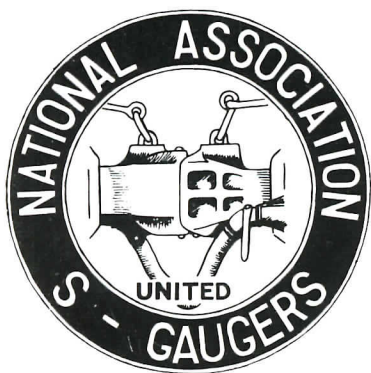




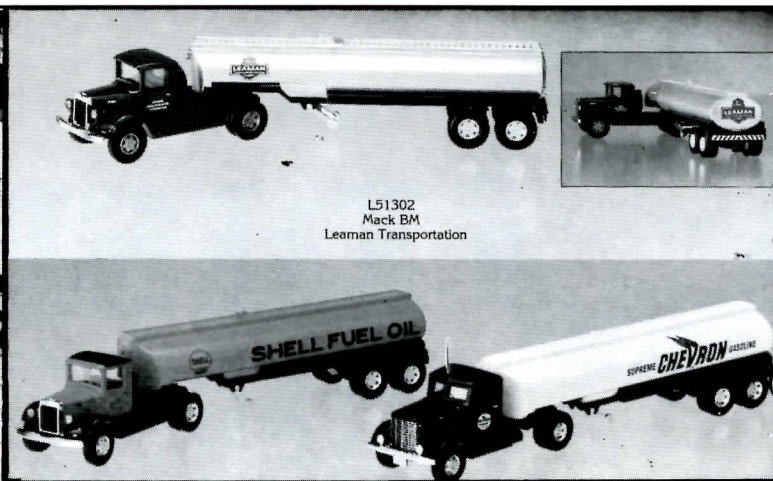
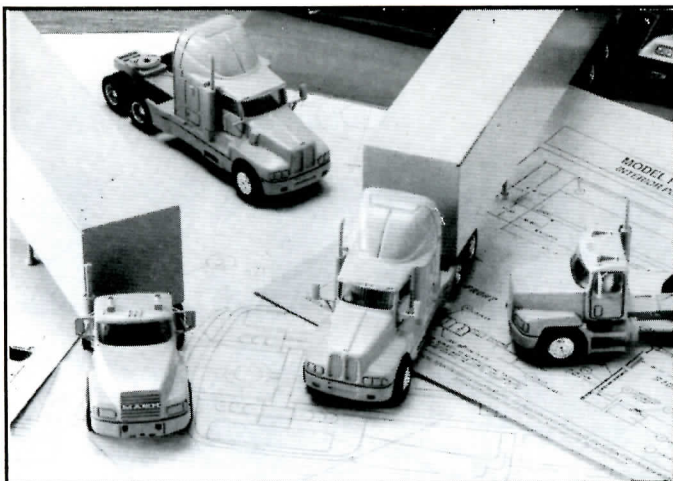
April 1994

Volume XVIII Number 2

DISPATCH



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DAVE BUTTERFIELD'S SP LOCOMOTIVES***



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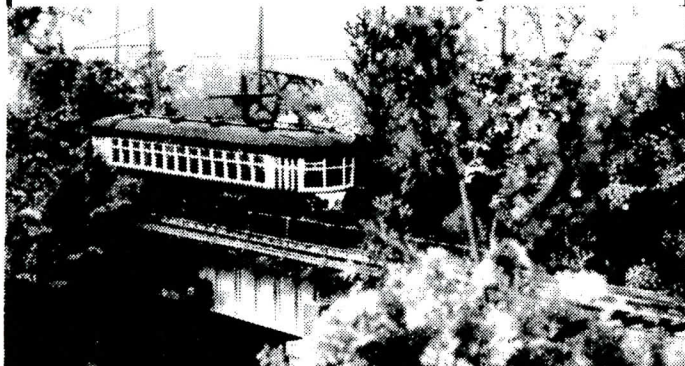
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Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
414-968-3729

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
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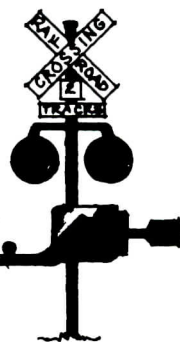
COVER

TOP: Modern Models brass caboose - decorated by Denis Fortier Photo by Denis Fortier
BOTTOM: Uncle Al's S Gauge Puzzle. See P. 31. Photo by Bill Moore.

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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:

BE AN S GAUGE BOOSTER

Elsewhere in this issue is a tribute to Leonard Giovannoli, one of the early mainstays of S gauge, a contributor and benefactor to NASG, and an inspiration to those who knew him. With his passing comes the fact that without people like Len to support and promote S gauge, we might still be struggling to grow. Instead, we have companies like American Models, Lehigh Valley Models, S Helper Service, Pacific Rail Shops, Omnicon, Rex, just to name a few, and many others who believe S gauge is worth the investment and have put their beliefs and resources into action.

Len had been in failing health for the last few years, but look back in the Booster section of recent issues of this magazine and you'll find his ad for the "Plateau Railway" helping to support NASG. In fact, look at ALL the Booster section ads this month - these individuals and manufacturers believe in S gauge by buying an ad which at the same time promotes their railroad empire, train club or product.

Other ways we can contribute to NASG and S gauge is to attend local meets and flea markets, regional and the national conventions sponsored by S gauge clubs and NASG. The work is being done by S gaugers to promote our hobby, and being there to support helps not only financially but morale-wise. And while attending any S function, you might meet other interesting S gaugers, or, horror of horrors, you might even learn something new.

Regional S gauge meets you should consider attending include the Spring S Spree to be held this year in Columbus, Ohio, the end of this month (April). This event is sponsored by the Club I belong to, the Central Ohio S Gaugers (pardon the plug). Also plan for the S Fest scheduled for November 4 and 5 in Chicago which is sponsored by the Chicagoland S Gaugers. On the east coast, also in the fall, is the Fall Get Together sponsored by the Central Jersey S Scalpers in South Amboy. Let me know if I've missed any upcoming regional meets or send a note to the *Dispatch* for S Calendar. Get involved, attend, support!

And too, if your talents rest in model building, why not enter a structure, loco or car in the NASG Model Contest at the national convention in Vancouver or at a future convention.

This last is an obvious plug for you to attend the upcoming NASG convention which is in the Portland area this year. Even if you can't bring a model or conduct a clinic, your presence alone will bolster the morale of the sponsoring organization and will personally give you the opportunity to talk with fellow S gaugers and learn more about S gauge.

See you in Vancouver (that's Washington state) in August - or other places sooner...Alan Evans - 614-471-7277 FAX 614-471-3337. 
-Alan

Jeff's Junction

On the 1st weekend in April, I attended the Model Train Manufacturers bicentennial convention held in, of all places, Gilbert, Oklahoma. It was enlightening for your *Dispatch* editor to view the many new model railroad products which are planned for the future. Of course, I concentrated on the S arena, since these items would be of the most interest to the readers.

To start off there was big news from Lionel! It seems the complete S gauge Flyer line will be spun off to a new subsidiary, the Manuel Es Gilberto Manufacturing Co., in Juarez, Mexico. Here, eventually, the entire American Flyer line for which dies are still useable or salvageable will be re-run. The first to be produced will probably be the Circus Train, complete with locomotive and cars. The only drawback I perceive in this arrangement is that instruction manuals will be in Spanish.

The American Models booth featured urethane mockups of their new injection molded Sn3 line. Projected are several freight and passenger cars (mostly D&RGW and RGS), and this is the surprise, a K-28 2-8-2 in plastic with a Kato drive for under \$100. Sn3ers should be dancing in the aisles. AM's standard gauge flextrack might soon be available in 12 foot lengths so that modelers will have to use fewer rail joiners.

S-Helper showed off some new paint schemes for their heavyweight passenger cars - Algoma Central, Wisconsin Central, Gorre & Daphetid, Delaware & Western, PeeDee Valley and Penn Central.

S-Scale America has plans for a Brer Rabbit Molasses car. They are having problems with sticky wheelsets and hope to have this ironed out by release time.

Heimbürger is planning a new S magazine to complement his other two - This new mag will be called *Real Flyer*. It's aimed at those who plan on using scale track and turning down flanges on all their Flyer equipment. No photos of steam locomotives with whitewall tires not painted out will be permitted for this new publication.

For S vehicle buffs, Hartoy plans to produce models in 1/64 of every style of American truck made between 1935 and 1960. These should include pickups, fire trucks, mail, REA, garbage, tow, dump, tractor trailers, etc. etc. Prices might be slightly higher since these will be manufactured in Tibet.

It looks like River Raisin will be offering a brass Reading prototype 2-stall outhouse in S. It will come unpainted or factory painted.

And yes, the NASG had a booth at the show promoting membership and future conventions. Interesting was info about a future convention, the year 2001 or so, will be in Tonopah, Nevada. The one resident there is an S gauger, and he has an outdoor layout built in his desert backyard. There are no motels (reputable ones) in the area, so everyone will have to camp. The tentative fantrip will be a 50-mile roundtrip hike on the abandoned Tonopah and goldfield roadbed. A one-way trip of 25 miles is possible with return trip by Burro. The lone sponsoring member, Gabriel S. Hayes, Jr., is handling all the arrangements, however, he is quite elderly, he's 95, so if he doesn't make it to the convention year, attendees will have to wing it.

Well, if you haven't figured it out by now - April Fools! See, you should have read this line first. And FYI our prez, Alan Evans, couldn't fool mother nature - he just hit the half century mark last month. Maybe we should increase the type size of this magazine? I should talk. Best of S - Jeff

NEW PRODUCTS

By George Ricketts

River Raisin Models (6160 Upper Straits Blvd. , West Bloomfield , MI , 48324) Jim and Dan are offering PRR Antenna's for the SD-9's only. The price is \$90.00 installed.

SOUTHWIND MODELS (P.O. Box 9293 , Plant City , FL 33566) Is making the PRR N-8 caboose. 90 are to be made with antenna and 10 without. Delivery is expected in the fall. The expected price is \$160.00

PACIFIC RAIL PRODUCTS (P.O. BOX 867, COOS BAY, OR., 97420) Has Announced the 1994 Pacific Rail Shops freight car weathering contest in conjunction with Wade Publishing. The contest will be held at the NASG national convention this summer. The rules are simple. Simply weather any Pacific Rail Shops freight car to your hearts content and enter it at the convention. The voting will be by popular vote. First prize is \$50.00 and four P.R.S. kits. There will be other prizes also. Send a SSAE to Bills Train Shop for entry form and information.

BERLYN LOCOMOTIVE WORKS (P.O. Box 9766, Denver, CO., 80209) Is producing the C&S / RGS type 2 stock car in SN3. The kits will be injection molded styrene. Availability is expected about the middle of 1994. Pre-delivery price \$33.95 each & no shipping

charges. Standard Price is \$36.95 plus shipping & handling Also announced the Uintah Railway 2-6-6-2T numbers 50 & 51 and Sumpter Valley 2-6-6-2 numbers 250 & 251 in SN3. The models will come both unpainted and premier model with factory paint, PFM type sound components with on/off switch, lights, coal, engineer and weathering if desired. Contact Berlyn for full information and pricing.

S-HELPER SERVICE (2 Roberts road, New Brunswick, NJ., 08901) Is announcing Alco PA & PB units in several paint schemes and numbers. They are Denver , Rio Grande and Western, painted in gold and silver with black lettering and 4 black stripes. New Haven, orange, black and white "McGuiness" scheme with white lettering and block NH. New York Central painted two tone gray with white (aluminum) lettering and red, white and black logo. Pennsylvania tuscan with buff lettering, five stripes and keystone herald. Pennsylvania brunswick green with gold lettering, five stripes and keystone herald. Undec units are also available. The price for an A-B-A set is \$450 for the scale, \$450 for the DC hi-rail and \$500 for the AF compatible with A/C drive and reverse. The A/C set with railsounds is \$565. They are asking for a \$50 deposit per unit. Orders of four units or more receive a

10% discount. Split sets will be available on a limited basis. Contact S-Helper for details. Also For sale will be Microscale PA decals for the following road names.

64-90 PRR single stripe	\$3.75
64-91 Santa Fe warbonnet	\$6.00
64-92 NYC lightning stripe	\$6.00
64-93 PRR 5 stripe	\$3.75
64-94 SP daylight	\$6.00
64-95 D&W blue&yellow	\$6.00
64-96 UP	\$3.75
64-97 EL grey & marroon	\$6.00
64-99 Rio Grande 1 stripe	\$3.75
64-100 Rio Grande 4 stripe	\$3.75
64-104 Cotton Belt daylight	\$6.00

PORT LINES HOBBY SUPPLIES (6 Storeybrooke Dr., Newburyport, MA., 01950) Doug will be the exclusive distributor for the upcoming Crown Model Products wood sided refrigerator car. They ran on most America Railroads from the 1920's into the 1970's. These injection molded plastic cars will be available RTR in both Hi-Rail and Scale versions and will be available painted or undec. Crown presently offers this car in O-Gauge and was recently favorably reviewed in "O-Gauge Rail-roading". The S-Gauge version will be available this fall. More details to follow.

CONVENTION UPDATE:

1994 COLUMBIA RIVER CONVENTION CLINICS, CONTESTS AND ATTRACTIONS!

By Gil Hulin

While all NASG members and everyone interested in S gauge are welcome to attend Columbia River '94, the Association's August 21-24 convention at Vancouver, WA, the host committee particularly wants to encourage western members to attend -- who haven't been able to participate in the majority of conventions held in the east. The NASG convention typically is held west of Kansas City only once per decade, and thus for most S gaugers living between the Pacific Ocean and the Rocky Mountains 1994 will be your best opportunity to meet the modelers, manufacturers, importers and dealers you have read about in the magazines.

For easterners this convention offers the opportunity for a true vacation trip. There will be bus tours to Pacific beaches and the mountains, primarily for family members, while the S gaugers are enjoying rail activities which will include up to five operating layouts at the convention hotel. Scale, hi-rail and American Flyer layouts will share space with manufacturer and dealer exhibits.

Numerous guest rooms at the Red Lion Inn at the Quay also have river views, and many that don't face on the Burlington Northern mainline. Hotel reservations may be made by calling 1-800-547-8010 and requesting the special NASG rates.

CLINICS

Clinic's Chairman Gale Irwin is coordinating a strong S gauge program including several presentations by western modelers new to the NASG convention.

Dave Butterfield, whose hi-rail SP Daylight and cab forward locomotive conversions are described elsewhere in this issue, has been invited to discuss his construction techniques. Don Curtis, whose Victorian structures grace the "Capitol Holidays" layout pictured in February's *Dispatch*, will demonstrate his architectural modeling techniques. And well-known Flyer dealer Ron Leventon is scheduled to conduct a session which should appeal to tinsplate enthusiasts.

Other notable northwest modelers invited to participate in the clinic program include Jess Bennett, Ernie Horr, Lee Rainey and Dr. Fred Schuster. Of course, clinicians from other parts of the country will be participating as well. A more detailed schedule of clinics will be reported in the June *Dispatch*.

OTHER PROGRAMS

Ed Loizeaux has volunteered to organize and coordinate a panel discussion among S gauge manufacturers and will allow plenty of opportunity for questions from the audience. This event is tentatively scheduled for the convention's final evening (Tuesday), between the awards banquet and the auction.

Auction lots may be consigned Tuesday afternoon to allow a brief display time before the evening's auction. "Trading Pit" swap table for individuals will be available on a limited basis by advance request.

Also planned for the convention is an organizational meeting to consider the establishment of a Western

Regional S Gauge Meet similar to Ohio's Spring S Spree or the Midwest's Fall S Fest. With the national convention being held west of the Rockies so infrequently, interest and enthusiasm among westerners could grow considerably with the development of an annual, regional meet. In just four years, California's O Scale West has become a meet that rivals the O Scale national convention in size, with registration exceeding 500 just this year. A regional S gauge event would presumably rotate throughout the west.

CONTESTS

Many modelers hesitate to transport delicate contest models if they must be packed in a suitcase or other container for air or rail travel. As a result, many western modelers infrequently enter the NASG contest at Eastern conventions, but this year the situation should be reversed with the number of eastern entries being down because of the travel distance.

A single locomotive or freight or passenger car may be able to be safely packaged for long distance travel, but I'm sure that not too many dioramas will be hand-carried on planes or trains. With this expected scenario, the 1994 convention committee specifically encourages our western members to bring their models and dioramas to Vancouver. The judging is far less critical than at the NMRA contests, with more of an emphasis being placed on just showing our fellow S gaugers what is being done.

Contest entry forms and simplified rules -- for both model and photo divisions -- are available from Chairman Gil Hulin, 3895 Colony Oaks Drive, Eugene, OR 97405. Please enclose and LSSAE. Entrants must be NASG members, but need not be present to enter if a friend is able to deliver the entry.

EARLY REGISTRATION PRIZES

Patricia Irwin of California was the winner of the first early registration incentive prize drawn in December. Pat wins a Lehigh Valley Model's Hawk Milling Company structure kit donated by Frank Titman. The next early registrants at that time. Two winners will each have their choice of three Pacific Rail Shops freight car kits from a list of more than 30 available models.

If some members have misplaced their Columbia River '94 registration forms as distributed with the October '93 *Dispatch*, additional copies are available from the convention chairman. (address above).

CONVENTION CAR

The Columbia River '94 souvenir car will be an SP&S Railway 11,000 series boxcar. This 40-foot car will be one of Pacific Rail Shop's first releases using their new 10' 6" height body with Northern Pacific-style eight-rung ladders. The SP&S 11,000-series cars are red with three and a half foot high billboard initials. Prior to the 1970 Burlington Northern merger the SP&S Railway was Vancouver's hometown transportation industry, with maintenance and operating headquarters about one mile from the convention hotel.

Price information and ordering instructions for the convention car will be included in the June *Dispatch*.

— VANCOUVER WASHINGTON —

THE RAILFAN MECCA FOR CONVENTION ATTENDEES



This 1968 photo taken by Gil Hulin shows Northern Pacific's Portland to Seattle No. 407 exiting the Columbia River bridge before stopping at the Vancouver, Washington depot. Some of us may be stepping onto this very platform in August. *Photo by Gil Hulin.*

Vancouver, Washington's passenger depot, only 11 blocks from the 1994 NASG convention hotel, is probably the most popular train watching site for metropolitan Portland railfans. Located at the north end of the double track Columbia River bridge, the station sits in the apex of a wye.

From the bridge, the track curving to the right is the former Spokane Portland & Seattle Railway mainline to Pasco and Spokane, now used by Burlington Northern freight trains and Amtrak's Coast Starlight, Pioneer and Mount Rainier trains.

The third leg of the wye, a block or two to the east, at the entrance to BN's Vancouver Yard, handles BN freight traffic that bypasses Portland between Seattle and the east.

The Vancouver depot area has not changed much over the past three decades. The accompanying photo from 1968 shows Northern Pacific's Portland to Seattle pool train No. 407 rolling off the bridge in late afternoon. Today the Coast Starlight and Pioneer trains follow a similar route a few hours earlier in mid-afternoon. During the 1960s NP, GN and UP each provided one round trip daily between the northwest cities. In the 1970s, as a condition of the BN merger, Milwaukee Road received trackage rights through Vancouver and into Portland adding a splash of orange and black to the already colorful mix of trains.

The next issue of the *Dispatch* will include a more detailed look at the station including a walking tour map from the convention hotel. A displayed steam locomotive and railroad theme restaurant are among the 2 attractions easily hiked to. 🚂

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

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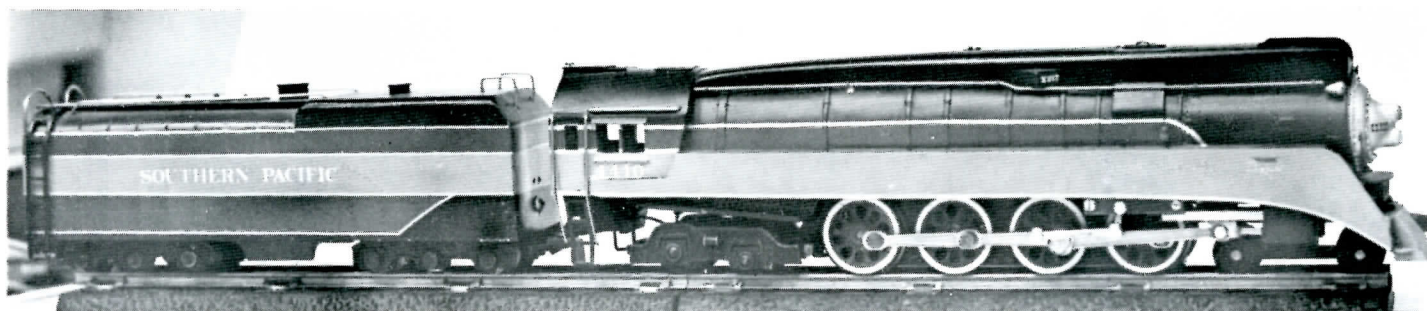
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DAVE BUTTERFIELD'S SP LOCOMOTIVES

By Gil Hulin



Californian Dave Butterfield Flyer-bashed this GS class Daylight from a UP Northern and other parts. Hopefully NASG convention attendees will be able to see this great looking locomotive up close.

Californian Dave Butterfield is a Southern Pacific enthusiast. Dave is also an American Flyer collector and a hi-railer. While there is not much that he can do to increase the variety of ready-made steam SP locos in his Flyer collection, Dave has attacked the problem by converting Flyer components to hi-rail versions of 3 of SP's most distinctive types -- a GS class 4-8-4 Daylight, an AC-class 4-8-8-2 cab forward and Pacific. Dave's models are not intended to have rivet-counting accuracy, but they come very close and convey the "feel" of the prototype. The cab forward shown here is Dave's first, a second is in the shops. The Daylight is within one scale foot of the proper length of the prototype.

Also shown is Dave's progress on an SP style Pacific complete with Vanderbilt tender. The basic superstructure of the tender is PVC pipe.

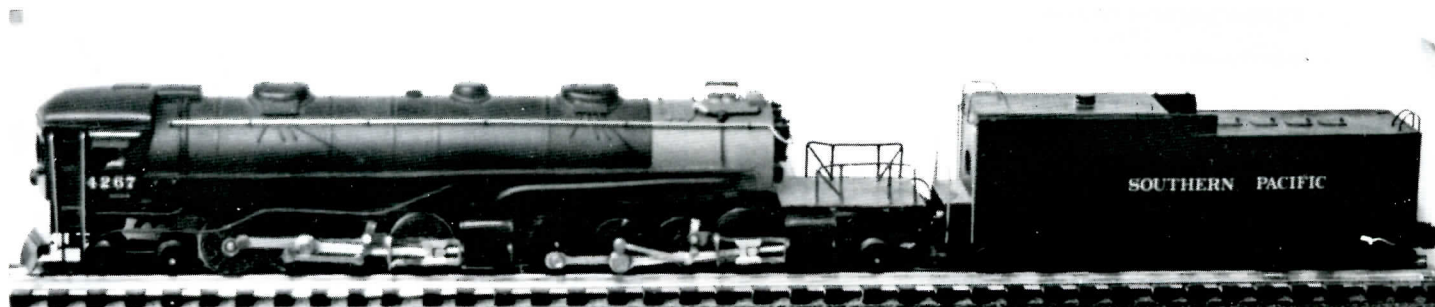
Dave uses an assortment of metal, plastic and wood -- whatever best meets the needs of his specific modeling goals. The Daylight locomotive began as an American Flyer UP Northern. The domes were removed and the skyline casing was shaped from wood. The skirts are plastic -- Dave prefers Plastruct gray ABS material over Styrene. The smokebox front

was created from seven plastic disks. The enclosed cab was also reconstructed with plastic.

The valve gear on the Daylight was crafted from surplus and reproduction rods intended for Flyer's Pacific, Casey Jones, Royal Blue and Hudson locomotives. A few HO scale brass valve castings are the only commercial (non-Flyer) parts used on the Daylight. The tender is scratchbuilt from wood, plastic and sheet brass configured around an AF boxcar frame. *Boy wouldn't this make a nice project for some manufacturer to tackle on the order of the Hiawatha Atlantic -- editor.*

For the cab forward, PVC pipe formed the basis for the boiler. American Flyer Pacific shells provided domes and the basic cab. The new cab roof and cylinders were formed out of wood. The "Monkey Deck" between the smokebox and the tender was formed out of brass.

The cab forward's tender was a splice job from four AF Casey Jones tenders. All the locomotive's electrical pickup is through the tender wheels. All drivers have Lionel traction tires installed. Valve gear uses pieces from virtually every AF steam locomotive



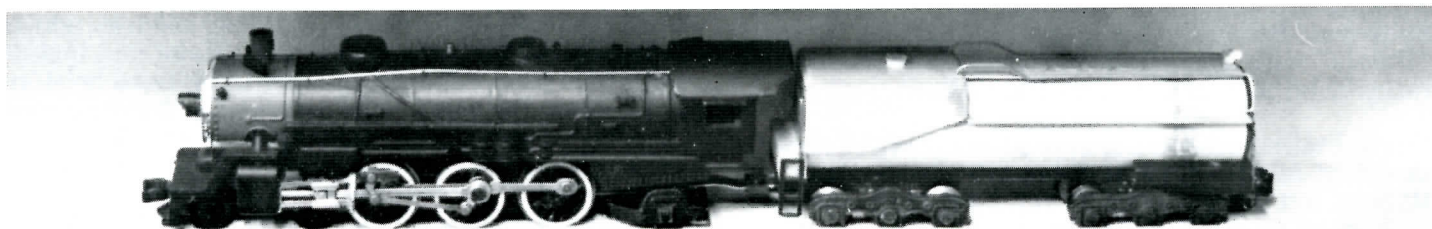
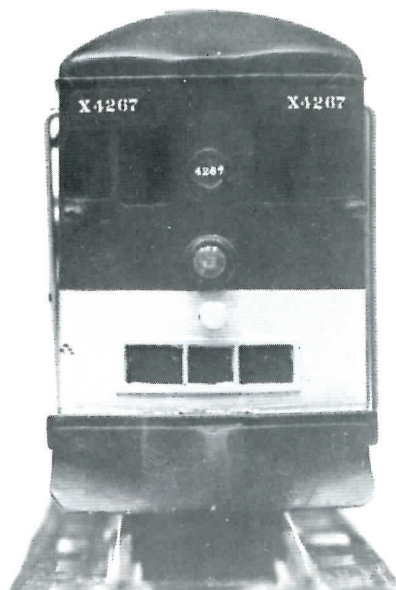
And an SP cab forward Flyer Style. Dave Butterfield's effort really captures the feel of the massive 4-8-8-2 which the Southern Pacific used to protect crews from tunnel smoke in the Sierras.

made except the 0-6-0. Dave made judicious use of junk box engines and reproduction parts for his efforts and no quality locos were cannibalized. The only commercial parts on the cab forward as S Scale Locomotive & Supply air compressors on the smokebox front.

Maybe we'll get more details on these conversions at the August convention where Dave is tentatively scheduled for a clinic. He also hopes to have a portable Hi-rail layout in operation at the convention. There is a possibility that Dave's employer might send him to Ohio around convention time in late August. We hope not. 



Cab view of cab forward.



Almost complete is an SP looking Pacific complete with Vanderbilt tender. Dave is also working on a second cab forward 4.



S/Sn3 Buyers' Guide

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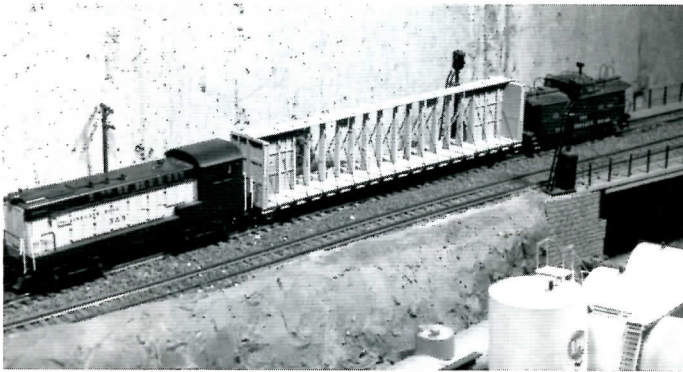
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— A MODERN LUMBER FLAT CAR — THE OLD FASHIONED WAY

By Ernie Horr

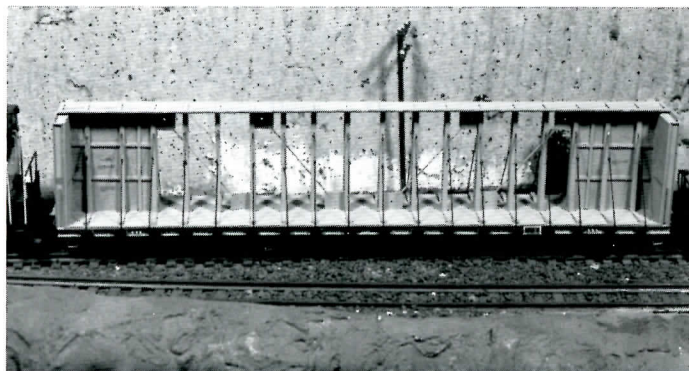


I built a lumber flat car to help transport lumber on the Tinsplate Road (*S Gaugian* July/August 1981). Since then a different, yet similar, flat started showing up along the real BN and UP here in Spokane. Because this past winter was a real "Doozie" with lots of snow, I decided to build one rather than play in the snow. Here's how:

First, obtain the materials needed. Some of you expert modelers might want to substitute brass sheet or styrene, but being a simple soul, I am more familiar with wood, so that's what I used.

Materials Needed:

- 1 sheet 1/32" basswood
- 1 24" length 3/16" U channel
- 1 24" length 3/16" I-beam
- 2 Ace or Northeastern bolsters
- 2 24" length 1/32 x 1/16" stripwood
- 1 24" length 1/32 x 1/32" stripwood
- 1 24" length 1/16 x 1/8" stripwood
- 2 24" length 1/32 x 1/8" stripwood
- 2 24" length 1/32 x 1/4" stripwood
- 20" of 1/16" Plastruct tubing
- 1/16" wood dowel (if unavailable use long swabs)
- 1 24" length 1/32 x 3/32" stripwood
- 1 24" length 1/16 x 3/32" stripwood
- #20 brass or iron wire
- #24 brass wire -- straight
- #28 brass or iron wire -- maleable
- 1 set Grandt Line Westinghouse AB brake set or Stewart AB cast metal set
- 1 sheet styrene (about 1/32" thick)
- Miscellaneous: cardstock, model chain, non fuzzy thread, #10 brass shim stock for end stirrups, brake



levers if Stewart brake parts used, Northeastern grab irons. Begin with the Floor:

The Floor:

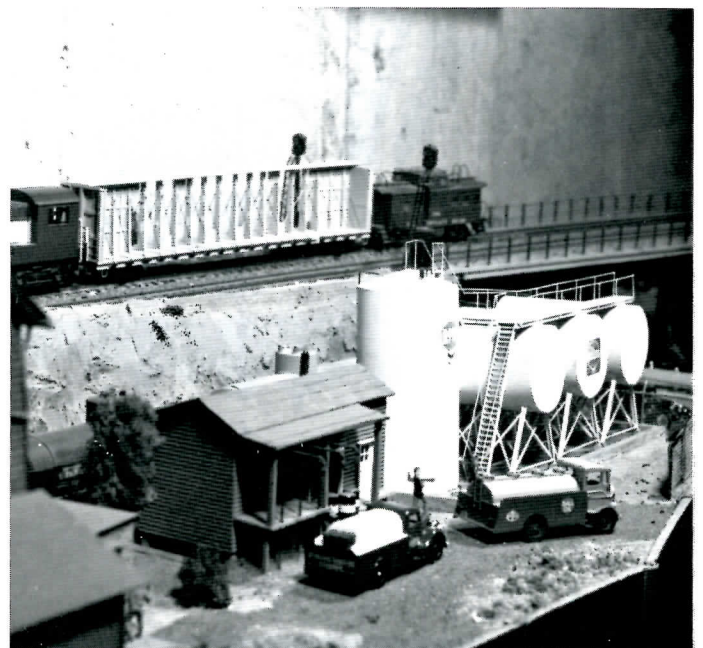
I started by cutting from my 1/32" sheet for a deck 64 scale feet long by 9 feet 4 inches wide. Cut two 3/16" U channels 66 scale feet long. Fasten to the deck with U to the outside. Leave 1 scale foot overhang at each end of deck. Cut two 3/16" U channels to fit between sides with bottom of U channel flush with bottom of deck facing upwards.

Next, cut bolsters to fit between sides. I used Ace of Downs bolsters because the finished car is quite light and the extra weight helps. Cut off shank of metal bolster where coupler pocket fits -- save. If you use Northeastern wooden bolsters, disregard the last step. The next step is optional -- installing the train pipe. Install as per plan, fitting between bolsters which are installed 7 feet from car ends. Make and install train pipe from #20 wire and install between bolsters as per plan. Tack with ACC cement. Cut 2 more pieces of #20 wire and install between bolsters and end of car as per plan -- again tack with ACC. Now cut two pieces of 3/16" U channel to fit lengthwise between bolsters. Install 9 scale inches from centerline, notching at appropriate places to go over train pipe. Install with U facing outward. This forms our center sill. Cut two 1/32" stringers to fit between bolsters. Install one half way between sides and center sill with 1/16" to bottom of deck. Now from 1/16" stripwood cut 22 cross braces, 11 on each side, starting 14 feet from the end, and space evenly -- see plan.

Detailing The Underbody:

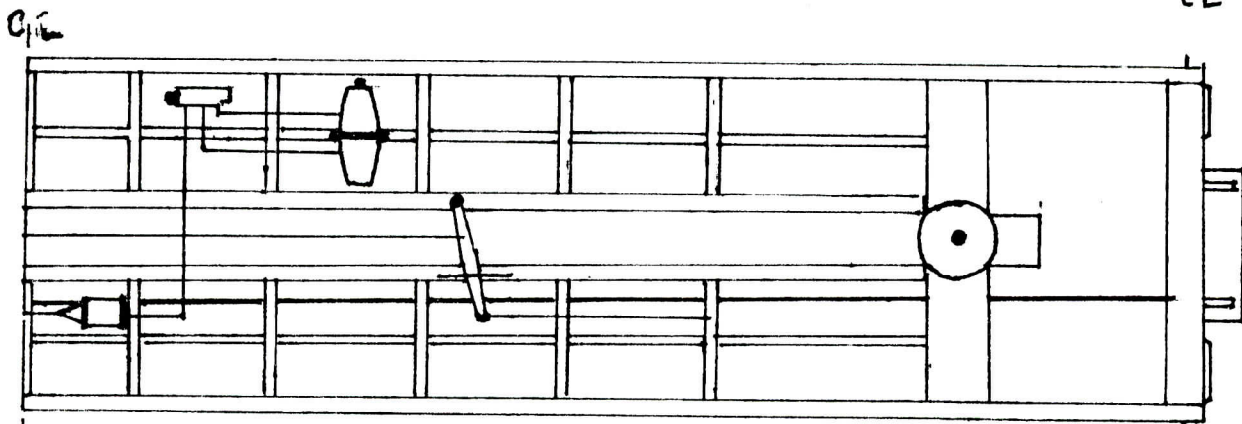
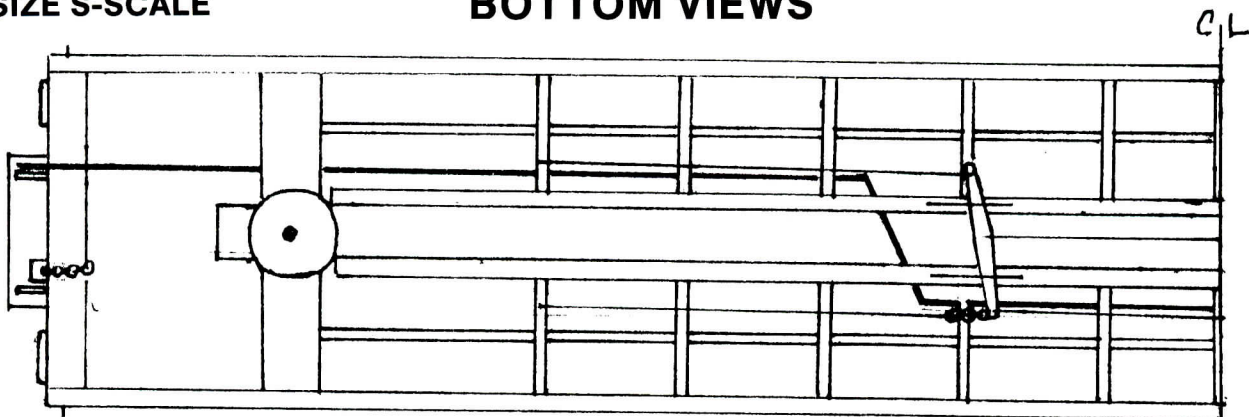
If you are going to detail the underbody, now is an easy time to do it. I used Stewart AB brake parts (obtainable from Scenery Unlimited) over Grandt Line, again because of the desired extra weight. I

Continued on Page 13

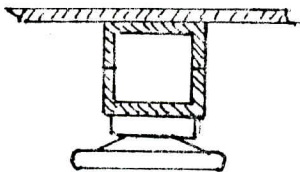
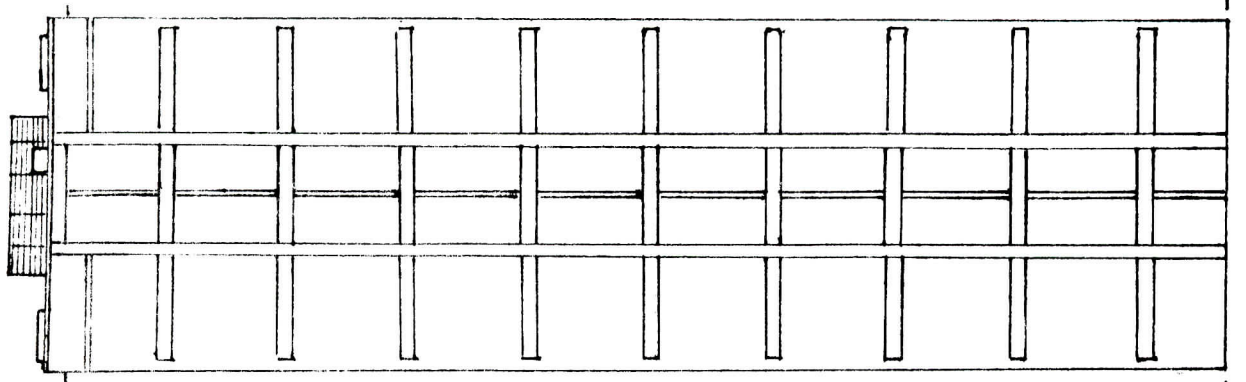


FULL SIZE S-SCALE

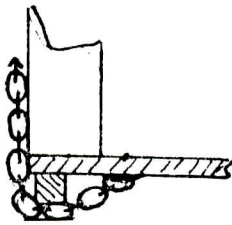
BOTTOM VIEWS



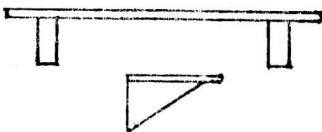
ONE HALF TOP VIEW



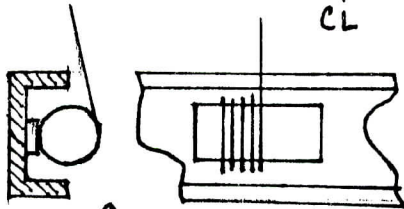
**BRAKE WHEEL
BRACKET**



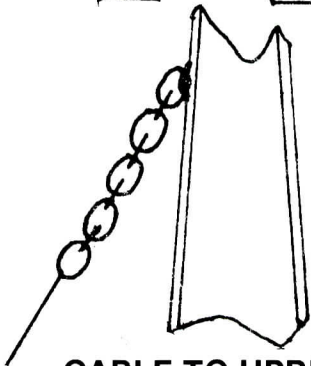
BRAKE LEVER PULLEY



END PLATFORMS



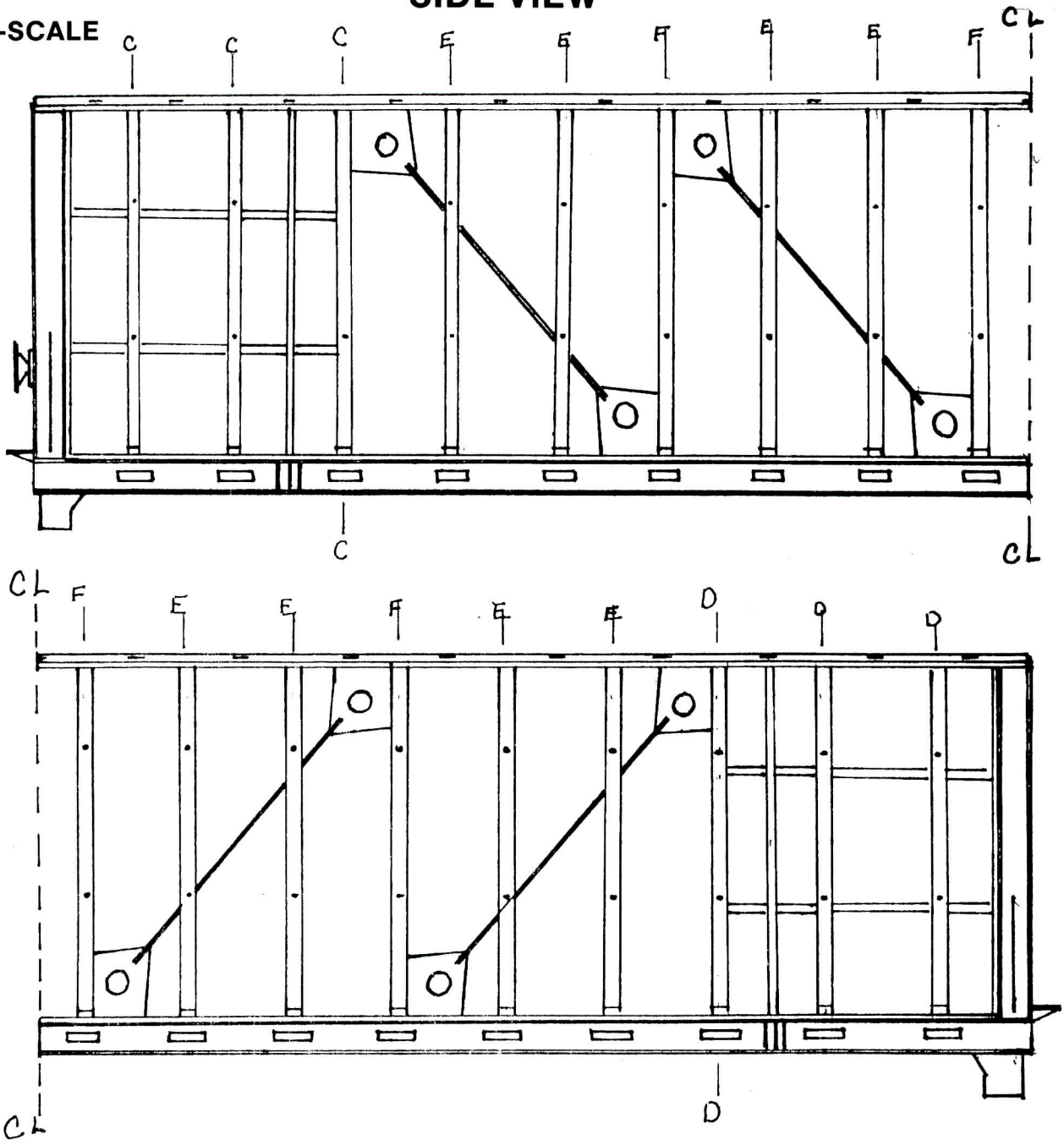
**CABLE
TIGHTENING
RATCHET**



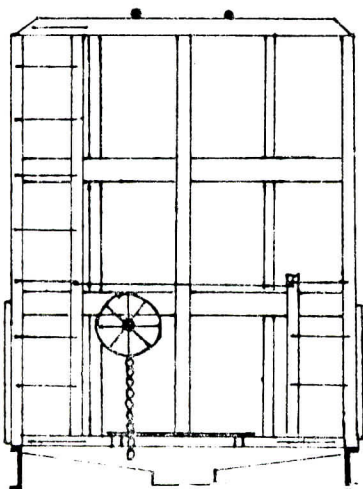
CABLE TO UPRIGHTS

FULL SIZE S-SCALE

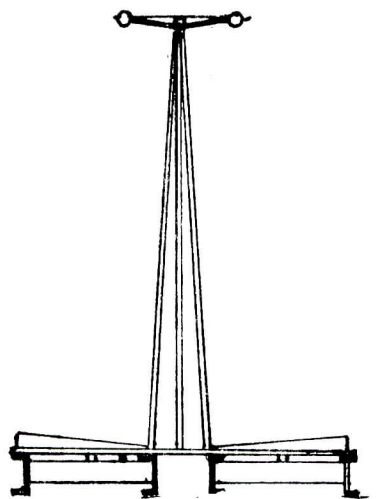
SIDE VIEW



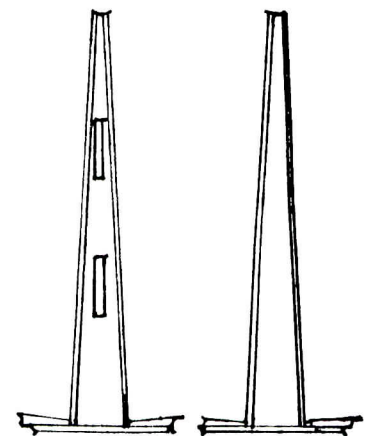
END VIEW BRAKE END



OTHER END SAME - NO BRAKE



SECTION AT 'C & D'



UPRIGHT 'E' - 'F'

made brake lever parts from #10 brass shim stock, drilling to accept #24 wire as I did with the brake components. Fasten these to car as per plan. It does not make for complete brake detail but gives a general idea of what it would look like. I made the hangers from #24 wire.

Car Ends:

Now to the ends. Cut four 3/16" I beams 11 foot, 6 inches long for the corner pieces. Fasten these to end of car with I-beam flanges facing end of car as per plan. Cut two 3/16" U channel pieces 9 feet, 4 inches long. Cut off one side of U. Fasten to top of just installed I-beams with the left on U flange toward end of car. Bevel the corner of this piece as shown in end drawing. Cut two end pieces from our 1/32" sheet, 9 ft. 4 in. wide by 11 ft. 6 in. less one half the thickness of the deck. Fasten to upright I-beams and top U channel, minus 1 flange. Make sure everything is square. Squareness cannot be over-emphasized. Cut two 3/16" I-beams to fit between bottom U channel and top piece. Notch outside of I-beam to fit in bottom U channel. Install in center of each end sheet. Now cut and fasten eight 1/16" x 1/8" to end sheets -- 1/3 and 2/3 from the top and bottom. Now cut and fasten six pieces 1/32 x 1/16" between the just installed end pieces -- halfway between end I-beams at both ends. Check plans.

Interior Bracing:

Now from our 1/32" sheet cut two pieces the same height as the end pieces, 9 feet. Again make doubly sure these are square. Fasten to the end pieces already installed and the deck making sure they are centered width-wise to deck and ends. On these newly installed sheets add three 1/32" square pieces of stripwood with the length being the same as the height of the center sheet. Cut these in half diagonally. They fasten at 2 feet from the end piece, 5 1/2 feet, and at the end. See plan.

Do both sides of both end sheets. Now mark the deck every 3 and 1/2 feet from the center of the center sheet. Cut two 1/32 x 1/4" the same height as the center sheet. Taper the 1/32 x 1/4" pieces lengthwise on both sides from the corner to 1/32", leaving the top 1/16" wide. Fasten these at the 6th mark from the end sheets. Do both ends. Now cut two pieces of 1/32 x 1/4 to the length to fit between the flanges at the ends of the car.

Raise the outside edges of these two pieces to form a shallow V. Fasten together the two end flanges and affix to uprights just installed and to the top of the center sheets. Cut a 1/32 x 1/32 square piece of stripwood and fasten at the joint between the two 1/32 x 1/4" pieces and to outside edge of the 1/32 x 1/4" top pieces cut to the same length and fasten 1/16" diameter Plastruct tubing.



Now comes the part that I think makes this car unique. Cut two more upright braces from the 1/32 x 1/4" stock, tapering from both sides as previously done on the already installed uprights. Install these at 10 and 1/2 feet from the center sheets. Make sure they are verticle. Now from our styrene sheet, cut eight pieces shaped as shown on the plans. Drill a 1/8" hole in the center of each piece. At the elongated corner cut a slot nearly to the center hole, but not quite. These slots are to receive our #20 wire. Install these eight pieces as per the plan, keeping them verticle. Cut and install the #20 wire. You may have to adjust if your height and width aren't square. Use ACC. From 1/32 x 1/8" stripwood cut the remaining uprights. Taper from 1/8" to 1/32" on one side only. Cut two 1/32" deep notches on each upright on the straight side as per plan on upright E. These notches are to clear the truss wires. Fasten one in place at each 3 1/2 foot mark on the deck and fasten the other brace to it. This is the easiest way I could come up with to get the truss rods through the braces. With all of our upright braces in place and fastened we are ready to add flanges to them. These are made from 1/32 x 3/32" stripwood and fastened to the tapered uprights. Fasten so the flange is equal as near as you can. Everything should be square and perpendicular.

Small Details:

ACC 1/16" cardstock strips to fit between the 1/16" tubing. Fasten at each end of car and at each upright position. Hangers to secure loads can be fashioned from a 3/32" bit of #24 wire and ACCed to the Plastruct tubing between each upright. Cut 12 triangular pieces from 1/32 x 1/8" stripwood with the length to fit between the flanges on the U channel sides. Position per diagrams.

End Platforms:

From some Blau-Knox scrap material make two pieces 1 scale foot by 4 scale feet. Make 4 triangular braces from 1/32 x 3/32" stripwood and fasten to just cut end platforms, 4 to each platform. Fasten up in from edge. File a notch in one platform per plan to let brake chain by. You may be able to use some Pacific Rail Shops platform with notch is at the same end of the car tow hich the underfloor brake cyclinder is pointing. Next, make a brake wheel bracket from two pieces of U channel to make a box. Add a Stewart brake wheel to this. ACC chain to housing. Glue assembly to end platform. Attach a short piece of 1/16 x 1/8" wood to bottom of car below notch in platform (brake end). Attach chain to this.

Ladders:

Form from 1/32 x 1/6" stripwood with #24 wire for rungs. See diagrams. Short ladder is 4 and 1/2 feet high. Attach to ends.

Grab Irons and Stirrups:

Back to the verticle braces. Drill two holes in each brace flange (see dots on plan). Now add the grab irons. Form 4 verticle ones for the corners on the long sides from #24 wire. On each end install 3 Northeastern straight grab irons as shown. The four stirrups are made from #10 shrimstock.

Painting:

I sprayed the car Armour yellow and used some HO black Trail Train decal. (Continued on Page 23)

OPERATION, BASIC AND SIMPLE

By Russ Mobley

Well, now that we have a title for this epistle, I guess we can get on with the show. Perhaps a little history is in order so the younger folks can get some idea of what we are talking about. Back when I was a young-un we all got Lionel or American Flyer or even a wind-up train. These were usually acquired at Christmas and were immediately set up to run most unrealistically around the tree.

Subsequently, each year after that, around October or November, we all probably begged and pleaded to add equipment to that first set. Equipment usually accumulated over the years, and our typical first non-tree layout was still a "ring around the roses" loop of some kind.

Yep, in my case I was in "high cotton" with my first layout located above the car in the garage out behind the house. Hottern hadees during the summer and frozen during the winter.

At the ripe old age of 15, I enrolled in the Diversified Corporate Training course in my high school and immediately went into a program with the Southern Railway in Atlanta's Inman Yards. After a couple of years of this, I decided that I wanted to see the world, so I joined the U.S. Air Force in 1949. After basic training, I was assigned to Keesler AFB, Mississippi, just a short 90 miles from New Orleans and the Delta Lines of Frank Ellison. Now there was an operating layout.

Later I was located near San Antonio, Texas where I hung around with a bunch of O and a few HO train nuts including Lorell Joiner with his famous O scale layout. I was also stationed near Dayton, Ohio -- home of another famous modeler, Allen McClelland and his famous V&O HO layout. These were serious operators too.

With my galavanting around the country meeting many famous modelers, I gradually became more interested in model railroad operations which would be more like the real thing than my old circle layouts.

I finally ended up in Georgia after retirement from the Air Force. During most of my Air Force career I always had some sort of layout; it had to be strictly Flyer as a matter of necessity. Upon each transfer, the layout had to be torn down and moved for another set-up in a different location. With each move I tried (mostly in vain) to build a larger layout.

But after my retirement, I finally was able to settle down and build a permanent layout designed for operation. My current layout is 12' x 37' in the shape

of a P. It's based on a John Armstrong design (No. 76) in Kalmbach's "101 Track Plans."

Over the years I developed a card order operation. The version I use now is more or less based on a Greenberg book "Realistic Revenue Operations" by Eugene Villaret. Let me describe my card operating system.

The Track Plan is The Key to Operation.

To start with, a basic decision on train length needs to be made based on your layout design. Each engine has to be assigned a tonnage limit (the number of cars that you think it should pull). Some considerations will be based on the length of your sidings or the degree of your grades.

I use the size of my shortest siding to determine the tonnage of the locals and the gradients to determine tonnage for the through freights.

Car Cards:

Here we go! Get yourself a stack of cards -- preferably some good slick ones like playing cards. You can have some cut at a local print shop. See Figure 1 to see how the cards should be printed up. If you want, Alan Evans has the masters for these cards at his print shop, and he can make some up for you.

Locate Industries on Your Layout:

Now look at your layout design and locate plenty of industries on your sidings to give your way freights something to do. I'll explain my system for reference, and you can adapt it to your own layout.

By looking at the track plan (Fig. 3) of my steam era Atlantic & Pacific you can see that it is an out and back design with the yard serving as both endpoints of a railroad. The mainline of the layout is basically a twice-around loop serving several towns with sidings.

Now, it is important to locate all your industries and places you can spot a freight car. For example, in the yard at Atlantic, I can spot freight cars at the coaling tower, the sand tower, the ice platform and the bulk oil plant. Now, identify each town and industry on your mainline and choose any places in your yard (or yards) where you can spot a freight car as I did on my A&P.

Once this is done you can use the car Use Directory form (fig. 2) to list all your towns and industries. Just use a legal pad, if you don't want to have one printed up.

(Text Continued on Page 22)

	Covered Hopper	Hopper	Box - Auto	Stock	Reefer	Flat/Bulkhead	Gondola	Tank	Passenger	Express Reefer
<u>ATLANTIC</u>										
Atlantic Station										
Atlantic Yard										
Engine Coal										
Engine Sand										
Atlantic Ice										
Atlantic Fuel										
<u>BONEVILLE</u>										
Boneville Station										
O'Well Fuel										
Rusty's Grain										
Coal Company										
<u>MESENA</u>										
Mesena Station										
Saw Mill										
<u>NORWOOD</u>										
Sheppard Coal Mine										
<u>DEARING</u>										
Dearing Station										
Unloading Dock										
Freight Station										
<u>LENVILLE</u>										
Lenville Station										
Coal Company										
<u>PAT'S SWITCH</u>										
Pat's Switch Station										

FIGURE 3

This is the car use directory form which indicates to Russ what kind of car can be spotted at each industry or siding. ~~FIG~~

WEATHERING ERTL CONSTRUCTION EQUIPMENT

By Denis Fortier

Here are some tips on how to weather ERTL construction equipment. The examples shown in the photos are a grader, a tractor and a backhoe.

THE GRADER:

Keep in mind that this piece of equipment is used mainly to work in muddy fields. Mud would naturally collect quite heavily on wheels, tires and the grader blade.

1. Use a 1/8" paintbrush. Soak it in Floquil Mud and wipe the brush slightly on a paper. Apply to the grader tires and wheel rims with a circular motion.
2. As in #1 apply some aluminium or silver paint to the face of the grader. This indicates where the paint has been scaped off by use.
3. When the above surfaces are dry, brush a little rust paint on areas which might obviously have some.
4. Put some grimy black (sort of slop a bit) on the exhaust, motor and hydraulic cylinders. This will simulate oil and grease stains.
5. When the weathering part is complete, spray a dull finish on the vehicle.

ERTL RAIL TRACTOR:

The same weathering methods can be used for the rail-owned tractor. But here, use grimy black instead of mud for the initial weathering treatment on the wheels and tires. For the bucket, the paint could be roughed up some with 100 grit sandpaper and a little



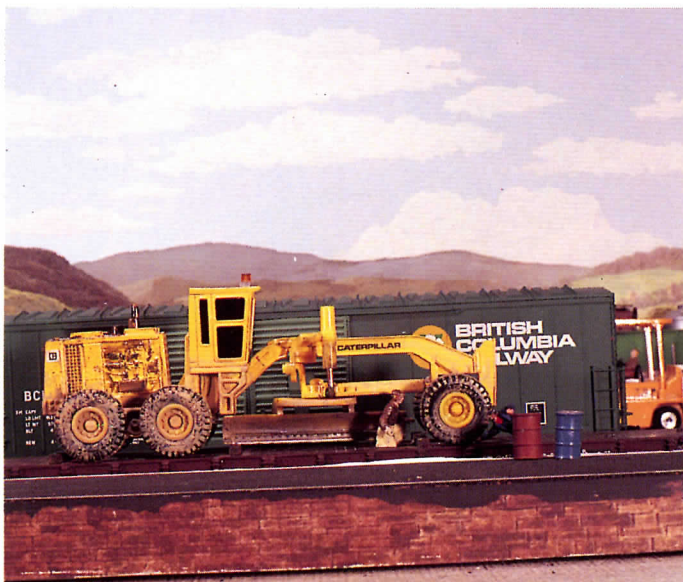
ERTL 1/64 Rail Tractor painted for DF-Rail

rust added to the roughed areas. Before the rust dries, mix a little grimy black with it to get a grungy look.

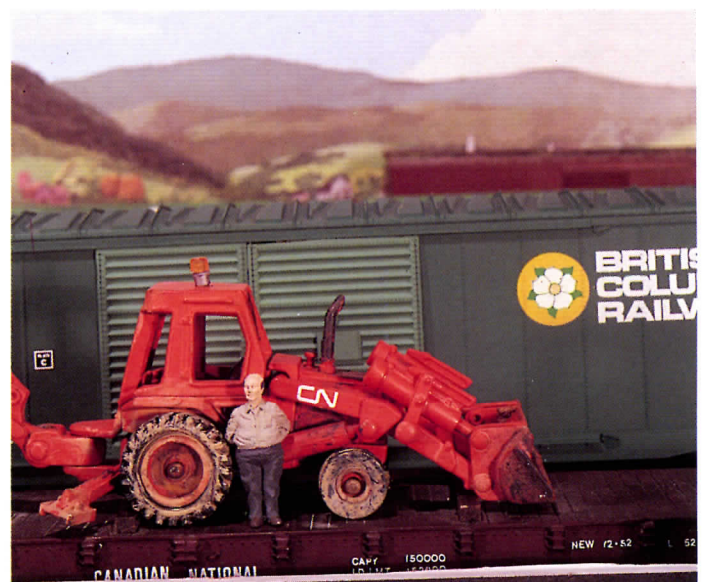
ERTL CN BACKHOE:

Basically use the same weathering methods as the grader. Remember to match the weathering on the wheels with that on the bucket.

I'd like to mention, Guy Gendron, who actually did the painting and provided me with the weathering techniques. 



ERTL 1/64 Road Grader



ERTL 1/64 Backhoe



— AN S-PIKE — THE LAYOUT OF



Photos by Bill Moore



JOHN KOSICK, JR.

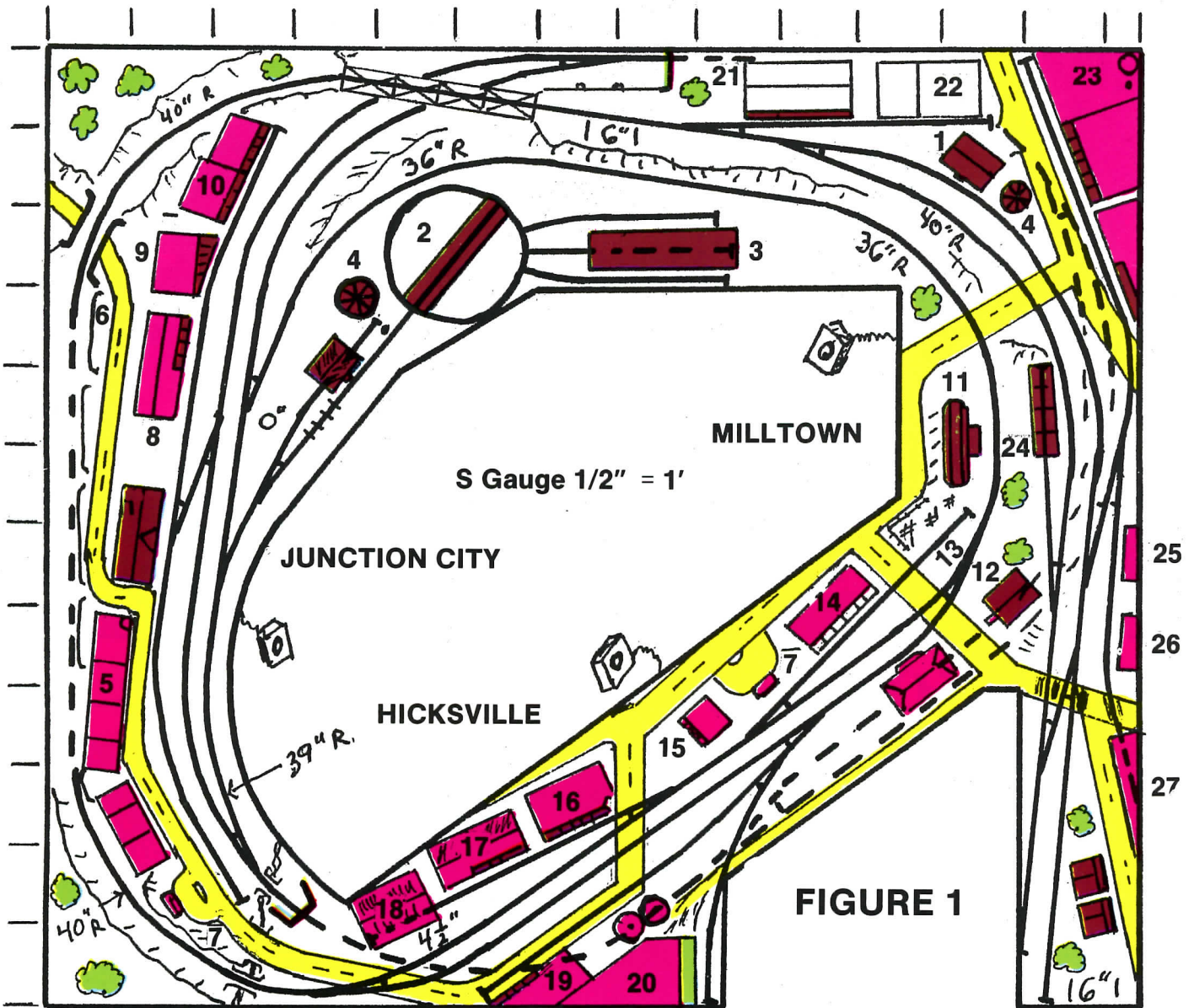


Photos by Bill Moore

AN S-PLAN

MIDWEST CENTRAL

By Jeff Madden



THE MIDWEST CENTRAL:

Moderate curves, lots of industries, lots of local switching, a loop-em mainline, and relatively uncluttered trackage in a 12' by 13 and 1/2' spare room you say? And in S standard gauge? You're nuts!

It is possible. The Midwest Central is an S design for such a layout, but compromises must be accepted in a room this size. Trains are going to be short, a duckunder or lift-up is necessary, there is no room for a large yard, and scenery is limited to mostly industrial structures.

But on the positive side, the goals mentioned in the first paragraph can be met. Looking at the layout design, there are moderate curves (36" to 43"), there are three separate switching towns to provide ample industrial switching, and there is plenty of opportunity to build many well-detailed structures.

OPERATION:

To me, operation is the key to a compact layout in S gauge, or in any gauge. It makes it so much more worthwhile to have a layout where there is a goal of not just lapping a train, but of actually running a railroad and doing what one would do in real life. The Midwest Central attempts to offer much in the way of way freight operations which would keep an engineer or two amply occupied for an evening or so.

Basically, there is a loop going through Junction City which could be imagined to be a portion of a prototype road connecting with a fictional branchline at Junction City, or it could be an integral part of a freelance railroad with the branch included.

The branch portion through Hicksville to Milltown is meant to be the principal operating portion of the layout where 16 different industries are located. The

STRUCTURE KEY

- | | |
|----------------------------------|------------------------------|
| 1. Stations | 15. General Store |
| 2. Turntable | 16. Cannery |
| 3. Engine house | 17. Packing Co. |
| 4. Water tanks | 18. Box Factory |
| 5. Row of stores | 19. Lumber and Fuel Oil |
| 6. Building Flats | 20. Cold Storage |
| 7. Gas Stations | 21. Milltown Freight Station |
| 8. Junction City Freight Station | 22. Feed Mill |
| 9. Creamery | 23. Woolen Mills |
| 10. Grain and Feed Mill | 24. Coal Yard |
| 11. Diner | 25. Slaughterhouse |
| 12. Church | 26. Chair Factory |
| 13. Scrap Yard | 27. Applesauce Processing |
| 14. Hicksville Freight Station | |

branch can be operated separately from the main loop.

A train or two, depending on the makeup on the trackage beneath Hicksville (Fig. 2), could lap on the loop, stopping only to interchange with a local freight at Junction City. The local then would run up to Milltown and back encountering endless switching possibilities along the way. By design, a diesel or steam push-pull operating is necessary on the branch unless another turntable were installed at Milltown.

Most freight traffic coming into Junction City from Milltown and Hicksville would be designated as off-line for a train running on the main loop. Cars would be interchanged with the local at Junction City and the cycle would repeat.

Passenger service on the branch portion would most likely consist of a combine in a mixed train or gas-electric to handle mail and passengers to and from Junction City.

Trains -- keep 'em short and simple. Steam era freight cars (50' or less) will take up less room and give a better appearance on a small layout such as this one. Locos should also be small to medium. GP9s, RS-3s, 2-8-0s come to mind.

One operating bugaboo on the Midwest Central would

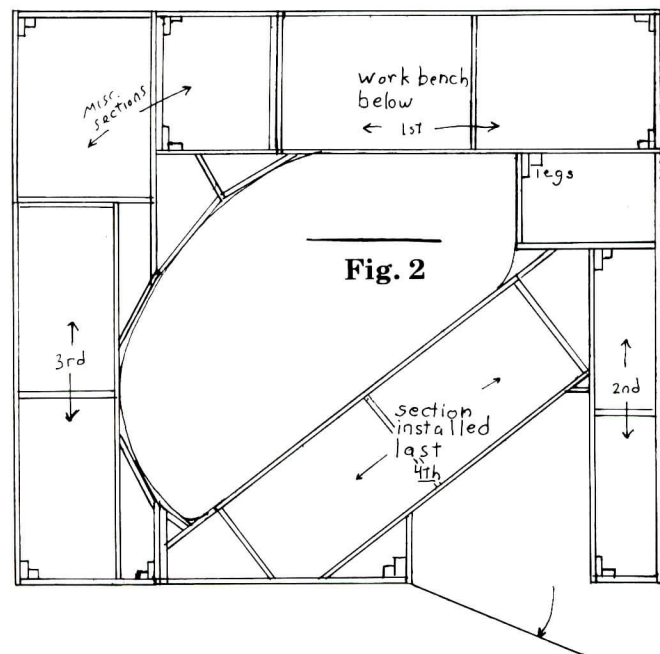
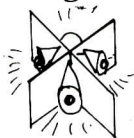


Fig. 3



be the continuing grade through the town of Hicksville which would require some sort of braking device on cars sitting in industries or left on the siding unattached to a locomotive. As to the cars left on a passing siding, a large headed hatpin behind or in front of the cars on the downgrade side could serve as a brake. An effort could be made to shim the sidings so they are level so each car would stay put and wouldn't have to have its own individual "pin".

CONTROL:

It should be very simple. I imagine just two cabs - the main loop run from a throttle at Junction City with some block toggles and one plug-in type run from one of two positions at Hicksville or Milltown.

Two engineers would normally be the optimum due to elbow room needs and the limited number of trains which can be effectively handled. Motorized turnouts would be convenient at the ends of the passing tracks at Junction City; ditto at Hicksville and for the crossover near the end of the Milltown trackage. Of course, the hidden tracks under Hicksville would need to have powered turnouts and some sort of detection lights to indicate stored trains and turnout direction.

Control panels themselves could be built vertically and recessed into the side of the benchwork to eliminate any aisle jutting.

SCENERY:

From inside the operating doughnut hole, the layout is divided into three distinct viewing and operating areas: Junction City, Hicksville and Milltown.

Junction City, with its rows of buildings and flats, is situated so that the structures hide the branch track along the wall. The structures and flats at Junction City should give the appearance of a more substantial town.

From Junction City the branchline sneaks upgrade to Hicksville which angles across the doorway, unfortunately requiring a crawl-under. Backdrops would be awkward to install at Hicksville, so detailed structures and mini-scenes will have to suffice here. Hicksville represents a small rural agricultural town.

CONSTRUCTION:

Semi-modular or at least sectional benchwork construction is the ideal direction to take when building a layout such as this one (Fig. 2). Open frame sections would work best because of the necessity to attach risers to gain elevation for the branch line. Another reason for using benchwork sections, is that they could be built outside of the room and then assembled inside later. In case of a move, the basic layout sections could be taken apart and salvaged without too much damage.

I would recommend a basic benchwork height of about 46 to 48" to allow plenty of shelf, workbench, and crawling space underneath. A small child's desk could serve as the starting point for a workbench - probably best situated beneath the wall opposite the door where the layout is two feet wide.

(Continued on Page 26)

OPERATION, BASIC AND SIMPLE

(Continued from Page 14)

Now It's Time to Play the Game:

Back to the cards. I stack my cards according to type of car (ie: box, stock, reefer, etc.) You will notice in figure 2 that I listed the cars in the left column of the form in the same order as the piles of cards.

Let's take up the first card in the stack. The first column on the card is labeled "out". Since all of the cards start in the yard, then the "out" would be the first stop from the yard. In figure 2 (the form) you will notice that I listed Atlantic Station before I did the yard. This was an error on my part, so do yours in the correct order.

I use abbreviations for each station and/or town, ie: Atlantic is ATL, Boneville is BNV, etc. Then I put a slash after the stop and use a single letter for the industry, ie: station is S, coal is C, etc. When I came to fuel and freight station which both start with an F, I chose O for fuel oil, and I kept the F for the freight station designation.

Take a look at the hopper card in Fig. 1. The first "OUT" will be ENG/S for enginehouse sand tower, and the second stop is BNV/G for Rusty's Grain. In between the sequence of these stops for the car, I route the car back to the yard which is "IN", then "OUT" to a through freight "TF" and then back "IN" to the YRD (yard). Got the picture? Do each stack of cards until you are through with all of them.

FREIGHT OPERATIONS:

Now, let's get down to some operation. To begin the game, You can take a few cards and spot them at different industries on the layout, or you can keep all of them in the main yard. If you choose to place some cars out at some industries first, take the cards out of the deck and spot them with the cars at the various industries. I use plastic 3x5 index card file boxes located beside each town with dividers in them to keep the car cards sorted by industry.

Next, take the deck of cards (fig. 1) and shuffle them together real good. Turn them upside down on the table next to the yard controls. Pick which train you'll run -- way freight or through freight -- pick out a proper road locomotive, and then have your yard switcher pull cards from the yard as you hand the yard engineer each card for your road train. Of course, if you're a lone wolf, you'll have to double as yard operator. Remember to pull only the number of freight car cards appropriate for your layout and type of train. Tack on a caboose, grab your car cards and away you go.

If your train was the way freight (or local), you will be switching at towns all the way around the layout, which generally is the most fun.

As you place each freight car into the appropriate industry, take the car card from your stack and mark a slash through the square for that location and place the card behind the divider (or in a pocket) in the town file box. If you start out fresh, you will only spot setouts on the sidings for the first round. If you want to reuse your cards eventually, it would be best to use a pencil.

If all your freight cars are in the main yard (or yards), I would recommend running a way freight first to spot only some cars at the industries on the layout. The next way freight then would be able to pick up and set out. Through freights, of course, are just that -- they don't stop all the way around the layout until they return to the yard (on my layout). An automatic rule for a way freight can be that if you spot a car at an industry and there is already a car there, you pick it up. For any pickups pull the card from the file box and take it with you.

When any of your freights complete a circuit and return to the yard (unless you have a point-to-point layout), mark a slash in the YRD square on the cards of the cars you picked up. From now on you'll have cars going both "OUT" and "IN." An exception would be a "hot" car such as a reefer which needed ice. This car could be picked up, even if you didn't drop a car in its place, and taken back to the yard. To be realistic, if your track arrangement is an out-and-back like mine, your trains should alternate directions each time.

Another rule is that only so many cars will fit on certain industrial sidings. Some might have room for 2 or 3 cars, others only 1. If you pick up a car, then, of course, you'll have room for one. But, say you have 3 cars to st out for the same industry and have only one space to spot a car? In this case you'll have to take the ones that don't fit back to the yard.

If you can run 2 or more trains at once on your layout with more than one operator, then you'll have to try some dispatching and maybe time clock operation. The only semblence of dispatching I do if I'm running my layout by myself is to route all cars that I return to the yard with the way freight onto a through freight. Get it, WF, TF, WF, TF, etc. And remember, if you want to get fancy, you can run a way freight east (WFE), and then run the same crew (after turning the engine, if it's a steamer) back the other way (WFW).

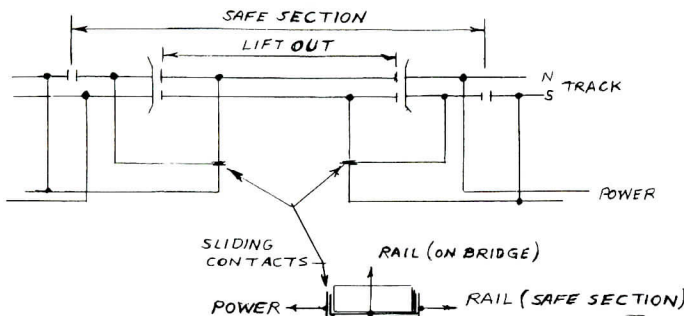
Well, there it is. Don't forget! The CARDS MUST ALWAYS GO ALONG WITH THE CAR! 

PREVENTING AN OOPS!

A number of years ago, while visiting a layout with a lift-out section, I had the sad opportunity to watch an S Scale Locomotive & Supply Berk dive to the floor upon reaching the end of the track where a lift out bridge ought to have been. The owner, forgetting that a train was running around the loop (we had been shooting the breeze while the train was running) because it was in hidden trackage at the moment, had lifted out the bridge to go over to the workbench to get something.

Well, anybody who can build and SSLS engine can probably fix it after it hits the floor, but that's not the point. The fact is that the means of preventing just that type of accident have long been known. John H. Long, Jr., one of our most prolific contributors, has been kind enough to share his version of an automatic lift-out block protection system with us, so here it is.

On one end of the lift-out section two pair of telescoping brass tubes are used to align the removable piece. The two larger diameter tubes are situated in the fixed part and the smaller diameter tubes are affixed to the lift-out section. The larger



MODERN LUMBER FLATCAR

(Continued From Page 13)

They just fit inside the beams. There are no safety decals to say "Load both sides of car to keep from tipping over," so you either hand letter or forget.

Ratchets:

Now comes some tedious fun. Thread the thread through the last link of some model chain. Tie and add a drop of ACC would help to keep this connected. Cut chain 9/16 to 5/8" long. From #28 wire make a small loop and fasten to other length of chain from thread. Crimp this to chain good so it won't come off. Leave the thread about 4 inches long. Make 36 of these hook, chain and thread assemblies. At each bunk position on the deck, fasten a 1/8" piece of 1/32 x 1/16" stripwood. Center this in the U of the sides. Paint our 1/6" wood dowel black. When dry, cut 36 pieces just over 1/8" long. Make 3 or 4 wraps of thread on each of these. Add some glue to hold. Fasten these to the stripwood installed between U flanges. These represent ratchets to tighten loads.

diameter tubes are very slightly deformed to insure solid electrical contact.

On the opposite end, a set of "L" shaped pieces of brass form a "saddle" for the lift-out section to sit down into. The part of the lift-out section that sits in the "saddle" is covered with a brass channel used to complete the electrical circuit from one "L" to the other. It also serves to provide power to the rail of the lift-out section. See John's sketch for the arrangement. Two of these are needed for each track carried by the lift-out section.

In operation, first the end sitting in the "saddles" is tilted up. Then the lift-out section is pulled toward the "saddle end to disengage the telescoping tubes. To replace it, tilt the tube end down to engage the telescoping tubes, push in and then lower the opposite end into the "saddle."

The wiring is also shown in John's sketch and seems pretty straight forward. On the other hand, I've been working with industrial control systems for about twenty years now. For those of you who aren't sure (and don't really care) which end of the wire the electrons pop out of, I'm sure that John will be pleased to answer questions if you write (remember to include an SSAE). John's address is in the NASG directory.

GOT AN IDEA? Perhaps you've created some detail to stick along your right-of-way, set on a loading dock, dress up a building, etc., etc. We're always looking for fresh products. 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 need'e worry about drawings or photographs. We can do the drawings and have photos taken. 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 North Rogers Ave., Endicott, NY 13760.

When all these are installed, drill a hole underneath large to pass our thread through. Leave plenty of slack and fasten hook on chain to the top hole in the upright braces. Pull thread through hole until it is tight and add a drop of glue to the back side of the U channel to hold it. Put a drop of glue on rollers. After all 36 are done, cut off excess thread and drink a cup of coffee, you'll have deserved it. Now touch up the ends of the rollers with black paint.

Trucks and Couplers:

I ACCed the cut off piece of the Ace/Downs bolster to the ends of the car and installed KDs. For the trucks I made two kingpins to fit the Ace/Downs roller bearing trucks. Make kingpins a tight fit so trucks won't fall off when lifted. Flyer fans can slip your AF truck and coupler combination over the kingpin.

Now we have a distinctive (modern) car for those who have the patience to do it the "old fashioned way." 

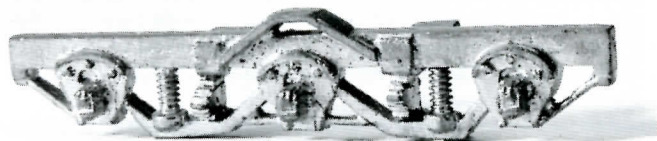
SIX WHEEL PASSENGER TRUCKS

by Kent L. Singer
Photos by Bob Werre

Several years ago, a look at trucks, specifically those available in S scale over the years, started appearing as a series of columns in *3/16 "S"cale Railroad*. Unfortunately, publication of that magazine ceased before the final column appeared. Here, with the permission of all those involved, is that last column.

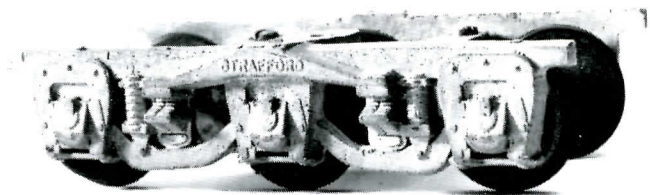
By the late nineteenth century passenger cars were getting heavier. The axle loadings were becoming too much for a four wheel truck. perhaps because they were made of pressed paper, a subject which should provide an interesting investigation all by itself, the wheels themselves may have had too low a weight limit. the inevitable result is that six wheel trucks, wood beams and all, started appearing.

Most likely, they were first applied to Pullman and Wagner sleeping cars, diners, observation cars and privately owned cars. The earlier ones had wooden frames and truss rods. Typically, these cars would have had wooden beam trucks. But as previously discussed in the *3/16 "S"cale Railroading* columns, steel frames characterized by their deep fishbelly centersills made their appearance shortly thereafter. They would have been equipped with fabricated steel trucks.



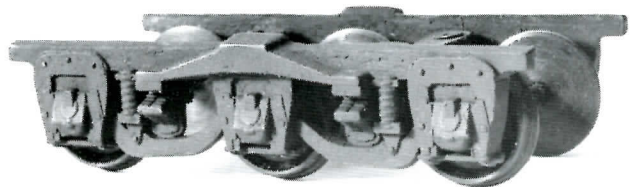
DON'S DEPOT WOOD-BEAM PENNSY SIDEFAME: This interesting sideframe was made in the mid seventies. It would be right under all-wooden cars.

The use of all-steel fabrication again increased car weight. It thus became more and more common to apply six wheel trucks to coaches and baggage cars. Also, there is some argument that the six wheel truck of the day provided better riding qualities. This too would have spread its use under cars that could just as easily have had four wheel trucks. Finally, roller bearing trucks appeared and would have been used on heavyweights built just prior to the widespread adoption of streamliners in the late thirties and forties. To add to the variety still further, not only were there different designs from Pullman and Commonwealth, individual railroads, like the Pennsylvania had their own designs.



STRAFFORD PULLMAN TRUCK: The Strafford line was most likely the predecessor to the more successful Nimco equipment. The raised lettering on the sideframe is the most obvious difference.

The S scale models requiring these trucks, such as diners, some coaches, observation cars and 12-1 pullmans, are from the same manufacturers as mentioned previously in the *3/16 "S"cale Railroading* columns, Super Scale, Cleveland, Miller and Train Stuff. Brass heavyweights with trucks have been imported by SouthWind (and are showing up in the used market). Currently, Scenery Unlimited has wooden and steel car kits in its catalog. Finally, a major upheaval has occurred as S Helper Service shipped its vast quantities of heavyweights and trucks.

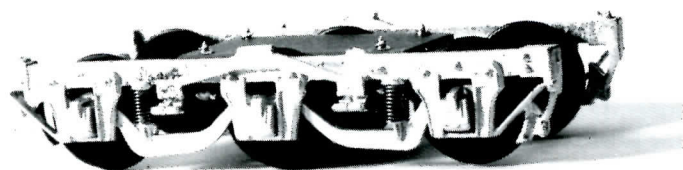


NIMCO PULLMAN TRUCK: This truck was widely available in the fifties and has been used for decades under S scale heavyweights.

Over the years there has been an interesting and varied assortment of S scale trucks and sideframes. First, we'll take a look at friction bearing trucks. The earliest prototype is a sideframe from Don's Depot. Produced during the mid-seventies, it represents a Pennsy wood beam truck of 1895.

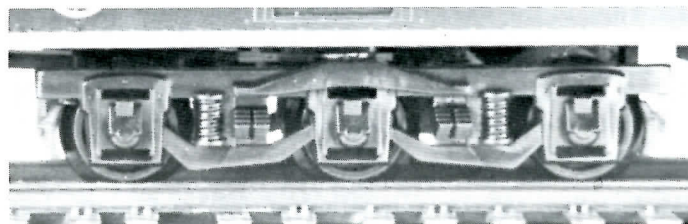
In the late forties and/or early fifties Strafford marketed a Pullman truck. Later, the same design was manufactured by Nimco as its P-11 truck. The near identical look of the sideframe, with the only noticeable difference being the name Strafford in raised lettering on one, leads to believe that Nimco bought the Strafford line.

The 1951 Vavrinek catalog lists a Pennsy type six wheel truck made by Franklin. No picture appeared, and I haven't seen a truck that I've been told was a Franklin, so it is hard to tell just what this looked like. However, since it appeared in a retailer's catalog rather than just a manufacturer's flyer, there is good reason to believe that there are some rolling around



SSLS SPRUNG COMMONWEALTH TRUCK: Also available for decades, these ended up under a large number of heavyweights, especially the Train Stuff cars.

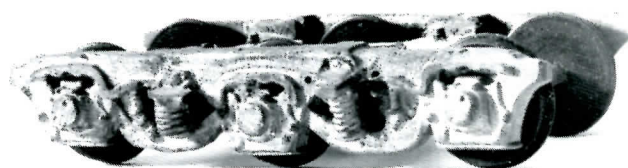
manufacturers. If I failed to mention anybody, it's just that too much time has passed since the gathering of the material and the memories grow dim, thanks for your help and understanding.



S HELPER SERVICE: Produced to go under their heavyweight cars, the S Helper Service trucks look pretty good.

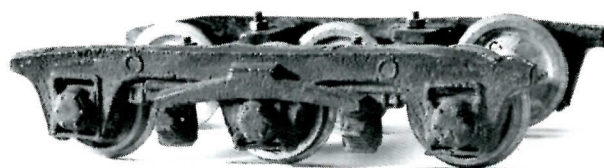
a layout somewhere. We'd like to hear from anybody having a pair.

S Scale Locomotive and Supply had a sprung Commonwealth truck (400.1, .2 or .3) available for over twenty years, right through to the nineties. When SouthWind imported passenger cars several years ago, extra sprung trucks were also brought in. Despite a premium price, these disappeared quickly. Scenery Unlimited (#313 non-sprung), currently produced, is a Pullman prototype, similar to the Nimco truck. Currently, S Helper Service has a nice, non-sprung truck.



TRAIN STUFF ROLLER BEARING TRUCK: Limited perhaps by prototypical applications, the production quantity of this truck was rather low.

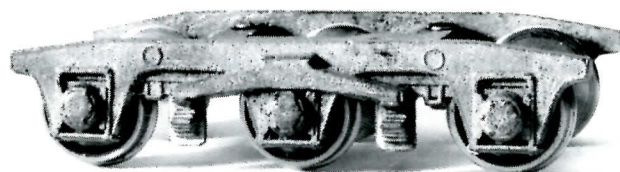
There are also some roller bearing designs. Train Stuff produced one in the late seventies or early eighties. Although uncataloged, these showed up recently from several sources across the country so there must have been some quantity made. Don's Depot marketed a Pennsy design in the mid-seventies, but the most widely distributed was Nimco's P-15 Pennsy truck.



DON'S DEPOT PENNSY ROLLER BEARING TRUCK: Also made in low quantities, this truck was available in the mid seventies.



SOUTHWIND SPRUNG TRUCK: Despite the high price, the small quantity of these imported trucks disappeared fast.



NIMCO PENNSY ROLLER BEARING TRUCK: Part of the Nimco line of castings, this truck was available through the fifties and sixties.

With the publication of this article, an overview of S scale freight and passenger trucks, continued from the columns in 3/16 *"S"cale Railroading*, has been completed. There are still others such as tender trucks, diesel trucks and interurban trucks that haven't been touched on, but this leaves an area for others to look into. Thanks are in order to a large number of people across the country, like Ed Loizeaux, Jim Kindraka, Dick Karnes, Jack Troxell, Don Thompson and others, who assisted by loaning trucks for the photos. Thanks also to people like C.J. Brummond who wrote to tell me about some of the lesser known trucks

THE MIDWEST CENTRAL Con't.

If the room in which a layout such as this is located were on the main floor of a home, construction and the backdrop would depend on the type of walls. I would, however, definitely have backdrop sections attached to the back of the benchwork sections rather than to the walls themselves. Backdrop height should be no more than 2 or 3 feet above the benchwork. The benchwork then would be freestanding except for a few anchor screws into some wall studs to stabilize things.

For lighting, maybe a small gaggle of 3 or 4 spotlights

could be used in the place of the regular center overhead light (Fig. 3).

A duck-under doesn't bother me in a layout this size, because the number of spectators and operators isn't intended to be great anyway. This is an ideal layout for lone wolf operation or for just one or two friends.

The Midwest Central is a layout which is possible in S gauge and packs a lot of variety into a very moderate space. If you like structures and way freight operation, then this plan might give you some ideas for your own situation. 

LAST RUN

A FINAL TRIBUTE TO LEONARD GIOVANNOLI

Our S gauge community, and the NASG in particular, is saddened to learn of the death of Leonard Giovannoli on February 26 in Kentucky. Len had been in failing health for some time and observed his 92nd birthday in November. The following information was compiled from conversations and observations by his friends and acquaintances.

I remember meeting him at the 1984 NASG convention in Buffalo when he sat behind me in a clinic. After the clinic this slight, gray-haired man introduced himself and wanted to know about my interests and what I thought of the convention. Later I was amazed as he moved about easily with only one leg and the aid of crutches as he chatted with fellow S gaugers. From talking to others since that time, I learned more about Len and his model railroad, the "Plateau Railway."

The November-December 1975 issue of the *S Gauge Herald* contains a story, pictures and a track plan of Len's S gauge railroad. On page 29 of the article is this description: "The Plateau Railway is a coal mine road, using code 126 rail for 400 feet with about 50 feet to go. S & P (REX) locos and converted AF hoppers are seen on the branch line. Len's chief interest is working over cars and building cars and railroad structures.

"Len has led an interesting life. He's been a biology teacher, collected animal life in the Mammoth Cave area, tagged sea turtles in Costa Rica, worked as a propeller mechanic and a toy train repairman, which led him into model railroading in the 1950s."

Russ Mobley, third president of NASG in the 60s, fondly recalls "Uncle Len," a name he used out of respect since they weren't related. "He and I met in 1958 and visited each others layout way back when I was stationed in Dayton and he lived in Kentucky. Len was a learned man, but he never bragged about it. I believe he retired as a professor from Florida State University in Gainesville. His

father was a U.S. Senator's aide in Washington D.C. and publisher of a Lexington, Kentucky, newspaper. A brother serving as a test pilot was killed in a crash at Wright Patterson AFB prior to WWII.

"Len enjoyed attending the NASG Conventions and talking Trains," recalls Bill Krause from Connecticut. "If you look back in some of the old *Heralds*, which sometimes printed pictures of the convention attendees, Len was usually there. He loved to ride trains. He was one of the originators of the S Gauge Circuit Letters and participated in them up until his death."

In 1975 Len Giovannoli was honored by fellow S gaugers with the Bernie Thomas Memorial Award.

Thanks, Len, for all your contributions to S gauge and NASG in particular. You'll be missed, but not forgotten. 

-- Alan Evans

Note: It is hoped that the *Dispatch* will bring readers a reprint of the above mentioned article in an upcoming issue. -- Jeff.

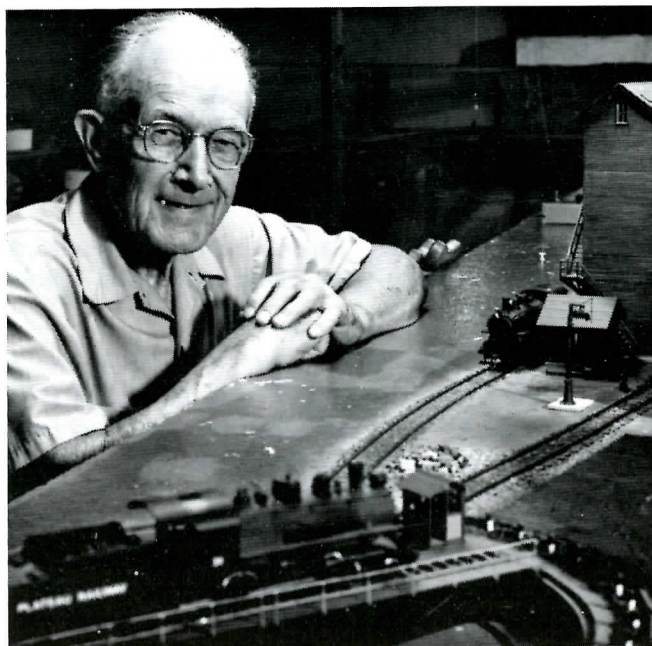


Photo by Bob Werre

LIONEL 1994 PREVIEW

Once again Lionel introduced their 1994 line at a dealer preview in January at Chesterfield, Michigan. However, this year they also chose to participate in the New York Toy Fair in February.

The American Flyer tradition continues. Their press release follows. The 1994 American Flyer line is designed to expand an existing fleet; American Flyer was first introduced in 1907, by the American Flyer Manufacturing Company. In 1925, the American Flyer Manufacturing Company found a new fame: Wide Gauge. Although the leader in American Flyer sales in its early years, wide gauge quickly died by the early 1930's. The company fell on hard times and was forced to sell.

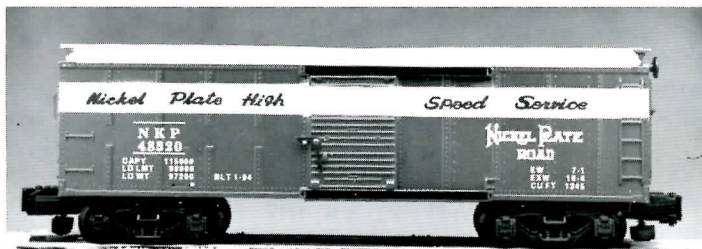
The A.C. Gilbert Company, already a well-recognized name in the toy business because of Erector and magic sets, purchased the American Flyer name in 1938. Soon the American Flyer train took on a new look: small and compact, 3/16" scale and operational on O gauge track. In 1946, Gilbert designed and introduced S gauge track, which was the correct gauge for the new 3/16" scale of toy trains. The S gauge track was also unique in its more realistic two-rail design.

In 1967, Lionel Trains bought its largest competitor -- American Flyer Trains from the A.C. Gilbert Company. In 1969, Lionel itself ceased toy train manufacturing. The same year, General Mills was licensed by the Lionel Corporation to produce Lionel and American Flyer trains. Initially, only Lionel trains were produced; then in 1979, American Flyer joined the production line.

In 1986, Richard Kughn, a Detroit-area real estate developer and an avid model train enthusiast, bought both the Lionel and American Flyer trademarks and created his own company called Lionel Trains, Inc. Today the company produces Lionel and American Flyer trains with a level of quality that would certainly satisfy the founders of the toy train heritage.

Each piece of rolling stock in this year's line includes die-cast metal trucks and metal operating knuckle couplers. The **Nickel Plate Road Refrigerator Car** and the **Railway Express Agency Refrigerator Car** will make any American Flyer consist look "cool" with their detailed markings and metal chassis (each sold separately). Sliding doors, door guides, latches and metal chassis enhance the realism of the **Nickel Plate Road Boxcar**. It is very easy to load up your freight with the removable cover on the **Nickel Plate Road Covered Hopper**. The **Missouri Pacific "Eagle Mountain" Diner** and the **Northern Pacific Diner** accent any American Flyer passenger train with their interior illumination and passenger silhouettes in windows and their metal chassis (each sold separately).

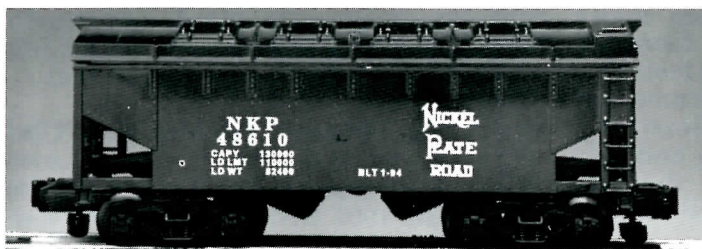
*The success of Lionel Trains has undoubtedly caused production line space to be at a premium. Lionel announced that they would not produce the **Rio Grande Alco** for 1994. -- Editor*



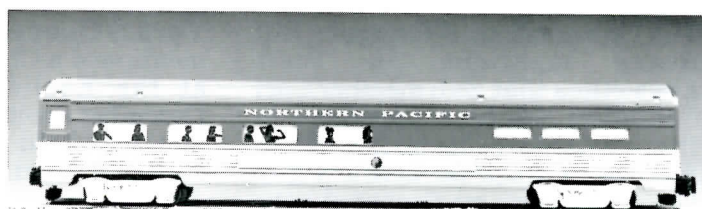
Nickel Plate Boxcar



Railway Express Reefer



Nickel Plate Hopper



Northern Pacific Diner



American Flyer Tractor & Trailer

THE CLUB SANDWICH

"Where We Make Tasty Sandwiches Of Your Club News"

By Al Schoenberg

The Southeastern Michigan S Gaugers had a mixed medley contest, which, I believe is a good solution to the scaler-hi-rail friction in contests which sometimes arises. The "mixed medley" is a contest which disregards whether the entries are scale, tinplate or hi-rail. For example, the categories include Best in Show, Best Structure, Best Rolling Stock, Most Kitbashed, Most Unique, and so on. This could still cause some fur to fly, but overall seems like a brilliant idea. A more detailed listing of categories is listed elsewhere in this issue.

The SMSG meetings are often themed to the host's favorite railroad or a favorite experience. Here are some examples: Dave Wherwein grew up near the GTW's Nolan yard and recalled a ride on an 0-6-0. Dennis Larson discussed memories of some Colorado rail experiences he had. Don Gates explained how the NYC used to scoop water on the fly in steam days near Elyria, Ohio, where he grew up. Don noted to members that this operation was what gave rise to the term "Jerkwater Town." If I were a host at the SMSG, I might tell of some early experiences of mine in the late 40s when I rode in a Brill gas-electric and an 0-6-0 switcher in the New Jersey area.

The Connecticut S Gaugers Bill Kraus mentions in their newsletters that club member Carl Contadini has been appointed to the NASG Manufacturer's Advisory Group. So here's a guy you can impose on to spread your desires to the manufacturers.

As an example, CSG member Stan Stokrocki made and displayed a novel #6 turnout which has a moving frog point and regular moving points. Maybe he could talk to Carl and have his idea mentioned to a builder. Getting on his soap box, Bill raised the question in the CSG newsletter as to why many S gaugers seem to be discouraged when it comes to building a module?

Paul Raham sent a newsletter from the **Southern Ontario S Gaugers**. I'll let Paul explain things about these Canadians north of the border in his own words.

"Usually missed in club listings is the **Southern Ontario S Gaugers**. Not surprising, because this information group is not inclined to PR work... We represent a fairly large geographic area and have been in existence since the early 60s... We even managed to put together an NASG convention in Toronto way back in 1967. Currently we get together once or twice a year.

"I launched a quarterly newsletter in September, 1991. It is unusual because there is no permanent editor or publisher. These chores are passed on each time to another subscriber. This makes the newsletter a little different each time and gets a lot more people involved. Anybody interested can send me \$5.00 for four issues to help offset costs." (Paul is listed in the directory).

Paul also mentions an upcoming joint meet between the SOSG and the Central New York S Gaugers in June -- see S calendar this issue.

It's good to see such interfacing of clubs as mentioned above. And speaking of the **Central New York S Gaugers**, their newsletter mentioned a Christmas party held at the Euclid Hotel for their December meeting and a January meeting held in the old O&W station in Central Square.

Election results for the **Badgerland S Gaugers** in the Milwaukee, Wisconsin, area are as follows: Prez -- Roy Meisner, Veep - Art Pratt, secretary -- Ron Schlicht and treasurer -- Jeff Young. Congrats. Dick Kloes mentioned that the nearby Kenosha (Wis.) Outlet Mall is having an NMRA show this spring. If the Badgerlanders set up here, 16,000 people could be exposed to S.

The **State-Line S Gaugers** newsletter listed the club's new officers. They are Dave Pippett, Prez; Dave Tanner, VP; John Gianos, secretary; Donna Busjahn, treasurer. New directors are Earl Beegle, Dave Oberholtzer and Vera Geets. Gee, there are 3 Daves here; do I detect a trend? And it's good to see some women getting involved.

I heard from the **Suncoast American Flyer Enthusiasts** from the great state of Florida, a club which has about 22 active members. Welcome guys. Their newsletter covered a lot about Florida's railroads.

Slipping back to the "snow belt" (especially this year), Moe Berk of the **American Flyer Club of St. Louis** writes that the State-Line S Gaugers were a great host for the Fall S Fest held in South Beloit, Illinois, last fall. He particularly praised Dave Tanner and other committee members who took time from their busy schedules to meet with the St. Louis delegation to pass along helpful comments about hosting an S Fest. This will, hopefully, be of use when the St. Louis guys host their own S Fest.

On a negative note, the AFCSt.L reports that 4 locomotives are missing from the Finest Barr display layout recently taken down following the Christmas season. The missing locos are: An AM SP Black Widow FP7, two AM Models MOPAC FP7 units in passenger colors, and a Gilbert handcar with a Pittman D.C. motor. All units had magnets glued underneath. Call Moe if you come across any information on this equipment.

The **Pines and Prairies Club** from the Twin Cities area continues to plan toward hosting the 1997 NASG convention. Marc Gould, their newsletter editor, comments on their philosophy: "So what do we have in common? An interest in the future of S gauge in any and all of its many forms. An interest in meeting fellow modelers and collectors and sharing their interest in our hobby. An interest in learning new aspects of S modeling. And finally, an interest in having a good time, good fellowship and (especially) good S fellowship." Well said, Marc.

The **Lehigh Valley S Gaugers** are getting ready for the Allentown Spring Thaw meet at a nearby fairgrounds -- over by the time you read this. We all need a thaw after this winter -- theirs might have been a bit premature. Their recent newsletter had an article about Frank Titman. Never heard of him??

The **Altoona Area Train Collectors Club** sent me a letter via Gegg Miller describing their club. he says, the AATCC was founded in the early 1990s by a small group of train collectors. The membership has grown to over 90, yes 90, members who include train collectors, modelers, railfans, and historians. About 25 are regularly active. Meetings are held the second Sunday of each month except when train meets are sponsored in November, December and May.

On the second Sunday in July and August the group takes a bus (groan) to a train meet somewhere else. This group is the sponsoring organization for the 1995 NASG convention. Gregg mentions that his club is selling the special run H-39 Pennsy hoppers. This car was mentioned in February's New Products Column.

The **Bristoliners** have their usual jam packed newsletter which covered all kinds of model ideas, train meets, shows and so on. Editor Doug Peck has always been friendly and helpful to me whenever I called him. It's good to know that he is an ambassador for

S without even knowing it. Doug reports some confusion about another S club whom they had assisted with some modules. The club thought they were the Connecticut S Gaugers. Doug wants to mention that the Britoliners are actually based in Massachusetts.

The **Central Ohio S Gaugers** met recently at Alan Evans house (who's he) for planning sessions for the upcoming Spring S Spree in the Columbus, Ohio, area. See S Calendar. Their newsletter mentioned that their club modular layout took first place for layouts at a recent Greenberg Show. This added \$120 to the club's coffers. For their March meeting, the club toured the S layouts of Bob Yahnke and Jack Sudimak in the Medina, Ohio, area.

From the **Kansas City S Gaugers** I received their newsletter "The Switchstand," where it was commented that they share similar spread out problems with the Ontario group mentioned earlier. To help overcome this problem, Fred Schlegel of Milford, Nebraska, put together a mailing list of people in the area who "might" be interested in their newsletter. The club took member Jerry Valasek's recommendation to use code 148 BK turnouts on their new modules.

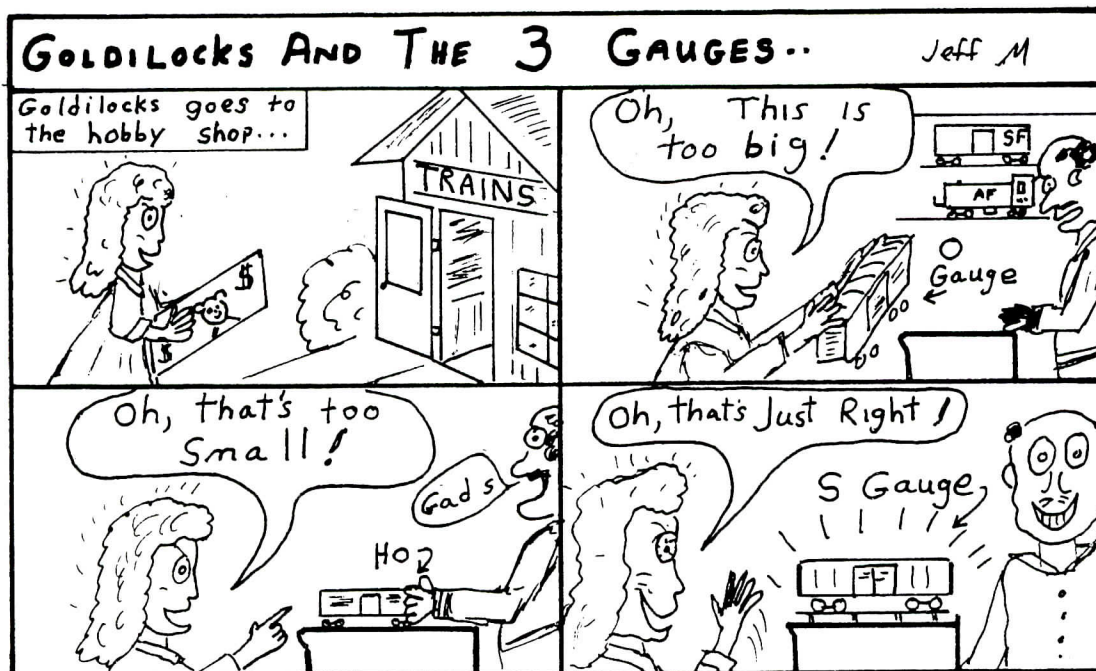
Richard Wholf notes that the KC S Gaugers meet on a round robin basis for operating sessions, bull sessions, work sessions, and so on.

The **Baltimore Area American Flyer Club** operated their club layout at the first TTOS meet in the northern Virginia area. They said the turnout wasn't that great, but sometimes it takes time to build up a following.

Finally, our club, the **South Jersey S Scalpers**, often gets confused with the **Central Jersey S Scalpers**. I realized that New Jersey is a small geographical state, but note that there are really TWO S clubs in Jersey. Here is how to tell us apart. The Central Jersey S Scalpers have Vic Roseman, Don Thompson, and Howie as members. Howie will always have the group in stitches. The South Jersey S Scalpers meet in and around the Delaware Bay.

Anyway, the South Jersey group is discussing another car project, and we recently collaborated with the *Camden Courier Post* newspaper for a feature article on our club which featured Ed Claypoole holding a Flyer Hudson. It was nice to see some model railroad publicity that featured S gauge. Project X (an American Flyer crane adapted to work remotely) which was developed by chick Viggiano and Bill Moore was also featured in the article.

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. 



----- RAIL MAIL -----

From the UK: This letter was printed in the Southern Ontario S Gauger's newsletter and sent to Al Schoenberg, but I thought this might make a good piece for this column -- Jeff. Kelvin White of the UK writes: "Greetings from the far side of the Atlantic Ocean. I am Kelvin White, one of a rare breed of S scalers in the UK. The UK based **S Scale Model Railway Society** has approximately 70 members. The majority model / scratchbuild pre group British lines. For some reason, the Great Eastern Railway is the most popular subject. Within this group one solitary member is modeling standard gauge American railways -- and that's me.

"I am currently modeling U.S. railroads -- the C&NW / SOO joint line between Marshfield and Wisconsin Rapids, Wisconsin (now Wisconsin Central), with pulpwood, chemicals, coal and finished products from the huge Consolidated Paper Mills in 'Rapids being the main traffic on the line. My modelling period is 1968-1975 (pre-WC). I enclose a diagram of my exhibition layout, Whiteoak, which is the junction for a shortline serving a paper mill -- a heavy blend of fact and fiction.

"The only trouble with the layout is that it is far too big to put up at home as the only free space I have available to me is 4000mm x 2000mm in the loft (attic). Plans are afoot for a small switching layout some 4000 x 500mm. The subject of this layout will be a pocket sized car float terminal. Now comes the dilemma. I know quite a lot about the Erie/NYC operations in the New York area, but there is a bit of me that wants to model Canadian. The only problem is that I know virtually nothing about Canadian car float operations. There are three wonderfully evocative photographs in *Signatures in Steel* showing the operations on Slocan Lake, BC, and in a *Model Railroader* article in May of 1968 about the CN carfloat operation on Lake Okanagan, BC. I would love to know more about these operations.

"...here's a plea! If you know of published photographs, articles, drawings of Canadian carfloat operations, please let me know. I'll refund any costs involved. I have a preference towards the CN -- my modeling period would be the late 60s and early 70s."

Kelvin White
54 Sunningwell Rd.
Oxford. OX1 4SX England

NMRA Private Road SIG: I received a newsletter from the Private Road Name Modelers SIG called the Interchange. This offshoot of the NMRA may be of interest to some S modelers because many of them freelance. The content usually covers private road name model railroad themes, layouts and equipment.

Also of potential interest is a list of custom printers and custom decal makers. Membership is \$15 a year. For info or membership write to editor Fred Voelcker, Jr., 4 Deepwater Court, Apartment F, Cockeysville, MD 21030. -- Jeff

Let the *Dispatch* know about other articles in other rail magazines which have S articles in them or even a prototype feature which could be related to an existing S kit. Ted Larson suggests this idea to keep NASG members who don't get all the rail magazines out there (and who does) which articles they might want to seek out at the library, from friends or at the hobby shop. He hopes that the *Dispatch* could bring these to members' attention frequently.

--- S CALENDAR ---

April 29 - May 1, 1994: Spring S Spree, Quality Inn North, I-71 and Rt. 1671, Columbus, Ohio. For more information contact: Central Ohio S Gaugers, c/o Art Lofton, Jr., 6825 Cedar Brook Glen, New Albany, OH 43054. (614) 855-8798.

June 4, 1994: On a Saturday; the 5th annual joint meeting of the Southern Ontario S Gaugers and the Central New York S Gaugers at the offices of the Moira Ry in Marlbank, Ontario, Canada. Paul Raham, RR#2, Marlbank, Ontario, Canada K0K 2L0 -- (613) 478-5618.

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 who want to combine two conventions.

November 4-5, 1994: Fall S Fest, Holiday Plaza, Matteson, IL. For information write or call Andrew Jugle, 327 Highland Ave., Elmhurst, IL 60126. (708) 833-5394.

--- EXTRA BOARD ---

One Way to Hold a Contest: As mentioned in *The Club Sandwich*, the Southeastern Michigan S Gaugers have a mixed medley contest which combines all kinds of categories under some special categories and with a unique way of judging. Here is an overview of their contest. For details contact one of their members.

Here are a few prize categories: Conformity to Prototype -- awarded to the entry most closely conforming to a particular prototype. Most Diversity

of Materials -- awarded to the entry made with a component(s) least associated with model railroading. There are many others which are more typical like Best Structure, Best Locomotive, Best in Show, and so on.

Besides some unique categories, the rules and judging have some creative twists. The contest is open to all facets of S. NMRA rules apply, but judges can't be club members. The next contest to be held in June, 1994, has a restriction that models entered must not have been started before September 1, 1993. No oldies that sat around for a couple of years. There are cash prizes including one receiving the most popular votes submitted by members on contest day.

--Jeff

Help! Need decals. Bruce B. Bogart is putting in a plea for 2 sets of Walther's S scale Railbox boxcar decals produced back in the mid 70s. Bruce is trying to get a scratchbuilt car ready for the NASG convention. If anybody can help, contact him ASAP at 279 W. Waterloo St., Canal Winchester, OH 43110.

AF Service Committee Report: "In our last report, I announced the procedure for liquidation of remaining inventory of the NASG AF cars. The response was great. All three cars were over-requested, so a lottery method was utilized on last December 13. All cars were mailed out the following week, along with the return of extra checks.

The NKP tractor-trailers were NOT sold out, however, and any member who would still like one or two may still order them from me -- \$25 each, postpaid, first-come, first-served. Limit of two."

The order form for the 1994 Commemorative Cars, a script lettering New Haven box and a red NP box with big letters, was published in the February *Dispatch* in case you missed it.

"As usual, cars will be limited to NASG members only, at \$39 each, postpaid. Orders must be received by May 30th, 1994. The only thing I can tell you about 1995 cars, is that they won't be boxcars. Look for something different next year." -- Doug Peck

For quick response of any inquiries include an SASE or self-addressed postcard to Doug or call weeknights (except Wednesdays) 7-10 pm EST (508) 465-8798.

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- 8-WHICH SET OF LOCOS IN TANDEM RUN BEST ON YOUR PIKE?
- 9-WHICH OF THESE STYLES OF PIECES HAVE NEVER APPEARED ON THE COVER OF AN S GAUGE PUBLICATION?

APRIL FOOLS - AL SCHOENBERG AND BILL MOORE

THE MODULE CORNER:

Edited by Ted Larson

Many of you will recognize my name as distributor of the NASG module standards. In this position, I have been asked many questions not covered by the standards. And, in the course of building my own first module, I came up with many questions also.

To reduce the chore of "reinventing the wheel" for other module (and layout) construction newcomers, I would like to use this column to publish some construction techniques and ideas from those of you who "have been there." The idea for this column is to present methods that are tried and true and to discuss trade-offs such as the merits of cork vs. Homasote roadbed. Following are some suggestion of ideas you could send to me for use in this column:

- Corner module designs and minimum radii.
- Engine service facilities to fit a module.
- Ideas for the use of various switches --AF, Hi-rail or combinations thereof.
- How to attach power leads to track.
- Industrial and town track plans for modules.
- Module plans incorporating the Timesaver switching track plan -- or similar ideas.
- Module benchwork ideas.
- Ideas for legs.
- Power supply mounting surface.

This is just a sample of some of the things you could contribute to this column. If you can't supply finished drawings, send a sketch and we'll redraw it.

I'm also soliciting "expert" volunteers who can assist me with answers from readers which get too technical. You can let me know also what you think of the idea for this column.

In this first column I'd like to pass along some hints regarding ballast. Hobby shop cost is usually about \$4.00 a pound. Other sources can be cheaper. Ken Zieska uses foundry grit. If you don't have a foundry supply hosue nearby, maybe you have a "wild bird feed" store?? Two stores in my area sell bird grit for 50 cents a pound. It appears just to be crushed granite. I strain this "bird grit" twice. The first time I strain it through window screen or a kitchen strainer to catch the coarse stuff. Then I use a cheesecloth to remove the real fine stuff. The result is that about 50% is useable S ballast. Even so, it's still only a buck a pound. I also wash it to remove the bird scent. The leftover coarse material can be used elsewhere for scenery.

As far as "fixing" the ballast to the roadbed, Ken Zieska recommends using "matte medium" available at art supply stores over the traditional white glue thinned with water.

Send any column material to me:
Ted Larson
5 Kenicott Circle
Fairport, NY 14450

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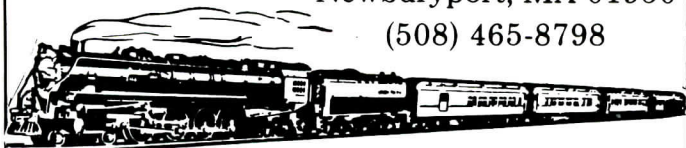
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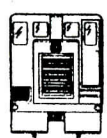
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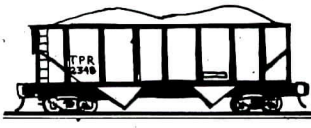
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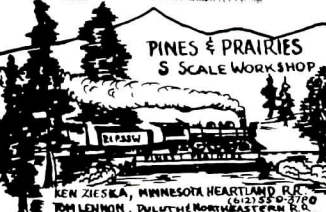
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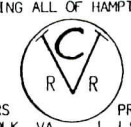
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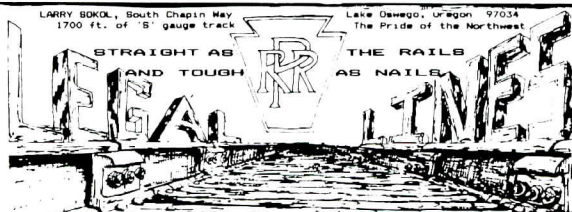
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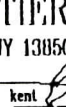
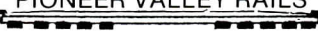
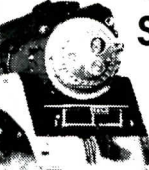
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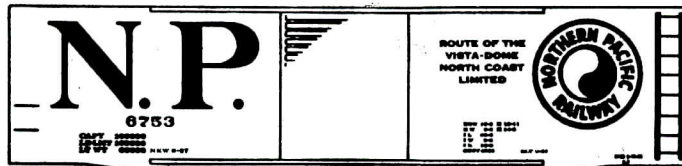
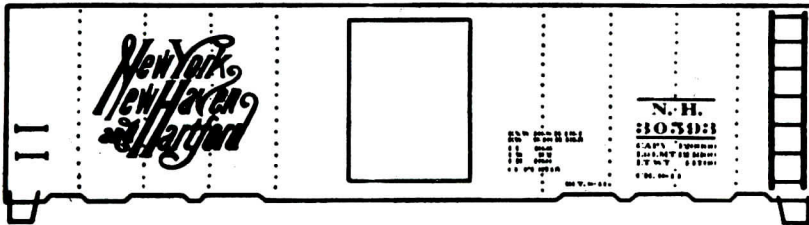
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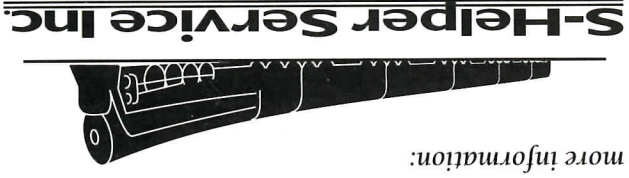
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