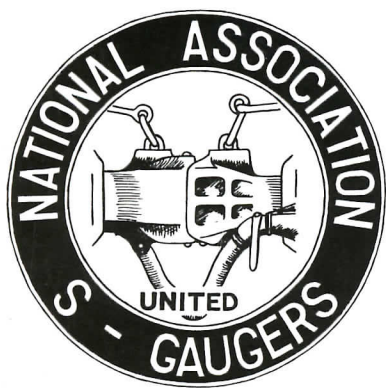




February 1996

Volume XXI Number 1

DISPATCH



Photo by Tom Robinson

- The Volunteer Central
- Atlas Switch Conversions
- New NASG T-Shirts & Hat
- New Lionel CEO
- Next Issue—Lionel Dealer Preview



Photo by Bill Mark, Jr.

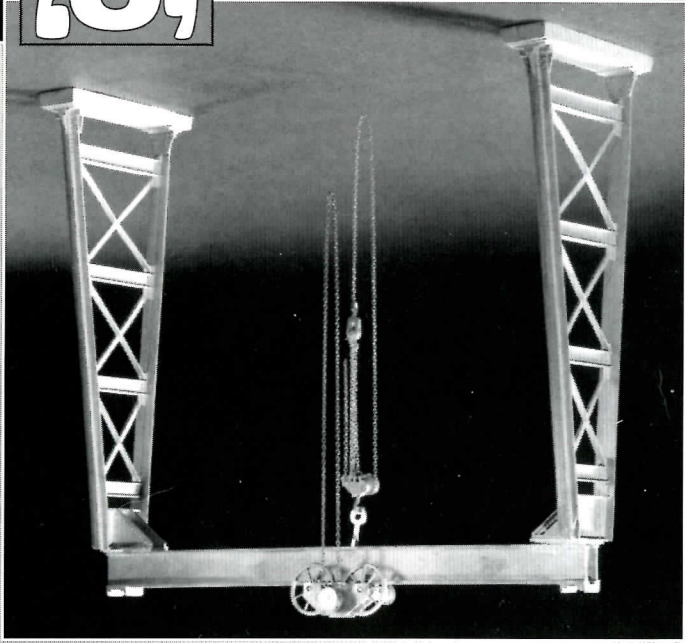
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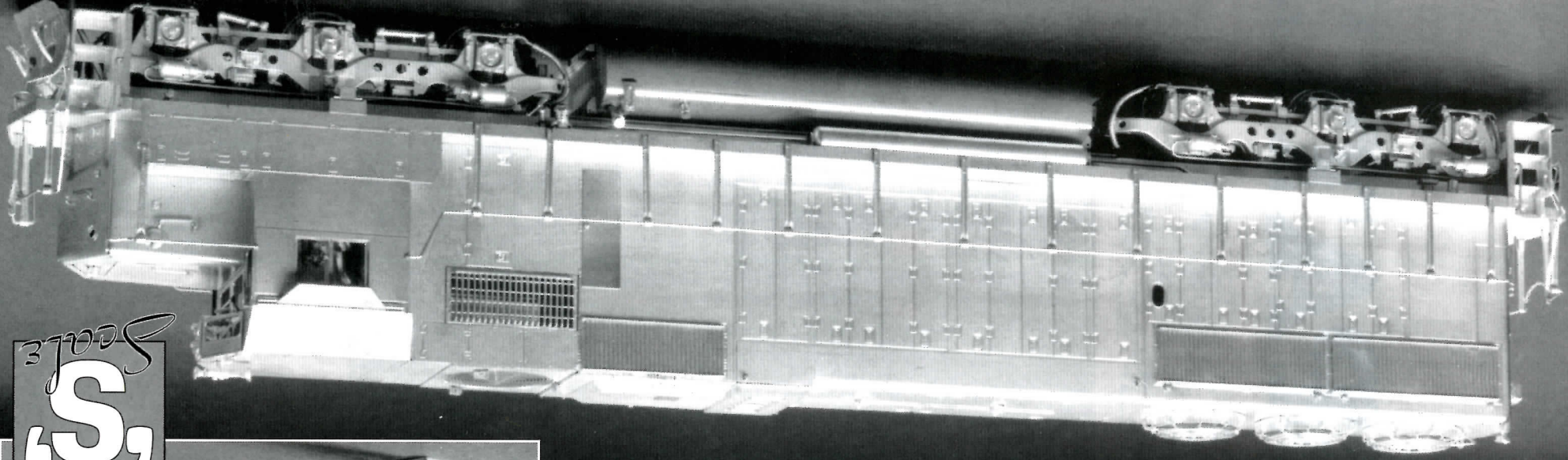
► BRIDGE CRANE, Factory Painted Black Only — OMI #1616.1

▲ EMD "SD60" Unpainted with Detailing Parts for the Burlington Northern; CSX; Chicago & North Western; Conrail; Kansas City Southern; Norfolk Southern; Oakway Leasing; SOO; Union Pacific — OMI #1739

[Not pictured] EMD "SD50" Unpainted with Detailing Parts for Baltimore & Ohio; Chesapeake & Ohio; Chessie System; Chicago & North Western; Conrail; Denver & Rio Grande Western; Southern Pacific; Kansas City Southern; Missouri Pacific/Union Pacific; Norfolk Southern; and Seaboard/CSX — OMI #1738



S Scale



Mardan Photography

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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:

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NASG, Inc.
c/o Dody Stevens
9619 NW 71st St.
Kansas City, MO 64152-2403
816-741-1505

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COVER

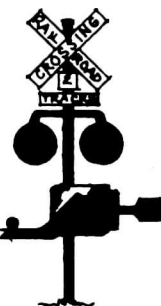
Top Photo: Tom Robinson's volunteer Central AF Hi-rail layout.

Bottom Photo: New NASG T-Shirts (left) in stock and new hat. See order form this issue.

ORDER BOARD

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RAIL MAIL

Dear Jeff: Reports of the 1995 Board of Trustees' Meeting and General Business Meeting in the October *Dispatch* are informative, but leave out one significant piece of information. As chairman of the 1994 NASG Vancouver convention sponsored by the Oregon S Scalpers, I met a requested deadline when payment of the National Association's share of the convention proceeds was mailed to Dave Held on July 3, 1995.

Although the cancelled check was returned a month later, I have not received one word of acknowledgement from any NASG officer in the subsequent six months, despite inquiry as to whether the amount is more, less or approximately what was expected from the convention.

Prior to the convention I had also attempted to learn what, if any, figure was in the NASG 1994-95 budget for convention income. Was there a goal to aim for? Again, I did not receive any answer to this query from any NASG officer.

Although the Oregon S Scalpers were pleased to present the National Association with this income, it would still be nice for future convention sponsors to know how convention proceeds are treated in the NASG budget and whether any projected income figure is assigned in advance.

Gil Hulin

Dear Jeff: It is my understanding that you are publishing a bi-monthly magazine dedicated to S gauge? First, I manufacture Dr. Ben's Realistic Rust and Dr. Ben's Realistic Instant Age. I would like to send you some of this material for review. Secondly, I am working with another manufacturer to possibly provide cast tunnel portals, abutments, etc., for S scale. Is it possible for someone to send me full size patterns for S single and double portals. It is hoped that the portals, for example, would be compatible with On3, since I've had several requests for these also.

Richard E. Bendever

Smoky Mountain Model Building & Supply

816 Columbus St.

Maryville, TN 37804-4215

phone/fax - 423-681-4042

Can anybody help Richard out? It sounds like he might have some useful products for S, and I do believe that S standard and On3 would be a close match - good thinking. Any products to review would be welcome by the editor. — Jeff.



BIG BOYS TOYS

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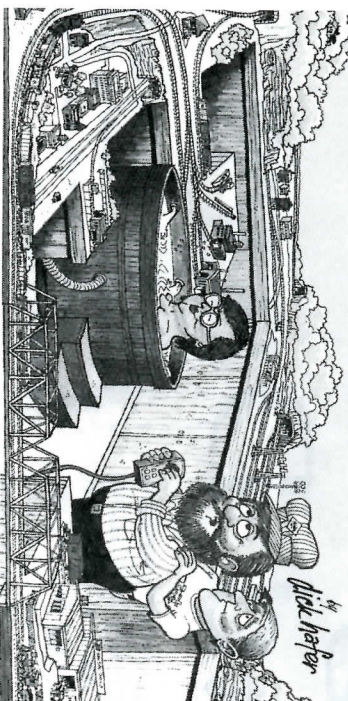
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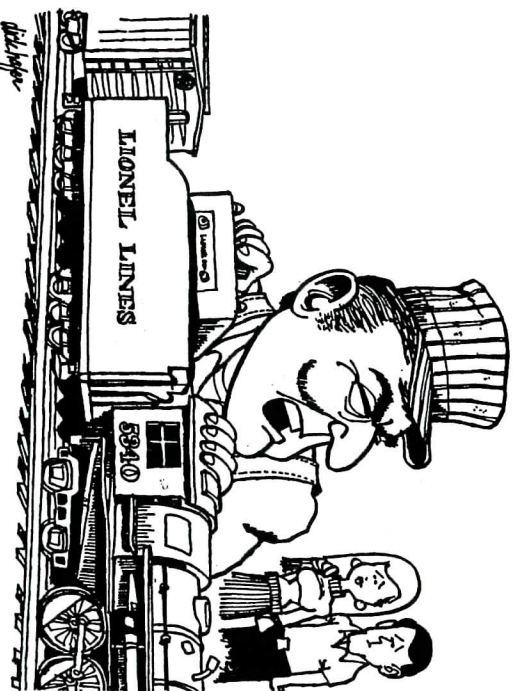
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SOMETIMES YOU GOTTA COMPROMISE

A Light-hearted Look at Model Railroadng...and Model Railroaders



The above cover is to a new Kalmbach book on model railroad cartoons by Dick Hater, who has had many cartoons published in Kalmbach Publications and other magazines. The cartoon at right (1 of 77) is appropriate for S-gauge. All scales and gauges are poked fun at in the model railroad theme black & white drawings. Retail price \$8.95.



YOU'RE NOT MARRYN' ANY GUY WHOSE FATHER'S PIKE
IS AMERICAN FLYER!!

Jeff's Junction

"Thinking Out of the Box"

To make S scale attractive to new modelers and other scale modelers, maybe some manufacturers could take a gamble?

Ask this question of yourself — What prototype railroad items (rolling stock and locomotives) are **NOT** mass produced in other scales to any great extent? And if these items were (at least to a degree) mass produced would they attract converts to S and be attractive to new modelers?

Would these items create a niche for S?

1. Could the answer be narrow gauge steam?
2. Could the answer be quaint standard gauge shortline and logging locomotives and equipment of the steam era?
3. Could S traction be a way to bring members into the fold? Boy! wouldn't S be the perfect size for traction layouts?

What is the logic behind this madness? Well, high cost items, such as those above, in all scales are expensive or require time-consuming scratchbuilding. No other scales have inexpensive narrow gauge or logging rolling stock or locos. The slight exceptions would be the HO MDC Shays and narrow gauge locomotives (but these are generic prototypes) and some G gauge equipment.

What if there were a RGS 2-8-0, an EBT 2-8-2, a Tweetsie

ten-wheeler mass produced, or at least semi-mass produced? Would a model of a standard gauge Cass No. 4 3-truck Shay be a ground breaker in S?

Could these types of locomotives and similarly mass-produced (plastic) cabooses, freight and passenger cars, and maybe even some structures become the cutting edge for S?

If something like I mentioned above were to come to fruition, would modelers in other scales and newcomers say to themselves — "Gee, I could have a couple of reasonably priced narrow gauge steamers (or standard gauge Shays or trolleys) and build a nice modelable railroad without having to break the bank."

As much as some of us like brass, fine scale craftsman kits and the workmanship that goes with the territory, ready-to-run (or simple plastic kits) will draw a bigger following. Just look at the popularity of some of the G gauge stuff.

Imagine if a 3-truck Shay were available RTR at around \$200 and you could get a few log cars for around \$20 or \$30. Mightn't this just spur some modelers to explore S? Closet narrow gaugers might come out of the closet if some narrow gauge locomotives were around the same price. Railmaster seems to be edging in this direction.

Yeah, I know, it would take some dough, some commitment and some guts, but an idea like this just might give S a hold on a niche that the other scales don't have.

- Jeff

Working on the Railroad Days

The following is from *The Canton Observer*, one of a group of suburban newspapers in the Detroit metropolitan area. The article describes Railroad Days' activities and the people who make them possible at Greenfield Village in Dearborn, Michigan. Greenfield Village and a special tour of the railroad back shop operations there are planned events for this summer's NASG National Convention hosted by the Southeastern Michigan S Gaugers on July 3-7. This story was first printed on September 21, 1995, and is reprinted here courtesy of *The Observer Newspapers, Inc.*: Susan Rosiek, Managing Editor.

For Tom Fisher, the timeless tune about working on the railroad comes true daily at Greenfield Village.

STORY BY STAFF WRITER
SUE MASON

PHOTOS BY STAFF
PHOTOGRAPHER
JIM JAGDFELD

From deep underneath the boiler of 1873 steam locomotive, the Torch Lake, a voice announces: "I thought it would be cool to go work for Lionel but even cooler to work on the big ones."

The voice belongs to Tom Fisher, a full-time historical operating machinery technician at Greenfield Village and Henry Ford Museum, who, with John Scott, the railroad superintendent, and fellow technician Rich Humphrey, are repairing a special ground joint that sprang a leak.

Working on one of the regularly operating locomotives at the village, the men are getting the engine back on line in preparation for the fourth annual Railroad Days Saturday and Sunday, Sept. 23-24, when it will circle the village, pulling vintage freight cars, including a refrigerator car, boxcar and red caboose.

"This is one of the more difficult repairs we've done this summer," said Fisher, helping Scott line up the steam pipe. "And unfortunately, we'll have to take the boiler off this winter to fix it right."

For the Livonia (Michigan) resident, working on the historical machinery from the trains, steamboat and machinery in the village's mills to the antique cars and equipment stock in the museum is almost a dream come true.

Fisher's interest in trains started with



model trains, specifically AMERICAN FLYER, while he was finishing up work on his mechanical engineering degree at Lawrence Technological University. That's also when he started doing volunteer work on a locomotive in Owosso.

Yes, he tells you, he had a model train as a child, "but I didn't have an American Flyer, and I always wanted one." It wasn't until 1986 that he got his first pieces of American Flyer — a locomotive, a caboose and some track.

Now, he has a collection of 50 freight cars, 18 locomotives, 12 passenger cars and accessories. Most of it is on display, although he does have plans for an "elaborate" layout.

That interest also is the reason why he finished college thinking about a career with Mount Clemens-based Lionel. When American Flyer went out of business, Lionel bought the dies.

But six-eight months out of school, he answered a railroad trade fan magazine advertisement for someone to take care of the locomotives and rolling stock at the village and museum. He was surprised he got the job.

"The first day John took me down to do some track work and said we were going to have fun," said Fisher, dressed in bib overalls and the traditional train engineer's hat. "We had fun for about 10 minutes and he disappeared. That's the way it was all week.

"Here, I had great visions of working on antique engines, and I was doing track work."

A normal work day for Fisher is 6:30 a.m. to 3 p.m., but sometimes he can be there for several days working on a locomotive. Since they can't go to Murray's to get parts for the equipment, they manufacture 80 percent of what they need in the machine shop. And what they can't make, Fisher does the design work, the drawings for the pattern makers to make casts of the parts that are needed.

"If things need attention, we give them the attention so things run smoothly," he said. "Almost every repair is different.

ent. Some are simple and take 15 minutes, and there are times where a locomotive comes in and you're here until 5 the next morning."

While he's partial to the Port Huron steam tractor, which he will operate during the village's annual Harvest Days later this month, (1995) he like the steam engines best.

He also admits he loves the engines "some days more than others." One of those other days is at the end of the railroad season when they wash out the boilers in preparation for the winter hiatus.

"It's usually about 30 degrees and the water splashes all over," Fisher said.

Fisher knew from the outset that the job wouldn't be all "machinery stuff," and he's done a lot since joining the staff in 1988, like going with Scott to Chicago to get the No. 154, a 1909 Bessemer & Lake Erie locomotive, in sub-zero temperatures.

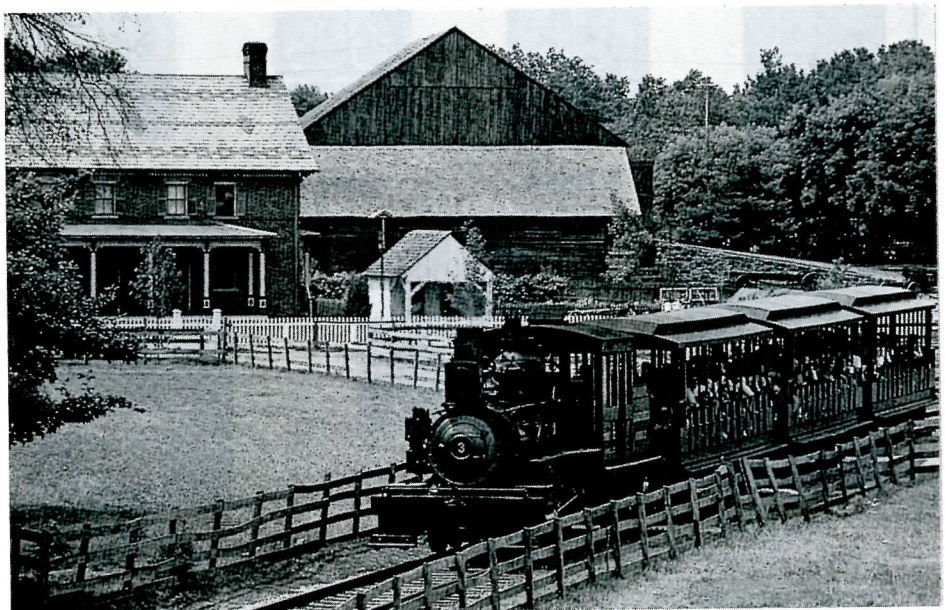
Plans were to have the engine at the village in time for Christmas. It was to roll through the huge double doors at the back of the building, decorated with

a just as large red bow. The engine was late arriving — "We lost power on the way back," Fisher said. —and when it finally arrived, it wouldn't fit through the doors. The 154 was five inches taller than the railroad had measured and had to be stored until the entrance could be enlarged.

The 154 will be among cars brought out of the museum and displayed in the village during Railroad Days. The village's other 19th century locomotive, the Edison, will be outfitted with passenger cars and will give visitors rides around the complex.

There also will be hands-on activities. Visitors will be able to try their hands at pumping a historic handcar, use their muscles to move a 15-ton locomotive on a 40-ton turntable or join costumed presenters at a "hobo camp."

"In this era of planes and automobiles, we've lost our connection to the railroad," Scott said. "This event lets people get close — and even into — the trains and discover for themselves what railroads have done, are still doing and what they might do in the future."



Built in 1873, the "Torch Lake" is the oldest daily operating steam locomotive in the United States. With a top speed of 40 mph, the 35-ton, 0-6-4 engine hauled carloads of copper to the smelter during the mining boom in Michigan's upper peninsula.

Photo courtesy of Henry Ford Museum & Greenfield Village

NEW PRODUCTS REPORT

By Jeff Madden

AMERI-TOWNE (Buildings Unlimited, P.O. Box 239, Nazareth, PA 18064-0239. 610-759-0406). A new series of "O" scale styrene building false fronts and building kits appear to be easily adaptable to S scale. There are two basic styles which can be made into full buildings with the addition of sides, back and roof.

There are 10 basic building fronts including 6 different 3-story fronts and 4 2-story (although the 2-story are the same height as the 3-story). These include 6 different 3-story store fronts and 4 2-story styles which include a firehouse, apartment building, school and movie theater.

Actual measurements for each is 6" wide

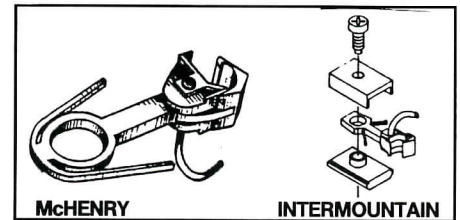
and 9" high. In S scale that converts to about 32' wide and 48' high. Full building kits are 6" square by 9" high.

Frank Titman reviewed one front in the Jan. '96 *S Gaugian*, and it appears these are easily made into S scale by reworking the doors. Kitbashers, of course, can run amuck. Fronts are \$14.95 each and whole building kits retail for \$34.95.

Ameri-Towne also offers 4 bungalow style houses and a garage which look like they could be converted to S without much trouble. The houses are \$19.95 each, \$26.95 with garage.

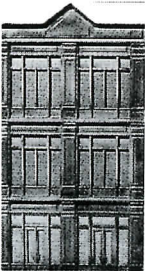
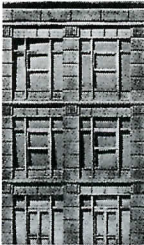
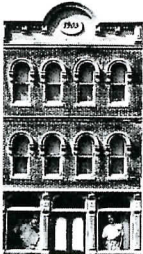
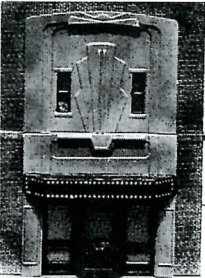
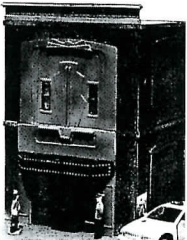
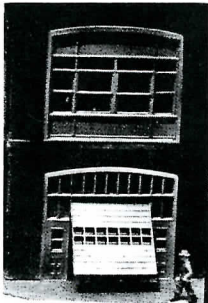
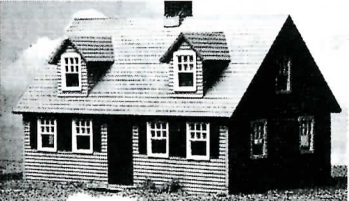
COUPLERS: The latest MR (Feb. '96) had a review of two new HO Kadee coupler clones by new manufacturers

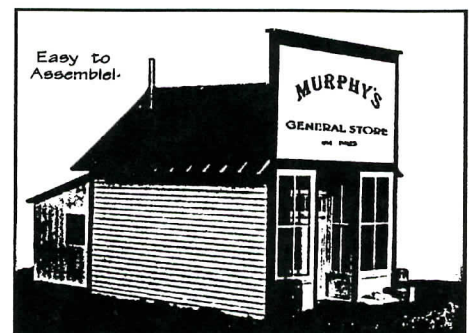
which may be of interest to S gaugers who use HO Kadee No. 5s. These are both close imitations made in acetal plastic but still with the metal uncoupler hose. Read the MR article for a complete review.



These high impact plastic couplers offer a less expensive alternative to those S and Sn3 modelers who use the metal Kadees. The Intermountain Railway Co. couplers come in black or rust at 2 pair for \$1.99 (with uncoupler boxes \$2.29), and the McHenry Company's come in brown at \$.99 a pair. They match up with No. 5s with no problem and fit standard coupler pockets; they'll match up with 802s as well. Side shims might be necessary if coupler pockets are too wide. Available at local hobby shops or: Intermountain Railway Co., P.O. Box 839, Longmont, CO 80502. R. C. Henry Co. (McHenry coupler), 3600 Chamberlain Ln. No. 342, Louisville, KY 40241.

DESIGN TECH (4255 S. Buckley Rd. #145, Aurora, CO 80013. Ph 303-690-0280) has a new resin cast kit called

			
Wee Cheatham	I.M. Shakey	Bagley's	Back Wall
			
Kit No. 67 Flicker Theater	Bldg. No. 867 Flicker Theater	Kit No. 64 Leaky Hose Co.	
 Ameri-Towne buildings and fronts intended for O scale — would be good starting points or S-bashing.			



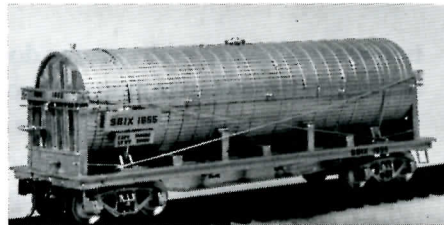
Murphy's General Store. The S scale model has a footprint of 17' x 34'. This turn-of-the-century wood-frame, false front store includes detailed resin parts, Grandt Line windows and doors, decals and some details. Price is \$34.50 plus \$3.50 S&H. SSAE for info.

HARTOY, INC. (1967 10th Ave., North, Lake Worth FL 33461). Coming for 1996 are Mack BM tractor trailers (22') in an REA scheme, Mack CJ with double 22' trailers in SP Daylight scheme, and modern 45' refrigerator van with cooling unit. Expected also is a 1959 Ford tilt-cab tractor. These will all be limited editions. Available from your local hobby shop and Bill's Train Shop.



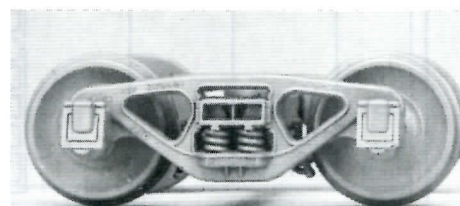
LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) has two new freight cars — a pickle and a gon. The gondola is a 65' drop end mill type. These cars originated in the 1930s with many still in use today. Drop ends actually work on the model to allow longer loads which would protrude onto idler flats. Kits come complete with CDS lettering for the Erie RR., AM scale or Hi-rail talgo trucks. \$37.00 plus \$3.00 S&H.

The pickle car (LVM37) is an old-time vinegar car built for Standard Brand Products (SBIX). The 1920-1940 era car had a wooden tank and was used to haul vinegar, apple cider, wine, etc. The kit comes complete with scale or hi-rail trucks and couplers, decals, and most parts are cut to size. Price is \$37 plus 10% S&H. A catalog showing 37 different cars, buildings and other items is \$2.00.



PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, OR 97420-0201. Ph 541-267-6664). The latest from PRS is some new scale freight trucks and some new paint schemes on freight cars. Now in stock are the ASF Ride Control trucks and the National B-1. Both are unassembled at \$6.95 a pair.

New paint schemes on freight cars: 1937 40' boxcars — B-417 New Haven (script), B-418 gray and red Monon (2 door styles) and CP (1954) lettering; \$32 each. 40' AAR 10'6" boxcars — B-303 RI (1948) "Route of the Rockets". AAR 40' double door boxcars — B-352 GN (1962) green with Rocky, B-353 SP (1938) automobile lettering; \$36 each. 40' AAR boxcar with square corners — B-451 SP (1936), B-452 SF (1937), WP (1937 bc red), T&P (1937).



Coming in the spring is B-455 UP (1936 steamliner scheme); \$36.00 each.

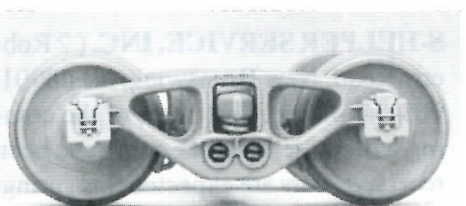
John also stocks the Gold Coast brass cabooses — UP and SP in different styles, painted or unpainted. Prices range from \$225 to \$269.

RIVER RAISIN (6160 Upper Straits Blvd., W. Bloomfield, MI 48324) Coming from River Raisin in brass are the 40' single and double door round roof boxcars and the 50' double door versions originally designed in the 1930s by the Pennsylvania Railroad. The 40' cars were designated X31 and X31As, and the X32 and X33 were 50' cars. The cars were designed to handle bigger loads, including automobiles.

By 1939 the Pennsy had 12,500 of these cars which was 1/6 of their total boxcar fleet. The N&W had around 1700 of the cars built, both 40 and 50 foot versions. The Virginian and the DT&I also built round roof cars of the same design. Other railroads which obtained these cars second hand after WWII were the NP, Wabash, Detroit and Mackinac and the Tennessee, Alabama and Georgia.

Expected in early '96 are 3 versions: 40' single door X31A with correct recessed roof style, 40' double door X31 with correct recessed roof style and the 50' double door X33A with opening automobile end door and correct round roofing. Included will be accurate 2F-D12 freight trucks.

The 40' cars will come unpainted for \$229 or painted Pennsy for \$264. The 50' car unpainted is \$239 and painted \$274. There will be a discount of 10% if prepaid by March 15, 1996.

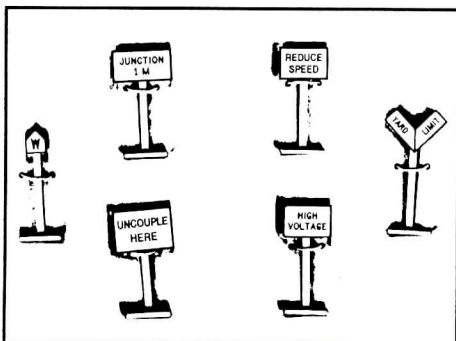




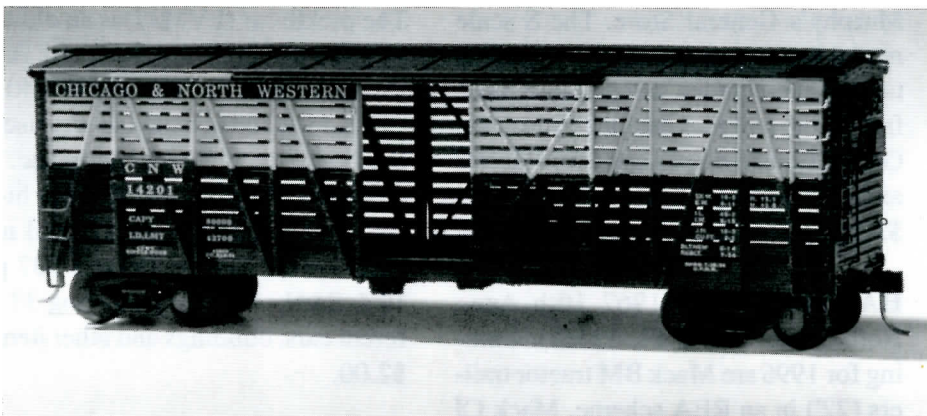
The C&O H8 Alleghenies are in stock! Cost is \$2589.00 painted, lettered and with lights. The following #s are available: Early version #1600 and 1604, late version #1645 and #1648. A Virginian version, #905, is also available.

Also on hand are Overland's SD50 and SD60 diesels and the overhead crane. And as promised some of RR's brass steam locomotive detail parts have arrived. Some examples include a Pyle National Headlight for \$3.69, a Worthington feedwater heater for \$6.99 and two bell styles for \$3.69 each. Write or call for complete list.

ROYAL TRAIN EQUIPMENT (One Susan Circle, Norton, MA 02766) has just released the second set of the S gauge die-cast signs mentioned last issue. However, set 102 has 6 signs, not 4. The 6 signs come painted white with black printing. They include W, Junction 1 Mile, Reduce Speed, Yard Limit, High Voltage and Uncouple Here. Price is \$11.95 a set plus \$2.00 S&H.



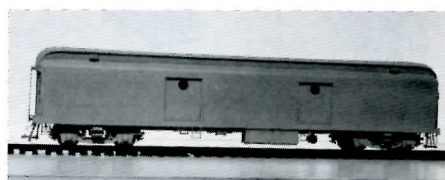
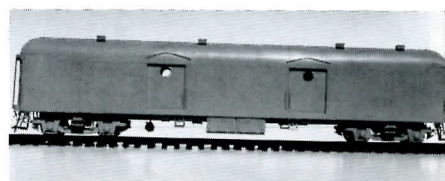
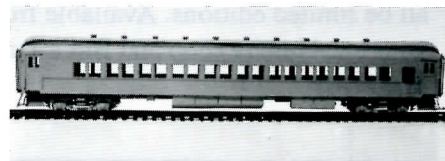
S-HELPER SERVICE, INC. (2 Roberts Road, New Brunswick, NJ 08901. 908-545-0303). Test shots of the coming wood side 40' stock cars have been received. Cars are expected this spring. They will come RTR and feature injection



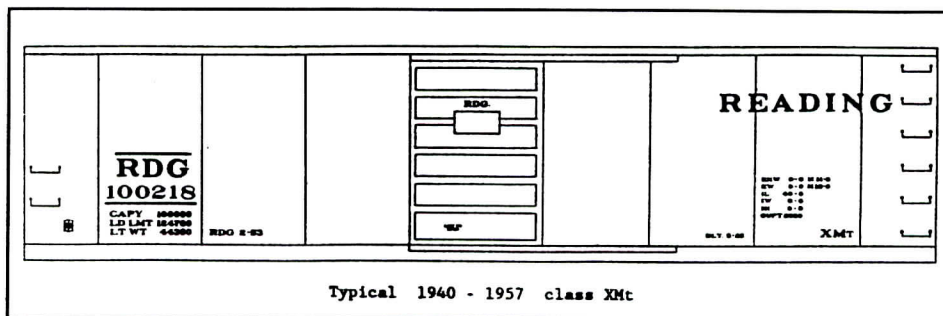
molded bodies with opening doors and installed music wire drop grab irons. They will also come with AAR style die cast metal trucks with blackened metal hi-rail wheels and AF compatible operating couplers. In addition, each car will come with 4 code 110 metal wheelsets and the mounting holes for Kadee #802 couplers.

The first run road names were listed in the last *Dispatch*. The stock cars will be priced at \$39.95 each. Order direct or from your local hobby shop. A current newsletter is available upon request.

"S" SCALE DECALS (2711 Pecksriff Road, Wilmington, DE 19808-2177) has a new series of Reading boxcar decals. Boxcar set #109 covers the 1930-1957 era for wood and steel cars. These are for classes XMp and XMr double sheathed boxcars, class XMs USRA single sheathed boxcars, class XMt, XMu, XMv early steel cars, the Xmph (Hershey) cars and class XMrx and XMux flangers. Included are 12 lettering diagrams. Each set of white letters contain enough data for two cars. \$5.00 per set. Complete decal list available with an SSAE.



SouthWind Models, P.O. Box 9293 Plant City, FL 33567 now has a brass Pennsy P-70 coach and two versions of the B-60 baggage car. They come painted or unpainted. The unpainted P-70s are already sold out. The NYC Niagara S1a and S1b 4-8-4s should also be available this spring in painted or unpainted brass. Coming later this year are S and Sn3 log cars in brass.



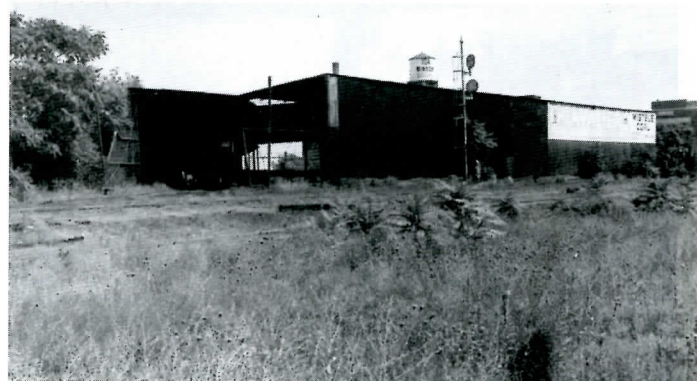
Prototype Views



A mystery tower in the Detroit, Michigan area. Where is it? What railroad owns it? A Plasticville tower with shortened roof overhang should make a good starting point. Note the use of an iron ladder attached to the side instead of the usual steps.

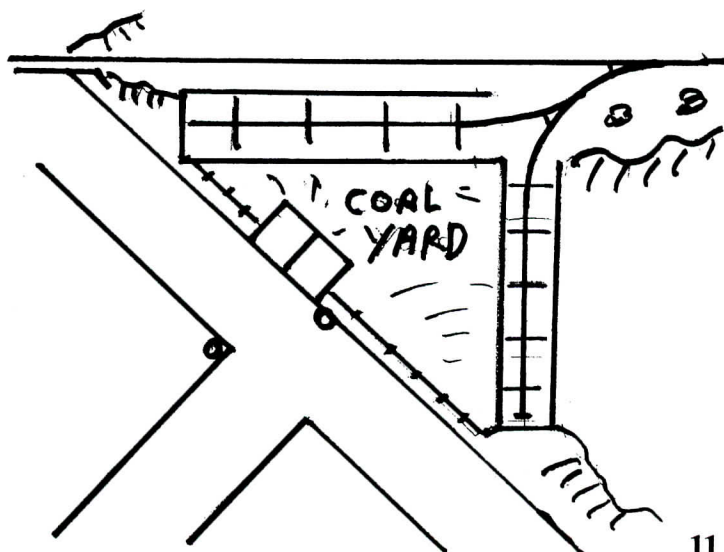
Photos Jeff Madden

Triangle-Shaped Coal Dealer



At another unknown location in the Detroit area (near the above tower) was this odd coal dealer. Roofed over coal unloading trestles were at almost a 90 degree to each other. Track level was elevated from the street level. The street view shows the coal yard which forms the third leg of the triangle. Photos on this page were taken in the mid-60s.

Photos by Jeff Madden

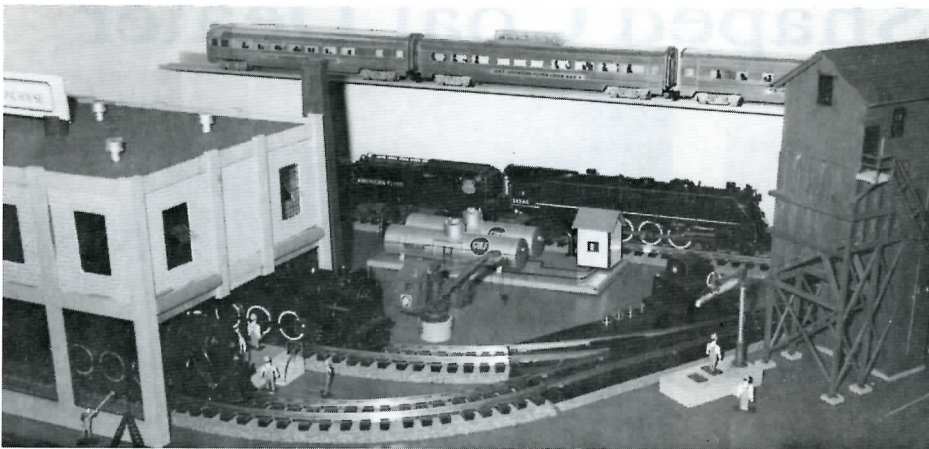


The Story of the Volunteer Central

Story and Photos by Tom Robinson



My layout is less of a model railroad and more of a medium to display American Flyer trains built by the A.C. Gilbert Co. There are very few S gauge operating layouts in this area of the country. To my knowledge mine is the only one in Montgomery and one of very few in Alabama. It is very difficult to obtain supplies and equipment without traveling all over the Southeast. Thank goodness for the mail order suppliers advertising in *Classic Toy Trains* and the *S Gaugian*. As with so many American Flyer collectors and operators, my initial interest in American Flyer began long ago in my childhood years.



Marx O Gauge. In 1945 at the age of seven, while living in Whitwell, Tennessee, I received a Marx Commodore Vanderbilt freight set for Christmas. This was quite a sacrifice for my father as the coal mines were beginning to shut down after the war, and he knew he would soon be out of work. In 1946 we moved to Birmingham, Alabama. Times were hard, and we moved in with family. In December of 1946 we were living in one room in a relative's home. By that time I had just about worn the Marx out, and it no longer ran. My dad was living across town in a boarding house near his work at the steel mills and was only able to come home on weekends. Somehow he knew that I really wanted a train, but that I was scared to ask for anything because we had little money for such extras.



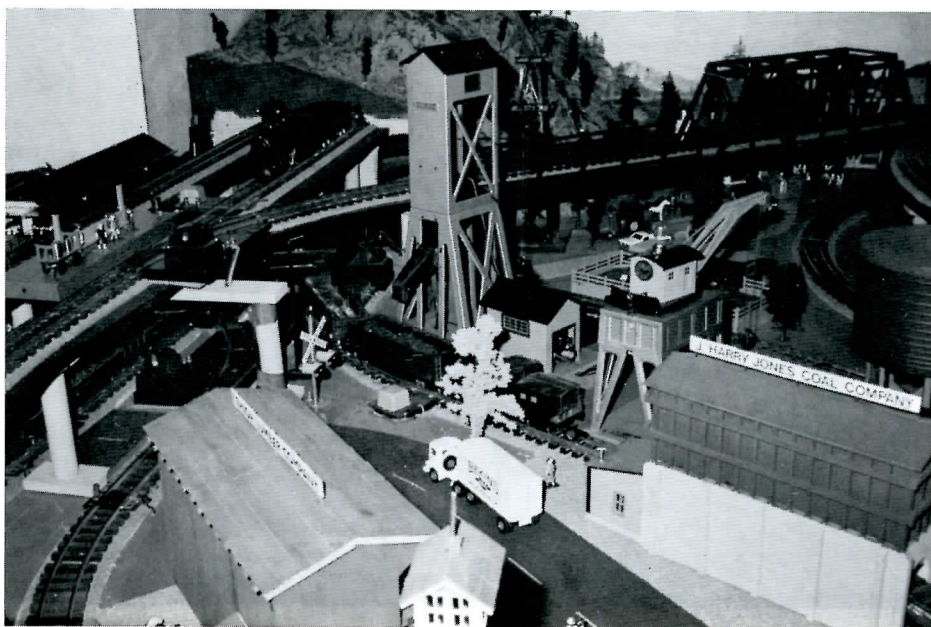
American Flyer 3/16 Scale "O" Gauge. My cousins, with whom we were living, were expecting a big Christmas, so everyone was very excited. My dad came in from work on Christmas Eve and Santa came by that night to wave and throw candy to everyone.

When we awoke the next morning and went to the living room, there was a large box with my name on it under the tree. As I opened it I could not believe my eyes. I had received an American Flyer "O" gauge Reading Atlantic set.

The metal cars included a green gondola, red and white boxcar and unlighted caboose. There was a manual lever uncoupler and 100 watt Jefferson transformer. I knew that my father could not really afford it, and I was overwhelmed. I was impressed with the realism and the automatic couplers when compared with the old Marx. My dad was somewhat chagrined when I later got the Marx running again.

Over the next two years we moved several times, and by 1948 the trains were set up in the basement of our apartment in Fairfield, a suburb of Birmingham. We lived in a large housing project and many of the boys had Lionel, American Flyer or Marx trains. As I recall there were more of us who had American Flyer. We all argued continuously over the merits of each. I just could not understand why anyone would consider the three rail track, wispy smoking engines and jerky operation of Lionel, when they could have billows of smoke, choo-choo, smooth worm drive operation, realistic proportions and two rail track. For some reason the original link couplers never struck me as being unrealistic.

By now I had realized that American Flyer had changed to S gauge and there was no compatible equipment to add to my set. For many years I had thought that the O gauge set must have been a left-over from before the war, but in the 1946-66 Collector Series by Dave Garrigues and the late Peter Jugle as contained in *A.C. Gilbert's Heritage* edited by Don Heimburger, they mention set No. 4103 being marked in the dealer's catalog as "not available". They further indicate that this was an O gauge Atlantic set and that it was made. I believe that this must have been my set.



Tom's neat layout embraces both Lehigh Valley Models structures and traditional flyer accessories.

American Flyer "S" Gauge. By the Christmas of 1948, I was begging my dad for a two-rail S gauge set. He finally gave in, and several weeks before Christmas he took me on the bus to Stewart's Sport and Hobby Shop on Morris Ave. in Birmingham. I was told that I could have the cheapest American Flyer set available. I was overwhelmed by an operating layout in the middle of the store which included a mixture of Lionel and American Flyer equipment. But I only had eyes for the sleek, accurately proportioned, white tired steamers with smoke and choo-choo which ran on 2-rail track.

The salesman produced a set for \$22.95 or so, but my father shook his head. But, since I already had a transformer, the salesman offered to sell the set less \$3 without it — and dad said OK. Dad then put the train away for Christmas.

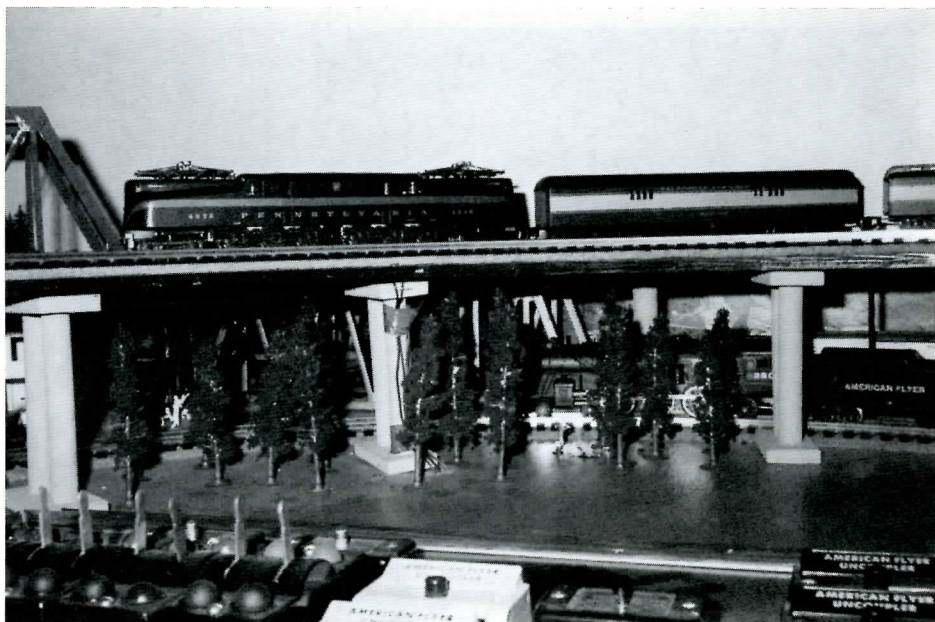
The week before Christmas, school was out, and I began to search throughout the apartment for the train box. Finally one night when my parents thought I was in bed, I crawled under the bed in my grandmother's room while she was asleep and found the box. The next day while my dad was at work, I again crawled under the bed, this time with

pocket knife and flashlight. Imagine my surprise when I discovered the rounded bullet nose and blue color of a Royal Blue streamlined Pacific. I carefully returned everything to its original state and resealed the box. Looking at the 1948 catalog, I knew I would be getting the 48T Royal Blue freight train set.

On Christmas morning, 1948, I repeated my look of utter surprise after unwrapping the train box. I was still excited and can even remember the way it smelled.

So began my introduction to S gauge. During the next five years at Christmas and my birthday I was able to add a few passenger cars, operating coal car, a Lionel coal loader and wayside station, a pair of 720 switches, an 8B transformer and quite a bit of track. During those years I also faithfully ordered my catalog every year and pored over it, memorizing every detail until the edges were frayed and the print almost obliterated.

Around 1949 my older cousin had passed on a 4601 Atlantic freight set to me. The pilot and trailing trucks were missing from the 300 engine, so I pretended it was a switcher.



By 1950 we had moved to a house in Birmingham, and that Christmas I received enough lumber to build an 8' x 8' train table in my grandmother's room. She had passed away earlier that year.

My last early acquisition was Christmas 1952 when dad allowed me to purchase a 501T Atlantic freight set from Southern Toy Company where I worked part time. Dad said it was OK if I traded in the old O gauge set. I believe I got \$5.00 credit. This was my first engine with smoke and choo-choo.

Toy Train Repair. During 1951, '52 and '53 I worked part time at the Southern Toy Company. I assisted in maintaining a large operating layout and repaired American Flyer equipment. If I remember correctly, I was paid 25 cents per hour and ten percent of the repairs. I spent many hours at Southern Toy and at home operating my layout during those years. But then came cars and girls, and I sold the trains to purchase my first set of automotive repair tools.

Return to American Flyer S Gauge. I never totally lost interest in the trains, and in 1989 while looking around in the local Trainmaster of Montgomery store, I picked up a copy of *Classic Toy Trains*. Seeing the ad for the *S Gaugian*, I subscribed and ordered several other American Flyer related publications. A

visit to the Antique Station in Birmingham resulted in a 307 Atlantic, a 50 watt transformer and a circle of track. Since then I have slowly acquired a modest collection of engines, rolling stock and accessories.

In 1993 I retired from my position of 30 years and in August of that year began construction of an operating layout. Prior to beginning construction, I had read many articles in *Classic Toy Trains*, *S Gaugian*, the *Dispatch*, *The Collector*, other Greenberg publications and other model train magazines. Currently I belong to the NASG, the American Flyer Collector's Club, and the Train Collector's Association.

THE VOLUNTEER CENTRAL

The Volunteer Central gets its name from the University of Tennessee athletic teams which I faithfully follow and support. It is "u" shaped occupying an area 12' x 8-1/2' in an upstairs bedroom. The layout space also includes a 32" x 38" extension into a dormer which is used for a Plasticville town and a 40" x 30" extension for the engine terminal.

Benchwork. The benchwork is L-Girder construction with 2x2 legs. The Ls are formed by glueing 1x2s to 1x3s. Right now the layout is on flat 1/2" plywood, but this is attached to risers and cleats so I can convert to open grid when

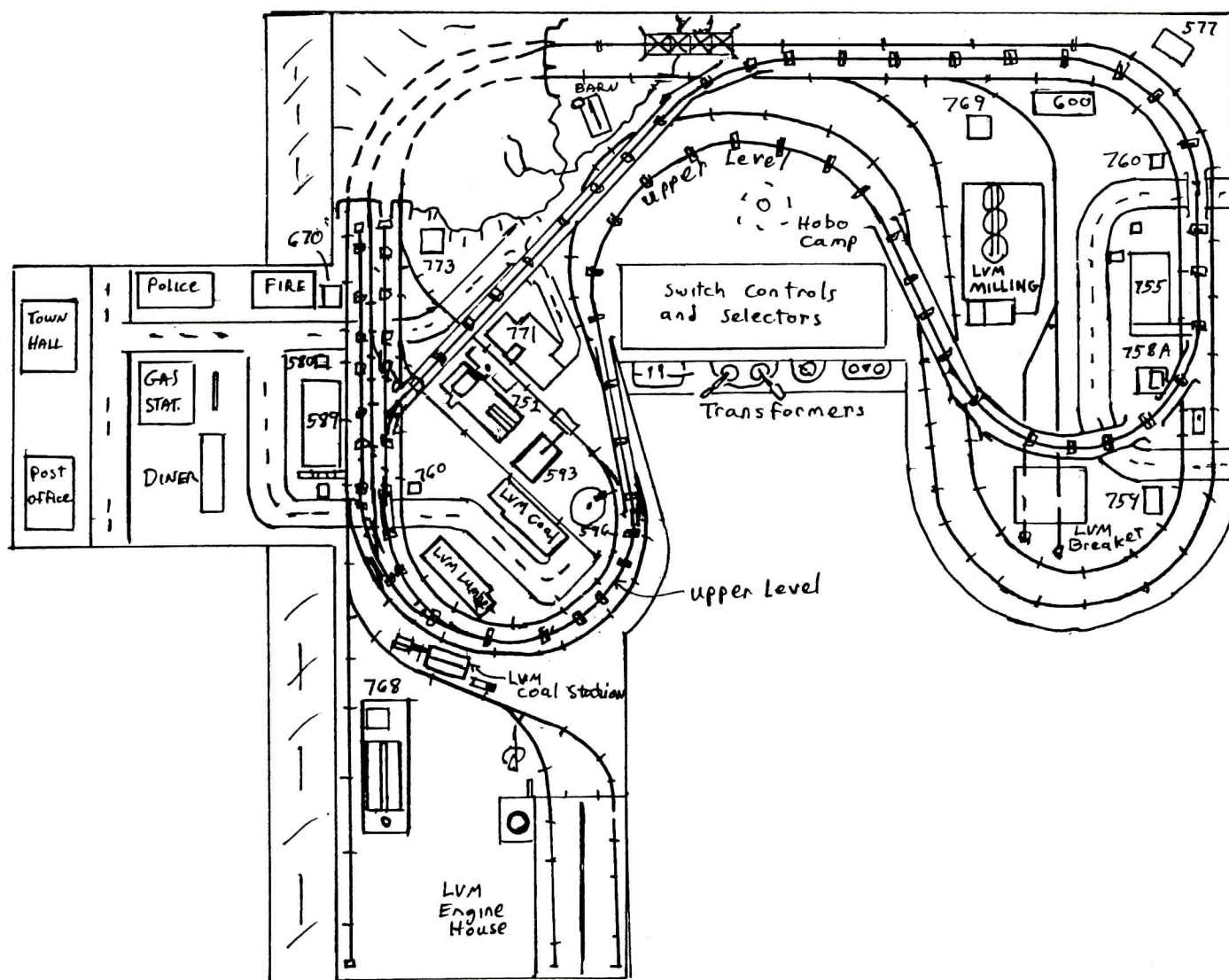
I want to.

The elevated track is constructed on supports made from 1/2 inch plywood and single one inch dowels. Dual supports are made from 3/4 inch dowels. These are painted Floquil concrete. The elevated subroadbed is made of 1/2" plywood painted black.

Track and Roadbed. The roadbed is 1/4" S gauge gray Vinylbed Classic as advertised in several magazines. 3/16" sheets of Vinylbed were cut to fit under the fourteen American Flyer 720A switches to raise them to match the track. Track is all Gargraves with regular steel rail. Minimum radius of curves on the inside loop and elevated loop is 19 1/2 inches measured to the center. Radius on the outside bottom loop is 25 1/2 inches. The Vinylbed was curved to the proper radius and glued to the tabletop. The track in turn was glued to the roadbed. By not using screws or nails through the Vinylbed, the sound is somewhat reduced. At some future point I may ballast the track using the bonding ballast method.

Moondog Streets and Plasticville. Primary vehicle roadways and streets are Moondog Streets from Moondog Express. Although a little wide for 3/16th scale, they fit in satisfactorily with the Plasticville buildings utilized in the main town. Secondary roads are built from strips of gray Vinylbed cut to size and glued to the table top to simulate gravel roads.

AF Controls and Power. The control panel is located in the center of the "U" shaped layout on a stained 16 x 31 inch plywood panel. All controls are original American Flyer, except for the coal loader control which is made from Radio Shack switches and box and an American Models sound controller. If I can locate the proper 3 button control box for the coal loader I will, of course, utilize it. I originally located the panel, including transformers, directly on the layout in order to display the Flyer elec-



tronic equipment as a part of the layout. Later I removed the transformers to a shelf suspended below the table level so they wouldn't block the view.

Power is provided by 12B 250 watt, 18B 175 watt and 4B 100 watt AF transformers. The outside and inside loops, engine service area, operating track sections, semaphore controls and other track related accessories are powered by the dual control 18B. The elevated loop and sidings and the 577 whistling billboard are powered by the 4B transformer. Street lamps, other lighted accessories and the station are connected to one variable voltage post of the 12B. Lights and lighted accessories at the opposite end of the layout are connected to the other variable voltage post. Lights can be dimmed or brightened on either side of the layout separately. All 14

switches and 14 uncouplers are powered from the fixed voltage posts of the 12B. I plan to replace the 18B with another 12B and the 4B with an 8B to keep all equipment compatible with the link coupler era — and they tend to be much quieter.

Track Plan. The outside U-shaped loop is a modified dogbone consisting of a main line and passing siding at the Plasticville town. There is a short connecting track from the passing siding to the inside loop. A lefthand turnout from the outside loop provides access to the engine service area. The coaling station, enginehouse, water column and the pillar crane are all Lehigh Valley Models structures. There is also a 768 American Flyer Oil Supply Depot in this area.

Two-train operation is employed on the

outside loop. At first I used a modified American Flyer 761 semaphore because I had been unable to locate any 670 electric track trips. I modified the semaphore as explained by Jeff Faust in the April 1992 issue of *Classic Toy Trains*. This modification allowed the 761's two solenoids to operate by track voltage supplied from the rails instead of by pressure or electrical track trips. Instead of using copper tape for the contact rails as suggested by Mr. Faust, I utilized short pieces of the Gargraves rail over the insulating electrical tape. I also installed resistors in the wires from each contact rail to reduce the voltage to the solenoid allowing the semaphore arm to operate more smoothly and to reduce the possibility of burnout at high track voltage. This method of 2-train control worked without a hitch thanks to Mr. Faust. After I was able to obtain

two 670s I returned the semaphore to its original condition.

The inside loop consists of two reverse loops with a connecting track with one loop having a double stub siding and the other a single spur. The reverse loops are wired using the method explained by Michael Kolosseus in the May/June 1993 issue of the *S Gaugian*. This method requires no modification to the switches. I powered the left reverse loop with a 7-15 volt wire to the inside rail and the right loop with a 7-15 volt wire to the outside rail. The two 720A switches at the entrance to each loop are wired to throw simultaneously with one lever, thereby instantly reversing the polarity in each rail for the connecting section whenever they are thrown. If you do this make sure that the single connecting track is long enough to hold the longest train you have. Mine allows for about seven freight cars or six passenger cars pulled by a Pacific engine. This allows me to throw the switches while the train is on the connecting track and enter each loop in either direction. Since the polarity is not reversed within either loop, operating cars can be utilized within the loops regardless of the direction of the switches.

I have installed 697 pressure track trips approaching the curved entrance to the switches on each reverse loop to provide totally automatic action when trains are entering each loop on a green switch signal (straight). If trains enter the loop on a red switch signal (curved), the switch must be thrown from the controller. I am hesitant to install more trips to provide automatic action in both directions because the increased activation could overheat the switch solenoids. Of course, I could install on/off switches in the circuits to enable the utilization of only the trips needed.

The elevated loop is a much modified dogbone with two sidings by the Plasticville town.

Operation. Normal operation is a passenger train on the outside bottom loop pulled by a 312 K-5 Pacific, a 350 Royal Blue Pacific, a 322 NYC Hudson or a 332AC Northern. A second train from the inside loop occasionally operates on the same loop under semaphore control. Trains on the outer loop can be stopped manually at the 755 talking station as needed or may be automatically controlled by activating the station's talking mechanism. A 713 special rail section with mail pick up post is located at this station and at the 589 Mystic Station at Plasticville.

Normal operation on the inside loop uses a 302 Atlantic, 290 Pacific or 282 Pacific pulling freight cars including several operating cars. Switching is often done on this loop (the reverse loops) since most of the freight car operating accessories such as the log loader, coal loader, cattle loader, etc. are on this line. Non-operating industries such as the Hawk Milling Co, Coal Breaker and Lumber Co. by Lehigh Valley

Models are also on sidings off this section.

The elevated loop usually has a streamlined passenger train on it pulled by a 350 Royal Blue Pacific or 360-364 Santa Fe Alco PA set. As to non-Flyer, I have recently purchased an American Models GG1 and a five car set of B&O heavy-weight passenger cars which also see duty on the high line.

Up to 4 trains can be run continuously and automatically on the three loops, and the plan also provides for a considerable amount of switching operations, especially on the inside loop and the engine service area. The reverse loops on the inside can also be used to turn the direction of trains on the outside lower loop by utilizing the track connecting the two loops.

The Roster. Locomotives include 9 steam engines and 2 diesels. There are about 30 freight cars and 18 passenger cars all from the AF link coupler era. If adjusted properly, I think they operate smoother and just as reliably as the later knuckle couplers. Three of my steam engines and 10 freight cars, however do have knuckle couplers. The other exceptions to the link era is the American Models equipment mentioned earlier.

Scenery and Structures. Currently I have made little effort to scenic the layout other than painting the plywood green and building a mountain with tunnels in one corner. The removable mountain is made of plywood, screen wire and plaster. The stream in the table top was made by cutting and lowering the stream bed from 1/4 to 1 inch. The bed was covered with plaster and then painted with shades of blue tempera paints. After this dried I poured a clear pour-on Polymer coating. Trees are a combination of Woodland Scenics and Plasticville.

One little scene I like is my Hobo Camp near the center of the layout. A Micro-Flamemaker from GRS Micro Liting was utilized to depict a small campfire. The hobo figures are from Artista.

Besides the traditional American Flyer accessories I have constructed several Lehigh Valley Models kits and find assembly enjoyable. These include LVM3 100-ton Coaling Station, LVM10 Hawk Milling Co., LVM12 Engine House, LVM14 Coal Breaker, LVM19 Elevated Crossing Gate Shanty, LVM20 Brownhoist Pillar Crane, LVM30 Lehigh Lumber Company, two LVM11 water columns and some LVM trucks.

Vehicles consist of the usual: LVM, Hartoy, Ertl, Hoquat buses and others. Figures are mostly purchased from Scenery Unlimited.

Background scenery consists of removable sections of 3' x 2' cardboard with Walthers backdrops attached to them. Right

now I think too much scenery would detract from the overall layout, but my wife is encouraging me to add more mountains and trees.

Train Room. Besides the layout, the train room has several Railrax HO/S gauge shelves for displaying trains not on the layout. An adjoining walk-in closet contains the workbench area and parts storage. On an adjacent balcony I have a computer which I utilize to order train parts and supplies by mail, and I also use a *Train Tracker* program to maintain records of my collection. I highly recommend this program.

Expansion? Maybe more Lehigh Valley structures. A Bowser turntable would be nice, but right now I don't have enough room. I'm looking for an AF 751A log loader for a reasonable price.

Plans are for a passing siding on the right hand loop of the elevated track. I might add some plaster embankments and tunnel portals where the upper track passes over the lower tracks.

Want List. Funds permitting: 342AC switcher, 405 Silver Streak Alco PA, 751A log loader, 766 animated station and

car, 770 baggage loading platform, 774 floodlight tower, 762 2-in-1 whistling billboard, 761 roadside diner and some others.

Modular Layout Project. I am currently constructing two compact end modules as described by Ted Larson in recent issues of the *Dispatch*. They are being constructed to S-Mod Standards. I am utilizing American Models code 148 flex track and turnouts so that scale, hi-rail and American Flyer can all be run. Scale Vinylbed is the choice for roadbed. The purpose of these modules is to promote S since I haven't seen any S at train shows in the South. I plan to set up at train shows and hobby shops and run primarily American Models equipment operated by MRC transformers to show people that S is a currently viable gauge with equipment that can be obtained new today. Of course, I'll run some Flyer too.

Gee, it seems like Tom is an S gauge lone wolf down south, but he sure has the right idea about promoting S. This article shows the importance of S publications and the NASG and other organizations to someone who doesn't live near a bunch of other S gaugers. Tom has really accomplished a lot, and I hope to see more of his work in this magazine in the future. -Jeff

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Gary Moreau Named Chief Executive Officer of Lionel



Lionel L.L.C., the world's leading marketer and manufacturer of model and toy trains, today announced that Gary L. Moreau has been named chief executive officer, effective January 1996. Mr. Moreau is currently president and chief operating officer of Oneida Ltd., an international diversified manufacturer and marketer of consumer and institutional tableware and giftware, an fabricated wire products.

Martin S. Davis, chief executive and managing partner of Wellspring Associates L.L.C., the majority owner of Lionel, said: "Gary Moreau is an outstanding selection to lead Lionel. He is a seasoned executive in a customer-driven industry and thus possesses many of the skills that are crucial in the model train industry. We are pleased that his diverse talents will be directed towards fulfilling our common goals of earnings growth and constantly providing our customers with a line of creative and innovative products."

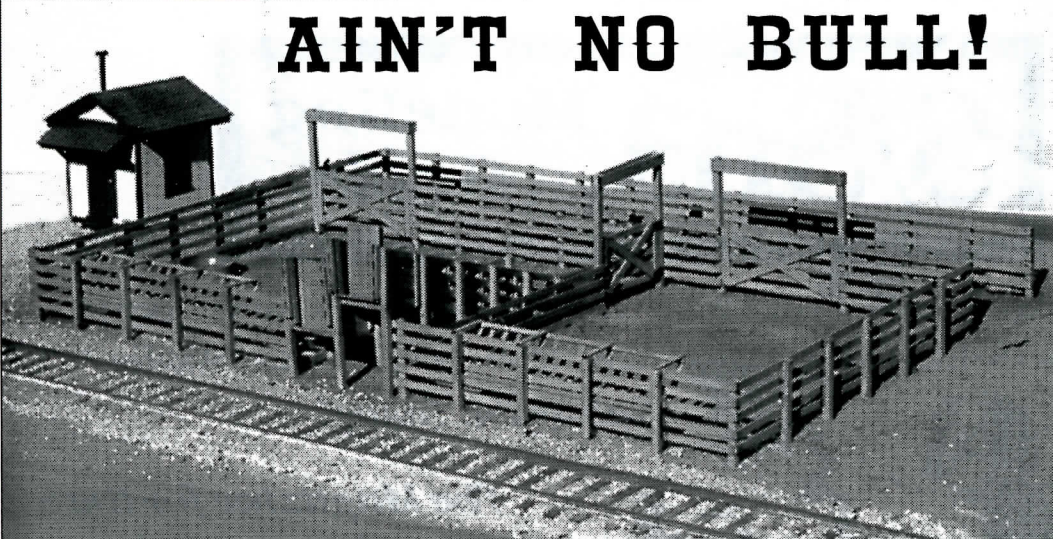
Mr. Moreau said: "I am thrilled to have the unique opportunity to head Lionel at this exciting point in its history. The company is highly profitable with a

large and loyal customer base and new ownership committed to its continued growth. I look forward to leveraging its brand recognition and refining its product line to create added value for all of the company's constituencies."

Mr. Moreau joined Oneida in 1977 in the financial department and has since risen through the ranks of the company, gaining extensive experience in all facets of the business, including materials management, product development, and sales and marketing. He assumed his current position in 1991.

Mr. Moreau is a member of the board of directors of Fay's Inc., a diversified NYSE-listed retail company, and of the National Tabletop & Giftware Association, of which he is the past president. He was recongized by the World Economic Forum of Geneva, Switzerland as one of 200 Global Leaders of Tomorrow from around the world.

Lionel began making electric trains in 1900 and today manufactures and markets over 350 products for the model railroader. The company was acquired by Wellspring Associates L.L.C. in October 1995.



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Fits an area 8" x 11.5"

Note: The building shown above is the Team Track Office, \$18.95; it is not part of the Stock Pens kit, but will work well as an office.

BTS structures 

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Meet an S gauger

Larry Hilley

by Jim Kindraka

In past *Dispatch* issues and before the original *S Gauge Herald*, there was a column about meeting other people who model in S. Since S scale's growth continues to be far more driven by its people than its things, I thought it time to 'meet' an S gauger whom none of us can meet any more. When I got a telephone call on December 29th, I thought of Larry Hilley, and I missed him. Larry died in July of 1994. He was not a manufacturer, but Larry made things happen with his hands. He had good sense and had a friendly influence on others. His presence is sorely missed by all who knew him, and the range of his influence and dreams is just now becoming known.

In the summer of 1992, about a dozen dedicated S gaugers gathered at the NMRA National Convention in Columbus, Ohio. The NASG rented a group of booths to showcase 3/16th scale products at this mainstream model railroad-ing event. The idea began in 1990 when the first joint NASG/NMRA convention was held in Pittsburgh, but the concept really evolved the following year at the Denver NMRA convention when Don Thompson brought together an all-S display without the advantage of a concurrent S gauge gathering. The Columbus event was a continuation of that promotional concept. (That concept will be repeated for the 7th time in a row at the 1996 NMRA convention in Long Beach, California). Among those who volunteered to staff booths were the usual quota of S manufacturers who had a stake in the effort's promotional value, S scale NMRA convention regulars and a few dedicated individuals who gave up some of their personal time just to help out. Larry Hilley was one of the latter.

Larry was a true S scale modeler. He came to S from roots in scale model railroading and not the more traditional American Flyer route. His home was in the Piedmont area of northern Virginia, but you could expect to see him at S events anywhere in the country. Generally, he showed up unannounced, deciding the night before to grab an airplane

ticket and just go! However, when Larry committed to be somewhere to help, you could always depend on him. Despite a sometimes turbulent personal life, Larry remained a happy-go-lucky guy with a warm smile and shared a warm personality with all he met.

He was also a real craftsman and serious modeler. At the Columbus show he spent a few hours with nothing but patience and some needle nose pliers repairing to like-new someone else's brass model that had fallen from a shelf.

Larry was one who mastered building an award winning C&O Berkshire from an old S Scale Loco & Supply kit. The older among us can readily appreciate the effort and challenge an SSL&S steam kit presented and the skill and determination necessary to build one well.

Larry also loved to wheel and deal and

trade! Making a deal with him generally involved items being traded among 3 or 4 individuals at once. The more people involved, the more Larry seemed to relish the deal. Always fair, always honest; I have never met anyone unhappy after experiencing a swap with him.

His real impact in S gauge came from his influence on his friends. He was close to Charlie Sandersfeld and was one of the group who conceived and began the 'Gang of 100'. He remained close personal friends with Charlie's widow and Dave Netherton following Charlie's passing in 1990. Larry would take the time to talk about his desires and dreams for S with any manufacturer who would listen. But it was always more than the usual litany of "I want..." or "We should have..." Owning his own construction business, he understood that products need to be marketed and provide a benefit in order to sell. He never begrudged manufacturers a profit. He readily understood that S gauge manufacturers use their profits to make more products, and he wanted to encourage them.

Larry was one of S scale's growing number of C&O modelers. His influence at River Raisin should be obvious. After trying once to build C&O ca

continued on page 29



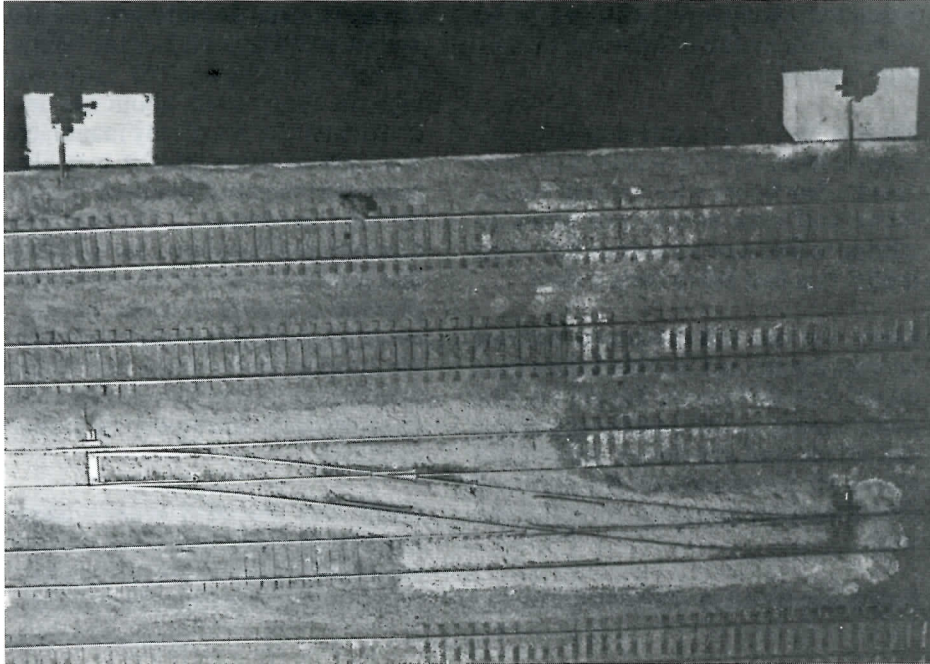
Part of the crew staffing NASG's booth at the Columbus, Ohio, NMRA Convention in 1992: (left to right) Jim Kindraka, Larry Hilley, Lou Aprile, Mike Ferraro, Mike Anderson, Dan Navarre, Don Thompson and Jeff English. Not pictured but also serving as booth staff were Bill Wade, Howie Waelder, John Bortz, George Ricketts, Dave Netherton and Dave Jasper.

More on Re-gauging Atlas HO Switches

By Robert Nicholson

Photos by author

A Follow Up Article...



I saw the request for more information on how I re-gauged the Atlas HO switches shown in the June, 1994 *Dispatch*. I don't have the time I once did for model railroading, so I had to wait 'til I got "Round Tuit". I moved to Waterloo, IA, last October, so here's my new mailing address:

**Robert Nicholson
2219 Skyline Drive
Waterloo, IA 50701**

When I started re-gauging Atlas switches, they were an economical way to obtain switches for an S scale layout, but prices for new ones have escalated to the point where it doesn't save a lot of money. Regardless, here's some more detailed photos and information which might prove useful to S gaugers.

Photo #1 (left top)

This photo shows how I scenicked a crossover. Refer to June, 1994, for the before shot. I hid the gap in the HO ties by pouring rock over the entire crossover to make it look like fresh dumped ballast. I cleaned out the frog and guardrail flangeways with a soft brush. An American Models F unit was run through the switches to further clean out the flangeways. The ballast was then secured with Matte Medium and water. There are four magnetic uncouplers in the photo. I bet you can't find them?

Photo #2 (left)

Here a remote manual mechanism is shown which throws the crossover switches. It's made up of a brass tube with a .030" or .032" piano wire rod. The 90 degree bend at the switch throw end is for a little more cushion action.

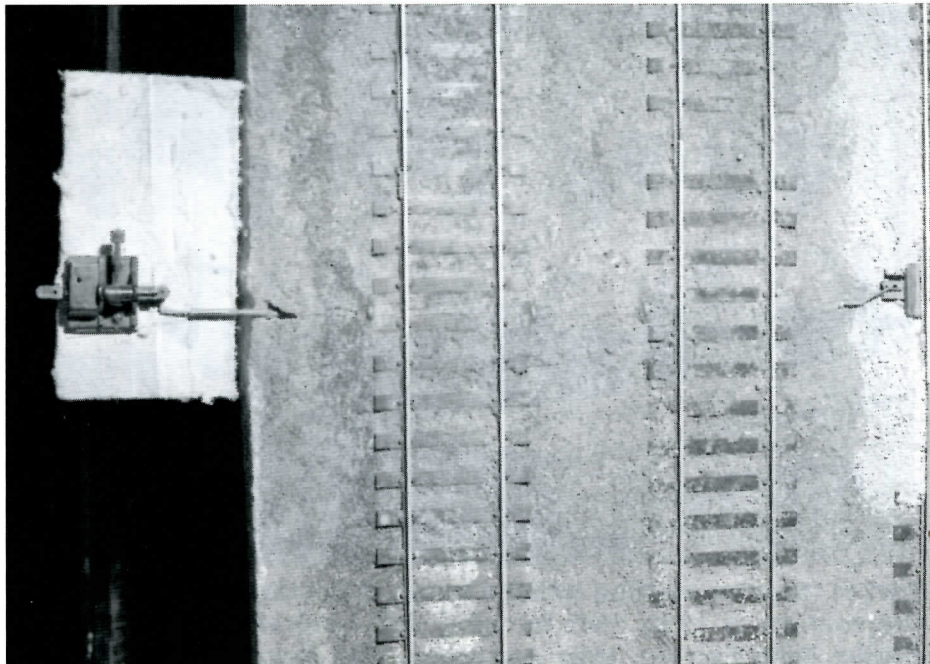


Photo #3 (right top)

This is a photo of the first Atlas switch I regauged back in 1982. I took it to the 1982 NASG Convention in Cleveland, Ohio. The photo shows how to cut the ties to separate the switch, including the Atlas electrical connections to the outside rails at the heel of the points. If you add lengths of rail to lengthen the distance between points and frog to proper S dimensions, it may not be necessary to cut this connection. Cement them with Testor's liquid cement for plastic to a piece of ABS or styrene sheet of proper thickness to match adjoining trackage, using track gauges to maintain proper gauge.

Install the straight stock rail along a known straight edge of the styrene sheet first to make sure the switch is properly aligned. The beauty of this whole procedure is that switches can also be custom adapted for specific situations, such as a wye or on curve, etc.

Finally, fill the frog with epoxy and cut new flangeways with a hacksaw blade for that super smooth operation that HO gaugers only dream about. (Don't tell 'em they can do the same thing and get the same results).

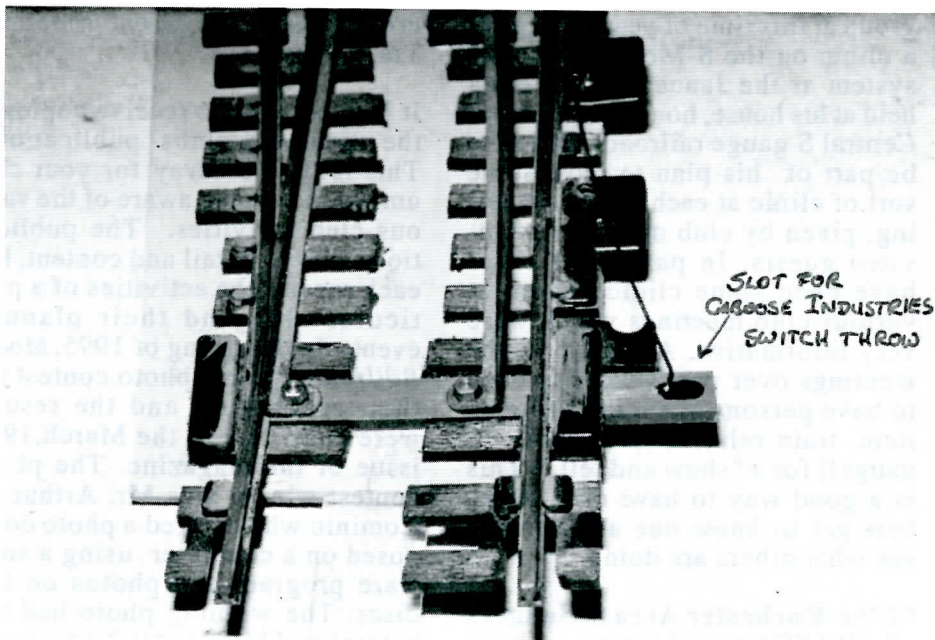
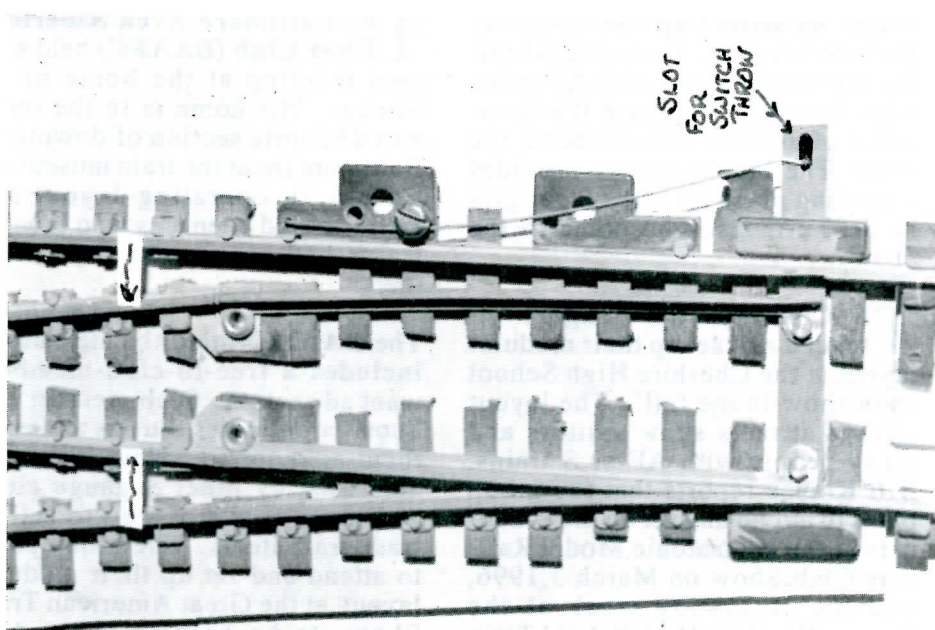
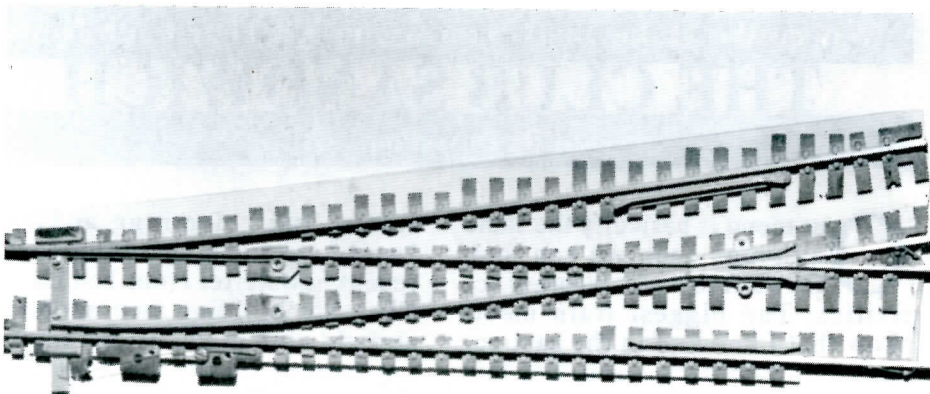
Photo #4 (center)

The white bars on the close-up of the points and spring mechanism show which rails must be electrically reconnected if the original Atlas connections are severed. Leave them severed for selective route control.

Make new point bars from ABS channel. Space the points to suit, i.e., so Caboose Industries HO switch throws will hold them tight against the stock rails for good electrical contact. Tap the holes and use 1-72 machine screws to fasten the points to them. Don't overtighten them, as the points have to rotate on them slightly. The close-up photo pretty much speaks for itself.

Photo #5 (right)

To install a switch throw mechanism on a spring switch, cut a slot, rather than a hole, for the dog on the mechanism throwbar. It then slides in the switch point bar when rolling stock springs through the switch, and the switch can also be mechanically lined as well.



THE CLUB SANDWICH

By Dave Pool

Our menu is basically the same although soon we can look forward to warm weather activities. The biggest train meet/show that I know of in the east occurred on February 3 and 4, of this year. This show event is held annually in the Big E Fairgrounds, West Springfield, MA. There are numerous operating models and train layouts in various gauges. The **Bristol S Gauge Railroaders** ably represented the S gauge model train world by setting up and operating their fine layout. Scale and hi-rail S gauge trains along with AF trains were operated to please the thousands of visitors who attended the show. The layout always provides a meeting place for other S gaugers in the northeast who come to the show.

The **Connecticut S Gaugers** attended and set up their modular layout at the Cheshire High School train show in the fall. The layout always attracts show visitors and many people with AF or S trains. Bill Krause reports that the group plans to attend and set up their modules at the Housatonic Model Railway Club Show on March 3, 1996, and the following week at the Spring, Cheshire High School Train Show on March 10. This is a busy group at this time of year. Bill gave a clinic on the S-Mod cab control system at the January 21 meeting held at his house, home of the Lester Central S gauge railroad. This is to be part of his plan to have some sort of clinic at each regular meeting, given by club members or invited guests. In past years there have been some clinics given at various club meetings which were very informative. A feature of the meetings over past years has been to have persons attending bring an item, train related, (preferably S gauge!) for a "show and tell." This is a good way to have club members get to know one another and see what others are doing.

The **Rochester Area S Gaugers (RASG)** are planning to have

fewer "fun" meetings and more "work" meetings, according to their recent newsletter from Ted Larson. They are building two additional straight club modules and improving scenery on the modules which they have. The **RASG** is planning on attending and setting up their modular layout at the March 2 & 3 Strong Museum Train Show. This should give the gauge some exposure in the upper New York area.

The **Baltimore Area American Flyer Club (BAAFC)** held a recent meeting at the home of Ed Slicher. His home is in the renovated historic section of downtown Baltimore (near the train museum?). Ed has an operating layout and members and attendees who brought trains had an opportunity to run them.

The **BAAFC** monthly newsletter includes a free-to-club-members want ad section. Club member Lee Scott coordinates the ads and edits them as required. This feature is also used by other S gauge clubs and is an excellent way to sell or trade train items. The group plans to attend and set up their modular layout at the Great American Train Show to be held in the end of March. This is the first Baltimore area show of the Great American Train Show.

It is interesting to receive copies of the various S clubs' publications. This is the best way for your columnist to become aware of the various club activities. The publications vary in detail and content, but each reports the activities of a particular club and their planned events. In the spring of 1995, *Model Railroader* ran a photo contest for their readership, and the results were published in the March, 1995 issue of the magazine. The photo contest winner was Mr. Arthur A. Cominio who entered a photo composed on a computer using a software program and photos on CD discs. The winning photo had the entrant and his cat standing next to

or in the foreground of a scale model locomotive (probably HO).

The **Suncoast American Flyer Enthusiasts (SAFE)** use similar technology to format and include photos in their newsletter, *The Flyer*. Mark Briggs explained to this column editor that a Kodak digital camera is used at their **SAFE** get-togethers and meets to take photos of the events. Photo images are uploaded onto a digital computer which is used for manipulation and insertion or printing in the newsletter. Mark enjoys the use of the computer to assemble the newsletter issues. It is of interest that at least one of our S gauge clubs is on the forefront of technology with the production of their newsletter. These often include a photo of a member with a brief profile description so that new members are welcomed and all can have a better understanding of their group. *The Flyer* is edited by Ed Bittman and Mark Briggs.

The **Central Ohio S Gaugers (COSG)** had their portable layout at the NMRA show at Vets Memorial on Jan. 14. They also set the layout up for the Greenburg Toy Show at the same site on Feb. 10-11. John Gafney was show coordinator for the latter event. On March 17 the group is meeting at John's house for a regular meeting in Dublin. Progress on his home layout will be viewed, including the trees which are "growing" on the layout. The next planned meeting of the **COSG** will be at member Art Lofton's house on April 21, in New Albany. Planning for the upcoming S Spree (May 3, 4, & 5) will be done. The S Spree will be held at the Holiday Inn, I-70 East & Hamilton Road, Columbus, OH.

The **COSG** recently welcomed several new members, including: Darrell Sarff, Mark Baruth, and Kevin Keim. Jack Sudimak had back surgery in December and is recuperating. Hope all is back on track with Jack.

Southeastern Michigan **S Gaugers (SMSG)** are busy with long term planning on the upcoming NASG convention, to be held on July 3-7, 1996 in Dearborn, MI. Publicity on the convention has

been excellent so attendance should be very good. Many fine programs and sites to be seen are to be a part of the upcoming convention. On Feb. 18, of this year **SMSG** attended the Ann Arbor Model RR Club flea market. in Ypsilanti, MI. At a recent meeting, Jim DeWitt was nominated for another term as treasurer.

SMSG has decided that their S-lay-out at Durand will be operated only during the convention when the tour of the historic station is underway. Brooks Stover of fame for his hi-rail layout which appeared in the *Model Railroader*, *Classic Toy Trains*, *S-Gaugian Magazine*, and the *Dispatch* (see last issue) indicated that he would like to be a member of the **SMSG**, according to the Dec. issue of their newsletter. Brooks offered to have his layout on tour for the upcoming NASG Convention. The **SMSG** was formed in 1978 by a group of suburban Detroit individuals interested in 3/16ths inch model railroading. The club's membership includes AF hi-rail and scale operators, builders and collectors, primarily standard gauge, although some are narrow gauge minded. Since 1981 the club has been involved in the construction and operation of modular layouts using modules conforming to the S-Mod standards. **SMSG** has participated in module set ups at the national conventions of both the NASG and NMRA.

State Line S Gaugers (SLSG) newsletter editor Vera Geerts held a meeting of the group in January at her home in Rockton, IL. Twelve inch to the foot railroading was apparently viewed at the meeting. The group attends train meets on the second Sunday of every month at the DuPage County Fairgrounds in Wheaton, Illinois. This group elected 1996 officers, including: David Pippitt, President; Joe McGrath, V.P.; John Gianos, Secretary; Andy Geerts, Treas.. Their newsletter has an AF steam locomotive headline complete with a baggage mail car pickup and several coaches.

The Badgerland S Gaugers (BSG) are looking for a suitable club location and none other than our *Dispatch* editor, Jeff Mad-

den, went to the building which housed the old Fox Head Brewery in Waukesha to see what space would be available. Art Doty reported on various model railroad activities in their area at a recent meeting of the group held at member Jim Brown's house. The group held a meeting in January at Roy Meissner's home. Upcoming Badgerland swap meets, held at the Red Carpet Bowling Alley in Waukesha, Wis., are Mar. 24, April 28, and May 19.

BSG held elections recently with the following officers chosen: Jim Brown, Pres.; Brad Nelson, V-P; Jeff Young, Treas.; Ron Schlicht, Sect'y/Editor and Chuck Porter, Director. The group is planning a meeting in March to be held at Thorin Marty's home. Thorin was a host to the Connecticut S Gaugers some years ago when he lived in that state. At that time he had a Flyer layout with overhead wire which was used to operate trains. Ideas and suggestions for the 1996 S-Fest are to be gathered by John Wickland so that any desired improvements can be carried out. This group certainly has plenty to occupy their time with Badgerland Swap Meets (monthly), Lionel Swap meets (monthly), Tri-City Train shows, and WISE Division Meets (monthly).

American Flyer S Gaugers of the St. Louis Area (AFSGSLA) had a good time and enjoyed co-hosting the Fall S-Fest in St. Louis, MO. On Sunday of the fest weekend, six club members opened their home to S-Fest attendees, with several members reporting as many as 70 visitors during the day. This is a very good way to spread the word of S gauge trains - an operating layout and trains in action. The **AFSGSLA** has been in existence for 20 years and operates on a consensus basis in an informal manner. There are no officers, no dues, no rules, no fooling, according to their club flyer. Moe Berk is the coordinator of the group.

The Switchstand is the flyer of the **Greater KC Area S Gaugers (GKCASG)**. This reported that member Larry Long has removed the HO track from his layout, and has acquired S scale equipment.

The group has certainly worked to get him on track! Larry recently made a presentation on changing from HO to S gauge, at a Gateway Division NMRA meeting in St. Louis. He is to be co-chairman of the NMRA 1998 National Convention to be held in Kansas City. It is well that the **GKCASG** got Larry in their fold.

The Switchstand includes brief descriptions of other clubs with whom they interact with. The group is planning a meeting at the home of Jim Graham on March 1, 1996, and another at the home of Dick Wholf on March 15. Their meetings are casual get-togethers where information is exchanged, trains are operated on layouts when available, new techniques are discussed and fellowship is enjoyed. Members of the **GKCASG** are working on their home layouts. For example: Dave Engle has completed basement wall re-construction in preparation for layout building. Don Spencer has been assisting Dick Wholf with layout revisions and work on S modules. Mike Fyten has been re-doing a cement plant and adding more scenery to his layout, including buildings and a turntable. Dick Wholf has been running two GG-1 locos, and your editor wonders whether they are on overhead power. I believe Dick at one time had a layout with overhead power using catenary. Catenary is more reliable for the full sized electric powered trains than outside third rail. The Blizzard of 1996 in the East part of the country had more than 25 percent of the third-rail powered multiple unit trains incapacitated. Snow and ice apparently caused arcing and deterioration of the third rail shoes. Metro-North is planning to give ticket refunds to commuters because of their poor performance during the storm.

The Bay Area S Scalpers (BASS) publish the *BASS Waybill* to announce meetings and activities of the group. Lee Johnson reports that **BASS** modules are scheduled for their first showing at the PCR Convention in San Rafael, May 1 through May 5. Modules are scheduled to be at the NMRA National Convention (and planned second annual S-West) in Long Beach, CA.

In this issue we'll begin presenting corner module information supplied by Bill Krause of the Connecticut S-Gaugers. First, we'll cover their basic corner module design. In future columns we'll present enhancements to this basic design. Bill's information was supplied in meticulous detail, so we'll let Bill do the talking. If this design looks familiar, it's because several other clubs have used it.

Guest Author - Bill Krause

How did we come to select the kind and size unit shown? It wasn't easy. It is a result of studying many different forms and sizes of curve units representing a variety of design compromises, and choosing features that best suit our members' long term needs. Even some of the dimensions shown are changed from all existing units in operation within our club. Before any attempt is made to explain the design shown, we think it is best to review a little history in the development of curved track modules.

During those earlier years when our club, along with other clubs, was investigating module construction, Tom Hawley (former chairman of the Module Standards Development committee) sent me the latest modular specifications for "S" modules (October 1984). While most of the information was on straight modules, one drawing showed radii for a 90 degree corner. The inside curve had a radius of 46" with a 47-9/16" outside curve radius. These had been developed with the aid of a CAD system. I later learned that it was Doug Miller who had done this work when he lived in Michigan. Center points were not shown, but we soon computed them, with these curves having different center points to provide increased track spacing through the curve.

Armed with this new information, we designed a corner module for our club's use. Bill Fuhrman of our club built seven of these newly designed corner frames in 1985. These have been proven to be quite satisfactory over the subsequent years of club activities and operation. Three of the 4 that I own, while quite heavy (but sturdy), will fit into the back of my 1985 Celebrity station wagon. This is a moderate size wagon. Moreover, I can include 2 straight units in my car along with the three corners — it's crowded!

During the CJSS show in 1986, someone questioned if the curves were sufficiently spaced apart to allow a "BIG BOY"

locomotive to pass on the inside curve with an 85' passenger car travelling on the outer curve. IT DIDN'T!

Being a member of Don DeWitt's Module Standards committee, I immediately began to test curves and spacing with different types of equipment. Using NMRA and John Armstrong data, I soon learned that the 3-1/4" CTC (Curved Track Center) spacing had to be increased to 3-3/8" for our radii, and the outer radius reduced to 47-1/4". By doing so, I found that "BIG BOY" just cleared the inside overhang of the 85' car. The clearance problem occurs at the spot where equipment enters the curved track from tangent. In checking out most big locomotive overhangs, none equaled the "BIG BOY" front overhang of 35-1/2 feet. I also found that none had a bigger rear overhang.

Why do we not make the corner modules larger to avoid the possibility of some possible oversized piece of equipment not clearing properly? First, you should be aware that there is no perfect corner! It becomes a matter of selecting from trade-offs in each design. NMRA will tell you that curves should be no less than 54" in S scale for running unlimited equipment. In developing a corner design with a 54" minimum radius, we came up with a corner that was 64-7/8" square. The inside radius was 54" while the outside one was 57-1/4", much too big to be practical.

With this background and our improved knowledge of club needs, we have opted to essentially stay with our original design, with a few modifications.

Now, how about building the corner frame? The NASG standards approved in July 1987 do not contain any dimensions for corner units. This is left for individual decision, of course, with the exception of track spacing and setback distances which must match the straight modules. Our recommended corner module design is shown in drawing 2. Many variations in actual construction technique are possible, but drawing 1 shows our best recommendations.

Here are important points to remember in building a corner module:

- While it is not easy to build corners, it is extremely important that the two end faces be exactly 90 degrees to each other.
- In building, you can use the diagonal dimensions shown (59-3/8" and 83-7/16") to be sure that everything is square.
- Use a giant square made from 2 very straight pieces of lumber or build a template on plywood to ensure that your modules are built square.
- All track work must be perpendicular to the end faces, with track centerlines exactly 2- 3/4" apart.
- Seal all wood surfaces (paint or polyurethane) to keep out moisture.

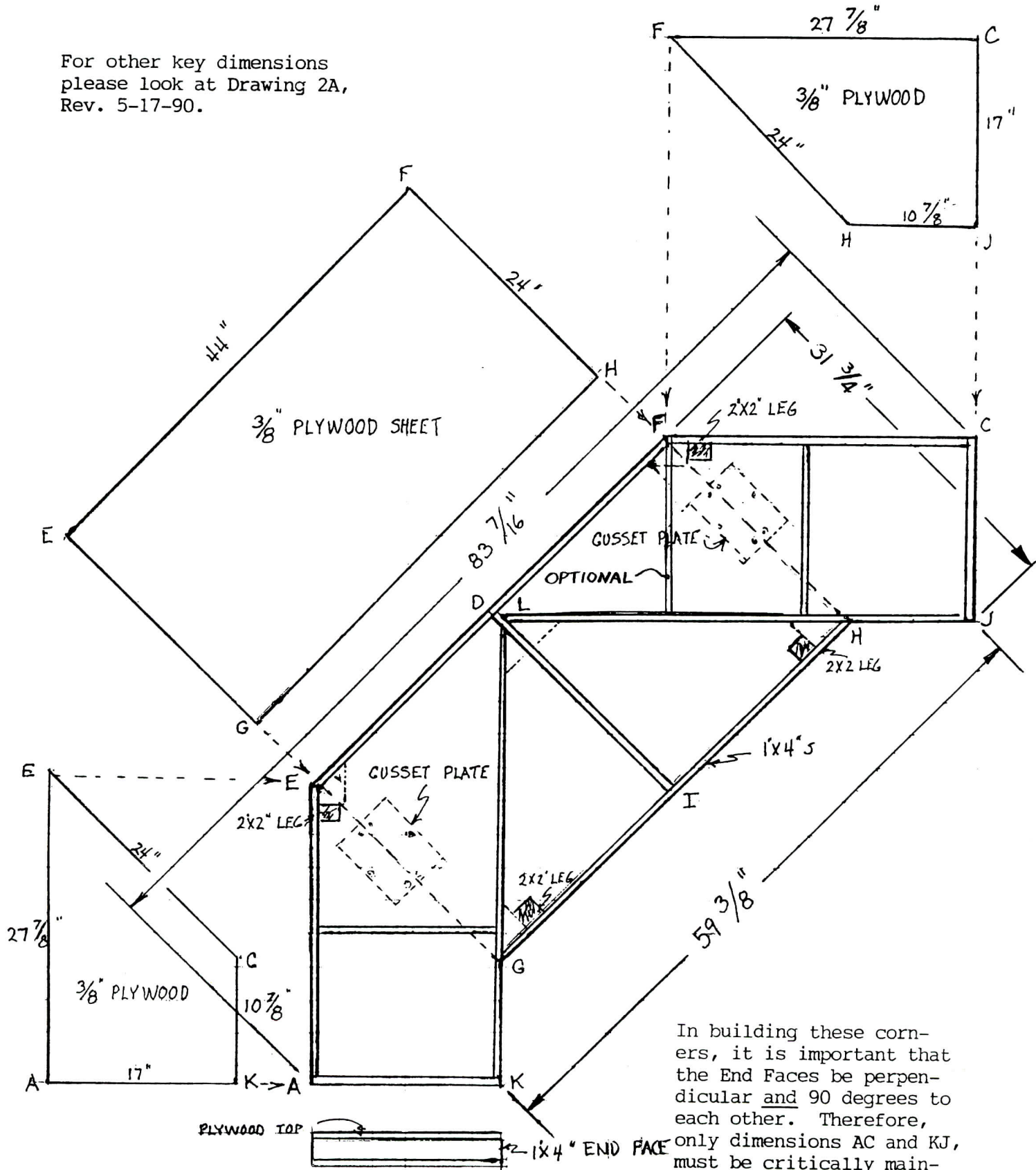
That's about it!

CONN#CTICUT S GAUGERS 90 DEGREE CORNER MODULE FRAME DIMENSIONS & CONSTRUCTION

DRAWING 1, DECEMBER 14, 1995

SCALE: One inch = One Foot

For other key dimensions
please look at Drawing 2A,
Rev. 5-17-90.

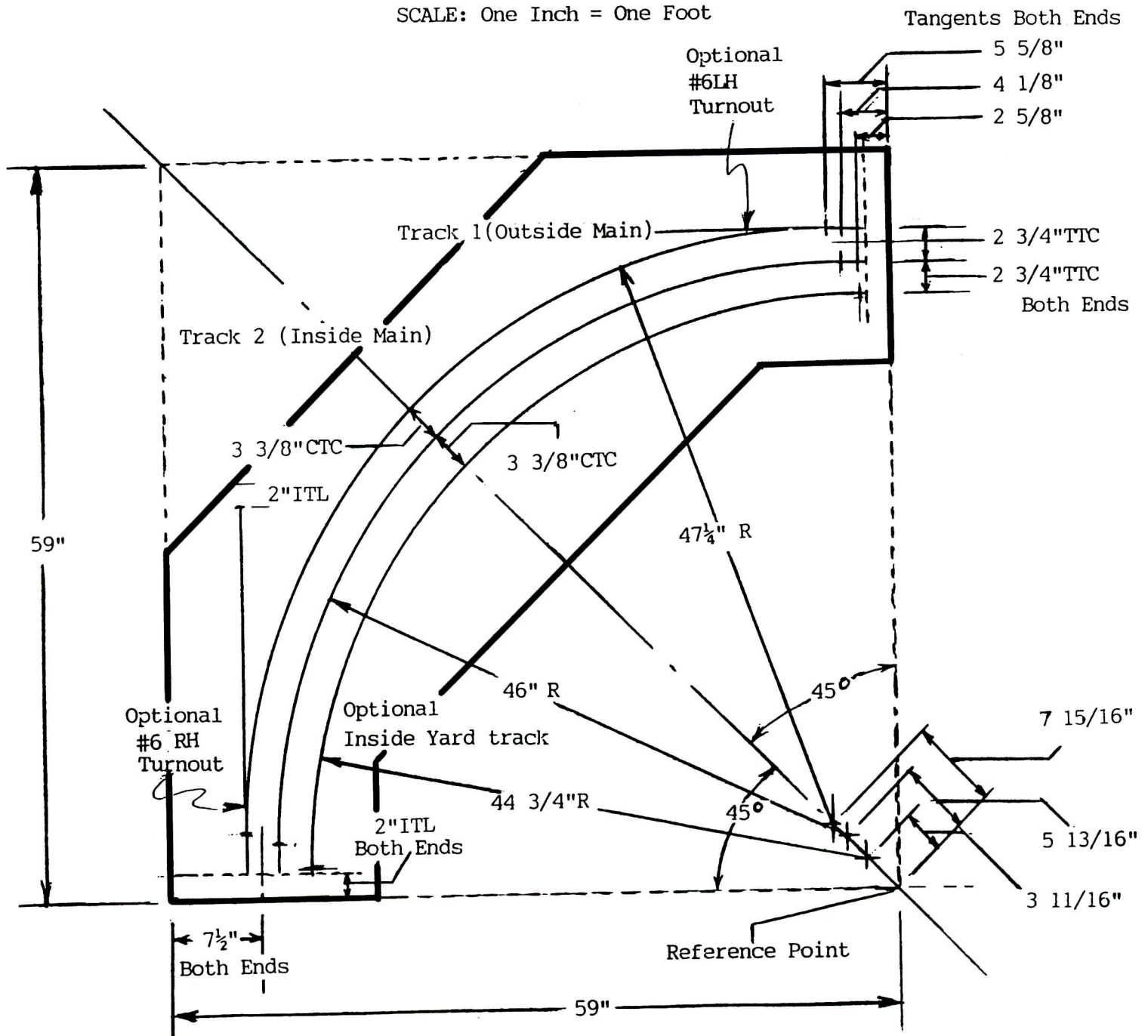


In building these corners, it is important that the End Faces be perpendicular and 90 degrees to each other. Therefore, only dimensions AC and KJ, must be critically maintained (top and bottom).

CONNECTICUT S GAUGERS 90 DEGREE CORNER MODULE TRACK DIMENSIONS

DRAWING NO. 2

SCALE: One Inch = One Foot



- * Optional inside curve (Inside Yard) track will provide our club with additional operating opportunities when joined with other units with three tracks.
- * Optional turnouts provide interfacing opportunities with other module systems (see details on club proposal for Triangular Interface Module)
- * An optional fourth outside track (Outside Yard track) can be used with present module outline. While not shown the details are: 48 1/2" Radius, with arc center being 10 1/8" from Reference Point along 45deg. line.

WHK - 1-13-85, Rev. 6-9-87, Rev. 5-17-90 Rev. 12-22-95

Short and Easy

by Kent L. Singer

A TAX SHELTER

A Place To Get Out From Under The IRS

Ernie Horr was nice enough to write in about this neat item which we all could use at this time of year. The concept was originated by Neil Victor, a fellow Inland Empire S Gauge Association member with Ernie, who is now, unfortunately, deceased. Happily, his spirit lives on to help the rest of us enjoy S Gauge.

Ernie points out that any small building could be used (especially if this is to be a Short & Easy Article), but he sketched up a small whistle stop station, 6' wide by 11' long by 10' high. As can be seen in the sketch, the sides and back are intended to be made from 1/32" sheet with 1/8" scribed, or clapboard siding. 1/16" square stripwood is planned for framing. A simple bench fits inside the shelter. The roof is shingled. The structure will be mounted on a 1/8" thick sheet, painted to look like concrete. A few tacks inside completes the three dimensional pun.

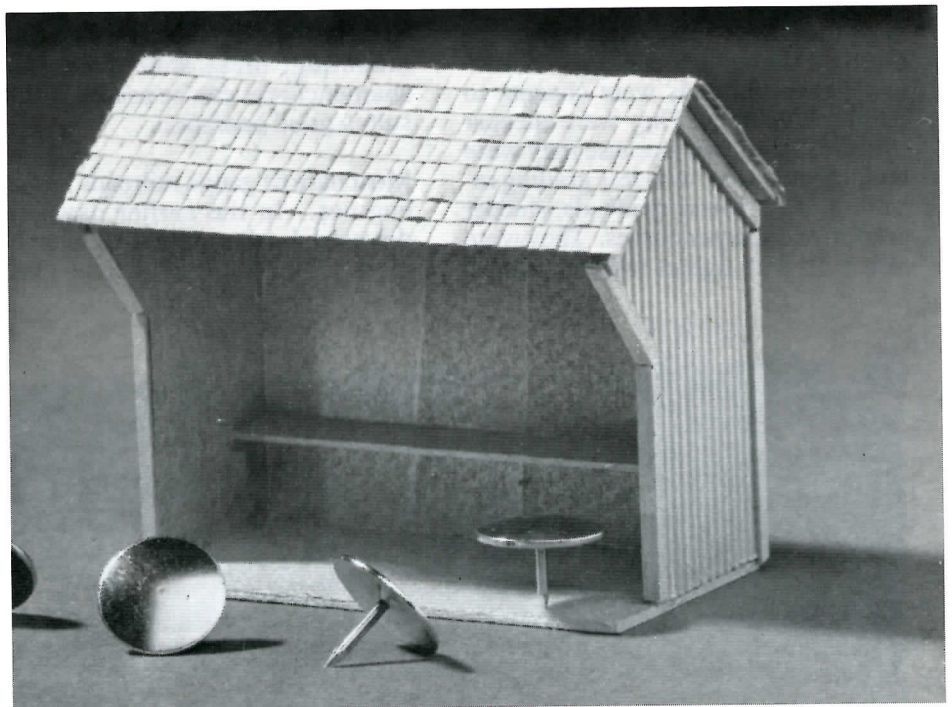
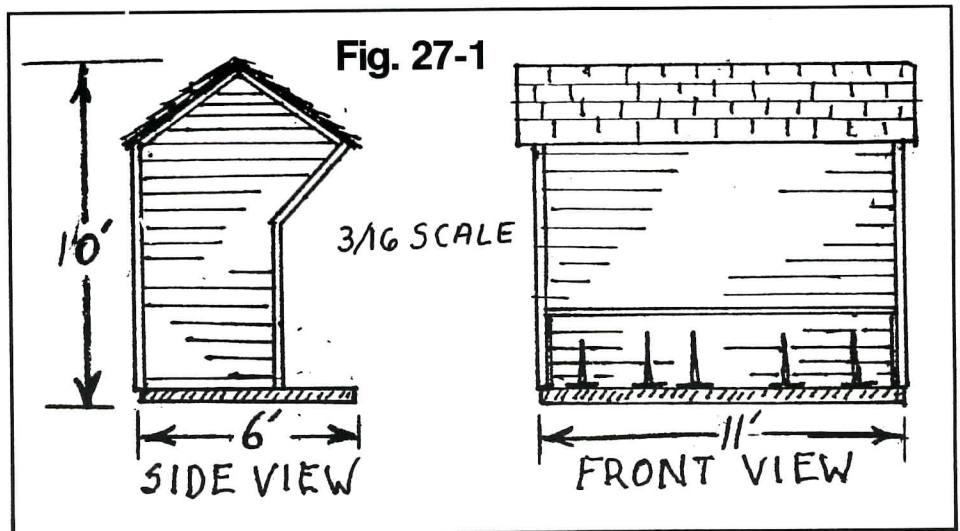
My daughter, Abigail, liked the concept and decided to build the version of it shown in the photo. We didn't have any clapboard siding on hand, so she substituted some corrugated iron (really Northeastern wood) siding. For framing, Abby used Northeastern 1/16" angle and stripwood. I suppose that cor-

This makes a nice passenger shelter or flagstop. Of course the tacks can be removed after April 15th and replaced with S-gauge figures.

Photo by Bob Werre

rugated iron should have been used on the roof as well, but the shingles looked kind of neat in Ernie's sketch. We had some Campbell #800 Profile Shingle material in the scrap box, so it got used.

Without the tacks this shelter can stand alone as a traction or steam road passenger shelter. Often shelters like this were located opposite a passenger station on multi-track mainlines.



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

Why Model in Sn3?

Why do I model in a scale/gauge combination that I have to explain to anyone other than a few "serious" model railroaders? This is something that I am forced to do almost any time I describe my home layout. In this article I hope to briefly explain that narrow gauge railroads were more common than many people realize, and that some of the narrow gauge railroads' characteristics lend themselves well to model railroading in S scale.

First, what is Sn3? The "n" in Sn3 stands for narrow, while the "3" stands for three foot gauge. Therefore, Sn3 is modeling S scale three foot gauge railroads. In S scale, three foot gauge results in a track gauge that is slightly narrower than HO.

The narrow gauge building boom in this country was between 1871 and 1883. During this time 12,000 miles of narrow gauge track was laid, most of it to three foot gauge. These railroads were mostly built on the belief that the narrow gauge railroads were cheaper to build and operate. They were cheaper to build, but mostly because they were built substandard, with less grading resulting, in narrower roadbeds, steeper grades, and sharper curves. They were also built with lighter rail and bridges

for the smaller and lighter equipment.

Once the true economics were understood, most of the busier railroads were soon upgraded and converted to standard gauge, while the remainder, for the most part, served the function of branch lines. In total, about 350 common carrier narrow gauge railroads were built in this country. Note that this number does not include the many narrow gauge railroads that were built for industrial purposes, such as logging railroads.

The characteristics that made these railroads substandard, also make them ideal for modeling. These include sharper curves, steeper grades, smaller equipment, and smaller trains. Grades of 4% were common in the mountain narrow gauge railroads, instead of the usual 1-2% on standard gauge mainlines. The Uintah Railway in Colorado even had 7.5% grades and 66 degree curves. (This works out to a 17.5" radius in S!) Freight cars were generally 30' or shorter. Passenger cars are generally shorter than 48'. In applying this to modeling, these shorter cars mean sharper curves can be used and still result in good operation.

Most narrow gauge railroads had small engines. In the earlier days, small drivered 4-4-0s and 2-6-0s were common. The Denver & Rio Grande

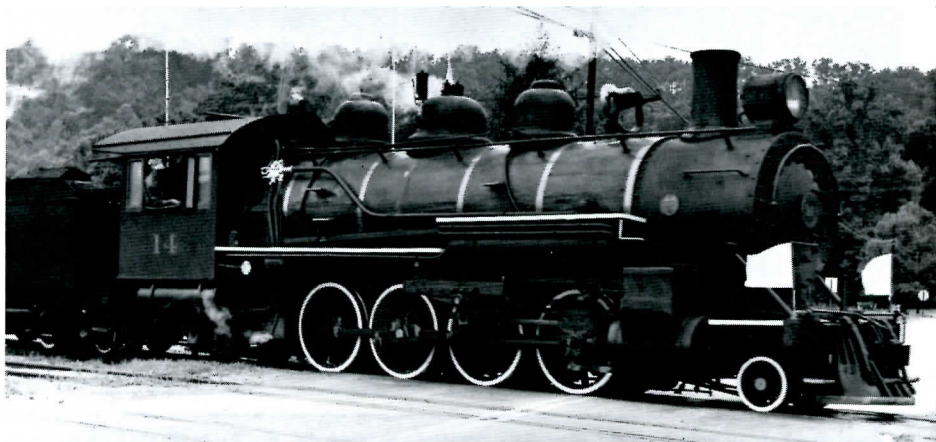
Western's outside-frame 2-8-2s and the Uintah's 2-6-6-2Ts were the largest North American narrow gauge engines built, although relatively small compared to the standard gauge steam engines of the time. Combine steep grades and small engines and you have double heading, even on 12 to 16 car trains. In modeling, this means two 2-8-0's pulling 16 cars can be more realistic than an SD60 pulling 30, while taking a lot less space. There are actually two modeling advantages — shorter trains and having the higher motive power to rolling stock ratio that many model railroaders prefer.

Why pick S for narrow gauge model railroading? Everyone reading this knows "S is best", so it follows for narrow gauge also. The products available in Sn3 are of as good or better quality than those available in On3 or HOn3, and more are available every year. The space required to build an Sn3 railroad is about what would be required to do something similar in HO standard gauge. Sn3 equipment has more mass than HOn3, resulting in more reliable operation. The mass of Sn3 equipment is actually closer to that of HO standard gauge than S standard gauge.

In fact, HO can be one of the advantages of Sn3. There are several items that can be converted from HO to Sn3, both rolling stock and motive power. I am planning on describing some of these in the future, as long as there is interest in it.

If you already have a standard gauge layout, why not consider a narrow gauge addition? A common carrier narrow gauge railroad could be modeled with just a siding for an interchange with the standard gauge railroad, and then the remainder modeled with a hidden staging yard. An industrial type narrow gauge railroad can just be a run from the coal breaker (or mill) to a mine. Another example would be a logging railroad to bring logs out of the woods to the sawmill. Any of these can result in more business for the standard gauge railroad.

Personally, I think S is the best scale for narrow gauge modeling. Like S standard gauge, it is large enough to build detailed models with moderate modeling skills and to operate reliably. It is also small enough to build a realistic layout in a reasonable space.



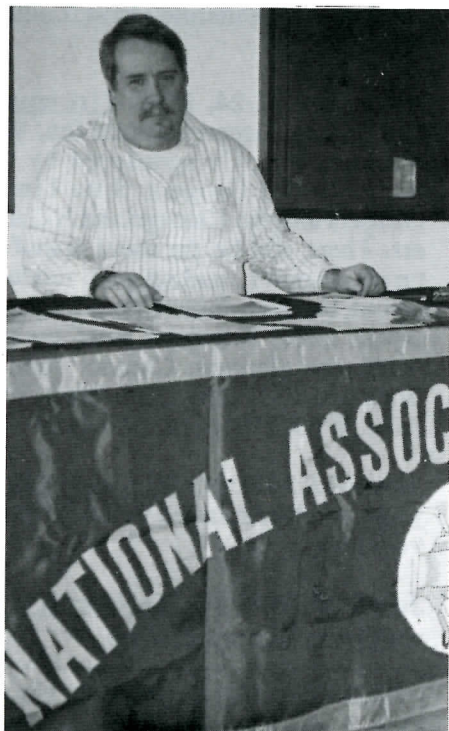
EBT No. 14, a 1912 Baldwin with 48 inch drivers, steams over Meadow Street near the Orbisonia station. Engines are black with red cab roof and window frames. Lettering is orangish. Note brass bands and American Flyerish whitewall tires.

Photo by Jeff Madden

continued from page 19

booses and failing to get the required deposits, Larry convinced us to reorganize, use a different approach and try again. This time the project connected. After Columbus he and Dan began 'convincing' me in earnest that a C&O H8 Allegheny 2-6-6-6, the largest steam locomotive ever built, could be made a successful project in S scale. In December 1993 when River Raisin Models announced the Allegheny project, Larry was there to support it. He believed in it, even though many others did not.

Recently, on December 29, 1995, the importer called to say the 2-6-6-6 locomotives had left Korea. As I hung up the phone, I felt the elation of a huge project nearing fruition, and I also thought of Larry. I wish I could call him to say his dream had come true, but I think he already knows. It has been a long hard road to see these models to completion, a road made more difficult by Larry's passing. I shall always miss his support, his laugh and his soft Virginia drawl. Some time ago Dan dedicated the Allegheny project to Larry's memory. Its final completion will forever stand as a tribute to him and the fact that PEOPLE in S scale truly make the difference.



John Foley at the Jersey Train O'Rama in Dover, NJ. He's promoting!

EXTRA BOARD

PROMOTING S IN THE EAST

Promoting, promoting, promoting... The NASG banner and I have been appearing at a few train shows and signing up new members. Here's a recent list:

9/30/95 - CJSS Fall Get Together

10/21/95 - Great Scale Train Show in Fort Washington, Pa. Thanks to Gregg Spence for letting me tag along and to Howard Zane, Show Chairman, for donating a free promotion table.

10/22/95 - Rail Expo in Jersey City, NJ. A table was also donated here.

11/11-12/95 - First Frost Train Meet in Allentown, PA. Thanks to Charlie Brown for sharing a table.

11/25/95 - Wyoming Valley Train Show in Wilkes-Barre, Pa.

11/26/95 - Northwest Jersey Train O Rama in Dover. The CJSS had their S-Mod layout set up, and we were able to set up an NASG promotions table next to it. S Helper was also there promoting and selling their products.

By now I should have also attended the Scale Train Show in Leesport, Pa., The Great Scale Train Show in Timonium, Md., and the Big Railroad Show at Springfield, Mass.

John Foley, Eastern Vice President.

"S" IN NON-S PUBLICATIONS

Feb. *MR*: BTS stock pen mentioned in Product News — not much else.

Feb. *CTT*: Listed in *CTT*'s product news were AM, Building & Structure Co., Finestkind, River Raisin, S-Helper, Scenery Unlimited and Terry's Model RR Supplies. There was also a feature article on the layout of Paul C. Nelson.

March *CTT*: This issue is loaded with

S articles. First there is an article by Art Curren about kit-bashing Plasticville Hospitals. It is listed as an O gauge article, but most Plasticville is closer to S than O. Also one article in a sequence about toy trains on TV is about the Boys' Railroad Club. Sean Fisher also has an article about fixing the wheels of wobby AF steamers.

Jan. 1996 *Model Railroading*: An S gauge feature article highlighted this issue. It was a 6-page color feature on Gil Bennett's Sn3 Mercur & Topaz.

Nov.-Dec. *Narrow Gauge and Short Line Gazette*: Lots of S in this one.

1. Review of Railmaster D&RGW C-19 kit. 2. Four-page (Part 1) feature on Ken Ehler's Sn3 Pandora, Crested Butte & Northern. 3. 3/16 plans for the Sandy River & Rangeley Lakes 2' gauge paint shop building in Phillips, Maine. 4. 3/16 scale Virginia & Truckee flanger plans. 5. Article and plans on a hoist for a narrow gauge car ferry by Paul Scoles.

Jeff

THE MANUFACTURER'S ADVISORY GROUP NEEDS YOUR HELP!

As the efforts of the Manufacturers' Advisory Group have grown, more and more research on prototype railroads has become necessary. The committee is looking for the donation of particular publications that should be helpful resources for this research.

The dates and publication names, while correct to the best of our understanding, may not necessarily be 100% accurate. The books include the 1947 Car Builders' Cyclopedia of American Practice, 1947 Locomotive Builders' Cyclopedia of American Practice, 1957 Car Builders' Cyclopedia of American Practice, 1957 Locomotive Builders' Cyclopedia of American Practice, 1967 Car and Locomotive Builders' Cyclopedia

of American Practice, 1977 Car and Locomotive Builders' Cyclopedia of American Practice and 1987 Car and Locomotive Builders' Cyclopedia of American Practice.

If you have any of these publications and are willing to donate them the NASG and the MAG, please contact the committee coordinator, Will Holt at 708-969-1982. Thank you.

MY HOBBY SHOP? YES, THEY STOCK S!

The NASG and the Manufacturers' Advisory Group are also looking to find all those hobby shops across North America who are "S"-Friendly!

You are all familiar with the NASG's *Manufacturers' Guide* (the little pamphlet listing all the S gauge manufacturers, publishers and organizations). An upcoming companion piece to this will be a guide to all hobby shops, dealers and distributors who carry S scale products. We are asking for your help in assembling a list that is as complete as possible.

Enclosed with this issue of the *Dispatch* is a survey form. Please provide us with the names of hobby shops in your area who carry S products. Also, use the letter code to help us distinguish between the types of S products that the shops carry. If you need more space, please use the reverse side of the form.

Once this list is assembled, all NASG members will receive a copy. Copies will also be made available in quantity for distribution at clubs, train shows, etc. The Manufacturers' Advisory Group will also distribute the complete list to manufacturers to provide them a mailing list for promoting dealerships for their S scale products.

It is important that we work toward getting more S products in hobby shops so that S will compete with the other scales for both the established and new model railroaders. Thanks to Don Thompson

for his willingness to help assemble this list from your returned surveys. And thanks to you for taking the time to fill out the form and return it!
Will Holt, MAG Chairman

WANTED:

Any Loco & Supply brass steam engine, kit or built-up. Any wood freight car kit — Kinsman, Amroid, etc. Col. N. Wedekind, 24209 Postmaster Ave., Harbor City, CA 90710.

S CANADA:

Dear Jeff, In reply to the Extra board announcement on **S Canada** - October '95 issue of the *Dispatch*...

The **S Canada** organization coordinated and directed by Joe Periera, 119 Oeming Rd, Edmonton, AB, Canada T6R 1L9, is endeavouring to aid in making available products of specific interest to those interested in Canadian prototypes.

As of January 1996, an annual subscription to the *Canadian S Scale Quarterly*, R.R. #2, marlbank, Ontario, Canada K0K 2L0 includes membership in S Canada. Although **S Canada** communicates through the *CSSQ*, the newsletter is independent of the organization.

We have some U.S. subscribers who are interested in Canadian railways, therefore, members of **S Canada**. The newsletter - begun in Sept. 1991 is \$6 per year in Canadian funds if you are residing in Canada or \$6 U.S. funds if you live in the U.S. The exchange rate takes care of additional postage costs.

Paul H. Raham

CHANGE:

Any changes or corrections to the Manufacturer's Brochure as mentioned in the last issue under Extra Board should go to Will Holt, Manufacturer's Advisory Group chairman, 4061 Glendenning Rd., Downers Grove, IL 60515.

NEXT IN THE DISPATCH: A B&O caboose kitbash.

S-CALENDAR

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 there 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. There will be the usual manufacturers displays, trading pits, modular layout, banquet, contest, train races and layout tours. A special meet car and patch are planned. 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.

WANTED: 3/16 Scale Vol. 1, No. 1; Vol. 2, No. 4 and Oct./Nov. '92. Plus B&O standard heavyweight Pullman cars, the long ones done by S-Helper. Write or call me -- Jeff.

NASG CLEARINGHOUSE

CURRENTLY AVAILABLE ITEMS

New Tee Shirts and Hats in stock! Make checks or money orders payable to "NASG INC.". Please include 10% of total order for shipping and send to: William Mark, Jr., c/o NASG Clearinghouse, 438 Rossway Road, Pleasant Valley, NY 12569. Thank you.

NASG TEE SHIRTS - The NASG logo is black on a white tee shirt. **Child Sizes:** Small only. **The price is \$5.00 ea. for child.**

NASG TEE SHIRTS - Ash Color w/Blue Logo. **Adult Sizes:** XXL, XL, L, M, S **\$8.00, XXL \$10.00**

NEW AMERICAN FLYER TEE SHIRTS - Adult Sizes: XXL, XL, L, M, & S. Child Sizes: 14/16, 10/12, & 2/4. **The price is \$5.80 ea. for child and \$10.00 ea. for adult, XXL is \$11.00 ea.**

NASG COUPLER HEIGHT GAUGE - These were made for us by American Models. They are injection molded in bright red ABS plastic. Comes complete with a Kadee® coupler and a mounting screw. Made to the 17/32" center line coupler height. **The price is \$3.50 ea. or 2 for \$6.75.**

NASG S-3, S-4 TRACK & WHEEL GAUGE - The New and Improved NASG S3 & S4 Check Gages are made of Stainless Steel and are engraved with the words Track, Flange, Points and Wheels for the appropriate side. Instructions are included. **The price is \$2.65 ea. or 2 for \$4.50. Mis-stamped 180° version \$1.00 ea.**

S-MOD CAPS - In RED. **The price is \$3.50 ea.**

NASG CAPS - Poly/Mesh Back, Blue w/White NASG Logo. **\$5.50.**

1993 VALLEY FORGE EXPRESS CONVENTION COFFEE MUGS - Burgundy color with gold trim and logos. **The price is \$3.50 ea.**

NASG CLOTH PATCHES - The price is \$2.00 ea.

NASG LAPEL PINS - The price is \$3.00 ea.

**Address checks
and return to:
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Allow 4-6 weeks for delivery

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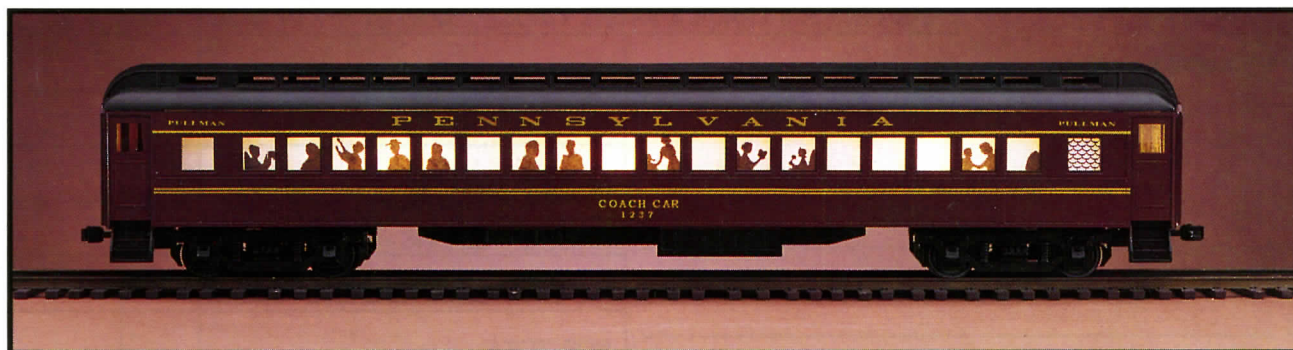
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S-MOD CAPS Red - \$3.50 ea.											
1993 COFFEE MUGS - \$3.50 ea.											
NASG CLOTH PATCHES - \$2.00 ea.											
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