find some very rare equipment winding through the tunnel and bridges. Emory rotates the running stock every year to enjoy his accumulation of beautiful trains. Of course, non-AF-collector visitors watch a unit train of UP cattle cars go by, or a CNW reefer car buried in a mixed freight, or the premier North Coast Limited gliding across the viaduct and just think they are watching some of Emory's favorite trains. And they are right. These just happen to be classic toy trains, in museum quality condition, that most people - even AF aficionados - do not get to see operate very often.

Emory's trains work, and work well. His layout is 100% Gilbert track, with K-Line wide radius curves on the mainline. There are 35 Gilbert switches and more uncouplers. The system is controlled by three throttles wired to ten blocks. There is a large freight yard, a passenger terminal, a branch line complete with industrial spurs and run-around tracks, and two locomotive shops that can chamber over a dozen locomotives or diesel consists.

Every rail joint is carefully smoothed and soldered. Regular maintenance on the switches, uncouplers, and rolling stock ensures flawless operation. There are no derailments, no uncouplings, and very few assists needed by the "Jolly Green Giant". If something doesn't work, the offending car is immediately bad ordered to the work bench or the switch taken out of service. Emory gets particularly frustrated by the new production American

Flyer (S gauge trains that run as bad as Lionel's!) and will go over each new piece, completely rebuilding the trucks and couplers so they work properly, easily open and close, and line up with the Gilbert AF, American Models, and S Helper.

Emory is no Gilbert loyalist. He always sought out and bought the latest pieces from other manufacturers. He has one of the most complete collections of custom painted S gauge cars by Andy Kriswaulis, Joshua Seltzer, and Jim Sutter anyone could find. He loves to operate the "new" GG-1's, FP-7s, RS-3's, and the Pacific's from AM. He has any number of switchers and road engines from S Helper as well. The family think's he must have single handily been responsible for keeping S Helper Service liquid in the early years. Several times, the boy's have called Don Thompson directly and said, "Look, we want to get Dad a birthday present, can you tell me what he doesn't have?" And Don always comes through for us.

Emory loves to rebuild and restore vintage American Flyer trains to "as built" condition as well as modify and enhance pieces. Over the years, Emory and his children have enjoyed many long hours together in the basement installing smoke units in Royal Blues, resurrecting 0-8-0s from oblivion, and adjusting couplers and matching wheel sets so each car glides perfectly down the track.

Visitors are continually amazed at what Emory pulls out of his carefully organized and catalogued inventory of vintage AF parts and pieces, many of them acquired from those hobby shop inventories some 40 years ago. Last year, he was working on rebuilding a Northern. The boiler front that came with the junker son Larry had acquired and was chipped. They assumed Emory would just fill it in, grind it down and paint it. But, instead, he went to one of his

many boxes and pulled out a card box with a number of brand-new Northern parts, factory stock, neatly tagged with the original price of \$0.25. Of course Emory says, "I didn't pay that high of a price!" True to form, while the Northern got a new boiler front, the chipped one went back in the parts box, "Might need that some day for another project".

Emory enjoys hosting and visiting friends old and new. He is happy to see new S Gaugers, like his neighbor Dale Comp, embrace the hobby. And every Christmas he ensures Santa Claus has a train car for each of his grand-children stockings. Everyone who visits enjoys going down to the basement to "see the trains".

Several years ago, Emory went through and re-catalogued his entire collection for insurance purposes. But what value can you really place on a person's life work? How do you distill all the memories, the friendships, and the fun-times into some economic value? You see, Emory's legacy is not a world-class collection of S Gauge trains and a flawless operating layout. Rather, the hobby, his friends, and his family cherish the passion he instilled in them for trains, and the thirst he inspires in them to explore the bright horizons and far off lands to which those trains can take us.

**Editor's notes:** Larry Shughart assisted in the writing of this article. I have been friends with the Shughart family since 1962 and in writing this column it brings back many wonderful memories of our early CPSG days. The Central Pennsylvania S Gaugers hosted the 1970 NESGA Convention in Hershey, Pa. The club has been in dormancy since 1977. If anyone knows of or has the CPSG Leather bound secretarial book, we would love to purchase it!

#### **The Shughart family today ...**

Emory and Bette still live in the

home they built those many years ago and Emory's basement is full of S Gauge trains and train memorabilia. Emory is a member of the NASG and the TCA. Son Alan, just celebrated 25 years of teaching music during which he has shown his award-winning bands at the Indy 500, the Kentucky Derby, the Orange Bowl, and Miss America parade. Between buying and restoring old cars, motorcycles, and tractors, Alan is building and operating a TMCC powered S Gauge layout featuring dozens of AM switches and hundreds of feet of American Models track. Over the last two years, he has taken Amtrak across the country to ski in Colorado and joined Larry on a UP inspection trip between Denver and Omaha.

Son Larry, spent 14 years at CSX Transportation where he held positions in finance, strategy, planning, operations research, inter-modal, network operations, and locomotive management. During his consulting career, Larry worked on projects that range from selling BC Rail to the CN, auditing Acela operations, writing expert witness reports for lawsuits, and evaluating a proposed 1900 mile railroad to connect Canada and Alaska. Last year, Emory and Bette went to Florida to help Larry build his fifth AF layout, featuring the Mountain Tunnel and Pass set.

After a stint of railroad consulting in South Africa and Brazil, Daughter Lucy and husband Marty moved to Texas where Marty has risen to become Director of BNSF Network Planning and Service Design. Lucy is a music teacher and mother of Ruth, Mabel, and Conrad. Prior to having children, she worked as a BNSF train dispatcher. The grand-kids love visiting Pappy and Grandma to play with trains and eat pies. And they enjoy helping Lucy and Marty set up their AF modular layout every year, the first step in preparing for Christmas.###

# TEN MONTH TRAIN SHOW

By John Aaron

In 1970 an airport named Echelon was reborn as the second largest shopping complex in southern New Jersey. Echelon Mall's original motto was, "The Mall With It All." The slogan finally rang true, when in March of 2006, the South Jersey S-Gaugers moved in with 3 operating S gauge layouts and a van load of railroad memorabilia for a 10-month long train show.

Club president, Hank Worrell had been scouting for a location to work on a huge portable display layout the club was constructing. Once completed, the layout sections would store in their own trailer between train shows, but the layout needed to be set up for a long time while construction was underway. It was decided that at least 1500 square feet would be needed. Meanwhile, the Echelon Mall had a few vacant stores due to the fact that a portion of the Mall would be torn down for renovations in mid-2007. Hank wondered if we could rent one of these stores cheap enough to provide the work space we needed. Lisa Walters, the Mall's marketing director had a better idea - free rent, in exchange for the club installing a train display as a public relations attraction.

The project started with the club gathering in the 4000 square foot store, scratching our heads and saying, "how do we ever fill this up?" We eventually filled 7,000 square feet. The space had been a women's clothing store, and every-

thing was still there except the clothes. We had to clean out the store, paint, decorate, and build 2 window display layouts in ONE MONTH! Some club members worked 16 hours a day, 7 days a week. Rumor has it that President Hank Worrell actually moved in.

The club decided to break the work up into committees with the head of each reporting to Hank, who coordinated everything. We had general laborers, cleaners, painters, carpenters, electricians, etc. Each man, and a few wives, signed up for the work he or she felt comfortable doing. Many of our club members are American flyer collectors and are not at ease with scale railroad construction.

One group did the store front and the interior displays of railroad memorabilia and literature on S gauge railroading and Flyer collecting. Another group built a 6x8 fine scale layout featuring modern era trains that occupied the left hand front window. My crew built an American Flyer tinsplate layout for the right hand front window. Known as the theme layout, it was changed to reflect the spirit of every holiday that came along - Easter, Memorial Day, Independence Day, Father's Day, Mother's Day, halloween, Thanksgiving and Christmas. This matched the way the mall was decorated and brought visitors back often to see what was new.

The club's large 10 x 20 portable display layout was set up towards the center of the store space so that visitors could walk around it with plenty of aisle space. This layout, many years old, spent most of its life in a trailer between train shows. This was a great opportunity to

refurbish the layout, so another crew went to work on making improvements and updates as well as replacing quite a bit of the scenery items that had seen better days. This layout was operated several times a month at open houses when the public was invited into the store. Most days, the two window layouts were operated during the busier mall hours. Eventually a kids play area featuring wooden Brio and Thomas type trains was added.

The store was divided in half, the "back room" being where the new layout was under construction. The general public did not have access to this, but visiting train enthusiasts and other train clubs were often given escorted tours.

Somehow, we made our deadline and opened to the public on Easter weekend 2006. We were not able to calculate the number of visitors we hosted in ten months. Many thousands we are certain, often 500 or more in a single afternoon. We introduced many to S gauge and even picked up a few new club members. Here are a few things we learned:

Most people, upon encountering the display assumed the trains to be Lionel or HO. We had plenty of club members working the crowd to set things right and get S gauge literature into their hands. All club members wore club shirts and were easy to spot. Many people who still had American Flyer from their childhood were not aware that Flyer was still being made and that track and accessories were still available. Most did not know that new manufacturers like S Helper and American Models even existed. So many people commented on the Plasticville buildings on the tinsplate layout - remembering them from childhood. Lastly, we settled the steam versus diesel preference issue. Every kid, and the majority of adult visitors, picked Thomas the Tank Engine, hands down.





Above is the 6' x 8' tinplate window layout decorated in the Easter theme. Below is the same layout decorated for the Christmas holidays. *Photo s by Hank Worrell.*





A scene on the 10' x 20' portable layout that fills out the bulk of the store area. *Photo by Hank Worrell*



Echelon Mall opening on 4/1/06. South Jersey S Gaugers: L to R front row: Dave Pierce, Jerry Mackey, bob Foster, Hank Worrell, Wayne Schneyer, John Bigley, Mike Packi and Steve Cucinotta. Back row L to R: Tom Burns, Bob Gallagher, Greg Berndtson and Joe Balcer. *Photo by Tom McDowell*



Above is the new Lionel Alton Limited set running on the SJSJG portable hi-rail layout. Below is the 6' x 8' scale window layout.

*Photos by Hank Worrell*





**Bill Lane at Christmas time 1968. A typical story of how an S scaler begins...** I have liked trains since my earliest memory. I have often asked myself why at various times throughout my life and have never been able to even come close to an answer. I just DO... The American Flyer trains shown above were bought for my oldest sister. I know that my parents went to great lengths to preserve the Christmas morning anticipation for me since I am the youngest. Everything magically appeared on Christmas morning. Note the 1968 photo has such a complex layout the Christmas tree could not fit on the platform any more.

I distinctly remember that extreme anticipation for Christmas morning 1967. It was not about the new wrapped toys I would be getting. It was ALL about getting to run my trains after a whole year went by. I stomped on and over all the new unopened toys in an effort to get the trains running as soon as possible. Again, I very distinctly remember my mother being forced to unplug the trains to get me to open my presents. I also remember very clearly that for Christmas 1968 that there was a PATH in the presents cleared to the quickly reach the transformers.

I designed and built my first permanent American Flyer layout with minimal help from my father at age 12. My second larger A F layout was built about 1 year later. That lasted for about 3 years. tos again in 2007 I can still see what the photos do not show here

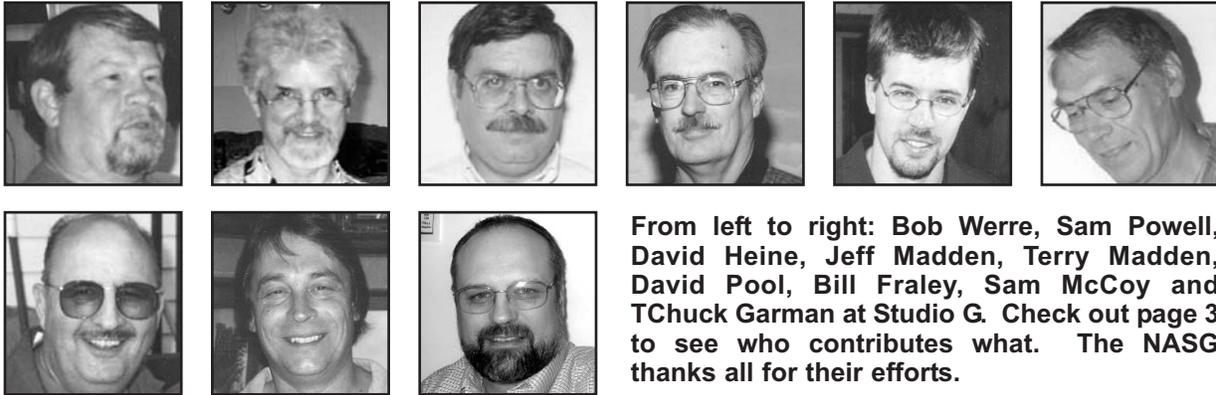
I became interested in HO when I was 16 where I was

involved in what was the only Explorer group in all of the Boy Scouts whose theme was model railroading. I was at a train show in about 1985 where I saw and bought an old S Scale boxcar that was not American Flyer that was built up from a kit. I did not know about any of these kits until I saw this car. The seed had been planted. In 1987 I went to my first Central Jersey S Scalers Get Together. I walked into that meet an HO modeler and left an S Scaler.

I have been an S Scaler since 1987. I model the Mighty PRR in 1957. I also like PRSL, B&O, C&O, N&W, East Broad Top and most other Northeastern roads as well. I have been a member of the PRR T&HS for 17 years, and the B&ORRHS for just over a year. I just restarted the PRSLHS after a 20 year hiatus. I have been accused of being a Slobbering Pennsy Freak and a Rivet Counter. All I can say is somebody has to do it! I have been "brass bashing" exclusively for about 6 years now. I don't remember the last time I painted or assembled a plastic kit. I enjoy working with brass most because I believe in the stability of solder more then I do of the longevity of adhesives or glue.

Check out Bill's award winning website (NASG 2007 Seltzer Award) - [www.lanestrains.com](http://www.lanestrains.com)

# Seasons Greetings From the NASG and the Dispatch staff



From left to right: Bob Werre, Sam Powell, David Heine, Jeff Madden, Terry Madden, David Pool, Bill Fraley, Sam McCoy and TChuck Garman at Studio G. Check out page 3 to see who contributes what. The NASG thanks all for their efforts.

## PORT LINES HOBBIES

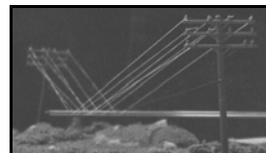
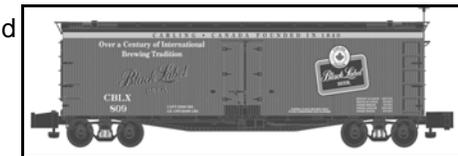
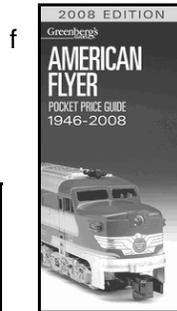


"Specialists in S-Gauge Railroading"  
—AMERICAN FLYER PARTS SERVICE —  
ON-LINE CATALOG, OR \$6.00 BY MAIL.

6 Storeybrooke Drive Newburyport, MA 01950 (978)-465-8798



- What's New at Port Lines ?
- (a) 5 new PCM kits! 2 Corner store styles; and 3 Storefront styles.
  - (b) Coach seats; Pkg/36; \$12.00
  - (c) Doug's Diner (PCM); \$70
  - (d) Carling Brewery wood reefer; new #809 !
  - (e) Gilbert Factory Wheel-Puller.
  - (f) 2008 Greenberg Pocket Guide
  - (g) SM Citrus Shed returns !
  - (h) EZ-Line Elasticized phone lines !



MORE INFO ON OUR WEB-SITE.

VISA, MASTERCARD, DISCOVER, AMEX, & PAYPAL ACCEPTED.

VISIT US AT: [www.portlines.com](http://www.portlines.com)

E-mail: [doug@portlines.com](mailto:doug@portlines.com)



# S-TRACKS

By Sam Powell  
The Case for Grades

We received a very nice offer to share his insight, and layout building techniques from Gaylord Gill, one of our members in the Michigan area who is building a fairly large scale S gauge model railroad to a very high standard. Gaylord has a very thoughtful, scientific style regarding his modeling in general, and in the construction of his layout as well. He is a mathematician by training, and this shows up in his approach to planning his railroad. Here is his first offering.

*Hi Sam, This is in response to your invitation for readers to contribute to the layout building column. I'd like to share about grades on our model railroads. What is a grade? It's the pitch of a slope as the track goes uphill or downhill -- a measure of steepness.*

Why would you want a grade on your layout? After all, it's a whole lot easier to build everything on the same level! Even if you have two or more levels (lots of people like to install some type of bridge so one track can cross over another track), you could still get away with keeping the levels independent of each other with no grades.

**Well, here are three reasons grades are worth the time to plan and build:**

- **Prototypical modeling** -- if you're modeling a particular prototype, you need to capture representative features not only of the rolling stock and structures, but of the surrounding terrain. It would be difficult to simulate, for example, parts of West Virginia or Colorado without some changes in elevation.

- **Operational capability** -- being able to climb up to a different level opens up some possibilities for extending how far your train can run. You're now able to

use some of the vertical space over your lower-level track. In the case of the two (independent) levels, you can now connect them and run the same train on either level.

- **Visual interest** -- there's something about seeing a train go uphill or downhill that just looks neat. You don't even have to have a reason (such as crossing over another track), you could install a slight grade just for the visual effect. It adds to the illusion that our trains are traversing great distances, moving from one elevation (the flatlands) to another (the foothills or mountains).

**Grade Basics:** As they do in the prototype, we modelers usually express grade in terms of a percentage: for example, we say "that's a 2% grade". Grade is calculated by taking the change in elevation (the "rise") and dividing by the horizontal distance (the "run") that it takes to achieve that elevation.

In Figure 1 we see a stretch of track on a grade (side-view). Let's determine the grade of this track. We'll first pick two arbitrary points A and B, in this example 20 feet apart, which will represent our measured run. We then measure that the track above point B is three and a half inches higher in elevation than the track at point A. That makes the rise 3.5" (Note that in the figure our vertical and horizontal axes are different scales in order to illustrate the concept. If you were to graph this with identical vertical and horizontal drawing scales, the grade would appear much flatter.).

To determine the grade, we will need to get all factors to inches, so multiplying 20' by 12, we can express the run as 240 inches. Dividing 3.5" by 240", we get 0.0146. Multiplying this result by 100 to convert decimal to percent, and rounding, we see that this is a grade of about 1.5%.

**Maximum Grades:**Next you may

ask, how steep can my grades be? Here's another case where reality may limit our dreams a little. You can easily create a grade that's too steep for your trains to climb it. In fact, as the amount of grade increases, the amount of work that your locomotive has to do increases exponentially. It depends on the equipment you intend to run, but here's a general rule of thumb: limit your grades to no more than 3% for standard gauge roads and 4% for narrow gauge. Even these maximums are likely to constrain the size of train you can run. If you need to construct a grade on a curve, you should probably limit that grade even further. On my standard-gauge railroad, the ruling grade is 2%.

For a given rise, there is an inverse relationship between the run and the grade. That is, if you cut the run in half, you will double the grade. In our earlier example, if we had only 10' of run available rather than the 20' described, and we still wanted to achieve the same 3.5" of rise, we now need to make our grade 3% rather than 1.5%.

**Transitions:** So now we know the relationship between grade and run, but we're not ready to plan a grade just yet. We need to discuss one more concept: transitions. Assuming that at some point your track will be level (you generally want your yards and sidings on level ground to avoid runaway equipment), you need to get to your target grade without making the change too abruptly. The concept is just like transitions on curves -- everything will run better if the equipment can ease into the changing grade or curve.

Let's go back to our earlier picture of the 1.5% grade. If we drew the slope of the track at this grade, and also the adjoining track that will be level (grade = 0%), there will be a point at which these two lines intersect. We'll call this the midpoint of the grade change (see Figure 2). Although we've shown

this midpoint only at the upper end of the grade, there is presumably a similar point at the bottom of the grade, where the track again goes back to level.

I've polled a few folks about how they determine grade transitions, and there was no general consensus. So this is strictly Gaylord's Rule. I recommend a transition zone, centered on the midpoint of grade change. To find how large the transition zone should be, use the number of the grade percentage and add that number of feet to each side of the midpoint of grade change.

So, in the Figure 2 example, we're working with a 1.5% grade. Just concentrating on this upper end of the grade, our recommended transition zone will then be 1.5 feet left and 1.5 feet right of the grade change midpoint. Within this total zone of 3 feet, we will need to gradually change from sloped

track to level track. To see how this affects our total run, compare Figures 1 and 2. Imagine the original points A and B are in fact our midpoints of grade change at the lower and upper ends of the grade (without transitions). Figure 2 shows that, in order to introduce the transitions, we will need to extend the run 1.5 feet past each of the grade change midpoints (lower and upper). In our example, the previous run of 20 feet would become a run of 23 feet to accommodate the transitions.

Since we generally are starting with a desired grade and rise, Figure 3 shows how we can calculate the amount of run that would be needed.

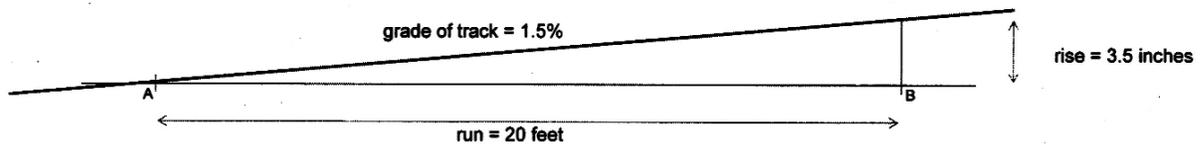
As an example of an actual grade, check out the photo taken on my S scale Grand Valley Northeastern Railroad. The mainline to the rear is at a grade of about 1.5%, going downhill to the left. The grade is

demonstrated with a 4-foot level marking the run and a 3/4-inch block of wood marking the rise (0.75" divided by 48" times 100 equals 1.56%). Just in front of that track is a siding, which is level at the point where the freight cars are sitting. The siding joins the mainline at a turnout just to the left of this picture, using about 3 feet of run for a transition zone. Incidentally, there is nothing wrong with placing a turnout on a grade as long as you don't install it in the transition zone.

I'll be back another time with some techniques for constructing grades on your layout.

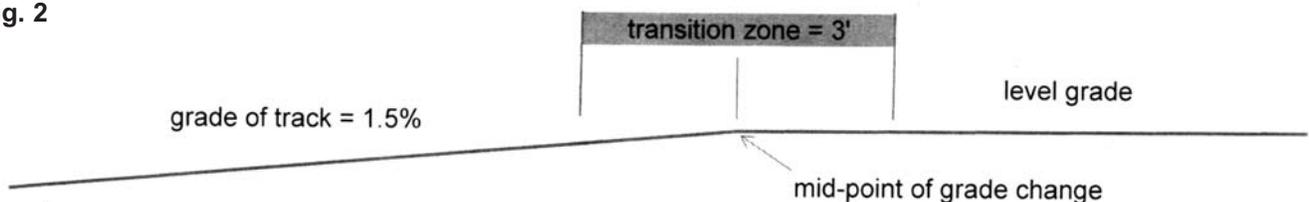
*Thanks Gaylord. We all appreciate your taking the time to share with us. This is information that can help the hi-railer and scaler as well.*

Sam



**Figure 1 -- Determining Grade**

**Fig. 2**



Given the desired grade and an amount of rise to achieve, determine the amount of run needed

Formula:  
 $\text{Run (in feet)} = \text{Rise (in inches) divided by Grade (in decimal) divided by 12, with transition amount then added according to grade percentage}$

Example for a desired grade of 3% and a rise of 5 inches

Step 1 convert the desired grade to a decimal by dividing by 100  
 $3 / 100 = .03$

Step 2 divide the rise (in inches) by the grade (in decimal)  
 $5 / .03 = 166.7 \text{ inches}$

Step 3 convert the result to feet by dividing by 12  
 $166.7 \text{ inches} / 12 = 13.9 \text{ feet}$

Step 4 add a transition zone at each end, a number of feet equal to the grade percentage  
 $13.9 \text{ feet} + 3 \text{ feet} + 3 \text{ feet} = 19.9 \text{ feet}$

**Figure 3 -- Run Needed to Achieve a Given Rise**



## Summary Minutes of the NASG Board of Trustees Meeting 13 July 2007

The 2007 NASG Board of Trustees meeting was held at the NASG National Convention, Baltimore, MD on July 13, 2007.

**BOT Members Present:** Sam McCoy, Dick Karnes, Michael Shea, Michael Greene, Gerry Evans, Walt Jopke  
**Incoming Officers Present:** Dave Blum (Exec VP), Monte Hepp (Eastern VP)

**Proxies:** none at start of meeting – Karnes to Blum during meeting  
**Committee Chairs/Others present for Committee Reports:** Lee Johnson (Convention), Alan Evans (Special projects)

Minutes for the previous meeting were reviewed and accepted unanimously.

**Committee Reports Made & Accepted Unanimously:**

**Membership:** Stan Furmanak provided a written report, with Mike Shea answering additional questions. As of July 5, 2007, there are 1,674 active NASG members: 1,447 Regular, 85 Contributing, 108 Family, 26 Life, and 8 Courtesy. Two hundred ninety six members failed to renew and had their memberships expire during the last fiscal year. However this includes 186 members whose membership just expired on June 30, 2007 – which likely includes a number who are just late in renewing. During the past year the NASG membership grew by 184 new members, including 105 since Jan 1, 2007. Everyone noted that overall complaints from members concerning new memberships, renewals, and receipt of the Dispatch appear to be infrequent. Stan continues to enhance the NASG online membership database at the NASG web site. Stan has also informed the Board of

Trustees that he will continue as membership secretary. A final note is that during this past fiscal year, the NASG acquired a new computer and licensed software to support the Membership secretary. The BOT thanks both Stan and Mike for their ongoing work at improving the membership function of the NASG.

**Russell M. Mobley Library:** Dick Karnes (Librarian) reported there continues to be a low level of member activity, and a smattering of non-member orders as well, which incur a surcharge of \$3. The Library continues to be a self-supporting non-profit operation. There have been no deadbeats.

**Treasurer's Report:** Michael Shea presented the Treasurer's Report. The NASG experienced a \$28,284.55 net loss for the period July 1, 2006 – June 30, 2007. At the end of FY 2006-2007 the NASG had approximately \$85,000 cash on hand. Factors in the reported loss in the past fiscal year included: 2006 American Flyer car sales were down over the previous year, 2007 American Flyer Car order form was just going out (very few orders received before the fiscal year closed), 2006 Convention income was down, 2006 Promotion expenses were up \$3300, and 2006 Office expenses were up due to two computer upgrades that were made during the year. Mike notes that profit trends for the NASG over the last several years show frequent year to year swings driven primarily by the timing of the placement in the Dispatch of the annual American Flyer Car Order form and the timing of membership renewal payments for the large number of members whose memberships expire the last day of the fiscal year. On average the NASG has experienced an annual loss of approximately \$3,000 over the last several years. If the ongoing Brick Building project were removed from this mix, the average loss would be approximately \$1,100

per year over that same seven year period, indicating that the NASG is on fairly sound financial footing. There was some discussion that over the next several years the NASG may need to consider options to improve revenues a little to handle ongoing cost increases. Later in the meeting a motion was made and approved to upgrade the Treasurer's software (Quickbooks) to the latest version.

**NASG Dispatch:** Jeff Madden provided a written report for the NASG *Dispatch*. The NASG experienced an unplanned change of printers this year as our existing printer dropped us as a client as part of a corporate re-focus. A new printer is online. Also during the past year, a new computer system, PC printer, and necessary licensed software used by the Editor were acquired and are now in use. Thanks to Jeff and all our contributors to the *Dispatch* content each month!

**Convention:** Lee Johnson provided a convention report:

- The 2006 National Convention hosted by the Southeastern Michigan S Gaugers in Pontiac, MI from August 2-6, ended on the plus side financially.
- The 2007 National Convention is being hosted by the Baltimore Area American Flyer Club in Baltimore, MD from July 10-14. With over 200 registrants it is also expected to end on the plus side financially.
- The 2008 National Convention will be hosted by the Bristol S Gauge Railroaders in Lowell, MA from August 5-10. The Bristol S Gaugers were present at the 2007 National Convention with detailed information on registration, hotel, tours, and other promotional material.
- Bids are currently being solicited for the 2009 and 2010 National Conventions. A preliminary proposal has been received for the 2010 Convention and three proposals are being developed for future conventions after 2010.

**American Flyer Car:** Doug Peck provided a report on the American Flyer Car. Lionel has changed the club car liason twice in the last year. The 2007 car is in process and work is underway on an engine for 2008 to finish off this series.

**2007 NMRA National Convention NASG Exhibit:** Don Thompson provided a report on the 2007 S gauge booth at the NMRA National Train Show. Because of the major expenses associated with attending the NMRA National Train Show, the 2007 booth is a joint effort of S gauge manufacturers and the NASG with the NASG funding two booth spaces at the NMRA National Train Show. Manufacturers have supplied a number of handouts and a package of S materials will be available to anyone interested for \$1. In addition manufacturers are providing display models and booth staffing with support from local NASG members. The NASG modular layout joined the Southeastern Michigan Club's layout at the show. A motion was made and approved for the NASG to fund two booth spaces for the 2008 NMRA National Train Show. Don Thompson has volunteered to coordinate the exhibit for 2008. Thanks to everyone who has contributed to the success of the 2007 effort.

**Clearinghouse:** Bill Mark, Jr. provided a written report on Clearinghouse activities. The Clearinghouse asked that an updated order form be produced for the Dispatch, and that the revised product list & pricing be updated on the NASG.ORG web site. In addition the NASG and NMRA will swap some S gages and Sn3 gages so that each organization has both available to members. Sn3 gages will be available shortly through the NASG Clearinghouse.

**Elections:** Jamie Bothwell provided the final election results – they

are:

Total Votes cast: 361 (216 Eastern, 96 Central, 49 Western)

Executive Vice President (Dave Blum) – elected with 355 votes (215 Eastern, 94 Central, 46 Western)

Secretary (Michael Greene) – re-elected with 354 votes (213 Eastern, 94 Central, 47 Western)

Eastern Vice President (Monte Hepp) – elected with 215 votes

Central Vice President (Walt Jopke) – re-elected with 95 votes

Western Vice President (Gerry Evans) – re-elected with 48 votes

**Promotions:** With John Foley's retirement (Thanks John for your tireless promotion of S!), Sam McCoy indicated that he is working a revamped Promotions Committee with the work load spread among a number of committee members.

**S Buyer's Guide:** The NASG is currently seeking a volunteer or volunteers to assist in ongoing maintenance and updates to the S Buyer's Guide.

**Engineering:** no report. Sam McCoy indicated that he is currently working to revitalize this department.

**NASG Logo:** Registration of the NASG logo as a registered trademark is currently in process. Once it is registered a notice will be published in the Dispatch that the logo cannot be used without the written permission (in advance) of the NASG. The NASG National Convention contract template will be updated to provide the host club with permission to use the NASG logo in convention promotion activities.

**Acceptance of Credit Cards:** There was ongoing discussion about this and a pilot project is still (slowly) underway to extend the web site to support online ordering and membership payments.

**S-Mod:** Sam McCoy indicated

that work is underway to update the S-MOD standards and a new Yahoo newsgroup has been created to support those working on the effort.

**NASG Special Projects:** Special Projects committee is currently looking at future potential projects. Ideas being discussed include billboards, passenger car diaphragms, and 3 point track gages.

#### **Old Business:**

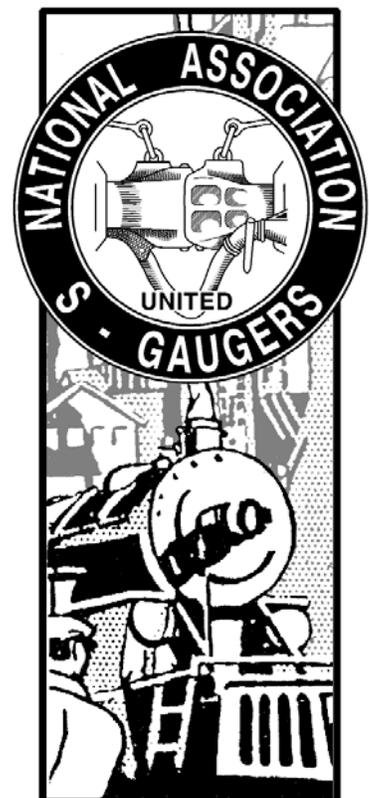
**Armco Building kit:** The NASG is currently evaluating the sale of the remaining kits and the tooling to an interested manufacturer.

**Brick Building project:** The relationship with the original manufacturer has been terminated and a new manufacturer is on board. The BOT is still hoping to see this project completed.

**New Business:** None

The meeting adjourned at 11:45am July 13, 2007.

Respectfully submitted,  
Michael Greene  
NASG Secretary



## Summary Minutes of the NASG General Meeting 14 July 2007

The 2007 NASG General meeting was held at the NASG National Convention, Baltimore, MD on 14 July 2007. Attendance at the meeting (not including BOT members) varied from 17-35 over the course of the meeting.

BOT Members Present: Sam McCoy (President), Dick Karnes (Executive VP(outgoing)), Dave Blum (Executive VP (incoming)), Michael Shea (Treasurer), Michael Greene (Secretary), Gerry Evans (Western Region VP), Monte Hepp (Eastern VP (incoming))

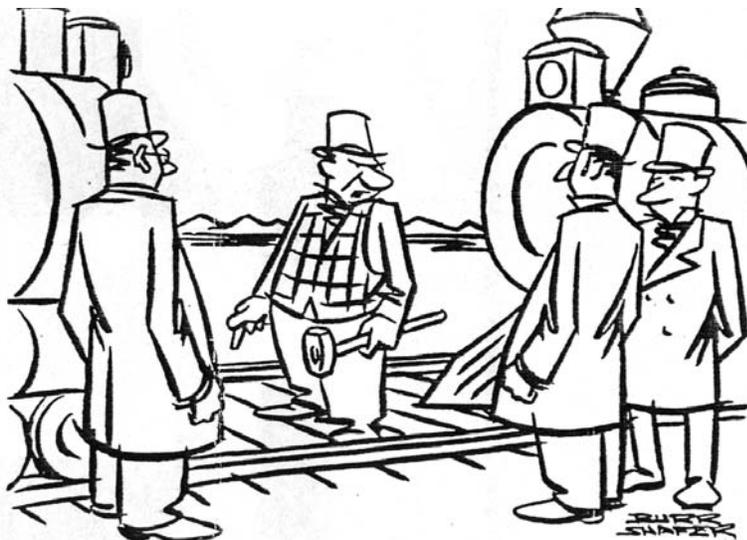
Minutes of the 2006 meeting were approved as written.

### Committee Reports

Committee reports were received on Conventions (Lee Johnson), Clearinghouse, Treasurer's Report (Mike Shea), Membership (Mike Shea), NASG Dispatch (Jeff Madden), Russell M. Mobley Library (Dick Karnes). In the interest of printing space, please see the Summary BOT Meeting Minutes for details.

In addition, the following reports were made and topics discussed:

- Election results were officially



Don't anybody leave - where's that gold spike?

reported (see BOT Meeting Minutes for details)

- Special Projects:

- o Dick Karnes reported that the Palace Car Co is currently working on interiors for the 10-1-2 and 12-1 American Models passenger cars and a kit for detailing lavatories, etc. We anticipate a fall announcement. Question was received about plans for interiors for café or dining cars? Answer – no plans at this time.

- o Gerry Evans reported that Showcase Miniatures is making another run of the Fruit Packing Shed (aka Citrus Shed). Contact them directly if interested.

- o Heavyweight Pullman cars are sold out.

- o Dick Karnes reported than an article was submitted to the Dispatch on figures (based on an inquiry at last year's meeting), but it was published without the accompanying photos and he asked that it be re-published with the photos.

- o Additional ideas discussed by meeting attendees for future projects included: accordion gates for passenger cars, passenger car diaphragms, 85' passenger cars

- o B.T.S. is building three point track gages
- Promotions Committee – Sam McCoy reported that with John Foley's retirement, the Promotions Committee is being revamped and the work load spread out. Bill McClung has agreed to chair the

committee, Alan Evans will manage the NASG modular exhibition layout and the Railroad Model Craftsman ad, Roy Inman will handle literature distribution, Don Thompson will coordinate the S gauge NMRA National Train Show Booth, and the three NASG regional vice presidents have joined the promotions committee to drive promotional efforts in their regions.

- A reminder that order forms for the 2007 American Flyer Car were now available

A round of applause was received for the 2007 Convention and the tremendous effort of the host committee.

The meeting was adjourned at 3:55pm.

Respectfully submitted,  
Michael Greene  
NASG Secretary

### **More Magazine Resources**

#### ***Mainline Modeler***

(1980-1999)

#### ***Model Railroader***

(1937-1980)

#### ***Classic Toy Trains***

(1994-2001)

#### ***Trains*** (1982-2001)

**Need an article? Need an article search?  
We'll find it and send you a print or lend you the magazine.**

**Due to copyright laws, these magazines newer than 1951 are lent for 4 weeks. We'll copy articles from earlier issues.**

**Note new e-mail address!**

**Russell M. Mobley Memorial Library  
Dick Karnes, Librarian  
4323 86th Ave. SE  
Mercer Island, WA 98040-4124  
nasglibrary@yahoo.com**

**Thanks to donors Michael Eldridge, Will Holt, and Gary McCullah**

# THE CLUB SANDWICH

By Dave Pool

**T**he **Bristol S Gaugers (BSG)** is actively planning for the 2008 NASG Convention and a site has been booked with recent considerations made on the convention car. All tours are planned and costs for attendees will be determined when contracts are signed with the bus companies. Doug Peck editor of the club newsletter, the *Bristoliner* has recently edited his last issue, with Al Coughlin taking over as the new editor. Tom Robichaud is President; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club.

The **BSG** members that attended the NASG convention in Baltimore, MD. brought a presentation on next years convention to be run by the club. The Sept. meeting of the club was held at the home of the president, Tom Robichaud, in Fitchburg, MA. Twenty three members and two guests attended the meeting, and Charlie Bachman was welcomed as a new club member, having attended three club meetings and written a letter explaining why he wanted to become a member of the **BSG** (he was voted in by the membership). Bobbie Stead won the annual door prize at the meeting. The Club set up and operated their layout at the Greenberg Train how held on Nov. 16-18, and plan to display it at the Hub Train Show on Dec. 1/2, 2007 in Marlboro, MA.. The layout will be set up at the West Springfield Train Show to be held on Jan. 26/27, at the Big E Fairgrounds. Tables at the upcoming train shows will be used to promote the up coming NASG convention to be held next August.

**T**he *Canadian S Scale Quarterly* is the voice of **S Canada**, a dedicated group of Canadian modelers in S scale. Issues of the

newsletter are edited by various member volunteers. The S Scale Workshop completed its second display season with new modules (David Clubine), expanded modules (Pete Moffett) and an increasing level of detail from the rest of the group. The August issue of the *Quarterly* was put together by Helen Hicks, as there was no member of the group to perform the task. The issue is superb and includes much information about the activities of the club. The Club set up and displayed their modular layout at the recent train show in Copetown, and Will Flatt brought and operated his model of a Baldwin Westinghouse electric freight motor. It was built from a Red Ball etched brass kit with added details, painted in the colors of the Niagara, St. Catherines and Toronto street railway. Jamie Bothwell drove from his home near Bethlehem, PA. to the train show in Copetown., Canada.

**T**he **Connecticut S Gaugers (CSG)** are planning to set up and operate their modular layout at the Cheshire High School Ram Band sponsored train show on Nov. 18, 2007. Operation with DCC was recently instituted on their modular layout. This show, held in the Cheshire High School, is sponsored by the Ram Band, and band parents prepare and serve food at the show. The high school band members provide personal food service to the dealer table renters so the display dealers do not have to leave their tables to purchase food. Free donuts and coffee are provided to the dealers prior to the opening of the show at 10 a.m., which is an incentive for the dealers to arrive promptly and set up their tables before the show opens. The band sponsors shows in the Spring and Fall, and these shows are the first time that the

**CSG** club set up a layout for public display under the direction of the club founder, Bill Krause.

The **CSG** met at the home of Art Ferguson for their Oct. meeting in Ivoryton, CT. Those attending enjoyed operation on a large S layout that is partially scened. Art is an accomplished modeler who has converted an HO scale layout to S scale. Long trains with sweeping curves are a joy to witness. **CSG** club member Bob Davis is scheduled to host the December meeting at his home in Old Lyme, CT. Bill Fuhrman is President, Steve Kutash, V.P.; Craig O'Connell Sect'y/Editor; and your column editor is Treasurer of the club. **CSG** member Ron Stringer lost his wife Geri recently in an accident. Club members were deeply saddened and mournful on the loss of his wife. Ron has been a long time member of the club and attended many train shows with his modules for the club layout display.

**T**he **Pioneer Valley S Gaugers (PVSG)** met at the home of John Robertson in Windsor Locks, CT. on Sept. 13. The **PVSG** held a meeting at the home of Larry Covey on October 18. At a club meeting, members Charlie Bettinger, Frank Grano, and Bob Gravel described a recent Narrow Gauge convention that they attended, with photos of the events at the convention. Member Jim Richardson is recovering from heart surgery, and is doing well. Member Dave Sullivan is scheduled to host the November club meeting on Nov. 15 and Richard Kasabian on Dec. 20.

**T**he **Western N.Y. S scale Association (WNYSSA)** held their October meeting at Alice's Kitchen Restaurant, Amherst, N.Y. and six members attended including the club coordinator Gregg Mummert.. The club members are planning for their annual Christmas get-together, to be held at the Red Mill Restaurant,

Williamsville, N.Y. on Dec. 9. Reservations are required for the event, and there are three choices for the meal. The club set up their modules at the TTOS Show, held on Oct. 28, at Leonard Post, Cheektowaga, N.Y. The club is also planning to set up an S gauge layout with the RASG at the GSME Train Show to be held on Nov. 11, at Batavia Downs, Batavia, N.Y. The WNYSSA will bring corner modules and some straight modules, and the RASG will bring straights to set up a display layout at the show. Don Webster coordinates the module set up done by the club. Gregg Mummert coordinates the club activities and edits the club newsletter. The newsletter is being distributed by e-mail, as a cost savings to the membership. Bud Rindfleisch is scheduled to host the Nov. club meeting in Hamburg, N.Y. The club is planning to set up and operate a layout at the TTOS Train Show, in Cheektowaga, N.Y., at the Leonard Post Hall on Jan. 26/27, 2008.

**The Rochester Area S Gaugers Club (RASG)** has a web site managed by member Bill Johnson, and it is used to display photos of recent events that the club has planned and attended. The club is planning to set up a layout at the GSME Train Show held at the Batavia Downs Fairgrounds on Nov. 11. Club members will bring straight modules to be used with corners brought by the WNYSSA. Both club members will bring and operate their S trains at the event.

**The Waybill** is the official newsletter publication of the **South Jersey S Gaugers (SJSG)** and the club meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. Play Trains events held by the club are meets at a member's home to operate a layout or visit to a model RR event or place, without any club business meeting taking place. Club president Hank Worrell gave a description on the

origins of S scale, at a recent meeting of the club. Club member John Aaron organized a day of rail fanning in New Jersey from Pennsauken to Princeton for club members participation. The club members responded enthusiastically and the event held on Oct. 13 started at 1:00 P.M. and ended around 9:30 P.M. John promised that those participating would require little walking and most of the trip was inside, so weather considerations were not a factor. ID was required and cost was nominal for those attending the event. The tour left the River Line Park & Ride Station at Route 73 and River Road in Pennsauken, N.J. at 2:30 P.M. Parking was free at this station, and there were plenty of train movements at the station thanks to Amtrak, New Jersey Transit and Septa. Officers of the club are: Hank Worrell, Pres.; Mike McConnell, V.P.; Steve Politowski, Sec'ty.; Joe Balcer, Treasurer; and Jim Oliver, Ass't. Treasurer. Mike McConnell edits the club newsletter.

**The SJSG** is planning for their December meeting that will include a potluck dinner/auction for the members where those attending can bring a main dish or desert, and the club will provide plates, napkins, drinks and condiments. The evening will include an auction of items brought in by the members that can be sold, with the understanding that 60% of the sale price goes to the club member, and the 40% balance goes to the club's modular layout fund. It is an opportunity for the members to sell partially completed models and rolling stock that they might not want. The club is having elections for Vice-President, and Treasurer, at their November meeting. A recent issue of the club's newsletter included a map of south Jersey with locations of points of interest to the members including hobby shops and other places that are operated by members or friends of the club.

**The Neshaminy Valley AF Club (NVAFC)** held their 209th meeting at the home of Joe & Nancy Fisher, on October 12. The club members met at the home of Ron & Pricilla DeWitt, in North Wales, PA. on November 9. Mike Ramsey coordinates the club activities, and ably writes the club newsletter, which is distributed via e-mail. Club member Mark Roth has been investigating possible places for the club to hold a train show and set up their layout. One possible location for a train show that Mark discovered is the hall at the United Methodist Church in Fairless Hills, PA. The hall has a kitchen and rest rooms for those who might attend a train show at the location. The hall would accommodate 36 to 40 tables, and Mark counted some 24 at the site, so additional tables would have to be brought by the club. The club set up and displayed their layout at the Frederick Mennonite Home on Oct. 26/27. Set up was done on Friday morning at previous shows that the club participated in at the Home. The club decided to set up and operate a layout at the train show being planned for Dec. 9, 2007 at Bryner Chevrolet, Jenkintown, PA. (formerly the Chalafont Boro show). The club members Joe Fisher & Jerry Hillier agreed to coordinate the planning of a club run show at a location that is yet to be decided. Paul Fenn agreed to search for a suitable place for the show.

**The Call Board** is the unofficial newsletter of the **Potomac Valley S Gaugers (PVSG)**. The club members set up their operating layout at the NASG convention held in Baltimore, MD. in July. Member Sam Powell had his layout on a tour from the convention. Richard Lind ably edits the club newsletter which features news and articles of interest to the club members.

**The Pittsburgh S Gaugers (PSG)** plans a Coffee and Trains get together at Kings

Restaurant, in Harmerville, PA. on Nov. 13. Club meetings will not be held on Sunday for the next several months so as not to conflict with the Pittsburgh Steelers football games. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The plan for the club's children's portable layout was discussed at the meeting. The plan is to have the layout finished by the Greenberg Train Show on Nov. 10/11. The layout is hi-rail only, close to the floor, and with continuous run of the trains on it. Roger Schneider is coordinating the construction of the layout. The club met on Nov. 17 at the home of Paul Kovacic, in Ford City, PA. Coffee & Trains meeting was on Thursday Sept. 13, at the Harmerville Kings Restaurant. The next such coffee meeting will be on Dec. 4, 2007. The club's modular layout has been moved to Dave Felmley's basement where it can be worked upon. The layout consists of two standard-design modules which form a switching layout which can operate scale standard & Sn3, hirail, and AF trains. A third module is planned and under construction.

**The Susquehanna S-Gaugers (SSG)** met at the home of Bill Lukins, in Centre Hall, PA. Thirteen members attended the meeting, along with three guests. Three guests attended the meeting including Rick Soroka, Charles Szalkowski, & Mark Benfer. Rick and Mark became club members at the meeting. Charles brought an AF Northern loco that he had operated for some years time. Club members tinkered with it, lubed it up, and got it running for him. Jim Ingram used his camcorder to record each member in attendance describing their interests, and introducing themselves at the club's previous meeting, and he explained that the video has been up loaded to a U-tube site on the internet. Jim also up loaded a video showing a demonstration of using AF track trips to control

three engines on a single loop of track with a by-pass siding. The layout and recording was made at the studio of Mark Anderman, by Dennis Oberholtzer and Mark.. The club discussed the creation of a handout to be used at train shows and mall events describing the club and S gauge. Tom & Donna Vaughn hosted the club for their October meeting in Howard, PA., on Oct. 14. The host layout uses DCC to control several locomotives at the same time. Operations on the host layout involve moving "freight" from the yard to specific businesses on the layout. Tom likes to operate his layout as if it were a real train system, moving freight to the various businesses on the layout. Thirteen members attended the meeting, including two recent ones, and a guest. A future junior member also attended, Andy Benfer, son of Mark Benfer. Members present discussed attending a display of a permanent layout in Shamokin, PA. with another club sometime in January, 2008.

**The Baltimore Area AF Club (BAAFC)** sponsored the 2007 NASG convention held in Baltimore, MD. on July 10-14, 2007. Dave Blum & Monte Heppe lead the convention committee. The club met at the home of Monte Heppe on Thursday, Sept. 6, in Pasadena, MD. Twenty seven members attended including the host, and Monte's AF layout was operated for the members. The host's layout design includes four operating loops on three different levels. There is an O gauge loop that is used to operate pre-war AF trains, and the balance is S gauge. The layout includes some 60 operating accessories, some custom made. Some years ago Monte entered one custom accessory that he built in a NASG convention contest and won first place in his category. The club is celebrating its 15 th anniversary being first formed in 1992. The club plans to set up and operate their layout at the Westminster Train

Show, on Nov. 18, in Timonium, MD. and at a train show in York, PA. on Nov. 25. For the fourth year in a row the **BAAFC** has been invited to set up and operate a display layout at the B & O RR Museum, Baltimore, MD. This year the club will display their layout from Thursday, Nov. 29, until Sunday, Dec. 2. The layout will be in the roundhouse, in a location similar to that which was made available last year. Monte Heppe will be at the Museum on Wednesday to help coordinate the set up of the layout.

**The Houston S Gaugers (HSG)** set up a modular layout at four different train shows during the first half of the year. The train shows where the club displayed their layout included: San Jacinto Annual Train Show; Galveston Transportation Museum (two day weekend); Memorial City Mall's annual Father's Day Event ( two day weekend); and at the Mainland Mall, Texas City ( a Saturday). A long range goal of the club is to complete the transition of the outside main line and it's passenger yard, to all-DCC power, as the inside main line and associated freight yard are now operated. Don Hand reported on the club's activities.

**The Atlantic Coast S Gaugers (Carolinas Div.)** created and operated a layout at the Neuse River Valley Model RR Show on Nov. 3-4. The show was held in the new Expo Building at the State Fairgrounds, Raleigh, N.C. and attendance was very good. Club member Joe Haenn coordinates the club activities, and reported on the display at Raleigh. The layout was 36 x 30 ft., featuring two new wide radius corner modules, created by Rhett George. Butch Henion's 30 ft. double T modules and eight center track modules were also included in the layout. Rhett coordinated the layout set up. At least thirteen members helped with the layout set up and operations, including Dean Hall, Andy

DeMontpelier, Ken McNeilly, of the Tidewater Div. and Mike Myers of the Virginia Central Div. A layout was also set up at the Best Friends of Charleston Show on Nov. 17-18, in Charleston, S.C. The clubs set up and will operate a layout at the King's Mountain Christmas Show, on Nov. 17, 2007 to be operated through Jan. 3, 2008. The show is located in King's Mountain, N.C.

The *Chicago Flyer* is the official newsletter of the **Chicagoland Assoc. of S Gaugers, Inc. (CASG)** that meet on Friday evenings at the St. Paul Lutheran School, Melrose Park, IL. on a monthly basis. Member Will Holt has moved to a new home and one of the club's layouts was set up there so repairs could be made on it. The layout, known as the CHASM layout, is over ten years old and is in the need of repairs. The latest word on the layout refurbishment is that it was scaled down a bit to allow the layout to be displayed at the show in Oak Lawn. Will Holt is President of the CASG, Joel Lebovitz, V.P.; Joe Taylor, Secretary; Bruce Lorence, treasurer; Joe Craig, Officer-at-large; and Bob Brown, Joel, and Phil Kosen serve as Trustees.

The **Miami Valley S Gaugers (MVSG)** met at the home of Larry Beam on October 22. Thirteen members, including the host, attended the meeting. The club is planning for the 2008 Spring Spree to be hosted by the **MVSG** on May 2/3, 2008 at the Crossroads Expo Center, Poe Avenue, Dayton, OH. Plans for a Spree car are underway, and it will be made by S Helper Service. Denny White is the event chairman, and Bob Guckian is handling registration as the club secretary. Denny White explained that the Drury Hotel will most likely be the host hotel for the Spring Spree. Recent elections resulted in the following officers of the club: John Clifford, Pres.; Dennis White, Treasurer; Tony Garza, Corres.

Sectry.; and Rick Smith, Board Member. Anthony Garza gave a calendar on train related events at a recent meeting of the club. The club set up and operated a layout at the NMRA Train Show held on Nov. 3 & 4, 2007 at the Hara Arena. Club members met before the show at the Golden Corral Restaurant for breakfast before setting up at the show. The club is planning to set up at the Eaton, OH. Christmas Show on Dec. 8. The show will run from Dec. 8 through Dec. 23, 2007. After setting up, the club members will eat at Frisch's restaurant and have a business meeting. Mike Mitter is coordinating the clinics to be given at the Spring Spree, with two lined up so far. Club member Bob Guckian is in the process of locating a suitable speaker for the Spree banquet.

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

The **Stateline S Gaugers (SLSG)** has a newsletter ably

edited by Vera Flood, and issues provide interesting facts about railroads and the club activities. SLSG club officers include: Dick Bird, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippett, Treasurer; and Dave Oberholtzer, John Gianos & David Wilma Board of Trustees members. The club is planning for the 2009 S-Fest which they are scheduled to host. A committee was formed which would have the responsibility of the event and have the club president Dick Bird as an ex-officio member. Doug Allen has agreed to be chairman of the event, and was included in the seven members who will form the committee to plan and organize the event. Dave & Janice Wilma held the November club meeting at their home in Crown Point, IN. The October club meeting was held as a visit to the "Toy Train Barn" located 7.5 miles west of Monroe, WI. The club is having elections with ballots sent to the membership with the newsletter. The slate for 2008 officers was: Dave Wilma, President; George Sorensen, V.P.; Vera Flood, Sect'y.; Dave Pippitt, Treasurer; and Jim Larson/Janice Wilma/Mac McGrath as Board of Directors.

The **Southeastern Michigan S Gaugers (SMSG)** held their October meeting at the home of Dave Held, in Imlay City, MI. Ken Garber is president of the club and Sig Fleischmann treasurer. The club has set up a standing committee headed by member Jerry Poniatowski called the AF Committee that will be staffed by several club member volunteers to provide support on AF trains to the club members and any outside requests for information. The club welcomed new member Dennis Vallance from Shepard, OH. Dennis had AF trains as a youth, but honed his modeling skills in HO scale, and now is making the move to our favorite scale. The club has 46 members as reported at a meeting in the spring. Club member Gordy Michael is the

rolling stock coordinator for the club and he keeps track of the equipment that is operated at the various show displays that the club makes. Terry Dwyer explained at the club meeting in October that he and several members of the club would set up and operate a layout at the Lansing Model RR Club's Train Show held on Nov. 18. Chuck Riker, Dale Baker, and Dave Wehrwein were the club members that helped Dennis with the display. The event was not an official **SMSG** function, although several club corner modules, curtains, and clamps were requested for use at the display. Bob Stelmach hosted the club members for their meeting on Nov. 10, in Oxford, MI. Earl Carlsen is scheduled to host the club meeting in December.

**The Northern Ohio S Scalers (NOSS)** held their October meeting at the home of Ed Kirstatter, in Cuyahoga Falls, OH. on the 28th of the month. Jack Sudimack coordinates the club activity, and John Henning ably edits and distributes the club newsletter issues. The club had their First Annual Inter-State S Scale Get Together held on Sept. 29, 2007 at the home of Sharron & Jack Sudimak, in Medina, OH. The club members that operate scale S gauge trains felt that there was a need to have a gathering and communication between the S scale modelers in our favorite scale. The Penn Creek & Western S scale layout was available for operation in the late morning, after which those attending could visit two local model railroad layouts. At 4:30 P.M. the attendees returned to the Sudimak's residence for a cookout. A good time was had by all those attending. Pat and John Henning, Pat and Jerry Diamond, Gary Ippolito, Bob Yahnke, and Al Clapp all pitched in to help run the event along with hosts, Jack and Sharron Sudimak. Making the event an annual one was planned. S scale modelers from Pennsylvania, New York,

Michigan, Cincinnati and Columbus, OH attended the event. A special edition of the club newsletter documented activities of the get together, including color photos.

**The Badgerland S Gaugers (BSG)** held elections at the end of last year, and Steve Lunde is the new president of the club. A recent listing of club members included approx. 75 paid members. Art Doty and Trumann Garrett hosted the club members on Sept. 8 for their monthly meeting. Dick Kloes held the Oct. club meeting at his home in Milwaukee, WI. The BSG displayed their two modular layouts (AF and Hi-rail) at the recent TrainFest in Milwaukee on November 10-11. Over 10,000 visitors came to TrainFest. The club is actively planning the 2008 Fall S Fest to be held in Milwaukee at the Wyndam Hotel (near the airport and Amtrak Station) on Nov. 14-15, 2008.

**The AF S Gaugers of the St. Louis Area (AFSGSLA)** planned and ran the Fall S Fest held at the St. Louis Marriott Hotel, on Nov. 2-4, 2007. Various events were included consisting of a swap meet, train races, clinics, and banquet. Moe Berk coordinates the club events and Gary Mueller ably edits the club newsletters.

**The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)** recently had Vic and Linda Cherven move into their territory, and they hosted the club in October, in Bonners Ferry, ID. The IESGAPN is celebrating their 40th anniversary this year and will have an S gauge tank car made by American Models. Bob Bowen is coordinating the design and ordering of the car. Brent Nichol hosted the club members for their Sept. meeting in Cheney, WA. Ron Tilton hosted the club for their Nov. meeting, in Spokane, WA. Jon Kettner ably edits the club newsletter, and coor-

dinates the club activities. The annual club banquet is scheduled for March 15, when the weather is becoming mild to make travel easier and maintain the attendance level.

**The November meeting of the Southern Calif. S Gaugers (SCSG)** was held at the home of Dennis Bagby. Jeff Kruger is the coordinator of the club activities. The Sept. meeting was held at the home of Gene Capron in Pomona, CA. The SCSG is discussing details of modular layout tables and construction of same for a layout that could be used for display at train shows and other events. Jeff Nelson has access to a wood working shop where the parts for modules could be cut and assembled, but the work would have to be done on weekends. It was decided that a sample module would be constructed and brought to a club meeting where the members could decide to adopt it as their standard module or make suggestions for revisions to the module. Additional module sections will be made by those members so inclined, and a special meeting will be scheduled for module construction. Don Stratton is researching the cost of electrical components for the modules. Fred Ruby volunteered to serve as treasurer of the club, and Gene Capron volunteered to serve as the club photographer. The club members are considering hosting a NASG convention, and various members are obtaining information on what would be required and where the facilities might be to accommodate such an event.

**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](mailto:ndpool@juno.com).**

## EXTRA BOARD

### S LAYOUTS AT NMRA 2008

There are two S scale layouts listed for the 2008 NMRA convention. Peter Gagnon is listed for the San Diego area and my layout is in San Dimas. In December 2005 the Southern California S Gaugers Club was formed. When we learned the convention was in Anaheim in 2008, we determined we wanted a module layout for the train show to promote S gauge. The club is slowly working toward that goal. Of the 25 members there are only three are scale members. Most are collectors and most of the others do not have layouts. The Inland Terminal Model Railroad Club is still operating and is scale. Two of the three members are members of the Southern Cal Club. They have been approached by the NMRA but have not committed to displaying the layout yet.

My layout is a major project. When I told the NMRA that my layout did not meet requirements, they came out anyway. They said I had good access, so my layout was on the tour list. But they said I needed to have it operating and have more scenery. I have established a time line and have been working like crazy to get an acceptable layout. Anyway, southern California is trying to keep S in model railroading.

- Jeff Kruger, San Dimas, CA.

### ROSEMAN KITBASH

On pages 49-55 of the Oct./Nov. '07 issue of *O Gauge Railroading* there is another kit-bashed gem created by Vic Roseman. Starting with a #45611 Plasticville schoolhouse kit. Vic describes how to model a Colonial Revival style post office such as the one in Matawan, NJ. While the finished structure is intended for "O", vic comments that the kit is a bit undersized (I take that to mean for "O") – need I say more.

- Gene Cimino

### HOLIDAY VILLAGE LAYOUT

The model railroad club at Union Station Kansas City receives more than \$20,000 grant money annually for improvements to the massive Holiday Village layout that is displayed in Grand Hall from September through January. We just kept talking up S over the last three years, so that now we will receive funds to make it even better in coming years. The Lionel club put up their layout last year – O gauge 3-rail, of course. I kid them and say that the third rail does make it more realistic – if it's a subway. Now the spirit of A.C. Gilbert in the form of S Helper Service equipment will take its rightful place along with Joshua Lionel Cowen at Union Station Kansas City.

It is really amazing and quite gratifying to see how many thousands of families flock to see the Holiday Village layout. It has done a great deal to help bring model railroading back center stage to our part of the Midwest. We are also an Amtrak station, and the big layout is directly outside the entrance to the waiting room, so Amtrak passengers get a glimpse too.

- Roy Inman

### LIONEL HEAVYWEIGHT – A 2ND LOOK

I recently bought several Lionel LLC heavyweights and made similar comparisons like Rich Gajnak's photos (Feb. '07 Dispatch), but I went a few steps further and found a major flaw. I am a convert from HO who originally started with American flyer, and I believe model/toy trains is a hobby to be totally enjoyed and not to be nitpicked. That said, my only "pet peeve" is when a manufacturer uses the wrong scale lettering, which Lionel did with their UP heavyweights. The pale yellow background helped focus the fact that O scale letters were used; the Alton Limited cars have correct sized s scale lettering on a muted background and blend in far better than the UP model. Since the O scale letters (at first glance) look

about right on the upper letterboard (and should not), I went through a bunch of plans and discovered the metal upper letterboards should be in the 17" to 20" range, and Gilbert got it right; the entire window opening on a heavyweight car is 3 feet or so, and the window inserts are about 3 feet six inches between that upper rivet line and lower rivet line. And yes, Gilbert got that right as well. My HO Spectrum Series Pullman got it right too. Lionel's new heavyweights didn't get it right. They measure 2 feet plus a few inches for the lower sills. They gave us 2 foot windows instead of 3 foot windows. They gave us squatty little windows.

These were brand new dies, and there is no excuse for doing this. I wrote Lionel LLC to see if they will consider raising all the windows in their heavyweight cars, but if I'm the only voice they hear from...I've pre-ordered the NYC and Pennsy sets anyway, but if they insist on using O scale lettering, I may pass on future orders.

- Joseph B Kmetz, Newport News, VA

### S IN NON-S PUBLICATIONS

- Oct. 2007, *Scale Rails* – 10 page construction article by Tom Troughton of one of Bill Banta's depot kits.

- Dec. 2007, *CTT* – A 2 page review on an SHS starter set; also a Collectible Classic article on Flyer's 21573 EP-5.

- Jan. 2007, *CTT* – 4 page article with color photos of Lionel's showroom layout and the Gilbert Hall of Science layout of 1957.

- Dec. 2007, *MR* – Photo of Ed Loizeaux's layout.

### S-TIPS

**Simple Scenery:** I think I have found a way to simplify model railroad layout scenery construction. Hillside and rock faces may be cut from the ridged sides of a plastic wading pool (bought for that purpose, of course) and nailed or hot glued to tablework where

it's needed. A pair of metalworking sheers will cut the sheet vinyl easily. Simply cut and trim to fit, install and paint – rock or earth colors. Then surface texturing and shrubs and trees can be glued on in the conventional manner. Seams will have to be filled, but that just takes a little plaster. The result will be scenery that is light, easy to install and not so messy. Try it and see what you think.

- Erv Rahr

**Coloring Ties:** I have used various shades of brown and black shoe die mixed together with a little alcohol with good results.

- Bob Boring

**Clearance Heights** – The following is based mainly on the 1997 *Car & Locomotive Encyclopedia*: Autoracks, bi and tri-level are typically 19'0" from rail head to top of roof. This includes the new articulated bi-levels, but with clearances being increased to 20'2" for double stacks and some auto racks. The *C&LCYC* show typical excess height boxcars ranging from 16'11" to 17'1". A typical trailer-carrying flatcar has a deck 3'5-1/2" above railhead. Trailers are restricted to 13' 6" in height.

The Thrall double stack well car is said to have a well bottom 12" above rail head. The Gunderson MaxiStack is described as having a height of 20' 2" when loaded with two 9'6" containers. Remember containers are either 8'6" or 9'6" in height. A friend of mine, A CSX freight conductor by trade, brought

home from work a poster they had stating that they cannot let a double stack thru the Detroit – Windsor tunnel if it has two containers unless they are both of the 8'6" height type. One container of 9'6" height of course is fine.

- Tom Hawley

**Mounting KDs on AM locos:** For scale installation, AM has a small pad with a 2-56 countersunk hole in center and on each side the holes for 0-48 Kadee screws. These pads are \$1.00 per pair from AM. Guess you call them 802 coupler mounting pads.

Run a 1/4" or 1/8" 2-56 thru the center and into the engine frame/car underframe. Then drill the outside holes for the 0-48 with a number 53 drill. The trick is to drill one side, run an 0-48 in part way, then drill the other side. This way the block won't move while drilling and the outside holes will be correct for an 802. Drilling using a pin vice drill into the metal chassis takes some doing - use bees wax or a drop of oil on the bit to help get through.

I've had some AM engines come with the coupler pad ground off flat for the talgo mount, so you will need to leave the small pad on the chassis for correct coupler height. I just looked at the SD60 - there's no 2-56 hole in the chasis, but the E8 has a 2-56 hole. I recall earlier GPs and FP7s had the 0-48 holes molded in the coupler pad for easier drilling, but no more.

- Alan Evans

## S-CALENDAR

**Feb. 7-9 2008:** O/S Scale West, Hyatt Regency, Santa Clara, 5101 Great American Parkway, 800-233-1234. Info Rod Miller 650-329-0424, [www.oscalewest.com](http://www.oscalewest.com) or [rod@rodmillier.com](mailto:rod@rodmillier.com). Arden Goehring's big S layout is on tour, plu the usual agenda.

**Feb. 14-17, 2008:** 23rd Sn3 Symposium, St. Louis, MO. Ten Sn3 layouts, plus others, Manufacturers, clinics, contests, . Mariott St. Louis airport. 314-423-9700. Info, Jeff Boock 636-928-9969. website: [www.sn3symposium.org/2008symposium](http://www.sn3symposium.org/2008symposium)

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

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

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

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

[WWW.NASG.ORG](http://WWW.NASG.ORG)  
[WWW.NASG.ORG](http://WWW.NASG.ORG)  
[WWW.NASG.ORG](http://WWW.NASG.ORG)



## A LOOK AT CURRENT S SCALE TRACK PRODUCTS by Dick Karnes

**Track is my thing.** When I was a kid I built my own Flyer-compatible turnouts and laid my own brass rail on milled Tru-Scale roadbed. (If you know what this is, you're over the hill ... with me!) Over the years I've used pretty much everyone's flextrack as well as hand-laying track and turnouts (which I do now). I am also installing all the trackage on a friend's layout; his requirement is that all track products be commercially available. This individual also had built closed-frog turnouts of the sort often seen in an attempt to accommodate both scale and AF wheelsets. Some of these have found their way to his present layout – but will soon be replaced. (I'll tell you why presently.)

**Engineering Considerations:** The determining factors as to whether a particular set of wheels will perform properly on a given turnout (scale or otherwise) are as follows:

1. The track gauge (distance between running rails) throughout the turnout must be compatible with the wheel gauge (distance between particular points on opposite wheels, measured from the point where the flat wheel tread joins the fillet [curve] that fairs into the flange).
2. The check gauge (distance between the outside faces of the frog wing rails and the guard rails) must be compatible with the back-to-back dimension between the wheels.

The NASG has standards which, if followed, assure both of these conditions for scale track and wheelsets. The NMRA has analogous standards for hirail track and wheelsets.

These standards have both a maximum and a minimum dimension. This is because it's much more practical to require a dimension to be within set limits that to be an exact number. With this in mind, the interpretation of the two requirements above is as follows:

1. The maximum track gauge must be such that a wheelset with minimum wheel gauge will not fall between the rails. The minimum track gauge must be such a wheelset with maximum wheel gauge will

not ride up and over a running rail.

2. The maximum track check gauge must accommodate the minimum wheel back-to-back distance; otherwise the wheelset will "bind" (get hung up) when traveling through the guard rail. The minimum check gauge must be sufficiently large to prevent a flange on a wheelset with the maximum back-to-back measurement from "picking" the frog point.

Factor #1 is required for all trackage, including ordinary straight and curved track. Factor #2 is required to ensure that the guard rails opposite the turnout frog do their job: pulling the wheelset close enough to the outer running rail such that the flange that travels through the frog keeps going on the correct branch of the turnout.

For scale trackage, these factors are necessary and sufficient. It doesn't matter whether the wheels are code 115, code 110, or code 88 (.115", .110", or .088"). What does matter is the back-to-back measurement between the wheels in a wheelset and the thickness of the wheel flanges. In other words, for scale trackage and rolling stock, reliable tracking requires conformance to the standard measurements. It is sufficient to check for these measurements. Exhaustive train-running testing is not required.

For hirail, while there is an NMRA hirail track and wheelset standard for S, no one follows it. This drove S Helper nuts, trying to find a guard rail spacing that would accept the large variation in AF wheelset dimensions over the years as well as the wheelsets on the more modern SHS and American Models equipment. S Helper finally did away with guard rails entirely.

(Of course there are other considerations, but they are not related to dimensions. One is car weight; another and very important one is that all the wheels on a piece of rolling stock must always rest properly on the rails. This latter property is violated if a long-wheelbase truck is rigid instead of equalized, or if it is sprung with too-stiff springs, or if neither truck on a car can rock laterally.)

### Reviews

At the risk of irritating some manufacturers, here are my opinions of the various track manufacturers' products:

**S Helper Service** – Excellent, well-built products. The relatively large rail (about 8 scale inches high) represents modern heavy-duty Northeast Corridor practice. Turnouts are sectional and universal; i.e., the turnouts function reliably with both scale and hirail wheelsets. Mating straight and curved sectional track is available, as is very nice-looking flex-track. Overall height (table-top to rail-head) of the sectional track is compatible with AF and K-Line, as well as with scale flextrack mounted atop California Roadbed Company's HomaBed roadbed. The SHS track products conform to the NASG standard for track gauge only.

**Shinohara** – Well made, easy to use. All code 100 (about 6-1/2 scale inches high). The #6 turnout is really closer to a #4-1/2. The frog is a bona fide #6, but the turnout is too short, and thus its radius is quite tight. The Shinohara #8 is right on. These products conform to NASG track standards and are thus suitable for scale wheelsets only.

**Tomalco** – Excellent flextrack that conforms to the NASG required track gauge, more finely detailed and more accurate mainline tie spacing than Shinohara. Available in code 100, 83, and 70, although for the smaller sizes of rail one should really cut the webbing beneath the rails that holds the ties together, remove a few ties, and spread the remaining ties apart somewhat. Turnouts come glued to laser-cut wood tie strip, not necessarily in proper gauge. Heating the rail with a soldering gun while you move your track gauge close behind will correct gauging problems. Once so adjusted to conform to NASG track standards, these products are suitable for scale wheelsets only.

**BK** – Trout Creek Engineering makes "BK Turnouts." These come without ties; they are to be spiked down on hand-laid ties or on laser-cut tie strip available from Tomalco. Once spiked in place, the "straps" (brass wires soldered across the rails to maintain gauge until the turnout is spiked down) must be removed (unsoldered and pulled out). These products are nicely made and conform to NASG track standards and are thus suitable for scale wheelsets only. BK will also make up specialty trackage items to custom-fit your situation (like crossings).

**White Oak Turnouts** – These are made in England, but the exchange rate has become so onerous that White Oak prices are very steep. NASG member Kelvin White can get these for you direct, but they are no longer available through dealers in the Americas. These, in my opinion, are the best turnouts ever made for S scale despite some cosmetic compromises (no spike heads, black ties). Each tie is a strip of PC board, properly gapped so as to electrically isolate the running rails from each other. Each rail segment is soldered to every PC tie it touches. Conformance to NASG standards is perfect, thus suitable for scale wheelsets only. The only downside, and that's minor, is that a cardstock shim must be placed beneath each turnout so as to match the table-top-to-railhead height with Tomalco, Shinohara, and BK products.

**Custom Trax** – Their turnouts come completely finished, mounted on roadbed and ballasted. The throwbars come connected to odd-looking but unobtrusive spring-wire mechanisms with detents that manually throw the turnouts. Custom Trax also makes flexible three-foot sections of ballasted, roadbed-mounted track that match the turnouts. I examined several Custom Trax turnouts:

**#8 Left-Hand Turnout:** The subject turnout conforms in all respects to the NASG track gauge. I was a little concerned because the track gauge through the straight leg is the minimum allowed while at the same time the guard rail seemed too far from the stock rail. But the check gauge is correct and therefore the test truck tracked reliably through the turnout, even with considerable lateral force toward the frog point. This turnout will function properly for scale wheelsets only.

**#6 Right-Hand turnout with widely-spaced guard rails:** This turnout may tolerate hirail wheelsets, but the wheels that travel through the frog will bounce over it. It will not be reliable for scale wheelsets because the guard rails are non-functional for scale wheelsets.

This turnout conforms to NASG gauge with respect to track gauge only. Additionally, the sharp end of the curved switch point is too blunt. It needs to be

feathered to a point.

**#6 Left-Hand turnout with closely-spaced guard rails (two samples):** These turnouts will not tolerate hirail wheelsets. It appears that they will handle scale wheelsets properly.

The right-hand turnout conforms to NASG standards for track gauge, frog, and guardrail flangeways. However, the track gauge of the left-hand turnout is inconsistent, varying from wider than the NASG maximum to narrower than the NASG minimum. And the sharp ends of its switch points are too blunt. They need to be feathered to a point. For both turnouts, the check gauge in the vicinity of the frog conforms to NASG standards.

**Custom Trax #6 Right-Hand turnout without guard rails:** This turnout will not be reliable with either scale or hirail wheelsets. Guard rails are required to pull the wheelset away from the frog point so as to prevent the flange that goes through the frog from "picking" the frog point. When picking occurs, the wheelset will take the wrong path through the frog. This turnout conforms to NASG standards for track gauge and frog flangeways. However, the sharp ends of the switch points are too blunt. They need to be feathered to a point.

**Tom's Turnouts** – These work properly for both hirail and scale because of their unusual design features. The guard rails are cosmetic only, spaced far enough from the stock rails so as not to impede any known S gauge wheel. The turnouts come with plastic frog inserts which must be pushed in place and secured with super glue by the purchaser.

I have to admit that I was extremely skeptical, as I have never encountered a turnout that functions properly for both scale and hirail unless it had a movable frog point (like S Helper Service).

I started by pushing my scale equalized truck through the turnout, applying sideways pressure toward the frog. Of course the flange picked the point. But I suspected there was more to it than that. So I pushed the truck repeatedly through both legs of the turnout, from points through frog, without side pressure and it stayed the course – no point-picking, but the tracking was a little rough. Then I

began to examine what was happening.

Without lateral force, the wheel that first approaches the frog begins to fall off the closure rail where it bends and becomes the wing rail. This initiation of falling is crucial. The falling wheel slips off the bend that begins the wing rail, assuring that the opposite wheel momentarily hugs the outer stock rail. It so happens that the falling action is intercepted by the beginning of the frog point in the insert, keeping the flange on the correct side of the frog point. The reason this happens is because of the unique design of the frog insert. The insert is ramped up from its point to the beginning of the metal frog rail, and the cross-section of the insert's point is shaped like an inverted "V," which essentially re-rails the falling wheel.

Therefore, although Tom's Turnouts do not conform to the NASG standards gauge, scale wheelsets will track properly but somewhat bumpily through the turnout. My only criticism is that the track gauge throughout the turnout should fall between the NASG minimum and maximum. The samples that I received were a tad beyond these limits. Owner Tom Stoltz tells me that this discrepancy will be fixed.

**American Models** – AM's turnouts conform to NASG standards for track gauge only. They are available only in code 148, and their guard rails are nonfunctional for scale equipment. I have not tested these but have seen them in apparently flawless operation on hirail layouts.

**"Universal" Turnouts:** We all know that flange thicknesses of scale vs. hirail wheelsets are quite different. That's the reason you can't expect reliable operation of both kinds of wheelsets on any turnout that utilizes guard rails to prevent frog picking. A different turnout design is required. Three come to mind: One is the familiar pivoting frog/point assembly, similar to AF turnouts. Several manufacturers have made these over the years; you can still get pivoting frog/point turnouts on special order from BK. Operation of scale wheelsets on these turnouts can be problematic because you have a really long movable chunk comprised of two rails, three brass plates holding these together, and a pivot point

whose location must be precisely positioned for both the points and the frog to align properly. And assuming that the turnout gets built and installed perfectly, you still have the problem of scale wheel flanges "picking" the gapped rail end at the frog – in both directions. And there will be no guard rails opposite the frog to prevent this from happening.

The second is the sectional turnout made by S Helper Service. SHS turnouts have conventional movable points as well as a separate movable frog point that provides a continuous gapless path through the frog, thus eliminating any possibility of frog-point "picking." The current version of the SHS turnout has no guard rails; therefore both scale and all kinds of hirail wheelsets will perform properly on these turnouts. (Of course, there are other considerations – primarily compatibility of turnout radius with both car length and truck or locomotive wheelbase.) Tom Stoltz has invented yet a third type of universal turnout. His frog insert design is sufficiently novel to do the job without functional guard rails, although the "ride" for scale equipment is rather bumpy.

Interested in Scale? Go All the Way!! My recommendation to folks interested in scale but who are hesitating is to make a clean break with AF and hirail wheelsets and switch completely to scale. That means all your wheelsets must conform to the NASG/NMRA wheelset standard, and

all your track must so conform. The reason is simple: In scale, all manufacturers follow the NASG/NMRA standards for trackage.

There are lot of people out there who will tell you that hirail is easier to work with; that scale wheels and track are subject to derailment problems. But if you ask the relatively few of us out here who actually have scale trackage, we will all tell you that's a myth. If you follow the standards you will have no problems. Buy a track/wheel gauge from the NASG, and make sure all your track and all your wheelsets conform to it.

**Closing Thoughts** In closing, I want to address a couple of things that some people have brought up to me. One fellow asked if AF cars equipped with scale trucks are less trouble than trying to work with universal turnouts. I don't see why not. In the "old days" those of us who were in S scale had to rely on a lot of AF conversions that were just that – AF bodies with scale trucks and couplers. Several companies made conversion bolsters that fit right onto AF floors and accepted scale trucks and couplers. (I still have a couple of parts drawers full of these things.) Nixon Model Co. even made scale conversion kits for AF locomotives.

Another asked why someone doesn't come up with a "universal wheel" instead

of trying to design a universal turnout. I frankly don't know what that would be, but it certainly would be a wheel of yet ANOTHER set of dimensions, adding even more complexity to our current situation.

Still another fellow said "I see a great deal of value in having a turnout that will handle whatever you run through it forward, backwards, or even upside down. Do any of you good folks realize the confusion that is created in the mind of a person who is just getting into building an S layout?" Yes, we sure do. My own two cents worth is that following the NASG scale standard allows you to achieve this goal. Sure, you may have to convert some equipment. And you may have to sell that Lionel Mikado and replace it with an Overland brass Mikado from eBay. And you might have to purchase replacement scale wheelsets from Ron Bashista or Don Thompson or NorthWest Short Line. The lack of an off-the-shelf NASG-standard-compatible flextrack system, including electrically-operated turnouts, is a primary contributor to the continued confusion. If such a system (like Atlas or Peco in HO) were commonly available, it would move manufacturers and modelers in the scale direction over time.

---

## Rail Mail cont. from page 5

tually no organization – just a bunch of guys that correspond and then show up at train shows with their modules to operate together. It's been amazing how well this has worked with only standards for inter-operation. It was heartwarming to me last month that the guys in the Georgia Division of the ACSG responded to my pleas and turned out to operate S gauge trains at the dedication festival of the TSMRI clubhouse. It started a bit of a can-do reputation, I believe. So, you see, there are folks in even more remote areas than Hendersonville, NC working toward the conversion to S.

- Bill Odendahl

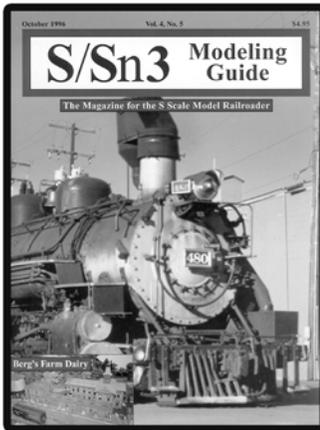
It is clear that the one biggest factor that is holding back the scale and actual layout building among current S scalers is the lack of truly ready-to-run turnouts in "reasonable" sizes. By reasonable, I mean that a #5 is probably the sharpest turnout to be used, and for mainline use, at least a #7 or #8. I believe Atlas recently came out with #5 and #7 scale turnouts for their new O scale track line.

As a group, we S scalers are getting older, but many boomers still have a layout or two left in their life expectancy. The question is: why even consider S when we are still in the 1950s. Just look at such a premier layout in HO as the "new" V&O – that takes advantage of ready-to-run turnouts. A proposal: let us encourage the NASG to work with the importers of

Shinohara and other turnout makers to have these sizes made and have them be DCC ready as well. This could ensure a supply of quality scale turnouts for all S scalers for many years in the the future, and it will maximize the chance of luring other modelers into S as they age. Can we get this done??

- Dan Vandermause, Ellicott City, MD.  
*I think Dan is referring to code 100 and 83 mostly here. Tomalco, of course, offers many RTR scale turnouts in various numbers as mentioned. Shinohara offers a #8, but the #6 is really a #4 or less. DCC ready is probably an option for the future as digital control is really starting to become more mainstream. – ed.*

## RTR and DCC Ready Scale Turnouts:



**DON'T MISS A SINGLE ISSUE!**  
**S Scale Railroading**  
*At It's Finest!*

The 1:64 Modeling Guide has it all!  
 How To Articles - Construction Articles - Color Photos  
 Product Reviews - Scale News - Scratchbuilding  
 Annual Subscriptions start at \$39<sup>50</sup> (6 issues per year),  
 Canadian & international Subscriptions, too! AMEX/Visa/MC DISC  
 P.O.Box 465898, Lawrenceville, GA 30042-5898 770/979-5069 -- www.ModelingGuide.com



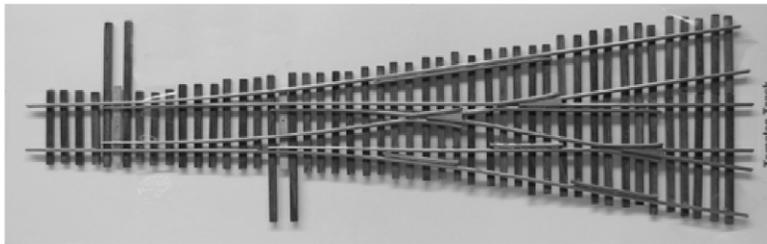
The A. C. Gilbert Company, Erector Square, New Haven 6, Conn.  
 another GILBERT HALL OF SCIENCE product

*You've seen this 1952 publication  
 for more, now buy it for less.  
 \$5 postpaid.*

Make checks payable to "NASG Inc."  
 Russell M. Mobley Memorial Library  
 Dick Karnes, Librarian  
 4323 86th Ave. SE  
 Mercer Island, WA 98040-4124

# TOMALCO TRACK

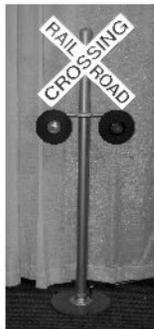
The Code 70, 83 & 100 track supplier to the S scale modeler



Tomalco Track can supply you with quality nickel-silver, code 70, 83 and code 100 flextrack, standard turnouts from #4 to #10, Wye, Double slip, 3-way, and Curved in any radius along with crossings from 14 to 90 degrees. Products can be weathered and made DCC ready if requested. All turnout and crossing products are mounted on stained wood ties. Separate tie kits are available for those who have an unmounted Old Pullman or BK Enterprises turnout you wish to use.

TOMALCO TRACK  
 289 Orchard Circle  
 Hendersonville, NC 28739

LLmorton@mchsi.com  
 828-694-3858  
 Credit cards accepted



**GOLDINHANDS**  
 www.goldinhands.com  
**TRAIN REPAIRS**  
 American Flyer - Lionel  
 D.C. AND TMCC CONVERSIONS  
 American Flyer - Lionel  
 Custom built Crossbucks &  
 Maintenance Cradles

Ph: 847-727-0857  
 Fax: 847-884-9285



**Dave Blum**  
**PIKEVILLE MODELS**

3315 Timberfield Lane  
 Pikesville, MD 21208-4425  
 410-653-2440

**ALL THE FLYER YOU DESIRE!**  
 E-mail: americanflyertrains@gmail.com



# S Scale Freight Cars



Tank Cars



40' box cars



50' box cars



40' plug door



2 bay hoppers



3 bay CD covered hopper



3 bay hoppers



4 bay hoppers



52' Mill Gondolas



46' Flat cars

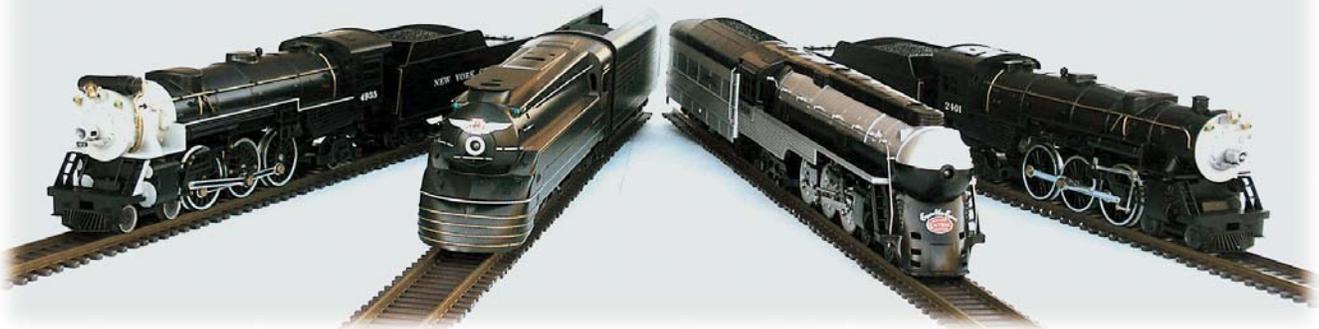


Wood cabooses



Bay window Cabooses

See our unsurpassed selection of of S gauge freight cars. \$19.95 to 39.95  
Over1500 photos of locomotives freight & passenger cars, trackage on our web site.



# S Scale Steam Engines

We have 5 styles of steam engines with matching passenger or freight cars in 10 different road names. Pictured: NYC 4-6-2 Pacific, PRR 4-6-2 K-4 Pacific, NYC Empire State Express 4-6-4 Hudson and SP 4-6-2 Pacific. All in stock for immediate shipment including the **Newer NYC**, **Rock Island** and **Southern** engines. 2nd run 4-8-4s (not pictured) in stock now.

Prices starting at \$299.95 for the 4-6-2 Pacific AC Flyer engines, all come with mechanical chug sound and puffing smoke. Electronic whistle and bell in tender starting at \$379.95 Note that electronic whistle and bell is controlled with a two button controller or transformer with (new tech) two button controller. See our powerful new transformer with controller on our web site.

*See photos on our web site. Leading the way in S gauge for 26 years.*

Send \$5 for new coming catalog.



**American Models** 10087 Colonial Industrial Dr., South Lyon  
Michigan 48178 248-437-6800 [www.americanmodels.com](http://www.americanmodels.com)

