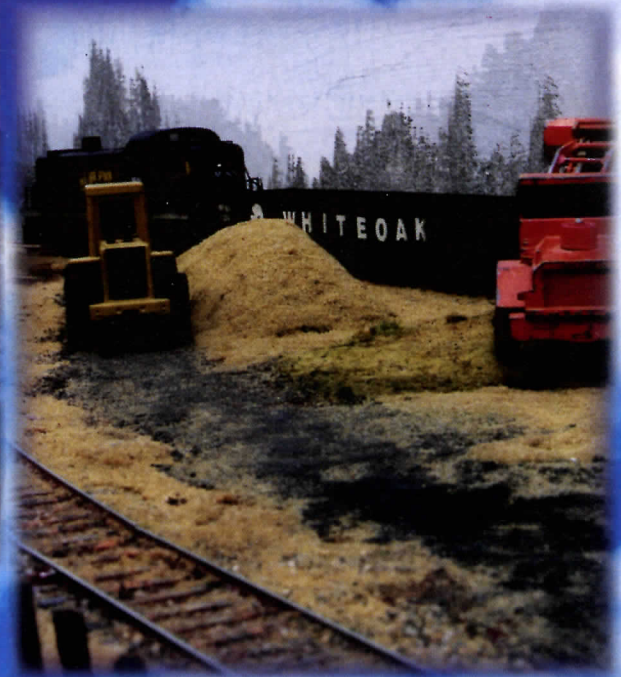


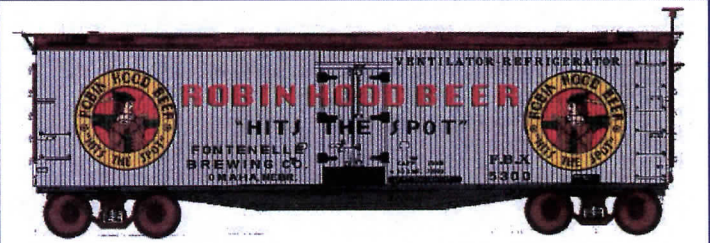


DISPATCH

Michigan Sand & Gravel Co.
Kerneekkee Spur
Michigan North Shore RR
RS3 # 602

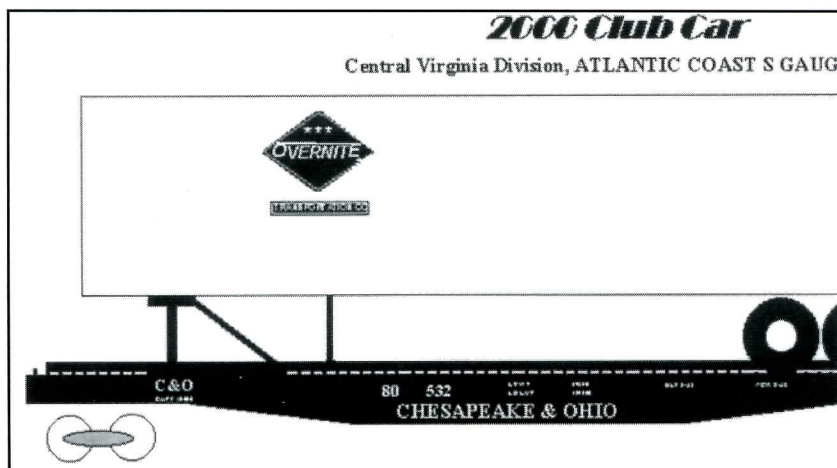
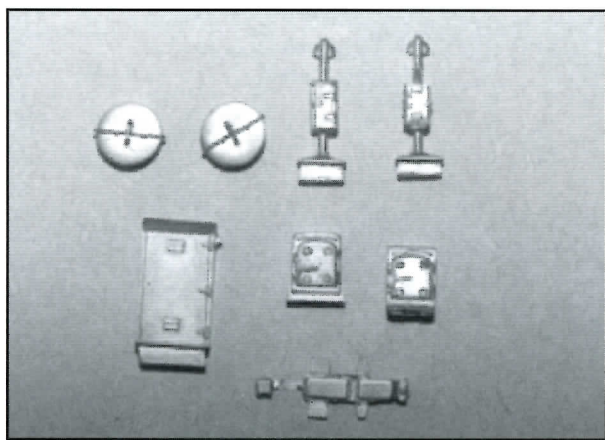
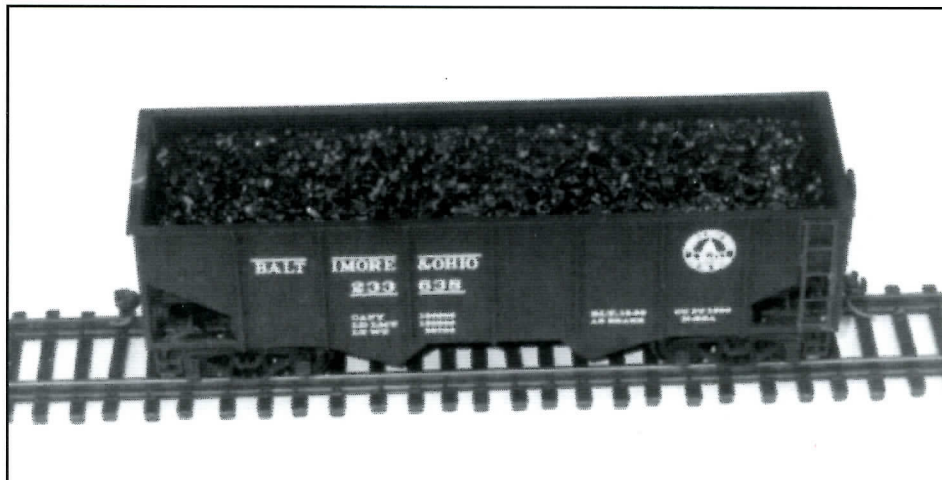


All Aspects of S:
Scale • Narrow Gauge • American Flyer • Hi-rail



WHAT'S NEW?

Right - Mentioned in October, 1999 New Products was the coal loads by Hobby Loads of Newport News, VA. Shown is the coal load for the AM 34' hopper. *Below left* - The resin cast trackside details by Bill's Train Shop mentioned in this issue.



The two trucks shown above are newer releases by Winross of their limited edition classic truck line. REA express van and Sinclair tanker tractor trailer are mentioned in this issue's New Products Report. *Left* - The Central Virginia Division of the Atlantic Coast S Gaugers is working with American Models for this exclusive TOFC club car. This is also listed in the New Products Report in this issue.

NASG DISPATCH
Official Publication of the
National Association
of S Gaugers

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

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

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COVER:

The photo montage by Kelvin White includes 2 winning photos at the St. Paul convention in 1999. Scenes are on Kelvin's highly detailed modules. Below are two renditions of the new SHS all-wood reefers

ORDER BOARD

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April, 2000



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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.

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President's Message ...

200+ PEOPLE INVOLVED? WHY AREN'T MORE OF THEM HERE IN THE DISPATCH? Recently I was sent a list of over 200 people – manufacturers of buildings, detail parts, electric components, loads, scratch building supplies, operating accessories, figures, scenery materials, signs, signals, track components, vehicles as well as groups/clubs, publishers, etc. Frankly I was surprised at the extent of the list and can honestly say I didn't recognize some of them.

WHY??? Because many of them aren't in your DISPATCH ! Why am I calling it your DISPATCH? Quite simply because that's what it is – your magazine, your newsletter to keep you abreast of things happening in S and in particular in the NASG. Also, recently I've been kept informed of discussions about making the DISPATCH a publication for the general public – BUT - it is a publication for NASG members, and includes material pertinent to the NASG, not the general public.

I called it your DISPATCH because it is my fervent hope that you will consider contributing to it, whether it be an article, some pictures, club news or other related materials. Every effort is being made to get the DISPATCH to you in a timely fashion, so if you do decide to contribute please send it as soon as possible. You may not see it in the next issue because it arrived too late. If you have an idea for an article about something you'd like to see in the DISPATCH, but don't think you can write it contact Jeff Madden – tell him your idea, give him a rough outline – maybe he can find someone who can write the article or who can collaborate with you on it.

The DISPATCH does not pay for articles or pictures; all submissions are voluntary. With regard to those who think it should, I should like to point out that paying for articles or pictures isn't any guarantee to prolong the life of a publication or increase it's value. Comments received recently from John Eichmann indicate his joy in writing and sharing his love of the hobby with his writing talents. John's promotion of S gauge brings him as much enjoyment and personal satisfaction as time spent actually "modeling". Glenn Ritter offered comments that many of us are not paid for our services, nor do we meet every week or even every month. Those not paid include your officers and committee chairman. The BOT agreed not to pay for articles during a recent phone conference, but further discussion can be anticipated.

Continued on Page 21

DUES DUE!

Don't forget to send your dues in. Now \$20.00 a year. Add \$10.00 if you have a booster ad.

RAIL MAIL

NASG Anniversary: From Dick Karnes comes some light on the subject of the founding of the NASG. - The NASG was founded at the 1960 NMRA Convention in Chicago. I was there, as was Claud Wade, Jim Konas and a few others. Claud talked up the notion of an NASG, declared that we were the charter members, and when he got home from the convention, he simply launched it. He started the circuit letters and created a pattern for a globe valve. Samples of his sand-cast globe valves were sent to each of us - they were terrible. I remember asking him why he wasn't using the lost-wax process, and why he was doing a valve that was already available. So he switched to lost-wax. I don't remember what his first available brass part was, but the cross-compound air compressor was among the first three. I still have membership card #003.

-Dick Karnes. *So, I presume this year is the 40th anniversary of the NASG?? Jeff*

NASG Supports Scalers: We have been sponsoring scale cars. We do specs for the scale folks. What do we do for the AF folks in that regard? We have gauges that the scale folks use, and we did a new coupler height gauge for the 802 couplers. We have a web site for all S gaugers. You want more scale articles in the *Dispatch*? Well, gollee gee, send some in. If every scaler did one, we would have plenty for a long time. We do have an AF editor, but we also have an Sn3 editor. How about someone for a standard gauge scale editor.

We are doing a new manufacturers' guide and just reprinted the *This is S* brochure. This costs us money. Going public with the **Dispatch** (as some have suggested)? This costs money. Sounds good, but who would manage it? I think we are public - anybody can join the NASG. So all I can say is guys and gals let's roll up our sleeves and start working together and make the NASG all it can be for all of us and get all the new members we can get!

Folks, elections are coming up in April 2001, but remember, nominations are due 6 months before that. The offices up for election will be president, treasurer and all the regional vps. Just for your info this BOT

did vote for a joint convention with the (scale) NMRA, and last year was at the same time and place as the NMRA convention. When did we do that with the TTOS or the TCA?

- Always working for S scale - John Foley, Executive Vice President.

From Down Under: Hmmm! I'm not sure exactly how the NMRA operates in the states, but I'm going to assume it's similar to here. If we are to make a number of presumptions regarding the nature, and more relevantly, the purpose of this (S scale) SIG, that is to amass like minded individuals into a sub group for the

Rail Mail continued on page 29

Jeff's Junction



Scalers Look for a Voice...

Since the demise of the all-scale *S/Sn3 Modeling Guide*, many scalers on the net and otherwise have been moaning and groaning about the lack of a targeted S scale publication. Like panting dogs in a tin barn in a hailstorm, the scalers are trying to find direction to regain some of the lost communication - and I'm one of them too.

The obvious direction to look for regarding communication in the printed media is the remaining S press, *S Gaugian* and *Dispatch*, and the other all-scale magazines. The first choice for in-house S scale communication would be the *S Gaugian*, an already established publication with the largest all S circulation. It's on the newsstands every other month. Plus, Don does have an all-scale magazine, *Sn3 Modeler*, albeit all narrow gauge and only twice a year.

I'm sure Don is willing to take scale articles, photos, ads etc., for the *Gaugian*, but as far as overall magazine content, frequency, color and payment for articles - that's another story. Perhaps some gentle lobbying by scale modelers, authors and manufacturers could improve things on this front. These are just some ideas - the *S Gaugian* is not my business, nor the NASG's, but readers and advertisers might try to persuade?

Now to the *Dispatch*: We try to present articles, products, association news, etc., from an organization's point of view. I assume the goals of the *Dispatch* are to promote S, support S clubs, report on NASG business matters and promote the national convention. Besides that, the *Dispatch* also lists new products, presents modeling articles, does reviews, and provides a forum for members. With content, we try to keep a balance of interests, but always it depends on what we get. For now we really can't pay for articles - so things are contributed gratis. This is greatly appreciated, and at this stage of development

is necessary for the self-promotion of our minority scale. Also, most of us in S are happy to share our efforts and see our ideas in print, especially with articles and photos we know wouldn't have much of a chance in the mainstream model press.

With the *Dispatch* and the NASG we try to serve our minority scale internally to keep us a cohesive group so that we may then be evangelistic toward other gaugers to increase our ranks. Naturally, both the *Gaugian* and the NASG realize promotion outside our own circle is necessary to attract newcomers. So, as I've stated before, scale articles and photos of extra quality which would appeal to the general model populace, should be fed to the mainstream press first.

I do feel the *S Gaugian* could take up the scale slack more. This can only come about though by pressure from readers and advertisers. As to the NASG, I believe all S gaugers, and especially scalers, should belong. Why?

1. They can feel a part of a sponsoring group.
2. They can vote and run for office.
3. They can contribute and be published much more easily than in the commercial press.
4. They can join committees to help promote S in general. Committees include: promotions, standards, S-Mod, conventions, contest, freight car, Flyer car, etc.
5. They have a forum for opinion - at least reasonable opinion.

One common thread with the *S Gaugian* and the *Dispatch* is the promotion of S modeling and operating over just collecting. In essence, this is the real purpose of the S model press. There will always be a degree of interest in collecting by any model rail, but building and operating is the goal of the NASG and I presume the *S Gaugian* too - or it should be. There are other organizations and publications which cater to collectors.

The scalers should then have strong allies in the NASG and the *S Gaugian*. If you (scalers) don't like the current trends, then infiltrate, vote, promote and otherwise "persuade."

- Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Colonial Ind. Dr., South Lyon, MI 48178) The new Grand Trunk style RTR lighted wood-side caboose should be out by now. For roadnames, see Oct. *Dispatch*. Roadnames for the F7B, due out soon, will match current FP7 A units. Dummies, \$109.95; powered with sound AC, \$189.95; scale DC or hi-rail DC, \$164.95. PRR streamlined Pacifics should be shipping now. Another new product announced is the 50' modern boxcar painted in an Amtrak scheme with a SOUND system in it to go with the AC hi-rail Superliner set. The car will have 2 speakers inside with 8-wheel pickup. Sounds will be diesel horn, bell and idle. AC only, \$139.95.

Other news from AM: Due soon are 72' heavyweight cars in UP livery and NYC Alco FA and Bs. A new item offered are windows for the FP7s. Included are windshield piece with side windows, port hole windows, headlights and new easy-to-install clear plastic number boards. Included with orders over \$50.00 or individually for \$5.00 plus S&H.. Dealers can order too. Still in stock are some Southern 4-6-2s and some black ones for GN, ATSF and NP. B&Os are sold out.

Coming: Track system additions. These include #6 closed frog turnouts, an electric uncoupler for AF compatible couplers and a 30 degree crossing. AM now stocks HomaBed roadbed.

BILL'S TRAIN SHOP (P.O. Box 561, Seffner, FL 33583 - www.btsrr.com) is now carrying a line of resin trackside details including vintage relay boxes (2) \$3.50, modern relay box \$3.00, switch machine \$3.00, short masts

and telephone boxes (2) \$3.50, round battery box \$3.00. Promised are some laser cut standard gauge wood style cabooses: NKP, Ma&Pa, C&O, B&O. Put me down for a B&O - ed. Check out the web for pix of the EBT 0-6-0.

BLACK'S FIRE

COLLECTIBLES (159 S. Front St., Steelton, PA 17113 - 717-939-2466 - www.bfcollectibles.com) is a dealer that specializes in 1/64 fire items. They carry Code 3 1/64 firetrucks and some **1/64 FIREHOUSES**. A February 2000 listing, for example, shows a '60s Crown Pumper (open cab) for \$31.00. Also shown are some model fire houses. A Rip Van Winkle kit (series 1) can be ordered ranging from \$13.00 to \$28.00 - depending on short or long and number of bays. I suspect resin modular construction. By the looks of photos on the website, a series 2 (older style) fire house will range in price from \$15.00 to \$35.50. This new product tip was courtesy James Sleeth.

THE CAR WORKS (www.thecarworks.com) lists an Sn3 wheel Scraper - operating side-dump car. They are also offering O trolleys, so S overhead lovers might want to contact this outfit.

C&D MODELS (1141 87th St. NW, Buffalo, MN 55313 - 612-878-3052 - www.cdmodels.com). David Ruppel of C&D lists 1/64 diecast modern farm trucking equipment and truck parts. Available are complete trucks, trailers or boxes and detail truck parts. Some parts, for example, include fifth wheels, mirrors, horns, wheels, etc. Trucks are in the \$45 and up range, but parts are in the \$1-5 range.

ERTL (Discount Stores) is doing a line of diecast muscle cars in 1/64. There are too many to list, but look out for a 1963 Chevy, 1960 Ford Starliner, 1958 Plymouth, etc.

LIBERTY FALLS COLL. (larger Dept. stores or 60 Revere Dr., Suite 725, Northbrook, IL 60062) has some new Pewter type mini scenes with what looks like 1/64 figures. An example is a "pie eating contest."

PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, OR 97420 - 541-267-6664) Lots of new schemes: Boxcars: Seaboard 40' double door; 40' single doors: SP (black) Overnight, WM, Erie, NKP - \$36 each. 40' steel reefers: MDT, NYC, ART, Swift (red), NP (2nd version with large herald), FGE - \$40. S&H is \$5 per order.

SCENERY UNLIMITED (7236 W. Madison St., Forest park, IL 60130). The new reefer body style by SHS (see below) is being utilized by Don for 3 paint schemes available only from Scenery Unlimited: Wilson & Co. Meats, red with black lettering; Berghoff Beer, yellow with red letters; Zion Fig Bar with colorful red letters. These limited editions will sell for \$39.95 plus \$6.75 S&H. For the same price Don will also be getting a jump on the 40th Anniversary of the *S Gaugian* (2002) with a special SHS rebuilt boxcar. It will be light brown with black and red lettering. Roof and ends will be dark brown. The car will be lettered differently on each side with slogans commemorating the anniversary.

SGS DECALS (59 Ridout St. S., Unit 3A, London, Ont., Canada N6C 3W9 - www.sgsdecals.com) has some Canadian and U.S. RR decals created on an ALPS printer.

Samples from the web page include CNR 40' box, DT&I 50' box, D&TSL 50' box.

S HELPER SERVICE (77 Cliffwood Ave., Suite 2c, Cliffwood, NJ 07721 - 1800-465-0303) Note: new address. BIG NEWS here is the announcement of the all-wood "billboard" reefers. According to Don, these are 1927 models of the Northwestern Refrigerator Car Co. (NWX reporting marks) made by ACF. These cars saw use into the 1970s. Cars will feature: positional ice hatches, KC brake systems, individual metal ladder rungs, USRA fishbelly centersill, vertical brakeshaft and ABS construction. Roadnames include: ART (yellow - 2#s), A&P (yellow), ATSF El Capitan (orange), Balantine Beer (yellow - 2 #s), Gerber Babyfood (blue and white), MDT (white -

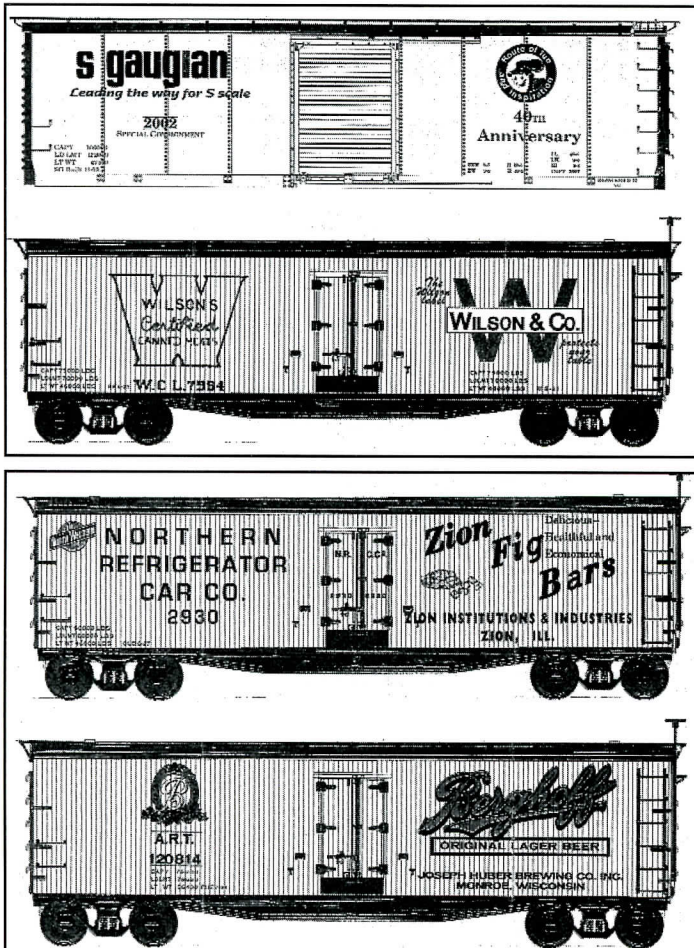
2#s), NWX C&NW (yellow and green - 2#s), Heidleberg Blatz Beer (yellow), PGE (2000 Christmas car, silver), PFE (yellow - 2#s), Parrot Potatoes (yellow), Robin Hood Beer (gray) and undec yellow, orange and plain. RTR at \$39.95 each. 6-pack sale 'til May 31 - buy 5 and get 1 free (6 cars total).

STAINLESS UNLIMITED (P.O. Box 224, Augusta, MO 63352 - stainlessunlimited@stainlessunlimited.com. 636-228-4767). This outfit has a website which lists custom built stainless steel bridges. For example, an S gauge thru truss bridge lists for \$165. Add \$25.00 if you want it painted.

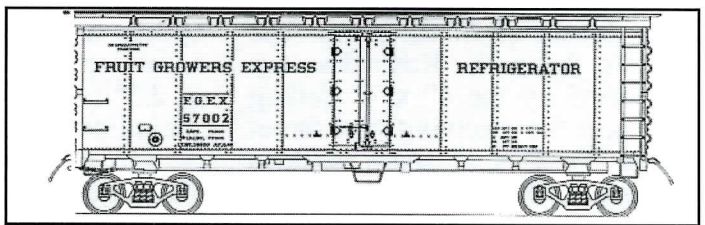
VIRGINIA CENTRAL DIV. ACSG (Dave Conyers, Treasurer, ACSG, 16651 Jefferson St., Amelia, VA 23002) is offering

their first club car. It will be an American Models C&O TOFC 46' flat car with wood decking, rub rails, chocking and a fifth wheel. The trailer will be a limited edition Overnite Transportation. Orders must be received by 7/31/2000. RTR hi-rail (can be conv. to scale). \$48 plus \$5.00 S&H. Make checks to ATL to the above address. Delivery in Fall 2000.

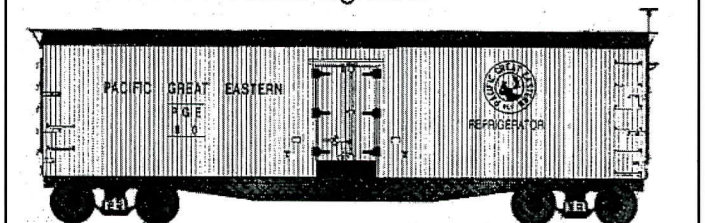
WINROSS (800-227-2060 - www.winross.com) Newest vintage trucks: Sinclair (green) tanker tractor trailer with standard White cab - \$38.00; Reese's Peanut Butter Cup tractor trailer with cab-over White (orange) - \$39.00; Charles Chips delivery van - \$35.00. And just out is a short van in REA livery for \$32 and a conventional white cab and 32' trailer with Indianhead logo and paint scheme for \$39.95.



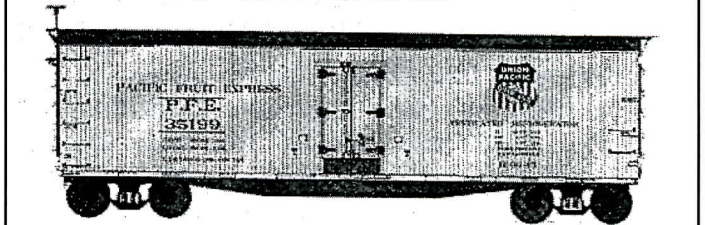
Above 4 drawings are special run Scenery Unlimited SHS reefers and boxcar. Top right is PRS steel reefer. Right are 3 samples of SHS regular run all-wood reefers.



00504 Old Heidelberg Beer



00497 PGE - 2000 Xmas car



A HUMP YARD FOR THE SACRAMENTO DIVISION

PART II CONSTRUCTION

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

(Ed. note: In part 1, the Chervens discussed the design of their hump yard. In part 2, they describe their construction techniques. In part 3, they will cover scenery and detailing.)

When we finally settled on the plan for Roseville Yard, we were anxious to get started with the construction, but that had to wait several months while we worked on projects in other areas of the layout. Fortunately, the benchwork had been built in 1988, so when we could finally turn our attention to construction of the yard we could skip that step. The benchwork consists of 1" x 4" joists set on 1" x 4" girders that run parallel to the long dimension of the room. The girders beneath Roseville are supported by the 4" x 4" ceiling post near the receiving yard throat (photo 1), 2" x 2" angle brackets that are screwed to the wall studs at 32" intervals, and one 2" x 2" leg beneath the engine terminal, where the bench is especially wide.

Transferring the Plan

Since some tracks would be more than 24" from the aisle, hand-laying the track with the roadbed in place was pretty much out of the question, so we decided to build the yard in sections on the workbench and then move it to the layout. For roadbed, we use Celotex, which is sold in 4' x 8' sheets called "building board" in our area. The board is painted white on one side, so drawing track lines is easy.

Our first step was to take five sheets outside and lay them end-to-end on the driveway. About this time, it occurred to us that it would be easier to create the break in

slope at the hump if we located it at the joint between two sheets, rather than trying to bend the roadbed and sub-roadbed somewhere in the middle of a sheet. This meant locating the hump at the joint between sheets 2 and 3 and putting the receiving yard on sheet 2 and the classification yard on sheets 3 and 4. The receiving yard throat and ladder would then be located on sheet 1, and the classification yard ladder and engine terminal on sheet 5.

Once we had the hump located, we were ready to draw track center lines and locate the turnouts. Following prototype practice, we spaced the center lines in both the receiving and classification yards at 2.5" (13' 4"), and separated the main lines from the yard tracks by 3" (16' 0"). In the classification yard, we planned to use code 100 rail and #4 fixed-frog turnouts from Old Pullman, so we used the paper templates that came with the turnouts to draw in the turnout locations. On the main lines, in the receiving yard, and in the engine terminal, we planned to use scratchbuilt or Tru-scale Industries (BK Enterprises) closed-frog turnouts and either code 148 rail (main lines) or code 125 rail (yard tracks), so that we could operate American Flyer as well as scale locomotives in these areas. Tru-scale turnout kits don't come with templates, so we made our own by tracing a couple of closed-frog turnouts from another part of the layout.

After the center lines for the receiving and classification tracks were drawn, we then used a home-made trammel to draw the curves and the turntable outline. Once the entire track plan was transferred to

the Celotex, we cut the roadbed to width with a saber saw and laid each section on a sheet of 1/2" plywood and cut out the sub-roadbed to match. We did not cut the hole for the turntable at this time. The sub-roadbed was then set aside while we moved the roadbed to the workbench for track laying.

Hand-laid Track

The yard was built one section at a time, starting with the classification tracks. Under the code 100 rail we used commercial ties, but under the code 125 and 148 rail we cut slightly larger ties from a bundle of pine stripwood that we had commissioned from a local milling shop several years ago. Before glueing the ties down with diluted white glue, we cut out pits for the under-the-track magnets (Kadee #308) and set them in place. In most cases we painted the ties with water-based black stain before laying the rail (photo 2). This gives them a fresh black look that later fades to dark gray without any effort on our part to weather them.

We like to give a little detail to our trackwork, so we used plastic tie plates from Grandt Line for code 100 and code 125 rail and larger ones from Old Pullman or Right-of-Way Industries for code 148. A few thousand tie plates and more than 10,000 MicroEngineering spikes went into the yard.

Once the classification yard and engine terminal tracks were in place, we glued these sections to their sub-roadbed sections and moved them to the layout and began the job of lining them up in the positions shown on the track plan. It took many measurements

from the walls to track center lines and to the center of the turntable pit to get the alignment correct.

Setting the Grades

Our next step was to use our saber saw to make some cookie cuts between the hump track and the main lines, and then clamp some temporary risers in place and begin experimenting with the hump grade. In his track planning book, John Armstrong had suggested an initial grade of 7%, decreasing through 3% to 1.5% in the lower part of the classification yard. The 7% seemed rather steep, so we used our "Smart Level" (Figure 3), set the grade at 5% (Figure 4), and began rolling cars down the hump. We found that our Pacific Rail Shops cars had smooth-rolling trucks but needed additional weight to reach the lower end of the yard, whereas some of our American Models cars and most of our American Flyer cars that had been equipped with American Models trucks and Northwest Short Line wheelsets sailed right through the yard and on out the west end! We began lowering the hump riser and raising the classification yard risers until the AM and Flyer cars rolled slowly but steadily down the hump and came to a gradual stop 8 to 10 feet beyond it. As shown in the track profile diagram in part 1 of this article, we set the final grade at 3% for the first 12" of the ladder track, decreased it to about 2.4% for the next few feet, decreased it further to 1.6% mid-way through the yard, still further to 0.7% near the crossover between tracks 4 and 5, and added a 0.4% upgrade from there to the start of the yard lead.

Carefully setting the grades in the yard and adding weight to the Pacific Rail Shops cars have worked well so far, and we have not felt compelled to add retarders on the hump track. We may decide to add them in the future, and have considered ways to build them.

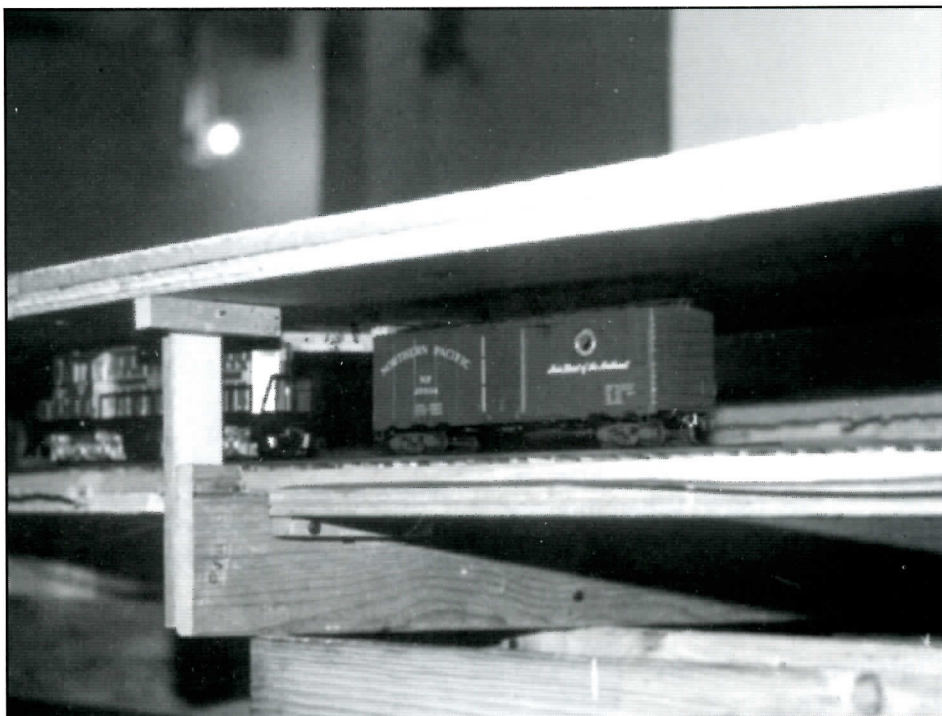


Photo 1. Benchwork beneath the receiving yard. Girders anchored to the walls by brackets support the joists, to which risers are attached to support the roadbed. One of the 4" x 4" ceiling posts that support much of the layout is visible in the background. An American Flyer GP-7 from 1953 and an American Models box car sit on the hidden Central California Traction staging track below the yard.

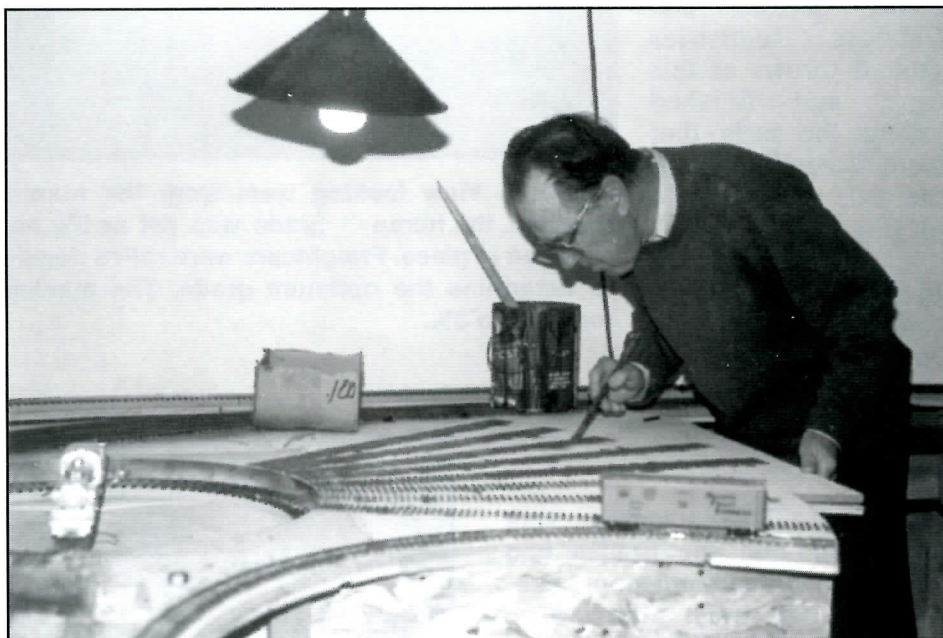


Photo 2. Vic Sr. is painting the ties on the roundhouse tracks. An Overland Models light Pacific sits on the turntable awaiting a paint job in the SP shops, while a bad-order reefer lounges on the RIP track.

Next, we moved the receiving yard and its sub-roadbed section to the layout and aligned it with the classification yard section. We then made cookie cuts between all five tracks on the receiving yard section and installed risers as needed in order to match each track up with its continuation on the classification yard section. The last section to be installed was the receiving yard throat, with its curved ladder track. When this was done, we cut the hole for the turntable.



Photo 3. The Smart Level, manufactured by Wedge Innovations, is a very handy tool that digitally reads out grades in degrees, percent, and inches per foot, with a precision of 0.1%.

Finishing the Trackwork

Rails were laid across the section boundaries after the sections had been fixed in place with permanent risers and a few additional joists. We also installed Switchmaster switch machines and Caboose Industries ground throws at this time, and finished laying the rails that were accessible from the aisle and turntable pit (Figure 5).

In the last part of this series, we'll tell you how we finished the yard and added scenery.

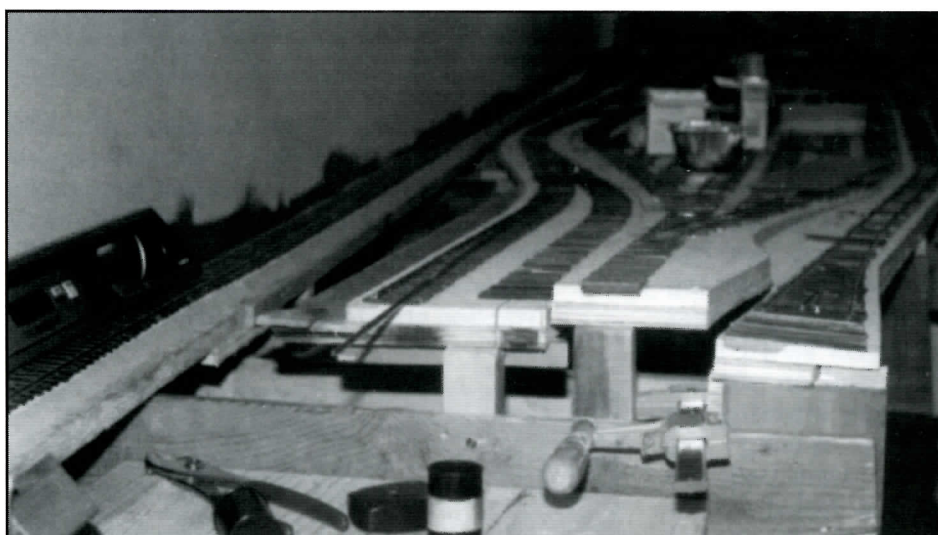


Photo 4. View looking west from the hump; after cookie-cutting the roadbed, the hump grade was set at 5% and a riser was temporarily clamped in place. Freightcars were rolled down into the classification yard to determine the optimum grade. The maximum grade was eventually reduced to 3%.

Photo 5. Track laying was completed after the grades had been set and the roadbed and sub-roadbed had been attached to permanent risers. Vic Jr. is standing in the turntable hole finishing the stock yard track.





21st CENTURY LIMITED

National Model Railroad Association
2000 National Convention
San Jose, California

64 REASONS FOR GOING TO THE CONVENTION

By Ed Loizeaux

1. You'll see all your friends there. If your friends are still at home, it is time for some new friends.

2. Meet Bill Lane, Jr. in person. He will be your new friend away from home. He also will sell you a PRR X-29 and tell you it is the most perfect model yet made in S scale. See X-29s rolling on Ed Loizeaux's layout. Eat X-29s for breakfast.

3. Tour the AF layout with the best view in the entire country. Yep, this layout is located in a high-rise condominium tower with a commanding view of San Francisco Bay and surrounding environs. Build your layout in a place like this and your wife will no longer have problems with your hobby. Guaranteed!

4. Meet the Chervens (father and son) and discuss how they converted an AF layout to hi-rail and then converted the hi-rail layout to scale. If you are contemplating a migration path like this, learning of their experiences will be very helpful.

5. Take Amtrak from Reno to Sacramento and see the fabulous scenery of the Sierra Nevada Mountain Range, the Truckee River, Donner Pass, snowsheds, very long tunnels, steep grades, and the general Lake Tahoe area. Most beautiful railroad scenery in America according to some (me mostly).

6. Join other S gaugers on a bus

tour that stops only at S gauge layouts. No need to waste time at the "lesser scales" in order to see what you want. Two different S gauge tours are available.

7. Take the family on a vacation to nearby San Francisco and walk across the Golden Gate Bridge. Watch the ocean liners pass beneath and see if your son can actually spit down the smokestack. Hint: the wind blows east and you should allow 10 yards per each mph of wind speed.

8. Attend one of over 150 (really!) clinics designed to provide education and knowledge about some specific aspect of model railroading. Another name might be Model Railroading University. Every topic imaginable is offered. No advance reservations are needed for clinics.

9. Stuff your face at the annual NASG breakfast followed by the NASG business meeting. Here is your chance to ask intelligent questions of NASG elected officers and to watch others rant and rave about why something or another never got done. This meeting is a most enjoyable event -- except sometimes for the officers.

10. Settle back in a trackside folding chair at Tehachapi Loop, hoist a coke, and watch a steady procession of trains going in circles over/under themselves. This is arguably the busiest stretch of mainline track in all of America

if you don't count commuter traffic. Driving a car is probably the best way to see this area. Check the official tour list to see if there is a bus tour. Was a rumor about one, but it depends on how many folks sign up for it.

11. The usual NASG contest tables will have the finest S scale models seen in any scale. (Think about that one for a minute!) NASG's Best-in-Show steam-locomotive-scratchbuilder-supremo, Mr. James Rustermier, is coordinating this year's NASG contest and has made arrangements for your model to simultaneously be entered into the NMRA contest if you so desire. Win two blue ribbons with the effort for one! WOW.

12. Visit over 200 manufacturer displays at the National Train Show and see the likes of S HELPER SERVICE and BTS and DES PLAINES HOBBIES and SOUTHWIND MODELS and RIVER RAISIN MODELS and SCENERY UNLIMITED and so forth. This event is unquestionably the largest hobby store in the nation all under one roof.

13. Enjoy self-guided tours to numerous San Francisco bay area home layouts. Bum a ride with a buddy and see many layouts that have been featured in the national magazines. Layouts with unbelievable detail abound. One layout features a barbed-wire fence made by tying knots in sewing thread every inch or so to represent the barbs. Has this fello reached a new level of insanity or has he built the best layout in the area? The debate continues.....

14. Take your wife for a romantic dinner on the Napa Valley Wine

Train. See ALCO FA units pulling heavyweight varnish through the internationally famous wine country. Gourmet dining at it's best. Watch the water tower lower its spout and dispense wine into the dining car carafe. Believe that one and I'll tell you another.

15. Meet Dick Karnes and tell him how much you used to enjoy *3/16 "S"cale Railroad* magazine. Meet Bill Wade and tell him how much you used to enjoy the *S/Sn3 Modeling Guide*. Discuss the possible formation of another S scale oriented magazine with folks of a similar mind. They'll all be here.

16. Visit all the DCC manufacturers and learn of the latest and greatest advances in electronic miniaturization. Hear the newest generation sound systems. See the new DCC decoders in operation. Learn what is coming out next year. Make the decision to convert to DCC now before you spend endless hours flat on your back wiring your layout to toggle switches. It ain't necessary anymore.

17. Ride BART, San Francisco's rapid transit line. Ride Cal Trains, the bay area's slowest transit line over SP trackage from San Francisco to San Jose. Ride Valley Transit for a light rail (trolley car) experience. Ride the Shay-powered train to the top of the mountain over the steepest grade in operation on the continent. Ride with your family on the train to Santa Cruz's beachside amusement park.

18. Ride your bike, car, plane, roller blades, etc., to the convention. Doesn't matter what you ride, but get here somehow. Start now if you plan to walk. Yes, San Jose has shoe stores if you wear out your Nike's.

19. See a pilot model of River Raisin's new NKP Berkshire if it is ready in time. If not, at least talk

with Jim and Dan who are responsible for having it made. They'd like to hear from you.

20. Head over to the Lionel booth at the National Train Show and give them an earful about the shameful way they are treating the S gauge community. Point out to them that other companies, such as SHS and AM, are growing and expanding and thriving by offering new S gauge products. Suggest that Lionel must not be aware of the opportunity in S gauge since they are avoiding it at all costs. Challenge them to give S gauge a try with a newly tooled model instead of another Gilbert repaint. Tell then Don, Mike, and Ron are all getting rich and Lionel is missing out on the wealth.

21. Looking for a hard to find book? You'll most likely find it at the National Train Show at one of the many booths devoted to rare and out of print books. Great opportunity to plug that hole in your library. Yep, Ed Loizeaux will autograph his DCC book for you. Free, to boot!

22. Take the family to San Jose's High Tech museum -- home of ancient computers and silicon chips as well as the newest stuff. Visit the IMAX DOME theatre next door to the museum and see your entire field of vision filled with images while laying back in a recliner seat looking up at the curved dome ceiling. A really neat experience if you don't have this new kind of theatre in your home town. The heck with the kids, you'll enjoy it yourself.

23. Buy, sell, and trade your AF trains along with others of a like mind. Bid for AF trains at the auction. Bring two extra empty suitcases to cart all the stuff home. Leave the suitcases at a buddy's house so you can sneak the stuff home one small box at a time. This technique avoids arousing suspicion on the home front.

24. See Jim Sweeney's S scale model of the Oakland Mole which is where SP passengers transferred from trains to boats for the ride across the bay into San Francisco. This is a huge wooden structure that resembles both a passenger terminal and a ship pier. Jim's layout is on the NASG S-only tour.

25. Meet with Dave Butterfield and see his layout as well. Dave is the fellow who modifies AF stuff and makes it into items never produced by AC Gilbert. See an "AF" Daylight, an "AF" articulated, an "AF"..... Well, you get the idea. Dave's layout is full of this stuff which is very well done and scale-like in appearance.

26. Take the family to Old Sacramento and turn them loose in this olde wild west town while you and your train buddies head across the street to the State of California's Railroad Museum. See, touch, and hear preserved locomotives including a real SP cab-forward articulated. A massive experience to say the least. Railroad movies, exhibits, model layouts, operating locomotives, a turntable, etc. are all there to be enjoyed. When you finally reach train-saturation, take the family out for a pleasant dining experience across the street from the RR station and listen to the whistles while eating. A-h-h.....you've reached heaven at last.

27. Visit the Kadee booth and inform them that their so-called S scale coupler is really an On3 coupler and is too big for S scale. Tell them that you'd appreciate a genuine S scale coupler when it is convenient for them to make one as long as it is before next Tuesday. Just because the Kadee HO coupler is oversized is no reason why the S scale coupler has to be oversized also. Tell them you'd buy at least a dozen of the properly sized S couplers when they come out and that you have a friend who would also buy another dozen as well. Thus, there is no

doubt that it would sell quite well. Watch carefully the look on Kadee's face as you tell them this.

28. Take the family on a boat ride and visit Alcatraz island. When the tour guide puts your family in the cell and closes the door, be off to the side looking out the window, then arrange with the guard to keep the door closed for a good long time. A really rare AF piece works in lieu of cash with some guards. The rest of the week is yours to enjoy the NASG convention without hindrances of any kind. Complain about government incompetence when you pick up your family after the convention ends.

29. See three different S layouts in operation at the National Train Show. Talk to the builders and operators of these layouts. Compliment them. Stroke their egos. Buy them lunch. Offer cash. These are the fellows responsible for organizing this convention for your enjoyment. Spare no effort.

30. Want to introduce your son/daughter to the hobby of model railroading? The best way to do that while in town is to enroll them in the Model Railroading Junior College which is part of the NMRA/NASG convention. While enrolled in the Jr. College program, they will get their hands dirty (as in dirty filthy) while actually building a layout complete with scenery and then running it. This is a really neat opportunity to encourage young folks to become interested in the same hobby as Dad. Meanwhile, Dad can go off and buy that really neat expensive brass engine with nobody watching who can later report back to Mom. Gotta keep the practical side of things in perspective, you know.

31. Talk to your train buddies for a few more hours while waiting for your flight home. Secretly wish you had made the airline reservations earlier to obtain the

flight of your choice instead of the one you ended up with. Resolve not to procrastinate so much for next year's convention. With a couple of thousand train nuts coming to town all at the same time, flights tend to fill up early and advance planning is suggested. Flying in to San Francisco, Oakland, or San Jose will work best. Flying to Los Angeles and taking Amtrak's Coast Starlight to San Jose works also. Flying to Reno and taking Amtrak to Oakland works as well. But get with it now to avoid disappointment later.

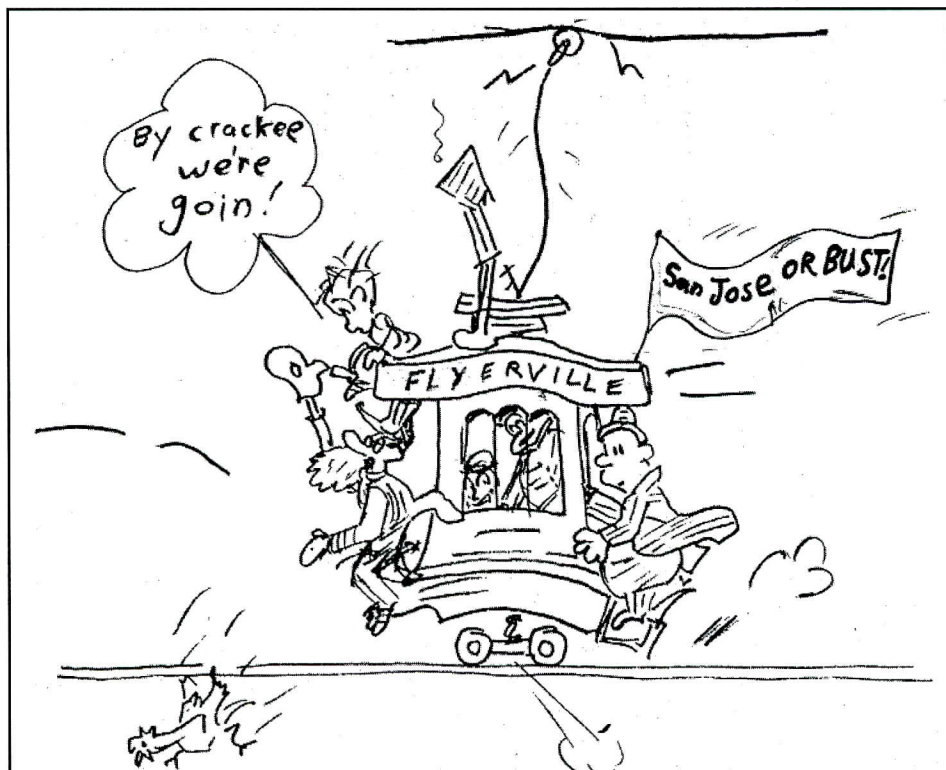
32. Pick up any model railroading magazine and look in the events section where the conventions and shows are listed. Look for the NMRA National Convention in San Jose, CA from July 30 to August 6, 2000. This is actually a joint convention with the NASG although it is usually listed in the magazines under the NMRA name. Send in for information or, better yet, look up their web site for details. Register soon because some layout tours are already sold out and you won't want to be disappointed.

THIS ARTICLE WILL BE CONTINUED IN THE NEXT ISSUE OF THE DISPATCH WITH 32 MORE REASONS FOR ATTENDING THE CONVENTION. SEE YOU IN TWO MONTHS.

Ed Loizeaux

Tour Note: Participation in layout tours at an NASG convention does not require NASG membership. The only requirement for taking the tours, railfan or layout is convention registration. This has been the practice for all of the 28 years I have been attending NASG conventions.

-Paul Stevens, NASG President.



Fixin' Flyer

Steam Loco Motors

Illustrations on page 16....

Introduction:

All Flyer steam locomotive motors are not created equal! Yes, the individual parts will often interchange, as the engineers at ACG were thrifty--they rarely changed tooling any more than necessary. The subject for this issue's column came up often recently at the "S-Trains" web list site, which made me realize that maybe it needed a more in-depth look.

The motors we will talk about this time are those used in all the steam locomotives except the Docksider and the "Casey Jones." This covers a production span from 1946 to 1965, although actual production of parts may have ended sooner (much of the last few years' output was merchandise made up in previous years). Why the changes are important today is that we are now operating and repairing items that haven't seen the factory for up to 54 years! In the meantime, many "backyard" repairs may have been made, and this could be why your locomotive doesn't perform properly. I NEVER took my trains apart as a kid and couldn't get them back together again! Yes, I must have selectivememory! Hmm, let us get on to the motors.

The changes:

The first year's production used a different brush and spring. Instead of a coil spring in a tube, there was a "lever" spring with a slot and formed tube, as in "A" in Illustration 1. The parts to make this required forming a brass strip, and making a special spring. Also, the formed "tube" for the brush isn't as precise as a bored hole. These units will run well; the production changes were made to save money! The parts for this unit are a little harder to find today than the others.

The next change ("B" in illustration 1) is the most common version. It uses the same brush holder plastic, but with brass tubes for the brushes (late production used aluminum), and now a simple coil spring and a brass cap. If you look closely at these holders, you can see where they changed the mold, saving production dollars. This part actually came in two styles, and that's where some problems originate. The side views in Illustration 2 show this; the early one has a raised boss where the armature shaft bearing is, and the later one doesn't. The factory dates this change at October 1949. This change was made to fit the new motor armature with an oil slinger, "B" in illustration 3.

The last change was for the "barrel commutator" motor used with the in-cab reverse units. This one has square brushes, and they go in from the sides. There actually are two types of these; one was used only on the 343/346 with the cab mounted four-cycle reverse unit. While I have an example, I didn't want to take apart my loco to see what the differences are--it is rare enough that, if you have one, you'll know what it is. That should cover the brush holder changes; now to the armatures.

The early armature is easy to spot as the laminated fields have wide gaps as shown in "A" illustration 3, and no oil slinger, as the armature "B" has. When the Pul-Mor wheels were introduced, the armature was changed again by narrowing the gap between the fields, as shown on "B." The final change was to the "barrel" type commutator, "C" in Illustration 3. There is also a "larger" motor used on the Northerns, Hudsons, and sometimes the K-4s. The field coils and the armature fields are "longer" by about a quarter-inch. Also, the screws holding the brush cover are longer. Other than this difference, repair and assembly are the same as for the other motors.

Disassembly:

Now that you are familiar with, or confused by, the individual pieces, we can get to repairing. All the motors are held together by the two diagonally placed screws on the brush holder. Before removing these, though, it is wise to release the tension on the brushes, so you don't have parts flying. On the early ones, you can lift the springs out by their "tails" and set them to one side; the little notch in the cover to their left will just hold them there. On the tube type, place your finger over the end of the tube, and with the other hand slide the cap off. Slowly lift your finger, and the brush spring should follow it and relax. Now put the springs in a container, so you don't lose them (a little dish, paint can cap, uh. . .). For the square brush units, the factory wants you to bend the end of the tube--don't! If you loosen the tube retaining screws (the two lower screws on the holder), the tubes will slide out of the holder enough to release the spring tension.

Now you can remove the screws, and lift off the holder. Pick up any washers that fell off (ah ha! More small parts to lose.). Also pick off any that are on the end of the armature shaft, and take note of their locations. On the barrel commutators there should be a fiber or plastic washer. You should be able to lift off the main field coil and set it aside, if there's enough wire. Now you may unscrew the armature, or pull it straight out. There should be at least one washer on the shaft; it often stays stuck to the frame bearing.

Problems to Find:

Now it is time to inspect your parts. Look for wear; the most common worn part is the commutator. Sometimes this wear is caused by past repairs, usually too coarse a grade of abrasive when polishing the commutator. Badly worn commutators should be trued up on a lathe, but they can

still provide good service if you don't have access to one (and there isn't much material there to work with either--if you do have access, go very easy). You can clamp your armature in a drill and spin it, applying 600 or finer grit paper to the commutator to polish it (automotive refinishing stores carry paper up to 2000 grit; I usually use the 1200, but that's because I have a lot of it around). By polishing it while it is spinning, any grooves you create will follow the brush path and have the least detrimental effect on them. Clean out any "gunk" between the segments with a toothpick. If you have an ohmmeter, measure across each segment. These readings should match; normally about 1.3 ohms. A mismatch usually indicates a winding problem. Also check for any shorts to the shaft; there should be no reading on the meter.

Check the brush holder for damage. Brush tubes can get loose. Originally, they were pressed in, and swaged on the inside. The plastic is likely too brittle now to do that again, but if you clean the unit well (I use a tuner cleaner with no lubricant, or--only if the holder is off the loco, by itself--a brake parts cleaner) you can secure them with Locktite adhesive. Put a little on the tube, spin it around in the holder, and let it set for a while.

I hesitate to recommend any one adhesive product, as it is either off the market, or the formula has been changed by the time someone reads this. If the shaft bearings are loose in the holder or in the chassis, Locktite them in place, too.

Clean everything else in preparation for re-assembly. Look for loosely connected wires, or ones that are only together by one or two strands, a common problem.

Assembly & Adjustment:

Putting your motor together

correctly may require doing it a few times, as the proper placement of the armature and the adjustment of its endplay is critical. First, trial-fit the holder to the armature by setting the armature in the holder. Watch out for the common problem shown in illustration 4. The commutator is striking the brush tubes; this wears out the commutator, makes noises, and slows down the motor--all bad things! This can be caused by an early armature used with a late holder, or by a lot of wear.

Either can be cured with the addition of one or more spacer washers. The spacer washer for the early armature must be small enough to not short out the commutator segments, or you can use a fiber washer under a metal one here. The oil slinger type can use a standard spacer washer. You want a small amount of clearance with the tubes, but not a lot (boy, this sounds technical, doesn't it? How about 1/32"?). If you have the barrel type commutator, don't forget the fiber washer (sometimes it is plastic). Now put one spacer washer on the worm gear end of the commutator, grease the gear, and insert it into the chassis. Re-assemble the motor, but don't tighten the screws yet. Note that the common type brush holder can be put on upside-down; it fits both ways.

The proper way is with the rounded side down, and the tapered outside parts up. Holding the cover on with your hand, move the drive wheels back and forth and observe the up and down play (we call this endplay) in the armature. There should be a little bit of this (same technical measurements again). If there is none, then you need a thinner spacer washer on the worm gear end. If there is too much, you need to add a washer. When you have this where you think it should be, gently tighten the screws, checking for endplay as you do so. If the endplay disappears, STOP. You

need fewer or thinner washers. If you're thinking that, "hey, if I get it so I just eliminate the end-play, it'll be perfect." WRONG! The armature gets warm and expands, so the "just-right" endplay becomes a bind.

Now for the other fun part -- putting the brushes back in. Easily done on the early types; drop in the brushes, with the slot facing up, lift the spring's tail, and set it in the slot. On the tube type, drop in the brush, shouldered side up, set the spring in (look for bent coils, and other damage first), press it in place with your finger, and gently slide the cap over the tube end. This takes some doing, as it will want to catch the end coil of the spring and distort it. For the square-tube style, I set the springs on the brushes and then set them in the tube, then insert the tube in the holder. If I'm lucky, everything goes where it belongs. Check to see that the brushes are set against the commutator by pushing the wheels back and forth, moving the armature up and down, with the brushes following.

Well, I hope this helps you get your locos running as ACG intended. I realize that I didn't cover every detail of repairing, such as soldering, cleaning brush tubes and chassis, and wiring diagrams. The intention was to give you some of the "secret tricks" that seem to only come with experience, and trial by error (pun intended).

As always, your thoughts, suggestions, or questions are welcomed. You can contact me at djdewey@cncnet.com or at 3435 Myers St., Oroville, CA 95966. Have fun with your trains!

Illustration 1

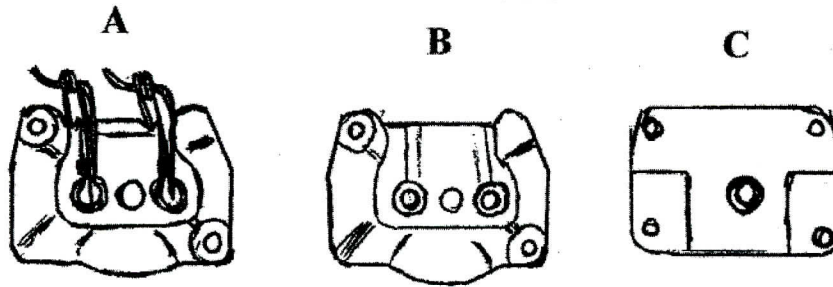


Illustration 2

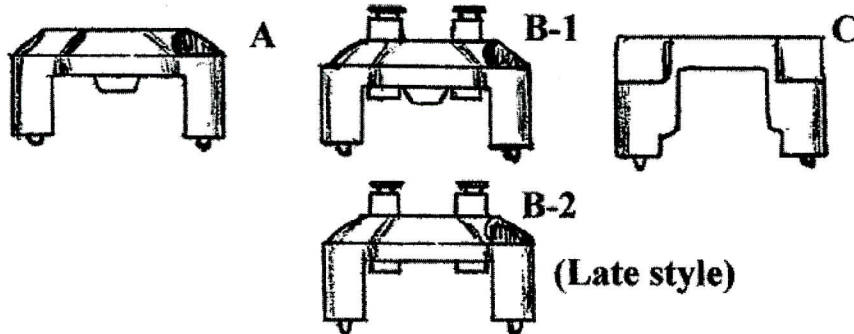
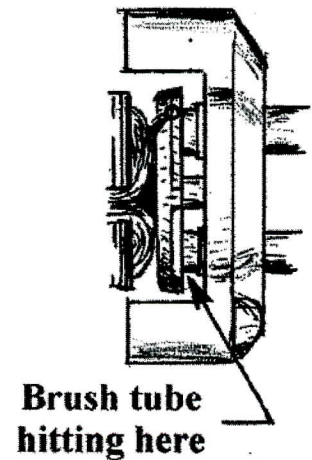


Illustration 3



Illustration 4



Industrial Rail S Caboose:

A review and modifications

By Jeff Madden

Did you know that the new O-27 Santa Fe style steel-sided offset cupola caboose turns out to be an S caboose in disguise? The disguise is simply clunky looking O-27 trucks with talgo mounted couplers.

S modelers (always on the lookout for converting items from other

scales) quickly spotted the caboose's true 3/16th size, and truck conversions soon began. In addition to being the right size (dimensions only off a hair) the caboose has nice molded on details, and the end ladders and handrails are of scale proportions.

Hi-railers need only change to trucks with Flyer compatible talgo couplers attached. Scalpers might want to add window glass, do some modifications to the cupola end windows, replace some molded on details, and add ladder handrails that extend over the roofline.

Now I'll explain my own simple hi-rail conversion which includes

adding American Models Hi-rail trucks, cupola window modifications and window glass. (See photos)

Disassembly:

1. Unscrew the O-27 trucks.
2. Carefully pry away the ladders from the roof. I used an Xacto knife (ladders have two press fit pins at the top). Then carefully pry away the base of the ladder/brakewheel piece so that you now should have a complete end piece which you can set aside. Now do the other end too. If you break a pin or two - just glue back.
3. Use a small screwdriver to pry the tabs loose that attach the body to the plastic frame. You may have to (as I did) whittle a little off the

lugs that stick out on the tabs in order to keep from snapping them off.

Plugging the Bolster Holes:

Plugging the big (almost 1/4") truck mounting holes in the frame is the next step. I used 5 minute epoxy, and then when hardened, I used a small pin vise to hand drill out a smaller hole in the epoxy. Touch up the frame and bolster with engine black paint.

Truck Mounting:

I used American Models hi-rail trucks with couplers attached. I needed 3 small washers for each truck to allow the couplers to clear the frame. Make sure to use a long enough screw to hold the truck firmly in place. Don't tighten all the way - leave a little slop so the truck will be able to rock a bit sideways.

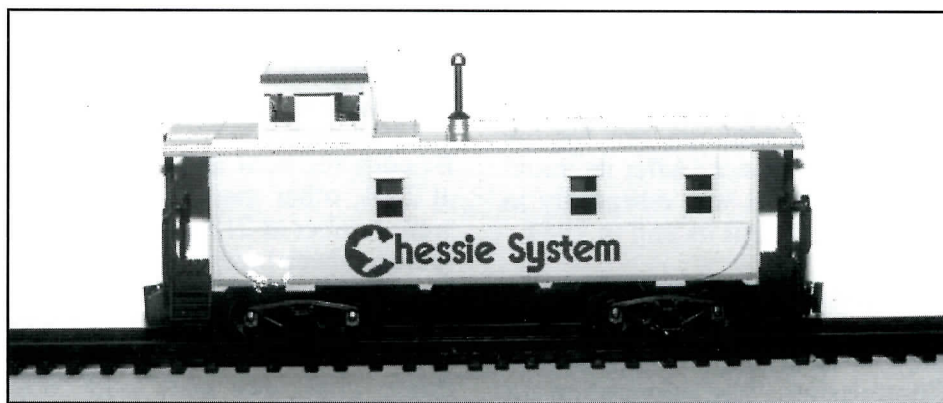
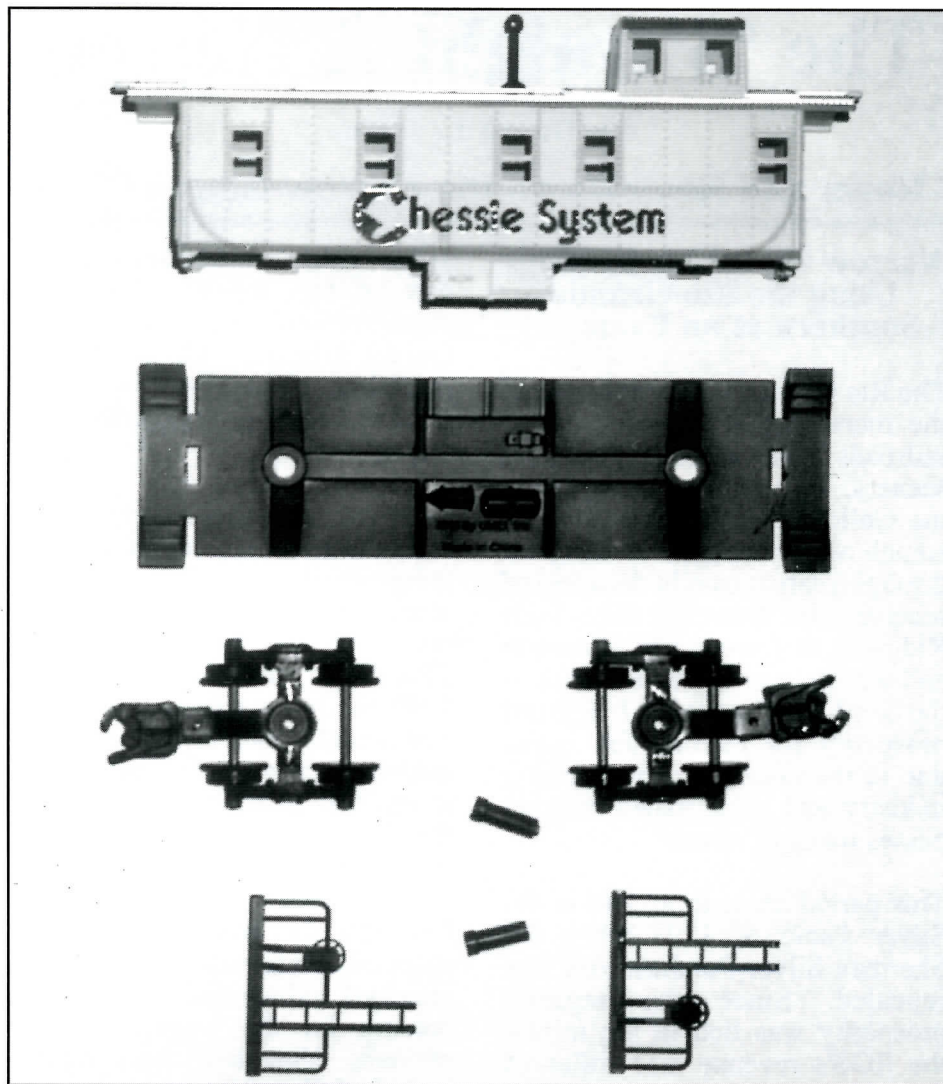
Cupola Window Modifications:

When I got my caboose, I noticed right away that the 4 cupola caboose windows (the ones facing the roof sections) were odd looking. By checking plans and an Athearn HO caboose, I discovered that the windows should have been squared off with bottom framing to match the side ones. The IR caboose windows notch right down to the roofline. What I did was to glue short pieces of flat Evergreen Styrene to fill in a space above the roofline. Just trim to fit, slide up from the inside and glue in place. Add a 1/30" square piece of Evergreen stripping to make the framing. It should match the level of the molded-on framing. I used Polly S CSX yellow to touch up the new window pieces.

Windows:

I used clear plastic (from packaging) to form window glass. Markers can be easily added.

Done: Scalars would add body mounted KDs and scale trucks, plus do any of the detailing mentioned earlier.



Shown here are the disassembled parts, a side view and an end view of the finished caboose. I used American Models talgo trucks, but SHS caboose trucks might be a better choice with a bit longer coupler shank. The caboose operated as is on a modular layout with no problem. At the left note how the end windows of the cupola were modified.

The 'S'traight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Narrow Gauge Carloadings Using the Rio Grande Southern as an Example

The Rio Grande Southern is one of the more modeled narrow gauge railroads in any scale. It had great scenery, second hand equipment, the Galloping Geese railcars, and somehow it managed to hang on through years (actually decades) of receivership. It ran 162 miles from Ridgway to Durango in Colorado and was built to serve the mines of the San Juan Mountains. It enjoyed prosperity for its first few years due to the booming silver mining industry and even issued railroad passes made of silver.

This period came to an end in the Silver Panic of 1893 when the Sherman Silver Purchase Act was repealed. Since the region's prosperity was tied to the mines, the RGS's revenue also followed the mining industry's ups and downs. Of course, the RGS did have one mission important enough to require federal marshals as guards in World War II, and that was hauling uranium ore for the Manhattan Project. After its initial boom period, it was essentially in receivership until its end in 1951.

Railroads had to report information annually in a report to the Interstate Commerce Commission. The information for 1940 is also included in The RGS Story, Volume VI - Rico to Dolores by Dell A. McCoy and Russ Collman (1997). The Rio Grande Southern is one of those railroads that follows the axiom that the less important the railroad to the overall nation, the more that it has published about it. It has had several books published about it since its demise, and the above mentioned RGS Story has had

seven volumes published to the date of this writing, with three more expected according to the rumors I heard. Of course this published information is a great asset to those who choose to model the railroad.

Anyway, I was looking at this data from the 1940 ICC report, and one thing struck me. For a railroad whose primary purpose, at least in my mind, was to haul ore, only 23% of the carloads were ore. In 1940 the mining industry activity was actually increasing due to the increased demand for metals due to the war going on even though the United States was not yet directly involved.

I collated the carloads by product shipped information in the attached table and included a column for the weekly average carloads. Note that these figures include full carloads only and do not include empty car movements. Less than carload shipments are consolidated into the equivalent full carloads.

Besides the ores and concentrates at 23%, other major commodities were lumber at 21%, and livestock (cattle, sheep and goats) at 23%. Now livestock was mostly shipped in extras for that purpose, and was somewhat seasonal. After the top three, coal was next with 6%, while logs, beans and gasoline were each about 4% of the carloads. The other products shipped were in smaller amounts and resulted in averages of less than two carloads a week.

If you are into operations this kind of information is useful for setting up the kind of shipments and their frequency. It also can enlighten you of some possible shipments

that you did not consider. I know that this RGS example made me aware of some shipments of which I never thought. An example is the loads of automobiles of which there were over an average of one a week; and this is in an area where the population density is low. Also, I never really thought of the agricultural products, such as beans, and I never realized that business of hauling livestock was as large as is shown. This kind of information can also be useful in determining your representative car mix whether you are into heavy operations or not.

As always, feel free to write or e-mail if the mood strikes on any narrow gauge subject.

Contributions or comments:

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Coopersburg, PA 18036
e-mail: dheine@enter.net

NOTICE!

The 9th Annual Convention of the A.C. Gilbert Heritage Society is in Dayton, Ohio on July 21-23, 2000. The main convention day is on Saturday, July 22. Info on table, banquet and registration: Dan Yett, 1900 Penbrooke Trail, Dayton, OH 45459. Sorry, no phone or e-mail number was listed.

You won't believe.....

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1940 Carloadings

Rio Grande Southern

Product Shipped	Carloads	Weekly Average
Beans	225	4.3
Potatoes	9	<0.2
Cottonseed Meal (Cattle Feed)	2	<0.2
Wheat	15	0.3
Horses	1	<0.2
Cattle and Calves (Single Deck)	426	8.2
Sheep and Goats (Double Deck)	859	16.5
Green Hides (Untreated)	61	1.2
Coal, Bituminous	317	6.1
Ores and Concentrates	1,301	25.0
Asphalt	5	<0.2
Salt	24	0.5
Logs	253	4.9
Posts, poles, or pilings	8	<0.2
Lumber, shingles, or lath	1,206	23.2
Gasoline	222	4.3
Lubricating oils or grease	16	0.3
Sugar	17	0.3
Iron or steel pipes	2	<0.2
Cement	10	<0.2
Brick (common)	5	<0.2
Tractors	2	<0.2
Automobiles – Passenger	58	1.1
Scrap Iron and Steel	13	0.2
Building Paper	6	<0.2
Miscellaneous Manufactured Goods	93	1.8
LCL Shipments	467	9.0

Notes:

- 1 - Less than carload (LCL) carloads is based on loads combined.
- 2 - Occasional carloads shown as <0.2 per week. These result in less than one carload per month.
- 3 - A total of 5623 carloads were moved for the year, or an average of 108 per week.
- 4 - Carloads are full loads only, empties are not included.

Module Corner

By Ted Larson

I have long wanted to show photos of S-MOD modules in this column. Thanks to the Central New York S-Gaugers, I can do so. These photos show scenes from their hi-rail and scale layouts. I especially enjoyed taking these photos because they show such a range of S; from the simple to the complex.

The scale layout comprises corner modules owned by the club, and straight modules owned by club members. Some members own several modules, and have built them as a continuous scene. Two examples are shown in photo A and photo B. These are gorgeous modules showing complex trackwork with great scenery and structures. Photo C shows how even a single module with only the two mainline tracks can look very good and can fit in well with the more complicated "senior level" modules.

I hope this gives you ideas for YOUR S-MOD modules. I look forward to receiving photo tours of any other modules and modular layouts.

S-MOD PACKETS: Each packet is \$11.00 (\$9.00 for NASG members). As a separate item Corner Module info is available for \$5.00 (\$3.00 NASG members) Send stamps or check to:

Ted Larson
5 Kenicott Circle
Fairport, NY 14450-9315

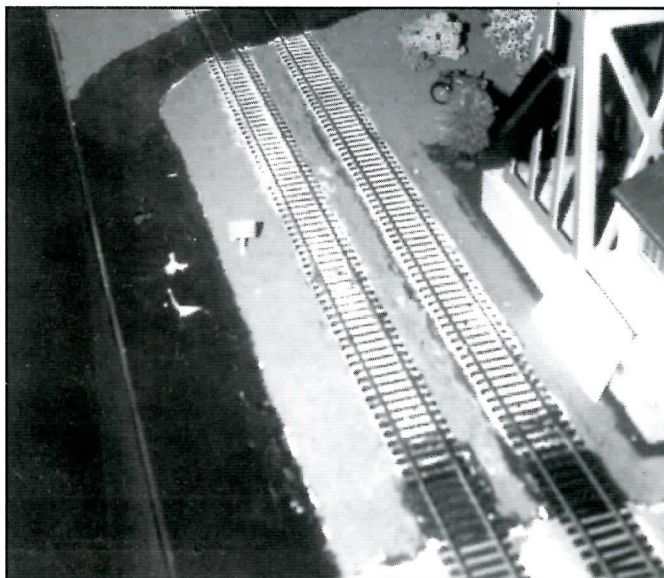
MODULES OF THE CENTRAL NY S GAUGERS



A



B



C

President's Message continued from page 4

Back to the 200+ people involved in S gauge (I'm not counting our membership in this). How many of these names do you recognize? Here is a sample of some included on the list compiled by John Foley :

Adler Models
American Hi-Rail
American Model Builders
BHI
Finestkind Model Company
Holgate & Reynolds
Royal Train Equipment
Wabash Valley Models

In order to expand the best gauge in model railroading – S – we need more of these people directly involved with NASG. Quite a few are, but not all. Do you recognize someone on this list you could contact – recommend NASG and the DISPATCH as a way of reaching the best potential market for their products, services, etc.? I'm not referring to the major manufacturers – we all know of them. I mean the smaller dealers who could best benefit by additional

exposure to the membership. How many other dealers do you know that you could also contact, both for their benefit and ours. Is there someone you know with a product for the S market who needs exposure?

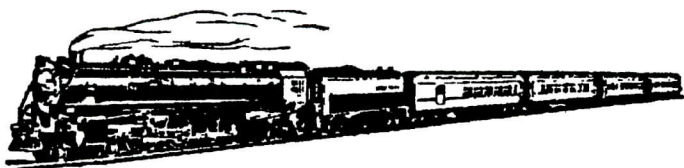
You could do a product review and write about it for the DISPATCH. Or perhaps someone could expand his business with just a small ad in the DISPATCH – this could be easily accomplished by contacting Jeff Madden for information.

I would like to leave you with this thought – it's your DISPATCH, for better or for worse. Better for your contributions, whether an article, some pictures or for finding someone who offers a product other S gauge people need and getting the word out about that product. Worse because you sat back and waited for someone else to do it. Your contribution, large or small, could spark something in another who could also contribute. So – what are you going to do?

Paul Stevens, President NASG
Email : crafterr@swbell.net

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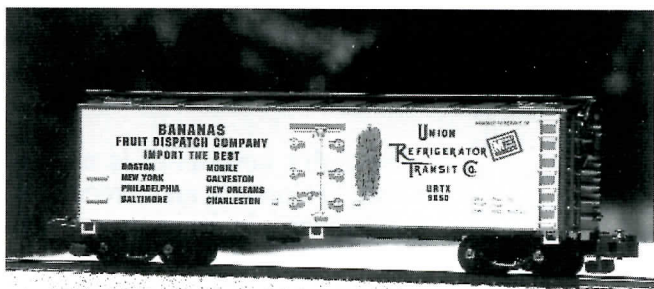
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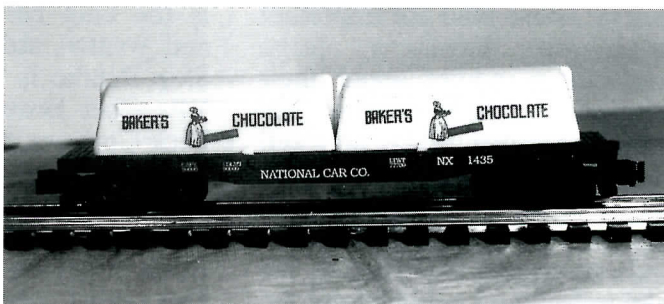
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THE CLUB SANDWICH

By Dave Pool

For the report on various clubs and their activities this month, I would like to quote from a famous author and poet, Robert Frost. The last paragraph of his poem, A Road Not Taken, clearly spells it out for those who follow, collect, operate and model in S gauge/scale. In the poem the following is the last paragraph:

*I shall be telling this with a sigh
somewhere ages and ages hence:
Two roads diverged in a wood, and I ---
I took the one less traveled by,
And that has made all the difference.*
Robert Frost

This poem was brought to my attention recently, and it reminded me of those of us who model in S gauge. We have more and more available product choice, hopefully, as time goes by. But there is oftentimes the need for some item or rolling stock that sets us apart from the model railroading mainstream, the people who await with enthusiasm the next issue of the largest model railroading monthly mag. in the country. Those who are important enough to have a large manufacturer inquire about their wants and wishes, because the manufacturer can make and sell thousands of product to them.

Many of the S clubs have as an agenda to spread the word to the model railroading public about the various attributes of our favorite gauge. By displaying S trains at shows and other places, the availability of our trains is made known. By inviting others to participate in club activities and NASG-sponsored activities and membership, the interest in and modelling in S is expanded.

The Bristol S Gauge Railroaders (BSGR) brought

their layout to the two day Big-E Railroad show in February, held at the fairgrounds, West Springfield, MA. The show was sponsored by the Amherst Model RR Society, and expanded this year to occupy three buildings. Attendance on Saturday alone was reported to be over 11,000 persons. The BSGR sponsored their own show on March 26, 2000, at the Masconomet Regional High School, Topsfield, MA and brought their own layout to display and showcase S gauge trains. Doug Peck coordinated the dealers and sign ups. Billed as Tracks & Trains, VIII, it was the eighth time that the BSGR has sponsored and organized the show.

Jim Collins, hosted the BSGR in Lexington, MA. on March 12. On April 1-2, the group brought their layout to the Greenberg Show, in Wilmington, MA. Member Don Hazenzahl will host the group in May in Southboro, MA. In June, the group has their annual picnic, which is in the formative planning stage at this time. The *Bristoliner* is the club newsletter, published and written ably by Doug Peck. Skip Readio is Pres.; Jim Collins, VP.; Chet Brown, Treasurer; and Dick Connors, Sect'y.

The Conn. S Gaugers (CSG) were hosted by member Henry Hook in Seymour, CT, in February. Pres. Bill Fuhrman has developed a jig to cut and assemble bridge rails for the CSG member's modules. The club uses a unique method of soldered bridge rails using an electronic circuit board to gauge the rails which are used to bridge between two adjacent modules. If memory serves your column editor, CSG member Pete Prizi developed this method. Bill Fuhrman described a plan to solder connecting rail joiners to one of

the fixed ends of track on each module, to speed the process of setting up at a show. Facing the module, as a viewer would, rail joiners would be soldered at the right end of the module. This method assumes that the module would always be installed in one position, even though the modules are designed to be reversible as well as interchangeable. Speed in set up time is important, and the modules are usually used in one position anyway. It might be a good idea to have a contest between S gauge clubs to find out exactly how long it takes each to set up at a show. The clubs that set up in the shortest time could provide tips and ideas to other clubs on how to expedite the set-up process.

The CSG set up their modules at the Cheshire High School Train Show in early March. Steve Kutash, VP. in charge of modules, worked hard to coordinate the set up and brought several modules to form part of the set up. This show was held at the Highland Middle School. The CSG set up their modules at the Ludlowe Middle School Train Show, in March, one week after the Cheshire show. Charlie Bettinger hosted the group in April, in Vernon, CT. Charlie has a fabulous S scale layout that was featured in the Feb. 1999 *Great Model Railroads*.

Dave Plourde is scheduled to host the CSG in May in East Longmeadow, Mass. where members can see and operate his layout. Stan Stockrocki will host in June, in Poughkeepsie, NY, where members can view his detailed and well constructed S scale layout.

The club's newsletter is edited by Craig O'Connell, and a recent issue had an article by a guest editor, Chris Zizzo, which described the method and purpose of phasing alternating current transformers such as used to power AF trains, and accessories. After explaining

how to phase two transformers by plugging them both into the same multi-outlet power strip, and the connecting the 15 volt fixed voltage posts of the transformers with a wire that is fastened to one transformer and .."gently touched" onto the 15 volt post of the second transformer. If there is a bright blue spark (sounds like a small arc to your editor) the transformers are out of phase. This can be corrected by reversing the power plug of one of the transformers. Re-testing the connection described, should yield no sparking, indicating that the transformers are in phase. The process can be done using a volt-ohmmeter on the AC voltage scale (50 to 100 volts). When the transformers are in phase, the meter should read no significant voltage level, but out of phase, the meter should read as high as 30 volts. The meter method seems to be a most sensible and safe way to phase the trans-formers. A very useful article for train enthusiasts using AC power to operate.

The **CSG** welcomed new members Ray Vigeant, Jr. from Danielson, CT. and Pieter Roos from Meriden, CT. as new members. Pieter's father Hank has been a longstanding and active member of the group for some years time.

Kelvin White of the **American S Scale Circle (ASSC)** has used the new year to rethink his S gauge modelling hobby aspirations, and un-built kit collection. *We all should take time to review our unbuilt kit collections.* Kelvin has moved South, with new interest in the Central of Georgia, Louisville & Nashville, Georgia & Florida, Southern, and the Seaboard Air Line railroads. In a recent newsletter, Kelvin points out that there is a caboose made by United Model Distributors that is sold as an 027 train car. This car is a good candidate for kit-bashing to S gauge by adding proper trucks and desired couplers. The molded-on,

and railings could be replaced with separate parts for a more detailed model. Geoff Bishop will have his Cushman Coos Bay S scale layout (Southern Pacific prototype) at the Chippenham Exhibition at the Olympiad Leisure Centre, Chippenham, England on May 20-21. Kelvin runs Whiteoak Models, S Scale Specialists, a mail order supply business in North Hinksey, Oxford, England. He keeps in touch with the American S scale products and supplies via e-mail and telephone.

The Western N.Y. S Scale Assoc. (WNYSSA) met in January at Wanakah's Grill in Hamburg, NY, down the road from a TTOS Show/Meet at the McKinley Park Inn. John Faron, Martin Fauel, Harold Morath, Bud Rindfleisch, Ray Abbott, and Greg Mummert attended. The group had lunch and watched the full scale trains on the old NYC and Nickel Plate tracks nearby. The group is searching for a location where they can set up a layout and have meetings. Gregg Mummert hosted the group in February, in Cowlesville, NY. They were working on modules which will follow the NASG standards, so that they can hook up with the RASG as they might desire. The plan is to use American Models flex track so that both AF and scale S trains can be operated thereon. The group decided to use the name that was used at a previous time, **WNYSSA**, which was in a 1985 issue of the *Dispatch*.

The South Jersey S Gaugers (SJSG) had their first meeting of the new year led by new president, Dan DeSantis. The group meets at the Bellmawr, N.J. fire house on a monthly basis. In addition to the regular meetings, they hold "play trains" sessions which are informal get-togethers at members homes or at other special places. Mike McConnell hosted a play trains meeting in January, and the *Waybill* newsletter editor and Club Secretary, Ed Claypoole

,hosted a play trains meeting in February. The **SJSG** brought their portable layout to the Shriner's Children's Hospital in Philadelphia, PA, in December. For this display the club uses a set of short legs to have the layout at a height most easy for children to view. This year's hospital display brought a special challenge to the club. Member Tom MacDonald came to the rescue with the help of the fully-equipped wood working shop in the maintenance area of the hospital when it was discovered 6 of the short legs had disappeared. The additional legs were quickly fashioned and the layout was displayed as usual to the patients, staff, and visitors at the hospital.

The **SJSG** has no less than 12 committees that have responsibility for the many functions that keep the group operating in a smooth manner. These include Meetings, Newsletter, Layout, Trips, Membership, etc. The committees form a basis for various members to provide input and take some of the responsibility for running and doing everything by only a small few overworked, dedicated officers. Other clubs could perhaps benefit from this organizational approach. The control freaks or officers could still have their input by attending or guiding the various committees, but could reduce some of their working time by getting more members involved in the operations of the group. The individual members would feel that they were getting more out of their membership by participating, and the activities of the group would be improved and expanded as desired.

The **SJSG** group hosted their train show at the Bellmawr, NJ, Firehouse in early April. At a recent meeting of the group, member Dave Pierce demonstrated the making of model trees from air filter material, skewers, and spray paint. The members are

encouraged to bring a train-related display or clinic subject to the meetings.

The **SJSG** brought their layout to the Greenberg Show in Pennsauken, NJ, in early-March, and to the Chadds Ford, PA, Train Show in mid-March. Greg Berndtson was welcomed as a member in the new year. Greg brought samples of his scratch built S gauge RR cars to a recent meeting, and photos were taken which were used in the club newsletter.

Mike Berus hosted the **North Penn S Gaugers (NPSG)** in January, and the group was treated to operation of his River Raisin Allegheny 2-6-6-6 steam loco model. These locomotives were the largest, heaviest, most powerful steam locomotives built, according to research by Mike's cousin, Dianne. The Chesapeake & Ohio RR used these locomotives during the 1940's to pull coal and timber across the Allegheny mountains. To supply coal and water to these large engines, a new tender was developed which could carry 25,000 gallons of water and 25 tons of coal. In late-January the **NPSG** set up a 16 ft. x 16 ft. S gauge layout at the Family Heritage Train Show. Member John Sinn and wife Ginny hosted the group in February in Ambler, PA., and Ray and Pat Nase in March, in Souderton, PA. Curt Johnson is hosting the group in Fairless Hills, PA, in May. Norm Lepping will host in June.

The **NPSG** is considering the purchase of a trailer to transport their corner modules and several straight ones so that a layout could be easily transported for set up as desired. The group is planning to bring their layout to the Greenberg Train Show in Fort Washington, PA, on June 3. Glenn Ritter is Secretary and writes the newsletters for the group. A recent newsletter from the group included

articles by Tom Jarcho on repairing loose steam loco drivers, and upgrading the AF animated station and stock yard for better operation.

The **Lehigh Valley S Gaugers (LVSG)** have a new corresponding secretary, Fred Rouse, of Kinterville, PA. Fred is the new owner of the S Scale Loco & Supply, a firm that designed, produced and sold S scale steam locomotive kits and details parts, including people, and passenger car trucks. I would bet that Fred could give a very good clinic at one of the **LVSG** meetings if asked. The detail parts kit for the American Models steam loco is now on the S market place. *Good luck in your new job with the LVSG, Fred.* Member Jamie Bothwell is Secretary and Keeper of the Records; and Dave Heine is Treasurer. The group usually plans to meet on the third sunday of the month. *Dave Heine was incorrectly listed as newsletter editor in the last issue; Bill Fraley is. - ed.*

The latest question for guest-columnist Lottie Steamchester, a Deaaar Abby type problem solver for readers of the **LVSG** newsletter, was from someone named "tired & blue", who was unhappy with Conrail's very-blue diesel paint jobs. Lottie recommended a 16 ton Shay steam loco with D&H or Santa Fe warbonnet paint scheme on it. Bill Fraley ably edits the newsletter, and includes a description of the various members and their recent activities and escapades in model railroading. A recent meeting of the **LVSG** included a visit to the home of Ellis and Doris Stauffer, arranged by Frank Titman. The visit included enjoying Ellis' collection of Winross trucks and his under-construction S gauge AF layout. Photos in the newsletter documented the visit including a photo of Ellis and Frank Titman. **LVSG** member Wally Collins (ex publisher of the

S Gauge Herald magazine), provides Dave Heine ideas for the club newsletter, from time to time. It seems that Wally met the guest columnist, Lottie Steamchester in California while he was in San Francisco recently.

The **Susquehanna S Gaugers (SSG)** were hosted for their first ever meeting by Gene Emery on February 6, 2000. Gene has a collection of both S and O gauge equipment. Members attending included: Al Bubb, Matt Darrah, Rod Finan, Jim Ingram, Jim King, Bill Lukens, Jack McLaren, Bob Persing, Dick Purnell, Rod Ries, Terry Ries, and Tom Rodgers. Bill Lukens from Centre Hall and Tom Rogers from Bellefonte, PA, travelled the furthest to attend the meeting. This was a historic event for the people attending and hopefully will be the beginning of a new-found fellowship and S gauge group.

The **SSG** were hosted in the end of March by Dick Purnell, in Northumberland, PA. Dick has a good collection of S including AF, Lionel Flyer, American Models, S-Helper, and several Omnicon brass steam engines. He was planning to have a temporary loop of track to operate upon for the group. A recent newsletter edited by James R. Ingram, included a survey to poll the wishes of interested parties who might become active in the group activities. James lives in Williamsport, PA, and is trying to establish an S gauge group for residents in that local and general area. A recent release by James includes a comprehensive and well written listing of model RR events and shows that are in the central PA area. You can contact James on e-mail at "www.track2.com/pa" He uses a MacIntosh computer to format the newsletter publications, and the graphics include cuts of AF steam engines and RR crossing signs.

The **Baltimore Area AF Club (BAAFC)** brought their layout

to the Great America Train Show(GATS) in Gaithersburg, MD, in February. The show was held at the Agricultural Center at The Montgomery County Fairgrounds. The club was hoping to win a prize in the layout contest which is held as part of the show. Prizes ranged from \$400 for First Place, to \$50 for each participant. Eighteen members helped set up the layout and were rewarded by a \$100. The layout included several new items including a renovated train yard, AF animated station, and Gilbert Erector Ferris wheel. The layout measured 32 ft. x 22 ft. and operation was smooth during the two-day show. Ron Kolb edits the newsletter and coordinates the group. Member Lloyd Lippert hosted the group on March 16, in Gaithersburg, MD. Walt Westerfield hosted the group in February, in Fork, MD. Walt has a large L-shaped AF layout measuring approx. 18 ft. x 18 ft. with two main loops of track. The layout is under construction, but it promises to be a good one. The layout includes scenery with a mountain and tunnel, along with AF accessories including oil drum loader, water tower and custom Union Station.

The **BAAFC** is planning another club S gauge car for the year 2000. The car will be decorated for Saval Foods, a local Baltimore meat packing company. The car will be black and red with chrome doors and trim. The club is discussing renovations to their display layout using green outdoor carpeting as the top surface. Bob Davison and George Glover worked on this project. Backdrops were installed to the back of the yard area on the layout to improve the overall look. The **BAAFC** is making a club group purchase of a new book by Bob Tuft, entitled: "The Almost Complete Guide to American Flyer S Gauge Sets". Rod Charlton and Ron Kolb are coordinating the club's group purchase.

The Atlantic Coast S Gauge Club (ACSGC) held its second meeting on Saturday March 4, to work on S gauge modules. Four corner and ten straight modules were built, and the corner modules and six straight modules were completed including carpeting on the top surface. A forthcoming meeting will include the assembling of support legs, track, and wiring for operation. Member Bruce Tibbitts in Culpepper, VA, hosted the group. In addition to Bruce, Chris Johnson, Bill Novak, Jack Early, Scott Brown, Wayne Beachy, Mike Myers (the latter two from the Richmond Chapter) attended. The Washington, DC. area chapter will be named the Washington & Old Dominion Chapter (WODC). They hope to attract S gaugers from the Washington, DC. and Maryland areas. The WODC hopes to display their layout at the forthcoming Manassas Rail Festival, on June 3, in Manassas, VA. Scott Brown reported on the group's activity. His e-mail is: "sbrown56@earthlink.net"

The Suncoast AF Enthusiasts (SAFE) recently lost a long time member, Ronnie Rise. According to a recent newsletter, Ronnie could repair almost anything. He could manufacture repair parts and was an avid model maker. He built a circus train which was described in a past newsletter. The club's condolences were sent to Ronnie's wife of 37 years, Mary, and family in a special "In Memoriam" newsletter. The **SAFE** brought their portable layout to the Greenberg Show held at the Florida State Fairgrounds in January. Member Louis Blithe led the work crew for the show set-up, and built a mountain on the layout complete with snow (in Florida!). John Jeter brought a portion of his home layout and created a new modular scene with a complete baseball game, bleachers and a fan perched in a nearby tree to watch the game. The layout was shown on Channel 8 TV, according to the

newsletter report. Anna Spinella edits the newsletters and is Secretary of the **SAFE** group. Lynn and Marsha Keiter hosted the group in February, in Tampa, and had a good turnout of members. Lynn has a collection of AF trains along with several antique automobiles (full size), which were available for the club members inspection and enjoyment. Members Joe and Anna Spinella hosted the group in March, in Tampa, FL.

The **SAFE** were hosted by member Fred Rhyne, in April, and are planning their "Nationals" (drag races) train contest event for May 4, at Mark Briggs warehouse. This is an annual event, dating back several years, which includes train races in different categories and other competitive events for AF train enthusiasts. John Jeter is planning to host in June. **SAFE** is planning to possibly set up their layout at the forthcoming Sarasota Model RR Club show, to be held at the Bradenton Municipal Auditorium, on June 17 and 18. The Sarasota Model RR Club will host an NMRA large-area meet on Sept. 30 and Oct. 1, 2000 to be held at the Manatee Civic Center, and the **SAFE** group is planning to attend and set up their portable S gauge layout.

The Southeastern Michigan S Gaugers (MSG) were hosted by Tom and Kathy Nimelli for their first meeting of the new year. President Gaylord Gill conducted the meeting. The module committee reported that the track plan for the (new) modular layout is in final stages of design and estimated costs and a list of materials required are being developed. Member Brooks Stover has developed a listing of library materials and is soliciting information on books, videos, and magazines that members might be willing to loan to others. A listing of these items along with the **MSG** references will be made to provide members with a

comprehensive source of RR related materials. At the meeting host Tom Nimelli displayed and described several out-of-production S gauge models and kits, including the Sunshine Models work train cars, Cleveland Design kits, and Rex engines.

The February meeting of the **SMSG** was held at the Cottage Inn Pizza, Ypsilanti, MI. Member Dave Belanger hosted the group in March, in Waterford, MI., and Dale Baker in Owosso, MI, in April. The **SMSG** is supporting the S Spree 2000, to be held on May 18-21, in Strongsville, OH.

The Chicagoland Assoc. of S Gaugers (CASG) held their January meeting at the St. Paul's Lutheran Church, Melrose Park, IL. This is across the street to the South of Walter Lutheran High School, where the group met for several years. Dave Sengenberger is Secretary of the group and edits the newsletter. President of the **CASG**, Norm Schreiner conducts the meetings.

At a recent meeting the idea of a "graffeti" S gauge car was discussed. Mike Kroepe and Joel Lebovitz were appointed as a standing committee to handle the project. Andy Jugle suggested old, inexpensive AF cars for the basis. Art Doty gave his famous "Art" report of train shows and events in the Northern hemisphere that members and friends might attend. Art had recently taken an Amtrak Cardinal train trip which he described to the group. Members Andy Jugle and Will Holt were appointed as a committee to start planning for the 2002 Fall S-Fest. A new hotel under construction in the area may be a possible place to hold the event. Imagine holding an S-Fest in a hotel that is not completed! The new hotel will be near Interstate 80 and will have a 16,000 square foot convention room as well as a separate one for a banquet.

Members Rob and Lynn Berridge hosted the **Central Ohio S Gaugers (COSG)** group in Hilliard, OH, in February. Rob's layout was featured in a recent issue of the **COSG** newsletter. It has code 148 trackwork that was exchanged from AF at American Models as part of that firm's recent special trade-in offer. The layout includes various electrical special operating features including a Bowser turntable with indexing system, a highway with moving autos, and an electrical supply that allows operation on either AC or DC power.

Art and Janet Lofton hosted the group in March, in New Albany, OH. Member Norm DellaColetta hosted the group in Westerville, OH in April. The **COSG** is planning their annual picnic in June, to be hosted by Lowell and Carleen Henthorn on Apple Valley Lake, Mt. Vernon, OH. Alan Evans edits the club newsletter, and a recent issue included articles from local newspapers. One article showed grandfathers and their grandsons watching one of the operating layouts at the displays during the Marion Union Station Association's 14th Annual Model Train Show in February. The event was held at the Evers Arena at the Marion County Fairgrounds. The **COSG** welcomed new member Jim Siverling, from Prospect, OH. Jim operates a Hi-rail layout with code 148 trackwork.

The Northern Ohio S Scalers (NOSS) celebrated their one-year anniversary in December, and Jack and Sharron Sudimack hosted the group for that month's meeting. Gary Ippolito ably edits the group's newsletter. Gary hosted the **NOSS** in February in Bay Village, OH, and the clinic for the meeting was a tour of the Internet and its train-related sites. Twenty some members attended. Member Joe Webb hosted the group in February, in Strongsville, OH. The meeting included a clinic on

the installation of couplers on various (S gauge) cars as well as adjusting coupler height to NASG standards. George Ricketts gave the clinic, and was recently elected as "head snipe". This is the title that the membership and newsletter editor choose to refer to the president of the group as. Luanne Merner will continue as the group's Treasurer, and Gary Ippolito as Secretary. The **NOSS** plans clinics for the meeting activities, among other features, to keep the membership and attendees interested.

The Cuyahoga Valley S Gaugers (CVSG) are sponsoring and planning the 2000 Annual Spring S Spree, to be held on May 18-21 at the Holiday Inn, Strongsville, OH. Josh Seltzer is receiving reservations, and a full schedule of events is planned. The Spree is billed as a weekend "retreat" for those interested in all varieties of "S" gauge, including AF, Hi-rail, Scale, and Narrow Gauge. The club's newly-rebuilt Hi-Rail layout and S-Mod scale modular layout will both be on display and in operation. There will be layout tours and a layout tour brunch on Sunday. The Spree will feature as a show car, a green S-Helper type PS/2 covered hopper car with yellow lettering for the Cuyahoga Valley Railway, an actual RR in the area. The Spree will include: a large trading room, manufacturer's displays and products exhibitions, clinics, banquet, complimentary CVSG party, layout open houses, a picnic cookout hosted by Josh Seltzer, and other events.

Joe and Dawn Jansky hosted the meeting in January, in Bedford, OH. Joe coordinates the group's portable and modular layout activities. The Hi-rail layout was displayed at the Parma High School show in February. Marty Lydecker hosted the group in February, in North Royalton, OH. Marty has a fabulous AF layout according to the newsletter report

of Lee McCarty. Member Jim Zborowski hosted the **CVSG** in March in Medina, OH, which was the annual business meeting with election of officers. Chuck Fonda hosted the group in April. After some electrical problems with the Hi-rail layout at the Parma, OH, train show, several sections were checked out by Max Gruber, and brought to Lee McCarty's house for scenicing. Max hooked up a test track which can be used independently of the regular layout so operations at a display will not have to be interrupted when train items are to be tested. Also any short circuits that might result or be caused by testing will not occur on the main layout trackage.

The **State Line S Gaugers (SLSG)** were hosted by Vera Geerts, in February, in Rockton, IL. The group is concerned about the diminishing number of young people coming into the model railroad hobby, and initiated a program to stimulate interest. Young boys and girls between the ages of six and thirteen were encouraged to enter a short essay contest using the subject: "Why I would like a train set". Winners will be selected at each of the four train shows where the **SLSG** exhibits their layout during the year. Each winner will receive an Ertl 1:64 scale train set. The first winner was selected at the Green County Model RR Show, held in January in Monroe, WI, and he was 8-year old Jarrod Mair, of South Wayne, WI. Jarrod will also receive a complimentary membership in the **SLSG** for a year. The promotional program was suggested by long-time member John Gianos of Winnebago, IL. John heads the group's Special Promotions Committee, which administers the program.

The **SLSG** newsletter is edited by Mac McGrath, and a recent issue included a photo of model train display in Rugby, England as taken by Dave Pippitt, who recently was

in the U.K. Niel Trump set up the display at the train show. Dave and Martha Pippitt hosted the group in March, in Rockford, IL. Dave demonstrated his new computer software for the **SLSG** members attending the meeting. Dave Oberholtzer coordinated a work session of the Modular Committee. The **SLSG** displayed at their second train show of the new millennium in March, at the 12th Annual Model RR Show & Swap Meet, in Lena, IL. Art Doty brought and displayed A.C. Gilbert memorabilia. The modular layout displayed at the show included Dave Tanner's double helix module.

The **AF S Gaugers of the St. Louis Area (AFSGSLA)** were hosted by member Barry Dolan in February. Barry has trains on all three floors of his house, so the members have lots to see. Mark Brabb co-hosted with Barry. The group displayed their layout at the Dupo (Illinois) HS Gym Train Show, in February. Barry Dolan coordinated this effort. In March the **AFSGSLA** enjoyed their post-S Fest Dinner Party, held at the Holiday Inn, in Westport, the same place as the Fest. Scott Pilarski hosted the group in Wildwood MO, in March. Scott's layout has been featured in the *S Gaugian* magazine among other places, and is extensive.

AFSGSLA member Chris Rathert is scheduled to host the group in May, in Chesterfield, MO. David Stevens coordinates the meeting locations, usually held at members homes. Moe Berk coordinates the club activities. There are no monetary dues, but each member is asked to donate time and host for meetings, as a way to "pay his/her dues" Gary Mueller edits the club newsletter.

The **Badgerland S Gaugers (BSG)** sponsored a Train Trade Show at the Waukesha County Expo Center in March and in April. The group will sponsor six

of these shows this year, the next one to be in September. Member Dick Kloes coordinates the registration for the shows. Dave Smukowski was recently elected President of the group. Ron Schlicht is Secretary and edits the newsletter. Jeff Madden (editor of the *Dispatch*) was elected Vice President, and Jeffrey Young is Treasurer. The club also has four Directors including: Fred Vergenz, Chuck Porter, Mac McGrath, and Trumann Garrett. Steve Jones hosted the group in February, in Whitefish Bay, WI. Brad Nelson hosted the group in March, in Waukesha, WI. The April meeting of the group, hosted by Dave Smukowski, was the last one until next September. The **BSG** recently welcomed new members: Jurgen Barber, Ross Otto, and Danielle Goeke.

BSG member Don Westby has offered the use of a heated building with lighting, for the club to set up their modules and store various items. The building is in Port Washington, off I-43 and would be accessible to members of the club. Member Fred Vergenz reported that the Little A-Merrick-A tourist RR which the club visited jointly with the **SLSG** group in the Fall had a fire in the shop building. Some of the passenger cars that were stored in the building were saved, but there was much damage to the building and contents. Hopfully the building can be rebuilt and the operations will continue.

Chuck Porter is coordinating the club shirt and cap projects. The hats and shirts will give members a unified look at the upcoming 25th anniversary Fall S-Fest in Oct., 2000 which the club is hosting.

The **Inland Empire S Gaugers of the Pacific Northwest (IESGAPN)** were hosted by member Pat Spiro in January. Tom Bangs edits the club newsletter, *S-Train Rail*. Tom is a narrow gauger and has incorporated some

innovative ideas including plans and photos. Under the heading "Shop News " Tom includes information from local hobby shops and store that carry model RR related items, and S gauge trains. A recent issue of the newsletter included extending the club's condolences to Cliff Baxter and family in the loss of Cliff's mother. **IESGAPN** made a charitable donation in the memory of the deceased, at the request of the family. Ernie Horr is the coordinator of the group, and Jon Kittner, Treasurer.

In a recent newsletter, editor Tom Bangs explains to the **IESGAPN** readership about scratchbuilding. "Many modelers I know get fidgety at the mention of scratchbuilding" Editor Tom goes on to explain that there are two ways to overcome this mental block. These include thinking of the project as building a kit. Instead of just picking A and B out of the box and glueing them together, to make C, you have to first make A and B. The second method to overcome fear of scratch building is to remember that skills are acquired. Even the best stocked hobby shop does not

stock 'skill', it must be acquired. Skills can be obtained by doing. Start with a simple project, and progress as you feel comfortable to the more complicated. Restoring an AF item might be a useful simple project if you are so inclined. Editor Tom explains about getting started and the sources of plans for a project.

The Rocky Mountain Hi-Railers (RMHR) held a meeting at the Boise City Government Buildings in February to work on their portable display layout, entitled "Lookout Junction". The group held similar meetings in March, and April to work on and plan the operation of the layout at the up-coming Treasure Valley Train Show, held at the Centre on the Grove on June 23-25. The group is coordinated by John Eichmann, and the newsletter includes valuable information on repairing and operating AF and other S gauge trains. The **RMHR** celebrates their fifth birthday anniversary on June 7, 2000.

Members are working hard to prepare their layout for the Northwest 2000, sponsored by the

Pacific Northwest Region of the NMRA in LBoise, ID.

Members of the Bay Area S Scalpers (BASS) are working on plans and details for the upcoming NASG convention to be held in San Jose, CA., July 30 to Aug. 6, 2000. Billed as the 21st Century Limited, the NASG 2000 Convention will be held as a joint venture with the NMRA National Convention. There will be over 100 home layouts (all scales), a dozen tourist railroads, over 50 informative clinics, plus many points of interest to visit in the surrounding areas. All this takes time to plan and coordinate, and the **BASS** are heavily involved. Barney Daehler edits the Bass Waybill, newsletter for the group, and Lee Johnson coordinates the group's activities.

Your column editor wishes to thank those clubs and individuals who send information on their activities as used in this column. Please send your club newsletter or information to: Dave Pool, 11 Bittersweet Trail, Wilton, CT., 06897-3902



The 2000 NASG car by Lionel Trains is this triple dome Deep Rock tank car. The car will be black with yellow lettering. \$49.00 per car to NASG members (limit 2). Car will have diecast trucks and operating couplers.

Railmail from page 5:

purposes of camaraderie, learning and promotion...then yes, the SIG may well be the key.

If we take it as read that the burgeoning spawning ground for potential eSSers is in the established arena of model railroading rather than the newbie brigade, then the NMRA must be looked at as fertile ground. Might we not treat a SIG as a Trojan horse of sorts...covertly establishing itself within the ranks of HOers (majority) and other accomplished modelers, and then subliminally disseminating the benefits of S both operationally, creatively and scenically. Yes, I like the idea of an S SIG... where is it? I'll join.

- Cheers, Richard Snook, Australia

Getting Started in S? I have a little "true" story I wish to share with you regarding the proliferation and growth of S. There is an S gauger that for some reason got out of the forefront due to lots of problems, and for a period of years wasn't in touch with the day to day activities and sales. One day he decided that he wanted to get back into the active portion and start another layout.

Here lies his "troubles with S." Just how in the heck is he supposed to get started in S? Imagine trying to find the necessary items to start back up again? As we all know, there are very few hobby shops that carry anything in the S line, and most of them that do are in the larger cities. There is NO CATALOG at all available to tell someone what there is within S. Other than the *Dispatch*, there is only one other magazine in which to find S items, and that is the S Gaugian, and access to it is limited, and the content is limited for a scale enthusiast.

First and foremost is the availability of track and turnouts. I

don't think American Models or S Helper Service carries any code 100 or code 125 track. How about turnouts? Second, it seems all the manufacturers think everyone has e-mail, and few have ordinary addresses or phone numbers. Response is not always good when using the mail or leaving a message on an answering machine.

I have been in S for a long time, and I have seen it come up from near nothing by the sheer dedication of those now considered "old timers." John Foley is attempting to assemble an S catalog of sorts (brochure) and has asked all the current manufacturers to request info and catalogs for further redistribution. You'd think the manufacturers would jump to do this, but many don't.

You also have a few individuals such as John Eichmann out in Idaho beat the bushes out there and now has a group of 20 or more. Another example of devoted S gaugers is the three groups in Ohio who alternate spring meets. I'm sure there are others, but this makes my point. If S is ever to move beyond its current state of self-containment, it must get the word out to the non-S world somehow. I know advertising in the bigger magazines is expensive and beyond the majority of S manufacturers, but NOT advertising is about as costly in the long run. For starters, I would suggest that all of the manufacturers send John Foley your "poop" sheets and/or catalogs to be assembled into packets to be handed out around the country. Perhaps the consolidated S manufacturers ads in MR could be brought back.

- Nuff said, Russ Mobley, past General Director NASG.

Russ lives way down in rural Georgia, and he may have missed some of the latest developments since tearing a layout down and dropping an S manufacturing line.

There finally was a group ad effort in a recent MR. Code 100 turnouts are still available from Scenery Unlimited, 7236 W. Madison St., Forest Park, IL 60130 - 708-366-7763. They have a pretty comprehensive 158-page catalog with lots of scale items for \$7.95. Banta Models, 411 Hopkins Rd., Dummerstown, VT 05301 has rtr code 100 turnouts too using laser cut ties. Code 100 flextrack is available from either of the above. SHS does now have some sectional code 125 track with built in roadbed. Looking forward to seeing a new A&P emerge. - Jeff

Car Dimensions: Since the Corvette is a popular car for diecast manufacturers to make, and because it is a small car, it is hard to judge whether a model is accurate for 1:64th scale. I found the following dimensions. These, along with your scale rule, will help you determine if you should buy that Corvette in the toy section.

'53 - '55	167 inches long	72
	inches wide	52 inches high
'56 - '57	168 inches long	70.5
	inches wide	52 inches high
'58 - '60	177 inches long	73
	inches wide	52.4 inches high
'61 - '62	176.7 long	70.4
	wide	52.2 high
'63 - '67	175.2 long	69.2
	wide	49.8 high
'68 - '72	182.5 long	69
	wide	47.8 high

For those of you looking for more variety of common cars, Racing Champs has a consolation prize to help take the place of Mint Editions. A line of Petty Racing (Nascar) cars is available including many Mopar and some Olds from the '50s and '60s; \$3.99 at K-mart, \$1.99 at Big Lots (and possibly other surplus stores). You will need to provide "street" paint in place of the Nascar paint.

- Ted Larson, Minnesota Heartland Railroad - Eastern Division

EXTRA BOARD

FROM DES PLAINES HOBBIES:

I have been reminded that we included no instructions with the scale version of our 3 bay hopper cars and tank cars. The hi-rail versions are track ready out of the box, but I should have included a note with the scale ones for the Kadee 802 users. There is a spacer between the truck bolster and the car body of the hopper that must be removed to achieve proper coupler height. Just follow Kadee's instructions for assembling the couplers themselves. Nothing else need be done. I hope this has not inconvenienced anyone too much.

- Ron Sebastian, Des Plaines Hobbies, S Scale America

S - TIPS

Expansion Joints: Response to the need for expansion joints in soldered flextrack. If you are laying your own track, you will need to spike at least every fourth tie to prevent thermal buckling. My own preference is to solder the joints and spike a lot. The reason is voltage drop through rail joiners if they are left unsoldered. I also use feeders every 6 feet or so. If you are using flextrack, you need to fasten the flex either continuously with some adhesive, or spike/nail it down about every fourth tie. Maybe the best solution is to solder every other joint, making six-foot rails, use feeders for each 6-foot length, and leave gaps at least 3/32" at each solderless rail joint. This should accommodate about a 20-degree rise from the ambient temperature at track laying time.

I had a severe train wreck once during an operating session. I had just completed a new section of track, but I didn't have the time to spike every fourth tie before the session. I had merely spiked about every three inches. Well, the temperature in the room rose sufficiently (16 bodies generate a

lot of heat) for the rails to buckle, and a brass Alco A-B sailed onto the carpet.

- Dick Karnes

Fiber Pins: Where can I get fiber pins for Flyer track? There is now a replacement for the fiber pins. They are nylon plastic, making for a very good insulator that does not break nearly as easily as the fiber pins. The part number is 692-2 Nylon Insulating Track Pin. The retail cost is 35 cents each, but you can purchase quantities at wholesale prices: 25 for \$5.00, 100 for \$12.50. Add \$2 S&H if ordering only these.

- Joe Haenn of Joe's Train Repair, 404 Shetland Rd., Rougemont, NC 27572

Stalling: AF Stalls on AM frogs. The length of the insulated frog is longer than the tender truck wheelbase. A sensitive reverse unit will stop your engine dead on the frog. Changing the running direction through the frog changes the truck that picks up power from the frog. Note, the insulation length for the curved route is slightly longer, but again, the power pick-up wheels are on the other side. Suspect dirty wheels, dirty track in the frog are not making contact.

Slow down the response of the reverse unit. Here is where a stuck one really helps! Or lock out the reverser. Slow speed is not helpful here, as the pick-up truck must, in effect, jump over the insulating gap before the reverse unit advances due to the drop in the voltage available to it.

- Alan Udy, Idaho Falls.

Caboose Conversion: Hello, I have successfully converted one of the Industrial Rail cabooses. First the body is attached to the floor in the same manner as Athearn's HO cabooses. Turn the car over and you will see in front of the trucks a slot in the floor with a plastic body piece forced through. I snapped off the body pieces where they

come through the floor. Next where the ladders join the roof ends they are held in place by moulded on pins on the ladders. On my model one of the pins had been broken off and glued on at the factory, no problem. Now you should be able to remove the body shell. The trucks are attached to the floors by bolts/machine screw from inside the car. Once the trucks were removed, I drilled out the mounting holes with a 1/4" drill and then forced fitted short lengths of 1/4" wood dowel into the holes. Trim the dowel flush with the truck bolster. I then attached SHS trucks and SHS long caboose couplers with wood screws.

Replace the body shell and you are ready to roll. I did not put a light in my model but it would be easy to do. My body shell is held on by placing a drop of plastic glue at the four corners on the bottom. None of the other cars in the Industrial Rail line are suitable for conversion(what will probably follow next is a slew of e-mail about converting some of the other cars). Good luck,

- Tom Davis, Charlotte, NC

Passenger Car KDs: On all my passenger cars, I use a homemade drawbar with a Kadee. I mount it to pivot on the truck kingpin, just as the bolster does. However, I let it swing independently of the truck motion.

First, this concentrates the pulling forces directly over the truck bolster, as opposed to having the body being pulled in a different direction than the truck needs to go. It does this without the twisting force that truck-steered couplers generate.

Secondly, this maintains a constant distance between the truck centers of adjacent cars. Couplers that steer with the trucks are actually pulling the cars closer together on curves, which is completely wrong. Pulling at the truck centers

with an independent drawbar allows very close coupling. The diaphragms can be almost touching, but the cars will still track properly. The couplers will tend to swing off to the side when backing, but if you provide a smooth buffing surface this is not a problem (assuming you don't back up at 120 mph).

Also remember that long cars need to be able to compensate for cross elevation (side to side twisting of the track). The simplest solution is to leave one truck screw loose, so the truck can rock sideways, while leaving the other fairly tight, to keep the body from rocking.

A more elegant solution is to use bits of styrene to make side bearings on one bolster only. In effect this gives the car a 3-point suspension which holds it steady while allowing it to compensate for track irregularities.

On the AM trucks, I gave up on the pin. A short screw with a washer does the trick. On all AM 4 wheel passenger trucks, make sure that the side frames have enough play to ensure that all wheels always remain on the rails. There's a very narrow margin between having freely equalizing sideframes and having the wheels fall out.

- Stan Stokrocki
sscale@bestweb.net

S IN NON-S PUBLICATIONS

- CTT, Jan. 2000: 4 page article on the All Aboard sets.
- CTT, Feb. 2000: 2 Flyer articles.
- CTT, May 2000: 6-page article on Flyer Heavyweight pass. cars.
- MR, Feb. 2000: Cover shot and 6 page color feature on Steve Anderson's bedroom sized Sn3 layout which will be on tour at the San Jose NMRA/NASG convention.
- MR, April 2000: Product review of SHS SW1.
- MRP (Planning), 2000: 4 page feature with track plan of Paul Scoles' Sn3 Pelican Bay.

BILLBOARD REEFERS

With the Crown reefers and now the wooden reefers from SHS, of which many have colorful "billboard" paint schemes, a short refresher for modelers is probably due. Stan Stokrocki provided the following information: ... A true billboard reefer was a car whose sides were actually used as rolling billboards; the car sides were hired out as advertising space. The advertising on the car did not necessarily have any relationship to what was being carried in the car. That particular product may have never been carried in that reefer, or in any reefer at all. This led to situations where a meat packer might order some empty cars and find that the cars delivered to his siding carried a competitor's graphics. By paying to ship his meat in them, he was actually helping to promote a rival's product.

This type of situation led to complaints. In response, the ICC outlawed the practice of using cars as billboards in 1934. It didn't outlaw any paint schemes per se; there never was any restriction on how the owner or lessee of a car could paint it to promote that company's own products. In modeling terms, a billboard-era car might be carrying anything, regardless of the paint job. In the post-billboard era (after 1934) the paint scheme would pretty much indicate what was being shipped. Modelers often use "billboard reefer" to describe any (usually wood-sided) reefer with a fancy paint job. This usage is incorrect.

- Stan Stokrocki

SWITCH LIST

For Sale: S scale (no AF or hi-rail): Overland brass, Rex loco kit, SW brass flat, Rex Flat cars. Plastic freight cars incl. AM, PRS, Down, G&W, S Designs. Hartoy trucks. Very reasonable prices. SASE or e-mail for list and prices. Neil Redding, 5826 Augsburg Circle, East Syracuse, NY 13057. dsrnnar@A-Znet.com.

S-CALENDAR

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 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: BobPCRCDD@aol.com.

Sept. 29-Oct. 1, 2000: Fall Jersey Get-Together. Christ Church Hall, South Amboy, NJ. Don Thompson

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 macster1@earthlink.net. Website: www.trainweb.org/bsg.

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

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

Bids Open for NASG Annual Conventions -- 2003 and beyond. Contact Dave Held, Convention Chairman, 6154 Lanake Ln., Imlay City, MI 48444. 910-724-5499.

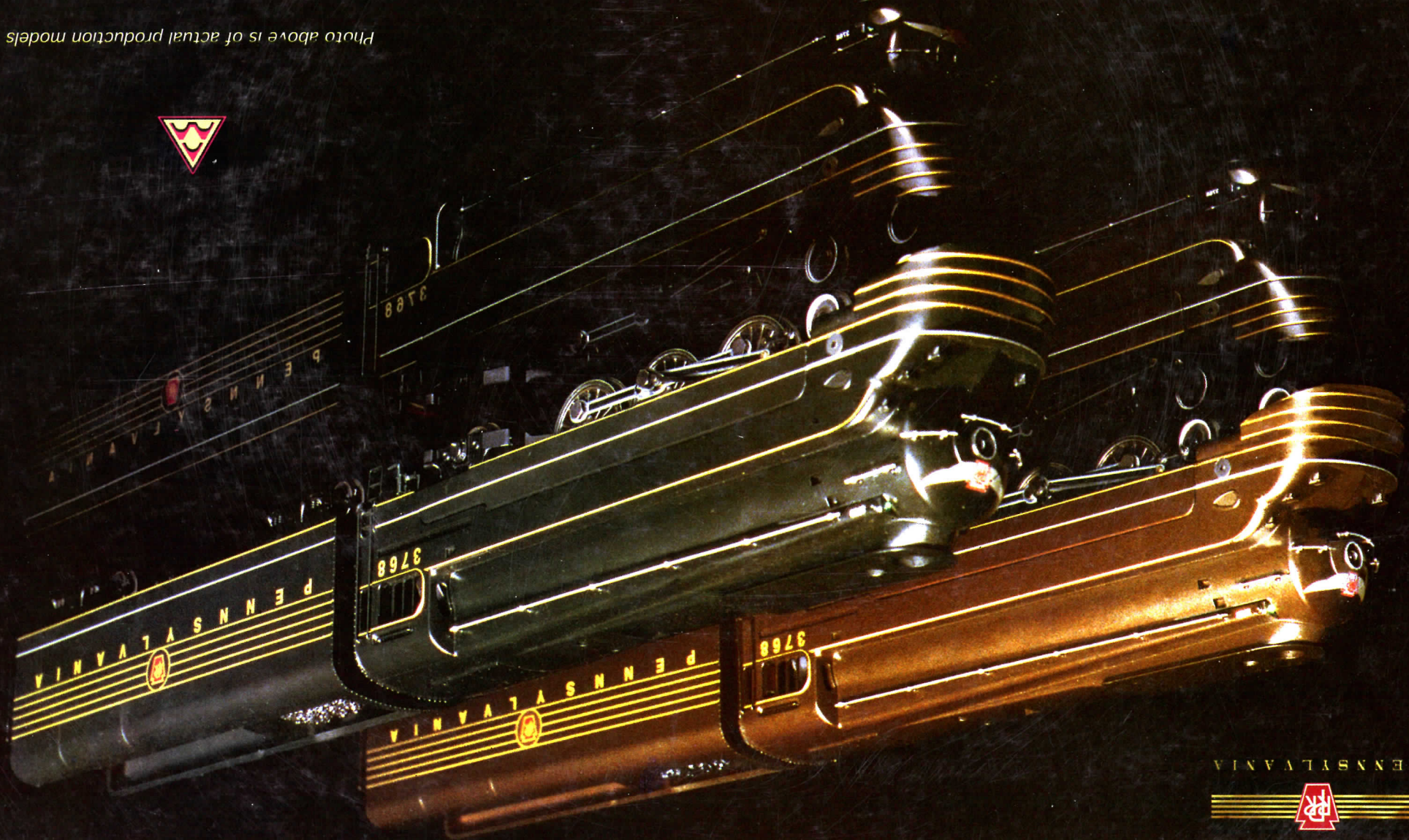


Photo above is of actual production models

Pennsylv Finest! In 1936 through the services of the most famous industrial designer of all time Raymond Loewy, streamlining came to Pennsy passenger service. Loewy worked in collaboration with the Pennsy's Engineering Department conducting extensive wind tunnel tests with clay models. The finished locomotive 3768 was publicized at the opening of the 1938 Worlds Fair painted in a bronze paint scheme. Later the engine would be painted in the same scheme but in Brunswick green. Other streamlining treatments were given the Pennsy's passenger fleet, but the Loewy work on 3768 set the standard. The 3768 was one of the most expensive projects ever undertaken by American Models. Almost 2 years in development and after many modifications to our tooling we feel sure our model is an accurate piece of history. We have a newly programmed sound board to capture the whistle, bell and other sounds of an actual K-4 locomotive. Our heaviest locomotive yet, weighing almost 3 pounds (without tender), the body is Die Cast metal. All models come with our exclusive piston chugging unit which chugs and smokes at twice the speed of the Gilbert engines. Gritlon traction wheels are standard on all hi-rail models (optional on scale engines). AC Flyer models with sound board. \$429.95. DC versions (scale or hi-rail) with chug sounds and smoke are \$349.95. See these fine models at your dealer, if not available order direct. Visa & MasterCard.

American Models, S. Lyon, Michigan Phone 248-437-6800 Fax 248-437-9454 Web site: www.americanmodels.com