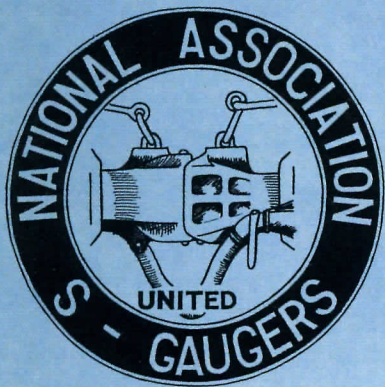




February 1999

Volume XXII Number 1

DISPATCH

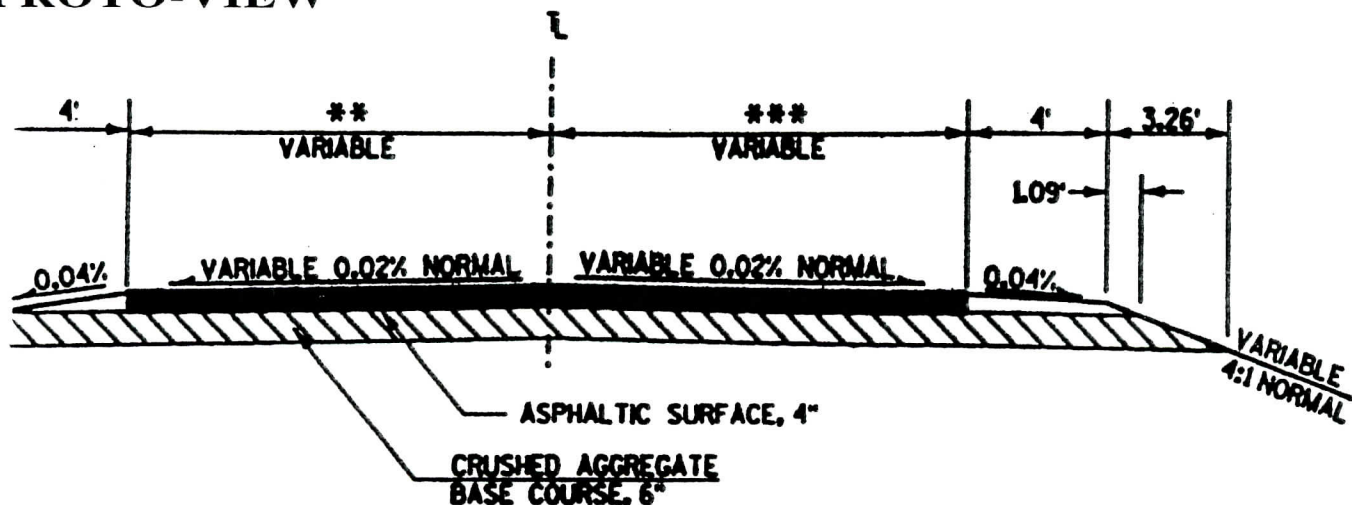


Turnout Review
Track Plan
Flat Car Loads



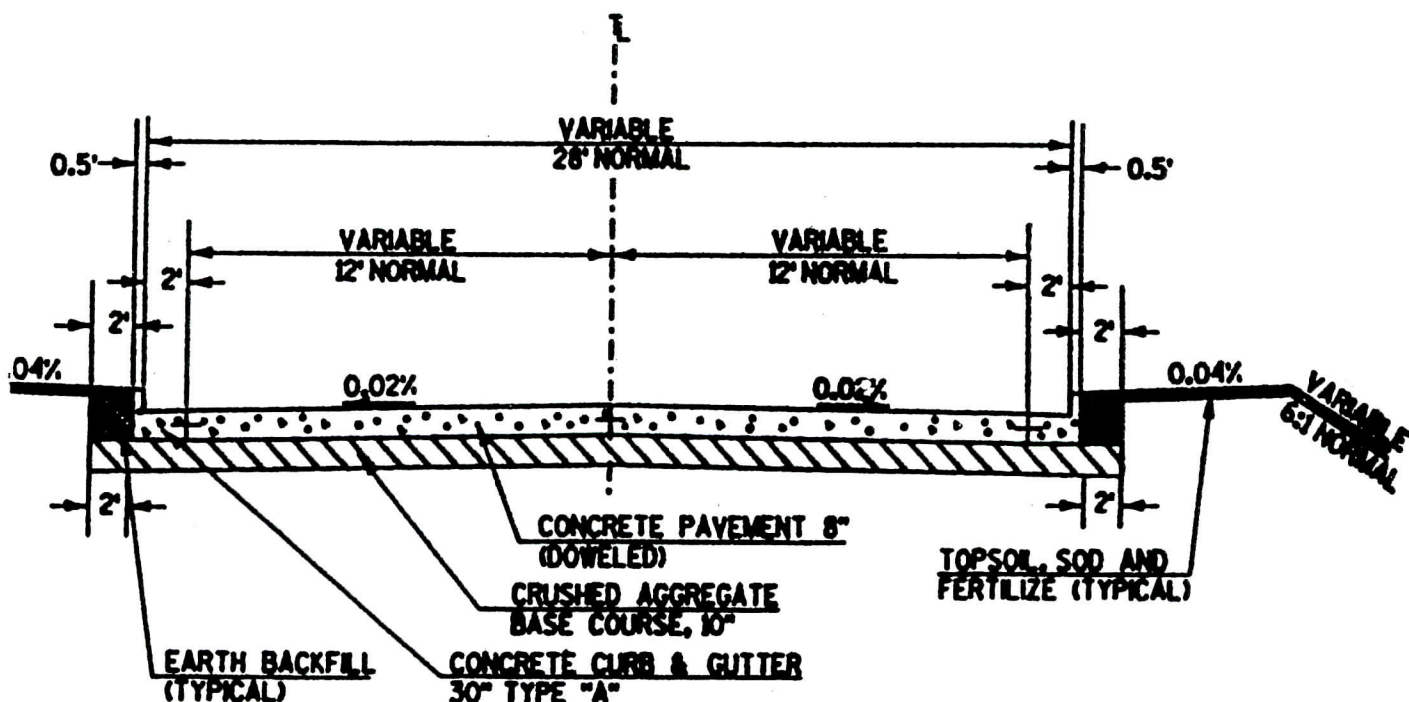
S Fine Scales • S American Flyer • S Hi-Rail • S Narrow Gauge

PROTO-VIEW



TYPICAL ASPHALT SECTION SIDE STREETS

EVERGREEN DRIVE	**	***
STA. 19+25 TO STA. 19+50	9'-15'	9'-15'
STA. 20+50 TO STA. 20+75	15'-11'	15'-11'



TYPICAL SECTION SIDE STREET

The above are profile engineering drawings from the DOT of Wisconsin for a typical asphalt and concrete street. These are approximately S gauge size. Note the slight crown in the middle of each profile. This is for natural drainage. You can use these profiles as a guide when laying out your Plasticville or scale streets. On a table top surface most of us would ignore the taper, but on open benchwork using plaster, Sculptamold or other moldable material, a crown could be worked in using a stiff cardboard or styrene template patterned from these drawings.

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

William Moore
220 Swedesboro Rd.
Gibbstown, NJ 08027-1504
609-423-0198

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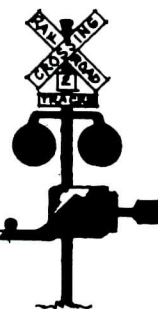
COVER:

Flat cars can offer the modeler a good opportunity for lots of detail.
Main Photo — Denis Fortier
Bottom — AM-46 flat.

ORDER BOARD

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FEBRUARY, 1999



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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 ...

It's an election year for the NASG, and you'll be receiving a ballot by first class mail including a background summary, highlighting each candidate's qualifications. The officers up for election this year include the Executive Vice President, Secretary, Eastern Vice President, Central Vice President and Western Vice President.

In previous elections, the number of ballots cast has seldom exceeded **25 percent** of our membership. I would like to encourage each of you to evaluate and then select the candidates of your choice - and - to participate by returning your ballot!

While we're on the subject of membership, I want to share with you our cyclical renewal phenomenon. Our membership, as of the December issue of the *Dispatch*, was only 1,400, but was 1,500 one year ago at the same time. Although we gained nearly 300 members during the past year, we've had approximately the same number of membership derailments.

The regional vice presidents have been given a list of the derailments to contact, and letters have been sent to all whose membership expired in June, 1998. They will also be contacting others who expired in previous years, and **you** can help find those derailed members and help persuade them to renew their membership in the NASG.

We need to identify the reasons our members failed to renew, and you can help! If you talk to a former member who hasn't renewed, please ask that member why and relay the reason to one of the officers. Knowing the reasons why members don't renew will assist your officers in determining how to address derailed memberships. **Our goal is to expand, and you can be a part of that expansion by finding new members as well as rerailing old ones.**

In conclusion, I want to remind everybody that each of you will be voting for just (3) officers. Article V - Voting, Section 10 of the Constitution states the following: "Only members residing within the geographical limits of each region of the NASG, as defined by the by-laws, shall vote for, or be eligible for, the office of Vice-President for that region." Please remember that you vote for only **ONE** regional Vice President. If you aren't certain which region you are in, check your membership number - the letter at the end of your number indicates which region you live in (E, C or W). You have all received membership cards this past year, but it is also on the mailing label on each issue of the *Dispatch*. You can also contact Bill Moore, Treasurer, for regional information.

One last reminder about the ballots: They will be mailed to you in April at your most recent known mailing address as shown on the records of the Treasurer. **ONLY** completed mail ballots returned to the Secretary and postmarked before midnight, May 15, and received before midnight, May 30, of this election year, shall be counted (Article V of the By-Laws, Sections 4 & 5).

- Paul Stevens, President crafr@swbell.net

NASG NEWS...

Re: Membership: Until further notice **all membership inquiries, dues and questions about missing or damaged issues** should be directed to our treasurer, Bill Moore. His address and phone are listed in the membership area on page 3 and in officers block in the rear of this issue. Bill will be on-line soon, and further updates will be coming.

Election Notice: This is to remind you that 1999 is an election year. The NASG is holding elections for the office of Executive Vice President, Secretary, and the three Regional Vice Presidents. Moe Berk and John Foley are running for Executive VP, and Glenn Ritter is running for Secretary. Bill Fuhrman is running for Eastern Region VP, Tom Nimelli is running for Central Region VP, and Gil Hulin is running for Western VP. You will receive a ballot and information about the candidates by first class mail in early April. As a reminder, the ballots must be postmarked no later than May 15, and they must arrive no later than May 30.

RAIL MAIL

Return Address Labels? Why doesn't the NASG make available some self-stick address labels like the NMRA has? I am sure many of you use the NMRA ones. These could have the NASG logo on them showing our proud heritage along with the members' names and addresses. Even a self-stick logo-only could be produced for an envelope flap seal. A sheet of 50-100 at say \$10 to \$15 could be made with profits going into the general fund. I'd be proud to have the NASG label on my mail. We might be the first individual scale to do this. I'll look into this if the BOT should desire.

- Terry Harrison

Good idea. The NMRA asks a \$10 donation for theirs, but often come unsolicited. I'd prefer ours to be offered through the Clearing House and at conventions, fests, etc. - Jeff

Jeff: First, I want to thank you for the fine work on the *Dispatch*. As I was reading the current issues about S in Non-S publications, I thought I'd offer the following. I had an article in the November issue of CTT titled *Flyer for '48*. In the January News and Notes section of CTT there was a brief article about the presentation of the 1961 White's Set with the rare White's car to the Wichita Falls, Texas Railroad Museum by the White's Auto Company. In the current issue (February) of CTT, pages 72-75, is an article of mine on all of the White's sets from 1960 to 1962 which includes some little known information.

Looking down the road, I would like to mention that I have submitted two articles (accepted). One is about the Top 10 American Flyer items produced between 1946 and 1966, and the other is on the 50th Anniversary of Gilbert. I am not bragging about this, but I want the folks in S gauge to know we are finally getting more and more exposure in major publications such as CTT. I would encourage fellow S gaugers to submit an article or two to CTT. They are always looking for info and their goal is to have at least one S gauge article in every issue.

- Ted Hamler

Jeff's Junction

Magazine Collecting...

I was first introduced to model railroading as a hobby through an issue of *Railroad Model Craftsman* discovered in my Junior High library in the mid-fifties. Soon after, I also discovered *Model Railroader* in the same library.

I scoured these issues, which to my youthful eyes brimmed with a before unknown quality in model trains, realism. My Lionel and American Flyer sets at my home in Dearborn, Michigan, just sat in boxes most of the year, but the discovery of these magazines, which were dedicated to realistic scale model railroading, led directly to my all-consuming (to this day) interest in model trains.

Soon I was picking up some "keeper" issues of *MR*, *RMC* and *Model Trains* at the local hobby shop (Star Hobbies in Dearborn). These magazines opened up a whole new world to me, and I eagerly devoured each issue from cover to cover. I then discovered that you could order back issues. Choosing content I thought I'd like, I began ordering some *MRs* and *Trains* this way using various monies I'd saved up from a paper route, allowance, etc..

Then - a timely bonanza in the life of a 15-year-old budding model railroader was the gift of whole stack of *Model Railroaders* from my father's accountant who was getting out of the hobby. Along with the small size blue bannered *MRs* (1940-1947) came a bunch of wartime HO car kits and parts. But, even though outdated by over ten years, the stack of magazines was the real formative event in my model career. Having read and re-read these issues, I became like Indiana Jones after the Holy Grail - I was put on a quest for older issues of *Model Railroader* and *Railroad Model Craftsman*. I believe, even to this day, that - "A back issue is never outdated until you've read it." Or another philosophical point - "Except for technological advances, most older issues provide untimely reference."

There were 2 series in particular in these early *MRs* which became my personal foundation for model railroading, and both were about O scale railroads. One was the *50,000 Spikes* series by New Yorker George Allen, and the other was the *Art of Model Railroading* by Frank Ellison.

Discovering that there were many other articles by these same authors, I became a magazine collector. The quest for knowledge was overwhelming. Used book stores became my hunting ground when I was old enough to drive - usually in the bowels of Detroit's pawn shop district on Woodward Avenue. I would even trade-in older issues (2 for 1), except for those '40s ones. Oh yes, I was modeling in HO by this time - sold the Lionel and (regretably the AF circus train), but if it's any consolation the Lionel went first by a few years. To my joy I discovered that both George Allen and Frank Ellison continued authoring articles in the 50s. And there was the "Wizard of Monterey," John Allen, who emerged in the 50s to impress all model railroaders.

Now I was subscribing to *MR* and *Model Trains* and keeping

all my back issues. I finally realized that 2 for 1 wasn't such a good deal.

After college in the '60s, my magazine collecting was renewed with vigor. By 1971 I had married and moved to West Virginia and had amassed a huge collection consisting of *MRs* back to '37, *RMCs* to '47, all *HO Monthlys*, *Trains* to '41 and most *Model Trains*.

The thirst for model and railroading knowledge continued in the '70s while I modeled in HO and O scales (2 clubs) and railfanned around the Middle Atlantic states. I joined the NMRA and the TCA - 2 more publications. Along comes *Railfan* in the mid-70s, and I discovered Lionel's *Model Builder* magazine at the TCA meets in York. These latter I especially collected with vigor because I discovered that virtually every issue contained an article by Frank Ellison - the "Holy Grail" all over again.

Before I moved to Wisconsin in 1988 I had accumulated a virtual archival library of train magazines. One mover walked off the job lugging magazine and book boxes into our new home. Now I had all *MRs* to '35, *Trains* complete, *Railfans* complete, *NMRA Bulletins* to '69, some *Model Trains*, *B&O Railroad Historical Society* magazines (charter subscriber) - and I had just subscribed to the upstart *Model Railroading*. Working at Kalmbach for a while added *Classic Toy Trains* to the stable. Then there were odd issues of *Railmodel Journal*, *Passenger Train Journal*, *Prototype Modeler* (- the last two edited by friend, Mike Schafer), *O Gauge Railroading* and *Mainline Modeler*. Will it ever end?

Well, finally, I realized that my own library was beginning to rival Kalmbach's, and the great "weeding out" began.

RMCs were weeded out with selective issues kept in each decade back to the 50s. *MRs* - the virtual complete collection - was now too much. Kept 1960 back and selected to now. Also pulled out ad pages of '70s-90s issues and restapling cover to interior article pages - a definite "thinning" here. Try it once. It only works with *MRs*. *Trains* - kept '59 back and selective to now. Other magazines were severely weeded, and now it's a continuous process.

BUT!! Along comes the *Dispatch* editorship for the NASG and a latent interest in S scale. It was back to magazine collecting, only this time for the S magazines, in order to get up to speed on the background, history, personalities and products of S - past and present. Fortunately, I inherited most *Dispatches* back to '89 with the job. I had only a few *S Gaugians* and 1 or 2 *Heralds*. Since 1993 I have accumulated most *S Gauge* *Heralds*, most *S Gaugians*, *3/16 Scale* complete, and most *S/Sn3 Modeling Guides* (I subscribe). *Sn3 Modeler* (Put out 2 x yearly by Heimburger) I pick up when the content interests me. Two magazines are no longer with us - the *S Gauge Herald* called it quits in 1978 and *3/16 Scale* stopped in 1992.

In our hobby, knowledge is foremost. We still have to actively model, of course, but the knowledge helps us do

Railmail continued on page 30

NEW PRODUCTS REPORT

By Jeff Madden

DIGITRAX (450 Cemetery St., #206, Norcross, GA 30071 - <http://www.digitrax.com>) announces the Genesis Starter Set and Utility Throttles for \$250.00. It is designed to be a basic DCC unit at a reasonable price. This set includes a DB 150 Command Station/Booster with intelligent AutoReverse, a UT2 Traditional Throttle, One Digitrax Premium Decoder (specify choice), Genesis Instructional Video (coming in '99), One LT1 LocoNet Cable and Decoder Test Kit and Genesis Users Manual and Digitrax Decoder Users Manual. The basic set is expandable to up to 22 operators at a time.

The UT2 throttle, which comes with the set, is a simple-to-use walkaround throttle with round knob for fine speed control and a switch for direction control. The UT2 is capable of programming decoders and running the layout. The throttle features rotary dials for address selection. No battery is needed in the throttle for normal tethered operation. You can throw turnouts from the throttle too. The UT2 is available separately for \$99.99.

HEIMBURGER HOUSE (7236 W. Madison St., Forest Park, IL 60130). More details on the new upcoming book by Paul C. Nelson, *A.C. Gilbert's Famous American Flyer Trains*. This informational book is devoted to American Flyer trains and accessories, and it is not a pricing guide. The 200-page, 8-1/2" x 11" hardbound book contains seven chapters that relate the history of the New Haven, Connecticut-based model train manufacturing company and tell all about the numerous steam and diesel locomotives, freight and passenger cars and accessories the company made within a 21-year period.

Also covered are the firm's marketing and promotion efforts including TV programs, newspaper and magazine advertising. Paul Nelson, former *S Gaussian* contributing editor, has been working on the book for the last 14 years. A large index at the back of the book will list subject matter both numerically and alphabetically. Besides

black and white photos there are 24 pages of color photos.

The author has built several AF layouts and is a Lutheran minister in Grundy Center, Iowa. Many of the items photographed in the book are from Paul's own collection, that of Bob Board or from the collection of Andy Jugle, a well known collector. The price will be \$41.95. If ordering direct include \$4.00 S&H. Illinois residents add 7.75% tax.

HOMABED (801 Chelsey Ave., Richmond, CA 94801 - 510-614-7629 - e-mail: sgrubbs@pacbell.net). Scott Grubbs is the new west coast owner and is offering the S gauge roadbed again. Made from pressed recycled paper, the Homasote based roadbed is offered in boxes of mixed curved and straight sections, straight only or curved only sections of different total lengths with either 45 degree or 60 degree bevels. Depending on number of sections ordered, prices range from \$29.99 to \$67.49 per box plus \$6 to \$10 S&H. Turnout blocks should be available in the future. Write or check the web site for pricing details.

K-LIGHT (SNC Industries, P.O.Box 10436 Brooksville, FL 34603 - www.atlantic.net/~snc/k-lights.html) has a constant lighting product. The company was discovered by Allen Evans (no, not Alan Evans). I found his info on the net. He states that K-light is an electronic module that provides constant brilliance of light for model train cars. The company claims reduced flickering of car lights. It is powered by AC or DC from track power. It is designed for a 25 ma bulb at a minimum of 5 volts to the track.

MIKE'S TRAIN HOUSE (Columbia, MD). From the Bristoliner comes a report of an O scale block signal and signal bridge which appear useable in S. Web site: <http://www.mth-railking.com>.

ODDBALLS DECALS (Tim Stolte, 26550 227th St., McClouth, KS 66054) or web site - <http://members.xoom.com/mopac2/oddballs.htm>. Tim says he can

make custom decals in S. You need to select an HO set from his line, and he can redo them in S. No minimum order. One month turnaround time. S scale prices: \$6.00 each plus \$1.75 S&H. E-mail: mlw636@lvnworth.com.

PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, Oregon 97420) has 3 new 40' steel reefer paint jobs which should be available now. They include the MDT (white), Swift (red) and PFE (orange). Each retails for \$40.00. NP reefers are sold out. A 2nd run depends on interest. A 2nd run of the MESA club car (CB&Q express reefer) is partly sold out. Call Glenn Sponholtz 423-427-2946 for this one only. NMRA members can order through the NMRA, not PRS, an ACF4650 center flow hopper lettered for John Armstrong's Canandaigua Southern private road - yes, that's N.Y. John's freelance road runs from western New York State to Pittsburgh, Pa.

PORT LINES (6 Storeybrooke Drive, Newburyport, MA 01950 - web site: <http://trainweb.com/crocon/portlines.html>). Now out is the West India Fruit & Steamship reefers. Yellow with black lettering and the steamship logo. Upcoming Crown woodside reefers are Pacific Fruit Express (3 versions) and a "Banana" reefer. Cars are RTR at \$36.95 each plus \$4.00 S&H per shipment.

The newest Twin Whistle kit will be a 19th Century brick two-bay firehouse modeled after an actual building in Boston. The kit consists of cast resin, styrene, and wood parts plus added metal castings. Footprint is 8" x 9" and cost is \$74.95 plus \$4 S&H. Color view available on web site.

Doug also has some new AF parts in his inventory: a plastic repro drum mechanism for lifting and lowering Gabe the Lamplighter. Repro metal cover plates for the 8B and 12B transformers (with improved finials) are available - the 12B comes with or without reverse button - 3 plates, \$16.95 each. Two new colors for the repro 792 Terminal Shed - maroon

sides, black trusses; white sides, green trusses. Original color - \$110, other \$99. Next is a repro 730 track bumper in black with yellow warning stripes and a red bulb - \$16.95 each.

Now for some cars: Available are a pair of companion cars for the 971 "Moe and Joe" operating lumber-unloading flatcar. The 972 is chocolate brown, like the 971, with yellow SP lettering. It carries two brown metal bulkheads, brown and black plastic sidefences, and a full lumber load. The 968 SP flatcar carries a plastic pipe load within two brown metal bulkheads. A third car is a 24594 U.S. Army flatcar with green bulkheads and two U.S. Army/Rocket Fuel white canisters with green print. This is a companion car for the Gilbert 24553 Rocket Transport flatcar. All 3 cars come with operating knuckle coupler freight trucks - \$38.95 plus S&H.

Port Lines also is announcing the release of reproduction canister load for the Gilbert gondolas - both lettered and unlettered. Unlettered come in silver, black, red, green, white, blue and yellow at \$7.50 per set of five. Five lettered versions are also available - LCL/D&H: black lettering on silver, white lettering on black and black lettering on re. Also C&O with white lettering on black and U.S. Army/Rocket Fuel with black lettering on white canisters. They are \$10 per set of 5. Only D&H silver are available individually at \$2.25 each. Finally, there is an entire repro load set for the 24574 USAF flatcar. This consists of 2 silver canisters stamped Rocket Fuel in black, plus two red bulkheads stamped with the "Danger...Do Not Hump" yellow lettering. \$25.

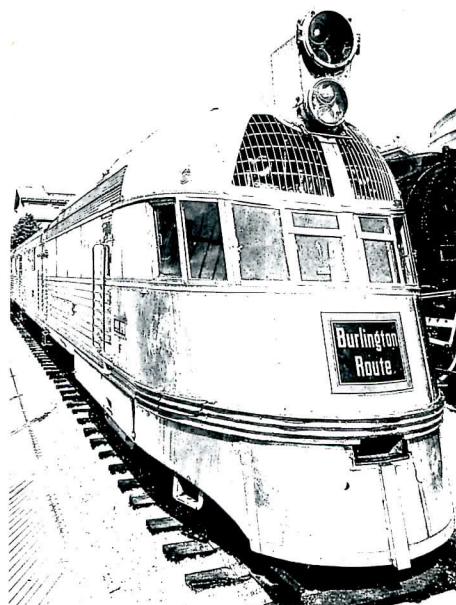
SUNSET MODELS, INC. - 3rd Rail Division (37 S. Fourth St., Campbell, CA 95008 - web: www.3rdrail.com). Guess what? Yup, a new brass manufacturer, well, not new, but re-entering the S market. Sunset had previously produced a couple geeps and a Big Boy, but now they're getting serious again. On the horizon are **USRA Mikes (2-8-2s)**, both heavy and light, which will be available in both scale and hi-rail versions, including an AC version. They are due in late 1999 at a cost of \$999.95 each - any version. Either heavy or light will come in scale DC, Hi-rail DC or Hi-rail AC.

A second fax showed up from Sunset, and low and behold they also announced

for late 1999 the **Burlington Pioneer Zephyr 3-car trainset** with extra 4th car available. Features will be nickel plated brass, powered head and tail car, fully articulated, lighted interiors, DCC compatible, 20" radius capability. Again, 3 versions - scale DC, hi-rail DC and hi-rail AC. Each is \$759.95. The 4th car will be \$125.95. Fax or mail reservations taken - Fax: 408-866-5674; e-mail sdmann@best.com.

TRAVERS TOOL CO., INC. (800-221-0270). Off the net courtesy Dan Kirlin of Iowa comes info about what sounds like some good drill bits sold with the brand name of Sphinx. These drill bits come both carbide and cobalt tipped and have a special feature which is a thicker shank than the drill part. The thicker shank allows the bit to be held more accurately and the resulting drill bit for most of its length is stronger than if you had a bit of all one diameter. For example, a #97 bit (.0059") has a shank diameter of 1.0 mm with a flute length of only 1.0 mm. The bits come in 5 sizes smaller than #97, down to .0039". Carbide tipped drill bits range from \$11 to \$15 each. They are made in Switzerland.

WESTERN CAR SHOPS (2837 Olive Dr., Cheyenne, WY 82001-5736 - e-mail: softmoods@van.com or 800-305-8535). Special run of PRS 1937 40' (10'6") boxcar with D&RGW lettering. Freight car red with white lettering in flying Rio Grande style. Limited run of 80 cars, 4 #s. \$39.95 each plus S&H - 1 or 2 cars, \$5.50; 3 or 4, \$6.50. Wyoming residents add 5% sales tax.



The Pioneer Zephyr

CODE 3 COLLECTIBLES (6115 Variel Avenue, Woodland Hills, California 91367) continues to expand its line of 1:64 die-cast firefighting and rescue vehicles. An Oshkosh airport crash truck was announced. The size of this vehicle will make it an interesting load for a flat car from S Helper and the first issue will be decorated for the Los Angeles Fire Department. A modern ambulance will be available early next year as a Ford E-350 van cutaway chassis; later a Ford F-350 chassis version will be available. Both will have a detailed interior and removable gurney. The last new item from them will be a Luverne pumper, detailed and lettered for the Chicago Fire Department. The other products already in the Code 3 line will continue to be offered in new numbers and city names throughout 1999.



Some Code 3 firetrucks discovered by Will Holt at the '98 Chicago Hobby Show. Photos - Will Holt

BK Enterprises Closed-Frog Turnouts

By Vic Cherven, Jr.

Although some S gaugers are dedicated American Flyer purists who shy away from the closer-to-scale locomotives and rolling stock that have become available in the last 15 years, it seems that many Flyer operators are gradually adding scale equipment to their rosters, and manufacturers have begun to offer their products with both scale and oversize (hi-rail) wheels and couplers. Catering to this wider market has increased the exposure of these products and helped expand the product line, but has also impacted the rail and trackwork markets. In recent years, American Models has developed a line of flex track and turnouts suited to both Flyer "tinplate" equipment and the scale equipment that AM and other manufacturers have developed. S Helper Service has announced its own trackwork line suited to this double duty. In addition, various other companies have manufactured turnouts that will accommodate both scale and tinplate wheels, and one company that I'm familiar with, BK Enterprises of Buena Vista, Colorado, continues to do so.

BK entered the S gauge trackwork market in 1990 by announcing that it would re-introduce the old "Hi-speed" line of "closed-frog" turnouts under the label Tru-Scale, as well as begin manufacturing prototypical open (fixed) frog turnouts using nickel-silver rail in

a variety of rail codes. Closed-frog turnouts have a one-piece point/closure/wing rail (PCW) assembly that pivots about a fulcrum, closing the wing rail against the frog rail when the point rail is swung against the stock rail. This circumvents the problem of scale wheels falling into the oversize flangeway of a Flyer turnout or Flyer wheels derailing in a too-narrow flangeway of a scale turnout. Closed-frog turnouts have been around for years, and although not strictly prototypical, are worth the sacrifice in realism if you want to run tinplate alongside scale equipment.

On our Southern Pacific Sacramento Division layout, my father and I (Vic Jr. and Sr.) run a large inventory of scale equipment as well as several Flyer locomotives that he bought for me when I was growing up in the 50s and 60s. Our layout now has over 100 turnouts, nearly 40 of which are closed-frog types from BK. Roughly half of these are made with code .148 rail and half with code .125.

The turnouts come in kit form, taped to card stock and sealed in clear plastic (Figure 1). Installation instructions are printed on the card stock, but these seem to apply mainly to BK's line of open-frog turnout kits. Most of the turnouts we have purchased have required some adjustment or reconstruction, which is not discussed in the instructions.

Experience has taught us that with closed-frog turnouts, even more so than with fixed-frog turnouts, it is important to be sure that both the roadbed and ties are level. If not, the wing rails (which can't be spiked down) may stick up too high at the frog and wheels will derail. If your ties are already laid and ballasted, you can correct this problem by sawing through the web on the underside of the offending closure rail and bending it downward slightly at the wing-rail end so that it follows the contour of the ties and is level with the frog.

Although the instructions tell you to start by installing the frog, I prefer to lightly spike the straight stock rail first to insure that the main track is straight through the turnout. Unless you intend to build a curve into both legs of the turnout (which can be done), it is important that this stock rail be perfectly straight. BK's usually are, but occasionally I have had to straighten one that was curved outward at the points end.

Once the stock rail is straight, I gauge the frog to it and lightly spike it down. The frogs are soldered solidly to a metal plate at the point (Figure 1) and most are well made, but occasionally the angle is incorrect and needs to be adjusted to parallel the center line of the diverging route. The metal plate lies on the ties, making the point end ride slightly higher than the other end. At first we sanded or filed a depression in the ties for this plate so that the frog would be level, but later discovered that this isn't necessary and may even be detrimental. Besides, we now use tie plates from Grandt Line (code .125, part no. 9001) and Right-of-Way Industries (code .148, part no. TCP1 or TPF2) and use these to level the rails if needed to eliminate any "bumping" when wheels ride over the frog.

After the frog is located, I gauge the curved stock rail to it and to the straight stock rail near the points, leaving the middle portion to assume a gentle curve on its own. This portion is spiked down last, after the PCW assembly is in place.

The most critical part of any closed-frog turnout is the PCW assembly, because the closure rails cannot be permanently spiked in position but must pivot about the fulcrum. BK's assemblies come soldered together at the points, fulcrum, and wing rails, and when correctly built and installed, the points snug up tightly

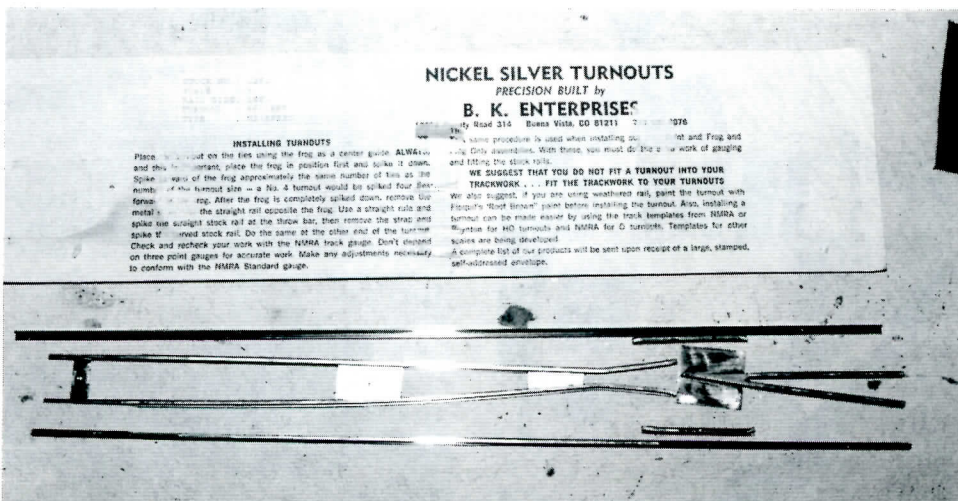


Figure 1. Right-hand #6 closed-frog turnout kit from BK Enterprises.

Photos by the author

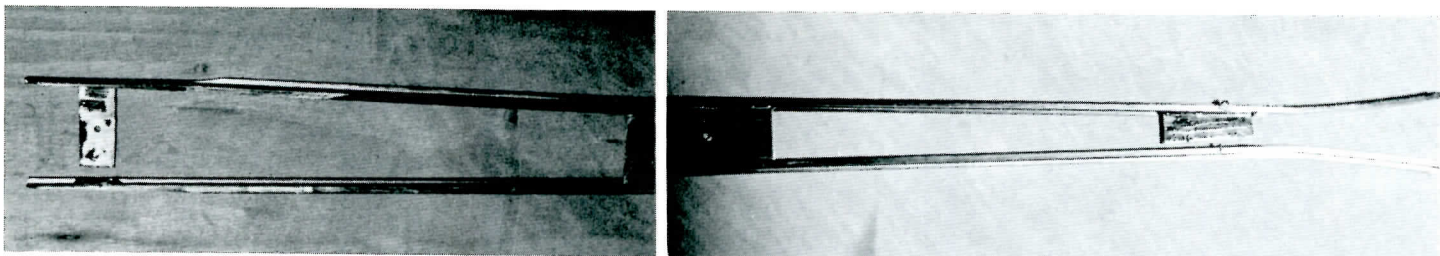


Figure 2. (Two Photos) This PCW assembly would not gauge correctly on the straight route. Insufficient curvature in the curved closure rail put tension on the straight rail, causing it to bend. Unsoldering the throw bar (left) and the wing rails (right) released the tension and the straight rail straightened out, separating from the curved rail at both ends. The solution is to increase the bend in the curved rail.

against the stock rails and the wing rails touch the frog. Most of the PCW assemblies in the early BK kits worked well, but many of the assemblies I've received recently have been more troublesome. Here are the common problems that we've had to correct:

- 1) The straight closure rail is not perfectly straight, so the straight route will not gauge correctly throughout the turnout if your straight stock rail is truly straight.
- 2) The curved closure rail is insufficiently or imperfectly curved, so the curved route will not gauge correctly throughout; if you unsolder the throw bar from one of the points, the closure rails will "spring" apart, indicating that the throw bar was forcing them together and bending the straight rail (Figure 2). The solution is to increase the bend in the curved closure rail and then resolder.
- 3) The point spacing is incorrect, so the points will not close tightly against the stock rails or the wing rails will not close against the frog (the spacing can be no less than 23/32", no more than 24/32").
- 4) The wing rails are too far apart causing the same problem as #3 (no less than 4/32", no more than 5/32") (Figure 3).
- 5) The wing rails are not bent at the correct angle, so they do not fit snugly against the frog.
- 6) The point and/or stock rails have not been filed enough and wheels "pick" the point.
- 7) One closure rail (usually the curved one) is tilted inward rather than being vertical and the PCW assembly will not lie flat on the ties; car bodies rock and sway through the turnout.

We did not always recognize these problems before installing the assembly, but they quickly became apparent after we began running trains. Frequent derailments and electrical

problems, particularly with #8s, which have very long closure rails, convinced us to correct any problems before installation.

To position the PCW assembly, I set it for the straight route and slide it back and forth until it is in gauge along its entire length (too close to the frog, and the gauge will be too wide at both ends; too close to the points, and the gauge will be too narrow at both ends). Then I test it on the curved route to make sure that wheels will not pick the point rail or hit the point rail or hit the point of the frog. If they do, a minor adjustment forward or backward or a little more filing will usually correct the problem. When I'm satisfied that the assembly is properly located, it's time to fix it in place.

PCW assemblies are attached to the ties only at the swivel point. On BK's turnouts a hole is pre-drilled in the swivel plate for screwing the assembly to either a wood tie or a PC-board

(copper-clad) tie. I use a 1/4" x 0-80 brass screw for mounting to a PC tie, and a round-head 0 x 3/8" wood screw for mounting to a wood tie (Figure 4). The PCW must be perfectly centered between the stock rails or it will not close tightly on both routes, so the location of the mounting hole is critical. Getting it right is the most difficult part of installing a closed-frog turnout for me, and I've ruined quite a few PC ties by having to unsolder them and move them several times before getting the PCW centered. Wood ties are easier to move if there's a problem, but the mounting hole may become enlarged if you unscrew the mounting screw too many times.

The turnout kits were initially priced at \$15 to \$17, and at that price were a great bargain that saved us a lot of time and effort. In 1997, the price was \$26 to \$29, and we were rather disappointed that they didn't match the quality of the earlier product. We've never seen the Tru-Scale line marketed at hobby shops,

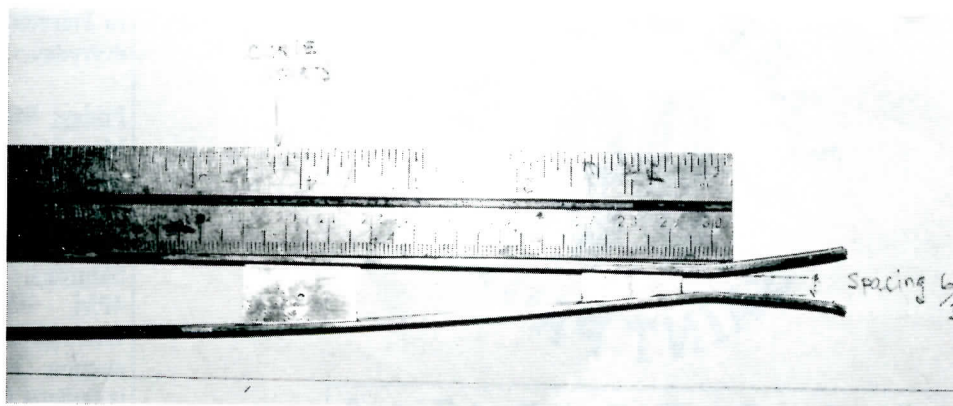


Figure 3. The straight closure rail of this PCW assembly is curved from the fulcrum to the wing rails, and the wing rails are too far apart and will not contact the frog when the turnout is thrown for the curved route. Scale wheelsets will fall into the flangeway and pick the point of the frog, and the frog will be electrically dead unless a jumper wire is used to route power from the fulcrum plate to the frog. The wing rails can be no more than 5/32" apart at their closes point.

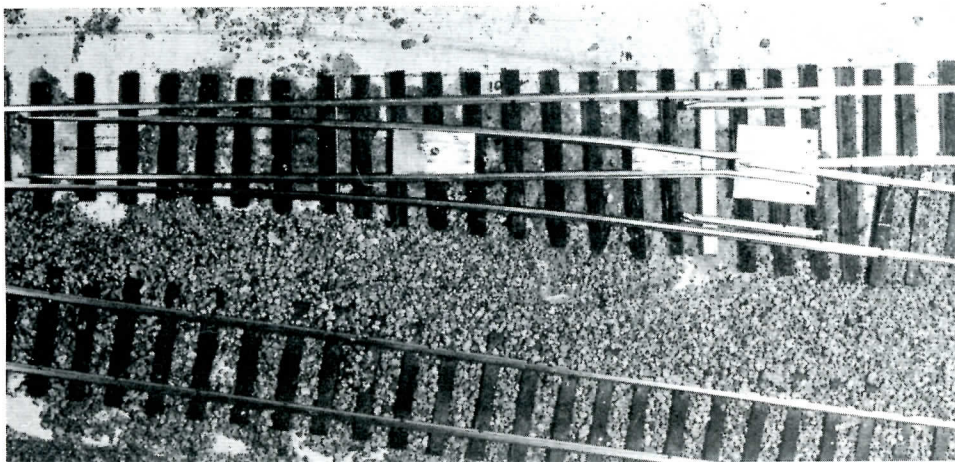


Figure 4. The same turnout as in Photo 2 after correcting the curvature and spacing problems, installed and connected to a switch machine. Note that the spacing between the point and stock rails is the same as between the frog and wing rails, insuring that the turnout will close tightly at both ends.

so all of our purchases have been special orders, which introduces another drawback. Because of the high demand for BK's products, it usually takes several months to fill an order.

BK's Tru-Scale turnouts are attractive looking and have made it possible for us to build a relatively large layout that will accomodate both American Flyer

and scale locomotives. Although we have encountered a fair number of problems with their construction, we have been able to modify or rebuild units that did not meet our standards for reliability and appearance without too much difficulty. Unless you are already skilled at scratchbuilding turnouts, these kits offer a good solution to the problem of running tinsplate and scale equipment together.

Vic Cherven Junior and Vic Cherven Senior started modeling the SP's Sacramento Division in 1987. An article on their layout plan was published in the June, 1993 *Dispatch*. About 225 feet of mainline and about 100 turnouts are down. All rolling stock is scale or has been converted fro AF to scale. Most rolling stock and locos are scale, but they keep some AF locos with original flanges, so that is the reason for the closed-frog turnouts. They do scratchbuild some turnouts and have some by Earl Eshelman.

Come to the Pines in '99!

Dates:

The NASG Convention will be held concurrent with the final four days of the NMRA's Northstar '99 National Convention also in Saint Paul at the nearby Convention Center and Radisson Hotel. The NASG convention will start on Thursday the 22nd of July. Both Conventions will conclude on Sunday the 25th with the Train Show.



*Plan Your Trip To Saint Paul Early &
Save*

Great rail fanning in the Twin Cities, with over two dozen choice viewing and filming sites.

www.trainweb.com/nasg1999

Sunday- Wednesday:

NMRA national convention with clinics, layout tours, prototype tours, Spouse activities, and much more! Highly recommended. While NMRA activities are available to NASG registrants on Thursday through Sunday; you can register for the entire week of rail fun! If you sign up for the NMRA all NASG activities are included FREE.

Thursday: NASG National Convention begins with welcome reception, and registration. S layouts will be on two bus tours, one all scale the other all high rail. Sign up now as space is limited. All day prototype tour to Fairmont. . . historic tours daily. Mall of America everyday.

Friday: More prototype tours. . . historic tours. . . Manufacturer's set-up, contest entry. S manufacturer's and exhibits open after 10 AM, NMRA trade show opens after noon. In the evening S clinics begin.

Saturday: Manufacturer's and S exhibits open until 4PM. All day long S clinics, contest judging and viewing, NMRA train show. Evening banquet and auction. Featured banquet speaker Mr. Barry Karlberg is famous for his entertaining and informative stories of his 'working' experiences on the Wisconsin Central, SOO, IC, and Minnesota commercial. Like many of us Barry started with American Flyer as a boy but differed when he switched to full size railroading to pay for his N scale basement pike.

Sunday: NASG members meeting in the AM. NMRA train show continues all afternoon.

RACING CHAMPIONS MINT EDITION CARS AND LIGHT TRUCKS

LISTING BY SCALE** - COMPARISON TO 1:64 SCALE

Compiled by Will Holt - December 19, 1998

1:64 SCALE (0% VARIATION):

1949 Buick Riviera
1953 Ford F100 Pickup
1955 Chevrolet Bel Air*
1958 Chevrolet Impala
1960 Chevrolet Impala
1965 Ford F-100 Pickup
1978 Pontiac Trans Am T Top

1:63 SCALE (1½% VARIATION):

1956 Chevrolet Nomad
1964 Chevrolet Impala
1964 Chevrolet Impala SS
1986 Chevrolet El Camino
1986 Chevrolet El Camino SS
1997 Ford F-150 Pickup

1:65 SCALE (-1½% VARIATION):

1958 Edsel
1958 Edsel Convertible

1:62 SCALE (3 % VARIATION):

1968 Plymouth
1968 Plymouth Roadrunner
1969 Pontiac GTO
1970 Buick GSX

1:66 SCALE (-3 % VARIATION):

None to Date

1:61 SCALE (4 % VARIATION):

1950 Chevrolet 3100 Pickup
1955 Chevrolet Bel Air*
1955 Chevrolet Bel Air Convertible*
1957 Chevrolet Bel Air
1957 Chevrolet Bel Air Convertible
1957 Chevrolet Corvette Convertible
1987 Pontiac Grand National
1996 Dodge Ram Pickup
1987 Buick Grand National

1:67 SCALE (-4 % VARIATION):

1999 Ford F350 Extended Cab, Dual Rear Pickup

1:60 SCALE (6¼% VARIATION):

1949 Mercury Sedan
1951 Studebaker
1956 Ford Crown Victoria
1968 Pontiac Firebird
1970 Chevrolet Chevelle
1970 Chevrolet Chevelle SS
1970 Dodge Superbee
1996 Pontiac Firebird

1:68 SCALE (-6¼% VARIATION):

1970 Plymouth Superbird

1:59 SCALE (8 % VARIATION):

1996 Chevrolet Camaro
1970 Plymouth Barracuda

1:69 SCALE (-7 % VARIATION):

1959 Cadillac
1959 Cadillac Convertible

1:58 SCALE (9 % VARIATION):

1937 Ford Convertible
1948 Ford F-1 Pickup
1950 Ford Coupe
1968 Ford Mustang Cobra
1969 Oldsmobile 442
1970 Plymouth Barracuda

1:70 SCALE (-9 % VARIATION):

None to Date

1:57 SCALE (10 % VARIATION):

1940 Ford Pickup
1948 Ford F1 Pickup
1963 Chevrolet Corvette

1:57 (cont.):

1969 Chevrolet Camaro
1997 Plymouth Prowler

1:56 SCALE (12½% VARIATION):

1956 Ford Thunderbird
1959 Ford F250 Pickup
1966 Chevrolet Corvair
1966 Chevrolet Nova
1968 Chevrolet Camaro
1997 Chevrolet Corvette
1997 Ford Mustang

1:55 SCALE (14 % VARIATION):

1996 Dodge Viper
1957 Ford Ranchero

1:54 SCALE (15 % VARIATION):

1932 Ford Coupe

1:53 SCALE (17 % VARIATION):

1954 Chevrolet Corvette Convertible
1963 Chevrolet Corvette

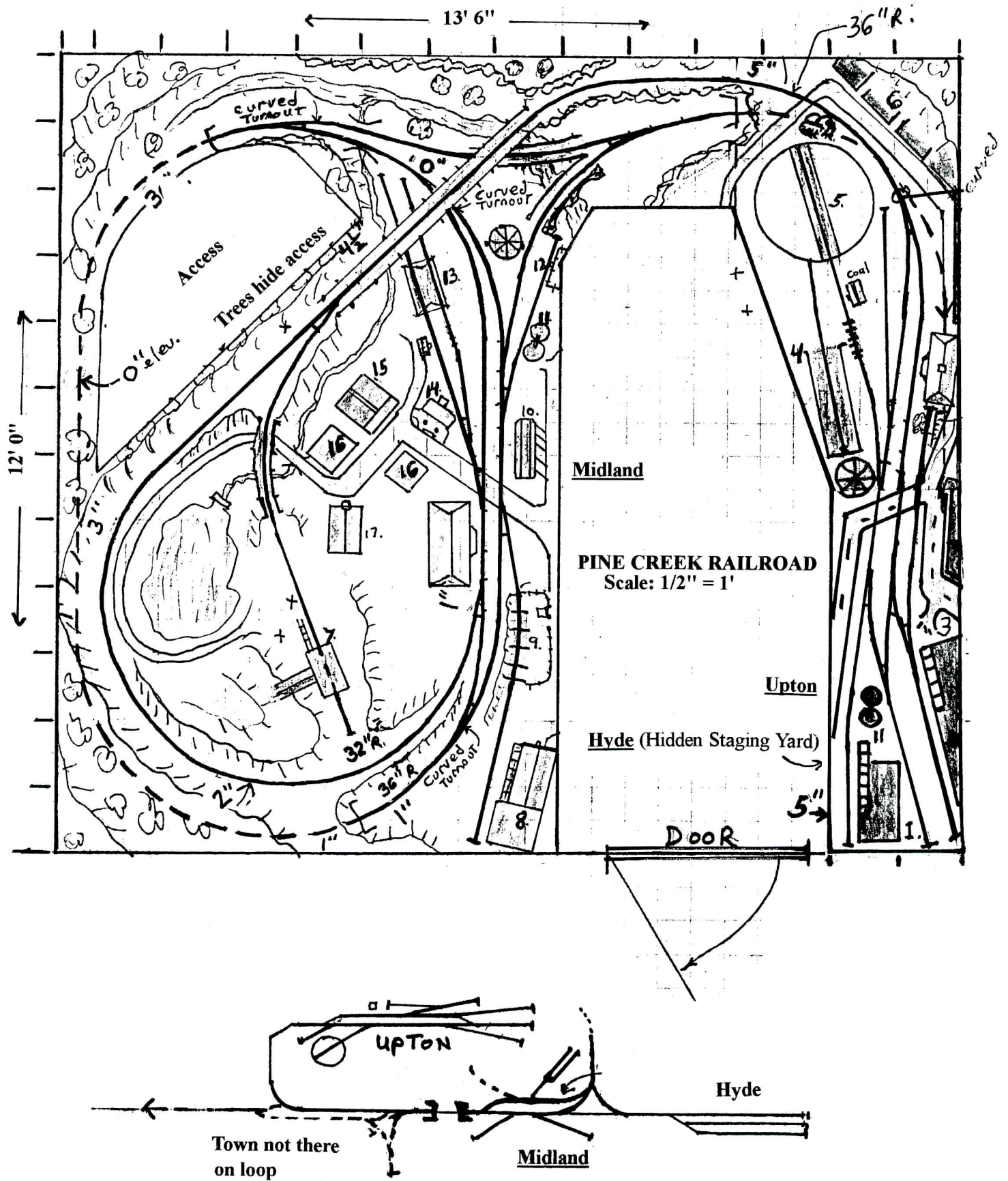
* The latest issues of the 1955 Chevrolet Bel Air indicated the scale as 1:64; all previous issues noted scale as 1:61

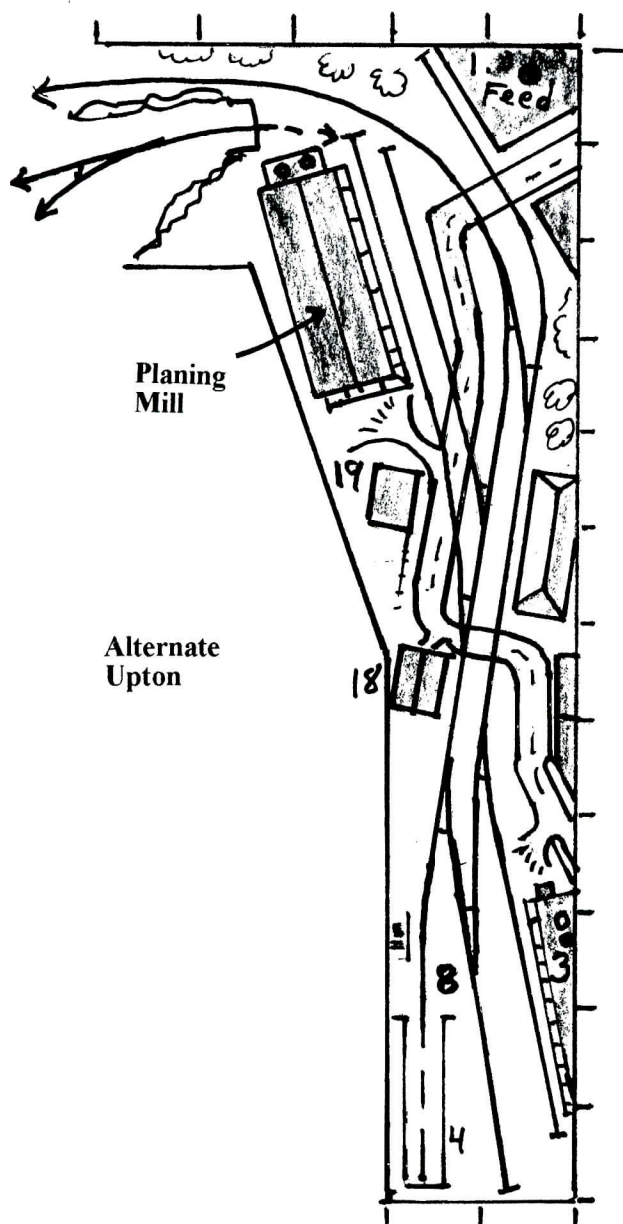
** The scales shown are those listed on the packaging by Racing Champions. These have not been verified and, as noted, some have changed since the original introduction of the model. A variety of paint schemes have been, or are available now for any particular model.



Using the above comparison, check out the proportion for these 1957 Chevrolets by Racing Champions. These are one of the first cars RC did in the Mint Edition series (plain cars).
photo by Jeff Madden

ANS PLAN





Structure Key

1. Feed co-op
2. Team track platform
3. Cold storage
4. Enginehouse
5. 19" turntable
6. False front town
7. Mine or quarry
8. Freight Station
9. Coal
10. Diner
11. Bulk Oil
12. Stock pen
13. Open-air enginehouse
14. Gas station
15. General Store
16. House
17. Church
18. General Store
19. Office

The Pine Creek Railroad - An S Layout in a 12' x 13'6" Room By Jeff Madden

Here comes Joe Doaks (no, not McDoaks) moving into his new 3-bedroom retirement home in sunny Arizona. It's a big downsize from their Michigan ranch house with 30' x 50' basement. Joe is an S gauger and still plans to build a complete layout. Previously he had had a large layout with sweeping curves and lots of big locomotives and many passenger cars, and he also participated in a modular club. Since Arizona is a warm climate state, there was no basement, no garage, no family room, and 1 extra bedroom slotted for a guest room, this only left Joe with one 12' x 13' 6" spare bedroom for his standard S gauge empire.

Fortunately, Joe was a realist and he traded off his larger motive power for

some Shays, small rod steam engines and a couple of diesels. Out went the 80' passenger cars, retaining only a couple of 65' coaches. A large roundhouse and big city structures were swapped or sold off and replaced by rural type industries and quaint sized railroad structures. Now Joe was ready to design his spare room empire, but he knew he had to limit the scope of the layout, but he was determined not to give up the size of S - he didn't think his aging eyes would be able to spot the rivets on those HO or N cars. .

DESIGN:

Joe still desires a little lap running with a decent radius, plenty of switching and some mountainous scenery, so he spent 14-1/2 hours designing the Pine Creek

Railroad. He included in the design two town switching areas, a small hidden staging yard, a continuous loop, and point-to-point operation. In addition he designed it to be simple with no complicated trackage. His former layout had 5 scale miles of track and 200 turnouts. He provided a wye and the turntable to offer turnarounds for point-to-point running. The wye at Midland can actually serve two locations - Midland and the off-line terminus of Hyde. If Joe decides to use all Shays or small diesels on the Upton section, he can eliminate the turntable there.

OPERTATION:

Joe can operate his Pine Creek line with one or two engineers. In a strictly point-to-point mode with one operator Joe

could run one train all the way from Upton down to Hyde, lapping once around before counting Midland to allow for a longer run. With two operators, a second engineer could operate a passenger train in the opposite direction or just do switching at Upton. Joe could even opt to let one rip around the loop for an uninitiated visitor or for test running.

TRACK AND TURNOUTS:

Now Joe was retiring and determined he was not going to handlay track and turnouts, so he's going to use available code 100 flextrack and turnouts from Shinohara and Tomalco. He is resigned, however, to use some Old Pullman kits for the curved turnouts needed. Minimum track radius on the main loop through Midland is 36" allowing Joe to run his brass 2-8-2. A minimum of 32" radius is required on the branch loop going up from Midland. That's the only section with tighter radius than 36". Tighter radii would be possible, but cars and locos look better on wider curves.

With Joe being on a typical tight retirement budget, he opts for as few motorized turnouts as possible. Only the two curved turnouts near the access hole and possibly the mine switch on the upper level need be worked remotely. A choke cable system will be used to control the turnouts in the hidden yard at Hyde.

CONTROL:

Again, Joe wants it simple — no computer boards or fancy systems, and the Pine Creek with its size is ideal for just a simple two cab system using two

tethered hand throttles. One throttle and the main control panel would be located at Midland, and the other with a small local panel at Upton. Either throttle can run the whole layout. However, Joe is intrigued with DCC, and since a small layout with only a few locos wouldn't be totally out of reach budgetwise; he might investigate a bit further.

CONSTRUCTION:

Joe will go with standard open-frame benchwork on the larger portion to the left as you enter. He will make the Upton area into a shelf module using laminated Homasote and plywood supported by shelf brackets and a couple of legs. The Hyde staging yard would also consist of the laminate shelf with track spiked directly into the Homasote. Joe plans to use the area below Hyde for car and loco storage shelves.

SCENERY:

Upton: Joe will build a detailed shelf area which will necessitate a good backdrop and some building flats. From experience, he knows that an easy way is to paint a wall or thin backdrop board sky blue and then to paste buildings cut out of commercial backdrops directly on the backdrops, and after that to add some 3 dimensional flats, fencing or trees in front of this. The other 3 walls will just have sky blue paint with some hills and trees painted on. He will use the sponge brush method and smear on thin latex paints for hills and then dab darker green blobs on to represent trees.

Note the alternate plan for Upton which eliminates the turntable in favor of an industry. Joe couldn't decide whether he

wanted a working turntable or another industry to switch, so he made an extra track plan and will decide down the road.

Midland: Joe wants the Midland area to be the showpiece of the layout with lots of fully detailed structures and foreground details. The terrain would gradually rise to the rear and to either side of Midland to give the effect of a mountain valley village. The access hole would be hidden by trees rising just above eye level. A foam lift-out covered with foliage is another option. Joe's idea is to have the cut, lake and mine help disguise the horseshoe loop of the branch as it winds upward.

CONCLUSION:

Joe Doaks now has his retirement S gauge layout plan which is designed to be simple, yet provide ample scenic and operational possibilities. He can walk in and out of the layout room with ease and not be faced with a maintenance nightmare. In addition, he can run an operating session alone, and he can leave in the middle of a session and resume at will without having to gather back a whole crew of modelers. Then again.... Joe muses while going over the blueprints.... maybe I can expand to the other bedroom.... a sound system would be nice.... maybe I could knock out that wall.... Are model railroaders ever satisfied?

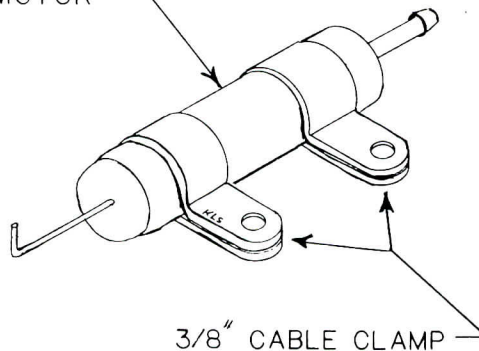
This size track plan would easily be adaptable to any other S track system or even Sn3 for that matter.

SHORT AND EASY PROJECT:

Take this page and photocopy it at about 67 per cent. Take home and trim photocopy with scissors to about 2-1/4" wide and 1-3/4" deep. Tape or paste this cut-out drawing, which can be titled Figure 1, to page 9 of your December *Dispatch* where it says 9-1. Now you will have a complete Short and Easy article. The drawing is the Del-Aire motor being described in the article.

-Jeff

DEL-AIRE
AIR MOTOR



Flat Car Loads - Part III

Module
Corner
By Ted Larson

Fig. 92

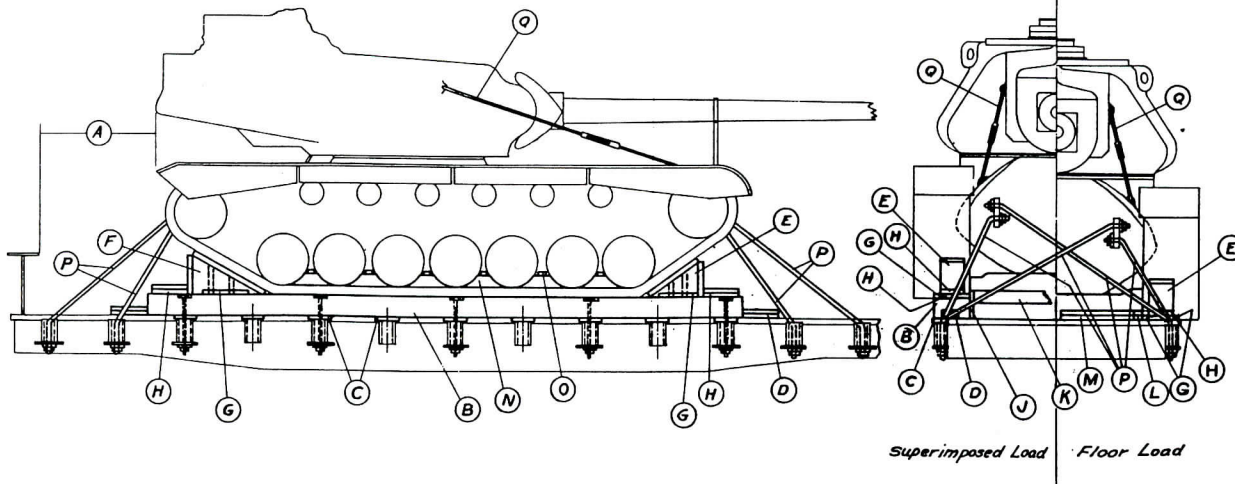


Fig. 92

TANKS AND SIMILAR UNITS OVER 100,000 LBS. — FLAT CARS

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	2	10 in. x 18 in. x 24 ft. Locate, as shown, along each side of car. Secure each to car with at least five 1 in. dia. bolts passed through Items "B" and "C", wood filler in stake pocket, and 1/2 in. x 4 in. x 10 in. plate underneath stake pocket. Not required for units loaded on floor of car.
C	As required.	Metal fillers, length, width and thickness to suit. Locate between Items "B" and top of stake pockets. Not required when units are loaded on floor of car.
D	4	Each to consist of two pieces of 2 in. x 6 in. x 18 in. Locate against Item "B" as shown. Secure lower piece to floor with four 30-d nails, and top piece to one below in like manner. Not required for units loaded on floor of car.
E	2	Blocks, pattern 30. Locate one against each front crawler tread.
F	2	Blocks, pattern 31. Locate one against each rear crawler tread.
G	2 ea. Items "E" and "F".	2 in. x 3 in. x 20 in. Locate, as shown, against each side of Items "E" and "F" and secure to floor or Item "B" with four 20-d nails in each.
H	4	Each to consist of two pieces of 2 in. x 12 in. x 18 in. Locate one against each Item "E" and "F". Secure lower piece to floor or Item "B" with five 30-d nails and top piece to one below in like manner. Substitute, if desired, patterns 81.
J	6	2 in. x 8 in. x 13 in. Locate, as shown, against Items "B" and crawler, one near each end of unit and one at center. Secure each to Item "B" with four 30-d nails, and to Item "K" with three 30-d nails. Not required for units loaded on floor of car, or when patterns 80 are used.
K	3	4 in. x 6 in., length equal to distance between Items "J". Not required for units loaded on floor of car. Substitute, if desired, patterns 80.

Fig. 92 (Concluded)

TANKS AND SIMILAR UNITS OVER 100,000 LBS. — FLAT CARS

Item	No. of Pcs.	Description
L	2	Each to consist of two pieces of 2 in. x 4 in. x 14 ft. Locate against inside of crawler treads. Secure lower piece to floor with 30-d nails spaced about 12 in. apart and top piece to one below in like manner. Required only when units are loaded on floor of car.
M	3	Each to consist of two pieces of 2 in. x 4 in., length to suit, suitably spaced between Items "L". Secure lower piece to floor with 30-d nails spaced about 12 in. apart and top piece to one below in like manner. Required only when units are loaded on floor of car.
N	As required.	Each to consist of two pieces of 6 in. x 6 in., length to suit, cut to fit contour of bogie wheels. Locate one piece between inside and outside wheels of each bogie assembly.
O	1 ea. Item "N".	2 in. x 4 in., length to suit. Locate on top of Item "N", as shown, and secure with four 20-d nails.
P	8	1 1/4 in. dia. rods. Attach to lifting lugs and pass through stake pockets and 1/2 in. x 4 in. x 10 in. plates underneath stake pockets, as shown. Substitute, if desired, 5/8 in. x 6 x 7 steel cable, doubled.
Q	2	3/8 in. steel cable, doubled. Locate, as shown, between gun turret and crawler structure.

When necessary to extend floor for the application of Items "G" on units loaded on floor of car, use method shown in Figure 1.

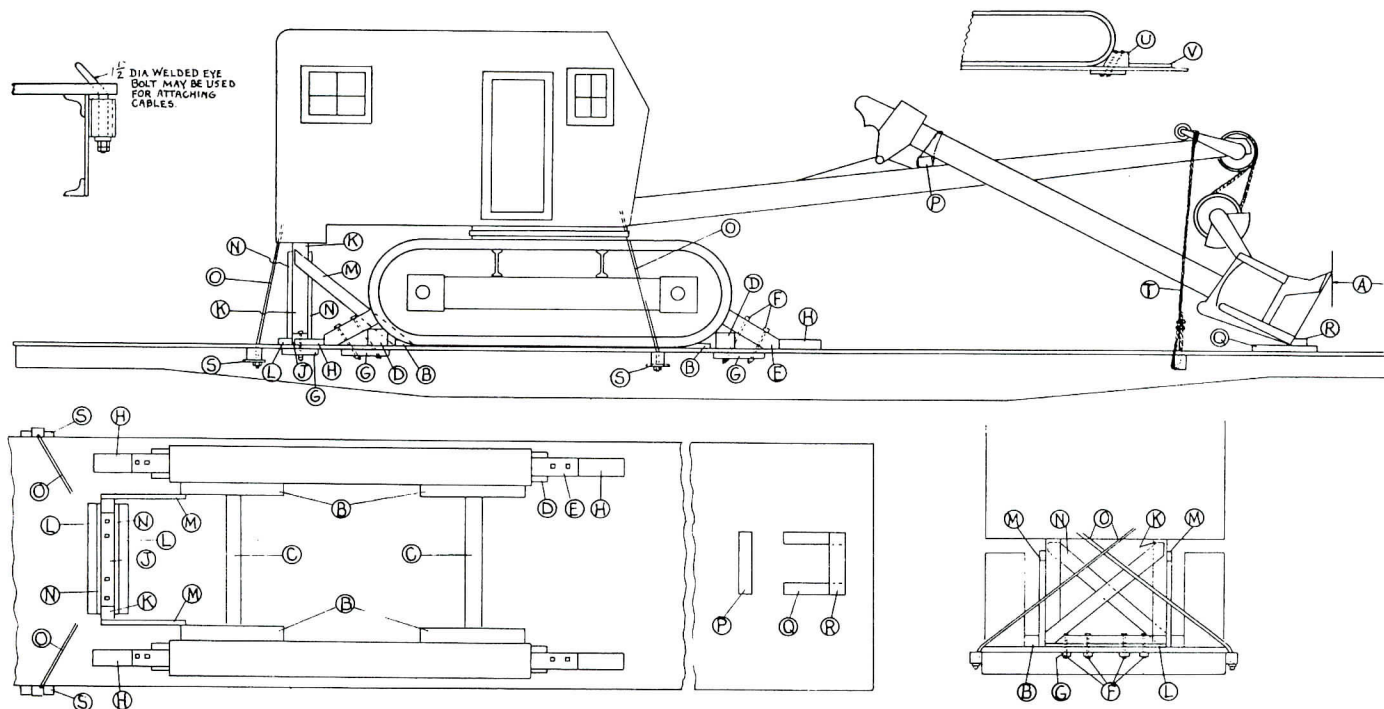
Turret gun should be in straightforward position, and turret lock hand-wheel and elevating mechanism handwheel must be wired to prevent rotation.

When unit is not equipped with built-in gun brace, apply two 3/4 in. high tension bands, securing gun barrel to unit at each side.

When tie-down rods are found slightly loose in transit, they need not be tightened.

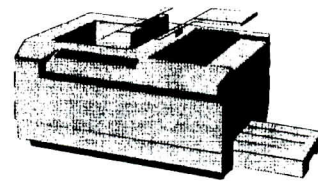
Hand brakes must be set and levers wired or blocked.

Fig. 34



CRAWLER TYPE SHOVELS—ROTATING BODIES—FLAT CARS

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	2	4 in. x 6 in. length equal to that portion of crawler tread resting on floor. Locate on floor against crawlers and secure each with four $\frac{5}{8}$ in. dia. bolts or eight 60-d nails. Substitute, if desired, four pieces 4 in. x 6 in. x 4 ft. Locate as shown and secure each with two $\frac{5}{8}$ in. dia. bolts or four 60-d nails.
C	2	4 in. x 4 in., long enough to fit between Items "B". Secure each to floor with two $\frac{5}{8}$ in. dia. bolts or four 60-d nails.
D	4	4 in. x 6 in. x 21 in., for machines weighing 45,000 lbs. or less; 6 in. x 6 in. x 21 in., for machines weighing over 45,000 lbs. Toe-nail each to floor with four 40-d nails. Not required when Items "U" and "V" are used.
E	4	6 in. x 6 in., length to suit. Locate on top of Items "D", with one end against crawler and secure each with two $\frac{5}{8}$ in. dia. bolts, Items "F". Not required when Items "U" and "V" are used.
F	8	$\frac{5}{8}$ in. dia. bolts, long enough to pass through Items "E", "G" and floor.
G	As required.	2 in. x 4 in. x 18 in., cleats, or $\frac{1}{2}$ in. x 4 in. x 12 in. plates.
H	4	2 in. x 4 in. x 18 in. Locate on floor, with one end against Item "E" and secure each with six 30-d nails. Not required when Items "U" and "V" are used.
J	1	4 in. x 6 in., length to suit, for machines weighing 45,000 lbs. or less; 6 in. x 6 in., for machines weighing over 45,000 lbs. Secure to floor with four $\frac{5}{8}$ in. dia. bolts.
K	As required.	Two 4 in. x 6 in., for machines weighing 45,000 lbs. or less; two 6 in. x 6 in., for machines weighing over 45,000 lbs. to 120,000 lbs.; four 6 in. x 6 in., for machines weighing over 120,000 lbs. They must be long enough to fit between Item "J" and body of machine.



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5. Send your request to NASG Copy Service, c/o Kent L. Singer, 912 N. Rogers Ave., Endicott, NY 13760.

CRAWLER TYPE SHOVELS — ROTATING BODIES — FLAT CARS

Item	No. of Pcs.	Description
L	2	2 in. x 6 in., length to suit. Locate against Item "J" and secure each to floor with six 30-d nails.
M	2	2 in. x 6 in., length to suit. Secure top ends to Items "K" and bottom ends to Items "B" with four 30-d nails at each location.
N	2	2 in. x 6 in., length to suit. Locate diagonally and secure ends to opposite Items "K" with six 20-d nails at each location.
O	Boom attached; 2. Boom detached; 4.	1 1/4 in. diameter rods. Attach two at front and two at rear of rotating portion and pass through opposite stake pockets and Items "S". 1 in. diameter rods may be used for machines weighing 45,000 lbs. or less. Substitute, if desired, 5/8 in. x 6 x 7 steel cable, doubled. Items "O" may be applied at front end of machines, crossed between rotating portion and crawler structure, or applied on same side of machines equipped with two brackets cast integral on both rotating and crawler structures.
P	1	6 in. x 6 in., length to suit. Wire in position after weight of boom has been placed on same.
Q	2	6 in. x 6 in., length to suit. Toe-nail each to floor with six 40-d nails.
R	1	1 in. x 8 in., length to suit. Locate on top of Items "Q", ahead of bucket, and secure to each Item "Q" with four 20-d nails.
S	1 ea. Item "O"	1/2 in. x 4 in. x 10 in. plates. Not required when Items "O" consist of cable.
T	1	5/8 in. x 6 x 7 steel cable, doubled. Loop over and around boom near front end and through opposite stake pockets.
U	4	8 in. x 8 in. x 36 in., cut to fit contour of crawler treads, for machines weighing 45,000 lbs. to 120,000 lbs. Secure each with three 3/4 in. dia. bolts through floor and Item "G". 12 in. x 12 in. x 36 in., cut to fit contour of crawler treads, for machines weighing over 120,000 lbs. Secure each with three 7/8 in. dia. bolts through floor and Item "G". Not required when Items "D" and "E" are used.
V	4	2 in. x 12 in. x 36 in., for machines weighing 45,000 to 120,000 lbs. 3 in. x 12 in. x 36 in., for machines weighing over 120,000 lbs. Locate on floor against Items "U" and secure each to floor with six 30-d nails. Not required when Items "D", "E" and "H" are used.

Booms with buckets attached must not extend beyond end of carrying car.

Machines equipped with locking devices must have such devices placed in locked position by shippers.

Items "P", "Q", "R" and "T" not required when boom is detached.

For proper location of load on car, See Fig. 39.

S-TIPS

From the internet there was a query about locating **30-36' standard boxcars in S.**

Bill Frazier replied: Ye Old Huff-N-Puff makes a number of easy 36' double sheathed craftsman kits for boxcars and reefers, both decorated and undecorated. Ace or V&T archbar trucks and KD couplers are needed to complete the kits. I have built several and they are nice. Clover House has lots of appropriate dry transfers for these cars. Ye Old Huff-N-PUFF, P.O. Box 53, Pennsylvania Furnace, PA 16865.
- Bill Frazier

Repairing **bellows** on AF smoking tender: Bruce Crosby suggests getting new material from an AF dealer and using a small bead of Walthers GOO to attach.

Tom Boussum suggests trumpet valve oil to **lubricate** AF steam side rods, valve gear and axles.

Atlas O gauge code 148 **rail joiners** should also work on American Models flex track.

Somebody on the net was looking for **insulating fiberboard** for American Flyer 4B and 8B transformers. Don Richards suggested using the Yellow Pages to find rewiring shops. Product they use will be thinner but probably stronger. Vic Bereskin suggested automotive paper gasket material.

Tom Gerbasi didn't like the **coal load** in the Lionel B&LE hopper, but found it was easy to remove with a long narrow piece of wood or a ball point pen refill. Push up from bottom of car through the hole in the truck rivet and load will pop out. He discovered that the loads made to fit the American Models 4-bay hopper worked perfectly.

Sparks coming off an AF steamer at the connector and the front tender truck. Doug Peck said this was a common problem with 21160 locos. Two lead wires in the 2-pin plug are probably reversed. Pull the pins out of the plug, reverse the two wires, and reinsert the pins (they just pull straight out). Tap back in against the wires, crimping them in place. This should work.

Complete Listing of All HARTOY AHL 1:64-SCALE TRUCKS

— REGULAR SERIES —

L02013	Almond Joy (Mack CJ) box van	L03013	Wheaties (Peterbilt 260) box van
L03015	A&P (Peterbilt 260) box van *	L02012	Wrigley's (Mack CJ) box van
L01072	Asplundh (Mack BM) stake bed	L52108	A&P (Mack CJ) 22' bullnose trailer *
L02023	Beech-Nut (Mack CJ) stake body	L53107	Atlas Van Lines (Peterbilt 260) 22' bullnose trailer
L04013	Birds Eye (GMC T-70) box van	L53105	Autolite (Peterbilt 260) 22' bullnose trailer
L01016	Breyers (Mack BM) box van	L52104	Bekins (Mack CJ) 22' bullnose trailer
L01015	Central Truck Lines (Mack BM) box van	L51105	Carolina Freight Carriers (Mack BM) 22' bullnose trailer
L01017	Coles Express (Mack BM) box van	L52103	Entenmann's (Mack CJ) 22' bullnose trailer
L05082	Dunkin' Donuts (Ford F-5) van body	L52105	Gillette (Mack CJ) 22' bullnose trailer
L01014	Evinrude (Mack BM) box van	L51109	Indian Motorcycles (Mack BM) 22' bullnose trailer
L03053	Exide (Peterbilt 260) panel stake	L51111	Kroger (Mack BM) 22' bullnose trailer
L04052	Firestone (GMC T-70) panel stake	L55103	Maxwell House (Ford F-7) 22' bullnose trailer
L05062	Flying "A" (Ford F-5) tanker	L52102	Mayflower (Mack CJ) 22' bullnose trailer
L05013	Ford Parts (Ford F-5) box van	L55104	Pennsylvania Railroad (Ford F-7) 22' bullnose trailer
L02053	Fram (Mack CJ) canvas back	L53103	Peterbilt (Peterbilt 260) 22' bullnose trailer
L02014	Friendly Ice Cream Stores (Mack CJ) box van	L51106	Preston Trucking (Mack BM) 22' bullnose trailer
L03012	GEM (Peterbilt 260) box van	L52107	Purina (Mack CJ) 22' bullnose trailer
L03032	Georgia-Pacific (Peterbilt 260) canvas back	L51110	Railway Express Agency (Mack BM) 22' bullnose trailer
L04022	GMC Parts (GMC T-70) stake body	L53102	Smuckers (Peterbilt 260) 22' bullnose trailer
L02032	Gold Medal (Mack CJ) canvas back	L51104	Stroh's (Mack BM) 22' bullnose trailer (<i>brewery</i>)
L01062	Gulf (Mack BM) tanker	L51108	U.S. Gypsum (Mack BM) 22' bullnose trailer
L04023	Hartz Mountain (GMC T-70) stake body	L51102	Wrigley's (Mack BM) 22' bullnose trailer
L04015	Indian Motorcycles (GMC T-70) box van	L51103	Yellow Transit (Mack BM) 22' bullnose trailer [black cab top]
L06012	Jack Frost (Ford C-Series) box van	L51103	Yellow Transit (Mack BM) 22' bullnose trailer [orange cab top]
L04014	Kelly-Springfield (GMC T-70) box van	L57402	Atlas Van Lines (Ford C-Series) 32' van trailer
L04032	Lipton (GMC T-70) canvas back	L52402	Burma Shave (Mack CJ) 32' van trailer
L01032	Mack Parts (Mack BM) canvas back	L53302	Chevron (Peterbilt 260) 32' tank trailer
L01013	Mayflower (Mack BM) box van	L55403	Eckerd Drug Stores (Ford F-7) 32' van trailer
L03052	Mobil (Peterbilt 260) panel stake	L55402	Ford Parts (Ford F-7) 32' van trailer
L04062	Mobilgas/Mobiloil (GMC T-70) tanker	L51302	Leaman Transportation (Mack BM) 32' tank trailer
L03016	Montgomery Ward (Peterbilt 260) box van	L55406	North American Van Lines (Ford F-7) 32' van trailer
L01024	New York Central (Mack BM) stake body w/barrels	L56403	North American Van Lines (Ford C-Series) 32' van trailer
L01043	Peabody Coal (Mack BM) drop side	L53402	Overnite (Peterbilt 260) 32' van trailer
L02022	Pennzoil (Mack CJ) stake body	L51402	Roadway (Mack BM) 32' van trailer
L03062	Pennzoil (Peterbilt 260) tanker	L51303	Shell (Mack BM) 32' tank trailer
L01042	Purina (Mack BM) drop side	L53403	Sherwin-Williams (Peterbilt 260) 32' van trailer
L03063	Quaker State (Peterbilt 260) tanker	L53303	Sunoco (Peterbilt 260) 32' tank trailer
L03063	Ray-O-Vac (Peterbilt 260) stake body	L52403	White Rock (Mack CJ) 32' van trailer
L02042	Royal Oak (Mack CJ) drop side	L53203	Dole (Peterbilt 260) tandem trailer
L04012	Shakespeare (GMC T-70) box van	L51203	Dutch Boy (Mack BM) tandem trailer
L05083	Spalding (Ford F-5) van body	L52202	ScotTissue (Mack CJ) tandem trailer
L01022	Stanley Tools/Hardware (Mack BM) stake body	L52203	Sothorn Pacific Lines (Mack CJ) tandem trailer
L02043	Stroh's (Mack CJ) drop side w/barrels (<i>brewery</i>)	L51202	Wonder Bread (Mack BM) tandem trailer
L01012	Swift's Premium (Mack BM) box van		
L02044	Timken-Detroit (Mack CJ) drop side		
L02024	U.S. Gypsum (Mack CJ) stake side		
L03033	Weyerhaeuser (Peterbilt 260) canvas back		

— EASTWOOD EXCLUSIVES —

L01025	American Flyer (Mack BM) stake body
L02016	Railway Express Agency (Mack CJ) box van
L55302	American Flyer (Ford F-7) 32' tank trailer

— "GREAT AMERICAN BREWERY COLLECTION" —

L04072	JAX (GMC T-70) stake bed w/barrels
L04033	Olympia (GMC T-70) canvas back
L02015	Papst Blue Ribbon (Mack CJ) box van
L05084	Pearl (Ford F-5) van body
L03023	Piel's (Peterbilt 260) stake body w/barrels
L01018	Schaefer (Mack BM) box van
L05012	Stevens Point (Ford F-5) box van
L51107	Ballantine's (Mack BM) 22' bullnose trailer
L52106	Schlitz (Mack CJ) 22' bullnose trailer *
L53106	Yengling's (Peterbilt 260) 22' bullnose trailer
L55404	Hamm's (Ford F-7) 32' van trailer
L53202	Dixie (Peterbilt 260) tandem trailer

— PROMOTIONALS —

L01023	Watkins (4) (Mack BM) stake body
L03064	Irving Oil (5) (Peterbilt 260) tanker
L53108	Acme Super Markets (Peterbilt 260) 22' bullnose trailer

— COCA-COLA COLLECTION —

C01011 Drink Coca-Cola (Mack BM) box van
 C01031 Coca-Cola "Refresh Yourself" (Mack BM) canvas back [black cab top]
 C01031 Coca-Cola "Refresh Yourself" (Mack BM) canvas back [red cab top]
 C01071 Coca-Cola In Bottles (Mack BM) stake bed
 C02011 Drink Coca-Cola "Serve At Home" (Mack CJ) box van
 C02021 Coca-Cola 50th Anniversary (Mack CJ) stake body
 C02041 Coca-Cola (Mack CJ) drop side
 C03011 Drink Coca-Cola (Peterbilt 260) box van
 C03041 Atlanta Bottling Co. (Peterbilt 260) box van
 C04031 Coca-Cola (GMC T-70) canvas back
 C04051 The Coca-Cola Bottling Co. (GMC T-70) panel stake
 C05081 Drink Coca-Cola (Ford F-5) van body
 C51101 Coca-Cola Atlanta Bottling Co. (Mack BM) 22' bullnose trailer
 C52101 Drink In Bottles (Mack CJ) 22' bullnose trailer
 C55401 Coca-Cola (Ford F-7) 32' van trailer [yellow]
 C55401 Coca-Cola (Ford F-7) 32' van trailer [orange]
 C55401 Coca-Cola (Ford F-7) 32' van trailer [gold]

— HERSHEY'S COLLECTION —

H01010 Hershey's Syrup (Mack BM) box van
 H01020 Hershey's Cocoa (Mack BM) stake body
 H01040 Hershey's Chocolate & Cocoa (Mack BM) drop side
 H02010 Hershey's Kisses (Mack CJ) box van
 H02020 Hershey's "Sweets & Treats" (Mack CJ) stake body
 H02030 Reese's Cups (Mack CJ) canvas back
 H03010 M.S. Hershey (Peterbilt 260) box van
 H03050 Hershey's Sweet Chocolate (Peterbilt 260) panel stake
 H03060 Hershey's Syrup (Peterbilt 260) tanker
 H03080 Krackel (Peterbilt 260) van body
 H04020 Hershey's "Cake Kids" (GMC T-70) stake body
 H04030 Hershey's "Special Vanilla" (GMC T-70) canvas back
 H04050 Mr. Goodbar (GMC T-70) panel stake
 H04060 Hershey's Milk Chocolate (GMC T-70) tanker *
 H05010 Hershey's Bitter-Sweet Chocolate (Ford F-5) box van
 H05070 Hershey's Milk Chocolate (Ford F-5) stake bed *
 H07010 Hershey's (Ford C-Series) box van
 H51100 Hershey's Chocolate (Mack BM) 22' bullnose trailer
 H52100 Reese's Cup (Mack CJ) 22' bullnose van
 H53100 Hershey's "Favor & Flavor" (Peterbilt 260) 22' bullnose van
 H55300 Hershey's Syrup (Ford F-7) 32' tank trailer
 H57400 Milk Chocolate (Ford C-Series) 32' van trailer

----- WINN-DIXIE ARCHIVES COLLECTION -----

----- (2) Davis Bros. "Table Supply" Stores (Lledo "DAYS GONE" '34 Mack) stake body (*Model No. 1*)
 ----- (3) Economy Wholesale Grocery Co. (Mack CJ) box van (*Model No. 2*)
 L03014 Lovett's Food Stores (Peterbilt 260) box van (*Model No. 3*)
 L53104 Steiden Super Markets (Peterbilt 260) 22' bullnose trailer (*Model No. 4*)
 L55102 "Margaret Ann" Stores (Ford F-7) 22' bullnose trailer (*Model No. 5*)
 L55405 Dixie-Home Frozen Foods (Ford F-7) 32' van trailer (*Model No. 6*)
 L55407 Winn-Dixie "JAX FLA 65" (Ford F-7) 32' van trailer (*Model No. 7*) *
 L56402 Winn-Dixie "The Beef People" (Ford C-Series) 32' van trailer w/ refig. unit (*Model No. 8*)
 ? ----- (*Model No. 9*) *

"brewery" – Beer truck but not part of "THE GREAT AMERICAN BREWERY COLLECTION" subset.

- (1) Hartoy Inc. lists this commemorative model as No. C55401-G.
- (2) First AHL truck marketed by Hartoy Inc. (no assigned model number).
- (3) First AHL truck manufactured by Hartoy Inc. (no assigned model number).
- (4) No. 1 in the Watkins series; Ertl had all of the remaining Watkins trucks. Some Watkins box numbers are over-stamped with "No. 4074" (which is probably the Watkins-assigned number).
- (5) Canadian oil company; these trucks were initially marketed only in Canada.



C02011
 Mack CJ
 Coca-Cola City Delivery

These 2 pages are a complete list of the Hartoy (American Highway Legends series) 1:64 scale trucks produced from about 1992 to 1997. Production was halted then on the vintage series cataloged here. Plenty are still around from various dealers, with some versions beginning to become collector's items. A more modern series of semis is still produced on a limited basis.

This list is provided through the courtesy of Mac McGath of Mac's Trains and Trucks, 238 Lincolnshire Drive, Crystal Lake, IL 60014. The list is supposedly complete, but he or your editor would appreciate knowledge of any variations not evident here.

These tractor trailers and shorter straight trucks created a lot of interest from S gaugers when they first appeared and show up on virtually every S layout. The trucks are easily kitbashed. If any of you have created dump trucks, cement trucks or other, send some pix in.

It is hoped that some production runs will be resumed at some point in the future. Many of the trucks are hard to come by. This includes most of the Winn Dixie series, some of the Beer Series, the Promotionals and a few of the regular series such as the Kroger No. L5111. As a collector of these myself, I see some marketing possibilities, perhaps overlooked by Hartoy. I could see a railroad series, another beer series, more oil trucks. I think cabs sold separately would be nice too. - Jeff

The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

Narrow Gauge Steam Locomotives

One thing that I have noticed over time is that I have seen lots of pictures of narrow gauge 4-4-0's and 2-6-0's in various books and other publications. However, other than some Colorado and Southern 2-6-0's, I have not seen much in the way of Sn3 models of these locomotives. Being curious about this, I compiled a list of the number of known 3' gauge steam locomotives by wheel arrangement. Most of the information came from *American Narrow Gauge Railroads* by George W. Hilton. Note that this list is just for 3' common carrier railroads in the United States, and only contains rod locomotives. Also, these numbers are not exact, but they do demonstrate which wheel arrangements were more popular.

A few things come out of this. One is that the most common wheel arrangement was the 2-6-0 or mogul with over 500 locomotives produced. There is almost a tie for the second most common wheel arrangement between the 4-4-0 and the 2-8-0 with over 300 each. The ten-wheeler (4-6-0) is in fourth place with slightly over 100 produced. The 2-8-2 comes in at fifth with 63 locomotives built, and the 2-4-0 is sixth with 60 examples. The numbers fall off after that with only a handful of some arrangements made.

In general, the narrow gauge locomotive development paralleled that of the standard gauge railroads at the time. The early narrow gauge railroads used 2-4-0's and light 2-6-0's. They then progressed to 4-4-0's, heavier 2-6-0's and 2-8-0's, then to 4-6-0's and more 2-8-0's. During the peak production years, which coincided with the heyday of narrow gauge railroads, the locomotives were essentially scaled down versions of the contemporary standard gauge motive power.

Narrow gauge locomotive production started in 1870, and reached its peak production from 1880-1883. During this peak period of four years, forty

percent of the total narrow gauge steam locomotive production occurred. The peak period ended with the collapse of the narrow gauge movement at the time The Grand Narrow Gauge Trunk system collapsed. After 1883, only a few new locomotives were built each year until around 1900, when new locomotive production picked up slightly. The collapse of the narrow gauge movement created a glut of used locomotives on the market from the railroads that were abandoned or standard gauged. This is one reason for the lull in new locomotives being built.

After the older locomotives started to wear out, and those roads that could afford new power placed orders, the 2-8-2 or Mikado type started to appear. Eventually, 2-8-2's were the fifth most numerous wheel arrangement. Again, this paralleled standard gauge freight power of the same time period. The last two new narrow gauge steam locomotives built were two 2-8-2's for the White Pass & Yukon in 1947.

Unlike freight locomotives, narrow gauge passenger power design in the United States stopped with the 4-6-0. There were no narrow gauge 4-6-2's in the US, but there was one unlikely 4-4-2 built for the Washington & Plymouth Railroad in North Carolina. 4-6-2's were used outside the country, including the 3'-6" gauge Newfoundland Railway in Canada.

There were only two articulated steam locomotives built for American narrow gauge railroads, the two 2-6-6-2T's built for the Uintah Railway in Colorado. This may seem remarkable, in that this type would be well suited for the conditions of the some of the railroads. In fact, evidence exists that the Denver & Rio Grande Western, Colorado & Southern, East Tennessee & Western North Carolina, and the East Broad Top did investigate this option. In the case of the D&RGW, they built the K-37 2-8-2's instead.

The Garratt type of locomotive should have also had attractions for the American narrow gauge railroads, and they were used successfully in other parts of the world. The Garratt was made of two symmetrical simple engines of any of the most common wheel arrangements, the front one mounted under a water tank, and the rear one mounted under the fuel bunker (or tank). The boiler is mounted on a heavy frame riding between the two engines. This arrangement causes the boiler to move inward on curves, which was thought to render this particularly suitable for narrow gauge railroads. American Locomotive Co. (Alco) did hold the rights to the Garratt design, however no American railroad of any gauge ever ordered one.

One narrow gauge engine development was the use of outside frames. This design was attractive since it allowed wider fireboxes, a broader base for a wider boiler, easier access to driving axle journals, and more room for outside mounting of the valve gear. The first domestic outside-frame locomotives were two 2-8-0's for the Crystal River in 1900. These are better known as the D&RGW C-21's 360 and 361. The most well known outside-framed locomotives are the D&RGW 2-8-2's.

The only seriously innovative narrow gauge locomotive was North Pacific Coast #21. In 1901, the company shops built the locomotive on the wheels and frame of a Baldwin 4-4-0. This was a cab-forward oil burner, with a water-tube boiler with 200 pounds pressure. The tender was a flat frame with two vertically mounted cylindrical tanks. This locomotive was disliked, and became known as "The Freak". It was scrapped in 1905.

On the Sn3 model front we have had some of the 2-8-0's, 2-8-2's, and 4-6-0's produced in brass over the years, mostly of D&RGW and Rio Grande Southern prototypes. C&S 2-8-0's and 2-6-0's have been made in brass along with Denver, South Park, and Pacific 2-6-6T Mason Bogies. Railmaster makes kits for several different 2-8-0's and 4-6-0's. South Park Finescale makes kits for a 2-8-6T Mason Bogie and a Cooke 2-8-0 as used by the DSP&P. Backwoods Miniatures makes some kits for small 0-4-0T and 0-4-2T Porters.

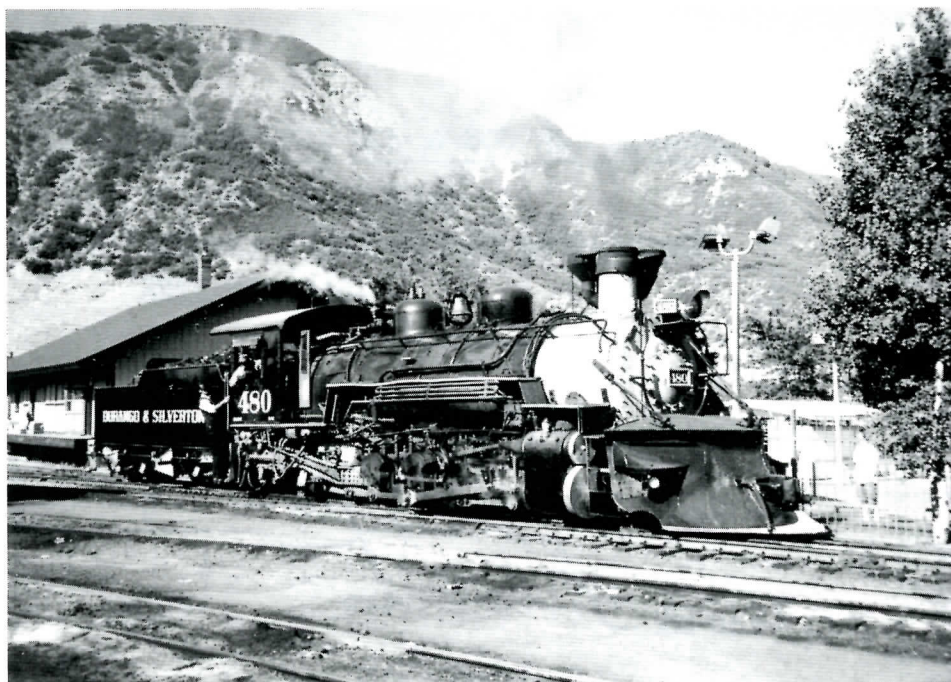
To me, it appears that one area we are

weak in is 2-6-0's and 4-4-0's. Although these are thought of earlier locomotives, some railroads operated with them until their demise, including those that lasted well into the twentieth century. The only Sn3 4-4-0 I have seen pictures of was made using a Mantua 4-6-0 mechanism that had one set of drivers removed. Has anyone out there built a 4-4-0 or a 2-6-0? If you have, please send Jeff or myself some information on it. If you have an idea of a way to build one using some existing components, please let me know.

Steam Locomotives 3' Narrow Gauge

Wheel Arrangement	Number Built
0-4-0	37
0-4-2T	27
0-4-4T	42
0-6-0	36
0-6-2T	40
0-6-4T	13
0-6-6T	3
0-8-0	2
2-4-0	60
2-4-2T	24
2-4-4T	39
2-4-6T	7
2-6-0	509
2-6-6T	19
2-6-2	12
2-8-0	322
2-8-6T	6
2-8-2	63
4-4-0	321
4-4-2	1
4-6-0	104
4-8-0	5
4-6-2T	2
2-6-6-2T	2
Unknown or other	63

Contributions or comments:
David L. Heine
5758 Bel Air Dr.
Coopersburg, PA 18036
e-mail: dheine@enter.net



D&RGW K-28 2-8-2 is one of the bigger narrow gauge engines. It now works on the tourist line, Durango and Silverton. Engine here is in Durango getting ready for an excursion. This is an outside frame design which allowed wider fireboxes.
Photo Jeff Madden

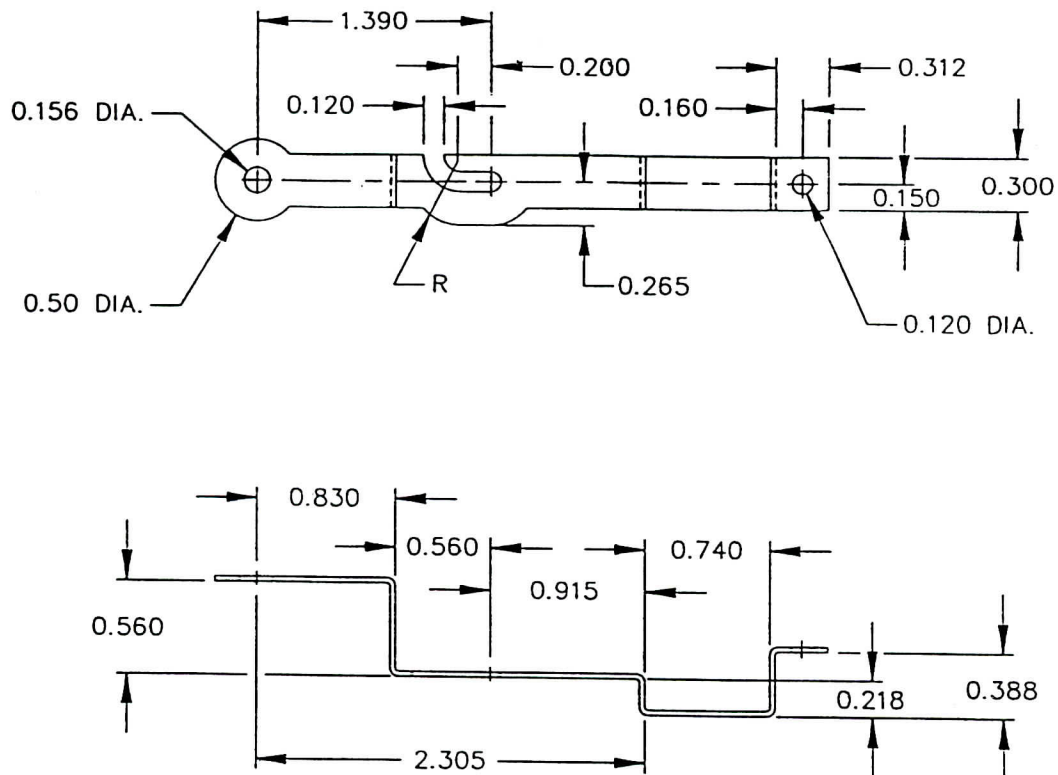


Second most popular narrow gauge wheel arrangement was the 2-8-0. This static display of a D&RGW C-19 2-8-0 is in its original environment near Cimarron, Colorado.
Photo Jeff Madden

LINKAGE FOR 316 & 326 LOCOMOTIVES FOR FRONT COUPLER

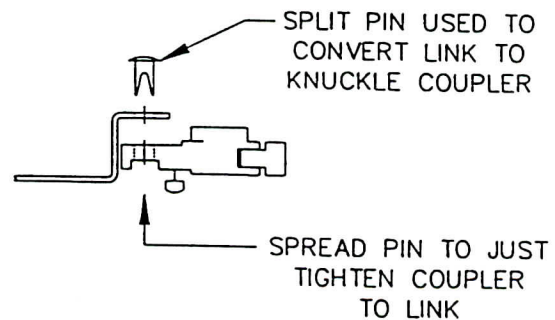
USE 0.031 THICK STEEL

**Designed by Jack Bebinger, Central Ohio S Gaugers Club
(614) 488-3208**



ASSEMBLY NOTES:

1. CUT OFF 1/16" OF SPLIT PIN AND ASSEMBLE AS SHOWN.
2. TURN ENGINE UPSIDE DOWN.
3. REMOVE SCREW THAT HOLDS SMOKE UNIT TO THE FRAME.
4. INSERT THE LINK & COUPLER ASSEMBLY UNDER THE SPRING & WASHER OF THE PILOT TRUCK.
5. REPLACE SCREW AND TIGHTEN, THEN LOOSEN 1/4 TURN.



NEW LOCATION FOR 12TH ANNUAL SPRING S-SPREE - DAYTON, OHIO

By Rick Smith, President of the Miami Valley S Gaugers

The Spree: The 12th annual 1999 Spring S-Spree will be the first one held in the Dayton, Ohio, area. It will be held from April 30-May 1st, 1999 - a Friday and Saturday. Previously, the Spree had rotated only between Columbus and Cleveland. The location will be the Dayton Mall Holiday Inn on I-75 at SR 725. This is a Holidome facility with all the amenities.

There will be 6,000 square feet dedicated to more than 90 trading tables an layouts, plus auxiliary rooms for refreshments, clinics, etc. It will be an all-S gathering with scale, hi-rail, American Flyer and Sn3 represented. This S-Spree will be modeled after previous events put on by our good friends in Columbus (COSG) and Cleveland (CVSG). These two organizations will be supporting this Spree, but it will be hosted by our club, the Miami Valley S Gaugers (MVSG). Chairman for this year's event is Bob Guckian.

There will be door prizes, clinics and train races. A silent auction is also being planned. There will be plenty of opportunity to talk to a large variety of S gauge manufacturers, collectors and operators. Some dealers and manufacturers expected to attend include: S Helper Service, EGRA Model Railroads, River Raisin, Des Plaines Hobbies, John Heck, SouthWind, Bill's Train Shop and Terry's Trains.

The Spree will include some fine layouts on location: Butch Sage's Sn3, Central Ohio S Gaugers, and Miami Valley S Gaugers. There will be a scheduled dinner on Friday night consisting of a three-meat buffet at the Holiday Inn. Of course, breakfast and lunch bars are available in the hotel complex.

Nearby is the Dayton Mall, and over 80 restaurants are located within 2 miles of the Dayton Mall Holiday Inn. Nearby attractions include the U.S. Air Force Museum (see the MX missile car) and the Carillon Historic Park (with the Wright Flyer, outdoor garden railroad and full scale railroad exhibits.

Holiday Inn reservations can be made

for the special rate of \$75 per room, double occupancy, if you mention the Miami Valley S-Spree when you register. Call the Dayton Mall Holiday Inn DIRECT at 937-434-8030 to receive the special rate. These are available if made before April 7, 1999. Even late reservations should mention the S-Spree, so the club gets credit for the rooms.

Registration costs before 3/16 are \$18, spouse \$8; After \$20, spouse \$10. Children 16 and under are free. 8 foot tables early \$18; late \$20 each. Friday evening buffet is \$23 each; Train race entry fee \$2.

Picking the Spree Convention Car: When it was determined that the MVSG club would host the Spring S-Spree in Dayton, the members knew they quickly had to have a limited run special convention car. Many ideas were presented at the meetings that followed. A hot dog car, relating to a nearby Cincinnati industry and something tied to the Dayton area Wright-Patterson Air Force Base were suggested. The Air Force idea won out, and searches were begun for military style cars. The fine new American Models flatcar presented the opportunity for a car with a special load.

The famous Roswell, New Mexico, alien incident cropped up in the minds of a few

members. According to some reports from July 2, 1947, a UFO supposedly crashed in a remote area, just northeast of Corona, New Mexico. There were unconfirmed reports that alien bodies were recovered at the site. The Dayton tie-in is that the remains were supposedly shipped to Hanger 18 at Wright-Patterson AFB, northeast of Dayton. With this in mind, the club chose a forest green U.S. Army flatcar with a crate load reading "From Roswell, NM; To: Wright Field, Dayton, OH." American Models will be supplying the basic flatcar with the special paint, staining, lettering and crate mounting. Club members are scratchbuilding the loads.

This limited run car will be available at the Spree, but advance paid reservations are recommended. If ordered before 3/16/99 the car will be \$40, after or at the Spree \$45. Add \$5 if the car is to be shipped.

Contacts:

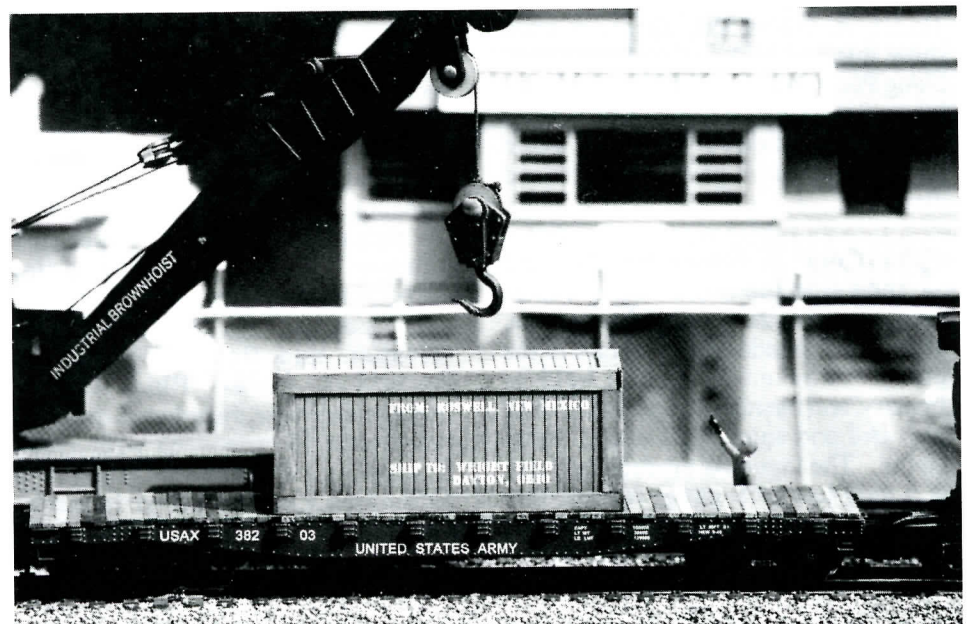
Registration info:

Secretary Norman Hass
10001 Forestedge Lane
Miamisburg, OH 45342
Phone: 937-436-1725
e-mail: planner@sicom.net

NOTE: The registration form has a bad zip code on it.

Convention car orders or info:

Treasurer Dennis White
2484 Cold Springs Drive
Beavercreek, OH 45434
Phone: 937-426-3616
e-mail: dwhite@erinet.com



THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gauge Railroaders(BSGR)** brought their portable layout to the two day train show in West Springfield, MA. on Jan. 30-31. This show is organized and sponsored by the Amherst Railway Society at the Eastern States Exposition grounds. These grounds were developed to hold agricultural fairs and other exposition events. The Eastern States Agricultural Fair is held annually in September at the site. The train show is held in two large buildings with free access from one to the other for attendees. The show featured more than 30 operating layouts including the **BSGR S** gauge one, displays by various groups and clubs including a local live steam one that brought examples of their rolling stock and locos. Demonstration of 1.5 inch scale train models (electric motor powered diesels) were an action feature at the show (held indoors)!

The **BSGR** were hosted in January by Chet Brown in Beverly, MA. the newly elected treasurer of the group. Paul Riley hosted the group in February in Peabody, MA. In March John Ciarleglio, in Wayland, MA. will host the group. John served as president of the **BSGR** when they organized and hosted the NASG convention in July, 1998. On March 28, the group will host and organize their own train show at the Masconomet Regional High School fieldhouse, Topsfield, MA. Billed as the Tracks & Trains VII, all gauge train show, this is an undertaking for the club. Doug Peck organizes the newsletter and other functions for the group. The newsletter always includes good coverage of new S gauge products and ideas.

The **Conn. S Gaugers(CSG)** held their first meeting of the group in the new year at the home of Bill Krause, the original founder and organizer of the group. The meeting was held in January, and members were glad to meet with Bill and enjoy his Lester Central layout. The layout is modular and one in a long line of S gauge layouts that Bill has built and operated over the years. The **CSG** brought and set up their modular layout at the Cheshire

Train Show, in November, at the Cheshire, CT, high school. The show was sponsored by the Ram Band. Several long time members of the group, including Hank Roos and Don Ross were in attendance, along with Tom Lambert, a new member to the group. **CSG** member George Liedinger brought and operated a AF # 312 K-5 with the conventional smoke from the stack, and modified to additionally have smoke from the main steam chest and cylinder area. Quite a site for display at the show.

The **CSG** will be hosted by president Bill Fuhrman in February, where his hi-rail layout and collection can be enjoyed by those attending. The group is planning to bring their modular layout to the Spring Cheshire High School show on March 7. Craig S. O'Connell edits the club newsletter, and Steve Kutash is in charge of the modules. Steve has a large modular layout, some of which he brings to the club display events. Your column editor set up a holiday display of trains for the local Historical Society. Five operating layouts along with various static model and train displays were included, with good response and lively attendance. The exhibit was included in a society holiday display of old toys and the trains.

A recent issue of the newsletter from the **American S Scale Circle (ASSC)** edited by Kelvin White, who according to the issue is ready to receive "articles, letters, (&) abuse..." We wish him no abuse, as he is doing a fine job of spreading American S gauge modeling abroad. Kelvin has exhibited his portable layout, Kerneekkee at a number of exhibitions including Portsmouth in March, Malmesbury in Sept., London(keen House, MRC) in October, and Benson(NMRA) in December, 1998. Plans for the forthcoming year include exhibition of the layout (Kerneekkee) with Geoff Bishop's Cushman layout at Kidlington, Exeter Hall in January. Geoff plans to display Cushman at Southampton, Eurotrak-Guildhall in late February; and Bristol, Thornbury

Leisure Centre in April.

The newsletter by Kelvin White includes an interesting analysis of the newly-released Bachmann Industries On2.5 gauge train sets. Kelvin includes S scale dimensions along with some once-existing real world 2-6-0 steam engine drawings for comparison or possible prototype examples for incentive to modelers performing conversion and use in our favorite scale. His article mentions several reviews of the newly-introduced narrow gauge loco and passenger cars, by Bill Wade of the *S/ Sn3 Modelling Guide* and a recent issue of the *Model Railroader Magazine*. Pros and Cons of an S gauge conversion are presented along with the examples of prototype locos mentioned. The recent newsletter of the **ASSC** also includes descriptions of the updated Kerneekkee layout and the Cushman S gauge layout of Geoff Bishop. Geoff recently made his first venture into S gauge with this layout.

The **South Jersey S Gaugers(SJSG)** held a tree making clinic around Halloween time with Jim Elster of Scenic Express a local supplier of scenery materials and supplies leading the activity. Members were pleased with the simplicity and ease of model tree construction. Jim Elster demonstrated the detailing of urethane rock walls using spray paints and ground foam. The detailed rock walls also impressed the members attending the clinic. The next train show that the **SJSG** plan to display their portable layout at will be the Greenberg Show, at the South Jersey Expo Center, Pennsauken, N.J. on March 6 & 7.

The *Waybill* is the newsletter of the group edited by Ed Claypoole, which includes a listing of various train shows and displays of interest to the members. Meetings are held on a monthly regular basis at the Bellmawr Fire House, with additional get togethers as desired. Member Rick Wark's S gauge home layout was on display during a house tour in Riverton, N.J. in early December. At a recent meeting of the group member Ray Farrell displayed his Tootsie Toy car collection. Wayne Schneyer showed a reworked Marx tender with S scale parts, and Dan DeSantis demonstrated an MRC Dual Power 270 watt solid state AC transformer with walk around controls. President Bill Moore conducts the meetings.

The **SJSG** held a "Play Trains" get-together at Chick's Hobbies in December. A similar get together is planned in February to be hosted by Pat Bigley, and a possible visit of the group to Flyertown in South Jersey in March. The "Play Trains" get-togethers are additional to the regular meetings of the group and include visits to the various members layouts and other places of interest.

The North Penn S Gaugers (NPSG) met at Mike and Janet Berus' home on two Saturdays in January to work on S gauge modules and have fellowship. Corresponding Secretary Glenn Ritter edits the newsletter which often includes listings of local train shows and events that would appeal to members. A recent issue of the newsletter included an editorial/description of the S modelling activity of Richard Snook, a resident of Australia. Seems S gaugers are even fewer and farther between in that country and locating much in the way of more than scratch building supplies is difficult. Richard is building two portable modules for display and operation/demonstration.

Wayne Beachy of the Atlantic Coast S Gaugers (ACSG) wrote an interesting article about an address given by Mike Wolf of MTH or Mike's Train House at a meeting of the Virginia Train Collector's (VTC). Mike Wolf's talk included a description of production plans for his company and the plan to possibly produce S gauge trains when technology permits a sound system that offers quality similar to that now incorporated in O gauge trains. Mike Wolf feels that S gauge trains are a great size for toy and model trains, according to the report of Wayne Beachy of the ACSG recently published in the NPSG newsletter.

The most recent issue of the **NPSG** newsletter included a description of the holiday layouts of several members, including Joe Bolsar, Glenn Ritter, Mike Berus, Ben Erwin, and David Heine (Sn3). David Heine's Christmas layout included two loops of G gauge track, one for a trolley and one for a circus train.

The Neshaminy Valley AF Club's (NVAFC) 101st meeting was hosted by Tom and Cyndi Keegan in October. Tom has a new layout that

includes many AF accessories and at least seven crossings in the track work. The 102nd meeting was held at the Lenape Middle School, Doylestown, PA to set up their layout for the Chalfont Boro police benefit train show the following day. Mike Ramsey and Curt Johnson brought the layout to the site of the show. The **NVAFC** also displayed their layout at the portable layout at the Holy Family train show in late November.

The **NVAFC** was hosted by Mike and Janet Berus in early December. The group planned their schedule of meetings and special events for the new year. They were considering the display of their layout at the Family Heritage Restaurant as they have in the past. Mike Ramsey edits the newsletter for the group.

The Potomac Valley S Gauge Assoc. (PVSGA) delayed their January meeting until early February, thus, Dan Vandermause in Ellicott City, MD, will host the group twice in February. The group is hard at work planning and constructing modules, with module design, track planning, and module construction all on the agenda. Dan Vandermause will host again in mid-March for module planning and construction. Dick Cataldi is also active organizing the group and will host in April, in Vienna, VA. The recent newsletter of the **PVSGA** includes several drawings of potential module designs with possible scenery layout, and detailed dimensions of S gauge turnouts made by Old Pullman and Shinohara that would be required for the scale module track layout.

A very useful and innovative item included in the newsletter of the **PVSGA** is a pocket schedule for the group's meetings and get togethers. This is a printed six month schedule that can be cut out for carrying in one's wallet for future reference and availability. Dates and activities planned are printed on the handy schedule.

Harry Butler of the Rochester Area HS Gaugers (RASG) proposed more frequent publishing of the club newsletter in 1999, perhaps bi-monthly. The recent newsletter reported on weekly work sessions hosted by Mike Shea to perform work on turnouts for Mike Holland's modules. Member Steve Coughlin has participated by

bringing items to work on to the sessions. The **RASG** is planning for exhibition of their modules at the upcoming Batavia, N.Y. train show on April 11.

The recent newsletter of the group included an informative trip report by Mike Shea for last Summer's journey to the East Broad Top RR. and the Rockhill Trolley Museum. Mike's granddaughter Jessica was along on the trip and enjoyed the train/trolley riding. For visitors contemplating a trip to the area, Mike stayed in a motor inn near Mt. Union, PA. and he explained that it shouldn't be too difficult to find a better place in the area. The single bed in the two-bed room was a plywood box with a thin pad on the top masquerading as a mattress. The plumbing system was state of the art for 1950, and showers were an adventure. Another guest washing their hands or flushing the toilet four units away could instantly change the water temperature by 20 degrees. The A/C and television both performed up to spec, as a plus side of their stay.

Roger Delthony hosted the **RASG** in Sept. and the group planned to display their banner on tent poles to make it more visible at train shows. Ted Larson and Mike Holland have been searching for tree kits and supplies to make trees for the modules. Harry Butler hosted the group in November. He had visited the Ertl factory store in Dyersville, IA earlier in the year. Harry gave attendees at the meeting an S scale Ertl figure obtained on his trip to the factory store. The newsletter for the group includes new S product news and listings of train shows in the Rochester area.

The Baltimore Area AF Club (BAAFC) were hosted by member Monte Heppie in January, in Pasadena, MD. The group will be hosted by David Avedesian in March. The December meeting of the group was held at Bullock's Family Restaurant, Westminster, MD and was the annual holiday party for the group. twenty-five Club members along with a number of wives and family members attended. A presentation on the early history of the B & O Railroad was made using Vu graphs by Paul Bridge, a lecturer from the B & O Museum, Baltimore, MD. The **BAAFC** displayed and operated their layout at four train shows and events in December. These included the Greenberg show, TTOS show,

Westminster Toy Train Show, and a display at the John Hopkins Hospital Children's Center. The latter display was set up in the main lobby of the Hospital from 10:00 AM. until 3:00 PM. A number of AF accessories were set up and operated including coal loader, barrel loader, log loader, sawmill, and rocket launcher. A steady stream of children, parents and hospital staff enjoyed the display.

In late December, twelve BAAFC club members participated in a field trip to the Lancaster, PA. area. The trip included the TCA museum, lunch in the diner car of the Red Caboose Motel, observing operation of the Strasburg RR. and shopping at the Choo-Choo Bam Train Store. The group also visited the All-Aboard AF layout of Bob Board. This layout includes over 200 feet of trackage, 72 turnouts and an operating roundhouse turntable. The group is preparing to place another order for club shirts. Rod Charlton and Ron Kolb are coordinating the order. Ron edits the club newsletter. The group is planning to operate their layout at the Greenberg Show, Timonium, MD. in March. Exciting news from the group is the plan being coordinated by member David Avedesian for a club car to be an aquarium car! This car would fit into the group's home area which features the Baltimore waterfront aquarium.

The Southeastern Michigan S Gaugers (SMSG) were hosted by Joel DeWitt in December where they enjoyed the operation of S standard gauge and Sn3 on his large layout. Dave Belanger in Waterford, MI. hosted in February and Gaylord Gill will host in March (in Troy, MI.) The group is enthusiastic interest about the possible forthcoming Walther's S scale building kits. They have agreed to purchase as a group 10 each of five of the kits including Phoenix Fuel, Clarkesville Passenger Station, Classic Service Station, Steel Water Tank, and the Concrete Coaling Tower. A testimony to the sturdiness of their modules was demonstrated by Sig Fleischmann when he had his module fall off the roof of his van at 55 mph. An air blast from a tractor trailer following Sig caused the module to land on the shoulder of the road, rather than under the truck's wheels (your column editor). The scenery on the module was pretty much unscathed according to the newsletter report, and it was used to run trains

without mishap at a show that it was being transported to.

The SMSG recently welcomed new member, Richard Phillips, an AF collector and Hi-railer who is a member of the NASG and the NMRA. New officers of the group were elected recently and include Gaylord Gill, President; Sig Fleischmann and Bob Pardington, Members-at Large.

The Houston S Gaugers(HSG) participated in Model Railroad Month activities (Nov.) sponsored by the "San Jac" Club. Bob Werre's photogenic Great Plains Northern was on the tour for the first weekend of the event. Member Don Hand hosted the HSG group on the second weekend with their modular layout set up for the visitors on the tour to view. On the third weekend Rusty Paulus' spectacular Cheyenne Mountain RR was on the program for visitors. In addition, two Sn3 Layouts of non-HSG affiliation were on the tour program.

The HSG modular set-up included a "Salute to two Fallen Flags" theme, featuring all-SP and T & NO consists. Member Jack Troxell's NASG Best-in-Show 4-6-0 engine was operated for the visiting crowd along with seven club members providing SP and T&NO rolling stock. This was a very good way to showcase S scale to the public, and the HSG should be commended for their effort. It is good to have S gauge operating trains available to the model railroading public when other popular scales are on the schedule.

The Chicagoland Assoc. of S Gaugers (CASG) hold regular meetings at the Walter Lutheran High School, Melrose Park, IL, on the third Friday of the month. Members arrive at approx. 7:00pm to sell/trade equipment, view videos, have coffee and rolls, and talk. Sounds terrific! Norm Schreiner, VP, conducted the Nov. meeting at which 29 members and visitors attended. Andy Jugle gave a preliminary S-Fest report. The famous "Art Report" was given and included a description of the upcoming December events. The CASG held their December meeting on the second Friday of the month.

The CASG newsletter, edited by Dave Sengenberger, accepts non-commercial ads by members to sell or trade model RR items. It also lists area train shows

The Jan., 1999 issue of the CASG Flyer had photos of detailed AM 4-6-2 loco by Mike Krope. The engine was decorated for his freelance Seattle, Tacoma, & Portland RR. which has piping and details similar to those of the Southern Railway.

The State Line S Gaugers(SLSG) held their holiday banquet at LeMere's Restaurant at the Rockford Airport in December. Twenty one members attended, including Art Doty who wore his "atrocious, ugly, Bah Humbug" hat. The group's annual meeting was held after the banquet, and new officers and directors were elected. Jim Larson is President; Andy Geerts, V.P.; Vera Geerts, Secretary (is she going to go back to writing the excellent newsletters that she has in the past ?-ed.); and Gary Cychosz, Treasurer. In addition, Art Doty, Dave Oberholtzer, and George Sorensen were elected Directors of the group. David and Martha Pippitt are in England for a period of time and sent back some thoughtful Christmas gifts that were distributed to the members at the banquet.

The SLSG were hosted by Jim and Andrew Larson in January, and by George and Eric Sorenson in February. Member Terry Dyer had his S gauge layout featured on the cover and in the Nov./Dec. issue of the *S Gaugian* Magazine. Member Gary Cychosz is coordinating for 3 area clubs to take a commercial bus to the '99 Fall S Fest in St. Louis.

The Cuyahoga Valley S Gauge Assoc.(CVSGA) displayed their tinplate layout at the Greenberg show, last November, at the Cleveland, OH, Convention Center. The layout was also displayed and operated at the Cleveland City Hall, at Mayor White's Holiday Train Show in December. The CVSGA is in the process of rebuilding their hi-ail layout. All sections were stripped down to the benchwork for reconstruction.

The AF S Gaugers of the St. Louis Area(AFSGSLA) were hosted by Norm and Ione Pilarski in January. The Pilarski's layout was featured in the *S Gaugian* Magazine. On the last day of last year, the AFSGSLA met at the Citizens National Bank in Maplewood to take down their 8 ft. x 8 ft. layout. On January 2, the group began taking

down the Famous Barr Department Store layout. They displayed an 8 ft. x 28 ft. layout at the Greenberg Show, Collinsville, IL. on January 30-31. In mid-February, they displayed the same layout at the train show in Duplo, I L.

Member Chris Rathert hosted the group in February, in Chesterfield, MO. David and Jim Stevens will host the group in March, in North St. Louis County, MO. Member Warren Ude reported at a recent meeting of the group that a new donut store has opened in the St. Louis area that offers their line of donuts as well as a close-to- S scale (by Lledo) model truck with the Krispy Kreme label on it. Gary Mueller edits the **AFIGSLA** newsletter, and Moe Berk coordinates the group's activities. Members pay their dues by participating and run the risk of being dropped from the mailing list if they stay away too long. Participation means attending meetings, helping at club activities, work sessions or display events.

The Badgerland S Gaugers(BSG) were hosted by member Jim Brown in December, 1998. Jim is apparently moving and the meeting will be the last at this site with Jim as host. Sadly, his layout is being taken down. Elections were held for new officers. Dick Kloes is President; Roy Meissner, V.P.; Jeff Young, Treasurer; and Ron Schlicht, Secretary. Chuck Porter was elected as Director. Gary Children hosted the group in January, in West Allis, WI. and Dave Koehler in February. Ron Schlicht is scheduled to host in March. Ron Schlicht edits the newsletter of the group, and includes listings of area train events and web sites that might be of interest to the members. Planning is ongoing for the 2000 (special anniversaries) Fall S Gest.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) newsletter is the *S-Train Rail* distributed by Dale Weiler of Otis Orchards, WA. It is often published on pastel colored paper so it stands out among the usual newsletter printed matter. In a recent issue Ernie Horr thanked all who extended concerns wishing him a speedy recovery from his open heart surgery. The **IESGAPN** held their annual Christmas dinner and get together at Granny's Buffet. Member Cliff Baxter coordinated the event, and a good time was had by all. Members were encouraged to bring

examples of recently-released S gauge items for show and display. A recent newsletter of the group included a poem entitled "A Minute Can Be Eternity" by Bill Bell, along with some interesting AF Facts.

IESGAPN member Bud Chadbourne sustained a shoulder injury when he fell from a 16 foot ladder while putting holiday decorations on his home. He had an operation on his shoulder and is recovering from his mishap. To aid in his recover he received an SHS wide vision caboose. The sectional layout that the **IESGAPN** displays at train shows is in need of maintenance work, and the group is trying to get it ready for a show in February. They have new American Models track which will be used to improve the appearance of the layout. The group is seeking a member who will take over the management of the layout repairs and maintenance, as Ernie Horr cannot continue the duty because of health problems. Ernie will continue to lend his expertise and support but apparently requires some leadership to help manage maintenance of the layout. Ernie edits the *S Train Rail* and is requesting help with that task as well as the sectional layout.

The Pines & Prairies S Scale Workshop(PPSSW) are working to host the Lake Special '99 NASG convention in July, of this year. The group has get-togethers on a weekly basis with Dave Jasper, Ben Trousdale, Ken Zieska, and Walt Jopke all hosting in January. Jan and Walt Jopke held a social event in early February in Eden Prairie, MN. Ken Zieska coordinates the group's meetings at various member's homes and other locations. Walt Jopke edits the group's newsletters which include listings of train shows and other events that might be of interest to the members.

The Rocky Mountain Hi-Railers(RMHR) are approaching their 4th birthday. The group plans to bring their layout to the Treasure Valley Train Show, at the Boise Centre on the Grove on June 12-13. Members Al Babbitt, Sam Rapp, and John Eichmann set up a simple 5 ft. x 8 ft. layout at their department's annual Christmas party. The party was a dinner dance, and the train display was set up to provide additional entertainment.

Sam and Debbie Rapp of Boise hosted

the **RMHR** group in January. The group saw a videotape on making track crossings at almost any angle, as described in a clinic at the 1998 NASG convention. The group is planning to completely remodel their layout for the forthcoming year and display at shows. A recent newsletter issue of the *S Say*, has diagrams of the layout tables. The proposed new layout will include a staging yard and will be almost 75 percent larger than the original layout as built in 1996. John Eichmann coordinates the group and edits the newsletter.

The Bay Area S Scalpers(BASS) publish their *Bass Waybill* newsletter which is edited and distributed by Barney Daehler. Member Michael Eldridge hosted the group in January at the Lincoln Glen Church, San Jose, CA. Space was available to set up modules that any members might bring. Bill Roberts coordinates the module set ups. Lee Johnson coordinates the **BASS** and writes a column for the newsletter that recently included a rundown on some of the new S scale models available.

Member Vic Cherven built a two track coach yard for his layout, and benchwork and roadbed that will become a new area to become the Sacramento Loco Works. Mikal Pruitt has moved to a new home and new job. He is erecting a 14 ft. x 20 ft. building in the back yard of his new home in Sebastopol, CA in which to house his S gauge trains. Member Don Seeberger and wife Eileen have gone to Australia for a period of time and keep in touch with their friends at the **BASS** group. Jim Sweeney retired from the Matson Navigation Company in December, and is looking forward to S gauge modelling to fill up his schedule.

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

EXTRA BOARD

DOWNTOWN DECO

Train sets displayed in big downtown department store windows used to be common from the 1920s through the '80s. Now they're about as extinct as the Edsel, except for the last 10 years in the Famous-Barr store at Seventh and Locust in downtown St. Louis.

This last Christmas marks the tenth anniversary of a fully scenicked S gauge train layout set up by the American Flyer S Gaugers of the St. Louis Area. This year's display which ran from November through January 1 included some upgraded wiring. Charley Taylor, a local lawyer, usually heads up the operation which includes most of the club members participating.

U.S. POST OFFICE COLORS

I've been interested in this question myself. When did the Post Office change its colors to red, white and blue? This effects scenic details on our layouts, if we are period modelers.

In response to a query by John Eichmann on the net, Megaera Ausman, a USPS historian, answered in detail. Here's a condensed version. Briefly, the P.O. went to red, white and blue vehicles in 1954 and collection boxes in 1955.

For those modeling between 1909 and the mid-fifties, collection boxes were painted green. Red was tried briefly around 1913, but it conflicted with fire boxes and equipment, so it was dropped. Then following WW1, the War Department gave the Post Office Department a supply of surplus olive drab paint. This soon became the standardized color for collection boxes until 1955. Yes, I remember them well. Then collection boxes became red, white and blue, except for storage boxes which retained the olive drab scheme. In 1970 the Postal Service went to a simpler deep blue only with reflective Post Office logos attached to the boxes. Today the color is still blue, but there is the newer "sonic eagle" logo.

Post Office vehicles followed pretty much the same pattern. In 1913 vehicles were painted medium coach green with red wheels and black striping. After

1919, the olive drab surplus paint was available, and by 1921 a standardized paint scheme was adopted. This was an olive drab body with a cream stripe at roughly mid-height and approximately six inches wide. Fenders, engine section, running gear and roof were black. Later on only the running gear and fenders were black. Lettering wasn't mentioned - Is it U.S. Mail? U.S. Post Office??

1954 was the changeover year for vehicles. Vehicles had a white roof and top part, reflective red middle stripe and blue lower body. The white was to reflect more heat, and the stripe was for visibility. In 1970 the red stripe was narrower and separated the white top and blue bottom. In 1979 vehicles became all-white with red, white and blue stripe (reflective or non) across the beltline of the vehicle (from rear of hood catch assembly to lower hood line).

Those of us who model in the mid fifties should probably check out color photos. The olive drab color on trucks and boxes probably stuck around a year or two after the change dates listed. There is a Model A truck offered in the latest Walthers catalog in HO - check it out for the lettering and paint. I'd also like to know the paint schemes of old Ma Bell vehicles in the 40s and 50s. I recall olive drab also with a gold bell logo and lettering??

- Jeff

POCKET GUIDE ERROR

A Greenberg AF Pocket Guide error was detected by John Eichmann (Idaho). He has 2 consumer catalogs from 1956 with the numbers D1899 and with no prices listed. The Pocket Guide lists this number for a "railroad trestle system brochure." The response from Greenberg (Kalmbach) was that it indeed was an error since 1995, but that the hardbound Volume II had the correct description - Canadian consumer catalog for 1956 (that's why no prices).

AF COLLECTORS CLUB

For the time being the Collector, organ of the AF Collectors Club, will not be published due to the illness of the editor and publisher, Frank Hare. Frank is having serious vision problems, and is unable to continue for the time being. Hopefully, things will work out.

- info courtesy Doug Peck

NO MR CAR IN S!

Rashied Jibri wrote *Model Railroader*

Editor Andy Sperandio in January asking why MR didn't do a 65th anniversary car in S. Several specially decorated cars were listed as available in Z, N, HO and O. He also reminded MR to look closer at our gauge and the new products being produced. He plugged the NASG too.

- Thanks, Jeff

POWER PACKS

A couple of power control units touted over the net: MRC Controlmaster 20 and walk-around-unit from Chicago Model International, Model #156. Anybody care to report in detail?

-Jeff

MODERN PROTO S GROUP

The Modern Prototype S Group, started by Dave Bailey, has moved to the Internet. It has more than 20 members and is trying to recruit those who were on Dave's previous MPSG list and who don't have e-mail. We are looking for ways to communicate with those folks.

The reorganized group uses Paul Yorke's S-Trains Digest for a forum. To get on this list just go to www.onelist.com. We will also remain an NMRA SIG (special interest group), but you don't have to be an NMRA member to participate in the group.

To reaffirm our goal: "To encourage the production of modern prototype locos, freight cars, accessories and buildings in S scale and to share information on what we are all doing."

If you are interested in joining or want more info, you can contact me via e-mail at: alex.binkley@sympatico.ca or via mail at 1789 Nolan Rd., Hammond, Ontario, Canada K0A 2A0.

Newsletter excerpt: "Kelvin White has produced a list of modern locomotives available in S scale and is working on a list of modern freight cars... Denis Fortier wants a modern centerbeam flatcar. Chuck Smith wants an EOT device that Don Richards says can be obtained from Accurate Lighting. It is made for HO, but it's really too big... perfect for S scale. It comes mounted on a Kadee No. 5 coupler. I removed mine from the No. 5 and put it on a Kadee 802. It... Additionally, I removed the flasher IC from the battery holder, built a 1-1/2 volt regulator circuit for it and added pickup wheels so it now runs off track power instead of battery.

Skip Mersereau advocates the following locos - MP15AC switcher, GP15-1, GP40W, M420...I would go for a GP40-2 and C424. Many members are pushing for an SD45."

- Alex Binkley

DCC BASICS

From the net, a request for basic overview of DCC (Digital Command Control). The response:

You install a microprocessor in each engine. This allows you to run any number of trains on one track, controlled by a handheld unit or a computer. From the handheld you control speed and direction. The chip contains a small capacitor, so it is less likely to stop when a bad spot of track is encountered. From the handheld you can also turn the headlight on and off, and if the engine has a rear light, then the switching from head to tail light is automatic. You can also control other features such as smoke, sound, additional lights, etc.

Each engine can be programmed with top speed, which you can set to realistic proto speed, or perhaps, just set so the train does not fly off the curves. You can also program starting and stopping momentum.

When I start my 322 Northern, it will have been sitting on the siding doing nothing. I first turn on the smoke, then the headlight. Then I set it for full speed ahead. Since it is pulling 18 hoppers filled with coal, I have the momentum set very high. Thus, it starts off very slowly, taking the better part of a minute to reach full speed, which is not very fast for this slow freight. My MP passenger ABA really flies at scale speeds of over 100 mph. Then again, my SHS SW9 comes up to speed really fast, pulling only a couple of cars, but its top speed is slow to begin with.

Back to my Northern with its coal load. As it is moving at top speed, I tell it to stop and reverse. Then I just watch as it very slowly comes to a stop, the headlight goes out, and then it slowly picks up speed in reverse.

Slow speed operation is easy. If I set my AM B&O Pacific to the slowest possible speed, it takes 9 seconds for the drive wheel to complete one revolution. Another feature is handling doubleheaders. You can tell the system to treat two engines as a doubleheader, then they move in tandem.

When you tell an engine to go forward, it goes forward, regardless of the direction it is pointed on the track. An exception would be two back-to-back A units as part of a doubleheader.

DCC can be used to control turnouts and other accessories. Block occupancy detectors are available, although it takes special extra stuff, or a computer, to use the information to control the trains. I have not tried these yet.

That about sums up my DCC adventures so far. It is expensive though. The cheapest decoder is \$30. I pay \$80 for one that can handle the amperage of the old AF motors. Starter Sets are available. An FAQ and info from the manufacturers is available at <http://www.tttrains.com/>.

- Daniel Neumayer.

Dan is not a member that I know of, but this is a nice basic summary I got off the net. Hey, maybe we can use the net to recruit some new members just by a polite query? - Jeff

FROM TRAINS TO TRUCKS

Carl Crosier, an old friend of S who had managed the American Flyer line at Lionel, is now working at Playing Mantis, the outfit that designs and imports the Johnny Lightning diecast toy cars and trucks.

- Reported by Will Holt

LAST RUN

Delwin (Jack) R. Amerine, an S scaler and first president of the B&O Railroad Historical Society, has passed away at his home in New Jersey. I'm not sure of the exact date - I got this from the B&O Historical Society Magazine. He was that organization's first president and edited the first newsletter, which then was called *Engine 5304 Light*. He was president from 1979 to 1980.

From looking back through my collection of *S Gauge Heralds*, I was able to follow some of Jack's S gauge history. He subscribed to the *Herald* in the '60s and authored several articles while living in Texas (his home state?). It appeared he moved to Pennsylvania in 1969 and joined the Delaware Valley S Gaugers. He continued to author S articles until the *Herald* quit in 1978. Besides, he was a member of the NASG, the NMRA and the Penn-Jersey Society of S Scale Electric Railway Engineers.

In the *Herald Yearbook*, his freelance railroad was listed as the New York &

S-CALENDAR

March 28, 1999: All-gauge train show - Tracks & Trains VII, Masconomet Regional Fieldhouse, Topsfield, MA. There will be S dealers and layouts there. Info: Doug Peck, (978) 465-8798, portlines@aol.com.

April 30-May 1, 1999: Spring S-Spree, Holiday Inn-Dayton Mall, Ohio, SR725 at I-75 (exit 44) sponsored by the Miami Valley S Gaugers. Info: Bob Guckian, 227 W. Spring St., Eaton, OH 45320 - (937) 456-1226. Holiday Inn direct phone (937) 434-8030.

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. Hotel: Best Western Kelly Inn, St. Paul - Res: 800-528-1234. Convention info: CCS Assoc., 6611 Countryside Drive, Eden Prairie, MN 55346 - e-mail: mhrr@skypoint.com or Fax: 612-934-6741. Note: For those interested in the entire NMRA convention, it starts on July 17

August 22, 1999: 4th Annual Train Collector's all gauge Train Show. 9-3 at Southern Connecticut State University, James Moore Field House, 125 Wintergreen Ave., New Haven, CT. \$5 admission. Info: John or Robin Vanacore (203) 239-1346.

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

Pittsburgh Railway. Among several *Herald* articles he wrote was one about building a gas station - "Odd Corners West Virginia" (Summer '70) and a 2-part one about kitbashing a 2-4-2T loco.

It appeared from reading about Delaware Valley happenings in *Club Car* that Jack was always promoting field trips to various rail locales. I imagine that the prototype interests involving the B&O society took over in 1979. Can any of you Delaware Valley/Lehigh Valley guys provide a photo or more information? - Jeff

Jeff's Jct. cont. from p.5

a better job. And in particular, the importance of our S-specific publications is on a higher level with our readers than the general model press because of the unique position of S among the other scales. As an S editor I discovered that the commercial all-gauge publications cover S infrequently and have few manufacturer ads, few S reviews, limited product news and infrequent layout stories.

I also think S readers feel comfortable and at home with our current, dedicated S publications, mainly because of the minority status we endure. Here we have a forum, a place for visual comparison and a way for manufacturers' products to be mentioned and reviewed. Overall, AF and hi-railers lean towards *S Gaugian* and scalers toward *S/Sn3 Modeling*

Guide and the bi-annual *Sn3 Modeler*. *The Dispatch*, we hope, provides content for all comers, but as well it is a forum for the NASG members to band together and promote the gauge.

So, if you're in model railroading in any capacity, you probably collect and read model and prototype railroad magazines for the purpose of communication, inspiration and to maintain as an invaluable reference. The more specific your interests are, the more important a "specific" publication becomes.

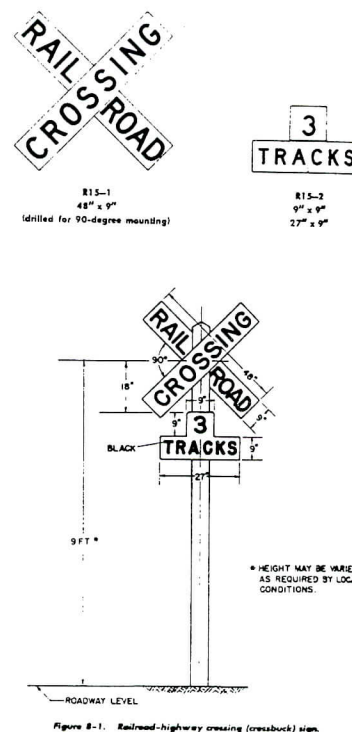
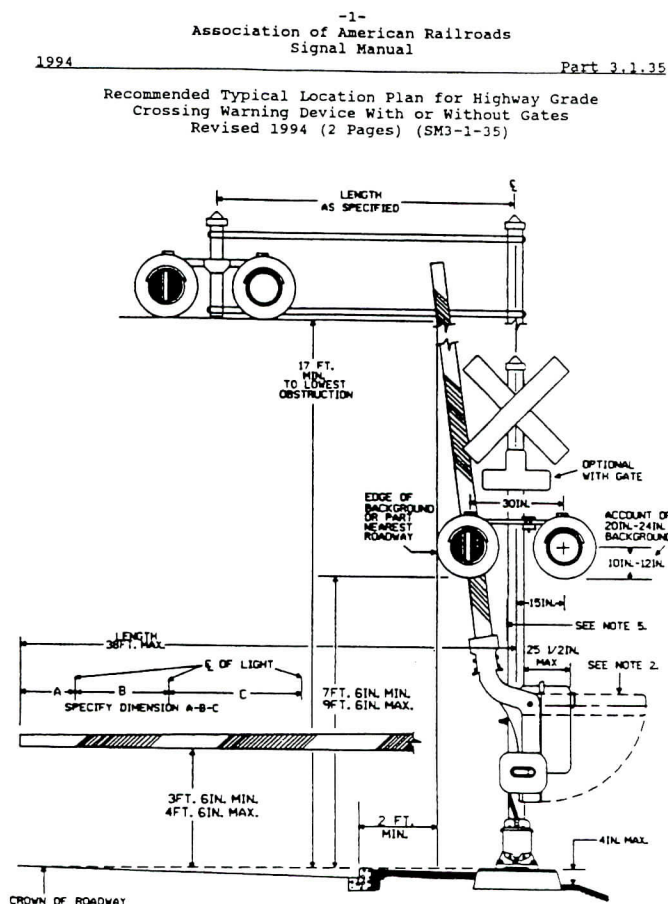
Do our current S publications reflect all the interests of all S gaugers? Of course not. Maybe only 8-10,000 are reflected as readers of these. Guestimates have *S Gaugian* at around 5,500 to 6,000, *Modeling Guide* at around 2,500-3,000 and the

Dispatch at around 1,500. We wish all S gaugers did read our S publications, but many of those who dabble in S either just don't subscribe or purchase or join. Some are just not readers, some are watching their budgets, but some might not be aware. That's where we come in.

Are our current S magazines healthy? Pretty much so, I think, but we could all do better. I'm sure all could use more subscribers, more advertisers and improved content - color, plans, layout articles, etc. We S pubs realize the frustration though, since advertisers and articles must also grace the mainstream model press in order to increase our exposure.

Oh well, long live the model railroad magazines, and especially the ones dedicated to S!

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These AAR drawings of a grade crossing signal and a simple crossbuck warning sign are approximately full size for S. The larger crossbuck signs need to be reduced by 25 percent. It appears to me that a lot of the HO commercial crossing gates and crossbucks are pretty close to S. Check it out using these drawings as templates. - Jeff

THE NASG OFFICERS AND COMMITTEE CHAIRMEN

Who and where they are.

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