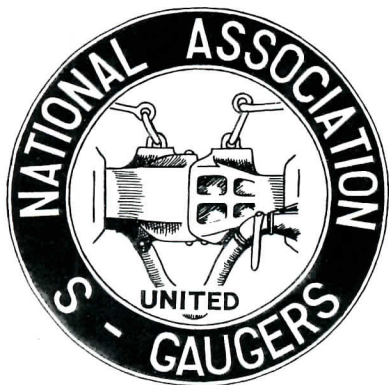




June 1995

Volume XX Number 3

DISPATCH



THE BUFFALO CREEK & GAULEY — AN IDEAL PROTOTYPE TO MODEL IN S GAUGE



BC & G No. 14 switching empties on the B&O interchange at Dundon. *Richard Manning Collection.*



Cleveland Rendezvous: S Spree attendees (left to right) included Heidi and Ron Stringer from Connecticut, Alan Evans from Columbus, Ohio, and Terry Harrison from Orlando, Florida. Heidi and Ron are newcomers to S gauge, and Terry is a new manufacturer in S. Referred to in President's Message.



BIG BOYS TOYS

We have a complete line of Scale "S" items.

TRY US

The best stocked scale "S" shop in the Southwest

2127 E. Palmdale Blvd.
Palmdale, California 93550
(805) 273-6229

Port Lines Hobby Supplies

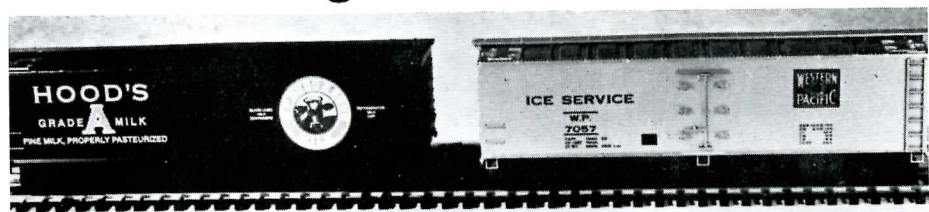
"Specialists in S-Gauge Railroading"



Doug Peck
6 Storeybrooke Drive
Newburyport, MA 01958
(588) 465-8798 Phone or Fax

Crown Model Products Wood Side Refrigerator Cars

- * Injection molded plastic
- * Full "S" scale
- * Separate ladders, brakewheel and roof walk
- * Made in USA



"O" scale version shown

Port Lines Hobbies is offering this exciting new line of products to the S-gauge community. We believe this line brings to the hobby a high quality "S" scale model with state of the art molding, painting and graphics desired by today's modeler. These Scale/Hi rail cars are ready-to-run and will feature S-Helper-Service trucks and American Flyer® compatible couplers in full window packaging. Scale versions will be ready to accept Kadee® Couplers. Each car will be available with three different numbers. Models represent wood sides, with steel roof and ends. These cars ran from the 1930's into the 1970's.

Available in June 1995:

- S7000 Undecorated (grey)
- S8002 Hoods Milk (dark green; multicolor logo)
- S4900 Western Pacific Ice Service (silver; black print)

Other models to follow

You may order any cars now. Credit card orders will not be charged until order is shipped.

(Add \$4.00 shipping, per order; Mass residents add 5% sales tax)

Dealer inquiries invited. Port Lines Hobbies is the exclusive distributor of the Crown Models S-gauge products.

\$36.95

**Scale or HiRail
Ready-to-run**

NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
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
NASG, Inc.
c/o John W. Metzger
Rt. 4 Box 326F
Troy, MO 63379
314-462-4214

Reproduction in whole or in part is prohibited without permission of the NASG, Inc.

The **DISPATCH** — ISSN 10457178 is published bimonthly by Goellner Printing Company, 301 South Main Street, St. Charles, MO 63301-3498.

SUBSCRIPTION RATES: 1 year \$12.00, which is included in the \$17.00 annual dues. All subscriptions payable in U.S. funds. Second class postage is paid at St. Charles, MO. Printed in the U.S.A. All rights reserved. **POSTMASTER:** Send address change to **The Database Manager**, NASG, Inc., % John Metzger, Rt. 4 Box 326F, Troy, MO 63379.

COVER

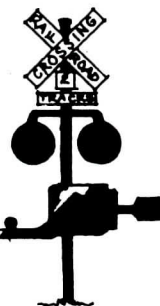
FRONT COVER: A 1958 Scene on the Buffalo Creek & Gauley at Dundon, WV, with engine No. 4 and caboose. *From the collection of Harold K. Vollrath.*

BACK COVER: In 1965, Dundon engine terminal. *Photo by Jeff Madden.*

ORDER BOARD

Volume XX, Number 3

JUNE 1995



President's Message	4
Rail Mail	5
Jeff's Junction Jeff Madden	5
New Products Report George Ricketts	6
Module Corner Ted Larson	7
Altoona Convention	8
Meet An S Gauger	9
The Buffalo Creek & Gauley	
..... By Jeff Madden and Brooks Stover	10-18
1995 Product Survey Results Will Holt	19-22
Extra Board	22
S-Calendar	23

STAFF

Jeff Madden	Editor
Kent Singer	Contributing Editor
George Ricketts	New Products Editor
Terry Madden	Graphics
Al Schoenberg	Club Editor
Ted Larson	Module Corner
Bob Werre	Staff Photographer
Charles Taylor	Advertising Manager
Bob Jackson	Editor Emeritus
Pete Mihelich	Publisher

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

NOTICE TO READERS: All warranties and claims made by advertisers in the **DISPATCH** are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material which it feels is not reputable. The selection and/or use of the products or services, and the application or results obtained from these advertisers is the sole responsibility of the reader.

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

President's Message ...

Friends:

At the recent Spring "S" Spree in Cleveland, reality struck me right "between the running lights." Early on in the show I was introduced to Ron and Heidi Stringer from Connecticut who are just getting into S gauge and decided to attend the Spree to learn about their new 3/16" endeavor.

At the end of the show Ron asked these questions which woke me up: "Where were there advertisements for the Spree? Were there ads in anything except the Dispatch, The S Gaugian and S/Sn3 Modeling Guide? Isn't that a captive audience who already know about the Spree and S? How do we advertise (and where) to draw from the non-S community?" I had to agree that he had a very valid point, because we do need to reach beyond our scope of established S gaugers and bring in "new blood."

Our club (COSG) tried to advertise to the non-S community the first time we held the S Spree in 1992 by placing ads in the 28 Suburban papers around Columbus and by setting a special admission fee for Saturday afternoon of \$3.00, \$5.00 for families. Our response was perhaps 40 people. They could not attend any seminars or enjoy any of the free refreshments as did those who paid the \$20.00 for the 2 days or \$10.00 for one day, but we did get a small response for this attempt to inform and encourage the non-S community. The only problem was that we failed to follow up on these attendees even though we had them record their name and address at the admission table.

At any rate, if your club hosts or will be hosting an all S gauge show or sale, I suggest you advertise the time, place and date in the local papers to at least let people know there is an all S gauge show in their area. If your club has hosted an S only show and received a good response from the non-S community, I believe our readers would like to hear how you did it! Send your response either to me or the *Dispatch* editor, Jeff Madden.

-Alan

RAIL MAIL

DEAR JEFF: On page 17 of the February '95 *Dispatch* there is a Mr. Ingles shown who should have been fully identified as J. David Ingles, Senior Editor, *Trains Magazine*. This is the first association I have seen between Mr. Ingles and 3/16" miniature train enthusiast activities. He should not be confused with the long-time S scale modeler who was one of the two charter members of the original *S Gauge Herald* in Iowa.

The confusion does exist because I get asked about it several times a year; that has been happening since Mr. Ingle's younger days when he was a railfan and X2200 *South* contributor living in Jacksonville, Illinois. He finally met his near namesake, namely me, at the joint meeting of the rock Island (RITS) and the Burlington Route (BRHS) organizations in St. Louis several years ago. I salute the shirt he wears in the photo.

I believe I have also met Mike McBride. If so, he is probably a graduate of the John Swanson and Don Goshert school of excellent model railroading which has flourished in northern Illinois for decades. I welcome him as well to the S fraternity.

- David J. Engle

WHERE'S THE Sn3? After 40 plus years in model railroading, the last 10 in S, I'd like to comment on why the NASG might be losing members. Many converts to S, like me, came from HO or HOn3 because S or Sn3 was more reliable, so if S is ever to grow like HO did, we must get away from the toy train mentality. And the *Dispatch* has nothing to offer Sn3 modelers — see recent issues.

I also believe Lionel did Gilbert Flyer collectors a disservice by reissuing the Silver Flash in the original paint scheme. And while I'm on my soap box, the February *Dispatch* has a member holding a beer bottle and that article with all the cats and train wrecks — there's no way I'd subject my trains to such abuse.

-Ladd Houda

Gads, Ladd. Readers remember the old saying — "You can please some of the people some of the time, but you'll never please all of the people all of the time." And as to the Sn3 or other narrow gauge articles in the Dispatch; if I get any articles I'll be glad to print them. I'm interested in Sn3 myself. -Jeff.

GALE HALL WRITES FROM ARIZONA: Gale wrote some comments about the *S Gauge Herald* insert

and the February *Dispatch*.

Rather than rewrite the entire letter, I'll respond instead to some of his points. The NASG is monitoring the Herald problem, but like all magazines the Dispatch and/or the NASG cannot guarantee everything that is advertised. The NASG is monitoring the situation but has no real authority. And the beer bottle again — egads, have we no humor, and that could have been a bottle of cream soda. And to answer your query about the cover; Bob Werre staged it in his photo studio using some of his buildings. -Jeff.

AN Sn3 EAST BROAD TOP 2-8-2 FROM PBL?

This was a headline in the Autumn 1994 issue of the *Timber Transfer* published by the Friends of the East Broad Top. From a PBL newsletter dated July, 1994, about future models there was a note from Bill Peters

about his first actual visit to the East Broad Top in 1993 which seemed to reinvigorate thoughts of producing one of the Mikes in Sn3 brass. According to Peters, production decisions would be based on reservations, so now is the time to put your 2 cents in if you're interested. Bill wants to know if you would want one superdetailed, painted, unpainted, etc. You might also indicate if you prefer the light 2-8-2, No. 12; the medium ones, 14-15 or the heavy ones, 16-18. You can write PBL at P.O. Box 769, Ukiah, CA 95482. Telephone (707) 462-7680. FAX (707) 468-7406.

-Jeff

P.S. Don't Forget Your Dues!

Jeff's Junction

THE PERFECT PROTOTYPE FOR S

With this issue S Hi-railer Brooks Stover and myself begin a 2 or 3 part series of articles on modeling in S gauge a former West Virginia steam era shortline, The Buffalo Creek and Gauley.

Well, you say, why might this railroad be the "perfect prototype" to model in S? Read on.

Brooks Stover has already had his excellent Hi-rail version of the BC&G published in several publications, and an opportune visit by yours truly to his layout got both of our heads nodding as to why the prototype BC&G would be an ideal railroad to replicate in S gauge, especially in its later years — 50s and early 60s. He's already done it, inspired by a long-time enthusiasm for the BC&G including many actual visits to the site. Unknowingly his choice to model the BC&G in S were probably the same as most of those listed below.

The reasons:

1. The BC&G was a steam shortline, 18 miles long, easily condensed to model proportions.
2. The line served a coal mine and a lumber mill, two popularly modeled industries.
3. Only 3 medium sized 2-8-0s made up the steam roster in the final years. Even 2 on a model layout would be acceptable, making this an affordable roster.
4. The railroad was highly scenic with streams, narrow valleys and wooded hillsides.

5. Lineside structures, besides the mine and the mill, are all simple wood frame buildings, typical of rural Appalachia, such as company town houses, general stores, farm buildings and simple railroad structures including a small engine house. The only other industry served by the BC&G was a small dairy. Simple structures make the BC&G appealing to S gaugers, especially, since there are relatively few quick and easy kits on the market.

6. The Elk River Coal & Lumber Railroad was a separate backwoods logging line that operated its own trackage and then ran over the BC&G to a sawmill. And this gives the modeler the rationale to operate a Shay or a Climax along with the BC&G power.

7. Freight rolling stock would be limited to 20 or 30 hoppers plus a dozen or so other normal freight cars to handle lumber, stores, mine equipment and so on. A half dozen 40' flat cars would suffice for the logging portion.

8. Passenger rolling stock need be only a couple of combines and a Mack Railbus.

9. Interchange with the B&O provides an excuse to have some mainline trackage with larger steam or 1st generation diesels handling larger trains.

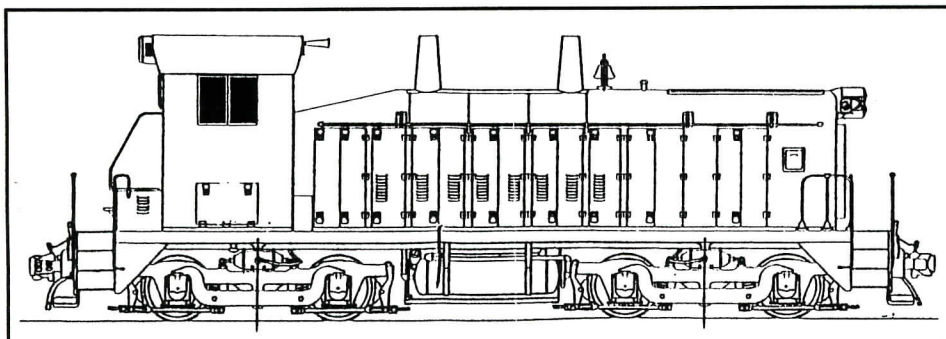
Part I of the series covers the prototype BC&G including some track planning ideas. Part II will feature operation on Brooks Stover's S Hi-rail layout.

Even if you decide to take these ideas and freelance your own layout, the series should prove a good argument for the BC&G being an ideal prototype for S.

-Jeff

NEW PRODUCTS REPORT

By George Ricketts



A new EMD SW9 is up next from S-Helper.

S-HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901-1621) Hot off S-Helper's own press in their *SHS Update* is the announcement of a new diesel switcher to be produced overseas by the same builder as the PS-2 hopper. Tooling for an EMD SW9 should start later this summer with production models being available in 1996.

Roadnames have not been selected yet, but all photos and paint schemes submitted will be considered. The SW9s were made from 1951-1954 with over 750 sold to 80+ railroads.

The cab will have windows, windshield wipers, operating headlight, horn and an interior including a seat, control panel and hand-painted 2 man crew. Two pilots will be included to accomodate either scale or Hi-rail couplers. Power will be a 5 pole DC can motor with 8-wheel pickup. AC units will have a circuit board that will provide sequencing to forward, neutral, then reverse.

Also 15 new paint schemes for the PS-2 hoppers should be out in August. These include: PRR (gray w/black lettering and shadow herald), B&O (gray w/black letters), D&RGW (gray w/black lettering), Santa Fe (new color of boxcar red and correct color herald), MEC (gray car with yellow lettering), UP (gray car with black underframe lettering), Wisconsin Central (gray car w/maroon lettering), Rock Island (2#s in light blue w/ black and white logo and lettering), CSX (cream w/black lettering), CNW/CGW (Zito yellow w/ black lettering and red, white and black

lettering), BN (green with white & black lettering and slightly smaller herald), IMCO (white car w/ green 2/3 up on side, white lettering), Chessie/B&O (yellow car w/blue lettering, an improved kitten logo). Gray undecs will be available too.

Drawings are coming in for the next expected freight cars — the USRA single sheathed wooden boxcar and the S-40-10 UP stock car.

EASTWOOD AUTOMOBILIA, (580 Lancaster Ave., Box 3014, Malvern, PA 19355. PH (800) 345-1178) has a blue and yellow American Flyer scheme painted 1950 Ford tractor trailer (diesel fuel tanker) available on a limited run basis for \$24.95 each.

DIVISION POINT, (3415 Heidelberg Drive, Boulder, CO 80303) has brass Rio Grande steel cabooses coming soon. Versions available will be original riveted, modernized riveted and welded. These were in service from 1940-1994. This limited run series will be available in plain brass or factory painted. Various D&RGW paint schemes and two SP paint schemes will be offered. To order call 1-800-595-2113. Prices unavailable as yet.

AMERICAN MODELS, (10087 Colonial Industrial Drive, South Lyon, MI 48178). The Railbox cars should be available by the time you read this. Scale kits are \$26.00 and \$28.00 depending on trucks ordered. The Hi-rail version will be \$30.00.

PACIFIC RAIL SHOPS, (P.O. Box 867, Coos Bay, OR 97420). RI and ATSF paint

schemes will be next for the 40' box cars. The 40' steel reefers are coming along. They will include NWSL wheelsets and a new Ride Control truck.

THE BUILDING & STRUCTURE CO. (Box 1296, Fenton, MO 63026) is marketing the Micro Engineering 36' girder bridge in both S and Sn3 versions. \$9.95 each. They also have an 18" gauge mine car made of white metal frames with plastic bodies. \$5.95 a pair.

RERAIL SERVICES, (24 Corduroy road, Essex Junction, VT 05452) is providing some relief for those who have **KELLER ENGINEERING ONBOARD COMMAND CONTROL SYSTEMS**. He has all of Keller's stock and will buy, stock and sell components. His prices will be based on Keller's old catalog. Owner Anthony Parisi is not planning to manufacture new equipment, but he can service existing items. His FAX is (802) 660-2890.

MY PRETTY DOLL HOUSE sets available at Toys R Us and other discount stores. According to James Sleeth of Tennessee, these playsets include building fronts which appear to be around S gauge. Besides the fire station shown, there is a hospital and a police station. These could be the basis for background flats. Each set is about \$14. Check it out.

SOME PRODUCT SKINNY FROM THE SPRING S SPREE: Miller Engineering is working on a mechanism to operate LVM coal tipples. RSSVP Models is planning fine scale S kits of an outside sheathed box car, a refrigerator car and a snow plow. Marker Light Products will be offering some brass passenger car sides for the AM fleet. First up C&O and Rio Grande. Master Creations thru Bill's Trains will be doing a limited run sawmill kit. River Raisin's SD 7s and 9s are about out; Alleghenies due in September.

ATTENTION

Please Send New Product Announcements To:

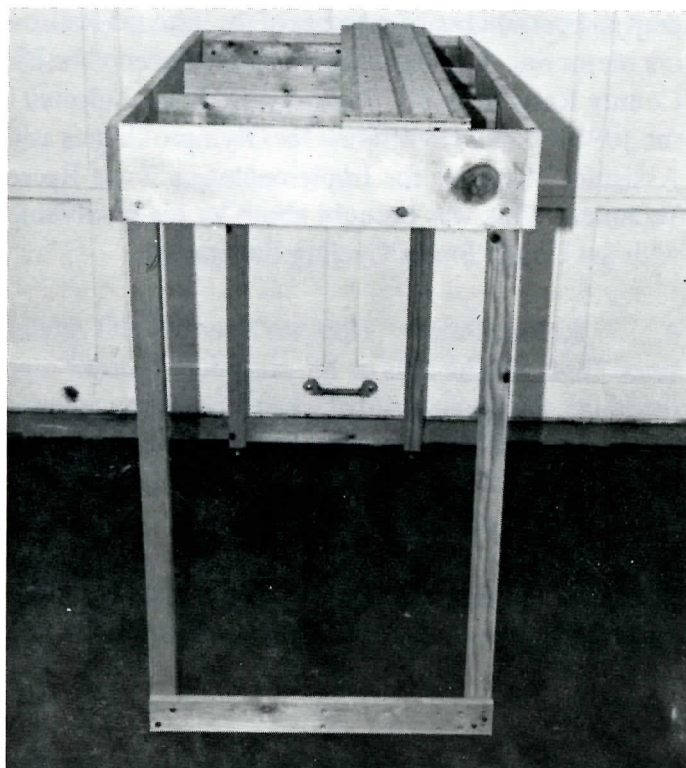
George Ricketts
34355 Park East Apt. B-5
Solon, Ohio 44139

AN S-MODULE BASED ON N-TRAK DESIGN

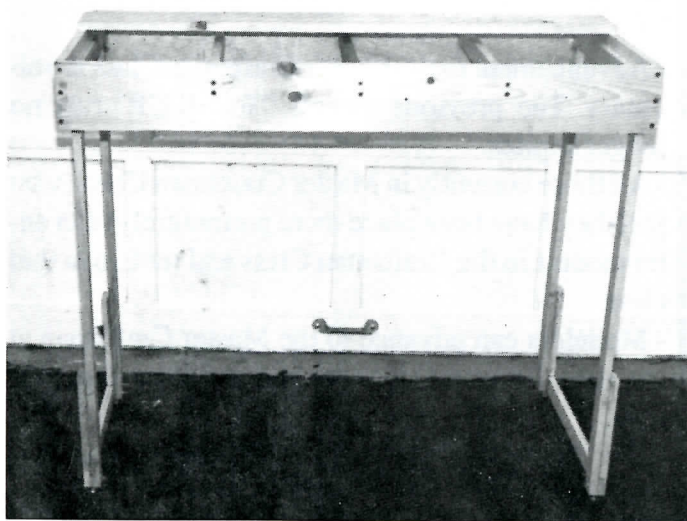
Photos By Ted Larson

Module
Corner
By Ted Larson

Harking back to the October 1994 Dispatch, Ted Larson enclosed some photographs of his folding leg module which is based on an N-Trak design. The photos are self descriptive, but you can refer back to the earlier issue for drawings.



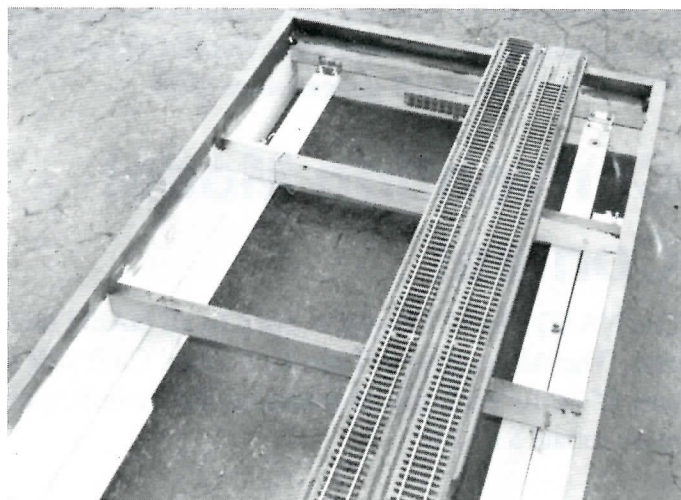
Completed module in set-up position.



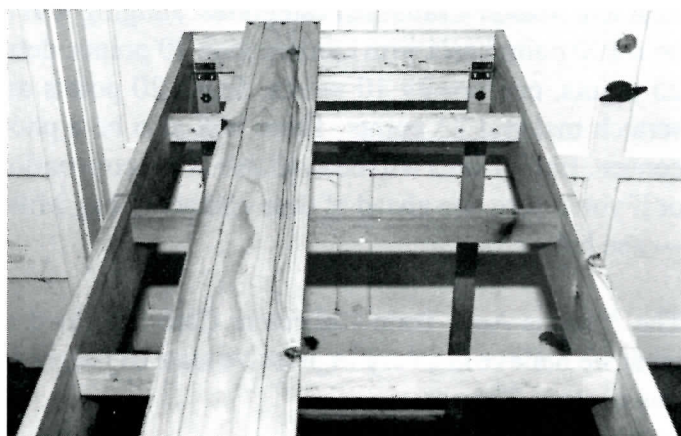
1 x 2s for legs are for lighter weight.



Storm window fasteners hold folded legs in position.



Legs up shown beneath framework.



Close up of track board.

Altoona Convention Update

CLINICS:

A full schedule of programs for scale modelers, American Flyer enthusiasts and prototype fans will be scheduled Thursday and Friday evenings starting at 7:15 p.m. and will not conflict with any tours. A new twist this year — are door prizes which will be given away during the clinics.

Clinics will cover topics such as insurance coverage, equipment maintenance, weathering and scenery.

One of the clinics Chairman Gregg Miller will assist on is Preserving Your Collection— about photographing and insuring your train collection. Presenting this clinic along with Gregg will be Kirk V. Leidy who has operated his own photography business for years and is also a past president and current board member of the Altoona Railroaders. Gregg, is the insurance expert and is also a member of the Altoona Railroaders Memorial Museum, is president of the Altoona Area Train collectors Club, and a member of the Horseshoe Curve Chapter of the NRHS. He's been an S gauger since 1949.

Convention Model Contest

The NASG Model Contest is open to all NASG members. The Altoona Area Train Collectors Club will rebate \$5.00 for each model entered in the contest, maximum rebate \$10.00.

Contest events will be held in Junior, Amateur, Craftsman and Master Craftsman categories. Judging will be on a 100 point basis with construction 20 points, detail 25 points, conformity 10 points, finish 20 points and scratch material 25 points. There will also be a photo contest. Entry forms will be available at the convention, or if you desire one ahead of time contact Gregg Miller — see below.

The Altoona Area Train Collectors Club has lined up what we believe is a very impressive slate of judges for this contest. They are:

1. Fred E. Connacher: Fred is a draftsman and has built just about all of the models at the Portage Railroad National Historic Site for the National Park Service.
2. A. Raymond Goodman: Ray is a local architect and past chairman of the Board of the Altoona Railroaders Memorial Museum.
3. Kirk V. Leidy: A graduate of the Pittsburgh Art Institute and Penn State University, he has operated his own photography business for 15 years. He is past president and current board member of the Altoona Railroaders Memorial Museum and a board member of the Blair County Rails to Trails. Recently, Kirk was selected by the 1996 Atlanta Committee for Olympic Games as the Assistant Manager for Implementation Roar Races - Technical. This was brought about by his involvement with the United States Cycling Federation.
4. Robert Balent: Bob has been an HO modeler since 1950, and he tells us he considers himself a perfectionist. He is very critical when it comes to constructing models. He's been a member of the Lower Anthracite Model Railroad Club since 1983. Bob designed their layout which is about 80% complete.

For more information contact Gregg Miller, R.D. #5, Box 1031, Altoona, PA 16601 or phone (814) 942-1848.

Note: IMPORTANT NASG MODEL CONTEST RULE CHANGE...

- Advancement to the Master Craftsman Class is voluntary. The previous awards "Bump-UP" rule no longer applies.
- All those currently in Master Craftsman Class (who feel they have been placed there prematurely) can enter models in the Craftsman Class and remain in that class.
- Modelers can advance to the Master Craftsman at any time; however, once entered, the class change is final.
- The "Bump-Up" rule will still be used in the Amateur Class.
- This rule change will apply to the 1995 Convention in Altoona.

NASG Contest Committee Chairmen Bill Geracci and Jim Whipple

Meet an S gauger

Roy Meissner

Roy Meissner has always had an interest in trains. The first train Roy had was a used American Flyer set. His dad bought it as a Christmas gift for him in 1945. As he remembers, it was 3 rail, was a passenger train and was orange in color. Roy didn't play with it much because his dad sold it about a year later and bought a Lionel train. Over the next 12 years or so, he got many more cars and accessories. He played with the Lionel train until about 1957.

During this time, HO gauge was becoming very popular. Roy became interested then in scale modeling and scratch building. The first HO engine he got was a Mantua 0-4-0. It cost \$14.95 in 1955. He saved money from his paper route to pay for it.

Roy built, but never completed, 3 HO layouts through 1970. He scratch built many things for his HO layouts. He enjoyed scratch building but didn't like the small size of HO. Around 1970, Roy discovered S and bought his first S scale kit — he's been in S scale ever since.

Roy's present S scale layout is 11' x 22'. He is modeling a former branch line of the Milwaukee road that ran from Granville (now part of Milwaukee) to North Lake, Wisconsin. The line ran through his hometown of Merton.

Among the industries that were along the railroad which begged to be modeled were a coal elevator, grain elevator, stock pen, gas depot, canning factory, limestone quarry, gravel pit, milk condensery, farm implement dealer and a feed mill. Roy intends to scratch build most of these from old photographs. He enjoys researching these industries as much as building them.

Roy's layout has hand laid code 100 rail with spline roadbed. The minimum radius curve is 28 inches. All of the curves have an easement built into them. Most of the turnouts are #6, with a few #5s. Trackwork is mostly complete, with scenery to come.

Roy has been vice president of the Badgerland S Gaugers and is now President. He is a charter member of the Badgerland group. He also belongs to the NASG, NMRA, Soo Line Historical Society, Milwaukee Road



Roy Meissner's S-scale layout.

historical Society and the C&NW Historical Society.

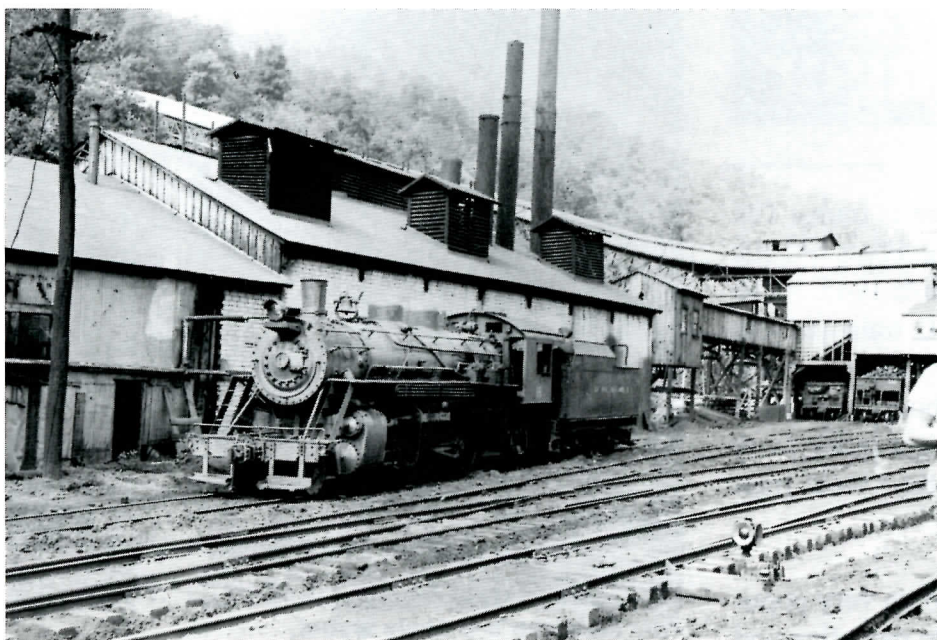
A large toy tractor collection is a secondary hobby along with building some 1/25th scale plastic trucks and cars.

Outside model railroading, Roy is an Emergency Technician, Volunteer Fireman and is president of the Merton Fire Department. He is also active in the Sussex United Methodist Church. He is employed at Ringier America, a printing company, as a machine operator in the bindery.

Roy lives in Merton, WI, with his wife, Kathryn. Merton is about 25 miles west of Milwaukee. They have 4 grown children and two grandchildren. None of his children has an interest in trains, but Roy is working on the grandchildren.



New from Ertl, a 1/64 battery powered trainset.



Gob Pile 2-8-2 #16 at
Widen in 1958

C.W. Jernstrom Photo



The Buffalo Creek & Gauley Railroad

A Prototype You Can Model In S

By Jeff Madden and Brooks Stover

Looking for the perfect prototype to model in S Gauge? We suggest you take a look at the Buffalo Creek and Gauley, a picturesque steam powered short line that operated in West Virginia from 1904 until 1963. The BC&G was only 18 miles long but had motive power, rolling stock, and operations that make it ideal to model in any gauge, but particularly in S because of its scope, size and small motive power roster.

The primary purpose of the BC&G was to move empty hoppers from an interchange with the B&O at Dundon, WV, to the Rich Run Coal Mine at the town of Widen, and then to bring loaded hoppers back down the mountain to Dundon. There was a large sawmill at the town of Swandale, about at the midpoint of the line, and the BC&G delivered empty box cars and flats to the mill and hauled loads of finished lumber out.

When it ceased full scale operations on December 23, 1963, the BC&G had three 2-8-0 Consolidations in service. They were numbered #4, #13 and #14. Each engine was used in service for a month at a time.

A second engine was kept ready as a backup, while the third underwent service and repair. All three engines had large diameter boilers and are easily modeled using American Flyer 0-8-0s as the starting point. The BC&G's all-steam roster made it the largest all-steam common carrier in the U.S. in the early 1960s, and one of the last railroads to operate steam in our country.

In the 1930s the BC&G had 900 of its own hoppers in service, but in later years many of the hoppers seen on the line were B&O similar to the type and style of the AF 801 and 24203 cars. American Models 2 bay hoppers would also be suitable. The BC&G's lone operating caboose, the C1, was an ex B&O I-5 woodside, but is similar to the AF Reading caboose.

While unusual for a shortline, the BC&G also had several passenger cars on its roster. These included a truss rod combine, #6, and two interesting ex-Pennsy "port-hole" baggage cars, #16 and 17. In later years, these cars were used for occasional railfan trips. Both of these cars can be modeled starting with AF heavyweight

units or AM passenger cars.

Also gracing the BC&G roster were two unusual items, an ex Seaboard 150 ton crane #X5 and a Mack Model AC Railbus. The railbus was used for passenger service from 1941, when it was acquired, making two daily roundtrips until 1959. A smaller 4-wheel railbus was used as an inspection vehicle.

In addition to the coal hauling BC&G, the parent company, the Elk River Coal and Lumber Co., also operated a logging line which connected to the BC&G and had trackage rights to the sawmill at Swandale. Power was provided in later years by Shay #19 and Climax #3. The last Shay used was acquired by the ERC&L in 1956, and the Climax (the last one built) was purchased new in 1928. The logging locomotives operated along the Lilly Fork branch on its own track and on the BC&G between Avoca and Swandale.

For those interested in researching the BC&G further, several excellent references are available. See reference list. The map (Fig. 1) was taken from the August, 1956 issue of the Widen newspaper. The Dundon Yard diagram (Fig. 2) is based on a November, 1959 article in *Model Railroader*. The siding capacity chart was obtained from a personal interview of Bobby Carruthers in 1993, one of the few surviving BC&G employees.

Brooks Stover has constructed a 32' x 28'

L shaped layout depicting the BC&G as it appeared in the early 1960s. The hi-rail layout features nearly all of the locomotives and most of the rolling stock and structures on the prototype in that era. Although able to operate in loop fashion, the layout can be operated in a point-to-point fashion like the real thing. Previous articles describing Brooks' layout have appeared in the *S Gaugian*, *Model Railroader* and *Classic Toy Trains*. The next issue of the Dispatch will tell about operation on the model BC&G.

TWO S-PLANS FOR THE BC&G

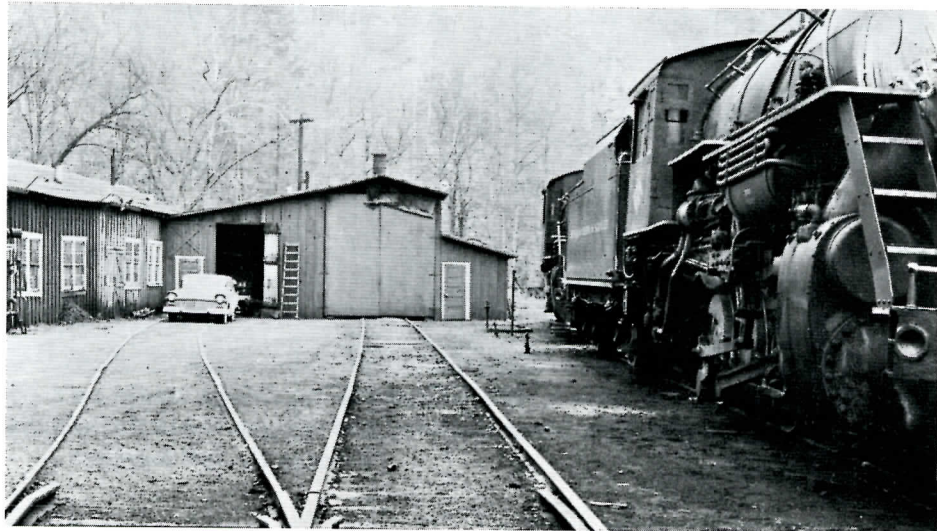
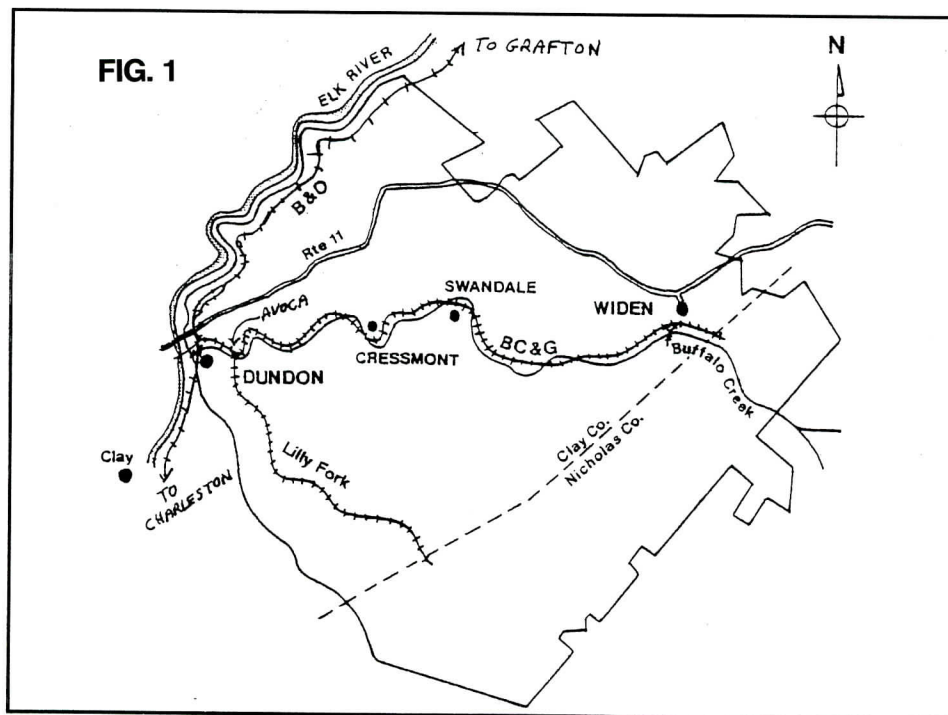
Both layouts (Figures 3 and 4) are faithful to the prototype BC&G including the B&O interchange trackage and some, mostly hidden, Elk River Coal & Lumber Co. logging trackage.

Both layouts feature a point-to-point railroad representing the 18-mile BC&G from Dundon to Widen, including appropriate passing sidings at Cressmont and Swandale and wyes at Avoca and Widen. The B&O Grafton-Charleston line and interchange at Dundon is also represented on both layouts.

The third railroad, besides the BC&G and B&O, represented on these track plans is the logging operation of the Elk River Coal & Lumber Co. which used a couple of Climaxes early on and some Shays later on and ending up its final days with one of each. This line, which included trackage rights over the BC&G from Avoca to the mill at Swandale, was used to haul raw timber from the Lilly Fork area to the saw-mill.

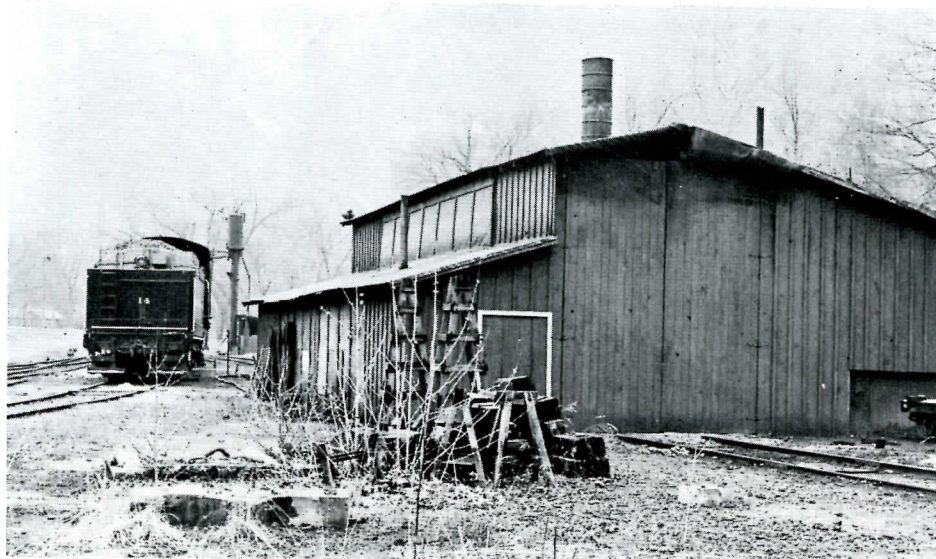
What could be more ideal for a limited roster S gauge operation? You've got a mainline operation with steam or diesel power, a heavy duty coal branchline and a quaint logging line all knotted together in one layout — and prototypical at that.

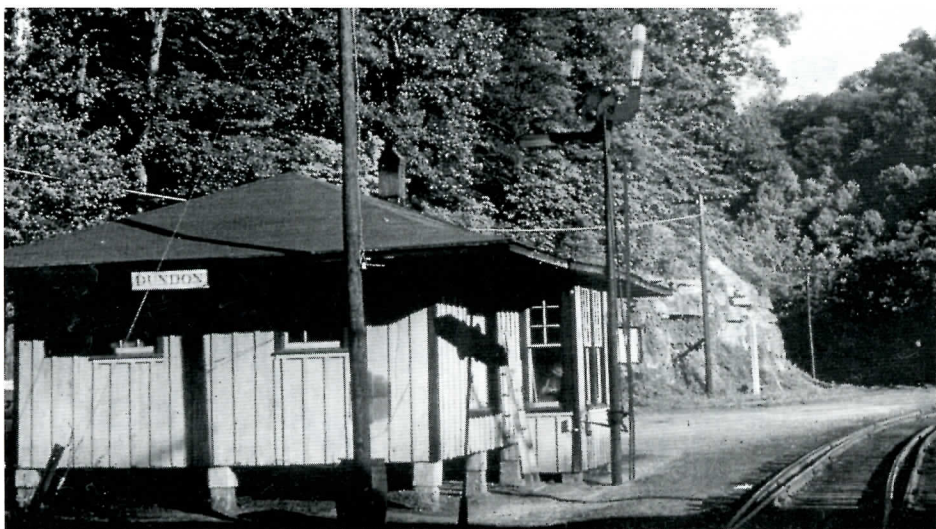
Layout No. 1 (Fig. 3) is 17' x 25'6" in S and features a no-duck under walk-around design for the BC&G portion with the line doubling back on itself at Swandale forming a second level. The only part of the B&O which is visible on layout No. 1 are the tracks at Dundon. The rest of the B&O is represented by two staging tracks behind the Dundon backdrop. The hidden stub end track next to the B&O tracks is for ERC&L



A simple and plain single stall enginehouse and shop complex at Dundon would be easy to model. Above and below: Front and back views.

Photos by Jeff Madden





B&O station at Dundon.

Collection of Al Chione



Above: Bridge at Cressmont. Micro Engineering bridge would be a good starting point. Below: Near Swandale road and railroad cross Buffalo Creek on twin bridges.

Photos by Jeff Madden



log trains to be staged.

True, a train could run continuously around one leg of the Avoca wye, through Dundon and back to the staging area, but this would not be done in the normal operational scheme. For realistic operation, B&O trains would just shuttle to and from the staging tracks to Dundon to swap out cars with the BC&G.

In layout No. 2 (Fig. 4) the BC&G is still point-to-point, but the B&O line is modeled as a loop with 3 staging tracks, representing Charleston and Grafton, hidden under the Cressmont area.

Note that in layout No. 2 a portion of the ERC&L logging operation is exposed across the Elk River near the Dundon interchange.

The BC&G is a true linear walk-around in the 2nd plan with no doubling back. There is, however, a necessary duckunder to allow the B&O to form a continuous loop — not considered a great handicap in the larger scales. This layout is almost identical in size to the first one — 17'6" x 24'.

Both layouts feature good representations of the trackage on the prototype BC&G at Dundon, Cressmont, Swandale and Widen, although the Widen trackage was really much more extensive. A siding for the dairy at Cressmont was added on both layouts to permit a car to be spotted, but in reality, the railbus stopped right on the passing siding to take care of any milk deliveries; there was no stub siding.

The towns of Dundon, Swandale and Widen were all company towns. Dundon and Widen were owned by the railroad and mine's owners, — Clinchfield Coal. Swandale was a Georgia-Pacific operation during the later years. Prior to 1958 the whole shootin' match was a one-man empire controlled by Joseph Bradley.

As stated above, passenger service from 1941 to 1965 was a 1921 Mack Model AC railbus with the odd-looking baggage combines used to substitute only as necessary.

A ROSTER IN S:

In S, the model BC&G motive power roster is affordable and attainable — 2 to 3 2-8-0s and a railbus should suffice for the BC&G. One 3-truck Shay or a Climax

would do it for the Elk River line. A couple of GP9s or a 2-8-2 would be all that is needed for the B&O power. BC&G and ERC&L locomotives were painted black with graphited smokeboxes and gold lettering.

What's Available in S:

Motive Power...

BC&G 2-8-0s:

Omnicon 0-8-0 or AF0-8-0 for BC&G #14.

Omnicon MP Consolidation for #s4 and 13.

S Scale Loco & Supply 2-8-0s

ERC&L Shays: PBL 2 or V&T Shops 2-truck.

ERC&L Climax: PBL ??

Mack Railbus: Nothing. Scratch or cheat and use a gas electric.

B&O: AM GP9s, Overland brass USRA 2-8-2, S Scale Loco & Supply 2-8-2.

Rolling Stock:

Hoppers: Lots of hoppers would be the first priority — maybe 20 or 30 would be a good number. Recommended would be Flyer hoppers for Hi-railers and AM 2 bays for Hi-railers and scalers. Prototypically these would be lettered mostly for the B&O with a smattering of Western Maryland's.

Flat cars: A half dozen or so 40' steel flat cars would be used for dedicated log service on the ERC&L trains. A few other flat cars would see interchange service to haul out finished lumber.

Boxcars: Around 6 to 10 40 and 50 foot boxcars would be appropriate for use in taking out finished lumber from the mill and the normal LCL shipments such as foodstuffs, hardware, and mine machinery.

Misc. freight cars: Only a minimum amount of other freight cars — tank cars, gondolas, reefers, etc., would be necessary. These would most likely fill out the B&O interchange train.

Passenger cars: 2 American Model or Flyer heavyweight cars plus a railbus would be all that is needed. A wooden open platform combine, X6, was used on some fan trips. All passenger equipment was a forest green with gold lettering and black roofs and underframes.

Cabooses: BC&G's ex-B&O I-5 wooden caboose would have to be scratched or bashed. A Flyer caboose can be made to look similar. BC&G's C1 was painted boxcar red with gold lettering. A SouthWind B&O wagontop caboose would be appropriate on the B&O interchange

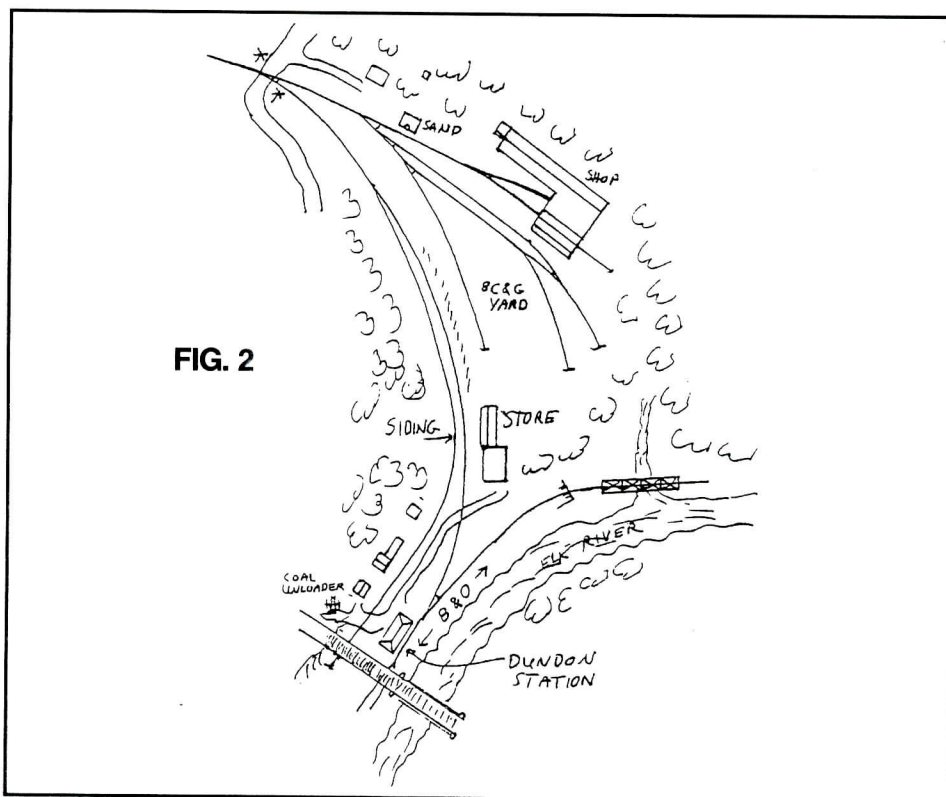


FIG. 2

trains. The ERC&L bobber caboose could be scratched without too much effort.

Bridges and structures:

Bridges on the BC&G line itself were substantial deck and through girder types which could be fabricated from Micro Engineering or Timber Products kits. A low wooden trestle or two would work on the Lilly Fork portion of the logging line. A through truss bridge would be a must for the B&O line at Dundon. This would have to be scratchbuilt.

To accurately represent the rural structures along the BC&G, a modeler would have to scratch or kitbash buildings. But the beauty of modeling a backwoods line like the BC&G, is that most structures were of basic designs. The company town type houses needed for Widen, Swandale and Dundon could be mass produced using 1 or 2 basic designs. Many S building kits such as those from FinestKind could be adapted. The mine at Widen could be modeled by reworking a Walther's HO mine or a Lehigh Valley Models one. Besides S kits, HO and O kits should be looked at for bashing.

Track and Switches:

I would recommend flextrack and #6 switches with #4s at the Swandale mill complex. Code 100, 125 or 148 — your choice. The BC&G was laid with 110 to

112 lb. rail in its later years, so good, solid, well-ballasted track would be appropriate except for the Lilly Fork branch. Here, small rail, few ties and rustic would be the thing. Note, though that only on layout No. 2 does the Lilly Fork branch expose itself to view.

All turnouts should be manual except those out of reach or in the staging areas. The wye at Widen (layout No. 1) could be designed so that the portion sticking out from the main benchwork could fold down out of the way.

Benchwork:

Recommended benchwork would be open-frame grid sections, designed to disassemble.

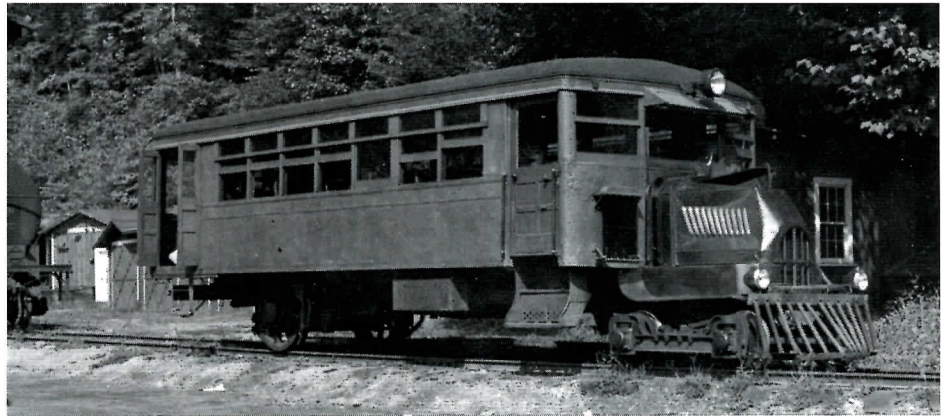
Scenery:

Scenery should represent typical Appalachian tree invested hills and deep valleys with the tracks paralleling and crossing meandering streams. In reality, the BC&G and the Elk River line had no tunnels, but in Layout No. 1 we cheat a bit to loop around the back of Swandale.

So crank up the old moonshine still, pour some West Virginia Iced Tea, drop in a couple of lumps of coal and you're ready to build the ideal S standard gauge model railroad.

BC&G TIMELINE

- 1904 Elk River Coal and Lumber Co. incorporated April 7.
- 1905 Rich Run Mine at Widen opened.
- 1918 Lumber mill built at Swandale.
- 1920 BC&G operated 900 hoppers.
- 1926 Consolidation #4 purchased new from Baldwin; contract let to replace wood bridges with steel.
- 1941 Railbus passenger service begins with Mack bus A.
- 1950 Shay #12 acquired from the Grass River RR
- 1952 Violent 2-year miners' strike began; Last U.S. armed train robbery (Railbus A); Sand Fork bridge bombed by strikers.
- 1954 Consolidations #13 and #14 purchased from the KC&NW.
- 1956 Began upgrade of 60/70lb. rail to 110/112lb. rail and the replacing of 15,000 ties. Finished in 1960.
- 1957 Shays #18 and #19 purchased from CRB&L.
- 1958 First railfan trip. Others followed in 1960 and 1963. Shay #19 placed in service, replacing Shay #12. Coal operation sold to Clinchfield Coal Co. Lumber operation sold to William Ritter. Cressmont dairy and Dundon Company Store closed.
- 1959 Last regular Mack railbus service in the U.S. ends. Diesel trucks replace steam on gob piles at mine. Climax #3 (last Climax ever built) condemned by ICC.
- 1961 Lumber operation sold to Georgia Pacific.
- 1962 Climax #3 rebuilt and sold. Diamond logo reintroduced in summer; BC&G profits were \$200,000 for the year.
- 1963 Plymouth diesel #20 replace Shay #19 on Lilly Fork line. Last run from Widen on December 30 behind #13.
- 1965 BC&G #4 made last "common carrier" run Feb. 27. (Your editor appeared 2 weeks later and took some photos).
- 1971-80 Diesels moved coal from Majestic Mine near Widen

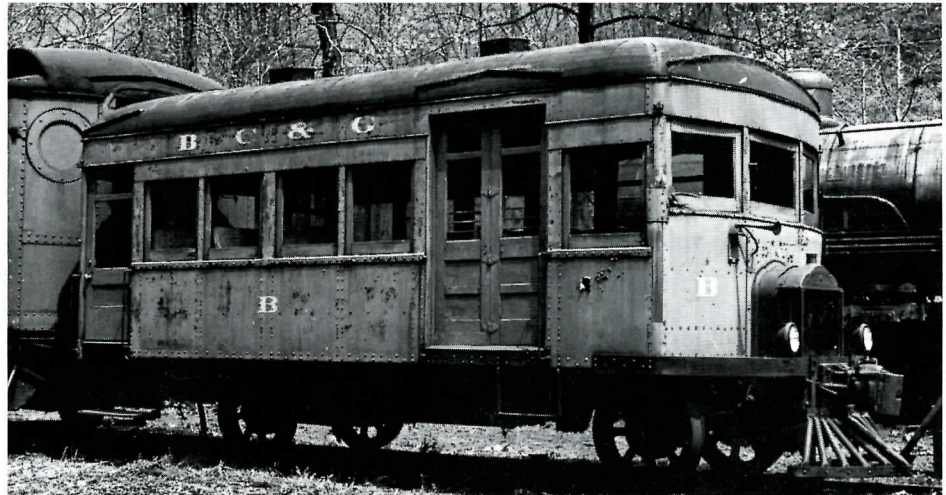


Above: 1921 Mack railbus A.

Photo by John Armstrong

Below: Railbus B used for inspections.

Collection of R. Manning



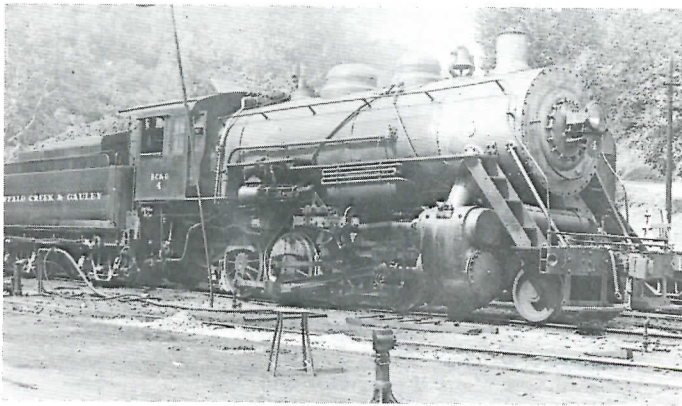
Locomotive Roster Since 1941

BC&G:

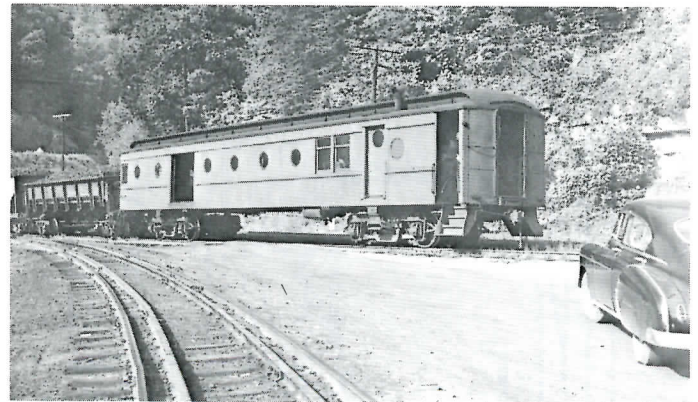
- #4 Baldwin 2-8-0, purchased new 1926, operating at Spencer, NC, Transportation Museum.
- #5 Richmond 2-8-0, ex C&O No. 838, scrapped 1953.
- #6 Baldwin 2-8-0, ex-B&O 1527, scrapped 1953.
- #7 Baldwin 2-8-0, ex-B&O 1529, scrapped 1953.
- #8 Alco 0-6-0, ex-Westvaco Chemical (Widen switcher from 1945-1950), scrapped, too light.
- #9 Baldwin 2-8-2, ex kelleys Creek & NW 57, scrapped 1955.
- #10 Alco 2-8-2, ex-Toledo Angola & Western No. 100. Now on display as B&O 4559 at NRHS museum in Huntington, WV.
- #11 Baldwin 2-8-2, ex Sewell Valley No. 8, scrapped 1961.
- #13 Alco 2-8-0, ex-KC&NW No. 6. Operating today on Logansport & Eel River, Logansport, IN.
- #14 Alco 2-8-0, ex KC&NW No. 1. Displayed in Gaithersburg, MD.
- #15 Baldwin 2-8-2, ex-Savannah & Atlanta No. 500, scrapped 1961.
- #16 Baldwin 2-8-2, ex-Savannah & Atlanta No. 502, scrapped 1970.
- #17 Baldwin 2-8-2, ex-Savannah & Atlanta No. 504, scrapped 1970.

Elk River Coal & Lumber Co.

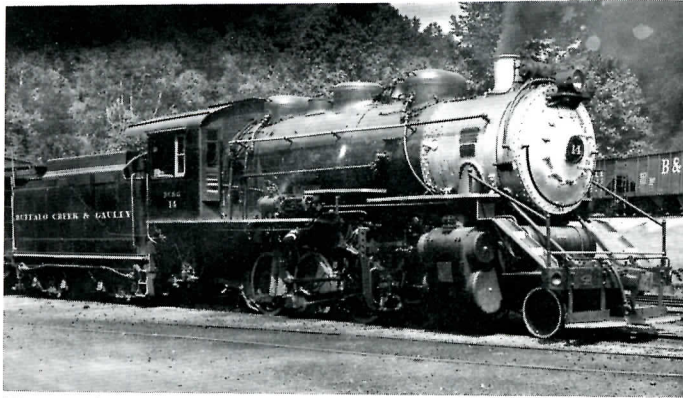
- #12 Lima 3-truck Shay, ex-Lackawanna Lumber Co. No. 10, scrapped 1962.
- #18 Lima 3-truck Shay, ex-Cherry River Boom & Lumber No. 7.
- #19 Lima 3-truck Shay, ex-Tioga Lumber No. 2 and ex-Cherry River Boom & Lumber No. 2. , stored for sale in Tampa, FL.
- E1 Climax, purchased new, scrapped 1930.
- E2 Climax, purchased new, scrapped 1962.
- E3 Climax, purchased new, on display at Roaring Camp and Big Trees in California, converted to 36" gauge.
- E4 Climax, ex-Spice Run Lumber Co. No. 5, scrapped 1950.



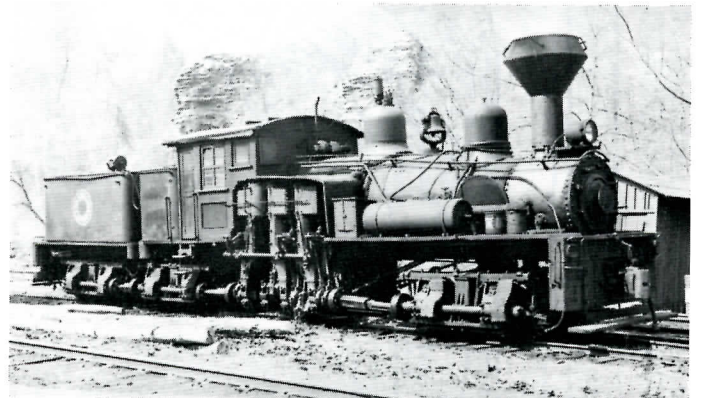
"Old Slobberface," No. 4, survives in Spencer, N.C.
Vollrath Collection



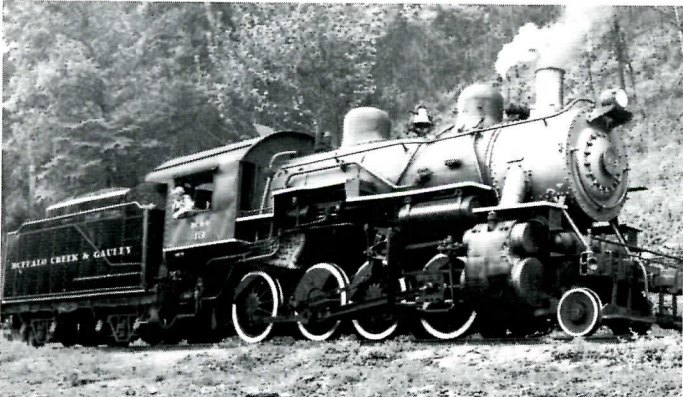
Ex-PRR baggage car was green with black roof, gold lettering.
Photo by John Armstrong



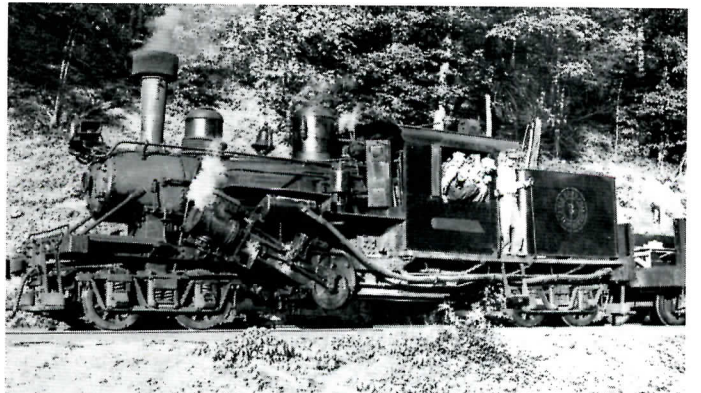
No. 14 is now displayed in Gaithersburg, MD.
Vollrath Collection



Shay #19 was Elk River's last Shay.
Photo by C.W. Jernstrom



Ex KC&NW #6 became BC&G #13. Survives in Indiana.
Vollrath Collection



Climax #3 (last one made). Survives in California.
Photo by C.W. Jernstrom

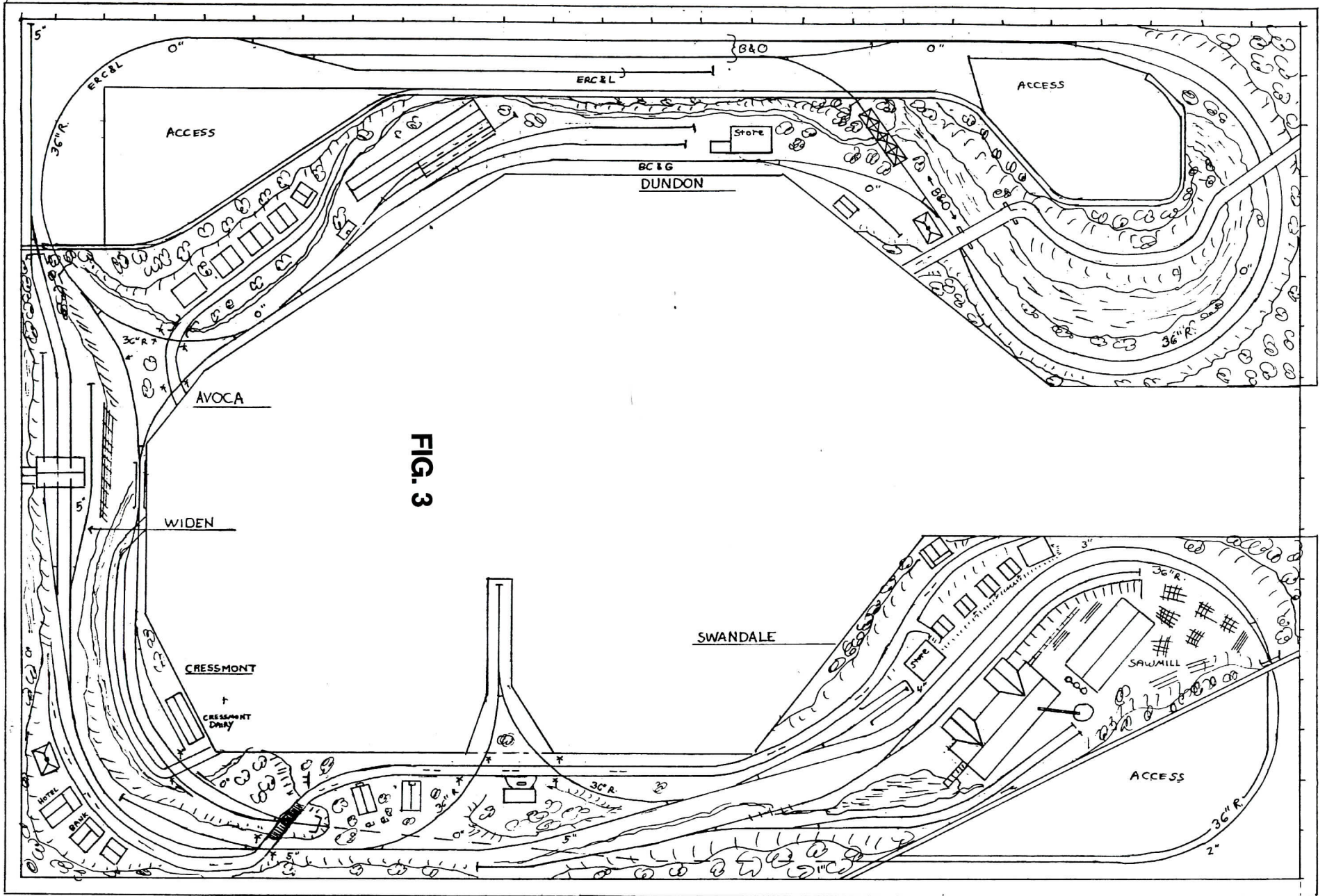
Siding Locations and Capacities

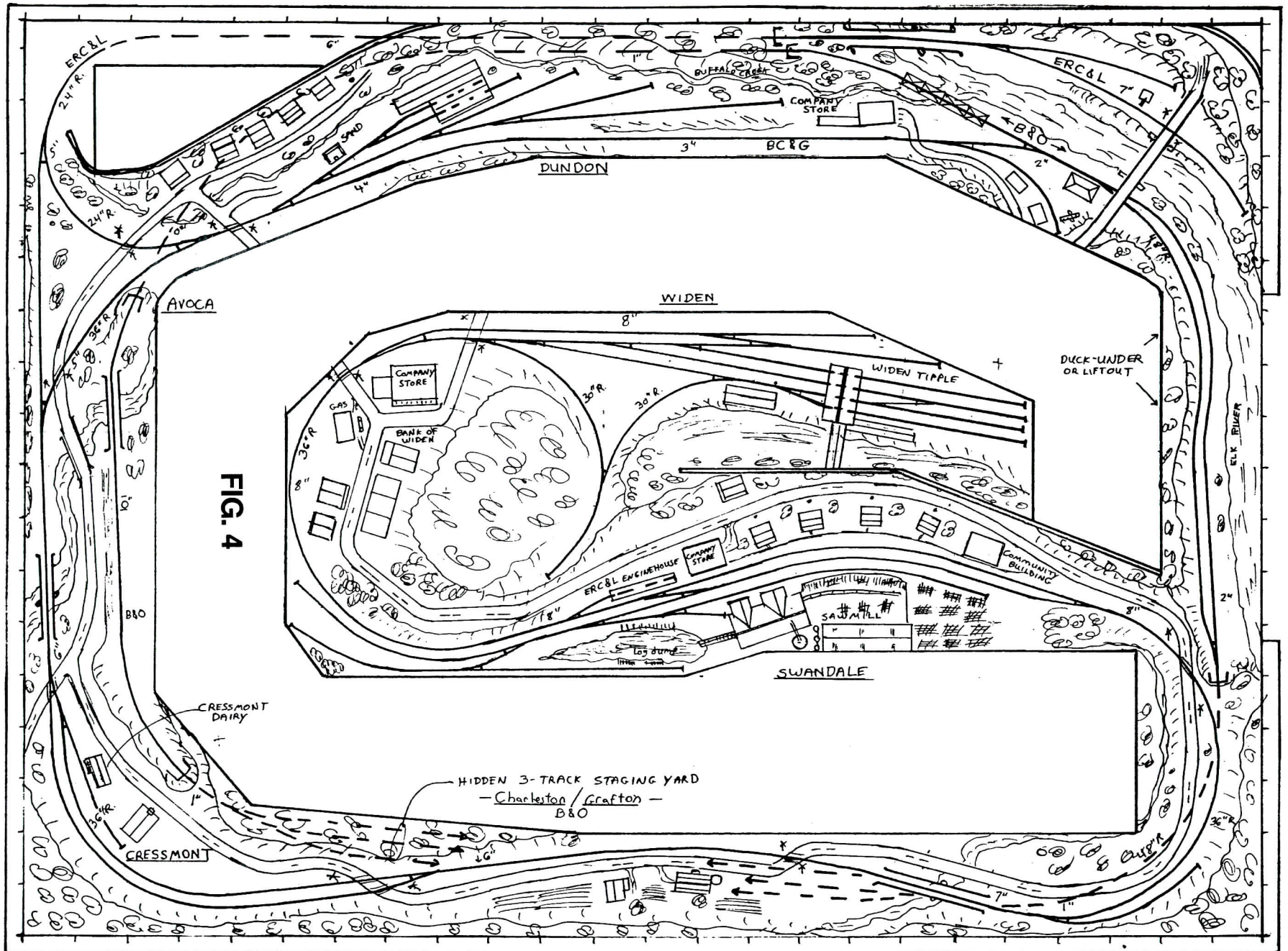
Per 1993 conversation with Bobby Caruthers, former BC&G hostler:

- B&O Interchange sidings #3 and #4.
- Sidings #1 and #2 near Dundon yard.
- Avoca... 40 car capacity.
- Adair... 15 car capacity.
- Cressmont... 15 to 20 car capacity.
- Swandale... Box car siding... 10 cars.
Passing siding... 30-40 cars.
- Whetstone... 15-20 car capacity.
- Long Straight... 40 car capacity.
- Eakle... 3-4 car capacity, gob cars only.
(Widen).

References

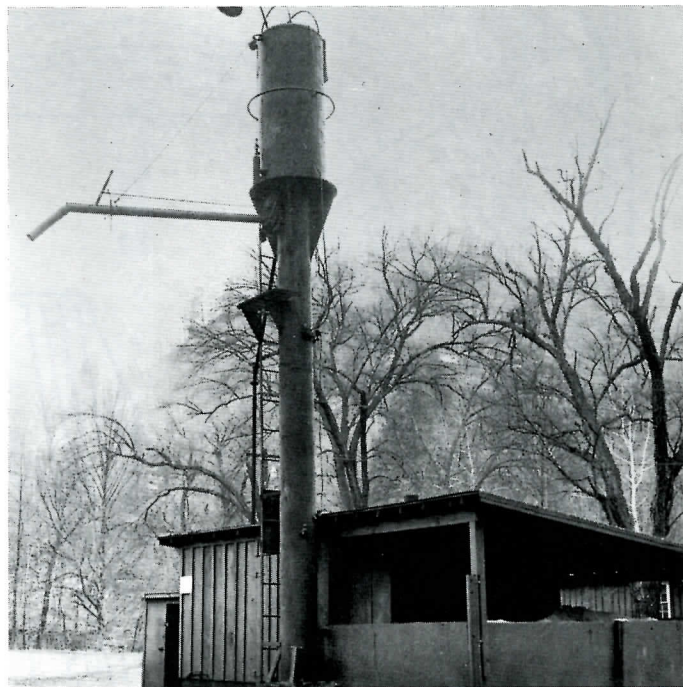
- *Buffalo Creek & Gauley* by William E. Warden. Published in 1991 by Ed Crist, Inc., 27 DePalma Drive, Highland Mills, NY 10930.
- *West Virginia Logging Railroads* by William E. Warden. Published 1994 by TLC Publishing, Inc., Rte 4, Box 154, Lynchburg, VA 24503.
- *B&O Steam Finale* - Volume I by Deane Mellander and Bob Kaplan. Published in 1986 by Potomac Chapter, NHRS, P.O. box 235, Kensington, MD 20895.
- *Rails Through Dixie* by John Krause. Published in 1984 by Golden West Books, P.O. Box 80250, San Marino, CA 91108.
- *Model Railroader*, November 1959. *MR Visits the Buffalo Creek & Gauley* by Paul Larson, pages 42-45.
- *Railroad Magazine*, August 1962. *Engine Smoke in the Mountains of West Virginia* by William Warden, pages 12-20.
- *Shays, Lumbering and More* (video), published in 1990 by JMJ Productions, P.O. Box 4449, Hollywood, FL 33083.







B&O/BC&G interchange at Dundon. B&O goes right to Charleston, WV. BC&G line veers to left. View is from highway bridge. Remnants of B&O depot in foreground.
Photo by Jeff Madden (1965)



Simple sand tower at Dundon should be easy to build. Water and coal servicing was also very basic.
Photo by Jeff Madden



Ex Seaboard 150 ton steam crane X-5.

Richard Manning Collection

May I Have the Envelope Please? The Results of the Manufacturers' Advisory Group 1995 Product Survey

Until Summer of 1994, the Manufacturers' Advisory Group of the NASG was, by direction of the Board of Trustees, concerned with issues related to American Flyer and Hi-Rail. By the 1994 Board meeting, it had become very apparent to the committee and to the Board that very little of the activity of the committee related to only one particular aspect of 1:64 model railroading. In fact, more manufacturers who would be considered scale oriented were utilizing the resources of the committee than those who would have been considered American Flyer or Hi-Rail oriented. In response, the Board shifted the Group's responsibilities to include all aspects of S; American Flyer, Hi-Rail, Scale Narrow Gauge and Scale Standard Gauge.

This current survey, in its entirety with all comments submitted, will be provided to the manufacturers who are currently subscribing to the committee's work. If additional manufacturers wish to join in, they may contact the committee coordinator via mail, on company letterhead, at the address below.

Manufacturers already active with the Manufacturers' Advisory Group are:

A. C. Valu Toy Company
American Hi-Rail
American Models
Amity Star Models
Ballston Locomotive Works
Bill's Train Shop
Building&Structure Co.
Del-Aire Products

Des Plaines Hobbies
Layouts, Unlimited
Lionel Trains, Inc.
Pacific Rail Shops
R. S. S. V. P. Models
Real Rail Effects, Inc.
Rex "S" Gauge Model
River Raisin Models
S Helper Service
Scenery Unlimited
Schreiner Scale Models
Terry's Model Railroad
Supplies

The returns for 1995 were somewhat higher than the 1993-1994 Survey. From the copies of *Dispatch* sent to members of NASG, 487 were returned from the 1,394 distributed. NASG member returns equaled just under 35%.

The committee members also distributed surveys to solicit the opinions of non-NASG members as well. Morris Berk of St. Louis received 4 of 72 surveys distributed; Carl Contadini of Terryville, Connecticut, 2 of 50; Walter Danylak of Syracuse, New York, 5 of 46; Lee Durence of Sonora, California, 11 of 20; Will Holt of Downers Grove, Illinois, 14 of 104; Michael Hudek of Newtown, Pennsylvania, 4 of 25; Clifford Johnson of San Jose, California, 16 of 75; Jeffrey Madden of Wales, Wisconsin, 3 of 39; Thomas Nimelli of Grosse Isle, Michigan, 1 of 12; Walter Olson of Los Angeles, California, 30 of 300; Douglas Peck of Newburyport, Massachusetts, 12 of 221; Richard Smith of Casstown, Ohio, 4 of 34; Paul Stevens of Kansas City, Missouri, 9 of 20.

This was a return of 115 out of 1,018, or 11.3%. In spite of the difficulties in doing so, the committee will continue to try to reach out to S gaugers outside of NASG.

However, this still is an overall return of 602 of 2,412 surveys distributed, or 24.96%. In market research, a return of 1% is respectable, 5% is very good and 10% is excellent. With your cooperation, we are again able to provide manufacturers with superior information.

(The number of responses to any particular question may not total 602. Not all respondents answered all of the questions, and several of the questions allowed the selection of more than one option.)

1.

Select the type(s) of S Gauge locomotives and rolling stock you purchase (select ALL that apply):

Gilbert American Flyer	423
Lionel American Flyer	361
Hi-Rail other than American Flyer	256
Scale Standard Gauge	222
Scale Narrow Gauge	52
No Response	1

2.

Your participation in S gauge includes (select ALL that apply):

Operator	514
Collector	391
Model Builder	336
No Response	6

3.

The age group you are in is (select ONE only):

40 to 49 years old	273
50 to 59 years old	189
60 years old and over	71
30 to 39 years old	59
20 to 29 years old	5
under 20 years old	2
No Response	3

4.
Select the model railroad organizations to which you belong (select ALL that apply):

NASG	489
Local S Gauge Club	223
Train Collectors Association	208
Toy Train Operating Society	148
NMRA	111
Other Local Model Railroad Club	90
None	19
No Response	0

5A.

My total annual budget for S Gauge products is (select ONE only):

\$ 1,001.00 to \$ 2,500.00	197
\$ 501.00 to \$ 1,000.00	186
\$ 1.00 to \$ 500.00	119
\$ 2,501.00 to \$ 5,000.00	62
Over \$ 5,001.00	31
No Response	10

5B.

Please estimate the percentage of your total budget that is spent on (remember the total should not exceed 100%):

Gilbert American Flyer Locomotives and Rolling Stock:	
Average of 37.05%*	
Error ± 4.94%*	
Lionel American Flyer Locomotives and Rolling Stock:	
Average of 30.57%	
Error ± 10.89%	
Hi-Rail Locomotives and Rolling Stock Other Than American Flyer:	
Average of 20.3%	
Error ± 12.75%	
Scale Narrow Gauge Locomotives and Rolling Stock:	
Average of 25.6%	
Error ± 8.51%	
Scale Standard Gauge Locomotives and Rolling Stock:	

Average of 60.14%	
Error ± 28%	
American Flyer and Hi-Rail Oriented Accessories:	
Average of 16.7%	
Scale Oriented Accessories:	
Average of 11.6%	
Structures:	
Average of 11.9%	
Track:	
Average of 9.32%	
Other (vehicles, figures, scenery, etc.):	
Average of 9.89%	
No Response:	25

*** NOTE:** The average is the average percentage of those respondents allocating budget to the selection indicated. The error is an indication of inconsistent answers between Question 1 and Question 5B. Either a respondent indicated a purchase category in Question 1 but did not allocate a budget percentage in Question 5B, or a budget percentage is allocated in Question 5B that is not indicated in Question 1.

6.

I do my S gauge purchasing with (select all that apply):

Train Meets	473
Mail Order Hobby Shop	455
Direct with S Manufacturer when possible	328
Local Hobby Shop	328
Discount Toy Chain Store	32
Local Toy Store	28
No Response	3

7.

The locomotives and rolling stock that you use and/or prefer are in the era of (select ALL that apply):

1950 to 1960	377
1940 to 1950	325
1930 to 1940	198

1960 to 1970	185
1970 to 1980	116
No era In Particular	108
1980 to 1990	105
1920 to 1930	104
Contemporary	74
1910 to 1920	54
1900 to 1910	37
pre 1900	20
No Response	3

8A.

I would pay for a small (smaller than 4-6-2 or 2-8-2) plastic and metal steam locomotive in S, either Hi-Rail or Scale (select ONE only):

\$ 201.00 to \$ 250.00	125
\$ 151.00 to \$ 200.00	119
\$ 101.00 to \$ 150.00	106
\$ 251.00 to \$ 300.00	104
up to \$ 100.00	42
over \$ 301.00	39
No Response	67

8B.

I would pay for a large (4-6-2 or 2-8-2 or larger) plastic and metal steam locomotive in S, either Hi-Rail or Scale (select ONE only):

\$ 301.00 to \$ 400.00	124
\$ 251.00 to \$ 300.00	114
\$ 201.00 to \$ 250.00	109
\$ 401.00 to \$ 500.00	82
Up to \$ 200.00	62
over \$ 501.00	26
No Response	77

9A.

Should brass locomotives be made available in both scale and hi-rail versions?:

Yes	299
No	188
No Response	114

9B.

Should brass rolling stock be made

available in both scale and hi-rail versions?:

Yes	285
No	192
No Response	116

10A.

Should Lionel reproduce the Gilbert era heavyweight combination _953_, pullman _952_ and observation _954_?:

Yes	365
No	117
No Response	114

10B.

Select from the following list of heavyweight passenger car types never before available ready-to-run, the THREE (3) that 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
Baggage/RP Combination	1.2813
Diner	1.2361
Coach	1.1417
Duplex Pullman	.9138
Baggage	.6674
None	55
No Response	115

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.

11.

Would an American Flyer freight car truck with plastic side frames (more detailed than the current metal side frame), plastic wheels and metal axles be acceptable in place of the cur-

rent metal side frame truck?:

Yes	313
No	169
No Response	121

12.

For a freight steam locomotive, select the one that you would most likely purchase (select ONE only):

4-8-4	150
2-8-0	108
2-8-2	101
4-8-2	81
2-8-4	51
4-6-0	47
No Response	63

13.

Select from the following list of modern era freight cars the THREE (3) types 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
100 Ton, Four Bay Hopper	1.047
90' Intermodal Flat Car	1.025
Four Bay, Cylindrical Covered 60'	
Single Door Box Car	.982
Hopper	.957
Wide Vision Caboose	.915
50' Steel Coil Car	.83
No Response	155

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.

14A.

Should pairs of Lionel/American Flyer freight trucks with operating couplers be available as separate sale items?:

Knuckle Coupler	384
Link Coupler	85
No	53
No Response	140

14B.

Should pairs of Lionel/American Flyer passenger trucks with operating couplers be available as separate sale items?:

Knuckle Coupler	396
Link Coupler	89
No	51
No Response	137

15A.

Should a steam or diesel sound system be available from a manufacturer in ready-to-run form installed in any of the following (select ALL that apply)?:

Steam Locomotive Tender	351
Freight Car	202
Passenger Car	151
No	84
No Response	99

15B.

Should a separate steam sound system for installation in a steam locomotive tender, freight car or passenger car for use with any locomotive be made available?:

Yes	444
No	66
No Response	89

15C.

Should a diesel sound system for installation in a freight car or passenger car for use with any locomotive be made available?:

Yes	408
No	95
No Response	96

16.

S gauge needs a wider selection of plastic structure kits for (select ONE only):

Railroad Serviced Industries	209
Railroad Lineside Buildings	99
Town or Village Commercial Buildings	87
Town or Village Residential	46
City Commercial Buildings	45
City Residential	33
No Response	84

17.

Should accessories or structures that utilize railroad car bodies (i. e. a box car warehouse, a passenger car diner (restaurant), a caboose yard office, etc.) be made?:

Yes	351
No	178
No Response	73

Question 18 asked for the one product that you would most desire that was not covered by the previous survey questions. These suggestions varied widely and will be passed along in the report that the manufacturers and the committee members receive. Also, many of these comments (over 25 of the almost 400 comments) were asking for products that are already on the market. In response, future issues of the *Dispatch* will highlight manufacturers and their complete product lines to let you know where to find that product you want but did not know existed.

Question 19 was open for any comments. About 250 of you commented here and these comments also will be passed along to the manufacturers.

The next full meeting of the Manu-

facturers' Advisory Group will be held at the 1995 NASG Convention in Altoona, at the end of July. If you have any product issue you would like brought to the committee's attention, please contact the committee member nearest you (their addresses and telephone numbers are in the August 1994 membership directory issue of *Dispatch*) or the coordinator:

Will Holt
Willow Associates
4061 Glendenning Road
Downers Grove, Illinois 60515
(708) 969-1982

Please, keep responding to the surveys. 1996 is really the time you will start to see products on the market from your responses to the 1992-1993 survey. Normal response times for a manufacturer from product inception to delivery is 2-3 years.

We look forward to receiving your response to the 1996 Product Survey that will be coming to you in the December issue. Thank you for your continued input.

**Unlimited purchases
available
by all members for
the
NASG American Flyer
cars**

**Lehigh Valley covered hopper
\$43 ea.**

**SP TTUX double flatcars
\$85 ea.**

- Doug Peck, coordinator

Send orders to Doug at
6 Storeybrooke Dr.
Newburyport, MA 01950

EXTRA BOARD

Closed Frog Switches Tested: At the Spring S Spree in Cleveland, I was reminded by Terry Harrison (Terry's Model Railroad Supplies) that I promised to report on the closed frog switches he made for the Code 148 layout at the Blue Caboose Hobby Shop in Columbus.

They were in use on our display layout during the Thanksgiving to Christmas open house. "Flawlessly" is the best way to describe how well the switches performed.

They were connected to a standard switch machine and pushbuttons on the control panel. (Terry recommends pneumatic controls). We ran scale, Flyer and hi-rail engines and cars through them. We did so at all speeds, and even the Flyer 4-8-4 banged through them without problems. The show was open to the public, so we really didn't need derailments! We had none.

So I highly recommend these switches based on their performance and workmanship. Our club is now looking at two other sidings on our layout for possible use of the new switches.

Terry will produce #4, 6 and 8 switches in Code 100, 125 or 148 for S. If you have a custom situation, that can be arranged too. Terry's address was listed under New Products in the April issue.
-Alan Evans

Special Contest Announcement: Some people have asked us why the 65' well-hole flat cars were not built with a load. Beyond the obvious cost reasons, we've always answered, "Diversity!" If we delivered all the cars with the same load, what a boring sight they would be all together. By challenging you, the modeler, to create your own load, we hope to build additional diversity in S scale.

To get the CREATIVE JUICES flowing, River Raisin Models is announcing a **BUILD YOUR OWN FLAT CAR LOAD CONTEST**. The rules are simple.

1. Get creative and build a flat car load in a River Raisin Models well-hole flat car.

Modify the car any way you want, but the model must start with the brass River Raisin car.

2. Bring the completed model and load to the 1996 NASG National Convention in Dearborn, Michigan, for judging. You do not need to be an NASG member to enter this contest, but you do need to register for the convention and be present to win. This contest is separate from the regular NASG model contest, however, models may be entered in both.

3. **First Prize:** \$125.00 in cash

Second Prize: \$75.00 in cash

Third Prize: \$50.00 River Raisin Models gift certificate

Additional prizes may be awarded at River Raisin Models discretion based on the quality and number of entries.

Get creative, get busy, and happy modeling.

-Jim Kindraka

S Articles in Non-S Publications: 20 *Customized Track Plans* by John Armstrong, Kalmbach Publishing, \$15.95. Surprise, surprise! This book of track plans by the master track planner includes 3 actual layouts drawn for S gaugers, one of which is up and running in Portland, Oregon — Larry Sokol's PRR. John designed and Larry built this layout featuring the Pennsy's steam era Horseshoe Curve.

A second S gauge (standard gauge) layout is a 17' x 29' design with a California theme. A third layout is an 11' x 14' one designed for Sn3. I'm not really sure if the last two mentioned were actually built or started. Maybe the owners could let us know?

The April '95 *Rail Model Journal* has a comprehensive, and timely article for S gaugers on the PS-2 covered hoppers. The article by Ed Hawkins covers offerings in all scales including S. What I found to be most useful was a railroad by railroad chart listing all prototype quantities, numbering, builder's dates, and so on.

The June issue of *Model Railroader Magazine* had 5 paragraphs and 2 small photos in Product News.

The June issue of *Model Railroading Magazine* is supposed to have a big splash

on S. I haven't seen it yet, though.

The July *Model Railroader* has a product review of the American Models PA diesels.

-Jeff

New York Subways to Lose Individual Ads Inside Cars: According to a recent Associated Press article, the individual, and colorful, advertising placards which were always seen on each side of the cars above the windows will be bowing, for the most part, to large monolithic strip ads owned by bigger advertisers such as Levi Strauss and Nike. The strips of individual ads will be history, except on one car per train. A traction advertising tradition which has been in place since 1904 is being uprooted. The decision was made by the marketing department for Gannett Transit which sells the ads for the transit authority.

Gang of Craftsmen: Russ Mobley is looking to start up a car kit group similar to the Gang of 100 group which was importing various brass locomotives. He wants to coordinate production of various scale car kits, perhaps one a year, for those interested in subscribing. Write or call Russ if you're interested.

John Foley Visits Connecticut S Gauge Territory: My great friend and fellow Connecticut S Gauge club member, Donald Ross, an avid S scaler, invited me up to Connecticut for the weekend of March 11 and 12. When I arrived on Saturday, Don took me to a hobby shop in Danbury, Connecticut. To my surprise they stocked the S Helper PS-2 hoppers. Later that night we repaired an Overland light Mike. A train film rounded out the evening.

At about 5 a.m. Sunday we awoke in order to meet the rest of the club at the Cheshire High School, in Cheshire, CT by 6 a.m. We all worked together to set up the S-Mod layout. The layout now has a branch line, thanks to Kevin Ross, Don's son. This layout uses code 125 track and closed frog switches. This permits AF, Hi-rail and scale equipment to all be able to run on the same layout. The public had many questions about S gauge during the show. This is an example of how the Connecticut S Gaugers promote all aspects of S.
-John Foley (from Pennsylvania).

NEW NASG COMMITTEE CHAIRMEN NAMED

Contest Co-Chairmen

Bill Geracci
11917 Mayfield Road
Cleveland, OH 44106-1919
(216) 791-1020
and
Jim Whipple
1719 Middle Road
Glenshaw, PA 15116
(412) 487-3364

NASG Clearinghouse Chairman

William Mark, Jr.
Rossway road
Pleasant Valley, NY 12569
(914) 635-8553

(Effective after the NASG convention in Altoona)

* A special thanks from the NASG goes to Dave Bailey for serving as the Clearinghouse Chairman for the past several years. He was instrumental in getting Bill Mark to volunteer, and that's appreciated.

S-CALENDAR

July 26-30, 1995: NASG NATIONAL CONVENTION in Altoona, Pa., sponsored by the Altoona Area Train Collector's Club. Contact Gregg Miller, RD 5, Box 1031, Altoona, PA 16501. (814) 942-1848. The convention hotel is the Ramada Hotel of Altoona. Room Reservations — (814) 946-1631.

Aug. 16-19, 1995: 15th National Narrow Gauge Convention, Valley Forge, PA. Contact Dennis McCoy, 3218 Polk Rd., Norristown, PA 19403.

Sept. 29-30, Oct. 1, 1995: Annual CJSS Fall Get-Together, Christ Church, South Amboy, NJ. Contact any CJSS member for details.

October 27-29, 1995: The 20th Annual Fall S-Fest will be held at the Holiday Inn in Collinsville, IL (St. Louis area). This event is hosted by the AF S Gaugers of St. Louis and is co-sponsored by the CASG, BSG and SLSG. Registration forms and details should already have been received via the Dispatch and club newsletters. If you missed or misplaced your registration forms contact: David C. Stevens, #8 Castle Drive, Florissant, MO 63034-1301.

July 3-7, 1996: NASG National Convention — Dearborn, Michigan.



**Dundon West Virginia
Scene From Buffalo Creek & Gauley
Engine Terminal Circa 1965**

Photo by Harold Vollrath