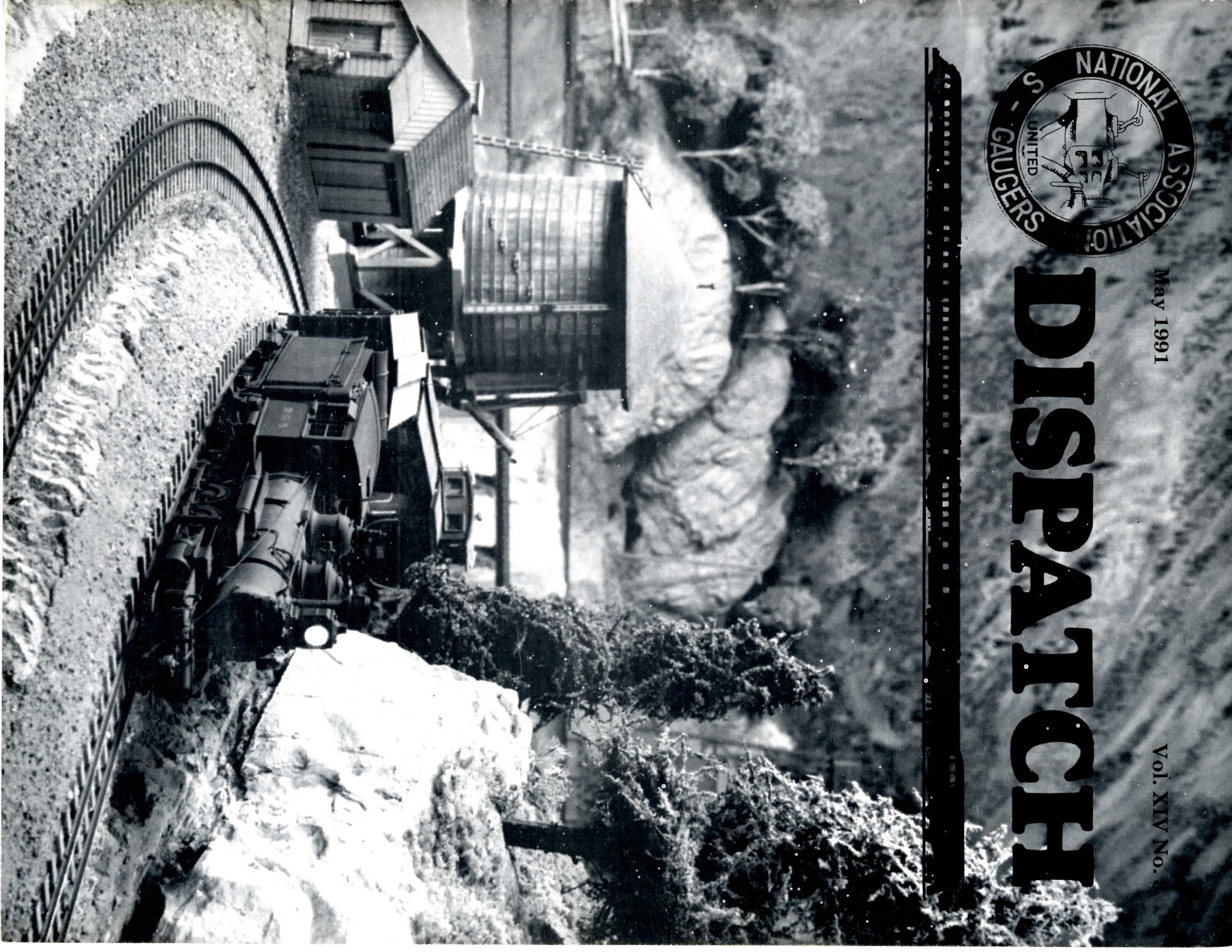




May 1991

DISPATCH

Vol. XIV No. 3

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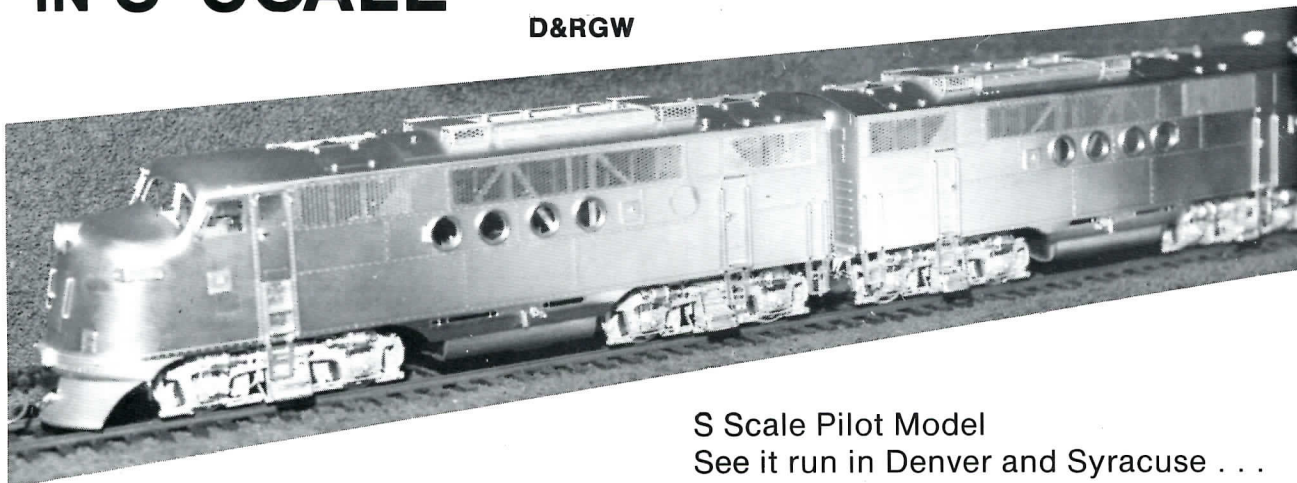
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Thanks to Randy Sappo for the neat illustration.

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Official Publication of the
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of S GAUGERS

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

Robert W. Jackson
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COVER

The Trout Lake area on The Colorado Mineral Belt railroad, the Sn3 pike of Ken Stanley's. The CMB is based on the Rio Grande Southern around 1905. Ken hails from the Houston, Tx area.

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MAY 1991



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PRESIDENT'S MESSAGE

Spring has arrived with all its glory. It is that time of year that we all look forward to. Getting outside, working on the lawn and seeing the wonders of spring all around make this time of the year one of my favorites.

Our local club (CJSS) has a great Spring outing where we set up the modules at a train show in Jersey City. This show always attracts a lot of people and we enjoy sharing fun with our modules and running equipment. In fact, our club really grew from attracting new members at this show. The point I am trying to make is that you should consider carrying your modeling efforts from the Winter past out to one of those local train shows that always happens sometime in the Spring. A lot of guys have worked hard on their modeling during those cold Winter nights. Now is the time to show off your work and promote 'S' gauge at the same time. So at your next club meeting discuss with your fellow members the possibility of attending a local train show to promote 'S' gauge. Or if this is not possible this year plan for Spring a year from now. With a little planning you will be surprised at the amount of enjoyment and fun you can have at these shows.

If a show is not possible, plan next year to designate a club meeting in the Spring when all the guys bring something they worked on over the Winter. Many a good conversation and ideas can come from each other at those local club meetings.

If you don't belong to a local club I suggest you review the latest membership directory and see what club is in your area. I am sure you will be pleased by the response you will get if you contact the local club. Many good times are had at these meetings.

So as Spring has arrived and the grass needs to be mowed, don't forget about what I said. Contact your local club and take a break from the Spring chores and spend a night with a bunch of guys talking about model railroading. I guarantee you will have a lot of fun.

'Sincerely



Michael R. Ferraro

THE EDITOR'S DESK

BE SURE TO CHECK YOUR MAILING LABEL. IF THE DATE IS 6/30/91 THEN YOU SHOULD RENEW USING THE MAILING ENVELOPE THAT WAS ENCLOSED WITH THE APRIL DISPATCH. WE INADVERTANTLY SEND A RENEWAL ENVELOPE TO EVERYONE. IF YOU HAVE RENEWED PREVIOUSLY — PLEASE ACCEPT OUR APOLOGY.

Bill Mark Jr. and his sons, Bill III and Cliff, are at work on what bids to become one of the premier home layouts in S scale. Their West Shore Railroad is featured in this issue. If that is on your route to or from the Syracuse convention why not consider making arrangements to see it?

I am beginning to get a steady stream of letters. That is great! Keep it up. This is your forum for sounding off about anything in S gauge. Use it.

My plea for help with Decal Corner struck a rich vein. Ken Zieska called the day he got his Dispatch and volunteered his services. I got a letter from Gale Hall volunteering his a day or two later. I put 'em both to work. You will notice their names as Assistant Editors. I think we can expect great things in this area in the not too distant future.

There is good news in the old roundhouse tonight! Bill Daiker's prized scratchbuilt 2-8-0 has been found. The engine was lost at the 1987 NASG convention held in Novi, Michigan. It is now back in Bill's hands. As you can imagine Bill is enormously happy at the return of this engine to which he has devoted so much effort.

I am disappointed that there has been so little response to my call for articles or information about the prototypes used in the development of American Flyer cars and engines. I have had one response and it will result in an article, an interesting one too, I believe. But that's it. I have tried rather diligently to include something of direct interest to the AF fans in each issue. I wasn't able to include anything in this issue because I did not have anything. I have a big article coming up in the August issue. That will be followed by the prototype article mentioned above but that shoots the works unless some of you come forth with something.

John Craft is into something worthwhile, I think. He is trying to get a "brain bank" (my term, not his) of S gaugers who are knowledgeable about particular prototype railroads and who are willing to serve as consultants to the rest of us. You will note in his report that he has had a reasonably good start but that there are many "holes" in his list. If you believe that you would like to serve in that capacity for one of the lines without any representative let him know. Or drop me a line and I will see that he gets the information.



MEET AN 'S' GAUGER



Bill Lane, Jr.

If you were at the NMRA-NASG convention in Pittsburgh last year you undoubtedly noticed the featured S Gauger for this issue. He was the enthusiastic young man holding forth at the Rusti Models booth. His name is not Rusti, however, its Bill Lane Jr. If you haven't heard of him yet you surely will. He seems to be all over the place doing everything. You will see examples of his craftsmanship presented in The Dispatch and elsewhere. He is writing articles for S gauge magazines. Little more than two years ago he decided the time had come to organize an S gauge club in the south Jersey area, which he did. He also inaugurated their newsletter. No one knows better than Roy Hoffman about this young man's enthusiasm and devotion to S gauge. Roy writes:

It's nice to profile one of the prominent younger S-gaugers. Bill Lane of Deptford, NJ fills the bill well. Although only in his late twenties, Bill already has a record of achievements that would be the envy of many an old-timer. Bill is just old enough to have gotten his start in American Flyer when he was small, like so many other S gaugers. However, Bill is now a confirmed "scaler". He has a deep commitment to modeling after the Pennsylvania Railroad. His love for the Pennsy carries over to the S gauge club he founded, the South Jersey S-Scalers (SJSS).

The club logo is based on the keystone and even the club shirts are Tuscan red. The club doesn't mind humoring Bill because they also have an affection for the PRR and appreciate his efforts on behalf of the SJSS.

Bill is single, which gives him lots of time to enjoy the hobby. He is also interested in photography and computers. He can be seen at most train shows up and down the eastern seaboard. He can also be found at most of the functions of the Central Jersey S Scalers. He belongs to the PRR and PRSL Historical Societies.

Bill's visions of promoting S gauge revolve around modules. He has built some impressive ones including one with a large switchyard, all to S-MOD standards. His super-detailed American Models PRR GP-9 won a first prize at the 1990 NASG convention in Pittsburgh, PA. He is also an active member of the mid-east region NMRA as well as the NASG.

At a time when S gauge needs young people to carry on the promotion and growth of the scale, Bill Lane has stepped forward. His tireless efforts on behalf of "S" is filling a vital need. In addition to the above, Bill finds time to help out Russ Downs of Downs Model Railroading both at the manufacturing level and at the sales level at train shows, always with an unselfish eye towards promoting S gauge. A few more like Bill and we will have not need to worry about the future of S gauge.

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The Pennsy lives in South Jersey

THE WEST SHORE RAILROAD

by Bill Mark Jr.

The family S gauge odyssey began in 1955 with the purchase of an American Flyer train set for Bill III's second Christmas. Dad had wanted to purchase a Santa Fe passenger set, but finding none in local stock had to settle for a Northern Pacific A-B-A with five cars. Little did we know...! With the passage of birthdays and holidays we increased our inventory of AF and along about that time we became aware of other Flyer owners and dealers and the idea of starting a collection came naturally.

When we lived in Schenectady, NY we started a hi-rail layout in our converted garage and continued to add to our collection. The layout, however, was hardly begun before Bill Jr. was transferred and the family relocated to its present home in Poughkeepsie, NY. While attending the conventions in Syracuse and Willow Grove, we became very impressed with the S scale products that were becoming available. The improved appearance of the scale items and the sky-rocketing price of AF items hastened the conversion. When we built our present home we made sure that the basement was large enough for a layout.

The West Shore Railroad (and

Time Consumption Co.) is the collaborative effort of Bill Mark Jr. and his sons, Bill Mark III and Cliff Mark. The name was chosen in honor of Bill Mark Sr. who had an O scale layout of the same name in the pre-WWII era. The track scheme was designed by Bill III in response to Bill Jr's request for as much track as possible with as much vertical separation as attainable. Yes, it is a bit crowded in spots, but it yields excellent opportunities for rock face modeling! Manchester Yard is at base level 36" above the floor and the Cold River Trestle tops the mainline at 54". The (yet-to-be-built) Eyegot Mine will be at about 60". Benchwork was made from 1"x4" pine screwed and glued together. Subroadbed is 3/8" plywood (we should have used 1/2 inch !!!) attached to risers with Homasote roadbed. We used over 450 feet of Tomalco flex track and around 50 American Models switches. At present, all mainline switches except the double-slips in the Manchester Yard are controlled by Tortoise switch machines, with all switches eventually to be so powered. Power is supplied by rectified AF transformers with two cab control. This will eventually be expanded to include local cabs in Manchester Yard, High Falls Yard, and for the mine

lead. The track layout provides for both mainline running and switching work, and two trains can easily be run in the same or opposite directions with meetings on any of the several double track mainline sections. The track work is 95% complete with the wiring at about 50% of its final state. Scenery, as yet, is minimal, but will soon be started in a few areas and gradually expanded.

We've had great fun with the layout to date and anticipate years of continued enjoyment. If you are planning to be in the area, give us a call beforehand and we would gladly share the fun.

Some West Shore Railroad statistics:

The minimum radius is 30".

The loop from point "A" to Cold River Trestle has an outer radius of 39" and an inner radius of 36".

All main line turnouts are #6s except those designated with an asterisk which are #8s.

All yard turnouts are #4s.

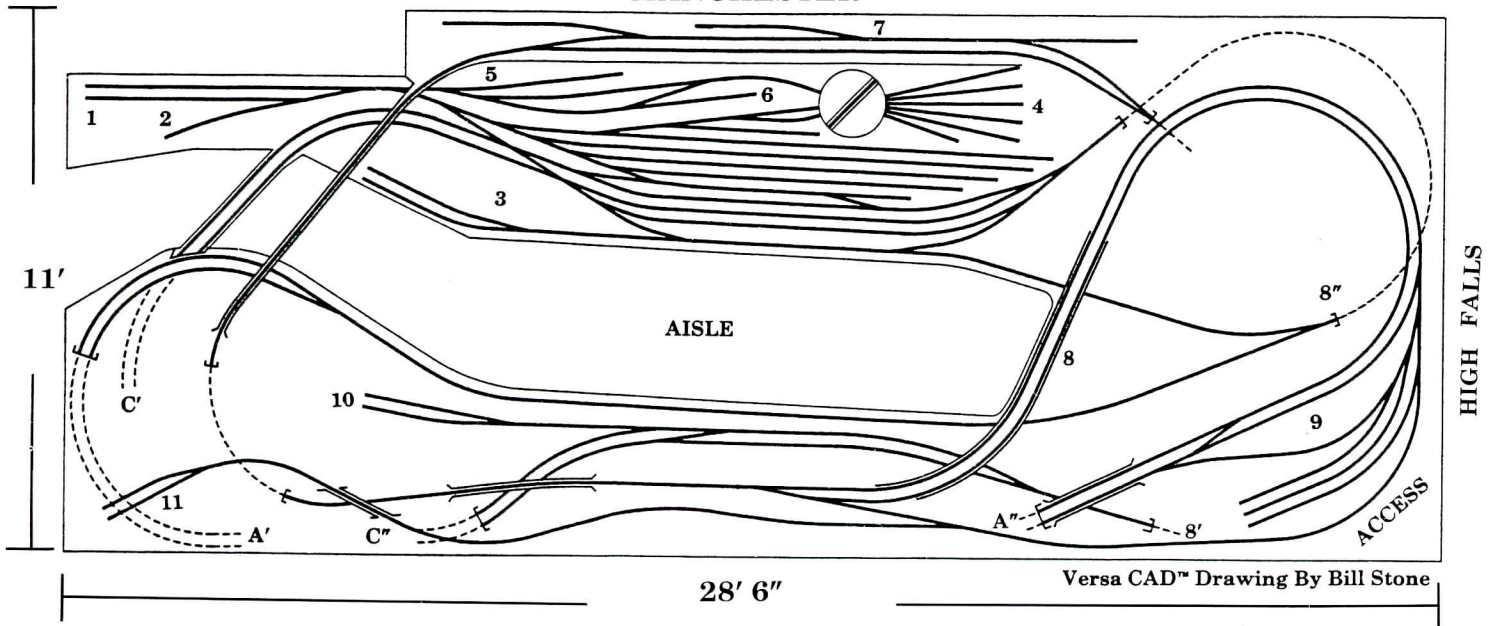
A #6 double slip turnout is used at the end of yard.

A 28/40 curved turnout leads off the mainline loop to High Falls.

The turntable has a 20" diameter.

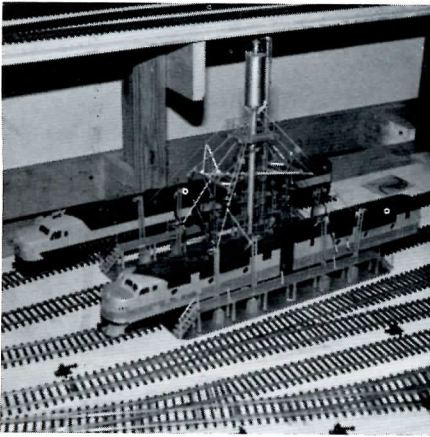
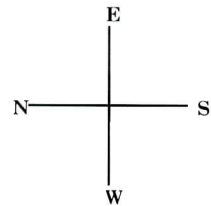
"WEST IS BEST"

MANCHESTER

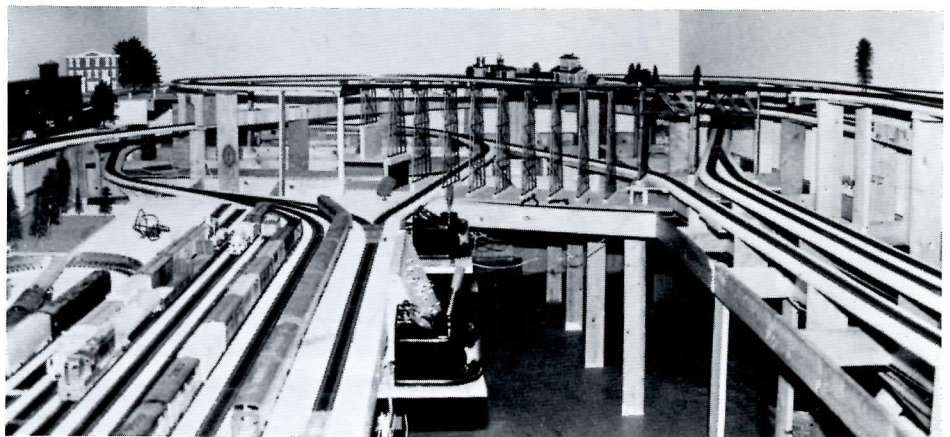


- 1 REEFER ICING PLATFORM
- 2 COAL COMPANY (FUTURE)
- 3 COACH YARD/PASSENGER STATION (FUTURE)
- 4 ROUNDHOUSE (FUTURE)
- 5 SANDING TOWER
- 6 COALING/WATER TOWER

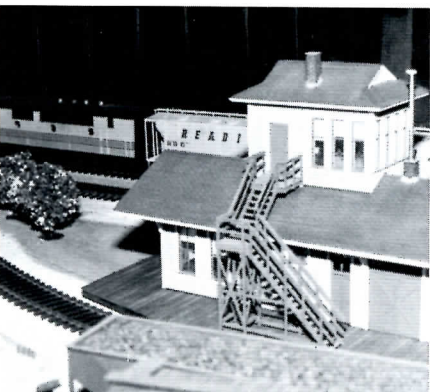
- 7 MANCHESTER BUSINESS CENTER
- 8 COLD RIVER TRESTLE
- 9 HIGH FALLS STATION
- 10 POWER STATION (FUTURE)
- 11 EYEGOT MINE (FUTURE)



The sanding tower with two of the varied roads represented on the West Shore. Photo by Bill Mark, Jr.

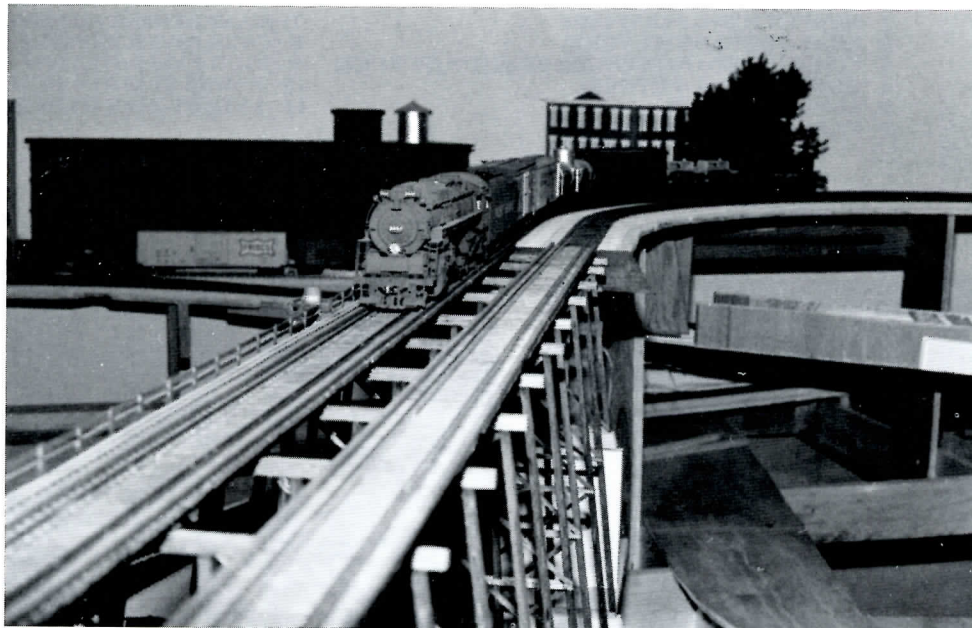
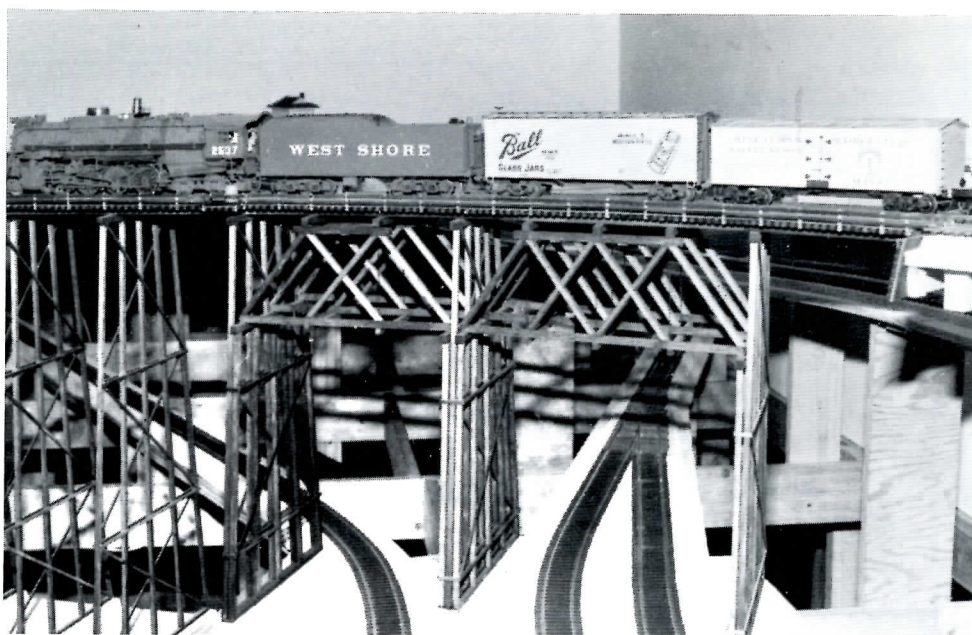


Inside the West Shore looking south. Get a load of that magnificent Cold River Trestle. Photo by Don DeWitt.



High Falls Station. Veteran convention goers will recognize this prize winning model. Photos by Bill Mark, Jr.

Top and Center. One of Bill Jr.'s fine steamers crossing Cold River trestle from the west.



Another view of Cold River trestle looking east. A New York Central A-B-A set of F units is on the point of a contemporary train.

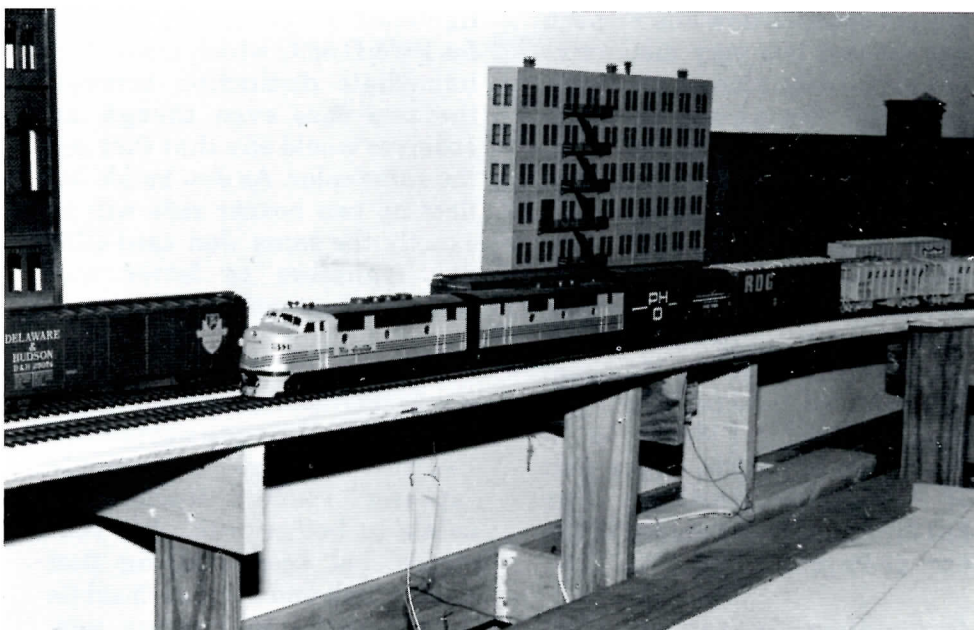


Photos by Bill Mark, Jr.

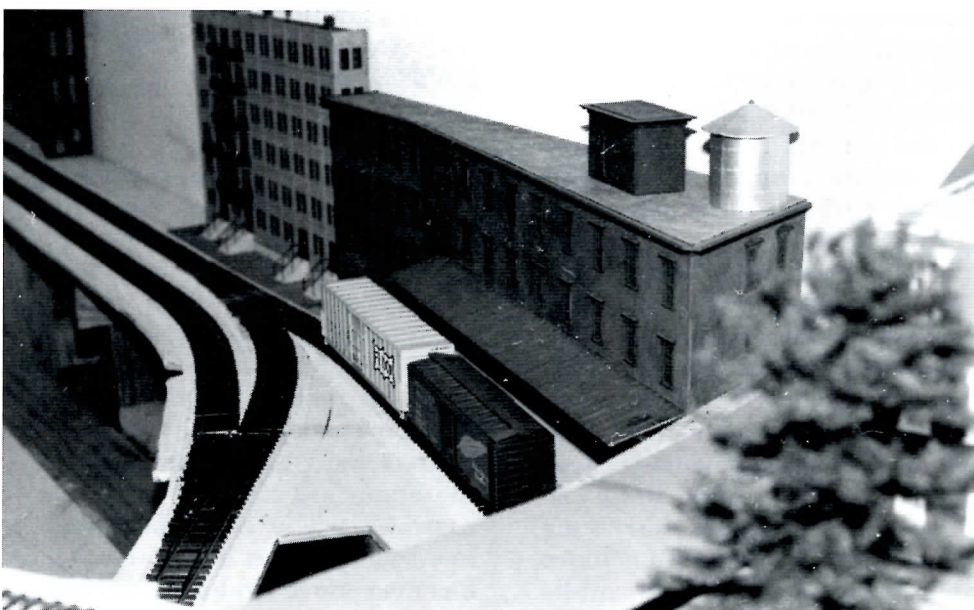
A growler passing under the west end of Cold River Trestle heading south. *Photo by Don DeWitt.*



The Manchester business center. With three railroaders in the family there is naturally a number of favorite railroads with a mixture of equipment from different eras. *Photo by Bill Mark, Jr.*



Looking north into the Manchester business center. *Photo by Bill Mark, Jr.*



DETAILS MAKE THE DIFFERENCE

by Bob Jackson
Models by Jon Firpach
Photos by John Evans

Who remembers when American Models introduced its boxcar? It was probably longer ago than you remember. The AM boxcars have since become a standard in S scale. They now appear to be poised to become a similar standard in S hirail. Never mind which flanges or couplers or rail system you use this article can show you how to really set those American Models boxcars (and reefers) apart.

We will describe how Jon Firpach has created two very distinctive boxcars from the same basic boxcar kit. Jon is a mid-westerner and thus tends toward mid-western prototypes, though not exclusively. He is also amazingly knowledgeable about many less well known railroads and their practices. He enjoys detailing cars for such railroads. The two presented here are Pacific Great Eastern 4012 and Fort Worth and Dallas 8892. FW&D is a subsidiary of CB&Q, now a part of Burlington Northern. The finished models are shown in the first photograph.

Jon prefers to start with an undecorated kit and to work from photographs of specific cars. He does not, in every case, intend to make an exact replica of the cars in the photographs. That level of accuracy he saves for contest models. His goal is to make very authentic and very believable models. PGE 4012 and FW&D 8892 are what Jon regards as layout quality models. His standards for that are somewhat higher than mine, and perhaps yours, but there is much for us to learn from these models because nothing Jon has done is especially difficult nor time consuming. We could all achieve this level of detail and subtle differentiation if we wanted to.

First look at the paint of the finished models in the Photo 1. The difference is clearly evident even in this black and white photograph. Yet, both of these models would be described as boxcar red. (Jon's version of boxcar red has a Tuscan cast to my eye.) Jon mixes his own paint and usually prefers Floquil. He uses an airbrush for all basic painting followed by touch up with a fine pointed sable brush. The important point is that Jon lightened the paint very slightly for FW&D 8892 which created an immediate distinction between the two cars even though an observer would say that they are the same color. As Jon builds his fleet no two boxcar reds will be exactly the same. Jon used CDS dry transfers to letter and decorate these cars.

Notice also the ladders and the trucks. PGE 4012 has AM ladders and trucks while Jon substituted PacRail ladders and Jon's "sprung" PacRail trucks. Too subtle to bother with? It's your choice, but keep studying that photograph and see if such subtle details begin to impress you. These variations are also a good way to avoid the tedium of building multiples of the same car.

In Photos 2 and 3, the B ends of the cars are compared. On both cars the PacRail brake gear housing, chain, rod and bell crank assembly has been substituted for the AM assembly. However, Jon retains the AM assembly on many cars. (As you know, in recent releases of the AM house cars, the rod and part of the chain are missing from the assembly.) The AM tack board has been used on both cars. Jon has also added grabirons to both cars as well as cut levers and

brake hoses. He makes his own cut levers. Notice that the mounting brackets for the cut levers are different on each car. The brake hoses are from SouthWind. Jon adds air retainer valves to all of his cars since his preference for modeling does not include modern diesels with dynamic brakes. The piping is 0.015 brass wire held by brass eye pins, the valve itself is from Tomalco.

On PGE 4012, AM's own brake wheel and brake platform have been retained. Bracing made from 1/32" wide styrene and NBW detail has been added to the platform, a major improvement over the stock AM arrangement. The cast in bracing for the end of the roof walk has been removed and the bracing from PacRail substituted. The AM ladder was retained.

On FW&D 8892, the PacRail brake wheel was used as was the PacRail brake platform and bracing. However, on this car the AM end-of-roofwalk bracing was retained. The PacRail ladders have been added to give a quite different look to the end of the car.

Photos 4 and 5 show that a very small investment in detail can pay great dividends. Both cars have had straps added to the ends of the roof platforms at each end of the car. To FW&D 8892 (Photo 4) Jon added curved support straps made of 1/32" wide brass. The platform has been shortened by removing one section from the end that butts to the roofwalk. The platform was first removed then shortened and the straps were glued on before the platform was put in place. The grabrails were also added before the platform was put in position. They are made of 0.015 brass wire and

anchored at both ends with the center being held in place by a brass eye pin. With PGE 4012 (Photo 5) Jon merely added 1/32" wide styrene straps and NBW detail to the ends of AM's platform. He then added grabrails of 0.015 brass wire to the edge of the platform. Note that here only the two ends of the grabrail are anchored. These small additions make a very large addition to the appearance of these cars as they move along in a train.

Photo 6 shows how Jon added bracing to the AM brake platform. The straps are made of 1/32" wide styrene with NBW detail added at the point of attachment to the car-end. He employed PacRails end-of-roofwalk bracing instead of using the cast-in braces of AM. These small differences are surprisingly noticeable when viewed in a slow moving train.

The "A" end of PGE 4012 shown in Photo 7 reveals how much interest is added by providing full detail, included complete grabiron detail. One of the more frustrating tasks for me is adding

the grabirons on the first side panel of the box. Even with a jig I have trouble getting both grabs level and even. One of the better solutions employed by Jon is to drill holes only in the right-hand cast on lug and then forming the grabiron from brass wire that is bent in an L-shape rather than a U-shape. Then the grabiron is cut to the right length and the leg of it is inserted into the hole. Now, with one end free it can easily be positioned correctly on the left-hand cast on lug and secured there with a dab of ACC. This technique means that you have only two holes, one above another, to get lined up rather than four.

Photo 7 also shows how Jon fabricated the mounting for the South Wind airhose.

In Photos 8 and 9 the differences in details on the two doors are illustrated. On FW&D 8892, Jon removed the cast in lever and door stop. The handle in the middle panel is a .015 brass wire with NBW detail closely set on either end of it. The tack board is AM's own. On PGE 4012 the door detail is that normal to AM except that a small vertical handle has been

added in the middle of the door. This was fabricated by using a small bit of wire glued between two NBW details.

Since it has become readily available, Jon has routinely added PacRail brake detail to the AM house cars. See Photo 10. You can see that he shortens the piping and adds some hanger detail using .020 brass wire. Though this is considerably less than full brake detail, you can see how effective it is by looking back at Photo 1. Photo 10 also shows how Jon constructs the lower door rail of the Superior doors.

Had Jon being trying to achieve what he regards as contest level models, he would have gone even farther. He would have filled all holes in the castings, removed any blemishes that may have occurred and seen to it that all detail was precisely like that of the prototype. As mentioned earlier, these are "layout" quality models in Jon's view but they clearly show how readily you can take an AM boxcar kit, already of high quality, and raise it to a level of contest excellence. Details do make the difference.



PHOTO 1

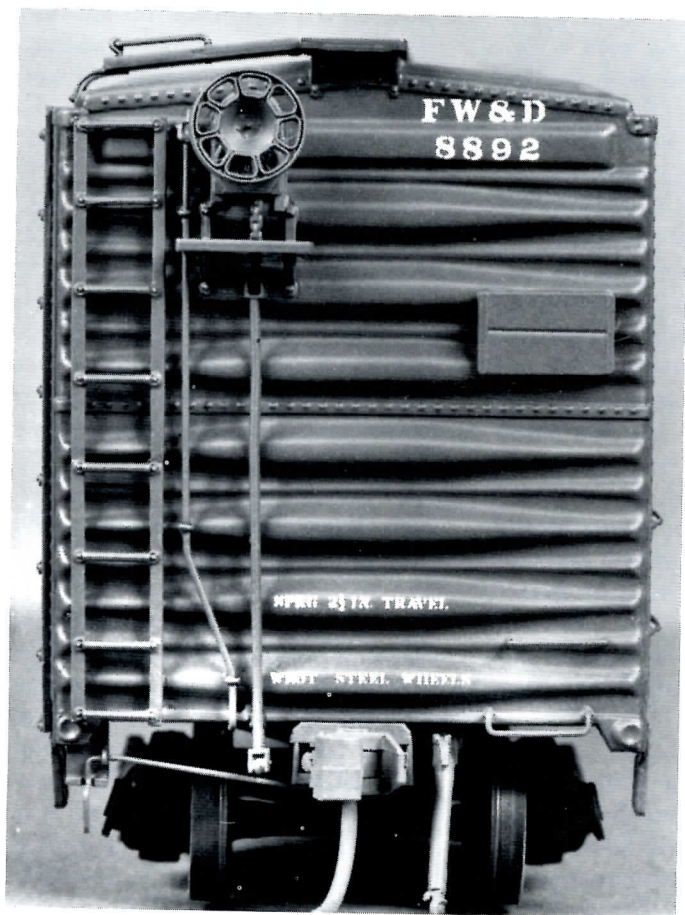


PHOTO 2

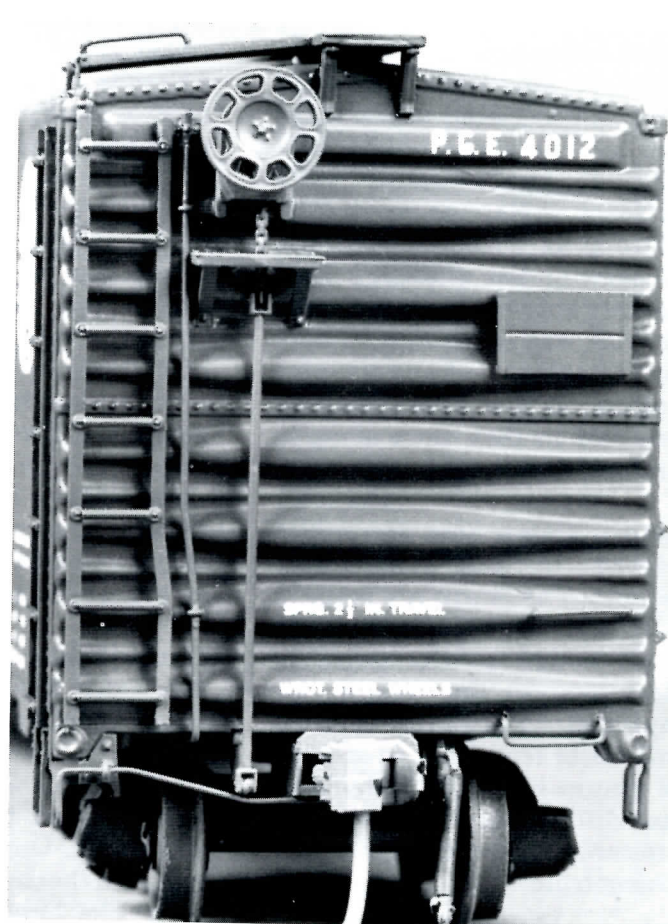


PHOTO 3

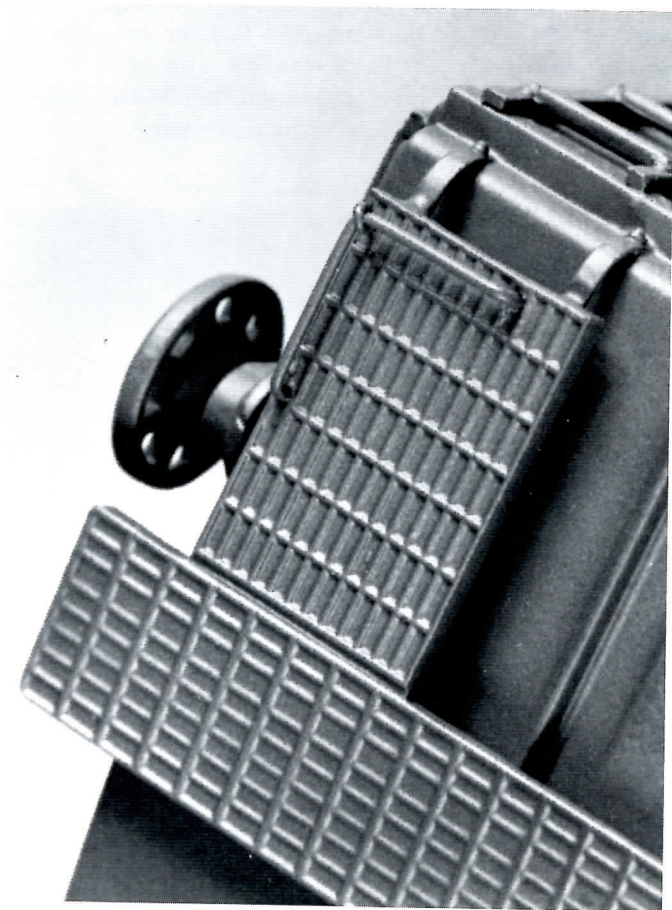


PHOTO 4



PHOTO 5

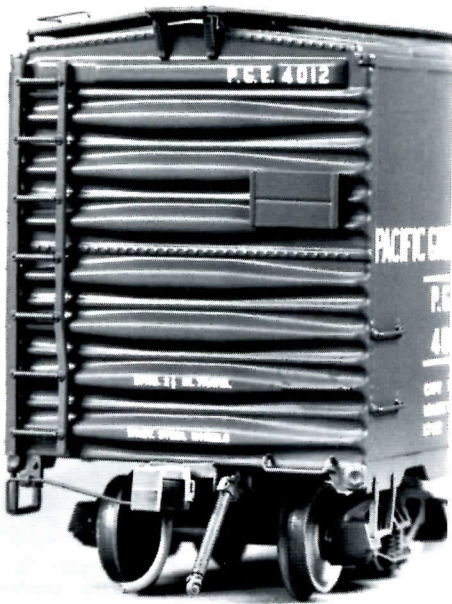


PHOTO 7

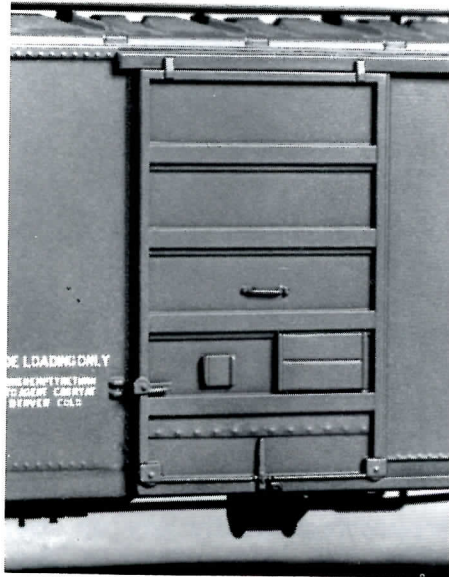


PHOTO 8

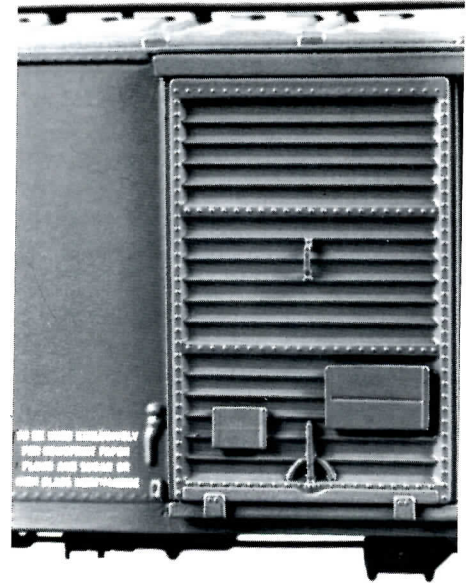


PHOTO 9

PHOTO 6

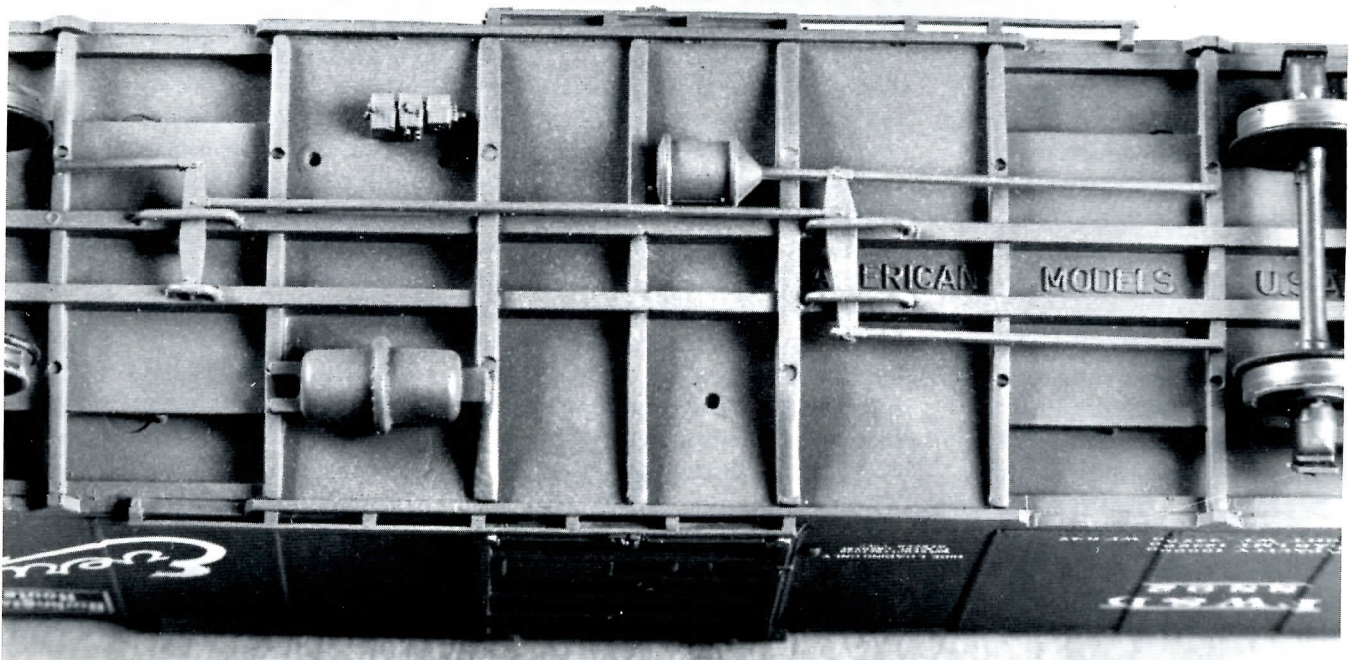
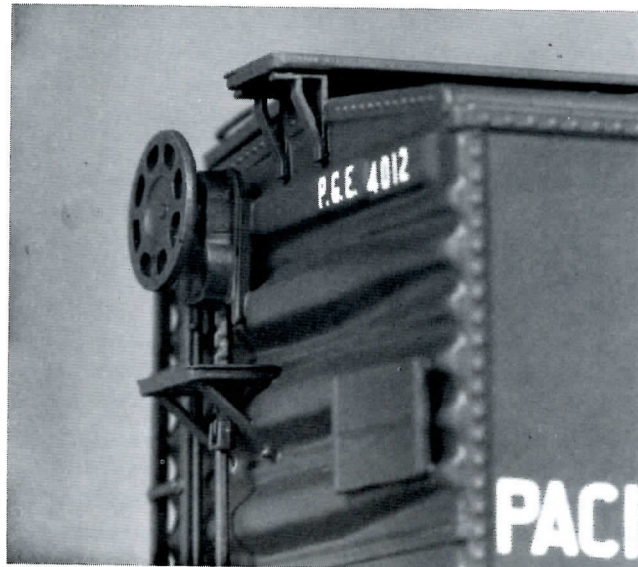


PHOTO 10

RE-MOTORING THE AMERICAN MODELS GEEP

by Bob Jackson

I wasn't entirely satisfied with the low speed control of my American Models GP-9 fleet. The locomotives ran well enough at higher speeds but I felt they could be smoother on the low end. Furthermore, I was always a bit nervous about the 25mm stock motor touching the sides of the hood. It never seemed hot enough to matter but it troubled me anyway. Therefore, I sought the best replacement motor. Obviously it would have to have a diameter less than 25mm.

There are several Cannons, Mashimas or Sagamis that might have been suitable. I settled on the Sagami 2236 which is 22mm in diameter and 36 mm in length (not including the shafts). It has the required double ended shaft and with very modest preparation comes as close as you can get to a drop-in replacement.

I gave consideration to the Sagami 2240 because of the rule that one should use the largest motor possible and because it has a slightly lower RPM at 12 volts. However, the operational difference between these two motors will in most cases be negligible. Moreover, the extra 4mm of length would require the use of shorter connecting shafts (more work and expense) which would increase the minimum operating radius of the locomotive. It seemed over-all a poorer choice than the 36mm long motor.

Though it was not a consideration at the time, the Sagami 2236 has another thing going for it. It is the motor that will be used in the new RS-3s being introduced by S Helper Service and American Models. Thus, it should be possible to easily use both the GPs and RS-3s in multiple unit service.

HERE IS HOW YOU CAN DO IT:

To remove the stock motor:

1. Carefully unsolder the wires from the tabs on the motor itself.

2. With a modeling knife, slice the silicone adhesive as much as possible.

3. With a wide-blade screwdriver, gently pry up the motor with a rocking motion. The motor will gradually loosen. Take care not to dent the can. The motor can be used elsewhere.

4. Completely clean the mounting saddles of all remaining silicone adhesive.

Now, carefully remove the cups from the ends of each shaft of the motor. Set them aside for re-use. Measure the exact length of the entire motor shaft. Mine measured 57mm. Measure the length of the long shaft from the can itself (not the end of the bearing) to the end of the shaft. Mine measured 14.5mm. Similarly, measure the length of the short shaft. Mine measured 10mm.

To prepare the Sagami 2236 motor:

You want a total shaft length that is the same as the stock motor. You also want to have each shaft to be close to the length of the stock motor. You have to be sure to measure from the ends of the can in both cases so that the measurements are comparable between the motors. The total length of the shaft is the most important of these measurements because it determines where the motor must be positioned.

1. With a cut-off wheel in a motor tool, shorten the short shaft (the end with the electrical leads) to a bit more than 10mm.

This leaves some for careful filing to get the exact length. Round the ends of the cut slightly and file very smooth with a fine file. Before cutting and filing, I protected the bearing ends from fine filings by slipping the shaft through a small slit in a patch of cloth. I protected the innards of the motor from excessive heat during the cutting process by wrapping a pipe cleaner around the shaft and up close to the motor, and keeping the pipe cleaner wet with water.

2. Repeat the process with the long shaft to achieve a shaft length of 14.5mm. Double check the total length of the shaft at this time. It should be 57mm.

3. Drill out the center of a Timewell #130 brass flywheel weight to a depth of 2mm at the outer edge of the hole. This should be done with a 5/16ths drill bit in a drill press. This will permit you to slip the flywheel around the bearing of the Sagami 2236. If you intend to re-motor more than one of these Geeps and to MU them, you should drill all the flywheels to the same depth so that the same amount of material is removed in all cases.

4. Slip the flywheel on the short shaft and slide it to no closer than .010 in from the motor's end. Check to see that there is no rubbing of the flywheel against any part of the motor under any conditions.

5. Carefully slide the connecting shaft cups on the ends of the motor shafts. The cup on the short shaft may rest right up against the flywheel. The ends of the motor shafts should be exactly even with the bottom of the slots in cups. That is, the motor shafts should not protrude into the area where the balls of the connecting shafts will be. Place a small drop of Instant Jet fast penetrating cyanoacrylate

glue on the ends of the motor shafts and let cure.

Installing the Sagami 2236:

1. Cut rectangles of Bo-Link Servo Tape to fit the mounting saddles. These should be an exact fit with nothing hanging over the saddles. You could probably use another product but this stuff is tough and extremely tenacious.

2. Cut slightly smaller rectangles of tape and place them on the motor so as to position the electrical contacts properly. Two thicknesses of this tape are required and I found it easier to

put the second thickness on the motor itself than on top of the first thickness.

3. Position the connecting shafts into the cups on the worm shafts of the trucks. Carefully lower the motor so as to fit the balls of the connecting shafts into the cups on the motor shafts, keeping the motor up and away from the mounting saddles at this point.

4. Seat the motor on the mounting saddles, tape to tape, taking care that there is sufficient clearance between the motor shaft cups and the ball ends of the connecting shaft. Check to see

that there is no binding as the motor reverses direction or as the locomotive trucks turn through a full arc of displacement.

5. Re-solder the electrical leads and test run before replacing the body.

The combination of the Sagami 2236 and the Timewell 130 flywheel weighs almost one-half ounce more than the stock motor and flywheel. Replacement is about an evenings worth of work for one engine. I am very pleased with the results.

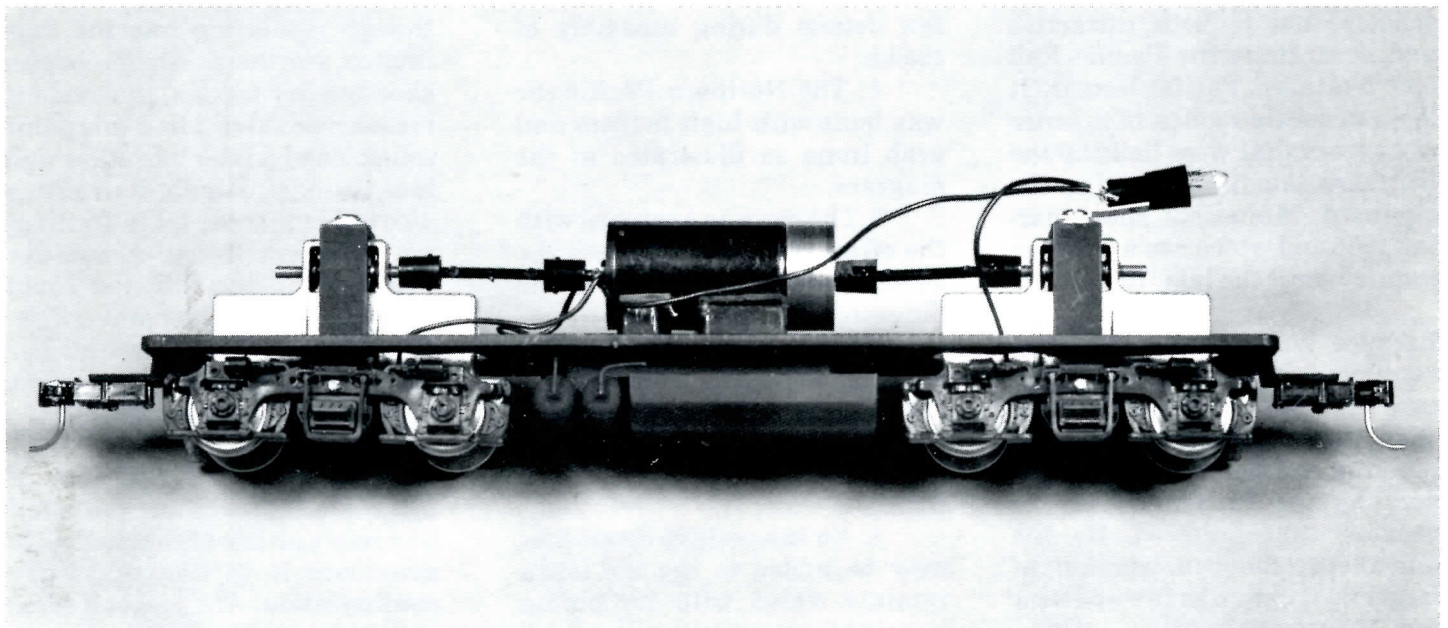


Photo by John Evans

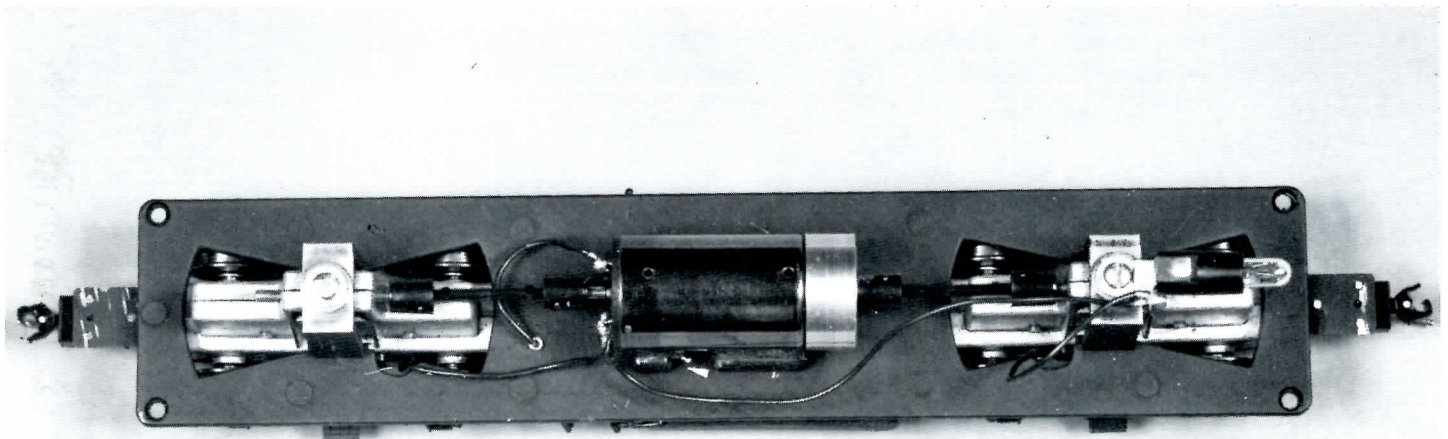


Photo by John Evans

DETAILING THE PACRAIL NORTHERN PACIFIC BOXCAR

by Ken Zieska

S scale is enjoying a wonderful increase in the number of new models that is available. However, it is sometimes difficult to determine whether a pre-painted model is appropriate for the period that interests you, especially if you model "fallen flag" railroads that no longer exist. While I admit that I will at times purchase a kit just because I like the way it looks, I particularly enjoy a rail car that is faithful to its prototype.

An example of a model paint scheme that is both attractive and accurate is the Pacific Rail 50ft Northern Pacific boxcar. It is an accurate replica of a series of boxcars that were built by the Northern Pacific Railroad in the Brainerd, Minnesota shops during 1955 and which ran across the country until the late '70s.

Because World War II had put extreme demands on the American railroads and their rolling stock, the Northern Pacific, like all other railroads, added freight cars by the thousands in the decades that followed. By the mid-1950s, the construction of larger 50 ft cars was favored over the 40 footers. To fill a require-

ment for more capacity in 1955, the Northern Pacific built 500 of the 50 footers. With this build, as with previous construction, the N.P. followed standard AAR designs and used many standard components.

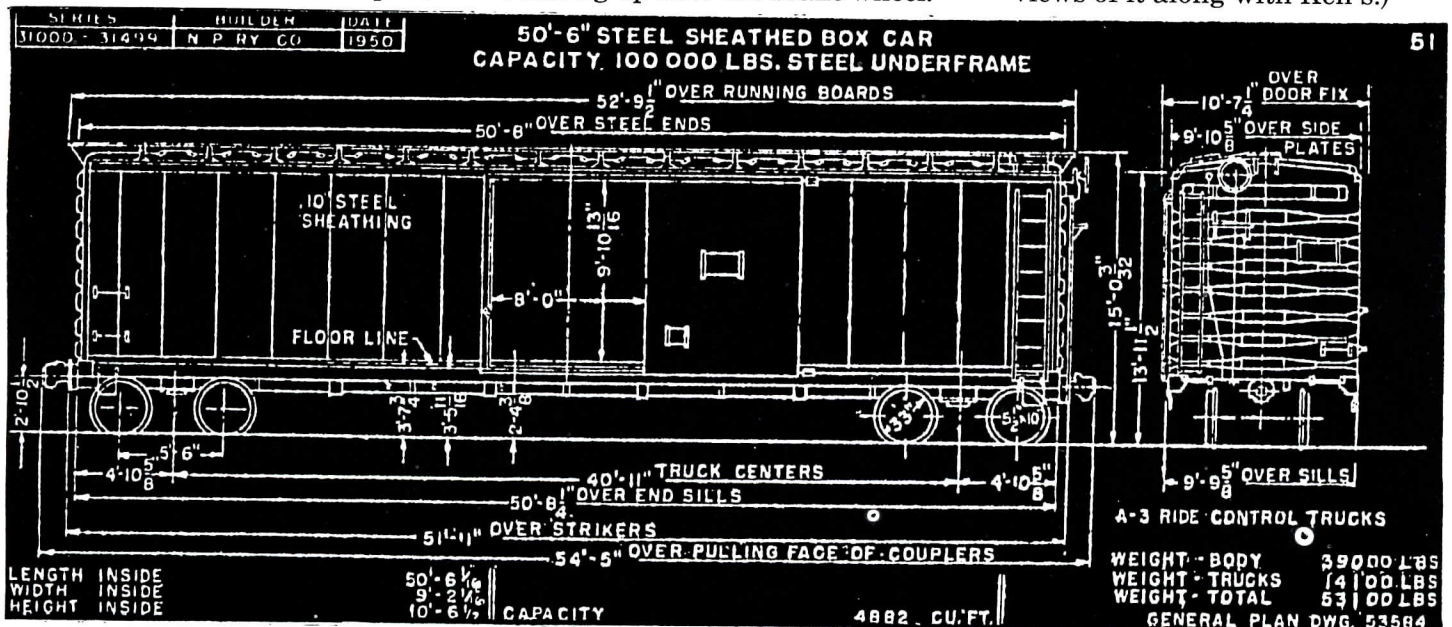
The model produced by Pacific Rail Shops is an accurate replica of the original car with the "as built" lettering artwork by Rick Leach, a recognized authority on N.P. freight cars. To achieve the most accurate finished appearance requires attention to only a few details during assembly of the kit:

1. The Northern Pacific car was built with high ladders and grab irons as illustrated in the diagram.
2. The car was equipped with the offset stirrup rather than the straight stirrup suggested in the diagram.
3. The roof walk is correct, however, it may be removed and the ladders modified to model a car shipped after the roofwalks were ordered removed by the FRA.
4. An interesting detail that may be added is the air brake retainer valve with its piping running up near the brake wheel.

This may be simulated with either .025 wire or plastic rod. A door reinforcement plate similar to the one shown in Figure 4B of Jon Firpach's article in the October 1990 Dispatch is a detail that may also be added.

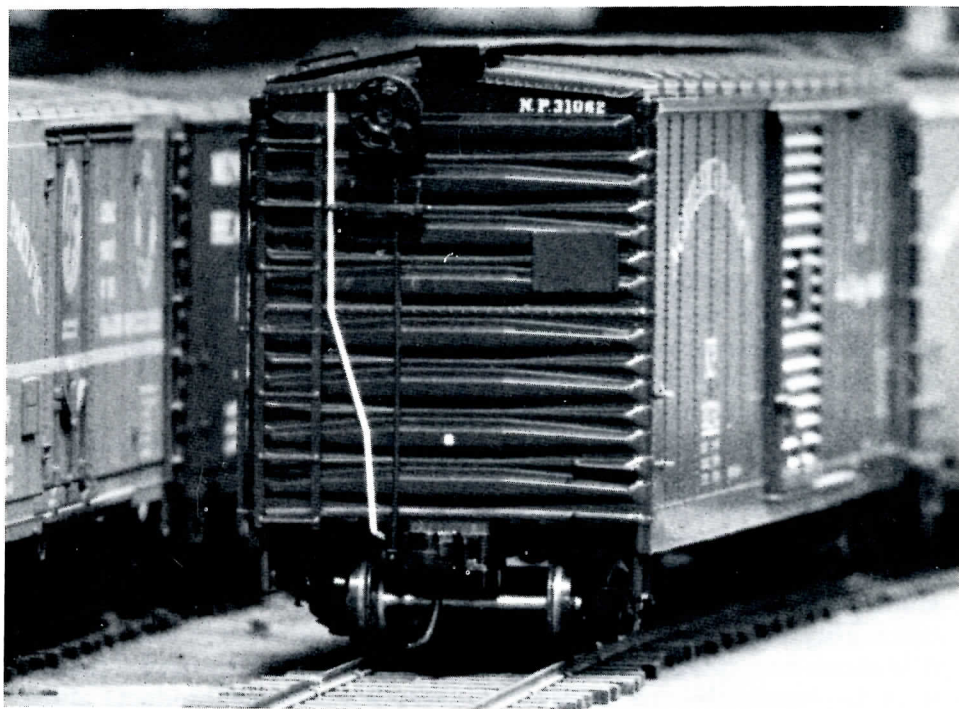
These cars enjoyed a long life on the Northern Pacific. In 1965, there were still 278 cars listed as active in THE OFFICIAL RAILWAY EQUIPMENT REGISTER and many of these were running when the N.P. was merged into the Burlington Northern. Although repainting into the Burlington Northern scheme began shortly after merger, the modern modeler would still find this paint scheme and a later variation well into the '70s. Pacific Rail shops also offers this car kit in Burlington Northern livery. A modeler interested in the B.N. car could follow the same general guidelines but should not install the roofwalk or brake retainer pipe. Low ladders are also correct.

(Editor's note: We had one of these PacRail kits on the shelf and Ken's article stimulated us to construct it in contemporary configuration. We present some views of it along with Ken's.)

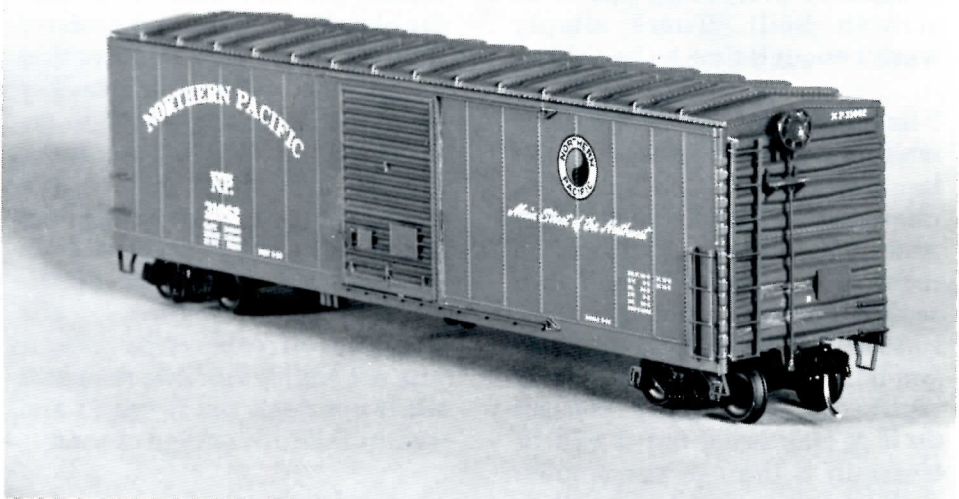


A Diagram of Northern Pacific railway's new 50 feet 6 inch box cars built at Brainerd, Minn., in September 1955. Taken from The Mainstreeter, courtesy of the Northern Pacific Railway Historical Association.

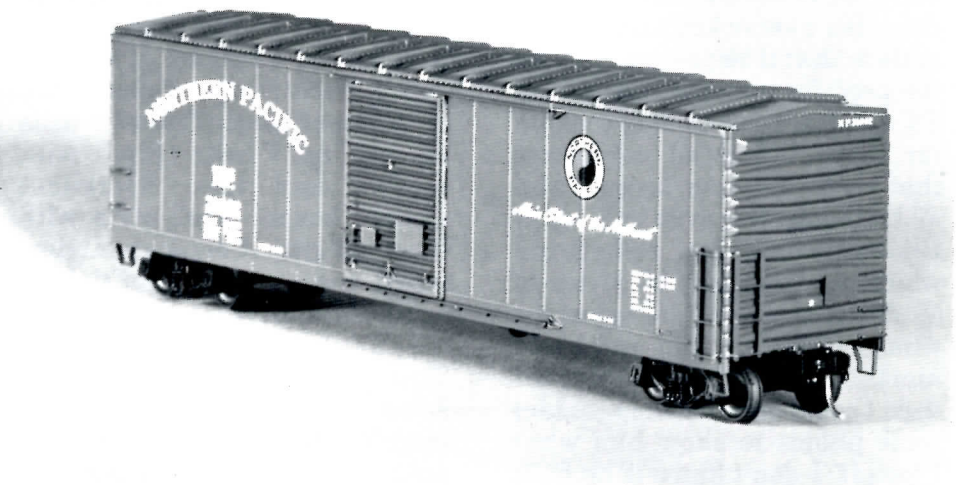
Brake end view showing detail as originally configured. Air retainer valve piping has been added but was left unpainted to more clearly show its position. A retainer valve could also be added. Detail parts are made both by Tomalco and Triangle Scale Models. *Photo by Ken Zieska.*



Brake end view showing detail after removing roofwalk and lowering ladders. Northern Pacific, as did many railroads, chose to leave the brake wheel and gear high on the car with a high ladder adjacent to it. Other ladders were clipped. *Photo by John Evans.*



"A" end view showing the low ladders. Sometimes these were merely the old ladders which had been clipped to the new short length. Sometimes these were new short ladders. Note that the grab irons on the opposite corner remained in this version. *Photo by John Evans.*



A SMALL INDUSTRY

by Will Britton

A friend of mine who lives out east (that means east of the Mississippi to us locals) calls me now and then to talk about railroading in our favorite scale. Last time we talked he was feeling bad because he wanted to do something equivalent to that huge HO steel plant out in Baltimore. Turns out what he really admired was all the detail that was so evident in that model. I had to agree with him, it certainly was deserving of admiration and it was nothing if not highly detailed. He went on to bemoan how those things were next to impossible in S scale because they were so large and complex and because, in S scale, practically everything had to be scratch built. There simply wasn't enough time so he said.

I listened to my old friend for a while, but directly he began to get to me and I stopped him. "Nonsense", I said. "In the first place, if scratch building is required it is easier to do it in S scale than in the smaller scales", I asserted. "Besides, let me show you how easy it is to build a very highly detailed industry. You can do it in any scale but it will be better in S than in the smaller scales because the detail will be so evident." Now I knew that I was preaching to the converted but I went on anyway. "One of the often overlooked virtues of S scale is that it impresses without the need for extreme complexity. So you first need to stop looking for those industrial complexes that would fill your layout room all by themselves even in N scale. Instead, look for something which is interesting by virtue of its detail and use." He asked me what I meant by that and I told him that I could illustrate it better than I could describe it. I sent him some photos to show him what I meant. I don't know if he built

it or not but I haven't heard from him in a while, which is a good sign.

I thought maybe you would like to see them too so I made them the subject of this issue's Small Industry.

As with an earlier example we found this one in California, still on Southern Pacific rails, and once again in Sacramento. Our example this time was found on the edge of a small yard which stretches between Power Inn road and Florin Perkins road. This site serves a concrete products plant. The plant makes pavers, decorative garden tiles, concrete blocks, pre-cast wall fascia and the like. At the rail site, it receives sand and various aggregates that are included in its products. For reasons that are unknown to me the materials are received at the facility presented below and trucked a matter of 30 or 40 yards to the plant site. You can see in the background, in one of the photographs below, the stockpiles of sand. Why a spur was not simply run into the plant site is not clear. But it wasn't and we can take advantage of that.

The modeler can achieve the full ambience of this scene by faithfully detailing the machinery and the facility which is pictured in some detail in the photographs that follow. And look at all that detail. Three electrical motors, all of different sizes. Transfer belts as well as V-belts. Pipes with elbows and tees. Electrical control boxes. Steel plate with diamond-grid. Corrugated sheet metal and more. And of course, sand, sand, sand.

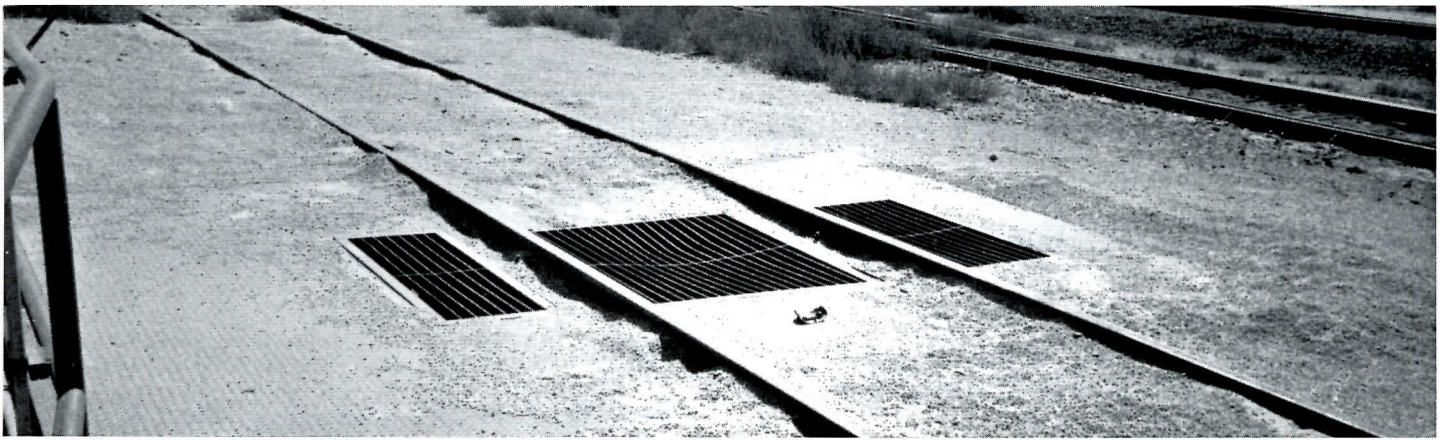
There is plenty here to keep those sand hoppers constantly busy. The hopper cars have to be positioned over the grating that

covers the opening to an underground hopper which funnels the material onto a wide belt driven by an electrical motor. This belt transports the material to a smaller motor-driven belt which elevates the material above the bed of a dump truck parked under the elevated belt. To make an "active" scene one should include at least one dump truck with its driver and at least one open hopper car loaded with sand or various stones.

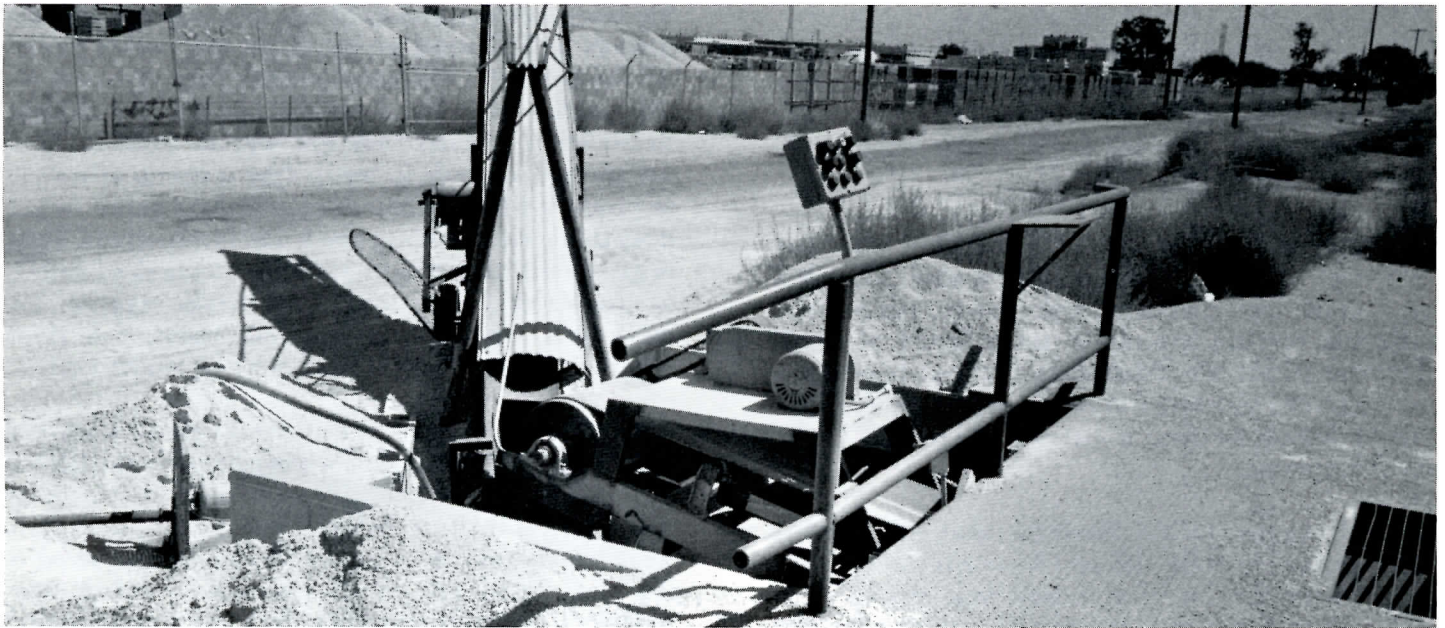
Since the material is trucked, the actual plant could be anywhere on your railroad that was convenient or anywhere you imagined it to be. However, the next level of complexity could be the concrete products plant itself. It would be interesting addition to most pikes. This particular plant manufactures a variety of products but the heart of it is a very standard concrete production facility. As I am sure you know, these load in sand, coarse aggregates, Portland cement and water and put out ready-mix concrete. They occur all over the United States and I am sure there is one quite near you. Thus you could, if you chose, merely use our industrial site as the railroad interface with a generic concrete production facility--the one that occurs in your neck of the woods.

We have not presented an illustration of the trackage at this location because it is simply included in the outermost track of a small yard.





The grating covers the opening of the underground hopper which funnels the sand or aggregate onto a wide, moving belt. The underground hopper is enclosed in a rectangular vault made of concrete block. Note the steel plate which covers the front part of the vault. *Photo by Bob Werre*



A lesson in how to pack detail into a small scene! The electrical panel contains the switches that operate this facility. There seem to be more switches than are required for the obvious parts of the operation. Why is the elevator belt covered with corrugated metal? I don't know but this device fascinates me. Note the piles of material behind the fence in the background. *Photo by Bob Werre*



The elevator belt which loads the material into a waiting dump truck. Still more detail! The belt guard on the motor was wildly askew. The pipe in the lower right corner may part of a pumping system. It has a small motor attached to it which can be seen here and in the photo above. The industry in the background is Proctor and Gamble. *Photo by Bob Werre*

DEAR @#\$%&*!!

Editor:

Two things: How come the NASG 'Dispatch' for February has a back cover ad for the Lionel 'O' gauge trains?

Now for the real reason for this letter: the slow or almost no growth of S scale or the lack of a starter set and follow up equipment.

LGB and G scale has grown so rapidly only because its advocate offered a starter set and follow up pieces and these pieces are not cheap (\$50-60 or more per plastic car, \$200 or more for a plastic engine, old foreign steam at that).

American Models right now is the only company in S that offers the basic pieces needed: loco, box car, hopper car, caboose, track (the curved piece is a bit big for the 'standard' train board of 4 x 8 plywood). Once Mr. Bashista can put together a package and get some exposure at some shows, I believe S has as good a chance to grow as G did when it started.

I would suggest to Mr. Bashista that he offer his track system in code 100 and have his switches be ready-to-run and be in standard frog angles (4, 6, 8). He should continue to offer his present system for the American Flyer people.

Price did not stop the growth of G, but the lack of equipment would have. The G equipment has opened a whole new area in model railroading in the USA, the garden/backyard railroad.

Lionel continues to drop the ball also. They have the opportunity to be a leader in 3 scales and 5 markets, yet the leadership thinks only in one area - the collector.

S now has all the pieces, now it needs the glue - THE STARTER SET!!!!!!

Sincerely,
Michael Scivoletti

(It was pointed out to Lionel that an O gauge ad in an S gauge magazine probably would not have much payoff for them. Nevertheless, they persisted.

You will be interested in the following quote from the 'Student Fare' column in Model Railroader, Volume 58, Number 6, June 1991. A 13 year old from Random Lake, Wis. writes: "I have been interested in model railroading for about two years now. This year I received my uncle's antique American Flyer set. I'm still doing floor-running with it, but HO scale is my next step." There must be a lesson in there somewhere....Ed.)

Editor:

Since everyone is writing about what S needs, I thought I'd add mine to the heap. One thing we need to do is thank the manufacturers we still have in S gauge. We are tending to make a major rift every chance we get by simply overlooking American Models and Pacific Rail Shops and others when we always add "I wish we could get low cost S gauge on the market". We have outstanding products on the market from these people, but given a chance to review a product they are torn to ribbons. And yet there is a move to try to find a group of people to produce a line of low cost, moderate detail (what does this mean?) rolling stock and locomotives. That is great--will the review point out the lack of detail, or oversized this or that or no brake rigging. Do we expect wheels, couplers and paint, full rivet detail, grabirons, and brake detail on our \$1 car?

S gaugers are said to want this or that - we don't know what we want, except mainly everyone wants to see 1956 AF at 1956 prices so we can buy it up and squirrel it away before someone else does and wait for the prices to go up. Some say we need a low cost train set on the market to bring new modelers. What we want is a cheap set that discount stores can further reduce the price of and we can stash them away before someone else stashes them away.

The problem now is where to spend the money. For years you could buy the entire offering in S gauge for that year with no problem. Now after years of this survey or that survey everyone has a product on the market at 10 times the price as when we asked about it. This is competing with a house, a car, an education for the kids and food on the table. We knew what we were asking for (back then) and now everything is expensive. If we had to start over in this hobby few of us could afford it today. In thinking back to the 50s, model railroaders were a wealthy bunch of doctors and professional people. The availability of reasonably priced S gauge allowed most of us to obtain a ton of equipment and kits. Now we are approaching another swell, one where we can't afford to buy all the offerings and it is the manufacturers that suffer, because they have

gone that extra mile to produce a product that we have asked for but at a very little profit. I believe Bob Blois covered the main problem in S some 20 years ago in a summary of what happens in a survey: 100 people want Item X and a kit is produced but by the time it hits the market Sam has moved, John is out of the hobby, Bill has stored his layout and 4 or 5 people bought the kit they asked for.

We are so wide spread in our modeling interests and with so few relating to one road that it isn't reasonable to try to mass market a specific prototype modern item. Some cut off at 1960, some prior to the Penn Central merger or pre-CNW, CGW, MStL merger, or some prior to when Rock Island started the blue color scheme. It is sort of like we all get sick and someone sets out to make a pill to cure everyone: it won't happen. But we can try our best to support those that make the goods possible.

You sort of have to grin deep down inside when you sit down and in two hours have an ACF centerflow ready to go, whereas before it would take 2 or 3 weeks to get an ACF on the layout.

Some where we took several steps forward whether we want to recognize it or not and a lot of people out there worked hard and long to make it possible.
THANKS!
Gale Hall

Editor:

Reference Dave Bailey's "Dear @#\$%&!!" in the February 1991 issue and the article by Brian Jackson. I don't think I have read anything that bothered me as much as those two articles. The thoughts provoked by those articles have given me a fit ever since I read them.

Since you have printed the side of the "S Modeler" and the "Hobby Shop", perhaps you might be interested in the side of the "Manufacturer", and let me put in my two cents worth.

I am not going to try to argue the points made by either article as I am in total agreement with them and with Don Thompson also. If history is remembered, the sole reason for my starting AMITY STAR MODELS back in 1971 was to get something modern on the market for "S". In later years I have had to change my reasoning so I could keep AMITY in the run of things. So now I have several "antiques" in my kit line-up.

If NASG were to give serious regards to the

last paragraph of Dave's letter, I think things would be forthcoming that would better the situation. As a small manufacturer operating on a "labor of love" budget, I don't have the facilities nor monies to conduct such a market survey. That should be one of the purposes of NASG and to pass on the information to the interested manufacturer.

From the manufacturer's viewpoint, I would like to take a few quotes from Robert L. Hundman's editorial in the August 1990 issue of Mainline Modeler. "Most in the hobby do not interface with manufacturers on a regular basis. We here at the magazine have the opportunity to do so, and it gives an entirely different view. All of us in model railroading are the recipients of a gift that few understand. Fully 90 percent of the model railroading items we use are prepared by people working with a profit margin far below what any business should accept. We're receiving their gift of labor, and love of the hobby." "When you're dealing with a model railroading manufacturer, you are probably dealing with a shop that has no more than 1 to 3 people, where the hours are far beyond a 40 hour week, where the responsibilities include everything from preparation of the product to keeping the books, responding to letters, taking care of complaints, researching new products, reviewing the financial possibilities of developing new products and on and on." These are just a couple of the points that Bob brought out on the manufacturers side of the coin.

One of the very first articles that I wrote after becoming the General Director of NASG was to lament the lack of modern equipment on the "S" list. I took a real lambasting from two of our then manufacturers and only lukewarm acceptance by one manufacturer. As was my case then, I could only look at the picture from the outside looking in. Subsequent to that time, I have come to the inside looking all around me for some answers.

A problem in "S" is that it is small in following and very fragmented. By this I mean there isn't enough following in any of the major roads outside of the northeastern corridor to warrant much serious consideration when it comes to selecting a kit to manufacture. We have to select something that is applicable to all roads. Sometimes there is enough demand for a specific car that you could put out a very limited run of that kit. Selecting a kit that will produce a good sales potential is something of a miracle at times. Some of this market is now changing

in that there is a following in the far West, but still this is only a small percentage of what is really needed to market effectively.

I have a complete collection of Model Railroaders dating back to 1948, and a complete collection of the S Gauge Herald. I also have a complete collection of Mainline Modeler, 3/16 "S"cale Railroading and the NASG Dispatch. I also have almost a complete collection of Greg's Cyclopedias and most of the allied books on freight cars and passenger cars. Taking all this into consideration, there is still the possibility that someone will want a kit that I don't have the necessary data to do it with. A quote from Billy Wade's column in the Oct/Nov 1990 issue of 3/16 "S"cale Railroading: "But no matter what the outcome, the model cannot be built without one important thing: data. That's right you can't build it if you don't know what all six sides look like."

The point is that if you have a favorite model that you would like to see on the market, gather the data to include plans, photos, and any of the details necessary to producing it. Help the manufacturer by offering this to him and if there is market enough, perhaps he will see to putting it on the market. I have several letters here that are asking me to put out kits on certain roads. One is for a D&RGW standard gauge caboose and a standard gauge box car. In all the information I have available here, I don't have a thing on these two cars; at least not that I can find. Other than the plans I guess the most important thing are good photos of the prototype. Without all this data, it is kinda hard to imagine the details.

Lastly, help the manufacturer by buying his product. This support is necessary if he is to stay around for very long.

Sincerely in "S"
Russ Mobley

(We have "boxed" the preceding letter in order to draw some attention to it. It is the view of a long-time manufacturer of S gauge kits and we think that he presents more food for serious thought by S gaugers. It would appear that the problem of profitability, or rather the lack of it, extends to many, if not all, manufacturers in S. Gale Hall seems to agree with that point...Ed.)

The following letter was sent to Pete Mihelich who forwarded it to me:

Dear Pete:

Your readers may wonder why someone would consider leaving Lionel. I hope the enclosed open letter, while it can't really address such a complex issue, presents the hobbyists with a fitting summation to my tenure as a Lionel marketer. Thank you for your association in the past. Good luck in the future.

An open letter to all Lionel hobbyists:

On April 23 I resigned from Lionel. As with any change a person makes, I did this with a certain measure of regret. I will miss the wonderful people I have worked with at Lionel. I'll miss the product I've been so close to for 13 years. I'll also miss the thousands of hobbyists I've met over the years who support Lionel and who make it the great company it is.

Whether we've communicated by letter, postcard, telephone, fax or in person, I've appreciated each and every contact. Some were pleasant, some downright difficult, but I would not give back any of them or change what's been.

Model railroading is the best of all hobbies, and the people who participate in it are the reason I make that statement. I offer my thanks to everyone who made my time with Lionel among the best years of my life.

It's been said that life is a circle and that we all go around to where we began. I'd like to think that's true and that we may all meet again someday. Thanks for sharing the past 13 years with me, good luck and best wishes in the future.

Sincerely,
John W. Brady

POST ITS

WANTED: Mini Lindy #33 Vegas, any color. HAVE: 5 Miller DC hirail switcher trucks, all powered, plus two extra motor units, also hirail. Will trade for Miller scale trucks, powered or non-powered. Gale Hall, 700 S. 4th St., Rogers, AR 72756. 501-636-5467.

FOR SALE: HO scale, ACF center flow hopper car, 2 in 1 kit, Koppers Plastic, Ambroid, 1 of 5000 special kits, second series, \$25. HO scale, Weyerhaeuser All Plug Door kit, Quality Craft kit W-1, \$15. Add \$1.50 for shipping. Bob Jackson, 2925 Glenmere Ct. Springfield, IL 62704.

PROMOTIONS COMMITTEE REPORT

John Craft

PROMOTIONS EFFORTS

I've noted, with little surprise, that there is criticism for my choosing to advertise initially to hirailers and tinplaters. There are several reasons for this. First, the Model Railroader ad was an error. When I had spoken to them last, they had led me to believe that the deadline had passed for gaining space. I sent the ad to Kalmbach anticipating that it would be published in Classic Toy Trains. It turned up in MR also. I was upset when I saw this, because I would have never planned for such an ad in MR but, in the days shortly after I received my copy of the magazine, I received several requests for information.

The ads in MR and CTT both did very well. I have received over 150 responses, run out of all material that I had intended to send out and am still receiving more responses in the mail. I am now working on a brochure that should be out by the time you read this.

There were also ads placed in Railroad Model Craftsman and Mainline Modeler, both of which were chosen not just for their audiences but for the respectful way that they have treated "S" in the past. There are more ads, not all of which have been run. I hope to have samples of each printed in The Dispatch some time soon.

Most of the people responding to the ads did not list where they saw it although many made some reference to the "Third Rail" ad. Many wrote of having AF as a child and wanting to get back into it. As I said in my column in

the December '90 issue, the hirailers seem to be more interested in generalities, while the scale people were more interested in specifics. (By the way, does anybody out there have information about Soo Line passenger car availability in "S"?)

This is not to say that the AF guys don't take their business seriously. They are no less serious than the scale people. I will concede to one part of Mr. Robertson's letter and that is that I do not intend to advertise "S" as American Flyer. I will not do this ever. I have strong feelings about this matter, and they are not just personal. Read what the mainstream publications are saying in their mail columns. People in the "HO" and "N" scale are complaining about the price of models all of the time and how the modeler on the budget is being pushed out. Ignore the brass ads -- look at the majority of the ads which are cut-rate mail order houses. I believe that suggesting an old AF engine in any condition is a comparable value is simply unrealistic, if not downright silly.

I believe that it IS important, however, to subtly remind those out there that the new products are compatible with their old AF collections. These products are generally 2/3 of the price of their AF counterparts. These products are meant to be operated, not collected. If people want to buy the new Lionel Flyer and collect it, that's great. If they want to run it, that's great, too. I will not, however, emphasize this in the ads as I feel that this guarantees sticker shock.

I can assure you that I needn't

promote American Flyer any more than I need explain who the Beatles are. It should also be considered that Lionel spends a considerable sum doing just this, and the new AF is in many of those mail order firms that I mentioned earlier.

I also feel that this has a negative association for the scale. I was a member of the Baltimore Society of Model Engineers when we covered a 30-year-old "O" scale railroad 3-rail to 2-rail. (All of the members working on the railroad for the previous five years were scale people.) In the minds of many of the visitors passing through, there should have been a third rail down the center of the track. We also have that image problem in "S." We need to maintain the high standards we now have for our new products.

The ad in RMC and MM shows what is possible in "S" scale. I've spoken to several modelers in "HO" who had that frustration. I also wanted to emphasize what we do have, in particularly easy to assemble kits which can be the starting point for any of those modeling projects. I would suspect that someone who has put his sweat, effort and time into building models in one scale will be more difficult to convert than someone who has been putting together screwdriver kits.

The ad blitz will be scaled down significantly next year when it is done. Perhaps a 1/4-page ad in MR and CTT. I will also run the scale ads in the MM and RMC on a scaled-back basis.

There will also be classified ads in the regular mags to begin soon. Some of these will not be in the

"S" sections. I have a concept for an ad in the "O" scale sections, making a reference to the confusion between gauges. There is a battle between those who use the standard 1-1/4", which scales out to 5' and those who use a scale 4' 8-1/2", or PROTO-48, as it is called. We have it easy compared to them. Can you imagine spending \$1,200.00 on an engine and have it fall between the rails? I've seen it happen. It isn't pretty. This means besides scale and tinplate battles, to go with their recently deceased two- or three-rail arguments, they now have gauge battles. This should make them ripe for picking, particularly if we remain priced competitively with Williams and Weaver.

HELP LETTER

I would like to thank the many of you who responded to the "Help Letter." This is not just for the moral support, but for the ideas and suggestions that have been coming in and letting me know what everybody has been doing already.

First and foremost, a large thanks should go to Dick Karnes. He is sending me advance copies of his "Advance" section from "3/16". I am photocopying them and distributing them to the new products editors of the following magazines; Classic Toy Trains, Mainline Modeler, Model Railroader, Railroad Model Craftsman; and, for now, the historical societies listed in Mainline Modeler will also be tested. I discussed this with several of the new products editors. They liked the idea of us making their job easier for them and agreed in general that it would be a more effective way to get the information into the major magazines. There are 57 historical societies, so the cost of photocopying and mailing will be considered. (The information packets that I mailed in response to the ads cost almost \$2.00 just for postage!)

A special thanks goes to all of the "RIVET COUNTERS." I made a master list, using Mainline Modeler as a guide, and still have many gaps with the major roads, although I personally know of some people who are modeling these roads. As some of you know, I've already been recruiting, and will continue to do so. It should also be moved that several people suggested adding other categories, such as: GE locomotives, scenery and layout design.

BRASS LIST

Don Heimberger and Glen Berg both have worked on the brass lists. Glen has already mailed a copy of his list to me and I will submit it for the next issue of *The Dispatch*. Glen's list appears to be fairly comprehensive for standard gauge. Don's list will also include Sn3 and will be published in a future issue of S GAUGIAN. Although I will attempt to make arrangements for access to reprints, I feel that the important aspect is that we will have the information available in some manner and that the scale will be better for it.

SURVEY

Dave Bailey developed a new extensive survey that will allow us to generate an accurate picture of where we stand now. Expect that with your membership renewals. After that and the coupons, I promise to stop leaving things in your *Dispatch* that fall into your lap as you tear open the envelope.

TRAIN SHOWS

I found that there were many more people sitting at train shows than I ever suspected. If you are going to a show, let me know. I will send you some of the promotional literature that we are creating, along with publishing the event in *The Dispatch*. This may not end the hobby shop dilemma, but I suspect that it will effectively promote these shows

that are patronized by "S" dealers. Knowing that there will be at least four or five "S" dealers at a show will make that drive and the price of admission much more tolerable.

AMERICAN FLYER

Not a great deal of people responded to the AF portion of the survey. I need to have help in several ways, such as compatibility with current products on the market, sources for repair parts and where reasonably priced equipment can be obtained.

LAYOUTS/PUBLICATIONS WATCH

The layout response was fair, but I haven't finished sorting all of this information. I wasn't aware of this, but Lee Johnson is already doing the publications watch for the Tony Pereles award. All we need now is to have that information make it into *The Dispatch*.

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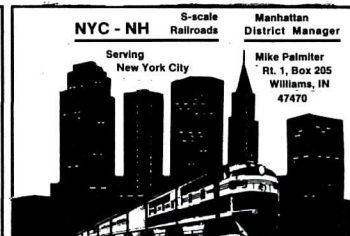


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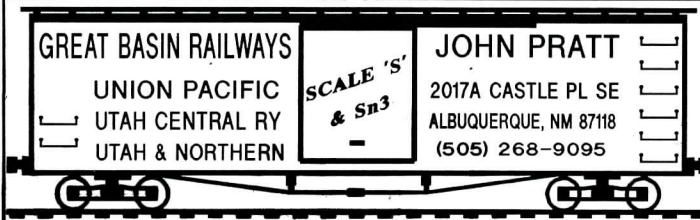
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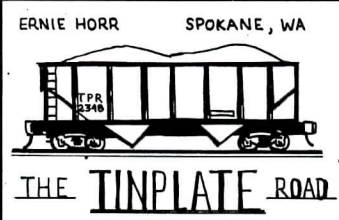
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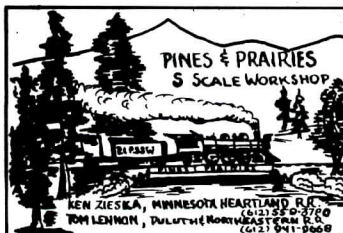
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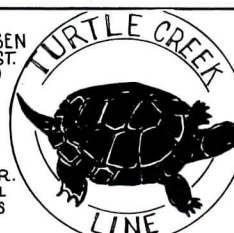
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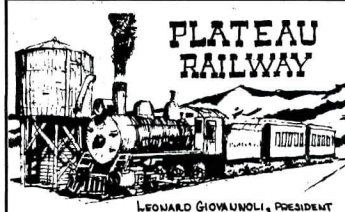
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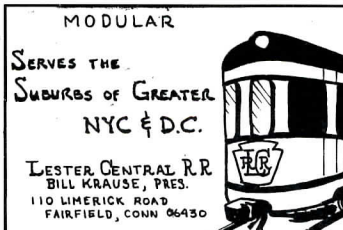
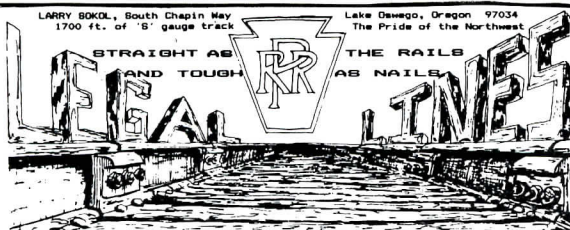
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