

DISPATCH



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10/2010

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Official Publication of the
National Association of S Gaugers

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

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

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NASG Membership Secretary,
Claude Demers
29 Redwood Terrace
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 PO Box 745
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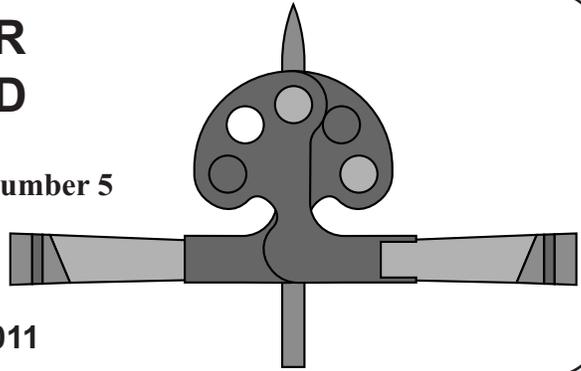
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Claude Demers
29 Redwood Terrace
Flemington, NJ 08822

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COVER: Top photo by **Bob Werre** is the highly detailed NASG contest entry by **Bill Young**. Below is a scene on the **BASS** layout at the National Train Show. **SP**, of course, since it's in California. **Photo by Jeff Madden**

ORDER BOARD

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NASG Website: <http://www.nasg.org>

NASG Website Director **Jim Bresnahan**: jpbresnahan@cablemo.net

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NASG NEWS

NASG American Flyer Commemorative Car Report: The 2011 American Flyer Commemorative Car, the Dixie Honey tank car, is expected to be delivered to me in late-October or early-November, after which I will begin to label and mail them out to complete all member orders. By the time of delivery, I expect the car to be a sell-out. As I write this report in early-September, less than two dozen cars remain unsold, and late orders are still dribbling in. At this point, if you wish to obtain one, I suggest you contact me first, by phone (978-465-8798) or e-mail (doug@portlines.com) to determine if one is still available. If so, I will then hold it for up to 10 days, until I receive your payment (\$75).

The same is true for the GE Double Searchlight car (\$79). There are only about six of these left, which is why we did not include them on the 2011 order form. Again, contact me first before you send payment. I also have one Ann Arbor RR covered hopper (\$55) left, from 1996. First person to reserve this car gets it! The final car still available in very limited quantity is the

S RAIL MAIL

Code 88 or 110 wheels: The only likely difference one will notice with the code 88 wheels vs. code 110 wheels will be their reaction to frogs in turnouts. If you have frogs with loose tolerances (large flangeways), the wheels will drop into the area ahead of the point of the frog (the throat). The wide code 110 wheels bridge that area better, while the wheel transitions from the closure and wing rail to the frog point. One can lessen the drop of the wheel by filing the throat of the frog to where the flange is actually supporting the wheel, but this requires that all wheels have pretty much the same flange depth.

S scale's code 110 wheels are essentially HO wheels with a larger diameter. As such, they are as fussy as HO to put on the track and require track made to the same tolerances as HO. I regularly run long trains over many turnouts and have no problems with staying on the track - the extra weight of the S scale rolling stock is probably a plus in that regard.

I did try Proto 64 wheels on my old layout in a test format. While I could pull trains with those wheels, I could not reliably push them. Some things just don't scale - like friction.

- Bill Winans, Prescott Valley, AZ

1999 Great Northern illuminated caboose (\$49); there are only about five of these remaining.....contact me first.

The 2009 EJ&E gondola with coil covers (\$65), and the 2010 Jenney triple-dome tank car (\$75) are both still available, but neither is likely to last much longer. At this time, you can still order these without contacting me in advance.

Our 2011 Special Offer is still in effect for the GE Brownhoist Crane and accompanying Boom Car. You can still purchase a pair of these for \$139, and get a one-year NASG dues renewal (\$25 value) included! The pair originally sold for \$145, without dues included! We still have quite a few of these left. This is a good chance to help NASG with its cash-flow situation, as well as assist me with getting them out of my warehouse space! No need to reserve.....just mail in your request and payment.

All of the above prices include shipping. Please make checks payable to "NASG, Inc". Mass. residents must include 6.25% sales tax with your order. Mail your order to

Doug Peck; 6 Storeybrooke Drive; Newburyport, MA 01950-3408

More on Chuck Porter: Chuck was n S gauger, but he also loved full-size trains. He took over 40,000 35mm slides to show to the many groups he belonged to. He was active in the BSG (Badgerland S Gaugers), NMRA, NRHS, NASG, the Tuesday Night Slide Group and other railfan groups. Over the years he was an officer in many of these organizations. Chuck was an S scaler and through the years that I knew him, he started three S scale layouts in his basement. However, like a lot of us, he was never able to finish one - he was too busy with other things like traveling with his wife, visiting family and railfanning. We (train friends) have many enjoyable memories with Chuch, and he will live on in our hearts and thoughts. I feel like I had a special bond with Chuck because of our long friendship, but I am sure, everyone who knew Chuck felt that way.

- John Wickland, West Allis, WI *Yes, and several of us Badgerland S Gaugers helped out his wife and family by dismantling the layout and salvaging what we could. On a humorous note - Chuck was a thorough carpenter, and his layout was extremely solid. I think we could have built a house with the drywall screws we removed. He didn't really leave notes on how to dispose of things (think of the NASG Estate Program), but his things were very organized so it wasn't that bad. Several of us spent 6 to eight days dismantling and sorting out things for a fellow club member. I will have many S items for sale on my tables, the slides went to a good home, and the prototype memorabilia also are in good hands. - Ed.*

S OS from... TOWER

by
Jeff Madden



Our own *Great Model Railroads*?

Have you ever bought or read the *Great Model Railroads* annuals by Kalmbach? They have been published yearly each fall since 1991. To me the articles are great reading, and they really showcase “Great” model railroads of various scales. You get to see Z to G layouts with color pictures and trackplans.

True, Kalmbach caters more to the audience of the most popular HO scale layouts by featuring these more often. Minority scales – N, S, O and G are featured less often, but S and Sn3 had their moments. Sn3 layouts were featured in 1996, 1999, 2001 and 2008. Standard S layouts were in 1992, 1998, 1999, 2000, 2005 and 2011 issues.

It’s true too that you can learn ideas from any size and scale of layout – track plans, scenic ideas, prototype themes, etc., but does the hit and miss publication of S layouts help grow our scale?

Heimburger House Publishing (*S Gaugian*) many years ago published several softcover books covering S layouts. These were welcome at the time, but all were black and white, and the most recent one was published in 1985. *Building and Creating Model Railroads* featured many quality layouts of the time, both scale and hi-rail – 1979. In 1982 Heimburger published *Sn3 Modeling* with lots of Sn3 layouts in it that catered to the surge of S narrow gauge at that time. The final one, still b&w, was published in 1985 and was titled *American Flyer Features*. It featured several very nice hi-rail and AF layouts.

I feel S scale has grown substantially since this last book, and it may be time to do our own “*Great Model Railroads*”. It is time for several reasons:

1. Over 25 years have passed since Don’s last layout feature book.
2. Product has improved beyond the do-it-yourself stages of the ‘60s and ‘70s.
3. There are many more complete or nearly complete S layouts in standard gauge hi-rail and scale that we can show off. Builders such as:

Brooks Stover, Dick Karnes, Sam Powell, Dan Vandermause, Ed Loizeaux, Frank Titman, Bert Mahr, Bill Fraley, Roy Hoffman, Charlie Bettinger, Steve Doyle, Ken Zieska, Stan Stokrocki, etc, have mostly

state-of-the art quality home layouts. There are plenty of Sn3 and other S narrow gauge layouts to showcase as well. There now are even many modular layouts, including the NASG switching layout, which would warrant inclusion in such a publication.

I feel the time is ripe for such a publication! With one purchase a modeler aspiring to S scale could really get motivated. Besides 15 to 20 layouts being featured, there could be some promotional info on S pubs available, product available, websites, organizations, etc.

There should be a little explanation on the differences in AF, scale and hi-rail. There would be no AF type layouts featured though – more on this later. This publication should be all color, softcover, with maybe 64-72 pages.

Now to the hard part of this proposal – paying for it. I have several ideas – maybe you have some too?

1. The NASG could finance it outright.
2. The NASG could partner with another publisher and split the cost and profits.
3. The NASG could publish it in lieu of a directory issue or one other issue of the *Dispatch* – members would get it as an issue – extras printed for sale.
4. Hopefully, our S manufacturers and dealers would support the project with some ads.

The second hard part is Distribution – say publishing 3000 extra copies.

1. Sales at conventions and shows via NASG, clubs and dealers.
2. Ads in other publications
3. Persuade key hobby shops to stock.
4. Supposedly a quality color layout book would have a long shelf life.

What are some titles we might use:

- This is S – 20 *Great S layout in Color. (The Perfect Size to Model)*
- *Not too Big, Not too Small – 20 S Scale Layouts in Color*
- *Welcome to S Scale – Modeling in the Perfect Size (S standard and narrow gauges)*

Now, back to the blunt statement made earlier about no AF tinplate layouts. Number one, the idea here is to promote to those modelers (newcomers or other scalers) who are searching for a size and who value the realism they see in the other scales in magazines like *Model Railroader* and *Railroad Model Craftsman*. I just don’t think that readers like the above would appreciate a layout like Paul Scoles’ Sn3 being in the same pub as an AF tinplate layout. Many of

Cont. on page 27.

NEW PRODUCTS REPORT

By Jeff Madden

ALPINE DIV. SCALE MODELS (www.alpinemodels.com) : As seen at the National Train show in Sacramento was an S scale model based on the old Suydam line of HO kits. It is the Purina Chows feed mill with the familiar checkerboard signage. The wood craftsman kit is available for \$49.99.

BAY AREA S SCALERS (nasg.org). I believe there are still some of the NASG Convention cars available. These SP GS composite gondolas come as either normal gondola or high side for sugar beet use. Pre-painted kits regular - \$72, beet - \$80; RTR – regular \$91; beet \$99. Bill Roberts is the contact for further details: bill@wcroberts.org. There were color pictures on the cover of the Dec. 2010 *Dispatch*.

CLOVER HOUSE (www.cloverhouse.com) has new owners. They have most items (like a few of the Dry Transfers in S) in stock. For those wishing to inspire new owner Tom Dempsey to build up his S supply, please contact him with your interest. You can also go through Port Lines Hobbies as they are a dealer.

CUSTOM TRAX (www.customtrax.com) was also at the NTS in Sacramento. I picked up a flyer with all their S offerings – flex track, turnouts, switchstands, etc. Sample prices: flex track 3' section \$18.00; #6 turnout \$41.95 with switchstand. Note: these are fully ballasted on roadbed.

IRON RAIL MODELS (www.ironrailmodels.com) now has Ace archbar trucks available. These are crisp castings but unsprung for \$8.25 a pair or \$6.00 a pair if you purchase 8 or more.

KEYSTONE DIVISION (c/o Dennis Vaccaro, 830 Daugherty Ln., Rostraver, PA 15012) has a B&O prototype wood frame pump house laser kit available for \$20 in S plus \$4.00 each kit S&H. Ed Sauers had taken some orders for these from some of us before. The footprint is about 15' wide x 30' long.

LAKE JUNCTION MODELS (www.thesupplycar.net) Lake Junction Models, LLC in conjunction with The Supply Car, LLC has introduced the first accurate model of the Baltimore & Ohio's I-1 caboose in S scale. Kit 4050 builds the narrow platform version of this iconic B&O caboose that was equipped with coach type steps. Two other versions will be available shortly. Kit 4051 is the later wide platform version with vertical steps. The other is kit 4052, a transfer version without cupola.

Designed and manufactured by Lake Junction Models, LLC this kit features over 250 laser cut, photo etched and cast resin parts. Features include the two the different styles of windows found on the caboose along with etched brass steps, ladders, platform railing, brake wheel, window visors and other parts. B&O style coupler striker castings and coupler boxes that accommodate Kadee® S scale couplers and a correct B&O smokeack are included. Trucks, couplers, brake parts and decals not included in the kit.

Initial distribution of these kits will be through The Supply Car, LLC which is also offering the additional parts needed such as decals, Kadee® couplers, Grandt Line AB brake parts and trucks as optional purchases to complete the kit. Orders can be placed by contacting

them at thesupplycar@yahoo.com. Baltimore & Ohio I-1 Caboose Kit 4050 in S scale \$69.95 A PDF file of the instructions can be found on the Lake Junction Models, LLC web site at <http://lakejunctionmodels.com/Kit-4050.pdf> and on The Supply Car, LLC web site at <http://www.thesupplycar.net>

LIONEL LLC (www.lionel.com) has their line of Holiday S offerings listed now. New items include a North Pole Express GP9 \$300, the 2011 Christmas boxcar \$70, the 2011 Christmas Coca Cola boxcar \$70, a tree load gondola \$70, a Christmas handcar and shed \$120. Other items are re-releases. Also available from Port Lines Hobbies and other dealers.

PORT LINES HOBBIES (www.portlines.com) carries a line of "never made Gilbert trackside accessories. The newest one in the Moe and Joe Unloading Terminal for \$99. You Gilbert AF fans need to check this one out and the others that include an AF Mail Car Delivery station, An AF baggage car Delivery station, an AF Milk Delivery station and an AF Coal Dump Delivery station (2 versions). These are metal accessories built to match the original line like the handcar shed and station. These are also \$99 each. Neat! (see Port Lines ad)

PBL (pbl@p-b-l.com – for how to get info) is taking reservations for brass 3-truck Shays in STANDARD and NARROW gauges. These are Lima 60 tonners available in various road names, your private road. They are oil burners, but you can request a coal version. Not sure of the price but all levels are listed from unpainted to painted with DCC sound.

RSLASER KITS (www.rslaserkits.com). Here's another NTS ven-

CONVENTION REPORT

by Jeff Madden and Jay Mellon

2011 NASG CONVENTION – Joint with the NMRA

Our last joint convention was in 2000 in San Jose, CA. Joint is a good thing to do now and then. Next year's NASG convention will be back to our usual stand-alone style in Chattanooga, TN.

The obvious advantages of a joint convention are having a wider variety of activities, clinics, tours to attend and having the availability to visit the National Train Show. The NTS enables us to showcase S to a huge number of folks and to hobnob with mostly non-S vendors. S did itself proud by having 6 layouts and the NASG booth for the 19,000 or so visitors to see.

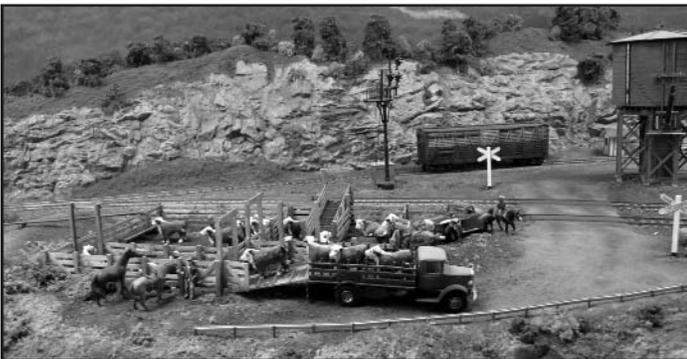
Getting There and Back: For many of us midwesterners and easterners this was a convention that prompted the use of public transportation to get there and back. My wife and I took this as an opportunity for a long Amtrak trip. As usual we expected going out to Sacramento from Milwaukee and returning from Seattle to be an adventure – it was. We left on July 2nd, and the trip started on a rather somber note as we had to make a quick stop at the funeral service for Chuck Porter that morning before getting the “bus” in Milwaukee to connect to the California Zephyr in Chicago. Yes, “bus” – something happened to our 11 a.m. Hiawatha power, so we started off on a weakly air conditioned commuter bus as a substitute. Once in Chicago things were fine – the Zephyr left on time. The adventure begins – we knew that there would be substantial delays that night as the train would be detouring around Omaha due to flooding.

However, we ended up only 3 hours late into Sacramento on 7/4, and that wasn't a problem as we had nothing planned for that evening. Overall we enjoyed the meals and the scenery in Colorado and over the Sierras. We were even entertained in Colorado by some “mooning” rafters in the Fraser Canyon. Service was not quite as good as on the trip back (more on this later), and those plastic plates and cups – yuk! These ought to be outlawed on any train diner.

Now I'll mention the return trip from Seattle to Milwaukee here. Because we new ahead of time that this train (the Empire Builder) was not running at all because of flooding in Minot and Fargo, ND, we had to consider how to get home from Seattle a different way. The reason for Seattle was that my son and daughter-in-law met us in Sacramento for an extended vacation, and we rented a car to travel up the coast. So, with the return trip in limbo we considered renting a car, flying or re-routing on Amtrak. Since we pre-paid for the Amtrak



Ed Loizeaux says to an enthusiastic crowd - see, no Pennsy power. L to R - Dan Mastrobuono, Ed, Claude Demers and Al Baker. *Photo Bob Werre*



Cattle pen on Ed Loizeaux's NYC themed layout.



Refinery scene on Ed's layout. *2 Photos Jeff Madden*



Yes, a switchback and a Shay powered logging train shown on the Lookout Jct. layout at the NTS.

Photo by John Eichmann

trip, we chose the re-routing back to Sacramento and back to Chicago the way we came on Amtrak, thus adding a day to our return. Ok for now. Then when we were in Seattle on 7/14 we got word that the Builder was going to start it's initial eastern voyage on Sunday the 17th. This would cost us yet another day (arrival back in Milwaukee on Tuesday) but give us two additional days in Seattle (son and daughter-in-law were flying back). In the long run it was the right choice as we only had to spend 2 nights on the train, food was great, service was great, we had real ceramic plates and we even had a wine and cheese tasting session. Enough of this – let's get back to the convention...

A few S gaugers showed up earlier than I did and were participating in some NMRA tours and activities that started back on 7/2. Most began showing up like I did on the 4th. My wife and I checked into the Sheraton and managed to meet up with a few west coast S folks for dinner at the Spaghetti Factory. Appropriate for us train nuts, this restaurant was located in the former Western Pacific depot -great Italian food and atmosphere.

Since there were no actual NASG activities Tuesday the 5th, my wife and I rented a car and drove down to visit Yosemite National Park. My senior pass got us in free.

Layout Tour: Wednesday was the first full-fledged day for NASG activities. I opted for the layout tour while my wife went "prospecting" for gold. The NASG all-S layout tour was fun. We bussed to the Amtrak Station, Amtrak to Richmond, BART (Bay Area Rapid Transit) to Fremont, then bus to the three layouts – Ed Loizeaux's, Don Harper's (Sn3) and Arden Goehring's.

Again, the bus jinx hit – on the long journey from Harper's layout to Arden's the bus AC couldn't keep up with the 100 degree weather. Thank heaven's for bottled water at Arden's.

S Welcome Gathering: That evening (Wed.) we met other S friends again at the Spaghetti Factory and then back to the Welcome Gathering – a drink, some snacks, and an enjoyable presentation by NMRA Magazine editor Stephen Priest. A presentation by a general model railroad magazine was informative and allowed the audience to ask questions about how the NMRA perceived our minority scale.

Museum Day: Before going on a hike in 100 degree heat to the California State Railroad Museum (free day for registrants), I discovered a real diner. It was only two blocks away from the hotel and was a 1937 original called Jim-Denny's Hamburgers. This was a real classic joint in white stucco with only stools and counters. It seated about 20. I had a great breakfast and lunch there – no, not at the same time. And note, the original owners were railroaders.

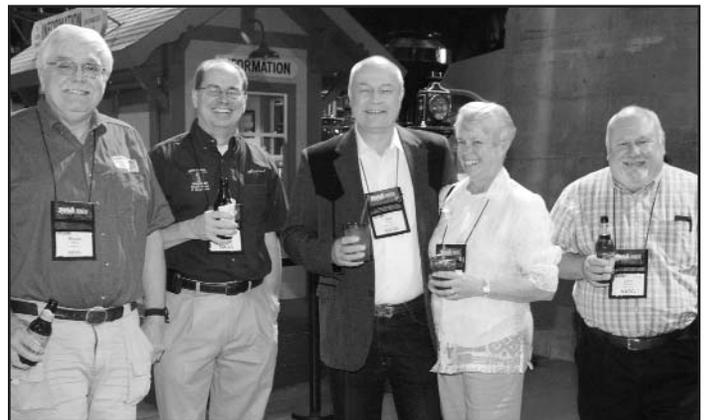
We checked out the NASG rooms back at the Sheraton



Don Harper's Sn3 layout was on the NASG Layout Tour. The layout is built on two levels in a modest size room



Arden Goehring's large UP layout is in it's own outbuilding.



Happy campers at the NASG banquet: L to R - Monte Heppe, Michael Greene, Bill and Sandy Winans, John Gibson. *Photos except top by Bob Werre*



Lookout Junction built by the Rocky Mountain Hi-Railers of Idaho was a hit at the NTS show.
Photo Jeff Madden



Yes, your editor was there along with John Eichmann, Rocky Mountain Hi-Railer, and Californian David Dewey.



Yes, your editor did find a true diner in Sacramento. Jim-Denny's was built in 1937 by ex-railroaders. That's my wife, Janet. We had a breakfast and a lunch there. The joint was frequented by conventioners. As they say, it was new "stoolage" for me. *Photo Jeff Madden*

before heading off to the museum. Unfortunately, the contest room had only two entries – maybe expected because the long-distance travelers just didn't want to drag a model along. The Swap room was pretty small too, but I did buy a couple of things. Then it was off to the museum (a must-see if you're in the area) and a hike back to the hotel.

National Train Show: Friday was NTS day for me. This was probably the highlight of the convention for many of us as there were 6 S layout, the NASG booth and several vendors with S stuff. This show was much larger than the one I attended in Milwaukee last year. I hear 19,000 folks – registrants and public – attended over the weekend.

Layouts at the NTS: Present and accounted for were the Bay Area S Scalpers (scale), Rocky Mountain Hi-Railers (hi-rail), San Diego S Gaugers (hi-rail), Southern California S Gaugers (hi-rail), McKenzie Brothers Sn3, and the AF department store layout brought by Clay Buckage. The NASG booth had a loop of track, some wall displays and some handouts.

New Products spotted: Des Plaines had shells for the SD45 and a Fowler boxcar. Alpine had an actual S kit for sale and on display – the clone of the old HO Suidam Purina Chows feed mill. Kadee had some actual S cars with 802s. Other vendors with some S – RSLaser, Wild Wild West, Custom Trax, Bar Mills, Hunterline and NJ International. I bent the ear of a Bachmann rep about offering On30 bridges that could also be utilized by On3 and S standard modelers.

After the NTS visit my well-rested wife and I trotted off to Jim-Denny's again for a burger. After that it was a ride on the Sacramento light rail ending up at the California State Capitol building for a self-guided tour.

General Business Meeting: Friday evening was the General Business Meeting (I don't think there was a BOT meeting as only two official officers attended the convention). Michael Greene was the outgoing secretary and Bill Winans was the incoming Western VP. Michael Greene and Monte Heppie presided over the meeting (Monte had resigned as eastern VP). It was noted that the money paid for the long-delayed Minnesota (2010) convention cars is being held in escrow by the Minnesota club. There were discussions about financial matters and the convention in 2012. Dick Karnes bemoaned the fact that BOT officers missing in action didn't appoint proxies, a usual procedure.

This was followed by the usual lively auction presided over by the always humorous and engaging Jamie Bothwell.

On Saturday – the final convention day – most of us were on our own to tour, attend clinics, attend the National Train Show or whatever.

Banquet: In the evening it was the catered BBQ banquet at the California State Railroad Museum. The table I was at was next to the drivers of an SP Pacific. We all enjoyed our food and drinks and the wandering around. Then we adjourned to the theater room for the awards and the “Hubba Hubba” musical review.

Awards: There, unfortunately, was no Best of Show awarded ‘cause there were only two models entered - excellent bridges by Bill Young. The Sandersfeld manufacturers award went to Iron Rail Models. The Josh Seltzer website award was given to Peter VanVliet. The Bernie Thomas Memorial Award was presented to Dan Navarre of River Raisin Models. Tha, tha, that’s all folks. – Ed.

Plusses:

1. Being able to participate in the multitude of clinics, tours and activities of the NMRA and the NASG.
2. Good food at the banquet, the diner, and the Spaghetti Factory
3. The hotel (Sheraton in my case). Across the street from the Convention Center
4. The public transportation available
5. Good seeing a lot of west coasters
6. The S layouts on tour and at the NTS

Minuses:

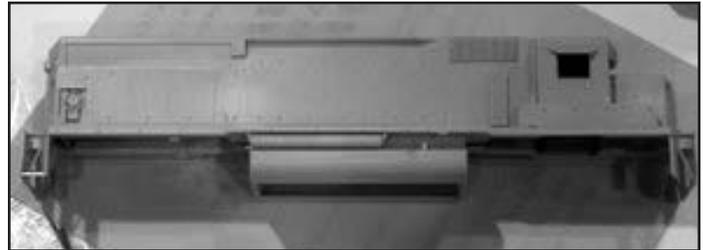
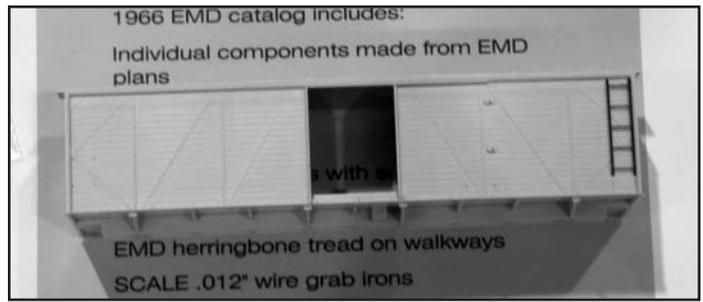
1. Only 2 official BOT officers showed up - 1 outgoing and 1 incoming.
2. Expensive to attend – registration, transportation, especially for us non-west coasters.
3. Not totally the S family atmosphere, but not bad either.
4. Sorry Ed – the Hubba Hubba show – so, so.

Addendum: Here I’d like to add a little diatribe about all the public transportation I rode on including the post convention journey up to Seattle.

1. Amtrak out and back
2. Amtrak (state system on layout tour)
3. BART (Bay Area Rapid Transit)
4. Bus
5. Sacramento light rail
6. Cable car in San Francisco
7. Streetcars in San Francisco
8. Ferry boats to Alcatraz and in Seattle
9. Zoo train at Portland Zoo
10. Light rail in Seattle
11. Modern streetcar in Seattle
12. Monorail in Seattle

My observation was that all were well patronized – and our country doesn’t want to improve or build these modes of transport??

Well, we’ll see you next year way down south in Dixie. Chattanooga is the home of one of my favorite snacks - Moon Pies - Jeff



Des Plaines (S Scale America) had these 2 S items on display at the NTS. Top is a Fowler boxcar and below is the SD45 shell. 4 Photos from top Jeff Madden



MLW (Andy Malette) showed off this 8-hatch CNR reefer that will be available.



Here’s a shot of the Sacramento light rail. Two lines run throughout the city - this one is at the Amtrak station.



House on fire mini scene on the Lookout Jct. layout. Photo by John Eichmann



Richard Rowe of the Southern California S Gaugers sets up a train on the modular layout at the NTS show.
Photo by Jeff madden



Through truss bridge was one of two contest entries by Bill Young. Other one on cover. *Photo Bob Werre*



Alex Sibbald of the San Diego S Gaugers stands above the bridge he built on their layout at the NTS show.
Photo by Jeff Madden

Another View - Jay Mellon's:

S Scale Layout Tour. We started off early on Wednesday (7/6) with a brief bus ride from the convention center to the Amtrak station. From there, we enjoyed our train ride from Sacramento to Richmond (north end of SF Bay). I am interested in modeling a petroleum refinery facility; this portion of the trip took us through areas with good views of prototype operations. From Richmond, we boarded a BART (Bay Area Rapid Transit) train bound for Fremont. John Gibson did a masterful job of keeping the tour group from getting separated during various transportation transitions (entropy never quits!). From there, we boarded another tour bus to take us to Los Altos and the New York Central layout of Ed Loizeaux. I had seen pictures of his layout in various publications over the years. I had the distinct impression that his layout was physically larger than it really is. He has done a nice job of integrating various scenes into his layout. I could have easily spent a couple of more hours there absorbing all of the detailed modeling. However, I do not envy operators who have to negotiate those "duck-unders" (crawl-unders?) on a regular basis. Next, we visited Don Harper's Sn3 layout. This layout demonstrated how to get some nice modeling into a fairly small space. Finally, we were off to Lodi to see Arden Goehring's Union Pacific layout. There are not many S scale layouts large enough to run 30-car reefer blocks. This one can. All in all, it was a very pleasurable tour day, despite an inefficient AC system in the afternoon tour bus. Hey, we could have been in 95F (80 degree dew point) air, right?

S Welcoming Social. This was a pleasant soirée allowing S folk to catch up with old friends and meet some new ones, all while enjoying a strawberry shortcake dessert and coffee. In addition, Stephen Priest, editor of the NMRA magazine, gave us an overview of his company which provides different levels of assistance in bringing commercial modeling projects to fruition.

S Vendor Room. There were "pretty slim pickins" for the S attendees at this convention. This situation was probably due mostly to production snafus caused by the "Chinese situation". Doug Peck of Port Lines Hobbies had a large display of items. Andy Malette of MLW Services was there promoting his new CNR reefer kit. Pine Canyon Scale Models had a display; they have been busy increasing the inventory levels of some structure kits that have been out of production for a while. In addition, they are looking to bring some new kits to the S market. Lee Johnson was promoting the S X2011 convention car (SP gondola prototype). A test shot of the car body was available for viewing...details looked good. They are still taking orders, if interested. Several S folk were selling off excess inventory from their personal collections. In addition, Ron Sebastian of Des Plaines Hobbies had a booth in the National Train Show with plenty of his S rolling stock to show off, as well as a test shot of the SD-45 project (production schedule not yet released).

S Model Contest. Only two models were entered in the contest...both were bridges. There was some beautiful work in those models, especially the operational bascule bridge. I understand why S attendees who travel by plane or train do not bring models (severe space constraints) for the contest. But, surely some of those who travel by car could have shared their modeling efforts with the rest of us. There was a "display only" option for those reticent to enter the contest.

Clinics. One major advantage to attending a joint NMRA/NASG convention is the abundance of modeling expertise available on a wide variety of subjects. Jamie Bothwell highlighted possibilities on adding Pullman Service to our modeling operations. I attended a clinic focused on repair of brass steam locos. Andy Malette gave us an overview of his soldering techniques when building brass models, and Roger Nulton took us through his weathering procedures for freight cars.

National Train Show. From my experience, this was a BIG train show. I was informed that, by NMRA standards, it was not as big as usual. Never-the-less, there was lots to see. My main goal in attending the NTS was to replace my lost Bragdon weathering materials. I was successful. And, there were many layouts set up for public viewing, including 6 of the S persuasion. One of the first I viewed was the beautiful Sn3 display layout by the McKenzie Brothers using mostly PBL equipment. The San Diego S Gaugers, Southern California S Gaugers and the Rocky Mountain HiRailers (Lookout Junction) set up their layouts to wow show attendees, especially the kids. They are to be commended for their efforts to show off S model railroading fun. For the historically-oriented, the renovated Sibley Department Store layout featuring all AF products was on display. And, not to forget the scale fans, the BASS (Bay Area S Scalpers) layout featured some gorgeous SP models; the NASG booth was close by. In addition, I was very impressed with the modeling efforts displayed on an On30 "freemo" style layout.

NASG Business Meeting/auction/banquet. There was not a quorum of officers present, so the meeting was not "official". There was some discussion of financial/election issues. As usual, Jaime Bothwell kept us entertained during the live auction. The banquet was held in the California State RR Museum that was reserved for exclusive browsing by attendees. My discussion with the docent in the RPO car was most enlightening.

We S attendees all owe a round of thanks and appreciation to Ed Loizeaux, Lee Johnson, and all others who helped plan and implement this coordinated NASG/NMRA convention of 2011.

- Jay Mellon
New Orleans, LA



Lee Johnson mans the Bass club's modular layout while Dick Karnes looks on. *Photo by Jeff Madden*



Station and panoramic background are very effective on Ed Loizeaux's layout. *Photo by Jeff Madden*



Convention Chair Ed (Tex) Loizeaux is announcing chow at the NASG banquet held at the California State Railroad Museum. *Photo by Bob Werre*

And a few words from Uncle Ed (Loizeaux):

The final paid entrance fees for the NTS (Nat'l. Train Show) was 19,000+ (very close to 20,000).

Even with a \$200 cash prize, the NYC-only contest had no entries. I was thinking of bringing a NYC telephone pole, but figured it wouldn't be needed. I missed an easy \$200 as a result.

There are a bunch of interesting and record-setting statistics pertaining to the "S"acramento convention as follows:

1. Fewest number of BOT members in attendance.
2. Fewest number of contest models entered.
3. Fewest number of swap meet tables sold.
4. Fewest number of major S manufacturers/importers/booths in attendance.
5. Shortest NASG BOT meeting in history (there was none).
6. First convention to ever offer TWO brand new convention cars made from brand new tooling (not merely repaints).
7. First NASG national convention with absolutely ZERO club participation from both of the local AF clubs – San Francisco and Sacramento. All AF layouts

on display came from out of the region including one from all the way across the country.

8. First NASG national convention in recent decades where the NASG Convention Committee Chairman did not attend.

9. First NASG national convention where test shots for the 2011 convention car were available BEFORE the 2010 convention car was delivered.

More pictures of the near-mighty NYC layout can be seen on the 2012 BASS calendar which can be ordered from Joe Visintine. His announcement follows here:

The 2012 BASS "S" Scale calendar is in the works and will be available soon. It brings you 13 8X10 images of Ed Loizeaux's New York Central Model Railroad with separate captions provided by Ed himself.

If all things remain the same the price will be \$18.00 and that includes postage, tax and license. Only 25 calendars will be produced on the first run so reserve yours now. I will notify you when they are available and payment is due. This may be the last BASS calendar I will produce.

- Joe Visintine h2oman@razzolink.com

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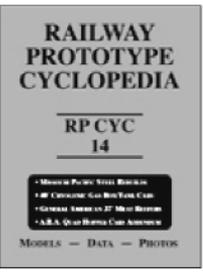


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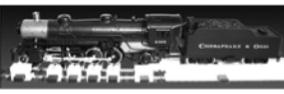


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SPIKES

Conventioneers gawk at Ed Loizeaux's large well-detailed yard. Scenically, the layout is almost complete compared to how it looked at the 2000 convention.

Photo Jeff Madden



This scene on Ed Loizeaux's layout intrigued me because the dam is formed as part of the fascia. Neat idea to extend the scenery.

Photo by Jeff Madden



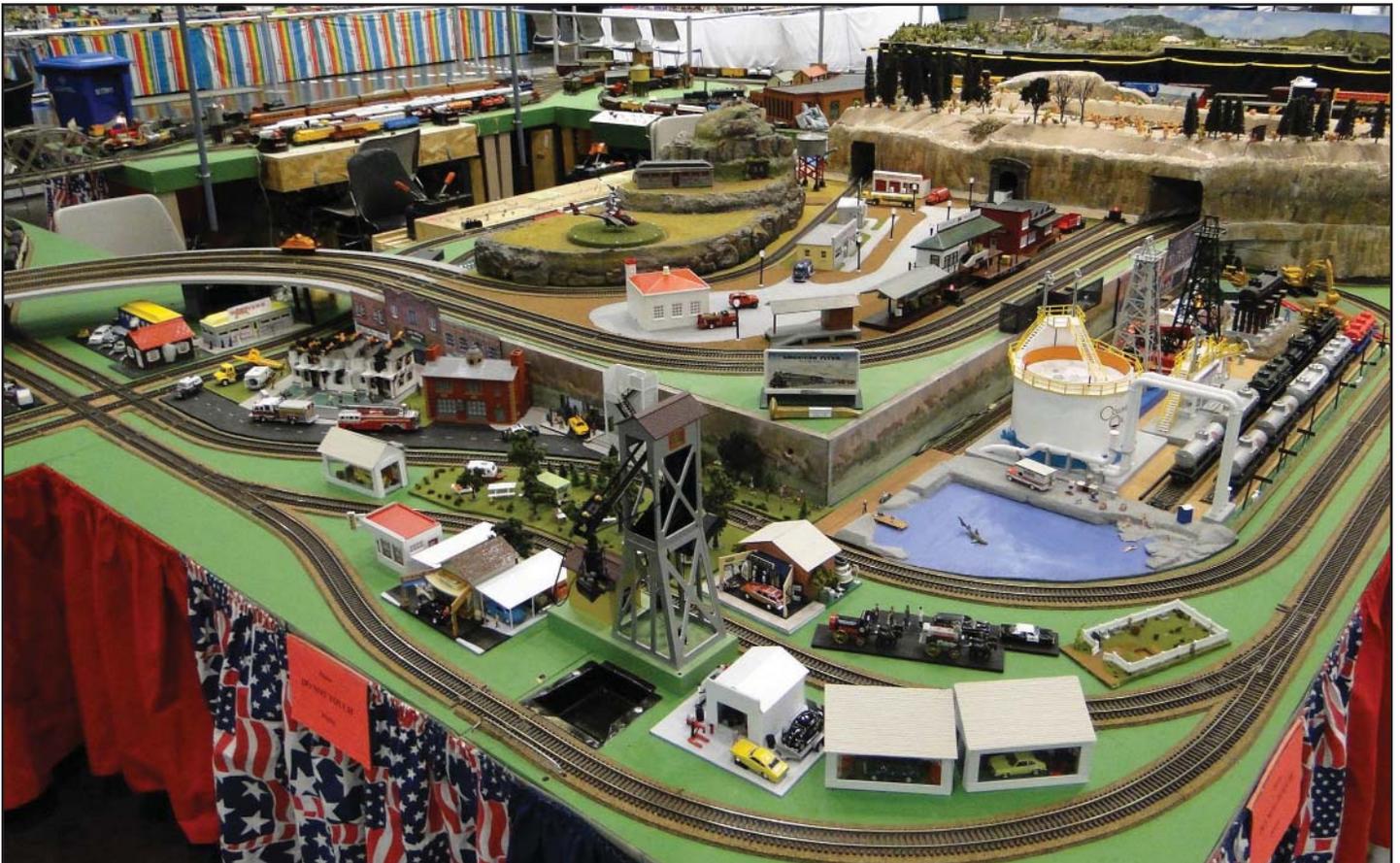
SPIKES

Clay Buckage (left) and his father stand beside their American flyer layout which is a restored layout from a Rochester, NY department store. The Buckages and the layout traveled all the way from the east coast to display at the National Train Show in Sacramento. Photos - Jeff Madden





Photos left bottom and this page are of the Lookout Junction layout of the Rocky Mountain Hi-Railers.
Photos by John Eichmann



The largest S layout at the NTS show was the Lookout Junction hi-rail layout of the Rocky Mountain Hi-Railers. The club trailed this monstrous layout all the way from Idaho.
Photo by John Eichmann

NEWS & REVIEWS of the S NARROW GAUGE

S LIM GAUGE OBSERVATIONS

by David Heine

2011 National Narrow Gauge Convention Hickory, North Carolina

The 31st National Narrow Gauge Convention was held in Hickory, North Carolina on September 7-10, 2011. This is the first time that a National Narrow Gauge Convention was held in the southeast region of the United States.

The convention format was clinics and vendor room open in the evenings and mornings from Wednesday evening through Saturday morning. The modular railroads were also operational during those times. The annual awards/business meeting was Saturday evening. The afternoons are left open to visit layouts, etc. on your own. Except for the various tours all the activities were in the convention center. There were several hotels near the convention center and some were an easy walk. The total attendance was approximately 1500.

Carla and I drove from Pennsylvania in the rain on Monday, and wound up escaping a week of rain. We took a pre-convention bus trip on Tuesday following the path and remains of the Eastern Tennessee and Western North Carolina railroad, a 3' common carrier,



Top is Raggs to Riches enginehouse as shown on dealer table. Middle two photos are on the Sn2 Crew modules. Bottom photo is a fan trip runby on the Tweetsie tourist railroad. The lead engine is an actual Tweetsie (Tennessee & Western North Carolina) ten wheeler, and the 2-8-2 is ex- White Pass & Yukon. The trestle is on the tourist line and not part of the original line.

Photos by Dave Heine



with parts later dual and standard gauged. It was still raining on Tuesday while we were on the bus but it miraculously stopped shortly before our first stop in Newland, NC to see the relocated Linville depot being restored to its original configuration. It is unusual in that it is sided with shingles made of bark. It originally had chestnut bark, but they had to substitute poplar bark in the rebuilding. The highlight of the day was a rail trip through part of the Doe River Gorge on the original track that is owned and has been rebuilt by a Christian camp. The initial part of the trip was powered by a small Plymouth diesel, which included going through two hard rock tunnels (no portal, lining or bracing). Because of the track condition, we then transferred to several speeders with trailers for the rest of our trip. We were then able to walk a little further until we reached the first bridge, a pin-connected truss that looks repairable. The terrain in the gorge is more rugged than you might think for the east and must have challenged the nineteenth century builders of the railroad. The remainder of the bus trip was a drive-by of the route, some of which is now the road and pointing out any railroad owned buildings that are still extant.

Registration also included rides on Thursday afternoon at the Tweetsie tourist railroad. It is outside of Boone, but not on any of the original ET&WNC railroad. The railroad was only open to convention attendees that day. They ran two specials that day on their loop of track. Motive power was double-headed steam with former ET&WNC 4-6-0 #12, and #190, a former White Pass & Yukon 2-8-2. Their passenger cars are built on former EBT flat cars. They also have a restored former EBT coach in the shops which we could visit. Our trip made several rounds of the loop and on the second time around we stopped for two photo run-bys.

We also took in the extra fare activity on Saturday at Denton Farm Park. The park was only open to convention attendees on this day. They did have a standard gauge steam-powered train, but the real draw for me was not the train. They operated an Erie steam shovel that day and also had a belt driven machine shop full of machines, some of which were actually making parts. It was worth the 91 mile drive just to see either one of these in operation.

There were 20 individual and club layouts open for the convention, however they were spread out in a fairly large geographic area. Unfortunately they were no layouts in S scale on the layout tours. There were 46 different clinics on all sorts of prototype and modeling topics. There were five clinics going on simultaneously with three time slots per morning and afternoon, for a total of 90 time slots, so again, some planning helped. I managed to attend five of them.

There were several nice modular layouts on display, some to be judged and some just for display. All the modular layouts were in one dedicated room. There

was only one in S scale, the Sn2 Crew's layout. The Sn2 Crew layout is somewhat different in that it uses the Fremo format that allows different arrangements. It is single track with a reversing loop at each end, and set up for automatic operation during shows. It has been expanded since I last saw it at last year's NNGC with additional scenery and several new modules depicting Randolph, Maine.

I managed to acquire some rolling stock kits to add to my pile. P-B-L came out with injection-molded kits for two versions of the D&RGW 6300 series flat cars, before and after the 1937 rebuilding. Kits for the 6200 and 6000 series flat cars are supposed to be available in the near future. They are also taking reservations for RTO (ready-to-operate) high side gondolas and another run of stock cars.

There seem to be more laser-cut kits for wooden cars becoming available. I wound up with an Sn3 kit for East Broad Top wooden boxcar 170 from Miller Engineering and Design and two Sn2 boxcar kits to build WW&F boxcars 303 and 309 from Mount Blue Model Co.

I also picked up a mostly white metal kit of Mich-Cal Lumber Co. skeleton log cars from Wiseman Model Works, along with some other items. Keith has been resurrecting and updating some former model kit lines, including some in S.

As usual, the laser-cut structure manufacturers were in attendance with S scale models including Ragg's To Riches, Wild West Scale Model Builders, Turner Model Works (FinestKind), and some others.

Carla and I both had a good time on this trip and too soon had to return home. The next NNGC will be in Bellevue, Washington (Seattle area) on September 12-15, 2012. Attend if you have the chance. For more information their web site is <http://www.seattle2012.com/>



The Linville depot is an original off the ET&WNC but is being restored in a different location.

Photo by Dave Heine

S TRACKS

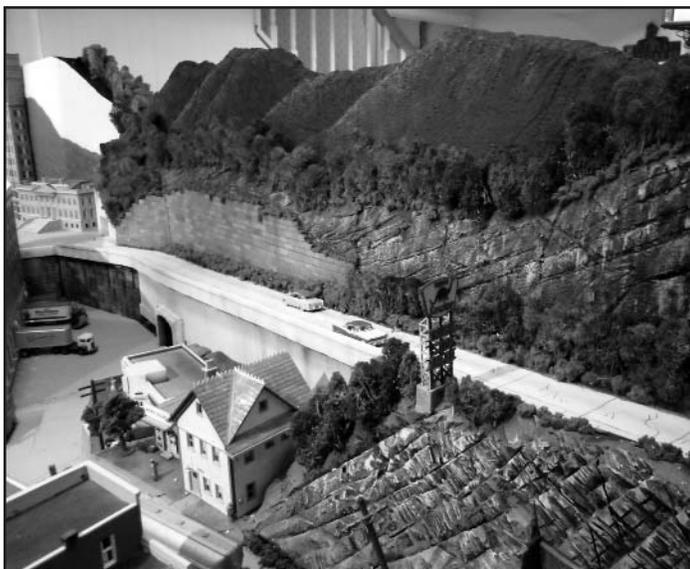
by Sam Powell

A Research Trip Pays Big Dividends

In 1972 I started the first version of the Penn Creek Valley in the basement of my first home in Beltsville Maryland. At that time I decided Pittsburgh would be a great setting for it. I was a Pennsy fan, owing largely to the AF K-5 Pacific I had converted. And, Pittsburgh offered the terrific natural view breaks that justify the turns and twists that we love to insert into our model railroads. Pittsburgh's convoluted valleys and mountain ridges make it easy to create a logic for the fact that the track turns at the end of the room. The problem is, in 39 years, I had never been there. I had operated exclusively from other people's photos. And while I had a superficial impression of Pittsburgh, it was not until I actually went there and filled a digital memory card with photos that I truly understood how Pittsburgh feels, and looks.

Finally Got to Pittsburgh

This July, while on vacation at Deep Creek Lake, MD, Elaine and I visited Pittsburgh friends, Greg Ondako, and his fiancé, Michele, who showed us around the town for a day, while I snapped photo after photo. I feel very indebted to Greg for taking his time, and for driving. We had a blast visiting with them, and he was a font of information about the city itself. Having a local guide is invaluable when doing this kind of research. Thank you Greg!



The Penn Creek Valley scene - just like Pittsburgh.

Life is full of tough choices sometimes, and the only sad thing here is that I decided to take this trip instead of going to the convention in Sacramento. Sacramento was actually on my list of things to do for awhile. Alas, it was not to be. But, I could still fire up the RR juices here in the East. While you were there in Sacramento, I was tromping around Pittsburg taking in the vibes, and snapping photos. The results were like magic on my imagination and for the Penn Creek Valley. There was still one section of the layout that had no scenery, or even an idea for a scene. What to put there had eluded me so far, but no longer. Once I returned, the new scene just exploded out of my imagination, spurred on by the visit to Pittsburgh.

Being There

When you actually visit an area you get at least two things other people's photos will not provide. The first is the feel of the area. You just cannot put that into words, and you certainly cannot get that from viewing other's photos. I was blown away by the actual experience of being in Pittsburgh. The second is all the myriad of details that the standard photographer will not bother to photograph. Here are some of the new realizations I gained about Pittsburgh from this visit:

1. Downtown Pittsburgh is not that big. The downtown area is pretty small. You can see it all, except for those things hidden from view by ridges and valley, from the Mount Washington incline viewing platform.
2. The industries, while changed or gone in some cases, were right alongside the residential areas, and not that far from downtown. In some cases, right across the river from it.
3. Pittsburgh has amazing, crazy engineering. Retaining walls, bridges, sheer cliffs, tunnels, and houses and buildings built in places you would not think could be made to work. Houses look like they hang off the sides of cliffs. It all looks more implausible than some model railroads I have seen.
4. With all this it is still incredibly green. There are trees and bushes growing everywhere something else has not been built. This includes right out of the side of vertical stone faces in some cases.

Don't Forget the Camera

One of the great things about the modern era is the digital camera. You can take as many photos as you have memory cards for, and it will not cost you a penny more than if you just take one. I snapped photos incessantly. I took panoramic photos and detail photos. I took close ups of buildings, and detail shots of the under sides of bridges. I took photos from the car and while on foot. I took them from up high, and down low. I did not trust my memory at all, and for good reason. We don't remember what is actually in the scene we are looking at. We remember what we want to remember, and without the photographic record we would likely miss some important detail when detailing or designing our scene later. Color is the other thing the camera will bring back. I have consulted my photos many times since re-

turning to check on the color of everything from the color of the concrete and macadam, to the color of the bricks and trees.

Model From The Photos

Once you have made the trip, and taken the photos, don't forget to print them out and use them in your modeling. Don't trust your memory. Several times I have started a slide show of my photos of that trip, and just leave it running. The intent is for something in one of the photos to inspire a detail or scene for the model railroad. In this way I can return to Pittsburgh once in awhile, and fire up the impression the town made on me.

I printed out key photos and have modeled directly from them as I built this last scene on the Penn Creek Valley. I did this even down to how the faces of rock cliffs were weathered. My intention was not to make a literal model of Pittsburgh, but to capture the essence of the city, and create the feel of being there. Now that I have been there, I feel like I can do that more convincingly. Most importantly, the trip filled me with ideas about what to put in that empty space that was left.

I will say this: If I had made this trip before creating the track design for the model railroad, I could likely have modeled some scenes more directly, and thus more accurately, and perhaps more convincingly.

I used these photos to both shape the landscape, and to detail it. I tried to create the feeling of being down at the riverside street level, and looking at a sharply rising ridge with tunnels piercing it, and roads running along its side. I tried to create the feeling I got looking across the river at the downtown skyline. Studying these photos gave me the "feeling" of how that looks. This is kind of a vague thing to communicate, but it is where the art comes in I suppose. The point is, I did not use my imagination so much at this point, as the actual image of the photo in front of me. Then I looked for details that were there but not consciously picked up while there in person. I was thus able to create the correct look of the elevated highway along the river front. I was able to capture the boxy, building-like structure that serves as the entrance to the Fort Pitt tunnel. I would have remembered little of this without the photos. One of the primary things I learn over and over from the photos: More trees. Pittsburgh is green, green, green. Vegetation grows everywhere. And I always stop short when relying on my memory.

I have included a few of the photos that I took from the trip in the article. One is of the four of us at the Hard Rocks Café that is housed in the P&LE station mall. There are two photos of the downtown skyline taken from the old P&LE station. There is one looking at the base of Mount Washington from beside the old P&LE freight station, which is now a shopping mall. There is a photo of the houses that hang off the side of Mount

Washington. There is one of the entrance to the Fort Pitt tunnel which is just west of Mt Washington, taken from the Point in downtown Pittsburgh. This photo was especially inspirational to me later. When you see the models these photos inspired in the next issue, you will understand how they influenced the Penn Creek Valley. Please save this issue of the Dispatch. In the next issue, I will document the construction of the new section, and you will want to reference these photos in this issue while reading the next one.

I heartily encourage you to get out in the world you wish to model and do the same thing I did in Pittsburgh. Take your camera along. Take lots of photos, and soak up the vibes of the area. You will get inspiration, and detail information for better, more convincing modeling later on. You may want to plan a family vacation around such a trip. In this way the entire family will be able to share in the fruits this trip will bear later for your modeling. Your railroad will make more sense to you and them, having been there.

- Happy researching. Sam



Real scenes of Pittsburgh helped with creating the look I wanted on the Penn Creek Valley.

THE LOWELL & SOUTHERN RAILROAD STOMPING GROUNDS FOR A GE 44-TONNER

by Robert Nicholson • Photos by the author unless noted

The LOWELL & SOUTHERN is an S scale model railroad short line based on a now-abandoned branch of the Burlington Northern (ex-CB&Q) RR in north central Illinois. Built in the early 1920's to provide a rail con-



nection from a brick factory at Lowell, IL, to a CB&Q secondary main line about five miles to the South, it was originally an independent short line railroad actually named the LOWELL & SOUTHERN. By the 1940's, the CB&Q had absorbed it and made the five mile trip to switch the brick factory twice a day, morning and afternoon. In the 1950's that declined to one trip a day, then to as required in the '60's and '70's. When the brick factory ceased operating in 1981, ex-CB&Q Burlington Northern abandoned the branch and the secondary main line. The junction where they connected was known as "L&S Junction" all the days it existed.

Altering historical accuracy a bit to assume the L&S was still an independent line in the 1940's, for the purpose of an S scale layout, is not a great stretch of imagination. In fact, it first appeared in that context as an article in the May-June, 1976, S Gaugian, to demonstrate how prototype operation in S scale was possible within a reasonable period of time using a minimum of the S scale components available at the time. Today, the LOWELL & SOUTHERN concept is still valid for an abbreviated S scale layout, if not more so, in view of the variety and quality of S scale products currently available.



Centerpiece of the 1976 version of the S scale L&S, a little GE 44-ton locomotive, was available as a soft metal kit from Locomotive Workshop. Today, up-dated S scale GE 44-ton (and even 70-ton) locomotives can be had with state-of-the-art detail and mechanisms. Also more choices of the boxcars, hopper cars, and tank cars used by the brick factory, are readily available either ready-to-run or as kits of varying complexity. The cast resin turn-of-the-century 60-ft. open vestibule, truss rod wood combine kit from "S"cenery Unlimited would be the perfect ending for mixed trains on the new independent S scale LOWELL & SOUTHERN. A couple of "home road" early 20th century truss rod cars sitting around wouldn't be out of place, either.

A trip on the S scale LOWELL & SOUTHERN begins with the 44-tonner gathering up outbound cars at Lowell. It takes the cars up to the South end of the Pass and backs them down against the combine spotted on the Main Line in front of the depot, making up the outbound train. At the proper time, the conductor gives a highball and the engineer whistles off. A trip to L&S Junction is underway.

The train crosses a substantial wood trestle as it leaves town, and begins climbing a fairly steep grade. Lowell is next to the Vermillion River and the railroad right-of-way climbs the Vermillion River watershed in a series of rises and falls, sometimes rather abruptly, as it advances over a gently rolling open landscape towards L&S Junction.

The engine and cars rock and sway and the slack runs in and out, while the old wood combine creaks and groans in response to the challenging demands of the



Two photos show the abandoned brick plant and coal storage silos. In later years this was the main industry.

undulating right-of-way. The little GE alternately strains to hold the train back on downgrades and smokes mightily as the engineer “pours on the coal” to crest some of the steeper humps. In time, the train arrives at the small 2-track L&S Junction yard, consisting of the main line and a double ended side track.

The train heads in against cars left by the CB&Q on either track and shoves them out on the main line at the other end, cutting off the train from Lowell in their place. The engine then pulls the CB&Q set out cars back through the clear track and shoves them in against the combine and pulls it out. The new train then shoves back through the clear track to the depot at L&S Junction where the crew partakes of the operator's coffee while they wait for the CB&Q passenger train and any transfer passengers or Railway Express Agency shipments. At the proper time, the train leaves for Lowell. Rolling into town over the big trestle at Lowell, the train pulls down the Pass. The engine comes back on the Main Line at the rear of the train and spots the combine on the Main Line in front of the depot. After switching the brick factory and lining up outbound cars for the next trip to the Junction, the engineer parks the engine near the depot until the next call to duty.

In its basic form, the S scale L&S trains are, prototypically, four to six cars long, consisting of three or four boxcars, one or two hopper cars, and maybe a tank car or two. The hopper cars with removable coal loads would run as loads into Lowell, and empties back to the Junction. One set of cars would be spotted at the brick factory, one set ready to go at Lowell, or en route, and one set on the transfer at L&S Junction. CB&Q lettering should predominate on the boxcars and hoppers, while the tank cars could be private owner, most likely UTLX.

The S scale L&S offers an interesting mix between switching and main line running, although in a short line context, and since it is point-to-point, trains run



GE 44 ton diesel switcher. Prototype photo by Paul Stringham.

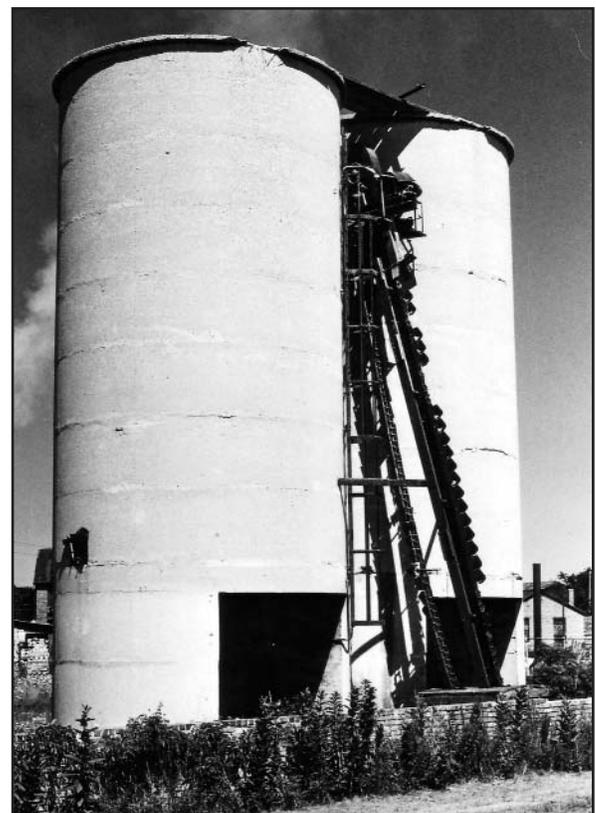
and switching occurs in an authentic manner. It has no hidden trackage, or “staging yards” (unless one opts for the optional storage tracks at L&S Jct.), etc. That simplicity could be its greatest appeal for those with limiting circumstances.

To some modelers, it may fall short in operating interest, especially with only nine (eleven, with the optional storage tracks at L&S Jct.) turnouts. However, the number of cars per train (especially boxcars) is not cast in stone, but side track capacities at each end of the line are approximately six cars. That will call for some creative switching moves if trains are longer. For modelers who still remain unconvinced, credible prospects for additional traffic do exist.

For instance, if one or more of the small tile and pottery factories that once dotted the area, or the grist mill on



Above is the L&S trestle. Right is a closeup of the coal silos used for the brick yard.



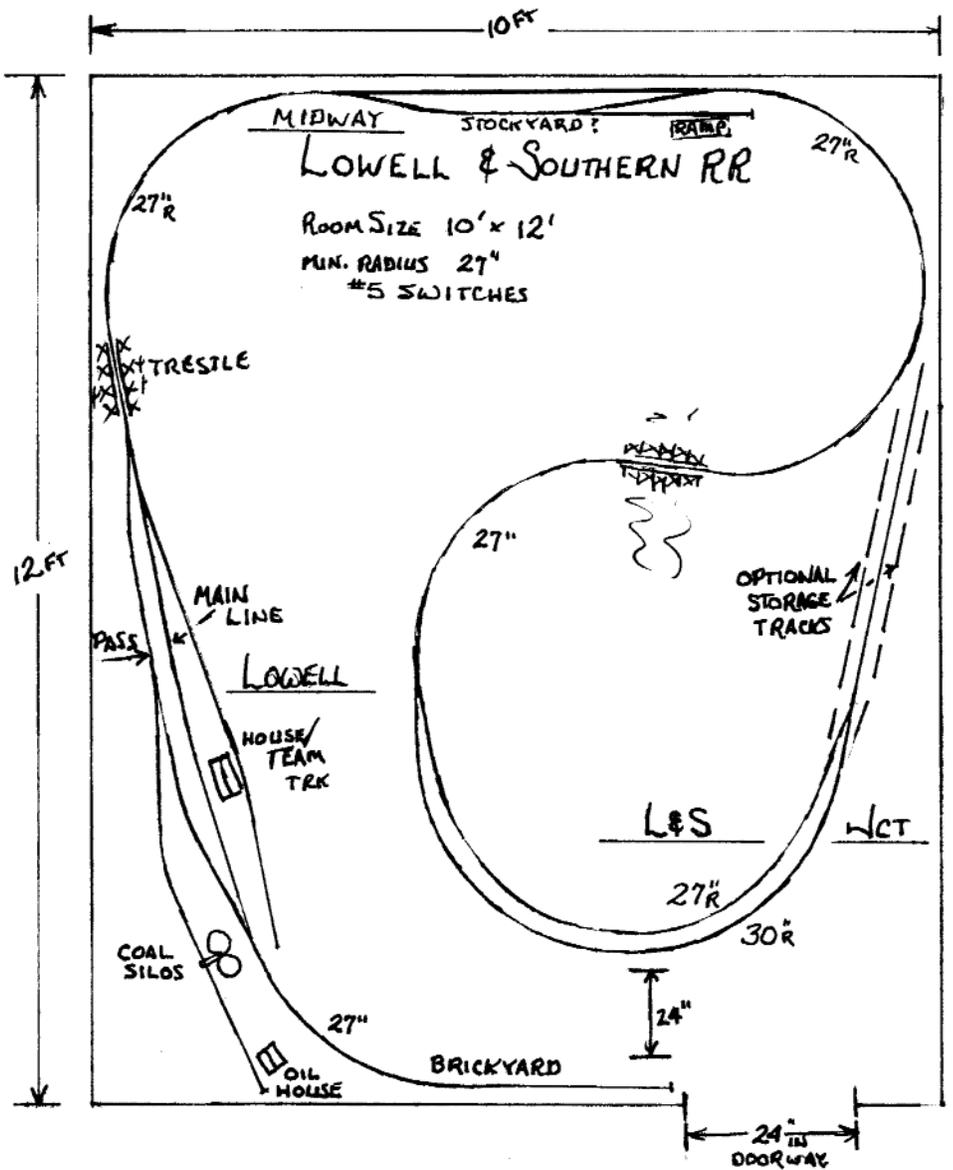


The real L&S Junction with the CB&G (BN).

Photo by Bob Nicholson

the Vermillion River, are considered to still exist, they could ostensibly ship on the S scale L&S. The real Lowell Pottery, for instance, suspended operations in the late 1930's, and a small general store at Lowell actually did receive car loads of bagged livestock feed in boxcars as late as 1950.

Since none of these were very large or close to the railroad, they would load or unload cars on the house/team track at Lowell. The open space on the fuel track between the switch and the coal silos could serve a local coal dealer who would receive hopper loads of coal. The short double ended siding and spur between Lowell and L&S Junction, called "Midway", is the location of a small stockyard and an unloading ramp. This can increase rolling stock variety on the layout to include stock cars, flat cars and gondolas. While the length of the main line is optional on a space available basis, room size on the plan is 10x12 ft.



Above - Bob shows this Shabbona car with removable load as an example of a hopper car that might have been used on the L&S. Photo by Bob Nicholson



Left - is the pilot model of the 44 ton S scale diesel that is produced by Smoky Mountain Model Works. Other choices for an S scale 44 tonner include previously offered by River Raisin (brass) and the Pennsylvania Heritage resin cast one, still available I believe.

BRANCH LINES

News and Notes from S Gauge Clubs • By Dave Pool

The **Bristol S Gaugers (BSG)** members met at the home of Dawn Silva & Dale Hasenzahl, for their June, 2011 meeting and family picnic. The Club annual model and photo contest was held, and the first place for a model went to Jim Babish for his kitbashed model of an interlocking tower, made from a Plasticville tower. Second place went to John Fucile for his model of the flat iron building. Club members planned to set up and operate their modular layout at the New Market, N.H. downtown festival, in New Market, N.H. on Sept. 24/25. Rob & Phyl. Sieger were scheduled to host the club members for their mid-October meeting. The club plans to purchase a new 16 ft. trailer with roll down ramp to be used to transport their modular layout with rolling carts to carry the layout sections.

The **Connecticut S Gaugers (CSG):** The **CSG** is in the process of re-organization, having adopted By-laws and having the first election of officers that the Club has ever had in 30 plus years. The newly-elected officers include: Larry Hally, President; Paul Krause, Steve Kutash, V.P.'s; Dennis Caruso, Secretary; and your column editor, Treasurer. Stan Stokrocki hosted the club for their Sept., 2011 meeting in Poughkeepsie, N.Y. Club member Art Ferguson is scheduled to host the club for their October 9 meeting, in Ivoryton, CT. Art has a large mostly sceniced layout that was converted from HO scale to S scale. The layout has sweeping curves and trains operate smoothly on the layout. The club members are planning to set up and operate a layout at the forthcoming **Cheshire HS. Ram Band Train Show**, on November 20, at the High School. The show benefits the HS. Ram Band and is staffed by the band student's parents. Bob Davis is scheduled to host the club for their Dec. 3, 2011 meeting in Old Lyme, CT.

The **Pioneer Valley S Gaugers (PVSG)** recently met at the home of Dave Plourde, in E. Longmeadow, MA., on Sept. 17, 2011. Dave's layout was on

the 2009 NMRA Convention's Model RR layout tour. d with the residents. A separate holiday train display at Look Park was the all-consuming activity of club members for the past year. The Look Park project was coordinated by George Reneris and included a budget to cover the cost of supplies for the layout construction, track work, and models to be operated on the layout. It was an ambitious project by any standards. The club was fortunate to have help and support from Don Thompson of S Helper Service, Doug Peck of Port Lines Hobby Supplies, Dennis Gamelli from the Pioneer Valley Hobby Shop, and BSG members Helen Lenart and Tom Robichaud. The S scale layout was constructed on six 6 ft. x 30 inch modules separated by backdrops which were painted by Dave Plourde. The club is planning to set up and operate another train display for the coming Winter season. Preparation and planning for the new display is underway. Larry Covey is scheduled to host the club members for their October meeting, in Longmeadow, MA.

The **Western N.Y. S scale Association (WNYSSA)** Club members are planning to display a layout at the October 30, 2011 TTOS Show, at the Leonard Post, Cheektowaga, NY. The club was considering display of a layout or helping the RASG club to set up and operate an S layout at the GSME Train Show to be held on Nov. 13, at the Batavia Downs Fairgrounds.

The *Waybill* is the official newsletter publication of the **South Jersey S Gaugers (SJSG)** and the club meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. Play Trains events held by the club are meets at a member's home to operate a layout or visits to a model RR event or place, without any club business taking place. nance of S scale trains, or other topics of interest to the members. Member Ron Schon provided a place at his home in West Berlin, N.J. to set up and work on the Club's new display layout. Work sessions

are on Tuesday, Wednesday, and Thursdays. Hal Farlow offered his garage to set up and work on the old club layout in preparation of its sale. The club members were debating the sale price of their "old" layout and traile.

The **North Penn S Gaugers (NPSG)** met at the home of Norm Lepping on February 28. The club rents space in the basement of the Schwenckfeld Manor, and has access to a meeting room on the main floor. The club members recently discussed the purchase of an S gauge train set that could be given away at train shows. The **NPSG** is planning on displaying their layout at a train show to be held at Spring House Estates this year on Dec. 13/14, 2011. Club members are considering the purchase of a DCC system and Lionel Legacy control system for use with their layout. Founder of the Club, Glenn Ritter, reported that he now resides in Honey Brook, PA (for the past six years) and has been getting together with a group of modelers in an informal club of members that model in several scales. His group set up a train display at a Dutchway Market at the Christmas holiday time last year. The group calls themselves the Pequea Valley Model RR club. They are planning a two month display at the Paradise Township building for the Township's 300th birthday. Glen and Ben Stiles both have S gauge layouts. Glen served as the NASG Secretary in past years (1999 to 2004).

The **Pittsburgh S Gaugers (PSG)** will have their October Coffee & Trains meeting on Oct. 13, at the Kings Restaurant. These meetings are well attended and are separate from the regular meetings of the club, held in member's homes and other locations. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. **PSG** members are planning to upgrade and maintain their two layouts by changing scenery items and upgrading the electronics. The October club meeting is scheduled for Sunday, Oct. 23 at the Kennedy First Alliance Church. The members met on Sept. 30 at the Sacred Heart Church, in Shadyside, PA. as hosted by member Mark Skertich.

The **Baltimore Area AF Club (BAAFC)** club members met at the home of Jim McMorrow on Sept. 10, 2011

in Jefferson, MD. for their monthly meeting. Club member George Glover hosted club members on Sept. 24 for a modular layout repair session. Paul Possinger was scheduled to host the October 9 club meeting. Club members were planning to set up and operate their layout at the TCA York, PA. Meet on Oct. 12, 13, 14, & 15, 2011, and the Great Scale & All American Hi-Rail Train Show on Oct. 29/30, in Timonium, Md.

The West Michigan S Gaugers (WMSG) is a new club being organized by Charlie Hancock, in the West Michigan area. The second meeting of the new club members was held on April 14, 2011 at the home of Jerry Proctor. If you are in the area of this new club and are interested in their activities, contact Charlie Hancock at: charles_hancock@comcast.net

The Chicagoland Association of S Gaugers, Inc. (CASG) Many meetings of the club, are held at the American Legion Room of Hinsdale Village Hall, Hinsdale, IL. The club along with the SLSG (see below) club attended and set up a layout the Train Festival 2011, in Rock Island, Illinois in July.

Joel Weber, a member of the **CASG**, has resumed the holding of his monthly operating sessions. The August club meeting was held at the home of Will Holt, in Hoffman Estates, IL. A portion of the club modular layout was set up, and operation can be done using Standard AC, standard DC, TMCC/Legacy command control, and DCC operation. The club planned to set up at least one S layout at the Southland Train Show. To be held at the H.L. Richards High School, in Oak Lawn, IL. on October 15/16. The performing arts dept. of the school is the sponsor, and funds raised will be used on programs at the school. Club member Lee Andreas moved out of the area of the club to Denver, CO. in July.

The Miami Valley S Gaugers (MVSG) set up and operated their layout at the Brookhaven Rest Home, Brookville, OH on August 20/21, 2011. Tom Hartrum is Recording Secretary for the club meetings. The club had an election of officers, and annual dues are now almost all collected for the year 2011. Officers elected include: Jon Goins, president; Tony Garza,

corresponding secretary; Bob Guckian, treasurer; and Jan Mason, one member of the board of trustees. The club had work sessions for the purpose of repairing/upgrading their layout. Larry Beam agreed to serve as chairperson for the upcoming Spring S Spree to be held in May, 2012. Club member Rich Boehm coordinated the annual club picnic held at his home on Sept. 17, 2011. The club planned to set up and operate their layout at the Dayton NMRA Train Show, to be held at Hara Arena, Dayton, OH. on Nov. 5/6, 2011. Club member John Clifford is scheduled to host the October meeting at his home on Oct. 15, 2011.

The Stateline S Gaugers (SLSG) secretary Vera Flood has produced a new 2-sided card to be handed out at train show displays (300 were printed - good way to publicize the club. Dave & Janice Wilma were scheduled to host the club meeting on Nov. 20, 2011;. On Aug. 21 Jim Larson organized the club picnic held at the Rowland Olson County Preserve in Roscoe, IL. Dave Pippitt made hand made ice cream enjoyed by those attending, and John Gianos displayed his 1963 Ford convertible at the event. The Poplar Grove Airport held an annual Fly-in on the same Sunday as the club picnic. The modular layout was set up and operating in a hanger, and received many visitors.

The Central Ohio S Gaugers (COSG) hosted the 2011 Spring S Spree on April 29/30, 2011 at the Franklin County Fairgrounds, Hilliard, OH. The event included two buildings with over 13,200 sq. ft. of dealer trading space, and a 4800 sq. ft. layout room with multi-operating displays (free to public). The S Spree car was a limited run Timken TOFC flat car with wooden deck.

The Southeastern Michigan S Gaugers (SMSG) has 41 paid up members as reported at the March 2010 club meeting by Earl Carlsen, club treasurer. 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 Summer picnic was held on August 13 at the cottage of Gaylord & Susan Gill, Port Sanilac, MI., and Bob Stelmach hosted the club members for their Sept. meeting in Oxford, MI.

Club members were saddened by the passing away of Skip McDonald, a former club member, modeler, and owner of the Mich. Paddlesport Hobby Shop.

The Northern Ohio S Scalers (NOSS) held their June 26, 2011 meeting at the Larry Olsen, in Dalton, OH. The meeting was arranged by John Henning, to view the large sceniced layout of the host. Jack Sudimak coordinates the club activity. Ed Kirstatter has taken over the club newsletter duties. Some of the club members attend the meetings of the NMRA Division IV, which welcomes guests. The club members enjoyed a Summer picnic at the home of Wally & Mary Ellen Pausch, by Berlin Lake on August 28. The hosts provided rides in their pontoon boat for those attending. The club held their fifth annual interstate meet hosted by Jack & Sharron Sudimak, in Lafayette, OH. The event included a visit to a neighbor's layout, operation on the host layout, and a cook out for all attending. The club meeting for October 30, is scheduled to be hosted by the Lanzers at the First Methodist Church, Lafayette, OH

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their Sept. 9, 2011 meeting at the home of Cliff Saxton, in Des Peres, MO. Moe Berk coordinates the club events and Gary Mueller edits the club news letters. The club recently established an e-mail address, at: afsgsla@sbcglobal.net Club member David Stevens coordinates the club meeting locations and times, to help reduce the work load of Gary and Moe. The local Lionel Train club agreed to let the **AFSGSLA** club use space in their club house to re-furbish their layout. The layout measures 12 ft. x 28 ft. and the Lionel club would be paid a monthly reasonable fee (rent) to allow the set up and repairing of the **AFSGSLA** layout. The club has been planning for the **Fall S Fest, to be held on Oct. 28 through Oct. 30, 2011**, at the Airport Marriott, St. Louis, MO. The 36th Fall S Fest will have two S cars including a Northwestern "Safety & Generator" car by Liomel, and a flat car (by American Models) with a Burlington Transportation truck trailer load. The event will be held at the same location as the Fest sponsored by the club in 2007. The speaker for the Saturday night banquet will be Ken Anderson, a practicing attorney from Highland, IN. who has written and spoken extensively on

the life and work of Abraham Lincoln. His talk at the banquet will be about Abraham Lincoln and the railroads. Moe Berk has been handling the pre-event registrations and orders for the Spree S RR cars. The club is building a new sectional layout and the frames are assembled at the Lionel club's garage, with roadbed, track work, scenery, buildings, etc. to be installed. The frames were purchased by Mark Heiger and Bob Muehling and additional frames may be required once a track plan is decided upon. Club members Gary Brandenburger and Jim Anderson have agreed to be team leaders for the electrical work on the new layout. The new layout will hopefully have three main lines and three passing sidings, with possible additional sidings for operating accessories. Club members were saddened by the passing away of John Wilson Metzger on Sept. 1, 2011. John was a club member for 23 years, and enjoyed collecting trains with his son, John F. Metzger. John was an active member of the AFGSLA club, and will be missed by the members.

The Kansas City S Gaugers (KCSG) club members set up and operated their 4 ft. x 8 ft. portable layout at the Kansas City Train Show, at the BTC Exhibition Hall in Kansas City, MO with Bill Hutton coordinating the display, and bringing the layout to the event. The club members also set up and operated their layout at the Riverstone Retirement Village near Zona Rosa. Paul Stevens gave a short talk on the history of AF to the residents of the Village.

The Badgerland S Gaugers (BSG) are in their 36th year of operation. Roy Meissner is President; Ray Puls, V.P.; Jef-

frey Young, Treasurer; Ron Schlicht, 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-Rial /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. A recent description of the Wisconsin Winter weather was made by Ron Schlicht when he explained about having club meetings on Saturday afternoons to avoid being miles away from home "in the dark" with a wind chill factor of 20 below and a car that won't start.

The Inland Empire S Gauge Assn. of the Pacific Northwest (IESGAPN) had their annual picnic for club members and friends on July 3, 2011 as hosted by Bud Chadbourne, in St. Maries, ID. The IESGAPN club held a meeting on August 13, hosted by Bob Beshore. Club members were saddened by the passing away of Ted Holloway, on August 11. Ted was one of the seven original club founders, and was awarded a Life membership in the club several years ago. Ted was also a founding member of the Inland Empire RR Historical Society and a past president of that group. The club set up and operated their layout at the Missoula Train Show at the Big Sky High School, Missoula, ID. On Sept. 25.

The Rocky Mountain High Railers (RMHR) celebrated their 16th an-

niversary on June 5, 2011. The club displayed their layout on July 7-10, 2011 at the National Train Show in Sacramento, CA. Several members reserved rooms at the Super 8 Motel, at the Sacramento, CA. airport, and brought the layout to Sacramento, CA. to display and operate it there. Rich Gillett is working on the lift-up bridge which will provide access to the operating pit of the layout.

The Southern Calif. S Gaugers (SCSG) set up and operated a layout at the Train Show in July (NMRA/NASG Convention), and member Richard Rowe offered to transport the modules of those attending with modules. Jeff Kruger held the July meeting at his home on July 16, in San Dimas, CA.

The Bay Area S Scalers (BASS) was the official host group for the joint NASG/NMRA convention held on July 3-9, 2011, in Sacramento, CA. (Sacto, as abbreviated). Ed Loizeaux was chairman for the host group, and he organized committee members to help plan and carry on the event. From July 25 until Aug. 6, 2011 the BASS layout was operating at the Museum of the San Ramon Valley in Danville, CA. This was part of the Museum's annual display of Railroads. Alan Vivanco was recently welcomed as a member of the club. Alan lives in Grass Valley, CA.

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.

OS from S Tower cont. from page 5

the purchasers, of course, would be our own S brethren, but many might be those totally unfamiliar with the *S Gaugian*, *the Dispatch* or *1/64 Modeling*. The idea is to inspire!

Now let's get back to the American Flyer folks. If this type of publication is successful, then why not follow up with a similar book aimed more at the AF audience with some hi-rail thrown in. Here we feature layouts like that of Bob Board, Ron Schlicht, Tom Robinson, club layouts, etc. This would let folks know that AF is still alive and flourishing. The theme

here would be to show how AF is surviving. This publication would use the same format as the scale publication, but would be aimed more at the audience that has more familiarity with traditional American Flyer, yet still promotes the current availability of AF and hi-rail products. Again, all color and the same deal about costs and distribution. Here we want to attract – or rather re-enthuse the AF lover – show him it's still around and how you can expand using other manufacturers.

Whadya think?

Jeff

EXTRA BOARD

LAST RUN:

John Wilson Metzger, 84

(March 29, 1927 – September 1, 2011)

We are saddened to announce that our long-time AFSGSLA Club member, SMG Mr. John Wilson Metzger (retired), 84, of Troy, MO, passed away on Thursday, September 1, 2011 at his residence.

He was born in Pennsylvania, and grew up with three siblings. After his formal schooling, he was drafted into the U.S. Army and was sent to Engineering School. Following his honorable discharge from service, he got a job with the City of St. Louis Police Dept. This is where he met and married his future wife, C. Lillian Herd. They had two children: John F. and Ina, and continued to live in the St. Louis area. In 1981, the Metzger's build a home in Troy, MO so they could enjoy the countryside. A devoted family man, he was active in church, civic, and community organizations.

Collecting trains was a hobby that he and his son shared, and John F. continues his interest in trains. He has been an AFSGSLA club member for 23 years, and early club members affectingly addressed him as "Top." He actively participated in club events and was a regular attendee at many of the Fall S Fests, over the years. As an early member of the National Association of S Gaugers, he volunteered to convert the membership/ mailing list to electronic format and his contribution was significant in modernizing the organization.

Surviving are his beloved wife of 60 years, Lillian Metzger of Troy; his son: John F. Metzger of Troy and his daughter: Ina Metzger Linville and her husband Mike Linville. Please join us in extending our heartfelt sympathy and condolences to his family and friends.
- AFSGSLA - Moe Berk

MORE ON JOHN:

My father was an early member of AFSGSLA and NASG. He was the data base person that got the renewals and first computerized the data base. Pete with Goelner printing then got the list of names as labels to send out the Dispatch. Dad did this for some 6 or 7 years. He died 09/01/2011 at 03:00am peacefully in bed at home. My father loved the Pennsylvania railroad being born 03/29/1927 (84yo) in Schuylkill County, Pennsylvania near Pottstown.

- Respectfully, John F. Metzger, RN (son).

LAST RUN:

Fred Jester of Fred's Train Parts lost a long battle with cancer. He lived in Chester, PA and was only 58. Most of us remember him as a prolific seller of American Flyer parts. He was omnipresent at many of the S shows. He also owned Yank Farms in Chester and had a trucking business. Thoughts and prayers go out to his wife, Jody, and family.

THOUGHTS AND PRAYERS

Tom Boldt, long-time Cuyahoga Valley Club member and known for his modeling and custom painting, is suffering a serious illness, and I believe he is in a VA hospital somewhere in Ohio.

- Ed

CONDOLENCES

To John Bortz on the loss of his wife, Thelma who passed away last year - but via Doug Peck, we only learned about this recently.

S IN NON-S PUBLICATIONS

- July 2011 *NMRA Magazine*: Brooks Stovers' conversion article of an AM Pacific to a B&O P1d and a cover photo.

- Aug. 2011 *NMRA Magazine*: Brooks Stover strikes again - cover plus article on Modeling the BC&G's Dundon Shops in reverse.

- Sept. 2011 *NMRA Magazine*: Note that on page 20 there is a 3rd place scratchbuilt Canadian-Atlantic wood combine earned by

Rene Gourley and a 3rd place Monon Caboose by Roger Nulton.

- Oct. 2011 *CTT*: Feature article by Roger Carp on American Flyer Boys Club layout - actually Bob Langston's built by himself and some friends.

- Nov. 2011 *CTT*: Little section on whitewalls on Gilbert steam engines and a Ted Hamler article on scarce AF items from 1958.

S TIPS

There is no dual gauge S scale RTR track similar to what Shinohara (flextrack and turnouts) and Micro-Engineering (flextrack only) make in HO. You can buy dual gauge S/Sn3 turnouts from BK and Railway Engineering and jigs from FastTracks.

You can buy turnout kits and jigs, but in reality, dual gauge track work, other than in HO/HOn3 is hand laid. Laying plain track without turnouts and crossings is actually fairly simple if you have some track gauges that hold the rail in gauge while you spike it, although it can be done with just the standard NASG S and NMRA Sn3 track gauges.

That said, I had a case on my old layout that a standard gauge track was already there and I added the third rail using CA glue and some spikes. It lasted until the layout was torn down. However, I would not normally do that and all the dual gauge track on my new layout is hand laid. There are actually a lot of variations with turnouts because you can have on common rail on either side depending on your track layout, plus not all turnouts have both gauges always go both ways. A full dual gauge standard gauge turnout has three frogs, of which two are normal and the third an obtuse frog. Of course you can have an interchange with just a standard gauge siding next to a narrow gauge one, but dual gauge track work is definitely more interesting.

- Dave Heine, Easton, PA



Hallmark has done it again for this Christmas and produced a 1957 Chevy pumper fire truck. It's a little pricy at \$19.95, but it does light up. It measures 7' wide which is about right for S Scale.

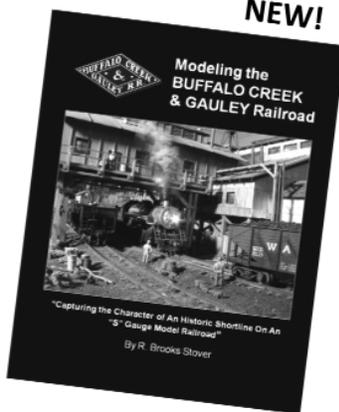


Modeling the BUFFALO CREEK & GAULEY Railroad

"Capturing the Character of an Historic Shortline on an "S" Gauge Model Railroad"

By Brooks Stover

Master modeler Brooks Stover has just released the complete story of his well-known BC&G "S" layout. This 106 page full-color book tells how he researched and then captured the character of this colorful West Virginia shortline's equipment, towns and operations on his 25' x 44' "S" gauge layout. Includes 130 prototype and layout photos including over **45 ALL-NEW COLOR PHOTOS OF THE LAYOUT!**

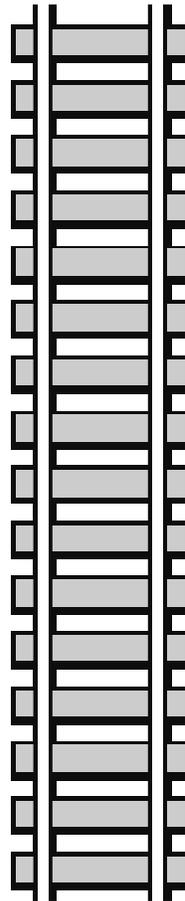


This 8 1/2 x 11" soft cover glossy paper book also includes a description of Brooks' early layouts, his modeling philosophy, prototype maps, his techniques for building structures plus tips for taking layout photos!

To order send a check for \$28.95 + \$6 postage (total \$34.95) made out to **Elk River Enterprises** and mail to 2870 Plum Creek Drive, Oakland, MI 48363

Add \$10 (total \$44.95) and also receive a narrated and professionally produced 25-minute color and sound DVD of Brooks' layout in action! This is over 50% off the retail price. Over 250 have been sold.

Please allow up to three weeks for delivery.



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

Feb. 9-11, 2012: O,S West 7, largest S scale meet west of Mississippi. Clinics, S layouts, layout tours, swap tables, early bird adm. \$25 before Dec. 31. Hyatt Regency, Santa Clara (CA). Reservations: 800-233-1234. Info: <http://www.oscalewest.com>. Contact: John Gibson - gibson@myfam.com or 916-580-5444.

Feb. 16-18, 2012: Sn3 Symposium, Sandia Courtyard Hotel, Albuquerque, New Mexico. www.Frolin.net/Sn3-2012/info/registration.

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

Aug. 7-11, 2012: NASG Annual Convention, Chattanooga Choo Choo Hotel, Chattanooga, TN. www.nasg2012.com. Dave Blum Pikesvillemodels@yahoo.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.



We at Stateline are remiss that we haven't sent you any information about Donald Jaeger who passed away June 18, 2011 at the age of 84.

Don was a charter member of Stateline S Gaugers when it was formed back in 1975. Don spent his career as a

header operator (machinist) at Rockford Products, in Rockford Illinois. He was predeceased by his wife Therese and one son, and survived by six children and many grand and greatgrand children. He was an avid train collector. He started with American Flyer, but gravitated into being an S scaler. He was active in the Stateline train club until days before his sudden passing. We all at Stateline miss his humor and always helpful suggestions in solving any problem.

NASG Budget Info (Postponed from Directory)

The motion to approve next year's budget for NASG was submitted, seconded and passed unanimously by the six current NASG BOT members. The attached charts compare the FY 2012 budget with both last year's (FY 2011) budget and actual spending. The motion includes some ways of working that are different from previous years. In all cases the affected committees or individuals have already been notified and have not indicated any issues with these process changes.

1. The budget includes eliminating mileage, parking and expense payments for show attendance in favor of a fixed payment. For the Clearinghouse: reimbursement of \$125 per show attended; four shows maximum. For local train show attendance representing the Promotions Committee: a \$65 flat payment, pre-authorized by the Promotions Committee Chairman. These amounts are consistent with payments made in the past. The change simplifies book-keeping and eliminates paperwork for those attending.

2. As part of the budget motion, the RMC coop ad will be reviewed at 4 and 6 month intervals from its July start date. If at either of those reviews the ad has non-reimbursed expenses exceeding \$2000; a motion will be made to cancel it permanently.

The Promotions Committee has signed off on this oversight. They are working to make the ad pay for itself. I hope they are successful but I feel strongly that the BOT needs some mileposts for review and action should that not be the case. Last year (FY 2011) a full third of our total loss for the year was associated solely with the RMC ad.

3. A budget line was added for "Internet Presence". There has been some discussion about eliminating it but it was left in the budget. We recently have been in contact with someone interested in setting up a Facebook presence, which could include an NASG "enthusiasts" group and the existing web site is undergoing a much needed updating. If that requires some additional resources, the BOT prefers the money already be set aside in the budget.

As always you may direct questions or comments to the NASG Treasurer. Questions will be answered and passed along to the members in future issues of the Dispatch.

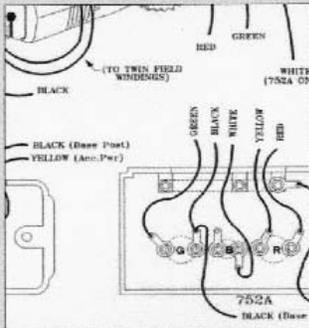
Jim Kindraka
NASG, Inc., Treasurer
August 4, 2011

NASG Budget Proposal Summary

Updated: 07-24-2011

	Approved Budget: FY 2011	Actual Spending FY 2011	Budget: FY 2012
Income			
Membership Dues	\$35,200.00	\$33,600.00	\$34,000.00
Dispatch Ad Revenue	\$6,000.00	\$5,900.00	\$4,000.00
Fund Raising Projects	\$37,500.00	\$41,840.00	\$40,000.00
RMC Co-op Ad Revenue	\$9,800.00	\$7,800.00	
Conventions	\$1,500.00	\$120.00	\$1,000.00
Clearing House	\$2,200.00	\$1,200.00	\$1,200.00
Misc.	\$300.00	\$700.00	\$800.00
TOTAL	\$92,500.00	\$91,160.00	\$81,000.00
Expense			
Bank Fees	\$300.00	\$30.00	\$100.00
Clearing House	\$400.00	\$855.00	\$500.00
Conventions	\$3,000.00	\$9,550.00	\$1,500.00
Insurance	\$4,800.00	\$4,600.00	\$4,600.00
Dispatch Publication	\$40,000.00	\$39,800.00	\$40,000.00
Fund Raising Projects	\$21,000.00	\$23,100.00	\$22,000.00
Library	\$300.00	\$770.00	\$300.00
Promotions	\$10,000.00	\$6,100.00	\$8,500.00
RMC Co-op Ads	\$12,000.00	\$12,100.00	
Internet Presence			\$1,000.00
Administration:			
Postage & Office Expense	\$3,200.00	\$4,800.00	\$2,800.00
Taxes & Franchise Fees	\$500.00	\$600.00	\$1,000.00
Professional Fees	\$1,200.00	\$1,100.00	\$1,200.00
TOTAL	\$96,700.00	\$103,405.00	\$83,500.00
	-\$4,200.00	-\$12,245.00	-\$2,500.00

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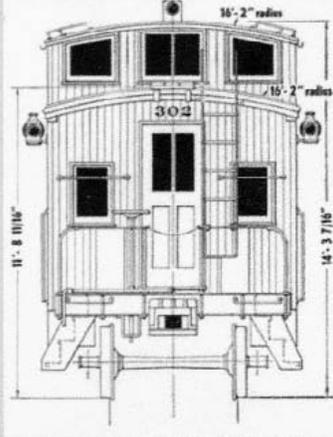


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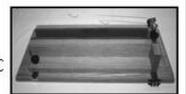
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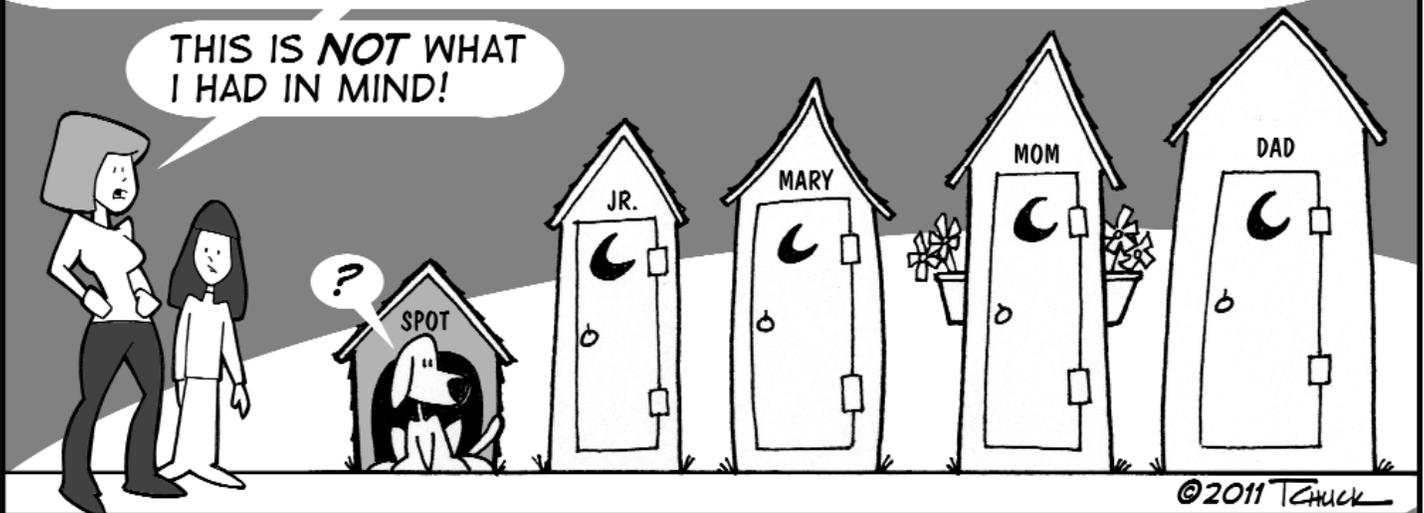
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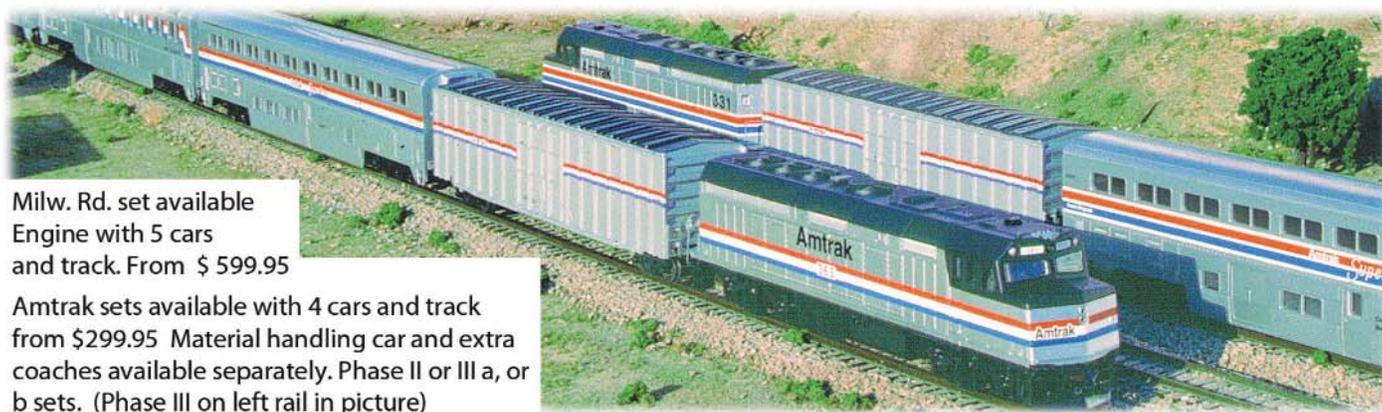
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