



December 1995

Volume XX Number 6

DISPATCH



Photo by Bob Werre

SEASON'S GREETINGS

- Operation on the BC&G
- Build a Modern Covered Hopper
- Important News from American Models, S-Helper and Chesapeake Models

Regarding S-Helper Dealership AMERICAN MODELS NEWS RELEASE

S Helper Service has included in their recent mailing an item titled "American Models News" informing their customers that they will no longer be an active dealer of ours. We wish to confirm that this is true as we feel that S Helper has grown to a new level of marketing, and that they can now go on their own without our help.

Simply put, a non-cooperative spirit grew with their having many non-shared secrets with a manufacturer in China, who in turn built their first item, the PS-2 hopper car.

This company is probably the largest producer of model railroad products, making parts for Lionel, Williams, K-Line, Life Like, Intermountain, and various N and G scale models.

Sanda Kan Industrial Ltd., of Hong Kong is headed by a most honorable man whom I had the privilege of meeting some time ago, Mr. Wai Shing Ting. He has also helped us, as we are having a hard time keeping up with the expanding demand for S gauge products. Even finding people enthusiastic about model railroading to employ in our factory is getting more and more difficult.

We wish Don Thompson and Mike Ferraro only the best. I will be purchasing their imports for my own layout. Their efforts will surely help S grow even more. Our scale is in need of many, many new items.

American Models products may be purchased and stocked by any train store or hobby shop. If your dealer has no interest in receiving your money or fellowship, one can order direct.

Sincerely yours, Ron Bashista/American Models.



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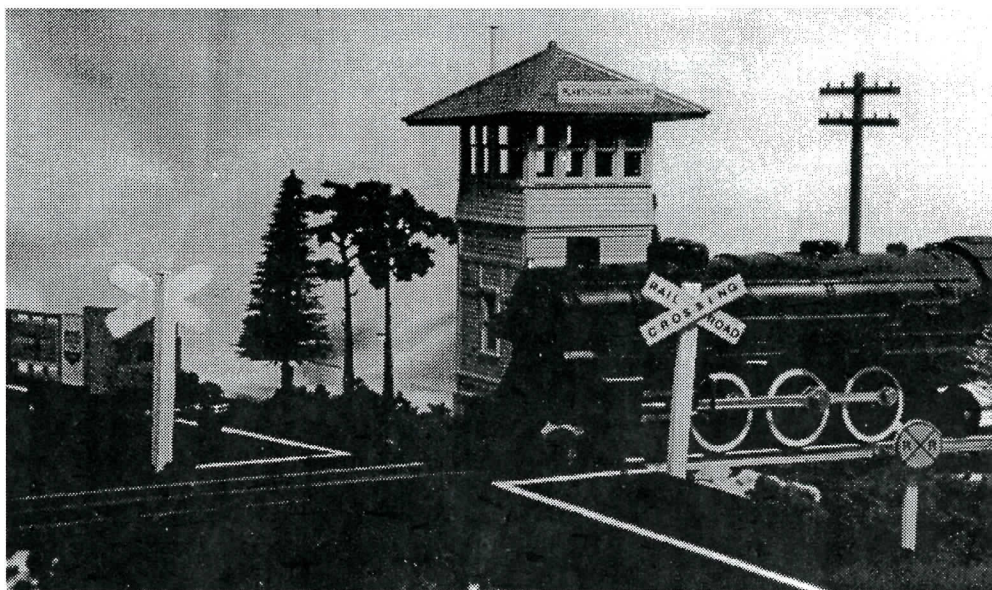
**2127 E. Palmdale Blvd.
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(805) 273-6229**

S HELPER WILL BE PHASING OUT AM STOCK

In the latest *SHS UPDATE* Don and Mike also confirmed this split from American Models. According to the newsletter the GG1 and 4-6-2 steam orders will be honored by AM. Questions? Call.

Both parties seem amicable, though not in total agreement, on the split. We at the NASG like to think that in the long run that S gauge will be even better served with more products being available from different manufacturers. -- Ed.

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NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
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 Dody Stevens
9619 NW 71st St.
Kansas City, MO 64152-2403
816-741-1505

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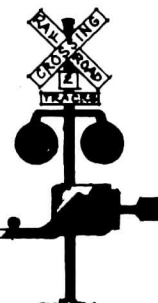
COVER

The staff and the NASG wish you all "Happy Holiday." Scene and photo by Bob Werre. N & W A was custom painted by Roger Huber. Obs - is Train Stuff kit.

ORDER BOARD

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

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President's Message ...

Seasons Greetings to Everyone!

Usually thinking about Christmas in the middle of November is unusual, except for this year, when snow has come early to central Ohio. In fact, the snow reminded me to exchange the animated sailboat display to the ice skating rink on my 5x9 foot shop window layout. Then I located some inexpensive (okay cheap!) porcelain houses that scale just a bit under S but are OK for the store display. A unique feature of my layout is that half is snow-covered and half reflects the fall season. Anyway, after three years of looking at the same display, I figured it was about time for a change!

What did you do for a Christmas layout? Or do you wait 'til closer to Christmas? My wife (and my now grown kids) know that there will usually be a loop of track under the Christmas tree, and generally I receive some train-related gifts on the 25th. Now, there's a grandson that I can share trains with!

I really enjoy watching him "pretend" to play trains with a plastic engine and pieces of Flyer track. I supervise, of course, when he operates my 5x9 layout using the Dallee hand throttle, and I encourage him to play with his train and push the engine along his pieces of track. Can you guess that the next step for grandpa will probably be to put some track down on a board.

I recall my dad hiding a train table under a tarp in our barn and sternly reminding me not to get near that "frame" that was supposed to be a project for his boss. I swallowed that line, but Christmas morning I saw it as a 4x8 foot sheet of plywood with an American Flyer layout and lots of Plasticville. I remember dad jumping up from a sound sleep from his chair when I hit the noisy uncoupler button. I thank him for presenting this hobby to me over 40 years ago.

That's what I remember about Christmas—trains have always been a part of it, and I'm glad they still are. I hope you have continued a train tradition for the holidays — if you haven't, it's never too late to start. (Besides, it'll give you a good excuse for moving the layout to another room after Christmas and maybe "expanding" it a bit).

Have a good Christmas and a prosperous New Year!
-Alan

Replacements appointed

John Metzger Resigns as Membership Chairman

John Metzger resigned as membership secretary effective January 1, 1996. He will complete his duties with the addresses and related tasks with the December '95 *Dispatch*.

Replacing John as the newly appointed Membership Chairpersons are Dody and Mark Stevens of Kansas City. Both

have been active members of the NASG for a number of years. Dody is the wife of previous Central Vice President Paul Stevens; Mark is their son. Dody accepted the appointment with the understanding that Mark would be co-chair of membership. Mark is a college junior and majoring in computer science. Their address and phone number are listed on the contents page of this issue.

Because the membership forms and recently printed "*This is S Gauge*" brochure contain John Metzger's name and address, it will be some time before all membership related printed materials indicate the Stevens's address. John has graciously agreed to assist Dody and Mark in the meantime to provide for a smooth transition.

The NASG certainly wishes to thank John for his many years of dedicated service. Now we expect him to have time to build and operate some of his trains without worrying about whether somebody paid their dues or not.

NMRA COORDINATOR NAMED

A new position has been created under the Promotions Chairman and given the title of **NMRA Show Coordinator**. Selected for this is Bill Wade, Jr., owner of Bill's Train Shop and a regular participant at the NMRA yearly train shows.

In the past the NASG has exhibited at the NMRA conventions, but we've never had one person to take on the responsibility of coordinating the registering and distribution of booth space to both the NASG and S vendors. It is hoped that information and other related matters will be more organized and responded to in a timely manner with Bill handling the task. Hopefully, this will also mean that the NMRA can provide booth space next to the S gauge layouts that are often on display at the conventions. This is where a coordinator can be very helpful. Thanks Bill, for volunteering.

NEW CLUB NEWS EDITOR

Beginning with this issue of the *Dispatch*, we would like to introduce Dave Pool as our new *Club Sandwich* column editor. Dave has taken on this task willingly and would be most appreciative if all the clubs could put him on their mailing list. No news — no column.

Please send newsletters to:

Dave Pool
11 Bittersweet Trail
Wilton, CT 06897-9342
(203) 762-9342

Dave had offered at the Altoona convention to do something to help out the NASG. We're taking you up on that Dave, and welcome to the *Dispatch* staff.

Many thanks from this editor (Jeff) and from the NASG to Al Schoenberg, who previously handled the task of editing club newsletters and molding them into the *Club Sandwich*, a title, I believe Al coined. We'll miss his fictional rail trips from club to club.

RAIL MAIL

Other 1/64 Hobbies: There are two other 1/64 hobbies out here in Arkansas and other parts of the country that have a big following — and they are Farm Toys and Model Trucking. Many of us model railroaders don't know they exist. The July issue of *Toy Farmer* had two model building articles. One was about building farm dioramas and the other was about 4H entries growing over the years as entries in a county fair in Wisconsin. There were so many 4H entries that this year, that they broke them into categories: Historical Scenes, Present Day and Night Scenes. Many 4Hers are getting scenery tips from fellows like Tom Hoesly.

Do we S gaugers recognize these other aspects of 1/64? I think the problem is we are on our *tracks*, the truckers are on the *road* next to us and the toy farmers are over in the *field* and nobody waves.
Gale Hall, Rogers, Arkansas.

Dear Jeff: I read the article in the April issue of the *Dispatch*, *The Trouble With S Gauge* by Will Holt. There is much truth in his perception of in-fighting, respect, etc. However, I think we S Gaugers can use those negative concepts and make positive outcomes with them.

The reason I join the NASG and subscribe to the *S Gaugian* is because I love to see what everyone else is doing in the S hobby. Even though I'm an American Flyer collector, I have total respect, and maybe a little envy, when I see a really detailed Sn3 layout.

Let's be proud of our minority scale, even though some of us are on different levels. Let's promote S. Competition is good as long as it's positive. Let's be able to take a joke. Let's support our S manufacturers and our S (and collector) publications.

Remember: Argue, but don't fight; compete, but don't defeat; joke, but don't ridicule; be proud, but not obnoxious; be serious, but not overbearing. Let's tolerate, listen and learn from each other. And for crying out loud, let's not let other gaugers find out how much fun we're having.
Howard Runft, Wichita, Kansas.

Dear Jeff: Thanks for the cover art on the April issue, but the artist actually is a friend of mine, Robin Ross. I took the picture of the picture. I promote S in our area up here in the northeast. I write a column in the NER (NMRA) Coupler on S scale. This is done in a bilingual format (columns side by side in both English and French).

If anybody can find it, Joe Pereira of Edmonton, Alberta, Canada wrote an article in the *Canadian Railroad Modeler* called *The Story of S Scale*, which is a 3 page affair with photos by Dan Kirlin of Winnipeg. This article was in the Feb./March 1995 issue.
Denis Fortier, Quebec, Canada

We appreciate your 'S' promotion efforts and keeping us informed of 'S' north of the border.
-Jeff

Continued on Page 37

Jeff's Junction

My S Christmas Wish List

Yeah, I know; we have surveys, and manufacturers have their well-researched ideas of what will sell, blah, blah, blah. But here goes anyway. This wish list is based somewhat on personal desires, but it is also based on some "gut instincts" developed by having been in the hobby for many years.

- | | |
|----------------------|--|
| From: | |
| S Helper: | - Also 40 and 50' flat cars |
| | - Pennsy N5c porthole caboose. |
| Des Plaines Hobbies: | - The X-29 box car. |
| River Raisin: | - Southern or B&O 2-8-0. |
| Railmaster: | - EBT 2-8-2 and a standard gauge 3-truck Shay. |
| American Hi-Rail: | - Streamlined Pennsy K4. |
| Rex: | - Small 2-8-0 with a non-Pennsy cab. |
| Heimbarger: | - Color softback book on 20 S gauge layouts. |
| PRS: | - SF/SP style cupola caboose |
| | - 40 and 50 foot flat cars. |
| PBL | - Also EBT 2-8-2 and caboose. |
| Amer. Models: | - Re-release of the standard heavyweights (long passenger cars). |
| | - C&O cupola caboose (has a generic look). |
| | - Maybe later: USRA light 2-8-2 and 4-6-2 |
| Lionel LLC | - Circus train. |
| Omnicon: | - Brass shovel nose Zephyr trainset. |
| Scenery Unl. | - Resin cast interlocking tower. |
| LVM: | - Retail coal yard (wood silo type). |
| | - Small old time gas station. |
| SouthWind: | - I-5 B&O wood cupola caboose. |
| Overland: | - PRR H-10 2-8-0 and 4-4-2 Atlantic. |
| DPM: | - Warehouse/factory false fronts or buildings. |
| Micro Engineering: | - Thru truss bridge (could double for On3). |
| Model Memories: | - Single pole semaphore. |
| FKM: | - Single stall enginehouse. |
| Build. & Str. Co. | - No frills eastern/midwestern station. |
| Ertl: | - 40s and 50s vintage cars, dump trucks, utility trucks on the order of their 1/43rd line. |
| | - Grain elevator to go with train set. |
| Hartoy: | - 1950s B series Mack tractor and trailers plus some fire trucks. |
| Terry's Model RR: | - 30, 60 and 90 degree crossings |

Well there it is, except for one more thing — I'd like to wish each and every one of you a Happy Holiday Season!
- Jeff

THE BIGGEST 'S' GATHERING EVER!

1995 FALL S FEST REPORT

By Cliff Saxton

St. Louis, Missouri...an S gauge mecca? To some, the city known as the "Gateway To The West", at first seemed a rather unlikely spot to hold the 20th anniversary Fall S Fest. But the S gauge community quickly learned otherwise as the event received over 800 registrations. The record crowd of 685 actual attendees packed the Metro-East (Collinsville, Illinois) Holiday Inn the weekend of October 27-29, 1995, and enjoyed a varied program of swap meets, clinics, train races, model contests, films and videos, a unique "incline challenge," the annual banquet, a spirited auction, and tours of area layouts and attractions.

The hard-working members of the American Flyer S Gaugers of the St. Louis area (AFSGSLA), who hosted the gather-

Opinions differ about why this year's edition attracted more attendees than the 19 preceding it. Without question, pleasant early-autumn weather helped. An added incentive was the special, limited-production AFSGSLA Club Car developed in conjunction with Lionel Trains LLC — the Monsanto Chemical Tank Car which A.C. Gilbert had once planned to offer but never actually produced. The car, with its intricate lettering and distinctive white paint, was an instant hit. Four special orange variations of the Monsanto car, part of an even more limited Lionel run, brought top dollar during the professionally conducted S Fest auction, which lasted well over an hour and followed the traditional Saturday night banquet attended by over a record 220.



Fall S Fest Chairman Moe Berk and Rita Berk were instrumental in engineering a successful convention.

Photo by Jeff Madden

ing and coincidentally celebrated their own 20th anniversary as an organization, were certainly pleased at the fine turnout.

In the 1950s and '60s American Flyer trains were plentiful in St. Louis area hobby shops and in retail store displays during the Christmas holidays. It was the recollections of these and the winter layouts in the Famous Barr department store that eventually led the 45 member AFSGSLA to team up with this latter store eight years ago to recreate the earlier display every Christmas. The club has continued that tradition this year again, following the S Fest.

And what an S Fest it was! Co-sponsored by the Chicago Association of S Gaugers, The Badgerland S Gaugers and the State-Line S Gaugers, the event attracted attendees from across the nation, including several who traveled cross-country on Amtrak, and one dedicated collector who drove in from Wyoming.



Sunday's layout tour included Cliff Saxton's elaborate American Flyer layout. If Gilbert made it, I think Cliff had it.

Photo by Jeff Madden

On Sunday, six club members opened their home to S Fest attendees, with several reporting as many as 70 visitors during the course of the day. During the 3-day Fest many attendees managed to also visit local rail attractions like the National Museum of Transport and the Metrolink.



Andy Juggle looks on while Cliff Saxton reads a train.

Photo by Jeff Madden

Moe Berk, longtime AFSGSLA coordinator, who was the S Fest's general chairman, expressed pleasure that this event might well have been the largest gathering of S gauge enthusiasts ever.

"I think we accomplished a couple of things," he said. "Clearly we demonstrated that St. Louis has a lot to see and do for model railroaders, and I think we stirred up

some regional interest in S gauge.”

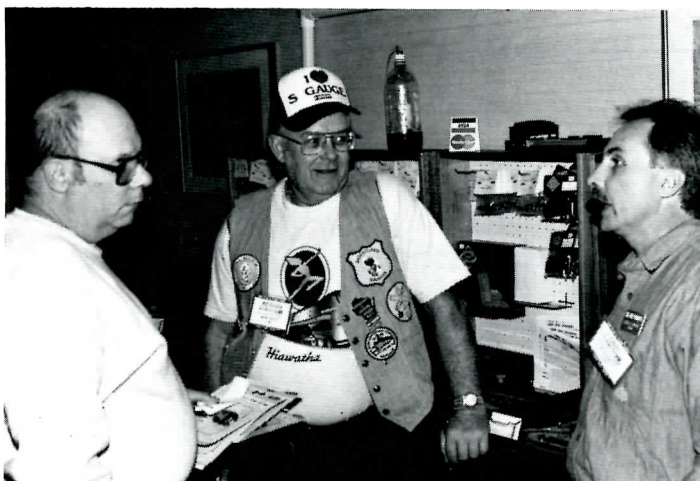
Next year, the Fall S Fest, traditionally held in the upper midwest, will move back to Milwaukee, but it is hoped St. Louis will now get into the rotation.

It seems a pleasurable weekend was had by all, and as they say around St. Louis, “It’s just for the fun of it!”

Contest Winners:

Incline:

- | | |
|-------------------------------------|-------------------|
| 1st place AF steam, steel wheels: | Douglass H. Allen |
| 1st place AF steam, Pullmor wheels: | Barry Dolan |
| 1st place AF diesel: | Alan Roman |
| 1st place American Models: | Joe Calamia |



Gary Children and Dick Kloes (Badgerlanders) confer with Gregg Spence of Del-Aire Products in the manufacturers area.
Photo by Jeff Madden

Train Race:

- | | |
|---------------------------|-------------------|
| 1st place AF steam | Glenn Eisenbrandt |
| 1st place AF diesel | Alan Roman |
| 1st place American Models | David Pippitt |
| Overall winner: | Glenn Eisenbrandt |

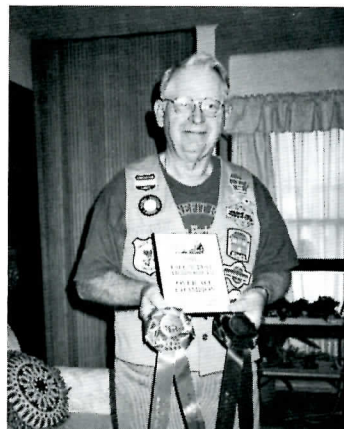
Model Contest Winners:

- | | |
|-------------------|----------------|
| 1st Hi-rail: | Jim Wagner |
| NYC Hudson | |
| 1st structures: | Mike Swederska |
| Lake Jct. Station | |
| 1st diesel: | A l a n |

Evans UP Centennial
1st NG freight:
Mike Swederska
DRG Reefer
1st std. freight:
Joseph Swift
caboose

A Personal Glimpse of the S Fest:

Your editor and 3 fellow Badgerlanders, Dick Kloes, Gary Children and Jerry Poniewaz, made the pilgrimage on Friday via my 153,000 mile mini-van. We made it there and back.



Glenn Eisenbrandt was the overall winner in the train races.

On the way down we drove out of the rain in Illinois, stopped at Toluca to watch 1 train on the Santa Fe, ate at a Steak and Shake in Normal and arrived around 3 in the afternoon. A quick registration, bags in the rooms and straight to the swap tables (I had one to set up). Dinner at Cracker Barrel.

Saturday included a trip to the Transportation Museum by Dick, Gary and myself — we lost Jerry to the swap tables. It was a first for Dick and me. A great collection. A little railfanning on the way back to the hotel at Dupont Tower (just west of the Mississippi in downtown St. Louis) got us two trains going by the tower and the TRRA police asking us politely to leave. We had parked in the parking lot, but did not go on the tracks. They were very polite and we left quickly. A few shots of the new Metrolink near Busch Stadium, and then it was back to the swap meet. I felt the banquet meal was way above average, and guess who won the table centerpiece - yup, yours truly.

Sunday was another early up. After checkout and a Bob Evans breakfast (with grits), it was off on the layout tour.. We got sidetracked to Kirkwood’s ornate stone station (ex Mopac, now UP). Saw one train, drove over to Webster Groves to peek in at the O cough, cough, scale layout, then to Cliff Saxton’s elaborate Flyer layout. It was a gorgeous sunny day so the Metrolink won out over more layout tours. We rode from the west end park and ride to the Casino stop on the Illinois side and back. Then it was a beeline for Wisconsin.



Serious Collectors?
Photo by Jeff Madden

-Jeff

CORNER

The corner module design presented in this issue is from the Houston S-Gaugers.

Thanks to Jack Troxell for supplying this information. This frame design is substantially different from the typical construction. Rather than using straight dimensional lumber for the framing, plywood is bent to a radius paralleling the track, with dimensional lumber used for the ends and for bracing. This reduces both size and weight.

Shown in the diagrams are both a 24" interface and a 15" interface.

To assist in bending the 1/2" plywood forms, Jack recommends sawing shallow vertical kerfs on the inside face of the plywood. He also believes that the plywood thickness could be reduced to 3/8" or 1/4". Note that the plywood radius begins where the plywood is still adjacent to the end framing. This requires that a small amount of framing be cleared away. See figure 3.

The legs used by the Houston S-Gaugers are tapered at the top instead of using bolts or screws for leg attachment. The mounting brackets for these legs are shown. The tapered leg will be featured in the future.

The track centerline radii shown on this drawing are based on recommendations from the Connecticut S Gaugers, whose corner module design will be presented next.

-Ted

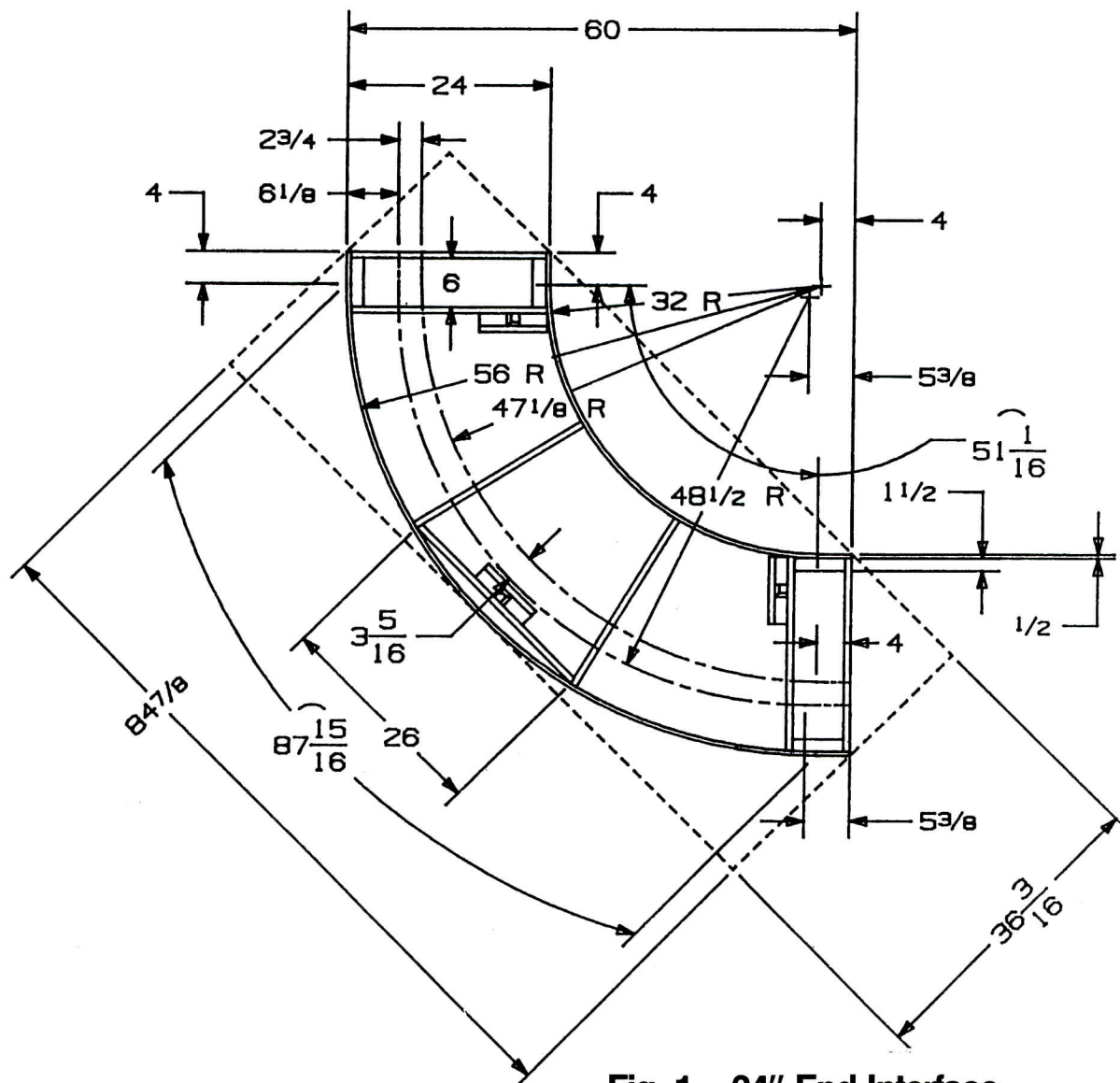


Fig. 1 24" End Interface

MODULES Part II

Module
Corner
By Ted Larson

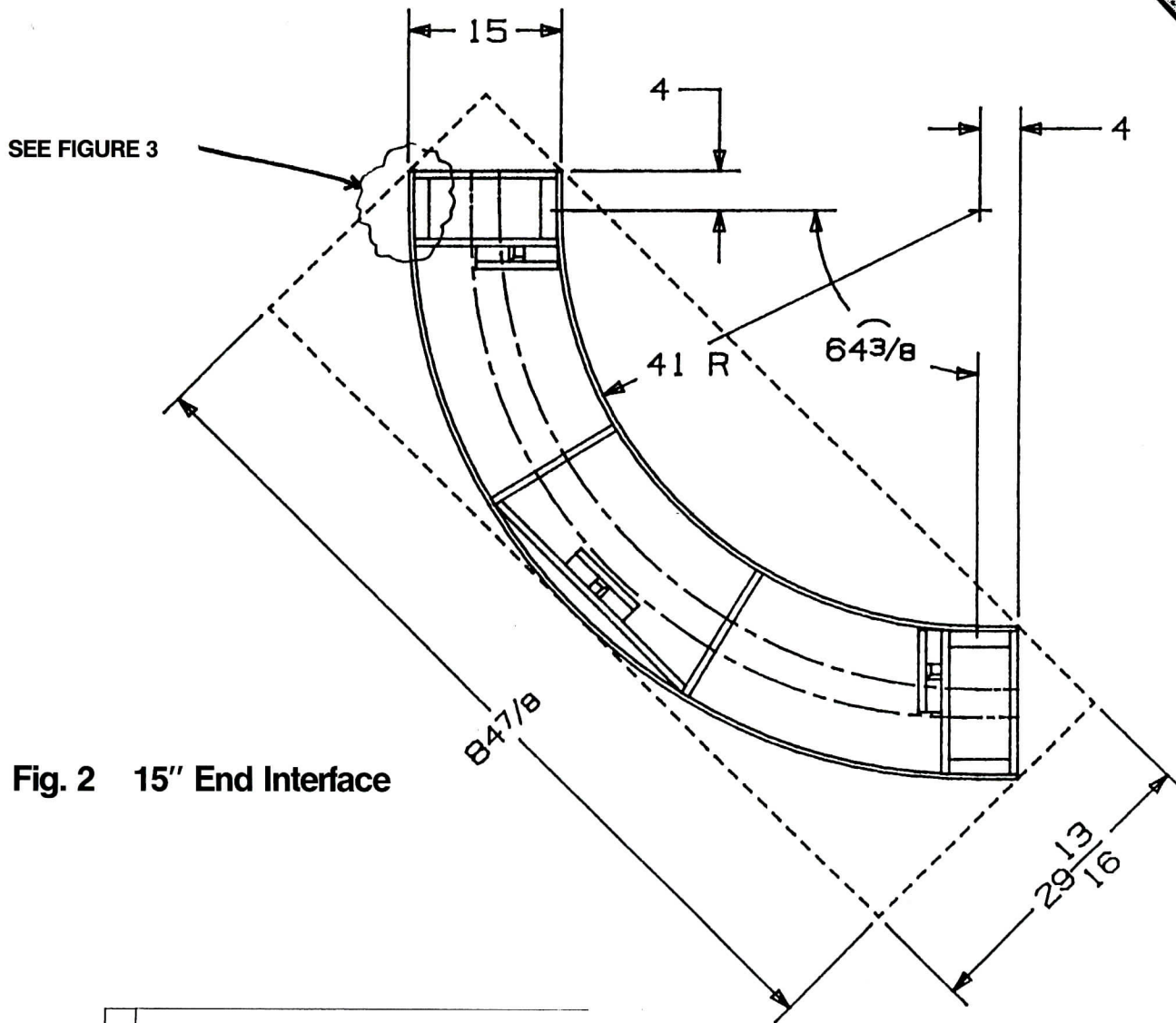


Fig. 2 15" End Interface

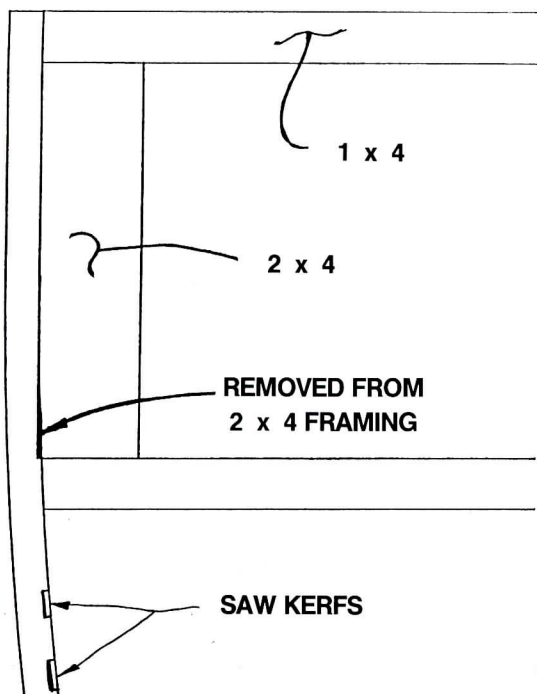
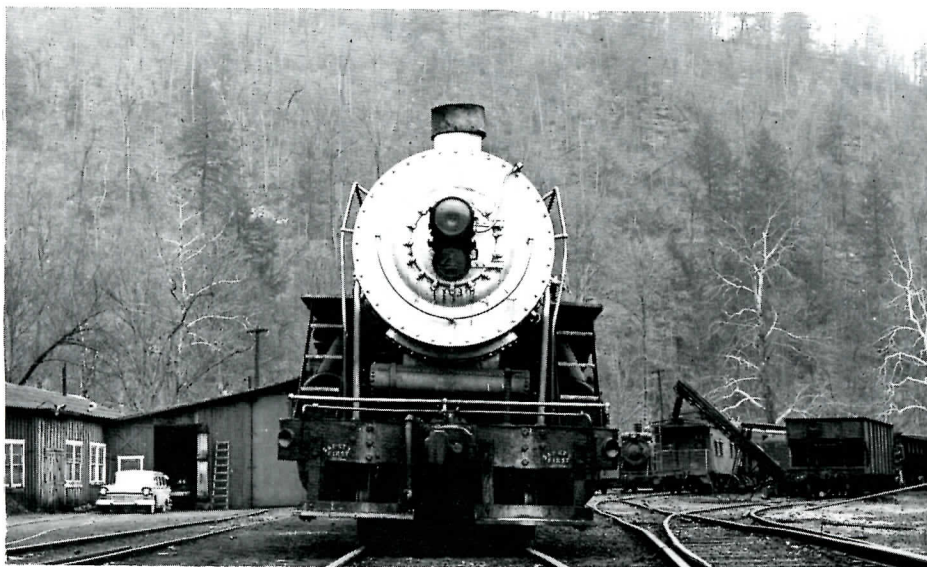


Fig. 3

The Buffalo Creek & Gauley Railroad

Part II Operations on the BC & G

By Brooks Stover



Old Slobberface is lookin' at yah at the Dundon engine terminal. It is aimed in the right direction to haul empties up to the Rich Run Mine at Widen.

Photo by Jeff Madden 3/65



BC&G combine No. 6 was used as a dining car on fan trips. (Note that's what it says on the side of the car).

Photo by Howard Ameling 7/63



Railbus A at Cressmont Dairy in September, 1958. See the July/August *S Gaugian* for the construction article on the railbus.

Photo by C.W. Jernstrom collection

As indicated in the first installment of this two part series, which appeared in the June '95 issue of the Dispatch, the West Virginia steam shortline Buffalo Creek & Gauley is an ideal prototype for modeling in S scale. With its wonderfully varied roster of second hand, but well maintained equipment, and its relatively small size, nearly every aspect of this little-known shortline can be modeled in a single layout.

I first "discovered" the BC&G in the early 1980s, over 15 years after it ceased regular operations. Your editor had the opportunity to visit the railroad just weeks after it closed and took some of the photographs which appeared in the June issue and in this one. I had already begun construction of a freelanced layout when I realized the modeling potential of this delightful shortline. Some track had already been laid, so my yard at



1903 American log loader at work along Lilly Fork.

Richard Manning collection

Dundon wound up a mirror image of the prototype.

In the years since, collecting information on the BC&G to aid my modeling efforts has become a hobby in itself. I have even collected hundreds of photographs and several prototype items, including a BC&G kerosene lantern in mint condition and a switch lock and key. Many of the items came from a wonderful gentleman, Richard G. Manning, who was the General Superintendent on the BC&G when it ceased operations in 1963. To the railfans who visited the BC&G in its final years, the hospitality of Richard and his wife of 60 years, Hazel, was legendary.

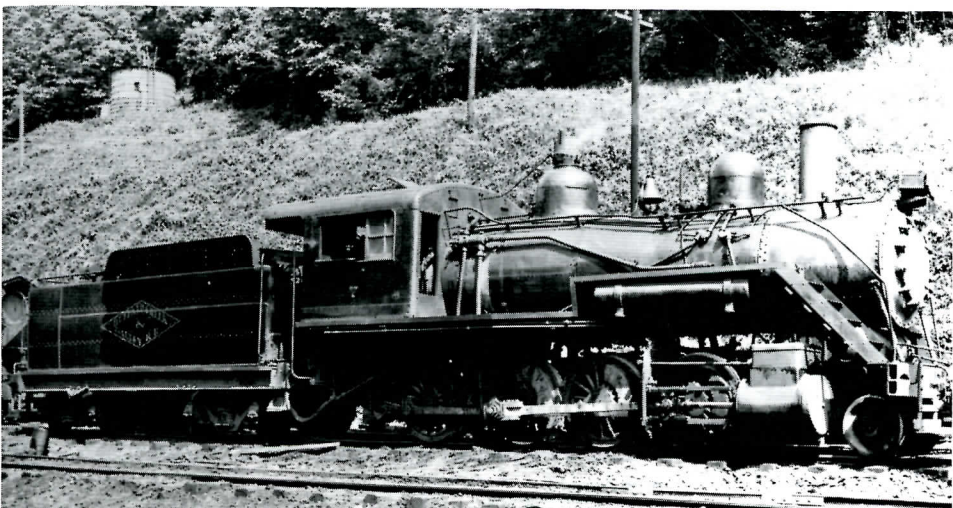
My 28' x 22' L-shaped layout represents the four major towns served by the real BC&G. The track plan is a loop to loop configuration, but I can operate the layout in a realistic point-to-point method. The accompanying series of photographs document a typical day in the life of the BC&G.

The operating scheme on the BC&G, like that of most shortlines, was quite simple. There was a timetable for the passenger service provided by the 1921 Mack Model AC railbus, but all the coal trains were run as extras. No sense in making things complicated! The railbus made two trips daily between Dundon and Widen. The schedule for 1952 is used as the basis for this article on my layout. Keeping the railbus out of the way of the coal trains adds to the operating interest of the layout, just as it probably did on the prototype.

The daily freight train picked up a string of empty hoppers and other



Shay #19 with log loader in September, 1958, most likely on the Lilly Fork line.
C.W. Jernstrom collection



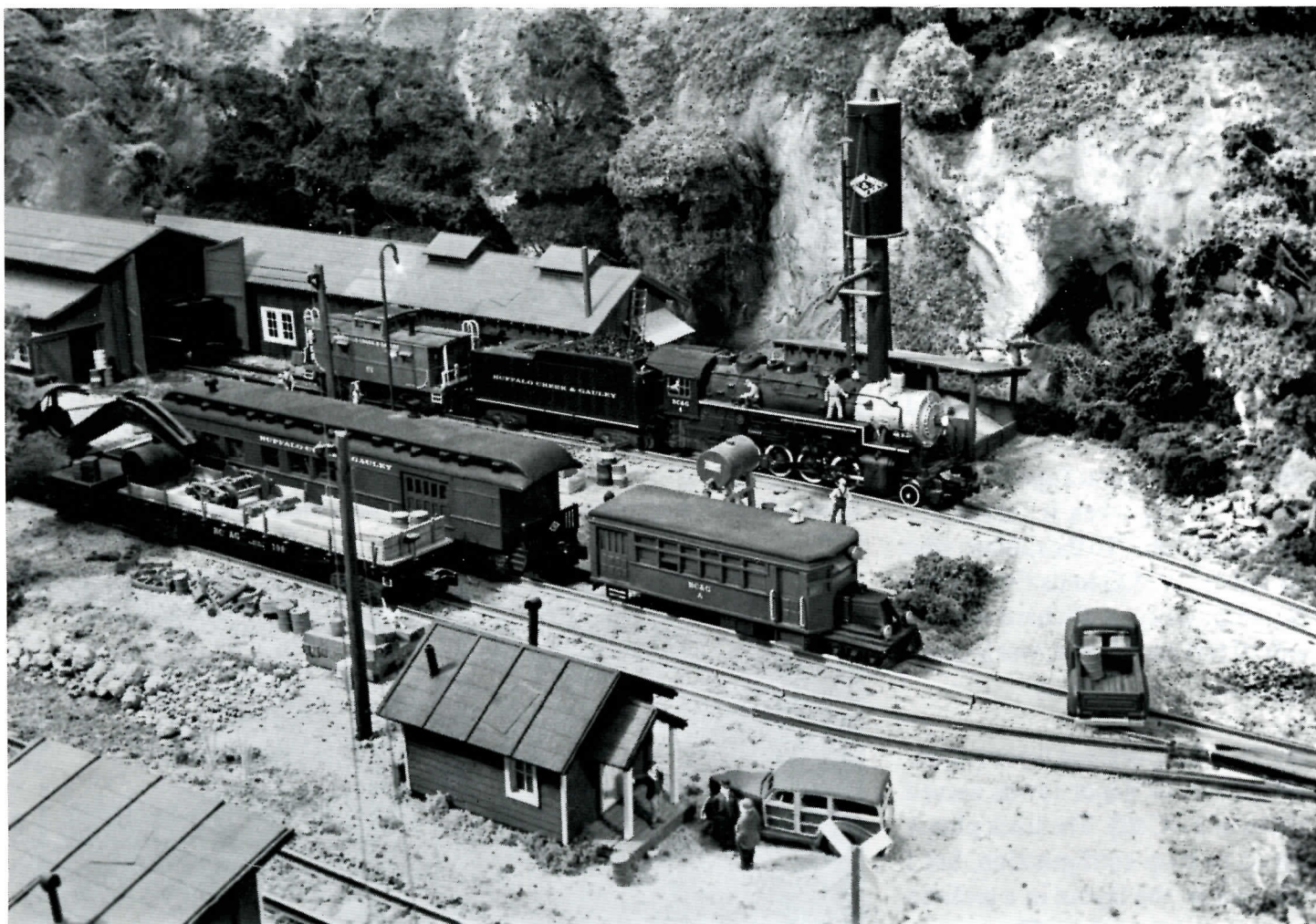
Ex-B&O Consolidation is BC&G No. 7 in July of 1949. Could a Rex Mogul be a starting point for this one?
Harold Volrath collection

CHANGE OF MOTOR CAR SCHEDULE
Buffalo Creek & Gauley Railroad Company
Effective 12:01 A.M., November 14, 1952
Schedule subject to change without notice
DAILY EXCEPT SUNDAY

WESTBOUND		EASTBOUND	
No. 1		No. 2	
MOTOR CAR		MOTOR CAR	
Lv. Widen	11:30 A. M.	Lv. Dundon	9:30 A. M.
Lv. Swandale	12:00 M	Lv. Cressmont	10:15 A. M.
Lv. Cressmont	12:15 P. M.	Lv. Swandale	10:30 A. M.
Ar. Dundon	1:00 P. M.	Ar. Widen	11:00 A. M.
No. 3		No. 4	
MOTOR CAR		MOTOR CAR	
Lv. Widen	5:15 P. M.	Lv. Dundon	3:30 P. M.
Lv. Swandale	5:40 P. M.	Lv. Cressmont	4:15 P. M.
Lv. Cressmont	5:50 P. M.	Lv. Swandale	4:30 P. M.
Ar. Dundon	6:30 P. M.	Ar. Widen	5:00 P. M.

D. M. SILFIES,
Supt. Transportation

J. G. BRADLEY,
General Superintendent



You have to get up early to catch the crew getting the engine ready for the day's work. Today Consolidation No. 4 will be handling the chores as soon as the sand dome is topped off. Like all the BC&G equipment, the engine is clean and well maintained.

Photo - Brooks Stover

freight cars from the B&O interchange at Dundon and departed eastbound, usually around 9 a.m. To simplify setouts along the way, cars destined for intermediate locations were always cut in just behind the engine. Videos and photographs suggest that wood chip hoppers, boxcars and tank cars were found in the consists. Eastbound trains stopped at Swandale, about 9 miles up the line, to take on water and set out any empty boxcars or flatcars for the sawmill there. As on the prototype, there is a passing siding on my layout at Swandale to accommodate meets between BC&G coal trains and log trains of the parent Elk River Coal and Lumber Co.

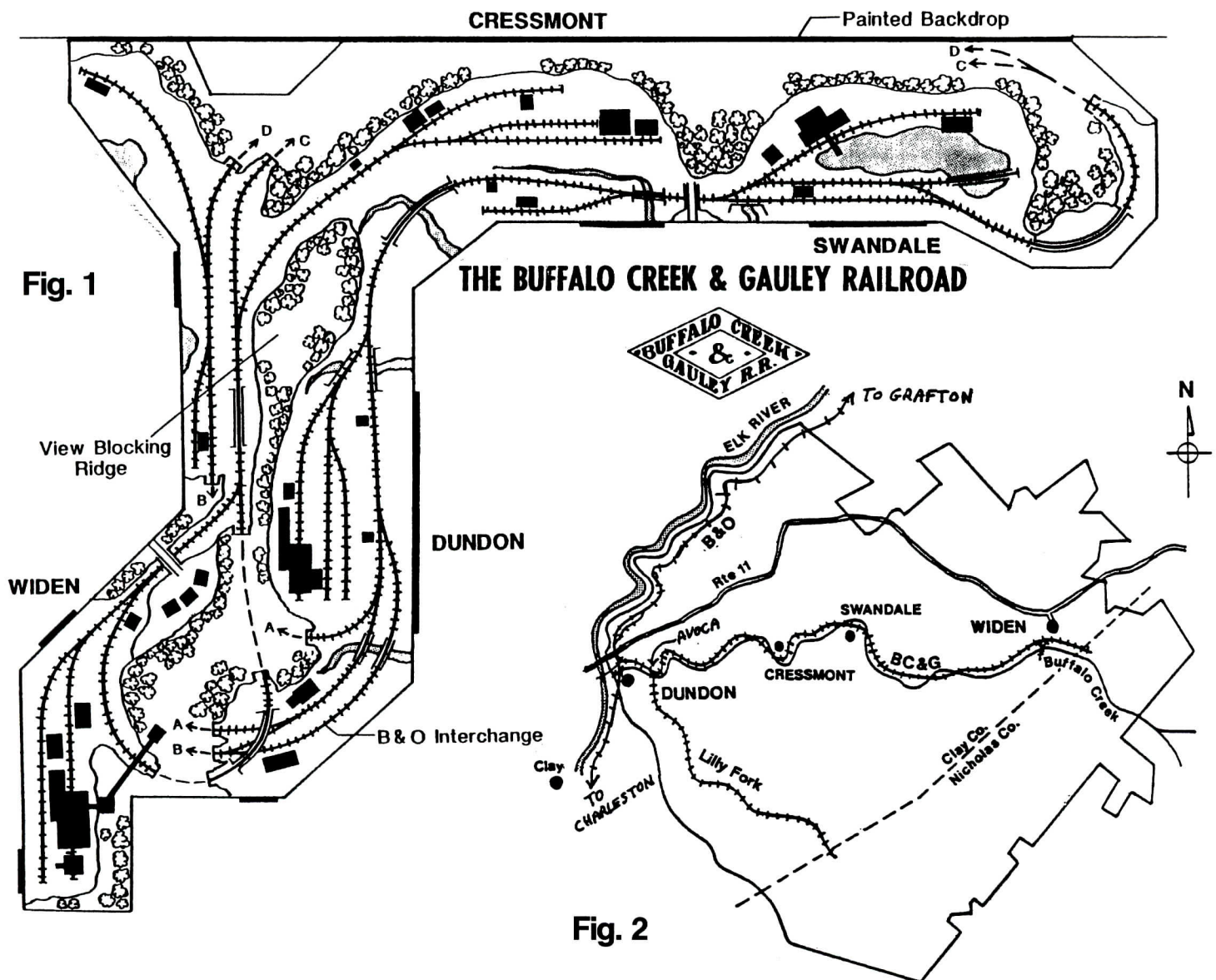
Departing Swandale, trains had to

deal with a 1 1/2% grade for the last 9 miles to the Rich Run Mine at Widen. My layout has a similar grade between Swandale and Widen. Upon arrival at Widen, the engine was run around the train and the empty hoppers were shoved under the tipple. On my layout the mine sidings are all trailing point since my trains use the reverse loop first so no run-arounds are necessary. After topping off her own tender under the tipple, the prototype engine was turned on a wye just east of Widen. The outbound train of loaded hoppers was then made up for the return trip. A typical train on the real BC&G return trip was about 60 loads — not bad for a shortline.

The trip back to the B&O inter-

change was relatively easy, as it was downhill all the way. A stop was made at Swandale, if necessary, to pick up a load or two of finished lumber. The engine was turned again on a wye a couple miles east of Dundon at a place named Avoca to get it pointed in the right direction for the next day's run. Westbound trains, therefore, rolled into Dundon tender first. After setting out the loads on the B&O passing track, the engine and caboose (or on some days a wooden coach used as a caboose) returned to the little yard at Dundon. It was often after dark by the time the day's work was done.

On my layout I use a simple tab-on-car routing system. Each car (other than hoppers) carries a small one half



inch square card in a pouch attached to the side. The cards are divided diagonally into four quadrants, color coded for each town, and the color visible above the pouch indicates the destination. A letter in each quadrant identifies a specific site in the town. When a car arrives at a destination already occupied, the card on an existing car is turned, exposing its next destination. The system has worked very well for the shortline style of operations, and I like it because it requires no paperwork or reading of car numbers. This works well for first time guest operators too.

All in all, the BC&G, though only 18 miles long, has provided me hun-

dreds, maybe thousands, of hours of modeling and operating pleasure. While the layout has a finished appearance, there's plenty of detail yet to add and equipment to upgrade. I plan to replace all the tinplate trucks with scale trucks with hi-rail wheels and change over to Kadee 802 couplers to remove most of the vestiges of the layout's tinplate heritage. More scale appearing track will have to wait 'til the next layout. There are also several hundred more trees to make!

Corrections to the June Article:

Two small errors appeared in the BC&G data provided in the story in the June issue, both having to do with the current location of former

BC&G engines. No. 13 is currently in tourist operations on the Ohio Central RR in Sugar Creek, Ohio. Elk River Coal and Lumber Shay #19 is back at Lima, Ohio, stored in poor condition, in a building of the former Lima Locomotive Works. Also the back cover photo was Jeff's, not Harold Volrath's.

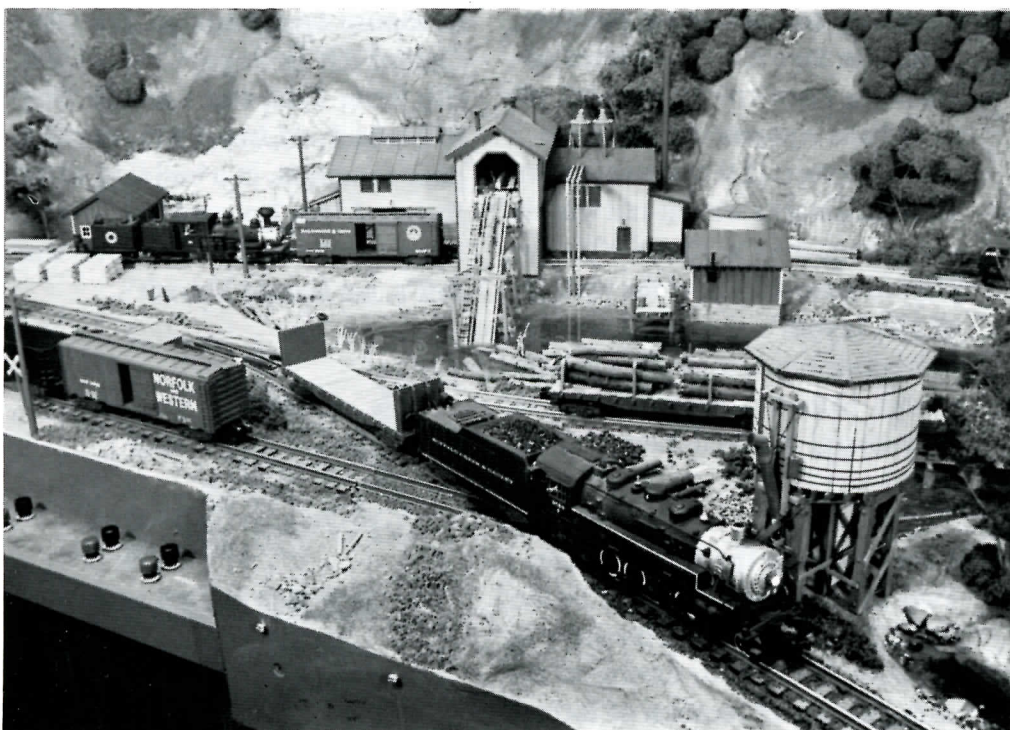


**EXPRESSLY
FOR YOU...**

Our very best holiday wishes.



Number 4 has pulled the first cut of hoppers off the B&O interchange and placed them, along with the caboose, on the BC&G main. She's now returning for the second cut of cars. The flat car is bound for Swandale, and the boxcar contains merchandise destined for Widen. They'll be cut in directly behind the engine. *Photo by Brooks Stover*

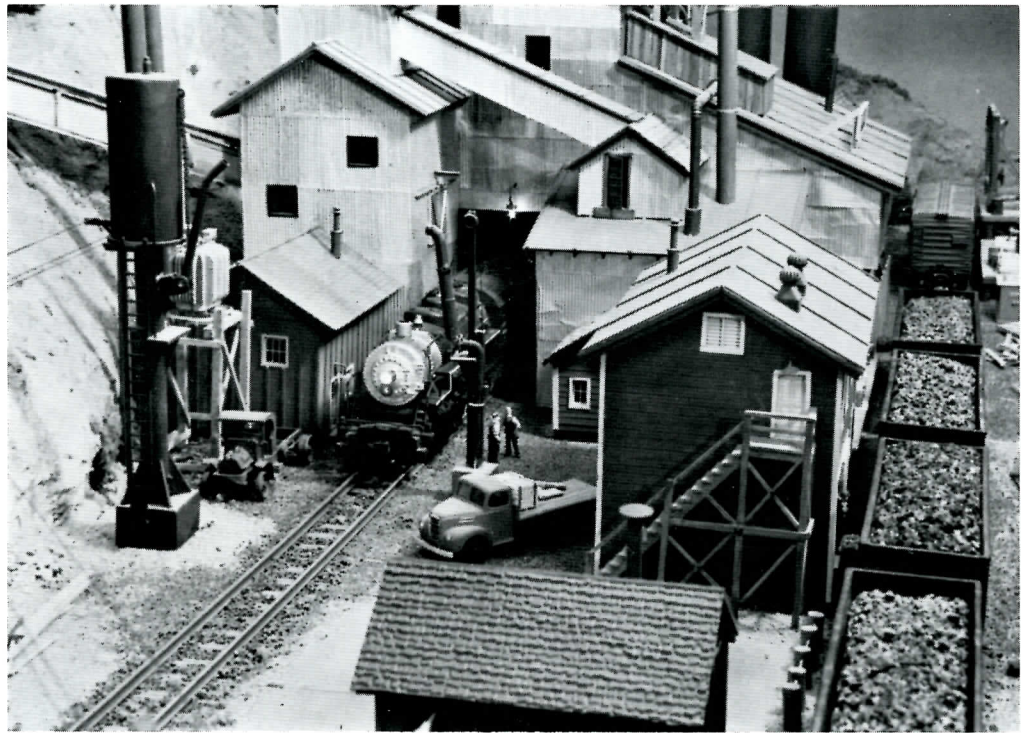


The smell of fresh cut wood blends with coal smoke at Swandale as No. 4 sets out the flat to be loaded with finished lumber at the bandsaw mill. In the background, Shay No. 19 of the Elk River Coal and Lumber Co. spots a boxcar at the loading dock.

Photo by Brooks Stover

At Widen, No. 4 tops off her tender directly from the coal tippie, which has been standard practice since 1905 when the mine was first constructed. The abundant supply of quality "Dundon Coal" as it was called, accounts in part for the BC&G sticking with steam into the mid-1960s.

Photo by Brooks Stover



Here at Widen the venerable Consolidation goes about the task of making up the daily outbound train of loaded hoppers. As was usually the case, B&O hoppers predominated, although WM, Reading and Pennsy hoppers also appeared on the line. Scale trucks (Hi-rail wheels) and Kadee couplers are next on the maintenance agenda for the rolling stock.

Photo - Brooks Stover



The 1921 Mack Railbus 'A' has taken refuge on the Cressmont siding as No. 4 and the westbound train rumbles past. A couple of passengers have gotten off the bus to watch the chunky consolidation in action. There's little smoke, as the train is on the downgrade from here to Swandale.

Photo by Brooks Stover

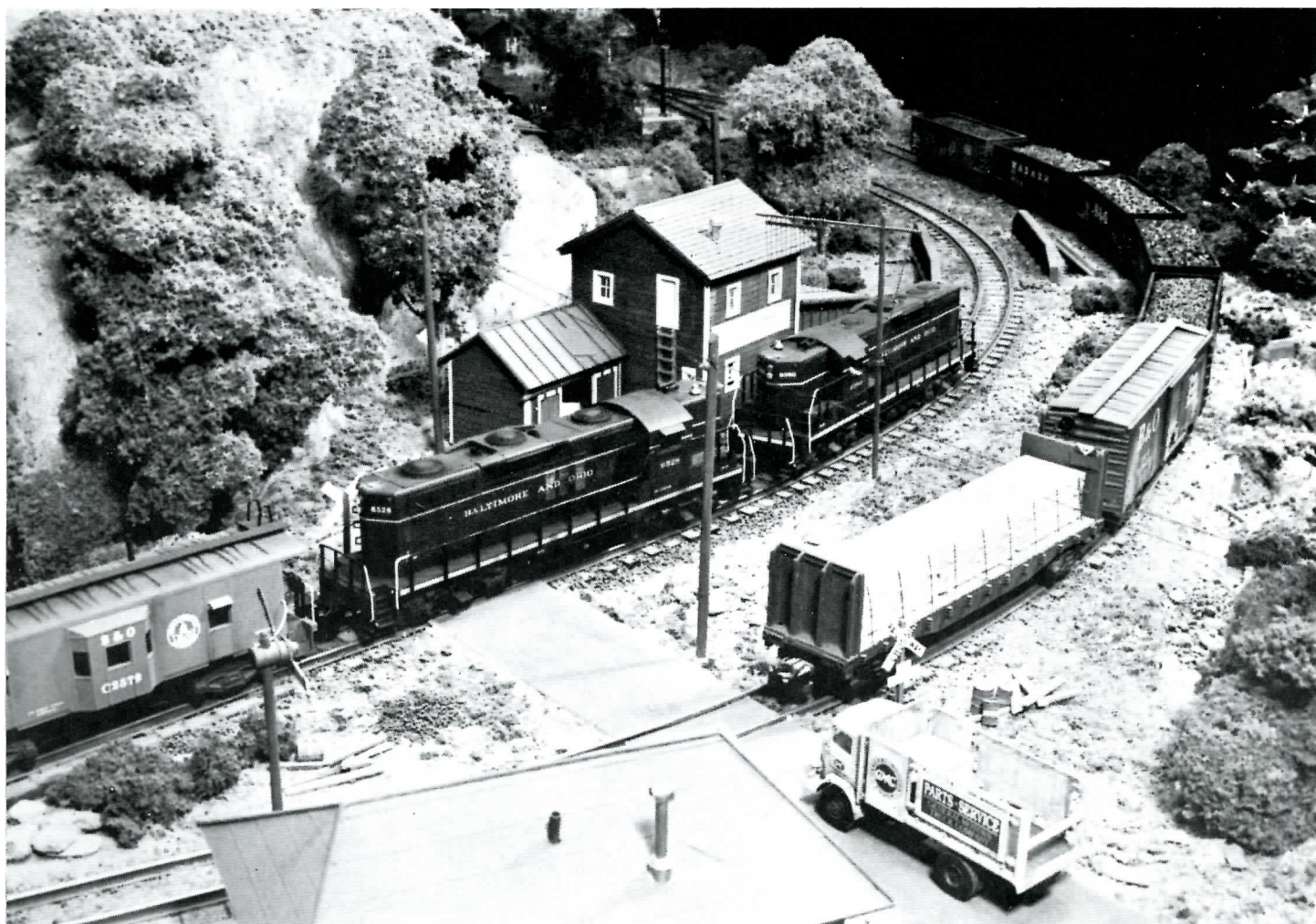


Having turned the engine on the wye at Avoca, it's late afternoon as No. 4 pulls into Dundon tender first. It has taken most of the day to complete the 36 mile round trip. The loaded flat and boxcar were picked up at Swandale. The 2-8-0 is a re-worked Flyer 0-8-0.

Photo by Brooks Stover

Before turning in for the night, 2-8-0 No. 4 takes on water at the interesting water spout in Dundon. The tank feeding the spout was located up on the hillside. Similar spouts were located at Swandale and Widen. See photo of No. 7 on page 13 — tank is in upper left. Caboose is re-worked American Flyer.

Photo by Brooks Stover



Completing the cycle, a pair of hard working B&O GP9s (American Models) move in to pick up the loads and drop off yet another string of empties. Tomorrow the cycle will be repeated again, as it was for nearly 60 years on the BC&G.



Above: BC&G No 14 was converted from a Flyer 0-8-0. Here, a loaded coal train is just pulling out of Widen for its run downhill to the B&O interchange. Below: 2-8-0 No. 4 is eastbound just arriving at Swandale. How long did it take you to identify this engine as a Flyer 0-8-0 — how about the Gargraves Hi-rail track? *Photos by Brooks Stover*



Season's Greetings



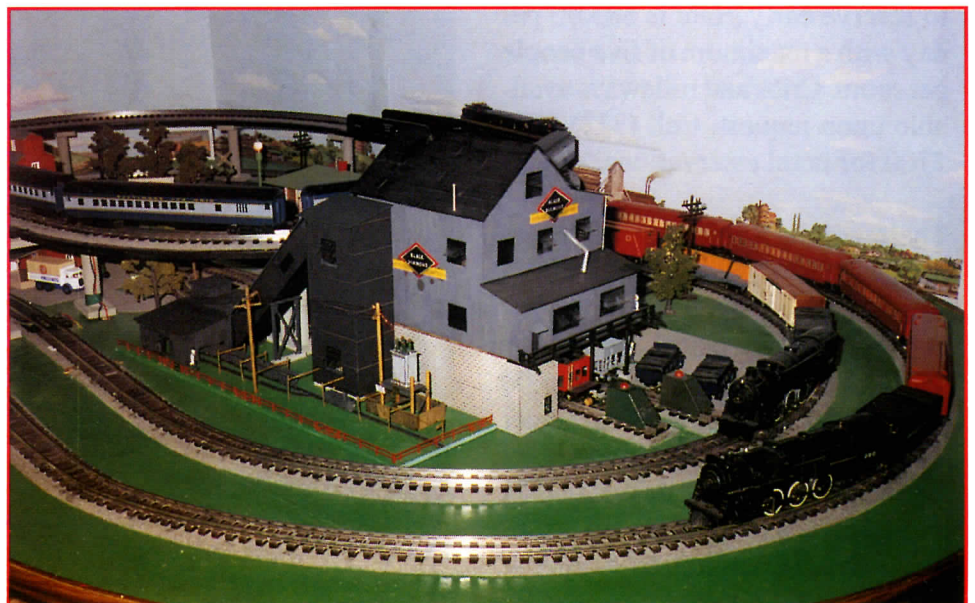
Gregg Mummert of Cowlesville, New York shares photos of his dual-gauge (Lionel-Flyer) 1994 Christmas layout.



S-PIKES



"Neat as a pin" describes Tom Robinson Jr's Volunteer Central layout. Tom follows the Tennessee Volunteers sports teams, thus the name. There will be an article upcoming on this layout.



TRAINS, PLANES & AUTOMOBILES

1996 NASG National Convention

Sponsored by the Southeastern Michigan S Gaugers, the 1996 National Convention will be held in Dearborn, Michigan, which is exactly 10 years from the "Michigan Interchange" Convention held in Novi, Michigan, in 1986. The 1996 dates are July 3 through July 7.

CONVENTION HOTEL:

The Dearborn Inn (a Marriott) will be the host facility for the convention. It is located close to the Ford World Headquarters and across from Greenfield Village and the Henry Ford Museum. The hotel was originally built to serve an airport which is now the Ford test track. The Inn is 15 minutes from Metro Airport and 10 minutes from downtown Detroit.

The hotel itself is on the National Register of Historic Places but has all the modern conveniences including a heated outdoor pool, tennis courts, exercise room, two restaurants and a tavern. It would be well to reserve early. Rate is \$85.00 per day with a maximum of five people per room. Cribs and rollaways available upon request. Call (313) 271-2700 for hotel reservations.

There will be a raffle for free room nights.

BASIC FARE

The basic registration fee of \$45.00 (\$30.00 for spouse; children under 17 free) includes access to all hotel activities, clinics, and dealer display and sales area. Also included is motor coach transportation to layout

tours and the Durand-1225-American Models Factory Tour.

SPOUSE ACTIVITIES

Spouse registration includes all of the above and the hospitality suite. Tentative events include craft demonstrations, shopping, a musical show and possibly a lingerie show. Also included is motor coach transportation to Historic Frankenmuth and Bronner's Christmas Store (the largest in the world).

EXHIBITS

The convention has almost 17,000 square feet of space available for clinics, meeting rooms and the dealer/manufacturer area. Both a standard S gauge and an Sn3 layout will be on display.

GREENFIELD VILLAGE AND HENRY FORD MUSEUM

Located only a block from the

Dearborn Inn is the most visited indoor-outdoor museum complex in North America. Founded in 1929 by Henry Ford, the museum and village depict the sweeping changes that transformed America from a rural agricultural society to an industrialized nation.

Village attractions include the original homes of Noah Webster and Henry Firestone plus the workshops of such great American entrepreneurs as the Wright Brothers, Thomas Edison and Henry Ford. The village is not comprised of recreations, but the actual homes and buildings that were carefully dismantled and rebuilt on sight. Visitors can observe grain milling, glass blowing and blacksmithing operations. A village green includes a church, meeting hall and the Eagle Tavern. The Eagle Tavern was the first overnight stop for stage coach travelers in the 1850s on the 8-day



The Smith Creek Depot at Greenfield Village was originally located on the Grand Trunk near Port Huron, Michigan.

journey from Detroit to Chicago. Other attractions in the village include a steam train loop, a vintage carousel and a steam operated paddlewheel boat.

The Henry Ford Museum features several indoor acres of major exhibits reflecting the industrial revolution in America. The major exhibit in this museum, as might be expected, feature the automobile and its influence on our nation. Other museum exhibits include farm implements, planes, appliances, electronics and many other items which show the progress of the industrial revolution. There are several railroad locomotives and cars on display including the full size C&O 2-6-6-6 Allegheny.

There is a special backshop museum tour available for convention goers that will include off-limit areas to regular visitors.

For those staying at the Dearborn Inn, a two day pass with unlimited entrance to both the museum and village is available. Adults \$22.00, children 5-12 \$11.00, under 4 free. If you plan to visit both the indoor and outdoor facilities, plan on using most of two days. *It's worth it - edit.*

TOURS

Lionel Visitors Center

Lionel officials have agreed to open the Visitors Center for a group tour on Wednesday afternoon. This is limited to one motor coach (about 45 people). The center boasts a large display of both Lionel O gauge and American Flyer plus an operating layout featuring both gauges. First come, first served.

Chrysler Mini-Van Tour in Windsor, Canada.

Also limited to 1 bus (45 people) this tour will be on July 4th. Bring proof of U.S. citizenship. Subject to chang-



Thomas Edison's original laboratory in which he produced the first electric light bulb. This structure and the station were made into HO plastic kits.

ing plant schedules.

Historic Frankenmuth Tour

All day tour to the Bavarian flavor town, home of the famous Zehnder's Chicken Dinners. There will be shopping in Frankenmuth and the famous Bronners Christmas Store.

American Models Factory - Owosso/1225-Durand Station

A visit to American Models and what makes them tick leads off this day. Next will be Owosso and the Ann Arbor roundhouse that now houses the 1225 Pere Marquette Berkshire. It might even get fired up. The tour will conclude at the historic Durand Station which is under restoration. The depot at the crossing of the Ann Arbor and the GTW railroads is the home of several model railroads including the SMSG modular layout.

PROTOTYPE RAILROADS

The Detroit metropolitan areas boasts many interesting prototype railroads, and there are many good railfan locations. Amtrak service is available direct to Dearborn from Chicago and Toledo, although the Toledo leg is by bus. Two good lo-

cations include Plymouth (CSX) and Delray (featured in a recent *Trains* Hot Spot). Across the border in Canada, VIA Rails sleek trains still offer daily service to Toronto from the historic Windsor station.

LAYOUT TOURS

The Detroit area is blessed with a wide array of S gauge layouts. The Troy area of the city contains what we believe to be the largest concentration of S scale layouts in the country! Transportation will be provided for layout tours that will group layouts of different interest to convention goers. The tours will include scale, narrow gauge, Hi-rail and American Flyer S layouts. Details will follow in future *Dispatches*.

THE CONVENTION CAR

The convention car is the S-Helper Service DT&I PS-2 covered hopper with an exclusive orange paint scheme with black lettering. The cars will be available in two numbers, 11186 and 11196 which commemorate the '86 and '96 conventions. Cars are \$39.95 each plus \$2.00 shipping. Flyer was included in the October *Dispatch*.

Make your reservations early!

Ernie Horr Tackles a 50 foot FMC Covered Hopper

Article and photos by Ernie Horr



First, purchase a Pacific Rail Shops ACF 3-bay covered hopper. From this and some scratchbuilding, we're going to build a 50 foot FMC grain hopper. Two versions are possible from this article — variations in the hatches and vertical braces are the difference. I use wood parts to build my kit, but you can substitute styrene if you wish.

Bill of Materials:

1/32" basswood sheet
1/16" basswood sheet
1/8" basswood sheet
3/32" hat section stripwood
1/16" angle stripwood
1/32" x 1/16" stripwood
1/32" square stripwood
1/16" square stripwood
1/32" x 3/32" stripwood
1/32" x 1/8" stripwood
1/16" x 1/2" basswood stock
5/16" x 1/4" basswood stock
3/16" x 1/2" basswood stock
#20 brass wire for train pipe
Downs or Northeastern bolsters
1 set AB brake set (Scenery Unlimited or Grandt Line)
O gauge or equivalent Blau-Knox roofwalk
Miscellaneous items: model chain, Northeastern grab irons, Swingline TOT staples, typing paper, 10 thousands shim stock and 1/16" dowel.

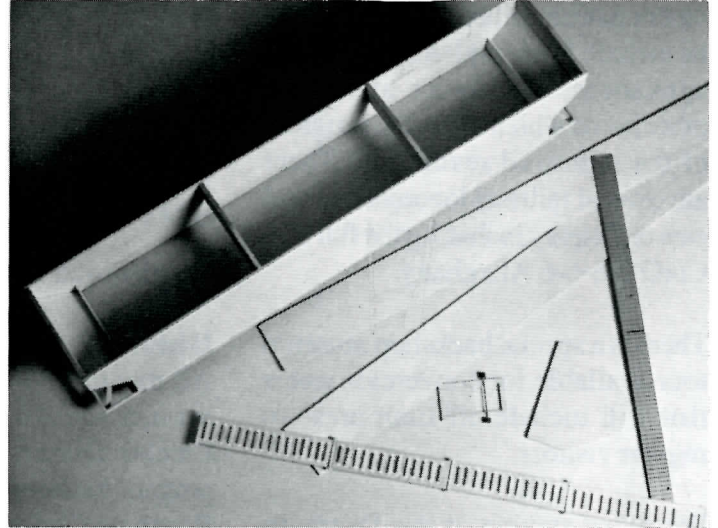
The Basic Body

Start by fastening the sides to the 1/8" basswood sheet in the position shown on the plan. (figs. 1 and 2) Make sure these are square. Fasten #4 piece at the ends of the sides, (fig. 3) again making sure things are square and even with the sides. Fasten the other two #4 pieces equidistant between ends as spacers and ribs for the roof. Cut typing paper width as per plan and fasten to the top and bottom of the car sides. With a sharp pencil mark lines on the roof pieces and install roof pieces with equal overhang on the sides.

Now fasten pieces #1, #2, and #3 to the 1/8" floor sheet between the sides (see Fig. 7). Piece #1 should be flush with the bottom of the car sides. Fasten rectangular sheet #5 to #1, #2

and #3 between car sides with bottom edge against #1. On other #5 sheets chamfer as per plan and fasten these between sides as the end slope sheet. Adjust to fit.

Fasten the two short hopper pieces as per plan. Now fasten the four longer hopper pieces. Adjust so the bottom of all hoppers are parallel (Fig. 7). From the 1/32" sheet cut and fit the hopper sides. I cut these a little large and then trim to fit. We now cut and fit the center sill pieces. These are made



from 1/32" sheet. Fit by trial and error 1/4" apart. (fig. 2) Cut hopper bottoms from 1/32" sheet (Fig. 5). Trim to be the same size as the outside size of the hoppers. It's a good idea to attach some weights to these before installing. Install 1/32" x 3/32" strip at the bottom of the car (Fig. 7).

The basic body is now complete. Use model putty to fill in any gaps and sand smooth.

Fasten 1/32" x 1/8" strip between bottom of sides as end sill. Fasten 1/16" x 5/16" piece between end and #1 and 1/32" x 1/32" angle braces (Figs. 5, 7 and 8).

Build up brake components less wheel and housing as shown in Figure 5. Add optional #24 wire as brake piping if so desired.

Building up the Sides.

Hat section (T sections) braces are next. See Figures 1 or 1a for positioning. Looking at Fig. 1a (not to scale) the brace spacings are 9/16" center to center. The Wide spaces are 1 9/16" apart.

Make sure braces are parallel. If you are using wood siding for the sides, now is the time to add 3 coats of sanding sealer to give the sides a metal look.

Fasten 1/16" angle stripwood to all four corners (Fig. 8). Attach 1/32" x 1/16" stripwood on ends and ends of sides as per figures 5 and 8.

Continued on Page 26

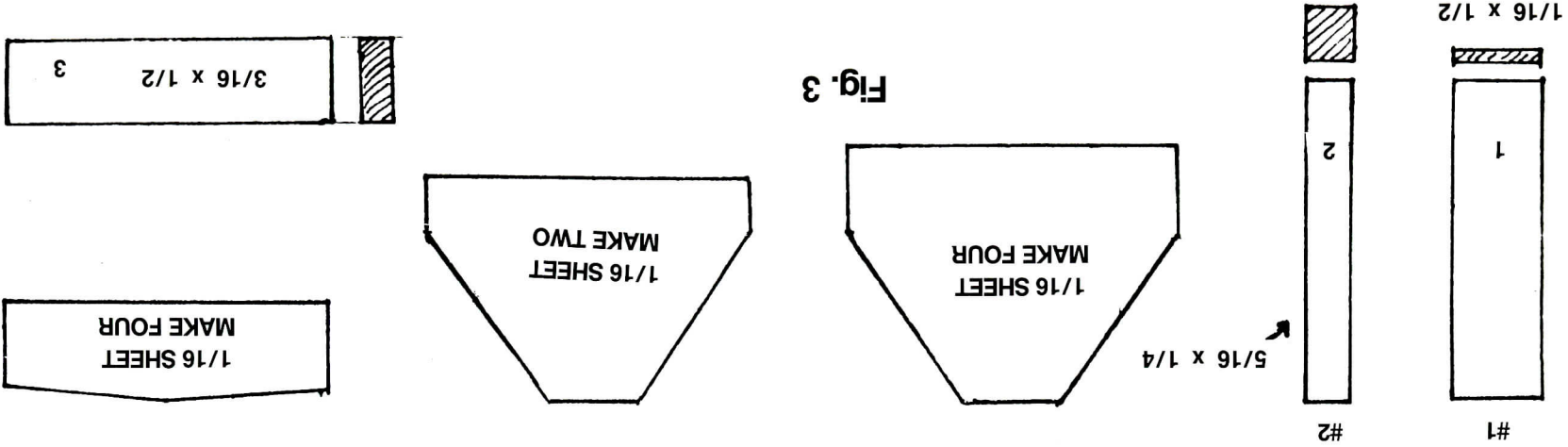
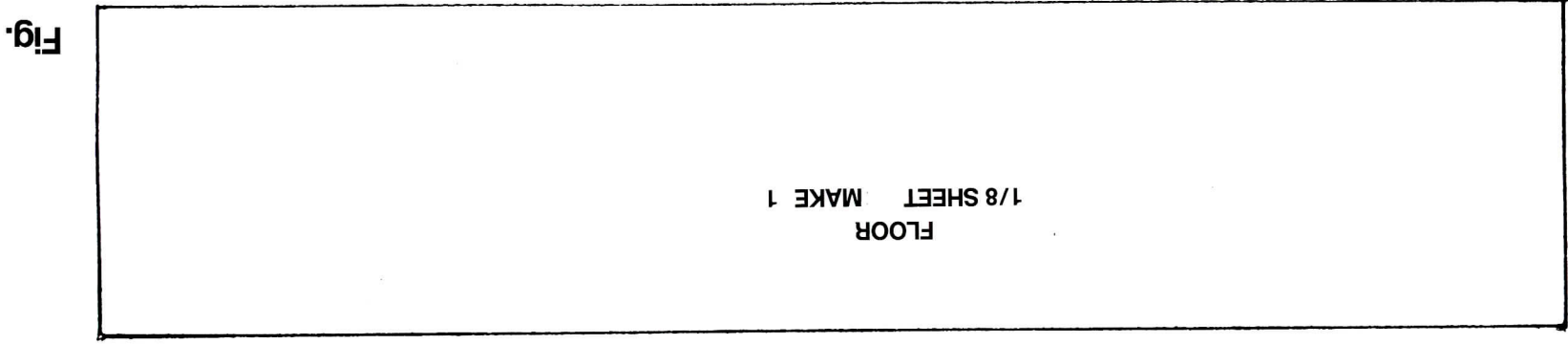
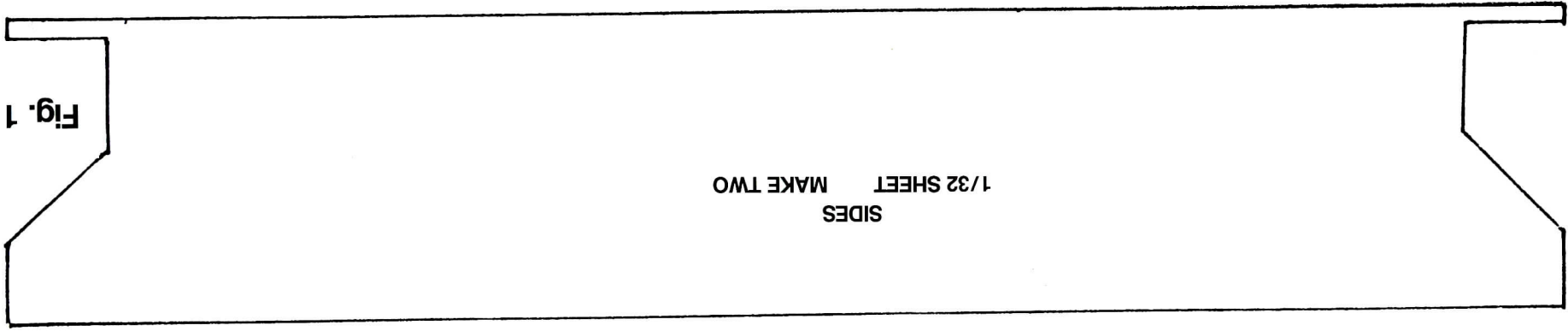
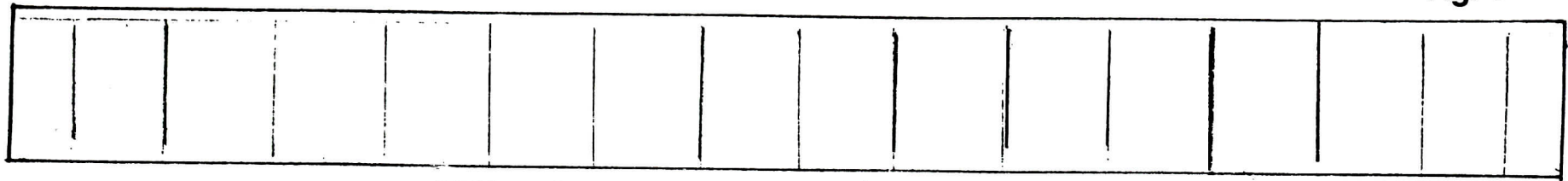


Fig. 4



ROOF 1/32 SHEET

MAKE 2

HOPPER BOTTOMS

1/32 SHEET
MAKE FOUR

5

#5

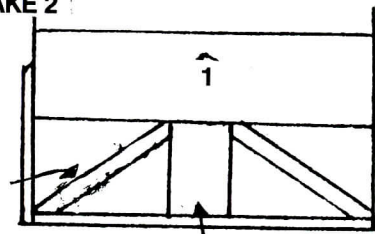
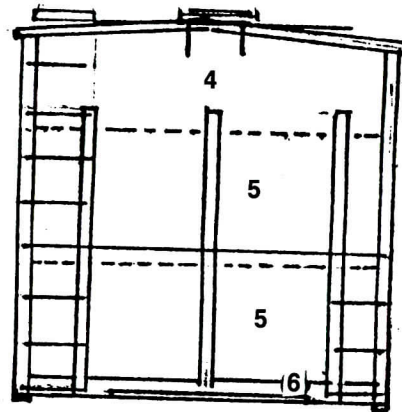
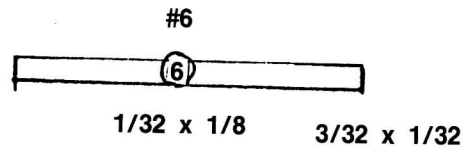
CHAMFER
TWO OF ABOVE

Fig. 5

BRAKE END VIEW

END VIEW

TOP VIEW

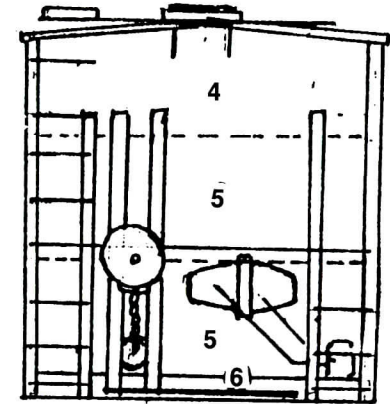
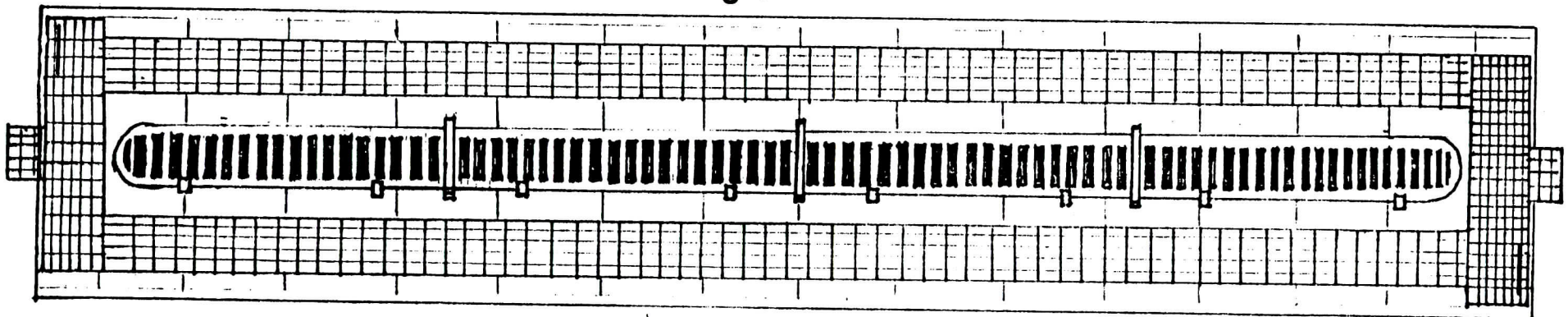


Fig. 6



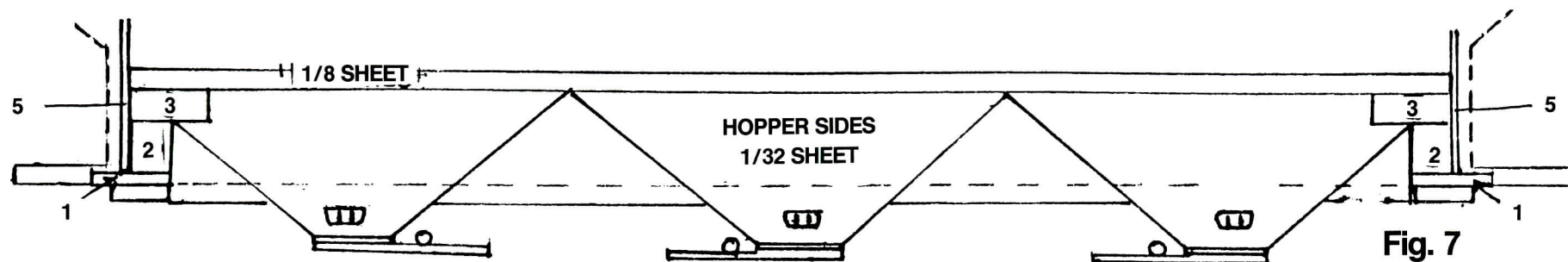
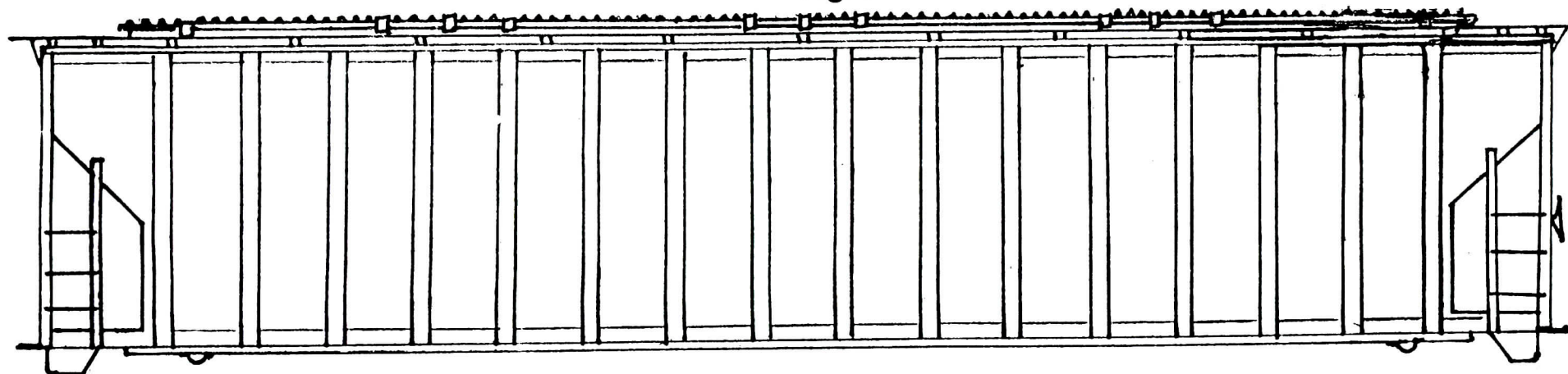
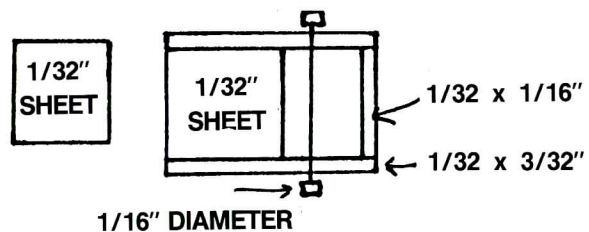


Fig. 8



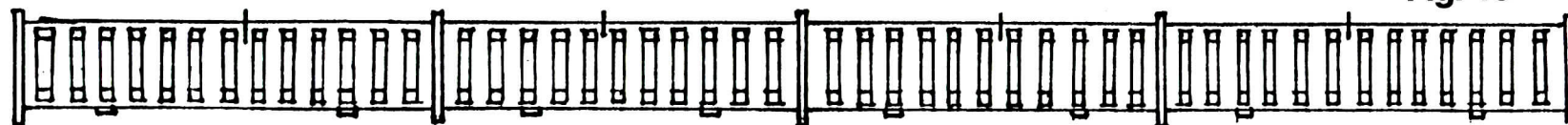
SIDE VIEW — RIBS 3/32 HAT

BOTTOM HOPPER GATES

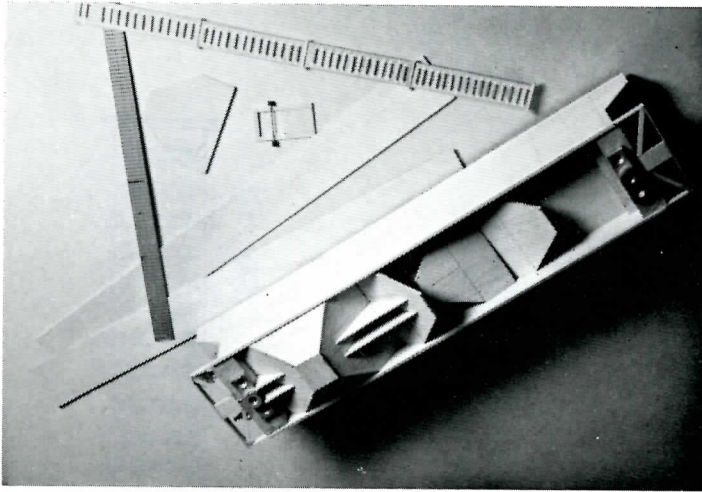


CORNER BRACES 1/16 ANGLE
OTHER BRACES 1/32 x 1/16

Fig. 10



ALTERNATE DOORS



Roof Hatches:

See Figure 6 for the roof hatch positioning. Cut four $7/16"$ x $2\ 3/16"$ pieces out of the $1/32"$ sheet rounding one end on two of the pieces. The three dividing pieces are made out of $1/6"$ square stripwood cut $9/16"$ and notched like the ends like drawing: Now glue four pieces lengthwise like a roofwalk. Now, ladderlike, add $1/32"$ square pieces cut $5/16"$ long as per Fig. 6. Shape the two end pieces to match the curving on the ends. Again give this assembly a couple coats of sanding sealer. Use this hatch arrangement for Figure 1 side.

See Figure 10 for alternate hatches. Use this arrangement for sides 1a.

With either hatch style cut two $1/32"$ square stock about a $1/16"$ thinner than the hatch width. These go on each end of the hatch length set in about $1/32"$ and beveled on one side to match the roof contour. Two $1/32"$ square strips are cut to fit the length of the hatches between the two braces just installed. Center and glue on the bare roof.

Roofwalks:

I used Kemtron O gauge etched Blau-Knox roofwalks. I think Plano makes some in S. Per Figure 8, cut $1/16"$ square

stripwood the width of the long walks. These are cut diagonally to make the roofwalks level. Fit the endwalks so they're even with the long ones.

Details:

Ladders: Use commercial ladders or fabricate rungs from #24 wire. I used a ToT staple for the individual rung on each end and for the braces under the roofwalk overhang. See Figures 5 and 8.

Hopper Gates: See Figure 9. Cut per drawing. Add $1/32"$ x $3/32"$ strips as shown. Gate should overhang bottom by $1/32"$ all around. Make three total. Drill a hole in a $1/16"$ length of dowel and cut #24 wire to fit in these. Fasten wire as shown and attach to hoppers.

Bolsters: Downs metal bolsters can be added and would give needed weight. Northeastern bolsters would also work.

Steps: cut from $1/16"$ shim stock or scrounge in parts bin.

Pull Loops: Shim stock.

Roof hatch hinges: Make L-shaped from $1/16"$ x $1/8"$ stock.

Brake wheels: Grandt Line or Scenery Unlimited. Add small chain and attach to housing. See Fig. 5.

Add roller bearing trucks and your favorite coupler.

The photo shows my Burlington Northern end result. It is decaled with O gauge decals. The alternate rib car I built is C&NW. I had to use HO decals for this one.



Meet an S gauger

Gregg Miller

Many of you met Gregg at the Altoona NASG convention, which he chaired. For those who didn't meet him, here's his self-described background in model railroading.

My first train set was a MARX 999 New York Central set that I received for Christmas in the mid-40s. It, perhaps fortuitously, was lost in a fire during the Christmas season in 1947. The following year my parents handed me both American Flyer and Lionel catalogs from which to select a new train set.

I selected an American Flyer 0-8-0 Nickel Plate road switcher set. I felt at that time that American Flyer looked more realistic.



After that, I would start every September or October to build my layout for Christmas. Through the years many accessories were added such as the Union Station, Cow-On-The-Track, the milk car, etc. In junior high I had a friend who could get trains for me at a discount. With this incentive I bought an American Flyer T&P GP twin diesel set for about \$40.00 and an American Flyer Santa Fe Alco PA unit passenger set for about \$38.00.

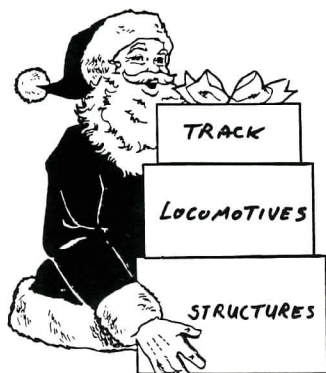
After high school I was away from trains for many years, but not long after being married, I was on the way to church one Sunday and saw a "Train Meet" sign. After church, I took my wife home and made my way to the train meet — the rest is history.

I joined the Altoona Area Train Collectors club at that meet and later the NRHS and the Railroader's Memorial Museum. I have been an advisor in a Railroad Boy Scout Explorer Post, sponsored by the Railroader's Museum. I also joined the NASG in 1989.

And as most of you know, I chaired the 1995 NASG Convention here in Altoona. My collection of Flyer is still growing, and I'm quickly running out of room. Currently I'm in insurance sales, but am looking forward to retirement in the near future.

NEW PRODUCTS REPORT

By Jeff Madden



AMERICAN MODELS (10087 Colonial Industrial Dr., South Lyon, MI 48178). A surprise visitor at the St. Louis S Fest in October was the Superliner Train set live and in person. The set, for \$369.95, includes an F-40PH locomotive, 4 lighted Superliner cars and 20 feet of track. This is the first new S gauge train set in 35 years.

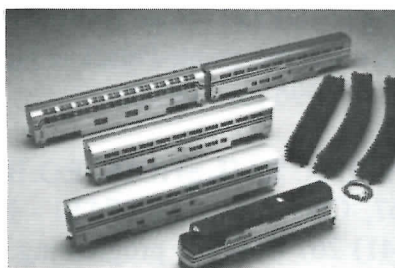
These are available in either Phase II or Phase III Amtrak paint schemes. The locomotive has an electronic 3-position reverse unit and operates on AC or DC power. An extra coach and diner are available individually at \$49.95 each. The F-40PH can be purchased alone for \$199.95. From what I can gather the set cars include a viewliner, 2 sleepers and a coach.

Other news from AM includes the new RTR Railbox ribside boxcars which are now available in 10 roadnames. They are: BN, C&NW, Conrail (boxcar red), D&RGW, Evergreen, Maine Central, Montana Rail Link, Railbox, Tropicana, UP and undec (with plug or sliding door).

All I want for Christmas . . .

Track: Sectional track available now in 27" radius. Three bulb lighting sets are available to light any of AM's passenger cars at \$4.95 each. A set for non-AM cars is \$7.95.

AM is heading down the RTR road. Most new issue locomotives and passenger cars are already RTR, but gradually all rolling stock will be offered in RTR versions. New paint for the GP35s include BN, CSX,



Soo Line and SF warbonnet. Latest rumor: An 0-6-0.

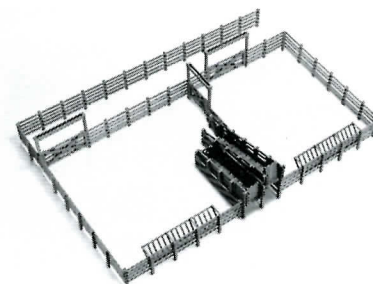
BERLYN LOCOMOTIVE WORKS (P.O. Box 9766, Denver, CO 80209, phone/fax (303) 465-2287). Reservations being accepted for Sn3 brass Uintah and Sumpter Valley mallets. If enough come in, then they will be produced.

BUILDING & STRUCTURE CO. (Box 1296, Fenton, MO

63026). Mentioned last issue — here's a photo of the new C&NW gateman's tower. The structure takes up only 8 x 10 scale feet of space. Kit #4024L is \$26.95.



BTS STRUCTURES (P.O. Box 561, Seffner, FL 33584-0561) has released its new stock pen mentioned in the October issue. The pen, with an 8" x 10" footprint, is based on a Norfolk & Western prototype. This is a craftsman wood and metal kit which contains scale lumber, pre-cut posts, and white metal details. Even hay bales and cow pies can be fabricated from the materials enclosed. Available direct at \$49.95 plus \$3.95 S&H or from your dealer.



DALLEE ELECTRONICS (10 Witmer Road, Lancaster, PA 17602) has steam and diesel sound systems - small enough to fit HO - and that means they'll fit S. The steam sound board is designed to fit in a tender

or trailing car. The diesel system should fit in most S power units, and with ease in a dummy unit or trailing car. The steam sounds have whistle, bells, blower and chuffs. The diesel units have "real" motor sounds, brake release noises and compressor sounds. There's even a choice of Alco or EMD diesel sounds.

All sound units are about 1"x3 3/4" in length and width. Height ?? AC or DC versions are available starting at \$99.95. Dallee has a variety of other electronic gizmos including a memory walk-around throttle system and digital or analog volt and amp meters. Catalog \$5.50.

ERTL (Dyersville, IA). The new battery powered S gauge trainset has hit the market and must be selling well, because they are hard to find. Prices at the toy stores and the discount stores vary from \$26 to \$45. Another new release is the Cow Town Playset which has several western town buildings which have possibilities for kitbashing western type or turn of the century structures, plus the sets include figures, animals, fencing, a windmill and even an outhouse. Priced from \$22 to \$35.



GARGRAVES (Dept. S, 8967 Ridge Rd., North Rose, NY 14516) now has sectional S gauge hi-rail snap track with plastic ties in various radii — 21", 27", 31" and 36". There's a choice of stainless steel or tinplate rail.

GREENBERG BOOKS

(Kalmbach Publishing Co., 21027 Crossroads Circle, Waukesha, WI 53187). The 12th edition (1996) of the *American Flyer S Gauge Pocket Price Guide* is now available from Kalmbach Publishing or from your local dealer. Catalog No. 10-8070 is \$8.95. The guide is a timetable size check list of Gilbert S gauge items from 1946 to 1966, basically in number order. There are no photographs or artwork, except for the cover.

OVERLAND MODELS, INC.

(P.O. Box 248, Yorktown, IN 47396). The pilot model of the SD50/60 was seen at the Milwaukee Trainfest by yours truly. This was reported on in the last issue. Also seen was the pilot model of an S gauge overhead bridge crane which will come pre-painted black in January of 1996 for \$140.00.

PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, OR 97420 - Ph: (541) 267-6664) is progressing on the steel side 40' reefer. Tooling should be complete by year's end.

PORT LINES HOBBY SUPPLIES

(6 Storeybrook Dr., Newburyport, MA 01950). The Crown wood side reefers have been delayed by production tieups at Crown. Tooling is complete, but Crown can't squeeze the job in. Structure wise, Doug is working on providing a roadside gas station and a 3-stall brick roundhouse which will be exclusives thru Port Lines.

RAIL GRAPHICS: A special run in S of AC&Y (that's Akron, Canton & Youngstown) decals for the 1953 USRA coal hoppers is being made for the AC&Y Historical Society, P.O. Box 25, Ravenna, OH 44266. Prototype photos and decal instructions included, \$4.00 per set.

RIVER RAISIN

(6160 Upper Straits Blvd., W. Bloomfield, MI 48324). Decals now available for the well-hole flats. Future flats will come with decals included. At \$5.00 per set these will not only letter the 125 ton flat for the C&O, NYC or Conrail, but will also work for NYC and C&O 40 and 50 foot flats. Correct data for all cars is also included in the sets.

Jim said that the 1996 convention cars, the DT&I PS-2 (S-Helper) covered hoppers are now available in bright orange in 2 numbers with DT&I compass logo. The cars come with Hi-rail wheels and AF style couplers but also include scale wheelsets. They are \$39.95 each plus \$2.00 S&H. (maximum shipping charge is \$5.00). To order cars write to: Gary Chudzinski, 891 Apple Creek Dr., Perrysburg, OH 43551.

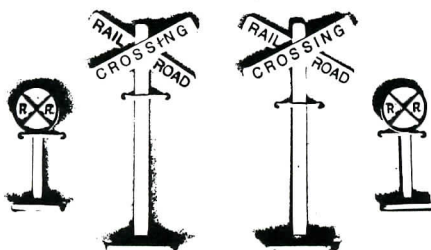
ROCKY MOUNTAIN MODEL WORKS

(P.O. Box 7182, Loveland, CO 80537) is offering an Sn3 Rico enginehouse on a limited run basis — \$259.95.

ROYAL TRAIN EQUIPMENT

(One Susan Circle, Norton, MA 02766) has a new set (101) of railroad crossing signs. These diecast signs are designed for tinplate layouts and are painted ready-to-go. Cost is \$11.95 per set of 4 plus \$2.00 S&H. A second set (102) of 4 assorted railroad signs (yard limit, etc.) should be available by the time you

read this. Dealer inquiries invited.



S HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901-1621, PH - 800-465-0303). Road names have been selected for the first run of the S-40-10 stock car and the USRA single sheathed box cars. Stock: UP (yellow), Rio Grande (black), C&NW (green and yellow), ACL (bc red), GN (red), PRR (oxide red), SF (red), NYC (bc red), WP (bc red), and unlettered boxcar red. The boxcars will be as stated last issue — PRR (oxide red with ball or keystone herald), NYC (bc red), CB&Q (red), MEC (green), and B&O (bc red).

Both cars feature injection molded ABS bodies and detail parts. Andrews or AAR type Y trucks (PRR 2D-F8) 50 ton trucks will be cast in Zamac and will have Celcon

bearings and be fully sprung and equalized. Cars are RTR with AF compatible metal wheels and couplers. Cars also come with code 110 scale wheelsets and the mounting holes are pre-drilled for the KD 802 style couplers. Due early '96.

S-Helper also announces that its 2nd run of the PS-2s is selling out. The C&NW (CGW) and the BN cars are sold out. They must have read my editorial ahead of time, because a future project will include a General Steel Casting Co. 53'6" flat car used from the 40s thru the 70s and a wide vision cupola caboose.



SOUTH JERSEY S SCALERS (220 Swedsboro Rd., Gibbstown, NJ 08027) in conjunction with PRS is announcing another run of its PRR 40' X37b double door auto boxcars with 4 new #s. These include 67368 "Buy War Bonds", 65146, 67368,

and 66974. These are available singly or in 3 or 4 car sets. Single cars less trucks and couplers are \$32 each, 3 car sets are \$95 and 4 car sets are \$119. S&H for 1 or 2 cars is \$3.00 and for 3 to 4 cars \$6.00. Call for truck and coupler availability: (609) 423-0198.



TERRY'S MODEL RAILROAD SUPPLIES (5025 Tinkham Ave., Orlando, FL 32812) has announced some future track items. These will probably be available in various rail codes like the turnouts already out. Coming are crossings, 3-way turnouts, single or double slips, narrow gauge and dual gauge turnouts and a narrow gauge transition track. Prices TBA.

Des Plaines Hobbies acquires H-39 hopper car project

The H-39 Hopper car project handled by Chesapeake Models has been purchased by Des Plaines Hobbies, effective November 30, 1995.

"This is a key piece of rolling stock and we are pleased to announce its acquisition," stated Ron Sebastian, owner of Des Plaines Hobbies. All existing inventory and tooling of Chesapeake Models and John Craft will be transferred to the Chicago-area hobby shop.

"There are still a great many unfilled prepaid orders from the original project," stated Ron. "Des Plaines Hobbies will honor absolutely all prepaid orders for these cars. Anyone with a prepaid order not wishing to wait may substitute cars (kits) from existing stock with remaining orders filled from new production. As the production schedule is firmed up, realistic delivery dates will be announced. Parties with prepaid orders will be contacted directly."

"All inquiries can be made directly to Ron Sebastian before January 20, 1996 at 708-297-2118, and after Jan. 20, 1996 at 847-297-2118."

The H-39 project was begun in July 1993. NASG became involved by acting as a trustee for prepaid orders and deposits. These funds were submitted directly to the tool and die maker. All subsequent publicity, detail parts, order inquiries, packaging & shipping was the responsibility of Chesapeake Models.

Short and Easy

by Kent L. Singer

PUSH PIN SWITCH STAND

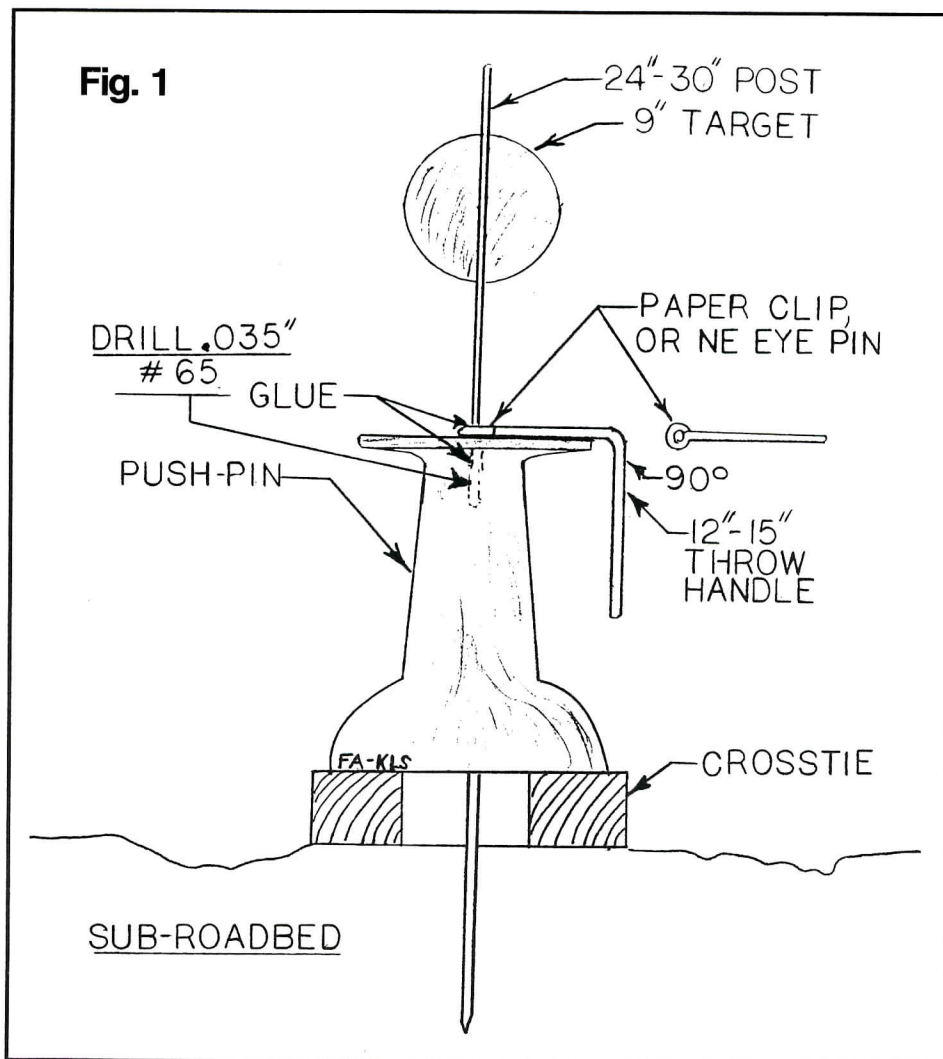
Frank Andrews designed a unique, and rather imaginative, switch stand for use on his layout. What follows is Frank's description:

Most of the dozen or so switches on my former "Ouachita Western" Railroad used a pressure spring to hold the points in the desired position. A thumb or finger was used to throw the switch points.

It wasn't feasible to place expensive switch stands at every turnout, so I designed a "dummy" switch stand from a common bulletin board push pin that simply can be pushed into the sub-roadbed on the top of two long switch ties that straddle the throw bar. The mast and handle are made from paper clips (or a brass wire mast with a Northeastern Eye Pin which should make an excellent handle, Ed.). The target can be purchased from art or craft stores or can be made from color paper with a hole puncher (laminated or decoupage).

Push Pin stands can be used at remote controlled sidings or seldom used spur tracks. Several of them could be placed in your road's MOW yard for effect. A finished stand is approximately 5 scale feet tall without the lantern.

Note: There are all metal push pins and those with a plastic cap. (Ed.)



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 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.

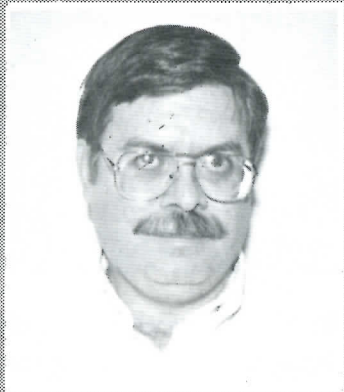


The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

Introducing David L. Heine . . .



I am an electrical engineer by vocation, am married and have two children. In the past I have also spent some time as a part time musician. I am a member and treasurer of the Lehigh Valley S Gaugers. My son, Jimmy (age 13), attends some of the meetings with me. Although he is primarily in HO, he has built some S scale models.

I was introduced to trains by my parents when I was given an

American Flyer train set at Christmas when I was one. My parents and others continued to buy other American Flyer items while I was growing up. During my youth, I had two tinsplate layouts at my parents' home, one built primarily by my father when I was in grade school, and a second built by myself when I was in high school. The second was more realistic and started to show my scale influences. After college, I became interested in narrow gauge railroads, an interest which I still have today.

I am presently working on a large (25' X 35') Sn3 layout which depicts three free-lance railroads in a Pennsylvania setting during the pre-World War II era. The Lehigh & Western Railroad is the main common carrier. The Hemm-Locke Lumber Co. has trackage rights and its own branches for its log trains. The Sn2 Jamestown & Jennville Railroad is a feeder railroad for the Lehigh & Western.

The Fifteenth National Narrow Gauge Convention

The Fifteenth National Narrow Gauge Convention was held on August 16-19, 1995 in King of Prussia, Pennsylvania (near Valley Forge). There were 862 people registered from 40 states and seven countries. The typical day had clinics and the manufacturer's rooms open in the mornings and evenings. Afternoon activities included layout tours, museum or hobby shop visits, or whatever the conventioners wanted to do. Due to family obligations, I could not attend everything, but I made it to most of the convention.

S was well-represented in the contest room and definitely held its own with the other scales. Greg Jackson won Best Of Show with his S scale model of the Rio Grande Southern's depot at Rico, Colorado. Larry Nyce won First Place in Dioramas and the Sn3 Modeler

Award for his Sn3 Omega #2 ore loading facility. Kenneth Ehlers won Second Place in Freight Cars for his three D&RGW gondolas. Lee Manly won First Place in Maintenance Of Way with his D&RGW derrick OP and pile driver OB. The level of craftsmanship of the models entered in the contest was excellent.

Dick Rodney's Rio Grande Southern was the only Sn3 layout open for tours. He had a very realistic layout which made you feel that you were in southwestern Colorado. Adjacent to his layout was a finished "waiting room" patterned after a turn-of-the-century railroad station. Another highlight of the layout tours was the On3 Winged Foot & Western of Dr. Charles Patti. Almost everything but the locomotives was scratchbuilt or modified. The detail

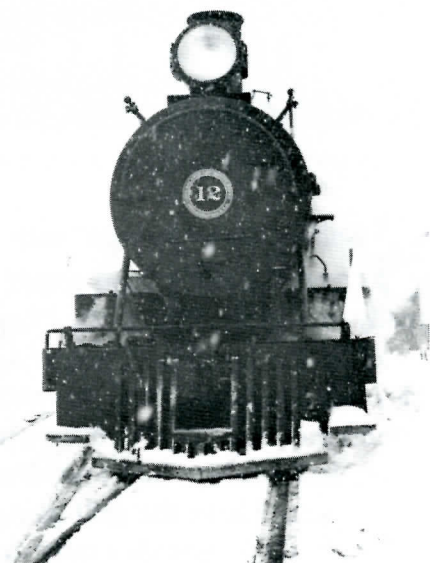


Photo by Jeff Madden

level was utterly amazing.

S was well-represented in the manufacturer's rooms. PBL had their new narrow frame tank car, as well as their digital sound system demonstrated on their Chama display. Railmaster had their new C-19 2-8-0 kits. Reliable sources said that they were planning kits for the C-17 and C-18 next. Jan Rons had his brass etchings and was taking reservations for models of the D&RGW observation Silver Vista. Berlyn Locomotive Works had their DSP&P Mason Bogies, the pilot model for the C&S/RGS boxcar kit with Berlyn's new free-rolling Bettendorf trucks, and a new sound system. BTS Structures was taking reservations for the Coon Gap Sawmill in S. The Building & Structure Co. had their S (and other) scale laser-cut kits for sale and display. Design-Tech was there with their resin structure kits and Scenery Unlimited also had their wares on display and for sale. There were other manufacturers and vendors that had some S for sale, but I can't name everything. I thought that S scale was displayed and represented as prominently as the other scales.

I came away from the convention feeling inspired to build some models and work on my layout. I am looking forward to any future conventions that I will be able to attend. The next one will be in Durango, Colorado on September 18-21, 1996.

"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Dave Pool

This is Dave's first column as Club Sandwich editor.

Standing in the "kitchen" with a great line at the front counter (ready to read the *Dispatch*), I find myself in the position of preparing the *Club Sandwich*. With the able support and help of your excellent editor, Jeff Madden and President Alan Evans, I have the grill going and am ready to provide a tasty order of S gauge club activities. I will try to provide an interesting, informative and accurate description of club activities and programs with the emphasis on interesting. My hat is off to the previous editor of this column, Al Schoenberg, who provided a good menu of interesting tales about the various S clubs in past issues.

I began life on the O gauge tracks (heavens!), and then kind of lost interest in trains until my oldest daughter expressed an interest in a train to operate. I don't know who put that crazy idea into her head. At that time I began life renewed with some S gauge AF freight cars and a Rex docksider locomotive. For the past 20 years or so I have been rebuilding, repairing, operating and enjoying S gauge trains of every variety.

With the summer over and the NASG Convention but a wonderful memory, the S clubs are beginning to get back to the more usual winter activities. The **Bristol S Gauge Railroaders** offer their *Bristoliner* publication which outlines their activities over the next several months. They are planning to display their

layout at the New England Train Collectors Association meet in Marlboro, MA, on Dec. 3. The *Bristoliner* also reports that after more than a decade, trains rolled through Crawford Notch bringing to Conway tourists and train buffs through one of the most picturesque areas in the White Mountains of New Hampshire. On Sept. 1, 1995, passenger service was renewed from Conway to Crawford station along a historic rail corridor. Two EMD FP9 A units provided the power.

The Connecticut S Gaugers had a busy summer with some attending the NASG convention and working on their modules. A special meeting was held at the home of Bill Fuhrman where track and wiring improvements were made to the modules. Bill Krause has drawn up a comprehensive outline of steps to follow when laying track on modules. I'm sure Bill would share these with anyone interested. Send Bill an SSAE if you are.

By the time you read this they should already have a November show under their belt where they used their main module section with multi-track mainlines plus a branch line and yards connected by a special module built by Steve Kutash. The branch line part is the joint effort of Kevin Ross, Ceil MacSweeney and Bill Fuhrman.

The Central Jersey S Scalers held their annual Fall Get-Together on the weekend of Sept. 29-Oct. 1, 1995. This event was held at Christ Church in South Amboy, N.J., and is prob-



ably the closest event in the east to the S Fests in the midwest. Many S gauge dealers and manufacturers attended, and the event was a good place for S modelers to socialize and operate on the modular layout.

The South Jersey S Scalers are having an election of officers on Dec. 1, 1995. The group is planning a holiday party at John Kosick's house, promising lots of yuletide atmosphere and S gauge fellowship, plus the election results.

The Suncoast American Flyer Enthusiasts publish their newsletter with some color and include a monthly profile of a member complete with a photo. The profile outlines the interests and train-related activities of the member. They also include a "classified" section for sale or swap items.

The Lehigh Valley S Gaugers had a meeting and live steam event near Collegeville, Pa., at the East Penn Live Steamers meet. Inch and one-half, one inch and G scale trains were operated. John Bortz steamed up a Berkshire locomotive he had been working on.

The *S-witchback*, newsletter of the LVSG, has a report of the recent rain and flooding in Florida. It seems a school superintendent in Dade County was alarmed to hear that a large dead alligator had been found in the high school auditorium. A State Wildlife Service veterinarian was called in to find out why the reptile died. The vet found that the animal had recently swallowed bits and pieces of a toy train collection including a Gilbert Seaboard coal loader. A toy train store in the area was recently flooded out. The vet surmised that the coal loader looked like a heron, one of the gator's favorite foods, with its stilty legs and bucket arm. "He just couldn't digest that thing, poor fella," said the vet. "Naw, that ain't what happened," offered a bystander. "He probably tried to re-string it, and ate it out of frustration."

The **Central Ohio S Gaugers** are planning to set up a portable layout at the Marion train show on Dec. 2, and again on Dec. 3 at the Springfield train show. What personnel planning that will entail! After recovering from this effort, they plan to have the layout at the TTOS show at the Franklin County Fairgrounds on Dec. 10. This group really spreads the word about S gauge. The group also held a meeting at the home of member Dan Wisniewski with the intention of helping him design an S gauge layout to fit in a room approximately 12 by 21 feet.

On top of all this, the group plans on operating an S gauge layout at the Blue Caboose Hobby Shop open houses on Wednesday evenings in December. The club has two operators on hand for each of the Wednesday.

The **Southeastern Michigan S Gaugers** had a meeting at the historic Durand Depot in October where members worked on their modular layout which is housed there. The group is also busy planning the 1996 NASG convention to be held in Dearborn, Michigan.

The **State Line S Gaugers** participated in the Midway Village train show on Nov. 4 and 5, 1995. Some other fall activities included the Dubuque, Ia., train show, trips to the Dupage GATS train shows and the 20th Fall S Fest in Collinsville, IL.

The **Badgerland S Gaugers** held their first meeting of the season at member Dick Kloes's house. The group participated in the annual Trainfest which is a huge two-day event sponsored by the Wise Division of the NMRA. Their double track module was on display there along with two large display cases filled with S gauge items. Usually one Flyer train is run on the inside loop and a scale train is run on the outside loop. Track is Code 125. Member John Heck had an article about cleaning and restoring Flyer diesels and passenger cars in the

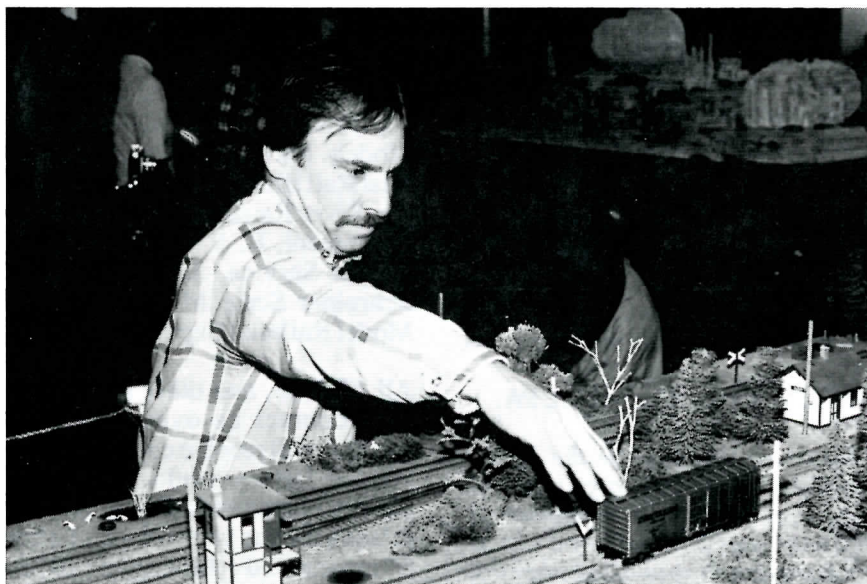
Nov. 1995 issue of *Classic Toy Trains*.

AFSGSLA stands for the **American Flyer S Gaugers of the St. Louis Area**. That group played host to the 20th annual Fall S Fest which became the largest S event ever held. (See article this issue). By now the group has also operated their annual Christmas layout displayed in a window of the Famous Barr department store.

The *Bass Waybill* is published by the **Bay Area S Scalers**. Don Harper hosted a meeting on Sept 16 at his home. His working narrow gauge layout was operational. The group is constructing modules to use at shows and other locations. They are using code 100 rail on the modules and follow NASG standards for the wiring.

Bill Mark, Jr., reported on a joint annual picnic of the **Central New York** and the **New York Southern Tier S Gaugers** which was held and hosted by Doug and Suzy Miller of Vestal, N.Y.

Turnout was very good with New York, Connecticut, New Jersey and Pennsylvania clubs represented.



Jeff Young of the Badgerland S-Gaugers places car on their modular setup at the annual Milwaukee Train-Fest. Photo by Jeff Madden

Join the NMRA: Yes! this is an unabashed appeal for you to join the NMRA. I constantly read of the separate groups of S gaugers endorsing their particular interest and asking why S is not widely accepted and wondering why S is not expanding at as fast a pace as other scales. But Hi-rail, tinplate and scale are not the only factions that are working against our cause. There is also the question of gauge. The NMRA is the only national organization that offers benefits to each of us regardless of our specific interest.

The NMRA serves as a spokesperson for all model railroaders. Someone may ask, "But what do they do for the collector, or Hi-railer?" I have asked my associates in the NMRA to list the benefits of membership as he sees them. Below is the listing that he gave me. The items in parentheses are mine.

- Data sheets and standards for the hobby (yes S gauge too).
- The fellowship and learning experienced at national, regional and divisional meets. Each involve clinics and home layout visits.
- Access to the Kalmbach Library, a fantastic resource.
- Excellent monthly publication (and regional newsletters).
- Question and answer column in the various publications.
- An insurance program for collections and layouts.
- New standards being developed for digital control.
- A program to recognize modeler achievements.

Just as we are all S gaugers, we are also all model railroaders. As such, we are eligible to join the NMRA. I urge each of you to seriously consider joining. I am afraid that someday we may see the different factions of S gaugers split to form narrow groups. This is representative of what we do when we do not consider ourselves model railroaders. The NMRA is here for all of us and for each of us. If interested, the NMRA address is: NMRA Headquarters, 4121 Cromwell Road, Chattanooga, TN 37421.

- John H. Long, Jr., Camp Hill, PA.

Yes, by all means consider the NMRA as another worthwhile organization. And think of it as a way to promote S. Check with your S friends who are already members. National membership dues are \$30 yearly. I plan on rejoining myself when expenses permit. - Jeff

EXTRA BOARD

WHAT DO YOU THINK? THE MANUFACTURERS' ADVISORY GROUP 1996 PRODUCT SURVEY

by Will Holt Coordinator - NASG Manufacturers' Advisory Group

Enclosed with this issue of *The Dispatch* is the 1996 Product Survey of NASG's Manufacturers' Advisory Group. The manufacturers find this input important. Based upon the 1993-94 survey results, manufacturers are planning several new products for 1996. Some of the products you requested in the past are now available from S manufacturers. We want to keep that progress moving forward.

Many questions cover all aspects of S, while others relate to specific interest areas. All of the questions can provide valuable information to manufacturers since the information often relates to American Flyer, Hi-Rail and Scale. The only difference is how a manufacturer produces a product to address each of S gauge's vital interest areas. As a member of the NASG, please fill out the survey included in this issue. In addition, the committee members all across the country are distributing surveys at clubs and shows in their areas.

Manufacturers as of this date who receive the survey results are: A.C. Valu Toy Company, American Hi-Rail, American Models, Amity Star Models, Ballston Locomotive Works, Bill's Train Shop, The Building and Structure Company, Del-Aire Products, Des Plaines Hobbies, Don's Depot, JAKS Industries, Layouts Unlimited, Leventon's Hobby Supply, Lionel L. L. C., Omnicon Scale Models, Overland Models, Pacific Rail Shops, Putt Trains, Real Rail Effects, Rex "S" Gauge Models, River Raisin Models, Royal Train Equipment, R. S. S. V. P. Models, S Helper Service, Scenery Unlimited, Schreiner Scale Models and Terry's Model Railroad Supplies.

All of these, and other manufacturers who contact us over the next few months, will receive copies of the 1996 Product Survey results. Thank you for your cooperation last year and thanks in advance for your time and effort in filling out and returning the 1996 survey.

MANUFACTURER'S BROCHURE UPDATED:

The NASG's *S Gauge Guide to Manufacturer's* has been updated with address changes and new manufacturers added. The new brochure has 171 manufacturers listed, up from 133, 9 publishers who concern themselves with S and 5 organizations. The guide is a great quick reference for S veterans and newcomers alike. These are available upon request from George Ricketts, promotions chairman: NASG Promotions, 34355 Park East, Apt. B-5, Solon, OH 44139. Send him any corrections or additions you discover if you want them reflected in the next update.

My suggestion might be to add phone numbers - Ed.

KORBER CONVERSIONS:

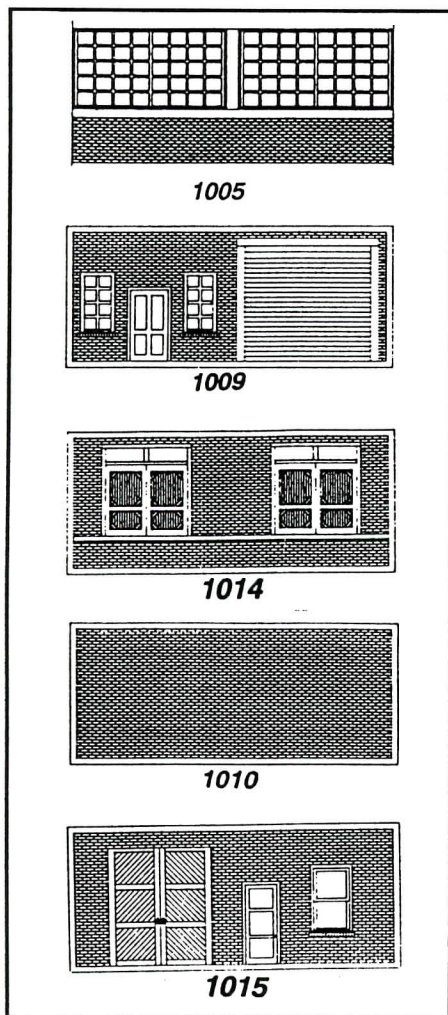
John Foley has some good tips for those looking for plastic style buildings to convert to S gauge from other gauges. Let him tell it: On Saturday, Oct. 21, at the Fort Washington, Pa., Train Show, I met a dealer named Charles R. Ostroff, who is a representative for Korber Models, a manufacturer of O and HO styrene building kits.

We sat down and measured some of the HO kits with an S scale ruler and found them, in my opinion, to be excellent for S scale. The following HO kits could be usable as is:

- Kit 803 - School \$19.95
- Kit 805 - Furniture Store \$17.95
- Kit 806 - Office Center \$14.95
- Kit 807 - Hardware \$7.95
- Kit 808 - Five and Dime \$14.95

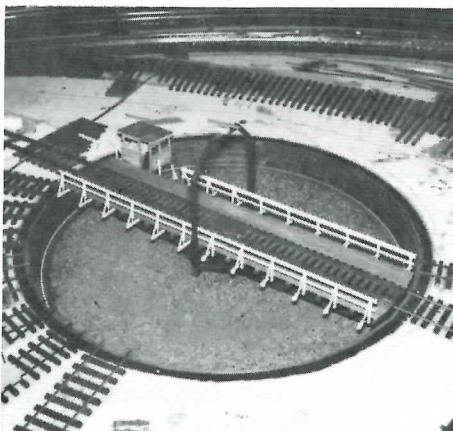
Other HO kits such as the roundhouse (104), Global Transfer Co. (108) and others would probably need some modifications. Also John says that their series of HO water tanks would make great factory-top water tanks in S. Most of these buildings are constructed from modular components. For example, most of the buildings listed above have an 8' door in S which seems oversize for HO unless it's a freight loading door.

For a list of Korber buildings and components available write to: Charles R. Ostroff, 2902 Woodhaven Dr., Cinnaminson, NJ 08077. Phone (609)



MORE STRUCTURE CONVERSIONS:

Coincidentally, Bill Winans of Palmdale, California, sent in two photos of plastic structure conversions. In the photos below he shows a Heljan (HO) plastic turntable converted to S. He converted Korber HO enginehouse under construction.



Modified Heljan table by Bill Winans.

S ARTICLES IN NON-S PUBLICATIONS:

Dec. CTT: Article on Lionel buyout. Review of DSL Davis Drug Store, a brick structure. A four page color article on Vance Kinlaw's Bluff City & Piedmont S Hi-rail layout. An article on trees by Connecticut S Gauger Bruce Carter.

Nov. MR: American Models, FinestKind, River Raisin, Railmaster and S-Helper were covered in the new products column. Randy Sappo had a photo of his prize winning C&O style station which had garnered an award at the Atlanta NMRA convention.

Nov. RMC: In this issue there was a major color photo feature on Mark Kramer's Sn3 Rio Grande Southern sectional layout.

Dec. MR: Product News included Building & Structure Co. and Terry's Model Railroad Supplies. Trackside photos included a photo by Denis Fortier taken on Simon Parent's layout. American Models had a color ad on the GG1.

Jan '96 CTT: Product News included Eastwood Automobilia, Chesapeake Models, R.S.S.V.P. and Port Lines Hobbies. There were no S reviews. There were 4 articles about or involving S gauge. These included one about Lionel LLC's new owners, one about the American Flyer Defender sets by Jim Pauley, one about Lionel and AF transformers by George Foosse and one a story about finding a rare AF gondola. American Models and S-Helper both had full color, full page ads.

FOR SALE:

NIB Pacific Rail Shops cars: ACF center flow (2) CH-651 NYC, CH-652 L&N, CH-656 SF, CH-659 GN — \$33 each including S&H. 50' double door boxcars: B-551 NYC and 50' single door B-520 GN (2 #s) — \$28 each including S&H. John Long, 20 Gale Road, Camp Hill, PA 17011-2619.

WANTED:

Any Locomotive and Supply steam engine, kit or built up!

Norman Wedekind
24209 Postmaster Avenue
Harbor City, CA 90710

S-CALENDAR

• **February 16-18, 1996:** Eleventh Annual Sn3 Symposium in San Diego, CA. Contact Mel Medhurst, 5384 E. Noche Way, San Diego, CA 92124. (619) 292-7787.

• **March 2, 1996:** Topeka Model Railroaders Train Show and Swap Meet to be held on Saturday at the AG Hall of the Kansas Expocentre, 17th and Topeka Blvd., Topeka, Kansas. All scales welcome. Info: Duane McDaniel, 201 N.E. Walnut grove, Topeka, Kansas 66617. (913) 286-1339.

• **May 3-5, 1996:** The 9th annual Spring 'S' Spree will be held at the Holiday Inn East (I-70 East and Hamilton Rd.) in Columbus, Ohio. The agenda will be typical of most all S gatherings with a few twists. The trading area only will be open to the public on Saturday, and on Sunday their will be an all-gauge swap meet from 10-3:30. Regular activities include clinics, layouts, trading areas, an S gauge manufacturers' seminar, and a social hour and auction. The complete registration packet will be available after Jan. 1, 1996. Contact: Art Lofton, Jr., 6825 Cedar Brook Glen, New Albany, OH 43054.

• **July 3-7, 1996:** NASG National Convention in Dearborn, Michigan. The Trains, Planes and Automobiles convention will be held this year at the Dearborn Inn which is right across the street from the Henry Ford Museum and Greenfield Village. Sponsored by the Southeastern Michigan Association of S Gaugers, the convention will feature the usual fare for annual conventions, but there will be more than the usual S layouts to visit. Registration forms will be in this or the next *Dispatch*. For convention info send an SSAE to: Jim Kindraka, Registrar, 1996 NASG Convention, 7004 Pittsford Drive, Canton, MI 48187.

• **November 22-24, 1996:** 21st annual Fall S Fest, Airport Ramada Inn, Milwaukee, WI., Co-sponsored by the Badgerland S Gaugers, State Line S Gaugers and the Chicagoland S Gaugers. Contact John J. Wickland, 2331 South 58th Street, West Allis, WI 53219. (414) 546-4689.

• **July 9-13, 1997:** NASG National Convention in Westminster, Colorado (Denver area).

• **July 9-12, 1998:** NASG National Convention in Worcester, Mass.

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