

# NASG CLEARINGHOUSE

## CURRENTLY AVAILABLE ITEMS

**ORDER ONLINE AT [WWW.NASG.ORG](http://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	\$22.00 (2X \$24.00)	n/a						
<b>NEW!</b> NASG DENIM GOLF SHIRT Short Sleeve	\$20.00 (2X \$22.00)	n/a						
NASG NAME BADGE	\$10.00 ea.	<b>QUANTITY &gt;</b>						
NASG CLOTH PATCHES	\$2.00 ea.							
NASG LAPEL PINS	\$3.00 ea.							
NASG CAPS Polymesh, dark blue with white NASG logo and NEW khaki and denim with color logo and blue bill!	\$12.00 ea. either style							

### AVAILABLE TO MEMBERS AND NON-MEMBERS

NASG 10" PATCH	\$13.00 ea.	<b>QUANTITY &gt;</b>						
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	\$5.00 ea. or 2 for \$8.00							
CLEARANCE GAUGE 2 Pack- 1 laser cut wood, 1 plastic	\$10.95 per package							
AMERICAN FLYER INSTRUCTION BOOK A.C. Gilbert Co.	\$4.00 ea.							
REFRIGERATOR MAGNET 50th Anniversary Logo	\$2.50 ea.							
Please include \$2.00 or 15% (which ever is greater) for shipping and handling with each order. All items will be shipped parcel post. For priority shipping or exact shipping costs, call or email. In Wisconsin, include appropriate sales tax and county of residence.		<b>SUB TOTAL &gt;</b>					>	>
		<b>SHIPPING &gt;</b>					>	>
		<b>GRAND TOTAL &gt;</b>					>	>

**Address Checks  
and return to:**  
**NASG CLEARINGHOUSE**  
 c/o Roy J Meissner  
 Box 1  
 Merton, WI 53056  
 1-262-538-4325  
 rmeissner@wi.rr.com

**or order online at:**  
[www.nasg.org](http://www.nasg.org)

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

PHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

NASG MEMBERSHIP NUMBER \_\_\_\_\_

Please allow 4 to 6 weeks for delivery

10/2010

**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@gmail.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 Membership Secretary,**  
**Claude Demers**  
**29 Redwood Terrace**  
**Flemington, NJ 08822**

Copyright 2011 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, **\$25.00** 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.

**ADDRESS CHANGES:**  
**Claude Demers**  
**29 Redwood Terrace**  
**Flemington, NJ 08822**

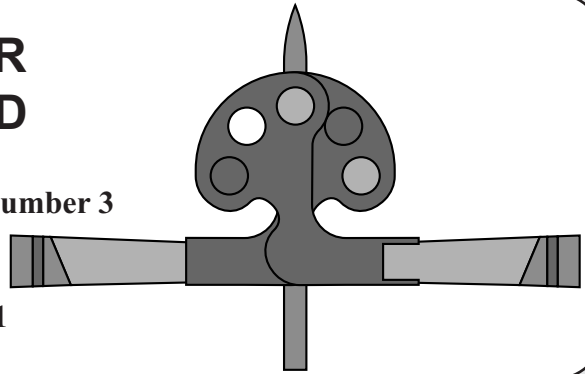
**MAILING:** The Dispatch is printed and mailed in the issue month. Issues received by 15th of next month depending on region.

**COVER: To celebrate Amtrak's 40th Anniversary year Bob Werre shot this urban canyon scene using American Models' FP40 diesel leading several of AM's Superliner cars. Bottom is photo of Sam Powell's Shipyard Brewing Co. Bar Mills kit. Photo by Sam**

# ORDER BOARD

Volume XXXV Number 3

June 2011



<b>BOT Message, NASG News, RailMail</b> .....	<b>4</b>
<b>OS from S Tower</b> .....	<b>5</b>
<b>New Products Report</b> .....	<b>6</b>
<b>Shabonna Turntable</b> .....	<b>Bob Nicholson. 8-10</b>
<b>Slim Gauge Observations</b> .....	<b>Dave Heine 11</b>
<b>Secret Project Month</b> .....	<b>Bill Fraley 13-15</b>
<b>S-Pikes</b> .....	<b>16</b>
<b>NASG Car Project No. VII</b> .....	<b>Doug Peck 17</b>
<b>S-Tracks</b> .....	<b>Sam Powell 18-21</b>
<b>Shipyard Brewing Co. (review)</b> .....	<b>Sam Powell 22-24</b>
<b>Club Sandwich</b> .....	<b>Dave Pool 25-27</b>
<b>Extra Board</b> .....	<b>28</b>
<b>S Calendar</b> .....	<b>29</b>
<b>More Rail Mail</b> .....	<b>30</b>

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

NASG Website Director: [Jim Bresnahan - jpbresnahan@cablemo.net](mailto:jpbresnahan@cablemo.net)

## 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.



## Message from the BOT

*From the palatial offices of  
the Executive Vice President*

It's now two weeks (as I write this) after the Spring Spree which was held in Hilliard (almost Columbus) Ohio, and I'm left with the burning question; Why?

First, let me say the local club did a great job. The facilities were nice, easy to get into and out of, and the crowd was of a healthy size. Club members assisted me (and others) in unloading and loading our vendor vehicles, and all ran smoothly.

I did well in sales (but as you know, I never do sell enough), and enjoyed the conversations with my fellow model train friends. These shows (Spring Spree, S-Fest West, NASG National convention, and Fall Fest) are more social than they are commercial. And perhaps that's what makes them so special.

For quite some time, I have wrestled with the question, Why aren't more "S" gaugers members of NASG? A few years ago, I attempted to answer the question by running a survey. The two most prevalent answers were:

- 1) The magazine and or club is too scale oriented.
- 2) The magazine and or club is too hi-rail oriented.

Obviously, I did not achieve my definitive answer I had hoped for. I view the club as a social organization. I myself, am an adult male, that never quite grew up (I still hold on to my childhood hobby). I enjoy the company of my train buddies, and do not discriminate on the type

# S RAIL MAIL

Track Report Needed: For the sake of newcomers to the hobby or new S gaugers, how about an article of all the S gauge track and their manufacturers currently available?

- William Mezzano, Addison, IL Well, it just so happens that NASG member Tom Robinson has done just that, but the series of articles has been (maybe continuing) in the last four issues of the S Gaugian. These articles are very comprehensive. In our This is S brochure we briefly describe the basic track systems as well. Of course, I would welcome an overview article on track systems and in the future a review of Lionel's new Fastrack. - Ed.

of modeling one does. I also feel that we are stronger as a group than as two or more separate groups. (Unfortunately, as your reading this in the *Dispatch*, I am preaching to the choir). Most of us belong to local clubs, where much of the members are not NASG members. Perhaps, that can change.

As I was talking with a couple of attendees from the Michigan area, the Why question popped into my head. But this time it was "Why don't these shows get better attendance?". Do not misunderstand me. The show attendance was strong. I do not know the final numbers, but I believe they were better than usual. But I was aware of people I know from the area that didn't make it. And from the mailings (this is hearsay, but probably accurate), a large number of "locals" did not show. We had people from Pittsburgh, New York, California, and Texas (I think Florida too), as well as many "locals", but so many within a 75 mile radius, did not come. Perhaps, until one experiences an "S" show, one doesn't realize how much "S" only stuff can be found in one place. But more importantly, I don't think they realize how much fun the shows are (beyond purchasing) or that friends can be made, friends that get etched into the fabric of our own beings.

I would ask that all "local" club members push attendance among their club for all shows within their region, whether or not they are part of the show group. And just as importantly, impress upon the "S" gaugers that you meet at local (all scale) meets the advantages of NASG and the all "S" shows.

WHY? This WHY question is one I can answer. Because it's fun.

Dave Blum, NASG Executive VP

On the RMC Supplement: (also read OS from S Tower). I think the idea is a good one, and it does have several S advertisers displayed on its pages. The articles (2 parts) do provide a nice overview of S - although the second one intersperses the Toy Train, Hi-Rail and S scale in ways that are not always clear. The deficiencies are four:

1. No resource at the end of manufacturers and web-sites.
2. S Trax is presented as suitable for a scale layout. It is not. (Paul explains that curves, turnouts, etc. are too sharp for true scale).
3. No mention is made of Shinohara or Tomalco track which are suitable for a scale layout.
4. By far the worst deficiency are the statements that S is only a third larger than HO, and an S layout can be built in area slightly larger than an HO layout.

If these were true, there would be no point in moving from HO to S. Models are 3 dimensional objects and

*Continued on page 30*

# S OS from... TOWER

by  
Jeff Madden



## Critique on 1:64 S Scale Primer....

This slick 4-color 16-page insert was placed in the May 2011 *Railroad Model Craftsman* for nationwide distribution. Plus, extras were printed for distribution at shows. This was a courageous thing to do for RMC, and it can't hurt the promotion of S. Many advertisers helped support this: Tomalco, S Scale America, NASG, Pine Canyon, American Models, Custom Trax, River Raisin, Wild West Models, Pikesville Models, NJ International, JWD Premium Products, Fun & Games, MLW Services, PBL, Black Bear, Centerline, Imagine That Laser Art, Palace Car Co., BTS and RMC. PBL supported with a full back color back cover. There were 7 pages of actual content and photos. Big names missing on the advertiser front were SHS (understandable), Lionel, Scenery Unlimited and Sunset. – maybe more.

**Photo choices:** The lead cover photo is a nice one of a modular layout scene created by author George Riley. It shows an AM Trainmaster with Kadee couplers. There were six other scenes of this module, but there was no mention of dimensions or a track sketch. There was one photo that kind of mystified me – it had 3 scale cars – one BTS flat, 1 Huff and Puff old-time box and 1 Kinsman car. I think my choice would have been cars from the mainstream S manufacturers – SHS, AM, S Scale America, PBL, even some brass ones. There was one huge ½ page photo an AF K-5 Pacific. Naturally, this was meant to illustrate the AF heritage, but again, my choice would have been something current or at least a photo showing a variety of locos including the newer AF steamers. There were a couple of comparison shots showing the variety of track, wheelsets, laser structures, couplers. Unfortunately, in the coupler comparison photo, the Kadee coupler is barely recognizable.

**On text:** The overviews – *Early Years, Golden Age, and Modern Times* sections were pretty good. These sections are kind of mandatory just to explain S all over again to the mass of HO and N gaugers. The *Getting Started* section covers electrical, track, wheels, couplers, locos, rolling stock, structures, vehicles and parts. Unfortunately, the text does a lot of wandering between scale and hi-rail offerings that might confuse the reader – nothing new to us though.

Right at the end were a short few paragraphs on Resources, and to me this should have been much more expansive. Yes, the NASG is mentioned and our website printed, but I feel this section could have been expanded a bit including a mention of Scenery Unlimited's catalog, PBL, all the publications offered, manufacturers websites, etc. To me this is a key missing link in such a promotions piece.

## OK here's my Plusses and Minuses:

### Plusses:

1. It's out there in a national publication. Extras to be handed out.
2. It's all S.
3. Lots of ads at least show the variety of product being available.
4. Track and coupler comparisons
5. Photos good overall.

### Minuses:

1. Too much history
2. Should have been more emphasis on scale.
3. Where was Sn3 and Sn2 mentioned??
4. Maybe NASG module should have been used as well as PBL's fine display one.
5. There were no photos of locos and rolling stock of our major S manufacturers as mentioned above. (Only AM's Trainmaster received top billing)
6. There needed to be a closeup of Kadee coupler – maybe Sargent too.
7. Big photo of AF K-5 could have been left out or replaced with new product.
8. There were no layout photos of standard or Sn3 layouts. To me that's what "sells" S.

But even though my minuses outweigh my plusses, let's give credit to *RMC*, the advertisers, George Riley and the NASG promotion folks who helped support the idea (Greg Klein and Will Holt). It's a step ahead in promoting to the mass model railroad market. At least we'll have learned lessons for any future supplement. Again though, we may have aroused more questions than answers about S, but we're used to that.

So, let's look forward to other types of promotional materials the NASG can do. We probably need to get the *This is S Brochure* updated and the Manufacturer's brochure. We can think about group ads in the *NMRA Magazine* (might be less expensive and reach a different audience). We might ponder doing a *Greatest Hits S Layouts* magazine in color, etc. To do any of these things I'm sure our treasurer will want some cuts somewhere else. Members and the BOT can ponder that dilemma too.

- Jeff.

# NEW PRODUCTS REPORT

By Jeff Madden

**BARK RIVER SCALE MODELS** (Roy Meissner, Box 1, Merton, WI 53056, 262-538-4325 rmeissner@wi.rr.com

The deck girder bridge was used by all railroads. This model is 60' (11 1/4") long, and 8' high (1 1/2"). Plans were taken from many sources and from real bridges. It was drawn in SolidWorks, a pattern made, and resin castings from the mold. The bridge has a lot of detail and rivets. It comes with all flash and mold release removed, and is assembled. Since most bridges are black, the bridge is cast with black color in the resin and has a light coat of black paint on it. It can be cast in white also.

Any type of track can be put on the bridge - wood ties with hand laid rail, flex track, or Flyer track. Remember, bridge ties are longer and spaced closer together than regular ties. We will supply ties and rail, and will put ties and rail on the bridge if the buyer wants it.

We also have bridge pedestals, abutments, and bridge shoes. The pedestal is 6 3/4" tall without the bridge shoes, and 7 1/4" with the bridge shoes. All parts are made from high quality resin.

Prices: bridge assembled \$35.00 each; pedestal \$37.00 each; abutment \$34.00 ea bridge shoes per pair \$2.50.

**GREAT AMERICAN LOCOMOTION** (www.thegalline.com). Thanks to John Foley who posted this website, now you can find out more about the laser cut styrene boxcab diesel kits mentioned before. The 1/64 kit is pretty basic - you have to add your own rivets, for example. But it's only \$35.00. There's also listed on the site a 40 foot flat car kit drilled for rivets for \$34.00. There are also several other 1/64 items in the works.

**LANES TRAINS** (www.lanes-trains.com) has some resin containers available. they were usually stacked in gondolas and placed in and out by crane. They held a variety of products such as coke. A set of 10 is \$40.00 plus \$8.00 S&H. C o n t a c t www.mountvernonshops.com for info on decals for the containers.

**LBR ENTERPRISES LLC** (www.lbrenterprisesllc.com) has been offering lots of decals on their website - from generic signs to AF repro ones. Now though they seem to be getting full fledged into distributing and making AF parts (1946-66), especially for the AF steamers. Shown on page 7 are two trailing truck offerings. Some other offerings include boiler fronts, wheels, traction bands, bushings, etc.,etc. Check out the site.

**LEHIGH VALLEY MODELS** (E-Mail: kpbrick@aol.com or 717-747-0493) has LVM 50 which is new. It's a transformer on a platform for \$16.95. They still offer most of the previous line of structures and scenic accessories. The kits are also listed in the latest Scenery Unlimited catalog.

**M-2 AUTHENTICS** (online dealers, hobby shops, and discount stores) has more trucks on the way as shown on the opposite page. Prices for the smaller trucks range from about \$6.00 and the tractor-trailers around \$15-\$20. Hopefully this outfit is leaning toward providing more utility type trucks.

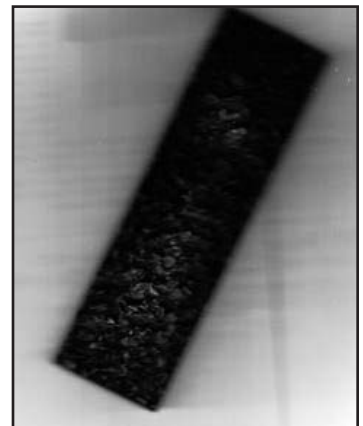
**MODEL TECH STUDIOS** (www.modeltechstudios.com) was reported on in the December, 2010 issue, but they have been adding some more scenic items such as 2 different old-time (pre-assembled) phone booths for \$11.95 each. Check the website again under S

Scale. Port Lines carries this line.

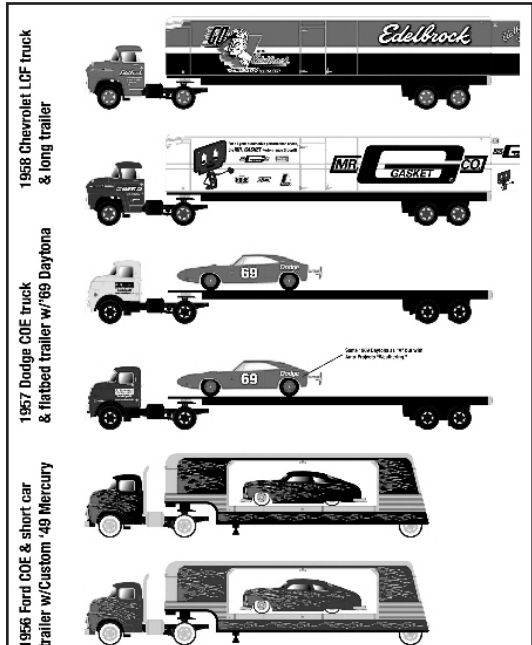
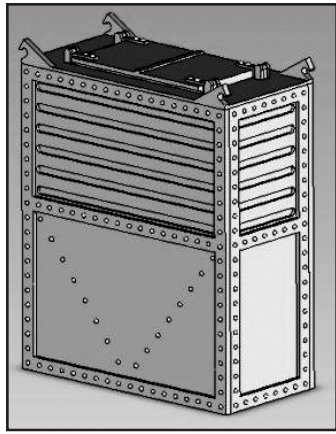
**ROYAL TRAIN EQUIPMENT** (www.royaltrainequipment.com) now has coal load inserts to fit SHS 2-bay hoppers. The one shown is larger size coal - like coke. \$10.00 each. John also has lots of cast metal station and city details like trash barrels, mailboxes, fire hydrants, etc.

**SCENERY UNLIMITED** (www.sceneryunlimited.net) is having Iron Rail Models do an exclusive run for them of a Baker's Chocolate 16,000 gallon modern tank car. From Scenery Unlimited the price is \$84.95. Also coming is a new basic wood-frame combination station. The prototype is a Chicago, Minneapolis and St. Louis station from Granada, Minnesota. The footprint for this smallish station is 18' x 36'. This will be a laser cut craftsman kit that will retail for \$66.95.

**SMOKY MOUNTAIN MODEL WORKS** (smokymountainmodelworks.com). The Seaboard Air Line B-7 40' resin kit "turtleback" boxcar is being produced. Most are already spoken for, but you can probably pick one up from dealers such as Hoquat, Port Lines or Michigan Models.



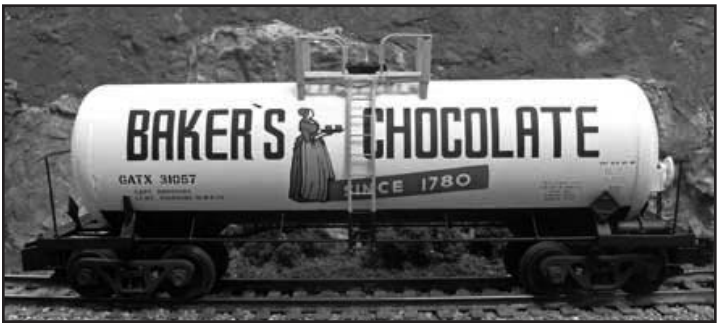
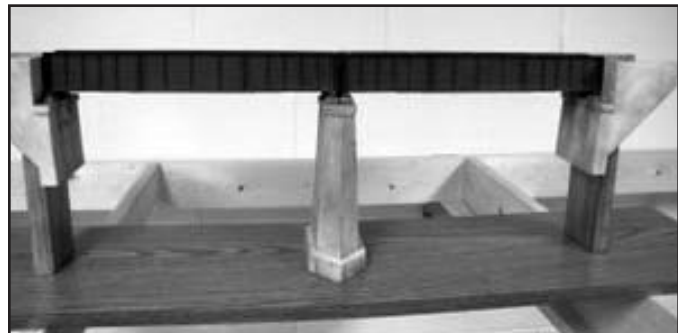
# WHAT'S NEW



2 Wheel Trailing Truck



Also Fits AF #320, #321, #322, #324, #325, #326



# SHABBONA RAILROAD GETS A TURNTABLE

by Robert Nicholson • Photos by the author

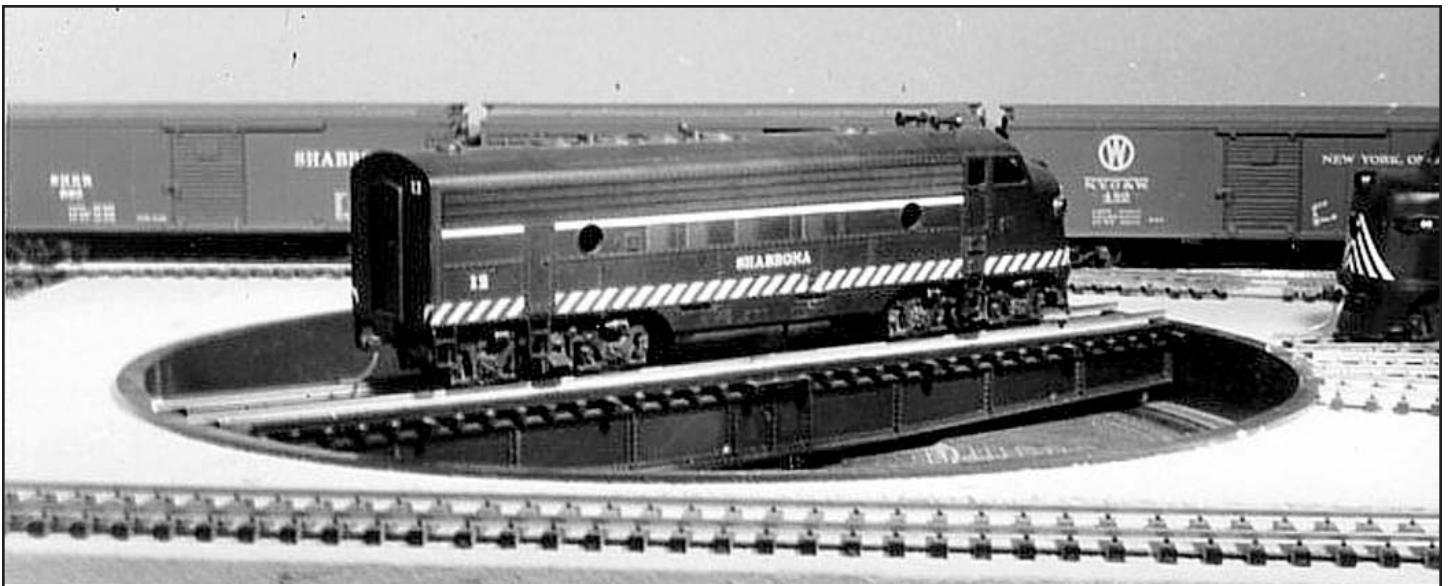
When SHABBONA RR needed a turntable, it looked South to our HO neighbors as per ancient free and accepted S scale tradition and conscripted an HO scale Heljan turntable kit. This is not a treatise on how I modified it for SHABBONA RR's Terminal District, that may come at a later date, but what I did to make it perform properly. Also, I have not, as of this writing, detailed it for more realism.

SHABBONA shop forces powered it with a 3-volt switch motor mounted below the turntable pit connected directly to the turntable center bearing via a shaft made from brass tubing. Following conventional model railroad practice, the idler wheels supported the bridge at each. The reasoning, I assume, is for stability and so the bridge rails can collect current power from the pit rail.

turntable) remained in cardboard “catacombs” for almost a decade until I moved back to Ft. Madison. As it re-emerged, so also did the turntable dilemma.

Using a more powerful turntable motor was not the solution. The 3-volt switch motor already had sufficient torque to twist the turntable bridge, which a more powerful motor would only exacerbate. “Locking” the turntable in place to move an engine on or off of it was feasible, but hardly possible because the binding, twisting and jerky operation made attaining proper alignment with approach tracks difficult, if not impossible.

Then I remembered from my prototype Santa Fe (and CC&P) experience that when we turned an engine at small terminals, we would balance it over the turntable pivot bearing so there would be as little weight on the idler wheels as possible. Since the rotating center pivot



This black and white photo is from twenty years ago, when I first converted the Heljan turntable from HO to S

Since the pit rail on the Heljan kit is plastic, I had designed a pickup rail and phosphor bronze wiper system beneath the turntable pit to power the bridge rails. However, the the idler wheels would not roll as free as they needed to for smooth operation, creating a twisting stress in the turntable bridge while turning a locomotive. Moving the locomotive off of the turntable would release the stress, which in turn would “spring” the bridge rails out of alignment with the approach tracks. I don't think I have to describe what happened next!

A short time later, with no solution in sight, I had to pack SHABBONA RR away and move to Waterloo, IA, for employment purposes. The railroad (and the

bearing bore most of the weight, the ends basically floated free, with the exception of one powered idler wheel that moved the bridge. This eliminated binding and friction, to say nothing of twisting forces, as the turntable swung the engine around.

With that in mind, I realized that since the SHABBONA turntable is driven through the center bearing, and the contact rails are below the turntable pit, the idler wheels have no need to contact the ring rail at all when turning an engine, other than to stabilize the bridge, much like trainer wheels on a bicycle. Accordingly, I shimmed the bridge so that when a locomotive is properly spotted on it, the bridge balances on the center bearing. The idler wheels only make hard contact with the ring rail when

a locomotive moves on or off of the turntable. The bridge rocks slightly, but that (prototypically) aids to position locomotives properly for turning.

The next Great Idea was to use an old (c. 1960) MRC cab controller with a bridge rectifier and an AF 50-watt AC transformer to power the turntable and the bridge rails. While it could provide some magnificent slow speed locomotive performance, the 7-volt DC starting voltage of the rheostat was too much to allow the 3-volt switch motor to provide precise turntable operation and alignment.

SHABBONA put out a distress call on the Yahoo S scale message board, and several individuals stepped up to the challenge. Major brainstorming with them resulted in a 10-watt, 10-Ohm resistor in series and an automobile dome light in parallel (the dome light was my idea, but, hey, it worked, and as electronically challenged as I am, I wasn't about to mess with success) in the turntable motor circuit to reduce the 7 volt starting voltage of the MRC rheostat to an acceptable level. There are no doubt better ways to do the job, such as a transistorized throttle, etc., but SHABBONA is stubborn.

Anyway, SHABBONA locomotives and single ended passenger cars spun on the newly operational turntable like there was no tomorrow. That's when another problem decided to manifest itself. The adhesives I had used to build the turntable were apparently not always of the best quality, or appropriate, or both, and it and the drive began to fall apart. The biggest offenders were the pickup rails for the turntable deck.

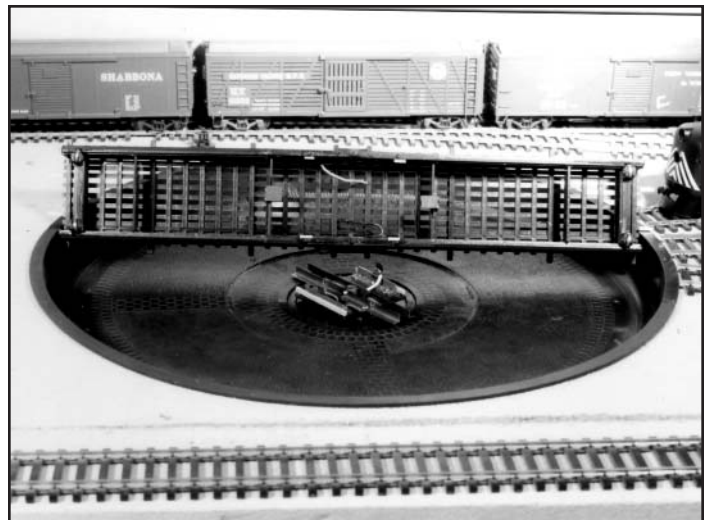
I had used contact cement to hold them in place on ABS pedestal blocks under the turntable pit. However, since they hung upside down when the turntable was in place, their infinitesimal weight eventually caused the contact cement to fail. Next I tried ACC, but with similar results.

I finally took a deep breath and removed the turntable and disassembled it to rebuild it. I removed the contact rails from the bottom of the turntable pit and re-cemented the support pedestal blocks with a better quality of plastic cement. Next, I cut some the ends of some



This photo shows Code 100 rails gauged for S scale on the turntable bridge. All of the cars and locomotives visible in these black and white photographs operate on SHABBONA RR today.

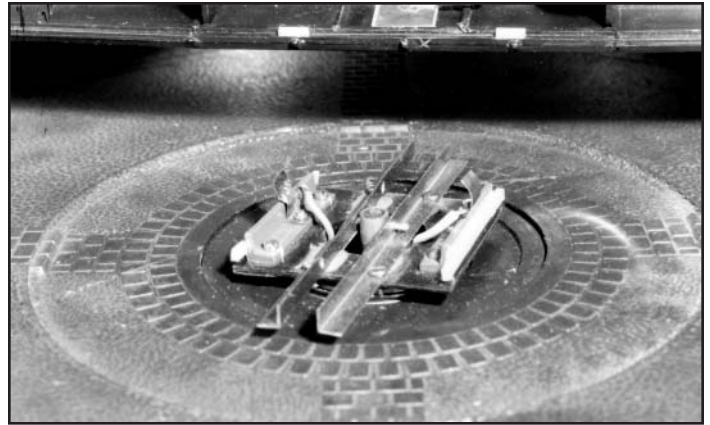
HO tie strip and cemented them to the pedestal blocks. The cast on spike heads hold the contact rails in place. Before cementing them in place, however, I shaped the contact rails so they would lay freely in place. They do not have to be perfectly circular, since phosphor bronze contact wipers slide on them to pick up power. In fact, if they are slightly less than circular, they will work even better, as long as they are within reach of the wipers. One thing I had to remember, though, since there are two pickup rails for automatic polarity reversal, was to angle the ends so the wipers would not snag them while crossing the gaps. Pickup wires from the wipers extend through the brass tube drive shaft to contact strips between the turning base and the turntable



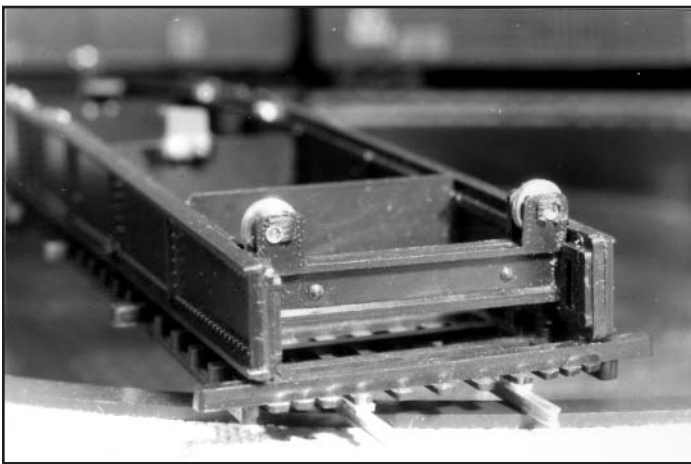
This view of the underside of the turntable bridge shows how I rebuilt the center bearing and strengthened it.

bridge to deliver power to the bridge rails. These contact strips permit easy removal of the turntable bridge for maintenance and adjustment.

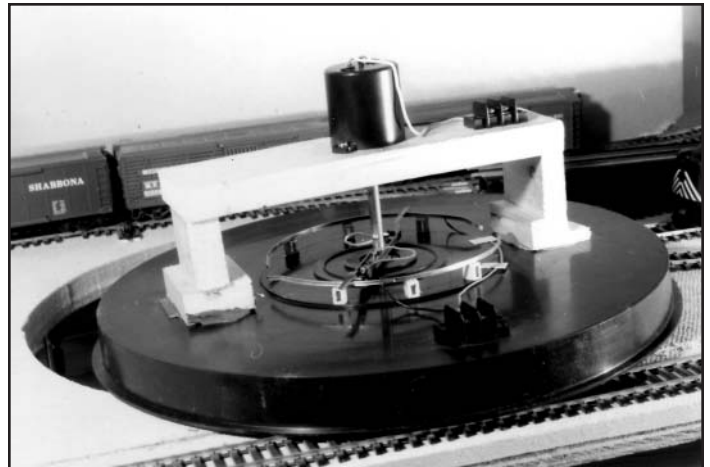
The turntable is now working as it should. Because it is designed for HO and a little on the flimsy side for S, I beefed it up with styrene and ABS shapes, and support the turntable pit with wood 1x2's so it will support the weight and stress of S scale locomotives. That being said, the diameter is within a few inches (scale) of the turntables the Santa Fe used at Streator and Pekin, IL for turning steam engines as large as 2-8-2's. In that regard, it has excellent potential for an intermediate or short line engine terminal.



This is a close-up view of the center bearing mechanism after I modified it. Also visible is the brass tube drive shaft the phosphor bronze contacts on the center bearing and the underside of the turntable bridge. This facilitates removing the bridge for servicing and detailing.



I made brass bearings in an attempt to make the idler wheels roll free for smoother operation, but with no success. I later reasoned that they did not have to contact the ring rail at all when turning an engine. All they do now is serve as stabilizers, similar to training wheels on a bicycle. Since the turntable rails extend over the edges of the pit and could serve the purpose, there is actually no need for them at all. I may try removing them completely and install styrene skids in their place.



I originally fastened the wood frame for the motor to the bottom of the turntable pit with steel filler epoxy. This was less than successful, and I have since fastened it with black all-purpose screws from the top. Since the screws are black, they are all but invisible, and pit scenery should obscure them even more.



This close-up photo shows how the ring rail is held in place by the cast on spike heads in a piece of Atlas railroad tie. This not only holds the ring rail in place, it also has a little play to accommodate operating irregularities

# SLIM GAUGE Observations

## News and Views of the S Narrow Gauges

By Dave Heine

### The Hybrid K-27's Are Here!

Until this year, Sn3 motive power options were to buy brass, build a kit (or pay someone to build it), convert and modify an HO model, or build from scratch. The only real ready-to-run option was to buy a brass locomotive that was already painted and if you used DCC, already had the decoder installed. There was no non-brass RTR option like those available for modelers in On3/On30 and HOn3 or S standard gauge. This situation changed this year with the arrival of P-B-L's hybrid K-27's.

They are called hybrids because a variety of methods are used in their construction. The locomotive and tender frames are die-cast. The boiler is brass and tender shell is ABS plastic. The good news is the price is roughly half that of a recent brass locomotive without any of the detail missing. They are available equipped with the options of PFM/PBL sound or DCC with Soundtraxx Tsunami sound besides plain old DC.

Why a K-27? When all narrow gauge modelers are lumped together, regardless of scale, models of the D&RGW K-27's are the most popular locomotive among them. If you have been paying any attention to the HOn3 world over the last few years, a company called Blackstone has been rejuvenating it, and their first locomotive offering was a K-27.

The D&RGW K-27 2-8-2's were an order of 15 locomotives built in 1903 by Baldwin. They were the first 2-8-2's and the first outside-frame locomotives the railroad

owned. They were number 450 through 465, and were originally Class 125 and acquired the nickname of Mudhens. These were



The HOn3 K-27, shown on my Sn2 track, is a Blackstone model of 452 which I bought to use the mechanism for a freelance Sn2 2-8-2. (Yes, the Sn2 track is progress crosses two dual gauge S/Sn3 tracks just after a curved S/Sn3 turnout). The PBL Sn3 model is in the rear. *Photo by Dave Heine*

originally built with the Vaclain compound cylinder arrangement, which did not last long. In 1906, No. 458 was tried with simple cylinders, slide valves, and Stephenson valve gear. After successful trial runs, it was decided to convert the remainder from compound to simple cylinders. By January, 1912 all were converted except for No. 456, which was not listed as a simple until 1916. Starting in 1924, a conversion program to new cylinders with piston valves and Walshaert valve gear was started. All but five were converted, but there were differences here also in that both inside and outside admission cylinders were used. It was during this time frame that they came to be called the K-

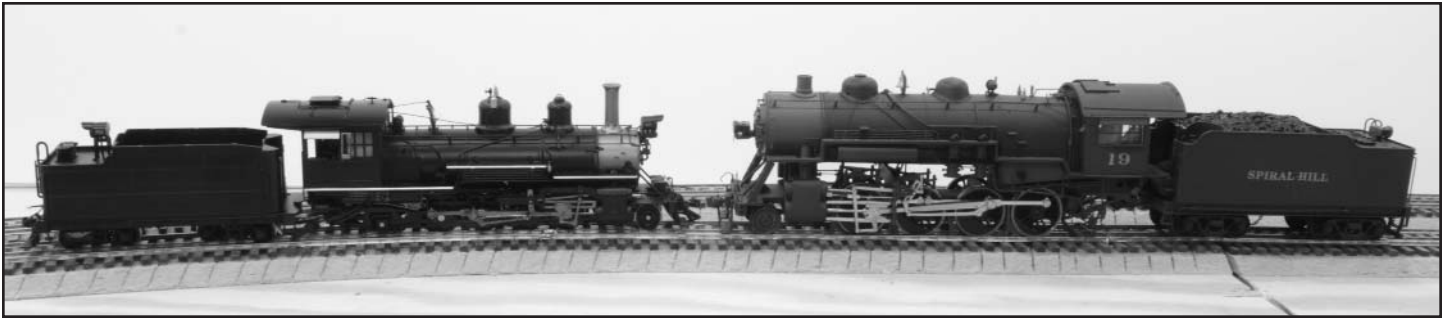
27 class, which is what is commonly used in the model community.

As delivered, they came with a slope-back tender, which gave good rear visibility but limited the fuel and water. These soon disappeared and were replaced with larger, more conventional tenders. Another famous variation occurred with 455, when it was wrecked in 1943 while on the Rio Grande Southern and given the cab from a standard gauge

locomotive when rebuilt.

The last K-27 in service was the 464 in use as the Durango switcher. When its stint there was stopped in 1957, fifty-four years of service came to an end for this class.

The P-B-L models are of K-27's 454, 455, 456, 461, and 463 as they appeared in both the 1930's and 1940's. For the 1930's versions they are available with both the green and black boiler jackets. 455 and 461 are also available in Rio Grande Southern livery, with 455 being the pre-wreck version. They all have appropriate details for the individual locomotives. Note that only some of the models have a rear-facing headlight on the tender, depending on the prototype of the



The standard gauge SHS 2-8-0 was lettered by me as Spiral Hill #19 (ok-d by Frank Titman).. Note that the K-27 isn't that much smaller. Photo by Dave Heine

model. They were made by Boo Rim, the same firm that makes P-B-L's current brass models. Unlike their brass models, there are no "foreground" models, so while these are all factory painted, you will have to add your own weathering and coal loads or pay someone to do it.

My own Lehigh & Western obtained models of 455 and 456 in 1930's form, painted but unlettered, as I plan to decrease their value by lettering them for my own railroad. Even though they are unlettered they still have the engine number in the number boards, so the lazy numbering scheme would be to use the prototype numbers. They are quoted as having a minimum radius of 26" with 30" recommended. Even though these were the smallest narrow gauge 2-8-2's on the D&RGW, they are still big locomotives for a narrow gauge railroad. Unfortunately, the only curves I have operational at this writing on my layout are on some S/Sn3 dual gauge track in the 44"-48" range. Of course, they had no problems negotiating these curves and ran smoothly right out of the box.

The tenders do not have the coal bin modeled, but have a horizontal top to the coal bin area of the tender. This should only be a problem if you wanted to model a tender with a low coal level. This arrangement allows more space in the tender for electronics and speakers, and if you want to model a full coal load it is actually less work. Once the coal load is in place, no one will know. My personal preference is to model a coal load using the real thing,

coal. I prefer that to the molded plastic coal loads.

I have the factory DCC version which uses two decoders, a Soundtraxx Tsunami for motor control and sound, and a TCS FL4 function-only decoder which handles the lighting functions. Mine came programmed for the locomotive number of the model, even though it is unlettered, and not the default 3. One nice touch is that the models have built-in marker lights and a firebox flicker light that are wired to function outputs. One of the reasons for using two decoders was to keep the number of wires down, but there are still four wires running between the locomotive and tender, two on each side which must be plugged together. There is an included instruction sheet which covers plugging these in and suggests coloring them with Neolube.

The drawbar is the standard design used on brass steam locomotives with two pin locations for the tender pin. However there is a buffer casting on the rear deck of the locomotive that prevents using the close-coupling hole. So if you want the closer coupling of the locomotive and tender, you will have to do a modification to either the drawbar or the buffer. The pictures of mine show the outer holes being used.

The models each come with a pair of cab curtain castings, a hex tool for the crankpins and a mesh smokestack cover. The cab curtains and smokestack cover are to be installed by the owner, if desired. I happen to own a Blackstone HOn3 K-27 that I compared to the

P-B-L Sn3 models. No, I'm not changing scales; I bought it to use as a mechanism to bash into a freelance Sn2 outside-frame 2-8-2. Comparing the models again confirms my feelings that HOn3 is just too small, and Sn3 has much more "presence". And although both are equipped with factory installed Tsunami decoders, the larger speaker in the Sn3 model certainly sounds better. For those that don't know, Blackstone is a division of Soundtraxx.

I think P-B-L came up with a winner on these and from what I understand they are essentially sold-out. If you want one, it is best to contact them directly as there are usually some people who reserve them and change their mind or at least show interest for a second run. Now with RTO (ready-to-operate) cars also being available in Sn3, will a RTO Sn3 train set be in the future?

- Dave Heine  
davesn3@ren.com

**Note the new title.** Again, Dave and I think *Slim Gauge Observations* with the big S sounds more appropriate than *Straight and Narrow*. Gee, most narrow gauge trackage was always crawling around mountainous curves anyway - not just straight.

**Dave Heine**  
davesn3@rcn.com

# SECRET PROJECT MONTH

April 2011

by Bill Fraley • Photos by the author



Bill Fraley hosted the Secret Project meeting in April.

Some fifty years ago the Delaware Valley S Gauger's (now called the Lehigh Valley S Gauger's) under the direction of Frank Titman started a **Secret Project Month**. The Secret Project Month was made to encourage its members to build models. Remember, this was back in the 1960s and 1970s when there wasn't much available in S Scale; most of the equipment was either kit

or scratch built or converted America Flyer. In those days the Secret Project was strictly enforced, if you didn't build something, you were heavily fined.

The Secret Project began during a LVSG September meeting. You wrote your intended project on a slip of paper and sealed it in an envelope and handed it over to the club secretary, who at that time was Matt Lacko. At the following April's meeting, you placed your project model on display; the club secretary would open the envelopes to confirm that the model listed on the paper was the same as the model displayed. Then each member voted on the models - First, Second, Third and Honorable Mention. During these meetings, other clubs visited, which enhanced the attendance, which was always very large.

Sadly, now-a-days, interest has fallen off. Attendance has only been fair, and because of weakened rules, many members do not even present models. But because of the tradition, we still have our Secret Project meetings. Presently, the Winner gets \$25.00 Second \$15.00, Third \$10.00 and Honorable Mention, just that. Many of us old timers still like to compete, and I might say that it is not an easy task for us, but we do try. I keep saying "I've got to find something easy to model," but I never seem to do that, and I once again build a locomotive or a passenger train, something that really stresses me out.

In recent years when Stan Furmanak (deceased) was a



Claude Demers holds two John Hall Reading cabooses he purchased.

member, his excellent models perked up the competition. As a result the competing models also excelled. So let me report on this year's LVSG Secret Project Meeting held at my home in Hershey, Pa. .... Yes, our Lehigh Valley S Gauge meeting went well. Other than the low turnout, which seems to be happening a lot lately, we did have some excellent models for our Secret Project meeting.

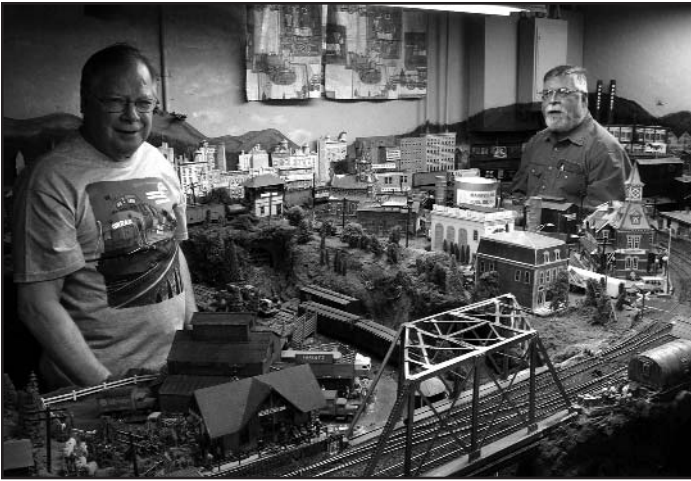
### The contest winners were:

- First Place: Bert Mahr and his model of a "Pine Canyon's Back Alley Factory bldg."
- Second Place: Buff Buffington's excellent scratch built "Perkin's produce" warehouse diorama.
- Third Place: Bill Fraley's "Reading GP 35"
- Honorable mention: Barry Mertz and his four modified "American Graffiti" false fronts.

It was pointed out that there was a mere five point's difference between the first and third place winners. For the first time in a very long while, Dave Heine didn't enter a model as he couldn't complete it in time. We all missed Dave's excellent modeling expertise.

Other good things: Mary and I busted our butts trying to get the Jefferson Central up to speed. However, by Friday we were "pooped out" and thereafter I worked on the remaining part of the layout on my own, never completing it. The trains did run fairly well after a little primping by LVSG members, Bert Mahr and Dave Heine. The SHS Reading #2714 SWE 14 (Modified in the JCRR shops) pulled the newly purchased Aztec Track cleaner around the layout, cleaning the rails, as did the Jefferson Central SHS track cleaner, scrubbing down hidden rails. Thereafter, the trains ran pretty good and requiring little attention.

# SECRET PROJECTS



**Bert Mahr and Dave Heine are getting things going on the Jefferson Central**

Running on the VCR in the TV room was "The Schuylkill Shifter." (2102 Hauls Coal) Everyone seemed to have plenty to talk about and new member Claude Demers placed two of his newly acquired steamers [Frank Titman's] on the upper mainline to run. The two were Reading #1830, 4-8-8-0 and #3014, 2-10-0.

New member Claude Demers has also purchased several of John Hall's excellently modeled Reading cabooses. Claude has been buying a lot of S Scale stuff lately, so we know he is really into S Scale modeling. We need more members like Claude to join us in our long time struggle [fight] for S Scale prominence in the model railroading world. During the business meeting, Claude Demers was brought into our club, and he also has accepted the responsibility of re-setting up our now latent LVSG Web-Site, [formally operated by Stan Furmanak.]

Dave Heine's wife, Carla, also visited and accompanied my wife Mary for the day. It was also nice to have long visit with club originator, Frank Titman, along with the LVSG gang. Frank was in fine spirits and gives his best to all. Barry Mertz and Bert Mahr will be at Frank's Spiral Hill Railroad, Monday night, running out the schedules Frank has set up for them. The two have been doing that on Monday evenings for at least the last 20 years. (You can find a featured story on that operation in the Feb/March 2005, *1:64th Modeling Guide*.)

We closed out the day fellowshiping and dining at a local popular downtown eatery. This was not easy for Mary and I to set up, and I personally would like to thank all who did show for the meeting at our home, and we're looking forward to having our "new" LVSG web-site up and running again under the direction of Claude Demers.

"S"incerely,  
- Bill (Fraley)



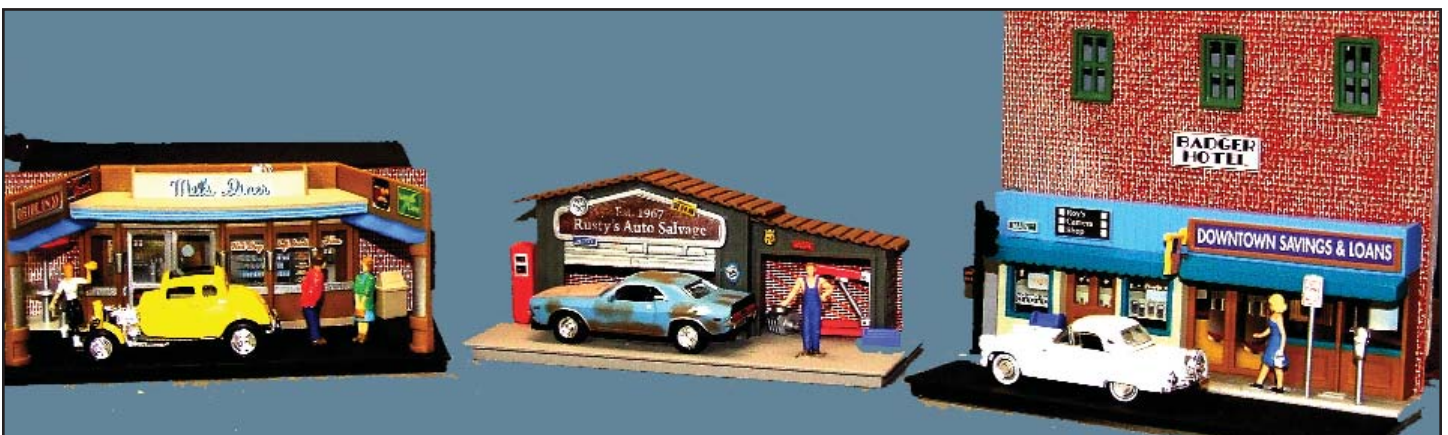
**Barry Mertz nudges a Reading steamer on Bill Fraley's Jefferson Central.**

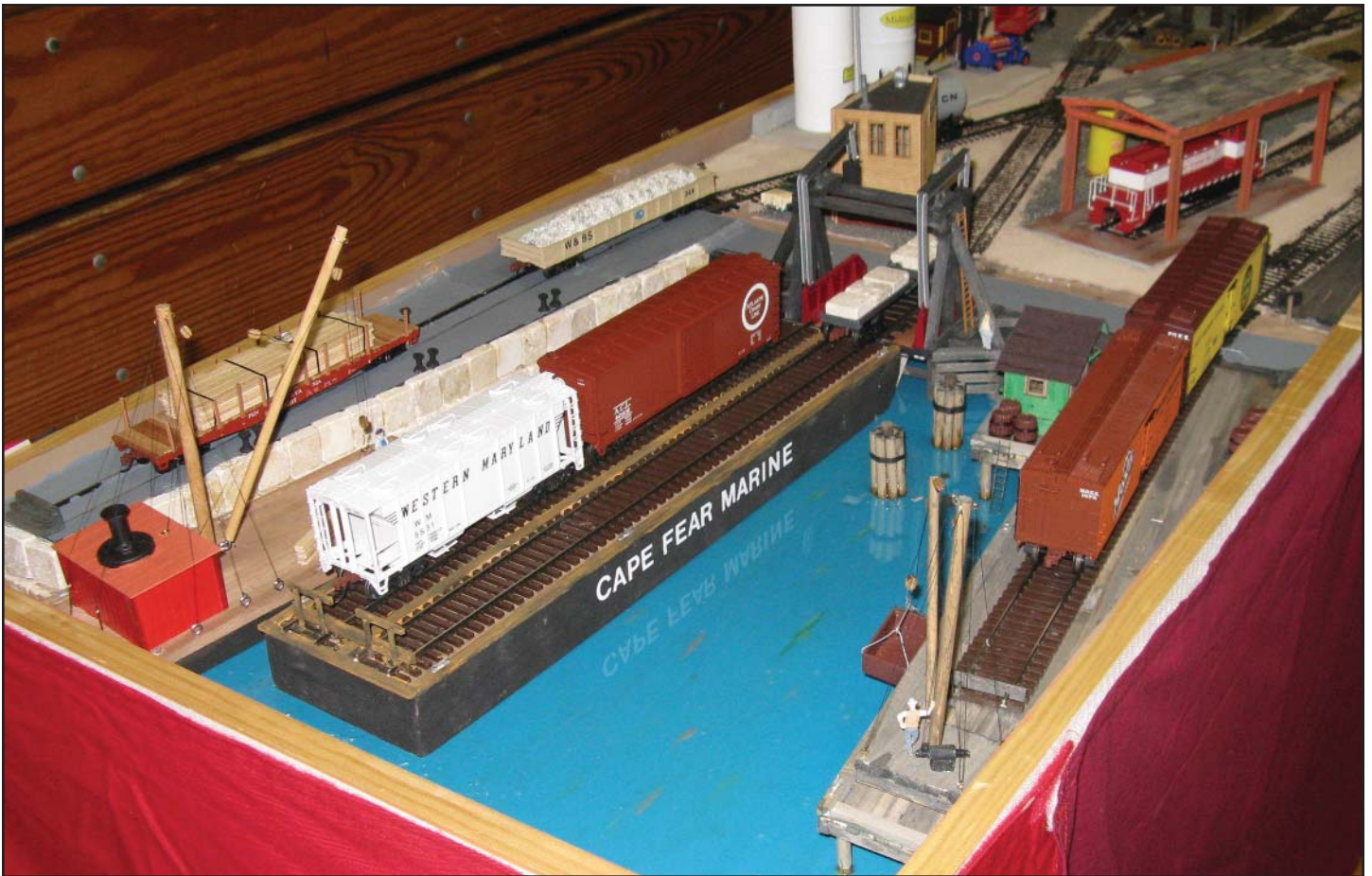


**Lehigh Valley S Gaugers' founder Frank Titman inspects the Jefferson Central. The Secret Project was his original idea. Uh oh, Frank spots a diesel amidst the steamer engines.**



Above - The late Stan Furmanak's Chessie covered hopper on display. Right is a Frank Titman built Reading articulated running on the Jefferson Central. Center is the 1st place Secret Project by Bert Mahr. It's a Pine Canyon block of warehouses. Below that is Bill Fraley's 3rd place Reading GP-35 painted in the Bumblebee scheme. Bottom are the honorable mention structures modified with the American Graffiti 1/64 dioramas by Barry Mertz. Next to the Reading diesel is a Perkin's Produce diorama which took 2nd place by Buff Buffington.





## S-Pikes

Above is another scene on the Calabash Terminal modular layout created by Monte Heppe. *Photo by Monte.* Below is another Amtrak photo of an American Models FP40 shown on Bob Werre's layout. *Photo by Bob*



## THE NASG AMERICAN FLYER CAR PROJECT, Part VII

by Doug Peck • Photos by the author

**The NASG AF Commemorative cars of 2002 and 2003 were the final cars offered prior to the beginning of the GE Work Train project.**

For 2002, we continued a string of tank cars, selecting the Cook Paint & Varnish Company triple-dome tank car with split-tank frame. Painted red with black and white printing, this was a very colorful and attractive car. “C.P.V.X. 2102” was printed left of center on each side of the car, as well as on both ends; also on both sides of all three domes, and on the edge of the under-frame on both sides. Below the company name, which ran about half the length of each side, were the company locations: “KANSAS CITY DETROIT HOUSTON”.

Tank car capacity data was located near the bottom of the tank, left of center. Safety information was printed at the far right end of each side, along with “Built 2002 for NASG” in very fine print. The car had plated handrails, and black ladders. Each end of the frame carried a diamond marker board with “FLAMMABLE” red & white stickers on them, plus a brakewheel on one end.

The car number, “2102” reflected the fact that this was the 21st car in the NASG series, and released in the year 2002. 750 cars were produced for 2002, and the car sold for \$50 plus shipping. As in most of the prior years, there was a two-car per member limit for orders received prior to delivery. The car was a sellout and was not listed again on the 2003 order form.

In 2003, NASG offered another quite unique tank car. This time, a single-dome Union Pacific tank car with black chemical platform and a vacuum-plated chrome finish body. “UNION PACIFIC” appeared in red print on either side of the platform base. To the left was the UP red, white, & blue herald. Lower on the tank, to the left of center, was “U.P. 2203”; below that, “CAPY 100000”, and below that, “LT WT 53200 NEW 2003”, both in smaller finer print. To the right of center and lower on the tank was a yellow, red, white, and black placard that read “SHIP and Travel the automated rail way”, “U.P.”, and UNION PACIFIC Railroad”. To the right of that, “Built 2003 for NASG” in two lines of black print. Each tank endcap was printed “U.P. 2203” at the top..... “CAPACITY 2514 GALS.” across the center.... And “DRAFT GEAR EDGEWATER B-32-KA” (top line) and “SNUBBER SPRINGS CARD P-8-1” (lower line), all in black.

Like the 2002 tank car, the frame had a diamond marker board on each end with red & white “FLAMMABLE” stickers, and a brakewheel on one end.

As in 2002, 750 U.P. tank cars were produced for NASG, and they sold for \$52 each, plus shipping, with a 2-car initial limit per member. Once again, the car sold out and did not appear again on the 2004 order form as still available.

These two tank cars rarely appear for resale on EBAY or elsewhere. This may be attributed to the fact that the cars sold out so quickly so that there were very few available to members beyond the initial two car limit. When I do see them listed, they are usually in the \$100-\$125 range. (To clarify the NASG purchase policy, a per-member limit is always placed upon initial car orders. However, once we take delivery of the cars from Lionel, any remaining unsold cars are available to all members in any desired quantity....even case lots of 6 cars ! Thus, many members choose to pick up some extra cars at that point.)

Next time, in Part VIII, we’ll describe the GE Work-Train set, a five-year project that began in 2004 and culminated in 2008 with a Baldwin switcher.



# S TRACKS

by  
Sam Powell

## Getting The Ketchup Across County.

Variety is the spice of life, and nowhere is this more true than when we are assembling our roster of rolling stock. All of us love to see a variety of colors and reporting marks on the rail cars that traverse the rails of

It's easy to set up the scheme that moves these cars on and off our small empire, and easy to set up the track needed on your railroad. It is easier still to set up the waybills with product and destinations to move the foreign road cars on and off line. This does several things for you. It makes you think about how your railroad connects to other railroads around yours, and creates a rationale for putting some of your rail cars on the shelf and taking some off the shelf and placing them on the railroad. For you guys with shelves full of extra cars, now you can rotate them with a reason. And for you guys that don't have tons of extra cars, now you have a reason to go out and buy more. You will no longer be limited by the physical size of your track plan.

### Why Interchange?

Interchange is the key to creating this connection with the rail lines of the outside world. Back in the days before the monolithic,

monopolistic mega railroads of today, small railroads depended upon interchange with other railroads for forwarding cars to shippers or receivers off line. For instance, the area around Pittsburgh, like many other areas of the country had many small railroads which, through interchange, loosely banded together to compete with the big boys such as the B&O and Pennsy. This particular network was referred to as the alphabet route.



Fig. 1 - Track with B&O Gondola (covered top) is interchanged at Rook Yard.

our model empires which roll proudly past our vantage point as the proud owner of the railroad. But wait a minute! How did all those attractively painted and lettered pieces of rolling stock get on our model railroad, which by all appearances stays within the confines of our basement, garage or attic? I know, I know. We took them off a shelf, and placed them on the rails, but if we are trying to suggest a heightened sense of reality by pretending the cars are full of products were are moving from place to place, maybe we should come up with a justification for the presence of all those foreign road cars. As it turns out, this is actually very easy to do.

The practice of Interchange made it possible for any one or all of these small lines to compete with the larger, more far-reaching rail lines through networking with other smaller lines. It allowed a small railroad to serve many more customers than they would otherwise have been able to reach. This arrangement took place all over the country, and you can easily fit your model railroad into such a scheme.

### The Simple Track Needed

An interchange track is simply a siding shared by two or more railroads. It does not have to be fancy. You can often easily use an existing siding for this. Rail cars are placed on it by one railroad, and picked up by another one for delivery off line somewhere. An interchange

track can be as simple as a single track but often it is several tracks with a run around to make switching the siding easier. Sometimes the two railroads that share the interchange cross at a diamond, and the interchange track sort of links the two crossing routes. Sometimes two railroads will share a yard, and one track in the yard will be a joint piece of track where cars are placed to be picked up by the other rail line. Often though, the interchange track goes off out of sight and connects with the other railroad somewhere unseen. This is the simplest form of interchange for us to model.

### Developing your interchange concept.

One of the really terrific features of developing an operating scheme is that it is all free for the most part. It is mostly a mental concept with just a little bit of paperwork to document and organize it. Most of us have computers these days. So I suggest you start by creating a new folder in your documents library and label it "RR Operations" or some such thing. It just takes a few licks of the mouse, and a few key strokes. Then start recording your ideas in documents within this folder.

In order for you to plan a logical interchange for your railroad, you must first figure out where in the real world your model railroad exists. Then look at the prototype railroads, or even friendly model lines of your model railroad friends who might set their pikes in the same general area of the country, and design a system that allows you to get cars to the rest of the world via this foreign line or lines. For instance if you have set your model railroad in the West, what Western lines operated or operate near or through your locale? Then pick an existing siding that kind of disappears from view and designate this as the interchange track with the chosen interchange railroad.

### The End of the Line?

As you plan your interchange connections, you can envision your railroad as the end of the line in a long chain of foreign roads, or as a line in the middle of a pair of connecting roads. For instance, you can imagine your line as the Eastern most, or perhaps Northern most railroad in a chain, or maybe West or South. In these cases you might want to say there was a geographic feature that made it impossible for other entrepreneurs to build



**Fig. 2 - Left hand 2 tracks are eastbound Pennsy interchange. Next two tracks to the right are westbound Pennsy interchange.**

beyond your railroad, such as an ocean, lake or maybe mountains that were insurmountable. Otherwise, you might want to design a connection with one railroad at one end of your line, and another one at the other end. On the Penn Creek Valley, I have interchange with the Pennsy at both ends and with the Western Maryland and the B&O at the yard in the middle. This design means products (and thus rail cars) can move across the Penn Creek Valley from one interchange track to the other without being placed at a siding on the railroad. These cars can also be dropped off for handling by the Penn Creek Valley.

If your design has your railroad as the end of the line, all traffic must either originate or end on your railroad, and the industries you have on your railroad must be logical destinations for all the rail cars you run there. Another, third scheme, while not exactly the same as interchange might be to have your railroad serve as a short cut for a larger rail line, making it a bridge line for that larger railroad. In that case, through trains of the larger railroad could enter the railroad at one end of your railroad, leave blocks of cars off, and continue off your line at the other end. Your home road would then sort and deliver those cars to its local industries, while collecting shipments for the larger railroad to pick up with another through train later. In this way you could operate well known class one trains with larger engines, trains, and even passenger runs across your smaller, free lance railroad.

## Planning Industries for an Interchange Model Railroad.

Once you have interchange established as a part of your scheme, the industries you decide to place on your layout do not have to relate to one another. In years gone by, model railroads were often designed with the idea that if the layout included a coal mine, for instance, then you also had to model a customer for your coal loads. A power plant often was included on a coal producing model railroad. Once you add an interchange track, the sky is the limit. All that coal can now simply be sent off line to be delivered to some off-the-line site. This frees you up considerably. Any industry is now fair game.

## Filling out interchange waybills. Where Does The Stuff Go? Where Did it Come From?

The waybills mentioned in the previous articles by Dan and myself have a place on them for the receiver and shipper and their locations. These shippers and receivers can be made up, of course, but it is a simple matter to figure out real shippers and receivers for real products. Almost every product you purchase comes packaged with information about where the product came from. Pick up a ketchup bottle and look at it. The home city will be printed on it somewhere. This is either the city of destination if you are shipping them raw materials, or the city of origin if you are receiving the finished product onto your railroad. It then becomes a simple matter to make out a waybill for this product that would bring it across your railroad, or maybe onto your railroad from its real manufacturer, or distributor. Let's take the Ketchup bottle I mentioned, and create a way bill for it. Keep in mind that each way bill has four trips for each car, and we looking at only one trip of four successive stops for a car on your roster in detail. After that we will sketch out a logical sequence of follow-up trips for that railcar.

## Your Railroad Brings Home The Ketchup

I chose Ketchup (*hey this is really adding spice - Ed*) for this example, because the Penn Creek Valley is located south of Pittsburgh, and Pittsburgh is home to one of the largest ketchup producers, Heinz corporation. I also have a warehouse for wholesale groceries (under construction) in McMichael. So how do we get Ketchup through the interchange system and into McMichael. The Penn Creek Valley all sits south of the main body of Pittsburgh. The two PCV interchanges with the Pennsy go West and East, for the most part, and thus do not represent the most likely connection with the Heinz facility, which would be north of the Monongahela River. Now the big question: Is Heinz Ketchup really made in Pittsburgh? Maybe, and maybe not. After a bit of study on-line, I found out a lot about the Heinz corporation, but not where Ketchup is bottled. I discovered that they now produce 5,700 products, not just 57. But for the sake of my operating scheme, I am happy to see Pittsburgh as being where this stuff comes from, even if it might possibly be produced somewhere else.

## Getting the Waybill Started

So if we look at the waybills from Micro Mark, we see the following lines to be filled in: (*also see S Tracks article in the Feb. 2011 Dispatch*).

1. **Consignee. This is the receiver of the goods, and in this case it would be McMichael wholesale grocery**
2. **Address-Industrial spur in the town of McMichael,**
3. **Routing, PCV mainline and McMichael branch**
4. **VIA from Allegheny Western interchange rook yard, onto PCV # 420**
5. **Shipper, This would be the Heinz Co.**
6. **Address Pittsburgh, PA**
7. **Lading. Mixed food products.**

The train number referenced above would be the East-bound local out of Rook Yard headed for the McMichael branch line. The Allegheny Western is the short line S gauge model railroad of Dan Vandermause which would have been taken over by the B&O ten years later than my era, which is 1955.

## Filling Out the Rest of the Waybill Completes the Cycle

As you may recall, these waybills have **four moves** per card, which are filled in permanently. Each time one of the moves is carried out by the rail crew, the card is rotated to the next move on the card. The waybill will make the same cycle time after time over a period of several operating sessions but can be put in any car card of the correct type car, so you will not necessarily see the same car at the same siding repeatedly. The moves on the waybill must be designed so that there is a logical flow for the car from spot to spot as you rotate the waybill in the car card.

The side we just filled out above is the side of the waybill that will move a loaded car to the siding at McMichael from the interchange track at Rook Yard. You could create a waybill to generate this car move in combination with many other moves. But lets assume we are designing a waybill that makes this the first of the four moves and the above information is on side number one. In this case the freight agent would place a car on the interchange track from storage shelf and place the waybill in the car card with this instruction showing. At that point the car is moved in a train from rook yard and spotted at the siding in McMichael, at which point the waybill is rotated to the next face of the card, and the directions followed.

## The next three moves on the way bill can be any series of logical moves you wish. Here is one possible one:

2. This now empty car could be directed on to a shipper on line somewhere either on or off line. In this case the car could be ordered by side two to be moved on to Star Fabricators in the town of West Rook to pick up widgets

produced there.

3. From there the car with widgets could be ordered by side three to be moved on to Westinghouse in the center of the town of Rook. This is a short distance, but requires a different train as the switch points face the opposite direction.

4. Side four could then order the car to be placed on the interchange track in Rook Yard to be moved back to a consignee off line somewhere.

At this point in the movement of the car, you could either remove the waybill from the car card, and follow the When Empty Return to instructions, or flip the card and start the cycle again with the same waybill in the same car card, and hence the same card.

#### **Watching a Prototype Interchange Movement.**

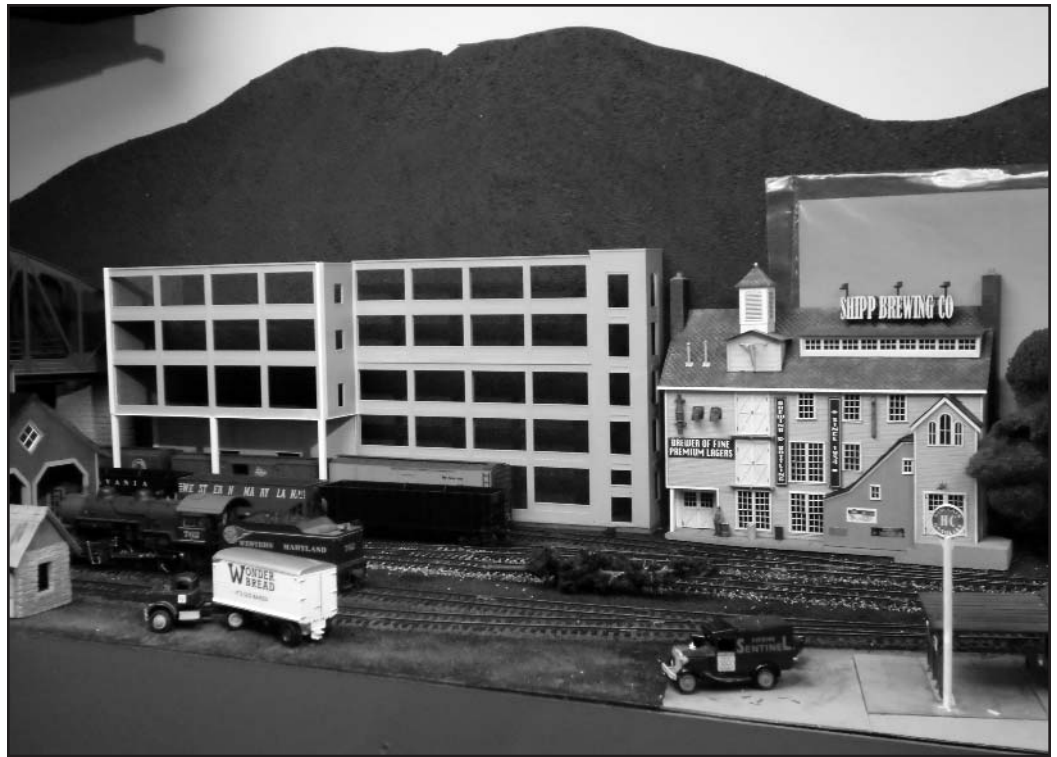
When I was a kid, there was a brick plant in my home town of Beltsville Maryland, on the B&O Metropolitan main line, that received loaded State Of Maine cars from a paper plant somewhere up north. They would unload the car of its paper, and fill the car part way with bricks, placing paper between the layers of bricks in the car. Then the car would get shipped back up north, where it presumably got filled with paper somewhere in the state of Maine, or at least somewhere on the State Of Maine rail line and shipped back to Beltsville. This cycle repeated itself for years. The brick plant is now gone, but my memory of that operational cycle sticks with me to this day. It is just such moves we are trying to emulate in our interchange operations.

#### **Off-The-Layout Hardware.**

This kind of operation does require a shelf or two off the layout to store those cars that are supposed to be on a foreign road somewhere. And, you will want to have your car card boxes near the shelves so you can keep track of those cars and their cards.

#### **The Per Diem Charge.**

Prototype railroads get charged a daily fee when they forward a car for another railroad. Of course they also share in the revenue. But this fee is Uncle Sam's way of making sure railroads do not hold a foreign road's rolling stock any longer than needed to do the job. As a result, the cars from foreign roads should always have a return to their home road somehow embedded into the



**Fig. 3 - Under construction grocer's warehouse at McMichael, destination for the car containing the Heinz Ketchup.**

cycle. This can be simply the home road's name in the When Empty Return to instructions, via the interchange of choice. I am told that on the prototype, this move of foreign cars to the interchange track is the last thing they do before the stroke of midnight, as that is when a new day's charge gets added on. Everyone gets in hurry up mode as midnight nears.

#### **Further benefits.**

The good news here is that the logic we have studied in this example not only enhances the fun of operation, but absolutely influences the design of future industries to include on your layout. The great thing about owning a model railroad is that we don't have to go out and try to find customers for our services. We can create them by simply building a model structure and placing it on a siding. Once you see how the relationship between your industries operation, and once you have filled out a dozen or so waybills, you will start to say to yourself, "What this railroad needs is a (fill-in-the-blank) industry to receive the cars from the (fill-in-another-blank industry). It will start feeding on itself and just grow and grow. Operation will spur development and growth of the railroad. And it will all make sense to you.

I hope you made it this far in your reading, and that this description has made some sense, and will maybe encourage a few out there to enrich their model railroad experience with this simple addition.

Till next time.  
Sam

## A Review:

# *THE SHIPYARD BREWING CO. BY BARMILLS MODELS*

by Sam Powell

## The Shipyard Brewing Company by Barmills Models. Developing the Town of McMichael...

### Populating a new town:

The new town of McMichael, which was taken from an actual town name near the Pittsburgh and West Virginia mainline, needed some structures which could generate revenue for the Penn Creek Valley. This line to McMichael was conceived of as a branch line, so there had to be a financial reason for a railroad to go there. Since this branch initially was merely an extension of the coal mine siding, at first the tracks at McMichael were going to be used simply to marshal cars to and from the coal mine. Eventually it became clear it would be nice to see other types of cars on the branch to make the operations more interesting. At one of our recent Mid Maryland S gauge Association get togethers, a

group of us put our heads together and decided maybe a brewery and/or a wholesale grocery warehouse would be appropriate and justify sending box cars up the branch. Since there is not room to turn a locomotive in McMichael, push pull operation was likely in order, but it might also be nice to have a small engine servicing facility there. With these thoughts in mind, I started working on getting the real estate of McMichael developed.

### NASG as a resource:

If you have not looked at the NASG web site, it is a treasure trove of information. Under one of the tabs, and I think it is "About S Gauge," there is a link to S gauge suppliers and manufacturers' web sites. While browsing through this list of manufacturers looking for a structure to add to the new town of McMichael on the PCV, I happened upon Bar Mills web site. As it turns out I actually had been at the Bar Mills retail outlet in 2004 while on vacation and stopped in to shop on rt 95 in the town of Bar Mills in Maine. They have grown considerably since then. And since they have built an Sn2 narrow gauge display model railroad, they have taken a considerable interest in providing us with S gauge structures.

One of their structures, The Shipyard Brewing Com-



pany, is a back ground/flat structure named after an actual brewing company in the area. Since this building would sit against the wall located behind the rather large BTS engine house planned for McMichael, I felt we needed a rather large back ground structure to avoid making the engine house look like an O gauge structure. Shipyard Brewing appeared to be perfect. The model represents a wooden prototype structure, which matches the planned wooden BTS engine house nicely, and is three stories plus an attic tall. I ordered it right away but had to wait a month or so as they were in production to produce a new run. Since I was not quite finished with the BTS engine house, this was fine.

#### Bar Mills Structure Kits

All the Bar Mills kits mostly follow the same construction pattern. There are basswood walls with laser cut window openings and laser cut plywood self stick windows and doors. The walls must be braced on the back side with 1/4" bass wood strips, which they provide. The walls are joined at the corners with vertical 1/16" strips which function as corner trim once the walls are glued together. There are excellent modelling tips included in the instructions. Also included is a small booklet with modelling tips which are quite effective and useful.

The thing that really makes the Bar Mills kits stand out is the very artistic design of building add-ons such as the elevator roof dormer, the outside stairway, and the clearstory skylight on the roof. Also included are many fine white metal castings, which go a long way towards dressing up the final structure and adding interest to what is basically just a box with windows, as most structures are.

I ordered this kit knowing that it was about an inch deeper than the space I had and not knowing for sure if I would be able to easily narrow it to fit the space. After studying the parts and construction design, I concluded I would narrow the building about 3/4" and make the slope of the roof steeper in order to keep the roof the same size for the various roof top details. This required that I make a new upper section of the side walls to match the new angle of the roof. I used scribed plastic sheet to represent vertical tongue and groove siding for the side of the attic area. This also required later changing the lower angle of the various roof top structures, but that was a rather easy task.

#### Tools:

The kits requires a minimum of tools. I used an #11 extractor, a rule/straightedge for cutting against, a fine model builders razor saw, a number of small clamps for holding things while the glue set, a pair of tweezers, a finger nail emery board, and assorted paint brushes. For the basic construction I used white and yellow glue. Yellow glue, while stronger than white, is not quite as tacky and requires better clamping while it dries. So if I could clamp and had time, I used yellow. If I was in a hurry or could not manage clamps, I chose

white. There is a third glue which I like very much for details, and this is Aileen's Tacky. This is great stuff. It will bond dissimilar materials such as metal to wood or plastic to wood. It has great filling capabilities. It has enormous tack, as the name would suggest, and it dries clear. It remains flexible after it dries so handling will not do as much damage as would happen with something less flexible such as Elmers. And finally, it does not contain as much water as the others, so it tends to create less warpage.

#### Basic Construction Hints:

It is really important to clamp the main structure parts to keep them straight while the glue sets. Otherwise the moisture in the glue will warp the walls and leave the building looking as if it is about to fall down. I used various types of clamps for this. Clothes pins and books are the two most useful. For some parts I actually slid them under my cutting matt while the glue dried.

It is important to glue the corner post 1/16" strips to the corners of the walls face up with the back flush to the corner posts. This leaves the corner posts slightly elevated from the exterior siding surface, thus representing corner trim. It is a very effective technique.

The one potential weakness of this kit is the quality of the cardstock for the roof and back wall and the lack of a floor. This leaves the structures a little weak for my taste and possibly not square. I resolved this weakness by cutting a floor, back and roof substructure from masonite. The floor extends under the walls and serves as a concrete foundation and walkway across the front of the building. The masonite subroof fits flush with the top edges of the front and sides, and the kit roof pieces were then glued on top of this. The scribed lines on the kit roof are an invaluable aid in applying the diamond pattern shingles and roof top dormer and clerestory. Of course the roof cannot be glued on until the inside detailing is finished. I must confess, I forgot to add the window shades behind the windows before gluing the roof on and was left with a rather stark, perhaps unoccupied looking building.

#### A Few Personal Touches

To add to the illusion that this is a full depth structure I added a brick chimney to each end of the building. I made these out of wood and applied styrene brick sheet veneer to it. There were a few other details I added to the kit: I added flashing made from paper around the roof vent stack. I added supports for the front mounted vent cyclone made from wood strips filed to fit the profile of the cyclone. I added a corner post under the front edge of the building where the loading dock is. It seemed unlikely a building of the type would have a cantilevered upper story with no support. I also changed the name company name from SHIPYARD BREWING COMPANY to **SHIPP BREWING CO** as an homage to Wayne Shipp, an early S gauger from the PVSGA whom I met over 40 years ago. I did this by

shortening the “COMPANY” on the provided sign to “CO” and using the available “P” at the end of an also shortened “SHIPYARD”.

### **Construction Begins:**

I had to first narrow the side walls to fit my space. I decided to keep the roof size the same, which meant raising the roof angle. This meant removing the existing peak at the top of each side and cutting a new one with the proper slope. There was enough waste wood in the laser cut sheets to make the new end peaks. I then sided the upper section with grooved siding plastic sheet I had in stock. As is my custom with wooden structures, I stained the walls with oil paint stains first. After applying the back braces of ¼” stripwood, I then painted the backs with black paint to control possible warpage. The outer walls I sealed with shellac before applying weathering stains. Once all the windows were assembled and applied to the walls, I assembled them to the floor cut from masonite which I supplied. I painted the base concrete color. I used a craft paint called Mudstone which represents concrete nicely.

Next the back was fit between the walls on the back side, glued with yellow glue and allowed to dry well before continuing. Once the walls-to-floor glue was dry, I continued with the addition of the exterior detail additions. The exterior stairway and associated enclosure and chimneys came next, Once the roof was on, I applied the diamond pattern shingles. These are self stick and work like a charm. It does not work out to follow the ruled lines precisely on the roof. The trick with these is to get the downward points of the upper singles to just touch the upward point of the lower shingle. This requires often allowing the shingle strip to sit slightly above or below the scribed line but remain parallel to it. The entire thing went fairly quickly. I painted the shingles with dark grey and then dry brushed them with light grey to bring out the detail. This results in a roof that looks like slate. I think they sell these shingles separately. I highly recommend them for other structures you might want to build.

### **An Interesting Roof Line:**

The roof top details are a big part of the appeal of the

model and add much to its character. I did not want to hide the clerestory behind the sign, so I put the sign above it. This sign takes a little doing. The sign is milled from basswood instead of plywood and as a result it is very delicate. It is mounted on braces which are extremely fragile. I added angle braces from the top of the sign back down to the roof top to strengthen them, and with this addition, the sign is quite strong. I also took 3 of the nice light fixtures included in the kit and mounted them above the sign.

### **Signage:**

The signage is also quite nice. I mounted these on scraps of card stock before gluing them to the building front. I also spaced them out from the wall with 1/16” strips of wood instead of gluing them directly to the siding. The detail castings I painted dark grey and then dry brushed them the same as the roof to bring out the nice detail they have.

### **In Conclusion.**

In the end I was quite happy with this kit. It occupies a proud spot on the siding in McMichael. If it were up to me I would likely trade the beautiful, strong wooden box the kit comes in for a little heavier material for the back and roof. But the box is now storage for my strip plastic stock, so I have put the box to good use. I hesitate to use the word “Cute” in model railroading, since many of us are perhaps overly sensitive to this word when applied to our hobby depicting 300 ton locomotives and 50 tons cars, but Bar Mills structures border on this. They are clever, creative, imaginative, highly detailed, and will garner many extra looks from visitors. They will also leave you feeling quite satisfied with a job well done when complete. A little patience, care and time are all it takes to produce a fine model. I took the time to write Bar Mills to tell them we would have died for structures of this quality 44 years ago when I was first getting back into S gauge, and thanked them for including S in their line. . You can go to their web site, which is [Barmillsmodels.com](http://Barmillsmodels.com), and take a look at the many nice structures they offer in S.

Happy modeling, Sam Powell

***Asleep  
At The  
Switch***

***BY TCHLUCK***

# THE CLUB SANDWICH

By Dave Pool

**T**he **Bristol S Gaugers (BSG)** members met at the home of Paul and Maureen Riley, in Peabody, MA for their February meeting. Paul has just started bench work on a new S scale layout. Club members attended an auction at the Steaming Tender restaurant, in Palmer, MA in March, and held their March meeting at the home of Gene and Marlene Kelley. Club members planned to set up and operate their modular layout at the Greenberg Train Show, in Wilmington, MA. Joe and Donna Santoro were scheduled to host the club members for their May meeting, in Wolfeboro, NH where members can have a two hour boat ride, and enjoy Lake Winnepesaukee. The club family outing will be in June with time and place to be announced.

**T**he **Connecticut S Gaugers (CSG)** set up and operated their modular layout at the Cheshire High School Ram Band Train show on March 6, 2011. A recent club meeting was held at the home of Herb Cotter, in Weston, CT. Herb has a large S gauge layout with operation by DCC. There are several track loops that operate smoothly with electronics that change the polarity of the track automatically as the loco pulling a train traverses the loop. The layout is large, and partially scened, with trains equipped with AF compatible trucks and couplers. Trains on the layout can be controlled from wireless hand held controllers or cell telephones. **CSG** dues have been reduced this year because the cost of newsletter distribution has been reduced by distributing the newsletter via e-mail. Dick Kramer, Sect’y/Editor edits the club newsletter and he has distributed some issues via e-mail to members. Approximately ten club members met in Madison, CT. on May 14, 2011 as coordinated by Bob Comstock to organize the changes required in club officers and to plan club activities in the future. The meeting was held at the Lutheran Church of Madison, CT. and an election of officers is planned for July, 2011. The club made a contribution to the Church as a token thank you for use of their facility. Dick Kramer hosted the club members for their-

May meeting, in Middlebury, CT., on May 21, 2011.

**T**he **Pioneer Valley S Gaugers (PVSG)** The club has been invited to have their Summer picnic/outing at Look Park, probably in July of this year. Several club members and their friends attended a dinner/auction held at the Steaming Tender Restaurant, in Palmer, MA. along with some members of the BSG club. The event was to benefit the renovations of the Flying Yankee train located at Hobo Junction, in New Hampshire.

**T**he **Western N.Y. S scale Association (WNYSSA)** held their March meeting at the home of Paul Wachowicz in North Tonawanda, N.Y. Four members attended the meeting, and they worked on the layout of the host. Don Webster hoisted the club members for their meeting in Derby, NY, on April 19. The club set up their 4 ft. x 8 ft. layout at the GSME Train Show on March 27, 2011 in Batavia, NY. **WNYSSA** club members brought their trains to operate at the show. Don Webster coordinates the club module set ups. Gregg Mummert coordinates the club activities and edits the club newsletter, which is distributed via e-mail. Club members were considering the display of a layout at the October 30, 2011 TTOS Show, at the Leonard Post, Cheektowaga, N.Y.

**T**he *Waybill* is the official newsletter publication of the **South Jersey S Gaugers (SJSG)** and the club meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. Joy of . Work sessions are on Tuesday, Wednesday, and Thursdays. The club set up and operated their layout on Feb. 26/27, 2011 at the World’s Greatest Hobby Show, in Edison, N.J. at the Expo Center. The attendance at the show was reported to be 36, 028 paid attendance, and this was the third time the Club has displayed a layout at the two day affair.

**T**he **North Penn S Gaugers (NPSG)** met at the home of Barry Simpson on

January 7, 2011 and discussed their plans for the train layout display and future activities. A club meeting was held on Feb. 28, at the home of Norm Lepping. The club rents space in the basement of the Schwenckfeld Manor, and has access to a meeting room on the main floor

**T**he **Pittsburgh S Gaugers (PSG)** held a Coffee and Trains get-together at the Kings Restaurant, in Harmerville, PA. on May. 9, 2011. The May 22, 2011 meeting of the club was held at the shop of Dick Fornwalt, in Tarentum, PA. The club modular layout was set up at an annual Jamboree at the Robert Morris University Sewall Center, as sponsored by the local Keystone Div. of the NMRA. The show was on April 9, 2011. The Club’s hi-rail layout was set up and displayed at a fire hall as part of the Legonier Valley RR Association’s show and layout tour, on April 30. Club member Roger Schneider coordinated the display, with help from club members Bob Kestner, Dick and Jeanne Fornwalt, Bob Smith, Rich Caugherty, and John Brooks. A new member of the club was signed up from the event.

**T**he **Baltimore Area AF Club (BAAFC)** Club members set up a layout at the Great Scale Model Train Show held on April 9/10, 2011 in Timonium, MD. The **BAAFC** was scheduled to set up and operate their modular layout at the Great Scale Model Train Show, in Timonium, MD. on June 25/26, 2011. The club has set up their layout at this site for a train show on April 9/10. The annual club picnic was tentatively scheduled for July 24, 2011 with details to be announced.

Onetime member of the **BAAFC**, and Eastern VP of the NASG, Monte Heppe, has moved to North Carolina, and joined the **Intracoastal Model RR Club**. This is a multi-gauge club located primarily in Brunswick County, NC (a coastal area between Wilmington and the South Carolina border). The club has a number of portable and modular layouts in gauges ranging from G to Z. Monte constructed an S gauge layout and named it the Calabash Terminal RR as featured in the November issue of this magazine. The club has set up various layouts at the few local train shows, and various community events in his new area. The club set up layouts at the Southport North Carolina Spring Festival on April 22/23, 2011.

**The West Michigan S Gaugers (WMSG)** is a new club being organized by Charlie Hancock, in the West Michigan area. Jerry Proctor hosted the preliminary meeting of the club which eventually includes ten interested members. At the initial meeting of the club, Terry Matvichek's daughter offered to design and make nameplate buttons which those attending the meetings would be given to help everybody meet each other. Craig Rockwell presented a clinic on the AF 322 steam loco repair and maintenance, with four examples in various stages of reconstruction. Charlie Hancock provided those in attendance info obtained from Greg Klein of the BAAFC on module building, and the members discussed their possible construction of a modular or portable layout. Don Keil coordinated a field trip to visit the layout of Carl Tuveson, in Southbend, MI. on Saturday April 9, 2011. The second meeting of the new club members was held on April 14, 2011 at the home of Jerry Proctor. If you are in the area of this new club and are interested in their activities, contact Charlie Hancock at: charles\_hancock@comcast.net

**The Chicagoland Assoc. of S Gaugers, Inc. (CASG)** set up and displaying their layout at both the High Wheeler Train Show (sponsored by the Fox Valley Div., NMRA), at Harper College on March 5/6, 2011, in Palatine, IL and the All-American RR Show (sponsored by the DuPage Div., NMRA), on March 28, 2011 at the field house of Lyons Township High School in LaGrange, IL. The club along with the SLSG ( see below) club are planning to attend the Train Festival 2011, in July, and display a layout at the event to be held on July 21-24, 2011 in the Quad-cities area.

The August club meeting is scheduled to be at the home of Will Holt, in Hoffman Estates, IL. A portion of the club modular layout will be set up, and operation can be done using Standard AC, standard DC, TMCC/Legacy command control, and DCC operation.

**The Miami Valley S Gaugers (MVSG)** set up and operated their layout at the Spring S-Spree at the Franklin County Fairgrounds, Hilliard, OH. on April 29/30, 2011. Larry Beam agreed to serve as chairperson for the upcoming Spring S Spree to be held in May, 2012. A contract

was signed and a deposit sent to the IBEW Conference Center, for the 2012 Spree, to be sponsored by the club. Mike Mitter is coordinating the distribution and ordering of the Spree cars. Club members were saddened by the passing of Dave Decker, a long time model train enthusiast, scenery clinic specialist and friend of the club. The club planned to set up a layout at the Train Fest., to be held at Carrilon Park, Dayton, OH. on June 25/26,2011.

**The Stateline S Gaugers (SLSG).** The NMRA members are already interested in railroads, all we need to do is convince them about the best scale/size to model with. Vera Flood has produced a new 2-sided card to be handed out at train show displays ( 300 were printed). A good way to publicize the club. Dick and Bernie Bird were scheduled to host the club meeting on May 15, 201. August 21, 2011 is the scheduled date for the club picnic to be held at the Olsen Forest Preserve, Roscoe, IL. The SLSG recently welcomed new member Cliff Stetter, from Poplar Grove, IL.

**The Central Ohio S Gaugers (COSG)** set up and operated their layout at the Buckeye Train Show, held at the Ohio Expo Center Lausche building on April 16, 2011. The club members met at the home of Pat Nightengale in Marengo, OH. on May 22, 2011. The club hosted the 2011 Spring S Spree on April 29/30, 2011 at the Franklin County Fairgrounds, Hilliard, OH. The event included two buildings with over 13,200 sq. ft. of dealer trading space, and a 4800 sq. ft. layout room with multi- operating displays(free to public). The Spree S car is a limited run Timken TOFC flat car with wooden deck. Art Lofton was the Spree chairman.

**The Southeastern Michigan S Gaugers (SMSG)** held their May 15, 2011 meeting at the home of Gaylord Gill in Highland , MI, and their June 26 meeting is scheduled to be at the home of David Campbell, in Oxford, MI. The SMSG club has 41 paid up members as reported at the March 2010 club meeting by Earl Carlsen, club treasurer. The club brought and operated their display layout at the Spring S Spree, on April 29/30, 2011, in Columbus, OH. The Summer picnic is scheduled to be at the Port Sanilac Museum and Historic Village, and details will be announced soon. Club member Tom

Nimelli was in the hospital in intensive care with heart and liver problems, but he returned home recently and is on the mend.

**The Northern Ohio S Scalers (NOSS)** held their April 29, 2011 meeting at the Spring S Spree in Hilliard, OH. Jack Sudimak coordinates the club activity. Ed Kirstatter has taken over the club newsletter duties. The most recent issue of the newsletter has a masthead designed by Ed, who recently celebrated a significant birthday. Some of the club members attend the meetings of the NMRA Division IV, which welcomes guests. A recent meeting of the group was held at the Church of the Redeemer, in Westlake, OH. The club displayed and operated a layout at the NMRA Div. 5 Railfest 2011 Train Show, held at the Community College, Kirtland, OH. on March 19/20, 2011.

**The AF S Gaugers of the St. Louis Area (AFSGSLA)** held their April 15, 2011 meeting at the home of Bob and Dee Muehling in St Peters, MO. Mark Heiger hosted the club members for the annual picnic, in Troy, MO. on May 14. The club recently established an e-mail address, at: afsgsla@sbcglobal.net The club has been planning for the Fall S Fest, to be held on Oct. 28 through Oct. 30, 2011, at the Airport Marriott. This is the same location as the Fest sponsored by the club in 2007. The club is building a new sectional layout and the frames are assembled at the Lionel club's garage, with roadbed, track work, scenery, buildings, etc. to be installed. The frames were purchased by Mark Heiger and Bob Muehling and additional frames may be required once a track plan is decided upon.

**The Kansas City S Gaugers (KCSG)** set up and operated their layout at the Riverstone Retirement Village near Zona Rosa. Paul Stevens gave a short talk on the history of AF to the residents of the Village. The club members recently welcomed Charles Metzker from Overland Park, KS. as a new member.

**The Badgerland S Gaugers (BSG)** are in their 36th year of operation, and met recently at the home of Chuck and Pat Porter in Oconomowoc, WI. Club member Rick Wade told the club members about a train show in Kenosha, WI. and it was decided to bring at least one of the club layouts to the event on June 4/5, 2011. Rick

will coordinate the attendance and layout display with help from Rich Eveleth and others. On April 16, the club members attended a meeting hosted by Larry Blank, in Muskego, WI.

**Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN).** The May 14, 2011 meeting of the club was held at the home of Bob Bowen, in St. Maries, ID. The annual picnic for club members and friends was scheduled for July 3, 2011 as hosted by Bud Chadbourne, in St. Maries, ID. Club members discussed the idea of having an S gauge RR car produced, possibly one in commemoration of the club's 45th anniversary in 2012. The description of the possible car that could be produced was discussed, and whether the car would be for the club members primarily or as a money making project with sales to other than members of the club. No final description of a car was made, although a goodly percentage of the members were agreed to produce some sort of a car.

The **IESGAPN** club is implementing the awarding of a door prize at each meeting to one of those members attending the meeting. Members must attend two meetings after they win a door prize before they can be considered for another door prize, to insure that all the members have a reasonable chance to win. The club brought, set up, and operated their layout at the February 20, 2011 train meet at the Spokane City College.

**The Rocky Mountain High Railers (RMHR)** the club members met on April 9 & 16, 2011 at Trusscraft to work on their layout. The club celebrated their 15th year anniversary on June 5, 2010. At the present time the next display of the layout is scheduled for July 7-10, 2011 at the National Train Show in Sacramento, CA. Several members have reserved rooms at the Super 8 Motel, at the Sacramento, CA. airport, and plan to bring the

layout to Sacramento, CA. to display and operate it there. Rich Gillett is working on the lift-up bridge which will provide access to the operating pit of the layout.

In a recent issue of the club newsletter John Eichmann has described some newly-released trailing truck wheel covers for AF steam locos that have trailing wheels with inside bearings (as opposed to the outside frames that are on the AF # 293 steam locos.) The supplier is LBR Restorations USA, that have a website at: [www.lbrenterprisesllc.com/AF-Parts.html](http://www.lbrenterprisesllc.com/AF-Parts.html) These outside frame wheel "covers" convert the AF inside frame trailing trucks used on many 4-4-2 and 4-6-2 steam locos to outside frame design. Of course, this could be accomplished by installing repo or original AF outside frame trailing trucks and replacing the original tender draw bar to connect the loco to the tender. Such an approach would represent more effort than using the newly available side frames as described from LBR Restorations.

**The March 5 & 12, 2011 meetings of the Southern Calif. S Gaugers (SCSG)** were held at the First United Methodist Church of El Monte, CA. and at the hanger of Richard Rowe, in Chino, CA.. The meetings were work sessions for the new layout being constructed. The first meeting was a swap meet hosted by the club and organized by Don Stratton, Fred Ruby, and Walter Olson. The swap meet was open to sellers and free to the public. 24 tables were sold to vendors and 20 club members attended the event. Don Stratton is President of the club. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via e-mail. They were planning on attending and displaying their layout at the Big Train Show, May 21/22, in Ontario, CA. The club plans to host the **2013 S Fest West show**, and plans are formulating for the event. Jeff Kruger hosted the club for their May meeting. Seventeen members attended the meeting. The club is

scheduled to set up and operate a layout at the Train Show in July (NMRA/NASG Convention), and member Richard Rowe offered to transport the modules of those attending with modules. Member Gene Capron was scheduled to host the members for the June 11 meeting in Pomona, CA.

**The Bay Area S Scalers (BASS)** held a meeting at the home of Jim and Bernadette Sweeney, in March, in San Rafael, CA. The host's layout includes a partially completed Port Costa and Martinez area, and the layout includes an area in the garage of the home. Jim plans to enlarge the radius of several track loops to accommodate the cab forward and Daylight 4-8-4 steam locos that he operates on the layout. Graham Henry edits the club newsletter, called the *Bass Waybill*. Graham is planning to move to a smaller quarters, and will have to down-size his model RR activities. Lee Johnson coordinates the club meetings and events. Lee wrote articles describing recently available S products from various S suppliers that appeared in recent newsletter issues. The club is the official host group for the joint NASG/NMRA convention to be held on July 3-9, 2011, in Sacramento, CA. (Sacto, as abbreviated). Ed Loizeaux is chairman for the host group, and he has sought committee members to help organize and carry on the event. Reservations for those planning on attending are to be made via the Internet, according to news releases in a recent issue of this magazine.

**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](mailto:ndpool@juno.com).**



# EXTRA BOARD

**2011 CONVENTION UPDATE**  
RE: NATIONAL TRAIN SHOW -  
- SACRAMENTO, CALIFORNIA  
Here are the "layout area numbers"  
for the S layouts.:

- 895 AC Gilbert factory layout from 1950
- 803 Bay Area S Scalers standard gauge layout
- 873 Lookout Junction S gauge hi-rail layout (very large)
- 816 Red Mountain Railroad Sn3 layout (very nice)
- 872 San Diego S Gaugers hi-rail layout
- 881 Southern California S Gaugers
- 441 & 442 NASG booths
- Provided by Ed Loizeaux

## DEPT. OF CORRECTIONS

From the December 2010 issue on the Fall S Fest Report I erroneously reported that the Buckage AF display layout was based on one from a Philadelphia department store, but I believe in was one in the Rochester, NY area.

Hmm, seems I got mixed up copying a photo and info about the Houston S Gaugers (page 25 April Dispatch) from a website. Actually the photo was from a 2006 event, and the photo was taken by Don Hand. I know I should get permission for photos on a website, which is where it comes from, but I'm not really sure of this. Sometimes it's confusing because photos often appear on the net as passed from the web to the Yahoo site - often it's unclear of the origination of the info or photo. But I do try to ask permission if I can figure it out. Of course, it's easiest if club members or individuals email me direct (or one of the columnists) to have something included. That'd keep me from scrambling for info and trying to figure out where it came from. I know some of you have requested for me to get permission to print or edit your comments, but then again I have to ask the question whether info posted to the net is sort of like news to a reporter??

Either way, just let me know your options. Apologies to Don Hand and Peter Vanvliet for the mixup. Maybe our Yahoo moderators can help with this situation - any thoughts - Pieter Roos or Bill Lane??

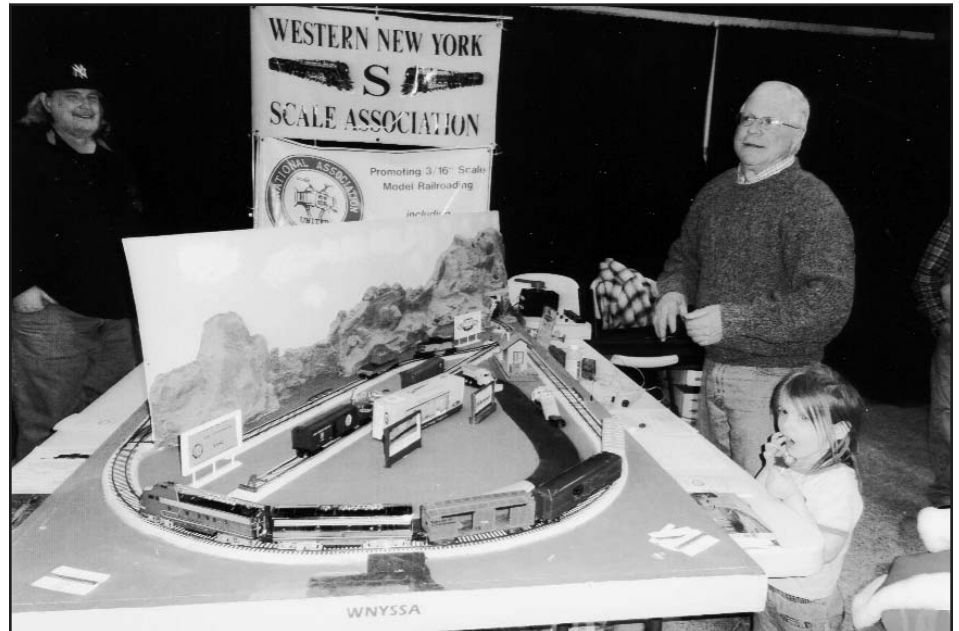
## S IN NON-S PUBLICATIONS

- July 2011 CTT: Neat article by Daniel A. Yett about internal A.C.

Gilbert memos and information from the late 1940s.

## GET WELL

Let's think about one of our prominent S gauge members who is having health issues, Chuck Porter, founder of the Badgerland S Gaugers and early *S Gauge Herald* columnist. Thoughts and prayers.



**Western New York S Scale Association layout at a March train show in Batavia, NY put on by the Genesee Scale Model Engineers.**

*Photo by Daniel Malkiewicz.*



**Here's one of the diecast M-2 1958 Chevrolet tractors with an S Helper trailer. Check your hobby dealer, discount store or internet dealer for these.**

*Photo by Jeff Madden.*



The containers described in the New Products Report are shown here in real life service on the Pennsy. They carried a variety of items as told on page 6.

**July 3-9, 2011:** X2011 NASG (NMRA) Convention, Sacramento, California. This will be a joint convention with the NMRA. [www.x2011west.org](http://www.x2011west.org).

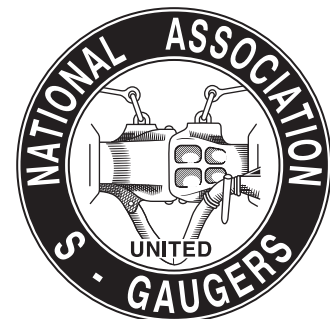
**Sept/Oct. 2011:** 30th Annual Fall S Get-Together sponsored by the Central Jersey S Gaugers. TBA - usually around end of Sept. or early Oct. in South Amboy, NJ. Check [www.showcaseline.com](http://www.showcaseline.com) for details.

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

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

**Aug. 7-12, 2012:** NASG Annual Convention, Chattanooga, TN. Details TBA.

Bids open for NASG Annual Conventions 2013 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: [leemax@jps.net](mailto:leemax@jps.net). Lee will pass on the convention info to the new chairman as soon as one is selected. Ed.



**RailMail continued from page 4**

the models are 2.51 times the size of HO. A layout's size is 2 dimensional, so a layout in S is 1.85 times the size of the same layout in HO. The joy of S scale is that you get models 2 and 1/2 times the size of HO on a layout slightly less than twice the size of HO. That is the reason I switched to S from HO.

-Paul Tenney

Who is George Riley? (He's the one who authored the RMC supplement) I have known George for

decades. He is a great guy who knows a lot about the trains and the hobby since he has been involved in most aspects of it including modeling, retail, manufacturing and publishing. Like many of us, he is personally involved in different scales and gauges with O scale Civil War getting the most attention lately. Check this website to find out more:  
<http://www.hon3annual.com/staff/>.

- Bill Wade Pieter Roos also suggested checking:  
<http://rrmodelcraftsman.com/extraboard/>



**Dave Blum  
PIKEVILLE MODELS**

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

ALL THE FLYER YOU DESIRE!  
E-mail: [americanflyertrains@gmail.com](mailto:americanflyertrains@gmail.com)



**GOLDINHANDS**  
[www.goldinhands.com](http://www.goldinhands.com)


American Flyer - Lionel  
 - Train Repairs  
 - A/F Chassis Re-bushing  
**TMCC and D.C. CONVERSIONS**  
 Custom Built Maintenance Cradles



Edward Goldin  
 Phone: 847-727-0857  
 Fax: 847-884-9285  
 Member NASG #05R0025C



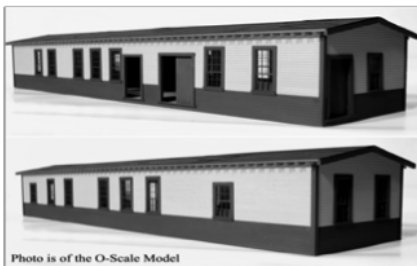
**PORT LINES HOBBIES**



*"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


**VISIT OUR WEBSITE: INVENTORY & PRODUCT LINES !**




**"Bridgton Machine Shop"**  
Laser-cut S-scale kit; \$95

**ANIMATED SIGNS:**  
Large selection available !







**"Up The Creek Paddle Shop"**  
\$75 + shipping  
S-scale canoes now available:  
\$8.95 per pair (\$6.50 unpainted)



**CITRUS SHED TRACKSIDE STRUCTURE**  
\$59.95  
| Only 5 left ! |




**Brownhoist Crane Kit, S-scale;**  
\$44.95



**S-scale Stockade Fence kit—88 scale feet, & 2 gates.**  
\$24.95

**On-line Inventories of our SHS, Am Models, "Flyonel", Used AF, Tools, AF Parts, Electronics, Structure Kits, 1:64 Autos, and other S-scale supplies!**



**BACHRUS S-gauge Roller Display & Test Stands:**  
only \$91 complete !

**American Flyer Repair Service**  
available. Guaranteed work.

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

**VISIT US AT: [www.portlines.com](http://www.portlines.com)    E-mail: [doug@portlines.com](mailto:doug@portlines.com)**

# 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 21208-4425  
410-653-2440  
grumpydadof3@hotmail.com

**Secretary** Michael Greene  
167 Westford St.,  
Dunstable, MA 01827  
978-649-7010  
e-mail: mgreene@cedarlane.com

**Treasurer** Jim Kindraka  
N6650 Riverview Rd.  
Plymouth, WI 53073  
920-893-4851  
e-mail: raisinone@wi.rr.com

**Eastern Vice President** F. Lamont (Monte) Heppe  
695 Lapwing Lane  
Calabash, NC 28467-1964  
910-287-6666 monteheppe@me.com

**Central Vice President** Walt Jopke  
6611 Countryside Dr., Eden Prairie, MN  
55346-2211 jopke@vic.com  
612-934-9183

**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  
e-mail: nasgdispatch@gmail.com

**Promotions Chairman** Greg Klein  
39211 Bolington Rd. Lovettsville, VA 20180  
540-822-5362  
email: moviemadness1@verizon.net

**Promotions Committee** Greg Klein, our 3 Vice Presidents and Alan Evans.

**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 e-mail: doug@portlines.com

**NASG Special Special Project Committee** Dick Karnes  
See Librarian for contact info.

**NASG Clearinghouse** Roy Meissner  
W287-N6459 Box 1  
Merton, WI 53056  
262-5384325  
email: rmeissner@wi.rr.com  
NASG track gauges, coupler height gauges, patches, shirts, hats and pins.

**Contest Chairman** Jim Whipple  
1719 Middle Rd., Glenshaw, PA 15116  
412-487-3364

**Election Chairman** Jamie Bothwell  
1422 W. North St.  
Bethlehem, PA 18018  
610-868-7180  
vze4cs43@verizon.net

**Convention Committee Chairman** Lee Johnson (temporarily)  
2472 Lariat Ln., Walnut Creek, CA 94596  
925-943-1590  
e-mail: leemax@jps.net

**Membership** Claud Demers  
29 Redwood Terrace  
Flemington, NJ 08822  
908-782-8518  
cdemers@earthlink.net

**Nasg Librarian, (S-Mod Info)** Dick Karnes  
4323 86th Ave. SE  
Mercer Island, WA 98040-4124  
rnk2202@yahoo.com

NASG Web Site: <http://www.nasg.org>  
NASG Web Site Director: Jim Bresnahan  
e-mail: jpbresnahan@cablemo.net