



December 1992

Volume XV, Number 6

DISPATCH



“ROCKET RECALL”

Photo by Charles Whitmarsh



“TWO GREAT AMERICANS”

Photo by Bill Moore



Season's
Greetings

from

The Dispatch

Staff



NEW DIRECTOR OF MARKETING SERVICES HAS JOINED LIONEL TRAINS, INC.

Sherrie Weitzman has joined Lionel Trains, Inc. as Director of Marketing Services. The announcement was made by Mark Gordon, Vice President of Marketing and Sales.

Weitzman was most recently Vice President, Account Supervisor at The Bernline Group. She previously held a variety of account service, research and media positions at Ross Roy, D'Arcy Masius Benton & Bowles, and Stone & Simons.

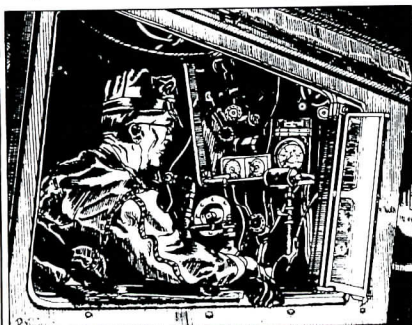
In her new position, Weitzman will be responsible for media advertising, public relations, sales promotion and merchandising for the complete line of Lionel products.

Weitzman is a 1977 graduate of the University of Michigan - Ann Arbor and holds an MBA from Wayne State University in Detroit. She is also a member of the Adcraft Club of Detroit.

Lionel Trains, Inc. was founded in 1900 by the toy industry innovator Joshua Cowen. Richard P. Kughn is the current Chief Executive Officer and Chairman. Lionel has been continuously mass-marketing electric trains, American Flyer trains and accessories for children as well as limited-edition products to hobbyists and collectors for more than 90 years. The company's manufacturing headquarters and visitor's center are located at 50625 Richard W. Blvd. in Chesterfield, Michigan.

For further information contact: Sherrie A. Weitzman
Director of Marketing Services
(313) 949-4100, Ext. 1242

3/16 "S" Scale Railroading THE FINEST OF S&G AND S STANDARD



Thanks to Randy Sappo for the neat illustration.

AMERICAN FLYER fans like the new S gauge magazine since it contains articles designed to improve all 3/16" layouts - both AF and scale. Product reviews abound for structures, vehicles, figures and scenery materials which are useable on AF layouts. Lots of color pictures, too! Send for free color pamphlet.

One year subscription
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American Flyer sets—the base of a good collection.

Train sets were the building blocks of toy train marketing. This book, *Greenberg's Guide to American Flyer S Gauge Volume III: Sets*, lists each set from 1945 - 1991 with its components and current values. Discusses Gilbert marketing strategies, product development and packaging. By Joe Deger. 8 1/2 x 11, 192 pgs., 39 b&w and 80 color photos, hrd. bd.

#10-7425\$45.95

Look for this book at your local hobby shop.

Or call toll free, 24 hours a day 800-533-6644.

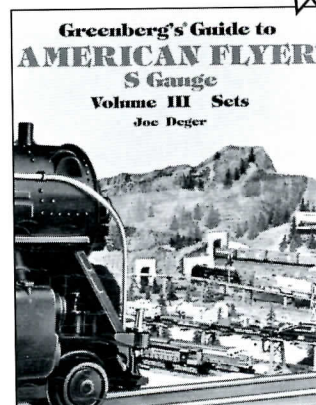
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NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
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:

Mike Palmiter
Route 1, Box 205
Williams, IN 47470

NASG membership runs from July through June, including all **DISPATCH** issues for the membership year, irrespective of enrollment date. All applications, renewals and membership questions should be directed to:

The Membership Secretary
NASG, Inc.
c/o John W. Metzger
Rt. 4 Box 326F
Troy, MO 63379

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COVER

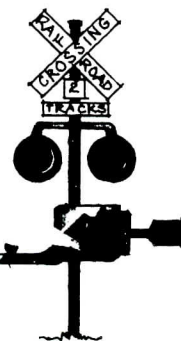
A Rock Island **ROCKET** departs Chicago in the mid-1950s. Trains passing thru this dense railroad corridor step over some very complex trackwork. See page 24. Professional Photographer Bill Moore furnished the cover shot of Two Great Americans to go with my story. Bill does his studio work at 220 Swedesboro Rd., Gibbstown, NJ.

MP

ORDER BOARD

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DECEMBER 1992



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STAFF

Mike Palmiter	Editor
Kent Singer	Contributing Editor
Bob Werre	Staff Photographer
Charles Taylor	Advertising Manager
Bob Jackson	Editor Emeritus
Pete Mihelich	Publisher

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

ADVERTISING RATES: Full page \$200; half page \$100; each halftone furnished by the **DISPATCH** from advertiser's B&W prints \$25 additional; unscreened negatives \$40 each. Inquire regarding color rates. For additional information, contact the NASG **DISPATCH**, c/o Goellner Printing, 301 South Main, St. Charles, MO 63301.

President's Message

Gentlemen:

My President's message is going to be very brief and to the point. I am very concerned as of this late date (November 6), our secretary has not received any nominations for this coming election. I hope that the membership wouldn't be so apathetic on this so important issue.

Please consider nominating yourself for one of the offices that is up for election this year. I am re-issuing a call for nomination.

Notice is hereby given that nominations are now being accepted for the NASG's Spring 1993 election of the following BOT's officers:

President	4 year term
Treasurer	4 year term
Eastern Region Vice President	2 year term
Central Region Vice President	2 year term
Western Region Vice President	2 year term

Each term will commence at the 1993 NASG General Business Meeting.

As stipulated in the NASG Constitution and By-Laws, nominations must reach the NASG secretary four months prior to the election which is to be mailed out by April 15, 1993; therefore, **I must receive all nominations by December 15, 1992.** Nominations must be made in writing and should be accompanied by a summary of the candidate's qualifications not to exceed two hundred (200) words. An individual may nominate himself/herself or be nominated by someone else with the nominee's consent.

Since NASG is a non-profit volunteer organization, no monetary compensation is given for service on the BOT; however, we need people who want to make a difference in the direction of S gauge model railroading. I encourage anyone interested in serving the NASG to run for office. Current president, Mike Ferraro will not be seeking re-election so the organization needs another strong leader.

Please submit nominations or questions to:

Mark McFrederick
NASG Secretary/Elections Committee
Chairman
61930 Fairview Road
Barnesville, Ohio 43713

Sincerely,

Michael R. Ferraro

From The Editor

One of my goals as editor is to always get the *Dispatch* into members' hands by the first week of the cover month. A reliable circulation schedule is important for advertisers as well as a service to the readers. In order to accomplish this I will be sending my material for each issue to the publisher six weeks in advance. I will not delay the mailing to await outside input so if anyone has something for a specific issue be sure I get it in on time.

There is only a two week period from when you receive the current issue until the next issue's material is sent to the printer.

This, the December issue of the *Dispatch*, has traditionally been the best of the year's published material. Herein I present two feature articles which I hope everyone will enjoy. The first is a photo essay about how American Flyer and American Models have influenced my own model railroading, maybe you will see yourself in there too. It is appropriately titled, "Two Great Americans."

The other feature article is about constructing a large railroad bridge model patterned after a specific prototype. The unique aspect of this project is that most of the structural material came from a box of scrap parts!

I have also assembled a few other subjects including a short questionnaire on page 9. Your response will help me determine what type of magazine content I should concentrate on for future issues.

Mike Palmiter

-Mike Palmiter

Happy Holidays

SOME THOUGHTS

By Bill Lane, Jr.
President, South Jersey S Scalers

I have started writing this on April 8, 1992 which is a few days after the SJSS meeting at my house. The last few meetings have been, in my opinion, very successful. The attendance has been exceptional and we have had at least one new member at each of the last several meetings! This growth is necessary for us to have enough manpower available for a successful convention.

However, I noticed something during our April meeting that scared me a little: RULES, our first sign of growing pains! With the introduction of even the smallest rule usually comes the different opinion of others who oppose the rule. My only hope is that these opinions will be the glue that keeps the club together, and not the wedge that drives us apart. After all the time and energy we have spent building the South Jersey S Scalers I would not want to see us split apart like a Midwest club did last summer.

One faction is the Highrailers, and the other is the Scalers. The reason for the break-up were listed as, "Totally different interests within S, the stress of having just run the National Convention, and lack of direction for the future."

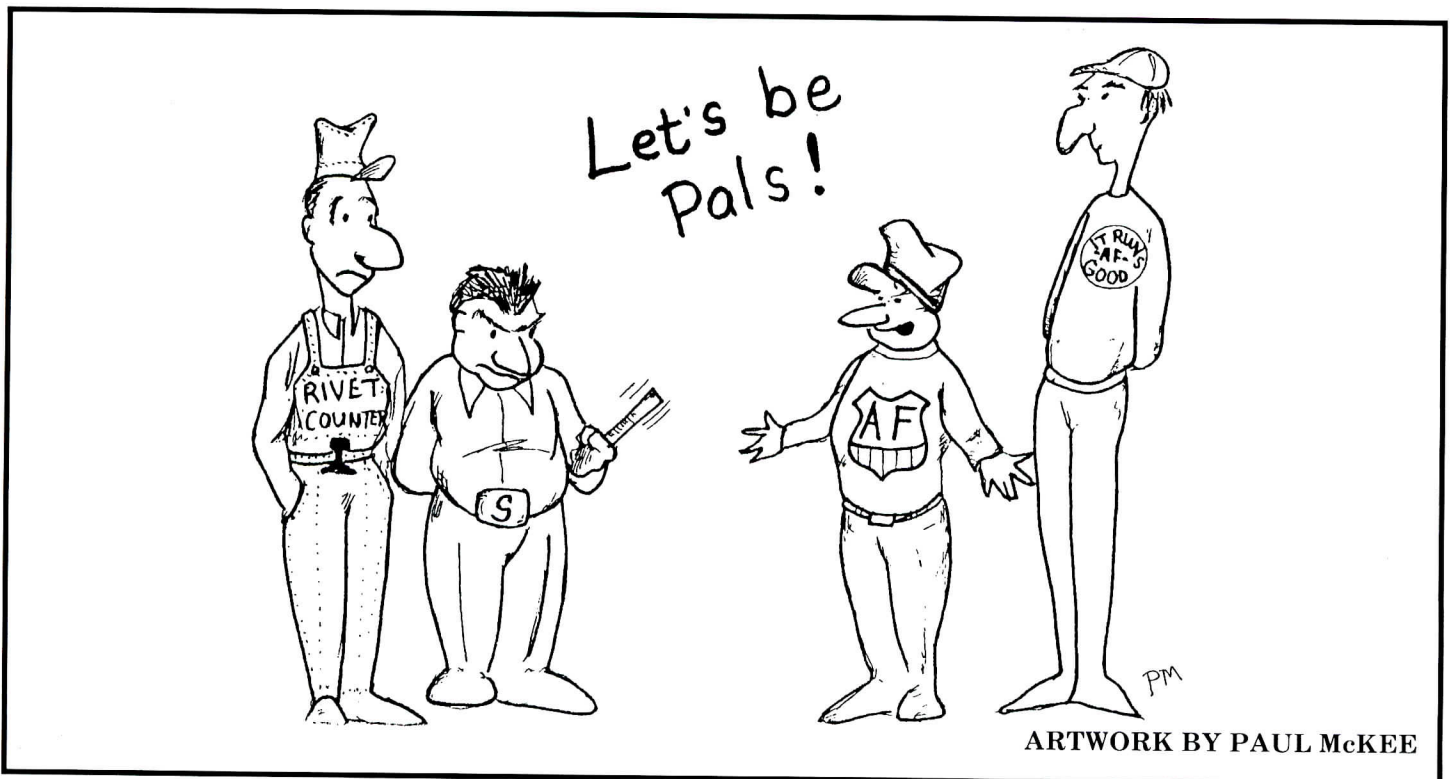
It is no secret that my original version of the SJSS was to start a club just like the Central Jersey S Scalers. I wanted a club full of rivet counters. The Central Jersey group excludes American Flyer and

Highrail enthusiasts, and that would have been fine with me. After nine years of modeling in HO, S scale to me was just a bigger and better version.

But to exclude can be very limiting. Who am I to tell someone that they can't play trains with me because they have "toy trains?" The club would have consisted of just a few Scalers and I would not have had the pleasure of meeting anyone else on the other side of the scale tracks. The new friendships that are made are much more important than the trains themselves. We S gaugers are few in number so we have to stick together. Now let's all hug ... NOT!

Here is my revised vision and ideas for the SJSS. Put on your "Big Picture glasses" and look into the future with me. I envision the SJSS as not only being a social club, but more importantly a model railroader's informational database. For example, a high-railer might be building a warehouse for his AF Christmas layout. The techniques he uses could be useful to a scaler for his layout. This type of sharing would be of use not only to the two individuals but to the entire membership!

With all this information exchange going on, ideas for both Scale and Highrail are equally created and should be treated with the mutual respect they deserve.



THE CLUB SANDWICH

By Al Schoenberg

"Where we make tasty sandwiches of your club news!"

Hello! Mike has asked me to write a column for the *Dispatch* about news from S-Scale Clubs. One of my goals for this column is to write something about every S-Scale club in the good old USA and eventually the world! However, there is a slight stumbling block to all of this. I don't know about every S-Scale Club in the USA...yet. To write about your club, I need a copy of your club newsletter, or if your club doesn't have one, then I am asking someone in your club to drop me a line every two months (Publication dates for the *Dispatch*) and tell me what your club is doing.

Basically, I'll be looking for one of two things: 1. Anything your club is doing that will be of interest to other S-Scale Clubs, and 2. Anything your club does to promote S-Scale and attract new members. By sharing information this way, information can be passed along to other S-Scale organizations to assist them and help them grow too. For example, if say, Club A, has been doing something successfully for years that has helped them attract new members and complete successful projects year after year, a member of Club B may read what Club A is doing and say, "Gee, we never thought of that. Club A has some good ideas, let's see how we may adapt them to our situation!"

I'm tired of hearing how S-Scale is a minority Scale. One way to change that is to form a manufacturing

base of at least 50,000 customers for S-Scale products. We must start where we are now and start getting new folks involved in S-Scale! If enough ideas flow and I believe they will, I'll also be writing a companion column regularly on how to use this Club material and apply it to expand existing clubs and form new S-Scale organizations. There has been plenty written and said about why S-Scale is a minority scale. Now, it's time for us to do something about it! We have the manufacturers; now we need the customers! I'm also curious about how your clubs have grown over the past year. How has your membership changed? How much has it increased or decreased? My club, the South Jersey S-Scalers, has doubled its membership in the past 12 months. I'm curious if this is an isolated South Jersey phenomenon or have other S-Scale groups experienced the same rapid, explosive growth.

Through my own club I get information on some of the Midwestern and Eastern clubs, but I haven't seen much information or newsletters from other parts of the country. So, come on Houston, San Diego, Oregon, or anywhere in the USA. I want to hear from you. Uncle Al wants you!

AL SCHOENBERG
204 Moldoff Road
Glassboro, NJ 08028

MIKE'S MUSINGS ---

Does anyone remember a program from television's early years titled, "ROAR OF THE RAILS?" CBS carried this show from October 1948 to December 1949 on Tuesday nights.

The series was sponsored by the A.C. Gilbert Company and used American Flyer trains to dramatize events that made railroad history. Veteran railroad men made guest appearances to explain what their jobs were and the models illustrated it all. This was a great promotional idea for American Flyer trains. Something like this even in today's space age

could be a real shot in the arm for the model railroad industry!

I personally don't remember this show since I was then only four years old and my family didn't have a TV set, but I do recall a Saturday morning show in the mid 1950s that was sponsored by either Gilbert or Lionel. I can't remember the title or much else about it but if any of you do write and let us know. It is often a nice diversion to take a backward look at the "Good ol' Days!"

MP

A VISIT TO GOELLNER PUBLISHING

Home of the *Dispatch*

During the weeks I was preparing for the *Dispatch* editorship, I made a visit with the publisher, Pete Mihelich to learn first hand about the mechanics of printing our magazine. I found it interesting and thought you would too.

On a warm clear August day I drove from my southern Indiana home to St. Charles, Missouri where Goellner Printing is locating. St. Charles is a small town a few miles northwest of St. Louis. The printery is on Historic Main Street, a refurbished area which now sees a great deal of tourist trade for the quaint shops located there.

This was my first occasion to meet Pete. I found a friendly, soft spoken fellow who not only is our publisher, but also an American Flyer devotee! When material is sent to Pete which has reference to, say, a Flyer 952R Heavyweight, or a 926 tank car, Pete won't have to scratch his head wondering what we are talking about.

After discussing basic publishing mechanics we went for a tour of the printery and Pete explained how my visuals and typewritten text are transformed into the magazine we find in our mailbox every other month.

All of the material which I send to Pete has to be typeset by his staff and boxed to allow for illustrations. This is done on a large computer which displays each page and will later be fed to the printing machines.

When everything is typeset, a proof copy of each page is sent to me for review, and after adjustments are noted, the copy is ready for the final printing. Any errors that slip thru are my responsibility.

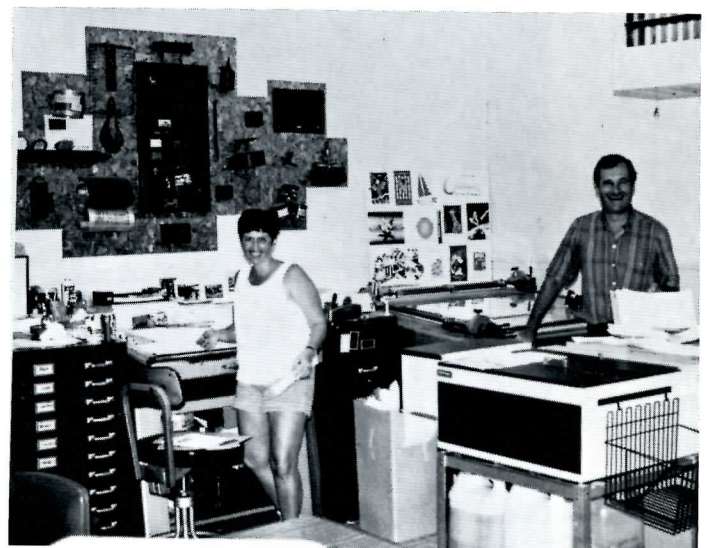
Each visual is enlarged or reduced to fit the allotted space, then the material is printed and the sheets collated into order, stapled and trimmed into magazine format.

Nearly 1400 copies of the *Dispatch* are then mailed out all over the United States and Canada to our (eager?) membership. So, if you have ever wondered where and how the pride of the NASG is produced, now you know!

- Mike Palmiter



Goellner Printing Co. on historic old Main Street, St. Charles, MO.



The typesetting room with Publisher Pete Mihelich and able assistant Judy Whitworth.

GOELLNER PRINTING



The *Dispatch* graphics room. Paul Lehnard, Jr. takes a moment for a cautious look at the camera.



Printing, collating, stapling and trimming all go into producing the *Dispatch*.



Ken Pruett trims the August *Dispatch* books after the collating and stapling is finished.

WHERE WE ARE



In the August issue John Metzger furnished an NASG membership listing by states. It was readily apparent that the eastern states have more members than anywhere else but I thought it would be interesting to see how the total membership looked displayed on a demographic map.

The accompanying illustration shows the placement of NASG membership groups. This is intended only

as a general representation.

Although the map does show a heavy concentration of members in the northeast, the overall pattern is quite similar to the general population clusters of major metropolitan areas. Since the NASG membership is only a portion of the total number of S gaugers I wondered if these groupings would be different with every S gauger depicted. MP

NASG MEMBERSHIP QUESTIONNAIRE

Please take a few minutes and send your reply to the following questions so that we can make the *Dispatch* an even better magazine. It is not necessary to tear out the page, simply reply by number. Thanks for your participation.

1. Are you currently into one or more of the following:

- | | |
|--------------------------|---------------|
| —Scale | —Collector |
| —Highrail | —Narrow Gauge |
| —American Flyer operator | |

2. Do you now have a layout? Yes. No.

3. Do you have a layout under construction or plan to expand your present one? Yes. No.

4. What type of railroad settings do you find most interesting? (Also 2nd and 3rd preferences)

- | | |
|----------------|-----------|
| —Mountain | —Urban |
| —Rural/Village | —Maritime |
| —Industrial | |

5. Railroad era of most interest?

6. Favorite prototype railroads (list up to three)?

7. Subjects you would like to see more of in the *Dispatch*?

8. Subjects you would like to see less of in the *Dispatch*?

9. Do you favor the use of articles about prototype railroad subjects to maintain magazine size? Yes. No.

10. Which do you prefer:

(A) — *Dispatch* continue with its present content six times per year, or

(B) — *Dispatch* be cut to four times per year but strive for increased content.

A SMALL INDUSTRY

Will Britton

SALT AWAY!

This issue's Small Industry was submitted by Denis Fortier. I am sure that you will find it fascinating and an excellent opportunity to use some of those covered hoppers made by Pacific Rail shops even if you don't model a grainger road or have a major plastics manufacturer on your railroad. I want to express my great appreciation to Denis for submitting this Small Industry. Denis' account follows.

Coteau Station is one place where I stop to eat and watch what is going on railroadwise while I am traveling to Toronto. Coteau Station is a Canadian National station. It is located about 40 miles west of Montreal. It is quite a busy place as it is on the mainline from Montreal to Toronto. The mainline is double tracked at this point and there is another mainline diverging to Ottawa at Coteau Station.

One activity here that goes on all day, and even at night, and, it seems, seven days a week, is the unloading of salt from specially treated covered hoppers.

The hopper cars are intended for high density loads such as potash, salt, and calcium phosphate. All CN covered hoppers intended for salt use are numbered in the following series:

005004-006305 (CNLX)
368000-368999 (CNINTERNATIONAL)
369000-371999
377000-378349

The one shown in Figure 1 is not particularly common in the U.S., however, the covered hoppers available from Pacific Rail Shops would have examples that were also intended for high density loads and would be entirely suitable to any model rail who wished to free-lance this industry.

The loaded cars, usually in consists of 5 or 7 cars, are pushed on a special siding by the road switcher to a position over the small "trestle".

The first bay of the first car is placed directly over the unloading ramp. Dumping continues bay by bay, car by car, until all cars are emptied. The unloading makes a lot of noise, ear protectors are needed by crewmen who unload the bays and must, on occasion, bang on the side with a large mass to cause the salt to come out.

Meanwhile, the unloaded salt is picked up by a front loading tractor and loaded into waiting trucks. The truck driver also serves as the payload operator.

When the contents of one hopper bay are loaded into the truck, the driver will use the payloader to move the cars until the next bay is over the unloading ramp. When the truck is loaded, the driver will then drive it to its delivery point about 30 miles away, where the salt is used in the manufacture of hydrochloric acid (HCl) at a giant ALCAN plant.

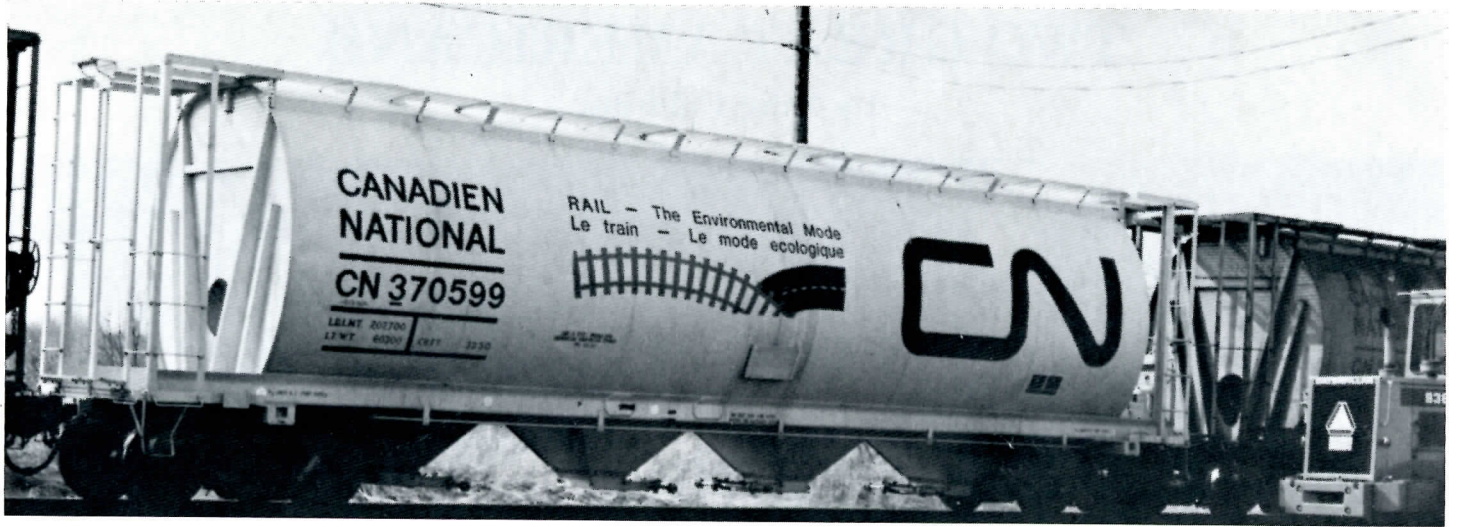
... Denis Fortier

Though there is no 1/64th scale truck that is a replica of the trucks used, ERTL makes a grain truck that would be quite suitable in modeling this scene. There are some front loading tractors that are available that should also suffice to model this industry. Of course, it will be necessary for the modeler to build the "trestle" and unloading ramp but that should follow well known principles and techniques. Modeling the salt will be a challenge. Any suggestions from the readers?

WB % Dispatch Editor

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11. I certify that the statements made by me above are correct and complete <i>Signature and Title of Editor, Publisher, Business Manager, or Owner</i> PubliSER			

PS Form 3526, January 1991 (See instructions on reverse)



TWO GREAT AMERICANS

By Mike Palmiter



On the upper rail line we see a modified American Flyer “Jet” racing an American Models FP7 in home territory on the Harlem Division.

The following sequence of events should be familiar to most S gaugers: American Flyer train set during childhood years; change to HO some years later; followed by temporary insanity with N gauge; and finally a return to S gauge. So why did we end up again with S? Well, for me it was because of two great Americans, American Flyer and American Models. Here's how it happened.

During the mid-1970s I was well established in HO scale even though I was a childhood “Flyer-boy”. In November 1975 RMC magazine published “Sam Powell’s S Scale Pike”, and about a year later MR featured “S Scale Today” by Frank Titman. Terrific showcases of what I then thought was a lost scale. The fine model work of these fellows coupled with my long standing affinity for American Flyer just about made a convert out of me then and there. But in those days getting into the scale side of S meant scratch building or converting far more than I was willing and able to do. The appealing idea of having an S scale layout (which would have included some Flyer images) was put aside, but never far from mind.

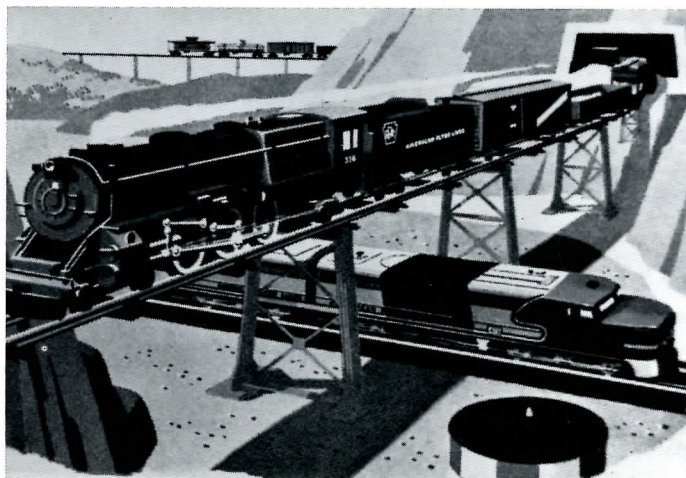
As chance would have it, a move to another house found me with a smaller train room than I had with HO so I switched to N scale because of what I perceived as a necessity. Five years went by while I continued telling myself that N’s short comings were made up for by the additional geography that could be represented on a layout. Then one day in 1989 I finally came to my senses and decided that N had to go!

By the late 1980’s I had become aware of a new company called American Models which was producing a nice line of S stock in both scale and highrail versions. Ready made S gauge equipment was just what I needed to take the plunge, but was it possible to fit the kind of layout I wanted into my 12’ by 27’ trainroom: I carefully measured and diagrammed with an eye toward implementing 27” minimum radius curves. Eureka! Everything would fit, why didn’t I see this before?

Using the proceeds from the sale of my N gauge collection I began buying American Models

locomotives and cars as well as non-collector pieces of old American Flyer stock for future conversions; the prospect of operating Flyer equipment became more and more appealing. Since Gilbert had made most Flyer equipment very close to scale proportions I knew that upscaling them would be primarily a matter of replacing the tinsplate trucks and couplers. One notable exception to Gilbert's good proportions were the length of the passenger cars. At first the shorter-than-prototype length seemed OK especially when operating on tight radius curves and turnouts; later I replaced them with American Models scale length passenger cars.

My first purchases of S gauge equipment were two American Flyer cabooses (or is that cabese?) When converting them to scale appearance, one thing I could not bring myself to do was replace the brass end railings. I know that this is out of character for a "scaler" but I wanted to keep some of the traditional American Flyer details just for nostalgia's sake. I suppose my model railroading now is really somewhere between tinsplate and scale, maybe my category should be called TINSCALE! But whatever the name I kept some of the Flyer trademarks among the otherwise scale roster.



From the 1956 American Flyer catalog, this is one of many illustrations that helped make Flyer trains so appealing to prospective buyers.



Two "tinscale" cabooses are seen on the Harlem Division. Their brass end railings are one of the Flyer trademarks which your author could not bring himself to replace when upscaling them.

When I picked up those old American Flyer pieces I was reminded how durable they are. They could take a dive off a layout edge and most likely be put right back into operation. That cannot be said of the delicate fine-scale stock of today. No doubt this was in mind when I decided to keep the Flyer cars as close to original as practical.

During the time I was looking for moderately priced Flyer stock to use in upscaling, I came across a small company called Instrument Designs which made reproductions of many American Flyer favorites as well as variations of some passenger stock. For example, they had heavyweight Pullman cars with paired windows to be used as a coach. The heavyweight combine was recast into a baggage/RPO, and the streamline combine was modified into a full baggage car. These were welcome additions to the limited S gauge rolling stock, and their availability in shell-only versions was a real windfall for a "tinscaler" like me!

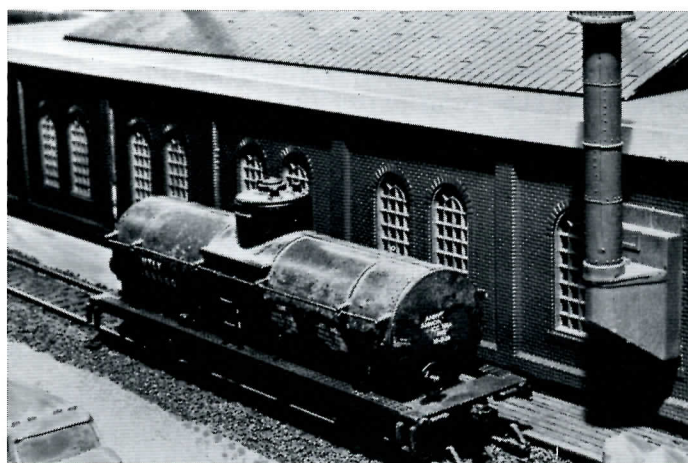
I was amazed at how fast the layout and roster grew, everything was fairly well established in less than a year! I could not help but regret the earlier years lost to other-scale railroading.

The title for this article would seem to suggest that there are only two sources for S gauge equipment, which is not my intention. I am merely showcasing American Flyer and American Models since they have been the determining factor for recruiting people like me into the S fraternity. Other fine S products have been made available to the S community as well from Pacific Rail Shops, S Scale America, Rex, Rail Master, Lehigh Valley, and of course the present American Flyer offerings of Lionel Trains, Inc. This is also a good opportunity to applaud the efforts of S Helper Service for sponsoring many great new S models.

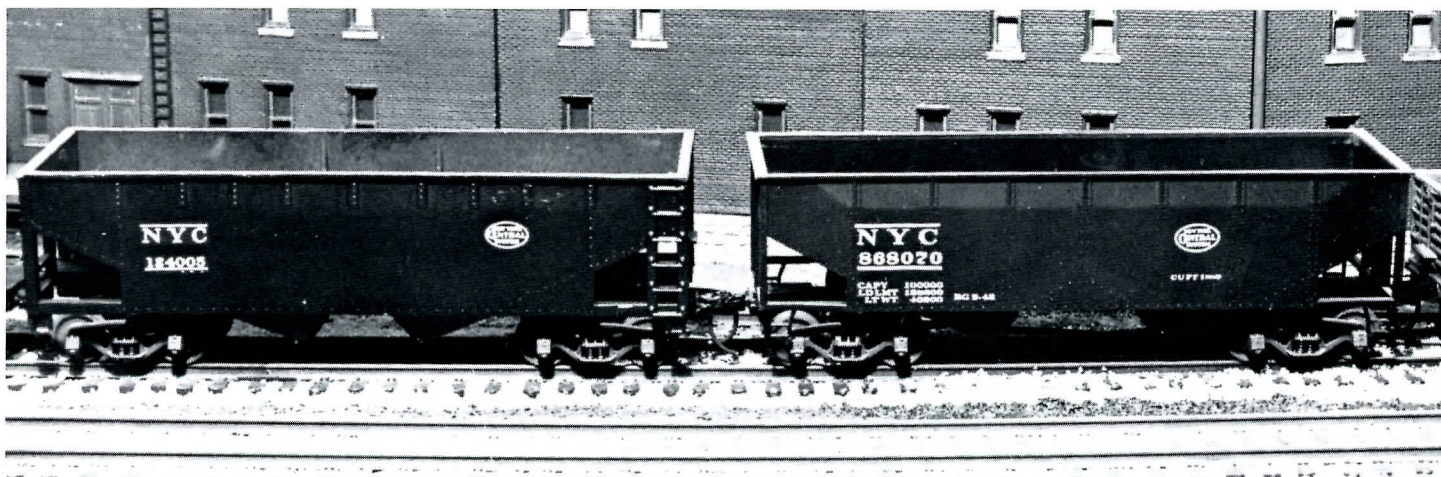
For the brass devotees in our ranks we are fortunate for the work of River Raisin, South Wind, and Omnicon. In spite of our relatively few numbers we really have a lot of sources for quality S merchandise. If I have left out any S producers I apologize.

Let me get back onto the story's mainline here and mention another bit of appreciation to American Models for introducing their line of code .148 prefab track products. Although code .148 is a bit high for the fine scalers among us, the American Models line of track is a nice product that highrailers and tinscalers alike can enjoy. It has allowed me to establish an operating model railroad that might otherwise have bogged down in tedious hand laying work.

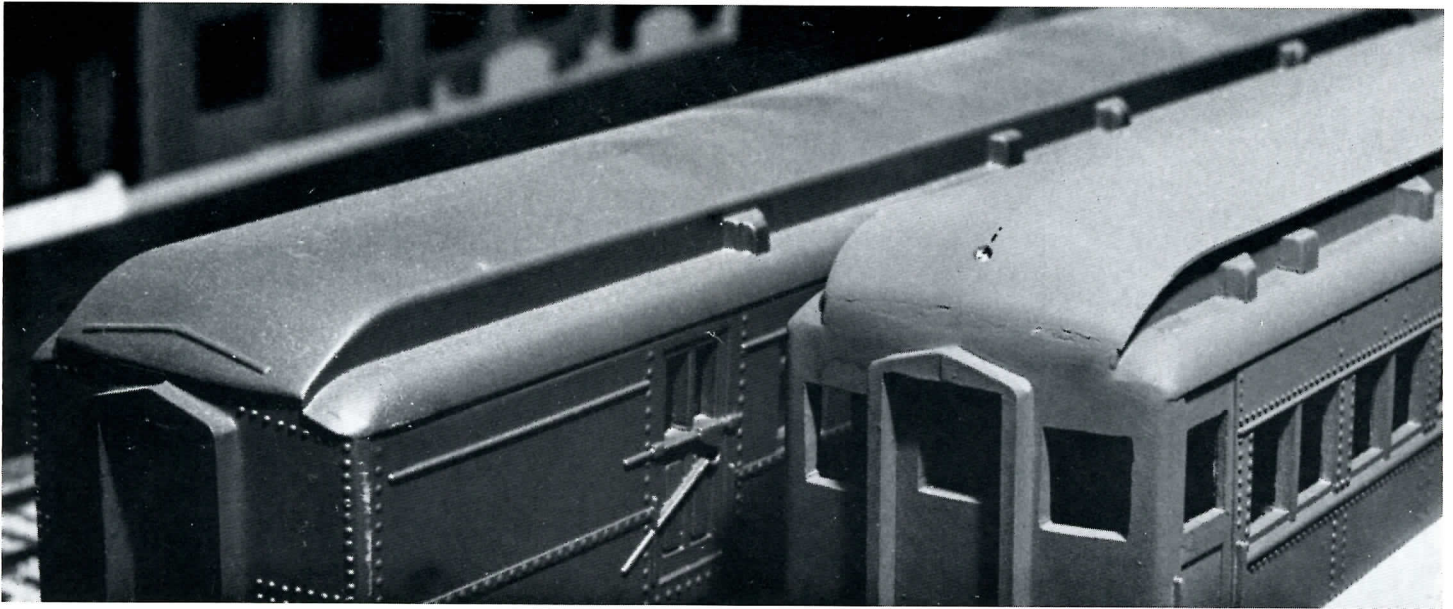
The S gauge brotherhood of the 1990s and beyond can be well satisfied with the heritage of American Flyer and the present offerings of American Models -Two Great Americans!



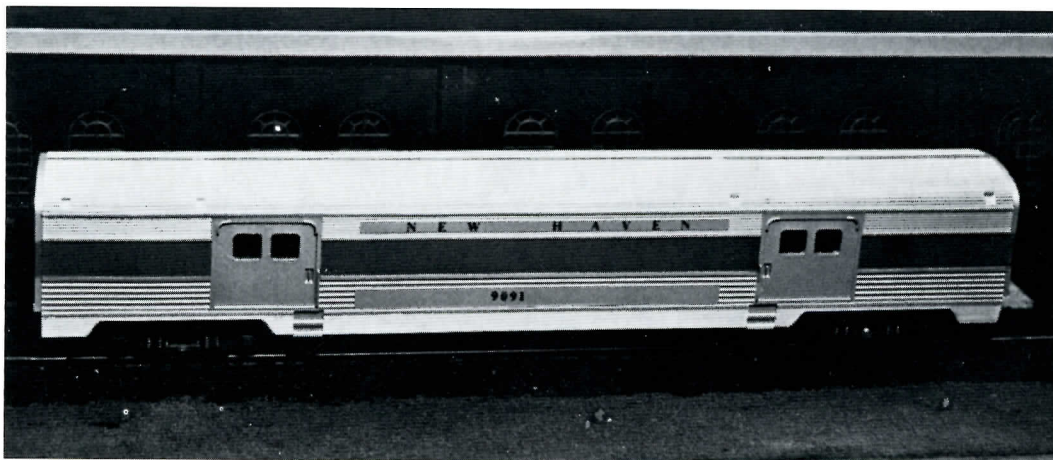
Although still needing some grab irons, this American Flyer tank car looks pretty good for a scale setting by just adding new trucks, couplers and some weathering.



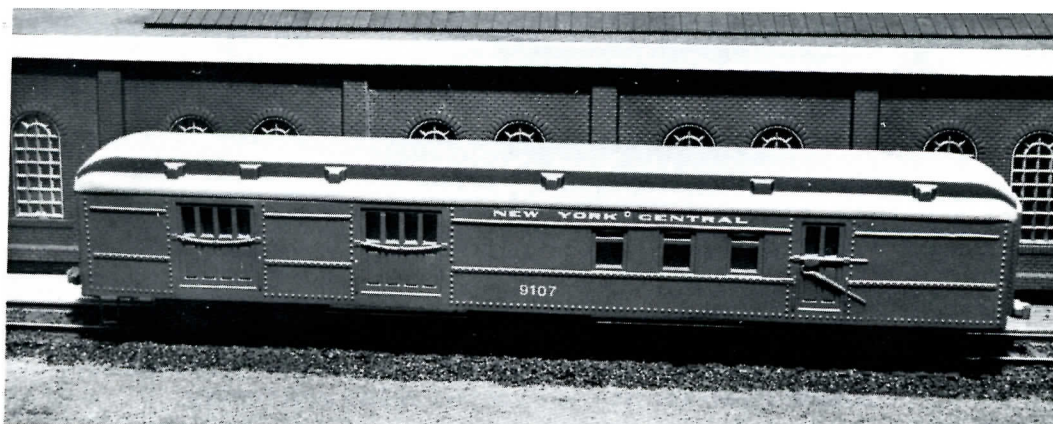
Which is which? An upscaled Flyer coal hopper next to a fine scale American Models hopper. In case you can't tell, the Flyer car is on the left.



Your author likes some of the tinplate looks on old American Flyer stock however, the simplified roof on their heavyweight cars was not one of them. The flange on each side of the roof was formed by adding a slightly wider piece of styrene then filling and sanding the ends. The unit seen here is being prepared for conversion to a standard m.u. commuter car. The tiny hole is where the headlight will go.

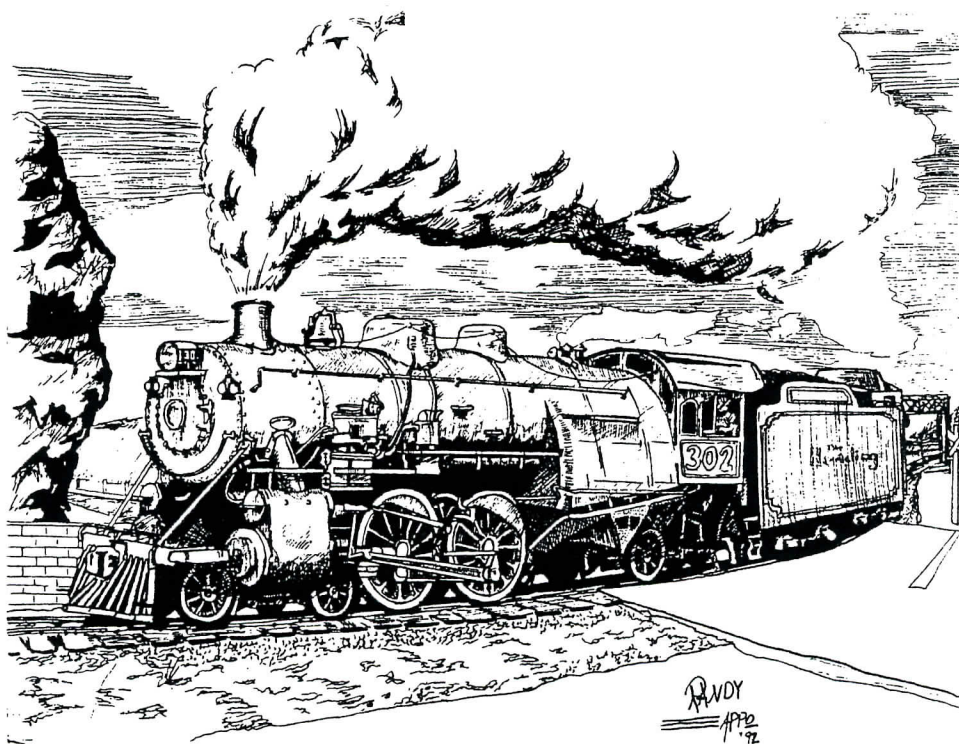


Instrument Designs has produced some nice variations of original Flyer cars.





American Flyer steam locomotives proportion-out pretty darn good to the real McCoy.



Randy Sappo caught the spirit of American Flyer's venerable Atlantic locomotive in this pen & ink rendering.

BRANCHLINE HAPPENINGS

Photos by Bill Fraley

Barry Mertz of the Lehigh Valley S Gaugers looks over his railroad empire. ►

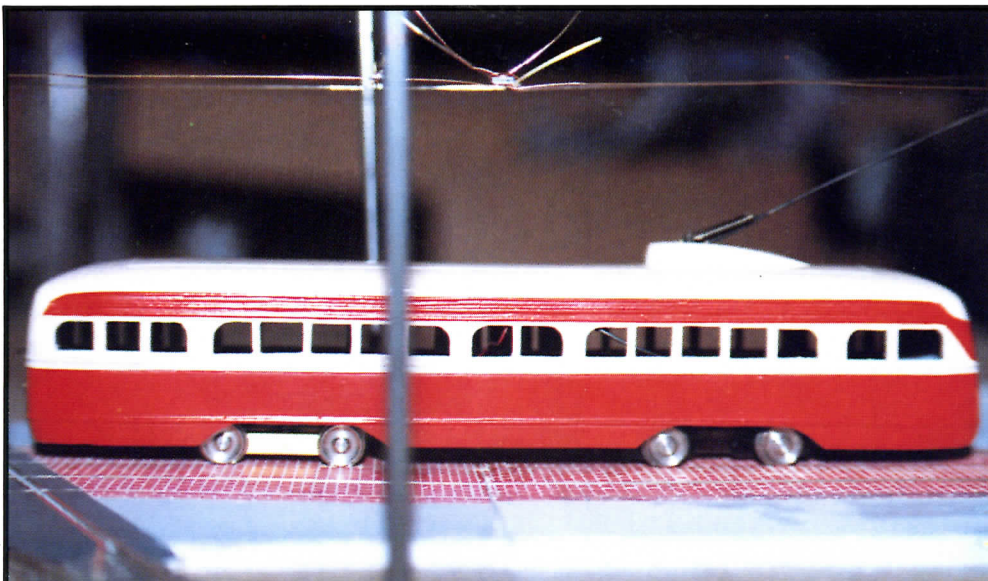


Visiting Barry's layout are Jamie Bothwell, Frank Titman and Bob Barclay. ►



Barry displays a few of his 30 AF converted hoppers. The setting is Bill Fraley's industrial siding. ►





◀ **TRACTION ACTION!**
We rarely see traction in S gauge, this is possibly due to problems involved with getting suitable drive units. Ron Kmecik of Erie, PA implimented re-gauged HO power trucks for his trolley cars. Some of Ron's equipment is scratch built.

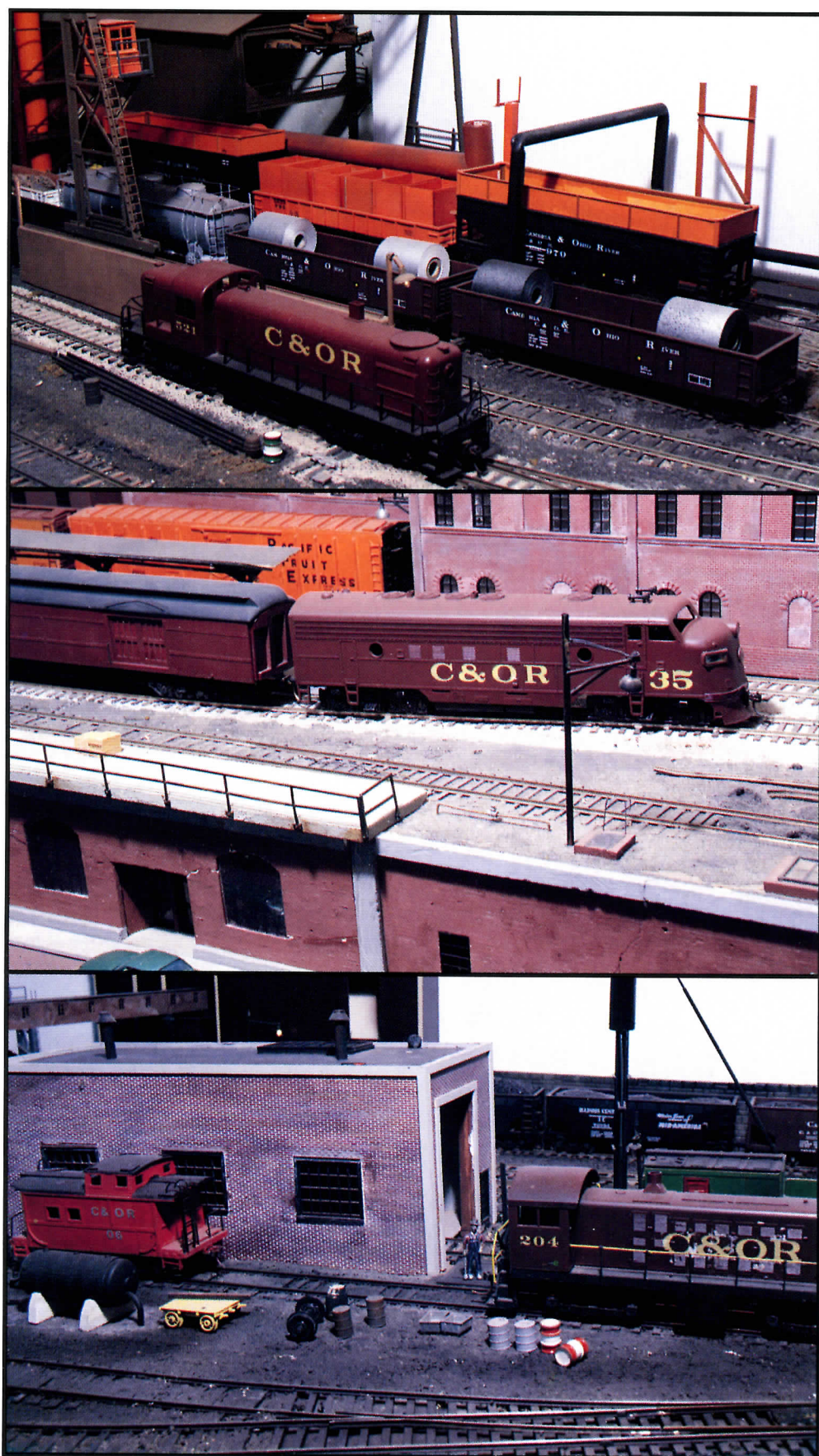
No. 97, observation car AMANDA is being pulled out of the S&W car shops following complete restoration. She still shows scars from the recent wreck caused by a collision with an auto. No. 97 was reduced to about 20 pieces from the tire of a 12" = 1 foot Buick!
Modelwork: John Long
Photo: Don Henderson
EDITOR'S NOTE: I've been wondering how old #97 found its way under an automobile tire!

WORK-A-DAY ON THE CAMBRIA & OHIO RIVER RR

Jerry Schnur's C&OR railroad serves coal and steel industries with a mix of early generation diesel motive power. One of the main division points in the rail system is Cambria where, at top right, we see Alco #521 switching steel loaded gons.

Further along the division at middle right, an F unit pulls a mixed train past a lineside commercial building. At bottom right is the Port Carbon engine house and coal yard.

Jerry has used nice detailing to represent the "feel" of industrial America. There has been some talk that the C&OR will be expanding its services to other areas (actually the unused part of the Schnur basement) when the company president retires from his work in sales. Rumor has it that the rail line will have connections with a sea port, we'll keep you posted on the progress.





A New Haven Local rumbles across the Harlem River Bridge and prepares to stop at the 125th Street Station on its last lap into New York City. Operation on the Hudson & Harlem Division.

BIG BRIDGE

By Mike Palmiter

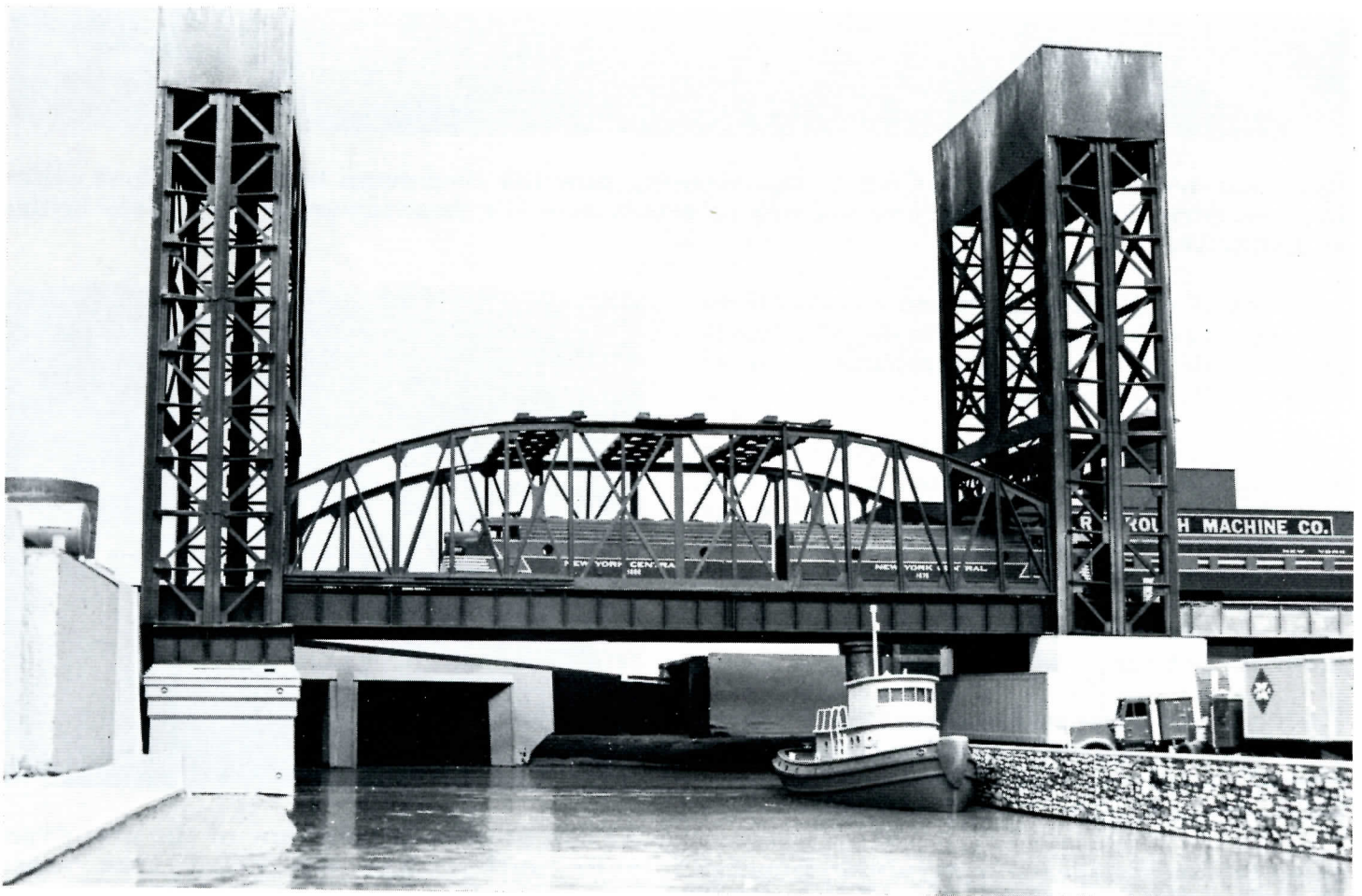
Of all the structures applied to model railroad layouts, bridges are probably the most often seen. I have always admired big railroad bridges, especially ones of steel spanning wide waterways or mountain gorges. My own layout for example is patterned after the real life setting of New York's Upper Manhattan, and as such I needed to build several bridges over my Harlem River. One of these bridges was New York Central's huge vertical lift structure.

I established my 24-inch span with the use of a 3/4" thick, 8" wide pine board. With the span established in this way, I only needed to add appropriate "steelwork" detail to give the model its prototypical form. I did not want to make the bridge actually lift since that would have been too difficult; it only had to look like the prototype in the down position.

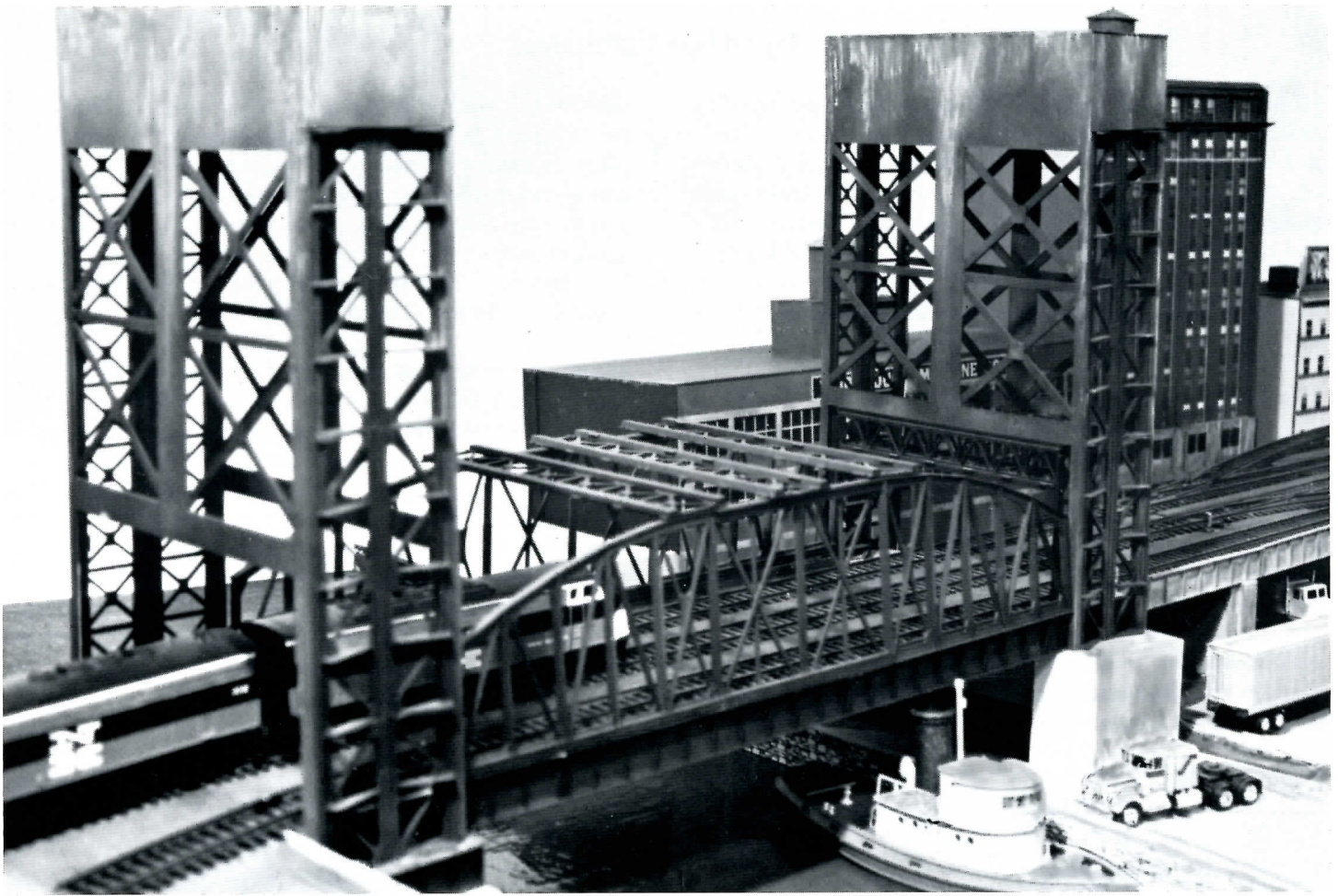
As can be seen in the accompanying photos, the most distinctive characteristic of this bridge is the towers at each end. Lionel Trains Inc. recently marketed a

lift bridge which is remarkably similar to the NYC prototype. I had considered buying one for my NYC river crossing because its proportions for 2-track 0-gauge were exactly what I needed for my 3-track S gauge line. The price tag however was outside of my budget and it would have been necessary to modify it somewhat for my specific use which I would not want to do to a collector's item.

Close inspection of prototype photos showed that I would need to fit a zillion truss members if I were to scratchbuild such a structure using stripwood or Plastruct. Such a tedious project was beyond my patience. I did however have a box full of truss-type components left over from the dozens of Bachmann and Atlas HO bridges used to build my elevated rapid transit line. I had purchased these pieces at various model railroad flea markets for about fifty cents each which was a very economical way of collecting the many truss parts needed for "bridge-bashing."



Seen from river level, the NYCRR bridge is an imposing structure yet doesn't take up much layout space. Eventually all the other bridges on your author's layout will have "steelwork" from left over kit parts to make them appear more realistic.



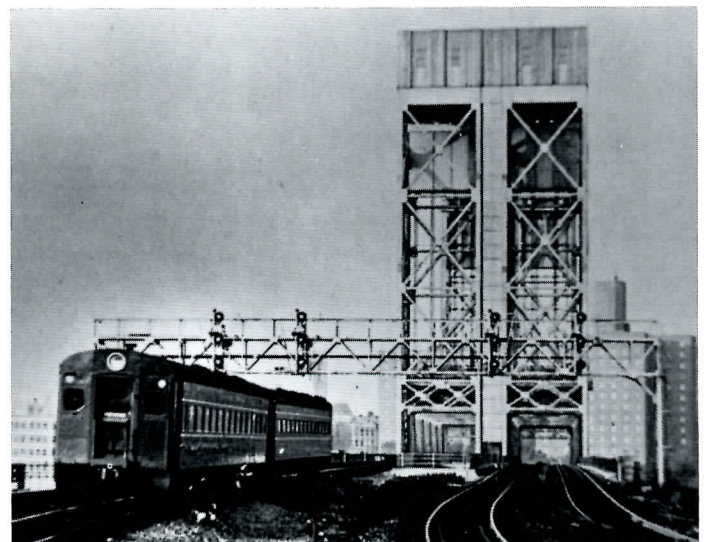
Here is a 3/4 view of the NYCRR bridge showing how the Bachmann truss pieces look when in place. Stripwood is used to form the long crossmembers. It's these towers that make the bridge so distinctive.

I laid out all of the truss parts and arranged them into the general shape I needed for the NYC bridge project. With some nipping and re-joining, most of what I needed was at hand.

Two sizable components I needed however were long curve-topped trusses for the span itself. I implemented these by extending an Atlas Curved Chord bridge kit. I cut the trusses and spliced in two inches of similarly formed Plastruct to make them reach the distance between the two towers. I also added Atlas plate girders to the sides of the wood span to make the bridge look like an all steel structure.

The Bachmann truss members which form the towers were assembled with plastic glue then boxed together using stripwood and matboard as illustrated in the accompanying diagram.

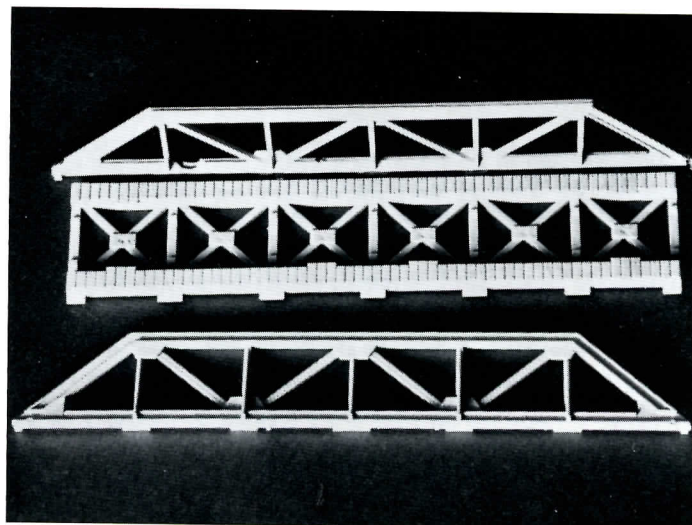
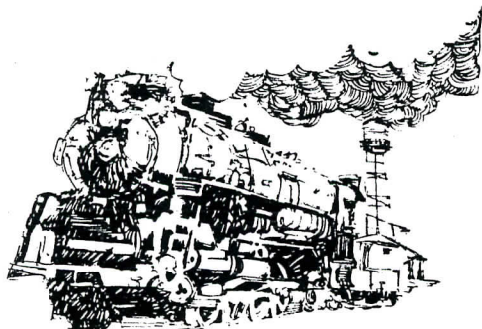
Before the final installation I sprayed everything flat black then added a light overspray of rust colored automotive primer which gave the effect of oxidation often seen on old steelwork. The prototype for this model was actually painted blue but I knew that color would not look good on my layout adjacent to the



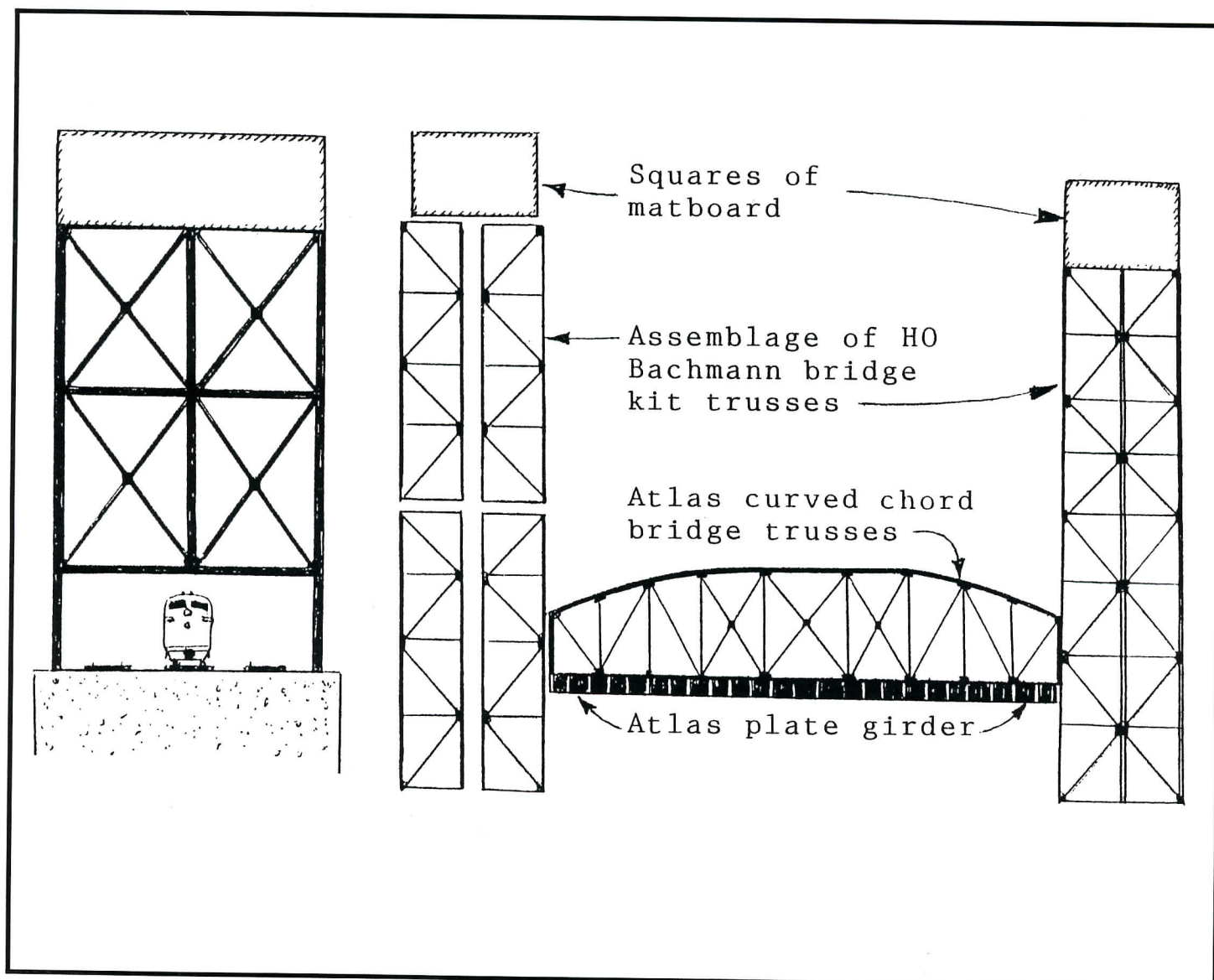
As can be seen in this view of the prototype, your author has simplified true scale proportions for the model. Here we see a NYCRR m.u. commuter train coming off the Harlem River bridge preparing to stop at the 138th Street Station. Photo by Harold A. Smith.

sky blue backdrop which is why I opted for the dark ruddy hue.

This project took about an hour per night for a week. The total investment was about twenty dollars which is not bad for model railroad structures these days! Eventually I plan to detail my other river spans with truss parts, though in different structural patterns than the vertical lift style. If you would like to build a big railroad bridge, look through your box of odds-ends and see what you can come up with.



Bachmann's trestle bridge kits were the main component of your author's big NYCRR bridge. These can often be found bargain priced at model railroad flea markets.



PROTOTYPE VIEW

Complex track patterns in model railroading can provide for lots of additional operating possibilities as well as being an interesting scenic detail. Most model railroaders however tend to shy away from anything more multifarious than simple turnouts or crossings for their layouts. Electrical problems may be one concern keeping most of us from building complex trackwork. I admit my own shortcomings at this which is why I have always used prefab track and turnouts. Never the less, complex track patterns have been a lifelong fascination for me so I have compromised my layout by installing several “dummy” crossovers. Unless you look closely it is difficult to tell they aren’t the real thing. I keep telling myself to try building all operational crossovers but so far I haven’t mustered the courage.



Here is a close-up view of a double crossover with double slip switches. Can you imagine this in S scale?



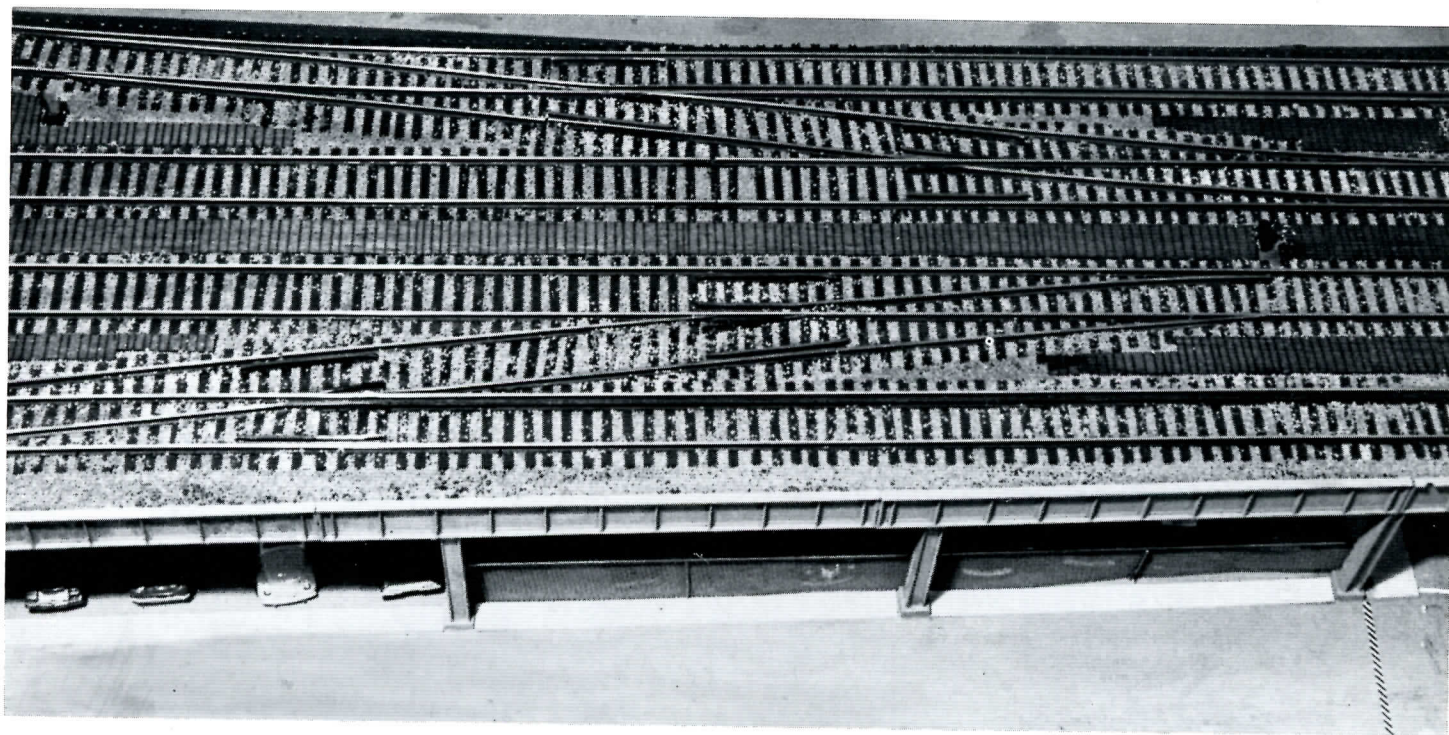
The south approach to Chicago’s Union Station is a network of interconnected crossings and double slip switches. Somehow the towermen (upper right in the photo) are able to keep everything running smoothly.

Over the years I have seen many examples of complex HO scale trackwork but not so with S scale. I suppose the reason is that there are so many more HOers than us and therefore the small percent of modelers who use complex trackwork is still quite a few individuals.

How about it, have any of you built compound track arrangements? If so send us a snapshot and tell us the pros and cons. -- MP



Rapid transit systems also use complex track patterns. This view shows the Chicago Transit Authority's junction of the Ravenswood and Howard Lines.

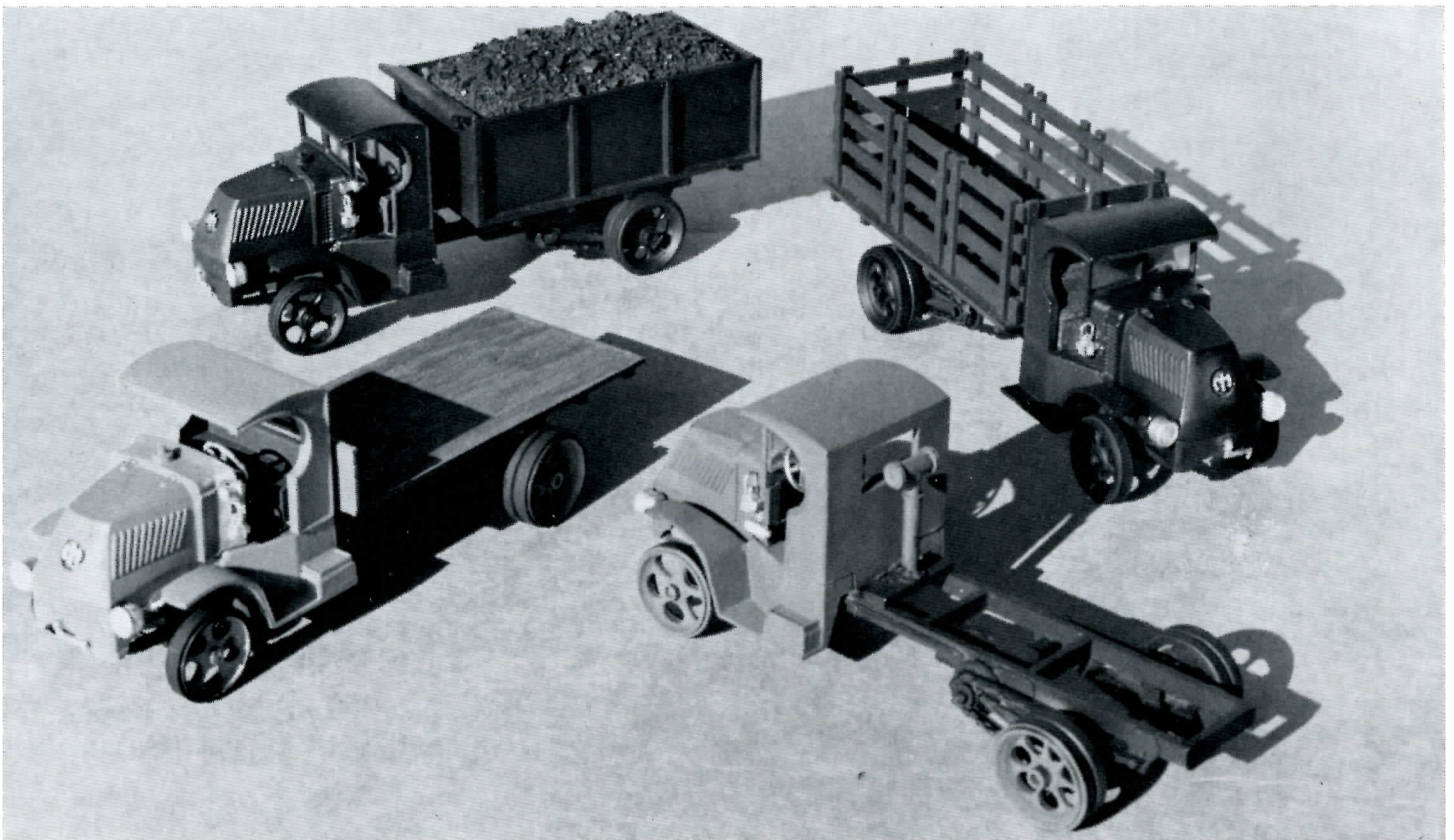


These are all dummy crossovers on your author's S scale layout. The four mainline tracks are American Models code .148 flextrack. Between the tracks I added ties and rail to simulate crossovers.

GALLIMAUFRY



Modelwork by Vic Roseman.



Railmaster Exports

GALLIMAUFRY - continued

One of the photos Bob Werre sent me along with the Convention Contest pictures was of Vic Roseman's Railway Express Agency building. Terrific modelwork with an old-timer delivery truck. The vintage vehicle looked a lot like a Railmaster Export product that Vic might have modified for his REA setting.

I should also mention that Vic's booklet titled RAILWAY EXPRESS is an excellent publication which I highly recommend to anyone interested in this aspect of railroad operations.

Vintage truck enthusiasts should also consider the newly marketed 1:64 scale products of the Hartoy Company. There are several styles of single frame and semi-van trucks in various era livery. These are every bit as nice as Ertl products.

I took one of my Hartoy trucks and added a cargo box then decorated it for the New York Central family. I don't know of any specific prototype for this but it does complement the railroad setting.

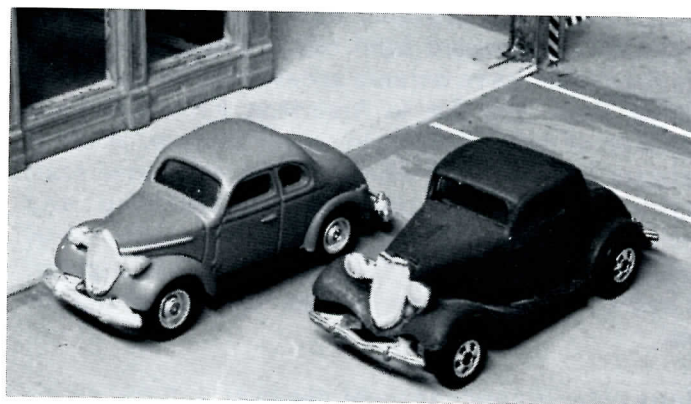
For those of us who like 1930 to 1950 era vehicles on our layouts, don't forget about the possibilities of Matchbox-type toys. Many of these Hot-rod cars are sized just right for S scale and can be modified to look like an original model by filling in the open hood with putty, sanding and repainting. There are several styles and most of them sell for about a dollar which should fit anyone's budget.

Another type of vehicle that S gauge modelers might want to consider is a GM transit bus offered by Hoquat Hobbies of Dunellen, New Jersey. This is a well proportioned model of a 1940s & 50s era city bus. The model comes as a fiberglass-type casting which does require a fair amount of flash filing. The tires supplied with the model are poor quality so I used some left over wheels from a semi-truck model.

One other note for those of you who put-off ordering the new heavyweight cars from S Helper service. As of this writing, individual cars in several styles and road names are still available so if you want one or more this may be your last chance. I recently received mine and they are great! If you are interested contact SHS at 2 Roberts Rd., New Brunswick, NJ 08901.
-- MP



Hartoy 40s era delivery truck reworked and decorated by your author to complement the railroad theme.



Ertl's "Dick Tracy" coup (at left) goes nicely with a re-worked Matchbox Hot Rod.



Hoquat offers a city transit bus along with several other S gauge model castings.

S LORE

"Isn't code .100 rail for HO track?" That's what a newcomer to S scale asked me a while back. The question started me to wondering if other S scalers were also confused about code designations and rail sizes used in various scales.

The code of model rail refers to its height in thousandths of an inch. In the case of code .100 it is 1/10 of an inch high. Prototype rail for most mainline track measures a bit over six inches high. In S scale this translates to a little more than 3/32 of an inch for which code .100 rail is just about right as mainline "highiron". Since code .100 rail is just about right as mainline "highiron" it is therefore too high for HO which is why many HOers use code .070 or smaller. The code .100 size established itself with HO toy train sets long ago and became the standard for later HO merchandise.

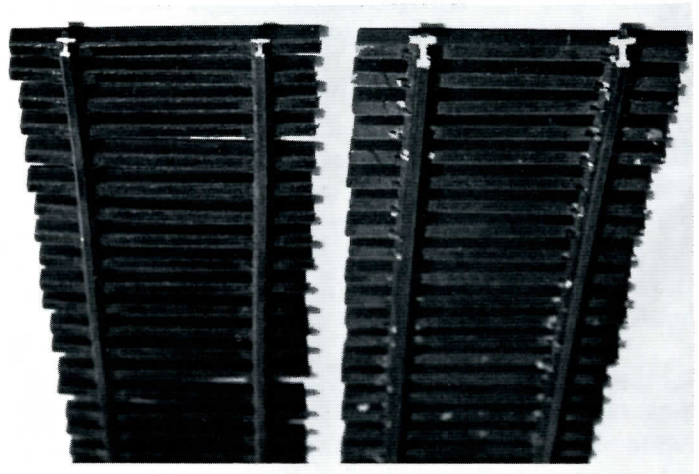
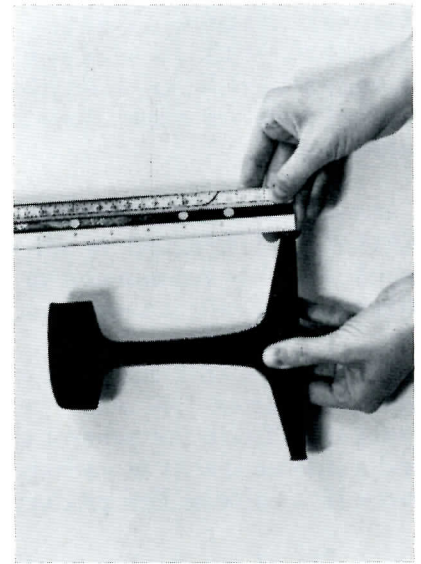
S scale purist will probably want to use smaller than code .100 to represent light rail of yards and spurs. We S gaugers have become accustomed to rail codes higher than .100 due to American Flyer's tinsplate heritage of using oversized wheel flanges. Many S gaugers like highrail wheels on an otherwise scale layout because of the reliable tracking and compatibility with Flyer stock. The tinsplate wheel flanges of course make it necessary to use highrail in order to keep the wheels from bumping along the ties!

Many older S gauge layouts use code .178 rail which is really higher than necessary to keep tinsplate wheels off the ties. In recent years the introduction of American Models code .148 pre-weathered prefab track gave a scale look to S gauge rail which is just high enough to keep tinsplate wheel flanges off the ties but will also accommodate scale wheels very well. It is technically highrail but a good compromise between true scale and tinsplate type track.

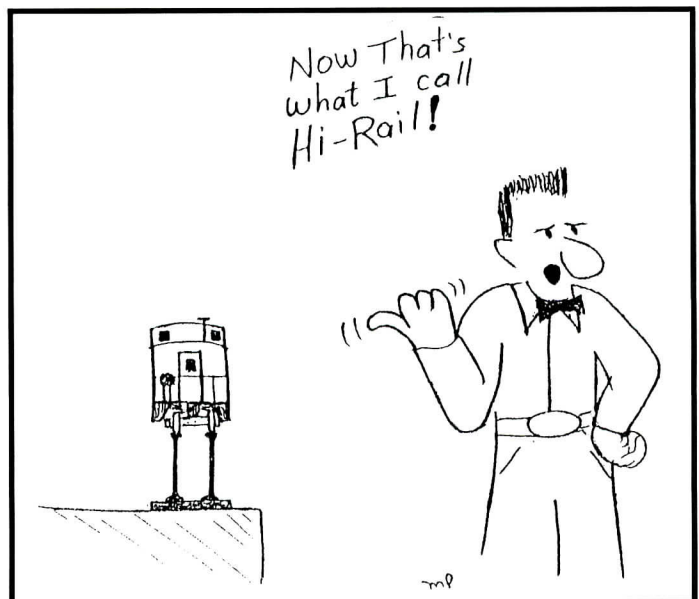
I doubt that any established highrail layout owners will rip out their hard work just to implement a slightly smaller rail size but new builders should give serious consideration to the size of rail they choose.

-- MP

A slice of mainline rail shown here measures a little over six inches high. Sidings and spurs would normally have smaller rail.



Code .148 prefab track (left) next to code .100 prefab track. Both are S gauge.



THE NATIONAL MUSEUM OF TRANSPORT



When railroads had style!

While I was in the St. Louis area for a visit with *Dispatch* publisher Pete Mihelich, I stopped by the National Museum of Transport. The museum is located on the southwest outskirts of the city and has a wonderful collection of historic and unusual transportation equipment. The emphasis is on railroading but there are other exhibits as well such as a vintage DC 3 aircraft.

Although much of the equipment suffers from deterioration in the elements it is still a great opportunity to see in person locomotives that most of us have only known from pictures. I was a bit disappointed that all the equipment was parked so close to each other. It would have been nice to see it spread out more to get a better view of each one, especially for photographs.

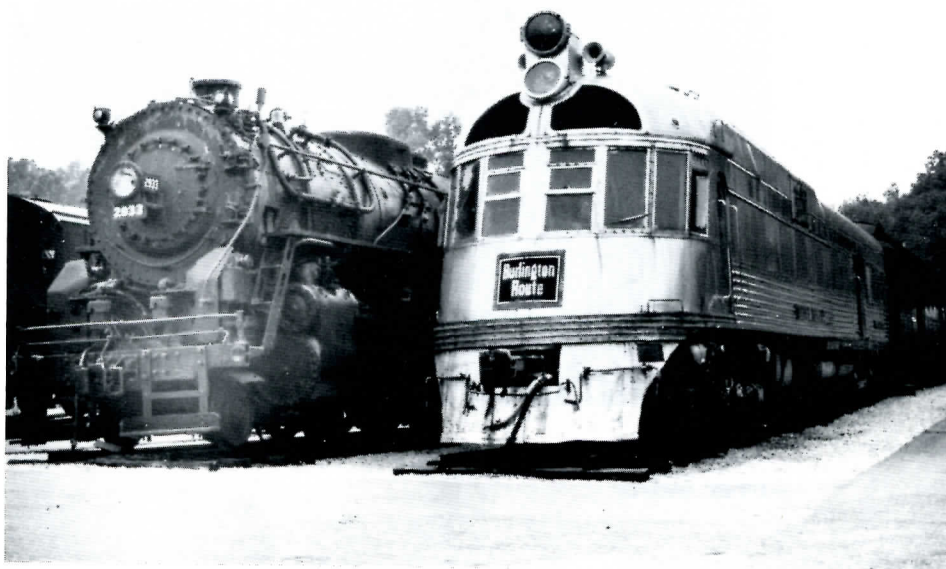
Foremost on my list of locomotives I wanted to see was the Aerotrain. I can't say exactly why the Aerotrain is of any particular interest to me. Maybe it's because only three of these oddly shaped locomotives were ever built, or perhaps because the Aerotrains were touted in 1956, during my impressionistic youth, as being "The passenger train of the future"! As we all know now, they

were a dismal failure and ended up hauling Chicago commuters on the Rock Island line until 1965. In any case the Aerotrains were an unusual if not exotic venture into "modern" railroading. I arrived at the museum to find the Aerotrain draped with a large covering for renovation.

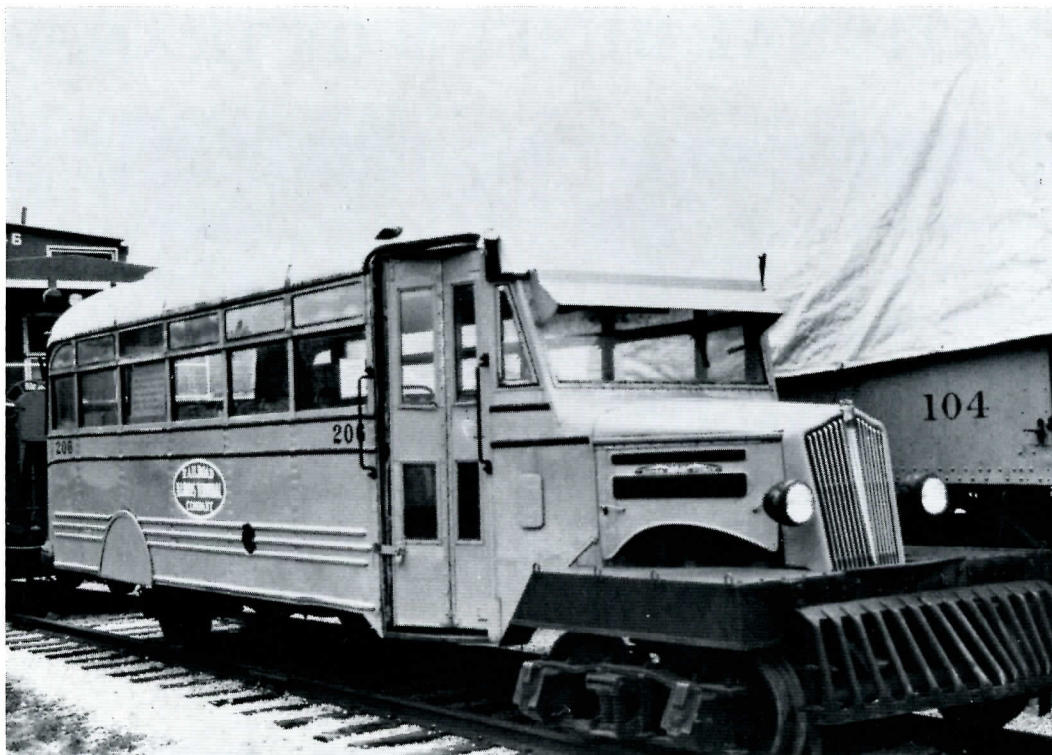
The museum also has many other famous locomotives: A Union Pacific Big Boy, a NYC Mohawk, and a Milwaukee Road Bi-Polar electric locomotive which surely has to be the largest Juice Jack

ever built. There were also lots of smaller exhibits like an Illinois Terminal rail bus. If any S gauger has ever made a model of this I would certainly like to see a photo!

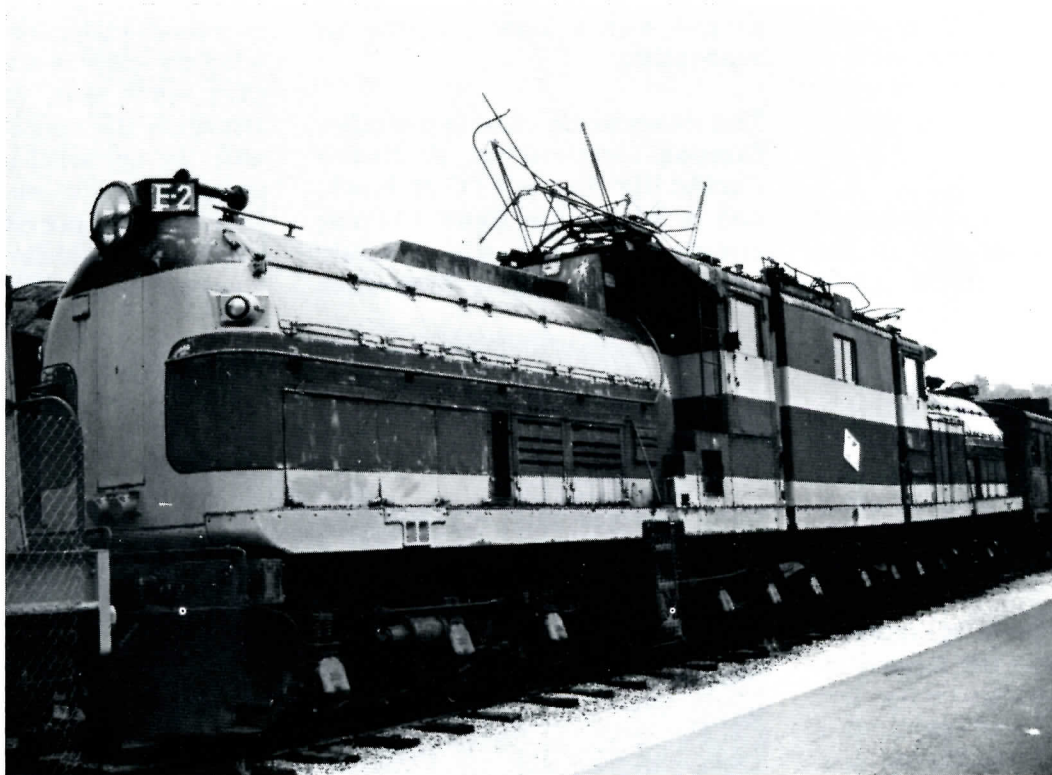
As I mentioned, many of the cars and locos suffer from years in the wind and rain. I am happy to say that work was in progress to refurbish the collection so that it will be available for future generations to see. For anyone passing thru the St. Louis area I think you would find a visit to the museum worthwhile. -- MP



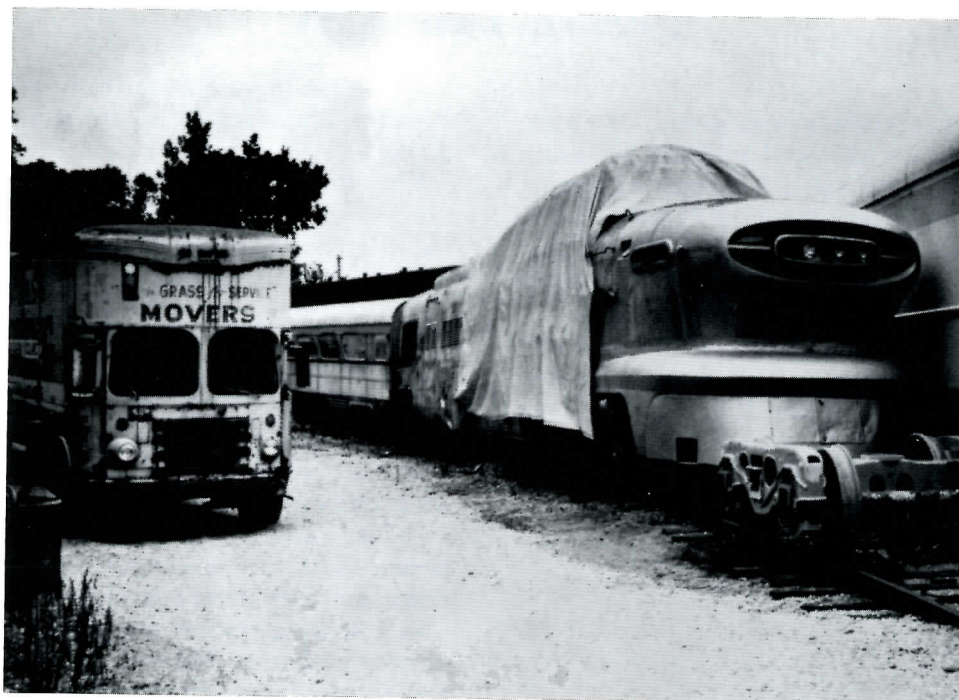
Dynamic duo --- Early Zephyr and a NYC Mohawk.



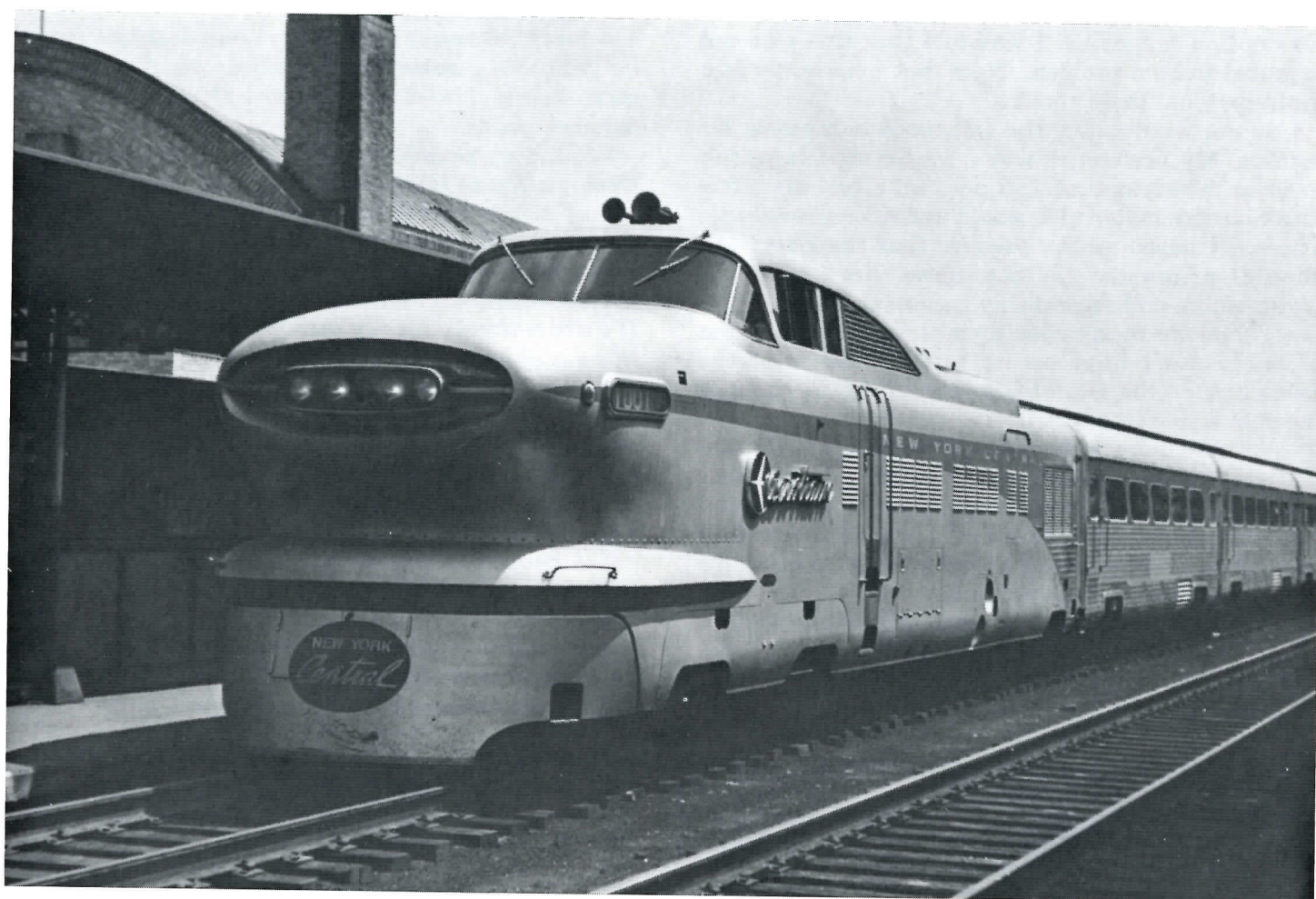
The Illinois Terminal railbus is a dandy. A drive unit would be the biggest problem for an S gauge counterpart.



This Milwaukee Road behemoth is surley the largest electric locomotive ever built.



The Aerotrain incognito? No, just a tarp to cover cab dome during refurbishing. That vintage movers truck next to it would be a gem in 1/64 scale!



The Aerotrain as it is better remembered. Seen here on the N.Y.C.R.R. mainline in South Bend, 1956. Photo by Charles Whitmarsh, Mike Palmiter collection.

MAILTRACK

Dear Mr. Editor,

The 1992 NASG Convention was great! I want to commend the CVSG for the well planned occasion ... It was a great place to see old friends and meet new ones with the common interest of S gauge model railroading. I don't know how the CVSG could organize all the activities for the low registration prices. The convention was definitely a bargain!

I would like to take this time to encourage any NASG member who has not attended a convention to make plans now to attend the 1993 Valley Forge Convention. You just don't know what you've been missing until you attend one. I look forward to seeing all the NASG members next year.

Yours truly,
Mark McFredrick
Secretary, NASG

Dear Mike,

I am responding to comments in the August *Dispatch* regarding the amount of material available for publishing.

When *3/16 Scale Railroading* came out, one of my concerns was whether there would be enough material for another magazine. I was told that this was not expected to be a problem. Now that apparently is a problem, what to do about it!

I do not want to see the *Dispatch* competing for articles. My preference would be for the *Dispatch* to cover the areas that TSR does not. Here are a few ideas on the material I would consider publishing. These are based on the premise that the *Dispatch* should primarily be the news organ of the organization, and secondarily a magazine.

—There are many new members, most of whom probably don't have access to back issues of the *Dispatch* or the *Herald*, so rerunning the best of the past would be of merit.

—We need more in the way of S product information ... If your reviewing staff is overloaded ... I can help.

—Have a model design contest, preferably around a specific theme ... I think it would be quite interesting to publish a Timesaver Trackplan, and have people design modules incorporating it.

—Invite people with a private railroad to write a short article about it, how they came up with the name, paint scheme, and if they have decals available for exchange or sale.

—Publish more club meeting info.

—How about a performance review of various power packs ...?

The recent article on converting AF flats to pig service showed some very nice semi trailers, where can they be obtained?

Hope something here is useful.

Ted Larson
Fairport, NY

(Thanks for your suggestions, maybe having them listed here will inspire some input. My own thoughts follow:

—The idea of re-running "oldie but goodie" articles does have merit. I will be glad to consider any sent my way.

—S scale product information should be one of the primary focuses of the Dispatch. I will spotlight any that come to my attention. Although a few others do contribute material periodically, the staff of the Dispatch is in reality one person, the editor; I am therefore limited primarily to my own productivity. I will be happy to have your help.

—The timesaver trackplan sounds good. I will be featuring something similar to this in the next issue. I will use others if someone will furnish them.

—Inviting people to write short articles about their railroad with usable photos has been ongoing since I've been with the NASG. So far no comprehensive layout article material has come my way which is why I am using so much article material related to my own modelwork. If I did not rely on my own resources we would have a skimpy magazine indeed!

—I also want to have a regular section devoted to club activities. Al Schoenberg of the South Jersey S Scalpers has offered to handle this as has Gil Hulin. This issue features some of the first input along these lines and I hope to expand on it in future issues.

—A review of power packs sounds like a good article for the Dispatch, who will be furnishing the story?

—Regarding semi-trailers, all of mine came as a tractor & trailer set. Does anyone know where we can get 1:64 scale trailers only?--MP)



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In The Next Dispatch ...

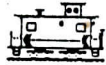
In the February issue we will present an article titled, "The Jet Age" which focuses on a special application of the famous Flyer EP5 New Haven electric "Jet".

Also featured will be a Prototype View of the South Shore Line and a freight switching maneuver perfectly suited to model operation. We also have a few other items of special interest. See you then!

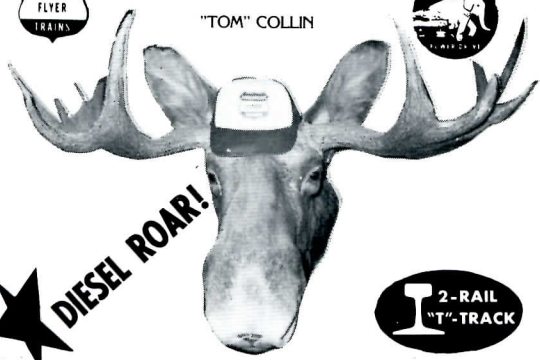
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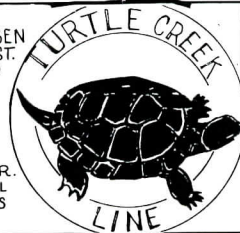
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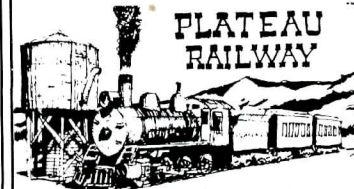
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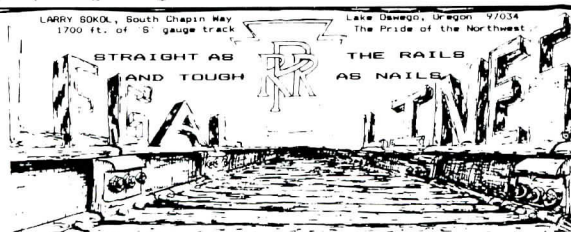
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