

DISPATCH

April 1997

Volume XX
Number 2

© Bruce Nall
Photo



Bulk Up Your American Flyer® Layout With Our New Bulkhead Flat Cars



Photo by Bob Werre

American Flyer® Accessories courtesy of Rick Ziegler

Introducing The first New Ready To Run S Gauge Flatcar In 50 Years Featuring 7 Colorful Building Materials Loads

- ◆ Fully assembled, ready-to-run
- ◆ Removable building materials load
- ◆ Runs on flyer "two-rail" track
- ◆ Affordably priced at just \$49.95
- ◆ Die-cast metal body and sprung trucks
- ◆ 7 roadnames and loads are available
- ◆ Available at fine hobby stores nationwide, or order direct
- ◆ "Grip 'n Go" operating couplers

Add new realism to your pike: Our latest offering is here and ready to go with 7 colorful building materials loads. Right out of the box and on to your layout. If you have been waiting for something truly *NEW*, these are the cars for you. To order direct or obtain more information, including a list of hobby shops carrying The Showcase Line's products, call 1-800-465-0303. Ask for our free S-Helper Service 8-page, 4-color catalog. Visit our Web page at <http://www.showcaseline.com>

American Flyer® is a registered trademark of Lionel Trains L.L.C.

THE SHOWCASE LINE®
The right trains. The right size. The right price.

from


S-Helper Service Inc.
2 Roberts Road • New Brunswick, NJ 08901-1621

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
TLMadden@EXEC PC.COM

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
E-Mail: Craft.RR@Genie.COM

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

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

SUBSCRIPTION RATES: 1 year \$12.00, which is included in the \$17.00 annual dues. All subscriptions payable in U.S. funds. Second class postage is paid at St. Charles, MO. Printed in the U.S.A. All rights reserved. **POSTMASTER:** Send address change to The Database Manager, NASG, Inc., % Dody Stevens, 9619 NW 71st St., Kansas City, MO 64152-2403.

COVER:

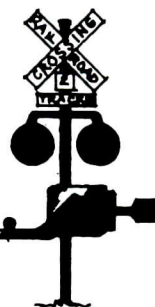
RGS Goose #4 on Dry Creek Trestle. Scene is on the Denver area layout of Mark Kramer.

© Photo by Bruce Nall.

ORDER BOARD

Volume XX, Number 2

APRIL 1997



President's Message	Alan Evans	4
Railmail		4
Jeff's Junction		5
New Products Report	Jeff Madden	6
Colorado Prototype Railroading		8
Denver Clinics & Layouts	Jerry Porter	10
35 Years For The S Gaugian ...	Jeff Madden	12
Meet An S Gauger	Dick Kloes	13
Short and Easy	Kent L. Singer	14
Module Corner	Ted Larson	15
S-Pikes		16
Posthole Mine	Ernie Horr	18-22
Sn3 Symposium	Bob Sherwood	23
'S'traight & Narrow	David Heine	24
Club Sandwich	Dave Pool	28
Extra Board		30
S-Calendar		31

STAFF

Jeff Madden	Editor
Terry Madden	Graphics Editor
Kent Singer	Contributing Editor
Jeff Madden	New Products Editor
David Pool	Club Editor
Ted Larson	Module Corner
David Heine	Narrow Gauge Editor
Bob Werre	Staff Photographer
Jeff Madden	Advertising Manager
Bob Jackson	Editor Emeritus
Pete Mihelich	Publisher

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

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

ADVERTISING RATES: Inquire regarding B & W or color rates. For additional information, contact the NASG **DISPATCH**, c/o Goellner Printing, 301 South Main, St. Charles, MO 63301.

President's Message ...

Bottom Line: The Cost of the Presence of S

Friends: In my previous column I asked readers to respond if their club was missing from the list of operating modular or portable layouts. I received these notes on layouts missed in the February issue and one regarding layout costs.

Craig Stair of Plano, Texas, wrote: "Shame! You left us out of your *Dispatch* editorial. The Trinity Express S Scalers operate a portable S scale layout that is at most local shows here in the Dallas-Fort Worth Metroplex. This weekend it will be at GATS at Fair Park in Dallas."

Ernie Horr sent this information along with newsletters. "The Inland Empire S Gaugers Association of the Pacific Northwest (IESGAPN) has a sectional layout 8 x 12 feet. We last had it in operation in 1991. It needs some work, but we are planning on repairing and updating it for an upcoming train show in Spokane in October. We, as a group, have been lax in promoting S in our area. We are hoping to change that. One step has been the re-issuing of our monthly newsletter last May. I am sending you the first three issues of 1997 so you can see how we are coming along."

Mike Shea from Rochester (NY) provides a perspective on the cost of the presence of S. "A few comments on your 'President's Message' in the February *Dispatch*. I totally agree that we all could be doing more to promote S scale and keep it before the public, especially in the form of operating layouts. But you seem to be suggesting that we do so regardless of the cost. I don't know about your organization, but ours just doesn't have any well-heeled philanthropists as members. This effort of ours has to have some measure of self sufficiency or it will simply cease to exist."

"A scenicked, 2 x 4 module costs us about \$100 to build. Corner modules run about \$150. Our total module investment to date is some \$1400 (with more planned), and we are looking at another \$3000 or so to buy and outfit a trailer to store and haul them. And all of this comes before we put an engine or piece of rolling stock on the layout, or do a lick of maintenance and repair work."

"I am a relative newbie to S scale, with a tenure of some 4 years or so. Along with my participation in the Rochester Area S-Gaugers, my plans include a mostly Sn3 layout "someday." I have built (and paid for) two modules which

are used for club shows, as well as purchased two locomotives and some rolling stock that will never see the rails of my own future NG layout, but this is about the limit of what I can afford for a model railroad that runs only four or six times a year, especially if my home layout is ever to become a reality. And I am not alone."

"The bottom line is that the costs associated with our S-Mod layout are ones we simply cannot completely underwrite ourselves. And since American Models, S-Helper Service, Pacific Rail Shops, Crown Models, Lionel/Flyer, etc., aren't exactly lining up to help us promote their products, the money has to come from somewhere else. And that 'somewhere else' is the local show promoters."

"Fortunately, this is not a big problem in our area. The area groups with portable/modular layouts all seem to face the same financial constraints. Each group requests approximately the same fee, so the local show promoters don't benefit from comparison shopping. And our fees are low enough (\$75 to \$100 per day) to be considered nominal."

"Yes, if S scale doesn't continue to grow we will all suffer. But the answer isn't to just get out there and 'preach to the congregation' regardless of the cost. Cost is something that many of us must take into account. Now, if only the NASG and/or the S scale manufacturers were willing to help out...oops, I guess I was day-dreaming."

To answer part of Mike's question, the Central Ohio Club I belong to was fortunate to receive a donation of money, code 148 rail and track, a trailer and some helpful startup instructions from the Cuyahoga Valley S Gauge Club in 1985. This was a BIG boost to our fledgling club. We took it from there, designing the layout, handlaying track (a first-time experience for all of us.), adding scenery and building a trailer to haul the sections. Our results didn't happen overnight to say the least. The main fund-raiser since building the layout has been our annual all-gauge train show (we learned not to call it a "flea market" when concrete geese vendors wanted to display). This has helped create revenue for improving our layout and paying for the trailer license. It's okay to have money in the bank, but its lying there doesn't help improve the layout/modules—that's why we've returned most of it where we earned it—back into the layout.

I invite other clubs to elaborate on how they finance their layout. We can all benefit from some successful techniques to help with the presence of S.

-Alan

REMEMBER! DUES ARE DUE!

Send to Dody Stevens by June 30, 1997. Regular membership dues are \$17, family memberships are \$22 and contributing memberships are \$27. Contributing includes the Helper Ad listing. Make checks payable to the NASG.

RAIL MAIL

Flyer or Scale?

Responding to last month's editorial, a reader writes that he can't make up his mind whether to run all scale or just Flyer. This is how he solved the problem. He has Flyer locomotives with knuckle couplers and scale locomotives with KDs. He just couldn't convert to one or the other. His solution was to put scale wheels and KDs on one end of each piece of rolling stock and a Flyer truck with coupler on the other end. This

way he can run a Flyer engine with the cars coupled Flyer-KD-KD-Flyer, etc. Or, with a scale engine, the cars would be coupled KD-Flyer-Flyer-KD. Most of his track is code 148 so having one truck on one end of a car with scale wheelsets and a Flyer truck on the other should cause no problem. His branchline does have code 100 track, however, and in this case at least one end of each car would not bump along.

A. Prilfools

Ex-Editor Writes

I just finished reading the Feb., 1997, *Dispatch*. As an ex-editor, I cannot keep myself from writing you.

I got a kick out of Ernie Horr's musings about the Miller Alco switcher. As a young man in the 1960s I longed for one of these models. Over the years I managed to acquire two double-motor power trucks as well as the locomotive frame and superstructure kit - enough to build the entire locomotive. The lead weight fully filled the inside of the long hood.

Running light, the merest trickle of current caused the locomotive to accelerate. The higher the current, the faster the acceleration! There was no throttle position that would produce a constant speed. Keeping the locomotive from obeying the law of inertia (i.e., going straight ahead as the

Continued on page 26

Jeff's Junction

Is Your Home Layout Finished?

Many home layouts languish in an unfinished state once they're started.

The excuses modelers give (in any scale) are pretty much standard cliches — not enough time, not enough money, I'm not good at..., I can't get anybody to help me, etc. Modelers in S can lean a bit on having less easy-assembly plastic structures and rolling stock available and a higher cost factor than in HO or N.

Yet, it is only natural that in the role of spectator, S gaugers (like any gauger) obviously prefer seeing other layouts, either in person or in publications, which are the most complete.

Now, having stated that the lack of completion of home layouts is a negative, I want to turn the idea of an incomplete layout into a positive. So listen - you with cobweb covered layouts with little or no scenery!

In the last several years, I have enjoyed operating on 4 unfinished home layouts here in the midwest. These happened to all be HO layouts (is there a message here) which are in an unfinished state. All consist of track and benchwork with minimal scenery. Structures are either plastic kits set in place, cardboard mockups or shoeboxes with industry names on them. Townsite names are either written in marker on the Homosote or are indicated by a folded file card with the name on it.

BUT! They all have one thing in common — trackwork and wiring are mostly complete, and they can be operated in a realistic fashion. These particular layouts operate with a central dispatcher who communicates by 2-way radio to the various crew members who either operate a fixed yard or run through trains. Operation is by timetable and card order system. All have traditional wiring with rotary switches to route power to the various mainline cabs. Most turnouts are manual and within easy reach of the operators.

THE POINT FOR S — From what I see and hear, S home layouts are notorious for being in an unfinished state. If you fit in this category, maybe the following ideas, which I gleaned from the above mentioned experiences, can spur some interest. We'll start from scratch, but many of you

may already have gotten to one of the stages below.

1. Plan your layout for some sort of operation.
2. Recruit crew prospects (even if it's only 1 or 2 or family members) to help operate and build.
3. Get the benchwork up with basic blue sky backdrops in place (where needed). A benchwork crew can usually throw up a pretty big layout in a day or so.
4. Get the track down.
5. Get the wiring done. (traditional wiring may be preferred for many home layouts because it's usually less expensive and is easier to troubleshoot). But command control systems can save a lot of time since there's much less actual wiring needed.
6. Once the layout is up and running, place finished structures on the layout if you have them. For the remaining industries and stations use cardboard mockups or just plain boxes as temporary buildings. Label all towns, junctions and other geographic locations with file cards.
7. Set up a card order system for your rolling stock and industries. See Russ Mobley's article in the April, 1994, *Dispatch* for one example. Making up a card on each piece of rolling stock can be a fun and useful way of doing an inventory.
8. Start operating trains as soon as possible. Crew size, of course, will vary from as little as 1, to several, depending on layout size and scope. Operating sessions should generally be scheduled from 1 to 4 hours depending on layout size.

NOW, your layout assumes a purpose instead of just being a lump of benchwork. From here you can proceed to the scenicking and detailing. Operating your layout in a realistic fashion will probably work to stimulate layout completion rather than delay it because you'll be tempted to have something new to show the crews each time they show up.

NO, the above mentioned HO layouts won't be replicated in too many S basements since they are rather large, but the philosophy can work for any size layout including modular/portable ones.

Just imagine Frank Titman's Spiral Hill or Brooks Stover's BC&G without much scenery - they could still be operated with a purpose.

And by sharing operation with other modelers, camaraderie is developed and interest in your own layout is maintained. -Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Industrial Drive, South Lyon, MI 48178). A little update from AM. PS-2 3 bays should be shipping now. Ditto with the 4 bay coal hoppers. Tooling has begun on the F7B. The steam engine is due around June or July. The SD60 will be later. The code 148 turnouts are being redesigned to accept electric motors. Ron has ads on cable shopping networks peddling the Amtrak and freight sets. Now the rumor mill. Probably 1998 will see a 2-8-2 mechanism under the steam boiler with a couple of new steam era freight cars to go with it - a steel reefer, a woodside reefer and a woodside caboose.

Again, the steam engine is due by summer. Some problems with the smoke unit caused a bit of a delay. The smoke unit will use "Big Puff" manufactured by Bart's Pneumatics Corp. AM will sell 2 oz. bottles for \$3.00 each. Orders on credit cards to AM will not be charged until each individual is notified. Both B&O and Southern Crescent paint schemes will not be re-run. Those trying to order after March 31 will have to pay \$677 for the sets and \$357 for the locomotive.

The 4 bay ribbed and offset AAR 70 ton hoppers should be available as you read this. Most of these hoppers were originally built between 1930 and 1947. Many are around today as rebuilds. The AM model features a diecast underframe and one-piece ABS plastic body with details engraved on. Precision brass wheelsets and couplers are included in either scale or hi-rail versions. These cars are RTR at \$33.95. See the December issue for roadnames.

Listed on the Internet were some new locomotive paint schemes to be offered: S-12 - IC orange and white and UP. Prices will be hi-rail \$209.95, scale \$184.95. The S-12 will also be offered in a CB&Q scheme for - hi-rail \$214.95 and scale \$189.95. Alco ABA PA sets will also come in SP Daylight and D&RGW for \$550

Note: American Models has changed their internet web site to --

www.americanmodels.com and E-mail to - info@americanmodels.com.

BILL'S TRAIN SHOP (P.O. Box 561, Seffner, FL 33583). Good news and bad news on the Hartoy AHL truck series. Good news is the Jack Frost Ford cabover has arrived for \$9.95 each. Bad news is that the classic AHL series is being discontinued in favor of the P.E.M. (modern series) which is being kept. These will soon increase to \$48.

Bill is contacting Pacific Rail Shops about doing some NYC boxcars without numbers. Give him a ring if you are interested as these will be a special order item.

Look for late June for delivery on the GP30s.

BACHMANN INDUSTRIES, INC. (1400 E. Erie Ave., Philadelphia, PA 19124). For the 50th anniversary of Plasticville Bachmann is releasing 4 new "O" buildings: A 2-story farmhouse, a station, a larger switch tower and a pedestrian overpass. I haven't seen these in person yet, but my guess is that they will be undersized for O, just like the original series. The 3 structures list for \$20 each and the overpass is listed at \$10.

DES PLAINES HOBBIES (1468 Lee St., Des Plaines, IL 60018). The undecorated version of the modern coal porters should be ready around the time you read this. Matching decal sets will be available as well. Cars will come with trucks, but not couplers. Pockets are designed to accept KD 802s. Cost to be announced - probably in the \$35 range. Decorated cars will come later.

ERTL (See your local discount store or farm implement dealer). I spotted three new 1/64 Farm Country Playset buildings in a dealer catalog: A single story ranch house with attached garage and an assortment of details like a propane tank, grill, etc.; a round gable barn from the early 1900s with crib, fencing and so on and a Hog Confinement set which has two shed like buildings plus a bunch of piggies. All

are due in the Fall of '97. Available Spring and Fall 1997 are several vehicles with John Deere markings - available only at John Deere dealers. Included are some tractor trailers, some pickups, pickups with trailers and short flatbed trucks with tractor loads. What interested me most was the 1950 Chevy pickup with Deere logo, a 1950 Chevy flatbed truck with tractor load and a 1997 Dodge Ram truck with Deere logo.

PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, OR 97420) announces two new roadnames for the 40' steel reefer. They will be a URTX Milwaukee Road and a Rock Island. They will come in a 2-car set of one of each or two of same road name. Prices: \$42 each.

PORT LINES HOBBY SUPPLY (6 Stoneybrooke Dr., Newburyport, MA 01950). Three new road names are available now for the wood side reefers - A&P, Hoods Milk and Strohs Beer. Reefers are \$36.95 each plus \$4.00 S&H. Due soon are three new structures - roundhouse, Greyhound bus terminal and an icing platform. The roundhouse will have precast brick sides. Roof sections will be wood, and windows will be Grandt Line. The footprint for this building will be front, 10"; rear 16" and depth 20.5". See a current ad in the S publications for current available Twin Whistle structures and other items.

S HELPER SERVICE (2 Roberts Rd., New Brunswick, NJ 08901) now has the 40' steel rebuilt boxcars in stock. The roadnames are listed on the next page. RTR at \$39.95, each includes hi-rail and scale wheelsets and comes with Flyer compatible coupler and mounting holes for KD 802s. Ditto the arrangement for the stock cars, and ditto the list price.

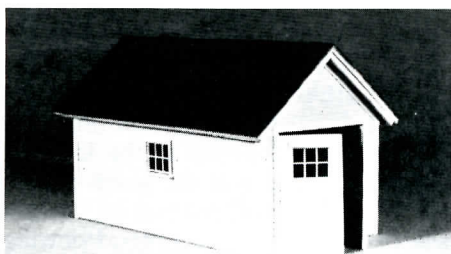
Updates: SW9 testing is progressing. Look for a late summer delivery. Look for a May delivery for the bulkhead and standard flatcars. The TOFC flat cars are expected this summer. There may be more roadnames offered for the C&O C-25 caboose than originally announced - stay tuned.

WHAT'S NEW ?

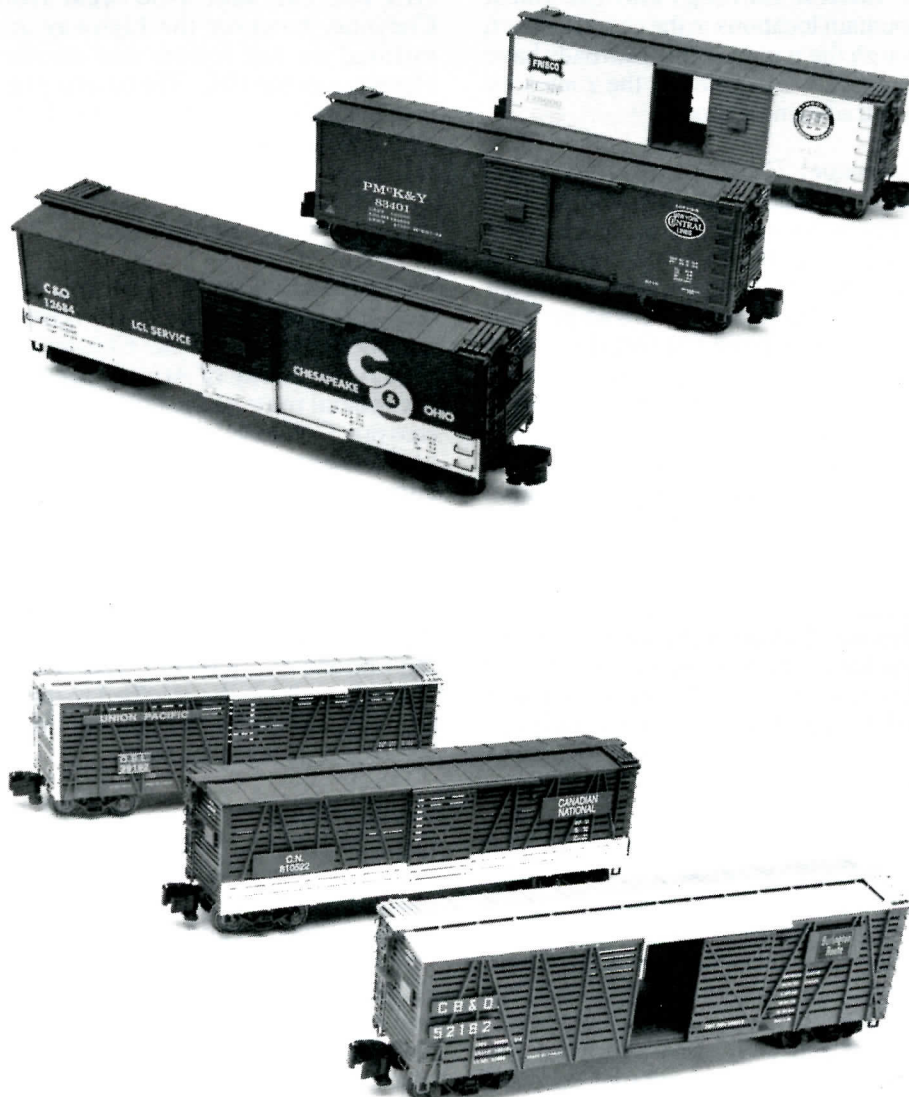
A first for S in molded plastic are the 4-bay ribbed and offset hoppers being offered by American Models. These 70-ton hoppers were built between 1930 and 1947 and many rebuilds are still around. These will be available in both scale and hi-rail/ Flyer versions for \$33.95 each. They come ready-to-run.



Now in stock from S-Helper is the first run of the 40' re-built steel boxcar which will be available in 8 roadnames (many with 2 numbers). Cars are RTR plastic bodies with steel grab irons. They come with Flyer compatible trucks and couplers as well as scale wheelsets and KD mounting holes. Roadnames are: undec, C&O, C&NW, DL&W, Frisco, NYC (PMKY), SF Scout, SF Grand Canyon and Vermont Ry.



This resin cast garage kit is from Depots By John. By converting the doors this structure can be made into a MOW shed. Kit is \$18.95. See December for address.



S-Helper 2nd run stock cars are now available. Road names are: undec, CN, CB&Q, MP, Katy, and UP. Cars list for \$39.95.



COLORADO PROTOTYPE RAILROADING

By Glenn Sponholtz and Karl Sellers

Colorado has always been known for its natural beauty and train chasing gives you a chance to indulge your hobby and see Colorado at the same time. You will see some of the busiest railroads and the finest mountain locations in the country. Even though the names of the railroads have changed, I will refer to the routes by their traditional names.

Cheyenne: The first trip will be north out of Colorado to the Union Pacific in southern Wyoming. If time is important take I-25 for the hour and half ride to Cheyenne. If you have more time take US 85 to Cheyenne. On US 85 you will follow the UP main line from Denver to Cheyenne, the first railroad into Colorado. On the way you will want to stop in the town of LaSalle. This was the junction of the Denver-Cheyenne main line with the Platte Valley line to the east. There is a small yard with a GP-15 or GP-38-2 and some older equipment stored here. On display in LaSalle is a restored UP depot and caboose. Further north in the town of Greeley is another nicely restored UP brick station. US 85 follows the railroad to the town of Nunn, then the highway and railroad take different routes into Cheyenne.

In Cheyenne it isn't hard to find the Union Pacific Railroad, it's in the middle of town. This is the Union Pacific's Overland Route, and it is one of the busiest main lines in the country. There is constant action. Good viewing locations are the highway overpasses at the east and west end of the yard and from the streets that parallel the yard on the north and south. The depot is over 100 years old and many of the buildings that face the railroad are from

the turn of the century. While in Cheyenne you can also find the Burlington Northern yard with its old roundhouse on the north side of town. If you want to see the UP on Sherman Hill you can take I-80 west from Cheyenne, however the highway and railroad do not follow one another closely over the Hill. The easiest place to view trains is in the area of Bodie, where you can get off I-80 for train watching. If you have time continue west on I-80 to Larimer or just return to Denver to complete your tour.

Moffat Tunnel: On the next trip, head west out of Denver to see the Rio Grande and Moffat tunnel. Take Colorado 72 west from the city of Arvada, to follow the general route of the railroad. After crossing Colorado 93 look to the south-southwest and you will see the reversing curves that makeup the Big Ten curves and the hopper cars that are used as a windbreak. Continuing west the railroad crosses over the highway and starts its assault up the Front Range of the Rocky Mountains. You can stop at the railroad overpass and take a short 1/4 mile walk up the roadbed to tunnel # 1. The tunnel or the railroad bridge are excellent photo locations.

Further west on Colorado 72 the railroad and highway rejoin at the village of Pincliffe. On the way are many locations to view the beautiful Indian Peaks range that are the Continental Divide in this area. Where 72 joins Colorado 119, make a left turn and continue south to the town of Rollinsville. At Rollinsville take the dirt road heading west on the north side of the railroad overpass--this road will take you to the east portal of Moffat tunnel. The road follows the railroad and

Boulder Creek and offers many fine mountain views and photo locations. At Moffat tunnel there is a parking area on the north side of the track. Along with the tunnel structure there are several houses remaining from the construction of the tunnel, a maintenance building and a wye. The best time to see a train using the tunnel is in the mornings when 3 or 4 trains including Amtrak enter or exit the tunnel. It is especially exciting to see a train exit the tunnel as the tunnel curtain will go up and the train seems to burst out of the tunnel. The Forest Service road to the north, about 1/2 mile east, is the old grade of the Denver and Salt Lake railroad and will take you to the top of Rollins pass. On the return trip turn south on Colorado 119 at Rollinsville; this will take you U.S. 6 and return you to Denver.

Tennessee Pass: Another trip to take is to the mountains west of Denver to view the Rio Grande line over Tennessee Pass. This line was originally narrow gauge and was changed to standard gauge in 1890. It is the original Denver & Rio Grande Western standard gauge main line through the Colorado Rockies. On the west side of the pass the average grade is three per-cent, and the line has always been a helper district. In the days of steam it would take three 2-8-8-2s helpers to get a train up the pass and it still takes the same number of modern diesels to do the same job. Head west from Denver on I-70 for the two hour drive to Minturn and take exit #171, U.S. 24. Minturn is the helper station on the west side of Tennessee Pass where locomotives are added to east bound trains. There is usually plenty of action with locomotives being added to trains and the activities of a small locomotive service facility. When coming into Minturn take the road to the left that crosses the tracks at the north end of the yard. This will put you on the east side of the yard with many good viewing and photo locations.

Going south out of Minturn highway U.S. 24 goes over Battle Mountain as the railroad and the Eagle river share the narrow canyon. Just south of the abandoned town of Gilman there are places you can pull off the highway to walk to the edge to the canyon and view the railroad, the river, and the old Eagle mill several hundred feet below you. Also at each end of the large highway bridge at Red Cliff are access roads that will take down to the level of the river and railroad. There are several photo

locations here where you can get impressive shots of trains beside the river and colorful rock work of the canyon walls. Going south on U.S. 24 the highway follows Homestake Creek while the railroad follows the Eagle River.

About 7 miles south of Red Cliff the highway and railroad rejoin at Pando. In Eagle Park on the east side of the highway you will see the location of Camp Hale and a memorial to the 10th Mountain Division which trained here during WW II. On the west side of the highway is Pando siding, a long passing track and siding that served the camp. Usually there is some maintenance-of-way equipment stored here. From Pando the railroad climbs out of the valley on the west wall and rejoins the highway near the old Mitchell siding, a big photographic "S" curve is located here. At the summit of the pass the railroad passes through a half-mile tunnel and the highway goes over the top. On the other side of the pass the highway and railroad separate, the railroad going down the Arkansas valley to the Royal Gorge and Pueblo and the highway to the town of Leadville.

Leadville was one of Colorado's richest mining towns. Looking around town you can find the old C&S station and roundhouse which are home to the Leadville, Colorado & Southern, a tourist line which operates a picturesque train ride up Fremont Pass. From Leadville take Colorado 91 north to I-70 and back to Denver.

Joint Line: For the next trip you can follow the Joint Line south from Denver to Palmer Lake. Before 1918 the Santa Fe and the Rio Grande operated parallel single track lines from Denver to Pueblo. In 1918 the USRA ordered the railroads to operate the lines as double track. It worked so well that it is still operated that way to this day by the BNSF and the UP. The line is used by up to 50 trains a day, most of them BNSF coal trains. All south-bound trains require helpers from Denver to Palmer Lake. Start by taking U.S. 85 (Santa Fe Ave.) south; the highway follows the railroad from Denver to Castle Rock. Just south of Littleton is the Santa Fe's former intermodal yard, Big Lift. Now the yard is used for local switching and storage. At Castle Rock take I-25 south and exit at the Larkspur exit #173.

Just south of the exit is a 300 foot Santa

Fe bridge over the highway and creek; this is a favorite photo location. As you continue south, you will see a very unusual track alignment and the approaches and abutments for a bridge. This was the location of an overpass on the single track lines that was taken out when the two lines were changed to double track. At Palmer Lake the two tracks go to one and helpers are cut-off for a return trip to Denver. There is a nice picnic area for watching trains at this location if you have the time.

Denver Area: If you don't have time to take one of the above trips there are several locations for good rail fanning in Denver. First, the Pecos street exit off of I-70 will take you to Rio Grande's (now Union Pacific's) North yard. The 48th Ave. overpass offers an opportunity to view the activity at North yard and BNSF's intermodal yard. This end of the yard has a tower and locomotive fueling facility. You can see equipment of the Rio Grande, Southern Pacific, Union Pacific, Burlington Northern and the Santa Fe. Going north on Pecos street will take you to the west end of the yard and the location of Utah Junction. The water tank is the only structure standing from the old Denver and Salt Lakes shops that were at Utah Junction. To the west is the new Southern Pacific maintenance-of-way

equipment service building.

Next head to the BNSF yard east of I-25 at 38th Avenue. You can view the southwest end of the yard and service facilities from the 38th Avenue overpass. There is a locomotive service shop and turntable located here, and the old passenger yard is used for maintenance, miscellaneous and Amtrak equipment storage.

Finally, east of I-25 at 8th Avenue is the Rio Grande's Burnam shops and yard. Burnam is the Rio Grande's original yard and locomotive shops and is now operated by the Union Pacific. There is a large locomotive shop and turntable here, and the cars of the Ski Train are stored in the yard. In the past the Rio Grande stored a large number of older locomotives here, but the Union Pacific has been disposing of them over time. Also, on the east side of Burnam yard, is the Regional Transportation District's light rail service shop.

These trips are in the Denver area or are less than a day's drive from Denver. We will have maps at the convention for them. Colorado offers many other interesting locations for train chasing and opportunities for mountain railroading. We hope you can come to Denver Zephyr '97 and have a great Colorado vacation.



This vista is typical of Colorado. Railroads often are hugging the mountainsides or are winding their way through narrow valleys. This overlook is near Red Cliff on the UP's Tennessee Pass Line. Originally the line was D&RGW and then SP. Lots of coal trains use this line. This summer might be the last to see trains on the Tennessee Pass-Royal Gorge Route as new owner UP plans to abandon it.

Photo by Karl Sellers

DENVER ZEPHYR '97

CLINICS AND LAYOUTS

By Jerry Porter

In the last couple of issues, Glenn explained why you should come to Colorado and visit us (MESA) for our 1997 NASG National Convention; and to bring your family for a nice vacation. Now, I would like to detail some of the clinics and layout tours we have coordinated. Many of us have also been putting in a lot of time on the Buckingham Mall S-scale club layout.

CLINICS that we have on tap currently include:

- *Resin Casting -- to be conducted by Glenn Sponholtz—He will explain the “how-tos” of making epoxy resin castings using rubber molds.

- *Michael Elkins will give a clinic on weathering freight cars, and Michael's award winning techniques will be demonstrated in the program.

- *Steve Shoe, former Managing Director of the Model Railroad Industry Association, will present an interesting clinic on maintenance-of-way equipment.

- *I (Jerry Porter) will give a clinic on Modeling the Prototype in Scale. I'll cover designing a layout to operate and look like the prototype. The material will show how we developed the Buckingham Mall S-scale Club layout based on the D&RGW/ATSF Colorado Joint Line which operates between Denver and Pueblo, Colorado.

- *Jim Haggart will give his clinic on painting and weathering “scene makers”—the little details.

- *The people from Accurate Dimensions are going to put on several “hands-on” tree making clinics, and everyone will go home with a fine tree to add to their layout.

- *Doug Hertkamp of Design Tech will give a clinic on constructing, painting and weathering resin structures. We hope to make this a hands-on clinic.

Several additional clinics are being prepared. They range from foam scenery making to modeling prototype freight cars in S-scale.

If you desire assistance in putting on clinics contact Glenn Sponholtz at (303) 427-2976 or Jerry Porter at (303) 254-7728.

LAYOUTS: As to layouts to see, we have something of a dilemma in that there are more S-scale layouts in the Denver Metro area than we can visit. To that end we will have one or two layouts on site at the hotel and nine layouts on tours (three per tour). We plan to provide direction sheets for self-guided tours of layouts that the tour buses will have to by-pass.

On Thursday evening three layouts will be on tour. The first stop is planned for a large Sn3 layout with a double helix. It has track heights from 30" to 80" in elevation. The engineering and benchwork is worth the visit. Colorado & Southern equipment is modeled, and the layout is controlled by Wangrow System One (DCC). This layout seems to have a John Allen flair to it.

The second layout will be that of Tim Myers—an early '70s version of the Chicago & Northwestern's Alco line in western Minnesota. This modest size double-deck layout shows what can be done with limited space and a modest budget.

The last layout on the Thursday tour will be that of Glenn Sponholtz. This 11'x34' double-deck layout is not the layout some of you saw at the 1991 NMRA Convention. Glenn has built an all-new loop to loop with helix design based on the Rock Island and CB&Q railroads in the mid-60s. This layout features mostly hand-laid track and turnouts. Glenn's layout also features System One (DCC) control.

Friday evening we will visit three more layouts. First will be Dennis Hagen's circa 1900 Sn3 layout which features mostly scratchbuilt equipment and structures in a 20'x24' room. Part of the backdrop was painted with a razor blade used as a palate knife. This layout demonstrates a very artistic approach to model railroading.

The second layout on Friday night will be another Sn3 gem--that of Mark Kramer--which features a mixture of Colorado's many narrow gauges including double-headed trains on a 3.5 percent grade—it's sure to please all. This layout has been featured in Railroad Model Craftsman.

Mark Kramer's railroad consists of a large 12'x24' loop. Scenery varies from the flat landscape of Dolores to the bluffs of southwestern Colorado and even some rolling hills and Aspen groves. Mark's layout has a variety of C&S, D&RGW and RGS trestles and bridges that employ construction methods ranging from pile trestle to bent trestle to single span heavy timber.

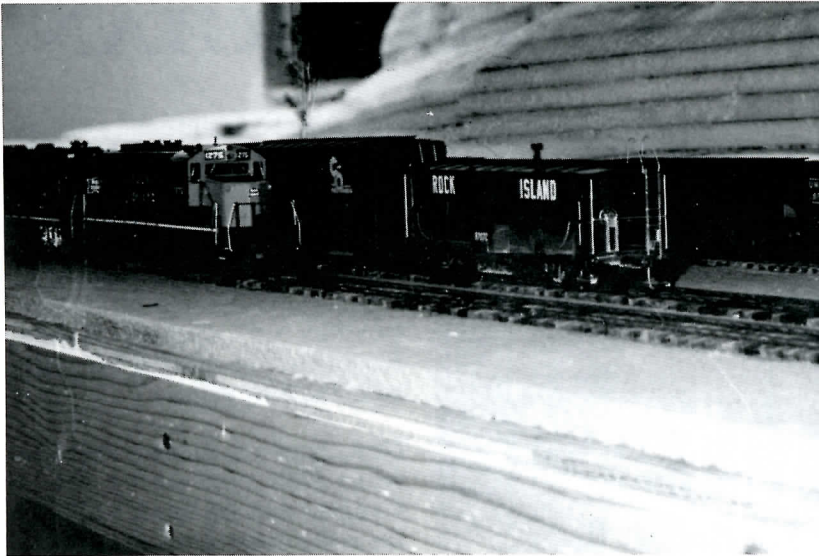
The last layout on the Friday evening tour is that of the Buckingham Mall S-scale Club. In order to better appreciate this layout it is suggested that you try and attend the clinic on prototype layout design by Jerry Porter if your schedule permits. The club's 22'x90' store-front layout is located at a major shopping mall in Aurora, Colorado. The layout itself is 14'x 67' and is designed to emulate both the operation and aesthetics of the Colorado Joint Line.

The USRA implemented this operation in 1918, and the railroads involved continued the arrangement by mutual agreement until 1974. On the visible portion of the layout we are modeling both the north and southbound mainlines from Larkspur via Palmer Lake to Colorado Springs. Denver and Pueblo are represented by hidden staging yards beneath the main level.

Scenery will be autumn and era will be the mid-50s. The trackage was owned by the D&RGW and ATSF with some Rock Island trackage rights in Colorado Springs. Tenants C&S (CB&Q) and Missouri Pacific also operated trains over the trackage. Leased power from the Katy, NP, GN, MP and UP frequently headed trains of various types.

It is planned to close the on-site displays and vendor rooms to give everyone an opportunity to visit this layout and allow for adequate viewing time. If you care to bring equipment to operate, please contact Glenn Sponholtz or Jerry Porter at the numbers mentioned previously.

On Saturday we will visit the multi-gauge layouts (Sn3 / American Flyer pre-war standard gauge) of Neil Miller. Neil has a beautifully restored Blue Comet and is one of the premier train photographers of the Rocky Mountain



The Buckingham Mall S Scale Club is progressing on the huge layout above which is based on the Joint Line between Colorado Springs and Pueblo. In its heyday in the 50s the Joint Line would see motive power from the D&RGW, ATSF, RI, C&S (CB&Q), Katy, MP, NP, GN and UP.

region. With Sherman Hill in Wyoming as one of his favorite locations, he has had hundreds of photos published.

We'll round out the Saturday tour with the Northwestern Pacific Railroad of Bill McClung. The NWP (parent Southern Pacific) had a branch running east from the Pacific Ocean 25 miles into the mountains to a small town named Christine. At one time surveys were made to extend the railroad from Christine to connect with the NWP main line at Healdsburg, California. The connection was never made so the branch remained an orphan with its only link to the outside world being by schooner. Bill's railroad reflects what "would have been" in the early 1950s, if the road had connected to Healdsburg.

Located in a 26'x47' basement, the railroad is under construction and has two and a half miles of hand-laid S-scale mainline with 42" minimum radii curves. Benchwork consists mainly of one by threes and blue foam board. Some scenery is already in place. As with the prototype, motive power is limited to small diesels, a 2-8-0 and smaller steamers.

Some of the tour layouts will be open on Sunday afternoon for additional viewing. These will be self-guided tours. We, the membership of MESA, would like to see as many of you as possible join us this summer in Colorado for Zephyr 97.

Note: The Holiday Inn Phone number was incorrect in Dec. Dispatch. Correct # is ---(303) 452-4100.

CONTEST CHANGES

Change: the category of MODEL PHOTOS to PHOTOGRAPHY.

Delete: COLOR PRINTS and BLACK AND WHITE PRINTS.

Add: MODEL(S) ENTRIES: **

COLOR PRINTS, BLACK & WHITE PRINTS, 35mm COLOR SLIDES, OTHER TRANSPARENCIES (120, 4x5, 8x10).

PROTOTYPE ENTRIES: COLOR PRINTS, BLACK & WHITE PRINTS, 35mm COLOR SLIDES, OTHER TRANSPARENCIES (120, 4x5, 8x10).

**NASG contest procedures, note 3.2 applies.

3.2: Photos/slides must depict a scene of which 50% or more has been created in 1/64th scale.

Pikes Peak or Bust!!

S-GAUGE 'FLEX TRACK' \$9.95

RUNS ORIGINAL A/F, HIGH RAIL OR SCALE!

Solid Nickel Silver Rail!

- No templates, bend fixtures or special tools required
- Highly conductive and durable solid nickel silver rail
- Manufactured in full 40 inch sections. Black or brown ties in stock for immediate shipment.
- Special adapters, plug solid .172" rail into A/F track or switches.

Easily bends to virtually any shape without kinking

Ties **FIRMLY** attached to rails
The "NO PROBLEMS"
track, with 100% Money
Back Guarantee and
Exchange Policy

Pat.Pend.

New
double
Rail
Joiner
System!

NASG Standards

Call or write for free brochure and name of closest stocking dealer

CORONA FLEX

P.O.Box 1867 Dept.N (909) 735-3417
CORONA, CA. 91718

35 YEARS FOR THE S GAUGIAN

Thirty five years ago takes us back to 1962, a year many consider the "Dark Ages" of S gauge, when A.C. Gilbert was on a downhill slide and slot cars were about to take over the hobby world. Gilbert did bring back the Hudson that year for \$34.98, and Kinsman, Miller, Regal, Enhorning and S&P were all big names in the S world. HO was becoming entrenched, and other hobbies like slot cars diluted the train market.

But, like the proverbial Phoenix, an S gauge publication, which is still with us 35 years later, had its beginning in that year. A 14 year-old schoolboy in Tolono, Illinois, by the name of Don Heimbarger issued the first *S Gaugian* as a two-page "experimental" S gauge club newsletter. The first issue was in November of that year, and then it published every two months thereafter.

Frank Titman wrote a bit about Don in the Spring 1965 issue of the *S Gauge Herald*, "At the ripe old age of 17, he has accomplished more in and for the hobby than many old timers." Frank lauded Don for being a doer. Even then, besides the *S Gaugian* and organizing the all S Okaw Valley club in Tolono, he participated in many high school activities including the student council, track, basketball, dramatics, the marching band, glee club, pep band, other musical activities and the school newspaper.

The *Herald* article continues, "When Don discovered a *Model Railroader* magazine on a drug store shelf, he was off and running. Before much longer he discovered the *Herald* and the NASG and really started pounding the high iron! He organized the Okaw Valley Club, and with his fellow club members began printing a club paper which is still distributed to interested S gaugers throughout the U.S. and Canada. (remember this is 1965) Don has won 21 trips through delivering newspapers, and on eight of these he traveled via cross-country streamliner. This gave him a lot of ideas to use on his own Denver & Western."

"I predict a great future for this young



1995 photo of Don Heimbarger, publisher and editor of the longest running all S gauge publication.

man! If he pursues his future vocation with the enthusiasm he's shown so far, he'll probably end up a 29 year-old millionaire! At any rate, he'll always be a welcome member of the S gauger clan and one who already has gained a great deal of our respect."

After the newsletter stage, the *S Gaugian* was done by offset printing, but collating, assembly and mailing were still done at home. Don says, "I had been going to Champaign, Illinois, 8 miles north of Tolono for printing, but now I went about 20 miles north to Rantoul. This proved a good move and quality improved greatly."

There were only two instances where Don gave up the editorship for short times. The first was when he took an internship in New York City with McGraw-Hill Publishing, and the interim editor was Ron Johnston of Texas. Being drafted into the Army was cause for the next temporary editor who was Gene Glendinning. Gene was a journalism major and fellow Chicagoland S gauger. Don lived in Chicago prior to his Army stint.

While in the military at Fort Knox, Kentucky, Don became editor of the base paper, but would run home on weekends to help put out the *S Gaugian*. Still family members pitched in for everything but the printing.

Finally, in 1977, with circulation topping 2000, a new printer was

engaged who would print, assemble and mail the magazine. Don said, now he even got a proof copy before final printing. The first issue with 4-color was March, 1979, the same issue Fundimensions announced the reissuing of American Flyer trains. Besides a 4-color cover, Fundimensions ran the first color ad in the *S Gaugian*.

Now, here's a current statement from Don concerning the *S Gaugian* and the future of S: "As far as the magazine and its history, I've loved every second of it! It's rewarding to serve S scale because we're such a fine group of modelers. The scale is really people, and people are what makes the scale what it is! There's a great

interest in S scale and a loyalty perhaps not found elsewhere. Our readers really look forward to each issue and then read it over and over again. This is something that's been happening since the first issue, and it continues. We've been blessed with good staff, good readers and advertisers, and, of course, we're blessed with the BEST scale! I really have never considered any other scale to model in, because S is the ideal size."

"As for the future of S, I can remember when any new item on the market was a big boon. A new detail part was considered big news, and having a new manufacturer come into the scale was an event to talk about for weeks! I can only see good things happening in the future for S. So many new products are here or coming that the market will definitely grow just because of the abundance of these products. Plus, so much of what is being produced is so well made - even better than what's available in other scales. This helps grow the scale even more."

"We intend on continuing to promote S scale as much as possible, and I want to thank all those who helped the *S Gaugian* reach its 35th Anniversary!"

Congratulations go to Don and the *S Gaugian* from the NASG for this remarkable milestone!

Meet an S gauger

Dick Kloes

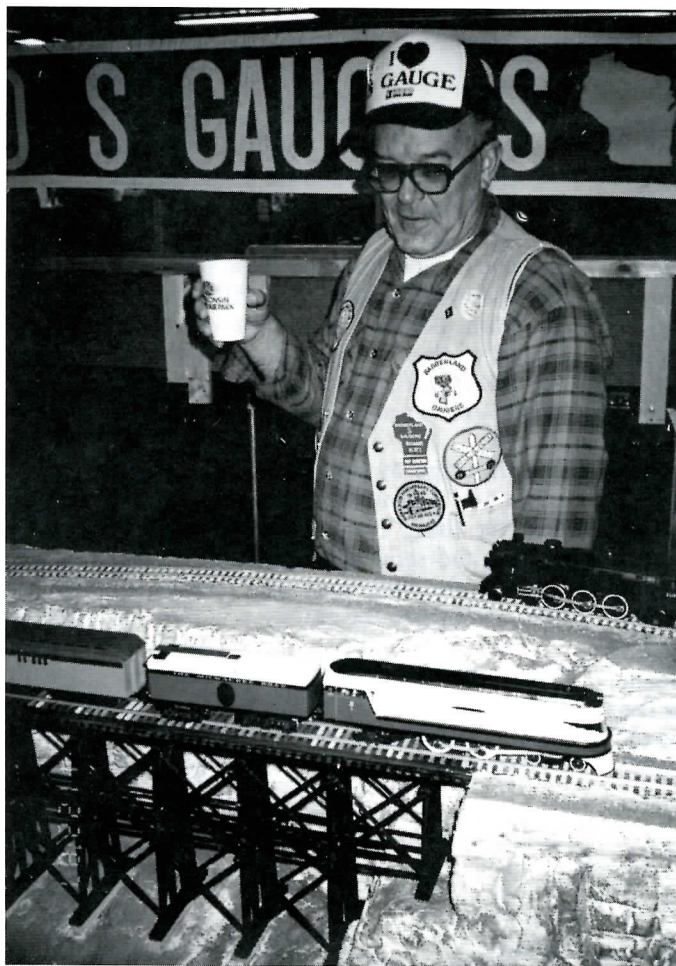
We'll let Dick tell his own story...

My first introduction to the S gauge world was back in 1949 when my brother and I received our only train set. Naturally, it was an American Flyer 300 AC Atlantic set. We played with it for several years until we discovered girls. Then the set was packed up and stored in the family attic.

It wasn't until early 1971 that trains again interested me. After visiting an O scale club open house, my interest in model trains was rekindled. Back home I got our Flyer train down out of the attic and set it up on my living room floor. I was married by this time and had 2 boys of my own. At this time my oldest was 7 and was just as excited as I was when I was his age.

The next several years were spent building my first real layout. It was 13' x 17' and all American Flyer. This layout is long gone, and in its place is a hi-rail layout which takes up about 17' x 24'. It's basically

Dick's home layout reflects a western logging theme with these scratchbuilt wooden trestles as evidence. This around-the-wall portion connects to a peninsula to the right with a sawmill complex, and to the left the layout eventually hooks in to a modular yard.



Dick Kloes checks over a Tom Hodgson Hiawatha Flyer conversion as it operates on the Badgerland modular layout at the 1993 Trainfest in Milwaukee.

an around-the-wall layout with one peninsula. I use mostly American Models code 148 track and rail which gives me the opportunity to run scale and Flyer. I have both scratchbuilt and AM turnouts on my layout. I also enjoy scratchbuilding structures, and most will be by that method.

Over the years I have been president, secretary, director and module planner for the Badgerland S Gaugers. Since retiring in 1994 I have been active in the West Allis (Wisconsin) Presbyterian Church, busy traveling, working on my layout, and participating in Badgerland activities..

Dick lives in West Allis, Wisconsin, and is very active with the Badgerland modular setups. In 1996 he helped organize two setups - one to Central Illinois and one at an NMRA show in Madison, Wisconsin. This year he has already coordinated the Madison show in February, and still to come are the NMRA National Convention (also in Madison) and the Milwaukee Trainfest in the fall. - Jeff



Short and Easy

by Kent L. Singer

a twin hopper and 7 oz. for a 3-bay hopper. One way of doing this is to pour some loose shotgun pellets into the very bottom of the hoppers. These can be held in place with some white glue, which in turn, is covered by a shallow layer of goal, gravel, etc., to match the foam load. Do this as minimally as possible so the ballast will look like residue in an empty car.

CHEAP HOPPER LOADS

This neat idea comes from Ernie Horr. Each of us has to make our own decision on money versus time when it comes to the choice of Buy or Build. In order to create loads for his numerous hopper cars, Ernie had to come up with a more economical method than using those beautiful, but pricey, (in quantity) commercially available loads. Paraphrased here is how Ernie solved his problem. The accompanying mine article by Ernie in this issue shows you why Ernie needs all those loads.

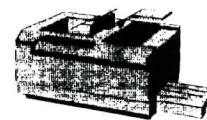
What I do for loads is buy a sheet of 1/2 inch styrofoam. The pieces are cut to size to fit the specific car, and with a model knife, I shape the load. Then it can be painted for whatever the load is: black for coal, gray for gravel, gray-tan for sand and yellow-white for

wood chips. When you carve the shape of the load it is rough enough to represent any of the above. Make sure you use an acrylic water base paint on the foam since acetate paint will dissolve the foam. *Editor's Note: You can also spread a coat of white glue on top of the load and add a single layer of whatever it is you're trying to represent.*

Fasten strips to the inside of the car about 1/4" below the top of the sides to hold the load. Then slip the load into the car and send it on its way. Oh, by the way, the foam load won't add very much weight to the car.

Editor's note: You may wish to add some ballast in the bottom of the hopper bays to bring the car up to NMRA recommended practice - about 5 oz. for

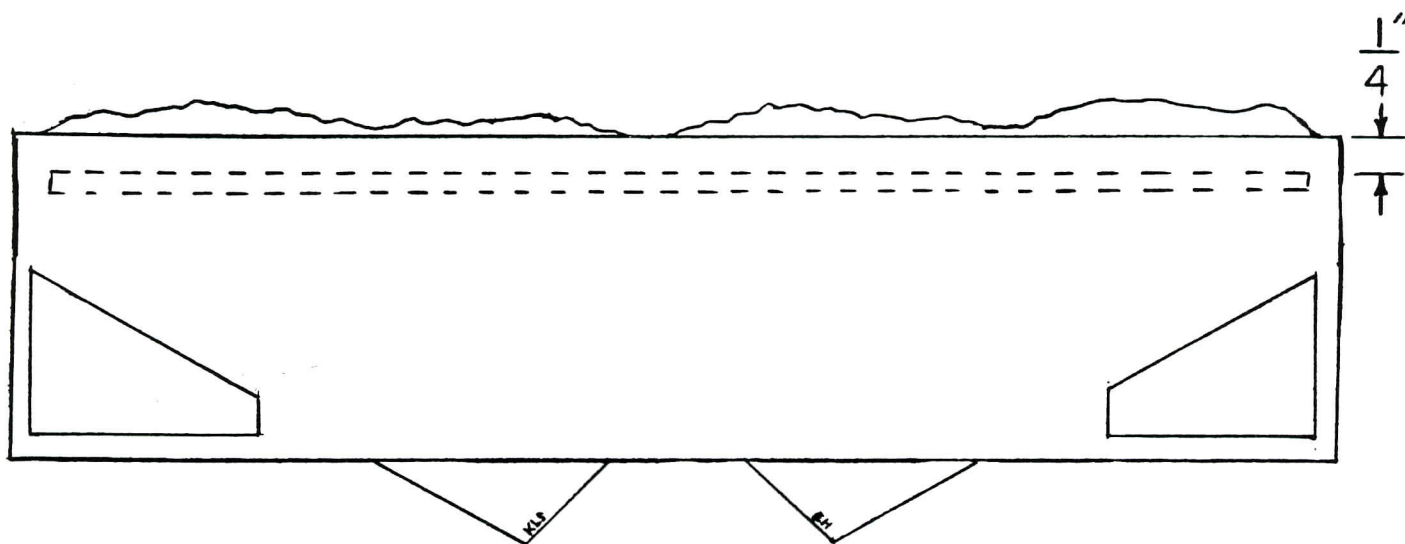
As Ernie says, "Cheap and it looks good."



NASG COPY SERVICE

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

1. Request a specific article, photo(s) or page(s). Entire issues will not be copied.
2. Cite a specific Dispatch issue if possible. A search will only be made on a time available basis and may not yield results.
3. Enclose an SASE. No other charge is in effect at this time.
4. Note your NASG number. This service is available only to members in good standing.
5. Send your request to NASG Copy Service, c/o Kent L. Singer, 912 N. Rogers Ave., Endicott, NY 13760.



HOPPER LOADS

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.**

From the Connecticut S Gauger's Archives HAND LAYING TRACK ON MODULES

By Guest Author Bill Krause

1. Decide which side of module is the "Normal Viewing Side" (NVS). The other side will be the "Normal Operators Side" (NOS). Mark these initials on both top and bottom sides of modules.

2. Draw centerlines for all track

a. Draw module centerline which is $7\frac{1}{2}$ " from NVS.

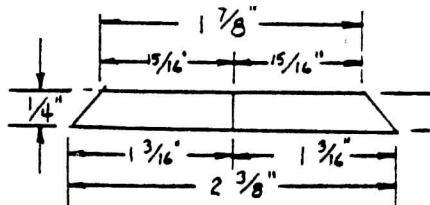
b. Draw track centerlines for Outside Main (OS) and Inside Main (IS). These are $2\frac{3}{4}$ " from each other, but $1\frac{3}{8}$ " from the module centerline.

c. Draw centerlines for the Outside Yard (OY) and Inside Yard (IY) tracks. Each track is $2\frac{3}{4}$ " away from its nearest main track. Note: This is if you want passing sidings on the modules.

3. Laying Homa-Bed as the track base.

a. This roadbed comes in halves which allows it to be laid along the centerlines. (See Fig. A)

b. Because Homa-Bed is a paper product, it is important that you seal it from moisture. This is accomplished by painting all sides and ends of each section.



HOMA-BED in 32" lengths

Fig. A.

c. Use Carpenter's Wood Glue to glue the roadbed down. Start with either OM or IM. Spread glue with a stiff brush to keep it smooth. Stagger halves as shown in Fig. B. Seal any cut ends with the glue. Use $\frac{3}{4}$ " 18 gauge nails to hold the roadbed in place. Keep out of future spike alignments. Make sure nail heads don't stick up.

d. Lay roadbed for IY and OY.

4. If Hand Laying Ties? If using flex track you can ignore the rest of this article.

a. I prefer Kappler scale ties. These are $7\frac{1}{2}$ "x $9\frac{1}{2}$ "x $8\frac{1}{2}$ " and come 850 pieces to a pack. These scale out to $1\frac{5}{8}$ " in length. Remember this dimension.

b. Stain ties. I use Minwax Jacobean.

c. Tie Spacing: Mainline track should have about 38 to 39 ties per foot. Yard spacing is about 32 ties per foot. If you consider the OY and IY as passing tracks you can use the mainline spacing.

d. Laying ties: If you use Homa-Bed, it is $1\frac{7}{8}$ " wide at the top surface. Pick one side and draw a line $\frac{1}{8}$ " away from one top side. This will keep your ties even at the ends.

e. Glue down: Spread a thin layer of Carpenters Glue (about 1 foot at a time) and place ties flat in the proper spacing mentioned above. When satisfied with the spacing use a level board to press down on the ties. It's best to keep a weight on the ties until the glue dries.

f. Sanding: When dry it's a good idea to use a sanding block with 120 grit aluminum oxidesanding paper to lightly sand the ties to allow for any height differences.

5. Spiking the Rails.

a. Laying the first piece of rail. Use of a special jig (Fig. C) will help

with getting the rails set on the ties so that the distance from the rail to the outside of the ties is even on both sides.

b. Also, before the first rail is spiked in place remember: Rail will start 2" in from the end face of each module to allow for the bridge section between modules. Undercut a tie or two for rail joiner space where the rail will start. Space must be made for rail joiners where rails join anywhere. A brown marker can be used to cover up any bare spots on these ties.

c. Spike the first rail, after having located the rail with the above jig, about $\frac{1}{2}$ " from the end on both sides. Ditto at the other end of the rail length. Make sure rail stays straight and equidistant from the centerline. Continue spiking this rail inside and out until satisfied the rail will stay straight.

d. Spike the opposite rail using the NASG track gauge.

e. Do the OM and IM tracks first, then do the yard (passing tracks) later.

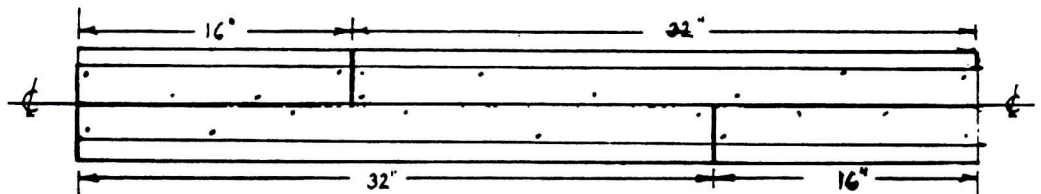


Fig. B

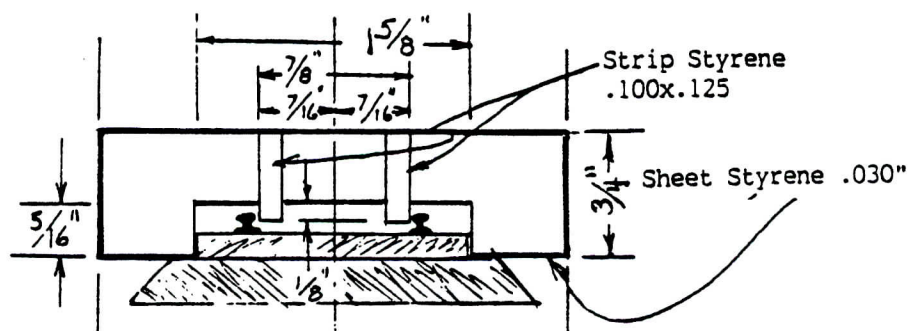


Fig. C

Module
Corner
By Ted Larson



S-PIKES

A DENVER LAYOUT ON TOUR

On tour in Denver will be Mark Kramer's Sn3 modular home layout. It has a Rio Grande Southern theme and was featured in the November, 1995, *Railroad Model Craftsman*. (above) Leased D&RGW outside frame 2-8-2 is shown on Parker Creek Trestle. (below) RGS consolidation at milepost 101 at Turkey Creek

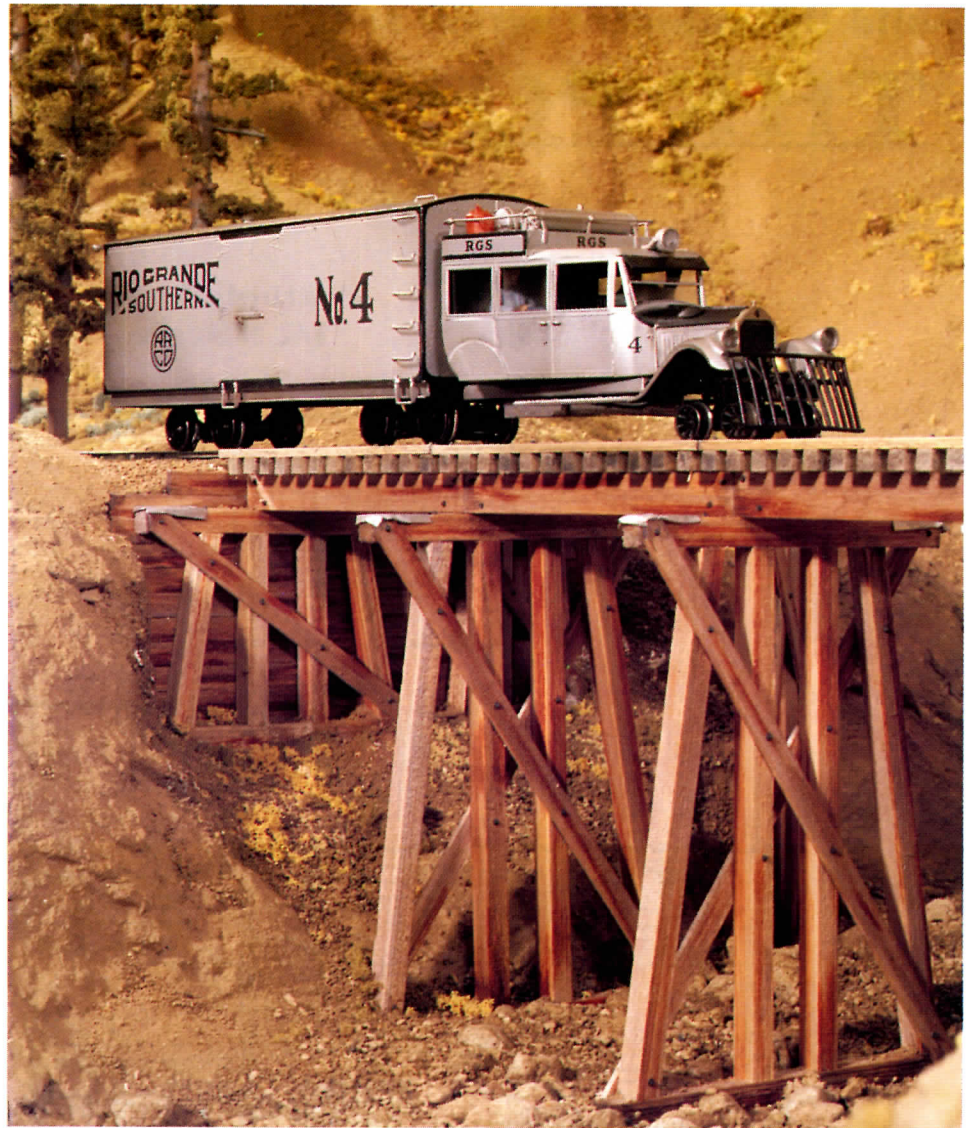
© Photos by Bruce Nall - all rights reserved



A DENVER LAYOUT ON TOUR

Another fine Sn3 layout to be seen in the Denver area is that of Dennis Hagen. His 1900 era theme contrasts with that of the 1940s era modeled on Mark's layout -- previous page. (right) Shown here is Cascade Creek Wye on Dennis' D&SJRR. (bottom) The town of Keystone on this layout features this well detailed general store.

© photos by Bruce Nall



S-PIKES



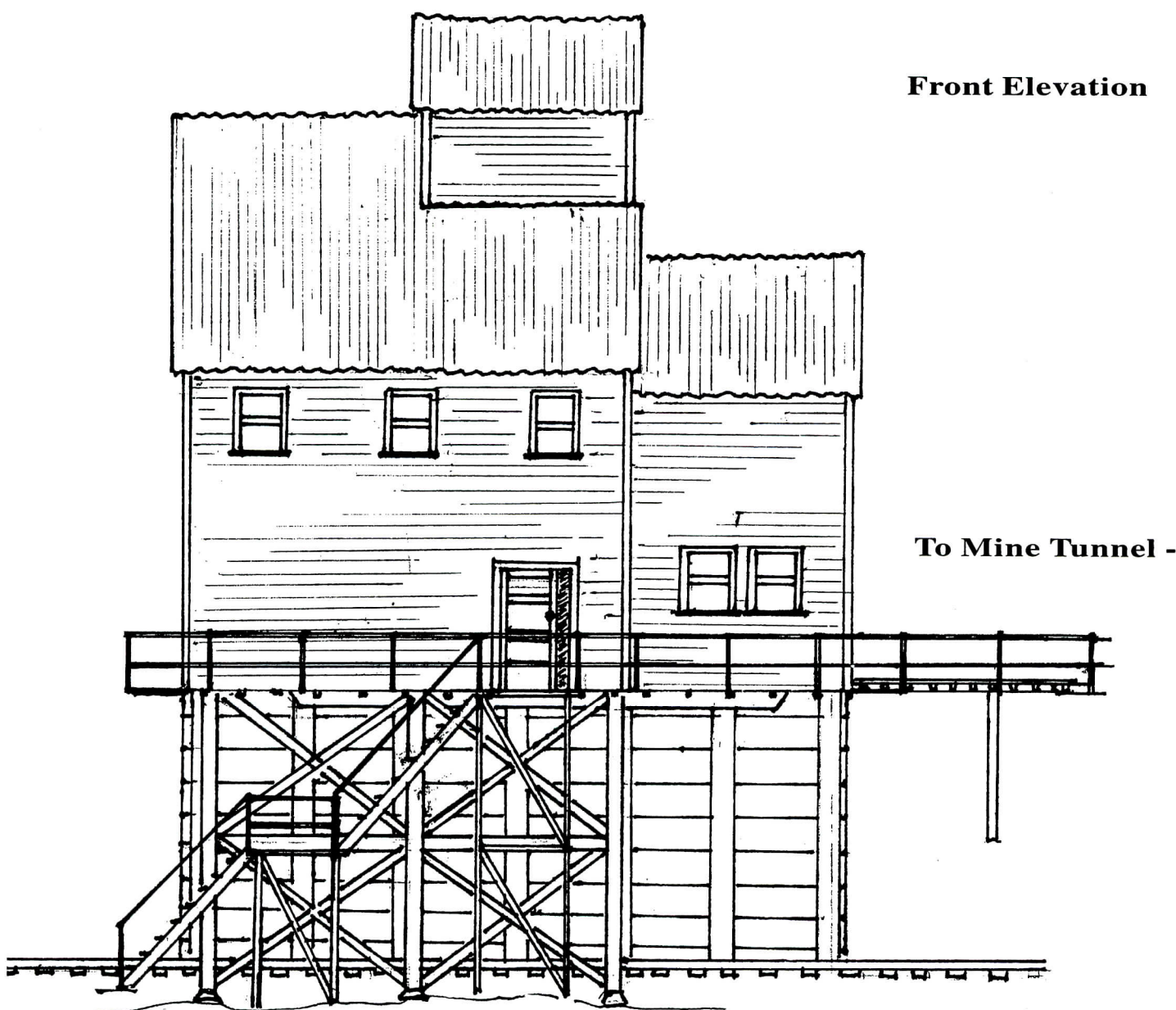
Build this mine structure for your S pike.

THE POSTHOLE MINE

By Ernie Horr

Posthole Mine
1/2 S Scale

Front Elevation



To Mine Tunnel -

I had an area on the Tinplate Road that lent itself to a short spur. Because it was below a steep hillside, I decided a mine on the spur would be appropriate. My mine is based on a photo of a model mine I had seen in one of the model publications. Employing a bit of humor, I visualized that post holes were mined here - get it?

Materials List:

Based on wood, but styrene could be substituted.

Basic Mine Building

1/16" scribed sheet - 1/8 or 3/32 inch spacing.

1/32" scribed sheet - 1/16" spacing.

1/16" square stripwood for walk supports and landing platform.

1/32 x 3/32 inch stripwood for corner trim.

1/32 x 1/16 inch stripwood for window and door trim and window sash.

(Grandt Line windows of comparable size could be used as well).

1/32" square stripwood for walkway and stair railings.

1/16" scribed sheet with 3/16" spacing for foundation.

1/16" x 3/16" stripwood for foundation supports.

1/8" square stripwood for posts holding building that extends over tracks.

1/16" x 3/32" stripwood for bracing for the building supports above.

1/32" sheet for flooring inside building.

Corrugated sheeting or board and batten siding with 1/8" spacing for the roof.

1/8" thick card stock for hopper loading sheet.

Some N scale track.

N scale ore cars.

The plans shown are 1/2 for S scale so you might want to blow them up on a copier to 200% so that you can work right from the drawings. A tried and true method is to tape wax paper over full-size plans so that you don't have to worry about getting glue on the plans. Bracing can be laid out right on the plans then.

Mine Building Sides:

Cut the building sides, front and back from the 1/16" scribed siding with 1/8 or 3/32" scribing. Match sides with each other to make sure they're equal. Trim out window and door openings. On my mine I fabricated the double hung windows from stripwood. It might be easier to buy Grandt Line windows - but, if you do, buy the windows before you cut the openings. Doors were fashioned from 1/32" sheet and card stock. Again, Grandt Line doors could be substituted. It would be advisable to paint the sides before installing windows and doors, especially if they are a different color than the sides. If the same, just assemble and paint. It's a good idea when painting wood to paint both the outside and inside of walls - prevents warpage. Some interior bracing doesn't hurt either. If the windows and doors are painted a different color, paint them separately before glueing to the sides. Tape or glue clear plastic (frosted) to the inside of the window openings. Now assemble the sides of the main mine structure.

Roof:

Cut the roof pieces to size, paint and glue to main building. On the corners and under the eaves glue the 1/32" x 3/32" trim. Brush paint the trim to match the sides.

Foundation:

The foundation below the mine entrance section is made from 1/16" thick, 3/16" scribed sheeting. 1/16 x 3/16" stripwood is attached vertically (wide side glues directly to sheeting) for outside supports. If your terrain is different where your mine is located, you might adjust the plans to suit.

Set aside and attach later to main building after the floor is installed.

Floor:

The floor is 1/32" thick sheeting. Cut to size, paint and glue to main building. Now the foundation can be attached. One option here is to use the sheeting described below for the walkways and make the floor and walkways one huge piece or maybe a couple glued together. This way the walkways will not have to be attached separately and will be stronger.

Walkways:

Walkways are 1/32" thick sheets with 1/16" scribing. Attach 1/16" square stripwood support bracing, cut to length, beneath the walkways as shown on the plans. (See above idea).

Support Framing Over Tracks:

Use 1/8" square stripwood extended down from the outside wall to support the extension over the loading track. These can be cut to fit your mine location. Add 1/16" x 3/32" cross bracing.

Stairs and Landings:

Add the stair landings from the 1/32" thick sheets with the 1/16" scribing. The top landing could be part of the large floor piece as described above. Stairs can be constructed from 1/32 x 1/8" stripwood.

Mine Trestle:

Build a trestle from the mine opening to an opening in the hillside. Mine goes out and down. You might want a level trestle to the mine opening. An option would be to put a covered conveyer section (see side views) angling down from the headhouse into the side of the hill. The trestle could then be used for a slag dump. Trestle plans are not shown, so you're on your own here. Install N gauge track on the trestle leading out of the mine building. Make sure you add a walkway alongside the track on the trestle.

Railings:

It might be easier to install the railings once the building is in place on the layout. Use the 1/32" square stripwood for the railings. Put railings on the trestle as well.

Loading Chute:

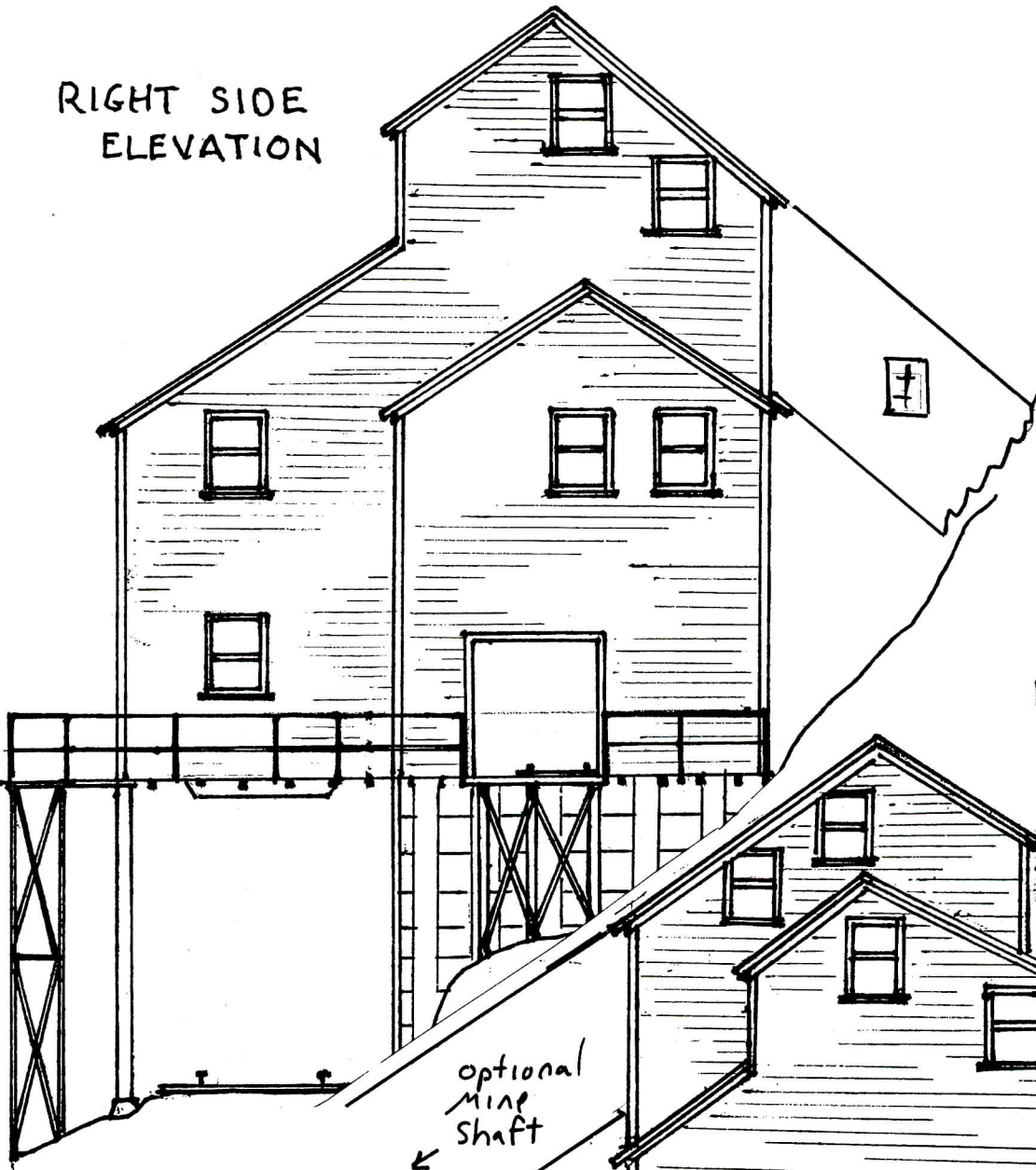
Fashion a loading chute above track under the mine building out of 1/8" thick stripwood or card stock.

Finishing Up:

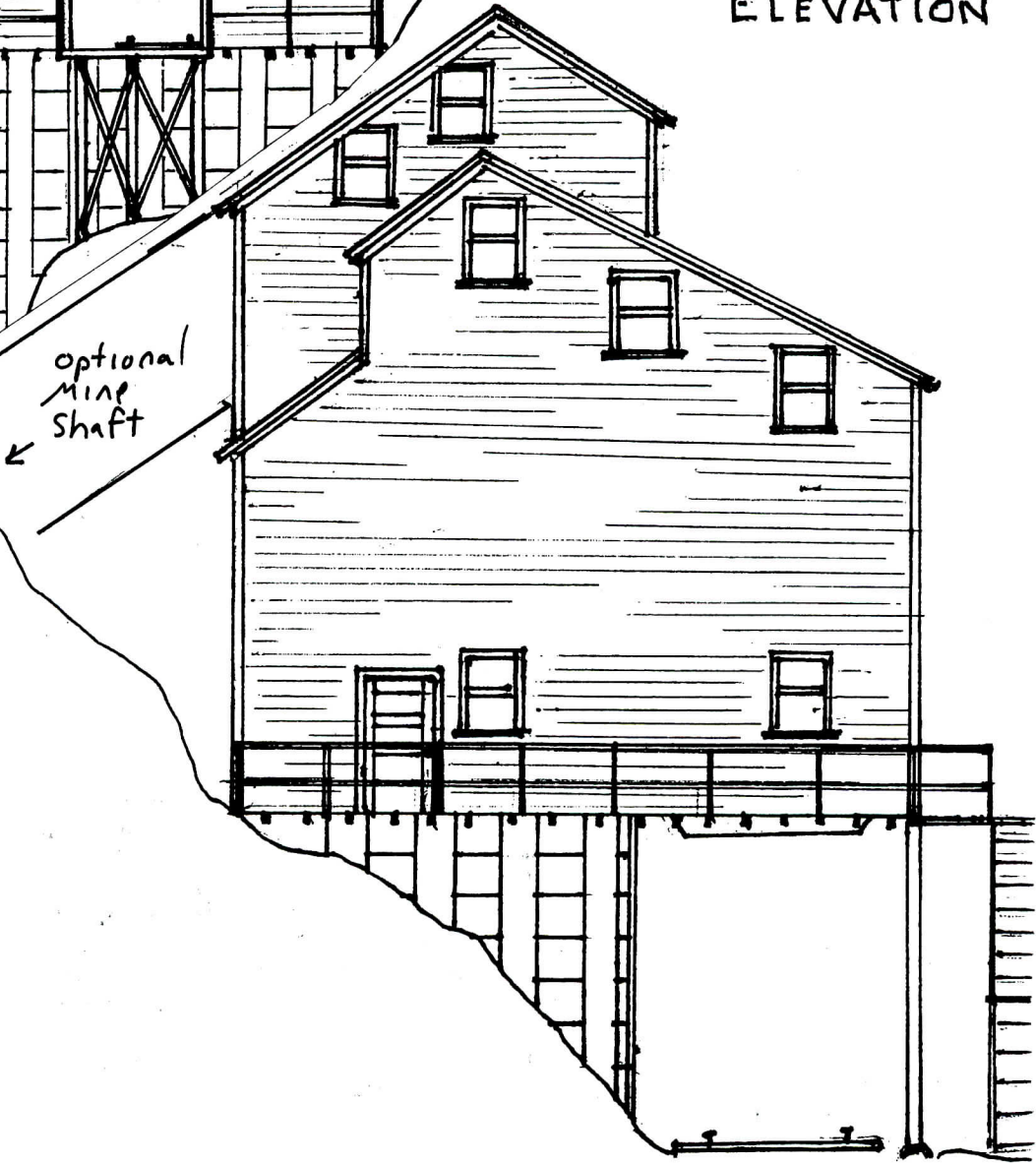
Paint all unpainted surfaces now and put in place on the layout. One idea is to put the whole mine complex on a sheet of homasote, complete with track, so that it can be removed as one hunk if necessary.

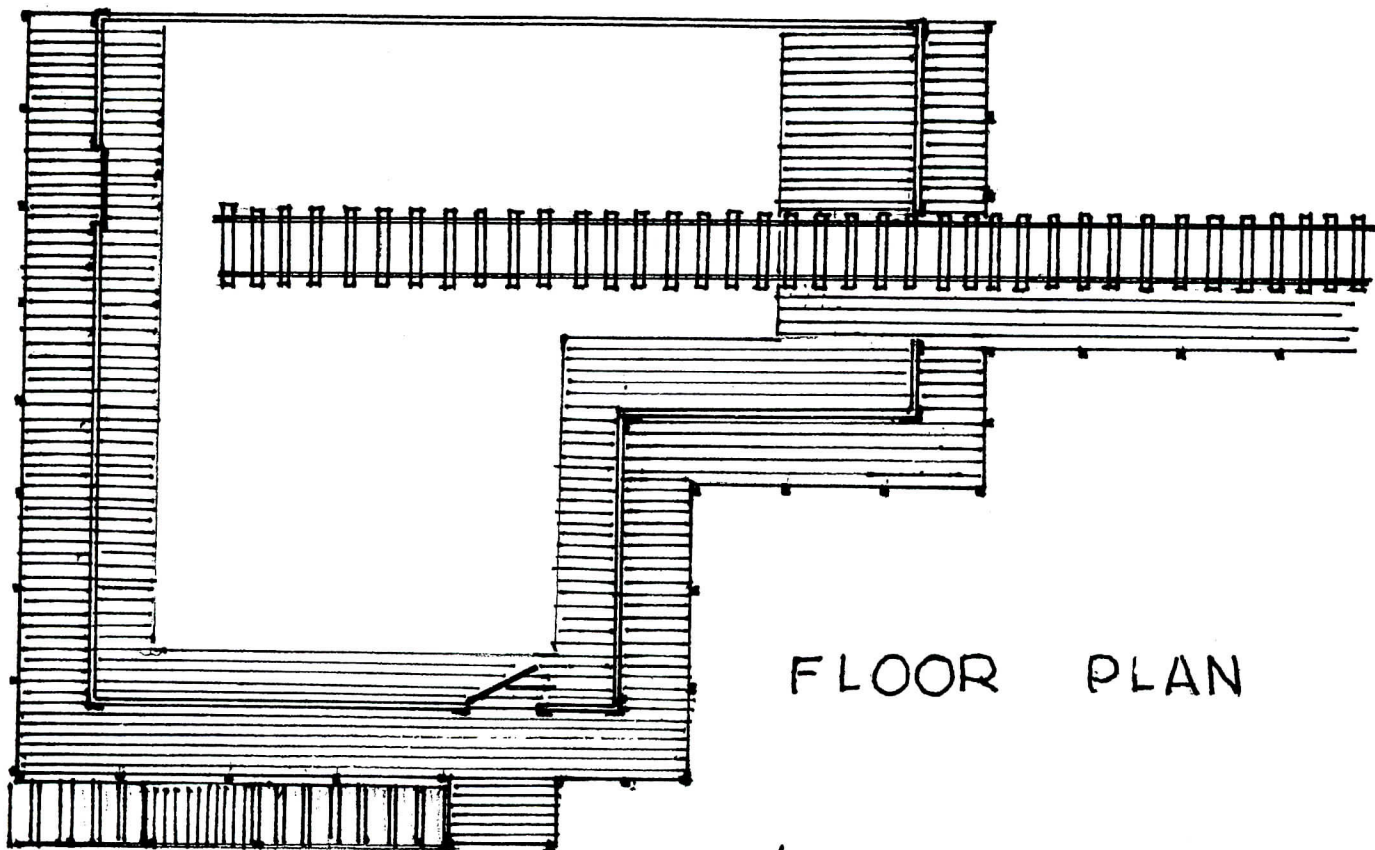
Now you have a complete mine for those farmers who need postholes.

RIGHT SIDE
ELEVATION



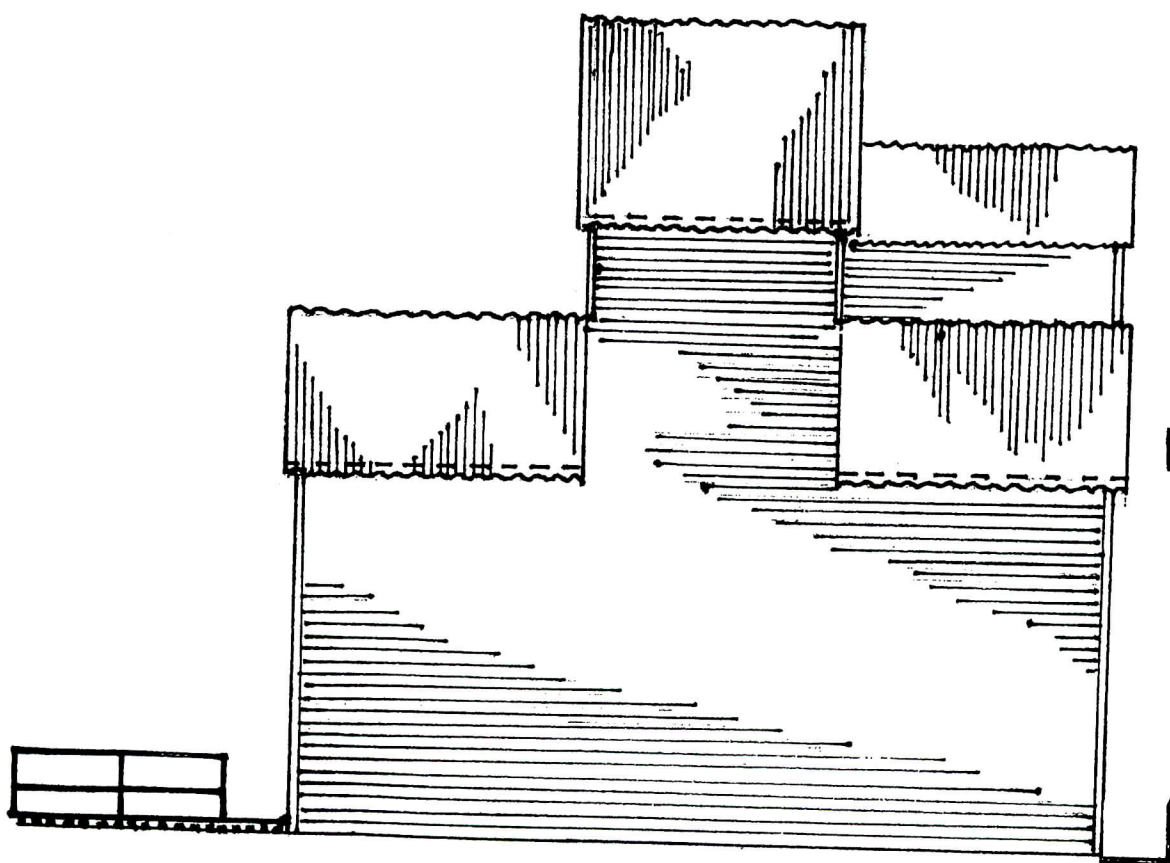
LEFT SIDE
ELEVATION





FLOOR PLAN

$\frac{1}{2}$ 'S' SCALE

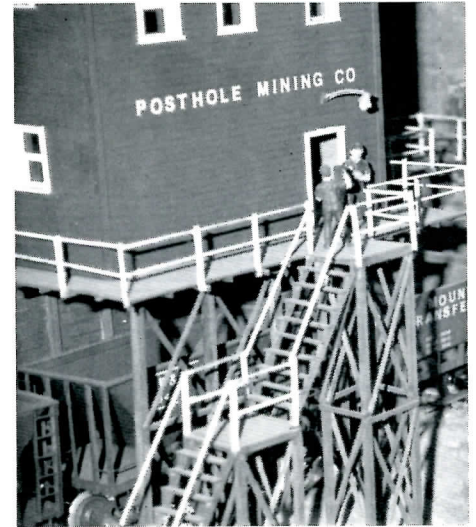


REAR
ELEVATION



Views of the Posthole Mine on Ernie Horr's Tinplate Road.

Side view of the Posthole Mining Co. structure. Size of the mine makes it ideal for a narrow shelf layout. Farmers who need lots of fences make use of the mine's output.



Views above and left show closeups of the intricate looking walkways and stairs. Photo at left also shows the ramp with the N gauge track which indicates how the postholes are retrieved from the mine. If a rear sidehill entrance is used instead, this trestlework could be for a slag dump.



The left and front sides of the mine are shown here. Can't tell if those ore cars are full of postholes or empty

All photos by Ernie Horr

STANDARD'S CHAIRMAN VISITS THE Sn3 SYMPOSIUM IN PHOENIX

By Robert Sherwood

February - middle of winter with thoughts of snow, ice and temperatures in the 20s, teens and lower covering most of the nation. To escape this reality 140 modelers and manufacturers journeyed to Phoenix, Arizona over President's Day weekend (Feb. 14-15) to attend the 12th annual Sn3 Symposium. There skies were blue and temperatures were in the 70s.

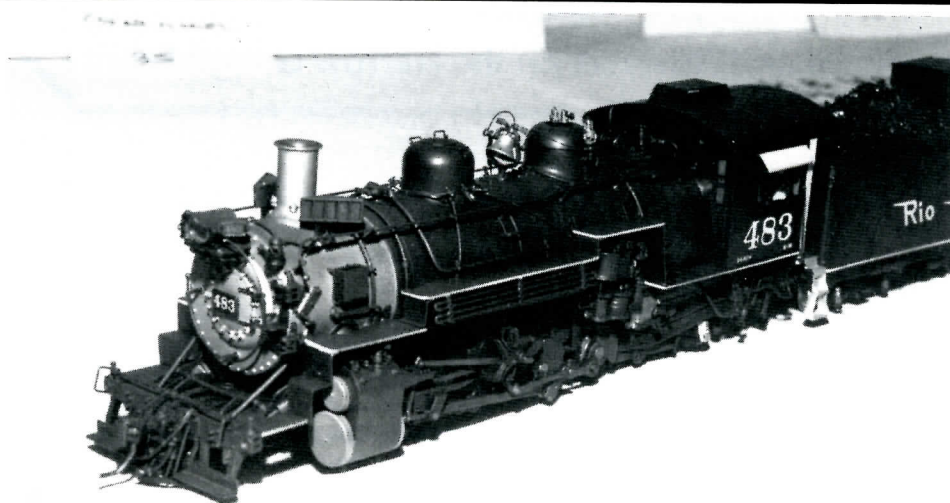
While the Sn3 Symposium generally has no main theme, other than focusing on S scale narrow gauge, this past symposium changed gears and featured D&RGW's "Chili Line" as a theme. The Chili Line was D&RGW's narrow gauge line from Antonito, Colorado, to Santa Fe, New Mexico. Clinics were even themed to the Chili Line. They included *The Chili Line Then* by Richard Dorman, *The Chili Line Now* by Dan Pyzel, *Chili Lines' Tales* by John Coker and *Desert Scenery* by Richard Dick.

The contest also had the Chili Line as its theme. There were 34 or more entries. No judges here, this was a popular vote contest. At least 115 of the 140 registrants participated in the voting. Interesting was the fact that 18 different models received votes for the Best of Show award.

Ironically, the layout tours consisted of Duane Danielson's On3 D&RGW/RGS layout and Don Stewart's outdoor G scale layout. Both were excellent.

This well-detailed Sn3 model of the Chama depot demonstrates the quality of the many entries in the contest at the Symposium. The real thing still resides at the main yard of the Cumbres & Toltec Scenic Railroad.

Photo by Bob Sherwood



One of the Sn3 locomotive contest entries at the Symposium.

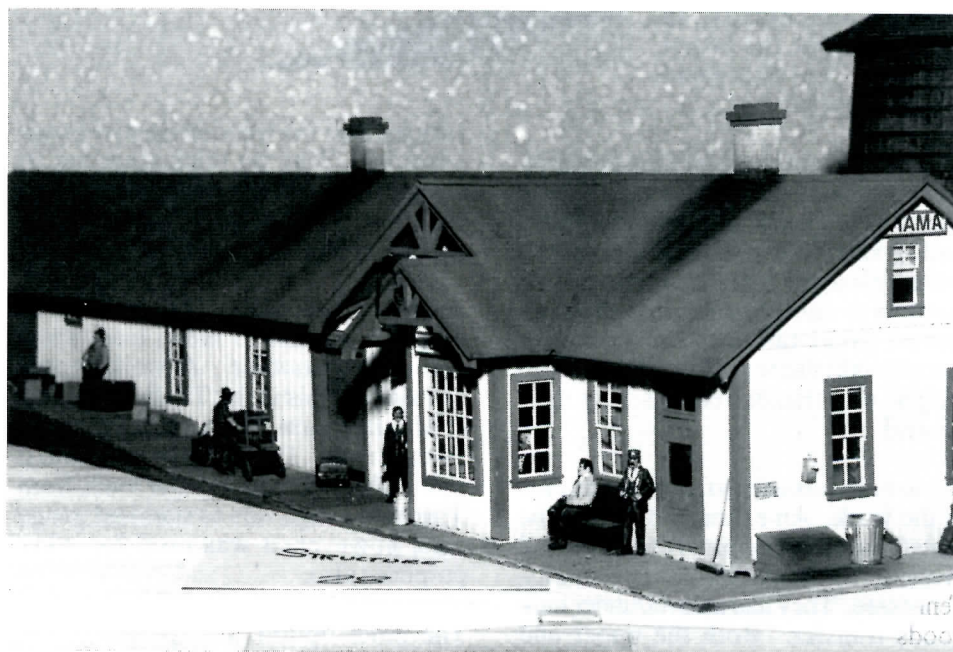
Photo by Bob Sherwood

Notable in the manufacturers' displays were several items shown by Pete Smith of Buildings & Structures. I took in his new Sn3 #6 stub switch which consists of a 4-piece mini-kit with code 55 weathered rail. It was operated with a slow-motion switch machine - neat. The Columbia Gazette structure was also displayed. According to Pete a freight transfer station is in the works.

Manufacturers in attendance were: Banta Modelworks (structures), Berlyn Loco Works (brass, car kits, parts), Bill's Train Shop (brass, car kits, detail parts and structures), BK Enterprises/ Trout Creek Engineering (car kits, rail

and switches), CDS Lettering Ltd. (dry transfers), John Coker Art (RR paintings), Larry Larson Graphics (dry transfers - including Sn3), PBL (brass, car kits, parts, structures), Rio Grande Models (car kits and parts), Rocky Mountain Model Works (structure kits), Ron's Art Graphics (RR art), Scenery Unlimited (brass, car kits, books, magazines, parts), Stewart Locomotive Works (brass, freight car trucks and loads), Building & Structure Co. (rail, switches, parts and structures) and The Division Point (brass).

I'm sure some of these same manufacturers will be at Denver.



The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

The Interchange Problem

Most narrow gauge railroads eventually interchanged with a standard gauge railroad. Of course, there were exceptions to this, such as the White Pass & Yukon, but most had to make the interchange. This column will cover some of the methods.

In the very early years, even the standard (and broad) gauge railroads moved freight from "our" cars to "their" cars. They soon realized that it was cheaper to just let the cars continue onto the end destination and the concept of interchange was born. However, if the railroads are of different gauges, this is not so easy.

Transferring

Passengers and livestock generally were not a problem. Passengers could walk on their own across the platform to a new train. Besides, other than for some first class (Pullman) passengers, they had to do this anyway when changing standard gauge railroads. Livestock had to be fed and watered periodically, so they were not the worst case either. But what about everything else?

Initially, freight was just transferred by muscle power, since men with strong backs were cheap. This even included bulk goods, like coal and ores, which were reloaded by shovel from one gondola to another one. Just about all narrow gauge railroads had to transfer some freight this way. Less than carload freight was transferred this way until the end.

Some railroads used gravity to do some of the work. An example of this is the transfer on the Eastern Tennessee and Western North Carolina at Johnson City, Tennessee. They had an over/under bulk goods transfer. Both the upper and

lower tracks were dual gauge standard/3' so that freight could be transferred both ways.

The Denver & Rio Grande Western installed a rotary car dumper at Salida in 1924. This was used to transfer limestone which came off the narrow gauge Monarch branch into standard gauge cars. This was known as the "barrel transfer". Evidently this was



very hard on the wooden narrow gauge gondolas. Why do think there are so many pictures of high side gondolas with repaired side stakes? This rotary dumper replaced a lot of shovelers.

Another option some railroads used was to install a crane to move loads from one car to another. A well known example of this is the Timber Transfer at Mount Union, Pennsylvania, on the East Broad Top. This was built primarily to transfer lumber loads from 3' narrow gauge cars to standard gauge cars, however, it was used for other purposes also.

The other option was to change the

gauge of the cars by changing the trucks. In more modern times, the East Broad Top is somewhat famous for this. Also, the 42" gauge Newfoundland Railway did this in its later years. However, this wasn't really anything new.

In the early days of narrow gauge railroads, this was actually a common practice. At that time, the narrow gauge and the standard gauge cars were smaller, and generally closer in size. The common practice was to jack up the sides sills and swap out the trucks. However, the railroads soon found out that moving standard gauge cars on narrow gauge trucks was not always the safest thing to do. These larger cars were top heavy and had to be handled carefully. Too often they wound up on their side.

The East Broad Top started moving standard gauge cars in 1933. They already had the Timber Transfer crane which they could use to lift up the end of a car so they could swap the trucks. They used a special trucks with heavier journals and steel plates over the side frames to engage the standard gauge car's bolster when it was swaying. They also had a special adapter made for the standard couplers so that they would mate with the smaller narrow gauge ones. The first car that this was done with was a tank car of Barber Asphalt.

My Solution:

One question I had, could something like this be done with models in S? Our trucks are screwed on, but one could build two models of a car, one with each gauge of trucks. Then just swap them out using the 0-5-0 switcher. I decided to try it.

I took a Pacific Rail Shops 40' boxcar and removed the standard gauge trucks. I took a pair of Athearn HO Bettendorf trucks and regauged the wheels to Sn3. I just could not see putting a standard gauge steel car on narrow gauge archbar trucks. I found that on this car I could use the same screws that held the standard gauge truck in place. I added a washer between the truck and bolster to give me a little more clearance between the brake rigging and the

wheels. I realized almost immediately, that the clearance between the wheels on the "B" end truck and the molded chain (and rod) that goes to the brakewheel staff was very close. If you plan to operate one of these particular cars in this fashion, you may have to remove part of the chain and rod, depending on the minimum radius of the curves you will be operating on. I was able to get the car around my 30" radius curves, but the wheels were touching the chain and rod in question. If you were doing this with 42" gauge trucks, this would not become a problem until a smaller radius was used.

The coupler height worked out fine. I had Kadee #802 couplers on the boxcar and these mate fine with the standard HO couplers most commonly used for Sn3. The coupler height even worked out without any problems. The coupler face of a #802 is higher than that of a #5, etc. so that you actually have a little slop. The Kadee "glad-hand" on the #802's is a problem, and will have to be either removed or rebent to stay above the top of the rails. I generally cut mine off, so my test car did not have them on.

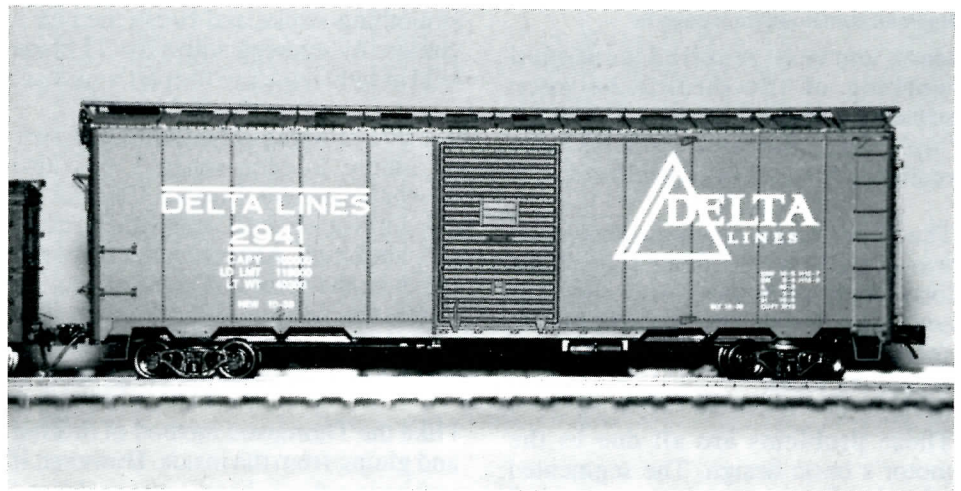
Once I set this car on the track coupled to a 30' narrow gauge boxcar, the size difference between the cars really became apparent. There is definitely a heavy overhang when the standard gauge boxcar is on the narrow gauge trucks. If you want to operate with some of these cars you will need to have standard gauge clearances where they operate. You will also have to make sure the car is adequately weighted.

If this type of operation appeals to you, some limitations may need to be enforced. For example, the Newfoundland Railway would only change trucks on boxcars that were not over 40' long.

In conclusion, it is possible to operate standard gauge cars on S scale narrow gauge layouts, at least Sn42" and Sn3 gauges. If you want to do this, you will have to make sure that you provide adequate wheel clearance for the curves that will be encountered, and take care of the coupler glad hand problem. In addition, make sure that you have adequate lineside clearance for the car.

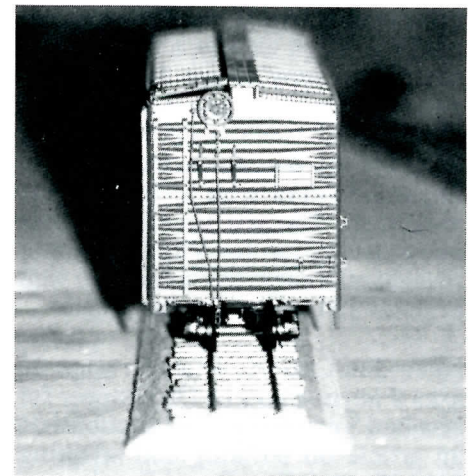
Contributions or Comments:

David L. Heine, 5758 Bel Air Dr.,
Coopersburg, PA 18036
E-mail: a322@lehigh.edu

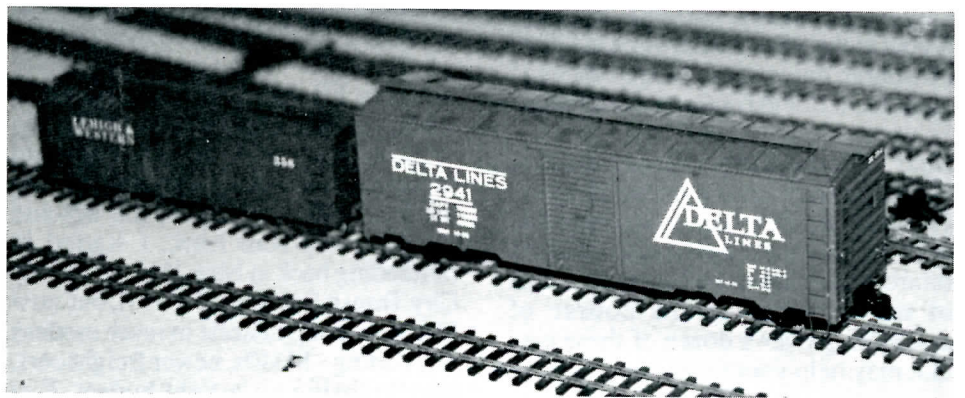


Pacific Rail Shops 40' boxcar is shown here on Athearn HO trucks which were regauged to Sn3. A gantry crane as shown on the opposite page lifts the car ends so the trucks can be swapped out.

End view of the standard gauge boxcar shows how the car sits on the narrow gauge trucks. If you want to do this on your narrow gauge railroad, make sure you test side clearances, especially on curves or in cuts. Like the prototype, standard gauge cars tend to be top heavy.



Photos by Dave Heine



This photo shows the dramatic difference between the size of the standard gauge and narrow gauge boxcars. The East Broad Top used a special coupler adaptor to enable the cars to run together. The standard gauge car must start out on dual gauge trackage where the trucks are swapped out.

Railmail continued from page 5

track curves) required continual working of the throttle between somewhat-on and totally-off. On the "up" side, the unit coasted very realistically to a long, smooth stop.

The Miller Alco's operation under load was actually worse. Once started, the loco would walk away with a train of any length, but starting anything but the shortest train was not possible without a "helping hand."

These problems are all due to the motor's basic design. The segmented wheels function as the motors' commutators. The electromagnetic forces within the armature are too weak to turn the motor from rest when there is any appreciable drag, such as a train behind the locomotive. Once in motion, the gearless motors seek their limiting RPM, which is very much higher than desirable for a model railroad.

I eventually traded my Miller power trucks to Virgil Crosby, a local friend, who was happy to get them for his dummy switcher. Another friend, Gary Jordan, custom-built axle-hung power units for me that are based on small Sagami motors with a double gear reduction. The last time my Miller power trucks ran for Virgil, they tore straight off a curve into a concrete wall at about 320 scale miles per hour.

Next: Ted Larson's letter on page 22 asks if anyone uses an On3 hopper for standard S gauge. I wrote and published an article on building and adapting CB&T's On3 East Broad Top hopper in the April/May 1991 issue of *3/16 "S"cale Railroading*. I got the idea for the project from a converted CB&T car I saw Josh Seltzer running on the Cuyahoga Valley portable S gauge layout at the joint NMRA/NASG 1990 Pittsburgh convention. Both Josh's and mine are lettered for freelanced roads.

Next: I particularly enjoyed reading Richard Lind's article on building the PRS boxcar. I learned some things that will save me some time and grief in the future. I have developed some shortcuts of my own during the course of assembling over a dozen of these cars that may help your readers.

To solve the paint touch-up problem I trim the sprue scars with an X-acto knife. If you must use sandpaper or a jewelers file, stop short of the final

smoothing stroke and finish the part's contour by scraping with a No. 11 blade held at right angles to the part's surface.

To save scraping off paint to get parts to adhere to each other, I just use Testor's Liquid Plastic Cement (a solvent type cement), applied with a No. 00 paintbrush. Just touch the tip of the brush to the joint and capillary action draws the solvent into the joint. The solvent dissolves any paint on the joining surfaces so the parts weld together.

I like the Thompson method of drilling and gluing from the inside. However, if you have a steady hand, you can deposit a droplet of the Testor's cement within each mounting hole and seat the part (grabiron, ladder, etc.) without leaving a cement scar on the car.

My way of handling the four pipes that fit into the dimple on the rear of the triple valve is not nearly as elegant as Richard's. I create a deeper, wider dimple with a drill bit (#44 or so); it gathers the pipes nicely. No one except the builder will ever study the underside of the car enough to spot this shortcut.

Finally, there is an error in the article relating to coupler height. If you are using the Kadee coupler boxes and you don't choose to shim between the box and the carbody, you must lower the carbody on the trucks. The washer recommended in the article will raise the carbody - beware!

- Dick Karnes, Mercer Island, WA

Dear Jeff,

Your February editorial brings to mind my own situation. Like many Flyer people, I was one who had AF growing up, then went to HO, then Lionel O gauge brought me back into tinplate and I started picking up Flyer equipment again. By 1987 I decided to go all S.

Now my life has evolved to the point where another change is in order. My interests vary with my own railroad experiences. Recently, a good part of my life has been working for the BN and the Montana Rail Link. I started in railroading back in New York on the NY City Transit System (1965-77), but now I have a strong interest in more modern railroading - SD40s, newer freight cars, etc. So, being on a tight budget, I've accumulated quite a few modern railroad models in HO.

So after a planned retirement move to

North Dakota in July of 1998, I'm planning to model both HO and S. With this in mind, I'm selling off all my AF collectibles with the exception of the Silver Rocket PA set and a few other dear-to-my-childhood items. I may even reduce my 1902-1930 era rapid transit fleet (written up in the *Dispatch* several years ago).

The remaining S fleet will be common steam and freight cars of the steam-diesel era. The HO roster will consist of trolleys and 1st and 2nd generation diesels and rolling stock. Passenger cars will be stainless steel plus some Superliners. The HO fleet might include a couple of steam engines.

Tentatively, I plan a bi-level layout such as I had when I had both Lionel O gauge and Flyer. I think it would be visually better to have the smaller trains on the higher level, but since some of the S system will consist of elevated transit operation, I'm expecting that the HO will go on the bottom.

Ed Davis, Sr., Laurel, MT

Dispatch Origins

The beginning of what became the *Dispatch* was the NASG "Newsletter", first printed on April 1, 1978. It was a bi-monthly publication and was edited by Bob Ristow. He was editor until April, 1979.

In June of that year I published/edited the newsletter which I named the *Dispatch*. This issue was volume II, No. 1. Volume III was the No. 1 issue, February, 1980. I continued as editor/publisher through December, 1980.

Those were rather hectic days. I paid for printing and postage for the first few issues and sent the expense bill to the NASG treasurer for reimbursement. After that, the printer billed the NASG directly, but I continued to pay for the postage out of my own pocket, until I could be reimbursed. With 400 issues at that time, it could get expensive. Fortunately, Billy Click furnished me labels.

Geoff Graeber took over as editor in February, 1981. Since then there have been five editors culminating in yourself, and with each succeeding editor the publication has improved. It is now a well organized magazine.

I hope this answers the query from the February *Dispatch*. However, a

volume XX in 1997 doesn't seem to jive with a start of 1978.

Ernie Horr

Thanks for the history, Ernie. But as far as the volume is concerned, actually XX is correct. It does seem logical to just subtract 20 from 97, but if you assign a volume to each year starting with 1978, 1997 comes out as the 20th year of the Dispatch.

More S in CTT

Jeff, I would first like to say how much I enjoy your hard work on the *Dispatch*. I noticed *S* in *Non-S Publications* under *Extra Board* and think that's great. I'd thought I'd let everybody know ahead of time that I will have an article on my layout in the July 1997 issue of *Classic Toy Trains* and one is scheduled for November about the 1957 Flyer catalog.

I've been one of those folks pushing for more S in CTT. From talking with those at CTT, I believe they are interested in more S. They tell me they like photos that are close up that show detail. Upcoming for CTT I'm working on a

rocket launcher article and one on the 1961 White's set with the rare C1001 White's car. I encourage fellow Flyer and hi-rail S gaugers to write articles for CTT.

Ted Hamler, Granville, OH

Yes, we need lots of S of any kind in the mainstream modeling magazines. The Dispatch welcomes rejects and photos which are unused in any work you or others do. - Jeff.

Re: Feb. President's Message:

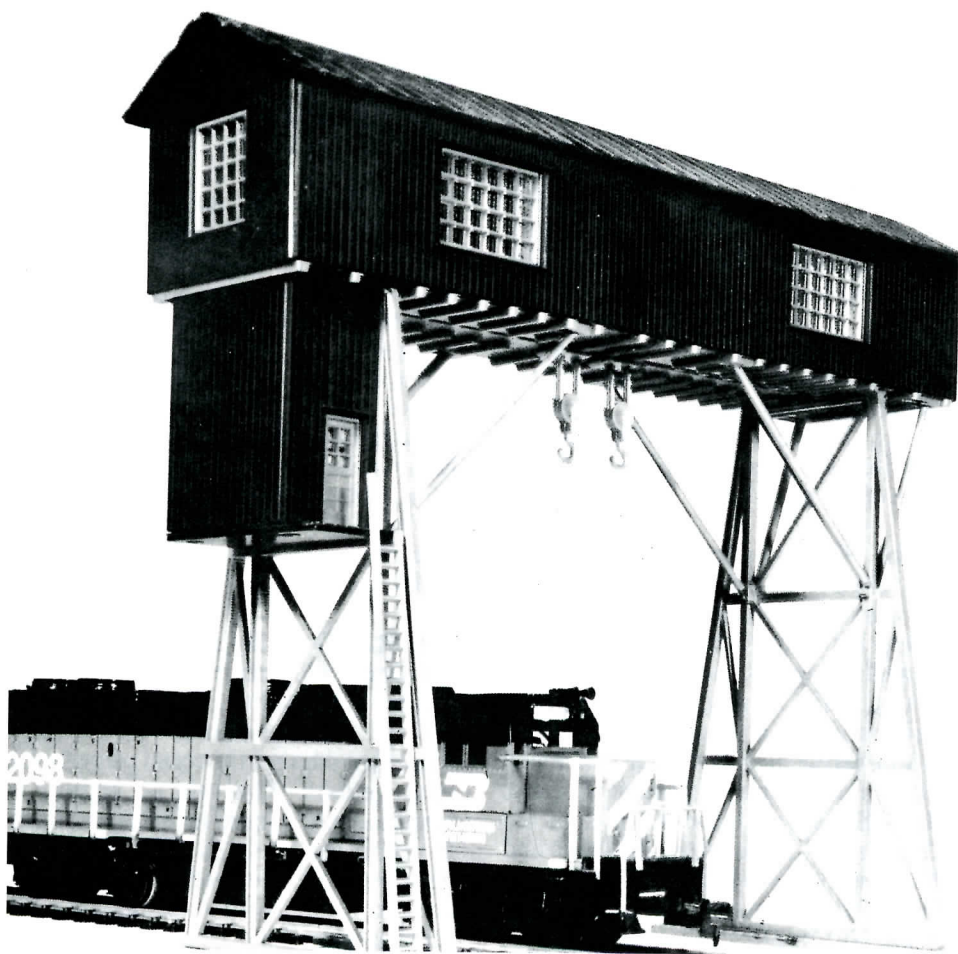
Dear Alan, I had some comments based on your *President's Message* in the Feb. issue. First, I wanted to add the South Jersey S-Scaler's Code 148 portable layout to your list of club modular/portable layouts. It has been in several Greenberg Shows in the Philly area where it has garnered at least two "Best of show" awards. I have relocated to South Central, Pa., and have pretty much been out of touch with them, but I'm sure one or more of the fellows in the club has also notified you of their layout.

Also, there is a very important way that HOME layouts can also get the message out. I was part of the NMRA MER NJ Division (quite a mouthful) for several years. Once a year, I opened my layout for one of the self-guided home layout tours. Mine was the only S scale layout among a total of about 50 that were open throughout the year. Some of our SJSS guys began opening their hi-rail layout too, so that all aspects of S were covered. These open houses were always well attended by prospective modelers and veterans alike.

I have started my "dream" layout here at my new residence and hope to find ways to open it to the public when it is "showable." Making home layouts available during NMRA conventions is another way for the public to see S-gauge. there are many ways to promote S, and I suppose if we all stick together and work hard at it, it will stay alive and well and have the great future that we want it to have. Keep up the good work.

Roy Hoffman, Orrstown, PA.

The plastic gantry crane kit st at the right is actually HO, b really is just right for S or Sn: you have to do is install a G Line S door in place of the HC and use an S scale ladder. I know if this is currently b produced, but I picked two up year in a hobby shop. The recent manufacturer is, or was Like - kit No. 1333. I will have pl of my conversion in an upcc issue. This crane would fit rig with David Heine's article ir issue. - Jeff.



THE CLUB SANDWICH

By Dave Pool

The **Bristol S-Gauge Railroaders (BSGR)** had a busy Winter with their attendance and setting up their portable layout at the Springfield, MA., show in February and their own show in Topsfield, MA., in late March. The latter show is at the Masconomet Regional High School Fieldhouse and included over 200 tables with operating layouts, food service and ample parking. Member Doug Peck coordinated the show which featured the layout of the **BSGR** group to "showcase" S gauge. One feature of the show was a chain saw artist who offered RR figures for one's front yard. What a way to advertise the hobby to your neighbors!

The *Bristoliner*, newsletter of the group, is edited by Doug and always includes a listing of train shows and related events for the members' reference. The newsletter also included a schedule of the Denver Zephyr '97 convention so members could see what they might be enjoying at the next S gauge national convention. The **BSGR** had a meeting at Gene Kelley's in April and Jerry Rivit's in March. Charlie Ciarleglio, President, hosted the group in February. Skip Readio is preparing a video for promotional use at the 1997 NASG convention to entice membership to attend the convention which the **BSGR** is hosting in 1998.

The **BSGR** is planning a meeting at Ron Mistretta's in May, and their annual picnic in June. For those "surfers" among the members, a listing of RR websites was included in the Jan./Feb. issue of the newsletter.

The **Connecticut S Gaugers (CSG)** held a recent meeting at the home of member Bill Fuhrman, where his collection of AF could be viewed and trains operated on his hirail layout. Bill Krause gave a talk on maintaining the club members' modules and covered details which can make setting up and operation most efficient. The **CSG** set up their modules at the Cheshire, CT., train show in March and the Housatonic Model Railway Club Train Show in early April. Housatonic is an HO scale club with enough foresight and vision to allow the **CSG**

group to display and operate their S gauge modular layout at the show. **CSG** member Bruce Carter coordinates the participation as a member of the host club.

Bill Krause, coordinator of the **CSG** and newsletter editor, included a critique of the group's modular layout presentations in a recent newsletter. In operating scale and AF equipment on the same Code 125 rail trackage for almost ten years, the members of the group who bring modules have learned through experience. Bill outlined some of the pitfalls and problems which have arisen and how they can be avoided, lessened, and eliminated. The **CSG** planned to meet at the home of Dave Plourde to view his new layout, and at the home of Craig O'Connell in May.

Stan Stokrocki is planning to host a meeting of the group in the near future. Stan is moving his layout from its present location to the basement of his new home. This could be the beginning of a large well detailed S scale layout, judging from the quality of his present layout.

The **Rochester Area S Gaugers** Blasdell (Buffalo) area swap meet/show. The group set up modules and ran trains to showcase S gauge. Torby Barker of Tonawanda has become a new member of the group. The **RASG** had a meeting in Pittsford at Charlie Smith's house and showed movies and photos brought by Ted Larsen from his trip to Minnesota. The group attended the Strong Museum show and brought their modules to operate. Mike Holland coordinated the show and worked out details of the group's participation.

The **RASG** holds regular Thursday evening get togethers at member Mike Shea's for module, model and other repairs. The host is advised of any members who might come prior to the get togethers. This type of activity is good to have a more informal meeting to repair train related items and have help from another member who might have direct useful experience with repairs or design.

The **Potomac Valley S Gaugers** held a meeting at Robbie Carter's home in Herndon, VA. Members were requested to bring something that they had done or something that they were working on which could be described to those present at the meeting. This is a good way to encourage others to undertake a project and get out of the armchair. The March meeting of the **PVSG** was held at the home of Richard & Nancy Lind, in Frederick, MD. Module tables will be set up in the finished attic and the process of laying track (S gauge) will be underway according to *The Call Board*, newsletter of the group.

A recent issue of *The Call Board* included an article describing Nancy and Richard Lind's train trip on the East Broad Top during a Fall Spectacular. They rode in the business car "Orbisonia" with an honorary conductor who was a blacksmith on the line before it was abandoned in 1956. He was a conductor on the line for many years before it was resurrected for tourist use. The **PVSC** newsletter included a description of modular layout system construction kits along with the standard designs available from Modular Layout Systems. The experience of the group with the module kits is that they are well made, assemble easily and can be easily set up and taken down. The kits produce module frames which are light, accurately framed, dimensionally stable, and have interchangeable legs. Imagine having all the legs from your club modules in a pile and being able to take any one to install on any module during set up. Your column editor has seen modules set up where each leg is special to one corner on one module. This makes the process of set up, time consuming and tedious. The **PVSC** is pleased with the kits from Modular Layout Systems.

Newly elected president Gregg Miller and V.P. Hap McGunigal of the **Altoona Area Train Collectors Club (AATCC)** are S gaugers and reported on plans for the group. They plan to set up their layout at the Valley View Nursing Home and at a train meet the club is sponsoring at the Frankstown Armory. The **AATC** is organizing a trip to Detroit, MI. in May which will be a several day event and include stops at Greenfield Village, Henry Ford Museum, Lionel Factory, and Carail. The group will stay at the Dearborn Holiday Inn. Sounds like a re-run of

the NASG convention last Summer, and a worthwhile trip for those of the Altoona area who missed these attractions.

The Baltimore Area American Flyer Club(BAAFC) set up their portable layout at the TTOS Meet in Annapolis,MD. , the Arbutus Toy & Train Show, and the Greenberg Train & Toy Show, Timonium,MD. Secretary Ron Kolb reports on various train shows and meets in the area where the **BAAFC** group is located. The group held a meeting at the B & O Railroad Museum and twelve members attended along with a new member, Bob Davison. The group held a short business meeting and had free time to examine the museum exhibits as they desired. The first part of the group's get together included a tour of the museum with a guide.

Member Ken Schnepf hosted the April meeting of the **BAAFC** and it was decided to install rubber roadbed under trackage on all the club's portable modules. The group is considering attending the Train Collector's Show, New Haven,CT., in August. Attendance last year was rewarding but involved some hassle getting there. Members sign up for working at the various train shows which they attend.

The Flyer is the newsletter of the **Suncoast American Flyer Enthusiasts(SAFE)** as edited by Mark Briggs and Ed Bittman. The group held a meeting at the home of Joe Spinella recently. Another meeting was held in February at the home of Evan and Ruth Earle, where an extensive collection of AF trains was on display.

Dennis McDonald explained how he became re-interested in AF trains and his involvement with **SAFE**, in an article which was published in their newsletter. Member Bill Corder's layout was featured in the Jan./Feb., 1997 *S Gaugian*.

The State Line S Gaugers(SLSG) recently brought their layout to a train show in Rockford,IL. Dave Pippitt was chairman for this two day event held at the Harlem High School North Campus Gym. Art Doty was chairman with Dave Tanner and Dave Oberholtzer as Co-chairmen at another two-day show held at the Lena Jr. High School. They had a modular layout plus three tables at this show. A new member, Doug Allen, was welcomed into the

group. The recent **SLSG** newsletter had a picture of a railroad motif custom trimmed hedge growing in the backyard of Adrian Powell, Bristol, England. The hedge is formed into the replica of a steam locomotive, complete with tender. It is approx. full size, and trimmed once a week to keep it in shape. Vera Geerts, newsletter editor, does an excellent job of keeping the members informed. Results of the annual train races were announced in a recent issue of the newsletter.

Southeastern Michigan S Gaugers(SMSG) held a recent meeting at member Gary Chudzinski's and another at the home of Don Gates. The May meeting is planned at Gaylord Gill's. The **SMSG** attended the Ann Arbor Model Train Show at the Ypsilanti High School. At a meeting of the group at Dan Navarre's home, the results of a recent survey were presented by Pres. Gaylord Gill. The survey indicated that there were members who felt that the modular layout was not useful, and others who wanted to scrap the present layout and construct a new one. The idea of having members work on individual home layouts, with each having a specific assignment at a meeting was suggested.

The Lakeshore Special is the newsletter of the **Cuyahoga Valley S Gauge Assoc.(CVSGA)** is edited capably by member George Ricketts. A recent issue of the *NASG Dispatch* highlighted the activities of Dan Jansky, Age 6, S gauger, and son of member Joseph Jansky. The **CVSGA** is considering replacing their modular layout, according to the newsletter. The new layout should be easy to set up, fun to operate, and flexible with room for scenery. An all AF layout is also under consideration by the group. Joan & Ron Mistur were welcomed as new members. The 10th annual Spring S Spree is scheduled for May 16/17 at the Holiday Inn, Richfield, OH. Member Gary Ippolito is handling orders for the Domino Sugar tank car sold in connection with the event. Chuck Fonda is Pres. of the **CVSGA**.

The Central Ohio S Gaugers(COSG) recently held a meeting at the home of John and Sue Gafney, in Dublin, OH. The group has a new trailer in which to transport their portable layout. The layout is in need of repair/upgrading. They are in the process of deciding whether to repair

the existing layout or construct an entirely new one. The possibility of having individual members own modules is being considered. Art Lofton hosted the group in New Albany in March, and Tom Brinker, Upper Arlington, hosted in April. John F. Myers was welcomed as a new member.

Art Pratt hosted a recent meeting of the **Badgerland S Gaugers(BSG)**, in Milwaukee, WI. Dave Baule was host in March and Rudy Stemplinger planned to host in April. Ron Schlicht edits the newsletter of the group. John Wickland wrote a detailed description of the Fall S Fest which he chaired, which was published in a recent newsletter of the **BSG**. Jim Brown is president of the group. The group holds swap meets at the Red Carpet Bowling Lanes in Waukesha, WI. They are looking for a possible other site for future meets. The **BSG** members are building additional modules for their layout and are striving to have backdrops on the modules for a better presentation in the future and at the NMRA National Convention this summer in Madison..

AF S Gaugers of the St. Louis Area(AFSGSLA) had a recent issue of their newsletter edited by member Paul Wehrle. The Famous-Barr window train display was a great success for the ninth year in a row. The group held a meeting at the home of Norm Pilarski. Barry Dolan hosted the **AFSGSLA** at his home in February. David Stevens hosted the group in March, and Larry Strassburger was the host in April at his home in Chesterfield, MO. The group is planning to meet at the home of Marty Glass in St. Louis in May. The group is planning to bring their portable layout to the Gateway Area Train Show, Belleville, IL in Sept. Moe Berk coordinates the **AFSGSLA**.

The Rocky Mountain Hi-Railers(RMHR) met at the Lower household in March to have a work session and reconfigure their layout. The group met at Steve and Karen Blackburn's early in the year. Steve used the Internet to get help from Jim Bunte, V.P. of Lionel, on a problem which he had with a Lionel AF diesel. Steve has had good luck locating AF parts sources on the Internet, according to reports from John Eichmann. John described the use of a product called Vinylbed Classic Roadbed, available

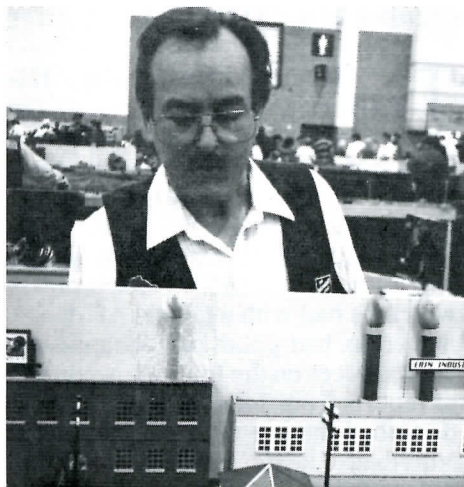
Club Sandwich cont.

from Hobby Innovations, Mountain City, TN. The material comes in 3 foot lengths, with two thicknesses, 3/16 & 1/4 inch, and can be used under S gauge track as a roadbed base. The **RMHR** are planning to attend the Treasure Valley Train Show in July.

The *S-Train Rail* is the newsletter of the **Inland Empire S Gaugers Association of the Pacific Northwest (IESGAPN)**. Ernie Horr hosted the first meeting of the year at his home and the Tinplate Road was operated. The group attended a model RR swap meet at the Spokane Community College, and S gauge literature was distributed from a table. Cliff Baxter rented the table and made space available to advertise S gauge. Tom Bangs, a new member was at the show along with other members, including Craig Olsen, Larry Hopkins, Phil Slocum, Pat Spino, Pat Castle, Jess Bennett, and Dale Weiler.

The **Bay Area S Scalpers (BASS)** had a meeting at the home of Don and Barbara Harper early in the year. They have an excellent narrow gauge layout which was operational for the meeting. The group held a meeting in March at the home of Ed Loizeaux. Ed has been working on a backdrop for his layout, along with hardshell scenery and texturing in the logging area of the layout. Lee Johnson has built numerous box car kits and has assembled a couple of structures, according to newsletter editor Barney Daehler. Bill Roberts writes a section of the newsletter on the module news.

Forward your club news to:
Dave Pool
11 Bittersweet Trail
Wilton, CT 06897



EXTRA BOARD

PROMOTING S PART I - FOOD & FLYER

The Neshaminy Valley American Flyer Club (northwest of Philadelphia) has operated their portable layout at several train shows recently. The latest was at the first Family Heritage Restaurant Train Show on Friday, January 31, 1997. **YES FOLKS THAT'S RESTAURANT!** The show hours were from 5 p.m. to 9 p.m. to enable us to use a banquet room **DURING** normal dinner hours. Admission to the show was free, which gave us exposure to a large segment of the local population. An A.C. Gilbert 312AC Pennsylvania K-5 Pacific smoked and hauled freight during the entire show. A 499 New Haven GE Electric EP-5 transported passengers, and later gave way to a new AM GG1 with rillsounds.

A 290 Pacific smoked up a storm, and visitors said they could smell smoke outside the layout room. Two children rushed over to tell us their father has trains like these. Over 1,000 people walked through the crowded banquet room to see LGB, Lionel, our American Flyer, N and Z gauge layouts plus several vendor tables. A vendor said, "Our sales made the evening well worthwhile." We couldn't count how many children watched in awe as a cow jumped off the tracks, a log was sawed and loaded into a gondola, a log loader operated and many other accessories entertained.

The parking lot was totally full, and we have heard that many people were turned away. A restaurant representative said, "934 dinners were served" and not

everyone who visited the show stayed for dinner. The restaurant staff said they were dizzy trying to keep up. At the next proposed show the banquet manager said they want to give our layout more space. We had 80 information bulletins, and they were gone in the first hour. We emphasized that American Flyer was still alive and available.

Glenn Ritter, Kulpville, PA. (Neshaminy Valley American Flyer Club)

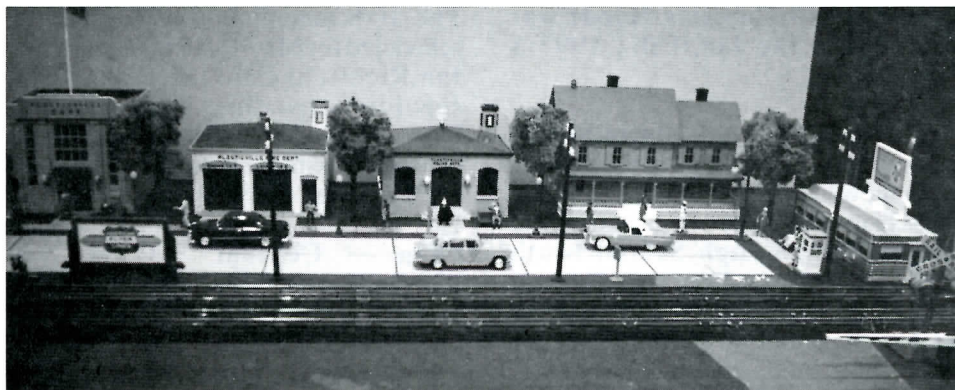
PROMOTING S PART II

The Badgerland S Gaugers, for the 2nd year in a row, set up their extensive modular layout at the Madison, Wisconsin Train Show, an NMRA Division sponsored 2-day show which featured many layouts, displays and vendors.

Two things stood out concerning the Badgerland setup. One was a long train, and the other was a series of American Flyer modules spliced into the predominantly scale modules.

The long train was about 36 feet long with 40 freight cars. So, big deal. Well, maybe it is, because the power was Chuck Porter's Rex Dockside and Jim Brown's Rex Suburban. They cranked around the 28' x 34 1/2' modular setup for about 3 hours.

The four 4' straight American Flyer modules were built by member Ron Schlicht. What was unique about this was that they were spliced into the rest of the Badgerland modules which all have code 148 scale/hi-rail track. To make the transitions where the Flyer modules joined the scale modules, a composite 9"



Badgerlander Ron Schlicht (left) oversees his Flyer modules which are spliced into the mostly scale modular system. Photo at right demonstrates Ron's interest in structures and details. Note new MTH farmhouse.

section track made up of 1/2 code 148 and 1/2 Flyer tinplate track soldered together was used. The key in the transition piece is to match the rail heights and inside rail surfaces of the two different types of track. When the ties are shimmed to match the Flyer track on rubber roadbed, the joint is smooth.

The sections handled all trains (Flyer and scale) without a problem. Builder, Ron Schlicht, hovered around the modules all during the weekend show acting like a carnival barker. He would gather the flock of onlookers in and demonstrate via remote buttons an operating milk car, an oil drum loader and Sam the Semaphore. These modules were neatly constructed and made one long scene complete with highway, Plasticville buildings, backdrop and lots of vehicles and figures. There was even a nun spotted leaving the Plasticville police station.

-Jeff

DEPT. OF CORRECTIONS

The plans on page 21 of the February issue are not to full scale as stated - they were supposed to be. About 142 percent enlargement should bring them up to size. Dick Karnes also pointed out that in last issue's Extra Board that Bernie Thomas was not the first General Director, Claud Wade was.

-Jeff

DUES DUE

Members: It's dues time again. Send in NOW to make sure you don't miss getting listed in the Membership Directory. Yearly dues are still \$17, family memberships are \$22 and a Contributing membership is \$27 (this includes \$10 for a helper ad or listing which is shown in the Directory. Make check payable to the NASG. Mail to Dody Stevens, 9619 NW 71st St.,

Kansas City, MO 64152-2403. **Note:** Do not send renewals to John Metzger.

ATTENTION CLUBS:

Make sure your club is listed in the Membership Directory, or make sure any address changes, etc., get corrected. Look over last August's Directory and see if your club is listed correctly. This is an important listing since new or current members would have no other way of finding out if there is a club in their area. Even an informal group could be listed here. Direct these changes to the *Dispatch* editor.

S IN NON-S PUBLICATIONS

- March 1997 *NMRA Bulletin* - Guess what? The main feature article covers in full color the layout of Steve Amitrano. This is a very nicely detailed layout which is portable in 10'3" x 10'8" space. The track plan is included.

- April *Model Railroader* - NASG member Bob Nicholson has a trackplan article based on an S scale layout he plans to build.

- The May *Classic Toy Trains* has a nice product review on S-Helper rolling stock. A quote winding up the review states, "...it is easy to understand why boosters say maybe it's time for N and HO scale modelers to step up to S." There is also a Tinplate Prototype article on the AF Atlantic in this issue by Carl Byron.

- The 1997 issue of *Model Railroad Planning* (Kalmbach) is a good source for trackplanning articles. Non are S - specific, but most will easily adapt including one by yours truly based on the East Broad Top. If you read this article note that Bob Nicholson's design, mentioned above, is based on the same room dimensions as my HO one. - Jeff.

- March *Trains* - For those going to Denver this summer, there's a good article on UP's Tennessee Pass line.

S-CALENDAR

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) 934-9349. E-mail: gippolito @ Clev.frb.org

July 9-13, 1997: NASG National Convention in Westminster, Colorado (Denver area). The Denver Zephyr '97 convention will be held at the Denver Northglenn Holiday Inn, East 120th and I-25, on the north side. Registration forms will be inserted in the December *Dispatch*. For information contact Glenn Sponholtz, 4550 W. 90th Ave., Westminster, CO 80030. (303) 427-2976. Hotel Phone No. (303) 452-4100.

July 28-Aug. 2, 1997: NMRA National Convention, "The Lake Junction", Madison, WI. Contact Ross E. Pollock, Registrar, 3539 Mill Creek Road, Mineral Point, WI 53565. (608) 987-3396 or Toll free 888-525-3528.

Aug. 23, 1997: Gilbert property tour in New Haven, Connecticut area, followed by a picnic at A.C. Gilbert's Paradise Park. Info - contact John Vanacore (203) 239-1346.

Nov. 21-23, 1997: Fall S Fest at the South Beloit (Wis.) Holiday Inn. Call (815) 963-8773 for room reservations.

July 8-12, 1998: NASG National Convention in Worcester, Mass., Lincoln St. Holiday Inn. Contact John Ciarleglio days: (617) 695-3504 or eves and weekends: (508) 358-6622.

July 21-24, 1999: NASG National Convention, joint with the NMRA, will be in St. Paul, Minnesota.

Bids Open for NASG National Conventions -- 2000 and beyond. Contact Dave Held, Convention Chairman, 6154 Lanake Ln., Imlay City, MI 48444. (810) 724-5499.

The Neshaminy Valley American Flyer Club portable layout on display at a restaurant in Pennsylvania - yes, that's restaurant. Children and adults were thrilled with S gauge trains along with the chance to enjoy a meal.

Photo by Glenn Ritter



S GAUGE

4 Bay Hoppers

SHIPPING NOW !

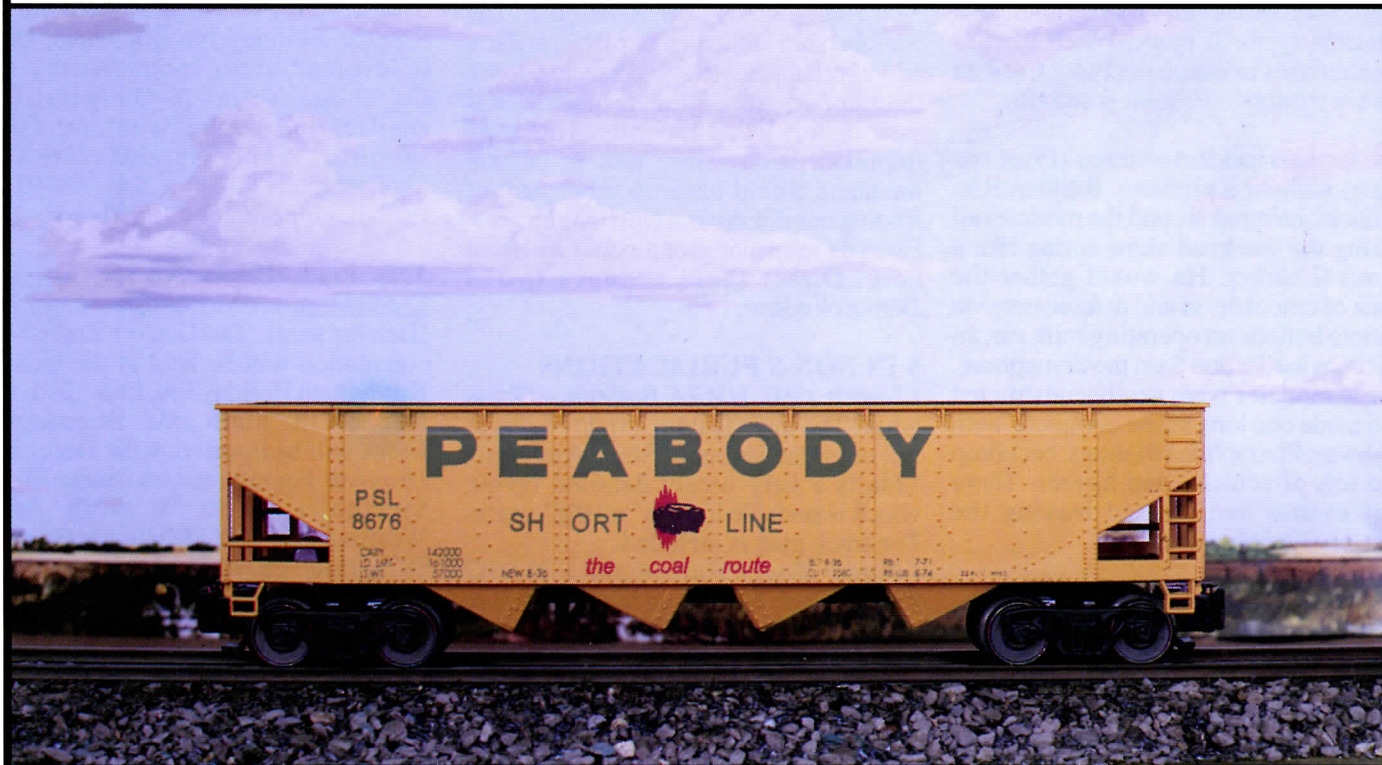


Photo by AM studios

First time ever in S scale, authentic AAR 4 bay hoppers in "Ribbed" or "Offset" side versions, available in 23 decorated schemes, each with 4 number variations. Features a heavy die cast metal underframe, precision brass wheelsets with couplers standard on scale and AC Flyer versions. The body is one piece ABS plastic with fine engraved details and ladders. Models are packaged in molded polyfoam and displayed in a colorful window box.

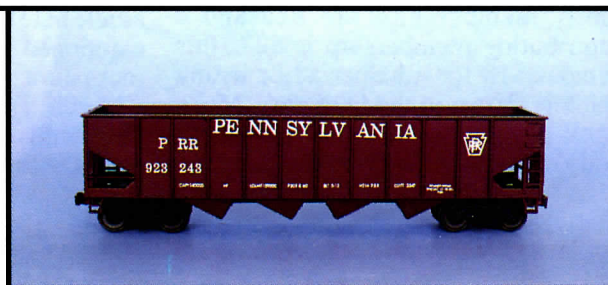
Completely assembled and ready to run with couplers. Introductory priced at \$33.95 ea.

Offset Sides:

- 3401 Baltimore & Ohio
- 3402 Chesapeake & Ohio
- 3403 Illinois Central
- 3404 New Haven
- 3405 Missouri Pacific
- 3406 Peabody Coal
- 3407 The Rock
- 3408 Santa Fe
- 3409 Western Maryland
- 3410 New York Central
- 3411 Northern Pacific
- 3400 Undecorated

Ribbed Sides:

- 3451 Burlington Northern
- 3452 Burlington Route
- 3453 Chicago & Nor. West.
- 3454 Conrail
- 3455 CSX
- 3456 D & RGW
- 3457 Great Northern
- 3458r Pennsylvania (red)
- 3458b Pennsylvania (black)
- 3459 Union Pacific
- 3460 Southern
- 3461 Virginian



3458r Pennsylvania

New prototypical close linking flyer couplers!

American Models, 10087 Colonial Industrial Drive, South Lyon, Michigan 48178
Send \$1.00 for catalog listings and updates on our coming steam locomotive.

Visit our new web address at; www.americanmodels.com

Phone: 810-437-6800

Fax: 437-9454

E-Mail: info@americanmodels.com