



DISPATCH



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Convention Layouts**

**Lionel Steps Up
Freight House Plans**



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10/2010

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The NASG **DISPATCH** welcomes art, photographs, letters, articles and other S gauge/scale related materials contributed by the membership. Send all such materials to the editor.

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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:

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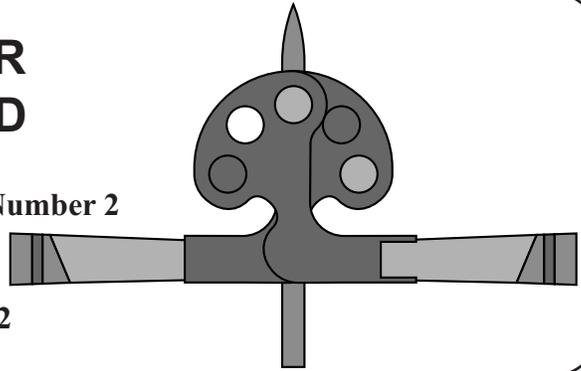
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COVER: A River Raisin C&O Allegheny lugging loaded coal hoppers bends around a sweeping curve on Jerry Holmes' layout. Also pictured are the new Lionel SD70 diesel and the 2012 NASG American Flyer car - note the convention tie-in.

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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 RELEASE
NASG 2012 CONVENTION AUGUST 7-11
CHATTANOOGA, TN

Chattanooga Tennessee, home to the historic Chattanooga Choo-Choo Hotel, will be the site of the National Association of S Gaugers (NASG) Convention in 2012. So, it's appropriate that the convention's theme is "Get Your ChooChoo to Chattanooga." The dates are Tuesday, August 7th through Saturday, August 11th, 2012. Chattanooga is located in the eastern portion of Tennessee near the Georgia border. It is about two hours north of Atlanta via I-75. It is also accessible from I-24 and I-59. Delta, Allegiant Air, US Airways Express and American Eagle serve the airport.

Since its Renaissance in the 1990s, Chattanooga has become a hotspot for family fun and entertainment. Some of the most recognized and enjoyed attractions in the area include The Tennessee Aquarium, the IMAX theater, Rock City, Ruby Falls the Incline Railway and the Tennessee Valley Railroad. Outdoor family activities include the Chattanooga Zoo, Lake Winnepesaukah and the Chattanooga Market. Known as the "Gateway to the Deep South," Chattanooga is rich in Civil War history. Visitors relive the battles for Chattanooga at Chickamauga, Lookout Mountain and Missionary Ridge as well as in local museums.

The host hotel, the Chattanooga ChooChoo, is conveniently located off I-75 at 1400 Market St. Room rates for the convention are \$101/night and \$169/night in the rail cars plus taxes. Make your reservations by calling the Chattanooga ChooChoo Hotel at either (877) 872-2529 or (423) 266-5000, and ask for the NASG rooms and rates.

Registration between April 2nd through June 30th is \$60, single and \$105, family. After June 30th, single is \$65 and family, \$115. A one-day pass is \$20. Non-NASG members are also assessed \$25, and children over 18 must submit a separate registration form. Forms may be downloaded at www.nasg2012.com.

Add-ons include a minor league baseball game Tuesday evening, \$8, and an all-day Incline Railroad (Lookout Mountain) tour/ride, \$27, on Wednesday. On Wednesday evening, an Ice Breaker Reception will be held. This is included with each full registration while single-day registrants' cost is \$20. A Thursday morning visit to the Chickamauga Turn, \$50, is scheduled, and a riverboat lunch/ride is available at mid-day Friday, \$40. Saturday night's banquet \$40, offers a choice of fish, chicken or beef.

The convention car is steel-sided, steel-roof boxcar with Youngstown doors that were used in the '40's and '50's by the



About the Lionel Challenger: It's a nicely done scale model. Too bad that Lionel did not offer a scale version. The Lionel Challenger is based on a group of engines built for the UP (@3975-3999) and the D&RGW (#3800-3805) to the same plans in 1943. The D&RGW units were later sold to the Clinchfield RR. The UP as-

NC&StL. The car featured at www.nasg2012.com appears in its mid-'50's transition paint scheme with a yellow stripe on the car. The model is also available with no stripe upon request. The car will also feature the well-known NC&StL logo "To and From Dixieland." This American Models' car is available exclusively from the NASG for the 2012 convention. They come ready-to-run with hi-rail wheels and American Flyer-compatible couplers. Code 110 scale wheelsets will be available upon request. The price is only \$50/car including sales tax. A picture of the car and downloadable order forms may be found at www.nasg2012.com.

In addition to the normal NASG model contest, former NASG Eastern VP, Monte Heppe, is sponsoring an American Flyer Imaginering Contest. Models may be of accessories, motive power or rolling stock of a new "imagined" product constructed as A.C. Gilbert would likely have done. Forms for entering this contest may be found at www.nasg2012.com. Forms for the usual NASG model contest are also available at www.nasg.org under the News and Events link.

At present, four **clinics** have been scheduled with potentially more to come. The scheduled clinics include "How to Imagineer and Build Structures" by Dick Karnes, "Adventures in Modular Railroading" by Andy Malette, "Building the Calabash Terminal Railroad" by Monte Heppe and "Using Fast Tracks Products" by Jamie Bothwell. Also, on Wednesday at 5:30PM a clinic will be held for first-time attendees.

Convention registration is open at noon to 5PM on Tuesday and 9AM to noon and 1PM to 8PM on Wednesday, Thursday and Friday. The vendor room will be open Thursday 5:30PM to 10PM, Friday 9AM to 5PM and 6:30PM to 9PM and Saturday 9AM to 2PM.

On Saturday evening, a cash bar will be available from 6PM to 6:45PM prior to the banquet. After the banquet, the NASG awards ceremony and a preview of the 2013 convention will occur. The traditional auction will follow all of the other evening's events.

The Board of Trustees' meeting is scheduled for 9:30PM on Wednesday. The general membership meeting will be held at 3:30PM on Saturday. The convention committee is actively seeking manufacturer/member donations for a raffle and the post-dinner auction"

Please direct any questions to Dave Blum at Pikesvillemodels@Yahoo.com.

signed Challengers 3975-3984 to passenger operations and converted them from coal to oil fuel in 1945. In 1946 the UP introduced their two-tone passenger engine paint scheme. Some, possibly all, of these Challengers in passenger operations received this paint scheme until it was dropped in 1952. Also in 1952 the UP renumbered all their 3900 series oil burning Challengers into the 3700 series, specifically to differentiate them from the coal fired engines. The 3977 was renumbered 3710. Lionel modeled them historically incorrect

Continued on page 30

S OS from... TOWER

by
Jeff Madden



Lionel Steps Up!

Well, the new stand-alone American Flyer catalog is out (1st one in years), and in it are a bunch of surprises including Y3 2-8-8-2 articulated steam engines, SD70AC (modern) diesels in several paint schemes, cylindrical (modern) grain hoppers, and the new FasTrack turnouts. There are also new paint schemes for the previously released paint schemes for the U33C, plus new schemes for several freight cars and passenger cars. The Texas Special traditional PA passenger set is featured.

So, it looks like Lionel is taking a leap with AF by letting it have its own catalog, is bringing out new releases, and finally, producing a complete new track system. It seems they are also continuing to up the ante on scale fidelity by offering scale wheels on the SD70 and the U33C diesels. The FasTrack track sections and turnouts are also a step taken in the direction of more realism with lower profile rails and scale tie spacing. The track system follows the trend of many manufacturers by having the roadbed molded with the ties.

It seems though that a lot of angst was created among the scalers on the S-Scale Yahoo list. The whines were mostly about the pivoting pilots on the new diesels, and the deep flanges on the steamers. This whining went on like a dozen cats in a closet fighting over a "catnip" mouse. Egads!

Face the facts - the hi-rail folks of S and a large company like Lionel are going to be the driving force behind the expansion of S - period! The scale folks should be ecstatic over the fact that Lionel is even offering scale wheels with the diesels and coming up with totally new rolling stock. The track offerings being offered are also of a higher level of scale fidelity.

Yes, they still have some classic AF rolling stock, locos and accessories geared to the traditionalists, and why shouldn't they? They are finally though recognizing that there are actually 3 markets available in S - traditional tinplate, hi-rail and scale. I believe Lionel is finally seeing this as an opportunity to expand their market.

Already the S-Scale SIG (www.sscale.org) has an article about the U33C showing the scale wheels and how to remove the Lionel Legacy Command stuff. They also described how to pin the pivoting pilot to the frame.

In contrast, e-mails from the hi-rail and AF side showed a lot of excitement. It seems many of those folks tore pants pockets off trying to get their credit cards out when they saw the listing in the new catalog.

Scalers need to be happy for the hi-railers and the AF side so that they can be assured of new items coming to S from Lionel (albeit with some modeling tweaks needed by the rivet counters), and that this in turn should help expand the scale market.

The lesson here for scalers is to keep lobbying (politely) all our S manufacturers for what they want. For example, maybe somebody, even Lionel, might come up with a way to have smaller flanges on the newer American Flyer steam engines.

Now, I'll remind all you S folks that were in HO in the '60s and '70s of hi-rail HO. We had the same problem with the AHM (Rivarossi) line of diesels, steam locomotives and rolling stock - these were decent and affordable at the time. The flanges were too deep to run on anything less than code 100 - just when code 83 and code 70 became popular. For the locomotives, many stuck with code 100 in order to utilize the deeper flanges. Rolling stock was no problem - just insert scale wheelsets and add body mounted Kadees. This mimics the situation with scalers dealing with Lionel AF equipment today. Eventually, most of the earlier manufacturers, like AHM, gradually modified their line to handle smaller size code rail.

Look at it this way - the bigger the tent for AF and Hi-rail, the more scalers can fit inside!



NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (www.americanmodels.com): "Ron Bashista from American Models was at our club meeting Sunday and advised that he has finally obtained his tooling back from China. They are now in the process of determining its' condition and what they have. He indicated that some business decision will be made on what is next. If I heard right he first wants to run the trailers that were promised for the flatcars for one of the Fests or club offerings and some trucks. Not all of their stuff was made in China. Some of the cars and engines were made here. I also believe track was not affected by the China closing." This from Tom Hawley.

ATLAS Model Railroading has purchased Walther's tooling and molds for their "O-Scale" Cornerstone building series. Some of these original buildings such as the lumber yard and oil depot worked fairly well with S-Scale. According to the internet information Atlas was going to tweak the existing kits as far as detailing prior to re-releasing the kits. - Courtesy Doug Peck

BANTA MODELWORKS (www.bantamodelworks.com) Banta has also released two new S-scale kits, which we already have in stock: Chillery's Café, at \$79 and Everest Country Grocery, at \$139. Also available from Port Lines Hobbies.

LIONEL (www.lionel.com) Thanks to Doug Peck, here's the complete list for 2012... On Friday, March 2, the new 28-page "American Flyer" stand-alone catalog will be released, and available on-line, from Lionel. Here's your advanced look at the contents-a) A new 2-8-8-2 Mallet steam engine, available in 5 road names (N&W, PRR, Santa

Fe, UP, and Virginian). MSRP:

b) The U33c in 5 new road names: Santa Fe, D&H, IC, Milwaukee, PRR. \$479

c) The U33c "Heritage" line: UP, MP/UP, SP/UP, Rio Grande, and CNW. Each will be available individually in two different road numbers, as well as a dummy unit.

d) A newly-tooled SD70ACe diesel; available in either highrail or scale; five versions: BNSF; CSX; NS; KCS (2 different paint schemes).

e) A newly-tooled Cylindrical Hopper in 8 road names: CN, BN, SP, Saskatchewan, and four different UP schemes. \$80

f) Set: Legacy-equipped Pacific, with four Heavyweights. \$899

g) MStL Baldwin; \$290

h) "Clear Plastic" undecorated Docksider (\$110) and caboose (\$80)

i) ERIE full baggage car; \$80

j) 4 full VistaDome cars: Erie, Rio Grande, Santa Fe, PRR (\$80)

k) 10 new freight cars @ \$70: Schlitz reefer, Pepsi reefer, MStL boxcar, 1958 Catalog Art boxcar, AF Smoke Fluid tank car, Cities Service tank car, PRR gondola with coil cover load, WP 3-bay hopper, Hershey's hopper, Mr Goodbar reefer

l) Re-listings: TX Special A-A; \$490, TX Special 3-pack; \$250, TX Special full VistaDome; \$80, TX Special full Baggage; \$80, Coca-Cola boxcar; \$70, Coca-Cola tank car; \$70, SUNOCO Oil Derrick; \$79, 774 Floodlight Tower; \$120, Truss Bridge; \$29, m) Billboard set, 4-piece; \$13, n) FasTrack Turnouts, Powered, L and R; \$89 each, o) FasTrack Transition section; \$9.

M2 AUTO-THENTICS has a new Auto Hauler set - shown here - a low-boy trailer. Other 2 include another auto carrier trailer and a box

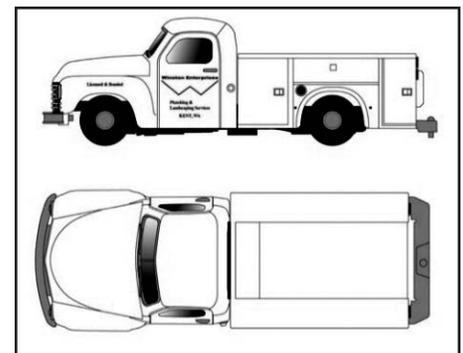
trailer. Utility truck is one of new set of small trucks. Available wherever.

PINE CANYON MODELS (www.pinecanyonscalemodels.co) Also via Doug Peck's report he lists a new kit from Pine Canyon Models--- The old "Toxic Terminal" kit has been re-introduced as "East Branch Terminal". Same kit,...just a new name. Limited availability. The footprint of the building is 15"x6". The kit can be arranged in at least 3 different configurations.

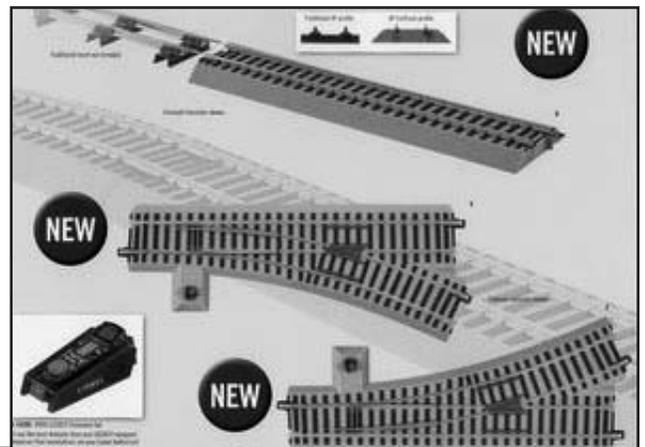
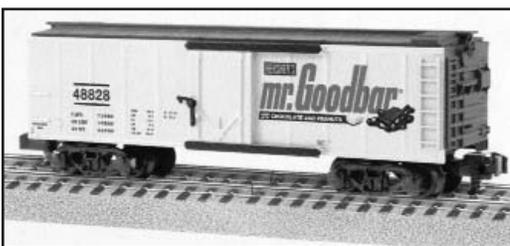
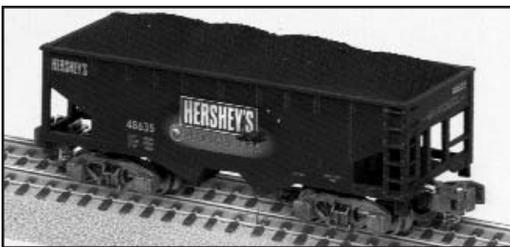
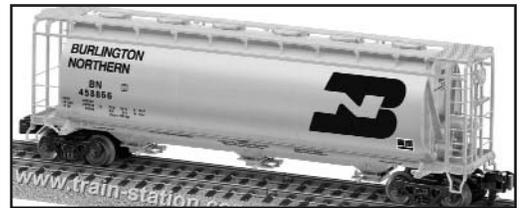
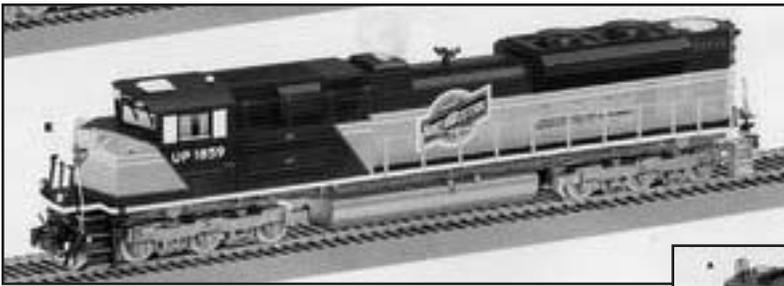
S HELPER SERVICE (www.showcaseline.com) - from Doug Peck the latest SHS update: SHS recently received a container of completed product from China....previously-made product that had been sitting at Sanda Kan until recently released: 25" curve track, 5" straight track, ATSF, BN, CB&Q, and PRR Switchers, Marhofer reefer, Eatmor Cranberries reefer, LV, and C&O wood hoppers, unlettered 3-bay PS2 hopper, ATSF 3-bay hopper, ERIE 3-bay hopper, GN steel rebuilt boxcar (orange & green.) They expect RC turnouts to be in the next container they receive.

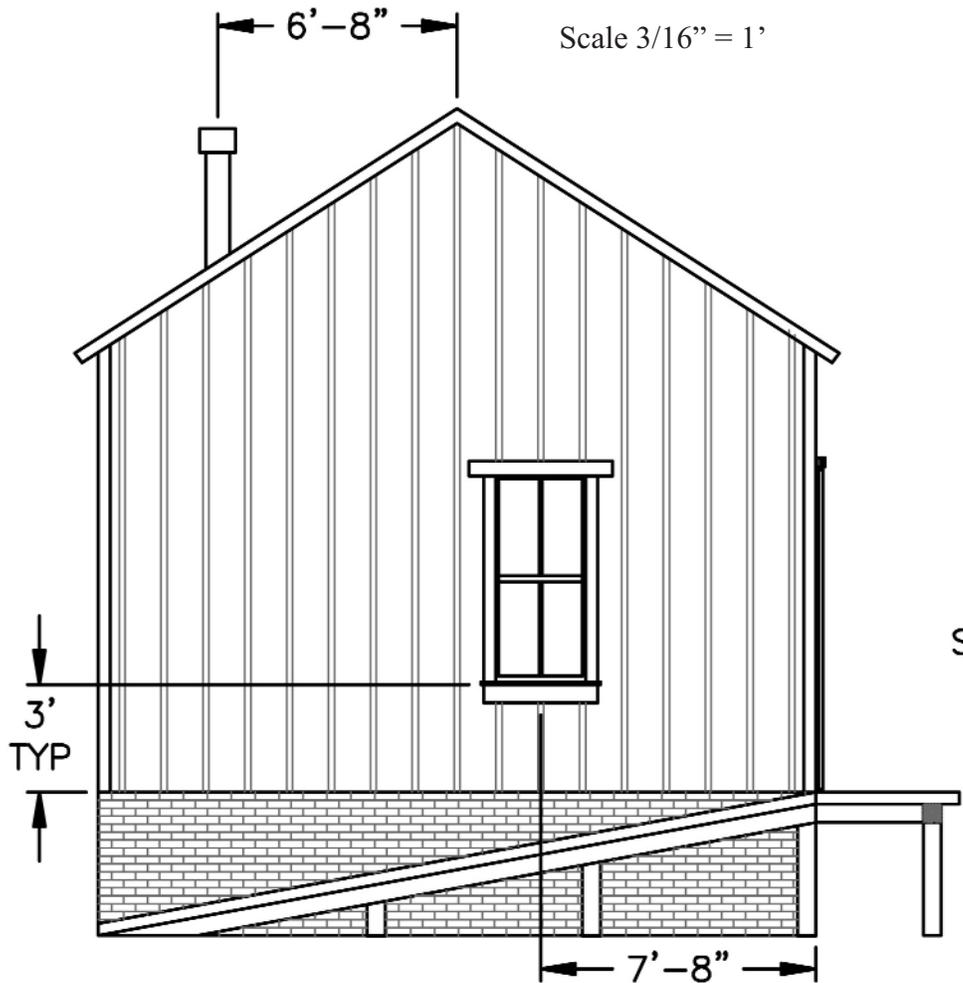


1956 Ford C-500 COE, 1970 Ford Mustang BOSS 429



WHAT'S NEW





Joe Kimber of Mannington, NJ graciously contributed this freight house drawing in actual 3/16" scale on these 4 pages 8-11. He's willing to help with line drawings and track plans. His email is jkimber1943@comcast.net.

FULL SCALE FREIGHT STATION PLANS

Drawings by Joe Kimber

SMALL FREELANCE FREIGHT HOUSE By Joe Kimber

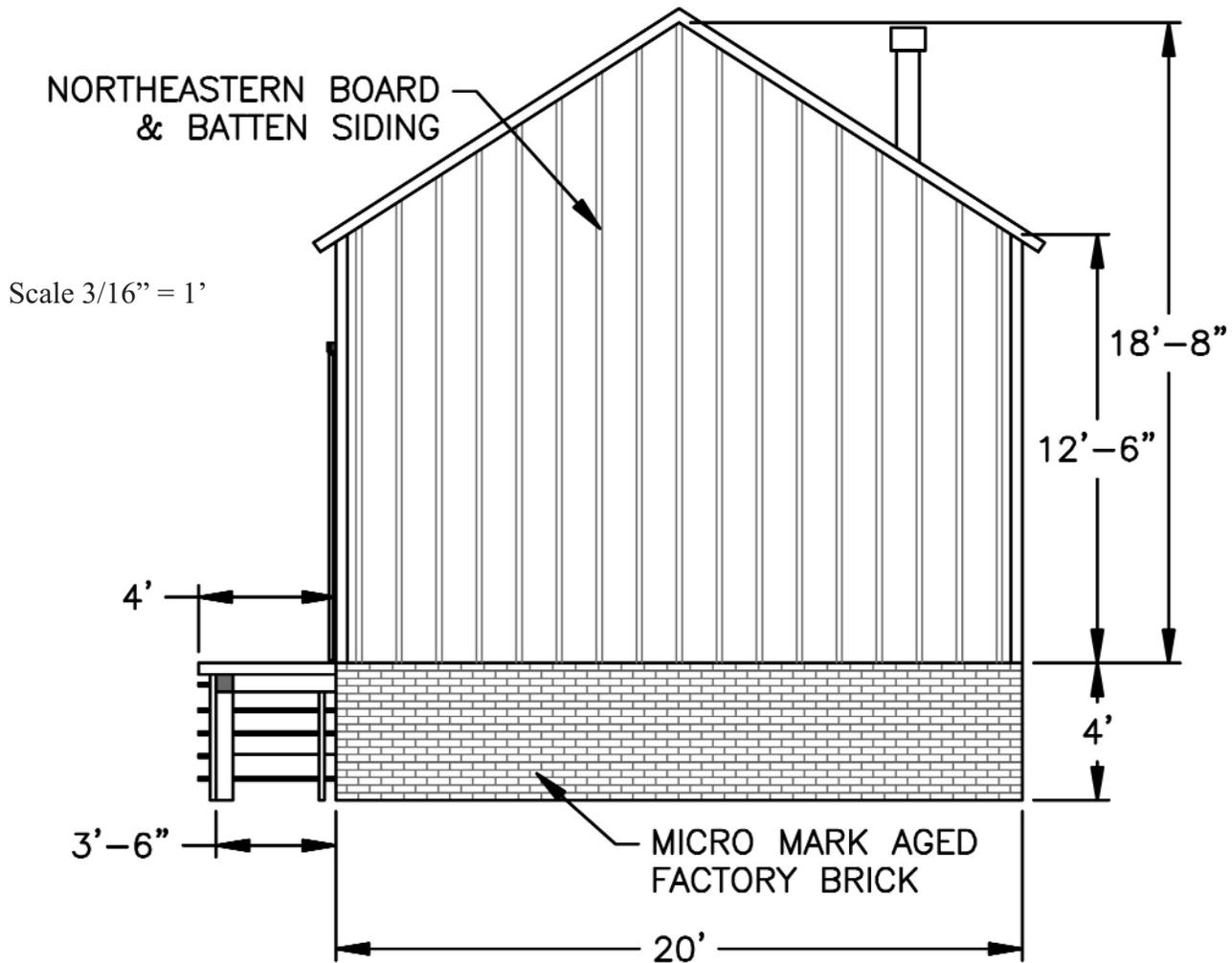
This small freight house is typical of those used in many areas of the country for storage of less than carload freight. Most were built in the late 1800's to the early 1900's. I chose the size to fit a space on my layout. Since it will be near the front I will detail it and probably leave the doors open.

I chose Northeastern bass wood Board & Batten siding with 1/4" (16" in "S" scale) spacing. Most of these building were erected when large logs were still common so wide boards were readily available. The first step is to cut out the walls. Sand a miter on the side walls to match the roof angle and test fit all sides.

When you're satisfied with the fit, lay out the window and door openings on the back of the walls (remember to reverse the locations). Cut the window openings to match the windows you have. On the drawing I call out Grandt Line #4056, a 4 pane double hung window that is 36" wide by 69" tall. However, any window of this approximate size will work. Look at the back of the window and

measure for the opening. The placement of the windows can vary slightly. Cut the door openings if you plan to leave the doors open. If not, it is not necessary to cut openings. Use the .020" thick Evergreen (or equal) styrene for the doors as it is closer to a prototype door thickness. I chose .010" thick strip for framing and braces as you will then have a door .030" thick or 2" in "S" scale. The door track can be a .032" thick X 1/16" wide piece of bass wood or styrene spaced out from the wall with blocks. The office door, Grandt Line #4025, is a typical 36" wide residence door.

Before gluing up the walls, determine the loading dock and building floor elevation. Measure the distance from the surface the freight house will sit on to the floor of a boxcar sitting on the track. I used 1/16" thick by 3/4" wide (4' in "s" scale) basswood for the foundation. Choose a width that will place the loading dock at the height of the boxcar floor on your layout. Glue the foundation walls to the building sides. Glue 1/8" square strips on the inside of the walls at the top of the foundation to support the floor if you plan to leave the sliding doors open. When dry, glue the walls together. Insure that the building is square and let dry overnight.



Add the corner trim. Northeastern wood 4" x 4" angle makes good corner trim. The floor and loading dock are made from Northeastern 1/16" thick scribed sheet. Build the loading dock support frame from 1/8" square strip wood. The horizontal frame can be glued to the bottom of the dock floor and the support post added later. After gluing the dock to the building front, add the ramp and stairs if desired. The ramp and stairs can be weathered with dilute India ink. Cut out and fit the roof. I used Rusty Stumps stairs and Micro Mark aged factory brick and roof shingles after painting and installing the windows and door. Several manufacturers sell smoke jacks. If you decide to leave the doors open, add some crates or pallets in the door way and a man working inside. Signs for the side of the building and the office will complete the Freight House.

Station based on one from Salem, NJ:

The railroad started out as the Salem branch of the West Jersey & Seashore Line. It then became part of the Pennsylvania-Reading Seashore Line until Conrail took over. Conrail operated it for a short time and then abandoned the line from Swedesboro to Salem. The right of way was purchased by Salem County. Since purchase by the county, the railroad has been operated by several companies. Initially it was called the West Jersey (Pioneer Railroad Co.), then South Jersey Railroad. I believe the line is now operated by US

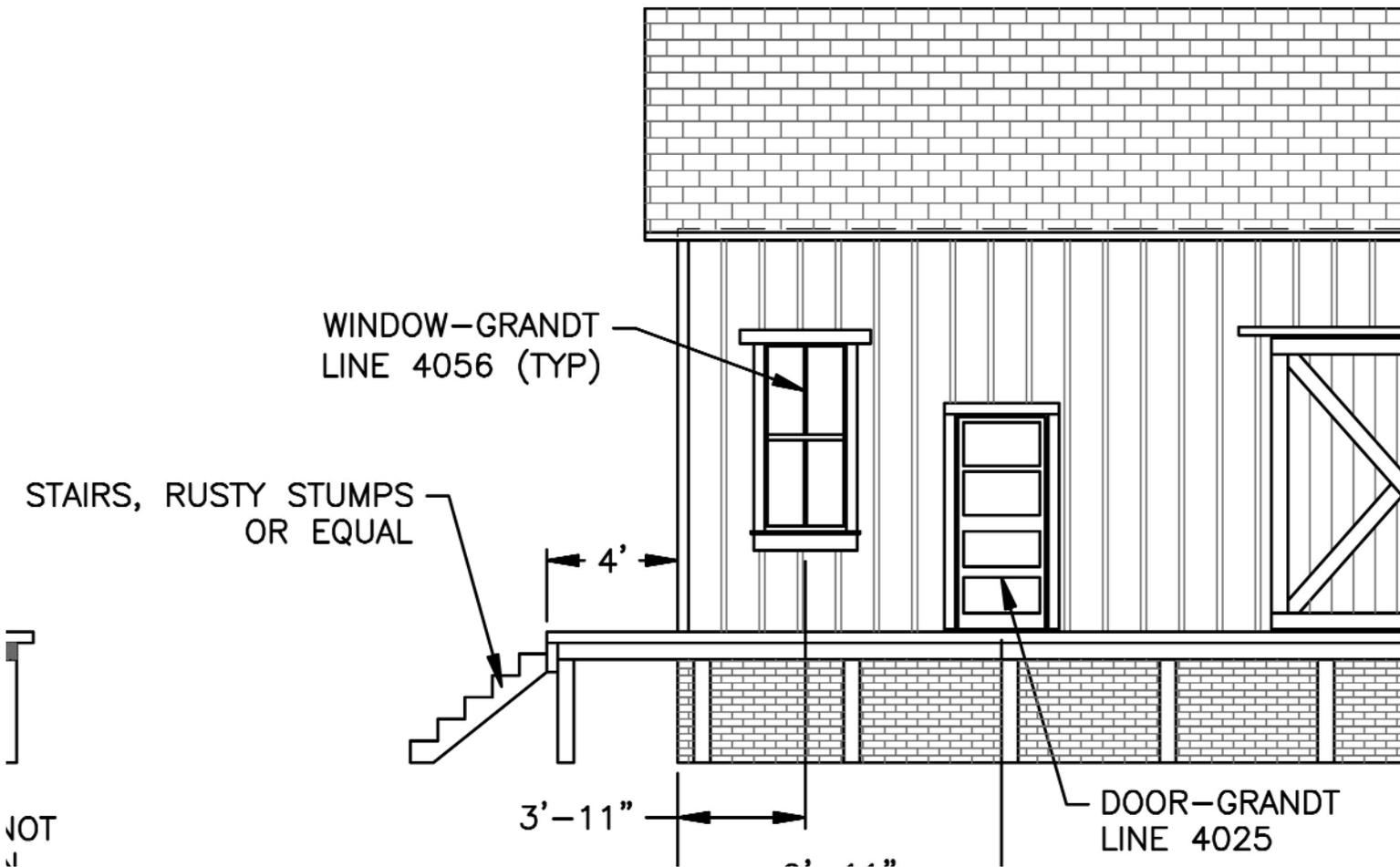
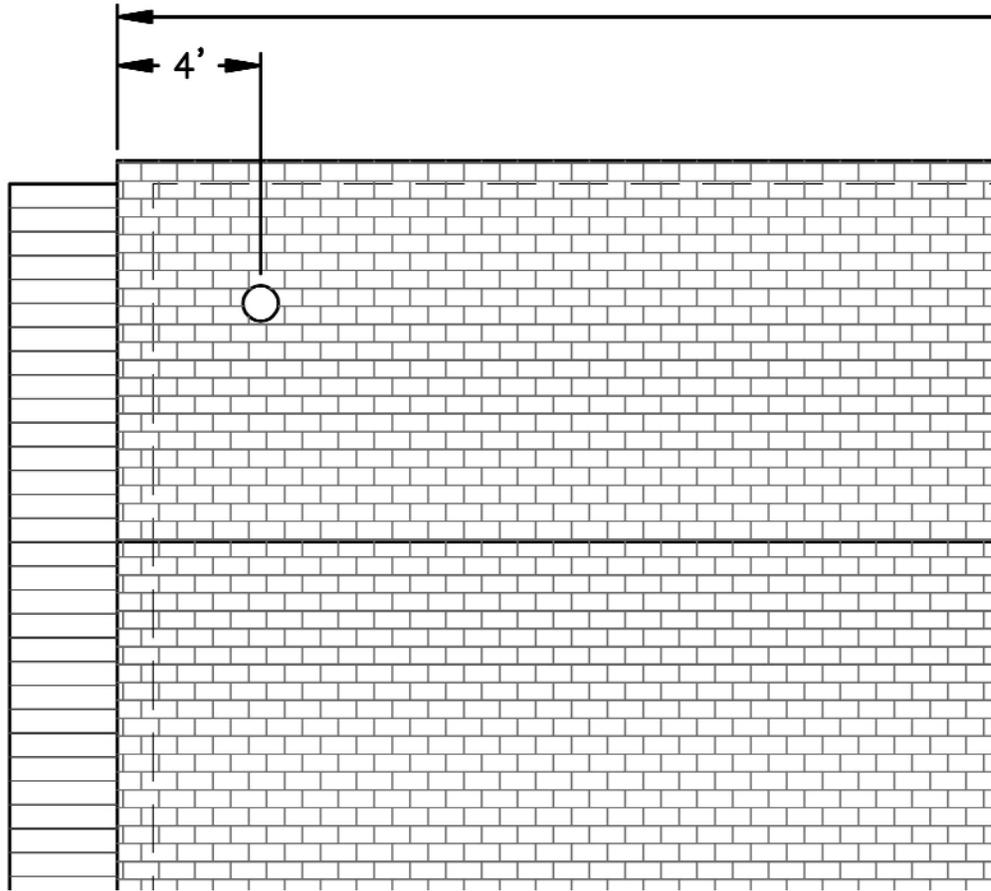
Railroads using two SW1500 rebuilt locomotives. Most of the freight is bulk materials. The line serves Mannington Mills (a flooring manufacturer), Anchor Glass (sand and lime for bottles), the Port of Salem, the Farmer's Exchange (Fertilizer) in Woodstown and several food storage warehouses along the right of way. Until the building boom crash it also delivered lumber to a truss manufacturer. Last September some of the track washed out during the hurricane and has just been reopened within the last two months. There is usually one train a day each way. Freight cars are dropped off and picked up in Swedesboro by Norfolk Southern.

There is also a rather interesting railroad near Swedesboro that serves Pureland Industrial Park called SMS Railroad. They have the largest operating fleet of Baldwin Diesels in the World. Several manufacturers of sound decoders have visited to record the engine sounds as the locomotives have the original Baldwin engines. I have several of their calendars. I noticed also that they have acquired a steam locomotive that they plan on rebuilding for excursion use. This company operates several short lines throughout the east coast.

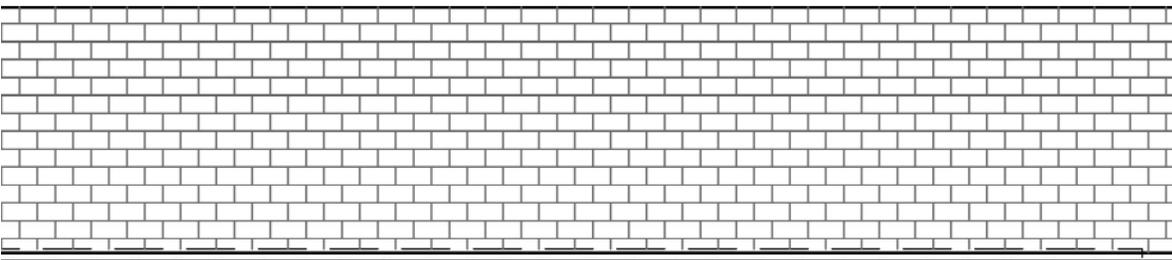
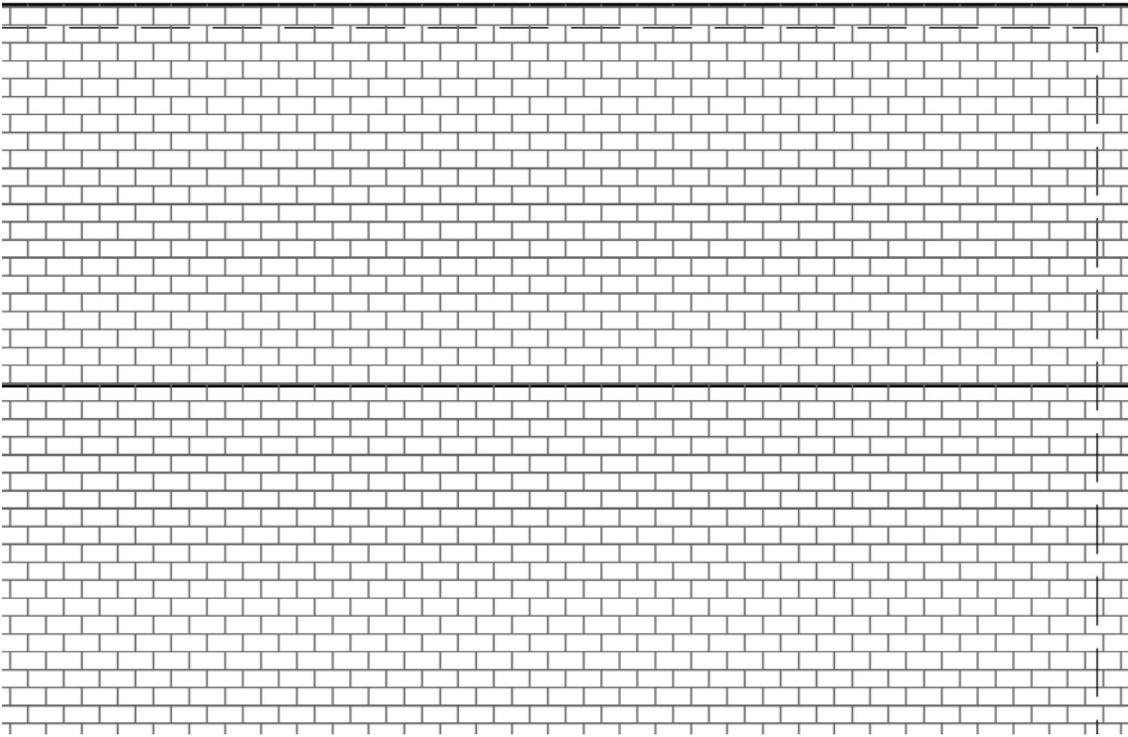
- Joe Kimber

Note that the roof drawing does not show the full width, but you can figure it out from the drawings on pages 8 and 9.

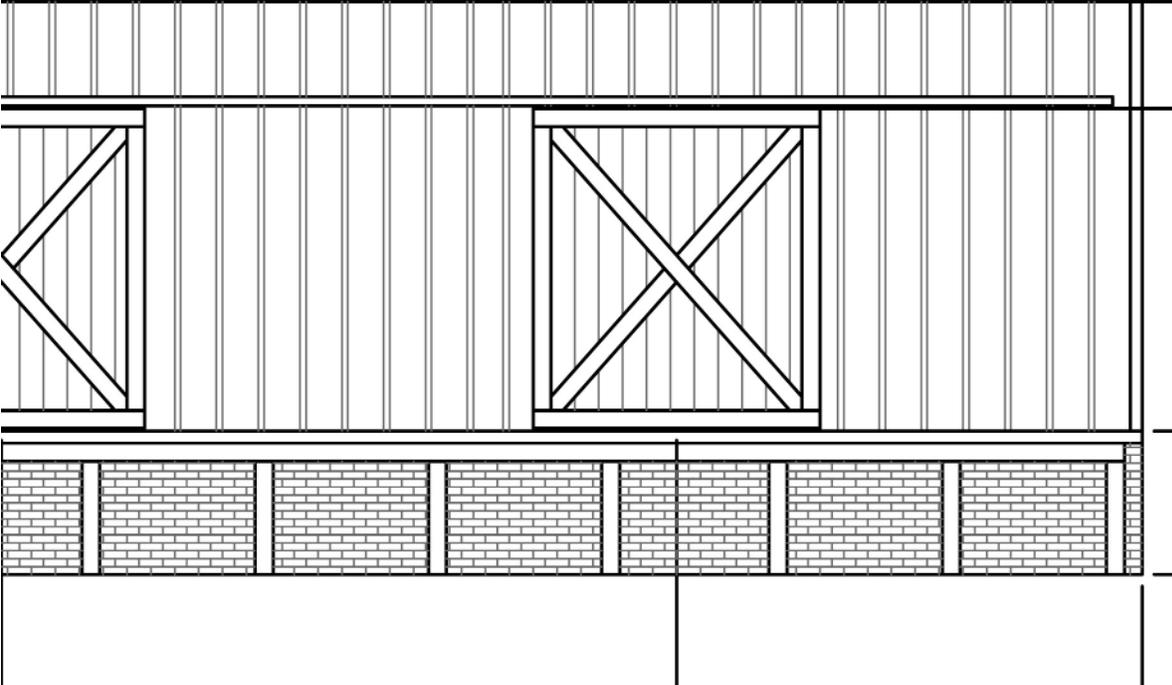
Drawings by Joe Kimber
Scale - 3/16" = 1'



56'



NORTHEAST
& BAY



9'

4'

4'

3'-6"

S **TRACKS** by Sam Powell

The Joy and Pain of Finishing Projects.

There are folks who are project starters, and then there are folks who are project finishers. I am not a project finisher. I cannot tell you why, but it takes enormous self discipline for me to get a project to completion, no matter how complex or simple. Just as the project is about 90% complete, or at least appears to be 90% complete, I simply get sucked in by new, more exciting projects every time. I can start projects easily. Nothing is more exciting that getting an idea for a new structure, or bit of scenery on the layout. Then I rush out to Michaels, or the hobby shop, load up with the goodies to get the new project underway and dive in, my mind full of the imagined wonderfulness of the new thing. And the old project is set aside like a rejected mistress, either gathering dust on the shelf, or sitting there on the layout devoid of the finishing touches that would make it look complete. This tendency is not restricted to just model railroading of course. I bring this pattern to other phases of my life, whether it is a home improvement project, a car hobby project, a piece of music I am learning, or just organizing a room. For me, starting is always much more exciting than finishing.

The Death of the Old Penn Creek Valley

I will state a rather harsh sounding self indictment now - After years of contemplation, and introspection, I think that I tore down the old Penn Creek Valley Railroad because the unfinished projects on it were overwhelming. Although I did not understand it at the time, looking back on it, I simply could not confront, or cope with the magnitude of all the unfinished things on the layout. I was in such a rush to get it done early on, that it was crammed with structures, scenery, locomotives and cars that were left incomplete. Everywhere I looked something said, "finish me". So in the end it was easier to dismantle it than tackle the task of finishing things.

Of course finishing represented more emotional strain, than physical. It would have been far easier to take the existing layout and finish things and rebuild what I did not like about it, but that was not the way it appeared at the time. The habit of placing unfinished things on the layout had actually killed my enthusiasm for the hobby in a general way. I will bet I am not alone in this. I have known other model railroaders who have started over, or changed scales, whom I believe could not cope with the unfinished nature of much of what they saw in their layout room. So, down it came.

Coping with a Destructive Habit

Because of this habit, and I know myself well by now, I must actively avoid going to hobby shops, and train shows, to manufacturers' web sites for awhile. I know I will see something, get excited, buy it, and take it home and start working on it, leaving another in-process, almost finished project to sit on the shelf. This is tough on me as well as the hobby shop owner, who is hoping I will buy something thus adding to the prosperity of his business. Retail therapy no longer works. The practice of going shopping used to make me feel better, but I know from experience now that in the end, I need to stay focused on finishing what I have already started. When an old project gets finished, I get to go shopping. No one enforces these rules but me. It is a solitary act of discipline on my part.

I know there are others who feel just the opposite. Their challenge is about having the courage to start. Then, once they get going these folks can roar to the end. The finishers have shelves full of un-built kit boxes. The starters have shelves full of 70% finished kits. There are lots of articles in the magazines, and convention clinics designed to overcome the fear of starting projects. Most of them are designed to get you going on things. Few if any discuss the difficult task of getting things finished.

There are a few blessed folks out there who combine a nice balance of starting and finishing. Their lives flow smoothly, and it seems they always have things under control. I am not one of them. Of course I work hard at overcoming this habit. I suppose one of the reasons I am still alive is that I still have flaws to work on. So I do just that. It is not easy, but I use my hobby as a vehicle for self improvement.

Why Worry about finishing things?

One theory is that this is a hobby, so why worry about it? If we are having fun, then who really cares if we finish things? I should be able to fill my shelves with as many unfinished projects as I wish, right? Well, for me, unfinished projects are a terrible drag on my hobby enthusiasm. After awhile, those unfinished things haunt me like the albatross in *The Ancient Mariner*. Eventually they hit a critical mass and the desire to start something new gets snuffed out. And yet the unfinished projects hold no more appeal for me than they did when some new young thing came calling.

Getting those things finished just requires a different kind of energy than starting. Starting is a natural creative-process kind of thing for me. Finishing involves a carefully applied strategy. I think that eventually, long before the project is actually done, enough of it is finished that our imaginations fill in the rest, and to us, it kind of looks done "enough". But we know it is not really finished. And they nag at us, and call to us. "Finish me first". "No finish me". The problem is that eventually there can get to be so many unfinished things that

one simply cannot wrap one's mind around the challenge. Where do I start, and how do I get my 'mojo' back? In the end it easier to go to work where someone else will tell you what to do, or start a new hobby. Does this sound familiar to anyone out there? Well, here are a few ideas.

A Project Finally Gets Done

Last season I started, and pretty much finished my Pittsburgh scenes. That was fine, although (true confessions again) there are a few things that need to be "finished" on it. But sitting right in the middle of it all was an unfinished building which I started so long ago, I simply cannot remember when I started it. I think maybe it was in 1991 or 92. Yikes! That cannot be. Yes it could, and was. **I started the large warehouse structure in my Rook yard, patterned after the B&O warehouse at Camden yards (Baltimore, MD)** while my now grown kids were in high school and junior high school. When the photos of the project showed up in the Dispatch, there was the unfinished building, looking much unfinished, right in the middle of the scene. This was beyond embarrassing. It was time to do something. *See photo on page 15.*

The first step in getting this building done was to state publicly to my friends, "I will finish this project"! This business of stating an intention is very empowering. The next step was to set a deadline, and make it public. Giving the task some urgency is always a help. Everyone knows the house gets cleaner when a party is planned, or company is coming over. It isn't just about maintaining a public image. We intend to clean the house all along. The party just puts a deadline on it, which gets us going. So, the deadline I set was this, "I will not start a new project, (and I had plenty in mind) until I get this building done". This is like a little bargain I made with myself. In order to take an unsavory task and make it more palatable, I set up a reward for finishing the deed.

Developing a Plan

So, I dove in. I needed to come up with a plan for the tasks and find the time. The unfinished aspects of the building were the brick veneer on back side, the roof, the bulk of the 150 or so scratch built windows that were never done, and the little details. Fortunately I had saved the printed, embossed brick cardstock in an envelope, (which also haunted me every time I saw the envelope). I dug out the brick material, and the card stock used to make the window frames, and dove in. I decided I would set aside one or two evenings a week to work on it while sitting in the TV room. This resulted in my associating this building with several regular TV shows. *The Big Bang Theory*, and *Once Upon a Time* will be forever linked to Camden Yards in my mind.

I divided the unfinished task into four groups: Finishing the roof, the brick veneer, the windows, and the details such as roof vents and downspouts. I got through all of

these tasks with difficulty. I had to literally force myself to hunker down and stick to the tasks. The completion of each task made me feel better, but again I had to resist placing the building back on the layout and calling it done. Eventually the brick work was all done, then came the roof. I simply had to add the few remaining Evergreen ribbed sheet metal roofing ribs, and paint it which took just a single afternoon one Sunday.

Then the windows were started. This really was no fun. Each window involved cutting out a window frame from card, coloring it, gluing glazing on, and then placing it behind the wall in it's appropriate opening. But, I was committed. I had made a public statement of intention, and I had made my private bargain with myself. I had a new station kit I was not going to start until this structure was in place on the layout, complete enough to endure photos of it be seen without calling attention to itself in an unfinished way. I found I could finish about 5 windows in an hour, and after that, other household responsibilities called. If you divide 120 remaining windows by 5 you have 24 evenings. This was a big project. Given that I had, at most 2 evenings a week to work, this was going to take 3 months. But what the heck, it sat on the layout for 20 years in an unfinished state. So I committed myself to finishing windows, and eventually I did. Once the windows were finished, I could have placed the building on the layout at that point, and moved on. But, I had come so far by now that I decided another couple of weeks was not too much to spend to finish the detailing. So, I fashioned gutters, and downspouts from plastic, and made an awning over the truck side of the depot, which did take another week.

I cannot tell you how this lightened me up emotionally. There is a justified feeling of accomplishment, but more important, the unfinished building no longer saps my energy. My enthusiasm for the hobby and the layout is now much improved. Finishing this building, which many of you have noticed unfinished in previously published photos increased has released my creative energy to now create new exciting projects. I now feel I can move on with other things, and the excitement generated by new ideas can be given free reign once again. However, there is a catch! I have more unfinished projects on the layout. So, if finishing one major one was a big help to the overall enjoyment of the hobby, then why not go ahead and finish more of them. So, my intention is to take the lessons learned from this project and apply them to others. What did I learn?

1. Be Realistic: Don't plan too big! I thought it would be neat to have this enormous, famous structure represented on the layout. When I started it, I thought my enthusiasm would last clear through the time consuming, tedious tasks. I should have been more realistic. At the very least, I could have planned the entire project a little better. The building had a better chance of completion 20 years ago had I purchased window casting for the

entire project and then cut window openings in the card stock to match. My idealism dictated, at the time, that I scratch build them since none were available that were the correct size and proportion. So, my idealism, and enthusiasm put me in a bind as the project wore on, and my energy and enthusiasm waned.

2. Make a firm commitment to finishing a project before you move on to another one. If you think you will have more energy to finish something later, you are likely fooling yourself. For me it gets harder with time, not easier.

3. Make public statements of your intentions. It can be to wife, or friends, but this statement yields a level of commitment that will further the goal of completion.

4. Shifting Focus: In the beginning of a project it is good to look at the project taking shape before you. This is energizing, and creative in nature. As things take shape in the physical world, our minds refine our goals and generate more detailed, more precise ideas. The ball gets rolling, so to speak. As the project gets more nearly done, however, try to focus on what you have left to do, and not on what you have done. I know this sounds counter intuitive, but as the project takes shape, it is easy to feel that you are finished before you actually are. "This is good enough" is a dangerous, and ultimately destructive thought. Above all, try to avoid at all cost, "I will finish this later". You likely will not do so easily. Eventually this thinking can kill your hobby.

5. Digging In: Develop the quality of applying a little intestinal fortitude to a project when it gets tough to keep going. This requires discipline, and delayed gratification. But in the end will not only save your hobby but result in that good feeling that comes from finally finishing. Finishing relieves guilt, and frees up your creativity to move in other directions.

6. Put a deadline on completion. This is to avoid the "I'll finish it tomorrow" trap. Tomorrow never comes. There is always tomorrow and tomorrow and tomorrow, as a pretty good poet once said. This idea of applying a deadline is what is behind many of the clubs having a practice of displaying member's models on a regular basis. If you know the meeting is next Wednesday, then there is some external reason to get the thing done by that specific time. Convention contests or displays can supply the same kind of motivation. Although I am not a big fan of the competition, I like the display room, and the deadline associated with it.

7. Staying Focused: Avoid having multiple projects going. I know this is hard, but I truly feel it is much better to work on one thing at a time. If you have multiple projects going, it is easy to think each unfinished project is going to eventually going to get done, when in fact, newly started ones can keep them from ever getting done.

8. Take photos. If you do not consciously know what projects are unfinished, take a photo of an area of your layout. Anything unfinished will pop out at you in the photo. For some reason, we do not apply the same visual filters to photos we apply to real life. You may wonder why I am suggesting you go look for unfinished things. I believe we know about these unfinished things on an unconscious level, even if not on a conscious one, and that this still works to drag us down in our hobby.

9. Make a commitment now to begin finishing one thing at a time. Don't be overwhelmed by the multitude of unfinished projects on your layout. Just chose one, and finish it. Then move on to the next unfinished thing. Apply all the above steps to it. It does not matter if it is small or large. Some might prefer to start with the small ones as in paying off credit card debt. I chose to finish the big one first. It was hard but worth the effort. The pain of finishing is the discipline it requires. The delayed gratification of shopping for more "stuff" or starting something new has to be put off, and this can be painful. Sometimes the pain is just the mere repetition of a step 150 times. Sometimes it is figuring out that step that you haven't figures out yet, and are putting off. But the joy of finishing is the sense of accomplishment you get from it, and the renewed burst of creativity that comes with the newly rediscovered freedom to create freely.

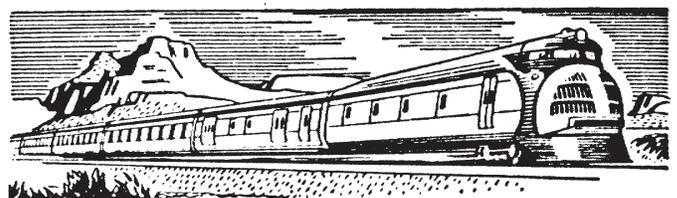
So finishing things is a mixed task, with its up and downs. I have discovered over the years however, that the joy of finishing outweighs the pain of the process. And it avoids the ultimate pain of losing ones enthusiasm for an entire hobby. After all, as I have said in the past, it is looking forward to our hobbies during the day that sometimes get us through the that day.

Until I retire from model railroading completely, the goal of finishing one project at a time will be paramount for me. If you find yourself weighted down by unfinished things, maybe my story will yield some hope. I will publish a photo of the finished warehouse next time, space allowing.

There, I have said it to thousands of readers. But, I have to finish this article first, which is a task with a definite deadline. Till next time.

- Sam

Photo at above right shows Sam's effort at completing the project. The result is a very impressive big city warehouse type structure typical of late 19th century or early 20th century architecture. Photo by Sam Powell





The Southern California S Gaugers Club will host the S Fest West 2013 event in the Los Angeles area on May 3 thru 5, 2013. There will be a catered banquet on the evening of the 4th, with special guest speaker Don Heimberger, the publisher of S Gaugian Magazine and owner of several S oriented enterprises.

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Proposed S Fest West 2013 meet-car, final graphics may vary slightly from this picture

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Typical scenes along the C&O in West Virginia are modeled by Jerry Holmes. *Left* is the station at the famous Greenbrier Springs. *Middle* - a scene representing a typical lineside industry - the paper industry. *Below* - Ronceverte, WV

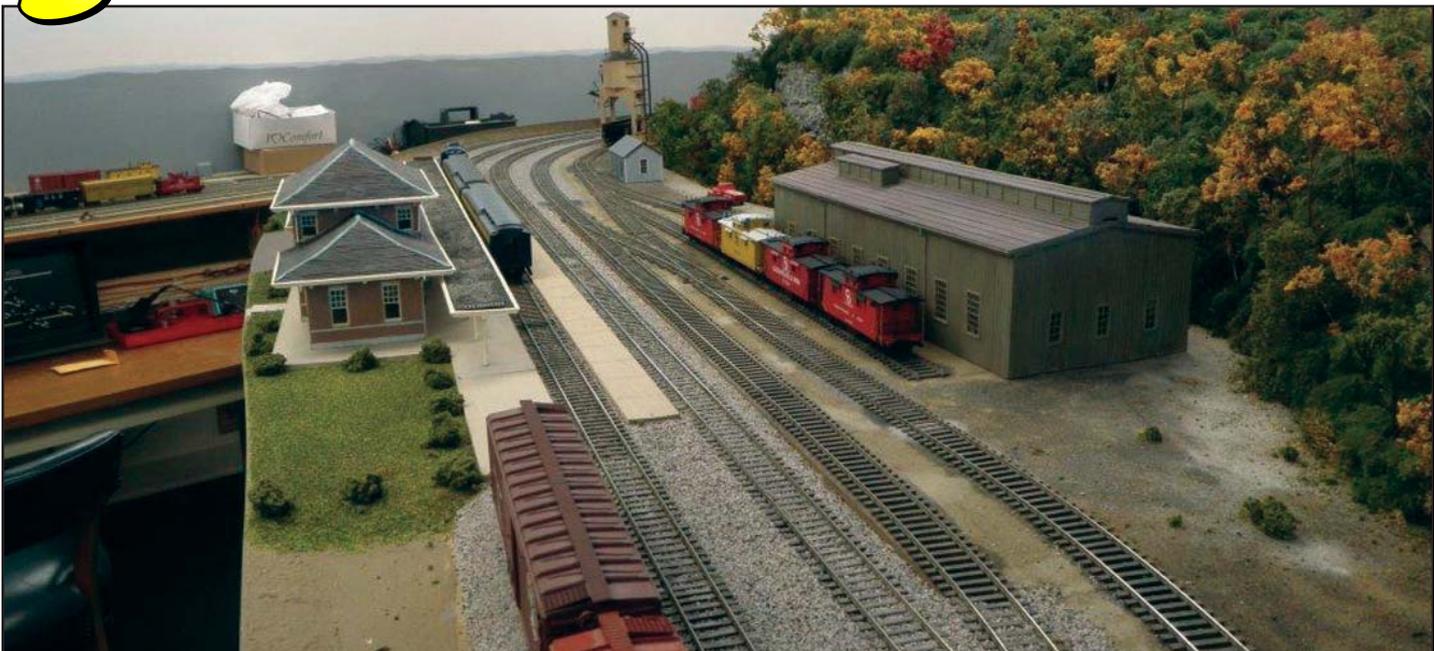


Jerry Holmes



SPIKES

THE C&O RAILROAD OF JERRY HOLMES
- on tour for the NASG Convention.





An Allegheny going by Alleghany, WV

CHESAPEAKE AND OHIO RR
ALLEGHANY SUB-DIVISION

Scale: S (1:64)
 Size: 35'x 27" L-shape x 15 1/2" wide
 Prototype: Chesapeake & Ohio, Alleghany Sub-Division
 Local: Hinton W. VA to Clifton Forge, VA
 Period: 1953
 Mainline Length: 2.7 scale miles, double track
 Percent completion: Mainline 100%, yards 60%, scenery 0%
 Layout Style: Walk-in with 2 peninsulas 90% 70%
 Layout Height: 40" to 56"
 Benchwork: L-Girder
 Roadbed: Homabed on 3/4" plywood
 Track: Shinohara code 100
 Turnouts: Shinohara, Old Pullman, Tomalco & Marcway
 Turnout min: #8 main line, #6 others
 Turnout motors: Tortoise
 Minimum Radius: 42"
 Maximum Grade: 2.2%
 Control: DCC w/sound(NCE)
 Motive power: Heavy steam and early diesel

Operation: The Alleghany Sub was, (and still is), principally a coal hauling, class 1 line, requiring the heaviest of motive power with pushers to move long strings of loaded hoppers east over the Alleghany summit. An 80 mile run from the marshalling yards at Hinton, W. VA. to the yards at Clifton Forge, VA, the big H-8 "Alleghanys" would turn and bring huge strings of empty hoppers, unassisted, back to Hinton, W. VA. and hence to the coal fields.

An interesting aspect of this operation is that the pusher, usually another H-8, would drop off at Alleghany, VA. having crested the summit at 2072 feet, turn on the turntable, and return empty to Hinton, VA. without taking on fuel or water. It is the intention of this builder to duplicate this operation to some reasonable to degree.

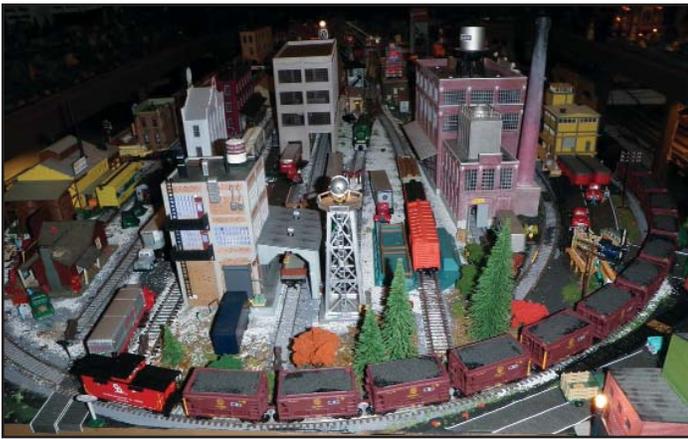
Premium passenger service was also high on C & O's list of priorities in those days with many trains such as the George Washington and the Sportsman running daily over the line between Washington, D.C. and Chicago. These trains usually made stops and drops at the mountain resort town of White Sulpher Springs, site of the famous Greenbriar Hotel.

Gerald E. (Jerry) Holmes
 Owner and Builder
 Chattanooga, TN

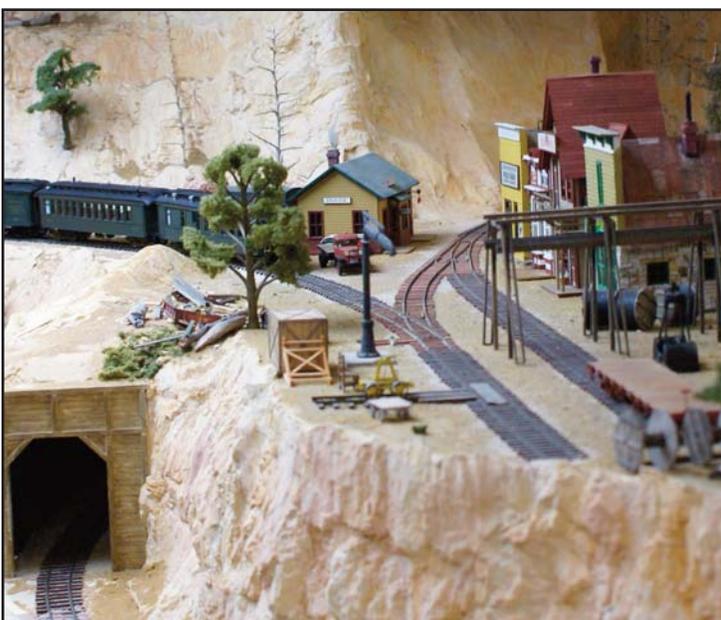


A proto-spec C&O tower; going by Ronceverte, WV





Above are photos Jim Bailiff's HO layout - one of the Chattanooga tour layouts. Below are photos of another tour layout, the Sn3 one of Charles Wheat who models the D&RGW. He has many PBL Foreground models.



JAMES A. BAILIFF

480 Patten Chapel Rd., Chattanooga, TN 37419

Layout Profile

- Loosely based on Cincinnati, OH with the Ohio River and some downtown landmarks.
- Four independent lines that are connected via isolated track in the form of an "E" utilizing three walk around islands connected via the long bar against the far wall with additional traction lines: two to serve the downtown area and one to cross the river to serve Covington, Ky.
- Adaptable and flexible power with DCC or DC available by double pole switches feeding the heavy mainline busses.
- Timeframe basically fall of 1952 with some modeler's license to include locos, rolling stock, and autos from the 1950's - earlier.
- HO scale with one mining train HON3.
- Passenger lines of the major 7 that operated in the area during this decade: NYC, PRR, SOU, N&W, C&O, B&O, L&N plus occasional branchline runs to places like Akron and Sandusky.
- Freight yard after Sharonville, with a hump and 10 classification sides.
- Layout room 22x24 feet with an additional 8 feet for a helix that serves a 14 track staging area beneath the first level that runs the entire length on the "E" and allows trains to pass through or be completely turned.
- Upper level of coal and logging lines with switch back from mainline to gain height features a logging camp and mining town.

Operation:

Lines can be set-up for continuous run-throughs, or can be set-up prototypically with a central control and a point to point schedule of 1950's passenger and freight through the very busy terminal and associated yards. There are several hands on stations where Lionel and Tyco HO equipment can be utilized for realistic train operations.

Sound:

Sound is provided for DC by four sound systems with CD players and three sound stations with separate controls. In DCC - sound equipped locos provide localized sound and require the ambient sound of the room to be reduced.



NASG 2012 Convention

August 7-11

GET YOUR ChooChoo to Chattanooga

On the way - Tom Robinson Open House:

I am having an open house at my S gauge Tennessee Central Railway layout from 10:00 AM to 4:00 PM on Tuesday August 7th. The open house will be staffed by members of the Atlantic Coast S Gaugers - Georgia Division. It would be open to attendees of the NASG convention in Chattanooga and any others who are interested in model railroading. As near as I can tell from the convention schedule no events are scheduled on that date until the Chattanooga Lookout baseball game that evening. Most of our members will be traveling to Chattanooga on Wednesday morning to set up our modular layout with the Carolina Division of the ACSG.

My layout is located near Dahlonega, GA and was featured in the Dec. Issue of the *Dispatch*. This is an approximate 2 hour drive from Chattanooga on secondary federal and state highways. The Address is 65 Gooseberry Lane Dahlonega, GA, 30533-6257. My phone no. is 706-867-8038. Directions are: From the end of Georgia 400 take GA 115 East to the four mile marker. Go 3/10 mile further and turn right into Oakdale Estates. At the top of the first hill turn left onto Acorn Drive. Go up the hill and turn left onto Gooseberry Lane. There is a metal garage on the left. Parking is available at both drives leading to that garage. Visitors can park there and walk to the end of Gooseberry (100 ft) where there are three drives. Our drive is the one to the far left. Come to the front door and the layout is in the basement. The layout is not wheel chair accessible. Persons who need to park closer can use our driveway, but parking will be limited there. We will have direction signs from the entrance to Oakdale Estates.

- Tom

Tennessee Valley Railroad Museum:

Since the TVRM is right in Chattanooga, conventioners might want to take advantage of other tours that the museum offers besides the Chicamauga Turn trip on Thursday that is an NASG tour. For detailed info check the website: www.tvrail.com.

Every day of the convention (Tues. - Sunday) you can take the regular run called the Missionary Ridge Local which is about a 2 hour journey that goes through an historic tunnel. The trip includes a shop tour and a working turntable. Cost is \$16 per adult and \$10 for children 3-12.

There may be a steam trip offered on Saturday, August 11 only. It kinda goes the same route as the Chicamauga Turn. Check the website on this one - or maybe just rail-fan it. There is also a trip on Sunday, Aug. 12, that takes you over the old L&N Hiwassee Loop. This is a 50-mile RT that takes about 3-1/2 hours. Cost is \$34 for adults and \$24 for children 3-12.

That Famous Song - Chattanooga Choo Choo: It was made famous in the 1940s by the famous Glenn Miller dance band. The song was featured in the movie *Sun Valley Serenade* and sung by Tex Beneke and the Modernaires. Harry Warren wrote the original music score and Mack Gordon takes credit for the lyrics. So, to quote some of the lyrics:

“Pardon me, boy. Is that the Chattanooga Choo Choo? Track twenty-nine. Boy, you can gimme a shine. I can afford - To board a Chattanooga Choo Choo. I’ve got my fare. And just a trifle to spare.

When you hear the whistle blowin’ eight to the bar. Then you know that Tennessee is not very far. Shovel all the coal in. Gotta keep it rollin’. Woo, Woo, Chattanooga there you are.”

The name sort of applied to most passenger trains running through Chattanooga in the late 19th century and early 20th century and not just a particular train. e

As far as getting to Chattanooga by train for the convention, the best bet is get to Atlanta on the Crescent and rent a car.



Meet an S Gauger

JACE KAHN
As told by Jace Kahn



Bill Fraley,
editor

JGG KahnSr [jacekahn@hotmail.com]

I am flattered to be asked to provide something about my interest in S scale, as I have been doing it less than three years now. I am not a typical S scaler, although perhaps there is no such thing as a “typical” S scaler. I didn’t have American Flyer as a boy, or any of the American Flyer cars. I’ve acquired many of the AF rolling stock since I got interested in S Scale and all have been (or are intended to be) converted to scale.



Jace Kahn, minister and modeler

Although I am relatively new to S scale, I am not new to scale model railroading, having started with a Megow CCC&StL hopper car kit at about age thirteen that was probably older than I was; it had been gathering dust on the shelf at the local hardware store in their hobby department for a long time.

After several years accumulating a small amount of HO, I swapped off most of it (including the hopper) for TT while I was in high school, later disposing of that when I went back to HO, where I was for more than twenty years, never quite losing interest in model railroading while I was in college and graduate school, although my modeling activity was mostly dormant until I picked up a few HOn3 kits toward the end of divinity school.

I amassed quite a bit of HO and HOn3 once I settled down with career and family (and a regular, if modest, income) until I was seduced into O scale in my mid-thirties, where I have been ever since. There seem to be three principal routes into S scale from what I’ve observed: from American Flyer, from HO, and even from O scale (I’ve recognized several names on the S scale chat list which were familiar to me from the O scale

list,) so perhaps I am somewhat typical of the last, the major difference being that I have no intention of abandoning O scale after over thirty-five years of modeling in it and two or three lifetimes of projects still to build.

However, the more I saw in the new S scale models, especially the S Helper Service and American Models locomotives and cars; the more tempted I was to add some to the other entire specialized hobby interests I had already: Traction, On2, and British Light Railways. Once I started accumulating S scale models, I then envisioned a small switching operation with a switcher or two and two or three dozen cars to enjoy while I continued working on all of my O scale projects. Most of you can guess where those good intentions went.

I started with an S Helper Service SW-1 and found a Miller Alco S-2/4 with a Cascade drive and bought a Pennsylvania Models (former Steam Depot) 44-tonner—which I had to have, having been a short line devotee as long as I can remember, perhaps from having grown up very near the pre-tourist Arcade and At-tica.

Then another SW-1, and two more EMD switchers when Don Thompson tempted me with a sale; I really liked the SHS 2-8-0 and was saving up for one when a couple appeared on eBay, one of which ended up in my train closet. A few months later, while making one of my periodic visits to the better hobby shop in St Paul, I spotted a couple of S scale cars on the shelf and when dickering for them, the owner asked if I might be interested in a steam locomotive. He produced a SHS 2-8-0 that had had a hard life but at a price I couldn’t resist; ordering some replacement parts from SHS and with some sweat-equity, I soon had it up to standard.

Then one of the large S scale dealers listed an estate which included one of the BTS Ma & Pa 2-8-0 kits... Recently SHS had an even better sale, with predictable results, and I just bought my first brass locomotive at the S Fest.

For what it is worth, a brief biography: I am a native of New York State, went to college there, then to graduate school and divinity school in the south and in New England; I’ve been a Congregational minister for forty-four years now, serving all over the place, including twelve years as an Air Force chaplain. My legal residence is still Fairbanks, Alaska where my late wife was a professor at the University of Alaska, although I’ve been sojourning in Minnesota for the past several years while I sort out the next step in life.

In a very few years I expect to retire fully, having been semi-retired for the past ten or twelve years, I hope to relocate some place where there is still winter--just not so much of it as in Minnesota--and begin laying some track to accommodate all those locomotives and all the freight cars I can’t seem to resist (I stopped counting

when I got to two hundred). My preference is decidedly northeastern prototype with an emphasis on short lines and their class one connections, although I give generous allowance to granger roads, my first church having been in Burlington, Iowa and my dear wife a native of Chicago.

Freelancing has its limits, so far as I am concerned, and freight cars may be interchanged but hardly locomotives and cabooses; I'll figure something out, just as I will think of a solution for enjoying the five or six Colorado Sn3 locomotives and several dozen cars I own, and the sprinkling of Maine Sn2 I succumbed to, without violating credibility.

- I remain, Jace Kahn

Editorial note; *Jace has been on our S-Scale@yahooogroups.com list for several years and his constant knowledge of model railroading and railroading in general has been exceptionally informing, so we asked Jace to give us some background. Actually, to find that Jace is also a minister for the United Church of Christ Congregation is also very enlightening, and I find Jace to be an especially wonderful addition to our S scale model railroading group.*



Jace Kahn modeling at an earlier time.



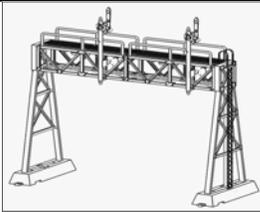
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NEWS & REVIEWS of the S NARROW GAUGE

SLIM GAUGE OBSERVATIONS

by David Heine

Is My Model Railroad What I Really Want?

Progress on the latest version of my Lehigh & Western has been slow at best and it seems I have brief periods of accomplishment followed by longer periods of not much progress. I'm retired from my engineering job so I should have more time, right? Well not really. I've gotten busier with my music hobby and have been spending more time practicing. Plus working on my "bucket list" item of learning to play the oboe has not helped either, since it added another instrument I need to practice. I am not making excuses for my slow progress, but I've been putting some thought into this whole issue to make sure I was headed in the right direction. If I need to revise something, it is better to do it now than later; but I don't want paralysis by analysis either.

I've noticed that over time, interests and priorities can change but sometimes it is a gradual evolution which may be harder to observe. I was happy with the theme of my last real layout at the time, so my current layout is an evolution of the older one. But there have been some changes. The important requirements are easiest summarized in a list:

1 – Freelance layout. I have too many interests and I can take what I like however, it must be all reasonable for the timeframe modeled. This will also allow me to use more readily available equipment, which helps since I'm building a basement sized layout. Besides, then I can use anything I own that fits the era. This also helps with the time issue because it means I don't need to do as much scratch building.

2 – Standard gauge. The standard gauge will work this time instead of being just scenery, even if it is just from a staging yard to the an interchange yard with the narrow gauge at Lehigh.

3 – Operations. After operating on some local model railroads, I realized I like switching work more than mainline operations. I will need switching opportunities, and I can also live with a relatively short mainline. My towns will be larger with more switching opportunities.

4 – Mining. Some mining is needed but it will not be as important as on my earlier layouts. I will still have a coal transfer using breaker model from my old layout at Lehigh and am planning to use the mine structure models I have already built.

5 – Logging and wood industries. This will be the main theme of the layout. Industries will include sawmills, tannery using hemlock bark, wood chemical plant besides logging and bark peeling.

6 – Era and location. Location will be Pennsylvania in the 1920's, which is earlier than my previous layout. This was really the end of the era of the large tanneries using hemlock bark as the source of tannin so I can't go any later. While it is not like this today, at one time some forested areas of Pennsylvania were at least 75% hemlock with the remainder being hardwoods with some

stands of white pine and in this type of area my railroad will be located. This also determines my modeled tree mix.

7 – 3' Gauge Common Carrier. I will have a 3' common carrier, again named the Lehigh & Western. It is freelance so I can run models of any equipment I want, but will be almost all lettered for the L&W and I will try for a "family" appearance.

8 – 3' Gauge Logging Railroad. This will definitely be larger than before. It now will be the Moyer Lumber Co., which bought out the equipment from my former Hemm-Locke Lumber Co. Logging will be more significant. One long logging branch will end in a staging yard to increase the number of log trains. Another logging branch is planned to be reached by an incline. The Moyer Lumber Co. has trackage rights to run on the L&W. In my corporate history they will be sister companies.

9 – Motive Power and Rolling Stock. Steam mixed to my liking. L&W will be predominately 2-8-0's and 4-6-0's with some 2-8-2's. The Moyer Lumber Co. will be mostly geared but may have some rod locomotives if the mood strikes. Since the standard gauge works on this layout, I may even have a standard gauge log train. If that happens, I'll have to transfer logs at Lehigh. I will need more rolling stock including some cars for carrying bark and chemical wood and also some old boxcars for hide service. This is in addition to more log cars and box cars in general.

10 – 2' Gauge. I managed to squeeze in a 2' gauge common carrier, the Jamestown and Jennville. It will run between its namesake towns and interchange with the standard gauge at Jennville and the 3' L&W at Jamestown. From an operations point of view, this may be the least important but its mainline is longer than the standard gauge.

But this isn't the whole story. There were some contemplated major changes along the way. One time in the past, on a NASG questionnaire, was the question of favorite railroads. I put down the Tionesta Valley, the East Broad Top, and the Sandy River & Rangeley Lakes. I have other favorites, which would be obvious if you saw my book collection, but these three are near the top. And all three influenced my layout in some way.

First, the East Broad Top Railroad. As you may know, the EBT was a 3' gauge railroad. It interchanged with the Pennsylvania Railroad at Mount Union, PA and ran generally south from there to Orbisonia, where its shops and headquarters was located and from there, west and south to mines in the Robertsdale and Woodvale area. The EBT in its later years mostly hauled coal and ganister rock. The coal was mine run and was cleaned and sorted at a plant in Mount Union before it was loaded into hoppers for the Pennsylvania RR to haul to their destination. The ganister rock went to refractory brick plants in the Mount Union area. They hauled passengers and other goods, but for good part of their business, there was no major penalty for being narrow gauge. I always viewed my town of Lehigh as sort of Mount Union and it even has a coal preparation plant. This is being reused from my old layout. Also I will have shops, etc. at my division point town of Carlamburg, which again in some ways resembles Orbisonia. I had a similar town, Weaversville, on my old layout. So there is some EBT influence besides some EBT rolling stock lettered for the L&W. The EBT did have some logging and wood industry in its history, but just not enough for me.

Second, the Sandy River & Rangeley Lakes. This was the largest of the 2 foot gauge railroads in Maine and was formed when several predecessor railroads merged. Its main influence on my layout will be that there is Sn2 running on the layout, which I had to fit in somehow. The SR&RL also served several wood related industries including hauling logs and pulpwood which fit in with my theme.

Third, the Tionesta Valley. Really, this should be first. The Tionesta Valley was a common carrier railroad that really was a logging railroad, and was owned by the United States Leather Company, which also formed and owned the Central Pennsylvania Lumber Company. At the beginning of the twentieth century, the United States Leather Company and its subsidiary tanneries owned most of the virgin hemlock still standing in Pennsylvania. If I was going to be a strictly prototype modeler and model a specific railroad, this would be it. When I first read "Tionesta Valley" by Walter Casler (Book 8 in the "Logging Railroad Era of Lumbering in Pennsylvania"), I thought this would be a neat railroad to model. I recently reread it, and I still have the same opinion. Sheffield alone would make a good switching layout with separate hemlock and hardwood sawmills, several tanneries, two kindling wood plants, a charcoal plant, dual gauge track and interchange with the standard gauge Pennsylvania Railroad (Philadelphia & Erie) and Sheffield & Tionesta. The TV wasn't that small and if you count all the logging branches there was over 300 miles of track.

I thought again of actually modeling the TV, but decided to just let it influence me. It did by forcing the era, and by the renewed logging/wood industry influence. The big problem is modeling its motive power in Sn3. Over its life, it owned twenty-four steam locomotives, twelve rod and twelve geared. Of the rod locos, there were four 4-4-0's from Brooks, Wyoming and Pittsburg, six 2-6-0's from Brooks and Alco, one Baldwin 0-6-0 and one of unknown wheel arrangement. RailMaster has kits for 4-4-0's, 2-6-0's and a 0-6-0, but they're all Baldwins. Overland imported some C&S 2-6-0's that were built by Brooks, so they might be a starting point. The geared locos were seven Class B Climaxes of 30 to 52 tons and five Class B Heislers. One Heisler was 28 tons; the others were 40 to 50 tons. There were no Shays. The only Climax model in Sn3 is the 20 ton out-of-production etched brass kit from Backwoods Miniatures which is too small for any of the TV Climaxes.

P-B-L imported brass models of West Side Lumber Co. Heislers #2 and #3, which were 37 tons, so they're closer as stand-in models. The locomotive roster really killed the idea of modeling the TV for me. I'd be either scratch building locomotives the rest of my life, or building stand-in models, which would still probably take me the rest of my life. Besides that, I like and own some Shays, and I want to use them. Since Shays and geared locos of all sizes were used elsewhere in the woods of Pennsylvania, freelancing with my own Moyer Lumber Co. comes to the rescue again. I do really want some Class A and B Climaxes, and maybe a Dunkirk or two and... Well, you get the idea.

Operational issues also helped me make some decisions. Hopefully, at least sometime this year, I'll be laying my mainline from the Lehigh, which has my standard gauge interchange to Moyersville, home of the Moyer Lumber Co., which is planned to have two sawmills and a tannery, plus maybe some other woods related

industries. I had an idea to still build it to my narrow gauge standards, which is 32" minimum mainline radius, but with a third rail. Narrow gauge locomotives would be used to pull trains both narrow and standard gauge cars, sort of like the D&RGW did between Alamosa and Antonito for some time. An idler car with couplers set up for both gauges would be required for this operation, which is no big deal. Rio Grande Models makes a kit for the type of car the D&RGW used. This would also involve dual gauging part of the yard at Moyersville. This is easily doable, just more work hand laying track, which I actually enjoy. However after more deliberation, I decided I would have more operations with building it as narrow gauge only. It will make my yard at Lehigh a busier place because all freight going through it to and from Moyersville, which should be significant, will have to be transferred between the narrow and standard gauge cars. And if I ever add a standard gauge log train, the logs will have to be transferred to narrow gauge cars. If a log transfer occurred it was usually either trucks or narrow gauge cars to standard gauge cars; but I know there was at least one place where a standard gauge to narrow gauge transfer of logs occurred, and that was on the Tionesta Valley.

After all the thought and agonizing, my original design wasn't far off the mark for what I want, or rather what I think I want at this time. A few tweaks, mostly with industries and some sidings should make things work. I don't need to redo anything I've already finished. I finally settled on a workable time period and some easy research helped me with scenery. I'm going need a lot of hemlock trees and some model T automobiles.

- Dave Heine - davesn3@rcn.com



Dave Heine in his glory modeling S narrow gauge.



BRANCH LINES

News and Notes from S Gauge Clubs • By Dave Pool

The Connecticut S Gaugers (CSG) set up and operated their modular layout at the Cheshire High School Ram Band Train show on March 4, 2012. The set up was coordinated by Steve Kutash, VP 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 CSG club President and replaces Bill Fuhrman as of last year. 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. Club member Bob Comstock has planned a tour of Grand Central Station in N.Y. City on April 19 which was arranged through his friend, Jack Swanberg. The tour planned is a comprehensive one taking about three hours and conducted by tour guide Dan Brucker. Other club events are being planned by the CSG events committee headed by Bob Comstock. Bob hosted the club members for their meeting on Feb. 25, 2012 in Madison, CT.

The Pioneer Valley S Gaugers (PVSG) met at the home of Harry Ruddock, in Deerfield, MA, for their Feb. 18, 2012 meeting. Dave Plourde coordinates the club activities and Steve Allen plans and ably 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 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. It was an ambitious project by any standards. The S scaled layout was constructed on six 6 ft. x 30 inch modules separated by backdrops which were painted by Dave Plourde.

Club member Dave Sullivan hosted the members for their March, 2012 meeting. 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 November, 2011 meeting at the home of Don Webster in Derby, NY. Those attending the meeting had a chance to purchase extra rolling stock and custom buildings that the host had for sale. Paul Wachowicz hosted the club members at his home for their meeting on January 18, 2012 in North Tonawanda, NY. The club members set up and operated their layout at the TTOS Train Show on Jan. 28, 2012 at the Leonard Post, Cheektowaga, N.Y. Eight members attended and operated the layout at the show. Club members brought their trains to operate at the show, and a club meeting was held at the Pegasus Restaurant in conjunction with the show attendance. 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 planning the display of their layout at the GSME Train Show, held on March 25, 2012, at the Batavia Downs Fairgrounds, Batavia, NY. with possible coordination with the Rochester Area S Gaugers (RASG) club.

The North Penn S Gaugers (NPSG) set up their portable layout at the Gilbertsville Fire House Train Shows in Gilbertsville, PA. in December, 2011. The layout was displayed at the Schwenckfeld Manor, a retirement community in the Allentown, PA. area. The club displayed 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. Club meetings were hosted by Barry Simpson, in January, and Roger Gerhart in February, 2012.

The *Waybill* is the official newsletter publication of the South Jersey S

Gaugers (SJSJG) and the 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. Twenty one members attended. "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. The club meetings typically have clinics related to the construction and maintenance of S scale trains, or other topics of interest to the members. Ron Schon and Joe Balcer were recently elected by the club members as V.P. and Treasurer, respectively. Member Ron Schon provided a place at his home in West Berlin, NJ to set up and work on the Club's new display layout. The old club layout was purchased by Hal Farlow with details and delivery of the layout completed in February.

The Pittsburgh S Gaugers (PSG) held a "Coffee and Trains" get-together at the Kings Restaurant, in Harmerville, PA on Jan. 16, 2012. A regular meeting of the club was held on Jan. 29, at the Kennedy First Alliance (Jon Knox's) Church, near McKees Rocks, PA. 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 the recent meeting. The club has two operating layouts, including a hi-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 set up and operated a layout at the Greenberg Train Show on Feb. 11/12, 2012. Roger Schneider coordinated 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. On Dec. 1-4, 2011

the club had their layout at the B&O Museum for the eighth year in a row. Club member David Blair hosted club members on Jan. 28 for a modular layout repair session. **BAAFC** 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. Member Herman Kruelle hosted the club members for their meeting on March 17, 2012. David Avedesian has been coordinating the design, construction and preliminary operation of an S gauge (AF) layout in the home of Ron Kolb who coordinates the club activities, and edits the club newsletters.

The Chicago Flyer is the official newsletter of the **Chicagoland Assoc. of S Gaugers, Inc. (CASG)** that meet 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, and the April 20 club meeting is scheduled to be held at the home of Joel Weber, in Naperville, IL. Joel has had his layout open for operating sessions on the first Sunday of the month from 1:00 to 4:00 PM. The club planned to hold one or two sessions in April or May for club members to learn about and program their trains to operate on DCC or Legacy/TMCC electrical supply. Members were encouraged to bring their Legacy/TMCC locos to be loaded with the Club's Legacy control system with unique numbers to be recorded on a listing for use at train show operations. The **CASG** set up and displayed their layout at the Great Midwest Train Show held on Dec. 11, 2011 and in the future will attend the June 3, Sept. 9, & Dec. 9, shows. Club members were saddened by the passing of Art Doty, on Jan. 23, 2012, in Bristol, WI. Art was a member of several S clubs, and had many friends in the S community.

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. Ray

Garbee was elected to serve as Recording Secretary, and will take over recording the club meeting minutes from Tom Hartrum. Tom was scheduled to host the club members for their meeting on March 17. Larry Beam is serving as chairperson for the upcoming **Spring S Spree to be held May 4/5, 2012** in Dayton, OH. The club plans to set up and operate their layout at the Carillon Park Train Show, Dayton, OH. in June, 2012.

The Stateline S Gaugers (SLSG) has found a place to set up and work on their modular layout, and they are actively seeking new club members. Jim Larson hosted the club meeting on Feb. 19, 2012, in Roscoe, IL. Plans were made to set up and display their layout at the Lena, IL. Train Show on Feb. 25/26. Dick Oberholtzer has taken over the dispersion of club information and recording of the club meetings, from Vera Flood who did a fine job of editing the club newsletter in the recent past. Dave Pippett was to address the availability and provision of club badges for recent new members. Dave coordinates the meetings of club modular members at Colony Bay, where members meet every Thursday to operate and maintain their layout.

The Southeastern Michigan S Gaugers (SMSG) held their Feb. 26, 2012 meeting at the home of Earl Carlse, in Oxford, MI. A work session on the club layout was on the agenda, and future such meetings were scheduled for March 24 & 25. The **SMSG** club has 41 paid up members as reported several months ago at a club meeting by Earl, club treasurer. Gordon Michael edits the club newsletter. Bob Stelmach is the president of the club at the present time. Gordy Michael is Secretary; Earl Carlsen, Treasurer; and Tom Hess, Bill Bartlam & 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 and was considering participation in the National Train Show on August 3-5, 2012, in Grand Rapids, MI. A space for the club layout (14 ft. x 36 ft.) was being planned for the event. The Train Show is only 2-plus hours away from the general area where the club members reside and usually display their layout. **SMSG** members are weighing their possible participation in the train show, given the costs of attending and

upgrading required on the layout. David Campbell was scheduled to host the May club meeting and Gaylord Gill the June meeting.

The Northern Ohio S Scalers (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 **NOSS** 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 Central Ohio S Gaugers (COSG) newsletter is edited by Alan Evans, and include the President's message and other news of club activities and events. Art and Janet Lofton held the January 22 club meeting at their home in New Albany, OH. Art conducted a clinic on the AF E-units, and he has a stock of AF parts for almost every need, so those attending the meeting could find out about the availability of AF parts that they could have need of. Lowell Henthorn hosted the February club meeting with a clinic on light emitting diodes (LEDs) and bulbs to light the layout. Monty Kaufman hosted the **COSG** members for the March 4 meeting in Blackberry Corners, OH. The club planned to set up and display their layout at the Great Train Expo, on March 17/18, and the Dalton Train Show, Dalton, OH on March 25. The club members met at the home of Dana Davis, in Ostranda, OH on April 22 and planned to bring their layout to the Spring S Spree on May 4/5 in north Dayton, OH. Club member Larry Robertson was scheduled to host the club for their meeting on May 20, 2012 at the Upper Arlington, OH. library.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their Feb. 10, 2012 meeting at the Lionel Club, in south St. Louis City, 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@sbc-global.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 hosted the Fall S Fest, held on last Oct. 28 through Oct. 30, 2011, at the Airport Marriott, St. Louis, MO. 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. 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. Jim Anderson hosted at his home on March 9, in St. Charles, MO. The club planned to meet at the home of Bob Muehling in St. Peter's, MO. on April 13, and at the home of Mike and Cheryl Neace, in Godfrey, IL. on May 11, 2012.

The Kansas City S Gaugers (KCSG) attended the Kansas City Train Show and set up their 4 ft. x 8 ft. layout. The show was held at the BTC Exhibition Hall in Kansas City, MO. with Bill Hutton coordinating the display and bringing the layout to the event. Bill 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 combination G gauge display. The club members set up their layout at the Interstate Federal building at Seventh & Minnesota, in Kansas City, KS. The layout was part of the club's Christmas display. Club members will 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 Badgerland S Gaugers (BSG) are in their 37th year of operation. Roy Meissner is President; Ray Puls, V.P.; Jeffrey Young, Treasurer; Rick Wade, (the new) Secretary & Newsletter editor. The

club has three directors: Dick Kloes, Fred Vergenz' and Wayne Bartelt. A recent newsletter issue has listed no less than six committees, to carry out various club functions including: Modular and Table Top layout committee, Hi-Rail /AF Layout Committee, Small Swap meet layout committee, a Display committee, and Website Committee. At a general meeting of the club it can be decided what layout will be used at a particular event, and the cognizant committee will be authorized to bring their layout to the event. The club is actively planning for the upcoming **Fall S Fest to be held at the Waukesha Marriott on Nov. 2-4, 2012.**

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) has a club newsletter, *The S Train Rail*, now edited by Jon Kettner. 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. The car that could be produced was discussed, and whether the car would be for the club members primarily or as a money making project with sales to other than members of the club. No final description of a car was made, but Bob Bowen has volunteered to coordinate the project. Recent elections have resulted in the following officers: Bruce Taylor, Supt. (Chairman); Robert Bowen, Ass't. Supt; Bud Chadburne, Freight Agent (Treasurer); Pat Spino, Station Agent; Cliff Baxter, Div. Engineer; 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. The big news from this club is that they have located a permanent room to set up and store their display layout. The room is 24 ft.x 36 ft., so it should be very adequate. The club can also have meetings in the room which is at the Messiah Lutheran Church, Spokane, WA. The club's Feb. 11 and March 10 meetings will be at the new meeting room described. Vic Cherven recommended the name of a possible new club member who is apparently moving from New Jersey to the Washington State area. On March 25 two club members will bring a display to the swap meet held in Lewiston, WA.

John Eichmann of the Rocky Mountain High Railers (RMHR) coordinates the activities of the club and the status of their portable layout. Their newest layout has two levels, the lower of the two is 30 inches above the floor to accommodate the view of children, and the upper level is 5.5 inches higher than the lower level. The layout includes a twelve track double-ended yard for train assembly/storage. The club layout is named Lookout Junction III, and it requires a space of 22.5 ft. x 26 ft., about the same as the previous layout. Plans call for a DCC/AC loop on the lower level. Several club members are owners/employees of a company called Trusscraft, Inc. where club work sessions are held to work on their portable layout. Club members met at Trusscraft, Inc. on Jan. 21, 2012 and Feb. 18, 2012. **RMHR** members were saddened by the passing away of Gail Kowalczyk on Dec. 17, 2011. The club is planning/considering being part of the Boise Community Education program with a "course" on "Rediscover the Fun of Model Railroading". The plan is, by presenting such a course, the club might meet potential new members. The club members were planning the number of sessions, and content of their presentation as well as who would make the presentations before the program would begin on April 30, 2012.

The Southern Calif. S Gaugers (SCSG) plans to host the 2013 S Fest West show, and plans are formulating for the event. Election of officers was held at the July club meeting. 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 were planning to have a special meeting in December, and a brochure was passed around at a recent meeting for a railway excursion train trip. No decision was available at press time.

The Bay Area S Scalers (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. club 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.

The *Lakeshore Special* is the newsletter of the **Cuyahoga Valley S Gaugers (CVSG)**. The club may or may not be able to set up layouts at the NMRA show at

Lakeland College in March. A renovation project may preclude having room for them. Many club members are planning on attending the Spring S Spree in Dayton on May 4-5.

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.



Jerome (Jerry) Schnur passed away, Thursday, March 8, 2012 surrounded by his family at his Indianapolis, Indiana home. Jerry's "official" birth date (there always seems to have been a story associated with Jerry) was December 30, 1923. Apparently the traveling doctor who delivered Jerry took a year to get to the County Courthouse to file

his birth certificate and didn't know if Jerry was born on the 30th or the 31st!

Born in Glencoe, Illinois, Jerry had an early interest in railroading, outdoor activities that included baseball and fishing. The annual Schnur summer fishing trip to Canada was legendary. Railroading was in Jerry's blood too as one of his uncles was a contractor who helped build the Northern Trans-continental railroad.

He married Alice Wolfe in 1946 and resided in Illinois until 1976. After Alice's passing in 1993, Jerry married Betty Anderson in 1999.

While in Illinois Jerry became very active in model railroading. He was one of the original Short Flaggers that was chartered in 1960 as a "round-robin" club. Jerry pursued HO modeling at that time. The Short Flaggers included Walt Barry, Ed Ravenscroft, A. B. Bradley, Hal Reynolds, Paul Callahan, Frank Elliott and Bob Sydel.

Sometime in the 1960's Jerry made the move to S scale. He was very passionate about S scale, promoting S scale and model railroading in general. The first Saturday of 2012 Jerry worked the NASG booth

during the Indianapolis World's Greatest Hobby Show. Jerry was also a Life Member of the National Model Railroad Association.

The S scale Cambria and Ohio River Railroad was Jerry's pride and joy. Built in the basement of his Indianapolis home, Jerry would use the layout as a backdrop for many articles that he wrote for the model railroad press. Scratch building and kit-bashing were aspects of the hobby that Jerry did an outstanding job and really enjoyed.

In the past 10 years Jerry was very active with the Hoosier S Gaugers (HSG). He helped in the construction of the first HSG s-mod layout and was very supportive of the Indianapolis S Shows held for a few years. Jerry's kit-bashed diner and gas station hold a very prominent spot on the current HSG layout, The S-portable.

Jerry was also passionate about the arts. He was very active in the Indianapolis Symphony, the Indianapolis Ensemble Society and the Actor's Theatre of Indiana. His community service included volunteering at the Second Helpings kitchen and helping transport his neighbors on Election Day. Travel was always important to Jerry and he traveled extensively throughout Great Britain, the Caribbean, and the Mediterranean and all over (a lot by rail) North America.

Jerry leaves 6 great-grandchildren, 19 grandchildren and 8 children from his and Betty's blended family.
- Charles Malinowski



EXTRA BOARD

FRED JESTER PARTS

Info passed on to Doug Peck by Fred's widow, Jody, regarding the AF train parts: "I have received many phone calls and heard many inaccurate rumors regarding my husband's train parts. Before his death, Fred set up a plan to continue selling his train parts through our friend, Barry King, as a wholesale-only distributor to dealers. In September 2011, Fred's plan was set in motion. You may purchase small quantities of parts through your favorite dealer, or contact Barry at kingkodak@hotmail.com for dealer inquiries." Jody said, her daughter may do a few northeast shows like York and Allentown.

S IN NON-S PUBLICATIONS

- May 2012 *CTT*: Pix of Tommy Robichad's S layout, 1-pager on AF Gabe the Lamp Lighter, and 2-page review of the AF Challenger.

- Winter 2012 *Layout Design Journal 45*: Article by Trevor Marshall (S Scale Workshop) on planning a CN branch layout and why he switched from On2 to S. This is a publication of the Layout Design Special Interest Group of the NMRA.

DEPT. OF CORRECTIONS

Hmm, seems like folks might think there's a FEE involved after reading the S Scale Sig announcement in the Feb. *Dispatch*. Not so, the word is supposed to read FREE! Ed and Dick pointed out this little typo. So, have at it boys - it's FREE.

BRIEF U33c REVIEW

My EL U33c by Lionel continues to function very well. My friend Dennis had his EL U33c over the other night. His is identical to mine in appearance and operation under Legacy in every respect, so there is hope for product consistency for these. We determined to our mutual satisfaction that the engine runs with noticeably increasing smoothness as one progresses from conventional to Cab-1 TMCC and then

to Cab-2 Legacy operation. I've noticed this in the zero gauge world too. There is a noticeable break-in period.

The features work well - nice horn and bell, speed control, electrocouplers, smoke, etc. Several of these features are not available from the friendly and worthy competition. Detail and decoration are very good.

My nits to pick would be that one does not obtain the full useable Official Train Speed span (on Cab-2) with AF speed control as one obtains with Odyssey II, and the sounds are not interactive with train labor and speed as has always been the case otherwise under Legacy with any Legacy engine. The drive trucks are a bit noisy on Gilbert curves, but the RS covers it up and this tendency has lessened over time.

Both Dennis and I are happy overall with our U-boats and feel that they are a good value for the money when the broad array of features are considered in one's thinking.

- Bob Bubeck

AND A U33c IN SCALE

For what it is worth, the Lionel/AF U33c with scale wheels worked very well pulling a long reefer train on my scale layout nonstop for three continuous hours (six hours total). Lionel/AF scale wheels and scale track built to NMRA specs do indeed work well together. And, I will not even tell you about the sound.

- Ed Loizeaux

WEBSITE UPDATE

I have made some significant changes to the NASG web site to warrant this message. The changes are predominantly structural, but there is some new content.

The fundamental change is the addition of four new main pages. The "News & Events" page has been split up into two separate pages. The Historical S Products section

of the "Manufacturers" page has now been moved to the new "Products" page. A brand new page, "F.A.Q." (for Frequently Asked Questions), has been added with just a couple of questions (more Q&A entries are welcome, if you can provide them to me). Finally, another new page, "Site", provides information about the web site itself (and contains the list of recent changes to the site, which used to be on the "News & Events" page).

Because of these additional pages, the home page has been changed to include the additional buttons. I added title/tool-tips to the home page buttons. You can hover your cursor over the button and see a small window displayed that indicates what is covered on that page.

Another new feature we've added to the site is the "Featured S Video", which is only accessible from the home page. This page shows a recent good-quality video highlighting an S layout. Our first video is the one recently made available of Bob Jackson's layout. I hope to change the featured video every month or so.

As far as content changes, the new "News" page now only lists the recent product announcements. I have changed the organization of those announcements to be in chronological order, with the latest info at the top. This should make it easy for you to find out what's new if you visit the site on a regular basis. One note on that: if an entry is updated, it will be moved to the top of the list. I've added a "status" text next to it to indicate if the entry is brand new or if it was one that existed on the page before but has been updated.

These changes lay the ground work for additional content changes that I'll be making over the next few weeks.

PeterVanvliet
(peter@fourthray.com)
Houston, Texas

LIONEL U33 FIX

As always, Lionel meets and exceeds my expectations when it comes to graphics and overall appearance. Detailing, piping and handrails look good. The underside is metal and sturdy; just the handrails are a little fragile. Since I am an operator, I'm mostly concerned with how well it operates. First off, I do not have a Lionel Legacy control unit and therefore, can't comment on that.

The bell, horn and engine sounds work really well. The smoke unit has an on-off switch. As to running I had a bit of a disappointment here. I kept having problems with stalling and re-starting. I noticed a lot of sparking by the wheels despite having them cleaned beforehand. Note in the photo how the pickup is achieved through the wheels on one side. It was dis-

covered that contact was only being made by the front wheel on both ends. The middle wheel does not make contact as it is slightly raised by the end wheel and is insulated by the traction tire. In my opinion, Lionel should have traction tires only on the insulated sides only. In the photo my solution was to cut and bend a thin piece of sheet metal and then drill a small hole to screw on to the contact plate. Now my U33 can pull 15 cars without stalling.

A couple other little problems: The U-joint for the front truck was rubbing against the fuel tank. Filing solved this problem. Then the connection between the motor shaft and U-joint on the front truck slipped loose. A little Crazy Glue fixed this problem.

- Ken Kemzura



My fix: Cut and bend a small metal strip as shown. Drill small hole so screw can hold in place. Ditto the other truck. I think the traction tire should be on front wheel on insulated side. Note I do not use Legacy. *Photo by Ken*



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

Sept. 15-16, 2012: Flyer Fest West hosted by the Sacramento Valley American Flyer Club. SES Hall, 10427 E. Stockton blvd.,

Elk Grove, CA 95624. For more information: contact Carl Rudolph, ffw2012@sonnet.com.

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

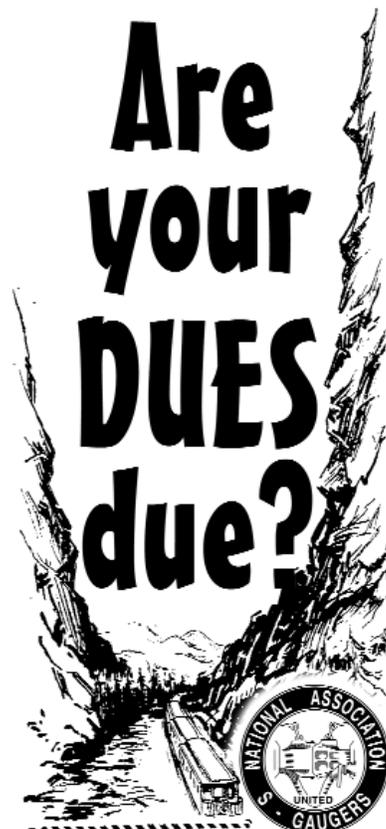
Bids open for NASG Annual Conventions 2013 and beyond. Contact Walt Jopke, 6611 Countryside Dr., Eden Prairie, MN 55346-2211. jopke@vic.com - 612-934-9183. Walt will pass on the convention info to the new chairman as soon as one is selected.

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.

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RailMail Continued from page 4

as coal burners. Some may say the engines are toy trains and just representative of the prototype. I would agree had Lionel not modeled the Clinchfield engine with a single smokestack. The Clinchfield converted the ex-D&RGW engines from a double smokestack to a single one after receiving them in 1947, and this is a railroad specific prototypical detail. Lastly, Lionel has modeled similar O and HO scale UP Challengers in the past correctly as oil burners. Aside from the forgoing, the best yet from Lionel in S gauge.

- Doug Hodgkiss, Littleton, CO

Friendly Persuasion: This is just me now, but in my experience, if a person or group wants change that person or group has to get right in the face of whomever has the power to effect that change.

And the more numbers the better. A congressman acquaintance of mine said that his office only knows what the people want if the people tell him. Further, he said that they consider one letter to be representative of the views of 1,000 constituents. The squeaky wheel gets the grease.

In our situation, I think that if the case could be made to L, that yes, there is a market out here for what you are producing, BUT, there could be even more of a market if _____ (fill in the blanks) was done.

IMHO, an effective way to do this might be to persuade one (or more) of the large S dealers who also is a Lionel Authorized dealer to collect names for a letter telling Lionel what S scalers want. That way you have the strength of a direct distributor of their products plus the strength of numbers.

And keep after it. Maybe a critique of every catalog that comes out, what might have been included and why. It might even be good to make up a group name: "S Scale Modelers United" or whatever.

It doesn't always take a huge number in the group to

have an effect. The message just has to get to the right person who has the capability of acting on the request.

- Roy Inman

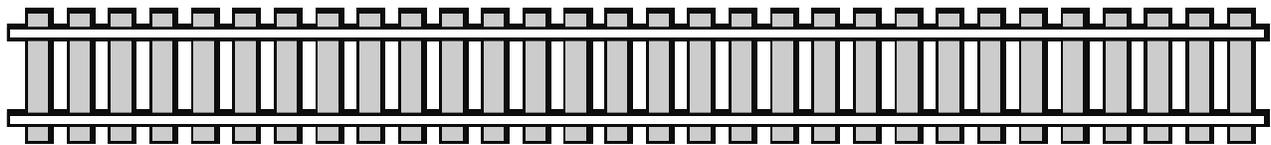
S Gauge Layout Book: Your idea of an S gauge layout book sounds like a great idea. I get most of my inspirational moments from viewing other modelers' layouts. Maybe you should consider giving equal space to all of the factions of S to bring us all together as the coupler logo stands for.

- Norm Lepping, Harleysville, PA *Well, we're working on this idea and the BOT has the final say if we do one - and if we include a variety of layouts or do one for scale/hi-rail and one for hi-rail AF. Your opinion is noted.* - Jeff

On Structures Editorial in December: Bill Wade pointed out that BTS should be B.T.S. - noted, but it's harder to type. Also, Bill pointed out that his company has been producing craftsman structure kits since 1985 and a good many of them are NOT western type structures. "We offer more S structure kits (60+) than sever of the other guys added together!" True, I think I over-generalized on that comment. Many of B.T.S.'s buildings are actually geared to Appalachia - the mine, houses, saw mill, bridges, etc. So yes, we have a very active manufacturer who provides us with lots of structure, locomotive, rolling stock kits, plus many detail parts.

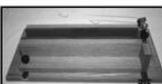
Actually, I should have stuck more to my original premise which was to try to interest some of the major S manufacturers in providing some basic plastic type structures in order to demonstrate to non-S modelers that S has the variety of items to move quickly into the scale. Then, my thinking, the newcomers could move in the direction of expanding their horizons to craftsman kits. And craftsman kits aren't that hard to build either - it's really more of a mental block, especially to newcomers.

- Jeff



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