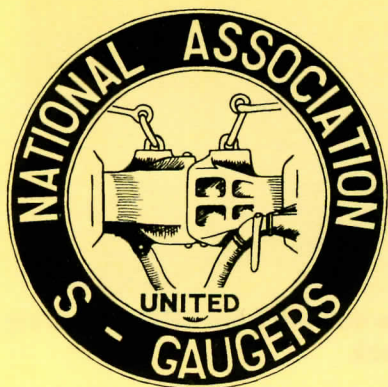
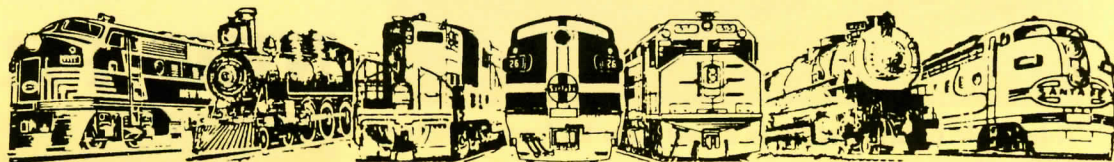




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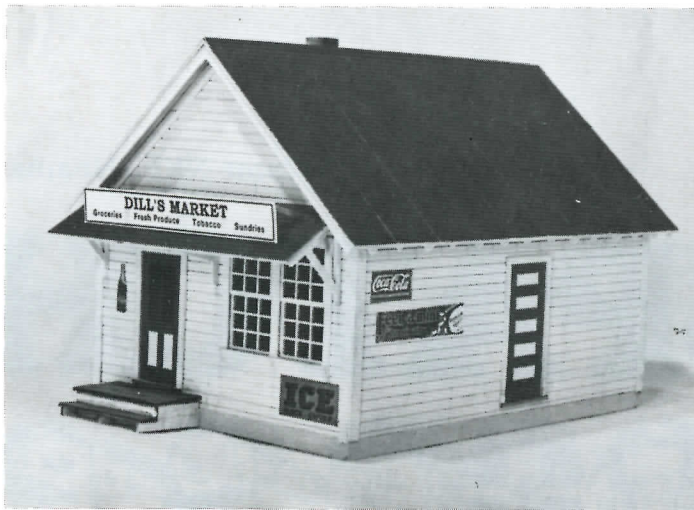
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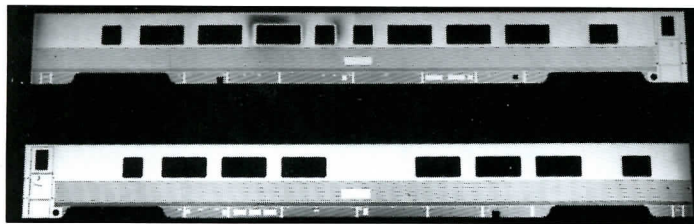
1996 SECRET PROJECT WINNERS



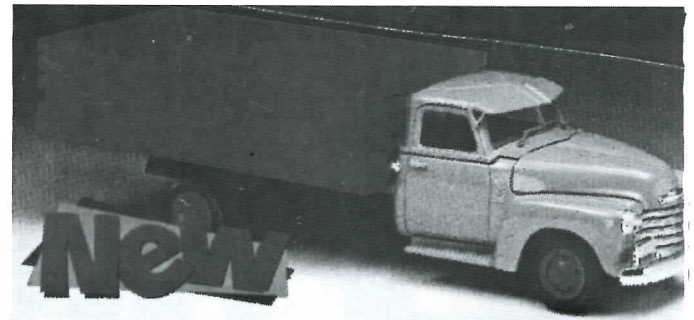
- DC on a Shoestring
- A Neat Portable Layout
- SN3 Heisler Kitbash



This basic country store is a new laser kit from Building & Structure.

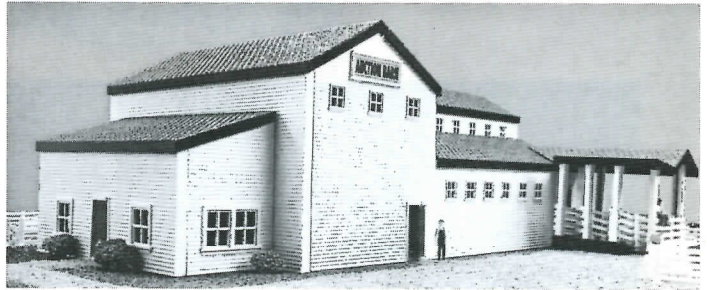


Marker Light Productions has brass D&H/D&RGW car sides available.

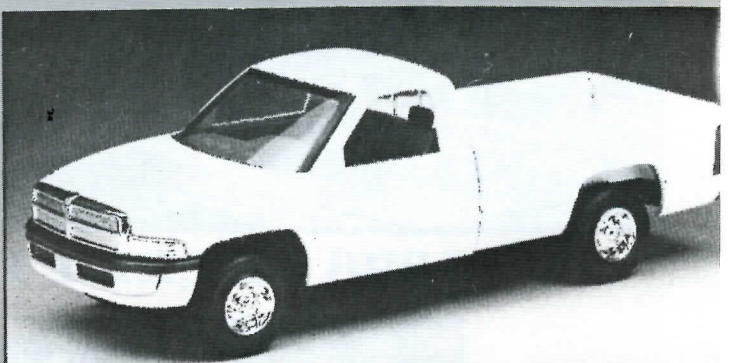


Lots of new stuff in 1/64 is coming from ERTL including this 1950 Chevy grain truck.

NEW PRODUCTS



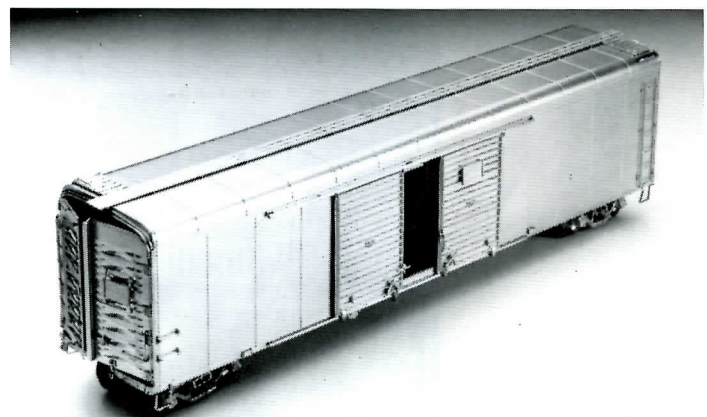
This new 1/64 playset from ERTL is called the Auction Barn. This would seem to have good possibilities to use as is on a layout or convert to a factory or warehouse.



Two new 1/64 pickup trucks coming your way from ERTL include this 1950 Chevrolet as well as a '97 Dodge. I think someone at ERTL is listening to us.



A new structure (playset) from ERTL is this 1/64 County Fair which includes a merry-go-round and a ferris wheel. This should complement Circus trains.



Shown here is the prototype for the River Raisin X33A 50' round roof automobile boxcar. Note the end-loading doors.

NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

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

NASG membership runs from July through June, including all **DISPATCH** issues for the membership year, irrespective of enrollment date. All applications, renewals and membership questions should be directed to:

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

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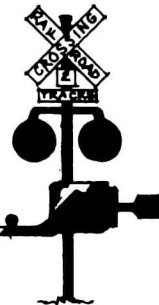
COVER

Three 1996 Secret Project Winners.
Balwin diesel is Bill Fraley's,
Heisler is Dave Heine's, Row
Houses are by Barry Mertz.
Photos Bill Fraley.

ORDER BOARD

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

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President's Message ...

Friends,

Each time this column is due I usually have a topic about model railroading to discuss. However, these past four months have made it difficult to think of a subject, so let me explain.

Just after Christmas, my wife of 31 years, Pat, was diagnosed as having breast cancer. The decision to operate was not questioned—we wanted to stop the “big C” as quickly as possible and prevent it from recurring. To say this event has forced us to have a whole new perspective about our lives, is putting it mildly. Some of you may have experienced, or are experiencing what I mean. You don’t want to give up, so you fight to survive. If it involves your parents, spouse, or child, you are in there first-hand. This event also has changed the way our family, friends and neighbors think and talk to us. Additionally, the uncertainty of what lies ahead has put a lot of our scheduled plans on hold, or they were canceled altogether. Pat and I own a small business and work together, so it’s been a struggle to maintain a regular schedule with her not being able to work.

I learned (and am still learning) to adjust my priorities to help Pat survive. Trains, my train club and the NASG have been put on the back burner since we completed the chemotherapy and are now into the bone marrow transplant phase. Pat’s responding well and has a very positive attitude.

Our family, friends and church have been giving us support and encouragement, and we’re grateful for this. The next two months (May and June) will involve frequent trips to the hospital and then confinement for two or three weeks. If I could specify a time frame I’d feel a lot better, but I cannot. I’m planning to attend the convention in Dearborn, but my wife’s situation will take priority if there is a conflict at that time. I find it really helps me to talk about it, so I appreciate your listening for a moment.
-Alan

NASG NEWS:

Elections Chairman Appointed:

Doug Miller of Vestal, New York, has been appointed the NASG Elections Chairman. He has been an NASG member since 1979 and belongs to the New York Southern Tier S Gaugers Club.

1997 Election Rules Outlined:

In 1997 NASG members will vote for President, Eastern, Central and Western Vice Presidents, and Treasurer. If any member would like to run for one of these five offices, he or she must submit, or have someone submit, a letter of nomination for that particular position. The letter of nomination should reach Jamie Bothwell, NASG Secretary, no later than December, 1996. The ballot with the nominees will be mailed to the membership by April 15, 1997, and they must be returned by May 15, 1997. For any further information contact any one of the current officers.

RAIL MAIL

Way Out West: Thank heaven for the U.S. Mail. For those of us who live in the more “remote” areas of S-gauging, our mailboxes become such an important link to the rest of you who seem to enjoy a greater concentration of S enthusiasts, product availability and information in your regions.

Tom Robinson’s article about his Volunteer Central struck a chord. Being in a remote area may make it more difficult for some of us, but perhaps this brings out the pioneering spirit in us to overcome the odds — qualities which make life worthwhile. In the broader sense, every proponent of S gauge model railroading is a pioneer, since we are also a minority scale. Yet, we succeed.

I am struck by the word “united” in the NASG logo. Our founding members were wise to include it. Those of us in the S hinterlands need the rest of you: members, manufacturers, distributors, and communicators. And you need us, for our zeal will help make you strong, and who knows what mighty trees may grow from the seeds we sow?

I’m proud to be an NASG member. I’m thankful for the rest of you from the “old rails” who have taken me under your wings, offering advice, encouragement, and support through correspondence, and to our committee chairmen such as Ted Larson and George Ricketts, who have responded to my requests as if I were really important. That’s the attitude which will insure our success. Like them, I think every one of us needs to ask the question, “What have I done for my scale today?”

John Eichmann
Rocky Mountain Hi-Railers
Boise, Idaho 83709-3312

To The NASG: I am happy to be a member of the NASG and look forward to reading my *Dispatch*. I am a little disheartened though that I am unable to find a club in my area, so the information provided by the NASG is very helpful.

But I feel the NASG is doing a disservice to western members by the choice of National convention locations. You can see that ’95 is east coast, ’96 is midwest, ’97 is midwest, ’98 is east coast again. Is there a west coast stop missing? Well, Colorado might be considered west, but it is still a good 2 or 3 hour flight from California. It’s hard for me to take holidays for far away conventions. I will be going to the show in Long Beach, CA that the NMRA is putting on. I hope to see some S scalers there.

Well, I will see you in Colorado in ’97, and if I can swing it maybe at the Fall S Fest in Milwaukee this year.

Paul De Laurell
Westminster, CA
The first letter writer has similar problems to yours, although California and the Pacific Northwest have some heavy pockets of S. The Portland convention has germinated some regional west coast meets, and there should be at least one a year. There will be S dealers and NASG representatives at

the Long Beach NMRA convention. Look them up. Also the annual Sn3 Symposium is usually held out on the west coast. As to convention mix — a group has to bid for one, and since there are more active groups in the midwest and the east, it stands to reason that more conventions would be in that direction. As a matter of fact, bids are being accepted for 1999, 2000 and beyond. By the same token many manufacturers and members would have a tough time making a lot of west coast conventions. That's the same reason that the NMRA has a lot of regions and divisions. - Jeff

Dear Jeff: I was pleased to see our name in your editorial in the April issue, but a bit dismayed to see us accused of running Lionel. We do not! Neither we nor Buck Guthrie run any 3-rail Lionel trains. Those 3-rail loops are reserved for the exclusive use of pre-war, O gauge AMERICAN FLYER!

We do run American Models, Putt Trains and brand new AF, but no Lionel.

Doug Allen
4-Lakes S Gaugers
Madison, WI

Well, our purist Flyer readers will be relieved Doug. Thanks

for pointing that out. Since I'm mostly a scaler, I just call any 3-rail track Lionel by habit and assume some Lionel O gauge would run on it too. I should know better though, because I do know that AF produced O gauge as well as standard gauge equipment which used 3-rail track. - Jeff

Dear Jeff: I read your article *Single Era-Area Modeling* in the December, 1993, *Dispatch* several times. You mentioned the accumulating phase. Years ago it was possible to buy everything in S gauge at fairly affordable prices because there wasn't that much available, and Flyer wasn't going for collector's prices. Now there is more available, but we must support our manufacturers, or we won't have a steady supply of items.

Several years ago I got hooked on narrow gauge. I got rid of a few pieces of AF at the right price and was able to get several Sn3 locomotives and cars. When prices of brass skyrocketed, I decided I couldn't afford to model both Sn3 and Standard S, so I traded again, this time for several diesels.

Yes, as you stated in the article, many early S layouts, Hi-rail and scale, did look like the Association of American Rail-

Continued on Page 30

Jeff's Junction

Your S gauge club's double track modular layout is set up at the local train show. Two different trains are beating around the layout in opposite directions. Viewers are enthralled — for a few minutes — then they move on after checking out the motive power, cars and scenery.

Why did they move on? Maybe nothing else was going on. Round and round can keep attention only so long.

So what to do about it?

MAKE SOMETHING HAPPEN!

On any kind of modular layout — S scale, Sn3, S-MOD or S-MOD Plus — you can design in OPERATION!

How??

1. Add staging tracks somewhere so different trains can be swapped out. And do it with a flare. Announce a new train. Give each train a certain number of laps. Viewers might even count them. Have one train disappear behind a backdrop, and then have another appear.

2. Build in crossovers and passing sidings on the main loops, so one train can be stuck in a siding while 2 others go by on the double track.

3. Expand your double track modular layout to S-MOD Plus with a single standard or narrow gauge line snaking around behind with lots of captive industries to switch. Develop a switching sequence and work in some interchange with the mainlines — well, for the standard gauge anyway.

4. Add single track standard gauge branch lines attached only at one point to the main layout. Again the separate modules could be designed more for switching operation or to showcase mining or logging operations. Again, I would work out an interchange situation with the main looping module section. The add-on branch modules could be more finely detailed and could be a good outlet for the more fine-scale oriented club member.

5. If your main modular layout is primarily designed for American Flyer equipment, add lots of operating accessories. S-MOD with an added inside loop works for Flyer too — you can run three trains.

6. Add sound. AF steam, of course, can have its own smoke unit installed and sound is already there, but for other non-Flyer steamers or diesels a sound system would be a real show stopper.

7. Install working and lit signals of all sorts — track, grade crossing, etc. Wouldn't you stay around a little longer if you could see signal aspects change as the trains proceeded?

At the recent Spring S Spree in Columbus, the Cuyahoga Valley scale layout was up and running. For those who haven't seen it, it has a double track loop with a small through track yard and an Sn3 loop towards the rear. They did do some running into and out of the passing tracks and did some yard switching. There was also a short section of captive standard gauge where a couple of Rex steamers did some sequence switching of industries. The Sn3 pretty much ran around in a circle, but at least it offered a third train to watch. So they're going in the right direction as far as providing additional things for the spectator to see.

SO MAKE SOMETHING HAPPEN!
-Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Colonial Industrial Drive, South Lyon, MI 48178). The steam project is still under full steam — delivery this fall. It has been reported that AM has made a new run of their rib-side hopper.

BILL'S TRAIN SHOP (P.O. Box 561, Seffner, FL 33584-0561). Bill's Train Shop is working with Greenbrier Railroad Models, a West Virginia-based brass importer, to offer the EMD GP30 in brass to the S scale market in late 1996. Price and versions TBA later.

BERT'S TRAINS (1410 Pembridge, Cincinnati, OH 45255) has S decals of early diesel era C&O and L&N decals for GP7s, GP9s, Alcos, Baldwins. Each loco set is \$5.00 with enough lettering for two locomotives including stripes. Steam and early diesel era 4-bay hopper decals for the same roads are \$3.50 per set. Add \$2.00 S&H.

BUILDING & STRUCTURE CO. (P.O. Box 1296, Fenton, MO 63026) is continuing to expand its line of craftsman structures in S. Recent additions include the Country Grain Elevator which is a composite design of typical turn of the century elevators. It consists entirely of laser cut STYRENE. Footprint is 31' x 49'3" with a height of 70'. Price is \$69.95. On a more basic level, Dill's Market at \$32.95 is a typical small rural wood frame store kit using laser cut wood. Footprint is 3.5' x 4.5'.

The newest kit is the Dallas Hotel, a wood laser kit at \$69.95. This kit is a replica of the real thing, and it has a footprint of 24.5' x 45'. Also coming from B&S are Tomalco flex track compatible Sn3 Code 70 #6 switches and Code 55 Sn3 stub switches.

BRISTOL S GAUGE RAILROADERS, INC. (c/o Jerry Rivet, P.O. Box 345, Tyngsboro, MA 01879), is announcing a special run of an S-Helper PS-2 covered hopper in the colorful Revere Sugar scheme. The car will have a navy blue body with a white panel bordered with red, black and white lettering and graphics. Cars will come with AF compatible couplers and wheelsets,

but will include scale wheelsets and Kadee 802 mounting pads. The limited production (300) car will be available this fall at \$39.95 per car plus \$5.00 S&H per order of up to 2 cars. Larger orders will require more postage. Send check or money order payable to Bristol S Gauge Railroaders, Inc.

CUYAHOGA VALLEY S GAUGERS (c/o Gary Ippolito, 5311 New Haven Court, Sheffield Village, OH 44054) already has their 1997 Spring S Spree car available. It is a Downs Model Railroad 16,000 gallon chemical tank car painted in an attractive powder blue Domino Sugar scheme. The price is \$39.95 each delivered at the Spree, or by mail by adding \$3.00 for the first car and \$1.50 for each additional car. One caveat — you must register for the Spree to order. Write Gary at the above address for Spree and car info.

DES PLAINES HOBBIES (1468 Lee St., Des Plaines, IL 60018) has some new S scale decals available. B&M 70s-80s blue hood units, \$8.00; C&O early EMD hoods and switchers and Alco RS-3 and S2/4, \$6.00; C&NW EMD SD50/60 Operation Lifesaver, \$6.00; Conrail EMD SD50/60 Conrail Quality, \$6.00; CSX SD50/60, \$6.00; KCS EMD SD50/60, \$8.00; Maine Central 70s-80s orange hood units, \$8.00; Milw-1 EMD E units (UP colors), \$8.00; Milw-2 EMD gray, maroon and orange Fs, \$12.00; several NYC 1900-1939 passenger car sets, prices \$6-8; SOO EMD SD 50/60 and others (white, red & black), \$6.00; UP EMD SD 50/60, \$6.00; and a Gulf Oil gasoline station sign set, \$12.00.

ERTL (Dyersville, IA). Their latest Farm Country catalog shows some new 1/64 releases. Vehicle wise, Ertl will be producing a 1950 Chevy pickup truck and a 1950 Chevy Grain truck. These will be on a par with their 1/43 line. Also coming is a 1997 Dodge pickup. New modern semis include 3 flatbed trailers — log, pipe and stake. Also shown in the catalog are some new farm wagons including a flare wagon and a couple of hay wagons.

And some interesting new structures show up in the catalog: An auction barn and a county fair. The auction barn could be used as is or would be a good starting point for a meat packing or canning plant. The fair set includes a grandstand, a ferris wheel, a merry-go-round and some carnival booths. See page 2 for some photos.

LEHIGH VALLEY S GAUGERS (P.O. Box 531, Emmaus, PA 18049) have a 50' single door boxcar in a Reading Cigar Band scheme. The PRS car is Nile Green and yellow and is available in kit or RTR, scale or hi-rail. Four different numbers are available. Scale kit is \$33, AF compatible kit is \$35 and either scale or Hi-rail assembled is \$39.00. Make checks available to LVSG.

DM CUSTOM DECALS (2127 South 11th St., Manitowoc, WI 54220) offers custom decal work. There is a minimum of 25 sets for heralds or road names. Write to Don Manlick at the above address for price sheet.

LIONEL LLC (50625 Richard W. Blvd., Chesterfield, MI 48051) has delayed releasing the new NKP caboose and the NKP GP9s until 1997. They will be repeated in the '97 catalog.

MARKER LIGHT PRODUCTIONS (P.O. Box 750, Wilmington, MA 01887) has nickel plated brass sides made to fit the AM streamlined passenger car body. First out is the D&RGW/D&H coach. These were originally D&RGW cars built in 1950 and sold to the D&H in 1967. Sides per car are \$79.95 each. Matching decals sets DRGW-1 and DH-P1 are \$6.95 each with each set containing enough decals to letter 7 cars. Set DRGW-S1 contains striping for D&RGW passenger cars and sells for \$5.95. This striping set can do 4 cars, two in the 4" stripe scheme and 2 in the 1" scheme. There is a \$5.00 S&H charge for car side orders. Decal-only orders, add \$1.00 per order. Details SSAE.

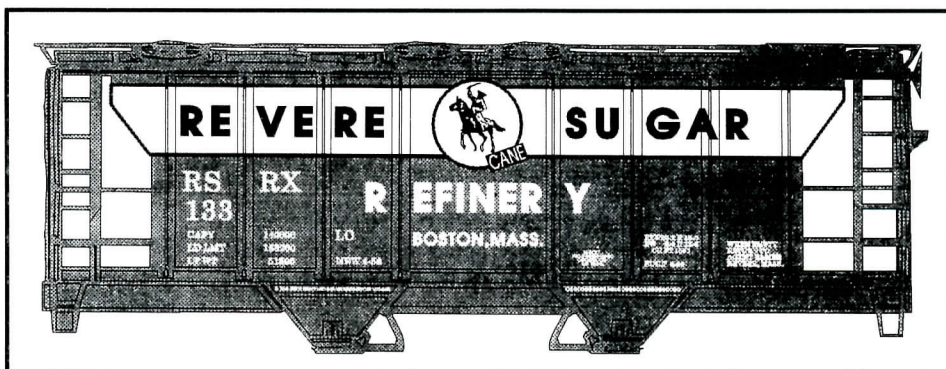
PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, OR 97420) will produce a one-time special series of the new R-40 steel reefers in the late 1940s Pacific Fruit Express schemes. Set 2301 is a 2-car set with one aluminum car and one orange car for \$84.00. Set 2302 will be 3 different # orange cars. Set 2303 will be 3 more different numbered orange cars. Each of the last two sets is \$125.00.

PUTT TRAINS (P.O. Box 463, Orwell, OH 44076) has a boxcab diesel (like MDC's HO one) coming with dual powered trucks.

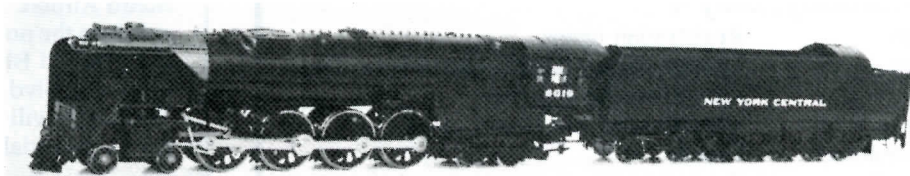
RIVER RAISIN (6160 Upper Straits Blvd., W. Bloomfield, MI 48324) is considering Cass Shay No. 5 in standard S (maybe with Sn3 trucks too). Any interest? Write and let them know. *My personal choice would be NO. 4 with the arched cab window, but No. 5 would be OK too. - Jeff.*

SOUTHWIND MODELS (P.O. Box 9293 Plant City, FL 33567) is still working on the Niagara and the S/Sn3 log cars mentioned last issue. *Hey, those log cars would look good behind the Shay mentioned above. - Jeff.*

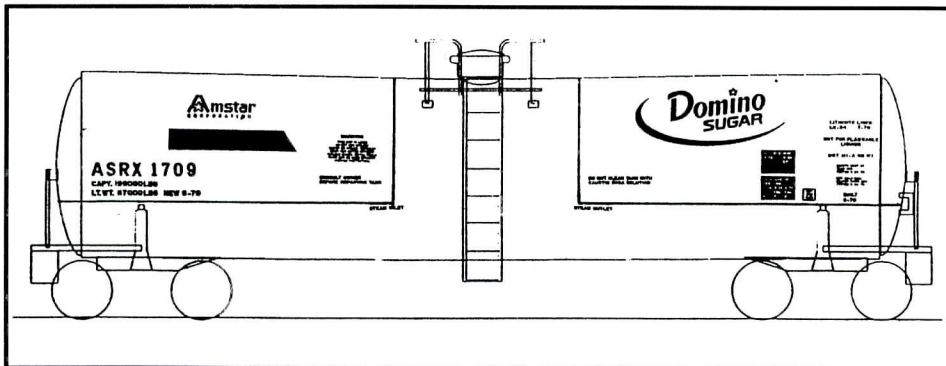
TRAINSELF (4101 Crestview Road, Harrisburg, PA 17112) has extruded aluminum train shelving in 4 foot lengths which has built in track grooves for various gauges including S. Pieces can be pinned together for longer lengths. The narrow 3 1/2" shelf has gauging for O, S, On3, Sn3, HO and HOn3. The wider 5" shelf has grooves for S, O, LGB and Standard Gauge. See profiles right. The smaller shelf sections are \$12.00 each. The larger, \$17.00 each. There are quantity discounts for 100 or more.



Special car being offered by Bristol S Gaugers is this PS-2 covered hopper by S-Helper.



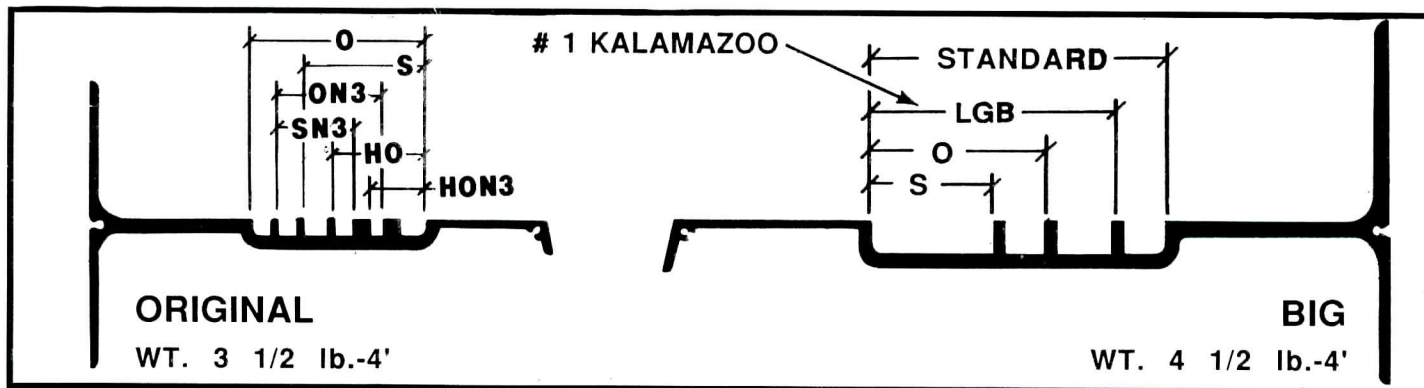
Southwind is importing brass NYC Niagaras.



Cuyahoga Valley S Gaugers '97 Spring Spree Car.



Lehigh Valle S Gaugers still has some special Reading boxcars left.



Trainselfs extruded aluminum display shelves have narrow profiles and ridges to accept S Gauge flanges.

NASG DEARBORN CONVENTION SCHEDULE

Wednesday, July 3

- 10am -7pm Registration opens
- 11:30am-5pm Tour-Madison Hardware/Lionel Visitors Center
- 4pm-8pm Carail Cocktail Party (Kughn's private museum)
- 7pm-10pm Dealer set-up
- 8:30pm-11pm Hospitality gathering at the hotel

Thursday, July 4

- 7am Registration opens
- 8am Continental breakfast - Ladies suite. Over view of spouse activities
- 8am-10am Manufacturer and Dealer set-up
- 9am-noon Clinics
- 9am-9pm Contest room open
- 9am-noon Tour-chrysler Mini-Van plant, Windsor, Canada
- 10am-11pm Dealer Room Open
- 1:30pm Ladies basket craft activity
- 2pm-5pm Clinics
- 6:30pm-11pm Layout Tour
- 8pm Ladies craft activity

Friday, July 5

- 7:30am Registration opens
- 8am-5pm Tour-Historic Frankenmuth
- 8am-5pm Tour-American Models Factory
- Ann Arbor RR Shops
- Durand Station
- 8am-5pm Tour- Huckleberry RR/Crossroads Village
- Backshop tour
- American Models Factory
- 4pm-11pm Dealer room open
- 6:30pm-11pm Layout Tour
- 8p Christmas in July Bingo - Ladies activity
- 8pm-11pm Clinics

Saturday, July 6

- 8am-2pm Dealer Room open
- 9am Contest Room open
- noon Contest Room closes for judging
- 10am & 2pm Tour- Greenfield Village Backshop
- 2pm-4pm Dealer room teardown
- 5:30pm Contest room reopens
- 5:30pm NASG Awards Reception
- 7pm Dinner and Entertainment
- 10pm NASG Auction

Sunday, July 7

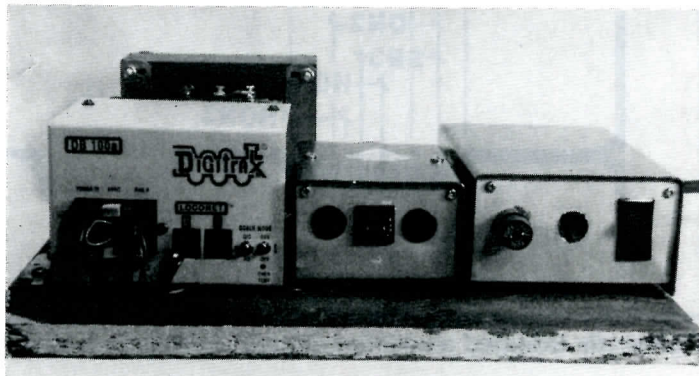
- 9am NASG Business Meeting
- Noon-5pm Layout Tours on-your-own
- Convention Ends

PUBLIC SERVICE ANNOUNCEMENT FOR ALL NASG CONVENTION ATTENDEES

There is a large construction zone on Interstate 75 at the Michigan-Ohio border in Toledo. Traffic back ups and delays are common. Anyone traveling by car from the East or South to the NASG National Convention in Dearborn should be aware of this. SMSG suggest that you take the I-475 loop around Toledo and travel north into Michigan on U.S. 23. South of Ann Arbor U.S. 23 intersects Interstate 94. Take I-94 east. Continue east on I-94 past Detroit Metro Airport. Approximately 5 miles east of the airport, exit onto the northbound Southfield Freeway. Exit shortly at Oakwood Blvd. (about 3 miles) and continue west on Oakwood Blvd. for 2 miles The hotel will be on your left. This route will add about 20 miles to your trip, but may save substantial delay and aggravation.



Denis Fortier's DF Rail GP 38 uses a sound system which is a mix of Onboard and Digitrax DCC. You may see this at the upcoming convention in Dearborn.



DEPOT QUIZ

See if you can name these southeastern Michigan depots. Some are gone and some are still around. Also name at least one railroad which used each station.



1.



2.



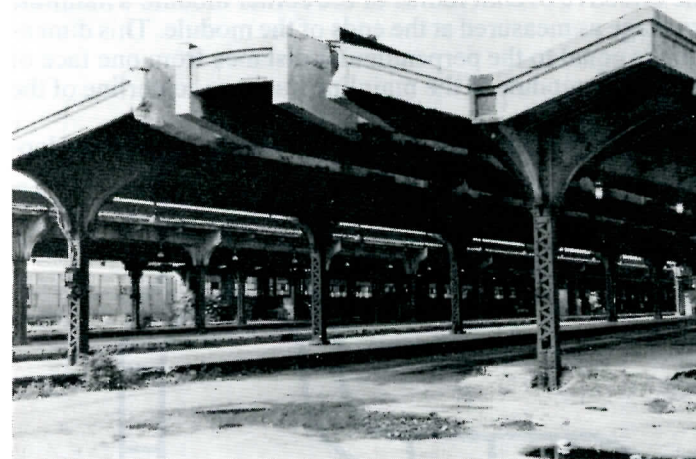
3.



4.



5. Tower for which depot?



6.

The first person who sends the editor all six correct responses including the railroad wins an S vehicle of my choice.

All photos by Jeff Madden except bottom right which is by Dave Held.

Module Corner

By Ted Larson

The

Krause

Corner

by guest author Bill Krause

I often get asked this question. What should the limiting radius be that I would recommend for mainline curves on corner modules? For sources I use John Armstrong's many books, NM RA Data Sheets and *The Model Railroad Track Plan Book* (Tab Books No. 1106).

When you are considering building a corner module that could be used anywhere in the USA, I would make sure you could accommodate most types of S gauge rolling stock including 85' passenger cars and long wheelbase steam locomotives such as a 4-8-4. Articulated steam locomotives and long 6 axle diesel power should also be able to make the curves. When you review John Armstrong's material, it seems that 41" radius in S would be the minimum for such unrestricted choices. For realistic broad curves for the long passenger and freight cars, 49" radius would be ideal.

With this in mind, and radii choices of $44 \frac{5}{8}$ " and $45 \frac{9}{16}$ " for double track, let's pose this question: Can corner modules be so designed that they can be freely combined with 4' linear modules into complex shapes without the need for odd-sized "spacer" modules? The answer is YES, but at a price. Back in October, 1987, Ken Mackenzie, NMRA's S gauge S.I.G. editor (*Essence*), published an article: *The Quest For A Perfect Curved Module*. Among many important items covered was this one. To best illustrate the problem I'm including three drawings and some copy taken from Ken's article. See Fig. 1.

To quote Ken: The "no spacer problem" is a tricky one, but it has a solution. Take a close look at Figure 2. In this drawing all linear modules are 48 inches long. The corner modules are drawn so that no spacer modules are required. What size would such corners have to be? The critical dimension seems to be the effective overall radius of the corner module's mainline trackage as measured at the ends of the module. This dimension is equal to the perpendicular distance from one face of the corner module to the mainline trackage centerline of the opposite face.

During the period when we were still working on the develop-

ment of S-MOD standards, Don Thompson and Don DeWitt encouraged me to try developing a corner around the four foot square principle. As a result, the track geometry shown in figure 3 was submitted.

This very same corner design was later submitted to Ken for his article. He, in turn, was so appreciative of my design for "solving the spacer problem", that we would now refer to any corner module with this design as a "Krause Corner."

With limiting radius parameters mentioned earlier in this letter, and some personal testing, I did not want to go down in history as the blankety, blank idiot who recommended this corner. So I wrote Ken telling him the reasons why I couldn't say this is the design that everybody should build, even if it does solve the spacer problem.

But If you look at Fig. 3, you will see that it is indeed possible to have radii of $45 \frac{9}{16}$ " and $44 \frac{5}{8}$ " as the 48" centerlines cross between the two curves.

-Bill Krause

The NASG's S-MOD standards have been accepted by the NMRA Engineering Committee as the basis for their proposed new NMRA S standard gauge module standards. If you do not have a copy of the S-MOD materials, for \$5.00 you get the following information: Direct any module questions to Ted Larson, NASG Module Chairman.

Package includes:

- NASG S-MOD Module Standards
- S-MOD Concept Article
- Handheld Throttle Construction Article
- Checking Your Module Wiring Article

Orders to Ted Larson, 5 Kenicott Circle, Fairport, NY 14450.

Below - Figure 1: Spacers in an odd-shaped modular layout.

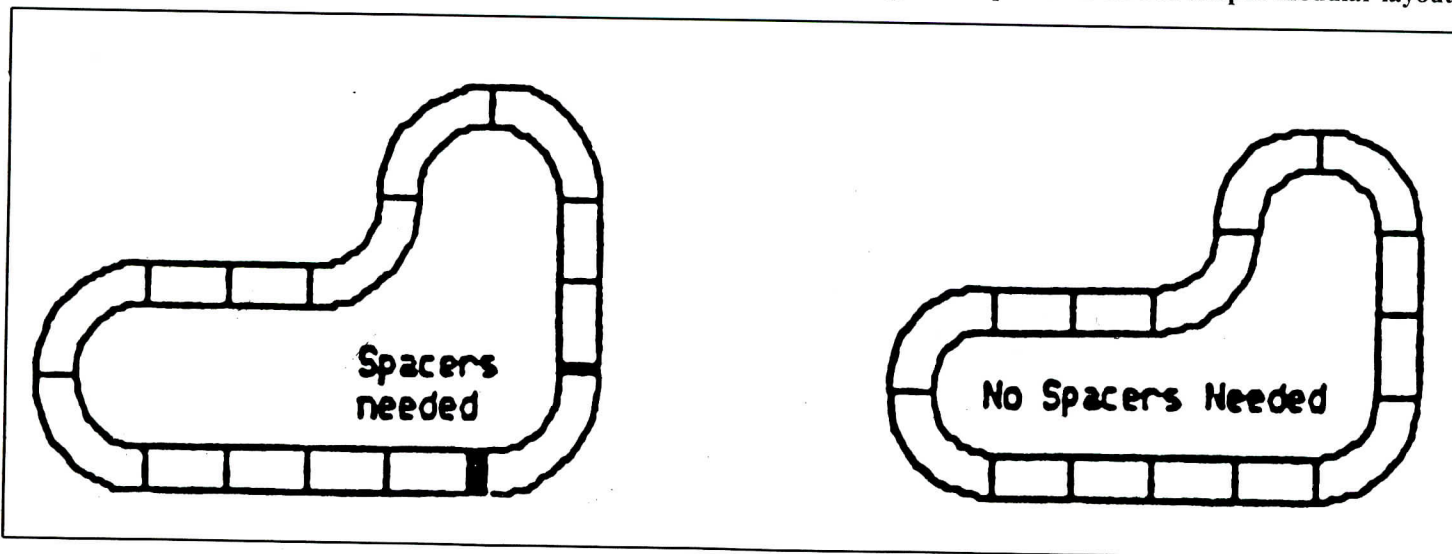


Figure 2:
A complex layout
formed from 4' lin-
ear modules and
reversible 90 de-
gree corners.

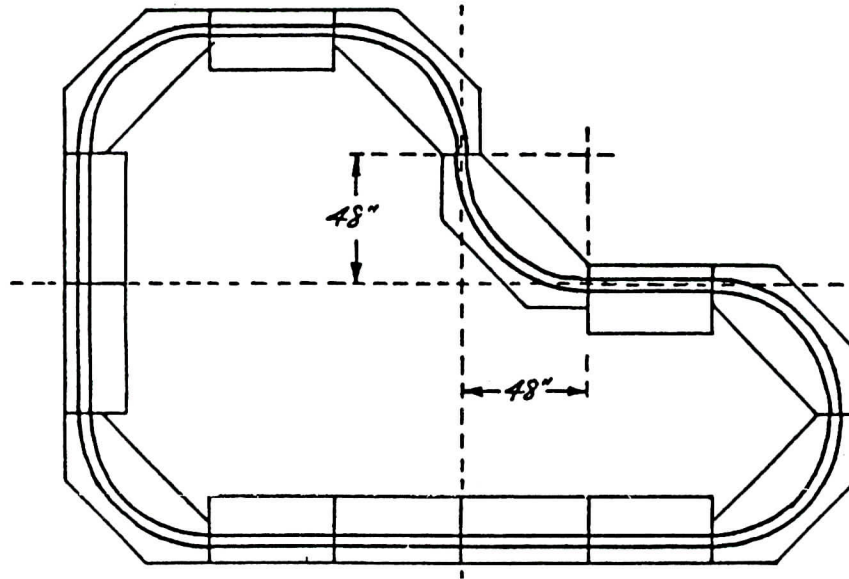
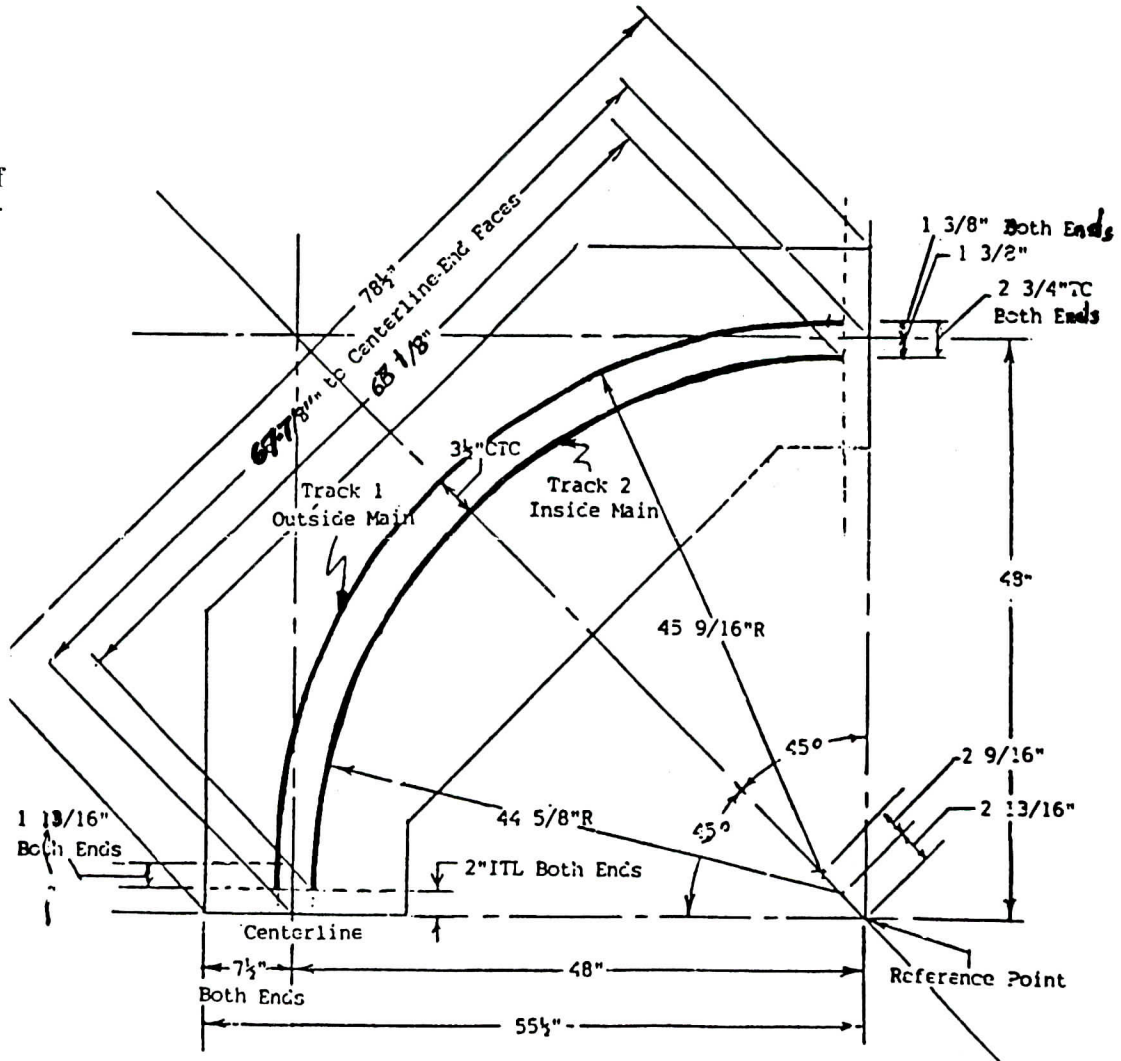


Figure 3:
Track geometry of
the "Krause Cor-
ner."



DC ON A SHOE-STRING

or "DC from AF" (plus "DC for AF")

by Ted Larson

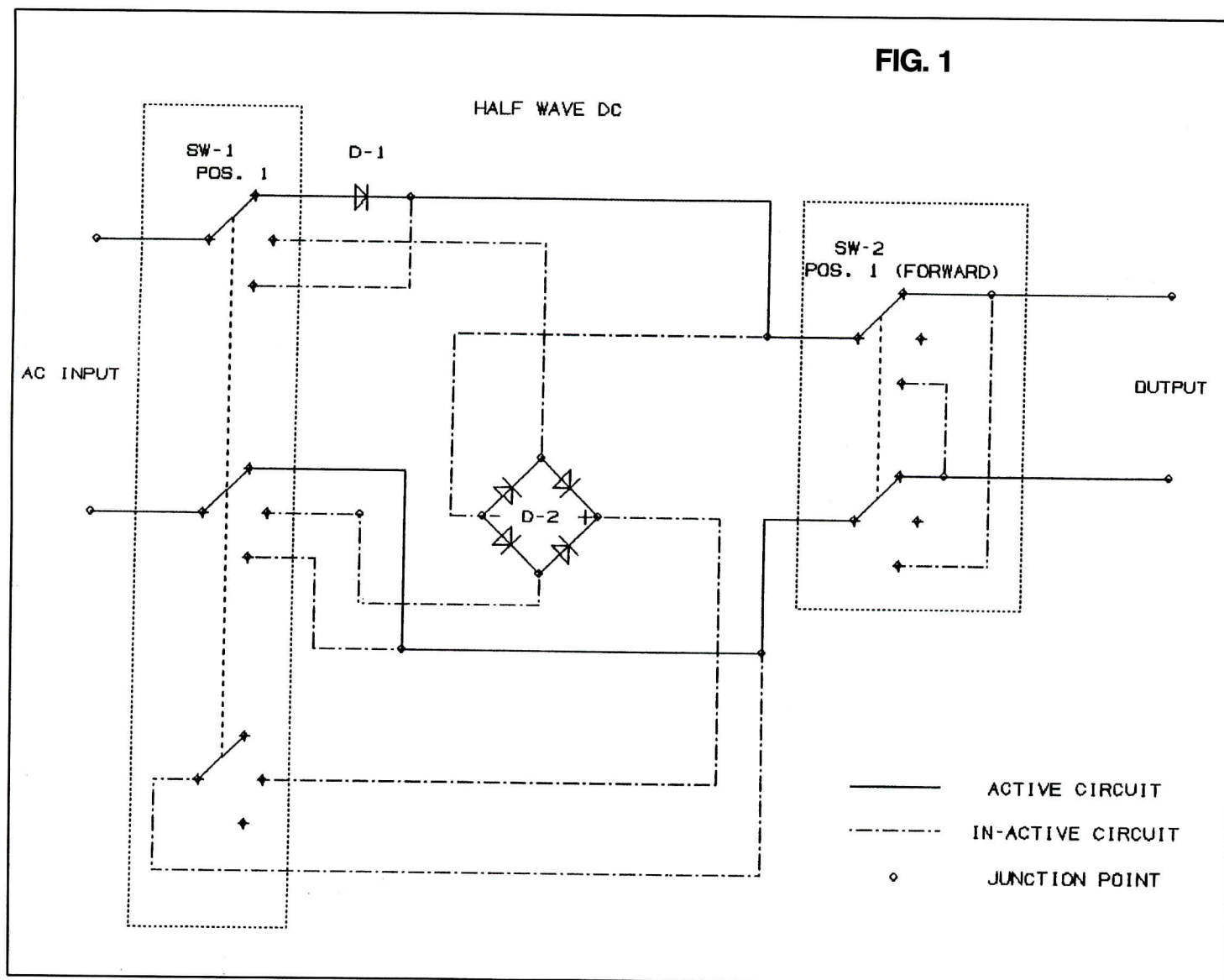
This project is almost quick enough to qualify for Kent Singer's "Short 'n Easy" column. Several years ago I had no layout nor completed modules, so I had no DC power supply. When I decided to go to a swap meet and run scale equipment on a circle of AF track sitting on folding tables, I had to come up with power for my DC American Models engines. I borrowed a small HO power supply which gave nice slow speed operation but which had insufficient power for high speed operation, so I decided to try something else (hint - use these small power supplies on switching trackage so that your switcher

can't take off at 60 mph, especially if young or inexperienced hands are operating. I hooked a 4 amp diode in series with the AC output from an AF transformer and ran my American Models DC engines on the resulting half-wave DC. It worked great! The 7-15 volt half-wave power provided both good slow speed and high speed operation, and the cost was pennies!

At about the same time, I was replacing the reversing units on my AF steamers with full-wave rectifiers (bridge diodes) per Greenberg's *AF Repair Manual*, pp. 36-37. For power, I ran the output from an AF transformer into another bridge rectifier and sent that output (full wave

DC) to the track. The AF steamers ran wonderfully on DC, although full speed was slightly reduced due to the voltage drop across the diodes. I also tried this full wave DC power with my American Models DC engines, but both high speed and low speed were too fast. Therefore, I recommend staying with half-wave power for engines with DC can motors.

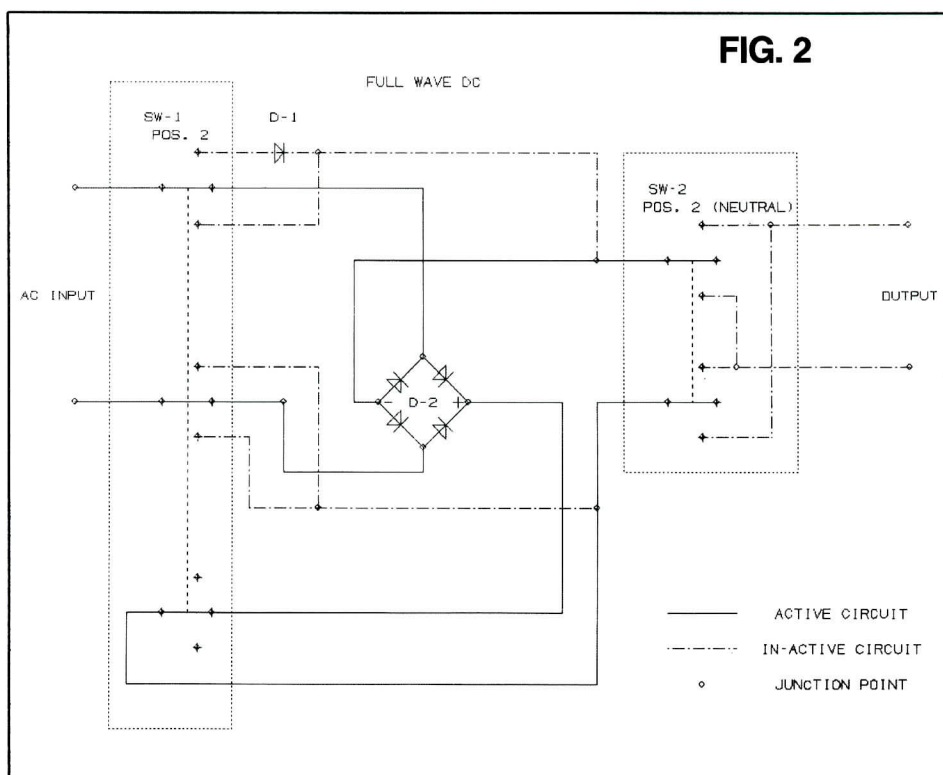
Finding that I could operate all three motor types (stock AF, AF converted to DC, and can DC) from an AF transformer, I decided to mount diodes in a handi-box along with switches so that the robust AF transformers could supply all my power needs at shows. Fig-



ures 1-3 show a three pole, three position rotary switch (SW-1) feeding the three circuits (if you buy a rotary switch with 5 or more positions, you can have a null position between each active circuit). A DPDT (double pole, double throw) switch (SW-2) provides reversing action for the two DC circuits. Note that you could wire the AC output from SW-1 directly to the OUTPUT of SW-2 since SW-2 does not provide reversing action for AC operation. I wired it as shown so that the neutral position of SW-2 would cut off AC power to the track just as it does for DC power.

For those of you who want to convert an AF unit to DC, simply remove the reversing unit and install a 4 amp bridge diode in its place. Use the type that has a screw mounting hole through the center, and make sure you install it on a heat sink, or place heat sink compound under the bridge diode so that the tender frame will act as a heat sink. 1 - Attach the lead from one truck to one bridge diode input lead. 2 - Attach the lead from the other truck to a motor brush lead. 3 - Attach the other brush lead to the second bridge diode input. 4 - Attach the bridge output (the leads marked + and -) to the motor field leads. See figure 4. 5 - Headlight and smoke unit leads may remain attached to the brush leads, however the amount of light and smoke generated will be reduced from normal due to the voltage drop across the diodes as mentioned previously. This effect can be reduced by using a suggestion from Ed Davis of Laurel, Montana; run a fifth wire from the tender to the engine so that light/smoke unit leads can be connected directly to both truck leads. See figure 5. You're done! You want to know why this works? Keep reading.

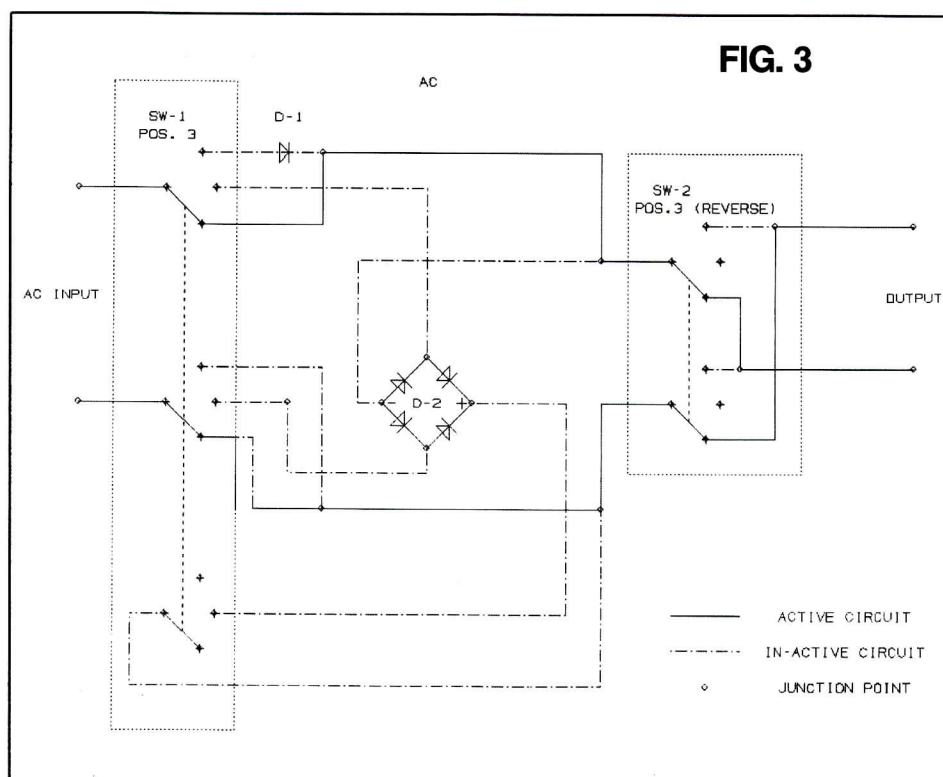
The field and brush (armature) windings of AF motors are wired in series. In AC operation, the reversing drum reverses the polarity of the brushes relative to the field, thus changing the motor's direction. The bridge diode installed in the tender provides the same function for DC power as follows. The direction of current flow through the field is determined by the polarity of the rail voltage (as set by the power supply REVERSE switch), however the bridge diode causes the current direction



through the brush (armature) windings to be in the same direction regardless of the rail and field polarity. The result is a motor that reverses direction, just as it did with the AC reversing unit.

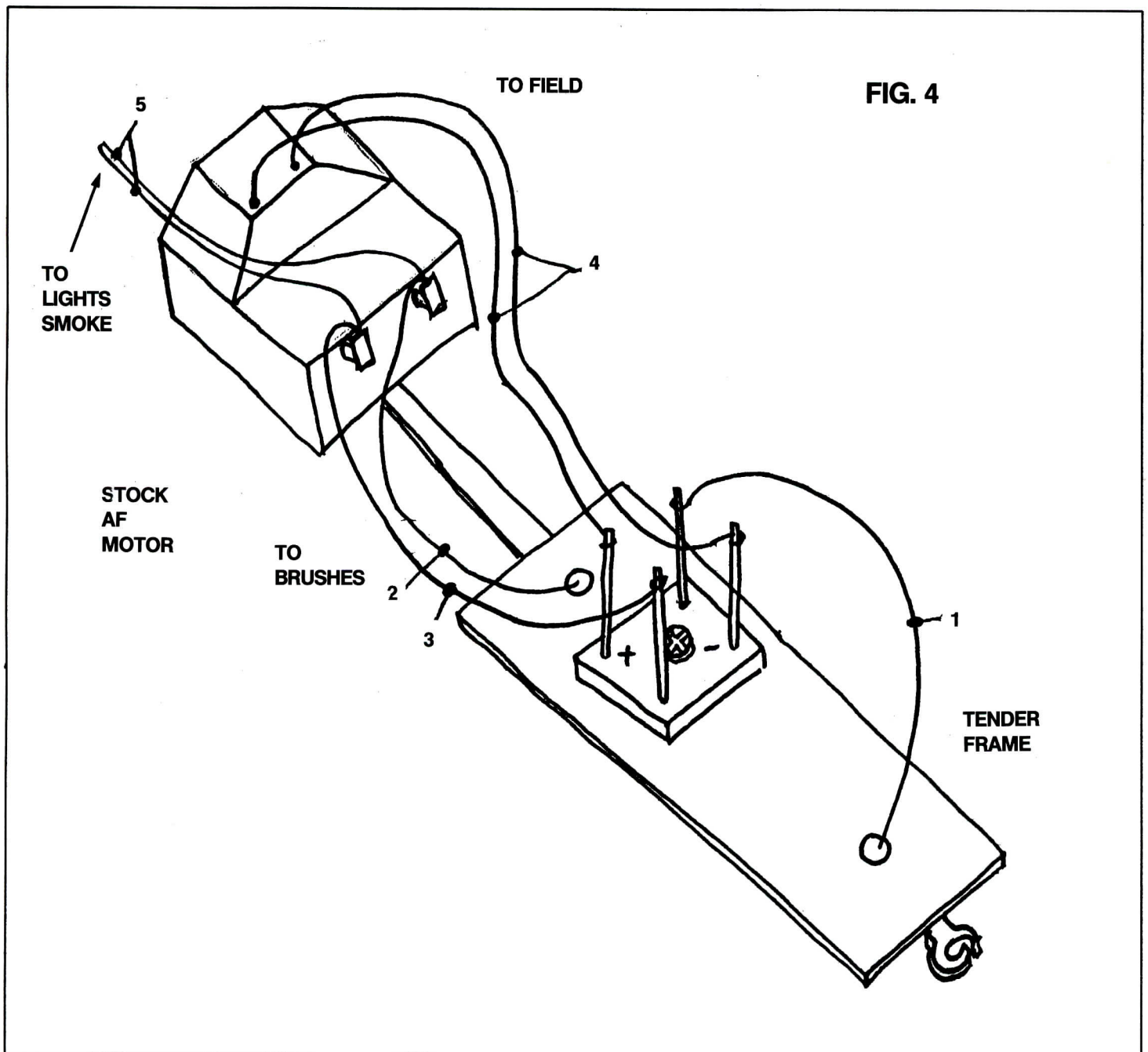
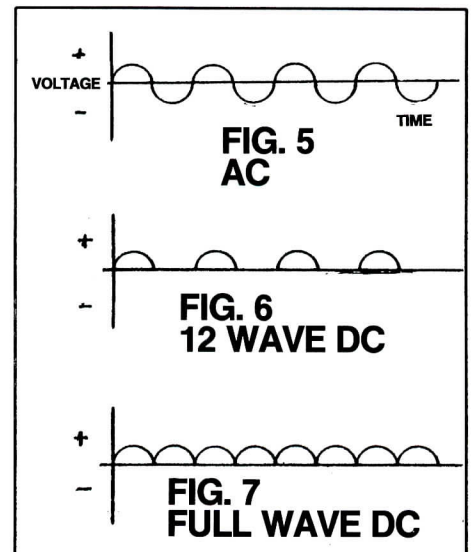
If you are wondering what this full-wave/half-wave business is, here's a brief explanation. AC (alternating cur-

rent) power forms a sine wave with positive voltage half the time and negative the other half (see figure 6). Thus the current actually moves back and forth in the wires. In contrast, with DC (direct current) power, the voltage is always either positive or negative and the current moves in one direction only. When AC is applied to a diode, the di-



ode acts as a one way valve allowing current flow in only one direction (figure 7). The output current from the diode contains only half of each original sine wave; hence half-wave current. When AC current goes through a bridge rectifier, half of the sine wave is reversed

so that all the current is present but it is all of positive voltage (figure 8). Since all the original current is still flowing (now all in the same direction), you have full-wave direct current. NOTE: A bridge diode is actually 4 diodes in one package, see figures 1-3.



The Secret Project

Story and Photos by Bill Fraley

Once upon a time, long, long ago, a group of model railroaders got together and decided to start a model railroad club in S gauge. I would estimate the year to be 1962. As I recall Frank Titman, John and Hal Bortz, Bert Mahr, Ernie Geisler, Elwood Whitworth, and I believe, Dick Karnes were in the original group. I'm sure I probably missed someone. This club was dubbed the Delaware Valley S Gaugers.

The idea for forming this club was to work for the enrichment of S gauge. (For all I know this group may have been on the early NASG letter circuit). They met once a month on a Sunday. One of the early ideas germinated with this group was "Secret Project Month." Every member had to fill out a slip, naming what they planned to present to the group the following April. The envelope containing the slips was sealed and opened at the April meeting.

My first Delaware Valley "Secret Project" meeting was at Matt Lacko's in 1976. (I had been a charter member of the Central Pennsylvania S Gaugers until that group disbanded in the early 70s). We really had a great time at Matt's, and I was impressed with all the neat projects completed by the membership. Matt always had someone come in with something to sell. Most times it was Jeff Wilson of Hoquat Hobbies — he always seemed to have "just bought someone out." I purchased a lot of scale rolling stock that way.

The years went by and the DVSG became re-titled the Lehigh Valley S Gaugers. This name change was made mostly because of the shift in locality of the membership due to attrition.

But the tradition of the "Secret Project Month" remained with only some minor changes. Now each member had to ante up a dollar with their project entry. If, by April, you didn't complete the project, it cost you \$5. A partially completed project cost you \$3. All projects were displayed with name tags at the April meeting. Then there was a popular vote with the winner getting \$25, 2nd place \$15 and 3rd \$10.

1996 Winners:

In recent years the competition has become very keen, and the voting numbers between first and last have been very slim. Check out the photos. And (cough, cough) it just so happens that the 1996 first place win-

ner was yours truly, Bill Fraley.

For my winning entry I converted and bashed an AF Baldwin body into a Reading OE-10 VO-1000 diesel. The body had been lying around in the drawer for a long time. I had to cut the cab back to 6 1/2 scale feet and extend the main body two scale feet. I cut in the windows and modified the American Models trucks by epoxying some journals from the scrap box onto them. The railing and tanks were scratch built. Decals are by John Hall.

I did a lot of research for this project and found that almost any style Baldwin switcher could be made out of the AF bodies. The railroads sure did modify them in real life. My own prototype choice eventually was rebuilt into an EMD SW1200m, renumbered 2713, in 1959.

In the future I plan to replace the spring drive shaft and place a flywheel on the other end of the motor to make it a smoother runner.

2nd Place for 1996 went to Dave Heine. Dave converted an HO IHC Heisler into an Sn3 one. He cut the frame back, re-gauged the wheels, used the HO boiler, but scratch-built the cab and tank. He detailed the locomotive with S scale detail parts — whistle, headlight, generator, tanks and railing. Remotoring will come later. (See this month's Straight and Narrow).

Third place this year went to Barry Mertz. Barry built a series of Lehigh Valley Models' row houses. Barry's models are highly detailed and will fit right into his layout. Notice in the photo, the curtains, window blinds, banisters, steps and windows under the porch (former coal delivery openings). The S scale figure waving at you is Barry sitting on his front porch and saying, "Come on in, and let's run trains."

This year many other models came close to placing. Eastern Vice President John Foley's entry was a B&O flat car with tractor and shovel load. Bert Mahr entered some detailed 50' boxcars. Steve Spence entered the 1900 era branch line bucket



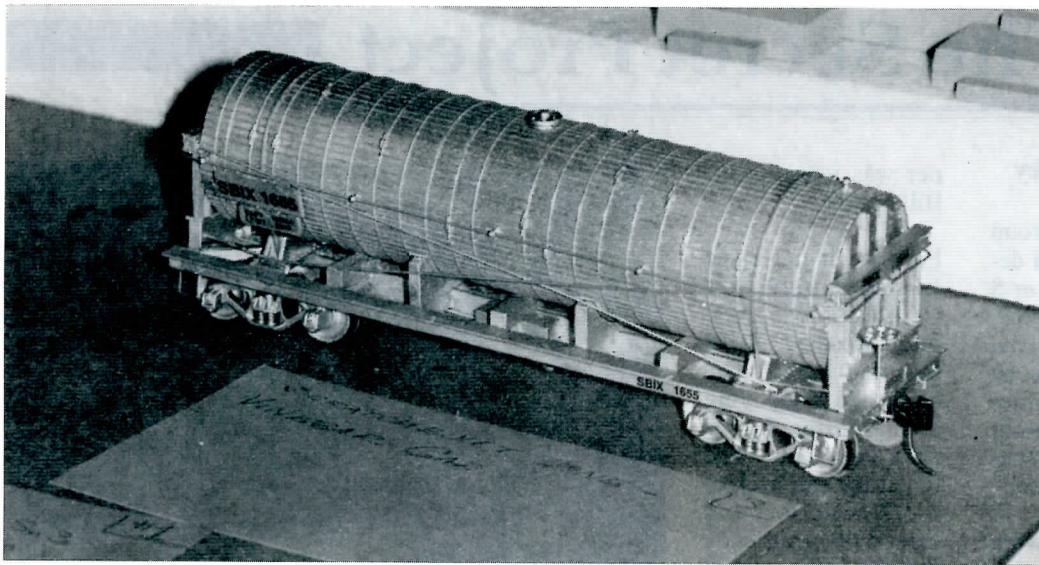
Two old S Gaugers, Bill Fraley (left) and Frank Titman.

coal loader. Mike Pragheimer's entered a one stall enginehouse. Jamie Bothwell had a partially completed PRR tool car in the contest. There were other entries, but I don't have photos of these.

I'm sure you are wondering why I haven't mentioned perennial winner Frank Titman's entry, a kit-built LVM vinegar tank car. Well, you see, it just so happens that Frank had written down a LVM ACL phosphate hopper car on his entry slip. Sorry Frank, cough up five bucks. So it seems that this year becomes the first year that I've beaten out Frank in the "Secret Project."

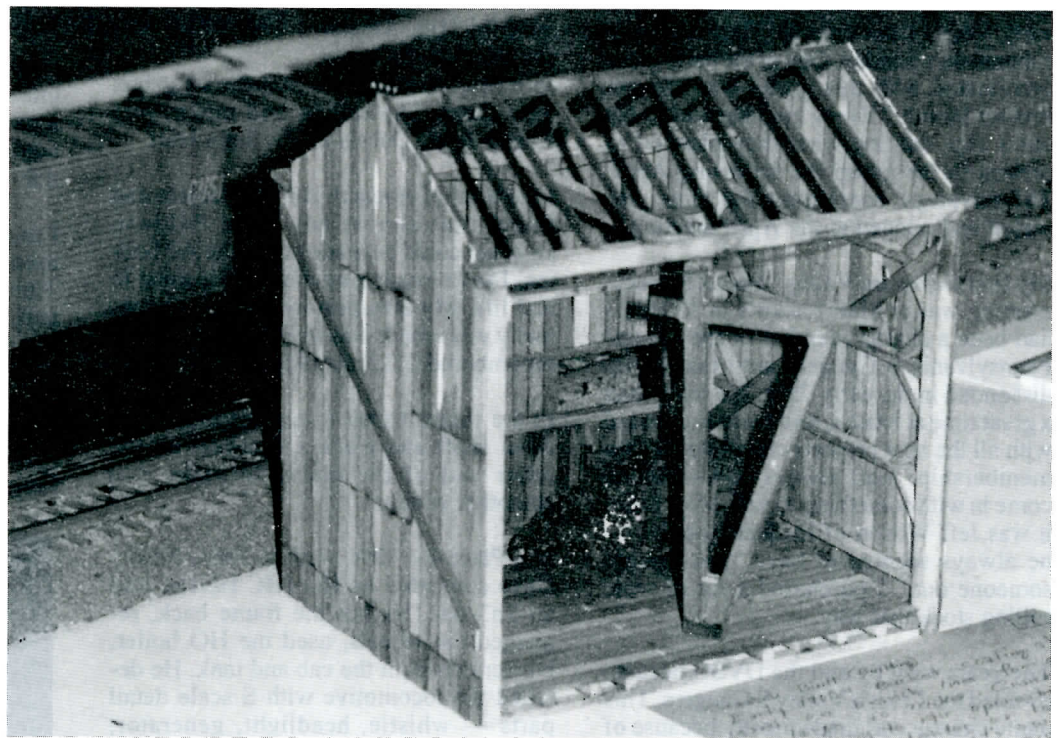


Bill Fraley's winning "Secret Project" for 1996 is a kitbashed AF Baldwin switcher.



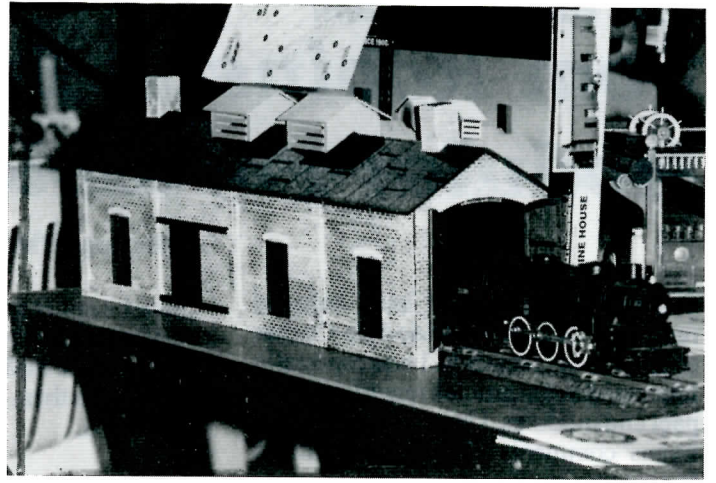
This is Frank Titman's 1996 "ACL phosphate hopper car" which was the project he was supposed to have built. As you can see, it ended up to be a vinegar tank car. Even though this entry didn't count, it still looks like a winner.

Steve Spence's 1996 entry was a scratchbuilt 1900 era bucket coaling station.



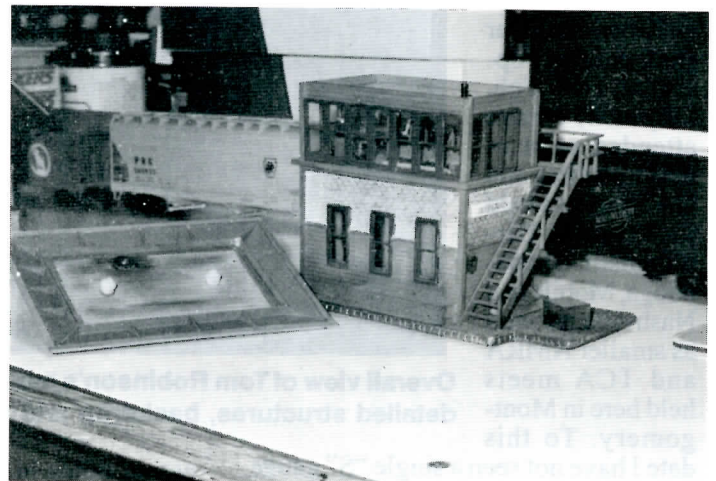
Dave Heine's Sn3 Heisler is converted from HO. See his column in this issue. He garnered 2nd place.

Single stall enginehouse by Mike Pragheimer.



John Foley's project was a B&O flat car with load.

1995 third place winner was this tower by Bill Fraley.



A 1994 Entry was this "working" billboard by Bob Barclay.

Goin' Back to Alabama!

Tom Robinson Builds a Modular-Portable Display Layout

Story and Photos by Tom Robinson

During the past year I have enjoyed reading Ted Larson's Module Corner column in the *Dispatch*. I was especially interested in the articles regarding compact end modules. I have also read Alan Evans' comments regarding suggestions for promoting S gauge.

My latest project started as an attempt to design a small operating module and display promoting S gauge. But living in Montgomery, Alabama, I realized that if I were to initiate such a project, I would probably have to do it by myself, at least in the beginning. Since returning to model railroading in 1989 as an American Flyer (link coupler) operator, (see Feb. *Dispatch*) I have attended most of the Greenberg and GATS shows held in Atlanta, Birmingham, Chattanooga, Mobile and Nashville, as well as smaller NMRA and TCA meets held here in Montgomery. To this date I have not seen a single "S" gauge layout, display or promotion at any of these events. At most shows and meets there are American Flyer sellers, traders or dealers, but no one promoting "S" as a gauge.

I built two compact end modules generally following the plans featured in Ted Larson's column last year. Each one is 3' by 5' which allows them to fit perfectly in my Jeep Cherokee or utility trailer. They are small and light enough to handle by myself. Other than the track radius, the modules are built to the S-MOD Standards. My end modules do not look as prototypical as Ted's

since I used constant radii through the curves which resulted in excess separation at the mid-points of the curves. The curves then, don't have that double track look.

Benchwork:

Benchwork consists of a framework of framework of 1" x 3" boards joined with sheetrock screws and glued. Lo-

The track is laid on "S" scale Vinylbed from Mainline Modules of Chattanooga. As recommended by that company, I used a hot glue gun to fasten the Vinylbed to the sub roadbed. The remainder of the track board is covered with grass paper for now.

Wiring:

Wiring is to S-MOD standards using the wire-to-rail method. I did include eight position barrier strips so that I can convert to Cab Control at a later date if additional straight modules are added. Power is provided by an MRC 027 Dualpower AC transformer. The power supplies and American Models sound controller are supported on a portable shelf suspended below one corner.

On Display:

I wanted to try out the display at a small local meet, and I was some-

what nervous. My first chance came at the Cottonbelt Division TCA meet in Bessemer last December. For this I also built a removeable upside down T-shaped stand and viewing board to be placed on one end of the layout or as a stand alone. On the vertical surface are a laminated *This is S* brochure and a flyer inviting people to visit my Volunteer Central. On one side of the base I installed samples of O, S and HO track, and on the other side I have samples of Gilbert Flyer track with rubber roadbed, Gargraves S track on Vinylbed, and AM code 148 track on Vinylbed. S promotional material is given out to those interested.



Overall view of Tom Robinson's modular-portable display layout shows well-detailed structures, backdrop and tunnel.

ating holes in each face board with wooden dowels are used to aid in setup. The sub roadbed is 3/8" sanded plywood. A 1" x 2" ridge is installed around the outside edges to aid in stacking for transport. Legs are 2x2s attached with countersunk carriage bolts and 7/16" nuts. I tried several folding leg ideas but was unsuccessful in attaining satisfactory rigidity. All wood is finished with a stain/varnish coat.

Track:

The module contains two loops of code 148 American Models flex track. Radii measured to the centerlines are 21" and 23-3/4" (24"R should work too).

The purpose of my modular layout is to awaken the American Flyer memories in those attendees of my generation and to demonstrate that quality equipment is currently available in S gauge. For these reasons, both Gilbert American Flyer and American Models equipment are used to show off both the past and the present.

Operation:

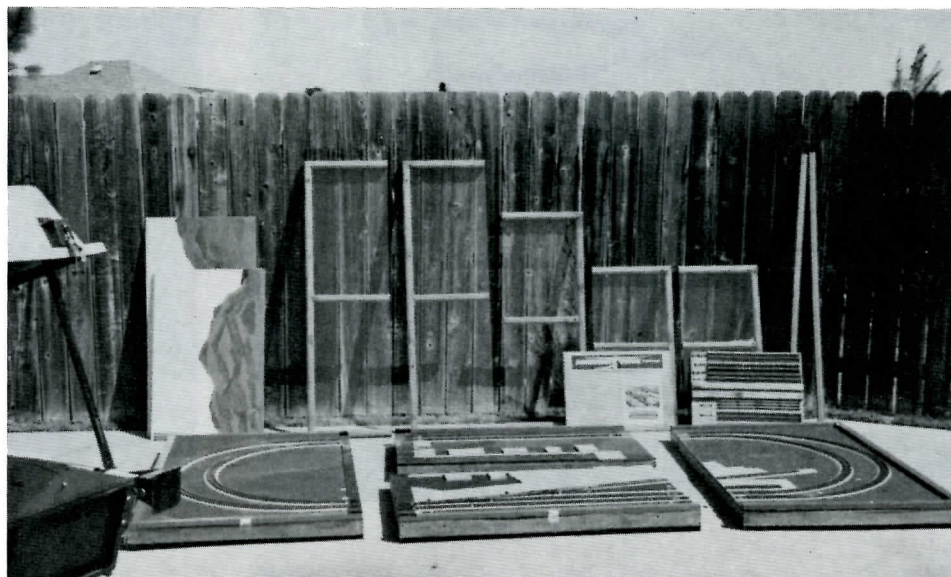
I ran an AM GG1 and passenger consist on the outside loop and an AF Atlantic freight train on the tighter radius inside loop at the meet. I have since tried all Flyer engines on the inside loop, and none causes any overhang problems with trains on the outside loop.

Since mine was the only operating layout of any kind at the meet, almost everyone stopped by. I estimated that about 90 expressed genuine interest. The smoking and choo-chooing American Flyer steamer brought viewers to the table, but the great majority were then attracted to the AM GG1 and passenger cars. They seemed surprised that such well designed, smooth running equipment is currently available in S and at competitive prices. The electronic horn, bell and generator sounds were also a big hit.

By 1 p.m. the meet was over and everyone was packing up their wares. It took me less than thirty minutes to dismantle the modules and pack up the trains in baseball card boxes (as recommended by Rusty Westemeier). I feel this first effort was a success, and almost 100 percent of those I talked to thought S was a nice size.

Expansion:

After that first meet, I built two 4' x 2-1/2' straight modules which now makes my portable layout 5' x 10'. Two stub sidings were added to one of the new straight modules. Instead of paper grass, I used green felt on these modules. I think the felt will be more durable. Roads are Moondog Express and Vinylbed sheets. The expanded layout created room for these roads and several structures. I use many of my LVM models from my own layout plus some others. There is also a removeable mountain (with tunnels) in one corner. It is constructed with a heavy cardboard framework and wadded up newspapers covered by a coat of Hydrocal followed with a final coat of Sculptamold.



Displayed here are the modular layout sections the backdrop, the plexiglas barriers and the display boards which will all fit in Tom's trailer.

I have also added an eighteen inch high plexiglass barrier around 3 sides of the layout. The remaining (long) side is fitted with a two foot high skyboard with hand painted background scenery. The Skyboard is made of 1/4" plywood with 1-1/2" molding.

The Future:

I have ordered the American Models Southern Crescent Limited Pacific and passenger set and look forward to operating it on the layout in the near future. More AM power is hoped for when the budget allows. The layout has been confirmed for the following GATS shows, so if you're in the area — Ya'all come see it. Any set-up and/or operating help

would be welcome. Look up my address and phone number in the NASG Membership Directory. Other shows are being looked at too.

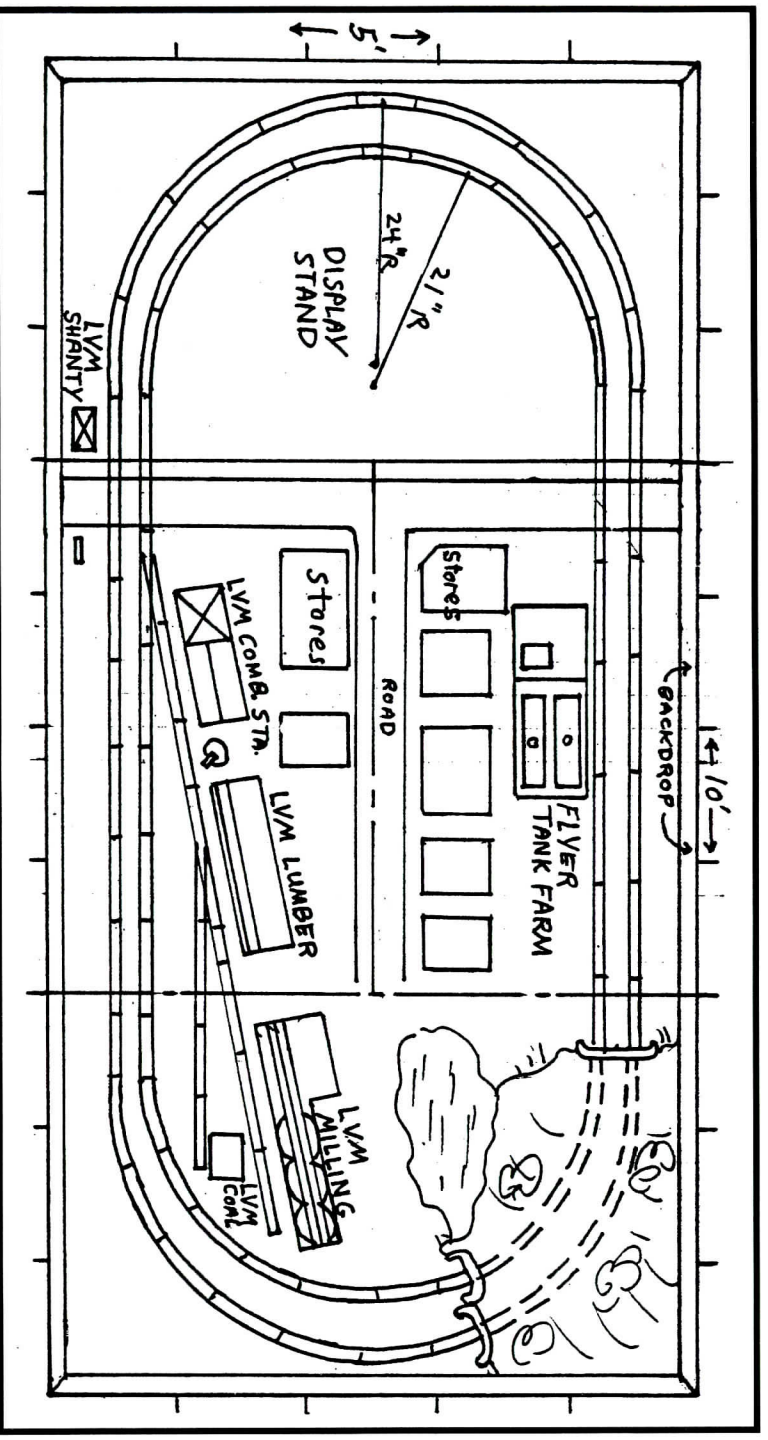
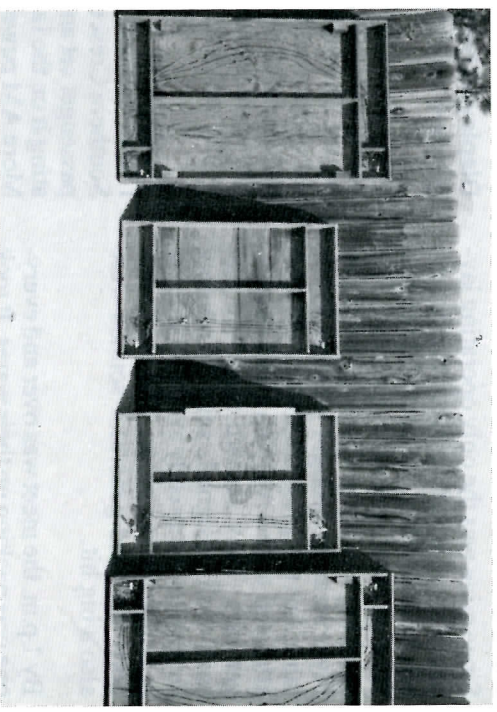
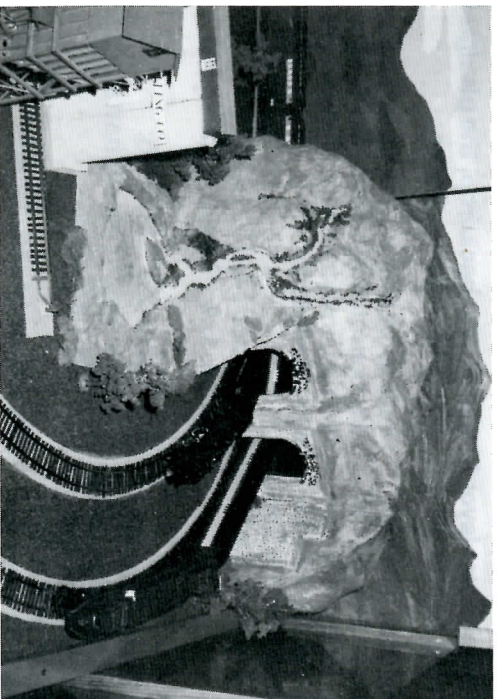
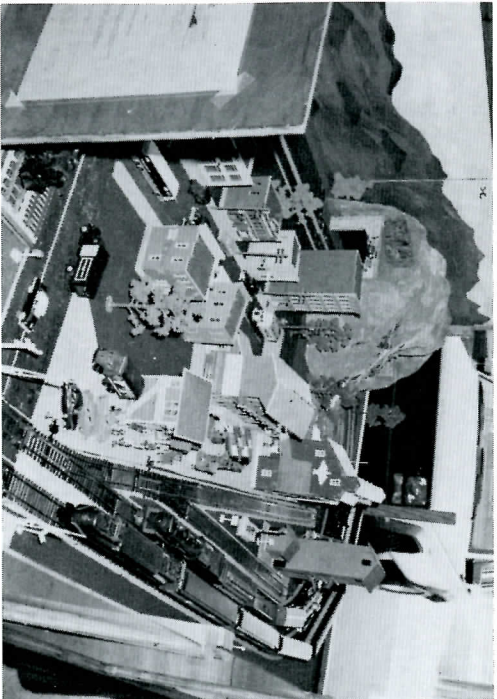
September 14, 15, 1996:
Macon, GA - Macon Centerplex

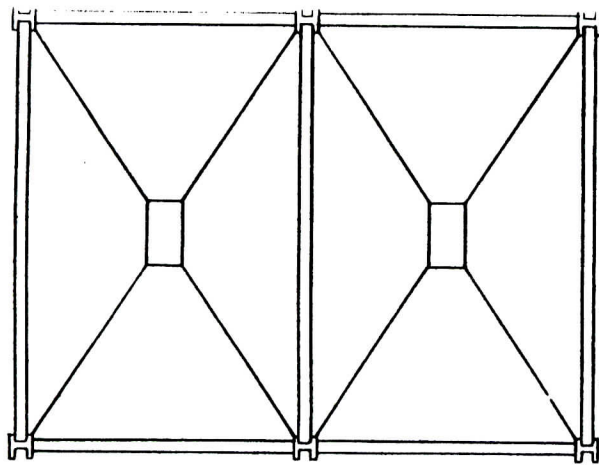
November 23, 24, 1996:
Chattanooga, TN - Chattanooga Convention Center

December 14, 15, 1996:
Atlanta, GA - Cobb Galleria Centre

Hope to see yuh there!



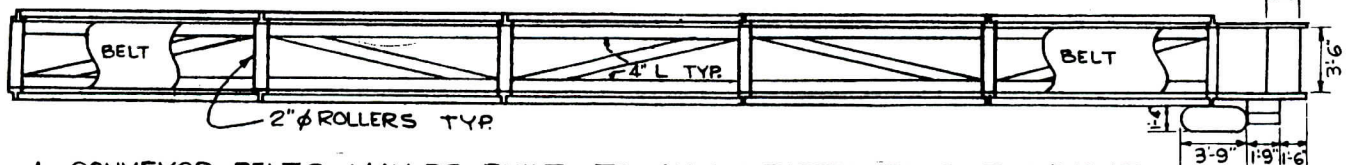
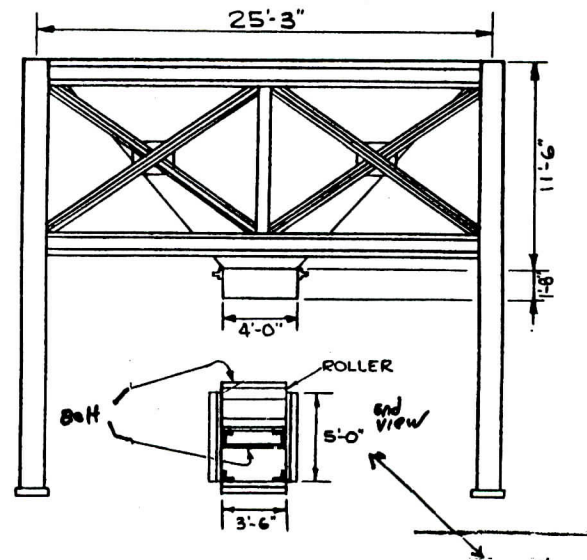
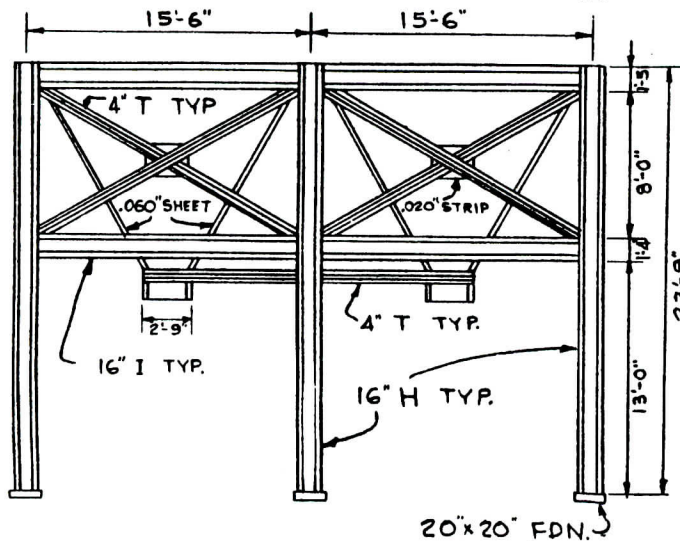




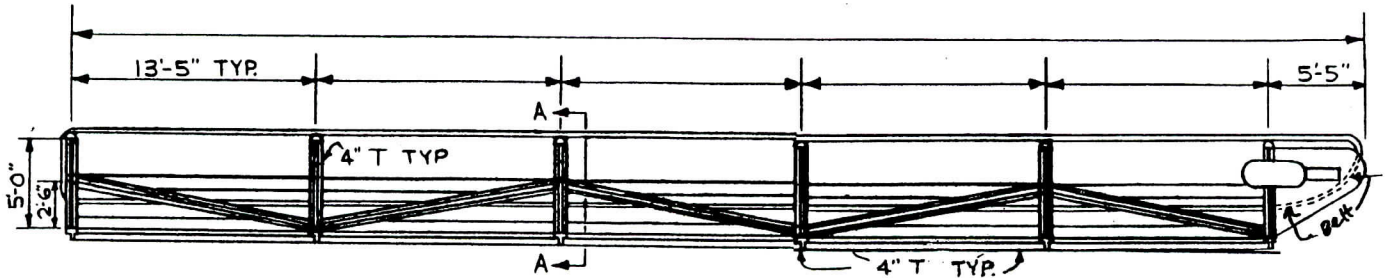
Plan
is
50%
for
S

BILL OF MATERIAL

ITEM	GAUGE					
	O		S		HO	
	CODE	PCS	CODE	PCS	CODE	PCS
4" T	T-3	12	T-2	13	T-1	10
16" I	B-10	3	B-8	3	B-6	2
16" H	H-10	3	H-8	2	H-6	1
4" L	A-5	7	A-2	8	A-1	6
PLATE	SHSC-6	2	SHSC-6	2	SHSC-6	1
BELT	STSS-1	3	STSS-1	2	STSS-1	1
ROLLERS	TB-2	1	TB-2	1	TB-2	1



1. CONVEYOR BELTS MAY BE BUILT TO ANY LENGTH TO SUIT LAYOUT
2. HOPPERS MAY BE BUILT AS A SINGLE OR MULTIPLE UNITS



Plastruct

Scale Model Supplies & Kits

1020 S. WALLACE PLACE, CITY OF INDUSTRY, CA. 91748

GRAVEL LOADING FACILITY

DES.	CH.	DATE	DWG. NO.	REV.
FRC	L.P.	12-1-68	PL-3	0
DR. BJC	SCALE: HO			

The above plan, courtesy of Plastruct, is shown at 50% actual size for S scale. The conveyors can be lengthened to suit. This plan ties in with the unloader article in the April issue. - Jeff

Meet an S gauger

Alan Evans

by Jeff Madden

Our current term NASG president, elected in 1993, is Alan Evans of Columbus, Ohio (Gahanna to be exact). He has been an NASG member since 1984.

It seems appropriate that I write this column since meeting Alan (again) resulted in this editorship. Alan and I both attended Ohio University in the early 60s. He was then from New Lexington, Ohio, and I was from Dearborn, Michigan. During my freshman year two of my roommates ended up as close friends of Alan. Alan and I both were in Journalism, although he followed a newspaper route, and I went into magazine schooling. Of course, I met Alan many times in college, but we drifted into different camps of friends when I moved out of the dorms into private housing. I was a railfan and modeler then, but at that time Alan really wasn't involved much in trains, model or otherwise.

We met again, after 25 years, during the 1990 joint NASG/NMRA Convention in Pittsburgh. That was followed by a 25-year college reunion which brought us and our shared roommates together for the first time since 1965. Alan and I had not really been aware that both of us were now train nuts. I was working for Kalmbach and pretty much modeled in HO. Alan, of course, was raving about S, a scale which I admitted to him I had always liked.

Alan's early interest in trains began with an AF set in 1952 given to him by his parents for a Christmas present. He recalls it was a Pacific set, and the layout was on a board up on boxes. Like most of us, this layout was mostly stored away during the year.

Alan was married to his wife, Pat, in 1965 on graduation day at Ohio University. Then it was 4 years in the Air Force with one particular tour at a base in Cheyenne, Wyoming being instrumental in rekindling Alan's interest in railroading, and naturally, an interest in the Union Pacific. Two youngsters, Laura and Corey, came along during the stint in Wyoming.

From 1972-1974 Alan and family re-



sided in Texas where Alan worked for the *Texas Methodist* in Dallas. It was back to home ground in the Columbus, Ohio, area in 1974 when Alan took a position as associate editor of the Ohio State University Research Foundation. During this period the old Flyer set was dragged out and cleaned up and some HO equipment was sold to a brother-in-law. Then Alan "got serious" about S gauge and started accumulating equipment.

In 1980, Alan and family moved into their current house in Gahanna, Ohio, after taking over Rocky Fork Printing Company, which is still the family business.

1981 was an S gauge milestone for Alan. It was this year that he met some S gaugers from the Cuyahoga Valley Club, and this planted the seed for forming an S gauge club in the Columbus area. He went to train meets and watched for American Flyer buyers and sellers. He then would engage them in conversation and talk about their common interest in S. He also met S gaugers at the local hobby shops.

It was inevitable then, that in 1985, Alan and 5 other S gaugers met and formed the Central Ohio S Gaugers. This initial group has grown to 60 plus members in the central Ohio area, and has remained on a pretty informal basis. Alan, naturally, became the general co-

ordinator and publisher of the COSG newsletter. He joined the NASG in 1984.

Alan's interest in scale S gauge equipment evolved as companies like American Models began producing their reasonably priced plastic locomotives and rolling stock.

The other prototype love in Alan's railroad life is the Baltimore & Ohio. This was instigated by having the B&O streamline passenger set done by American Models. Interestingly, when Alan and I renewed our friendship in 1990, we both discovered a mutual interest in the B&O.

Alan's layout is a 5' x 9' one in the front lobby of the Rocky Fork Printing Co. It was begun as a Christmas display in 1988 — it's still up. At first, the layout consisted of Flyer track and rubber roadbed, but that has evolved to two loops of track, the inside loop being American Models Code 148 and the outside loop being Code 100. Many non-rail customers ask to see it run. Alan usually obliges. A home layout is in the armchair stage right now with most of the "railroad area" being taken up with display shelves and workbench.

The 1984 Buffalo NASG convention was Alan's first, and since then he has missed only Kansas City and Sacramento. In 1992 he decided to run for NASG President, and won. He is in his current 1993-97 term.

Naturally, he is plenty active in the hobby and enjoys meeting members and recruiting newcomers to the NASG and the COSG. He has plenty of scale kit and scratchbuilding projects in the works and helps with the COSG multi-level Hi-rail sectional layout. Alan actively attends many functions where the layout is set up.

A recent prizewinner was Alan's UP DD35 which he bashed out of 2 AM GP35s. This won 1st Place Diesel at the 1995 NASG convention in Altoona, Pa.

He enjoys all phases of building and bashing. Alan has also converted several Flyer engines to D.C. using Tom Hodgson's American Hi-Rail conversions.

Future plans in S gauge are to continue being active in the S organizations and perhaps getting an S-MOD group going within the COSG. He is excited to see all the new S gauge items being produced and wants to promote S more to the general public.

ABOUT THE BERNIE THOMAS AWARD

and . . . Who Was Bernie Thomas?

Collins, Titman, Schumacher, Bortz, Blois, Wade, Sandusky...names we all recognize...well, maybe not some newcomers. The men who bear these names have been awarded the highest honor possible for S gaugers to bestow upon fellow modelers. These outstanding men, who lead not for personal glory, but to serve, are past recipients of the **Bernie Thomas Memorial Trophy**.

Who was this man who so inspired fellow S gaugers to such heights of service?

Bernie Thomas was born and raised in the town known for Shay locomotives and Super Power — Lima, Ohio. He was a professional metallurgist, eventually attaining the position of Senior Metallurgical Inspector for the Jones and Laughlin Steel Corporation, Aliquippa Works, Pittsburgh, Pa.

As a long-time S Gauger, Bernie was an NMRA member by 1954. The experience he gained working on local and regional NMRA meets and contests

placed him in good stead in later years, when he ran the *S Gauge Herald* model contests. The extremely successful 1965 NESGA Convention was a tribute to his organizational ability and experience.

Every volume of the *S Gauge Herald* contains his writings and philosophy, going all the way back to volume one. One of his greatest contributions to his chosen avocation was the extensive series of American Flyer conversion articles he authored.

At the time of his death at the relatively early age of 50, Bernie was General Director of the NASG. In addition to his many other activities, he had accepted this position in order to allow the former General Director, G.C. Wade, time to serve in another branch of S Gauge service.

Under Bernie's leadership, the NASG became a more formalized organization. Many additional "circuits" and types of "circuits" were organized. Rotating meeting type clubs were organized un-

der his tutelage, and the current NASG symbol...the "clasped couplers design"...was adopted.

Shortly after Bernie's death, the **Deep South S Gaugers** moved to develop the Bernie Thomas Memorial Trophy. The recipient each year is selected by a vote of the NASG Board of Trustees. The presentation of the award is made at the annual S Gauge Convention.

Whose name do you think should be added to the list in first paragraph of this column? Who do you think best represents Bernie Thomas's ideals of service to S Gauge and S Gaugers? Since the Bernie Thomas Award is chosen annually by the Board of Trustees, it is crucial that you contact one of the NASG officers with your opinion as to who would make a worthy candidate.

Most of this article was written for the Jan./Feb. S Gauge Herald by Frank Titman.

Adventures in Badgerland

By Dick Kloes

"Perseverance Prevails"

Here we are off to another train show. This year the BSG signed up to have their modular layout on display for the NMRA Show in Madison, Wisconsin. We hadn't displayed there since 1978 or 1979.

About 5:30 p.m. on Friday, February 16, Arthur Pratt, Gary Children, Ray Gwitt and myself all piled into Art's son's Suburban which was then hitched up to the Badgerland trailer full of the modular layout. We headed west on I-94 from Milwaukee to Madison, and things appeared to be going smoothly when a truck passed us with the driver giving us a strange look.

A quick look back towards the trailer told us why, for a large cloud of smoke was pouring out the rear end of the Suburban. We had noticed a little jerking motion before, but the cloud of smoke was ominous. Yes, the transmission went kablooey about halfway along on

our journey.

We pulled over to the berm of the interstate and waited for the next 3-1/2 hours in the dark before a squad car showed up. He inquired to get us a tow.

Another 45 minutes went by before a flat-bed tow truck showed up. The driver was a bit flumoxed since he hadn't expected to see a vehicle with a trailer. He finally hooked us up, and after cramming into the cab of the tow truck, our odd-looking "train" was on the way to Madison again.

Finally, around 10:30 p.m. that evening we made it to the motel. Arthur made a phone call to his wife and son. Understandably, Art's wife was a bit concerned since Art had a heart transplant about a year ago.

We had the trailer at the motel, sans something to pull it with, but Arthur's son showed up with a pickup truck and we were finally able to get it over to the Madison Fairgrounds.

The show was well attended by the public, and enough of our members showed up to run things, including your *Dispatch* editor. But we got back without a hitch on Sunday (it was a two-day show) and are looking forward to the next adventure with the modular layout.



Badgerlander Art Pratt works on a roundhouse on the modular layout during the Madison show. Art has a brand new "ticker", and is back at the hobby he loves.

Photo by Jeff Madden

THE CLUB SANDWICH

By Dave Pool

Just back from a vacation trip to the Baltimore area where I had the good fortune to visit the Baltimore Railroad Museum on their steam weekend. There are many interesting full sized locomotives and cars to see and ride. They had a special weekend for guests (unknown to your column editor until he walked in the gate) wherein the Chesapeake & Allegheny Steam Preservation Society(CASPS) was invited to come and bring some of their 3/4 inch and 1.5 inch scale steam locomotives and rolling stock. CASPS brought about 200 ft. of "ready track" in 1.5 inch scale which has a gauge of approx. 7.5 inches. The track was laid in the yard and rides behind small 1.5 inch scale steam locos were made available in gondola cars fitted with seats. Two steam locos were used with separate trains to keep the flow of visitors moving. The museum also provided rides for visitors on two historic steam locomotive trains (one car) and a diesel loco powered train which is normally run for visitors at the museum on weekends.

The Conn. S Gaugers (CSG) have recently improved their newsletter with the receipt of a gift to Bill Krause from his family of a computer which Bill used to print a recent issue of the CSG newsletter. The CSG recently held a meeting at the home of Craig O'Connell where they could run their scale and hi-rail S gauge trains on Craig's fine layout. A joint order of S gauge train equipment is being organized by several members of the group to take advantage of group purchasing from one manufacturer.

A recent issue of the *Canadian S Scale Quarterly* included an article on the construction of a turntable by Paul Raham. The newsletter included drawings of a Canadian thru-bridge type turntable and narrative description in step form to describe construction, including the pivot. A cross sectional drawing is also included showing the turntable, pivot, and pit details. In the words of Paul: "Try 'er out! Fabricate and apply girders. Add ground cover and there you have it. I chose to operate my turntable manually, but a power drive can be easily installed if desired". Brian Broadway will edit the June is-

sue of the *Quarterly*. Various members of the **Canadian S Scale Group** take turns editing the *Quarterly* which is a good way to get the members involved in the group, their activities, and to help spread the responsibility for the editing around.

The **Bristol S Gauge Railroaders (BSGR)** held their "Tracks and Trains IV" all-gauge train show at the Masconomet Regional High School field house in late March. This was a show organized by the BSGR for public attendance, and they set up their operating S gauge portable layout to promote their activities and the gauge.

The **Rochester Area S Gaugers (RASG)** have been working on their modules to upgrade the scenery and ballasting. A new member, Roger Delthaney, was a part of the scenery crew, according to the newsletter. Their recent newsletter outlines new S gauge product information and has a plug for NASG membership. It also has a listing of suggestions for the operation of the group's modules at train shows. The group planned to set up modules at the NMRA show in Rochester, N.Y. on May 5. Ted Larson coordinated the show set up for the group. Mike Holland and Charlie Smith are planning to set up modules at the Genesee County Museum in mid-July.

The *Waybill* is the newsletter of the **South Jersey S-Scalers (SJSS)** and they held a recent meeting at the home of president Bill Moore. Attendance and set-up of their modular layout at a two day Greenberg show netted a list of 31 prospective members for their group. The SJSS used step stools for children viewing their modular layout. The SJSS has committees comprised of one or more members which take on responsibility for the various activities of the group. These include committees on Hospitality, Layout, New Products, Trips, etc. The layout committee organized the club participation in the train show. The New Products Committee organizes information on new S gauge products and useful model RR products for the S gauger. The SJSS is planning on possibly attending and

setting up their layout at a train show on Aug. 17/18 at the Pennsauken Expo Center.

The **SJSS** break their meetings into two types, business and those which are billed as: "Play Trains". The Play Trains get togethers are scheduled to be disbanded for the Summer months of June/July/August, but the business meetings are held on a monthly basis, according to the schedule. Henry Mortimer will host a business meeting of the group in July.

The **Baltimore Area American Flyer Club (BAAFC)** held their April meeting at the home of Joe Schmidt who lives in Glen Rock, Pa. Joe has an operating layout, so members and attendees could run trains. The BAAFC has adopted a name for their club railroad, the Maryland Central. They have cars lettered for this name, including hoppers, refrigerator cars, a caboose and a locomotive. They plan to use a logo and are in the process of deciding exactly what it will be. One possibility is a variation on the Western Maryland winged circle. They have means to make decals of trial logos which they are considering which can be applied to their S gauge cars. Monte Heppe is coordinating the organization of the Maryland Central as a railroad, including possibilities of paint schemes, passes, letterheads, maps, and related background. The group recently set up their modular layout at a Greenberg Great Train & Toy Show.

In **Lehigh Valley S Gaugers (LVSG)** newsletter, the *S-witchback* there is an order form for the last of the Reading 50 ft. box cars. The group is considering purchase of a new series of Lehigh Valley 40 ft. box cars, but final plans on this were not made. They are planning on meeting in June at John Foley's house, and in July at Mike Pragheimer's.

The **Potomac Valley S Gaugers (PVSG)** met in May at the home of Bill & Pam Oertly. They planned to talk about modules and their participation in the 1996 Richmond Train Show at the Science Museum of Virginia in November. Richard Lind edits the newsletter, which presents information on the activities of the group and subjects under consideration regarding the modules which they are building and finishing.

The **Suncoast American Flyer En**

thusiasts (SAFE) publish *The Flyer*, which documents the activities of their group. The May Issue, No. 161, has an interesting description of the train races held on a 40 foot long section set up by member Mark Briggs. John Phipps and his speedy docksider loco took top honors. The group is considering name tags and will have two types to evaluate at their next meeting. In May the group met at Ed Bittmans house. They will meet in June at Bill & Jan Greenes house. *The Flyer* includes a classified section which can be used by members to advertise various S gauge and other train items.

The Crescent City S Gaugers (CCSG) have constructed a 4 x 11 foot sectional portable train layout which can be displayed at shows and other places. The layout features code .148 nickel silver flextrack and can run hi-rail and AF equipment. The CCSG set up their layout at a train show in Baton Rouge, LA. and over 2000 people saw the layout. The group uses the NASG promotional material at shows to foster interest in our gauge, according to Jay Mellon, coordinator of the group.

The Central Ohio S Gaugers (COSG) hosted the Ninth annual Spring S Spree in early May in Columbus Ohio. The Spree included a complex of many activities including a silent auction, train races, kit construction seminar, picnic, and an all gauge train show on Sunday of the weekend. The COSG has nametags with their logo on them for members. This is a good way to have members identified to new visitors and at train shows and public events. On June 16 the group is planning a family meeting at member Mark Iman's house. Warm weather is hoped for since he has a large yard with swimming pool and pond.

The State Line S Gaugers (SLSG) newsletter has a picture of an AF type 322 Hudson steam locomotive across the top. The loco is pulling a passenger train which has its baggage car in operation collecting a mail bag from a stanchion alongside the track. At a recent Rockford train show at which the SLSG set up their layout a 72 car train was operated with two 0-8-0 switchers, one in the front and one in the middle of the train. Wow! It is not too common to see the 0-8-0 switcher operating at train shows, so it must have been a real crowd pleaser. The news-

letter has a description of a restaurant in Fox Lake, IL. which is called the "U Hot Dog Choo Choo Eatery". The place has walls bedecked with model train memorabilia and provides free delivery to your boat. Must be near the water.

The Lakeshore Special, newsletter of the **Cuyahoga Valley S Gaugers Assoc. (CVSGA)** has minutes of recent meetings, and George Ricketts is now a free man after serving as president for three years. New president of the group is Chuck Fonda. A meeting of the CVSGA is planned for June 23 hosted by Don Richards. The July meeting is to be hosted by Mike Udolph. The group will have a booth at the upcoming NASG Convention and will be taking orders for the 1997 S Spree car. These will be on display. The CVSGA are planning to bring their S scale layout to the NASG Convention this summer.

The Badgerland S Gaugers (BSG) News reports on that group's activities and meetings. They are considering various types of railroad cars for their club layout. They want to have shorter but more "entertaining" trains to operate at shows where they set up their layout. Roy Meissner is investigating this. They will be selling some of their old stock at swap meets, and replacing them with new cars which should be more entertaining and of more interest to spectators at the shows. The last meeting was at Jim Starosta's, and there will be no more meetings scheduled until Fall. In the interest of meeting the needs of its members, the group has circulated an interest survey.

American Flyer S Gaugers of the St. Louis Area (AFSGSLA)

planned a May meeting at the home of Marty Glass. The next meeting of the group is scheduled for Sept. 13 at the home of Cliff Saxton. There will be a number of small group and committee meetings to work on special projects like the Famous Barr display and sectional layouts. At a recent meeting of the group Steve La Fata presented a mini clinic on the tools and techniques of making small diameter electrical wire connections. It is hoped that other club members will share their knowledge and experience in a similar way at future club meetings.

Rocky Mountain Hi-Railers (RMHR) are working on their modular layout with Karen & Steve Blackburn making the skirting. The layout is being moved prior to set up at a show at the Centre on the Grove. The RMHR is hoping to have a Boise City Council member pitch the show on TV. It was planned to have the TV crews film operation on the S gauge layout. John Eichmann edits the newsletter, the *S say*.

The Bass Waybill presents news and info about the **Bay Area S Scalpers (BASS)** and is edited by Fireman Barney Daehler. The group held a meeting during the NMRA Pacific Coast Regional Convention. The group is organizing their layout module tables and adding scenery as desired. Lee Johnson is hosting the July 27 meeting of the group at his house.

Send your Club News to:

Dave Pool
11 Bittersweet Trail
Wilton, CT 06897

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The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

Sn3 Heisler Conversion

One of my recent projects was a new geared locomotive for my Sn3 Hemm-Locke Lumber Company. This time I decided to build a Heisler. For those unfamiliar with geared locomotives, Heisler was number three in popularity behind the Shay and Climax. Heislars have a V-2 steam cylinder arrangement, which powers a driveshaft down the center of the locomotive. One axle of each truck is powered from the driveshaft, and the second axle is powered by side rods from the first. Heislars were more popular with operators who waded through swamps and forded streams, because they had enclosed gearboxes. With exposed gears, like a Shay, debris could get into the gears, or the water could wash away the grease. On the down side, the steam engine was located below the frame, making it less accessible for maintenance. For more information on Heislars, the book *The Heisler Locomotive 1891-1941*, published by Benjamin F. G. Kline, Jr., has the development of the locomotives, plus plans and pictures. A more brief description, along with that of other geared locomotives, is found in *Allegheny Valley Logging Railroads* by Walter C.

Casler, which is Book No. 11 in the *Logging Railroad Era of Lumbering in Pennsylvania* series.

The S scale modeler has two choices for Heislars. Recently PBL imported models of West Side Lumber Co.'s Heislars # 2 and #3 in Sn3. They also made a few in S standard gauge. The other option is to convert an IHC HO Heisler. This is the route I took. V&T had made a conversion kit (S-2) to convert this locomotive to a model similar to the West Side's locomotive, but I made my own. I wanted mine to have cab doors, and also be a coal burner, so I would have had to modify the conversion kit anyway. The following outlines what I did. Besides the IHC locomotive, I used some S scale detail parts, and some assorted styrene and brass wire.

Converting the mechanism to Sn3:

When disassembling the IHC locomotive, keep track of all the different screws and small parts. I found it best to keep as much assembled as possible. The first step is to regauge the trucks to Sn3. First disassemble the trucks, including removing the worm gear and shaft. This can be done by first removing the universal on the shaft end, and

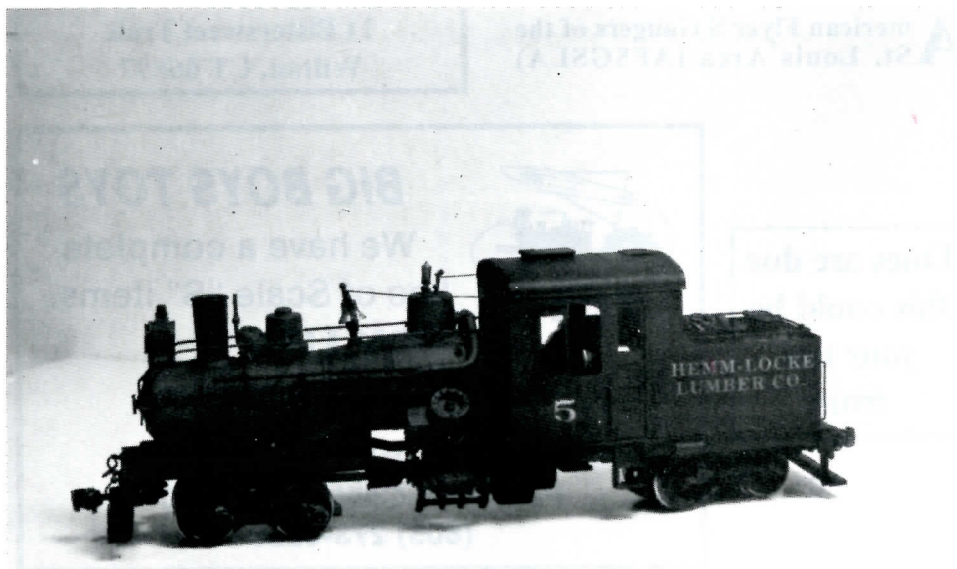
then removing the shaft with the worm. I had to drive mine out with a punch. The truck frame must be narrowed to provide clearance for the narrower wheelsets. To do this mill 0.020" from each side of the truck frame, except in the center bolster area. If you have a milling machine, this is easy. I used the manual method, a smooth mill file. Also remove 0.20" from each side of the bottom cover plate. I also removed the coupler mounting extensions off the cover plates. This is necessary to body mount Kadec couplers.

To narrow the wheelsets, first remove the side rods and wheels. Be careful with the wheels, because the centers are plastic. The axles are shouldered, so 0.035" must be removed from each end of the axle, and the shoulders must be turned down to the axle end diameter for a distance of 0.035". You can use a lathe for this, but I used a variable speed drill held in a vise. I chucked the axle in the drill and use a file to remove the unwanted material. Don't worry, and take your time, as this is easier than it sounds.

I chemically blackened my frames before I reassembled the trucks. Do not get any blackener on the plastic wheel centers (I speak from experience). I cut the outside off the brake shoe casting and used CA to glue them to the frames. The wheels need to be quartered. I did it by eye, since I could not use my NWSL quartering jig because of the axle shape. Remember, the right crank pin leads the left. Check the wheel gauge with an NMRA standards gauge, and adjust if necessary.

Assemble the wheelsets in the trucks, and install the side rods. Do not forget the metal disks which are part of the electricity pick-up path. Do not install the worm and its shaft yet. Roll the trucks back and forth by hand. If there are any quartering problems, twist the affected wheel on the axle. Do this until each truck rolls freely. When you are satisfied, remove the wheelsets. There is no need to remove the side rods. Put a drop of CA glue on the back of each wheel to make sure they do not move. Now install the shaft and worm gear, and reassemble the trucks.

At this point, assemble the trucks onto the frame, and test run it with the stock motor. Make sure that any bugs are worked out. I purchased a Sagami No. 16203-9 can motor to replace the stock



one, but this is still on my to do list.

The Superstructure:

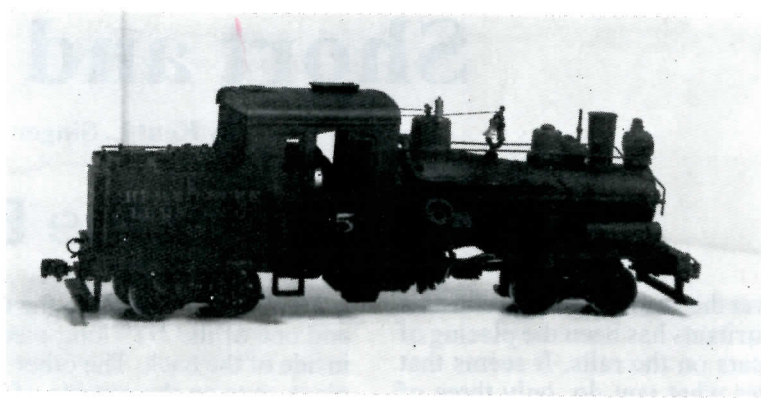
I decided that the basic boiler was usable with changed details, but the cab is another story. I decided to build an S scale cab and tank over using the HO one. That way I could use all the mounting points. In retrospect, it may have been easier to start completely from scratch, but this is what I did. I removed the roof and the rear headlight mounted on it. I then filed all details off of the cab/tank casting, including removing the sandbox at the rear of the tank. I then removed any material that would show at the new window and door locations. I then built a new cab/tank from styrene, using several overlays for the doors and windows. I used several plans and pictures for guidance, mostly from *The Heisler Locomotive*. I made the cab a scale 78" high on the sides, and the tank about the same height as the HO engine. The outside layer was made of .0010" styrene, on which I embossed the rivets with a pounce wheel. I built a new sandbox from styrene.

I used the HO footboards. In the front, I cemented a piece of 0.125" thick styrene. I drilled and tapped it for a 2-56 screw and used that to mount a Kadee No. 6 coupler. I used a similar procedure in the rear, except I used 0.100" thick styrene and a Kadee No. 8 coupler.

I removed some of the HO details from the boiler, including the headlight and the bell. I also removed the air pump from the lower frame. I used the HO brake cylinder as it is. I modified the brackets of a PBL 9-1/2" air pump to fit the frame, and installed it at the location where the HO one was removed. I installed other details including V&T generator, headlight, and whistle, and a Grandt Line bell. I used these because I had them, other ones are also suitable. I used brass wire for the piping, hand-rail, grabirons, etc.

I painted the locomotive with Floquil grimy black. I used some custom decals to letter it for my Hemm-Locke Lumber Co. I used dry transfers for the numbers on the side of the cab. After I had weathered it, I added a load of real coal to the coal bin.

After this work, my logging railroad had another unique geared locomotive to haul its woods trains.



Contributions to this column can be directed to:

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Coopersburg, PA 18036
E-mail: a322@lehigh.edu

And now for "The Rest of the Story" as Paul Harvey would say. The last few paragraphs of April's Straight and Narrow got lost in the computer, so here it is to finish up the article:

Continued from April (page 28):
.....are started as part of the moldings. A few turns with the appropriately sized drill bit in a pin vise, and you can drill all the way through. Nut/bolt/washers are molded on next to each grab iron location.

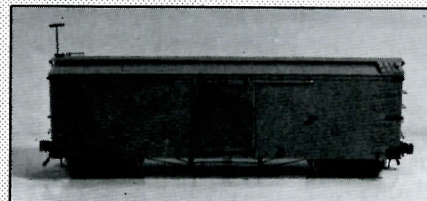
I found that the instructions were complete and easily followed. Scale plans and assembly drawings are included, with the various detail parts indicated. Pictures are of the sprues are also included so there is no question of which part is which. There is an error in the assembly sequence, however. The lower corner brackets (step 27) must be installed before all the grab irons (step 20) and the stirrup steps (step 24) can be installed.

This kit has the option of using brass wire or nylon monofilament (fishing line) for the truss rods. Material is included for both options in the kit. I used the brass wire, and it worked fine. This is a change for me, since on previous cars I had always used the monofilament. The other option is to install the end door on the A (non-brakewheel) end. There is some question as to whether these cars did have the end doors. I included it on my model.

A word about the trucks. They literally snap together (easily!) to form one of the most free rolling Sn3 trucks I have seen. The wheelsets are metal with acetyl plastic sideframes.

Overall, I think this is an excellent "state-of-the-art" kit. I encountered no problems with the assembly (other than the dropped small part problem). If you want to build an easily assembled model of one of these C&S/RGS boxcars, complete with all the details, then this kit is highly recommended.

The pictures (April issue) show the model before I painted and lettered it. Which of the three lettering schemes will I choose? Actually none, since I am planning to letter it for my own Lehigh & Western RR. If anyone needs any extra decals from the kits, let me know. - Dave Heine



Short and Easy

by Kent L. Singer

Railing Cars the Easy Way

Over the years, one of the constant irritants has been the placing of cars on the rails. It seems that no matter what you do, only three of the four truck wheels will go on the rails. All efforts to get the fourth one on seem to merely knock one of the other three wheels back off of the rail.

Rix Products (7707 Old Orchard Trail, Evansville, IN 47712) has come up with a neat product to solve the problem in HO. Their #682-2 "Rail-It" is a long styrene ramp having slots which allow it to sit straddling the rails with a set of guides on a between-the-rails tab that nudges the wheels onto the rails. Ralph Hodson and Doug Miller got their heads together, and the result is this short and easy conversion to S.

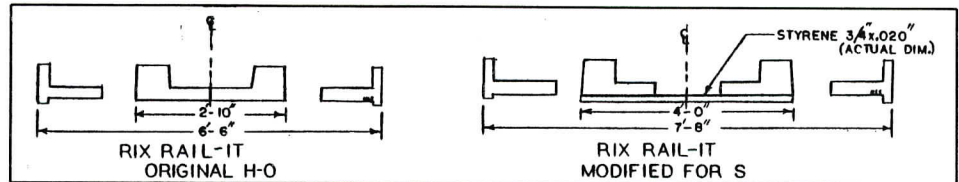
Start by cutting a piece of .020" styrene 1-5/16" wide by 9-3/4" long. Cut two more 1-5/16" wide pieces 1/2" long. Then cut two pieces 3/4" wide. The first is 8-1/4" long and the second is 2" long. Cut the Rail-It right up the center. Cement the 3/4" x 2" strip to the underside of the between-the-rails tab so that it is the full 3/4" wide. That's four scale feet wide (see diagram). Also cement the

1-5/16" x 9-3/4" strip to the underside and one of the 1/2" long pieces to the inside of the back. The other 1/2" long piece goes on the outside of the back, and the 3/4" x 8-1/4" gets cemented from the guides to the top of the ramp.

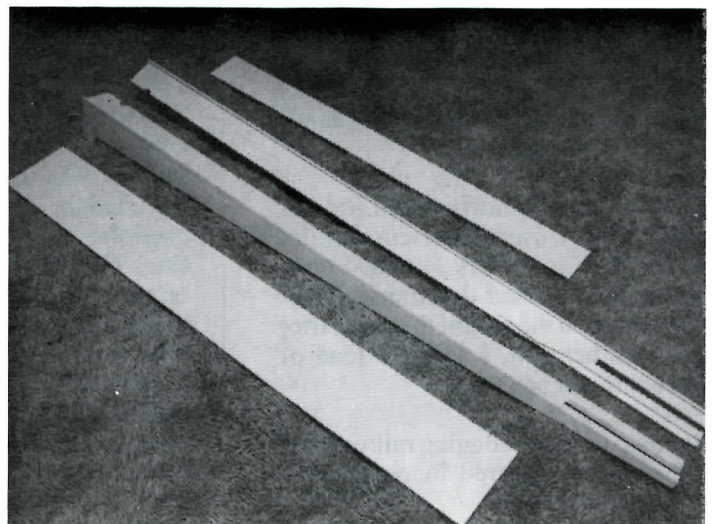
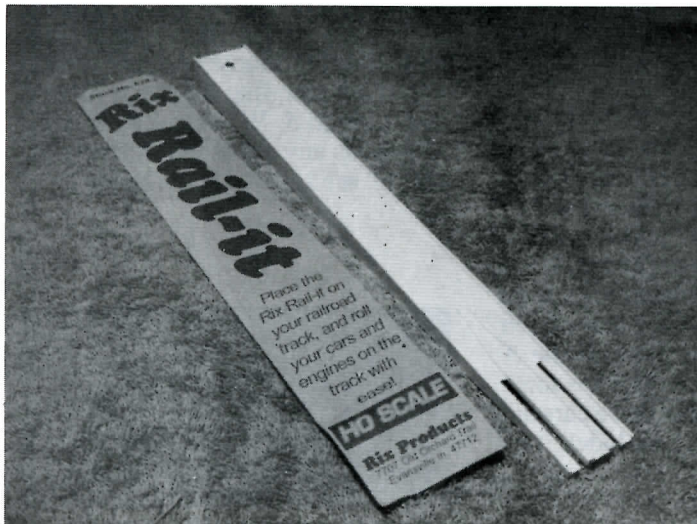
Allow the cement pieces to "firm up" and the project is done. It took longer to write this column than it took to actually convert the Rail-It. It's hard to get much shorter or easier, and this is a really useful item to have.



Rail-It is now widened for S gauge. Trucks just follow the grooves and rail themselves onto the track without having to use your fingers.



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.



EXTRA BOARD

NMRA LIBRARY: (response from NMRA Research Assistant David Lowe about making use of the NMRA Library).

One of the services that we offer at the Kalmbach Memorial Library is listings from our subject index. We have an index that covers over 60 magazines, along with many of the books in our collection. If someone is interested in a particular subject (such as cabooses for the Rock Island Line or repairing American Flyer engines), they can call or write for a listing of what articles have been written on that topic.

Generally, the more specific the topic, the more likely it is that a subject index search would be helpful. Although we could list every article that appears in *Model Railroader*, the modeler who thinks that having it to "browse through" will probably let it gather dust on a shelf. However, the person looking for scale drawings of GP9s probably has a specific project in mind and will put the information to use.

The library is willing to photocopy out-of-print books or magazines from our surplus collection. Copies are 10 cents per page for members and 20 cents per page for non-members.

Mostly, this service is designed for members of the NMRA. Members are allowed one free index search each year (under 8 pages). After that, we have to charge 25 cents per page. Non-members are certainly welcome to request a search, but they may be charged 50 cents per page.

David Lowe
A.C. Kalmbach Memorial Library
4121 Cromwell Road
Chattanooga, TN 37421
(615) 894-8144

Some of the magazines listed in the library's index of particular interest to S gaugers are: *Classic Toy Trains*, *Narrow Gauge and Short Line Gazette*, *S Gaugian*, *Toy Trains*, *3/16" Scale Railroading*, *Sn3 Modeler*, *S Gauge Herald*, *TTOS Bulletin*. Not listed are the *Dispatch* and *S/Sn3 Modeling Guide*. - Jeff

SELLING OUR SCALE: I'm always looking for a forum to talk about S scale,

it's virtues and to expound about all the great people I've met since my conversion to S at the NMRA convention in 1991.

The Foothills Division of the Rocky Mountain Chapter of the NMRA has a swap meet every few months on a Saturday morning. The swap meets are well advertised and usually draw several hundred modelers on a good day.

During a recent telephone conversation with Bob Sherwood, a fellow S gauger, I suggested that some of us S modelers get together and display our equipment at an upcoming meet. Bob printed a banner "S Scale Isn't Secret Anymore" which we hung behind our display table. He also compiled a flip thru notebook which included the NASG information brochures *This is S Gauge*, the *S Gauge Buyer's Guide* and a the reprint of *S Scale Today*.

I also made available flyers about our local S club, the Mountain Empire "S"cale Associates (MESA) and the NASG. We displayed a variety of S and Sn3 models showing the diversity available these days from many different manufacturers. Our fearless club leader, Glenn Sponholtz, brought some of our limited run of PRS 40' boxcars (see April New Products).

We were surprised at the outcome of our first venture. Glenn signed up an American Flyer layout for our 1997 convention layout tour in the first five minutes. We also sold five of the boxcars (OK I bought two).

As I expected, we heard a lot of, "I had no idea there was an S scale." Maybe S

is still a secret! There were many other comments such as "nice size" and "wish I didn't have all that other equipment." But seeds were planted. We exposed over two hundred Denver area modelers to S scale.

You can do this in your area too. I'm convinced that there are a thousand new S gaugers out there just waiting to see the light.

Karl O. Seller
Arvada, CO

FOLEY'S FOLLIES: Our Eastern VP John Foley was at it again during the spring, promoting our gauge. As John tells it:

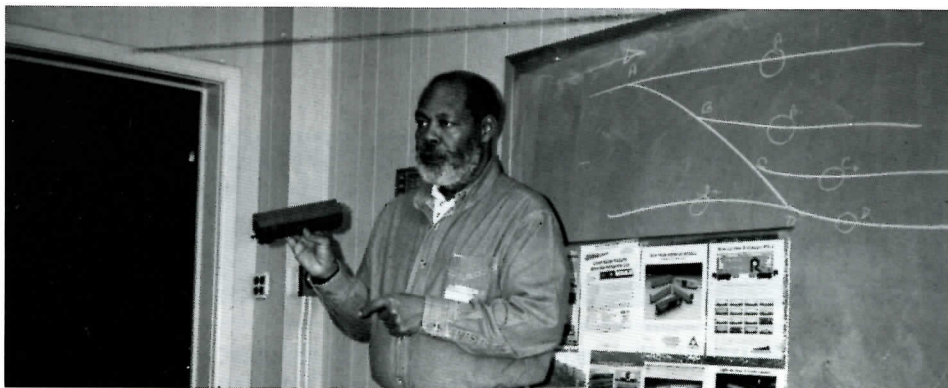
On Feb. 24-25 we had our display at the Spring Thaw Train Show in Allentown, Pa. Thanks to Walt Danylak of G&W Models for donating a table. Five new members signed up, and we sold 8 NASG cars.

On March 3 it was the Fairfield, CT show. We were right next to the Connecticut S Gaugers' layout. Two new members, and a few NASG cars sold.

Back to Connecticut on March 10 for the Cheshire Train Show, again with the Connecticut Club. Two more new members.

On to Wilmington, DE on March 24 for the Nordel Show. Two more new members and 9 cars sold.

On April 13 it was the Sunrise Trail Division convention in Baldwin (LI), NY. Thanks to Hiram Graves for a table. We picked up one re-up member and sold some Clearinghouse items. The next day, I found myself in Trevose, PA for another train show sponsored by the Neshaminy Valley AF Club who graciously donated a table. A cut-away AF K5 running in place was a highlight.



Hiram Graves gives a clinic on S Gauge Today at the Long Island meet.

Three more new members, and 7 NASG cars sold.

On April 16-18 the NASG had a table at the Jersey Rails Train Show in York, PA. This is sort of a pre-ambler to the York TCA meet. We sold 13 NASG AF cars and some clearinghouse items.

I know that by doing these shows a lot of interest in S and the NASG is cultivated.
John Foley.

S IN NON-S PUBLICATIONS:

April *RMC*: An article about a fanciful tale of a narrow gauge D&RGW "Cookie Box" boxcar as told by David Steer on his Sn3 layout.

May *Model Railroader*: A survey done by the NMRA was published in this issue. The survey went to 5,000 modelers who are current NMRA members, former members and non-member modelers. There was a 50.3% response. Below I'll indicate what information I gleaned from it that pertains to S gauge.

1. Total market in S — 3.9% — includes S as a primary or secondary scale.
2. Actually modeling S as a primary or secondary scale: 4.7%.
3. About 1/2 of all modelers model freelance some, 25.7% totally freelance. Scale couldn't be determined.
4. Still the most popular era modeled in all gauges was 1940-1959. And of this era of modelers, their ages ranged from 45-66. I think this would be mirrored in S. The modern era, 1960-79 garnered 20% of all modelers and their predominant age group was under 45. Kind of makes sense, doesn't it?
5. One bar graph showed club membership by scale. Interesting that S had no percentage broken out, but that 27% of narrow gaugers were in some sort of club, which, of course, must include the Sn3 contingent.

May *Classic Toy Trains*: Full page color ad from S Helper on their new cattle car. An eight page article on Flyer's streamlined Pacifics by Rhoda Sherwood.

Rail Mail continued from Page 5

roads with a tangle for a track plan. Nowadays there is enough selection in S to start to model an era and an area like the article suggests.

I decided it would be much easier to model what you see everyday — so I decided I'd model the Frisco during the freight-only era (1965-1980). I chose to model the Central Division near my hometown of Rogers, Arkansas for the area part. I faithfully did the town track-age and a branch line in a 42 x 22 foot basement.

I've pretty much got my era and area now, but I might model the more current BN Rogers local by using a BN GP20. I'd just sort of update one part of the era.

One thing that Era-Area modeling does — it takes a lot of concentration off the individual trains and focuses more attention to modeling buildings, vehicles, scenery, and so on. This theme does away with just modeling trains and makes modeling a lot of fun.

Gale Hall
Rogers, Arkansas

Dear Jeff: I'm glad to note the cover picture in the February '96 *Dispatch*. Two personal mysteries were resolved from it. The 282 Pacific with the sheet metal tender w/C&NW herald shown in this shot reinforces the question I had about the larger 282 numbers. This then appears to be original Gilbert. Also the Greenberg Guide shows rainbow cord set between the tender and locomotive, where the *Dispatch* photo is typical of original Gilbert cloth wrapped wires.

Jay Walsh
Stoneham, MA

S-CALENDAR

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. For convention info send an SSAE to: Jim Kindraka, Registrar, 1996 NASG Convention, 7004 Pittsford Drive, Canton, MI 48187.

July 17-21, 1996: NMRA National Convention, the Long Beach Limited 1996. Write to Ralph Oxhandler, 454 Ferrara Way, Vista, CA 92083

September 18-21, 1996: 16th National Narrow Gauge Convention. Bob Shank, P.O. Box 2191, Durango, CO 81302.

October 19, 1996: S Scale Society Golden Jubilee Celebration, Olwen Bettsworth Hall, Mount Vernon Hospital, Rickmansworth Road, Northwood, Middlesex, U.K. Contact Kelvin White, 54 Sunningwell Rd., Oxford, OX1 4SX, U.K.

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

May 15-18, 1997: 10th Annual Spring S Spree. Holiday Inn, Richfield, Ohio (Cleveland area) sponsored by the Cuyahoga Valley S Gaugers. For registration packet contact: Gary Ippolito, 5311 New Haven Ct., Sheffield, OH 44054. (216) 934-0349. E-mail: gippolito@clev.frb.org

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

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

Reach the NASG through the Internet

Send any Questions or comments to
TLMADDEN@AOL.COM

OPEN FOR BIDS: NASG national convention sites are open for bids for 1999, 2000 and beyond. Contact Dave Held, Convention Chairman, 6939 Yorktown Ln., Utica, MI 49318. (810) 739-2932.

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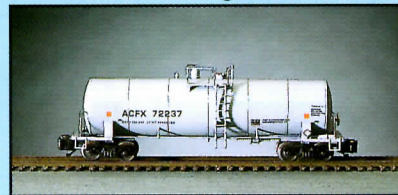
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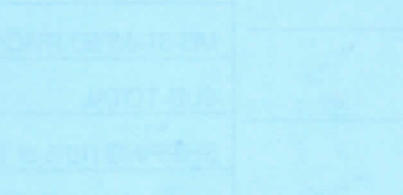
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