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December 2012

Volume XXXVI Number 6

DISPATCH

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Official Publication of the
National Association of S Gaugers

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

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

NASG Membership Secretary,
Claude Demers
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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: Dave Malinowski and Mick Hinkle of the Hoosier S Gaugers displayed a small layout at the Milwaukee Fall S Fest. Lionel's U33C is decorated in a Christmas scheme for 2012. ***Top photo by Jeff Madden***

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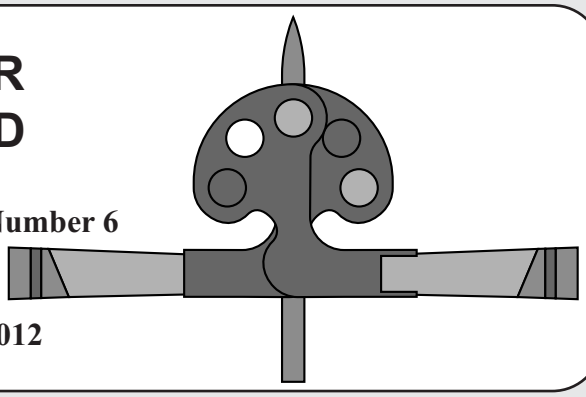

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The DEADLINES for articles are the 1st of February, April, June, August, October, December, for issues dated April, June, August, October, December, February, respectively.

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

Announcement – Promotional Material Available
The August issue of the *NASG Dispatch* was designed as a promotional issue showing what some members have done with S products and layouts. The concept was to create an annual issue around a "This is S" concept that could be used through the year to support promotion and education of people outside S on the possibilities.

We had several hundred extras printed. NASG members can request extra copies to be used for shows and other promotional events to help people with serious interest in S understand what can be done. Two NASG members on behalf of clubs have already done so; one to place them in a local hobby shop that stocks S for prospective converts. The NASG BOT asks only a few rules be followed:

Use the issues to help those seriously interested in S understand possibilities – don't just set a stack on a table at the local train show. Show them to brick and mortar hobby shops to educate them too.

Do not sell them! NASG is making them available for free and absorbing postage and handling costs, we ask you to do the same

To that end, we will limit how many issues an organization receives to 24 until we get a better handle on the demand. Should the endeavor be successful, we would anticipate the August 2013 *Dispatch* issue to follow the same format and include at least 4 additional color pages.

Please email any requests to:

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Bill Winan	**sscalesonly@cableone.net**
Jeff Madden	**nasgdispatch@gmail.com**
Webmaster	**peter@fourthray.com**

NASG Membership Survey Enclosed
A new survey for NASG members is enclosed in this issue of your *Dispatch*. Please complete the survey as soon as you are able and mail it back to the address indicated. Aggregated survey results will be shared in a future issue of the *Dispatch*. The BOT plans to use the results to enhance NASG's member benefits and promotion of S. Additionally, plans are in place to make pertinent survey data available to the manufacturing community as a whole in order to help new and existing manufacturers better understand their S customers. That makes it doubly important for you as members to complete the survey and return it as soon as you can.

In future years, the BOT and the website team are working to also get the survey in a web based format. That way data can be kept current on a semi-annual basis and results posted more expeditiously. Initially however the BOT felt a mail in survey was best to build a base line of data.

The BOT would like to thank you for your participation. We have left an optional space for names in order to possibly clarify and recognize new ideas, but be assured all individual survey results will be treated confidentially.

Elections Coming: According to our Elections Chairman, Jamie Bothwell, all offices are up for election this year. We need nominations and/or volunteers. The offices open are: President, Executive Vice President, Treasurer, Secretary and the 3 vice presidents - eastern, central and western.

Announcement
The NASG is looking for a volunteer to take over the Membership Committee Chairman role. Claude Demers has served ably in the role but would like to move on to other things. He has created a database and complete instructions on managing the membership roster. Anyone interested can contact Claude directly at: membership@nasg.org or send your inquiries to NASG President Sam McCoy at: president@nasg.org

2013 Convention Update: The upcoming convention will be in Scranton, PA, home of Steamtown. Room reservations can be made now. Besides the attractions at Steamtown, there will be a coal region tour and layout tours on the way to and from the convention. According to Chair Jamie Bothwell stated that details on Steamtown admission costs are still being worked out with the National Park Service. Check the website for further updates, contacts and hotel contacts: **www.nasg.org**

S RAIL MAIL

Congratulations to Brooks Stover on his November 2012 *Model Railroader* cover article "How to Make Tree-covered Hills" which arrived in the mail today. While the article mentions that Brooks models in S scale, its focus is on tree-building and the challenges that process presents generally to the model railroader.

Articles like this are a recognition that S is moving up from a scale depicted irregularly in the hobby press to a scale accepted and used by that press to communicate with modelers in all scales. Paul Scoles many appearances in that press and Dick Karnes' layout's recent appearance in the July 2012 *Railroad Model Craftsman* are in this same vein. They represent not only an achievement for the individual author but as step up for S as well. Things can only get better!

- Regards. Paul Schilling

Layout Issue: What a wonderful issue of layouts. As much as anything we may say, it will help interest others in S gauge, and remind the rest of us to keep on improving layouts we have. My hat is off to you and the NASG.

- John Marcham

Continued on page 30

OS from... STOWER

by Jeff Madden

Before I get into my usual editorial let's really reflect on the upcoming elections. First off, re-read my April 2011 message! Then think about volunteering for an office or mominating a fellow "volunteer". An organization such as the NASG will always need those "volunteers" to step up and assume the leadership needed.

Now, on with the show **- Why I (we) like an oddball scale like S!!**

For those NASG members already in S you'll probably agree that we all like the size and reliability of operation that our scale provides.

But for most of us there are probably other reasons why we prefer S over smaller scales that are buried more deeply in our psyche. One might be that we're "contrarians". We like the challenge of going where other folks ain't! If I'm in HO, N or 3-rail O - well that's where most model railroaders are. They're following the herd.

The herd can pretty much get whatever product they want and at varying price points. The herd can walk into a hobby shop and walk out with an armload of quality locos, rolling stock, track, structures and scenery details. And if you can't find it at the hobby shop, you can get things via mail order, internet or at the big general swap meets. You can get almost any era, paint scheme or prototype you're looking for.

So, here we are as S scalers stuck without the convenience and variety mentioned above , but I think most of us in S actually revel in being put in this box! To enjoy the size and reliability of S, we gladly take on the challenge of less variety, less availability and often not so cheap prices. We pride ourselves in kit-bashing things from other scales. We still take pride in scratching or building craftsman kits. We take pride at being evangelists in trying to show others the advantages of S.

Contrary to popular wisdom, I actually enjoy the fact that I have many fewer choices. If I wanted an HO diesel or steamer, just look at the choices and price ranges I'd have. In S I can make my decisions on a locomotive on a much more limited basis. If I can't find what I want, I wait and save money, or I kitbash or scratch what I want.

We share some of our contrariness with O scale 2-railers. Both S and O 2-rail modelers (including narrow gaugers) tend to have more comraderie - obviously becasue they need to stick together more for product promotion, sales.

That's what I like about S. There are specialized conventions, meets, focused publications, and the internet lists. Because there are less of us both those in S (and O 2-rail) tend to personally know dealers, manufacturers, other modelers and publishers.Those specialized conventions and meets are particularly necessary as products are not readily available in hobby shops or general model train meets.

HO, N and 3-rail O have become so populous and popular that things are much more impersonal. If I go to a large all-gauge swap meet, the item choices are almost endless, almost overwhelming. It's much easier to focus at an all-S or all O scale 2-rail event. Often we are buying from our friends and selling to our friends.

And yes, I know, once in a while, we in S need to piggyback with an NMRA convention or meet just for exposure sake, but that can be overwhelming such as it was at the Sacramento National Train Show. So once in a while we need to overwhelm ourselves just to see what else is out there and to take advantage of new technology, etc. *Continued on page 30*

NEW PRODUCTS REPORT

By Jeff Madden

ALTOONA MODEL WORKS is now offering a True S-Scale Cut Stone Rrtaining Wall w/Cap. A picture is attached of the Retaining Wall, I have also included a PDF that contains our existing Single and Double track tunnel portals. The cut stone pattern for both the portals and the retaining wall is copied from the 1917 B&O Maintanence of Way Book. The separate cap provides flexibility to use the wall "as is" or you can custom cut the wall to your needs and apply the Cap section to complete the wall. The wall is Hydrocal and is approximately 6" high X 8" long X 1/2" thick. The cost of the Retaining Wall is $22.50 per wall including the Cap, Shipping cost will depend on your location and number of walls purchased. The price of the tunnel portals are $25 for the double and $18 for the single.

The first delivery of walls has already sold out to previous portal buyers, the next delivery is expected sometime in January. I am taking orders now but will not request payment until I firm up the delivery date in January. A limited number of portals are currently in stock.

If interested please contact me at edsauers@gmail.com

EAST-WEST RAIL SERVICE (www.eastwestrailservice.com)
A Soo Line stock car kit by East West Rail Service is modeled after the series built by the Haskell & Barker Car Company in 1921. This kit has over 200 laser engraved and cut parts as well as Grandt Line door castings, S-Helper brake and roof walk support castings, Tichy grab irons, white metal end sills and custom brass corner steps. The Microscale decals, included in the kit, allow the modeler to build the stock car in one of two configurations, either "As Delivered In 1921" or "As Seen In 1941". Easy to follow, step-by-step instructions are on CD. Trucks and couplers not included. The kit is expected to sell for $79.00.

To view additional images of this model and download a preliminary copy of the assembly documentation, visit www.eastwestrailservice.com. The Soo Line model is expected to be available the end of December. East West Rail Service is working on their next project which is a C&O stock car manufactured by ACF from 1922 to 1923.

LEISURETIME PRODUCTS: (550 Andrew Dr., Southampton, PA, 18966): I bought a No. 202 mini Highway made of a flexible foam with white center lines (pre-1975). It is HO, but it's wide enough for S, especially older roads. The straight role is 9 feet of roadway measuring 3/38" wide in S, enough for 9' lanes. I paid $8.49 at the hobby shop. I couldn't find a direct website, but try this for a dealer - www.modeltrainstuff.com. The Email contact is leisuretimeprdts@aol.com.

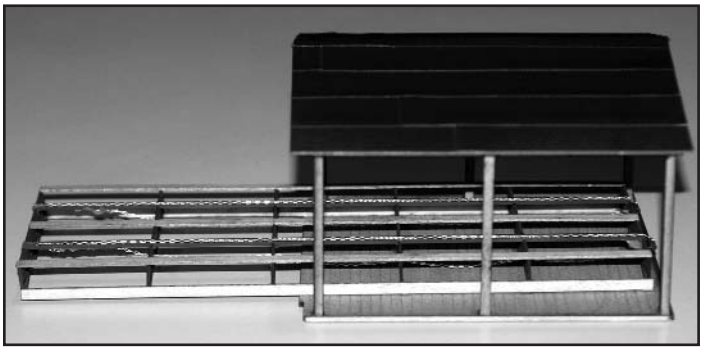
LIONEL LLC (www.lionel.com). Lots of S in their 2012 Christmas catalog. For starters, the U33C is decorated in red and green and lettered for North Pole Central for $479.99 list. Also with the same scheme is a GP-9, 3 pack streamlined passenger cars and the handcar and shed. Other rolling stock Christmas offerings are 4 different boxcars, a caboose, covered hopper and flat with Santa's sleigh and reindeer on it. There is also an animated billboard offered. See dealer or website for details and prices.

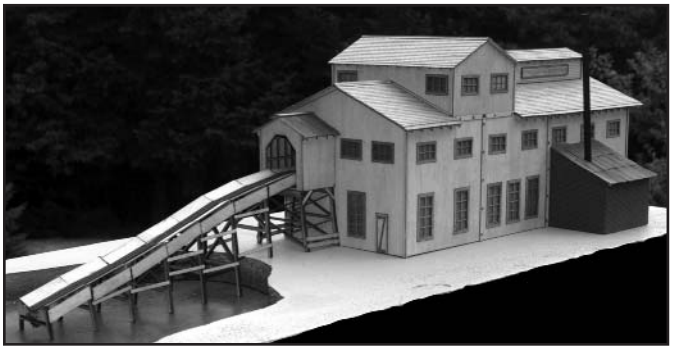
SIDETRACK LASER (anita42phil@msn.com) My name is Philip Johnson, (02R0210W). I want to let you and the membership know that I have had Sidetrack Laser make a special run of S-Scale Samill kits. I have a limited number of these kits for sale. The Sawmill sells for $332.80. It's footprint is 10" x 27". In addition there is a Green Chain kit that fits to the side of the mill building. It is $35.90 and adds 4" to the width of the footprint. I've attached pictures of the Sawmill and Green Chain. These were done for my Columbia Valley Railroad logging line addition. I hope that you can find space in the *Dispatch* to let others know that a small sawmill is available.
I had this done because I wanted a small sawmill for my layout and liked the looks of the O and HO ones that Sidetrack made. We came to an agreement and Sidetrack made a small run of S kits for me. Perhaps others would like one too. Thanks for any help you can give.
Philip Johnson, 22555 10th. Ave. S,. Des Moines, WA 98198
antia42phil@msn.com

TICHY TRAIN GROUP (www.tichytraingroup.com) has some nice S scale details available including wire sizes, grab irons, lamp reflectors, drums and window and door frames. One example is a 20-pane industrial window (plastic). Check the web.

TM BOOKS (www.tmbv.com) has some new books and videos that might interest us S folks. There's *Railroads on Parade* a 54 minute DVD on layouts built by Clarke Dunham - O, S, HO. There's anothrer DVD - *Tinplate Legends 3* about the DeSantis collection of toy trains. Each is $14.99 as an introductory price. A another new DVD is *The Golden Age of Toy Trains - 1945-1966* is 65 minutes of video many toy train layouts including interviews.

WHAT'S NEW





B
AMERICAN FLYER LINES

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NORTH POLE CENTRAL
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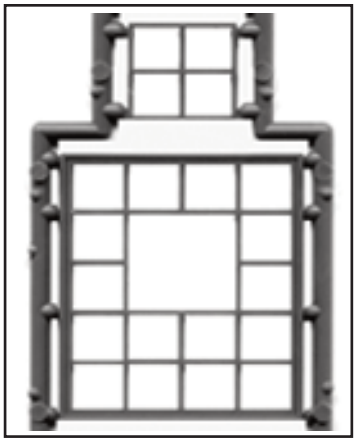

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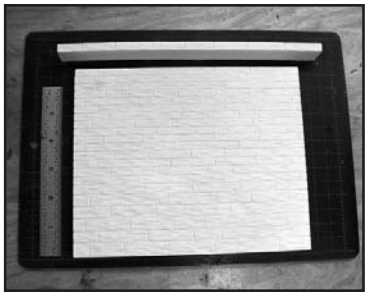


BUILDING AN AMUSEMENT PARK BAND SHELL

by Glenn Miller

I grew up in Central Pennsylvania and spent some time at Hershey Park. At that time, this was a family amusement park and did not have an entrance fee. We came and went as we needed to do. One thing I enjoyed from time to time was the band shell. I heard many great bands, and I even played in several of the groups.

When I decided to include an amusement park on my layout, I knew that I would want to add a band shell.

I researched types of band shells and did not find many that I wanted to try to duplicate. I decided I would try to remember back 50 or 60 years and try to duplicate the band shell in Hershey Park. I felt it would be a safe thing to do as the band shell that I remember is no longer there and that would remove any comments about the accuracy of my model. The concept of the actual size is non-existent as I never measured it 50 years ago. It is my hope that the final result of the band shell will be a fitting part of the amusement park.

Because these band shells were outside in all kinds of weather, there were no curtains and the back stage areas were very small, if they existed at all. I remember that there were a lot of concerts at the Hershey Park Band Shell presented by community bands and small groups or dance bands. I don't remember a stage show or play being performed in this shell. I guess that is why it was referred to as a band shell.

FIG. 10

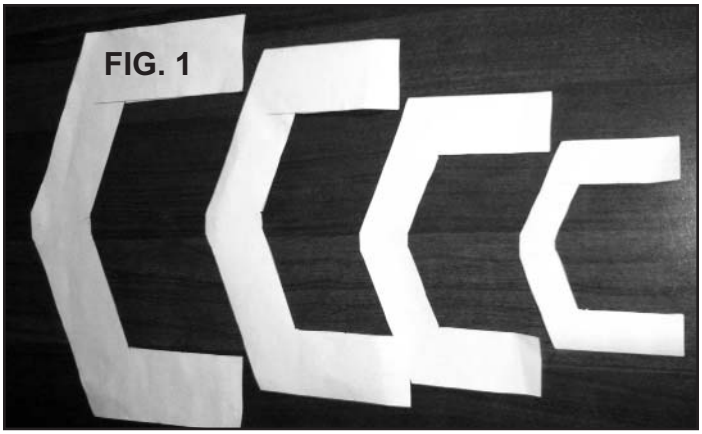


FIG. 1

I started out drawing a form on a piece of 8 1/2 x 11 paper. You could draw any shape that you would like to use. Now, as I remember the walls of the stage tapered back and got smaller in width as well as heighth. In order to bring that feature out, I made four copies of my original drawing, each one being a 90% copy of the one before it.(Fig. 1) I cut out the four drawings and transferred them to 1/8" basswood and cut them out. To help with the depth feature, I cut basswood strips and added them to the legs of the 2nd, 3rd, and 4th pieces. This, added depth to the entire model as well as helped to make it appear that there was space between the various interior walls of the stage frame. After I glued the spacers to the back three legs, they were painted black.(Fig. 2) The black color will help show depth after it is all together.(Fig. 3)

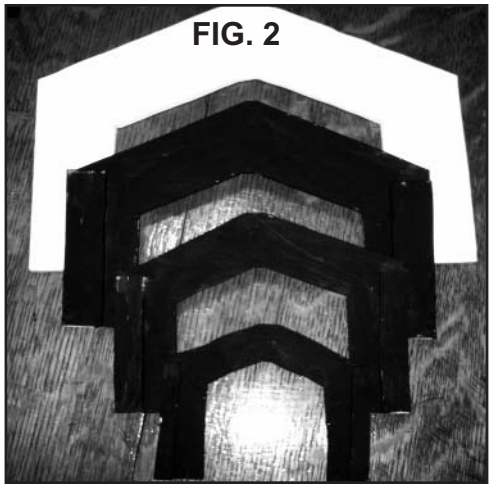


FIG. 2

On working out construction of the stage area, I remember that the stage did extend out in front of the shell area. My shell is 11 inches wide and about 1¾ inches deep. So, I made the stage area 11" x 4." If I figure this right in S Gauge, then the stage would be equivalent to just under 59 feet by a little over 21 feet. My own experience tells me that this would be an adequate stage for this type of operation. 1/8 inch square basswood was used for the stage form and 1/16 inch thick basswood was used for the stage floor(Fig. 4)

Since the stage was up off of the ground, I made seven 1 ¼ inch legs from 1/8 inch square basswood, to elevate it. I put three legs in the front and four in the back. Most of the weight from the shell will be on the back area, so that is why I chose to add an extra leg in the back.

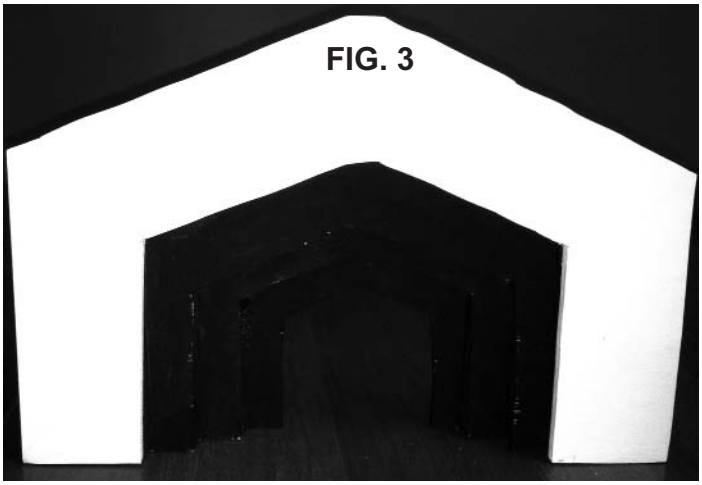


FIG. 3

The area behind the shell legs is actually a three sided box, with top, that will be painted black, inside and outside. I used the 1/16 inch square strips to make the form and the 1/16 inch sheets to cover the walls.(Fig. 5) On my model the first arch behind the front arch is higher

FIG. 4

FIG. 5

than the top of the back, so I cut a slit in the top for that arch to go through.(Fig. 6) Depending on what shape

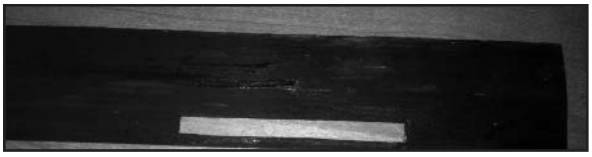


FIG. 6

a modeler chooses to do for this shell, it may not be necessary to make that cut.

While the paint on the back of the shell was drying, I put a concrete wall around the bottom of the stage area.(Fig. 7) This was a product that I purchased from Scenic Express. I also added some steps to the stage area on the right side as you face the stage. The steps

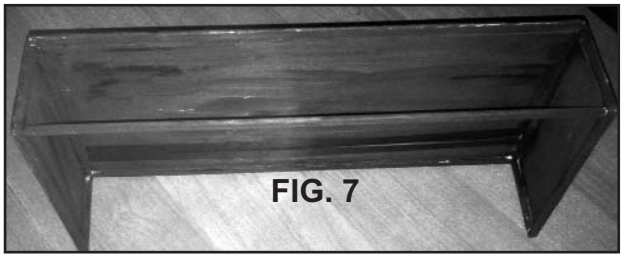


FIG. 7

and railing also came from Scenic Express.

After all items were together and painted, the back was glued to the shell front and the entire shell glued to the stage area. It is now ready to host performing groups and find it's place in the amusement park. Scenic Express had a "Jug Band" in their catalogue that is scheduled to be the first form of entertainment in this amusement park.(Fig. 8) Benches were made and painted gray and figures, purchased from Port Line Hobby Supplies, were painted then glued to some benches.(Fig. 9)

The final addition would be a microphone on stage. Use a hat pin, paint the pearl bulb at the end gray, bend

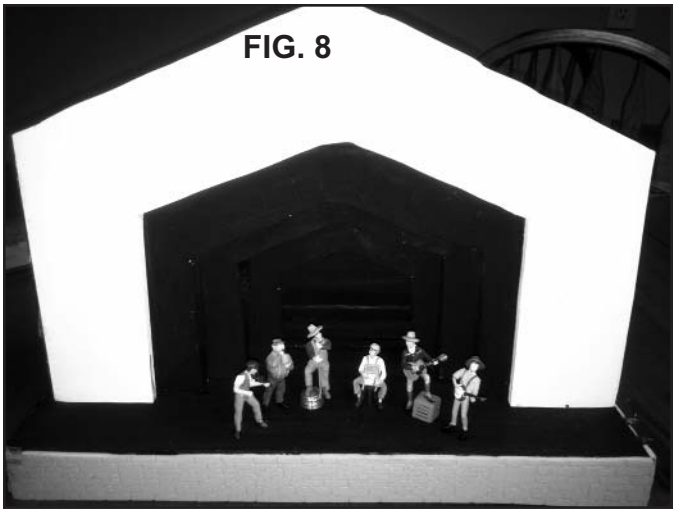


FIG. 8

the pin to the proper angle and push into center stage.

The last figure(10) shows the shell set up in the amusement park and ready to provide some entertainment for those attending the park functions.

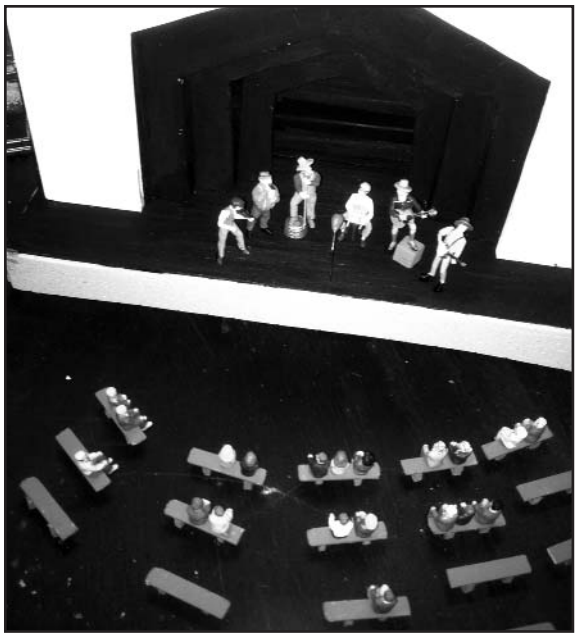


FIG. 9

STRACKS
by Sam Powell

Rubbing Elbows With the Non-S World

I know a lot has been written over the years about this, but I think getting out into the broader model railroad world is still important, and worth thinking about. Sure it is fun to get together at S meets, and talk to other S modelers to find out how they are meeting the challenge of existing in the minority scale we all love. **But keeping the social aspect of the hobby to only S events short changes you and the rest of the modeling world.** Yesterday I went to a division meet of the NMRA, which took place in Fredrick Maryland within the South Mountain Division of the Mid Eastern Region of the NMRA. I had a great time. I met many old and new friends, and learned a thing or two in the process. I got some "MO' back for the layout, and went away feeling like it was time well spent. I want to go back for more. I attended last year's event as a clinic presenter, but this time I was simply a spectator. I am now certain this is an annual even for me.

A New Life
Before I go further with this column I would like to announce that I have retired from the company I have been helping run for the last 11 years, and gone into partial retirement. The interesting thing about this is that I did not experience a volcanic eruption of model railroading activity. Instead my creative energy has been spent organizing my retirement life, and setting up a new, part-time sole proprietor business of tuning pianos. I had done this full time from about 1973 to 2001, but that old business was absorbed into the one I was running from 2001 to 2012. That is now gone, and I am starting over to build a similar business but on a part-time basis. The point is, when working full time, model railroading was an outlet for the creativity we all have bursting forth inside of us. Those of us in non-creative jobs are especially drawn to creative hobbies such as model railroading. This has helped me understand the basic need that model railroading serves in us and why it always felt so important in my life.

I fully expect to eventually get my retirement life worked out and settled down, and to get back to the railroad with a new energy, but there is still much to do setting up the business and settling into a retirement routine. So, now the social aspect of the hobby takes on a new meaning. Since I no longer go to work every day in an office full of people, I am more isolated socially, and am kind of looking for more ways to connect. Hence this mini-convention I attended. I absolutely intend to attend next year's NASG convention. Hurray!

NMRA Organization.
For those who do not know, the NMRA is organized into Regions, and below that into Divisions. Regions are large geographic regions of the county, while the Divisions are smaller areas that require less travel to get together. The National, the Regions and the many of the Divisions put on conventions at least once a year. These conventions look a lot like the S events we are all familiar with. Of course the Division meets are the smallest, but by no means are they less valuable. The smaller ones will typically not have manufacturers, and will have few sellers, so if you are attending simply to buy stuff, the divisional meets will likely not meet that need. Tables are available for private sellers and "collectors" to thin down their "collections", but at our meet yesterday there were only two sellers, and not much activity at their tables. **But if you wish to meet other model railroaders, and get and share ideas, these are terrific venues for that. They are the perfect size for establishing and strengthening friendships.** The NMRA dues are rather expensive, but once you join the national NMRA, Regional and Divisional activity is possible with little or no extra expense. **This South Mountain meet was open to non-members,** so you could attend if you knew nothing about the NMRA at all.

Activities
This event was held in a hobby shop, Hobby City in Fredrick MD, which also has meeting space for such events. Being in a hobby shop meant there was some retail therapy available if that was what was needed. My stock of hobby material is probably too large now, so I stayed away from this end of the event.

The event originally was intended to promote model railroading to the general public and as such was promoted on Hobby City's web site. For this reason, the format for the event was to have various modeling activities ongoing all day long. There was a table where a husband and wife were building a small N scale layout which was raffled off at the end of the day. There was a table where a gentleman was making turnouts on Fastrax jigs. There was a table where someone was making trees, and another where someone was building a structure. These were sort of all day clinics if you will. I sat at most every table for awhile and talked about what they were doing. It was most informative.

There were tables for display purposes, where models of various kinds were set up for viewing. Most of these were structures from various scales ranging from N to O. Last year, they were mostly trains, and S was represented there. I think the items chosen for display was somewhat random and left to the whims of participants. There was a room for clinics, with a major morning and afternoon clinic one. I attended a clinic given

by an HO scaler, Don Florwick, on installing Tortoise switch machines. The clinic was fabulous and may get me off my duff to motorize a few of the turnouts on the Penn Creek Valley that would benefit from that. There was no contest activity. While contests have their place, it is possible to have a healthy train meet without one. The morning clinic was given by Richard Lind on texturing foam to look like stone work. He does a great job of that.

To some degree it was not entirely a non-S event, as S scalers Roy Hoffman and Richard Lind were both there, so that made, in addition to myself, three S gaugers present at an event that had maybe 30 folks as all day attendees, and another 30 who came and went after an hour or two. Of the all-day participants, most were HO scalers, a few were O scalers, a few were in HOn3, and a few were in N scale. It was a very heterogeneous group, and yet that never seemed to be an issue separating us in any way. In the end we were all model railroaders sharing our joy of the hobby. One of the more interesting gentlemen was Larry Daily, an associate professor of psychology at nearby ShepherdsCollege in WV. When I asked him what he was studying in his field he went on to explain he is studying the psychology of hobbies and their role in our lives. He is currently conducting an on-line survey which you can participate in at by going to: https://www.surveymonkey.com/s/S79ZV7R For more information on the survey contact Larry at Ldaily@shepherd.edu of by phone at 304-876-5297. It would be nice to help him out by taking the survey, and we will end up finding out some things about our hobby in the end.

Being Seen, and Seeing

The larger picture is that participating in a multi-scale event is good for all. **The presence of S scalers legitimizes a scale that many still think of as trivial or even non-existent,** although lately S is getting more and more national exposure. These events can strengthen the bonds between the various scales, and emphasize what joins us rather than what separates us. I cannot speak too strongly of the value of this. At a time when the model railroad hobby is experiencing an ever decreasing number of young members, strengthening the bonds that exist between all modelers is a good thing. Events like this can bring balance to a hobby that can be very isolating. Model railroading has a broad range activities which can be isolating or social. No two people are wired the same, and each must find his own balance. But it is far easier to satisfy the solitary need by simply going into the train room, than it is to satisfy the social need. These Divisional meets make it possible to participate in a social activity without travelling all the way across the country, or getting in the car and driving for four or five hours.

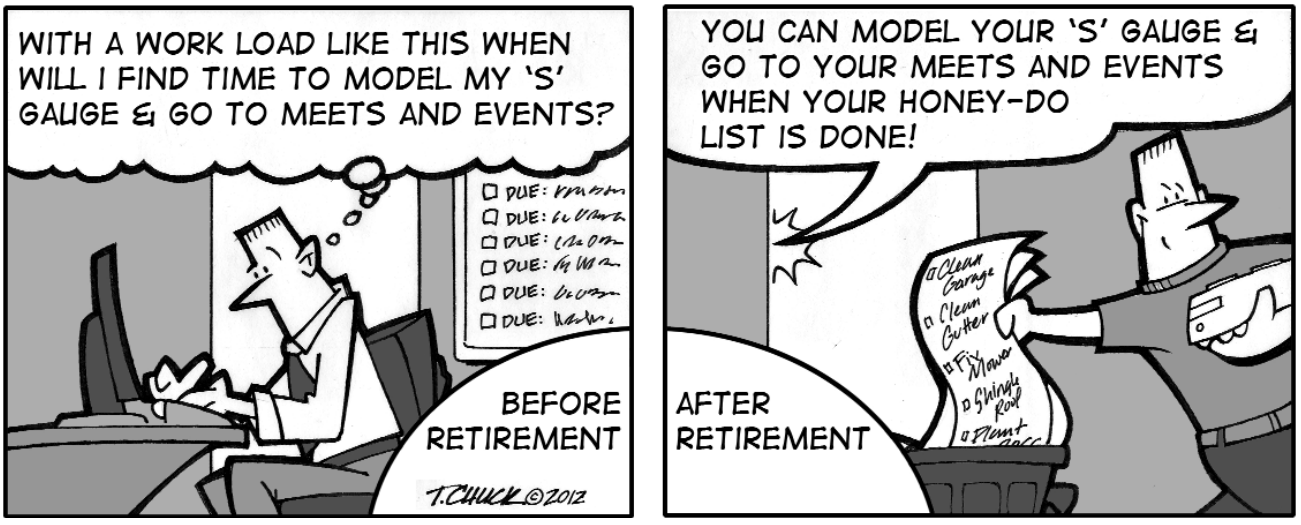
Broadening the Perspective

These types of events also expose the S scaler to modeling techniques, layout design, and operation styles that are evolving outside of the S world. The products and practices outside the S world have their influences that are different from those in S. Being aware of how the non-S world is moving and evolving opens the mind and expands the creative options we are willing to explore. This is a hobby that has grown to what it is today by the influence of countless individuals in all scales getting ideas and sharing them. We in S should not isolate ourselves from what is happening now. I urge you to get involved in the general model railroad social world and stay in touch with the broader movements within the hobby. It will be good for you, good for S, and good for the rest of the model railroad world for you to do so. **I am NOT suggesting you drop out of NASG to join the NMRA. I AM suggesting you add the NMRA to your modeling social life.** You will end up with valuable friends and ideas you would not otherwise have encountered.

'Till next time. Keep those trains on the tracks. Sam Powell.

Asleep At The Switch

by Chuck and Jeff



THIS TIME IT'S 'S'
Part V

by Jeff Madden

The last update on the scale Elk & Gauley was in April 2010. Now, I actually have a loop of code 100 flex track laid and can run a train. I'm following my philosophy of "hand-laid flex track" - a mix of Shinohara and Tomalco. I had plenty of nickel silver rail joiners from the old HO days.

I also painted my backdrop (1/8" Masonite) a medium sky blue. Eventually it'll get a painted backdrop of Appalachian hills and trees.

Sixteen gauge bus wires were looped around the benchwork and frequent feeders were dropped from the rails.Feeder wires were soldered to the outside of the rails and connected to the bus line using a terminal disconnect and snap connectors from Digi-Key. Right now power on the main loop is simply straight DC using an old MRC ControlMaster II 2.5 amp power pack. DCC is down the road. I still have some work to do getting the turnouts powered and working out the electrical connections on the lift-out bridge.

My incentive was getting ready for my first open house for the Fall S Fest. I cut a hole in a wall, built a short section of benchwork and constructed a removeable bridge. All done in a month.

The bridge I decided to use (at least for now) for expediency was the brown Lionel O arched through Pratt truss bridge available some years ago. The gap in the benchwork was 31", and the bridge takes up 24". What I did was make a shelf below the bridge to represent a river with the bridge going over at track level. The extra space was taken up with foam scenery and HO double track (Chooch) bridge abutments. Right now the bridge slides in between the permanent benchwork like a shelf.

The base of the Lionel bridge is sheet metal so I disguised this with a 1/4" layer of Homabed on top of which was actual Homabed and the track. Until a more detailed bridge is built I'll probably just ballast the deck. I also painted the bridge a flat black as shown in the photos.

Above is an HO stone arch bridge which worked well as a smaller culvert type bridge. The foam was just reamed out for the waterway. The two photos below show the lift bridge that spans a 31" gap in the benchwork. Actually the bridge and riverbed is a shelf that slides out. If left in it's a fairly easy duck under. The waterway is appropriately named Duck Creek.

Photos by the author

Above shows a River Raisin 0-6-0 dragging a couple of passenger cars on the stone arch bridge on the main loop. The bridge is made up of two HO stone arch bridge kits from Scenic Express. As the bridge sides needed separated for S, the arches underneath were cut apart and filled with flexible stone. Below is a view of one side of the around-the-wall layout. The line on the grade is the Elk & Gauley branchline while the track to the left is the B&O mainline loop. The highway bridge is a Cornerstone HO overpass with shortened abutments. The deck truss is a redone Atlas HO with HO abutments.

THE NASG AMERICAN FLYER CAR PROJECT, Part VIII

by Doug Peck

The NASG AF Commemorative cars of 2004 through 2008 consisted of the five pieces in the GE Work Train project. This was the first and only time that NASG contracted with Lionel to produce a complete train.

In 2004, we offered the depressed-center reel car, painted and lettered for General Electric. The same paint scheme was carried forward in 2005 for the GE depressed-center Double Searchlight car. 2006 and 2007 consisted of the GE Brownhoist Crane and matching Boom car, respectively. Finally, in 2008, a Baldwin engine was offered to provide the motive power for the GE train. Let's look at some of the details for each of these pieces.

The **2004 GE reel car** consisted of a black-painted diecast frame with two cast brake wheels, and white lettering. The reel faces were solid and painted a light olive-green with white lettering and the GE logo centered on the reel sides. The car was mounted on six-wheel trucks with standard AF operating knuckle couplers. The center axle of each truck had flangeless wheels, reminiscent of early Gilbert six-wheel passenger car trucks. Continuing past practice, the car number "2304" represented the 23rd car in the NASG commemorative car series, and the year 2004. The Lionel SKU, as indicated on the box, was 48238.

Frame lettering included "BUILT 2004 FOR NASG"; "ALL LOADS MUST BE SECURE BEFORE MOVING CAR"; and "PROPERTY OF GENERAL ELECTRIC", all printed on the left end of the frame sides. " GENERAL ELECTRIC"; "GE 2304"; and the car data were printed in the center section of the frame sides. "GE 2304" and "RPKD 9-79" were printed on the right end of the frame sides.

The reel sides featured the GE logo in the center; "GENERAL" and "ELECTRIC" on either side of the logo; "LAMP" above and "DIVISION" below the logo. Small lettering near the top of the reel consisted of "CAUTION ALWAYS SECURE CABLE REELS", "RETURN WHEN EMPTY", and "GE T-58". Below the center-line of the reel, the same three items were printed, but inverted. The reel itself was neatly wrapped with actual black-covered wire.

700 GE reel cars were produced, and sold for $55 each, plus shipping, to NASG members. The car sold out within a few months after delivery. We still get inquiries and requests for this car, eight years later!

2005 continued the GE series with a Double Searchlight car on a diecast depressed-center metal frame with two cast brake wheels. Again, the frame was painted black with white lettering. A silver-painted diecast operating searchlight was mounted on each end of the car--- the first and only time such a car was produced for American Flyer. In the center of the car was a green painted plastic generator. Like the 2004 reel car, this car also had black-painted six-wheel diecast trucks with operating knuckle couplers and flangeless center-axle wheels. The car number was "2405", and the Lionel SKU was 48243.

Frame lettering included "BUILT 2005 FOR NASG" ; and "PROPERTY OF GENERAL ELECTRIC", printed on the left end of the frame sides. " GENERAL ELECTRIC"; "GE 2405"; and the car data were printed in the center section of the frame sides. "GE 2304" and "RPKD 9-79" were printed on the right end of the frame sides.

Once again, 700 cars were produced, and sold for $65 each, plus shipping, to NASG members. The car did not quite sell out, and in fact there are a very few (less than 6) still available at this time.

In 2006 and 2007, we offered the matching Brownhoist Crane and boom car to complete the rolling stock portion of this work train.

The crane had a black diecast frame in the style of the Gilbert 944. Each end of the frame featured diagonal silver warning stripes. The cab was also painted black, with a green roof, and a green boom. It had the usual two cast hooks and counterweight. The boom was lettered "GENERAL ELECTRIC", and was strung with black cord. Each side of the cab carried the GE logo at the front, and "PROPERTY OF GENERAL ELECTRIC" at the rear. The back end of the cab had the GE logo near the upper right, and "GE 2506 STEAM CRANE CAR DEPT." at the bottom. On each side of the frame, "GE 2506 384,500 LBS" appeared on the left end, the GE logo in the middle, and "BUILT 2006 FOR NASG" on the right end. Like the first two cars, the six-wheel diecast knuckle coupler trucks had non-flanged wheels on the center axles. 2506 was the car number, with a Lionel SKU of 48250.

700 cranes were produced, and sold for $85 each, shipping included. For whatever reason, the crane did not sell at the same level as the first two cars, and there is a good supply still available to any members, with no limit.

In **2007, the matching boom Car** was offered for $60 each, postpaid. The plastic frame was painted black, with a gray deck and a black toolbox, and black painted four-wheel knuckle coupler trucks. . Side fences were painted green and lettered "GENERAL ELECTRIC". The rear work cab was painted green with a silver roof,

a black plastic stack, and a black painted metal end fence with brake wheel. The GE logo appeared in the middle of each side, beneath the frosted windows, as well as on the rear wall to the left of the door. The car number 2607 appeared centered on each side of the frame, "BUILT 2007 NASG" to the right, and car data to the left. Lionel's SKU for the boom car was 48264. The production quantity of the boom car was reduced to 600 due to the slow sale of the cranes. Some cars still remain available. Look for the Special Combination Offer for these on the current Commemorative Car order form.

The GE Work Train project concluded in 2008 with production of the Baldwin locomotive, numbered 2708, and with an SKU of 48270.

The engine shell was painted green with a silver cab roof. Horizontal walkway and step surfaces as well as front and rear platforms were painted dark gray, and the vertical walkway and step edges were painted silver. The engine featured a triple horn, a clear headlight lens, and clear window inserts. The GE logo appeared on the cab sides, and on the front. The number 2708 appeared on the cab sides beneath the logo, near the top edge of both body sides above the wire handrails, and on the rear beneath the door. The only other marking on the engine was FUEL FILL in white lettering on a red background, locate just above and forward of the side fuel tanks. The usual "Built for NASG" identification did not appear on this piece.

Standard Baldwin 4-wheel trucks had black painted sideframes, and roller-pickups. Standard knuckle coupler trucks were fastened to the sideframe assemblies with very small Phillips-head screws, rather than rivets. The engine has a vertically-mounted can motor with flywheel, and a directional lockout switch on the underside.

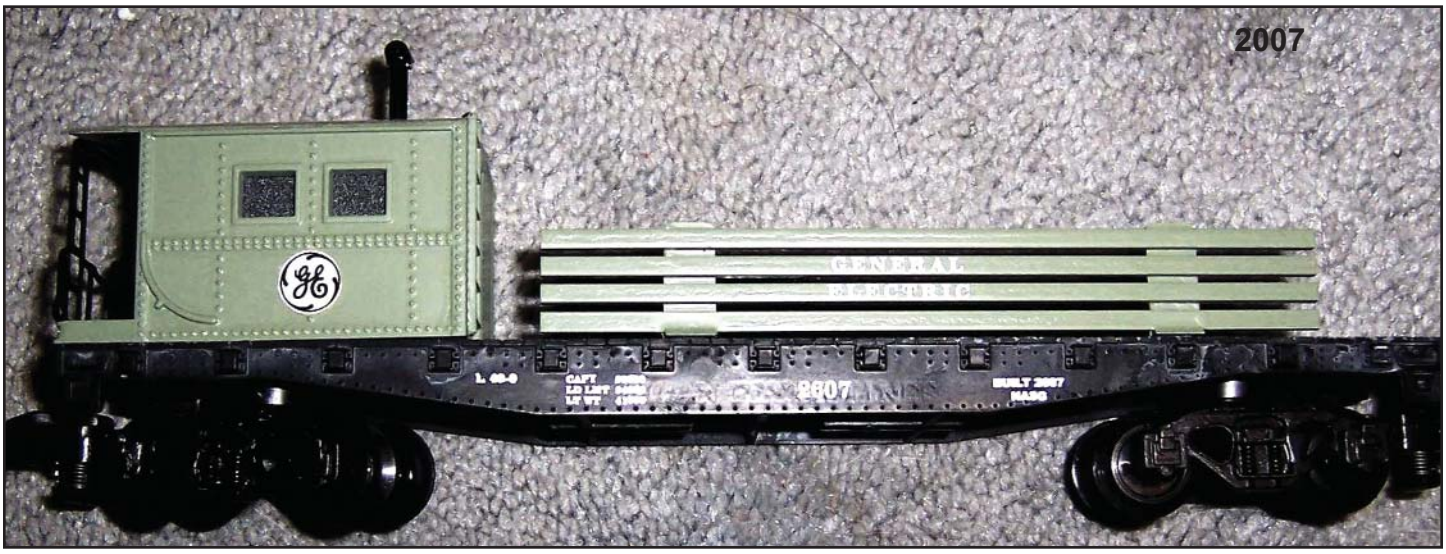
Production quantity for the Baldwin engine was handled differently from all previous rolling stock. The final order quantity was not determined until after the closing date for placement of orders, with full payment at the time of order. This was done to ensure that we were not left with a significant unsold inventory that had to be paid for by NASG upon delivery. As a result, 325 engines were ordered, at a selling price of $289 including shipping. By delivery, less than a dozen engines remained unsold, and they sold out within a few months.

Personally, I have rarely seen any of these pieces show up on EBAY, so I have no firm impression of what their current resale values may be, but my suspicion is that it is not significantly greater than original cost, unless available as a complete set.

That completed a successful five year project with the only negative being the leftover inventory of cranes and boom cars. In 2009, we returned to the practice of offering individual unrelated freight cars. We'll finish that history next time !

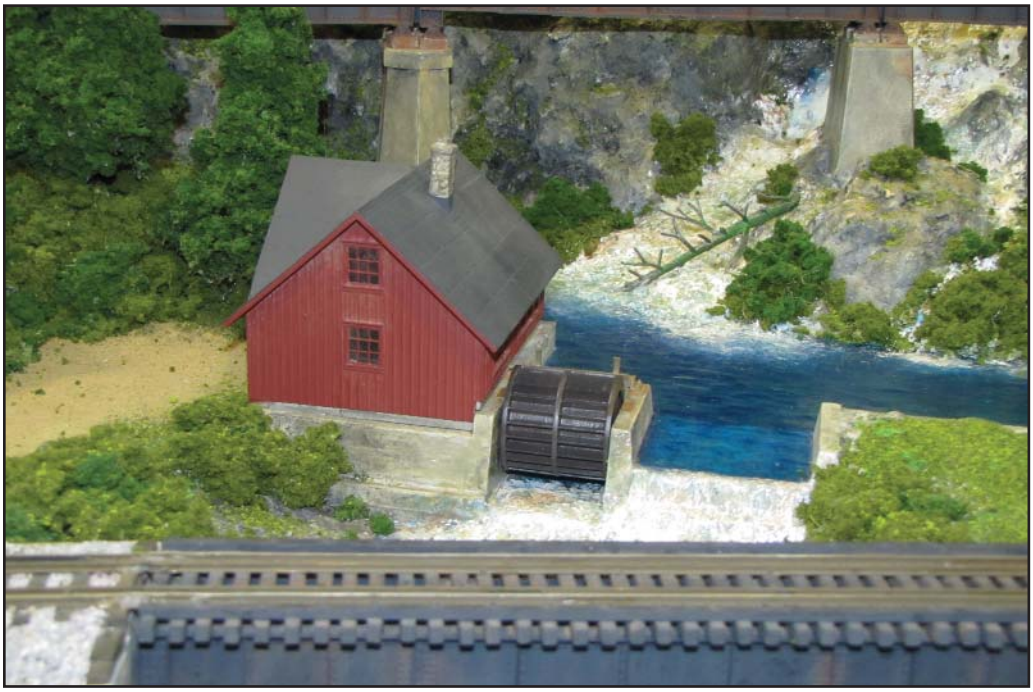
2006

2007



2008

Lionel's new AF N&W Y-3 (yes Santa Fe had some) is shown during a test run on the Badgerland S Gaugers' layout at the Milwaukee Trainfest 2012. The mine in the background and below was kitbashed by your editor out of a couple of Walthers' Cornerstone HO mines. The enginehouse below (Heljan - Con-Cor HO) was also modified by me by adding a base and enlarging the doors. Lionel U33Cs pass below. ***Photos by Jeff Madden***



Here are some more photos of S at the Milwaukee 2012 Trainfest - supposedly the biggest model train show in the country. It's estimated 25,000 were in attendance. *Top* photo shows the Lionel Y-3 again on the Badgerland layout. *Left and Below* are two scenes on BSG member Larry Blank's diorama at Trainfest. It's also part of his home layout. The grist mill shown actually operates. Larry lets youngsters run the Omnicon 2-8-0 and car back and forth on the layout.

Photos by Jeff Madden

FALL 'S' FEST REPORT
MILWAUKEE WAUKESHA

by Jeff Madden, photos by author

The 37th annual Fall S Fest was held in the Milwaukee area this past fall and was hosted by the Badgerland S Gaugers. It was held at the Waukesha area Marriott and had the usual 400-500 attendance. The Fall S Fest rotates between cities sponsored by 4 clubs - Badgerland, Chicago, St. Louis and Rockford/Beloit.

Sale tables were basically sold out, even with the cancellation of Doug Peck and the Vanacores due to Hurricane Sandy. Latecomers filled up the vacant tables prooving the popularity of this event.

There were four display layouts - the NASG modules brought by Alan Evans, the Hoosier S Gaugers 4' x 5' , a BSG 4'x 5' brought by BSG member Jeff Young and Bob Pardington's 4'x16' hi-rail layout.

There were the usual goings on - sales, raffles, contest, train races and Sunday layout tours. The Joe McDokes comedy started off the banquet as usual, and the featured speaker was Bob Ristow talking about how long it takes to build a steam engine. All in all a successful S Fest. The following week BSG members were back at it displaying two layouts and a diorama at the Milwaukee Trainfest - whew!

The Incline and Train Races were dominated by Danielle Goeke. The Best of Show in the contest was a U-50 double bodied electric locomotive by Thorin Marty. Jim Larson took a 1st place for his kit-bashed auto carrier car. Glenn Miller took a 1st place for his bandstand (see article this issue), Roger Jensen took a 1st place for an interurban electric, N. Chic Hartert got a 1st place for a Bar Mills structure, Al Baker garnered a 1st place for a PRR rail car and Jim Maslowski won a 1st place for his flatcars with military loads.

Best of Show U-50 electric by Thorin Marty.

Above are three scenes of the small layout brought by the Hoosier S Gaugers. The gas station is a kitbash by the late Jerry Schnur.

One of the contest winning flat cars entered by Jim Maslowski of the BSG.

Last Run for: Bob Jackson Jack Sudimak Dave Netherton & Tom Doherty

Dr. Robert W. “Bob” Jackson, 82, of Springfield, passed away Thursday, Oct. 25, 2012, at St. John’s Hospice in Springfield.

Robert was born in Coolidge, Arizona on July 13, 1930, the son of William and Betty (Britton) Jackson. He married Carolyn Ann Haack, March 27, 1961, in Williamsburg, Iowa, and she survives.

Also surviving are his two sons, Brian L. Jackson of Springfield, and Timm W. (wife Emma) Jackson of West Charleston, Vermont; grandson, Todd M. Jackson of Springfield; several nieces, nephews, and cousins; and grandsons honoraires, James, John, Patrick, and Elijah Grayson of Virden. Robert's parents and two brothers preceded him in death.

As a young man, Bob put his studies aside in his third year of college to volunteer in the U.S. Army during the Korean War. After returning to his studies, he completed his bachelor's and master's degrees, and received his doctorate from Purdue University in 1963. Dr. Jackson became a full professor of microbiology and immunology at Southern Illinois University in Carbondale, and played an instrumental role in the founding of Southern Illinois University School of Medicine, ultimately serving as Executive Associate Dean until his retirement in 1998.

Arden Goehring and Bob Jackson at work on the Pittsburgh (1990) modular layout.

Bob's interests were many: He was a model railroader extraordinaire, and helped to found the National Association of S Gaugers in the 1960s. He played an active role as well in the Springfield-area, model-railroaders' Once-a-Month Club. Bob's own model railroad layout has been featured in many national publications, and has been the inspiration of boys and men for decades.

Bob was a member of the Springfield Motor Boat Club, where he enjoyed taking his grandsons fishing and boating. He was an avid reader, stargazer, and music aficionado -- especially of classical and jazz. Bob also toured his BMW motorcycle to California or the East Coast many times during the summer. In earlier years, he once drove his beloved '51 Hudson from San Jose to Baltimore in 54 hours.

Bob often said, "I couldn't have had a better life," for he was always aware of his great good fortune--a loving and dedicated family, a meaningful career, and lifelong, loyal, caring friends. Known for his generosity and compassion, he possessed an uncanny ability to recognize what others needed, even when they didn't recognize it themselves. He was revered by his family and friends alike as an advisor and mentor. - *From official obituaary.*

Of course, most of us know that Bob was an editor of the Dispatch from August 1990 to August 1992. He is listed on the masthead (page 3) as Editor Emeritus. He authored many articles in the Dispatch, often under the pseudonym of Will Britton. He also left the NASG a nice legacy by authoring a 5-part series titled The NASG Story - a History. These were written during the years when Dick Karnes was editor. They appeared in issues: 8/‘86, 12/‘86, 6/‘87, 12/‘87 and 8/‘89.

His large around-the-wall S Scale layout at his home in Springfield, IL, modeled the southwest transition era featuring mostly Santa Fe and Southern Pacific prototypes. Hopefully, we’ll see his layout featured in one of the major publications soon. I personally visited his layout a couple of times, and I always enjoyed talking with him and his son Brian at the conventions and S Fests. - Ed.

Waite & Son Funeral Homes

John H. Sudimak, Jr.
(December 10, 1940 - October 23, 2012)

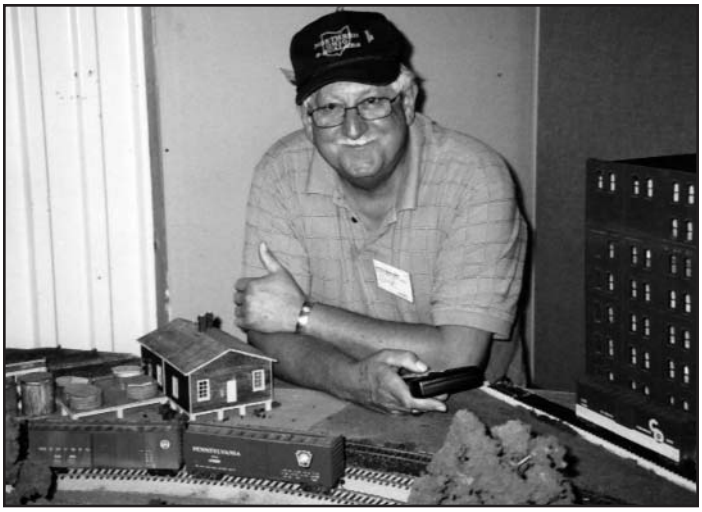
John "Jack" Sudimak, Jr., age 71, of Medina, passed away Tuesday, October 23, 2012. He was born December 10, 1940 in Warren, OH to the late John and Helen (Lucas) Sudimak. Jack served our nation in the 595th Signal Corp of the U.S. Army; and he formerly worked for the Cleveland Metro Parks doing construction and maintenance. He continued his family tradition of collecting S-Scale Model Trains; he was a founder of Northern Ohio S-Scalers, member of the Cuyahoga Valley S-Gaugers, and a member of the Central Ohio S-Gaugers. He spent nearly 40 years as a "Special" Police Officer with the Medina City Police Department. Jack loved to be around people and used trains to bring people into a conversation. He enjoyed being with his family, target shooting and the Demolition Derbies at the Medina County Fair where he won several championships.

He was the beloved husband of Sharron (Cooper); loving father of Corinne (David) Schoenbeck and Curt Sudimak; and dear brother of Robert "Shorty" (Jean) Sudimak. He was also a special uncle to nieces and nephews.

He was preceded in death by his sister and brother-in-law Karen and Andrew Denison.

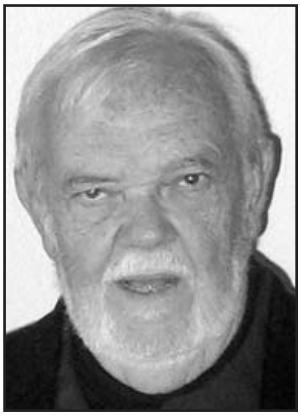
From the Cuyahoga Valley club newsletter:
Longtime CVSG member Jack Sudimak passed away on October 23, 2012 after a battle with an illness. Jack's father, John Sudimak, had been one of the founders of the CVSG in the 1970s and was one of several of us (myself included) who carried on our fathers' passion for trains and model railroading in general. Specifically, Jack maintained his father's model railroad manufacturing business, Rex Engineering, for a number of years before transferring it to club member,Terry Putt. Jack maintained his membership in the CVSG and was always someone to rely on when a host for a meeting was needed. I will always remember him with a gentle smile and a laugh. He was a true gentleman and a true friend in model railroading, especially in S gauge. Have a safe journey old friend to your next destination.
- Chuck Fonda, CVSG

Yes, Smilin' Jack:
That was how most of us remember him. He was always cheerful at his open houses and at the Sprees and conventions. He was a good scale modeler in S, and, of course, we all know about his continuation for a while of the Rex line. He was active in the CVSG for many years, and also in the newer "side" group NOSS - Northern Ohio S Scalers. I always enjoyed visiting his home layout, watching trains and viewing his display of the Rex models. He also had the the only Rex 2-8-0 which may have been a prototype for a future model back when. For those who don't remember "Smilin' Jack" was an action adventure newspaper cartoon strip back in the '40s and '50s. Anyway, keep smiin' on us Jack.
- Jeff



Jack Sudimak is enjoying operating the NOSS (Northern Ohio S Scalers) L-shaped module at the 2008 S Spree in Dayton, Ohio

Tom Doherty of Pennsylvania Heritage models died suddenly on Thursday, Dec. 7. .A gentle soul with whom I had the pleasure of working with was well known in the modeling community. I will not be proceeding with any of the production models we were planning. I will continue to do custom modeling.
- Gerry Siegel Tom had produced many S gauge items, most notably an RDC and a 44-ton diesel.

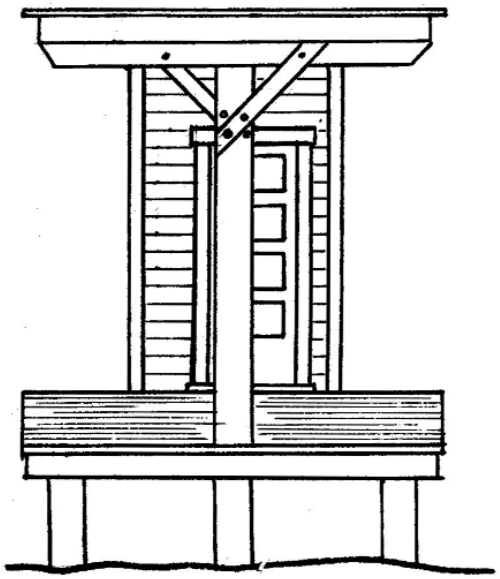


David Netherton died at his home in Mexico on October 14 at the age of 76.
Born January 20, 1936 in Detroit, Michigan, Dave was a graduate of Wayne State University in Detroit. A professional engineer, he worked in the meat packing industry all of his working life, with 18 patents relating to that process.

He and his wife Susan moved to Ajijic in 2006 from Harvard, Illinois. Netherton had been a Rotarian for 17 years in the United States and continued his association with that organization at Lakeside until 2009. He was a member of Lakeside Presbyterian Church and was a volunteer at the Tepehua Community Center and was one of the founding members of the Ajijic Polo Club.

He had great passion for antique cars and trains. He donated his garden railway and trains to the Axixic Shrine Club that has made a project of having a miniature railway installed at the Chapala train station. His book, "The Garden Railway at the Ferrocarril de Chapala Train Station" that includes a history of the trains to Chapala and the garden railway project, will be published when the project is finished.
continued on p. 26

Courtesy of the publisher of the original S Gauge Herald

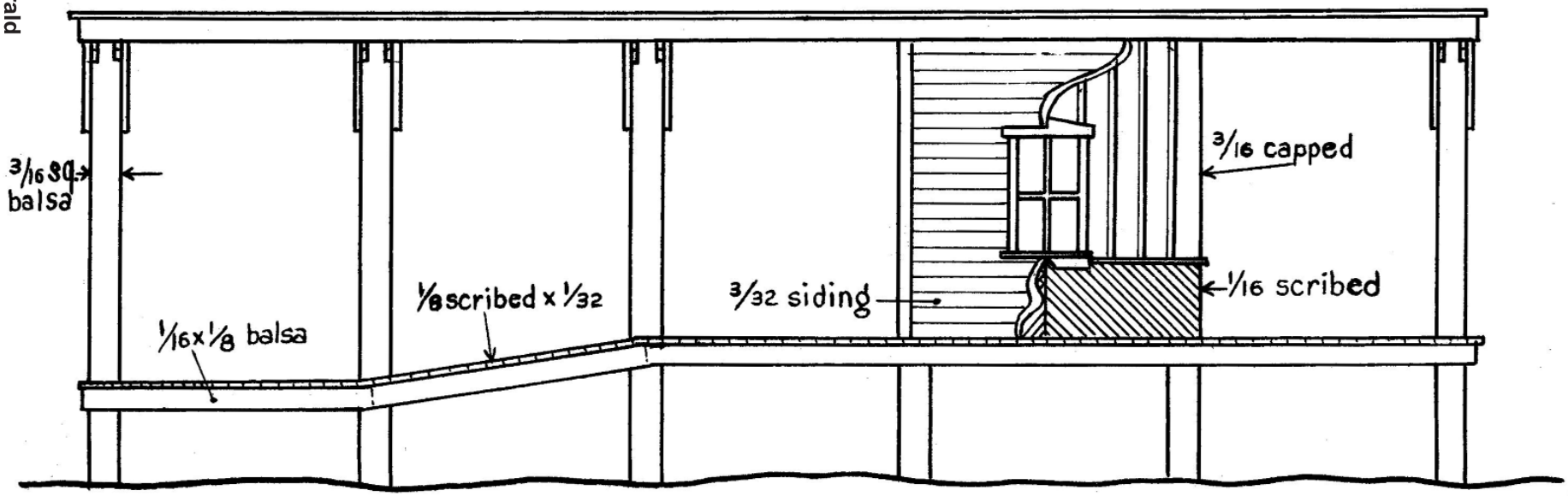


FREIGHT DEPOT

SCALE 3/16"=1 Ft.-FULL SIZE FOR S GAUGE

by W.F. RIGGLE

Long enough for one freight car, it was built by the Port Louis & Northern for it's team track at Dyar. Perhaps you can use this small structure. We show an ornate style of siding for older era railroads. Fractional size balsa was used.



BRANCH LINES

News and Notes from S Gauge Clubs • By Dave Pool

The **Bristol S Gaugers (BSG)** held their annual picnic at the home of Joe and Donna Santoro in Wolfboro, N.H. on the shore of Lake Winnapausauke. The host has an S gauge layout and a G gauge layout in a natural woods setting in his back yard. The Sept. meeting of the club was hosted by club president Tom Robichaud in Fitchburg, MA. The host has a fine operating sceniced layout that has been featured in several different magazine articles. The club has recently obtained the use of a trailer to transport and store their layout modules. The club has rolling carts to hold the layout sections which can be rolled into the trailer. Phyl and Rob Sieger held the October club meeting at their home in Westboro, MA

The **Connecticut S Gaugers (CSG)** held their Sept. meeting at the home of Larry Hally in Branford, C,. on October 13. The club members attending rode the Shoreline trolley and visited the trolley barns prior to having lunch at the Hally residence and attending a club meeting. The host gave an interesting clinic on repairing AF trains, with examples of the procedures demonstrated. Club member Dick Kramer edits and distributes the club newsletter via mail and e-mail, and Dick recently took over the Treasurer's job to replace your column editor. The club planned to purchase a road trailer in which the layout modules can be stored and transported to show set up events. In the past the layout modules have been kept by various club members and brought to a layout display event for set up. The club set up their layout at the Ram Band Cheshire High School Train Show on Nov. 18. The show is operated by the band parents who supply food for those attending the show.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of their coordinator Dave Plourde in East Longmeadow,MA. for their Sept. 16, 2012 meeting. Dave coordinates the club activities and Steve Allen edits the club newsletter. **The club has celebrated their tenth anniversary this year.** Much has happened over the past ten years including constructing a holiday train display at Look Park. The display will again be set up this year as in several past ones. The Look Park project was coordinated by George Reneris. It was an ambitious project by any standards. The S scale layout was constructed on six 6 ft. x 30 inch modules separated by backdrops which were painted by Dave Plourde. Club members visited George Sellios's famous HO layout in Peabody, MA on May 19, 2012. Recent issues of the club newsletter have included modeling tips on weathering, scenery details, and scale vehicles as well as other articles of interest to the members. Club member Paul Pfau, one of the club's newest members, hosted the meeting on October 20; and the November meeting was scheduled to be held at the home of Dave Plourde, in E.Longmeadow. MA. The December meeting was scheduled to be held in December at the display at Look Park.

The **Western N.Y. S scale Association (WNYSSA)** held their October, 2012 meeting at the home of Don Webster in Derby, NY. The November 18 club meeting was held at the Pegasus Restaurant, Hamburg, NY. Don Webster coordinates the club module set ups and Gregg Mummert coordinates the club activities and ably edits the club newsletter, which is distributed via e-mail. The club members recently discussed a project wherein the members attending a club meeting could build an S scale building, vehicle, etc. that could be used on a home layout or the club display layout as desired. Paul Wachowicz was looking into a possible small building kit, and Don Webster was looking into vehicle kits that might be appropriate. A recent issue of the Classic Toy Trains magazine had an article on a train loading platform that could be used as a club project. This kind of a project is a good one for a club as the more skilled members can guide and help the less model construction experienced members.

The club displayed a layout at the TTOS Train Show, held on Oct. 21, 2012, at the Leonard Post, Cheektowaga, NY, and they were considering set up of their layout at the TTOS Train Show to be held on Jan. 27, 2013 in Cheektowaga, NY at the Leonard Post building.

The **South Jersey S Gaugers (SJSG)** displayed a layout at the Yellin School, Stratford, N.J. on Oct. 20, and set up and displayed their layout at the Cherry Hill Presbyterian Church on Nov. 10. The First Baptist Church, Collingswood, NJ was the site of the layout display on Saturday, Nov. 24. The club will celebrate their 25th anniversary in July, 2014, and members are planning the activities to note this event. The club was scheduled to display their layout at the Ocean City Music Pier, on December 1 & 2.

The **Pittsburgh S Gaugers (PSG)** held a Coffee and Trains get to-gether at the Kings Restaurant, in Harmerville, PA. on Oct. 15, 2012 at 8:00 P.M. Another Coffee & Trains get together was held on Nov. 29 at the same restaurant. A regular meeting of the club was held on Oct. 28, at Andy Lorince's home, near the squirrel Hill Tunnels, PA. The club set up and displayed a layout at the Greenberg Train Show, in November. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail.

The club has two operating layouts, including a hi-rail layout and a modular layout both of which can be used to display and operate trains at shows and events. The club members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics. The club members discuss the activities that they might enjoy at their meetings so a desirable schedule of activities can be planned. The club recently received eight boxes of S gauge train kits, built up and scale-converted AF trains donated to them by Bob Waller (last active in S scale in the mid-1960's period). The club members are deciding how to properly use the donated train equipment, some of which may be sold to club members. The club was planning to display a layout at the Locomotion weekend on Dec. 1 & 2, sponsored by the Carnegie Science Center and the TCA. Last year the club participated and there was a large crowd attending the event with good exposure of S trains as provided by the club's presence.

The **Baltimore Area AF Club (BAAFC)** members held their November club meeting at the home of David Avedesion in Silver Spring, MD. on Nov. 15. For eight years (including this one) in a row, the club has operated a layout at the B & O RR Museum. In December, 2012 the club plans to set up their layout at the Museum. David Avedesian has been coordinating the design, construction, and preliminary operation of an S gauge (AF) layout in the home of Ron Kolb, who coordinates the club activities, and edits the club newsletters. Ron is very appreciative of the effort made by the various club members to complete the layout in his basement. The club has developed a new website as built by club member David Blair. The address is: http://baltimoreamericanflyerclub.org. The club set up and operated their layout at the Westminster Train Show, held on Nov. 18, in Westminster, MD. and will have a layout at the B & O Museum on Nov. 29,30, and Dec. 1 & 2.

The **Cuyahoga Valley S Gaugers (CVSG)** have a newsletter entitled The *Lakeshore Special* that includes the column of the club coordinator, Lee McCarty. The club set up and operated layouts at the Berea OH. Train Show in October. The two day event was marred by damage to one of their trailers by a solar panel which is powered (rotates with the Sun) and located at a newly constructed building for an Environmental Learning Center. The club organized and ran a train show of their own on August 25, at the UAW Hall, Parma, OH. and are scheduled to operate another show in January, 2013. The club members met at the home of Mike and Linda Graham on Oct. 21, in Brooklyn Heights, OH.

The **Chicagoland Assoc. of S Gaugers, Inc. (CASG)** was held at the American Legion Room of Hinsdale Village Hall, Hinsdale, IL. Will Holt coordinates the home meetings of the club members. The club held several sessions last Spring for club members to learn about and program their trains to operate on DCC or Legacy/TMCC electrical supplies. Members were encouraged to bring their Legacy/TMCC locos to be loaded with the Club's Legacy control system with unique numbers to be recorded on a listing for use at train show operations. The club set up and displayed their layout at the Great Midwest Train Show held on Dec. 9 , in Wheaton, IL. The club is hosting the 2014 Fall S Fest and planning is underway for that event. Possible locations and an event car are planned. The web site of the club is: www.casg-trains.org The club set up and operated their layout at the Southland Model RR Show on Oct. 21, in Hinsdale, IL.

The **Miami Valley S Gaugers (MVSG)** set up and operated their layout at the NMRA National Trails Train Show, on Nov. 17/18 at the National Trail School, New Paris, OH. Tom Hartrum is Recording Secretary for the club meetings Officers of the club recently elected include: Jon Goins, president; Tony Garza, corresponding secretary; Bob Guckian, treasurer; and Jan Mason, one member of the board of trustees. Ray Garbee was elected to serve as Recording Secretary, and will take over recording the club meeting minutes from Tom Hartrum. Three seats on the Board of Directors are up for election in February, 2013. Bob Guckian hosted the club members for their meeting on August 18 and 17 members attended.. Club member Jon Goins coordinated the club layout set up and operation at the NMRA Lakota Train Show, on Oct. 20/21. The club was [planning to set up and display their layout at the TCA sponsored train shows on Dec. 16, 2012, Feb. 3, 2013 and March 17, 2013.

The **State-Line S Gaugers (SLSG)** held their regular monthly meeting on Oct. 21, at the home of Dave and Martha Pippitt in Rockford, IL. The club is actively seeking new members and has distributed flyers at local libraries, and other places. The club layout now has to be packed into a trailer after a recent train show because the space at Colony Bay is no longer available to the club. Colony Bay is a shopping center where the club was afforded a space to keep their layout set up to operate trains and do repairs as needed. The annual club Christmas party was scheduled for Dec. 15, at the Hawk's View Restaurant, Route 173, Machesney Park, IL.

The **Southeastern Michigan S Gaugers (SMSG)** held their Nov. 18, 2012 meeting at the home of Earl Carlsen, in Oxford, MI. The meeting included a sales area where those members attending could display and sell their excess modeling "stuff". The **SMSG** club has 41 paid up members as reported several months ago at a club meeting. Gordon Michael edits the club news via meeting notes. Bob Stelmach is the president of the club at the present time. Gordy Michael is Secretary; Earl Carlsen, Treasurer; and Tom Hess and Tom Hawley serve as Members-at-Large on the club Board of Directors. Many of the club members attended the Lansing Train Show, on Nov. 18. The club attended and set up their layout at the NMRA Div. 6 Train Show on Nov. 25, at the Livonia Senior Citizens Center, Livonia, MI. Club member Dave Campbell was scheduled to host the club members for their meeting on December 16. The club is considering replacing their DC power packs with MRC Tech 6 power supplies so that they could change from DC to DCC with the flip of a switch. Randy Bosscher agreed to look into the pros and cons of such a change.

The **Northern Ohio S Scalers (NOSS)** held their Sixth annual Inter-State S scale Get Together in Medina, OH. on Sept. 29, 2012. Jack Sudimak coordinated the club activities for several years, but he unfortunately passed away on October 23, 2012 The club members are mourning the loss of their capable leader. Jack had problems with a lung disease for the last few years. Ed Kirstatter has taken over the club newsletter duties and he does a fine job of it. The newsletter includes a column called "Ed's S Kinks" that includes tips on S scale modeling. Some of the club members attend the local meetings of the NMRA Division IV, which welcomes guests. A recent newsletter issue included notices of various train and model RR related activities in the area where the club members reside.

The **Badgerland S Gaugers (BSG)** were hosted by club member Rick Wade, for their Oct. meeting and eight members attended. The club holds it's own train shows at the Knights of Columbus Hall, Greenfield, WI. Shows for 2012 were on Nov. 25, and Dec. 30. Shows for the new year will be on Jan. 27, Feb. 24, and April 7. Richard Wade is the most recent newsletter editor. The club newsletter includes a "For Sale" column for RR related items. The club is planning for the new year and looking for volunteers to host club members at home meetings.

The **AF S Gaugers of the St. Louis Area (AFSGSLA)** are again setting up and displaying an S layout at the downtown Macy's store. The layout was installed in the store window at the Seventh and Locust Street entrance to the store. Chris Rather has arranged for the layout to be remotely monitored with a club member assigned to respond to any daily problems. The club set up their layout at the Great Train Expo, Collinsville, IL. on Nov. 24/25. A small display layout was set up at the Citizen's National Bank, Maplewood, MO. on Nov. 29. The club's double helix layout was set up at the TCA Train Show, at the Immanuel Lutheran School, Olivette, MO on Dec. 1. Mike Neace hosted the club members for their December meeting in Godfrey, IL. on Dec. 7. The club planned to have their annual holiday party hosted by Norm and Ione Pilarski on January 4, 2013. The club members will remove the layout from the Macy's window on January 5, 2013. Moe Berk coordinates the club activities and Gary Mueller edits the club newsletter.

The **Kansas City S Gaugers (KCSG)** are planning for their holiday displays of S trains at Union Station and elsewhere. Bill Hutton coordinates the club activities, and ably writes the club newsletter which is distributed via e-mail. Paul Stevens is president of the club. Club members Roy Inman, Bob Crown & Bob Agne are in charge of the separate Christmas display at the Union Station this year, and the layout will be expanded using new track that the Station management has purchased. There will be two S gauge layouts at the Union Station site this holiday season.

The **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)** cClub members have been discussing the idea of having an S gauge RR car produced, possibly one in commemoration of the club's **45th anniversary in 2012.** The 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, but Bob Bowen has volunteered to coordinate the club's 45th anniversary car project. The club members met on Sept. 8, 2012 at the River City Modelers train layout (HO) Spokane, WA. for their September meeting. The club is fortunate to have a permanent room to set up and store their display layout, located at the Messiah Lutheran church, Spokane, WA. The room is 24 ft.x 36 ft., so it should be very adequate. The club has held several member meetings in the room at the Messiah Lutheran Church, Spokane, WA., and after the meetings is a good time to do minor repairs on their layout. The new lady pastor of the church recently saw the layout and wanted it to be operational so that visitors could enjoy it. The club members are working on the layout to get it operational with spruced-up scenery. Bud Chadbourne hosted the annual club picnic on July 21. Club members attended the most recent train show as sponsored by the Inland Empire RR Historical Society and the River City Modelers clubs. The show was held at the Spokane County Fair grounds and Expo Center.

John Eichmann of the **Rocky Mountain High Railers (RMHR)** coordinates the activities of the club and the status of their portable layout. Their newest layout has two levels, the lower of the two is 30 inches above the floor to accommodate the view of children, and the upper level is 5.5 inches higher than the lower level. The layout includes a twelve track double-ended yard for train assembly/storage. The club layout is named Lookout Junction III, and it requires a space of 22.5 ft. x 26 ft., about the same as the previous layout. Plans call for a DCC/AC loop on the lower level. The club has been holding planning/breakfast meetings at the Golden Corral Restaurant, in Boise. These meetings are well received by the club members. The restaurant has an area referred to as the "conference room" where the members gather. The club celebrated their **17th anniversary this year.** Club members participated in the Museum Comes to Life Festival held on Sept. 29, and brought their layout Lookout Junction III to display and operate at the Railshow 2012 on Oct. 13/14.in Idaho Falls, IA.

The **Southern Calif. S Gaugers (SCSG)** plans to host the **2013 S Fest West** show, and plans are formulating for the event. Election of officers was held at the July,2011 club meeting, and Jeff Kruger was elected president. James MacAuliffe is the new club secretary, and Fred Ruby the club treasurer. Newly elected club officers will take over at the August, 2011 club meeting. Sheila Blaise hosted the club members for their March meeting at the California State University, Los Angeles and morning workshops on model RR electronics were provided, after which those attending the meeting visited the Pasadena Model RR Club.

The **San Diego S Gaugers (SDSG)** celebrated their first anniversary of residency in Liberty Station (former Navy Training Center) by holding an open house May 12 (National Train Day). The open house was an off-site exhibit in coordination with Amtrack. On June 14, the club had a layout display for the Southern California Layout Tours. The club members planned to bring their layout to the San Diego Model RR Museum in Balboa Park, over the Labor Day weekend. This will be the fourth year of participation at the Park for the club. The clubhouse is open to the public Sundays and Wednesdays from noon to 3:30 P.M. The club has a website: http://sites.google.com/site/sdsgaugers/

The **Golden Gate AF Club (GGAFC)** has a secretary John Dalton and President Paul Guaraglia who have provided info on the club's activities recently. Club member Ken Wilson hosted the members for their June meeting in San Jose, CA. Club members decided to purchase club shirts for the individual members which are yellow with blue letters. The club is to sponsor the 2014 Flyer Fest West, and plans are being formulated. The meetings of the club include a raffle wherein participants are given tickets to enter by bringing a "Show & Tell" program to the meeting. Raffle tickets are also sold at the meetings, but the pris(es) have not been described in the recent news letter issues.

The **Bay Area S Scalers (BASS)** held a meeting at the home of Michael Eldridge in San Jose, CA. on Nov. 17, 2012. Repairs on the club layout include work on layout supports, the electrical system, and the new module with a swing-up section to allow easy access to the center of the layout. John Ralston performed recent work on the clublayout. Graham Henry edits the club newsletter, called the *Bass Waybill* 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 It was decided that future meetings will have a planned program including a work session or clinic, or video presentation for those attending to partici-

pate in. Every other month or quarterly meetings are to be considered. Club members can have separate regional "meetings" or informal get-togethers where several local members could get together at their convenience as desired. The idea of having a "secret model " meeting to complete a model and display it at a designated club meeting was discussed and might be implemented in the future. At a recent club meeting Bob Caughey brought a Putt Trains 0-4-0 dockside loco that he was working on, Michael Eldridge showed detail plans for his new layout, Ed Loizeaux showed his completed pickle car and plans for the O Scale West & S West get together as participated in by the club were discussed. The club was considering the set up and operation of the club layout at the World's Greatest Hobby on Tour Train Show on Feb. 23/24, 2013 at the Calif. State Exposition & State Fairgrounds in Sacramento, CA. The problem is getting enough members to commit to attend, help set up, and operate the layout. The club was invited to set up and display their layout at the PCR/NMRA "Iron Horse Express" Convention, in Dublin, CA. on April 3-7, 2013. Club members are considering this opportunity to display their layout.

Your 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. If your club was not mentioned in the above column, you should send a description of your club recent and future activities to the column editor.

Last Run continued from p. 21

He was also very active in the S Scale model railroad community, and was a partner in Omnicon Scale Models for many years. He was also a member of the Gang of 100, the NASG, and was a charter contributing member of the Midwest Railway Institute and Museum.

Netherton is survived by his wife of 22 years, Susan Jane Netherton, and four daughters: Martha Ross of Royal Oaks, Michigan; Leanne Smith of West, Texas; Andrea Baladad of Dallas, Texas and Nancy Alden of Branford, Florida. He also had two step-daughters, Pamela Milburn of Palatine, Illinois and Carla Sandersfeld of Island Lake, Illinois. His family plans a memorial service on his birthday, January 20, 2013 at the Chapala Railroad Station (Gonzalez Gallo Cultural Center).

In lieu of flowers, Netherton's family suggests donations to the Axixic Shrine Club for the completion of the train project.

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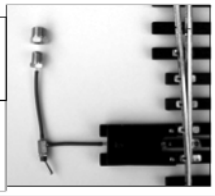

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SHORT & EASY

by Richard Churchill

A New Smokestack for the Franklin or Washington AF Locomotives

I like American Flyer's old-time locomotives, the Franklin and the Washington; even though they were not really S scale models. As Joe Deger pointed out in an article in *Classic Toy Trains* magazine in March 2009: "For a firm that took pride in making only scale models, the engine and tender are far too large." (A.C. Gilbert's S gauge Frontiersman trains, p. 78).

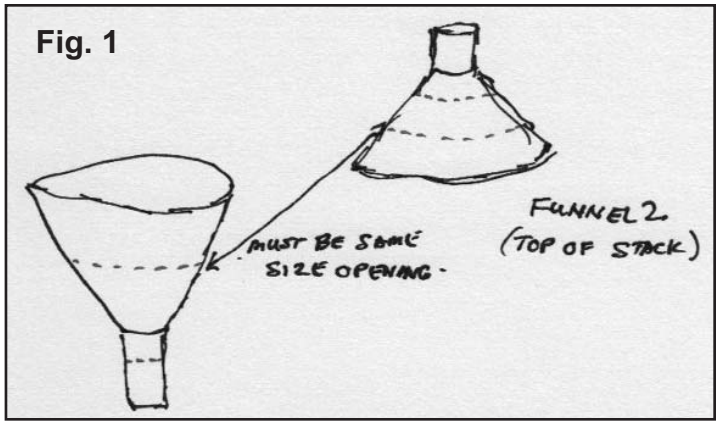
I have recently been able to acquire both a Franklin and a Washington. In looking at the 1960 American Flyer catalogue I noticed that the Washington is shown with a diamond stack. It appears that way in a picture on the front cover as well as in the illustrations of the old-time train sets. However, as Joe Deger points out in the aforementioned article, the Washington never came with this stack. I think that was a serious mistake, and I set about creating such a diamond stack for my engine.

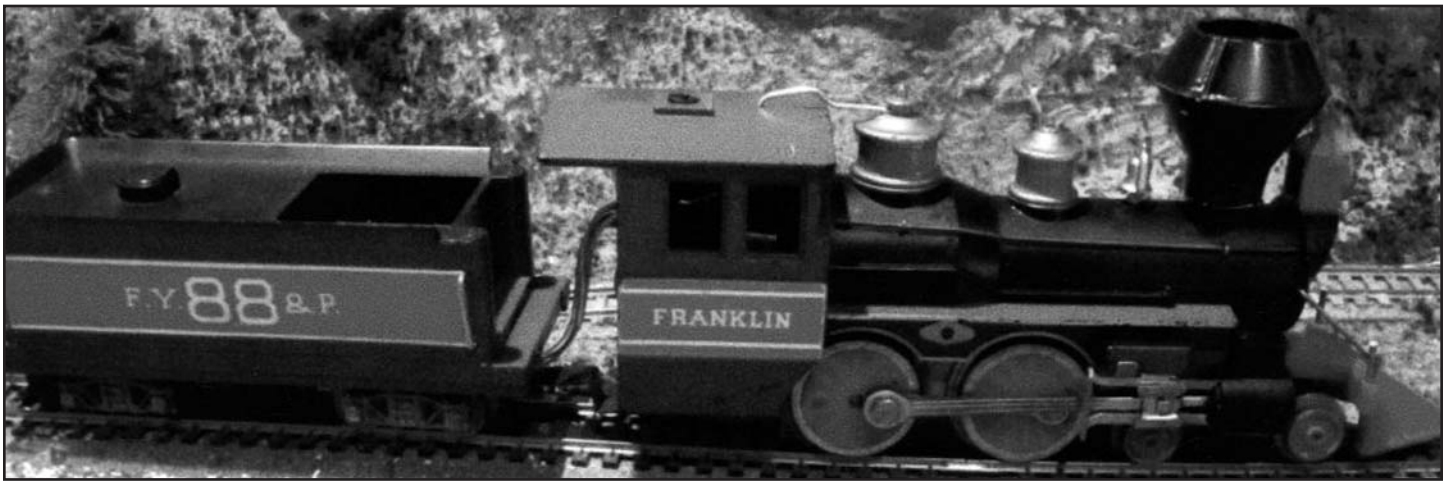
The trick was to figure out how to do this? I discovered that by cutting two funnels down and gluing them together, I could create a reasonable facsimile of the stack shown in the catalogue. The funnels I used came from Wal-Mart. They come in a 2-funnel set: a five inch and a four inch diameter. I bought two sets, and I used the two four inch funnels.

The funnels need to be cut - one to make the top of the stack and one the bottom. (Fig. 1). Line the funnels up with the loco, and mark them to size. The funnels can be easily cut with a small hacksaw (or razor saw - Ed.). It helps to slide the funnel on a dowel and clamp the dowel in a vice while sawing. True up the cuts by sliding the pieces on sandpaper.

When you are satisfied, glue the two halves together with superglue. I also inserted a short length of threaded lamp pipe inside the stack and fastened a lamp nut on each end. This helps hold the stack together, and by allowing about an eighth of an inch to protude from the bottom it will hold the stack on the boiler. The pipe also provides a flue for the smoke fluid to enter the smoke unit and a channel for the smoke to exit the stack. I then sprayed the stack with satin black Krylon Fusion paint for plastic.

The photos show the completed stack on and off the locomotive. I have also added some other details to this Franklin: grab irons on the tender, arch bar trucks, stanchions on the pilot and a valve on the steam dome.





EXTRA BOARD

NEW CLUB FORMING:
Anyone interested in starting an s-gauge/s-scale club in the Mason Ohio area? Please contact me at Chrisandmhelburger@yahoo.com Thanks, Chris - *Mason is a bit north of Cincinnati - Ed.*

S IN NON-S PUBLICATIONS:
We have to play Heinz 57 here - Ketchup from a while back:
- July 2012 *CTT* - Plasticville tower-station kitbash.
- Sept. 2012 *CTT* - 6-page feature on Wally Davidson's large 22' x25' S gauge AF layout.
- Nov. 2012 *CTT* - This silver anniversary edition features SMSG member Dave Campbell's S gauge hi-rail layout - 6 pages.
- Dec. 2012 *CTT* - Large photo of David Baule's AF layout.
- Jan. 2013 *CTT* - Page on AF No. 23796 Sawmill and a page on now and then Christmas photos by Steve Crise.
- Nov. 2012 *MR* - Article on tree covered hills by Brooks Stover featuring his S BC&G layout.
- July 2012 *NMRA Magazine* - Article by Dick Karnes explaining the new S Scale Sig.
- Nov. 2012 *NMRA Magazine* - 4-page article by Gaylord Gill on the SMSG's award winning modular layout as displayed at the 2012 Grand Rapids, MI, NMRA Convention.
- July 2012 *RMC* - A 6-page article by Dick Karnes on his NYW&B S scale layout featuring a track plan and photos that show off his overhead catenary work. The article talks about operations on the layout.
Whew! That's some coverage of S in 2012. - Ed.

DEPT. OF CORRECTIONS
The caption on page 13 of the October issue has the wrong spelling. Paul's last name is spelled Alldredge. *Gee, and he even stayed at my house. Ed.*

WHERE IS SUDIMAK AWARD?
Bob Werre mentioned the John Sudimak award as not being given out in a couple of years, and he is correct. The award was given out and sponsored by the Cuyahoga Valley S Gaugers to the model in the annual modeling contest which was the most popular by a vote of all the attendees. The award was set up to be given out for a period of ten years past John's death, so we had ten plaques made up which were given out each year. I believe the last one was awarded at Diluth, This award is open to new sponsors in case any club wished to honor one of it's departed members.
- Lee McCarty- Pres. CVSGA

STIPS

GROUND THROWS
I've been using Caboose Industries ground throws for years on my layout, and they perform very well. The one I have used most is their 202S, which has a handle that lies at grade level perpendicular to the direction of the throw-bar. To move the points, you lift the handle and move it in a vertical arc over to the other side of the throw-bar.

Even though it's marked for HO scale, I find there's sufficient throw to clear S scale wheel rims. The "S" in the 202S is important -- it means the mechanism is sprung inside, which gives the throw-bar some tension in both positions, a desirable feature.

Regarding your question on measuring a frog number, it might be useful to first draw one on a sheet of paper. Draw a straight line, make a mark on the line for the point of the frog, and then measure 6 inches along the line from that first mark and make a second mark. At the second mark, measure 1 inch away from the line and make a third mark. Now connect the first mark and the third mark with another straight line. The angle between the two lines represents a number 6 frog.

If you were to cut out the pie-shaped wedge formed by the two lines, you have a check-gauge that you could use to check an existing turnout. You'll find that the gauge works the same whether you slide it into the interior space of the frog (against the outside edges of the railheads) or lay it on top of the frog so that the edges line up with the inside edges of the railheads.

An interesting point is that your gauge would work for any scale from Z to G -- even a prototype switch!
- Gaylord Gill

Empty lot scene on Ron Schlicht's tinplate layout at Trainfest in November ***Photo by Jeff Madden.***

The Western New York S Scalers took this small layout to TTOS swap meet last January. Sent in by Dan Malkiewicz

SCalendar

Jan. 24-26, 2013: O Scale West + S West 8, Hyatt Regency, Santa Clara, CA, www.oscalewest.com.

April 25-28 2013: 28th Annual Sn3 Symposium, Ramada Mall of America, Bloomington, MN. frolin@frolin.net --- www.frolin.net/sn3-2013.

May 3-5 2013: Spring S Spree, Quaker Square Inn, Akron, OH. www.quakersquare.com. Contact: Mike Graham 216-398-9313 mograham@hotmail.com.

May 3-5 2013: S Fest West 2013, Embassy Suites, Arcadia, CA. Layout tour, swap meet, etc. Fred Ruby: 310-390-3369, sfestwest2013@yahoo.com. Sponsored by the Southern California S Gaugers.

Aug. 7-10, 2013: NASG Annual Convention, Radisson Lackawanna Station Hotel, Scranton, PA. Hotel # 570-342-8300. This is the location of Steamtown. Info: www.convention2013@nasg.org

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.

Monkey business on Frank Titman's Spiral Hill.
Photo by Bill Fraley

This was a unique diner model (Lionel I think) that Don Goeke displayed on the Badgerland layout at Trainfest.
Photo by Jeff Madden

S Tower cont. from page 5

By attending NMRA, or TCA events for that matter, S folks will still seek out their kind for the most part, but by seeking out general clinics, visiting non-S manufacturers, and seeing non-S layouts your horizon will be expanded. So from time to time this is a good thing.

But in general the smaller venues of all-S events allows us to make fewer choices and participate in most activities. Fewer decisions, less stress.

In S (or O 2-rail) we are usually forced to build a more modest layout with less complex trackage and fewer pieces of rolling stock and locos. Here we have less complexity and less maintenance than some of monster layouts in the popular scales.

Now, I'm happy with S because of all the above points made. And as I (we) age, fewer choices, less maintenance, more reliability are the things that keep me going. I enjoy being a "contrarian."

Railmail cont. from page 5

Stolen AF: This is a notice of stolen American Flyer S gauge engines and cars. These were stolen in June 2011 from Harper County, Kansas. This was reported to the Harper County Sheriff's office and have not been recovered. Beware of anyone offering for sale any of these items with an Anthony, KS address or any surrounding towns or nearby states. If you have any knowledge of these items contact the Harper County Sheriff's office at 620-842-5135.

-David Cooper, Jr. 620-962-5283 *The list is very extensive but included a 293, a 312, a 314AW, a couple of 322s and so on for the locos. There were many NASG, TCA and TTOS pieces of rolling stock and many accessories. -Ed.*

Flyer all the Way: Interesting article on Scale versus Hi-rail operations. However, I think S Scale is like HO Scale, only laarger and that is all it is to me. I like to see scale trains in action, but to me only American Flyer provides the never-ending interest. This is mainly because of original A.C. Gilbert and now Lionel with the newer AF. American Flyer trains have the signature white walls (on the steamers) and deep flanges which help trains stay on the track. I feel Lionel does not need to make scale trains, because they should be toy trains.

- Michael Moore, California

Oh, I don't think traditional AF is going away, and Lionel is still making traditional AF stuff. The trend in the hobby as a whole, however, is to work toward more realism. Most would probably enjoy the best of both worlds from Lionel and now MTH. - Ed.

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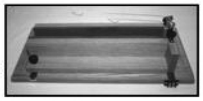

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