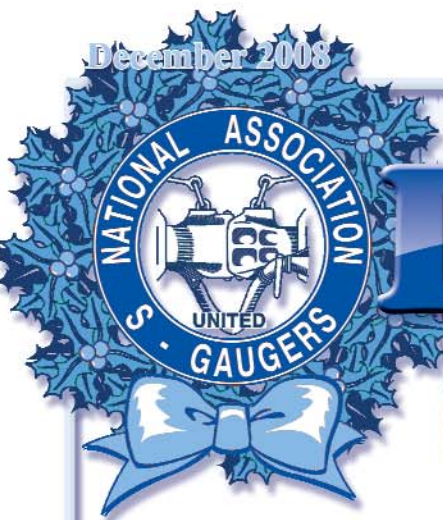


December 2008

\$4.95 U.S.

Volume XXXII Number 6



DISPATCH



1/64 Cars and Trucks

Bascule Bridge

**National
Narrow Gauge
Report**

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

McCabe Lumber Co. Planing Shed

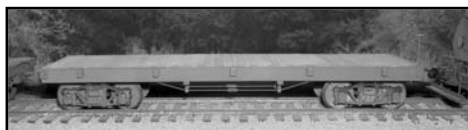
The McCabe Lumber Co. Planing Shed should be called a planing mill complex since it is more than just a simple shed. The planing complex consists of the transfer shed, two planing buildings, boiler house, water tank, and loads of details, and is a key part of the Slatyfork Sawmill Complex. The Planing Shed can also be used as a great stand-alone manufacturing industry such as a box factory.

This kit consists of laser-cut basswood, plywood, and cardstock, tarpaper roofing, brass, urethane, and white-metal detail castings, and loads of character. The tabbed, well-engineered construction provides fast and easy assembly. The footprint is about 70' x 90'. **#08225 \$349.95**



HO Models Shown. Detail castings vary between scales.

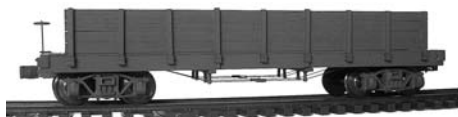
American Flag Company & Slatyfork Sawmill Coming Next!
Check our web site or call for info.



34' Truss Rod Flatcar

This flatcar was inspired by an early drawing for one that ran on the V&T. This was before the time of air brakes, and the car featured link & pin couplers when built. It is a very generic car that can be used on many lines. The kit consists of laser-cut wood and styrene details. Less trucks and couplers.

#09603 \$ 25.95



34' Truss Rod Gondola

The gondola is an offshoot of our 34' flatcar with laser-cut sides and end boards. Two optional end sill steps are included. The kit consists of laser-cut wood and styrene details. Less trucks and couplers.

#09604 \$ 39.95



PRR H21 Hopper

Starting in 1911, 70-ton H21a "quad" hoppers were introduced for coal service. The kit consists of high-quality, no-odor urethane castings for the body and brass brake components. Less decals, trucks and couplers.

#09204 \$ 79.95

B.T.S.
Better Than Scratch!

RR1 Box 141A
Belington, WV 26250
Phone: 304-823-3729
Fax: 304-823-2901

www.btsrr.com

Full Catalog - \$5.00

Celebrating over 29 Years of Service since 1979

NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

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

NASG Treasurer,
Michael Shea, 488 Stonewood Ave.,
Rochester, NY 14616 -3623
Phone: 585-865-4978
email: mikeshea@frontiernet.net

Copyright 2008 NASG, Inc. All rights reserved. Reproduction in whole or in part is prohibited without permission of the NASG, Inc.

The **Dispatch** - ISSN 10457178 is published bimonthly by
 Studio G
 PO Box 745
 Jonestown, PA 17038-0745
Email: T.Chuck Garman at
dispatch@tchuck.com

SUBSCRIPTION RATES: 1 year, \$20.00 which includes membership in the NASG. All subscriptions payable in U.S. funds. Postage is paid at Harrisburg, PA. Printed in the USA. All rights reserved.

Postmaster: Send address change to
Michael Shea
488 Stonewood Ave.
Rochester, NY 14616 -3623

MAILING: The Dispatch is printed in the issue month and is mailed by the 4th Friday of that month. Please allow 2 weeks for delivery.

COVER: Ron Schlicht's American Flyer layout received over 100 visitors on the home layout tour after the Fall S Fest. New is the hi-line with AM Amtrak set. The 1/64 trucks shown are White COE tractors made by Hoquat. See article this issue.

ORDER BOARD

Volume XXXII Number 6

December 2008



President's Message, NASG News,	4
Jeff's Junction and Railmail	5
New Products Report	6
Fall S Events	8
1:64 Cars and Trucks	Jim Schall 10-14
Clearing House ad	15
Straight & Narrow	By Dave Heine 16
Building a Bascule Bridge	William P. Young 18
Union Pacific Specific	Gawaine Dvorak 20
S Track Planning V	Jeff Madden 21
Grandview Storage (Review)	Gerry Evans 22
Meet an S Gauger	Ken Kemzura 24
Club Sandwich	Dave Pool 29-33
Extra Board	34
S-Calendar	35

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

NASG Website Director Michael Greene: mgreene@cedarlane.com

STAFF

Jeff Madden	Editor
Terry Madden	Graphics Editor
Gerry Evans	Contributing Editor
Jeff Madden	New Products Editor
David Pool	Club Editor
Ted Larson	Module Corner
David Heine	Narrow Gauge Editor
Bob Werre	Staff Photographer
Jeff Madden	Advertising Manager
Bob Jackson	Editor Emeritus
David Dewey	Amer. Flyer Editor
Bill Fraley	Contributing Editor..
Sam Powell	Contributing Editor

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

NOTICE TO READERS: All warranties and claims made by advertisers in the **DISPATCH** are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material which it feels is not reputable. The selection and/or use of the products or services and the application or results obtained from these advertisers is the sole responsibility of the reader.

ADVERTISING RATES: Inquire regarding B&W or color rates. For additional information, contact the NASG DISPATCH Advertising Manager.

THE NASG OFFICERS AND COMMITTEE CHAIRMEN Whom and where they are:

OFFICERS:

President Sam McCoy
4343 N. Neva, Norridge, IL 60706
708-457-0898 • samuel.j.mccoy@mindspring.com

Executive Vice President David Blum
3315 Timberfield Ln., Pikesville, MD 21208
410-653-2440 • grumpydadof3@hotmail.com

Secretary Michael Greene
167 Westford St., Dunstable, MA 01827
978-649-7010 • mgreene@cedarlane.com

Treasurer Mike Shea
488 Stonewood Ave., Rochester, NY 14616
585-865-4978 • mikeshea@frontiernet.net

Eastern Vice President F. Lamont (Monte) Heppe
188 Oak Dr., Pasadena, MD 21122
410-255-0629

Central Vice President Walt Jopke
6611 Countryside Dr., Eden Prairie, MN 55346
612-934-9183 • jopke@vic.com

Western Vice President Gerry Evans
3350 S. Justin, Flagstaff, AZ 86001
928-214-9054 • bestofshow@flaglink.com

COMMITTEE CHAIRMEN:

Dispatch Editor Jeff Madden
438 Bron Derw Ct., Wales, WI 53183
262-968-3729 • nasgdispatch@hotmail.com

Promotions Committee Our 3 Vice Presidents, Alan Evans,
Roy Inman for promotional literature;
913-541-1759 • rinphoto@everstkc.net

Engineering Bob Sherwood
2837 Olive Drive, Cheyenne, WY 82001
307-638-2918 • softmoods@vcn.com

Lionel/NASG Car Project Doug Peck
6 Storeybrooke Dr., Newburyport, MA 01950
978-465-8798 • doug@portlines.com

NASG Special Special Project Committee Alan Evans
7 Patricia Dr., Covington, LA 70433-1042
985-789-0488 • allen.evans@charter.net

NASG Clearinghouse William Mark, Jr.
438 Rossway Rd., Pleasant Valley, NY 12569
845-635-8553
NASG track gauges, coupler
height gauges, patches, shirts, hats and pins.

Contest Chairman Jim Whipple
1719 Middle Rd., Glenshaw, PA 15116
412-487-3364 • whipple@cmu.edu

Election Chairman Jamie Bothwell
1422 W. North St., Bethlehem, PA 18018
610-868-7180 • jamie.bothwell@verizon.net

Convention Committee Chairman Lee Johnson
2472 Lariat Ln., Walnut Creek, CA 94596
925-943-1590 • leemax@jps.net

Membership Mike Shea (Treasurer)
488 Stonewood Ave., Rochester, NY 14616
585-865-4978 • mikeshea@frontiernet.net

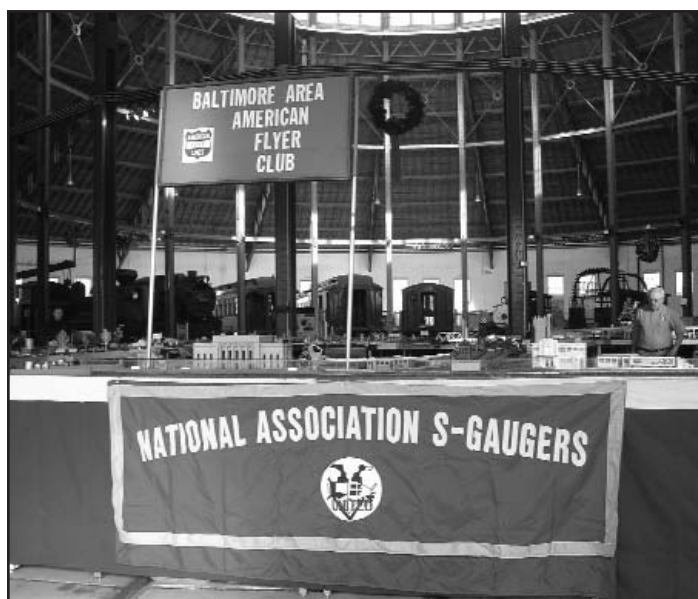
Nasg Librarian, (S-Mod Info) Dick Karnes
4323 86th Ave. SE, Mercer Island, WA 98040-4124
206-232-7281 • nasglibrary@yahoo.com

NASG Web Site: <http://www.nasg.org>
NASG Web Site Director: Michael Greene
mgreene@cedarlane.com



Baltimore Club at B&O Museum: For the last 5 years the B&O Museum in Baltimore, Maryland, has hosted a Festival of Trains. Each week between Thanksgiving and New Years a different club is invited to set up a modular layout in the recently repaired roundhouse. The Baltimore Area American Flyer Club has participated every year for one of the weeks. This year's layout is approximately 30' x 40'. One of the members, Greg Klein, also brings a separate winter scene layout.

- Monte Heppe, Eastern VP.



Lowell Video: There is an amateur video DVD showing some of the layouts at the 2008 NASG Convention in Lowell MA, available for loan from the NASG Library. There are also web versions of the same videos, linked from the nasg.org home page under the heading "2008 & 2009 National Conventions News".
- James Ingram"



RAIL MAIL

Blue Ridge S Scale Meet: Yesterday (Nov. 15) was an amazing experience! Actually made it possible through the clinics to show that techniques for modeling are useable in any scale. There were many models that were really well built. Who knew there was so much talent in the Blue Ridge and surrounding low lands:>)!!

For all of you who did not get our Scale S website www.thesup-

plycar.com address at the meet, please visit it and make suggestions.

- Bob McCarthy

What a great meet at Hendersonville, NC yesterday, hosted by Larry Morton of Tomalco Track--thanks Larry! Excellent clinics, fantastic venue (Hendersonville SR depot, vintage 1902), an actual operating S scale layout (and a pretty neat HO one as well), tasty food (thanks Lynn), and perhaps most importantly much-needed moral support for us fringe group lunatics.

For those who didn't make it, wait till you see the latest and upcoming models from Jim King and Bob McCarthy--Southern

Continued on page 34

Jeff's Junction



S Semantics

I can't resist this any longer. Monte Heppe, Eastern VP responded to an email about terminology we are often conflicted about - scale, gauge, S Scalers, S Gaugers and so on. Here's what I chimed in with.

I have wrestled with these terms too. Yes, S scale means 3/16ths inch to the foot scale. 1:64 is the proportion to the real thing. I guess we could get wordy and say S scale standard gauge, S scale American Flyer standard gauge, S scale hi-rail standard gauge and S scale narrow gauge (2', 3' or whatever gauge).

I think the whole problem falls to the natural human instinct to shorten things and abbreviate. Thus, S scale scale becomes S scale, S scale AF becomes American Flyer S gauge, S scale hi-rail becomes S hi-rail, and S scale narrow gauge becomes Sn3, Sn2 or Sn42.

Further complicating things is that way back when in the '50s, scalers wanted to differentiate themselves from tinsplate American Flyer train operators, so they probably shortened S scale scale to just S scale and called themselves S Scalers to make the NMRA types happy. Add to that situation that our most popular commercial magazine dedicated to S is titled the *S Gaugian* - so the terms S gauge and S gaugers have effectively become ingrained in our model railroad vocabulary. Just look at the title of most S clubs for further evidence. In other words S gauge/gaugers has become the common use terms for folks who model in S scale - any version thereof.

So what to do? O scale has a similar problem. They have 3 O magazines. One is titled *O Scale News*, One is titled *O Scale Trains*. One is titled *O Gauge Railroading* (It used to be *O Scale Railroading*). The tinsplate Lionel, MTH crowd are usually called O gaugers. The detail oriented 2-railers are usually titled O scalers. But here too, the terms get jumbled. An O gauger can be a 2-rail scaler or a 3-rail hi-railer, or a 3-rail O gauger, or a 2-rail O gauger. They can at least distinguish themselves by 2-rail and 3-rail. Their narrow gauge modelers, of course, are always 2 rail scalers.

Our S manufacturers have to deal with this dilemma too by having to produce versions of rolling stock and track to please both the more detail oriented modeler and those who want to be compatible with American Flyer. Unfortunately, for the detail modelers in S, the majority of sales favor the AF and Hi-rail side because of the larger demand. In particular, companies like Des Plaines, American Models and S Helper Service really cater to both sides. S Scale detail modelers do benefit by the dual availability of product and should be happy they are accommodated.

Basically, will our common use of these varying terms continue? Probably so. It's hard to teach us old dogs new tricks you know. As an editor, I interchange terms too and put in things others send as they write them. But, for the most part within our S community we understand the nuances and differences. It's like you say (Monte), the problem is with the newcomers or the guy digging out his Flyer from the attic and discovering all the new options out there. Even our own organization (NASG) uses the term "Gaugers". I think we're trapped.

I think we just have to keep on educating, displaying, explaining, and doing the best we can to promote S scale - whatever type.

NEW PRODUCTS REPORT

By Jeff Madden

BTS (www.btsrr.com). As shown in the photo below, the famous C&O (CSX) Thurmond depot will be a future kit in S scale.

GREENLIGHT (www.greenlighttoys.com) has a new line of diecast 1/64 vehicles called County Roads. The one gem is shown at the right - the 1967 Dodge pickup truck. The rest are 1960s and newer cars. Around \$4-5 at the discount stores.

KALMBACH PUBLISHING (www.kalmbach.com) has released the *2009 American Flyer Pocket Guide* covering AF from 1946-2009 plus American Models and S Helper Service S rolling stock. This 106 page guide gives a brief description of items. Pricing information is provided for items in good or excellent condition. #14.95.

MODELERS TOOLKIT (www.modeltrainsoftware.com). Tom Nimelli suggests you check out this new software program for decals.

MOTORMAX (www.motormax-toy.com). Showing up at mail order and discount stores are little 1/64 "American Graffiti" vehicle mini scenes. The details, figures and plastic structure background included besides the car make these \$9-10 items well worth it. Unlike other accessories included in these type of mini shadowboxes, all items appear to be 1/64. For example, one has a nice '70s Plymouth station wagon with 2 gas pumps, trash can, ice machine, coke machine and molded gas station front. Others have figures as well. The backgrounds could easily be re-worked into full structures with the addition of styrene sides and a roof.

O SCALE WEST PLUS S (Lee Johnson, 2472 Lariat Lane, Walnut Creek, CA 94596) is offering SP 53-6 and 40' flat car kits manufactured by Wiseman Models Services. The longer cars are class F-70-7 and the 40 footers are class F-50-16 as built for the SP and the T&NO by ACF in 1949-50. The kit consists of a cast resin body and decking and detail parts cast in resin and metal. SP decals are included. Specify KD 802 or AF compatible couplers if ordering. A separate bulkhead kit is available for the 53'6" car. Each car is \$40.00 less trucks and couplers or \$50.00 with trucks and couplers. Bulkhead kits are \$13.00 for a pair. Add \$6.00 S&H for first kit, plus \$2.00 each additional kit.

RAILMASTER HOBBIES (www.railmasterhobbies.com) has some bass reflex and high bass speakers for locomotives. The prices vary from \$7.50 to \$12.50 each. Check the website.

RIVER RAISIN MODELS (www.riverraisinmodels.com) (248-366-9621) is still taking

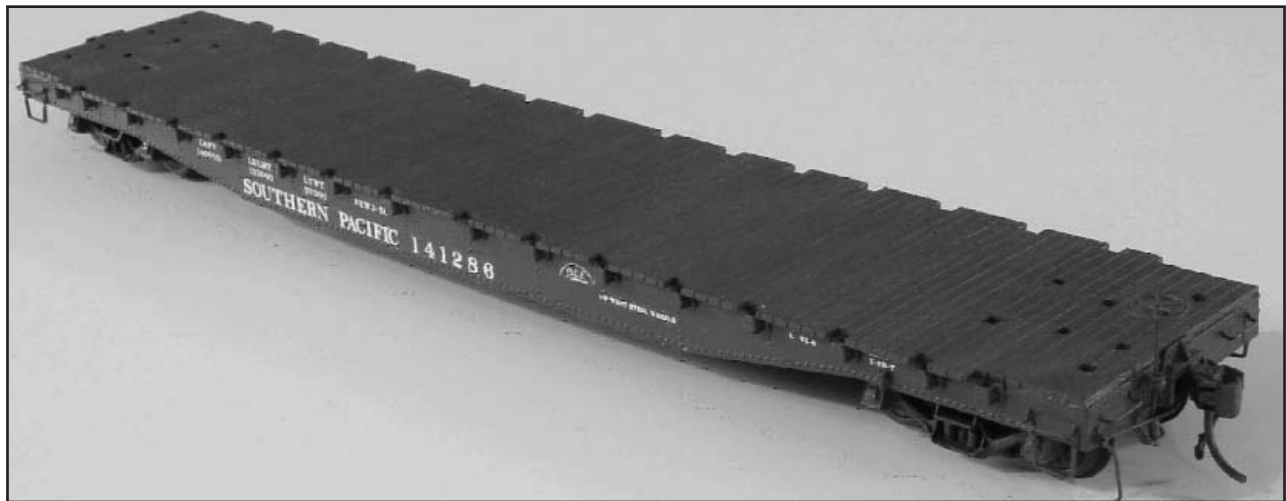
orders for the N&W streamlined J Class 4-8-4 mentioned in the last Dispatch. Both scale and hi-rail versions will be offered if demand warrants. Pre-production prices start at \$2250.00.

SHS (www.showcaseline.com) is starting to receive shipments of many new items from the NW2 switchers, to the new steam era covered hoppers. Many new paint schemes of various freight cars are also due soon or already here. The new 2009 catalog should also be along soon.

WISEMAN MODEL SERVICES (www.wisemanmodels.com 606-267-3466). This new outfit is offering a lot of S and Sn3 rolling stock kits and locomotive and tender conversion kits. Much of their inventory is based on the former V&T line. On their website Wiseman lists such detail items as logging donkey engines, Sn3 resin freight car kits, and the SP flats mentioned above. A couple of the S/Sn3 locomotive conversion kits are based on using MDC/Roundhouse HO Shays



WHAT S NEW?



Match 'em up!



FALL S HAPPENINGS

The 33rd annual Fall S Fest is history as is the 6th annual Indianapolis S Show. A third low-key event on the same weekend as the Fall S Fest was that of the Blue Ridge S Scalpers (see RailMail). The Jersey Get-Together was held earlier in September.

The Fall S Fest, held at the Milwaukee Wyndham Hotel this year, saw 573 attendees browsing about 200 tables full of S stuff, attending clinics, touring layouts, and just plain socializing. The non-rail tour (boat ride and Sprecher brewery tour) was well attended. It was coordinated by Kim Young.

The one unfortunate happening at the Fest was that the Chairman and BSG Club President Steve Lunde ended up in the hospital on the Thursday prior to the event and missed the whole thing. But his planning and organization sure made everything go smoothly. Thanks to Roy Meissner and Jeff Young for taking over much of the leadership roll. The Weber Beer SHS reefer, that Steve championed, sold well and only about 75 of 400 remain.

Layouts on display included the scale layout brought by Chic Hartert, Bob Pardington's hi-rail, Phil Howe's All Aboard Panesl, the BSG table top layout and Will Holt's small layout featuring SHS track and equipment.

First place contest winners included. John Griffin's Schnabel car (Best of Show), Chic Hartert's General Store (Structure), Herb Tate's (freight car), Thorin Marty's Electric Loco (electric engine), Edward Peekels boom car (AF category) Norm Pilarski's car carrier (Flyer rolling stock) Al Baker's PRR 0-8-0 (steam engine) and Dave Bellian's "Hard Times" diorama (diorama). Train Race overall winner was John Richert.

The banquet of around 150 was sold out, food was good and the traditional auction with auctioneer John Wickland followed. I think Jake Jacobsen of California was the long distance attendee. Following are some comments by Bill Hutton:

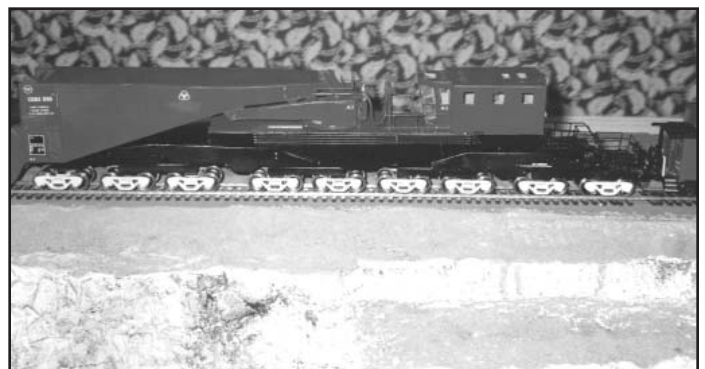
I thought the trading area was great. The aisles were plenty wide enough. Prices varied greatly, but again that depended on the quality and rarity of the item sought. The Showcase Team (SHS) had a portable layout and products to display. American Models was well represented with Ron and son manning the tables. Other well known dealers included Tom Hawley (Michigan Models), John Heck, Ron Durst, John Wickland, Don Heimburger, the Vanacores, Fred Jester and Gary Clark. - Bill Hutton

Hoosier Show: We were really pleased with the turnout. In all, over 120 guests, vendors and volunteers attended the Saturday Show (Nov. 8). Our usual pre-show event at Shapiro's Restaurant was very well attended with about 40 guests and spouses turning out for dinner and a bring and brag session.

We had two operating scale layouts this year. Doug Evans of Batesville, IN, displayed his 10 x 27 foot scale layout. Doug has added 8 extra feet, scenery and yard trackage. A wide-load train was a show stopper (the Schnabel car was there too). Alan Evans brought the updated NASG 2 x 12 foot modules. Alan allowed guests to operate the DCC. After the show many visited Jeff Lang's spectacular 2-rail O scale Pennsylvania Railroad layout. Next year's event will be Oct. 10th, 2009. This is Columbus Day Weekend and is a bit earlier in order to avoid conflict with the Fall S Fest and local shows in Indiana and Michigan. Check www.hoosier-s.org
- Charles Malinowski-

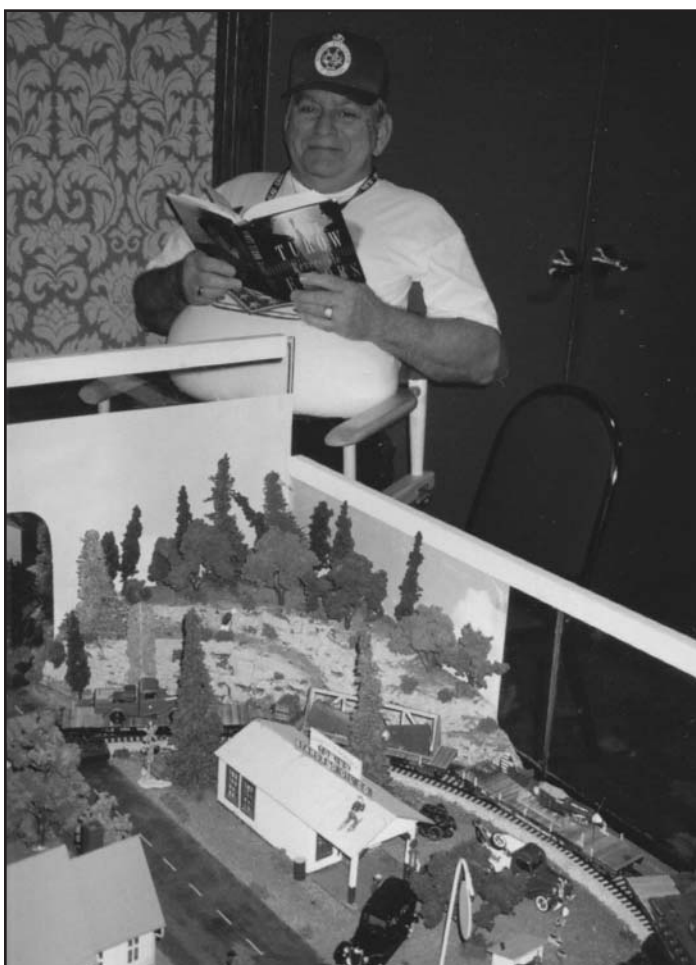


At the Fall S Fest, John Griffin from the Des Plaines (Illinois) Valley Club, proudly stands behind his Best of Show contest winner. It's a scratchbuilt model of a Schnabel car that is used for special load movements. The capacity of the prototype is 1,779, 260 pounds. It has 36 axles with 33" wheels. Empty, the car is 231' 8" long. With a maximum load it can be 345' long. This CEBX car is red and black and is stored in Duluth, MN. Photos by Jeff Madden





Fall S Fest photos: Above and below right are views of Ron Schlicht's American Flyer featuring a new high line. That's Ron standing above the Amtrak train. Ron's layout was on the Sunday layout tour. Bottom left has Bob Pardington of Taylor, Michigan, relaxing as he operates his portable h-rail layout at the Fall S Fest hotel. Photos by Jeff madden



1/64 CARS AND TRUCKS FROM THE 1940S AND 1950S

Article and photos by Jim Schall

This article is intended to be a brief overview of available and modifiable/kitbashable vehicles from the 1940s and 50s. I will introduce you to a few sources, a few of the key manufacturers and a few reference resources. There are many manufacturers in the 1/64 scale diecast marketplace and a wide range in quality and price; my intent is to introduce you to the affordable and acceptable fidelity/scale vehicles available today.

During the Depression years of the 1930s auto and truck production had been scaled back while highways and infrastructure received little attention. As World War II wound down in the mid-40s, a tremendous demand for new vehicles arose, because of the curtailment of civilian vehicle production during the war. The autos of the '30s that had soldiered on through the war years were well worn and a new highway system called the Interstate was on the horizon.

Henry Ford is credited with saying "any color as long as it is black" -- the adage appears to be true. Looking at color photos from the '40s and early '50s, one finds a very high percentage of black autos and a smattering beiges,

tans, grays, dark greens and maroons. Unfortunately in the diecast world, brightly painted cars sell best! Repainting is difficult but a shot of Testor's Dullcote and some weathering can tone down almost anything.

An article in *Mainline Modeler*, John Nehrich summarized data from Automotive Industries from 1950 which gave a breakdown of cars by make, year built and state registered. The summarized total shows not only makes but also age of the autos. GMC products garnered 43% of the total, with Chevy 23.4 % of that total; while Ford, Lincoln and Mercury totaled 23% (Ford 20.3%). Two thirds of the autos on the road were from two manufacturers; not much need for Hupmobiles, Crosleys, or Willys! By body style 51% were four doors, 40% two doors, 5% convertibles and station wagons nearly 3%. I suspect that MG TCs did not round out the list but were included in the 'others' category. By age, 5.3% were built before 1933 and only 33% were postwar models. This percentage rapidly changed during the '50s but I have no statistics to back this up.

Truck statistics are not so clear because the trucks category

included pickups and other light-duty trucks as well as over the road haulers. The haulers, White, Mack, Diamond T, Reo, Divco, Autocar, Federal, Brockway, and Kenworth, garnered one percent each or less on the seven million trucks on the highways in 1950.

Sources for Vehicles

The cheapest source will be the big box stores: Wal-Mart, K-Mart, Target and Toys-R-Us. Their stock moves fast and there are rarely reorders. Check them frequently. Other nearby sources such as the local hobby shop (my Hobbytown USA carries an extensive line of diecast vehicles). Auto supply stores like Auto Zone and Autowise and Farmers' Co-ops often have special runs and goodies not found at the box stores and also watch for diecast at local model train events.

Internet and EBay stores seem to have an endless stream of 1/64 die cast for every pocketbook (and a few that need two pocketbooks!) EBay recently had 10,263 1/64 die cast vehicles listed (at least some were actually 1/64!) Look for diecastdirect.com and diecastalley.com for the latest die cast but also look at EBay/collectable/die cast/auto for previous runs and out of stock items.



From left to right: '56 Crown Victoria, Racing Champions; '49 Custom, RC; '48 Tudor convertible, Revell/Mattel; '40 tudor, modified Hot Wheels; '40 Ford coupe, modified RC; '37 coupe, Johnny Lightning; '36 coupe, Ertl; '32 Roadster, RC. Center: '57 fairlane, M2 and '56 Thunderbird, JL.



Left to right: '58 Impala, RC; '57 Bel Air, RC; '55 Bel Air, RC; '54 Bel Air, unknown (Jada maybe); '51/'52 Bel Air, Golden Wheels; '47/48 Fleetline two cars, Revell and Jada; '37, Ertl. Center: '57 Bel Air, RC.

Manufacturers of Interest Autos

The most prolific manufacturer of 1/64 scale vehicles is Johnny Lightning. They have a vast assortment of cars from the fifties to date. The fifties cars seem to first come out in show room renditions and often are repeated in additional colors but after the market is saturated they are run as radical hot rods and wild color schemes. They are easily found in the big box stores for around \$5. The list of modern cars seems endless but the 50s cars are limited so look carefully. JL has a web site that can keep you posted on current and future releases.

Another vendor, Racing Champs, had a series of vehicles that actually listed the individual car's scale on its box. Most were listed as 1/64 but they ranged from 1/58 to 1/70 (big pickup trucks being larger got smaller in scale and a 1955 Corvette got to be as large as its Bel Aire kin. They are no longer in production but can be found on EBay easily. (I have a baby blue '58 Impala with a continental kit on the back that will knock the socks off the Plasticville folks.)

A new manufacturer, M2, has introduced a line of cars, each with two classic paint schemes. They are: '50 Ford Crestline, '57 Ford Fairlane, '54 Mercury, '55 Pontiac, '53 Oldsmobile, '54 Chevy Bel Air. They come with authentic factory paint schemes with matching interiors which can be seen by opening the cars' doors. Additional cars are coming on the market. They are about \$7 apiece but can be bought as sets

online for less.

A number of other manufacturers including Hot Wheels and Matchbox have interesting vehicles. These "close to scale" vehicles can be cleaned up and detailed by changing their "roll fast" wheels, painting them with more conservative colors and adding details like mirrors, antennas, license plates and door and truck handles. The price is right if you have the time.

Trucks

Ertl is a major producer of farm equipment and farm-related toy vehicles. Many of their farm trucks and heavy haulers can be made into very nice commercial trucks and are priced quite reasonably, under \$15 at the box stores. Unfortunately they keep up with the times and most trucks offered are current vehicles, but a '50s GMC grain truck remains in production. A mid '50s Mack Model B can be found on EBay and it is a muscular looking truck which typically comes with a flat bed trailer with a load of farm equipment tied down. Expect to pay \$20 to \$30 for the Model B.

Hartoy vehicles are no longer in production but they have been very popular and can be found at train and diecast shows as well as the internet. Expect to pay \$5 to \$10 for the common ones; however the collectors have driven the price of several of these into the \$30 range with true collectables even more. Their specialty seemed to be trucks from the '30s and '40s but two popular Ford trucks from the '50s were produced. The F5/7 series come as a stake side, fuel tanker, box and



Left to right: stock Hot Wheels '55 Chevy pickup; same truck with new wheels and graphics removed; same truck with new bed, heavy wheels and new paint; '40 Ford Tudor sedan with new paint and wheels.



A sampling of Old Motor Truck kits. Completed is a Mack LT with a Hartoy short trailer. A GMC with major components is ready for assembly (note the cab horn from an HO diesel loco). A Brockway kit is ready for cleanup (parts come individually bagged).

tractor trailer hauler and the Ford Model C from '56-'65 comes as box and tractor-trailer hauler. There are six different truck chassis: the Mack BM and CJ, the Ford F and C, a 160 Peterbuilt from the 40s and a GMC from the late '30s/'40s. Each chassis can be combined with a stake body, a box body, a tanker body or a 22-ft or 32-ft trailer. Some sixty variations are available

Railmaster is a New Zealand import which has finely cast pewter vehicle kits from the '30s through the early '50s. There is quite a line of vehicles but the prototypes appear to be both British (or Australian) and US. They build into very nice models but are rather pricey at \$15 to \$30 each. Railmaster is also a produc-

er of Sn3 cast locomotives and several Alco standard gage diesels. Look for them in the Scenery Unlimited catalog.

Another die cast manufacturer is Old Motor Trucks, a relatively unknown "one-man operation" that sells direct, by mail and by phone only. His vehicles are nearly all early '50s and go together very nicely. They are set up to be tractors but can be modified using Hartoy or scratch built bodies instead of the fifth wheel assembly. Available are: '50 and '55 Brockways, '40/'56 Mack LT and LJ, '50 GMC Cannonball, '40 FWD and '59 GMC Crackerbox. They come in two and three axle setups and cost \$20 per kit. Contact Barrand Pazan, 616 748 9345.



A sample of Hartoy truck and body styles. Front row: '50 Ford F5; '50s Peterbilt 260; late '40s Mack LT; '40s GMC. Back row: Ford Model C with 34 foot box trailer (mid-'50s-'70s); Ford F7 with 24 ft. trailer; Ford Model C with dry box van. Missing body styles include two tanker bodies, a tanker trailer, a low side bed and another stake bed style.



Two tractor trailer combinations include the Matchbox (modified) GMC cab with an SHS trailer and the Ertl Mack B with an Ertl refrigerator trailer.

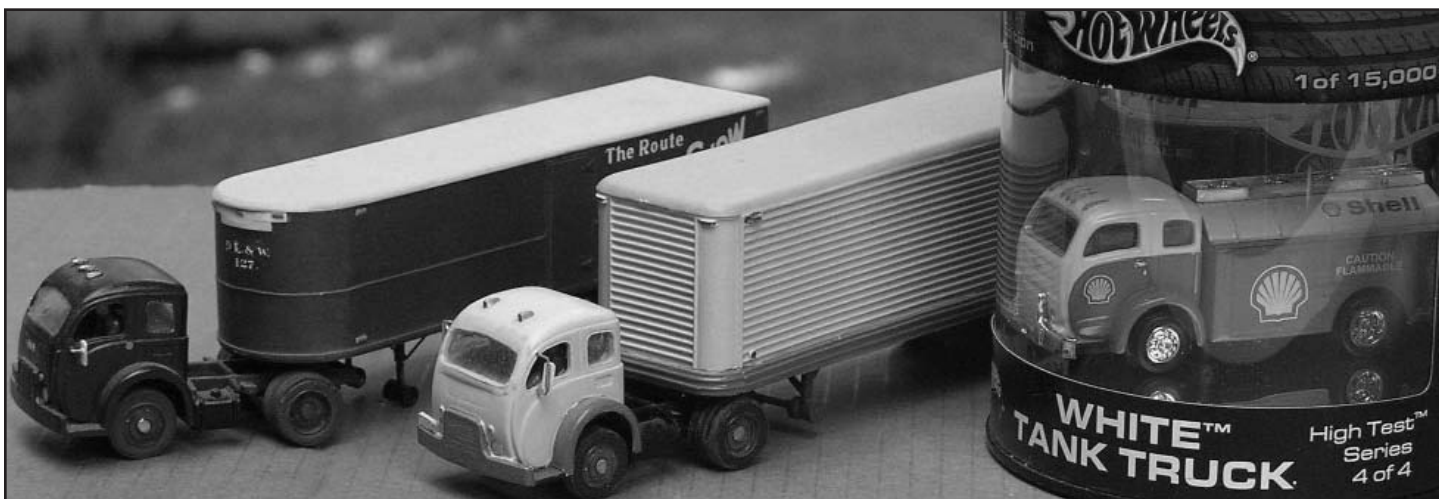
Lledo trucks can be found at swap meets and EBay. They are loosely scaled somewhere between 1/64 and 1/48 and are often modeled after British or French prototypes with signage in English --- but often for British businesses. The vehicles are certainly colorful and period but foreign or unknown as to what the vehicle prototype is.

A recent entry into 1/64 diecast is Yat Ming, a manufacturer of high quality pickup trucks. 1936, '49 and '53 Fords are available, as well as, a '39 Mack, a '39 Studebaker and '50s Chevy. The first run has sold out at my two favorite on-line die cast retailers but they do appear on EBay – watch for them if you are in the market for a different pickup.

Corgi has several “stand ins” that will do until something in scale comes along. The '30 Mack AC Bulldog and a '50s Chevy COE are nearly scale (supposedly 1/58). A little tweaking and narrowing of the drive wheel axles bring them close to scale width. With their extensive product line you may well find others that could be used.

Winross is an early manufacturer of promotional die cast trucks and had a wide variety of tractors and product names available on their trailers. However a lot of their early trucks (mostly from the '60s) were pretty crude by today's standards, such as axle ends protruding from the wheel sets, no glass on windows, and lack of fine detail. These have become quite collectable and really do not hold up to today's expectations and are better left to the collectors.

An additional source of '50s era vehicles comes from the '50s! A number of Tootiestoy vehicles can be cleaned up, repainted and detailed to make pretty presentable vehicles. Their two buses, the Silverside and the Scenic Cruiser are good examples. They are quite close in size and since no commercial inter-city buses are available (that I know of); they make reasonable replicas of the '50s Greyhound buses. With some paint, window glazing and scale wheels these old toys can find a home the layout.



The two White 3000 tractor/trailer combos are from mid-'70s Trainstuff copies of an Aurora Models kit from the '50s. The round nose trailer is scratchbuilt and the corrugated side trailer is a stock kit. Hot Wheels has offered a tanker that would be a starting point for kit bashing.



The foreground trucks have been modified. The Mack AC has received balloon tires and a coal/dump bed and heavy weathering. The GMC has had a sleeper box and long range fuel tanks added. It totes an SHS trailer. The background trucks are the stock Matchbox Collectables which are slightly over scale for 1/64 but are great stand ins.

Some Thoughts

Like all things in nature and model railroading, things have to be messed with! Our diecast vehicles are no different. They are beautiful show room stock out of the box, but in a day or two on the road (layout) they begin to get grimy. A shot of Dullcote and some weathering chalks add life to those older vehicles. If you are modeling 1957, then a '49 Ford is on its second or third owner who recently bashed the fender and has replaced it with a mismatched color fender. My beautiful '58 Impala has just rolled off the transporter and is the talk of Plasticville! As you see, it really does not take much to create a story line even for the lowly supporting cast on your railroad. As with our trains, the diecast vehicles can add to the scene and place the era you want to create.

Modifying and bashing are techniques that you can carry over from your rail rolling stock. Search your catalogs for detail parts such as tires and loads or learn casting skills and create your own. It is just another phase of the hobby. Not everything will be a foreground model but each can tell a part of a unique story.

Information/Inspiration Sources (In Publications)

- "Vehicles of the 50s", an excellent insight by John Nehrich; *Mainline Modeler*, Jan. 1997
- "Vintage Variety", Bud

Bryan: *MRC*, Sept 1977

- "Athearn's Ready to Roll "B" Series Macks", Gary Walton, *Model Railroading*, June 2005
- "Railroad Owned Piggybacks of the 50s"; *RMC*, Feb 1988
- "32 ft Trailers from the 50's", Mort Switzer; *Railmodel Journal*, March 1999
- "WM TOFC", Dean Freitag; *RMC*, Aug 1987
- *Toy Trucker and Construction*, a monthly magazine dedicated to die cast replicas

Other sources of information can be found at book sellers where discounted picture books abound (especially after Christmas!)

(On the Web)

- hankstruckpictures.com; a great site, with many photos, sales brochures and good stuff, but rarely has production dates for vehicles presented.
- hubcapcafe.com; autos from all eras are presented but all are restored and photos mostly taken at shows
- Interesting sale brochures from the era can be found on EBay/collectables/advertising/automobiles



L to R: 2 '50 Chevy pickups, JL; Jeep CJ '50s, JL; '52 Olds, JL; '51 Merc wagon, JL; '50 Merc sedan, RC; '50-'51 Buick; '38/'39 Chevy sedan delivery, Revell/Mattel; '41 Chevy wagon, JL. Center: '54 Corvette, JL; '32 Ford coupe hot rod, R/M; '57 Corvette, JL.

NASG CLEARINGHOUSE

CURRENTLY AVAILABLE ITEMS

ORDER ONLINE AT WWW.NASG.ORG

AVAILABLE ONLY TO NASG MEMBERS

DESCRIPTION	PRICE	S	M	L	XL	2X	TOTAL
NASG T-SHIRT Ash color with blue logo	\$8.00 (2X \$11.00)	n/a					
NASG GOLF SHIRT Dark Blue with pocket	\$20.00 (2X \$22.00)	n/a					
NEW! NASG DENIM GOLF SHIRT Short Sleeve	\$20.00 (2X \$22.00)	n/a					
NASG NAME BADGE	\$10.00 ea.	QUANTITY >					
NASG CLOTH PATCHES	\$2.00 ea.						
NASG LAPEL PINS	\$3.00 ea.						
NASG CAPS Polymesh, dark blue with white NASG logo	\$6.50 ea.						

AVAILABLE TO MEMBERS AND NON-MEMBERS

NASG #5 KADEE COUPLER HEIGHT GAUGE Gauge measures car on track for proper 17/32” height	\$3.50 ea. or 2 for \$6.75	QUANTITY >		
NASG #802 KADEE COUPLER HEIGHT GAUGE Gauge measures car on track for proper 17/32” height	\$3.50 ea. or 2 for \$6.75			
NASG S-3, S-4 TRACK & WHEEL GAUGE Stainless steel, instructions included	\$2.65 ea. or 2 for \$4.50			
CLEARANCE GAUGE 2 Pack- 1 laser cut wood, 1 plastic	\$7.95 per package			
ARMCO BUILDING KIT	\$20.00 per kit			
AMERICAN FLYER INSTRUCTION BOOK A.C. Gilbert Co.	\$4.00 ea.			
MIS-STAMPED TRACK GAUGE Only purchase if you are familiar with this gauge	\$1.00 ea.			
SUB TOTAL >			> >	
SHIPPING (Add15% to sub-total) >			> >	
GRAND TOTAL >			> >	

**Address Checks
and return to:**
NASG CLEARINGHOUSE
 c/o William Mark, Jr.
 438 Rossway Road
 Pleasant Valley, NY 12569
 1-845-635-8553

or order online at:
www.nasg.org

NAME			
ADDRESS			
CITY	STATE	ZIP	
PHONE	EMAIL		
NASG MEMBERSHIP NUMBER			

Please allow 4 to 6 weeks for delivery

The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

2008 National Narrow Gauge Convention Portland, Oregon

The National Narrow Gauge Convention was held in Portland, Oregon on September 10-13, 2008. Carla and I were able to attend this year and since it was the first time in the Pacific Northwest portion of the country for both of us, we arrived a few days early and did some sightseeing. We also decided to see the country by train, so we traveled to Portland from eastern Pennsylvania by Amtrak. The convention format was clinics and vendor room open in the evenings and mornings from Wednesday evening through Saturday morning. The modular railroads were also operational during those times. The annual awards/business meeting was Saturday evening. The afternoons are left open to visit layouts, etc. on your own. The vendors were all in the convention center adjacent to the main convention hotel, which housed the clinics and the modular layouts. The exception was P-B-L who had their own room at the hotel. Having every-

thing close was a plus for this convention. The total attendance, including attendees, vendors and guests (spouses, etc.) was approximately 1550.

One difference this year was the use of buses for one layout tour. Several buses were run each afternoon taking a total of 645 people to Tom Miller's place. He actually has three layouts. A 7-1/2" gauge live steam layout with 11,000 feet of track including a wooden trestle and bridge and a tunnel. The models are in both 1-1/2" scale standard gauge and 2-1/2" scale models of 3' narrow gauge. There were several steam locomotives including a 1-1/2" scale Big Boy (4-8-8-4) and two 2-1/2" scale K-36's (outside framed 2-8-2's). He also has a 45' x 90' building with a 27' ceiling that houses his Fn3 (20.3:1) large scale layout. There is an American Flyer layout and collection on the mezzanine area in this building. This is a good place to take your spouse and say "see, could be worse". Later on, I figured that 45' x 90' is equivalent to a 14.3' x 28.6' S scale layout, so my basement layout actually has more scale area.



Sawmill on Russ Segner's Sn3 layout.
Photo by Dave Heine

Other than Tom Miller's AF layout, there were no S scale layouts open in the Portland area. However, there were nine layouts open in the Seattle, Washington area on the Monday and Tuesday before the convention, including seven in Sn3. This more than made up for the lack of S scale layouts in the

Portland area.

NASG Librarian Dick Karnes was our host while we were in the Seattle area and with his help we managed to see things in the area that we would never have seen on our own besides making it to all nine of the open layouts. In addition, I got to do some running on Dick's fine layout. The layouts in the Seattle area were excellent and Paul Scoles' Sn3 layout can be considered "world-class". Even those layouts in the earlier stages of construction were well done. Seattle will be the site of the 2012 NNGC and I am anxious to return to see the progress on these great layouts.

There were 46 different clinics on all sorts of prototype and modeling topics. I managed to attend several clinics including three on making trees by different methods. Some methods were relative quick and simple but at the other extreme was Ken Larson's method where each tree is a model. We saw his On3 layout and he has models of 150' tall conifers in O scale with carved bark, etc. to match the tree's species. For those interested in DCC sound, Soundtraxx presented two clinics (basic and advanced) on programming their sound decoders.

One observation was that there was less used brass for sale. This was true across the scales, not just S. In HO and O this may be due to the proliferation of die-cast locomotives in HOn3 and On3/On30, but that doesn't explain the case in S scale.

P-B-L had sample models of their "hybrid" K-27's (2-8-2's). When they are painted, you cannot tell the difference between the hybrid and a brass model. However, I was told that they weigh more than a brass model. The locomotive and tender frames are die-cast. The tender shell is plastic and the boiler is brass. They are detailed to the same level as their traditional brass

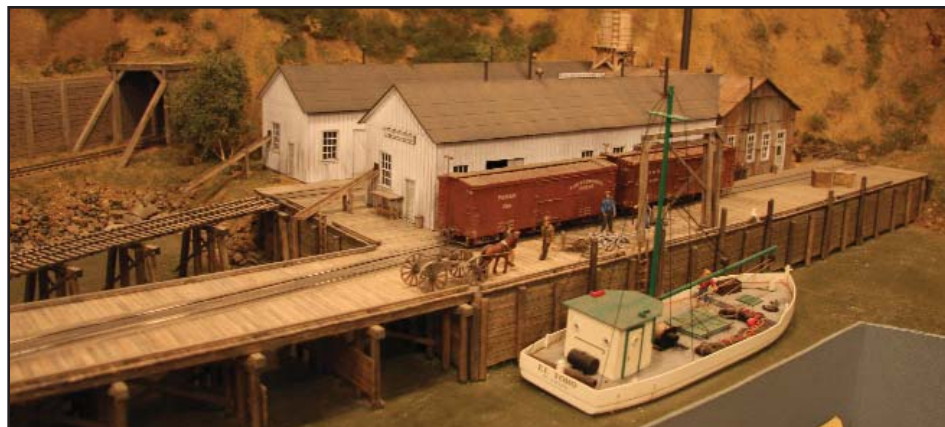
locomotives but for a lot less money. They will not be available as a weathered foreground model. The production models are expected around the beginning of 2009. Up until now brass or buying built-up kits were the only source of Sn3 motive power other than kits (Railmaster, B.T.S.) or doing an HO conversion.

P-B-L also had samples of their upcoming run of brass passenger cars, which are expected by the end of 2008. They also had test shots of pieces for their new RTR boxcars. And if that was not enough, they had test pieces of their upcoming three-truck Shays due in the early part of 2009. Geared locomotive fans should note that they will also be available in S standard gauge versions besides Sn3.

As usual, the laser-cut building manufacturers had some new offerings including Ragg's...To Riches!, Banta Modelworks, Wild West Scale Model Builders, Turner Model Works (FinestKind), and some others.

Another trend I have been noticing is that some kit manufacturers have been updating their earlier kits. This can include things such as replacing wooden parts with laser-cut parts, improving metal castings, etc. This includes those offering S scale items such as Turner Model Works (FinestKind), and Rio Grande Models (Sn3 rolling stock and logging items). Many of the narrow gauge manufacturers supply products in multiple gauges, and I've found that if enough of us show interest in something they produce in HO or O, the S scale version will be eventually produced.

There were over 60 fine models entered in the popular vote model contests. It seems that the large scale models do unproportionately well, probably because their detail is easier to see and they have a larger "presence". However, sev-



The above two scenes are on Paul Scoles' Sn3 layout.

Photos by Dave Heine

eral S scale models won awards. In the model photography contest, several of the winners were pictures of S scale models.

And continuing another trend, I saw some modelers who were standard gauge modelers attending the convention, mostly to attend clinics and view the models. Of course the track gauge doesn't matter for most structures, scenery, and most detail items.

Carla and I both had a good time on this trip and too soon had to return home. The next NNGC will be in Colorado Springs, Colorado, September 16-19, 2009. Attend if you have the chance; you will enjoy it.

Contact me for questions, contributions, etc.

Dave Heine
davesn3@rcn.com



PBL showed off their "Hybrid" K-27 2-8-2 which is made of cast metal, brass and plastic rather than being all brass. *Photo by Dave Heine*

BUILDING A BASCULE BRIDGE

By William Young



An operating model Bascule Bridge is a solution to a door opening accessing a model railroad room. Building the bridge was a unique challenge.

The bridge was constructed 100% with Plastruct ABS materials using

Plastruct Bondene as the bonding agent. All the tools that a modeler would accumulate over the years - saws, files, sanding devices, clamps, etc., were utilized. Having a good office type paper cutter and an NWSL chopper were absolutely essential due to the need for accu-

racy in repetitive cuts.

Drawings of existing bridges are not readily available, but are absolutely essential to the successful construction of the model. In this case the elevation and plan view drawings came from Kalmbach books *Model Railroad Bridges and Trestles*. After being scanned to the proper scale, the drawings were supplemented by numerous drawings for the floor system, portals, lateral bracing and counterweights. The scanned plan view was modified from a two-track bridge to a three-track bridge.

The truss was built first. The elevations (side pieces), as complete units, were followed by the floor system and the top lateral bracing and portals, which were all built as separate units with an understanding and plan as to how they would fit together. The support frame was



built next, followed by the counterweight frame, lifting frame, working beams and counterweights. In all cases the side pieces were built first followed by the interior and lateral members.

Considerable effort was made to maintain centerline-to-centerline dimensions so the bridge would not rack or move out of vertical alignment when being raised or lowered.

When all the members were built the bridge was fitted and assembled with tape as a complete unit. After this pre-assembly, the bridge was taken apart and holes drilled for the pins that would enable rotation. Prior to final assembly all the members were primed and given two coats of Floquil Weathered Black, except for areas where connections were to be made. These were masked off to maintain their exact shape and size. Also, prior to final assembly, the ties and rail were put in place.

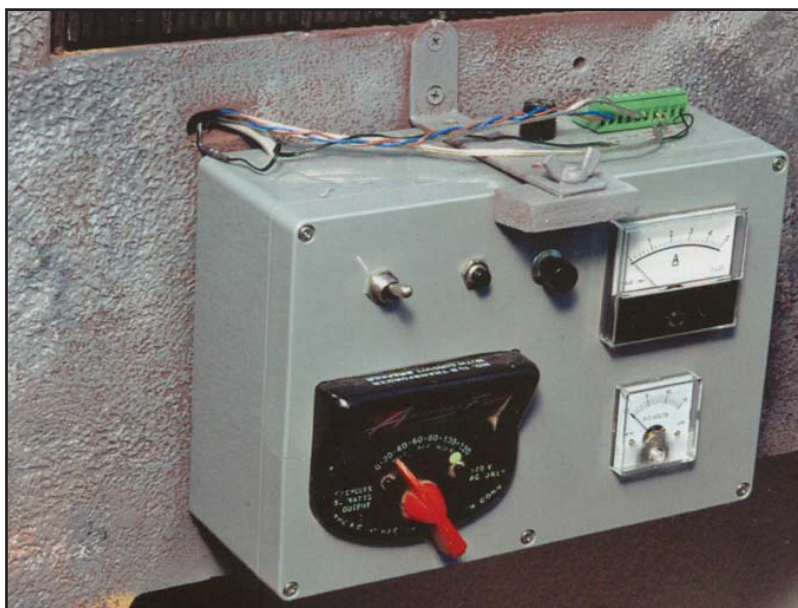
The final assembly was done very carefully, utilizing the planned pins in the previously drilled holes to ensure proper alignment. All the connections were made and the bridge was able to raise and lower manually.

The assembled bridge was spot primed, and finished with Weathered Black. Floquil Grime was applied to simulate exhaust and oil, and rust was applied for weathering.

A drawing was made of the motor house, motor, and all required axles, axle supports and gears. The motor set came from the Micro Mark Tool Catalogue and included various gear reducers that enabled a 360:1 reduction. All gears, axles, axle supports, collars and gear racks for the working beams came from Plastruct. The bridge operates at .5 amps, 7 volts and takes 41 seconds to completely raise, and likewise to lower.

Building the bridge was a tremendously rewarding experience - the culmination of building model railroad bridges for over twenty five years. Besides the personal satisfaction, I developed a great sense of appreciation and respect for the engineers, fabricators, and contractors who built the real-life structures throughout the United States.

- Bill Young, St. Helena, California



UNION PACIFIC SPECIFIC

By Gawaine Dvorak

Gawaine Dvorak of Wahoo, NE has modified and painted several S locomotives to be specific for the Union Pacific. *photos by Gawaine Dvorak*



I bought an unpainted U25B from AM, and made a one piece windshield and painted it as one of UP's 5 low hood units. The rest of UP's U25Bs were high hoods.



I had an extra EMD cab, so I scratchbuilt an SD40 dummy No. 3054 to run with powered units.



Left is No. 4481, is an EMD SD70, which I converted from an unpainted AM SD60. A few changes were made on the body, and the truck sideframes are scratchbuilt. Below is a UP 3-cylinder 4-12-2 9000 series that I scratchbuilt out of plastic and brass castings. The tender was made from an O gauge tank car. The running gear was made by splicing 2 Lionel 2-8-2 frames.



S TRACK PLANNING

Part V

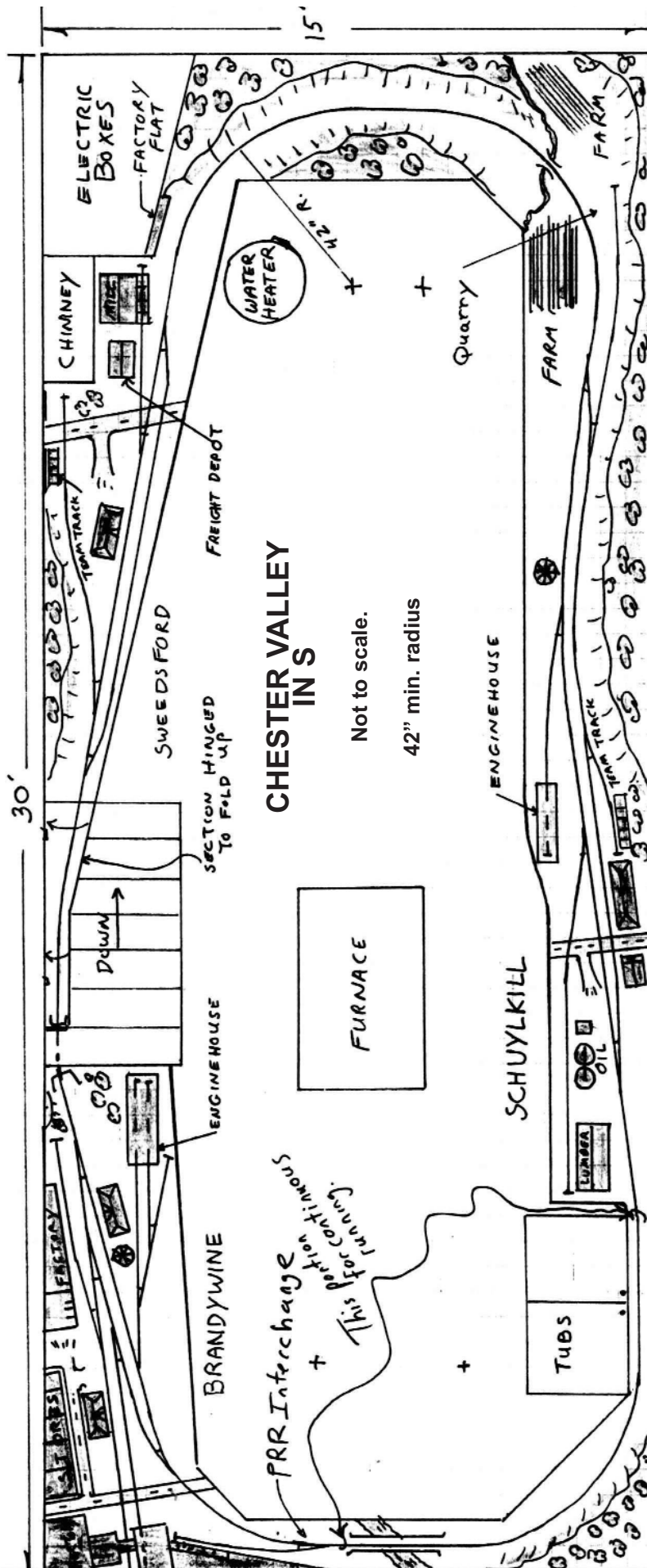
by Jeff Madden

I've always been interested in track planning, so when I started in S back in 1994 I immediately took to scanning old model magazines and track planning books to see what type of layouts could be converted to S. Remember, most layouts published (even today) are aimed at the more popular scales - HO, N and O. My first thoughts were that O scale layouts would be more likely candidates to convert to S than the smaller scales due to room size, radius, size of trains, etc. Since I had most of the old MRs and RMCs back into the 1930s, I knew exactly where to look.

This O scale layout by the famous draftsman J. Harold Geissel was in the August, 1939 *Model Railroader*. It was always one of my favorites for it's simplicity. The layout plan was actually published in the Nov., 1939 issue following the story in the earlier magazine. The original plan only went around 3 sides of a typical bungalow basement of that era. The part where I mark continuous run was added by me since most folks prefer some round and round running. Designed as an eastern Pennsylvania steam branchline (even with no turning facilities), the Chester Valley would operate from an interchange with the PRR at Schuylkill Station to the factory area beyond the stairs called Brandywine.

I redrew the plan with 42" mainline radius curves, but kept all the original obstacles such as the stairs, tubs, furnace, meters, and water heater. Staying true to the original intent, the layout should be operated point-to-point. Some may want to add a small turntable and some interchange (staging) tracks where the washtubs are if that obstacle isn't an issue. On the plan the continuous run portion would represent the interchange track when running point-to-point. Of course, this layout would be even easier to operate with a diesel switcher.

This layout would fit easily in a typical ranch basement or even a stand up attic. The Chester Valley is the mark of simplicity. It's all one level with single track and small towns. It's enough of a layout to be constructed fairly quickly, yet offers lots of areas to detail. The O layout of Mr. Geissel was actually 15' x 39'. I kept the width (but that could be narrower) and cut the length to 30' I'll have more O conversions in the future.



GRANDVIEW STORAGE

By Gerry Evans

The Grandview Storage kit #4087 from Banta Modelworks, 411 Hopkins Rd., Dummerston, VT 05301, 802-258-3869, www.banta-modelworks.com is nearing antique status having been the Banta/Malinowski limited-edition co-op kit for 2000. The footprint is 4.5" x 9". MSRP: \$69.95.

While this kit is now eight-years-old, and the original S molds have been destroyed, I would posit, due to the challenges associated with the co-op kits, a fair number remain gathering dust on garage/basement shelves. I purchased my kit from some old stock that Bill Winans had retained after he shut off the lights for the last time at Palmdale (CA) Hobbies. This particular kit was an even greater challenge than its mates.

The kit consists of six hydrocal walls and one laser-cut plywood wall. Per the instructions, the front hydrocal wall, the one with the

cement blocked-up door is wall "A." The wall adjoining the left side of wall "A", as you face the building front, is designated as wall "B." My kit contained two wall "A's" but no wall "B." Wall "A" is 3.375" wide while wall "B" is 4.5" wide. A few weeks after appealing this situation to Bill Banta, he gathered up a half-dozen assorted hydrocal wall sections he had lying around, and he sent them to me to cobble into a wall "B." As luck would have it, one of the arriving castings was yet another wall "A" of which, by then, I had three.

Since the height, general brick/stucco pattern, and cornice matched, this new wall "A" became the prime candidate for use. For variety, I removed the cement blocked-up door and replaced it with a Grandt Line Freight Door #4040. I then cut off a 1.125" section of a second wall "A" and epoxied it to the right-

hand side of the already-butchered wall "A" that held the freight door. Post-assembly, I also altered the stucco pattern with some drywall compound. A close inspection will reveal the repeated window pattern, but to a casual observer, nothing looks out-of-place. The expanded stucco pattern hides most of the seam between the now-joined "A" pieces that had become wall "B."

After scribing, with an etching tool, some additional brick pattern on originally-blank walls that would ultimately be exposed, I joined together all the hydrocal walls with five-minute epoxy. I reinforced all the corners with 3/16" x 3/16" basswood. Once the epoxy was dry, again with the etching tool, I expanded the stone foundation pattern so the seams between the rocks matched up.

Once all was well, I triple-sealed the hydrocal with clear Krylon matte spray. I hand-painted the brick with a water-based paint that matches Ace Hardware's Red Oxide Primer. The directions call for a lacquer seal but only because the directions assume the builder will use some Floquil stains that have been out-of-production for years. Instead, I used a variety of MinWax water-based brushed-on wood stains. None-the-less, the hydrocal must be totally sealed for the stain and final India ink accent step to work correctly.

The MinWax wood stains I keep on-hand include riverstone, honeydew, mahogany, teak, wood, and sand. Honeydew, with a light overlay of riverstone and accents of mahogany and teak, makes an excellent-looking stone founda-





tion. I used sand stain for the stucco. I then applied some drywall compound to create the brick and concrete block mortar. Once everything was dry, I lightly touched a small paintbrush loaded with the India ink solution (1pt. isopropyl alcohol, one oz. India ink, one-half oz. liquid dish-washing soap) along each seam on the foundation. As the hydrocal is sealed by the Krylon, the solution will be drawn along the seams by capillary action. After separating the decal film from its backing by soaking the decals in water, I applied all my homemade artwork using Future Floor Wax instead of a puddle of water and decal setting solution. Once the decals dried, I sealed the entire building with Testors Dullcote.

Accompanying the kit is some peel 'n stick paper corrugated stock for the entry façade. I chose, instead, to use the corrugated aluminum sheets available from Turner Model Works cut into scale 4' x 8' sections and weathered via the ferric chloride method that Pat Turner sends with each package.

I used Aleene's Tacky Glue for all the stripwood and plywood sections on the entry façade and MMM spray adhesive to apply the corrugated "sheet metal" skin to

the façade wall. I also added four small staples for door handles, a BTS doorknob and face plate to the office door, and a piece of bent brass for a handle on the freight door.

I assembled the dock with Aleene's and sprayed it with MinWax golden oak. The man carrying the box is from Artista while the skids came from a Grand River Models kit. The pigeons perched over the end of the dock are from BTS.

I substituted some peel 'n stick roofing material for that which came with the kit. The roofs, while still unattached, I painted Krylon flat black. Once everything was assembled, I went over the roofs, dock, lower wall, sheet metal dock roof, and cornices with chalk. The earth-toned weathering chalk offered by Micro-Mark is excellent for this. I pulverize the sticks on sandpaper and then brush the results onto my models. I don't seal the chalk. I can always add as needed, and Dullcote tends to

diminish the results.

All in all, if you can find this kit, it's one of the easier Banta/Malinowski co-op kits to construct. As is common for these kits, the directions periodically get a bit out of order and are often confusing. Any builder should anticipate some sit-and-think time. On the positive side, these co-op kits always come with more than ample lumber so a builder doesn't have to worry about possessing a miniature lumber yard.

Were I trying to find yet another of these kits, I think I'd somehow, perhaps using one of the S Yahoo Lists, solicit among the narrow-gauge community. Those fellows seem to snap up these limited-edition kits as soon as they hit the street though Bill Banta continues to show the co-op Two-Story Factory on his web site as being available. It's a dandy. With a burned-out brick addition on one side, mine is a fireworks factory.

Build something; it's good for your soul.



Meet an S Gauger

Ken Kemzura

By Ken Kemzura

AMERICAN FLYER TRAINS AND SQUARE DANCING A GREAT COMBO

My interest in railroads goes back as far as I can remember. There were a couple of railroad themed television shows from the late 1950s that I fondly recall. *Casey Jones* with Alan Hale, Jr., and *Engineer Bill's Cartoon Express* were shown locally in the Los Angeles area.

I lived one long block away from the DeSoto Street crossing of the Southern Pacific's Burbank Branch. The Van Nuys local would make its daily run by my home in Canoga Park. I would always make a mad dash out my front door to the corner to watch the train go by.

As I grew older, I would follow the train on my bicycle and watch the crew switch cars around Canoga Park Yard and the local spurs. As the crew got to know me, they would let me ride up in the locomotive or the caboose. I will never forget the sights and smells from the cab from those days in the late 1960s.

My first electric train set was an uncatalogued American Flyer set from Sears. The set consisted of a 21161 Atlantic, a yellow MKT boxcar, a T&P green gondola, a New Haven flat car with orange pipe load, and a red non-illuminated caboose. All cars had the Pike Master style couplers. Though not top of the line,

I was thrilled it ran on two-rail track. Santa Claus brought this set during Christmas 1960.

Extra track and cars were to follow as I inherited a number of 900 series freight cars from an older boy who had outgrown his trains in 1963. My father would play with the trainset once in a while since he didn't have one when he was a kid during the depression. He made sure I took good care of the trainset, and I could only set it up with his permission and supervision. This was a very valuable lesson that has preserved this set and all the later items. Thanks dad.

In 1985 I learned about the TTOS and promptly joined. In 1988 I became a member of the NASG. My train collection since then has grown substantially thanks to those organizations.

Now to the twist in this story. In 1977 I took up square dancing. It is a great social activity set to music. I found all the outfits especially attractive and reminiscent of the 1950s. Last year I became vice president of my club, the Valley Trailers of Northridge, California. One of my duties involved being in charge of themed dances. Naturally I combined my passion for railroading and square dancing into a theme called "Ride the Rails".

The dance hall was transformed to look like a train station complete with appropriate signage, photos and railroadiana props from my private collection. Dancers were encouraged to dress as period rail passengers, hobos, train workers from the 1860s to the 1960s. Even a pair of "train robbers" won a costume prize.

The real centerpiece, however, of all the decorations was right on the stage in front of the caller. This was made up of American Flyer track in a dogbone loop,



The author with the portable AF modular layout on stage in front of the square dance floor.



This view of the layout is meant to re-create a scene from the classic TV show *Petticoat Junction*.

three AF passenger trains and one freight train. The track was held down with double-sided tape on foam core board modules that were pre-wired..

Working accessories on the layout included a 596 water tower, 24786 talking station, 787 log loader, and Lionel repros of the AF sawmill and barrel loader. There were also a few action cars used on the freight train. Visitors could activate the cars and operate the accessories via various push buttons in front of the layout.

Another attention getter on stage was the half scale railway crossing flasher I made out of painted shipping tubes and four inch diameter tuna cans.



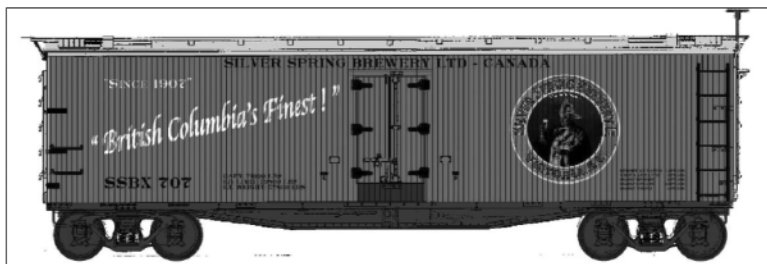
The square dancers in period costume follow the theme of earlier days on the railroad. The train robbers won the costume prize.

PORT LINES HOBBIES



"Specialists in S-Gauge Railroading"
—AMERICAN FLYER PARTS SERVICE —
ON-LINE CATALOG, OR \$6.00 BY MAIL.

6 Storeybrooke Drive Newburyport, MA 01950 (978)-465-8798



Two new reefers from Port Lines, produced exclusively for us by S-Helper Service.
Shipping: \$6.00 (1 car); \$9.00 (2 cars).

Brookside Milk Reefer
Our 4th and final production run of this very popular car!
Two numbers...only 50 of each.
\$49 each, plus shipping.
NOW IN STOCK!



**Silver Spring Brewery
Reefer**
"The Life Saver"
Red, Silver, & Black.
Multi-color Fireman Logo
Two numbers
\$49 each, + shipping.
**December '08 delivery
anticipated.**
RESERVE NOW!



VISA, MASTERCARD, DISCOVER, AMEX, & PAYPAL ACCEPTED.

VISIT US AT: www.portlines.com

E-mail: doug@portlines.com

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** met at the home of Don Hazensahl for their meeting on Nov. 8. The host layout might be featured in a forthcoming issue of *Classic Toy Trains* magazine. The host is planning to tear down his layout and build another one in it's place. The Sept. meeting of the club was held at the home of the club president, Tom Robichaud on Sept. 9, 2008. Tom has raised 110 tomato plants, but was disappointed with the harvest from the plants this year. Tom has a detailed S layout that has been featured in the *S Gaugian* magazine and is visited by other S clubs including the Pioneer Valley S Gaugers.

Several members of the club met with several of the Pioneer Valley S Gaugers (PVSG) to have lunch and visit each others layouts in October. The club is planning to bring and set up a layout at the New England Model Train Expo, to be held at the Best Western, Royal Plaza Trade Center, Marlborough, MA. on Dec. 6/7. The event is advertised as "The Holiday Season's Largest Train Show", and will include: operating layouts, over 220 tables for dealers, Santa, a Boy Scout merit badge clinic, free parking, and available food service. The **BSG** is also planning to attend and operate a layout to the Railroad Hobby Show sponsored by the Amherst Railway Society on Jan. 24/25, 2009 at the Eastern States Exposition, West Springfield, MA. This show will be held in three buildings at the fair grounds, and draws many visitors.

The **Connecticut S Gaugers (CSG)** set up and operated their modular layout at the NASG Convention, in Lowell, MA. The set up was coordinated by Steve Kutash, V.P. of the club in charge of the module displays with the help of other members who brought modules to the convention. Club member Al Marotta, along with club president Bill Fuhrman helped organize the convention layout set up and operation, based upon those members attending the event. The club layout normally includes tracks operated with AC, DC and DCC power supplies.

Operation with DCC was recently instituted on their modular layout. The Club set up a layout at the train show on Nov. 23, held in the Cheshire High School, as sponsored by the Ram Band. The band parents prepare and serve food at the show. The band sponsors shows in the Spring and Fall, and these shows were the first where the **CSG** club set up a layout for public display under the direction of the club founder, Bill Krause.

The Club met on Nov. 23, 2008 at the home of the Mark family, in Pleasant Valley, N.Y. Bill Fuhrman is club President, Steve Kutash, V.P.; Craig O'Connell Sect'y/Editor; and your column editor is Treasurer of the club. President Bill Fuhrman and Bob LaRiviere have been busy building two straight modules that can be included in the club layout set-up, one at each end. The Mark's layout is on the club website: <http://trainweb.org/csg/mark.html> as set up by Craig O'Connell. Bob Davis was scheduled to host the December club meeting in Old Lyme, CT. on the 6th of the month. A recent issue of the Club newsletter as published and distributed by Craig O'Connell included an ad for a train show to be held on October 11/12, 2008 at the A.C. Gilbert factory, Peck Street, New Haven, CT. The show is being organized by Club members John and Robin Vanacore. The June issue of the club newsletter included a listing of 52 paid members for the year 2008. Several additional members have joined and renewed their membership status since the listing was published.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of Dave Sullivan, in Bloomfield, CT. for their Sept. meeting.. Bob Gravel hosted the club's October meeting on the 30th of the month in Westfield, MA. Frank Grano ably edits and distributes the club newsletter, and Dave Plourde, founder of the club, is a contributing editor. Club member George Reneris attended the recent NASG convention and won first place in the Modified AF Accessory cate-

gory, for his automated Gabe the Lamplighter. George also entered a galloping Goose converted to standard S gauge from On30 which won first place in it's category. Several club members met at the Steaming Tender Restaurant with several members of the BSG to have lunch. After lunch those attending visited several layouts to share S modeling ideas. Steve Allen, Charlie Bettinger, and George Reneris from the **PVSG** and Tom Robichaud, Bill Clark, and Helen Lenart from the BSG attended the event.

The **Western N.Y. S scale Association (WNYSSA)** held their September meeting at the home of Mike Barren, in Cowlesville, N.Y. on the 28th of the month. The club set up an S gauge layout at the Oct. 26, TTOS train show in Depew, N.Y. Don Webster coordinates the module set ups done by the club. Gregg Mummert coordinates the club activities and edits the club newsletter. The newsletter is being distributed by e-mail, as a cost savings to the membership. The club members are working on their 4 ft. x 8 ft. layout to use at various displays in their area. The club set up and operated their layout at the GSME Show, on Nov. 9, 2008 at Batavia Downs, Batavia, N.Y., and is planning to set up at the TTOS Show at the Leonard Post, Cheektowaga, N.Y. on January 24/25, 2009. The club renewed their NASG booster ad, which appeared in the recently published directory issue. Wiring and scenery were planned and completed, and club members volunteered to claim real estate on which they will build buildings or make scenery. Several club members attended the NASG convention, and reported on their experiences at the event at recent meetings of the club. The club members met at the Pegasus Restaurant, Hamburg, N.Y. on Nov. 23. There was a TTOS train show on the same date which members could attend after the meeting. Paul Wachowicz is scheduled to host a work session on Dec. 3 for the club's small layout.

The **Rochester Area S Gaugers Club (RASG)** has a web site managed by member Bill Johnson, and it is used to display photos of recent events that the club has planned and attended. The club met at the home of George Cole on Sunday, Oct. 12 for their monthly meeting. The website includes a scrapbook and

schedule of events page.

The South Jersey S Gaugers (SJSJG)

T brought and set up their layout at the recent NASG Convention in August, in Lowell, MA. Eight club members attended the convention including club president Hank Worrell and set up and operated their new layout. The club meetings typically have clinics related to the construction and maintenance of S scale trains, or other topics of interest to the members. Don McGinnis gave a clinic on weathering rolling stock at a recent club meeting. The May meeting clinic was on scenery or weathering, for the members interest. Club member Tom Williams gave a clinic at the July club meeting on control panel orientation, and club president Hank Worrell is scheduled to give one at the October meeting on the repair of AF smoke units. A recent issue of the club newsletter included an article on using the Microsoft Train Simulator, and what modelers can learn from using the program, as written by John Aaron. The club displayed their layout at a train show on Oct. 25, at the Yellin School, in Stratford, N.J. The club also displayed their layout at the Magnolia, N.J. Historical Society benefit event on Nov. 22. The June/July issue of the Waybill, club newsletter included an article by John Aaron on scenery and the use of stationary items on the layout. John heavily illustrated his article with photos to depict examples of his scenery design ideas. John suggested and volunteered to formulate a "press Kit" that could be distributed to persons seeking information about the club at train shows or other events. The Dec. meeting of the club will be held on Dec. 12, at the Senior Hall where the club meets has special use for the Christmas holiday.

The Neshaminy Valley AF Club (NVAFC)

T held their August meeting at the home of Mike Berus. The host has made his basement into a concert venue, with a powerful sound system. The host gave a concert to those attending the meeting with his guitar and classic 1960's and 1970's music. The basement of the host has a kitchen and bathroom, and a storage room with floor to ceiling shelves upon which Mike has displayed his trains.

Although there is no layout, the host set up several loops of track upon which S trains were operated. The club members

welcomed Tom Keegan after his absence and he has overcome some medical issues. The October club meeting was held at the home of Joe and Nancy Fisher on the 10th of the month. The hosts had Halloween decorations and train displays for the meeting. Bob Hegedus was voted upon as a new member of the club. Bob is an AF collector and operator who lives in the NE Philadelphia area. The club had a train running day as hosted by Tom and Cyndi Keegan in Shohola, PA. on October 11. Tom has a large AF layout used by those attending.

The Pittsburgh S Gaugers (PSG)

Ta Coffee and Trains get together at Kings Restaurant, in Harmerville, PA. on Sept. 16, 2008. These meetings are well attended and are separate from the regular meetings of the club, held in member's homes. The Dec. Coffee & Trains get together will be held on Dec. 15. There is no regular meeting scheduled for the month of December. Club member Rich Caugherty hosted the club in Penn Hills, PA. for their meeting on Sept. 28, 2008 at his home. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The club has found a good location for meeting locations are church social halls or fire dept. halls. A member of the club can host the meeting and coordinate the availability of the hall. The club members discussed possible programs for their meetings, and a lot of very good ideas were presented at one of the recent meetings. These included having a white elephant sale where members could sell their unwanted train-related items, and a clinic on assembly of a wood laser kit, where the club would provide, and members participating would purchase a small building to practice on as part of the clinic. The club was hosted by Andy Lorince on Nov. 15, at his home near the Squirrel Hill Tunnels, for their monthly meeting. Andy has a layout under construction. New member Mark Skertich was welcomed at a recent club meeting.

The October meeting of the club was held at the home of Lou Templeton, on the 25th of the month. The host has a layout under construction and members attending operated AF, hi-rail, or scale trains. The club attended and set up an operating layout at the October 11/12 Greenberg train show held at the local Expo Mart.

Jon Knox and Roger Schneider coordinated the club's attendance and operations at the show. The club is making plans to attend and set up a layout at the Mid Mon Valley RR Club Train Show on Feb. 22, 2009. The club has two operating layouts, including a high-rail layout and a modular layout both of which can be used to display trains at shows and events. The club members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics.

The Baltimore Area AF Club (BAAFC)

T club members met at the home of George Glover on Oct. 4, in Westminster, Maryland. Twenty eight members attended the Sept. 14 meeting at the home of Monte Heppe. The host is planning a move out of state, and his layout will be taken down for the move. Monte has built several custom AF accessories and entered them in the NASG convention contests with good success. The club celebrated its 15th anniversary in 2007, being first formed in 1992. The club set up and operated a layout at the Westminster Train Show, on Nov. 23, in Timonium, MD. The club also set up and operated a layout at the York Train Show, York, PA. on Nov. 30. Ron Kolb ably edits the club newsletter, and coordinates the club activities. A recent issue of the club newsletter included an article by Monte Heppe on "*American Flyer Switch Tune Up*". Another issue contained an article by David Avedesian on "*How to Design a Helix for Your Operating Layout*". The construction articles are included in the newsletters as a separate page, punched for easy saving in a three ring binder.

The club members have decided to have train repair sessions at their meetings to make repairs on train equipment, and teach the members how to perform certain train repair techniques. The club does civic events with their layout which is commendable, and recently set up a layout at the Children's Hospital, in Bethesda, MD. and Johns Hopkins Hospital in Baltimore, MD. These events are well received by the hospital personnel and patients, their parents and visitors to the hospital. The club planned to set up and operate a layout at the B & O RR Museum from Dec. 4 through Dec. 7. The displays were from 10:00 A.M. until

4:00 P.M. most days.

The Atlantic Coast S Gaugers (Carolinas Div.) has a 22 x 26 ft. layout with a 26 ft. crossing yard. The layout includes many operating buttons for visitors to operate various accessories on the layout. The club members have discussed and voted to support approx. 16 shows at which to run their modular layout. The layout features two 30-ft. center passing yards, and three lift bridges. Five separate trains can operate at the same time. Nick Cianciosi sets up his Thomas The Tank Cab, with train announcement and whistle. Nick also sets up a magnetometer-powered (hand cranked) DC train race featuring S Helper DC switchers and trackage.

Marvin Thiel made videos of the train operations, including a 104 car train, a 146 car train, and one of the train races held at the event. Almost a year ago the **AGSC** made a listing of train shows that they were planning on making a display with an operating layout. The club planned to set up at the Neuse River Valley Model RR Show, on Nov. 8/9 at the New Exposition Building, State Fairgrounds, Raleigh, N.C. and to display their layout at the Kings Mountain, N.C. holiday event held in the Community Center, Kings Mountain, N.C. on Nov. 22 to Jan. 3, 2009.

Good news from the **ACSG** is the formation of the **Piedmont Division**. This club encompasses an area from Charlotte, NC. to Anderson, S.C. along I-85 and from Asheville, NC. to Columbia, SC. along I-26. The members will continue to support and operate modules, they want to evolve into a club that will meet at members homes to further interest in S gauge model railroading. Bill Ware and Gene Sankowski are coordinating formation of the new club. David Bulkin supplied information on the club. There are fifteen members in the new club, and module ownership is not a requirement for membership.

The Trinity Express S Scalpers (TESS) is a Dallas/Ft. Worth Texas area club that regularly meets on the second Monday of the month at the Tupinaba Mexican Restaurant, Dallas, TX. Ted Weiler is the unofficial secretary of the group. The club has in the past shown a

layout at two shows in the area where they meet. They planned to set up and operate a layout at the Fort Worth Convention Center, on Dec. 13/14, in Hall A. The club has a large modular layout measuring approx. 38 ft. x 24 ft. The club also plans to display a layout at the train show held on New Years day at the Plano Center, Plano, TX. Prospective members are welcomed by the club members, and Ted Weiler should be contacted at: <flier61@sbcglobal.net

The Chicagoland Association of S Gaugers (CASG) set up and operated one of their layouts at the Southland Train Show, held on October 25/26, at R.L. Richard High School, Oak Lawn, IL. John Griffin, a former club member brought a scratch built Schnabel heavy duty load RR car. This car is used to transport extremely large heavy loads and the prototype John modeled is capable of carrying 1,700,000 pounds. The model was over 5 and a half feet long. The **CASG** members have been working on their modules, and have wiring done so that they can operate trains using standard AC, DC, DCC, Trainmaster Command Control, and Locomatic control by switching power supplies. Joel Lebovitz has been coordinating improvements on the club modules. The club held a meeting at the St Paul Lutheran Church hall, Melrose Park, IL. on Nov. 17. The October club meeting was held at the American Legion room, Hinsdale Village Hall, Hinsdale, IL, and the Dec. meeting was scheduled to be held at the Melrose Park address. The club is looking for an alternate location for their meetings. The members were planning to participate in the Great Midwest Train Show, to be held on Dec. 14, in Wheaton, IL.

The Miami Valley S Gaugers (MVSG) set up and operated their layout at the NMRA Train Show, in the Hara Arena, Dayton, OH. on Nov. 1/2. After setting up the layout the members had breakfast at the Golden Corral Restaurant. Recent elections resulted in the following officers of the club: John Clifford, Pres.; Dennis White, Treasurer; Tony Garza, Corres. Sect'y.; and Rick Smith, Board Member. Tom Hartrum is the acting Secretary for the club meeting minutes. Tony Garza faithfully distributes the club minutes of club meetings and events. Two new members were recently

welcomed by the club: A.J. Back, and Charles Heistand, both from Germantown, OH. The new members were introduced to the club's activities at the NMRA Train Show. The club's Christmas dinner will be held at the home of Larry Beam on January 10, 2009. The possibility of holding the event at a restaurant is being considered. The Feb. 21, 2009 meeting of the club is scheduled to have a clinic on tree making by Dave Decker. The club is seeking members houses for the forthcoming meetings in 2009.

The Hoosier S Gaugers (HSG) recently issued their first issue of their quarterly newsletter. It was distributed via e-mail with a colorful heading with the motto: "*Promoting the NASG and all aspects of S scale in Indiana*". The first meeting of the club was held at the home of Doug Evans, in Batesville, OH. It was scheduled to be held at the Columbus Area RR Clubhouse, but weather conditions required an alternate location, and Doug generously offered to host the event. Over a dozen potential members attended, and the **HSG** modular layout was set up and operated along with a very large HO layout. The second event that the club sponsored was the fifth Annual Indianapolis S Show, held on Saturday, Nov. 8, in the Indianapolis, IN. area. Coordination of the club activities is by several members including: Doug Evans, Charles Malinowski, Bob Morrison, Stan Maddox, and Jerry Schnur.

The Stateline S Gaugers (SLSG) has a newsletter ably edited by Vera Flood, and the various issues provide interesting facts about railroads and the club activities. The newsletter includes listings of RR and model RR events that might be of interest to the club members. **SLSG** club officers include: Dave Wilma, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippett, Treasurer; and Dick Bird, John Larson, & Mac McGrath, Board of Trustees members.

The club is planning for the 2009 S-Fest which they are scheduled to host. A committee was formed which would have the responsibility of the event and have the club president Dave Wilma as an ex-officio member. Doug Allen has agreed to be chairman of the event, and was included in the seven members who will form the

committee to plan and organize the event.

The club is looking for a place to set up and work on their modular layout, and they are actively seeking new club members. A mailing was made to all known S gaugers in the area where the club holds events and meetings. No replies were received from any possible members. David Wilma suggested that brochures be placed in the local libraries to solicit possible new members. Art Doty and Mac McGrath co-hosted a club meeting/outing at the Illinois RR Museum on Sept. 21, 2008.

The "mod" squad (modular layout) team of the club has been meeting every Monday evening during the summer months to upgrade and maintain their layout. Such a meeting on Sept. 8, was held at the hanger at the Poplar Grove Airport when a long passenger train was operated on the layout in the dark(with the pass. train cars illuminated. The annual Christmas party of the club is scheduled to be held on Dec. 20, at the Firefly Restaurant, Loves Park, IL. The club attended the Midway Village Train Show, on Nov. 1/2 in Rockford, IL. Roger and Vera Flood brought a 4 ft. x 8 ft. layout and Phil Howe displayed some AF All Aboard panels. Club members were present to help with the layout set up and operations. The club planned to bring and display their modular layout at the Belvidere Train Show on Dec. 6. They planned to set up on Friday before the show the following day. The club nominating committee has developed a slate of officers and elections are imminent.

The Southeastern Michigan S Gaugers (SMSG) held their October meeting at the home of Dave Held, in Imlay City, MI. Club member Bob Stelmach hosted the club for their Nov. meeting in Oxford, MI. Ken Garber is president of the club and Sig Fleischmann treasurer. The club has set up a standing committee headed by member Jerry Poniatowski called the AF Committee that will be staffed by several club member volunteers to provide support on AF trains to the club members and any outside requests for information. The club has 46 members as reported at a meeting last year.

Club member Gordy Michael is the rolling stock coordinator for the club and

he keeps track of the equipment that is operated at the various show displays that the club makes. Gaylord Gill and Dave Held participated in the "Interstate All-S Operating Weekend" that was held last April and written up in the June 2008 *Dispatch*. Photos on the event disclose some pretty awesome layouts that would be good for articles in the magazine.

The club is planning for the **2010 Spring S Spree, to be organized and sponsored by them on April 30/May 1, 2010**. The event will be held in the Dearborn Community & Performing Arts Center, near the Amtrak station in Dearborn, MI. Flyers have been printed and the organization of the event is underway.

The Northern Ohio S Scalpers (NOSS) held their November 30 meeting at the home of Joe Jansky in Bedford, OH.. Jack Sudimack coordinates the club activity, and John Henning ably edits and distributes the club newsletter issues. Jack and Sharron Sudimack hosted the second annual Interstate S Scale Get Together, in Medina, OH. on Sept. 27. The event included operation of yours or Jack's equipment on the host layout, visits to Al Clapp's or Bob Yahnke's layout, and return to Jack's for a cookout and more operation. The club members are planning improvements on and use of their modules.

Five club members attended the annual Indianapolis S Model RR Show, in Carmel, IN. The train show is hosted by the local Lions Club, and was held at the Jameson Inn, where internet service is available, and they serve a complimentary breakfast. Gary Ippolito reported on the attendance at the event by the club members, in a recent issue of the club newsletter. Gary was the happy recipient of a door prize, and selected a 53 ft. Evans box car kit. Club members John Henning, Ed Kirstatter, Bob Yahnke, Al Clapp, and Gary attended the two-day show., traveling in two separate vehicles to the event. Pat and John Henning are scheduled to host the club for their annual holiday party on Jan. 4, 2009. The club members are planning on bringing and setting up a layout at a train show at the Fair Grounds Community Center, on Dec. 6/7 and will meet at John Henning's house on Friday before the event to load the layout on the trailer.

The Badgerland S Gaugers (BSG) are scheduled to hold a swap meet at the Knights of Columbus Hall, Greenfield, WI. on Dec. 28. The first meet for the new year will be on Jan. 25, 2009. A recent listing of the membership of the club included 74 members. Jm Starosta held the October club meeting at his home in Greenfield, WI on the 26 day of the month. Jeffrey Young hosted the Holiday club meeting in December in Menomonee Falls, WI. Election of officers and Directors was to be held at that meeting. Ron Schlicht coordinates the meeting schedule for the club meetings that are generally held at the members homes. The club recently wrapped up the 33rd annual Fall S Fest which it hosted in Milwaukee on Nov. 14-16. Over 400 attended (see report this issue).

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their Sept. 12 meeting at the home of Cliff Saxton, in St. Peres, MO. Moe Berk coordinates the club events and Gary Mueller ably edits the club newsletters. The club set up and operated a layout at the MVNS Train , on Oct. 11/12 in the Kirkwood Community Center. Barry Dolan coordinated the event attendance and layout set up. The club set up and operated a layout at the Missouri Historical Museum, Forest Park, MO. on Oct. 25, 26, 28, & Nov. 1. as part of their Transportation Days Celebration. The **AFSGSLA** met at the Ballwin, MO. home of Scott Pilarski, on October 24. The club recently established an e-mail address, at: afsgsla@sbcglobal.net. Club member Lloyd Taffee and his wife Norma celebrated their 50 th wedding anniversary this past summer. Lloyd is a long term member of the **AFSGSLA**. Good news from the Macy's department store management that was a request to set up and operate the Christmas time store window S gauge layout at the Macy's downtown Dept. Store. The club had a work session for the layout check out on Nov. 8, with the layout to be operational by Nov. 23, 2008. A local newspaper had an article entitled "Club Maintains Toy Train Display at Macy's." The article explained that the club has been responsible for the layout for the last 21 years, and Charley Taylor of Kirkwood, WI. was interviewed for the information in the article. The opening of the layout for public view was held on Nov. 21, as part of the Macy's Holiday of Festival of Lights. St. Louis

Mayor Francis Slay turned on the city's holiday lights, and there were various events for children in the downtown area. The trains on the display operate 12 hours a day for seven days a week for six weeks. Club member David Stevens has agreed to coordinate the club meeting locations and times.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) is celebrating their 40th anniversary this year and will have an S gauge tank car made by American Models. Bob Bowen is coordinating the design and ordering of the car. Robert Bowen hosted the club members for their Nov. meeting in St. Maries, ID. on the 8th of the month. Jon Kettner ably edits the club newsletter, and coordinates the club activities. Bruce Renshaw hosted the club members for their meeting on Sept. 20. Bruce Renshaw gave the club an AF UP Mikado No. 48041 steam loco, along with a Lionel Trainmaster controller. Bob has had some problems operating the loco which could be caused by the lack of an adequate antenna for the controller system.

The club displayed a layout at the October 19 Spokane RR Show, as sponsored by the Inland Empire Chapter of the National Railway Historical Society, the IE Live Steamers, and the Spokane Model Railroaders. The show was at the LIAR Student Activities Bldg., Center of Campus at Spokane Community College. The club will be having a meeting/banquet on Dec. 13, at Conleys Place restaurant. This will be the second banquet of the year for the club. Another banquet will be held in March, 2009 for those who cannot attend the one this year. In past years, weather has been a factor on the attendance and the banquet was moved to March to insure good attendance at the event.

The Nov. meeting of the **Southern Calif. S Gaugers (SCSG)** was held at the home of Gene Capron. Fourteen members attended the meeting, and Gene has built a mountain on his layout since the last meeting that he has held at his home. The host had trains running on his layout, which has detailed scenery. Jeff Kruger is the coordinator of the club activities and hosted the club for their September, 2008 meeting at the Valencia Elementary School. The club is in the process of designing standards for their modules and constructing same. Module sections will be made by those members so inclined, and a special meeting will be scheduled for module construction.

The club recently welcomed two new members, Cindy and Paul Delaurel. Cindy and her husband, Paul, joined the club during the show at the Botanic Gardens held in October, 2008. Cindy is an accomplished modeler, who's interest in train models started when a neighbor allowed her to play with and operate their layout. She also enjoys automobiles and is restoring an airplane. She and her husband were members of the Inland Terminal RR and moved to the east coast, but have since returned to California and are hoping to be active in the **SCSG** activities. The club won its first award, a first place blue ribbon and a box of candy for the best depiction of the Halloween Theme among the eight layouts at the recent Oct. 25/26 train show as sponsored by the Inland Terminal Railroad. The club recently displayed a layout at the Cal-Stewart Train Show, in Pasadena, CA. on Nov. 21/23. The club was considering train shows that will be held in 2009, at which the club might attend and display a layout. Nick Mescher was commissioned to investigate such shows. Jeff Kruger was scheduled to host the club meeting in January, 2009, at his home. The club has had a social gathering in Dec. with spouses and guests, along with a visit to the

home of Bob Langton, in Pasadena, CA. The event would include a dinner for those attending. Details were not available at press time.

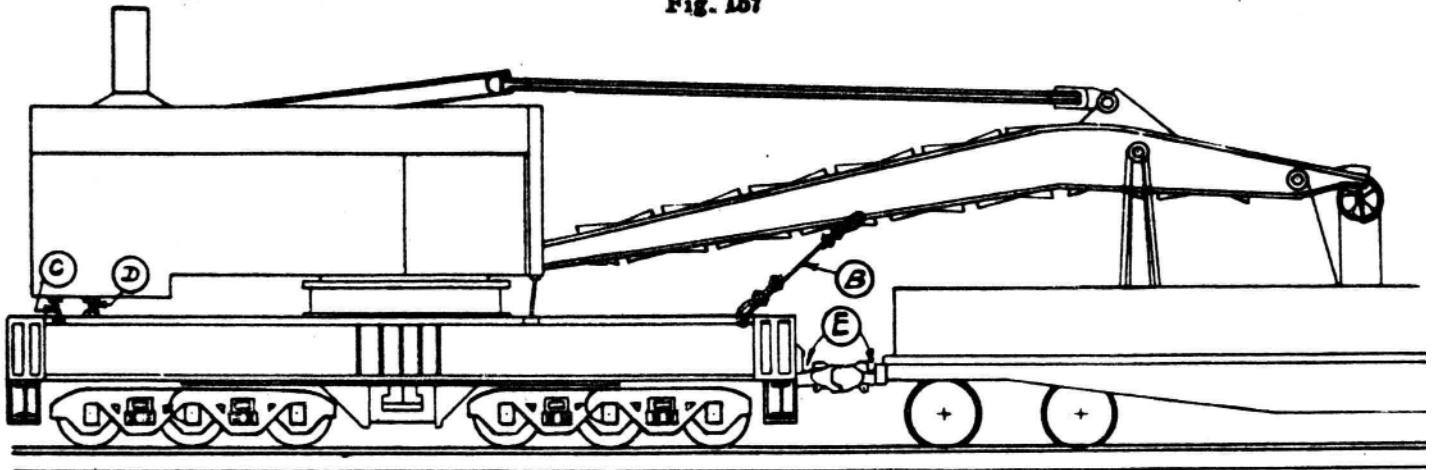
The **San Diego S Gaugers (SDSG)** is tentatively planning to have an initial set of modules constructed and operating in time to display at the Great Train Expo, in Del Mar, CA. on December. 13/14. In order to meet this goal, the club monthly meetings will become module building work meets for as long as needed. Members are working on their modules in the interest of having a layout ready for the Dec. event.

The **Bay Area S Scalpers (BASS)** held a meeting at the home of Mike Schwab, in Santa Cruz, CA. on Nov. 15. The club planned to set up a display layout at the upcoming O Scale West + S Train Show on Jan. 29-31, 2009 to be held at the Hyatt Regency Hotel, Santa Clara, CA. Graham Henry is coordinating the club attendance and layout set up at the event. Joe Visintine is distributing the 2009 BASS calendars to those members who ordered them. The club will not be setting up a layout at the Dunsmuir RR Days celebration next summer. John Rolston is scheduled to host the club meeting in January, 2009 in Sonoma, CA. Lee Johnson ably edits the club newsletter, called the Bass Waybill. Graham Henry publishes and distributes the newsletter issues primarily by e-mail.

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



Fig. 157



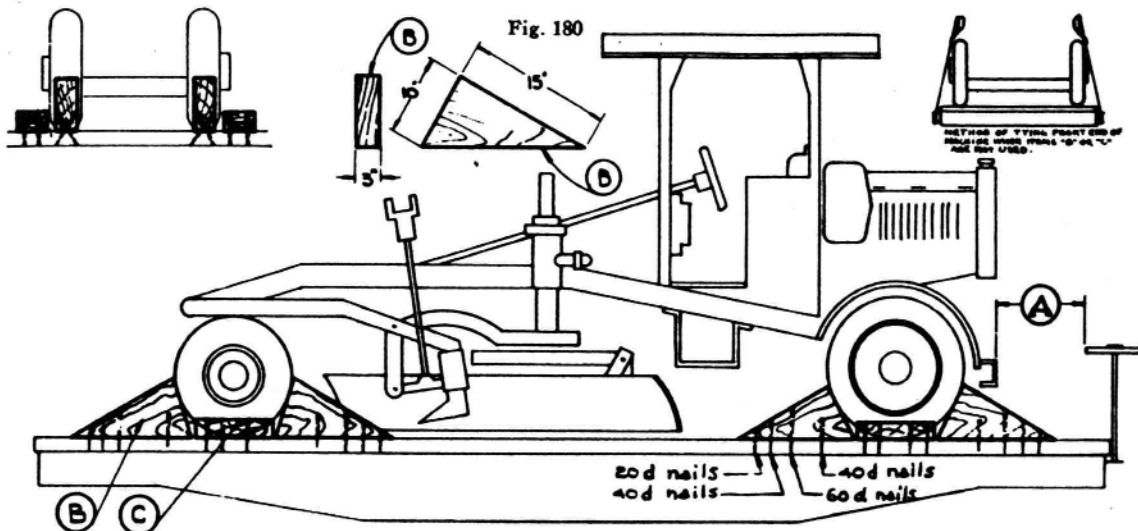
WRECKING CRANES SHIPPED WITH BOOMS SUPPORTED EXCLUSIVELY BY THEIR CABLES

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	2	1 in. steel cables 6 x 9, secured with two, 2 bolt cable clamps at each end. Sharp turns must be protected with thimbles.
C	2	Permanent anchors acceptable as substitutes.
D		1 1/4 in. rods, length to suit, or anchors equivalent in strength. Parts to which anchors are secured must be equally as strong as the anchors. Rods with hooked ends must not be used.
E		Rear jacks must be screwed tight to eliminate vertical motion.
		Uncoupling mechanism must be made inoperative.

Cable blocks may be detached, pulled up to boom head, or lay loose on idler car with cables sufficiently slack to negotiate curves.

Boom end of crane must trail.

See General Rules for further details.



AUTO ROAD GRADERS, WEIGHING FROM 10,000 LBS. TO 20,000 LBS., INCLUSIVE, HAVING PNEUMATIC TIRES—FLAT CARS

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	8	10 in. high x 3 in. x 15 in., 2 ea. wheel, nailed to floor with 20-D, 40-D and 60-D nails, total of 8, each block. Substitute, if desired, for Items "B" and "C", at front wheels, 2 strands No. 11 ga. wire, twisted taut, or bands of equal strength.
C	4	Attach to frame of machine and stake pockets, as per sketch 1. 4 in. x 4 in. x 21 in., outside of wheels, nailed to floor with four 60-D nails, or eight 2 in. x 4 in., each secured with four 20-D nails. Must be beveled at top to prevent chafing of tires.

Tongues of machines must either be removed or be wired to the stake pockets with 2 strands, No. 11 ga. wire, twisted taut, or secured with bands of equal strength.

See General Rules for further details.

EXTRA BOARD

TUNNEL SIZE OPENING

How big should I make my tunnel portals? This question comes up often. The height and width gauge available from the NASG Clearinghouse is my suggestion for starters. If you are casting your own, just measure an HO one (double or single) and go from there. A few manufacturers do make an S portal - Pre-Size for one. Check Scenery Unlimited's catalog.

The dilemma of tunnel portal size takes on a bigger dimension though when dealing with tight curves and American Flyer and Hi-rail equipment. Here what you have to do is make some cardboard templates of various sizes of portals needed. Then prop them up somehow over the track on the layout where you want them. Now operate your largest, widest and longest equipment (GGIs, cranes, Franklin sets, 4-8-4s, long passenger cars, etc.) and see what works. The prototype often has to make tunnel portals on curves a little wider on the outside of the curve - common sense here.

- Jeff

DEPT. OF CORRECTIONS

Seems like one of our BOT members got promoted and one demoted in the last issue. On page 16 Dave Blum is identified as Eastern VP. My caption error. He's actually the Executive VP and Monte Heppe is the Eastern VP.

O SCALE WEST & S

Northern California O Scale West + S -- Largest S scale show west of the Mississippi! There will be S standard and narrow gauge dealers, including Howard'S Trains, PBL, River Raisin Models, Southwind Models, as well as others. Clinics will be on topics such as making trees and creating your own decals. Ken Reiter, the electronics guru for Ed Loizeaux will be doing a presentation, and there

will be a panel discussion about layout planning, operation, and maintenance by S, Sn3 & O scale layout owners. The events also include the showing of railroad videos, and contests.

The BASS club will have their modular layout up and running (DC & DCC) - bring your equipment to run on the layout, a Digitrax control system will be available. Equipment must meet NASG standards. The McKenzie brothers will be showing their fantastic Sn3 logging layout that includes the realistic and beautiful trees they will teach you to make in their clinic.

Offsite layouts include:

- Ed Loizeaux's S & Sn3 scale NYC: The New York Central operates through the Catskill Mountains region with over 300 feet of doubletrack mainline. Numerous large bridges, viaducts, waterfalls, river rapids, tunnels and other scenic attractions abound. This nearly-finished layout offers a spectacular backdrop and beautiful scenery and flawless operation

- Arden Goehring's S scale UP Sherman Hill: This huge layout occupies a 1,600 square foot building and is inspired by UP's arduous crossing of the Rocky Mountains at Sherman Hill. Big Boys and 40 car reefer trains are the norm on this fantastic layout.

- Don Harper's Sn3 Harper Valley Railroad. This spectacular layout is based on the Rio Grande narrow gauge and West Side Lumber Co, and was one of the featured layouts in BASS 2009 S/Sn3 calendar and several of the leading model railroad magazines

- We also hope to have Mike Schwab's Sn3 San Juan Central Railroad. This very detailed layout is based on Colorado narrow gauge, and was also featured in BASS 2009 calendar.

The meet cars are Southern Pacific 53'6" & 40' flat cars kits manufactured by Wiseman Models

Services and distributed by Howard'S Trains. Bulkhead kits are also available. See flyer for costs, details & pictures - I just uploaded the flyer in the files section.

Convention info:

January 29-31, 2009

Hyatt Regency Santa Clara
5101 Great America Parkway
Santa Clara, CA 95054

Reservations: 800-233-1234

Hotel Switchboard: 408-200-1234

Hotel Fax: 408-980-3939

- Admission: \$25 for registrations postmarked by 12/31/2008; \$30 at the door

- Table Rentals: \$35/table if registration is postmarked by 12/31/08; \$45 after 12/31/08, electrical hook up is free.

For more info check website -
:http://www.oscalewest.com/osw2009.html

Questions, please contact John Gibson at gibbon@pdqnet.com; Bill McClung at BillRC1@aol.com; Lee Johnson at leemax@jps.net; or Howard Sheffield at hjsheff@mcn.org for information and registration packets.

CHRISTMAS CHEER - IN S

“‘Twas the night before Christmas, and all through my pike, Not a steamer was stirring, not even a Mike. My yard tracks, inviting, stood empty and bare, In hopes that St. Nicholas soon would be there....

On flyer! On Smoky, On Des Plaines and S Gaugian, On Donnie and Ronnie and others engagin’! To the top of the mountains of Hydrocal plaster, Now dash away, dash away, dash away faster....

He pumped up the brakes, blew two blasts on his whistle, And away they all flew like the down of a thistle. But I heard him exclaim, ere he drove out of sight, “Happy Christmas to all! Keep ‘em rolling! Good Night!”

This abbreviated version was penned by an unknown model railroader years ago. Chris Zizzo added a few things like the 2nd stanza, and I switched a few manufacturers names since they were out of business. — Ed



TEXAS CLUB UPDATE

An email from Ted Weller of Texas has updated the contact information for the Trinity Express S Scalpers in the Dallas-Fort Worth area. The club meets regularly at a Mexican Restaurant. The new contact information is: Ted Weller (flrier61@sbcglobal.net) 102 Shady Wood Ct., Weatherford, TX 76086 – 817-599-4613.

ST. LOUIS DISPLAY

Moe Berk of the AFSGSLA sent a newspaper report of this year's continuing S train holiday display in the downtown St. Louis Macy's Department store window. This is the club's 21st year of putting this entertaining layout together for the public to view during the Thanksgiving and Christmas seasons. The idea was originally dreamt up by Charley Taylor. The trains operate 12 hours a day, seven days a week, for six weeks. The club puts up, takes down and maintains the layout and equipment. The first display went up in 1988 at the Famous-Barr Store and has continued ever since. Macy's took over the department store in 2006.

1:64 MODELING GUIDE

I received mine from the new publisher as I had an issue or two coming to me. The cover pages inside and out is color. The front cover has a nice photo of diesels on Philippe Coquet's layout. The rest of the 32 page Fall 2008 issue is black and white. There are several modeling articles covering turnouts, decaling, weathering and freight car construction. It looks like a good start for the restart of this all S scale magazine. Robert Nalbene, Jr. is the new editor and publisher. I believe *1:64 Modeling Guide* will be issued quarterly. Some familiar names are listed as columnists: Richard Bendever (former owner), Dick Karnes and Dave Lull. The Associate Editor is Pat Turner (Turner Model Works). Check it out at www.1-64ModelingGuide.com.
- Ed



Jan. 29-31, 2009: O-S Scale West Info Hyatt Regency Santa Clara, California, website: www.oscalewest.com/osw2009.html. or John Gibson at gibson@pdqnet.com.

Feb. 25-29, 2009: Sn3 symposium, LaQuinta Inn, Clearwater, FL - www.sn3.org/2009.

May 15-17 (?) 2009: Spring S Spree, Strongsville, OH, Holiday Inn Select, sponsored by the Cuyahoga Valley S Gaugers. Info TBA.

Aug. 4-8, 2009: NASG Annual Convention, St. Louis Marriott St. Louis Airport as selected by the BOT. www.nasg2009.com. Jim Bresnahan (573)-372-3735.

Nov. 6-8, 2009: Fall S Fest, Clock Tower Resort, Rockford, IL, sponsored by the State-line S Gaugers. www.state-lines-gaugers.org.

April 30-May 1, 2010: Spring S Spree presented by the SE Michigan S Gaugers, Ford Community & Performing Arts Center, Dearborn, MI. Details later. This is the first in Michigan.

July 21-25, 2010: NASG Annual Convention, Duluth, MN. NASG 50th Anniversary. Details TBA.

Bids open for NASG Annual Conventions 2011 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net.

Pine Canyon Scale Models

is under new ownership and has relocated. The new owners are committed to continue bringing you the same high quality, affordable S scale models that we've delivered to the market over the years.

Production has restarted and inventory is being re-built. We plan to have the entire product line back in production as quickly as possible. Watch our web site for the latest updates on availability.

We thank you for your support!



New! Cruising Main Style 2 series

New! Firehouse/Garage

New! Professional Building

Each available in shallow & deep versions

Our new contact information is:

Pine Canyon Scale Models

167 Westford St.
Dunstable, MA 01827
Phone 978-735-2138

www.pinecanyonscalemodels.com

Rail Mail cont. from page 5

S scale is up and coming!

- Fred Tolhurst--rejuvenated in Maryville

Comments from Dave Pool: Thanks for the wonderful recent (Oct.) issue of the *Dispatch*. The photo on page 37 caught my eye, and the description of the work by the late Frank Ellison was a joy to read. Ellison has been my hero since childhood when I read, re-read and re-read his articles in a magazine published by the Lionel Corp., *Model Builder*. Most scale modelers (including in S gauge) would be turned off by the work of Ellison today, but he developed an overall effect with his Delta Lines RR and his operation descriptions of railroad operation and a model railroad. He incorporated the use of backdrops to enhance and give an overall effect to a scene without constructing many buildings and taking up valuable space. The photo you published appeared in a book published by Fawcett entitled *Frank Ellison on Model Railroads* on page 30. The Delta Lines was O gauge and had outside third rail, I suspect because such trackwork was the most realistic available at the time to operate converted Lionel locos upon. *Actually the photo was in both the March, 1944 MR and the book Dave*

mentions, and I think his work would still hold up pretty good today. – Ed.

Another benefit of the Ellison articles (*MR*, *RMC Model Builder*, *Toy Trains*, etc.) is the scenery shown on his layout. Toy vehicles were commonly used and included mostly Tootsie Toy vehicles of the day. Today one might bring \$140 as a collectible. I have read the Allen McClelland articles on his HO model railroad, but they do not seem to have the excellence of the articles about the Delta Lines as written by Frank Ellison. *Ellison was a newspaperman and a stage set designer so most likely his writing and art abilities were skills that made his articles so infectious. His most famous series in the 1944 Model Railroaders was appropriately titled the Art of Model Railroading. – Ed*

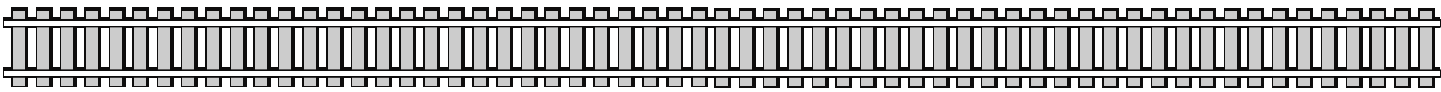
What happened to the Delta Lines after Ellison passed away?. - *Well briefly, a doctor purchased the New Orleans model railroad, and as it was being transported to New England, the truck carrying the layout had an accident – the layout was carelessly reloaded damaging much of the fragile scenery and cardstock structures. Some of the surviving structures from the doctor's estate were indeed pur-*

chased by Fred Dole and appeared in a recent CTT article – Ed.

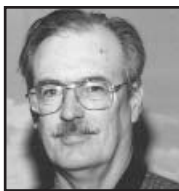
It might be worthwhile for the NASG to reduce the numerous structure plans (see magazines listed above) to S scale. These structures are easy to assemble. I agree that most of the Delta Lines structures would make good structures for any S layout. *Of course, a modeler could reduce the plans on his own and even upgrade the construction by use of better materials, even styrene, available today. Even a kit manufacturer could take this project on. I can envision a LVM style wood kit, a resin kit, or even a laser cut wood kit. Campbell Models did offer the Richmond Barrel Works as a craftsman HO kit. I had one. – Ed.*

The article on the S scale couplers was enlightening. However, it did not pay any recognition to the Kadee No. 804 O scale coupler that can be used on S scale cars and works well with AF knuckle couplers. While not strictly to S scale of course, the O scale couplers have a better appearance than the AF knuckle couplers and should be considered an attractive alternative for hi-railers.

- Dave Pool



Seasons Greetings From the NASG and the Dispatch staff



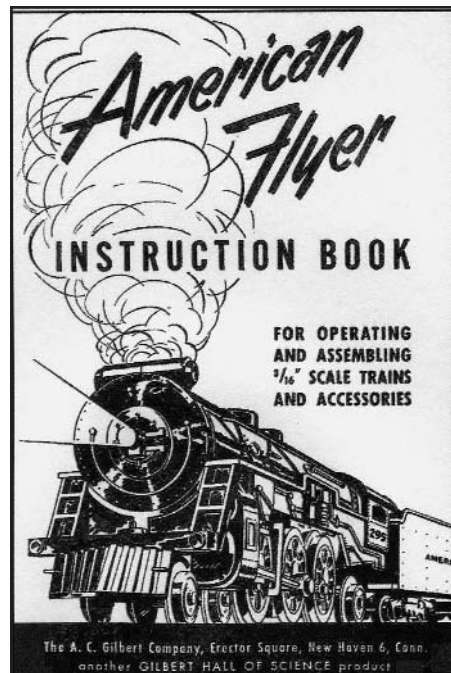
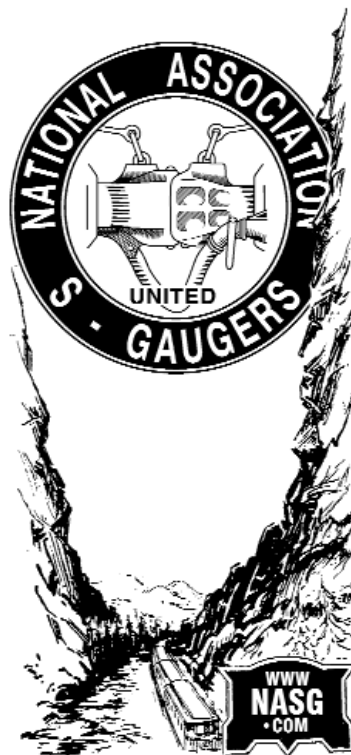
From left to right: Bob Werre, Sam Powell, David Heine, Jeff Madden, Terry Madden, David Pool, Bill Fraley, Sam McCoy and Chuck Garman at Studio G. Check out page 3 to see who contributes what. The NASG thanks all for their efforts.

AmericanFlyerTrains.com

**Dave Blum
PIKEVILLE MODELS**

3315 Timberfield Lane
Pikesville, MD 21208-4425
410-653-2440

ALL THE FLYER YOU DESIRE!
E-mail: americanflyertrains@gmail.com



**You've seen this 1952 publication
for for more, now buy it for less.
\$5 postpaid.**

Make checks payable to "NASG Inc."
Russell M. Mobley Memorial Library
Dick Karnes, Librarian
4323 86th Ave. SE
Mercer Island, WA 98040-4124



GOLDINHANDS
www.goldinhands.com
TRAIN REPAIRS
American Flyer - Lionel
D.C. AND TMCC CONVERSIONS
American Flyer - Lionel
Custom built Crossbucks &
Maintenance Cradles

Ph: 847-727-0857
Fax: 847-884-9285



MORE Magazine Resources

1961-1964

S Gauge Herald

(Volumes 2, 3, 4, & 5)
Set of Three CDs
\$5 postpaid



Note new e-mail address!

Russell M. Mobley Memorial Library
Dick Karnes, Librarian
4323 86th Ave. SE
Mercer Island, WA 98040-4124
nasglibrary@yahoo.com

American "S" Gauge™ Track

Realistic track compatible with all brands of S-trains



- Weathered Code .172 Nickel/Silver Solid Rail
- Excellent electrical pick-up; no rust, no oxidation
- Ties molded ABS UV resistant plastic
- Realistic wood grain tie pattern
- Detailed six bolt-head Nickel/Silver Rail Joiners
- Multi-Colored Ballast for Roadbed available

Sectional Curves: 19", 27" Radius
Sectional Straight: 10" long
Remote Control Switches
27" radius; closed frog

60" Long Flex Track Sections that
bend to an infinite variety of curves
with no templates, bend fixtures or
special tools.

from **Classic Trains:** View track products on website
www.classictrains.com
email: nmescher@classictrains.com
Phone: (562) 949-3537

Catalog news !

Our 72 page catalog has been sent out as of Sept 1st. Anyone not receiving theirs in 14 days send \$5 for rush copy.
10087 Colonial Industrial Dr.
South Lyon, MI 48178

Over 300 TOFC combinations possible!



Select any of our 40' Trailers and mount it on any of our 25 available 46' Flat Cars with our new fifth wheel and wheel guards (kit also available separately) 46' Flat car with TOFC mount \$42.95 40' semi Trailers \$9.95

Available NOW!

Trailer On Flat Car from American Models !



New AC Transformer / Sound Controller

Weighs 13 lbs! New On/Off Switch
75 watt output, 17v AC

~~\$109.95~~ Intro Price of \$ 89.95

New S-Scale E8's with Budd Passenger cars from American Models !

Southern Pacific daylight E8's with matching Budd sets and 3 extra coaches available. Missouri Pacific "Colorado Eagle", with Budd sets and coaches. E8s are available separately or in AA sets. Up to 3 extra coaches available separately. Lighted interiors, and all wheel pick up are standard. AF compatible sets starting at \$499.95



Texas Special Set !

Limited run, available as AA
4 car set ONLY.

Dual power, double A
engines with 4 Budd cars,
3 individual extra coaches
available separately.

The leader in S scale for 27 years



American Models 10087 Colonial Industrial Dr. South Lyon, MI 48178

Phone 248-437-6800 Fax 248-437-9454

www.americanmodels.com

