June 1999 Volume XXII Number 3

NATIONAL ASSOCIATION S - GAUGERS UNITED DISPATCH









The NASG Spotlight is on the Twin Cities



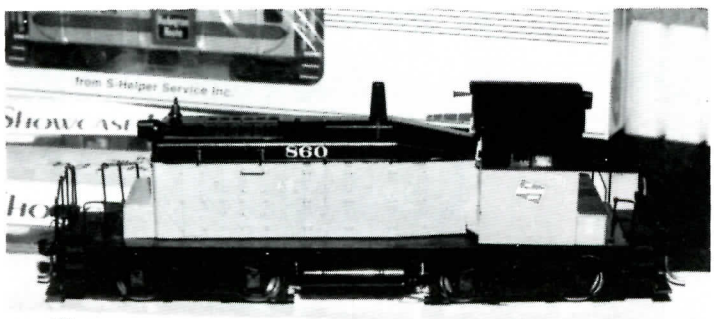
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WHAT'S NEW?

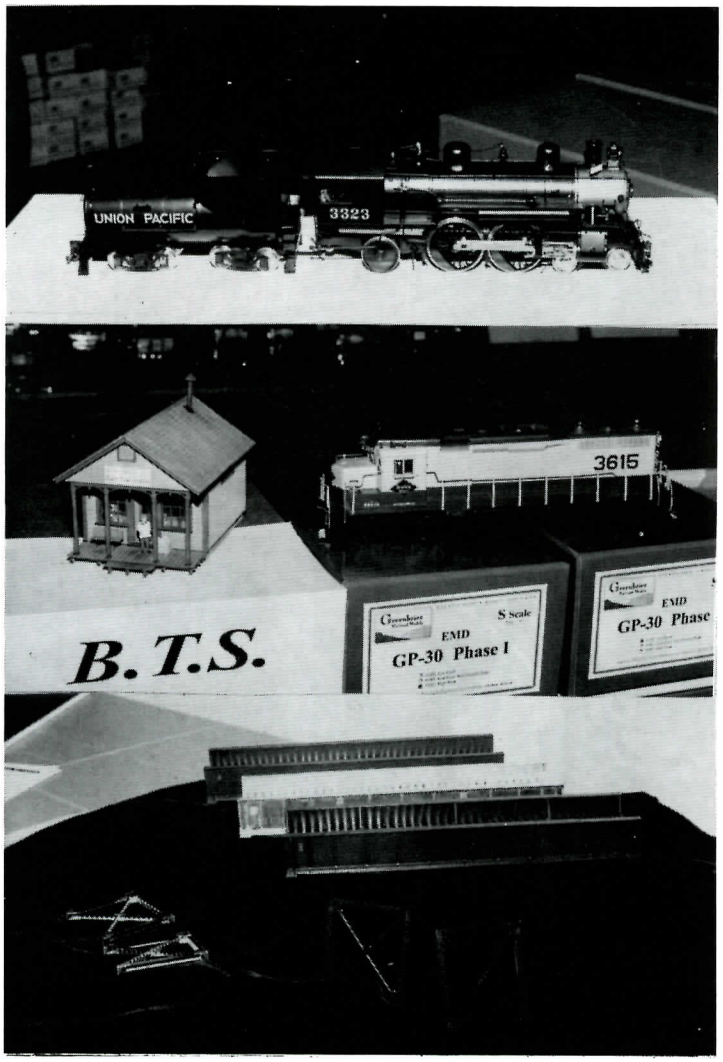
Seen at the Spring S Spree in Dayton



Above - American Models will produce a streamlined PRR K-4. This was seen at the May S Spree. Below the K-4 photo is AM's B unit. The tank car is a W.A. Drake brass 2-dome.



An SW1 will be coming in late '99 from SHS. Road names to be announced.



Top - SouthWind's new UP/SP Atlantic. This is the older style with the high headlight. Trailing truck will be spoked. BTS general store and Reading GP30 were also seen at the Spree. Bottom - Cryer Gray Foundry had these highly detailed brass girder bridges on display.



Banta ModelWorks had this C&NW depot on display at the Spree. It will be offered shortly for $42.95. This will be a laser cut craftsman kit. New is a No. 6 code 100 standard gauge assembled turnout (laser cut ties) for $26.95 which will be in the Tomalco Line. Bill also had the revised Tomalco flex track in stock - track has new tie spacing and bends much better.

NASG DISPATCH

Official Publication of the NATIONAL ASSOCIATION of S GAUGERS

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

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
414-968-3729
E-mail: nasgdispatch@hotmail.com

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

William Moore
220 Swedesboro Rd.
Gibbstown, NJ 08027-1504
609-423-0198
wmoore@jnlk.com

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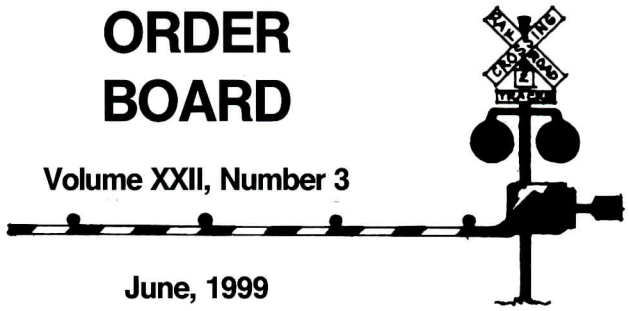
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COVER:

Train Photos
Large - West Hoffman near St. Paul and smaller - Minneapolis
Bob Baker Photos

Diner Photo - Mickey's in St. Paul - Jeff Maden

ORDER BOARD



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

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President's Message ...

I recently spent some time with a fellow S gauger who has enjoyed scratch building and kit building for years, but has decided to give up the hobby due to health problems. He's younger than many of us, which in itself should make us stop and be thankful for the blessings we have and the enjoyment realized. As he and I looked over unfinished projects and kits never started, I selected a couple of cars and some miscellaneous parts. At this point he called to my attention several Northeastern shapes and said, "please take these, I don't know who else would be interested in them." This statement made me stop and think of how far we've progressed. Yes, we now have ready-to-run hi-rail/ scale equipment and certainly want to see more of these type of products. On the other hand, I hope that we maintain significant interest in scratch building and kit building.

Many of the comments in *The Club Sandwich*, including modular construction, improving skills of members and promoting all aspects of model railroading with emphasis on 1/64th, should give us a basis for developing some interest in building among our new members. I encourage you to share your skills to keep S building alive and well.

Paul Stevens, President
e-mail: craftrr@swbell.net

AT THE LAST MINUTE:
This page is being sent in after the main part of the magazine, so I'd like to add a couple of late entries. One regards the above message. Bob Cooper is the fellow Paul is talking about and he is selling some S scale items I would have put in *Switch List* including a B&M SW9 some SHS, PRS and other freight cars and some Racing Champion vehicles. Phone: 816-254-8456 and e-mail (for list) at e-mail - rivetcounter@juno.com. The list is already on the S Trains Digest.

Next last minute item is the address for Sunrise listed on page 8. It's P.O. Box 172, Doyle, CA.

NASG NEWS
The NASG BOT voted to approve the Bay Area S Scalers (BASS) proposal for hosting the 2000 NASG Convention. It will be a JOINT convention with the NMRA National Convention to be held in San Jose, California, from July 30 to Aug. 6, 2000. It will be called the "21st Century Limited" Convention. The convention hotel will be the DoubleTree just outside the entrance to the San Jose Airport which is one of 3 major airports serving the greater San Francisco Bay Area.

There are 2 other hotels close to the DoubleTree for convention goers to rest their bodies. The Train Show will be at the San Jose Convention Center in downtown San Jose and is accessible from the convention hotel by the Light Rail (trolley car) System.

The NMRA already has a web page for the convention center at www.nmra2000.org. , however, I don't believe the registration page or anything else has been changed to reflect it is now a joint NMRA/NASG convention.

There are already 5 to 6 S and Sn3 layouts on tour with 1 to 2 S layouts open for people to visit going to or leaving the convention. These layouts will be part of the normal NMRA layout tours, plus they will be on an all S layout tour. There will be 2 S scale and 1 AF/Hi-rail modular layout at the Train Show.
-Lee Johnson

DUES AND DIRECTORY
Don't forget your dues by July 15 in order to make the Directory. Make sure and include any area code changes - seems to be a lot lately. Clubs too need to send in any changes of contact, address, phone, etc. Send these to your editor. The dues and member address changes go to Bill Moore.

RAIL MAIL

Jeff: Maybe I was the only one who didn't know it, but NorthWest ShortLine in Seattle is a great firm and a pleasure to do business with. I discovered a broken plastic idler gear in the tower of one of my brass RS-2s, built in S scale by Alco Models in the early '80s (Samhongsa). My local hobby shop suggested I deal with NWSL directly, which I did. After several clarifying e-mails with Mr. Martin at NWSL, it was determined that they did not have the gear in stock but could custom cut one for me.

Once I agreed on the price of $75 for setup and $5 per gear (I bought 3 extras), it took them just a little over a week to get the gears to me. I replaced the broken one and now the loco runs great! The whole process was quick and friendly, and I would recommend them to anyone needing similar assistance. S Gaugers should also know that NWSL now carries the gear in stock if they have Alcos with problems.
-Roger Nulton, San Diego

Let's Stick Together: I'm new to S, but I hope scale, hi-rail and AF don't go separate ways. I am also active in a RR historical chapter in a sparsley populated area, and we move heaven and earth to embrace modellers, picture-takers, collectors, travellers, lantern and watch guys, people who own and ride rail speededrs, even an odd 1/64 person - and we're growing.

In the three years since I came (back) to S the gauge has attracted new manufacturers. I wasn't aware of divisions at the convention at Worcester and don't have much to judge, except the last *Dispatch*. Rather that an S gauge Balkan war and a lot of refugees, let's maintain a big tent and keep on attracting and sheltering more converts and manufacturers.
- John Marcham, Ithaca, NY.
Amen John. My editorial this month is aiming at maintaining a big tent. I have a call out to scalers to join and/stay in the NASG. Modelers in each niche always feels they are outnumbered, but this is human nature. You know - "together we rise, divided we fall."

Continued on page 23

Jeff's Junction



WE NEED SCALERS

Recent deaths in our ranks got me to thinking...the S community and the NASG seem to be losing a lot of key members in the last few years, and it appears the proportion of those that are scalers and/or hi-railers is high. In the last 10 years we have lost Len Giovannoli, Bob Blois, Charles Sandersfeld, Henry Sprague, John Long, John Porter, Mike Elkin, Norm Strain, Ken MacKenzie(former member), Jim Wild (non-member, Sn3), Del Amerine (inactive), Larry Hilley, Will Estes, and probably some I missed. Many current scalers and hi-railers in our ranks are up in years as well. Age profiles of S gaugers tend to be to higher than the smaller gauges.

Of course, we don't wish to lose any member or non-member S gauger, regardless of interest or affiliation; all are valuable to S gauge and many are personal friends. All members are needed to provide articles, models, layouts and friendship within the S community.

But common sense is telling me that true scalers are probably a minority within the S group, yet at the same time are indispensible to S as modelers and leaders. Without scalers like Frank Titman, Don Thompson, Ron Bashista, Billy Wade, Don Heimburger, Bill Banta and so on, much of our S product would not be available today.

Scalers were the founders and foundation of the early formal S organizations and publications...i.e. NASG, Herald, NESGA and many of the clubs. Tinplaters have benefitted from scalers efforts and now have a nice choice of product. Hi-railers as a group were actually created by early scale efforts - these who were forced by lack of scale product to adapt from Flyer. Early scalers actually were hi-railers because they could only depend on Flyer for much of the motive power and rolling stock.

Now I'll bring up the age thing. Demographically, S members are an older, mostly male, group. This doesn't bode well for maintaining numbers in our ranks - and we need numbers to have product. I think we are doing a good job of attracting tinplaters and hi-railers to S. Nowadays you can become an instant hi-railer or tinplater because of the commitment of our larger manufacturers in providing new equipment which can mix with Flyer or be used as strictly scale. Scalers can also jump right into S with the nice mix of product available as well, but, I do see that an added efort is needed to attract new scalers who will strive for accuracy. Why? Because as I stated before, scalers are usually the drivers and creators of much product, and all S gaugers will benefit from this.

How to Attract Scalers:

1. More publicized S and Sn3 scale layouts via publications, videos, layout tours, etc.

2. More and better scale modular and portable layouts - detailed to the hilt.

3. More active recruiting of smaller gaugers at NMRA meets - look for the guys squinting at the smaller gauges (ha, ha).

4. Manufacturers need to make sure and keep to as much scale fidelity as possible.

5. The NASG needs to continue sponsoring contests, sponsoring some scale items and supporting NMRA functions when appropriate. Expanded regional influence might also help.

6. Scalers need to organize more - either within existing mixed clubs or on their own where no mixed club exists or perhaps where a club insists on being totally tinplate. Many scalers belong to two or more clubs (one might be more scale oriented) - that's OK too.

7. Don't worry too much about the age thing - it may not seem so recently, but people generally are living longer and remaining active. We actually need to keep recruiting the bi-focal crowd - those who may have more money and should enjoy a larger scale. Hey, let's create some slogans for S..."Model Less and Enjoy it More!" or "S Scale - Goldilocks had it Right!" or "Less Quantity, Larger Size, More Detail!"

8. Encourage those advanced hi-railers to convert to scale completely. This is not to say that hi-railers should convert totally to scale; it's just that some need a little nudge to go where they really want to go.

9. Bring 'em in thru the back door. Convert other gauge narrow gaugers to Sn3, and eventually many will want some standard gauge S too - I personally know a case where this is happening.

10. Promote and support SIGs (Special Interest Groups) that are scale oriented, such as the Proto 64 group, within the NMRA and the NASG.

11. NASG could consider seeding some scale projects. The Freight Car Project is a step in the right direction. Some ideas along this line: scale/hi-rail starter set, code 100 curved turnouts, special run scale cars, etc.

12. Bring back the Gang of 100.

WE NEED S SCALERS as our foundation in the S world. We need to actively recruit them because they take more time to convince and develop. A Flyer enthusiast can be convinced fairly easily to drag out stuff from the attic or to begin buying some basic equipment at a train meet.

But, on the other hand, an other-gauge scaler (who usually has a big investment in layout and equipment already) has to be carefully nurtured in order to be convinced to switch sizes. A newcomer scaler has to be convinced that there is enough product out there to match his modeling desires and his budget.

You're never going to convice the scaler who must have every Pennsy engine that ever existed to switch to S. He needs to stay in HO. But the scaler who wants to "downsize" in quantity and "upsize" in detail and operation and see what he's working on, is a good candidate for recruitment.

In other words - we need to promote the SCALE side of S too.

- Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Colonial Industrial Dr., South Lyon, MI 48178 - www.americanmodels.com). Ron made his typical splash surprise announcement of some new products at the Dayton S Spree in April. I'll start off with the announcement of a new steam locomotive - a streamlined PRR K4 at $350 for DC and $429.95 for AC with sound. Advance orders will receive a 10% discount and a free caboose. The caboose is the next surprise - a wood side steam era type based on a Model Die Casting HO one, $39.95. Available soon will be pullmor type wheels for the front drivers of the Pacifics. Also on display were machine loads for the flat cars, a B-unit mock up and most of an SD60 mock up. I have a sneaking suspicion that an F7 A unit will follow shortly to match up with the B.

Also showing up at the Spree were repaints in RTR of many of AM's freight cars, many of which were getting low in stock. These include 52' gons - B&O (black with capitol herald), C&O (black), CP (new lettering, black car), Lackawanna (large letters, black car), N&W (block lettering, black car), NP (block lettering, black car), Milw. Rd. (large printing, red car), MP (red car), NH (brown color), P&LE (large yellow P&LE, black car), Southern (black car), C&NW (green car) and Wabash (black car). The MP, NH, C&NW and P&LE are entirely new roadnames for these gons.

Also new in stock: is a 40' box lettered Southern (Green Light for Innovation) - this is a new paint scheme. The bay window caboose is now being lettered for the N&W (red with black roof). Several rib side 34' hoppers showed up including NKP, PRR (red car) and WM (red car). I also spotted a B&O ribside. All the freight cars are now RTR, but many kits still in stock. Check the website for prices. Also listed as new items in stock were some 72' (shorty) heavyweight passenger cars. ATSF sets in Pullman Green color plus extra coaches (3 #s), Pullman sets with small PRR above doors with gold lettering plus extra coaches. Now shipping - SP PA-1s in Daylight schemes.

ARCHER FINE TRANSFER (1205 Silvershire Way, Knightdale, NC 27545 - www.mindspring.com/~transferman/) has a line of products called Surface Details, which are 3 dimensional, self adhesive dry transfers designed to be applied under the paint. Originally designed to replace details lost from sanding or to add details to resin kits, modelers have discovered that they have many uses for all kinds of scale modeling. Some of the more generic sheets that railroad modelers may find useful include: SD99001 - a sheet of rivets or round head screws in .010, .012, and .015 inch diameter. SD99007 - .035 inch wide perfect shape weld beads that look like a string of nearly touching cs. SD99012 - treadplate texture - relatively fine and suitable for most scales. A free text-oly catalog is available to anyone who mentions this message, but better yet, check the website. Archer Fine Transfers also does cutom dry transfers and has been serving the modeling community for over 10 years. Many of these items were intended for military modeling, but railroaders will find the many rivet and weld transfers useful.

AZTEC MFG. CO. (2701 conestoga Dr., #113, Carson City, NV 89706 - e-mail: aztecmfg@usa.net). This outfit specializes in track cleaning cars. An S cleaner car using an S-Helper PS-2 covered hopper is $84.95. The entire roller type cleaner is attached to the car floor. A Cratex (Reg.) rubberized abrasive roller is set at a slight angle to the track. Rollers are easily changed out. Replacement rollers are $22.95.

BILL'S TRAIN SHOP (P.O. Box 561, Seffner, FL 33583 - www.btsrr.com). There have been delays in the EBT Orbisonia station and the EBT 3-bay hoppers - but they're coming! Other EBT projects will follow. Bill is looking for photos and info on the Timber Transfer and the Mt. Union Transfer Shed. Anybody got an old HO White Ground Models kit of the transfer crane.

DIGITRAX (450 Cemetery St., #206, Norcross, GA 30071 - www.digitrax.com) has a solution for those who hate reading electronic manuals. They now have instructional videos that walk the customer through setting up starter Command Control Sets. Each video (for Genesis, Empire Builder and Chief sets) includes 8 sections covering: 1. Quick Start Guide, 2. Explaining decoders, 3. Decoder installation on 5 different locos, 4. Address programming, 5. Programming (momenturm and speed), 6. Consisting (multiple unit running), 7. Layout Wiring including LocoNet and reverse loops and 8. Troubleshooting.

The instructional videos are included with each set mentioned above. If you purchased one of these previously, return your registration card to them, and they will send you one free. Videos are available individually for $10.00 each.

LASERKIT (American Model Builders, 1420 Hanley Industrial Ct., St. Louis, MO 63144 - www.laserkit.com/bldgS.htm) is offering S laser cut craftsman kits, some of which have been out before by Buildings & Structures, but there are some new ones too. Latest listing has some previously available kits: Dill's Market, $27.95; Interlocking Tower, $26.95; one story section house, TBA; and Miner's Cabin, $19.95. New S offerings include Sonny's Shack, $32.95; Long Bell Skid Shacks (2), $26.95; Passenger Shelter (2), $14.95, Springfield Depot, TBA. Others coming include an elevated warehouse, a yard office, a two-story house and a country barn..

MAINSTREETER TRAINS (3895 Colony Oaks Drive, Eugene, OR 97405) has half-round coil steel hoods to fit the Flyer gondola (2 to a car with or without a cradle and two coils). Corrugated or plain sides on cars.

NEW JERSEY INTERNATIONAL ( ) is interested in doing signals in S.

MODEL TECH, INC. (7289 Westfield Rd., Medina, OH 44256). At the Spring Spree in Dayton Model Tech had a nice display of their laser craftsman kits and structure details.

Some pricing is now available for some of the items mentioned in the December issue. The Sterling Tower, $79.95; Newton Falls (comb. station), $155.00; B&O std. station, $125.00; covered bridge, $170.00; Section Tool House, $55.95. The tower and stations are B&O prototype, but should have general appeal. Other items include, peel and stick shingles, peel and stick roll roofing, wooden grade crossings, a freight wagon and a hay wagon. These smaller items vary in pricing from $7 to $11. Coming a medium size Kentucky coal mine.

PORT LINES (6 Storeybrooke Dr., Newburyport, MA 01950). We are now shipping the URTX Banana reefers. WP Ice Service reefer is no longer available, and Swifts are in short supply. Neither will be re-run. Next in line will be Schlitz Beer, due in June. We have also received the National Car Company flatcars with AF knuckle-coupler trucks. The Bakers Chocolate container loads for this flatcar are now being decorated, and the completed car should be available by the time you read this.

RACING CHAMPIONS (www.racingchampions.com, Glen Ellyn, IL). I'll mention some new vehicles later, but first I want to repeat their press release of April 14, 1999 (slightly edited)— Racing Champions Completes Acquisition of The Ertl Company. Racing Champions Corporation today announced that it has completed the acquisition of the Ertl Company, Inc., one of the oldest and most respected names in collectibles. The transaction will be accounted for as a purchase...

Bob Dods, chairman and CEO, said, "The acquisition of Ertl represents a very exciting opportunity to expand Racing Champions' participation in the rapidly expanding market for collectibles. many of the management and operating capabilities which have contributed to our success in NASCAR die-cast collectibles also have direct application to Ertl's product lines. We look forward to not only realizing significant synergies from combining our two companies, but to leveraging our already well-known brand identities across wider distribution channels to further heighten our profile within the collectibles market."

Founded in 1989, Racing Champions is a leading producer and marketer of collectibles available at more than 20,000 retail outlets throughout North America. The company is best known for its extensive lines of officially licensed NASCAR die-cast racing replicas, Press Pass trading cards and NASCAR souvenirs and licensed die-cast series include WCW, Sony Signatures, Outdoor Life and Field & Stream.

Back to my comments - Most S gaugers are familiar with the 1/64 die-cast series which include Motor Trend, Hot Rod, Nascar, WCW, Police and Fire Series and some others. Newest ones to look for in the Motor Trend series (plain old cars): '37 Cord, '50 Olds 88, '57 Plymouth Fury and a '60 Chevy convertible. In the Hot Rod series you might look for a '40 Ford convertible, a '49 Mercury convertible, and a '49 Merc with a chopped top. Now it has been discovered that some paint schemes are Target Exclusives (available only at Target stores). By the way Ertl's website (under RCs' umbrella is www.ertltoys.com.

S HELPER SERVICE (2 Roberts Rd., New Brunswick, NJ 08901 - 800-465-0303). Most of the S-Trax system track items are now in stock. These include starter sets, 19" curves, 10" straights and 15" straights. As a reminder, the rail and plastic tie strips are premounted in a ballast pattern roadbed, pre-wired with connectors. There will be connector pins availbale to connect to Flyer track. Tooling has begun on 24" and 29" radius curve track. A #3 switch may be ready by Christmas. Coming is an uncoupler track.

The extended vision cabeese are in stock. These gorgeous models come in BN, C&O, Chessie, C&NW, GN, ICG, Milw. Road, MP, NP, SF, Seaboard and undec. There was also the MC Christmas caboose if you were lucky enough to get one. These RTR, AF or scale setup included, are $69.95.

The 3-bay PS-2s should be available by convention time. Roadnames will be: ATSF, BN, Chessie (B&O), CB&Q, Conrail (red), GN (Sky Blue), EL, NYC and UP. Special runs of the new 3-bay include M&STL (St. Paul convention car) and a black CB&Q which the MESA club will be offering. Some new road names for the 2-bay PS-2 covered hoppers: Cedar Heights Clay (1999 Christmas car), CSX/Central Soya and L&NE. Each style sells for $39.95. A Jack Frost version will be available from R.S. S. V. P.

S Helper also announced a starter set which will include an SW9, extended vision caboose, a loop of track (including 12 19" radius curved track sections and four 10" straight sections), 1.8 amp DC power pack (with automatic electronic momentum), and three to six freight cars. This is a test marketing idea by S-Helper. Conrail with 3 freight cars and caboose, $299.95; BN with 4 freight cars and caboose, $329.95; SF with 5 freight cars and caboose, $359.95; and Chessie with 6 freight cars and caboose, $399.95. There will be a limit of 1 set per customer. Some of the SW9s will be re-run in new or altered road names - ICG (orange), NP (black), UP (diff. logo), CB&Q (red & gray), Rio Grande (orange and black) and C&O (blue). Also, the SW1 is definitely coming in late '99. The re-built steel 40' boxcars will also have some new roadnames. At $39.95 each these include MP Eagle (blue & gray), GN (green), Roscoe, Snyder & Pacific and Ball Lines.

SOUTHWIND (P.O. Box 3175, Plant City, FL 33564 - Fax: 813-752-0656) is offering in brass 4 different road names for heavy duty 4-truck flatcars with or without loads. These cars come painted and lettered and are already equipped with Kadees. Quantities are limited. Forty each (w/loads and w.o) of PRR and NYC will be produced. Twenty of each will be in C&NW. Only ten each of the Westinghouse (alum. color) will be offered - shown on cover of April *Dispatch*. Flats only are $240; with loads $285.

Load A (PRR car photo) is a self-contained transformer. Transformer B, shown on the C&NW car, is a different style transformer. Load C, shown on the Westinghouse car is a "Stator." The loads can be removed and the A load transformer can also be used in the well-hole flats brought out by River Raisin. The choice of load is yours, or you can order the flat separate. Loads are also available individually for $75 each.

On another note, let Jettie know if you are interested in an SD45, and which style, road name, etc. Also let him know if you are interested in a B&O I-5 wooden cupola caboose. I've got my name down. He wants to do it, if he can get interest up.

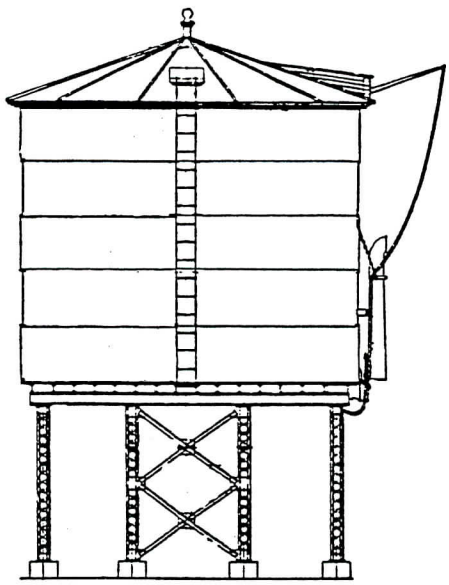
SPIFFY BIFFY'S (Russ Haigh, 34424 Euclid, Lot #128, Willoughby, OH 44094-3379). For $2.00 Russ will send you a cardstock cutout sheet which includes 3 1 holers and 1 2 holer. Optional parts included are extra doors, seats, door hinges and Sear's catalogs. Good for background items or temporary structures.

SUNRISE ( ) has some pewter cast diesel detail parts including S-100 (UP,SP plow with grab irons, $6.00; S-101 (all roads with grabs) plow, $6.00; S-102 cab sunshades (4), $4.50; S-103 dual sealed beam with lens and shields (3), $3.00; S-104 nose light bracket with blank cover plates (2), $3.00; S-105 nose light bracket with dual sealed beam (2), $3.50; S-106 SP rear light cluster bracket with dual sealed beam (2), $4.00; S-107 cab/nose dual oscillator (SP, WP, KCS, etc.), $4.00; S-108 bell frame mount (2) $3.50; S-109 bell body/ cab mount (2), $3.50; S-110 ditch light, pilot mount housing only (4), $2.50. These are mostly for modern diesels, but the bells can work in older diesels.

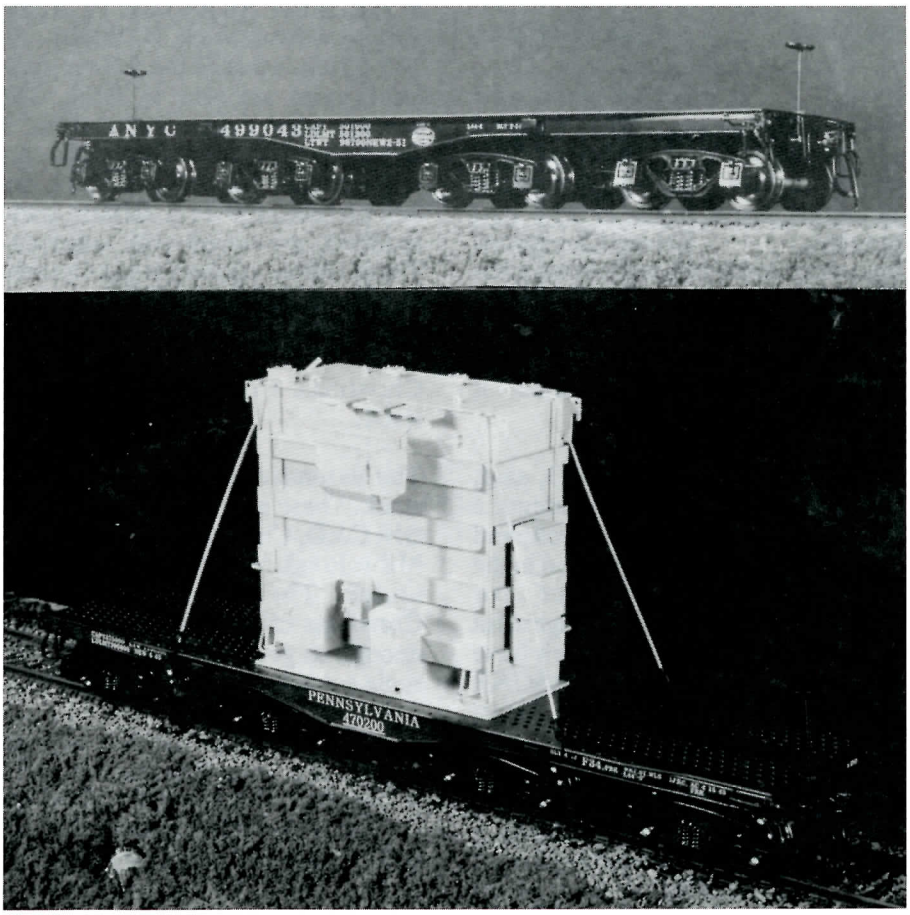
W.A. DRAKE & CO. (P.O. Box 801, Johnstown, CO 80534 - e-mail: wadrakenolaol.com) had their gorgeous brass tank cars at the Spree. These are priced at $240 to $270, but are painted in several attractive schemes in 1, 2 and 3 dome versions of the type 3 riveted style (6,000 or 8,000 gallons). Cars come painted in Sinclair (black), Mobil (red), SP (black), Conoco (silver), Cities Service (green), Mobil (silver), SHPX (black - 3 dome styles), Fying A (black), Shell Chemical (silver), Deep Rock (black) and plain black. These are spectacular cars. Check with Bill McClung at Drake specifics. (Coming is a urethane/white metal kit of a SP/ UP style Harriman 65,000 gallon water tank, short, with or without spout. Also Urethane kit SP B50-14 & 15 box cars. Prices TBA - taking reservations.

The PRR X-29 boxcar project is moving ahead also. This is a project being sponsored by Bill Lane, who is working with W.A. Drake. Projected delivery is in late 1999 or early 2000 depending on orders. Planned are 7 undecorated versions with different combinations of ends (plate or dreadnaught) and doors (Youngstown or 3-panel). Both the 1924 and 1928 versions are planned. PRR painted versions include Circle Keystone (orig.), Circle Keystone ('52 paint), Merchandise Service (orig.), Merch. Serv. ('52), Shadow Keystone (post '52 paint), REA (orig paint), REA (post '52) and Buy War Bonds (orig. paint). Prices will probably be on a par with the tank cars (about $230, quantity discounts). Contact Bill Lane directly for orders on these at 525 Warwick Rd., Deptford, NJ 08096 - Ph: H- (609) 848-5133 (new area code soon - 856) - blane@wlmr.com.

WESTERN CAR SHOPS (2837 Olive Dr., Cheyenne, WY 82001-5736 - e-mail: softmoods@vcn.com) now has a custom painted PRS 40' box in boxcar red lettered for the C&NW Overland Route in two variations - Route of 400 and Route of Challengers. Each has 2 #s and cost $39.95 each. S&H add $6.00 for 1 or 2 cars or $7.50 for 3-4 cars. Coming in Sept. - CB&Q green scheme.



Coming in urethane and metal kit, a UP/SP 65,000 gallon water tank.



Shown here are two of the new SouthWind brass 4-truck heavy duty flats. Top photo shows NYC version without load. PRR flat has transformer load. Cars can be purchased with or without loads, and loads such as this transformer can be ordered as a separate item.

WANTED

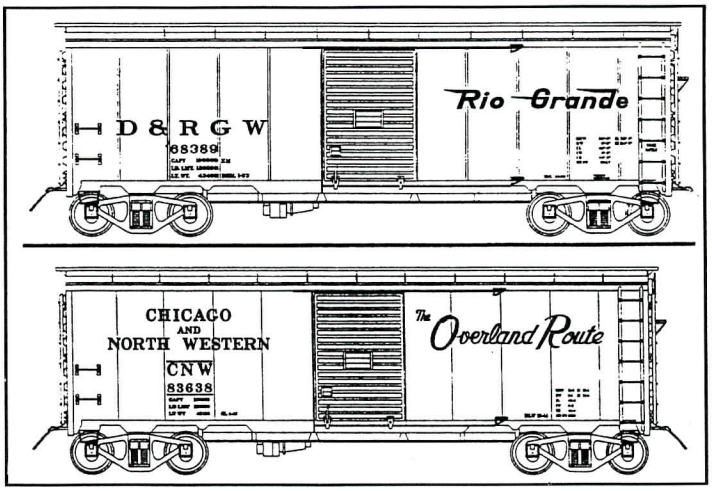



* Hirail Model Builders *
The rail may be taller,
but the train
is the same size.

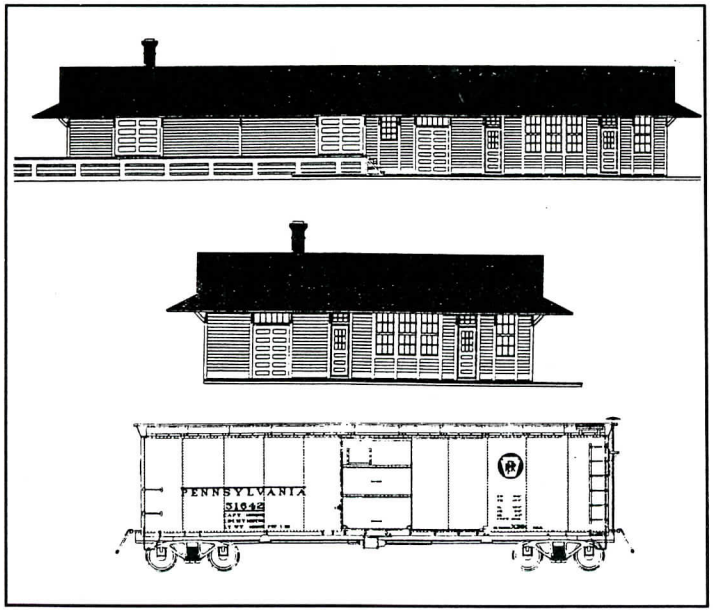


Enter
the
NASG Contest!

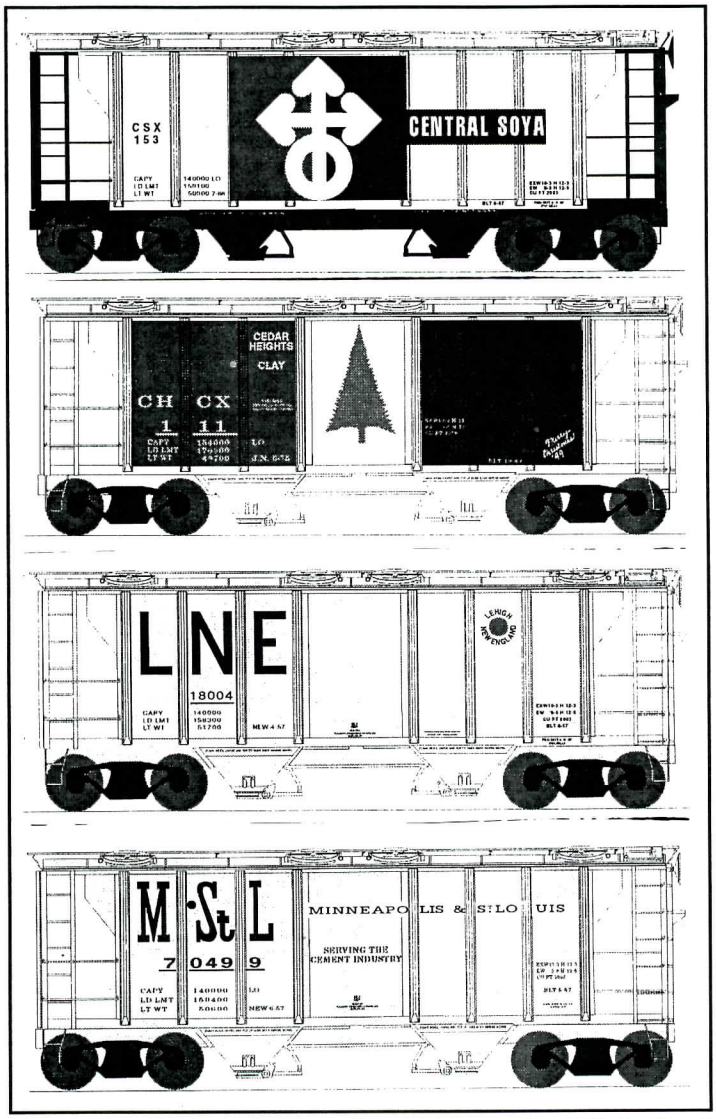




Two custom paint schemes for PRS 40', 10'6" boxcar kits are available from Western Car Shops. These are limited run cars of 80 each.



Above are 3 W.A. Drake projects. The two depots are SP styles of the #23 Common Standard Station. These are limited run urethane kits. The X-29 boxcar will be produced in brass in many versions - see report.



New SHS paint schemes for 1999 on the PS-2 short covered hoppers: The Cedar Heights car is designated as the 1999 Christmas car. The M&StL car is one of the NASG convention cars.

First Dayton Area S Spree A Success!
- A Report from the Organizers

The Miami Valley S Gaugers of Dayton, Ohio would like to thank all who attended the Spring "S" Spree, both dealers and participants alike. We would especially like to thank the Central Ohio S Gaugers for all the help both in preparation and with manning the registration table as well as bringing their modular layout.

We would never have been able to pull it off without the help of both the Columbus and Cleveland S gauge clubs. Unofficial attendance has been pegged at very close to 300 S gauge enthusiasts who all appeared to be having a great time. Over 85 trading tables (completely sold out!) were rented for the two day event by every sector of the hobby, from S Helper, American Models, River Raisin, Banta Modelworks, and John Heck to Triple S, Mac's Trucks, and many more.

The Popular Vote Custom Model contest drew a host of entries, with the winners being:

* Alan Evans Diesel
* Ladd Houda Freight
* Ladd Houda Passenger
* Tom Hartrum Structure

Alan Evans won Best of Show with his excellent UP locomotive.

Lots of fun was had during the train races with the winners being:

· Mark Iman Flyer Steam
· Jack McLaughlin Diesel
· Alan Evans Scale
· Dan Moser DC

The Spree car was an American Models 46' flat with crate load headed for Wright Patterson Air Base with something from Roswell, NM. This car sold very well and there may be only a few left (hi-rail). Eight clinics were offered with a wide variety of subjects presented by some excellent speakers and enthusiasts. Thanks a bunch to you also! Hourly door prize goody bags and a Grand Prize of an American Models steam engine rounded out the benefits of the full admission price. The three open houses were also well attended.

A lot of positive feedback was provided by most of the dealers who were very happy with the host hotel arrangements. And there was a fair amount of constructive advice on how to improve. Those of us in the club saw most of the show as a blur of activity and details to attend to, but we managed to cover most of them, mostly due to the tireless efforts of the Spree Chairman, Bob Guckian! And since there would not be much of a show if it were not for you dealers, hats off to all of you. Finally, with attendance like we had, we might even consider having another Spree in three years! Thanks again to all involved!
-John Clifford

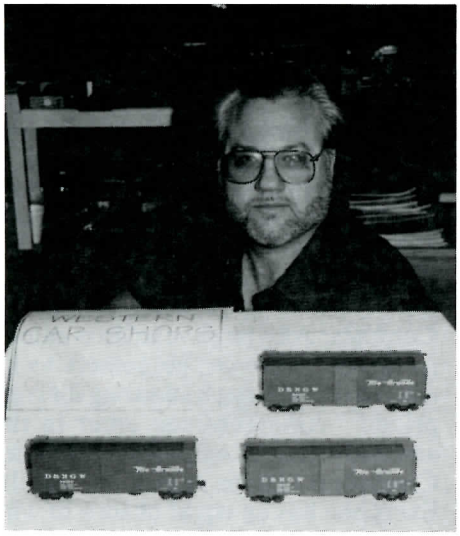
Now some comments from your editor who was there peddling his wares and gathering info and taking photos for this magazine: I hadn't been to a Spree in several years, but made this one. Went down on Thursday with Mac McGrath of Mac's Trains and Trucks with my Windstar packed to the gills.

There were several manufacturers there and most had a few surprises in store as mentioned in the New Products Report. S-Helper had a 20' x 9' display layout showing off their new S-Trax system. American Models (and Ron) showed up on Saturday with an announcement of a new steam project. Banta Modelworks diplayed a new #6 code 100 turnout made with laser cut ties. River Raisin and SouthWind displayed their exquisite brass pieces. Des Plaines had a tank car sale which attracted many buyers. BTS was there with laser kits and EBT stuff. Many other smaller manufacturers and dealers were evident in the sold out room. Basically, there was something for everybody.

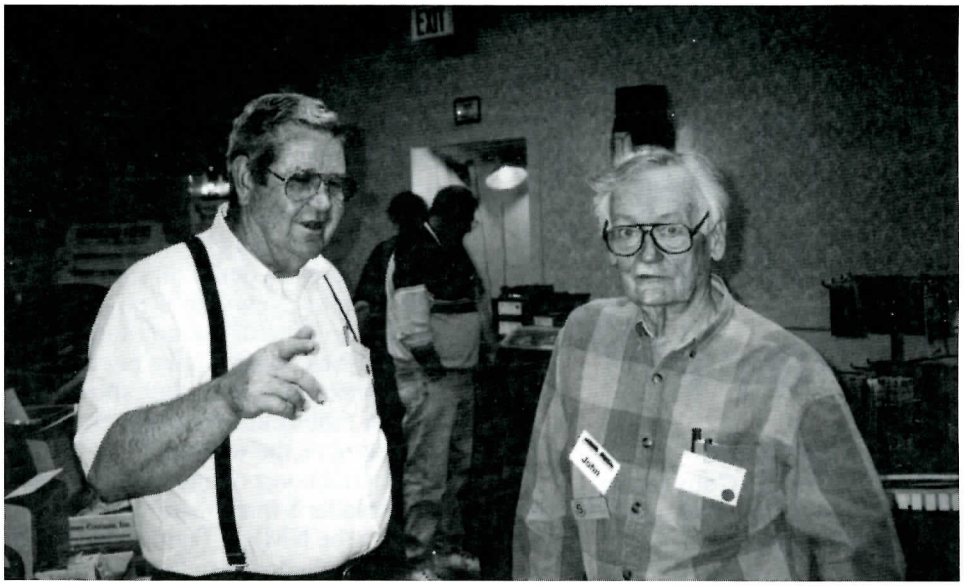




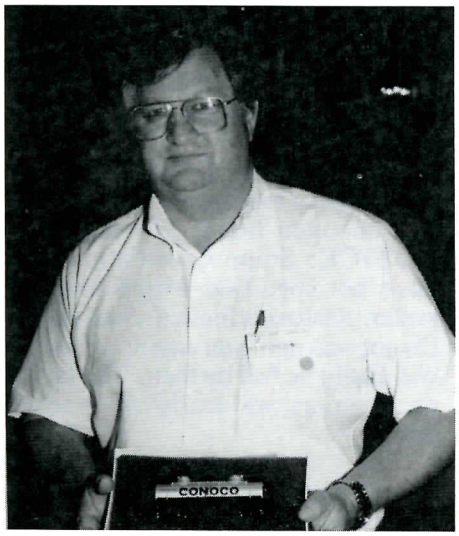
Top - Chris Burger of the host Miami Valley S Gaugers operates the trains on their modular layout. Note Spree car with "alien" inside. Bottom - Central Ohio S Gaugers John Gafney and Alan Evans inspect the power on their portable layout.



Standards Chairman Bob Sherwood and Western Car Shops display.



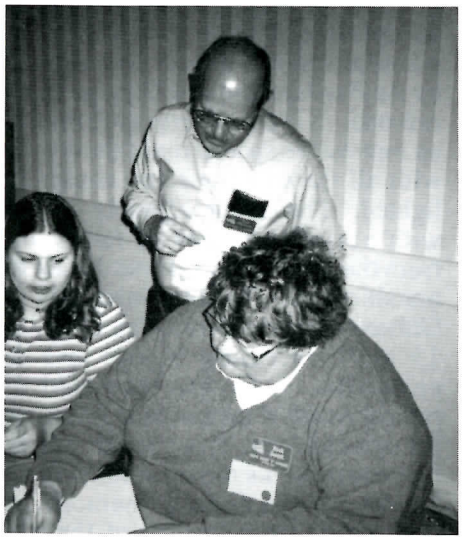
John Armstrong (right) wonders about the price of a brass car.



W.A. Drake's Bill McClung poses with a 2-dome tank car.



Bill Banta of Tomalco and Banta ModelWorks shows a customer.



Tom Hartrum and Rick Smith man the Spring Spree registration desk.

Photos by Jeff Madden



Ron Bashista and son, Zack, show off a few surprises.



PRESS RELEASE
The 1999 NASG Convention,
Sponsored by the Pines and Prairies S Scale Workshop
by
Sylas Kayle

Overview: The 1999 NASG Convention will be held ***Thursday, July 22nd through Sunday the 25th,*** in Saint Paul, Minnesota, down the street from the NorthStar'99 NMRA Convention. **NOTICE:** All other downtown Saint Paul hotels are sold out. Reserve your rooms at the Best Western Kelly Inn. Ask for NASG rooms by dialing direct to 651/227-1698. DO NOT CALL THEIR 800 NUMBER THEY WILL TELL YOU IT IS SOLD OUT! We apologize for the confusion this caused when we published the 800 number previously. You must book rooms directly from the hotel.

If you have never had the opportunity or reason to attend the NMRA National Convention, you can get a pretty large sample now at no extra charge! Come early on Thursday and check out the NMRA clinics, contests, and for an extra charge the non-rail and prototype tours. Many of these tours have been created this one time just for model railroaders. Complete details of these tours are in the December issue of the DISPATCH. **The following tours have been sold out: Canadian Pacific Training, North Star Steel, Minnesota Brewing.** Many other tours are near full so availability is uncertain.

The prototype still abounds in the Twin Cities. Annotated maps will be available for those with transportation to check out the great viewing opportunities.

Thursday evening The Pines and Prairies S Scale Workshop will treat you to a tour of your choice of High-Rail or S Scale layouts. Several of them have been featured in recent issues of multi-scale model railroading magazines. For the next three days, you have your choice between the two conventions... And the other-scalers can check us out too. The Pines and Prairies S Scale Workshop hopes that some of those modelers who may be thinking about a larger, easier to detail, or more reliably operating scale, will look us over. Both trade shows will be connected by a shuttle-bus, with signs encouraging attendees to try the other show. With tens of thousands of the general public attending on the weekend, S will get an additional boost of excellent exposure. The smaller S manufacturers that do not choose the NMRA Train show will get an unusual chance to be seen by those interested enough to take the free short bus ride. Stay over on Sunday and see the literally acres of model railroad items displayed at the NMRA Train Show—all free to NASG registrants. We thank the NorthStar '99 committee for this unusual opportunity. Walt Jopke is coordinating the NASG Trade Show. **Contact him at** Error! Bookmark not defined. **or 612**/934-9183eve.

The P&PSSW has not sacrificed anything. From the *seven* layouts on tour, to the *seven* prototype tours, and *eleven* general tours, *five* S clinics, some offered twice, *two* huge trade shows, contests, Saturday banquet, and final picnic on Sunday, it's non-stop model railroading for all tastes. **Check out the WEB site at: www.trainweb.com/nasg1999.**

Convention Cars: The potato car is nearly sold out. There still is plenty of 2-bay and 3-bay cars left; but some car numbers will sellout. Order your cars from Walt Jopke at ref hyperlink mailto:jopError! Bookmark not defined. or 612/934-9183eve.

Clinics: Jeff English will take the clinic group on a field trip (across the street) to study a full sized 40-foot boxcar and offer modeling tips from his prize-winning experience. —Kelvin White will provide an entertaining review of S modeling British style. —Bob Bubeck will host a discussion on the influence of the prototype on AF and Flyer's influence on other manufacturers and scales. —Some come to S for its modeling challenge and realism, and here is where Keith Thompson will show what Proto:64 can offer. —Michael Greene is going to make Digital Command Control so simple, you will wonder why you waited so long to switch to this latest and greatest innovation. —Join Ken Zieska, Clinic Chairman, for the final farewell. Food and beverages will be served all day in his backyard while the SOO will stage several Proto:1 photo run-bys per hour and DCC will be practiced in Ken's basement.

Contests: All you have to do is enter a model or photo in the contest to be entered into the special drawing for great prizes! Amateurs can enter in the amateur class. Craftsmen and Master Craftsmen classes match like skills. Everyone has an equal chance to win. In addition the regular categories Steve Monson, Contest Chair has added, Restoration of an American Flyer Product, and What A.C. Gilbert Would Design for a Product to Release in 2000. Contact Steve at 612/624-5591 daytime or ref hyperlink mailto:MonError! Bookmark not defined.

Layout tours: A feature of this convention is the layouts. Two bus tours and an open house are scheduled. **NOTICE:** Some Convention goers have not specified which tour they prefer. Seating is limited. Sign up now. Do not wait until you arrive, as the buses will likely be full by then. The layouts on the tours are nearly all basement sized.

The Gilbert High Rail Bus Tour, on Thursday evening will visit the 'smallest' of these, Glen Thoeny's large S collection and operating layout in a room only 13 x 15. His collection has like new AF displayed on the walls and an operating layout with a mix of S manufacturers. The tour will also stop by the Bandanna Square O gauge model railroad. It is a very large club running an impressive special night show for us with all the structures and equipment lighted. The layout is largely finished with nostalgic scenes of railroading from the local area as it was during the transition era. The third layout on the Gilbert tour is the Didion family's large 15 x 30 operating layout and AF collection. Terry has recreated the typical youth's dream of a layout for his two children. It is a joy to watch a half dozen trains racing around on this layout. It brings back memories of department store layouts of the past, only bigger and better than any you ever saw.

The Scale *Packard* Bus Tour, also has three layouts on Thursday evening, and will include a visit to **Walt Jopke's** S scale recreation of familiar Twin Cities railroad scenes. Walt's layout is the only two-level one on the tours. It occupies two rooms connected by two levels crossing the fireplace in his rec. room. Walt's goal has evolved as he works on his present layout. In addition to recreating as many familiar Twin Cities scenes as possible, he wants to retain a potential for operating realism. Special emphasis is placed on passenger operations as they were prior to the mergers of the big railroads in this area. Also on the Packard tour is **Dave Jasper's** layout set in New England, in a space 22 x 34. Dave is modeling suburban railroading of the 1927 era as it was in New England. Remaining as faithful as possible to time and place both operationally as well as appearance is a very important aspect of this model railroad. Much of the railroad is in populated areas where urban structures tend to dominate the scene; however, country scenery is not ignored as commuter trains rush through the suburban scenes.

LATE NEWSFLASH: JOE HERRICK'S S NARROW GAUGE LAYOUT HAS BEEN ADDED TO THE PACKARD TOUR THURSDAY. KEN ZIESKA'S LAYOUT WILL NOT BE ON THURSDAY'S TOUR. IT WILL BE OPEN WEDNESDAY EVENING AND AGAIN ON SUNDAY WHEN AN OPEN-HOUSE PICNIC IS SCHEDULED FOR HIS BACKYARD. BOTH TIMES WILL REQUIRE PRIVATE TRANSPORTATION.

Joe Herrick's layout in a room 12 x 30, is designed to look like Colorado and allow Joe to admire and gaze at trains rolling through the scenery. Joe is a master model builder winning many contests with his work. All those gorgeous models are on his railroad, which is on high level benchwork so that the visitor is surrounded by breathtaking mountain scenes and vistas. **Ken Zieska's** layout is around the walls in a 1600 square foot basement. It is a representation of two mainline railroads, the NP and SOO, and their jointly owned shortline the Minnesota Heartland. The rural Minnesota scenery was done in stunning large open expanses without clutter, using conventional hard-shell, ground-texture and weed trees.

Diner in St. Paul

I thought I'd make sure and point out that there is a diner (eating type) in downtown St. Paul. Remember all my ramblings about diners in New England last year. Well, it so happens that the upper midwest has one of the rare ones in the area. Mickey's Diner is right smack dab downtown St. Paul, at the corner of 9th and St. Peter, and for those of you who like a nice slider hamburger or a good farmer's breakfast, Mickey's could be a spot for a thrifty meal. It's a 1937 O'Mahoney for those who care. - Jeff

Railfanning: Tons of railroads and real trains in the area. Probably the easiest spot to access is along the Mississippi River in the St. Paul area (a few miles from the Kelly Western). Warner Rd.parallels the main railroads from where the old St. Paul Depot used to be to the Dayton's Bluff area. Basically, if you start near the old Union Depot area and go southeast along the river you pass the intersecting wye and go by West Hoffman (Dayton's Bluff) and then down to the CP/BN Pigs Eye Yard. This area acts as a funnel for the CP, BNSF, TC&W (Twin Cities & Western) and the UP. Trains go every which way on the wye, and there's always something going on.

Area former Fallen Flag predecessor roads include the C&NW, Milwaukee Road, NP, SOO Line, GN, CB&Q, Chicago Great Western , M&StL and Rock Island. Today's railroads in the area include BNSF, TC&W, CP, WC, UP and several smaller lines. You'll see lots of CN power too. Amtrak's daily Empire Builder stops in between the Twin Cities. The eastbound No. 8 is scheduled to arrive around 7 a.m. and the westbound No. 7 is scheduled to arrive at about 10:30 p.m. from Chicago and Milwaukee.

For those driving from the east and midwest, a suggested railfan route is along the Mississippi River on either side. Basically, from the Dubuque, Iowa, area, the Iowa Rail Link (ex-Milw. Rd) follows the west bank to a connection with the CP accross from LaCrosse, Wisconsin, and the BNSF follows the east bank. The CP follows the west bank above the LaCrosse area. Amtrak follows the CP route. Both sides are well trafficked from LaCrosse to the Twin Cities, and highways follow either line most of the way. Take lots of film. - Jeff

CONVENTION HIGHLIGHTS

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 at the NMRA 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. NMRA activities all day..... historic tours daily. Mall of America everyday.

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

Saturday: S 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 from us 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. Open house picnic noon to 8PM at ken Zieska's.

Convention information:
CCS Associates
6611 Countryside Drive
Eden Prairie, MN 55346
Fax (612) 934-6741
e-mail: sgaugemn@aol.com
www.trainweb.com/nasg1999

FIXIN' FLYER

With David Dewey

This month we are going to work on the most common and prolific part of anyone's railroad, the **wheel trucks**. Each car has a pair of them, as do most steam locomotives.

The American Flyer trucks are of three basic types: all sheet metal (the typical link coupler truck), sheet metal frame with die-cast side pieces (typical knuckle coupler trucks, and three-axle link coupler tender trucks), and all plastic trucks (Pikemaster). Since the Pikemaster truck isn't likely to get out of adjustment unless it's overheated or damaged, we will concentrate on the two metal styles.

The main tool for this project is a pair of needlenose pliers. A good solid set without excessively long tips is required. Regular pliers tend to be too bulky for this.

Truck aligning consists primarily of bending the sheet-metal part of the truck frame back to factory dimensions. On the link coupler all-sheet-metal trucks this is relatively easy. On the die-cast-side trucks it takes more care. The standard two-axle die cast freight car trucks consist of a sheet metal center, with side frames swagged on. You can just push on the side frames, but this puts a lot of strain on the swagged connection, sometimes resulting in a loose or separated side frame. The three-axle trucks and the streamline passenger trucks are riveted to the metal frame and need to be handled with care, too. My method is to use the needlenose pliers as shown in figure A . I squeeze tightly so that I am moving the sheet metal along with the truck side. A Warning here! The later LTI trucks and some reproductions have a modified mounting with a swaged piece in the center of the original mounting tab. The sheet metal frame on these trucks tends to just break instead of bending! I don't yet have an answer to repairing these! (Solutions gladly solicited, and we'll share them in a future column!)

On the three-axle and passenger trucks, I use a piece of wood (Popsicle sticks work well!) on the outside (to protect the details on the truck side) and clamp inside against the sheet metal. You don't want to stress the swaged connection here either, although this design is stronger than the freight trucks.



David Dewey

The trucks actually take a lot of abuse; after up to 50 years of being rolled around and played with, they may be out of alignment! First you need to inspect your trucks to determine what may be wrong with them. Over the years the axle bearings may be worn, or plugged with tinsel, carpet fibers, pet hair, and other "stuff" (don't ask, some things are best left unknown!). The truck's sides may have been bent, coupler mounts tweaked. We will look at the wheel alignment and then go into the various methods of correcting it. It is most important for the axles in a single truck to be in alignment with each other. This means that they need to be in the same plane. When they are not, you can have derailments, or power interruption going over insulated points (like a switch or crossing). It can be most annoying! Illustration B shows a truck with axles out of alignment (the wheels aren't shown for clarity). On tender trucks, the contact spring will push the axles to the bottom of the bearing hole. You need to push down on the wheels to actually see if they are aligned.

The contact springs on tender trucks actually give the truck a form of spring suspension. Their constant tension allows each wheel to follow the rail surface, helping prevent electrical interruptions. This is one reason why car lights can flicker on track that doesn't affect the locomotive's reverse unit.

When you are twisting the side frame to align axles, you also need to pay attention to how square it is with the truck's "center plate" -- that is, the center circular section that rides on the car bottom. Illustration C shows how these must be parallel. While the truck will work if both sides are bent identically, the coupler will ride low or high. The truck sides should also be square with each other, as shown in illustration D.

There is one more problem that sometimes becomes evident, mostly on tender trucks. The axle bearing holes actually wear enough that the truck sides short on turnouts Figure E shows how there must be clearance between the bottom of the truck and the top of the rail. Most parts suppliers sell a brass bushing that fits in the bearing hole, restoring the original truck height.

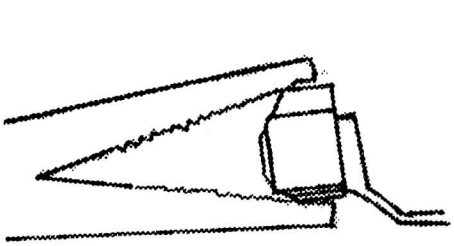
Don't forget that the wheels often get a layer of "black stuff" built up on them, and that will affect alignment by increasing wheel diameter. We'll talk about cleaning wheels and coupler tune-up next time.

From the *S-Trains* news group I've become aware of two possible problems with some of the LTI AF Alcos. First, the metal-bodied couplers used on some production (the WP and NP sets, and maybe others) conduct electricity. If the nose couplers ride a little low, the weight can touch the turnout frog and cause a short circuit. If you cannot raise the coupler enough to prevent this, you may need to replace the coupler with a plastic-bodied version.

The second problem is with the Alcos with metal ladders. These are mounted on the late style bodies, which weren't designed for them; consequently they are mounted lower than the originals and can strike operating car contact rails. This can usually be overcome by slightly bending the ladders inward.

Your comments, suggestions, and questions always welcomed. My email is:

djdewey@cncnet.com
You can always post questions on Paul Yorke's S-trains at:
S-Trains@onelist.com
As my hoghead friend always told me, "Keep yer flues sanded!"
S'incerely,
David Dewey



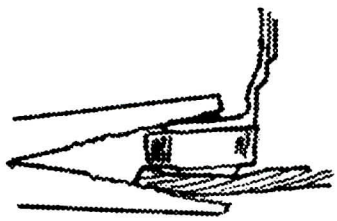
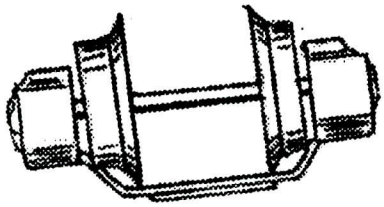


Figure A

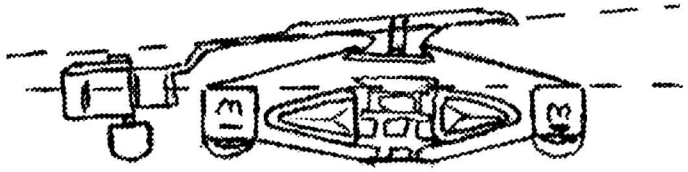


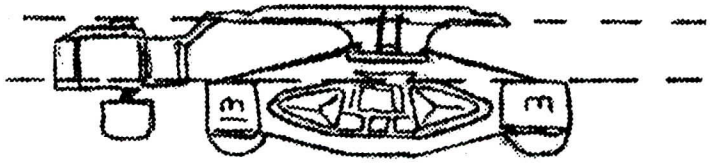
Figure B

FigureC



FigureD





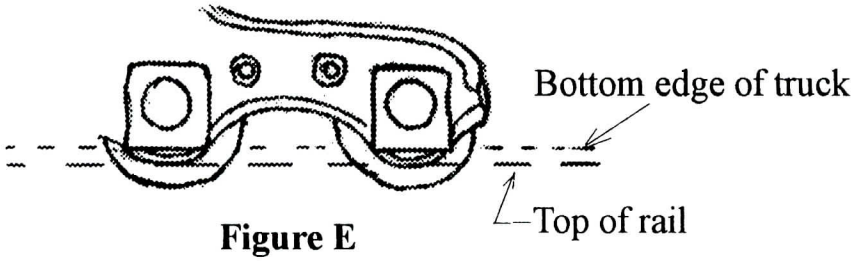


Figure E

NASG Official Election Results

		Total Votes
Executive Vice President	Moe Berk	159
	John Foley	339*
Secretary	Glenn Ritter	458*
Eastern Vice President	William Fuhrman	285*
Central Vice President	Tom Nimelli	113*
Western Vice President	Gil Hulin	78*

*New Officers

Results tallied by current Secretary Jamie Bothwell.
It appears that almost 1/4 to 1/3 of the membership voted.

NASG COPY SERVICE

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

1. Request a specific article, photo(s) or page)s). Entire issues will not be copied.
2. Cite a specific Dispatch issue if possible. A search will only be made on a time available basis and many not yield results.
3. Enclose an SASE. No other charge is in effect at this time.
4. Note your NASG number. This service is available only to members in good standing.
5. Send your request to NASG Copy Service c/o Kent Singer, 6516 Georgian Way, Columbus, GA 31909.

Note: this is a new address.

PROTO-VIEW

LINN COUNTY CO-OP
By Bob Nicholson

The tile block grain elevator in the photos came into existence in the late 1940s after the former wood structure burned to the ground in a spectacular fire. The owners of Linn County Co-op at Alburnett, IA, wanted to be sure the new one wouldn't do the same.

This elevator is unusual in that we, as modelers, generally associate older grain elevators with wood construction and new ones as poured concrete silos. This one, still in use, is a unique change of pace from the usual country elevator often portrayed in model scenes.

A primary modeling attraction, to me, would be the flat, narrow profile of the combination of buildings in the photos. All the combined structures, whether round or rectangular, look as if they belong against a wall on a layout.

Yes, Alburnett's Linn County Co-op grain elevator is a fine candidate for a shelf type layout industry. That was my first impression the first time I passed it on the Chicago Central & Pacific's Cedar Rapids branch (Now IC).

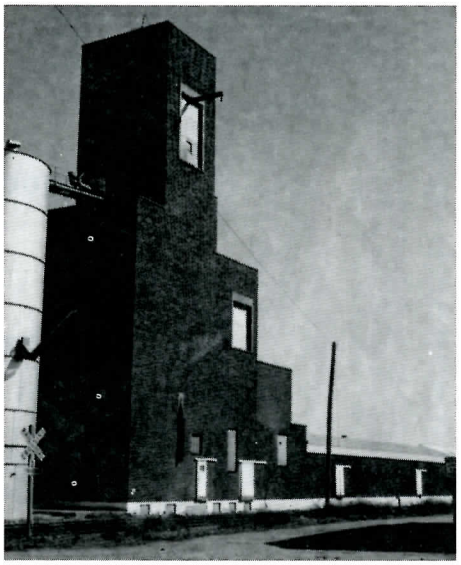
The main line and parallel siding are straight, giving further impetus to the scene. The small Illinois Central Type B depot (see photo) is actually at Central City, Iowa, but it is a mirror image of the dismantled depot at Alburnett. It would take up little space on the aisle side of a layout shelf with the elevator buildings being against the wall. It would have been located opposite the elevators, kitty corner from the metal silos where a road crossed the tracks.

If built as a flat, this scene with depot and track could be fitted into a shelf only a foot wide. Dimensions aren't really necessary - from these views a similar looking structure could be bashed or scratchbuilt by following reasonable proportions which would fit your area.

Rix HO water tanks, styrene roofing material, and styrene or cardstock material for the flat walls is about all you'd need. HO block brick material or O scale brick material could be used to represent the tile blocks. This could be laminated to the flat material to form the walls.- ed.

If done as a flat (just the thickness of the wall material and maybe half-round tanks), and by adding a few 3-dimensional details such as the I-beam hoist support over the door at the top, the doors and door frames, it would be hard to discern from a 3-dimensional structure.

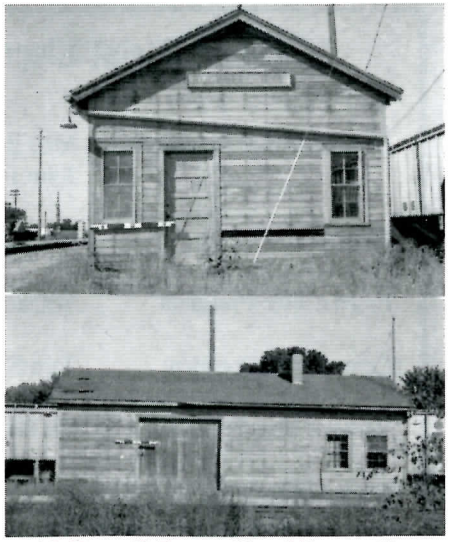
Linn County Co-op could be a good answer to a scenery-deficient area of a shelf layout. It provides a new destination for some boxcars as well.



Tile block grain elevator and attached structures just beg to be modeled on a shelf layout. ***Photos by Bob Nicholson***







IC Type B Depot like Alburnett's

An S-Pike

KEEGAN'S MOUNTAIN
By Glenn Ritter

"He goes not out of his way, who goes to a good train layout." This is a paraphrase of an old English proverb which my father lettered for the William Penn Inn.

One hundred and fifty miles north of Philadelphia is Shohola State Game Preserve. The trip takes 2-1/2 hours by car. It is shorter if you fly with the turkeys. Why would anyone drive that far one way to spend two hours looking at a train layout?

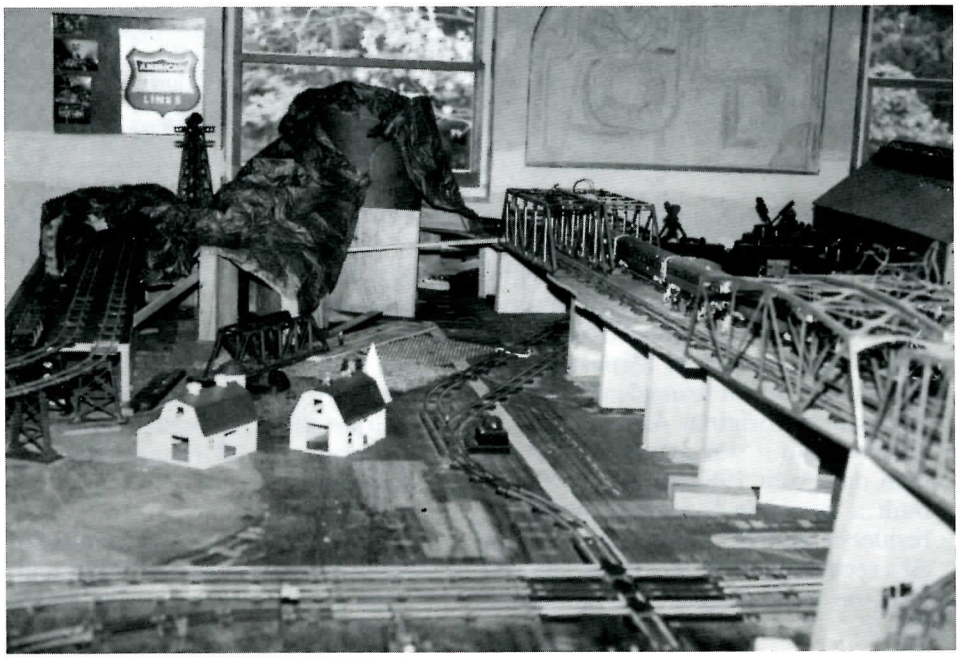
There are 16 members of the Neshaminy Valley American Flyer Club. This is the story of one who has moved outside the Neshaminy Valley area.

This is no ordinary layout. Tom Keegan has spent 46 years buying American Flyer trains and accessories. He has over a thousand feet of track laid. Eighty switches and five crossings make for an exciting time of runing trains. He has a true hump yard and turntable. The layout covers 30' x 60' of the third floor of his home. His wife, Cyndi, knows where to find him if he isn't hunting. The layout is a series of irregular peninsulas with walkways, making all tracks accesible to reach.

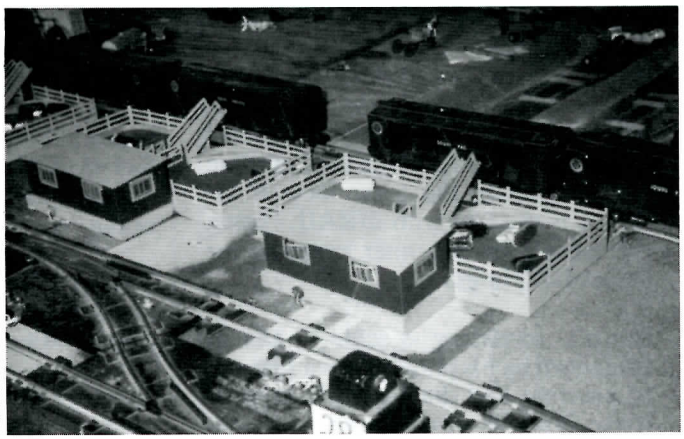
There are two main lines connecting a cityscape to a country mountain scene. In the city area there are two additional loops, and in the country area there is one additional loop. The crossings allow the mainlines to cross the smaller loops. This makes for hair raising crashes ever so often.

A large chimney protrudes through the center of the layout room, and Tom has managed to build a two level helix around it which takes the two mainlines over bridges, around mountains and down into the farm area. Tom has just about everything that Gilbert and Lionel (Flyer) made. He also has equipment from S-Helper and American Models.

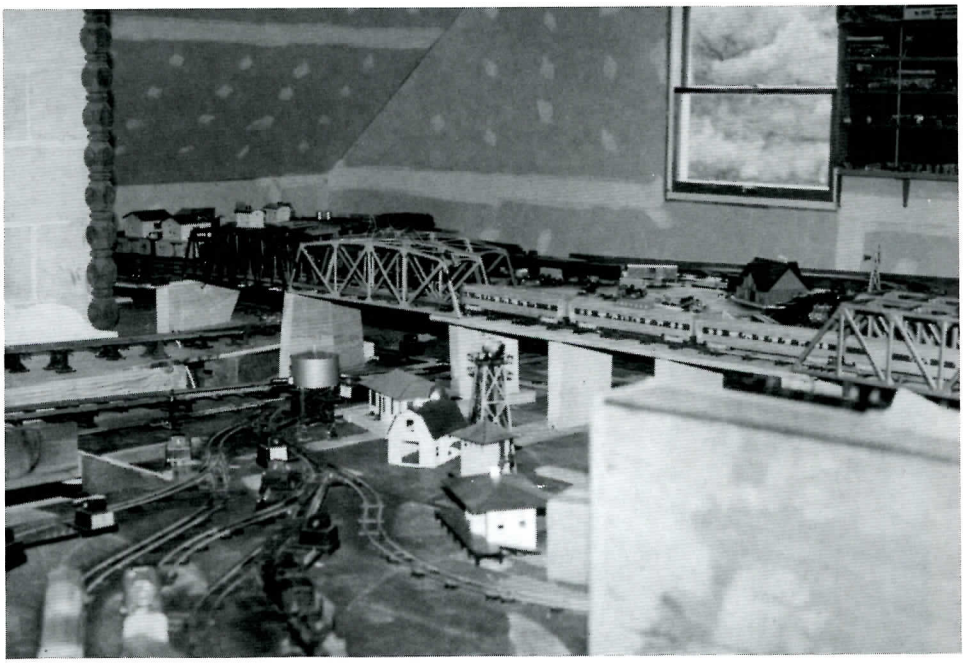
Since the area where he lives is difficult to find, and the third floor entrance is right through the master bedroom, I doubt that his layout will become another Roadside America. I guess we'll have to wait for it to be on the Tracks Ahead TV series.







Tom Keegan of Shohola, Pa., (in the middle of nowhere) is pictured here surrounded by photos of his ambitious American Flyer layout which fills a 30' x 60' 3rd floor of an older home. Keegan's Mountain seems an appropriate name for a layout in the mountains of Pennsylvania. ***Photos by Glenn Ritter***



Meet an S gauger

Denis Fortier

"It all started with an American Flyer Christmas present when Denis was 8." Denis Fortier of Cap à l'Aigle, Canada, renewed an early exposure to S gauge in 1985 when he attended the 50th NMRA convention in Milwaukee. A Greenberg S repair manual inspired him to repair his original American Flyer Hudson, and it was all downhill from then on. From 1987 to May 1989 he built a layout in S scale at his then residence at 1097 Boulevard du Cap. At a second location, 971 Boulevard du Cap, the original layout was reduced to 8' x 9'.

Denis models his own freelance railroad called dfRAIL. An appropriate up-to-date green and white paint scheme is applied to his locomotives and home road rolling stock. His Modern fictional railroad interchanges with the Canadian National [CN]; the outer loop of his layout is the CN with dfRAIL being represented by the inner loop and the industrial sidings.

Denis's modeling is scale S, and as evidenced by his photos does a fine job of painting and detailing his models. Now that he has moved to 1 rue Duchesne, his layout has become three modules operated with Digitrax and run by a computer with Winlok, but the diesels are still equipped with Onboard sound, QUITE A COMBINATION! see NASG *Dispatch* article of April 1995, Volume XX, Number 2, pp.18-19

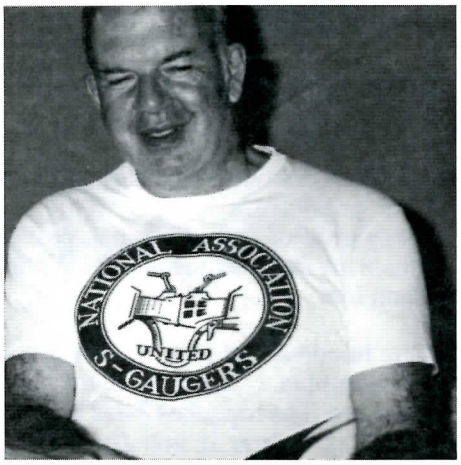
The diesel roster consists of two GP38-2Ws in dfRAIL colors and two GP38-2s on order! dfRAIL's roster, consists of 4 locomotives, 28 freight cars and 2 cabooses.

P.S. Denis Fortier, translated the Achievement program to French, and he is also a life member of: the NMRA, the NER, and Division Alouette Québec. He is also NER's NMRA Canadian director, and was instrumental in the preparation of NER's Spring QUEBEC '95 convention.

Denis belongs to: NASG and reads: *S/Sn3 Modeling Guide,* and the *Canadian S scale Quarterly.* He is also a member of the "pqrr" discussion group:

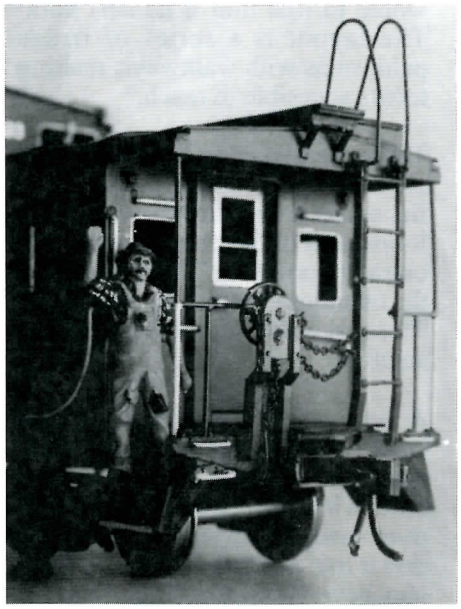
The dfRAIL Web page is written, maintained and hosted by:Denis Fortier, capaigle@netrover.com

"http://netrover.com/~capaigle/DFRAIL.HTMl" Denis's earlier layouts and several pages of photos were featured in the Feb., 1994 *Dispatch,* and his photos made a couple of covers too.



Denis Fortier







An active S scaler, Denis's work is shown here in these photos. Above are CN SD40-2W and CN caboose. Left is a shot of his GP38-2W in freelance paint scheme. Denis took the photos.

More about magazine collecting.

Tips on Storing Your Magazines

By Denis Fortier

Most railway modelers gather through the years plenty of magazines pertaining to their favourite pastime!

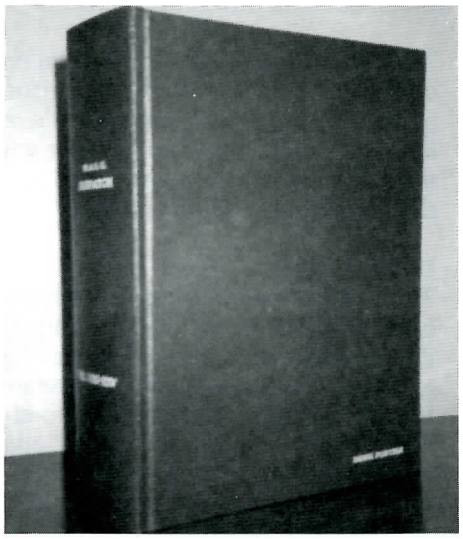
You have several choices on how to keep track of and store these magazines:
* Build several shelves;
* Buy special boxes for magazines;
* Let them lie around and search and search...

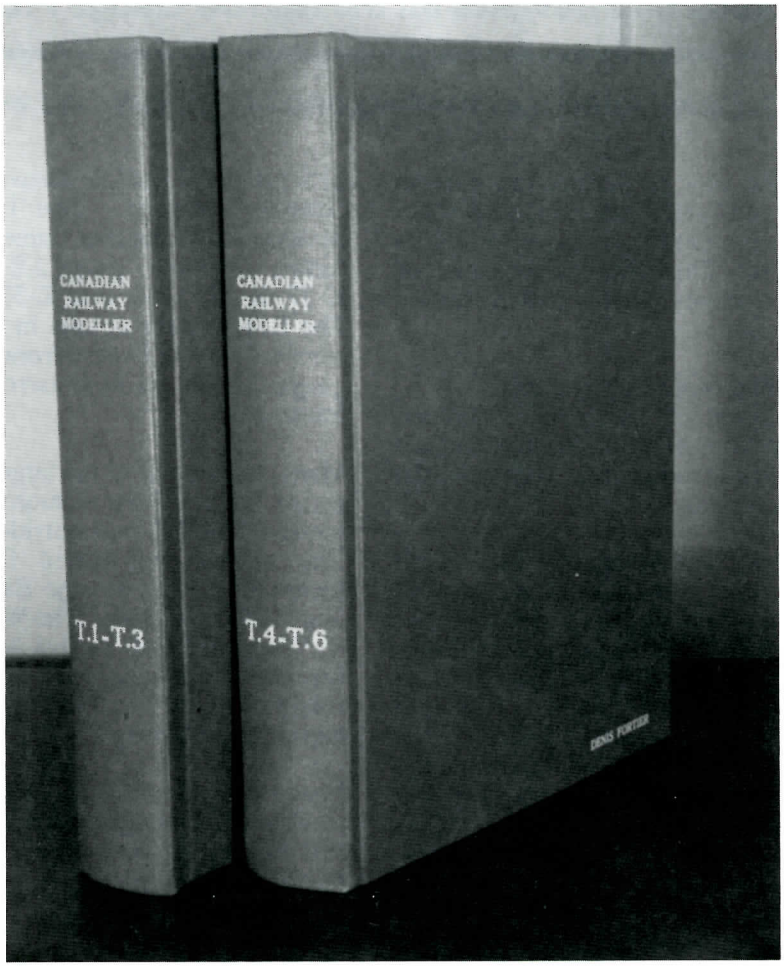
Why not bring them to a specialized shop in book-binding.

In Quebec City, a rehabilitation center for "drug dependent young people" specializes in this kind of work, and at the same time, helps these young people to fulfill their lives by building their confidence towards the work force!

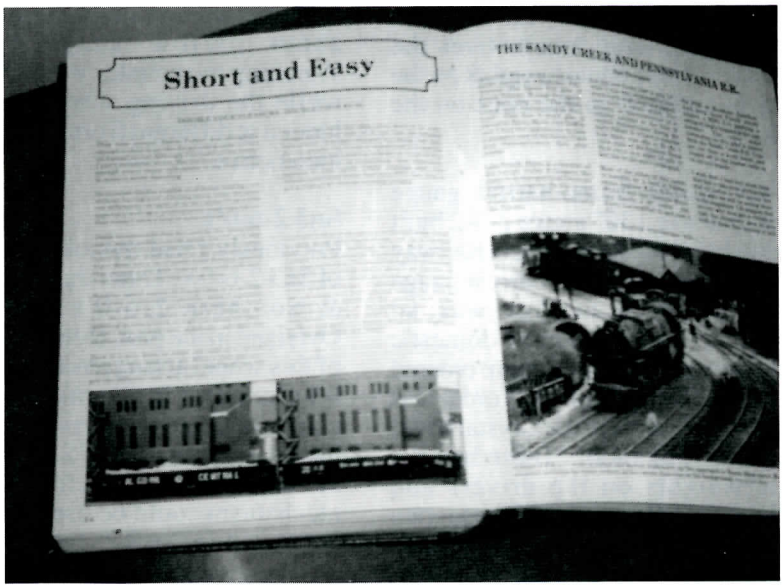
They charge $14.00 Canadian for this specialized work for one volume, a real bargain, and what a great professionnal job, done with threads. You can choose the color of volume (orange in the case for NASG *Dispatch*) and have them identified on the sides, for example volume VIII-XIV, plus you can have your name printed on the front cover as on the photo provided. The photo of the Short and Easy article was my first essay with NASG *Dispatch.*

The photos provided show how professionnal these books (including *CRM* and the *Dispatch*. I've also bound *3/16 "S"cale Railroading* of which I possess all the collection).





Above are two bound volumes (green) of the Canadian Railway Modeler. Below is one of the Dispatch volumes open to a Short and Easy article contributed by Denis. Bottom left is a Dispatch volume in bright orange with white lettering. Photos by the author.



The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

Outside Frame Locomotives and other odds and ends

This time I will be covering some odds and ends, including some comments and questions I've received. This includes the topics of outside frames, 2-6-0's, and the family look.

Outside Frame Locomotives:
I was asked what is an outside framed locomotive on the Internet, then I realized that some others might have the same question.

The term "outside frame" when referred to a steam locomotive, means that the driving wheels are inside the locomotive's frame, that is, its frame is outside the driving wheels. Outside frame locomotives were first relatively common on very early railroads, but are now thought of as a narrow gauge concept. This design concept was attractive to narrow gauge locomotives because it allowed for a wider firebox, a broader base for a wider boiler, greater stability, easier access to bearing journals on the driving axles, and more room for outside-mounted valve gear such as the Walschaerts type.

Some of the earliest outside frame locomotives had the counterweights mounted on the drivers, but later they were commonly mounted on the cranks, which were outside the frame. Sometimes on large locomotives the main drivers had counterweights on the drivers in addition to the ones on the cranks.

The first outside frame narrow gauge locomotive was a 30" gauge 2-4-2 built by Baldwin for the Autofagasta Railway of Chile in 1886. The US narrow gauge new locomotive market was so depressed at the time that no domestic outside frame locomotives were ordered until 1900. The first domestic order was for a pair of 2-8-0's for the Crystal River Railroad in Colorado. These had the counterweights on the drivers and Stephenson valve gear. These two locomotives are better known as the C-21's (360, 361) of the Denver & Rio Grande Western. The D&RGW developed the outside frame concept further with their 3' gauge 2-8-2's in the K-27, K-28, K-36, and K-37 classes. The K-37's were unique in that they were built using boilers from standard gauge 2-8-0's on new narrow gauge frames.

Many, but not all, of the larger narrow gauge locomotives of more modern vintage (1900's) had outside frames. The above mentioned D&RGW locomotives did, but the East Broad Top's 2-8-2's did not. The White Pass & Yukon had 2-8-2's that had inside frames, but they also acquired some ex-D&RGW K-28's in World War II that had outside frames.

In narrower gauges, such as 30" and 2', smaller locomotives had outside frames. For example, the Maine 2' gauge railroads had some outside framed 0-4-4T Forneys. All the "large" 2' gauge locomotives I know of had outside frames. In the US, the largest was Sandy River & Rangeley Lakes #23, which was a 2-6-2, but 2' gauge railroads in other countries had larger locomotives.

Outside frame locomotives, in my opinion, are one of the features I like about narrow gauge railroads. Watching the counter weights spinning while the driving wheels are almost hidden is different from a typical steam locomotive.

Sn3 2-6-0's
Previously I had mentioned the dearth of Sn3 2-6-0's. Other than the Colorado & Southern 2-6-0's imported by Overland in the past, there are no models of this wheel arrangement in Sn3. This is unfortunate in that this was the most common wheel arrangement for 3' gauge locomotives in the US. Besides the scratch building choice, a HO mechanism could be used. It was also suggested in the Sn3 Internet mail list that a Railmaster kit could be modified into a 2-6-0. If anyone does either of these conversions, please write an article about it, or at least prepare an outline of what you did and take some pictures. I will even volunteer to write the article from the outline if that will help get the ideas to others.

The Family Look in Motive Power
Many railroad's steam locomotives had a family look. One way that this can be accomplished with steam is by using similar details on several classes of locomotives. This can include such items as cabs, dome types, headlight types and mounting arrangement, etc. For example a Ridgway spark arrestor on a stack automatically makes me think of the Colorado & Southern, whether it is on a 2-6-0 or a 2-8-0.

Member Bob Nicholson sent me an e-mail with an idea for a family of Sn3 or Sn3-1/2 locomotives for those who want to start with HO locomotives. Mantua makes at least two versions of a 4-6-0 that are closer to S than HO. The boiler and cab are the same on the two versions but the domes and stack are different. These are the locomotives that are really Sn3-1/2 with some HO details. I described a conversion I did of one of these to Sn3 in the June 1997 Dispatch.

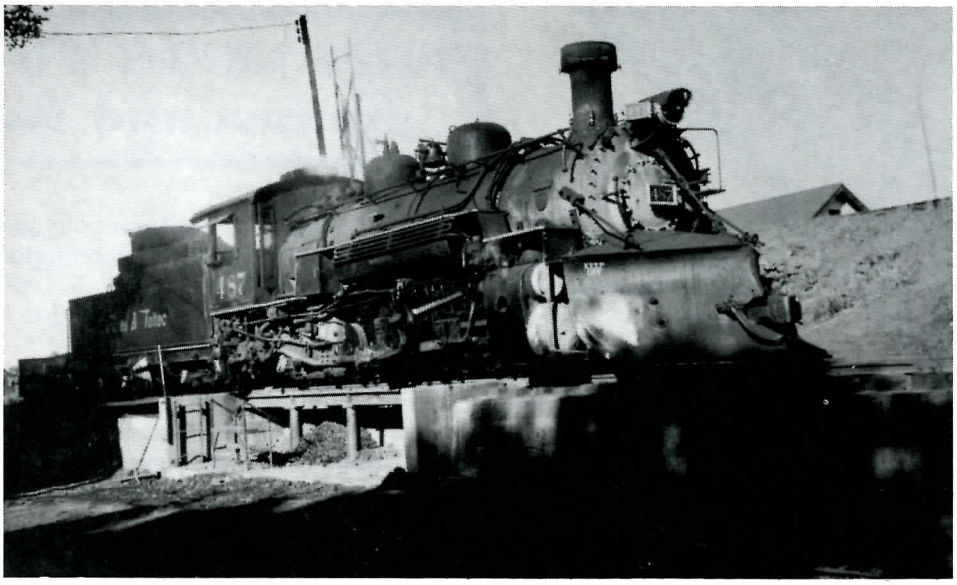
These locomotives are still shown in the 1999 Walther's HO catalog. Bob pointed out that Mantua made a 4-8-0 with the same boiler and cab at one time. This is not shown in the 1999 Walther's catalog, but that does not mean you can not find one. I happen to have an old kit version in a box on a shelf waiting for its turn. Bob also pointed out that the Mantua 2-6-0 also looks similar. Looking at the picture of it, it looks like it has the same boiler and cab as the 4-6-0's, but with different details.

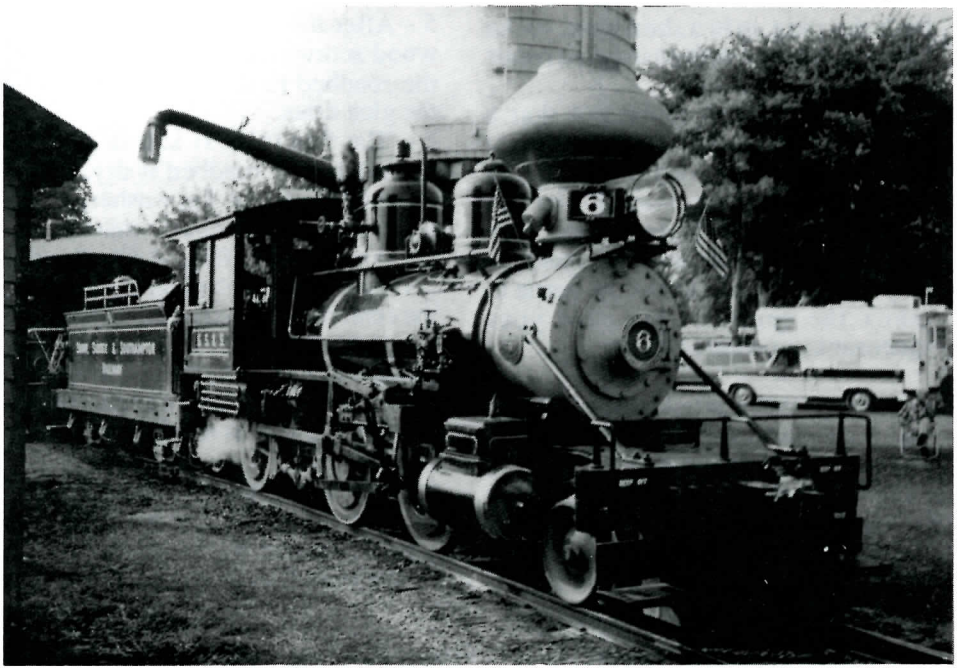
The conclusion of all of this is that one could have Sn3 or Sn3-1/2 railroad using 4-6-0's, 2-6-0's, and 4-8-0's, all having a family look by starting with these Mantua HO locomotives and using the same S scale detail on them.

Internet News
The Sn3 Internet mail list is now hosted on a different server. To sign up for this list, take your web browser and go to http://www.onelist.com, and search for the Sn3 list. The onelist site also hosts the Sn2 list, and several other model and prototype railroad lists, including a general narrow gauge list

(Slimrails). You may want to check ou some of the other lists at this host site The onelist site also contains archive of the mail lists, which you also ma want to investigate.
As always, please write or e-mail if the mood strikes.

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







Top photo is a Cumbres & Toltec K-36 outside frame 2-8-2 (ex D&RGW). Note the counterweights and the rods are visible but the drivers can hardly be seen. The next two photos show a cutsie 2-6-0 which can be seen and ridden behind at the Old Thresher's Reunion held over Labor Day weekend each year at Mt. Pleasant, Iowa. Note the slim boiler, cabbage stack and wide spacing between the rear two drivers. An HO Mantua/Tyco old time ten wheeler might make a starting point.
Photos by Jeff Madden

Module Corner
By Ted Larson

THIS CUTS THE MUSTARD
Ballast and Roadbed Tips

Module Corner - Guest Author Mike Holland - Rochester Area S Gaugers

The RASG has been using a simple method of spreading diluted glue when gluing down track ballast. We punch some holes in the bottom of a paper cup, fill the cup with diluted white glue or artist's matte medium, and dribble the adhesive over the ballast. This is cheap, but hard to control, and the holes plug up in a short time. Mike Holland came up with an improvement!

Mike says "I have found out that a common mustard bottle makes a great squeeze bottle to position ballast or scenery cement. It does not clog up like the cup method. Also, you can mix your cement in the bottle, and if it separates, all you have to do is shake the bottle to remix the cement. So, save your squeezable mustard bottles!"

In our track laying article (June and Oct. '98), we showed water filled containers used as weights to hold down the flex track whilst the adhesive dried. If you want a "dry" option to this, Mike offers this solution.

"1 - Find the center line of your track.

2 - Put some glue down on your sub-roadbed to one side of the centerline (assuming you are using S scale roadbed, rather than a combination of HO and O).

3 - Lay the roadbed on the sub-roadbed, using your centerline as a guide. Wipe away any excess glue that squeezes out.

4 - Repeat for the opposite side. If you are using curved Homa-Bed (R) roadbed, make sure that the curf cuts in the roadbed face the right direction. READ the instructions!

5 - After the roadbed is down, use #6 wood screws and flat washers to hold the roadbed to the sub-roadbed while the glue dries.

6 - The flex track is laid in the same way. After the roadbed is dry, remove the screws and the flat washers. If you used S scale roadbed (instead of a combination of HO and O), the joint between your roadbed pieces will be on the centerline that you used when gluing down the roadbed. Lay out the track using the joint line between the two sections of roadbed as a centerline.

7 - Use a few nails to help hold the rail in position.

8 - After making sure you have no wrinkles in the flow of track, put your glue down and lay the track over the centerline. Check again to make sure you have no wrinkles. Again use the #6 wood screws and washers to hold the track down until the glue dries.

These methods are used by the RASG when constructing modules."

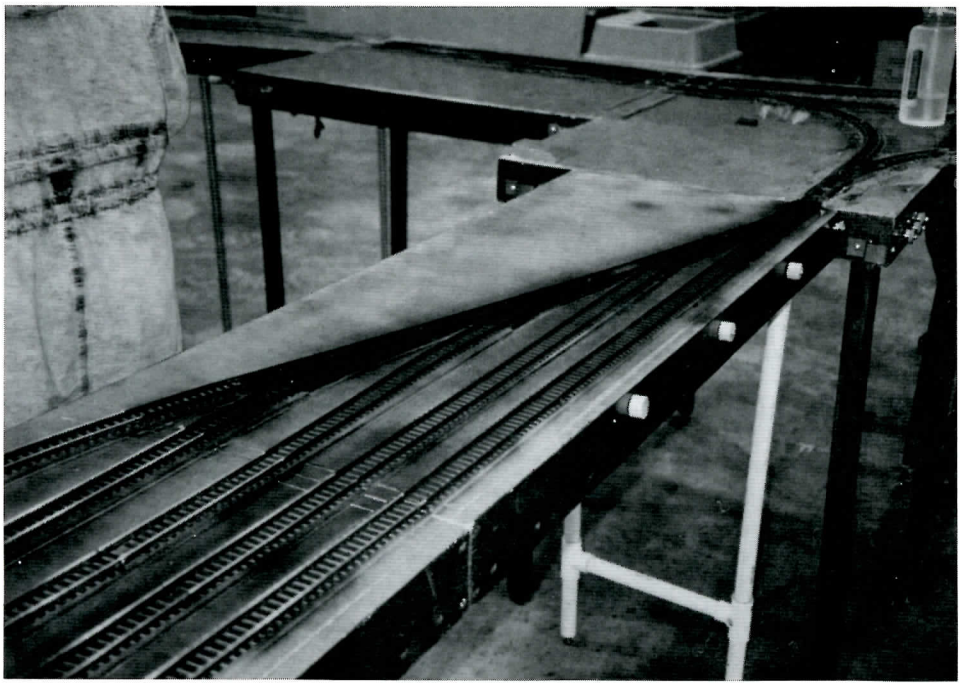
Thanks Mike.

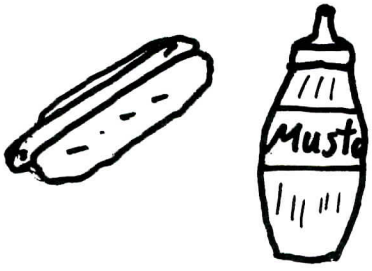
Here is a ps: to last month's article. Keith Thompson and Jeff Madden also contibuted to the Matchbox GMC article. Jeff Madden has contributed to the Module Corner numerous times, but he keeps forgetting to put his name in. Thanks Keith and Jeff.

Do you have any vintage S scale vehicles to show off? I would be happy to have your pictures and comments. Does anybody have any advertising or a box cover for the old Aurora line of plastic S scale semis, for use in this column?

Do you have topics that you would like us to cover? Please send your comments to me.

Do you have a module, simple or complex that you are willing to show off to the S scale community? I solicit your photos and comments.





The Badgerland S Gaugers added this staging yard (2 modules) so that it fits inside the mainline loops. In other words, it's inside the donut. Legs were fashioned from plastic PVC pipe. Turnouts are controlled by push-pull knobs. The wye module is an extra wide 4 footer.

Photo Jeff Madden

Railmail cont. from page 4

Re: The Great Dictator: Because some people are going to think seriously about your suggestions (Jeff's Junction, April *Dispatch*), I think it is appropriate to elaborate on some of them so that misunderstandings can be avoided. When selecting prototypes and deciding how accurately to represent them in model form, all S manufacturers need to look very closely at the level of fidelity and detail which has become the de facto standard in HO in recent years. If new S products are not comparable to these current HO products, we'll never attract many folks to switch to S, which otherwise has inherent advantages over HO in terms of prototype accuracy.

First, regarding the Pullman-Standard PS-1 box car, there are a wide range of variations over the production time of these cars, which S manufacturers should take into account when making production decisions. A few examples: early production roofs had the "bow tie" raised impression in all panels except the end ones, while after some point aorund 1950 all panels end-to-end had bow ties. Most PS-1s were all-welded, but some (C&NW comes to mind) had riveted-panel sides like an AAR standard car. Some cars had end panels riveted in place rather than welded, presumably to make it easier to replace damaged ends in repair shops. The six little rectangles at the top of the end did not appear until a year or two into production. Configuration of side sill tabs varied. And of course there were many variations of door types, in widths of 6, 7, 8 and 9 feet. And we're only talking about 40-foot cars! If you want 50-foot cars, or later, more modern derivatives, that's a whole different model product.

I believe that even in S scale there should be room for more than one manufacturer to participate. No one company could be expected to wade through all these variations, so why not let an early-production 6-foot door version be made by one company and somebody else could do a later version with 8-foot doors. Availability of just those two would give kitbashers plenty of opportunity to fill in the gaps still remaining, and this approach would help "spread the wealth" among our small suppliers while likely expanding sales beyond that achievable by one maker.

As for your other "asignments", I believe some additional specificity would help manufacturers avoid fatal errors that could render their work unattractive to prototype modelers. Here are my comments:

*** 40' steel 40s/50s steel reefer:** the PFE R-40-10 would be a good choice, since several other private owners had cars following the same design.

*** 3-dome 10,000-gallon tank car:** there are some specific tank car underframe designs upon which any number of tanks can be placed, and tanks tend to be pretty generic, especially in comparison with under frames. The three main builders, GATX, UTLX and ACF all had distinct underframes, all of which need to be made available in S scale.

*** 40' gondola:** lots of leeway here. The USRA gondola was quite widespread and was made in both composite and all-steel versions, and then there's the PRR G22 and a host of others.

*** ACF square-hatch covered hopper with cutout:** now you're getting very specific and an excellent choice since a huge number of different paint schemes would be prototypically accurate to apply to such a model.

*** steam-era hoppers:** the USRA is the obvious choice here, but I'm afraid they were only 30'6" long, not 32 feet. Not sure if you're suggesting a 36-foot USRA car or just a 36-foot steam-era car, but the New York Central had tens of thousands of cars built to the USRA triple hopper design (which was never built for the USRA itself). I'm not sure about 36-foot twin hoppers, but I believe that would be an oddity relative to other prototypes that are much more common and sorely needed. It should be noted, however, that there are plenty of common variations of offset twin, triple and quad hoppers that have yet to be manufactured in S scale. The PRR H21 quad has to be mentioned because all eastern modelers need a bunch of these on their layout, no matter even if you are modeling the NYC. They were that numerous and went everywhere in the east.

*** all-wood reefer:** this is a good idea and I would nominate the ACF Type 3 as the best initial choice. Others to follow could include Mather meat reefers and Santa Fe fans would love a USRA reefer, since SFRD's fleet was based on that design from the 20s to the post-World-War-II era.

*** 8,000-gallon single-dome tank car:** another excellent suggestion, but please make it a different prototype underframe from the three-dome above.

*** 40' double sheathed box car:** again the obvious choice is the USRA, although the NYC 1916-design would be a strong candidate too - they had over 30,000 if you count the steel-side version, and then there are modernized variations (this is true for the USRA too).

*** cabooses:** I'm not going to comment on specific choices, but only point out that this is one car type where one design was seldom used by more than one railroad (before International Car Co. came along) and this makes it difficult to justify plastic production models.

*** X29 boxcar:** there seems to be a lot of misinformation out there about these cars. Point one: like the H21 (above) everybody needs several X29s regardless of what railroad they are modeling, coast-to-coast. Point two: there are at least four variations of X29, and the ARA steel car (your "B&O version") was so similar, owned by several railroads, and adds several more variations. A manufacturer should take into account a) how to produce some of these variations, or b) how to avoid making it difficult for kitbashers to make the variations from a single production model.

*** 50' door-and-a-half outside-braced box car:** a very good suggestion, but variations abound and one has to be picked. SP, MILW, IC, WAB and others had large fleets. Another one that needs more careful thought, and I don't have it all at my fingertips.

*** round-roof double-door box cars:** there weren't really as many of these as some people seem to think, but I'm not going to discourage people from making one! Again, there were variations, but I believe D&H, DT&I and LV cars were all second-hand from the PRR. SAL bought new ones which I think were different from Pennsy, and I forget who else may have had such cars.

I'll leave the modern freight cars and passenger cars for somebody else to comment on. Thanks, Jeff, for putting some suggestions on the table. It's bound to get people talking, and that can only make things happen that wouldn't have happened otherwise, and better than they would have otherwise. - Jeff English

Nice response Jeff. I hope the manufacturers find your comments useful. I realize the modern guys are craving some production too, and they should follow your lead for ideas. - Ed.

"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Dave Pool

Spring is sprung and Summer is coming. Time to get the outdoor grills out, dusted off, and cook up some tasty S gauge snacks and meals. With warm weather throughout much of our nation some clubs have a lighter schedule of meetings and get togethers, others keep summer schedules, even using the warmer time of the year to travel on group trips to enjoy our favorite trains.

The **Bristol S Gauge Railroaders (BSGR)** are resting from the Tracks & Trains show that they sponsored and organized at the end of March The **BSGR** are planning a picnic in June, always a well attended event, where guests can socialize with the members in a relaxed atmosphere, especially this year with the NASG convention work of last year behind them.. The group is considering taking their S layout to the fourth annual Collector's All Gauge Train Show, held at the Southern Conn. State University James Moore Field House,New Haven,CT. on August 22,1999. Several years ago their were 3 S gauge layouts there.

The **Conn. S Gaugers (CSG)** were hosted in April by Craig O'Connell, V.P. and Editor of their newsletter, in Hamden, CT. Approx. 17 members attended, and Pieter Roos brought several AF flat car conversions demonstrating an article he wrote in their newsletter. Peiter is the son of member Hank Roos, a longtime member and treasurer of the group. Peiter was at one time modelling in HO, but he is apparently seeing the S gauge light. His grandfather was a tugboat captain for the Central RR of New Jersey, which operated a large fleet of tugs, car floats, and ferry boats to complement their RR trackage. Member Norm Reiger displayed his scratchbuilt New Haven RR coaling tower, based upon photos taken by Craig O'Connell of the prototype at the NHRR Cedar Hill yard. Ann O'Connell helped host the group with refreshments.

The **CSG** held a field trip to the Shoreline Trolley Museum, East Haven, CT, in May and were hosted by member Larry Hally in nearby Branford, CT. Larry organized the field trip and coordinated the attendance of members to the Trolley Museum. The museum has a large inventory of old trolleys in car barns on display, and features rides on a section of track along the shoreline complete with overhead wire. A museum of trolley and railroad artifacts that includes standard gauge models of various trolleys. This display includes trolleys of a Mr. E.J. Quinby, now deceased, who had his outdoor RR complete with overhead wire featured in *Model Railroader* magazine some 60 years ago. Member Stan Stokrocki hosted the group in June in Poughkeepsie, N.Y., featuring " S scale model railroading at its finest" according to their newsletter editor, Craig O'Connell. The **CSG** is considering a field trip to an elaborate HO layout in Wallingford, CT. in August. Member Bill Mark will tentatively host the group in September, in Pleasant Valley, N.Y.

The **Rochester Area S Gaugers(RASG)** recently welcome a new member, Terry Crosby. In February Ted Larson made arrangements to set up the group's modular layout at the Perinton Commumity Church for a week so work could be done on the layout as a whole. Members Charlie Smith and Mike Holland tuned up new switches, Roger Delthony and Steve Coughlin wired the club modules for AF accessories, and Ted Larson tuned the bridge rails to reduce the "bumps" in them between sections and worked on module leg problems. In mid-March the **RASG** set up their layout at a show at the Finger Lakes Race Track, and in April they went to Batavia, NY, at a show at the racetrack there. The group has weekly work sessions hosted by Mike Shea for work on modules. Mike Holland's modules were worked on at a recent session.

James Ingram of Williamsport,PA. is organizing S gaugers in his area, and the group will be known as the **Susquehanna S Scalers (SSS).** The group is being formed to promote the hobby of S scale model railroading in Lycoming County, PA, and nearby regions. James can be reached at (570)322-0988 or on the web at: www.trainweb.org/sss. James has information on the **SSS** along with planned activities on the website address. The group will have round-robin type informal meetings, held in the various member's homes. People interested in all phases of S gauge are welcome, including scale, AF collectors and operators, and Sn3 narrow gauge. If you are in the area or know of someone that is have them contact James.

The **Lehigh Valley S Gaugers (LVSG)** were hosted by John Oross in Whitehaven, PA. The meeting featured a trip to a nearby mining village at Eckley. The members toured the visitor's center, viewed exhibits, and saw a movie. After the tour and visit to the historic village, the group had supper at a restaurant, and returned to John Oross's house to have their meeting. The newsletter of the **LVSG** is called the *Round Table* and is edited by Roy Hoffman. The group is comprised of **all-NASG membership.** Roy's wife, Peg, developed a computer software template for the masthead of the newsletter. The first issue of the newsletter with the new masthead, the *Round Table*, explains that King Arthur is not president of the club. Barry Mertz is President; Jamie Bothwell, Secretary; and Dave Heine, Treasurer. The newsletter included photos of S gauge "secret project" models made by Frank Titman (First Place), and Roy Hoffman (Second Place) entered in the Jefferson Central Model contest. Frank's model was "Ma Houghlihan's Railroad Inn", and Roy's model was the "Mifflinburg Milling Co." Barry Mertz placed third with a box car and caboose models.

The **South Jersey S Gaugers(SJSG)** have been meeting regularly at the Bellmawr Fire Hall, Bellmawr, NJ, on the first Wednesday of each month. In addition, field trips and separate meetings at members homes are scheduled as "play trains" get-togethers. The **SJSG** held their Spring train show at the Bellmawr Fire House in April under the direction and guidance of their train show committee, and Hank Worrell. The committee includes Hank, Chick Viggiano, Mike McConnell, and Dan DeSantis. They displayed and operated their layout at the show.

As an advertisement for the show they

displayed a banner that was installed across the Black Horse Pike, a heavily travelled highway. The banner was knocked down after only two days of display, causing damages to the vehicle behind the truck that brought it down. This was the second banner that the **SJSG** had made and used, as the previous one was damaged by traffic and had to be replaced. This seems to be a controversial way to get publicity for the group's train show, and they have aparently abandoned the idea of a banner across the roadway.

The group is in the throws of planning and producing a club project which is an oil tank farm to be sold as a kit. Dan DeSantis and Wayne Schneyer are working on the first prototype of the kit along with other club project members, Ken Davis and Chuck Viggiano. Dan DeSantis is working on full color reproductions of AF catalog covers from 1949 through 1959 for club members purchase and use. Henry Mortimer, a member of the club passed away recently, and his obituary was read at the club meeting. Several club members offered recollections of Mort, and his devotion and commitment to the **SJSG** club. The club may consider another place to hold their monthly meetings because of changes in officers of the Bellmawr Fire Company and dedication of that group to the **SJSG** club and it's activities. The club president Bill Moore is treasurer of the NASG.

The **North Penn S Gaugers(NPSG)** recent newsletter, *Trackside,* included a color insert of a proposed logo for the organization. It was developed by members John Sinn, Alex Larkin, Ray Nase and Glenn Ritter. Glenn edits the newsletter. This same issue included some photos of a hand-made Budd RR car, as built by Jerry Poniatowski using styrene plastic formed from sheets of Evergreen and Plastruct materials. The single powered car has constant interior lighting, and an American Models RS-3 diesel chassis stretched to fit the passenger car sized unit. Photos in the newsletter show a very credible model that can operate on AF radius track, and it runs smoothly, according to its maker. The **NPSG** held their one-year anniversary at member Joe Bolsar's home, and the host's layout and train collection was enjoyed by those attending. Construction on the portable layout modules is progressing, and member Mike Berus is coordinating meetings to jointly work on the modules.

NPSG searched for skirting for their portable layout modules and concluded that so-called flame resistant fabrics are not permanently so, and are very costly. The group elected to purchase vinyl tablecloths that will melt when subjected to heat, without flame or much smoke, and can be purchased at relatively low cost. The group will be hosted in August by Glenn Ritter in Harleysville, Pa., for a picnic get together. Sounds like things are "staying on track" with this group, only one year old.

The **Black Diamond Society of Model Engrs.(BDSME)** is a 35 year old multiscale model RR club that meets weekly on Tuesday nights, in Bethlehem, PA. Your column editor believes that the group was written up by one of the major model railroad magazines in the past several years. Michael Pragheimer, a member of the group, has reported that the **BDSME** is about to build its first S gauge layout. The layout will be AF compatible with Gargraves track. Information on the group can be obtained from Stan Price at the following e-mail address: BDS900@AOL.COM. It is very good news that S gauge will be enjoyed by the **BDSME**, and future reports on the layout construction will be described as received.

The **Potomac Valley S Gauge Assoc.(PVSGA)** were hosted by member Dick Cataldi in early May, in Vienna, VA. Dan Vandermause hosted the group later in the month for module construction and laying track. Work on the modules is planned for June, again at Dick Cataldi's, for laying track and installing bridge rails. The group is working industriously on their portable modules so that they can have a layout to display at train shows and other public events.

J. Wayne Beachy of the **Atlantic Coast S Gaugers (ACSG)** reported that the group set up a layout at the Roanoke show in late March, where they recruited a new member. The 14 ft. x 18 ft. layout was well received. Gerry Burks brought his American Models GG1 to operate on the layout. Wayne ran his custom painted Powhatan Arrow and Virginian passenger trains. The **ACSG** is planning to attend and set up their layout at a show in Harrisonburg in May. They are also contemplating attending a show in Richmond, in August with their portable layout. Dave Conyers hosted the Virginia Central Division in April, in Amelia. Dave's home layout is the Amelia Central, and the guests ran trains on it. Ruth and Stuart Gordon will host a summer meeting at their home in Ashland. Members will work on the home layout of the host. Alice Beachy writes the news releases of the **ACSG**, and every member appears to have an e-mail address.

The **Baltimore Area AF Club (BAAFC)** were hosted by member Ken Schnepp in Bowie, MD. in April. The group set up their portable layout at the Earleigh Heights, MD, TTOS Show & Swap Meet in April. Rod Charlton is coordinating orders for club shirts. Member Al Passmann coordinates the shows that the group attends and displays their layout with the Greenberg Organization. It seems that the **BAAFC** will be bringing and displaying their layout at two shows per year sponsored by Greenberg in Timonium, MD. Club members can order AF reproduction flat cars through member John Flester. John is also handling the orders for the Club's circus aquarium car. The **BAAFC** was considering attending the Train Collector's Show, New Haven, CT, in August with their layout, but have decided instead to display it at the Damascus Train Show on the same date. George Glover hosted the **BAAFC** in May, in Westminster, MD. They plan to display their layout at the Children's Hospital, Washington,D.C. in early June. This is a charity event to display the S gauge trains to the children at the hospital - a very worthwhile event. Mike Coles will host the group in June. The **BAAFC** will operate an S gauge layout with the ACSG in July, at a Greenberg Great Train & Collectible Toy Show in Chantilly, VA. They have been allocated a space of 18 ft. x 30 ft. for a layout. It is good to see two S gauge clubs coordinating together to display layouts at a public show. Ron Kolb coordinates the **BAAFC** and writes their newsletters.

Anna Spinella of Tampa, FL, is secretary of the **Suncoast AF Enthusiasts (SAFE)**, and edits their newsletter, *The Flyer.* Anna and her husband Joe hosted the group in March and 25 members attended. The group exhibited their layout at the H & R Train Show, St. Petersburg, FL., for a three day display in late March. Member John Phipps coordinated attendance at

the show to operate and man the display. Lynn Keiter hosted the group in April. Lynn is working with a group restoring a trolley, which meets once a week for several hours for this project. Mark Briggs hosted the **SAFE** Nationals in early May. No results on the Nationals (train races), but member John Phipps has a tough competitor named the "black rat". At a recent meeting of the group, members Barry Laderer and Rick Moock gave an informative and fun demonstration on the construction of a module the cheapest and easiest way.

Gene Vrooman will host the **SAFE** group in June, and Fred Rhyne in July. A recent newsletter described the evolvement of the group's interest in having and building modules that could run AF trains. Bill Corder suggested several ideas for club projects, including the idea of building a portable layout that could be used to display AF trains at public shows, and other places. Bill built four corner modules, Rick Moock and Barry Ladereer worked on another unit that they displayed at the 1998 **SAFE** Nationals, about one year ago. As the months went by, various other members took up the cause and gradually a portable layout was developed. At the Nov., 1998 monthly meeting the modules were brought together at Joe Spinella's back patio (this is Florida, folks !). The layout made its public debut in December, 1998 at a train show held at the Plumbers' and Pipe Fitters' Hall. The layout as most recently exhibited is 12 ft. x 24 ft. with additional 2 ft. all around it with a rope barrier to keep over-eager spectators at some distance.

The **Southeastern Michigan S Gaugers (SMSG)** were hosted by Dave Held in Imlay City, MI, in April. In mid-May the group set up their club S gauge layout at the Railroad Days in Durand, MI. The **SMSG** held their monthly meeting at the Durand City Hall, Durand, MI. The group will be hosted by Brooks Stover in Oakland MI, in June. Brooks has an S highrail layout that was featured by many magazines. The layout modelling is fashioned after a real RR, the Buffalo Creek & Gauley, using scratchbuilt and kit-modified equipment.For example 2-8-0s were made from AF o-8-0s.

Gaylord Gill presented an informative clinic at a recent meeting of the **SMSG** on planning a model railroad. Start with determining your type of interest (switching, running long trains, passenger service, etc.), then consider the era you are modeling (old time, early diesel, steam only, current equipment, etc.). Gaylord has done a lot of thinking, planning, and building scale mock-ups for the construction of his own S gauge layout that were described for the members attending.

SMSG member Joel DeWitt has made membership cards for the group. A committee was formed to gather ideas, cost estimates, etc. for the construction of a revised modular layout. Sig Fleischmann will lead the committee, and Richard Moehr and Gordy Michael volunteered to be active participants of the committee. It was proposed and passed to include an inside loop of Code 148 rail on the existing modules. Gaylord Gill is president of the group that includes capable S modelers, many who have gone the extra mile and have operating layouts.

The **Chicagoland Assoc. of S Gaugers(CASG)** publish their newsletter, *The Flyer,* in which Rich Gajnak wrote an interesting editorial describing the ins and outs of S gauge, and the problems that small manufacturers face in providing delivery of S items in a timely manner because of lack of capital for product development financing. In our favorite gauge, he concludes that the size is right, the quality is there, all that's missing is mass distribution.

The Centerline Products track cleaning car (avail. in hi-rail S gauge) does a fine job of cleaning S model track. Rich Gajnak installed scale wheels and a scale coupler to operate his track cleaning car on his scale layout. **CASG** member Mike Krope, secretary of the group, had his gall bladder removed recently. He is doing well and on the road to full recovery, according to reports in the newsletter.

The **Northern Ohio S Scalers (NOSS)** were hosted by Luanne and Gary Ippolito in Sheffield Village, OH. recently. The host gave a hands-on clinic for weathering models, and an air brush was available to practice. The commercial product Rust-All was tried and found that it works best on a flat finish, as it beads up on shiny new car sides. Tests were done on a hopper car brought by Jack Sudimak, to the dismay of Jack, according to the newsletter report. The Rust-All can be washed off with water, and Jack's car was restored to its original condition. The host of the meeting plans to do a Rust-All demonstration at a later date. Members should be so advised regarding what equipment they chose to bring to that meeting.

Wally Schmunk hosted the group in late March in Novelty, OH. Wally has an operating layout, and the group had an operating session at the meeting. Member Ed Kirstatter gave a demonstration on blackening metal chemically. A recent newsletter described model outhouses sold as "Spiffy Biffys" in cardstock kits, available from Russ Haigh, Willoughby, OH. Three new members joined the **NOSS** in April. These are Peggy and Don Richards from Uniontown, and Larry Penko from Willoughby Hills,OH. John and Mary June Armstrong hosted the group in Kirtland, OH in April. John gave a clinic on urethane castings. The **NOSS** have taken an ad in the *S Gaugian* to advertise their activities and existence to other S gaugers. The group is active and growing well, considering their relative recent beginning.

State Line S Gaugers (SLSG) club treasurer and professional bus driver Gary Cychosz, has offered to charter a bus to take interested members of the SLSG, Badgerland S Gaugers(BSG), and CASG members to the St. Louis 24 th annual Fall S Fest, to be held in the West St. Louis County area. The bus will leave on Oct. 29 th at 8:00 P.M. and return on Oct. 31, by 7:00 P.M.

The **Central Ohio S gaugers (COSG)** held a meeting in mid-April at Marion Union Station, a restored building. Live train action on three different tracks was observed, and the Marion Model RR club HO layout was available for viewing. Refreshments were served and a business meeting was held in the restored station. **COSG** officers include (for 1998-99): Dan Wisniewski, Pres.; Wally Ryan, V.P.; Larry Robertson, Sect'y.; and Jack McLaughlin, Treasurer. David and Liz Stilp hosted the group in May, in Columbus. David has an 8 ft. x 14 ft. AF layout in his basement, and members were encouraged to bring AF or hi-rail trains to operate on the layout. A picnic with boating and swimming is planned for June hosted by Lowell and Carlene Henthorn, at Apple Valley Lake, Mt.

Vernon. Lowell has a new 13 ft. x 18 ft. hi-rail layout using Code 148 rail and AC powered. The group brought their portable layout to the Spring S Spree, Dayton, OH, in early May., and they plan to attend and display the layout in October at a train show in Hilliard. Alan Evans is coordinating the sale of club tee shirts, dark blue with pocket and club logo. It is hoped that the shirts will be worn at shows and other places to advertise the **COSG.** The group has a club project which is a 50 ft. box car painted and lettered for the T P & W RR, a bridge line between Effner,IN. in the East, Keokuk, IA. in the West. The RR is the Toledo, Peoria, and Western. The S gauge boxcar is vermilion red with silver roof and black lettering, and is made by American Models.

The **AF S Gaugers of the St. Louis Area (AFSGSLA)** were hosted by Scott Pilarski in April in Wildwood, MO. In early May the group held a general work session for the 1999 Fall S Fest, which will be hosted by the **AFSGSLA** in the end of October. Pete Mihelich will host the session at the Goellner Printing Co., St. Charles, MO. Member Marty Glass has arranged a meeting at the Big Bend RR Club facility, Webster Groves, MO. This is a former Frisco RR station and home of a large O gauge operating model RR layout. The group will hold a business meeting in a room available at the station. Gary Mueller edits the newsletter of the **AFSGSLA**. Moe Berk, coordinator, wrote an editorial in a recent issue encouraging members to participate in club activities, particularly with the forthcoming Fall S Fest sponsored and organized by the club.

A new project of the **AFSGSLA** will involve the construction of a new club display layout. This is to be organized by Craig Tarpoff and will be a double helix display layout for the 1999 Fall S Fest. The layout will be the basis for a clinic at the Fest. It will include over 250 ft. of S AF track.

The **Badgerland S Gaugers (BSG)** held their last swap meet of the Spring season on Sunday, April 25. Next year the group will move its train meets across the street to the Waukesha County Expo Center. The group was hosted by Jim Starosta in April, in Greenfield, WI. Jim has a layout described as the " old club iron maiden. The **BSG** welcomed new members Larry Lechner and Gene Linden. along with associate member John Tews. Sharon and Ron Schlicht hosted the group in March. Jim Maslowski is scheduled to host the group in September.

Pat Spino hosted the **Inland Empire S Gaugers Assoc. of the Northwest (IESGAPN)** group in April. Pat has an AF layout loop which was used to run trains. Harriet Horr arranged a dinner honoring Levette Carpenter, who retired as the hobby department manager from a local store, Columbia Cycle. The banquet was held at the Old Country Buffet on a Saturday evening in April. Ernie and Harriet Horr hosted the group in March. Members operated the Tinplate Route, Ernie's pride and joy, a layout that is known around the country. Bud Chadbourne, came to a recent meeting after being injured by falling off a ladder. Bud is recuperating and was welcomed back to the group after his injury.

The **Rocky Mountain Hi-Railers (RMHR)** displayed their layout at the Treasure Valley Train Show sponsored by the third Div., Pacific Northwest Region-NMRA in early June in Boise, ID. The show included door prizes, raffles, movies and videos, a model contest, operating model railroads, modeling clinics, silent auction, and a host of other events. Members of the **RMHR h**ave been working fevorishly to complete their layout for the big show event. The group is fortunate to have space available at the North by Northwest Production studio where the layout modules can be prepared for the show. Jess Bennett of Careywood,ID. has a very complete large S scale layout that he described for an article in a recent issue of the S Say. Jess has been modeling in S gauge for many years and described his layout and the making of the scenery and details on it. Jess's layout is the Great Northern Pacific which includes approx. 600 ft. of S gauge hand laid track and was started in 1970.

The **Bay Area S Scalers (BASS)** will be the official host group for the year 2000 NASG convention. This will be a joint NASG/NMRA convention held in San Jose,CA on July 30 to Aug. 6, 2000. Lee Johnson hosted the group in March, and his Sierra Railroad was operated. Member Bob Hogan brought his American Models 4-6-2 steam loco that was heavily renovated to model a Southern Pacific prototype. The engine has a scratch built cab, vanderbuilt tender, new domes, stack and piping to match the prototype. Bob is moving to the Boston area, as part of a job relocation. Bill Roberts hosted the group in May, in San Francisco. Bill is the module coordinator for the group, and the year 2000 NASG convention will feature the modular layout that the group will set up. The **BASS** has a recent new member, Arthur Armstrong, a converted HO modeler who was at the 1996 NMRA National Convention with a modular layout located near the **BASS** modular layout. This exposure to S gauge convinced Arthur to switch gauges, and he is now building his own S gauge layout at home. The layout includes standard S and Sn3.

Member Ed Loizeaux reports that a recent addition to his layout is the terrain along the walls and construction of a large mountain. The mountain is in a corner and about 8 ft. high at its peak, ranging approx. 10 ft. along the walls in each direction away from the highest point. Ed underwent double by-pass heart surgery in mid-April, and recuperating at home. At latest word he is doing well, and he is wished a good recovery by members of the **BASS** and the NASG. This will be a good time to plan further construction for the layout and get in some armchair model railroading. Member Bill Young is looking forward to retirement and the operation and construction of his S layout to follow SP and UP prototypes. Barney Daehler edits the newsletter for the group, and Lee Johnson coordinates.

The **Cuyahoga Valley S Gaugers (CVSG)** actually had color photos in their latest LakeShore Special newsletter which showed scenes from the recent Spring S Spree in the Dayton, Ohio, area. Many members attended this event in late April. The group is considering hosting the NASG convention in 2002, but it's not official yet. Progress is continuing on a new hi-rail layout and roadbed is now almost finished.

Your column editor wishes to thank those clubs and individuals who send information on their activities, as used in this column.

Forward your club news to:
Dave Pool
11 Bittersweet Trail
Wilton, CT 06897-3902

EXTRA BOARD

ARCHER RIVET TRANSFERS
See New Products this issue. I've been using the Archer rivets for two or three years now and I've been very happy with them. At first I was somewhat skeptical but I figured that since they had been made primarily for model airplane enthusiasts they would probably stand up to any stress I might put on them. I decided to spend my $10.00 and buy a sheet of them. (Since then I've bought more.) I model in Sn3.

About five years ago I was doing a conversion of an Athearn "Hustler." I had to build a new cab of styrene and it definitely needed rivets. My effort to make the rivets was not very good so I shelved the project - mostly out of discouragement. Later, when I found out about Archer, I tried their rivets and they worked great. I now have two "critters" converted from Athearn Hustlers complete with riveted cabs. I have used them to make oil tanks by cutting Plastruct tubing (of the proper diameter), scribing the plate lines, and then applying rivets.

The rivets come in the following sizes - .010, .012, .015, .025, .032. I have applied them to styrene, both painted and bare. I have used them on metal, both painted and bare. When applying the transfers I wear gloves to keep as much body oil off the project as possible. After completion of the project and prior to painting I wash it in warm water and detergent. I have never had any of the rivets come off - although I suppose if I scrubbed hard that would happen. I am not a "rivet counter" so I just use the spacing as they are on the sheet.

When applying to a curved line, such as the top-front of my critter cabs, it was somewhat difficult but that would be true in any case. With a punch and die if the rivet is put in the wrong spot that would be a "T.S". It's there to stay. With the dry transfers you simply scrape it off and apply another one. You may lose a few transfers now and then but that's better than losing an entire cab front or side! I have used Archer's "weld beads" on other types of tanks such as those which represent "home made" and aren't riveted. I have used their "Access panels" also.

If you try the products I believe you will be pleasantly surprised.

http://www.mindspring.com/~transferman/index.html Click "Catalog", then click "Surface Details.

As far as I know I was the first person to bring these "rivets" to the attention of model railroaders on the e-mail lists. The rivets from Archer come in the following sizes:
.010 - represents .75" in S scale
.012 - represents .85" in S scale
.015 - represents 1" in S scale
.025 - represents 1.75" in S scale
.032 - represents 2" in S scale
There really isn't much to add to this other than saying I think people should buy a sheet of the transfers and try them out. They are really useful and one is limited only by his own imagination. The usual disclaimer - I am not affiliated with Archer in any way.
-Clark Womack (clarkw@ktc.com)

AF CAR ORIGINS
This came from Don Thompson on the net. He stated that of all the plastic cars produced by Gilbert in 1947, many were in the 1937 *Car Builders Cyclopedia:* X-29 boxcar (PRR photo and drawing), CNW flatcar (photo and drawing), T&P gondola (photo and drawing), 2-bay hopper (ARA drawing and L&NE photo), Reading NE caboose (photos), UP 200 ton hoist crane (photo), NYC Magor side dump (not made by Gilbert in '46), B&M Osgood Bradley coach (photos and drawings) and PRR baggage (photo and drawings).

LAST RUN - BOXCAR WILLIE
The country singer who made his home in Branson, Missouri, and had his own theater there died of Lukemia in April at the age of 67. BoxCar Willie's real name was Lecil Martin, born in Sterrett, Texas in 1931. He spent time in the Air Force and then settled into singing country music in Branson where he also owned a motel and a railroad museum. The PBS *Tracks Ahead* TV series even did a portion on him.

His trademark personality was that of a hobo, and he performed many railroad songs. (Your editor even has one of all rail song albums). He never had a number one hit but sold many albums and had a loyal following. His theater is still open using other entertainers, and I think the railroad museum is also.

LINDA GREENBERG RETIRES
Yes, this is the Linda Greenberg of Greenberg Books (now Kalmbach owned) who is married to Bruce. Together they formed Greenberg Publishing Co. in 1971 (formally in 1975) to describe train equipment and chronicle the toy train history. During her career, she edited books on different types of toy trains, including American Flyer. Linda eventually became president of Greenberg Shows when they entered that fray in 1976. The business (books and shows) was sold to Kalmbach in the early '90s). This was excerpted from a Greenberg Show newsletter.

S IN NON-S PUBLICATIONS
Dec. '98/Jan. '99 Elks Magazine - *The Gilbert Legacy -- A Doctor Turned Toy Entrepreneur.*
June '99 *Railmodel Journal* - Feature on Ken Zieska's Minnesota Heartland Ry.

EX-KALMBACHERS IN S
Maybe it's just a coincidence, but I know of 5 former Kalmbach employees who are S Gaugers. Your editor is one, then there's Paul Schneider and Keith Thompson (Seattle) who are often found on Paul Yorke's *S Trains Digest* on the internet. Andy McBride, who now works for Walthers, is into Flyer, and finally, there's Mike Schafer who also worked for the big K and was the *Passenger Train Journal* editor for several years after that. He's into Flyer, and HO. I guess we'll have to keep our eyes open for new recruits among those who used to work there.

SHORT AND EASY
Last issue I mentioned about getting some ideas to Kent Singer and listed his address. Well, one reason we haven't heard from Kent is that he has moved south. His new address is 6516 Georgian Way, Columbus, GA 31909.Phone is 706-569-9258 and e-mail: k_singer@knology.net.

FALL S FEST IN ST. LOUIS
For only the second time the American Flyer S Gaugers of the St. Louis Area will host a Fall S Fest. It will be the 24th time for the event. Some of you may recall that the last Fall S Fest in St. Louis was supposedly the biggest S gathering ever (685 actual attendees), including all national conventions. Thus, it might be wise to register early. The Registration Flyer was in the last

Dispatch and many more were mailed out to individuals.

Again, there will be a Monsanto American Flyer car available to registrants. This time it will be an AF 3-bay covered hopper car. Color will be white with the distinctive black and red lettering. It is designed to be a companion to the last St. Louis car - the Monsanto chemical tank car. Cars will be limited to 1 each after July 10.

The host hotel will be the Holiday Inn-Westport, near the airport and I-70/I-270 west of St. Louis. Events scheduled for the 3-day gathering include 1-room swap meet, clinics, contests,train races, annual banquet, auction, layout tours, and any nearby attractions such as the St. Louis Area Transportation Museum. If you've never been to this museum, it's a jewel for railfans. The Metrolink is a neat transit line which can get you to downtown St. Louis, the Union Station Mall and a gambling casino boat on the Mississippi River.

See basic info in S Calendar. If you have a December '95 *Dispatch*, you might want to read the coverage of the last St. Louis event. The Fall S Fest is rotated between 4 midwest clubs - Badgerland, Stateline, Chicagoland and St. Louis. -Jeff

Switch List

For Sale - Items from the Will Estes estate. Lots of magazines: *S Gaugians,* $2.50 each from '72-'98; *3/16s* starting with Vol. 1, $5.00 ea.; *S/Sn3 Guide* starting with Vol. 2, $4.00 ea.; *Dispatch*, '88-'97, $2.50 ea.; Herald (has most issues - trying to sell as lot). Lots of other RR mags: *NG&SLG, MR, RMC, Model Trains, RMC,* etc. Write or e-mail for list: David J. Engle, 11519 N. Wayne, Kansas City, MO 64155 - ironhors@swbell.net. An equipment sale will be offered in the future.

Sale or Trade - American Models PRR GG1, scale wheels. Col. N. Wedekind, 24209 Postmaster, Ave., Harbor City, CA 90710.

For Sale - S Brass: Omnicon 2-8-0, $625; Omincon RDC3, $425; Omnicon RDC1, $400; Oriental SW7, $375. Brass cars: 6 SW NYC 4 wheel truck passenger cars, $200 each; 2 SW NYC full baggage cars, $190 each; 3 RR Airslide hopper cars u.p., $175 each; 1 painted Int. Foods and 1 painted Golden Loaf Flour - each $200. Also 1 Milw. Road 40' box (u.p.), $175; and 1 Milw Rd. 50' dd box painted brown, unlettered, $200. Call Richard Brown at 610-622-2184.

S-CALENDAR

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: 612-227-8711. 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.

Oct. 3, 1999: Nutmeg Div., NER/ NMRA annual train show. Windsor Locks, CT, Howard Johnson Plaza Hotel, 383 Center St., Exit 42 off I-91 north. 10am-3pm. Adults $3, Seniors 60+ and children 6-12 $2, Children under 5 free, Family $5. Info: Joseph Sokol, 1170 Harford Tpk #E-51, Vernon, CT 06066. 860-872-2240.

Oct. 29-31, 1999: 24th annual Fall S Fest, Holiday Inn Westport, Missouri (St. Louis Area - 314-434-0100). Mention Fall S Fest to receive special room rate. Moe Berk, 39 Graeler, St. Louis, MO 63146, (314) 432-3417 or www.fallsfest.cib.net for info.

July 30-Aug. 6, 2000: NASG National Convention - Joint with the NMRA, San Jose, CA. Details forthcoming.

Bids Open for NASG National Conventions -- 2001 and beyond. Contact Dave Held, Convention Chairman, 6154 Lanake Ln., Imlay City, MI 48444. (810) 724-5499.

BOOSTER ADS

The recent renewal notice forgot to mention our **BOOSTER ADS.** Yes, they are still available.We hope you'd like to renew yours from last year or a previous time. **The price is still $10, for now.** Just add it to your dues and let Bill Moore know what the extra $10 is for. If your Booster Ad is new - send along a business card or some artwork as well. Those who send no artwork will be listed as contributing members as in last year's Directory. If you've already sent in your regular NASG dues, just send in separately with a note. Mail to Bill Moore, Treasurer - address on page 3. **Note:** The Booster Ad size is 1-34" x 1-1/8". Try to get it in by July 15th.

Short and Easy

by Kent L. Singer
PAINTING WHEELSETS

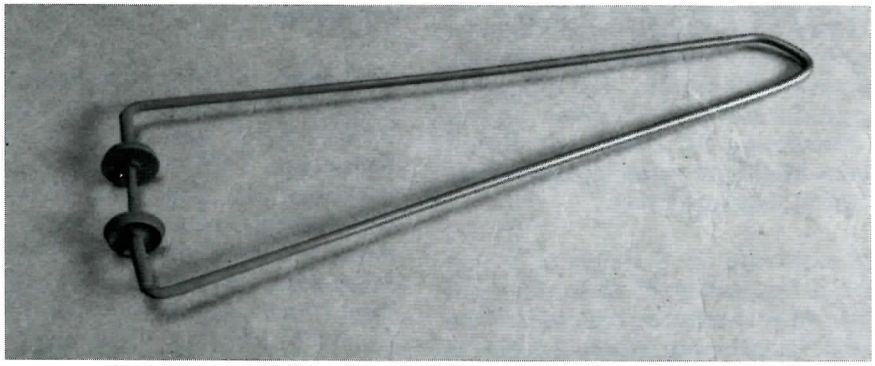
I wish that Art Armstrong, the contributor of this neat concept, had sent this in years ago. If I were to add up the time I spent painting wheelsets, it would probably amount to what it would take to build a craftsman kit. From this point, I'll let Art tell the story, with only some slight editing.

The photo pretty much says it all - it's a gizmo (well- actually a set of tongs) for holding the wheelsets while you airbrush them. This thing shields the axle ends from paint but exposes all the rest of the surface. The wire is from a clothes-hanger, the ends are 1/8" OD brass tubing, clinched and ACC'd to the wire.

The real fun starts when your are holding the airbrush in your right hand and trying to pick up a wheelset with the tongs in your left hand - like eating peanuts with chopsticks. One cure for having one less hand than is needed is to mount an eye bolt or an eye screw to your paint spray booth. Then, open up the eye enough to clear the airbrush hose. You can then set the airbrush into the eye by the hose, freeing up your painting hand.

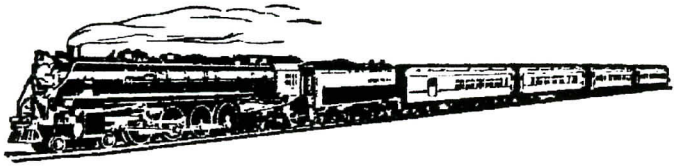
About the only other thing you might want to do is either get the right width striping tape, or cut some stripes of masking tape and use it to mask the wheel treads. Paint has a way of wearing off of the treads and staying on the rail, causing electrical problems.

Got An Idea? Perhaps you've created some detail to stick along your right-of-way, set on a loading dock, dress up a building, etc., etc. We're always looking for fresh projects. If you'd like to contribute, the rules are simple: The project should be somewhat related to railroading, and it should be capable of being completed in one or two evenings. You needn't worry about drawings or photographs. We can do the drawings and have photos taken. All that is necessary is a sketch of the project with some dimensions, a list of the materials and a short description of how to build it. Submit your ideas to: **Short and Easy, c/o Kent L. Singer, 6516 Georgian Way, Columbus, GA 31909.**



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STRUCTURE KITS, & REEFERS

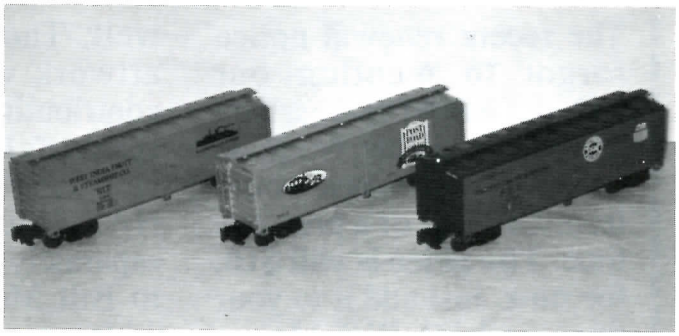
The entire line may be viewed on our website.
Latest kit releases:
19th century brick, 2-stall Firehouse; $74.95
Icing Platform and Icehouse; $58.95.
Structures also available in built-up form.

Latest R-T-R Wood-sided Refrigerator cars:
West India Fruit & Steamship,
PFEX UP/SP, and URTX "Banana" reefers.
$36.95 each, plus $4 shipping per order.
(8 other roadnames still available.)

Coming in May: Schlitz Beer

AMERICAN FLYER PARTS

New parts now available include:
8B and 12B metal cover plates; $16.95
Gabe plastic drum; $20
D&H/LCL canister loads; 5/ $10
KC action pickup truck; $15 complete
24574 USAF flatcar load; $25 complete
971 SP flatcar body; $21.95



NEW ITEMS !!!

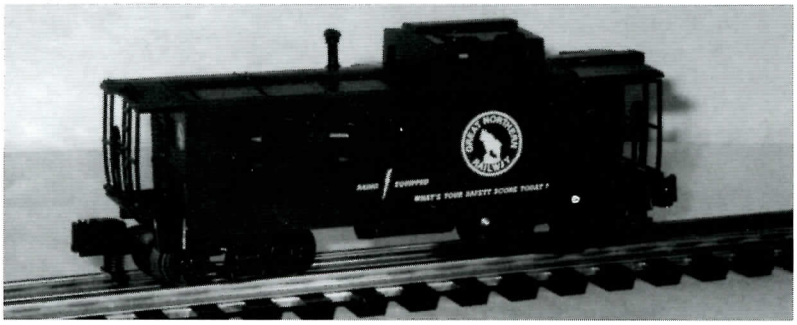
730 Black Bumper with yellow "Warning" stripes on bumper-bar; $17

Two nice companions to 971 Moe & Joe car!

968 SP flatcar; bulkheads & pipeload; KC; $34.95
972 SP flatcar with bulkheads, sidefences, & lumber load; KC; $38.95

The National Association of S Gaugers
1999 American Flyer® Commemorative Car

Produced by Lionel® for NASG members only.



The NASG has contracted with Lionel Trains® to produce a limited run of the 1999 American Flyer® commemorative freight car. The 1999 car , 18th car in an annual series of NASG cars begun in 1988, will be our first caboose : a red painted Great Northern caboose, with black and white lettering and GN herald. GN herald appears on sides and ends of car.
This car is available only to current or new NASG members! (Maximum order = 3 cars!)
Current members: If your membership expires 6/30/99 or later, you are eligible to order this car at this time.
New NASG members: you may order at this time, by including membership dues payment with your order.

A limited number of NASG cars from previous years are still available, and may also be ordered now, while supplies last.

(a) 1995 Lehigh Valley RR 3-bay covered hopper; $43 (No limit)
(b) 1996 Ann Arbor RR 3-bay covered hopper; $44 (No limit)
(c) 1997 Pacific Fruit Express plug-door reefer; $55 (No limit)
(d) 1998 Magnolia Petroleum tankcar; $49 (No limit)
(d) "SPECIAL #1 ": One of each 3-bay covered hopper: $80 (No limit).
(e) "SPECIAL #2 ": One of each, all four previous cars: $175 (No limit).

PAYMENT REQUIRED WITH YOUR ORDER. CHECK OR MONEY-ORDER PAYABLE TO **"NASG, Inc."**
SEND ORDER TO:
NASG 1999 CAR PROJECT; c/o DOUG PECK; 6 STOREYBROOKE DRIVE; NEWBURYPORT, MASS. 01950-3408

DON'T DELAY ..... *ORDER TODAY !!!!!*

PERSONAL INFORMATION

NAME _____

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CITY _____

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(found on your mailing label)

ANTICIPATED DELIVERY: AUGUST, 1999.

OFFER GOOD AS LONG AS SUPPLIES LAST !

(ALL PRICES INCLUDE SHIPPING.)

ORDER BLANK

QUANTITY

_____ GN Caboose @ $ 63 $_____
(Limit: 3)
_____ LVRR hopper @ $43 $_____
(no limit)
_____ AARR hopper @ $44 $_____
(no limit)
_____ PFEX reefer @ $55 $_____
(no limit)
_____ Magnolia tankcar @ $49 $_____
(no limit)
_____ *SPECIAL #1 :* 1 LV & 1 AA $_____
@ $80 (no limit)
_____ *SPECIAL #2 :* 1 LV,1 AA,
1 PFEX, & 1 MAGNOLIA
@ $175 (no limit) $_____

If Mass. resident, add 5% sales tax $_____

NEW NASG membership dues ($17) $_____

TOTAL PAYMENT ENCLOSED: $_____

"S" gauge • **Pacific 4-6-2 Steam Locomotive** • *1/64 Scale*



New for 1999! *Featuring*, a realistic chug sound *(not a tender speaker sound)* made by a real piston and compressed air. Real puffing smoke with an "on-off " switch is included in all versions. See details on our web site or send $1.00 for information. Numbered limited edition engines with tender; DC versions $349.95 and AC Flyer versions with whistle and bell $429.95. Numbered sets with 5 lighted heavyweight passenger cars, over 20 feet of track included, DC versions $619.95; AC Flyer versions $699.95. Accurately decorated for Milwaukee Road and New Haven. Undecorated black painted engines with decals also available.

Also Featuring;

- Die-cast boiler, and frame design with replaceable bearings.
- Die-cast "see through" spoke wheels with steel rims.
- Completely assembled and ready to run, with headlight.
- Limited run, numbered passenger sets & locomotives.
- Sets include our .148 weathered "Real™" track.
- Compatible with American Flyer radius track.
- Large motor and flywheel, for smooth slow running.
- Available in DC/AC scale, with small flanged wheels.
- AC Flyer versions with whistle, bell and other sounds.
- Packaged in polyfoam with a beautifully decorated box.
- Rugged American Models design with lifetime warranty.

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