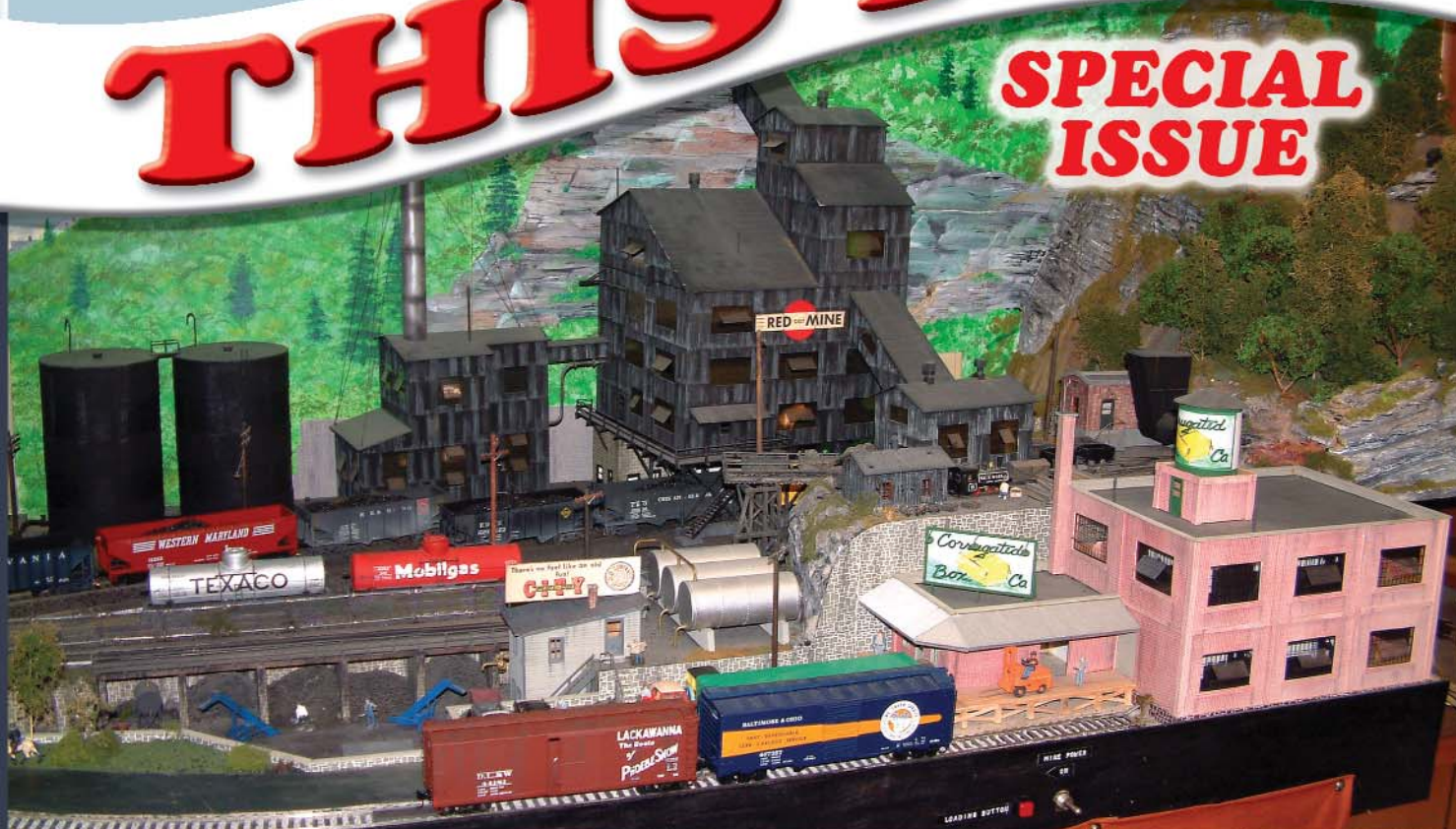




# DISPATCH

## THIS IS S

### SPECIAL ISSUE



### Five S Layouts in Full Color



[www.NASG.org](http://www.NASG.org)

50 Years of S: Scale • Narrow Gauge • American Flyer • Hi-rail

## INTRODUCTION TO THIS IS S

*This special issue of the Dispatch is for our members to enjoy 5 different layouts - all in color. It is also meant to encourage any non-members who read this issue as to the possibilities of modeling in S scale (or S gauge as some say) in current times. Never has there been more available in S than today. In S you can get RTR locomotives and rolling stock in scale, hi-rail, and narrow gauge. The principal manufacturers of rolling stock are American Models, S*

*Scale America (Des Plaines Hobbies), Lionel LLC, PBL, River Raisin (brass) and now MTH (who has purchased the S Helper Service line. The National Association of S Gaugers (NASG) proudly presents this issue, and hopefully, this will come out annually. For more details on S and the NASG check out our quality website at: [www.nasg.org](http://www.nasg.org). This will give members and non-members alike a great overview of what's available in S today. Jeff Madden, Editor*

### A LEGENDARY MODELER IN S AND HIS LAYOUT *Frank Titman and the Spiral Hill*

by Bill Fraley

I first met Frank Titman in 1965 when our Central Pennsylvania S Gaugers invited the then Delaware Valley S Gaugers to a picnic at a CPSG members home in Pine grove, Pa.

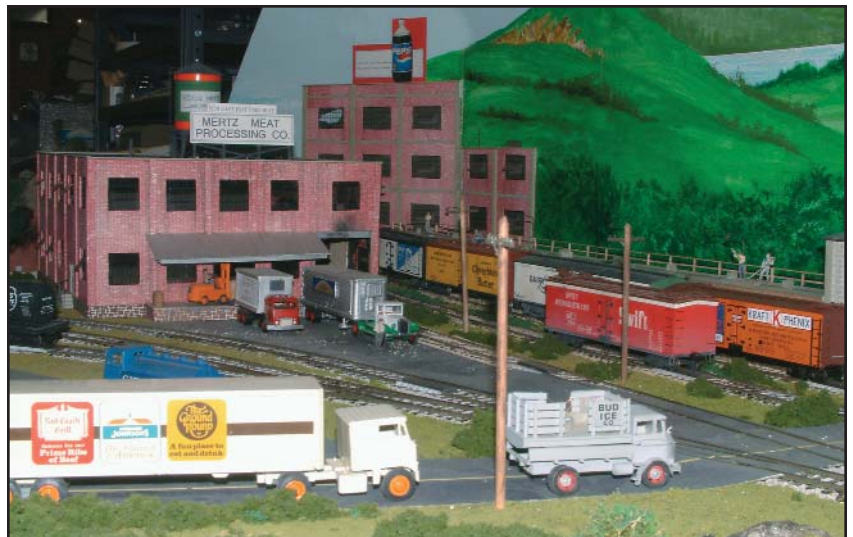
Frank and I took to each other then and became very fast friends over all these years. Frank, as editor of the *S Gauge Herald*, always encouraged me to write for him, to model railroad in S Scale and to operate my Jefferson Central as I wanted to. After all "It's Your Model Railroad!" he would always say when questioned about some prototypical error I found on my pike.

So you would have to say that Frank is not a rivet counter, but you will never find any finer model of any kind, than those that Frank has built. When you look at his pike, you'll find that Frank has built 90% of everything on it and that includes his locomotives and rolling stock. Frank estimated that he has built several hundred

S scale locomotives over the years and they were all steamers.

A quote from Wally Collins on this subject; Bill, What you say about his modeling is understated if anything. I have several Titman-built engines that are my pride and joy. One, a Consolidation he built from SSL&S parts in Claud Wade's days. Another is a Shay which I guess was an On3 conversion but largely scratch. He built my first 2-4-0 Rex kit bash (I built the second). I have another Consolidation that was an AF kit-bash. I can't track how many of my freight cars came from him, most still with Delaware and Western lettering. However, I think his biggest contribution has been the structures from Delaware Valley Kits and later Lehigh Valley Kits. These were made available when there was no other source for S kits - before Bill Banta and Bill Wade introduced their wood laser kits. Frank cut the wood in his kits by hand, but they were still close to perfection.

I had help from Wally Collins, Bert Mahr and Frank Titman in gathering the material to write this article. Please notice that the Spiral Hill schematic is hand drawn by Frank himself. I do hope that you appreciate Frank's modeling work when reading this article, believe me it's one of a kind and you'll never ever meet a nicer guy in S Gauge, than Frank Titman.



Frank Titman (left) is a true pioneer in S scale model railroading, having started with an earlier hi-rail Delaware & Western S layout back in the 1950s. Scene at left is of latest addition to the Spiral Hill showing a Mack Truck plant (Frank's former employer). Above is another scene on the addition.

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

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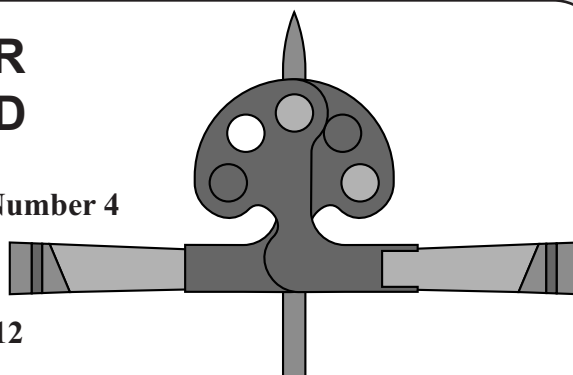
**MAILING:** The Dispatch is printed and mailed in the issue month. Issues received by 15th of next month depending on region.

**COVER:** Three of the layouts featured in this issue are shown on the cover. Large photo is Frank Titman's Spiral Hill, bottom left is that of Bob Stelmach and bottom right is a scene on the Southeastern Michigan S Gaugers' prize winning modular layout.

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**Volume XXXVI Number 4**

**August 2012**



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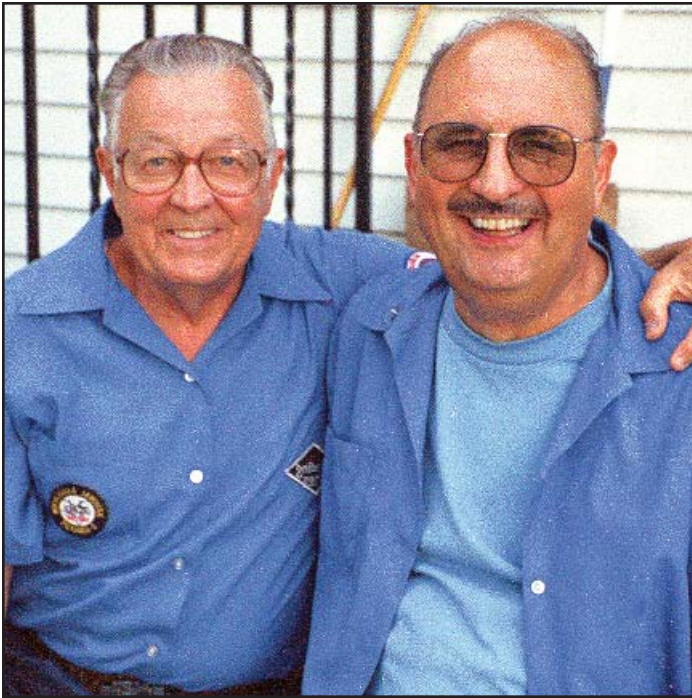
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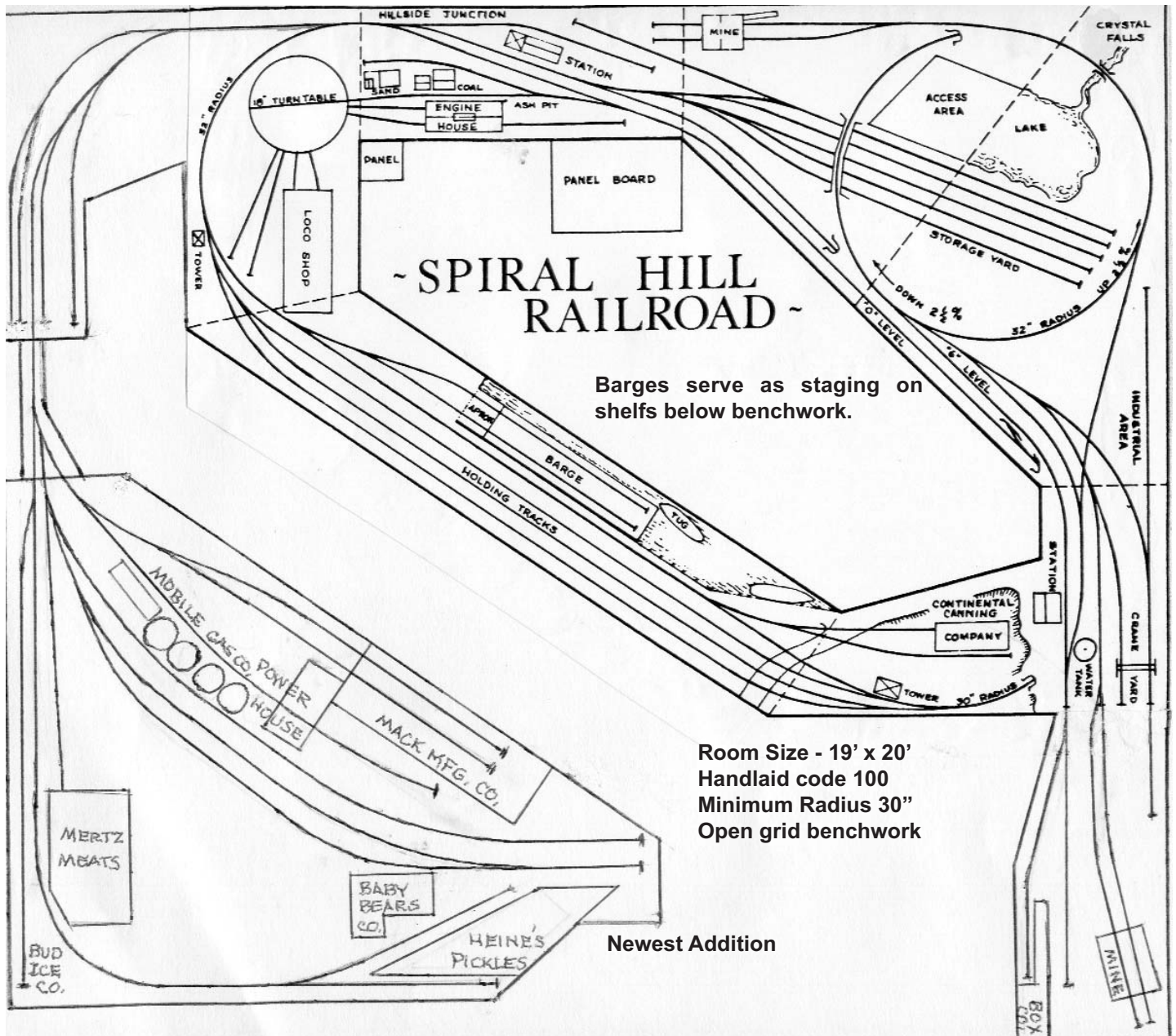
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Frank Titman (left) and author Bill Fraley. A true pioneer in S, Frank edited the *S Gauge Herald* for about 17 years, manufactured the Lehigh Valley Models structure kits, and built his latest scale Spiral Hill layout over the years. Basically, the *Dispatch* continued as the voice of the NASG after the *S Gauge Herald* ceased publication. Frank scratch-built or kitbashed almost all of the structures seen in the photos on these pages. Above is a house on the new addition, and below is his compact passenger terminal which is in the upper left corner of the layout diagram. The Spiral Hill was featured (minus the addition) in Kalmbach's *Great Model Railroads 2000*.

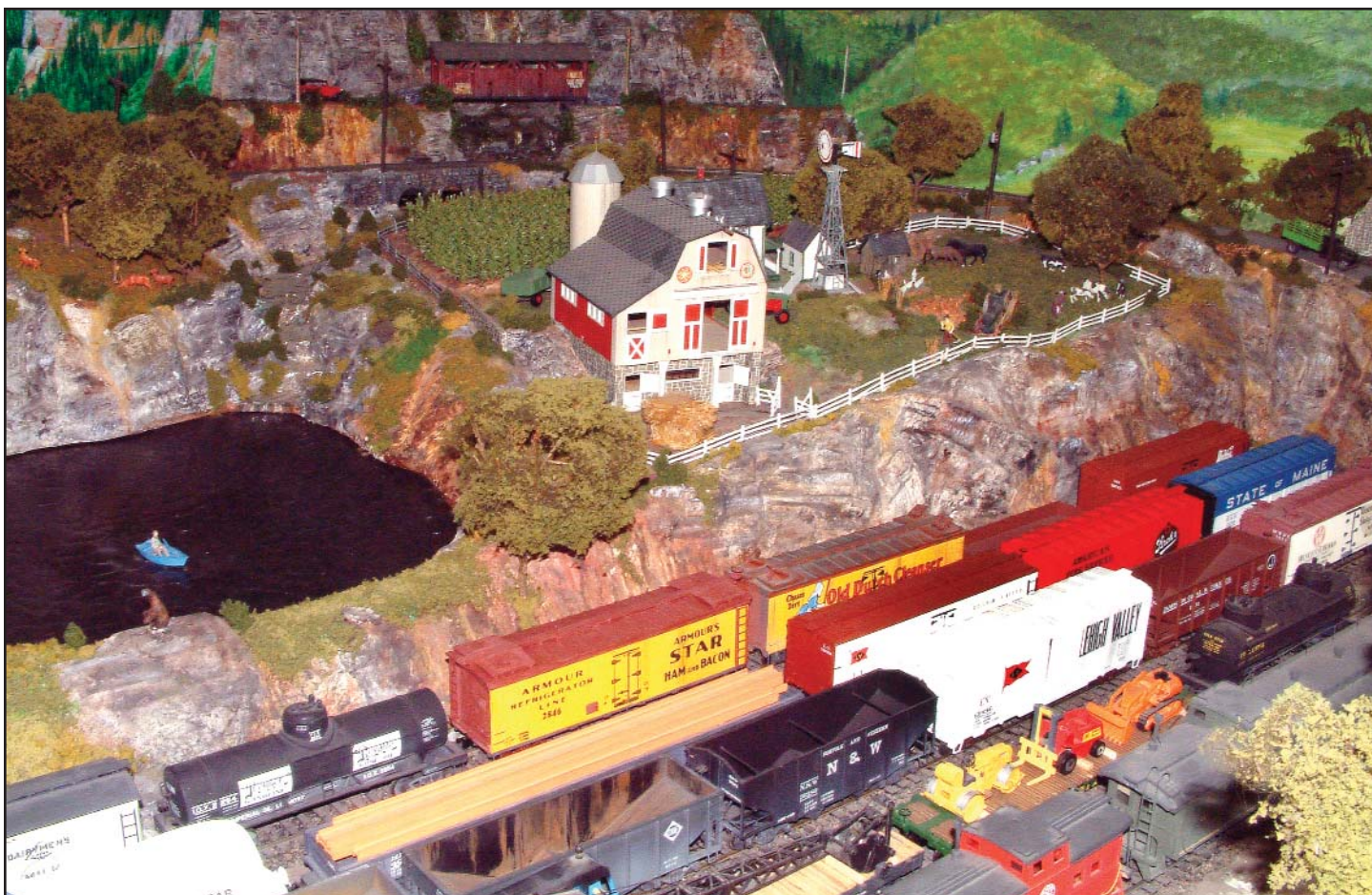


At the right is an overview of the control panel and the small engine terminal. Frank's own Lehigh Valley Model kits populate the Spiral Hill. Note the enginehouse and the combo tower-station. The track plan below is pretty compact with very modest curves, but has plenty of switching built in and the option for a continuous loop run. Operation is basically running coal and other freight to the port for loading onto rail-barges. These are moveable and serve as staging areas. Layout overall is about 19 x 20 feet with a lift to enter the room.





Above is one of Frank's 2-8-0 conversions of a Flyer Atlantic which he actually had kits for back when. The brass 2-8-0 at right is lettered for the Spiral Hill, but much of his equipment is lettered for his favorite prototype, the Reading. Oh yeah, Frank doesn't like diesels. Below is an overall scene of the helix loop area and yard.



# ***AWARD WINNING S GAUGE MODULAR LAYOUT*** ***Of the Southeastern Michigan S Gaugers***

by Gaylord Gill • Photos by Brooks Stover (unless noted)



At the National Train Show this summer in Grand Rapids, Michigan, club members wore yellow shirts from their 2006 NASG Convention to be easily identifiable to visitors who might want to ask questions. Adults and children alike walked the full perimeter of the layout at the NTS, taking in the many details the club included during the recent upgrade. The plaque for first place in the 'Module by Group' category was proudly displayed on the layout. This was awarded by the NMRA at their 2012 National Convention in Grand Rapids, Michigan.

According to Tom Draper, chairman of the National Train Show, the attendance for the 2012 NTS in Grand Rapids was 17,139 which is average for the last few shows. There were 24 modular layouts at the show. The modular layout area at the show was 39,864 sq ft.



The SMSG layout is seen here as it appeared at the 2012 National Train Show. This portable layout occupies a space of 14' x 36' when set up for display. A skirt around the base and a photographic backdrop around the full inside perimeter created a finished appearance. Club members operate trains from inside but also mingle with visitors on the outside, often operating trains with the DCC controllers. The club's logo and a large "S" are proudly displayed on the oversized banner.



Above - The Hess Oil storage facility is the largest industry on the layout and is comprised of several scratchbuilt storage tanks and a series of outbuildings. Similar structures appear on the photo mural backdrop and create a seamless transition between the 3D and 2D scenery. This interesting complex was modeled by Tom Hess who also served as the team leader for the industrial themed portion of the layout.

Left - A portion of the inner loop of track meanders through a deep cut in the country grouping of the layout providing a sharp contrast to the multi-track mainline look of much of the display. The trees, however, are removable for storage.



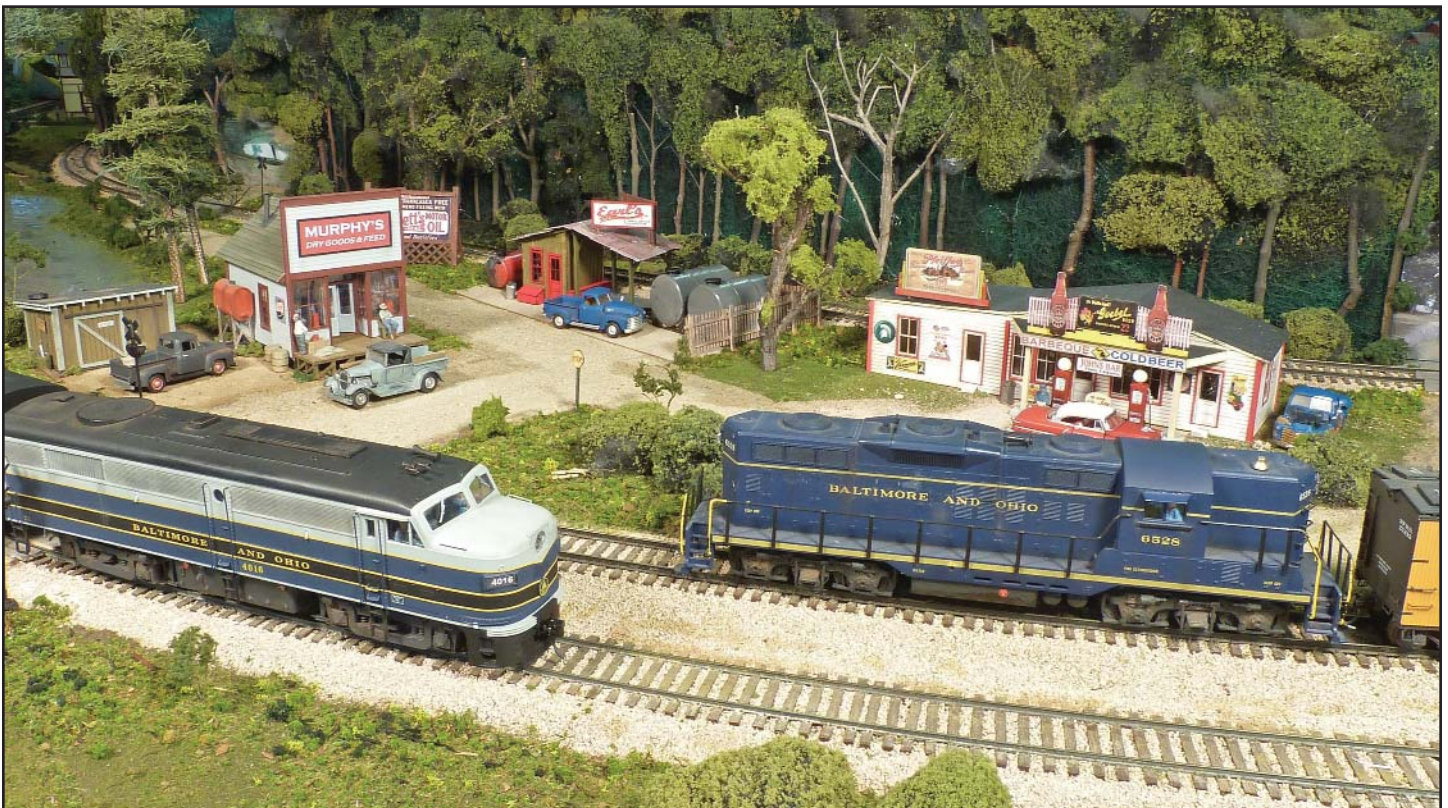
Jones Coal Company, built by John Kane, and a scratchbuilt grain elevator (left) sit on a siding in the farm themed portion. The scenic value of the photographic backdrop is evident in this photo. Notice the neatly ballasted track in the foreground. Bill Bartlam was the team leader for this grouping and he scratchbuilt the elevator as well as the scale house next to it. Bill also contributed much of the scenery in his farm grouping.



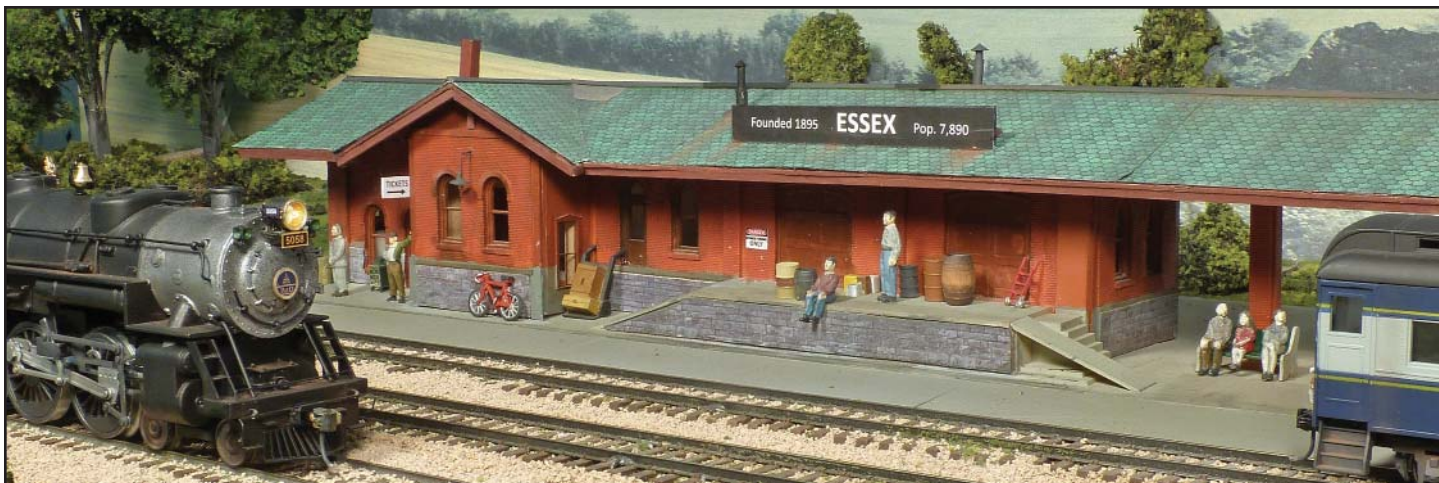
**Above left** - The Vulcan Iron Works was scratchbuilt from HO wall components from DPM. The basic structure was designed and built by Tom Nimelli with detailing added by Brooks Stover. This structure is one of two that contributed to the Design Preservation Models "City Classics Award" being given to the SMSG. It is a great example of how HO components can be used effectively in S. *Photo by Bob Stelmach.*



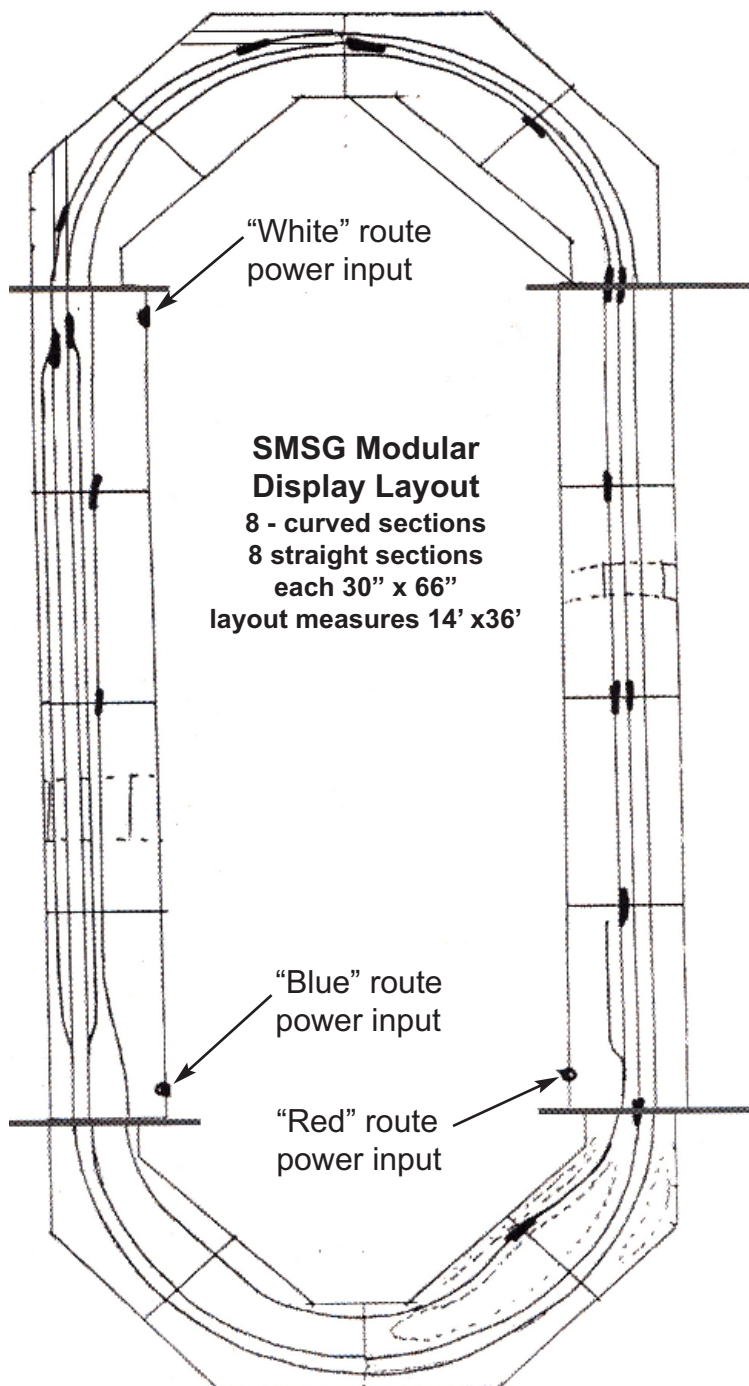
**Above right** - The town grouping is modeled to represent a typical mid-western small town, complete with city park and gazebo built by Randy Bosscher. Randy also built the cluster of four brick commercial structures (right) that are detailed with signs and window curtains. Gaylord Gill modeled the paved streets featuring curbs and sidewalks. Gaylord was the team leader for this grouping and he also served as the overall project manager for the layout upgrade project. *Photo by John Kane.*



One end of the layout is modeled to represent a country setting. Earl Carlsen headed up the team that modeled this portion which includes a few rustic buildings clustered around the intersection of two dirt roads. The structures are nestled against a thickly wooded backdrop and there is also a small lake, complete with cat tails (left side of photo). The structures were built by Brooks Stover (Murphy's Dry Goods), Earl Carlsen (Earl's Oil) and Dave Held (John's Bar), while Bob Stelmach created much of the scenery.



The handsome Essex station (the name is a play on "S") was built from DPM HO modular components. Tom Hess originally purchased the completed structure, Cal Fleming made it closer to S scale and then Brooks Stover detailed it with figures, boxes, barrels and even a bicycle to a level consistent with any home layout. Gaylord Gill created a removable scenic diorama of three full-sized trees that's positioned to the left of the station forming a visual transition to the farm scene off-camera.



One of the biggest challenges the club faces is transporting the layout. Here club members are storing the entire layout, all 16 sections plus the structures and details, into the 6' x 10' trailer especially fitted to carry it. Each structure is stored in a container specifically configured for it and is carefully marked as to its location on the layout. *Photo by Ken Garber.*

# ***RED PINE & OXVILLE RAILROAD***

## ***The S Layout of Bob Stelmach***

**Photos by the author**

Bob's S Scale layout represents a standard gauge branchline, called the Red Pine & Oxville, that feeds lumber and gravel to a New York Central mainline. The era is about 1937 when Michigan logging was still going on.

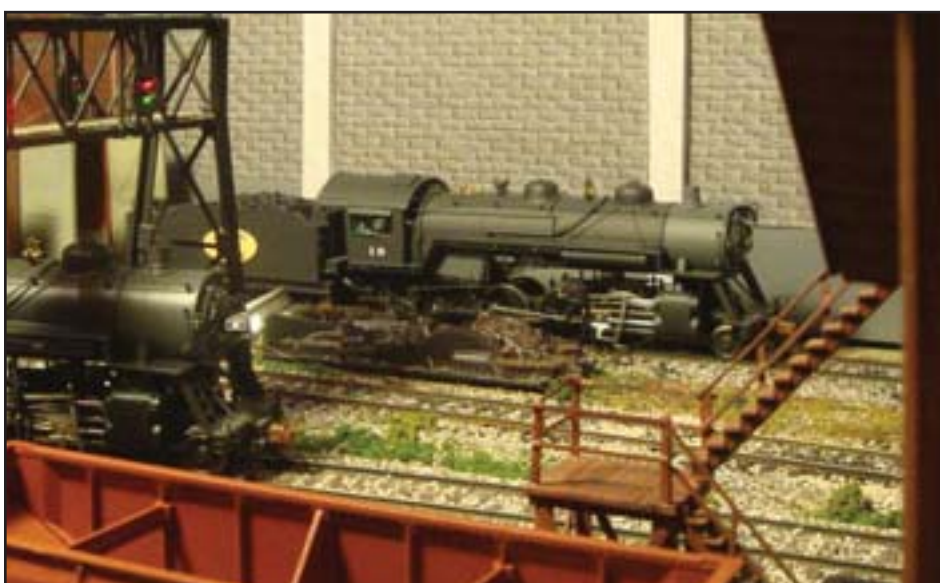
The premise for the freelance RP&O came from family history as Bob's dad actually owned the Red Run Lumber yard. His grandfather was a logger, carpenter and farmer. The NYC, of course, had lines scattered throughout Michigan's lower peninsula and upper New York state.

Not shown on track diagram Bob also has a narrow gauge line the runs above the engine terminal. It is comprised of On30 track and equipment. The locomotives have some modifications, such as the cab, to make them closer to S scale. Technically, the track gauge would make it Sn42. See photo below for a glimpse.



**Above - a view of the NYC interchange with the Red Pine & Oxville. Trackwork is mostly SHS flex and custom turnouts. Below - is a scene of the main engine terminal. Note the On30 (Sn42) line on the top level. Coaling tower is modified Plasticville.**





*Above* - is scene on NYC mainline. *Middle photo* - shows part of the engine terminal. *Bottom photo* - an RP&O branchline train heading for the NYC interchange yard below while a New York Central passenger train headed by an American Models Pacific passes through the yard.



## Statistics - RP&O and NYC

S scale, 3/16" = 1'

Layout size - 18' x 22'

NYC mainline: code 110' of 137 (SHS track)

RP&O branchline: code 100 Tomalco and Miller Engineering flex track..

### Prototype: NYC with freelance short line

- Location: Part of New York State and mid-Michigan.
- Period: Loosely 1937
- Layout height - 44" to 56"

- Scenery and benchwork construction: Styrofoam on steel stringers.

- Backdrop; From Backdrop Warehouse mounted on .06" styrene sheet.

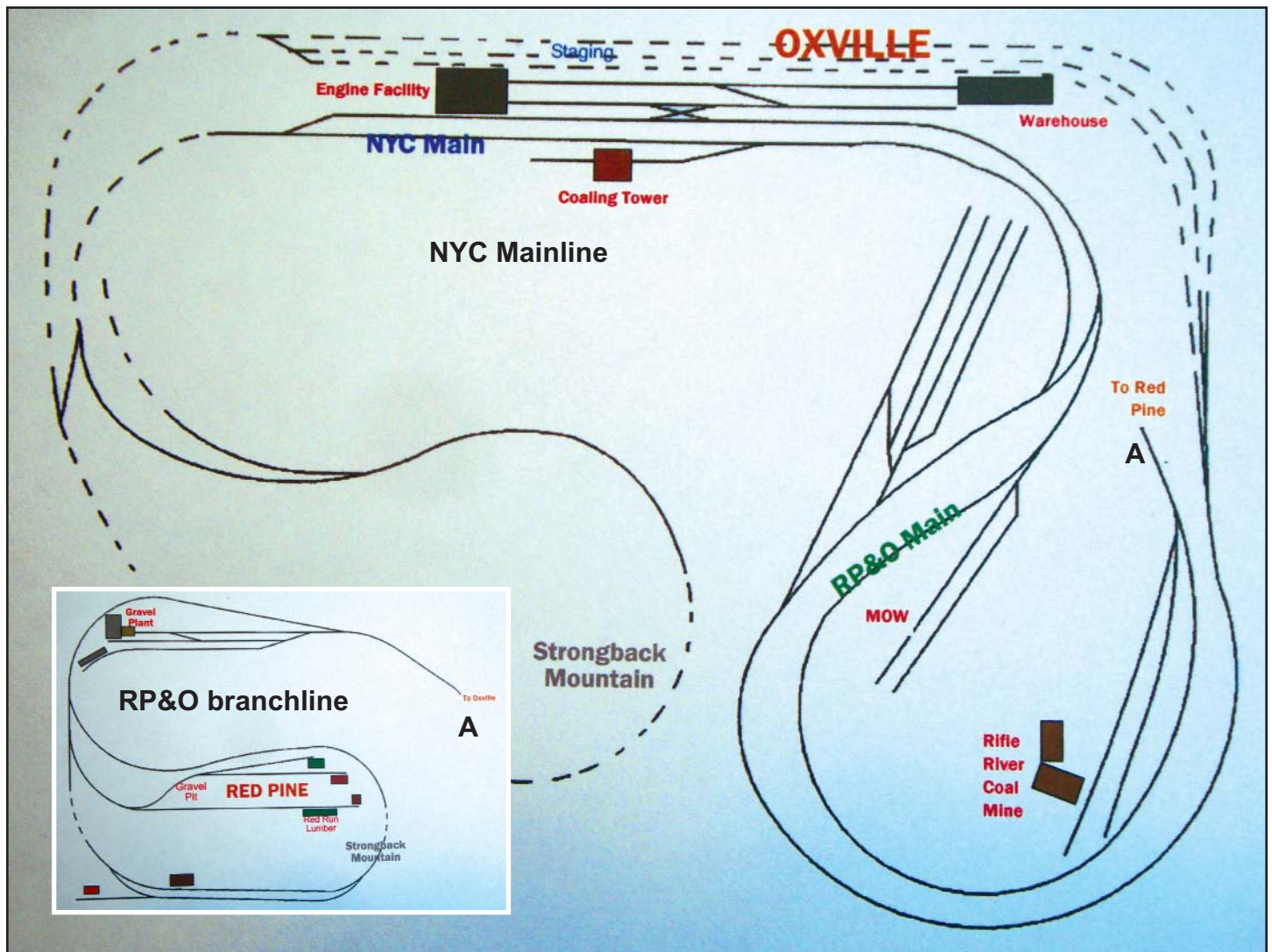
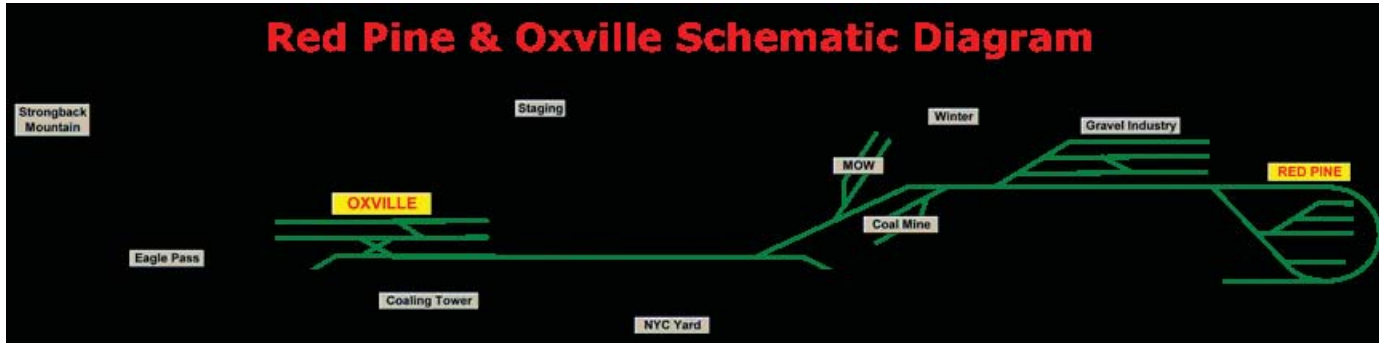
- Roadbed: Styrofoam and firm rubber.

- Turnouts: scratchbuilt using Fastracks jig and some commercial #8s. Powered by Tortoise switch machings.

- Reverse Loops: Turnouts and power are fully automatic using DCC Specialties control.

- Minimum Radius: 40" NYC main; 36" RP&O

Train Control: DCC - MRC Prodigy, wireless.





*Left* - An SHS 2-8-0 rounds a curve on the RP&O. *Middle photos* - shows a quarry scene and Bob's unique benchwork made of remnants of steel umbrella sheds. *Below* - is another SHS 2-8-0 lettered for the New York Central crossing over the interchange yard.



## *The PRESCOTT, DEWEY and EASTERN Sn3*

by Norm Delucchi • photos by Bill Winans

Modeling in narrow gauge has always intrigued me. I have modeled in a number of scales and I started my first Sn3 layout over 25 years ago. However, between family life and work there just wasn't any time for building Tomalco car kits and I moved on to O scale and eventually a little On30. A few years ago while cleaning out a box of train stuff, I came across two old Sn3 kits and the fire was re-lit. Down came the O scale and Sn3 went up on the same bench work, but trying to fit the layout on the existing frame led to a couple of

disadvantages – two reverse loops and a duck under. Out of necessity, the Prescott, Dewey & Eastern grew on new bench-work.

The layout is designed to eliminate some of the problems I faced with my last layout. However, I wanted to have sufficient operational challenges and allow for some continuous running. I now have a roughly 14 x 14 foot DCC Sn3 layout that provides numerous operational opportunities that can use nearly every type of freight car. Track was laid using Fast Track templates for 34" and 36" curves and #6 turnouts with a few three-ways thrown in to allow for longer sidings. Turnout control is either Blue Point or manual throws with the frogs connected to a Hex Frog Juicer, allowing all frogs to be powered. In some of the hard to reach areas, Kadee under track magnets or Paul Vaughn's ex-





cellent lift magnet uncoupling devices are used. The freight clerks use a modified card system along with some large journal sheets to assign cars to the mill, Paul's ranch, and the various industries and activities in Prescott.

So what is the history of the PD&E? The line represents a railroad that logically fits into the history of central Arizona. The ultimate goal was to bring processed gold ore down from the Bradshaw Mountains. After raising sufficient funds (not all of which was legal) to start construction the Italian and Yavapai track gangs left Prescott and got going towards the soon to be built stamp mill.

Management was able to pick up some equipment from the D. & R. G. W. and the Rio Grande Southern. Upon exiting tunnel #1, the track gangs past the ghost town of Dewey. The PD&E management took one look at the ramshackle buildings and sent telegraphs to Gary Cooper and Tom Mix with the suggestion that with some paint and lumber the town would make a perfect western movie town. Of course, they hoped for passenger and equipment deliveries for the making of the latest talkie westerns.

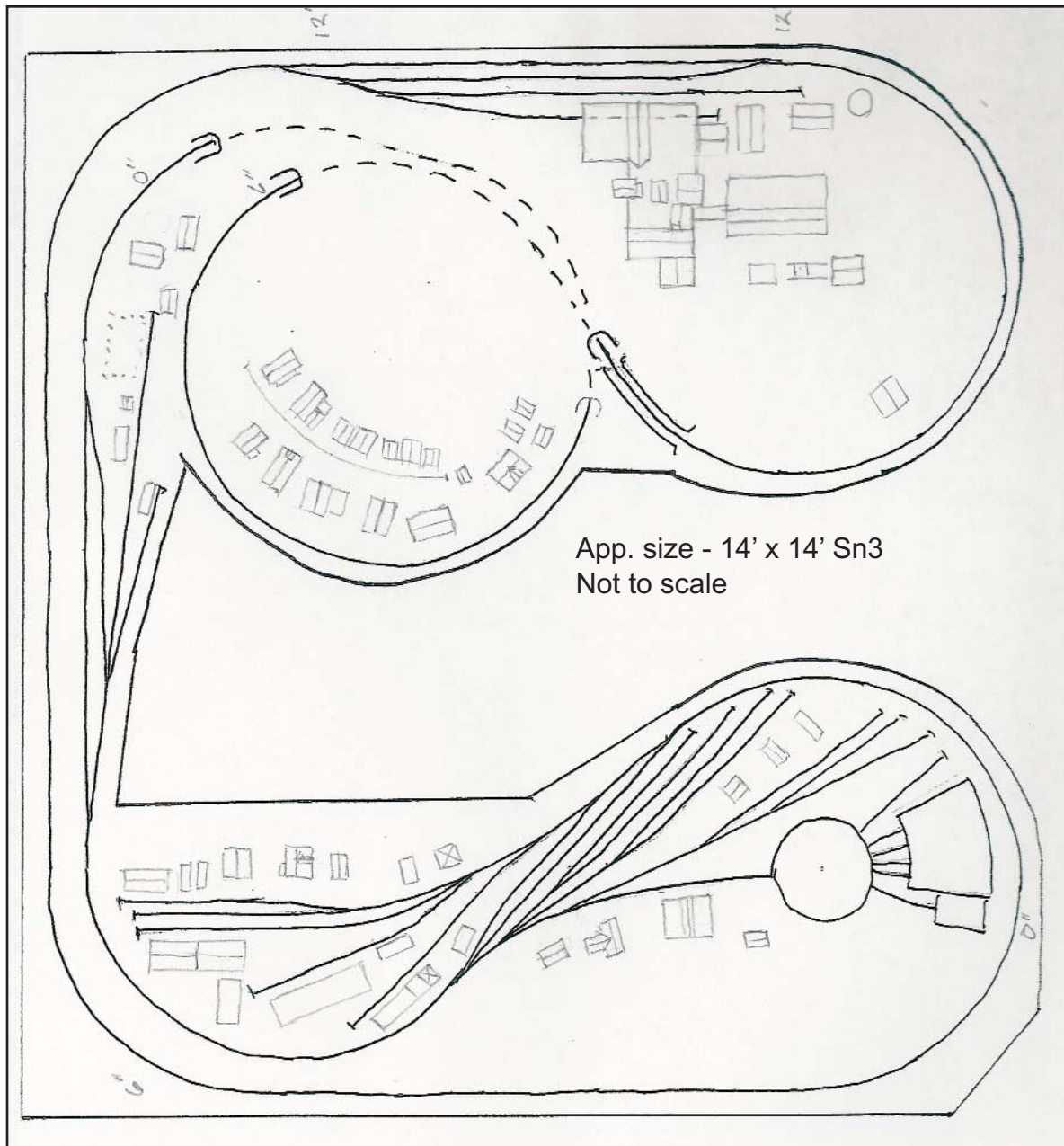
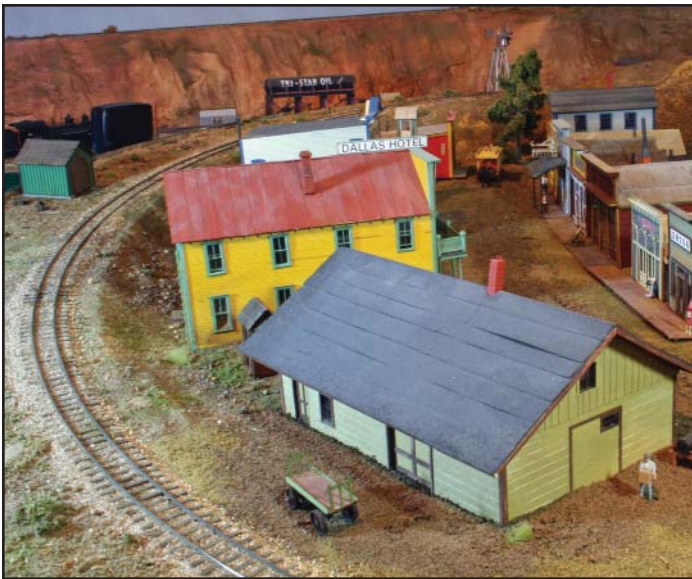
The line continued around Mentmore and through tunnel #2 following Big Bug Creek towards the summit to reach the goal of Money-making stamp mill. Not wanting to have all their revenue sources all in one basket

management started looking for other sources to pad their wallets. Upon leaving Prescott, the rail line rolled past Paul's ranch. The railroad's management team took a trip to visit Paul with the proposition that if the PD&E would grubstake Paul with some cattle and sheep that they would build cattle pen and give him the best rates for hauling stock cars and the occasional boxcar of feed and equipment. Paul accepted the offer whole heartedly. But, not to be out done, daughter Rose started raising milk cows and asked the railroad to build a milk stand for transportation of her milk in their insulated refrigerator cars.

The railroad then got an added bonus – son Paul Jr. trying to dig a hole to China – struck black gold. A little pressure by the railroad and Tri-Star Oil constructed a small tank to store the oil. Now this little farm keeps the railroad quite busy with movement of stock, box, refrigerator, and tank cars.

While the management was looking at new sources of revenue, the town of Prescott also grew and added additional opportunities for the PD&E. Cloverdale Industries added an icehouse and creamery to process the top-rated milk coming from Rose. The railroad built a freight house for LCL handling and a produce platform (Paul's wife was now raising fantastic produce). Earl moved his oil distribution company from Chino Valley and Monarch built a large lumber storage facility.





## PORT HURON & NORTHERN

by David Held

Construction of the Port Huron & Northern Railroad began in January of 2000. The S Scale layout is primarily standard gauge with one northbound mainline running from Detroit to Grindstone City and another, the Bay City branch via the NYC, from Detroit to the Winona Yard in Bay City and on to Saginaw.

A narrow gauge railroad interchanges with the PH&N at Croswell. Though the main track is laid and working, progress has been put aside in favor of completing most of the standard gauge PH&N. The narrow gauge extends north to the logging country, and south to a limestone quarry with a reverse loop at each end. 99% of the standard gauge track has been laid. The golden spike ceremony took place June 8, 2005 with all PH&N dignitaries present.

Scenery was started in 2004 and several scratch and kit built structures have been completed in recent years.

The layout is fully operational, E shaped, with a loop on one end of the "E". Grindstone City is on the upper level and the Bay City reverse loop is on the lower level. A peninsula containing Port Huron, Jeddo and

Croswell forms the center leg of the "E" and is about 30' long. The Detroit Terminal forms the upper leg of the "E" and is about 58' long. The lower leg of the "E" contains Bay City, Winona Yard with three staging/reverse loops and Grindstone City which has one reverse loop. This leg is 35' long.

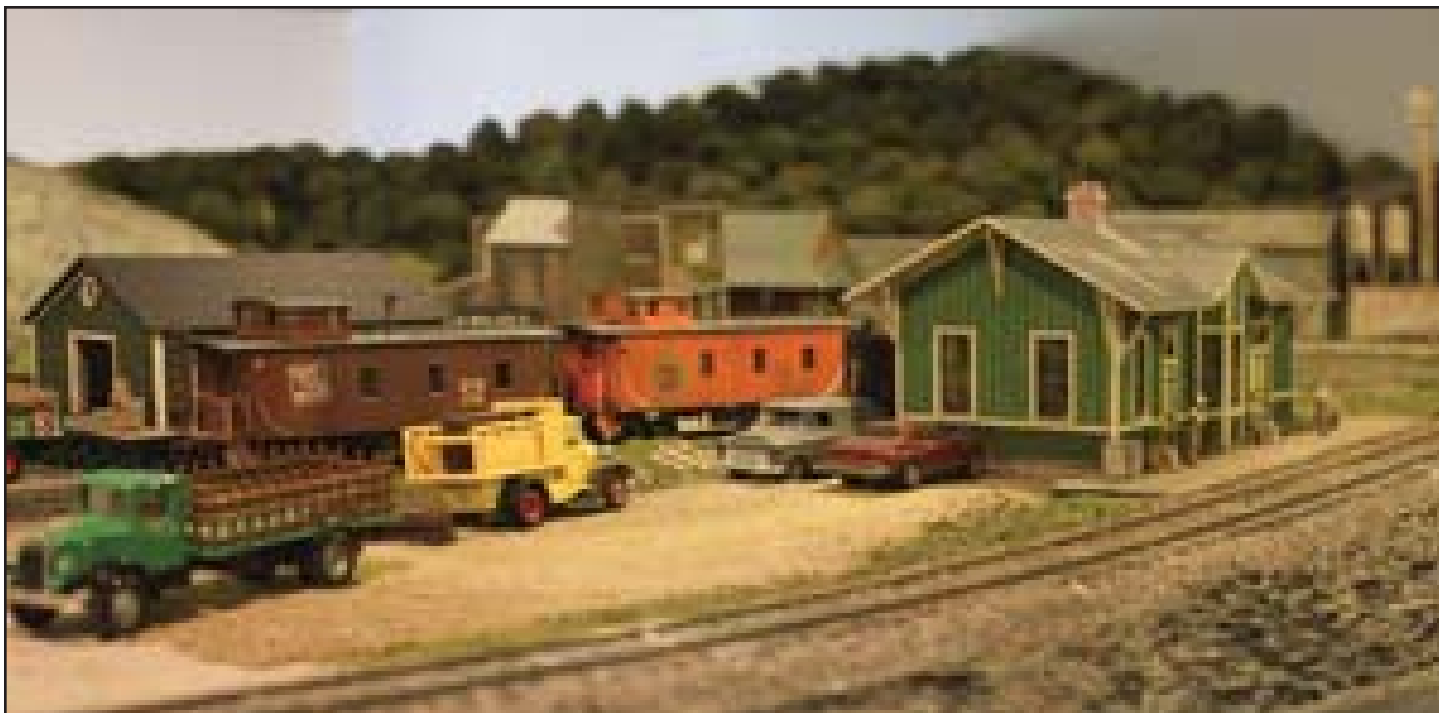
Track power and train control is DCC. The track is divided into four districts powered by two boosters. Each power district has its own circuit breaker. Most of the switch machines are pneumatic. These are supplemented by several hand throws and one Tortoise Switch Motor.

The overall layout width varies from 17' to 22' and has a minimum track radius of 40" with easements. The track plan requires 78 turnouts including two 3-way lap turnouts at Bay City and one double-scissors turnout at F.S.U.D. Turnouts are from Shinohara, Banta and Tomalco. Several turnouts, switch kits from Earl Eshelman, were removed from the first layout and installed on this layout. There are also several custom built turnouts built to fit unique track requirements.

The distance from Detroit to Grindstone City is 2.5 scale miles and from Detroit to Bay City is 1.5 scale miles. A return loop runs from Grindstone City to Jan's Canyon to allow for continuous running between Port Huron and Grindstone City.



PM Berkshire 1225 (River Raisin) passes through Port Huron on a return trip from Grindstone City. The next stop is the MC (NYC) yard in Detroit.



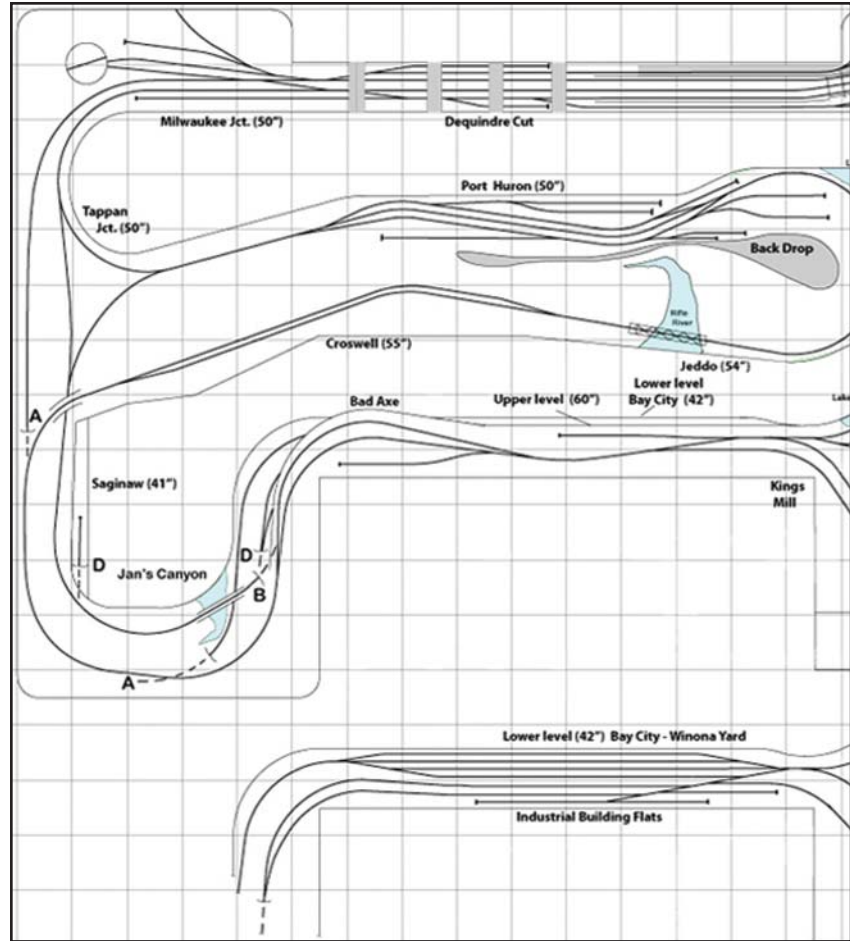
Recently completed station at Grindstone City. Judging by the number of patrons on the platform a passenger train must be due. Vehicle trucks are by AHL (Hartoy) - now Tonkin Replicas.



A NYC F3a & F3b lash-up (S Helper Service F3s) make their way through the Dequindre cut in Detroit. The next stop is Port Huron then on to Grindstone City.



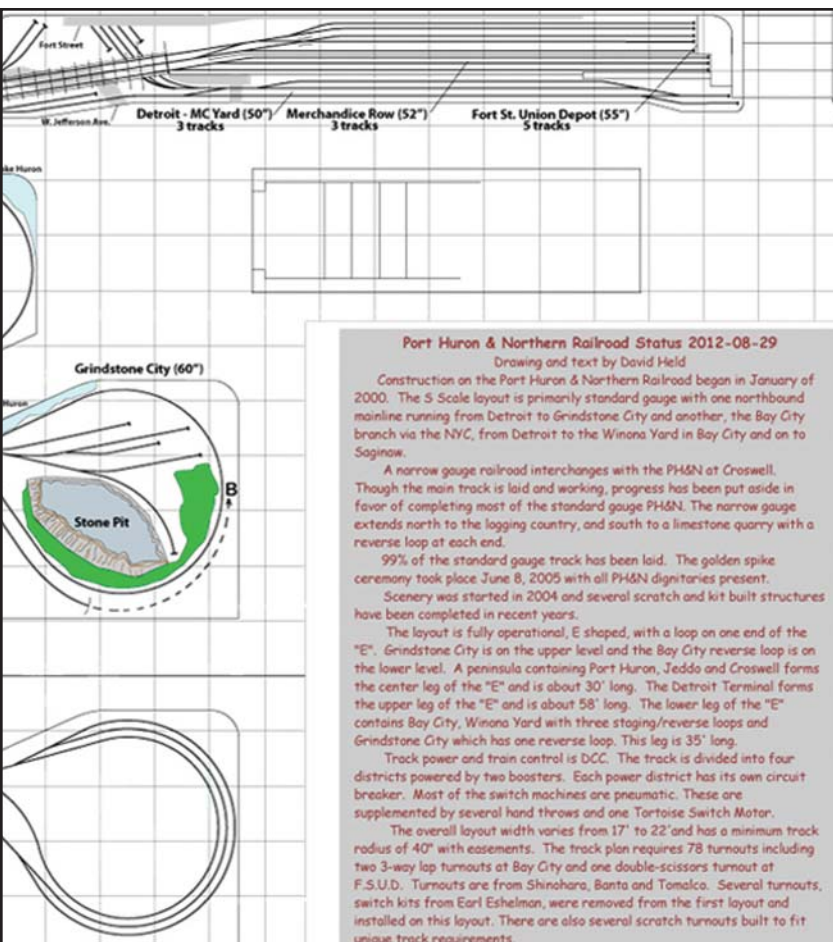
caboose track at the F.S.U.D. Viaduct. The caboose is a converted American Flyer Caboose done many years ago.



RRM Pratt Truss Bridge spanning the Rifle River. A sandwich of  $\frac{1}{2}$  inch plywood covered with homosote served as a track base with cork (one piece of HO and one piece of O) or Homabed used as roadbed.



View looking down on W. Jefferson from the F.S.U.D. Viaduct. Building on the right is the NASG building project made into an industrial flat to fit the area.



**A Chessie fast freight glides by National Can passing under the E. Grand Blvd. overpass. The national Can building is made up of several Revell Engine House Kits purchased several years ago.**



**2-8-0 #7529 comes in to Bad Axe. The station was built from a Wiseman Models kit of the Gunnison Depot in Colorado. The stone construction is very similar to the prototype station in Bad Axe, Michigan. Above photo with a RRM 0-6-0 awaiting clearance shows more of the station.**

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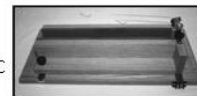
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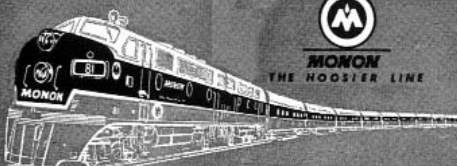
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**S Calendar**

**Sept. 29-30, 2012:** 31st Annual Fall Get-Together sponsored by the Central Jersey S Scalers. NEW LOCATION: SHS/Hoquat Warehouse, 77 Cliffwood Ave., Suite 7C, Cliffwood, NJ. S-Mod modules, dealers, manufacturers. Contact: SHS at 732-441-0555 or Hoquat - 732-752-0707. www.stacktalk.com

**Nov. 2-4, 2012:** 37th Annual Fall S Fest sponsored by the Badgerland S Gaugers. Marriott Hotel (HWY F just off I-94) Waukesha, WI (Milwaukee, WI area) www.trainweb.org/bsg Roy Meissner: 262-538-4325 - rmeissner@wi.rr.com



**May 3-5 2013:** Spring S Spree, Quaker Square Inn, Akron, OH. www.quakersquare.com. Contact: Mike Graham 216-398-9313 mograham@hotmail.com.  
**Dates not firm:** 2013 NASG Annual Convention, Steamtown (Scranton, PA), www.nasg.org. Jamie Bothwell -

**Bids open for NASG Annual Conventions 2014 and beyond.** Contact Walt Jopke, 6611 Countryside Dr., Eden Prairie, MN 55346-2211. jopke@vic.com - 612-934-9183. Walt will pass on the convention info to the new chairman as soon as one is selected.

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