



June 1994

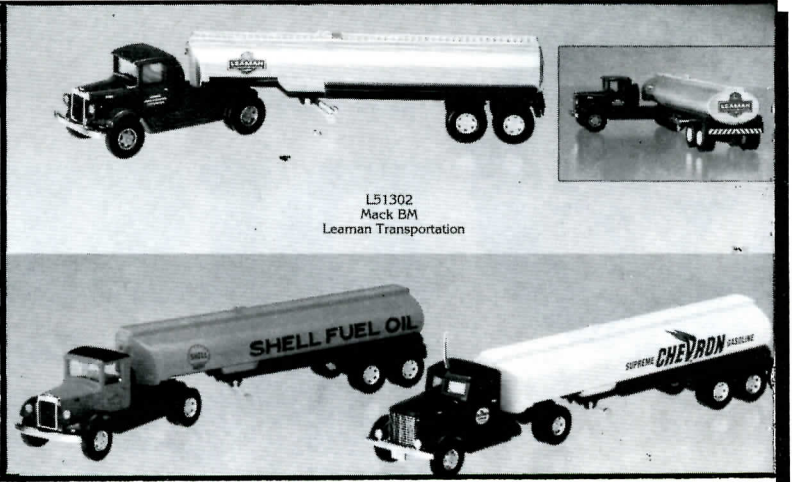
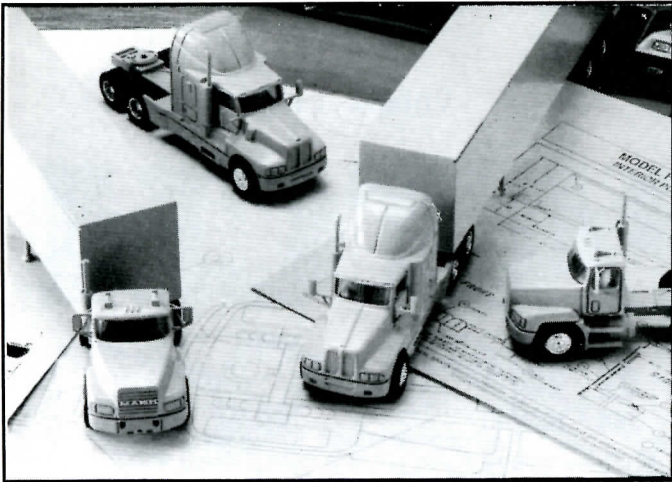
Volume XVIII Number 3

DISPATCH



Survey Results
Simon Parent's S
The Plateau Railway
Revisited
The Dispatch Visits Lionel





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COVER

A layout scene from another Canadian, Simon Parent. Scratchbuilt CN 4-6-2 is shown on bridge.

Photo by Denis Fortier

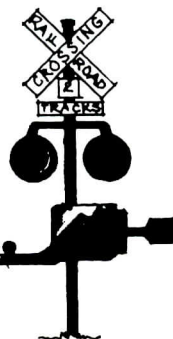
What a view from the convention hotel in Vancouver, Washington.

Photo by Gil Hulin.

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President's Message

Friends:

Right now I'm sitting here trying to recover from two big events. Just this weekend my daughter was married, and that will be my first and last experience of walking down the aisle and giving her away. It was an enjoyable day and a nice ceremony. Some of my train buddies say, "Look at it this way: she's moved out of the house so you have more room for trains!" I suppose that would be possible. . . By the way, my daughter was thinking of old Dad when she told me her wedding dress did have a train!

And two weeks ago our club hosted the Spring S Spree (story on page 27). The club members did a fantastic job to keep the whole two-day show running smoothly, and it seems as though vendors and those who attended enjoyed the Spree.

The only regret I have about the Spree was not being able to visit with many of the people attending -- seems when you're so deeply involved in the process, you don't have time to stop and smell the roses. So, if you were involved as a vendor or just attending to see what was going on, I apologize for perhaps appearing too busy to stop and talk awhile. And if you were involved in helping to put on the S Spree, I appreciate your work and support!

If you missed attending the Spree your next shot at an S gauge event is the NASG National Convention in Oregon in August. Plan to set aside a week to head out west to see what's going on in S gauge.

In the last issue of the *Dispatch* we paid a final tribute to Leonard Giovannoli. In this issue (page 12) we feature the original complete story about his layout from the *S Gauge Herald* written by Ed Schumacher, a past president of the NASG. I have received some comments that there are other S Gaugers who have contributed greatly to our favorite gauge but never received much recognition after they passed on. The only way we (NASG officers and Board of Trustees) know about such events is for you to mail the information to the *Dispatch* and we'll be glad to publish it. We apologize for any omissions such as this, but we do request that members keep us informed -- that's what our magazine is for.

(It's not really proper English to end in a preposition, but I can't think of a better way to put it.)

A final note: One NASG member, who is a good friend, asked me to stop opening my column with the salutation "Gentlemen" as he reminded me his wife and several other wives are members of NASG along with their husbands! I apologize for this and will look for a more informal and friendly greeting. 

- Alan

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RAIL MAIL

Jeff: I think the readers might be interested in this follow-up on the February *Meet An S Gauger* column, wherein I mentioned that one of my supervisors on the Chicago Central, Rik Anderson, is a railfan and modeler, although an HO gauger.

Shortly after that *Dispatch* arrived in the mail, I was recalled to work on the Chicago Central at Hawthorne Yard in Chicago. My immediate supervisor there is John Gray, a railfan, modeler and an ex-Southern Pacific locomotive engineer. Again, though, an HO gauger.

He started out by calling me into his office to help him find an Overland Models Southern Pacific SD-45 tunnel motor and ended up subscribing to the *S Gaugian* on the spot, and over the telephone, no less. The pictures of those Rio Grande SD-40 tunnel motors on the cover of the *Dispatch* were a powerful influence.

So, now we have an S gauger in the ranks of the CC&P management. He says he is "just looking it over." That's what they all say, right! Incidentally, if you saw *Paint Shop* in the April *Model Railroader* on CC&P 1700, you may have noticed that the prototype photos of #1700 were taken by Rik Anderson (our next victim - uh - er convert?)

Bob Nicholson

Weight Problems: My AF boxcars which have been converted to scale with ACE metal floors are much heavier than American Models or Pacific Rail boxcars. Are there recommendations for weighting rolling stock for use with AF conversions?

An 40' AF conversion with ACE floor weighs 10 oz., an AM 40' car with AM weight weighs 6 oz., and a PRS 50' boxcar weighs 5 oz. NMRA recommends 2 oz. plus 0.5 oz. per inch of length. With this, a 40' car would weigh 6 oz. and a 50' car would weigh 7 oz. Do we agree with these specs?

Cost of Brass: I'd like to have some S brass steamers on my layout, but I find the prices out of reach. How can I convert some Flyer steamers to scale?

*Newcomers to S probably aren't aware of REX diecast engine kits which are still available. The *Dispatch* would*

(Continued on page 35)

Jeff's Junction

The future of S?? As editor of the *Dispatch* going on 9 months, I'm beginning to see more and more what today's S gauge world is like. And, I'm beginning to see glimpses of the future, which could be a decline, stability or growth.

After visiting with Lionel (see page 23) and reviewing the survey published in this issue, it seems there is still lots of consumer interest in new Flyer items and in the manufacturing of such items. And there also appears to be a lot of interest in buying and producing scale and Hi-rail S models and accessories.

The dilemma as far as the future goes, is -- is there enough demand to warrant manufacturers risking a lot of capital to produce new items or retool old ones??

It's really up to us S gaugers, collectively. The more of anything produced is S, whether it's an Sn3 handcar or an American Flyer compatible electric turnout, the better for the gauge as a whole.

Here are some ways S might grow:

- * Continue organizing into formal and informal S clubs -- groups can bring more power to the table.
- * The NASG surveys and the Advisory Group itself can be a continual liaison to manufacturers.
- * Modelers, collectors and clubs need to make a bigger effort to get layouts and modules to a more finished stage and then showcase these efforts at open houses, at convention tours, in magazine articles and, in the case of modular layouts, get them to as many places where non-S modelers will be able to view S in action.
- * Support the manufacturers and retailers with purchases.
- * Manufacturers themselves need to have a presence at as many conventions and train shows, especially those that aren't exclusively for S.

As with most of our world today, the path to the future for a growing S gauge will be complex and multifaceted. We'll probably have to promote S as the "Ideal Gauge," but in many arenas -- traditional Flyer, Hi-rail, scale S, Sn3. Modern era railroading models in S will have to be promoted right along with the steam-diesel and old-time narrow gauge railroading.

As for Flyer growth, specifically, it's going to take consumer and manufacturing commitment. On the scale side S can be promoted as the last bastion of real model railroading where everything doesn't fall off the shelf. Here we have to promote the modeling challenge as well as make modelers in other gauges (or newcomers) know what's out there in kits and RTR.

We've got our niche -- now we just have to push it.

Jeff

AND THE WINNER IS

THE RESULTS OF THE 1993-1994 MANUFACTURERS ADVISORY GROUP AMERICAN FLYER/HI-RAIL PRODUCT SURVEY

The NASG Manufacturers Advisory Group (MAG), formed in 1992 by the Board of Trustees, has the responsibility to provide marketing information to manufacturers in S gauge, especially those manufacturing hi-rail products. It is hoped that with better information on what you, the S gauger, wants to see available, manufacturers will be able to respond to those desires and in return receive the sales results that will encourage them to produce other products in S.

What do you receive? First, hopefully, the products you want. Second, as the selection of products available expands, S becomes a gauge that is more competitive with other gauges. That should result in more S gaugers. Third, as these new S gaugers buy, the manufacturers will continue to expand their products lines. The result is more S gaugers and more S gauge products. We win - Manufacturers win.

In 1992-1993 the MAG surveyed a limited number of S gaugers about products they would like to see. At that time approximately 85 persons responded to the survey. From that survey, many issues of concerns to S gaugers were spelled out by those respondents in clear terms.

Among the issues raised at that time as needs of S gauge were:

Lionel Trains, Incorporated has a potential market to offer American Flyer products with options of scale trucks and couplers.

There is a large demand for new track, not only as originally produced by A. C. Gilbert but with larger radius curves, different sized turnouts, crossings of varying degrees, etc.

A starter set is most definitely required for the future of S gauge and that a price range of \$100.00 to \$150.00 is most desirable, but if necessary to maintain a quality product, that up to \$200.00 is acceptable.

That Lionel Trains, Incorporated has several products in their 0-27 line that would be acceptable to S gaugers for introduction into the S product line.

Since the results of this survey were not published (it was largely commentary, rather than quantitative, in nature) many of you raised these issues in your comments. Be assured that these concepts are being pursued by the MAG.

The 1993-1994 survey (in future the surveys will carry a single year dating, the next being 1995) was distributed in the December 1993 issue of the **Dispatch**, as well as by several members of the MAG. The returns have been, to say the least, fantastic!

Via the **Dispatch**, 1,382 copies were distributed; Moe Berk of St. Louis, Missouri distributed an unknown quantity through various local club secretaries; Carl Contadini of Terryville, Connecticut distributed 50 copies; Will Holt of Downers Grove, Illinois (MAG coordinator) distributed 129 copies; Michael Hudek of Newtown, Pennsylvania distributed 25 copies; Clifford Johnson of San Jose, California distributed 100 copies; Doug Peck of Newburyport, Massachusetts distributed 180 copies; Shawn Stauffer of Elkton, Maryland distributed 75 copies.

Of the **Dispatch** copies, 418 were returned to MAG. This is a return of 30.2 per cent. For those of

you not familiar with marketing surveys, a return of 5% is good and 10% is excellent. Overall, of the traceable surveys distributed, 556 were returned, a rate of return of 28.7 percent. Grand total for surveys returned was 571!

Thank you all!!! This will allow the MAG to provide manufacturers with not only superior information on the products the S gauger would like to see, but quite possibly the best information available anywhere in the hobby of model railroading.

But enough about MAG and the survey. On to the results.

(The numbers of responses on any particular question will not total the 571 surveys returned since not all respondents responded to each question, and sometimes did not exercise their options for all items in a single question. Any product numbers appearing in “()” below are intended to indicate an example of a particular piece of rolling stock or an accessory. The number does not indicate a specific road name, car load, etc.)

1.

From the following list of Gilbert era freight cars, select the one you would most like to see produced (select one only).

Stock (929)	142
Depressed Center Flat (936)	141
Crane (944)	111
Refrigerator (947)	83
Work Caboose (945)	36
Track Cleaner (948)	18
NONE	12

2.

From the following list of Gilbert era steam locomotives, select the one you would most like to see produced (select one only).

4-8-4 (332)	143
0-6-0 (21004)	136
0-8-0 (342)	91

4-6-4 (322)	59
4-6-2 (312)	31
0-6-OT (21155)	21
4-6-2 (350)	8
4-6-2 (292)	7
4-6-2 (285)	4
4-4-0 (21088)	3
4-4-2 (302)	3
NONE	12

2B.

A plastic boiler on this locomotive is acceptable. (see below*)

2C.

A plastic tender on this locomotive is acceptable. (see below*)

2D.

A DC motor version of this locomotive is acceptable. (see below*)

*While space here will not allow the recounting of these options for each of the locomotives, in general, plastic boilers are acceptable to most S gaugers if properly weighted to assure good pulling power. Plastic tenders are acceptable to most S gaugers if properly weighted to assure good electrical contact. Direct current motor versions are acceptable if alternating current versions are available.

3.

From the following list of Gilbert era flat cars with load, select the one you would most like to see produced (select only one).

Vehicles	90
Christmas Trees	71
Milk Containers	70
Cable Reel	69
Lumber	58
Jet Engines	57
Rail Axles and Wheels	44

(Continued on page 8)

(Continued from page 7)

Steel Girder	31
Pipe	29
Canisters	13
NONE	13

4.

From the following list of Gilbert era gondola cars with load, select the one you would most like to see produced (select one only).

Rail	302
Pipe	222
NONE	16

5.

If the American Flyer 960 series streamlined passenger cars were produced again with AF lettering, which of the following styles would you prefer (number them 1 through 6 in your order of preference with #1 the most desirable).

	AVERAGE OUT OF 6
Red Stripe	3.28
Orange Stripe	3.17
Chestnut Stripe	3.01
Blue Stripe	2.94
Silver Only	2.75
Green Stripe	2.66
NONE	18

(NOTE: Points were 6 for selected #1, 5 for selected #2, 4 for selected #3, 3 for selected #4, 2 for selected #5 and 1 for selected #6. In some cases a respondent did not rank all 6 choices, points were awarded for only those actually selected).

6.

Number the following list of Gilbert era accessories in the order of your preference (number them 1 through 5 in your order of preference with #1 the most desirable).

	AVERAGE OUT OF 5
Coal loader (785)	3.48
Log Loader (787)	2.95
Gabe the Lamp Lighter (23780)	2.64
Union Station (793)	2.48
Semaphore (761)	2.43
NONE	13

(NOTE: Points were 5 for selected #1, 4 for selected #2, 3 for selected #3, 2 for selected #4 and 1 for selected #5. In some cases a respondent did not rank all 5 choices, points were awarded for only those actually selected).

7.

Select from the following list of modern era freight cars the 3 you would like to see produced the most (number them 1 through 3 in your order of preference with #1 the most desirable).

	AVERAGE OUT OF 3
Automobile Transport	1.19
Double Stack Container Car	.94
50' Double Door (Railbox) Box Car	.92
60' Center Beam Car	.78
50' Front Runner Piggyback Car	.73
50' Mechanical Refrigerator	.67
50' Plug Door Box Car	.30
60' Flat Car	.29
NONE	12

(NOTE: Points were 3 for selected #1, 2 for selected #2 and 1 for selected #3. In some cases a respondent did not rank all 3 choices, points were awarded for only those actually selected).

8.

Would you purchase multi-packs of one freight car type lettered for one railroad but with either 4 or 6 different car numbers?

YES	326
NO	232

9A.

Would you purchase open stock AF cars (plug door box, plug door refrigerator, gondola, tank, flat, hopper and/or caboose) with unpainted plastic bodies lettered "American Flyer" and car number if available at less than \$20.00 each?

YES	210
NO	336

9B.

At less than \$15.00 each?

YES	341
NO	214

10.

Select from the following lists of diesel locomotives and 3 1st and 2nd generation and the 3 contemporary ones you would like to see produced the most (number them 1 through 3 in your order of preference with #1 the most desirable).

A. 1st AND 2nd GENERATION

	AVERAGE OUT OF 3
EMD F-9	.86
FM H-24-66	.85
EMD SD-9	.75
Baldwin AS-616	.62
EMD GP-30	.59
Baldwin AS-16	.52
GE U28C	.48
FM H-16-44	.47
GE U28B	.40
NONE	15

B. CONTEMPORARY

	AVERAGE OUT OF 3
EMD SW-1500	1.45
GE 8-40CW	.77
EMD SD-60M	.70
EMD SD-50	.65

EMD GP-50	.56
GE 8-40BW	.31
EMD GP-60M	.28
NONE	20

(NONE: Points were 3 for selected #1, 2 for selected #2 and 1 for selected #3. In some cases a respondent did not rank all 3 choices, points were awarded for only those actually selected.)

NOTE: The following questions concern prototype road names. They are names that have not been available in the past or are lesser known. It is understood that names such as private owners, PRR, A T & S F, NYC, BN, UP, etc. are desirable.

11.

Select from the following lists of eastern road names the 3 traditional and the 3 contemporary ones you would like to see produced (number them 1 through 3 in your order of preference with #1 the most desirable).

A. CONTEMPORARY

	AVERAGE OUT OF 3
CSX	1.40
Norfolk Southern	1.31
Conrail	1.19
N Y S & W	.71
G T W	.59
Guilford	.40
NONE	17

B. TRADITIONAL

	AVERAGE OUT OF 3
Lehigh Valley	.90
Maine Central	.81
N & W	.67
N K P	.63
D & H	.52
L & N	.41

W M	.34
E L	.32
D L & W	.28
S C L	.25
VGN	.24
C V	.23
NONE	10

(NOTE: Points were 3 for selected #1, 2 for selected #2 and 1 for selected #3. In some cases a respondent did not rank all 3 choices, points were awarded for only those actually selected.)

12.

Select from the following lists of western and Canadian road names the 3 traditional and the 3 contemporary ones you would most like to see produced (number them 1 through 3 in your order of preference with #1 the most desirable).

A, CONTEMPORARY

	AVERAGE OUT OF 3
C & N W	1.36
Soo	1.18
C P	1.12
C N	1.02
K C S	.74
B C R	.34
NONE	16

B. TRADITIONAL

	AVERAGE OUT OF 3
G N	1.25
M K T	1.05
C B & Q	1.01
T & P	.72
C R I & P	.49
S L & S F	.49
C G W	.39
S P & S	.37
NONE	12

(NOTE: Points were 3 for selected #1, 2 for selected #2 and 1 for selected #3. In some cases a respondent did not rank all 3 choices, points were awarded for only those actually selected.)

Questions 13 and 14 were commentary in nature. Many of you took the time to comment and all of those comments will be shared with manufacturers who request copies of this survey. For our purposes here, it will suffice to say that no comments were duplicated by over 5 per cent of the respondents. Only a couple of these comments were duplicated even 3 per cent.

However, some of you are especially interested in products that are actually available. A number have requested the AF heavyweight cars. American Hi-Rail manufactures a selection of reproductions including, not only the 3 original A. C. Gilbert car types, but four other car types not manufactured by Gilbert. A reproduction 792 Terminal Shed is being readied by Layouts Unlimited. Double stack container cars, originally manufactured by S Scale America are now available from Des Plaines Hobbies (these may have trouble with AF 720 switches). Rex Models produces a die cast 0-6-0 steam switcher kit and extra casting kits that result in the Pennsylvania switcher that was the prototype for the Gilbert 21004. And A. C. Valu Toy Company is delivering on promises for the track that many of you desire.

The 1992-1993 survey was requested by, and send to the following manufacturers:

American Hi-Rail	River Raisin Models
Amity Star Models	S Helper Service
Des Plaines Hobbies	Scenery Unlimited
Layouts Unlimited	Schreiner Scale Models
Lionel Trains, Inc.	S Scale America



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The 1993-1994 survey will be sent automatically to the above manufacturers. If you are a manufacturer not currently on the mailing list for the MAG product surveys, please contact the coordinator in writing on your letterhead:

Mr. William H. Holt, Jr.
Manufacturers Advisory Group
National Association of
S Gaugers
% 4061 Glendenning Road
Downers Grove, Il. 60515

Please bear in mind that results from these surveys will not be seen immediately. A new product may take two years, sometimes more, from inception to delivery.

On a personal note, a number of S gaugers who model primarily or entirely in scale participated in the survey. This is almost always helpful. In fact, yours truly is a scaler. This was an opportunity to help all of S GAUGE. After all

many potential products for S will apply to all of us, whether your particular interest is scale, American Flyer or hi-rail standard or narrow gauge.

In light of the following, notice that many of the above manufacturers, are considered to be manufacturers of scale products. They recognize the value of all marketing information.

It was somewhat distressing to receive some very negative reactions from a few scalers (in particular, Mr. Anonymous from Lansing, Michigan) to the fact that this survey was done and in particular to other S gaugers. I had thought that this provincialism was leaving our ranks. I hope that it still is -- I suggest that all of us take a look at the logo on the cover of this publication -- note the word "United." Remember anything in S gauge can benefit us all!

The *Dispatch* and the NASG Compliments the tireless efforts of Will Holt and the Manufacturers Advisory Group. Thanks to Will Holt for compiling the survey.



S/Sn3 Buyers' Guide

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Just mention this ad and put your NASG membership number on your check. No certificate will be issued without a valid NASG number.

The certificate is good until December 30, 1994 and reduces the total before any other discounts are applied. The certificate must be submitted at the time of purchase. Limit one per NASG member.

REMEMBERING

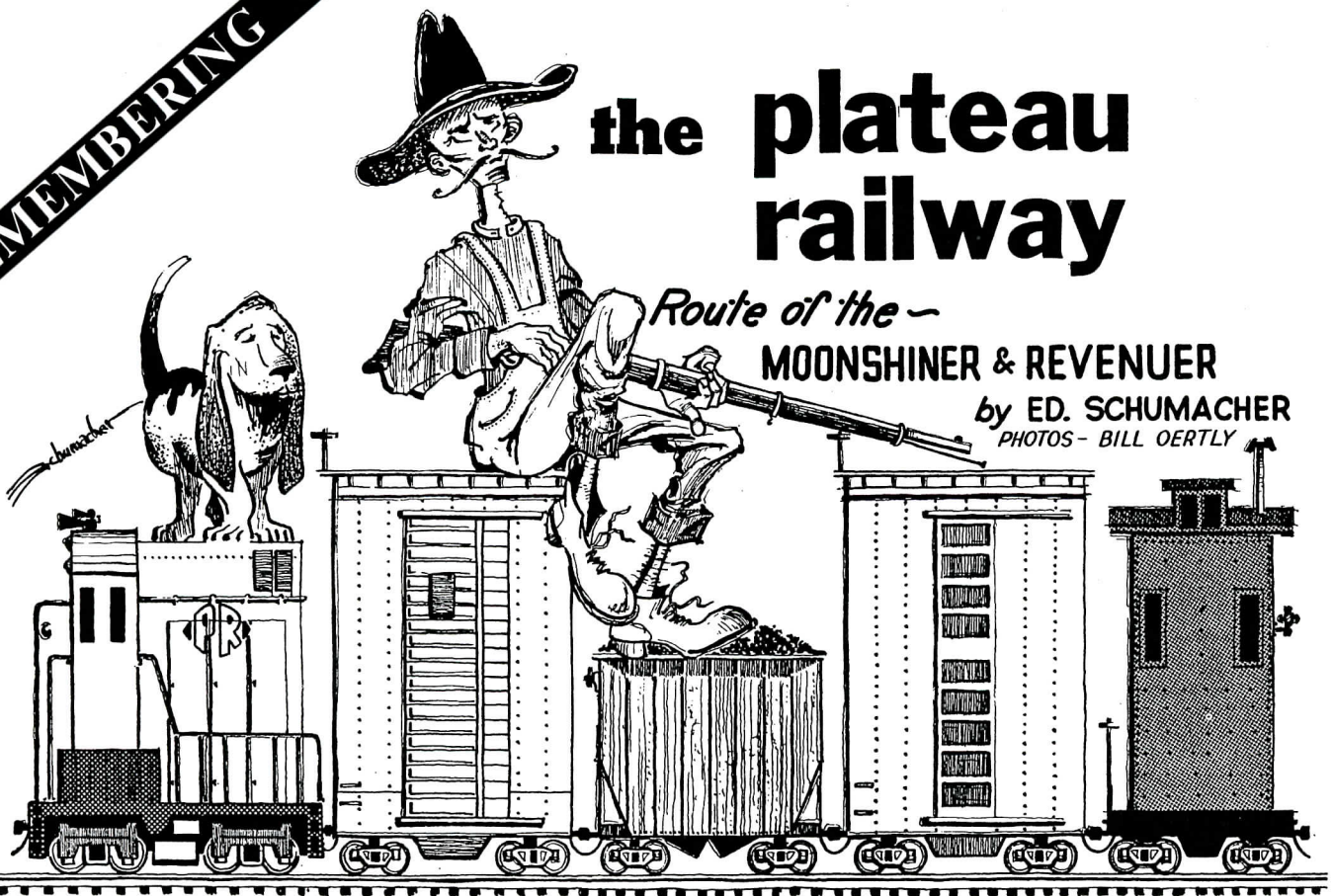
the plateau railway

Route of the ~

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by ED. SCHUMACHER

PHOTOS - BILL OERTLY

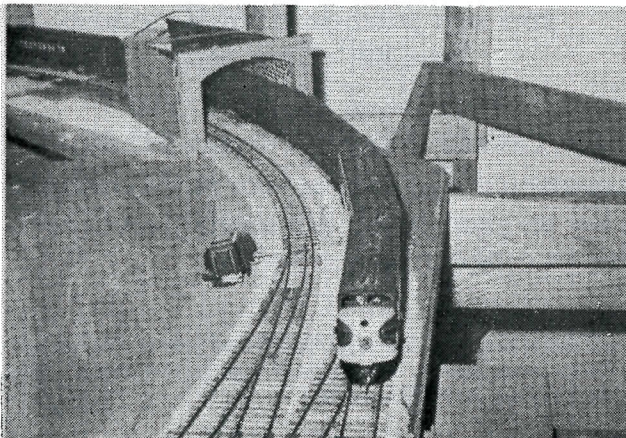


(Reprinted with permission from the S Gauge Herald, Nov-Dec. 1975)

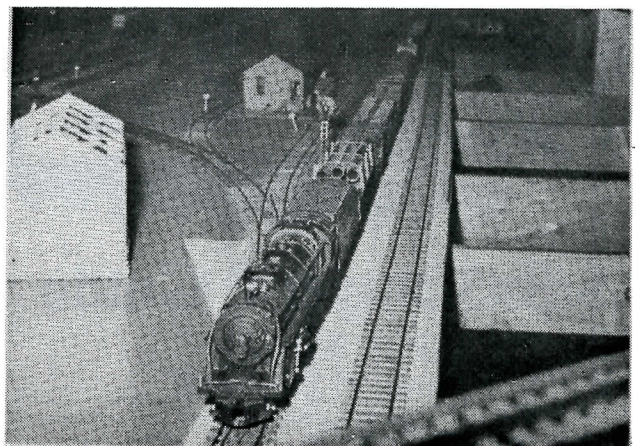
What are the various and sundry ingredients that go into making a good model railroad layout just that good? Well, it is something you just don't stumble into; dumb luck is not involved at all. I suppose it is just like any other real work of art, (make no mistake, a good model railroad is just that, a real work of art) we used to call it "flying by the seat of your pants". Paraphrased it is a labor of love. Here is one way it can happen: Move out of the mainstream of life (Amen) into a quiet retiring town where the distractions are few and the atmosphere more compatible to your desires.

If you are lucky you will have for inspiration a real live railroad running thru your backyard (now who wouldn't settle for Southern Railways rathole division C.N.O. & T.P. to fill this later category). You may have to be a batchelor, however, to pull the whole thing off. We are describing of course Len Giovannoli's PLATEAU RAILWAY--- Route of the Moonshiner and Revenuer.

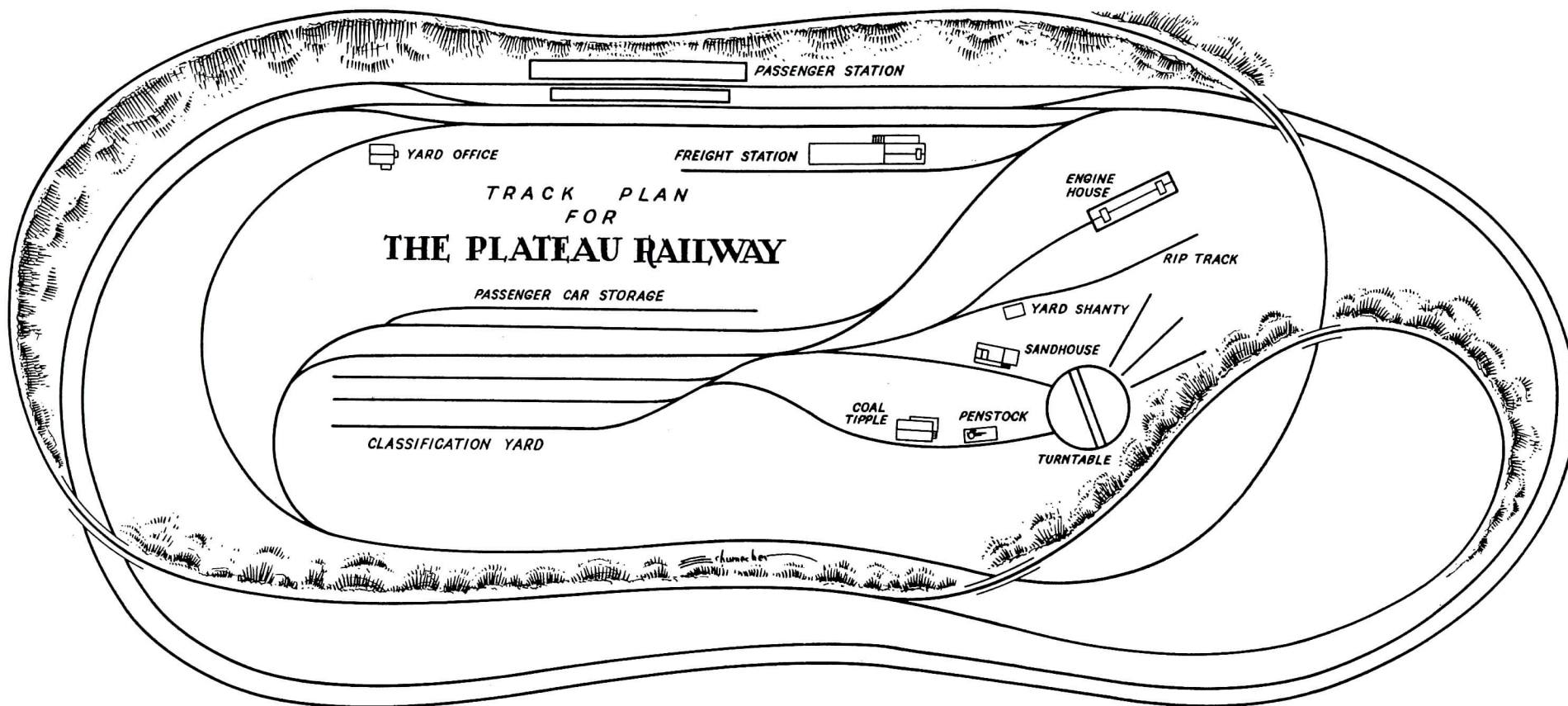
This short article on the PLATEAU RAILWAY is not a "how to do it" thing although much can be gleaned from studying the very versatile track plan. I would like it to be a much belated salute to S gauge's most



ENHORNING F-3's COASTING THROUGH GENTLE CURVE WITH HEAD-END CARS AND COACHES.

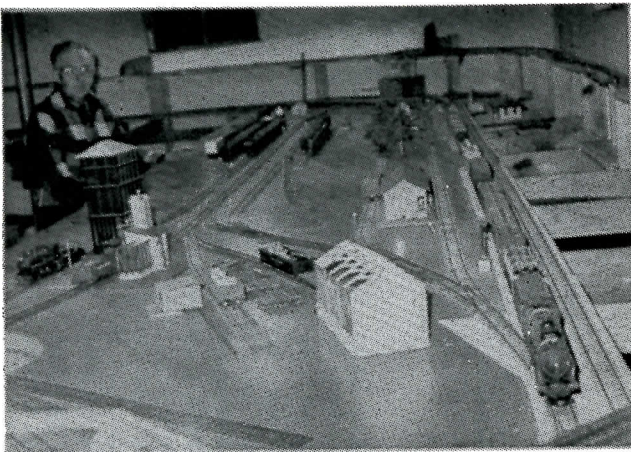


A.F. HUDSON LOOKS AND RUNS BETTER ON THE SMOOTH SCALE .126 TRACK,



senior and still active model railroad aficionado, Len Giovannoli. Len has reached and passed the proverbial three score and ten and shows no sign of tying up to the roundhouse yet. He will be 74 in November, 1975. All the benchwork, track laying, kit building and electrical circuitry was designed and done by Len all by himself. Whitley City, Kentucky is in the southeastern part of the State and seems light years away from the nearest S gauge company. I often thought such isolation was a drawback, but now wonder if it is not exactly the other

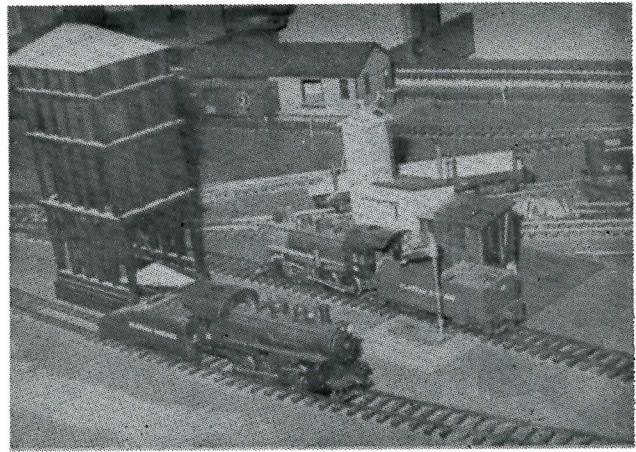
way around. You may know Len by sight rather than by name; he almost never misses one of our NASG Conventions. The fact that he has had to rely on the use of crutches to get around for a good part of his life seems as nothing to his endeavors (he can beat me going up or down caboose steps any day of the week). Many lesser men would have caved in to such handicaps, but this 32' x 16' S Scale railroad laid in code .126 is a triumph of mind over matter. Len started building his layout in 1964 in a specially built basement annex. This is by far the



A GENERAL VIEW SHOWING A.F. HUDSON HOLDING THE MAIN-LINE WITH MANIFEST FREIGHT. TURNTABLE PIT IS TO LEFT AND UPPER LEVEL CAN BE SEEN IN BACKGROUND.

ideal way to get a railroad down as you have eliminated all structural hang-ups before you ever begin building benchwork and laying track. The original track plan embodies what I regard as a must, namely the possibility of multiple lap running and all the goodies that type of operation provides --fast time clock, 2 and 3 trains running at one time, etc., etc.. A recent addition has a return loop which expedites out and back running.

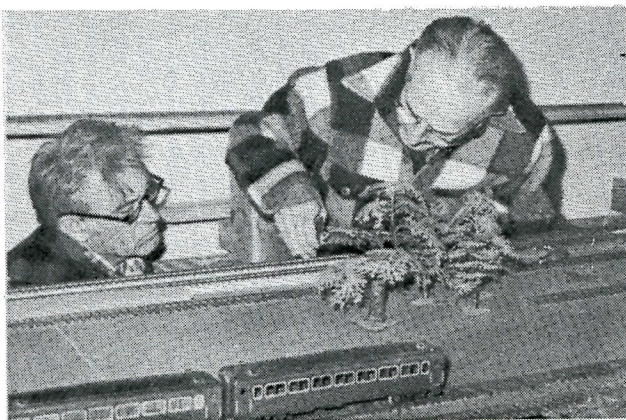
Every well designed model pike has a raison d'etre and the PLATEAU RAILWAY is no exception. Multiple lap running is possible with both passenger and freight. The accompanying track plan does not show several station sites which are now in the process of preparation nor the two mines that are planned for the highest elevated track. It also has a moderate length ready track (12 cars which is a good sized freight consist for 3/16"). The servicing facilities are extensive and need only an ash hoist and a roundhouse to make this feature complete. The turntable, a Wilson's of Cleveland with added detail, has two track leads which makes it possible to have a motive power ready track and you don't find that feature on many model layouts. The upper line or return loop section, shown on the track



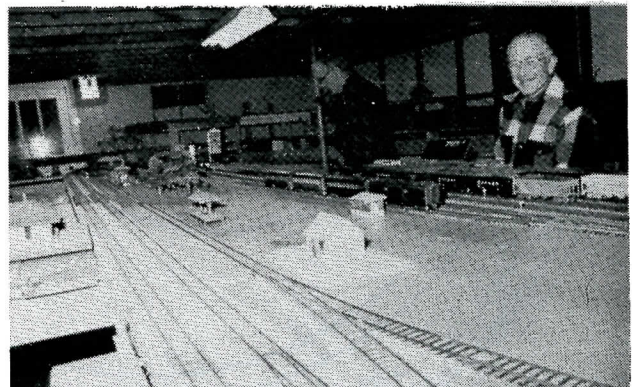
PLATEAU RAILWAY'S ENGINE TERMINAL WITH 2-6-0 AND 0-6-0 ON INBOUND AND OUTBOUND TRACKS. THE SANDHOUSE IS POTOMAC VALLEY'S SUPPLY CO. NORFOLK SOUTHERN RAILWAY PROTOTYPE.

plan as rendered terrain will make for interesting train running inasmuch as Len is going to use it the same way the East Broad Top narrow gauge railroad in Rockhill Furnace, Pa did in their salad days. The loop track will serve an active mine-head. There will be a morning train movement out to the mine consisting of several coaches carrying miners and a string of empty hoppers. This will be reversed in the evening as the movement is made back down to the flatlands with the two coaches of coal dusted miners and a number of hopper loads of black diamonds in tow. This is a mixed train a la E.B.T. if you ever saw one. More than once back in the late '40's I have watched one of their Baldwin built Mikes struggle up from the tipple at Robertsdale through Orbisonia and the reverse curve on grade below Shirleysburg enroute to Mt. Union and the interchange with the Pennsylvania R.R. A usual consist was 12 to 16 coal loads and one or two narrow gauge coaches carrying the miners home.

As mentioned before, the PLATEAU RAILWAY is laid with code .126 nickel silver rail. Most all visible track is laid on homemade cross ties and 1000 Ace plastic ties. Some Miller tie strip is in use in tunnels and all new track will utilize this tie strip in



GANDY DANCERS, SCHUMACHER AND GIOVANNOLI, TIE UP MAIN-LINE TRACKAGE HUNTING DOWN A PERSISTENT SHORT.



THE BRASS HAT SURVEYS HIS RAILROAD. HOW ABOUT THAT BEAUTIFUL TANGENT TRACK?

the future. When the next 50' of track is laid, there will be about 450' completing the railroad. There are about 20 homemade turnouts, one Eshleman, and two Miller turnouts. The motive power roster consists of one Rex Mogul, one Rex 0-6-0, two Rex Forney's, one A.F. Hudson and a A-B F-3's by Enhorning painted in Southern Railways' green, white and gold stripe.

An S Scale Loco Berkshire will be used upon the mainline once its tender is completed along with the Enhorning diesel. Len

has decided to stick to steam and eventually convert all wheels to Scale.

One Lionel and several A.F. transformers used with rectifiers provide the DC power. Yard and engine facilities are controlled by one of R.C. Ray's Solid State walk around throttles.

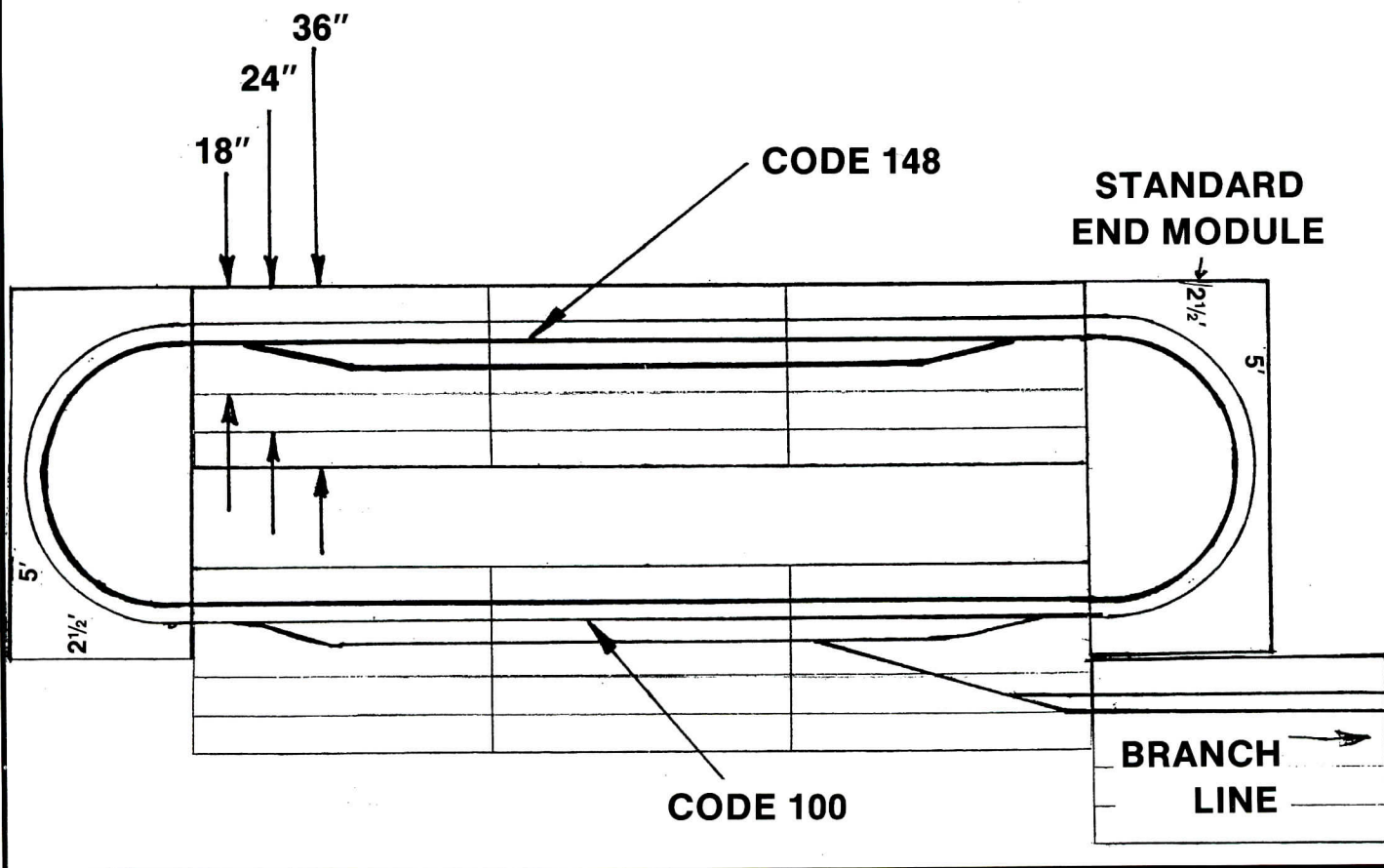
As all model railroads the PLATEAU RAILWAY still needs a lot of work to complete it. Line side industries, mines, scenery, etc., should make this fine S Railroad one of the best.

This article is a reprint of the Nov. - Dec. 1975 S Gauge Herald. Thanks to Alan Evans for providing copies for use in the Dispatch. Coming in October will be some previously unpublished photos of the Plateau Railway.

A STANDARD MODULE DESIGN.

Ted says some local N gaugers in his New York area use hinged legs which drop down and lock in place. He says they swear by these over bolt on legs for both convenience and storage. A detailed article for the Module Corner will be forthcoming this Fall.

**MODULE
CORNER**
By Ted Larson



GO WEST - or whatever - FOR S

By Gil Hulin

Columbia River '94, the August 21-24 National Association of S Gaugers' convention in Vancouver, Washington, continues to add a variety of activities to the event's schedule. Registration forms were distributed with last October's *Dispatch*. If you didn't receive yours or lost them, write to Registrar Dave Kleger, 2154 Golden Garden Street, Eugene, OR 97402.

PRE-CONVENTION AMTRAK TALGO TRIP

For those S gaugers in town a day or two early to see the sights or attend the NMRA convention, a Saturday evening ride aboard Amtrak's "Northwest Talgo" tilt train is being offered. The Spanish-built Talgo 200 train is being sponsored by the Washington State Department of Transportation for a 6-month demonstration operation between Seattle and Portland. The NASG convention officials have reserved 25 seats between Vancouver and Kelso on August 20.

This excursion will be Saturday evening between 6 and 9 p.m. The outbound Talgo trip will take about 39 minutes to get to Kelso followed by a 65 minute wait before returning to Vancouver on the Superliner-equipped "Mount Ranier." Roundtrip fare is \$20, and seats may

be reserved either through Convention Chairman Gil Hulin, 3895 Colony Oaks Drive, Eugene, OR 97405 (503) 344-6858, or the registrar. Amtrak will cancel any seats not reserved by August 1.

SWAP TABLES

While assignment of sales and display tables to established S gauge manufacturers, importers and dealers is being handled by train show chairman Jess Bennett, many individual S modelers may want to offer their surplus models and equipment for sale or trade for only a short time. To accomodate these requests, "trading pit" tables will be offered in 4-foot increments during 6 separate 2 to 3 1/2 hour sessions. A minimum of 16 4-foot spaces will be available. Vendors may reserve adjacent spaces or consecutive time slots as desired. Rental is \$2.00 per space per session.

Sunday, Aug. 21: 9-11 p.m.

Monday, Aug. 22: 9-12:30 p.m.

1-4:30 p.m.

5:30-9 p.m.

Tuesday, Aug. 23: 9 a.m. - 12:30 p.m.

1-4 p.m.

All requests for trading pit reservations should go to Gil Hulin (address above). These tables may be located



Photo by Gil Hulin

In mid-April Amtrak's "Northwest Talgo" train No. 792 pauses at Vancouver, WA, shortly after beginning a 6-month test stint between Portland and Seattle. The Spanish-built, 12-unit articulated train (hailed by regular Amtrak diesels) operates daily. A special pre-convention tour is available on Saturday, August 20.



Photo by Gil Hulin

On display at Esther Short Park, just four blocks from the NASG hotel, is SP&S Railway 2-8-2 No. 539. The loco is Brooks built in 1917 as NP W-3 class No. 1762. It is one of two surviving SP&S steamers. Its more famous sister, 4-8-4 No. 700 is operable and will be on display in Portland during the NMRA convention week.

in the main lobby of the hotel, and as such, no merchandise can be left on tables overnight.

evening which follows the awards banquet and precedes the consignment auction.

CORRECTIONS

Two errors slipped into the February *Dispatch* convention article. First, the convention hotel rate for one or two guests for one bed is **\$64** plus tax per night. An incorrect price was previously published. This rate is \$23 less than NMRA convention registrants will pay the preceding week. The NASG rate is effective August 18 to 25.

For S gaugers arriving by car, the address of the Red Lion Inn at the Quay is 100 Columbia Street. The toll-free telephone number for room reservations is 1-800-547-8010. The hotel has been instructed to assign rooms with a view of the Burlington Northern mainline to NASG registrants.

The second correction needed is the convention code for United Air Lines' NASG discount fares. The correct code is **544AW** and inquiries should go to UAL's Meeting Desk at 1-800-521-4041.

MANUFACTURERS' PANEL

Moderator Ed Loizeaux promises a lively panel discussion among active manufacturers of S gauge and scale products. There will be plenty of opportunity for questions from the floor during this event Tuesday

CONTESTS

Interest in the annual NASG model and photo contests should be up some with the addition of 2 special contests. River Raisin Models will award a \$200 grand prize for the best stock construction or most novel kitbash of its JD Interlocking Tower kit. And Pacific Rail Shops and Wade Publishing are offering cash and kit prizes for modelers who weather a PRS freight car and enter it in the NASG contest.

Convention Chairman Gil Hulin can supply the necessary NASG contest forms that entrants may find more convenient to fill out in advance.

The Photo Contest is limited to prints of an S scale model scene. Exposure must have been made by the entrant and prints should be no smaller than 5" x 7" or no larger than 8" x 10", mounted on an 11" x 14" rigid mount for ease of display.

Model contest entrants can select classifications of: Amateur, Craftsman, Master Craftsman, and categories of Hi-rail, Kit & Converted or Scratchbuilt. Within these will be steam, diesel or electric motive power, trolley/interurban, freight and MoW or passenger rolling stock, structures and diorama/module. Contests are open only to NASG members in good standing, including family members. There is a separate junior event.

Columbia River '94 Convention Clinics:

Clinics Chairman Gale Irwin reports the following clinicians and programs confirmed as of late April. Clinic times and possible additions will be posted at the convention. Additional presentations by American Flyer collectors and restorers are still being sought.

- Jess Bennett -- Building Drive Trains for Articulated Locomotives.
- Dave Butterfield -- Building Southern Pacific Cab Forward and Daylight Locomotives from American Flyer Components.
- Don Curtis -- Architectural Modeling in 3/16" Scale.
- Bill Daiker -- Building Fixtures and Jigs for Multiple Parts.
- Alan Evans -- Buildings from Photocopied Photos and Plans.
- Steve Hayes -- Converting Damaged American Flyer #650 Cars to Open Vistibule; How to Remove Door Hinge Pins.

- Ernie Horr -- Scratchbuilding Wood Cars.
- Dick Karnes -- Simplified Yard Wiring Without Electronics or a Bunch of Toggle Switches.
- John Mann -- The Lenz System of Digital Command Control and Other Similar Systems.
- Scott McAbee -- Recreating Seattle's Bon Marche Department Store American Flyer Window Display.
- Lee Rainey -- The East Broad Top in Sn3.
- Ken Zieska/Dave Jasper -- The NMRA Digital Command Control.

In addition to these clinic presentations, Dave Bailey will chair a meeting of S gauge modern prototype modelers, and an organizational meeting will be held to survey interest in establishing a western, regional S gauge meet.

Pacific Northwest Corridor

(Vancouver, BC)...Seattle...Tacoma...Portland...Salem...Eugene

Pioneer	Coast Starlight	Northwest Talgo	Mount Rainier	◀ Train Name ▶	Mount Rainier	Pioneer	Coast Starlight	Northwest Talgo
26	11	793	797	◀ Train Number ▶	796	25	14	792
MoWeSa	Daily	Daily	Daily	◀ Days of Operation ▶	Daily	SuTuTh	Daily	Daily
  	  	  	 	◀ Train Service ▶	 	  	  	  

Connecting Service (See bus symbol on inside back cover for details. Connection not guaranteed from Train 25.)

Amtrak Thruway Bus Connection—Vancouver, BC/Seattle, WA									
READ DOWN	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	Symbol	READ UP
5:55A	●	●	●	●	●	●	●	●	11:15P
9:10A	●	●	●	●	●	●	●	●	6:15P
1:30P	●	●	●	●	●	●	●	●	
4:15P	●	●	●	●	●	●	●	●	
4:55P	●	●	●	●	●	●	●	●	

7:30A	9:40A	11:30A	5:30P	0	Do	(Burlington Northern) Seattle, WA ●  (PT)	Ar	11:30A	6:35P	8:10P	9:55P
8:24A	10:37A	12:20P	6:20P	40	↓	Tacoma, WA	↑	10:24A	5:33P	7:02P	8:49P
9:06A	11:24A	1:02P	7:02P	72	↓	Olympia-Lacey, WA	↑	9:38A	4:47P	6:13P	8:03P
9:28A	11:48A	1:23P	7:23P	94	↓	Centralia, WA	↑	9:18A	4:26P	5:50P	7:43P
10:13A	12:35P	2:07P	8:07P	137	↓	Kelso-Longview, WA	↑	8:35A	3:42P	5:02P	7:00P
10:54A	1:19P	2:45P	8:45P	176	↓	Vancouver, WA	↑	7:56A	3:02P	4:19P	6:21P
11:25A	1:50P	3:25P	9:25P	186	↓	(Southern Pacific Lines) Portland, OR ●	↑	7:35A	2:40P	3:55P	6:00P
	2:15P				Ar		Do			3:30P	
	3:30P			239	↓	Salem, OR	↑			1:30P	
	4:02P			267	↓	Albany, OR (Corvallis)	↑			12:55P	
	4:52P			310	Ar	Eugene, OR (Springfield) (PT)	Do			12:10P	

The above excerpt from an Amtrak timetable shows times of the Pre-Convention Amtrak Excursion on Saturday, August 20. The northbound segment will be on the new Talgo-Tilt cars which are on a test schedule between Portland and Seattle. The return trip will be on a train with regular Superliner cars.



Front view of the Vancouver station with southbound Amtrak Coast Starlight train #11.



Three UP and one C&NW diesel lead a Seattle to Portland freight train onto the Columbia River swing span.



The Crossing Restaurant, reviewed in the March '94 issue of Passenger Train Journal, is about four blocks from the Vancouver station and seven blocks from the NASG convention hotel.



Restored wooden NP caboose is part of collection at the Crossing Restaurant.



Construction of Larry Sokol's Pennsylvania Railroad home layout was at this stage in 1992. This layout will be on Monday evening's tour.



The Sternwheeler Columbia Gorge, on which convention registrants will have a two-hour cruise and picnic dinner the first evening.



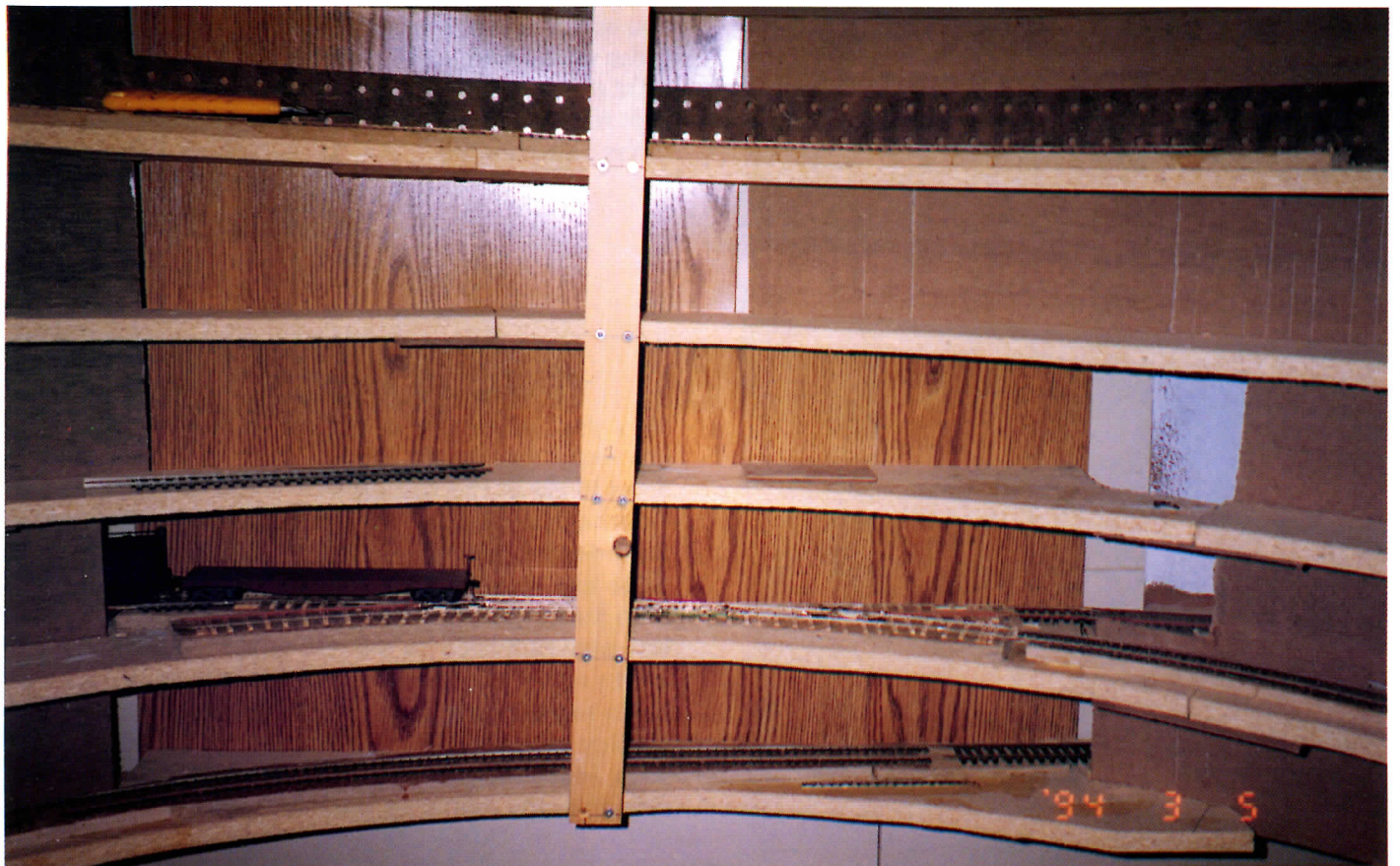
AN S-PIKE IN PROGRESS

Photos by Denis Fortier





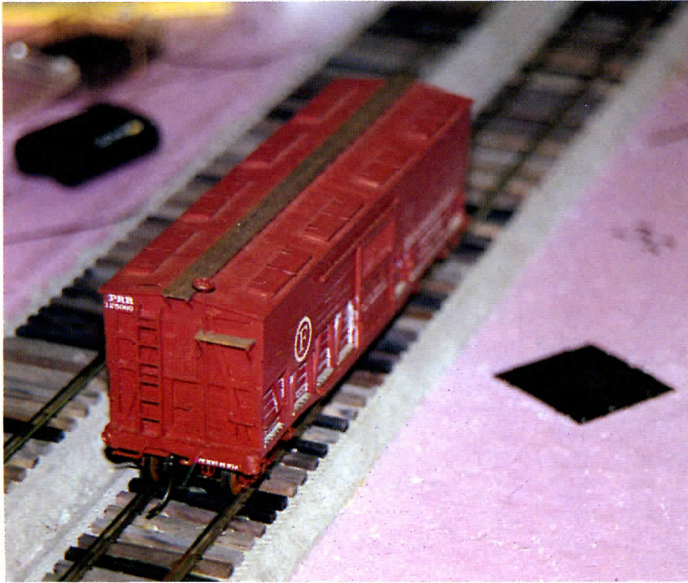
SIMON PARENT OF QUEBEC



See pages 24-25 for more on Simon's layout

BETTER LATE THAN NEVER...

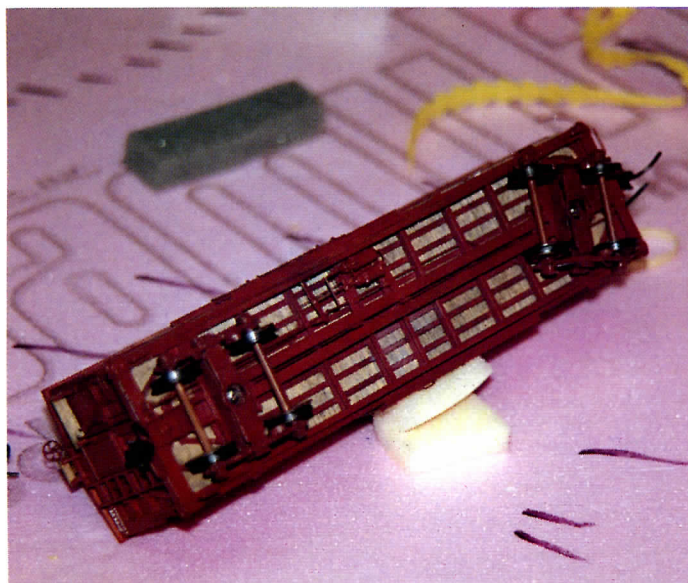
John Porter's 1st Place Freight Car Awarded at Last Year's Convention -- Also Best in Show!



Shown at the left is John Porter's award winning scratchbuilt Pennsylvania Railroad stock car which took top prizes at last year's NASG convention at Valley Forge, Pennsylvania. This high 3/4 view is of the B end of the car. Notice the location of the end ladder (the prototype was of all wood). Also notice the brake gear. This was Pennsy standard design for the time which was prior to 1911 when the ICC updated their regulations.



John's fantastic stock car has working doors including the narrow and small top end "lumber doors." The 8 top-feed access doors do not function only because they would have made the roof structurally unsound. The full-width hinged door at the bottom of the ends is also non-working for the same reason. On the prototype these doors were used to facilitate cleaning out the car after a livestock run. The car is fully scratchbuilt except for trucks and couplers and some highly modified brass components.



Here the underbody of the car is shown, Notice the authentic Westinghouse Air Brake Company brakes, most likely of the Q-2 type (P-1 and Q-2 models were externally identical). These were the predecessor of the K model (KC and KD) series. The brake rigging is similar to that found on passenger train equipment, rather than for freight cars -- a Pennsy peculiarity. This setup was also outlawed by the ICC in 1911. For those wishing to see a car of this era in real life, a Class X1 box car, a sister to this car, has just been rebuilt and is on display at the museum in Strasburg, Pa. By the way, says John, internal feed racks on stock cars were common to many railroads, but were outlawed in 1908.

THE DISPATCH VISITS LIONEL

Will Thomas the Tank Engine Help or Hinder Flyer?

April 8th, while in Michigan picking up my daughter, who was visiting my in-laws, I managed to squeeze in an enjoyable visit to Lionel where I chatted extensively with Product Manager Steve Saxton.

Since many rumors have been flying regarding S's status with Lionel, I wanted to get a firsthand report directly from the "horse's mouth." I also wanted to see the showroom layout.

The "horse's mouth" turned out to be the very hospitable Steve Saxton, who spent over an hour of his time with me.

I found the Lionel complex on that Friday morning without much trouble. The main plant and offices are actually in Chesterton just off I-94 (near Mt. Clemens). Maybe not as "railroad" as Irvington, N.J. might have been, but I'm sure we're all glad it's somewhere.

While waiting in the pleasant carpeted waiting area, I did spot a Flyer UP (PAs) passenger set on display amongst the many O gauge items.

Flyer's Fate Up to New Team at LTI:

Just into my conversation with Steve Saxton, he mentioned that on March 31st a "Special Team" task force had been formed at LTI to manage the non-mainstream items such as large scale, pre-school and the American Flyer S gauge offerings. Carl Crosier, a previous national sales manager, was appointed to head up this team. I met him later in the interview.

Initially this team under Carl Crosier will determine the fate of Flyer with Lionel. The team will internally debate the product line and recommend items to produce and determine whether or not to aim more at the operator or the collector with these decisions.

Steve stated that LTI currently maintains its position as the largest S manufacturer, yet sales percentages of S for LTI as a whole remain small.

And this poses the dilemma.

The Dilemma of S:

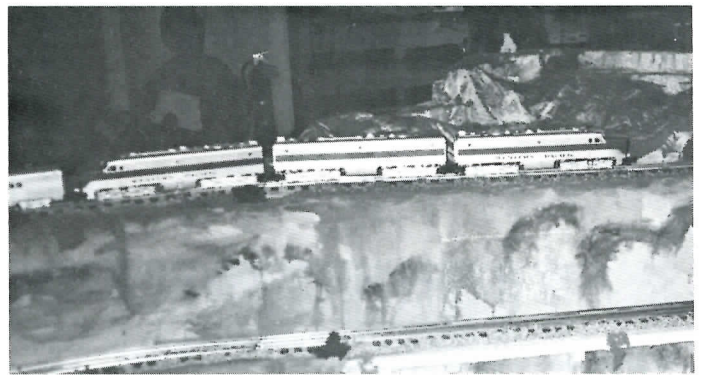
The sales percentages as well as the deterioration and poor quality of many of the existing Flyer dies puts LTI in a quandry. As an example, Saxton said that the northeast caboose Flyer dies were shot. Yeah, I know, there are a buzzillion out there at the swap meets, but now these won't be available for -- say a starter set.

LTI's product manager expanded on this and stated some possible options the new "team" might pursue:

1. Keep on going with existing Flyer tooling.
2. Keep going with existing tooling and some new tooling.
3. Licensing the Flyer line out for manufacturing, with LTI retaining the rights and marketing.
4. Sell the Flyer line outright.
5. Go to some or all offshore production.
6. Simply halt all production.

Christmas Car Planned:

The '94 line from LTI was reported on in the last *Dispatch*, and as noted Lionel did pare back its offerings by chopping the Rio Grande PAs from the list. But, on an up-note, there will be a '94 Christmas car coming and some S stocking stuffers.



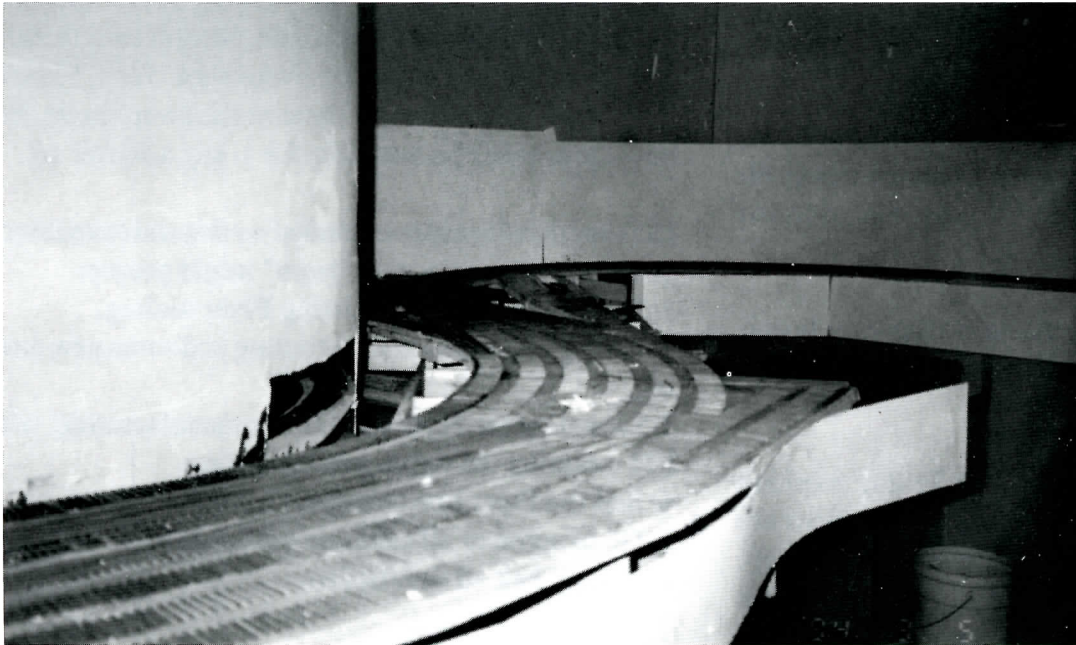
Flyer PAs on Lionel showroom layout.

A Starter Set?

According to both Saxton and Crosier, a big hurdle in offering the "starter set" most S fans are pushing for is the cost and related selling price with which to be successful. Also in question are which items to put in such a set to make it both attractive to the consumer and as inexpensive as possible. These are the problems the new team will wrestle with.

Continued on page 28

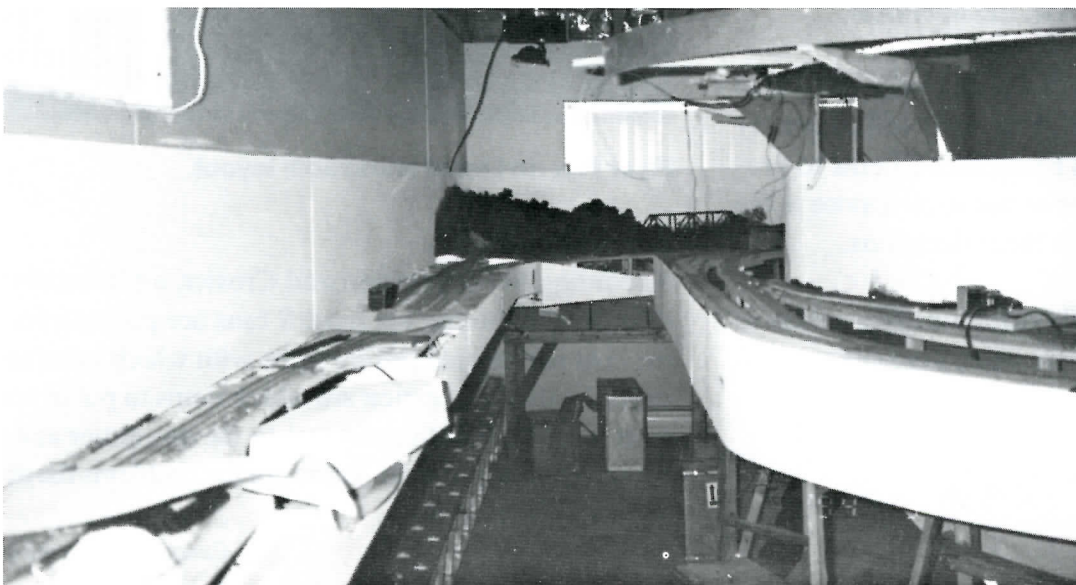
**SIMON PARENT OF QUEBEC, CANADA HAS A
FINE S-SCALE LAYOUT UNDER CONSTRUCTION.
— It is presumed Simon is following A Canadian National Theme?**



A curved yard follows a backdrop which hides a helix.

INDUSTRIAL AREA

It will be nice to see this layout in the future.



Aisles permit walk around operation.

Photos by Denis Fortier

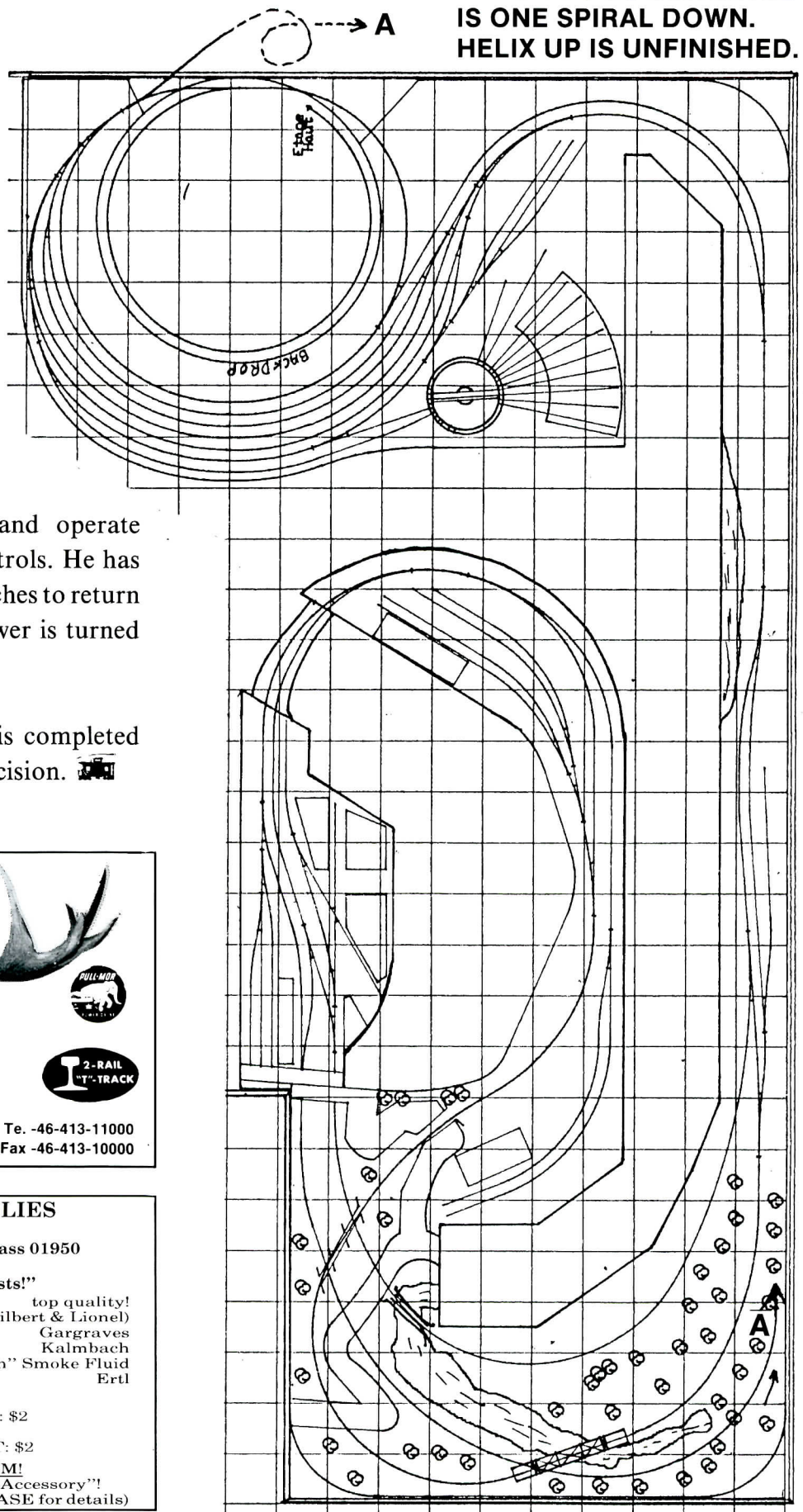
SIMON PARENT'S LAYOUT

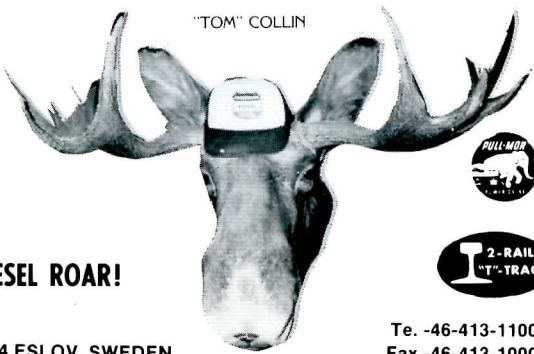
This layout is 28' x 15' and is a masterpiece like his CN 5076. There will even be a second level added to this layout which will represent the Quebec Power Light and railway company in Quebec City in the early 50's. This level will be reached by the unfinished helix.

All his switches are scratchbuilt and operate beautifully with Tortoise switch controls. He has installed relays which allows the switches to return to mainline alignment when the power is turned off.

This will be quite a layout once it is completed ... every detail is done with such precision. 

TRACK TO LOWER LEVEL
IS ONE SPIRAL DOWN.
HELIX UP IS UNFINISHED.





"TOM" COLLIN




DIESEL ROAR!

Box 262
S - 241 24 ESLOV, SWEDEN




Te. -46-413-11000
Fax -46-413-10000

PORT LINES HOBBY SUPPLIES
DOUG PECK
6 Storeybrooke Drive, Newburyport, Mass 01950
508-465-8798 (eves.)
"New England's S-Gauge Specialists!"

American Flyer Parts, American Flyer American Models Kadec Badger Hob-E-Lubes	top quality! (Gilbert & Lionel) Gargraves Kalmbach "Live Steam" Smoke Fluid Ertl
--	---

And Other S-gauge products!

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

LATEST S-GAUGE SALES LIST: \$2

THIS MONTH'S SPECIAL ITEM!

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

SPRING S SPREE

Another Friendly Get-together for S Gaugers

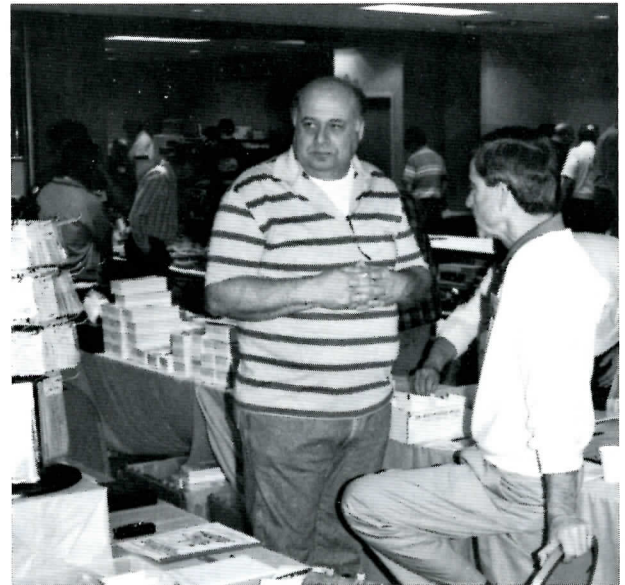


CLUB HONORS LEADERS

In a surprise ceremony during the Spring Spree, members of the Central Ohio S Gaugers Club honored Alan Evans (left), coordinator; and Art Lofton (center), treasurer, for their contributions to the club. Club member Joe Stiffler (right) presented the plaques.

TAKING A BREATHER...

Des Plaines Hobbies owner Ron Sebastian (left) and Pete Smith of the Building and Structures Company, take time out during the 1994 Spree.



CHECKING OUT THE NEW PRODUCT...

COSG member and National President of TTOS Bob Cloud (left) watches Andy Lorince of Pittsburgh check out the sound and horn system of the new American Models PA/PB engines.



Photos by Larry Robertson

OVER 175 ATTEND:

Over 175 attended the 1994 Spring S Spree held in Columbus, Ohio, at the end of April. The Central Ohio S Gauge Club hosted this seventh annual event, which included most of the major S gauge manufacturers and importers. Attendees had the opportunity to once again renew acquaintances or meet new friends from as far away as Connecticut, Florida and Chicago. Clinics and the hospitality room provided an opportunity to learn and relax during the weekend.

Railroad Arts John Craft had just received the first test shots of the 70 ton hopper. According to him there will be some minor modifications before the initial production run. Those who examined the test shot were impressed with the detail on the model.

Ron Bashista from American Models operated his just-released PA/PBs with the AC horn/sound unit. The Pennsy green and maroon sets are the first available, to be followed by NYC and others. (See current AM advertisements).



DIGITAL CONTROL CLINIC... Don Richards explains the Digitrak Command Control System he hooked into the Cuyahoga Valley Club's modular layout.

Other manufacturers included Don Thompson and Mike Ferraro from S Helper Service, Dave and Susan Netherton from Omnicon Models, Jim Kindraka and Dan Navarre of River Raisin Models, Norm Schreiner from Schreiner's Scale Models, Terry Putt of Putt's Trains and Jack Sudimak and Bob Yahnke from Rex Models.

Ron and Susan Sebastian represented Des Plaines Hobbies, Pete Smith displayed his Building & Structures kits, Bill Daymo showed his Wisconsin Central boxcars for EG/RA Model RR, Bill Wade from Bill's Train Shop was in attendance, Jettie Padgett was there from SouthWind Models,

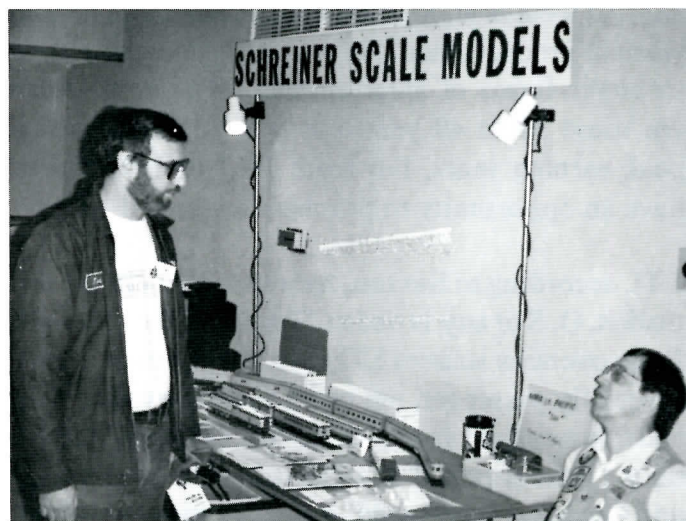


"YES, YOU CAN REGISTER..." Members of the COSG keep the line moving at the Spree registration table. Jack McLaughlin (seated, left) and John Gafney (right) handled the paper work while Jerry Richie (back, left) and Alan Evans check the door prize list.

Greg Spence represented Del-Aire Products and lots of sounds emanated from the booth of Mike Novosel's Real Rail Effects. Non-manufacturing vendors included John Heck, John Wickland, Andy Lorince, Earl Beegle and Jim McDivitt.

Clinic presenters included Ted Hamler, Al Klingensmith, John Wickland and John Heck -- on collecting American Flyer; John Frazier on detailing car kits; Art Lofton on rebuilding AF smoke units; Larry Robertson on detailing S engines; George Ricketts on the S-Mod standards and Don Richards demonstrated the Digitrak Command Control.

Bill, Santa Claus, Wyatt, although confined to a wheelchair, made a surprise appearance at the Spree.



CHICAGO TRAIN TALK... Joel Lebovitz and Norm Schreiner are deep in conversation.

Continued from page 23...

Some of the ideas on a starter set tossed around by Steve, Carl and myself were -- under \$200, somebody's track (if not LTI's own), a power pack, inexpensive accessories, and, of course, a small loco with a couple of freight cars.

Whether steam or diesel for a locomotive was a questionmark. Heads nodded when we discussed 2 choices -- a small 0-4-0 or 0-6-0 steamer (new or original dies), 2 or 3 ore or hopper cars and a caboose -- or -- a diesel switcher (maybe the Baldwin) with a couple of hoppers and a caboose.

The "dilemma" here, assuming the cost and production problems could be worked out, is which set to produce -- the steam era or the diesel? A diesel set could be made more up-to-date to appeal to today's younger modelers. On the other hand, maybe a steam starter set could be targeted toward the older generation, who could in turn foster an interest in their kids or grandkids.

The Market for S:

The starter set conversation led to discussing the current market for American Flyer trains and S in general.

Steve and Carl both were anxious to see the results of our NASG survey. They also would welcome any S surveys from other groups as well.

LTI seems to feel the S market is bigger for operators than for collectors, but still, a small piece of the overall hobby pie. One of the problems, the LTI managers told me, was that of the "Lost Generation" who in the 60s and 70s were in an S gauge void during the time Flyer was not produced and this younger generation turned to newer forms of entertainment. These, of course, are those 30 to 40 year-olds who are now in their peak earning years, but from 1967 to 1979 did not have an opportunity to purchase any new Flyer.

LTI, according to Saxton, feels its success in the train market, O, S or any, is tied to "Trains" in the real world. From overseas sources LTI says that trains in Europe, especially passenger, are much more pervasive there, and this results in an automatic "trickle down" effect to the toy train market. But, we all acknowledged that U.S. and Canadian "real world" trains are more visible and exciting than they were a few years ago -- so there's hope.

Again, the dilemma? Most S modelers and virtually all

Flyer operators and collectors are rooted in the 40s-60s era. By offering newer modern Flyer trains, LTI would risk alienating diehard Flyer customers.

My personal opinion: LTI with Flyer, and any S manufacturers, have to go both ways in today's market. Both modern and vintage rolling stock and locomotives must be offered. Another S trend I see a need for is to offer S rolling stock in both scale and Hi-rail versions. In addition, any new items should be made as realistic as possible -- you know, state of the art stuff.

Some additional poop! LTI said that most of the later Flyer offerings still had good dies with the exception of the NE caboose. The vintage stuff, however, would require more work and \$\$ to rehab or don't exist at all. LTI did not receive many original dies when the line was purchased in the 60s.

LTI did, in 1988, consider offering a Wabash version of the 4-8-4 but admitted that the used market killed the thought.

Dilemma again -- all agreed on the demand and need for operating accessories, but LTI admitted being leary of the market base needed to support the investment.

LTI also was concerned over a soft high end market which occurred during this last recession. LTI's first choice for their \$ investments has been Thomas the Tank Engine items and the O gauge line. The \$ go first to what's working. LTI still has a fondness for Flyer and wants to continue the line, but the S gauge line is at the bottom of the priority list. Hope springs eternal though, as both managers want to keep in constant communication with the advisory group and are anxious to check out the survey results.

I concluded my visit with my first tour of the showroom layout (patterned after the original one in NY), but with a loop of S on the top level. A WP PA passenger set was tooling around during my visit. Of the many display cases lining the outside walls of the layout room, only 1 had the Flyer items featured. Discouraging was the lack of any mention of Flyer in the free give-away catalog handed out to visitors.

In conclusion, it appears that NASG members and all S gaugers are going to need to promote S gauge in order to keep Lionel committed. Will LTI keep Flyer? ***



SHORT AND EASY

- By Kent L. Singer -

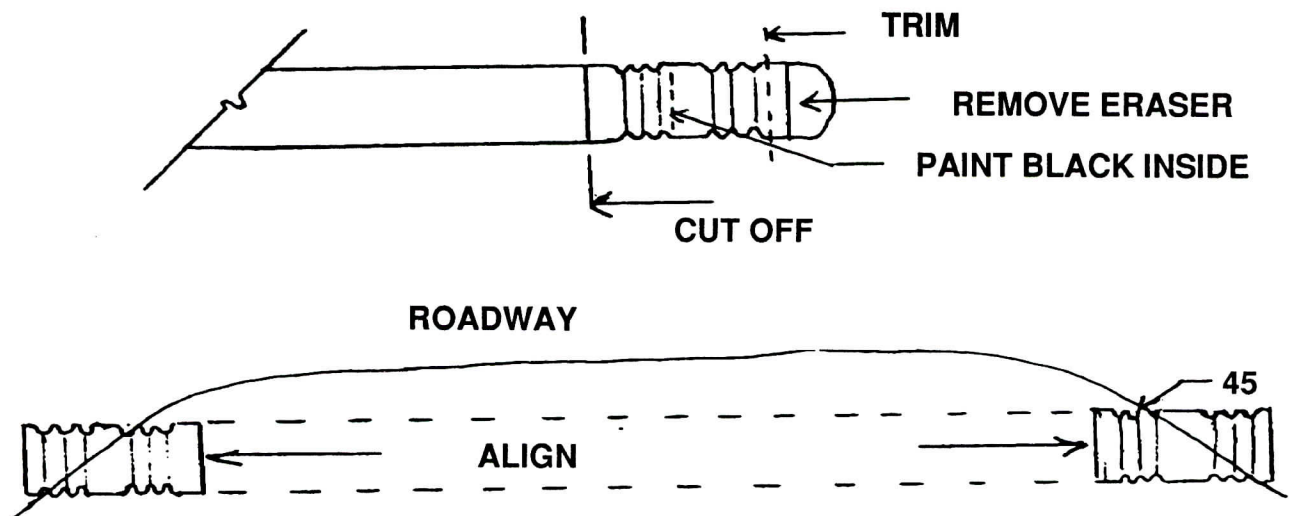
So, You Say You Need A Culvert!

Our latest project comes to us from the southern Ontario metropolis of Marlbank, courtesy of Paul Raham. Paul dates back to the days when everything but the most basic items (and even some of those) had to be improvised from some common household item or from the scrap pile. His latest contribution to S scale modeling is an excellent example of what can be done when you look around the house.

The metal bands that hold erasers on the ends of pencils make dandy culvert ends. Just remove the eraser and trim the metal band back close to the corrugations. Paint the end of the pencil inside the 'culvert' black and cut from the pencil. Place in the desired location and place fill as required with gravel, dirt, etc. Fix with the old detergent-diluted white glue mix."

Mind you, it isn't necessary to recreate the entire culvert, just the exposed ends. The real trick in making a believable culvert is to have both ends lined up properly and to have natural looking gullies leading both to and away from the ends. If you're good at laying down some realistic looking 'standing water' at one or both ends, so much the better. *Sometimes you can find a larger than normal pencil if you want a bigger diameter. The regular pencils scale out to about 18 inches. -- editor.*

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 projects. If you'd like to contribute, the rules are simple: The project you submit should be somewhat related to railroading, and it should be capable of being completed in one or two evenings. You needn't worry about drawings or photographs. We can do the drawings and have photos taken. 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.



"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Al Schoenberg

"All aboard for the Columbia River Convention Express," calls out Conductor Alan Evans.

Since the special is leaving first from Toronto, Canada, we find Stationmaster Paul Raham reading a copy of the *Canadian S Scale Quarterly*, edited this quarter by Joe Pereira. Inside are a couple of switching layout designs. Joe, himself is building a 13' by 10' layout. Also in this issue it is reported that the Canadian Rockies RR Museum Foundation in Edmonton, Alberta, is hoping to build a miniature railway in S gauge depicting the CP in the Rocky Mountains. Joe wishes to know how many S gaugers there are in all of Canada??

Now we head to Boston where Doug Peck comes on board as fireman for our little Pacific. While he is watering the engine, a copy of the *Bristoliner* falls from his pocket. Inside is news that the **Bristol Club** is still in the running for the 1998 NASG convention. Also, Bob Dooley complains about American Models locomotives derailing when pulling Lionel cars, but not the old Gilbert cars. Anyone have a solution?

On to Connecticut with our special. Bill Krause and the **Connecticut S Gaugers** are overseeing a motive power swap for our train. Bob Ritchie is now the engineer of our "New Haven Jet." He yells at Bob, "Did you know we had two new members -- Tom Reimer and Jerry Bonvisuto?" Stan Stokrocky is on the phone telling us to get this train moving. So it's on to the Big Apple to pick up a delegation from the **Central Jersey S Scalpers** headed by Mike Ferraro, Don Thompson and Vic Roseman.

As we left the yard in New York City, supposedly for Philadelphia, we noticed somebody in the yard who looked an

awful lot like Howie. He had thrown a switch, and now our train is headed for upstate New York.

Another convention special which will rendezvous with our train eventually is in Baltimore picking up members of the **Baltimore Area American Flyer Club**. It had departed 2 days earlier from Florica with some of the **Suncoast American Flyer Enthusiast Club** members.

George Konig of the Baltimore club commented that he was glad to see the American Flyer Parts Distributors List in the newsletter. Monte Heppe mentioned that their modular layout will be set up for the Sept. 10 TCA meet in Timonium, Md., and at the TTOS meet in Annapolis, also in September.

The Florida special moves on to Phillie where members of the **South Jersey S Scalpers** are being mother henned by Bill Moore onto the train. Mike McConnel is overheard telling Hank Worrell how great their recent May layout tour went when they visited the layouts of Frank Titman, Barry Wurtz and Bert Mohr -- even if Bert's was HO -- but it was a great one at that. Ed Claypoole asks Ken Davis how the club car project is coming along. "Is it going to be a PRR Automobile car?"

Now back to our express in upstate New York. It's in Syracuse picking up members of the Central New York S Gaugers. Dan Briggs is telling John Pearson how the club anticipates breaking up the American Models PA diesel orders. "Say," John says, "Did you get any of those HO signs which are made in Camillus, NY, but are suitable for S?" "And Overland is back in S too, ain't it great?"

The Express now travels to Rochester

where Ted Larson and the no-namers are considering the **Western New York S Gaugers** or the **Genesee Valley S Gaugers** for their official name. The no-namers had modules built by Ted Larson and Chuck Smith set up for the first time at a swap meet. These were code 148 and had Ray Abbott's trolley running on the inner loop. Ray Abbott reports that about 25 guys in the Niagara Falls area are active in S.

After a long night our express stops in the Delaware Valley area to pick up the **Lehigh Valley S Gaugers**. Members pass the word that Frank Titman won first place at the Spring S Spree in Ohio with a scratchbuilt church which he actually attends. Bob Barclay garnered a 2nd place with a billboard model. Members welcomed Walley Collins as a new member.

The Florida Extra and the Express finally meet at Philadelphia and combine into one train headed for Altoona to pick up some of the **Altoona Area S Gaugers**. This group is on deck for the 1995 convention.

A stop is made in Cleveland for those going from the **Cuyahoga Valley S Gaugers**. Josh Seltzer is heard talking to Dick Cataldi. "Did you see the article in the "Lake Shore Special" by Gary Ippolito about the history of the Espee Daylight steam locomotives.

The **Central Ohio S Gaugers** are next and they just finished up hosting their 7th annual Spring S Spree. They reported that they also had a successful display at the GATS show in June and that Dave Butterfield of California dropped by with his SP American Flyer conversions. This active club also visited the layouts of Jack Sudimak, Al Clapp and Bob Yahnke in Medina, Ohio. These layouts are reported to have scale track and large radius curves.

On to St. Louis where Charley Taylor is waiting at the station proofing a copy

over his shoulder, I see that there are TCA meets on Sept. 11 and Oct. 9 at Heman Park, MO. It seems Moe Berk is concerned about "flat" Flyer sales. Heading west, the express next stops in Kansas City to pick up the delegation from **The Greater KC Area S Scalers and Hi-railers**. Dick Wholf and Mike Pallsell are commenting about how Jim Graham's Sheley Road has gone Hi-tech with a CTC-89 command control system.

A little backtracking is now necessary to pick up the **State-Liners**, the **Chicagoland S Gaugers** and the **Badgerland S Gaugers**. First, to the Rockford, Illinois area to pick up the State-Liners. From their members, I learned that Art Doty chaired the Lena, Illinois, show in March. A limited number of S patches are available from Dave Tanner. Their 1994 membership directory is also available. Congrats to new member Steve Farmer. Oh yeah, as we leave, Eric Sorensen is going to race his winning S GP20 against the Express.

Our train is now in Chicago where Don Heimburger is waiting with the rest of the Chicago bunch to board. Not too long after the Vancouver convention, the **Chicagoland S Gaugers** will host the Fall S Fest in the Chicago area. Other news I hear: Norm Schreiner reminds everyone interested in the Fall S Gauge Railroading classes to be held at Walther Lutheran High School. Also, the CASG club boxcar project is progressing. Des Plaines Hobbies has bought the entire S gauge line from S Scale America. The Express was delayed while everybody toured the shop.

Milwaukee, next stop to gather up the Badgerland crew. This club had some dynamite meetings including one in April where Wayne Wesolowski gave a slide show on building the Lincoln Funeral Train in 1" scale and demonstrated how to do some resin casting.

It's up the SOO Line to Minneapolis to pick up the **Pines & Prairies Club** delegation. It is reported that member Joe

Herrick has some really sharp evergreen trees on his Sn3 layout. Ken Zieska hosted an NMRA Tour on April 16. Tom Lennon reports that Des Plaines Hobbies (in Illinois) has some detail S parts for Canadian F units and that Ron has decals available in S for the CB&Q F units (silver, red and gray). Tom has a few extras of these, if anybody is interested.

Well, we're now highballing for the Pacific Northwest gathering a few more S gaugers on the way. Since the next issue of the *Dispatch* is the Directory, the next club news will be in the October issue. See you then.

Attention formal and informal clubs!! Send me your newsletters or at least highlights of your club. 

Al Schoenberg
204 Moldoff Rd.
Glassboro, NJ 08028

End of the Line...

Henry Sprague

From the BASS Waybill courtesy of Lee Johnson and Russ Mobley.

We lost another Pioneer in S scale back in November, 1993. Henry Sprague passed away then at age 86 from circulatory problems complicated by diabetes. He is survived by wife Billie who still resides at their home in Sunnyvale, Ca.

Henry's father worked for the Soo Line in North Dakota. When his father died, Henry took his job. Henry probably had modeling in his genes as his dad built a model circus and traveled about the area giving shows with it.

Henry built one of his first model engines in 1" scale, finishing about 1930. He ran it with compressed air a few feet back and forth on bed rails. The story goes that one time he was taking care of his kids and running the engine at the same time. One of his youngsters fell and needed help.

At the same time the engine was about to run off the end of the bed rails and crash to the floor. Henry didn't know which one to save first -- but the engine survived.

As part of Henry's duties as a Soo Line hostler he rode the snow plow train during the snow season. It was his job to look after the engine. They would leave out of Fairmont, North Dakota, in the evening and return the next day. He worked there several years before moving to California with wife Billie and family. In California he worked in the ship yards and at Westinghouse where he became an innovative machinist.

He built his first S scale locomotives in the early 30s. Henry's S modeling on the West Bay Model Railroad Club in Palo Alto was made famous an article in Model Railroader in the mid-50s. The club was unusual in that it operated 3 scales at once including Henry's S.

Henry was a true pioneer and developed a realistic chug sound for his scratchbuilt lo-

cos long before anything similar was available commercially. The innovative sound and his long 80-car trains proved a spectacular sight to club visitors. His completely scratchbuilt SP Daylight train also took the limelight whenever it ran. This train had complete table settings in the diner and made bell sounds when backing in the yard.

In his later years Henry built live steamers in S scale. His first one was a Climax. Later he would add a couple of rod engines. Spectators couldn't believe the little Climax actually ran on steam when they saw it, so Henry would pick it up off the rails and the wheels would spin like sixty. Skeptics were convinced.

We have lost an ingenious and most innovative modeler who along the way shared his ingenuity and expertise with the rest of us. I pray that God will find a space in Heaven for Henry to set up a railroad.

Condensed from the BASS Waybill.

NEW PRODUCTS

By George Ricketts

LAYOUTS UNLIMITED (3586 Chaploun, St. Louis, MO 63129-2346 Ph. (314) 892-7252) Will have available in June 1994, a Reproduction of the #792 Train Shed compatible with S-Gauge trains. The Station Shed will be similar to the original Gilbert item. It will be supplied in kit form and is easily assembled with a few sheet metal screws. The cost will be \$189.95 plus \$5.00 shipping and can be ordered direct from Layouts Unlimited.

KIRLIN SCALE MODELS (100 Horace St., Winnipeg, Manitoba R2H 0V9 Canada) Has Announced the availability of a 1937 AAR 40 foot box car kit painted in the Canadian National Railways horizontal green leaf "SERVES ALL CANADA" paint scheme. Pacific Rail Shops used actual CNR stenciling diagrams and paint samples provided by noted CPR freight car historians Stafford Swain and Dan Kirlin to produce very accurate models of these very common cars.

Included with each kit is a detailed instruction sheet with tips on super detailing to yield a model correct in every detail. Each kit also contains the correct to prototype 8 rung ladders with the stirrup step attached to the ladder as was commonly used on CN's Canadian built boxcars.

These boxcar kits are available in four different car numbers as well as a completely

decorated but un-numbered version. The cost is \$32.00 US or \$40.00 cdn. Please include \$4.00 postage for orders under \$100.00.

REAL RAIL EFFECTS (P.O. Box 1627 , Highland , IN 46322)

Is producing a series of sound modules for railroad use. The AC/DC module is inertia equipped, so when the car moves it will activate the sound. It is powered either from a 9 volt battery or off track power at 0-18 volts and begins working at approximately 6 volts AC/DC. When the track powered version is ordered installation of pickup shoes or insulating bushings are required. The module may be ordered with a reed switch to activate any sounds and works well with the whistle, horn or bell effects. As a trackside accessory, the module may be installed anywhere and the speaker placed where the effect is desired. A reed or momentary switch may be used to activate the effects. More details are given in the instructions and other installation suggestions.

The AC/DC Live-Stock module costs \$70.00 track powered and track side accessory versions, \$60.00 for the battery powered unit plus \$4.50 shipping and handling. Additional sound chips may be purchased at \$20.00 each. Sound available are cows, pigs, horses, chickens, sheep, diesel bell, diesel horn, steam whistle, steam bell, clickety-clack, reefer compressor, switcher idling and road units idling. For an up to date list contact Real Rail Effects new sounds are being added. Customized chips can be produced and custom installation is available.

THE BUILDING & STRUCTURE Co. (P.O. Box 1296, Fenton , MO 63026) Pete Smith has introduced several new building kits. Dallas Divide Section House,

Dallas Divide Handcar Shed, Dallas Divide Bunk House and the Dallas Divide Coal Shed and Tool House. A nice small branch line station is the Lake Junction Station. A larger station is called the Branch Line Station. A nice wood Interlocking Tower and a Passenger Pagoda and the Coer D'Alene Mine. Send Pete \$5.00 and he will send you a catalog showing the kits and parts available along with a \$5.00 discount coupon.

ATTENTION
Please Send New Product
Announcements To

George Ricketts
34355 Park East Apt. B-5
Solon , Ohio , 44139

A newcomer's look at scanners:

by Ted Larson

Fans attending this year's convention might find this useful.

I have known about scanners for years, but had never met anyone who had one and didn't know enough about them to warrant wanting one. Then I took a cross-country Amtrak ride and encountered a number of situations where I wished I knew what was happening. Shortly thereafter I saw an ad for a 10-channel portable unit and decided that that would be a good item to liberate some gift money for. After purchasing, what frequencies would I use?

Fortunately, my directory of American Railroads had one or two frequency listings for each railroad, so I quickly had Conrail programmed in. There was also an order form included with my unit for a directory of municipal frequencies and a scanner magazine. I figured I better have something to use all those extra channels for, so I sent for both.

When they arrived, I discovered my error; there wasn't just one county sheriff's frequency, there were 15. My local fire department had another 4. The town maintenance trucks had 2. I needed another channel for the weather. So 10 channels were not enough, and this didn't even include the railroads.

Like me, you are probably ready to conclude that 10 channels isn't enough, but what if you're just interested in the railroads and don't want to bother with local stuff.

The scanner magazine listed ads for directories of railroad frequencies. I sent for one and found out that it was quite common for each railroad to have at least 4 frequencies in use in one area. If you are in a town with more than 2 railroads, again, 10 channels won't get it. And, if you're a traveler, every time you go into a new territory, you'll be scrambling to reprogram your unit. And, when you get back home, you'll have to put your original codes back in.

The scanner magazine also listed bargain rates for the unit I bought. I could have saved money and gotten some accessories to boot. So the old adage is -- shop around.

Now back to the fun of owning a scanner. What have I heard that made it worth while to own one. I live close to a double track Conrail mainline and fairly close to a small yard. The most common chatter is the dispatcher telling operating crews when they will be switching to a different track or when they should expect to be getting stopped to clear for other mainline trains. Switch yard chatter is also common.

Some examples:

- Train is stalled on grade and needs a push. Dispatcher must arrange for a nearby crew to cut off from their train and help.
- Crew has outlawed and dispatcher is sending a cab for them while routing traffic around their train.
- Loud banging noises have been noticed by residents when a train passes, so MOW crew goes out to



inspect.

- Crossing signals are not working so dispatcher sends a MOW crew.
- Switches are frozen so yard and mainline dispatchers are working together to route trains while crews thaw out the switches.
- Detector reports dragging equipment and train must stop.

If you ride Amtrak out to the convention or anywhere -- some tips: Bring lots of batteries. Take a carrying case. Be considerate of passengers who don't want to hear the chatter. A lightweight walkman headset works better than an earplug to keep the "talk" to yourself. Get the best antenna available.

Here is one message I heard: Crew -- "We're stopping in the middle of the mountains for a red block signal." Dispatcher -- "It should be green... Proceed slowly -- watch for rocks on the track."

Some sources for scanners:

- Radio Shack and Damark.
- Scanner World -- 518-436-9606
- R&L Electronics -- 800-221-7735
- Metro-West -- 800-657-1475
- EEB -- 800-368-3270
- Universal Radio -- 614-866-4267
- RR frequency guides available from:
- Kalmbach -- 800-533-6644
- Bill Farmer -- P.O. Box 1838, Thousand Oaks, CA 91358

Product Review --

LEHIGH LUMBER CO.

By Barry Mertz

Lehigh Lumber Co., by Lehigh Valley Models, 1225 N. Arch St., Allentown, PA 18104.

LVM30 -- price: \$40.00



The lumber companies were a standard business fixture found along a railroad siding or spur of virtually all cities and towns, large or small, across this great nation. The construction of these cities and towns would have been difficult without them.

These lumber companies provided each town with basic construction lumber plus numerous items such as tools and hardware.

Lehigh Valley Models has given S gauge yet another structure to build in this lumber company shown above. It is yet another avenue of revenue for our miniature railroad.

The model took me about 18 hours to construct using standard wood building techniques. The main structure measures about 4 1/4" wide, 10 3/4" long, 7 1/2" high with an attached office that is 3 1/2" long, 2 1/4" deep, and 3 1/4" high. The added building can be attached at various locations on the main structure. All the wood is precut except the trim and a few other parts. Step by step instructions accompanied by the drawings make assembly quite easy.

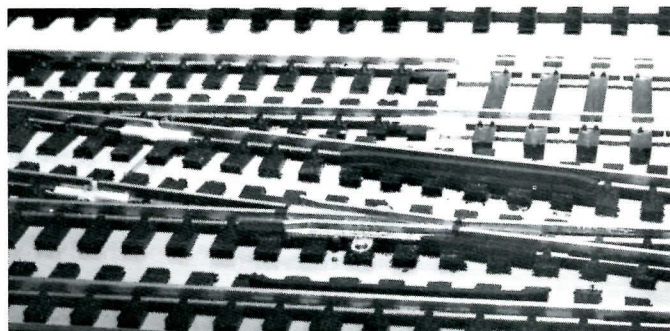
Some care should be taken with certain pieces as there is only 1/16" difference in the lengths.

The interior of the main structure can be left unpainted since real companies probably just painted the exterior to protect from the weather.

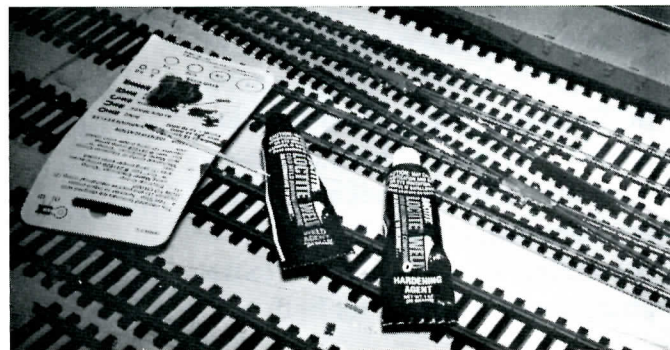
The model comes complete with miniature cutting table saw and radial saw. Also included are four lumber piles of various sizes of wood. These are individually wrapped and easy to assemble. All in all, this was a very enjoyable kit to build.

Bashing Atlas HO Switches to S

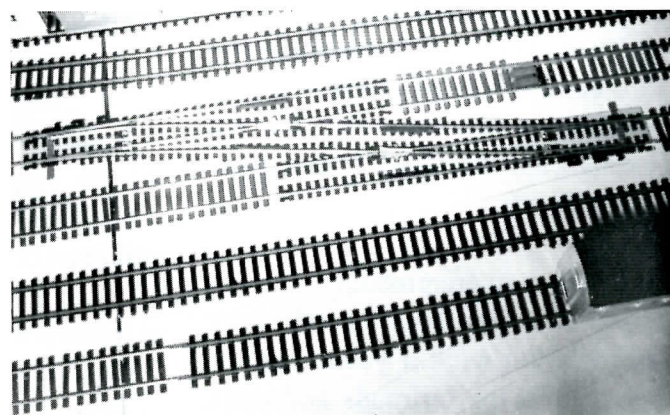
By Robert Nicholson



Once a basher, always a basher. Atlas #6 code 100 Customline switches are used for a crossover in my Anahpee Yard. Just splice out some of the ties and gauge to S.



Use Epoxy to fill frog for smoother operation. Just use hacksaw blade to open back up. These Atlas switches work great for spring switches too.



Overhead view of Atlas switches. Tie gaps can be filled with scraps or yard ballast.

welcome a product review/construction article on any REX loco.

Corner modules: If anybody has any plans for corner modules let Ted Larson know.

Cheaper ballast: I have recently found ballast at \$2 a pound which is much more reasonable than the \$4 a pound I had previously mentioned in the Module Corner. This reduces the advantage of the 50 cent bird grit and isn't as much work.

Ted Larson

Mobley's card system: Regarding my operating article in the April *Dispatch* I'd like to clarify one thing. If you select more cards for your train than you know will fit in the siding on your layout, just return those cards to the bottom of the pile and pick some others.

Russ Mobley

SD50/SD60 models: A conglomeration of sources has it that American Models is and Overland isn't.

Jeff Madden

S CALENDAR

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. Matteson, Illinois, is a suburb of Chicago with the Plaza complex being located on Interstate 57 about 3 miles south of Interstate 80. There is direct service to both O'Hare and Midway Airports by bus.

The usual activities are planned plus some new ones. Starting time is noon on Friday. Clinicians and displays are still being sought. Contact Andrew Jugle.

EXTRA BOARD

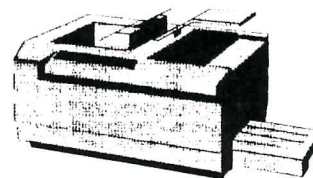
For Sale: American Flyer uncataloged set #20208 with #21168 Southern locomotive with smoke and choo choo. Set is LN, Box is E. Track is N with 90 degree crossing for figure 8. \$165. SP Daylight ABA passenger set with extra dome and coach, N, \$1195. NH EP-5 and caboose, N, \$295. Trades considered. Want Flyer 0-8-0 switcher. Sam Hopkins, #93R0143C, 244 Evangeline Dr., Mandeville, LA 70448. (504) 845-0252 anytime.

Department of Corrections: It seems that back in the February *Dispatch* in the *Club Sandwich*, I identified Badgerland member Dick Kloes as Ron Schlicht. It's really Dick Kloes holding that cup of soda (as they call pop in Wisconsin). Ron wrote a humorous piece on this in the Badgerland Newsletter.

And while I'm at it. I'll give myself credit for the Lineside Industries to Model article in the same issue. The actual name for the railroad location is Clinton Jct., Wisconsin. Plain old Clinton is just a tad north of the rail location.

Thanks to a new assistant editor: My son, Terry, graciously gave his time to work up some of the pages in this issue on his computer. Between the two of us several pages were designed on Pagemaker 5.0.

Jeff Madden



NASG COPY SERVICE

Copies of articles from back issues of the NASG Dispatch are available to NASG members following the below procedure:

1. Request a specific article, photo(s) or page(s). Entire issues will not be copied.
2. Cite a specific Dispatch issue if possible. A search will only be made on a time available basis and may not yield results.
3. Enclose an SASE. No other charge is in effect at this time.
4. Note your NASG number. This service is available only to members in good standing.
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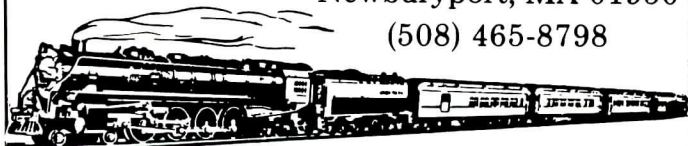
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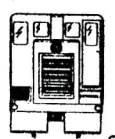
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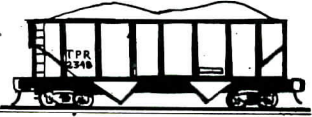
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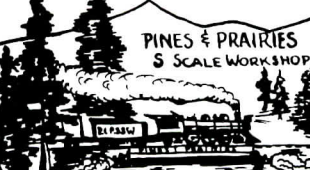
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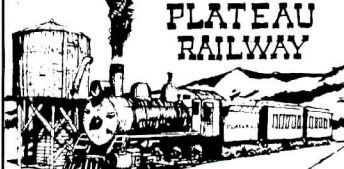
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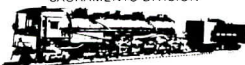
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