

DISPATCH



EBT Building by Roy Hoffman



THE S GAUGIAN

ISSUE 1 NOVEMBER FROM THE Okaw Valley Railroad Club, Tolono, Ill. "THE O. K. CLUB"

S gaugian

Starting Our 50th Year Serving S Gauge News and features for 3/16" model railroading



2011 Fall S Fest Report from St. Louis Build an Art Deco Car Dealership Super Detailing a Scenery Unlimited Turnout

A Reading GP35

50 Years of the S Gaugian



The New NASG Web Site

The NASG has a new web site! No, it is still at the same address, <http://www.nasg.org/>, however it has a new look. I wish to briefly describe some of its key features, and ask for your help.

At the end of 2011 I was asked by the NASG Board of Trustees to consider taking over the maintenance of the NASG web site. Jim Bresnahan has done a great job keeping the site up-to-date after Stan Furmanak's sudden passing. I gladly accepted the task. My name is Peter Vanvliet and I joined the NASG right after I switched modeling scales from N to S in the summer of 2008. Switching scales has completely revitalized my interest in the hobby. I have been maintaining web sites since 1994, both my own personal site, as well as sites for clients. I also maintain the web site for the Houston S Gaugers, <http://www.houstonsgaugers.org/>, of which I am a member. My personal web site, <http://www.pmrr.org/>, won the NASG 2011 Josh Seltzer award, for which I am very grateful.

Our first order of business with the NASG web site was to come up with a new look. I say "our", because I am working closely with the NASG BOT. By the time you read this, the newly designed site should be "live", as they say. However, at the time I am writing this, the site is still very much under construction. The screen captures shown here may be slightly different from what is now shown on the NASG web site, but the functionality is the same.

The objective of the new NASG web site is two-fold, which also targets what we perceive as the target audience of the web site. First and foremost is the larger community of S modelers, be they members of the NASG or not. The second target audience and purpose for the new web site is to communicate to the N-, HO-, and O-scale modelers that S is still very much alive and growing, and a serious alternative for them to consider.

My objective with the new design was to appreciate and honor the rich history of S with its humble beginnings in 1946 with A.C. Gilbert's effort to market American Flyer®, and to focus on the true-to-scale modeling that is the future. This viewpoint may be contentious, but if the NASG is to grow in membership, it is my belief that we must recruit from those modelers that are already modeling in the N, HO, and O scales.

The home page (see fig. 1) presents a simple "interface" to the web site. The dominant feature is the image in the center of the page. It changes out every few seconds to show another photo. The purpose is to show what S-scale means today. The mix of photos on the home page, I hope, will always contain one or more photos of scale, Sn3, American Flyer, hi-rail, and 1:64 automobiles. I would like for these photos to represent current or very recent models. As an aside, if you would like to look at a particular photo a bit longer, simply move the computer's cursor over the photo and the rotation will pause. For some photos I have set up a web link,

which means that you can click on the photo and be taken to the web site related to the photo. Note that the link will always be shown in a new window or new browser tab, so that you keep a window or tab showing the NASG web site.

The home page has 8 buttons (or it did at the time of this writing). The ones on the left relate directly to the NASG. The ones on the right are more related to our modeling scale. When you click on one of those buttons, you will see a page covering that topic. For example, if you click on the "About the NASG" button, you will see a page similar to what is shown here (fig. 2 - see page 30). This page, for example, contains all the information you might want to know about the NASG itself. It contains the NASG history, its current roster of leadership, award information, etc.

At the top of each page is a duplication of the home page buttons. These allow you to get from any page to any other page. Click the NASG logo, which is shown to the left of these buttons, to return to the site's home page. Additionally, each header topic on every page has two or three small icons on the right. Click the small house icon to go back to the home page. Click the up arrow to go to the top of the current page, and the left arrow (shown only on some pages) to go back to that page's "parent" page, which is one of the 8 main pages.

Let's briefly describe each of the main pages. My intent behind the "News" page is to provide a clearinghouse for all current information related to the NASG and S community. You will find the NASG events listed there, as well as other shows that may have some S content to them. If you have ever visited my pmrr.org web site, you may have seen that I maintain a listing of all known recent product announcements. A member of the NASG BOT recommended that I copy/move that list over to the NASG web, which I have done on this page. I am active in several Yahoo discussion groups and stay up-to-date with the latest product announcements. I will keep the NASG web site News page up to date. If you have a product announcement, send me an e-mail; I will gladly share it with the rest of the community.

The "Membership" page of the site holds all the information that you have previously seen on the NASG web site. Anything related to your NASG members, the NASG Clearinghouse, and various documents are all available on this page.

The *Dispatch* page describes this magazine, showing the latest front cover, and other information related to the magazine. We have also added PDF files of *DISPATCH* back issues from 2007, 2008, and 2009. As others become available, I will add them.

The "Scale" and "American Flyer" pages of the web site are very similar to each other. Both contain photos of layouts and a listing of web sites that show modeling in either scale or using American Flyer products. Again, the purpose of these two pages is to show what is going on today in the S community.

I added the "Manufacturers" page to again show that S is very active and has a lot of products available. I'm sure you have encountered this comment from other modelers, "...there's just nothing available in S!" Well, hopefully this page is the rebuttal to that argument. This page also shows the listing of locomotives, and

NASG NEWS cont. on page 4

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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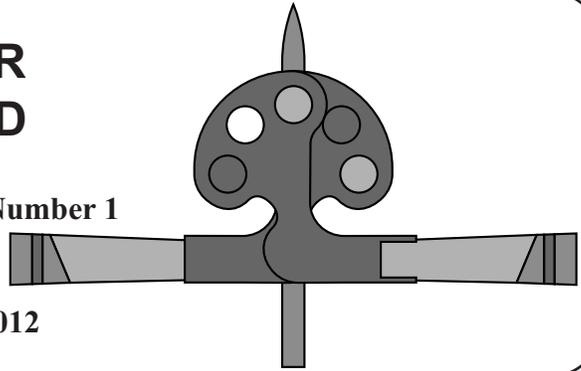
MAILING: The Dispatch is printed and mailed in the issue month. Issues received by 15th of next month depending on region.

COVER: An American Models GP35 gets a Reading paint scheme as seen here on Bill Fraley's Jefferson Central. The 1st and most recent S Gaugians are also pictured here. The NC&St.L boxcar is one of two versions being offered for the Chattanooga convention.

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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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NASG NEWS Continued from page 2

freight and passenger cars that were on the previous version of the NASG web site. However, rather than making you fill out a form to select which photos you would like to see, the information is now presented in an easy-to-browse photo gallery style.

Finally, the "Clubs" page lists all the S clubs that we are aware of. If any information is out of date, please contact me to correct it. When I considered switching from N-scale to S, I spent three months searching the Internet looking for information about S. I hope that the new NASG web site provides potential S converts a shortcut or two. It is also my hope that the new NASG web site shows him or her that S is very much alive and vibrant.

If you have visited the previous version of the NASG web site, you will find all the same information in the new version, except that it is better organized and easier to find. I wanted to make the web site more active, so I will be updating it as soon as I receive new information. I encourage you to bookmark the site and visit it often.

And here's where your help comes in. As you can see, the new site has lots of photos. I would like to ask you to e-mail one or more photos of any of the following topics for consideration for inclusion on the web site. I would like to change out which photos are on the site from time to time, and I really need your help with that. Send photos of the following topics to me at peter@fourthray.com:

- layout photos
- diorama photos

- NASG convention photos (with people)
- locomotives
- freight cars
- passenger cars
- structures
- 1:64 automobiles (cars, trucks)
- standard gauge, narrow gauge, or American Flyer
- you having fun with your model railroad!

I realize that not every one is a professional photographer. Neither am I. Obviously there is a certain standard of quality that we should portray on a national web site such as the NASG, but on the other hand, I also don't want you to be intimidated. Unlike with a print magazine, a web site photo doesn't have to be of very high resolution or "perfect" to be of use.

I hope you enjoy the new web site. If you have any comments, questions, suggestions, updated information, and/or photos, please contact me at peter@fourthray.com.

About Peter: *Peter lives in Houston, Texas, and has been a software applications developer for over 20 years, with the last 10 years working for his own company, Fourth Ray Software. Peter started modeling railroading in N-scale in the late 1970s, built several layouts, and switched to S-scale in the summer of 2008. Peter is now building a small switching layout based on the last few miles of the Pennsylvania Railroad's Chartiers Branch (south-western Pennsylvania) set in the summer of 1950. The layout is fully documented on his web site, <http://www.pmrr.org/>*

Fig. 1, see another photo on page 30



S RAIL MAIL

Advantages of S: Pound for pound S looks great next to. Folks quit O because they run out of room. Folks quit HO because they want something larger, smaller, or a new challenge. There's not a model railroader on the planet that bases his choice of scale on price per pound, or generally price at all. I was in O for quite a long time. It was lack of availability of what I wanted (1890s) and SIZE that made me leave. If modelers need to sojourn in O for

awhile before finding S, so be it. We need more stuff, not cheap stuff.

- Ed Kozlowsky, Sanford, Maine

Jeff: I just got back from a few weeks vacation and found the latest Dispatch waiting for me. On behalf of the rest of the group, thanks for the nice photos and kind words. It was good to meet and dine with you and the Badgerland guys.

Couple of things...it wasn't until we were tearing down at the end of the show I realized I hadn't planted the station properly on my module. I went two days with it leaning at a weird angle and never

Continued on page 26

S OS from... TOWER by Jeff Madden



It might be time to discuss again the merits of stand-alone, joint with the NMRA and Conjunction with the NMRA conventions.

We just had a joint with the NMRA convention last summer in Sacramento, CA. Naturally, attendance by NASG members was modest to small - due obviously to travel distances and the added expenses relating to an NMRA convention. We haven't had an east coast or midwest one for a while (the last one east of the Mississippi was Valley Forge in 1993).

Mostly we've had stand-alone NASG conventions in the last 20 years or so. Attendance usually reflected the location - more in the northeast (Scranton, Worcester, Lowell). The advantages of stand-alones - registration and hotel costs less than NMRA and less expensive for vendors. The disadvantages are less exposure to non-S folks, not being able to mingle with other scalers, and not being able to attend the National Train Show.

As far as the Conjunction type - the last one was St. Paul, MN in 1999 - we had our own hotel, swap area and tours. The National Train Show and clinics at the NMRA hotel were within walking distance. There probably was a deal with the NMRA as the registration amount included NASG members being able to access NMRA clinics, etc., starting on Thursday. NMRA members, of course could visit the NASG events. Any tours were extra cost.

Advantages here were that NMRA members could wander over to the NASG hotel, and some of the layout tours included the S layouts. The disadvantages were that some of the bigger S vendors were at the National Train Show instead of the S swap meet. The other disadvantages for the NASG was getting a reasonably priced hotel near enough to the NMRA event and negotiating with the NMRA over the registration fees. Overall, St. Paul worked out ok.

For future thought on joint or conjunction conventions following

is a list of upcoming NMRA, TCA and O Scale summer conventions that might be considered:

- 2013: TCA, St. Louis, June 23-July 1
 - 2013: Nat. O Scale Convention, Worcester, MA, June 27-29
 - 2013: NMRA, Atlanta, July 14-20
 - 2014: NMRA, Cleveland, July 13-20
 - 2014: TCA, Philadelphia, June 21-29
 - 2015: NMRA, Portland, OR, Aug. 23-30
 - 2015: TCA, Somerset, NJ, June 18-27
- O Scale will have summer events in 2014 and 2015, but they are not scheduled yet.

And on a related topic, do we always charge extra for non-NASG member registrations? Seems mostly so. Chattanooga is \$25 (enough for membership); the 1999 Minnesota one was \$5, but that was conjunction with the NMRA. I've occasionally seen a one day Saturday only fee for non members (or anybody for that matter) to come in to the trade area and check out S. Fests and Sprees do the 1 day thing sometimes too.

Here are some thoughts: Maybe we should consider not charging anything extra for non-member registration. Maybe we would have a better chance of encouraging convention attendance to those in the convention area that want to check out S. NASG membership is only about 1800, so why wouldn't we want others like NMRA and TCA members to join us. We might even end up with more members after the convention than we had before?? The other good idea practiced at the Duluth convention was not charging extra registration fees for non-NASG vendors. If we did the first thing, we wouldn't have to worry about this.

Along with this idea, we should actually promote convention activities, tours, sale area, etc., to area clubs and train organizations. If I'm an NASG member, why should I object. My dues aren't paying for the convention - well maybe a little. The only restriction I agree with is not being able to purchase the special AF car.

Another option to consider is to think about inviting convention area clubs and individuals to come to the swap sessions and clinics only on Saturday for a nominal 1-day fee. Again, if we don't let 'em in, how can we recruit them? Just think of all the hand-outs we could foist on them. Heck, we have a hard enough time getting out own members to attend.

NEW PRODUCTS REPORT

By Jeff Madden

PENNSYLVANIA HERITAGE MODELS: Gerry Siegel, in association with Pennsylvania Heritage Models (<http://www.paheritage-models.com/>), is considering producing a short run of the North Shore's Electroliner, a four car, double-ended, articulated interurban streamliner. The Electroliner ran over interurban tracks built to main line standards and entered Chicago on elevated trackage with its sharp curves. The sides were curved inward at platform height for this purpose. This train would look good running by itself even without overhead or catenary wires. Here are some links about the Electroliner: <http://www.cera-chicago.org/downloads/digiarchive/Bulletin%2022.pdf><http://www.youtube.com/watch?v=27GwxWis-2g><http://railroadglorydays.com/Northshore/>

Tentative plans call for interior lights, reversing headlights on the two end cars, and all powered trucks. Interiors, poles and DCC at \$50 plus the retail price of the chip were optional extras. These could be offered in kit form or RTR. You will be able to order the set, if produced, with hi-rail as well as scale wheels. Custom painting to reproduce the distinctive Electroliner look is also a possibility. Since the Electroliner is roughly equivalent of four powered RDCs, the low side of the current estimated retail cost for the set is \$1500 to \$2000. If you are interested in having an Electroliner, please contact Gerry directly at this email: cgsiegel@embarqmail.com.

RIVER RAISIN MODELS (www.riverraisinmodels.com) The production samples of the USRA 0-6-0 have arrived from Korea and are making the trip with River Raisin Models to Springfield, Massachusetts and Santa Clara, Califor-

nia. We still expect the production models to arrive at River Raisin by the end of February. After review and testing the locomotives will be shipped to our customers.

S HELPER SERVICE

The Latest update.....very promising....from SHS---

According to the documents submitted to US customs, our next to last shipment from Sanda Kan should sail on the container ship MOL Paramount on Sunday, January 15th. This vessel should arrive in the port of New York on the 9th of February. The next shipment will be the tested remote control switches. On Friday, January 6th a very important event occurred, the first load of our tooling left the Sanda Kan factory destined to the new builder's facility. This was about half of our tooling. Hopefully, the balance of the tooling will be moved before the end of the month. Once all of the tooling is all at the new builder, they will be uncrated and inspected. Each tool will have to be mounted in an injection molding machine and tested. Production may begin later in 2012.

We learned late this past Spring, that the open purchase order for our Bethlehem Steel 2 bay fishbelly hoppers **would not be completed** by SDK, They suggested that these should be completed by our next builder.

And, yes, this includes our **2010 Christmas Car**. After much consideration, Mike and I feel that it is time to either return the deposits or offer credit towards a purchase. Please let us know which option you would like. If you would like your deposit returned, let us know. Those who paid by check, will be issued refund by check. If you paid by credit card, we will need a valid credit card for refund. For those

wishing to use the deposit towards some product, please order now as our inventory is slowly being reduced.. If we do not hear from you, letters will be mailed out in March about the cancellation.

- Don Thompson

SMOKY MTN. MODEL-WORKS: I've created a new web page showing previously produced rolling stock kits and a note re: the possible reissue of any of these based on interest. Here's the link: http://www.smokymountainmodelworks.com/S_scale_previous.html Contact me off-list if you want to reserve any kit; when at least 20 reservations are received for any kit, I'll look into bringing that kit back to life for another run.

Jim King, Smoky Mountain Model Works, Inc.

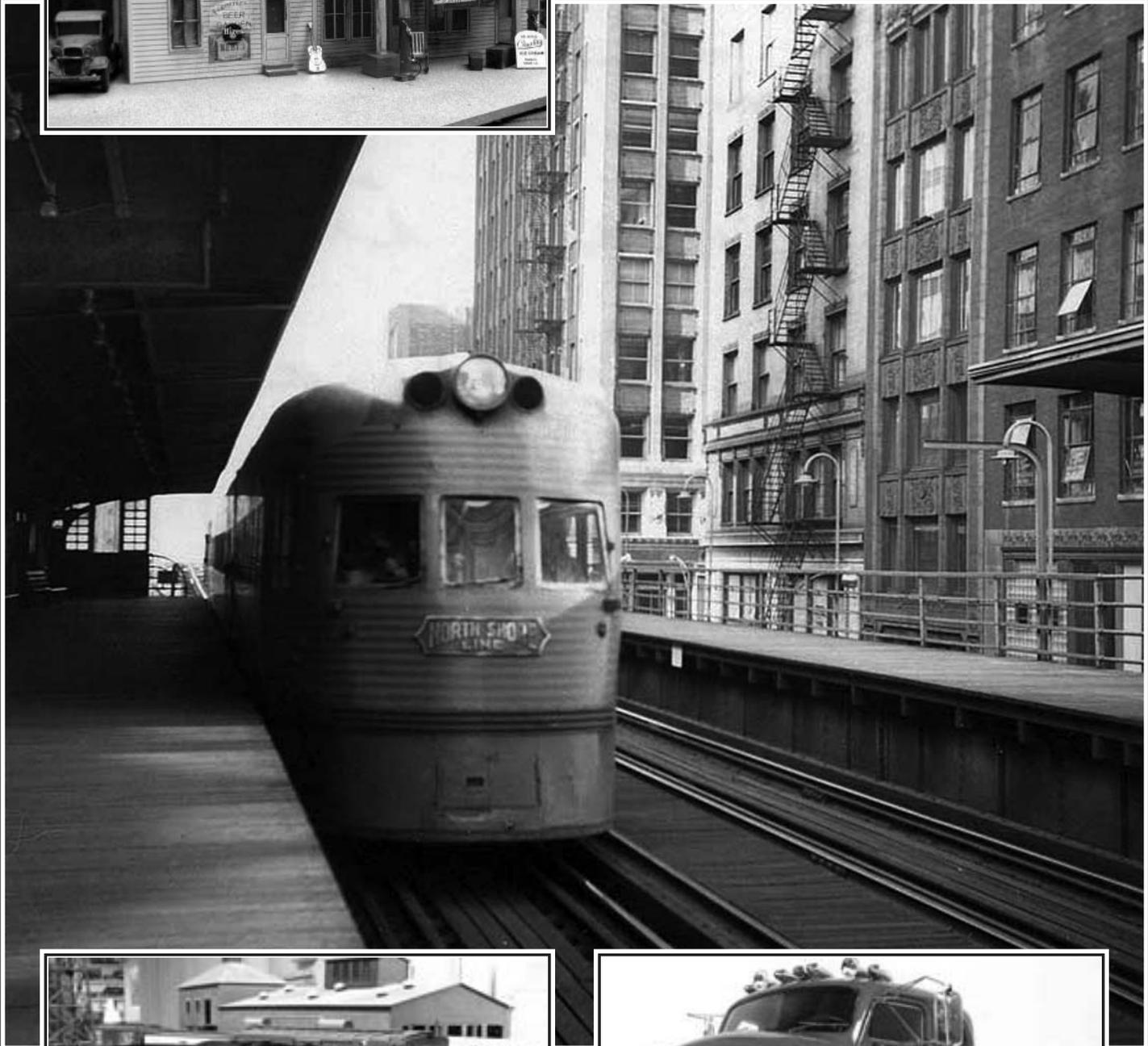
Ph. (828) 777-5619

TOP SHELF REPLICAS (www.topshelfreplicas.com) is planning a resin 1:64 International RDFC 405 tractor (truck). It will be fully painted and detailed in one of 5 colors. It's to be a limited run item. Pricing TBA.

TWIN WHISTLE (www.twin-whistle.com). Their newest structure is a wood laser kit of a Louisiana grocery store and bar. It lists for \$62.95.



WHAT'S NEW



50 YEARS of the S GAUGIAN
...and thoughts of early
S modelers, manufacturers,
conventions and products

by Don Heimburger

I'm sitting here with a hot cup of coffee in my hand looking at the first issue of the *S Gaugian* published in 1962 and the latest issue published in 2012.

The hot coffee reminds me of the warm friendships that I've developed with hundreds of S gaugers over the last 50 years, and looking at Vol. I, No.1 and the latest issue side by side, shows me the progress S gauge has made in the last 259 issues of the magazine.



Don Heimburger, left, and David Bulkin, former publisher of the *S Gauge Herald*, visit together in 1999 at the *S Gaugian* offices to discuss the progress of S scale. Bulkin started the *Herald* in September of 1960, and the *S Gaugian* began in November of 1962.

Publishing anything these days, especially a niche model railroad publication with a narrow focus within that niche, and continuing it for 50 years, is extraordinary.

And I don't say that because of any other reason than I'd like to let all S gaugers know that all things being equal, the *S Gaugian* will continue rolling down the tracks even longer, helping push our gauge and our S train where it needs to be. We want the S train to make it to the summit of the mountain—more recognition and more products, both of which will serve us better.

THINKING BACK TO EARLY DAYS

Thinking back to the early days of S, we didn't have a lot of products. I especially remember one convention when Ace Model R.R. Products, owned then by Walter Graeff, announced they were going to bring out a set of freight car wheelsets. That was the major announcement at the show, and everyone was in a giddy mood because of this one new product. Everyone had smiles on their face, knowing that soon they'd be able to equip their freight and passenger cars with wheels.

That one product was the most important one to us at that time, and Ace, with faith in S, consented to produce it. Today, we're blessed with a number of different types of wheelsets, and sometimes we're even blase about it. But back then, in the late 1960s and during the 1970s, anything new was welcomed.

We also welcomed our fellowship. Our first S conventions in the 1960s were hosted by the North East S Gaugers Association, and I remember thinking how gifted this bunch of East Coast S scalers was. Guys like Leon Walker, Bob Blois, Winn Blake and Gene Fletcher were scratchbuilding beautiful models of steam locomotives, passenger and freight cars, as well as fine structures, and they didn't have a lot of commercial products. Yet they were producing great models—and even hosting conventions. The average age of S modelers back around that time—1969—was a low 34.3 years. We were all just “kids” back then, getting started in S and having a ball.

In 1972, of course, modelers from 29 states and Canada traveled to Kansas City, Missouri for the first NASG convention held July 7-9. A total of 178 of us gathered at the U-Smile Stadium Inn for a model contest, a large manufacturer's display, a lot of talking and comparing notes and sitting down to dinner with fellow hobbyists.



Don Heimburger, second from left, talks with an NMRA official at a Florida national NMRA convention about the advantages of S scale.



Herb Adams' colorful S scale layout is one of dozens of model railroads, both hi-rail and scale, that have been featured in the last 259 issues of the *S Gaugian*.

Of course, the simple gathering of folks with the same interests in S scale was the primary benefit of this meet and all subsequent conventions. They still rank high in our minds when we talk about who we met and what we did years ago at various national S conventions. We always learn so much and have a fun experience in a short period of time at these.

PRODUCTS WEREN'T ALWAYS RTR

And like the *S Gaugian* which came in “kit form” at one time, products in S weren't always ready to run, but they mostly were offered by manufacturers who knew a good kit when they saw one. Names like Wisconsin Central Supply, Regal Kits and Sunshine Models come to mind when I think about good, well-thought-out craftsman kits in S scale from the past.

Do you remember some of the early S manufacturers? The list is pretty long and includes names like Nimco (scale conversion kits for American Flyer diesels; also passenger car trucks and 86 different freight car kits), Ambroid (freight car kits for \$5.95), Arden Scale Models (freight car kits offered at \$1.95 each in 1954), Baker Mfg. couplers (\$.50 a pair), Atlas Tool Company (flexible hi-rail/scale track at \$1.20 per 3-foot section), Enhorning Industries with their \$26.00 assembled A F-7 diesel powered units, and Sylvania Models and their extruded aluminum streamlined passenger car kits, complete with bottom skirts.

Others included Kansas City Models which offered 1-, 2- and 3-dome tank cars out of wood, a 40-foot stock car, 44-foot boom car, and 40- and 50-foot box cars. Parnell made an S scale 20” diameter turntable kit for \$19.95, and, of course, Northeastern Scale Models made a whole range of fine freight and passenger car roofs and floors and milled basswood siding materials.

We were glad to have this firm always at the ready when we wanted to build a model out of wood.

And since we're talking about the evolution of S scale, how many of you remember C-D Models, the first known supplier of 3/16” model trains in the U.S.? Their wooden parts, offered by Ed Packard, would build a Pennsy 0-6-0, an 0-8-0, a C&NW 4-6-0, a Milwaukee Road Hiawatha steam engine, 40-foot freight cars, passenger cars and much, much more.

I mentioned earlier that the *S Gaugian* came in “kit form”. At first anyway, it was run off on a simple mimeograph machine at my grade school. Only later was it printed by a professional printing firm, and it was collated. At first, collating was too expensive, so we went through a lot of staples in the early days, trying to keep the magazine together so readers could make sense of it all. I was able to put out the magazine through my high school and college days, and even through most of my time in the U.S. Army, and so far, we've never missed an issue.

MAGAZINE IS ALL-DIGITAL

Today the magazine is nearly all digital, like many magazines. Probably 90% of all photos and articles provided come in digital form, and computers have taken center stage over paper proofs, typewriters and typesetting machines.

We have a staff of six people who write, edit, and produce the *S Gaugian* and support it by handling subscriptions, ads and mailings. Despite being a small magazine, there's a tremendous amount of work that goes into each issue. And, readers are always encouraged to send in new material.

The magazine began when the “OK”aw Valley Model Railroad Club in Tolono, Illinois, where I grew up, started a newsletter. As editor, I needed more articles, but the members weren't interested in continuing the publishing venture. The teenage members of the club—all of us were that young—voted to discontinue the magazine unless I wanted to take full personal responsibility for it. As they say, the rest is history.

COME A LONG WAY SINCE 1940s

And speaking of our S history, S clubs have also come a long way over the years. Back in the late 1940s, the Railroad Society of Milwaukee, all 54 members, decided to build a very large 1,000-foot-long S gauge club layout. The space for the pike was to occupy 3,500 square feet. “The swing to S gauge was decided upon only after a thorough consideration by a committee representing the 54 model railroaders in the society who have either O or HO home layouts,” read the initial announcement of the club's plans. The layout was to be completely signaled.

“More than 12 different locomotives types are now in the process of being manufactured or developed in S gauge, and enough variety of both freight and passenger cars is available to keep an important club like this busy

for a long time,” read the announcement. What a show of faith in S scale it was for this club to plan such an overwhelming railroad back then.

S clubs today have a lot more to “play” with than in the 1940s. In fact, everyone in S has been blessed with not only the greatest scale to work with, but likely has made a number of good S friends along the way, too.

And despite the recent China production problems, S scale is sitting pretty at about half way up that hill I mentioned. S gaugers are an energetic bunch, with a lot of steam left in the cylinders to make it to the top. We just need to keep pushing for more modelers and more products through promotion and showing off our great models. Our best sales tool is the size of S scale itself, and the *S Gaugian* will do its part to help.

Yes, we can all be thankful for the people, the products, and the publications we have, as well as our own good sense to be in S scale. With a little luck, not only will we ourselves have fun in this hobby of S, we'll entice a few of our friends to join us to make the party even larger and better. Here's to 50 more years of great S gauging!



Susan O'Brien, Associate Editor, and Don Heimburger, Editor & Publisher, look over a copy of the *S Gaugian* which is celebrating its 50th year of publication in 2012 with three special anniversary issues.



S gaugers watch closely as a scale steam locomotive rounds the bend on an S scale club layout during an S scale convention.





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ALL THE FLYER YOU DESIRE!
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S TRACKS

by Sam Powell

Creating the Pittsburgh View from Mount Washington.

As most of you know, Mount Washington rises dramatically from the south bank of the Monongehella River across from downtown Pittsburgh. The view from here is one that is well known, and is almost always depicted in books or movies when they want you to know the location immediately. It is almost as well known as the skyline of NY City or DC. So, I thought it would be fun to try and capture the feel, at least of this scene for the Penn Creek Valley. What I ended up with is not a literal copy of the downtown Pittsburgh view from Mount Washington. It is seriously inventive, but with a large dose of inspiration from the actual view from the south side of the Monongahela River looking north. Readers may recall how I was smitten by the downtown, its architecture and its engineering while I was there for photo research with my wife and friends last summer. It was hard to walk away without plans for a scene or two on the Penn Creek Valley brewing to represent the impressions garnered there.



A loop of track and some staging tracks are to be hidden by a raised city.

The Last Unscenicked Area

One area of the layout in particular had evaded all logic and creativity in the eight years since the layout had been started in '03. This was the area where the Pittsburgh staging tracks reside, which also happens to be the first thing visitors see when entering the railroad room. The fact that the first impression of the layout was an empty scene had bothered me for some time. It amounted to three straight tracks coming through the back side of a back drop into an otherwise empty circle of track looping around them. So far no ideas had come to mind, so here it sat, empty and barren looking. The goals had always been to disguise the full loop, tight radius curve of track and to make the dead end staging tracks make scenic and operational sense. As I stared at this area after making the trip to Pittsburgh, it slowly



This is the area of the Penn Creek Valley that's going to get a makeover.

dawned on me that If the Mon'pronounced Mawn) River (as natives call it) were to dry up and be replaced by railroad tracks I could set a downtown Pittsburgh backdrop behind the staging tracks while the south side of the Monon could be on the near side of the staging tracks. While this is not accurate at all to the real scene, in that it leaves out an entire river, it would allow me to get some of the flavor of Pittsburgh into the railroad and fill the big gapping scenic hole with something of interest.

Raising the Scenic Base, Creating an Urban Canyon

In order to accomplish this I had to raise the base scene above the track level of both the mainline loop and the staging tracks. This would put much of the main line underground, or in a tunnel, which violated one of my core principals established early in the railroad's planning. To get around this, I decided to build the base scenery over

the mainline tracks, but leave the tracks accessible and visible from the aisle side for track cleaning and accessibility of derailed or stalled trains (like that would ever happen). Once this idea took hold, I decided further to detail the inside of the tunnel for the entire section that was below the ground and visible from the aisle. The staging tracks then reside in a city canyon between the city back drop scene on the far side and the elevated street level scene on the near side. The Monongahlea River thus became railroad tracks on the PCV. This is not too big a stretch for me.

The Near Side of the Staging Tracks

Up at street level on the near side of the staging tracks is a large city station which serves Pittsburgh passengers. For the sake of convenience and speed of execution, I used the large HO gauge Walthers Union station from Omaha for this. At some future date I may build a station that more nearly represents the flavor of the P&LE station that actually sits on the southwest side of the Monongahela from Pittsburgh. In order to get the passengers down to track level in the urban canyon I created, I built a lower level for the back side of the station that is at trackside with a passenger platform. I represented the track side lower level station walls, windows and doors with pieces left over from an old Kibri urban station kit that had been on the old PVC years ago. Although the Walthers kit does not contain these lower level walls, the prototype station in Omaha actually is configured with a lower trackside level. This was revealed to me by photos Dan Vandermause sent to me once he knew I was building the kit.

Constructing the Raised Scenic Base.

The main raised scenic base is constructed from a lower 1" thick layer topped by 2x2" thick pink foam insulation panels. These panels are cut with a basic hand held jigsaw and glued together with Eileen's Tacky glue. The pieces were weighted down and left to dry for several days while I worked on other things. The sides of this were veneered with 1/4" foam insulation scribed to represent cut stone, which is very common in the East. The entire base is removable for both maintenance and construction ease. The bottom 1" layer is the proper thickness for a passenger platform. This was shaped to fill the spaces between tracks first, then topped with a layer of masonite configured so it covers the main line, thus creating the underground tunnel effect for the mainline track. This upper level of Masonite also extends over the passenger platform on the lower, back side of the station.

The scenic base on the far side of the staging tracks was also constructed of the same foam pieces, again veneered with 1/4" foam scribed to represent cut stone. Placed on top of this is the backdrop scene described below and shown in the photos. Also placed on the elevated base is the elevated highway which travels the entire shoreline of downtown Pittsburgh. Unlike the actual Pittsburgh scene this elevated highway crosses



The city of Pittsburgh is raised above the track level.

the tracks (Monongahela in reality) and enters a tunnel patterned after the Liberty tunnel through Mount Washington. It is a slight of hand that works OK in my humble opinion.



Structure parts and windows are utilized from the scrap-box.

The City Backdrop

One concern with using photos for back drop scenes is that the rest of the PCV is rather impressionistic in nature. Nothing in my previous backdrops is rendered photo-like, or crisp in detail. I hoped that if I cut out the buildings from back drop photos and pasted them into the scene, this might present an acceptable balance with the natural part of the back drop being still vague and impressionistic while the buildings themselves were crisp and photo like. I decided to give it a try. As luck would have it, one of the major suppliers of back ground scenes for model railroads is located in Pittsburgh, and their offerings thus contain many actual Pittsburgh buildings and scenes. This was pure luck. The company calls itself **Realistic Backgrounds**. Their web site is www.Realisticbackgrounds.com. They are located at 350 Presto-Sygan Rd, Allegheny Place, Building 2 Bridgeville, PA 15017. Their product is very nice. It is printed on heavy card and each scene is 38"x13". I used both of their available big city scenes to make my back drop. These scenes, while seemingly a photo-shopped aggregates, do include many of the ac-

tual buildings seen from Mount Washington. The effect is to suggest Pittsburgh, while not being an exact copy of it. It is precisely what I was going for. I elected to cut out individual groups of buildings from the scenes and mounted these on foam core board and arrange them so the perspective made sense and placed them in a slightly overlapping arrangement. This heightened the sense of depth and created a scene where all the buildings look as if they are being viewed from a single vantage point. I mounted all these individual buildings to two separate removable bases of wood.

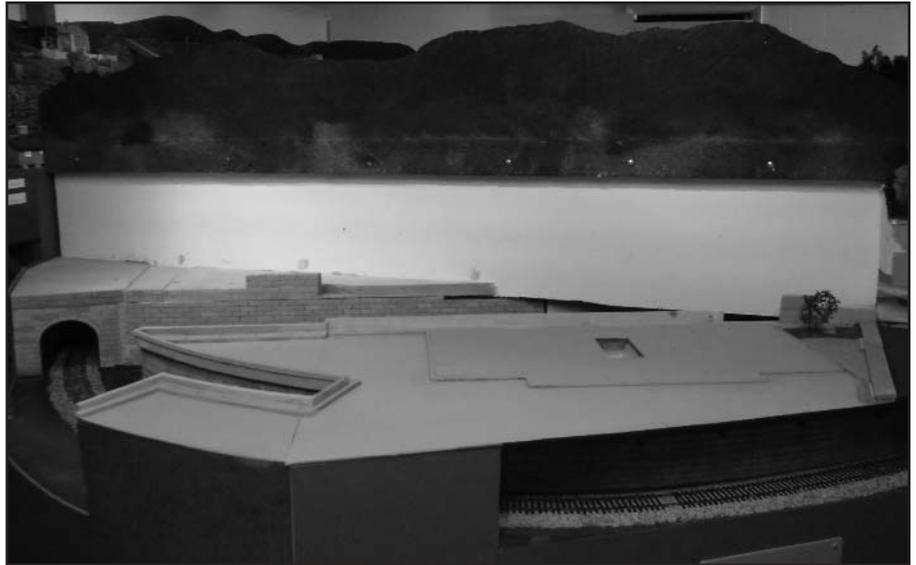
The Highway

Years ago most big cities elected to build elevated highways along their river fronts. Some cities are now taking these highways down, but many still remain and are a hallmark of American Urban planning and architecture. The highway that travels along the north side of the Monongahlea River is an icon of type and immediately recognizable to anyone who has been there and seen it (Boulevard of the Allies). I decided this was a must in this scene. It required some very creative engineering to make it look plausible, but Pittsburgh is full of that.

I built the roadway base from Masonite. I fashioned underneath horizontal support beams from masonite also. The "I" beam nature of these beams was suggested by capping off the bottom of the beam with a cut strip of card stock. The retaining walls along the sides of the highway were made from 1/4 inch foam and capped with a piece of cardstock. The support pillars were made from pieces of Azek trim board cut on the table saw. All was painted with basic latex paint to represent concrete, steel, and asphalt. The lights are HO units from Model Power. Everything was glued together with Eileen's Tacky.

The Liberty Tunnel.

The Liberty Tunnel is another Pittsburgh landmark, and a must have on the PCV. While the actual elevated highway along the north bank of the Monon does not enter the Liberty tunnel, there is another elevated highway on the south side which does. I chose to stretch things a lot and made a copy of the Liberty Tunnel entrance for my elevated highway to disappear into. It was made from foam, and painted with concrete colored latex craft paints. The model is very impressionistic in nature with no attempt made to obtain real dimensions. I may build a more precise model at a later date from styrene. The entire scene is backed up with my standard textured, painted foam



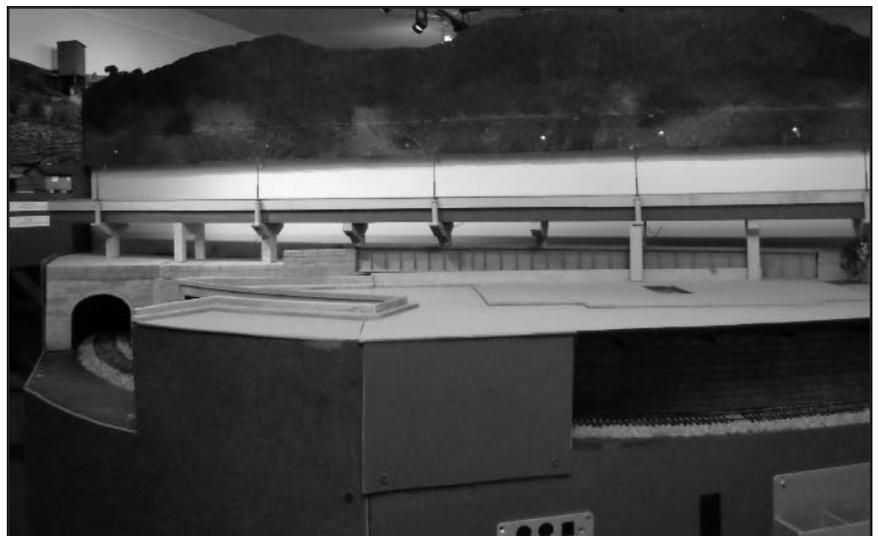
Background photos pasted on foam core will form the city-like portion of Mt. Washington. The Terminal station base is seen in the foreground.

backdrop "mountains".

Evaluation and Future Plans

When fully assembled the scene is credible. It suggests Pittsburgh for sure without being a slave to its literal reproduction. This was what I was going for. It presents a very nice introduction to visitors walking into the room. It also makes the staging tracks logical from a scenic perspective. Those dead end tracks make sense when seen as a passenger station.

One drawback to the scene is that the staging tracks are now hard to access. They look terrific, especially when viewed with a passenger train sitting at the station at track level. But it is harder to get cars on and off the track. I plan on making some kind of re-railing piece to place on the track which will allow cars to roll down it and onto the track. Once I accomplish this, I will report back.



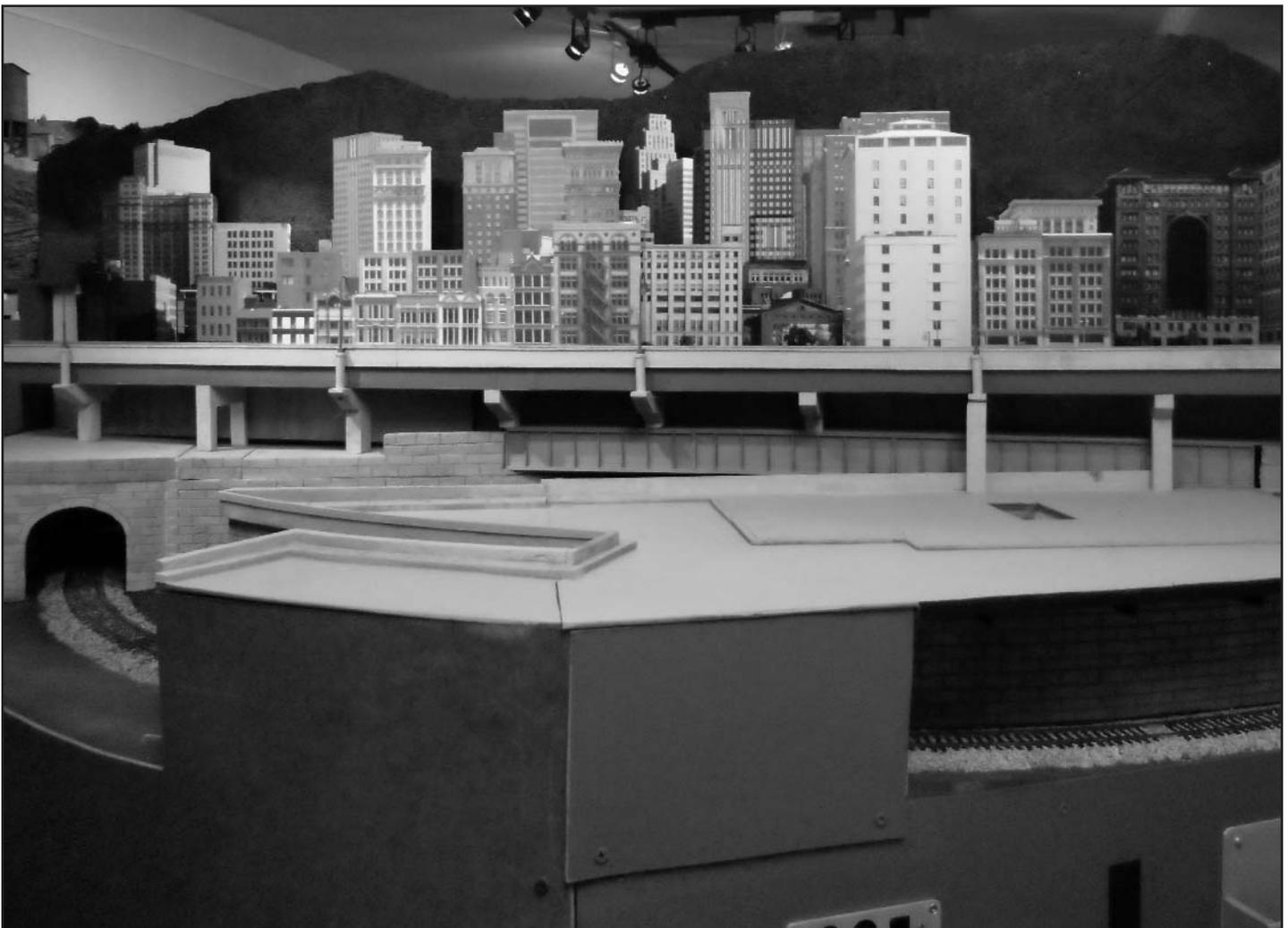
A hillside elevated highway takes shape at the foot of Mt. Washington.

Since these photos were taken the fascia board has been painted and the Union Station finished. One idea of future growth and expansion is to model a circle of light rail track in front of the Union Station. This would create a logical rail connection for commuters and long distance travelers alike. Another thought is to put light rail going beside the station and into a tunnel in the hillside. Also suggested by your editor in prior e-mails would be a tram railway going up the side of the mountain. We will see. Everything needs further detailing. There is probably no end to what could be done. More autos and people are needed. Stripes on the roads and parking lots are kind of a minimum. Lighting would be nice. The streetlights have bulbs and are wired but no power has been supplied as yet. This is true of many of the buildings on the PCV. Hopefully these photos will help you visualize the process as well as the final product, and give you inspiration to complete a scene on your layout.

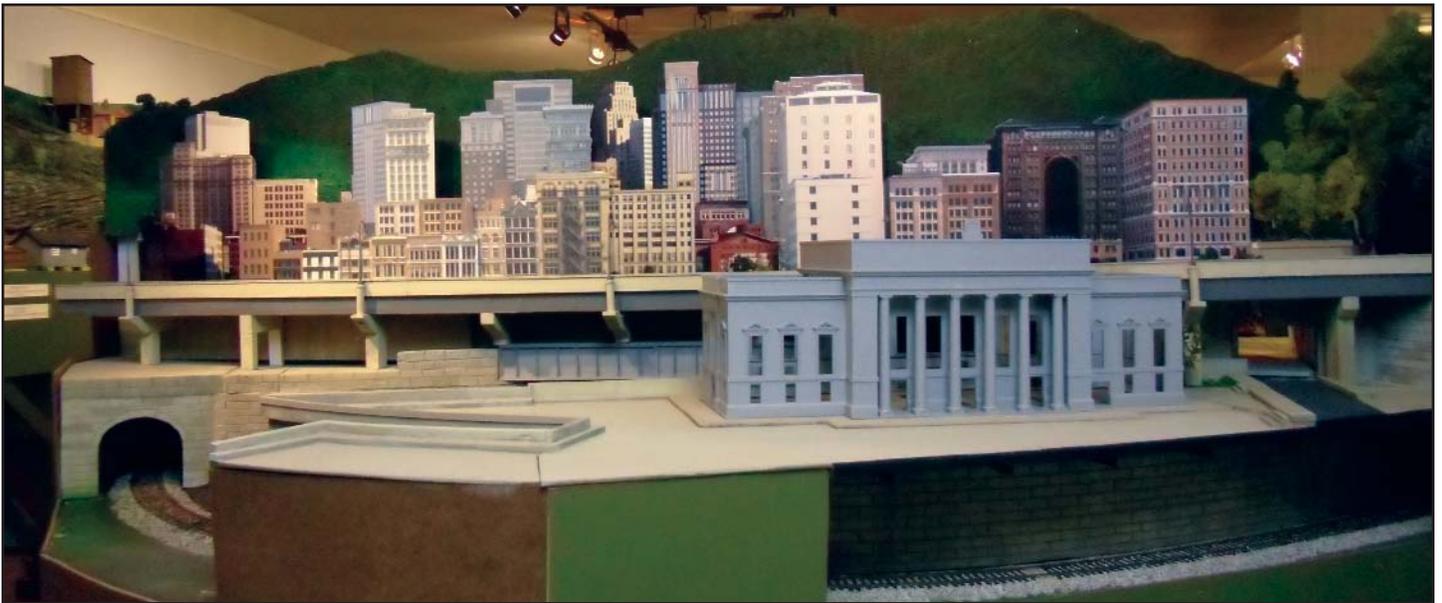
Later, Gator. Sam



This is Sam's replica of the Liberty Tunnel which pierces Mt. Washington which is the mountain ridge opposite the Golden Triangle of downtown Pittsburgh and across the Monongahela River.



Now the Pittsburgh scene takes on a 3 dimensional look. Background flats form in front of the mountain. Only the station awaits to fill in the foreground.



Here we see the overall scene. The various levels give that urban canyon look that exudes Pittsburgh. You have the station level, the highway, the hillside structures and Mt. Washington in the background. The lowest level is the track. A loop and staging yards are disguised with the scenery.



The photo at left on the PCV is reminiscent of the many levels one might see in a city such as Pittsburgh.

Right - Sam has successfully attempted to replicate multi-story city buildings stacked up a hillside, which would be typical of urban Pittsburgh.

All photos by Sam Powell



NEWS & REVIEWS of the S NARROW GAUGE

S LIM GAUGE OBSERVATIONS

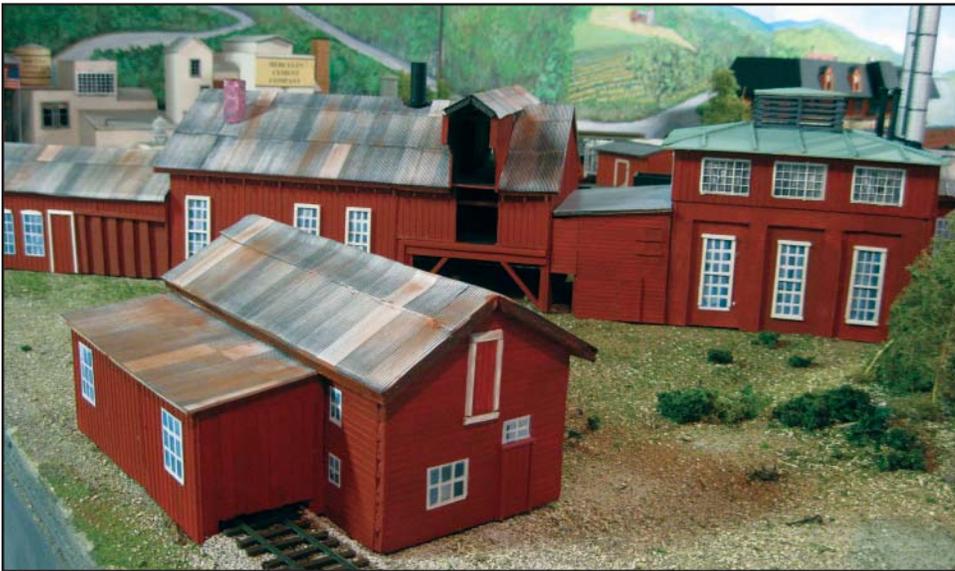
by David Heine

Guest Contributor Roy Hoffman. Photos by Roy Hoffman



EAST BROAD TOP SHOPS at ORBISONIA / ROCKHILL FURNACE as modeled by Roy Hoffman

S SPIKES



Anybody who has ever been to the East Broad Top narrow gauge will recognize these structures built in S scale by Roy Hoffman - all scratchbuilt. He added an EBT section to his standard gauge Penn Western. Above and left are scenes of the machine and boiler shops. Below is the elevated coaling station. BTS has made available laser kits in S for several EBT stations: Coles, Saltillo, Three Springs and Orbisonia. BTS also has produced cast locomotive kits for 2-8-2 number 12, 2-6-2 number 11 and standard gauge 0-6-0 number 6. RailMaster also has a kit for the EBT's M-1 gas-electric and a 2-8-0.





Above left shows the end of the car shop. Right shows the turntable and roundhouse at Rockhill Furnace. Below shows a treetop view of the shop complex. Roy re-did some of his standard gauge Penn Western to include a short segment of 3' narrow gauge including models of many of the original structures. Again, BTS has made some rolling stock available in wood or resin kits: 2-bay and 3-bay hoppers, flat cars and steel box cars; a wood laser kit of the EBT caboose is promised. Miller Engineering has craftsman kits for coach #29 and a wood boxcar You'll have to check with the manufacturers for availability.

Photos by Roy Hoffman





Original AM GP35 body



Swapped for an undec and painted yellow



Green paint added and diamond decals.



Detailing the body shell



Ready for the handrails.



The Above right and big photo - Crew admiring the new (second generation) Reading GP35 sitting on a siding waiting for its first assignment. *All photos by Bill Fraley*

MY UNPLANNED READING GP35 PROJECT

by Bill Fraley

It all started when Stan Furmanak died, and I was at his home helping his widow dispose of his model railroad items. While Stan was still living, but in ill health, he decided to let Gale Hall have several boxes of scratch building materials.

After Stan passed away I saw that he had lots more kits and models left than I thought. I called Jeff Wilson of Hoquat Hobbies to help out. Among the inventory were several American Models GP35s in Chessie paint. Linda offered me one as a gift, but I gave her a considerable amount of cash instead. There and then I decided that this would be my LVSG Secret Project for April 2011.

1. - The GP35 body shell was AM Chessie System WM 4419. Stan and Gale Hall often corresponded about these engines. Gale asked me if I would be willing to swap my AM Chessie shell for an AM blank GP35 one. I said I would as I wanted to change the locomotive over to a Reading GP35 anyway.

2. - Paint: I ordered paint from Weaver Models who produce Scalecoat paints. I ordered Scalecoat II Reading green and C&NW yellow. The C&NW yellow was chosen because Weaver doesn't make a Reading yellow. The yellow came out fine, but some recommend that you mix a small amount of white in with the yellow to get a pure Reading yellow. You can purchase yellow from Floquil, but I found that Floquil and Weaver paints do not match up.

3. - Air Brushing: I first sprayed the entire body with the yellow. It took several coats (maybe I should have prime-coated it first). I used painter's masking tape on the body. I then sprayed the parts that needed to be Reading green. Both were multiple coats.

Bill Fraley inspecting the Reading green and yellow paint scheme. Hmm, he says, that O scale Reading diamond is just too dang big, soooo I'll make my own.

See color photos at left for painting sequence

4. - Decals: Hmmm - no one produced S scale Reading second generation yellow scheme decals. I had not figured on that problem, so I went out on the Yahoo list for help and received a letter from Ron Sebastian saying he had thought about making the decal set, and if we could muster enough orders he would do it. Response was weak so I ordered Microscale O scale Reading decals (46-199). I used the O scale decal numbers, the Reading Diamond and the locomotive DC 35 decal on sheet 2. I used Microscale HO Reading diesel striping - Barricade (87-708) for the pilots.

Disappointment came when the diamond decal wouldn't fit the cab. I had one recourse, which was to make my own. I ordered Micromark decal paper for ink jet printers (#82272 clear/white and 82277 white/white). I then scanned the Diamond decal and ran it through my Microsoft Publisher software, shrinking the Reading diamond to the proper size so the decal would fit on the cab properly. I printed out about a dozen for future work.

5. - Final finish: I decided on just some touch up paint instead of weathering. I wanted it to look new for my Jefferson Central crew. Why the number 3644? The Reading Company purchased 37 GP35s from 1963 to 1966 from EMD and assigned them Class RSE-14. The road numbers were 3620-3656. For some reason I liked the number 3644 as this locomotive had been stored in Enola Yards from November 1990, until reactivated in October 1991.

I originally wanted to place the Reading BEE LINE SERVICE lettering on the locomotive, but in my research I found that Reading didn't start using that logo until EMD brought out the SD45 and Reading got some in 1971. The SD45s were classified RSE-14 with road numbers 7600-7604 and they all used the BEE LINE SERVICE logo. *Hey Bill - Des Plaines is coming out with an SD45!! - Ed.*

I don't know why at my age I continue to take on these challenges, but looking at it now, it was worth the effort. If somebody comes out with diesels in this paint scheme, I'll buy some.



A NEW MODEL FOR MODEL RAILROAD CLUBS
“A club that is into building trains and track, and operation of those trains.”--Kevin Callos

By Vic Cherven Jr.

That’s the motto of a new S gauge club in the Pacific Northwest. The six modelers who formed the club in 2011 were looking for a different way of getting together to enjoy model railroading beyond what we had experienced in previous clubs. In early 2011, Kevin Callos crystallized our thinking with his clear and concise statement about what he was looking for in a model railroading club, and the way forward became clear. Since we live in eastern Washington and northern Idaho, we took a cue from the Spokane, Portland, and Seattle Railway and named our club the Spokane, Panhandle, and Palouse Model Railroaders (SP&P).

Most existing clubs fall into one of three basic types. One common style is the informal group of train enthusiasts who meet occasionally, or regularly, usually at a member’s home on a rotating basis. Most S gauge clubs seem to have gotten their start this way, and some continue to operate under that format for many years. A review of the *Club Sandwich (Branch Lines* now) section in this magazine, however, tells us that others eventually transition to the **second type**. The club becomes somewhat more organized and builds a portable (or modular) club-owned layout and begins exhibiting it at regional train shows or local venues. In part, this move stems from a desire to increase the exposure of the club, and model railroading in general, to the non-railroading public. This type is especially appealing to those who don’t have a home layout.

There is a **third style** of club, which is prevalent in N, HO, and O scales, where the membership buys, leases, or borrows a building in which to build a permanent layout. This model is ideal for clubs that have many members living close together so that they are able to meet frequently to work on the layout. It allows them to own and build a large, elaborate, and finely crafted layout without the expense of time, effort, and money needed for a home layout.

Most of the fellows in our club have many years of experience in the hobby, and had come to realize that none of these three models suited their situation. All but one of the original six are well along in the construction of a home layout, so the idea of taking time away from that to join in the construction of a modular or permanent club layout was not appealing. Neither was the idea of exhibiting at local train shows, which most of us had some experience with as a member of other clubs. And none of us found satisfaction in meeting monthly just to talk trains or watch the host run a couple of trains around his layout. We wanted more out of the club experience.

We had begun talking about forming a new style of club as early as 2008. I think the idea originated with Jess Bennett, the premier S scale modeler in this region who passed away in 2010. Jess was one of the founding members of the Inland Empire S Gauge Association of the Pacific Northwest and had been modeling in 3/16th scale since the early 1950’s. His Great Northern Pacific layout may have been the largest and most beautifully scenicked S scale home layout that has ever been built, and he hosted the IESGAPN club at least once every year. However, his home in north Idaho was at

least an hour’s drive from almost all of the other members, so Jess was pretty much a lone wolf who never got to the stage of being able to institute realistic multiple-train operation on his layout. He saw an operation-oriented club as an opportunity to take the GNP to a new level.

Jess didn’t live to see his idea come to fruition, because it wasn’t until 2011 that our discussions finally gelled and I was able to design a format for a different style of club. I called it the **“Inter-connected Home Layout Model”**.

The club has four guiding principles for membership and organization:

- 1) The primary goal is realistic operation. We all agree that participating in operating sessions on member layouts is the ultimate goal of the club.
- 2) Since home layouts are the focus, new members should have a layout under construction by the end of their first year of membership.
- 3) Each home layout should be designed to conceptually connect with others in the club, to form a network. This aspect is patterned after the interconnectivity of real railroad networks and will enable us to simulate off-line interchanges with other railroads.
- 4) Each layout in the network is part of a “virtual” club layout, and members are expected to attend scheduled work sessions on each layout in the network. The host for that session designs and organizes the work that he wants done during the session. Working on each other’s layout is what really sets this style of club apart from others.

Aside from the interconnectivity aspect, we didn’t want to place any layout design or style restrictions on members. Since operation and virtual connectivity are the goals, not the type of equipment or level of craftsmanship, there are no requirements regarding standard gauge vs. narrow gauge, scale vs. hi-rail or American Flyer, AC vs. DC or DCC, era modeled, or prototype vs. freelance layout. All of these except narrow gauge are presently represented in the network.

Here we see Doug Sassman ballasting track #1 in Yardley Yard on his Little Northern Pacific layout. Yardley was the NP’s big yard in Spokane. The American Models ALCOs handle the switching chores, while the DCC-equipped 2-8-0 from S Helper Service provides road power.



Doug Sassman’s freelanced-prototypical Northern Pacific layout has been under construction for more than two decades, so it features several vintages of trains and track from A. C. Gilbert, American Models, and S Helper Service and operates on DCC as well as AC power. The layout is set in eastern Washington, and although Doug chose not to model any specific localities, one can imagine that it represents the wheat country south of Spokane, Washington

that was served by the NP's Palouse and Idaho Line (P&I). The layout is double decked, with numerous industries on both decks. There is a smaller yard on the lower deck for switching the industries on that deck, so once operation starts we'll have two yardmasters, a couple of road engineers, and probably a dispatcher. Now that all track is down, he is concentrating on scenery.

The north-south Palouse and Idaho Line connected with the Milwaukee Road's east-west main line at Rosalia, Washington, where a very large grain elevator serves the surrounding communities. None of our members are currently modeling the Milwaukee, but a few miles east of Rosalia is the small town of Tekoa, where the Milwaukee crossed the Union Pacific on a high trestle. **Sam Rapp** was so taken by this airy bridge that he transferred it to his Tekoa and Carissa Short Line (T&C) and made it the scenic highlight of his large layout.

The T&C is a freelanced granger road whose major commodity is wheat, so Sam built his layout to include a variety of possible routings to represent various short branches to small farming towns around Tekoa. Wheat collected on these branches will be hauled to the Rosalia elevator, which is the industrial focus of the layout. Some hoppers will be handed off to Doug's NP and taken north to the flour mills in Spokane or forwarded south to Lewiston, where the wheat would be transferred to barges and shipped down the Snake River to the port facilities at Vancouver, Washington and Portland, Oregon. Sam will also run unit grain trains south to Dayton, Washington to a connection with the Rocky Mountain & Western layout owned by Ron Tilton (see map).

Another source of revenue for the T&C will be lumber that was milled on the Coeur d'Alene Indian Reservation at Plummer, Idaho. The Plummer sawmill is an important industry for the tribe and remains active today. Sam's layout operates with DCC on mostly S Helper Service code 135 rail, and he runs a variety of equipment from many of the manufacturers, including some DCC-converted Lionel/American Flyer steam engines like the Big Boy.



Ron Tilton checks out the available road power at the engine facility while Vic Cherven Sr. looks over the waybills preparing for the next switching move at the freight yard on Ron's Rocky Mountain & Western. A fan-trip excursion pulled by one of Jess Bennett's scratchbuilt brass Challengers pulls out of the station at right

Ron Tilton was a brakeman for the Burlington Northern Railroad in the 1970's and worked on nearly all the BN lines in central and eastern Washington, so he got to know the country well. He decided to model the basalt cliffs in the "channeled scabland" country in the eastern part of the state on his Rocky Mountain and Western. Peas, onions, and fruit are important agricultural products shipped from that region, and the RM&W serves them with an icing facil-

ity. The layout also features a wood-chip operation and a gravel plant. This freelanced short line is built with hand-laid code 100 rail and has been essentially complete for several years. It operates with conventional DC power.

Ron recently purchased the freight car forwarding system distributed by Micro Mark and described by Sam Powell in the February 2011 issue of the Dispatch, and our first operating session will likely take place on his layout in early 2012.

Much of Ron's equipment is scratchbuilt and lettered for the RM&W, but he also has some second-generation diesel power from American Models that is lettered for the Burlington Northern-Santa Fe, so he included a spur track to connect the RM&W to that Class 1 railroad.



A transfer freight behind a BNSF SD-60 is arriving on the interchange track that connects the RM&W to the rest of the layouts in the SP&P club.

The connection to the outside world that lived in Ron's imagination started to become a reality in the summer of 2011, when **Kevin Callos** started construction on his Burlington Northern-Santa Fe layout. He plans to model the prototype's "funnel route" across eastern Washington and the Idaho Panhandle. The nickname stems from the fact that several Class I roads (Great Northern, Northern Pacific, Union Pacific, and Spokane, Portland, and Seattle) converge from the east and west at the city of Spokane. Kevin had originally planned to model in HO scale, but after meeting the other members of the SP&P club he decided to switch to S. He plans a modern-era layout operated on DCC.

During the club's 5th work session in August 2011, Kevin Callos photographed Vic Cherven Jr. and Sr. (seated on floor) building benchwork in one of the five rooms that house Kevin's BNSF layout.



His ambitious track plan runs from the Canadian border in Idaho to the Oregon border along the Columbia River, so it will become the spine that links all of the other layouts in the club together. High-horsepower diesels on the former SP&S and UP will haul long intermodal, coal, and grain trains west through the Columbia River Gorge on the north and south banks of the river toward staging yards representing Van-

couver, Washington and Portland, Oregon. The plan includes staging tracks for the Oregon Trunk Line (OTL), Camas Prairie Railroad (CP), GN, and Montana Rail Link (MRL ex-NP) (see map).

The fifth layout in the network is set far to the south in northern California but includes two virtual connections with Kevin's BNSF. The Southern Pacific (SP) layout that **Vic Cherven Jr. and Sr.** have been building since 2006 depicts the Western Division east from Oakland to Roseville, California in 1954.

The West Valley line branches off the main and runs north up the Sacramento Valley to connect with Kevin's UP line in a hidden return loop representing Portland.

Sacramento was also served by the Western Pacific, and the WP ran north and east through the Feather River Canyon to Keddie wye, where the Inland Gateway Line (High Line) joined and headed north to the OTL (now BNSF) connection at Bieber, California. Iron ore trains imagined as coming west from Minnesota on the former Great Northern on Kevin's layout will be staged at Sacramento's Haggin Yard on our layout and will be forwarded south on the WP to the interchange with the Santa Fe at Stockton, and from there west to the Pacific Steel mill at Antioch. California produce and manufactured goods will head north on the WP to the Pacific Northwest. The layout operates with Aristocraft® hand-held DC throttles on code 125 mainline rail.



Ron Tilton building a lift-up bridge across the entrance to the Southern Pacific layout of Vic Cherven Sr. and Jr. in October 2011. SP's West Oakland yard is in the background.



During the same session, Sam Rapp installed interior lighting in the depot at Port Costa, California. The depot is a resin kit produced by the W. A. Drake Co.

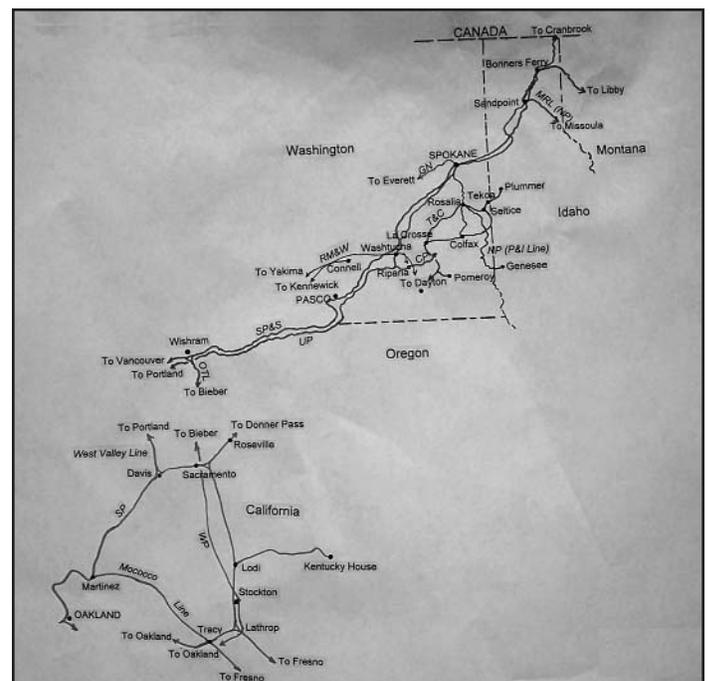


Kevin Callos installing the roadbed and laying track on the helix on the Chervens' Southern Pacific layout during the club's third work session in June 2011. The 4-turn helix will take the Mococco Line south into the San Joaquin Valley on the layout's upper deck.

Freed from the burdens of a club newsletter, business meetings, dues, officers, etc., club members are able to concentrate on getting our layouts built and running. A lot of work has been accomplished in our first six sessions, and we expect to hold at least ten more in 2012. Everyone is having a great time, and it's a rewarding feeling knowing that we have helped each other build that dream layout.



Bruce Taylor painting scenery on the SP layout during the 6th work session. The helix in the previous photo is now hidden behind the backdrop at right. Bruce is considering joining the club in 2012.



BRANCH LINES

News and Notes from S Gauge Clubs • By Dave Pool

The **Bristol S Gaugers (BSG)** members met at the home of Rob and Phyl Sieger for their October meeting. Club members set up and operated their modular layout at the downtown festival, in New Market, NH on Sept. 24/25.

The September meeting kicked off the new year for the Club activities and was held at the home of Club president, Tom Robichaud, in Fitchburg, MA. Tom has a great S layout which was enjoyed by those attending the meeting. The club members were testing a new camera car which was planned to be used on their display layout.

The club planned to purchase a new 16 ft. trailer with roll down ramp to be used to transport their modular layout with rolling carts to carry the layout sections.

The **Connecticut S Gaugers (CSG)** set up and operated their modular layout at the Cheshire High School Ram Band Train show on Nov. 20, 2011. The set up was coordinated by Steve Kutash, V.P. of the club, in charge of the module displays with the help of newly elected VP Paul Krause. The club layout normally includes tracks operated with AC, DC and DCC power supplies. Larry Hally is the current **CSG** club President since Bill Fuhrman resigned last June. This prompted organization of a new slate of officers and club by laws which were approved by the membership in an election and vote. The newly-elected officers include: Larry Hally, President; Paul Krause, Steve Kutash, VPs; Dennis Caruso, Secretary; and your column editor, Treasurer. Club member Dick Kramer edits and distributes the club newsletter via mail and e-mail. The **CSG** is in the process of re-organization, having adopted new by-laws and having the first election of officers that the Club has ever had in 30 plus years

Club member Bob Comstock has planned a tour of Grand Central Station in New York City on April 19 which was arranged through his friend, Jack Swanberg. The tour planned is a comprehensive one taking about three hours to be conducted by tour guide Dan Brucker. Other club events

are being planned by the **CSG** events committee headed by Bob Comstock.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of George Reneris, in Sunderland, MA, for their January, 2012 meeting, and are scheduled to meet at the home of Harry Ruddock, on Feb. 18, in Deerfield, MA. Dave Plourde coordinates the club activities and Steve Allen plans and edits the club newsletter. 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. Dave Plourde has painted backdrops for the Soldier's Home layout. A separate holiday train display at Look Park was designed and set up this year, and for the third consecutive year attendance showed a significant increase over previous years. The Look Park project was coordinated by George Reneris and included a budget to cover the cost of supplies for the layout construction, track work, and models to be operated on the layout. It was an ambitious project by any standards.

The S scale layout was constructed on six 6 ft. x 30 inch modules separated by backdrops which were painted by Dave Plourde. Club member Dave Sullivan is scheduled to host the members for their March, 2012 meeting on a date to be announced. Club members plan to visit Dick Elwell's famous Hoosic Valley RR, in Adams, MA, on April 21, 2012.

The **Western N.Y. S scale Association (WNYSSA)** held their October 16, 2011 meeting at the home of Paul Wachowicz in North Tonawanda, NY. Members attending the meeting worked on the club's 4 ft. x 8 ft. layout. The club members met at Alice's Kitchen Restaurant in Amherst, NY on June 26 for their last meeting of the season.. The club helped the Rochester Area S Gaugers set up a layout at the GSME Train Show on Nov. 13,

2011 in Batavia, NY. **WNYSSA** club members brought their trains to operate at the show. Don Webster coordinates the club module set ups. Gregg Mummert coordinates the club activities and edits the club newsletter, which is distributed via e-mail. The club was considering the display of a layout or helping the RASG club to set up and operate an S layout at the GSME Train Show to be held on March 25, 2012, at the Batavia Downs Fairgrounds.

The **North Penn S Gaugers (NPSG)** set up their portable layout at the Gilbertsville Fire House Train Shows in Gilbertsville, PA. in September and December, 2011. The layout was displayed at Schwenckfeld Manor, a retirement community in the Allentown, PA area. The club plans to display their layout at the Lansdale, PA. Library in January, 2012, and the East Norriton Library in February, 2012. Ray Nase hosted the club members for a meeting in December, 2011 in Soudertown, PA. Future club meetings were scheduled to be hosted by Barry Simpson, in January, and Roger Gerhart in February, 2012.

The **South Jersey S Gaugers (SJSJG)** club meets on a regular basis on the first Friday of the month, at the Stratford, NJ Senior Center. The December meeting was the annual pot luck dinner and auction event for the club members, held on Dec. 16, 2011. Play Trains events held by the club are meets at a member's home to operate a layout or visits to a model RR event or place, without any club business taking place. Officers of the club are: Hank Worrell, Pres.; Greg Berndtson, V.P.; Steve Politowski, Sec'ty.; Joe Balcer, Treasurer; and Ken Palmer, Ass't. Treasurer. Mike McConnell edits the club newsletter and maintains the club web site. The club newsletter is now distributed via e-mail

Tom Burns and Hank Worrell presented information at a recent meeting on the Deptford, NJ town library display which will be a static shelf display of members trains, along with Club information. Members Tom Burns, Walt Mumie, and Joe Sullivan are to handle supply of club information in connection with the display. Member Ron Schon provided a place at his home in West Berlin, N.J. to set up and work on the Club's new display layout. Work sessions

are on Tuesday, Wednesday, and Thursdays.

The Pittsburgh S Gaugers (PSG) held a "Coffee and Trains" get-together at the Kings Restaurant, in Harmerville, PA on Jan.16, 2012 at 8:00 P.M. These meetings are well attended and are separate from the regular meetings of the club, held in member's homes and other locations. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The club members discussed possible programs for their meetings, and a lot of very good ideas were presented at one of the recent meetings. The club has two operating layouts, including a high-rail layout and a modular layout both of which can be used to display and operate 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 club was planning to set up and operate a layout at the Greenberg Train Show on Feb. 11/12, 2012. Roger Schneider was to coordinate the club's attendance along with Jonathon Knox.

The Baltimore Area AF Club (BAAFC) members met at the Marley Station Mall, Glen Burnie, MD on Jan. 14, 2012, as hosted by Paul and Russ Love for their monthly meeting. Ron Kolb ably edits the club newsletter, and coordinates the club activities. For eight years (including this one) in a row, the club has operated a layout at the B & O RR Museum. On Dec. 1-4, 2011 the club had their layout at the Museum. Club members also set up a layout at the TCA York Train Meet held on Oct. 12-15, 2011 in York, PA. Club member David Blair hosted club members on Jan. 28 for a modular layout repair session. Club members set up and displayed their layout at the Great Scale & All American Hi-Rail Train Show on Feb. 4/5, 2012, in Timonium, MD.

The Chicago Flyer is the official newsletter of the **Chicagoland Assoc. of S Gaugers, Inc. (CASG)** that meets on Friday evenings on a monthly basis. The **CASG** was founded in 1969, and incorporated in 2008. The Jan. 20, 2012 meeting of the club, was held at the American Legion Room of Hinsdale Village Hall, Hinsdale, IL. Will Holt coordinates the home meetings of the club members. Member Joel Weber has resumed the holding of his

monthly operating sessions. On the first Monday of the month, his basement layout is to be open for operating AF/hi-rail trains (AC supply voltage). The club set up and displayed their layout at the Great Midwest Train Show held on 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 Girsan Officer-at-large; and Andrew Jugle, Trustee (2011-2013).

The Miami Valley S Gaugers (MVSG) set up and operated their layout at the Dayton NMRA Train Show, Dayton, OH on November 5/6, 2011. Tom Hartrum is Recording Secretary for the club meetings. Officers of the club recently elected include: Jon Goins, president; Tony Garza, corresponding secretary; Bob Guckian, treasurer; and Jan Mason, one member of the board of trustees. The club is having work sessions for the purpose of repairing/upgrading their layout. Larry Beam agreed to serve as chairperson for the **upcoming Spring S Spree to be held May 4/5, 2012**. The club plans to set up and operate their layout at the Carillon Park Train Show, Dayton, OH. in June, 2012. The club recently welcomed new members: Bob Davis, Milford, OH. and Denis Giannaris of Springfield, OH. Club member Larry Beam coordinated attendance at the club's Christmas dinner, held on January 7, 2012 at Mary Jane Gable's house. Meat and drinks were supplied by the club with each attendee bringing a salad, side, or dessert.

The State-Line S Gaugers (SLSG) has a newsletter which is being capably edited by Vera Flood. The newsletter includes listings of RR and model RR events that might be of interest to the club members. The club has found a place to set up and work on their modular layout, and they are actively seeking new club members. Club elections recently held had the following proposed slate: Jim Larson, President; Dave Oberholtzer, V.P.; Tom Behles, Treasurer; George Sorensen, Sect'y and Dick Bird, and Joel Weber, Board of Directors members. Jim Larson hosted the club meeting on Feb. 19, 2012; in Roscoe, IL.

The Southeastern Michigan S Gaugers (SMSG) held their Jan. 22, 2012 meeting at the home of Tom Hess, in

Northville, MI. The **SMSG** club has 41 paid up members as reported several months ago at a club meeting by Earl Carlsen, club treasurer. Gordon Michael ably edits the club news via meeting notes. Bob Stelmach is the president of the club at the present time. Gordy Michael is Secretary; Earl Carlsen, Treasurer; and Tom Hess, Bill Bartlam and Tom Hawley serve as Members-at-Large on the club Board of Directors. The club brought and operated their display layout at the Troy Athens High School Train Show on Jan. 15, 2012

The Northern Ohio S Scalors (NOSS) held their Jan. 29, 2012 meeting at the home of John and Patty Henning, in Valley City, OH. Jack Sudimak coordinates the club activities. Ed Kirstatter has taken over the club newsletter duties and he does a fine job of it. The newsletter includes a column called "Ed's S Kinks" that includes tips on S scale modeling. Some of the club members attend the meetings of the NMRA Division IV, which welcomes guests. The club holiday party was held on January 8, 2012 at the home of the Henning's. Those attending played "The Game" a game that has been played at past club holiday social events with great success.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their Dec. 9, 2011 meeting at the home of Gary Brandenburger, in Florissant, MO. Moe Berk coordinates the club events and Gary Mueller edits the club news letters. The club recently established an e-mail address, at: afsgsla@sbcglobal.net Club member David Stevens coordinates the club meeting locations and times. 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 is paid a monthly reasonable fee (rent) to allow the set up and repairing of the **AFSGSLA** layout. 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. Over 20 club members helped install the Great Christmas Train Layout at the Macy's downtown store. The trains were operating from 9:00 AM. to 9:00 PM. each day until after Christmas. Club members visited the layout and performed desired maintenance on a daily basis.

The Kansas City S Gaugers (KCSG) attended the Front Street Train Show on Nov. 27, 2011 and set up their 4 ft. x 8 ft. layout. Bill Hutton coordinates the club activities, and writes the club newsletter which is distributed via e-mail. Roger Ketterman set up the S gauge portion of the Union Station holiday display, with the overlapping G gauge display. Paul Stevens is president of the club. The club members set up and operated their 4 ft. x 8 ft. portable layout at the Kansas City Train Show, at the BTC Exhibition Hall in Kansas City, MO. with Bill Hutton coordinating the display, and bringing the layout to the event. The club members set up their layout at the Inter-State Federal building at Seventh & Minnesota, in Kansas City, KS. The layout was part of the club's Christmas display. The **KCSG** also had a holiday display at Union Station, adjacent to the Rail Experience at the North end of the waiting room which included vintage AF trains, and other decorations. The club has a permanent layout featuring three loops of S track that is maintained year around by club member Roger Ketterman at the Union Station.

The Badgerland S Gaugers (BSG) are in their 37th year of operation. Treasurer Jeff Young gave a report at a recent meeting on the **BSG** swap meets that are held several times a year and operated by the club members. After averaging out the income over the six meets held each year, the total income, although down in recent years, is enough to continue the meets. After 27 years as Newsletter editor Ron Schlicht is hanging it up. The last one he edited was the Jan. 2012 one. the first was in 1984. The new Secretary/Editor is Richard Wade. The club is actively working on the next Fall S Fest to be held at the Marriott Hotel near Waukesha, WI on Nov. 2-4, 2012. The **BSG** will also have layouts at the MAD City Train Show in Madison, WI on Feb. 18-19.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) has a club newsletter, *The S Train Rail* edited by Vic Chervan, Jr. Ray and Donna Pearson hosted the club members for their Nov. 12, 2011 meeting in Cheney, WA. Club members have been discussing the idea of having an S gauge RR car produced, possibly one in commemoration of the club's 45th anniversary in 2012. Recent elections have resulted in the following officers: Bruce Taylor, Superintendent (Chairman); Robert Bowen, Assistant Supt; Bud Chadburne, Freight Agent (Treasurer); Pat Spino, Station Agent; Cliff Baxter, Div. Engr.; Dennis Wendlandt, Train Master; and Jon Kettner, Dispatcher (Bulletin Author). The club members met on January 14, 2012 at the Golden Corral Restaurant, Spokane, WA. for their annual holiday party.

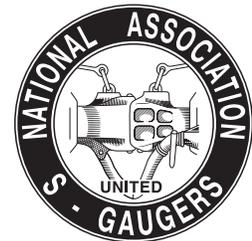
John Eichmann coordinator of the **Rocky Mountain High Railers (RMHR)** coordinates the activities of the club and the status of their portable layout. Club members met at Trusscraft, Inc. on Jan. 21, 2012 and Feb. 18, 2012. The club has received requests to display their layout, Lookout Junction III, at several shows and train meets as follows: World's Greatest Hobby Show, Salt Lake City, Feb. 4-5, 2012; River City Modelers Train Show, Spokane, WA. on Feb. 19, 2012; and the Train Show in Evanston, WY. on August 3-5, 2012. All three events will be considered by the **RMHR** members and proper response sent to the requesting organizations. Club members were saddened by the passing away of Gail Kowalczyk on Dec. 17, 2011.

The Southern Calif. S Gaugers (SCSG) plans to host the 2013 S Fest West show, and plans are being formulated for the event. Election of officers was held at the July club meeting, and Jeff Kruger was elected president, James MacAuliffe is the new club secretary, and Fred Ruby the club treasurer. Newly elected club officers will take over at the August, 2012 club meeting. The club members would like to have a special meeting in December, and a brochure was passed around at a recent meeting for a railway excursion train trip.

The **Bay Area S Scalpers (BASS)** held a meeting at the home of Jim Sweeney in San Rafael, CA. on Jan. 21, 2012. Graham

Henry edits the club newsletter, called the *Bass Waybill*. 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 next display of the club layout will be at the forthcoming O Scale West & S West event in Santa Clara, CA. on Feb. 9-11, 2012. The club is also preparing to set up and display their layout at the Dunsmuir RR Days on June 8-10, 2012.

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. If your club was not mentioned in the above column, you should send a description of your club recent and future activities to the column editor.



Russell M. Mobley Memorial Library Magazine Resources

3/16 "S"cale Railroading Essence – the NMRA "S" SIG newsletter, 1985-1988
Mainline Modeler (1980-1997)
Model Railroader (1937-1961)
NASG Dispatch
S Gauge Herald
S Gaugian
S/Sn3 Modeling Guide
Sn3 Modeler

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

Russell M. Mobley Memorial Library
 Michael Greene
 167 Westford St.
 Dunstable, MA 01827
 nasglibrary@yahoo.com

RailMail cont. from page 5

noticed. But it sure shows in your photo. Doh!
 And on page 25, you speculate about the story behind the spilled logs on the motorcycle. That's on Pete Moffett's module. Three years earlier he was seriously injured while on a motorcycle tour of New England. He and some buddies were off their bikes at the roadside, checking out a restaurant, when a speeding log truck came around the corner and tipped its pup trailer. The spilled logs wrote off four motorcycles and Pete ended up under them as well. He was air lifted to a trauma center where he was treated for multiple injuries. Miraculously he was convalescing at home just a week later, but the full recovery took almost a year. That scene is his way of kidding about the incident. Now you know "The Rest of the Story."

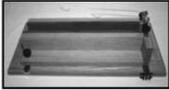
- Cheers, Jim Martin S Scale Workshop

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S Websites: From a handout from the Canadian S Scale Workshop comes the following S websites that should be handy for all involved in S. I'm sure we know most of these, but it's nice to have them all in one place:

General S Websites:

- | | |
|--|--------------------------------|
| www.nasg.org | NASG |
| www.s-trains.com | S scale resource site |
| www.showcaseline.com | S Helper Service |
| www.americanmodels.com | American Models |
| www.mlwservices.ca | Brass and resin kits and parts |
| www.1-64modellingguide.com | S scale modeling E-zine |
| www.heimburgerhouse.com | S scale and AF magazine |
| www.sscale.org | S scale NMRA SIG |

Hobby shops specializing in S

- | | |
|--|--------------------------------------|
| www.btsrr.com | Producer of S structures and details |
| www.desplainseshobbies.com | also producing S products |
| www.hoquathobbies.com | S hobby supplies |
| www.portlines.com | Scale and AF S supplies |
| www.sceneryunlimited.com | Many S products and parts |

Major Scale S chat group

groups.yahoo.com/group/s-scale

PORT LINES HOBBIES



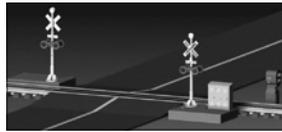
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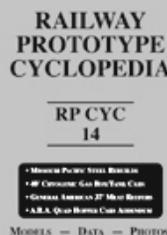


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NASG 2012 Convention

August 7-11

GET YOUR ChooChoo to Chattanooga

NASG 2012 CONVENTION CARS
Presented By NATIONAL ASSOCIATION
OF S GAUGERS (NASG)

Nashville, Chattanooga and St. Louis Steel Boxcar
See color photo on the cover of the striped one.

The Nashville, Chattanooga and St. Louis steel boxcar appearing in its transition paint scheme is the official car of the 2012 NASG Convention. The convention car is based on a steel sided, steel roof boxcar with Youngstown doors, used in the 1940's and 1950's by the NC&StL. The featured car appears in its mid 1950's transition paint scheme with a yellow stripe on the car. The car will also feature the well known NC&StL logo "To and From Dixieland." These boxcars were built in 1942 to the 1937 American Association of Railroads design with 10 foot interior height by Pullman-Standard as NC&StL class XM-34 in series 18500- 18999. After the NC&StL was merged into the Louisville and Nashville RR in 1957, these cars became L&N numbers 13400-13884. Today, the NC&StL is part of the CSX railroad.

The American Models car is available exclusively from the NASG for the 2012 Chattanooga Convention. They come ready-to-run with: Hi-rail wheels American Flyer-compatible couplers Scale code 110 wheel sets for easy conversion-to-scale operation available. **ONLY \$50/Car** (Includes MD or TN sales Tax) The car road the rails with the yellow stripe and without a stripe. Both versions are available.

Please fill in the Vendor sales/Car order form and mail the form in with your registration for the convention. If you will not be attending the convention, please mail the form in and add shipping charges.

Chattanooga Dining Tips:

For what it's worth I Googled a few sites regarding dining around the Chattanooga area. I found 2 diners (although these may not be steel type diners). One is the City Cafe at the Days Inn and the other is the Cherry Street Diner in the downtown area. No recommendations here - just info. And, well, there's a way to eat in a real converted railroad diner at our own convention hotel - "Dinner in the Diner." Now as to barbeque. Well, the south usually has some good BBQ places around most towns. Again from the Google list: Sticky Fingers

Smokehouse (several around); Sugar's Ribs, Purple Daisy Picnic Cafe and Smokey Bones (I think this is a national chain - but good). I'm not sure if these are walkable from the hotel. -Ed.

A Special American Flyer Contest will be available for the convention, in addition to the regular contest:

National Association of S Gaugers
Contest Entry Form
American Flyer Imagineering Category
Sponsored By Monte Heppe
and the Calabash Terminal RR

Models may be of Accessories, Motive Power or Rolling Stock of a new product constructed, as A.C. Gilbert would likely have done. Check out the contest entry forms on the website for this special category and for the traditional contest.

Tentative Schedule:

Tuesday 8/7

- Registration - Noon to 5 p.m.
- 7 p.m. - Minor League baseball game

Wed. 8/8:

- Registration - most of day
- 5:30 p.m. - Newcomer clinic
- 6:30 p.m. - 8 p.m. - Icebreaker reception
- 9:30 p.m. - BOT Meeting

Thurs. 8/9:

- Registration - most of day
- 9 a.m. - 1 p.m. - Chickamauga Turn train excursion
- 5:30 p.m.-10 p.m. - Vendor hall open

Friday 8/10:

- Registration open most of day
- 9-5 and 6:30-9 Vendor room open
- Mid-day - Riverboat Lunch tour
- Layout Tour - Friday Afternoon (time ??)

Sat. 8/11:

- 9 a.m. - 2 p.m. - Vendor room open
- Noon - Train Races
- 3:30 p.m. - NASG General Meeting
- 6 p.m. - Pre-banquet Happy Hour
- 6:45 p.m. - Banquet
- 9 p.m. - Auction

Clinic Schedule and specific times for the Layout Tour have not been finalized yet.

S IN NON-S PUBLICATIONS

- Feb. 2012 *CTT*: Both Cal Stewart (see insert last issue) and Pikesville Models had their custom run tank cars shown in the News column. Three page article by Ted Hamler on AF's bay-window cabooses. 1 page technique article on creating a two-sided accessory out of the AF #600 Crossing Gate.
- March 2012 *CTT*: Collectible Classics 1-pager on AF 971 lumber unloading car. Mention of S layout to visit (Cincinnati Museum of Motion).
- Feb. 2012 *NMRA Magazine*: At first it didn't look as if any S showed up, but then I noticed Chip Romig was featured as MMR (Master Model Railroader) #423. There is a nice photo and bio in this issue.

CHIP ROMIG NEWEST MMR



He was awarded Master Model Railroader No. 423 by the NMRA. His bio and a photo appeared in the Feb. 2012 *NMRA Magazine*. He grew up in St. Clairsville, Ohio, and at Christmas when he was 5 or 6 he received his first American Flyer train. During his teens he built a "railroad empire" on three 4X8's in the basement of his house. After college (Ohio University) he served with the U.S.A.F. for six years piloting mostly F-102A's. And after a long career with several Fortune 500 companies, Chip ended up as a financial consultant in Dallas, Texas, where he lives today.

Along the way in Texas, Chip decided to switch to S. Utilizing the train table from his HO layout, he rebuilt the railroad with S-scale equipment and a DCC Wangrow

S Scale SIG

Promoting 1:64 Scale Model Railroading

S SCALE SPECIAL-INTEREST GROUP ESTABLISHED

In 2006, the NASG authorized the formation of "SIGs" (Special Interest Groups), whereby the various segments of the NASG (e.g., narrow gauge, AF collecting) could find a tighter affinity than simply with the NASG per se. The first, and so far the only, SIG thus formed was the "1:64 Scale SIG," coordinated by Richard "Ben" Bendevert. This SIG existed under the aegis of both the NASG and the NMRA.

As many of you know, the 1:64 Scale SIG died in 2009 for lack of attention by its coordinator, and no other NASG SIGs were formed. However, there is again good news! The NASG has agreed that the old 1:64 Scale SIG is now formally dead. Now a new "S SIG" has been created solely under the NMRA banner, independent of the NASG.

The S SIG has adopted the following three-part mission:

- Promote S scale model railroading compatible with NMRA/NASG standards and recommended practices.
- Provide a forum for S scale camaraderie, exchange information, expertise, advice and technique.
- Emphasize S scale's size advantage.

The S SIG's definition of "scale" is limited to the following:

- Wheels and track compatible with NMRA specifications S-1.2 and S-3.2 and S-4.2.
- A coupler size equal to or smaller than

Kadee #802 and compatible with NMRA specification S-2.

- A rail height in the approximate ratio of 1:64 to the prototype being modeled. This definition is intended to promote the same rolling-stock interoperability pioneered by the NMRA and enjoyed by HO and N scale hobbyists for decades.

In order to ensure a trouble-free launch and ongoing governance, the following individuals have taken on specific responsibilities:

- Coordinator: Ed Loizeaux**
- Editor: Dick Karnes**
- Photography/Publicity: Bob Werre**
- Webmaster: Chris Borgmeyer**
- Secretary/Treasurer: John Gibson**
- Forum Moderator: Ed Kozlowsky**

The S SIG's website, www.sscale.org, features an e-mail forum, the mission and definition stated above, application for membership (fee), photo gallery, techniques, product sources and announcements, buy/sell, dealers and manufacturers. The SIG has also established a relationship with Bob Nalbhone's *1:64 Modeling Guide* e-zine. The Guide will publicize the S SIG and publish the S SIG's quarterly *Newsletter*; in turn, the S SIG will promote the *Guide* and publish the *Newsletters* on its website one month after it appears in the *Guide*.

Come take a look, and if you like what you see, join us!



System One. Another move and he was able to build a 60' by 30' layout on a second floor. (There are no basements in Dallas.) This new layout is set in northeast Colorado in 1958. The plan was to build a short line railroad that would be an amalgamation of the many small railroads of the 1950's in Colorado. Connecting with the DRGW would allow larger equipment to be used to bring cars to and from staging. Chip even added an HO (Union Pacific Track #3) railroad at eye level. The HO railroad is primarily used for open houses operating in the background while the main level S scale Colorado and Silver River is utilized in operating sessions. The railroad runs on DCC using NCE and SoundTrax.



As he constructed the new layout, he kept the requirements for the achievement awards in mind and maintained suitable documentation, diagrams and photographs. The "Colorado and Silver River" can be viewed on Chip's website: www.coloradoandsilverriver.com.

SCALE MEETS

Should we have a truly all-scale S meet? After digesting some internet traffic on this topic - here are some of my thoughts. Currently I think the O/S Scale West show and the Fall S Get-Together in Jersey come the closest. Of course the Fests, Sprees and the NASG convention do at least provide a venue for scalers to get together albeit not an exclusive one. After all many S items like vehicles, structures and figures are universal - it's just the drive for more real-

ism that separates the scalers from the hi-railers and AF enthusiasts. But, if scalers still would like an exclusive venue, I have a couple of ideas. One would be to have an O/S East at some place and time that wouldn't conflict with the established S meets. Maybe February or March might work for a time? The best location would probably be somewhere around New England or the middle Atlantic states. Like the meet out west, by buddying up with the 2-rail O scalers, another minority scale, more attendance can be guaranteed and commonalities can be explored.

Another idea might be to pal up with the Sn3 Symposium in the winter. The Sn3 guys are already total scalers - and don't most Sn3 railroads need a standard gauge railroad to interchange with? The only thing that would have to change is the title to S/Sn3 Symposium.

And, maybe our new 1/64 SIG could push something like this even beyond coordinating events at the NMRA nationals. If some events like this come to fruition, I'd hope the NASG would have a presence - I know they do at the O/S Scale West and most of the Symposiums.

- Jeff

BC&G BOOK ORDERING INFO

Brooks emailed and reminded me that there was no ordering information in Sam Powell's review last issue, although an ad in the October issue did have it. Anyway, for those who are looking for such, here it is.

Check for \$28.95 plus \$6.00 postage (total \$34.95) made out to Elk River Enterprises and mail to: 2870 Plum Creek Drive, Oakland, MI 48363. If you add \$10 to the order you will also receive a narrated and professionally produced 25 minute color and sound DVD of Brooks' layout in action.

PROBLEMS, PROBLEMS

A couple of things surfaced recently. Woodland Scenics had a fire that destroyed one of their buildings in Missouri. Fortunately just one of many, so not a total disaster. Also, another Chinese manufacturer quit leaving some more model railroad companies hanging - looks like no S, but Athearn, Exact Rail and some others. This plant did a lot of decorating for Athearn.



May 4-5, 2012: 25th Annual Spring S Spree hosted by the Miami Valley S Gaugers. Crossroads Expo Center (in EBEW Building) off I-75, Dayton, Ohio. <http://www.trainweb.org/mvsg>. Larry Beam 937-477-7712.

Aug. 7-11, 2012: NASG Annual Convention, Chattanooga Choo Choo Hotel, Chattanooga, TN. Lots of cool tours: Tennessee Valley RR Museum, riverboat, layouts, fan trip, etc. www.nasg2012.com. Contact: Dave Blum Pikesvillemodels@yahoo.com.

July 29-Aug. 4, 2012: NMRA National Convention, Grand Rapids, MI. www.gr2012.org

Nov. 2-4, 2012: 37th Annual Fall S Fest sponsored by the Badgerland S Gaugers. Marriott Hotel (HWY F just off I-94) Waukesha, WI (Milwaukee, WI area) www.trainweb.org/bsg Roy Meissner: 262-538-4325 - rmeissner@wi.rr.com

Bids open for NASG Annual Conventions 2013 and beyond. Contact Walt Jopke, 6611 Countryside Dr., Eden Prairie, MN 55346-2211. jopke@vic.com - 612-934-9183. Walt will pass on the convention info to the new chairman as soon as one is selected.

Switch List

FOR SALE

Massive List Of Gilbert and Lionel American Flyer Items for sale, including Gilbert boxed sets (cataloged and uncataloged), engines, freight and passenger cars, operating and non operating accessories, track, etc. Gilbert All Aboard items, Gilbert / AF HO, rare Gilbert paper, Gilbert Consumer and Dealer Catalogs, Gilbert Annual Reports, Gilbert News, Gilbert Stock Certificates, Instructions Sheets, Gilbert Toys, Gilbert Watches. AF by Lionel sets, engines, cars, etc. All new in boxes, toys and novelties. Magazines, *S Gaugians*. Send \$ 2.00 actual postage To: Judy Hajash, P. O. Box 5, Augusta, WV 26704-0005 Phone 304-359-2194.



Promoting 3/16 inch model railroading

About the NASG News Membership The Dispatch

Scale Modeling American Flyer Manufacturers Clubs

The National Association of S Gaugers

The NASG Inc. is a non-profit corporation, which acts as the umbrella organization representing the 3/16", 1:64 model railroading community. The NASG performs a wide range of activities in support of the S gauge world. It sets standards for S gauge and maintains lines of communication for S modelers everywhere. Through its bi-monthly magazine, "The DISPATCH", and this public web site, the organization communicates news about local clubs, new products, events, and projects of interest to S modelers. The NASG also works closely with manufacturers and potential manufacturers to help provide products marketable to its membership.

NASG History

The NASG's roots are closely related to the former A.C. Gilbert company, who in 1946 introduced S Gauge American Flyer trains, which were 3/16" scale toy trains. An S gauge newsletter was starting to make its rounds via the U.S. postal service around 1957-58. The NASG informal group formed a few years later. The legal entity NASG, Inc., was created in 1976 in New York state, which includes a President, an Executive Vice-President, three Regional Vice Presidents, a Treasurer, and a Secretary.

The NASG is all about people. People with a common interest. In the early days people such as Jess Bennett, Chester Bolly, Bill Crawford, Will Estes, Gene Fletcher, Leonard Giovannoli, Ambie Hennek, Evert Hoffman, Robert Shafto, William Sutliff, Bernard Thomas, and Claude Wade started and kept the S gauge circuit newsletter going. These men helped form the roots of what is now the NASG. Of course, over the years many more people have contributed much of their time and effort in this volunteer organization. If you are interested in a thorough description of how the NASG came about, we have included a series of articles written by Bob Jackson, with the contribution of several others, here on this web site, titled The NASG Story: A History by Bob Jackson.

Fig. 2 of NASG Website sample from page 4 article

NASG 2011 Profit and Loss for Jan. - Dec. 2011 By Jim Kindraka, Treasurer

Jan - Dec 11 Income:

- Miscellaneous Income 50.00
- Membership Dues 37,811.00
- Dispatch Ad Revenue 4,420.00

Fund Raising Project Income

- 2011 Flyer Car Sales 27,588.12
- 2010 Flyer Car Sales 5,612.10
- Unknown Flyer Car Sales 1,633.02
- 2009 Flyer Car Sales 2,081.76
- Brick Building Sales 104.00

Total Fund Raising Project Income 37,019.00

Cooperative Ad Programs

- RMC 7,753.50

Total Cooperative Ad Programs 7,753.50

- Convention Income 120.00
- Clearing House Sales 545.20
- Russ Mobeley Library Income 7.78
- Sales Tax Collected
- MA Sales Tax 64.68

Total Sales Tax Collected 64.68

- Overpayments Received 401.00

Total Income 88,192.16

Expenses:

- Bad Checks Received 30.00
- Bank Fees 36.03

Clearing House Expenses:

- Postage and Shipping 70.89
- Show Attendance 232.80
- Total Clearing House Expense 303.69

Dispatch Expenses:

- Editor's Expense 2,500.00
- Photography 1,020.00
- Publish & Mail 35,170.76

Total Dispatch Expense 38,690.76

Fund Raising Project Expenses:

- 2011 Flyer Car Expense 16,310.01
- 2010 Flyer Car Expense 918.72
- 2009 Flyer Car Expense 63.67
- Brick Building Expense 47.55

Total Fund Raising Project Expense 17,339.95

Office Expenses:

- NASG Awards Expense 307.89
- NASG Election Expense 1,425.42

Treasurer:

- Postage & Shipping 122.82
- Supplies 45.00

Total Treasurer 167.82

Membership Chairperson:

- Office Supplies 227.70
- Postage & Shipping 522.57
- Printing 1,790.80

Total Membership Chairperson 2,541.07

Total Office Expense 4,442.20

- Overpayments Returned 120.00
- Professional Fees 1,097.88

8:09 PM National Association of S Gaugers 01/18/12 Profit & Loss Cash Basis January through December 2011

Jan - Dec 2011

Promotion Expenses:

- Printing 1,930.69
- Show Attendance 2,301.95
- Postage & Shipping 1,104.49

Total Cooperative Ad Programs 11,986.35

Total Promotion Expense 18,133.48

- Russ Mobeley Library Expense 769.34
- Taxes & Franchise Fees 50.00

Total Expenses 85,632.33

Net Income 2,559.83

Last Run

F. Arthur 'Art' Doty

(July 10, 1933 - January 23, 2012)

F. Arthur "Art" Doty; "Ubiquitous Art", 78 years old of Antioch, IL passed away Monday January 23, 2012 at his daughter's home in Bristol, WI. He was born July 10, 1933 in Chicago, IL the son of the late Warner and Rose (Buttlar) Doty, moving to Antioch in 1955. He was a graduate of Monmouth College, IL with a B.S. Degree in Chemistry. Art co-owned and operated Chicago Ink & Research Co, Antioch, IL, where he had started working at age 14. He was a member of: the Marking Device Assoc., Badgerland S. Gaugers, Chicago Area S. Gaugers, Stateline S. Gaugers, Postcard Collectors Club, Lakes Region Historical Soc., Lake Co. Historical Soc., Kenosha Co. Historical Soc., Fox Lake Area Historical Soc., A.C. Gilbert Society, Fan Collectors Club, Toy Train Operators Society, S.E. WI Antique Power Collectables Society, Descendants of the Mayflower Society, and the Edward Doten Society. Art was very active with Boy Scout Troop 92, was an over 50 year member of the PM&L Theatre, and enjoyed: puzzles, the Bristol Renaissance Faire, James Bond movies, and was a well-known Dr. Demento fan.

Survivors include: "What if all the cars in the world were Pink?"; five children: Carl Doty of Antioch, IL, Betsy Grindol of Hoffman Estates, IL, Kathy (Larry) Andrews of Bristol, WI, Debbie (Norb Stier) Corder of McHenry, IL, and Cyndy (Eric) Flatt of Hoffman Estates, IL; 15 grandchildren; 8 great-grandchildren; a

brother Charles (Paula) Doty of Lake Villa, IL; and many nieces, nephews, relatives and friends. In addition to his parents he was preceded in death by a grandson Bradley. This was part of the official obituary.

Most of you in S knew or knew of the ubiquitous (he was everywhere) Art Doty who seemed omnipresent at many S events with that scraggly beard and affable personality. He was especially well known and liked by members of the three S clubs in the upper midwest - he was a member of the CASG, BSG and State-Line S Gaugers, plus many other organizations as can be seen in the obit. He was an NASG member on and off for many years.

He was a friend to all and a collector of all, especially A.C. Gilbert, and not just exclusive to the trains. He was a real "fan" - he collected them. In all three clubs the "Art Doty Report" will be missed. It was always his due to report on all the various meets that included trains and other collectible things. So long Art - serenade us with a dulcimer - and, maybe you'll find something else to collect. Is it coincidence that Old Country Buffet filed for bankruptcy? - Ed.



The ubiquitous Art Doty shown here in 1994 during an Amtrak trip to the Vancouver, WA NASG convention. Over the many years we've all known Art, he hadn't changed much.



WORD IS HE HAS HIS OWN ORGANIC SMOKE FORMULA. DON'T INHALE!

ANNOUNCEMENT

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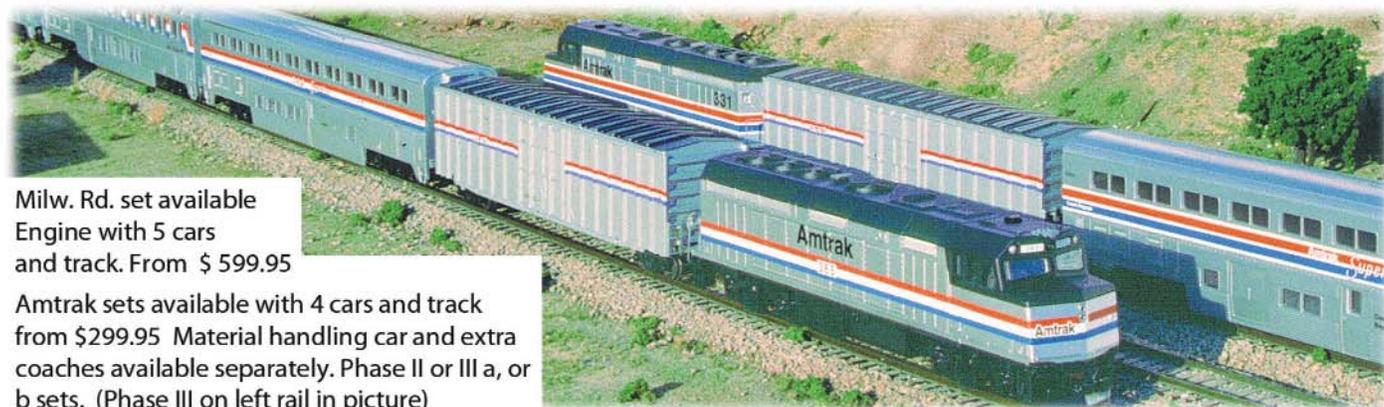
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