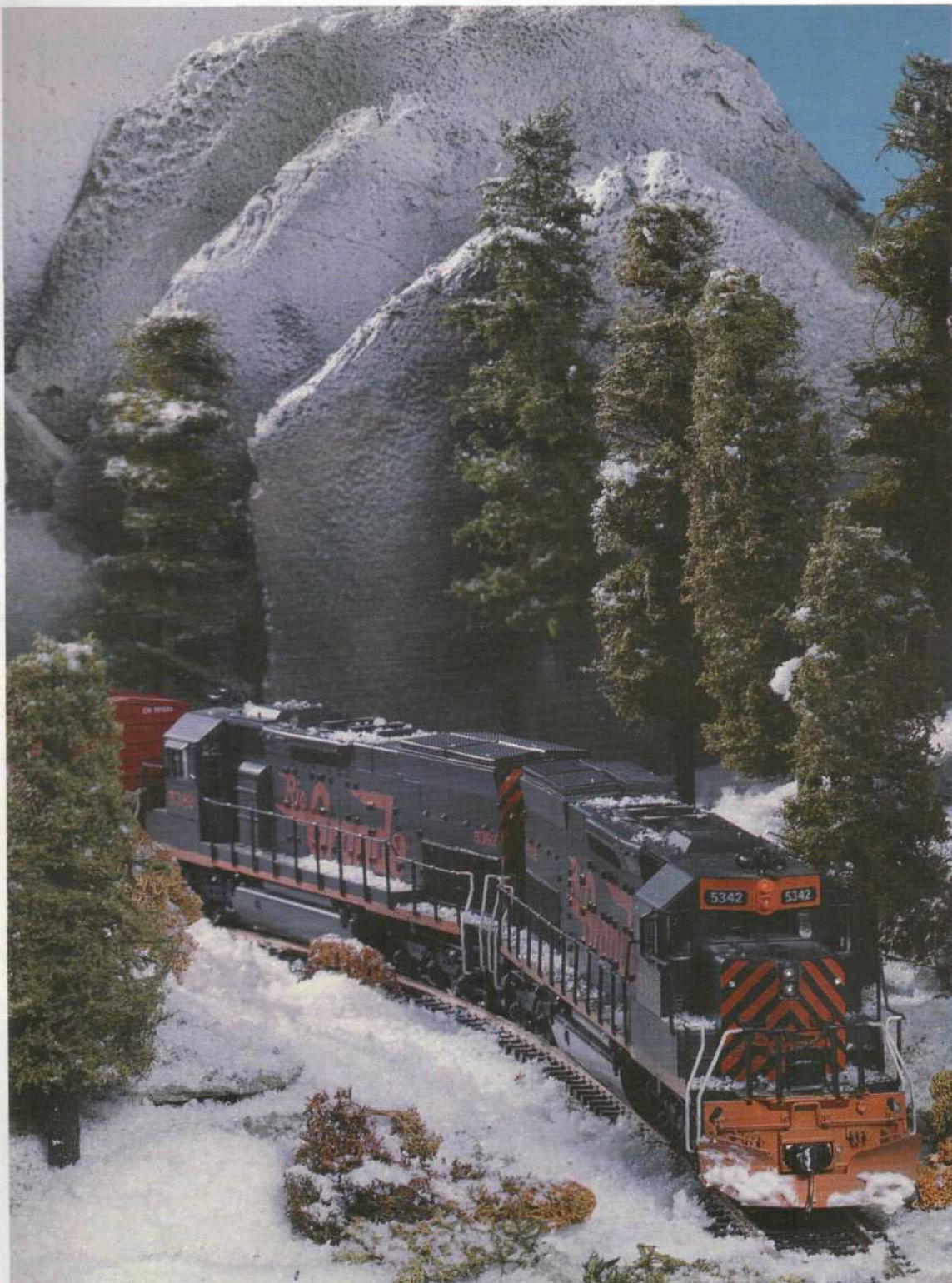


DISPATCH

February 1994

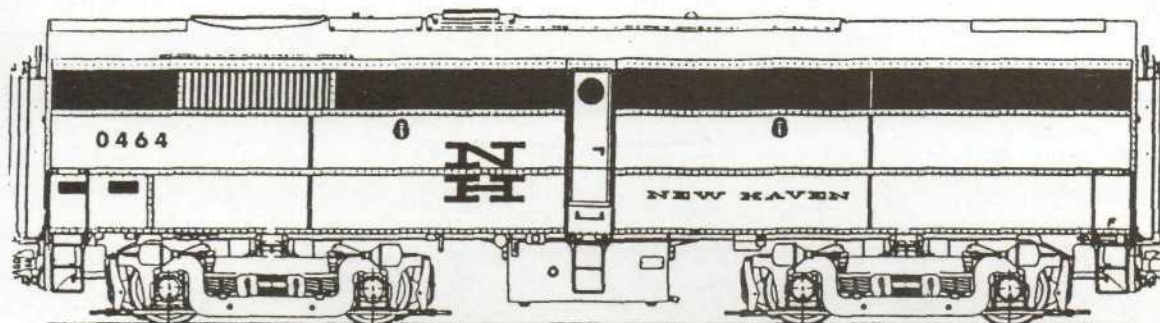
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Volume XVIII
Number 1



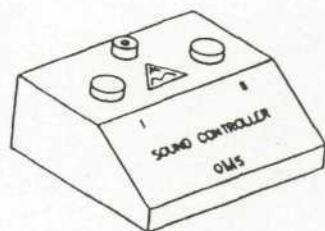
**CANADIAN "S" SCALE
PORTLAND CONVENTION UPDATE**
The Models of Bob Nicholson

Alco FB sound units now available !

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Our sound unit features a very realistic playback of actual diesel sound, horn and bell. Far more realistic than anything we have ever heard coming out of a model locomotive. Unit incorporates two speakers and a volume control. Choose from our in stock FB units. \$180.00.



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CONTROLLER**

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AMERICAN MODELS
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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-gauge-related materials contributed by the membership. Send all such materials to the editor:

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183

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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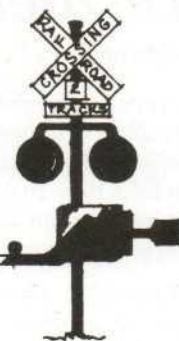
COVER

Doug Cockerham of Houston, Texas staged this spectacular winter scene using his custom painted D&RGW units by Overland. Photo by Bob Werre.

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FEBRUARY 1994



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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.

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President's Message

Gentlemen:

I've recently received some interesting phone calls from fellow S gaugers. These calls sometimes come to my printshop during working hours, but I always try to take time to chat with a "train nut" and learn a bit of his background and interests as the conversation proceeds.

The first caller wanted to know the reason for NASG proposing an American Flyer Track/Coupler height gauge. I explained the most important being that it would define a standard measurement for all Flyer operators to use, as well as send a strong signal to S gauge manufacturers to adopt these standards as they produce their hi-rail cars and engines so everyone is pleased with the equipment. The caller felt that Flyer cars and engines can run in just about any condition, regardless of the inside width of the flanges. From experience I know this statement can get you in trouble, especially when you host a meeting or have a friend over to see your layout and darned if a car or an engine uncouples or derails, caused by either a sagging coupler weight or a plastic wheel that's worked loose. Some standards would be helpful here!

While on the subject of standards, I recently appointed Bob Sherwood of Cheyenne, Wyoming, to serve as Chairman of the NASG Standards Committee. At one time, according to S gaugers Russ Mobley and Don Thompson, there were some written Standards Committee Guidelines. Where this paperwork disappeared to is another question? If any NASG member can shed some light on this please contact me at 614-471-7277.

Another caller was an S gauge manufacturer who was upset about being stung twice by the same person for bad checks, and the person had no good alibi. Certainly bouncing checks is not a way to endear your name among S gaugers, as we have a tight knit following, and news like this travels **FAST**. That person is now on a list that I'll be sure gets around to other S gaugers and manufacturers. Remember, S manufacturers rely on honest customers when a check arrives with an order, so generally no further investigating is done and the order is shipped. That's just good business.

A third caller asked what NASG is doing about the members who did not renew for 1994? Russ Mobley, our promotions chairman, is working on those names even as we speak.

Hey, it's not too late to complete the 1993-94 Product Survey sheet that was in the last *Dispatch*. If you want other S Gaugers to participate, by all means make a copy for them to complete and send to Will Holt, The NASG Advisory Group says your input **COUNTS!**

Send in that registration for the National Convention in Oregon in August! Keep thinking S Gauge!

- Alan

Jeff's Junction



I'm sitting here at home writing this column and peeking outside at a snow covered landscape where temperatures are hovering around a daytime high of 0 degrees -- that's Fahrenheit -- Brrrr!

As a new initiate to the S fraternity I am already discovering that S Gauge still suffers from a lack of basic plastic easy-to-assemble kits in many areas. This is one of the reasons so many people enjoy HO and N scales. Of course, many areas of S have improved in this area since I first took a serious look at this gauge about 10 years ago.

Basic freight cars, passenger cars, diesel locomotives, flex track, switches, and some vehicles are now offered by a variety of manufacturers which helps encourage the S gaugers among us who don't want to spend our lives as tinkers -- not to mention not discouraging newcomers to S.

Currently, as I perceive it, there are still many basic items in the plastic injection mold category which are lacking. These would include some freight cars (both older and modern), some diesel types, steam locos, structures, bridges and some vehicles.

I'm immediately aware that for more of these items to be willingly produced by our manufacturers, there needs to be sufficient demand and support. The current survey which came out with the December issue will be tallied and distributed to S manufacturers which should help them determine what to produce. Will Holt told me that if you didn't get one in the mail, or lost yours, to contact him -- even if it is past the deadline. Those of you who are still sitting on yours -- get them in the mail now!

A second way to encourage production is, of course, to support the manufacturer's current products. The more we buy, the more we encourage production.

Third, we need to expand the awareness of S gauge modeling in any form, from tinplate to super scale SN3, throughout the modeling community. This means attracting younger modelers to S or converting established modelers.

One of the best ways to do this is to publicize your S modeling efforts in any and all publications and to show off your models and modules at various meets and conventions -- including those that cover other scales like the NMRA meets.

Speaking of model railroad publications, S received a big boost by having Brooks Stover's Buffalo Creek & Gauley S Hi-rail layout featured in two recent Kalmbach publications, *Model Railroader* and *Classic Toy Trains*. These issues hit a wide market. Naturally, I don't want to discourage publishing your efforts in the *Dispatch*, but exposure of your better S efforts in the other magazines -- and this includes S Gaugian and the NMRA Bulletin among many -- can't help but boost interest in our minority scale.

The same philosophy applies to meets and conventions. Exposure of S modules, displays and contest entries at the more general gatherings should help boost the advantages of S.

For example, at "Trainfest" held in Milwaukee last November, the Badgerland S Gaugers' modular layout got the attention of 10,000 plus visitors -- that's a ton of exposure.

I do agree with occasional joint NASG/NMRA conventions for this very reason -- or at least participation by S modelers. Hey, any thoughts of getting together with the other minority scale -- The O gaugers -- for a joint convention.

- Jeff Madden

MEET AN S GAUGER

Robert (Bob) Nicholson

Bob Nicholson is an S Gauger and a real railroader who lives in Fort Madison, Iowa with his wife Sandy. Kids are all grown and away from home. Bob is employed on and off by the Chicago Central (ex-IC line), and with the kids away and on their own, Bob can spend a fair amount of time on his S modeling projects.

His S beginnings began with an All Nation freight car kit in 1964 which was never finished due to the lack of RTR trucks at that time. Subsequently HOn3 absorbed Bob's modeling interests for a while until he rediscovered S scale in 1972.

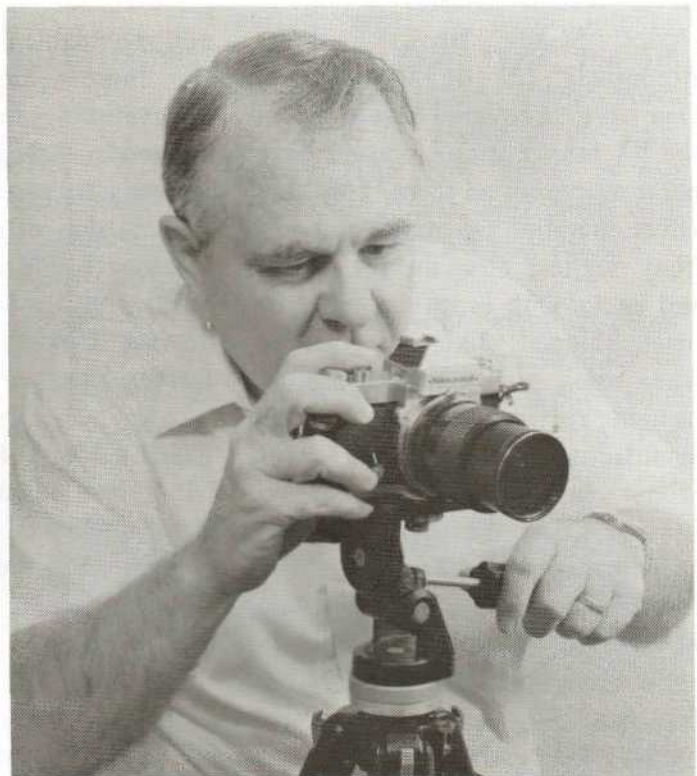
Let's let Bob tell his own story from here on:

I began a real railroad career in July, 1964, with a one month tour as a switchman on the Illinois Central at LaSalle, Illinois, on the now abandoned "Gruber" Line. On November 27 of that year I hired out on the Santa Fe as a switchman/brakeman and was promoted to conductor in December 1969. I became an engineer in 1978, but in 1989 I took a job buyout with the idea of leaving railroading behind after 25 years. Well, since I now work some for the Chicago Central (CC&P) and did a short stint on the Keokuk Junction Railway, you can see how successful a maneuver that was.

My modeling career began typically in the 1950s with American Flyer. After a false start in S in 1964 and working in HOn3 some, I got into S for the last time in 1972.

Between 1972 and now I have had several articles printed in the *S Gaugian* and recently have had several major articles (most relating to S Gauge) in *Model Railroader* including one in the February 1994 issue. The 2 previous articles which were based on S were the *Keokuk Junction Railway* in the July, 1990 issue, and the *Iowa Central* (a track plan article) in the January 1993 issue. In May 1993 I had a prototype feature titled *Burlington Northern's 11th Sub Division*.

I hired out on the Chicago Central in March of 1993 and became a qualified locomotive engineer in May of that year. My home base is Waterloo, Ia., and I work east to Freeport, IL, and west to Council Bluffs. With a typical modeler's eye I have virtually worn out my April 1986 issue of *Trains Magazine* trying to identify all the abandoned right of ways. A side benefit to this job is that Rik Anderson, Supervisor of Rules, Training and Safety, is a railfan and modeler, even if he is in HO.



Bob B. Nicholson of Fort Madison, Iowa. Behind a camera, Bob is no slouch either. He has authored several S oriented articles for *Model Railroader* and *S Gaugian* and has had exposure in the *Dispatch*. His real railroad photos have also appeared in many publications.

My S scale model railroad has carried the name SHABBONA RR (SHRR) since my earliest modeling days. It began as a steam powered shortline with Rex steamers and moved to the secondary Class 1 status embodied in the *Iowa Central* article mentioned previously. The concept has remained, but since moving to Iowa in the early eighties, I have relocated it from the M&StL to a Rock Island secondary between Des Moines and Keokuk, Iowa. See February *Model Railroader*, I hope.

I have 2 yards essentially completed including some basic scenery in one of them. I hope to send more photos to the *Dispatch* in the future but personal commitments have slowed modeling a bit. A move to Waterloo Iowa, may be in the future, so my layout scheme may change some. For example, I don't think I can get the main yard out of my current basement.

A lot of things I've done over the years may lack logic or common sense, but can't say I have too many regrets. Some say I spent 30 years as a trainman just to get modeling ideas. 

See some of Bob's work in this issue. --Jeff.

NEW PRODUCTS

By George Ricketts

River Raisin Models (6160 Upper Straits Blvd. , West Bloomfield , MI , 48324) Jim and Dan have discovered that some of the 44 tonner diesel wheels have paint overspray on them. This may affect operation (electrical pickup). They suggest cleaning the treads and backs with lacquer thinner or paint thinner. Exercise caution when using such materials around painted surfaces and follow all manufacturers directions for proper ventilation and safe use.

A pair of new models have been announced. They are the EMD SD-7 and SD-9. The first SD-7 rolled off the assembly line in 1952. They were 4.5 feet longer than the GP-7 and had six wheel trucks. The extra axles reduced weight per axle and added traction motors for pulling power. 188 SD-7 units were built for 16 railroads. In 1954 EMD revamped their entire locomotive line, The 9 series was introduced (F9-GP9-SD9). A total of 469 SD-9s were built for 17 railroads. Many are still in service. Both are available with Dynamic Brakes or without. Pre-Production price is \$649.00 each with a \$200.00 per model deposit by 03/15/1994.

The other new offering is the ALLEGHENY. This famous design built by Lima for the C&O and the VIRGINIAN had a wheel arrangement of 2-6-6-6 and is arguably the finest steam engine built by Lima. The models will be built by AJIN Precision and have heavy duty Pittman motors and Milled Brass frames. They will come factory painted and lettered with installed lighting. Two number series for C&O (1600-1606 & 1645-1659) and one for VIRGINIAN (900-907) will be available. The Pre-Production

price is \$2399.00 with an initial non-refundable deposit of \$250.00. If there are not enough reservations your deposit will be returned. As soon as enough deposits are received to begin, the construction of a pilot model will commence and customers will be billed for an additional \$250.00 deposit. Contact River Raisin for further details.

EG/RA Model Railroad Division (P.O. Box 44, Bristol WI 53104) Has announced a new line of custom made trees. The trees are made with real wood trunks and branches, and with Woodland Scenic's foliage. Since each tree is different and not easily shipped, EG/RA is offering the trees for sale at train swaps in the Milwaukee-Chicago area. They are also offering a 50' WISCONSIN CENTRAL boxcar. The cars are Pacific Rail Shops single door cars painted WC maroon, with the striking yellow emblem to the left and Wisconsin Central spelled out to the right. The cars are available with three numbers 28046, 28050, 28069. HiRail cars with Ace roller bearing trucks and operating couplers are \$32.50. Scale cars with Ace roller bearing trucks and Kadee #802 couplers are \$31.00. UPS orders please add \$2.00 shipping. EG/RA's catalog of 'S' HiRail and Scale products is now available. Please send \$1.00 for the latest edition. Mention the *Dispatch* and receive an extra discount card.

PLANO (2701 West 15 Th. Street, Suite 113, Plano, TX 75075) Is offering Etched Metal roof walks for 40' and 50' Pacific Rail box cars. Separate risers are offered with a full length primary

walkway and separate end walks.

ALTOONA AREA TRAIN COLLECTORS CLUB (C/O Eugene P. Bettwy, 5713 Maryland Ave., Altoona, PA 16602) Is offering the Pennsy H-39 three bay 70 ton hopper by Railroad Art in three numbers. The available numbers are 667210, 667211, 667212. Pricing is \$35.00 each, \$65.00 for 2, \$90.00 for 3. shipping is \$4.50 for the first car and \$2.00 each additional car.

SURPLUS TRACTOR PARTS (3215 West Main Ave., P.O. Box 2125, Fargo N.D. 58107) Has a 95 page catalog choked full of cars, trucks , tractors, farm machinery, construction equipment and books. The catalog shows a picture and the scale of hundreds of model vehicles. It is available by calling 800-859-2045. PS. They also sell Tractor Parts.

HARTOY INC. (1967 10 Th. Ave. North, Lake Worth. FL 33461) Has announced a New Series of Trucks. They are called The Great American Brewery Collection. A limited production series of twelve trucks decorated for beer companies. A custom designed display case is also being offered. Contact your regular Hartoy dealer to order.

This Christmas season the toy manufacturers brought us a bumper crop of cars and trucks correct or close to "S" size. Vehicles that are not quite the right size can sometimes still be used in the right setting on the layout. Look for these products at your local stores or hobby dealer.

ERTL - 4Wheel Drive Pickup with Livestock Trailer or Machine Trailer. 1/64 scale

MEGAMOVERS - 3 1/2" TRUCK. 5 Pickups - Yellow 1955 Chevy Stepside, Red 1953 Ford, Blue Chevrolet S-10, Silver Chevrolet C-1500 Sportside, Black Chevrolet C1500 - 454SS. Looks right.

REAL WHEELS - Tractor with Farm Wagon. Looks right size

MATCHBOX - #34 Sprint Racer, #32 Modified Racer, #37 Jeep 4x4. There is also a 32 Ford Hot Rod that with new paint would work.

HOT WHEELS - #145 Tractor with front end loader.

RACING CHAMPIONS - World of Outlaws series sprint cars. A whole world of cars. Sometimes tough to find. There are also a series of stock cars. 1/64 scale

ROAD CHAMPS - Deluxe Series has several good sized vehicles.

Elgin Street Sweeper, Winnebago RV, Airport Limousine, Waste Truck and Recycle Truck (Garbage Trucks). These are correct size. A good looking school bus, Pepsi Truck, and Tilt Bed Wrecker seems slightly small but might be usable in the right setting. The Fire Truck is too small. Some units also come with sound effects at a higher price.

A tour of your local discount store, toy store, farm supplies or grocery store might supply your layout with vehicles so keep your eyes open.



Road Champ Vehicles



Diecast pickup trucks found recently in discount stores by "Megamovers." Closely match ERTL 1/64, but may be slightly oversize. L to R 55 Chevy, new Chevy S-10, 53 Ford, new Chevy 1500 sportside, and new Chevy C1500 454SS.

Photo - Jeff Madden.

7th Annual

Spring 'S' Spree

All S Gauge gathering for

April 29 and 30, 1994
Quality Inn North
I-71 and Rt. 161
Columbus, Ohio

Hosted by the Central Ohio S Gaugers

Tentative schedule

Friday, April 29 - 12:00 Noon

3:00-5:00 p.m.

7:00 p.m.

8:00 p.m.

9:30 p.m.

Saturday, April 30 - 9:00 a.m.

10:00 a.m.

2:00 p.m.

4:00 p.m.

8:00 p.m.

9:00 p.m.

Registration begins

Layout/trading room open

Special tour of Silcott Engineering, a diesel train engine repair facility

Clinic: Collecting American Flyer

Clinic: Assembling car kits

Layout/trading room closes; Social Hour

Layout/trading room open

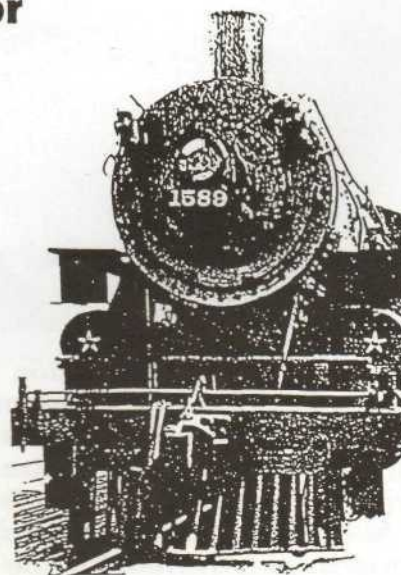
S Gauge manufacturers seminar

Clinic: Rebuilding Flyer smoke units

Clinic: Detailing engines & cars

Layout /trading room closes

Social hour



For complete registration packet contact: Art Lofton, Jr., 6825 Cedar Brook Glen, New Albany, OH 43054, 614-855-0988

1994 COLUMBIA RIVER CONVENTION

- LODGING AND TRANSPORTATION -

Photos by Gil Hulin

The 1994 NASG convention will be the Association's first gathering west of Kansas City in 9 years, and first ever in the Pacific Northwest. The host Oregon S Scalpers and an organizing committee representing S gaugers throughout the west hope to make your visit to the greater Portland area memorable. The NASG convention lasts from Sunday evening, August 21, through Wednesday morning, August 24.

Convention Location:

The convention site for Columbia River '94 has variously been reported as Portland, Oregon, but the NASG convention will actually be in Vancouver, Washington, on the opposite bank of the Columbia River from Portland and about one mile from the NMRA convention location. The Red Lion Inn chain

has hotels on three of the four corners of the Interstate 5 bridge linking Portland and Yancouver. The NMRA convention will be based at the two hotels on the Portland side.

Back-To-Back Conventions:

Although we expect only a handful of NASG members to arrive August 15 or 16 for the start of the NMRA convention, those who enjoyed the three ring circus atmosphere of last year's Valley Forge extravaganza have a choice to be part of a 10-day model railroading marathon by taking in both conventions. Registration information for the NMRA convention will appear in the NMRA *Bulletin* and in *Model Railroader* magazine advertising.



Selection of an NASG convention hotel has often been determined by exhibit hall size, cost and availability. For 1994, the choice of Vancouver, Washington's Red Lion Inn at the Quay also takes into account what's outside the hotel. Burlington Northern's ex-SP&S Railway main line is adjacent to the hotel parking lot and its traffic, including Amtrak train 28, the eastbound Empire Builder viewed here, is visible from the hotel lobby and many guest rooms. The Columbia River forms the southern edge of the hotel property, and the trade show will not be in a windowless exhibit hall, but in rooms overlooking the commercial and recreation boat traffic passing by. The NMRA convention headquarters hotel is one mile away across the river, and the connecting bridge is adjacent to both hotels.

NMRA Train Show

The NMRA Train Show will include the Oregon S Scaler's portable layout and limited representation of S gauge manufacturers. The show lasts from Friday afternoon, August 19, through Sunday afternoon, August 21, and we anticipate an increasing number of NASG members will attend each day. At this time we have confirmed arrangements for NASG convention badges to allow free shuttle bus transportation to the train show, located about two miles from the hotel at the Multnomah County Exposition Center. Negotiations for free admission to the train show with an NASG badge are still pending, and the resolution of this issue will be announced in a future issue of the *Dispatch*.

Convention Lodging:

Headquarters for the NASG convention is the Red Lion Inn at the Quay, 100 Columbia Street, Vancouver. We have a block of 100 rooms reserved with NASG convention rates of \$54 per night for one or two persons, \$74 per night for three or four

persons. These rates are in effect from Saturday, August 20, to Wednesday, August 24. The hotel has only 20 rooms with two beds, but will provide rollaway beds at no additional charge beyond the head count.

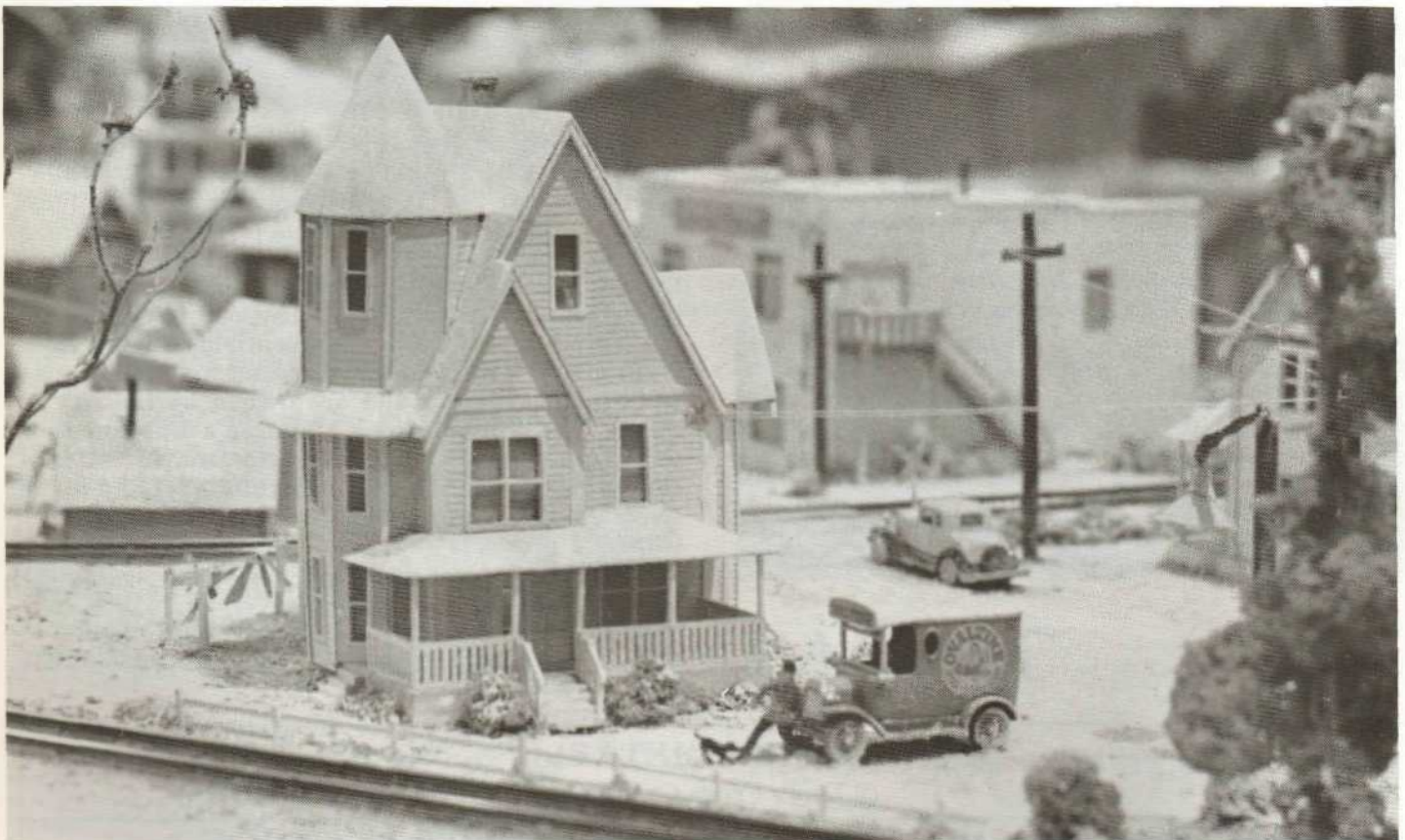
HOW TO REACH VANCOUVER

By Highway:

The Red Lion Inn at the Quay is adjacent to the Interstate 5 bridge. Northbound from Portland, take Exit 1B after crossing the river and follow the directions to downtown Vancouver. Southbound from Seattle take Exit 3. If anyone should arrive by Greyhound Bus, the station at 4th and Columbia streets is only three blocks from the hotel.

By Rail:

Every Amtrak train serving Portland also stops at Vancouver, one of the most popular train-watching spots in the northwest. The passenger station is located in a wye immediately north of the Columbia



Snow is forecast for the August 21-24 NASG convention at Vancouver, WA. At least one of the four or five portable layouts displayed at the hotel will be snow-covered, as the "Capitol Holidays" pike of Salem-area modelers Alan Bennett and Don Curtis is white year-around. This 12-foot by 12-foot winter scene combines American Flyer trains and track with architectural scale models of Salem's Victorian homes. The layout has been displayed in the Oregon State Capitol Building rotunda for several Christmas seasons. Don Curtis, who scratchbuilds the structures, will explain his construction techniques in a convention clinic.

River drawspan, about one mile from the Red Lion Inn at the Quay. The Hotel's shuttle van will pick up rail passengers upon advance notification. Local telephone number for the Quay is (206) 694-8341.

Amtrak passenger trains serving Vancouver include the Empire Builder and Pioneer from Chicago and the Midwest, the Coast Starlight from California, and the local Portland-Seattle Mount Rainier. All trains are equipped with Superliner cars. When booking Amtrak sleeper or coach space, make sure that you are are ticketed to Vancouver and not to Portland which is about 10 miles away from where the conventions will be held.

By Air:

Portland International Airport is in the north area of the city, closer to the convention hotels than to downtown Portland. The three Red Lion Inns along the river share free shuttle van service to and from the airport.

United Air Lines has been selected as the official air carrier for the NASG convention and will offer discounts to NASG members traveling between August 18 and 27. UAL will provide a five percent discount off any published air fare, or 10 percent off any refundable air fare. Customers or their travel agents need to call the United Meeting Desk at 1-800-521-4041 and ask for convention code S44AW.

Air-Rail Combo:

If a cross country train trip appeals to you, but you don't have time for four to six nights on the rails, you may want to look into Amtrak and United's Air-Rail Travel plans that allow you to fly one direction and take the train the other. Contact Amtrak's Tour Desk at 1-800-321-8684 for details.

Questions??

For information about other lodging alternatives, including campgrounds or RV parks, please contact Columbia River '94 Chairman Gil Hulin, 3895 Colony Oaks Drive, Eugene, OR 97405-6211.



A highlight of the 1994 NASG convention for American Flyer fans will be the "A.C. Gilbert Heritage Tour" on Tuesday morning to the Gilbert House Children's Museum in Salem, OR, and a return stop at the Pacific University Museum at Forest Grove. The Salem museum has expanded not only to include the 1887 Gilbert House, pictured here, but the adjacent 1884 C.A. Rockenfield House. Both structures have been relocated to Willamette Riverfront property and are owned by the city of Salem. The Gilbert House Children's Museum aims to stimulate curiosity and imagination in children through a variety of hands-on exhibits related to the sciences, arts and humanities. The display of A.C. Gilbert's products -- trains, toys, athletic medals, etc., is limited to one upstairs room, but nevertheless is worth a visit. At Pacific University, which A.C. Gilbert attended from 1901-03, a smaller display of Gilbert memorabilia can be seen at Old College Hall. *Photo by Gil Hulin.*

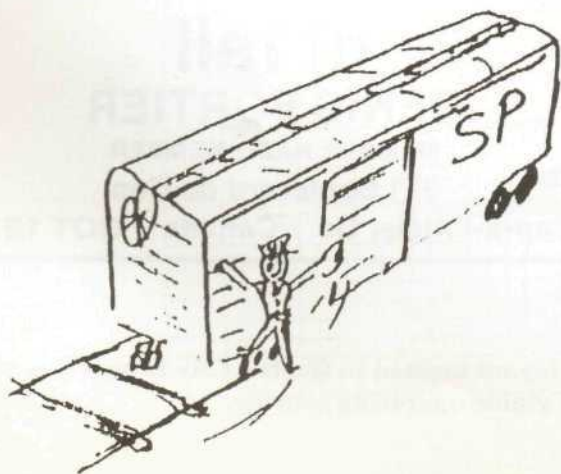
AMTRAK TIMETABLE			
(2 Days From Chicago)			
DEPART	TIME	ARRIVE	\$
Chicago	3:15 P.M.	Vancouver 4:45 P.M.	\$254.00
(2 Days From Vancouver)			Round Trip
Vancouver	1:30 P.M.	Chicago 3:35 P.M.	Per Person



S gauge tank car models are widely available now, with kits produced by S Scale America, Lehigh Valley Models and Downs Model Railroad Co., ready-to-run brass cars by South Wind, and both one and two dome tankers by American Flyer. Attendees at the 1994 NASG convention will have an opportunity to view three industries within a two-block radius of the Vancouver, WA, Amtrak station at which tank cars are unloaded. **RIGHT:** Just east of the station is a facility where liquid carbon dioxide is transferred from GATX tank cars into an insulated storage tank. **ABOVE:** Adjacent to the south side of the station is Albina Asphalt, an industry that uses steam heat to help improve flow in unloading its tank car shipments. And 2 blocks away (not shown), past the Holnam Portland Cement plant that uses a trackmobile to switch covered hopper cars, is Vancouver Ice and Fuel Oil, a third area industry which receives tank car shipments. All of these industries could provide a destination for our S tank cars. *Photos by Gil Hulin.*

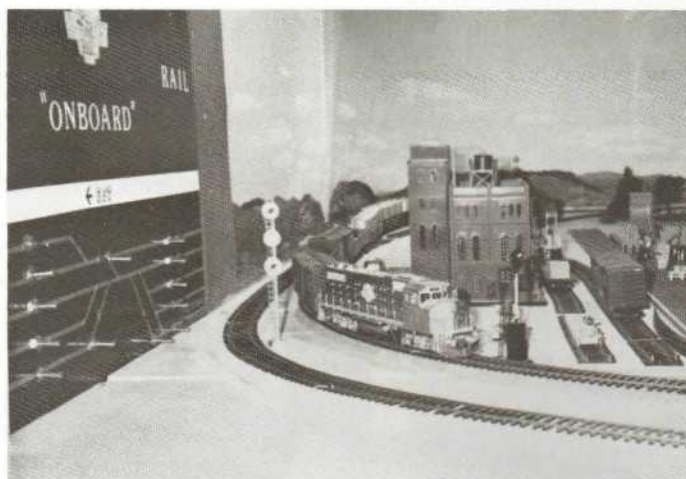


PACIFIC
NORTHWEST
IN '94
OR BUST.

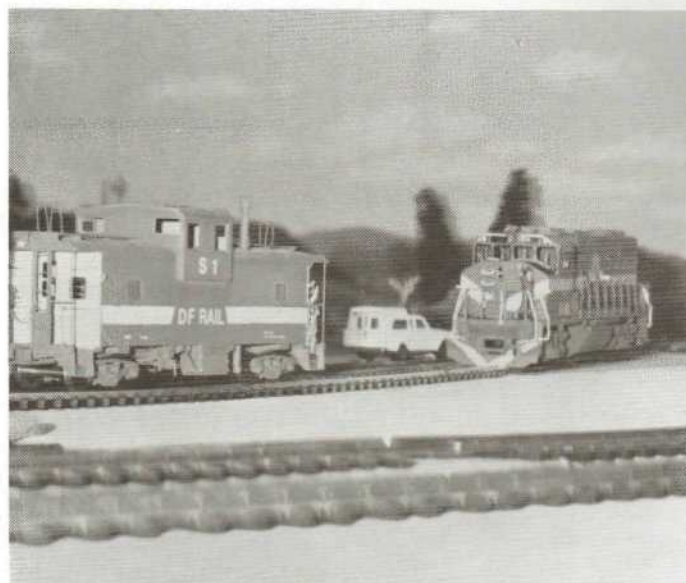


DENIS FORTIER'S CANADIAN S SCALE

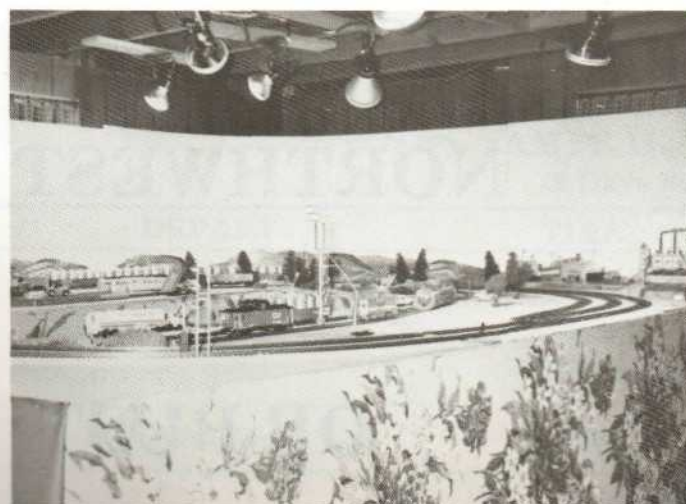
All photos by Denis Fortier



A look at Denis Fortier's Canadian S scale layout. While not completely sceniced, the layout is fully operational.



A closeup view of Denis's private road DF RAIL equipment. Shown here is a wide vision caboose and a GP38-2W.



It all started with an American Flyer Christmas present when Denis was 8.

Denis Fortier of Quebec City, Canada, renewed an early exposure to S gauge in 1985 when he attended the 50th NMRA convention in Milwaukee. A Greenberg S repair manual inspired him to repair his original American Flyer Hudson, and it was all downhill from then on.

From 1987 to May 1989 he built a layout in S scale (see fig. 1) at his then residence at 1097 Boulevard du Cap.

At his new location the original layout was reduced to 8' x 9' (fig. 2). Denis models his own freelance railroad called DF RAIL. An appropriate up-to-date green and white paint scheme is applied to his locomotives and home road rolling stock.

His modern fictional railroad interchanges with the Canadian National (CN) - The outer loop of his layout (fig. 2) is the CN with DF Rail being represented by the inner loop and the industrial sidings.

Denis' modeling is scale S, and as evidenced by his photos does a fine job of painting and detailing his models.

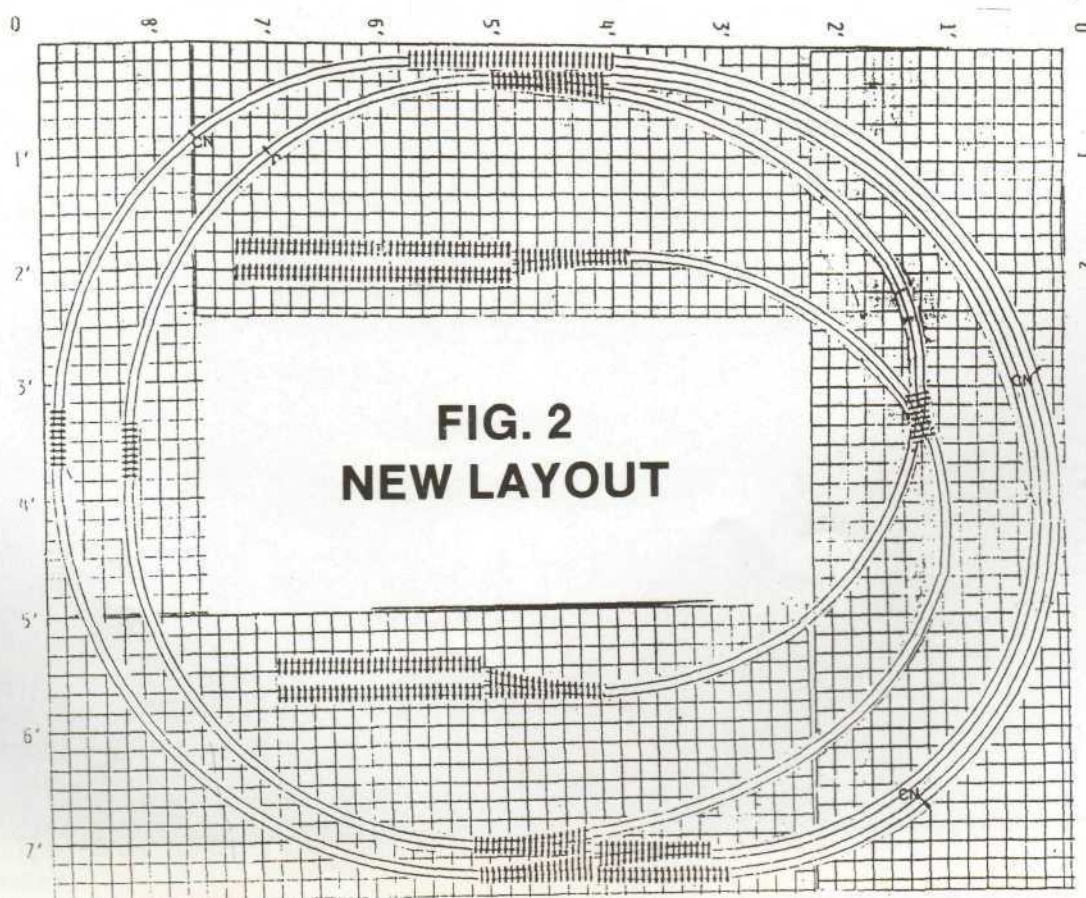
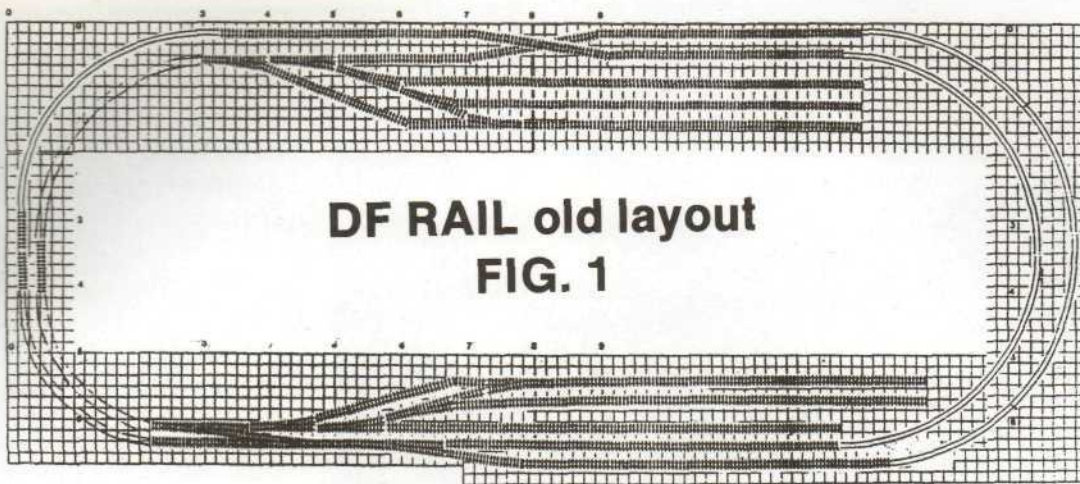
Motive power is being equipped with Onboard control systems complete with forward-reverse, horn, bell, etc., says Denis.

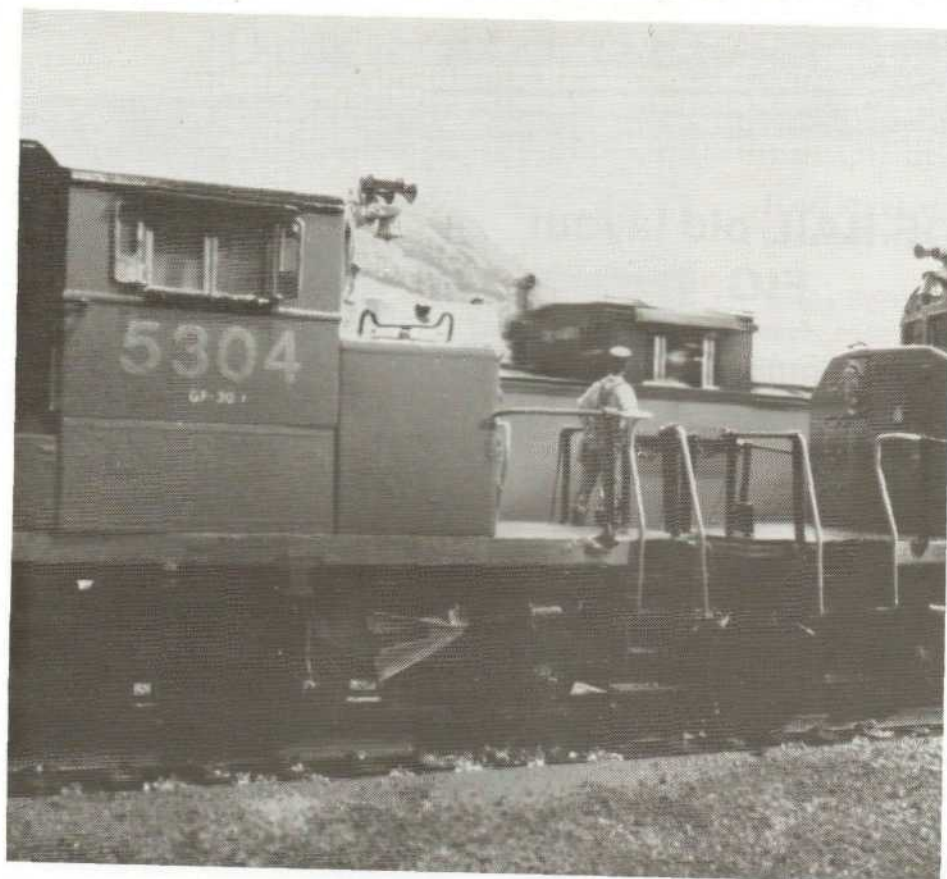
N'hésitez pas a venir voir mou reseau. That's French for "feel free to come and visit my layout." 



df rail
DENIS FORTIER
 MEMBRE NASG MEMBER
 971 Boulevard du Cap
 Cap-a-l'Aigle, Qc. / Canada GOT 1BO

◀ New layout located in Quebec City is only 8' x 9' but has a viable operating scheme.





CN SD 40-2Ws (W = wide cab) wait for a meet on Denis Fortier's S Scale model railroad. Overland Model diesels were custom painted by Denis.

Crewman of CN SD 40-2W pair watches passing caboose from the porch of the 5304.

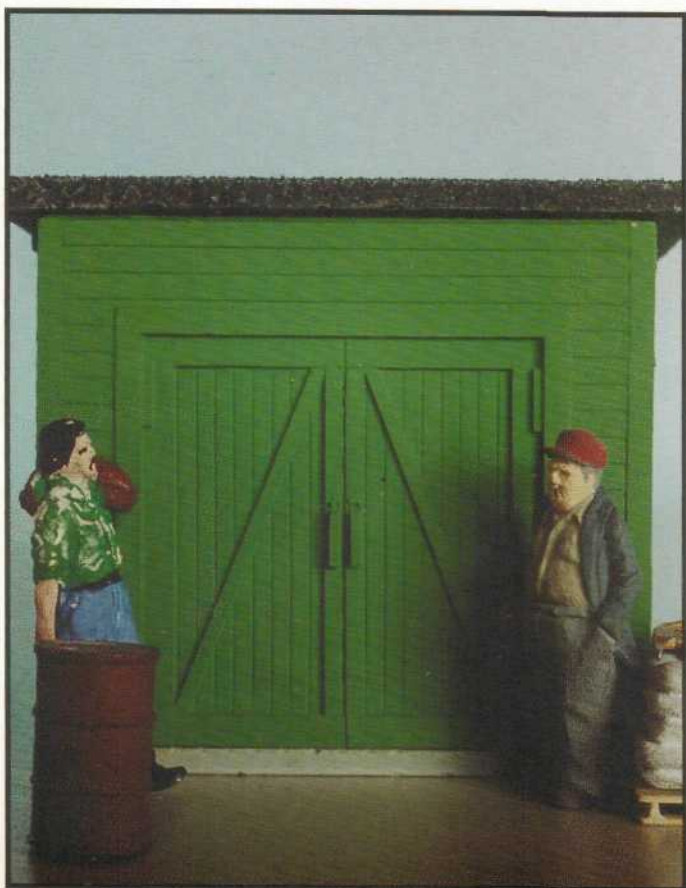




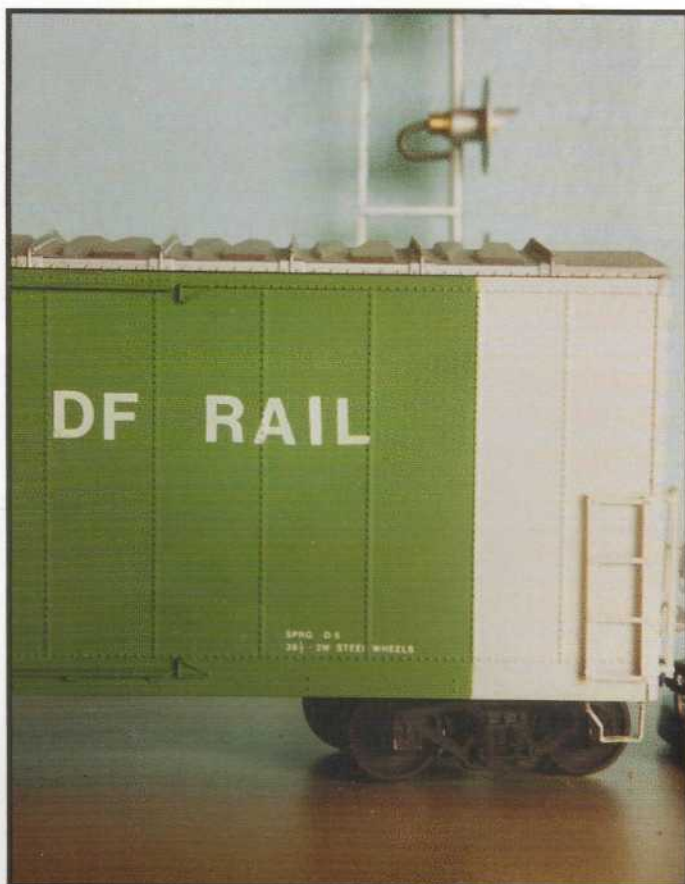
Nose shot of freelance DF RAIL GP38-2W. Engine also by Overland and painted by Denis.



Custom painted Overland CN SD40-2W.



Nice shed. Figures Denis uses are from Arttista and Railmaster.



DF RAIL paint scheme on modern boxcar.



CN 5304 and 5256 shown here nose to nose.

GP 38-2W S-87.



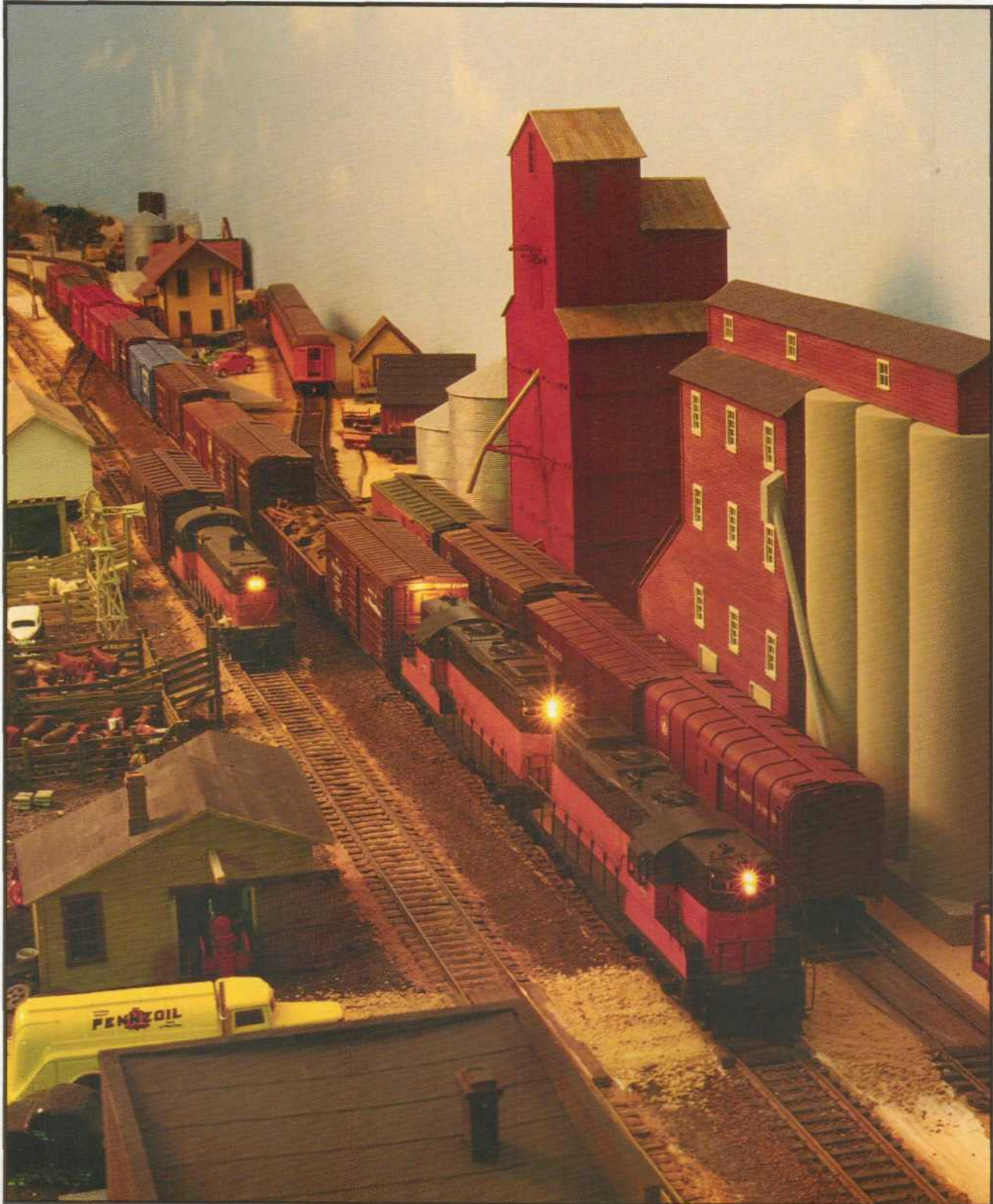
Detailing S vehicles is another specialty of Denis's. Here Ertl Mack cab sports DF RAIL's paint scheme.

MILWAUKEE ROAD - CIRCA 1959

Layout of Bob Werre of Houston Texas

On the next 2 pages are some scenes on Bob Werre's Pacific Northwest patterned after the Milwaukee's lines in that area of the country.

A Milwaukee Road GP9 lashup handles a grain rush in Madra, a Milwaukee Road-SOO Line interchange on the North Dakota-South Dakota border. Geeps are Sunset, RSD-4 is Alco Models. Mill and elevators are Lehigh Valley. Photo by Bob Werre.





USRA Mike (Overland) makes water and station stop at Deadwood. Station is "S" Scenery, post office is Finestkind, hardware store is Buildings and Structures. Vehicles are Ertl and Railmaster. *Photo by Bob Werre.*



Milwaukee Road ten-wheeler (Omnicon) pulls pulpwood cars onto the mainline on Bob Werre's S scale layout. This scene represents the Pacific northwest area served by the former Milwaukee Road. *Photo by Bob Werre.*

— DE-RAILING HI-RAIL DERAILMENTS —

OR

Adjusting Those American Models Hi-rail Couplers

By Skip Readio

Reprinted with permission from the *Bristoliner*

Knuckle coupler weights on S-Helper Service's Pullman heavyweights can be easily adjusted to clear turnout frogs if you use a pair of Kadee coupler trip lever pliers to curl the weight support arms...

1. Close the knuckle coupler so that the coupler weight arm is fully extended.

2. Place the small diameter of the pin end of the Kadee trip lever pliers on the front edge of the weight arm. The pliers should be held tight against the coupler body, and the tip of the pliers should be resting in the slot in the coupler body. The pliers will be angled slightly, however. This is a necessary step since the coupler weight arm is quite short and it must be bent as close to the coupler as possible. Simply slipping the pliers under the coupler won't allow you to get a good "bite" on the weight arm, and you won't be able to bend it high enough.

3. With the pin of the pliers firmly seated in the slot, squeeze the handles and the weight arm will roll around the pin side of the pliers.

4. You can really squeeze the handles too. The coupler weight arm will wrap itself right around the pin and not break off. It'll spring back a little when you release the handles, but not enough to interfere with the most turnouts.

5. If you swap sides with the Kadee pliers and repeat the operation from the opposite side of the weight arm you can get the arm to bend a bit farther. This also tends to balance out the very slight tilt induced in the weight from bending the arm from only one side. If you didn't have to tilt the pliers a bit to get a full bite on the arm, the tilting would not occur at all. By the way, you won't notice the tilt until someone tells you about the possibility of it occurring. It's less than 5 degrees. You have to look very close, straight at the end of the coupler, to notice it at all.

The arm will now stay curled and the weight will no longer foul in turnout frogs or get jammed between closure rails.

The Coupler operation is not impaired by this process because the slot in the bottom of the coupler body

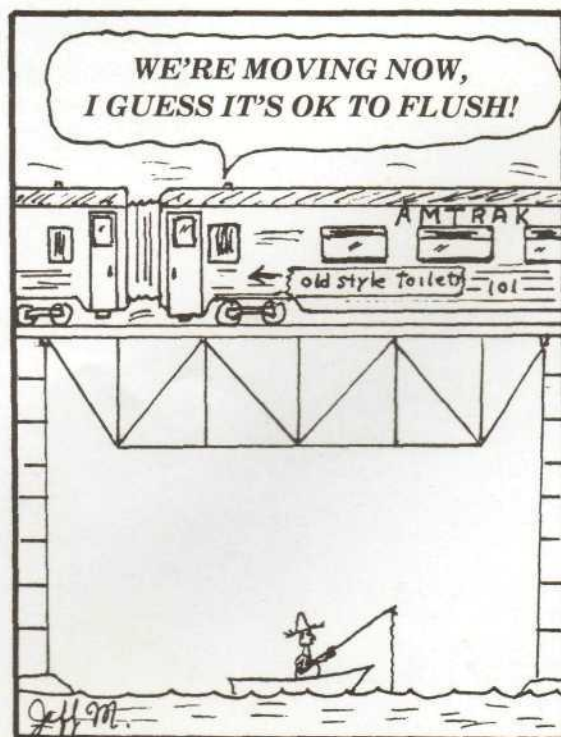
is long enough to accommodate the now-curved weight arm.

The Kadee tool can also be effectively used to bend the coupler support arm for those couplers that ride too low...

--Remove the near wheel set to give you a bit more room and place the pin end of the pliers on top of the coupler arm and squeeze the handles. This will put a gentle curl in the coupler support arm and lift the coupler height.

--If your coupler is too high, place the pin on the bottom side of the support arm and squeeze the handles.

Note: Coupler weights should be 1/32" (0.03125") above the rail height. A 30 thousandths feeler gauge should fit between the tops of the rails and the bottom of the coupler weight with the coupler in the closed position. A 32 thousandths feeler should barely touch the coupler weight with the coupler in the closed position.



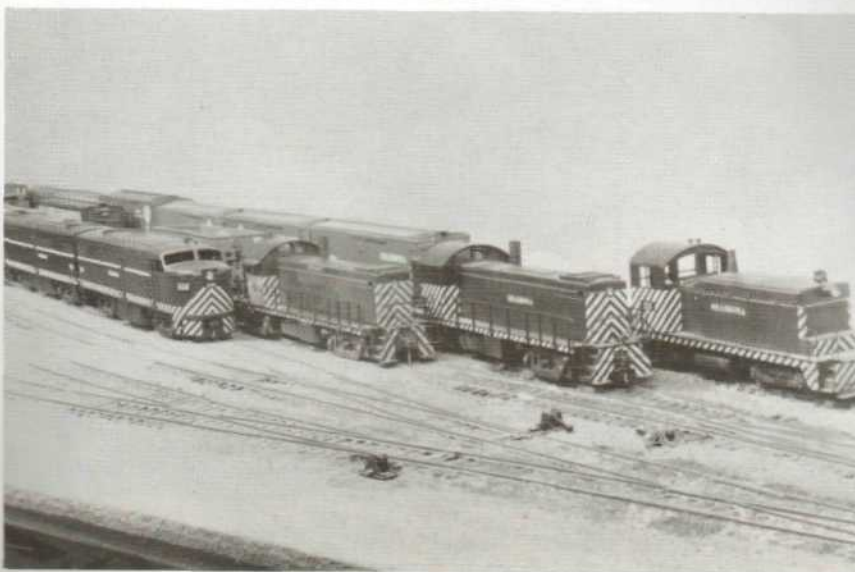
A GLIMPSE OF THE "S" ROSTER OF IOWAN BOB NICHOLSON

Photos by Bob Nicholson



Alco FA/FB-2s 50B and 52A were Locomotive Workshop kits. Both were completed in August, 1982, just in time for the NASG convention in Cleveland that year. Bob says they run good in spite of their looks. They look pretty good to me.-JHM

Shabbona EMD SW1 #22 is also from a Locomotive Workshop kit that was the door prize at the 1978 S Fest in Waukesha, WI. Its construction was described in the July/Aug. *S Gaugian*. The cast headlight on the original was replaced by a home-made one of brass.



This is most of Bob's Iowa Central roster, or would be, if he hadn't already lettered them for Shabbona. All the locos shown are equipped with Beveridge drives.

Bob scratch-built caboose #16 in 1972 from plans for a Columbus & Greenville caboose in the July, 1972, *Model Railroader*. It appeared on the cover of the *S Gaugian* in March of 1974. It was rebuilt in 1974 with new ends and handrails.



A "Tinscale" Shabbona boxcar from an Ace (AF) shell with conversion parts and trucks. These cars form the backbone of the Shabbona (Iowa Central) boxcar fleet and are generally used in grain service. Bob sticks to the 50s era.

Flatcar is another AF conversion. The brake staff hanging down isn't in error -- it's in a lowered position to clear bulky loads.

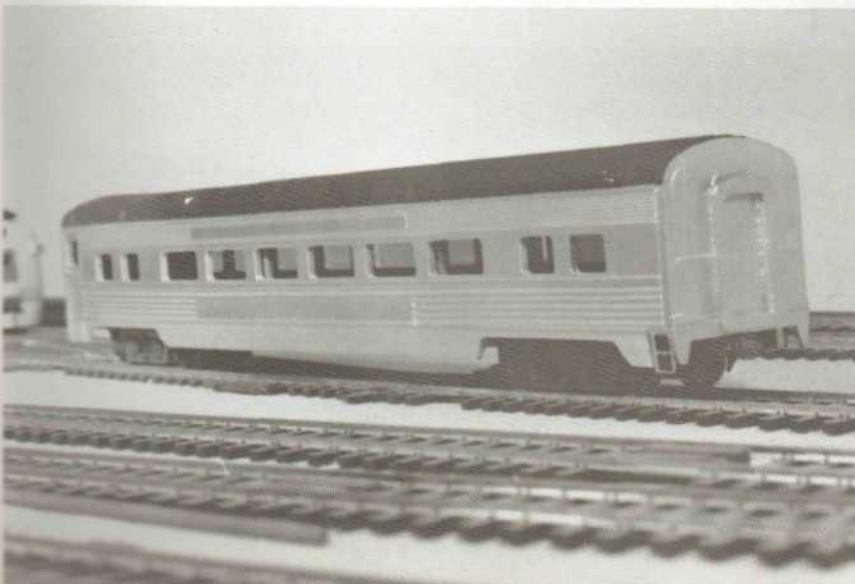




A pre S-Helper baggage car Bob converted from an AF reproduction shell. Trucks are Trainstuff.



A "Tinscale" Shabbona heavyweight coach with altered window panels ala Nicholson. Bob cut paired window sections from a scrap shell and spliced into this one for a Pullman style arrangement. Two cars are done this way.



An AF streamline coach was scaled by adding American Models streamline trucks and scratchbuilt non-working diaphragms. Car body is chrome, roof black.

SHORT AND EASY

by Kent L. Singer

LOOK! UP IN THE SKY IT'S A

Russ Mobley is somebody that I've always wanted to meet, but never had the opportunity. The first S scale kit I ever built in the early 70s was Russ' "Big John" covered hopper which was the first kit in his Amity Star line. I'm glad to say that Russ started corresponding with me several years back by submitting a farm stand as a Short and Easy project. Since then, he's been featured in the "Meet an S Gauger" column and recently favored us with this idea for a ...

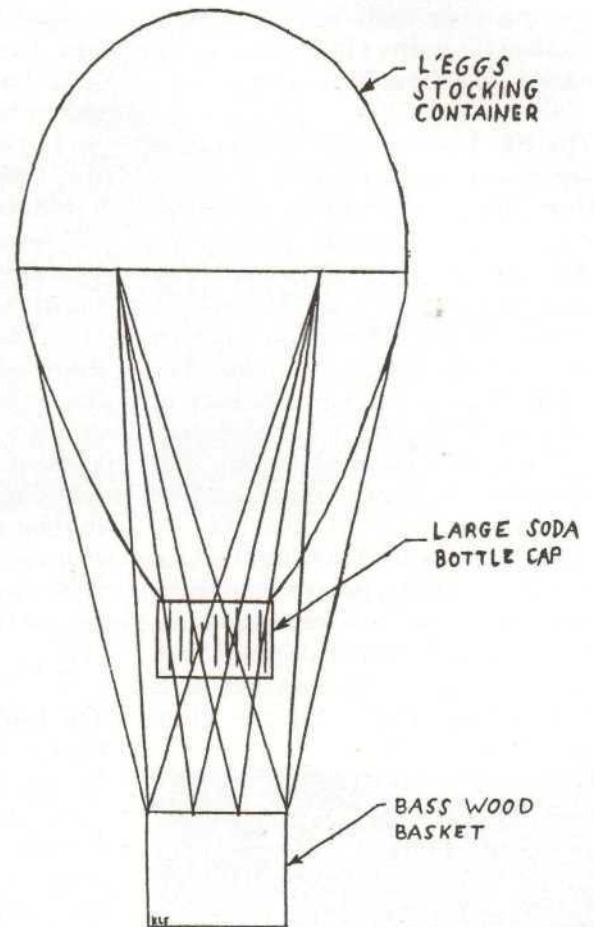
HOT AIR BALLOON

It's a fairly straight-forward project which can be detailed as much or as little as you'd like. I'll let Russ describe it for you.

"It uses a plastic LEGG'S bubble. Turn the egg shape so the large portion is toward the top. Using the lid from a plastic Coke bottle (or other pop) turn the open end toward the bottom of the egg and glue it on so it is centered. If you like, you can cover the whole thing with different colors of cloth to represent a hot air balloon.

If you are a nit-picker you can fashion a gondola that hangs beneath the main body. I painted my egg red, white and blue instead of covering it with cloth. These things are truly colorful."

GOT AN IDEA? Perhaps you've created some detail to stick along your right-of-way. We're always looking for fresh projects. If you'd like to contribute, the rules are simple: The project should be somewhat related to railroading, and it should be capable of being completed in one or two evenings. You needn't worry about drawings or photographs. We can do the drawings and have photos taken for you. All that is necessary is a sketch of the project with some dimensions, a list of the materials and a short description of how to build it. Submit your ideas to: Short and Easy, c/o Kent L. Singer, 912 N. Rogers Avenue, Endicott, NY 13760.



WANTED



Different Prototypes.

**The same old stuff
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the
NASG Contest!**

THE CLUB SANDWICH

Where We Make Tasty Sandwiches Of Your Club News"

By Al Schoenberg

Getting over their holiday hustle and bustle, many clubs are settling back into serious S gauging.

The **St. Louis Area S Gaugers** are recovering from their Famous Barr display efforts. S Fest in 1995 will be in honor of their 20th anniversary when they'll have to live up to the 1993 S Fest held in South Beloit. The club reported that 16 members attended this event. They are complimentary to the host State Line S Gaugers and all agreed they did a fine job putting on the event. The attendance was put at over 500. St. Louis club members John Metzger and Barry Dolan entered the train races at S Fest, but lost out in the final round. Bob Keith's pre-S Fest journey to Chicago resulted in a bad transmission in his car. They

limped in to S. Beloit for S Fest, but the car had to be left in Rockford for a week. Bob and riders had to double up with other St. Louis cohorts for the return trip.

The **Badgerland S Gaugers** had 19 members turn out for their October meeting. The club is hoping Professor Wayne Wesolowski from the Illinois Benedictine College can visit in the future and give a modeling clinic on the Lincoln Funeral Train -- sounds interesting. Bill Daymo mentioned some local publications in their area where the Badgerland club can get some free club listings. If Bill has some good ideas maybe he can share them with some other clubs.

The Badgerlanders are coming off their big participation in Milwaukee's "Trainfest" where they had their modular layout set up and running for the multitudes that always come to this huge railroad show held each November at the Wisconsin State Fairgrounds. The club also donated some food and toys to charities over the holiday season. The Badgerlanders will be hosting an S Fest in 1996.

The **Stateline S Gaugers** had a gift exchange at their Christmas party. To get personal, I remember that in the third grade a girl gave me a Plasticville street sign in a gift exchange, and naturally it was the perfect gift for a train nut.

Gladys Brown was the overall winner of the train races at the November S Fest in South Beloit. And you thought train races were for men only. Congrats Gladys!

As an attendee at S Fest Myself, I enjoyed myself thoroughly. I had a table and actually purchased 2

S items -- A cast Flyer Atlantic and a Railmaster 1940 Ford sedan. I enjoyed meeting many of the members I am writing for. JHM

The **Southeastern Michigan S Gaugers** have had a busy autumn with many shows. The minutes of the October meeting give the indication that the club is fairly well organized and appeared to be willing to go right at problems.

Lehigh Valley S Gaugers have received many "secret project" entries, but some are still overdue. The club car project is temporarily on hold. their fall Family Day outing at the Strasburg Railroad was a huge success so this should encourage other clubs to do likewise.

Their newsletter indicated that Lehigh Valley Models new water column is out, and the old Continental Canning Co. is back in stock.

Also, according to their newsletter, the next host in line for a meeting can pick his own time. John Foley's and Jamie Bothwel's award winning models at the recent convention were featured in the newsletter. It was nice that they were both first time winners. Jamie was a bit surprised at his success since his hopper entry had a very bright paint scheme. South Jersey member Harry Owens says that "You don't want pretty, you want real." But it looks like pretty won anyway.

Speaking of the **South Jersey Club**, we just had our first election under a new constitution. Our new president is Bill Moore. Congrats to him and the other new officers. Personally, I'd like to thank outgoing president, Bill Lane for his efforts and for founding the club in the first place. 🚂

To get excerpts of your newsletter printed in the **Dispatch**, send one to me or drop me a line. A.K. Schoenberg, 204 Moldoff Rd., Glassboro, NJ 08028.



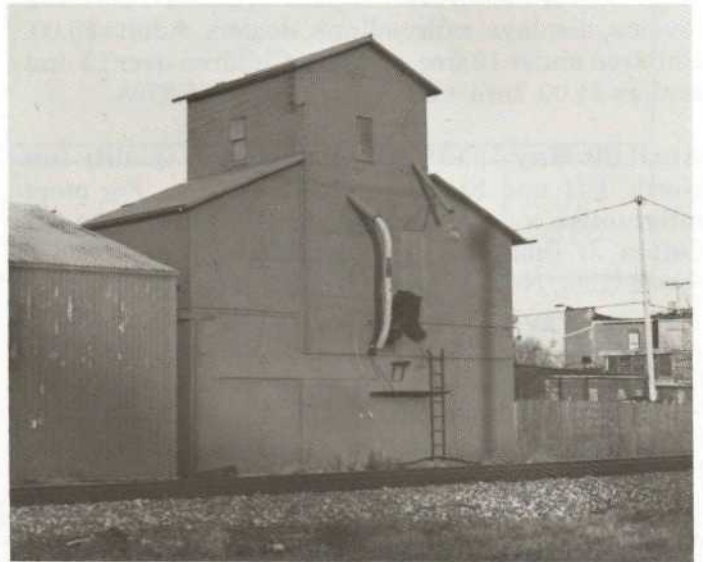
Badgerland member Ron Schlicht is working hard keeping an eye on the Hiawatha at "Trainfest" held last November at the Wisconsin State Fairgrounds near Milwaukee. Photo by Jeff Madden.

-- Clinton, Wisconsin in 1993 --

--- Two Grain Storage Facilities In The Same Town ---



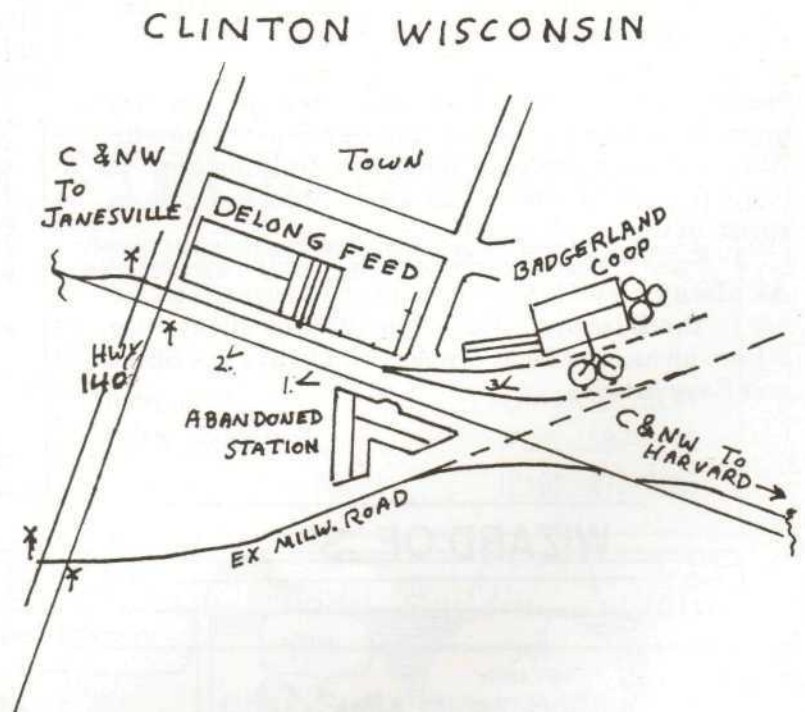
Original siding serving Badgerland Coop. New silos at right are served from old interchange track.



C&NW siding serving Delong Feed. Structures shown here could be easily kitbashed into building flats. Contrast this grain unloading facility with the round silos.



New Badgerland Coop grain storage silos. Ertl storage bins could make a good starting point for this industry.



Clinton, located in south-central Wisconsin, used to be a junction point with the C&NW and the Milwaukee Road. Former Milwaukee Road line to Beloit (lower left) is now operated by the Northwestern. Odd junction station still stands but is in bad shape.

---S CALENDAR---

March 27, 1994: Tracks & Trains II, Spring '94 all-gauge train show sponsored by the Bristol S Gauge Railroaders. 10 a.m. to 4 p.m. at Masconomet Regional High School Fieldhouse, Topsfield, Mass. Operating layouts, displays, railroadiana, dealers. Adults \$3.00. Children under 12 free w/adult. Children over 12 and seniors \$1.00. Info - Doug Peck (508) 465-8798.

April 29-May 1, 1994: Spring S Spree, Quality Inn North, I-71 and Rt. 161, Columbus, Ohio. For more information contact: Central Ohio S Gaugers, c/o Art Lofton, Jr. (note new address and phone) 6825 Cedar Brook Glen, New Albany, OH 43054. (614) 855-0988.

August 21-24, 1994: NASG Columbia River '94 Convention, Red Lion Inn at the Quay, Vancouver, Washington. For more information contact: Dave Kleger, 2154 Golden Garden St., Eugene, OR 97402. Note: This convention follows the national NMRA convention in the same area (August 15-21). Ideal part of the country for that family vacation, and for those model railroad fanatics, you can take in 2 conventions at one time.

---EXTRA BOARD---

For Sale: American Flyer catalogs. Also have Lionel rolling stock (MPC) for sale. Send 52 cents postage for 12 page listing. Dan Olson, 1615041 Ave. NE, Seattle, WA 98155.

Note: Clubs -- copies of your newsletters are appreciated by both Al Schoenberg (Club Sandwich), Alan Evans (president) and yours truly (editor). It helps Al do his column and keeps Alan and I up to speed on what's happening.

As always: Send in articles, photos, letters, etc. for use in the *Dispatch*. Gary Ippolito can always use S Lore ideas, and Kent Singer can always use Short and Easy articles.

---RAIL MAIL---

Correction: John Porter brought a caption error to my attention which is on page 12, right column, 2nd photo down of the October *Dispatch*. Trust us, Dick Karnes got the award, but John Porter really won the award -- Dick just accepted it for him. Appropriately enough, John, at the time, was on Amtrak heading for Massachusetts.

John also bemoaned the fact that his winning freight cars didn't show up in any photos. I regret this, but, unfortunately, there were no decent photos that showed up on my desk. John -- if you can get me a couple of decent shots, I'll stick them in a future issue. -JHM

S Manufacturers: Will Holt, coordinator of the NASG Manufacturers Advisory Group wants to alert manufacturers of S products that they can obtain results of the "old" '92-'93 member survey by contacting Will (708) 959-1982.

Results of the "new" survey inserted in the December 1993 *Dispatch* will automatically be forwarded to all S manufacturers. These are now being collected by Will, and results should be available by early summer. -JHM.

Wrong Prices for S-MOD Packages: In a note from Ted Larson, he writes and says that the S-MOD Module Standard packages were incorrectly priced in last summer's directory issue of the *Dispatch*. The correct prices are listed in the box below. - JHM

The NASG's S-MOD standards have been accepted by the NMRA Engineering Committee as the basis for their proposed new NMRA S standard gauge module standards. If you do not have a copy of the S-MOD materials, and if you are an NASG member, for \$2.50 you get the following information: (Non-members \$5.00) Direct any module questions to Don DeWitt, NASG Module Chairman.

Package includes: NASG S-MOD Module Standards
S-MOD Concept Article
Handheld Throttle Construction Article
Checking Your Module Wiring Article

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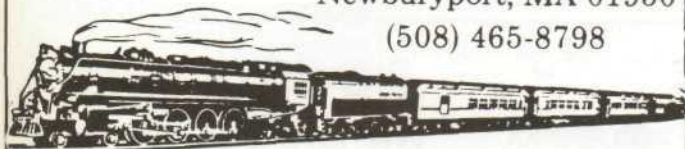
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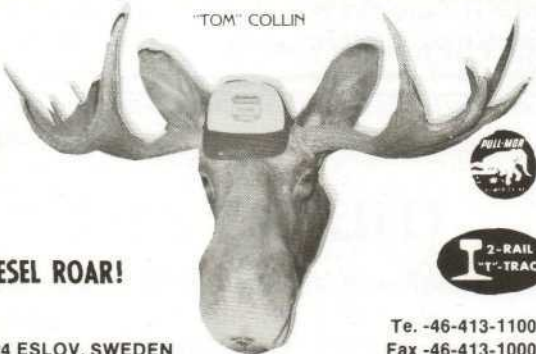
A.F. 44-page PARTS CATALOG: \$2
(orders shipped in 24 hours!)

LATEST S-GAUGE SALES LIST: \$2

THIS MONTH'S SPECIAL ITEM!

A.C. Gilbert's Never-produced "Carwash Accessory"!
A quality piece, now in limited production. (SASE for details)

"TOM" COLLIN

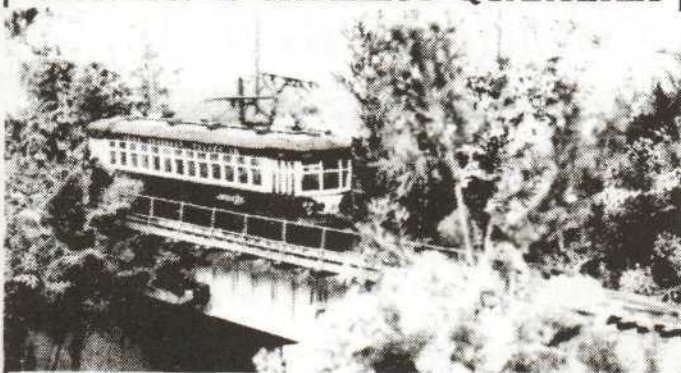


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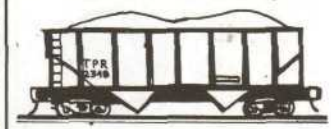
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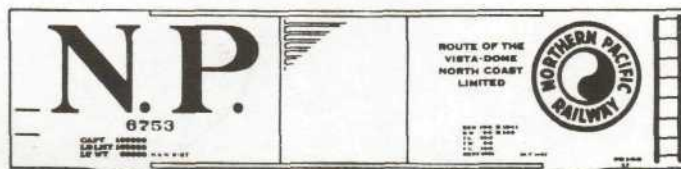
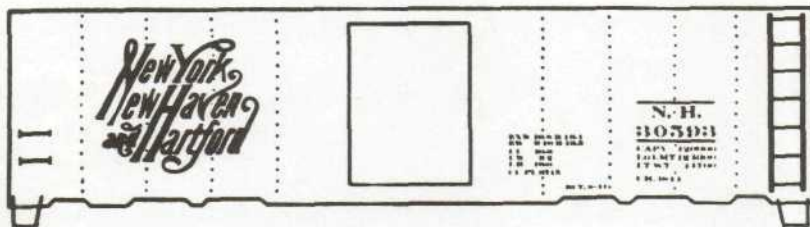
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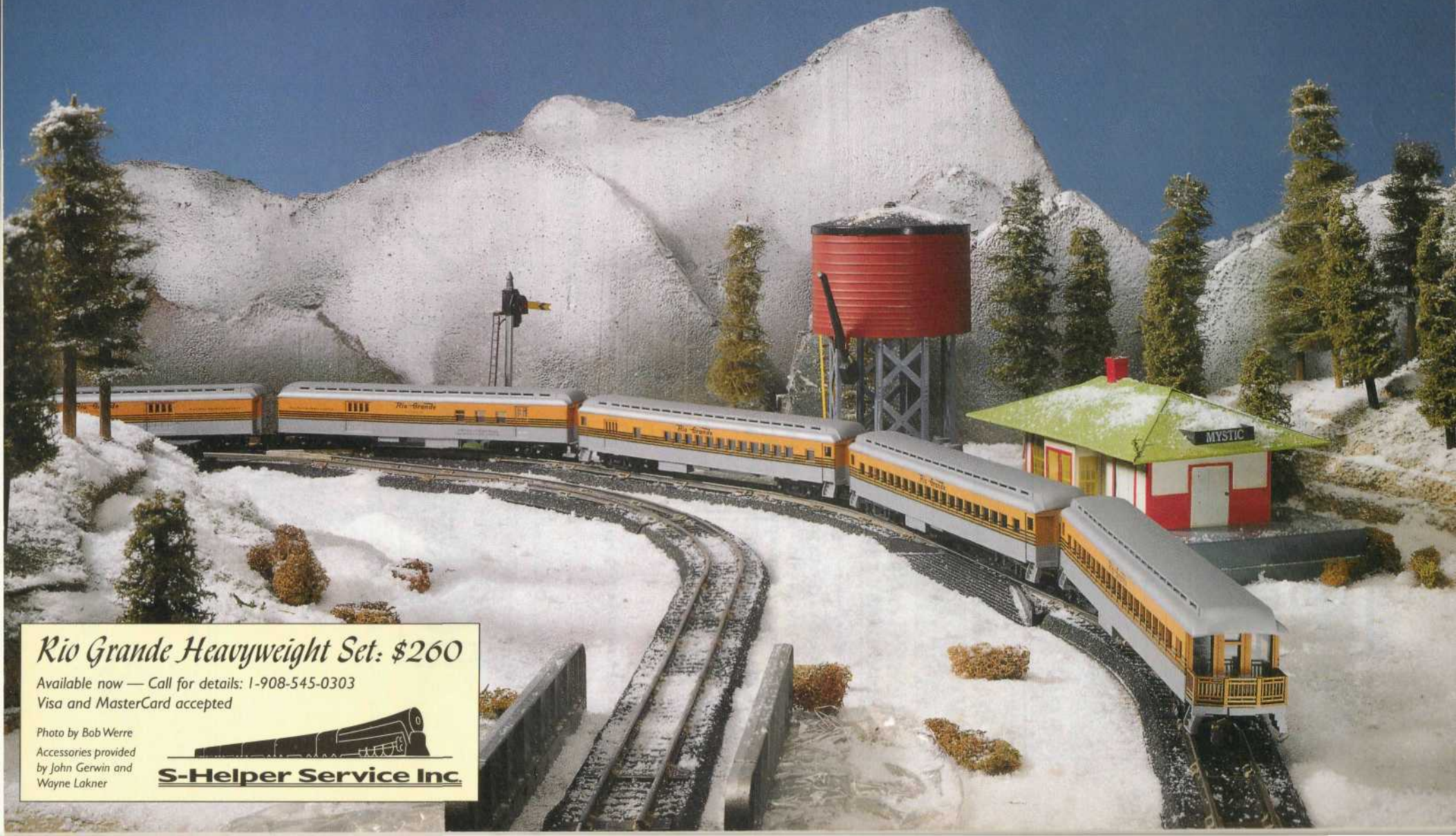
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