



DISPATCH

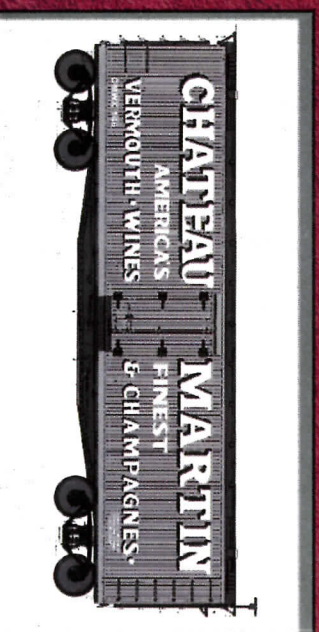
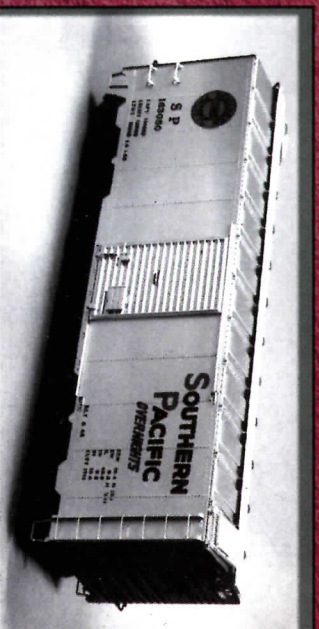


Potomac Valley Modules

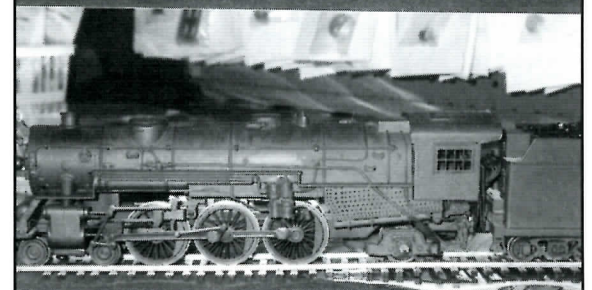
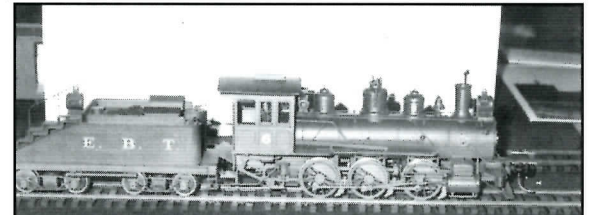
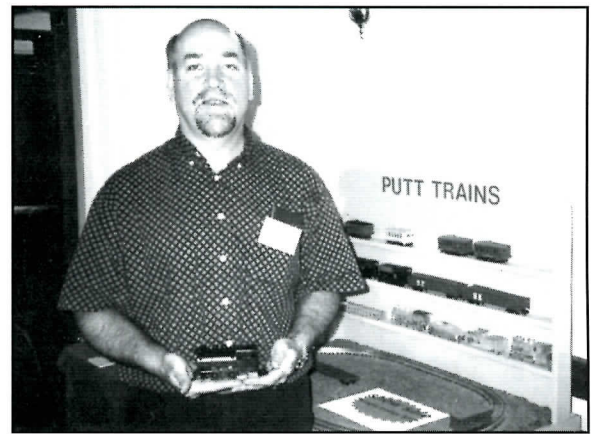
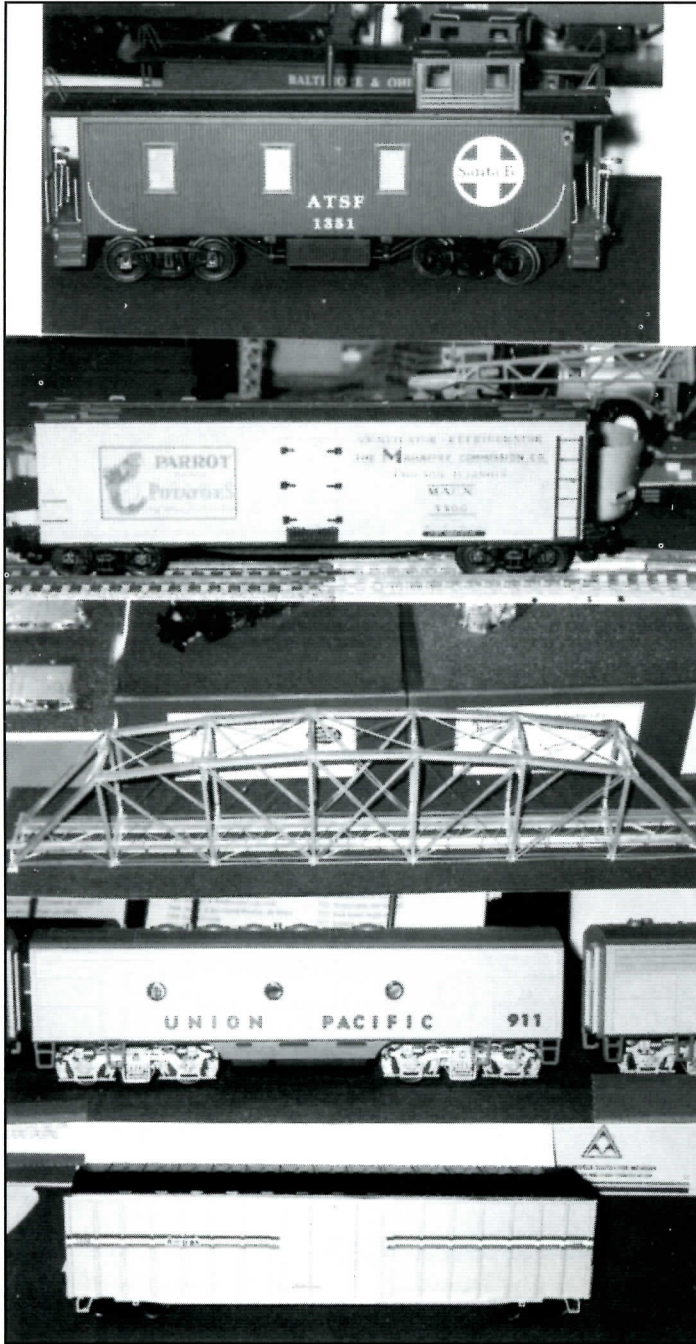
The Tinplate Road

Spring S Spree

Hump Yard Part III



WHAT'S NEW?



New Products seen at the Spring S Spree. Left hand column top to bottom: AM caboose, SHS wood reefer, HO version of River Raisin truss bridge, AM B unit and AM Railbox sound car. Right hand column top to bottom: Terry Putt holds a Dockside of the former Rex line. Progress is being made on bringing back all the locos . Next is BTS EBT 0-6-0 (std. gauge). It ran nicely on the test track. Next is an AM Pacific with S Scale Loco & Supply's detail kit. Bottom two photos are two new kits by Banta Modelworks.

Photos by Jeff Madden

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.

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
262-968-3729
nasgdispatch@hotmail.com

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

Michael Paschall
PMB 410
2300 Bethelview Rd., Suite 110
Cumming, GA 30040-9475
770-205-4880
michael@bakerstreet.com

Reproduction in whole or in part is prohibited without permission of the NASG, Inc.

The **Dispatch** - ISSN 10457178 is published bimonthly by MI Printing, 100A Church St., Millersburg, PA 17061. miprint@epix.net
SUBSCRIPTION RATES: 1 year, \$20.00 which includes membership in the NASG. All subscriptions payable in U.S. funds. Postage is paid at Millersburg, PA. Printed in the USA. All rights reserved. Postmaster: Send address change to Michael Paschall at address above.

COVER: This month's cover features 2 photos of structures by the late Randy Sappo, a photo of Ernie Horr's Tinplate Road and the two commemorative cars for this year's NASG/NMRA Annual Convention. The order form for these cars is included as an insert in this issue.

ORDER BOARD

Volume XXIII Number 3

June, 2000



What's New	2
President's Message and Rail Mail	4
Jeff's Junction	5
New Products Report	6
San Jose Convention Updateby Ed Loizeaux	8
Module Cornerby Don Vandermause	10 - 13
Sergeant Coupler ReviewKeith Thompson	15
Meet an S GaugerErnie Horr	17 - 19
Steamtown in 2001staff	20
Spring S Spree ReportJeff Madden	22
Anniversary Fall S FestJeff Madden	24
Straight and Narrowby David Heine	26
Sacramento Hump Yard, Part III by the Vic Chervens	28 - 31
Club Sandwichby David Pool	32 - 35
Extra Board	36
S-Calendar	37

NASG Website: <http://trainweb.com/nasg/>
 NASG Website Director Craig O'Connell: crocon@connix.com

STAFF

Jeff Madden -----*Editor*
Terry Madden -----*Graphics Editor*
Kent Singer -----*Contributing Editor*
Jeff Madden -----*New Products Editor*
David Pool -----*Club Editor*
Ted Larson -----*Module Corner*
David Heine -----*Narrow Gauge Editor*
Bob Werre -----*Staff Photographer*
Jeff Madden -----*Advertising Manager*
Bob Jackson -----*Editor Emeritus*
David Dewey -----*Amer. Flyer Editor*

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

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

ADVERTISING RATES: Inquire regarding B&W or color rates. For additional information, contact the NASG DISPATCH Advertising Manager.

President's Message ...

The promotion of S beyond current hobbyists is a challenge for all of us to meet. We typically think of layout or modular setups at train shows. Perhaps our focus should be on how to promote S outside the usual train shows - elsewhere, to reach people not already in the hobby.

The Rochester Area S Gaugers (NY) have recently considered a set-up at a toy show, while the North Penn S Gaugers are looking into church functions and a local museum. It's important to let the public know S is alive and well by not only running vintage AF, but also AM, SHS and other scale equipment. Remember too, it's easier to get someone involved in S if they don't already have an investment in another scale.

Our Kansas City S Gaugers approached a local shopping center two years ago and offered to do a weekend show in exchange for a vacant store space to set up and work on improvements to our modules. We were given a space approximately 70' x 30' for two months, and our members spent weekends improving and revising the layout. One of the primary advantages was not having to take down and set up the modules for each work session.

Once you select a toy show, shopping center, church, museum, library, etc., your group's primary goal should be to highlight that NEW S is available. Select a location, or non-train event and get a grass roots effort going in your area to promote S and the NASG to the public.

Paul Stevens, President, NASG
crafttr@swbell.net

DUES DUE!
Don't forget to send
your dues in. Now
\$20.00 a year. Add
\$10.00 if you have a
booster ad. There was a
separate form for this.

RAIL MAIL

Many Losses: It saddens me to read in the latest S gauge magazines about the demise of some of the stalwarts of our S gauge fraternity. I had met and held conversations with Ed Filer, Tom Coughlin, Randy Sappo and Bill Daiker. I found all of these to be fine dedicated S modelers. Unfortunately, I was never able to meet Bill Krause but felt a kinship with him through his many contributions to S gauge and to our S gauge magazines. I am sure I am with the many who offer their sympathy and condolences to the families, and we S gaugers also feel the loss.

- Ernie Horr

Kudos to Ron Leventon: I recently purchased two AF Hudsons, both of which required work. I gave Ron a call, and not only did he have the parts I needed, but I have never received orders as fast as from Ron. Thanks to Ron and his staff. Keep up the good work. However I cannot say the same thing about American Hi-Rail. About 2 months ago (from Feb. 2000) I sent a letter inquiring about can motor conversion kits for Flyer engines. Although I included stamps, they never did get back to me. I still am interested in obtaining these kits.

- Frank Teoli *Ron Leventon's Hobby Supply, a well-known AF parts supplier can be reached at P.O. Box 1525, Chehalis, WA 98532. For those not aware, Tom Hodgson's American Hi-Rail is a part time business, and although Tom does some great work, he is often out of town piloting airplanes and isn't able to respond immediately. I'm hoping Frank has received a response by now.* - Ed.

Old Standards: Just got the Feb. 2000 *Dispatch* and read the nice piece about Henry Roos. However, Henry and the Connecticut S Gaugers didn't have to spend their time regauging Henry's layout to the new NASG standards. The newer S scale equipment would have run fine without regauging. I have always used the NMRA ("old NASG") standards for track and have found that the new locomotives and rolling stock run fine on "old standard" track (there was no way I was going to re-gauge all of my locomotives to the new standard anyway). I build all my new rolling stock to the NASG standard.

I am now in the process of building yet another new layout, and it too is being built to the old standard. I welcome anyone who wants to bring his "new standard" equipment over and try it out.

- Dick Karnes

Satisfaction With S: I've been watching these threads (internet lingo for a particular topic) about what should be made in S next. What about what we have

already? I'm a very happy camper with my GP9s, GP35s, SW9 and SW1. I'm also looking forward to my F3s and whatever other F units Don (SHS) decides to produce using the same mechanism.

What am I getting at? Well, if the models I just mentioned didn't exist I'd probably not be in S scale today, but that's NOT the whole reason I'm in S. I

chose this form of ferro-equine masochism for its potential. In S I have the potential to model detailed scenes that actually tell a story about railroading without needing a separate house for a model railroad like I would in O.

I modeled in S back in the mid-'80s when brass was

Rail Mail continued on page 38

Jeff's Junction



SCALERS SHOULD GET TOGETHER

An interesting observation occurred to me following the 1999 October Fall S Fest in St. Louis regarding the Flyer and Scale factions of S. I observed and felt that the scalers like me were out of sorts at this Fall S Fest. At the same time I observed at the 1999 NASG convention in St. Paul that the Flyer folks felt a bit out of place. Personally, I enjoyed both events, but the contrast really points up the divergent interests.

The recent Fall S Fest was like finding the "Mother Lode" for Flyer folks. Over 715 individuals registered, and most, except spouses, were buyers. Scalers had to dig a bit to find items; there were only 5 or 6 dealers with a majority of scale items. The 7 layouts on tour and the only display layout were Flyer or hi-rail. In contrast, the NASG convention in St. Paul was almost the flip side with scale dealers at both the NMRA and the NASG trade areas outnumbering the Flyer sellers by a ton. S Layout tours here were 3 to 2 scale over Flyer, and the display layout at the convention hotel was scale.

Nothing wrong with different emphases by different groups. This usually depends on who's in charge and the interests of local model railroaders. Eventually specialized meets might crop up. As a general rule I prefer the mixed venues, but the time could be ripe for the scalers to create an ALL-SCALE meet or mini get-together.

As I understand it, I think the Central Jersey S Scalers October Get-Together is sort of like this, but what I am proposing is a bit more involved. By having some all-S scale (we'll call them Get-Togethers) events scattered around the country at certain times that don't conflict with the NASG

Annual Convention or the other popular Fests and Sprees, we can create a venue to attract S scalers, including Sn3ers.

These Scale Get-Togethers would be on the order of the Fests and Sprees - an event over a long weekend with displays, contests, swap tables, manufacturers, clinics and layout tours. And since standard gauge scalers are a minority in S, the Sn3 crowd would be invited to join in as well. This might work well, especially in the Midwest and east where S narrow gaugers must often travel long distances to the west for most narrow gauge conventions or symposiums.

All S gaugers would be welcome including Fly guys and hi-railers, but activities and swap/sale tables would be strictly scale - maybe some hi-rail. Even non-S scalers might be enticed to check this venue out.

Timing would be important here. My thoughts are to stay away from the established S events. I would think September, early March or Memorial Weekend might be good choices for colder climes. If the Jersey Get-Together is expanded in this fashion, they could possibly be the starting point. Eventually other regions could take a turn so that one group wouldn't be burdened with yearly planning.

This concept is not meant to create a separate organization or for splintering our S fraternity - just an idea for a special event to which the S scalers might gravitate to. Scale manufacturers like BTS or Banta should like this idea because it would concentrate their customers once or twice a year. The NASG should have a presence - to promote their "scale side" and hopefully attract more scalers into the fold. S narrow gaugers, who are usually a little stand-offish at mixed S events or not there at all, should feel right at home. Hi-railers in the area should still be enticed as well because much of their S modeling involves scale modeling such as that involving structures, scenery, etc.

As a scaler, I recognize that the special S events are where I do most of my buying and selling, so this idea sounds like a win-win to me.

- Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AC & Y HISTORICAL SOCIETY (P.O. Box 196, Sharon Center, OH 4274-0196) is selling a limited production wood-frame Victorian combination style depot produced by Model Tech, Inc. The laser cut Type III depot is an Akron Canton & Youngstown prototype which was common for the Ohio railroad. It also similar in style to a depots of C&O, Wabash, NKP and W&LE. The S scale version can be ordered from the society for \$55 for members or \$63.00 for non-members. Add \$5.00 for S&H.

AMERICAN MODELS (10087 Colonial Ind. Dr., South Lyon, MI 48178). The new streamlined K4 Pennsylvania Pacific was live and in person at the May Spring S Spree in Cleveland. The model steamer is based on the 1936 engine No. 3768 designed by Raymond Loewy. The bronze paint scheme was previewed at the 1938 World's Fair. Later it was painted Brunswick Green. AM has both paint schemes available. The body of the loco, without the tender, is mostly die-cast weighing almost 3 pounds. Only the lower skirting by the drivers is not die-cast to eliminate shorting problems. Gription (reg.) traction wheels are standard on hi-rail versions, optional on scale. All models have piston chugging sound and smoke. AC versions have a sound board with whistle and bell. DC versions are \$349.95, and the AC version is \$429.95.

Also in person at the spree were all the new wood cabooses with their 28 paint schemes, the Amtrak material handling car with sound and the F7B unit. I think I also spied an F7A unit there too.

BANTA MODELWORKS (411 Hopkins Rd. Dummerston, VT

05301 - www.divisionpoint.com) showed off some new structures at the Spring Spree. One is a frame and stone structure called the Indian Trails Garage. It's cast stone and laser construction. Footprint is 4" x 8". Check the website for price and availability. Standard gauge RTR turnouts in the Tomalco line are now available in number 5s, 8s, and 10s besides the number 6s already announced. The 5s and 6s are \$29.95 each, the 8s are \$32.95 and the 10s are \$38.95. Ready-to-lay tie strips for these same size turnouts are also available now - 5s and 6s are \$10.95, 8s are \$12.95 and 10s are \$13.95.

B.T.S. (P.O. Box 561, Seffner, FL 33583 - www.btsrr.com) was another Spree participant. Bill showed up with a Coon Gap Saw Mill and a fully operational EBT standard gauge 0-6-0. There were even some kits for sale \$440.00. A semi-kit (mechanism complete) is \$575.00 and a completed locomotive is \$850.00. Several laser type caboose projects have been announced as well including and NKP 1000 series, EBT, 8-wheel MA & PA, B&O I-5 and C&O wood. A MA&PA bobber in brass will be a joint project with Pennsylvania Heritage Models.

Bill reminded me to remind you he has a good stock of Old Pullman standard gauge code 100 turnouts with nickel silver rail. These include #4s, 6s, 8s, 10s, a #5 wye and two curved. The two curved are 48"/30" and 60"/45". Turnout prices range from \$22 to \$35, without ties. B.T.S. has bags of ties to use for the turnouts. Also in the Old Pullman line are crossings - 19, 45, 60, and 90 degree for \$35.00 each.

GILBERT REPRODUCTIONS

(288 Lancaster, Ave., Malvern, PA 19355 - 1-610-296-9428, www.webvalley.com/sss.trains) has 3 reproduction Gilbert towers available - a 772A Checkerboard bubbling tube, a 774A Floodlight tower with four floodlights and a 769A with revolving aircraft beacon. The 769 is \$79.95 and the other two are \$99.95 each. Construction is plastic and metal. Coming soon is #780A which is a 774 with an operating Gabe the Lamplighter. Price tag is \$399.95. Check the websight for other reproduction accessories.

GREAT DECALS (2813 Hogan Ct., Falls Church, VA 22043 - wsm@greatdecals.com) has some new S decals available. One set is for L&N hoppers. Decal is white with both "Old Reliable" and "Dixie Line" heralds. Sets are \$6.59 ppd. The second new set is for a Virginian class C-1, C-10 and C-10A caboose. Decals are white. Price is \$3 ppd.

MIDNIGHT FLYER PROD. (P.O. Box 41431, Cleveland, OH 44141) has some finely detailed injection molded skirts available to match AF streamlined passenger. Obviously this is a frequently damaged area on original cars. A set of replacement skirts consists of 1 RH & LH with hand rails and 1 RH & LH without hand rails. Each set is \$32.00 plus \$3.00 S&H. Two sets are \$60.00 ppd. Ohio residents add 7% sales tax.

MILEPOST 169 (11810 52nd Ave., N, Plymouth, MN 55442). Ken Zieska is announcing some custom painted Pacific Rail Shops centerflo hoppers in Soo Line white with Colormark symbols. The limited run kits are available in 3 #s - 74160, 74175, 74181. These cars a similar to the gray ones produced for the Chicagoland

club several years ago, but these are white with different numbers.

PENNSYLVANIA HERITAGE MODELS (RD4, Box 139, Birdsboro, PA 19508) is reportedly going to offer a resin body, brass chassis Train Master diesel locomotive.

PROTOTYPE S PARTS (1608 Cottagewood Dr., Brandon, FL 33510 - 813-689-8219). I don't know if this is a new outfit or not, but I spotted them at the Spree with packages of resin cast passenger car details. Prices range from 95 cents for a water cooler to \$8.95 for a pack of coach seats.

RAILMASTER (New Zealand - www.railmaster.co.nz/) has some new steamers coming in Sn3: D&RG/RGS T-12 4-60, EBT, 2-8-0 #7, WP&Y 2-8-0 #3 (other versions - Uintah, Pacific Coast, F&CC and ET&WNC). \$495.00 for a kit. Others on the upcoming list: Baldwin 4-4-0 and 2-6-0, SP narrow gauge 4-6-0 #8,9 and #18. Also Pacific Coast versions. \$495.00 per kit.

RIVER RAISIN (6160 Upper Straits Blvd., West Bloomfield, MI 48324) had an HO version of their 175' Pratt pin through truss bridge at the Spree. \$150.00 is needed to reserve this model at the pre-production price of \$699.00. The bridge will be \$799.00 after delivery. Drop equalized tender trucks are available for \$39.95 a

pair. These will also work under express reefers.

The NKP/PM 2-8-4s will be produced. These are going well, and only a few remain unspoken for. A \$250.00 deposit (U.S.) is required. Next up will be a limited run of the UP 8500 - that's a big 3-unit gas turbine folks. The River Raisin boys say this will have 24 wheels of pulling power.

ROYAL TRAIN EQUIP. (One Susan Circle, Norton, MA 02766) has some new die-cast pallet, fire hydrant, and doggy answering nature's call - companion to the hydrant. Alum. barrels also avail. Package of 3 hydrants, \$5.00; the dog, \$2.00; pkg. 3 pallets, \$5.00, 3 barrels and 1 pallet, \$8.00. They come painted or unpainted.

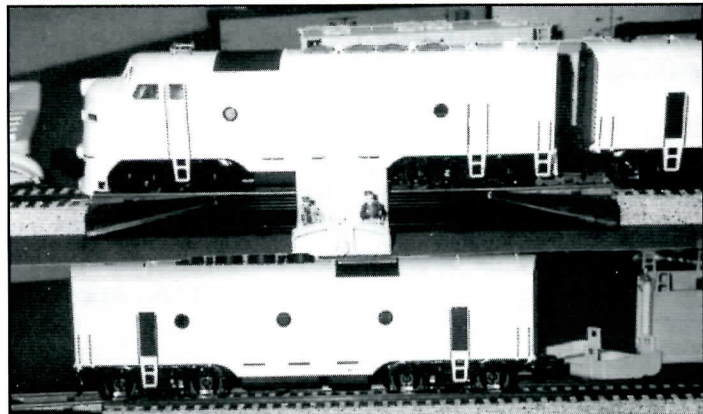
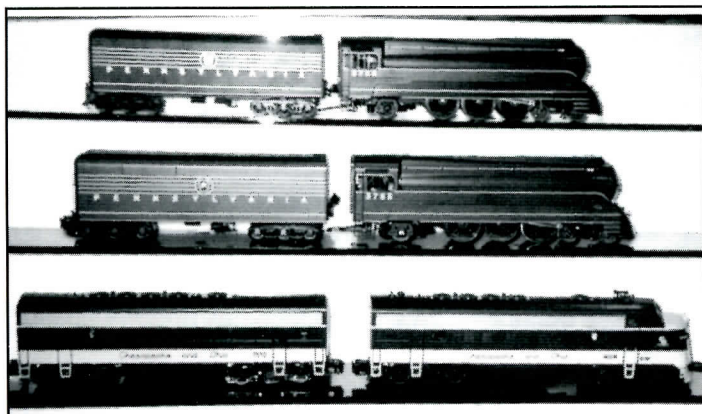
S SCALE LOCO & SUPPLY (P.O. Box 550, Richlandtown, PA 18955) had 6-wheel Buckeye truck kits available at the Spree. These are for certain tenders and 125-ton depressed center flats. \$45.00 a pair.

SERGEANT ENGINEERING (<http://user.icx.net/~sergent>) has produced a real S scale coupler kit. This is an operating knuckle couple engineered to scale proportions. This magnetically operated metal coupler uses a knuckle that pivots at the front of the coupler, just like the real ones. The model EC64 features a compatible shank that will fit

nicely into coupler pockets provided by most S scale rolling stock manufacturers. Each kit contains enough parts for a pair of couplers plus some spare parts. See Keith Thompson's review this issue. Couplers supposedly will mate with KD #5s, but not 802s. At the very least this coupler will be great for contest entrants.

SOUTHWIND (P.O. Box 3175, Plant City, FL 33564). Well Jettie asked me to keep his next project under my hat at the Spree, but it has already leaked out on the internet. Not a secret anymore are planned production of SP AC-10, 11 & 12 Cab Forwards. Jettie still has a limited selection of unpainted and painted, not lettered, SP/UP Atlantics.

WINROSS (P.O. Box 618, Macedon, NY 14052 - www.winross.com) has some more tractor trailers in the vintage railroad series which should please UP fans. A May release was a standard White cab UP tractor trailer lettered for Rail-Truck Service. June shows a UP tank truck with a White COE cab. These are \$39.95 each plus S&H. Other vintage May releases included a Yellow Transit tractor trailer with a standard White cab for \$39.95 and single body Landis Fence stake truck for \$35.00. June also showed an Indianhead tanker truck with standard White cab for \$39.95. All orders are plus S&H.



The "Big 2" of S showed off some new locomotives at the Spring S Spree in May. Left are American Models streamlined PRR K4 Pacifics and an F7A and B unit. The F7A is not in production yet. Right are pre-production models of S Helper's F3 A and B. Note A unit interior with crew just above the B unit. *Photos by Jeff Madden*



National Model Railroad Association
2000 National Convention
San Jose, California

(Part II from last month) By Ed Loizeaux

track cleaning car.

59. Then a Lionel gondola.

60. Then an NASG front runner car (this is a dream, remember?).

61. And lastly, a Scenery Unlimited ATSF caboose to end it all. Who said nothing was available in S gauge? Just look at my dream train and you'll see it all. And that is just the standard gauge stuff.

62. After a quick potty break, back to sleep and the narrow gauge dream starts with an East Broad Top empire constructed primarily of structures and rolling stock from BTS. Yep, Sn3 narrow gauge really does exist outside of PBL in spite of claims to the contrary.

63. Upon awakening, realize that conventions are about people, products, problem solving, networking, organizations, planning, learning, watching, listening and a variety of other activities in addition to watching the trains go 'round. Enjoy this multi-faceted experience since it will not be repeated for several years to come.

64. Keep in mind: All your friends will be here. If you don't have any friends here, Bill Lane, Jr. will be your friend. He'll even try to sell you an X-29 in exchange for his

friendship. But don't buy it, he'll be your friend for free if you buy him lunch. Enjoy yourself and plan now to attend next year's convention.

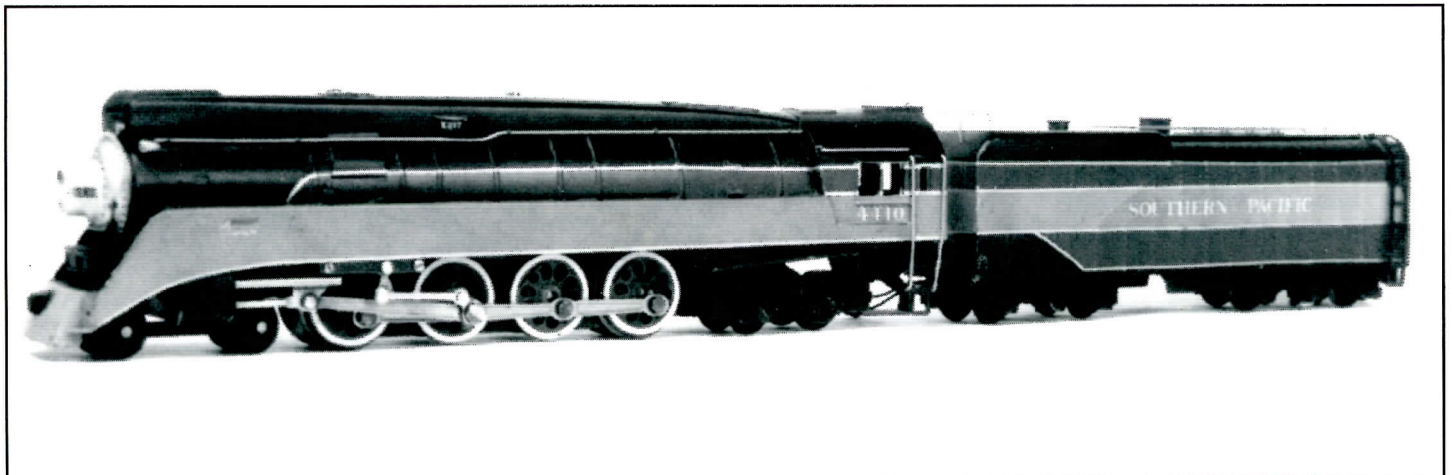
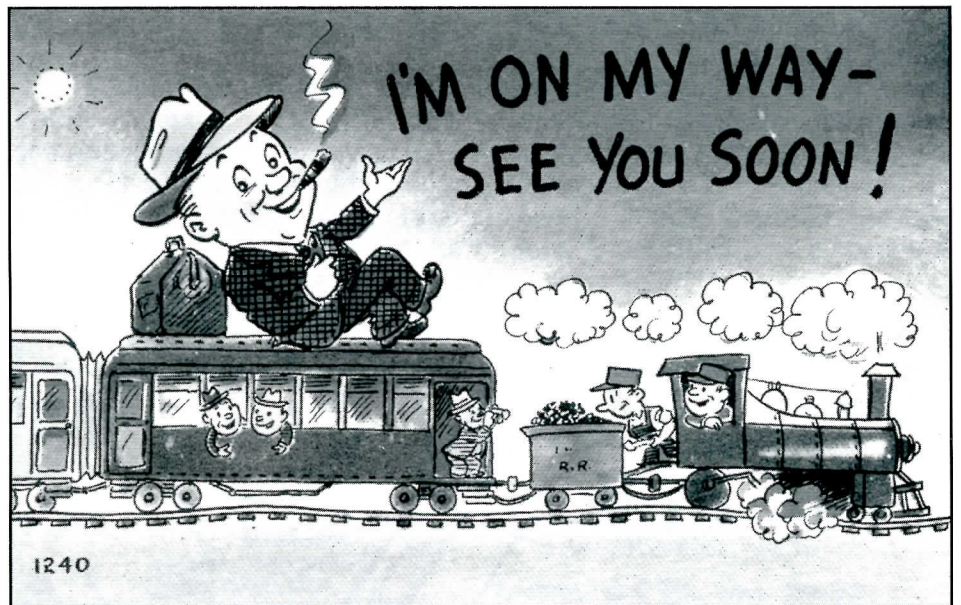
CONTEST UPDATE

I have been busy getting the awards together for the NASG contest in San Jose this summer. If anybody would like me to send them contest entry forms please e-mail me your mailing address. I can't send them through the net because I don't have the slightest idea of what I'm doing. I'm lucky I've gotten this far in the cyber world. Let's hope that I do better running the contest. At this time the plan is to accept models

beginning Sunday, July 30 through Friday morning, Aug. 4. The judging will have to be done Friday afternoon. I was informed by the NMRA convention chairman that the NASG contest room has to be vacated by Friday evening.

Now, if any of you plan on attending the convention and would like to help, please let me know. I will need to find at least three volunteers to help with the judging. The pay stinks (nothing), but the benefits are great! I promise not to bore those judging with long stories.

- James Rustermier -
rustermier@juno.com



David Butterfield kitbashed this SP Daylight Northern from American Flyer parts. His layout will be on one of the all-S tours at the NASG/NMRA convention in San Jose this summer. Photo by bob Werre

NASG FUNCTIONS AT THE SAN JOSE NASG/NMRA CONVENTION

CLINICS (Doubletree):

Clinics will be presented Monday through Friday mornings, afternoon and evenings. NASG specific sponsored clinics will be Tuesday (8/1) at 1 p.m., Wednesday (8/2) at 1 p.m. and 2:30 p.m., Friday (8/4) at 9 a.m.

NASG ROOM (Doubletree):

The NASG room will be open Tuesday through Friday, afternoon and evening.

S SCALE EAST LAYOUT TOUR #L-14s:

The S Scale East layout tour will be on Wednesday (8/2) from 9 a.m. to 3 p.m. Layouts visited will be Ed Loixeaux's NYC, Bill Young's Shasta Bridge Route, Steve Anderson's Sn3, Bill Roberts' San

Antonio & Arkansas and Jim Sweeney's SP. All except Steve Anderson's are standard gauge scale.

S SCALE WEST LAYOUT TOUR - #L-15s:

The S Scale West layout tour will be on Thursday (8/3) from 9:15 a.m. to 3:15 p.m. Layouts visited will be Don Harper's Sn3, Dave Butterfield's AF hi-rail, Jerry Woods' Rio Grande style hi-rail, and Daniel Neumayer's hi-rail in a high rise.

NASG MODEL CONTEST:

The NASG contest starts Wednesday (8/2) at the Doubletree with judging Friday (8/4) in the morning. Model pick up is in the afternoon.

NATIONAL TRAIN SHOW:

Open for convention registrants only on Friday (8/4) afternoon. Registrants and the Public can attend on Saturday and Sunday.

NASG SWAP MEET:

Friday (8/4) evening followed by the NASG auction.

NASG AWARDS BREAKFAST:

The NASG Awards Breakfast will be from 8 a.m. to 9:30 p.m. on Sunday (8/6).

NASG ANNUAL MEETING:

The NASG Annual Membership Meeting will be on Sunday (8/6) following the awards breakfast.

Most of the NASG activities will be at or leave from the Doubletree Hotel, which is the NMRA convention headquarters hotel. Those not specified are to be determined.

CONVEYOR CAN BE
ANY LENGTH
DESIRED -

CONVEYOR IS MADE
FROM A $2\frac{3}{4} \times \frac{3}{16} \times \frac{1}{8}$ "
PIECE OF STRIPWOOD

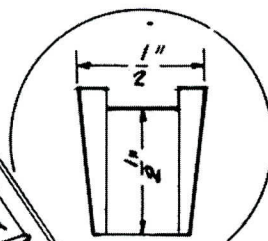
SIDES ARE $2\frac{7}{8} \times \frac{1}{4}$ " STRIPS
OF THIN CARD STOCK

FRAME MADE FROM PAPER
CLIP WIRE OR BROOM
STRAW GLUED INTO PLACE

TOOTSIE-TOY WHEELS

MOTOR FROM $\frac{1}{4} \times \frac{1}{2} \times \frac{3}{8}$ "
WOOD - SMALL WIRE
BRAD FOR RADIATOR CAP.

PAINT ALUMINUM OR PLAT
BLACK AND INSTALL IN
COAL YARD - LONGER
CONVEYOR CAN BE
USED TO COAL UP
TENDERS



CHUTE FROM
FOLDED CARD
STOCK

FINE
WIRE
DIVIDERS

NAIL FOR
EXHAUST PIPE

ORDINARY
STRAIGHT
PIN

SIDE VIEW

ENCLOSE CHAIN
DRIVE FROM
CARD STOCK

WIRE
CRANK

S GAUGE ONE EVENING PROJECT

COAL ELEVATOR
BY
J. P. BROADBOTTOM

- KELLY BRYANT -

Module Corner

By Don Vandermause

First Test Run on PVSGA's Modular Scale Layout

On November 13, 1999 the Potomac Valley S Gauge Association (PVSGA) completed the first successful test run of their new 10 foot x 22 foot S scale modular layout.

The PVSGA is one of the gauge's older S-gauge clubs, formed in the early 1960's by several Washington, D.C. area S-gaugers, including the late Ed Schumacher. The PVSGA was organized as a combination S-gauge and railfan's club, with meeting agendas often mixing S-scale models and prototype railroad presentations. The club was established as a "rotating/visiting" type club, and has never had a club facility, or a club layout.

Late in 1998, the PVSGA

POTOMAC VALLEY S GAUGE ASSOCIATION BUILDS A MODULAR SCALE LAYOUT

By Don Vandermause

membership decided to devote our 1999 meetings to construction of a modular S-scale layout. The main purpose behind the modular layout was to give the PVSGA a public presence at train shows, where we could spread the word about the joys of S-scale modeling, and recruit new members for the club. In addition, the modular layout work sessions allowed members to share construction ideas, and improve their layout-building skills.

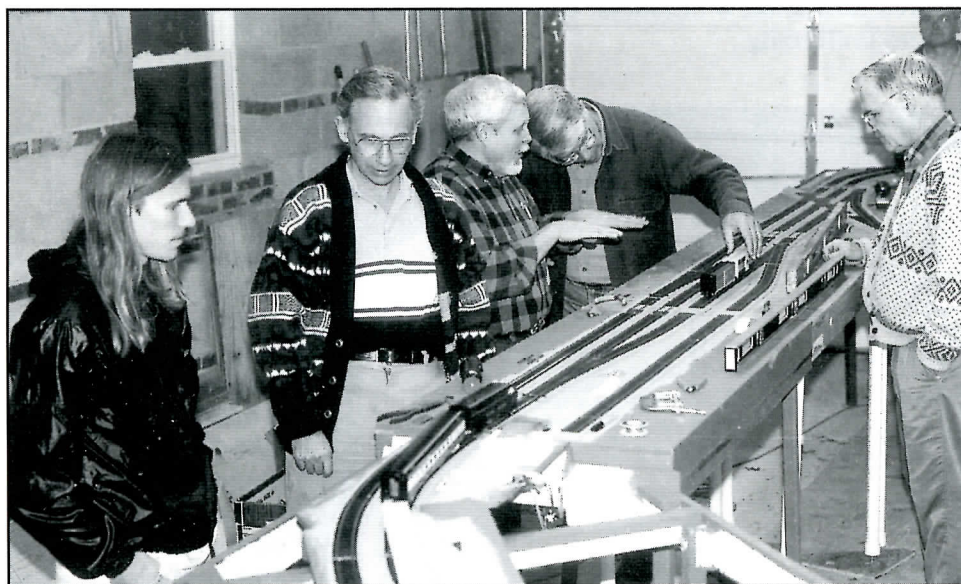
Bill Oertly and Dan Vandermause, both PVSGA veterans from the 1960's, headed up the modular layout effort. Bill in particular played a key role - he not only built all of the corner modules himself (for his personal use and for club use), he also developed a wiring diagram and color-coding system for the wiring. All wires have a consistent color code, from the rail all the way to the main bus wire. NASG's S-MOD wiring standards are followed, with additional wiring for specific PVSGA club needs. All PVSGA

modules are designed to be able to participate in S-MOD layouts.

One of the key goals of our modular layout is to reflect S-scale products which are readily available for purchase today. Track and turnouts are Shinohara/Scenery Unlimited code 100, with no custom trackwork. Track is laid on S-scale Homabed, which is also currently available. We want to be able to tell a prospective S-scaler, "You can do this too!"

Our modules are constructed using typical grid construction, but most of the framework is constructed of $\frac{3}{4}$ " birch plywood, which had been ripped into 1x4 dimensional lumber. The club found that using birch plywood eliminated the waste and irregularity found in today's dimensional lumber. Although the initial cost of birch plywood is somewhat greater than dimensional lumber, the final cost (taking into account waste) is almost identical. Birch plywood (1/2") was also used for most of the table tops for our modules.

The layout design is a typical double track loop, with two crossovers. On each side of the layout, we will have 16 feet of straight modules, consisting of four, four-foot modules. As the diagram shows, one side of the layout will consist of an urban scene, including an at-grade crossing of another railroad, and an industrial area. The at-grade railroad crossing is actually a fake crossing, with continuous rails laid through the crossing for the mainline running tracks. The rails of the "foreign" railroad are pieced together to resemble an actual railroad crossing. In this way, we achieve the visual interest of a multi-track rail crossing, with none of the electrical or operational problems associated with



The first test train on the PVSGA's new 10' x 22' scale modular layout makes its way around one of Bill Oertly's corner modules. Left to right are members Robbie Carter, Dick Cataldi, Doug Gilbert, Richard Lind, Wayne Shipp, and Tom Riddle in the background.

crossings.

The other side of the PVSGA layout is more rural in nature. Scenes on this side of the layout include a stream crossing over a stone viaduct, a coal mine, and a double-track tunnel.

The curved modules, constructed entirely by Bill Oertly, are divided into four sections for each 180 degree turn. Bridge tracks between curved modular sections are curved sections of flex track spiked to curved pieces of masonite. The rails ends are connected by inserting a piece of steel wire through brass tubing soldered to the outside of both sections of rail to be joined. The result is a smooth, continuous curve throughout the entire 180 degree turn.

As noted above, all eight curved modules were constructed by Bill Oertly. Straight modules were constructed by Dan Vandermause, Richard Lind, Jerry Smith, Wayne Shipp, Dick Cataldi, and Robbie Carter.

We hope to have our modular layout on display for the first time during the second half of the year 2000. We are currently investigating which shows we want to participate in, and we are also interested in showing our

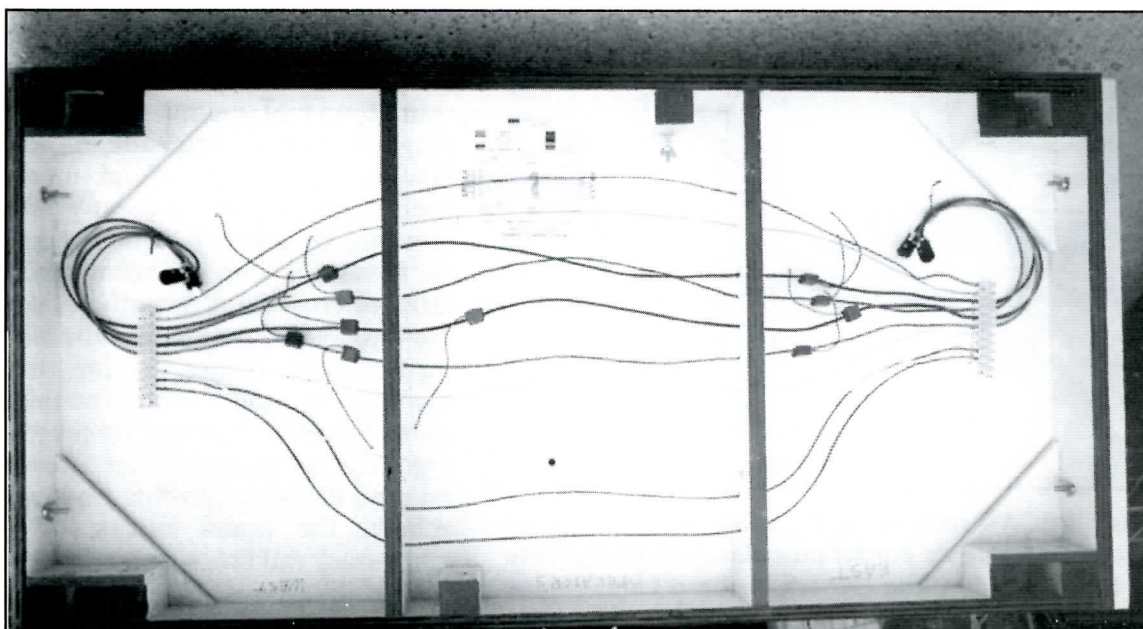
layout jointly with some of the local tinplate/high rail clubs, such as the very active Baltimore Area AF Club, or the Atlantic Coast S Gaugers. Such joint showings can introduce prospective S-gaugers to the possibilities of both scale and tinplate/highrail S-gauge modeling at the same time.

If you live in the Washington/Baltimore area, come and join us! PVSGA information

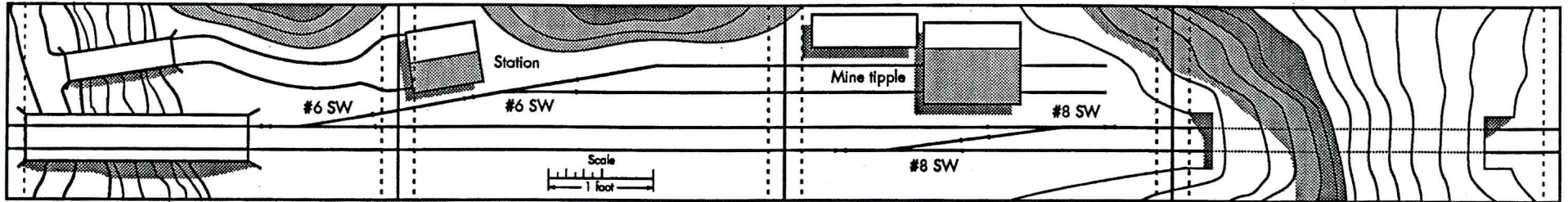
can be obtained in the Washington/Baltimore area by contacting Dan Vandermause at 2409 Hannon Court, Ellicott City, Maryland 21042. Dan's home phone is 410-992-8508. In the Richmond, Virginia area, PVSGA information is available from Bill Oertly at 13701 Sutters Mill Circle, Midlothian, VA 23112. Bill's home phone is 804-744-0649.



This photo shows clamps used to construct the corner modules. Each 180 degree turn takes 4 modules. Bill Oertly built all 8 needed for the layout to insure uniformity.

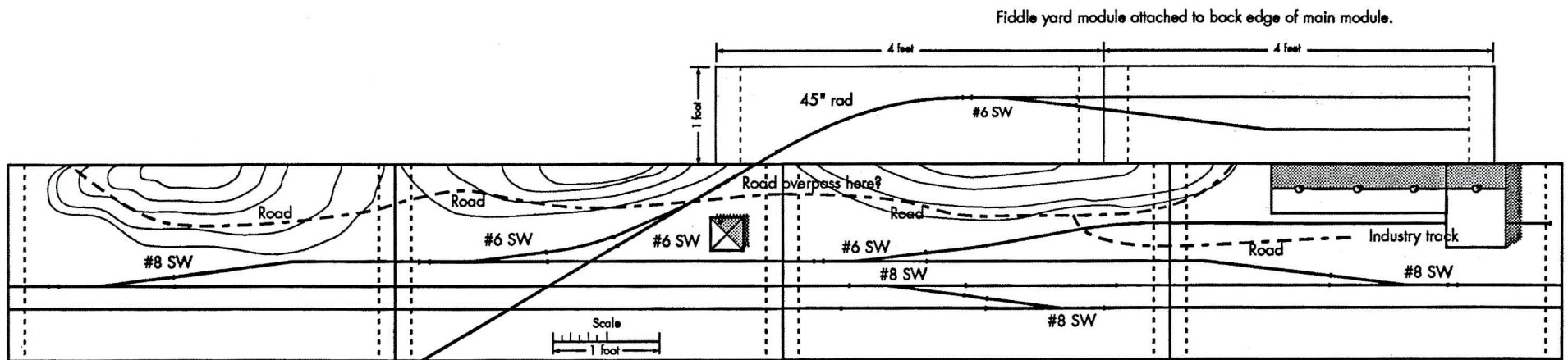


Underside of a straight module includes a laminated color-coded wiring diagram. This is a modification of the NASG S-Mod wiring diagram. Also note "suitcase" connectors used to attach feeders to the wiring bus.



Maryland side

All modules are 2' X 4' except fiddle yard.



Virginia side

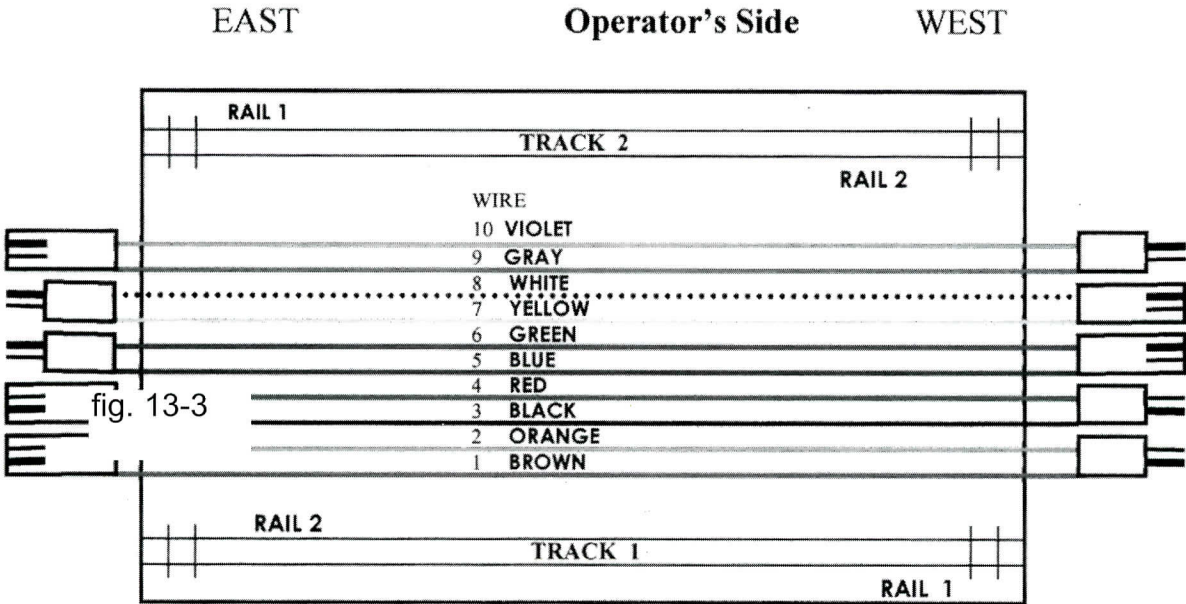


The Potomac Valley S Gaugers pose for their inaugural run on the new modular layout. Left to right are Wayne Shipp, Dick Cataldi, Robbie Carter, Richard Lind, Doug Gilbert, Bill Oertly, Tom Riddle and Dan Vandermaus.



Wayne Shipp solders feeder wires to one of his straight modules. Note carrying door handles which are facing the interior of the layout.

PVSGA MODULE WIRING (VIEWED FROM BOTTOM)



Viewing Side

PIN	ASSIGNMENT	RAIL #	COLOR
1	"RED" CAB	1	
2	"RED" CAB	2	
3	TRACK 1	1	
4	TRACK 1	2	
5	TRACK 2	2	

PIN	ASSIGNMENT	RAIL #	COLOR
6	TRACK 2	1	
7	"YELLOW" CAB	2	
8	"YELLOW" CAB	1	
9	ACCESSORY		
10	ACCESSORY		

FEEDER WIRES TO:	COLOR
TURNOUTS: STOCK RAILS	
TURNOUTS: POINT RAILS	

Operating Scale Sergeant Knuckle Coupler

by Keith Thompson

May 2, 2000 - I got my order of the new S scale Sergeant couplers today. Off to the workshop! The couplers come with two pages of instructions that are pretty easy to follow, not that I tend to follow instructions. Each coupler consists of 4 parts (see diagram). The body of the coupler is made up of a top and bottom half. The knuckle is captured between the two halves and pivots on a brass wire pre-mounted (cast- in?) to the knuckle. The last part is a VERY small steel ball that is also captured between the two halves and locks the coupler closed. It is opened by a magnet held over the coupler which raises the ball to release the knuckle. The knuckle is not spring loaded so it needs to be opened by either pulling the cars apart or by pushing the knuckle open. The uncoupler magnet that Sergeant offers (part MS) has a small wire on the end for doing this.

The first one went together pretty much as described. I added a shot of graphite to the inside before assembly. I didn't paint them first as the instructions advise (see I told you) cause I was in a hurry to try them out. I assembled the second one without test fitting it (bad move). On this one the knuckle did not want to stay open. I thought the ball was forcing it closed so I tried to pry the two halves apart to have a look. Since they were cemented with ACC it was not easy. It did finally come apart without damage. After some test fits I determined that it was not the ball but the areas when the knuckle pivots on the coupler body that needed filing flat. The castings are very clean but it is still important to make sure the pivot

areas are smooth.

I mounted one coupler on the front of my SHS SW9 and the other on a tank car (figuring it would help with visibility). See photo.

The coupler shank has a keyhole shaped cutout (see diagram). The round part of the keyhole fits over the center pin of the coupler pocket. The long part of the keyhole is loaded with a spring that applies pressure on the center pin causing resistance for the coupler to swing. Since the shank rotates on the center pin there is no forward or back movement and therefore no slack between cars. I always thought the Kadees had WAY to much slack and hated the spring affect (it seems worse in S than it did in HO?). Note that it should be possible to mount the coupler with just a screw and a washer (leaving out the spring). A little pressure on the washer will have the same effect. You should also be able to make any kind of coupler pocket that is appropriate for your prototype and the coupler should operate fine.

Getting more into the objective portion of our program... I do like the way they look, no wire hanging down, no spring on the side. There is some detail cast into the sides which should come out nice when properly painted and weathered, and when they are coupled it is a real nice tight fit. Using the same center pin that is used for the Kadees, the spacing between the cars is about 1/2 way between Kadee's "stretched" spacing and their "compressed" spacing (does this make sense?). As for scale accuracy, well I don't know what the real dimensions were so I can't

comment on that (they are about the same size as an 802). The down side (yes there is one) is that they are difficult to uncouple. (See Addendum below) Unlike Kadees if you lift and pull the cars apart you can't then just couple them again. With these couplers you need to release the knuckle and leave it open. If you don't have your magnet on you, you can turn the car over (which causes the ball to raise (drop?)) and release the knuckle. Depending on what you like to do (or not do), the assembly is a more complicated process then with Kadees.

Regardless, these couplers appear to be a quality product that look good and seem to work when carefully assembled. Since the price is reasonable they would be a viable alternative to 802s. Will I use them exclusively? I might (I only have couplers for about 1/4 of my cars so replacement cost is not an issue). I need to test some more.

Couplers OPEN - Kadees can't do that!!

Closed and coupled. A nice tight fit!

Addendum

May 5, 2000 - You always tend to miss things when you are sleep deprived. I was so excited about the new couplers that I just had to report. Writing late into the night, I did end up missing some things, and I now have a little more experience using the couplers. I have also whipped up a half a dozen more couplers and mounted them on some other rolling stock including some 80' passenger cars.

First, a couple of things I initially missed. The couplers are packaged 2 pair to an envelope. There is also a complete set of parts for one more coupler, just in case your break something or one of those steel balls rolls off the table. If you are real careful you can get 5 couplers per package! One thing that helped during construction

was the decoupling tool. The magnet is great for corralling the steel balls and placing them into the coupler.

The best uncoupling method I discovered was using the throttle AND the magnet together. Now, uncoupling is a snap. Just back the engine up to release pressure on the knuckles, hold the magnet over the couplers and move the engine forward. It really looks great when you pull away with knuckles left open!

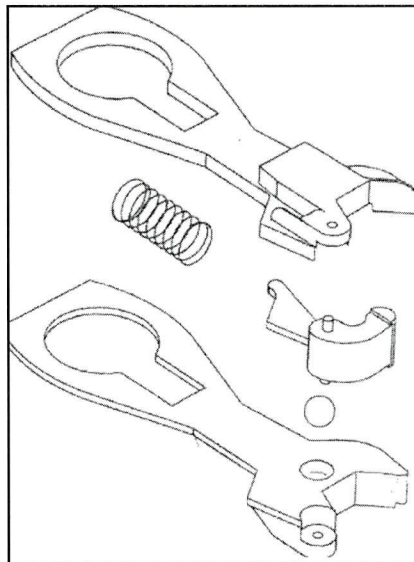
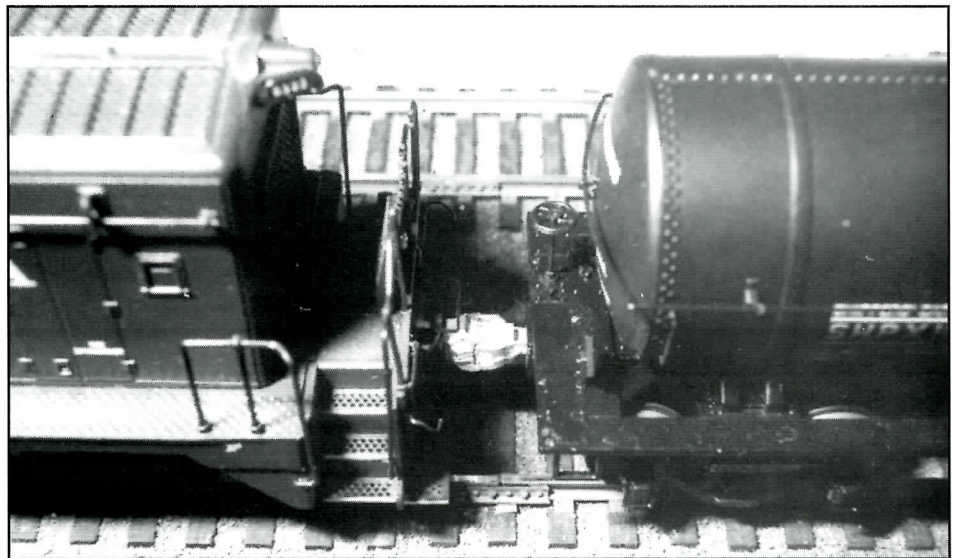
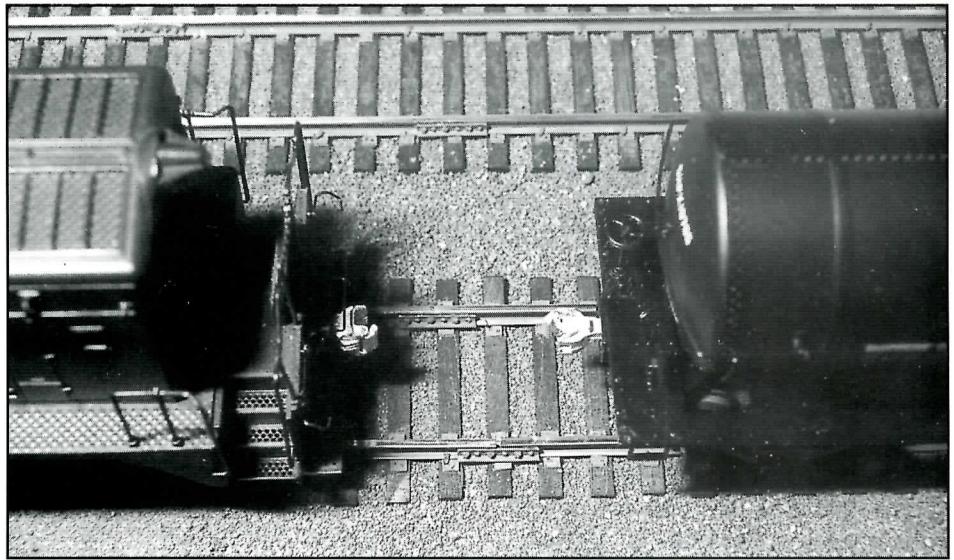
To couple, the couplers must be lined up, but this lets you couple on curves, and considering that Kadees only work on straight track, this is actually a plus feature. Oh, and when the knuckle closes you can almost hear the clank!

I found that I can mount the coupler by simply inserting a length of 3/32 styrene tubing, drilled out for a mounting screw, into the round hole in the shank. When you tighten the screw it creates enough pressure to keep the coupler from flopping around. I was thinking that my next project would be to convert a coupler into a working drop coupler for my M1 pilot.

If this sounds like I'm now sold on these things, I am, and I plan to make them the standard for my railroad.

The views expressed here are solely my own, and I am in no way associated with Sergeant Engineering.

The Number EC64 Sergeant couplers come 2 pair per package (plus extra for parts) for \$5.00. www.bit~net.com/~kbt/coupler.html
Keith Thompson, Seattle



Meet an S Gauger

Ernie Horr

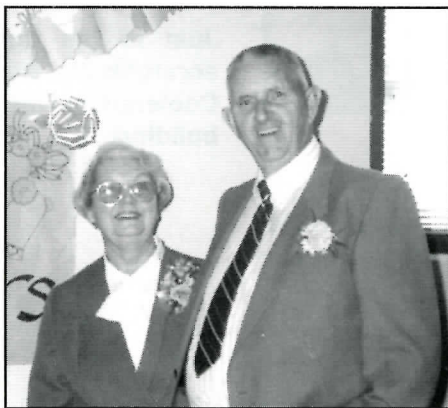
A Last Look at the Tinplate Road

Sadly, I had just mailed the *Dispatch* with this article to the printer, when I learned that Ernie passed away on June 16th. Ernie had been fighting a serious illness, but family, friends and I were hoping he would be able to see this article. Unfortunately, it will now have to serve as his memorial. Ernie's articles have graced the *Dispatch* many times. I'm glad I had a chance to meet him and publish some of his articles. We've lost another S pioneer. Condolences and prayers to Harriet, family and friends.

-Jeff

Ern timer got started in S like many - he bought an American Flyer train set for his 3 year-old son in 1951. A copy of *Model Railroader* and then the construction of S scale kits weaned him off of Flyer. His Tinplate Road, which was started when he moved into a home in Spokane,

Wa., was really a hi-rail layout built with Bob Peare code .172 rail. Ernie later converted to KDs, but he was forced to stick with hi-rail wheelsets because of the code.172 turnouts.



Ernie Horr and his wife Harriet celebrate their 50th Anniversary.

Beyond that, Ernie is a scaler, and his layout includes many scratch and kitbuilt structures. The layout takes up a basement space about 15' x 23' and has to fight its way

around the usual nuisance objects such as a water heater, furnace and chimney. Scenery is basically spackling compound over screen wire.

Besides some newer diesels and rolling stock, much of Ernie's roster includes some Flyer and some from older manufacturers like Rex, S Scale Loco, Port Able Lines, G&W, Nord, Dayton and Enhorning. Rolling stock is the usual mix of today's stuff, older craftsman kits, converted Flyer and scratchbuilt.

The basic diesel and passenger car color scheme for the Tinplate Road is orange and red with silver striping, similar to the Milwaukee Road. Ernie does admit that he wished he had had smaller scale rail to use when he started, and that he would probably have renamed his railroad to one with a more realistic name.

Ernie was a long-time member and "booster" of the Inland Empire S Gaugers Association of the Pacific Northwest (IESGAPN). His long association with the NASG includes an early stint as editor of the *Dispatch*; as a matter of fact, he was the first editor in 1979 when the title changed from Newsletter to *Dispatch*. He has also edited the *S Train Rail*, the IESGAPN newsletter, for much of its existence and was basically the founder of that group some 26 years ago. Before retirement Ernie was an automobile front-end mechanic.

Friend and fellow club member, Bob Beshore, and Ernie's wife, Harriet, held a surprise dinner party on March 12th where Ernie was honored for his many efforts and contributions to S gauge.

The Post Hole Mine was being worked by a diesel switcher. Beyond wall studs is the city of Sherman. Ernie's layout kind of wanders through two rooms. Photo by Ernie Horr

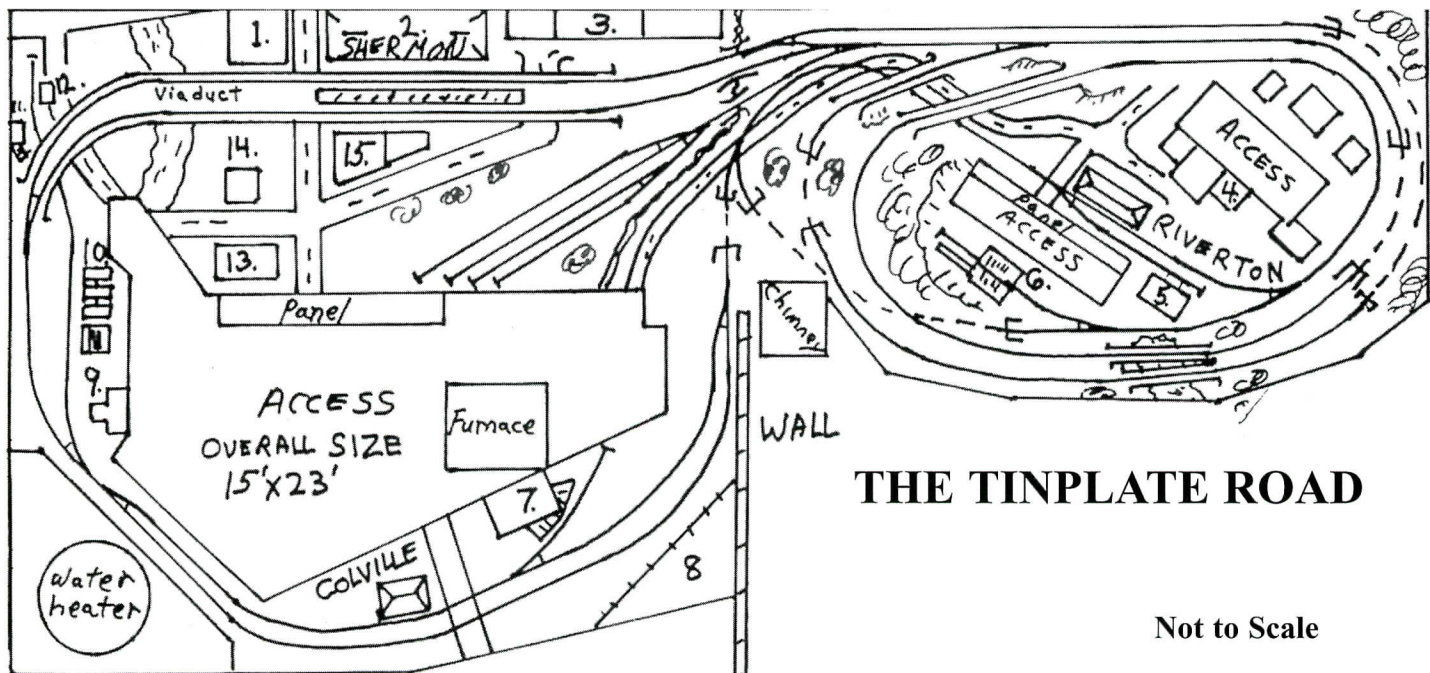




Main Street in Shermon shows a Tinsplate Road passenger train on the viaduct above the street. Note all the vehicles and Schuster's Snappy Shell Service Station.



Just to the right of the photo at left is another scratchbuilt structure by Ernie called Crosby's Coolers-Ice. Obviously it's a food or beverage storage building.
Photos by Ernie Horr



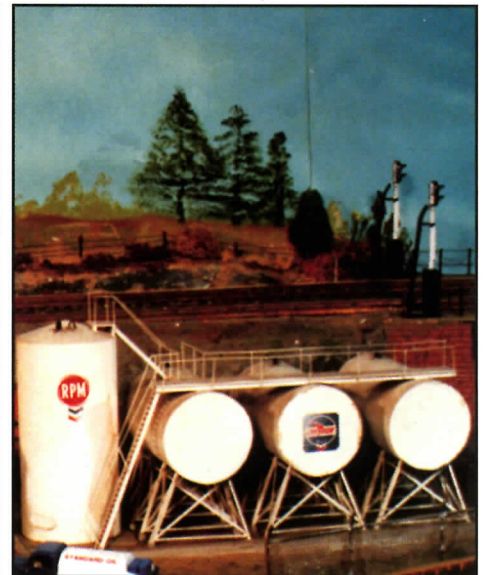
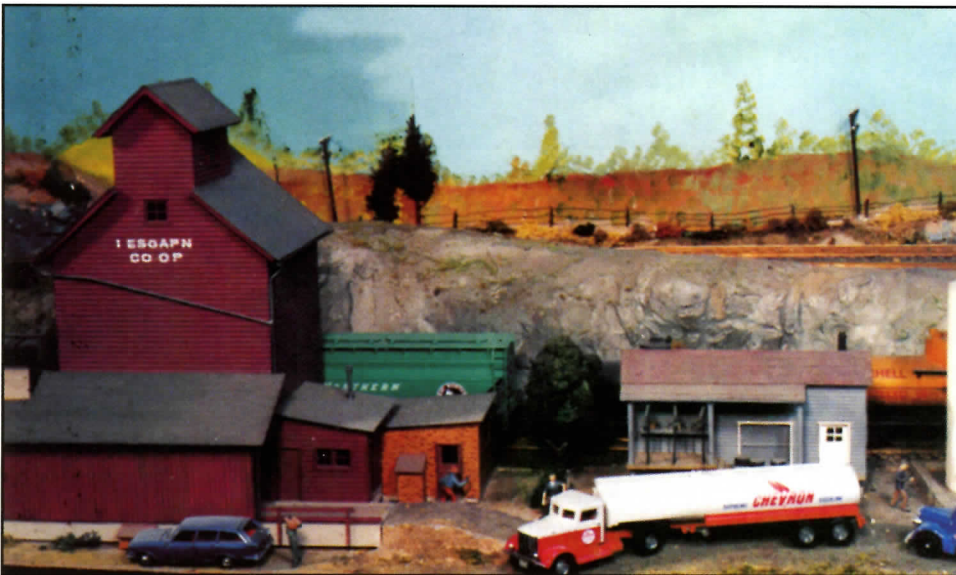
1. Sherman Tilton Hotel
2. Sherman Station
3. Herald-Gaugian Building
4. Jakes for Brakes
5. Riverton Stockyard

6. Post Hole Mine
7. Carver's Cozy Casket Co.
8. Patten's Privy Yard
9. IESGAPN COOP Elevator
10. S.O. Co. Bulk Plant

11. Jayne's Junk
12. Kelley's Kwik Koncrete
13. Fritz Fish & Foul Whse.
14. Schuster's Snappy Shell S.S.
15. Crosby's Coolers-Ice



An overall scene of Riverton which includes a Mini-Structures depot and several scratchbuilt structures. The light colored garage is Jake's Brakes - maybe this is where Ernie worked?



Two photos in the center show the IESGAPN COOP grain elevator and the S.O. Co. Bulk Plant which is right next to it. The photo at the right shows many converging tracks and a neat skewed wood pony truss bridge.

Photos by Ernie Horr





**Plan Ahead: IT'S STEAMTOWN IN SCRANTON, PENNSYLVANIA
FOR THE NASG ANNUAL CONVENTION IN 2001 - July 24-28**



In the photo at the left Jim LaRoche and John Foley flank a Steamtown National Historic Site guide while previewing the location for the 2001 convention. Besides the steamtown attractions such as the operating roundhouse and turntable plus the many interactive displays, there will be a new operating trolley museum right next door. Tentative plans call for a steam fan trip, exclusive shop tours and the usual NASG functions. *Photos by Ken Schwartz*





STEAMTOWN 2001



The convention hotel will be the Radisson Lackawanna Station Hotel in Scranton which overlooks the Steamtown site. There are lots of area attractions and a large mall adjacent to the hotel. Besides the steam engines running and on display at Steamtown, there will be some 1st generation diesels plus a good variety of restored passenger and freight equipment. The hopper at right might be a candidate for a convention car?? This convention should be a must for those unable to travel west this summer. Top photo - Jeff Madden, others Ken Schwartz.



SAPPO DISPLAY HIGHLIGHTS THIS YEAR'S SPRING S SPREE

by Jeff Madden

This year I finally made the Spring S Spree in the Cleveland area. The variety of dealers and manufacturers was excellent, it was informal, and it was fun. The balance between scale and hi-rail was about 50-50 for both the trading area and the 7 layouts on tour.

This S Spree also seemed special because so many new products were being showcased. S Helper Service had a pre-production F3 set running around on their new "Showcase" layout pulling a string of the new billboard reefers. American Models was also there with several displays which

included the streamlined PRR Pacifics, the new wood-side caboose, the F7 B unit, the Amtrak sound boxcar and what appears to be an F7 A unit.

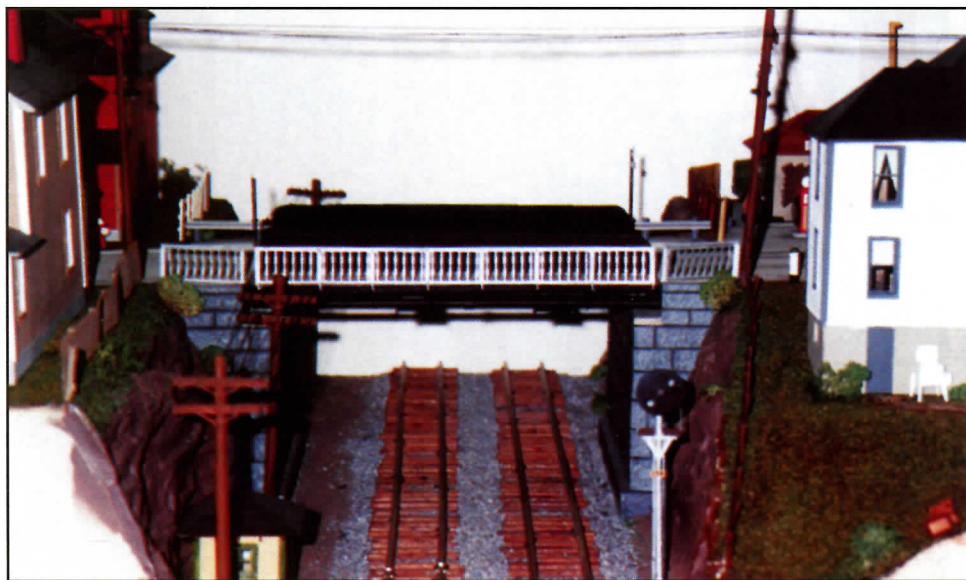
S Scale Loco & Supply had their new AM Pacific detail kits available. BTS had an operating EBT 0-6-0. SouthWind had SP/UP Atlantics. Jettie also let the SP Cab Forward news leak out. River Raisin was promoting the new brass truss bridge. Terry Putt had a booth displaying the Rex line he is still working on. Pennsylvania Heritage Models had RDCs available and announced a Train Master as a new project in the

works. Bill Banta had some of the new switch tie kits on hand and some new structures.

But the "star" of the Spree, irregardless of all the new products, was the display of 20 plus scratchbuilt structures by the late Randy Sappo. The display was graciously brought and set up by Randy's wife, Karen, and son, Randy Jr.

The host Cuyahoga Valley S Gaugers had 3 operating layouts at the hotel - one scale, one hi-rail and one American Flyer.

An almost humorous lowlight was a power outage at Josh Seltzer's

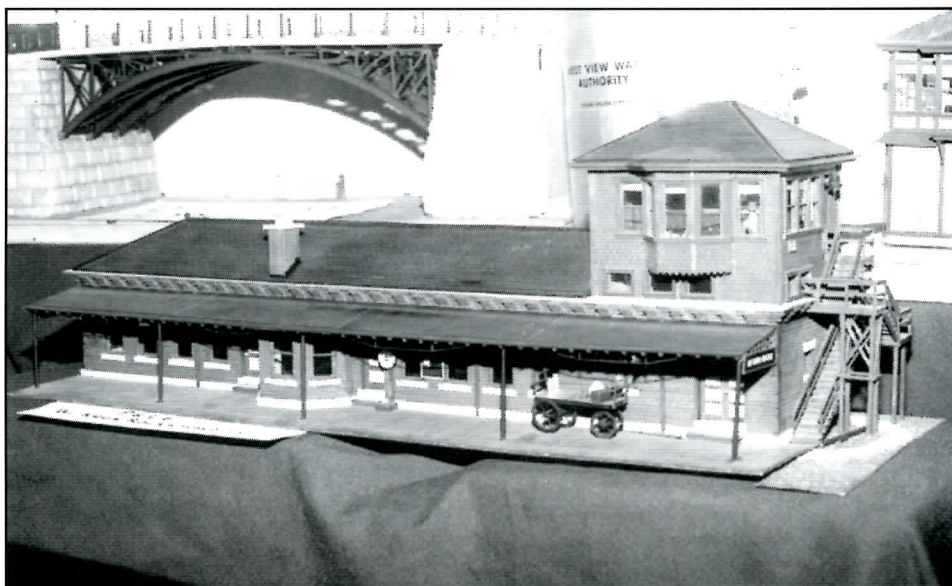


The photos on this page are just a few of the models that the late Randy Sappo scratchbuilt in S scale of the past 30 or so years. Top left is the freelanced Lawson Manufacturing Co., a moderately sized factory building. In real space it takes up about 30" x 40' of space. Bottom left is a detailed diorama built to represent a deep cut in a western Pennsylvania urban area. The yellow house above is one of several non-railroad or industrial type buildings Randy did. Most of these buildings and the others on display were NMRA or NASG award winners. Many were seen in older S magazines.

Photos by Jeff Madden

home during a layout open house on Thursday evening. Fortunately, most visitors had already left, so the only casualties were minor computer problems (labels that needed printed) and some equipment which didn't get to the hotel on Friday.

Yours truly had a fine time. Went with fellow Badgerlander Roy Meissner. We sold some stuff and helped promote our own Fall S Fest. I even met up with an old college buddy from the '60s. On the way home stopped by railfan heaven Berea (just a few miles north of the hotel area) and saw 8 trains in about 1-1/2 hours. Then we hot-footed it home to Wisconsin.



Top right is another Sappo structure - that of hometown McKees Rocks P&LE depot/tower. Center photos have Josh Seltzer at the controls (DCC) of his Zanesville & Lake Erie freelance home layout. In the layout photo a home road GE waits for a bridge while an NKP train goes first. Josh's layout is scale. The bottom photo shows a large factory complex under construction on Jim Zborowski's hi-rail layout. Jim did a clinic at the Spree on carving brick and stone out of the blue/pink type styrofoam. The factory is all foam carved. He also did some nice carving work on some stone arch bridges.

Photos by Jeff Madden



Come Join Us...

BOTH THE FALL S FEST AND THE BADGERLAND S GAUGERS TO CELEBRATE 25 YEARS

The Fall S Fest and the Badgerland S Gaugers are both celebrating a 25th anniversary this fall. The "Double Silver" event will take place on October 27-29 at the Waukesha, Wisconsin, Exposition Center Arena. Many special events are being planned to commemorate the dual anniversaries.

The Fall S Fest was originally sponsored by two clubs - the Chicagoland Association of S Gaugers and the Badgerland S Gaugers. It has since expanded to include the State-Line S Gaugers (Rockford, Il., area) and the American Flyer S Gaugers of the St. Louis Area. State-Line joined the rotation in 1986 and St. Louis in 1995. The first was at the Northlake Hotel in Northlake, Illinois, in November of 1976.

Also in 1976, the Badgerland S Gaugers were founded by Chuck Porter and others as an all-S club in the southeastern Wisconsin area. Early plans for a club were fostered in 1972 when Don Heimburger, Bob Ristow and Chuck Porter carpooled back from an NASG convention in Kansas City, Missouri. The idea languished until 1975 when Chuck did some initial mailings which resulted in a first meeting at his home. On November 20, 1975, 10 people attended, five of whom are, after 25 years, still active members. They are Harold Immekus, David F. Koehler, Roy Meissner, Chuck Porter and Fred Vergenz.

The official Badgerland club formation date is listed by Chuck as February of 1976, with a constitution approved in March. The first group of officers were: President, Bob Ristow; VP,



Chuck Porter

D.F. Koehler; Secretary, John Wickland; Treasurer, Harold Immekus; Editor, Chuck Porter. Early on in 1976 the infant club began construction of a portable layout that earned the nickname "Iron Maiden" - evidently it was heavy and cumbersome. Twenty five years later the club has almost 60 members.

Uniquely for this 25th Annual S Fest, the Badgerland S Gaugers are breaking new ground. For the first time the Fall S Fest will be in a separate convention center rather than being held at a central hotel. The location will be the 10,000 square foot plus Waukesha County Exposition Center Arena, a dome facility just 20 miles west of Milwaukee and convenient to Interstate 94. Besides ample table and layout space, the arena has kitchen facilities and separate rooms for clinics and contests. Plenty of hotels to suit any budget are available within a mile or two of the Expo Center. There is also plenty of free parking on the grounds.

Registration begins at 1 p.m. Friday, October 27, with the trading room opening at 2 p.m. The trading area will be open until 10 p.m. Friday night and open again Saturday from 8 a.m. to 3 or possibly 4 p.m. Registration per

family is \$10 before September 1 and \$12 thereafter. A souvenir patch is included free with each paid registration. The Expo Arena will hold well over 200 8' sale tables, and most should be filled. Eight foot tables are \$15 before September 1 and \$20 thereafter.

Other activities and displays in the arena during trading hours on

Friday and Saturday include at least 5 operating layouts, the model contest, train races, clinics and silent auction. Maps will be provided for the 6 or more home layout tours to be open on Sunday. Five are in the Milwaukee area, one is in the Rockford area and one possibly in the Chicago region. Maps will also be available for those inclined to do some railfanning.

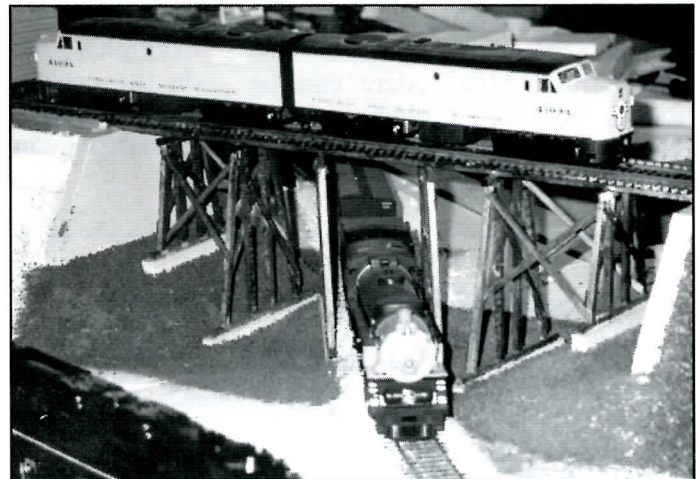
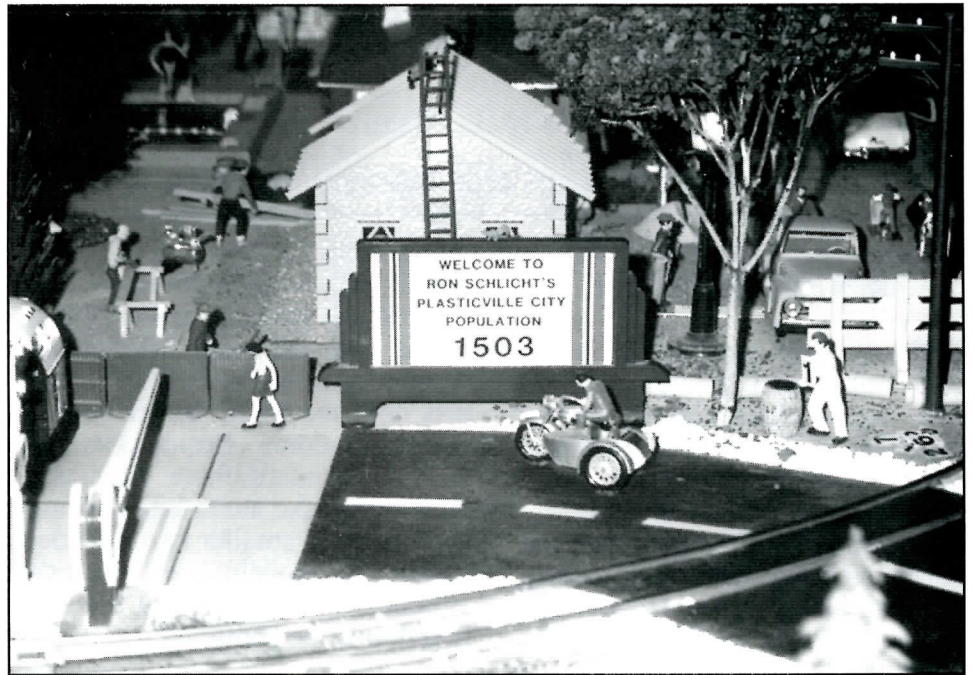
Two other tours will be available to Fall S Fest registrants. The first is a free open house on Friday morning at Kalmbach Publishing, located only a few miles from the Expo Arena. The second, aimed primarily at attending spouses, will be a modest fee tour on Saturday which will include the famous Mitchell Domes indoor botanical gardens and the Historic Pabst Mansion.

For the convenience of guests and dealers, affordable concession food and beverage items will be available continuously inside the arena during S Fest trade hours. The Friday evening food service will have an added food selection and wine and beer will be available from 5 p.m. to closing. The affordable "Silver Spike" banquet will be Saturday evening followed by a special "live auction." A separate room pizza party will be offered to youngsters ages 4-12.

To commemorate this historic double silver anniversary, the Badgerland S Gaugers are sponsoring a special Fall S Fest car, a Milwaukee Road wood-side reefer by Crown Models. It will have orange sides and boxcar red ends and roof. Four numbers will be available. Scale or hi-rail versions will be \$39.95 and available only with registration.

Accommodations: Yes, the Badgerland club realizes that using multiple hotels and a central events facility is breaking new ground, but the hotel variety will allow attendees to suit their own tastes and budgets. This also allows attendees to have an event facility without the limitations normally associated with a hotel. Six nearby participating hotels will offer special Fall S Fest discounts. Hotel and area information will be included in the registration materials, which most of you should have by now.

Information contacts: Mac McGrath, 815-455-7571 or e-mail: macster1@earthlink.net. Waukesha area hotel and other information available at the Waukesha Area Convention and Visitors Bureau (Tammy) at 800-366-8474. Additional, frequently updated information is available on our website: www.trainweb.org/bsg



Top photo is a welcoming scene on Ron Schlicht's American Flyer layout. Ron specializes in city scenes and figures. You won't want to miss this layout. Center is the Waukesha Exposition Arena where the S Fest will be held. Bottom left is a scene on Brad Nelson's new layout which is hi-rail with lots of detail. The bottom right photo shows the scale layout of Roy Meissner. These are just 3 of the layouts which will be open on Sunday during the Fall S Fest.

The 'S'traight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Using the MDC HO Shay in S Narrow Gauge

The Shay locomotive is the most well-known geared steam locomotive among modelers, and several brass Shays have been produced in Sn3. Except for a Mich-Cal Shay by Overland in the 1980's, most of the brass Sn3 Shays have been models of West Side Lumber Co. 3-truck Shays imported by PBL. PBL is currently working on a small 2-truck Shay.

The main alternative to brass for a Shay model in Sn3 or Sn2 has been to modify the Model Die Casting HO 2-truck Shay. This model has been available as a kit since the 1980's. There is also a less useful (to S modelers) 3-truck version and both types are available in HOn3. It has also recently been available as a ready-to-run model in HO. The trucks on the model are actually powered by a central driveline that powers each axle. The lineshaft on the outside, unlike the prototype, does not actually power the locomotive, but it does operate for "show".

The 2-truck MDC Shay can be used to build an S scale model of a Shay locomotive in the 20 to 25 ton category. V&T Shops makes

several conversion kits for this model which include resin and white metal parts for a new boiler, a new cab, and some other detail parts. An exception is the S-15 kit that uses the MDC boiler with a new steam dome. Besides kits that use the standard three cylinders, they also make some kits that are used to build smaller two cylinder (Class A) models. In the two cylinder versions the HO model's frame must be shortened.

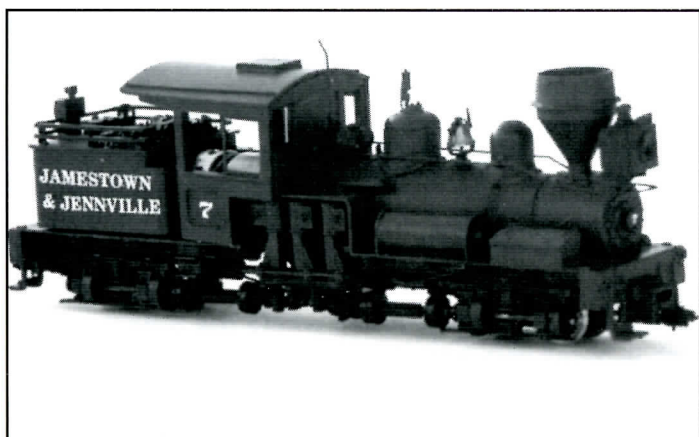
You may have heard some horror stories on building this model, but from my experience building one is not all that bad. The main thing is take your time, deburr all the drive line parts, and when working on the mechanism, make sure that you work out any kinks before continuing. If you are building one of these, you may want to check out Jeff Johnston's *The MDC Shay Modeler's Handbook* (Oso Publishing, ISBN 0-9647521-1-5) which has lots of hints. This soft cover book describes building both a stock Shay and one using replacement parts such as the NorthWest Short Line replacement gears. While the examples are in HO, the chapters on the mechanisms are useful to modelers using it to build an S (or O) narrow gauge model.

This is actually one of the easier locomotives to re-gauge from HO to Sn3. On the truck gearbox, you need to cut 1/32" off each of the axle bosses and the pin bosses that are used to hold the truck sideframe mounting pins. Then push in each of the wheels until they are in gauge and the gear is still on the axle. There is no need to shorten the axle for Sn3. Because this is a Shay there is also no need for quartering the drive wheels unlike a rod locomotive or a Heisler.

If you are using HOn3 gauge for Sn2, you can start with the HOn3 kit and there is no need to re-gauge the wheels. Please note that I always check all wheelsets for correct gauge. Alternately, you can start with the HO model and cut the truck axle and pin bosses off completely, and sand the sides smooth. If you are re-gauging the HO model to Sn2 (HOn3), you will have to shorten the axle. If you are using N gauge for Sn2, I do not think you could shave enough off the truck gearbox sides to make the gauge and still have enough material left for strength, but someone is welcome to prove me wrong on this.

Although I have never seen or heard of an example, the model could also be re-gauged for use as Sn2.5. You would just have to cut more of the bosses off than in Sn3, and shorten the axles somewhat.

If you want an Sn3.5 model, you can start with the ready-to-run model if you do not want to build



the drivetrain. If you are going to regauge, it hardly seems worthwhile to start with the RTR model.

The early MDC kits included open frame motors. At some point they switched to can motors, and then back to open frame motors. You may find either version on a dealer's shelf. From what I understand, the new RTR version uses an open frame motor.

I have built two of these models. The first one was several years ago in Sn3, and on that model I did not use one of the V&T Shop's kits. I built a new cab and used some standard S scale details for items such as the generator, air pump, bell, etc.

Recently, I built another one, this time in Sn2, starting with an HOn3 kit. This time I used V&T Shop's S-15 kit. This particular conversion kit uses the MDC boiler but includes a casting for a larger steam dome. It also includes a new cab and several small bags of detail parts, including two different types of stacks. The following is a brief description of what I did.

I re-motored the model using a Sagami 16X31 can motor, and added a brass flywheel. This size motor will just barely fit under the MDC tank casting. I mounted the motor using silicon bathtub cement. I added a NorthWest Short Line universal to tie the motor to the gear train. Since the motor is mounted off to the left side of the model to line up with the drive train, there is enough room to mount an "N scale" sized DCC decoder under the right side of the tender.

I used the NWSL 186-6 MDC 2-truck Shay Partial Regear kit and the NWSL 188-6 MDC Shay Bullgear and Driveline Replacement kit on both models. By using both of these kits, you replace all the gears in the

driveline except the worm gears on the shaft in the truck gearboxes. The downside of replacing the gears on the axles is that you have to remove one wheel and the factory gear, install the new gear and reinstall the wheel. If you do this, I recommend that you remove the non-gear wheel. The advantage of doing this that you replace the molded plastic gears with cut brass ones. However, even with improving the gears, this model still generates gear noise.

V&T Shops includes replacement end beam castings in their kits. However, on my Sn2 model I used the SH-EB-1 end beams from David M. Hoffman, which are produced for the HOn3 market. These are brass castings and are designed to accommodate Kadee 714 (HOn3) couplers at a lower mounting height, and are thus more suitable for my Sn2 model. I cut off the Kadee "gladhand" on my models so I actually used Kadee 711 (HO "Old Time") couplers. They are the same as the HOn3 714 couplers except for the "gladhand". I use these smaller couplers on my Sn2 rolling stock.

I usually build the mechanism of a locomotive first, then I get to the part you see, which in this case is straight forward. I used CA glue to assemble the cab and add the detail parts from the V&T Shops kit. The most tedious part of assembling the boiler was removing most of the steam dome that is cast on the boiler so that the replacement dome will fit. After painting, I lettered the Sn2 model for my own Jamestown and Jennville using some custom decals.

Narrow News

John Agnew of Railmaster

Models sent an e-mail to the Sn3 Internet mail list saying that he was working on some 4-4-0 and 2-6-0 Sn3 models. He plans to have the first versions ready by the time of the Narrow Gauge Convention in September. This is good news for some modelers, especially those modeling the earlier times. These two wheel arrangements were actually the most common in terms of total narrow gauge locomotives produced. Also John is always willing to mix parts for a custom kit. For example, if you want a different tender, etc.

As always, please write if the mood strikes.:

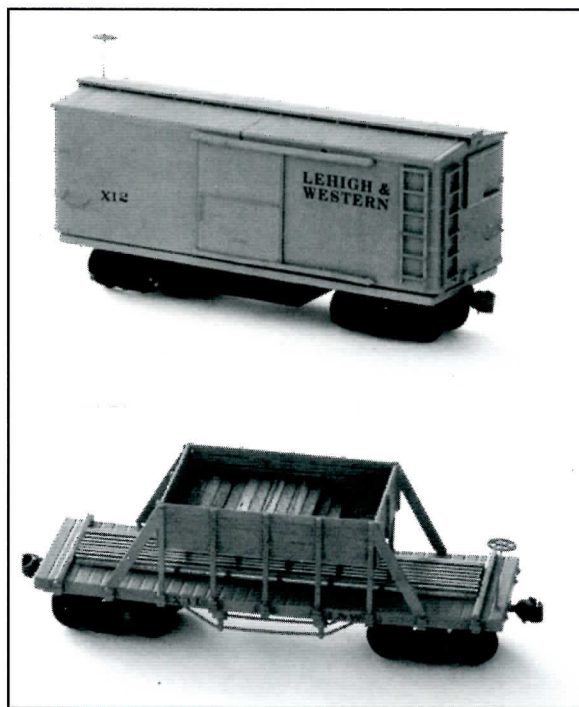
Contributions or comments:

David L. Heine

5758 Bel Air Dr.

Coopersburg, PA 18036

e-mail: dheine@enter.net



The Sn3 boxcar was converted from an HO Centerline rail cleaning car, which is basically a shortened MDC old-time boxcar. Trucks are re-gauged MDC Archbar. Details include S scale ladders and Grandt Line brake wheel. Rail and tie car started out as an HO IHC old timer car.

A HUMP YARD FOR THE SACRAMENTO DIVISION

PART III SCENERY AND DETAILING

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

Photos by the authors

In parts 1 and 2 of this article we explained how the design and construction of our hump yard took place over a period of several years, beginning in the mid-1980's.

As work on the yard progressed through late 1994, we began to push for completion by the spring of 1995, in time to present a clinic on hump-yard construction at the first S-West Convention in San Mateo, California in May. Track laying was essentially complete in late March, so we had just enough time remaining to detail the track and add fascia boards, overhead lighting, and control panels. It wasn't until after the clinic that we began the long process of wiring the yard and testing the electrical system and turnouts. In the meantime, we also continued building other parts of the layout, so another three years passed before we could turn our attention to scenery. This is still ongoing, but enough has been done to finish this article.



1. Rail brown does not come in a spray can, but Floquil Roof Brown does and works well. It gives the nickel-silver code 148 rail on the westbound mainline a weathered look similar to that of the pre-weathered code 125 rail in the adjacent receiving yard.

Without a lot of experience in this phase of the hobby, we decided to enlist the aid of several people whose artistic talents exceed our own. Our friend Keith Brownfield, a veteran modeler who is president

of a Sacramento HO club, led us through the process of the hard-shell scenery construction, while Vic Jr.'s wife Linda and two of her friends, Nanette Teal and Letty Guterrez made trees and plaster retaining walls and various scenic details.

Scenic Elements

As we did with operational elements, we decided to make a list of scenic elements in order to better visualize what lay ahead of us and to prioritize and distribute the work load. Our list included:

- Weathering and ballasting the track.
- Building retaining walls alongside the main lines to separate them from the depressed classification yard.
- Creating embankments and other landforms along the right-of-way.
- Building structures and other man-made features.
- Adding people, vehicles, animals, and vegetation.

Scenicking the Track

Most of the rail in the yard is either code 100 or 125, which we buy pre-weathered from Micro Engineering, so only the turnouts and code 148 main line rail from Old Pullman needed to be weathered. It took only a couple of cans of Floquil Roof Brown to paint all of the unweathered rail, which we did after masking the fascia with newspapers (Photo 1). Any overspray that lands on the ties just adds another layer of grime and rust, and once the track is ballasted it all blends together.

In order to further differentiate main line, yard, and industry tracks, we use several grades and shades of ballast on our layout. On the main lines through Roseville,



2. Letty Guiterrez ballasting the PFE icing track.

we used a base layer of coarse-grained black sand (collected from the blacktop road in front of the house) and a top layer of commercial white quartz sand mixed with fine-grained black sand to give it a "salt and pepper" look. On the yard tracks, with lighter rail, we used finer-grained brownish gray sand collected from along the Central California Traction right-of-way in Sacramento over a base of coarse-grained rounded sand purchased at a gravel yard. In the engine terminal, where grease and coal soot would be more abundant, we used the fine-grained black sand exclusively. Once the ballast is sprinkled on and brushed evenly over the area (Photo 2), we spray it with water to wet it slightly, then use a bulb dropper to drip a diluted solution of white glue over the surface, a method that has been described several times in other magazines.

Retaining Walls

The main lines bordering the classification yard range from less than an inch to nearly two inches above the adjacent yard tracks, but there was not enough room between the main lines and the yard tracks to create an embankment. Therefore, we decided to build a cut-stone granite retaining wall along the entire length of the classification yard. We purchased a package of retaining walls at our local hobby shop and used these to make rubber molds. We then used these molds to cast Hydrocal walls, which we cut to fit, painted, and glued to the edge of the roadbed (Photo 3). Over a base coat of reefer white mixed with a drop or two of engine black and thinned with Diosol, we dabbed some stones with a darker gray and others with tiny dots of black and pink to represent hornblende and feldspar crystals in the granite, and then used a diluted wash of greenish-black to highlight the joints between stones (Photo 4).



3. White glue was used to glue retaining walls alongside the mainline.

Embankments

The embankment that separates Roseville Yard from the Lodi-Stockton main line along the wall was made with paper towels soaked in Hydrocal and laid over screen (Photo 5). When the Hydrocal dried, we used cheap paint brushes to apply a moderately thick coat of plaster over the top. We added a little sawdust to the plaster to give it some texture. When the plaster dried, we brushed a layer of dilute

white glue over it and sprinkled on a coat of reddish brown dirt sifted from the backyard. When the glue dried, we sprinkled on several layers of Woodland Scenics ground foams, trying to capture the look of young winter sprouts peaking up through the dry, yellow grasses that are so typical of the California landscape in the summer and autumn (our layout is set in late October-early November, to coincide with the fruit and nut harvest, the thick



4. The retaining walls are Hydrocal casts made in rubber molds, then painted with a base coat of off-white or gray and dry-brushed with specks of greenish-black and pink to resemble mineral crystals in granite. A final diluted wash of maple stain and black was used to create shadows in the spaces between the granite blocks.

"tule" fog that begins to sock in the Central Valley at that time of year, and the turning of the Aspens and the first snowfall in the Sierra Nevada). Next, we glued clumps of dried native grasses and Woodland Scenics "yellow field grass" here and there and then planted some trees and telephone poles in the background (Photo 6).

Structures

Neither of us has much patience for scratchbuilding, so we buy kits that we can build as designed or kitbash as needed. We try to give priority to the S scale manufacturers, so some of our structures at Antelope came from BTS, Building and Structure Co., and River Raisin. The sand tower is a River Raisin brass import that we painted a rust color to match the prototype, the B&S ash pit was built as designed and the stock yard was kitbashed from a BTS kit (Photo 7). However, HO offers so many more affordable options that our structure list is heavily weighted toward Design Preservation Models and Walthers. The dispatcher's office and the bulk oil tank at Antelope are two examples. The Walthers tank calculates out to be about a 500,000 gallon tank in S. The water tank and switchman's shanty are Bachmann (Plasticville) kits that we repainted in SP armour yellow and roof brown. The scratchbuilt coal tower that we bought in an estate sale is a little undersize for S, but fits better at Antelope than our Lehigh Valley Models tower. The same is true for the scratchbuilt hump tower--clearance is tight there and none of the commercial towers would fit.

The light towers (shown in the panorama view in part 1 of this article) are based on photographs of the prototype towers, but they are by no means exact models. The towers were scratchbuilt with HO scale Central Valley truss parts and pieces of styrene sheet and rod. In the pictures, the lights are just pieces of sprue material, but we

have begun replacing them with grain-of-wheat bulbs so that we can illuminate the yard during night switching.

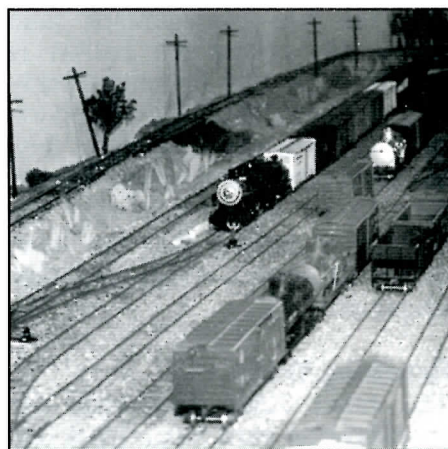
The Future

Scenic detailing will go on for some time, particularly around the turntable. We would also like to add some SP-prototype searchlight signals, though we aren't planning on having them operate. The roundhouse is the biggest remaining challenge: the prototype Roseville house had many windows and was not a typical brick structure. Since there are no commercial kits for starting points, it will probably be several years before we get around to scratchbuilding it. The other major structure that remains is the PFE icing facility. Choices for icing platforms are a little better than for roundhouses, so it may be possible to combine some kitbashing with a lot of scratchbuilding to construct this 10-foot-long structure, but this too will be a time-consuming project. In the meantime, it pays to have a vivid imagination!

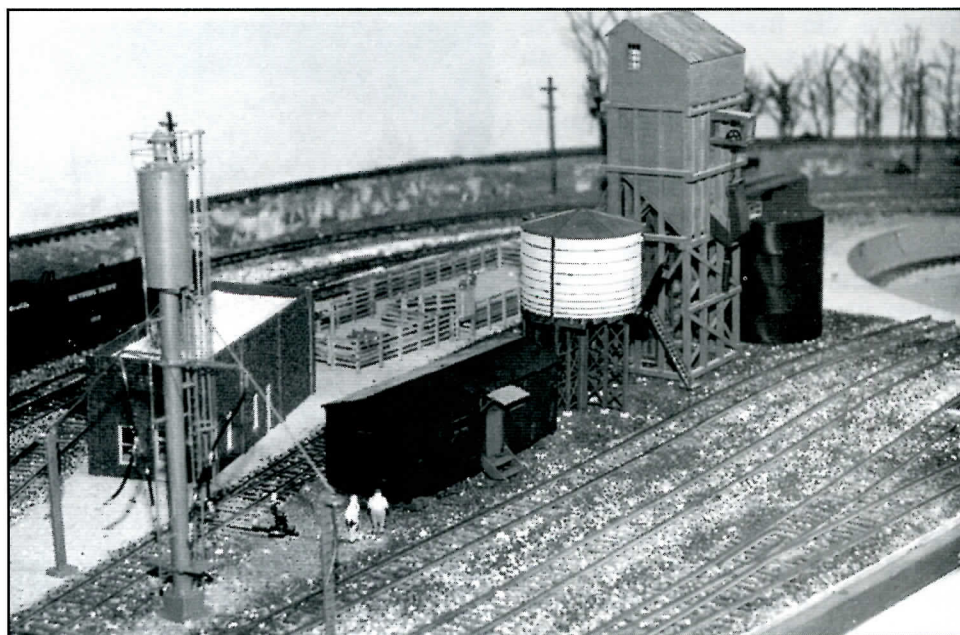
Conclusion



5. Vic Jr., and Keith Brownfield work on embankments.



6. View west from the hump. Note LVM telephone poles



7. The compact engine terminal has space for a scratchbuilt coaling tower and a River Raisin sand tower, plus diesel, oil, and water tanks from Rix, Walthers and Bachmann. The stockyard is a kitbashed BTS kit. The other yard buildings house the dispatcher and yard crews. These serve as the nerve center for the entire Sacramento Division. Structures yet to come in this scene are loco washer, fuel stands and the Roseville Roundhouse.

KORBER 2-STALL ENGINE BACKSHOP CONVERSION TO A SINGLE STALL

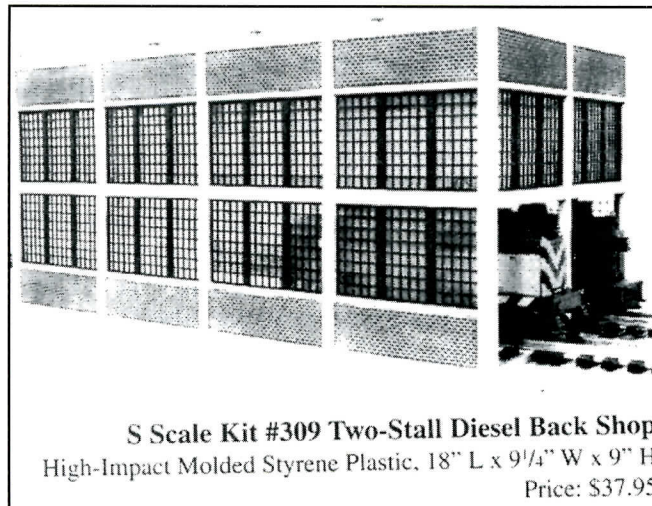
By Michael Scivoletti

Back in 1997-'98, the main trackwork for the CBA Transfer Company was fairly well laid down. The management (me) wanted to have at least some sort of engine service building; after all the weather on the south side of Calgary, Alberta, Canada, can be brutal.

I was in the midst of designing a building based on the Pikestuff metal engine building in HO. I thought of Frank Titman's LVM enginehouse, but it wasn't exactly what I wanted. Then I came across the Korber Models S Scale Kit #309 Two-Stall Diesel Back Shop in the Jan./Feb. '98 issue of the *S Gaugian*. This was close in design to the LVM structure, but had closer stall spacing since I was tight on space.

I ordered the kit, thinking that

since it was two stalls, I could simply use the extra walls to increase the length and provide a run-through single track building open at both ends. I got the kit in a



few weeks, but the instructions were a bit vague. After looking the pieces over, it was clear I needed

some extensions - these were ordered.

The coloring of the pieces was white for the cement areas, black for the windows and a brown for the brick areas. I dipped a finger in some signal red paint and rubbed over the brick area. Not too bad.

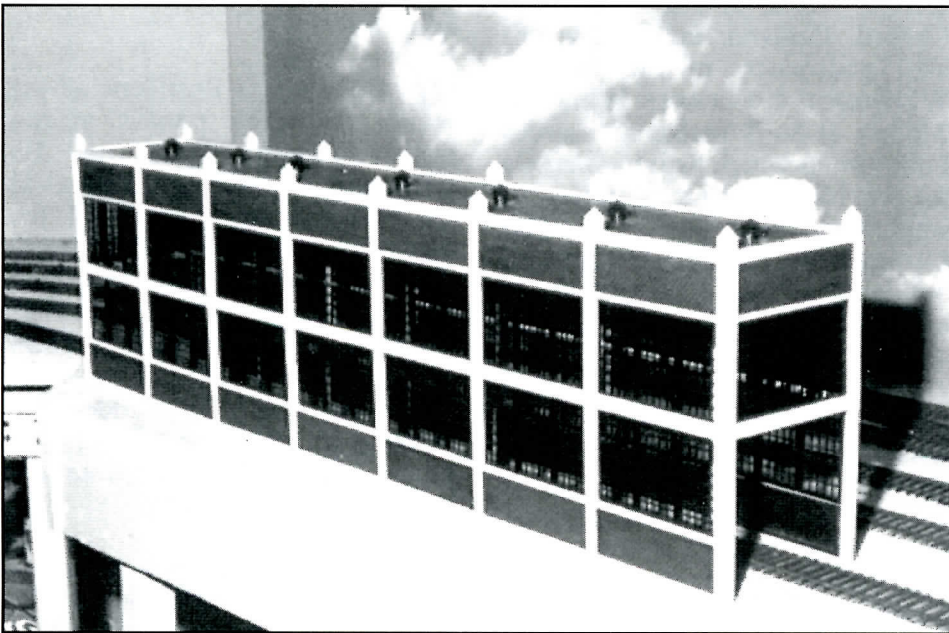
Construction:

I removed the parts from the sprues and cleaned all the flash up with a small file. I test fitted the parts before gluing with Tenaz brand of liquid cement. The only parts that didn't glue well were the roof vents. I should have filed down the gluing areas first.

Overall, the long building serves my purposes. Beyond the way I built this service building, it could stand further detailing such as adding I-beams across the width of the interior for structural support and maybe to add cranes and such. A drop pit would also be a good idea for the base area. As it is, mine just sits over the track.

Now, I have a nice long narrow locomotive service building for my yard.

I estimate the overall dimensions of Michael's revised structure as 5" wide, 9" high and about 32" long. If I were painting this structure, I would paint the brick with Polly S Tuscan Red, the concrete with Polly S Concrete and the windows and roof Polly S Grimy Black. I would then add window glass inside and use weathering techniques over the entire structure. - ed.



This single stall engine backshop building was kitbashed by Michael Scivoletti from a two-stall Korber enginehouse. One or two extensions were purchased for \$14.95 each in order to have enough walls. This photo looks geographically south on Michael's layout toward a future oil refinery at David, Montana.

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gauge Railroaders (BSGR)** are planning to bring their layout to the all-gauge Train Show sponsored and organized by John and Robin Vanacore. The show this year will be held in the Payne Whitney Gymnasium of Yale University, New Haven, CT, on August 20, 2000. Although advertised as an all-gauge train show, it attracts a sizeable number of S gauge fans and modelers, because the organizers are AF S dealers and collectors. In past years, the South Jersey S Gaugers (SJSG) and the Conn. S Gaugers (CSG) have brought layouts to the show and set up for operation and display of our favorite trains.

The **BSGR** has proposed a joint meeting with the **CSG** which could be a family picnic or an excursion train ride. The **BSGR** are in the process of considering a possible all-S train show next year. The group welcomed new members Alan Bleik, Don Tyler, and Bob Hogan. Bob was a member of the Bay Area S Scalpers.

A recent newsletter of the **Connecticut S Gaugers (CSG)** included a photo of a two-dome tank car kitbashed by member Bob LaRiviere using two small tanks from AF track cleaning cars, joined to make one tank. Strip styrene was used to cover the joint and connect the catwalks on each side of the car. The tank was installed on an AF tank car chassis, painted, and detailed with Champ HO transfers. Another useful article in the newsletter written by Bill Mark, Jr., outlines a method of building a battery lighting system for passenger cars. The design uses 2.4 volt Christmas lights, installed three to a car, with two AA sized batteries for a supply. Bill used a

12 volt Radio Shack relay to turn on the car lights when

the track was energized, so that the batteries will not drain down unless the passenger car is on the track and in use. Bill found that the batteries will light the three small light bulbs for a period of approximately four hours of continuous use. The lighting system will not work with a DCC system, as the car lights would be on all the time with continuous track voltage applied. The **CSG** welcomed new members: Donald R. Kitchen from Wappinger Falls, NY, and Robert W. Hyde, Jr., from Southington, CT.

A new issue of the **American S Scale Circle (ASSC)** newsletter, self-described as an occasional newsletter of rambling thoughts concerning American S scale modelling as written by Kelvin White, of North Hinksey, Oxford, England, included a full size photocopy of one of the Whiteoak # 4 turnouts. Whiteoak Models is an S gauge mail-order hobby shop which Kelvin operates to provide S gauge supplies to interested modellers. The turnouts are available through Whiteoak as No. 4, 6, & 8 in left and right hand versions

Neil Froese edited the recent Issue No. 35, of the *Canadian S Scale Quarterly (CSSQ)* house organ for the Canadian S modellers. Alex Binkley coordinated the groups' attendance at the model train convention held in London, Ontario, in April. A similar show was held in Winnipeg in late May of this year. Joe Pereira coordinates the **CSSQ** and proposed a revision of the publishing dates from March, June, Sept., and December to Feb., May, Sept., and Nov. The recent

issue included no less than 25 photos of S gauge trains and member activities. Frank Teoli edited a useful article on "Converting AF Motors to D.C." He described the needed parts and connections to install a bridge rectifier in the tender to replace the reverse unit.

It is with regret that the **CSSQ** derail project initiated by Neil Froese has been cancelled as of March 31. The next issue of the *Quarterly* will be edited by Guy Davis of Kakabeka Falls, ON. Guy has been published in the *S Gaugian* magazine, so the newsletter should be good.

The **South Jersey S Gaugers (SJSG)** made a trip to Flyertown, in South Jersey in March. This was similar to the trip made approx. one year ago, to see a large and quality collection and operating layout of AF trains. It seems that Ed Claypoole had been building an S gauge layout in his basement over the past four years "in secrecy" according to a recent newsletter. Ed hosted the **SJSG** group in February to show off the layout.

Dan DeSantis is President of the **SJSG** and took photos of the newly rebuilt layout of Ed Claypoole that were published in the Waybill, newsletter of the group. Hank Worrell is Vice-President and serves on several of the committees of the club. The group held their Spring Train Show at the fire house in April. The event was well attended and display of the club layout was made. The **SJSG** Club has no less than eleven committees

The **Lehigh Valley S Gaugers (LVSG)** were hosted by member Roy Hoffman in April, in Orrstown, PA. Roy's layout was recently featured in the *S Gaugian*. The Club meeting included display of the secret projects that members had been working on prior to the meeting.

The group is planning their annual picnic for August, and final details will be available at a later date. Your column editor wonders whether they will invite their guest columnists including Lottie Steamchester to the picnic. Maybe that is why they are not releasing details of the picnic. One would hope that she would have appropriate clothes to wear in the Summertime.

The North Penn S Gaugers(NPSG) were hosted by Barry and Patricia Simpson in April in Lansdale, PA. Barry used a portable layout to display his vast collection of AF trains. He has a module for the club display layout that can be changed from Winter to Summer scenery, as might be desired. The Winter scenery uses Department 56 ceramic buildings with artificial snow, and the Summer scenery AF logging accessories. Curt Johnson hosted the **NPSG** in May in Fairless Hills, PA., and Norm Lepping is planning to host in June. Alex Larkin will host in July, and corresponding secretary Glen Ritter will host a picnic in August at his Belfry Station residence in Kulpsville, PA.

The Susquehanna S Gaugers (SSG) were hosted by Bill Lukins in Center Hall, PA. in May. James R. Ingram in Williamsport, PA, coordinates the group, with E-mail announcements regarding meeting dates and times. Although the group has just begun to meet and plan activities together, they have more than 15 paid up dues members. James Ingram has set up a website for the group at: www.track2.com/ssg.

The Baltimore Area AF Club (BAAFC) have decided to renovate their layout modules using green outdoor carpet as the top surface. Bob Davison and George Glover completed the renovation of the four-module train yard. The **BAAFC** club car for the year 2000 will be a Saval

Foods Refrigerator car. Saval Foods is a local Baltimore meat packer. The car will be black with red and yellow lettering, and silver doors and trim. Member John Flester will coordinate the ordering of the cars, for delivery in the fall..

The **BAAFC** is considering attending and setting up their layout at the All Gauge Train Show to be held in August in New Haven, CT. The group is planning a trip to Steamtown in Scranton, PA, in June. The **BAAFC** has a sponsorship agreement with the Train Depot in Mt. Airy, MD. The Club displays the Train Depot sign and distributes their literature at shows where they operate their modular layout. In exchange the Club receives up to \$500.00 in merchandise from the Mt. Airy store. Members of the Club meet at the store to select the merchandise for themselves. The members purchase the items at a 20 percent discount and the cost of the merchandise is contributed to the Club, so that the Club treasury earns \$400.00. Participation in the event is voluntary for the club members. Member Barry Berson will host the **BAAFC** in June for their monthly meeting. Ron Kolb ably coordinates the activities of the group and writes the club newsletter.

The Atlantic Coast S Gauge Club (ACSGC) was written up in the recent issue of the *S Gaugian* by coordinator J. Wayne Beachy. The article included photos of the portable layout that the members displayed at a train show in Richmond, VA. It also explained how the group has begun using S train enthusiasts from somewhat distant locations to form "Divisions". The group accomodates their geographically diverse membership to promote and grow S gauge. Divisions with small memberships could meet for business discussions and work sessions. The division would hopefully have a minimum of four

corner modules for a portable layout that could be set up to display S trains at train shows and other events. Each division can host operating at shows in their local area. Members of other divisions can bring their modules or equipment to operate at the show as most desired. The divisions can maintain their own individuality by creating an organization that meets their individual needs best. The **ACSGC** has no dues and no budget, so any newsletters are distributed by e-mail to those who request such information.

The Suncoast AF Enthusiasts (SAFE) brought a large number of modules and set up a layout at the H & R Train Show in St Petersburg that won them the award for the best module set up at the show. Many members participated, and the modules included a variety of scenes including the **SAFE** mountain, Lake Louie, a Goodyear blimp, new circus items, a blinking light house, and an American flag. Sky backdrops were made using intricate cloud formations cut out for the clouds in the backdrop, along with a hand painted storm sky. One module included the Roy Pinch memorial bridge named for a past charter member and founder of the group. Gene Vrooman gave a demonstration on the use of stove blacking to re-finish AF steam locos at a recent meeting of the group. The method produces a black satiny finish.

The June meeting of the **SAFE** was the annual train race Nationals, held at member Mark Briggs' warehouse. The members bring their fastest AF trains and competitions are held to determine the winners in various classes that are established. This annual event is sometimes dominated by one member's super fast dockside loco, however, all members were excited about the possibility of a win in at least one class. Results were not available at press time.

The Southeastern Michigan S Gaugers (SMSG) were hosted in April by Dale Baker, in Owosso, MI. Dale set up a few of the Club's corner modules with some straight modules between them so that S gauge trains could be operated. Space was provided for a swap meet if members wanted to sell or trade any items. The **SMSG** brought their modular layout to the Durand RR Days, Durand, MI in May. They set up and operated the layout for the three-day event. Member Bob Pardington was looking into ordering name tags for the **SMSG** membership to wear at various club events and other S gauge activities.

The Northern Ohio S Scalpers (NOSS): Member John Armstrong is coordinating a trip for the group to Titusville, PA. There they would ride the Oil Creek & Titusville South, go to Drakes Wells, and ride the Knox, Kane, & Kinzua on Sunday. All participants would have a space at the Caboose Stop Motel, and either cook out or eat at the highly-recommended Molly's Mill restaurant. It seems that the **NOSS** has more income than expenses and has decided to cut dues to half of what it was established, so everyone who has already paid, can be paid for the years 2000 and 2001.

A recent issue of the **NOSS** newsletter included a guest column by Jim Kindraka, entitled: *Rambling Thoughts*. As an S scale manufacturer, he recommends the following two rules to those who might get into S manufacturing: 1). Don't quit your day job. 2). If you are crazy enough to violate rule No. 1, make sure that your spouse does not quit theirs. Jim goes on to explain the pros and cons of being an S manufacturer. One plus is that he can tell his wife that all those funny colored boxes piled in the basement are just "inventory". The **NOSS** held a recent field trip, billed as a "Get out of the house"

series, at the Pufferbelly Restaurant in the old Berea depot on Depot Street, Berea, OH.

The Cuyahoga Valley S Gaugers (CVSG) are recovering from organizing and running the S Spree 2000, held in May at the Holiday Inn Select, Strongsville, OH. This is a regular event that included a weekend chock full of S gauge train activities and a large swap meet.

The State-Line S Gaugers (SLSG) displayed and operated their beautiful modular layout at the NMRAMidwest Region Rock River Valley Division Train Show. The Rock River Show was held at the Jefferson High School, Rockford, IL, in early April. This was the last time that the Club's layout will be displayed and operated at a show until next Fall, when it will be displayed at the 25th Annual Fall S Fest in Waukesha, WI., in late October.

The **SLSG** held an outing on May 20, at the junction of the UP and BNSF railroads, in Rochelle, IL. As many as 120 trains pass through this location in a day. Club members, families, and guests met around noon and brought picnic style lunches. There are also conveniently-located snack bars and fast food restaurants near the meeting area where the trains can be observed.

The **SLSG** decided to award an Ertl 1:64 scale train set to a deserving youngster at each of the four train shows where the club traditionally exhibits its layout. A grand prize winner of an AF starter set will be determined in November. Winners are selected through a short essay contest on the subject: Why I would like a train set. The two latest winners are Fritz Werhane from Lena, IL, and Erin Filak, from Rockford, IL. Winners also received a free one-year membership in the **SLSG**. Dave and Tim Oberholtzer are

planning the upgrade of the club's modular layout, and have hosted meetings to work on the modules.

The Badgerland S Gaugers (BSG) were hosted by member Brad Nelson, in Waukesha, WI. in March. Brad has torn down his S gauge layout and is in the process of building a new one which will be on display at the 25th Annual Fall S Fest, which the group is hosting in late October in Waukesha, Wisconsin. The club members are busily preparing for this landmark anniversary S Fest. The club itself will also be celebrating its own 25th anniversary.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) had a surprise dinner party for their mentor, Ernie Horr. Ernie's wife Harriet and member Bob Beshore organized the get-together at the Old Country Buffet restaurant in March. Jess Bennett attended the get-together, and tributes and tales of Ernie's many efforts to find and recruit S gaugers throughout the Northwest were told. The group welcomed Dave Wegan of Florence, MT, as a new member. Tom Bangs does a wonderful job of editing the newsletter. In an article entitled *Workbench Notes*, editor Tom explains how to get dimensions for a freelance structure construction using a photograph

Gil Hulin, NASG Western VP, is a member of the **Northwest S Scalpers (NSS)**. Member Bob Boring has written newsletters for the group, which has members in the Portland, OR, area. Five enthusiastic members of the group are busy working to complete a 22 ft. long switching layout in S scale. The **NSS** group is hoping to have the layout ready for the October Great Northwest Train Show to be held in Albany, OR. An appearance at the 2001 Great American Train Show in Portland, is also planned, depending upon

the success of the group and progress with the layout.

As this column goes to press the **Rocky Mountain Hi-Railers (RMRH)** are completing their layout entitled "Lookout Junction" for display at the annual Treasure Valley Train Show, as sponsored by the 3rd Division, PNR. The show is held at the Centre on the Grove, Boise, ID, as part of a larger celebration, the Northwest 2000. The layout has been modified to include an upper level with a removable bridge built over an access aisle. The layout will include interlocks with microswitches to shut off the power to the upper loop in the event that the bridge is removed. This is a good idea because the writer was reminded of a past NASG convention when an unknown member brought a module with a gauntlet track pattern through a tunnel. There was no interlocking system, and it was just a matter of time before two trains being operated had a head on collision in the tunnel. Not a pleasant event for the train owners or operators.

John Eichmann edits the **RMRH** newsletter, the *S say*, and coordinates the group's activities. With the layout deadline for the forthcoming train show, the members divided into groups to be responsible for the various tasks remaining. These included wiring, track laying and painting. A roundhouse and turntable, scratch built by member Greg Lewer, is

going to be incorporated into the Lookout Junction layout. As a tribute to the late Jim Deroin, a charter member who passed away on April 4, Shane Jibben suggested that a plaque be placed on the roundhouse in the memory of Jim. The roundhouse consists of eight stalls and measures 42 inches across at the widest point. The turntable has a 27.75-inch bridge, more than long enough to hold an AF Northern.

The **Sacramento Valley AF Collector Club (SVAFCC)** is a new group in Northern California. Most members are in the Sacramento area. The main interest of the members is in the operation, and appreciation of A.C. Gilbert's AF trains. In addition, the group promotes S gauge. The group has no officers or by-laws, being an informal one that meets in members' homes. Don Rosa, coordinator for the group, provided information on their program and organization. Topics at meetings include layout wiring, engine repair, and grading of AF items. Joint meetings with other clubs are planned. Don is located in Elk Grove, CA, and can be reached on the e-mail at af2rail@aol.com.

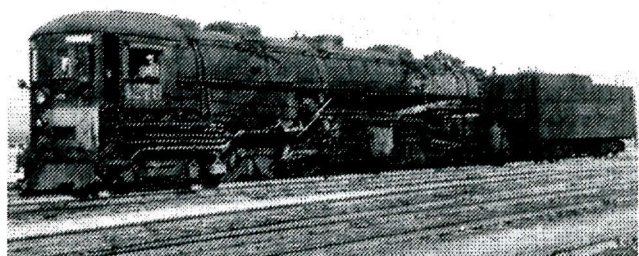
The *Bass Waybill* is published bimonthly on odd months for the benefit of model railroaders in S scale. Barney Daehler edits and publishes the newsletter for the **Bay Area S Scalpers (BASS)**. Lee Johnson coordinates the modeler group activities. Mikal Pruitt

hosted the group in May in Sebastopol, CA. Mikal has a 14 ft x 20 ft. home layout which is based on the Northwestern Pacific. Member Bill Roberts coordinates the module operations of the club. The club plans to set up the club modules at the Lincoln Glen Church in early July prior to the August 4-6 National Train Show at the San Jose Convention Center.

The **BASS** welcomed new member Joe Visintine at their March meeting hosted by Rusty Rustermier. The group is busy planning for the forthcoming NMRA/NASG convention to be held this Summer on July 30 to Aug. 6 in San Jose, CA. Over 100 home layouts (all scales) and over a dozen tourist railroads will be on the schedule. The convention is called the 21st Century Limited. The NMRA website describes the convention and its details. It can be reached at <http://www.nmra2000.org>. In order that NASG members can retain a common meeting place, 100 hotel rooms have been reserved at the Hyatt San Jose hotel.

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.

S-SCALE AC-10/11/12 PAINTED/LETTERED/NUMBERED or PAINTED/NUMBERED



SOUTHERN PACIFIC AC-10/11/12 CAB FORWARD
SOUTHWIND MODELS, P.O. Box 3175, Plant City, Florida 33564-3175

EXTRA BOARD

NASG CAR

The 2000 NASG car (photo last month) is a black triple-dome Deep Rock tank car with yellow lettering. It is the 19th in a series. Cost is \$48.00, with a 2-car limit per member. Production quantity is reduced this year due to inventory overstock in recent years, so we would advise members to order early. First-come, first served. When they're gone, they're gone. This car will make a nice companion to the Gilbert Deep Rock single-dome tank cars. Expected delivery in August.

REVERSE WIRING

Yes, our SW1 is reverse wired. If you look at the wires from the engineer side wipers you can see they are black and not the correct red (NMRA standards), red on the engineer's side. And black for the fireman's side. We are having reversed wired DC shorting plugs made for those who do not want to correct the wiring. We will be replacing all of the DC shorting plugs on all of the SW1s still in stock. We will send anyone who contacts us about this a reversed wired DC shorting plug. This problem does not effect those using AC or DCC.

We estimate that less than 15% of our sales are now using DC. The pre-production samples that we received were wired correctly, but all of the production models that I have seen are reverse wired. We apologize for any inconvenience anyone experienced.

- Don Thompson (SHS)

S IN NON-S PUBLICATIONS

- *Model Railroad News*, May, 2000: A full page column with photos by John Craft called "S Curves" with news and review of S scale products.

- *CTT*, July 2000: An article by Peter Riddle comparing early Lionel and Gilbert magnetic cranes. Also a nice review of the SHS SW1.

- *Rail Model Journal*, May, 2000: A 5-page article on the ACF Type III wood reefers similar to SHS's.

- *Rail Model Journal*, July, 2000. A 4-page article with track plan on Jim Sweeney's two level SP scale layout which will be on tour in San Jose this summer.

GIL'S AMTRAK SPREE

Our Western Vice President, Gil Hulin, dropped me a note telling about his around the lower 48 rail/rent-a-car trip to attend the Spring S Spree in Cleveland this past May. He Amtraked in to Charleston, WV on the Empire Builder and Cardinal and then rented a car to get to Cleveland. Trains were on-time or better on this portion he says.

The rent-a-car portion after the Spree found Gil railfanning to Erie, Altoona, Cumberland, Martinsburg, WV (my old hometown) and back to Charleston, WV - 2,033 driving miles.

Then problems began to beset Gil with the remaining Amtrak schedule to return to Oregon. The Cardinal to Washington D.C. was 3-1/2 hours late. Then the Silver

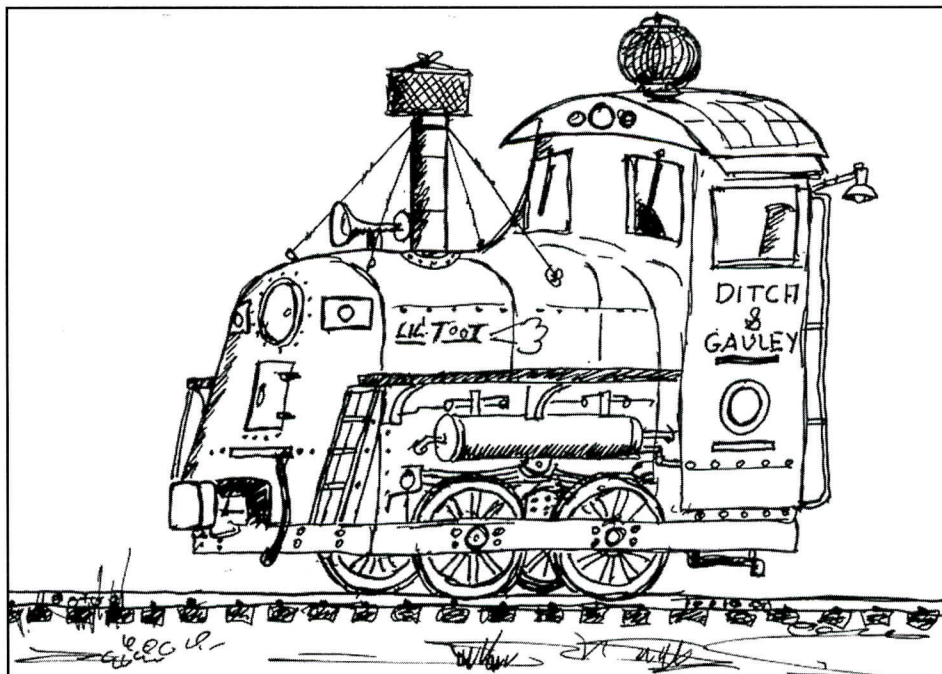
Meteor to DeLand, FL was late causing him to miss a connection to Orlando. The Sunset Limited across the South and Southwest from Florida to LA was always 3 hours behind. The San Joquin was an enjoyable ride he states, but the Coast Starlight back to his home in Eugene, OR, was another late one.

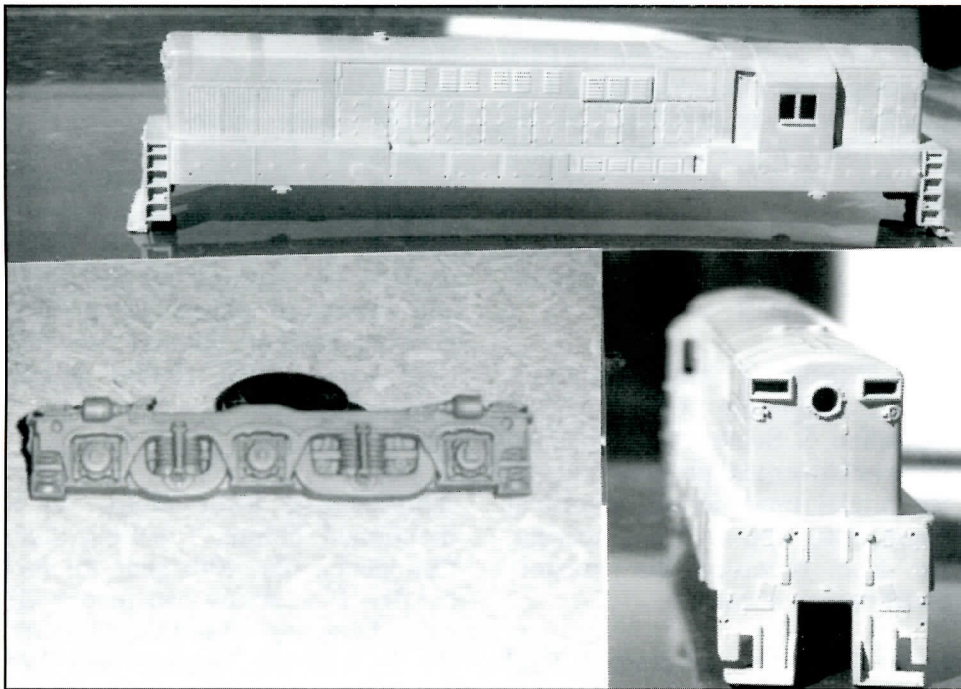
I don't think any of us feel too sorry for Gil though because this sounds like a real dream trip for most of us.

For those attending the San Jose convention this summer, Gil has some alternate hotel tips for those wanting to save a few pennies on a room. His address and phone are in the Directory.

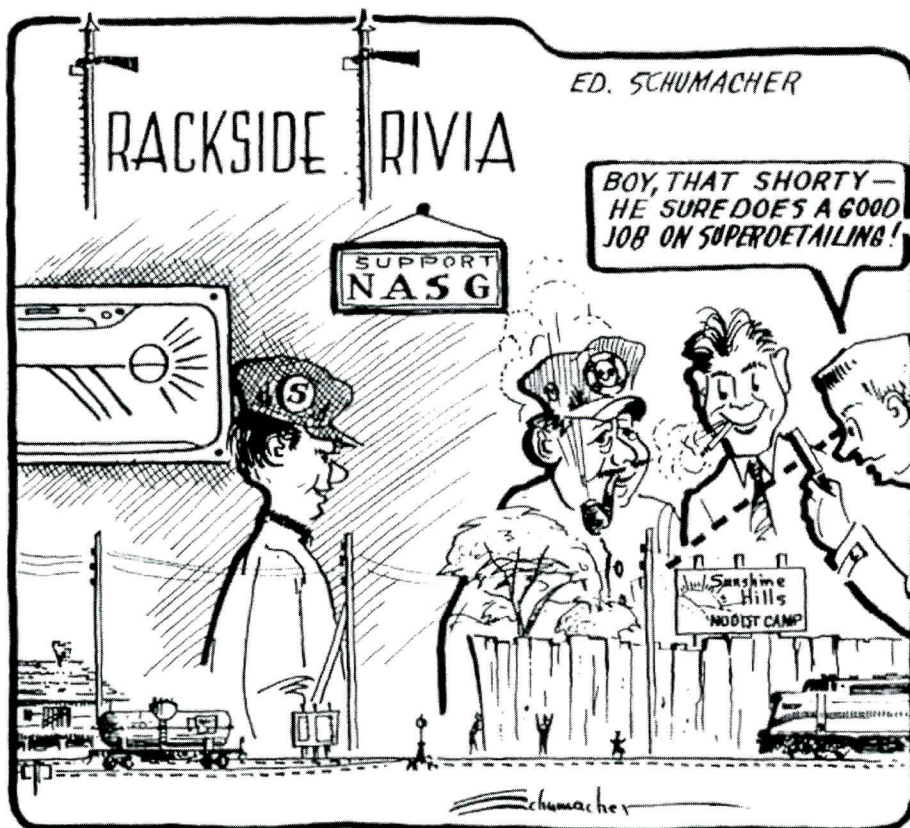
DEPT. OF CORRECTIONS

In the February *Dispatch* there was a line missing at the bottom of the first column of the Hump Yard article on page 13. So get out your pens and jot these words down at the bottom of page 13 of your Feb. issue. Right after complicated copy the following ...**affairs, so breaking them down into their components - "design elements" in...**





Arriving at the last minute were these test shots of the resin casting FM Train Master. Tom Doherty of Pennsylvania Heritage Models is working on a drive for the shell. It will eventually be available in scale and hi-rail. The model will probably be available later in some paint schemes.



S-CALENDAR

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: BobPCRCD@aol.com.

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

Oct. 1, 2000: NER/NMRA, Colony Inn, Rte. 83, off I-84, 10am-3pm. Adults \$4, children 6-12 \$3. Family \$7. Joe Sokol (860) 872-2240.

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.

May 18-20, 2001: Spring S Spree. Holiday Inn East, 170 East and Hamilton Rd., Columbus, OH. Info: John Gaffney (614) 764-3925. Regis. after Jan. 1, 2001. jgaffney@columbus.rr.com

July 24-28, 2001: NASG Annual Convention - Steamtown - Scranton, PA, Radisson Lackawanna Station Hotel. 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.

Railmail cont. from page 5

the only true ready-to-run methodology in S "scale," unless you wanted an FP7. As my interests in prototypical accuracy piqued, I went back to HO because of product availability. However, editing S scale track plan articles by Bob Nicholson at Model Railroader magazine showed me that operationally challenging S scale layouts could fit in the same space as an HO layout. But actually it was an O scale layout that got me to thinking about S again. *Keith was an associate editor for MR for a time.* - ed.

While photographing John Rogers' O scale B&M railroad, I started falling in love with the concept of telling a story about railroading instead of just modeling a specific F7 or GP9. I saw that only S scale and larger would allow figures, vehicles and supporting objects to be posed in such a way that instead of having a train stopping at a station, you had coeds waiting for their train to take them back to college. Try to do that in HO! More visible mini-scenes if you will - ed.

We all know the potential of the larger scales and the space advantages of S. THAT is what will bring in more S scalers, not another locomotive or freight car. Let's put our collective energies into building on what we have instead of dreaming ourselves into oblivion while our collections of great looking and great running models sit in boxes on shelves in a closet. Ever notice how happily married couples make everybody happy? Let's show the rest of the model railroading community what we love about our S scale marriages instead of saying we wish our partner was taller, or had longer hair, or had a BL2. Let's treat the local shows and magazines like we treat our wallets - with care, and let's treat our layouts like our family album. Let's do some bragging.
- Keith Thompson, Seattle

Canadian Winners: Several S scalers did well at a recent NMRA meeting. While lamentably few in number were in attendance at the 2000 Convention of the Niagara Frontier Region of the NMRA, Canadian S Scalers won plenty of awards and ribbons at this event which was held in London, Ontario, in April.

Paul Raham of Moira, Ontario, and a long-time leader of the Canadian S Scale clan, collected three achievement program awards for model engineering, electrical engineering and civil engineering. He also received his masters certificate in scenery.

In the judged model contest, Paul collected a third for his scratchbuilt flatcar with lumber load which was lettered for his Moira Valley Railway. He also received a merit award for his water tank.

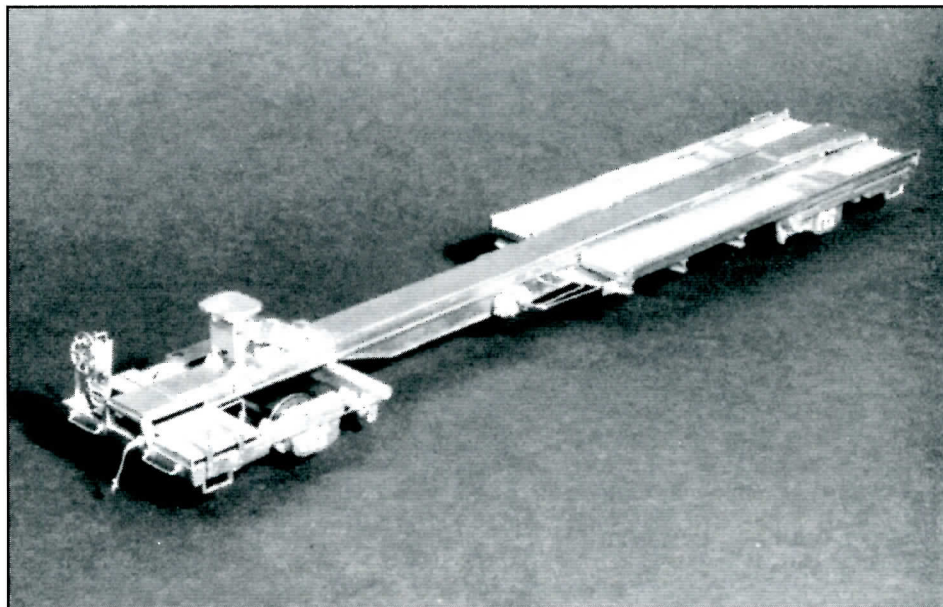
Joe Swift of London won second and third place ribbons for his scratchbuilt passenger cars, including a beautifully detailed NYC tail end car and a first place for his scratchbuilt wooden caboose.

Your humble reporter (Alex Binkley) won a first place in the appearance category for freelance freight cars with a heavily weathered SHS 2-bay covered hopper lettered for the Canada Southern, a second in the freelance caboose category with an SHS modern van lettered for the CSR and two third places for a PRS covered hopper lettered for the CSR and a DPH 10,000 gallon CGTX tank car.
- Alex Binkley

Anniversary Issue Help: As I mentioned before, I believe that this year is the 40th year for the NASG. If anybody can help with some historical anecdotes or facts for the next two regular issues, it would be appreciated.

- Jeff

San Jose Convention Cars: See cover. Chateau Martin SHS reefer will be purplish. This car, rebuilt without ice hatches, was basically an insulated tank car. The cars traveled from the California wine fields to New York. The 2nd car is a PRS 40' box in Overnight black and silver. These cars operated in expedited blocks first and later as regular box cars.



This is a pre-production model of the brass Front Runner car which is being sponsored as a modern NASG freight car. A limited number of 200 will be imported by SouthWind Models. Currently adjustments are being made to the now rigid wheels so they will track around curves.

You won't believe.....

www.americanflyertrains.com

or SASE to:
P.O. Box 681895
Orlando, FL 32869-1895

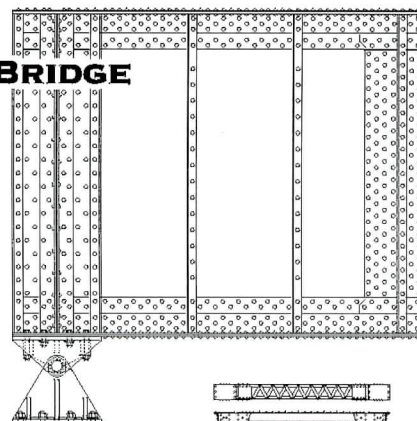
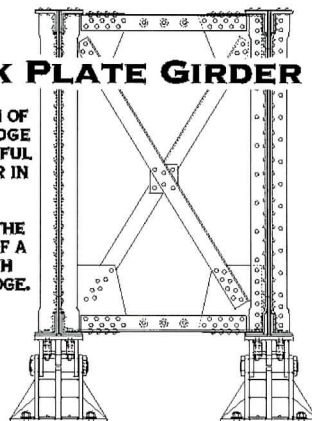
FLASH ON WINROSS: A mailing showed up that announced that Winross is folding the tent. Business is for sale and remaining inventory list is being sold to those on collectors list. Check with a friend if you are not on the list. About 10 or 15 of the nostalgia series still remain plus many of the modern trucks. Note that the UTZ Potato Chip and REA Stepvans are really O scale. It was in last *Dispatch*. I assumed 1/64. All other trucks are, however. Contact for final sales: 800-227-2060 or www.winross.com -Jeff

NEW!

88' DECK PLATE GIRDER BRIDGE

HERE IS A PORTION OF OUR NEWEST BRIDGE MODEL - A BEAUTIFUL DECK PLATE GIRDER IN TWO VERSIONS.

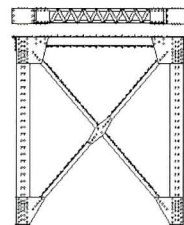
THE COLUMNS ON THE RIGHT ARE PART OF A NEW 60' THROUGH PLATE GIRDER BRIDGE.



WE HAVE THREE NEW 1:64 MODELS FULLY ASSEMBLED IN BRASS, RIGHT FOR MOST ANY STYLE LAYOUT. CALL OR WRITE:

THE CRYER GRAY FOUNDRY

4351 VALLEY FORGE DR., FAIRVIEW PK, OH 44126
440-356-2652 email:jabotten@AOL.com



LAST RUN:

John Craft, 42, of Bel Air, Maryland, passed away suddenly on Wednesday, June 21st. John was an active S Scaler, was building a big C&O layout, started Chesapeake Models, and was currently doing an S promotional column in *Model Railroad News*. Condolences and prayers to his family and friends. More on John in the future.

PORT LINES HOBBY SUPPLIES

"Specialists in S-Gauge Railroading"



Doug Peck

6 Storeybrooke Drive
Newburyport, MA 01950
(978)-465-8798 (Phone/Fax)
Toll-free: (888)- 708-0782

(Orders only, please)

E-mail: portlines@mediaone.net
<http://portlines.com>

STRUCTURE KITS, & REEFERS

The entire line may be viewed in color on our website.

Latest kit releases:

19th century brick, 2-stall Firehouse; \$74.95

Icing Platform and Icehouse; \$58.95.

ADDITIONAL NEW FLATCARS

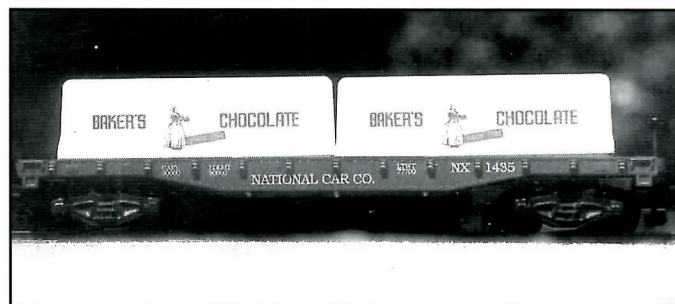
65 FY & PRR Cannon car, with cannon; \$49.95

66 and 67 FY & Prr Cannon cars, with cannon; \$99

24574 USAF Rocket Fuel car, with load; \$49.95

US Army flatcar with howitzer load; \$49.95

Track Cleaner flatcar; \$74.95 - It Works!



NEW: BAKER'S CHOCOLATE FLATCAR!!

Modeled after the prototype; available with 2 different prototype numbers. Highrail only; operating KC trucks. \$49.95 each.

Latest R-T-R ReBuilt Wood-sided

Refrigerator car:

Schlitz Beer. (9 other roadnames still in stock)

Coming Next: PFEX green Express
\$36.95 each.

AMERICAN FLYER REPAIR & RESTORATION PARTS

Over 2000 different quality items in stock!

Complete Parts Catalog: \$3.00

Parts & Sales Catalog Set: \$6.00

NEW! "Train Tracker" Inventory PC
Software for Windows; \$74.95 complete.

Rock Island comes to S scale! ALL NEW! ALL IN STOCK! All engines, cabooses, and freight cars in this photo are all Rock Island. F-7 locomotives and Alco F units are available in our new "DX" version with fine added details, including nose placards.

American Models

