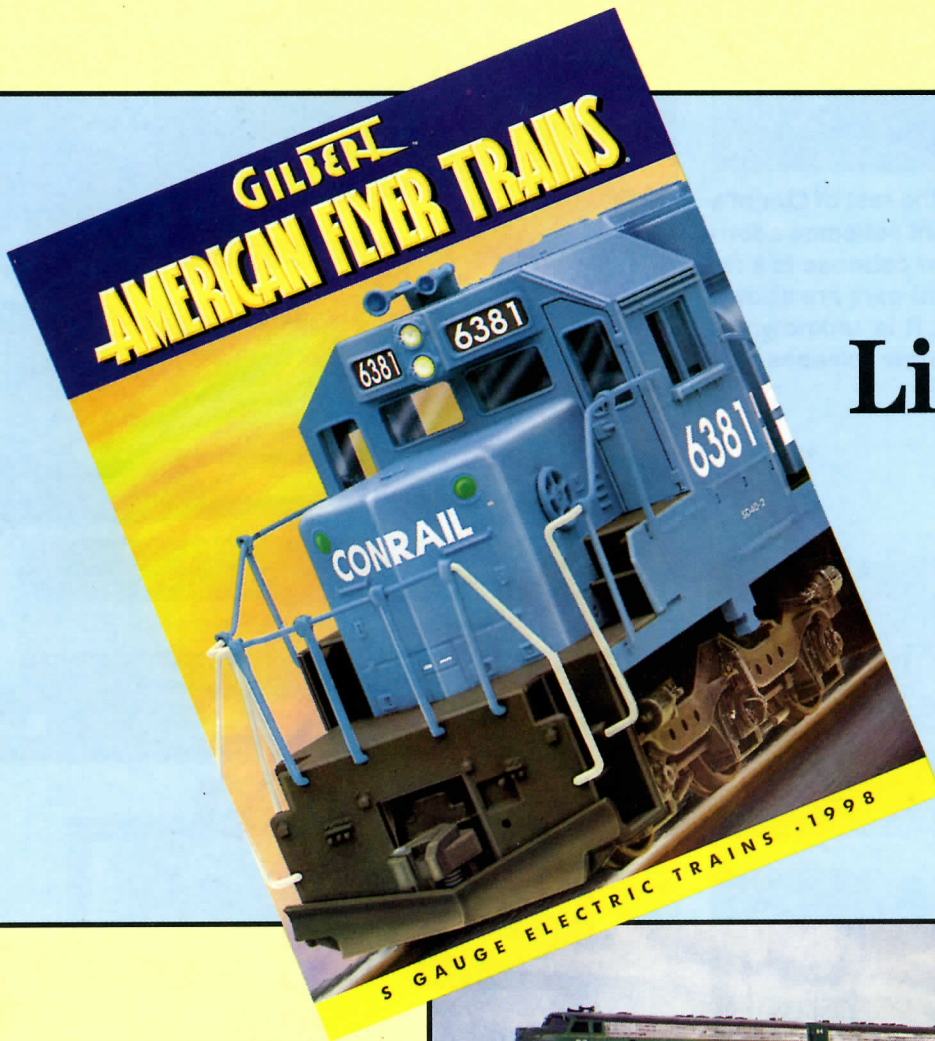
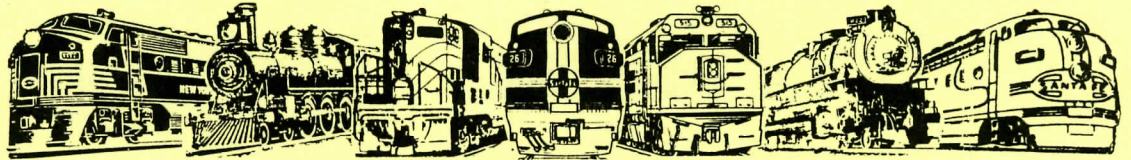


February 1998

Volume XXI Number 1

# DISPATCH



**SD40-2**  
**From**  
**Lionel LLC.®**

**The**  
**Kentucky Road**



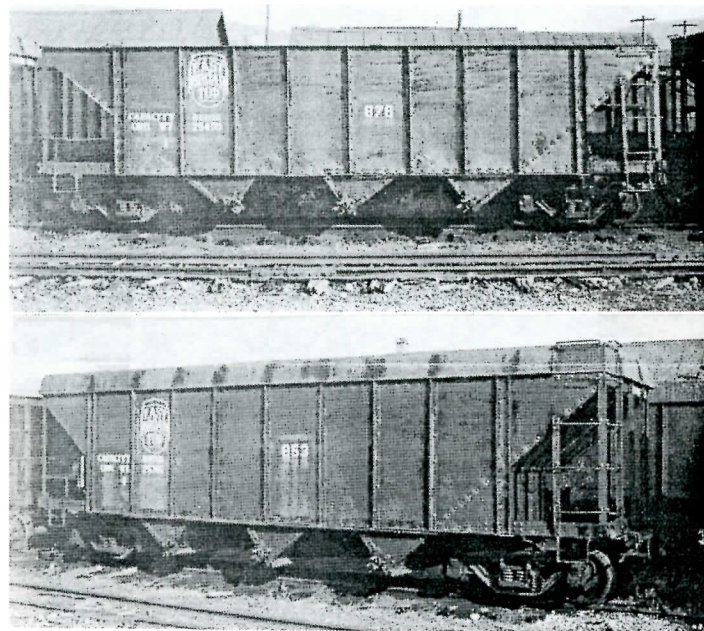
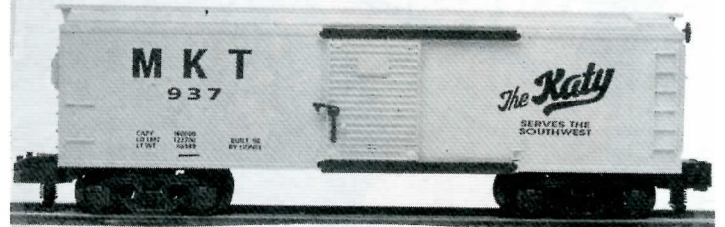
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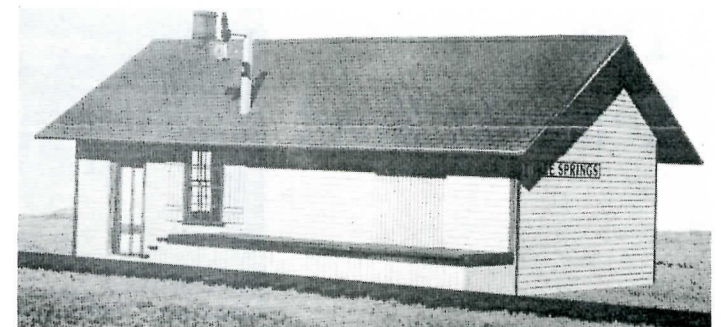
Above and right - Besides the SD40-2, the rest of Lionel's 1998 releases are shown here. New paint schemes adorn the GP20 and the GP9. The bay window caboose is a retooled (finally) 935/979. Other '98 freight cars are shown here including the '98 Christmas car. It is unknown at this time whether there will be any summer releases. For details see page 7.



Christmas 1998 Gondola



Above - Follow up photos from New Products Report in the last issue show the 2 styles of urethane 3-bay EBT hopper car kits being offered by Bill's Train Shop. Each hopper kit is \$36.95 (less trucks) or \$320 for a 10-pack. Right - A cardboard mockup of the eventual release of the EBT Three Springs station as a laser cut craftsman kit. Price TBA.



# 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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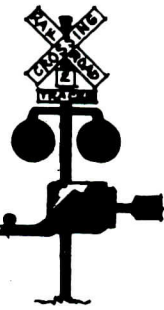
## COVER:

**American Flyer from Lionel® has its own 4 page catalog for 1998. — Scene on John Beck's Kentucky Road. Photo - Jeff Madden**

# ORDER BOARD

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FEBRUARY 1998



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

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# President's Message ...

Now that the holidays and the hustle and bustle that they entail, are over, our thoughts naturally turn to summer vacation. Why? Because this is the time of year when your boss asks, "When do you want to take your vacation this year?". I want you to make your response JULY!

Why July? Because that is when the Bristol S Gaugers are hosting this year's NASG convention, the MINUTEMAN EXPRESS, in Worcester, MA. The Bristol S Gaugers are celebrating their 50th anniversary as a club and are having a party we can all attend!

The Bristol S Gaugers have an excellent newsletter and have hosted two previous conventions, in 1973 and 1983, so I'm sure they'll do another good job this year. One thing I remember from the 1973 convention is a Chevy Blazer which turned up on Saturday afternoon in the parking lot and emptied the display room in a flash. Why? An "instant sale" of boxed American Flyer stacked to the roof and money changing hands faster than any auction I've ever seen.

The NASG convention in Woburn, MA in 1983, also hosted by the Bristol S Gaugers, was memorable for an entirely different reason. The Southeastern Michigan S Gaugers brought a revolutionary idea to the convention - MODULES! The 1983 idea mushroomed - next year a modular layout was set up at the 1984 NMRA national convention when the Michigan club brought their modules to Kansas City and set up a joint S layout with the Kansas City club.

In 1985, Kansas City club members took modules to the NMRA national convention in Milwaukee and set up a "joint layout" again. In fact, there were several S layouts at the NMRA national convention that year.

From the revolutionary idea of interchange, brought to the 1983 convention, came the MICHIGAN INTERCHANGE! INTERCHANGE happened at the 1986 NASG national convention in Novi, MI, hosted by the SMSG, where modules were set up to form a VERY large layout encompassing nearly half of the display room. Several clubs were involved in the joint set up that year.

Most conventions average in the neighborhood of 250-300 participants. I believe the record attendance was at the NASG convention held in Chicago in 1975. Counting attendance is somewhat difficult because it's not done exactly the same way every time. I think it's time to set a new record - that one has held for TOO long!

## WHY SHOULD YOU ATTEND THE NASG NATIONAL CONVENTION ???

There are many reasons why you should plan to attend the NASG convention this summer in Worcester. One basic benefit of attending is the opportunity of meeting other NASG members - although membership in the NASG is not mandatory to attend - ALL who are interested in "S" are welcome.

One of the best benefits of attending the convention is the opportunity to meet many of the "S" manufacturers and suppliers. You can purchase new products and give them your feedback in person. There's no better way to determine if something belongs on your layout than to see it in person, hold it in your hands and ask questions about it - getting an instant reply.

In addition to the many and varied manufacturers and suppliers

displays, there are often other displays such as layouts set up. These are not necessarily local as other clubs often bring a layout from distances away to set up at the conventions. Not all the displays are layouts either - I remember one year there was a display of circus trains and related items.

Each convention also provides the opportunity to visit several local club members' home layouts. There are four different layout tours planned for this year's convention, with several layouts per tour. There are also some other tours, both rail oriented and non-rail - something for everyone.

If you aren't inclined to take the tours (and some aren't), there are still many things to do at a convention. There are ongoing clinics, day and evening, and other demonstrations where you can learn to do the things you've read about. The clinics change in scope each year - so if you've never been to a convention, I don't want you to think they are repetitive. The subject for a clinic depends on who has what to share and is taking time to do it. Please be sure to thank the clinician at the end of the presentation.

There is one aspect of the conventions which I think has been somewhat overlooked as a learning tool for modelers. This is the MODEL CONTEST! There are entries every year - but NOT ENOUGH! For many of the 20+ conventions that I have attended, I have entered the model contests. My wife Dody and son Mark have also attended many conventions and entered the contests, although not always at the skill level I suggested.

The reason I mention skill level is because there are several levels of competition. If you're new to model building, there's the starter level - better known as amateur. I would like to see more conventioners enter the model contest this year, whether it be at amateur, craftsman or the master craftsman level.

I not only want YOU to consider bringing a model contest entry to the convention this year, but to encourage you to have those 16 or younger in your household to bring a contest entry too. WHY? Because, in addition to amateur, craftsman and master craftsman, there is a junior level. Entrants in the junior event do NOT compete against the adults, only their age peers.

One thing I want to remind you of is that the model contest is open only to members in good standing in the NASG. This specifically includes your family members such as a junior member who wishes to enter the contest. If you don't have a FAMILY membership, you might want to consider one.

In conclusion, I hope that you have gained insight into what a convention holds for you and consider joining us at Worcester this summer. I also hope you realize what just one club (each year) can do to contribute to the forward progress of "S". You could plan to come just for the express purpose of learning how to host a convention yourself, along with fellow club members. Some years are already spoken for, but there are others still available.

By the way, if you're sitting there saying, "But I don't belong to a club", stay tuned. Next issue I will address how to form a club and the benefits of belonging to one... thus starting you on the road to hosting a convention sometime in the future.

Let's all help make the 50th anniversary of the Bristol S Gaugers a memorable one and make this yet another memorable convention!

*Paul Stevens* - President, NASG

**email : [craftrr@swbell.net](mailto:craftrr@swbell.net)**

**Please note that this is a change in email address.**

# RAIL MAIL

**Dear Jeff:** Got your letter last month. I am working on a diorama for photography that I will use to photograph my Rio Grande truck in color, then I will send you an updated copy of the article. The photos of the truck and diner in the October *Dispatch* looked terrific, but I do have a nit to pick; the photo of the truck was obviously taken last year since I have changed the lettering on the trailer between last year and this, due to there being a book published on Rio Grande Motor Way with photos that showed the lettering on the side of the trailer much better than those I had earlier. I'll be changing

the article to reflect that.

Like you, I had a great time at the convention in Denver. I got to meet a friend that I had only corresponded with but never met in person, and we had a great time together. I did get up to Tennessee Pass after the convention, and I got some nice shots for a 'last hurrah' (The old D&RGW Tennessee Pass is being abandoned for through freight use by Union Pacific). This was my 18th trip to Colorado in the last 25 years! Now that the Rio Grande is all but gone, I don't regret taking all those trips out west for an instant!

Keep up the good work with the *Dispatch*. I'll get that article to you as soon as I can.  
- Wayne Hills, Wilmington, Mass.

*Railmail continued on page 30*

## Jeff's Junction

### WHAT IS CONSIDERED STANDARD 'S' GAUGE?

When you mention S gauge, what manufacturer immediately comes to mind? - of course, Gilbert American Flyer. But should Gilbert American Flyer still be the "Standard Bearer" for S today? Sentimentally, maybe. Realistically, probably not.

By this I mean in today's market should we measure our promotional efforts in S gauge always with American Flyer in mind? Again, probably not.

If S gauge is to thrive we should strive to wean ourselves away from the grip of Flyer and move toward letting S gauge stand on its own. In my estimation, only if Lionel (Flyer) does a massive tooling effort for new products and introduces steam engines, sets, track and accessories, will American flyer have a chance at returning to its former glory as "Leader of the Pack."

Of course, Flyer will always be a sentimental part of S and a viable modeling venue for those who operate and collect it, but with the trickle of new items out of Lionel it only stands to reason that the more realistic products (scale and hi-rail) coming from newer manufacturers and importers will become the New Standard by which we measure and promote S.

Lionel O gauge, on the other hand, can still lay somewhat of a claim to being a standard bearer for O tinsplate and hi-rail because they still have a comprehensive product line - but even here there is a drift to hi-rail and rising compatible manufacturers.

Some likely scenarios might evolve regarding S gauge:

1. Flyer operators will switch totally to S hi-rail.
2. Flyer operators will become hybrids - having two separate layouts, one Flyer and one hi-rail or scale.  
- In either case (except for true scale) ceremonial Flyer trains could still be operated.
3. Flyer operators will go completely to scale only, relegating AF equipment to shelf display or the swap meets.

Note: Flyer Collectors aren't mentioned in the above scenarios as this diatribe doesn't affect collecting, only operating.

### Here's the proof of my thesis:

Which manufacturers are leading in S production today? Which manufacturers are producing newly designed (state-of-the-art) locomotives? Which manufacturers have introduced the most new tooling? Which manufacturers have RTR track systems (or will have soon)? which importers are providing hi-end quality locomotives and rolling stock? And finally, what NEW items are S gauge modelers excited about and buying?

Unquestionably, American Models is the current "Leader of the Pack" in answer to most of the above questions, but many other manufacturers including S-Helper, Downs, SouthWind, River Raisin, PRS, PBL and myriads of smaller producers are adding their support as well. Lionel now is just one player among many, providing only a "new" caboose and now finally a new diesel locomotive in the last 20 odd years. They have offered no track, sets, accessories or steam locomotives since acquiring the rights to American Flyer.

So then what should we S gaugers consider Standard 'S' as far as promotion and production is concerned?

My thoughts. Standard 'S' should probably include code 148 or less realistic looking track, KD 802 couplers, D.C. power and realistically detailed locomotives and rolling stock. As long as product availability remains and grows, I see the future of S as a spectrum with Gilbert American Flyer at one end, Fine scale (including Sn3) on the other, and hi-rail standard gauge holding the majority middle ground. (See graphic below).

Such a prospect should be positive for growth in S because it's the new items that create the most interest and drive the market for manufacturers to keep on 'a-buildin'.

Think of it this way... Is the Varney HO F3 state-of-the-art for HOers? Is the Flyer Atlantic state-of-the-art for S gaugers?

I'll have more comments specifically aimed at track and couplers in a future editorial, but basically I'm forecasting that Standard S will become what we now term hi-rail (code 148/125). -Jeff

Flyer/tinsplate	Hi-Rail	Fine Scale/Plus Sn3
Code 172, Flyer cplrs	Code 125-148, KDs	Code 100 or less, KDs

# NEW PRODUCTS REPORT

By Jeff Madden

**BILL'S TRAIN SHOP** (P.O. Box 561, Seffner, FL 33583). EBT update: The 3-bay hoppers should now be available from BTS. These were probably the most common hoppers seen on the EBT in its later years. Some of these hoppers even gravitated to the Cumbres & Toltec Scenic. Two versions are available - regular and hi-side. Either version is \$36.95 each or \$320 for a 10-pack. These are urethane kits with decals and detail parts included. Trucks are not included, but appropriate Vulcan ones in brass will be offered soon.

**LIONEL LLC.** See article and photos this issue.

**PACIFIC RAIL SHOPS** (Box 867, Coos Bay, OR 97420). Some new paint schemes for the PFE style reefers. One version will be orange with box car red roof and ends and a 3-color UP herald. Others include NYC MDT and IC Merchants Despatch. The PFE cars are 2 for \$84 and the NYC and IC cars are offered individually for \$40 each.

**PORT LINES HOBBY SUPPLIES** (6 Storeybrooke Drive, Newburyport, MA 01950) announces the release of the 5th and 6th cars in the wood-side reefer series - the A&P and Cliquot Club Beverage cars. Planned for February is the Central Vermont Milk to be followed by a West India Fruit & Steamship Co. rail ferry reefer in March. The latter were ferried between Miami and Cuba in pre-Castro days. See ad this issue for details.

New billboards: Shell Gasoline, Santa Fe RR, Lehigh Valley Anthracite. Kits are \$5.50 each.

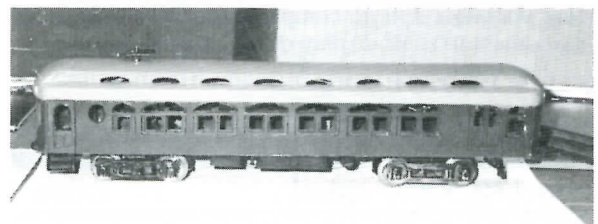
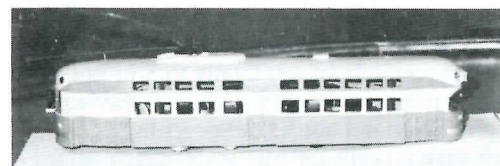
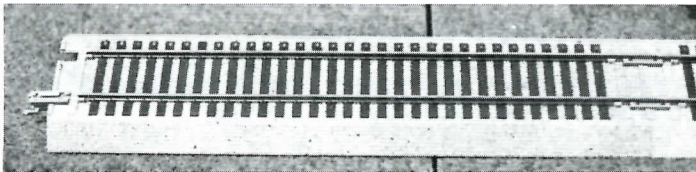
The latest structure release is a trackside icing platform with adjacent icehouse. This is a simple kit which includes a cast resin jig for building the platform supports quickly. The prototype is now located at the Huckleberry Railroad in Michigan. See ad for website.

**RACING CHAMPIONS** (local discount stores or toy car meets). Bless their hearts, they're still unintentionally

providing S gaugers with lots of vehicles. The popular series, especially the cars of the 40s-60s, are continuing as new releases all the time. Recently found in the plain Jane Motor Trend series are a '58 Edsel in 1:65 scale, a '49 Buick in 1:64, a 1960 Chevy 2d ht at 1:63 and a '56 Chevy Nomad at 1:63.

Newly spotted was a police car series which utilizes many of the previously released cars but with lettering and paint based on various states and including a classic gumball on top. A Fire Chief series is coming also. Besides these series and the normal Nascar stuff, there is a Stock Rod series, a Hot Rod series, and a Hot Rod Anniversary series. Many of these cars will have numbers or ad logos on them plus racing type tires and big air cleaners. One new car which will be popular will be a 2d ht '55 chevy. I'm waiting for the plain Jane model. The lettering and numbers will generally wipe off with the careful use of rubbing alcohol, nail polish remover or Polly S paint remover.

*Continued on page 29*

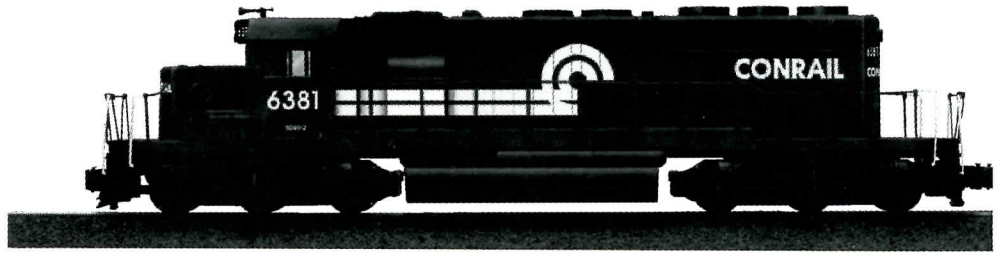


**Above top-** Prototype of S-Helper S-Trax snap-track with roadbed built in. **Above -** S-Helper 35' horizontal corrugated trailers. These are injected molded like the vertical rib trailers reported on in the Oct. *Dispatch*. Road names include B&A, NKP, PRR, RI and UP. As a separate item - \$15.95 ea. **Top right -** Photo of DSL Dime Store reported on in December, \$67. **Right -** Also reported on in December are the Pope Imagineering PCC and Niles Interuban. The PCC is \$120 and the Niles is \$150.

# FLASH....

## Lionel LLC Introduces First New Flyer Loco! SD40-2

Report by Jeff Madden



The SD40 series of freight road diesels became an all-time best seller for EMD with over 5,000 sold to North American railroads. Now Lionel LLC., has chosen the most popular of this series, the SD40-2, to introduce as the first all-new locomotive in the Gilbert American Flyer line since their ownership.

Yes, according to the new 1998 (all Flyer) 4-page color catalog, this popular prototype locomotive, produced from 1972 to 1986, will be offered and should fill a void in the S gauge market for a ready-to-run, moderately priced, modern diesel locomotive. At first glance it appears even the scale and hi-rail crowds will be pleased.

This all-new model locomotive (totally new tooling) will first be released in Conrail paint, with a correct number I might add, but it will also be offered in an undecorated version, another first for a Lionel/Flyer locomotive release.

Features listed in the catalog include a can motor with flywheels, 6-wheel drive, dynamic brake (detail), injection molded plastic body, die-cast frame, plastic truck sideframes (with add-on detail parts), working headlights and rear lights, an alternate coupler housing to fit a scale coupler, and even add-on grab irons and handrails. Either version lists at \$299.95.

Well now, it appears Lionel might be getting the message. From examining the catalog photos, it appears the SD40-2 is in the ball park with Athearn's HO version. Overall proportions, details, truck detail, and so on, look about right. Scale accuracy hounds, of course, will soon be all over a real unit with calipers and scale rules to discover any discrepancies or any liberties Lionel took with the prototype. Regardless, this unit should provide the S community with a current 6-wheel truck road diesel designed for the mass market.

Coincidentally, an entire history of the SD40 series locomotives was published

in the September, 1997, issue of *Trains*. I noticed, according to this article, that Lionel did have a gaff in their catalog description by saying the engine was introduced in 1964, it wasn't. The SD40 was, but the SD40-2, which is 3' longer and has the longer front and rear porches, was not introduced until 1972 and was in production until 1986.

If the loco casting detail and mechanism prove out to be fairly accurate, bashers will have a field day converting this diesel into plain SD40s, tunnel motors, etc. The description does not mention whether scale wheelsets would be offered, but it's doubtful.

According to the *Trains* article, entitled *American Standard* by Greg McDonnell, 3,945 real SD40-2s were produced. This does not include the original SD40s or the odd versions such as the SD40T-2s which were purchased by SP and D&RGW. The following roads used the SD40-2s: Algoma Central (now also on Wisconsin Central), ATSF, BN, British Columbia Ry, CN, CP, Chessie, CSX, C&NW, Milwaukee Road, Rock Island, Conrail, Family Lines, ICG, KCS, Kennecott Copper, L&N, MKT, MP, NdeM, N&W (high short hood), Ontario Northland, Quebec North Shore & Labrador, Frisco, Shamrock Coal, Soo Line, Southern (high short hood), United of Sureste (Mexico), Montana Rail Link and UP.

The other big news out of Lionel regarding the S gauge line is their bay window caboose. They finally took the hint and lopped off the cupola of the old 935/979 bay-cupola caboose and added a flat roof. Doesn't look too bad. Lists at \$54.95 including an illuminated interior.

Two other locomotives are being reissued in new paint schemes. The GP20 will come out in SP "Bloody Nose" red and gray, and the GP9 will be lettered for the Milwaukee Road. The latter will match up to the cupola caboose released in 1997. Each sells for \$299.95.

The 3-bay (long) hopper will come decorated in boxcar red with white Bessemer & Lake Erie lettering and herald. The hoppers come complete with removeable coal loads. These will be available in a 4-pack (different numbers) for \$159.95 or a single issue for \$39.95.

And there's more. The cupola caboose (illuminated) will be offered in a C&NW yellow scheme (the lettering and herald scheme seem a bit creative) for \$54.95. The 40' boxcar will be offered in 3 paint schemes: MKT (yellow with black lettering), Seaboard Silver Meteor (red with white lettering) and B&A State of Maine (red, white and blue). Each will be \$54.95. Collectors might not be thrilled with the original numbers being used on the 3 boxcars.

The 1998 Christmas car will be a gold gondola with red and green lettering. It will be filled with a Christmas tree load. They'll sell for \$44.95 each.

Regarding my editorial, this issue - I think the SD40-2 should fit right in - by that I mean it seems this loco might be more at home with other S gauge products (hi-rail) than with traditional Flyer. But I'm sure nobody will complain either way. Still though, no accessories, no sets, no track and no steam, but with the introduction of a newly tooled locomotive, Lionel will at least be joining the state-of-the-art crowd. It amazes me though, why Lionel won't do more than one road name at a time, especially with a newly tooled locomotive. It couldn't help but widen the appeal by having say 3 or 4 road names produced each year.

## FOLDING LEGS AND REDUCING WEIGHT

How the Rochester Area S Gaugers Do It!

By Ted Larson

The Rochester Area S Gaugers have built several modules per year for the last several years. At first, we built the modules using techniques we had seen elsewhere, but when setting up at train shows we were dismayed by the weight of the modules and the long time required to attach the legs. Each year we have reduced the weight and improved the leg attachment design. Our current design is presented in this month's column. Any suggestions or questions, please contact us.

**FOLDING LEGS:** The October, 1994, issue of the *Dispatch* showed our folding leg design. Our original method of locking the legs in place did not prove satisfactory. We now use a "spreader bar", see figure 1. This has proven to work very well. The spreader bar is held in place on the module legs using a threaded Hanger Bolt that has wood threads on one end, and machine screw threads on the other. This bolt is a standard hardware store item, commonly used to attach curtain brackets to walls. The wood screw portion of the bolts are screwed into the leg frame, holes are drilled in the spreader bar so that the bar can be placed over the threaded hanger bolts, and wing-nuts are screwed onto the machine screw thread to hold the spreader bar in place. See figure 1.

Figure 2 shows the module upside down with the legs still in the standing position. This figure shows the assembly of the legs to the module using hinges. The cross braces that the hinges are mounted on are 1x4s ripped in half, therefore, their actual height is 1-3/4 inches.

Figure 3 shows the module with the legs collapsed. Note how the legs nest. This is accomplished by making one pair of legs closer together than the other pair. If your module is 24" wide, the outside dimension of the first pair of legs is reduced by 2" to fit inside the frame with clearance, therefore, 22 inches. Assuming that the legs are also 1x4s ripped in half, the inside distance between these legs is 22 minus 1-3/4 inches each, therefore, 18-1/2 inches.

With clearance, the outside dimension of the narrower pair of legs should be 18-1/4 inches.

Figure 3 also shows the spreader bar in the storage position. Two additional hanger bolts are screwed into the frame for attaching the spreader bar. The stowed spreader bar serves the additional purpose of holding the folded legs in place. The time required to remove the spreader bar, unfold the legs, re-attach the spreader bar, and stand the module up is less than a minute. We like it! We are now working on improving our methods of stacking the modules during transportation. If anyone has a good method, we would like to hear about it, both for our use and for publishing in this column.

**REDUCED WEIGHT:** The following design features have reduced the weight of our modules.

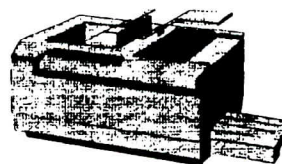
- Legs are 1x2 rather than 2x2.
- The thickness of the top of the module has been reduced to 1/8" (Plywood) with at least 4 cross braces.
- The sub-roadbed is 3/4" extruded insulation foam (such as "Blue Board" or "Pink Board"). Do NOT use the white foam made of little foam balls pressed together. What a mess when cutting! To reduce the risk of damage, at each end of the module, wood is used for the roadbed and sub-roadbed. See

figure 1.

- For modules where you want the terrain to go BELOW the top of the frame, make your frame of 1x6 rather than 1x4 lumber. Extend the sides of the frame up from the cross braces, place extruded foam between the frame sides and above the 1/8" plywood, up to the top of the frame. Place your sub-roadbed on top of this. Then carve into your foam where you want the terrain to be lower (ditches, streams, hills).

**T-NUTS:** The T-nuts, commonly used for attaching leveling screws to the legs, frequently work their way loose and fall out. There is better hardware available. We have found 2 types of inserts that stay in the legs MUCH better. Both are about 3/8" long. One has wood threads on the OD so that it screws into the leg clearance holes. The other has barbs on the OD that retain it in the leg. Both types perform far better than t-nuts. We have had NO failures with either of these. Tip: When installing these fasteners, screw a leveling screw into them to guide them straight into the clearance hole. For the barbed fastener, lightly tap the screw with a hammer to install the fastener.

Several members of the Rochester Area S Gaugers contributed ideas for these improvements. Mike Shea was especially fruitful with contributions.

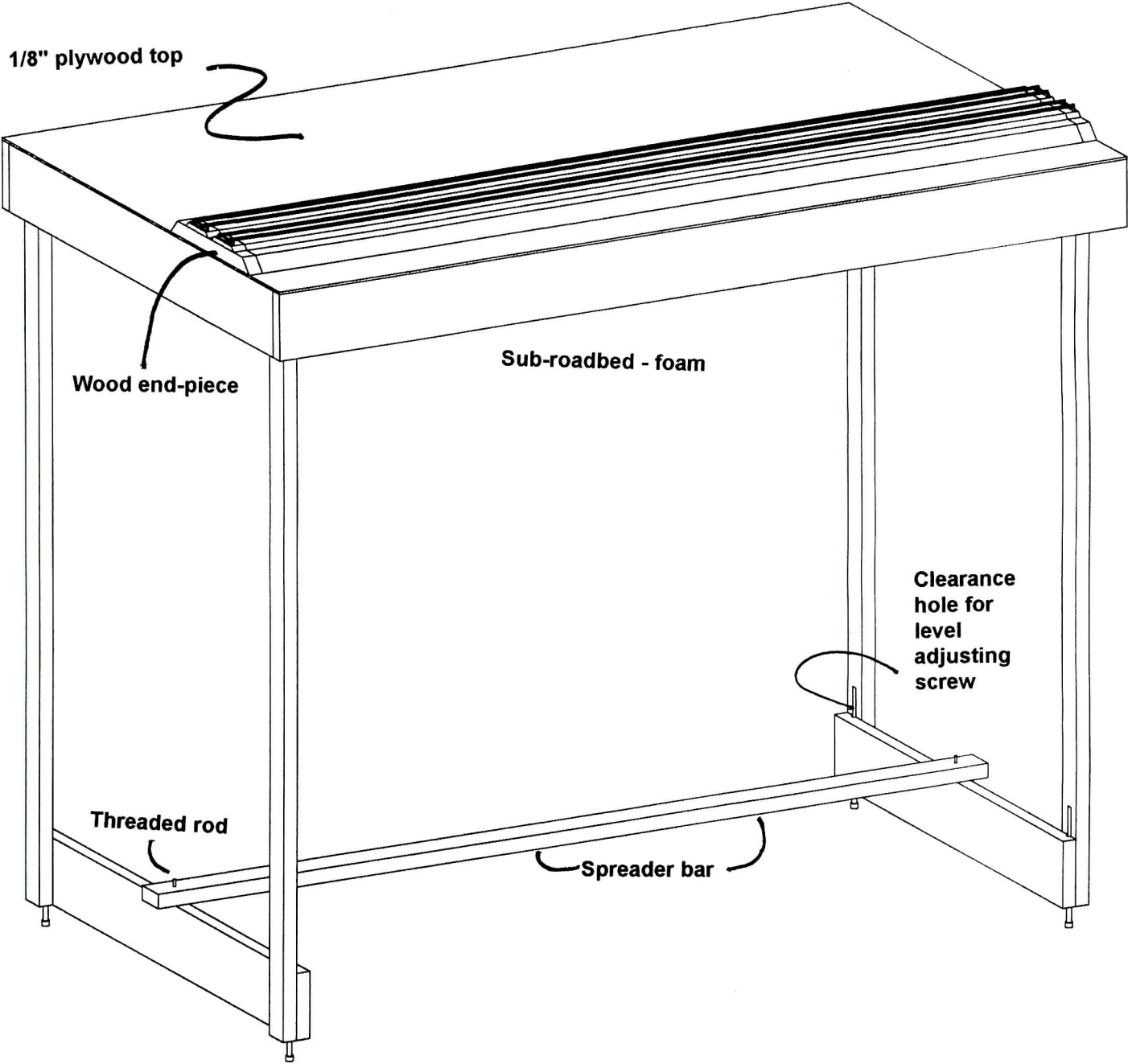


### NASG COPY SERVICE

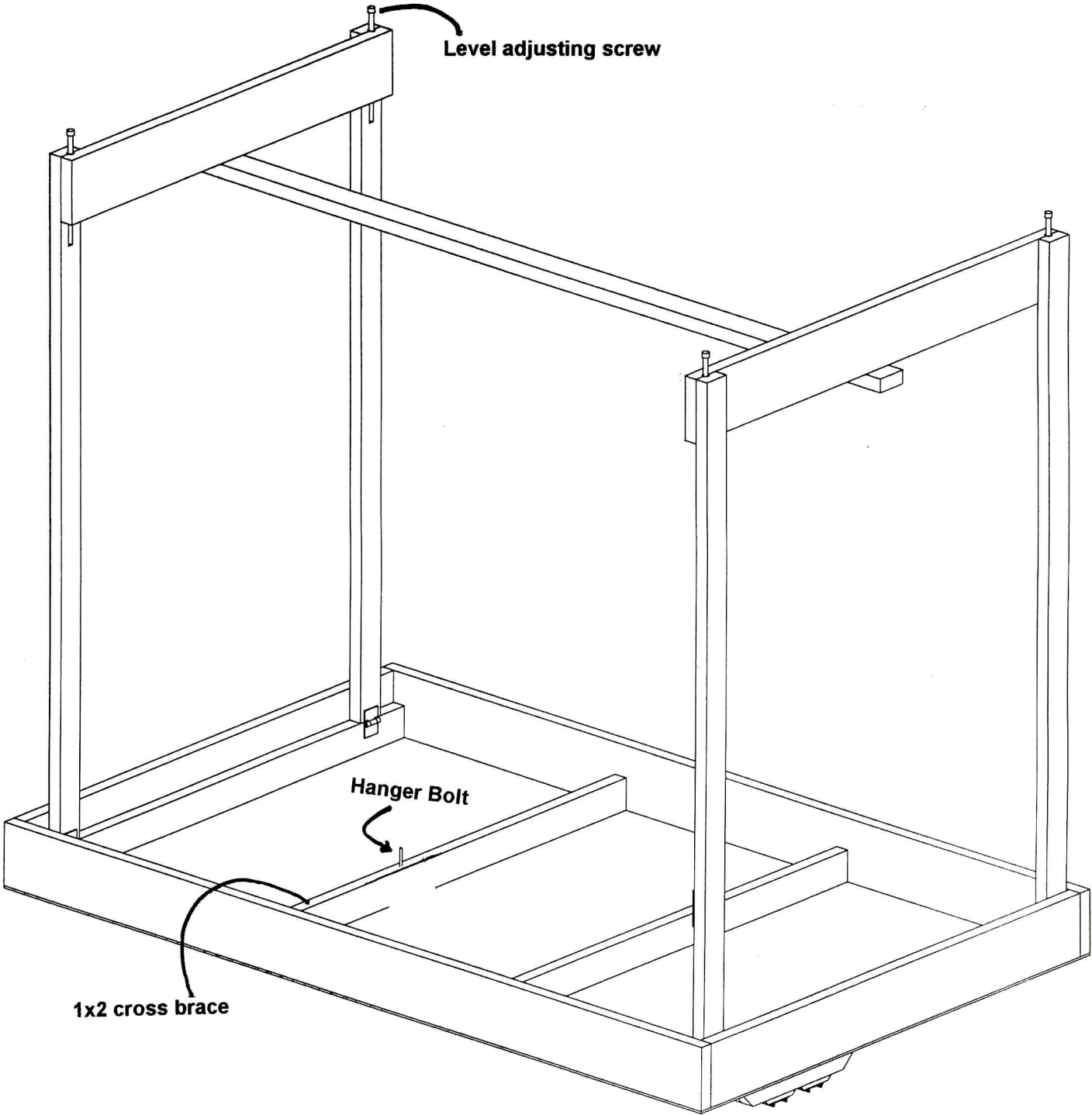
Copies of articles from back issues of the NASG Dispatch are available to NASG members following the below procedure:

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

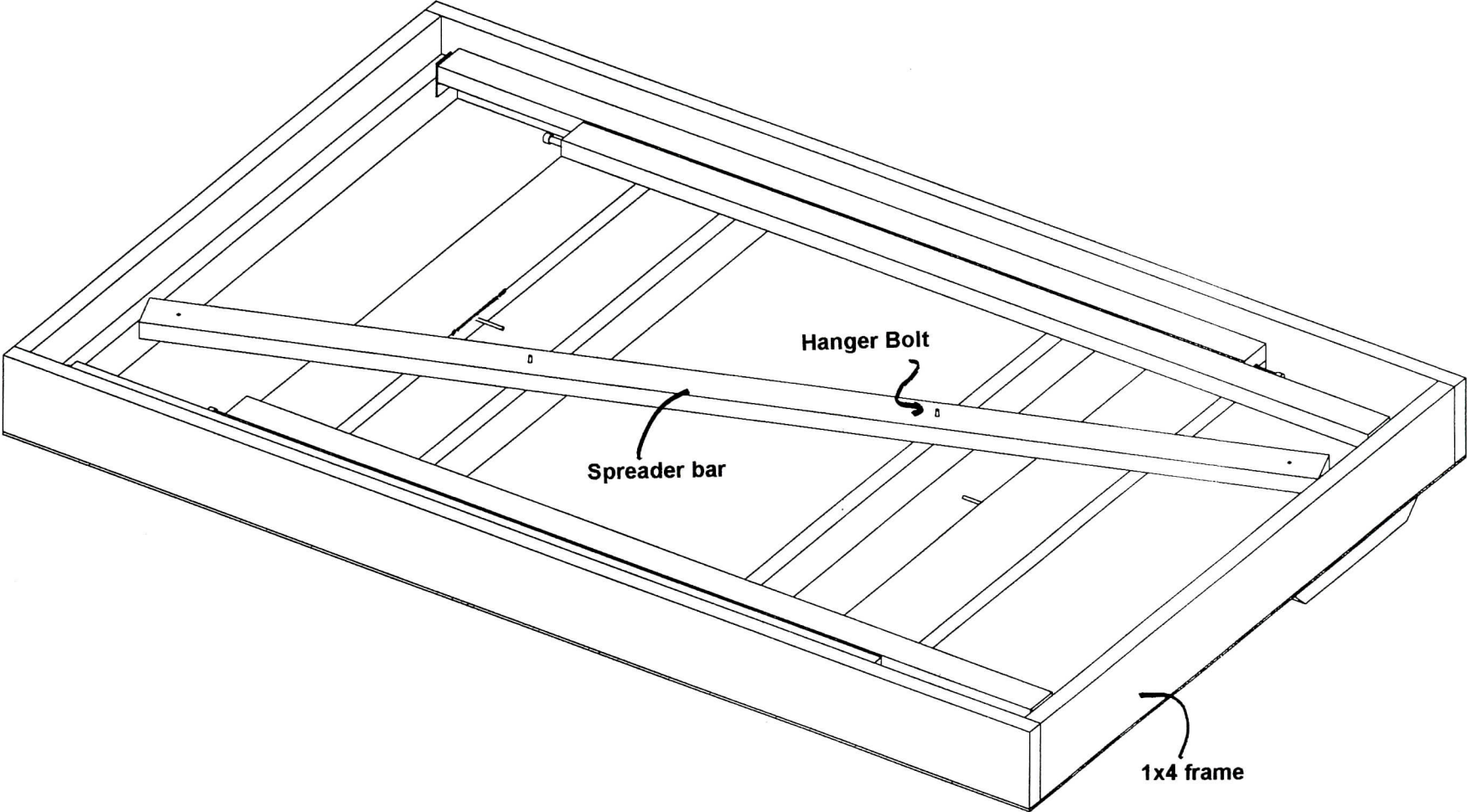
**Fig. 1**



**Fig. 2**



**Fig. 3**



# Short and Easy

by Kent L. Singer

## S SCALE LICENSE PLATES

### Making S Scale License Plates

By Dick Karnes

I have a lot of vehicles spread around my layout. Some are really realistic - like the Hartoy and Railmaster products. But they just didn't look right, even with window glass and MV lenses for lights. What was missing? *License Plates!!*

Modern license plates are almost all about 6" by 16" - exactly 3/32" x 1/4" in S scale. So you can't really get much detail into them. Forget New York's Stature of Liberty or Oregon's Mount Hood background designs. About the best we can do is to provide the correct combination of letters, spaces and numbers for whatever state(s) and year we choose. We can also provide black, white, and/or one solid color.

Note that no matter what time span you model, all of your license plates ought to be at most no more than two consecutive years apart. It's OK to have 1978 and 1979 license plates, but not a wide spread such as 1946 and 1955.

So how do you do this? Well, for those of you without access to a personal computer (PC), I have included ten generic license plates with random letters and numbers in Fig. 1. You can cut these out or photocopy them. Use a felt marking pen to color the white background to match the scheme you



Fig. 1. Ready-to-use S scale license plates

want. If you aren't choosy, I'd suggest either yellow or orange; these look the best. Cut out the plates with an X-ACTO knife and glue them to your vehicles.

If you have access to a Macintosh or IBM-compatible PC, you can easily create your own license plates using Microsoft's EXCEL spread-sheet, WORD word-processor, and DRAWING programs. The idea is to generate as large a selection of different plates as you wish with little or no effort. I chose to format my plates with three numerals followed by three letters. In DRAWING, I created a standard plate pattern consisting of a border, a state name, and a year. Then in EXCEL, I generate ten sets of random numbers and letters at a time and copy them into DRAWING where I superimpose ten plate patterns on them. Then I copy the complete set of plates into WORD and resize them to 1/4" wide.

Finally, I color them orange with a felt marker. When I want more, I simply recalculate the random numbers and letters with a single keystroke, reapply the frame patterns, resize the plates, and voila! I have another set. If you want identical front and rear plates, simply print each set of plates twice.

The plate pattern I created is shown in Fig. 2. Fig. 3 shows a completed plate prior to reduction.

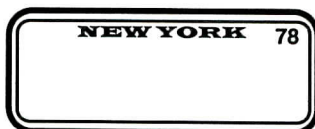


Fig. 2. License plate pattern

Fig. 3 Completed Plates:



# The 'S'traight & Narrow

From David L. Heine

## News and Reviews on the Narrow Gauge Front

### A Review:

#### B.T.S. EBT Flat Car Kit

If you saw the New Product Report in the October 1997 *Dispatch*, you know that B.T.S. is making it easier to model the East Broad Top in Sn3. They are planning to come out with a complete line of rolling stock kits, locomotives, and structure kits. The first item is a two-bay hopper kit, which is an upgraded version of the former Chicago Express Products kit. The second kit is the steel flat cars. By the time you read this, the three-bay hopper kit and the Three Springs Depot kit should be available.

The steel flat car kit is a model of flatcars numbered 103 – 124, which were built by the EBT between 1923-1925. These were modern cars for their time, with wood only used for the decking. According to Rainey and Kyper's *East Broad Top*, several of these cars were used for other purposes. Car 103 received a 1200 gallon tank around 1936. The tank was later scrapped. Car 116 received a 1600 gallon tank some time after 1936. This car, with its tank, still exists. Car 106 was equipped with standard gauge trucks in 1948, and used at Mount Union.

To my knowledge, most of these cars are still extant on the EBT. Three, 105, 115, and 121, went to the "Tweetsie R.R." in North Carolina, in 1959.

The kit is made mostly of resin castings. The resin used is a white styrene-like one, and is not as brittle as some of the tan colored ones I have run into in the past. Besides the castings, the kits include some coated wire, preformed brass wire grab irons, a fine brass brakewheel casting, molded plastic stirrup steps and air hoses, and one piece of styrene. All the necessary rivet and nut/bolt detail is included in the castings. Trucks and couplers are not included in the kit. An S scale side view drawing and basic underframe plan are included on the kit instructions. A slightly more detailed plan, in 1/4" scale, is in the Winter 1996-97 (Vol. 13, No. 3) *Timber Transfer*, published by the Friends of the East Broad Top.

Decals are included with the kit. You may notice that there is no EBT lettering included. You are not missing anything. From what I have seen, these cars were lettered with just the car number, the capacity, and the weight.

I checked the kit against what I had as available dimensions. They were all within my measurement ability. While I was doing this, I noticed that two different S scale rules were not identical! The point is, be careful of what you use to measure. Your local nitpicker's scale rule could be off!

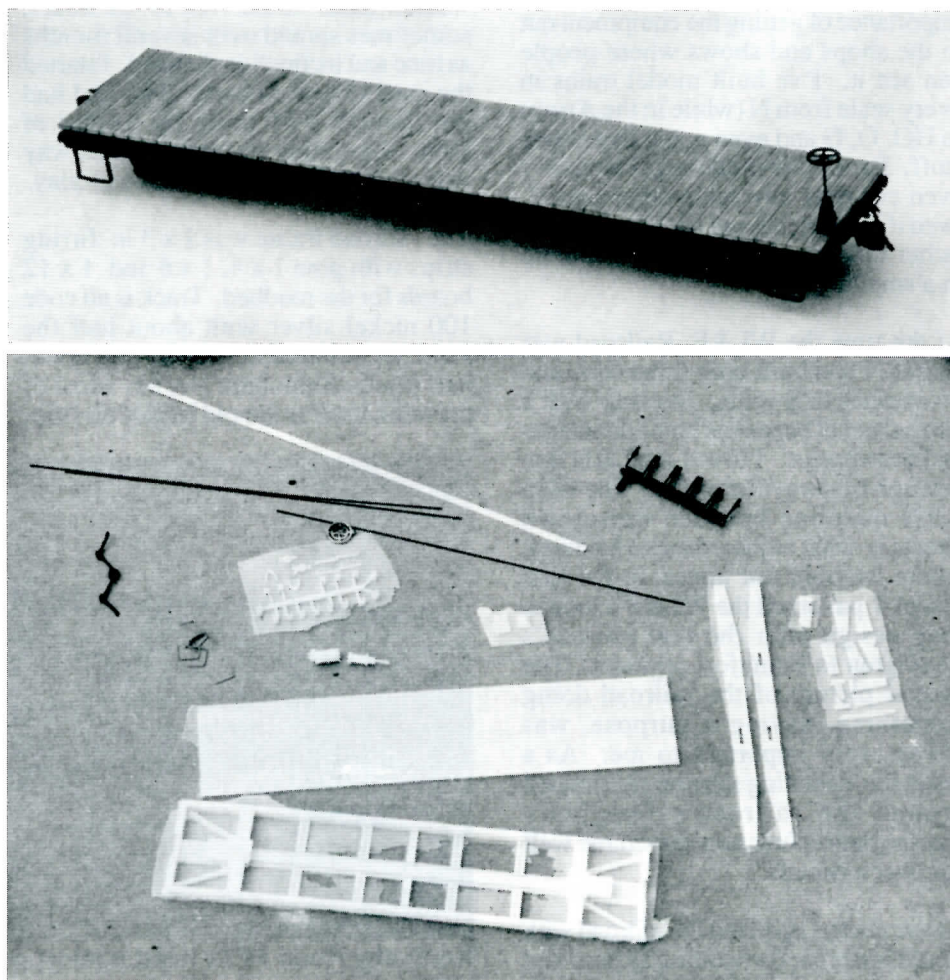
The castings are connected together with a thin layer of flash, which is typical of these type of kits. I removed the flash using a modeling knife and files. Those of you who like using emery boards, can also use them for the cleanup. As a note,

I did not find one void in any of the castings. I used a gap-filling, medium viscosity CA glue to assemble the kit.

The nice part of the kit is that most of the underframe is one casting. This includes the side and end sills, the tops of the fishbelly center sill and side braces, and the other braces. The rivet details, poling pockets, etc. are all cast into this one piece. The two center sill castings and the eight trapezoidal cross bearers all fit into slots in the main casting. Note that the trapezoidal cross bearers are in two sizes. The deeper ones are toward the center of the car, where the center sill is deeper. (Guess who got this wrong at first.) In case you are wondering, the styrene strip is used to make the bottom flange of the cross bearers.

The deck is a one piece casting with very nice wood grain cast into it. It is intentionally cast long and needs to be trimmed. I found that if I cut off one "board", the deck was the perfect length.

Continued on page 30.....



Sn3 EBT flat car kit from BTS. Completed kit and the parts included.

# Meet an S gauger

John Beck

## Reflections on a Model Railroad By John Beck

**The Kentucky Road:** Some of you may remember my Winchester, Lexington and Frankfort S Scale railroad from an old *S Gaugian* (Nov/Dec. 1983) or *3/16ths Model Railroading* (Dec. 1990 and Feb. 1991) article. My bride, Kathy, and I started this railroad in 1979 in the basement of our new house in Lexington, Kentucky.

When I started this railroad, I was new to S gauge, having previously modeled as a teenager in HO. As a child I had Lionel trains, thanks to a wonderful set of parents who supported my various train hobbies with space and tolerance. There's no Flyer in my background! I picked S based on seeing some equipment, completely by chance, in a hobby shop in Lexington in 1977 shortly after moving here. This shows the importance of getting the equipment out in the shops and shows where people can see it. I've built model trains in every scale from N (while in the Army) to HO, O, G and even some live steam stuff. For indoor modeling, I wouldn't even consider any scale other than S, even if it meant having a switching pike rather than something more elaborate in a smaller scale.

At the time the WL&F Railroad was started, I had built only three cars, and no engines in S scale. Starting with a clean sheet of paper has both advantages and drawbacks. I loved the L&N line through Midway Kentucky. The 1835 L&N mainline between downtown streets is what attracted me to Midway, where we built our house, in the first place! I patterned the WL&F's loop to loop design after the real railroad's Lexington to Frankfort segment. The mental picture of the railroad doing something, having a purpose, was always very important to me. As a result the operating scheme constructed around the railroad's imaginary transportation function served me well for over a decade.

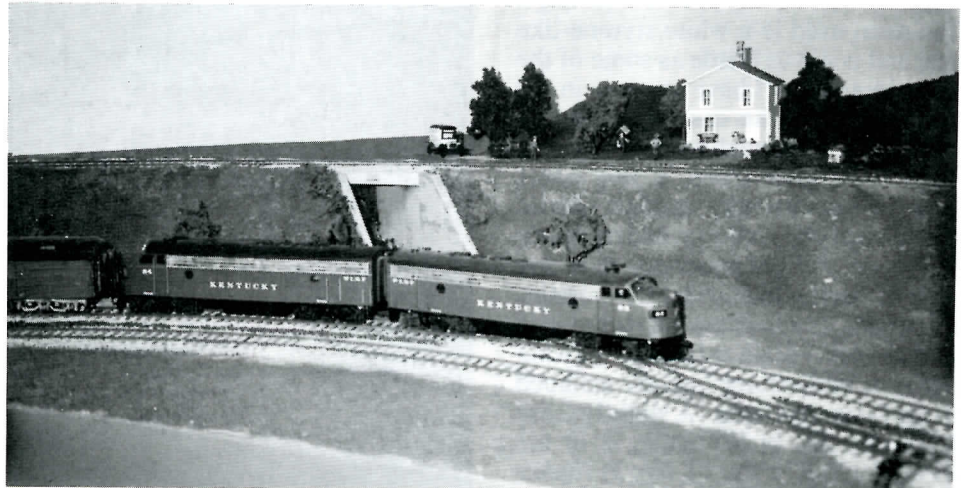
I have always operated the railroad with a card order car forwarding system and sequential operation of three freight



John Beck

trains (through, coal, and way freight), two passenger trains, and two gas electrics. Start to finish, an operating session takes about five to six hours, sometimes spread over several months as time and inclination dictated. I started the card system in early 1986 and had run through it 56 times by August of 1996. Operating the railroad this way was a game that I always love to play.

The railroad frame was 1 x 3 in. furring strips with pine 1 x 4, 1 x 6 and 1 x 12 boards for the roadbed. Track is all code 100 nickel silver with about half the switches scratchbuilt to fit, and about half plastic Shinohara No. 6s. Most of the track itself is the old Miller tie strip.



**Kentucky Road FP7s head a short passenger train toward Louisville. John will be moving to the Medina, Ohio, area, and this well-known S scale layout will have to be torn down - unless he sells it with the house - any takers?**

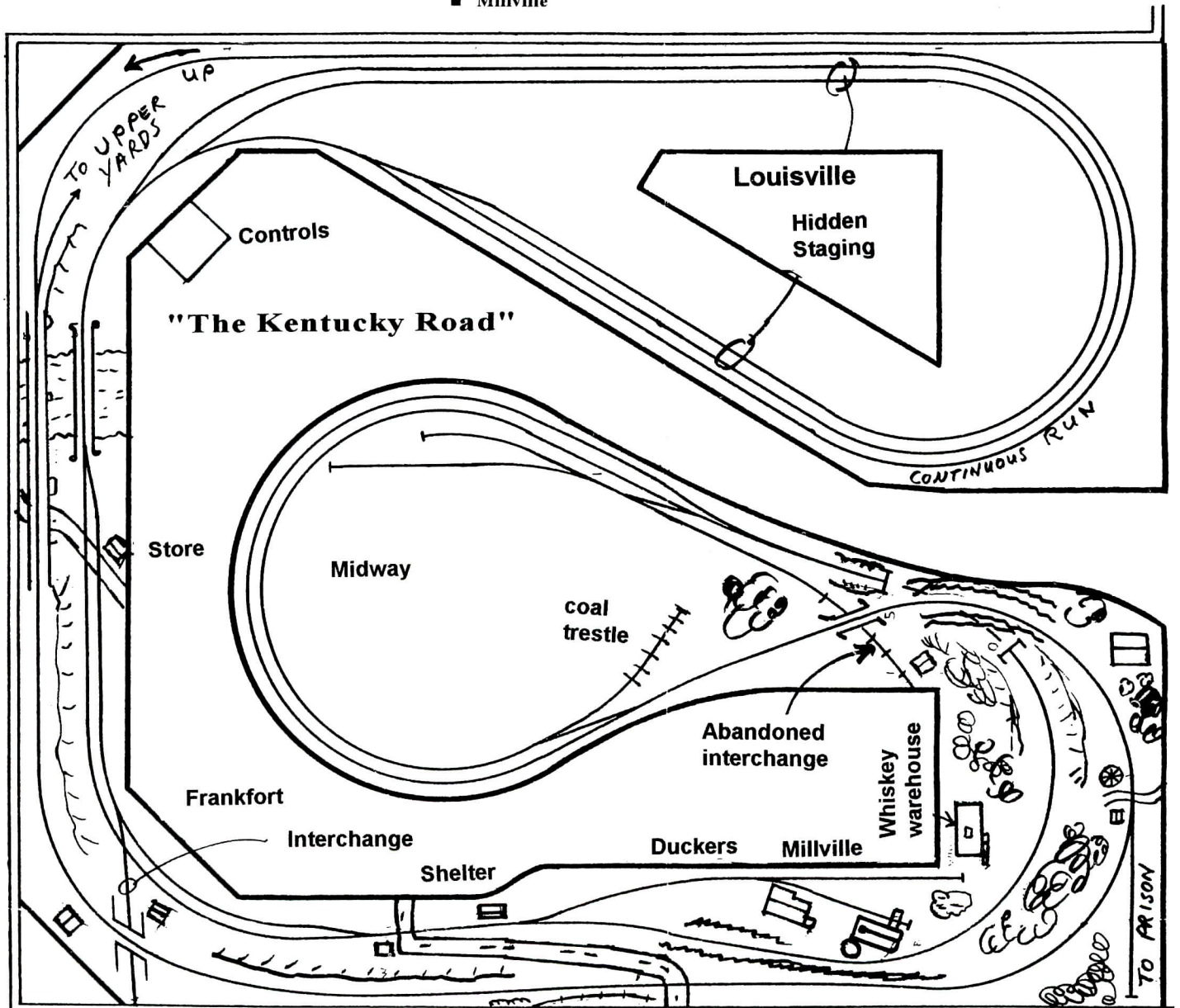
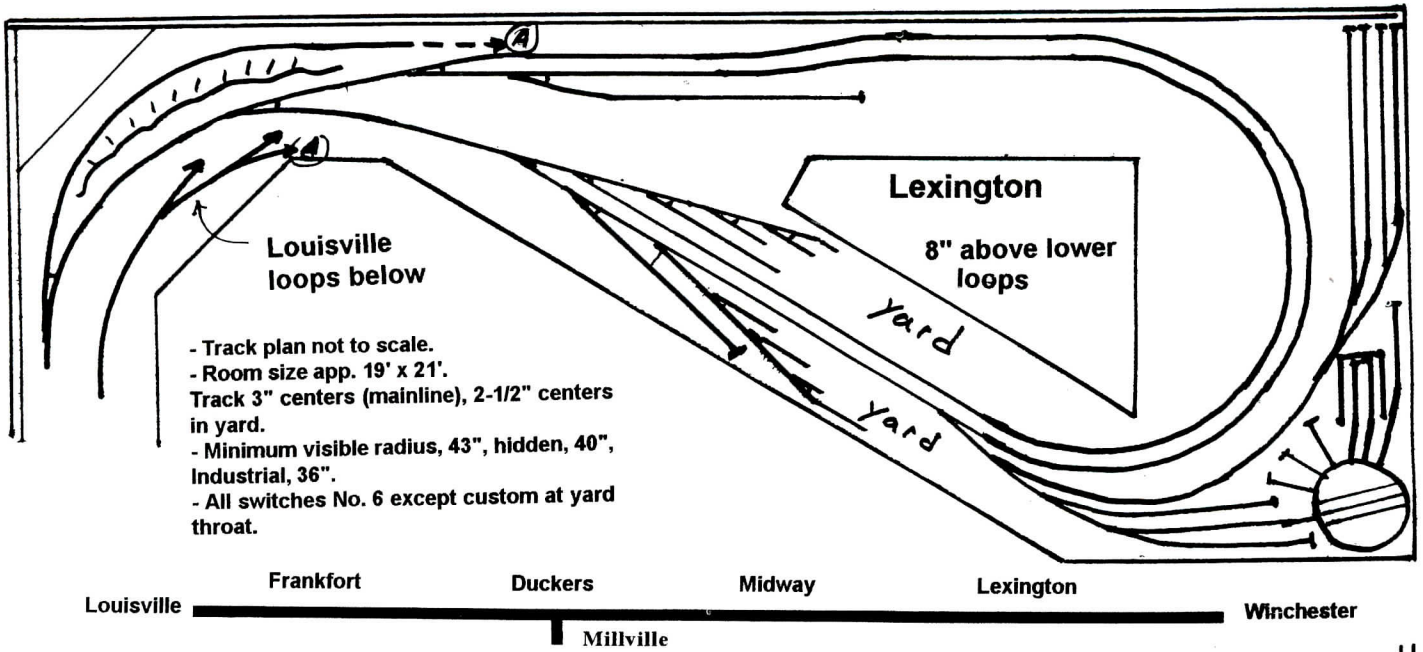
Although some the last batches used a plastic that shrank and wasn't in correct gauge, the original stuff was wonderful. Laying nice track with this was a breeze and the staggered rail joints (tough to do with flextrack) really contribute to smooth trackwork. Boy I wish someone made a similar product today! Cut a couple simple dies, one tie strip intended for Code 100 rail, one for Code 148, and both the scale and hi rail people would be in business!

Until the advent of the plastic models from American Models, and later S Helper Service, progress was quite slow, one craftsman kit at a time. Everything was built to support the railroad's 1950-1960 era and secondary mainline status. Many of the structures and lineside fixtures were built to PRR standard plans from a booklet once available from "The Builders Compendium".

I spent many weeks out of town for my consulting engineering job, and filled the evenings in the motels either train watching or building models out of my little fishing tackle tool box. I've got passenger shelters built in Boston and turnouts spiked in Wisconsin. All these pieces tie 20 years of sometimes lonely work away from home together rather nicely.

Kathy encouraged me and helped me build scenery. Like many model railroaders, I'm comfortable laying out track, scratchbuilding a curved crossing, etc., but the artistic requirements of "Scenery" scared me. Once she got me past the first batch of plaster on screen wire, boy it was fun. I'd try to pick the

*Continued on page 16*



**Winchester, Lexington & Frankfort - "The Kentucky Road"**



**Above - Local passenger train heading west at Duckers. Millville branch is in the foreground. Below - The deck girder steel trestle in the background was covered in an excellent article by John in the Feb., 1991, 3/16 Scale Railroading magazine. The thru girder is based on a C&O design found in Kentucky. Photos by Jeff Madden**



**Above - Turntable is made using an actual 33rpm lp record plus gearing. Below- Motor car coming into Midway.**



best technique for doing something, we'd build it, and she would grade the final result. A lot of it got built more than once, because the first try (or two) looked like model railroad scenery, not scaled down real life.

Also, in 1986 I met one of S Scale's finest gentlemen, Len Giovannoli. From then till Len's death in 1994, I arranged my work schedule to take me to southern Kentucky as often as possible. Over that time, Len and I enjoyed probably a couple hundred suppers and evenings together running his railroad, watching the Norfolk Southern's mainline 100 ft. out from the front porch of his house, and just talking about the world at large. Len also introduced me to one of the old S Gauge Circuit letters, where I've met another great group of fellows! In 1991 when I was fortunate enough to get a cab ride on an NS freight from

Cincinnati to Chattanooga, Len was waiting outdoors in his front yard waving when we came by!

Later, we compared notes on Len's 1920's summers at High Bridge, Kentucky spent in the company of a Southern Railroad locomotive engineer's family. This particular old Cincinnati based engineer bid the helper engine assignment from High Bridge to Wilmore, Kentucky, during the summer so he and his family could stay at their summer cabin on the river at High Bridge!

After Carolynn and Patrick came along, they were both incorporated into the operation of the railroad. Patrick, now five, is more interested in switching than anything else. He loves to throw the Caboose Hobbies ground throws and toggle switches to route the way freight

around the railroad.

Carolynn is more interested in the larger scale trains. My S Scale efforts have been depleted in the past five years by construction of some 1.5 in. scale, 7.5 in. gauge "Live Steam" equipment. To date I have constructed a small (210 pound) box cab electric, two gons, a flat car, and a box car. The locomotive, with Carolynn driving, was featured on the cover of the May 1997 issue of Live Steam magazine.

One of the very best things that can be said about anything we have done in our lives is "I'm really sorry that this is coming to an end!" For the first 19 years we've lived in Kentucky, we never even considered moving back to our hometown near Akron, Ohio. Now family considerations are driving just such a move. In a few months, unless we are lucky enough to sell the house to

## THE KENTUCKY ROAD

*Right, top* - The local passenger train is seen heading out of Lexington on the long steel viaduct. *Right, below* - The same train has traversed the layout and is heading into the Louisville loops (or it can climb back up to the trestle to form a continuous loop). Trestle was made out of Atlas and Central Valley HO bridge components. *Below* - Coal is naturally a main revenue source for this bridge line railroad, so a coal trestle at Midway is a good industry to have along the way. John uses loose coal as loads in his hoppers. *Photos Jeff Madden*



a model railroader who wants the WL&F, it will all be history. So, if you are interested in moving to central Kentucky to a nice town with a ready built model railroad, let me know. Tearing this thing down will be like the loss of a good pet, not pleasant at all... The equipment and structures will be used on a new, similar sized WL&F in the new house.

Looking back, I say the success of this railroad is based on the time honored principles that Jeff Madden outlined in his "Jeff's Junction" column in the May, 1997 *Dispatch*:

. - Plan your layout for some sort of operation. There's a reason this is listed **FIRST**.

. - Recruit help (in my case just family) to help build and operate. For my railroad, no wife, no scenery...

. - Get the benchwork up with sky backdrops. I didn't do sky backdrops until after the scenery was well underway. Ever try to wallpaper directly over concrete block working over finished scenery?! Next time the backdrop goes up first.

. - Get the track down. Carefully. You can run 50 car trains in S on 2 and 3% grades all day long with multiple diesel (in my case American Models) locomotives if the track is good.

. - Get the wiring done. I use simple twin cab block wiring and locomotives geared to run well together when controlled by one throttle.

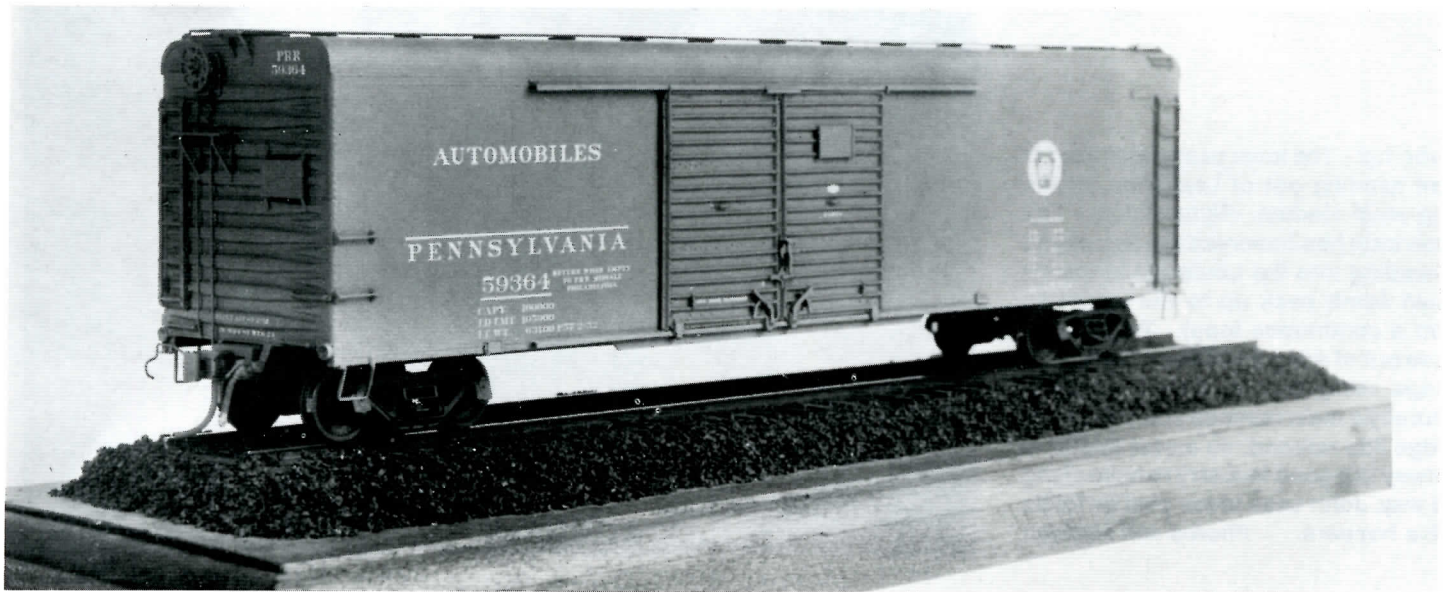
. - Even a few structures on the scenery make an impact. Old HO or small O scale structures (flea market stuff) make decent stand ins.

. - Set up a card order system. Otherwise you may end up with a nice collection of dusty, static models.

. - Start running as soon as you can. If, like me, your rolling stock collection grows with the railroad, you don't need many finished sidings initially. But, plan for lots of hidden or "off the railroad" storage, you'll need it to accommodate your collection over time.

I'm already having fun designing the new WL&F. Most of it will be similar to what I've had, except it will incorporate a double track mainline loop around the room feeding trains to the WL&F interchange. The double track mainline will have several long hidden storage tracks to stage trains. We've got a lot more equipment now than in the old days, more hidden storage is needed for operating and "out of character" stuff (like an Amtrak train for Patrick) etc.

Model Railroading really is Fun!



**CHANGING THE ENDS ON A PERFECTLY GOOD BRASS BOXCAR,  
OR MAKING A PRR X32A OUT OF AN X33A.  
A How-To by Bill Lane, Jr.**

**Making an X32A out of an X33A:**

**Motivation:**

I converted the River Raisin X33A 50-foot end-door boxcar to an X32A 50-foot plain end boxcar for 3 reasons. First, I wanted to challenge my modeling skills. I was very reluctant about disassembling a perfectly good brass boxcar. Secondly, the PRR had 299 X33A and 700 X32A boxcars. You would have had a much better chance of seeing the X32A on a train. Finally, and most important, I have the only one in S scale, I think! I have enough parts to build 2 more.

**Construction:**

You must have a resistance soldering unit to do projects like this. I highly recommend the PBL 300 watt set. The original end door (the brake end has a normal plain door, so I only had to change 1 end) came off in under 5 minutes. Then I took the roofwalk off because I had to remove a rivet line that was on the roof. I filled the unwanted holes with solder then installed the new end which came from a River Raisin (brake end) part. I did have to fill in a lot of holes where the brake rigging would have been.

**Painting:**

The unfinished brass car was painted with my own mix of Scalecoat paint to represent PRR freight car red. Decals

by Des Plaines Hobbies were added in accordance with PRR lettering practices. This includes putting the car number on the truck bolsters, air reservoir, one side of the center sill, and the inside of the car doors (just kidding about the doors), but try that in HO or N. Finally, the car was sealed with Testor's Dullcoat and weathered with Floquil paint. The repacked data was masked during weathering so that it would appear as freshly painted.

**Details and Scratch Material:**

I added a photo-engraved trust plate (upper right on side) which identifies which bank trust provided financing for the construction of the cars. I am not sure if this plate is the correct series trust.

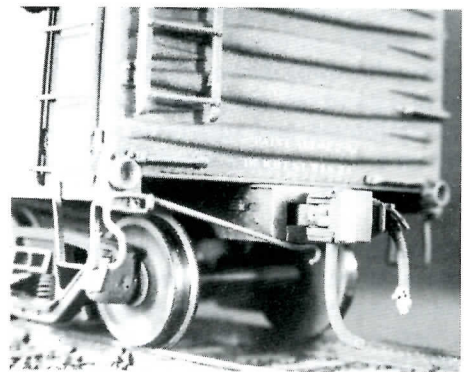
My latest interest is in adding correct operating draft gear. I have the PRR construction drawings and the Kadee coupler pocket drawing. I combined the exterior detail of the PRR drawing and the interior requirements of the Kadee #802 coupler pocket. Everything was made from K&S brass stock. I made the cut levers from phosphorus bronze wire. I recommend this over brass wire in these applications.

The train air line and brake rods were lowered to properly connect with the car body. Tomalco soft air hoses finish the brake system.

**The Prototype and the Model:**

The prototype that this car is modeled after was built 11-'38 at the PRR Altoona Shops, repainted on 2-'52 at Altoona, and finally repacked on my birthday in 1953. It ran in auto parts service from Budd in Philadelphia to the west.

The approximate conversion, construction and finishing time took at least 40 hours. I think it was worth the effort!



**This photo by the author shows in detail the coupler box, brake hose and cut lever. Note the lettering above the coupler pocket.**



# THE MINUTEMAN EXPRESS

## CELEBRATING 50 YEARS OF "S"

### JULY 8 TO 12, 1998

**THE BRISTOL S GAUGERS ARE THROWING A PARTY AND YOU'RE INVITED . . . TO THE 1998 NASG CONVENTION IN WORCESTER, MASSACHUSETTS.**

Since our last report, we have been hard at work preparing for your visit this summer. We've got some great clinics planned -- 4 of which are previewed below, and Jay Rogers, our Model Contest Chairman, has devised a few enticements, with the help of some well-known S Gauge manufacturers and publishers, sure to bring out every amateur, craftsman and master craftsman in the land.

#### THE MODEL CONTEST BY JAY ROGERS

**We will have both a model and photo contest and this year we will also try something a bit different. There will be an American Flyer contest. . . more on this later.**

First let's talk about the traditional model contest... As you know, we have "amateur", "craftsman" and "master craftsman" classes of modeling. This year we will have corporate sponsors for the contest and they will be awarding plaques for "Best in Class" for each of the three classes and for "Best in Show". Wait until you see these plaques -- they are beauties, incorporating a full color metal medallion of the Minuteman Express Convention logo.

The categories in the contest will be locomotive (both steam and diesel), passenger car, freight car, maintenance-of-way (non revenue), structures, dioramas, modules and cabooses. As always categories will be further segmented and judged as either "scratch-built", or "kit and converted". The first, second and third place winners in each category and class will be awarded a Convention logo medallion with the corresponding colored ribbon.



#### THE CABOOSE CATEGORY IS MAKING A COMEBACK AFTER A SEVERAL YEAR ABSENCE.

**And what a come-back!** The recipient of the highest score across all classes, Amateur, Craftsman and Master Craftsman, in the Caboose category will win a brass model donated by an S gauge distributor.

#### CALLING ALL AMATEURS

If you think that's great, just hold those whistles . . . cause there's still more! Those of you who have never entered a model before, will not want to miss this opportunity. One of the friendly brass dealers in Mr. Rogers' neighborhood has donated a **brass locomotive to be awarded to the winner of the "Best in Amateur Class"**. If this doesn't get you building nothing will!!!

#### DON'T FORGET THE PHOTO CONTEST

The photo contest categories are "model" and "prototype", with judging done on both black and white and color in each category. A plaque will be presented to the photo receiving the highest score overall and medallions will be awarded for first,

# GREAT RAILFAN TOURS

## FUN-PACKED FAMILY PROGRAM

### TWO HUGE DEALER HALLS

### LAYOUTS, CLINICS AND MORE!

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second and third place in each category and format. I'll tell you folks -- better blow the dust off your lenses and get your best photos ready for the contest.

#### NEW FOR 1998--AN AMERICAN FLYER CLASS

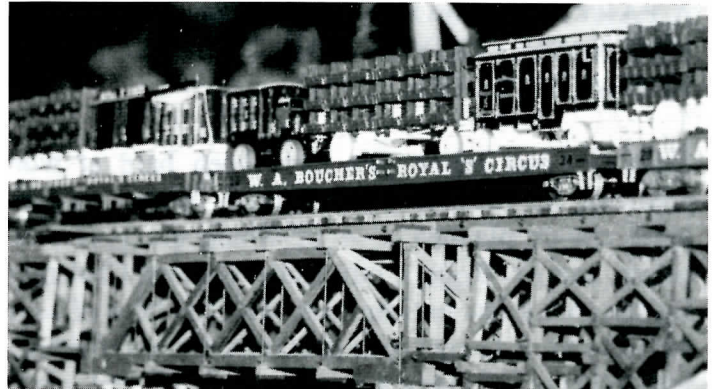
For the American Flyer enthusiasts, we are going to have a separate contest just for you! One of the categories will be on "restoration to original condition" of AF cars, locos and accessories. You must provide proof of prior condition. The second category requires imagination as well as modeling skills. Create a model that A.C. Gilbert might have manufactured if he was still in business. Prizes will be awarded in each of these two categories.

#### MORE PRIZES TO COME

In addition to the fantastic plaques and prizes mentioned above, The S Gaugian will be presenting a cash award to the model of their choice; and, the Cuyahoga Valley S Gaugers will be giving the John Sudimack Memorial award for the most popular model in the contest as voted by Convention attendees. All models will be considered for these two awards. We are expecting other prizes to be donated as well. **CONTEST SPONSORSHIP HAS BEEN TREMENDOUS. THANKS SO FAR TO RIVER RAISIN, S GAUGIAN, S-HELPER SERVICE, SOUTHWIND MODELS AND S/SN3 MODELER.**

As you can see, there's no rust on our rails. We're very excited about this grand contest. It's still early, so get started on those models and photos. We may even have a few more surprises in store for you! **For more information contact me, Jay Rogers at 10 Kinsley Street, Stoughton, MA 02070, or by calling 781-344-4512. See you in July. May the Force of "S" Gauge be with you as you build your award-winning models!**

Bill Boucher's Scratch-Built Circus Train



#### MINUTEMAN EXPRESS CLINICS BY GENE KELLEY

The Committee's objective regarding clinics at the 1998 Convention is to offer an interesting and unique lineup of topics such as the following:

#### A.C.GILBERT HISTORY

Steve Ebinger, previously the curator of the A.C. Gilbert collection of the Eli Whitney Museum in New Haven, CT, will show us some of the Gilbert patents on both produced and never-produced, Flyer accessories. He will talk about the A.C. Gilbert Company, its appliance and toy production -- A.F. trains, Erector, chemistry and other science sets, etc. He also plans to cover some of the less well-known related enterprises started by A.C. Gilbert. This will be an outstanding clinic for Gilbert fans.

#### MODEL RAILROAD PHOTOGRAPHY

Chuck Wingate of Westport, MA is a professional photographer, American Flyer collector and Bristol S Gauge member. He will demonstrate his techniques for photographing a layout. Topics will include lighting direction and intensity, shutter speed and film options. Polaroid pictures will be taken to demonstrate the above.

# GREAT RAILFAN TOURS

## FUN-PACKED FAMILY PROGRAM

### TWO HUGE DEALER HALLS

### LAYOUTS, CLINICS AND MORE!

#### HUNDREDS OF REALISTIC TREES --INEXPENSIVELY

No this is not a contradiction in terms. Jim Elster of The Scenic Express, Jeannette, Pennsylvania, will show us a new, lower cost tree material in a hands-on tree building session. With his products for producing very realistic-looking trees you can easily forest your layout without having the capital budget of Georgia-Pacific. His materials and the results have received high praise from several nationally accredited modelers. Everyone gets to build a tree for their layout during the clinic!

#### DIGITAL COMMAND CONTROL

The Bristol Club's own Bill Clark and Helen Lenart, ably assisted by Michael Green from the NMRA DCC Working Group and Tony Parisi of Tony's Train Xchange will review the basics of DCC and how to apply them to direct locomotives, sound operation, accessories and more. They will focus on the practical issues for S Gaugers: installation in American Flyer, American Models and S-Helper Services locos and how to control American Flyer operating accessories.

#### MORE CLINICS TO COME

Several more clinics are still in the planning stage including a couple of "How To" sessions on scenery techniques and fine-detailing your layout and structures and a lecture and pictorial on abandoned trackage in New England. Additional clinic information and a clinic schedule will be provided in the next issue of the Dispatch. We welcome your ideas and comments. **Please contact me, Gene Kelley, 159 Middle Road, Byfield, MA 01922, 978-462-4172.**

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#### \*\*CONVENTION INFORMATION\*\*

##### CONVENTION HOTEL

**HOLIDAY INN WORCESTER  
500 LINCOLN STREET  
WORCESTER, MA 01605  
FOR RESERVATIONS CALL:  
1-800-782-7306**

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**CONTACT: DOUG PECK  
6 STOREYBROOK DRIVE  
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##### FOR CONVENTION & REGISTRATION INFO

**CONTACT: CHET BROWN  
14 LINDSEY AVENUE  
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**1998 MINUETMAN EXPRESS WEBSITE  
HTTP://TRAINWEB.COM/CROCON/NASG1998.HTML**



Mike, Helen, and Bill Demonstrate DCC

# HOLY "S" BATMAN!!

## 520 REGISTER FOR 1997 FALL S-FEST

By Jeff Madden

The 22nd annual S-Fest (fall '97) was held in Beloit, Wisconsin, at the Holiday Inn over the weekend of November 21-23. About 520 registered representing 25 states and London, Ontario, Canada.

The midwest S-Fests rotate each fall between Chicago, Milwaukee, Beloit area, and St. Louis. The '98 Fest will be in the Chicago area (see S Calendar).

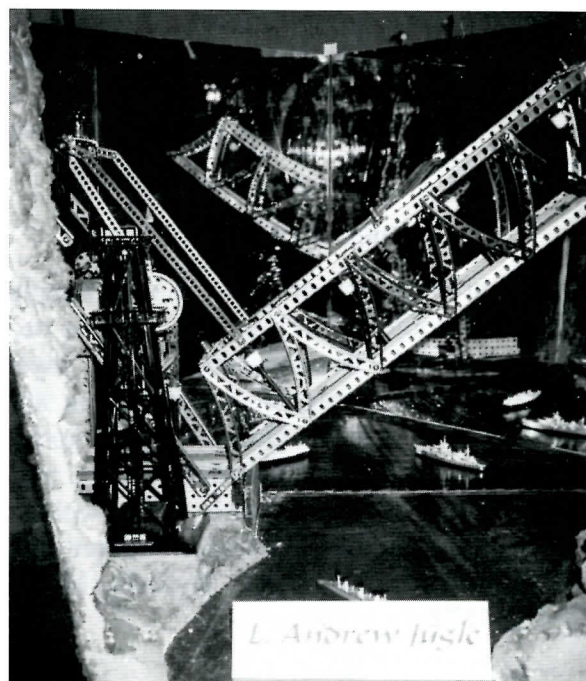
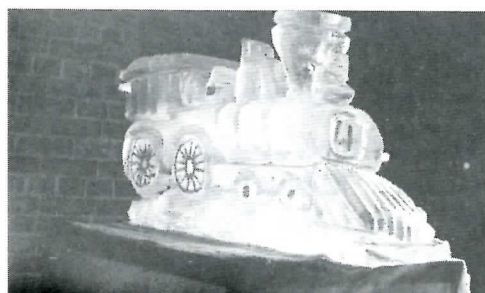
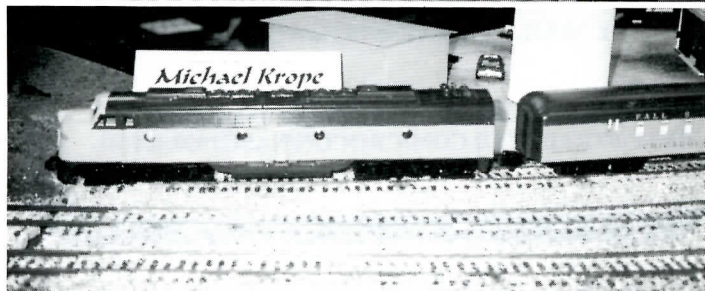
I went down on Friday morning with fellow Badgerland S Gaugers Chuck Porter and Roger Shimon. We shared a table in the swap area, but returned home to the Milwaukee area on Saturday afternoon. I missed the banquet and some festivities so you can read some convention details, graciously provided by Vera Geerts of the State Line S Gaugers (hosts of the Fest).

- 520 registered, this doesn't include some railettes and children.
- All 210 tables in the swap area were taken.
- The 1997 S-Fest (Downs) flat car with Ertl tractor loads was a complete sellout.
- There were plenty of entries in the model contest. Keith Scoviak, SLSG, received the "Best of Show" award.
- The usual "train races" and "incline contests" were held. Al Roman, CASG, was the overall winner.
- There was good clinic attendance. Thanks to Hank Koshallek, Earl Beegle and Don Heimburger for presenting excellent clinics.
- Railettes had plenty of things to do.
- Many attendance and door prizes were handed out.
- An excellent banquet was attended by 147. All ladies in attendance received a

corsage. Traditionally, the Joe McDokes movie was shown before the meal. Wayne Wesolowski, professor of Chemistry at Illinois Benedictine University and designer of the large scale Lincoln Funeral Train, was the featured speaker. He had a quality slide presentation.

- Following the banquet was the traditional auction.
- Many attended layout open houses on Sunday.
- There were no #630 caboose bodies smashed - are they extinct?
- Layouts on display at the Holiday Inn included Buck Guthrie's traditional American Flyer and the Chicagoland S Gaugers scale/hi-rail one.

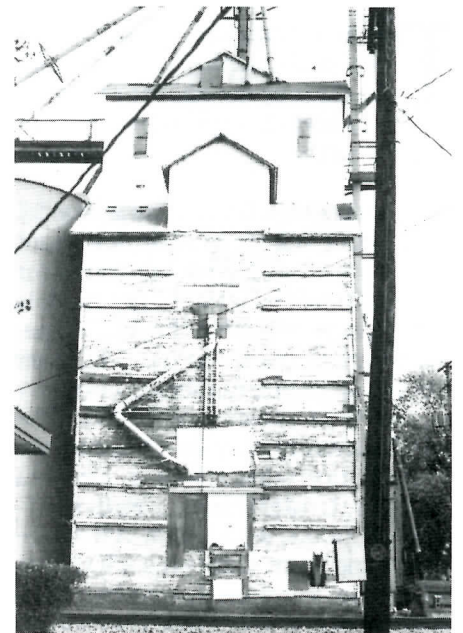
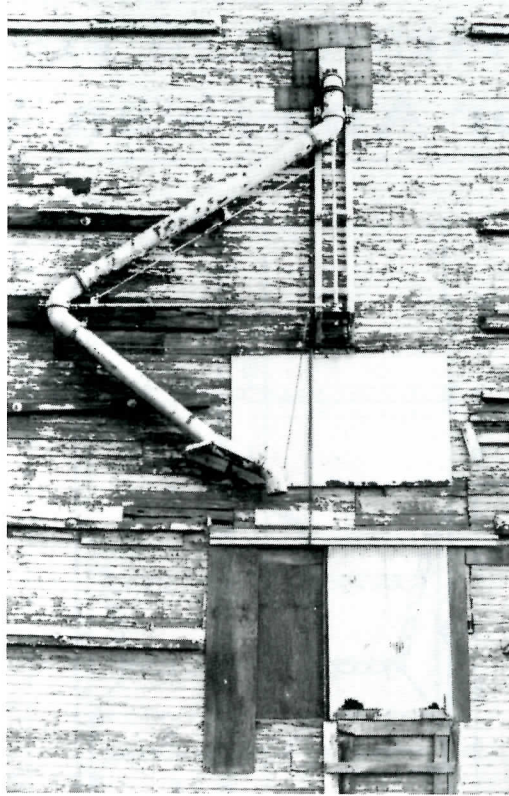
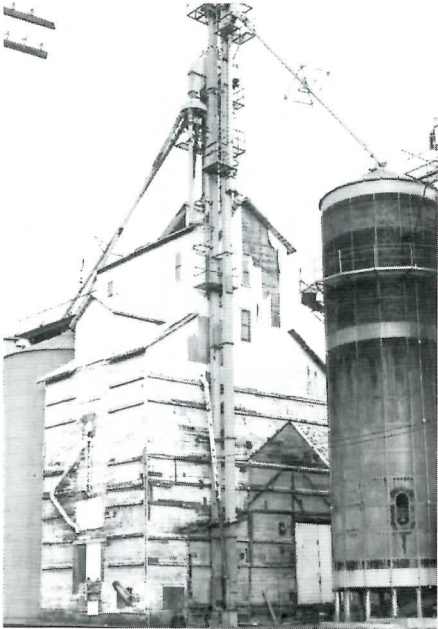
Vera wishes to thank all of the SLSG members who worked on committees for several months and to those who weren't on committees but helped where needed during the weekend. She said this was one of the best Fall S-Fests ever!



**Left column:** Jerry Sienkiewicz's Flyer bashed D&RGW 2-8-8-2 on Buck Guthrie's layout. Chicagoland S hi-rail/scale layout under the direction of Michael Krope of the Chicagoland S Gaugers. Left to right, Andy Geerts, Vera Geerts and Jim Larson man the registration table. **Right column:** It was cold enough outside for this ice sculpture, which later showed up at the banquet. Andy Jugle built this Erector bridge on a real "CHASM" on the Chicagoland layout.

# PROTO-VIEW

## MIDWEST GRAIN ELEVATOR



While driving back to Wisconsin from the St. Louis Fall S Fest in 1995 on I-55, I kept my eyes peeled on the paralleling railroad (SP, ex-GM&O). My mini-van, full of 3 other Badgerland S gaugers besides myself, would be magnetically drawn off the interstate onto old Rt. 66 to check out the line closer.

Just north of Springfield we spotted an

interesting grain elevator complex at Williamsville and decided it was worth some modeling photos.

The reason I'm presenting them here in Proto-View is to provide a study in how a modern day mill might have expanded around the original wood mill structure. Note in the photo below how the new, round, cone-shaped, pre-fab storage bins straddle the older building. Also

note in all the photos how the newer exterior grain transfer piping is situated in order to connect the old and new structures. Note also in the top left photo where another part of the original structure must have been attached. The top center photo shows a closeup of the freight car loading hose and the redone corrugated doors.

*Story and photos - Jeff Madden*



# B&O W2 Series Quad Hoppers is the Prototype for American Models Car.

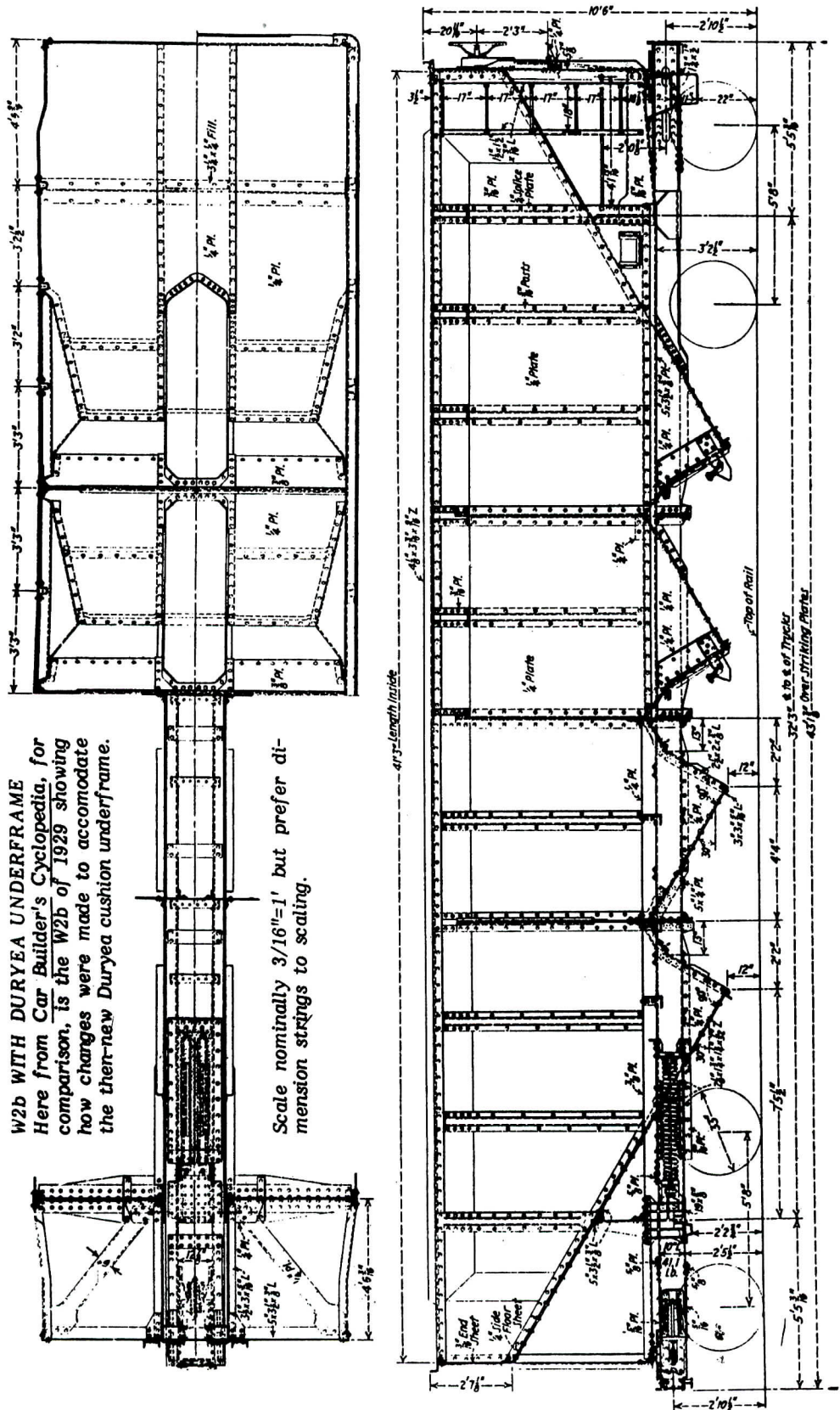
The new American Models offset side quad coal hopper is basically the same as the Athearn HO one which has been a staple in the smaller scale for years.

Both models are a fairly accurate model of the B&O W2 series of which about 7,000 were produced by 3 different car builders from 1926-1929. The models more closely resemble the W2b type. The reporting marks on the B&O cars of both gauges are numbered correctly for the W2a series - 532000s. The models actually may be closer to the W2b series which had a Duryea Cushion Underframe, end-wall-mounted brake wheel with AB brake system and were numbered 430000 to 431999. So, therefore, the number series on the models is wrong too. They should have the 430000-431999 numbers.

As you can see, the *Car Builders Cyclopedia* plans for the W2b match up pretty good with the AM and Athearn cars. The B&O hoppers were 41'3" in length and had a 70 ton capacity.

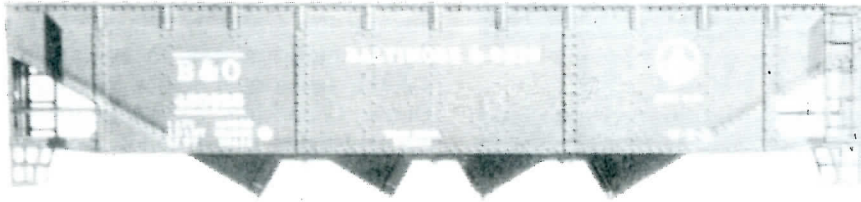
The lifespan of these cars was long and extended from the 1926, '29 era to the mid-sixties. Even as late as 1962 most of the cars were still extant.

As to accurate B&O paint schemes, the HO ones shown here appear to be accurate (next page). The 13 states logo could probably substitute (as an older scheme) for the capitol dome. Unfortunately, the S gauge lettering leaves something to be desired. The road name should be centered, and the 13 states logo is way too large. A simple fix: just wipe out (carefully) or paint over the Baltimore & Ohio and the emblem. Then re-decal with the proper lettering. If you choose the big B&O (as shown on one HO car), you'll have to redo some of the reporting marks in the center of the car. The class type should be redone to read W2b, since the earlier W class from W2a back had a staff mounted vertical brake wheel. As to the car number all you have to do is change the 5 to a 4 for at least one car. I'll try to follow up with this when I do my own cars.

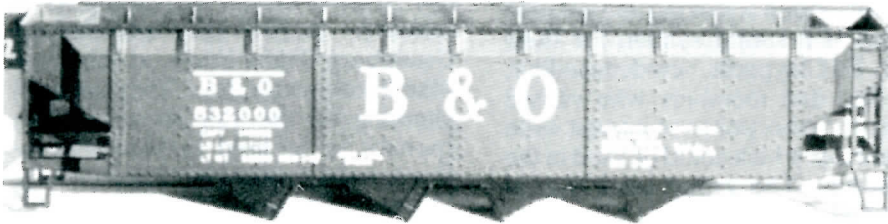


W2b WITH DURYEA UNDERFRAME  
Here from *Car Builder's Cyclopedia*, for comparison, is the W2b of 1929 showing how changes were made to accommodate the then-new Duryea cushion underframe.

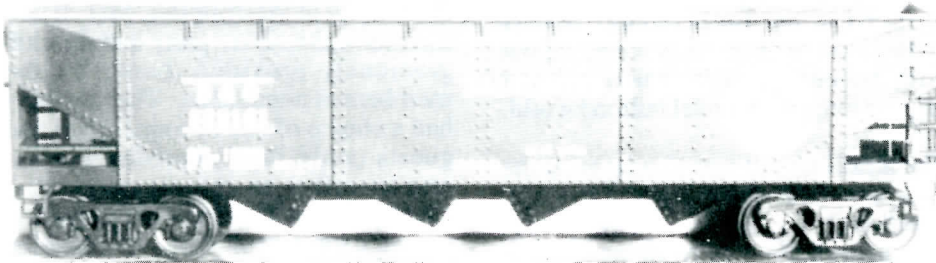
Scale nominally 3/16"=1' but prefer dimension strings to scaling.



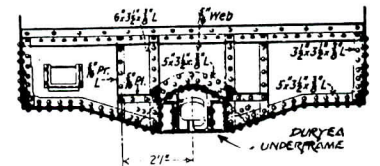
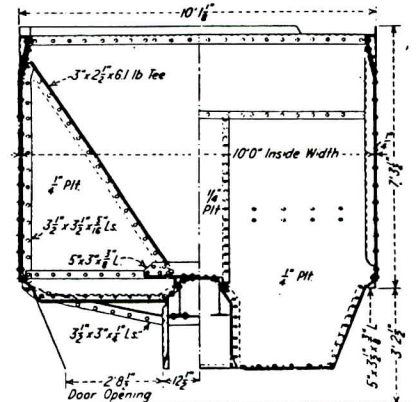
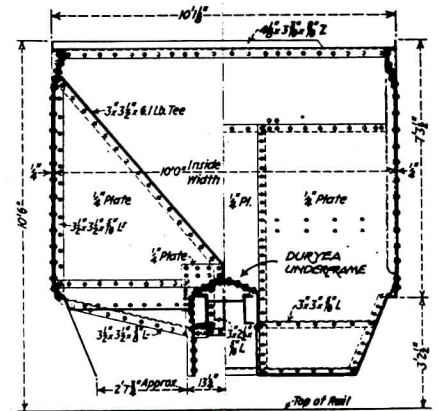
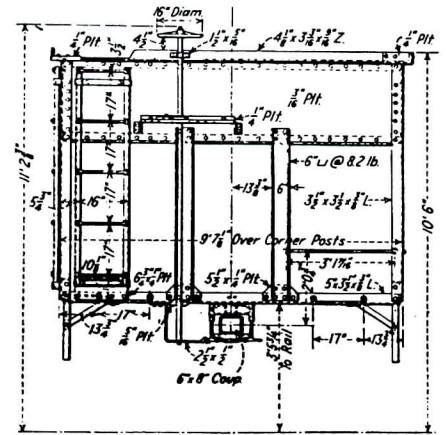
Athearn HO car, custom painted by Pro-Custom Hobbies, has the correct number and a capitol dome logo.



Athearn HO paint scheme with the big B&O letters, but incorrect number series.



American Models version is nicely done and only minor changes will be needed to satisfy the nit-pickers. Full length side ladders is one imperfection which is easily remedied. Obvious lettering imperfections include the wrong class, the wrong number, the spacing of the Baltimore & Ohio (should be centered) and the oversize herald. But I'm sure S gaugers are happy to have this car available which fits in the 1926-1965 era very well.



Series	Qty	Number	Builder	Year
W2	2000	432000-999	BS	1926
		433000-999	BC&F	1926
W2a	2998	434000-999	BC&F	1926-7
		532000-999	BC&F	1927
		533000-999	BS	1927
W2b	2000	430000-999	SSC	1929
		431000-999	BS	1929

Abbreviations: BS - Bethlehem Steel, BC&F - Baltimore Car & Foundry, SSC - Standard Steel Car Co.

Note: C&O had similar hoppers, but they had peaked ends.

Diagrams showing the brake end and hopper details for the W2 series. The brake end is for the W2 and W2a series which had the mast style brake staff. AM's has the end mounted brake wheel.

# **THE CLUB SANDWICH**

**By Dave Pool**

**T**he **Bristol S Gauge Railroaders (BSGR)** are busy planning and preparing for the upcoming **NASG** annual convention to be held this year in Worcester, MA. on July 8 to 12. The group has made available copies of a video which offers a description of the program and sights to see in New England in the Summer. The **BSGR** held a meeting at member Bill Clarke's in January. They took their layout to the Springfield, MA. train show at the Big E Fair Grounds on Jan. 31-Feb. 1. This was a two day show, and the group ably displayed S gauge for the train masses at this show as they have done for the past several years. It is one of the largest model and train interest shows east of the Mississippi, and occupies two buildings to accommodate all the dealers and display layouts.

The **BSGR** held a meeting at member Chet Brown's in Beverly MA. in February. Member Paul Riley is hosting the group in March in Peabody, MA. The group is planning their Tracks and Trains Show VI which will be on March 28, at Topsfield, MA. This is a two day show and is sponsored by the **BSGR**.

**T**he **Conn. S Gaugers (CSG)** held a meeting at the home of Bill Krause in January. Pres. Bill Fuhrman conducted the meeting when plans were made for the forthcoming activities of the group. It was not possible to bring any modules to the Big E Train Show, but plans were made to set up their modules at shows in Cheshire, CT, and Fairfield, CT. in March. Member Bruce Carter hosted the group in February in Fairfield, CT. The group has decided to build a club-owned power supply system which is needed to operate their modules. Components will be purchased and assembled under the able direction of Steve Kutash, V.P. and module coordinator.

**T**he **South Jersey S Gaugers (SJSJG)** were hosted by member Joe Wagner in December. This meeting marked the last of the Friday night business meetings held in various member's homes. In January, 1998 the group began their first Wednesday of each month meetings in the Bellmawr,

N.J., Fire Hall. This would signal a milestone for the **SJSJG** because of the apparant need of more room and a central common location for the meetings.

The **SJSJG** group is looking into possible sources of a sound system for their layout. Ed Claypoole, newsletter editor, requested that members who visited layouts and other points of interest write brief articles which could be used in the newsletter. The group used Digital Command Control (DCC) to operate their layout at a recent display of same. Bill Moore brought his DCC system and the group is considering purchasing a system for use in operating the layout. The layout will be displayed and operated at the forthcoming **NASG** convention in July. It is a fine layout with scenery and it makes a good impression on the model railroad world.

The **SJSJG** layout was displayed at the February Greenberg Train Show, Ft. Washington Expo Center, Ft. Washington, PA. In April the group is planning to display their layout at the Bellmawr Fire & Rescue Spring Meet sponsored by the them. This will be at the Bellmawr, N.J. Fire House. According to their sign up sheet included in their newsletter, they will provide complimentary Danish to registrants at the show.

**T**he **Neshaminy Valley AF Club (NVAFC)** held their 91 st meeting hosted by Janet & Mike Berus. Jim & Susan Duffy hosted the group in January. Member Chris Harding one of the newest members of the **NVAFC** recently lost his wife, Mary, suddenly. She had apparantly been to the Chalfont train show where some members of the group had met her. Thoughts and prayers of the group were expressed to Chris in the newsletter.

The **NVAFC** consists of approx. 16 members that attend and support the group on a regular basis. They are in the process of adopting a formal new member acceptance procedure so the the group can be maintained at a practical size. Mike Ramsey is in charge of developing a new member acceptance

procedure for the group. Joe Fisher is hosting the group in March, and the April regular monthly meeting is to be a dutch treat dinner held at Ye Olde Ale House. Glen Ritter, Kulpville, PA. edits the newsletter. The **NVAFC** is planning for their seventh annual train show at the end of March.

**T**he **Altoona Area Train Collector's Club (AATCC)** held their annual banquet and installation of officers at the Railroader's Memorial Museum at the Station Mall, Altoona, PA. in January. In Feb. they attended the Greenberg Train Show at the Expo Mart, Monroeville, PA. They are busy planning for the train show that they sponsor to be held in March at the Frankstown Armory, in Altoona. Gregg Miller will host the group in April to plan for Summer activities.

**T**he **Baltimore Area AF Club (BAAFC)** held their December meeting at the Bullock's Family Restaurant in Westminster, MD. It was their annual holiday party and the club graciously provided dinner for the members in attendance. The members had a choice of one of four entrees and guests could be accomodated at the responsibility of the member. Rod Charlton planned and hosted the meeting which featured Bob Tufts, AF historian and editor of the *S Gaugian Magazine* Collector's Column.

During the month of December the group set up their layout at the Greenberg Train, Toy, & Dollhouse Show, Timonium, MD., the Johns Hopkins Hospital, Baltimore, MD., and the TTOS Meet, Annapolis, MD. **BAAFC** operated their layout at the Zoo Lobby at the Children's Center of John's Hopkins Hospital on a Saturday in December. Members of the group operated the layout from 10:00 A.M. until 3:00 P.M. for patients and staff or visitors. This was a charity event which I am sure was well received.

**BAAFC** is discussing the possibility of bringing their layout to the **NASG** Convention in July. They are enlisting member volunteers to decide whether it is feasible to attend with a layout. Dave Blum is coordinating a club car project for the group. It will include a tank car with the Crown Petroleum name and logo on it, to be made by Downs Model RR Company. Monty Heppe hosted the group in January and they are planning to display their layout at the TTOS

Meet, Annapolis, MD. in March. Ron Kolb ably edits the newsletter and coordinates the group.

**The Suncoast American Flyer Enthusiasts(SAFE)** are planning their annual Nationals event for April 2, to be held at the warehouse of Mark Biggs. The group holds monthly meetings at members homes to plan display of their layout at various shows and public places and talk trains, S gauge.

**The Southeastern Michigan S Gaugers(SMSG)** held monthly meetings in Jan. and Feb. and are being hosted by member Dave Belanger in March. The group is planning to attend the Spring S-Spree in Columbus, Ohio, on May 1-3. Barbara and Robert Pardington, Taylor, MI, hosted the group at a recent meeting where members could operate S gauge AF trains on his layout which includes a bathroom tunnel.

Gaylord Gill is Pres. of the **SMSG** and they are in the process of selecting a new secretary and treasurer. Member Jim DeWitt hosted a recent meeting of the group. A recent issue of the newsletter included a listing of the members.

**The Chicagoland Assoc. of S Gaugers(CASG)** recently had elections, but the outcomes are not available to your column editor at this printing. Dave Sengenberger edits the club newsletter which includes a critique of various S-related publications. "Mag of the Month" paragraphs describe the content and types of articles that are published in a selected magazine or publication.

The **CASG** recently received an appeal for contributions from the Museum of Science & Industry. The museum does not have sufficient funding to continue operating their recent operating layout and Zephyr display. W.W. Grainger Company has made gifts available which can provide for maintenance of the Zephyr display. The **CASG** held their holiday meeting and party at the Biology Room on the second Friday in Dec.

**The State Line S Gaugers(SLSG)** newsletter is published by editor Vera Geerts, and includes "cuts" and drawings pertinent to the season and the subject, S gauge trains. The group welcomed new member Henry

Koshollek from Stoughton, WI. Henry presented a clinic at the recent S Fest. New officers were elected in Dec. and include Jim Larson, Pres.; Andy Geerts, V.P.; Joe McGrath, Sect'y.; and Gary Cychosz, Treas. Donna Busjahn coordinated the Christmas Party in December when the election took place.

More new members, Keith Anthony from Rock Falls, IL. and Gene Kujawa from Poplar Grove, IL. attended the Fall S Fest and decided to join up. Joyce and Earl Beegle hosted the group in January. The group is planning on attending the Rock River Valley Train Show, Rockford, IL., in April.

**The AF S Gaugers of the St. Louis Area(AFSGSLA)** is coordinated by Moe Berk and had a holiday party hosted by Norm and Ione Pilarski at their West St. Louis County home in January. The group set up their window display of S gauge trains at the Famous-Barr Department Store in November, 1997, and took it down in January. The group collects no dues in the form of money, but does expect that members participate in the activities and programs that they carry out. In February the group was hosted by Barry Dolan who was assisted by Marc Brabb.

The **AFSGSLA** displayed a layout at the Citizens National Bank, Maplewood, in December. This was in addition to the Famous-Barr display. This was the tenth year that the department store display was set up and operated. The group displayed their regular layout at the Great American Train Show in January, at the American's Convention Center, downtown St. Louis. They brought their sectional layout to the Greenberg Show in February, at the Gateway Center, Collinsville, IL. Scott Pilarski hosted the group in March. and Warren Ude will host them in April. The group is beginning to think about the 1999 Fall S Fest which they will host.

**The Badgerland S Gaugers(BSG)** recently elected new officers which include: Dick Kloes, Pres.; Roy Meissner, V.P.; Jeffrey Young, Treas.; and Ron Schlicht, Secretary/Editor. Apparently Jeff Young will not serve another year after this one as the Treasurer, so the group will have to look for another able member to serve in that position after this year. The **BSG** held swap meets in January and March, with another scheduled for April 26.

Dick Kloes coordinates these and is looking for members to help and take over the function. Member Art Doty presented a review and report of various model railroading activities in their area at a recent meeting of the group. The group has had a problem with security at shows where they display their layout. Gary Children gave a report on this topic at a meeting of the group.

Art Pratt hosted the **BSG** members in January, in Milwaukee. Member and newsletter editor Ron Schlicht apparently collects and is very knowledgeable about the Plasticville Line of buildings. Jim Starosta has similar interests, and they plan to use some of these buildings on their modules. They might be looking for an AF coal loader, Plasticville hobo shacks (original, new in the box, of course).

**The S-Train Rail** is the newsletter of the **Inland Empire S Gaugers Assoc. of the Pacific Northwest(IESGAPN)** which reports on that groups activities. Ernie Horr hosted the meeting in January in Spokane. Members Doug Sassman and Cliff Baxter have worked on the sectional layout of the group and it is set up and connected in Ernie Horr's basement.

**IESGAPN** held their annual holiday party at Granny's Buffet in the North Point Shopping Center in December. The group displayed their portable layout at the February Railroad Show & Swap Meet in their area. Their newsletter always describes train and train-related items that are available and useable in S gauge. Member Dan Mittlestaedt brought Racing Champions model cars that are useable in S gauge to a recent meeting. These include a 1949 Buick Riviera, 1960 Chevy Impala and other old and new models.

**The S-Say**, newsletter of the **Rocky Mountain Hi-Railers(RMHR)** is edited by John Eichmann. The group held their first meeting of the new year at the home of Carol and John Eichmann, Boise, ID. This meeting included a work session where members could bring an AF steam loco to repair or trouble shoot as the case might be. John had parts lists and catalogs available to help find any part that might be required to make a repair. Attendees were asked to bring certain tools and supplies to be needed in the repair effort.

The **RMHR** welcomed a new member, Bill Sandrus, in the Fall. There are now three "Bills" in the group, including Bill Fogg, Bill Allmond, and the new member. Terry Smith, of Idaho Historical Railroads, contacted the **RMHR** to solicit their support in connection with purchasing three Budd passenger cars to operate on the Thunder Mountain Line along the Payette River. The group may plan a club outing to ride the line in the Summer months.

**B**arney Daehler, Fireman for the **Bay Area S Scalpers(BASS)** newsletter, the *Bass Waybill* reports on the plans and activities of that group. Lee Johnson is the Engineer and Bill Roberts the Conductor, for the group. An informal dinner meeting was held after the International Railfair at the Placer County Fairgrounds last November. Member Greg Elems represented **BASS** at the Modesto Train Show in December

with a small portable S scale layout. The newsletter issues contain a wealth of information on S scale products and new releases.

**BASS** member Mikal Pruitt is laying track in his railroad room. He is manager of an apartment complex and negotiated for a room where he could build a train layout. His prototype is the Northwestern Pacific, and he is modeling in the early 20th century period. George Rea is working on a module and adding details and ballasting trackwork. The group planned to bring their modules to the Sn3 Symposium in February, to be held in Walnut Creek.

**Your column editor wishes to thank those groups who make their newsletters and event information available for this column. Send you newsletters to me at: 11 Bittersweet Trail, Wilton,CT., 06897-3902**

# EXTRA BOARD

## AM PACIFIC TIP

To fix the problem of the American Models steamer going backwards over AF switches and de-railing...I put a longer screw in the pivot point so the truck lets more of its weight settle on the track. Then it will go through the switch backwards without a problem. Internet tip from Mike Newcomer. *I assume this is the hi-rail version - ed.*

## S IN NON-S PUBLICATIONS

The December, 1997, *NMRA Bulletin* had a cover shot and a 5-page article on how to scratch build a BC&G railbus in S gauge. Yes, Brooks Stover has received copies from both myself and another modeler already. And speaking of Brooks. He has moved and his wonderful BC&G layout has been torn down. A new layout is planned and will at least utilize some of the structures from the old layout.

## FLYER TRUCK TIP

Another approach to fixing AF trucks is to put 'em back together using the original assembly method -peen them. Using a small hammer and flat punch, tap on the metal at each end of the sheet metal tab (or better yet "squeeze" the tab with a small arbor press) that presses into the sideframe of the truck until it starts to thin out and expand in "width", in the long direction of the sideframe. This makes the sheet metal tab slightly wider than the slot that it goes into in the sideframe. Bend the tab slightly in the middle so that you can get it into the slot, then press it back down flat, and it should fit snugly good as new. You might want to put a spot of cyanoacrylate adhesive (crazy glue, instant glue) under the tab for good measure.

If you are in a bit more of a hurry, put the tab into the slot and tap a pointed punch into the sheet metal tab in several places to "grow" it until it fits snugly into the slot.

Ted Larson

## DEPT. OF CORRECTIONS:

In the December *Dispatch*, Joel Lebovitz's name was spelled incorrectly once, and two captions were switched on page 24.



**This spectacular wooden trestle on the Bristol S Gaugers layout was constructed by the late John Porter. The Bristol club will be hosting the NASG convention this summer in Worcester, Mass. Photo by Dave Pool**



**Members of the Baltimore Area American Flyer Club. Front row left to right: Ron Kolb, Joe Schmidt, Ron Oktavec, George Glover. Back row, left to right: Ed Slicher, Monte Heppe, Barry Berson, Bob Davison. Photo Dave Pool**

### MYSTERY GILBERT:

Pulled off the internet was this little ditty from Gene Linder. He saw an accessory for sale at York that he would like to know more about. It was a man washing a train car with a large brush. Gene says there were specs there for this never produced item. He wants to know if somebody is producing a reproduction of this?

e-mail: glinder@abilene.com. or write him at 550 E. North 19th, Abilene, TX 79601.

### 1998 AF CAR - A TANK CAR:

The 1998 NASG American Flyer car will be a Magnolia Petroleum Company single dome tank car. It will be numbered "1798". It will be a white car with black lettering without chemical platform or ladders. Again this year, Lionel is producing only a single car (contrary to earlier rumors) for the NASG since they are cutting back on their club car program for all O and S gauge clubs.

This is the 17th car in the NASG Car Program which began in 1988, and this is the fourth tank car to be produced. Previous tank cars included Pennzoil, MKT and Mobil, all of which sold out very quickly and have since increased in value.

The car will sell for \$49 with a two-car maximum order per member. Again this year, only 1,000 cars will be produced. Delivery is planned for August, 1998. Look for the order form for the 1998 car in this issue and the April issue of the *Dispatch*.

- Doug Peck, Lionel Car Project Chairman

### 1998 NASG FREIGHT CAR PROJECT - FLAT CAR W/LOAD:

Also for 1998, the NASG Freight Car Committee will continue the series started last year with another flat car, but this time with a different load and road name.

Last year's PRR flat car from S-Helper with the roadgrader load was a sell out.

For 1998, an Ertl 1:64 John Deere Excavator will be the load on a 53' 6" yellow Union Pacific flat car from S-Helper. There will be 300 of these cars offered which include either AF hi-rail wheelsets and compatible couplers or scale wheels and mounting holes for KD 802s.

Our committee wants to thank members for purchasing the two freight cars offered in 1997 (we sold out!!), and your continued support is appreciated.

Cost for the 1998 Project car will be \$50.00, including shipping. Order blanks will be in an upcoming *Dispatch*.

If members have suggestions for freight cars we can offer from standard inventory of current S gauge manufacturers, they may contact the committee members listed below. These limited run cars can be a special paint scheme, but they should be available in both scale and hi-rail versions and ready-to-run.

- Alan Evans

rockyfork@worldnet.att.net or

- John Foley - Foley164@ptd.net

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*New Products continued from page 6*

**S-HELPER SERVICE** ( 2 Roberts Rd., New Brunswick, NJ 08901-1621). In their recent newsletter there were some answers to questions about the S-Trax System. One said - yes, Flyer can run on it. Another response was that the first turnout, a No. 3, will not be compatible with scale operation, but that a future closed frog turnout will.

**SCENERY UNLIMITED** (7236 W. Madison St., Forest Park, IL 60130) has a new line of cast plaster scenery items which include tunnel portals, wing walls, retaining walls and bridge abutments. An Sn3 tunnel portal is available as well. SSAFE for details and prices.

**W. A. DRAKE & CO.** (P.O. Box 801, Johnstown, CO 80534) is importing 6000 and 8000 gallon tank cars in brass. These will include single, double and triple dome versions. Tentative roadnames (those with highest reservations will be produced) include: undec., Sinclair, Canadian Oil, Mobil (silver and red), Tidewater/Flying A, Conoco, Cities Service, Texaco, GATX, UTLX, Shell, Sun Oil, SP, UP, NP, Hercules Powder, D&RG, Deep Rock and Gulf. Sprung trucks included. Prices: Undec, \$240; painted, \$255, 2 (or more) painted \$245 ea.

## S-CALENDAR

**Mar. 29, 1998:** Tracks & Trains VI all-gauge train show. Masconomet Regional H.S. Fieldhouse, Topsfield, MA. 10-4. Info: Doug Peck: (978) 465-8798.

**May 1-3, 1998:** 11th annual Spring S-Spree, Columbus, Ohio, sponsored by the Central Ohio S Gaugers. Info: contact Art Lofton, 6825 Cedar Brook Glen, New Albany, OH 43054. (614) 855-0988.

**May 1-3, 1998:** Northeast Region NMRA Spring Convention. Radisson Inn, Hyannis, Mass. Lalyout visits, clinics, contests, fan trip and auction. Registration open Fri. 3-9, Sat. 8-noon. Hotel reservations: (508) 771-5156; Registration info: (860) 568-5075.

**July 8-12, 1998:** NASG National Convention in Worcester, Mass., Lincoln St. Holiday Inn. Contact Chet Brown, 14 Lindsey Ave., Beverly, MA 01915 - (978) 927-3918.

E-mail: ctrain707@aol.com. Or website: <http://trainweb.com/crocon/NASG1998.html>.

**Sept. 17-19, 1998:** S-West III in Coeur d' Alene, Idaho. Will include a trip to Jess Bennett's S scale Great Northern Pacific. Final arrangements are not definite at this point, but you can contact Gil Hulin at 3895 Colony Oaks Dr., Eugene, OR 97405-6211 for an update. Phone: (503) 344-6858.

**Oct. 31 & Nov. 1, 1998:** National Model and Hobby Show, Rosemont, IL (Chicago area). Info. (847) 526-1222.

**Nov. 6-8, 1998:** Chicagoland Fall S-Fest, Holiday Inn, Matteson, IL. Andy Jugle, (630) 833-5394.

**July 22-25, 1999:** NASG National Convention, in conjunction with the NMRA, will be in St. Paul, Minnesota. In conjunction means at separate facilities with the option of attending the National (NMRA) trade show. Other NMRA functions will require separate registration.

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

**Railmail continued from page 5**

**Editor:** I recently realized that I never received my August, 1997, issue of the *NASG Dispatch*. I did receive my October issue, but realized I had missed the prior issue (the Membership Directory). I moved on 7/22/97 and sent a card to Dody.

- Tim Rudzinski, Westerlo, NY.

*Tim, and any other member who has problems with a missing publication or a damaged one. Yes, Dody Stevens, our membership chairman, is the first resort to contact for these situations. See the explanation in this issue.*

**Dear Jeff:** The members of the Connecticut S Gauge Association take exception to the misleading information, entitled *Buyer Beware*, signed by Will Holt, in the Extra Board section of the October *Dispatch*.

Has the NASG ever endorsed any dealer or manufacturer? The NASG should promote and encourage dealers and manufacturers to sell and make S gauge products, as they have in the past, and I'm sure they will continue to do so in the future. Furthermore, it not the NASG's or Mr. Holt's business to determine where a dealer or manufacturer buys their inventory. Both the meaningless statements, when placed under the heading of "Buyer Beware" defame the U.S. Model Co. without any substantiation or proof. In this age of litigation, this is a very unwise statement on Mr. Holt's part. This is the second time in less than six months that Mr. Holt has made "headlines" in the S gauge community (Remember the election insert in the *Dispatch* that even the editor didn't know about).

As a club, we have made group purchases from the U.S. Model Co., and we have enjoyed substantial discounts along with excellent service. Not one of our members has a complaint with their service and all received what they ordered. Did Mr. Holt bother to call anyone from the U.S. Model Co.? I doubt it. Mr. Holt's accusations are without fact. He owes this company and all who read this article an apology.

- Bill Fuhrman, President, Connecticut S Gaugers.

**NASG:** This is to let you know I'm dissatisfied with the boxcar on the cover of Vol. XX #6 (December '97). Lionel (Flyer) doesn't really interest me, but I did start collecting the Christmas boxcars. I won't purchase the 1997 one

because it uses "XMAS" instead of the full word Christmas! I regard Christmas with respect and reverence.

- Jay Walsh, Melrose, MA

*Interesting thoughts Jay. Xmas is listed in the dictionary as an abbreviation for Christmas, probably because of common usage. I agree with you though, I think the word is more respectful spelled out. Most common usage is for space saving in advertising. The '98 car (see article this issue) uses the words "Holidays '98" so no problem here, but you might write Lionel direct, perhaps even with some sort of material you have gathered explaining any irreverence.- Jeff*

**NASG Members:** Hi folks! Hope y'all found the zip code listing in the last issue to be useful to you. If you haven't looked at it yet - tish, tish. Get it out and find those other S gaugers near you! *Bob Sherwood reported to your editor that he did just that and discovered a fellow S gauger near his Cheyenne, Wyoming, home. - Jeff*

There is another listing, much shorter in length, but of value to many of you. That is the e-mail directory at the NASG web site. To date, we have around 100 people listed and expect many more. If you haven't yet visited the web site, here's the address:

<http://trainweb.com/nasg/>

If you want to be listed in the NASG e-mail directory, you must contact me. All who are listed are in good standing - I verify these before anyone is listed. Derailed members are not listed (I've heard from a couple of them). You must be current in your dues to be listed!

As of this issue, I have a new e-mail address. I am dropping the **Genie** address as of the 1st of March. Do not use my old e-mail after that. The NEW ADDRESS IS:

[craftrr@swbell.net](mailto:craftrr@swbell.net)

Dody Stevens, Membership Chairman.

**EBT Review cont. from p. 13**

The end sills are not flush with the coupler mounting pad. Since there was no external coupler pocket on these cars, I just cut part of the top off a Kadee coupler box, and it fit fine. I used Kadee No. 5 couplers in the modified coupler box.

The correct trucks for this car would be a Vulcan type. To my knowledge, there are none available at the current time in Sn3. The Kadee HO Vulcan trucks are of a different type and have the wrong sideframe shape. For now, I used a pair of Athearn Bettendorf style HO trucks that I regauged. I fastened them by drilling and tapping the cast on bolster for a 2-56 screw.

The kit went together rather easily, and should not take more than two relaxed evenings. It was actually less work than I thought it would be. I did find a few small items with the instructions, in that figures 3, 4, and 5 are called out incorrectly in the written instructions. However, this is so obvious, I doubt that anyone will have a problem with it. I did deviate from the instructions when I used a #72 drill for the mounting pin of the stirrup steps instead of a #76.

The assembled kit is on the light side. Weight can be added inside the center sill, if desired. It will only be noticeable if you turn the car upside down.

All in all, this is a nice kit of a rather unique prototype. I will be looking forward to the other kits in this series.

**Contributions or Comments:**

David L. Heine, 5758 Bel Air Dr.

Coopersburg, PA 18036

E-mail: [a322@lehigh.edu](mailto:a322@lehigh.edu)

**NASG Clearing House**

NASG tee shirts, American Flyer tee shirts and coupler height gages and track and wheel gages for scale rolling stock are available from **William Mark**, our Clearing House manager. Send Mark a SASE for more information at Rossway Rd., Pleasant Valley, NY 12569.

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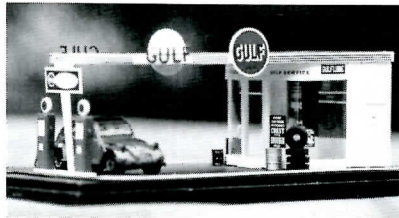
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- **Roundhouse, 3-stall:** Brick-faced; plastic and wood; available in either 16" (\$115), or 21.5" (\$129) depths. 8-hour kit. (Operating motorized turntable also available; SASE for details.)
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- **Roadside Billboards:** wood structure; colorful graphics from original sources; Over 20 different selections available (SASE for list). Each kit builds one billboard. 30-minute kit. **\$5.50/kit; \$10 built.**

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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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S-Mod Info.	Ted Larson 5 Kenicott Circle, Fairport, NY 14450 \$5.00 per packet (stamps OK)
NASG Clearinghouse	William Mark, Jr. Rossway Road, Pleasant Valley, NY 12569 914-635-8553 NASG track gauges, coupler height gauges, patches and pins
Contest Chairman	Jim Whipple 1719 Middle Rd., Glenshaw, PA 15116 412-487-3364
Election Committee Chairman	Doug Miller 371 Castleman Rd., Vestal, NY 13850 607-754-8260
Convention Committee Chairman	Dave Held 6154 Lanake Lane, Imlay City, MI 48444 810-724-5499

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