



DISPATCH



LAST RUN - **RANDY SAPPO**

OUR "MR. STRUCTURES" HAS GONE TO THE FINAL CONTEST



Randy Sappo, right, awards another contest winner at the Worcester convention in 1998.

Sadly, Karen Sappo woke and found her husband downstairs dead of a heart attack at 5 a.m. Tuesday morning, January 11. Possibly he had been working on a new project when he was stricken during the night. Randy has been saddled with the unofficial title of "Mr. Structures" because of his many superb S scale scratchbuilt buildings which for years, going back to the '70s, have graced the pages of the S publications and have been seen at NASG and NMRA contests. Just prior to his death he had won a prize at a regional NMRA event contest.

All you need to do is to review the back issues of the old and new *Heralds*, the *S Gaugian* and the *Dispatch* to understand the impact that Randy's work had on our scale. In truth, he was a tinplater and had a large collection of American Flyer and a small Flyer layout in his basement surrounded by his many scratchbuilt scale structures. At his very first convention (NESGA in 1970) Randy took first place in the "Best in Amateur" category. It was during the '70s after many contest winners and many articles in the *Herald* and the *S Gaugian* that he inherited the title "Mr. Structures" from Sgt. Garvey who faded from the S scene about that time.

Randy leaves behind his wife Karen, his son Randy, Jr., and daughter, Cara. Randy, Jr., is the one who does those fine railroad black and white line drawings which have graced the pages of the *Dispatch* in the past. This month's cover is his, dedicated to his father. As I understand it, Randy was doing freelance engineering design and architectural work out of his home. He had previously worked with a McKees Rocks, Pa., engineering firm.

Some comments by those who knew him:

Randy was truly a "great" person and modeler in the S scale community and in model railroading in general. He earned and deserved his title of "Mr. Structures" in S scale. He also brought S to the forefront of model railroading with his prize

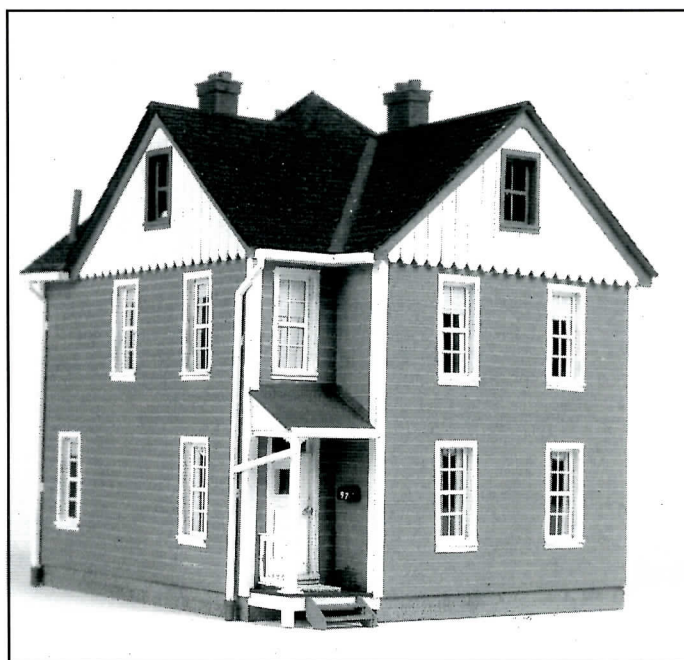
winning structures being entered in NMRA contests. He will be missed by all those who knew him and knew of him.

- Lee Johnson

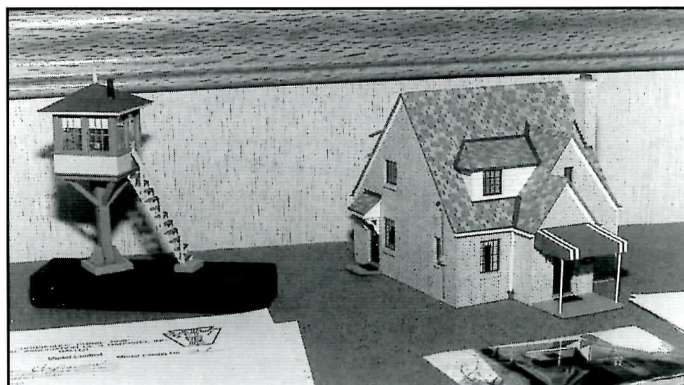
While Randy and I were not real close personal friends, we did often share a great friendship at NMRA and NASG conventions. I first met Randy and Karen at the 1970 NESGA convention in Hershey, Pa. This was their first convention. Randy entered a bridge and won. I was the MC and a member of the then Central Pennsylvania S Gaugers.

Randy was quiet, but a real heavy competitor; he didn't like to come in second. I never heard him say anything negative about anyone. He was very polished, and his family supported him in every way. Randy, Jr., is becoming quite an artist. I bought his pen and ink drawing of 2102. It is hanging in my train room. We (the S gauge community) will miss Randy Sappo.

- Bill Fraley



I believe this is Randy's last NASG winner - 1st place and Best in Class in the master craftsman category at the 1998 convention in Worcester, Mass.



House and elevated crossing tower took 1st and 2nd place master craftsman at Altoona in 1995.

**NASG
DISPATCH**
Official Publication of the
NATIONAL ASSOCIATION
OF S GAUGERS

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

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COVER: Our cover this month is dedicated to **Randy Sappo**. It is a line drawing by his son **Randy, Jr.** The subject is a **PRR E** unit leading a passenger train somewhere in the east I presume. **Harrisburg maybe?**

ORDER BOARD

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

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

President's Message ...

NEWS FLASH FOR THE MILLENNIUM: THE BOT RAISED THE DUES!

Now before you all choke on this headline, let's examine the positives of increasing the dues from \$17 to \$20 a year for regular membership.

It's been a long time coming. The last dues increase, from \$10 to \$17, was in 1987 when our membership was just above 500. In the meantime we've absorbed printing cost increases, postal increases, and purchased new computer equipment to enhance the editing process of the *Dispatch*.

The status of our biggest fund raiser, the NASG Flyer car project could change, and if it was cut off, we'd be scrambling to make up the revenue.

The NASG has been, and will still be, a bargain for an organization with a bimonthly magazine. Our new dues rate will still only be approximately two-thirds of other similar organizations and publications.

The greatest reason for raising the dues is to begin promoting the NASG in non-S national magazines. We can't just preach to the choir. We must promote to the outside audience in order to make S grow.

So with this modest increase, I hope you'll agree it's no big deal, except to help our membership grow. With an increase in the number of members, we will have greater impact on S manufacturers and suppliers. In turn, this will improve our chances of persuading them to produce products we want to see in S.

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

NASG NEWS:

Member Drive: If you've seen the updated *This is S Gauge* brochure, you can see the dues have been raised by \$3.00. Individual membership is now \$20 a year, Family is now \$25 a year and Contributing is \$30 a year. You will also see we added the website address. Our new membership chairman, Michael Paschall and our two Promotions Chairmen, Gregg Miller and Tom Robinson have also been listed.

We are having a membership drive. It works like this - anyone who joins now and pays for any type of membership at the above mentioned dues will be a member until 6/30/01. This will give the member 18 months of membership for the price of one year, or 9 issues of the *Dispatch*. If he or she joins after the February issue is out, they will get 8 issues; after April then 7 issues. After June, it will be back to the normal 6 issues. Any questions contact Executive VP John Foley at 570-622-3413 or e-mail: foley164@ptd.net.

S-MOD Kits: New price to order S-MOD standards package is \$11.00 for non-members and \$9.00 for NASG members, ppd. Package includes standards plus articles on wiring, concept and throttle. Order from Ted Larson, 5 Kenicott Circle, Fairport, NY 14450. E-mail: mhrreast@juno.com.

RAIL MAIL

MR S Ad: Our Promotions committee helped put together a great S ad in the January, 2000 *Model Railroader*. Check it out on page 65. Gregg Miller, one of the co-chairmen of the Promotions Committee, worked hard with some of our S manufacturers to produce this ad. Gregg Miller, Tom Robinson and myself have more ads and plans in the works - keep watching. Also, I think the ad was well done. I like the comparison between O, S and HO. If anyone has any ideas PLEASE share them with us. Drop a line or e-mail me with it. The NASG is your organization. Help us grow. There's room for all of us.

- John Foley

MR S Ad: I bought the January *Model Railroader* in part to look at the S scale ad. (This is a full page ad by a group of S manufacturers that appeared in the Jan., 2000 MR) Overall, the ad is a visual treat. However, several advertisements are oriented to the tinplate and hi-rail operator. This, I believe, is a strategic mistake. Looking at the Pennsylvania Heritage Models (PHM) ad, one gets the immediate impression that the RDC is for Flyer and hi-rail operators; the photo reinforces this impression. However, the fine print says that the model is available for scale DC operation.

The Des Plaines Hobbies ad says "scale-compatible" (whatever that means), and the photo — again — is of a hi-rail model with Flyer-compatible couplers. However, all the Des Plaines cars are available in scale versions. And then, right at the top of the ad - is "All the Flyer You Desire." *This is actually a small ad by a Flyer dealer - ed.*

Let's see — what sort of train enthusiast reads *Model Railroader*? What sort reads *Classic Toy Trains*? Perhaps, next time around, the text and photos for Des Plaines and PHM will be oriented toward scale model railroaders for MR ads and hi-rail ads for CTT readers. And the Flyer ad should not appear at all in MR.

These recommendations are just common sense. I suggest that the NASG Promotions Committee help the advertisers broadcast appropriately oriented (i.e., different) messages for the MR and CTT readers. And the Promotions Committee ought to subsidize such advertising so the cost to the advertiser is not so dear.

By the way, the Banta, SHS, RRM, NASG and SWM ads are right on. SHS, you should include your website URL in your ads. John Foley, Gregg Miller, are you listening?

- Dick Karnes

MR S Ad: I finally got a chance to check out the Jan. 2000 MR advertisement, and yes it is well done. My only observations are as follows: 1. I read MR every month, and until an e-mail informed me, I still had 'missed' this ad several times. 2. I still cannot find/recall the 'comparison' between O, HO and S in the ad. 3. I assume that each manufacturer's portion of the advertisement was less cost that their purchasing a similar size space on their own. *Comparison was a bit subtle, but in upper left were three F unit noses, with the S one centered and in color. - ed.*

Recommendations for the future: 1. You repeat this advertisement in the *NMRA Bulletin* and CTT. 2. That the NASG 're-apply/sign-up' (?) as a SIG in NMRA. 3. To maximize NASG promotional funds, why not provide advertising subsidies to any

S manufacturer who advertises in MR, RMC, or MM — and includes a prepared NASG logo and contact line.

- John D. Tomlinson

Selling Well: I spoke with Pete Moffet regarding his new weighing track and scale house (Oct. *Dispatch*). He is offering it in N, HO, S, O and G scales. Guess what....and this is hard to believe.... he told me that the S scale size is outselling all others! Who says we are a minority scale? Not Pete. Pete's e-mail address is: pta104@falls.net, phone: 905-934-6575.

- Ed Loizeaux

Straight and Narrow: I saw my article on myself (Oct.) which I assume started as a e-mail sent by Glenn Ritter. However, I can't take credit for the photos. I assume Glenn took them. If he didn't, then it was Bill Fraley. By the way, the 2-6-6-2T and the 4-6-0 both started as Mantua HO locos. If I were to do it over again, I'd probably letter the 2-6-6-2T for the Hemm-Locke Lumber Co. and not the Lehigh & Western.

- Dave Heine

Mike's Train House S Stuff: Tom Hawley wrote MTH ..."you already do make several products that appear to be perfect for S. I

Railmail continued on page 31

Jeff's Junction



New Steam Loco Kits from BTS

Now that's news for the scalers and the steam lovers. Bill's Train Shop (BTS) has announced 3 cast metal standard gauge steam loco kits which will be offered in scale only. Bill is hoping to meet the supposed demand for small and medium sized steam. The locos will include a small quaint standard gauge East Broad Top 0-6-0 (yes, they had one that switched the Mt. Union Yard) and two versions of the larger style Maryland and Pennsylvania 2-8-0. The basic difference between the two consolidations (No. 41 and 43) was that 43 had an elesco Feedwater heater above the smokebox.

These will be offered as complete kits, partial kits and RTR, with price naturally ascending. These will be on the order of Railmaster Kits (Are they the builder?). Billy Wade hopes to make these a stock item, which could help those on a limited budget save up over time instead of having to suddenly come up with a big chunk of change in a hurry. Of course, initial orders will help get the project going. And if Terry Putt moves in the same direction with the Rex Line — we'll have 5 or 6 small standard gauge steam locomotives available at affordable prices.

From reactions I've seen and heard about the American Models' streamlined K4, there still is a solid demand for moderately priced steam. Yes, there's pent-up demand for diesels too, especially modern ones, but that's another story. Actually, there has always been pent-up demand in both arenas - a dilemma for manufacturers, but nevertheless reality.

To make my point, witness recent HO steam releases including a highly detailed 2-8-2, 4-8-2 and 2-8-0 in plastic which have been selling well. At the same time modern and 1st generation diesels continue to sell successfully. This means that even in the more popular HO world there must be products that cover all bases.

Back to S. With S being in a growth mode, we need to encourage both arenas. BTS is wading (no pun intended) in on the scale steam side. This is a positive step in the right

direction because we are once again going to have standard gauge steam locos available in kit components. The "new" S Scale Loco & Supply may also get to this level. Putt Trains is moving ahead on the Rex line and should have kit locos available soon. Yee Haw for us steam lovers.

Now, of course, there will be those who moan and groan that prices are still too high (\$500 or so for a BTS kit) and blah, blah, blah, but we are at least moving in the right direction. I still say, that regardless of the need for modern locos, steam will still attract other gauge modelers and newcomers. It's irrefutable that flashing valve gear, rotating drivers, intricate piping, other details and steam sounds will be more interesting in the larger gauges, and mechanisms should be less troublesome as well. Again, S is big enough to see and small enough to model.

Even when new steamers are introduced, a price tag of over \$400 will still inhibit many. Therefore, manufacturers do have to be patient. And, scalers in particular, and steam scalers even more so, are habitually fussy about which loco to buy - - each steam roads had unique hardware that makes offering multi-road names that are prototypical difficult. One modeler wants a Pennsy 2-8-0 or nothing, another wants a DL&W camelback or nothing, and so it goes. Free lancers do have an advantage here. They don't have to be "prototypically correct," yet they can still create a "family" appearance by rearranging some details or by buying multiples of the same loco.

BTS has the right idea. The EBT 0-6-0 is rather generic looking; it will also fit in with the EBT line if Mt. Union is modeled. The Ma & Pa 2-8-0s can either provide a modeler with two specific road locos, or they are generic enough to please most free lancers. And Bill is hinting at further locos - *maybe a Shay, maybe the smaller Ma & Pa 2-8-0, maybe a B&O or A&LM ten-wheeler, maybe a 2-6-2T logger -ed.*

S Scale Loco & Supply has created a lot of interest in a promised detail kit for the AM Pacific, including from yours truly. This is another way of providing steam variety in S. Hopefully, current and potential steam loco manufacturers will produce more steamers which can be detailed and modified. Note - this enables a larger market.

Welcome to the "New" Century (at least by the digits), and let's hope 20th Century steam in S stays with us into the 21st Century in whatever version the manufacturers choose.
- Jeff

NEW PRODUCTS REPORT

By Jeff Madden

BANTA MODELWORKS (411 Hopkins Rd., Dummerstown, VT 05301; www.divisionpoint.com) now has laser cut switch tie strips in #5, #6 and #8. The ties are cut to match the height of their flex track (1/8" tall). The ties are joined together where the rails cross from one tie to the next making for easy alignment. Stain and glue.

CRYSTAL RIVER PRODUCTS (P.O. Box 598, Conifer, CO 80433) has a 2-story Victorian business structure for \$69.00. It's a laser cut wood craftsman kit.

EAGLE MOUNTAIN HOBBIES (116 Falls Run, Charleston, WV 25311 - 304-342-7261 - e-mail: woody9@gateway.net). Eagle Mountain has a limited run of a laser cut wood craftsman kit B&O tower. It's a scaled up version of the Webster Classic Models HO kit. It has peel and stick shingles, press together window and trim construction, cast roof details, etc. The footprint is 12' x 15' (2-1/4" x 2-7/8"). See HO review in Feb., 2000 MR. \$119.00. Checks payable to Roger W. Mitchell. You can also mention other B&O structures you might be interested in.

FUNARO & CAMERLENGO (RD#3, Box 2800, Honesdale, PA 18431) has 2 S scale resin freight car kits. These are flat molded, but they don't appear too difficult. Available are S-210, a NYC 9 panel 40' steel gondola for \$32.99 and S-211, a NYC Despatch 1946 covered hopper for \$35.99. NYC decals are included with each kit. No couplers or trucks.

EVERGREEN HILL DESIGNS (31328 N. Brooks Creek Rd., Arlington, WA 98223; 800-337-3547) now peel-and-stick cedar shingles available in S. Thin .015 shingles are backed with adhesive. Two styles - 16 inch and 24" barn. An S package covers about 525 and 935 scale square feet, respectively. Recent review in Feb., 2000 RMC.

GREAT DECALS (2813 Hogan Ct., Falls Church, VA 22043 - 703-264-

8335 - e-mail: wsm@greatdecals.com) has decals for the Virginian Railway's AAR boxcars in white - set #32. Included in the set are herald, road name, road numbers (sides and ends), dimensional and end data specific to these cars, Virginian class BX-12. Some repack stencils are also provided. \$2.79 each, ppd. A 2nd S scale Virginian decal set available is for the 46' low-side gondola for \$4.19. Let this outfit know if you have some interest in S scale Southern caboose decals.

JOHNNY LIGHTNING (discount stores). New diecast vehicles to look for: military - including jeep, tank, half track and ambulance; '53 Buick Super, '55 Ford, '55 Chrysler 300, '57 Lincoln Premier, '58 Chevy. This from Keith Thompson - Seattle

ODDBALLS DECALS (26550 227th St, McLouth, KS 66054 - 913-727-6649 - www.oddballsdecals.com/) has some new decals in S. 64-517 - Soo Line gray PS2 cvd. hopper; 64-518 - SOO white PS2 cvd. hopper; 64-519 - CNW PS2 cvd. hopper; 64-521 - MKT red, white and black ACF 60' auto parts; 64-522 - MP ACF 60' auto parts car - white graphics; 64-523 - MP (UP) ACF 60' auto parts car - red, white and blue graphics; 64-524 - 40' wood chip hopper car - white graphics. \$6.00 per set plus \$1.75 S&H.

PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, Oregon 97420 - 541-267-6664) now has several new reefers: ART, NP 2nd run, Fruit Growers Express; Swift (red) should be on hand. \$40.00 each. New 40' boxcars: Viking roof 40' Erie and NKP; black SP Overnight, WM (Fast Freight Line) - \$36.00 each. Others mentioned previously such as the MDT reefers are in short supply.

PORT LINES (6 Storeybrooke Dr., Newburyport, MA 01950) will release a new PFEX reefer - a Pullman green car with Dulux gold "Express Refrigerator Service" lettering. In the flatcar line are U.S. Army green flatcars with diecast howitzer load and 3 cars with cannons, #s 65, 66 and 67. #65 is

a repro Gilbert flatcar while #66 and 67 and additions to the Washington or Franklin sets.

RACING CHAMPIONS (discount stores). The new series of Racing Champions (close to 1/64) vehicles are now surfacing at the stores. Actually it's the Mint Edition and Hot Rod series melded into a new series called Classified Classics in a less costly blister pack and for about a dollar less. The first series of 18 starts with the '37 Cord in a medium red with a tan top. Issue #5 is a hot rod - and is it ugly, but you might look for #9, a '65 Ford and #13, a '65 Lincoln Continental which are new body styles.

S SCALE & LOCO SUPPLY (P.O. Box 550, Richlandtown, PA 18055) now has the detail kit available for the American Models Pacific, \$110.00 plus S&H.

S HELPER SERVICE (2 Roberts Rd., New Brunswick, NJ 08901) now has their new catalog out - inserted with this issue. Did you spot the new car yet? **S SPREE** (Cuyahoga Valley Club Cleveland Spring S Spree). If you register for this event (see calendar), you then can order one of 200 custom decorated SHS PS-2 short covered hoppers. Livery is the dark green with gold letters. The road name will be the Cuyahoga Valley Railway. Price TBA.

WINROSS (P.O. Box 38, Palmyra, NY 14522 - 800-227-2060 - www.winross.com) has released 2 more of the railroad series since the last report. December was the Santa Fe tt with standard White cab and 40' trailer. January's is the PRR tt with White COE and 40' trailer. These are both \$39.00 each plus S&H. Also several other of the old series are showing up in the catalogs. These are limited runs. A new style showed up in the January catalog - an UTZ Potato Chip step van. I'm not sure if this is one of their oldies or a new design. I'm not sure if this is a generic van, but it looks nice and should fit into any era from the late 40s and up.

CIRCULAR MODULAR S LAYOUT IS A WEST COAST AMBASSADOR AT SHOWS

Art Knowles of Seabeck, Washington, has been sharing his circular 10' diameter modular layout with others at the Seattle Science Center GATS shows for the past two or three years.

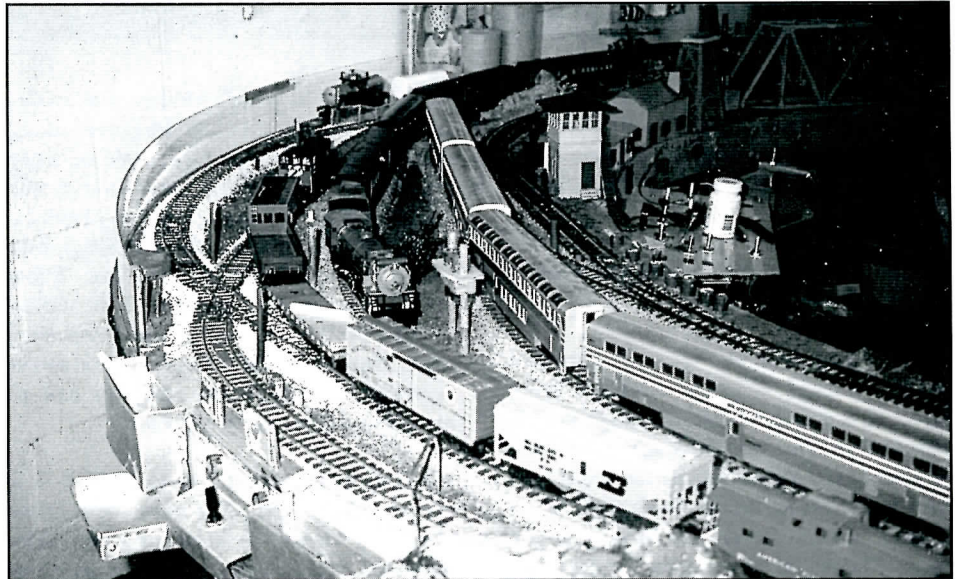
Three grown sons split time helping Art on the two-day shows. The layout is built to NASG specs but now has a 3rd inside track which uses Flyer track with ties added. The outside double track uses American Models (I think) track.

The layout is built in 4 quarters; two each fold together with a 7" space between. Art can transport them in the back of his Chevrolet station wagon. It's a close fit, but he has been to 20 train shows and the S-West meet in '98 in Idaho.

Typical show trains include an SHS SW9 (with 6 American Flyer freight cars) on the outside track, American Models Amtrak and Southern Crescent sets taking turns on the 2nd track (passing siding), and Flyer Santa Fe PA running on the Flyer loop.

Art says he hands out all the NASG brochures and other giveaways that he can get his hands on. Displays, besides the layout, include S magazines and catalogs.

Plasticville mixes with some scale structures on Art's display layout. Note the Flyer inside loop in addition to the normal modular double track to the right. Photos by Art Knowles



Art has a real attraction for kids on his layout - fabricated metal unloading bins. Kids activate dump cars to send wrapped candy flowing into the bins.



LAST RUN - Tom Coughlan

This issue is sadly becoming a memorial one. At the last minute I am adding Tom's obituary to the February *Dispatch* after being notified on the Internet by several Bristol S Gaugers. Following are brief comments from Doug Peck and Wayne Hills.

Tom Coughlan of Melrose, Ma., was one of the pioneers in S scale and was responsible for a great many of us in the Bristol S Gaugers Club becoming

S gaugers in the first place. A kinder, more generous person will not be found on this planet, and he will be missed by all who knew him. Tom passed away Feb. 9 after a long illness. S scale has truly lost another great one.

- Wayne Hills

Many of you may recall that tom's Berkshire Central RR was sold a few years back, lock-stock-and-barrel, to Bob Wall. Bob moved it to Maine to be merged with his own Penobscot Central S scale railroad. Then, Bob was

diagnosed with a brain tumor and died shortly afterward. The entire combined railroads and collection then went to Scenery Unlimited where Don H is still disposing of some of the last of the equipment. Tom was a former NASG Bernie Thomas Award winner, and he will be missed by many of us in S.

- Doug Peck

Maybe this issue can be a wake-up call for you to provide the Dispatch with Meet an S Gaugers on many of those seniors we should meet before we have to put in the last run! - ed.

CLEVELAND AREA SPRING S SPREE 2000 IS PLANNED AS A "WEEKEND RETREAT"

The **S Spree 2000** is planned to be a complete "weekend retreat" with meals and activities. Starting **Thursday evening, May 18, 2000**, we will be holding our 13th annual S gauge event.

This is very definitely not a flea market or public train show.

It is a weekend 'retreat' for those interested in all varieties of "S" gauge. American Flyer, Hi-Rail, Scale and Narrow Gauge are all represented. This year the Spree will be held in a newly remodeled Holiday Inn Select with very large banquet facilities with room for all dealers, trading tables, and layouts in one room. The central feature is the *Trading Room* consisting of dealers and manufacturers.

We have new activities this year and have received commitments from several "S" gauge manufacturers, AF dealers, and Parts Dealers. We expect American Models; Bill's Train Shop; Des Plains Hobbies; EG/RA Models; John Heck; River Raisin Models; S Helper

Service; and South Wind Models; plus trading tables for anyone attending the Spree. Bring and sell your surplus S Gauge so you can make room for the new products that are coming out. Individual Registration costs before March 25, 2000 are \$18, Spouse \$8; after 3/25 \$20, spouse \$10. Children 16 and under are free. 6 foot table spaces are \$15 early; late \$20. Friday evening buffet is \$24 and reservations are a must. ***Dealers should request a special dealer registration form for the company and all associates attending the Spree.***

The Holiday Inn Select is located off I-71 at the Rte 82 East exit, four exits south of the Cleveland Airport. It features a ground floor ballroom that is larger than our previous locations. There is a private entrance and a loading dock. We will have more space for dealers and more space for layouts, all in the same room. Motel reservations can be made directly with the Holiday Inn.

We will have our newly rebuilt Hi-Rail layout and American Flyer Layout and S-Mod scale

modular layout operating during the weekend. There will be layout tours on Thursday night and on Saturday afternoon. And on your way home Sunday there will be a layout tour brunch, and some other layouts will be open for visits as well.

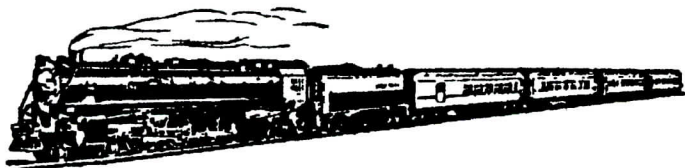
The S Spree is more than just trains, it is also food and companionship. Thursday has an Early Bird layout tour with snacks. Friday night we are having a welcome banquet at the hotel, followed by coffee, cake and pop in the dealers room (it's got to be SOMEONE'S birthday). Saturday there is a layout tour and picnic. And on Sunday there is a brunch on your way to the self-guided layout tour.

The Cuyahoga Valley S Gaugers will be selling a special run car at the Spree. It is a green S-Helper PS/2 covered hopper with yellow lettering for the Cuyahoga Valley Railway, an actual 12" to the foot railroad here in Cleveland. The road number are 2000 and 2002. The price is \$40 for Spree registrants. Advance orders may be placed only by spree registrants.

Registration & Car Order Information:
Joshua Seltzer
3567 Antisdale Ave
Cleveland Heights, Ohio 44118
Fax 216-371-0498
e-mail: jmssgauger@earthlink.net

PORT LINES HOBBY SUPPLIES

"Specialists in American Flyer Trains, & S-Gauge Railroading"



STRUCTURE KITS, & REEFERS

The entire line may be viewed on our website.

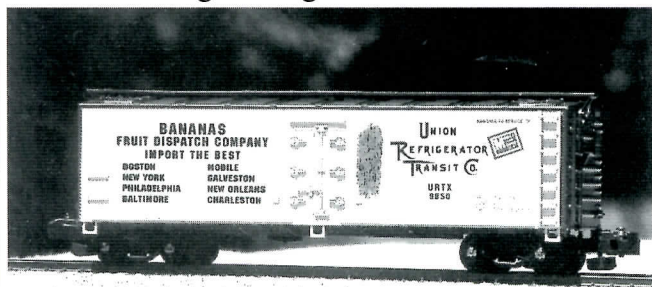
Latest kit releases:

19th century brick, 2-stall Firehouse; \$74.95
Icing Platform and Icehouse; \$58.95.

Latest R-T-R Wood-sided Refrigerator car:

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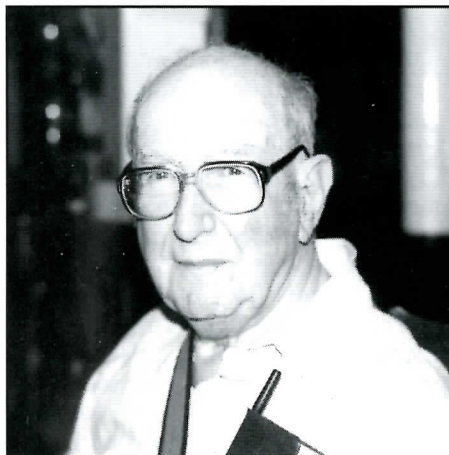
Meet an S gauger

Henry Roos

By Dave Pool

Hank was born in Jersey City, NJ. and grew up for six years on a Central Railroad of New Jersey (CNJ) freight barge on New York harbor, where his father was barge captain (for 30 years). He lived in Queens, NY. for approx. 20 years, often going to work with his father. Hank's prototype of choice is the Central RR of New Jersey, which served the New York City area from Jersey City, NJ., and via barges to a terminal in the Bronx, and other areas. His first interest in S gauge came when he bought an AF train set for his son, Pieter. around 1961-1962. More active interest came later when he purchased a copy of the now out-of-print S Gauge Herald magazine in the late 1960's period.

As Pieter grew older and more interested, Hank constructed a tinplate train layout in the basement. He moved to his present location in 1977, in South Windham, CT. where he "claimed" an area of the basement for a future S train layout. Through the efforts of fellow S gauger Don Ross, Hank purchased an S scale layout formerly owned by Will Gelineau, in Oxford, MA. The layout was purchased from Will's widow, and Don Ross made arrangements to have the layout transported to Hank's residence in Conn. in 1989. After puzzling out the wiring, and with help from Don Ross and Bill Krause to make the layout fit the basement area which it was to occupy, it was ready to be set



Henry Roos

up. The layout is basically a 15 ft. x 33 ft. oval with a large yard going around one corner. There are numerous turnouts including one double slip and one double crossover. In October, 1989 the Conn. S Gaugers came to help Hank set up the layout by building legs and fitting the various pieces and sections together. The layout is at a height of 42 inches from the basement floor. The work effort to install the layout was successful in that by the end of the day, an engine was run around the layout.

The layout was gauged to the old NASG standards and had to be re-adjusted to the new standards. to allow operation of new equipment. Jeff Laverty, another S gauge friend, helped with the fine tuning of the layout to better meet the newest S gauge standards. In recent years Jeff helped Hank build a 36 inch

long plate girder bridge across the layout entrance. This incorporated two modified aluminum carpenter levels to support the bridge and tracks. Scenery did not progress as rapidly as desired, but Hank had help from his son Pieter in the construction of some scenery. The layout represents the Central RR of New Jersey from Jersey City to Allentown, PA. There is a major industrial development at the City of Elizabeth, where Pieter is constructing a Penn Railroad overpass. The time period is 1954 to allow steam and diesel equipment to be operated. Track is Code 125 on all mainlines, and Code 100 in the sidings and yards. The older turnout machines are solenoids, and the later ones are by Circuitron.

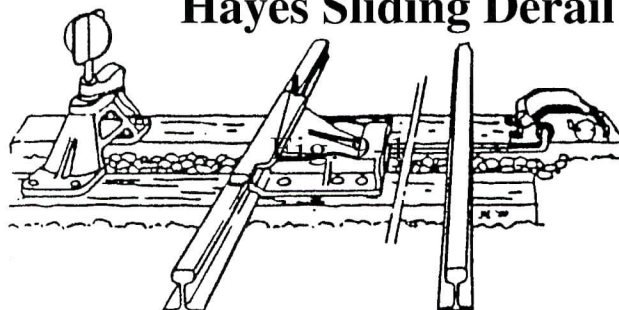
Hank joined the NASG in 1983 when he attended the convention in Woburn, MA. sponsored by the Bristol S Gaugers. He joined the Conn. S Gaugers in 1984 upon retiring from Eastern Conn. State Univ. where he taught Biology and other subjects for approximately 23 years. Hank served as treasurer of the Conn. S Gaugers for many years and is an active member of the group, helping at the modular layout set-up operations.

In 1988 Hank and his son Pieter participated in the NASG convention at New Brunswick, N.J. Hank brought his module along with other Conn. S Gaugers to the convention for a large modular layout set up. He was awarded the Charlie Stackpoole award for imagination and fun in modelling for a kitbashed version of the 4-6-4 Suburban steam locomotive as operated by the Central RR of NJ. on their Newark/Elizabeth branch among other places. The model was built from a REX brand Boston & Albany Suburban loco kit.

Last Run: Bill Daiker

Long time NASG member, Bill Daiker passed away on January 28th after a 13-month battle with cancer. Bill, in his 60s, was also a 15-year veteran with the Central Jersey S Scalers. Bill's prize winning Ma & PA 2-8-0 (St. Paul) had a unique history on its way to the contest. It was missing since about 1986 and was recently discovered and returned to him. I'll try to have more information about Bill's S gauge career in the next *Dispatch*.

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FIXIN' FLYER

By David Dewey

The Loose Wheel Blues by the Flyer Steamers.

When A C Gilbert decided to go with realistic two-rail track, some basic standard "toy train" design features had to be changed. The major one was the steam locomotive drive wheel design. With three-rail track the outside rails are normally electrically tied together, except when one is used as an activation connection and is powered through the wheel and axle assembly.

So, the problem was to electrically isolate the metal drive wheels. The other, smaller wheels, including the rolling stock wheels, were easily adapted by making the wheels themselves out of the "new" material, PLASTIC! It was believed that the drive wheels, subject to more wear, couldn't be done in plastic. Also, the main drivers were linked together with the connecting rods, also made of electrically conducting metal. With the die-cast metal boiler body, there would also be conductivity from one side of the locomotive's drive wheel linkage to the other side.

It was a tough design problem, but the Gilbert engineers utilized part of the full-sized steam engine's design to overcome it. Prototypical steam engine drive wheels have a center and a pressed-on rim, or "tire." In full-sized practice this tire is heated with a circular torch that heats the tire almost red-hot and expands it. It is then quickly dropped onto the wheel center before it cools and shrinks. Once it shrinks, the two pieces become like one. This is done so the wearing part of the wheel can be easily replaced, and can also be made of a more durable and more expensive metal.

The Flyer driver wheel consists of three parts, as shown in illustration "A": the center; the tire (just like real!); and an insulator of white plastic, which is also the "white sidewall." Unfortunately, over time the plastic shrinks, leaving the tire loose. This causes derailments and electrical shorts. Some batches of plastic shrink sooner than others do.

This problem led to a "recall" very early in production. The repair was

often done in the field, and consisted of drilling three or more holes through the tire and insulator and into the center, then plugging the holes with a wood dowel, as shown in illustration "B." Fortunately, we have other options available today to make this repair.

Before we get to the repair, you need to understand the important features of the driver design, so your repair will function properly. Note that in Illustration "A" the driver center has a raised boss on the inside where the axle goes through it. This is for side thrust, and keeps the tire clear of the chassis. If the tire touches the chassis, it can conduct power from the rail it is on to the chassis. Notice too, that the insulator has a flange on its outside where the tire's outside edge seats. This prevents the side rods from touching the tire, which could conduct power to the chassis. Thus, the tire is electrically isolated from the rest of the locomotive. (More on the chassis' electrical state later.)

The wheel assembly went through changes during production; two important ones should be carefully noted, especially if you are "mixing and matching" parts! The outside diameter of the tire was changed, I believe when the Pul-mor (R) wheels came into production, but I haven't found defining documentation. If you mix tire diameters, the locomotive will rock and derail often. No matter how many drivers are on an AF steam locomotive, it is only sitting on the outside four drivers; the center ones are "just for pretty." All four of these need to match closely to function. You can check this on a flat piece of track; any major diameter differences will show up as a "rocker." The other change is rather obvious; plastic drivers used in very late production. Some of these came with metal tires, such as the Franklin type and the five-digit Hudson. Of course there are also the smaller wheels for the switchers and the box-spoke centers for the Northerns.

There are some other variations that only become obvious when a wheel is disassembled. Around 1955 (my best guess!), the driver centers were grooved to grip the insulator better. The wheel was originally assembled by first snapping the insulator into the tire. Notice the original insulators had a raised "ring" that fits a groove around

the inside of the tire; I have not noticed this feature on the reproduction insulators. Unfortunately, this "ring" frequently fractures, allowing the tire to slide inward and strike the chassis. The wheel center has a tapered outside rim, and is smaller on its inside face. The center was then pressed into the tire/insulator assembly until its outer back face was flush with the tire. The assembly was then turned over and the center was staked around its edge, expanding the backside into the insulator, locking the assembly together. Illustration "C" exaggerates this.

So, now that we know everything we wanted to know about driver wheels construction, but were afraid to ask, how do we fix the things??? Well, there are many approaches to the repair; each has its good points, so it's up to you to try the one or ones you like best. All the repairs share one important step: Clean! Oil and "grunge" tend to find their way under the tires and need to be eliminated. Care must be taken to use a cleaner that won't attack the insulator. Non-lubricating tuner cleaner is a good choice; I've also used alcohol.

First, you can remove the wheels from their axles and re-stake the centers. This does require quartering and gauging the wheels when you put them back together. (Huh? "Quartering?" "Gauging?" More on this later!) Second: remove the wheels and epoxy them back together using a good grade of epoxy. Same problems as with the first option.

Third, an "in the chassis" repair, best done by removing the side rods and motor. This repair assumes the driver centers are still solidly attached to their axles. Flush the tire and insulator area with your selected cleaning product until you're satisfied that the area is free of oils (smoke fluid, etc.). Doing one wheel at a time, push the tire against the chassis, apply a slow setting CA glue (such as ZAP) to the insulator, and then push the tire against the insulator. Spin the wheel (using the other side) and check that it runs true. I use a screwdriver against the chassis for this adjustment.

When you are satisfied that it is running true, go do something else for a bit so it can cure some. You can then repair the other wheels in the same manner. Let it cure overnight before testing. I used to do the first type repair, but now

I'm satisfied with the third type. I've had some locos now working for at least 5 years using it, although I have had others that had to be redone after a year. I do believe becoming proficient at this repair will become nearly mandatory for the AF operator as the locomotives, and their insulators, age.

Back to some details I promised to explain earlier. Quartering is the term for the relationship of one side of the drivers to the other side. The connecting rods on one side are a quarter of a revolution different from the other side. This is what allows the one rear axle to turn the other axles without binding. On real locomotives it is done to prevent the locomotive from being "stuck on center." If both cylinders were at their top or bottom ends when the locomotive stopped, you wouldn't be able to start it without pushing it one direction or the other a bit. That isn't a problem with our locos; the electric motor inside doesn't care where the rods are, but they have to be properly aligned so the rods can push the other wheels around.

ACG used a special tool to do this, and reproductions are available. It can also be done by eye, if done very carefully.

One way to do this is to align the wheels on one side of the loco with the rod holes at the top, using the spoke pattern to insure that all the wheels on that side are truly in the same location (as shown in illustration "D"). Carefully push a piece of modeling clay onto them to lock them in place. Turn the locomotive over, and affix a wheel on one axle with the rod hole in line with the axles, using the spoke pattern to insure that it is in "perfect" alignment (as in illustration "E"). Do the same with the remaining wheels and then press them to gauge (next paragraph, I promise!). This is not for the faint-hearted! If you've done it right, the wheels should revolve freely around with the side rods. Now you get to pick the clay out of the first side's wheel spokes!

"Gauging" the wheels is setting the distance between them. I've been measuring locomotives trying to figure out the "factory specs" for them. Well, gee. . . . Non-Pul-mor locos seem to be gauged wider than the Pul-mor units, but no real pattern! I have locos running that vary from .725" to .685" back-side-to-back-side of drivers, although the .685 loco does weave around a bit! I have more locos that measure .710"

than anything else, so I'd use that as a starting point. If you have a wheel with a worn-out center hole, you can use some epoxy to help hold it, or Loctite (R) works too. Be careful to keep it out of the chassis, though! The chassis was originally designed to be electrically isolated; however, some headlight bulb sockets weren't isolated, either by accident or cost cutting. When the two-step reverse unit was introduced, the chassis became

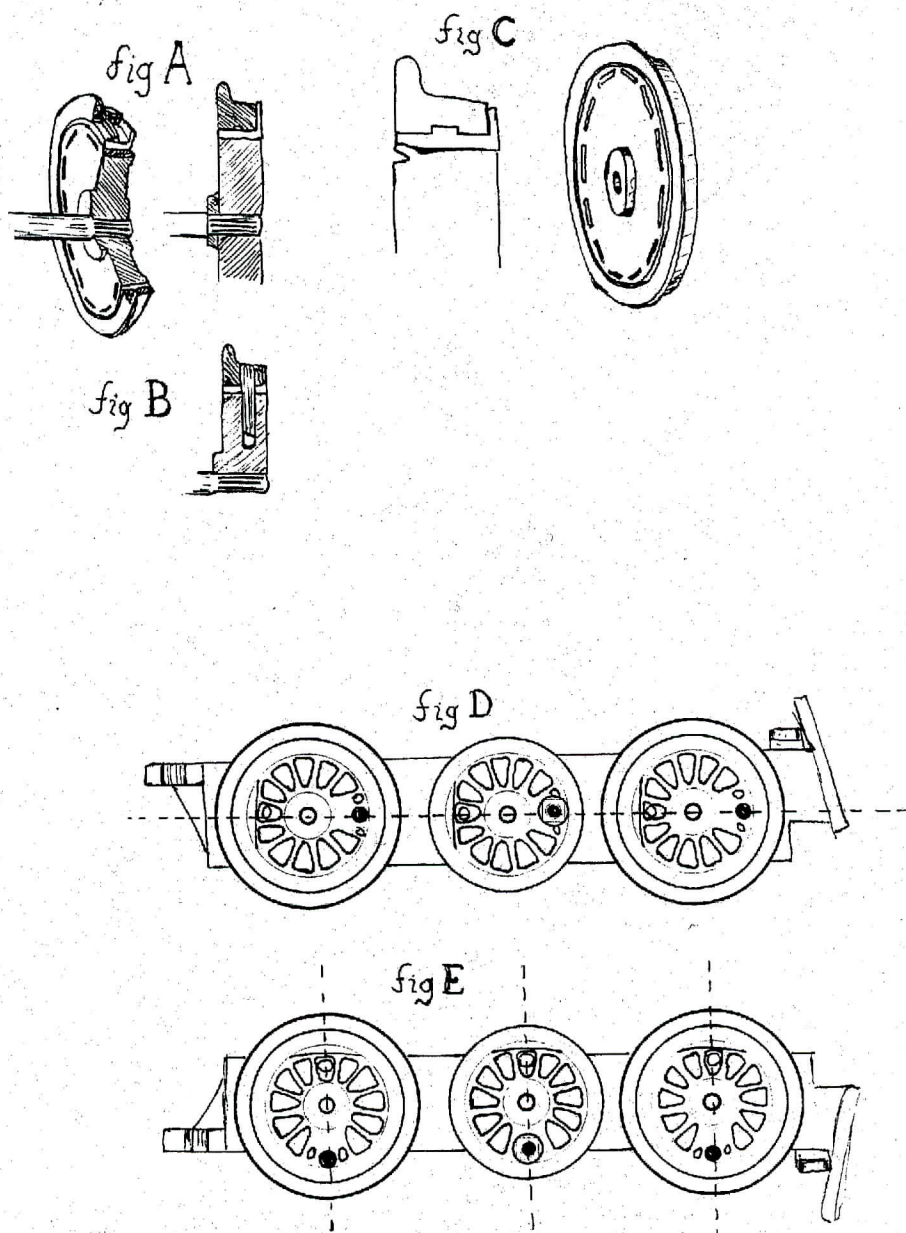
part of the wiring circuit. This leads to occasional shorts through the tender drawbar. The front tender truck is meant to be connected through the plug to the chassis side of the locomotive, but often isn't! To check this, disconnect your loco and tender. Now use an ohmmeter to determine which

plug hole on the tender connects to the front truck, and also which pin on the plug is common to the chassis (zero ohms). These must be the same, or you will get intermittent shorts through your drawbar. I wish I could tell you, "The green wire goes here, the black wire there," but there are too many past repairs around to insure that everything is still as ACG wanted it (and some are just plain factory errors!).

As always, your thoughts, suggestions, or questions are always welcomed. You can contact me at:

djdewey@cncnet.com
or at 3435 Myers St.
Oroville, CA 95966.

Have fun with your trains!



A Message from the NASG

Why a scale only freight car?

by Alan Evans, Freight Car Committee Chairman

For the first time in eight years the NASG is sponsoring a brass scale car for the membership. The order form for the car was included in the December issue of the *Dispatch*, and delivery is anticipated in July.

Why a Freight Car Committee?

For many years the NASG has purchased one (and sometimes two) American Flyer cars from the Lionel Corporation. This project provided some additional revenue and increased membership. In the last few years, however, the rapport once established with the Lionel Corporation has encountered some rough sledding. The Board of Trustees talked about what would happen if Lionel decided NOT to produce an American Flyer car for our membership — what would be alternative income sources?

Out of this query in 1996 came the establishment of the **Freight Car Committee**. Its purpose was to offer NASG members a non-American Flyer car to help generate additional income. This concept is not a new one as S gauge clubs across the country have used special paint schemes on existing cars of S manufacturers already in the S market. The anticipated goal of the Committee was to support S gauge car manufacturers by offering to buy from them an exclusive car for NASG members.

BOT must approve proposal

The Freight Car Committee is required to submit to the Board of Trustees a proposed budget for the year, outlining expenses and anticipated income for a particular car. The BOT must approve the car before the project can get underway.

A brief history

In 1997 300 flatcars with an Ertl roadgrader were purchased from S Helper Service. This car (as do all S Helper cars) came equipped with hi-rail wheelsets & couplers along with scale wheelsets. Also offered were 300 "Tru Sweet" tank cars from Downs Model Railroad, again available with either hi-rail or scale wheelsets. Both of these cars sold out.

In 1998 another S Helper flatcar with an Ertl excavator was offered, and this also was sold out. (This idea of a car load obviously has some merit as the 2000 S Helper line includes their flats with Ertl farm loads!)

In 1999 the Freight Car Committee opted for a 50 foot Union Pacific freight car from Pacific Rail Shops. For the first time the car was in kit form, and sales have been somewhat slower with an inventory still on hand of approximately 93 cars. Contact Executive Vice President John Foley if you haven't purchased one of these colorful cars.

Reaching an exclusive audience

Following a lengthy discussion at the BOT meeting in St. Paul last July, the Board approved unanimously the purchase of 200 S scale brass Front Runner cars through SouthWind Models. This is a modern, scale only car, as the higher flanges of hi-rail wheels would interfere with the car body.

Previously the needs of the Flyer and hi-rail member had been addressed. The Freight Car Committee felt that an offering should be made to the modern scale members since many scale-oriented members had dropped their NASG membership, and we had never previously done anything for the modern modeler in S.

The last brass car offering in 1992 was the Milwaukee Road rib-sided boxcar from River Raisin.

This does not mean that another non-Lionel S manufacturer's car will not be offered — that idea remains to be seen. In the meantime, the Freight Car Committee's initial project for 2000 is the Front Runner S scale brass car.

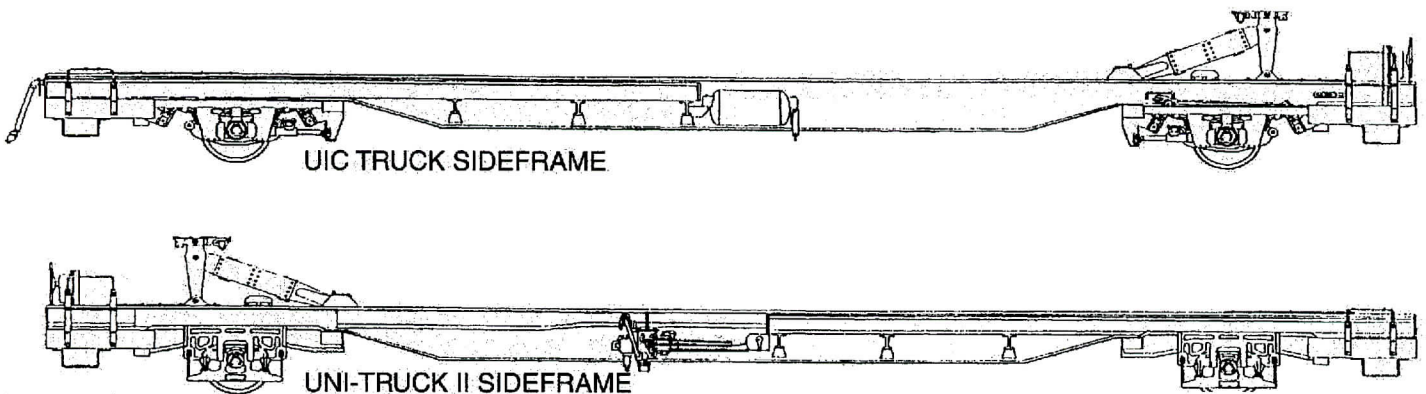
Your committee and NASG appreciate your support for this project.

Alan Evans, Freight Car Committee Chairman

Rockyfork@worldnet.att.net

John Foley, Freight Car Committee Distribution

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A HUMP YARD FOR THE SACRAMENTO DIVISION

By Vic Cherven, Jr., and Vic Cherven, Sr.

(Ed. note: In part 1 of this 3-part series, the Chervens describe how they planned a condensed version of Southern Pacific's Roseville Yard for their Sacramento Division layout).

As Linn Westcott once wrote, "One of the problems of designing a model railroad is that main terminal yards can dominate the space, making the rest of the railroad look small." This is especially true of hump yards, which are actually composed of several yards. John Armstrong went even further; in his book *Track Planning for Realistic Operation* (Kalmbach, 1981), he wrote "The great length of the hump yard as a complete installation is enough to make it somewhat impractical for most model railroads." The sage wisdom of these veteran modelers aside, we couldn't escape the fact that Roseville Yard was for many years the Southern Pacific's largest in the West and the operational centerpiece of the Sacramento Division. No question about it; we knew from the beginning that our plan for an S scale version of the Division in the early 1950's just had to include Roseville.

In designing the track plan for the layout, we knew that there were a number of real-world scenes that we wanted to duplicate, but not so for Roseville Yard. We didn't set out to scale down the prototype or to make it recognizable to visitors; our intention was to make it representational, insuring that it would be highly functional but not usurp space that we wanted to reserve for the long main line climbing into and over the Sierra Nevada. But if we weren't going to copy the prototype track plan, then what features should we include, what should we leave out, and how should we arrange them? We needed to know more about hump yards. Armstrong's book gave us the background we needed.

Prototype Elements

Prototype hump yards are complicated

modeling parlance— helps to clarify their layout and function. Several main elements are common to most prototype yards, and although much of Roseville Yard has been torn up and rebuilt since the 1997 UP-SP merger, the map of it as it existed in 1995 (Figure 1) illustrates these elements:

- **Receiving yard**—a group of tracks set aside for inbound trains to arrive and be stored while waiting to be broken down and reclassified; usually, if not always, double-ended; may be separate yards for eastbound and westbound trains
- **Hump track**—an elevated track or tracks at the end of the receiving yard where cars can be uncoupled and allowed to roll freely downslope into the classification yard; journal oilers, an inspection pit, and a car scale may be located on the hump so that cars can be inspected and checked while rolling; brakemen riding the cars in the early days have been replaced by pneumatic devices called retarders on the hump track that are operated by the yardmaster to control the speed of cars as they roll downgrade
- **Classification yard**—a large group of tracks where cars are sorted by destination; remote-controlled turnouts switch cars off the hump track onto the proper classification track, thereby avoiding the need for extensive switching by yard locomotives and speeding up the classification process
- **Departure yards**—another group of tracks where blocks of cars that have been classified await locomotive and caboose assignments prior to departure
- **By-pass track(s)**—one or more routes for trains that receive new engines and crews but do not go over the hump for sorting; unit trains (reefer blocks, stock trains, etc.) are examples
- **Secondary yards**—many types, including intermodal, locomotive service, repair, caboose storage, icing, stockyard servicing, maintenance of way, etc.

Model Elements

With this background and a knowledge of the era we were modeling, it was fairly simple to inventory our operational preferences and boil down the list of prototype elements into a condensed list of those items that we wanted to model. We selected eight design elements:

- A small receiving yard able to accommodate medium-length trains (8-10 feet)
- A single hump track with crossovers to all arrival tracks
- A seven or eight-track classification yard, from which trains could depart directly, thereby eliminating the need for a separate departure yard
- A moderate-sized engine terminal equipped with facilities for fueling and sanding both diesel and steam locomotives, a RIP (repair-in-place) track, and a turntable and roundhouse capable of handling cab-forward 4-8-8-2 articulateds (the prototype had a small roundhouse for valley-line locos and a large one for mountain-division articulateds, but these could be condensed into a single structure)
- A stock unloading track and stock yard
- A double-ended caboose track
- A Pacific Fruit Express track and icing dock
- A short MOW track for snowplows, etc.

Figure 2 shows the general outline of the yard and how we combined the elements to fit our space. Early on in the planning process we had recognized that the south (front) wall of the room was the best choice for the yard's location. At 29'6", it's the longest, and a 30"-wide bench along this wall and extending into the alcove at its east end would occupy only about 10% of the nearly 950 square feet of layout room. Besides, the floor of the room is built as a series of terraces that rise from the

front of the room to the back, and a location along the front wall would place Roseville and the rest of the Sacramento Valley at the lowest elevation and allow main line operators to climb to Donner Pass on the highest terrace as they follow their trains into and over the Sierra.

Standards and Operating Scenarios

After we had selected our basic design elements, our next task was to develop a set of curve and turnout standards. To accommodate 4-8-4's and 4-8-8-2's, we chose a minimum radius of 42", but resolved to keep main line and ladder-track curves at 48" or larger wherever possible. For the same reason, we wanted #8 turnouts in the engine terminal, off the main line to the receiving yard, and on main line crossovers, but recognized that #6 turnouts would be fine for yard crossovers and #4 turnouts would work in the classification yard, where only switchers would operate. We also decided to use curved turnouts wherever necessary to maximize track length or improve appearance. Track centers between yard tracks were set at 2.5" (13' 4"), and the main lines were spaced 3" (16') from the first yard track.

After the standards, the next step was to mentally visualize the full spectrum of operating scenarios that we could devise. This included inventorying the various destinations for each type of freight car, developing a master train list and forecasting the type of locomotive that might pull each train, fiddling with potential timetables, and a myriad of other considerations. This was the most difficult and time-consuming part of the design process, but is the sort of dreaming that Vic Jr. finds particularly enjoyable. He spent more than two years mentally testing several designs against various operating scenarios to insure that the yard would operate to our satisfaction. Meanwhile, we continued working on Sacramento, Lodi, Stockton, and other parts of the layout.

The Final Plan

The final plan, which was drawn at a scale of 1 inch = 1 foot, is shown on page 16-17. Measured along the track from the crossovers at opposite ends of the yard, the complex is 42 feet long (exactly one-half scale mile). For comparison, the prototype yard is more

than 4 miles long (330 feet in S scale!)

On the prototype, the engine terminal is located at the east end of the yard, but this was clearly not feasible for the model. Accommodating the SP's 4-8-8-2 cab-forward locomotives requires a large roundhouse and Bowser's largest turntable (24-inch diameter [128-foot]), and the end of the aisle was the only place with enough space. Though not prototypical, this location at the west end of the yard improves the access to the roundhouse tracks, which can be reached from either the side or the rear. The hostler's control panel is located along the engine terminal ladder near the turntable so that the hostler can visually line up the bridge with any approach or roundhouse track without the need for automatic indexing. The plan includes an ash pit and a coaling tower to service our converted American Flyer coal-fired steamers, although we suspect that only oil-burners were serviced at Roseville.

The position of the receiving and classification/departure yards was determined largely by grade considerations. As shown in the track profile on page 16-17, upgrade on the main line is east, toward the Sierra Nevada, and downgrade is west, toward Sacramento. At the east end, the tracks had to be at an elevation of at least 3-1/2" (44-1/2" above the floor) to clear a hidden staging track at elevation 0" beneath the yard. At the west end, called Antelope on the prototype, the elevation could be no more than 1/2" in order to connect to the existing trackage coming out of Sacramento. Therefore, to keep the grades manageable, we located the classification/departure yard at the west (low) end of the complex and the receiving yard at the east end. This is actually the reverse of the prototype but puts the classification/departure yard close to the engine terminal, as in the prototype (Figure 1). Hence, the model yard is somewhat of a mirror image of the prototype, without the separate departure yard.

The track plan designates traffic directions and destinations and shows the locations of uncoupling magnets, block gaps and feeder wires, and other features. Crossovers in the receiving yard allow main line engineers to arrive their trains on any track, but westbounds will normally arrive on

track 3 and eastbounds will arrive on tracks 4 or 5. Our layout uses conventional cab control and each arrival track is wired as a separate electrical block, so trains can arrive simultaneously from both directions or while the hump switcher is working. Under-track magnets at the ends of each track allow the hostler to cut off the locomotives and head to the engine terminal and the yard switcher to pull the caboose from the rear and take it to the caboose track. The receiving yard can hold 37 cars.

The plan (page 16-17) also shows the location of the Roseville control panel opposite the hump. This location gives the yardmaster a towerman's view of the action as he breaks up the trains and sends cars down the hump into the classification yard. Toggle switches on his panel operate the turnouts on the classification yard ladder track.

The control panel at Antelope was designed to be used to block trains for departure from the eight-track classification yard as well as to operate the engine terminal. The classification yard is divided into two four-track groups, each with its own ladder at the west end. The capacity of each track is shown in parentheses on the page 15 plan. The group nearest the aisle is for empties and westbound trains, including Oakland through-freights and various locals making set-outs at Sacramento, Lodi, and Stockton. Empty hoppers and gondolas are lighter than loaded ones and don't roll as far downgrade if they have to negotiate a maze of switches, so keeping them on the continuation of the hump track (track 4) insures that they don't stop on the hump ladder. The group farthest from the aisle is used to classify freights that are eastbound according to the timetable, such as through freights headed south beyond Stockton, north to Oregon, or east to Nevada. When an eastbound train is ready for departure, a switcher picks up a caboose from the caboose track, sets it on the rear, and then pulls the train onto the west-end ladder track. The hostler then runs the road engine around the yard and backs through the crossover from the eastbound main to track 8 to pick up the train.

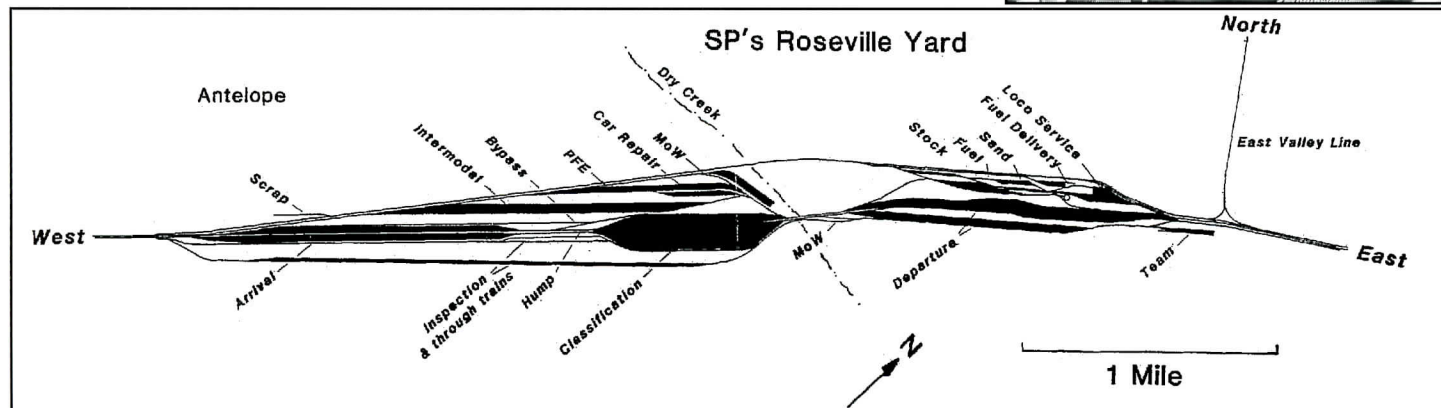
After sketching a number of options, we decided to condense the stock servicing yard to one short stub track capable of holding three cars. Stock

trains will have to be broken down in the yard and short cuts of cars will have to be pushed to the stockyard by the Antelope switcher. In a last-minute change to the plan, we decided to locate the PFE platform alongside the eastbound main and use the icing building to partially conceal the 4" x 4" ceiling post near the receiving yard throat. We had intended to put the dock east of the East Valley Line junction, but the new location is more prototypical. The double-ended icing track serving the dock will hold 14 reefers coming out of the San Joaquin Valley and heading for Chicago, but by locating the platform between the main line and the icing track, twice this many

could be iced in a pinch if eastbounds bypass the main on one of the receiving yard tracks.

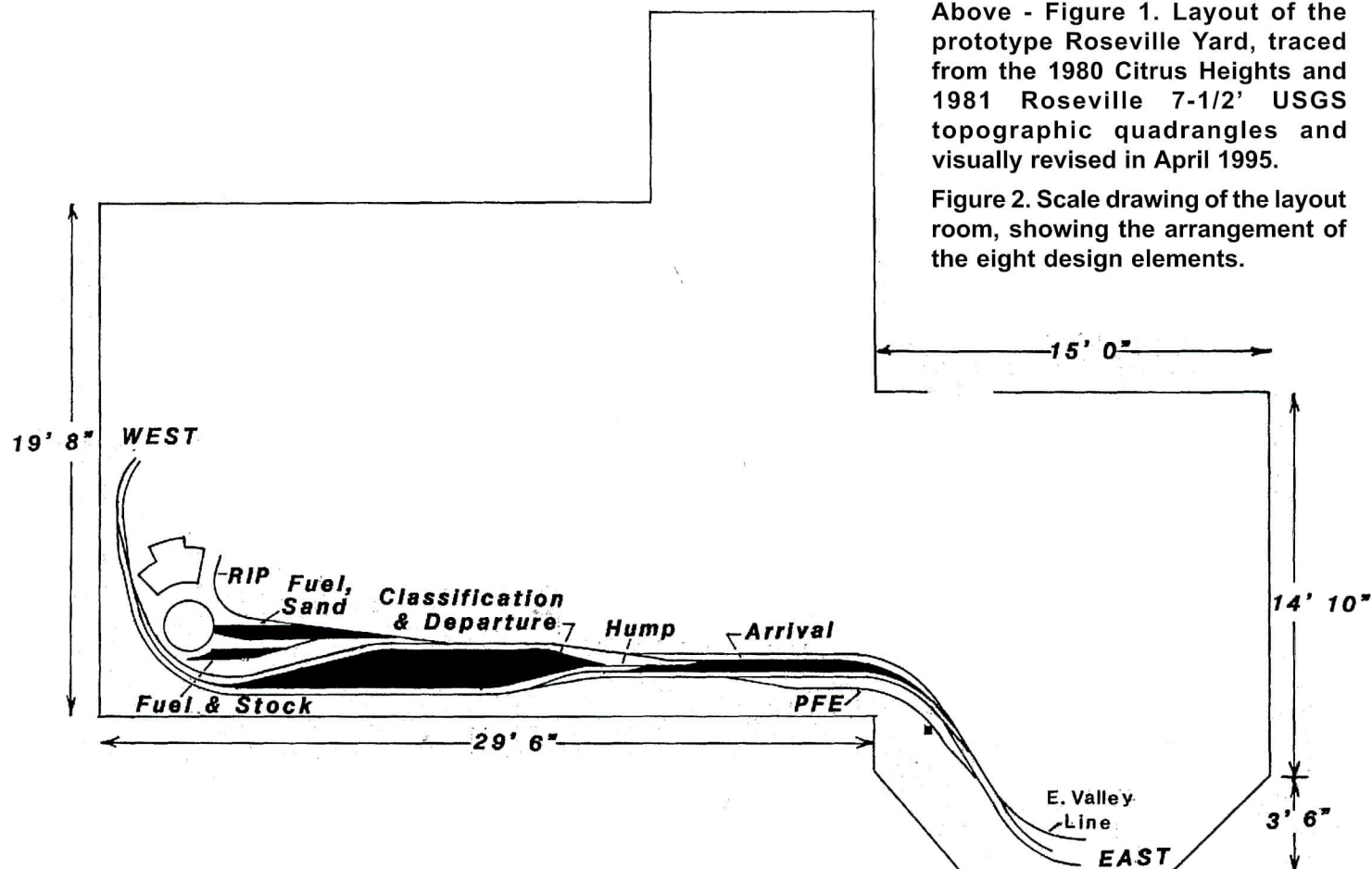
Construction of the yard began in June of 1994, and it was partly operational by May of 1995. Figure 2 is a photomosaic showing it as of January 1999, but we continue to scenic it and completion is not expected until the roundhouse and icing facility have been built (not this year!) In the next two issues we'll tell you how we built and scenicked the yard.

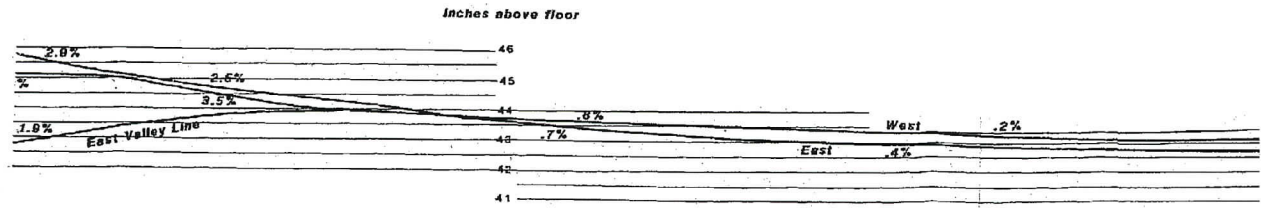
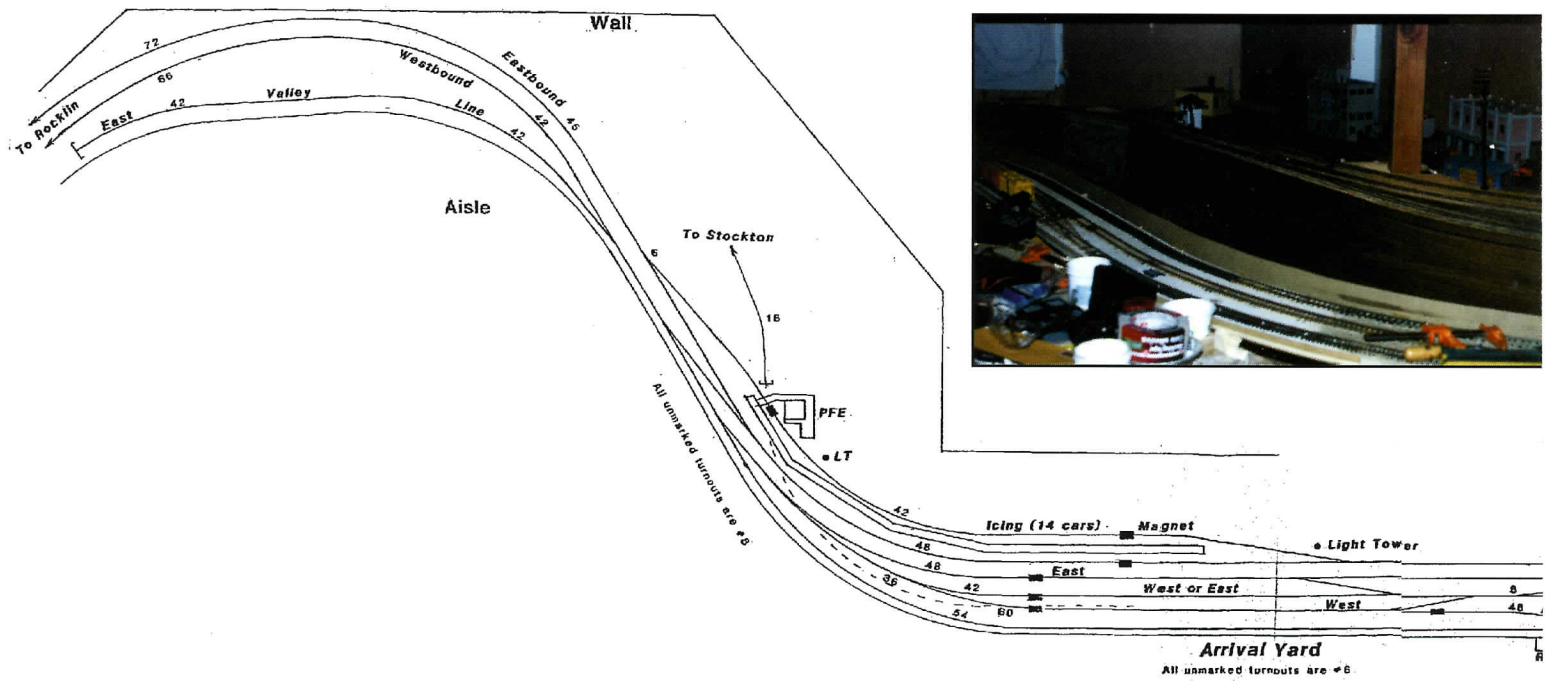
Vic Sr. in the yardmaster's tower, keeping the flow of cars on schedule.



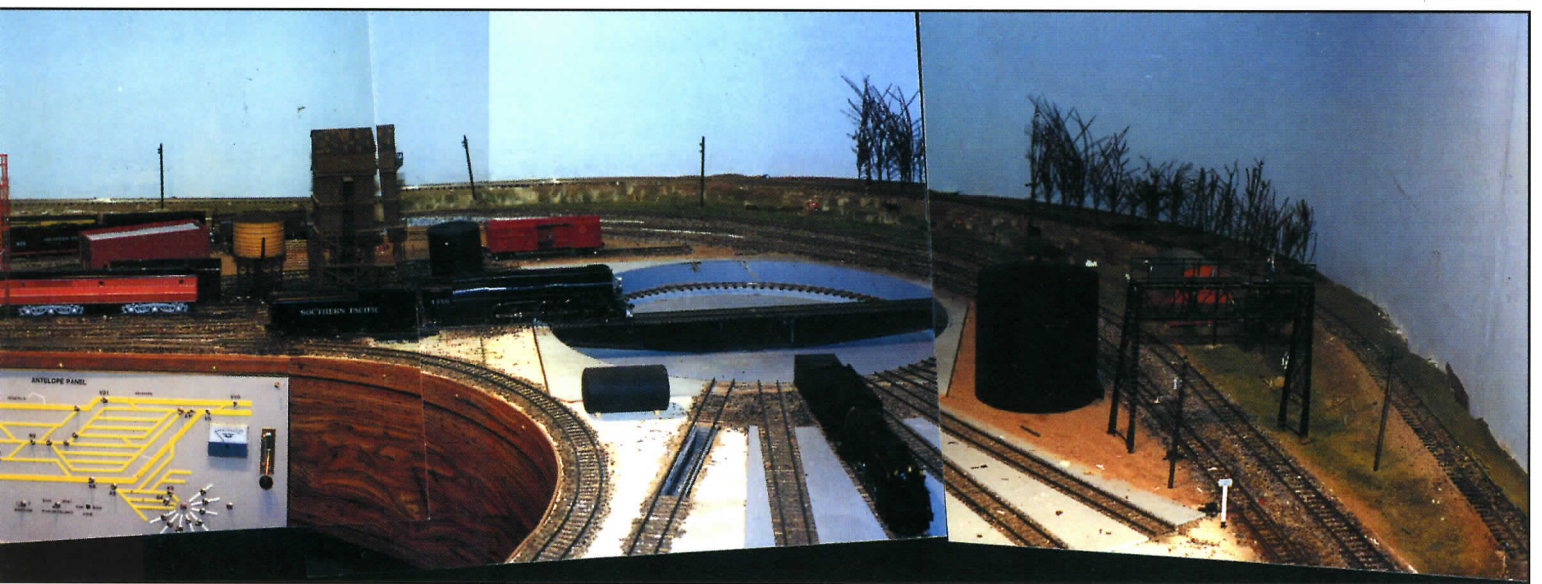
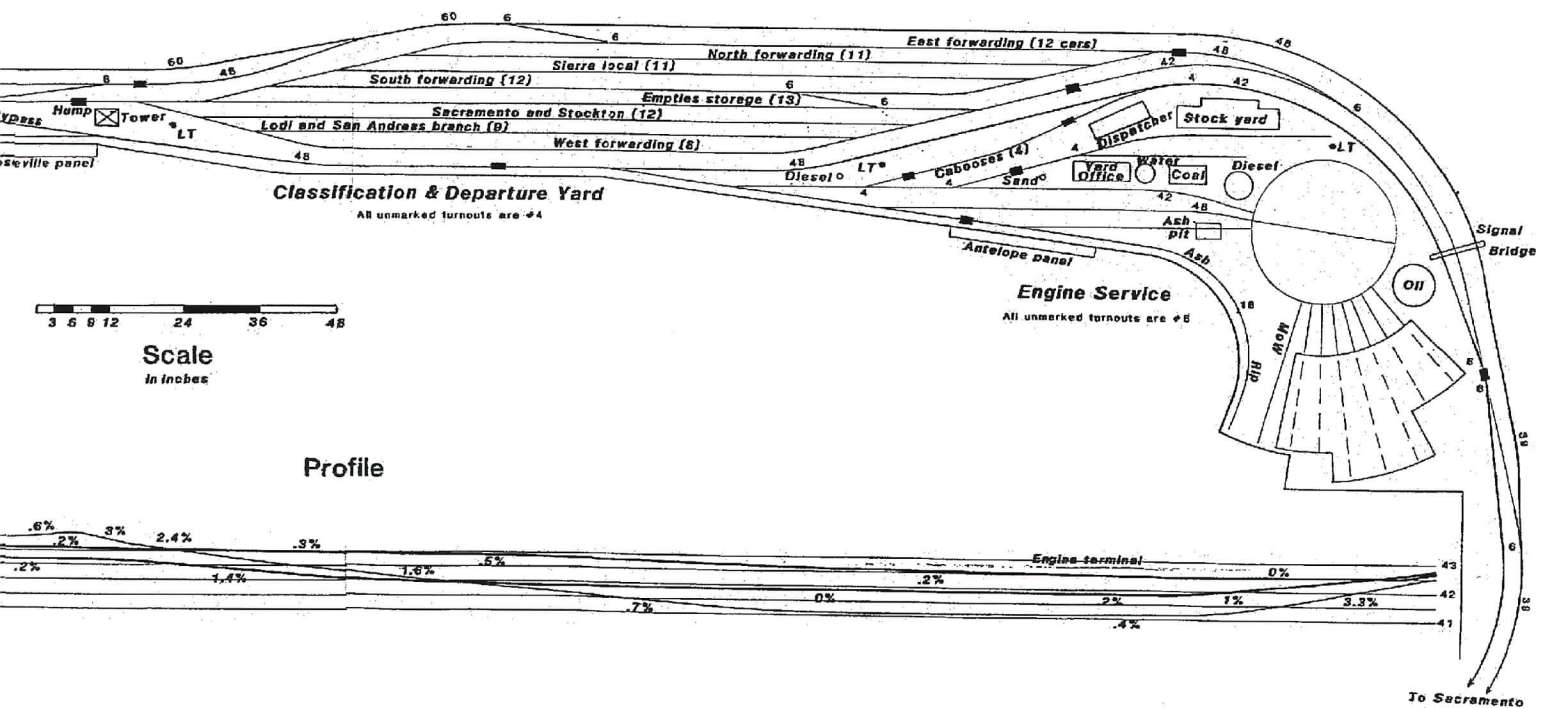
Above - Figure 1. Layout of the prototype Roseville Yard, traced from the 1980 Citrus Heights and 1981 Roseville 7-1/2' USGS topographic quadrangles and visually revised in April 1995.

Figure 2. Scale drawing of the layout room, showing the arrangement of the eight design elements.





Photos: Top photo starts at left of drawing . The Oakland Manifest, Extra 6457 East, has pulled to a stop in the receiving yard, and now the road engine (an FP-7 from American Models) is backing down the westbound main past the classification yard to the engine terminal. An 0-8-0, (an American Flyer engine that has been converted to run on DC and equipped with Downs Model Railroad wheels and KD-802 couplers), begins the task of breaking up the train on the hump track. In the background, a short refrigerator block languishes forlornly on the icing track awaiting



construction of the 500-foot-long PFE icing dock. Meanwhile, American Models GP-9 #429 (behind the sanding tower) is blocking the Sacramento Local on track 3 and a Southwind Models 2-8-0 with a string of empty stock cars from S Helper Service in tow, sits on track 8 ready to depart for its run up the Sacramento Valley on the East Valley line to Marysville. Things are busy at the engine terminal too, where the ALCO power for the Shasta Daylight (another American Models product) takes on sand, and Overland Models 4-8-4 #4456 heads for the turntable. *Photos by the authors.*

This issue's Module Corner is from the June 1993 CONNECTICUT S GAUGERS club newsletter, and is slightly edited with new information, *see italics*. It was written by Bill Krause, who recently lost his battle with cancer; see the December 1999 *Dispatch*. Bill made many contributions to this column, and always answered my questions to him in patient detail. I worked with Bill whilst manning the S-MOD layout at the Pittsburgh NMRA-NASG convention. He was most friendly, informative, and fun. I'll miss Bill.

BUILDING NUMBER 6 AND 8 CLOSED FROG TURNOUTS FOR OUR CLUB MODULES 6-12-93

In electing to build modules, our group has decided that all trackwork will not only conform to NASG STANDARDS (S-MOD), but also will allow the running of all "S" Gauge equipment. On modules which have no turnouts, the only concern is that the track width (*gauge*) be 0.883 inch per the NASG Standard, not 0.875 inch, and that there is sufficient flangeway for all flanges, including AMERICAN FLYER® equipment. To accomplish this, our club has elected to use code 125NS (*nickel silver*) rail and RAILCRAFT® small spikes. (*Rail must be code 125 or taller for the height of AF wheel flanges.*)

For modules having turnouts, we must employ a closed frog turnout! Back in 1985, there were no known suppliers of this type of turnout in code 125 rail. So in February 1986, we issued a ten page hand-written set of instructions on building these. Since that time, Earl Eshleman came on stream with some very fine closed frog turnouts in 125NS rail. Now that he no longer makes these, there is a growing need to once again make our own. Yes, I am aware that another manufacturer has entered the closed frog market, but we have not seen any of these in operation. For that reason, I am issuing a new set of instructions, involving full sized templates, for making #6 and #8

SCRATCHBUILT CLOSING FROG SWITCHES

By the late Bill Krause - slightly edited

turnouts. (*Terry Harrison of Terry's Model Railroad Supplies made closing frog switches but has left the market. I am told his product was very good. B-K Products currently makes closing frog switches. This product was reviewed in the Feb. 1999 Dispatch. Recent reports are that the quality of the B-K product has improved since the review.*)

What is a closed frog turnout? First off, you should understand that there are three types of turnouts available to "S" model railroaders. The most common is the open frog type (*as used by prototype standard gauge railroads*). Looking at drawing #1a & b, you will notice flangeways that guide the wheels through the frog areas. While we have many manufacturers producing these for S Gaugers (*current or recent manufacturers include Old Pullman, American Models, Tomalco, Shinohara, B-K, S-Helper, White Oak*), they will not accommodate both AF / hi-rail wheelsets and scale wheelsets through the flangeways. Yes, the flangeways can be adjusted to handle AF wheelsets, but once you do that, the scale wheelsets will run afoul of frog areas.

The second switch type is the closed frog turnout that both AF/hi-rail and scale will run through. This has been a mark of distinction that our modular layouts have had over these past seven years at train shows. As you examine drawing #2a & b, you will notice that the point rails are joined together and pivot around a center pin, touching the frog at one end and the closure rail at the other. If the pivot point is at the center, then the flangeway openings should be about the same width at the frog and at the points. The disadvantage to this type of turnout is that they are more difficult to build and install, as well as to keep in alignment. When they are working right, we have had little difficulty with derailments. That's why I want to explain some finepoints before we explain the method of construction.

The last switch type is the stub switch. Since these are used in narrow gauge model railroads, I'll say no more here. (*In railroad engineering, the moving*

portion of a turnout is called the "switch".)

SOME IMPORTANT CONSIDERATIONS IN BUILDING CLOSED FROG TURNOUTS THAT WORK.

← The roadbed (ties) must be perfectly flat before any track laying begins.

← The pivoting closure rail assembly (switch) must lay flat upon the ties. With my current instructions, this part of the turnout is assembled in one piece using a fixture.

← Perhaps the single most important feature of constructing these turnouts is to have a smooth flow, or pathway, through the frog area in both directions. Remember, guard rails can't be used to guide the wheelsets through this area because scale and Flyer wheels have different back-to-back spacing. Any guard rails used in closed frog turnouts are strictly for cosmetic purposes.

← Closure rails should touch stock and frog rails with equal pressure. To accomplish this takes many hours of adjustment when making your first turnout.

← In building my first closed frog turnout and my first set of instructions, I followed to a large extent an article written by Frank R. Titman on building "Hi Rail Turnouts". This article appeared in the January 1965 issue of the former S Gauge Herald®. Frank's article dealt with using code 172 rail and wood ties that would match Flyer track. Never-the-less, his method is still worth following, and therefore I want to be sure he gets proper recognition. There is very little that's new in this hobby!

PROCEDURE:

1. For all turnout construction, I use an NMRA turnout template as my guide for locating mainly the points and frog locations.

a) For making the closed frog switch assemblies, I recommend making copies of the enclosed Closed Frog templates (Figures A and B). As you can see, Figure A is a #6 LH turnout and Figure B is a #8 RH turnout.

b) Since LH and RH point assembly (switch) dimensions are the

same, I did not prepare the opposite hand templates for locating your switch point and frog locations. Instead, use the NMRA templates for open frog switches. Note that you will need legal size paper for these templates. (Some photocopiers may permit you to make a mirror image photocopy.)

2. Construct a base for your turnout. I use HOMABED® as my roadbed. To form the roadbed for my turnout, I use the appropriate template as a pattern.

3. Cement the turnout template to the top of your roadbed.

4. Cut ties to the length shown on the template and glue them to the base. I use pre-stained Kappler Mill and Lumber ties because they are uniformly cut and make a flat base. Omit laying ties where throw bars and pivot ties will be placed, for the time being. I place a flat 1"x4" board over the freshly glued ties, with some added weight. This tends to keep the ties in a flat plane while they dry, and therefore saves some sanding later on. (Carpenter's yellow aliphatic glue sets up much quicker than does white glue.) When the glue has dried, lightly sand the tie surface to be sure that it is flat. Remember that this is very important to constructing a closed frog turnout that really works.

5. Construct frog rails. A number 6 frog angle diverges 1 unit for every six units of length, as shown in Drawing 3. Similarly, a number 8 diverges 1 unit for every 8 units of length. While there are a number of good ways to construct your own frogs by consulting articles and books on this subject, I'll describe my method. (Pre-fabricated frog assemblies can be purchased from B-K Enterprises.)

a) I take two pieces of rail about 4" long to make the frog. I draw a template for the desired frog angle, paste it on a piece of wood, and clamp the rail to it at the half angle (see dashed line in drawing 3). File or grind a taper angle one half the frog angle. This gives the desired taper. Now do the other rail the same way, but remember the taper should be on the opposite side of the rail, see drawing 4.

b) Solder the two rail pieces to form the frog. On a flat piece of soft wood, I draw the outline of the frog as shown in drawing 3. I then spike the two prepared rails together on the frog outline, and solder. These are rail segments CE and DE on drawings A

and B. Don't worry about using too much solder here. You can always file down the excess solder. (*Applying flux to the surfaces to be soldered greatly facilitates soldering.*)

c) File the appropriate amount of rail base at the frog point so that the wing tips of the closure rail will snuggle up to the frog. The amount filed should be about one half inch, as shown in Figure A, details 2 and 3.

6. Spike the frog assembly temporarily to the ties. With the turnout template glued to the track base, you should be able to position the frog assembly properly. As I indicated elsewhere, I like to have the tip of the frog resting on a tie (*the prototype likes to do this also*). Be careful to have enough clearance to be able to solder a short piece of wire or metal tie strip to hold closure rail spacing at the wings, as shown in Figures A and B, item M.

7. Form stock rails "A" and "B" (Figure A or B).

a) Using a length of rail for straight stock rail "A" (use appropriate template), lay it in place to determine where the switchpoints will butt against it. Mark this point with a marking pen. Do the same for the curved stock rail "B". These marks will be exactly where the rails leave gauge (0.883") and the curved one curves away from the straight tangent.

b) Notch out both stock rails "A" and "B", so that switch points will fit snugly against the rail head. For length of notches, consult your templates. Note that a Number 8 switch requires a longer notch than a Number 6. Also, from the templates, note that an extra 1/4" of notching is required beyond where the point rails touch the stock rails.

8. Spike stock rails "A" and "B".

a) Spike stock rail "A" permanently in place, on opposite sides, every fourth tie, except where it is notched out for switch points. Be careful to keep it absolutely straight. Make sure that stock rail "A" is in gauge with your frog rail CE.

b) Now spike the curved stock rail "B" permanently in place, only up to the area where point rails will touch the stock rail. Beyond this point, past the frog area, hold the rail "B" temporarily with a few spikes. Use your NASG Track Gage to align rail "B" in gage with rail "A" where you install permanent spikes.

9. Form Closure rails "F" and "G" as follows.

a) Cut to length, according to appropriate Figure A or B, straight rail "F". Allow an extra 1/2" to this length for the wing that lays against the frog point. By laying it in place as near as possible, locate the bend at the frog end. This should be the 1/2" which was added to the rail length. After bending, grind away the portion of the base rail which must be removed to allow the rail heads to contact. This is illustrated in Figure A, Detail 3. At the switchpoint end of rail "F", first grind the rail base away and then taper the entire side of the rail to a feathered edge. Figure A, Detail 4 shows this in greater detail. The top edge of the point is rounded a bit to keep wheel flanges from picking the point. Lay the rail in place to check its fit, and make sure the wing at the frog conforms to the angle of the frog.

b) Now measure, cut, and bend point rail "G", following the steps as taken for rail "F". (*The RASG has found an extra step to be needed with code 148 rail, because of its greater stiffness. The curved closure rail must be bent close to the needed curvature before assembling it into the switch assembly. You may wish to pre-bend stock rail "B" also, in step 7. A rail bending article is part of a "Layout Building FAQ" located at <http://www.mcs.net/~wey> and <http://www.tracronics/faq/page5.html>. Page down to "Bending Track", or click on the link for "Track, Bending" in the index.*)

10. Build switch closure rail assembly using rails "F" and "G".

a) Here we have made a significant improvement in construction over prior instructions! For this you will need extra copies of the appropriate turnout template. First make an assembly fixture. Cut out a template that borders the inside rail bases of rails "F" and "G". A word of caution; BE VERY CAREFUL IN FOLLOWING THE INSIDE RAIL BASES WHEN MAKING THE TEMPLATES. Why? It is most important to have the flangeway openings at the point and frog ends about 9/32" wide. Why did I select this dimension? To clear all possible wheelsets without fouling the ends of rails "F" and "G". It so happens that AF wheelsets have a back-to-back width of 0.668", the narrowest of all wheelset types. Subtracting 0.668" from 0.883" results in a clearance of 0.215", or just under 1/4". That's a little close for

practical use. So.....I prefer to use 9/32", a little over 1/4". (Terry Harrison switches have a 3/16" flangeway clearance.)

b) As shown in drawing 5, this outline should be transferred to a piece of 1/8" basswood for code 125 turnouts. Please note that 1/8" (0.125") is exactly the height of code 125 rail. (For Code 148 rail you will need a 0.148 inch thick template.) Be careful in constructing the contour portion of this fixture, as you will hold the rail flat against the wood base and against this contoured piece when soldering the switch assembly together. Now, repeat the process for the opposite hand contour so that you have both a RH and LH template.

c) After you have cut the two contoured pieces, glue them to a flat piece of 1"x4" soft wood, as shown in drawing 5. (Flat 1x4 is not always easy to find. Plywood may be better.) Cut your 1/4" slots for the 1/4" brass strips which will be used as cross joiners H, K, I, L, & J as shown in Figures A and B. You now have a fixture for assembling rails "F" and "G" together.

d) Spike the rail segments that you have prepared for rails "F" and "G" to the proper contour edges of the fixture. The spikes keep the rails flat and in contact with the contours. Cut pieces of 1/4" brass strips for your cross joiners to snugly fit against the inside of rails "F" and "G". In the past, I have used wider brass strips for the cross

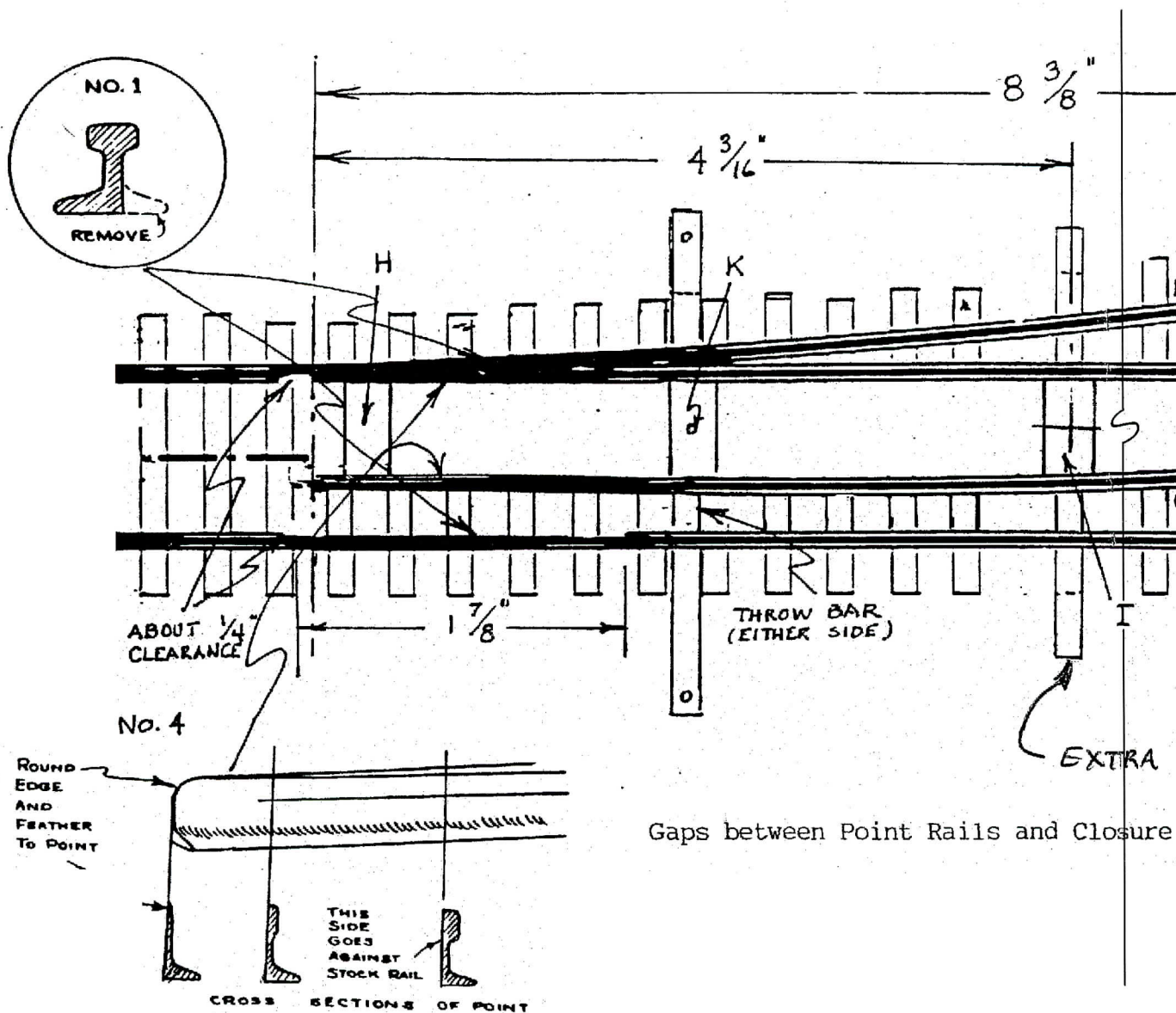
joiners, but found them difficult to file to the desired contour. The 1/4" wide strips are much easier to file, fit, and form, and still make a rigid assembly.

e) Solder all cross joiners to rails "F" and "G". When the assembly has cooled, remove it from the fixture and file all surfaces, especially on the bottom. It is important that this assembly has a smooth bottom surface to slide against the tie surfaces.

11. For the switch assembly pivot, I use a 1/4" #2 wood screw. Therefore I drill a clearance hole in cross joiner "I" using a #42 drill. For my throw bars, I use 00-90 machine screws. I drill a clearance hole for this in cross joiner K using a #55 drill. The choice of

FIGURE A

#6 CLOSED FROG TURNOUT TEMPLATE U



Gaps between Point Rails and Closure

fastening hardware is entirely your own choice however.

12. As shown in Figures A and B, I use an extra long tie to mount the switch assembly. Placing this tie beneath the rails, I insert the #2 wood screw through the hole in cross joiner "I" and into the long tie. Now, I have the opportunity of sliding the switch assembly around to find a location where the points touch the stock rails AND the frog rails with equal pressure. Also, I use a truck with RP110 wheels to test the smoothness of operation through the point and frog areas. Don't bear down on the truck frame, but rather push it along through these spots, it's a much better way of testing. Glue in place the long tie, and

trim it to length.

13. Finish spiking the frog and rail "B", making sure that all rails are in gauge. The switch must be set for the curved direction while you spike rail "B".

Well, there you have it in constructing your first closed frog turnout!

Now you still need to think about adding those extra ties which were purposely left out. Also, you should consider adding ballast before you put the finishing touches to your turnout. I find that ballast has an uncanny way of fouling up the smooth operation of the switch assembly. A grain her or there needs to be removed.

For uninterrupted flow of electrical power through the turnout, I use power routing with micro-switches. You may choose other methods with air powered or slow-motion switch machines to operate your turnouts.

Bill closed his article saying "Contact me if you have any questions regarding this method of construction." Other members of Bill's club, the Connecticut S Gaugers are willing to provide this help. Please contact Steve Kutash if you need help. 203-944-9111; kutnkat@snet.net; 275 Beardsley Road, Shelton Conn. 06484-1847

PLATE USING NS-CODE 125 RAIL

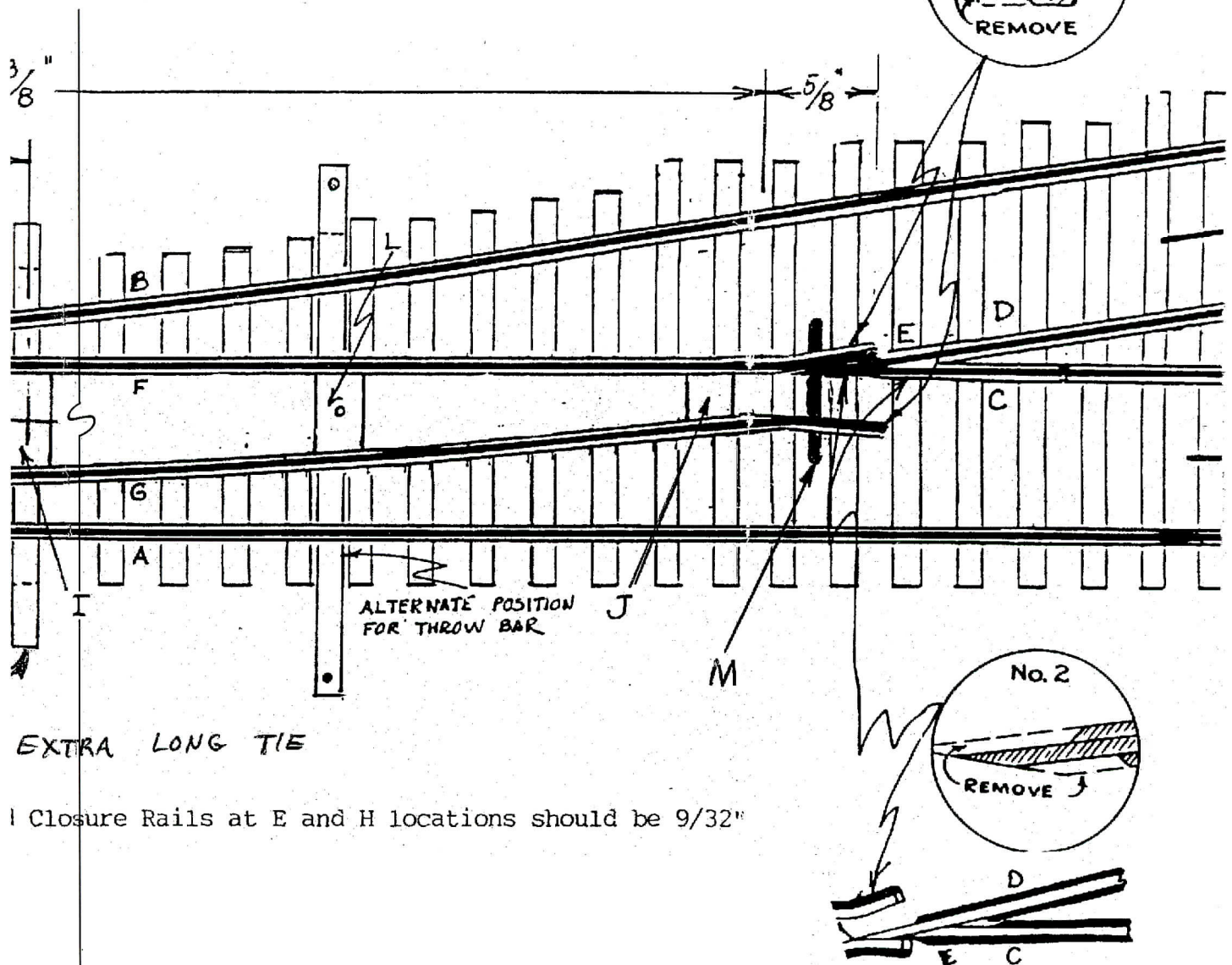
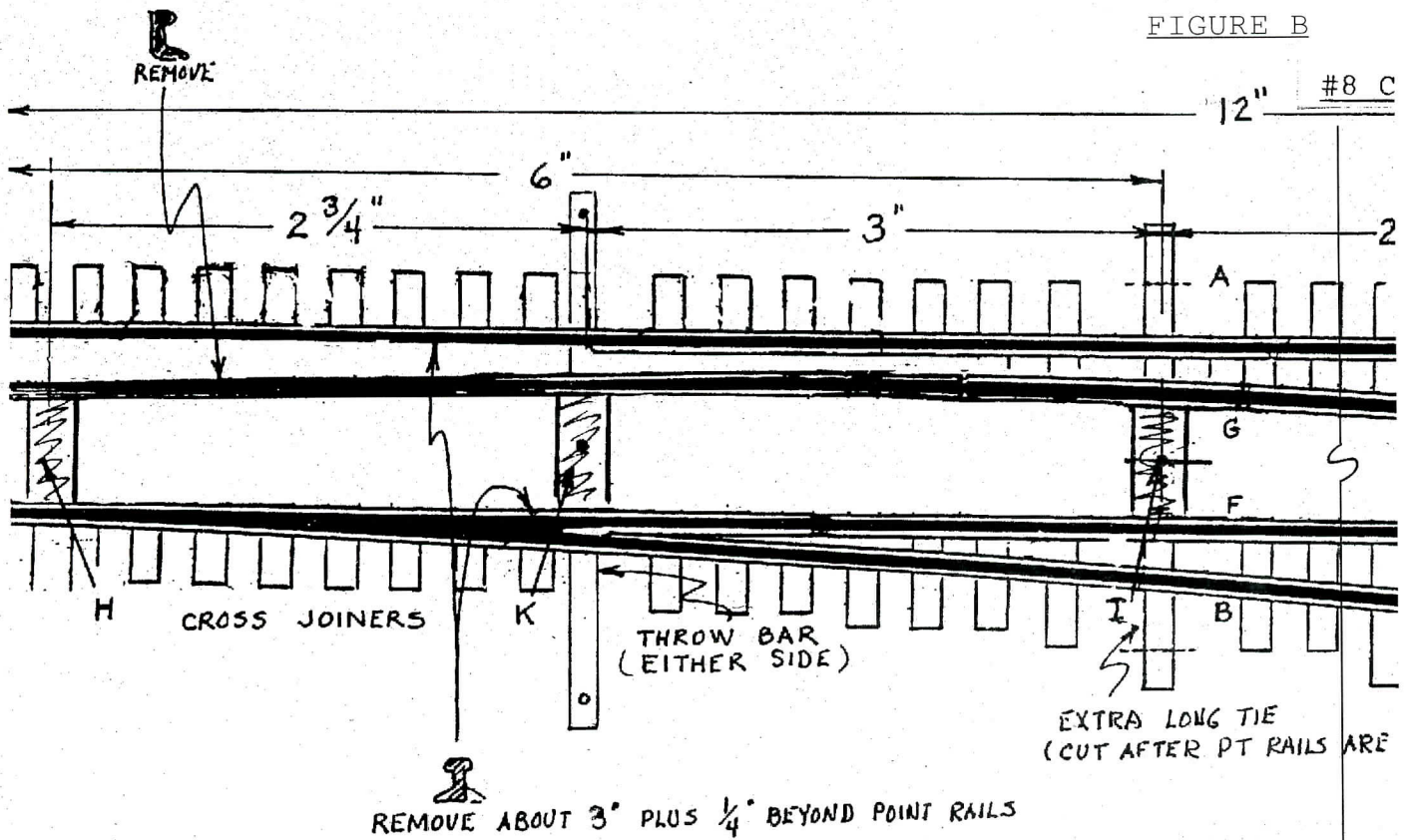


FIGURE B



Gaps between Point Rails and Closure Rails at E :

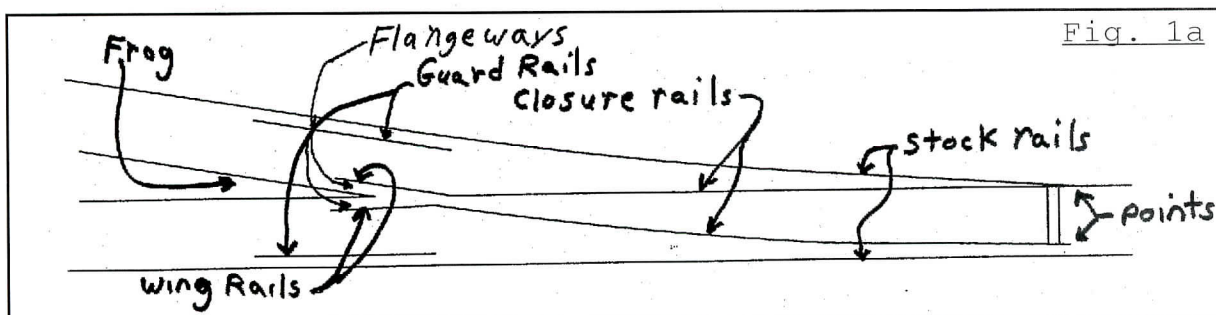


Fig. 1a

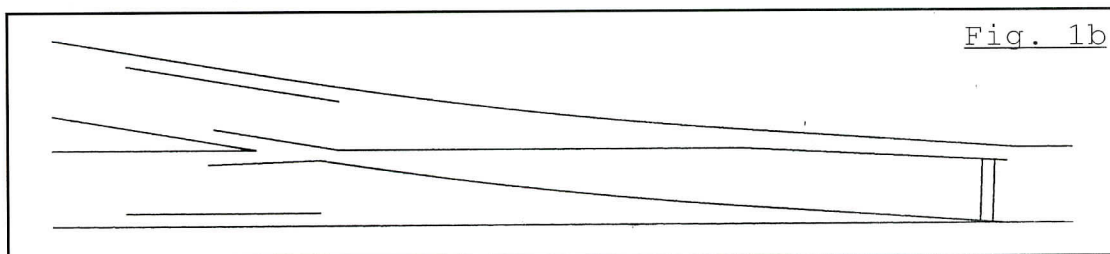


Fig. 1b

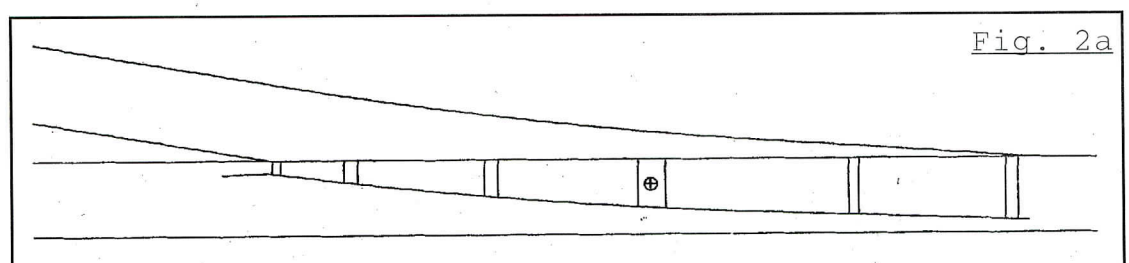


Fig. 2a

#8 CLOSED FROG TURNOUT TEMPLATE USING NS-CODE 125 RAIL

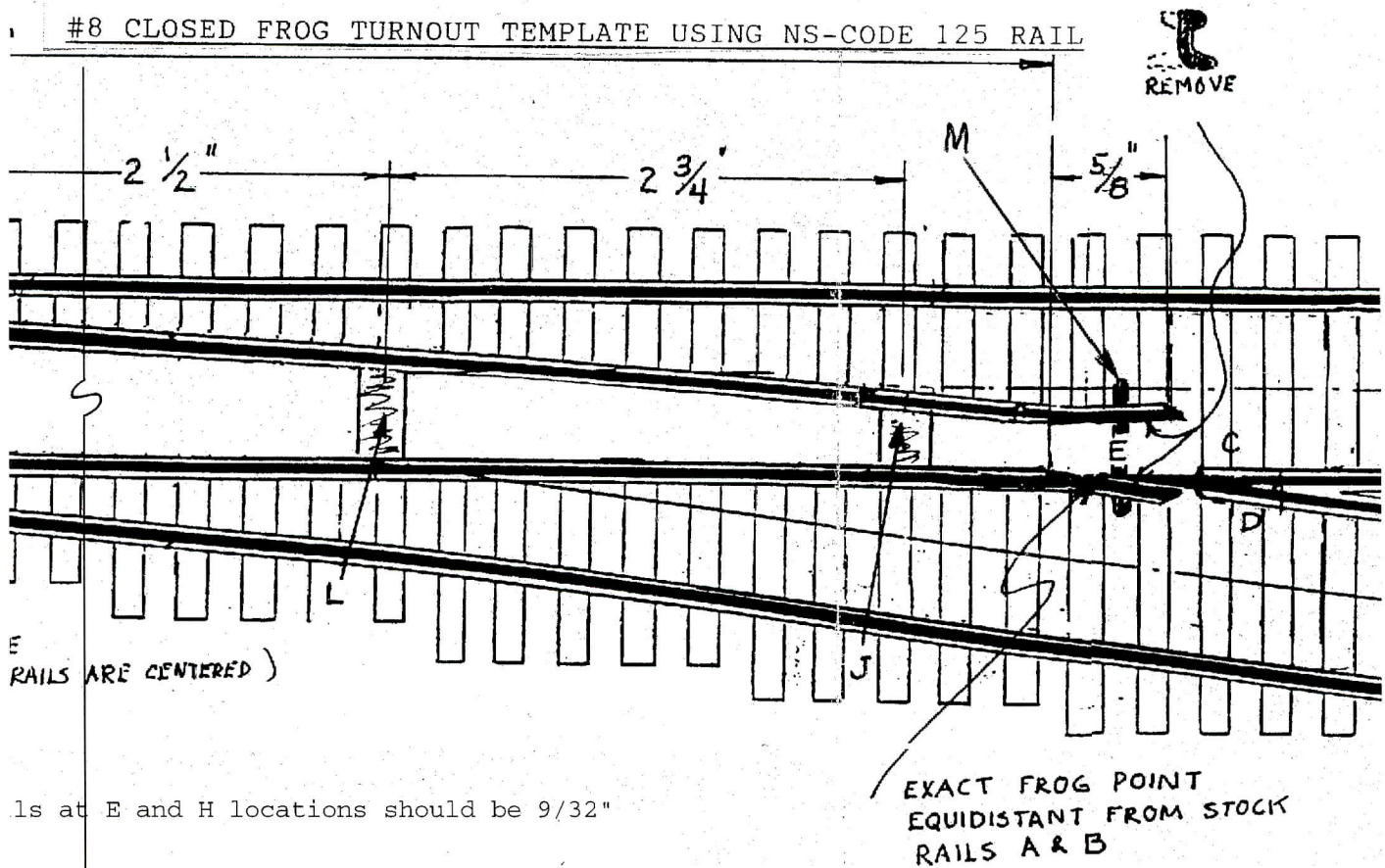
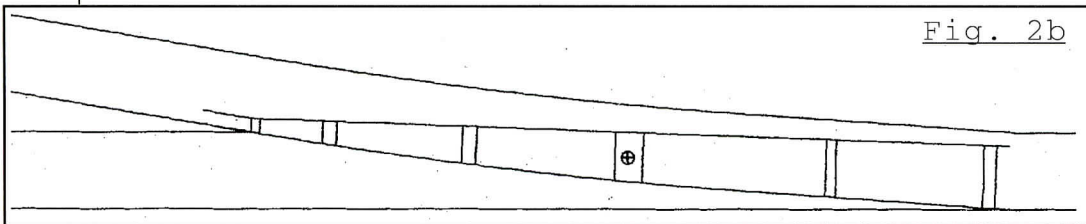
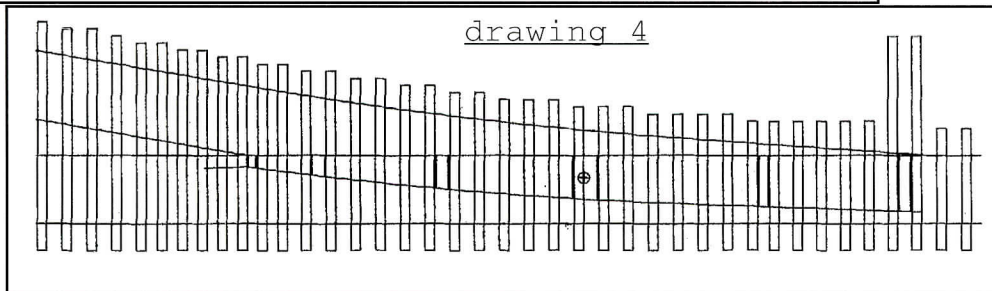


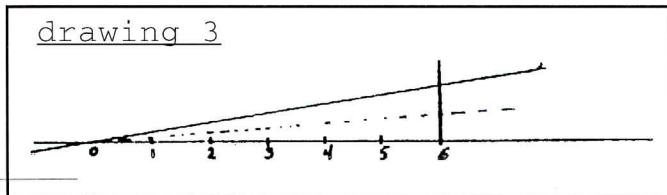
Fig. 2b



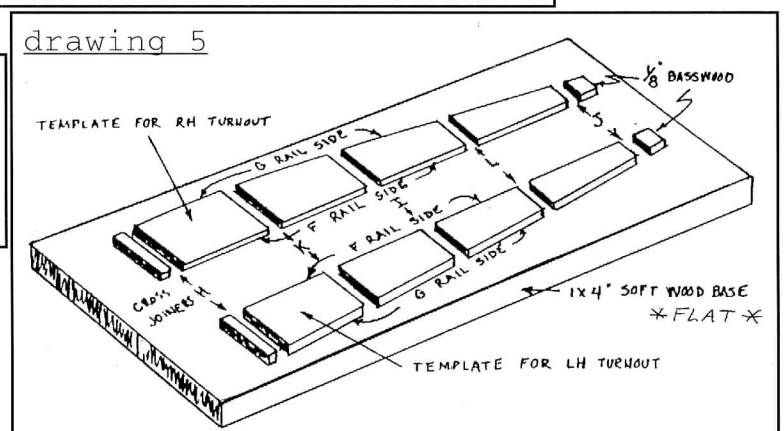
drawing 4



drawing 3



drawing 5



THE CLUB SANDWICH

By Dave Pool

The new millennium is upon us and S gauging is still in full force. It is the gauge and scale of the new millennium (to take a line from our President), and it is just a matter of spreading the word and converting those lost souls in other lesser gauges. The **Bristol S-Gauge Railroaders (BSGR)** oldest S-gauge club in America, brought their module layout to the Big E two day railroad show, West Springfield, MA. in early February. This show, sponsored by the Amherst (MA.) Model Railway Society, was held on Feb. 5 & 6, 2000 and has grown over the years so that it occupies three buildings. The show is so large that one can get tired from just walking around, and it is a challenge to take in all the booths and display layouts. The **BSGR** have brought their layout to the show for many years and often are situated close to several S dealers, including S-Helper Service and Port Lines Hobby Supply. Other dealers selling S gauge equipment are in the same general area so that an S gauge shopper has an easy time locating products of use and interest.

The **BSGR** holiday party was held on Dec. 12, 1999 when John Ciarleglio hosted the group in Wayland, MA. Member Jim Collins is planning to host the group in March, in Lexington, MA. On March 26, 2000 the **BSGR** will stage their own train show, Tracks & Trains, VIII, to be held in Topsfield, MA. The group made mailings to dealers to attend the show, and has distributed flyers to area hobby shops and at other train shows, to advertise the great event. The **BSGR** recently welcomed Bob Hogan, who moved East from California where he was a member of the **Bay Area S-Scalers (BASC)**. In his previous residency, Bob had an Sn3 Rio Grande Southern/D & RG RR. Bob converted an American Models pacific to an Espee P-10, which was featured in a recent issue of the *S Gaugian*. Doug Peck edits the group's newsletter, the *Bristoliner*. This is a voluminous publication offered several times a year primarily to members, but available by subscription, with a circulation of about 200. The newsletter contains a wealth of info. on model and real railroading, show schedules, repair tips, new

products, and, more.

The **Connecticut S Gaugers (CSG)** brought their modular S layout to the Cheshire Ram Band High School train show in November. Ron Stringer brought his brass Allegheny loco to operate on the layout. The **CSG** were hosted by Jim Daniels in January in Amston, CT. Henry Hook hosted the group in February at his home in Seymour, CT. The group is planning to set up their layout at the March Ram Band Train Show, at the Cheshire H.S. or alternate location depending upon the availability of the facility. The group welcomed a new member, Michael J. Lonardo of Derby, CT. at the November train show event. Michael is interested in AF trains and is a former member of the group. **CSG** member Mark Anderson had quadruple by-pass surgery in December. He is recovering nicely according to reports, and will be welcomed at the next club meeting that he attends. A recent issue of the club's newsletter (edited ably by Craig O'Connell, Secretary of the group), had an article by Pieter Roos describing various model vehicles that can be adapted to S gauge. Pieter describes how he plans to raise the roof and rebuild the doors of a Matchbox dragster vehicle to create a Divco milk truck (at one time milk was delivered door-to-door by this type of delivery truck). In this same newsletter, George Leidinger reported on his project to change an AF-DC loco to AC. George used an electronic reversing E-unit from a Lionel loco and installed it in place of the AF E-unit. George did this so that he could operate his layout on AC with currently available sound cards. Bill Fuhrman is President of the **CSG** and Steve Kutash is V.P. in charge of the modules.

The **Canadian S Scale Quarterly**, newsletter of the **Canadian S gaugers (CSSQ)**, was recently edited by Joe Pereira of Edmonton, AB, Canada. The editorship is transferred around among the members on a regular basis and this helps spread the responsibility and work in assembling the newsletters. The recent issue included a complete membership listing

with members or recipients of the newsletter in Australia, the Bahamas, United Kingdom, and the U.S. as well as Canada. A description of the S gauge derailler and semaphore offered by member Neil Froese, Aylmer, ON., Canada was included in the newsletter. Guy Davis wrote an enjoyable description of his experiences with a small modular layout that he built which was named the Werewolf & Halter-top RR. Guy explained that he had made several false starts on layouts and decided to build a simple module that would allow him to display a train. The module was constructed and displayed at a train show where there were other layouts including a large N-trak display, several well detailed HO railways, a fantastic portable LGB layout, and a nostalgic Lionel layout. Interest in S scale trains was raised by the module, with details including a young S-scale halter-top female bus driver, and a model werewolf hidden in the scenery bushes. Guy has gone on the construct four corner modules so he can display a more complete layout.

The March issue of the **CSSQ** will be edited by Neil Froese. Paul Raham production coordinator for the group is retiring from that position and Joe Pereira will take over these duties. Paul had served as the coordinator for the past eight years and deserves a hearty round of applause and thanks for his effort in carrying out his duties. Paul was the founder of the **CSSQ**. Editor Pereira wrote an excellent editorial in the recent newsletter extolling the need to have S-scale, hi-rail, and AF articles and information in the newsletter to meet the needs of all members.

The **South Jersey S Gaugers (SJSG)** publish their newsletter, the *Waybill*, and Ed Claypoole is editor. Members of the group went on a tour of S layouts owned and operated by the Lehigh Valley S Gaugers (LVSG) in the Fall. Club members Bill Moore, Bill Lane, Wayne Schneyer, Dan DeSantis, and Hank Worrell represented the group at the Central Jersey Scalers (CJSS). Fall Get-together. The CJSS modules were set up and running with an impressive array of rolling stock, motive power, and structures skillfully crafted by the club's members. The **SJSG** meets on a regular monthly basis at the Bellmawr Fire House, where meetings have been held for some time. The **SJSG** is planning on bringing their S layout to the Greenberg Show, Pennsauken, NJ.

in March. They have their own show held at the fire house in Bellmawr,NJ on April 9.

The **SJSG** held elections in December,1999 and there are new officers. Pat Bigley is Treasurer, Joe Balcer, Ass't. Treas., and member Hank Worrell, V.P. An election race was held for several positions, including the president and secretary. The new President is Dan DeSantis, and the new Secretary is Ed Claypoole. Best wishes to all the new officers of the Club. Dan DeSantis and Tom McDonald showed a prototype layout module at a recent club meeting. The module is part of the plans to construct a new club layout which will be 12 ft. x 26 ft. and consist of 16 sections with identical, 3 ft. x 4 ft. sections. The prototype module was impressive with folding legs and first-rate framework, according to the newsletter report. Ah! The perfect module. The **SJSG** is also planning a new club logo, to be used in a number of applications. Members can submit designs which will be considered for the final design.

The North Penn S Gaugers (NPSG) held their Nov. meeting at the Fairmount Fire House Train Show, Lansdale, PA. According to their newsletter, the sponsors of the show did not advertise and there were only 20 or 30 people attending. The **NPSG** set up their modular S layout at the show and all things considered, all went well. They also had their layout at the Greenberg Show, Fort Washington Expo Center, in December, and at the Family Heritage Restaurant, Franconia, PA. in January. Glenn Ritter edits the club newsletter, and wrote a description of how he became interested in S gauge trains, that appeared in a recent newsletter. The newsletter had nine black and white photos that showed the club modular layout set up and operating.

The **NPSG** recently welcomed new members Ben Erwin and Mike Lombardo who were at the Greenberg show. At the show they met nine prospective new **NPSG** members and four possible prospects for the **NASG**. The layout includes four club corner modules and straight modules owned and brought by individual members. At the Greenberg Show there were eight separate straight modules each brought by a separate member of the club. Tom Robinson, the newly-appointed **NASG**

promotions co-chairman wrote a detailed letter describing the layout that he brings to shows and exhibits S gauge trains with. Over the past three years Tom has displayed his layout at over thirty GATS and Greenberg shows in Georgia, Tennessee, and Alabama. Tom's layout uses Code .148 rail and is constructed to S-Mod standards. The **NPSG** is considering bringing their layout to the GATS show at the Fort Washington Expo Center in February, and the Greenberg show in the same location in June.

The Lehigh Valley S Gaugers (LVSG) are an all-membership **NASG** club, and support that organization. David Heine is the club newsletter editor. The group went to south Jersey to be hosted by the **SJSG** in November. Rich Barth, Jamie Bothwell,Bill Fraley,Dave Heine,Bert Mahr,Barry Mertz, Steve Spence, and Frank Titman were the members attending the visit to the South Jersey area. A recent newsletter of the group has several pages that list the various members with a brief outline of the activities, interests, and modelling activities that the member enjoys. This is a very useful section that can help the various members know each other and their needs and activities. The **LVSG** newsletter includes a column dedicated to those members who have questions about model railroading. The column includes a sketch of the columnist, Lottie Steamchester, who appears to be in some other profession than answering questions about model railroading. She must keep her office very warm as the need to wear heavy clothing is not pressing. A member of the group named "wired wrong" wrote in regarding a question about double reverse loops and polarity. The columnist recommended adding more reverse loops to counter the polarity problem, or switching to a Lionel three rail track system

NASG Exec. V.P. John Foley hosted the **LVSG** members in January, in Pottsville, PA. Frank Titman will host the group in February, and Luther Stephens is scheduled to host in March. The April meeting is for the club secret project, when members can bring their projects for display and description. Member Roy Hoffman will host the group in April, in Orrstown, PA.

The Susquehanna S Gaugers (SSG) under the guidance of James Ingram attended and displayed S gauge trains

at the Dec. 12 Toy Train Expo, sponsored by the Lycoming County Historical Society in Williamsport, PA. Issue No. 1 of the group's newsletter had proposed meeting procedures, and agenda for their first meeting. James displayed a flat loop of S-Helper Service S-Trax, with Digital Command Control for an S-Helper SW-9 locomotive. The display incorporated an automatic station stop with the DCC system, to decelerate the train, hold it at the station with lights remaining "on", and then accelerate it again. Friend Fred Cupp helped James assemble the display. The first official meeting of the **SSG** was scheduled for Feb. 6, hosted by Gene Emery in Lewisburg, PA.

The Rochester Area S Gaugers (RASG) were hosted by George Cole in Sept. George has an AF layout with two mainline tracks, using AF track and Gargraves track. The layout has a large number of operating accessories along with Plasticville buildings and many vehicle details. Harry Butler hosted the group in October, in Rochester, NY. Roger Delthony hosted the **RASG** in November. Chuck Smith hosted the last meeting, and Ted Larson will host in February. Harry Butler edits the club newsletter, and includes product news, web information, schedules of events, and other items of interest to the members. The group set up a display layout at the GATS show at the Dome in Rochester, in December. A recent newsletter had color photos of narrow gauge RR equipment from the Wicasset, Waterville & Farmington RR and Edaville RR. These included a small steam locomotive, and a Ford Model T inspection car. The **RASG** is planning to be hosted by Steve Coughlin in March.

The S Gaugers in the Buffalo Area (SGBA) met for the first time in many years. Gregg Mummert hosted the group in December, and S scale, hi-rail, and AF interests were represented. Meaningful discussion was held to plan what the group would like to do. Several expressed interest in building modules and everyone agreed that they should get together on a regular basis, possibly once a month. Ray Abbott, Torby Barker, Tom Gascougne, Rich Longly, Mike Barren, Bob Baker, Harold Morath and Bud Rindfleisch met at the home of Gregg Mummert. Torby Baker is investigating the

possibility of having a location where the group could meet or build an S gauge layout. The group is deciding on an appropriate name and they met for a second time in January at the McKinley Park Inn, Blaisdell, NY. where the TTOS Train Meet was held. The members then left the show to meet at a nearby restaurant. Gregg published the newsletter for the group.

The Altoona Area Train Collectors Club (AATCC) meets regularly in the Memorial Hall at the Railroaders Memorial Museum, Altoona, PA. The group had their annual holiday celebration in December. They are busy planning and arranging for their own Spring Train Meet to be held on Sunday, March 19, at the National Guard Armory, Frankstown Road, Altoona, PA. **AATCC** member Gerald Edelblute is coordinating the show reservations. Greg Miller is President and coordinates the activities and plans of the **AATCC**.

The Potomac Valley S Gauge Assoc. (PVSGA) has been building a club modular layout over the past year's time. On Nov. 13, 1999 at member Dick Cataldi's the modules (14) were assembled and a test train was successfully run. In the new millenium the club plans to build scenery, buildings, and rolling stock to improve and use the layout. The new layout will be displayed at it's first show, to demonstrate S gauge. Dan Vandermause hosted the club in late January for a work session to install turnout motors and wire the layout. Another session took place on Feb. 19, also hosted by Dan. A third session is planned for mid-March to complete the wiring and installation of the turnout motors. Dick Cataldi will host the group in May for a final assembly and test operation of the layout, after which the layout will be ready for a showing.

The modular layout was a concerted effort of many members, but member Bill Oertly contributed significantly by building the eight corner module frames, and developing a wiring diagram and color coding system for the layout. Bill and Tom Riddle traveled approx. 150 miles one way to meet and work with other **AATCC** members on the modules. The **PVSGA** newsletter is edited by Dan Vandermause, and includes a handy pocket calender of scheduled events printed at the bottom of one of the pages. Members can cut this calender out for future reference and carrying in a wallet. Photos in a recent news letter showed the

modular layout with various members working or watching the testing and adjustment thereof. These included: Richard Lind, Doug Gilbert, Dan Vandermause, Robbie Carter, Dick Cataldi, Wayne Shipp, and Tom Riddle.

The Baltimore Area AF Club (BAAFC) were hosted by David Avedesian in Rockville, MD. in November. The group brought their modular layout to the Greenberg Show, Timonium, MD. on Dec. 4 & 5. They had their holiday dinner party on Dec. 19 at Bullock's Restaurant, Westminster, MD. The club provided four choices of entrees for members including: roast beef, fried chicken, chopped sirloin, and baked ham. The costs of meals for guests was the responsibility of the members. Paul Denton, Pres. of the 67-mile long Maryland Midland Railway was the featured guest speaker. The **BAAFC** brought their layout to the John Hopkins Children's Hospital and operated for the patients and public guests. Including this display, the group brought their layout to no less than four train shows and the Hospital in December, 1999.

Monte Heppe hosted the **BAAFC** members in January and Walt Westerfield hosted the group in February. At the December train shows the group signed up 22 new club members. The club membership exceeds 100 members with these new ones. The **BAAFC** was started a little more than seven years ago with two members. The growth indicates the strong interest in AF and S gauge trains in the Baltimore area. Ron Kolb coordinates the group's activities, but obviously with the willing help of the many members. The group plans to display their layout at the GATS Train Show, Gaithersburg, MD on Feb. 26 & 27, and at the Greenberg Show, Timonium, MD. on March 18 & 19. The modular layout will be on display at the TTOS Swap Meet, Earleigh Heights, MD. in late March. At the last exhibition at this show in Dec., 1999, member Bob Davison displayed and operated his Thomas the Tank Engine made from an old AF Atlantic engine.

Bill and Brenda Corder were the gracious hosts of the **Suncoast AF Enthusiasts (SAFE)** for their annual holiday party. Members wives and friends were invited to the gala event held in Land O'Lakes, Florida. Bill Corder is in the process of rebuilding his AF layout, and has just finished an outdoor garden railway, which was operational

for the event. Larry Heffelfinger chaired the last meeting of the year and his tenure as CEO of the group. The incoming CEO is Louis Blithe. Louis hosted the **SAFE** in January, in Largo, FL. Member Bob Brown is the treasurer for the group, or at least he collects the dues, which according to the latest newsletter, are now due. The group exhibited their layout at the January Greenberg Show, Florida State Fair Grounds, Tampa, FL.

The **SAFE** group are in the process of making large banners to display with their layout at train shows. The banners are 30 inches high x 8 ft. long and feature an AF engine as used on the T-shirts that the group members wear at shows and other occasions. Anna Spinella is Secretary to the group and does a very fine job of editing the newsletter. The newsletter is called *The Flyer* and usually is issued monthly.

The Houston S Gaugers (HSG) look back on a busy 1999. In February last year they set up their beautiful modular layout for participation in the San Jacinto Model RR Club's annual train show. This show was held at the Humble Convention Center, just North of Houston, TX. In a large area, they added all of the modules that had been included in the layout displayed at the **NASG** convention in Denver, CO.. A smaller configuration of the modular layout was brought to an **NMRA** regional convention held in Houston in June, 1999. In November a month-long layout tour is held as organized by the San Jacinto Club. Bob Werre's Great Plains Northern S scale RR was scheduled for this event. Bob has replaced his Dynatrol with Digitrax DCC and Throttle Up sound units. In December, the modular layout was brought to Galveston, TX. where member Jerry Brewer has been involved in the construction of a new HO scale operating layout in the Galveston RR Museum. It was good to show the museum staff and visitors what S gauge is all about. The **HSG** modular layout was a show stopper at the annual pre-holiday festival. The Museum's new train display was also opened to the public at this time. **HSG** member Don Hand provided info. on the activities of the group, which meets frequently to discuss and build S models, etc.

The Southeastern Michigan S Gaugers (SMSG) were hosted by Dan Navarre in December, in West Bloomfield, MI. The theme of the

meeting was "What is your favorite reference source for model RR information?" This could include websites, books, magazines, or possibly your mother-in-law. Member Bob Pardington is investigating name tags for use at train shows. Gaylord Gill donated to the club two 2-way radio headsets for use at shows where large layout configurations make communications difficult. These were used in the past at a show. A motion to retain the present office holders was made and passed, although the secretary expressed his desire to step down. Nominations will be processed to fill this position.

Tom Nimelli hosted the **SMSG** in January, in Grosse Isle, MI. Jerry Pontiatowski brought his award winning scratch built RDC car to a recent meeting of the group. Play-Doh was used to make molds for epoxy castings for the roof fans and other details. The RDC is powered by a stretched American Models RS-3 chassis. Dave Belanger is planning to host the group in March, in Waterford, MI. Dan Navarre is building a new layout and he provided a ruler, pencil, eraser, and scale drawing of his basement to members attending the meeting at his home recently. Those who did not finish a possible layout design were encouraged to bring the plan home and complete it in the future. Homework assignment of a sort. It was a good idea to solicit input from members of the group regarding layout ideas, as past experience can avoid future headaches.

The Chicagoland Assoc. of S Gaugers (CASG) met in November at the Skokie Park District Recreational Center. Joel Lebovitz conducted the meeting and 23 members attended. Wayne Lensu reported that with four Campbell soup labels and a small payment one can order four Campbell's trucks, made by Lledo. They could be used with S gauge trains, with the exception of the VW bus, which is of a larger scale (Your column editor ordered these vehicles). The **CASG** held officer elections in December, and the new officers are: Norm Schreiner, President; Joe Taylor, V.P.; Dave Sengenberger, Secretary/Newsletter Editor; Dave Wise, Treasurer; and Rich Ganjak, Officer-at-Large. The outgoing President, Joel Lebovitz cannot succeed himself as an officer according to the **CASG** by-laws or guidelines. It was planned to have the January meeting in the Lutheran church across the street from Walter Lutheran H.S. The group meets on the third Friday

of the month, under normal conditions. New member Norma Reed of Chicago was welcomed by the group at one of their recent meetings.

The Central Ohio S Gaugers (COSG) held their annual Christmas dinner on Dec. 19, 1999 at the Spaghetti Warehouse restaurant, near downtown Columbus. The group displayed their modular layout at three shows in December. These included the Marion Union Station Show at the Marion County Fairgrounds, the Springfield Train Show at the Clark County Fairgrounds, and the TTOS show, in Hilliard. Member Alan Evans edits the newsletter of the group. A recent newsletter included a description of the S Helper starter sets in S gauge, including the trains that come with each set.

The Northern Ohio S Scalpers (NOSS) were hosted by Joe and Dawn Jansky in Bedford, OH. in November. Featured at the meeting was a slide show and members could bring slides that might be of interest to the members. A recent newsletter issue contained a description of the forthcoming **NASG** convention in San Jose as written by Lee Johnson. The group has decided upon two logos, one for banners and long signs, and one for more square items, like shirts and hats, etc. Luanne Merner is Treasurer and will collect the dues for the new year. Jack and Sharron Sudimak hosted the group in December, in Medina. The **NOSS** are celebrating their first year anniversary. Gary Ippolito edits the newsletter for the group. It was proposed that a work session on a home layout could be an agenda for one of the regular meetings. Free scenery building for the layout owner, and experience for the members. Good idea.

The new Year/Century/Millennium for the State Line S Gaugers (SLSG) was begun at the 21 st annual Model Railroad Show & Swap Meet held at the Monroe Middle School, Monroe, WI. on Jan. 15 & 16. The two day show was open from 10 A.M. until 4:00 P.M. and the club brought their modular layout to the show for the first time. Member Jim Larson coordinated participation of the group at the showing of their layout, along with President Dave Pippitt. New officers were elected for the year 2000. They are: Dave Pippitt, Pres.; Gary Cychosz, V.P.; Terry Dyer, Secretary; Doug Allen, Treasurer; and directors John Gianos, Jim Larson, and Mac

McGrath. The **SLSG** held their Christmas banquet on Dec. 19 at LaMere's Restaurant located in the main terminal building at Rockford Airport. The officers and directors for the new year were elected at the meeting preceeding the banquet. In November the club brought their layout to the sixth annual Model Train Show held at the Midway Village & Museum, Rockford, IL. The club unveiled a number of new scenery structures featured in the industrial portion of the layout. George Sorensen's new track cleaning solvent added an intoxicating aura to the new layout, according to the news letter reports. Mac McGrath edits the newsletter which has some color photos, and artful insertions. Dave Pippitt provided the photos for the newsletter.

SLSG member Dave Oberholtzer hosted sessions in December with members who worked on the modular layout, to prepare it for display at train shows. Terry & Carol Dyer hosted the group in November, in Roscoe. Terry has a layout for operation along with other railroad displays. The club extended sympathy to member John Wickland on the passing of his mother recently. No regular meeting was held in January because of the attendance at the Monroe train show.

The AF S-Gaugers of the St. Louis Area (AFSGSLA) worked in early December to set up their display layout at the Citizen's National Bank, Maplewood. Kathy and Jim Anderson hosted the group in December, in St Charles, MO. One day after setting up their display layout at the Bank, and having the meeting hosted by Kathy and Jim, the group set up a layout at Lutheran South H.S. for the TCA show (it was only a one day show !). The first meeting of the new millennium was hosted by Ione and Norm Pilarski. A photo of Norm's extensive layout appeared in the December issue of the *Dispatch*. The **AFSGSLA** brought their layout to the Greenberg Train Show, at the Gateway Convention Center, Collinsville, IL. in late January. Members Barry Dolan and Mark Brabb co-hosted the group in February. Barry has trains on all three floors of his home. Scott Pilarski is planning to host the group in March. The group set up the layout at the Famous Barr department store in the window as they have in past years. Some problems were encountered with the trackwork, but the problems were quickly resolved and the layout went on display for the holiday season.

Moe Berk, coordinator for the **AFSGSLA** wrote a note in the recent issue of the club's newsletter, commending members and friends of the club for their tremendous effort in planning, and carrying out the Fall S Fest held recently. One person in particular that Moe thanked was his wife Rita, for her untiring help in supporting him, the club's effort, and helping plan and organize the spouses program for the S Fest. Gary Mueller edits the club newsletter, which includes useful and pertinent information on the model and railroad activities in the club's area, along with new S products. The **AFSGSLA** extends their sympathy to the family of Maurice "Mac" McDonnell. Mac passed away on Oct. 30, 1999 in his train room. A memorial contribution was made by the club in his honor.

The Badgerland S Gaugers(BSG) entered the new millennium with plans to develop a website. Roy Meissner hosted the group in Merton, WI. in December. The October meeting of the group was held at Little A-Merrick-A amusement park where a miniature steam train operates and the members could ride. The get together with the **SLSG** was another good part of the day, as the two clubs planned the joint event. The **BSG** set up their layout at the 28 th annual Trainfest, and there was a lot of interest in S gauge. The layout set up was 14 ft. x 32 ft., using some **SLSG** modules to mate those of the **BSG**. The group recently welcomed new members Norm Rutkowski from Random Lake, Don Geoke, from Manitowoc, and Gary Otto from Peewaukee.

The **BSG** held elections for the new year, and the officers elected are: Dave Smukowski, Pres.; Jeff Madden, V.P.; Jeff Young, Treasurer; Ron Schlicht, Secretary/Editor; and Mac McGrath, Director. Ron Schlicht edits the newsletter, and recommended members Mac McGrath, Jeff Madden, and Roy Meissner to those club members seeking information on 1/64 scale cars and trucks. Gary Children hosted the group in January, in West Allis, WI. Steve Jones hosted in February in Whitefish Bay, and Brad Nelson is planning to host the group in March. The **BSG** has a logo which is in the shape of a shield, with the map of Wisconsin as part of the design. They are celebrating their silver anniversary in the year 2000 and are also working hard to get ready for the Fall S Fest in 2000 - also a 25th anniversary..

The Rocky Mountain Hi-Railers(RMHR) displayed their layout at the annual Boise Toy Show in November, at the Western Idaho Fairgrounds. The layout was on two elevations for the first time, with a ramp connecting the lower level and the upper level. The show was a three day event, with a good response from the viewing crowd. Karen and Steve Blackburn hosted the club in Boise for the December meeting. New member Bruce Renshaw brought a video of his AF layout for the attending members to enjoy. Coordinator for the **RMHR** is John Eichmann, and he recently received practically a complete set of issues of the *Dispatch* magazine from Russ Mobley a long time active member of the **NASG**.

The **RMHR** has planned for the improvement of their layout for the upcoming (June) train show, held annually at the Centre on the Grove, Boise. Saturday work sessions/meetings will be held on a monthly basis, at the shop area provided by Sam Rapp, in Boise. A recent issue of the *S-Say*, newsletter of the group had an article on using the MTH pressure activated track trip to control AF or other accessories on S gauge trains. John Marganski explained how the connect the track trip to operate with AF or other trains. Doug Peck, of the **BSG** and Port Lines Hobbies communicated that his shop carries the MTH track trips for use with S gauge trains and accessories. An article included in a recent **RMHR** newsletter by Tom Jarcho explains how to repair loose AF steam locomotive drivers.

Barney Daehler edits the *Bass Waybill*, newsletter of the **Bay Area S Scalpers (BASS)**. Jim Sweeney, hosted the group in January, in San Rafael, CA. Jim has a layout that he is in the process of building scenery on, along with other projects including the building of rolling stock. The club members were hosted by Vic, Sr. and Jr. Cherven, in Valley Springs where they could operate and enjoy the large S scale layout built by the hosts. A guest at the Cherven-hosted meeting was Don Seeberger, a **BASS** member from Perth, Australia. Don will be moving back to the Bay area in February, and can be more active with the group. **BASS** member Bill Roberts writes a column on modules for the newsletter, and member Michael Eldridge is building an S scale "Timesaver" switching layout in modular form. This will be for the upcoming **NASG** 2000

Convention to be held in San Jose, Ca, in July/August. The Club welcomed a new member recently, Joe Visintine, of Salinas, CA. An annaul trip on the McCloud Railway took place on February 20. The train was powered by steam, and ran from Bartle to McCloud, and then over steep grades to Mt. Shasta City. Henry Luna coordinated the trip for the members of the **BASS** group. The club is working on plans for the **NASG** convention, and are scheduled to set up their modular layout at the Lincoln Glen Church, San Jose, CA., in early August so that any "bugs" can be worked out and reliable operation at the convention will be insured. Lee Johnson coordinates the group.

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:
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11 Bittersweet Trail
Wilton, CT 06897-3902

The 'S'traight & Narrow

By David L Heine

News and Reviews on the Narrow Gauge Front

Narrow Gauge Logging Railroads

A logging railroad is an example of an "industrial" railroad that is occasionally modeled. Some might consider a logging railroad of obscure interest, but it is one that seems to have a following more among narrow gauge modelers than standard gauge modelers. Prototype logging railroads existed in standard gauge and several narrow gauges. This seems to be especially true in S scale.

Logging railroads had to haul more than logs from the woods to the sawmills. They had to haul supplies to the loggers, animals, and equipment to the camps in the woods. They had to move the skidders, loaders, and other equipment from a cutout site to a new site. Sometimes they had to move a whole logging camp to a new location. Many larger logging "shows" had full time crews installing new track spurs into new areas, and removing rail in cut over areas. Some logging railroads also carried the cut lumber to an exchange location with a common carrier railroad or a port.

Loggers invented their own equipment to make their job easier when they could not adapt other equipment. The Shay, Climax, and Heisler geared steam locomotives were all developed for the logging industry. These geared locomotives were powerful for their size at the expense of speed. Because they used trucks, they were very flexible, and could negotiate light, rough trackwork.

Why model a logging railroad? First, they have their own charisma. And if you are a fan of geared steam locomotives and steam donkey engines, it is a natural. A steam donkey was a steam boiler and engine on a skid that had drums for cables used to move and/or load logs.

Logging railroads take sharp curves and steep grades to extremes, which are both attributes on model railroads. For example, the Cass Scenic Railroad in West Virginia runs tourist trains on an ex-logging grade, which reaches eleven percent in one case. You do not find those types of grades on a mainline railroad. If they needed a steeper grade, they just

installed an incline and used a cable powered by a special donkey engine to pull cars up, and to leave them down slowly.

The logging railroads used three basic car types to carry logs depending on the railroad and the era. The simplest was disconnect trucks, which were basically trucks with couplers and a log bunk. The log load essentially formed the body of the car for a pair of these trucks. A stick called a rooster may or may not be used between the trucks under the log load. The disconnect trucks were more common on earlier logging railroads, and could not be used with air brakes.

The second kind of car was a plain flatcar, usually with side stakes, but sometimes with specialized log bunks. When flatcars were used, they tended to accumulate bark, dirt and other debris from the logs. One advantage of using flatcars is that they could be obtained at times from a common carrier railroad. On narrow gauge logging railroads, flatcars around twenty-four feet long were a common size.

The specialized logging car that was developed over time was the skeleton log car. These skeleton cars were essentially a center sill with two logging bunks. They could accommodate air brakes and did not accumulate the amount of debris of a flatcar, nor have the deck maintenance of a flatcar.

Some logging railroads had heavy duty flatcars which were used to carry donkey engines, skidders, bulldozers and other equipment to camps and loading areas in the woods. Other rolling stock they used were cabooses, boxcars for supplies, water cars and fuel cars. Some logging shows used bunk and camp cars. Others just moved the bunk and camp buildings on flatcars.

Not all steam era logging railroads used geared locomotives. Many times they used second hand rod locomotives or even new ones. The rod locomotives used usually had smaller drivers for more power and less speed. Tank locomotives were also relatively common.

If one wants to model S narrow gauge logging railroads, what is available? Those of us in narrow gauge are actually better off than our standard gauge brethren. Much of what is available follows West Side Lumber Co. or Swayne Lumber Co. prototypes. Rolling stock is available from PBL, Rio Grande Models, and V&T. PBL makes West Side/Swayne skeleton log cars in a white metal/plastic kit. Rio Grande Models makes several items including disconnect trucks, several West Side flatcars and skeleton cars, West Side/Swayne cabooses, and some other items including some logging equipment. V&T makes some cast resin cars, and also some donkey engine kits. A modeler could also kitbash the Kadee HO logging cars into Sn3.

Brass Shays and Heislars, mostly of West Side prototypes have been imported by PBL over the years. They are working on another Shay project this year from my last information. Overland also imported a Mich-Cal Shay several years ago. For the kit-bashers, V&T has made several kits that convert the HO Model Die Casting Shay into several Sn3 (or Sn2) two and three cylinder Shay variations. They also made a kit for an HO Riverrossi Heisler conversion to Sn3. Backwoods Miniatures recently offered an etched brass kit for a two truck Climax in Sn3. Several modelers have also converted brass HO geared locomotives.

Logging oriented structures are produced by Banta Modelworks, V&T, PBL, and BTS. BTS is currently working on a large detailed sawmill.

A narrow gauge logging railroad is another way to work some narrow gauge into a predominately standard gauge layout. One way to accomplish this is to model a sawmill area. The narrow gauge could run from the sawmill to a staging area that represents the logging railroad. Of course, a log loading area always makes a great model railroad scene. Logging railroads make an interesting variation on the narrow gauge theme, at least to some of us.

As always, please feel free to write if the mood sticks.

Contributions or comments:

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EXTRA BOARD

RAIL SIZES AND PLASTIC DIESELS

From John Craft comes a comparison chart for S rail sizes to that of HO.

S Scale	HO
148	109
125	92
100	73
83	61
70	51

Also from John, here's a list of available plastic RTR painted diesels in S:

	AF	AM	SHS
GP9	x	x	
GP20	x		
GP35		x	
SW1			x
SW9			x
FA2		x	
PA2	x	x	
F3			soon
F7A		soon	
F7B		x	
FP7		x	
RS3		x	
Bald	x	x	
F40P		x	
SD60		soon	

FRAMELESS TANK CARS

I scrolled over to the AM web site and was surprised to see the frameless tanks pronounced as hailing from 1960. All tank cars in my 1961 CBC are framed except for one giant LPG tank car. So... who knows when frameless tank cars replaced framed tank cars?

The first frameless cars in interchange service appear to be GATX cars in 1964. However, 1967 was the watershed year for frameless cars as all of the tank car manufacturers had either approved designs or real cars in production. The AM car was first bought by BASF Wyandotte in 1968. Humble Pipeline placed an order for the UTLX Funnelflow in 1969 when my dad was in the shipping department at Enjay Chemical, both divisions of Standard of New Jersey. Anyway, I remember seeing a string of 10 new Funnelflows arriving for loading at the Baytown (Texas) docks next to my school's athletic field in the spring of 1970. I hope this helps you.

-Keith Thompson, Seattle

O27 CABOOSE

Recently I bought an Industrial Rail O27 caboose (listed as United Model Dist. in Dec.), and it is very close, if not exact S scale. After removing the O gauge trucks, I then drilled out the mounting hole and force-fit a piece of 1/4" wood dowel into the hole. I then used wood screws to mount a pair of SHS trucks and the SHS long caboose (hi-rail) couplers. The original mounting position was dead on for the SHS trucks and couplers. I had to trim a little from the bottom of the endsill to give the coupler proper clearance. If you want KDs, you would probably only have to glue on a plastic pad for mounting the couplers.

Soon after I returned to a Greenberg Show where the ACSG Carolina Division had our modular layout up and running. Everyone, even our club rivet counter, was impressed! It really looks good. So for less than \$30.00 I had a new style of caboose. My caboose is decorated for the Chessie/B&O. It is also available for the BN (green) and Santa Fe. Check them out; the price is right! Now to find some O gauger to sell the oversized trucks to.

- Tom Davis, Charlotte, NC. *Yes, I've seen them, and I agree - ed.*

S-TIPS

Flextrack Radius Pattern: Cut a piece of plywood to the inside or outside radius you want. Calculate the curve to match the inside or outside of the ties, not the centerline of the track. Use this as a master by tacking it to the layout and "curving" the track inside or outside of it to match. Tack down the track as you go. Work a section and then move it ahead.

-Eric Reis, Kenmore, WA

Vibrator Power: Any device (accessory) that uses a vibrator will not work on DC. This includes the Flyer stockyard, the animated station, the baggage smasher and the walking brakeman cars.

- Tom Jarcho

NASG HAS OWN DOMAIN

Thanks to member Michael Greene, the NASG official website can be found at <http://nasg.org/>. In other words, Michael reserved this direct link for the NASG. There is the logo, explanation, membership application, member e-mail listing, special NASG car info, events, announcements, promotions link, membership link, Clearing House link, S-Mod link, etc.

WELCOME NEW MEMBERS (Cont. from Oct. Dispatch)

Terry MacEwen
Stephen F. Marschke
Joseph Matuella
Michael J. McConville
Samuel J. McCoy
Michael D. McFarland
Robert McKee
Ronald H. McLeran
Joe Miller
George Miller
Al Minutoli
Jerry Misik
Steve Monson
Bob Moyer
Chuck Mullin
Stuart C. Mut Jr.
Ray G. Nase
Ronald Nicholas
Edward C. Nowak, CSP
Dan D'Callaghan
Lorne W. Ott
Jesse D. Painter
Scott G. Perry
Robert A. Persing
Charles M. Peters
Phil Piet
Paul Policarpo
Jerry Poniatowski
Tom Potthast
John R. Prior
Douglas Pulaski, Sr.
Will Quinn
Rich Raighn
Julian H. Penfro
Roy Repsher
Jerry Riechert
Bill K. Rigbsy
Milo R. Rodriguez Famliy
M. Thomas Rolfsmeier Family
Paul Sanders
Jeffrey Sankus
John Santola
Kevin Scharmer
Ralph Schipani, Jr.
Dennis Schirripa
Paul Schneider
John H. Schott
Jon V. Scott
William Seader
Ronald Shively
Bruce N. Shore
Shawn Solderitch
Joseph Soreth
Charles Stanton
Joseph L. Taylor
Wayne Thomas
Lance A. Tikkanen
Bruce Unkel
Dr. Ward P. Vaughan
Ken Wagner
Tom Weber

Railmail from page 4

was in a hobby shop yesterday and the owner showed me some of your buildings. He started to tell ... about why you are discontinuing them, then hesitated and changed the subject. We know that Lionel makes a highway trailer that is closer to S than O in most dimensions, but it is really a little too wide, and it sits on an underframe that is way out of proportion, but I picked up an MTH trailer off of one of your flat cars (30-7626), and I saw that it is a PERFECT S scale trailer. What I wish you would do is sell those trailers separately." - Tom Hawley, Lansing, MI

Reply from MTH Kristin Bailey - kristinb@nth-railking.com. Dear Mr. Hawley, We're glad to hear you're interested in finding appropriately-sized MTH products for your S scale layout. So far as the Research Dept. head and I know, we have no plans to discontinue our RailKing buildings (in fact, we have some new ones in the upcoming catalog). Once we have the tooling and molds made, we don't destroy them, so you should continue to see new buildings.....The powers-that-be in Production and Marketing have also received your request that we sell our trailers separately. We're always happy to get these kinds of ideas about how we can do new things the customers want, and I'm sure they'll evaluate the idea when planning future product lines. Keep yur eyes open, because you may see separately-sold trailers in the future!

Track Planning Software: *From a member who tried to communicate with some track planning software producers at the NASG/NMRA Convention at St. Paul. ...I am planning to design an S-scale layout soon and was particularly interested in the software package of Abracadata which was being demonstrated there. The representative was helpful, but the only track manufacturer for S-gauge was Gargraves. The rep told me that they are constantly updating their design program and would welcome getting information about S scale and S gauge (hi-rail).*

I suggest that all three of the major producers of CAD software for layout designs be sent the NASG brochures I picked up at the St. Paul show from the NASG booth. Here are the websites from which addresses can be obtained: 1. Cadrail.com for CadRail by Sandia Software. 2. eldoradosoft.com for 3D Planet by Eldorado Software. 3.

abracadata.com for Abracadata Software.

Each software producer might also be encouraged to order the current Scenery Unlimited catalog for S/Sn3 scale modeling as well.

- Tony Sorem

Footprints: While doing some track planning I was wondering about what structures might be available to fit in a space. Has anyone compiled a list showing the basics for S structures — structure, manufacturer's name, footprint size, and perhaps type? I would love to see such a list with consistent units used for the footprints. - *Michael Greene. Yes, I'd love to put such a list in the Dispatch. There are ways to do this on your own though: Scenery Unlimited's catalog shows a bunch of structures with footprints listed. Photocopy a friend's plans if they have the structure kit. At shows you can ask a dealer or manufacturer to let you jot down the footprint of the kit (usually from plans). I'm sure most would cooperate. After gathering all footprints for possible buildings on your layout you can then make your own full-size footprint patterns out of shirt cardboard, etc., to use when you get to the benchwork stage. For track planning, of course, you'll have to draw in the scale you are using. Banta Modelworks replied to this and their \$4.00 catalog lists footprints and their website has some too. Website: www.divisionpoint.com. Address: 411 Hopkins Rd., Dummerston, VT 05301. - Jeff*

NASG Brass car: The Trailer Train's 50'6" Front Runner car to be produced by SouthWind will be a nice model car. The problem is it will not operate on my hi-rail S gauge layout. I like it each year when those that run hi-rail are offered the opportunity of buying the NASG Cars in a hi-rail version. Is the NASG going to offer another club car for us hi-railers? - John Metzger. *John, the NASG decided one of the NASG Freight Car Project cars should be a brass one for the modern era folks. True, this car probably won't be adaptable to most hi-rail layouts, but other cars by plastic manufacturers are in the works. There will also be a Flyer car coming for this year. Anybody who has ideas for other cars for the committee should contact Alan Evans or John Foley. Doug Peck, who chairs the NASG Flyer Project car, should be contacted for ideas on Flyer cars you would like to see - as long as Lionel will produce them. - Jeff*

S-CALENDAR

Mar. 26, 2000: Tracks & Trains VIII, all gauge train show, Sunday, 10 a.m. - 4 p.m., Masconomet Reg. HS, Topsfield, MA., dealers, operating layouts, etc. Over 200 tables. Info, dealer space contact Doug Peck (978) 465-8798, portlines@aol.com.

May 18-21, 2000: Spring S Spree, Holiday Inn Select South Park, Strongsville, Ohio (Rt. 82 and I-71. Josh Seltzer 216-932-0709, e-mail: jmssgauger@earthlink.net.

June 21-25, 2000: Northwest 2000 NMRA PNRC & Circus Model Builders National Convention, Boise Centre On The Grove, Boise, Idaho. Contact for event is Tom Waters: twaters@cyberhighway.net. Rocky Mountain Hi-railers will be there.

July 30-Aug. 6, 2000: NASG Annual Convention - Joint with the NMRA, San Jose, CA. NMRA HQ hotel is the DoubleTree near the airport. Other NMRA hotels - Hyatt San Jose and Wyndham. Hosts - Bay Area S Scalpers. Bob Ferguson (805) 543-2213. E-mail: BobPCRC@aol.com. More details forthcoming.

Oct. 27-29, 2000: 25th Annual Fall S Fest. Special double anniversary event - 25th Fall S Fest and 25th Anniversary of the Badgerland S Gaugers. Main location is the Waukesha County Expo Center (just west of Milwaukee). Plenty of nearby hotels. Participating motels - 800-366-8474. Registration details to come. Mac McGrath: 815-455-7571 or e-mail: macster1@earthlink.net.

Summer 2001: NASG Annual Convention - Steamtown - Scranton, Pa. Details TBA.

Summer 2002: NASG Annual Convention - Cleveland, Ohio. Details TBA.

Bids Open for NASG National Conventions -- 2003 and beyond. Contact Dave Held, Convention Chairman, 6154 Lanake Ln., Imlay City, MI 48444. (810) 724-5499.

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