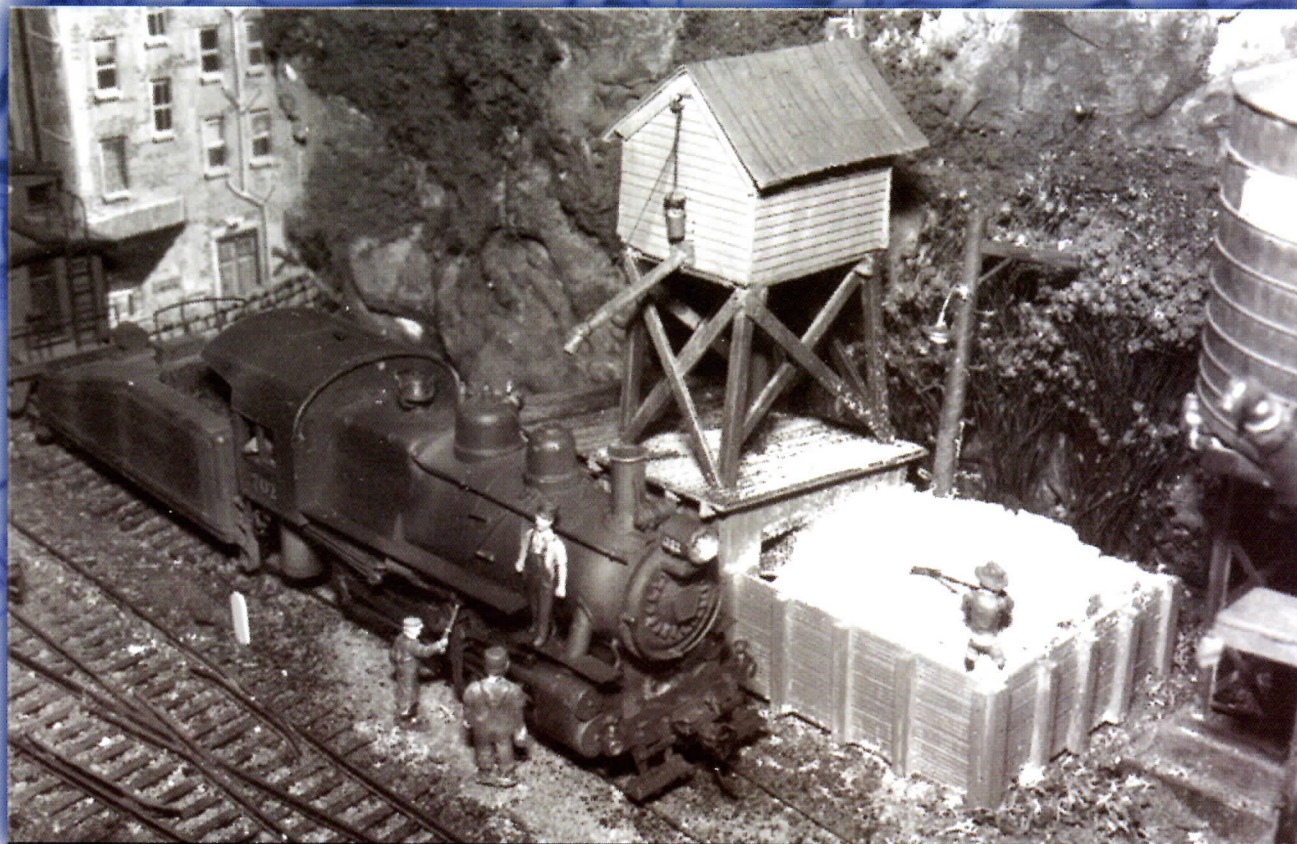
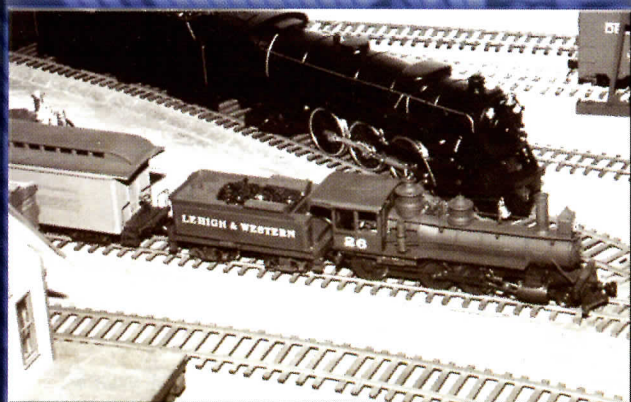




DISPATCH



Build This Sandhouse



Sn3 Lehigh and Western Plan



**More on the Steamtown
2001 Convention**

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

14TH ANNUAL SPRING S SPREE 2001 MAY 18-20 - COLUMBUS, OHIO

By Alan Evans

Spring "S" Spree Features: Special Flatcar Longaberger Factory Tour

The May 18-20th 14th Annual Spring S Spree hosted by the Central Ohio S Gaugers will include a special American Models flat car with two panel trucks and a tour of the Longaberger Basket Factory in Dresden, Ohio.

A limited run of a B & O flatcar with two colorful 1938 Krispy Kreme Donut trucks will be available for pick-up at the Spree or mailed out after May 18th. The flatcar will be issued in two different numbers and available with either hi-rail or scale wheels. Cost

is \$64.00 shipped or \$59.00 (picked up at the Spree) for each flatcar. The two 1/64" Lledo panel trucks have green fenders, white body and red lettering. A combination car order/ Registration Form can be downloaded from the COSG website at www.cosg.free-homepage.com/

The bus tour to the "Longaberger Homestead" will leave the Holiday Inn East (I-270/I-70 East of Columbus) at 10:00 a.m., Friday, May 18 and return by 5:00 p.m. Cost for this tour is \$30.00 and deadline to register is April 10th.

A Grand prize for those attending the Spring S Spree is an S Helper

Starter set No. 00457 featuring a C & O SW9 and 5 cars, transformer and track. The winner's name will be drawn at 3:00 p.m. on Saturday, May 20.

Registration begins Friday, May 18th at 9:00 a.m. and will include something in S gauge for anyone and everyone on the manufacturers and dealers' tables. In addition there will be train races, clinics and a picnic.

Table reservations can be made by calling or e-mailing John Gafney at 614-7643925 or jgafney@columbus.rr.com.

Hotel reservations (\$67.00 per night) must be made directly with the Holiday Inn East by calling **614-868-1380**.

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STRUCTURE KITS, & REEFERS

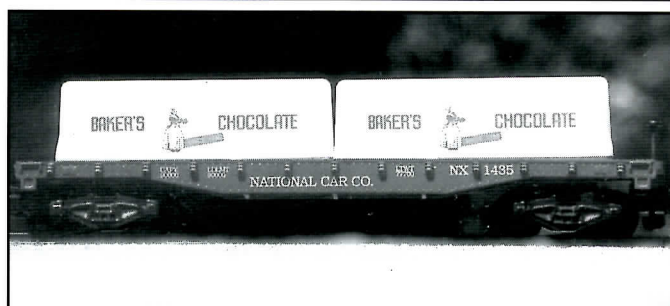
The entire line may be viewed in color on our website.

Latest kit releases:

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

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65 FY & PRR Cannon car, with cannon; \$49.95
66 and 67 FY & Prr Cannon cars, with cannon; \$99
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Track Cleaner flatcar; \$74.95 - It Works!



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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

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COVER: The sandhouse in this issue is shown on Bill Fraley's Jefferson Central. Photo by Bill. A scene on Dave Heine's Sn3 Lehigh & Western layout. Photo by Dave. The view of the restored turntable and roundhouse at Steamtown. Photo by Jeff Madden.

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

ORDER BOARD

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

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President's Message ...

As we enter the new millenium, your BOT has come to the realization that it's been over a decade since we've had a comprehensive membership survey. Our membership has more than doubled in that time, and the variety of products has increased greatly. However, if we want to see a continued increase, we, the members of the NASG, should be concerned about making our interests known. This means just one thing - we need your input!

By making your modeling interests known, you can achieve several things:

- 1) Help manufacturers supply new products.
- 2) Help the NASG plan future car projects.
- 3) Assist in future convention planning.

We'd like to keep it as simple as possible, yet meaningful, and I would like to ask all of you to complete it and RETURN it. The survey is currently being formatted so you still have time to suggest an area of modeling you think should be included. Suggestions are welcome, but every question suggested may not be included, particularly if something is too specific to one person's interests.

On another topic, but related in a way - it's about something else YOU need to fill out and RETURN. The election of five of your BOT officers is coming up very soon. Ballots will be mailed to each of you on April 15th for RETURN by May 30th.

I would like to encourage your participation in both the upcoming survey and the election. Remember the key word is RETURN!

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

Survey questions can be forwarded to any BOT member or to me at the Dispatch. I believe our Secretary, Glenn Ritter is compiling these. We hope to keep the survey to a maximum of one page (2 sides). The idea is to ask a bit about products, some about members interests, some about NASG volunteerilng interests, some about organizations and clubs and some open ended suggestion type things. Most questions will just involve a check off box. We hope to be able to have surveys sent out in time for going over before the NASG convention. - Jeff

NASG NEWS

NMRA Convention 2001

The NASG is sponsoring the Cuyahoga Valley S Gauge Association and Tom Robinson to bring their layout to the NMRA National Convention to be displayed during the National Train Show (part of the NMRA Convention) in St. Louis, MO. The layouts will be set up at the train show from Friday, July 13, thru Sunday, July 15.

The CVSGA layout is scale with both standard and Sn3 represented. Tom's layout is hi-rail with American Models code 148 track. We will have all aspects of S represented. The NASG will also be operating a booth with all our cars (AF and scale) and Clearinghouse items for sale. We will be ready to sign up new and old friends for members. Stop by and say hello.

- John Foley, Executive Vice President

STANDARDS REPORT:

Hi all. With all of the recent e-mails about the S scale S3 (track) and S4 (wheels) standards, here is the latest report.

The latest revision to the S Scale Standards were approved by the NASG Board of Directors on 28 September, 1998. Two areas of change occurred, with all other Standards remaining the same:

1. The Flangeway Maximum (Fmax), was narrowed by .003" to .050".
2. The Span Maximum (Smax), was narrowed by .001" to .798".

All fo the current s scale Standards were published in the '99-2000 NASG Membership Directory. All current members at that time have copies of the Standards.

With the untimely passing of the NMRA Technical Chairman Ron Gains in Dec. 1999, the presentation of the NASG S Scale Standards to the NMRA for adoption, has been slowed down. Randy Wilson and I hope to have the S Scale Standards ready for presentation by the end of January 2001. Copies of the Standards are being sent to Michael Greene for inclusion in an upcoming NASG website update.

Hope this helps clear the air about the S Scale S3 and S4 standards.

- Robert L. Sherwood, Chairman, NASG Engineering Committee.

ELECTIONS:

We now have a full slate for this spring's election. Look for your ballot to arrive in April via first class mail. Candidate profiles will also be forthcoming.

- Elections Chairman Jamie Bothwell

RAIL MAIL

The S Gauge Herald: Jeff, I could get a swelled head from the coverage! I always tried to keep a low profile and work behind the scenes. The fact is, I was a rank amateur who in 1960 knew zilch about model

railroading in general, and S in particular. I had fallen in love with S scale, and when Dave Bulkin started the mimeographed *Herald*, it was just what I needed. The day he called me to say he had to stop publishing, it sunk my heart, because I needed it more than anybody. Since I had contacts with printers I figured I could do the "grunt" end of publishing if Dave would at least edit it, and if we could recruit others who knew which

continued on page 27

Jeff's Junction



BE FLEXIBLE!

Minimum radius in S as a topic is creating a lot of interest on the internet, especially regarding brass locomotives (steam or diesel) and whether some can operate them even down to Flyer's 19-1/2 inch. Since much of our modern S gauge movement is toward hi-rail - which means being flexible about minimum radii - I'd like to relate some past experiences with HO and O.

When I started in HO in 1956 the normal radius for beginners was 18". That computes to about 24" in S. Then 4-wheel truck diesels, smaller 4 and 6 coupled steam locos, and 40 foot freight cars were standard fare in HO. My first 6' x 9' layout include 22" and 18" radius track (about 24" and 30" in S). While still in high school, my next HO layout had a minimum of 22" and some larger because I desired some larger locos like a 2-8-2 and a 4-6-2.

Then by the late '60s, a small club I belonged to had a minimum of 30" R (about 40" R in S). This was to accommodate the variety of members' equipment that included larger steam engines, E unit diesels, passenger cars and some modern longer freight cars.

In the '70s when I began an HO home layout down in West Virginny, I decided on 30" minimum radius based on the club experience. But even as I tore that layout down in 1988, I decided on even larger main-line radius if I rebuilt.

Let me also relate an O scale experience from the early '80s. A small club I belonged to in West Virginia had a modest 2-car garage in which to build an HO layout and an O one. Total space inside was 16' x 19' with one central people door on one short wall (the garage doors on the other were sealed off as

wall space). The HO layout took up about 6' x 19'

along one long wall. The other long wall had a Lionel O tinplate layout in about the same space. Both were dogbone shape to permit a central operating space. Well, the owner decided he wanted a true O scale layout so we needed to move to 60" radius to accommodate some brass steam locomotives (that's 45"R in S). We accomplished this by making the O scale layout basically a shelf design going around the garage and under the HO part. A lift bridge at the people door was necessary though. We used Atlas code 148 Flex Track.

Now, specifically to S: Why (except for strictly tinplate AF curves and turnouts) would S modelers not want to use the largest radii possible? Beats me! You can get wider radii than 19-1/2" by using (any) commercial standard gauge S track system: K-Line wide radius, GarGraves flex (code 172), American S Gauge (code 172) flex track, Tomalco flex (code 100), Shinohara flex (code 100), American Models flex (code 148) and SHS flex (coming in code 126).

Basically, with the growth in S products and the inclusion of more and more longer and bigger locos and cars, I think that, like HO in the '60s and '70s, there is a natural gravitation to larger radii. So unless you've got a death grip on 19-1/2" radius Flyer curved sections, why not go with the flow and try to design your layout to accommodate wider curves?

It took years to ween Hoers off off fixed 4' x 8' plywood boards and 15 to 18" radius snap track. S modelers need to look more critically at their available largest space and try to work in the largest curves possible. Now half of you will say - good idea, and the other half will throw up hands in despair. But try this thinking when planning a home layout. If you just belong to a modular club (most of which use large curves anyway), no problem. But for a home layout:

1. Pick the largest loco (be it scale, tinplate, steam or diesel) and the longest car (usually 80' passenger cars) you'll want to run sometime and go from there.
2. If you already have the equipment, test it out on a modular layout, or get some flex track (your

continued on page 19

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Colonial Industrial Drive, South Lyon, MI 48178) has announced arrival of some of the complete new Budd (shorty) sets. Ron says each car weighs over a pound and is 13.6 inches long (the obs is a bit longer). Add UP to the roadnames from last month. Test runs showed no light flickering. Coming will be chrome ATSF diesels to go with the chrome cars. Also, the interiors will be \$6.00 as a separate item.

A quick note on the CZ scale length project. Orders are coming in, and it looks like we may well do these as we have about 60 reservations now (Jan. 01). These will be 85 footers and the bare minimum radius would be 26". Coupled length would be 15'9 inches. 100 orders are needed - may be there by the time you read this. If produced, hi-rail versions will be offered too.

B.T.S. (P.O. Box 561, Seffner, FL - www.bsrr.com) is announcing more new items including a GE Dash 9-44CW, EMD GP40, 89' Trailer Train pig flat, Evans 52' Gondola, PRR F39A TrucTrain pig flat, UP 61' wood chip car and a Bucyrus-Erie 250-ton crane. These will be produced by our New Zealand manufacturer in white metal and brass. Demand will determine priority and whether kit or RTR. Coming in all-brass will be logging pile drivers in both S and Sn3. We hope to eventually do up a work train to go with the crane.

Other projects such as the BL2, P54 passenger cars, MP54 Suburbans, 1905 Baldwin 2-8-0, EBT 2-8-2 and laser cut kits are progressing as well according to Bill.

CUSTOM MODEL RAIL-

ROAD (3937 Keswick Rd., Baltimore, MD 21211 - www.custommodelrailroads.com) lists a 135 foot HO steel girder turntable. That's about a 100 footer in S - about 19" in diameter. I am assuming it wouldn't be much trouble to plant some S track on the bridge section. It was mentioned in the Feb. 2001 MR.

DIGITRAX (450 Cemetery St., #206, Norcross, GA 30071 - www.digitrax.com) has some new throttle gizmos you might want to check out on the website. On a promotional piece I received they list 3 packages: Genesis II (\$260), Empire Builder II (\$335), Chief II (\$460). The last two packages include a DT300 digital display throttle. A DT300R throttle is available for \$204.99. This is a radio equipped throttle which requires a UR90 infrared receiver.

LIONEL LLC (www.lionel.com) has their spring catalog out with 7 Flyer items listed. Rolling stock includes a GN blue 40' boxcar (\$54.95), CB&Q boxcar red gondola with cannister loads (\$49.95), Wabash black flatcar with Bordens bathtub milk containers (\$49.95) and a UP boxcar red hopper (\$49.95). Accessories under the Flyer banner include a re-issue of the sawmill for (\$99.95) and two new Flyer repros: Gabe the Lamplighter for \$129.95 and the Seaboard 752 coal loader for \$199.95. These will compete directly with MTH's similar products. The Flyer items are on pages 88-91 of the new 2001 spring Lionel catalog. It can be seen at www.lots-trains.org.

NASG: The 2001 NASG Flyer car should be announced in the next issue as long as Lionel comes through with price and the OK. The 2000 Deep Rock tank cars are

sold out. There are still a few 1998 Magnolia tank cars left. - Doug Peck.

PORT LINES HOBBIES (6 Storeybrooke Drive, Newburyport, MA 01950) has a few new goodies. Newest resin structure kit is a brick auto parts store - 3" x 6" footprint - \$42.95. Assembled billboards with simulated concrete base, \$9.95 each. AF parts: Hudson valve linkage, \$16.95 each (left or right - \$30 a pair); blue and yellow Gilbert rolling stock boxes, \$3 each, \$4 with end stampings.

RIVER RAISIN MODELS (6160 Blvd., West Bloomfield, MI 48324 - 248-366-9621) has a few new announcements. To start with, the NKP and PM Berkshires are sold out. The UP 8500 hp GTE 8500 Turbines are a go. Delivery scheduled for mid to late summer. The 3-unit turbines will require a \$300 deposit. Construction will be by Ajin Precision in Korea. Models will be available completely painted and lettered with lights or unlettered brass. Quantities are limited. Two versions: 1. - HHHI with larger roof dynamic brake grid with raised Farr inlet silencer. These are #s 1, 2, 5 and 7-15. Version 2 - HIII with modified brake grid #s 16-26 and 29. And you can order a HI-RAIL version. Pre-production painted, lettered, lights is \$2,449.00 - after \$2,749.00. Plain brass version pre-production is \$2099.00, after \$2,399.00.

And Terry Harrison get out your checkbook. RRM is doing a wood NKP caboose. The model will come with the Bettendorf Swing Motion trucks used after 1920. The parts package will include the as-delivered cupola mounted signal indicator. Should be in stock as you read this. Brass - \$199.00, custom painted \$259.00. Add \$6.00 shipping. Brass models will

include decals

If you need ties for your brass truss bridge, you can order them from RRM. The sets made by Banta Modelworks include laser cut wood pre-stained ties which will make up the seven sections of the bridge deck. \$29.95 a set plus \$4.00 S&H. By the way, the bridges are in stock.

S SCALE LOCO (129 Woodstock Ln., Kinterville, PA 18930) will be doing future steamer kits after the CN 2-6-0 - they will be Strasburg #31, an 0-6-0 and a NYC F12e 4-6-0. Fred is also working on a full line of drivers and a USRA 2-8-2 frame.

S HELPER SERVICE (77

Cliffwood Ave., Cliffwood, NJ 07221). In December I listed some road names for the double sheath boxcars and new schemes for the reefers. I missed a few. Boxcars I missed are: DL&W, NYC and UP. Reefers not listed are: Ralston Purina, Tivoli Beer, Baby Ruth and BAR (blue & white potato).

In stock now are new run of 53'6" flatcars including C&NW, Conrail Quality, GTW, Reading and UP (scheme IV). Also in stock are loose #00533 switch controllers with 40" wire extensions. These can substitute for missing AF controllers. These are \$9.95 each.

CZ Car History

The cars for the California Zephyr were delivered beginning in 1948. They were placed in service on the "Exposition Flyer" running between Chicago and Oakland California, mixed with heavy weight passenger cars. The "California Zephyr" entered service in March, 1949 and lasted until March, 1970 when the Western Pacific received permission to discontinue their leg of the train. CB&Q and D&RGW then teamed up with SP to offer "California Service", but not with the full train.

When Amtrak took over in 1971, the CB&Q joined, but the D&RGW did not, and ran its own train between Denver and Salt Lake City until April, 1983. Since

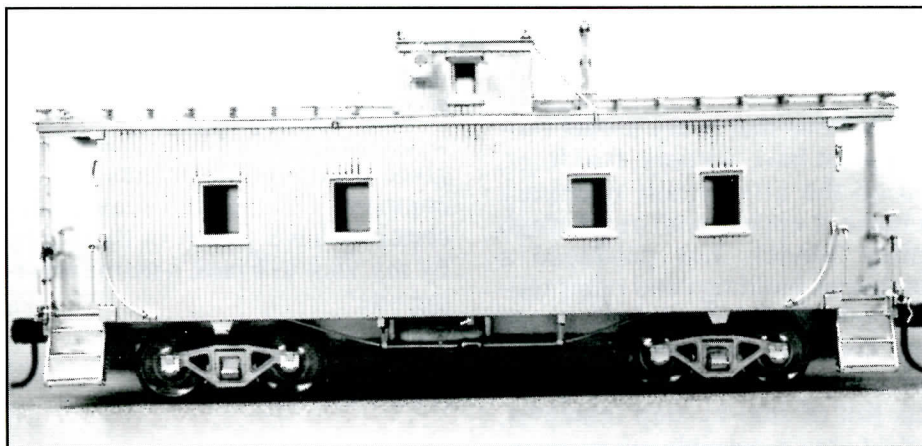
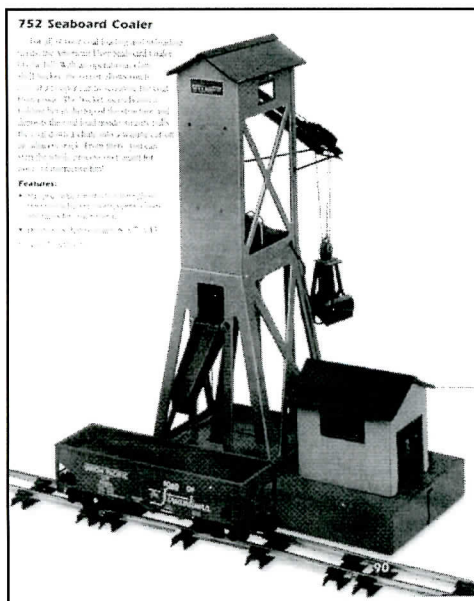
they only owned one CZ trainset, the train ran one way each day, except Wednesdays. This train ran without sleepers, which were sold to Mexico. The CB&Q sold 101 of its cars to Amtrak, and they operated throughout the Amtrak system. A lot of the WP cars were sold to Auto train and ran between

Lorton, VA and Orlando, FL until Autotrain threw in the towel and was taken over by Amtrak.

So, the cars have an 'era' of 1948 though today, as many of the cars survive today in 'cruise train' service throughout the West. Also, CP had very similar cars constructed for the "Canadian" in 1955. Those cars were extensively rebuilt in the 1990's and form the bulk of the passenger car fleet for Canada's version of Amtrak, VIA.

An order form for the cars was in the last issue of the *Dispatch*. If anyone has and questions, please feel free to contact me.

Best regards,
Wayne Hills



River Raisin Models should have this NKP caboose in stock by the time you read this. It is meant to be a companion to the sold out Berks. See New Products Report. Above: pieces of Lionel's new catalog.

The Story Behind LEHIGH VALLEY MODELS

by Ed Kuser

Courtesy of the Mideast Region (NMRA) Local

As a youth, Frank Titman loved to build model airplanes -- the kind with tissue paper covered stick skeletons, powered by rubber bands. When they got so banged up they couldn't be repaired, he flew them off the roof of his house -- after he set them afire! During those years his dad often took him to watch trains operating in his hometown of Allentown, Pa., so he got hooked on railroading. Shortly after his discharge from the SeaBees where he served at Iwo Jima during World War II, he started modeling in HO scale. It was as large as he go go in the apartment he called home.

When a little more space became available, Frank reverted to American Flyer, although he was always trying to make everything look more realistic. The change to scale modeling was triggered by the purchase of a Rex Dockside loco he detailed and tried to equip with American Flyer knuckle couplers. "Those big couplers," he mused, "ruined the overall appearance of the engine so I tried some Kadee HO knuckle couplers a friend had modified with longer gladhands to use with S scale." That did it! They looked so good and worked so well, even though there were virtually no products for it on the market, Frank became hooked on S scale! And the result? This past year his skills as a modeler were amply attested to in *Great Model Railroads 2000*.

Together with a couple of buddies, Frank developed a tin and wood scale model hopper car. They sold four kits. Then as a club, they decided to raise funds selling S scale kits of models Frank designed and built. That was the start of Lehigh Valley Models. It was also almost the end of the

business, as members of the club soon tired of spending all their time assembling kits; they wanted to build their layout and run the trains. Consequently, Frank took over the "manufacturing" aspect on his own, and the business has been growing for more than 20 years.

Since then, the business has truly become a one-man operation. Frank converts his ideas for a new structure (or whatever) into a completed model. When he's satisfied with it, he creates a kit for it, complete with very well illustrated instruction sheets which he also designs. He's skilled at drawing, a definite plus for the LVM kit builder, for the instruction sheets have illustrations or pictures of any construction aspect which may be a bit complex. His garage serves as the manufacturing facility, the place where he cuts the wood stock for the kits. His train room/basement doubles as an assembly plant/warehouse for the business. Castings and printing (now photocopying) of instruction sheets are the only aspects of the kit-creating process not done on site. The castings are made by Bowser Manufacturing in Montoursville, Pa., with patterns Frank himself creates.

"We believe that every model railroad must have scenery, buildings, and all the little details necessary to make it appear realistic. Lehigh Valley Models has produced a number of buildings and other railroad related details to help create that realism. You will find the instruction sheets for LVM products full of step-by-step drawings, and wherever possible, all parts are precut to size or length to make for easy assembly with the least amount of work. All items needed

to complete the models are included with the exception of paint and glues." Those are the words on the first page of the Lehigh Valley Models catalog that now lists nearly fifty items, each of which is individually pictured or illustrated.

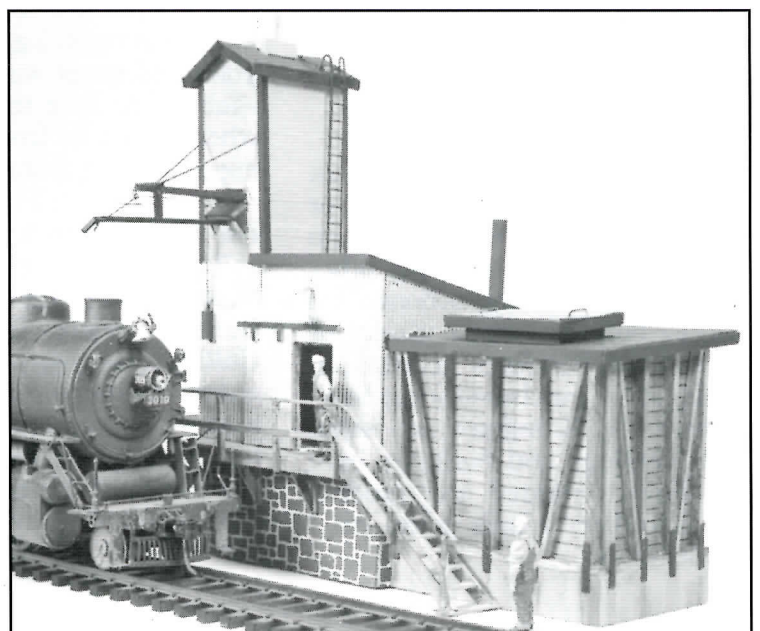
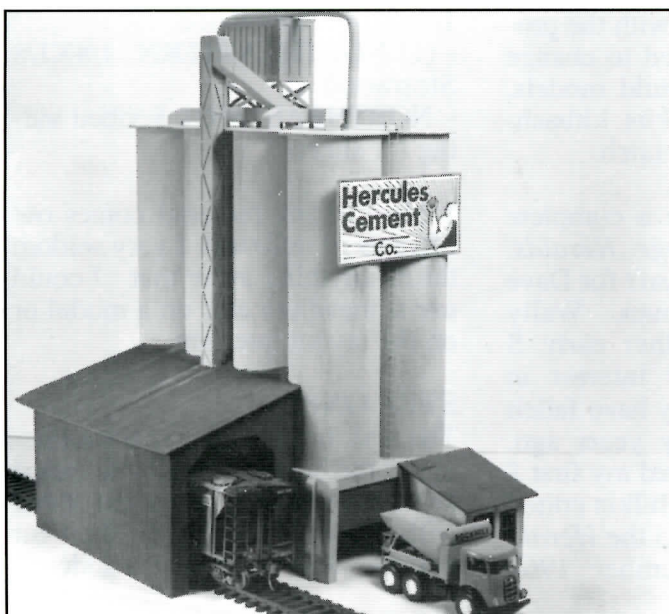
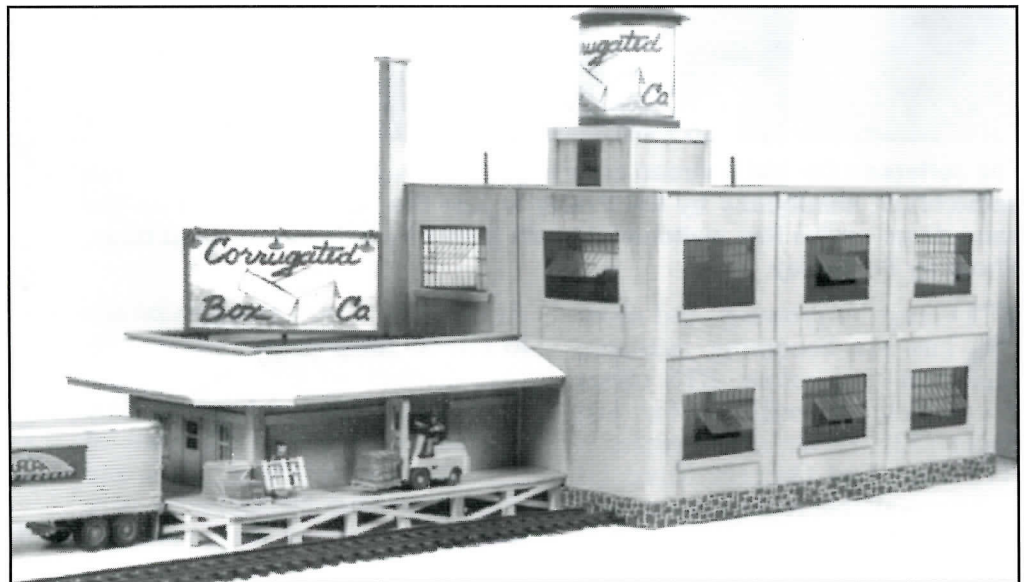
You don't need to order a catalog to get an idea of just how realistic Lehigh Valley Models are. Just grab a copy of *Great Model Railroads 2000* (last year's, not this year's) and check out the photos of Frank's Spiral Hill Railroad. Every item in the catalog, except an early version of a coaling tower, is on the railroad. LVM lineside structures, utility poles, coal breakers, numerous vehicles, a corrugated box company, row houses and, of course, a water tank are among the many available models visible in the magazine photos.

While you're looking at the photos, take time to read the article. It reveals much about Frank Titman and his approach to model railroading. It also explains why there are no "diesel specific" structures offered -- he's allergic to diesels! Nonetheless, many of the items will be perfectly at home on a contemporary layout. Frank's railroad is fully scenicked which, unfortunately means there is no room for additional structures, no room for expansion, and that, coupled with his age (he's 79), is why the LVM line will not continue to grow. So, for these reasons he has decided not to add any new items. It is unfortunate that he will no longer be creating new kits, but the hobby is certainly richer for what he has given it through his talents and his company. I'm not an S scaler, but I certainly have grown in the hobby by my visit to Frank's manufacturing site!

Gee whiz, I have a few ideas for some new kits. - ed.

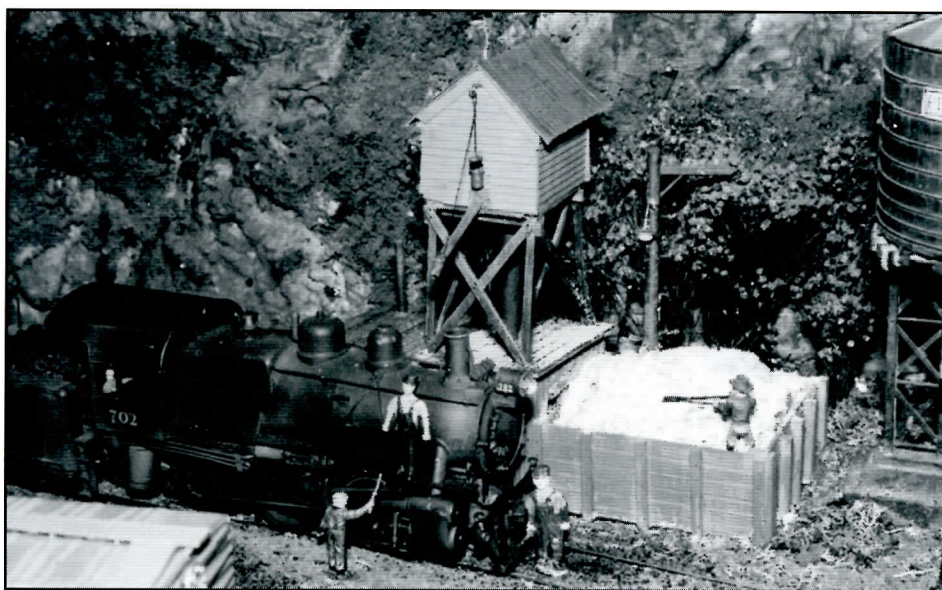


Here are some of the more recent examples of Lehigh Valley Models Kits. These are craftsman wood kits with some metal castings. Clockwise: LVM 36 coal loader, LVM 30 Lumber Co., LVM 38, Corrugated Box Co., LVM 42 Sand House and LVM 41 Hercules Cement Co. One interesting challenge is to be an LVM spotter. Try to spot as many LVM built up kits on the various S layouts you tour or see in the magazines. I'll have plenty on my layout. - Jeff



SCRATCH BUILD A SHORTLINE SANDHOUSE

By Bill Fraley



The Jefferson Central Railroad crew is getting ready for the daily run. This scratchbuilt sandhouse by Bill Fraley is just the ticket for filling up the sand dome on the Rex switcher. It beats manually hoisting up sand bags. Photo by Bill Fraley

S Gauge is growing, and more kits are becoming available than ever before. BTS offers a complete sawmill kit for just under \$525.00. Or, if you prefer, a BTS East End Grocery Store kit will be available real soon for only \$59.95. Now you may think that I'm being sarcastic, but I'm not. No, BTS kits are very complete, beautiful and with all the details. All I want to do is to make a point. You can scratch build a building of your own, if you have a mind to, for about a sawbuck (\$10.00) using scraps.

When I started out in S, thirty-six years ago, I was in American Flyer and most of my buildings were Plasticville. I had a need for other buildings, like an enginehouse, ice loading building, and a variety of commercial buildings to dress up my layout. I purchased some how-to books by Kalmbach and some other catalogs and built my own structures. Granted the models may have been a little crude, but I was learning.

At one time I was going to switch to HO as most of my model railroad friends were in that gauge. They could buy whatever they wanted: locomotives, all kinds of rolling stock, buildings, track and in no time have themselves a very nice model railroad, and in half the space. But, my wife, Mary, said "Why do you want to change? Everyone has HO; your modeling in 3/16th scale is unique, different. Besides you like to build models!" Mary was right; I got with the program and never wanted to change again. I do love to build models, whether they be from kits, kitbashing or starting from scratch.

I'm fortunate to have a complete collection of *S Gauge Heralds*. Matter of fact, if it wasn't for Dave Bulkin, Frank Titman, Wally Collins and many other early S gauge modelers, my interest in model railroading may have fallen by the wayside many years ago. Back in 1962, I received my first *S Gauge Herald*; Dave Bulkin edited that issue. (I picked up the *Herald* lead from the November 1961

Model Railroader article *Aids for S scale men*, page 55)

So when the Jefferson Central needed a Sandhouse, I went into my *Heralds* and found Wayne Riggle's drawing on the back of the January, 1964 issue. (Volume 4 Issue # 3) (See drawing) I then went to my "Infamous Junk Box" for material to use in the building of my structure.

SUGGESTED MATERIAL NEEDED:

- Model Railroad Reference Ruler
- Zona Saw
- White Glue or Model Glue of your choice
- X-acto Knife (or knife of preference)
- NorthWest Short Line "The Chopper" (053-494)
- (1) 3/16x 2" Tubing or Dowel
- (1) Plasticville telephone pole
- Sand & Sponge
- (1) Grandt Line Door and door Frame (4003)
- (2) Grandt Line Windows (4002)
- NORTHEASTERN Board & Batten (1 sheet)
- (1) NORTHEASTERN 1/4x3/16th Stripwood
- (1) NORTHEASTERN 1/4x3/16th Stripwood
- (1) NORTHEASTERN 1/8x3/16th Stripwood
- (1) NORTHEASTERN 1/8X1/8 Stripwood
- NORTHEASTERN Scribed siding (1 sheet)

* Most of my material comes out of years of leftovers. I very seldom throw anything away that I could use somewhere else on a model or on the layout later on.

STEP ONE:

The first thing to do is make a tracing of the building onto your board and batten siding. Then cut it out with a very sharp knife. Then cut out the doorways and windows.

SHORT
LINE

SAND HOUSE

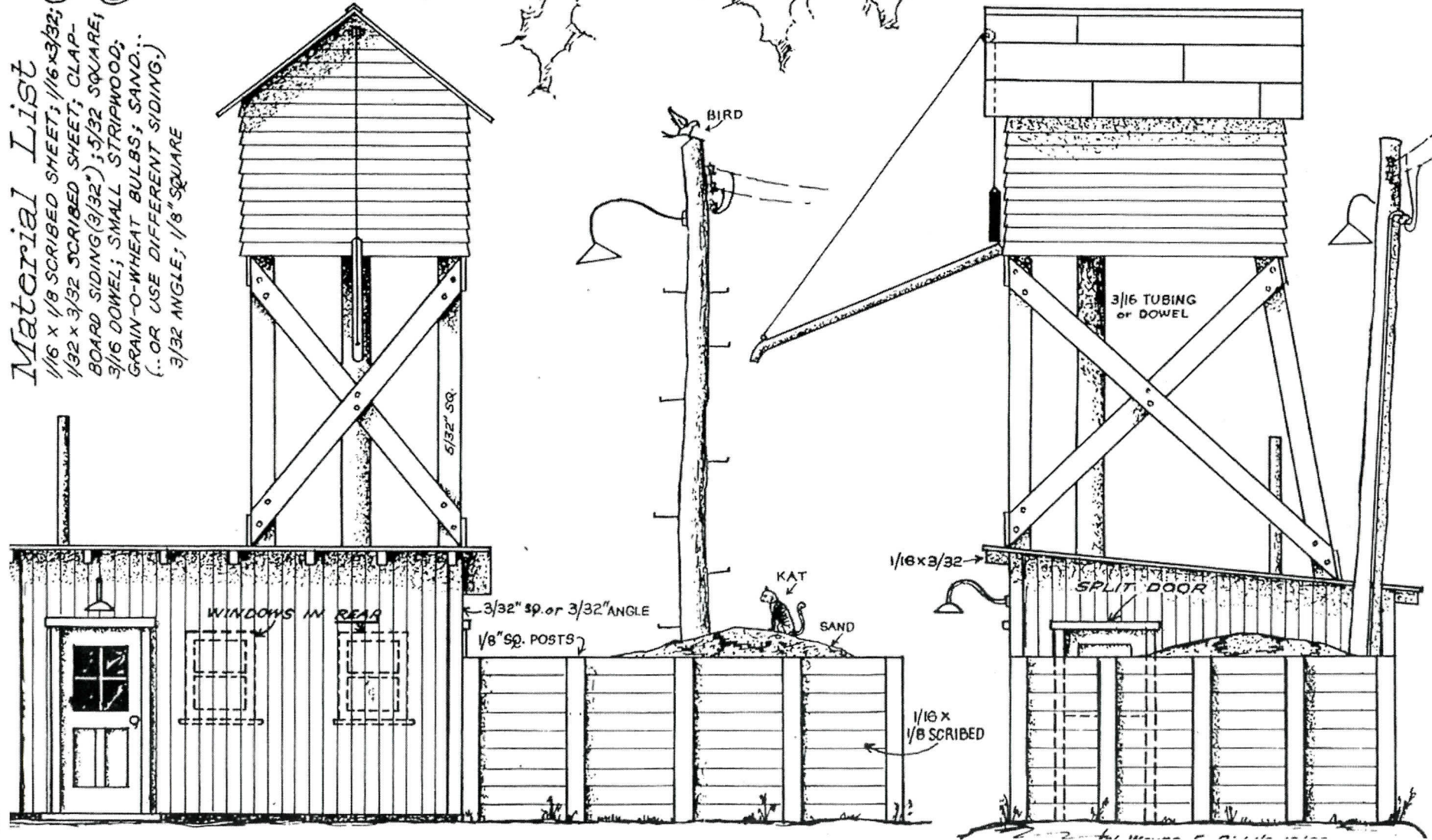
SCALE:
 $3/16" = 1'$
FULL SIZE FOR...

S
GAUGE



Material List

$1/16 \times 1/8$ SCRIBED SHEET; $1/16 \times 3/32$;
 $1/32 \times 3/32$ SCRIBED SHEET; CLAP-
BOARD SIDING ($3/32"$); $5/32$ SQUARE;
 $3/16$ DOWEL; SMALL STRIPWOOD;
GRAIN-O-WHEAT BULBS; SAND...
(..OR USE DIFFERENT SIDING..)
 $3/32$ ANGLE; $1/8"$ SQUARE



(Match the cutouts to what you are using for doors and windows). Either scribe the interior corners of the ends of the building and bend, or cut it into four pieces and glue the four sides together. I used a metal square to make sure that the building itself is squared out.

STEP TWO:

Next is to measure and cut out the sandbox siding, using the scribed basswood. Then attach the sandbox to the building. Next cut out the piece of wood (or Card stock) and glue that onto the top of the building for your roof.

STEP THREE:

Cut your stripwood to match the sand tower braces - two for front and back, two for left and right sides. Then cut out your top sandbox. Glue the frame together and the top sandbox together, separately. When dry, place and glue the top sandbox to the lumber frame. Then cut a piece of doweling and glue it to the underside of your sand tower. Now put glue on the four corners of the tower and the dowel and sit it on the roof. This is the most difficult part of the entire project, getting it to sit right. (Perhaps you should test fit it first before gluing the tower down.) Then cut another piece of card stock and make your roof for the sand tower.

STEP FOUR:

Place the windows and doors in the structure. Then paint. I used my Paasch Air Brush and Polly S Gray paint. Next, place the sponge into the sandbox and glue your telephone pole into the sponge down to the base. Then wet the sponge with diluted water, (Water + White Glue + Detergent. Sprinkle the sand on the sponge. If you wish, you could spray the sand with the same mixture and let it dry.

STEP FIVE:

Just detail the structure to your liking. I put a bird on the roof and a cat in the sand along with a workermoving the sand around. A used

ball point pen filler will make a nice sand spout and a chimney as well. Look at the drawing; put your details on the model as you see it. I used a Plasticville telephone pole. I broke off all the stanchions but one, drilled very small holes in the side of the pole and pushed railroad spikes in to represent the steps going up the pole. The lamp reflectors are Grandt Line. (300-5062). The doorknob is the head of a pin. You are only limited by your own imagination. Stuck on a detail? Ask your wife, or someone else in your family, they will amaze you with their "how to!"

Following the photos, along with the written instructions, will make it easier for you to construct the Sandhouse. Once done, you will want to do more scratch building, because it gave you so much satisfaction.

Scratch Building "TIPS"

* Old cigar boxes make wonderful organizers for your detail parts. Be sure to mark on a label the contents of your box.

* A short segment of "real" old iron rail will help hold down the freshly glued roof, or hold a building square and of course, just to use as an anvil.

* It took me years to realize that a Stanley Utility Knife is a wonderful tool for cutting almost anything, most of all, anything heavy. (And replacement blades cost next to nothing.)

* Go to a craft shop. Buy plastic bottles with the covered tip. These make excellent bottles for your diluted water, or for mixtures of diluted inks and alcohol. They store your liquids well, too!

* A XURON RAIL NIPPER makes a good tool for cutting small parts, flashing, plastic or metal spores as well as rail.

* Plastic Shoe boxes make very good storage containers for parts, paints and other model Railroad material. (And you can see through them.)

* A very sharp #2 pencil comes in handy for making nail marks and also for weathering your models.

* If you don't have a Dremel Moto -Tool, or one like it, you are missing out on the most versatile tools in model building. Just make sure it has variable speed control.

* Tops of plastic containers make great "painting palettes".

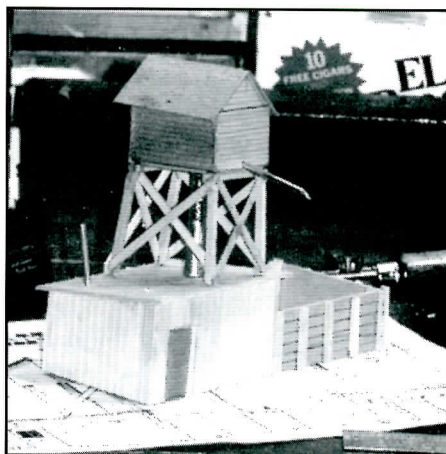
* You may think you can't use an "Air Brush", but a modeler can hardly do without one. Once you use an Air Brush, you will find that it isn't as complicated as you thought.

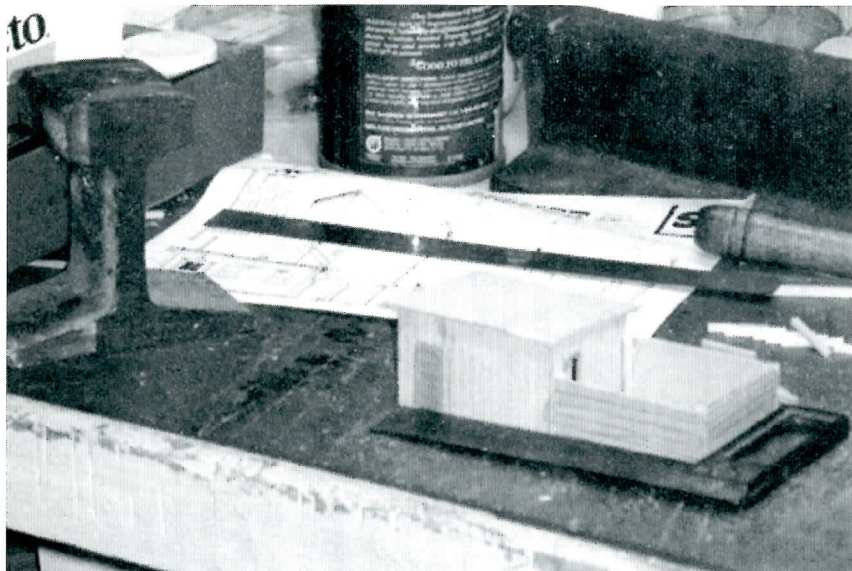
* Once upon a time I found a PHILIPS "Mini Shaker", it runs on two AA batteries. This is a great tool for mixing and stirring up your paints.

One other note; Frank Titman offers a great LEHIGH VALLEY MODELS "SANDHOUSE" kit. (LVM - 42 @ \$20.00.)

Happy Scratch Building!

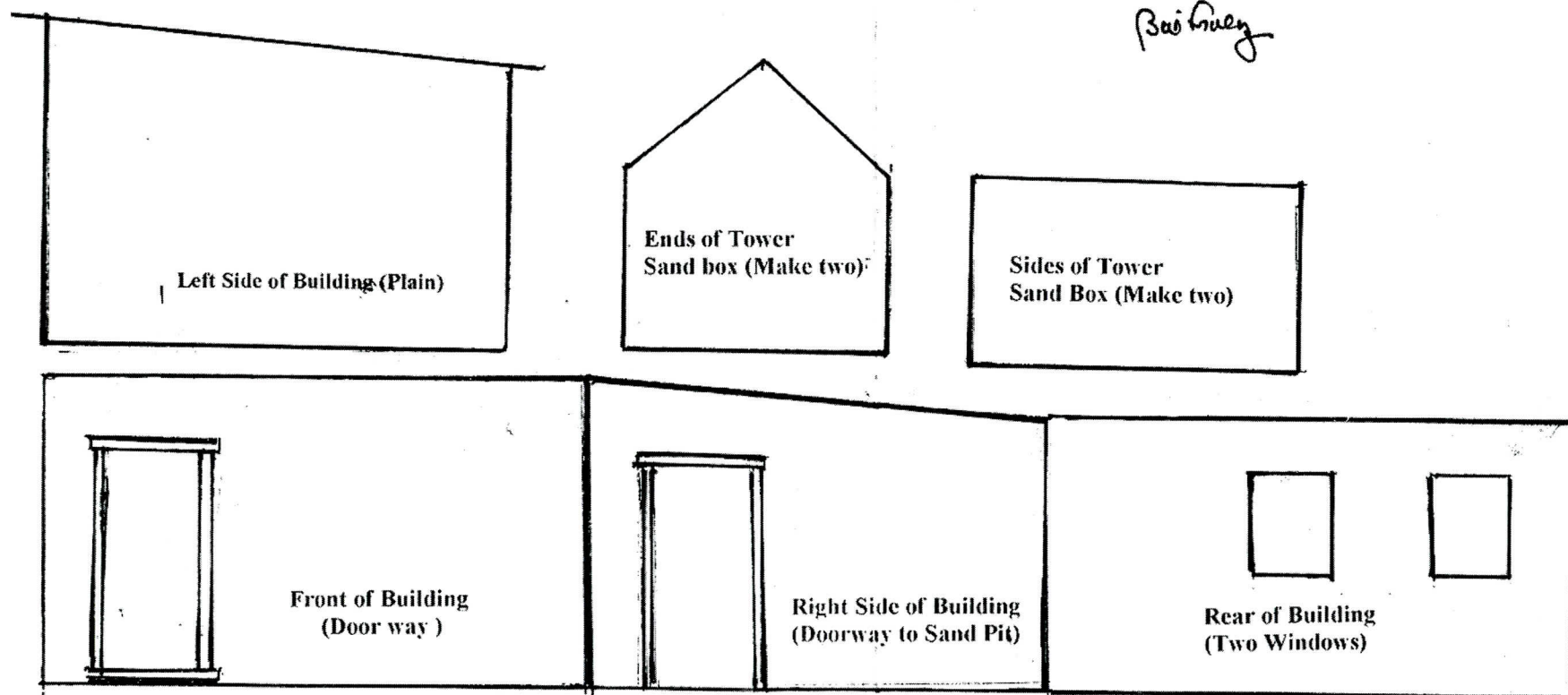
Bill Fraley





SAND HOUSE TEMPLATES

Templates for SAND HOUSE are to scale
 You may put doors and windows wherever you
 please. I only put a DUTCH DOOR (Half)
 on the sand box side of the building.
 After project was completely put together,
 but before painting, I cut the roof supports
 and placed them evenly accross the front
 and back of the building.



The 'S'traight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

The Lehigh & Western Railroad

I have been asked about a plan and description of my own railroad. The attached plan is as it appears at this writing. Even though the layout is far from complete, it has had several revisions, which mostly have been affecting the 2' gauge part. It is located in a 25'-6" by 33'-9" area (between the backdrops) of my basement. The layout contains four railroads. They are:

Standard gauge; presently unnamed:

The standard gauge trackage is basically scenery, although the one dual S/Sn3 track is functional. It exists to provide an interchange and an outlet to the rest of the world for the narrow gauge railroad and a place to display some standard gauge rolling stock. It also allows a place to show the difference between the standard and 3' gauge equipment.

Lehigh & Western Railroad:

This is a 3' gauge common carrier railroad and main railroad of the layout. It runs from the standard gauge interchange at Lehigh to the main shop location at Weaversville. The remainder of the railroad will be simulated with a planned staging yard.

The Hemm-Locke Lumber Company:

This is a 3' gauge logging railroad that has trackage rights on the Lehigh & Western and some of its on logging trackage. Its home is the sawmill complex at Jamestown.

Jamestown & Jennville RR:

This is a 2' gauge feeder railroad to the L&W. It has appeared and disappeared twice on this layout. The

latest plan is to have it reappear at a new interchange with the L&W at Patsburg.

Freelance Theme:

The layout (meaning the overall theme) is freelance and supposedly set in central Pennsylvania. The actual year has been somewhat of a question, although I recently have been closing in on the later 1920's, with autumn scenery. The L&W is actually in good financial health due to it being the main transportation option in its remote location and represents a railroad that has been somewhat rebuilt. For example, all the mainline bridges have been upgraded from wood to steel or masonry.

The layout is basically designed as a point-to point layout, but there is a track that swings down across the layout's entrance between Lehigh and Weaversville that functions as a continuous run connection used for display running. There are turntables at both Lehigh and Weaversville for the purpose of turning equipment.

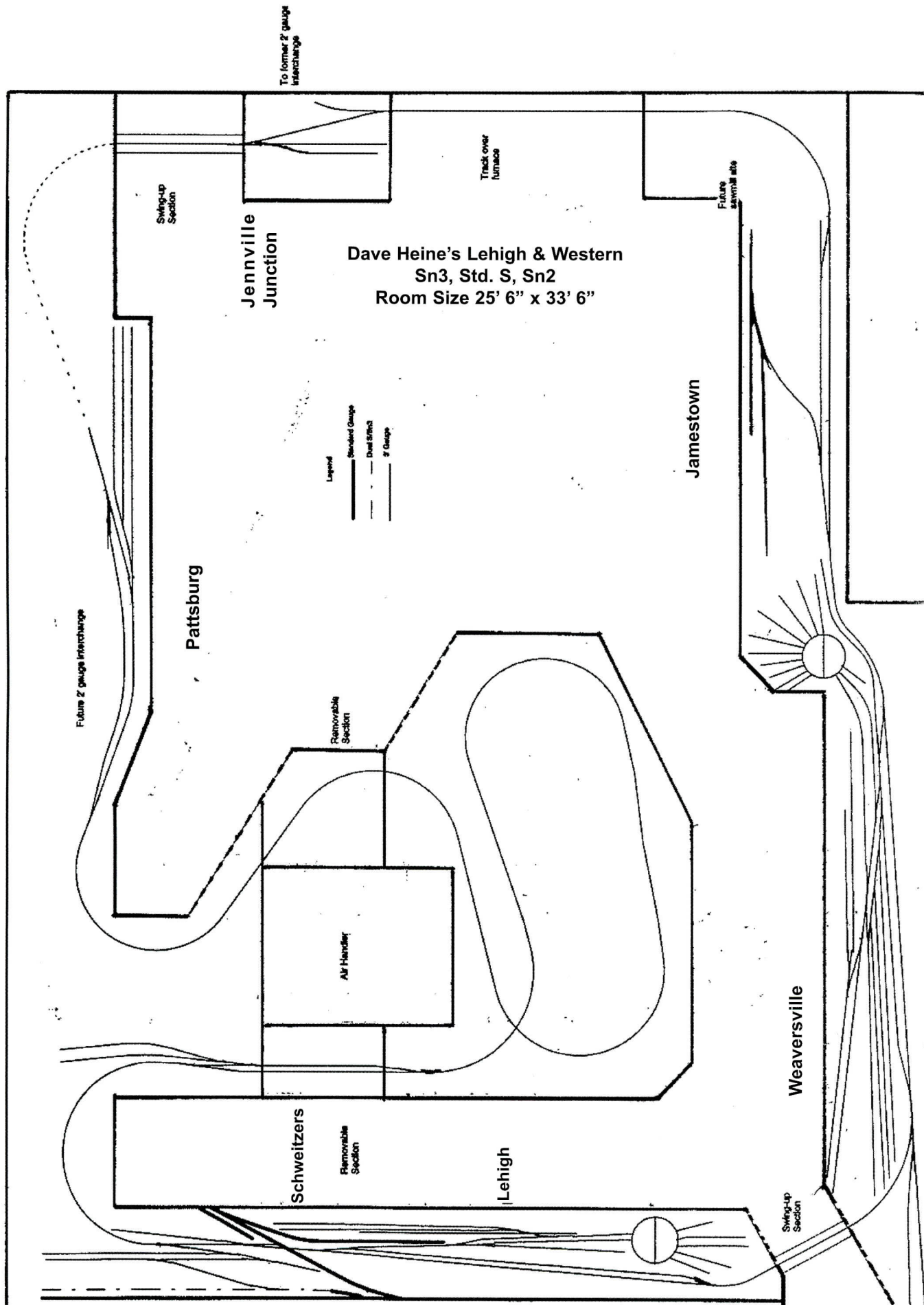
There is some strong East Broad Top influence in concept but with some significant changes. Although you could say Lehigh in some ways functions as Mount Union and Weaversville functions as Orbisonia, it really ends there. The inspiration for the loop between Schweitzers and Patsburg can obviously be traced to the loop outside Georgetown, Colorado on the Colorado & Southern. Also, I wanted more logging and a 2' gauge, which did not fit in with the EBT. I also prefer more wooden rolling stock, which is a strike against the later EBT.

Layout Tour

A tour of the layout starts at Lehigh, which is the interchange with the standard gauge and one end of the Lehigh & Western. The railroad facilities include a two-stall enginehouse, a turntable, and facilities for coal and sand. There is a separate freight station to assist with the interchange of freight between the standard gauge and the L&W. There is a coal breaker based on the Lehigh Valley Models kits. I enlarged the minehead building so that it could accommodate two tracks with 3' gauge hopper cars. One of the two loading tracks that pass under the breaker is standard gauge, while the second is dual gauge. The concept is that the L&W supplies mine run coal to the breaker and then it is washed and sorted. Most of it goes out on the standard gauge, but sorted coal can also go out on the L&W. There is also a planned stockyard that will be used to transfer livestock between the two railroads. Located over the tracks leading to the coal breaker is an overhead crane (Lehigh Valley Models) that can be used for transferring large loads between the railroads.

The next town is Schweitzers. By now we are in a rural area and the station is only a hewn log structure with passing siding and a water tank. There is a logging spur owned by the Hemm-Locke Lumber Co. that ties in here. The actual station area is on a removable section. This was necessary to allow access to the house's air handler, which is surrounded by the layout.

The loop area is next. This is intentionally a scenic area, with the only planned structure, other than bridges, being a water tank at the summit. The loop area is used to gain elevation through a continuous grade of about 3.5%. It is somewhat unusual for a layout in that the middle of the area is a valley, with the highest points being the edges of the benchwork, except



of course, the center of the valley. There is a curved steel trestle bridge about three feet long that I built using three Micro Engineering HO trestle kits.

The next town is Patsburg. This will be the site of a large coal tipple. It is also planned to have the interchange with the 2' gauge Jamestown & Jennville in this area. Originally this area was designed to be the base of another peninsula, which was never built to allow space for my son to have his own layout (unfortunately in HO, but he has talked about switching). Since he is planning to enter college in the fall, the use of this area could change in the next few years.

After leaving Patsburg, the mainline ducks into a tunnel before crossing another swing-up section to Jennville Junction. After this area, the mainline goes over the oil furnace to Jamestown.

Jamestown is the home of the Hemm-Locke Lumber Co. and its logging railroad, which owns the trackage in this area other than the mainline and passing siding. The sawmill will be a not-yet-completed BTS Coon Gap sawmill kit.

Weaversville is the home of the Lehigh & Western railroad. It contains full locomotive support facilities, along with a car shop and machine shop. It also has the railroad offices in the second story of the depot building, which is actually a model of the D&RGW's Durango, Colorado depot. Weaversville also has some industries to help with operations.

The Jamestown & Jennville Saga:

The story would not be complete without some comments about the 2' gauge Jamestown & Jennville. It actually was started twice. The first time was when Jennville existed where Jennville Junction and the oil furnace are currently. In this case I actually had Sn2 trackage down before I had any Sn2

equipment to run on it. This was removed to make room for the oil furnace when the heating system was changed. This change did have a positive side in that I gained some space where the water heater had been located.

When Jennville was removed, benchwork was installed in a 9' X 12' area of the basement. The track for the 3 1/2' gauge interchange was laid, including some dual Sn3/Sn2 trackage. This version also had an operating incline on the 2' gauge. This area was never completed as it only made it to the top of the incline. Due to some family pressure for additional storage area, this area was removed. The incline was a unique feature, one that I currently miss.

My current plans are for the Jamestown & Jennville to reappear with an interchange at Patsburg. It may eventually expand to the area where my son's layout presently exists. If that happens, the area would be dedicated for Sn2 only.

Benchwork:

Most of the benchwork is made up of sections of open grid built mostly from 1x6's. This was done so sections could be reused if necessary by cutting through the track and scenery. Using 1X6's for benchwork is overkill, but much of it was used wood from benchwork at a previous house and some cedar boards from a fence that was removed at my parent's house. Only a small percentage of the benchwork lumber was actually purchased new.

Most of the track is supported on 5/8" plywood subroadbed topped with Homa-Bed roadbed. The HO Homa-Bed works fine for Sn3. Some of the large yard areas use sheets of standard Homasote for the roadbed.

A length of 1-1/2" aluminum angle supports the track over the oil fur-

nace. Sn3 flex-track was just glued to the angle with CA. This has been in use for several years without problems.

Trackwork:

My general trackwork philosophy on a large layout is to buy what I can and build what I cannot buy. Most of the trackwork is flex-track from both Shinohara and Tomalco and manufactured turnouts. Several of the commercial turnouts, especially in the Weaversville yard, were chopped shorter to better fit the plan. Anything other than the area between the points and the frog was fair game. However, some parts are handlaid, including the S/Sn3 crossing and the dual gauge S/Sn3 track. All or the trackwork shown on the plan is installed and operational.

The standard gauge and dual S/Sn3 is Code 100. The majority of the Sn3 track is Code 70 (approximately 65-lb. rail). The exception is some tracks owned by the Hemm-Locke Lumber Co., which is Code 55 (approximately 40-lb. rail). Some of the Code 55 was handlaid since it was installed before flex-track in this size was available in Sn3.

The minimum mainline radius for the Sn3 is 30". This size allows the operation of any available equipment, and it also acceptable visually to me. As it happens, most of the curves are at or close to the minimum radius. The two curves in the standard gauge track are 48" radius.

Originally, I was planning to have a mix of electrically powered and hand thrown turnouts, but I am currently converting all my turnouts to be powered with the Del-Aire pneumatic system. In fact, I changed the electrically powered turnouts I had installed to the Del-Aire system.

Scenery:

The scenery base is typically a shell of plaster cloth, with a layer of Sculptamold over it. The Sculptamold is shaped when installed, including the rockwork, and colored with acrylic paints. Standard commercial and natural scenery products are installed over the base. I anticipate needing several thousand trees before the layout scenery is complete.

At this writing only a few areas have completed scenery. The majority of the completed scenery is in the Schweitzers and loop areas, with some of the Lehigh area completed. Hopefully, more will be accomplished in this area this year.

Motive Power:

The majority of motive power is steam, but I do have a gas-electric railcar and some homemade diesels. Some of the diesels do not really fit my current era, so they are not used very much. The locomotives are a mix of older brass models, kit built models, and bashed HO locomotives. All motive power is painted and lettered for one of my three narrow gauge railroads. Generally, the rod locomotives are lettered for the L&W and the geared locomotives are lettered for the Hemm-Locke Lumber Co.

Since I enjoy building things, I expect that most of my future motive power will be from kits or kit-bashed.

Rolling Stock:

Rolling stock is a mix of kits from PBL, Berlyn, Rio Grande Models, Tomalco, etc., a few brass pieces, and bashed HO and On2 models.

The majority of the cars are painted and lettered for one of my three railroads. The exception is a few refrigerator and tank cars, which are lettered for the shippers. I had custom decals made several years ago for all three railroads to help with the lettering.

Structures:

The structures and buildings are a mixture of kits of all types, kit-bashed HO buildings, and scratch-built structures. I have also built several railroad structures from pieces of the Walthers HO 2-Stall Enginehouse/Millwork kits, including the car shop and machine shop at Weaversville, and the enginehouse and another building at Lehigh. Even though each of these buildings was built to a different length, I feel that they add a family appearance to the railroad's buildings.

So far, I have about two dozen buildings completed on the layout with more under construction and due to be built.

Layout Control:

Being an electrical engineer by vocation, I am easily sidetracked with electrical projects. I also dislike manual block control from an operational perspective. This layout from the beginning was planned with some form of command control and it was also planned as a walk-around layout with no central control panels. Originally, I used the Dynatrol analog system. I also did some testing of a friend's non-NMRA DCC digital system, which has been dropped. I realized the advantages of switching to the NMRA backed DCC system several years ago, and switched to Digitrax's Big Boy system. I later upgraded to the Chief when it became available. I also purchased some of Digitrax's radio throttles when they were first released, and enjoy the freedom they allow.

One of the advantages of DCC is that other manufacturers equipment can be used, so besides Digitrax, I use mobile decoders by Soundtraxx, Zimo, and Train Control Systems, and EasyDCC's AD4 stationary decoders. I also use some EasyDCC boosters.

Turnout control is currently local only, with the Del-Aire toggles

mounted on the fascia in line with the turnout's points on the layout.

The Future:

Besides the new Jamestown & Jennville, sometime an improved incline will return. This time it is planned to be in the domain of the Hemm-Locke Lumber Co. It will be based at Jennville Junction and rise up over the furnace to a second level of benchwork, which will only be logging branches with several switchbacks. This also solves the current problem of not enough logging areas. The second level will probably be over Jamestown and Weaversville.

However, before this is started, I want to complete some more scenery work in existing areas, plus complete some of my other projects.

I also have some more advanced sound and control features I would like to add to the layout. Of course there are always more structures, rolling stock, and locomotives to build.

To help with future operations, I am planning to install a car card operating system, along with an operating telephone system.

I hope you enjoyed this tour, and as always, write if the mood strikes. See the December 1999 *Dispatch* for photos of the layout.

Contributions or comments:

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This layout will be on a layout tour during the NASG 2001 convention at Steamtown.

Fixin' Flyer

More "AF Steam Locomotives
aren't created equal"

By David Dewey

Some recent postings on the S-trains forum made me realize that not everyone is familiar with all the variations there are in AF steam locos. "Ah ha!" says I, another column! Initially the AF steam loco chassis was a die cast piece that held the reverse unit and the motor, and also contained two brass buttons on the bottom. These brass buttons activated the early track trips for signals. It was a clever idea, but they got hung up on switches, and shorted things out too! The axle holes on these were also bushed with a brass bushing. This is shown in illustration "A." The brass buttons only lasted for part of the '46 production run, but the chassis wasn't changed until at least sometime in '47. Just the buttons were eliminated, leaving two unfilled holes. The brass bushings seem to have lasted a bit longer. By '48 the holes were filled in.

The chassis underwent another change with the introduction of the "smoke in boiler" unit. The reverse unit mount was eliminated, and a boss for the smoke unit drive gear was added. The bottom of the chassis was also slightly modified, probably to save material (see illustration "B"). This chassis lasted from late '47 to the introduction of pull-mor wheels.

This next change is a bit difficult to

spot, as it is only a slight change in the rear boiler mount flanges. The pull-mor wheel tires are slightly larger than the earlier ones, including their flanges. This change required the flanges to be a bit smaller, and repair stations were instructed to grind away part of the flanges on early chassis if pull-mor wheels were fitted. The wheel diameter change can cause some problems for today's repairers, as the matching non-pull-mor wheels look just like their predecessors. The early wheel diameter averages 1.162" with flanges from 1.285" to 1.292". The Later pull-mor compatible wheels are 1.225" with flanges at first 1.285" and later 1.292". If you mix these on a locomotive, the results can be frustrating. If both front wheels are early, and the rear ones are late, the engine will not sit level, and the pilot can hit the rails when starting a trestle grade. If you have different wheels on one axle, the locomotive will rock, and easily derail. Remember no matter how many drive wheels you have on your AF loco, only the outside four actually "ride" the rails.

Back to chassis: One more change occurred, about 1958. This was the introduction of plastic drive wheels and the "split" chassis. This was another cost saving measure. It eliminated the boring of axle holes, and the assembling of wheels and axles on the chassis. In this design, the chassis is split in two at the bottom of the axle holes, which are now merely slots cast into the upper chassis half. The bottom half is basically a rectangu-

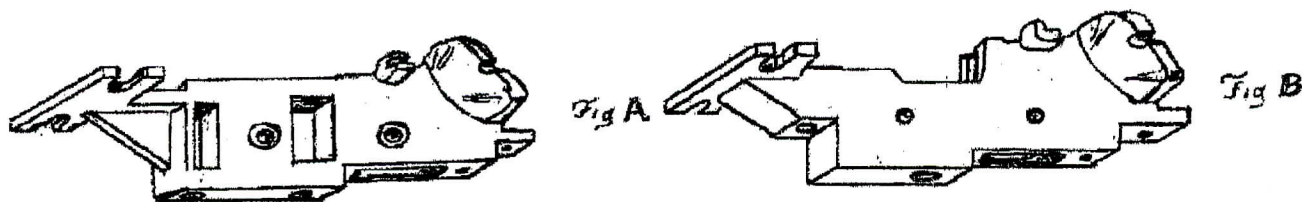
lar block of metal with two holes in it (illustration "C"). One is for the mounting screw; the other is for a locating pin to keep it in alignment. The wheels were now pressed onto the axles in bulk and just dropped into the chassis during assembly. The body of these chassis is often not blackened, but just silver-colored metal, although the bottom piece is usually blackened. I must admit, these are much easier to clean and lubricate!

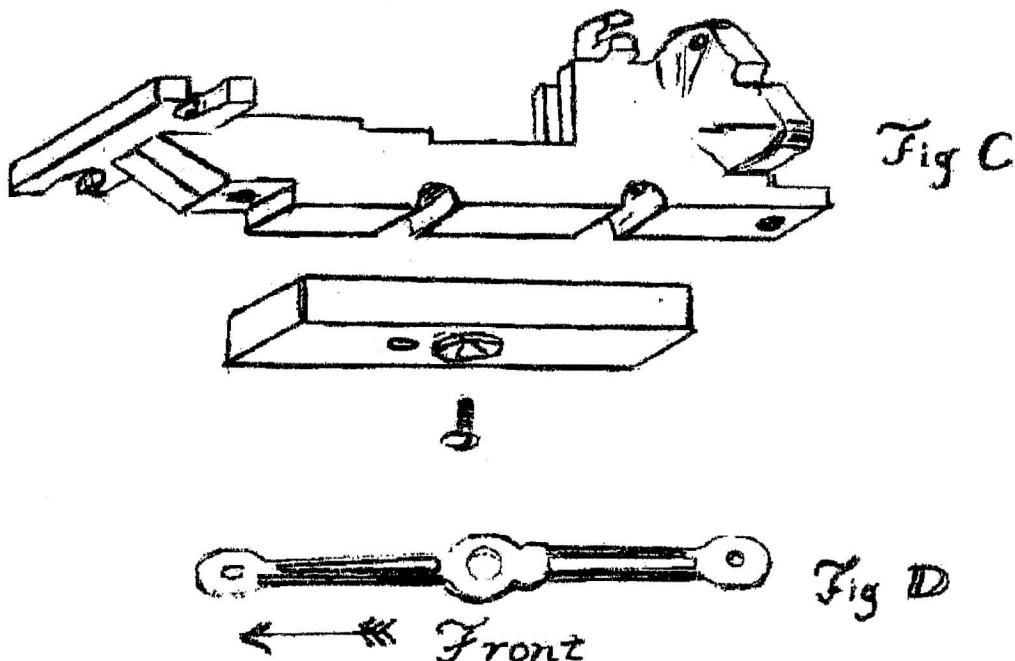
When the Casey Jones type locos were introduced, another chassis was introduced, a stamped metal chassis. This also required a different type motor, drive wheels and (when so equipped) smoke unit.

Hope this helps you identify parts you find, and maybe even the vintage of your own stuff.

There is one more common problem that I've often been asked about. The side rods for the six-drivered locomotives do have a "front" and "back." The factory holes in the end pieces are different, with the front end being slightly oval shaped. Note in illustration "D" that there is a "bulge" to one side of the pivot joint. This replicates a pivot joint on the prototype, and is your clue to which way to install it. Put the "bulge" to the rear!

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





Jeff's Jct. cont. from page 5

choice) and test things out. If not, check the magazine reviews, talk to the manufacturers or communicate with other modelers who have the equipment. It's a good idea to check which turnout sizes work best also. Unless you are using Flyer turnouts, I prefer #6 or #8 turnouts for any mainline use.

3. Check out the larger and longer equipment on the curves for looks too. A sharp curve in a tunnel isn't as noticeable as one in the open.

4. When you're happy with a minimum radius use that for your guideline in layout planning - and "think flextrack." Remember, other radii on your layout don't have to be the same as your minimum mainline where the minimum should be used, but otherwise, wherever possible, why not use larger radii for the outside track on double track, interior room corners and cosmetic

"sweeping curves". And don't forget "transition" curves. What this means is don't use the same exact radius for the whole 180 degree curve. Instead come in gradually from each side with the tightest radius only in the center. Bending a long piece of lathe or thin sheet steel will give you a natural transition.

5. Look at types of track plans for your space that will work for your minimum. For example, if 40" is your minimum, look at around-the-wall styles and less at tabletop rectangles. Using just one peninsula in the middle of a room may be necessary instead of two. A peninsula with 40" radius will need a 7-1/2' width to accommodate. If you use 29" radius as a minimum, then benchwork for a peninsula need only be about 5-1/2' in width. Going strictly around the wall pretty much solves most radius problems. You can still have lots of track by sticking to the outside

walls. Just have the track go around 2 or 3 times to get a longer run. You'll probably need to keep your around-the-wall benchwork about 30" to 36" wide to accommodate 2 or 3x around.

6. Still trapped? Try having 2 minimum radii - larger for mainlines and smaller for a branchline. You can even separate layout styles into two different rooms or sections of the layout area. One area can have tight radii with a tinsplate or hi-rail emphasis, and one can have wider radii for the bigger equipment you desire.

So instead of whining and moaning about minimum radius or equipment, look to the future wants and these possible solutions. Design or re-design your layout to suit your rolling stock "wants." Then if that Pennsy T1 4-4-4-4 or that Dash 9 shows up, or the CZ long passenger cars become a reality, you'll be ready.
-Jeff

Tired Wheels

The Aurora Tractor Trailers

By Ted Larson

In the mid-50s, Aurora produced a very nice line of plastic 1:64th scale truck models. Thanks to Eugene Fletcher for sending me the box cover from one of these kits (see photo). He sent it to me in reply to my request several issues back for Aurora information. The side panel of the box tells what was in this series of kits; low-boy flatbed trailer with power shovel (No. 683-98), milk tanker (No. 681-89), 5000 gallon gasoline tanker (No. 682-89), and reefer van (No. 684-89).

The two tractors available were a conventional cab Ford Series F-900 ('54-'56) with tandem rear axle (Aurora No. 98), and White 300 COE (cab over engine, Aurora No. 89) with single rear axle. So if you

check the combined kit numbers above, you can tell which cab went with which trailer.

The known color combinations were: No. 683-98: blue Ford tractor with yellow low boy trailer and orange shovel; No. 681-89: Red Ford cab with silver tanker; No. 682-89: red White COE with red Mobil tanker; No. 684-89: red White COE with silver trailer. Note: that photo shows milk tanker with blue Ford tractor which should be No. 98. I assume a misprint on the box.- Jeff

When I was a kid, I had the Ford with the low-boy trailer and power shovel. I never realized that it was S scale, and discarded it when cleaning house to go to college.

Bummer! I now have one (without the power shovel) courtesy of the Pittsburgh NMRA convention auction. Scenery Unlimited sells (or used to) a kit for a very similar power shovel. I have a Matchbox #64 bulldozer riding the low-boy trailer since I don't have the power shovel (see photo).

I found my White COE with reefer van at a toy train dealer. For reference, I included a photo of an S scale semi that most of us are familiar with, the Hartoy '48-'50 Ford F-cab (F-7 or F-8).

Several years ago when I began searching for information for this article, I asked for help from you the readers. A short time later the box cover shown in this article arrived in the mail. THANKS NASG readership for your help. If anybody has the milk or fuel tanker, please send a photo to me or Jeff Madden for future publication.

Other AURORA kits to choose from—

KIT NO. 684-89 — 20 TON VAN	TRAILER TRUCK
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KIT NO. 681-89 — 5000 GALLON	TRAILER TRUCK
KIT NO. 683-98 — 40 TON FLAT BED	TRAILER TRUCK
KIT NO. 682-89 — 5000 GALLON	TRAILER TRUCK
KIT NO. 681-89 — 5000 GALLON	TRAILER TRUCK

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FAMOUS MODERN TRANSPORTATION

89

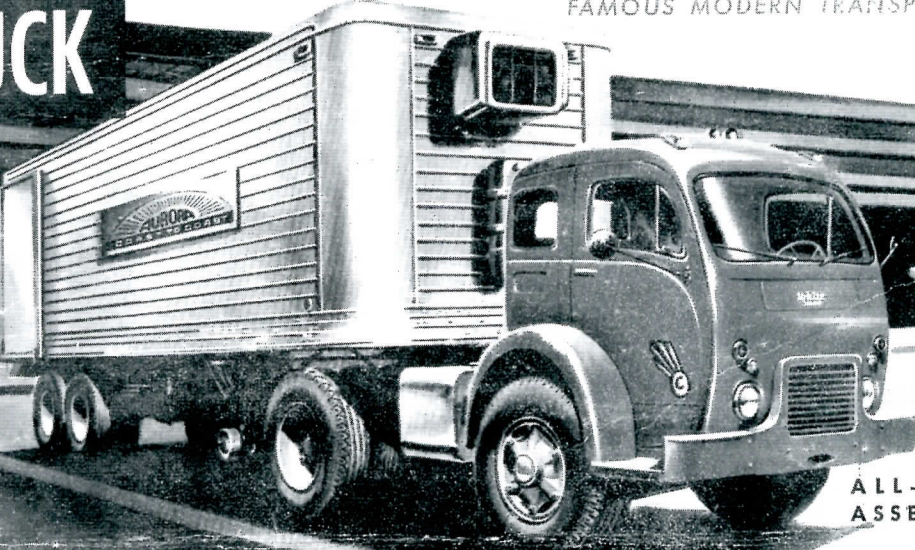
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Excellent for making trailer on
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trailer and cab over engine,
White tractor.....

No. 683-Flat bed trailer and power shovel
with Ford tractor.....

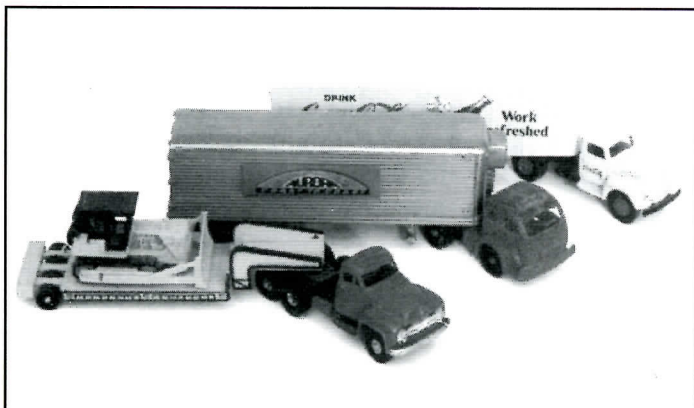
No. 684-Tandem axle Van trailer and
White tractor.....

For complete Piggy Back cars order Aurora
#684 Van Trailer with Rex flat car kits.



Top photo shows basic COE White tractor and van kit with box cover. Color was red tractor and silver van with Aurora emblem. Center photo is probably the rarest of the bunch - the Dairy trailer with blue Ford tractor. The listing above is from a Nixon S scale catalog. Note the piggyback idea listed. Bottom left shows two Aurora semis in Ted Larson's collection. He doesn't have the orange steam shovel for the lowboy, so a Matchbox dozer is substituted. The rear tractor trailer is Hartoy to show the comparison. The bottom right photo shows part of the Ford tractor and lowboy, and on the right is the dairy tanker version. Not shown is the red Mobilgas tanker trailer and red COE tractor. If somebody has one, send us a pix. On the opposite page is a scan of an original boxtop. You'll have to read the one side flap upside down, but it's worth it. Wouldn't it be nice if we could get these rerun.

Top photos by Gene Fletcher, bottom by Ted Larson.



THE CLUB SANDWICH

By Dave Pool

The Bristol S Gauge Railroaders (BSGR) had elections recently, and Tom Robichaud was elected president; Helen Lenart, V.P.; Dick Connors, Secretary; and Chet Brown, Treasurer. Dick and Chet are continuing in office. This shows dedication and willingness to help out on the part of these members. The BSGR set up and operated their layout at the Greenberg Show on December 2-3 in Wilmington, MA.

The BSGR's new president gave a recap of the show set up at the HUB-NMRA show last November which was well attended by the members. The club layout was transported in a trailer which was brought to a door near the area where the group was setting up. This facilitated the set up of the layout, which was for a two day show. A sign up sheet system was used to good advantage, as everyone knew when there was a need for support and their time to be at the layout and operate, or "super-vise" the train running. A good assortment of operating locos were brought by the members, so a variety of the operations consists were easily made. Operating accessories included a coal dumping station with an SW-9 pushing the cars on and off the dumper, a crane car, a barrel loader, a turntable, a camera car and station sounds. A TV monitor was installed at the area where the layout was set up and permission was obtained to hook up to it. Smoke detectors located in the building near the site of the layout prevented operation of smoking steam engines

The Conn. S Gaugers (CSG) attended and brought their modular layout to the Cheshire Train Show in November, at the Cheshire High School. This is the location of the first place that the

club set up their layout under the direction of the late Bill Krause. The layout set up is now done under the tutelage of V.P. Steve Kutash. The layout incorporates Code 125 rail with small spikes used to fasten the rails down. This allows the operation of AF and High rail train flanges on the layout. Many of the trains operated on the layout are S scale, brought to the show by the members that bring the modules. CSG President Bill Fuhrman has a corner module that incorporates an AF barrel loader accessory. The barrel loader is operated to demonstrate to the visitors the action of the accessory. Another accessory that Bill has which he sometimes brings to operate at club show events is a RR passenger car wash as was recently made from A.C. Gilbert AF drawings, and sold to S gaugers. This accessory was never made by the A. C. Gilbert Company, but the drawings were found and used to manufacture the unit, and sold by Portlines Hobbies.

The CSG officers and members are planning for the forthcoming NASG Convention to be held at Steamtown, in Scranton, PA. in July. Craig O'Connell edits the club newsletter which includes the news of new products and S gauge related RR items and events. A recent issue of the newsletter included an article by Tom Jarcho on transformer safety. In addition, on the same general topic, Craig excerpted quotes from (former newsletter editor and coordinator of the CSG) Bill Krause, facts on the operation of S gauge and AF trains using power packs and transformers. Bill Krause recommended the use of DC power which can operate without damaging AF trains and the newer can-motored S gauge locomotives by American

Models and S Helper Service (AC versions excepted). The CSG welcomed new member Art Ferguson, of Ivoryton, CT. as a new member.

The Canadian S Scale Quarterly (CSSQ) is a Canadian National newsletter about model trains in 1/64 scale. It is the voice of S Canada, a group of S-dedicated modelers that take turns editing the newsletter. Manfred Lesser edited the Fall issue of the newsletter, and the last 2000 year issue was edited by Guy Davis. Joe Pereira coordinates the newsletters, to offer some continuity. In a recent issue of the newsletter, Joe explained the need to reach out to all S gauge model railroaders in Canada to make their projects successful. Joe estimated that the CSSQ is reaching a substantial majority of the S gaugers in Canada. This is good news. Manfred Lesser wrote an interesting article in the newsletter that he edited which presented the need to advertise S scale to the public and model railroaders attending train shows. Manfred suggested that the members could construct small layouts which are relatively inexpensive and easy to detail which can bring S scale to the attention of the public. He described a layout built and brought to a show by Paul Raham and friends which attracted a lot of attention and showcased our favorite scale. This approach could benefit the NASG and its members who are interested in fostering the growth of S gauge.

Denis Fortier has accepted the presidency of S Canada, to replace Ron Scott whose business demands are taking increasing time., leaving little for the S Canada organization. It seems, according to coordinator Joe Pereira, that Ron took over from the previous president who left the organization in a lurch when it was found that he was modelling in O Gauge. Ron does the layout design service for a business that he and Dave Mehew operate. The new president, Denis Fortier,

brings to the job the mindset of a scratch builder, according to the **CSSQ** recent newsletter. He is an excellent and enthusiastic S gauge modeller. Steve Sansome wrote a very interesting article that appeared in the **CSSQ** describing his S gauge small module that he built for display at train shows and exposing visitors to the excitement of modelling in our favorite gauge. The article included an excellent drawing which described details of the layout.

The South Jersey S Gaugers (SJSG) set up and operated their layout at the Shriners Childrens Orthopedic Hospital, Philadelphia, PA. in November. Twelve members of the club brought their layout and set it up on special legs which provide a lower level than is normally used to set the layout up. The lower level was used to make it easy for children in wheel chairs to see the operations. The layout incorporates an operating AF mail pick-up accessory which provides action for visitors. The **SJSG** set up their layout at the Greenberg Show on November 4-5, where the club gave three model RR clinics at the request of the show management. The club meets regularly at the Bellmawr Fire Hall, Bellmawr, NJ. In addition, "play trains" get-togethers are held as the interest arises. Member Joe Balcer gave a clinic on the making and use of rubber molds at a recent club meeting. Pat Bigley hosted a Play Trains meeting in November at his home where he is planning an S gauge layout. Members of the **SJSG** have offered to help in the design and construction of a layout.

The **SJSG** layout committee holds regular meetings to plan their new layout. Lumber for the new layout has been secured and much of it cut to dimension, according to *The Waybill*, newsletter of the group edited by Ed Claypoole. The club had pocket calendars made with the new club logo printed in gold

on the cover. On Dec. 30, the annual Club pilgrimage to Strasburg, PA. took place. This is a trip to the area in Pa. where sights include: the PA RR Museum, Strasburg RR, TCA Museum, All Aboard RR(S gauge), and the Brandy Wine River Museum.

The North Penn S Gaugers (NPSG) made a trip to South Jersey in October to visit Chick's Hobby Center, Gibbstown, NJ.; Bill Moore's well-sceniced S scale layout, and the home of Rick Wark and his S gauge layout and military collection. The **NPSG** had planned to set up their layout at the Fort Washington, PA Greenberg Show in December, however, this could not be done and so the Club displayed at the Limerick Chapel Train Tracks Show on Dec. 16, 2000. This is a show that the members have attended and displayed their S trains at in the past. The group is also planning to display their layout at the Ft. Washington Greenberg Train Show on Feb. 17-18, 2001. The **NPSG** layout will be brought to the NASG Convention in July at Steamtown, Scranton, PA. Glen Ritter, Corresponding Secretary, edits the newsletter which includes black & white photos of the club's activities and models.

The Baltimore Area AF Club (BAAFC) was hosted at the home of member David Avedesian, in Rockville, MD. in November. The club brought their layout to two shows in November, the Hartly Train & Toy Meet, Hartly, DE.; and the Greater York Train Show, York, PA. Club member Walt Westerfield has arranged to publish the club's newsletter professionally. The newsletter has a new letterhead with a picture of a streamlined steam locomotive to match the club shirts. The **BAAFC** is working on a club aquarium car, using a flat car to which the aquarium can be assembled.

The **BAAFC** displayed their layout at the Johns Hopkins Hospital, Baltimore, MD. in early December. This is a club event where the layout is displayed to the hospital patients, staff, and parents of the patients. The layout was also displayed at the Westminster Toy Train Show and the TTOS Swap Meet, Earleigh Heights in December. The Annual Holiday Club Dinner was held on December 14, at Bullock's Family Restaurant, Westminster, MD.

The Atlantic Coast S Gaugers (ACSG) have three divisions including the Virginia Central, Washington & Old Dominion, and the Carolinas Divisions. Joseph Haenn of the Carolinas Division recently reported on the activities of that group. The **ACSG** includes more than seventy five members in the three groups and have three operating modular layouts. The Carolinas Division recently attended and brought together a modular layout for display at the Charlotte, NC. Greenberg Show. Members Tom Davis and Pete Hildenbrand coordinated the club attendance and set up of the layout at the show. Pat Sankowski provided sandwiches and snacks for the members attending and working at the show. The layout included many operating AF accessories including a sawmill, coal loader, old style log loader, and barrel loader. Up to four trains were operated at one time to thrill the show attendees. The Carolinas Division also brought their layout set-up to the Neuse River Valley Model RR Show in November, at the North Carolina Fairgrounds, Raleigh, NC. The club has their membership application on their web site, to encourage new membership. The club news releases and meeting notices are made over the internet or by e-mail, to save postage. The Carolinas Div. recently welcomed new member Al Sabella as a result of their layout operation at the show in Raleigh where he found the club members. Wayne Beachy coordi-

nates the activities of the **ACSG** Virginia Central Division.

The Carolinas Div. of the **ACSG** recently helped provide over ten sets of trains to be distributed to needy children by a school teacher. The teacher, Amy Hawley, is a daughter of Peter Hildenbrand, a member of the club. Amy teaches fourth grade in New Bern, NC., and was very appreciative of the opportunity to provide children with the train sets. One child who received a train set sleeps with the engine that he received because he couldn't believe that he could ever be good enough to receive such a wonderful toy.

The Suncoast AF Enthusiasts (SAFE) displayed their layout at the GATS Train Show on December 16, & 17. The club also set up a smaller layout at the train show held at the Gulfport Casino, St. Petersburg, FL on Dec. 23. Member Dennis McDonald coordinated this show and the club layout display. The **SAFE** S gauge train display at the H & R Train Show held in October in Pinellas Park, FL. took the "best in show" award. The club has approx. 55 members, and meets regularly on a monthly basis in the homes of the members.

SAFE member Kevin Mineer created an S scale steel mill model for his module using scratch materials including water and Gatorade bottles, tuna fish cans, and paper towel rolls. Brenda Corder, wife of member Bill is recuperating from injuries resulting from an auto accident. Brenda came to the **SAFE** display at the Palmetto Convention Center show. The First Baptist Church of Indian Rocks has loaned a trailer that they have to the Club for transportation of the layout modules. In return, the club set up and operated their layout at the church in November. John Phipps coordinated this event and the module set-up. What good public relations, and they may pick up new members or fire up some-

one's latent interest in trains.

The Southeastern Michigan S Gaugers (SMSG) set up their modular layout at the Greenberg Train Show held at the Novi Expo Center in November. The layout was well received and the club was invited to bring it to a toy show at the same location on December 29-31. Bob Pardington brought the name tags for the members that ordered them. The club welcomed new member Bill Murray at the October meeting, where the group was hosted by Sig Fleischmann. The **SMSG** held their December meeting at the Saginaw Railway Museum, Saginaw, MI. The museum is a State certified Historic Site operated by the Society. It includes a restored 1907 RR depot, a rebuilt C & O Caboose, a 1932 B & O passenger/baggage car, two operable GP-9 locomotives, a WW II 25 ton Naval dockyard loco, and a 1900's 26 lever manual interlocking tower. The museum is working to restore and display their various RR equipment. They have under construction an HO (horrors !) model RR display in the depot basement that will be the largest model RR display in the area, according to the brochure. One of the best parts of the museum is the admission, \$ 1.00 general with a maximum of \$ 3.00 per family. Club member Dale Baker organized the trip and visit to the museum. Members of the club brought their own snacks and drinks (although the newsletter indicated that there was a bar & grill with a RR ambiance called the "Junction" close by if the need arose for further fortification).

The Northern Ohio S Gaugers (NOSS) were hosted by Jack & Sharon Sudimak in October, in Medina, OH. It was a pre--S-Fest event and members of the Cuyahoga Valley S Gaugers (CVSG) also attended the meeting. Jack has a layout that was operated by and for the member-guests. Member Ed Kirstatter entered a B

& O docksider steam switcher which won first place in the Train Races at the S-Fest.

A recent newsletter of the **NOSS** included a cartoon of Red & Rover, a young boy and his dog. They are depicted looking longingly into a model hobby shop window, at the trains. The boy explains to his dog that he has been really good this year and maybe Santa will bring him one of these. The dog thinks, "a train set?" The boy replies: "No, a hobby shop".

The Central Ohio S Gaugers (COSG) brought their layout to the Springfield Train Show on Dec. 3, 2000 at the Clark County Fairgrounds. On Dec. 2, they set up their layout at the Marion Union Station Train Show, Marion County Fairgrounds. And on Dec. 10, they displayed their layout at the TTOS Show in Hilliard at the Franklin County Fairgrounds.

A recent newsletter from the **COSG** included an ad for the official car of the S Spree 2001. The car is an AM B&O S gauge flat car with two Krispy Kreme 1938 panel trucks as a load. The Club is hosting the S Spree this Spring, and they have been planning for the event. John Gafney is coordinating orders for the official S RR car that is to accompany the event on May 18, 19, & 20, 2001 in Columbus, OH. New officers of the Club are: John Frazier; Jeff Link, V.P.; Sharon Wisniewski, Sec'ty.; and Larry Robertson, Treasurer. In addition the Club has a Board of Directors including the following: Dan Wisniewski; Norman DellaColetta ; Lowell Henthorn; Mike McPherson; and Bob Weimer. The officers also serve on the Board of Directors.

The Cuyahoga Valley S Gaugers (CVSG) held their annual holiday party on a Full-sized Cuyahoga Valley Scenic RR observation car. The Club paid for the RR car rental, and individual

members attending paid for their dinners.

A recent issue of *The Lakeshore Special* newsletter entitled *S Gauge on the Internet* included a good description of the various sources of information on S gauge model railroading on the net. The types of information and location sites for S scale and hi-rail or AF trains were described. Both the hi-rail and tinplate layouts of the **CVSG** were displayed at the Eastlake North High School Train Show in January in Frieden, OH. Members operated the layouts for the show attendees. Two S layouts from the same club at the show really showcased our favorite gauge.

The State Line S Gaugers (SLSG) brought their modular layout to the 25 th Annual Fall S Fest, held in October, at the Waukesha County Exposition Center, Waukesha, WI. Members John Gianos and Roger Nimtz finished 2 nd and 3 rd respectively in the diesel portion of the train races. Member Doug Allen won second place in the steam loco portion of the incline pull competition. Carol and Terry Dyer hosted the club in November, in Roscoe, IL. The host's layout was operated by those attending the meeting. The **SLSG** annual Holiday banquet was held on Dec. 17, 2000 at the Burpee Center on the Rockford College campus. All club members and their families were invited to attend. Club president Dave Pippitt coordinated the party event. The party included a grab bag Christmas gift where attendees were to bring a gift not exceeding \$ 15.00 value. The **SLSG** displayed their layout at the Green County Model RR Train Show, held in January at the Monroe Middle School, Monroe, WI. Dave Oberholtzer coordinated the club set up and operation at this event.

The Badgerland S Gaugers (BSG) were hosted by Gary Children in January, 2001. The February meeting is scheduled to be at the home of Steve Jones. The **BSG** recently had election of officers with President Dave Smukowski and VP Jeff Madden re-elected. Jeff Young running unopposed for Treasurer; Ron Schlicht unopposed for Sec'ty./ Newsletter Editor. Steve Jones was elected a Director. The Club plans to set up a display layout at the Mad City Model RR Show, on Feb. 17 & 18 in Madison, Wis. Ron Schlicht coordinates the event for those wishing to attend with modules or as helpers at the show. The **BSG** club lost two close friends this past fall, Art Curren and Chuck Zehner. These were non-members who had many personal friends in the club. Art Curren, 65, who worked for *MR* and is well known for his kitbashing articles and books, attended most of the club's swap mee and gave several clinics at S Fest. Chuck Zehner, 55, was the creator of the PBS series *Tracks Ahead* which over the years has included many features on S gauge railroads.

The AF S Gaugers of the St. Louis Area (AFSGSLA) set up the S train layout display at the Famous Barr Department Store this holiday season. They had to install and tune up the layout display, and check out the operation to insure reliable display during the December period. The **AFSGSLA** also set up their 8 ft. x 8 ft layout at the Citizen's National Bank, Maplewood, MO. in early December. On Friday, Dec. 8, 2000 the club was hosted by member Bob Bretch in Ferguson, MO. The club annual Holiday party was held on January 5, 2001 at the home of Iona & Norm Pilarski, with a night of food, fun, fellowship, and trains. Norm Pilarski has a wonderful S hi-rail layout that was featured in the *S Gaugian* magazine in recent years time. Moe Berk coordinates the club overall activities, and Gary

Mueller edits the newsletter.

The Inland Empire S-Gaugers Assoc. of the Pacific Northwest (IESGAPN) were hosted by member and newsletter editor, Tom Bangs, in Spokane, WA. Tom models in S narrow gauge, and he and his wife Shirley served food and welcomed members and friends of the club to their home on Nov. 11. A large milestone event for the **IESGAPN** was the set up and operation of their layout at the two day Great American Train Show. Dale Weiler coordinated the "muster-ing" of the modules at his home in Otis Orchards, WA. prior to bringing them to the show. This was a major accomplishment for the club to display their layout, which had been under construction for many past months of time. On Dec. 23, 2000 the club held their annual **IESGAPN** Xmas Party at the Old Country Buffet, at Franklin Park. Members were encouraged to bring models for display at the gala event. Recent newsletter issues include black & white photos of the members at various activities.

The really big news of the **IESGAPN** group is the announcement that member Cliff Baxter has agreed to (volunteered) to serve as the club coordinator, public spokesperson, and activity planner. Tom Bangs included an interesting article describing the use of mock-up buildings on a layout to visualize the finished scene and provide a temporary finished look to the layout. The mock-ups do not have to be elaborate; simple shapes drawn on cardstock, work fine. Tom's S gauge two foot model RR sounds like it is taking shape. Member Pat Spino was scheduled to host the club in January.

The Rocky Mountain Hi-Railers (RMHR) brought their display layout, the Lookout Junction to the two day Boise Toy Show on Nov. 11 and 12. The layout was set up at Sam Rapp's shop in preparation to move it to the dis-

play at the show. At least seventeen members attended to operate the layout and showcase S gauge to the show attendees. New members Rich Gillett, Al Hayden, and Wally Langille all of Boise were recently recognized. Sam and Debbie Rapp hosted the club in Boise, in early December to review and discuss the layout benchwork and construction details for the home layout that Sam is building. Members Don Osborne and Bill Sandrus contributed scale vehicles and an AF 18B transformer to the club for use on the Lookout Junction layout. New member Rich Gillett is preparing a track plan drawing which can be displayed with the layout and possibly put on the Internet. **RMHR** coordinator John Eichmann is considering the development of a club car which could be sold to members and friends. The car would most likely be a freight car with the name and logo of the **RMHR**.

The **RMHR** met on Jan. 12, 2001 at Sam Rapp's shop, Boise, ID. to work on the Lookout Junction layout. Similar meetings are scheduled for Feb. 9, and March 9, 2001. It is planned to display the layout at the Boise Depot on April 21- 22. It must be great to have a member that has a shop where the club can gather to work on their layout. In a recent issue of the *S Say*, the

newsletter of the club, editor John Eichmann included an editorial describing the expanded available parts and supplies for S gauge trains, and the importance of supporting our favorite gauge to the public. He recommended that members of the **RMHR** who are not, become members of the NASG, as a means of support to the S gauge effort nationwide. Another article in the newsletter provided tips for repair of AF trains with certain operational problems.

Member Don Harper hosted the **Bay Area S-Scalers (BASS)** on November 18, in Livermore, CA. Light refreshments were served, and Don's layout was operated and enjoyed by those attending. Jean and Henry Graham hosted the club on their "Attic Division" of the Swayzee Pacific Transportation Co. model RR. Seventeen members and guests attended the BASS meeting held in September, 2000. The club recently welcomed new member Bill Rigsby, from Chula Vista, CA. He learned of the club at the past joint NMRA/NASG convention. Member Don Seeburger hosted the club at his home in Danville, CA., on Jan. 20, 2001. Don has an older modular layout that is approx. 32 feet long, with 40 inch radius curves. Members were invited to

bring equipment that could be run on the layout, and refreshments were served. The layout is set up in the garage.

BASS member Bill Roberts coordinates the club modules and edits a column in the newsletter which is entitled the **BASS Waybill**. Barney Daehler edits, publishes, and distributes the newsletter to the membership. Lee Johnson coordinates the activities of the club. The club was discussing the bringing of S scale modules to the Pacific Coast Region Convention of the NMRA in May, in San Luis Obispo, CA. Members who would be able to attend and bring modules were planning the possibilities of layout set up for the Convention. Jim Sweeney wrote an interesting article published in the *Waybill* newsletter that described his trials and tribulations in printing S scale decals using decal paper at a copying center.

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 info to: Dave Pool, 11 Bittersweet Trail, Wilton, CT., 06897-3902



Our Steamtown 2001 hosts and organizers. Front row left to right are Bill Furhman, Terry Gess (Steamtown super) and John Foley. Back - John Mucha, Jim LaRoche, Stud Davis and Ralph Conny.



This is the street side of the Radisson Lackawanna Station Hotel in downtown Scranton. Steamtown is just on the other side, and a big indoor mall is just to the right of the photo.

end was up. Fortunately, we coned Frank Titman into taking over the editing. That was our salvation.

Sure, I worked my butt off doing the early paste-ups, stuffing envelopes and tracking subscription, etc. Frank finally took over the paste-up part. Many of our early advertisers like Floquil and GarGraves were gratis. I felt they added a little prestige, but they weren't willing to pay. They let me run their ads anyway. Some, like Al Hall of the Hobby Shop in St. Albans, VT, hoped some day to build some S business, but wouldn't pay for advertising either. I used to visit Al every summer as we traveled to our summer resort in Swanton, VT. He finally paid for his ads in trade. I still have about a hundred Perma Bilt kits in the original boxes that he traded me for ads. I know I will never get to build more than a couple, and with stuff like S Helper, who wants them. I wish somebody would suggest a use for them as promotions.

Fortunately I was able to underwrite the production cost of the Herald for 18 years, because I felt the magazine was performing a useful purpose. We always kept the price to a minimum because in those early days money was very tight. Don Heimburger, on the other hand, felt that a magazine should pay its way and not to rely on "charity". Since the S Gaugian is still going strong, I guess he was right. We just couldn't go on with it forever, but I felt we had carried S to a point where it could go on without us. Our efforts certainly inspired the formation of the NASG, which has become the mainstay of S, and I am sure helped S Helper, American Models, etc., to get off the ground.

I was real happy to see the listing of Bernie Thomas Award winners. I had lost track of the list over the years. I can't find it on re-reading, but I think I saw something about

my being the oldest "surviving" winner, although I think Frank has me by a couple of months. I appreciated Bill Fraley's interview of Frank, but Frank is much too modest. He gives me too much of the credit he himself deserves. Se in Scranton.

- Happy New Year - Wally Collins

Old-time ore car: Besides the caboose, Industrial Rail has an ore car that is also S scale (or close to it). Modelers need only to add trucks, couplers and a few detail parts, plus paint, to make a dandy ore car. The plastic body is of an old-time wood design. In S scale it measures 27 feet long, 9 feet 2 inches wide and 6 feet 2 inches high.

- Charles J. Brummond, Maplewood, MN.

Greetings from out west: First, Happy New Year to all. Got the (Dec.) *Dispatch* on 12/30 out here in the eastern San Juan Mountains (seems to take a little longer by mule over the passes). Enjoyed the whole issue, but especially the interview with Frank Titman. It reminded me of the "old days" when we were glad to get anything in S or to have someone manufacture something in S. How times have changed! A special thanks to all our S manufacturers who do so much for us and who have brought us so many new things.

- Dick Wholf, Pagosa Springs, CO

GM&O in S: I have modeled in HO scale for a long time, and I model the GM&O (Gulf Mobile & Ohio). Modeling the GM&O in HO scale is not an easy thing to do. About 18 months ago I did a major face lift to our 20' x 16' family room and built a soffit along the walls just above the doorways. By Christmas '99 I had an S scale train pulling 17 cars around the room on the soffit. I now have it double tracked so passenger service is available as well. I didn't plan on getting hooked on S scale. I was impressed with the products available, so for some reason I just

kept writing checks for more stuff. Unfortunately, little of it was GM&O. I want GM&O. Well, I can kitbash and paint and decals, so I took it upon myself to get decals made up for the GM&O. I now have the decals and have made enough that I can make them available to other S scale modelers. Those of you who are interested can go to my website: www.redshift.com/~h2oman/gmo.htm.

Beyond this, in the late spring or early summer '01 I plan to start construction of a complete set of S scale modules featuring the GM&O. The modules will be approximately 2' wide and will form a 12' x 22' rectangle. Museum quality modules are the goal here. The purpose is to take them to shows in my area to promote fine S scale model railroading. The modules will not be to the NASG standards for two main reasons: 1. They all have to fit in my trailer. 2. I want total continuity of scenery and quality around the entire display. In the meantime I have 9 covered hoppers to paint and decal for the GM&O. I'll post pictures to the website as I finish them.

- Joe visintine, Salinas, CA

Joe, did you get one of the American Models RS-3s painted up for the GM&O? It was offered by S Helper Service in the early '90s when they had them produced. - ed.

Diesel Survey Results: Paul Yorke (the s-trains e group) sent in the results of an informal online modern diesel poll he coordinated. The results: Dash 9-44CW - 33. SD40-2 - 25. SD45 - 23. U23B - 12. Looks like Ken Zieska gets a little plug for the SD45.

Talgo Train: Dave Engle writes that he thinks the front Talgo style train on page 7 of the December *Dispatch* was one of Spanish origin, and it was tried in the U.S. and flopped.

- Dave Engle

EXTRA BOARD

NMRA PREZ IN S

Hey, here's our opportunity to promote S scale. It seems Allen Pollack, the current NMRA president models is in Sn3. He also owns a company, Fun & Games, which makes some S figures. This was provided by Ed Loizeaux.

BUILD A BRASSY

Here's your chance to get that old Claud Wade kit off the closet shelf and put it together! Rusty Rustermier and I have created an eGroups list, "Brass Loco Builders," and we are looking for subscribers. To subscribe simply address an e-mail message to: brasslocobuilders-subscribe@egroups.com. You can leave the body blank.

We both happen to be building one of Claud Wade's S Scale Loco & Supply 2-8-4 Berkshire kits. Rusty recently acquired a Nickel Plate kit with a sheet brass boiler and scratch frame. Before that he helped me with advice (and tools) as I struggled with my Pere Marquette kit with its cast boiler and solid frame. It occurs to us that perhaps there are other S scalers in the same situation. Through this mailing list we can help each other assemble our kits in the coming months.

The primary goal of the group is to help anybody with an S Scale Loco & Supply kit to build it. Along the way we can discuss building locomotives generally. We also want to look at new products to see how they can be used in modeling locomotives.

All are welcome to sign up. The ideal subscriber is either (1) somebody who has an unbuilt Claud Wade kit of any kind or (2) somebody who is willing to share his experience with an SSL&S kit (scratchbuilding or kitbashing).

- Bill Roberts

PHM BALDWIN CHASSIS

I thought the Pennsylvania Heritage replacement chassis for the AF Baldwin switchers was a little pricey at \$199.95 with the AC reverse unit, however, I purchased one as a demonstrator to see how it would sell. We placed it on our Atlantic Coast S Gauge Modular layout recently as a test. It surpassed all of our expectations. After an initial break-in period of about 10 minutes, it performed flawlessly. We pulled a 15-car train made up of SHS cars (including one TOFC and caboose) for over 4 hours, operating at normal to even very slow speeds. After 4 hours we pulled the engine and checked its motor. It was not even hot!!

As a comparison, we double-headed two AF chassis Baldwin diesels with the same load of cars (it took both of them to pull the load with some wheel slippage, while the PHM chassis never once slipped). In 10 minutes operating time, both AC Gilbert motors were extremely hot.

Our club members were greatly impressed with this chassis. One member was so impressed that he immediately purchased the demonstrator. Other members also expressed interest. What a great addition to the offerings in S gauge. Now, I can't wait to see the Trainmaster.

- Joe Haenn of Joe's Train Repair, Rougemont, NC

MISSING BON MARCHE DISPLAY

I just returned from an annual Christmas trip to Seattle, WA. We took the Talgo Train from Salem, OR, which was great, but that's another story. We always go to the Bon Marche Department Store in downtown Seattle, and for the last several years my favorite stop was to see the great old style American Flyer train window display that Scott McAbee built and operated during Christmas at the Bon until he later sold the whole display to

the store. Many of you may have seen it featured in magazines or on display during the layout tour at the 1995 TCA convention in Seattle. It was based on the displays in the Bon windows during the late 1940s and early 1950s.

I was disappointed this trip not to see the layout in the window. It was replaced by a small display using a large scale train. I figured the big S gauge display layout was scrapped and gone forever. Then my wife and I went up to the 7th floor to look at the Christmas trimmings. I stood in front of the Department 56 villages display, and all of a sudden it dawned on me that the multilevel snow scene under the ceramic houses was the base of the former window display. Only the upper loop of "HO" track (not operating) remained. Does anyone know what happened to the classic AF accessories? Dumped in the corner of a storage room at the Bon perhaps?

- Alan Bennett, Keizer, OR.

DEPT. OF CORRECTIONS

The NASG convention flyer in the December issue gives the present NASG website as the convention address. This is incorrect. The official Steamtown 2001 Convention website is: <http://trainweb.org/steamtown2001/>

- Craig O'Connell

Also the Bernie Thomas Award list needs a few corrections. The 1985 winner, Avery "Swede" Norlin is deceased. The 1992 winner was Russ Mobley. This got confused because in 1992 Barbara Seltzer was also given the award, but it was actually to add her to the 1977 award with husband Josh.

Ben Wilbur, listed as deceased in the Fall S Fest report on page 11 is alive and well. Don Heimburger reported receiving a Christmas card from him. Don's name was also misspelled on page 16. Don also said that he doesn't have any more Kinsman kits at Scenery

Unlimited. The double sheath wood boxcar he advertises is similar but is a resin kit. Also in Dec. the caption with the photos of Dick Kloes's layout says he uses code 125 - no it's code 148.

S IN NON-S PUBLICATIONS

- Jan. 2001 *MR*: Big color photo of Frank Titman's Spiral Hill on page 99.

- Feb. 2001 *MR*: A double hit with the big full page S combo ad on page 105 followed by a 4 page layout feature by Keith Thompson and Bob Werre on Bob Christopherson's Columbia Valley & Western S standard gauge layout.

- *Model Railroad Planning 2001*: Layout article by Bob Nicholson.

Jan. 2001 *CTT*: Lionel and Flyer comparison article by John Grams.

- Feb. 2001 *CTT*: An S Bonanza - Lead editorial talks about recent Fall S Fest. S Helper and American Models had color photos in Product News. Article and track plan of Forrest and Mike Thurber. Six page article by Roger Carp on Bob Bretsch's Flyer collection.

Feb. 2001 *RMC*: One of our own, Dick Karnes, has a two page article on creating passenger station platforms.

INDUSTRIAL RAIL HOPPER

I bought one of these hoppers and made the physical comparisons myself. I did not measure it. I held it up to the AM CD hopper. It is just about dead on in width, length and height. I don't know if a 1:1 scale version of each car would compare the same way, that is, the IR 4-bay may not be prototypically sized in s scale for its exact full-sized counterpart. However, I don't know what prototype it is designed to emulate either. Here's why I bought it and recommend it.

A 4-bay modern hopper is a BIG car. IR is not in the business of making big scale cars. Their 2-bay hopper is the same physical size! An AM 2-bay is tiny next to it. Chances are, the IR 2-bay is scaled about right for O. The

downsized 4-bay however, is scaled about right for S. At first glance, it appears too huge for S, but after those trucks come off (EZ job) and a pair of roller bearing SS trucks go under, the magic begins.

This car has nice details. You might find the brake wheel a little large, but it didn't bother me. Ladders and steps look to be in scale. Here is a nice car for cheap, even after the added expense of trucks. It compares favorably in dimensions with all my other modern equipment. Of course, it dwarfs old Flyer.

- Chris Zizzo

CYBER TOY TRAIN SUCCESS

As the news stories are filled with the demise of e-commerce and of "dot coms", one success story emerges, and it is toy train related. AmericanFlyerTrains.com began as most home-based businesses in August of 1998. The web activity averaged around 6 hits per day. By August of 1999, the site had grown to 800 hits per day with collector browsing and shopping lasting an average of 6 minutes. Selling vintage A.C. Gilbert American Flyer trains, accessories, books, etc., the website, still home-based, is now generating 6000 hits per day, and shoppers linger an average of 7 minutes. Myself and site developer Austin T. Bechtold continue to be amazed at the growth and strength of the old toy train market, and we easily agree that A.C. Gilbert would be pleased to know that his toys are still a favorite even in the e-world.

- Mark Preman, Orlando, FL.

PHELPS ESTATE SALE:

You can contact Dave Engle if you are interested in any of the extensive Jim Phelps collection. Items include scale brass, locos, rolling stock, some structure kits and magazines.

Dave's address and phone are in the directory.

Or e-mail: ironhors@swbell.net

S-CALENDAR

Mar. 25, 2001: NVAFC 10th Annual Trevoise All-Gauge Train Show, Trevoise Fire Co., Street Road (PA 132) and Trevoise Rd., Trevoise, PA 19053. 9 a.m. to 1 p.m., \$4 adm., \$13 table. Contact: Mike Hudek, 429 Taylor Ave., Newtown, PA 18940 - 215-860-8861.

May 18-20, 2001: Spring S Spree, Holiday Inn East, I70 East and Hamilton Rd., Columbus, OH. Info: John Gaffney (614) 764-3925. Regis. after Jan. 1, 2001. jgaffney@columbus.rr.com

July 8-15, 2001: Gateway 2001 NMRA National Convention, St. Louis, MO. The NASG will be there. www.gatewaynmra.org

July 24-28, 2001: NASG Annual Convention - Steamtown Historic Site - Scranton, PA, Radisson Lackawanna Station Hotel. Hotel phone: 570-342-8300 direct or 800-333-3333 (mention NASG convention). Info: John Foley - 570-622-3413 or e-mail: foley164@ptd.net or check the web: www.trainweb.org/steamtown2001.

Sept. 28-30, 2001: Jersey Get-Together, South Amboy, NJ. Don Thompson robin@showcase.com - 908-545-9306.

Nov. 16-18, 2001: Fall S Fest, South Beloit, IL. Holiday Inn. Dave Pippitt, 1608 Benton St., Rockford, IL 61107 - 815-963-8773 eves.

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

Bids Open for NASG Annual Conventions -- 2003 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - e-mail: leemax@jps.net

STEAMTOWN NASG CONVENTION 2001

Conventioneers:

Here is a brief description of some of the tours we are offering this summer at Steamtown. See the registration form in this issue for more information.

TRIP 1:

Tuesday, July 23: Early Bird Layout Tour #1: Layout tours to the Allentown area including Frank Titman, Dave Heine, and Bert Maher. Leave Scranton 2 p.m. Return 9 p.m. Cost is adults \$18, 12 and under \$15.. Bring extra money for dinner.

If you have never seen Frank Titman's standard S layout, then don't miss this one. Even if you have been there before, it's changed since you saw it. There's Also a chance to pick up an LVM kit right from the "factory".

Dave Heine is the narrow gauge editor for the *Dispatch*. He has a basement full of Sn3 with DCC control. Bert Maher's S Conrail layout will also be on the tour.

TRIP 2:

Tuesday, July 23: Early Bird Layout Tour #2: Tour Bill Fraley's Jefferson Central, Fred Ricupero's large American Flyer layout and collection, and Jack Kennedy's wonderfully complete HO layout. Leave Scranton 2 p.m., bring dinner money. Adults \$25, 12 & under \$20.

TRIP 3:

Wednesday, July 25: Coal History Tour: Eckley Miner's Village and The Lackawanna Coal Mine. Leave Scranton 10 a.m., return 6 p.m. Cost for adults is \$30, 12 and under \$25. See how the miners lived in the 19th century. Bring a coat or sweatshirt for the mine tour. No sandals! If you have an interest in the anthracite industry this one is for you. See an actu-

al mine patch town, and go down in a real coal mine. The mine tour is given by former miners, so they know what really went on down below. Other mining sights along the way should include the Ashley Breaker and more.

TRIP 4:

Thursday, July 26th: Ladies Shopping Trip 10 a.m. - 5 p.m: Visit the Crossings Factory Stores (www.thecrossings.com/). Shop at over 96 factory outlet stores. Various eateries available for lunch. The guys can go too??

TRIP 5:

Thursday, July 26: Visit the Strasburg Railroad, the Railroad Museum of PA and the TCA Museum. Cost for adults is \$45 and for 12 and under is \$40. Leave Scranton 7:30 a.m. Return 5 p.m. This will be a grand tour. It includes a boxed lunch with Shoe Fly Pie, a train ride, and admission to both museums. A trip on the steam tourist line at Strasburg through the quaint Amish countryside will be followed by visits to The Railroad Museum of Pennsylvania, with its large collection of the remaining PRR steamers plus a selection of freight and passenger cars, including the Pullman Lotus Club, and to the TCA Museum. One of the Strasburg steam locomotives will soon to be available in S.

TRIP 6:

Saturday, July 28: Guided tour of the Houdini Museum and gift shop. Enjoy a magic show with audience participation. Short bus ride from hotel. Adults \$16, 6-16 \$8, under 6 free.

TRIP 7:

Saturday, July 28: Everhart Museum: View Asian art, artifacts from ancient Egypt, Africa and New Guinea. Learn about native American cultures. Yes kids - there

are dinosaurs, birds, butterflies and rock and mineral collections. Short bus ride from hotel. Adults \$10, 6-16 \$8, under 6 free.

A form for signup should be included with this Dispatch. If not e-mail John Foley at: foley164@ptd.net or check the website: <http://trainweb.org/steamtown2001/>

Notes:

The mainline **Steam Trip** on Friday, July 27 was listed on the initial registration form for signup. It will leave the main hotel at 2 p.m., returning approximately at 4 p.m.

The NASG **Business Meeting** is scheduled for Saturday, July 28, at 10 a.m. This is the one for all members to attend. **Note** - it is **not** on Sunday morning this time.

SOME BASIC DIRECTIONS:

To the **Radisson Lackawanna Station Hotel:**

From the East via I-84 west to I-380 north to I-81 and south to Exit 53.

From the north via I-81 south to Exit 53.

From the south via I-81 directly to Exit 53.

From the west via PA Turnpike (I-76) to Carlisle exit 16 take route 11 to I-81 north to Exit 53.

For the 3 backup hotels do the same as above but take Exit 52.

Clarion: 570-344-9811

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A shuttle bus will roam between the backup hotels and the Radisson.

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LIONEL TO CLOSE U.S. PLANT: According to reliable sources in newspapers and on the internet, Lionel LLC will close its Mt. Clemens, Michigan manufacturing plant and move production overseas. Richard N. Maddox announced that all work in Michigan will cease by August and be transferred to China. Maddox said the decision was based on increased costs of domestic manufacturing, increased competition and continued changes in the marketplace, and was not a reflection of the workforce of the Chesterfield manufacturing operation. The Mt. Clemens plant is considered out-dated with much tooling and equipment over 40 years old. If the manufacturing end is closed, shipping, receiving and administrative offices would remain in Michigan. Up to 150 people work in this area. The manufacturing workforce consists of up to 350, depending on the time of year.

NASG COPY SERVICE

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

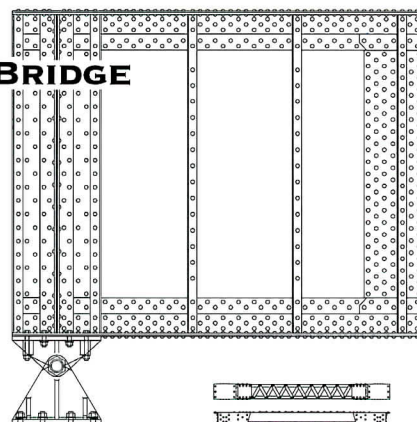
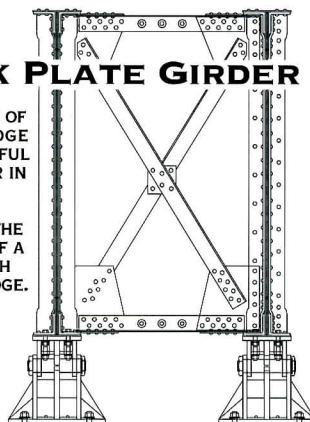
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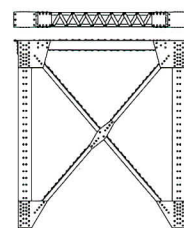
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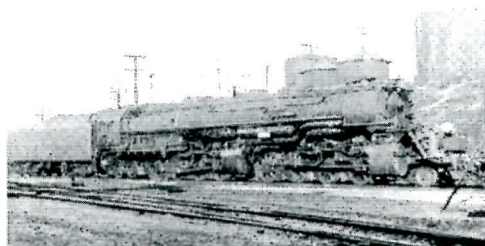
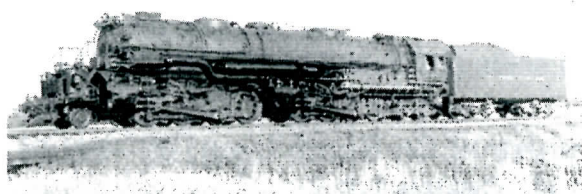
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