



DISPATCH



2011
Convention
Update

Lookout
Junction

Tour the largest S layouts in northern California...the A.C. Gilbert American Flyer collection at the California State Railroad Museum...the “NASG Roundhouse Revue and BBQ Too!” banquet...the NASG Swap Meet...several Sn3 layouts...exquisite models in the NASG Model contest...the Operating Accessory contest...the Sierra Railroad, the movie railroad...the Virginia & Truckee Railroad...the 3-day National Train Show...the Napa Valley Wine Train...over 200 clinics and two dozen prototype tours...

...and the annual **NASG convention...**



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EXTRA 2011 WEST

X2011

JULY 3-9, 2011 SACRAMENTO, CA
2011 NMRA NATIONAL CONVENTION

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.

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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 Membership Secretary,
Claude Demers
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Flemington, NJ 08822

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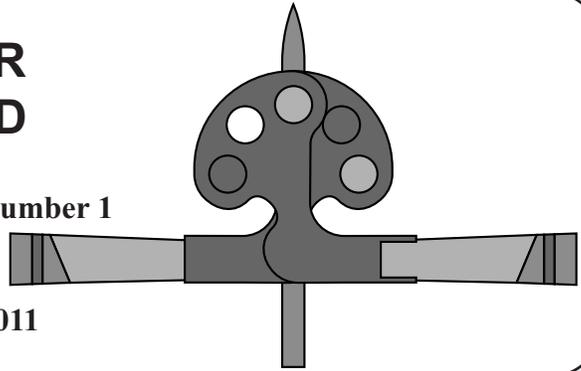
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COVER: A view of the double crossing from above (while these are staged photos, that doesn't mean they don't accurately depict actual occurrences). Photo by John Eichmann. Dixie Honey car is the 2011 NASG Flyer car. What a honey!

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

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S RAIL MAIL

Regarding Dec. Railmail: I have just received my December *Dispatch* here in the U K, and was rather bemused by the piece on the NMRA displays at the Warley National Show. I don't know who Peter Woodland is, but it was I who was demonstrating S scale not him. As part of the 65th NMRA anniversary of the British Region I was asked, and built an S scale diorama 6 ft. long by 9/in. wide. It had one turnout a few trees and a couple S scale building kits I made, these will be transferred to my home layout I'm building. I switched some of my Showcase Line stock .

I became interested in S scale after visiting NMRA conventions in the US, and after building layouts in HO, ON30, 0, EM and P4 (the last two British refinements of 00 gauge). I must confess I like the scale S gauge and not the high rail with the deep flanges and overscale couplings, I use scale wheels and Kadees. All my locos are DCC with sound. Us Brits don't have as much room as you do, I've converted my loft and have a space 15ft by 15ft to play with, and am using a Lance Mindheim plan. Benchwork is built and I'm just about to start track laying.

- Regards Nigel Bowyer 10R0006E

Lionel and Nascar: How do the *Dispatch* staff (and NASG members) feel about the fact that Lionel is "branching out" into diecast vehicles, especially Nascar? Will these benefit O, G or S modelers?

- William Mezzano, Addison, IL

Well, a lot of diecast Nascar vehicles are 1/64, but it remains to be seen which size they do. Perhaps they'll branch out to non-Nascar 1/64 vehicles, but I wouldn't bet on it. -Jeff.

Regarding Dec. Straight & Narrow: The very reason Bachmann chose to do their models in the unlikely gauge of On30 is because they wanted larger models but not a lot of the extra cost associated with going all the way. They found that a good deal of money could be saved by utilizing already available technology and equipment by modifying their line of HO in the form of locomotive drive gear assemblies, wheels, and track. They have also made use of some steam boilers and tenders by modifying only the accessories such as cabs, stacks and domes to make them appear to be O scale.

In fact, with few exceptions, what they actually did (because it's narrow gauge) was to produce almost perfect S standard gauge cars and locomotives. I say almost because the end doors on the passenger cars and cabooses

are too large for S, but just right for O. The loco cabs also are a bit large for S too. I have converted several cars for use on my standard gauge S pike. Changing the gauge of the wheels of locomotives is the difficult part. So, I would suggest using it as is and call it Sn3-1/2. But don't use the HO track verbatim. Use Peco or Microscale On30 track with the wider tie spacing which really gives it the look of a typical narrow gauged track.

As to the other part of the article, the easiest thing to do here is to model Sn2 rather than Sn3 and use the running gear assemblies and track of the readily available HOn3 as most modelers do already. Then copy Bachmann's strategy and build up from there. Wheel and axle sets may need to be changed for a larger diameter in some cases, but otherwise you're good to go.

- Alan W. Bliet, North Attleborough, MA

Vendors and S Manufacturers: If you want to display your product but cannot attend the S Spree, the "**Absentee Vendor Table**" is a possible solution!! Club members will sit at your table, sell your product, and return any unsold items and the money received at your table. You pay for the table (\$20.00) and the shipping costs to and from Columbus. Contact John Gafney, the Central Ohio S Gauge at jgafney@columbus.rr.com for specific details. Vendors who participated in this feature at our Spree in 2007 indicated satisfaction with the results. The Spring S Spree is April 29 and 30 in Hilliard, Ohio (northwest of Columbus).

- Alan Evans

Turnouts with Motors - or not: I agree that motorized turnouts is potentially a separate but related issue. If we confine ourselves to 'scale' - code 100 or smaller there is Shinohara #8 and #6 on plastic ties. The #6 has issues and perhaps providing 'assistance' to retool it may be a place to start. Tomalco has it's own glued to wood ties thus avoiding tooling for ties altogether and that allows for multiple rail weights. Quite clever but weathering is required to blend the wood switch ties to the plastic flex ties.

Otherwise the scale/gauge seems too balkanized for an economically viable solution. What constitutes 'scale'? Is SHS' fine effort to bridge the gap from hi-rail to scale to be left out? A suite of switches, crossings and what not would greatly increase it's appeal to many considering their flex track product.

Hi-rail wise SHS has it's #4, AM has it's 27" radius for code 148 as does American S-Gauge for it's code 172. Gargraves has it's own switches and etc.

Heading down to the basement to start fabrication of another turnout for a passing siding. #8 BTW.

- Ben Trousdale

Jeff's Junction



Polls, Polls, Polls...

From time to time the “I want in S” polls pop up on the Yahoo lists. Did anybody read my editorial in the Feb. 2010 *Dispatch*?

The latest poll stirred by Jim King's (SMMW) progress in producing a couple of smaller diesels like the GE 70 tonner and the FM road switcher. The spontaneous poll was for the next diesel SMMW might attempt. As presented the “I Want” poll was all over the board leaving poor Jim more confused than ever. Jim has since stuck a spread sheet on the lists where potential customers can list which diesel they want and how many they would buy. These, of course, would be limited run, resin cast, undecorated kits. If produced, any of these would fill in a “missing link” for diesel lovers.

One area of concern was the initial number of respondents to the poll – given that there are 700 on the Yahoo lists, only about 70 responded, mostly scalers. Many who declined to respond to the poll said they only wanted RTR, already had enough diesels, wanted steam, etc. We used to do a comprehensive poll in the *Dispatch* in the early '90s in order to help manufacturers with their decisions. This was halted primarily because the major S manufacturers (AM, SHS SSA, Lionel AF) have been producing locos and rolling stock (mostly RTR) on a steady basis since that time.

Currently, S has a pretty fair amount of product available, albeit mostly leaning to the transition era. Again, this is for obvious reasons: the '40s to '60s are still the most popular eras because you can match the era of AF production, you can run steam and diesel, freight cars are shorter, passenger train variety is greater prior to Amtrak in 1971, lineside depots and other railroad facilities were more common, nostalgia, history, etc. I've beat this mule before too.

Now some manufacturers are trying to fill little holes in the S market with product such as modern diesels, different steam locos, less mainstream diesels not produced, some structures, bridges, etc. This is great, but lets get back to the polls.

The internet is a good place for polls, but these “I Want” polls need to be set up correctly in order for the manufacturers to be encouraged to produce something with minimal risk. Even though the recent poll had few responses, SMMW is going ahead with a 44 ton GE switcher. It almost didn't make the cut because Pennsylvania Heritage

Models has a resin version and River Raisin had produced one in brass several years ago. But SMMW got enough response to go ahead with a highly detailed resin cast kit in several versions.

Where you have to be careful with polls though is in matching up the “I Wants” with the “I Will Buys.” One of the winners in a recent diesel poll was the SD7-SD9. Well, if produced this would be a new non-brass offering for dieseldom, but would these stir up enough sales to support production? Ditto for a GP40. I'm sure if these locos popped up in the RTR plastic, decorated arena sales would be double, triple than for any undecorated kit, especially if a hi-rail option is included.

Thus, it is my feeling that the oddball diesels that the bigger manufacturers wouldn't sneeze at would have a better chance at success – to wit, the FM switcher.

So be careful what you wish for in the limited run arena. I personally would not wish for a limited run SD40-2, for example, as that should be from a major manufacturer as a painted and RTR model. An Alco S-1 or a Baldwin VO1000 might be a better choice in my opinion. And too, why not produce limited run diesel shells only to fit an existing AM, Lionel or SHS chassis? A GP7 shell should fit on an AM GP9 chassis (maybe a chop nose one). Yes, I know Des Plaines makes a low-nose conversion kit. An E6 shell could fit on an AM E8 chassis. An SW1500 shell should fit on an SHS SW9 chassis. Has anybody ever thought of doing painted and decorated shells to match existing power chassis?

The most useful polls would have more respondents per membership – whether it be Yahoo list, NASG members, or whatever. The internet is the state of the art place though for current polls because of the quick response time. They just need to be worded correctly for useful answers. For example some key questions: What do you want? What price Range? How many will you actually buy? Do you want hi-rail or scale? Do you want an undecorated kit or painted RTR?

Once the initial poll has been compiled with enough respondents to make it legitimate, then the pollster should weed it down to the top 2 or 3 and do it again with these as the final choices and only one winner. This will separate the men from the boys and give the manufacturers a better handle on whether to produce or not.

Note: With the China situation stalling our larger S manufacturers, perhaps the smaller niche manufacturers can fill the void temporarily for new product. I see Des Plaines though seems to be moving ahead with an SD45. Good choice in my opinion.

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (www.americanmodels.com) is releasing two new GP9 paint schemes. As shown in their ad there is a red and a blue. Read Jim King's commentary below regarding the schemes. Locomotives are \$189.95 in AC Hi-rail. RTR basically, but if you want handrails and dynamics installed it's an additional \$25. I assume DC scale is available as well. --- New GP-9 colors. N&W 620 is operated by the North Carolina Transportation Museum, where I volunteered for nearly 10 years. 620 was NEVER painted red in N&W service; it was the lowest numbered GP9 and was used solely for freight service (meaning: it was delivered in black but may have been repainted blue in the 60s/70s.. I have not seen a photo of it in blue).

Only the passenger GP9s in the low 500s wore red to match the consists of the era, which changed to blue after the Wabash merger in 1964. 620 was painted red at NCTM because Bob Claytor, then CEO of NS, said NS would donate the materials if NCTM agreed to the red scheme. There were 5 or 6 C30-7s and 1 SD40-2 painted red with a yellow NW on the hood. Other than the 3 GP38AC's painted in "skunk" colors (post-NS merger), everything else of that era was standard 13D black with white lettering.

LANES TRAINS (www.lanestrains.com). Bill is getting some urethane roofs made to fit the American Models 72' passenger cars - all except the observation. These are round roofs to resemble Reading cars. Some minor modifications to the car will be needed. Reply to Bill if you're interested. bill@lanestrains.com. \$25 each plus shipping.

M-2 AUTHENTICS (Hoquat Hobbies and your various on-line and discount stores). Finally, somebody is getting wise and starting to produce some diecast 1/64 utility trucks as shown on page 7. Gee whiz, a snowplow, stake back, tow truck, and even a tractor for a tractor-trailer. Prices range from \$6 to \$8. These are available in sets #14 and #15. Hopefully, if these sell well, they'll delve into producing more - like ice cream trucks, milk trucks, garbage trucks, dump trucks, mail trucks, etc. Take a look at the upcoming group of three trucks on page 7.

MAINLINE BRIDGES (www.mainlinebridges.com). Howard Karsh of Las Vegas, Nevada, sent an email about this line. One through truss span as shown in the photo is approximately 20" long by 4" wide for \$125.00. These are not detailed to scale, but would serve nicely on most hi-rail layouts. There are several other types of bridges offered as well.

RIVER RAISIN MODELS (www.riverraisinmodels.com) will be making a limited run of the Pullman 43-R passenger car truck in S scale. These are the unique appearance triple bolster trucks, common under pre-war Pullman passenger cars. RR will make both the SP and NYC versions of this passenger car truck in brass. Other railroads that used the 43-R truck included PRR, IC, UP and ATSF. The price is \$69 a pair plus shipping. Due early second quarter 2011.

Dan also confirmed the USRA 0-6-0 project is a "GO". Boo-Rim has been given the go ahead to produce pilot models. RR will be building six different 0-6-0 versions.

S SCALE AMERICA (www.deplainseshobbies.com) appears to be taking the plunge into the S scale diesel locomotive field with the announcement by Ron of an SD45. He says this will not be a kit. Details are ongoing. This is a pretty good choice for a "missing link" diesel as many roads had this 6-wheel truck diesel. They were produced by EMD from 1965 to 1971 so they fit in the era of 1965 to about now as to longevity. Roads I could pin down either first or second hand include SP, SF, GN, NP, Southern, N&W (last two high nose), PRR, Reading, C&NW, ConRail, Guilford, Lackawanna, NYS&W and maybe a few more. A second life was given many SD45s on such roads as the Wisconsin Central, Montana Rail Link, and Buffalo and Pittsburgh. I understand several in Pines and Prairie Land are having palpitations. Stay tuned.

SPRING S SPREE CAR (www.cosg.org). This is the 4th Timken Roller Bearing theme car that the Central Ohio S Gaugers are offering for their Spring S Spree car. It's an AM flat (choice of roads - B&O or PRR) and scale or hi-rail. \$70.00 per car, shipping \$8.00 for 1 car, additional cars add \$4.00 per car. Or you can attend the Spree and pick up car there.

Here's what a prototype SD45 looks like. S model coming from S Scale America.



WHAT'S NEW



L - R
 1956 Ford COE
 1958/1959 Chevrolet LCF
 1957-1959 Dodge COE

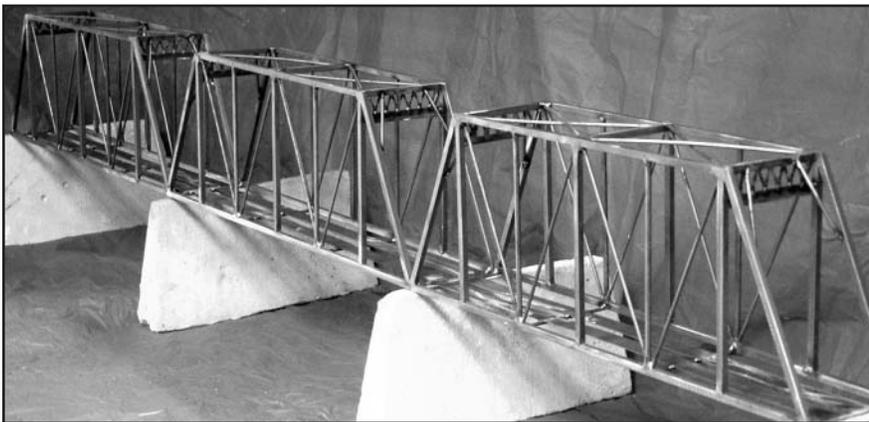


1954 Studebaker 3R Tow Truck 10-21



NEW
 CASTING!

1956 Ford F-100 10-20

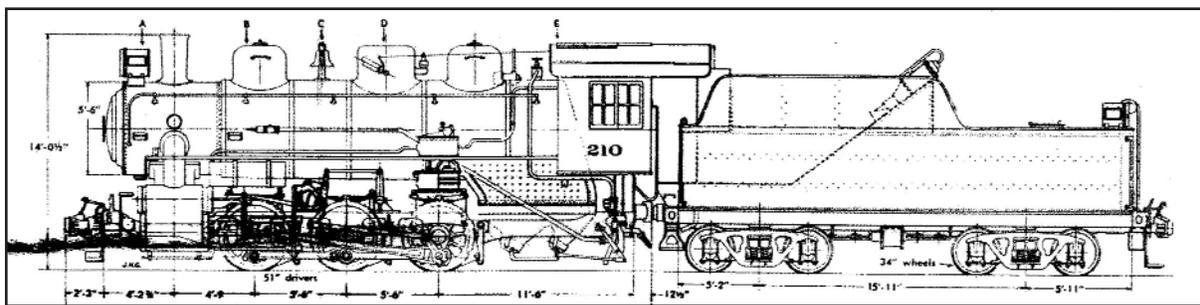


1950 Studebaker 2R 10-25



NEW
 CASTING!

1958 Chevrolet 1CB 10-22



EXTRA 2011 WEST

2011 NASG / NMRA National Convention
July 3 to 9, 2011 - Sacramento, California

www.x2011west.org/nasg.html

Welcoming Gathering

Plans are being made to have a welcoming gathering for S folks on Wednesday evening, July 6th at 8:00 pm. Dessert and beverages will be served, but not dinner. Our guest speaker will be Stephen Priest, Editor of the NMRA's monthly magazine. His presentation will be most interesting and cover a wide variety of services offered to the model railroading community by his firm. Both the breadth and depth of these services are most impressive. Some S scale projects will be discussed.

Make your reservations for the Welcoming Gathering through the X2011 Company Store. The cost is \$20.00.

Layout Tours

Layout Tour L401 offer a fascinating tour of three major S scale layouts in the northern California region. This all-day tour includes an early-morning Amtrak ride from Sacramento to Richmond, a Bay Area Rapid Transit (BART) ride from Richmond to Fremont, a leisurely visit to Ed Loizeaux's NYC-themed layout, no-host lunch, a bus ride to Don Harper's Sn3 layout, and a final stop at Arden Goehring's UP empire, with a possible snack. This outstanding S scale layout tour is planned for Wednesday, July 6th, and should return to the Sacramento convention hotel before 7:00 pm. Sign up for this tour at X2011 Company Store. The cost is \$55.00.

Reservations for all tours must be made through the X2011 Company Store online shopping cart.

Spouses

The spousal registration rate includes a special Non-Rail Luncheon and other interesting events designed for non-rail spouses. Many extra-cost non-rail tours to local places of interest are available for purchase. Please see the Non-Rail Activities page for activities, clinics and tours. All tours may be purchased through the X2011 Company Store.

Clinics

Superb clinics are being planned for those who enjoy smaller flanges. There is no need to register in advance for clinics, except for certain "extra-fare" clinics, such as "Modeling with the Masters." Just walk in and grab a seat!

Please contact Ed Loizeaux at sscale@x2011west.org or Lee Johnson at sscale1@x2011west.org if you would like to conduct a clinic on any S-related topic.

Contests

Contests for S models and photographs using NASG rules and judging procedures are being planned. The contest room will open on Wednesday afternoon at 2:00 pm to accept models. It will be open every day through Saturday. On Saturday morning, admission to the contest room is restricted to the official judges and the NASG photographer. On Saturday afternoon, the contest room will be open for viewing. Models must be picked up by the owner on Saturday afternoon prior to 4:00 pm. It is OK to place your "display only" models in either the NASG contest room or the NMRA contest room. Both rooms are OK for display only models.

Please note that NASG contest rules and entry forms can be downloaded from the NASG website by using the following links:

- *NASG Contest Rules (Summary version)*
- *NASG Contest Rules (Detailed version)*
- *NASG Contest Entry Forms*

In addition to the traditional NASG contest, there will also be a new and unique NYC-only Contest and an Operating Accessory Contest, both of which will be judged under a different set of rules which are available upon request from Dick Karnes. A \$200 gift certificate from a major model railroad hobby shop will be awarded to the winner of the NYC-only Contest.

Display

Those who wish to display models without contest judging may do so in the secure NMRA contest room. Those who wish to display complete modular train layouts may do so as part of the National Train Show® (NTS®). See the "Train Show" web page for details.

Selling Stuff, Buying Stuff:

Multiple selling opportunities at the convention include the following: S auction, NASG Swap Meet, NMRA Silent Auction, and National Train Show® (NTS®). Please contact the NTS® or NMRA directly for detailed information regarding their activities. Visit the California State Board of Equalization website for information regarding the California sales tax and to obtain a Seller's Permit.

Swap Meet: The traditional NASG swap meet will be conducted with tables attractively priced for smaller manufacturers and suppliers. A \$25.00 fee per table, in addition to being a convention registrant, will be required. Swap meet tables can be reserved at the X2011 Company Store. This all-day swap meet is scheduled for Thursday, July 7th.

SWAP MEET SCHEDULE

Set-up	7:00 AM – 9:00 AM
Sales	9:00 AM – 9:00 PM
Tear-down	9:00 PM – 11:00 PM

Banquet

An S banquet is planned for Saturday evening. The official "NASG Roundhouse Revue & BBQ too!!" will be held inside the roundhouse display area of the California State Railroad Museum. Enjoy your ribs or chicken while seated next to valve gear, spoked drivers, EMD diesels, Pullman car, ATSF diner and so forth. A musical revue will entertain you prior to NASG presentations and announcements. Bring the entire family if you like.

Reservations for the S banquet can be made at the X2011 Company Store . The cost is \$65.00.

National Train Show®

The National Train Show® (NTS®) is a separate and distinct entity from the X2011 West NMRA Convention. The NTS® will be located in the Sacramento Convention Center, directly across the street from the X2011 West Convention hotel. Registrants of the X2011 West Convention are entitled to three days of admission to the NTS® at no additional cost. Just show your convention name badge at the door for admission. See the "Train Show" page for schedule and more information.

- The large S hi-rail layout from the Rocky Mountain Hi-Railers of Boise, ID, will be on display at the 2011 National Train Show®.

Convention Cars

Two brand new S freight cars (not repaints) suitable for both scale and AF-compatible enthusiasts are being offered in both kit and ready-to-run (RTR) versions. With American-made tooling and production, these convention cars will be unique and interesting. The cars are made in the good old USA (except trucks and couplers).

The GS series of drop-bottom gondola cars saw service all over the nation from the late 1940s through the



1980s hauling both granular loads, such as sand and gravel as well as pipes, logs, scrap metal and crated machinery. Wood-planked extension sides were added to some gondolas for sugar beet service, described in detail here: www.pwrr.org/prototype/sugarbeet/index.htm

Registration

Register for the X2011 West convention by going to the "Registration" page. Click the "REGISTER" button to access the X2011 Company Store online registration and shopping cart. This online system will be used by convention registrants to purchase S banquet tickets, S-oriented tours, S convention cars, and so forth.

X2011 housing is now open to ALL registrants. Go to the "Accommodations" page to make hotel reservations. Hotel reservations at both convention hotels are being handled by an online housing bureau.

Spouses & Children

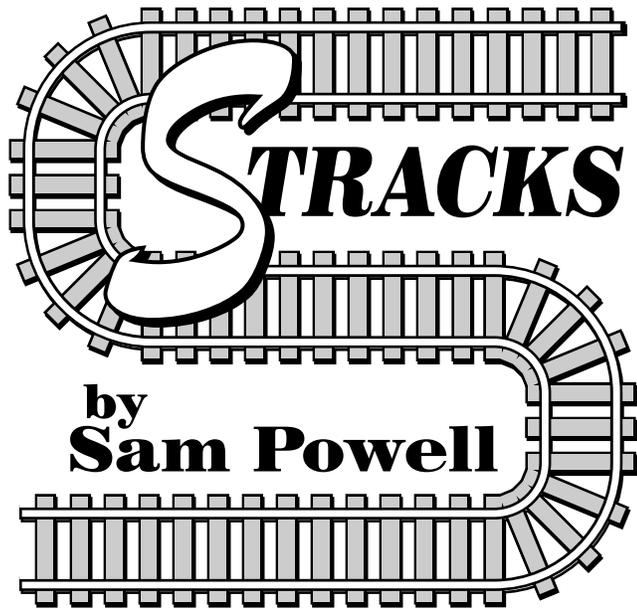
Spouses and children of NASG registrants will be allowed to attend extra-cost tours/events and the NASG banquet along with their full-fare registered husband upon payment of only the additional tour or banquet fee. Advance purchase of S-oriented tickets for family members is highly recommended to avoid disappointment.

Advance Section

The Advance Section is a pre-convention event Friday noon July 1 thru Sunday July 3 afternoon and located in the San Francisco Bay region. It is an opportunity to enjoy home layout tours, prototype operating sessions, prototype rail and industrial tours, non-rail functions and much more. Ed Loizeaux's NYC-themed S scale layout will be open for visitors on Saturday, July 2nd from 8:30 am to 2:00 pm. Go to the "Advance Section" page for more information.

*According to the latest NASG Directory - members in states closest to Sacramento include: Washington - 28, Utah - 6, Oregon - 17, Nevada -6, Idaho - 12, New Mexico - 4, Colorado - 23, Arizona - 15 and California with 119. This totals to 230. So we would hope to see at least 2/3 of these attend the Convention. This plus folks from the other states should add up to a decent showing - don't ya think?
Jeff*

Bill Young's operating bascule bridge will be on exhibit. The fully working mechanism is amazing.



New Operations on the New Penn Creek Valley

Time to Operate

No, we are not cutting anybody's spleen out. This is railroad operations. The "last" section of the layout has finally been built. This is the end of the coal mine branch. Now that this is done, I need to get back into running the trains. I had put off developing an operating system for a few years because I wasn't entirely happy with the systems I have used in the past, nor was I completely happy with ones I have investigated recently. I was hoping I could think up something more sophisticated and yet less complicated than the old car card, or computer car routing system I had used in the past. Is that illogical or what?

What are Operations?

An operating system for a model railroad is simply an organized structure that dictates car and train movements when you want to be "operating", as opposed to simply running trains around. Not that there is anything wrong with simply running trains around. There is a time for that as well. As we will see, an operating system has its appeal on many levels. A model railroad operating system attempts to duplicate, to some small extent at least, the business and economic structure that motivates cars to move from here to there on the real railroad. They always travel for a reason that has money as the prime motive, and interaction with the rest of the national transportation network as a requirement of both a practical and legal nature. Any system that mimics these forces to some degree adds another level of enjoyment to the hobby.

We Are Not Alone

There are many folks who play similar games to operating model railroads. My kids played Dungeons and Dragons, and Magic when they were young, and I have known people who did war gaming. I have known peo-

ple who do Civil War re-enactment. In fact one of them has been an extra in several well known movies. And these folks really, really loved what they were doing. There is also a large group of otherwise sane adults who get together regularly with a huge group that dubs themselves the Society for Creative Anachronism, in which these adults live for a week exactly as if they were from another time and place, say ancient Rome or ancient Peru. It seems to me there is some similarity between those who want to "operate" their model railroad and these other adult games. We are pretending but with props. And in the process we gain a deeper understanding of the industry we are fond of re-creating in miniature. And in this case, we have built the props ourselves, so there is some real joy available in seeing our creation come to life.

The Resistance to Operations

If you are like me, you are so into your special phase of the hobby, the thing that you do best, that your special talent or skill is always drawing you away from actually running the trains. We tell ourselves, "I'll run trains as soon as get this engine or car built". Or, "as soon as this new mountain is complete". And so on and so forth. And, we never get around to running the trains. That might be OK, but in some instances I think some of us don't know what we are missing. I encourage you to consider adding this feature to your model railroad if you have not done so already.

Keep it in Balance

When designing an operating system and its rules it is important not to let the tail wag the dog here. The presence of too much pressure, and too much paper can make you tire of the creation you built for fun and relaxation. Balance is the key here. With the old Penn Creek Valley, we had monthly operating sessions, and I eventually grew tired of them, in part because there was too much pressure. Everyone seemed to feel the pressure to "do it right" and do it fast, and on time. This kind of put everyone on edge. Especially me, since I felt responsible for everything moving smoothly. I'm not sure where this pressure came from, but I was not alone in the perception. In some cases pressure in the hobby is created by a hobby press which touts high quality and innovation, and thus creates an unrealistic standard everyone feels like they must attain to be "real" model railroaders. Forget that. This is not the purpose of my column. I hope my column reflects the struggles and mistakes I have made, and does not create a fantasy of unrealistic expectations. With each article, I hope to get your mind moving, and to get you to inch over into a new phase of the hobby. In any event, our operating session lasted about five years before the group fizzled and disbanded, right before the old layout was taken down.

Things Get Tense

At first I thought the pressure we felt when operating on the old PCV was due to the car cards and paperwork

associated with the sessions in my original system. We were always juggling paper, and I thought eliminating the paper might eliminate some of the pressure. So, in an attempt to “simplify” the system, I went to a computer car routing program called Decopod. I’m not sure what that stood for, and I am sure it was a good tool for it’s day, but there were drawbacks there too. Computers seldom simplify things. You could not move the cars between sessions without fouling up the computer’s understanding of where cars and trains were when the last session came to a close. If you moved a train or car, a new session could not be started until all trains and cars were moved back. So, all spontaneous “playing” with trains became a burden.

One drawback at the time was that the computer was not in the train room. If it had been, then maybe “running trains” for fun could have been accompanied by simply turning on the computer and updating each movement that was made. But since the computer was not in the train room, the hands off requirement between sessions was not fun, and eventually I gave up on that system. I thought it really put a crimp on the enjoyment in the hobby. There might be some computer program that is better out there now. And eventually I may explore that.

Lightening Up

In an attempt to lighten things up with the new PCV, I tried a completely free form operating session with our construction group one evening. No one seemed to like that. I told them they could run their train anywhere they wanted and drop off and pick up cars from any siding they wished. Well, they gave it a try, but afterwards this was roundly voted down. Absence of rules and orders just didn’t seem right. In part I think this was because it seemed to lack a sense of team work. There was no real coordination of movements. It was kind of like we were 2 year olds playing beside each other in the sand box, but without paying any attention to the other kids. I now think a big part of the fun of an operating system lies in the coordination of various trains, and the dance that must be done when coordinating movements across the layout. So it was back to coming up with car and train movements generated by some structure that required and imposed specific actions from an outside agent or force.

Back to Car Cards

Recently I had lightly explored several other concepts for generating meaningful movement of trains over the railroad, but in the end found myself moving back to the paper car cards and waybills. I decided the primary drawback, which was handling all the paper pieces, was outweighed by the simplicity, and ease of the card system. Everything else seemed to be too involved, and maybe required a deeper understanding of real train movement than I cared to get into. **The car cards are a simplified caricature of what a real railroad does.** But, even though they are not a truly accurate repro-

duction of what the prototype, they do generate their own logic for car and train movement that is structured and disciplined. And it does this without any real deep understanding of how real rail traffic is generated. I am hoping that after I get my car card system in place, **I will be able to incorporate some of the characteristics of real railroad operations along with the cards.** Once cars are moving, it does become clearer what can be done to improve the realism and complexity of the system a step at a time. This makes it seem like a very natural first step at this time.

What Car Cards Do and Don’t Do

The car card system generates a need for specific cars to go to specific places both on the layout, and beyond if beyond is designed into your railroad plan. The car cards do not create a structure of trains. That is another task. But setting up a car card system is easy to do, and you can adapt any train routing system you wish later if you feel the desire or need. You can use the car card system to guide the car movements of one train at a time, or you can create a train schedule that places multiple trains in motion on the layout simultaneously, which requires a dispatcher, and passing sidings and a schedule. In this sense it is very flexible and adaptable. Hopefully I will continue to develop my system, and share it with the readers later. But for now, I would like to describe the car card routing system I will be using.

Jumping Back In

I jump-started the operations project by ordering a pre-printed operations **Car Routing system from Micro Mark**. I ordered a starter set and some extra components. These look pretty much like exact copies of the car cards I purchased from Don McFall, the original designer here in the DC suburban Md area years ago. The starter set is part number 82916, and includes everything needed to get you started for the price of \$31.95. I consider it a bargain. I also ordered a set of extra waybills, part number 82911, 3 extra car card storage boxes part number 82914, for the various yards, and a pad of empty car request forms part number 84019. This set also comes with instructions to get you started if you are not already familiar with the concept of waybills and car cards. I highly recommend this as a first step if you want to dip your toes into the operations pool just a little. It is minimal investment for a reasonable amount of fun.

For those of you who don’t know, the car card system is quite simple. It consists of two types of paper pieces: a waybill and a car card.

The Waybill

The waybill is a fairly thin piece of paper that actually provides the instructions for the car’s movements. The premise is that there are many destinations for your cars on or beyond the ends of the layout. These locations, such as sidings and industries on your layout, or beyond, will be indicated as shipping destinations on a

waybill. These destination are thought up by you, and you write them on blank spaces provided and labeled on the pre-printed waybills. Think of waybills as orders from a shipper for a specific kind of car to load and ship. This is handed to a freight agent whose job it is to get the appropriate car to that shipper. Also on that waybill will be the car's loaded destination from there, and other stops beyond perhaps.

Car Cards

The other principal piece of paper is the car card. Each car on your roster has a card that travels with it around the railroad which stays with that car for life. Waybills change, but car cards do not. The car card has all the needed information for that car printed on it. Included is the type of car, what it carries, its identifying markings, (reporting marks) and any restrictions placed on that car's travels, or loading, as well as where its home yard or siding is. You print this information yourself on the car card on blanks labeled by the manufacturer of the cards from Micro Mark. In a pocket on the card is placed the waybill, or work order if you will, for that car. This waybill typically has four sides, each with its own routing instructions, which allows the same waybill to route the car to four different locations before the waybill's instructions are completed. Once the waybill is removed, the car card then shows a "return car to _____ when empty" instruction that was previously hidden from view by the waybill. Between stops for each car, you simply flip the way bill over to reveal its next stop. The bottom and back of the waybill cannot be seen when it is in the car card pocket. As soon as you turn it over, you see another step in its travels.

A Quick Overview

Going back to your waybill, once your freight agent has located the an appropriate car as requested by the industry (indicated on the waybill he was handed), he places the waybill into the car card, regardless of where the car resides. It can be currently at a siding waiting to go "home" or in a yard somewhere awaiting assignment. Remember the car card travels with the car everywhere, and will be stored in a pocket or file box near the car. Once the way bill is in the car card, the next train through can pick it up and transfer it to the industry which needs it. In some cases this may mean taking it to a yard first for classifying it into a train headed back towards the industry. In others cases it may be possible to pick up the car on a local and deliver it directly to the industry in question. All this must be worked out by your train routing system, and is a separate problem from the car routing system. But, the car cards and waybills are an excellent first step, and can create the basic structure for fun operations, or be put in place as the first step in a much more complex system. You can leave it as a simple car card and waybill system, with nothing more complex added. Or as you get comfortable with the car cards and waybills, you can add more trains, and put them in a schedule with a dispatcher,

whose job it is to see that trains don't run into each other out on the mainline.

Car Card Layout Hardware

Three pieces of layout hardware are needed to use this system. **1.** There must be some place to store the car card when the car in question is not in use. This place must be logical, and easy to see which railroad car goes with which card. **2.** There must be some easy way for the train crews to handle a batch of car cards that will make up a train. This can be a small clipboard of some kind. And there must be a way to hang this clip board on the layout fascia while switching the cars in and out of sidings. **3.** There must be some sort of storage for the car cards near the sidings the cars will reside at between sessions.

Getting Started

Once your starter kit comes it is very simple to get your operations going. You simply fill out one card for each car on your roster, and provide some place to store the cards while the cars are at rest, and while they are in motion in a train. After every car has a card, and it is in its place, you fill out a waybill, and put it in the appropriate car card. I might suggest you leave the return to when empty space blank until you get a sense of where cars are most logically placed when not in use. Each one can be filled in as this information becomes clearer to you. The other information on the card is more or less a constant and will likely not change at a later date, so it is perfectly safe to go ahead and fill that out from the start.

Your First Car Movement

Now that the car cards are filled out, let's get started. Let's say you have a box factory on a siding on your layout, and the factory has requested a box car to ship product to another manufacturer or factory either on line, or beyond the layout through a connection of some kind with the outside world. This would be an interchange track on the layout somewhere. One side of the waybill would request an empty box car be sent to Basset's Box's for instance. The next side could specify the loaded car be moved to Longbridge for shipment to Trudie's Trinkets for emptying of boxes and reloading with trinkets. The next side could say move Trudie's trinket load to the other end of the layout for interchange with the Western Maryland. This waybill can be recycled several times if desired so the car makes a predictable trip. Or the waybill can be pulled once the car has arrived at the Western Maryland interchange track and the car stored on the wall along with its card (if that is its home) awaiting future assignment.

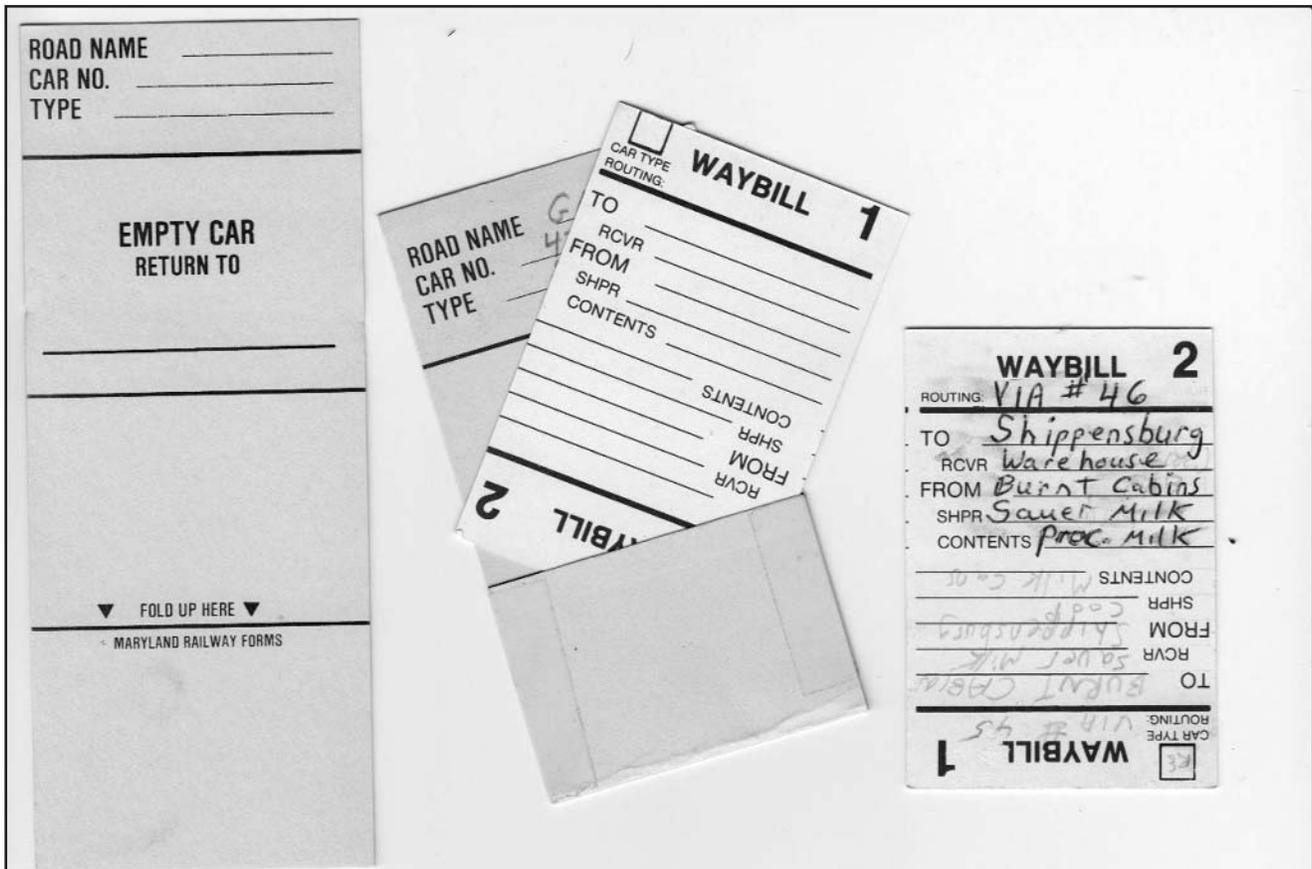
Some Parting Thoughts

This system could employ several different people with specific tasks or just a few people who wear different hats at different times. All of this would be worked out as time and complexity develop. Another cool benefit

of developing an operating system is that as you work the system, you will see the need for specific industries on your layout, and the operations thus not only serve the layout as it exists but generate ideas for improvements to it. I promise you, you will likely find yourself building, or hunting for structures to add to the layout so you can have a receiver for a certain good from a certain shipper either on or off line. And, you will find yourself wanting a certain kind of car, or even locomotive so you can serve your industries better. This is sounding like a real railroad to some extent, does it not?

In the next issue I wish to talk about interchange tracks and what they can do for the operations of your railroad. This is a concept that moves your model railroad to connecting beyond the basement. It will no longer be simply a set of trains running around in circles but a link in a vast network of transportation. Included will be a discussion of the logic of thinking up destinations to print on your waybills. I will also include some photos of the car card system in operation.

Till Then, Sam Powell.



These are the McFall cards Sam mentioned which are basically identical to the Micro Mark cards. The cards shown here are just about actual size. The Waybill actually has 4 spots. The other two are on the other side. Of course, you must continue to, from and follow the numbers. These are from my old South Penn HO layout. No. 2 on the Waybill is shown in ink so it would show up here. I normally used pencil for obvious reasons. By filling out the car card and storing it with the actual freight car you can have it ready for an operating session. The waybills need to be filled out prior to an operating session. The car cards can be sort of an inventory system too. - Jeff



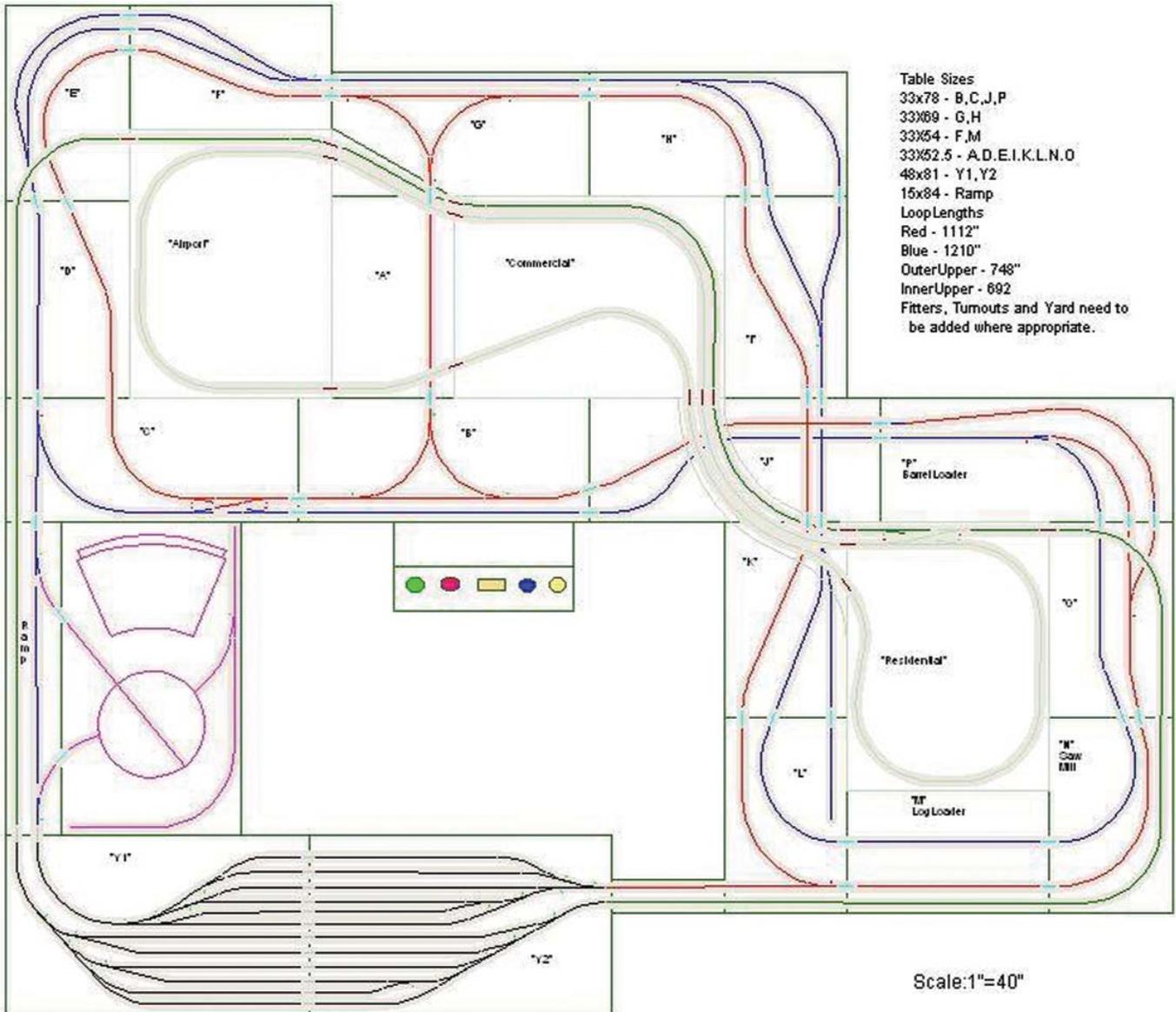
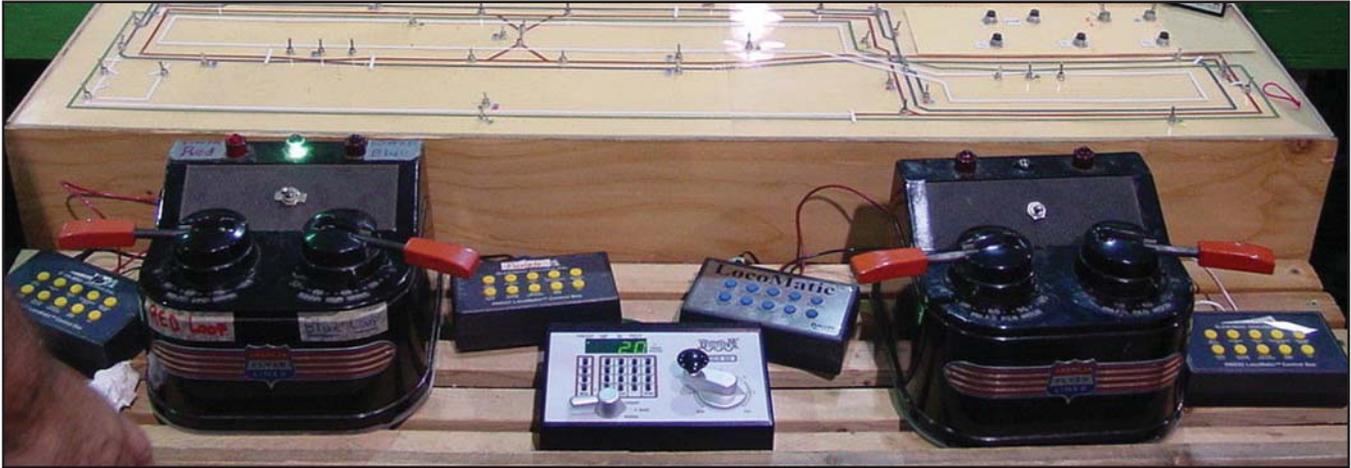
PROTO-VIEW



In the 1960s this engine terminal on the C&O at Montgomery, West Virginia (just east of Charleston) was all diesel, but the remnants of steam were still there. On down the New River Gorge in West Virginia, the next major engine terminal was Hinton. Note the sand hopper by the coaling tower. Many railroads used the sand storage facilities still present in the coaling towers to service the diesels. The diesel (probably an SD 40) is probably waiting for helper duty, or maybe it's up for a local job. Note the typical C&O cantilever signal bridge. The metal water tank is peaking around the corner of the concrete coaling tower. The roundhouse that was still standing at the time is back to the left.

Photo by Jeff Madden

**LOOKOUT JUNCTION WILL BE AT THE NATIONAL TRAIN SHOW
FOR THE X2011 CONVENTION.
SEE THE BOYS FROM BOISE, IDAHO, PUT ON A SHOW!**





Above is a view of one corner of the 3rd version of the hi-rail Lookout Junction portable layout designed and built by the Rocky Mountain Hi-Railers of Boise, Idaho. If you attend the NASG convention in Sacramento this summer you can see this layout at the National Train Show on July 8-10. *Photo by John Eichmann*

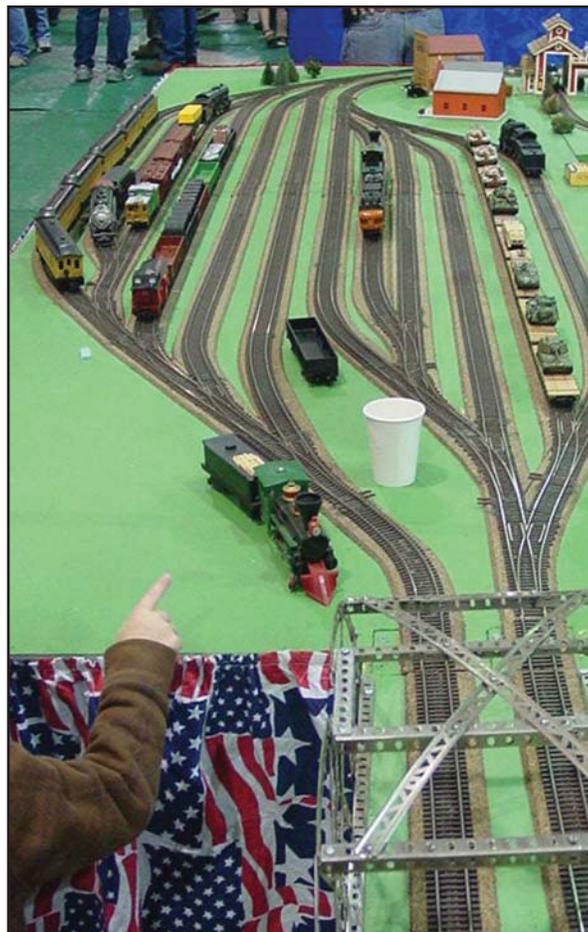


Here are the Boys from Boise: Seated, L-R: Charlie Stenzel; Rich Gillett; Al Hayden. Standing, L-R: Wally Langille; Shane Jibben; Glenn Hadden; Alan Udy; Rick Emerson; John Eichmann, coordinator. *Photo by John Eichmann*

S-PIKE AT X2011 Lookout Junction



Above is Wally Langille's rig, which will be used to transport Lookout Junction to the 2011 National Train Show. At right Rich Gillett surveys the fiddle yard and the drop-down bridge, which provides access to the operating pit. The Rocky Mountain H-Railers were formed in 1995. Track is S Helper 155# Flex Track (code 131). Roadbed is O-gauge cork. The 45 turnouts are from Tom's Turnouts, along with the two crossovers and the two wyes. The double crossing (the "Junction") was custom built by Dr. Greg Lewer, using SHS Flex.



The other large quadrant shows the industrial area and the airport at the far end. There actually was a prototype Lookout Junction near Bieber, California owned by the McCloud River Railway, a former lumber railway. The layout takes up roughly 22' x 26' of space.

Photos this page by John Eichmann



A view of the double crossing from above (while these are staged photos, that doesn't mean they don't accurately depict actual occurrences). *Photo by John Eichmann*



Al Hayden, layout designer, watches Kelly Lloyd re-rail a locomotive. Notice how everything is neat. Trackwork flows smoothly, and structures are placed in interesting settings. *Photo by John Eichmann*

THE LONG AND SHORT OF IT

By Charles Bettinger

I was looking at my Pacific Rail Shops (now S Scale America) ACF 3-bay covered hopper cars when I thought about the ACF 2-bay hopper car I saw in a train in Palmer, MA. We have SHS PS-2 two bay hoppers, but I wanted an ACF style one so I thought I could cut down a three bay into a two bay.

This is how I did it. I took the cars over to my friend's home where he has a bandsaw, and asked him to cut the three bay ACF into 3 pieces.

Figure #1 shows the car as it is. You can see the lines where the car will be cut into three sections. I will be tossing out the middle portion. When cutting on a band saw you will melt the plastic a bit. This will leave a burr on the side of the car. I then removed the burr with a hobby knife with a #11 blade.

Leaving the center section out as seen in figure #2, I checked the joint for a close fit. Some filling and sanding will be needed for a good joint.

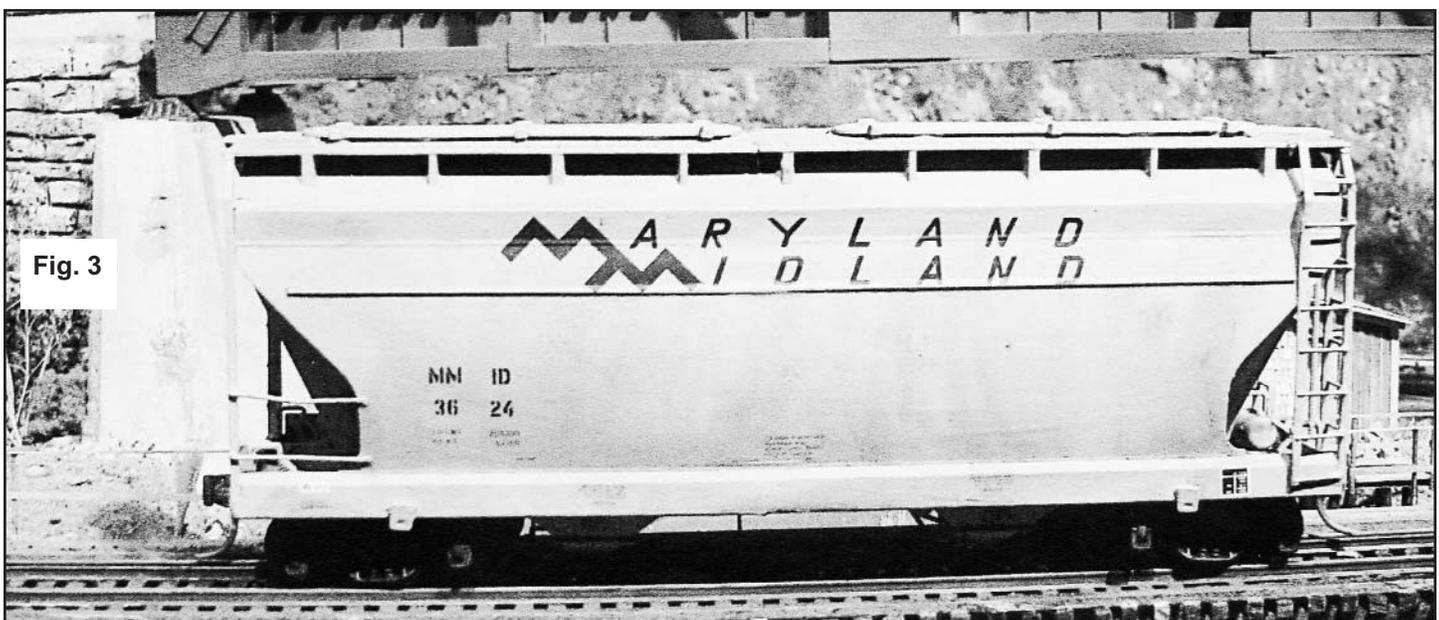
Now to put the two sections together I used Insta-Curset plus CA Gap Filling Glue. After this is dry I turned the car upside down and used styrene strips from my junk box to reinforce the joint and let dry.

You will still see a seam in the car so I used Squadron Putty "white" that I

picked up at my local hobby shop. After the putty was dry I sanded the sides down smooth until I got a nice clean joint that can't be seen.

When I was happy with the joint I primed the car body with a gray primer spray paint. Lastly, I painted the car the color I needed and put my decals on as seen in figure #3. I used HO decals for my "S" scale car.

After the decals dried I sprayed the whole car and sprayed the car again with Dullcote to set the decals and my weathering. The pictures were taken by Mark Doyon on Andy Blathcley's HO Mountain Gorge Railroad.



Meet an S Gauger

Cliff Brown

by Bill Fraley



Cliff has modeled in S scale since 1973. Actually, going back further, he received his first American flyer set the Christmas of 1950 - a good old Atlantic, a box car, hopper and cabooses. Later, he added two New Haven passenger cars. Initially, Cliff had his model railroad in the basement, but when his folks moved to a new home, the model railroad moved to a room on the second floor of the garage.

Cliff went off to college, got married, served two years in the Army, and while in the Army started working with his American Flyer trains again, this time trying to make them more realistic. As many of us know from the old days, this meant chopping up the original Flyer equipment.

After his military service ending in 1969 and a move to Pennsylvania a friend gave him two Bob Peare kits. This got him started on trains again. He then found an old S gauge catalog, and in it he discovered an *S Gauge Herald* advertisement. He subscribed and the first issue he received was the *Yearbook*. Through that he found right in his little town of Palmerton, PA that there was an active S gauge guy - Merton Smith. Merton took Cliff to several meetings of the Delaware Valley S Gaugers, and he became a member, just in time to help them out a little with their 1973 NESGA Willow Grove convention.

Cliff has been around S gauge for a while; he is a charter member of the Anthracite Railroad Historical Society; Since he lived right on the LV mainline he naturally started modeling that prototype. He was able to convert three of his American Flyer locomotives to LV prototype. His basement model railroad grew as did his family with five kids.

Cliff moved to North Carolina in 1982, raised kids, and worked on his layout which now was on the second floor of a garage. In 1982 Cliff remarried and moved to Gastonia, NC. He added a 1000 square foot addition to his home, and with the kids now out of the house and being in retirement, Cliff has been busy getting all the trains up and running again.

The Lehigh Valley is still the prototype of choice for Cliff, and he models in semi-scale. He's modeling a branch line called the Lizard Creek and Western (Bowmanstown to Pottsville, PA). He has about 120 cars of all types and at least 20 engines. He says he is the proud owner of Merton Smith's estate, one 0-6-0 from Frank



Cliff and Kathleen Brown

Titman's early Delaware & Western, and several items from the late Bob Christ's model railroad.

Currently, Cliff is scratch building switches, but for future growth he plans on using American Models ones. The layout is powered by DC and the couplers he uses are Kadee 802. He is a member of the Carolina Division of the Atlantic Coast S Gaugers and has joined a new S gauge club named the Piedmont S Gaugers. With the Piedmont club modules are exhibited in the local area. One of these modules is the original one that he built for the 1973 Willow Grove convention. Being in retirement, Cliff hopes to make more conventions too. His favorite models are a Doodlebug, an SW1, several modified AM GP9s, an RS-3 and two brass LVRR cabooses. Cliff scratch built a Cabot Carbon black covered hopper that he is proud of.

Cliff retired from FMC Lithium Division in Gastonia, NC where he was a chemist. He earned a BA degree in business in 2000. Cliff feels one of the best things about S Scale are all the great people he meets. Really, S Scalers are tops in his book who are always a great bunch, always ready to help or show you what they have been doing. He remembers that the old DVSG club had a fantastic bunch of guys - among his best friends ever. Now, he's finding the same type of friendships with the Piedmont Club. He is progressing on his home layout too.

Author's Note: *One memory that I have of Cliff and his Lehigh Valley Railroad was what happened at one convention. It could have been the 1973 Valley Forge one. Frank Titman had built two beautiful Enhorning diesels in their full regalia red. Cliff drooled over them the entire weekend, and as we were putting the trains away Frank looked at Cliff and said, "Here, you take them. I don't use diesels on my layout anyway" Cliff was taken aback as were many of us, but it proves the point that Frank Titman doesn't like diesels.*

This detailed and custom painted Lehigh Valley RS-3 indicates Cliff's favorite prototype. Cliff is active with the Piedmont S Gaugers in North Carolina and is progressing on a home layout.

Photos by Bill Fraley



Cabot covered hopper scratchbuilt by Cliff.

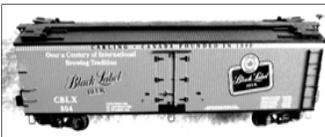
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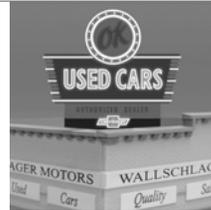


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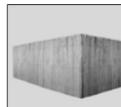
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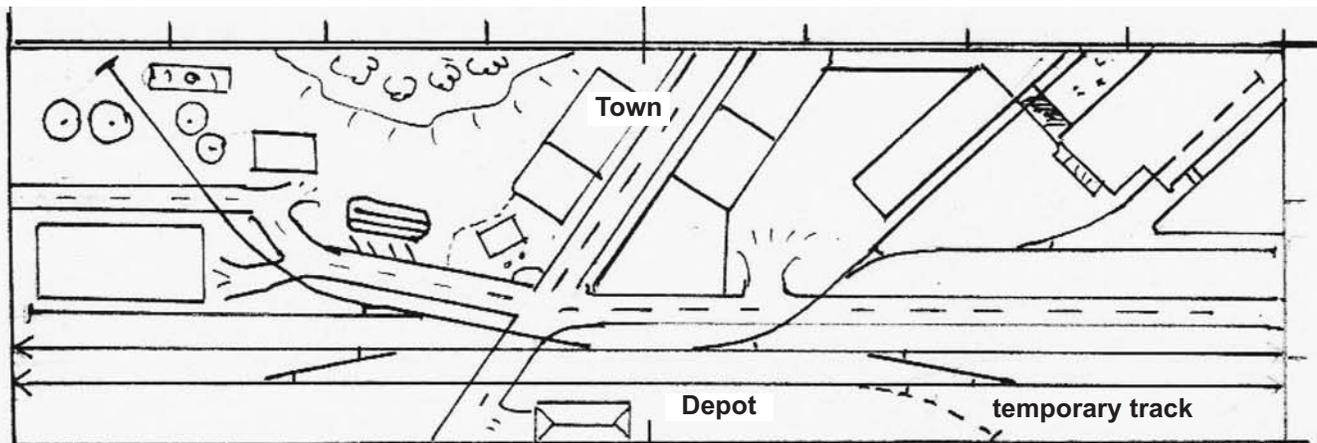
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TRACK PLANNING IN S Part VIII

By Jeff Madden



USING MODULES IN A CORNER

- Scale is approximate - use foot markers
- Each module is 4' x 30" (2 on each angle)
- Double track main to S-MOD standards

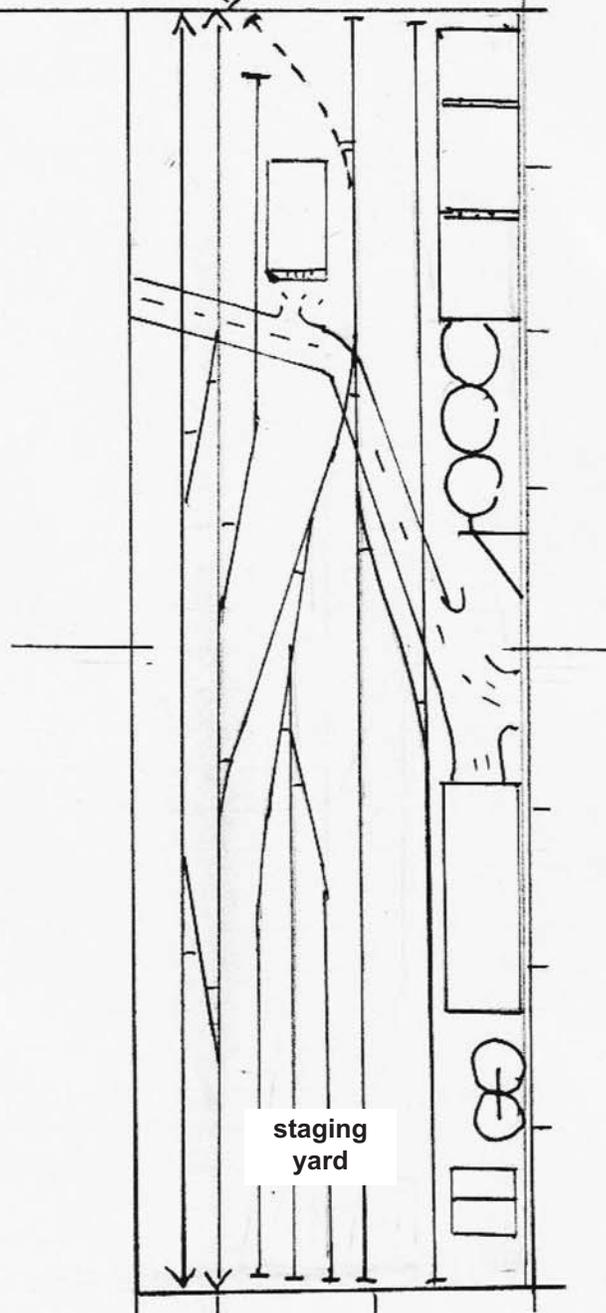
This is an idea for taking four 4-foot x 30 inch modules built to S-MOD standards that could be set up in a basement or room as a home switching layout when not out at shows.

End to end the 8 foot sections would make a neat looking industrial section on a portable layout. As shown, space used would be minimal. Note that the module at the right has a small 3-track yard to use as a staging area. Obviously, a diesel switcher or two would work best as there is no turntable or turning wye.

The connecting track shown as a curved dashed line can be installed temporarily in this corner position, but can be pulled up and disguised as abandoned track or covered with scenery or a building when the modules are placed end to end.

Suggested industries would be bulk oil, warehouses, grain elevator, cold storage, freight house, manufacturing plant, foundry, etc. A car card system as suggested in *S Tracks* in this issue would work well here.

The two crossovers on each 8 foot section are necessary to run around cars.



THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** members met at the home of Chet Brown, in Beverly, MA. for their meeting in January, 2011. Chet is the club treasurer. Tom Robichaud is President of the BSG; Helen Lenart, V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club. The members set up and operated their layout at the New England Train Expo held on Dec. 4/5, 2010 in Marlboro, MA sponsored and organized by the NMRA Hub Division. The club members brought and operated a variety of S trains during the time of the two day show. A fascinating military train featuring flatcars with various military equipment and jeeps was among those trains operated. The club was planning to set up and operate their layout at the two day show in West Springfield, MA. at the Big E fairgrounds on January 29/30. The club has attended this show for many years and this year they will have a new lift gate bridge to display as part of the layout set up. The layout has had a RR car dumper that actually operated to receive, turn over and dump, and turn upright again the S model car.

The **Connecticut S Gaugers (CSG)**: The **CSG** is in the process of collecting dues from it's membership, the **dues have been reduced** this year because the cost of newsletter distribution has been reduced by distributing the newsletter via e-mail. Dick Kramer, Sect'y/Editor edits the club newsletter and he has distributed some issues via e-mail to members. The recent meeting of the club was held at the home of Bob Davis, in Old Lyme, CT. on December 4, 2010. Fourteen club members attended the meeting. Bob has a very well-sceniced hi-rail layout with large radius curves that can operate long trains without derailments. The layout includes a cemetery, coaling facility for steam engines, carnival, large mountains, custom wood bridges and other scenic details. The layout includes two large curved wood trestles using wood that Bob cut from pieces of door and wood trim that his neighbor was replacing and throwing out. Bob cut the wood on a band saw and used it to construct the trestles. Over 900 pieces

of wood are used in the trestles.

The **CSG** is scheduled to meet in Madison, CT. for their meeting on February 19, 2011 to be organized by Bob Comstock. The meeting will be held at the Lutheran Church of Madison, CT because there will be a guest speaker, Jack Swanberg,, who will talk on New England RR operations, and present a slide show on the subject. This and lunch will be at the Church hall, and following the program, members attending are invited to Bob's house to see his extensive layout and run trains (S gauge). The **CSG** is planning to attend and set up a layout at the Cheshire High School Train Show, on March 6, 2011 in Cheshire, CT. Steve Kutash, V.P. is coordinating the club layout set up and operation.

The **Pioneer Valley S Gaugers (PVSG)**: Four of the **PVSG** members (Dave Plourde, George Reneris, Frank Grano, and Steve Allen) do volunteer work at the Holyoke, MA. Soldiers Home. The home has a moderately sized HO/DCC layout that is maintained by the club members, and operated with the residents. Club member Charlie Bettinger is medicating for a case of shingles, a painful and aggravating malady. Pioneer Valley Hobbies, W. Springfield, MA. has graciously made donations to the club to support their activities. The holiday train display at Look Park was the all-consuming activity of club members until the display was opened on Friday, Dec.10, 2010 The display was open nightly through Christmas. The project was coordinated by George Reneris. The club was fortunate to have help and support from Don Thompson of S Helper Service, Doug Peck of Port Lines Hobby Supplies, Dennis Gamelli from the Pioneer Valley Hobby Shop, and BSG members Helen Lenart and Tom Robichaud. The S scale layout was constructed on six 6 ft. x 30 inch modules separated by backdrops which were beautifully painted by Dave Plourde. The layout featured a whimsical Christmas theme, loosely based upon the children's book and movie, the Polar Express. One of the popular features of the

event display was a “scavenger hunt/can you find” sheet created by George Reneris, and distributed to children attending the display.

The **Western N.Y. S scale Association (WNYSSA)** set up their small layout display on Nov. 14, 2010 along with the Rochester Area S Gaugers (RASG) at the GSME Train Show in Batavia, N.Y. The RASG set up their 3 ft. x 5 ft. action layout with several accessories, which is popular with children. The club set up and operated a layout at the train show sponsored by the TTOS on Dec. 12, 2010 at the Knights of Columbus Hall, North Tonawanda, NY. Gregg Mummert hosted the club for a meeting on January 23, 2011, in Cowlesville, N.Y. Members attending could operate their trains on the host's layout. The club planned to set up and operate a layout at the TTOS Train Show at Leonard Post on January 29/30, 2011 in Cheektowaga, NY.

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 website includes a scrapbook and schedule of events page. The **RASG** set up and operated a display layout at the GSME Train Show, held on Nov. 21, at the Batavia Downs, Batavia, NY. The club has set up jointly with the WNYSSA club members at other train shows and it works well for both groups. .

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, NJ Senior Center. The club held their annual holiday auction and hobo dinner, held on Dec. 10, 2010 at the usual meeting place of the club. A raffle was part of the program, and proceeds from the raffle items are split between the club and the seller. This year the club auctioned off the specialty skills of the members as a service to other members. That will help the club and allow members to help other members at the same time. The raffle is one of the most successful sources of income for the club layout fund.

The **North Penn S Gaugers (NPSG)** met at the home of Barry Simpson on January 7, 2011 and discussed their plans for the

train layout display and future activities. The next club meeting is scheduled for Feb. 28, to be held at the home of Norm Lepping. The **NPSG** rents space in the basement of the Schwenckfeld Manor, and has access to a meeting room on the main floor. The club members recently discussed the purchase of an S gauge train set that could be given away at train shows where the club set up and operated a layout. The club set up and operated their layout at the Greenberg Train Show on Dec. 12/13, 2010 in Oaks, PA. The **NPSG** is considering the purchase of a DCC system and Lionel Legacy control system for use with their layout.

The Pittsburgh S Gaugers (PSG): Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The club has two operating layouts, including a hi-rail layout and a modular layout, both of which can be used to display trains at shows and events. The club members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics. The Dec. 11, 2010 meeting of the club was held at the home of Andy Lorence. The club members recently discussed the possibility of purchasing banners to be used at the events where the layouts are set up. One possibility was an NASG banner which could have the local club's logo installed on one side. It was decided to purchase two.

The **PSG's** hi-rail layout was sent to Lou Templeton's church to be set up for the Church's Holiday Festival, and then to be set up at the January Greenberg Train Show on January 22/23, 2011. . The February meeting of the club was scheduled for the 25th of the month to be held at the Kennedy First Alliance Church, near McKees Rocks, PA. A *Coffee and Trains* meeting of the club members was scheduled for Feb. 14, 2011 at the Harmerville Kings restaurant.

The Baltimore Area AF Club (BAAFC) has recently installed commercial backdrops on their layout set up. For the seventh year in a row, the club has operated a layout at the B & O RR Museum. This year the club operated their layout on Thursday, December 2 to Sunday, Dec. 5, 2010. The club supported the Museum with their "Breakfast with Santa" program, by operating their layout at 8:30

A.M. on Saturday and Sunday. The club held their annual holiday party on Dec. 16, at Bullock's Family Restaurant, in Westminster, MD and set up their layout at the Johns Hopkins Hospital in Baltimore, MD. on Dec. 18, 2010. The club planned to set up and operate their layout at the Great Scale Train Show to be held on Feb. 5/6 in Timonium, MD. and the TTOS Train Show on March 13, 2011, in Earleigh Heights, MD.

The Suncoast AF Enthusiasts (SAFE) have an updated contact person in the form of Fred Rhyne, in Lutz FL. The club has a new club-owned S gauge modular layout that can be set up and operated at various events. The layout can be set up in a variety of ways from a small 8 ft. x 8 ft. square to a full ell-shaped layout with 28 modules. There are three mainlines around the layout with crossovers between them. The club plans to meet every other month on a Saturday, with executive committee meetings on alternate months, between the regular meetings. The nominated executive committee consists of Joe Schramm, John Phipps, Gene Vrooman, and Fred Rhyne.

The Chicagoland Assoc. of S Gaugers, Inc. (CASG) is planning on setting up and displaying their layout at both the High Wheeler Train Show (sponsored by the Fox Valley Div., NMRA) at Harper College on March 5/6, 2011 in Palatine, IL and the All-American RR Show (sponsored by the DuPage Div., NMRA) on March 28, 2011 at the field house of Lyons Township High School in LaGrange, IL. The club is planning on setting up and displaying their layout at the Great Midwest Train Show to be held on Jan. 9, June 12, Sept. 11, and Dec. 11, 2011. Recent elections of the club installed the following officers: Joel Weber, President; William Holt, V.P.; Robert Brown, Sect'y.; Richard Bukowski, Treasurer; David Girson Officer-at-large; and Andrew Jugle, Trustee (2011-2013).

The Miami Valley S Gaugers (MVSG): Larry Beam agreed to serve as chairperson for the May 2012 Spring S Spree. Club member Jan Mason is coordinating the supply/purchase of club shirts. The club set up and operated their layout at the Preble County Arts Center in Dayton, OH. on Dec. 17,18,19, & 26, 2010. The club layout was set up at the Eaton

Christmas Show at the Preble County Arts Center, Eaton, OH. on Dec. 11 (followed by a meeting, dinner, and operation at 6:00-9:00), open to the public on Dec. 17, 18, 19, and Dec. 26. Tear-down of the layout was on Dec. 28, starting at 9:00 A.M. The club's Christmas dinner was held on January 8, 2011 at the Yankee Trace Golf Club, in Middletown, OH. The club planned on setting up and operating their layout at the World's Greatest Hobby Show, on January 8/9, 2011 in Columbus, OH. The show was held at the Convention Center, Columbus, OH.

The Stateline S Gaugers (SLSG) George and Ruthanne Sorensen are scheduled to host the March 20, 2011 club meeting, and the club is scheduled to meet at the Colony Bay Mall Store on February 20, 2011. The club planned to set up a layout at this location. A recent newsletter issue edited by Vera Flood included an interesting article on RR-carried U.S. mail. The club held their Christmas party on December 18, 2010 at the Thunder Bay Grill, in Rockford, IL. The event featured a cake for desert which was served by Carol Dyer. The cake had a color photo depicting the 1951 AF catalog cover, as selected by Terry Dyer. Art Doty provided the annual "fix" of chocolate to each person attending the event. The club was scheduled to present a program on S gauge at the Feb. 6, 2011 meeting of the local NMRA Chapter. This could be a fruitful way to get new members. The NMRA members are already interested in railroads, all they need to do is convince them about the best scale/size to model with.

The Central Ohio S Gaugers (COSG) is hosting the **2011 Spring S Spree** on April 29/30, 2011 at the Franklin County Fairgrounds, Hilliard, OH. The event will include two buildings with over 13,200 sq. ft. of dealer trading space, and a 4800 sq. ft. of layout space with multiple operating displays (free to public). The S Spree car is a limited run Timken TOFC flat car with wooden deck and specially lettered trailer. Art Lofton is the Spree chairman. There is a website for the event at: **www.COSG.ORG**

The Southeastern Michigan S Gaugers (SMSG) held their December 5, 2010 meeting at the home of Brooks Stover, in Oakland, MI. The members attending had the enviable opportunity to

view operations on the Buffalo Creek & Gauley S model RR. as constructed and operated by the host. The SMSG club has 41 paid up members. On Dec. 17/19, 2010 the club set up and operated their layout at the Monroe Train Show, and Earl Carlsen coordinated the club's attendance and participation. The January 23, 2011 club meeting was held at the home of Tom Hess in Northville, MI. This meeting was the eleventh year in a row that the club meeting has been hosted by Tom in January. Club member Dave Held is scheduled to host the April, 2011 club meeting, in Imlay City, MI.

The Northern Ohio S Scalpers (NOSS)

Jack Sudimak coordinates the club activity, and hosted the January 30, 2011 club meeting. Ed Kirstatter has taken over the club newsletter duties. Club member Mike Lytle converted the new Fastrack turnouts used on the club's layout to a single button control with the two-throw system underneath. Club member John Lanzer recently lost his father, and the NOSS Club sent flowers to the funeral as a sympathy note. The annual club party was held on Jan. 2, 2011 at the home of Jack and Sharron Sudimak. Steffi and George Ricketts co-hosted the event, and John was the game master again. Ed Kirstatter was scheduled to host the Feb. 27, 2011 club meeting in Cuyahoga Falls, OH. The club planned to display and operate a layout at the NMRA Div. 5 Railfest 2011 Train Show, to be held at the Community College, Kirtland, OH. on March 19/20, 2011.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their annual holiday party on Jun. 7, 2011 at the home of Norm and Ione Pilarski, in St. Charles, MO. On Jan. 8, 2011 the Macy's Holiday Layout was shut down and secured for the Summer months. The club recently established an e-mail address, at: afdgsla@sbc-global.net The local Lionel Train club agreed to let the AFSGSLA club use space in their club house to re-furbish their layout. The layout measures 12 ft. x 28 ft. and the Lionel club would be paid a monthly reasonable fee (rent) to allow the set up and repairing of the AFSGSLA layout. The club has been planning for the **next Fall S Fest, to be held on Oct. 28 through Oct. 30, 2011**, to be held at the Airport Marriott. This is the same location as the Fest sponsored by the club in 2007.

The club is building a new sectional layout and the frames are assembled at the Lionel club's garage, with roadbed, track work, scenery, buildings, etc. to be installed. The frames were purchased by Mark Heiger and Bob Muehling and additional frames may be required once a track plan is decided upon. Club members Gary Brandenburger and Jim Anderson have agreed to be team leaders for the electrical work on the new layout. The new layout will hopefully have three main lines and three passing sidings, with possible additional sidings for operating accessories. The existing old layout will be stored in the trailer that the club has.

Genevieve M. Daniels, wife of club members David Daniels died on August 17, 2010. Gen was a gracious host to the club members, when they met at the Daniel's home in O'Fallon, IL. Club members were also saddened by the death of member John ("Jack") N. Riely who passed away on Dec. 6, 2010 after a long and valiant struggle with cancer. The club extended their sympathy and condolences to his wife Cathy and the Riely family.

The Kansas City S Gaugers (KCSG)

set up and operated two train layouts at the Schmeltz Body Shop, in Kansas City, KS before Christmas so the club members can come by and enjoy the trains and toys after work. The club set up a layout at the Inter-State Federal Savings Bank for the holiday season. The layout was set up on Nov. 28, following the local Kansas City Front Street Train Show. Bob Agne and Roy Inman were coordinating with Roger Ketterman on the Union Station AF/Christmas tree layout. Club members were planning to attend the MidAmerica Train Show on March 27, 2011.

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

Bob Bowen was scheduled for the club meeting on Dec. 11, in St. Maries, ID. Ron Tilton hosted the club members for their January 15, 2011 meeting in Spokane, WA. One of the celebrated members of the club passed away on Oct. 29, 2010. Member Jesse Bennett (96 years young) had been in failing health since early this year, according to the club newsletter, and had been in hospice care since late Spring 2010. He was one of the seven founding members of the IES-

GAPN club and was famous throughout the USA and the world as one of the premier S modelers. His scratchbuilt S steam loco models were contest winners at national conventions, and he was the 2006 recipient of the NASG Bernie Thomas Award. Ten club members attended the memorial potluck luncheon for Jesse, held on Nov. 6, 2010, and the family planned to hold a private burial ceremony at a later date.

The club recently welcomed five new members, including Laurence Simpson, from Rathdrum; Jim Miller, from Superior, MT; Kirk DeHaan, from Sandpoint; Kevin Callos, and Zachary Callos, from Bonners Ferry, ID. The latter are father and son neighbors of club member's Vic Cherven, Jr. & Sr., who help with the Vic's layout construction.

The Rocky Mountain High Railers (RMHR)

members met on Dec. 16, 2010 at Trusscraft to work on their layout. The club celebrated their 15 th year anniversary on June 5, 2010. At the present time the next display of the layout will be scheduled for July 7-10, 2011 at the National Train Show in Sacramento, CA. Several members have reserved rooms at the Super 8 Motel, at the Sacramento, CA. airport. Club member Glenn Hadden has been working on locating a pinhole camera in an S gauge loco or a house that would be part of the scenery on the layout to get a view of some layout visitors, when the layout is on display.

The Dec. 10, 2010 meeting of the Southern Calif. S Gaugers (SCSG)

was held at the home of Jeff Kruger. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via e-mail. Jeff Kruger suggested that those members planning to host a club meeting in the forthcoming year should investigate alternate locations besides their homes. This is a good problem for the club to have. Many other clubs meet in church halls or fire halls, for example where a small kitchen facility could be used to serve refreshments or light lunch to the club members attending the meeting. It would be useful to form committees using the membership to serve on them and support and plan club activities. The South Jersey S Gaugers make good use of the committee organization. Club member Dennis Bagby was scheduled to

host the club for their Feb. 12, 2011 meeting, in Altadena, CA. Jeff Kruger hosted the 12 club members attending the first meeting for the new year at his home. The club displayed their layout at the Great Train Expo, on Jan. 22/23, 2011 in Anaheim, CA. They are planning on attending and displaying their layout at the Big Train Show, May 21/22, in Ontario, Canada. Club members held a module construction meeting at the home of Bob Palmquist, in Garden Grove, CA. on Jan. 29, 2011. The club has reserved the First United Methodist Church, in El Monte, CA. for their own train show/swap meet on March 5, 2011. Fred Ruby and Don Stratton are coordinating the event.

The Bay Area S Scalpers (BASS) held a meeting at the home of Lee Johnson, on January 15, 2011, in Walnut Creek, CA. Graham Henry edits the club newsletter, called the *Bass Waybill*. Graham is planning to move to a smaller quarters, and will have to down-size his model RR activities. Operation on the Swayzee Pacific

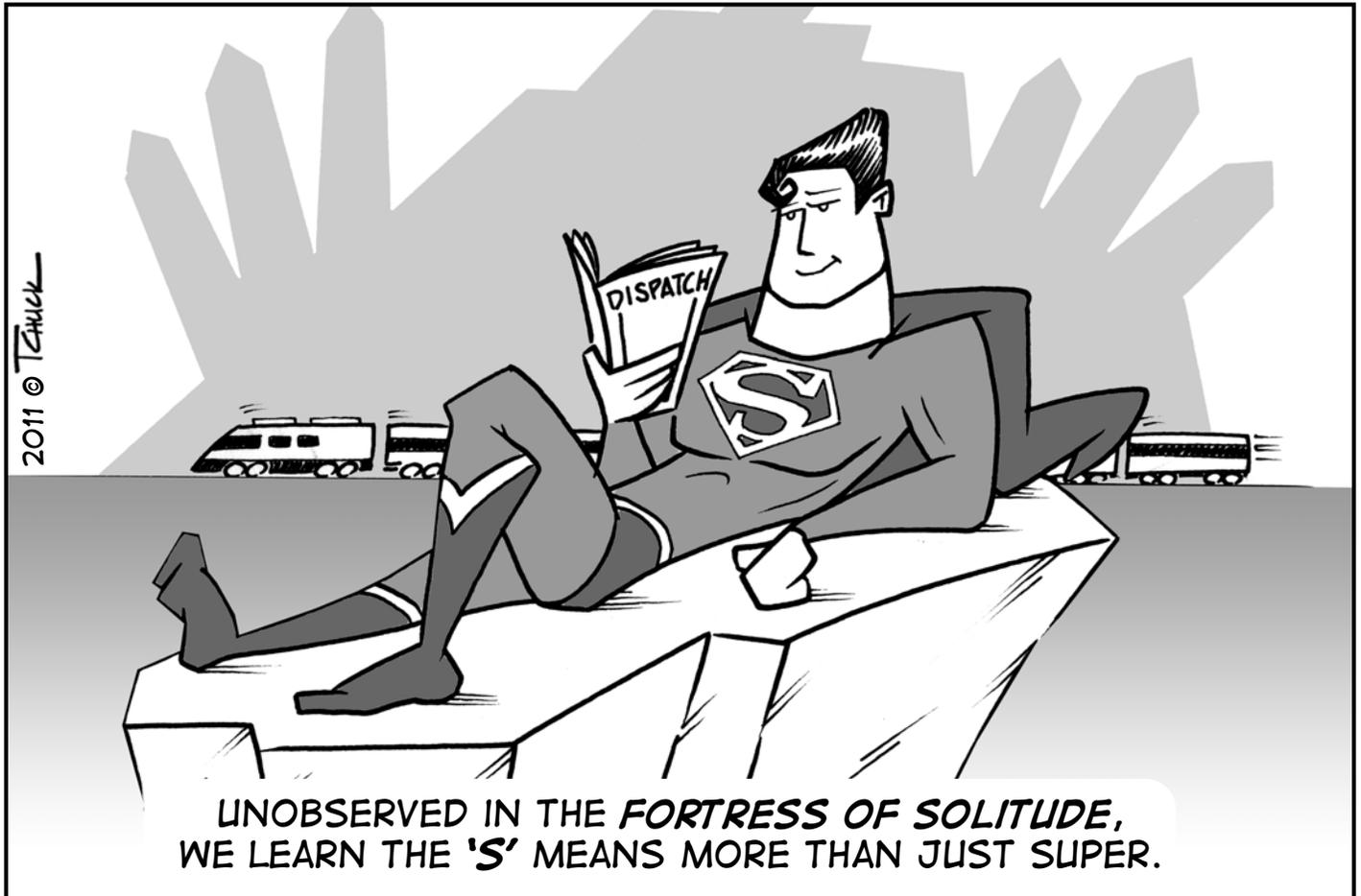
Transportation Co. layout at the Sept. 18 meeting of the club, hosted by Graham, may be the last at the present location, in Berkeley, CA. Lee Johnson coordinates the club meetings and events. Lee wrote articles describing recently available S products from various S suppliers that appeared in recent newsletter issues.

The club is the official host group for the joint **NASG/NMRA convention to be held on July 3-9, 2011, in Sacramento, CA.** (*Sacto, as abbreviated*). Ed Loizeaux is chairman for the host group, and he has sought committee members to help organize and carry on the event. Reservations for those planning on attending are to be made via the Internet, according to news releases in a recent issue of this magazine. The club layout was displayed at the O Scale National S West Convention in Santa Clara, CA. on January 27/29, 2011. Club members are planning on deciding whether to have their layout at future O-S West events, as members attending and manning the layout are scarce.

The San Diego S Gaugers (SDSG) members set up their layout and attended the Great Train Expo, held on December 4/5, in Del Mar, CA at the fairgrounds. The club members had meetings on November 20th hosted by Alex Sibbald, and on December 18th hosted by another club member. The club had discussions on the development of a working consensus on layout operations at recent meetings, to accommodate the variety of the members equipment that is run on the layout at exhibitions and display events.

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.

Asleep At The Switch

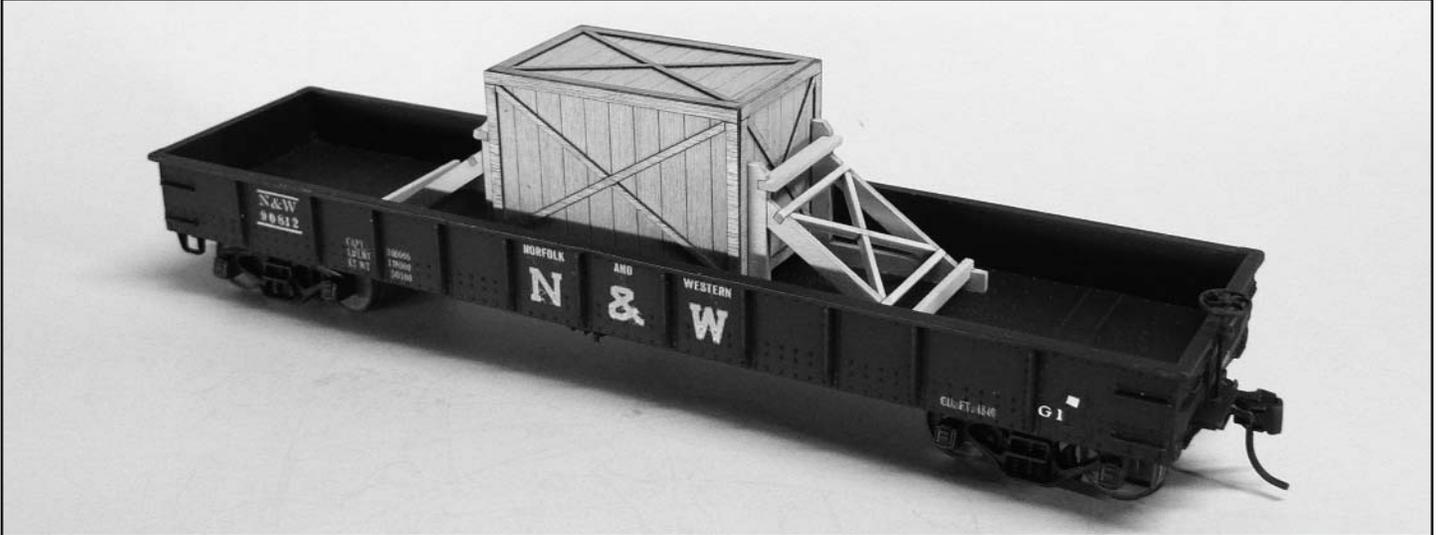


Have a humorous train idea for *Asleep At The Switch*? Email it to aats@tchuck.com

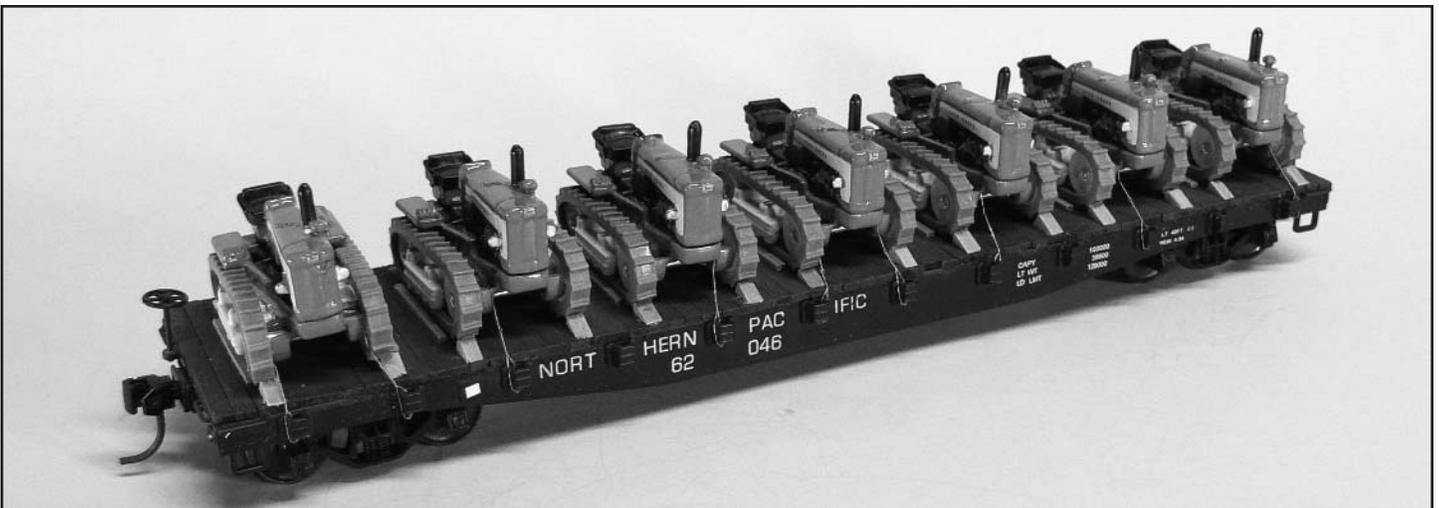
MORE LOADS FOR 'S' SCALE OPEN TOP CARS

By Edwin C. Kirstatter

Photos by the author



Here is a Rex Engineering Lowside gondola loaded with a wooden container made by the Building & Structure Co. their kit part #4038. I think Banta now still makes this. This car model is really patterned after a Southern Railroad car but I painted this one for Norfolk & Western G-1 class because they had similar cars. This load is a Laser cut kit and is of easy peel and stick construction no glue is necessary. I sanded the burnt edges so that it now looks like fresh cut wood. Otherwise this is a complete kit. This is a very heavy metal model molded from Zamac Zinc alloy it weights 9 ounces with this light crate load that is cemented in for a permanent load



And here fresh out of the John Deere factory loaded on this Northern Pacific 46ft. flatcar model by American Models are seven Ertl models of Deere track type of tractors. Not sure if those tracks would have been painted green like that at the factory. I spaced these equally along deck of this model leaving room to access the hand brake wheel. Again I cemented tractors down to the deck that I had painted grimy black. Wood blocking was added at sides of tracks and wedge shaped blocks at ends then tied them down to the stake pockets with very fine twisted magnet wire. This completed model weighs 12 ½ ounces.

EXTRA BOARD

FLYER FEST WEST

Hey Guys, This is just a pre-announcement invitation (FYI) to inform you all of the next up and coming Flyer Fest West #11 which will be held in San Francisco on Saturday April 30th 2011. The location will be at St. Mary's Cathedral 1111 Gough at Geary from 7:00am for setup till 5:00pm. Please pass the word to all that are or have any interest in American Flyer 'S' Gauge Hi-Rail Trains.

We will send out Final Registration Forms shortly to all those that have attended prior Fest's. Registration will be \$10.00. Tables will go for \$20.00 for the 1st table, \$15.00 for the 2nd, then \$10.00 bucks for any and all tables thereafter. Our Convention Cars will be an American Models "Long" Gondola in 2 Colors with a Gold Load in 2 Colors, our theme will be California Gold Mining from the 1800's. These Cars will run \$59.99 each or \$99.99 for both. Please Note: This is a very limited-production custom run of 50 Cars in each color, all sales are final and are on a first-come, first-served basis. Purchases are limited to (one or both) per registrant and **MUST BE PICKED UP ON THE DAY OF THE EVENT.** Shipping is not available.

The Lunch Menu, Hotel locations and Layout Tours are TBA later. All Registrations and filled out Order Forms with Checks made out to GGAFc will be returned to me Jake Jacobsen. Note: Since this location is in SF, St Mary's only has 179 FREE parking stalls.

S IN NON-S PUBLICATIONS

- Feb. 2011 *NMRA Magazine* - has 4 pages of an Sn3 project diorama that will be at the X2011 convention. Plus, there is an article on Layout Height Consideration by Dick Karnes including several photos of his well-done scale layout.
- March 2011 *CTT* - Our own Tom Robinson drops in with a nice 5-

page feature on his hi-rail Tennessee Central layout.

BLAST FROM THE PAST

This is a letter sent to *Model Railroader Magazine* that was published in the September 1944 issue: "To the Editor: I call for all the promotion 7/8" gauge can get. I am not a 7/8" gauger now, but I plan to change over to it after the war. All manufacturers of all gauges should plan to manufacture their track in 7/8" gauge as soon as possible. Both tinplate and scale manufacturers should take on 7/8" (or S or 3/16", or CD or H1 or whatever you want to call it). I am a tinplater now, and it looks particularly good for converting tinplate to scale."
- Tom S. Taylor, Missoula, MT."

LBR DECALS FAN

A while back there was a discussion on the list about LBR Enterprises' custom decals. Well, I ordered six sets for Shabbona RRs visible 2-bay hopper car fleet. I lettered one car, and have to say I am nothing less than very impressed. The decals went on easy and fast. I ordered the sets with specific car numbers so all I have to do is slap 'em on using proven decal mounting methods. I would recommend LBR Enterprises to anyone searching for custom decals. I'm having some sets made for Shabbona's boxcar fleet too.

- Bob Nicholson, Ft. Madison, IA

NAMED TRAINS IN 1948

This issue I'll give you some names of **freight trains** from a 1948 booklet from the American Association of American Railroads:

- **Aksarben**, C&NW - Illinois to Iowa.
- **Automobile Special (Spark Plug)**, Southern - Cincinnati to Atlanta
- **The Bison**, PRR - Buffalo (NY) to Enola, PA.
- **Black Duck**, B&O - Zanesville to Lore City, Ohio.
- **Camel Special**, N&W - Winston-Salem, NC to Roanoke, VA.
- **Banana Special**, B&O - Baltimore to Detroit.

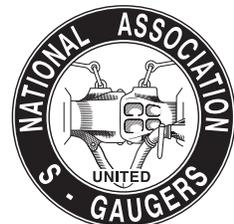
- **Bullet** (other roads used too), MKT - St. Louis and Kansas City to San Antonio and Galveston.
- **Big Chief**, B&M - Boston to Mechanicville, NY.
- **Black Cat**, IC - E. St. Louis to N. Cairo IL.
- **Bean Train**, SOU - Jacksonville, FL to Potomac Yard, VA.

S-TIPS

Ballast Glue: Whatever you use for roadbed and/or sub-roadbed, you can materially reduce, deaden the sound transmission by avoiding the use of white glue to hold your ballast in place. Use acrylic floor polish-sealer instead. A brand name is Future which can be found in hardware stores or the hardware sections of general stores, grocery stores, etc. If you have a lot of track to ballast, the use of Future can cost a bit. In that case, go to a janitor supply business and ask them for whatever brand of acrylic floor sealer they have. I use "Inter-seal" which may be very generally available at such suppliers. Any brand though should do the trick.

Simply spread your ballast to the finished condition and then use an eye dropper or ear bulb dropper to slowly apply the sealer down the middle of the track. Capillary action will pull the sealer to the edges of the ballast. It may be necessary in a few places to touch up the edges with extra sealer. Wait a couple of hours for the sealer to set and you're done. It will set up hard, but not rock hard as does white glue. You can remove it with only minimal effort if you decide you need to work on already ballasted track, but it is quite "permanent" under typical usage. Try it.

- Bob Jackson, Springfield, IL



OK YOU AMERICAN FLYER FANS! THE A.C.GILBERT HISTORY 1909-1967

- 1909 Mysto Manufacturing Company is founded with A.C.Gilbert & John Petrie in Westville, CT.
- 1911 Mysto Manufacturing incorporates.
They explore an idea for Erector.
- 1913 Erector toys are first announced at New York City Toy Fair.
- 1916 First successful use of enameled wire for small motors.
Mysto Manufacturing Co. becomes the A.C.Gilbert Co. Toy Manufacturers of U.S.A. Founded with A.C. as first president.
- 1920 Gilbert Radio Press broadcasts over the 6th licensed radio broadcasting station in USA - WCJ.
- 1922 Opens manufacturing plant in Austria.
- 1924 Quietly moves machinery from Austria in fear that government will take the business over.
- 1929 Purchased Meccano Co. of America. Depression Years - had only 2 years of red ink in 1932-33.
- 1931 Addition of locomotive to Erector line.
- 1935 Microscope introduced.
- 1938 Purchased American Flyer.
- 1941 Dedicated Gilbert Hall of Science in NYC with 1500 boys as guests. Sales over \$4 million. War Years - Produced flares, mines, booby traps and electric motors for trim tabs of airplanes.
- 1946 Developed "S" gauge American Flyer.
- 1950 Broadcast "Boys Railroad Club" on television.
- 1951 Atomic Energy lab introduced. The air chime whistle and rubber roadbed first appeared.
- 1952 Atomic Energy lab withdrawn. Knuckle couplers introduced on some trains. Also new was red glow smoke, Pull-Mor engines and dead-man control transformers.
- 1954 Plastic Engines.
- 1955 Diesel "roar."
- 1957 Changed to 5 digit numbering system.
- 1958-59 Began to drop engines - Atlantic, Penn K-5, 0-8-0 switcher, classic Santa Fe Chief. Brought out "Frontiersman" 4-4-0 - a prototype of cheapened products to come.
 - 1961 A.C.Gilbert dies at the age of 76. Family sells 144,000 shares to Wrather Corporation.
- 1962-66 Entire American Flyer line reduced. No profits shown. No Gilberts in the Gilbert Co.
- 1967 Company is no more.
Lionel buys American Flyer name and line in June.

This was a synopsis from a former TCA President.



April 29-30, 2011: Spring S Spree, hosted by the Central Ohio S Gaugers. Hilliard, Ohio (Columbus) at the Franklin County Fairgrounds. www.cosg.org for details.

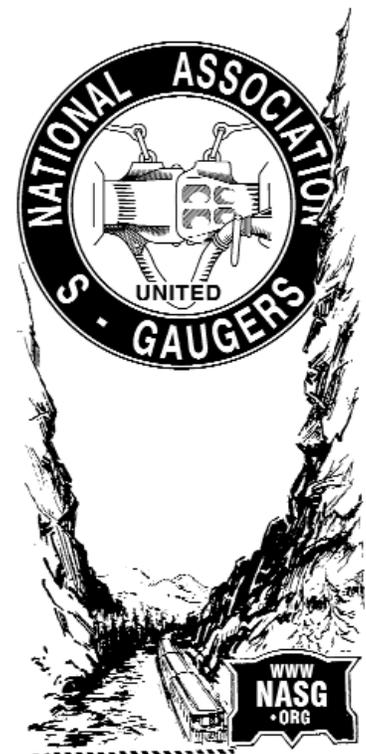
April 30, 2011: Flyer Fest West #11, St. Mary's Cathedral, Gough and Geary, San Francisco, CA. Info: nut4aftnrs@aol.com.

July 3-9, 2011: X2011 NASG (NMRA) Convention, Sacramento, California. This will be a joint convention with the NMRA. www.x2011west.org.

Oct. 28-30, 2011: 36th annual Fall S Fest, St. Louis airport Marriott Hotel. Rooms \$79 per night. Contacts: afsgsla@sbcglobal.net or try - www.trainweb.org/afsgsla.

Aug. 7-12, 2012: NASG Annual Convention, Chattanooga, TN. Details TBA.

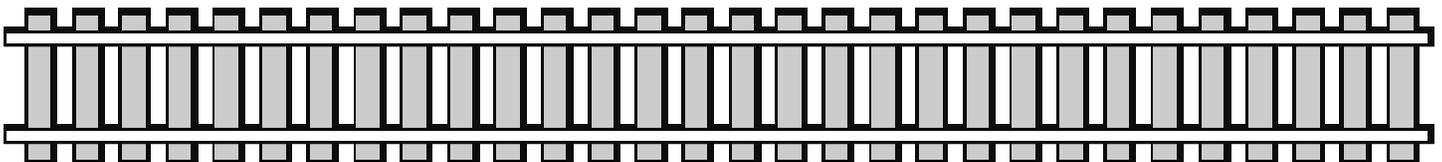
Bids open for NASG Annual Conventions 2013 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net. Lee will pass on the convention info to the new chairman as soon as one is selected. Ed.



**National Association of S Gaugers
Profit & Loss
January through December 2010**

Jan - Dec 10

Income		Fund Raising Project Expense	
Miscellaneous Income	219.89	2010 Flyer Car Expense	22,034.71
Membership Dues	32,965.00	2009 Flyer Car Expense	1,941.35
Dispatch Ad Revenue	8,070.00	Brick Building Expense	9.00
Fund Raising Project Income		Total Fund Raising Project Expense	23,985.06
2010 Flyer Car Sales	28,901.98	Insurance	4,614.00
2009 Flyer Car Sales	7,186.15	Miscellaneous Expense	78.50
Brick Building Sales	1,063.00	Office Expense	
Fund Raising Project Income - Other	150.00	BOT Members	277.30
Total Fund Raising Project Income	37,301.13	NASG Website Expense	156.15
Cooperative Ad Programs		Treasurer	
RMC	8,635.00	Supplies	371.26
Total Cooperative Ad Programs	8,635.00	Total Treasurer	371.26
Clearing House Sales	1,287.82	Membership Chairperson	
Russ Mobeley Library Income	149.90	Office Supplies	1,069.45
Interest Earned	51.61	Postage & Shipping	157.61
Sales Tax Collected		Total Membership Chairperson	1,227.06
MA Sales Tax	120.23	Total Office Expense	2,031.77
Total Sales Tax Collected	120.23	Professional Fees	169.78
Overpayments Received	260.00	Promotion Expense	
Total Income	89,060.58	Printing	2,258.79
Expense		NASG Layout Expense	289.80
Bank Fees	40.84	Show Attendance	480.26
Clearing House Expense		Postage & Shipping	883.96
Postage and Shipping	24.35	Cooperative Ad Programs	
Cost of Inventory	1,425.67	RMC	12,962.30
Show Attendance	343.40	Total Cooperative Ad Programs	12,962.30
Total Clearing House Expense	1,793.42	Advertising Expense	226.50
Convention Expense		Total Promotion Expense	17,101.61
2011 Convention	1,000.00	Russ Mobeley Library Expense	173.32
2009 Convention	8,550.00	Taxes & Franchise Fees	622.47
Total Convention Expense	9,550.00	Total Expense	100,809.47
Dispatch Expense		Net Income	-11,748.89
Editor's Expense	2,590.46		
Photography	1,020.00		
Printing	50.00		
Publish & Mail	36,988.24		
Total Dispatch Expense	40,648.70		



GOLDINHANDS

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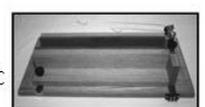
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