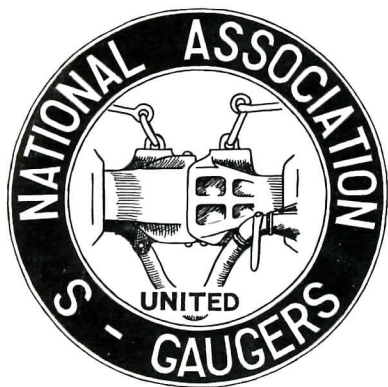
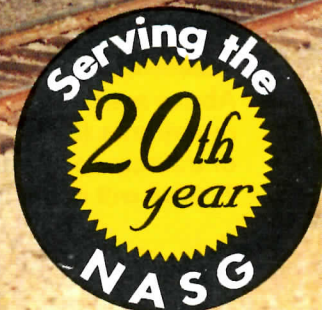




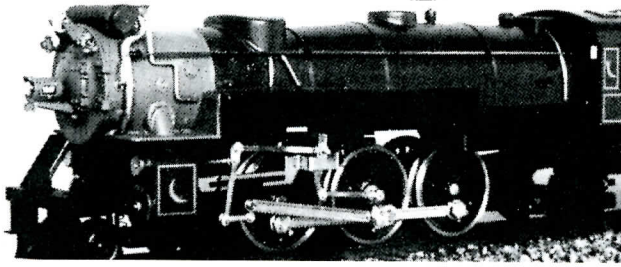
June 1997

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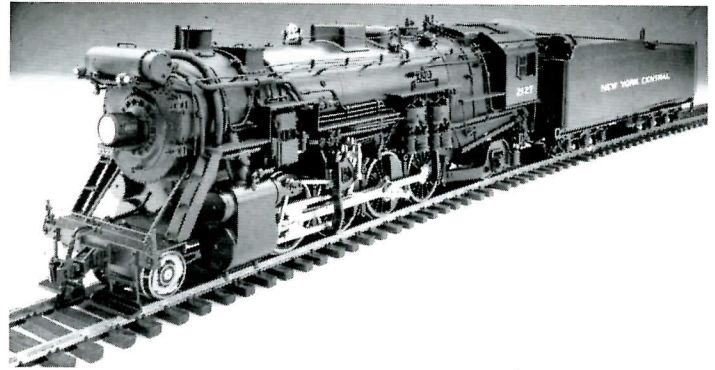
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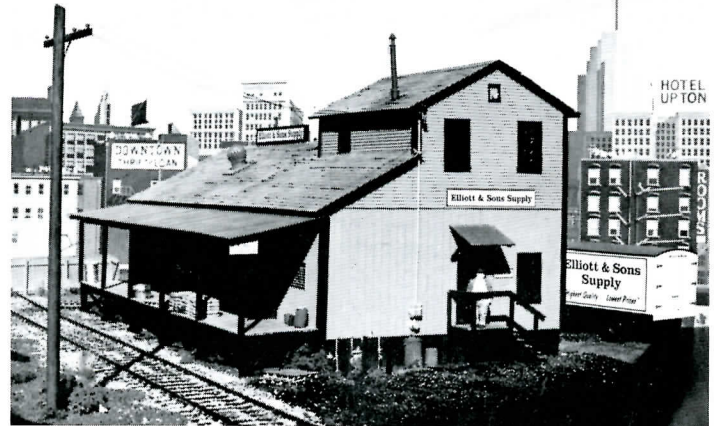
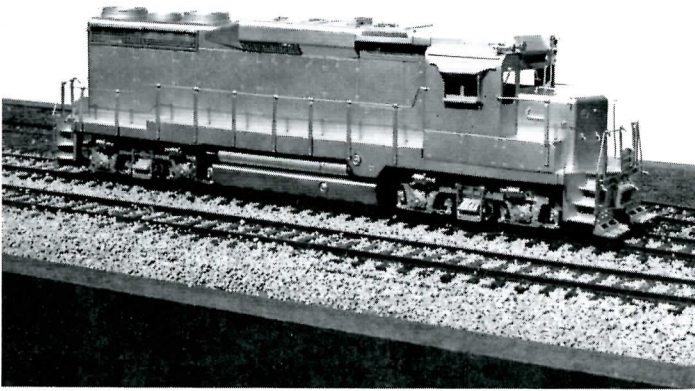
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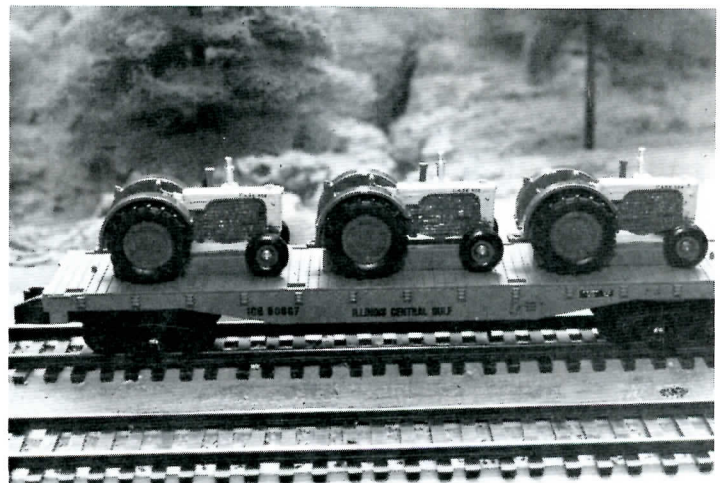
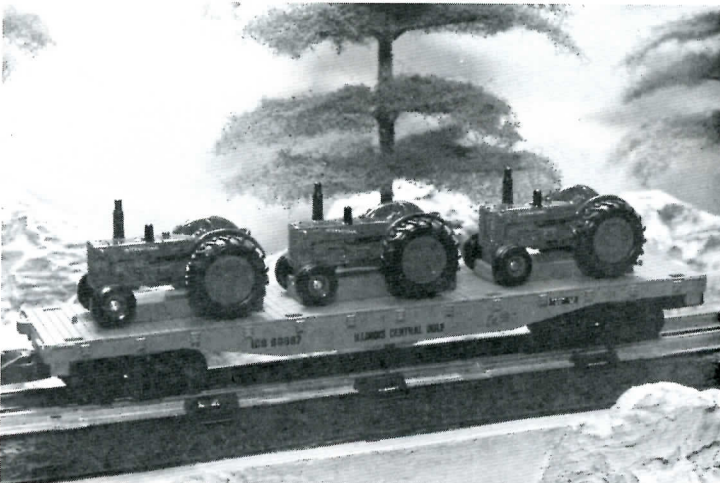
View of pilot model of the American Models PS-4 Southern 4-6-2. This diecast and plastic steam engine, which comes in the Southern or a B&O version, will be the first steam locomotives for American Models and will include mechanical sound.



River Raisin (6160 Upper Straits Blvd., West Bloomfield, MI 48324) now has the highly detailed brass H10 2-8-2s in stock. Versions are the NYC H10a and the H10b. Either are available in brass or painted and lettered. Tenders have 6-wheel commonwealth trucks, come with or without water scoops and have either curved or straight coal boards. Prices start at \$1399.00. Note new phone/fax: (248) 366-9621. Coming are 2 versions of USRA 55-ton steel twin bay hoppers.



Left The first brass import from Greenbrier Models (Bill's Train Shop) is this GP30 which will be available in several versions. *Right* Also from BTS is the Elliott & Sons Supply detailed craftsman kit announced previously. This laser cut kit will come with lots of goodies and will be limited to about 100 kits. List price, \$179.95.



Above are two versions of 4 to be offered as special '97 Fall S Fest cars. These cars will be available to Fall S Fest registrants (South Beloit, IL). The special run ICG (orange) flat cars by Downs Model Railroad Co. will have 4 sets of tractors to choose from. *Above left* are International Tractors and *right*, Case 500s. See detailed writeup on page 7. Cars will come in either scale or hi-rail versions.

Photos by Dave Pippitt.

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:

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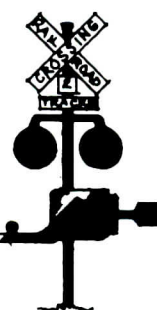
DF Rail's GP38-2W sits outside kitbashed "Walthers" engine house without final lettering.

Photo by Denis Fortier.

ORDER BOARD

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President's Message ...

Another Presence of S

Recently, I had the opportunity to present S gauge to a different audience, a railroad historical society. I belong to the Baltimore and Ohio Historical Society. Each year the society holds a convention, but other commitments had made it impossible to attend previously. However, this year, for the first time, some B&O fans in Ohio held a one-day mini-convention, and I decided to go. I purchased a table in the dealer room.

When I arrived. lo and behold there were four other S gaugers from the Cleveland area attending! I set up my display of S scale B&O cars and engines: The American Models FA-FB, both heavyweight and lightweight passenger cars, a Rex docksider, an S Helper outside braced boxcar, an Overland 0-8-0 and Southwind's wagontop caboose. I also had on my table some *This Is S Gauge* brochures and a sign reading **B&O In S Scale**.

The attendance wasn't large, perhaps 50 to 75 registrants, but several stopped to look at the cars and engines. Some asked questions, and I had an opportunity to talk with the other dealers. They displayed HO and O scale B&O cars, engines and buildings, and there were lots of books and magazines from the B&O Historical Society. One clinic I attended featured a slide show of B&O cabooses that the presenter had helped paint and place in museums across the eastern U.S.

I talked with a society member who was interested in having S represented in the society's magazine, *The Sentinel*, and he indicated he'd pass my name and our conversation along to the editor. He stated they are always looking for models of B&O prototypes, and my table display indicated S gauge has produced several.

Yes, I was a minority at this convention, but S was there. I suggest any NASG member who belongs to a railroad historical society do the same in your area. Chances are you have a few cars or even an engine modeled after your favorite prototype that you would be glad to display to other society members. Don't stand outside a table and say you are "in S gauge," get **behind** a table and **display** your S gauge. Yes, you can brag about, or show, what you have in S, but you'll also be showing that S is making models in their favorite roadname. Who knows, if you both share a common prototype interest, a visitor to your table might even try to buy a car in S to add to his personal collection of prototype cars.

Now, if I could figure out how to have a Union Pacific mini-convention come to Ohio, I could display my Union Pacific S gauge there. Hmm... Have a good summer.
- Alan

NASG NEWS

Don't forget your **dues**! Mail immediately to Dody Stevens! For the **election results** for the ballots which came with the April issue, see page 29. This election was for a constitutional amendment, and the choice for president, treasurer and regional vice president for the next 4 years.

RAIL MAIL

Changing Scales

After reading *Jeff's Junction* in the February '97 *Dispatch*, I'll share my story with you.

After 20 years of HO I am now a committed S gauger. It did not happen overnight. I first thought of O gauge since a friend is in this gauge. But one year ago I viewed an excellent S module on display at a train show. I also spotted a brass S scale OMI RS-18 for sale. A buddy beat me to it, but I since have been able to purchase it from him.

The day of the show was the turning point. At first I thought I would dabble in S, maybe just build a switching module for shows. I started in building one but had no room to store it. Then I decided to sell off part of my 11 x 32 foot HO empire and spread the word. I also boxed up some excess rolling stock, etc. The end result was that I began selling the whole layout and equipment by the boxful. Some was sold at meets and the rest out of my home.

I figured I got about 60 cents on the dollar for all of my non-brass equipment. The brass yielded 100 cents on the dollar. In about a year, 60 percent of my HO is sold. I did not expect it to sell so quickly. I could have farmed items out to a dealer but would have lost sales dollars in the process. The non-brass (read less-expensive) items sold first. I'm keeping a few HO things to run on our group layout.

My decision to switch to S came after I was able to acquire better quality rolling stock and brass locomotives. I had just had some custom decals made for my HO rolling stock, but I found these would also work on the S equipment.

The selling of my HO equipment provided me with more than sufficient capital to start an 11 x 32 foot S scale layout. It is well under way. Fall 1997 is the scheduled completion date - that's 18 months from the starting date.

Structures on my new S layout will be enlarged HO kits and scratchbuilt. I am making my own trees. I'm using Artista hand-painted figures and painting some of the Railmaster ones myself. Vehicles are coming from Hartoy, Ertl and Racing Champions. Track is code 100, hand laid on sugar pine ties.

Three locos are on the roster at this point - two River Raisin 44 tonners and the RS-18. One of the 44 tonners is already painted in my Ontario Midland Railway green and cream. Rolling stock so far consists of cars from PRS, AM, plus a couple of V&T flats. In brass I have combine, caboose and two box cars. My set limit is 36 pieces of rolling stock and 6 engines. I feel this is all the layout will handle.

A diesel sound system is on the way as is one more loco - an S-Helper SW-9 in the Canadian Pacific Railway maroon and grey scheme.

I have not had trouble purchasing S equipment. It is not as plentiful as HO, of course, but is a challenge enabling me to meet new friends.

In March of this year a buddy and I did display the switching module from my layout at the same show where I decided to switch. We received many compliments plus two serious inquiries about S. I hope these two gentlemen "see the light."

There is one funny twist to this story. My buddy, Ron Scott, was instrumental in my conversion to S. He is an American Flyer fan. I am now working on trying to convert him to scale S. It seems he might come at least half way - to hi-rail. The other day though, I heard him tell someone to start right off in 'scale'. Wow! Maybe he will come over to scale. I know he has AF track and switches to sell. Anyone out there need some? If so, let me know; I'll work on Ron some more.

One more thing... I joined the NASG and S Canada. These

organizations keep me up to date on activities and informed about new stuff coming out. In fact, I am scheduled to edit the *S Quarterly* (S Canada's newsletter) for the June 1997 issue. I like to be involved. Involve yourself too. If you are thinking of changing to S.....**CHANGE!**

Dave Mehew

1901 Mapleridge Dr.

Peterborough, Ontario K9K 1R1

Thanks for your story Dave. It seems as if the efforts of the newer manufacturers and importers are starting to pay dividends. -ed.

Railmail continued on page 28

Jeff's Junction

Is S an "exclusive club?" Well, yes and no. Is S an exclusive club for only the well-heeled? By comparing the costs of many of the items from brass to plastic RTR rolling stock, you'd say yes.

"Good gosh," you might say, "a brass Sn3 engine is pushing two grand!"

"Egads," one muses, "1 plastic piggy back flat car is 55 smackaroos!"

"How do you expect me to build a model town if one little gas station kit cost \$40 to \$50 - and then I gotta build it?"

"Hey, I went to a humongous all-gauge swap meet and the only S I found were some Hot Wheels cars. I can't find any used bargains like I can in HO."

Yup! All this is basically true - at least for now, but think about it - the expense alone doesn't scare all of us off, and newcomers are still attracted. Sure we'll attract some well-heeled modelers who can afford many of the more expensive items in a short time period - but that's the case in any gauge.

And S should (and does) welcome the well-heeled because these folks can support many of the pricey items, such as brass. And many of these folks become "sugar daddies" for some of the larger clubs and may even become manufacturers themselves - good for them.

• But exclusive doesn't have to mean just money. S is also exclusive because it caters to those who want to build, those who want a larger size (maybe less quantity - see Railmail), those who enjoy a smaller group to hobnob with, those who like the challenge of "scrounging," and those who just enjoy being "off the beaten path."

Yeah, money helps when getting into S, but, like life, most of us don't start at the top. In the February editorial I talked about selling or swapping other gauge items to finance a start in S. This works for the established modeler, but what about the newcomer?

Exclusive can be one "promotional" opportunity aimed at the newcomer. So, yes, the newcomer is often attracted to

S because of its size and the other exclusive characteristics mentioned above, but it's the cost barrier that *does* need to be addressed by promoters and manufacturers.

How to overcome the "cost" barrier in the *short run*.

1. Promote quality, not quantity.
2. Promote fellowship (clubs and small informal groups).
3. Promote incrementalism - a bit at a time.
4. Promote building it, if you can't afford it.

In the long run the cost barrier needs to be addressed by the NASG and manufacturers.

1. Do the starter set thing. American Models has one, S Helper is coming soon and Lionel - well??
2. Ready-to-run is nice, but I think basic, less expensive, plastic kits have their place for the budget minded.
3. Get more exposure in hobby shops to help build volume.
4. Maybe a manufacturer could try larger runs of a few popular pieces of rolling stock or motive power with, hopefully, lower unit costs, at least for these items. True, from the manufacturers point of view, limited run production, does produce a buy now, it'll be gone, mentality which works to a certain extent. But the "great unwashed" often get left out of this scenario. Example, I wanted a long B&O Pullman, couldn't afford it then, now can't find one. So some larger or repeat production runs might be justified sometimes.

You know! It's the old chicken and egg story. Do we offer some products at a higher volume and lower cost at the risk of longer inventory time in hopes of producing volume sales — or do we just stick to low volume, limited production only? Which is it? Build it in volume and cheap and they will come, or let them come, then we'll do volume at lower cost?

The point of this rambling. In the short term S needs to attract newcomers and maintain current S gaugers by keeping S a bit on the "exclusive side." but in the long run let's have goals (modelers and manufacturers) of aiming at some lower costs and increased available inventory on some basic items. This includes increased exposure in hobby shops and major all-gauge train shows (sale items).

- Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Industrial Drive, South Lyon, MI 48178). Pre-production photos of the 4-6-2 steam engine are now available on the internet. A few sets (B&O or Southern) are still available but require a \$10 deposit. A couple of new road names for the new 4-bay hoppers also popped up on the internet: Offset side - NYC and NP; rib-side - PRR black or red, Southern and Virginian.

ANDERSON FINE SCALE SCULPTURE (P.O. box 0643, Wheat Ridge, CO 80034) is offering nicely detailed resin cast cows, sheep and bears. These come painted or unpainted. Sheep and cows come in group herds or as individual animals. Bears come in singles only. \$4-\$10 painted, \$2.50-\$8 unpainted. A stagecoach diorama has 6 horses, stagecoach and figures for \$10. Inquire for details.

BANTA MODELWORKS (RR-1 Box 141A, Brattleboro, VT 05301) is now a distributor for the Sn3 Porter kit from Backwoods Miniatures. The kit consists of brass and white metal parts. There are 3 versions available. Kits are \$199, RTR ?.

BILL'S TRAIN SHOP (P.O. box 561, Seffner, FL 33583), alias *Greenbrier Railroad Models*, has the pilot model of the brass GP30 announced previously. The production run is scheduled for a June delivery. Built by OCS Precision engineering in Korea, the GP30 will come in 9 versions and will be powered by a can motor. The prices and versions were detailed in the February *Dispatch*. Available only thru Bill's Train Shop, these locos are going fast. Also from BTS are some laser cut craftsman kits in the McCabe Lumber Co. series built by Master Creations. BTS will distribute the O and S structures. Available now in S is a slash burner kit for \$74.95, and due in June are a pack of wood pallets for \$3.95 and 90' of board fence for \$6.95. Check Bill's E-mail: billwade@btsrr.com.

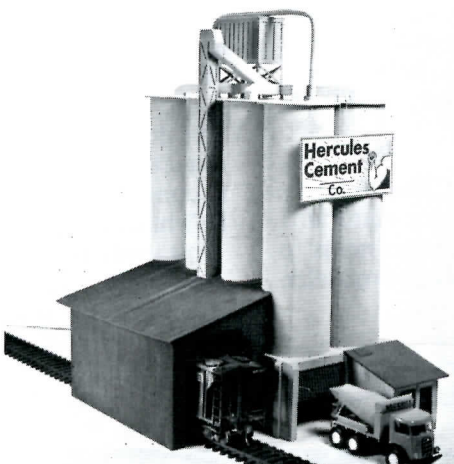
CARL'S TOY TRAINS (P.O. Box 443, Medford, MA 02155) now has an add-on attachment tool set to The

Brakeman's Super Riveter Set. The original is a tool for hammerless riveting of S gauge trucks to rolling stock. The new **S Gauge Link Coupler Repair Set** is designed to displace the old link pin and replace it with a new fascimile pin. The set includes a "knock-out tool", a "backing block" and a "flaring tool." These must be used with the Super Riveter Set which sells for \$59. The "Link" add-on set is \$25. For more information on Carl's tinplate repair tools call (800) 748-3846 or try his web site at — <http://www.tiac.net/users/carl>.

DES PLAINES HOBBIES (1468 Lee St., Des Plaines, IL 60018) has acquired the S scale line of Plano Model Products. This includes the etched stainless steel roofwalks. One new offering will be Morton-style round hole walk for the PRS reefer kit. Ron is always updating his S decal line, so give him a ring or send an SSAE for list. Available also is a 1930 art deco Gulf gas station plastic kit. It will mimic the HO one by City Classics. Price \$60.

KADEE (673 Ave. C, White City, OR 97503). Kadee has released a coupler height gauge in S - #814 for \$13.95.

LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) has a new S scale structure kit available in S scale. It's a bulk cement plant kit, the Hercules Cement Co. It has a footprint of 8" x 11-1/2" and is a good source of revenue for your covered hopper cars. Price is \$40.00 plus \$3.00 shipping.



MARKER LIGHT PROD. (P.O. Box 750 Wilmington, MA 01887) has some new passenger car decals for the D&RGW standard gauge heavyweight cars and narrow gauge passenger cars. Inquire as to car styles and prices.

MODEL TECH, INC. (7289 Westfield Road, Medina, OH 44256) has a new laser-cut interlocking tower kit. The kit features peel and stick windows, doors, trim and stairs. Footprint is 4" x 8". The prototype structure was in Sterling, OH. Price, \$79.95.

PENNSYLVANIA HERITAGE MODELS LTD. (R.D. 4 box 139, Birdsboro, PA 19508) has a new offering, a powered brass chassis which can be used for scale or hi-rail. The product consists of an 8-wheel gear driven adjustable length chassis for use in repowering existing models. It could also be used as a power source by another manufacturer. The truck center spread would be 19 to 32 feet (3.5" to 6"). Additional lengths can be requested. The 4-wheel trucks have about a 7" wheelbase (1.25"), and the scale version uses 30" diameter nickel silver wheels. Custom installation is available.

The unit has 8-wheel electrical pickup and a flywheel provides smooth low speed operation. The 19' version can negotiate 8.5" radius curves which would make it workable for tight industrial trackage or traction. Retail will be \$110, but PHM has an introductory offer on the first 50 kits ordered (scale or hi-rail) for \$99.95 (U.S.) ppd. Pa. residents add sales tax.

Possible applications: Traction - David O King, Hojack. Diesel - Railmaster switcher. Scratch builders or bashers can make use of the chassis for industrial switchers or gas-electrics. Sideframes might be offered in the future if demand warrants.

RACING CHAMPIONS (your local discount store). Keep your eye out in the toy section for the '97 Racing Champion's Hot Rod series. This will be similar to last year's car and pickup

series. New styles and/or paint schemes are issued monthly. I bought a pinkish '57 Chevy which had a scoop on the hood, flames on the side and racing tires. The scale is 1:61. I also picked up a 1:60 1970 Chevelle SS painted in chartruese with some stripes. The proportions are listed on each display card. 1:60 to 1:64 is pretty close. Into the 1:50s gets a little large. This is a new series and not to be confused with some of the fancy paint schemes released last year.

And bless their pea-pickin' hearts, some new vehicles will be showing up in the regular series of cars and pickups. I just picked up a gorgeous 1:61 '55 Chevy convertible with continental kit and '49 Merc at 1:60. Now if they would just get their act together on producing all the vehicles in the 1:60 to 1:64 range.

RAILMASTER EXPORTS (209 royal road, Royal Heights, Auckland 8, New Zealand). Coming are Sn3 Unitah 2-8-0 and D&RGW 4-6-0 T-12. Also coming are WP&Y Sn3 flat car with ore loads and a caboose.

SOUTHWIND (P.O. Box 3175, Plant City, FL 33564) will produce Harriman passenger cars this year. Included will be 2 baggage-mail cars, a baggage, two coaches and a platform business car. These will be 60' shorties. These can be ordered in plain brass, painted and painted and lettered.

STATE-LINE S GAUGERS will have a special run commemorative car for the '97 Fall S Fest to be held in S. Beloit, Illinois, on November 21-23. This car will be a Downs Model RR Co. 40' flatcar which will be painted orange and lettered for Illinois Central Gulf. It will come complete with a load of 3 Ertl 50s era diecast tractors. Cars will be available in 4 different #s and 4 different tractor sets. The tractor sets will include 3 each of olive colored Case "L"s, red International ID-9s, orange and beige Case 500s or red Farmall Super "H"s.

Each flatcar is equipped with 3 adapters which hold the tractors firmly in place. The tractors can easily be interchanged. Cars will come with Ace sprung trucks with attached operating Flyer compatible knuckle couplers. Scale versions are also available and will include scale trucks and Kadee 802s. Each car with 3 tractors is \$38.00. Multi orders with different type tractor loads and/or numbers are acceptable (within

reason). Orders will be accepted only with your Fall S Fest registration. Remaining cars (if any) will be available at the S Fest for \$42.00. Cars will not be shipped. Registration materials will be mailed out around Labor Day. For car info or to make sure you get registration materials, contact Mac McGrath at (815) 455-7571.

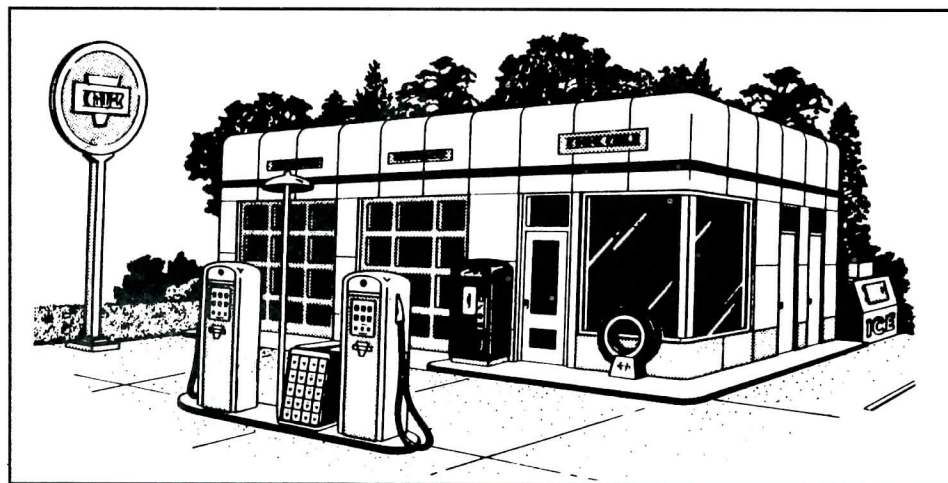
S-WEST CONVENTION CAR ((Bay Area S Scalpers, Lee Johnson, 2472 Lariat Lane, Walnut Creek, CA 94596). A Pacific Rail Shops 40 foot

SP boxcar painted Pullman green and lettered for express service is being offered by the Bay Area S Scalpers. It will be available in 3 numbers.

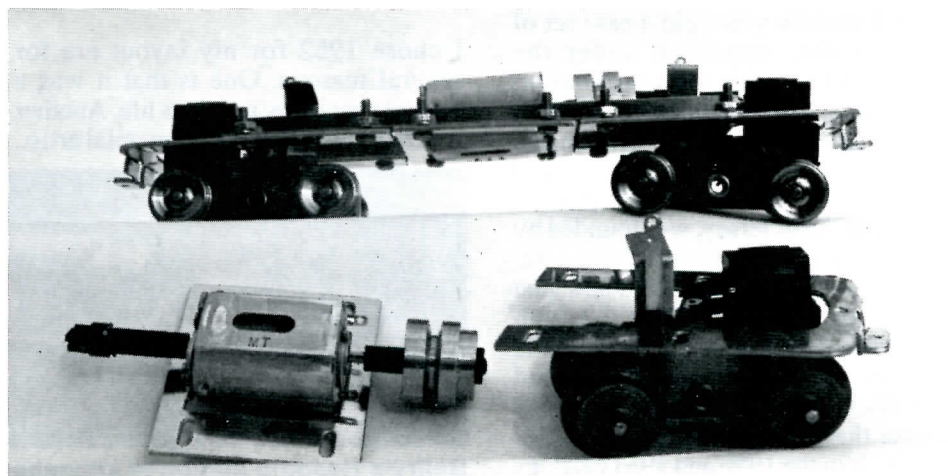
W. A. DRAKE & CO. (P.O. Box 801, Johnstown, CO 80534) is importing a brass general service drop-bottom 40' gondola used by SP, D&RGW, UP and others. The car is available in brass, painted or painted and lettered. Drop-bottom doors are not operable. Check with importer or dealers for price and availability.



Photo of R.S.S.V.P. Revere Sugar Downs 8,000 gallon tank car mentioned in the February issue. Car was designed to carry syrup.



Des Plaines art-deco Gulf gas station is a resin cast kit for \$60.



8-wheel brass drive chassis available from Pennsylvania Heritage Models.

Meet an S gauger

Glenn A. Ritter

Glenn wrote this as an article, but your editor decided it fit right in as a *Meet An S Gauger*, so here it is in his own words.

Greetings

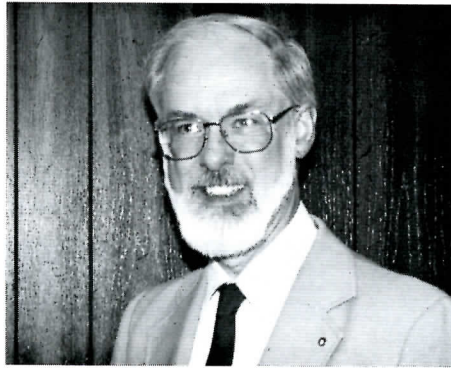
I know many of you look forward to receiving the NASG *Dispatch* and are ready to settle down in your easy chair to visit with an old friend. We're about to look into my childhood near the real Belfry railroad station in Pennsylvania, especially since I have started to model it and the nearby area in our new home just a few miles away.

Childhood

Like many of you, trains have been a part of my life since I was 10 months old. No, I did not see or play with them at such a young age, but in February of 1942 my parents bought a 12 acre farm just a few hundred feet from the Belfry freight station on the Stony Creek branchline of the Reading Railroad. The farm was on Skippack Pike, thus I am sure the train whistle blew several times a day within my hearing. Legend has it that Belfry received its name from the mail clerks on the freight line when they could see the bell tower on St. John's Lutheran Church.

Belfry appears on many maps as a village, but in the early days most of the area consisted of large farms. These farms supplied beef, pork and milk to the nearby towns and Philadelphia via the Reading. In recent years many of the farms have been sold for suburban development.

When I was six years old a new set of Lionel trains appeared under the Christmas Tree, only to be put away on New Years, and not to reappear until the next Christmas. By 1952 I wanted a train of my own with more scale and detail than Lionel. Sattler's Hobbies in Westmont, New Jersey, was founded by my Aunt and Uncle in their basement. They were early dealers for a new line of trains by the A.C. Gilbert Co. With my savings I purchased a beautiful little switcher, an 0-8-0 Nickel Plate Road set 5004. Collectors might be interested to note that my set, with the 342 AC engine, is in the 1950 and 1951 catalogs with link couplers, but my set came



factory equipped with knuckle couplers. Even the 600 series cars came with knuckle couplers.

For several years that little set with added accessories came out from under my bed all year round providing many hours of joy until it came time for college. My father passed away in 1956 and mother sold the farm in 1961, so I packed the trains in a trunk and kept them with me for the next 30 years.

Belfry Station Revisited

Recently, my wife, Lin, encouraged me to set up the trains on my 4' x 8' architectural reference board. We started adding (collecting) pieces of Gilbert American Flyer. On August 30, 1994, we purchased a ranch house with a partially unfinished basement. Since I have a lot of inactive architectural files, I built a storage unit out of 2x4 framework 40" high. The storage is accessed by a lighted, carpeted tunnel which the children love to play in. As a result, I now have an 8' x 21' T shaped platform on which the model layout based on Belfry has begun to take shape.

I chose 1952 for my layout era for several reasons. One is that it was a pivotal year in my religious life. Another was that my father, a commercial artist,

was commissioned by many of our neighbors to silk screen Christmas cards of their homes. I will use these cards to base model homes for my layout on. And this was the last year Belfry remained rural. The next year construction was started on the Northeast Extension of the Pennsylvania Turnpike through Belfry and our back field.

There were several features which make the Belfry area appealing to me for modeling. There was the Belfry freight station, St. John's Lutheran Church situated on a hill, Stony Creek meandering through farmland and along the railroad tracks, several farms with lakes, and my own childhood home. The Stony Creek Branch of the Reading followed Stony Creek from Norristown to Lansdale.

Progress

Three months after settling into our new home, the trains were running, and over 50 friends came to our first open house. Christmas socials, Bible studies and family have added many more visitors to the layout.

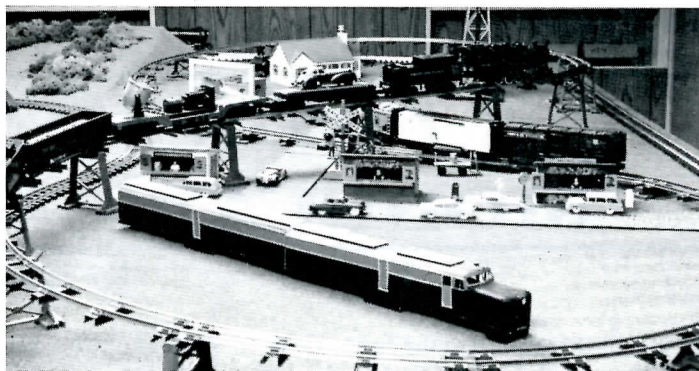
Products currently in use on the layout, besides American Flyer trains and accessories, include Gargraves track, Lehigh Valley Models Structures, Woodland Scenics scenery materials and vehicles by Lledo, Ertl and Racing Champions. Future projects include farm buildings, houses and scenery. I am encouraged by friends who enjoy my re-creating the past local area and who enjoy the early tinplate trains.

I was licensed to practice architecture in 1970 and was accepted by the National Council of Architectural Registration Boards in 1974. I am licensed in 6 states. I am a member of Faith Church of Worcester, the Gideons International, Americas Keswick Prayer Corporation, Railroad Evangelistic Association, Inc., the NASG and the Neshaminy Valley American Flyer Club.

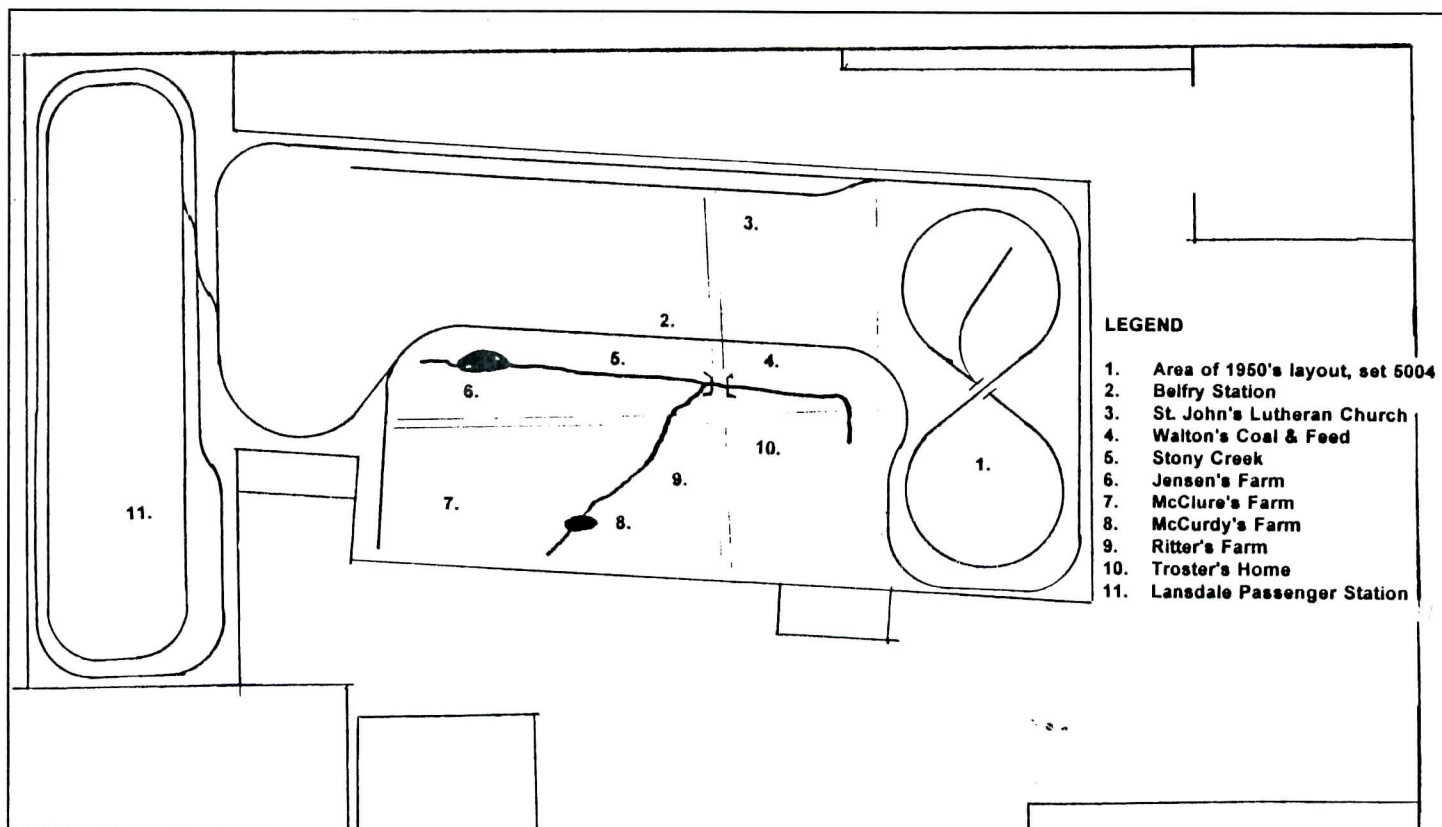
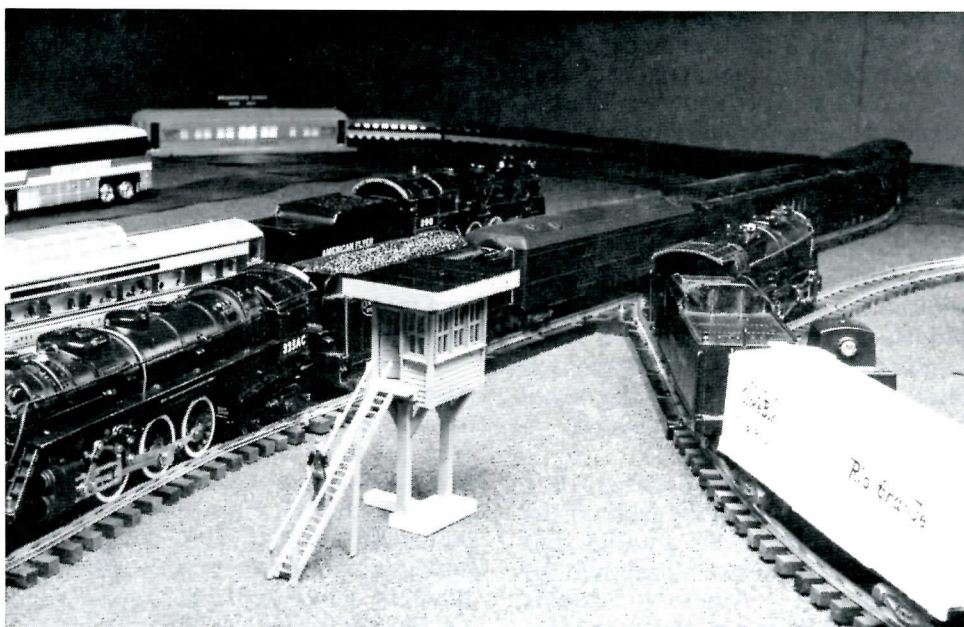


Belfry's Reading station is kitbashed from the LVM Wayside Station.

Photo by Glenn Ritter



Above left. Glenn scratchbuilt the Ritter farmhouse when he was in his teens. Figures representing Arthur and Emily Ritter are Gilbert. **Above right** shows figure 8 section of the layout. Original set 5004 is shown on trestle set. PA diesel shells were built out of balsa. **Right.** Lansdale switch tower was kitbashed from a LVM tower kit. *Photos by Glenn Ritter*



THIS IS S GAUGE MODULAR LAYOUT UPDATE

By Tom Robinson

Since last featured in the June, 1996, *Dispatch*, I have enlarged this layout (see plan) to the point where it now contains six units and assemblies into a 5' x 14' layout. Since September, 1996, we have operated the layout at 5 large GATS or Greenberg shows in Macon, Atlanta, Chattanooga and Mobile. Any *Dispatch* readers interested in helping set up for fall '97 shows please contact me.

The addition of 2 more 4' modules has allowed the depiction of a farm scene. Modified HO kits were used for a farmhouse and stock loading pen. A Plasticville barn came from my home layout (see the Feb., '96 *Dispatch*).

I had planned to add a passing siding on the outside loop at the front of the layout and connect the parallel spur siding on the inside loop back into the mainline with 4 American Models turnouts, but these are currently back-ordered, so that'll have to wait. By doing this, I will be able to leave additional train sets on the layout to alternate.

The week prior to a show in Mobile I obtained the American Models Superliner set. I was pleased with the engine and its operation but was disappointed with the non-operating couplers. So I immediately ordered two additional coaches and operating hi-rail couplers. These are the couplers used on the heavyweight cars. I drilled an extra hole in the shank of the operating couplers so they would close-couple. I also used an operating coupler on the rear of the engine. I left the dummy on the front. These couplers work fine, even on rough track.

At the Mobile show I operated an AM GG1 and heavyweight cars on the outside loop running counterclockwise. On the inside loop I ran an AF 302 Atlantic with a mixed manufacturer freight made up of cars from AF, AM, Downs, PRS and S-Helper. This train usually runs clockwise. About every 2 hours I alternated the Amtrak set on the

outside loop and an AM Baldwin switcher on the inside. Interestingly, the choo choo sounds of the Atlantic and the GG1 sound effects attracted the most attention. I also had a Putt Trains trolley running on the small loop on the left end of the layout. And the longer viewers hung around, the more questions they asked about S gauge and the more promotional literature I distributed. At this show I gave out about 50 NASG brochures, about 25 American Flyer Collector's Club brochures, 25 of my own folders and several manufacturers handouts.

Also at this meet I added to my freight roster by purchasing one each of the new S-Helper stock and rebuilt steel boxcar. The detail and workmanship on these cars is exquisite. I have also recently purchased an MRC 0-27 Sound and Power transformer. I have installed speakers at each end of the layout with a fader switch between them. As a train progresses from one end to the other, I can move the switch, and the sound follows the progress of the locomotive. I think this will help with non-sound equipped locomotives. The speakers are in air tight boxes beneath the layout with the speaker holes in the layout sub-roadbed covered by a grill. Volume and clarity is adequate.

Comments on Jeff's Junction, February *Dispatch*.

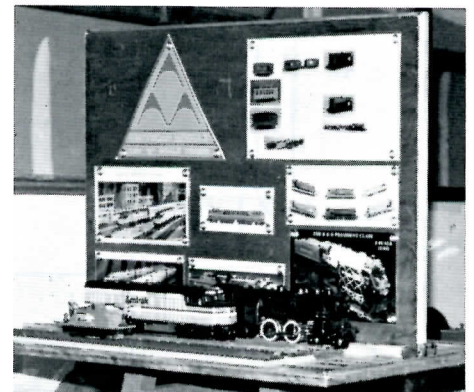
In the editorial, Jeff commented on the hard choices that face a modeler who wishes to switch from one gauge or phase of modeling to another. When I returned to model railroading in 1989, it was totally as an American Flyer by A.C. Gilbert enthusiast. By 1993, when I began construction of the volunteer Central, my tinsplate American Flyer permanent layout, I had decided to limit my collecting and operating to the 1946-1953 link coupler era. This worked well for me, and by 1996 I had accumulated most of the major items produced during that time frame by A.C. Gilbert. But by 1996 I was becoming increasingly interested in some of the new equipment

being produced by American Models, S-Helper, Putt Trains and others.

I now feel that if the gauge is to grow and perpetuate, people must be introduced to the currently produced equipment. As a result of this philosophy, I embarked on building the above mentioned layout. I save by using many structures and accessories off my permanent layout. The use of American Models code 148 track and turnouts has allowed me to operate any type of S equipment on my portable layout.

I even use the newer equipment on my permanent Flyer/Gargraves home layout. The only trouble I have is that the AM operating hi-rail coupler levers often hit the top of the front rails of the Flyer turnouts and the cars derail. The best remedy I discovered is to bend the uncoupler lever upward with a Kadее coupler lever tool. I can even activate the Flyer 697 track trips by putting some slug weights in a hopper just behind an AM loco.

I suppose what I have already done is utilize one of Jeff's suggestions for having two layouts, but with a slightly different twist. I have managed to keep operating my link coupler American Flyer trains and also take advantage of the exciting new products being offered. This also gives me an opportunity to publicize the items being produced by current manufacturers and demonstrate their compatibility with the old American Flyer by A. C. Gilbert.

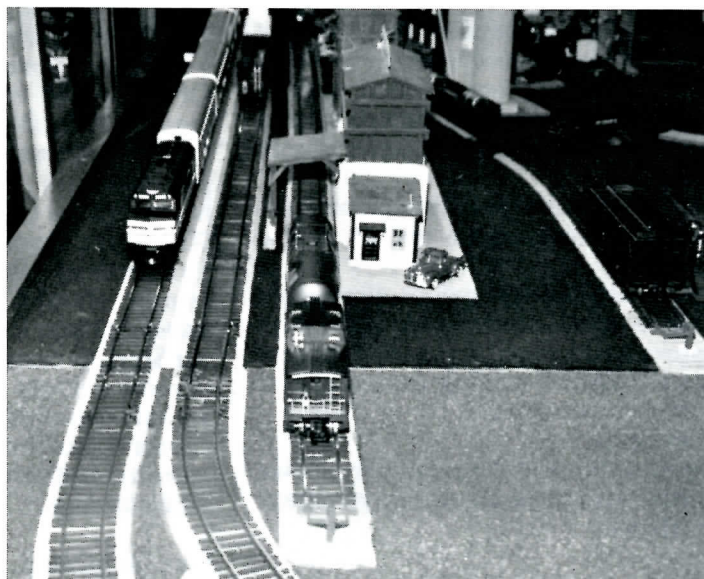




Left. Spectators can see currently available S and traditional Flyer at the same time.

Right. American Models Amtrak set crosses one of two new 4' modules which have been added to Tom's portable layout which now extends to 14' long.

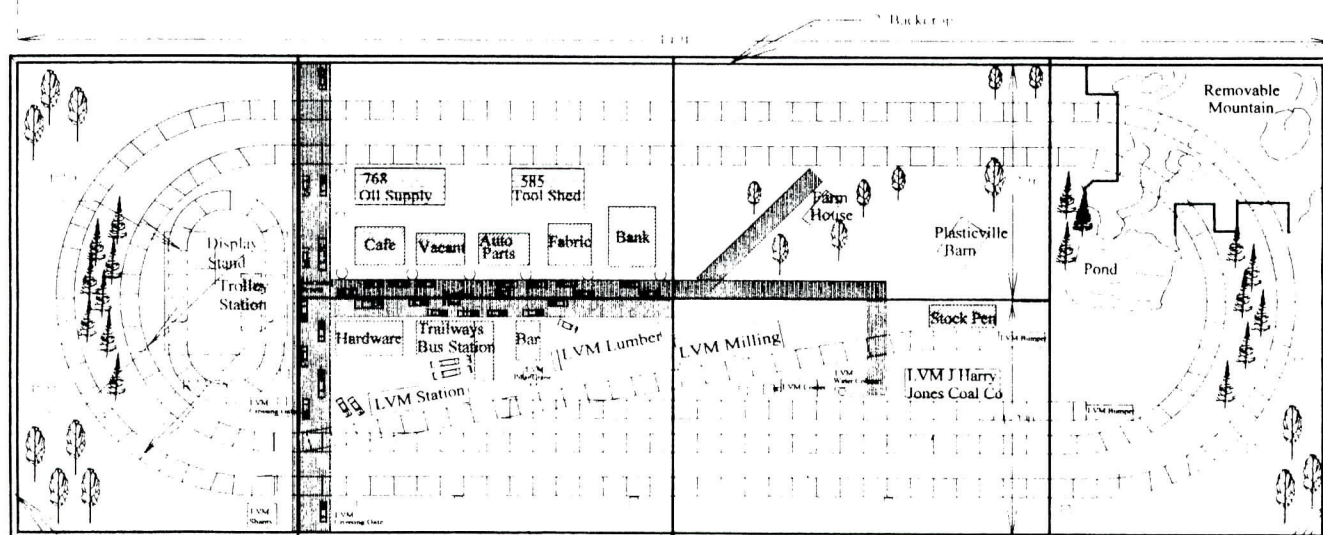
Photos by Tom Robinson



"This is S Gauge" Modular Layout

Code 148 American Models Flex-track and Turnouts

Built to S-Mod Standards



- Royal Train Equipment Signs
- LVM Utility Poles
- Lehigh Valley Models Kits
- HO Structures (modified)
- American Flyer Accessories

This layout features

Motive Power by American Flyer by A. C. Gilbert and American Models
 Motorized units by American Flyer by A. C. Gilbert and Pull Trains
 Rolling Stock by American Flyer, American Models, Downs Model Railroad
 Pacific Rail Shop and S-Helper Service
 Passenger Cars by American Models
 Power Supplies by American Flyer by A. C. Gilbert and Model Rectifier Corp.
 Sound Controller by American Models

By Tom Robinson AFCC, NASG, TCA

1636 Prairie Lane
 Montgomery, AL 36117-3431
 Telephone: (334) 2790540

E-mail: tomrsgauge@mindspring.com

CORNER MODULE ENHANCEMENTS PART I

CONNECTICUT S GAUGER'S 90 DEGREE SPLIT-CORNER CONSTRUCTION GUIDELINES

Issued February 9, 1993 and Revised August 1, 1996

Bill Krause (203) 259-6576

INTRODUCTION

The corner design used by the Connecticut S-Gaugers was presented here in the February, 1996 *Dispatch*. This club continues to improve their module designs, and they recommend several enhancements to their basic corner design.

♦ For easier transportation, the modules can be split to create two 45 degree sections.

♦ For enhanced operations, #6 switches can be installed in the outer main line to provide a junction, or to provide access to branchline, staging tracks, engine terminal, industrial switching, etc.

♦ In addition to the previously shown inside yard track, an outside yard track is shown.

A huge thanks is due Bill Krause of the Connecticut S-Gaugers for the many hours spent preparing this new information for publication. Due to the large amount of information, Bill's article will be presented in 3 parts: **Template Preparation, Frame Construction, and Trackwork.**

Please note that many of the methods and options to be presented are applicable to the other corner module designs previously presented in this column. For example, the Rochester Area S-Gaugers (RASG) recently constructed 4 new corner modules using the Quebec Corner Module design published in the October 1995 *Dispatch*. The Quebec design uses a smaller track radius than that used by the Connecticut S-Gaugers, however we were still able to add #6 switches to the outer mainline. In our construction efforts, we experience some of the same difficulties that Bill recounts, and we could have made good use of his suggestion to draw a template. Our solution was to construct a jig on plywood to hold frame pieces in alignment during assembly.

Here is **Part I** of Bill's new information. Parts II and III will follow.

As mentioned in our original set of club module guidelines, dated July 1, 1989, there were four objectives we wished to achieve in building modules. Of these, the third stated that the modular units should be kept to a size that permitted transporting in members' passenger cars. This objective has not been achieved (until now) as far as our 90 degree **Corner** units are concerned. To date, these units are such a size as to require station wagons or vans to transport them to shows. In contrast, our **Straight** units can fit into the trunks of most ordinary cars - providing that we have detachable scenery. The Split-Corner approach described here should make it completely possible to fulfill this third objective!

Our approach involves no new technology. Everything has been used by some other club before. The 90 degree Split-Corners are also being used by other S clubs. However, our approach is different from others in two ways: (1) our end faces along the 45 degree line are "keyed" together using dowel pins to hold both halves in perfect alignment; and (2) our track rails, along the 45 degree line, are also "keyed" together by using 1/8" Brass tubing. Here again, these two ideas are not original with me - only the application. As I try to explain this construction, hopefully you will learn where some the techniques came from.

To better understand our Split-Corner concept, please study Drawings No. 2 (in the February '96 *Dispatch* article), No. 2B, and No. 4, which is the "split-corner" version of No. 2. The one piece frame previously shown with 17" End-face (No. 2), is the one our club has been using for ten years. These were all built by Bill Fuhrman of our club, and have proved to be quite satisfactory. Why did we use 17" end-faces instead of 24" ones to match our Straight modules? Simply to cut down the overall size of the module to at least fit into a small station wagon or van! Looking at Drawing No. 2B, you will

see that our end-faces have been increased to the desired 24", AND by splitting the frame into two halves we now have Corners that also can be transported in ordinary passenger cars. PRESTO, our club has fulfilled our third objective for transporting all modules in ordinary passenger cars.

Please also note that the track work is the same as shown in Drawing No 2, which has been used by our club for a long time. New Drawing No. 4, is essentially the same but shows the split corner, corner adaptor, and optional outer yard track.

HOW I BUILT THIS SPLIT-CORNER FRAME: PART I - TEMPLATE PREPARATION

Drawing No. 2B, shows every conceivable dimension to construct this kind of corner unit. Please note that these dimensions are **OUTSIDE DIMENSIONS!** When sawing your wood frame pieces, you must make allowances for the thickness of the wood in many instances. All I can say at this point is

study the drawing to better understand this point I'm making. As we proceed, I'll try to warn you where such allowances should be made. Also, 1"x 4" lumber is not that, but closer to 3/4"x 3-1/2" in size.

While I have no intention to pose as an expert on module frame construction, I will outline here how I made my first split-unit using readily available materials and simple tools such as a saber saw, screwdrivers, screws, carpenter's glue, pencils, paper, or poster board and sandpaper.

My reason for doing it this way and explaining it, is that some of you ordinary modelers will take heart and try your hand in building one of these much needed and versatile units.

The rest of you wood working specialists should read through the

instructions anyway and then build this unit using your own special way.

There are two points that you should always keep in mind in the construction of any satisfactory corner:

1. The End-faces AK and CJ MUST BE PERPENDICULAR and at 90 DEGREES TO EACH OTHER. To achieve this, the corners A and C (top and bottom) should be 83-7/16" apart. Also, corners K and J (top and bottom) should be at a distance 49-1/2". If you have exactly achieved these two dimensions, even though your carpentry leaves something to be desired, when you are all finished you have the ideal corner!

2. The joining end-faces at DI, along the 45 degree line, are really two pieces of 1"x 4" lumber, each belonging to half of the Split-Corner frame. For the track sections to properly align each time these halves come together, we employ 3/8" dowel pins at random angles, shown in Figure B, as positioning keys. This very unique method was suggested to me many years ago by Matt Lacko, an old time S Gauge, from Media, Pa. Matt, who had a lot to do with producing "S" Gauge's first modular layout, got his early ideas from the old Trolley Modelers around Philadelphia. Old ideas with a new application!

MY PROCEDURE FOR BUILDING THIS UNIT - To cut down on the verbage, I suggest that you place Drawings: No. 2B, No. 3. Fig. A, Fig. B, Fig. C, Fig. D, Fig. E and Fig. F out before you as you try to read and understand the following procedural steps:

MAKING A PAPER TEMPLATE FOR USE IN BUILDING YOUR SPLIT-CORNER - I found from sad experience that I couldn't lay out the desired table top accurately on the wood surface using a carpenter's square. The problem seemed to be in achieving true 45 and 90 degree angles. If you are as inept as I am, try using a full sized paper template. Yes, I used heavy brown wrapping paper to make my template. Since using this method, I have also used poster board to make full-sized templates. These have the added advantage of being able to be used more than once by other club members.

(Bill - Don't attribute the need for a template to being inept. Wood warps

and its thickness varies from piece to piece, and even within one piece. The RASG had the same problems, which is why we built a jig. TL)

First, study Drawing No. 2B for key dimensions of the module frame. To put this on my paper template without using a square, I kept certain mathematical relationships regarding squares in mind: (1) Diagonals of squares are 1.4142 the size of each of the four equal sides. (2) Each of the four equal sides of the square are .707107 the two diagonals.

Assuming you have studied Drawing No. 2B long enough, go to Drawing No. 3. This drawing contains all of the frame dimensions in 2B and a lot more. *moreover, it has been rotated 45 degrees to resemble the paper template that you are about to make.* To make it easy for you, I have calculated every possible dimension you might use in making this full sized template.

Roll out about 84" of your brown heavy wrapping paper on the work table (or floor) where you will eventually build your Corner unit. The important thing here is that you should use a relatively flat surface. Me, I have a big 4'x8' table surface to work on. It is sure a lot easier on the back! In my case, my roll of paper is only 30" wide. So--I taped another 10" strip to the top of my template. If you look at Drawing No. 3, you will soon see that our 84" roll of paper needs only to be exactly 36-11/16" wide. That's OK, as I like to see clearly the Edge surface, EDF. With some masking tape that doesn't have a too strong adhesive bite, fasten the roll of paper to the table (floor) top. Now construct your FULL SIZED

TEMPLATE with the following steps:

* At the bottom, measure off 83-7/16". Be sure the bottom edge is straight.

* On the left side of this line construct the square box AVKU, with four sides that are 16-31/32". If done correctly, the diagonals should be exactly 24" in length. Now repeat the same process for square box XCYJ, at the other end of the 83-7/16" line. YOU NOW HAVE THE ACCURATE LOCATION OF END-FACES AK AND JC. Draw these in with a heavier line!

* Now draw boxes TGZK and HMJN, with equal sides of 12-11/16", and diagonals of 17-15/16". WITH THESE DIAGONALS IN PLACE, DRAW HEAVY LINES FOR FRAME OUTLINES: KGIHJ! WHILE YOU ARE AT IT, EXTEND HEAVY LINES KG AND JH TO P. If done accurately, your GP and HP lines should measure 17-1/16", at P. Moreover, P should be exactly 12-1/16", from the GH line at I. Also, the PIR line should be the exact middle where the two module halves meet.

* COMPLETE THE REST OF THE MODULE FRAME OUTLINE using dimensions shown in Drawing No. 3. If this is not quite clear, just remember line EDF is parallel and 24" from line GIH. Also, line ALE is parallel and 24" from KG. If you understand this, the same goes for lines FQC and HJ.

That's your MODULE TEMPLATE! More importantly, you have accurately located points A, K, J and G with each other.

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

Package Includes:

NASG S-MOD Module Standards

S-MOD Concept Article

Handheld Throttle Construction Article

Checking Your Module Wiring Article

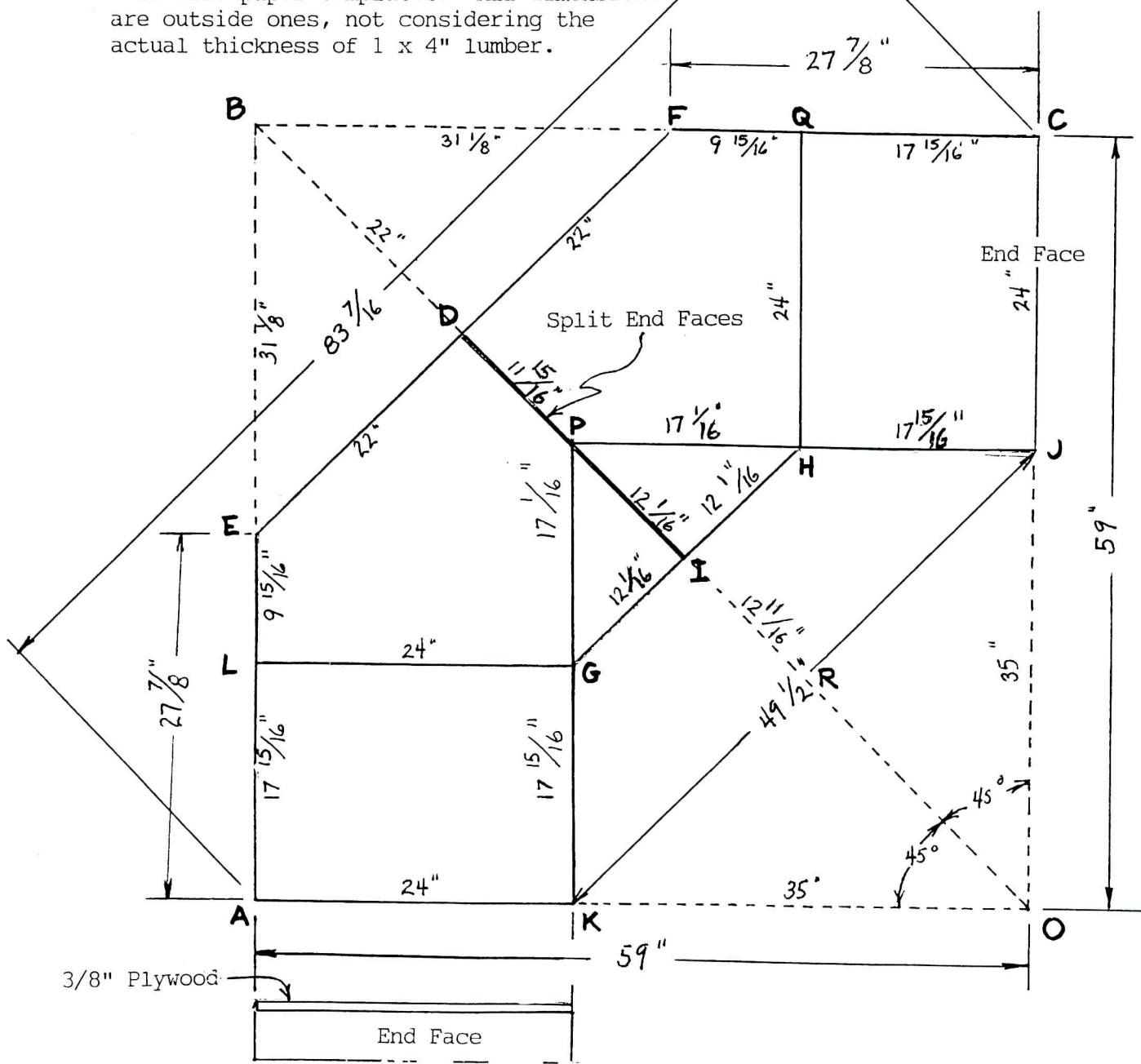
Orders to: Ted Larson, 5 Kenicott Circle, Fairport, NY 14450

CONNECTICUT S GAUGERS 90 DEGREE SPLIT-CORNER MODULE DIMENSIONS

DRAWING NO. 2B

SCALE: One Inch = One Foot

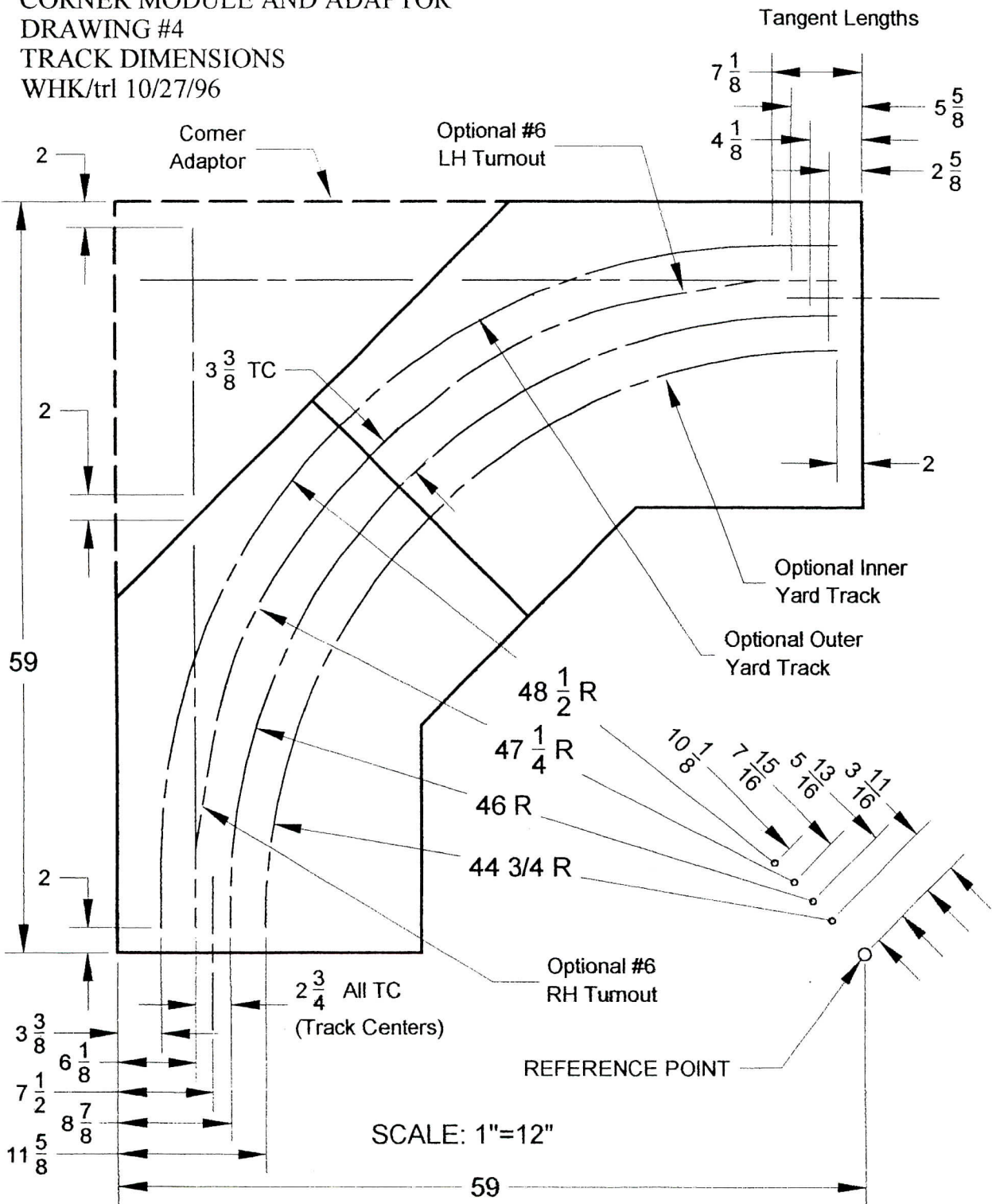
Rectangular approach to this corner construction is strongly recommended, using full size paper templates. All dimensions are outside ones, not considering the actual thickness of 1 x 4" lumber.



KEY POINTS IN CONSTRUCTION: END FACES AK, CJ and double DI's (each half) should be cut to the length of 24" and be held perpendicularly to top surfaces. Also, dimensions AC and JK should be maintained closely, in construction, to give assurance that two sections will form a true 90 degree corner unit.

WHK - 1-20-93

CONNECTICUT S GAUGERS 90 DEGREE SPLIT
CORNER MODULE AND ADAPTOR
DRAWING #4
TRACK DIMENSIONS
WHK/trl 10/27/96



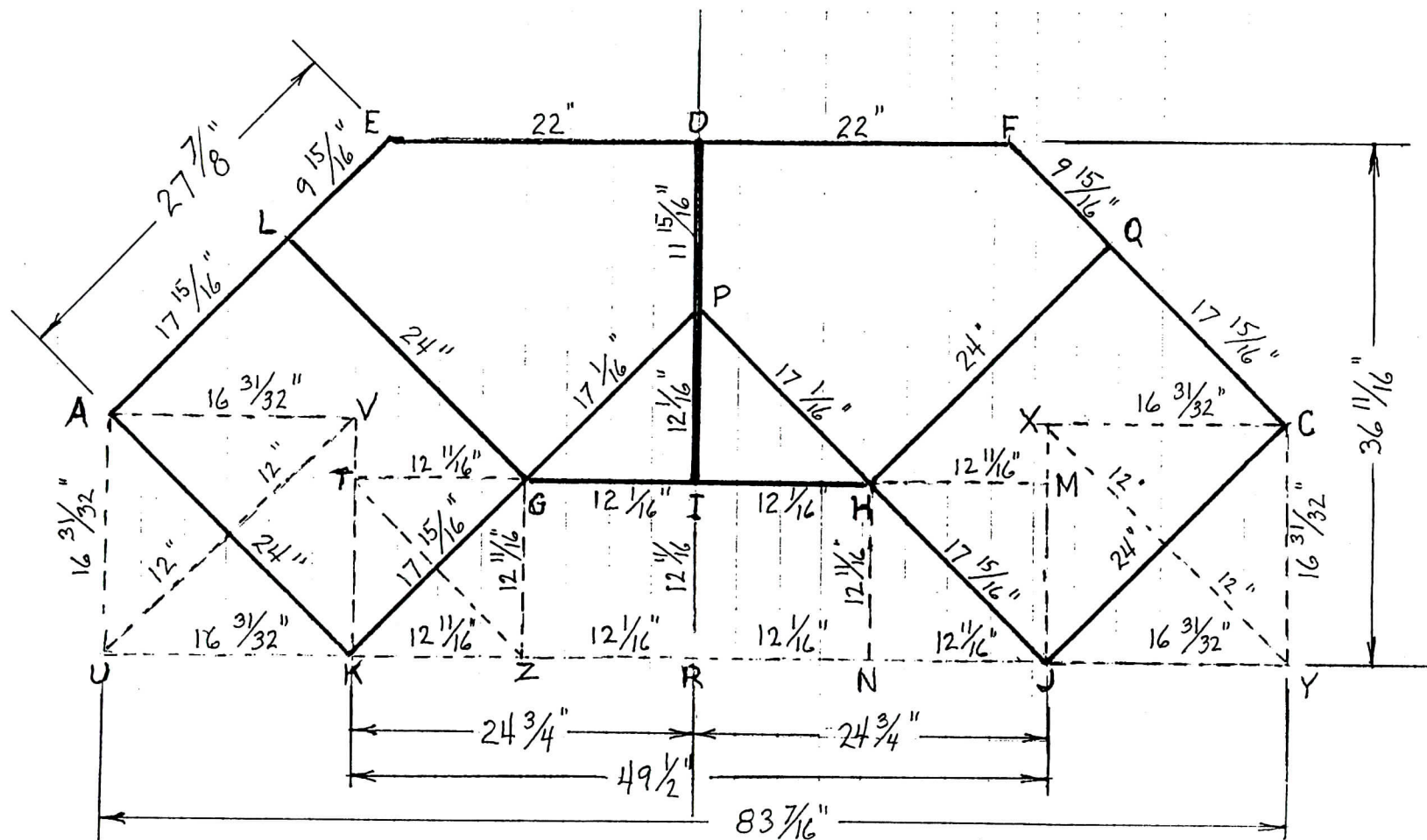
Optional inner and outer tracks will provide additional operating opportunities when joined with other multi-track modules.

Optional turnouts provide interfacing opportunities with other modules. It is NOT recommended to use the outer optional yard track AND turnouts in the outer main together in the same module.

Drawing No. 3

Revised 8-2-96

DIMENSIONS NEEDED TO MAKE TEMPLATE IN CONSTRUCTION OF 90 DEGREE SPLIT-CORNER



WHK

FIG. B

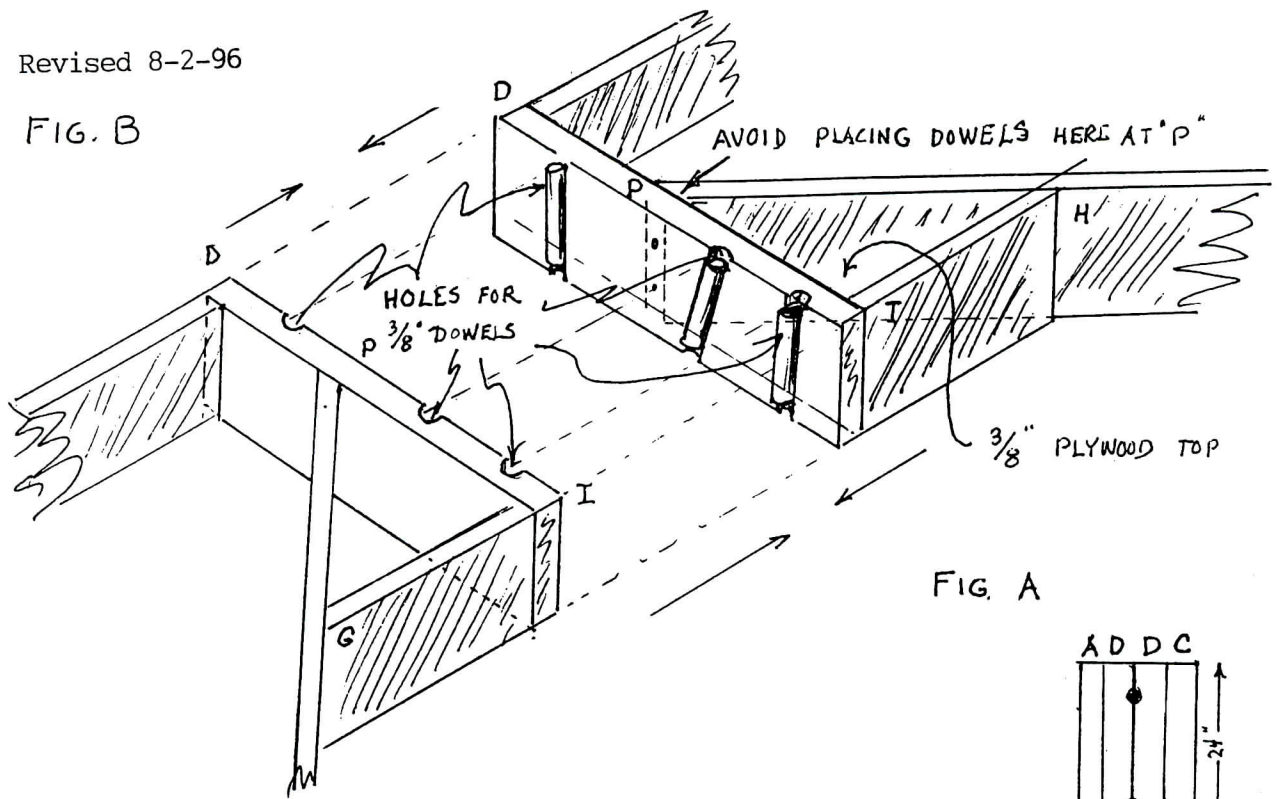


FIG. A

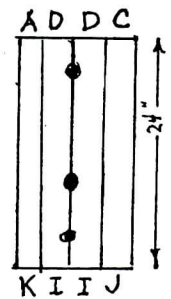


FIG. C

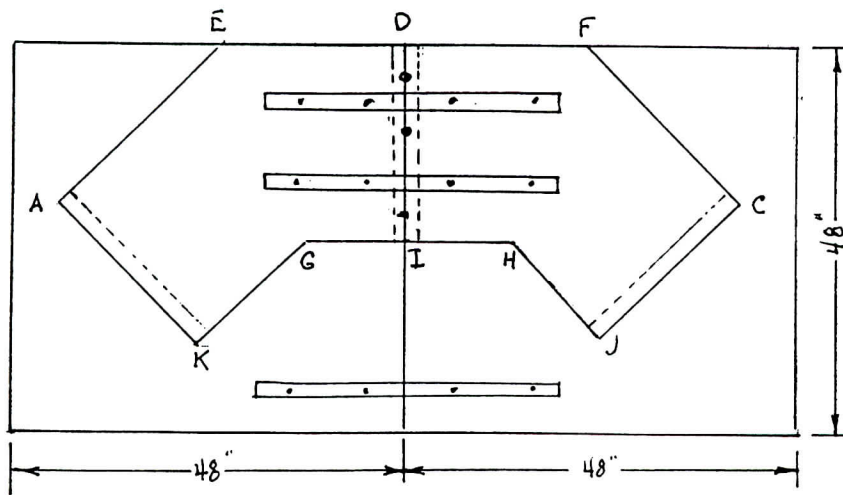


FIG. F

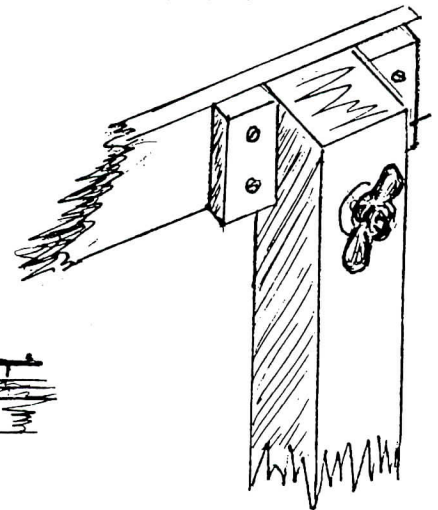
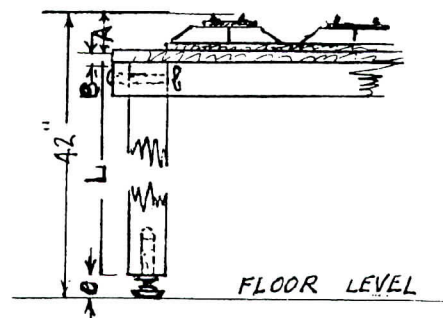
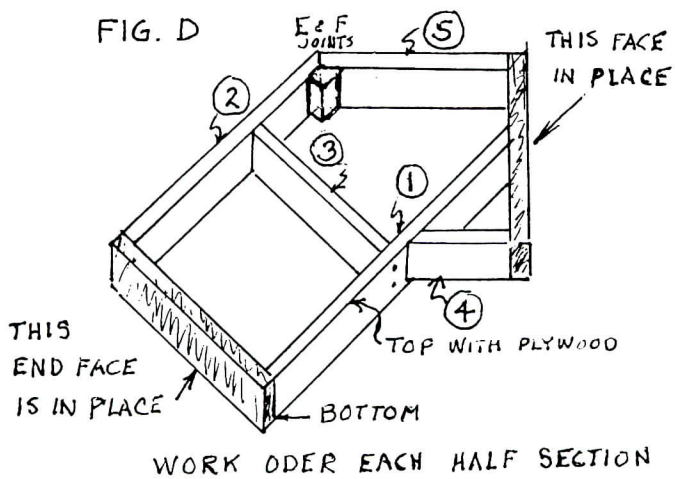


FIG. E



WHK

FIG. D



40' HI-CUBE BOXCAR KITBASH

By Michael E. Sulzbach

Three articles in *Mainline Modeler* inspired this S scale kitbash. First, an article in the May, 1994, issue showed a Northern Pacific car kitbash in HO. Another article in the January 1995 issue showed several other roads that had these or similar cars. Also, in the December 1991 issue, I discovered an ATSF car accompanied by S scale plans which leads me to this article. I used a pair of American Models 40' plug door boxcars since their smooth sides would be easy to modify. Gather up the items in the bill of materials, and we'll get started.

I started by sawing the roof off of one body, cutting just below the end's flat tip rib and the first small rib just below it. See Fig. 1. Cut each end, first running the cut about 1/8 inch into each side. Next, take a piece of tape (I used Scotch Magic tape) and connect the cuts on each side. The tape will provide a visual guide while cutting through the sides. The second body is cut below the second large tapered rib and the third small rib of each end. Cut through the sides as on the first body.

Now, remove all the details from the body sides, except for the upper and lower door guides. I used a rotary bit in a Dremel motor tool, a flat chisel bladed X-acto knife and 240 grit wet sandpaper. Next, sand the body and new taller roof section where they were cut on a flat sheet of sandpaper to square them. Remove any burrs from the inside edges, then add styrene splice plates. I glued the plates to the roof section first, using Testor's liquid cement, allowed them to dry, then glued the roof to the body. Be sure to keep the sections square while drying.

Filling all the splice joints with body putty is next. I used Squadron Green putty for this. You do not have to fill in around the door, as the new door will cover this area. Since this car has low ladders at all four corners, fill in the holes for the original ladders. Also, fill in all the holes in the ends.

I used a round toothpick for this work as it allows you to easily get the putty into the holes without a lot of excess sanding after the putty dries. When you are happy with the body work, the next step is to add the doors. This Santa Fe car has corrugated doors. I chose to splice doors from AM's Railbox kit. These are wider than they should be, but your other choice would be to lengthen and widen doors from AM's 40' boxcar. See Fig. 2 for the cut locations. I added extended door guides on the top and bottom using Evergreen 2" x 3" styrene strip. I glued the new doors directly on the body with liquid cement, and then added body putty to the splice joints.

I used four-rung ladders from a Pacific Rail Shops' kit since their sprue has the 8 ladders needed. I also used their low handbrake, but I used the brakewheel from the AM kit. Add all the ladders, handbrake, tack boards and stirrup steps. Check over the body one last time, then give it a coat of your favorite primer. I used Floquil.

While the body is drying we can move on to the underframe. I tapped the truck mounting holes for a 2-56 screw, and then

I drilled two holes for Kadee 802 couplers right on the existing coupler pad. I used a #50 bit for Kadee's self tapping screws. Now glue the weight to the underframe using Goo. Add the centersill section and any air piping and brake rodding you desire. Set this aside so we can finish painting the body.

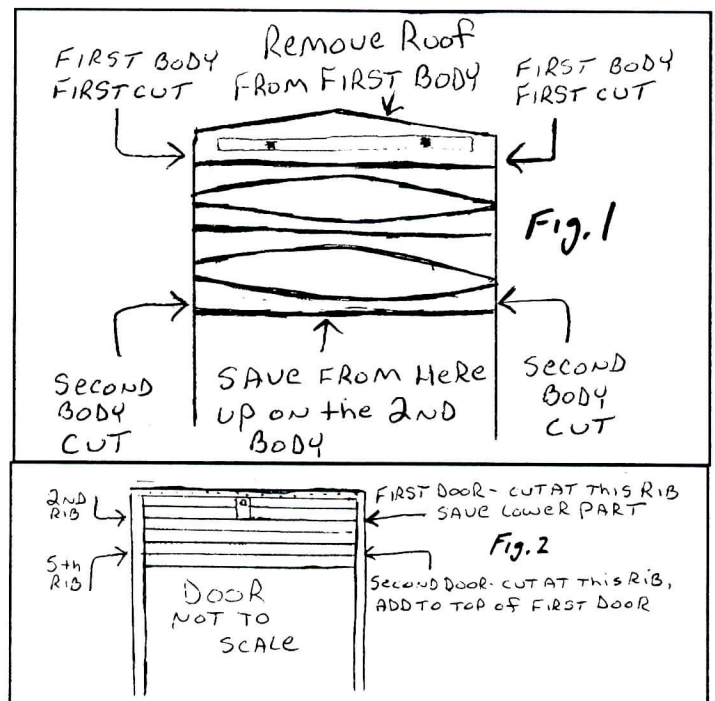
The ATSF car I modeled has red sides and black ends. the top of the ends are white, indicating an excess height car. I airbrushed Floquil's ATSF red on the sides, doors and roof. I wasn't sure about the roof color, so I painted it red too. If you know what the correct color is, you can do it correctly. *Send a note to the Dispatch for a future issue - ed.* After the red dried, I masked off and brush painted the top of the ends white. It takes two coats for good coverage. You could mask and airbrush them if you want. After the white dried, I brush painted the rest of the ends black. Give the car a light gloss coat for a good decaling surface.

I used Microscale S scale decal set #64-51 for the majority of the lettering, the Super Shock Control with yellow letters is Microscale HO set #87-9. The lube data and ACI plates are also HO.

Use the model photos for gauging lettering positions. After the decals dry add a coat of flat finish to the body. Finally assemble the underframe, trucks and couplers to the body. Add any weathering of your choice. This tall car is sure to grab attention in any freight consist. Have fun!

BILL OF MATERIALS

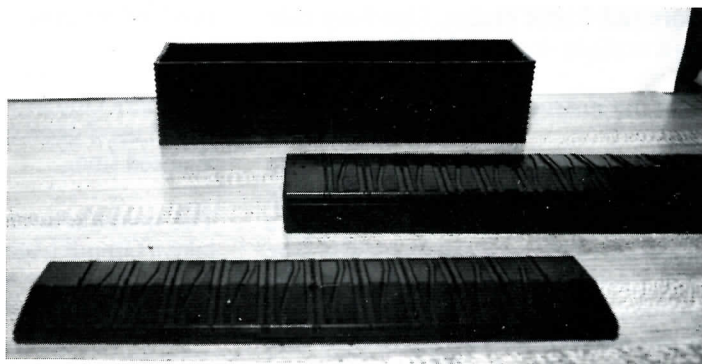
- 1 - AM 40' plug door boxcar kit
- 1 - AM 40' plug door boxcar extra body
- 1 - Evergreen 2" x 3" styrene strip
- 1 - PRS 50' boxcar details
- 4 - AM Railbox corrugated doors
- 1 - Microscale Decal set #64-51
- 1 - Microscale Decal set #87-9
- Trucks and couplers of choice.



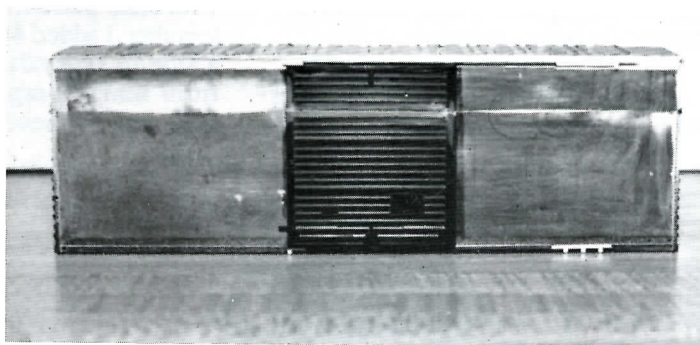
The first step is to saw the roof from one body. Use a piece of scotch tape as a guide to connect the end cuts so the long side cuts will be straight. Follow the same procedure on the second body.



This photo shows the good body and two roof pieces left after the saw cuts. The front roof section is not used. The middle roof section is the one you use on top of the body section to make the hi-cube car. Splice joints are filled with body putty.



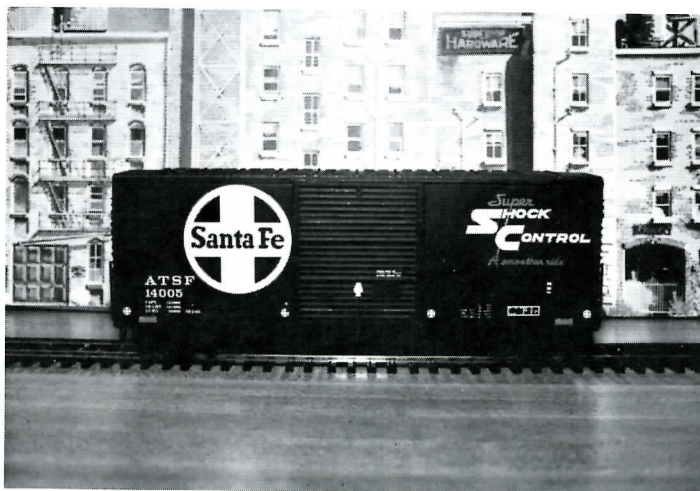
Shown here is the completed body complete with door made from spliced ones from American Models' Railbox boxcar. Note filler on left side and gap at the right still to be worked on.



Photos by Mike Sulzbach



Completed hi-cube 40' boxcar is shown with a standard height plug-door boxcar. Note the white paint on the end to indicate the excess height. Car is painted ATSF red with white decals for lettering and logos. The Super Shock Control decal is HO Microscale set #87-9 and includes some yellow letters as well.



The car, when finished, provides an eye-catching excess height piece of rolling stock which will stand out on your layout. Once you've built one, you might want to mass produce two or three at once.

Depots by John Garage/Trackside MOW Building - \$18.95

By Jeff Madden

This is a resin cast kit of a basic 1920s-30s wood-frame garage. It could be made into a maintenance-of-way shed by substituting all-wood plank type doors.

The kit consists of all resin cast parts except for the Grandt Line windows and styrene trim, included in the kit. The resin parts include the 4 sides, 2 garage doors and 2 roof pieces. One long side has a walk-in door molded in.

Read the instructions first.

The resin castings are easily cleaned up with a file. Trim out the window flashing with a razor knife and file. The underside of the roof pieces required the most flash removal. To make sure the castings are clean of release agent, I rinsed them in warm soapy water and scrubbed with a toothbrush. Then I rinsed with plain water and let dry completely before painting.

It's best to match up the opposite sides and file some to make sure they match

up, i.e. peaked ends, 2 long sides and 2 roof pieces.

Once this was done I pre-painted all pieces. Windows and trim received a brush coat of Polly S coach green. Roofs were blasted Floquil grimy black. Testors gloss white was used on the sides. I primed all resin parts with Testors gray primer before painting the final color coats.

The maker recommends ACC or Walther's Goo to assemble. What did I use? I used good old Testors tube glue. Worked fine.

The manufacturer had a clever idea to take a Grandt Line window and cut it in half to make the windows for the side and the garage doors.

After gluing these in place and backing with clear plastic, the 4 sides are glued together. I added 4 inside corner braces, a side to side rafter and a peak beam from scrap Evergreen styrene. These may not be necessary, but I did it

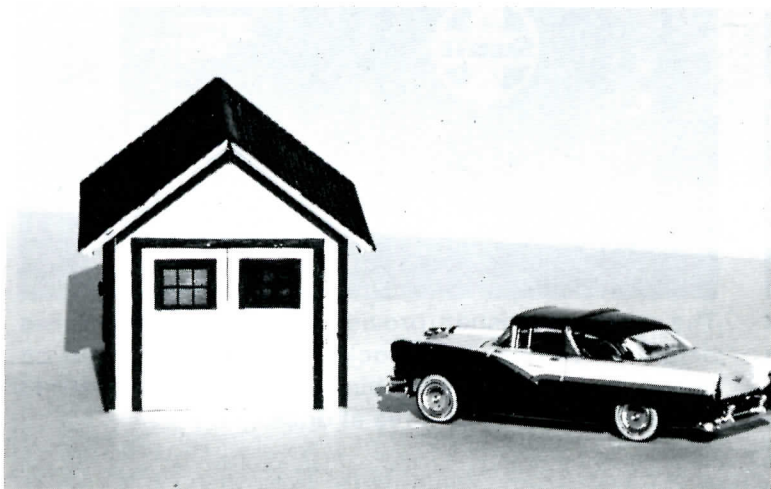
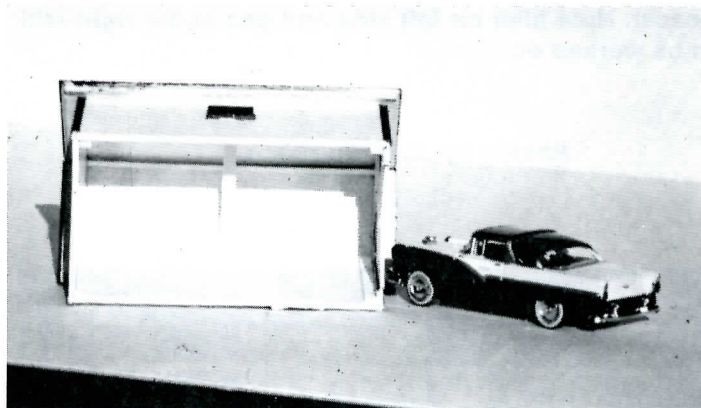
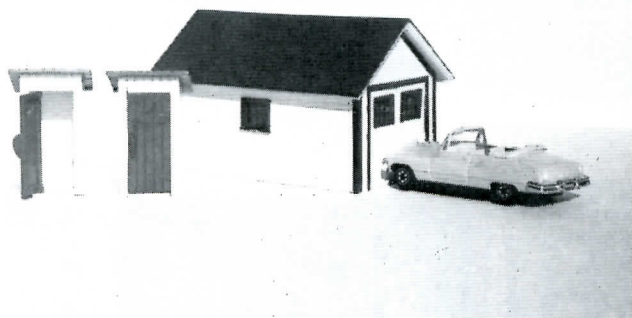
anyway. A carpenter's square can be used to keep sides square.

Next, I cut to size and glued the raised corner trim (pre-painted green). I also added the optional diagonal peak trim to the front and rear gabled sides. Before adding the roof pieces, I hand brushed the molded trim around the side door and garage door opening.

The windows can now be glued in place in the wall and the garage doors. The garage doors can be glued in the open or closed position. I chose the closed since there isn't much detail inside. A brace can be added inside behind the closed doors for added support.

The roof pieces can now be glued to the wall assembly. Test fit first, especially checking the fit on the peaks. A thin strip of 3/16" wide masking tape is used to cap the roof peak joint. Paint to match roof shingles. This also helps hide any imperfections in the peak joint.

Overall this is a nice kit. A good basic design, easy to build and reasonably priced.
-Jeff



I built the Depots by John kit as a 1930ish garage. Paint scheme is white with green trim and a black roof. Note, you can see some of the interior bracing I added in the photo above. I glued the doors in the closed position. Outhouses shown in the top left photo are two one-holers I kitbashed out of two Plasticville 2-holers.

Photos by Jeff Madden

From the Long and Morose to the Swatara and Western - John Long, 37 years in "S" scale model railroading -

The following is a tribute written
by his friend, Bill Fraley.

I first met John when a group of American flyer collectors met at Bob Runk's house in Harrisburg, Pa. Bob wrote to Frank Titman, then editor of the *S Gauge Herald*, for the names of subscribers who lived in the central Pennsylvania area. That was on August 11th, 1965.

At that meeting we formed the **Central Pennsylvania S Gaugers**. Eight members were in attendance. Most of us were collectors at that time. However, John was a hi-rail enthusiast, and I really thought his "Long and Morose" model railroad was unique. He laid his own rail (code 172) and had a lot of AF conversions running on his layout. John was a big help when we hosted the 1970 NESGA (North East S Gauge Association) convention. John, a civil engineer, did all our layout drawings. Matter of fact, he also designed our CPSGA membership card and still has his Lifetime NASG card dated 10, September, 1966. It was signed by Russ Mobley.

It was at John's encouragement that the CPSGA invited the Delaware Valley S Gaugers to a summer picnic at his home in Pine Grove, Pa. This turned out to be fortuitous since we met some established S gaugers including Frank Titman, John and Hal Bortz, Bob Christ and others. We were introduced to these non-collectors who built locomotives, ran on scale track, constructed scenery and built kits. These were things we collectors didn't know much about at the time.

In May 1968 John and I packed our bags and headed to Nashua, New Hampshire, for our first taste of an NESGA convention. This was really a good one, and we got to meet practically all the top S gaugers in the eastern United States plus some



nationally known. I will try to name a few: Joe Scales, Howard Phillips, John Sudimak, John Kelly, John Bortz, Martin Daly, Rollie Mercier, Jesse Bennett, Tom Yorke, Sgt. Garvy, Elwood Whitworth, Dick Schlott, Walter Graef, Frank and Floss Titman, Russ Mobley, Ron Koch, Tom Coughlan, Gene Fletcher and many more. Forgive me if I missed anyone. The point though, is that this convention reinforced John and my commitment of going into S "scale" model railroading.

The Central Pennsylvania S Gaugers folded around 1976, and we sort of lost track of each other. But John and his wife, Virginia (Ginny), were very active in the NMRA and the Mid-East Region of the NMRA. They regularly attended the NASG and NMRA national conventions plus the regional MER conventions. I would often bump into John and his wife at these gatherings. John was currently serving as secretary for the Mid East Region of the NMRA.

In various *Dispatches* from 1991 through 1995, John authored an 8-part series on installing On Board Command Control. The February, 1995 *Railroad Model Craftsman* ran an article on the

Evans General Store which John had won a first place in the scratchbuilt division at the 1993 NASG convention in Valley Forge. See the October, 1993 *Dispatch*. The Evans General Store was modeled after the actual home of his wife, Ginny.

John's Swatara & Western scale model railroad was unique. It was 5 feet off the floor. The scenery was complete, and John used the On Board control system. At the time of his passing he was working on another article for *RMC* about a hardware store.

Eternal Tie

*We Cannot reach the moon or stars
Or dabble in the Milky Way;
We cannot gasp the brilliant Mars,
nor change a single night to day.
These things are far beyond the groove
We humans occupy, but then,
Right here on earth we can't remove
The railroad from railroad men.*

*It's in the blood, there must it stay,
Becoming stronger by the hour...
The yards, the trains, the rights-of-way,
The signals, wires and motive power.
If Heaven has no rails and ties,
And earthly memory serves us then,
We'll be a bunch of lonely guys,
We railroad men...we railroad men.
- Charles D. Dulin -*

"S"incerely,

Bill Fraley, NASG #76R0059E
Hershey, PA



Short and Easy

by Kent L. Singer
A HANDCAR

Drawings by Douglas G. Miller
Photos by Bob Werre

Handcars are common enough in prototype photos, and yet we don't see too many on model railroads. They can be seen along the trackside at depots, freight stations, or around just about any maintenance of way structure. A fairly typical representation of two handcars appears on page 38 of *Railroad Work Equipment and Special-Service Cars* by Robert J. Wayner, Wayner Publications, New York, NY. My copy doesn't have a publication date, but there's a gift inscription inside the cover from 1989.

Although the drawings may seem to look complicated, the handcar is simple enough to build. The basic frame is wood, with flat brass wire (1/64" x 1/16", Walther's #945-116) being used for the handlebar and its supports. I suppose that styrene could be substituted for the flat brass wire. Probably the part that really makes the model is the set of wheels. The handcars I built use On3 Fairmont 16" pressed steel rail car wheels, Grandt Line part #40. No doubt substitutes can be found by rooting around in parts bins of a well stocked hobby shop. Anything with an

S scale diameter between 16 and 24 inches will be credible.

Start by making up two sidesills, rounding the ends to form the handles by which the handcar is lifted onto, or off, the tracks. From the same material, cut the two cross braces. Using your favorite wood glue, build the frame. While the frame is drying, cut the deck to size, and remove material for the 8" x 32" slot. Then glue the deck to the frame.

Cut and shape the material for the handlebar, drilling out the holes for the handles, crank and pivot pin. Note that the handle holes are .028" (#70 drill), while the other holes are .021" (#75 drill). From the same material, cut and shape the side braces and upper and lower crossbars. Drill a .021" (#75 drill) hole in the upper crossbars. Build up the handlebar supports by soldering

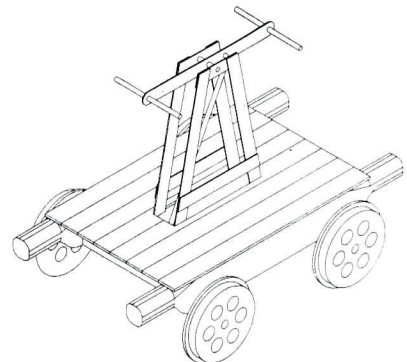
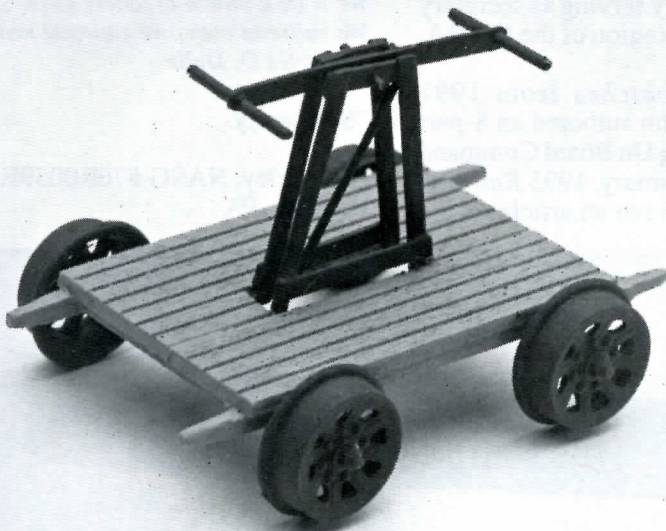
or gluing. Note that the upper crossbars are on the inside of the supports, while the lower crossbars are on the outside. Also solder, or glue, the handles and pivot pin to the handlebar.

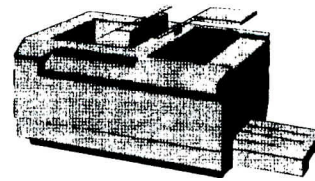
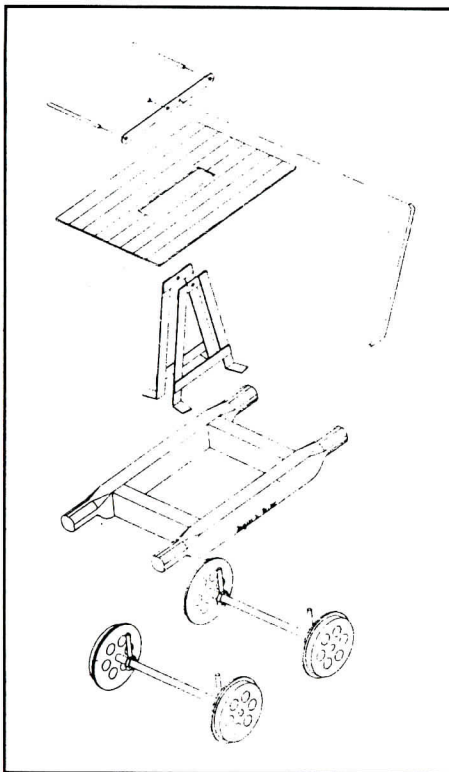
Glue one handlebar support to the deck/frame assembly. While it is drying, form the crank rod from .020" wire and slip it into the handlebar. Now comes the tricky part. Set the handlebar and crank rod into the deck/frame assembly and hold in place while gluing the second handlebar support into the proper position. Glue the bent end of the crank rod to the underside of the deck - at the slot end opposite of where the crank rod joins the handlebar.

Open the holes in the wheels to .031" (#68 drill) and add two Northeastern eye pins to each .032" brass wire axle and press fit the wheels onto the axles. Cut the eye pins to 1/8" long. Drill .021" (#75 drill) holes in the bottom of the sidesills, about 1/16" inside of the cross braces (more or less, depending upon the wheel diameter). Be careful not to go through the deck. Mount the axles by pressing the eye pins into these hole.

Paint the handcar using your favorite road's MOW colors. If you're at a loss for colors, try reefer gray on the wood parts and grimy black on the metal/plastic parts.

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.**

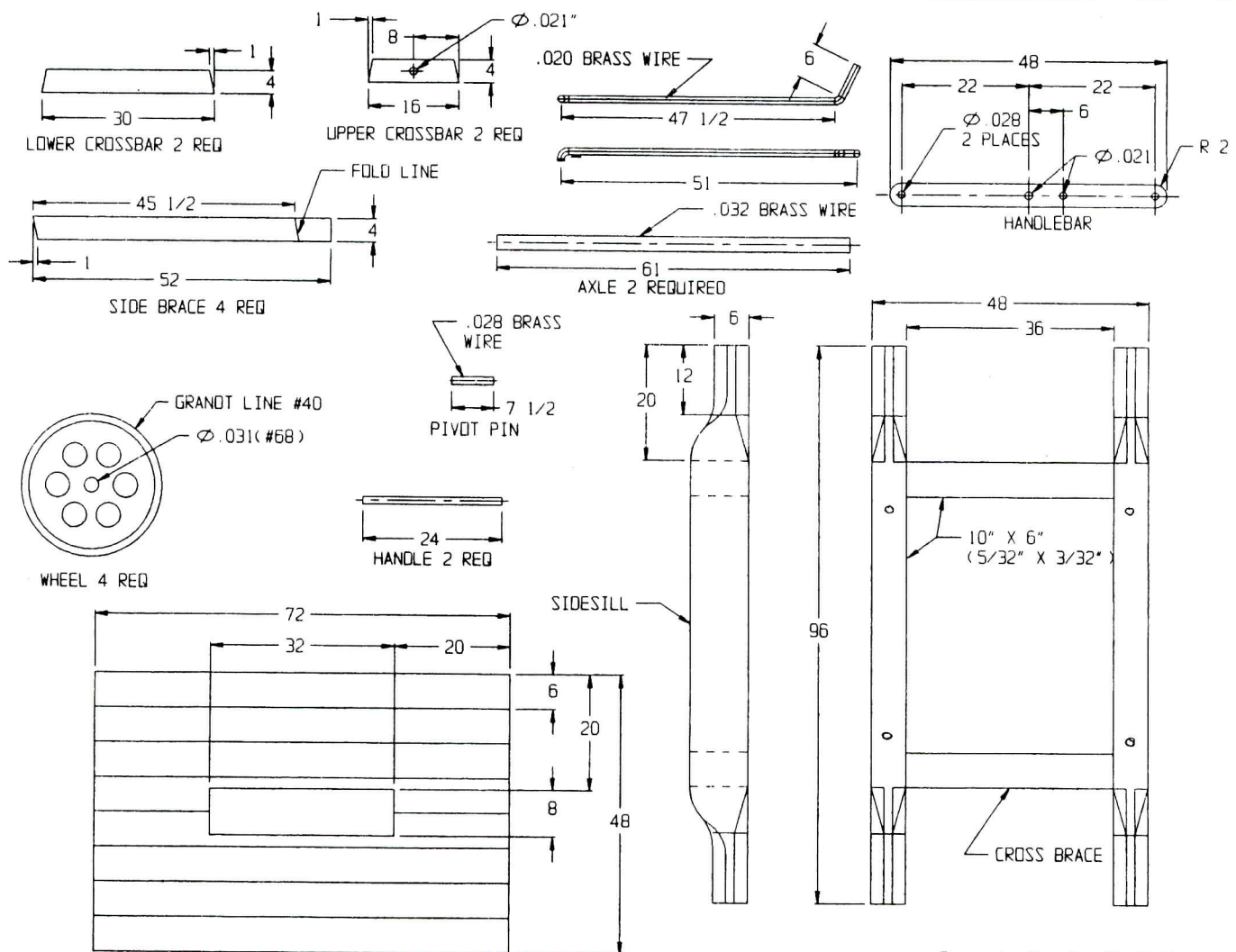




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4" OR 6" X 2" THK
(1/16" SCRIBED X 1/32" THK) WOOD

Drawn by Douglas G. Miller
March 21, 1997

The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

A 4-6-0 Conversion

Mantua HO ten-wheeler to Sn3

Every year, my club, the Lehigh Valley S Gaugers, has a secret project. This year my son talked me into adding a locomotive to the three passenger cars I was already planning to build to make it a full train. Since I already had bought a Mantua 4-6-0 with the intent of converting it several years ago, I gave in.

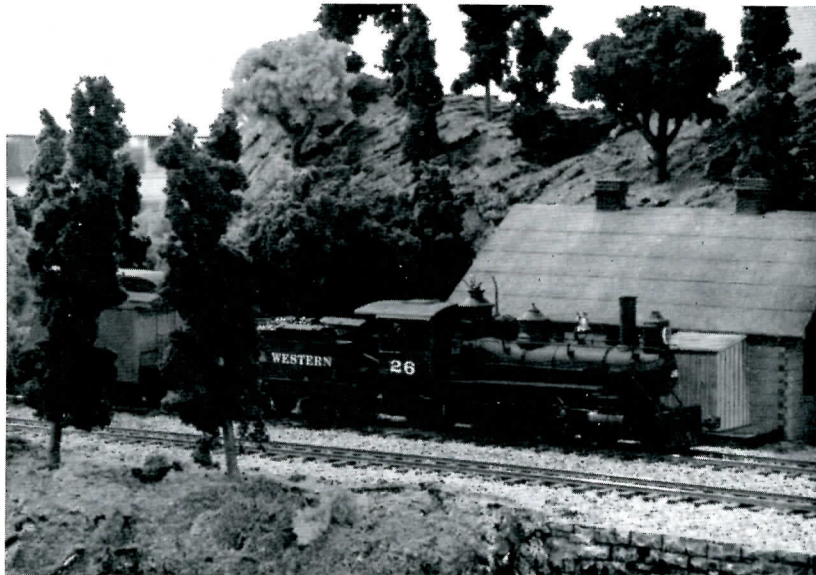
The result is not an exact model of any particular locomotive (other than L&W 26), but is close to several. First, I compared the HO model to plans of several narrow gauge 4-6-0's and 4-4-0's I had accumulated. This loco is real close to several. For example, a D&RGW T-12 is not too far off, but an accurate model will require a new superstructure. There were some others on more obscure railroads which were even closer. In my case the boiler was fine as-is, as was the HO cab. As it comes, it is close to an Sn3-1/2 loco with some HO details.

I have included a parts list of the parts that I used on this project. You can substitute other detail parts as you desire. For example, Tomalco make more modern domes without the fluting. You can also substitute different headlights, air pumps, generators, stacks, and bells from Tomalco, PBL, and other sources.

The Mechanism

I started with regauging the mechanism. If you are planning to build a Sn3-1/2 model, you do not need to do any of this. Just modify the superstructure.

First disassemble the locomotive, making sure you know where all the screws and other small parts belong. Next mill about 1 mm off each side of the frame where the drivers and the lead truck go. You could use a milling machine, but I did mine manually with files. This is not the place for needle files. A used a 10" bastard file followed by a smooth file. Do not remove



anything from the frame where the cylinder saddle belongs, just where there are wheels. You will also have to mill down the brass axle bearings. I milled down the main part of the frame then fastened the cover plate and bearings in place and filed them down to match. If you have never tried this type of modification, it is easier than it sounds.

The drivers need to be regauged. On the non-geared axles, I moved one wheel in until it matched my NMRA standards gauge. I then cut off the excess axle with a motor tool. On the geared axle, I moved both wheels in and cut off the excess on both axle ends. After this is done, reassemble this part and check to make sure that everything works. I had to requarter my drivers using a NWSL quartering tool. I also used the NWSL

wheel/gear puller for some of this work.

You will also need to regauge the pilot truck wheels and mill some off the sides of its frame. I curved my sides somewhat so that I would not make it too weak by the slot that allows the truck to move sideways.

Presently, I have the stock motor installed, as I wanted this to be a low cost conversion. Eventually, I am planning to replace it with a can motor, but it runs now. If you use the stock open frame motor you will find that it is too wide for the drivers now that they are narrowed to Sn3. I ground part of the bottom magnet off to clear the wheelsets. This sounds worse than it is, and only takes a few minutes with a

motor tool. Since I am using DCC, I insulated the motor from the frame with some fiberglass reinforced tape, and replaced the 2-56 screw that hold the motor in place with a nylon one.

Once the mechanism was operational and tested, I took it apart again and painted it. I then installed a Kadee #31 coupler on the pilot.

The Superstructure

I had already decided that I was going to use the boiler and cab as they came, but most of the rest had to go. On

the boiler casting, I left the headlight and decided to reuse the handrails. I removed the handrails and posts and set them aside. I removed the bell and the upper parts of the steam and sand dome, since they are separate pieces. I filed down the lower part of the domes until they were flush with the boiler. I also removed the blobs of plastic that were supposed to be the turbo-generator and the air pump. I did not remove the generator platform, but filed it flat. I also scraped off all the molded on piping.

Once the boiler is clean of everything, I could start adding the S scale details. I used CA glue for most of the additions. I cut the top section off the Tomalco fluted steam dome and glued the PBL whistle/pop valve cluster in its place. I installed the steam dome and the sand

box first. The other big casting was the PBL stack. I removed the vertical part of the bracket that was part of the PBL generator and glued the modified casting to the generator platform. I epoxied a piece of brass wire onto it for its exhaust stack. I removed the bottom part of the bracket on the PBL air pump, and installed it at about the same location that the molded on pump had been. Then I added the PBL bell casting. After the major details were in place, I added piping until I was tired of it. I used an existing hole in the cab roof for the whistle cord. I drilled some new holes in the cab front for the whistle cord and some of the piping. At this point it's really starting to look like something.

The Tender

The top of my tender was a cast "wood" load. Originally, I had been planning to scratchbuild a new tender deck until I discovered another top in my junkbox that fit and had a coal load and two toolboxes on it, which I used instead. Both versions are out there. I decided I

did not want a rear headlight, so I removed the one that came with it, and patched the hole. I removed the cast on HO ladder and replaced it with a cut down Grant Line freight car ladder. I installed a Kadee #37 coupler on the rear.

I had some trouble regauging the Mantua wheelsets in the tender trucks, so I just replaced the entire truck with MDC HO old timer arch bar ones that I easily regauged. Their sideframes are also finer than the Mantua ones. Again, if you are modeling in Sn3-1/2, you do not need to do this.

Finishing Up

I painted the model with Floquil Grimy Black. I brush painted the bell, whistle, and pop valves with Floquil Brass. My tender was lettered with some custom decals for my Lehigh & Western. However, I used dry transfers for the number on the cab side, smokebox front and the tender. The decals and transfer were sealed with Dullcoat. I installed a

load of real coal over the coal casting using some diluted matte medium.

I installed a Digitrax DCC decoder in the tender and wired it. I ran three of the wires between the tender and the locomotive in a piece of shrink tubing which I painted with PollyScale Grimy Black. A fourth wire I ran separately and also painted it. I made an attempt to make the wires look like water hoses.

After the above was done, I did a modest amount of weathering using chalks. I was also very happy when someone said that it looked better as an Sn3 locomotive than an HO one. I have to agree with that comment. If anyone else does this or another conversion, please send Jeff or myself a picture.

Contributions or Comments:

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

Parts List:

Mantua

4-6-0 HO Rogers ten-wheeler

PBL

PBL-021 D&RGW C class stack

PBL-047 9-1/2" single air pump, with mounting bracket

PBL-143 Whistle/pop valve cluster, 1900s style

BE-42 Working bell, D&RGW style

GE-75 Generator, Pyle Nat. MO-6

Grandt Line

4020 Freight car ladder

Kadee

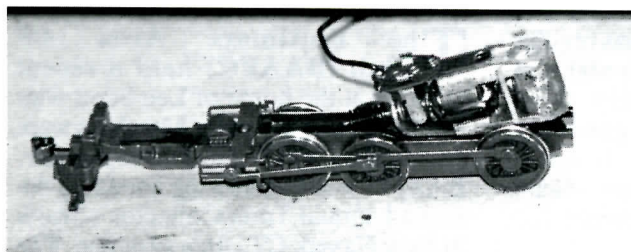
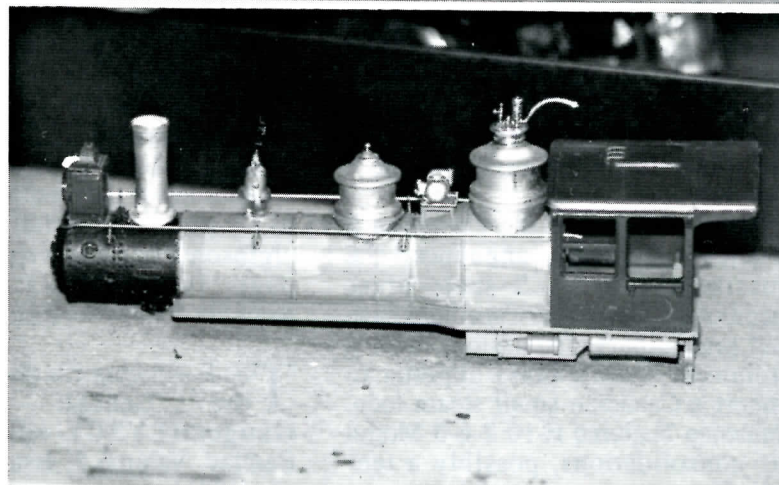
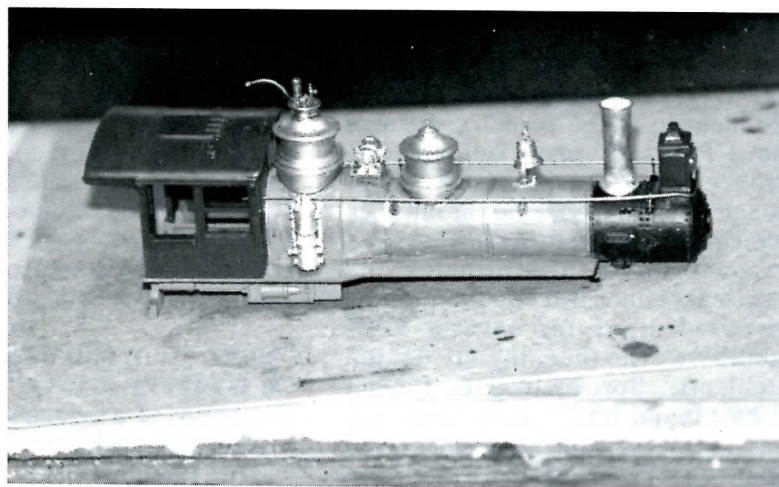
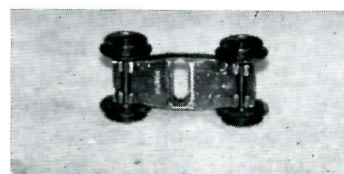
#31 couplers

#37 couplers

Model Die Casting

2902 Old Timer arch bar trucks with pickups

Misc. Brass wire, paint, decals



Top right - The pilot truck after being regauged to Sn3. **Above** - The frame and mechanism after regauging. **Right two photos** - Both sides of the cab and boiler with major details added. The piping is yet to be added. *Photos: Dave Heine*

THE CLUB SANDWICH

By Dave Pool

The *Bristoliner*, the newsletter of the **Bristol S Gauge Railroaders (BSGR)** has news and info on that groups' activities. The **BSGR** had two late winter/early spring shows where they promoted S gauge with their portable layout. They held their May meeting at member Ron Mistretta's home. They are planning the club picnic and meeting at Don Hasenzahl's in June. Chet Brown is the Sect'y/Treas., Skip Readio the V.P. and John Ciarleglio President. Doug Peck is the editor of the newsletter, no minor task, as you club editors know.

The **BSGR** group is planning the NASG National convention for 1998, when they will host our membership. Your column editor remembers the last convention that was held in the Boston, MA. area. It was the first such activity attended by me and Tom Coughlin's large S layout was on a tour as part of the convention. What a wonderful layout it was, along with other layouts that we visited.

The **Conn. S Gaugers (CSG)** held a meeting at the home of member Dave Plourde. Dave operates the Pioneer Valley Rails, in East Longmeadow, MA. He uses hi-rail track and can operate both AF and scale S gauge trains. Coordinator and newsletter editor Bill Krause included layout designs for several **CSG** members who had layout design problems. Sort of like the Layout Doctor in old RMCs. One challenge was a layout in which a module could be incorporated in a home layout when desired, and taken out to use at shows or other modular set-ups. This is a good idea, because the module can be used in the home layout with trains being run on it, rather than have it sit in the corner and gather dust when it is not in use.

A recent issue of the *Canadian S Scale Quarterly* announced the possibility of an S scale brass locomotive. Seems the Canadians have had preliminary discussions with a prominent S scale brass importer to import a Canadian small steam loco. Canadian National E-10 2-6-0 Mogul or consolidations, possibly a ten-

wheeler would be considered. Oliver or David Clubine, 148 Pleasant Ridge Rd., Brantford, Ontario N3T 5L5 are receiving input from any interested parties. A recent issue of the **S Canada** group's newsletter had an interesting note on the AF 0-8-0 switcher. This loco is a fairly accurate model of the Class P-5 switchers built for the CN during the period 1923-31, according to the article. Member Joe Pereira wrote the article and explained that the CN still had 75 P-5 switchers as late as 1961. The P-5s had 51 inch drivers, and the AF drivers on the 0-8-0 scale out to 54 inches according to Joe.

The June edition of the *Canadian S Scale Quarterly* will be edited by member Dave Mehew, of Peterborough, Ontario. He is a new S gauger, according to his call for information in a past issue, and hopes to explain about the layout that he is building. Member Peter Vander Sar wrote an interesting article on available S scale vehicles and farm equipment in a recent issue of the newsletter, edited by Manfred Lesser. Manfred works for a model RR shop among other activities. **S Canada** group lost one of the earlier members through death recently. Larry Partridge, of Toronto, passed away early this year. He was one of those who gave encouragement to organize the group and have activities and get-togethers.

Ted Larson of the **Rochester Area S Gaugers (RASG)** gave a description of a regular scheduled chat session held on the Net (Internet Chat) where the subject is S gauge trains. Lloyd Gibson in West Virginia is an internet service provider and AF train lover. Lloyd has set up an internet chat room on his site. The group has regular model construction/AF repair nights at member Mike Shea's every third Wednesday of the month. A good way to get together. E-mail: clgibson@pop3.newriver.net - web page: Tinplate FAQ - newurl for webville & hypertextrr.co.

The *S-witchback* is the newsletter of the **Lehigh Valley S Gaugers (LVSG)**, edited by R.K. Barclay. Volume 5, Issue 1 is printed

with the word "Final", indicating that the publication may be discontinued. Your column editor hopes that this is not the case. We need to expand the growth and interest in S gauge. Mr. Barclay has apparently been called to a plant of his employer where problems require his services and editing the newsletter will be difficult. Let's hope that another member of the **LVSG** will take up the pen and continue the newsletter. Mr. Barclay has done a very good job and provided an interesting and informative newsletter. A recent meeting of the **LVSG** was held at Dave Heine's home, and it was planned to help build layout benchwork for the host.

The *Waybill* is the newsletter of the **South Jersey S-Scalers (SJSS)**, and editor Ed Claypoole does a good job providing minutes of the meetings, advertising upcoming shows and events, and providing S gauge and railroad information of interest to the group. In February, the **SJSS** had their layout at the Greenberg Train & Doll House Show, and won a first prize award. Member Bill Lane wrote an article on the hopes for the future of the group and how it can accommodate a variety of S gauge model railroaders, many having different interests (AF, hi-rail, & scale). Henry Mortimer authored a poem which was included in a recent issue of the newsletter about how all could support the group.

SJSS plans to set up their club layout at the Greenberg show in Pennsauken, N.J. on August 16/17, and at the Collector's Train Show, New Haven, CT. on Aug. 24. The group recently had a meeting at member Pat Bigley's and another is planned for July at Henry Mortimer's. The group has a web page, and recently voted to adopt a new name to better reflect the broad scope of the interest of the members. Wait for a forthcoming column to get the new name!

The **Baltimore Area AF Club (BAAFC)** held a recent meeting at the home of Lee Scott who has an operating layout. Members were encouraged to bring a train to operate. **BAAFC** was considering attending the second annual Train Collector's Show in New Haven, CT., this summer. The group was at the last year's event with their layout along with the **SJSS** group who also had their layout. These are ambitious people to travel over 300 miles to advertise S gauge. In May,

David Avedesian of the **BAAFC** arranged a get together with the **SJSS** to visit train layouts of their members and a hobby store that features S gauge. The **BAAFC** plans a meeting at the home of host George Oliver. Ron Kolb edits the newsletter and does a fine job.

In July, the **Altoona Area Train Collector's Club (AATCC)** plans to attend the Greenberg Toy Train & Dollhouse Show in the Monroeville Merchandise Mart (Pittsburgh, PA. area). In the spring the group brought their S Mod layout to the Valley View Nursing Home. Gregg Miller heads up this group.

The **Suncoast American Flyer Enthusiasts (SAFE)** held a meeting at the home of Joe & Anna Spinella. Joe has a multi-tiered layout with recent additions for the club to enjoy and operate. Member and coordinator Ed Bittman wrote an article in the recent issue of the newsletter requesting volunteers to conduct the **SAFE** meetings and write about them in the newsletter. Mark Briggs edits the newsletter and works closely with Ed. Hopefully, members will step forward to carry on the excellent effort that Ed has done in the past. The **SAFE** Nationals train races were held in the spring with many famous S gauge entrants including John Phipps, Bill Greene, Ronnie Rise, and Ed Bittman.

Vera Geerts edits the newsletter of the **State Line S Gaugers (SLSG)** and includes interesting a memorable "cuts" of AF trains. Included in a recent newsletter were a passenger train set with operating mail bag car and steam locomotive. There was also an 0-4-0 switcher set with work train in tow. The group held a patch contest at a recent meeting at the home of Andy and Vera Geerts. They displayed their modular layout at the Rockford and Lena, Illinois, railroad shows. The **SLSG** has committee heads which include Donna Busjahn in charge of children's activities, George Sorensen for model contest, John Gianos for speaker and clinics, Dave Pippett for raffle, auction, and door prizes and Dave Oberholtzer in charge of train races. All report to Fall S Fest General Chairman Dave Tanner. The Fest will be this coming Nov. 21-23, Holiday Inn, S. Beloit, IL.

Southeastern Michigan S Gaugers (MSG) held a meeting in the spring at the home of Don Gates of

Troy, MI. The group had a meeting at Sig Fleischmann's, in Howell, in June. Sig had recent hip replacement surgery and is getting around very well according to the reports. The **MSG** sponsored the Ann Arbor train show (in a snow storm, according to the newsletter) where they had 640 tables and 2250 paid admissions. The club had borrowed the layout from the Cuyahoga Valley S Gauge Assoc. (CVSGA) which was taken to the Novi, MI., Greenberg Show on April 12 & 13. The **MSG** club modules are set up in Dale Baker's basement in Owosso. A recent meeting had as a subject, solving problems, S gauge style. The use of blue insulating board, which comes in 2 in. and 3 in. thicknesses in 4 ft. x 8 ft. sheets for scenery, was mentioned. It makes lightweight scenery which is desirable for portable modules and sections. Tom Nimelli was acting secretary for the April meeting of the group.

Rick Smith president of the **Miami Valley S Gaugers (MVSG)** reported that the group ventured from their home base of Dayton, OH., to the Spring S Spree in May. Member Bob Guckian hosted a meeting in April to work on a used trailer purchased to transport the modular layout. Dennis White is treasurer and Norman Hass is secretary of the **MVSG**.

Central Ohio S Gaugers (COSG) have been working on their portable layout. Member John Gafney prepared a list of needed improvements and testing to be done. Tom and Sharon Brinker hosted the April meeting. The **COSG** scheduled no regular meeting in May because of the Spring S Spree. They plan a picnic in June at member Mark Iman's home. Member Bob Weimer is hosting work sessions every Wednesday until October to spruce up and check out the group's modular layout.

The **Badgerland S Gaugers (BSG)** have a membership enrollment of 50. The group sponsors swap meets and is

trying to get various members to assume responsibility for helping at these events. Dick Kloes is coordinating this. The **BSG** held a meeting in March at Dave Baule's home, Cedarburg, WI. Art Doty gave a report on various model railroad activities available. Our esteemed *Dispatch* editor, Jeff Madden, gave a brief report on the NASG cars which will be coming out this year.

Jim Brown is president of the **BSG**, and Ron Schlicht is secretary/editor of their newsletter. The April meeting at Rudy Stemplinger's home will be the last until the fall. The next **BSG** swap meet will be on Sept. 28, with meets held monthly after that.

The **Inland Empire S Gaugers Association of the Pacific Northwest (IESGA)** held a recent meeting at the home of member Pt Spino where they could operate on an AF layout. The group attended the Great American Train Show at the Spokane Fairgrounds in March. A new member, Gil Hulin, from Eugene, OR., was there and is planning for an S West III, to be possibly held in Idaho sometime after Labor Day, 1998. The **IESGA** newsletter is edited by Ernie Horr, and includes lots of good info about the newest S gauge supplies and parts available.

The **Rocky Mountain Hi-Railers (RMHR)** are also involved in the planning of the S West III to be held in 1998. **RMHR** newsletter editor John Eichmann reports on the group's activities and plans. The group plans to attend the Treasure Valley Train Show, at Boise Centre on the Grove in July. Greg Lewer is coordinating plans to fix up their layout for the upcoming show presentation.

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



Officers of the Altoona Area Collectors Club from left to right are Treasurer Eugene Betting, VP Hap McGunigal, President Gregg Miller and Secretary Paul Gurchick.

E-mail Elections?

I just received a postcard from the NASG about the upcoming election of officers. May I suggest that the NASG make an e-mail box available for the members who are on the net to cast their votes. Frankly, half the time I can't be bothered filling out the form, getting a stamp and then sending it "snail mail", but if I could have an e-mail questionnaire available for me to use, I definitely would zap out a vote immediately. This could also be another way for ya'll to handle surveys, etc. I'd bet responses would triple over the normal mail. Let's bring the NASG into the information age.

Dan Waskes, Jefferson, Louisiana.

Good ideas Dan, but everybody in the NASG isn't on-line yet. The first step will probably be to have a dual system - e-mail for those who have access and "snail mail" for those who don't. I'm sure the telephone companies will make sure we're all on-line eventually. - Jeff.

Nicholson Layout

Dear Jeff, Regarding my layout article in *Model Railroader*, *The Lowell & Southern*, mentioned in *S in Non-S Publications* in the April issue, I am not planning to build this layout. Common sense and good judgment dictate otherwise, but I continue to slog on with a dream of a light density secondary mainline theme. I am finally getting some benchwork up. I'll have a couple of track plans I hope to share with the *Dispatch* in the future, one I wish I could build, and the other a condensed version of what I am attempting to build.

Bob Nicholson

Cape Cod Mod

The *Dispatch* is an outstanding product for a relatively small organization. Keep up the excellent work. There seems to be a lot going on with modules, so I thought I might write about one we have out here on Cape Cod. For the last 3 winters the Nauset Model Railroad Club has had a storefront in which to display model railroads. S scale has been well represented with an 8' x 18' fully scenicked modular layout nurtured by a group in the club. This year we estimate that we have been seen by more than 4,000 people, and there is a chance we will be up for the busy summer season.

The layout itself is built roughly to "S" standards using American Models track and hi-rail equipment from AF, AM and

S-Helper. We even invite visitors to bring their own equipment (usually Flyer) to check it out on our layout. There are a surprising number of Flyer people here on Cape Cod. Our storefront is located in the Orleans Marketplace in Orleans, MA. The management likes our drawing card.

Personally, I started with AF, went to HO and since the 80s have been back in S. My home layout is an 8' x 24' hi-rail one.

Roy E. Jones III, Brewster, MA.

EXTRA BOARD

MORE ON S ANNIVERSARIES

54 years ago, in 1943, at the NMRA National Convention that year, the name change from C-D to S at a ratio of 1:64 was adopted.

15 years ago, 1982, American Models began its extensive S gauge line with the FP7.

HARTOY TRUCK IDEAS

I just received a Ford C cab straight truck with a Jack Frost box. The model is superb. This truck has single headlights rather than dual ones, which makes it a 1957, or a 1960-1990 model. From 1958-1960 the truck cab had dual headlights. This wide span of production makes this an especially useful vehicle for most S layouts.

This cab over engine (coe) type of cab was frequently used by LPG (liquid propane gas) distributors for their tank trucks. I assume this style was used due to the greater maneuverability in tight spaces which was permitted by the short cab/short wheelbase. I expect to convert one to an LPG tanker. I might have to shorten the wheelbase to do it right, or maybe the tractor of the tractor trailer version might be the correct length. Manufacturing is ceasing of these models, unfortunately, so get yours while you can.

A side note: LPG was used on many farms and small town homes for hot water and cooking where there was no natural gas pipeline. LPG was also used on farms and industries to propel tractors, fork lifts and so on. LPG terminals are an appropriate industry on your layout, just like a coal or oil supply depot. The tanks at LPG depots are typically long cylinders.

Another Hartoy note: If you bought lots of Hartoy semis as a source of trailers and are now wondering what to do with the left over tractors (cabs)? Never fear. There are lots of good options. The truck cabs can be kit-bashed into stake trucks, farm grain trucks, tank trucks, dump trucks and box vans. Build a body to suit your needs, install it and put it in service on your pike. You probably won't even have to repaint it.

N. Cognito

ALL AT SEA

Col. N. Wedekind of Harbor City, California, needs some help salvaging an S Scale Loco and Supply NKP 2-8-4. It was purchased 2nd hand and needs a new boiler. A Flyer 4-8-4 boiler shell and tender might work, or maybe somebody has a spare Loco and Supply boiler that will work on a Berk. He's in the Directory.

DEPT. OF CORRECTIONS

In the Feb. *Dispatch*, in Meet an S Gauger, I included an editor's note that Brooks Stover used AF track with wooden ties inserted in them instead of Gargraves track. I was wrong, Brooks does also use Gargraves track and Flyer switches. Craig O'Connell set me straight on this one.

The December, 1996, *Extra Board* incorrectly listed Pete Jugle as Andy's father. He, of course, was his brother. Sorry about that - and I knew that, which makes it all the worse.

In case you hadn't figured it out yet, the April cover had an incorrect caption on page 3. That caption goes with the top right photo on page 17 and vice-versa. Sure doesn't look like Goose No. 4 on the cover does it? I won't take the blame for this one though - the printer got the slides mixed up.

-Jeff.

S IN NON-S PUBLICATIONS

The May 1997 *Railmodel Journal* has a universal article on a bulk oil fuel dealer unloading site. It can be adapted to S.

The June 1997 *Model Railroader* has an article on scratchbuilding the DSP&P narrow gauge depot at Jefferson, Colorado, out of styrene by Lee Vande Visse. It's an O scale article, BUT the plans are shown in S scale.

S SCALE PROMOTIONAL BROCHURE

An 8-1/2 x 11" 2-page, full color,

brochure is now surfacing at many NMRA and other events. It is similar to the NASG brochure in format, but stresses scale exclusively. The color photos depict 3 major eras of modeling and what brass and plastic rolling stock and locomotives are readily available for each. The photos exclude Sn3 (although it is mentioned), so obviously the emphasis is on standard gauge S scale products currently available. The NASG is mentioned as well. This is a nice addition to the S promotional material out there, and this one is aimed at capturing some converts from the HO and N crowd. The contact address on the brochure is for Billy Wade's publication in Florida. Nice job Bill and the others involved..

- Jeff

NICKEL SILVER FLEX TRACK

Ron Bashista of American Models is willing to make a special run of his CODE 148 flex track using nickel-silver rail instead of brass. Cost is the standard price of \$7.50 plus postage. This special is not available through dealers. If you are interested in this offer, contact Ron Bashista at American Models telling how many sections you would like to order.

Ted Larson

ELECTION RESULTS

The official NASG election results are in, and following is the Secretary's report.

The votes are in and the members have spoken. Here are the results of the 1997 NASG Election.

-The new President is **Paul Stevens**.

-The new Treasurer is **Bill Moore**

-The new Central Region Vice President is **Tom Nimelli**.

-**John Foley and Lee Johnson** retained their posts as Eastern and Western Vice Presidents, respectively.

-The amendment to the constitution passed.

Congratulations to all the winners, and thanks to all the members who took the time and effort to vote. I would also like to thank everyone who added notes and greetings to their ballots. It made the counting more interesting.

Jamie Bothwell
Secretary, NASG

S-CALENDAR

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.

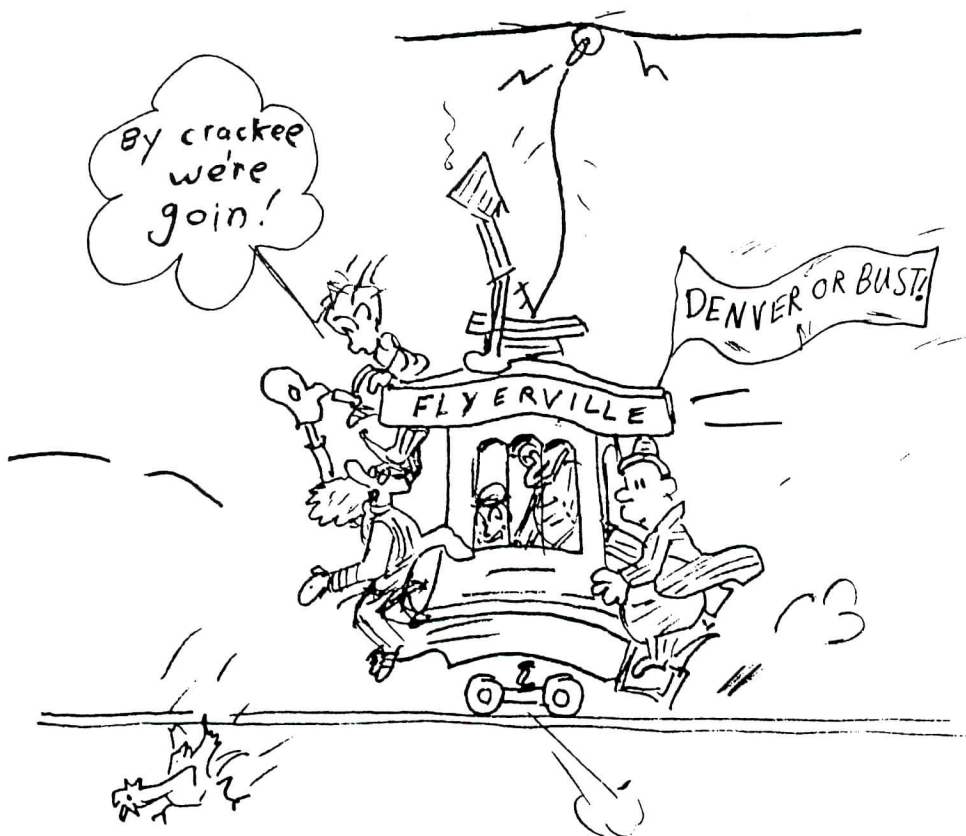
Aug. 23, 1997: Gilbert property tour in New Haven, Connecticut area, followed by a picnic at A.C. Gilbert's Paradise Park. Info - contact John Vanacore (203) 239-1346.

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.



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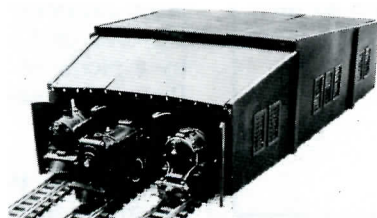
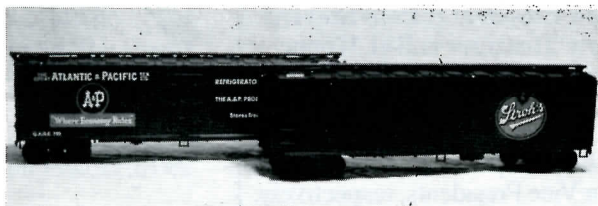
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(Operating motorized turntable also available; SASE for details.)

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• **"White Tower Restaurant":** white styrene plastic; interior detail. 12-hour kit. **\$39.95**

• **"Gas Station/Grocery Store"** wood kit: ('30s era). 5-hour kit. **\$44.95**

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THE NASG OFFICERS AND COMMITTEE CHAIRMEN

Who and where they are.

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Western Vice President	Lee M. Johnson 2472 Lariat Lane, Walnut Creek, CA 94596 510-943-1590

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NASG Clearinghouse	William Mark, Jr. Rossway Road, Pleasant Valley, NY 12569 914-635-8553 NASG track gauges, coupler height gauges, patches and pins
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Election Committee Chairman	Doug Miller 371 Castleman Rd., Vestal, NY 13850 607-754-8260
Convention Committee Chairman	Dave Held 6939 Yorktown Lane, Utica, MI 49318 810-739-2932

MEET YOUR MEMBERSHIP CHAIRMAN

*** Dody Stevens ***

As the saying goes, a picture is worth a thousand words - so it should be obvious that this isn't the usual model railroader. Dody isn't Mr., obviously, nor is she Doty or Dodie. Why am I mentioning this? Maybe because she's rather particular about her name. What you can't tell from the picture is that the hair is red, and you know what that means! If you don't, just ask Paul, her other half, or her son Mark.



Dody is one third of a model railroading family. Everyone is a model railroader in the house, even the cat - who has her own short section of track which she likes to sleep on much of the time. Many of you know Paul from the many conventions he has attended, and Dody went to quite a few of those as well; Mark also attended many until college and work got in the way.

There is something of every aspect of S gauge in the house, but not all of it belongs to Mark or Paul. Both of them have American flyer collections (yes, separate ones), and Paul has scale equipment as well. I guess you'd have to say Dody is a scale modeler. Back in '84-'85 she built two 4' modular sections which are a part of the Kansas City S Gaugers Club layout, and they are S scale.

The mid 80s was not Dody's first introduction to model railroading. As a child she loved going to Easton, PA, where she could see her two uncles' trains. At that time both were into trains, although not the same gauge; Elmer had HO and Earle had Lionel. Earle has since concentrated on circus displays with the trains in support.

When Paul and Dody were first married, Dody was not working and had time on her hands when Paul was at work; so she conned Paul out of one of his Kinsman kits and built a caboose. Not being one for conventional things, she painted it orange, whereupon Paul said it would have to have ICG lettering, but somehow he never managed to get any decals for it. It has since been cannibalized, providing trucks for something Mark was building. That wasn't necessarily bad since she built it in only two days.

A number of years passed before Dody got back into modeling, years where she

had her hands full with Mark and other pursuits. Then in 1984, Paul built a module which was part of the S gauge layout at the NMRA national convention in Kansas City. Dody decided to build a module to take to the 1985 convention in Milwaukee, or rather than an 8' module, two 4' sections, since they would be easier to carry (the guys told her she had to carry her own module).

As you can see from the pictures, Dody based her modules on a northwestern logging theme. There used to be a mountain behind the sawmill and apple packing plant, a removable one, but it was damaged and no longer is used. However, the rest of the module has survived. The sawmill is all scratch wood, taking over 276 hours and nearly 2000 pieces of wood, but the packing plant and the depot/hotel are of scribed wood, as are the bunk cars.

The modules were entered in the Milwaukee NMRA national and took third place among 25 entries from around the country. The sawmill was entered in structures at the NASG national in Novi, Michigan, the following year and took 1st place in Master Craftsman.

Dody had advice from two experienced modelers, Paul, who has entered and won many model contests, and Jim Phelps, whose layout was featured in the April 1984 *Railroad Model Craftsman* (Dody wrote the article, Dorian is her real name) because it was part of the layout tour for the NMRA convention. However, she listened and then did her own thing, the results of

which can be seen in the photographs.

Of the three mentioned above, Dody has been declared the hands-down winner on scenery (I can say that no one is here to dispute the issue as I write). The modules are once again being renovated for display by the Kansas City S Gaugers, and several of them voted Dody's the best for scenery without seeing the structures, which are removeable. The sawmill and packing plant are on their own sections of plywood which slide into place on the right module, beside the log pond.

Although not currently building anything, Dody is "treated" to dinnertime discussions of trains by Mark and Paul when all three are home at the same time. This isn't often since both Dody and Mark work evenings and their schedules are different. Dody works for the government in the spring during tax season and at the ball park in the summer. She is a stand manager at Kauffman Stadium (The Royals), and at Arrowhead (The Chiefs) she works as group advisor for non-profit groups.

Since she works evenings, it isn't easy to reach her, but if you have a question about your membership or *Dispatch*, the best time to reach her is on Sunday afternoon/evening, unless you happen to have a Royal's schedule and know when she's off (smile). You can also reach her at CRAFT.RR@GENIE.GEIS.COM, which may change, but it is good through the month of June.

Now, a few words from our sponsor (to quote Alfred Hitchcock): Your membership, unless you paid for more than one year last year or have recently sent your renewal in, **EXPIRES** with this issue. Unless you renew you won't continue to receive the *Dispatch* or be included in this year's directory so other S gaugers can find you. Booster ads can be paid for at the same time as your membership; only those which are paid for will appear in this year's directory, so send yours in now!

Thanks go to Roy Inman, professional photographer and a member of the Kansas City S Gaugers, for taking the photos which appear with this article.

Space doesn't permit some of the other excellent photos of Dody's module, but you'll see them in October, hopefully in color. ed.



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