

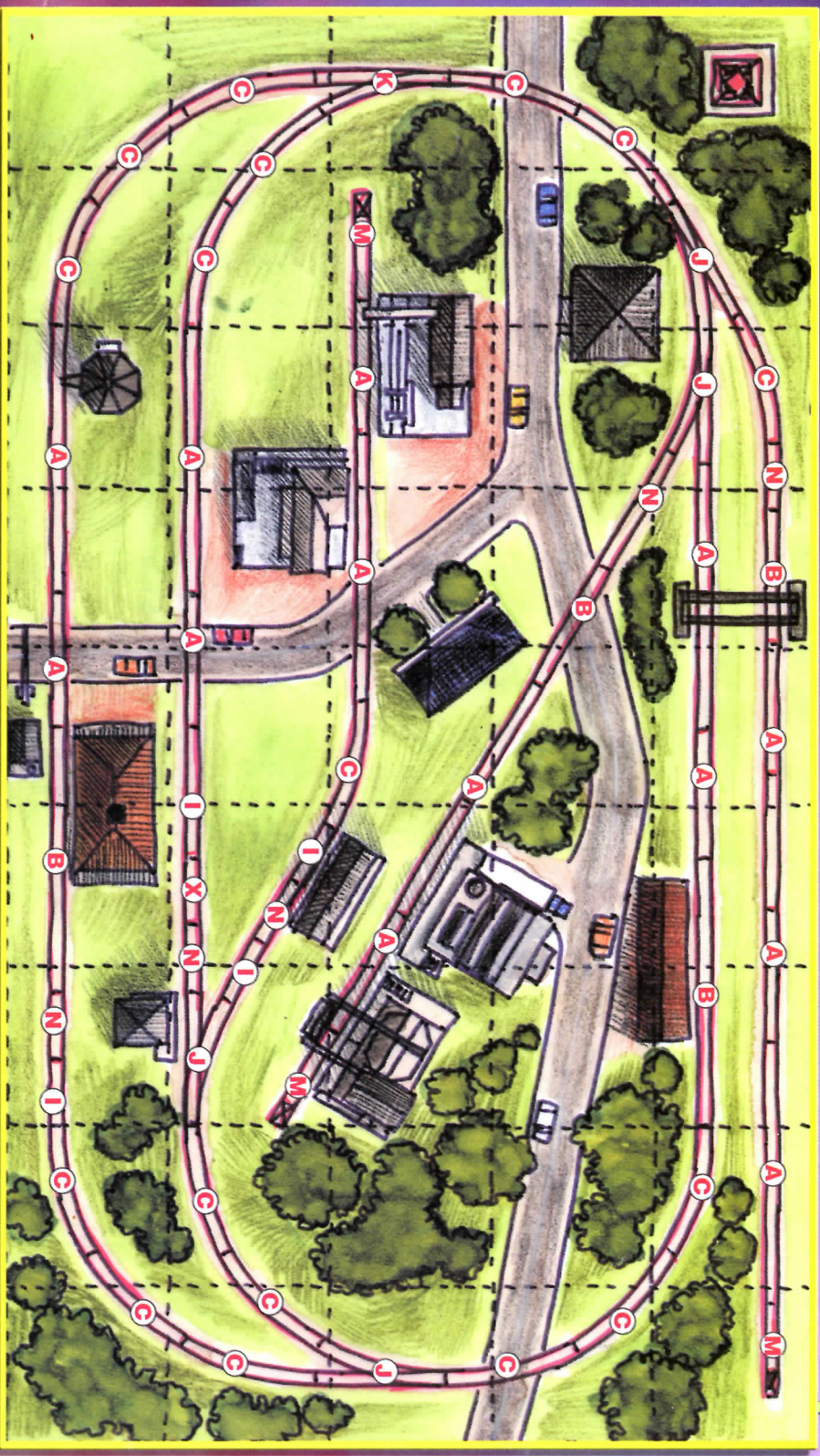
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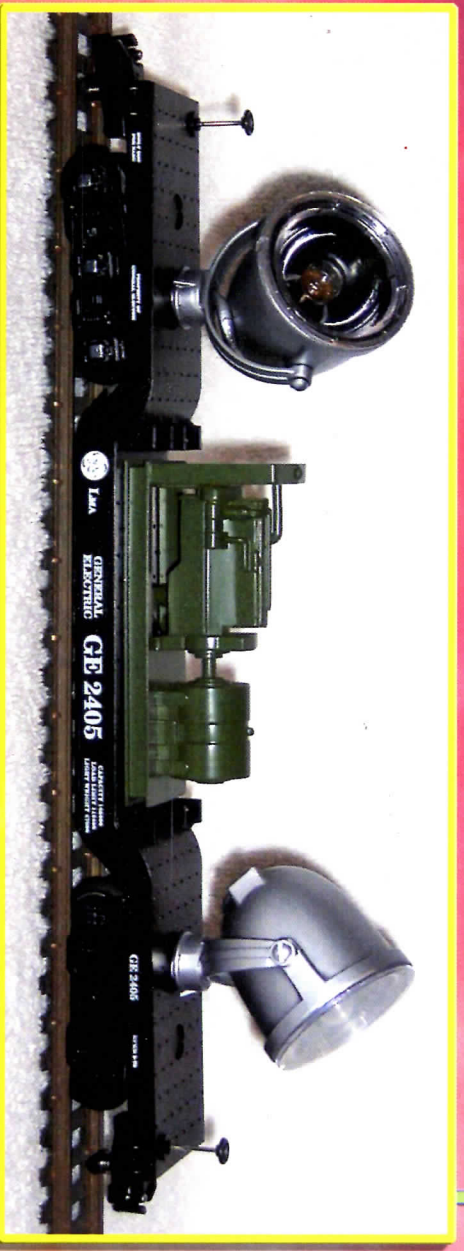


DISPATCH



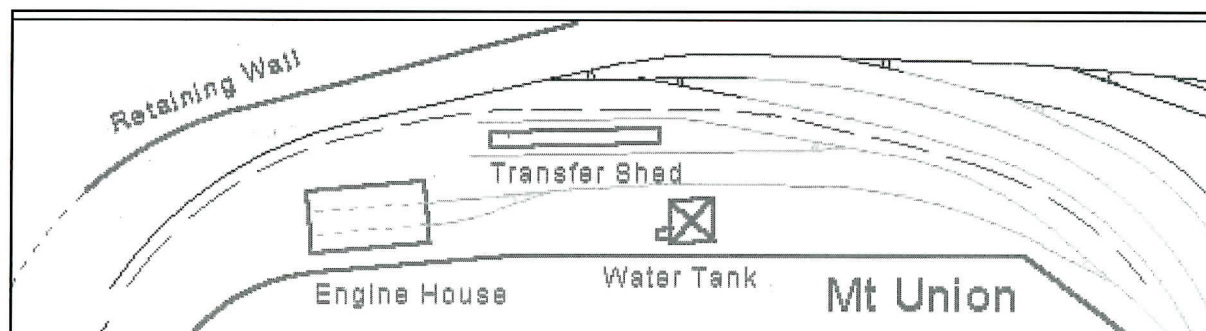
TRACK PLANNING IN S: PART 1

2005
NASC
American
Flyer
Car

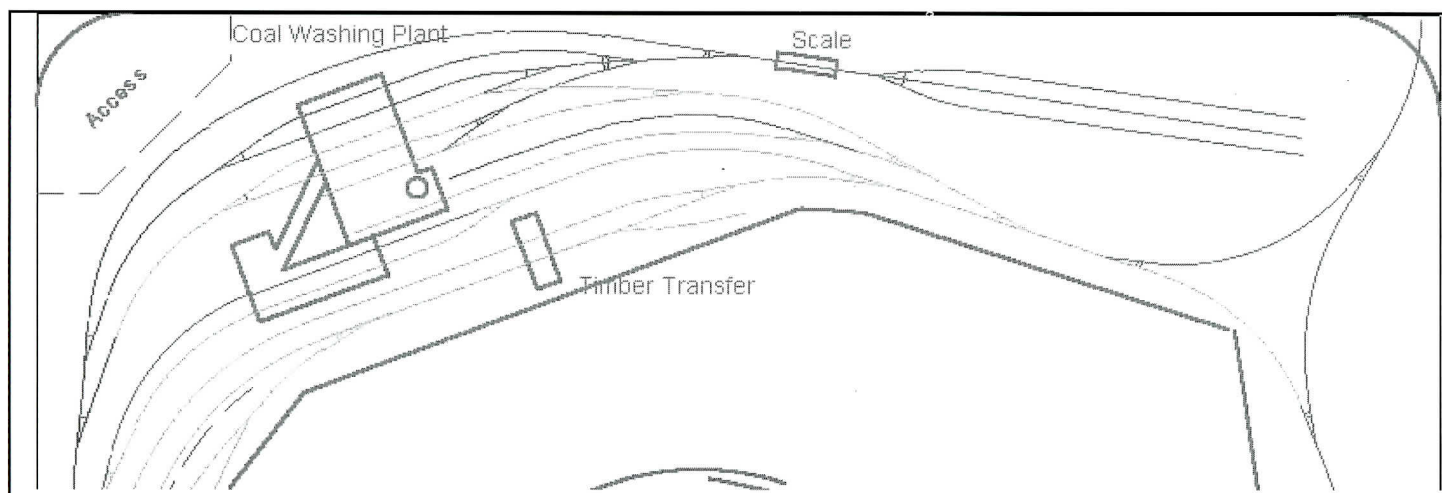


All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-Rail

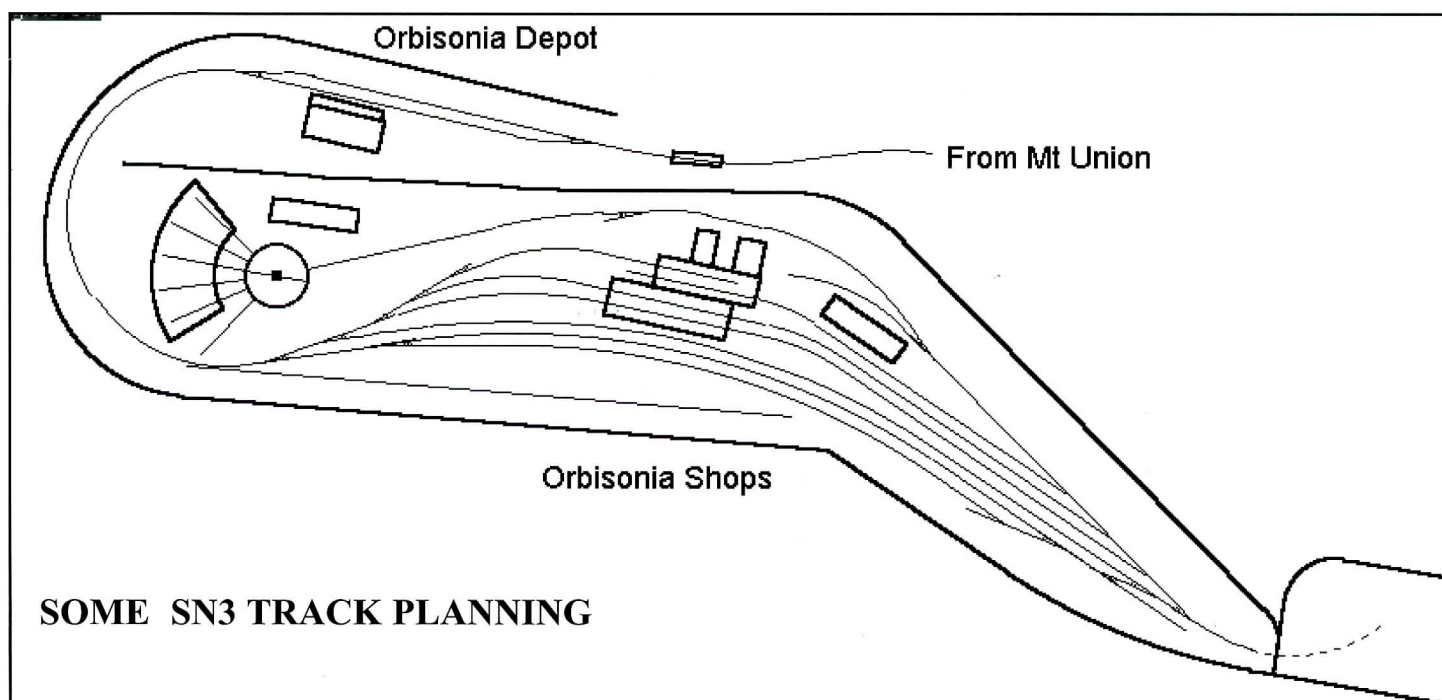
EAST BROAD TOP UNDERWAY - Some Track Planning Ideas in Sn3 by Keith Thompson



Here are some diagrams of an Sn3 layout being built by Keith Thompson. Refer back to my articles in the Dispatch for further EBT ideas. Above is mostly the dual gauge trackage at Mt. Union. At right the trackage leads to the coal washing plant shown below with standard gauge Pennsy at the top and mostly dual gauge below.



Keith designed a peninsula to work in the Orbisonia depot and the turntable, shops and yard. This is an earlier plan he says and is being updated. By doing the depot and yard area as two scenes with a backdrop divider much space is saved and the viewer can concentrate on one view at a time. Technically, the depot is on the wrong side, but the viewblock disguises this fact. *Plans by Keith Thompson*



SOME SN3 TRACK PLANNING

NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

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COVER: Here is a track plan from the new SHS track plan book utilizing S-Trax. Below is the new 2005 NASG American Flyer Car which is the 2nd in the GE series.

ORDER BOARD

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June, 2005



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

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PRESIDENT'S MESSAGE...

This is my last President's Message. It's truly hard to believe that the four-year term is almost up. The time went all too fast. As one would expect, some things went well and others didn't. I won't tire everyone with my memoirs of the four years. You just have to look back over the previous columns to get some insight into the road that was traveled. All I'll say is that over all, it was a good and satisfying experience. I saw a lot of growth and maturity in our scale and I'm sure that it will continue. One of the things that I'll miss the most is this column. It was great to have a forum to express my hopes, dreams, disappointments and opinions.

After a lifetime of enjoyment in S scale, it was great to give back a little to the hobby that has given so much. I managed to do some work on the Penn Western and there's lots more to do now that I'll have more time. Incidentally, I'm planning to have the layout available for visits by folks traveling via the PA Turnpike to and from the Altoona convention. I'm 5 minutes from the Turnpike and about 1 1/2 hours from Altoona. If you would like to stop, just get in touch. My email address is listed in the NASG Directory.

I got to meet a lot of people while President and hope to keep these new friendships alive as well as the old ones. One of the best things that S has going for it is the friendships that grow up from our involvement. A lot of the old animosities between scale and AF have been mended and I think that it is largely due to the great quality hirail that is being produced. It forms a perfect bridge and is the fastest growing segment of S. Sn3 remains a strong contender in the narrow gauge field as interest in narrow gauge modeling grows in the hobby.

I'll also be working on my "S" websites. One of the things that I maintain is a directory of "S" Friendly hobby shops. This leads to an interesting email conversation I had with fellow NASG member Karl Raab. He informed me that his favorite hobby shop in Wood Dale, IL had closed its doors. Karl mentioned that about 6 hobby shops in the Chicago Metro area had closed. The biggest reason cited is that they can no longer compete with the internet sellers. Karl told me that one shop that closed about 2 years ago stated that they were going from "brick & mortar" to "click & order". Another dealer said that people would come in and use his shop as an "internet showroom" to view an item and then go and order it on the internet.

We've been trying hard to get S into hobby shops, but perhaps we had better get with the trend and also try to promote S on those internet hobby sites. I sometimes look at *Model Railroader* magazines from the '50s and notice all the hobby shops that existed in Philadelphia and were no longer there, having been replaced by only a few new ones. The days of the mom and pop hobby shop are quickly fading. S is actually off to a good start on the internet with some good websites including the NASG's own at nasg.org, and I hope that we can continue to grow in this new medium and I'll certainly be trying to help.

Meanwhile, I discovered a new hobby shop in Hagerstown, MD that stocks lots of S, so there's hope yet if he succeeds.

And as one once said on the old Penn Western: "It's been one heck of a ride"!

- Roy Hoffman, NASG President

NASG NEWS

Website Winner: We have a winner for the Josh Seltzer Website Award, so voting is over. The winner will be announced at the NASG convention in Altoona during the banquet. To the many S gaugers who voted, thank you. See you all in Altoona.

- John Foley, NASG Promotions

Renewals: Starting last summer, I asked Chuck at MI Printing to add the member's expiration date to the Dispatch mailing label. However, members probably toss the envelop without inspecting their renewal date. Also, I email a copy of the NASG membership database to Mike Shea and he sends out renewal notices. Most members are mailing their checks directly to him. I'm most grateful that he sends out these notices!

The majority of members come due in June, but as new members join, I issued them an expiration month matching their join month. Last issue there was a notice on page 30 explaining how the label works. Members who can access the web can also check their membership at www.nasg.org/directory.php to see when it expires.

- Stan Furmanak

NASG Contest 2005: Notice on the schedule that the local host has scheduled the judging for Friday evening rather than Saturday afternoon. That means you have to get your model to the contest room a little earlier than usual this year - by 6 p.m. FRIDAY! Be sure to get an entry form in advance from the Altoona convention committee if you can, so that you can take your time filling it out. Alternatively, type up a description of what you did and how you did it in advance, and bring that along. I cannot stress how important it is in any contest to provide documentation, especially if your model is unusual in some way. Even judges who are experienced judges and railfans cannot know everything about every model and every prototype; like all fields, railroading and modeling have both become very specialized fields of knowledge. If you are modeling a prototype, provide as many photos and drawings of the real thing as you can. If freelancing, all features of the model should be plausible - any odd features should be justified by an explanation or a picture/diagram of a similar feature on a prototype. Carefully explain what parts you purchased and - especially - what parts you scratchbuilt. Don't forget about the photography category.

- Jim Whipple, NASG Contest Chairman

RAIL MAIL

Museum. We are trying to get a Flyer event going strong on the west coast. It keeps getting better every year.

- Jeff Silvera

GP9 Correction: Hi Jeff, just a quick correction on my Chessie geep article if you would. A few years after I sent you the article, I found out that Chessie walkways were painted different colors. Factory paint-

Continued on page 30

Flyer Fest West: I went to Flyer Fest West this weekend (May 19-21) in Elk Grove, CA. The turnout was good this year, and we all had a very good time. There was plenty of good old American Flyer, plus lots of S gauge items for sale. There were train races and a nice dinner. On Sunday we toured the Sacramento Railroad

Jeff's Junction



TRACK PLANNING IN S

This issue of the *Dispatch* is dedicated mostly to track planning. As I've stated previously, and as I'm sure many of you feel the same, track design for S can be a challenge for all aspects of our scale. Whether AF, hi-rail, narrow gauge, standard gauge scale or whatever, good layout design is often hampered by our ideal size - at least compared to what you can do in N or HO.

Yes, we have to harken back to simpler layouts like our pioneer O scalers did back in the '30s and '40s. We most likely have to accept layouts of lesser scope, but that's OK because S, like O, is meant to show off the individual rolling stock and structures moreso than HO or N where whole railroad systems are modeled. S modelers are usually forced to compromise to create more compact schemes such as just modeling a few townsites or just modeling a branch-line. AF modelers aren't restricted as much because of the use of tighter radii, but again the sheer size of S is limiting.

But since most hi-rail and scale S layouts built or underway have a shorter history than any scale, except maybe Garden Railways, we have the advantage of years of HO, N, and O track planning ideas we all have read about over the years. We have had the advantage of the likes of John Armstrong, Don Mitchell, Linn Westcott and others over the years. There is even a track planning SIG (Special Interest Group) in the NMRA begun by Doug Gurin.

With all this in mind this issue will feature some layout designs that are meant to inspire S gaugers to adapt to their own situation. On the cover is an S-Trax design from the new Track Planning Guide by SHS. Pages 8 and 9 include sketches which cover a lot of space situations. If you're starting from scratch

or expanding a layout, it is a good second step to look at sketches or doodle some of your own. The first, step, of course, is to physically measure the space available and to make an accurate drawing of the space with the dimensions. On pages 10 and 11 there is an article by Gary McCullah about reworking plans seen in a publication or on the web. Gary's article suggests unwinding spaghetti bowl layouts. On page 12 I included two around-the wall layouts. One is an O scale track plan published in 1940 that I adapted to S by only changing the room size slightly. Also on page 12 is a terminal style switching layout actually being built by Terry Harrison.

On page 13 are two plans that were adapted from two layouts built in the '50s and '60s in HO by Bill Livingston. These were smallish in HO - about small room size, but with a little more space these offer a lot to an S gauger. The key to these two layouts are: minimal trackage, lots of switching, different operating schemes, lots of scenic possibilities, and modest dimensions.

I didn't forget the narrow gaugers as on page 2 there are some preliminary designs for portions of an East Broad Top Sn3 layout being built by Keith Thompson. It looks like Keith is pretty handy with a track design program (probably a CAD program). There is some back and forth on this in Extra Board. My own sketches are hand-drawn, but the actual layouts as on pages 12 and 13 drawn by me were done the old-fashioned way with compass, triangle, ruler and 1/4" blue-line graph paper. They are to scale, but I reduced percentage wise to fit the magazine space I wanted to use. If you want to approximate any of the actual layouts just figure out the scale and enlarge proportionately on a copier. And - any layout whether done on CAD program or hand drawn is only a starter - adjustments will be made along the way.

Future track plan segments will include some Flyer, plans, actual layout designs by S scalers, more adaptations of plans from other scales, and hopefully, some actual CAD designed ones.

NEW PRODUCTS REPORT

By Jeff Madden

CENTRAL OHIO S GAUGERS (John Gafney, 2460 Tevis Ann Ct., Dublin, OH 43016) now has available a special run American Models 4-bay hopper car lettered for Timken Roller Bearing. This is an actual prototype which can be a companion for last year's Spree boxcar. The car is black with big white Timken lettering. A coke load is included. Available only from the COSG at the above address, the car is \$44.00 plus S&H of \$6.00 for 1st car and \$2.00 for additional cars. Available in 2 #s - 1000 and 1002. Some yellow boxcars remain as well at the same price. Checks to COSG.

M.L.W. SERVICES (Andy Malette, 71 Rabbit Lane, Etobicoke, Ontario, M9B 5S8 Canada - 416-626-8395, andym@www.mlwservices.ca). M.L.W. Services is pleased to announce that after 1-3/4 years of work, the CNR K-3 Pacific conversion kit in S scale will be released after Feb. '05 - that's now. They are taking deposits. The final price is \$1100 CDN with the mechanism and \$800 CDN without the mechanism. The mechanism includes an American Models Pacific, a new motor with a reduction gearhead and a new NWSL motor coupling. They are taking deposits of \$150 CDN. Builders are also available for those wanting built up models.

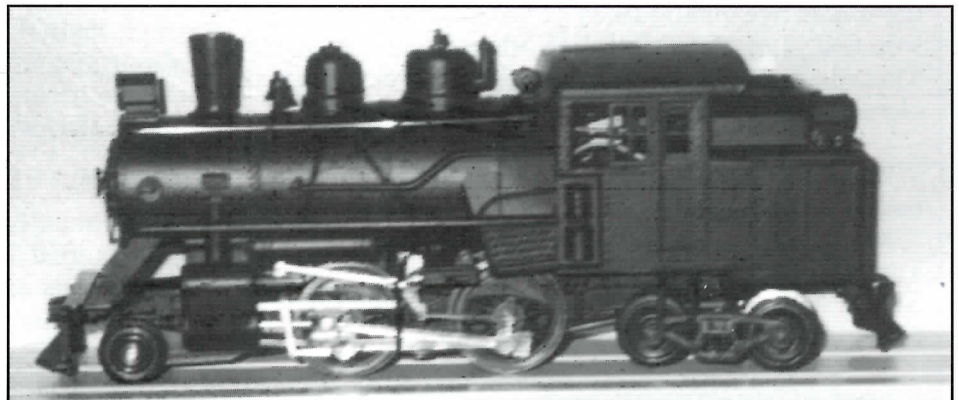
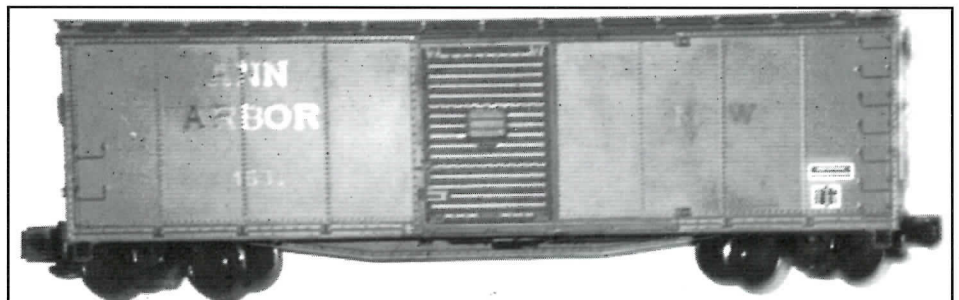
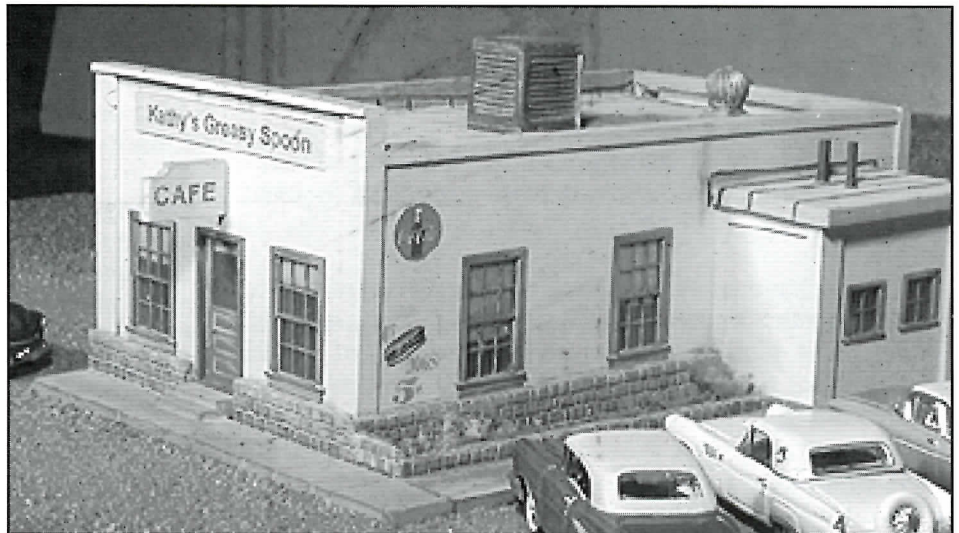
PINE CANYON SCALE MODELS (www.pinecanyonscalemodels.com) continues to produce cast resin detail parts in S. These include loads, water tower, crates, barrels, roof ventilation turbines, coolers, trashcans, steel drums, propane tanks, workbench, soda machines, and gas pumps. A couple of examples: gray painted canvas covered loads #504 includes 7 of various sizes for \$15. A rooftop

water tank kit for \$10. Piles of boxes (#328) includes two piles of small wooden crates. Set of 2 \$4.00.

PUTT TRAINS (P.O. Box 463, Orwell, OH 44076 - www.putttrains.com) is the bringer backer and improver of the Rex steam locos and freight cars. Terry Putt also has some plastic Birney trolleys and a plastic diesel mine switcher. Mentioned for 2006 are a rerun of the 0-4-0 Dockside, the

flatcar and the lowside gondola. All are die-cast metal. The Mogul and 0-6-0 will be offered with some new roadnames. It looks like some Suburbans might also be in the works. Other 2006 plans include an auto loader car with four autos, a sweeper car, a box motor, new trolley and diesel roadnames.

SHS (www.showcaseline.com) has a couple new paint schemes for freight cars coming in over the



summer. Photo shows Ann Arbor orange MOW steel rebuilt boxcar. Also coming SOO Line and L&C, \$39.95 each.

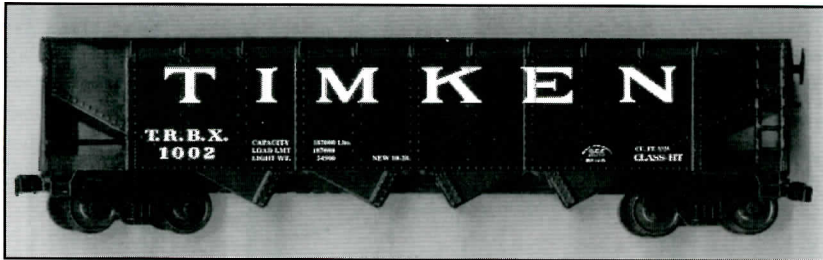
SMSG '06 CONV. CAR

The SMSG sponsors of the Pontiac, Michigan, 2006 NASG convention have announced their convention car and are taking orders. It is a Pere Marquette steel gondola with coil steel loads. It was built in 1944 and ran into the '70s. It's the AM 50; car. Available in scale or hi-rail in proto number

or conv. year number for \$45 each. Cars not picked up at convention - add \$8.00 S&H 1st car, \$4.00 additional cars. To: Jerry Poniatowski, 3240 Elizabeth, Wayne, MI 48184. Checks to Southern Michigan Express.

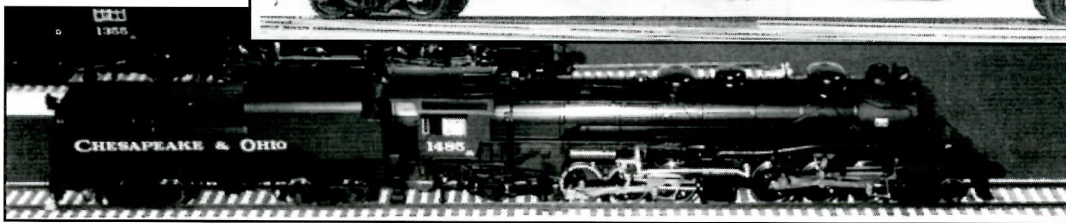
TOMALCO TRACK (128 Conifer Lane, Hurley, New York 12443 - lmorton@hvc.rr.com) keeps putting out S track products including crossings, curved turnouts, 3-way turnouts plus the usual line with regular turnouts

and flex track. Larry now includes code 83 items along with code 100, plus some code 70. For example, 36" weathered flex track in code 100, 83 or 70 prices out at \$7.00 a section. Space saving curved turnouts come in 28/40, 48/32, 60/45 radii in both code 100 and 83 so far. Prices w/o ties range from \$36-\$42 to \$55-\$64 built up with ties. You can even get a # 6 double slip turnout on stained ties for \$65. Crossings come in varying degrees including 14, 19, 30, 45, 60 and 90.



◀ COSG Hopper Car.

River Raisin 2-6-6-2 Pilot Model.



2006 NASG CONVENTION CAR
Pere Marquette Gondola w/ Steel Coil Load



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2005 Fall S Fest

Dave Pippitt, Registrar
3703 Sherbrooke Rd.
Rockford, IL 61114

Email: dpippitt@rockford.edu

Or online at www.s-fest.org

If you have attended S Fest in the last 5 years, you should receive registration material via USPS during the first week of June, 2005

S TRACK PLANNING PART -I

By Jeff Madden and others.

To start off this track planning in S series I thought I'd include several sketches of modest sized home layouts which could be built in scale, hi-rail or AF. I give the rough overall dimensions. These plans are meant as fodder for developing your own plan. Widths, lengths, of course, would be adapted to your particular situation. Radii should be as liberal as possible (my philosophy).

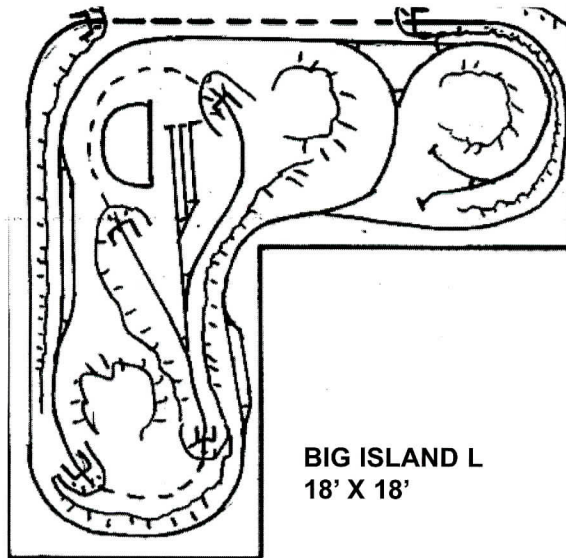
Let's take these one at a time starting with **The Big Island L**. This layout would be island style - that is meant to be able to walk around all sides and take up about 18' square. The two long sides would only have to be about 3' away from a wall. The outside loop would be level with the inside trackage going upgrade to a dead-end logging area and a reverse loop mine area.

Looking at **The Rover** we see a long narrow space utilized with dogbone loops at each end. It is hoped space would be available for at least one extension yard coming off one of the loop areas. The entire layout would be along walls except the front area. Space needed would be about 4' to 8' wide by 24' not counting the extension yard.

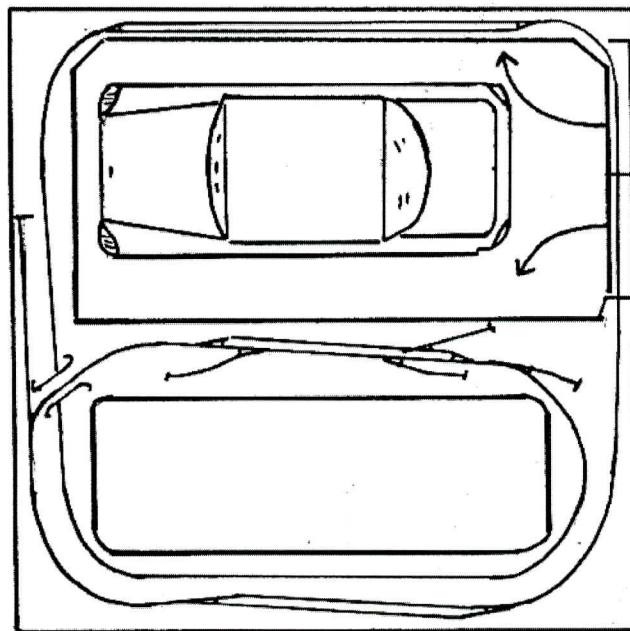
Next we have **The Garage** layout at about 20' square. This is based on what might be possible in a two-car garage with space kept open for 1 car. tracks crossing in front of garage doors or any people doors would be on swing gates.

The **Almost Square Amigo** is a typical around-the-wall, donut hole, setup. An extension yard with wye would help operation. There is one loop with hidden staging plus a branch line.

The Obstacle Course layout takes up a normal ranch house basement,

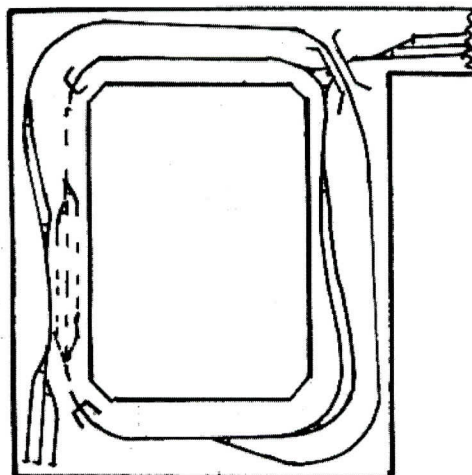


BIG ISLAND L
18' X 18'

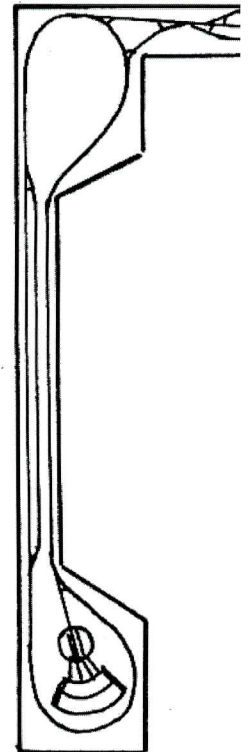


THE GARAGE 20' X 20'

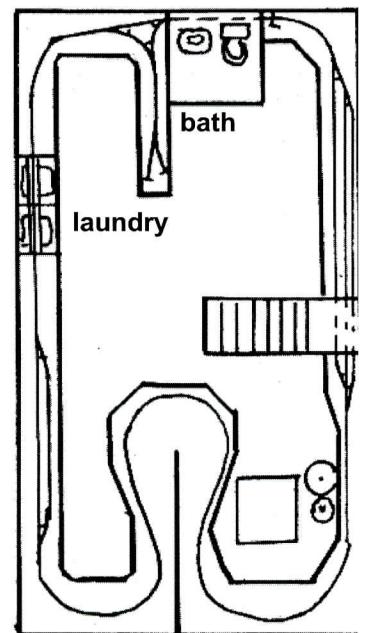
ALMOST SQUARE AMIGO 12' X 15' Not counting extension



THE ROVER (DOGBONE)
4' X 24' Not counting extension



THE OBSTACLE COURSE 24' x 40'



about 24' x 40'. This style of layout is very typical of the larger scales in a basement. O scalers are used to this, but S scalers can be creative as well in bridging laundry tubs, going under stairs and winding around utilities. With this style layout there is plenty of room for scenery and wide curves - it's just that compromises are needed to share the trains with non-train necessary items.

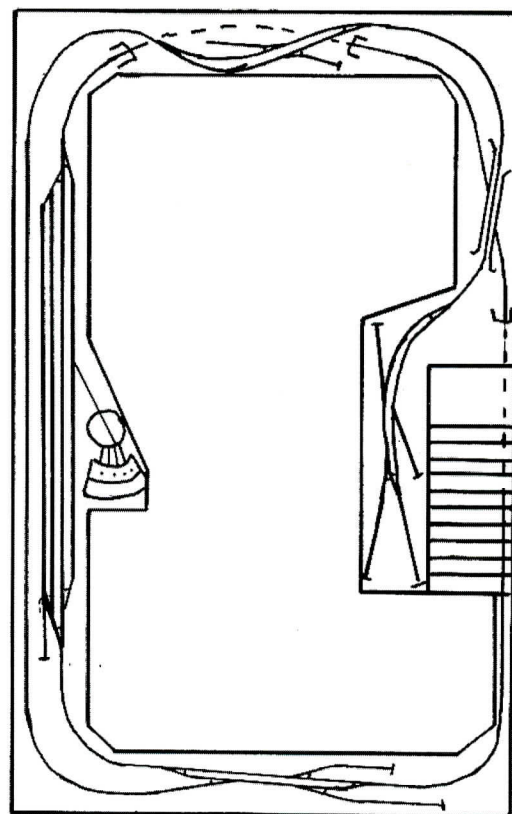
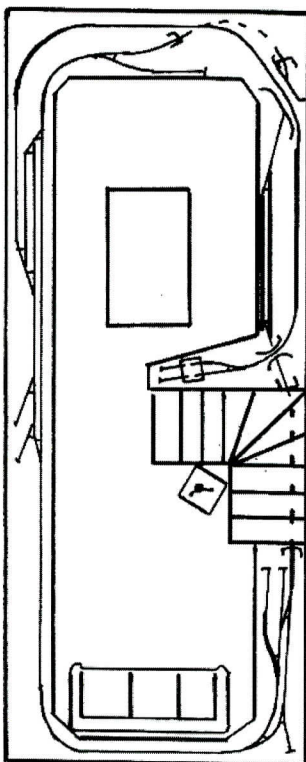
Now to page 9 we have three more basic "idea layouts." **The Wreck Room** is about 12' x 30' and is designed to go around the walls leaving ample room for a Foosball table, couch, TV and probably some chairs and lamps. This is about half the ranch basement with the other half having the utilities, etc. There would have to be a lift bridge or duckunder to access the other part of the basement. This room could be built in an attic area too, with the stairs coming up instead of going down.

The Wall Hugger at about 20' x 40' works well in an unhampered basement area (or attic) where a mainline and a branch are easily run along the outside walls. Wall side stairs with the track poking thru is a real space gainer.

A last basic design shown here is **The Switcheroo** which is a layout design for those having limited space, but desiring lots of action. The basic layout takes up about 16' x 20' of open wall space with the staging areas hopefully poking thru walls into furnace rooms, laundry rooms, etc. The idea here, naturally, is to provide lots of switching opportunities with the staging areas, whether they be loops or flat yards, being out of sight and unscenicked in adjacent rooms.

So there you have it - some fodder for designing your layout that's away from the typical tabletop style.

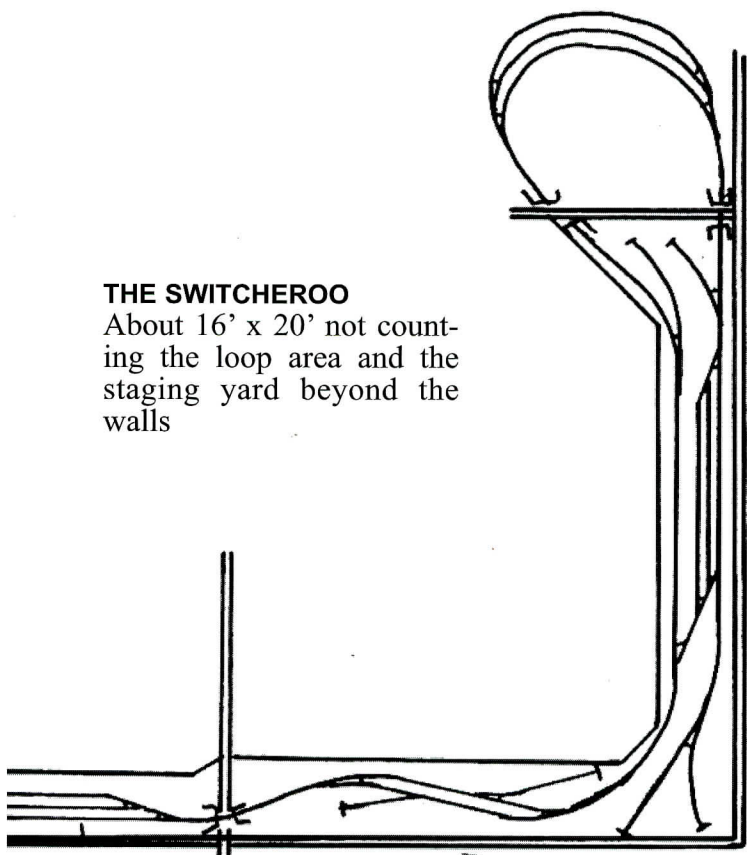
**THE "WRECK" ROOM
12' X 30'**



THE WALL HUGGER 20' x 40'

THE SWITCHEROO

About 16' x 20' not counting the loop area and the staging yard beyond the walls



Finding That Perfect Track Plan

By Gary McCullah

If you are like me, time and space for a layout are at a premium. As a result, I am always looking for good layout ideas that I can use. One thing I have started noticing of late is that some of the older "bowl of spaghetti" layouts can be unwound to make decent layout in any scale, but especially in S scale.

Typical of this is a layout from the *S Gauge Herald* of Nov.-Dec. '75. **The Blairton Branch** (Paul Raham) is based on eastern coal hauling prototypes. However, the plan does offer several possible alternatives. One possible one is that the branch connects the main-line with a river or ocean terminal. Thus, the two industry stub tracks at Blairton could represent a rail-

to-barge/ship transfer facility for either coal or grain. This would require some form of staging for connecting trains on the main line. The transfer facility itself could be modeled in bas-relief.

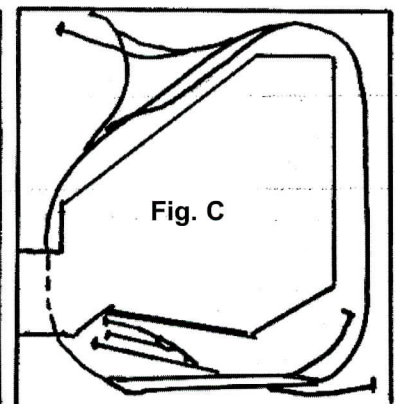
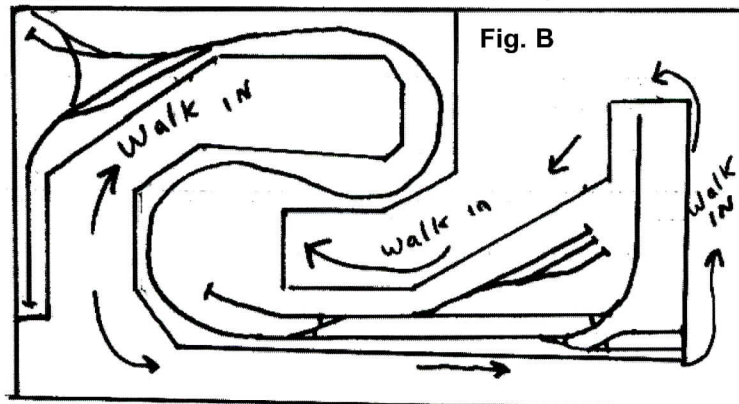
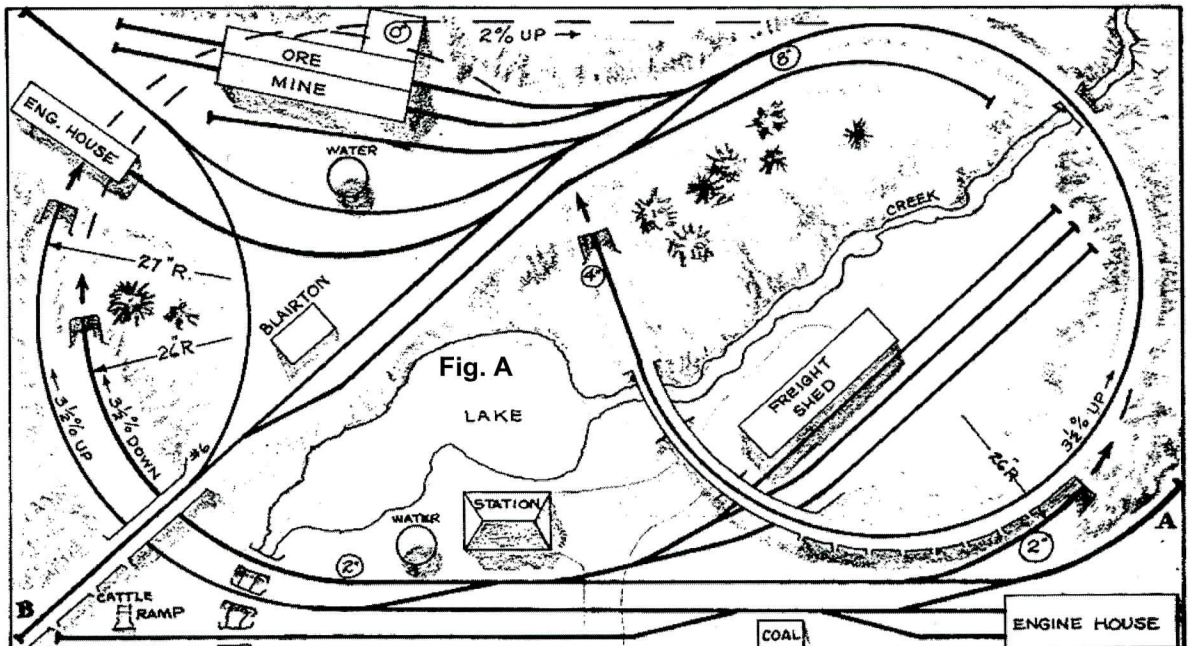
The Blairton Branch RR plan (Fig. A) is basically a folded oval with two terminals. One is a small through yard with a passing siding and three stub-end yard tracks. The yard tracks are set at about a 45 degree angle to the main line. The other yard is a wye with a couple of stub-end yard tracks, stub-end industry tracks, and again, a passing siding.

If you were to take only the two yard areas and snip them out sepa-

ately and place them adjacent to each other, connected in such a way as to create an around-the-room, point-to-point layout (Fig. B). Alternately, the yards could be placed one above the other to minimize the floor space required (Fig. C). Note that this will allow you a continuous run as will placing the yards on opposite sides or in opposite corners of the room with track running around the room connecting the ends.

As an example of a layout (Fig. D) which can be unwound or reconfigured, I will use a track plan that Albion Software has on their web page. Basically, it is an oval with spur tracks. However, if you change the connections that make the loops and put the Newman Mine at one end of the main line and the town of Thurston at the other end, a very nice layout is cre-

Blairton Branch Line by Paul Raham - reprinted with the permission of the original publisher of the *S Gauge Herald*. The original design is 5' x 9' with mostly 24" min. radius, some 26" radius, and #4 turnouts. It is a basic loop with the branch twisting up to the ore mine. Both or one end of wye stubs could be extended to add interchange or staging tracks. Then the basic layout would be T-shaped with the main layout being a peninsula with two extensions off the short side by the wye. Access should be on three sides.



ated. I have included two possible configurations - one (Fig. E) is rectangular, but could be formed into a complete point-to-point walk-around. The other Fig. F) would fit in sort of an L-shape with a walk-around peninsula.. By having Newman mine on a shelf above Thurston, you reduce the amount of space needed and add interest in the form of the grade from the mine to the yard and from the yard to the town. Interchange with the

outside world takes place in the yard at Harrison. You might need to squeeze in another yard track for a loads-in, empties-out operation if the mine is mostly destined for interchange. Another idea would be to make the loop a helix. This would moderate the grade and keep the necessary separation of upper and lower levels. You could also put the ends on opposite walls to form a large U with the yard at the base. This would keep every-

thing level.

Remember, keep your eyes open. Look at every track plan you com across.

I might have modified some of Gary's ideas slightly as I received only rough sketches, but his plans have some nicely creative points - Jeff.

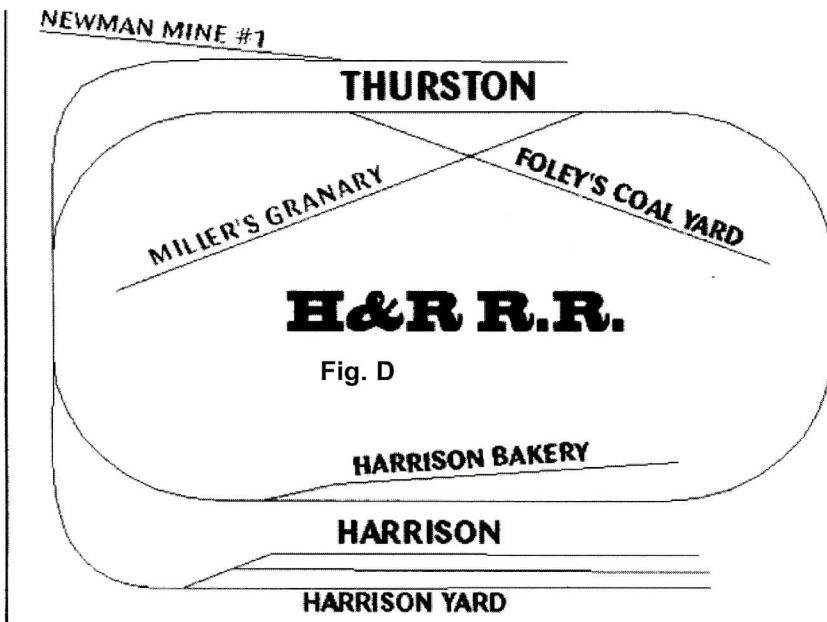
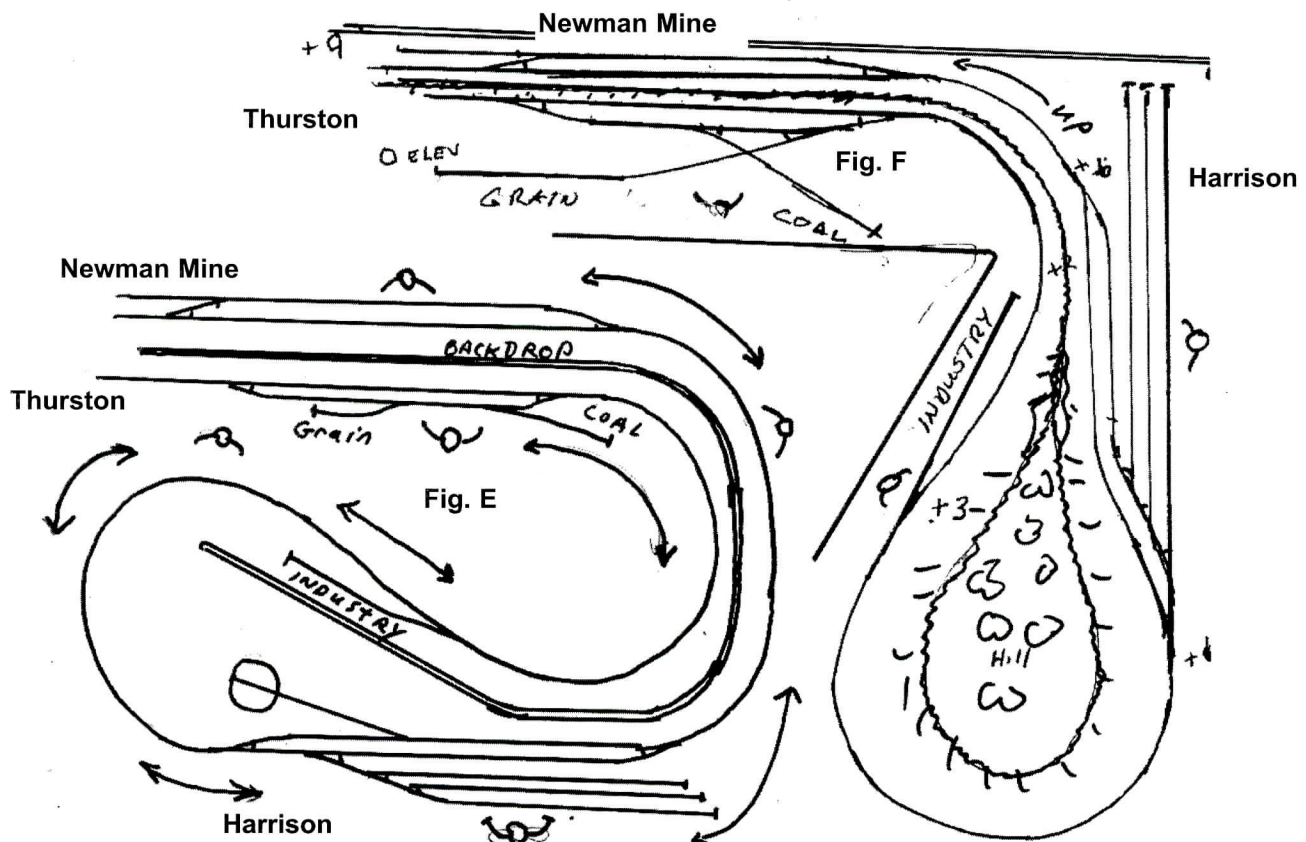
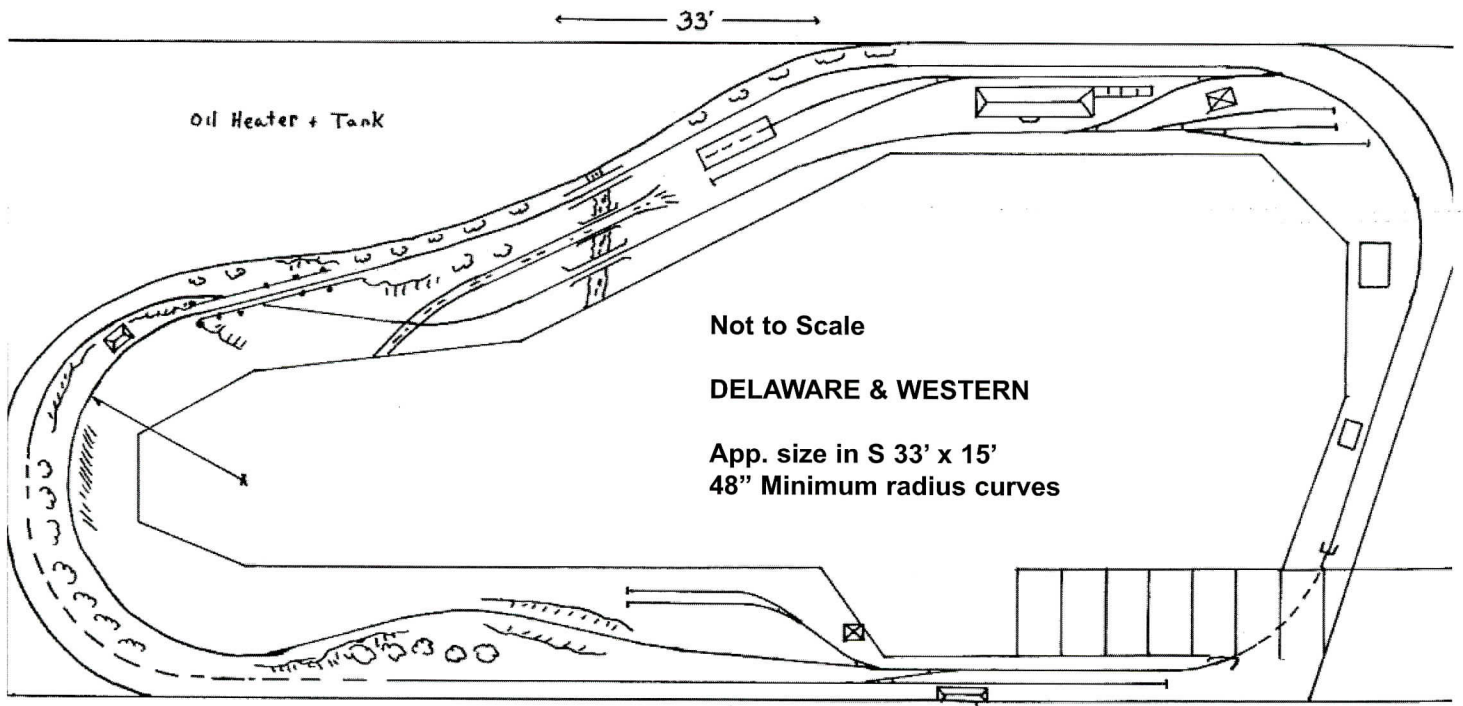


Fig. D

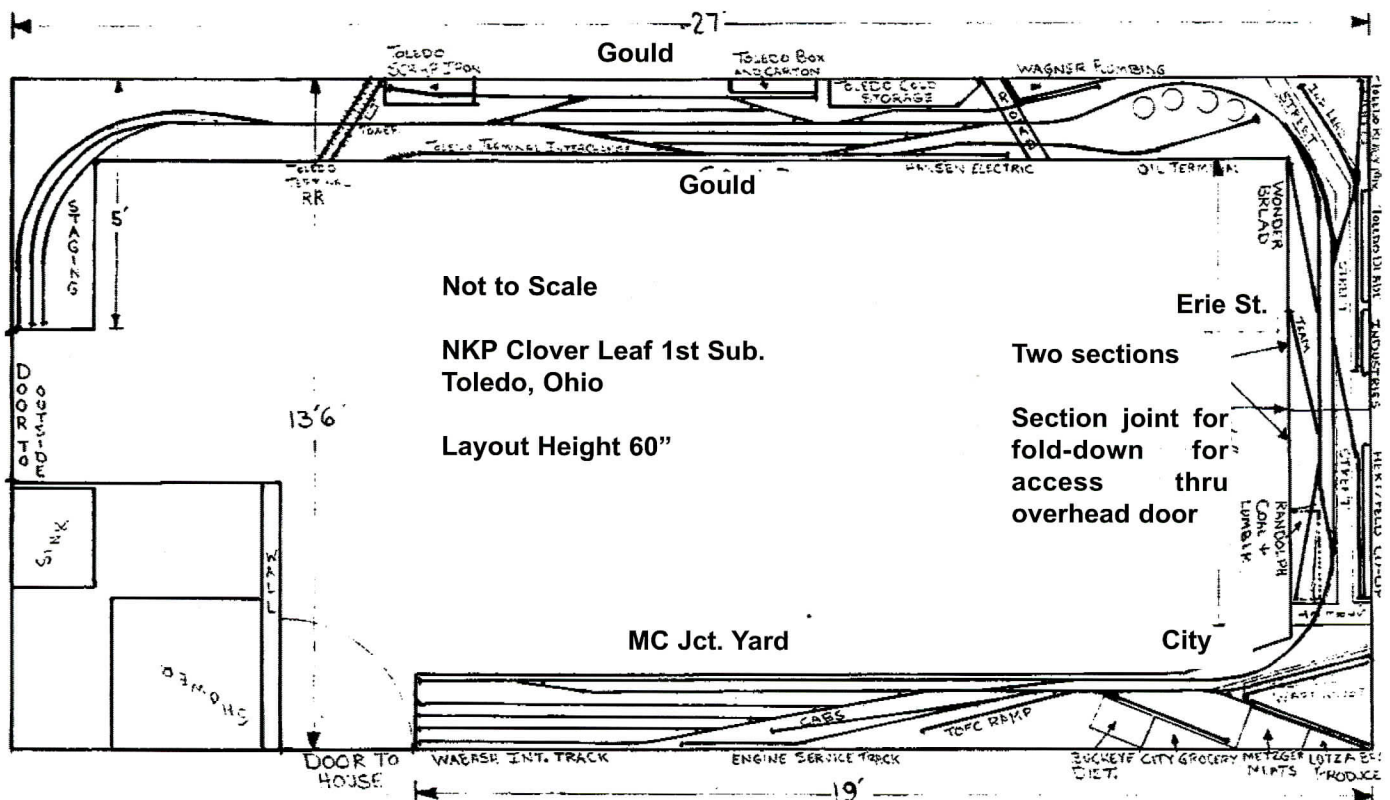
The H&R layout at the left is courtesy of Bill Appell of Albion Software. His website is www.albionsoftware.com. Gary took this operational (not to scale) track diagram and came up with a couple of ways to bend it into a functional layout. Shown below are two ideas for unwinding this schematic. Fig. E could be a straight point-to-point walk-around. A lift out bridge from Thurston over to the peninsula could give a continuous run. The 2nd plan (F) is strictly point to point with the mine being on a higher level.

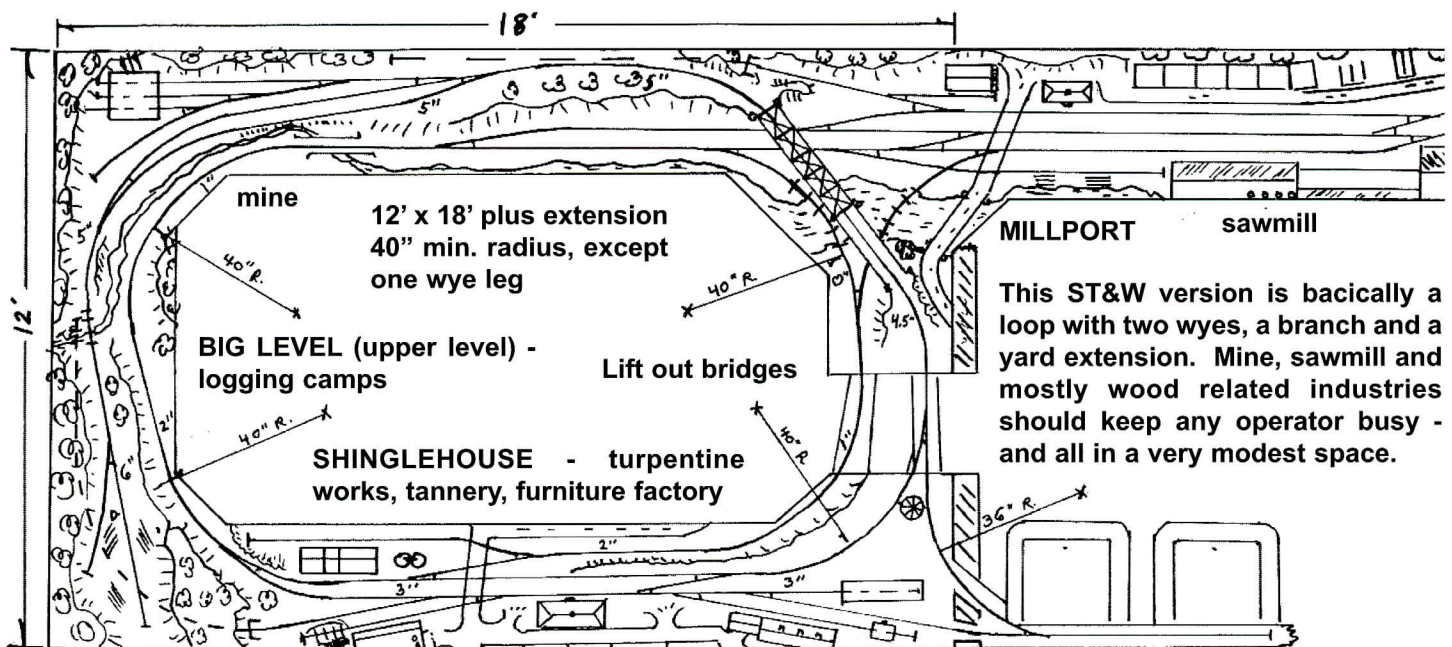




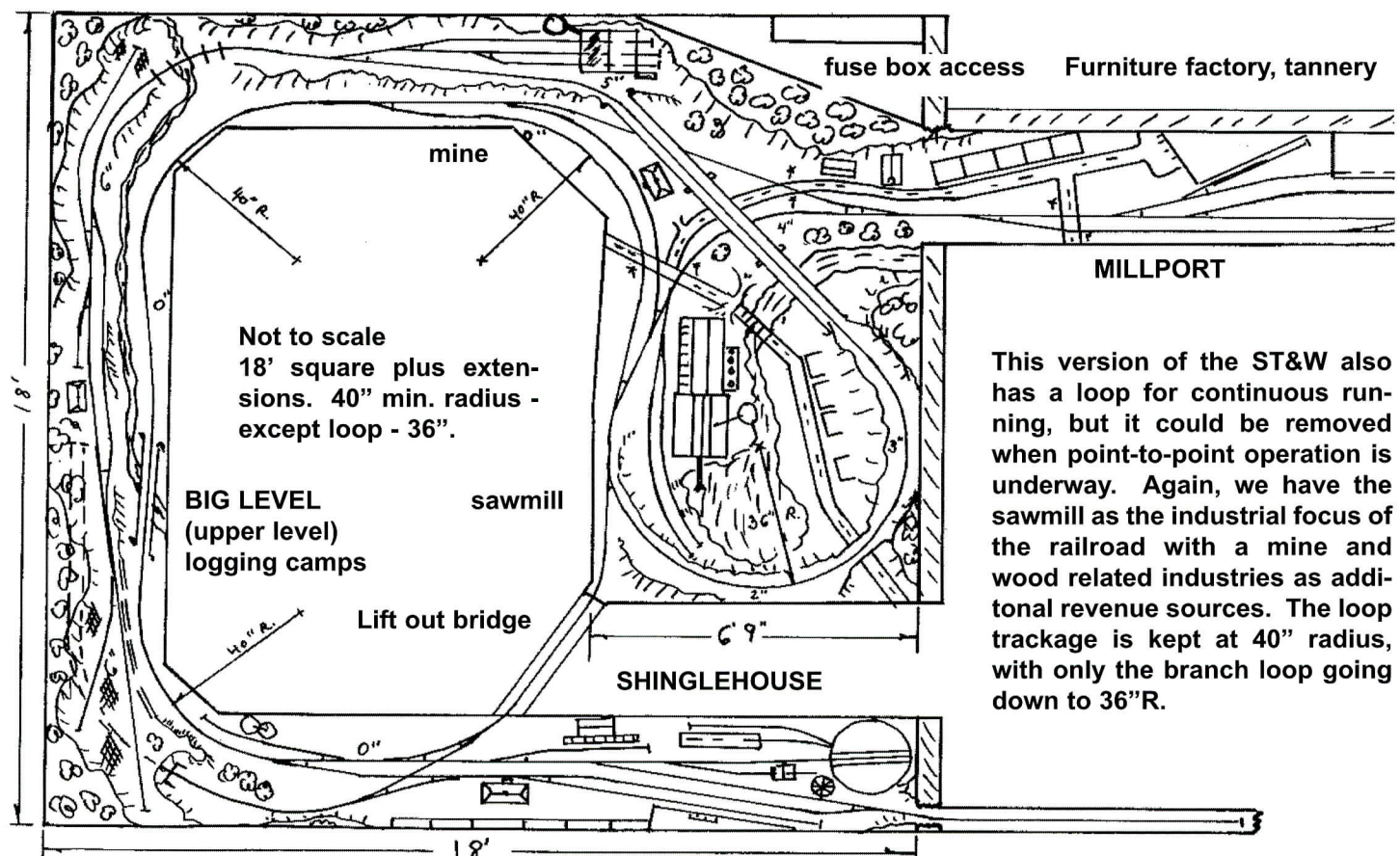
Top is an O scale layout called the Delaware & Western and built by Frank Smith. It was in the November 1940 Model Railroader. I have redrawn it to S scale with basically the same design. It will fit a typical ranch house basement (or attic). There is a high line and a level mainline. The high line could serve as a branch and could dead end in the area near the cut where it reconnects the mainline. I based my Elk & Gauley layout somewhat on this layout. - Jeff

Below is Terry Harrison's industrial switching layout based on the Nickel Plate Railroad in the Toledo, Ohio, area. It takes up approximately 13'6" by 27' - I assume in a garage since basements are rare in Florida. Two active yards, a staging yard, and plenty of industries will keep a couple of operators busy - or it can easily be operated by a single person. If desired, it wouldn't be too hard to connect the staging yard and MC Jct. Yard for a continuous operation. A couple of lift or swing bridges would be necessary, however. The D&W layout above indicates minimal rural scenery while Terry's layout below is perfect for industrial building flats and a city backdrop.





SHINGLEHOUSE, TURTLEPOINT & WESTERN: Back in the '50s Bill Livingston built two neat little freelance HO branchline type layouts based on the mountainous areas of north central Pennsylvania. The top layout is modified to S and current standards from Bill's layout which was published in the Sept. 1962 Model Railroader. The layout below is modified from an earlier layout with the same theme and was published as a 3-d drawing in both RMC and a 1960 RMC softbound book called Track Design. The theme is basically logging and mining and taking the logging loads down to a mill at Millport and logging related industries such as tanning, barrel factories and turpentine factories in Millport and Shinglehouse. Coal mine loads would mostly go to an interchange at Shinglehouse, but some coal loads could be spotted at local industries for fuel. *Redrawn plans by Jeff Madden*



Meet an S Gauger

By Bill Fraley

Tom Robichaud

Tom Robichaud is a member of the Bristol S Gauge Club. He has been a member since 1998. Then in 2001, Tom ran for president of the club and won. Tom says, "Well, I say I won, but you know what that means, I've been president ever since!"

Tom's favorite railroad is the Boston & Maine. His dad worked

High-Rail. The only conversion to his S-gauge equipment is that he replaces all the AF couplers with Kadee's. Tom also has S-scale equipment that he likes to run as well.

One day Tom had an idea: He wanted to expand his O-gauge layout but had no more room. He decided to take the roof off the two-stall garage and build a second story addition designed specifically for trains. Six months later, he finally finished off the construction now having a very nice 22' x 22' room with separate heating.

During the construction, Tom worked on layout design. His friends, whom he prefers to, call the CGLR club, kept trying to convince Tom to design the room's layout for S-gauge. [Bill Clark, Michael Greene,

Helen Lenart and Tom Robichaud.]

Hey, it was a tough sell! Tommy had all this O-gauge equipment and no S-gauge at all! Tom said, "Being that I like my friends more than I like money I switched the other way and landed on the S-gauge side of the track."

Designing the layout using AutoCAD took about four months. The goal was to build a layout that can be used for operation and still be able to run high-rail as well as scale equipment.

Tom used L-girder construction and built a workbench; with the help of his friends [CGLR Club], he expanded the Layout from the workbench with a 250' mainline. Once the mainline was in, they could now start running trains.

Then from time to time, he would cut in a siding or build an industry and have the layout up and running again in short order. Tom's original plan was to purchase closed frog switches, but he realized it was going to be very expensive. One of his fellow club members, Skip Radio, taught Tom how to build a closed frog switch and from that, Tom has now built an installed 55 switches.

Go to this site for a clinic on building "closed frog turnouts" by Tom. <http://www.trainweb.org/bristol-s-gauge/Projects/cfrogsw/cfroginfo.html>

The layout is now five years old and they are having regular operating sessions, and, Tom has set the entire operation up on Digitrax DCC wireless system.

Tom's background ... He grew up in Fitchburg, Ma. Tom got married in 1976, became single again in 1996. Tom has two grown daughters and still maintains a very close relationship with all of his family.

Tom attended community college, received his AS in Electrical engineering. Attended University of Massachusetts, evening classes, received his BS in Industrial Engineering,. worked for Digital equipment for 18 years, for Lucent Technologies as an Industrial-Manufacturing Engineer for 4 years, for Celestica for two years and is presently moving over to a position at New Hampshire Ball Bearing.

Tom's other hobbies include running about 30 miles a week, flying RC planes and most recently took up gardening, something his Dad



for that railroad for 10 years back in the early 1950's. He likes to model the 1950 time period because it was still mostly steam.

Seems Tom started in S-gauge in 1998. Tom had been an O-gauge person since the mid 1950's when his dad set up a Lionel layout in his house. Eventually, Tom was able to run the trains and made many nice additions to his Dad's layout. To this day, Tom lives in the same house and still has his O-gauge layout up and running.

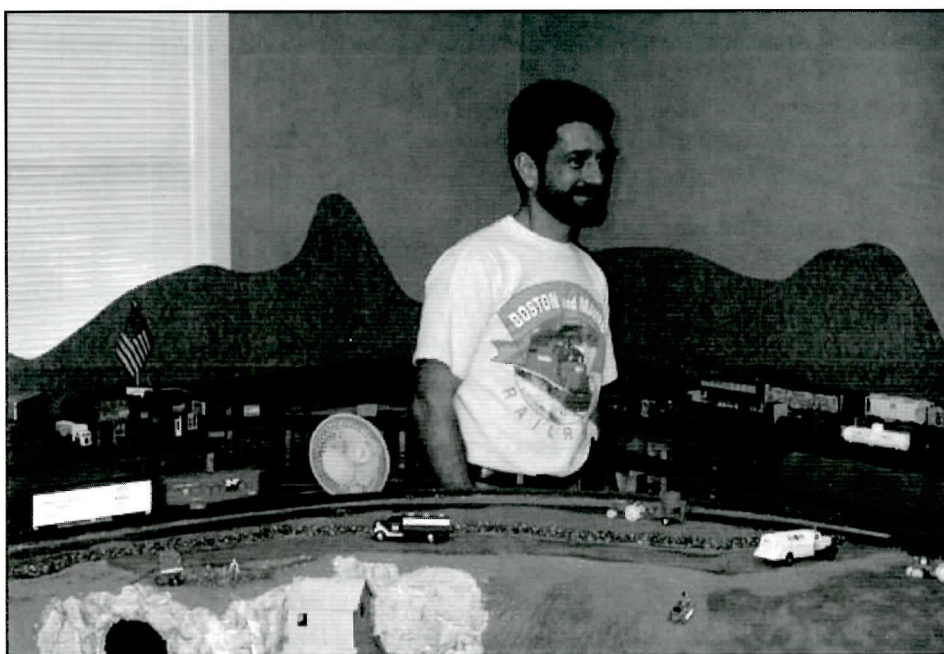
Tommy models in what we call

did and he thought he would never do. However, he has found that gardening is relaxing and a lot of fun!

Tom likes model railroading in S-gauge because of new found relationships' including direct dealing with manufacturers. He has attended three NASG Conventions, at two of which his club, the Bristol S - gaugers, set up their modular layout.

Tom is a member of the National Association of S Gaugers, National Model Railroad Association, Train Collectors of America, Lionel Collectors Club, K-Line Collectors Club and the Mike's Train House Railroad Club.

Anyone who knows of the Bristol S Gauge Club knows that it is the "Oldest S Gauge Club" in existence. Plus, the President, as well as the clubs number one Pepper-Upper" is Helen Lenart. Helen is very active in all the club happenings and manages its web site.



Tom divulged to me that in 1995, Helen was the one who really got him back into trains. To top all this off, what does Tommy like most about model railroading? He likes the SMOKE!

Photo on opposite page shows Tom operating an HO crane on an S flat at a Greenberg Show. Above - Tom operates his home layout. Below - Helen Lenart and Tom operating the home layout. Bottom photo from Bristol website; others by Bill Clark.



TRAINSTUFF LLC'S WILLIAMSON'S WAREHOUSE

By Gerry B. Evans

Trainstuff LLC Williamson's Warehouse makes into a fine looking S scale four-story structure. When Miller Engineering's "Noise R Us" illuminated and animated billboard is added to the roof, the warehouse becomes even more impressive. And, for final touches, a collection of Master Creations (BTS) pigeons and some Woodland Scenics dry-transfers complete the dress-up of the model.

The warehouse kit (\$109.95) is typical Trainstuff cast urethane. Not uncommon to cast urethane this model required a lot of filling due to air holes in the castings. I have begun using color changing spackling compound for filling air holes in urethane and find it preferable to traditional fillers. Spackling dries quicker, can be sanded without trouble and is easily back-filled and/or replace.

Once the air holes were hidden I used CA to glue the four sides to each other. I then sprayed the walls and brick inserts with Krylon barn red. While Trainstuff includes a myriad of extra parts, the number of Grandt Line windows supplied with the kit will not allow putting windows into each and every opening. So, some inserts are necessary. Simulated wooden and brick inserts are included. I chose to use only the brick inserts.

After the Krylon was totally dry, which doesn't take long, I began to "mortar" the bricks with drywall compound using business cards as squeegees. This is messy. For accent I then applied black, brown, yellow, red and orange pulverized chalks to the surface with a dry brush. Once happy with the effect of the brick lines and chalking, I oversprayed all surfaces with a matte finish.

I had pre-assembled and pre-painted the Grandt Line windows with Krylon flat white. These, in units of twos and threes, I then fitted with .01" glazing. The window units and the glazing were all cemented with MEK. I used CA to affix the window assemblies and brick inserts into the building's openings (the openings should be sanded prior to painting the walls so the windows and inserts fit neatly).

Using CA I installed some 3/16" styrene square rod (unsupplied) around the inside perimeter of the roof to support the simulated built-up roof. Adding cross members is a good idea. I also installed similar styrene rods between each floor. For ceilings/floored I used .04" styrene sheets (unsupplied), painted flat black as is all of the interior. Without the floors installed the first floor windows would be visible from the 4th floor. The simulated built-up roof itself is made from a supplied piece of .04" styrene that has a sheet of 180 grit sandpaper glued to it with MMM spray glue. (Provide abundant ventilation with this glue).

The roof decorations are painted employing various methods from chrome spray to magic markers. These I glued to the sandpaper using CA. I did not use all of the decorations included with the kit. I did have to fabricate one final decoration for the model. I felt the front door should have steps. These are not included with the kit. I built the front stairs from .02" styrene sheet.

I added various Woodlands Scenic dry transfer sign sheets to the sides. If I did it over I would back paint the front signs with contrasting background before applying the dry transfers.

I added two packages of Master Creations (BTS) pigeons (6 for \$1.25) to one corner and the A/C unit. These birdies also necessitated the addition of some pigeon





The Miller Engineering fireworks sign (above and right) is illuminated and animated. It is powered by 3 AAA batteries. Opposite page shows the rear view of the warehouse as constructed by Gerry. Notice the Woodland Scenics dry transfers. HO straight grab irons were added to the overhead doors for handles. A stick pin was added to the people door for a door handle. At right is the front of the warehouse. Note bricked in window areas. The small photo at the lower right shows the Master Creations pigeons complete with droppings.

photos by Gerry Evans



droppings to the building - just Badger acrylic white paint along some roof edges and down the side walls a bit. The same paint in gray was used to brush paint the foundation and window sills. As to the pigeons, you'll notice only 11 as 1 escaped from the workbench.

The final detail added to the building was the Miller Engineering lighted Engineering lighted and animated "Noise R US" billboard (\$37.45). It is impossible to tell from the picture how impressive this billboard really is as the animation cannot be rendered. To see the billboard in action go to www.microstru.com. There you will see this billboard and an impressive collection of other lighted signs - both static and ani-

mated. These billboards run on three AAA batteries that feed a supplied circuit board. I mounted the circuit board and battery pack onto one first floor wall using core filled double sticky backed tape.

The circuit board has an on/off switch and a press release switch that allows the modeler to decide among 46 different animation/lighting patterns.

Miller Engineering advertises that they have brass billboard supports available, but at present they have not produced any for sale. Instead, I used three pieces of u-shaped styrene affixed with CA to support my billboard from the rear.

Lastly, if you look carefully at any picture that shows the front face of the building, pay close attention to the fourth floor. Inside, looking out, is a surprise.



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Spring 'S' Spree 2005, Dayton, OH

By Thomas C. Hartrum

Photos by the author

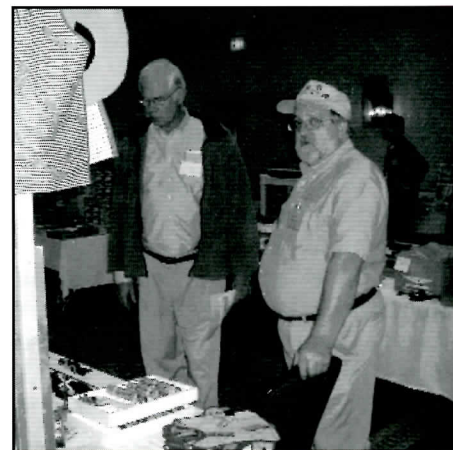
Another Spring 'S' Spree has come and gone. This was the third offering hosted by the Miami Valley S Gaugers (MVSG). Based on the feedback we've received to date it was another success-ful Spree. Over 300 attendees were able to choose from the wares of fifty dealers spread over 120 tables. Three operating S layouts were available for viewing. Festivities included a banquet followed by Scott Trostel's talk on the Lincoln funeral train, five clinics, a live auction, and a popular vote model con-test. Winners were:

- Alvin Clapp for motive power
- Roger Mitchell for rolling stock (1st & 2nd prizes!)
- Gene Rominski for scenery 1st
- Richard Moehr for scenery 2nd
- Tom Hawley was the Grand Prize raffle winner
- Mike Flick was the second place raffle winner

On behalf of the Miami Valley S Gaugers I would like to thank all who helped to make the Spree a success. This includes all the great 'S' dealers who are a key to the growth of our scale, and all the great attendees who purchased their wares, a key to the growth of the dealers! Enjoy the pictures, and look forward to your next opportunity to visit us in the Miami Valley.



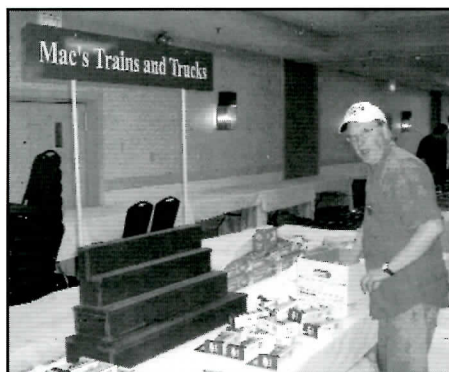
Gene Rominski's beautiful scratch built "Bistro" won 1st place in scenery.



Frank Timko interests an attendee in a motor conversion.



NASG was well represented, of course.



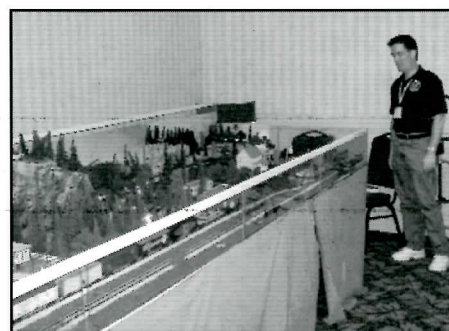
Mac McGrath was excited about his location by the entrance.



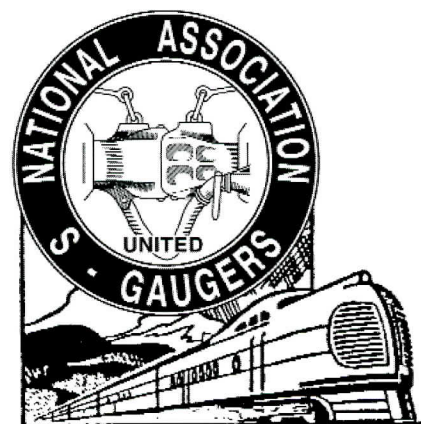
John Heck readies his wares for sale.



COSG had the largest operating layout.



Bob Pardington's layout from Michigan added interest to the layout room.



TOM'S TURNOUTS & TRACKWORK

A Review by Jerry Poniatowski

Build a better mouse trap and the world will beat a path to your door. Hmmm. If that's really true, then Tom Stoltz (of Tom's Trackwork and Turnouts) had better prepare for an onslaught. But in this case, the mousetrap is a new #6 turnout. At first glance, they look not a lot different

from others out there. They're crafted by a man who has put a lot of thought into their design, so they have a very nice finished appearance to them. On the examples I have, the ties are stained black to resemble creosote, and the rail on them is brass. Their open frog design is very prototypical and works very smoothly. But there the similarities end.

Tom originally made these turnouts to be compatible and to complement the American Models line of trackwork. Using code 148 brass rail makes that goal easy. But while making them primarily for his own Flyer locomotives and rolling stock, it occurred to him to try to smooth out their operation. Studying the problem from the engineer's and designer's point of view, the intent was simply to keep the sliding shoes of Flyer locomotives from falling in the gap at the frog. His solution was an insert in the frog area. The insert kept the sliding shoe from picking the frog point. So far, so good. After a bit of testing, he found out that while the insert kept the shoe from picking the point, it also could be designed to keep scale wheels from picking the frog point also.

Strict adherence to prototype proportions and operation uses the guard rails to coax the wheels

away from the frog point. The guard rails take care of the Flyer wheels, but to do so, the gap is too wide for scale wheels, and they pick the frog point, especially passing onto the diverging route. If the guard rails are wider to coax over scale wheels, the Flyer wheels will not pass through.

Here's where Tom's solution, while simple is so elegant. The inserts are shaped in cross section like a ramp with a ridge along it not only to provide smoothness to Flyer shoes, but also to push the wheels away from the frog point.

How successful is the idea? On the turnouts I have, I first pushed and pulled a variety of rolling stock both ways through the straight and diverging routes: classic Flyer, Lionel Flyer, scale boxcars and hirail and scale boxcars, gondolas, hoppers and cabooses, and even a trio of scale AM heavyweights with six wheel trucks. None of them derailed. They are not quite a drop-in, though. For permanent installation, a DPDT switch must be installed, and either a Caboose Industries ground throw or an under the table machine can be used. (Tom includes a very clear and concise set of instructions for wiring which contains a rather clever pun). I temporarily wired

the turnouts and tried as many different locomotives as I have. I successfully ran through, on all routes: a Flyer 0-6-0 switcher; a Flyer Rocket A-A lashup; a Flyer Pacific, Hudson and Atlantic; an American Models GG1, in hirail and scale versions; a hirail AM RS-3, a scale A-B-A set of SHS F units; a scale AM A-A set of F units; and a scale AM Pennsy streamlined Pacific. If anything you may have doesn't negotiate the turnouts, contact Tom for hints on tweaking.

I also tried using SHS flextrack with these turnouts, and even without any shims, the two track systems work well together. With shimming on the joiner of the SHS track, they mate perfectly. So these turnouts can be used with either of the two most popular hirail track systems. I personally prefer the #6 turnouts simply because they are much more gradual than the #4's.

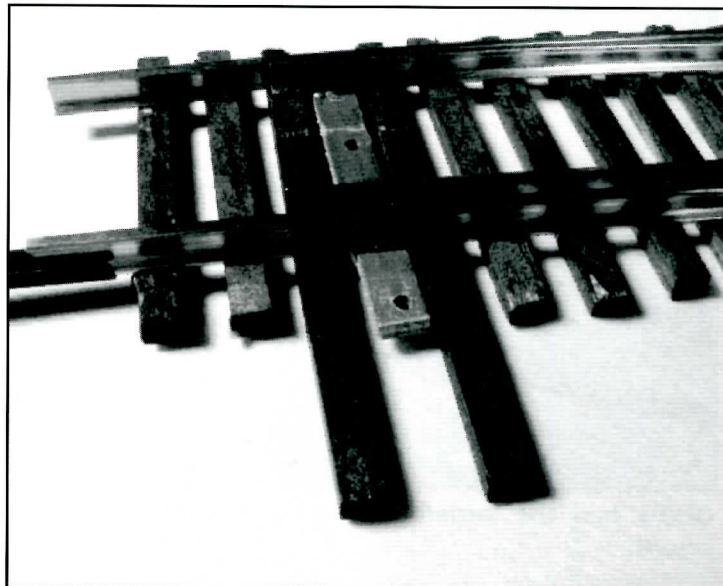
Tom has recently been crafting the trackwork in NS rail for those so inclined. There are also crossovers offered to match the #4 and #6 turnouts and the block ties can be ordered to go on the straight route. Contact Tom for specifics. He's constantly upgrading his products. Meanwhile, I'll be installing these turnouts on my layout.

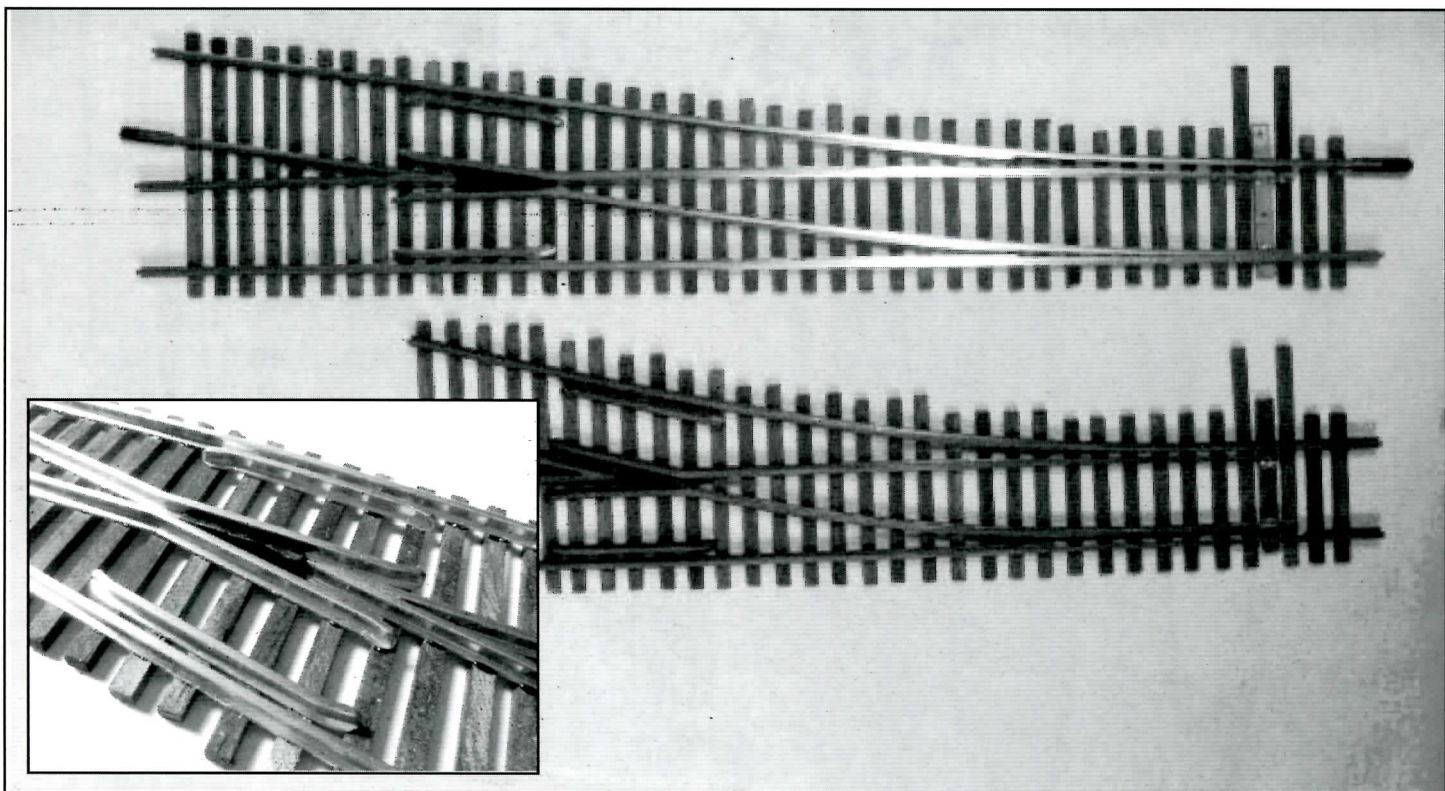
TOM'S TURNOUTS & TRACKWORK

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Shown above are two of Tom's turnouts, a number 6 and a number 4. Inset photo shows frog detail. Photo on opposite page shows detail of points and slide bar.

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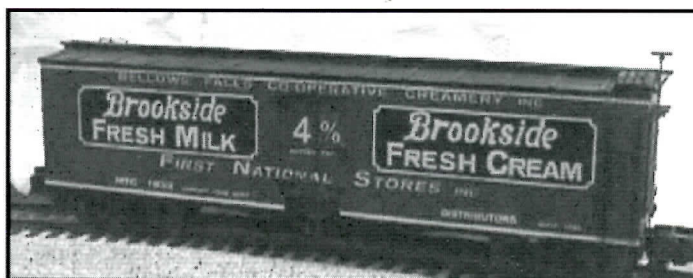
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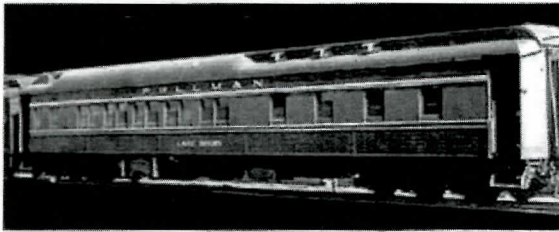
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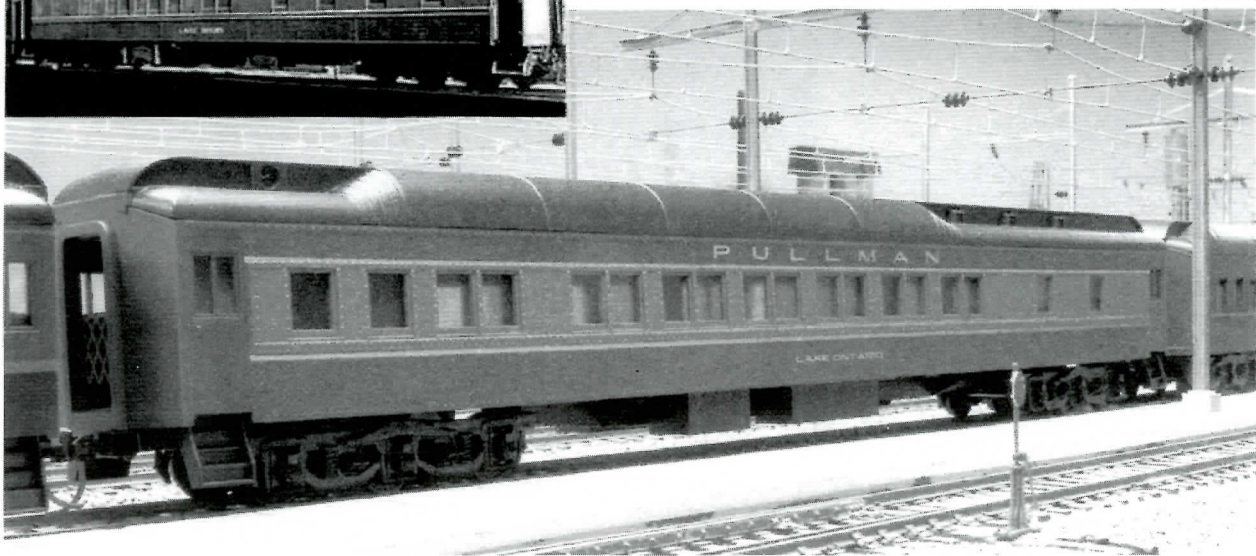
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(model photo)



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THE CLUB SANDWICH

By Dave Pool

The Bristol S Gauge Railroaders (BSGR): Dale Hasenzahl volunteered to examine the module trailer and work out a method of lighting for use in the winter months when there is limited natural outdoor illumination at some of the display events. **The club is planning for the 2008 NASG convention, and the convention committee has chosen the Double Tree Hotel in Lowell, MA. as the location.** Al Coughlin held the April meeting of the club at his home, in Franklin, MA. Chet Brown was scheduled to host the club members for their May meeting. June is the time of the annual club family outing and picnic, location of which is to be announced. The **BSGR** is the oldest S gauge club in the country. The club is planning to set up and display their layout at the annual train show held in New Haven, CT., in August. The club members were saddened by the loss of two members recently. Don Tyler passed away in March. Don was one of the newer members of the club and often helped with setup, operating and take down of the club's modular layout. Long time club member Bob Murphy passed away in March after a long illness. Bob was a member of the **BSGR** for more than eight years, and had a great collection of AF trains.

The Conn. S Gaugers (CSG) displayed their modular layout at two shows in March. The first was at the Cheshire High School and benefits the Ram band of the school. This event is held two times per year, in the Spring and Fall. It is the first train show that the club set up and operated their layout under the able direction of the late Bill Krause, club founder. The second show where the club displayed their layout was at the Fairfield, CT. Ludlowe High

School at a train show sponsored by the Housatonic Model RR Society. In April, the club displayed their layout at the Jonathon Law High School, Milford, CT. The club has recently added a short module in each end of the loop that they usually set up for display operations. The short module frames were built by Bob LaRiviere, and track was laid on them by President Bill Fuhrman, and Steve Kutash, V.P. in charge of the club module coordination. The new modules add needed space inside the display layout and the trains ran flawlessly on them. Member Pete Prizzi and Steve Kutash are both building models of the New Haven RR DL-109 diesel. Pete has ordered decals for the new units and it is hoped that the locomotives will be operating by the time of the train show sponsored and organized by John and Robin Vanacore, held in August at the N.H. City Wide Field House. The **CSG** held their May meeting at the home of Hank Roos, in South Windham, CT. Hank is a long time member of the club and his father was a captain for the Central RR of New Jersey water equipment fleet. Craig O'Connell edits the club newsletter, and your column editor is the club treasurer. The club has welcomed new members in the past months, including Arnold Palmieri, North Branford, CT.; Edward Kowalski, Palmer, MA.; Lawrence Cabral, Watertown, CT.; and Bruce Bolton of Newington, CT. Stan Stockrocki will host the club members for a meeting in mid-June at his home in Poughkeepsie, N.Y. Stan has a fabulous S scale layout with industrial buildings kitbashed from various available plastic kit structures.

The Western N.Y. S Scale Assoc. (WNYSSA) met at the

home of Frank Battaglia for their April meeting to see his O gauge layout and collection. A scenery clinic was given for those attending. The host has a fantastic layout according to the club newsletter, and several friends of the host were invited to the meeting. The scenery clinic included many good tips for such construction. Heavy plaster cast wrap from a medical supply store is useful for model RR scenery as a base. Paint that was mixed incorrectly at a home or supply store would be an inexpensive source of brown or dark color paint for scenery. Seal the rivers and streams before adding the "water". Fine black ballast is best for industrial areas on the layout. The May meeting was held at the home of Don Webster, in Derby, N.Y. Don gave a clinic on scratch-building structures. Dave LaGraves is coordinating a field trip of the club to the Niagara Frontier Live Steamers hopefully in the next several months. Member Lew Cabello is scheduled to host the August meeting of the **WNYSSA** at his home. Gregg Mummert coordinates the club activities, and ably edits the newsletter, which is sent out via e-mail to members.

The South Jersey S Gaugers (SJSG) meet on a monthly basis at the Stratford N.J. Senior Center. Members bring items to discuss, and a clinic is oftentimes presented. Hank Worrell is President, Michael McConnell, V.P. and David Pierce, Sect'y., Joe Balcer is Treasurer, and Jim Oliver, Ass't. Treasurer. Mike McConnell edits the club newsletter called *The Waybill*. The last meeting was on May 6, at the Senior Center. The **SJSG** plan to set up and operate an S layout at the St. Thomas Episcopal Church in Glassboro, N.J. for a train show there on June 25. In early April the club made their annual trip to Flyertown, an S gauge display operated by Joe Jones. The Flyertown Museum was featured in the May issue of the *Classic Toy*

Trains magazine. Joe is active with the club.

The Neshaminy Valley AF Club (NVAFC) held their 179th meeting at Phil's Tavern, in Ambler, PA. The members welcomed George Donahue to the meeting after having hip surgery. The fifteenth anniversary meeting (180th) of the club was held at the home of Mike and Kathleen Hudek. The club is considering setting up and operating their layout at train shows in Tuckahoe, N.J. on August 13-14 and Dec. 17-18. A model dealer who was at a train display sponsored by the club in Wildwood, N.J. invited them to display their layout. Mike Ramsey coordinates the club activities and edits the club newsletters which are distributed by e-mail.

The North Penn. S Gaugers (NPSG) are in urgent need of a trailer to transport their modular layout to the NASG convention in Altoona, PA for the annual convention. Club members are also concentrating on upgrading and improving their modules for the upcoming convention display and other displays that the club participates in. Glenn Ritter edits the club newsletter, and a recent edition described the club's participation in the East Coast Hobby Show, in April. The display was described as a "blast" because of the displays around the club layout, including inflated balloon slides for yelling children, destructive robotics that battled to the death, and race cars that bounced off PVC piping, etc. The show was well attended and the **NPSG** layout performed well with DCC operation. The new S Helper Service 2-8-0 consolidation was introduced to the attending public at this show. The club set up and operated their layout at the Norristown Senior Center on April 23-24 as a public service event.

The Susquehanna S Gaugers (SSG) has been in existence for about five years, but have been

slow to organize into a formal club. Jim Ingram has been the driving force in the organization of activities and planning of meetings to foster the growth of the organization. David Van Gilder has volunteered to serve as the recording secretary and hopefully the organizational duties can be spread around to other members and the group will expand and spread the word of S gauge to the central Penn. Area. Dick and Mary Jane Purnell hosted the group at their home in Northumberland, PA., where 25 members attended along with others from the South Jersey S Gaugers and several local guests. Bob Persing agreed to serve the group as treasurer, Mark Schwartz will serve as the contact officer, and Dave Van Gilder will correspond to the various S magazines to describe the **SSG** activities and plans. The club members plan to meet and interact with those that have a similar interest in S gauge trains, and to discuss their modeling and layout construction projects. The club met seven times in 2004, including their first meeting at the home of Mark and Doris Andermans, in Oriole, PA. The meeting was scheduled so that club members could see the host's Christmas layout before it was taken down. It turns out that the layout was not disassembled, but kept up for the entire year, and will probably be up for another year. Last March (2004) the club held a "steam up" at the studio of member Mark Anderman. The event was a two day one where the first day was used to set up trackage, and the second to operate trains. Nine club members participated and up to 17 engines were operated at the same time on the complex layout. A year ago April, Tom and Donna Vaughn hosted the club members to their home in Milesburg, PA. for a meeting. The host has a layout that can operate DCC trains (S gauge), and the hostess has an O gauge layout with operating accessories that entertained those attending. Mark and Charlotte Wertman held an out-

door picnic for the **SSG** last August at their home in Catawissa, PA., where the host has an outdoor one-inch scale layout that guests could ride upon. Mark has S scale trackage in his workshop as well as the outdoor tracks. The club members made a trip to the Wilkes-Barre, PA. area in September to visit George Lumbach's layout and an HO scale layout of the Hudson Model RR Club.

The Potomac Valley S Gaugers (PVSG) met at the home of Sam and Elaine Powell, in Gaithersburg, MD. in April. Those attending were able to see the progress Sam is making on the new Penn Creek Valley layout. Sam adds buildings and works on scenery as he extends his layout. Sam is truly a master craftsman and has had previous S layouts that could supply ideas and incentive to all modelers in S gauge. Sam built freight cars by narrowing O gauge plastic molded bodies when there were no such box and reefer cars available in our favorite scale. Sam presented a slide show at the meeting that showed his previous layouts. Richard Lind ably edits the club newsletters. Dick and Olga Cataldi held the May meeting of the club at their home in Vienna, VA. The host set up a piece of the second Penn Creek Valley layout along one wall of the upstairs wall of the garage for train operation and photo ops. Richard Lind gave a clinic on making model chimneys using styrene tubing and Plastruct brick. Richard described in a recent newsletter, his participation in a recent NMRA "Modeling with the Masters" weekend event held in Sacramento, CA. The event included several clinics on various model building activities, including building scratch rail turnouts, air brushing, building plaster model buildings, etc.

The Baltimore Area AF Club (BA AFC) held their April meeting at the home of Walt Westerfield, in Fork, MD. The

club set up and displayed their layout at the Great Scale & All-American Hi-Rail & Collectors Train Show, in Timonium, MD., on April 16/17. This show was at one time billed as a scale only show, but the organizers apparently came to the realization that there are other modelers who might spend money at a show and might not be rivet counters. Any way all are welcome to the show, and our favorite gauge was represented by the **BAAFC** where they operated a layout. The club also brought and set up a layout at the WMATA Rail Rodeo, in Suitland, MD., on April 30. The Rail Rodeo is an annual picnic for the WMATA (Washington Metro Area Transit Authority) employees and has various activities at the repair facility and yard of the RR line. This was a good chance to get full sized railroaders interested in S gauge railroading. **The BAAFC made a bid to host the 2007 NASG convention, and it was approved.** David Blum is chairman of the committee that is planning the convention. Club members have established a tradition of meeting for lunch at the TCA meet in York, PA., and they did so this year on Friday April 29. Monte Heppe held the May meeting of the club at his home in Pasadena, MD.

The Atlantic Coast S Gaugers (ACSG) set up and operated their layout at the Spencer Rail Days event held at the North Carolina Transportation Museum in Spencer, NC. Ken McNelly of the Tidewater Div. of the **ACSG** brought a Thomas Cab to the show, for operation by small visitors. Jackie and Randy Burton had the club members to their home for Saturday supper, and the host's layout was operated. The club was invited to set up and operate their layout at the Day Out With Thomas event planned for Sept. 30-Oct. 2, and Oct. 7-9. The event is sponsored by the N.C. Transportation Museum, and the club has participated in the past two annual events. Bill Ware

received a request to have the club set up and operate their layout at the Kings Mountain Museum during the Christmas season. Gene Sankowski is Treasurer of the **ACSG** and sent out information on the club's activities.

The Suncoast AF Enthusiasts (SAFE): Gene and Wanda Vrooman held the April meeting of the club at their home in Lutz, FL. The host collects Gilbert HO trains and has a substantial collection of these trains. Member Barry Laderer set up a non-running display at H & R Hobbies, and won a gift certificate for the modules. One module has a magnificent bridge, and the second one depicts a plane crash in the desert. Richard Brown hosted the May club meeting at the St. Petersburg Community Church, St. Petersburg, FL. The meeting was held at the church in order to have the club members decide whether the location would be suitable for their forthcoming train show to be held in December. Anna Spinella edits the **SAFE** newsletter issues, and a recent one included a profile of one of the club's longtime members. Irwin Abelson celebrated his eightieth birthday in March, 2005. A description of his youthful years during the depression and interest in trains was included in the profile. Irwin enjoys membership in **SAFE** and fellowship of the club members. The June meeting of the club is scheduled to be held at the home of Fred & Nancy Rhyne, and the club plans to set up and operate their layout at the Lutz Depot for the Fourth of July celebration event. The layout will also be set up and operated at the GATS Train Show on July 15-17.

Jan Burdzinski hosted the April meeting of the **Southeastern Michigan S Gaugers (SMSG)**. Twenty Nine members attended including the host. Train-theme videos were shown, and the host's layout was available for operation. The club displayed their layout at the Durand Railroad Days event,

Durand, MI. A new sectional display layout under construction will be compatible with the S-Mod Standards, and the layout will have block control. Scenery is being planned and designed for the layout. The May meeting of the **SMSG** was held at the home of Earl Carlson, in Oxford, MI. Earl has a hi-rail layout that those attending could operate. The new module display was set up and planning was done on the scenery. Jerry Poniatowski edits the club newsletter.

The Northern Ohio S Scalpers (NOSS) held a meeting at the home of Ed Kirstatter in April, in Cuyahoga Falls, OH. The club newsletter is edited by George Ricketts, and issues will be distributed only by e-mail in the future. The distribution will be via the World Wide Web, and past newsletters will be available online. The club did not meet in May because of the Memorial Day holiday.

Central Ohio S Gaugers (COSG) met in April at the Rocky Fork Printing Company, Gahanna, OH. Jeff Link, Pat and Alan Evans hosted the event. Alan demonstrated a DCC train control system on his layout, and Larry Robertson presented a slide show which was a continuation of the one that he was giving at a previous meeting of the club. A business meeting of the club was also held. John and Linda Myers held the May meeting of the club at their home in Powell, OH. The annual picnic of the **COSG** is planned for June to be held at the home of Lowell and Carlene Henthorn on Apple Valley Lake, near Mt. Vernon, OH. The event will include boat rides, swimming, fishing, eating, and operation of the host's layout. The club set up and operated their layout at the Spring S Spree, 2005, held in the Dayton, OH. Mall. The Spree was hosted by the Miami Valley S Gaugers (MVSG) this year. Club member David Stilp coordinated

the scheduling of operators for the layout showing and operation. **COSG** President Larry Robertson writes a brief message in the club newsletters that are edited by Alan Evans. The club is planning for the 2007 S Spree which will be hosted by the group. A location for the event is being investigated. A new trailer was recently purchased by the club to haul and store the club modules. Dan Wisniewski removed the racks from the old trailer and installed them in the new one. Dana and Kim Davis stored the portable layout boxes while the new trailer was being obtained and fitted with the racks. The best news is that the old trailer is sold and the buyer has paid for it.

St. Paul Lutheran School, Melrose Park, IL. is the location of the meetings of the **Chicago Assoc. of S Gaugers (CASG)**. Joe Taylor is coordinating a possible Summer outing for club members and their families. The Illinois Railway Museum, Union, IL is a possible location for the event. The club will host the Fall S Fest, 2006, and plans for an S - RR car for the event are underway. The CASG is planning to set up and operate their layout at the forthcoming Southland RR Show, on Sept. 24/25 Richards High School, Oak Lawn, IL. Sam McCoy, a club member is running for the NASG presidency. The club has two layouts that can be transported and set up for display. The Chicagoland Hi-Rail & Scale Modularity (CHASM) layout is now 16 ft. x 32 ft. in size and can accommodate scale, Hi-Rail, and AF trains. The narrow gauge layout is referred to as the Chicago Land Area Narrow Gaugers (CLANG), and it has three foot narrow gauge S scale trackage. It measures 10 ft. square. Don Campion and Roger Sesterhenn are the moving leaders of the narrow gauge layout. Scenery on the narrow gauge layout represents western U.S. railroading with mining, logging, etc. scenery motif.

Phil Cosin edits the club newsletter entitled The Chicago Flyer.

The **Cuyahoga Valley S Gaugers (CVSG)** met at the home of Lee and Cindy McCarty, for their March club meeting. Elections were held, and the following slate was unanimously approved: Lee McCarty, Pres.; Sharon Morton, VP.; Gregg Melzer, Treasurer; and Gene Rominski, Secretary. The club voted to purchase a brick in memory of Dave Mackay to be installed at the TCA Building sidewalk. Tom and Jackie Zimmerman held the club meeting at their home on April 17. The club was planning to set up and operate a layout at the Metro Parks Train Show, on June 18. The 2006 NASG convention will be hosted by the club at the Carlyle Hotel, Walnut Creek. Chuck Fonda wrote an interesting description of his experiences at the recent York, PA. TCA Train Show. Members of the club attended and had tables where they could sell unwanted items. The history of the AF O gauge train line and production was briefly presented by Chuck Fonda in another article in a recent newsletter. Club member Larry Ackerman held the May meeting of the **CVSG** at his home in Bolivar, OH.

The **Miami Valley S Gaugers (MVSG)** hosted the 2005 S Spree held on May 20/21 at the Dayton Mall Holiday Inn. The club made arrangements with the Carrillon Park Rail & Steam Society to operate their trains on May 21, and S Spree attendees could show their badges to obtain a reduced admission fee. The club agreed to set up and operate their layout on Fathers day in a festival at Carillon Park in exchange for the Society running trains during the S Spree event. The Cincinnati Museum Center also offered a reduced admission to the Spree attendees. The event included over 90 tables in a 6000 square ft. trading hall, dinner with guest speaker, layout tours, and model

contests, and a limited run S Spree S gauge car. The car was an older design box car with the Ivorydale & Millcreek Valley RR logo and an advertisement for Ivory soap on it. The car was purchased from S Helper Service. Denny White was the event chairman. Many of the club members pitched in to help make the event a success. Tom Hartrum coordinated the dealers that attended the Spree. Jon Goins coordinated the various assignments at the event and members that were responsible for performing the various tasks. Norman Haas recording secretary keeps the club minutes of meetings, and Tony Garza spreads the word about the club activities and events.

The **Badgerland S Gaugers (BSG)** met at the home of Jim Starosta, in Greenfield, WI. for their March meeting. The club welcomed Noel Saikie one of the original club members back in 1976. The host is finishing his basement, and the work required moving his S gauge layout from one area in the basement to another so construction can proceed. The layout was originally built by John Wickland, and was used by the **BSG** as a display layout. The layout was later obtained by Jim Starosta, and set up in his basement. The last Train Trade Show run by the club for the Spring season was held on April 23. The shows will begin again on Sept. 24, and run monthly thru March '06. The club has decided not to run the show in April in future years, as the attendance is low and other factors. Club members set up and operated a layout at the train show sponsored and run by the Society of Model Engineers, at the Milwaukee School of Engr. The **BSG** also displayed a layout at the tenth annual model train show sponsored by the Metro Model RR Club of Port Washington. The event was held in Cedarburg, WI., and 1300 plus guests attended the show. Many children attending the show enjoyed the layout operated

by the club. Several AF accessories were set up and operated, and at the next show an additional table will be made available on which accessories can be set up and operated. Roy Meissner held the April club meeting at his home in Merton, WI. Jeff Madden conducted the meeting in lieu of the president's absence. On May 17 club member Arthur Pratt passed away. Art was a skilled machinist and wood worker, and had accumulated a collection of MARX trains. He became interested in S gauge trains and built a layout using S gauge trains. He will be missed as an active member of the **BSG**. The club is planning a Summer picnic for the month of August, with Jim Starosta coordinating the event. New members Bill Rueden, from Crivitz, WI. and Ronald Westerhouse from Fond du Lac, WI. were recently welcomed.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their April club meeting at the home of John Weakley in St. Louis, MO. Those who attended got a chance to see how the layout the host is building has progressed. The May club meeting was held at the home of Larry Strassburger, in Chesterfield, MO. A Summer picnic is planned for the month of July, to be coordinated by Larry & Jo Strassburger. The event will be for all members and their families. The **AFSGSLA** set up and operated a layout at the GATS Train Show held in February at the Gateway Center, Collinsville, IL. Barry Dolan coordinated the club activities. Cliff Saxton will host the next club meeting, to be held in September in Des Peres, MO.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) had a good turnout for their April meeting at the home of George Perks. George has custom painted some S passenger cars in the Great Northern RR scheme, and operates them with an A-B-B-A diesel loco. The club made plans to set up and

operate their layout at the forthcoming TCA Convention to be held in June at the Doubletree Hotel, Seattle, WA.. Brent Nicholl reserved a trailer to move the club modules to the show. Jon Kettner edits the club newsletter, and coordinates the group activities. A recent newsletter included an informative article by member Jesse Bennett describing the construction of a large curved S scale timber trestle. Such a trestle is incorporated in Jesse's layout. Bud Chadbourne hosted the club for their meeting in May, in St. Maries, ID. Club member Vic Cherven and his wife have moved from Sacramento, CA. area to Bonners Ferry, ID. Vic is interested in becoming active with the club, and offered to host a club meeting once he gets settled in his new location.

The Rocky Mountain Hi-Railers (RMHR) helped to celebrate the 80th anniversary of the Boise Depot RR station. On April 16, 1925 the first main line train came to Boise, ID. carrying Union Pacific RR president Carl R. Gray. Eighty years later the newly formed group, Friends of the Boise Depot hosted a free open house to celebrate the station's heritage. The event included an exhibit of the Lookout Junction, portable layout of the **RMHR**. The event was held on April 16-17, and members of the club took shifts to operate the layout and thrill those attending the celebration. The club has lost its space at the Smith Family Building, and must vacate the place where their layout was left set up so work could be done on it as required. Fortunately, the Boise City Government Buildings Division has agreed to take the club back. Manager Scott Canning has graciously agreed to provide space to store the Lookout Junction layout. The layout was moved to the new storage location after the Boise Depot celebration. The **RMHR** is celebrating their tenth anniversary on June 7, 2005. A work session

was held at the Boise City Government buildings on May 20 to paint new roadbed for the layout. Members of the club were invited to the NMRA Pacific Northwest Region Spring Meet, held in Meridian, ID. The event included a model contest, silent auction, and layout tours among other activities. John Eichmann edits the club newsletter, the S Say, and coordinates the club activities.

The Bass Waybill is the official newsletter of the **Bay Area S Scalpers (BASS)**. The club met at the home of Mikal Pruitt, in Sebastopol, CA. for their March meeting. Those attending experienced operation of the host's layout with a Northwestern Pacific theme, including a NWP freight station model as located in Willits, CA. An SP 2-8-0 pulling four short Harriman coaches was operated on the layout. The club has planned to set up and operate their layout at the Railroad Days program to be held in Dunsmuir, CA. on July 8-10. Paula and Bill Young have invited the club members to dinner on Saturday evening in Mt. Shasta City, CA. after the day's operation of the layout. Don Harper is scheduled to host the club in Livermore, CA. for their July meeting. Don has an operating Sn3 layout. Club member Graham Henry has agreed to help with distribution of the club newsletter, as edited by Lee Johnson. Lee coordinates the activities of the club. Barney Daehler former coordinator of the newsletter is honored on the masthead as the Fireman Emeritus.

Your column editor wishes to thank those clubs and individuals who submit information on the activities and events that you attend and organize. Please send newsletters and information for the column to David Pool, 11 Bittersweet Trail, Wilton, CT., 06897-3902 or e-mail at: ndpool@juno.com.

EXTRA BOARD

TRACK PLANNING SOFTWARE:

I used AutoCAD. It was a little labor intensive, but allowed me to custom fit/build turnouts where I needed and wanted them rather than confine myself to fixed numbers. My only regret is that I didn't try to do easements, which is harder to do than fixed radius curves.

- Ben Trousdale

MORE: CadRail (Sandia Software) is currently on version 8.02, and though I never used version 1, I can say that the current CadRail is quite a powerful 2D CAD program. It is targeted for model railroaders by adding MR specific features like tools for turnout creation, easements as first class objects and others. Since it is a CAD program I have used it to accurately design many things other than track diagrams and have even generated data files to run laser cutters. My only frustration with it has been that it runs on Windows.

- Keith Thompson

MORE: I took a 1 semester voted course to learn autocad and like Ben (Richard Bendever) I like it. You can use it for patterns for buildings and for layout design. It saves construction time and materials. I used it for home renovations and construction projects before I became a model railroader. An advantage to AutoCAD or any other major engineering program is that anyone in the industry can turn your drawings into something.

- Kent Conklin

MORE: I use AutoCAD R14. It is far and above what you need to design a model railroad. I use it for benchwork and wiring runs as well. I couldn't imagine not using it.

- Jeff Briggs (Kaslo Shops)

MORE: I have experimented with

xtrkcad for a bit. It doesn't take too long to learn enough to start working with it. There are 12 animated demos built into the help menu that show you how to do basic stuff. Everything is in click and drag format. Layers, elevations, centering for parallel tracks, easements/spiral curves, and even helix design are supported. You can specify a min. radius and anything you draw below the minimum will be highlighted or flagged. NMRA S scale turnouts #4-#10 are supported, but you can also custom build turnouts.

It has been a big help in my layout design, especially with respect to building a yard and squeezing a turnout in here and there. You can zoom right in to a specific area and see exactly how much room you have to work with; the trackwork appears as rails and ties so you can see how close everything is. It will also print out 1 to 1 templates you can use to lay down your track plan. Besides it's free. One caveat, I actually haven't built the layout I am designing so I have no experience with taking what this program produces and translating it to wood and such. So far, just from printing out sections, it appears to be accurate.

- Stan Furmanak

NEW CLUBS:

Underway - Pittsburgh S Gaugers - contact Jonathan Knox, coordinator, 656 Forest Ave., Pittsburgh, PA 15202, 412-761-6920 - JonKnox@VoiceNet.com. Also, Fred Crook, 7743 Graybill Drive, Harrisburg, PA 17112, 717-566-7623 is interested in starting an American Flyer S gauge club in the Harrisburg, PA area.

CAPE COD S:

I would like to invite all who may be near or on Cape Cod to visit the Nauset Model Railroad Club in our new home. We operate a 40' x 14' S layout with a mixture of new and old operating on American Models track. HO and O also have equal space for their layouts, so we

cover a lot of interests. G and N are just getting started. I keep telling them S is for Superior. The club is located on Route 6A in Orleans in the rear of a shopping area called Hilltop Plaza., Drive around to the rear and you'll see our sign. It is almost directly across from a bowling alley just as you drive into Orleans. The plaza is on the north side of the road.

We are in the train room regularly on Friday nights from 7 to 9. Other times would be catch as catch can or by appointment. We will be doing some open houses but times are not set yet. If you are in the Cape Cod area and can't make Friday night, call me at 508-896-5898 in the evening and I'll see what I can do.

- Roy E. Jones III, President, Nauset Model Railroad Club.

S IN NON-S PUBLICATIONS

- *MR Planning 2005*: Always a good read. No specific S, but an On2-1/2 layout should fit in with an S plan. Other good ideas promoted were about mirrors, CAD design, using valuation maps, and so on.

- Jan. '05 *CTT*: Roger Carp article on Carl Giambrone's AF layout, 6 pages.

- May '05 *CTT*: Article on Joe and Flo Jones' Flyertown in New Jersey by Dennis Brennan. There is also a list of toy train layouts open to the public - many of them S.

- July '05 *CTT*: American Flyer Game Train, a 1 pager by Joe Deger. Also a 1 pager on the AF 405 Silver Streak PA.

DISPATCH VOLUME #s:

Seems the Volume numbers got goofed up. The current volume is XVIII No. 3. Go back to April 2003 and make corrections on your copies. Not all are wrong from then to now, but unfortunately many got out of whack. The mistake was pointed out by Badgerland Club member Art Doty.

- Jeff

LAST RUN -- Art Pratt, a long time Badgerland S Gauger, passed away on May 17th. He was an active club member for the last 15 years even though he had had a transplant about 10 years ago. He had been a big Marx collector and operator, but in recent years had a complete S gauge layout in his basement. Photos of Art and his layout have graced the pages of the Dispatch before. He built several modules for the Badgerland traveling semi-scale layout which are now owned by another member. I'm not sure if Art ever joined the NASG, but lots of folks met him and saw his layout at the Oconomowoc NASG convention or at the Fall S Fests.

Where's the ad for the NASG "Brick Building???"

Well, we've decided to pull the ad for a while. The project continues. The "fix" for the mold base, mentioned in the February 2005 ad, has finally happened, and portions of the project are being re-engineered. In the meantime, anyone who has ordered the kit may ask us for a refund. (If you don't request a refund, we'll be happy to continue to hold your money for you.) You won't see another ad for the building until all the kit components are in hand and ready to package and ship.

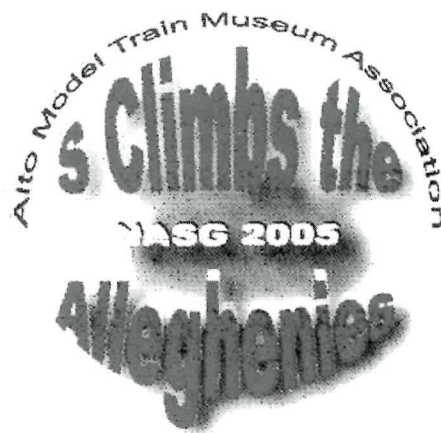
Refund requests should be directed to "NASG Brick Building," c/o John Foley, 164 W. Railroad St., Pottsville, PA 17901-1126

- Dick Karnes, Exec. VP

GM NO SMALLER THAN 1:64.

Is this good for S or what? Tom Hawley picked up this from a message on another trains list about General Motors licensing. The quote is: "Citing concerns about infant and toddler choking hazards, General Motors will no longer license any scale models of its vehicles smaller than 1:64 or S scale. This is not a rumor. This has been confirmed by the senior executive handling the GM account at EMI and by GM's manager of licensing" John Alaniva of Canton, MI is credited as the source. Tom Hawley also added that he suspects GM will do smaller scale vehicles only the the length is 2.26" or more. Now, all we have to do is point this out to all those HO vehicle makers who should make more vehicles in the perfect scale!

- Jeff



S-CALENDAR

July 3-11, 2005: NMRA National Convention and Train Show, Cincinnati, OH.

July 26-30, 2005: NASG Annual Convention, Altoona, PA - Hosted by Alto Model Train Museum Assoc., Ramada Inn Altoona, (814)-946-1631 for reservations. Info (814) 224-5414. www.amtma.org.

Sept. 16-17, 2005: 24th Annual Fall (Jersey) Get-Together, 220 Christ Episcopal Church, 220 Main St., South Amboy, NJ - Mike Anderson 973-334-1356, andro-gen@optonline.net.

Nov. 5th, 2005: 2nd annual Indianapolis S Show, Carmel Lions Clubhouse, 141 Main St., Carmel, IN. 10 a.m. - 3 p.m.. Adm. \$5.00. Dealer tables, clinics, popular vote contest, door prizes, operating layouts. Earlybird Friday night get-together. Charles Malinowski (317-566-1748 or bmry1905@yahoo.com

Nov. 18-20, 2005: Fall S Fest, Ramada Inn, South Beloit, WI (near Rockford, IL). Sponsored by State-Line S Gaugers. Hotel Res. (815) 389-3481, mention SLG for special rate. Info: dpippit@rockford.edu or www.s-fest.org.

Aug. 2-6, 2006: NASG Annual Convention, Pontiac, Michigan (northern Detroit area), Details TBA.

Bids Open for NASG Annual Conventions -- 2007 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - email: leemax@jps.net

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ed units had blue walkways, while various repaints could be found with blue, black and gray, and even yellow. I should have sent you an update when I first found out about the changes, but just never got around to it.

- Mike Sulzbach

Spring Jinx: Reminiscent of the SD-40-2 by Lionel a few years ago, K-Line has cancelled the upcoming Pacific Locomotive. The China factory basically doubled the cost of this loco, effectively killing its manufacture at this time. However, K-Line will still be producing the Plymouth Switcher and the Porter Steam switcher. By the way, K-Line (and the other manufacturers as well) have been told by the Chinese to expect a 50 percent increase in manufacturing prices next year. K-Line (and maybe the others) may be looking elsewhere to see if they can get lower manufacturing costs. They left Korea for China, so who is next in line? The Pacific is not entirely dead (if they can locate another manufacturer) as K-Line was very pleased with the advance orders for this item.

- Joe Haenn

More on Jan Lorenzen: For those who do not know Jan, he was the guiding force behind Locomotive Workshop. They made many S scale kits in the late

'70s and early '80s. They specialized in brass etchings with soft metal detail parts. RS-1s, FA-2s, GE 44 tonners, E-7s, and a series of EMD switchers and late model hood units come to mind. He also made assembled steam engine boilers and several 40' boxcars produced in injection molded styrene and built up like an airplane kit. Over the years I have seen several of these kits built up to respectable models.

He used to hold an O and S scale open house the first weekend in May (before the S Sprees started). He also hosted an S scale picnic at his workshop during the 1979 NASG convention held with RailCon in Princeton, NJ. When he was active in our scale, he was a great source of information and would give clinics on building brass models. Although he had a stroke in the early '90s, it did not stop him from producing O scale

kits. He was a friend and will be missed.

- Don Thompson

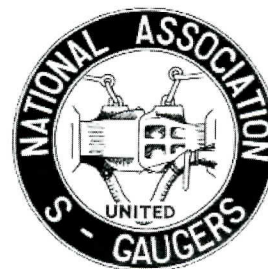
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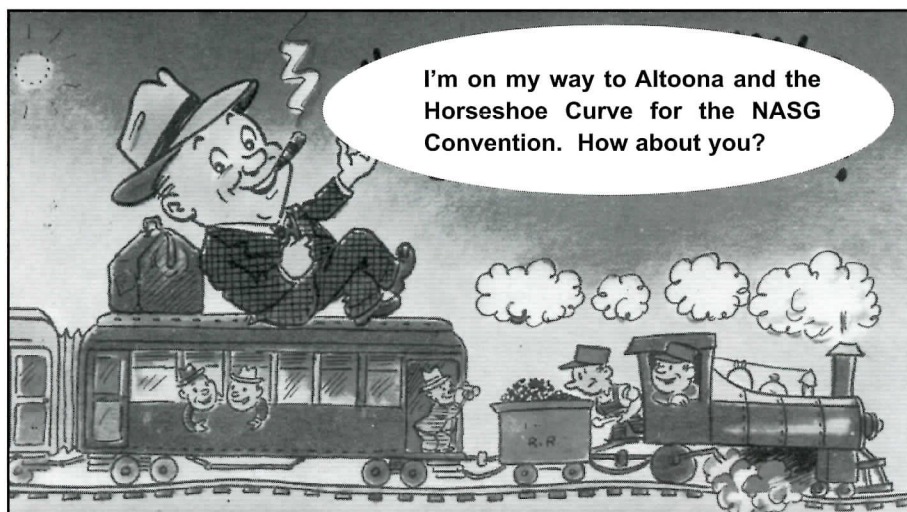
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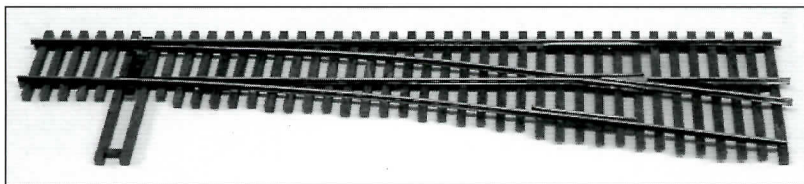
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Group photo of Flyer fans on the S-Trains List at York in April '05. Left to right back row: Walt Danylak, Bill McKie, Dick Kuepper, Jerry Matsick; front row: left to right: Walt's wife, Barb Rudnicki, Bob Conner and Linda and Mke Marmer.

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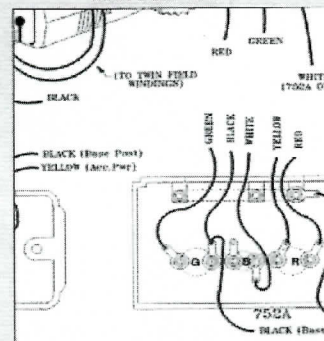


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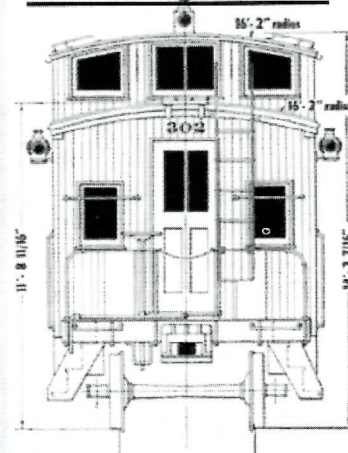


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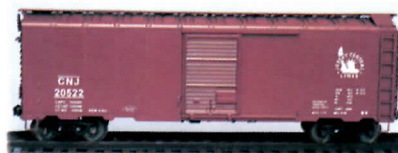
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