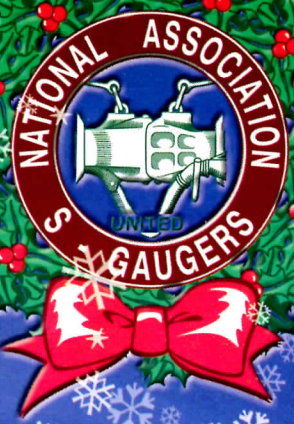
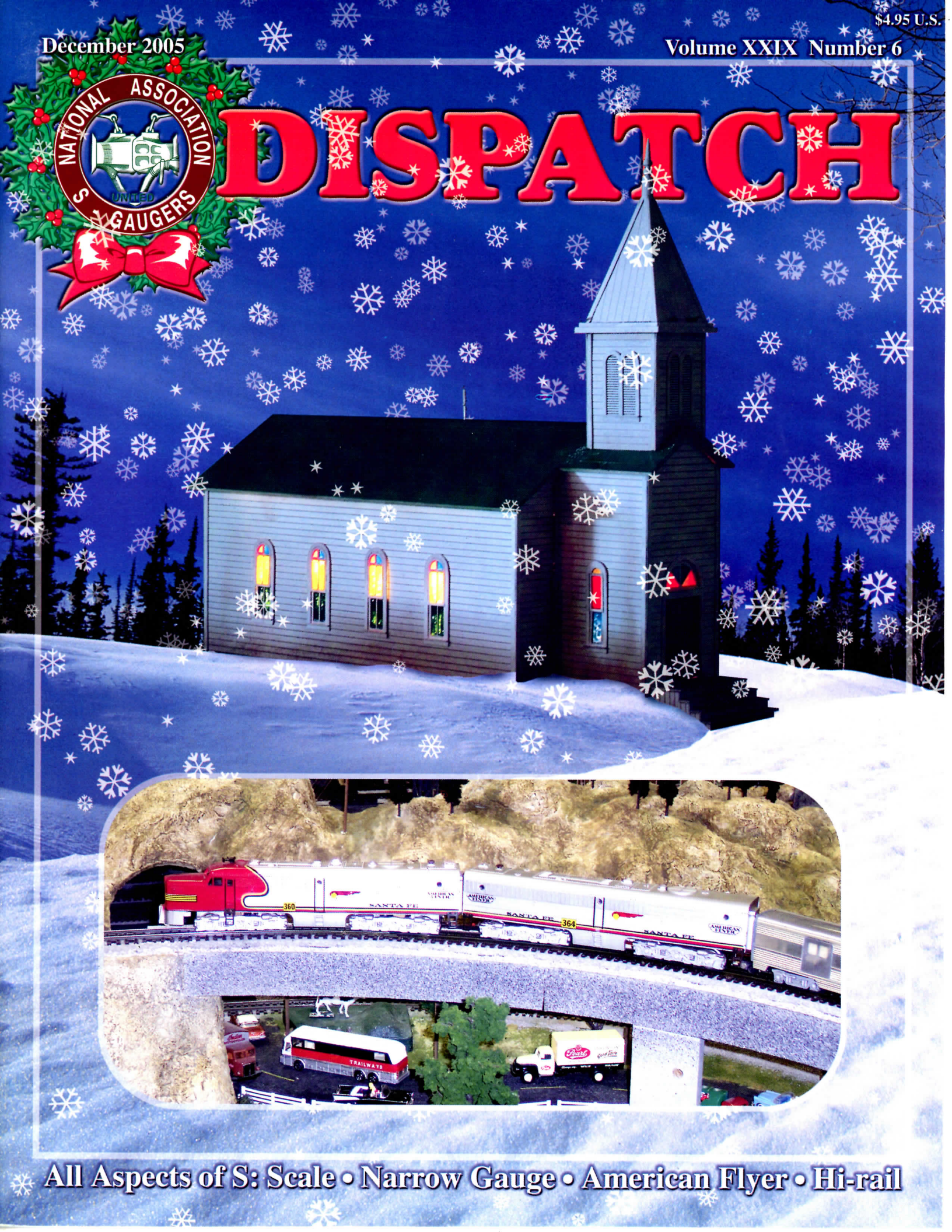


December 2005

Volume XXIX Number 6



DISPATCH



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PRR F39 Piggyback Flat Car

In March 1955, 200 of these 75' TOFC cars were put into service on the PRR. Designed to carry two of the then-current standard 35' trailers, they were initially in PRR red with white lettering. Later, they became Trailer Train cars, and as of 1990, over 100 were still in service.

The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Car weight with trucks and couplers is 11.4 ounces. While it will handle a 34" radius curve, it will look better on larger. Kadee couplers, SHS roller-bearing trucks, trailers, and decals are not included. The car is designed to use the SHS 35' trailers.

#09203 S Scale PRR F39 Piggyback Flat Car \$89.95

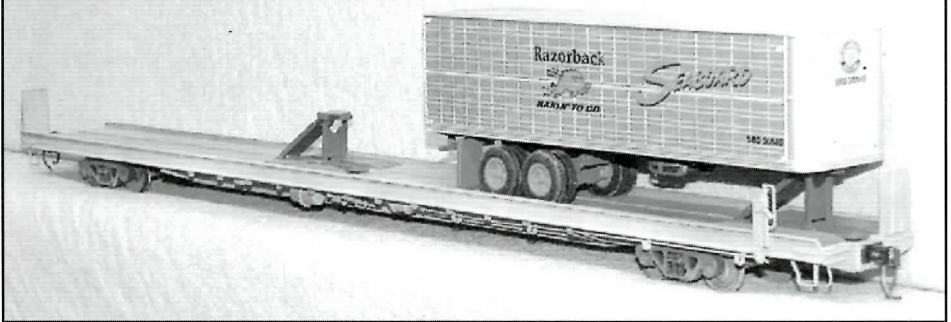
F89 Piggyback Flat Car

Introduced in the early 1960s, thousands of these 89' long cars were built during the 60s and many are still in service. They have seen duty hauling trailers, containers, autos, pipes, and just about anything that is long!

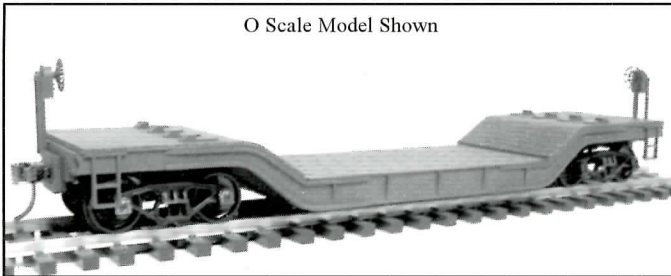
The kit consists mostly of pewter castings which can be soldered together with low-temp solder and iron, or glued together with a strong ACC or epoxy. Due to its length, very wide curves are required. Kadee couplers, SHS roller-bearing trucks, American Models' trailers, and decals are not included. The car is designed to use the American Models' 40' trailers - SHS 35' trailer shown in the photo.

#09200 S Scale F89 Piggyback Flat Car \$99.95

American Models' Trailer not included.



O Scale Model Shown

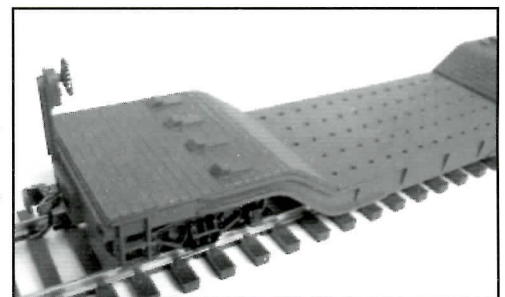


Depressed-Center Flatcar

Designed to carry heavy and/or tall loads, the 40', 90-ton depressed-center flatcar is a unique car that will attract attention. It can be used in mainline freight service or as part of a work train with a piece of heavy equipment on top.

The unpainted kit consists of high-quality, no-odor urethane castings for the body, S-Helper trucks, and brass brake components under both ends of the car. Less decals and couplers.

#09209 S Scale Depressed-Center Flatcar Kit \$ 59.95



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

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The **Dispatch** - ISSN 10457178 is published bimonthly by MI Printing, 100A Church St., Millersburg, PA 17061.
Email: T .Chuck Garman, t c g m i p @ e p i x . n e t
SUBSCRIPTION RATES: 1 year, \$20.00 which includes membership in the NASG. All subscriptions payable in U.S. funds. Postage is paid at Millersburg, PA. Printed in the USA. All rights reserved. Postmaster: Send address change to Mike Shea at address above.

COVER: The rural church is a BTS kit built by Gerry Evans and reviewed in this issue. Below is a scene on Tom Robinson's new hi-rail Volunteer Central II. See the article in this issue. Photos by the two mentioned.

ORDER BOARD

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CANADIAN NATIONAL RAILWAY PULLMAN PROJECT... WE'RE DONE!

The 23 unsold Canadian National Pullman cars have all been repainted, relettered, and restriped. They are ready for sale to those of you who still want them and have waited for the corrections to be made. In additions, these 23 cars have finishing features not found on the 77 sold cars: The belt-rail stripe has the correct one-inch black stripe above it, the top stripe has the correct one-inch black stripe beneath it, and the letters in "Canadian National" are outlined in black.

There are three people whom I can't possibly thank enough for donating their time and expertise to stripe, letter, and overcoat these cars. Contest winners and

published model railroad authors all, they are Andy Malette, Roger Nulton, and Stan Stokrocki.

Thanks also to American Models for repainting the correct green on the unsold cars; to John Foley for handling all the shipping and reshipping, and packaging and shipping the remediation kits for the 77 sold cars; and to Andy Malette and Ron Bashista for agreeing to participate in our rebate program for repainting the sold cars.

These cars are available for the advertised price of \$65 plus shipping. See this issue's Pullman ad for further information.

- Dick Karnes

RAIL MAIL

Railfan Conventions: Regarding August editorial on conventions: All of your suggestions are good, but I particularly like the first-time locations over the repeat sites (Altoona, Scranton, Sacramento). I'd like to expand the Williamsburg/Richmond proposals to include the greater Norfolk/Virginia Beach area, and relocate the Sacramento proposal over the hill (Sierra-Nevada Mountains) to the Reno/Sparks/Carson City,

Nevada area. Portland, Maine, Duluth, Cumberland and Flagstaff would all be enjoyable cities. Santa Fe would be more difficult to reach without Amtrak service. Chattanooga and Knoxville are not an area that I even think about. Perhaps Atlanta, Savannah or Jacksonville would be a good choice in the southeast, if not held during the hottest months nor during hurricane season.

Cheyenne or Laramie would be a good prototype train-watching area with Sherman Hill nearby, and with most attendees able to get there easily via

Continued on page 35

Jeff's Junction



PASSENGER OPERATIONS - Passenger Cars Drive Me!

Reading the many recent emails on passenger cars I thought I'd put in my 2 cents on the subject of passenger operations in model railroading.

Those of us a bit older - 50s and up - probably remember real non-Amtrak passenger trains. In those pre-1971 days passenger trains were the glory hounds of the railroads. They were featured in many movies, were touted in many ads in Life and National Geographic, were top news getters when there was a wreck, and were, of course, a top-of-the-line item in the model and toy train markets.

Before I became a model rail in about 1955 (age 12) I only had vague passenger train memories, but when I did become a modeler it was the passenger cars that held my interest the most. And of those, it was the dull Tuscan or Pullman green heavyweights that captivated me. Why? I'm not sure. Even in my toy train youth (before 1955) I enjoyed viewing the Lionel and AF catalog pages that displayed heavyweight passenger cars. In my youthful mind, the streamliners seemed nice too, but it was the workhorse heavyweights that I yearned for, especially when a steamer was included in the set. My favorites were the Lionel Madison cars and the 652-3-4 series AF cars in red or green. I regretted that I had only one passenger car between my Lionel and AF sets and that was the yellow round-roof circus coach in the AF set. I always drooled over the heavyweight photos in the catalogs and was disappointed when they were discontinued in the '50s.

From then on and into the HO world I maintained the

same passenger car interest. Again though, in the late '50s I was frustrated not to find RTR or easy-kit heavyweight passenger cars even in HO. Varney had some real short cars and the only other ones were Walther's or JC kits. As a teenager I did build one JC kit which turned out poorly. I managed to build a couple of Binkley cardboard side coaches - these turned out OK. It was finally the Athearn (shorties) and Rivarossi (AHM full-length) heavyweight lines in the early '70s that really got me motivated. Once I even had an O scale Walther's observation that I picked up at a meet and refurbished for a club layout in West Virginia.

Thus, while creeping into S in '94, I was immediately encouraged to switch from HO by the SHS (American Models) heavyweight cars just coming on the market. Actually my first S passenger car purchases were some smoothside B&O cars from a special run that I determined might become in short supply later on. Then when AM offered the B&O Pacific with 5 shorty heavyweights, I jumped on that deal. In the meantime I had picked up a long B&O Café car and a couple of long green Pullmans. Finally, in 2003 I was able to pick up the 2 Pullmans in the B&O scheme at a meet. I also picked up an NASG green Pullman and an undec café car for a project. The AM Budd cars are so nice I picked up a B&O coach. Eventually, I'll probably get the others too. The great bonus with these was the interiors offered separately which I quickly snapped up to kitbash into the heavyweight cars.

Now, what are my operational goals with all these passenger cars? Well, in my case actual operation on my Elk & Gauley/B&O model railroad won't really entail the constant use of all these cars. The secondary B&O mainline circa 1958 will usually only have a Pacific, a couple of head-end cars and 2 or 3 passenger cars, probably not even an observation. Only an occasional detour or football special would entail the use of the smoothside cars or a longer heavy-

continued on page 24

NEW PRODUCTS REPORT

By Jeff Madden

BTS (www.btsrr.com) is soon to be offering a 40' depressed center flat car in urethane. The prototype car was used by many railroads including the NYC, NH, C&NW and Southern starting in the 1940s. The model includes trucks and brass brake detail. For a load, an S scale bulldozer is coming. List price is \$59.95 per kit. S&H is \$5.00.

CLEVER MODELS (www.clevermodels.com - 708-339-7523) has a line of computer precision card-stock models. These would be good for background models and might work well on modular layouts.

CUYAHOGA VALLEY SGA (www.cvsga.org) is offering an American Models newer tank car for the upcoming S Spring S Spree in May 2006. The car will be black with the Sherwin-Williams Company "Cover the Earth" symbol. This is the first time anyone has been authorized to use this logo on any toy product, let alone any gauge or scale model railroad car. For a little historical background, Sherwin-Williams has a fleet of 17 tank cars that travel between plants in Boston, Newark, Atlanta, Orlando, Garland (Texas) and Chicago. They mainly carry latex and pigments, but on occasion also carry solvents and thinners. The fleet has been in existence for over 50 years. There will be 3 #s, two prototype and one CVSG 2005. They are \$45 each or \$120 for the set. For another \$20 you can add the 2003 AM tank car decorated for Ferro Company. See photo in the June '05 *Dispatch*.

DEPOT AT HARRINGTON PARK (P.O. Box 33, 68 Schraalenburgh Rd, Harrington Park, NJ 07640 - 201-768-2702) has some S flat cars, and gons with loads. Email depotjohn@verizon.net

for the website.: www.depotatharringtonpark.com
The loads include wood loads for bulkhead cars, pipe loads, military loads, and farm machinery.

DES PLAINES HOBBIES (1468 Lee St., Des Plaines, IL 60018 - 847-297-2118) has received the Evans 53' double door boxcar decorated for Ralston Purina. They are \$44.98 each and are available in 4 road numbers. S&H is \$8.00 per order in North America. Cars come with Flyer compatible trucks and couplers but include scale wheels. This is the 3rd scheme on this car. Earlier cars were C&NW and UP for the same pricing.

HUNDRED YEAR BRIDGE CO. (www.100yearbridge.com or 717-699-1234) has tin S bridges. Two different single-track through truss types sell for \$39.95 and \$49.95. A longer single-track through truss is \$69.95. A double-track through truss is \$64.95. Check the web for details.

LIONEL LLC (www.lioneltrains.com). As reported in August, Lionel is offering an updated UP 4-8-4 Northern for \$449.95. The die-cast reissue includes RailSounds system complete with whistle, bell and synchronized chuffing features. The traditional Choo Choo sound remains if the RailSounds is turned off. It also has traction tires and operating headlight. Two freight cars top the 2005 holiday offerings. One is the Happy Holiday boxcar for \$52.99 and the other is an operating Holiday dump car with packages for \$74.99.

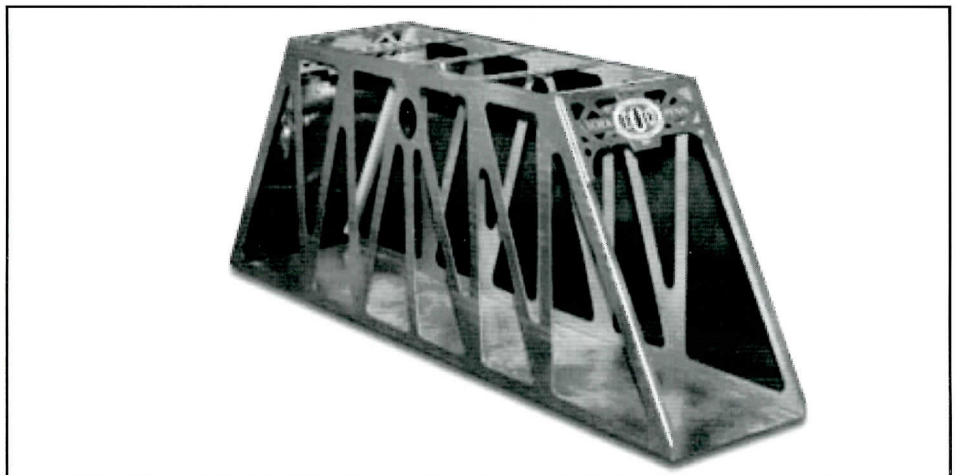
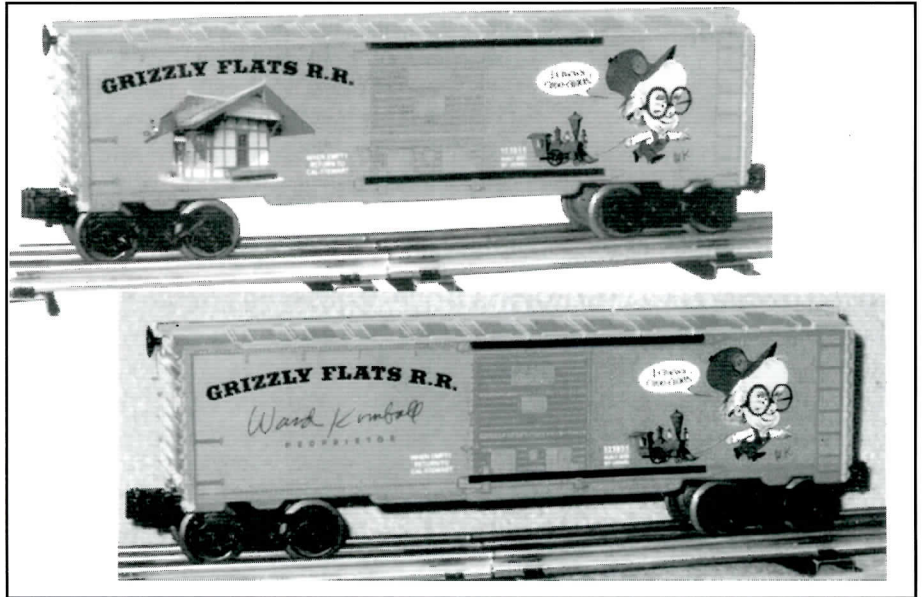
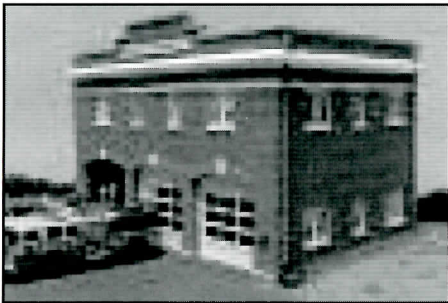
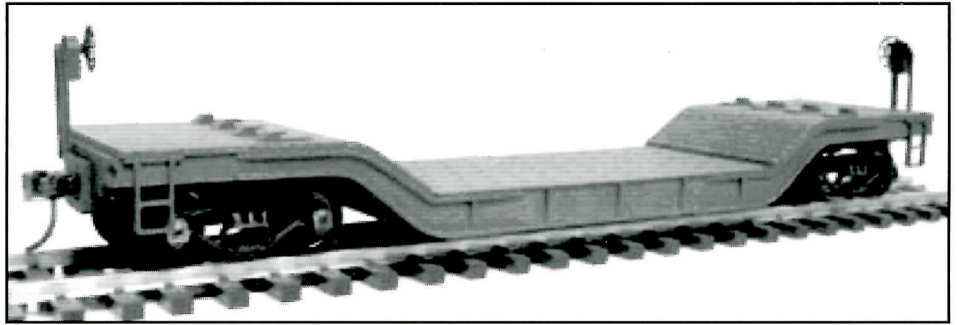
PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, Oregon 97420 - 541-267-6664 or pacrail@hotmail.com or try the website at sleepyholowmodels.com). At long last some update on Pacific Rail

Shops from John Verser. Beginning in 2006 PRS will be available **PRE-ASSEMBLED** for the most part with kits available (under the Gold Coast label) for limited run models. The first assembled models are due for their debut at the O&S Scale West show on Feb. 2-4, 2006. Current new kit offerings (Gold Coast) include 4 versions of single and double door 10'6" high 40' boxcars and reruns of the SP Overnight 40' boxcars (black 1940s and silver 1950s). Others are the SSW Cotton Belt, FEC, and "old" Norfolk Southern boxcars. Coming soon are Central of Georgia, SP 40' and 50' cars that will be available as pre-assembled cars. NEW tooling for a Fowler 40' is finished. Undecorated kits should be available in April '06 with decorated cars next summer.

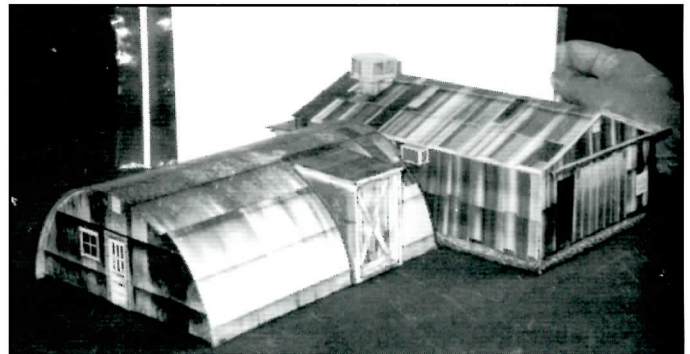
SHS (www.showcaseline.com). We'll update S Helper items here: The new freight cars mentioned in June include 2005 Christmas car which is a Maine Central offset hopper with snow covered coal load - \$44.95, C&O USRA rib hopper, Waddell Coal Mining rib hopper (orange car), PRR (red) composite hopper. The latter 3 cars are \$39.95 each. Rebuilt boxcars with new schemes include SOO Line, Lancaster & Chester and Ann Arbor - \$39.95 each. Four new reefers include IONX (Illinois Onion Exchange), Heilmann Brewery (yellow) - \$42.95 each. New flat-car loads include 3 military ones: 2 Humvee ambulances, two desert tan Humvees and a Bradley Fighting Vehicle. Cars with loads retail for \$59.95. New schemes on the 3-bay covered hoppers include B&O, Domino Sugar, Jack Frost Sugar, SP and C&NW - \$39.95 each. And yes, the 2-8-0 is in production.

TTOS (2005 Cal-Stewart Car Offer, c/o Bruce Lazarus, 4858

Dunman Ave., Woodland Hills, CA 91364-3820 - 818-225-1710) has two special (members only) AF boxcars in a bright orange lettered to commemorate the late Disney cartoonist Ward Kimball and his Grizzly Flats Railroad. One car has an autograph and the other a depot logo. Cars are \$55.95 each and deadline to order is NOW!



Clockwise we'll start with the new NASG shirt. It's a denim type and will be available in the \$20-\$22 range. Details soon. Next is the smaller version of the Pine Canyon resin firehouse. At the top is a new resin 40' depressed center flat coming from BTS. Next, act fast if you want these TTOS Grizzly Flats orange boxcars. The Hundred Year Bridge Co. has some nice metal bridges available in S. Bottom is a neat looking quonset warehouse made from a Clever Models cardstock and paper kit.



A Review:

BTS CABIN CREEK RURAL CHURCH

by Gerry B. Evans, NASG Western VP

The Rural Church kit #07232, \$59.95, is a production of Bill's Train Shop (BTS) under their Cabin Creek series of structures. BTS has a new home at P.O. Box 856, Elkins, WV 26241, 304-637-4510, www.btsrr.com, bill@btsrr.com.

The kit consists of laser-cut basswood, plywood, cardstock, and detail castings. The footprint is about 24'x 56'. BTS asserts that the

model is based on a rural West Virginia church just north of the town of Cass.

With a few exceptions, I built the church straight-up per the instructions. In general, this is not a particularly difficult model to build. The hardest part, if you don't have a low-speed disk-sander, will be adjusting the brick pilings so they all sit on the ground once they're CA'd to the base.

Most parts were assembled with brown glue applied with a toothpick. The brick pilings, chimney, pigeons, and steeple finial were attached with CA. I didn't use the included styrene window glazing, but, if I had, I would have used clear nail polish as an adhesive and not relied on the peel-and-stick windows.

The basswood and plywood laser-cut parts were generally clean and required just a little dressing with an emery board. I remove parts from their sprues using a flat-ended Exacto blade with the non-beveled side aligned with the piece being removed. This tends to minimize the need for any sanding.



Except for the pigeons (three included) and their associated droppings, which were all hand-painted with Badger acrylics, all parts were decorated with Krylon spray paint. The brick pilings and brick chimney mortar lines were simulated with drywall compound. Chalks were dry-brushed on to lightly weather the roof, siding, pilings, chimney, and steps. Everything was sealed with a matte finish.

My biggest departure from the kit as-designed is the window glazing. A sheet of clear .01" styrene is included for glazing material. As the plywood windows themselves were laser-cut, it would seem a simple matter to laser-cut the glazing also. This is not the case. As I didn't relish hand-cutting the glazing, I began to consider alternatives. The solution I came up with was to use Micro-Mark Micro-Glaze tinted with Badger acrylic air-brush paint to simulate stained-glass. The Glaze-acrylic solution

was applied to the individual panes with a toothpick. The only downside here is that the acrylic paint tends to dilute the Glaze. The stained-glass is illuminated from within by two Radio Shack 14v. bulbs mounted on some 3/16" basswood and attached to the ceiling.

Achieving the correct base angle to mount the chimney is somewhat of a trial-and-error procedure. Again, a slow-speed disk sander is invaluable here. As nearly as I could determine, a 25-degree angle will produce a nice vertical chimney. I chose, however, to cut a hole in the plywood roofing, insert the chimney into the hole, and affix it with CA. I used some drywall compound, painted black, to simulate tar sealer around the chimney. The dry-wall compound also covers up any gaps left once the hole is cut.

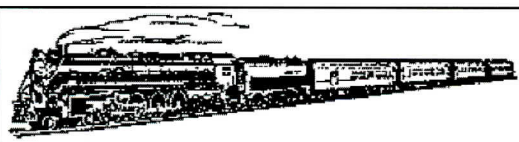
Inadvertently, I overlooked the two beautiful brass escutcheon and

doorknob castings that are included with the kit. They are tiny, and I guess my glasses aren't strong enough. I found the castings after I'd installed the straight pins to simulate doorknobs. I make pin heads look like copper/brass with an orange magic marker.

One of the sprues has two unneeded triangular parts which should obviously be discarded. The staircase, which is a snap to build, has a weak point once the assembly is attached to the church beneath the front door. This needs to be reinforced. I used a piece of square 1/16" basswood for the reinforcement. Without this, the slightest bump will dislodge the stairs.

After building a series of bars, bordellos, and massage parlors, I felt truly redeemed after completing the BTS Rural Church.

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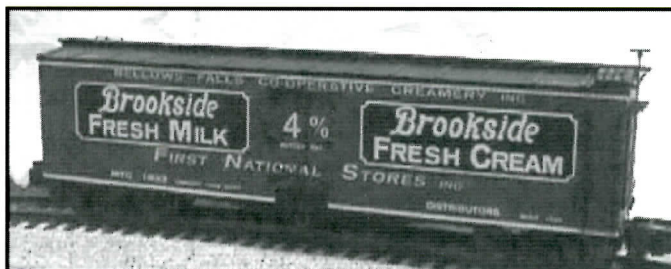
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Meet an S Gauger

Joe & Lori Fuss

By Bill Fraley

Ragg's to Riches Laser Cut Craftsman Kits for all Model Railroads

Joe and Lori Fuss have an extensive 40-year background in model kit building, the past 30 years modeling in Sn3. About 12 years ago, Joe was scratch building the Ridgeway Depot for his Sn3 layout but could not get the windows to look right for the building. He then contacted several laser companies and the only one that was interested was American Model Builders. Joe then sent them a few of his CAD drawings of windows and brackets; they recognized them as those from the Ridgeway Depot, Joe was impressed!

American Model Builders asked Joe if he would design the entire Depot on his CAD system, and they would do the cutting, in exchange for the rights to produce the kit. Fine by Joe, he did the drawings, they did the cutting and supplied the materials and Joe got his depot, but they never marketed the kit!

Several years later, Bill Banta mentioned that AMB had the files for the depot, could he purchase them, which he did and followed through with the kit. That is when Joe started designing kits for Bill Banta to name a few, Dolores Depot, Rico Depot, Silverton Depot, Telluride Depot and the Phillips Depot among others. At the same time, Joe designed the Mina Depot for BK Enterprises.

Bill Banta introduced Joe to Bar

Mills Scale Model's and Joe designed Majestic hardware, Wicked Wanda's, Saulina's Tavern, Idaho Hotel, Gravely Building, Booty's Corner's, and Swanson's Lunch Stand for them.

In November 2004, Joe purchased his own laser, cut back on design-



Joe and Lori Fuss of Raggs to Riches

ing for others, and started to develop his own line of kits, although he still occasionally will design for other companies.

Currently, Ragg's to Riches lists 12 kits, but is continually expanding. They market kits in HO, S and O scale and later on will enter the N gauge market.

Joe and Lori develop their kits from both photos and drawings that many have said are of museum quality. They strive to make them as true to prototype as possible, incorporating many of the changes a structure undergoes in its lifetime, allowing the modeler to build

it true to various time periods of the structure.

They try to use materials that are as close to prototype as possible. Even the shingles, which they developed, are true-prototype thickness. They also use of slot and tab construction that helps maintain square ness and increases the strength of the model. It also makes building the model more mistake-proof and easier to build. If the slots don't align with the tabs, chances are you are trying to use the wrong part.

Ragg's to Riches also make heavy use of peel-and-stick parts. Their shingles are peek-and-stick and were developed by testing many materials. Their adhesives (they use several, depending on the application) are industrial strength and will not lift over time. Ragg's to Riches shingles are available as separate items in all three scales.

If a kit requires a chimney or a part, which nearly all of them do, they make their own masters, which Rio Grande Models cast for them. Lori works in the kit production, packaging and shipping. Everything needed to build your kit is

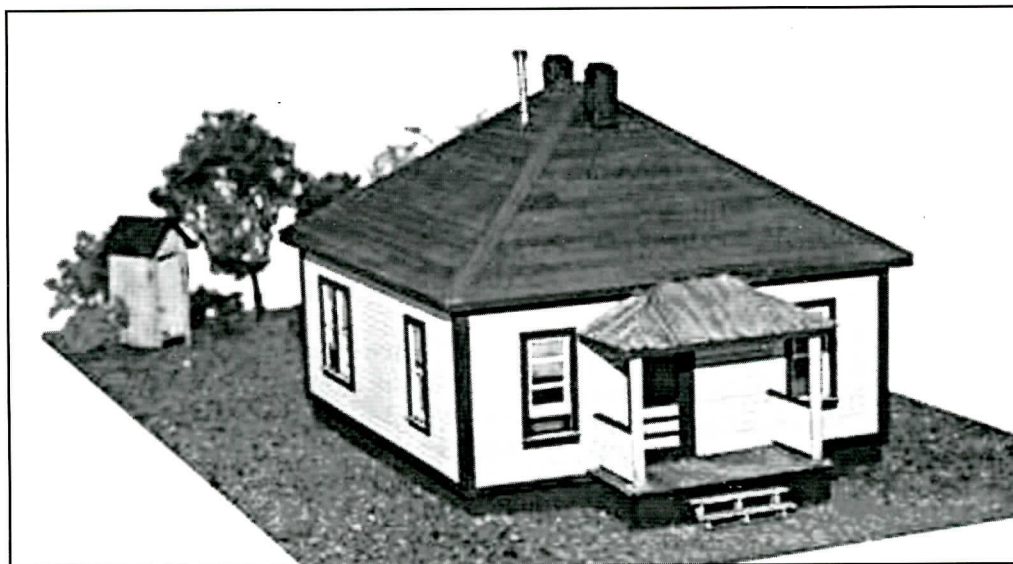
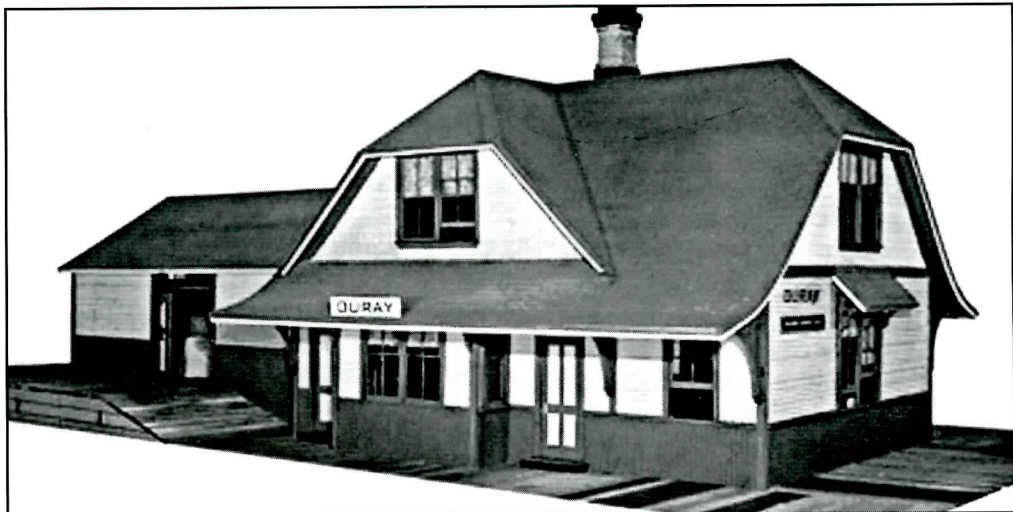
in the box, neatly arranged. All parts are sealed in plastic bags and each bag containing wood parts includes a desiccant to help eliminate swelling, a problem often ignored by kit manufacturers. Many of their castings are also available as separate parts.

Ragg's to Riches feels that if there is any one thing that sets their kits apart from others, it would have to be their instructions. Each kit includes a spiral bound instruction manual, usually exceeding 20 pages in length, containing dozens of photographs on the construction process.

Ragg's to Riches currently offers five S - Scale structure kits : The Ouray Depot, the Placerville Depot, Telluride's Baths Building, the Dolores Section Foreman's House (The Sears Mail Order House) and Telluride's Brunswick Saloon. Soon to follow is the Durango Depot and the F.D. Works building. This is their full time job; Joe and Lori are currently working at least 10 hours a day, 7 days a week.

We in S, 3/16th scale need the structures and "Ragg's to Riches" would like to supply them to you, so let us give them a hand and order a kit or two, for starters.

You can find more information on their web-site; WWW.raggstoriches.biz



Shown on this page are 3 of Joe and Lori's laser Sn3 craftsman kits. Top is the RGS Ouray depot, center is a RGS section foreman house and bottom is the Telluride Bath's Building. The bottom two would have no problem fitting into a period standard s gauge layout either. Check the website mentioned for pricing, total kit line and updates.



Ragg's ... To Riches

Joe Fuss, Proprietor

High Quality Laser-Cut Kits



RD 2, Box 102C
Middlebury Center, PA 16935

www.raggstoriches.biz
(570) 376-2025

S MEET ROUNDUP

RECENT AND UPCOMING S MEETS -

Indianapolis S Show (early Nov.):

I attended this small get-together that was held in a local Lions Club hall in Carmel, Indiana. The NASG layout was there with Alan Evans; Our NASG President, Sam McCoy was there; Tom Hawley of Michigan Models was the dealer with the mostest; there were several nice clinics; and the hosts had a modular scale layout on display. The layout is 8' x 16' with code 100 track. The previous evening several of us had dinner at Shapiro's Cafeteria and had a Show and Tell session. A couple of us took advantage of Jerry Schnur's hospitality and visited his C&OR layout (see photos). Charles Malinowski and the Hoosier S Scalpers were our gracious hosts.

Fall S Fest (later Nov.): As usual, this event in South Beloit, Illinois, was well attended by both dealers and visitors. This year in particular was the 25th Anniversary of the State-Line S Gaugers hosting the event which they do every 4 years. According to club officials there were 265 pre-registered plus 125 walk-ins for a total registration of 390. This didn't include 121 family members which upped the total to 511.

S Helper Service was there with Don and Mike demonstrating a Southern version of the 2-8-0 and showing off some new car schemes. American Models was there with live models of the new 4-8-4. Don Heimburger of Heimburger House Publishing was there. Tom Hodgson with his American Hi-Rail line of quality resin items was there as usual. He said he will be making some more powered and decorated Zephyr sets. He still has some powered and decorated RDCs and Alco DL109 shells. Tom's hard to get hold of, but you can try at 847-

587-1116. These items have been covered in previous *Dispatches*. John Heck was there with his usual "price-down" sale on Saturday. Tom Hawley of Michigan Models had his usual tons of S stuff.

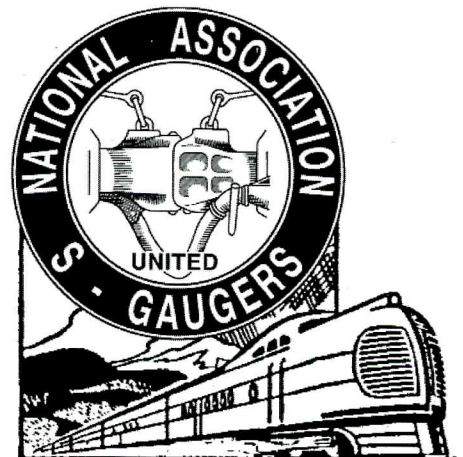
The NASG layout was there, again with Alan Evans. Buck Guthrie brought his animated American Flyer layout. The usual activities of buying, selling, attending clinics, having train races went on for most of Friday and Saturday. Saturday's banquet at the Ramada was a good 3-meat buffet followed by an entertaining speaker and auction. Bob Sullivan, Senior Manager of Operations for the new UP Global III intermodal hub in nearby Rochelle was the speaker. He wowed the audience with interesting facts and figures on the new hub such as being able to stack 12,000 containers, having 38 miles of yard tracks, using 100,000 wood and steel crossties and being able to park up to 4,200 trucks.

Train Race overall best overall went to Al Roman for a PA. He also won 1st in the diesel category. Steam 1st went to Scott Holm with a Docksider. Melinda Goeke took 1st place for steam in Incline challenge that was brought up by the St. Louis club. Doug Allen took overall on the incline. In the Model Contest John Mann took the grand prize for Best of Show for his scratchbuilt Davis Junction Milwaukee Road depot. First place locomotive and freight car went to Tom Boldt of Ohio for a detailed B&O SW-1 and caboose.

O Scale (and S) West: Thanks to Bill McClung and other S ramrodders, S scale is piggybacking with the O scalers at O Scale West to be held Feb. 2-4, 2006 in Santa Clara, California. It will be at the Westin Santa Clara. Check out the website at www.oscalewest.com. This will be strictly a scale show. Ed Loizeaux, Paul Washburn, Jerry Porter, Jerry Guth and Bill McClung will be giving S clinics. The BASS group will have their

11' x 23' layout on display. There will be manufacturers and dealer tables. Two S layouts will be open to visited during this event - one standard S and one Sn3. There will be S door prizes and favorite model contest. Convention cars will include two Ready-To-Run (that's correct) cars from Pacific Rail Shops. They will be two PFE steel reefers, one a 1947 scheme with double herald and one a 1952 scheme with black & white herald. Four numbers will be available for each car. For info contact Howard Sheffield 707-961-0186 or Bill McClung at 970-535-4601..

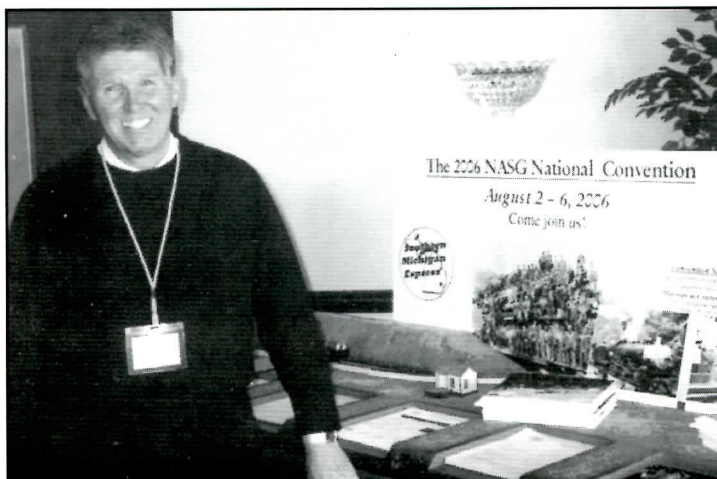
Spring S Spree 2006: This will be May 5-6 in a new location this year. Previously, they have been at the Holiday Inn in Strongsville, Ohio, but this year the Cuyahoga Valley S Gaugers will host at the Carlisle village Inn in Walnut Creek Ohio. This is a little south of the previous location but in the heart of the Amish tourist area, and nearby is the Ohio Central Railroad. The railroad runs tourist trains and occasional steam engines. There will be lots of family activities besides including Amish shops, Amish farm tours, carriage rides, flea markets and the famous Der Dutchman Amish Restaurant. The hotel ballroom has over 8,000 square feet of display space plus meeting and conference rooms. Rates are quite reasonable at \$89 and \$99, special for the Spree. See S Calendar for contact info.



Right two photos are of Jerry Schnur's layout in Indianapolis. Left to right Alan Evans and Tom Boldt watch as Jerry works his lift bridge. The modern coal mine photo is on Jerry's layout.



Bob Sullivan, left, receives a plaque and car from State-Line S Gauger President Dave Tanner following his stint as guest speaker at the Fall S Fest banquet. Bob, who is Senior Operations Manager at UP's Global III Intermodal Yard near Rochelle, Illinois, was the featured speaker. Below, Jim Larson of the State-Line S Gaugers monitors the model contest at the Fall S Fest.

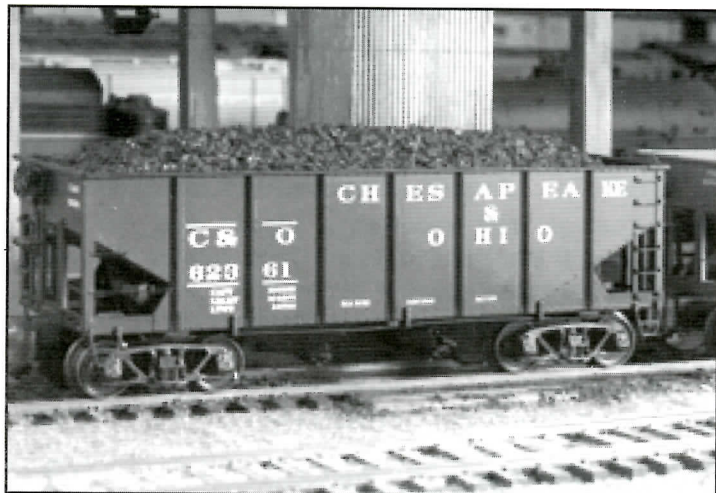
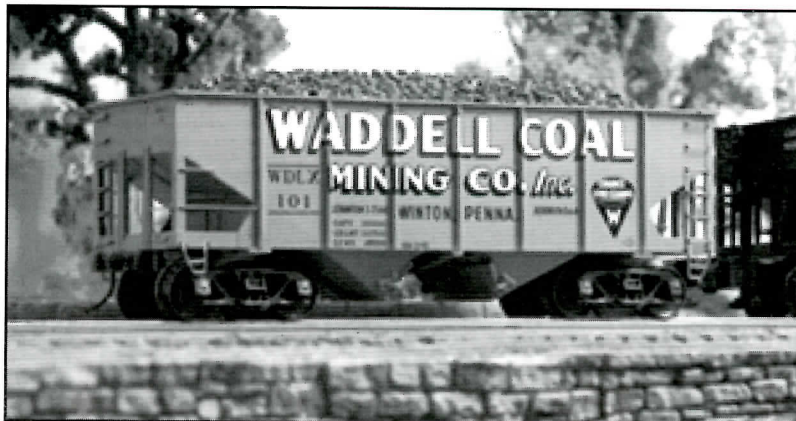


Above, is a group of model railroaders receiving an honorary proclamation from the Governor of New Hampshire. This was in regards to Bedford (NH) "Boomer Days". From left to right are: Bill Trueheart (HO), Governor John Lynch, Frank Emiro (S Bristol Club member), and Chuck Weymouth (HO). Left is Tom Hess at the Fall S Fest promoting the upcoming 2006 NASG convention for the Southeastern Michigan S Gaugers.

Photos by Jeff Madden except Proclamation shot.

WHAT S NEW?

Three new SHS roadnames for the USRA hoppers are shown here. Waddell Coal is an orange car, C&O is black and PRR is Oxide red. List price is \$39.95 each.



Steve Jones of Ogden, Utah, sent this photo of a winter display he installed in an antique store and restaurant in Ogden. Steve is a former Badgerlander transplanted to Utah. *Photo by Steve Jones*

VOLUNTEER CENTRAL II

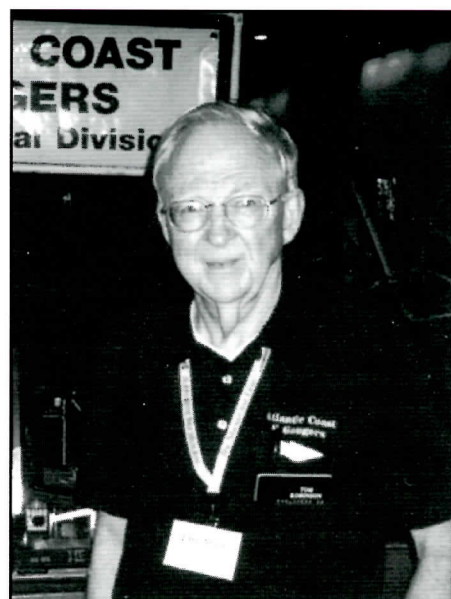
By Tom Robinson

The story of the Volunteer Central was first published in the February, 1996 issue of the *Dispatch*. In 2000 I dismantled the original layout pending our move from Montgomery, Alabama to Dahlonega, Georgia. Some of the bench work was saved, but the table top, the Gargraves trackage and wiring were destroyed. By March of 2001 we had completed our move to Dahlonega. Our new home included an unfinished half basement approximately 25' by 25'. Our first endeavor involved finishing this basement to include a half bath, storage areas, work bench space, and a 20' by 18' space for a layout. Becky and I did the work ourselves except for installing the carpet and tile flooring. By September of 2002 we were ready to begin the layout.

I had installed an individual 20 amp electrical circuit including eight individual outlets around the perimeter of the layout room. A wall timer and on-off switch must be set to activate this circuit. Therefore if I forget to turn the power off after operating the layout everything will automatically

turn off in an hour or so. I really don't advise leaving fifty-four year old transformers (or any transformers) on for an extended period.

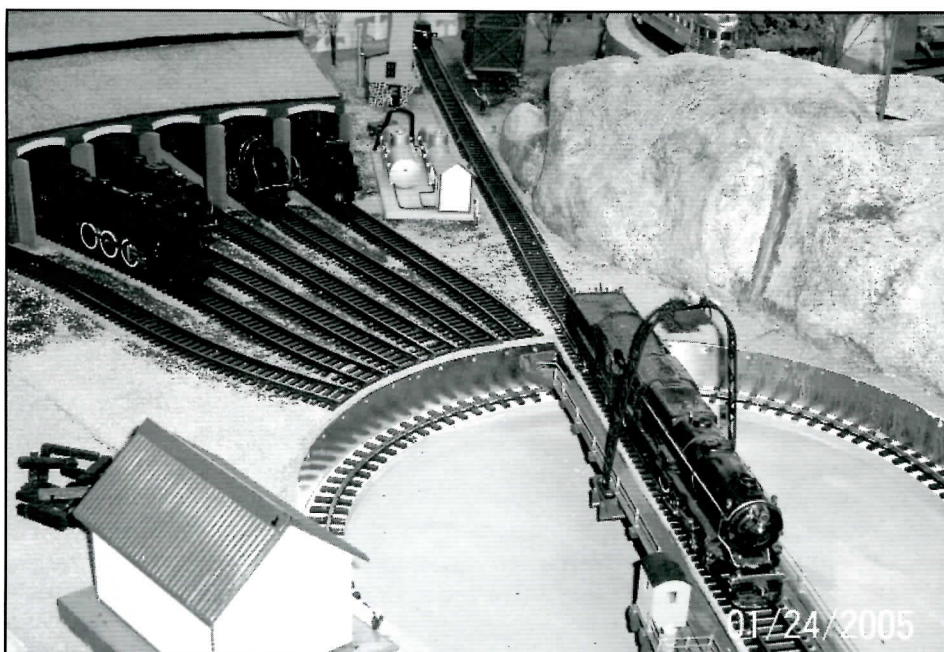
Overall Goal: In designing this layout I wanted to operate 1946 - 1953 (The Link Coupler Era) American Flyer trains using the original transformers, track trips and turnouts. My goal was to construct a layout which would allow the original equipment to operate to its best advantage. I prefer the link couplers to the knuckle variety because they close-couple and will couple on curves. With one small modification (filing the hook at a slight reverse angle) they operate flawlessly. I wanted a track plan that would allow the trains to operate continuously and yet provide for switching operations to service the industries on the layout. I also wanted to include a turntable and round house area which was something I had always desired. I had been pleased with the overall track plan of the first Volunteer Central so this is basically an expansion and modification of the original. My goal was to



Tom Robinson of Dahlonega, GA in action at the NASG convention.

include all of the Flyer accessories offered during the link coupler era as well as a few later ones such as the drum loader, saw mill, Gabe the Lamplighter (Lionel reissue) and Cow-on the-Track. I also wanted to include Plasticville structures, Lehigh Valley Models kits and several BTS kits. I did want to use more realistic and better operating track than the original Flyer sectional track. After experimenting with the various brands of available S gauge track I decided that the new American S Gauge code 172 solid rail flex track from Classic Trains would best serve my purpose. It provides excellent performance and when used with 1/8" S scale Vinylbed roadbed mates perfectly with the rail of the Flyer 720A turnouts. As to scenery I wanted to provide a reasonable representation of mountains, trees and ground cover without attempting to actually reproduce nature.

Bench Work: The bench work is of L-Girder construction with 2 x 2 legs. The final size of the layout is 16 ft from east to west with the west leg of the U being 13 ft north to south and the east leg 15 ft including the roundhouse area. Dry wall screws are used in all assembly. The table top is 36" high

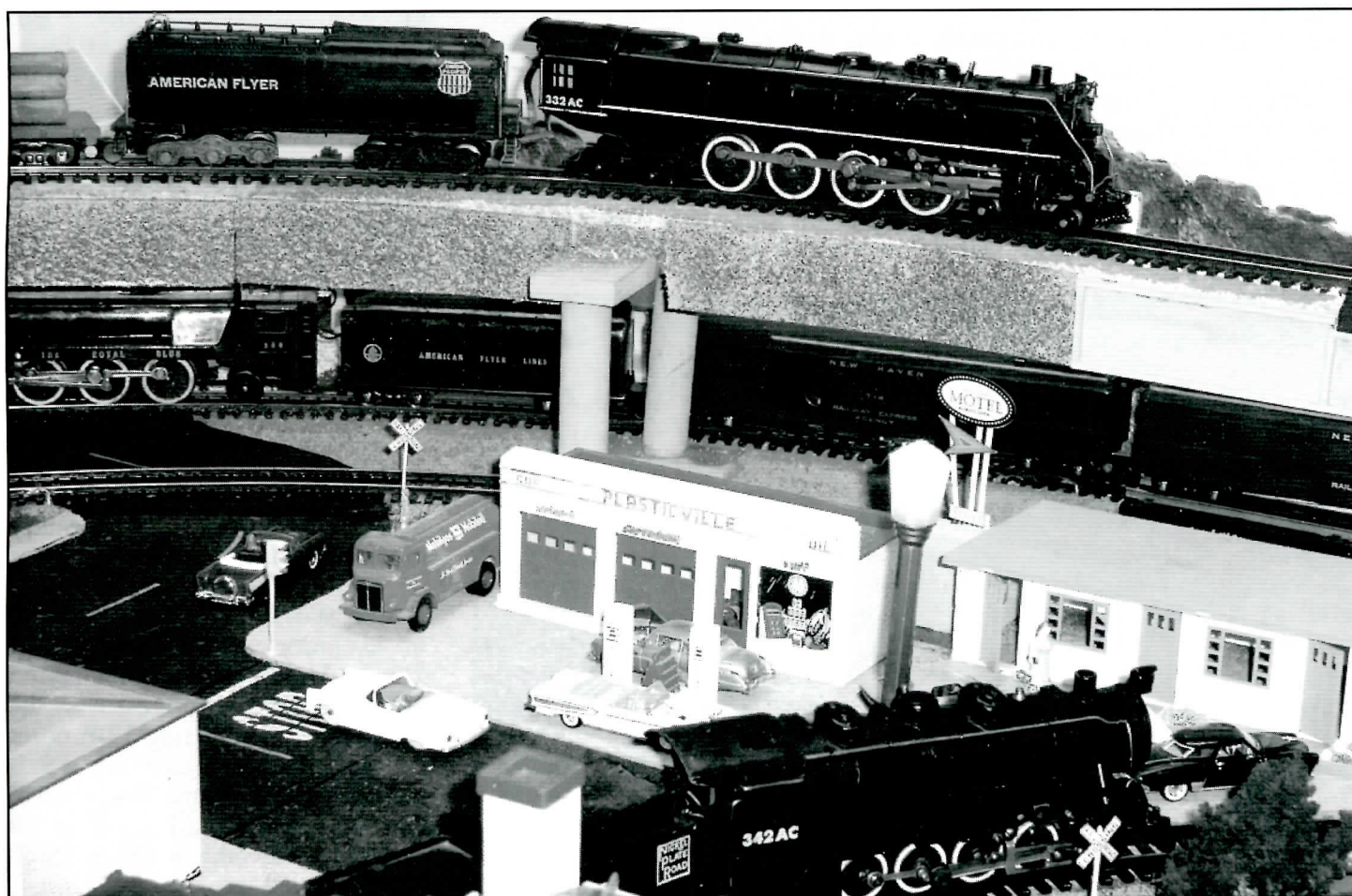


at the first tier. All legs are cross braced with 1 x 2's. The L girders are formed by gluing 1 x 2's to 1 x 3's. The table top is 5/8" plywood. I considered open grid construction, but because of the large number of operating accessories and other structures I decided against it. Most of the mountains and hills are located near the edge of the layout or are small in area. The elevated track is constructed on supports made from 1" or 1 1/2" dowels. Its sub roadbed is cut from 5/8" plywood painted gray. Two inch strips of Masonite were screwed to the sides of the plywood below track level. On areas representing steel beams 1/8" and 1/16" bass wood strips were glued to the Masonite. After painting the Masonite with gray spray primer the plain areas were sprayed with a coating of Flex-Stone to represent cast concrete. The areas finished with wood strips were either left in the gray primer or painted black to represent steel girders.

Track Plan: I used the RR-Track computer drawing program to finalize my track plan. As the American S Gauge track system is too new to be included in the track library I had to substitute track from another mfg. which was included, to complete the drawings. The plan provides three U shaped mainlines on the lower tier. The minimum radii of the curves are 20" on the inside loop (track 1), 25" on the middle loop (track 2) and 30" on the outside (track 3). All loops are connected with crossover tracks on the east side of the layout. Track 1 includes two reverse loops and 5 spur sidings. The outer track includes a passing siding on the west side of the layout and an access track to the turntable and roundhouse area. There is a transition track starting from the east side of the outside loop and connecting with the second tier track at the west end of the layout. The second tier includes one U shaped main line (track 4) with a passing siding on the north

end and a reverse loop at the east end. A total of 350 feet of track is included in the layout. The plan provides for continuous operation of up to seven trains (utilizing 761 semaphore control on tracks 2, 3, and 4). Generally I operate five trains at one time. If I am concentrating on switching operations I often only operate track I.

Laying Track: I used a yard stick with holes drilled at increments to provide 20", 25", 27 1/2" and 30" track centers to lay out the radii of the four main lines. I then connected these radii using a straight edge and dark black marker. I used a hot glue gun to attach the 1/8" S scale Vinylbed roadbed to the plywood. This is an excellent product that requires no cutting to curve, will not shrink or expand, requires no sealing or painting and has excellent sound deadening properties. I drilled 1/16" holes in both ends of approximately every eighth tie of the American S Gauge flex track and attached it to the plywood



through the Vinylbed with fl" wire nails. The track rails were cut where necessary using a Dremel tool with a reinforced cut off wheel. 14 ga. wires were soldered to each end of every rail and then routed through a drilled hole in the roadbed and plywood, and soldered to the appropriate bus wire beneath. Each rail was tapped up flush with a light hammer and attached to the preceding rail with a rail joiner. Any roughness at the joint was removed by light filing.

The Am Flyer 720A turnouts (or switches) were installed as the track laying progressed around the layout. At first I used an adapter track provided by the manufacturer to mate the solid rail to the hollow rail Flyer turnouts, but then I learned to cut a track pin in the end of each rail of the American S Gauge track by using a Dremel cut off wheel. Short one inch sections of Gargraves track were used between the crossover turnouts at the east end of the layout. After the main lines and turnouts were installed I completed the sidings and transition track from the lower to upper tier. After laying all of the track and turnouts I cleaned the weathering finish from the top and upper inside of all the rails. I treated all of the nail heads and solder joints with a weathering solution to remove their shine.

Wiring: This is probably my favorite part of layout design and building. The layout has approximately four thousand ft of 14 gauge stranded wire, five hundred ft of 18 gauge stranded wire and smaller amounts of 20 gauge wire. The common ground (or base) wiring method is utilized. A 12 ga. stranded wire is utilized for the common ground which runs around the perimeter of the layout. All wire is insulated and runs through eye screws attached to the bottom of the bench work thereby eliminating holes being drilled through the wooden girders. All wire connections are soldered and wrapped with electrical tape. Each

track has a color coded 14 ga. circuit around the perimeter of the layout. Separate fixed voltage circuits are provided for the east and west sides of the layout. Separate variable voltage circuits are provided for the lighting on the east side, the west side, and the Plasticville town. A 25 amp bridge rectifier is used to provide a DC circuit around the perimeter of the layout. Resistors are used to provide the correct voltages for the various accessories on this circuit requiring DC such as the turntable motor and some of the special lighting effects.

All wiring from the power supplies runs directly to barrier strips on a load center underneath the layout. From there wires are run to barrier strips beneath the individual device or accessory on the layout. The device or accessory is then connected to that barrier strip. All barrier strips are labeled as to their function. Crimp on spade connectors are used to connect wires to the barrier strips. This use of barrier strips, labels and color coded wire makes trouble shooting very easy.

Power Supplies: Power is provided by two 12B 250 watt dual control, one 9B 150 watt dual control, and five 8B 100 watt American Flyer transformers; providing a total of 1150 watts of power. All transformers have been phased with each other and are connected to a power strip and surge protector.

All power to the layout can be cut at the surge protector or wall switch. I particularly like these earlier (1946 to 1952) transformers because they have re-set circuit breakers, heavier cores, and do not have the carbon roller problems and the design defect of some of the later Gilbert turret transformers. Tracks 1 and 2 are each controlled by a throttle of one of the 12B transformers, Tracks 3 and 4 by throttles of the other 12B. The turntable area tracks are controlled

by one throttle of the 9B, and the turntable and other DC devices are controlled by its second throttle.

Power to the seven tracks in the turntable area is routed through two rotary switches on the control panel allowing each track to be individually controlled by the same throttle. A DPDT switch allows the polarity to be reversed on the turntable bridge track. All track power from the five throttles is routed through four DPDT switches. The track three throttle is designated as the master throttle. If you wish to operate one train across any part of the layout (Tracks 1, 2, 3, 4 and/or turntable area) you can throw the appropriate toggle switches to allow throttle three to operate any or all of the tracks, thereby allowing one throttle to operate the train continuously on any part of the layout.

The five 8B transformers supply all non track power needs of the layout. Three of the 8B's provide variable voltage to the lights on the west, east and Plasticville areas of the layout. The remaining two 8B's provide 16 volt fixed voltage for accessories on the west and east sides of the layout. The variable voltage circuits of these two are also used to power the stock yard and animated station allowing them to operate at the optimum voltages.

Control Panel: Controls are mounted on a hinged 24" by 41" plywood board in the center of the U shaped layout. This panel is mounted at an angle ranging from 1" to 3" below the layout top. The hinged panel can easily be raised and its supports locked to provide easy access to the wiring. American Flyer switch controllers are provided for the 22 720A turnouts. There are 22 no. 706 electric uncouplers operated by Am Flyer control buttons. The switch controllers, un-coupler buttons, and track accessory controllers are arranged in rows by the track on which the device is located.



Tom Robinson of Georgia has a top-notch hi-rail layout as seen by these views *Photos by Tom Robinson*





Lots of Flyer power shows up on the Hi-rail layout of Tom Robinson





ed, from west to east. The other accessory controllers are also arranged from west to east corresponding to the location of the accessory on the layout. DPDT switches are provided to reverse the polarity in the reverse loops or connecting track when required.

Push button momentary and on-off switches are provided to override the 761 semaphore blocks or to control the semaphores manually when needed. The throttles for tracks 1, 2, 3, and 4 are connected to voltmeters located on the panel and feed through the DPDT switches mentioned earlier. Two rotary switches, two DPDT toggles and one momentary push button control the turntable area track and the turntable rotation. In addition to their controls on the panel several of the accessories can also be operated by momentary push buttons at the east edge of the layout.

The eight American Flyer transformers and steam and air chime whistle controllers are mounted on a shelf below and slightly in front of the control panel.

Structures and Operating Accessories: Almost all of the accessories listed in the 1946-53 American Flyer catalogs are included on the layout. Exceptions are the track gang, Minicraft buildings, figure sets and some of the early semaphores and signals. I simply cannot afford most of these or consider their prices too high. I have several of the operating crossing gates, but have not been able to incorporate them into the layout. The three 761 semaphores are operated with 670 electric track trips and the 760 crossing flashers and 579 bell danger signal are operated with 696 intermittent track trips. All of the other Flyer operating accessories are also

operated with the original controls. I have built thirty-two of the Lehigh Valley Model (LVM) kits which are used on the layout. Twenty Plasticville structures make up the town on the west side of the layout. Several BTS kits and Portlines (Twin Whistle) kits are also included.

Scenery: The river was formed by cutting its path into the table top and building a plywood framework one to four inches below the surface. Hydrocal cloth was then used to form the stream bed. After the mountains were built with a streambed shaped into the hydrocal cloth the streambed was coated with Sculptamold and painted with tempera paints in various blues and greens to simulate water. The shoreline was painted with browns and green shades. When this had all dried I mixed Enviro Tech polymer coating and poured it into the

earth turf. The railroad right-of-ways were ballasted with Woodland Scenics coarse gray or gray blend ballast. The gray blend was also used to simulate gravel roads and industrial area ground cover. Fine and/or coarse cinders were sprinkled liberally around the mining and coal handling facilities. The bonded ballast method was used to fixate all of the grass and ballast. I sprayed the applied ballast and scenic materials with water mixed with a little detergent and then used a squeeze bottle to apply a 50/50 mixture of water and Elmer's white glue. After the ground cover had dried overnight Becky and I began to add Woodland Scenics ready made pine and hardwood trees. Some of these were new, but most were those previously used in Montgomery or on my portable layout. Some Woodland Scenics coarse turf and field grass were also utilized. Forest in a Flash tree kits and BTS large and small tree stumps were included in certain areas. LVM telephone/power poles strung with EZ line from Berkshire Junction are used in several sections of the layout.

Backdrop: The backdrop is composed of 1/2" thick 2' by 4' plywood sections. I primed both sides of the boards with latex paint and then applied a coat of sky blue (my interpretation) satin latex. I then tried a new technique (at least to me) of adding depth to the mountains. I applied a coat of Sculptamold to represent another range of mountains beyond those on the actual layout. These were painted with earth or green undercoat to blend with the mountains on the layout, but in slightly darker hues. On the backdrop panel at the west end of the layout behind the industrial area I glued Trainstuff warehouse and parking building fronts and a DSL kit bashed building front.

I then sketched clouds on the backdrop with white and gray chalk. After every thing had thoroughly

dried I sprayed the entire back drop with a clear coat of satin polyurethane to seal and protect the surface. I then bolted each section to the layout fascia board, using 1/8" bolts, washers and nuts. Each section can be easily removed to provide access to the track beneath the mountains or for easier access to that part of the layout. A 2 inch hardwood molding was painted sky blue and screwed to the ends and top of the backdrop.

Electronics: Although all of the basic power packs, track trips and operating controls are original American Flyer by A. C. Gilbert some modern gadgetry is used to provide special effects and operation on the layout. Traffic lights in the Plasticville town, infrared train locaters on each roundhouse track, simulated arc welders in the roundhouse and LVM power house at the mine, simulated camp fire in the hobo camp and simulated fire in a barrel at the brick kilns are all operated by electronics from Berkshire Junction. Diner, café, and motel animated signs from Light Works USA are utilized in Plasticville and at the Branford Diner. The Bowser turntable is operated by a motor and infrared indexing system from Dalee Electronics. Voltmeters from Portlines Hobby Supplies are utilized on the control panel for each mainline. A sound unit from Portlines provides train announcements from the LVM combination station on the 2nd tier.

Figures and Vehicles: Figures are from Arttista, Ye Old Huff and Puff, Railmaster Exports, Scenery Unlimited, BTS, Ertle and others. Vehicles include models from Racing Champions, Hartoy, Playing Mantis, Johnny Lightning, Corgi, Scenery Unlimited, Hoquat, Plasticville, Ertl, LVM and others.

Operation: Every AC powered link coupler steam engine in the 1946 to 1953 Am Flyer catalogs, except the 324AC Hudson, is

included in the roster. The 1950 360/361 Santa Fe Alco AB is the only link coupler diesel not included. The one link coupler freight car missing is the 609 sheet metal girder car. All catalogued passenger cars are included. Usually the layout is limited to steam, although occasionally a 360/364 Alco AB Santa Fe, 405 Alco Silver Streak, or 370 GP is substituted. All engines and rolling stock are operational and on the layout or display shelves.

The turntable area includes seven storage tracks. Normally five steam engines (295 Pacific, 285 Pacific, 322 Hudson, 325AC Hudson and 300 Atlantic) are maintained in the roundhouse. On the adjoining engine service track a 314AW K5 Pacific is kept at the ready. Any of these engines can be run across the turntable and onto the four mainlines to replace any of the engines in service. Any of the engines on the storage shelves may, at times be substituted on the layout. A 583 Electromagnetic crane, a 596 operating water tank and 23780 Gabe the Lamplighter (Lionel reissue) are located on the access track to the roundhouse area.

On track one a 342AC 0-8-0 switcher pulls a freight consist to service the spur siding industries and the coal mine. Its consist includes a 716 unloading hopper or 719 dump car, a 717 log unloading car, a 715 vehicle unloading car, a 736 operating stock car and a 734 operating box car. Operating accessories including the 751 log loader, 752A Seaboard Coaler, 771 stockyard, 758A Sam the Semaphore Man, 770 loading platform, 779 oil drum loader, and 23796 sawmill are located on this track and its sidings. A lot of loading, unloading, uncoupling and switching operations take place on this track. With its two reverse loops and the use of a switching locomotive almost any assignment can be carried out.

On track two a five car red passen-

ger consist (651 baggage car, three 650 coaches and 654 observation) is pulled by a 315 K5 Pacific. Also on track two a 15 car mixed freight (box cars, reefers, tankers, and hoppers) is pulled by a 302 Atlantic. These trains are operated under 761 semaphore control.

On track three I usually operate a six car green passenger train pulled by a 350 Royal Blue Pacific. Its consist includes a 718 operating mail car, 651 baggage car, three 650 coaches, and 654 observation. A seven car mixed freight train pulled by a 312 K5 Pacific is usually parked on the passing siding. At any time it can be run under 761 semaphore control with the Royal Blue passenger train. Operating accessories on this track include a 755 talking station, 766 animated station, and 23791 Cow-on-Track.

On track four (upper tier) there is a red passenger train (718 operating mail car, 732 operating baggage car, 653 combine, two 652 heavy-weight coaches, and 654 observation) pulled by a 282 Pacific and a work train (627 girder car, two 628 log cars, 646 searchlight car, 644 crane car, 645A work caboose) pulled by a 332AC Northern. Either of these trains can be held on a passing siding, or both can be operated at the same time under 761 semaphore control. By using the reverse loop, engines or trains can be turned in the most suitable direction to run or to use the transition track to the lower tier.

Any engine or train can be changed to any track on the layout by utilizing the cross over turnouts at the east end of the layout and/or the transition track. By using the toggle switches mentioned earlier this can be accomplished using the master throttle to avoid switching throttles as you move a train from one track to another. In addition to utilizing the sidings, the blocks controlled by such accessories as the Cow on the Track, Sam the Semaphore Man and the 671 sem-

aphores, can be used to hold trains while other trains are being moved on the same track.

Summary: During the past two years I have enjoyed building this layout. I feel that I have accomplished what I set out to do. Everything operates well, with no unwanted uncoupling and no derailments. The layout provides both continuous loop operation combined with a feeling of point to point. All of the structures and accessories serve a purpose on the layout with sources and destinations for products carried on the railroad. The turnouts and operating Flyer accessories provide all needed track control and any train can move to any part of the layout with one throttle control. A substantial amount of switching opportunities are provided, particularly on track one and from the roundhouse area. Operation is reliable and all areas of the layout (even under the mountains) are easy to access for modification, cleaning or servicing.

What should I have done differently? Actually, I would change very little. On track four the reverse loop crossover track is too short to reverse a long train with lighted cars as the DPDT toggle switch must be thrown before the last car crosses the block and momentary arcing occurs. This is not a problem unless there is a lighted caboose or passenger car at the end of the train. When I oversprayed the mountain and river area with clear polyurethane I did not adequately mask the water areas. This caused a dulling of the polymer coating which formed the water and somewhat detracts from its liquid appearance. Otherwise everything has worked out pretty much as planned. Other than some additional detailing in individual scenes, some more electronic features, and the addition of black tunnel liners the layout is more or less complete.

As I stated earlier I really enjoyed

finishing the basement (except for sanding drywall) and building the layout. However, during the past several months I have enjoyed even more operating the layout daily and especially demonstrating it to visitors who are interested in model trains.

In Closing: This layout would not have been possible without the help and skills of my wife, Becky. She helped plan the room, cut and place drywall panels, measure for and install the suspended ceiling, and paint. She also suggested where I should locate the trees and other scenery items. Last, but not least, she had a friend locate the University of Tennessee logo material and sewed the layout skirt.

Also I must mention that the great operation of the layout would not have been possible without the articles in the *S Gaugian*, *Roundhouse Column* written by the late Tom Jarcho. I have read that column for the past 15 years and have gained so much knowledge in the repair and operation of American Flyer trains that I would never have acquired otherwise. I must especially mention his articles on phasing transformers, the common ground system, reverse loop wiring, wiring through toggles for multiple throttle control and so many others. I was saddened to learn of his death almost at the time I was finishing this layout. Although I never met or talked to him I feel as if I have lost a close friend.



weight train. A typical B&O train might be a milk reefer, baggage, RPO, combine and maybe 1 coach. For the Elk & Gauley branchline portion I only envision a combine and coach either on a short miners' train or in a mixed train. These could be a couple of plain Jane green shorty heavyweights or even some older style woodsheds if they come available down the road (some old Kinsman kits are possibilities too). I envision a "Mixed Train Daily" meandering up and down the branch handling local passenger service (read miners, loggers and school kids) plus some miscellaneous LCL and small industry freight. The bulk coal and lumber products would most likely have their own trains - an excuse for more trains. Other uses for my fleet of too many passenger cars would be on a club layout or a friend's layout.

Now, to passenger car needs and wants in our slowly expanding S market: Yes, we have the basic needs for passenger cars met. If it weren't for AM and SHS, I'd probably kept many of my HO passenger cars for display only. If the S cars hadn't happened I probably would have a much smaller roster with only a couple Kinsman cars and 1 or 2 brass cars. I'd probably have an old Trainstuff heavyweight on the workbench.

I do believe that the market is still there for new passenger car offerings - and updates of existing ones. For example, I still have a few on my want list that aren't available RTR and non-brass. So here's the "New Year's Wish List" for manufacturers to at least consider for production in RTR plastic.

1. Some 60' wood combine, coach and obs cars - basically, the Kinsman cars in plastic.
2. A long heavyweight diner, obs and maybe paired window coach from AM or?
3. Yes, the long Budd cars - if Kaslo comes thru this would be acceptable.

4. Yes, a couple more shorty Budd streamliners from AM - a dome and baggage maybe.

5. And yes, Lionel should produce a heavyweight series - either new tooling or old (if available). Why? Well, to please the AF crowd. They could offer many roadnames, circus cars, MOW cars. Some new styles ala American Hi-Rail would be a good idea too.

6. Upgrades by AM of existing long and short cars (not the Budd cars) could be a way of stimulating sales. Some ideas here would be to add interiors, lighting, diaphragms, metal trucks, etc., to the heavyweight and smoothside cars. New road names and/or new car #s or car names could also boost sales. For practical reasons it would probably be best to upgrade the shorties first - just because these would cater to more customers. The longer cars could also have potential though to those who might like them for club layouts or those with larger radii home layouts

7. Even Amtrak Superliner cars could be given an updated paint scheme.

And if you think operating passenger trains can't be challenging check out the passenger train operation articles in the recent (2005) Kalmbach special issue called *Modeling Railroads of the 1950s*, plus various articles in books and past magazines on passenger car operation. Head-end cars (baggage cars, RPOs, express cars, etc.), diners, and Pullmans can be switched out or picked up for interchange or return trips. Diners, for example, were often set out mid-trip (usually after dinner hours) to be restocked and cleaned for a return trip coming through before breakfast. Pullman cars were often forwarded from one railroad to the next.

Modeling and operating passenger trains can be an endless pursuit. Flyer folks may just enjoy different trains looping around, yet these

can be staged to appear at different times. And, there's always the operating baggage car, the mail pickup car, the baggage loading platform and the commuter coach, plus various stations. How many Flyer operators have actually worked these accessories into a large passenger terminal yard? How many AF operators actually stop at stations?

And for hi-railers and scalers the operating and switching plots are endless. If your desire is for lots of different road name passenger cars, just model St. Louis Union station pre-Amtrak. Modern modelers can always have Amtrak and commuter trains.

To go along with passenger trains, stations (large and small) offer endless opportunities for detailed and interesting scenes with lots of vehicles, figures, cityscapes, small town vistas, and so on. Most layouts would be pretty dull without a passenger station. Come to think of it, our own Badgerland modular hi-rail layout only has one passenger station on it. I might have to work on this.

I plan on running passenger trains on my layout and making them stop at stations and switch out occasional cars. I'll even have a milk reefer on the branch to pick up milk and forward to the B&O. Even though my own scheme for the Elk & Gauley features logging, coal mine and freight operations, there will be passenger trains - 'cause that's what drives me - always has.

So, let's see what you can do on your layout with passenger trains and operations for the New Year?

Happy Holidays - Jeff and the NASG.



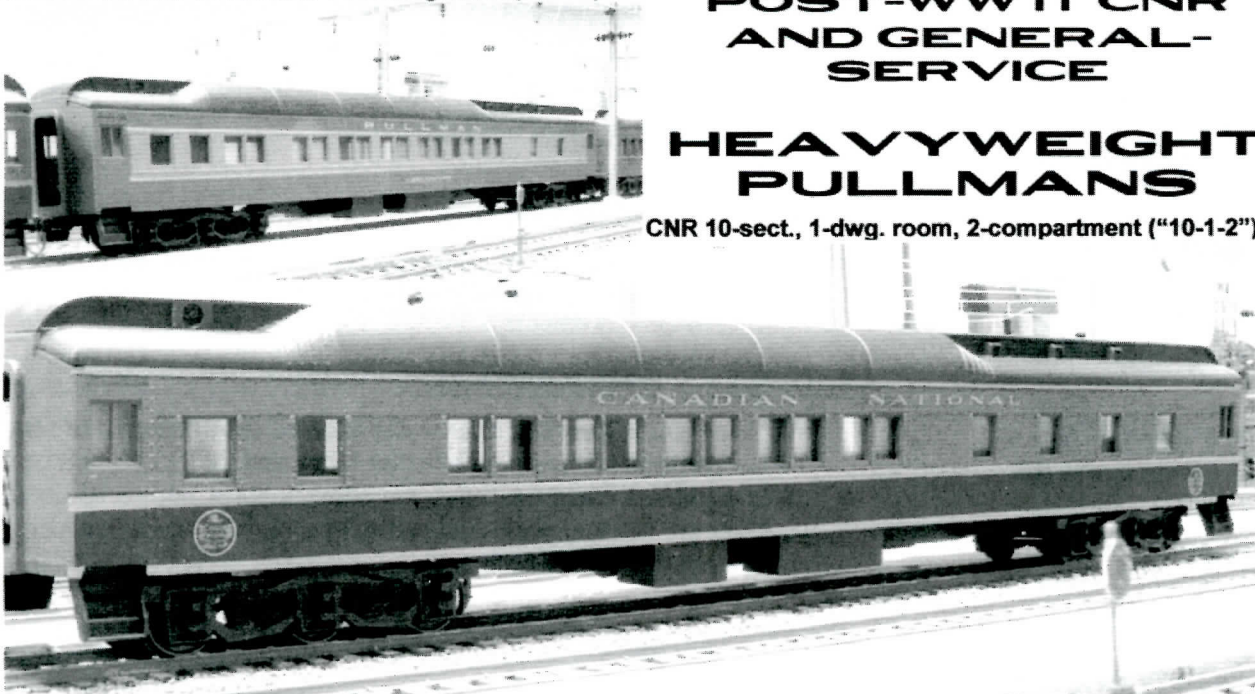
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2006 NASG NATIONAL CONVENTION



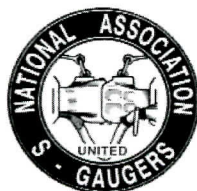
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www.smsgtrains.org

WHAT: 2006 NASG Convention

The Southeastern Michigan S Gaugers are pleased to sponsor the **Southern Michigan Express** -- the 2006 National Convention of the National Association of S Gaugers.

WHEN: August 2 - 6, 2006

The convention will run **Wednesday through Sunday**, with five event-filled days offering something for everyone.

WHERE: Pontiac, Michigan

We'll see you in **Pontiac**, a centrally-located suburb north of Detroit. The convention site is a new Marriott hotel, and the NASG will occupy all of the hotel's event facilities. Its rooms, lobbies, and recreational facilities are fresh, spacious, and attractive. Several restaurants are conveniently located within walking distance.

Mainline Activities

Numerous on-site and off-site activities will be available for attendees and their families. The convention registration fee includes access to all hotel activities:

- Dealer exhibit hall - Clinics - Contest room
- Operating portable layouts - Hospitality room
- Auction - NASG general meeting

Also included is transportation and admission to a **welcome reception**, held Wednesday evening at the American Models factory and headquarters. We'll enjoy refreshments and tour the facilities where many of our S gauge products are designed and built.

Branchline Activities

In addition to offering a fine banquet, we have some outstanding extra-fare tours available. See the other side for a schedule of events and descriptions of the tours.

For those arriving early, Dave Held has extended an invitation to an **open house** on Wednesday afternoon. Check the box on the registration form if you'd like directions to this fine S scale layout.

See separate registration form for pricing. For additional information, please visit our web site or contact Jerry Poniatowski at 734-721-0772.

See other side for schedule of events and descriptions of tours

2006 NASG CONVENTION - GENERAL SCHEDULE

Showing On-Site and Off-Site Activities for Morning (M), Afternoon (A) and Evening (E)
(*Non-Rail Tours Shown in Italics*)

On-Site Activities			Off-site Activities		
WED Aug 2	M	Dealer registration begins			
	A	General registration begins	Open house at Dave Held's layout		
	E		Welcome Reception at American Models		
THU Aug 3	M	Dealer hall open	Tour to the Henry Ford complex	Tour to Huckleberry RR plus Held & Carlsen layouts	
	A	Dealer hall & contest room open / Clinics			
	E		Layout Tour #1 (Hess, Gill, Holly O Club)		
FRI Aug 4	M	(dealer hall closed to allow all to take one of the tours)	Tour to Steam Railroad Institute & Durand Station	Tour to 1/8 scale outdoor RR	Tour to Canterbury & Great Lakes
	A				
	E	Dealer hall open / Clinics	Layout Tour #2 (DeWitt, Stover, Campbell)		
SAT Aug 5	M	Dealer hall (public show) & contest room open / Clinics	Layout Tour #3 (Pardington, South Oakland HO Club)	Tours to Somerset Collection (continuous run)	
	A	NASG General Meeting			
	E	Reception, banquet / Auction			

Descriptions of Rail Tours

- **Henry Ford complex.** Choose nationally recognized Greenfield Village or Henry Ford Museum. Both include a new side tour to the Rouge Plant, showing the assembly of the Ford F-150 truck.
- **Huckleberry Railroad & Crossroads Village.** Ride the popular narrow-gauge train and tour the recreated vintage village. Includes lunch at the village and a visit to two layouts.
- **Steam Railroad Institute & Durand Station.** Travel to Owosso, home of the stunning 1225 Pere Marquette 2-8-4 Berkshire class locomotive. Film of this operating steam locomotive was used to generate the computer graphics for the 2004 movie *The Polar Express*. Then head down the road to tour the railroad station and museum at Durand.
- **1/8 Scale Outdoor RR.** Take a ride on a privately owned railroad that winds through the woods on 20+ acres. Includes lunch at a charming country restaurant.
- **Layout Tours.** See a number of fine home and club layouts. **Self-guided tours available on Sunday.**

Descriptions of Non-Rail Tours

- **Olde World Canterbury Village & Great Lakes Crossing.** Visit an Old England style shopping village, then continue on to a modern and diverse mall.
- **Somerset Collection.** Shop and dine at a premier mall with national chains such as Nieman-Marcus, Nordstrom, Saks Fifth Avenue, Marshall Fields and Crate & Barrel.

See separate registration form for pricing. For additional information, please visit our web site at www.smsgrains.org, or contact Jerry Poniatowski at 734-721-0772.

See other side for general information

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** Tom Robichaud is President, and was the topic of a *Meet an S Gauger* article in the June issue of the *Dispatch*. The club is processing a survey of the members to obtain information on how the modular layout could be improved and experiences that the members have with it. The club Layout committee (Richard Haley, Al Coughlin and Rob Sieger) are to receive the surveys provided by the members so that positive changes can be made to the layout and its use at various shows that are attended by the **BSG**. Questions like: "What kind of trains do you wish to operate, ie., scale, hi-rail, or AF ? . Should the layout have more operating accessories ? , Do you want to run trains on the layout at the shows that are attended ? " It is always a good idea to solicit ideas and desires/suggestions from the membership, as the club includes varying interests (for trains operating on our gauge track).

The club set up and operated their layout at the Newmarket, N.H., Fall Festival in the American Legion building near the Community Church where the layout was set up last year for the event. **BSG** club member Alan Blick was featured in a recent issue of the *S Gaugian* in a feature entitled: *Have Coffee with an S Gauger*.

The **Conn. S Gaugers (CSG)** met for their October meeting at the home of Pete Henningsen, in Milford, CT. Pete has a fine operating AF layout in a hobby room over his garage. The layout is easily accessible from the family room and kitchen areas, and is dry and comfortable. It was decided to make contributions to two tax free organizations that were actively

supported by Hank Roos, who passed away on Sept. 15. Hank was active in the Covenant Soup Kitchen and the Conn. Eastern Railroad Museum, both in Willimantic, CT, where he resided. Hank retired as a professor at the Eastern Conn. State University, and had a Doctorate in Education from Columbia University. Hank had an S scale layout that was built against the basement walls which he purchased with Don Ross, another past (deceased) member of the **CSG**. Hank purchased the layout and Don the yard section from an S gauger in Massachusetts. Hank's father was a barge captain for the Central RR of New Jersey, and Hank liked to model CNJ rolling stock and locomotives.

The **CSG** planned to set up and operate their modular layout in November at the Cheshire High School Train Show, as organized by the Ram Band. This show was the first place that the club set up and operated their layout for public viewing. Club founder Bill Krause (now deceased) organized the construction of the modules and set up at the train show. The modules were mostly built by those members that own them and bring them to a club showing. Other club members are encouraged to help set up and take down the modules for the showing, and can run their trains during the shows. The club recently built short straight modules to insert between the end curve sections to provide a wider interior space for the members who operate the layout. The layout set up normally includes two or more four foot long straight modules on each side to provide some longer running track. Member Pete Prizzi who normally brings his modules to train show displays has been sidelined with a back injury and may

not be able to bring them.. This will be a huge loss to the club since Pete has usually brought three or four modules to set up, and has helped with the set up. Maybe another member of the club could bring several of Pete's modules and Pete could come and supervise the set up and help with the debugging of the layout before operation.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of member Frank Grano for their September meeting. Frank is in the process of converting his HO gauge layout to On30, using the same track but with O scale scenery and buildings. Club member Jim Richardson is coordinating the provision of club shirts to those members who wish to have them. Several of the PVSG members attended the Northeast Regional NMRA Convention held recently in Stamford, CT. The convention included clinics and a trip to Grand Central Station with a tour of same. A model contest was also included in the event. **PVSG** club member Charlie Bettinger gave a clinic on weathering fences. The October meeting of the club was held at the home of George Reneris, and John Robertson is scheduled to host the club at his home in Windsor Locks, CT for the November meeting. Charlie Bettinger is scheduled to have the meeting in his home in December. Dave Plourde coordinates the club activities, and writes the newsletter. **The club is quite new**, and includes modelers from the Springfield, MA. and northern Conn. areas. Steve Allen and Dave Plourde conceived the idea of the club using members from a generally localized area. Both are S gaugers, Dave with a sceniced layout and Steve with one in process under construction. Plans are still in the works for a club trip to Steamtown, in Scranton, PA.

The **Western New York S Scale Assoc. (WNYSSA)** held a meeting at the home of Lew

Cabello in September, and members attending reported on the NASG convention in Altoona, PA. and other events attended by members at the meeting. Ray Abbott and Gregg Mummert attended the convention and had reports and pictures taken at the convention. Gregg coordinates the club activities and edits the club newsletter, and reported that they recently placed a booster club ad in the NASG directory to help advertise the group. Dave LaGraves will coordinate the annual holiday dinner with Dave Blaufuss. The party will be held at the Red Mill Inn, Clarence, N.Y. on December 14. The WNYSSA plan to display and operate their layout at the TTOS Train Show in January, 2006 in Cheektowaga, N.Y.

The South Jersey S Gaugers (SJSJG) held their October meeting at the Stratford Senior Center, Stratford, N.J. on October 7. The club holds all their meetings at this location, generally on a monthly basis. Hank Worrell is president and he explained that the club needs a new chairperson to head the layout committee. The club has a group of committees that have responsibility for various tasks. Various members feel a part in the operation of the activities and help plan the various events that the club undertakes. The club will display their layout at the same venue on Dec. 17-18, 2005. John Aaron wrote an informative article that was published in the club newsletter, *The Waybill*, describing S scale vehicles and how to utilize them on S scale layouts. John recommended passengers and details that make the vehicles more realistic for scenery. His rule for vehicles is that "nothing hits the road without at least a driver". Member John Bigley gave a clinic at the Sept. club meeting using an AF exploding boxcar, demonstrating the accessory several times. The SJSJG club received the **Bill Krause Memorial Award**, from the CSG signifying their efforts to promote our

favorite scale, and modular S gauge model railroading. Don McGinnis gave a report on the NASG convention at a recent club meeting. Walt Mumie is coordinating the set up and operation of an S layout at the Blackwood RR Station Christmas show. The All Aboard layout of John Aaron was considered as a temporary layout until a permanent one could be constructed.

The Neshaminy Valley AF Club (NVAFC) met at the home of Joe and Nancy Fisher for their October meeting on October 21. Tom and Cyndi Keegan held an open house for the club members on October 15. Member Paul Fenn hosted a joint get-together with the Toy Trains in Motion (TTIM) where those attending could operate his outdoor G gauge layout. A picnic lunch was served. The club was considering attending and setting up a layout at the Cardinal Dougherty High School Train Show on Dec. 4. Mike Ramsey coordinates the club activities and edits the club newsletter. Mike, George Donahue, Curt Johnson, and Paul Fenn took the club layout to the Frederick Mennonite home on October 21/22. The layout was appreciated by the residents and staff. On Nov. 11 the NVAFC met at the home of Ron DeWitt in North Wales, PA. Ron has an AF collection for the members to enjoy.

Glen Ritter, secretary to the **North Penn S Gaugers (NPSG)** recently announced that he and his wife Lin will be moving from Kulpville, PA. to Honey Brook, PA. and he has resigned from the club. Glen and Lin will be moving close to the location of his daughter in Dover, PA., but there are no S clubs in the area (what, how can that be ?) Glen edited the NPSG club newsletter and was very involved in club activities. Glen did explain that there were Amish neighbors in Honey Brook who operated HO trains using battery power. The good news is that there will be room for a layout and perhaps

Glenn can convince his new neighbors to operate S scale trains using battery power. This should not be a problem, as the S scale locos do not draw that much power, and could be readily operated using a battery as the power source. Most of the original AF trains would not do so well under battery power. How do the Amish charge their batteries without the use of power company electrical energy ? Maybe they use a diesel generator as they do for refrigeration of milk products.

The Susquehanna S Gaugers (SSG) met at the home of Tom and Donna Vaughn on October 9, with fourteen members attending. A guest at the meeting was Dave Oberholtzer from the State Line S Gaugers (SLSG) in Illinois. Dave was in Pennsylvania visiting his brother, and was invited to attend the meeting. Jim Ingram coordinator and founder of the club gave a presentation on the NASG convention in Altoona, Pa. last summer. The host is installing Digital Command Control on his locomotives and had those members attending operate his layout using schedules and routing plans for the freight cars and trains. Dave Van Gilder performs the secretary duties, and keeps meeting minutes.

The Pittsburgh S Gaugers (PSG) held their Sept. meeting at the home of Andy Loince near Squirrel Hill Tunnel (it's a highway tunnel on U.S. 30 near the suburb of Squirrel Hill). Andy has a layout under construction and the members attending discussed the modular layout that the club is undertaking. Member Mitch Koval hosted the club members for the October meeting. John Knox coordinates the activities of the group and attended the NASG convention this past summer in Altoona, PA. John presented a clinic on using milk as an industry on a model RR. The club was planning to have a layout and display at the Nov. 12-13 Greenberg train show. The club met in November with

the NMRA Pittsburgh chapter where a clinic was held on using Digital Command Control (DCC) to operate trains on a model RR. The club members were saddened by the death of a club member, Bud Goldby, in Sept., 2005. Bud and his son Robert worked together on the East Broad Top preservation activities. They were building a EBT Sn3 layout together.

The *Call Board* is the unofficial newsletter of the **Potomac Valley S Gaugers (PVSG)** and the club members attended the tenth annual Fall Steam Up at the IE&W Railway. The railway is operated by Jim and JoAnne Stapleton and was held on October 16-17. The day included a get together at 8:30 A.M. with coffee served and the trains began running at 9:00. Lunch was available for a small fee as make-your own sandwiches, and a barbecue was served at supper time on Saturday. The IE&W RR is an outdoor 560 foot loop of 1-3/4 inch scale double track with 24-foot minimum radius and grades up to 0.6 percent. The meet and layout were Purcellville, VA. Dan and Betty Vandermause hosted the club for their meeting on October 29 in Ellicott City, MD. Dan worked very hard to make his layout ready for the club meeting. It operates on DCC, and trains were operated on a timetable. Dan's layout is essentially a large loop with hidden staging yards in two areas. Trains were operated on timetable and appeared from the hidden staging yards, with local switching done along the way.

Sam Powell wrote a guest editorial on changes in S scale model railroading and the NASG conventions over the past 15 or so years. The editorial appeared in the Volume XXIX, No. 5 (October) issue of the *Dispatch* magazine. Sam is a very accomplished model railroader and his Penn Creek Valley model RR was featured in the S scale press some years ago. Sam pursued other interests, and

suspended his model railroading activities for approx. ten years. It is sure good to have him back building S models again.

Several members of the **PVSG** have formed a group dedicated to the construction of their layouts. This came about because member Dan Vandermause read an article on layout size in the publication *Model Railroad Planning-2004* and concluded that he likely would sell and move from his house before he could complete his layout. He considered switching to another scale because of the availability of materials, but Sam Powell convinced him to stick with S scale, and Sam offered to help construct the layout. Richard Lind also offered to help, and a layout construction group was formed. Membership is by invitation only, and Skip Mercereau along with Sam, Richard, and Dan form the group. The group meets bi-weekly on a round-robin fashion to work on members layouts. Only refreshments are served, no meals, so emphasis is on the planned construction activities for the session. One of the goals of the group is to have operations at some level at each meeting. As the layouts progress, the group should develop into an operating group, rather than a construction group. Richard Lind edits and distributes the club newsletter. The concept of the construction group is not new and many past operators of large and detailed model railroads had friends and "cronies" that helped with the construction of their layouts. Frank Ellison and John Allen had large detailed layouts that were constructed by more than the owner. At the present time an alternative is to hire a layout building firm such as Clark Dunham Studios to construct a home layout. The cost of such an approach is generally large and the fellowship is lost.

The **Baltimore Area AF Club (BAAFC)** held their October meeting at the home of Jim

McMorrow, in Jefferson, MD. on Oct. 22. The club set up and operated their layout at the Frederick Octoberfest held at the Frederick Fairgrounds on Oct.1-2. The layout was set up in the vendor hall. The club set up and operated their layout at the Great Scale & Hi-rail Train Show, held on Oct. 8-9 in Timonium, MD. The November meeting of the club was held at the home of David Avedesian, and they set up and operated their layout at the Hartly Train Meet in Hartly, DE. On Nov. 19. The layout was also set up and operated at the Westminster Train Show, Westminster, MD on Nov. 20, and the York Train Meet, in York, PA. on Nov. 27. It is planned to set up and operate the layout at the TTOS Train Meet in Earleigh Heights, MD. on Dec. 11, 2005. The club has planned their annual holiday party for Dec. 15, with details to be announced. Ron Kolb edits the club news letter and coordinates the club activities. The **BAAFC** was one of several clubs that set up and operated their layout at the opening of the Baltimore RR Museum after the reconstruction of the building. The roundhouse was damaged by snow loading and the roof collapsed. A recent issue of the magazine *Building Design & Construction* featured an article on the reconstruction, which was awarded the magazine's Merit Award for Reconstruction of the roundhouse. Whiting-Turner Contracting Co. performed the reconstruction that reportedly cost \$9.8 Million. SMG Architects, and Century Engr., along with Whiting-Turner formed the team that reconstructed the roundhouse. The work was completed in October 2004, and the re-opening ceremonies lasted a month in December, 2004.

The **Suncoast AF Enthusiasts (SAFE)** The club held their national train races on Nov. 3 at the home of Frank and Ellen Jackson, in Oldsmar, FL. Results of the races were not available at press time. This is a big event for

the club and there is a lot of fiercely fought competition with races in several categories, then final heats with the winners of each heat competing for the title of "grand champion". The **SAFE** are planning their own train show to be held at the Knights of Columbus Hall, Pinellas Park, FL. on Dec. 3, 2005. Anna Spinella ably edits the club newsletter and serves as the club secretary. Gene Vrooman is Sr. Chairman; Rich Brown, Co-Chairman; John Phipps, V.P.; and Bob Brown, Treasurer of the club.

The Southeastern Michigan S Gaugers (SMSG) held their October meeting at the home of Dave Held, in Imlay City, MI. Dave's narrow gauge layout operates on DCC and was on the layout tour of a recent Narrow Gauge Convention with club member Jim DeWitt. The club's bylaw changes that were considered several months ago have been approved by the membership. **SMSG** member Sgt. Dick Bauer is now on active duty in the U.S. Army. Members of the club are building a new display layout and Terry Dwyer suggested that the layout should be completed by May, 2006 so that it could be used at the Durand train show. Jim DeWitt hosted the November club meeting in Troy, MI. The December meeting will hold elections for the Treasurer and Secretary jobs. Member Earl Carlsen is scheduled to host the club members. Bob Pardington coordinates the ordering of club badges. Gaylord Gill announced the fact that the club website (smsgtrains.org) has been updated for information on the upcoming 2006 NASG convention to be hosted by the club in Pontiac, MI. Club member Dave Held operates the club website. The club agreed to make a contribution to the Salvation Army for hurricane relief funds.

The Central Ohio S Gaugers (COSG) held their opening fall meeting at the home of Brenda and Dennis Lavender at the

Western Star Rail Service on Sept. 18. in Newark, OH. The hosts have a "huge" AF layout on the second floor for the members who attended to enjoy. On October 16, the club members met at the Silcott Railway Equipment Ltd. in Worthington, OH, to find out about the work of the company. Silcott rebuilds full sized diesel engines from the ground up. Mike Schrieber from the company gave a tour and presented a slide show of the engine that was recently completed. The **COSG** set up and operated their portable layout at the NMRA Train Show on November 20 at Vets Memorial Hall. The club is planning to display the layout at the NMRA Division Train Show held at the Marion County Fairgrounds on Dec. 3, and the Buckeye Train Show held on Dec. 10 at the Lausche Bldg., State Fairgrounds, Columbus, OH. Alan Evans edits the club newsletter called the *Central Ohio S Gaugers News*. Two new members were welcomed into the club recently, persons who renewed their membership after some time of hiatus, Jim Siverling from Prospect, OH., and Guy Summanen from Grove City, OH, were welcomed into the club membership. The **COSG** has a special Timken hopper car available, in two numbers, with AF compatible trucks & couplers or with scale trucks & couplers. Alan Evans and the club treasurer have order forms for the cars.

The Chicago Assoc. of S Gaugers (CASG) Bruce Lorence and helpers manned a table at the nearby Fall S Fest in S. Beloit, Illinois, to promote their Fall S Fest in 2006. The club was hosted recently by Kevin Holly at his home to witness the operation of his layout. Bruce Lorence arranged the visit, and some 28 club members attended the open house. Kevin's layout includes many AF accessories which were operated by those attending the open house visit. The **CASG**

brought and set up no less than three layouts at a recent NMRA Train Show. These included the narrow S gauge layout (CLANG-Chicago Land Assoc. of Narrow Gaugers), the newly-constructed standard S layout, and the hi-rail layout (CHASM-Chicago land Hi-Rail and Scale Modular) layout. Enough members attended to set up and operate the layouts. There will be NMRA division shows in the new year and the club plans to set up and operate display layouts at these events.

The Cuyahoga Valley S Gaugers (CVSGA) held their Sept. meeting at the home of Matt and Patricia Ward in North Canton, OH. Arrangements have been made to advertise the Sherwin-Williams tank cars in upcoming issues of the *S Gaugian* and *Classic Toy Trains* magazines. President Lee McCarty reported that the club has permission to manufacture Sherwin-Williams 3-bay or 4-bay hopper cars for future fund raising projects. The club set up and operated their scale and tinplate layouts at the Berea, OH. NMRA Train Show on Oct. 1/2. The club displayed their hi-rail layout at the Boy Scout Camporee held on the same weekend with the layout running on Saturday. Set up of the layout at the Camporee was ideal according to the newsletter report because the club could drive up to the area where it was to be set up and it took only 45 minutes to have the layout operational. Five members of the club along with President McCarty did this set up which can be a good example for other clubs to follow. The layout was in sections and has been set up and operated many times by the club so set up was very smooth. Some of the visitors were fathers who explained that they had trains in the attic at home but were afraid to get the trains out and run them. Members of the **CVSGA** explained that they would help the fathers check out and set up the trains, and that trains were an excellent activity for

fathers and sons to share. The Boy Scouts were so interested in the layout and the trains that a small devoted group helped dismantle the layout and pack it into the club trailer. President Lee obtained the names of the boys and plans to add them to the club mailing list.

The October meeting of the **CVSGA** was held at the Northeast Ohio Live Steamers in Medina, OH. The meeting included a picnic for those attending, and rides on the live steam trains. A club business meeting was held at the end of the day in the meeting hall of the live steam club. The club is planning their Christmas banquet to be held on Dec. 11, at the Station Restaurant, Berea, OH. The restaurant includes a Pullman car where the club members can have their party. The November meeting was held at the home of Gene Rominski, in Middleburg Heights, OH. John Carlisle, Pres. of the Great Lakes Chapter of the TCA has requested that the **CVSGA** set up and operate one of their layouts at the Division train meet to be held next Spring.

The Miami Valley S Gaugers (MVSG) met at the home of Tom Hartrum's house, in Huber Heights, OH. for their Sept. meeting. Rick Smith has found a job teaching mathematics in Virginia, which is good news, but the bad news is that he will be leaving the area. The club has recently purchased a new larger trailer in which to store and transport the club layout. The old trailer was traded in to reduce the cost of the new trailer. The new trailer has a large door in the back which lowers to form a ramp that can be useful in loading and unloading the layout sections. There is also a door in the side of the trailer that will be useful in using the trailer to store and transport the club layout. The **MVSG** set up and operated their layout at the annual NMRA Train Show, held on Nov. 5-6 at the Hara Arena. The club was planning to set up and operate their

layout at the Eaton Christmas Show, on three consecutive weekends, Dec. 3/4, Dec. 10/11, and Dec. 17-18, 2005. the display will be at the Preble County for Aging (Senior Citizens Center), Eaton, OH. Set up of the layout was to be on Saturday, Nov. 26 with a breakfast at Frisch's restaurant, on Route 127 beforehand.

The Badgerland S Gaugers (BSG) held their Sept meeting at the home of Dave Smukowski, in West Bend, WI. Seventeen members attended, and Don Goeke brought and introduced a friend from Wheaton, IL. who has applied for membership. The club discussed the possibilities of setting up different divisions or districts in Wisconsin that would function under the umbrella of the **BSG**. Dick Kloes provides information to the public who might seek information on the club. In next spring club sponsored all-gauge Train Trade Shows will be held on Jan. 22, Feb. 26, and Mar. 26. The **BSG** met at the home of Dick Kloes in Milwaukee, WI. on Dec. 11 for their annual Christmas meeting. The club is in it's thirtieth year. Dave Smukowski is President; Jaff Madden, V.P.; Jeffrey Young, Treasurer; and Ron Schlicht Secretary/Editor.

The AF S Gaugers of the St. Louis Area (AFSGSLA) The club members met in early November to work on the Famous Barr S scale train layout. This layout is displayed in the windows of the Famous Barr department store in downtown St. Louis, MO. It has been done for many recent years and is good advertisement for the store and our favorite S scale trains. The layout is stored at a warehouse supplied by the Famous Barr store, and each season is checked over and refurbished for display. The club set up their 8 ft. x 8 ft. layout at the Citizens National Bank, Maplewood, MO. on Nov. 25. The club was saddened by the news that Nancy Glass, wife of Marty Glass, Sr. and

her son Marty, both club members is being treated for cancer. Another club member, Barry Dolan, announced his engagement to Sharon Huffman, his neighbor and good friend. Barry may sell his home and dismantle his layout, but it is hoped that a bigger and better layout will result after the happy couple gets settled into their new home.

The S Train Rail is the official publication of the **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)**. The **IESGAPN** is celebrating their 40th anniversary this year. The club members met at the home of Pat Spino, in Spokane, WA. On Nov. 20. Several members set up and operated the club layout at a train show held in October at the Spokane Community College. Members helping included Brent Nichol, Pat Spino, Ray Peason, Doug Sassman, and Jon Kettner. Brent Nicholl was scheduled to host the club for their Dec. meeting. The club will have their annual banquet on Jan. 14, 2006 at the Cour d'Alene Casino on a Saturday. Club member Jess Bennett received the NASG Tony Perles Award for journalism about S scale trains and his layout.

Your column editor wishes to thank those clubs and individuals who submit information on the activities and events that you organize and attend. 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.

And ... Season's Greetings to All, and To All a Happy New Year!



EXTRA BOARD

PASSENGER CARS

Passenger cars are often given low demand priority, but passenger trains are my primary interest. My point is that I believe there is hidden demand for passenger cars that is not measured at the cash register. It's an easy decision to purchase a freight car, because it can run behind any freight locomotive or sit on any siding. But the purchaser of a passenger car wants a complete train and a specific road. Some of my favorite passenger cars are the full-length heavyweights developed jointly by SHS and American Models and recently reissued by American Models. It was tough making the decision to purchase these cars since the train would be incomplete. I still need to find an observation car and a diner. Dick Karnes gave me some great suggestions on how I might convert the American Models Café cars to a dining car or observation car. But I still have to paint and letter the cars to match my other cars.

The full-length smoothside passenger cars that AM issued many years ago are also real nice. Be nice if they were reissued with interiors and the trucks AM has for its Budd cars. Here too we need a diner. I know it's tough for a manufacturer to invest in multiple car types and multiple road names that would appeal to a broad segment of the S scale market. I often wonder if the NASG could and would spearhead a project to take pre-orders on sets in different road names to make this project more feasible.

- Earl Henry, Nashville - *Earl, maybe will take an interest in my editorial, ed.*

S IN NON-S PUBLICATIONS

- Nov. '05 CTT: An article titled Fix Flyer Track Switches.

- Dec. '05 CTT: Feature on Tony Yorio's Flyer layout - 6 pages by Roger Carp.

- Jan. '05 CTT: This must be the

S issue? An article on building the SHS display layout by Vic Roseman. An article by Roger Carp on Bill and Diane Kavchak's AF Christmas layout. A review of an SHS starter set with SW9.

BARNs

As a real estate appraiser for the county here in Southeast Michigan I do a lot of agricultural properties. If you are talking about the traditional wooden farm barn with the gambrel roof, we generally find they are about 38 feet wide by 60 feet long. Of course, there are many variations. But this seems to be the standard measurement. These barns generally have a loft for hay/straw storage. Many are on a basement where they have cattle stored/fed/milked. Most of these basements are made of stone or block. Barns generally are about 25 feet high above the basement. The first floor is generally about 16 feet high, to the bottom of the loft so they can store the high farm equipment there. Many are what we call a "bank" barn. They have a dirt berm in front to the first floor (to get equipment in) with the rest of the basement exposed.

- Barry Comer

FLORIDA CLUB

I'm surveying to see if there is interest in starting an S-Train Division in the metro Jacksonville area. There are several S gaugers in Jacksonville and I want to see if others are interested.

- Jerry Matsick - contact: jpmat-sick@yahoo.com 904-693-1032

TUGBOAT IN S

I've found my 3/16" scale tugboat. It was produced by Pyro Plastics Corp. prior to 1979 when the company was sold. More interesting is that the William Lestor invented automatic plastic molding machines 70 years ago. The kit was called Diesel Tug Boat Despatch No. 9. It was built by the Tampa Marine Corporation of Tampa, Florida in 1945 and is one of the fleet of tugs operating for the Standard oil Co. of California.

The power of these tugs is incredible - they are capable of towing large strings of barges in and out of their piers. I wonder who bought Pyro Plastics - probably Lindberg.
- Bill Fraley (see photos this issue)

CDS LETTERING

At the moment, CDS plans to simply stop printing sets and sell off the stock over a few years at retail and through their regular dealers until it's gone. I can't see anyone buying their inventory. The wave of the future will be a lot of small businesses printing decals on demand, and the CDS line may survive in this form under a new owner.

- Terry of TMR Distributing, Ontario, Canada

GILBERT GOT RAIL CARS

Yes, both in and outbound shipments. Gilbert used a considerable amount of plastic shot and die-cast material, most of which came in by rail. Carloads of product were regularly shipped by rail. During WWII the company made flares and a number of parts for Grumman Hellcats. They also had a fleet of trucks for delivery of war goods to the various depots. The Heimburger House Publishing book A.C. Gilbert's Heritage has photos and diagrams of the New Haven facility. In addition to AF and Erector products, Gilbert made several non-toy items - a hand mixer, fans and number of other household items, all of which kept the shipping docks busy. They even had a passenger car outfitted for traveling displays. They also had a power plant that would require coal hoppers, at least in the early years.

- Raleigh in Maine

FOR SALE

S Scale Building kits: Master Creations Railhead Saloon #205-S Limited Run kit. 1992 production. NIB \$100. (was \$120). LVM: LVM12 NIB Diesel House \$25 (orig. \$40); LVM24 Row House NIB \$30 (orig. \$45); LVM24 con-

str. Started \$25. Port Lines Hobbies White Tower Hamburger Stand plastic kit (started) - \$10. Whiteground Model Works Wooster Gas Works #3001, plaster and wood kit, NIB \$15. All prices add 10% shipping. Minimum \$6.00. Neil Redding, 5826 Augsburg Circle, East Syracuse, NY 13057, nar1@localnet.com - 315-656-8694.

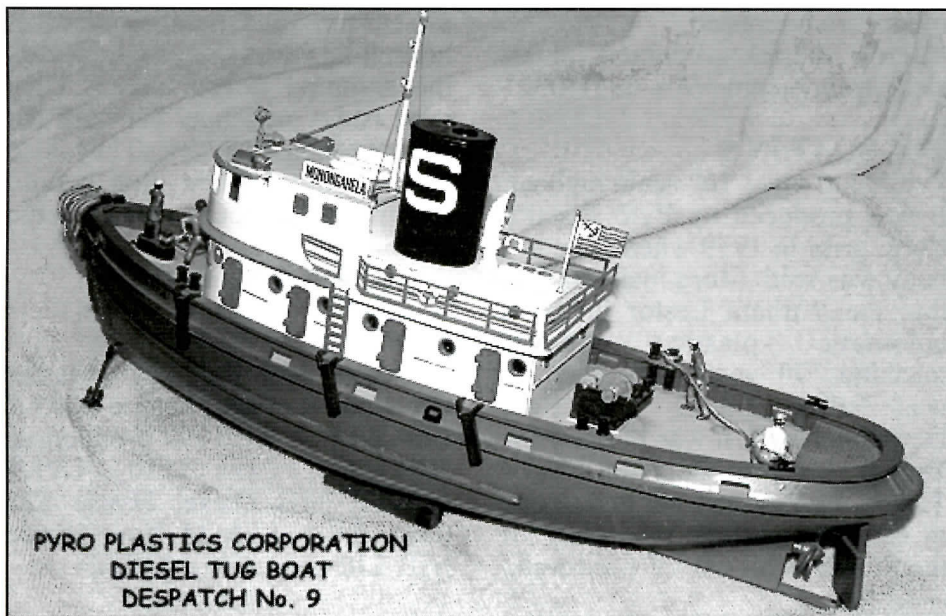
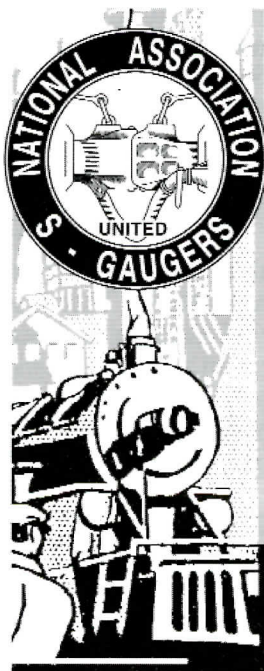
LAST RUN

Henry (Hank) Roos, 83.

Dr. Henry Roos, long time resident of South Windham, CT, passed away on September 15, 2005. He retired as a professor at Eastern Connecticut State University. Hank, along with our first president Bill Krause, Herb Wasserman, John Foley, Don Ross and Dave Pool met in the early '80s after Bill published a very simple ad, "Come join us and grow in S." With these few members who alternated meeting at each others' homes, the CT S Gaugers grew to what we have today, about 70 members. Hank became our first treasurer and remained so until just before Bill passed away in the late '90s. Even though, in the beginning, we didn't have a lot of money, Hank would always have his report ready for our monthly meetings. I can remember many of us going up to his home to help him set up his layout. It was part of a layout that Don Ross purchased

from the family of an S gauger in Massachusetts. Don took the yard area while Hank took the part that eventually went around one section of the cellar. Every time we went to his house Hank would always have something else completed with the help of his son, Pieter. He was most proud of the bridge that was at the entrance to the layout room as you came down the cellar stairs. Hank always had many stories to tell about his life on the railroad barge with his father. He will be missed by all who knew him. The Connecticut S Gaugers won't be the same.

- Bill Fuhrman, CSG President



S-CALENDAR

Feb. 2-4, 2006: O Scale West (with S Scale) at the Westin Hotel in Santa Clara, CA. www.oscalewest.com or Howard Sheffield 707-961-0186 - hjsh-eff@mcn.org.

Feb. 17-19, 2006: 21st Annual Sn3 Symposium, Sheraton Bellevue, Bellevue, WA. Jim Noonan, 6705 193rd St., SW, Lynnwood, WA 98036 - 425-778-6069.

May 5-6, 2006: Spring S Spree, sponsored by the Cuyahoga Valley S Gauge Association. To be at the Carlisle Inn of Walnut Creek, Ohio (Amish tourist country and in the area of the Ohio Central Railroad). Hotel phone: 330-893-3636. Info: www.cvsgea.org.

Aug. 2-6, 2006: NASG Annual Convention, Southern Michigan Express, Pontiac, Michigan (northern Detroit area), Marriott at Centerpoint 800-579-8395. Info - Jerry Poniatowski 734-721-0772 or www.smsgtrains.org.

Nov. 3-5, 2006: Fall S Fest sponsored by the Chicagoland Assoc. of S Gaugers. Tinley Park Convention Center, Tinley Park, Illinois, Will Holt - 630-969-1982. Most convenient hotel is Holiday Inn next door - 708-444-1100. Other details tba.

Bids Open for NASG Annual Conventions -- 2008 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - email: leemax@jps.net

3/16" scale Pyro plastic tugboat kit built and photographed by Bill Fraley

Denver. Another good location might be Albany/Rensselaer/Troy, NY area. It is interesting that southern California and New York City, despite their population densities, have never had an NASG convention. A Bakersfield convention featuring Tehachapi Loop might draw better than a convention at the Disneyland Hotel. The closest to New York City that we've ever been was Princeton, NJ. I'm not sure that any location closer than New Haven, CT (or Albany, NY) should be considered anyway.

- Gil Hulin *Actually, the first NESGA convention was held near Nyack, NY - not sure if this is closer to NYC than Princeton, NJ. Also the 3rd NESGA convention was in Greenbush, NY and the 7th in Tarrytown, NY. The 1988 NASG convention was in Brunswick, NJ. - but yes, it's been a long dry spell for the lower or upper New York area in hosting a convention. - ed.*

Regarding Canadian listings: Although it is no big deal, just to get things correct, I note on page 37 (Oct. *Dispatch*) you have a list by province of Canadian members. I am listed under Nova Scotia. Our Canadian members would recognize that I should be listed under the province of Newfoundland and Labrador (NL) - the only member in our province.

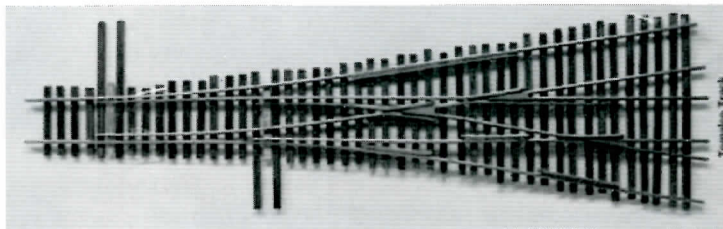
- Gerald Pocius

More on Cincinnati NMRA: I was surprised to see my writeup in the old familiar spot. Anyway, could you print a few addendums if you would? One of the pictures showed Alan Evans on the left. I neglected to mention that he came on Saturday and spent the afternoon helping us out. I also failed to mention that SHS had their dealer display and layout there.

- Roy Hoffman

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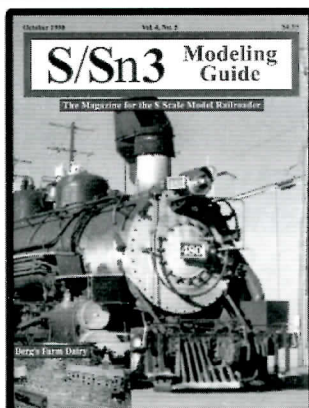


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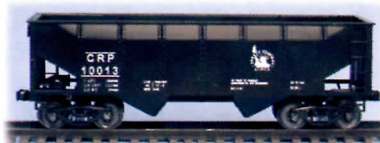
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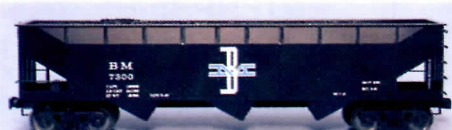
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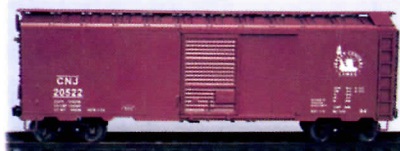
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