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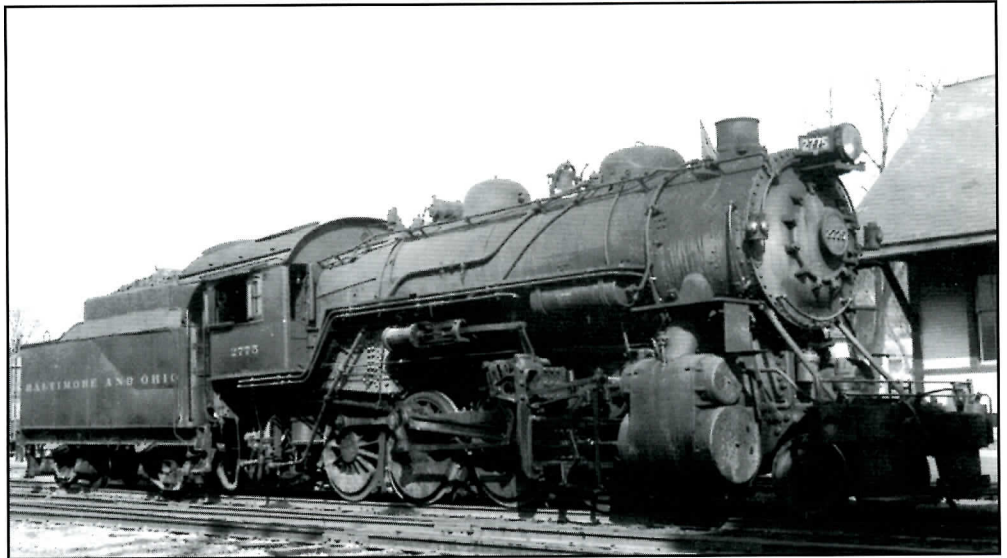
DISPATCH



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

WHAT'S NEW?

This is one of the B&O E-27ca versions shown here in Athens, Ohio. This will be similar to SHS's loco coming out in the future. I'm sure the tender will have straight up sides. If you can find a copy of the Feb. '98 *Mainline Modeler*, there are photos and 3/16" plans. I'm not sure if SHS used these or not. *Photo from the collection of Jeff Madden.*



Here are two Johnny Lightning diorama sets which should be useful for layout scenes. The one on the left represents a cop "spotlighting" a car at a Lover's Lane. the Mearle's Drive-In set would embellish a Plasticville Frosty Diner or a Twin Whistle AW Root Beer stand. There are 3 figures and 2 vehicles in each set. The painted figures alone are worth the price of around \$9.00. *Photo by Jeff Madden*



Four figures each are available in these inexpensive Tonka sets (about \$3-\$4). Here are two sets, but there are many others. The trucks are OK for modern layouts, and the wheels and frames might be useful for bashing. The figures are a tad undersize, probably 1/72nd. You'll just have a few short guys. The females are just about right. *Photo by Jeff Madden*

NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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COVER: Top - S Helper Service delivers on their F3 A and B units. Photo by Bob Werre.
Bottom: American Models is also adding to the S diesel roster with their E8 and SD60.

ORDER BOARD

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NASG Website: <http://trainweb.com/nasg/>

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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 ...

It's time to step off the train after ten years of service on the BOT. I'd like to thank fellow officers, committee chairpersons and the membership for their support.

Your new president, Roy Hoffman, has some continuing challenges. Membership has fluctuated between 1400 and 1800 for the past eight years. We can't seem to overcome derailment problems as the June-July renewal period approaches each year. I'd like to encourage each of you to continue to reach out to potential members and work together to attain and maintain a membership of 2000.

Advertising in national magazines to promote our growth in another challenge we have begun to analyze. The primary obstacle here is tremendous cost. More on this subject will be a topic of this year's annual business meeting.

Key accomplishment's during my administration include the scale car project with a new committee, two to three BOT teleconferences each year to manage problems previously left to the annual business meeting, and raising of the dues by three dollars, which hadn't been done in more than ten years, despite ever increasing costs of producing a quality magazine for the membership.

Finally, I'd like to thank Jeff Madden, your Dispatch editor, who with the support of the entire BOT, has vastly improved the quality of the DISPATCH.

Well, it's time to bid farewell for now. I hope to see many of you at Scranton for this year's convention and at future S get togethers. Meanwhile, I have five Kinsman passenger cars waiting where I left them four years ago!

Paul Stevens
President, NASG

DUES, DUE! Don't forget to send your dues in. They are \$20.00 a year. Add \$10.00 if you have a booster ad. Manufacturers can send \$25.00 for their business card to appear in the August Directory.

NASG NEWS

Election Results: The returns are in, and barring any hanging chads Roy Hoffman will be our new President. Mike Shea Will be our new Treasurer. Re-elected were Eastern VP Bill Fuhrman, Central VP Tom Nimelli and Western VP Gil Hulin. Here are the totals:

President: (Total ballots 581)

Roy Hoffman	383
Terry Harrison	193
Lee Johnson	1 (write in)

Treasurer:

Michael Shea	359
Robert Bubeck	215
David Avedeian	1 (write in)

Eastern VP

William Fuhrman	318
John Foley	2 (write in)
Wayne Beachy	1 (write in)

Central VP

Tom Nimelli	75
Walter Jopke	67

Western VP

Gil Hulin	80
Larry Sokol	1 (write in)
Barry Menges	1 (write in)

Congratulations to the new officers and to those re-elected. Encouragement to those who also ran, but were the runners up. It's healthy to see some competition. Roy, your first President's Message for the Directory is due at the convention. Thanks to Elections Chairman Jamie Bothwell and Secretary Glenn Ritter for their work on the elections. - Jeff

RAIL MAIL

Attracting People to S: Having recently started into this sliver of model railroading, I can highlight the things that got me going:

1. **Public Exposure.** Seeing the local S scale club (BASS) and their modular layout at the San Jose NMRA convention allowed me to see some of what is available in S besides American Flyer. Seeing some hardware up close is what sells S. The size and level of detailing made me want to dump all the HO I have (which I will do) to buy S stuff.

2. **Publications:** Having joined the "Mother Ship" (NMRA) and the local group (Pacific Coast Region) I receive their publication, the *Branch Line*. In that I

Continued on page 30

Jeff's Junction



Accumulating An S Roster With A Purpose.

So you're a newcomer to the gauge. You've just decided to build a layout in S. Great, now you'll just run out to the lumber yard, slap up some benchwork, throw down some track, hit the hobby shop for some rolling stock and start running trains... Whoa Hoss, this ain't HO!

Take a step back. First off, if you are new to S like I was in 1993, you don't have any equipment to run or any track to put down, or any structures to build, etc. You probably don't even have an S scale rule. For sure, you don't have a layout yet. Before you put up one stick of benchwork, you should formulate plans and make some decisions such as: scale or hi-rail or tinline, trackplan, type of track, era to be modeled, prototype or freelance, and so on.

It'll take at least a year or so to do this, and if you're like most of us, several years. In the meantime you can work on a friend's layout or on a modular club layout, all the while absorbing ideas for your own pike. And, you'll need to start **ACCUMULATING S** equipment. This takes more time than you think since S items on an individual basis are more expensive than mass market HO, and popular items often disappear fast. Starting in S is not like starting in HO where one trip to a well-stocked hobby shop with a fat checkbook would yield everything you'd need to start a layout. Accumulating locos, rolling stock, structures, track and details is not a one-stop shopping experience in S. As a matter of fact you'll probably have to get used to mail order or traveling to the special all-S events which occur only about 3 times a year.

With this reality in mind, you can see why it's more important in S to "plan ahead", that is to come up with a theme for your future railroad so you can focus on purchases and spread out your budget. Will it be steam or diesel, narrow gauge or standard, '50s or '80s, shortline or mainline, scale or hi-rail? With answers to these kinds of questions ensconced in the back of your mind, you can slowly and logically build up a good inventory of S.

For starters watcha need are two **"GIT LISTS"** - one for "currently available" items and one for "future hoped for" items. The "current list" needs to be prioritized, unless you have deep pockets, because

S items are generally more expensive and often limited in production. The "future list" is for hoped-for items in S. You might even start a separate piggy bank kitty in case some unexpected desired structure or rolling stock piece suddenly appears in the New Products column. Some Minnesotan I know even stashes a kitty in a boxcar on the layout.

Ferigzample, if your layout is to be a '50s branch of the UP in scale or hi-rail, your current "git list" might include a mix of plastic freight cars favoring western roads - typically 1/3 would be home road cars. For locos you might list SouthWind's UP 2-8-0, AM GP9s and SHS SW9. For passenger cars maybe a couple of AM heavyweights or SW brass Harriman cars could be the ticket. A Gold Coast brass caboose or two would give you some hind end equipment. Then list current structure kits, track, etc., that will fill the bill.

Now fill out a "future list" of items not currently available but which would be likely down the road. Ferigzample, if a particular UP style caboose you want isn't offered yet, put it on the list and use an AM bay window as a sub.

Now, having filled out your "future list", you are armed to go out and do some lobbying to the manufacturers. Often it's just a paint scheme you need. You can even lobby clubs or the NASG to help you out here. For something to actually be produced with new dies, it would help to round up some support so the producer or sponsor can project some sales.

Even for freelancing, or partly freelancing, the "git lists" are a good idea. You'll want to keep a good lookout for current or future locos with a "family appearance" as a ferinstance.

And even if you already have a fair sized roster with a pike underway, it's still a good idea to have the "git lists" because if I know model railroaders, and I do, the minute a better whatsit comes along, the old one is off to the swap meet.

The **POINT!** Pre-planning a layout and theme and developing current and future lists of wants can help you focus on your model goals and might even make it a little easier on the wallet too.

Just to let you know your editor isn't blowing all wind - I did and do just that. I started from scratch in 1993 and almost immediately decided on a mid-'50s coal mine and logging branch (maybe freelance) feeding a B&O single track mainline. The "git" lists were made and gradual selling of thirty years of HO accumulation provided (and still does) most of the budget.

Continued on page 31

NEW PRODUCTS REPORT

By Jeff Madden

APRIL FOOLS ON ME: It seems the April New Products column got rearranged at the printer. Several producers got duplicated, Western Car Shops was cut short and Whiteoak Models and Winross were missing totally. I'll repeat these in this column. - Jeff

AMERICAN MODELS (10087 Colonial Industrial Drive, South Lyon, MI 48178). Let's let Ron introduce this: "The ad in Classic Trains (not Classic Toy Trains) came out a month early. Anyway, the set prices are the same as our other 4-6-2 sets except the set has 4 Budd cars. Engine only is \$20 more. The decorators tell me we may be able to ship in July, but I would figure on later than that. Scale will ship with matching silver and black paint on the engine; hi-rail will be chrome and black on the engine. The Budd cars we made are based on the Empire State Express train. We now have the 4 car sets and extra coaches available for those who want the cars alone." In case you missed the premature ad, we're talking about a New York Central J3a streamlined 4-6-4 Hudson steam locomotive. It will have a die-cast boiler, smoke, chug sounds, bell, whistle and headlight. Sets with 4 cars and 20 feet of track start at \$619.95. Engines only start at \$369.95.

And if that wasn't enough of a bombshell, AM also snuck up on us with some E8 A unit passenger diesels. Here's the skinny: Gription wheel-sets, 5-pole motor with fly-wheel, die-cast frame, free turning fans, see-through grills, LED headlight, operating couplers. AC versions will include a two speaker sound system, horn, bell and real V12 sounds. Diesels will take 20" Flyer curves. All versions will have DX features such as wire

grab irons, windshield wipers and lift rings. Two AC Flyer units with dual power and sound, \$549.95; two DC \$429.95. Single AC units, \$299.95; DC, \$224.95. Santa Fe units in chrome are \$10 more. Road names: B&O, Burlington, Central of Georgia, IC, NYC, PRR, Santa Fe and UP. Burlington hi-rail unit also in chrome.

And finally, Ron had a sample of the new SD60 at the Spree - it should follow the E8s. These will feature Flexcoil Trucks with Dynamo Drive. AC HR are \$249.95 (2 for \$449.95); DC are \$219.95 (2 for \$399.95). Road names include: BN long nose, BN wide cab, BNSF wide cab, C&NW long nose, Conrail wide cab, CSX long nose, CSX wide cab, EMC (Demo) long nose, NS long nose, Soo Line wide cab, Soo Line wide cab, UP long nose, UP wide cab and an undec of each. There will be two #s of each style.

From Tom Hawley, a little background on the SD60. The SD60 was part of the third generation of diesels from EMD, along with sister SD50s. The SD60 is rated at 3800 horsepower and proved to be a reliable locomotive once the bugs were worked out. When GE and EMD started producing comfort (wide) cabs, the SD60M was born. Many railroads own a mix of standard and comfort cabs, but the BN only owns the comfort model. Many of these SD60Ms were early versions with 3 front windows, with later versions having 2 front windows.

BERKSHIRE JUNCTION (P.O. box 205, Adams, MA 01220 - 413-743-3960 - www.berkshirejunction.com) has joined the S ranks with some operating traffic signals, crossbucks and crossing gate activators. For example, a com-

plete unit for 2 flashing crossbucks includes crossbucks, photo cells, and activation circuits. Circuit is activated when a train covers any of the 4 photo cells. Price is \$49.95. Pole mounted traffic lights are 2 for \$25.00. For operation a separate \$43.95 circuit board is needed. It will work up to 8 single direction light sets. Berkshire also has crossing gate activators and a turntable motor system.

B.T.S. ((P.O. Box 561, Seffner, FL 33583) has a new phone and fax, but address, e-mail and websites remain the same. B.T.S. moved to a new location requiring the new phone and fax: Phone is 813-643-1105; fax is 813-681-7326. As to products, the No. 42 Ma & Pa 2-8-0s should be available as you read this. BL-2s should be showing up soon too. See Des Plaines announcement for decals.

C.C. CROW (P. O. Box 1427, Mulkilteo, WA 98275) is getting into S with its structure line. First building up is an Sn3 D&RG brick roundhouse. Standard S kits may follow. Roundhouse price to be around \$350.

CROWN MODELS (Doug Peck and Portlines distributors). Doug is announcing that Crown (not him) is closing its doors this summer. No more S or O cars. That means no more S woodside reefers with steel ends (unless somebody gets hold of the dies). There will be a final, small, production run of Hoods, Schlitz and PFEX reefers that will use up all existing unpainted shells. Portlines still has some inventory of Post Road Ale, URTX and West India Fruit. See Doug's ad this issue.

DES PLAINES HOBBIES (1468 Lee St., Des Plaines, IL 60018 - dphobbies@earthlink.net) has art-

work mostly completed for decals for some of the roads of the expected B.T.S. BL2 diesel. Ron says he can paste up B&M, C&O, C&EI, CI&L (Monon) and WM pretty easily. These are for as-delivered schemes. Ron says he will do a minimum of 25 sets of each road and will need that many reservations to do a set. Sets will include heralds, road names, road numbers and any applicable banner slogans (such as the C&IL "The Hoosier Line"). Not included will be striping, builder plates and numberboard numbers as these are generally available on other sets. Cost should be in the \$6.00 to \$8.00 range. Reserve by e-mail or by letter marked decals.

DIE-CAST VEHICLES

(Discount stores or?). The 3rd American Chrome series should be seen by now. JL will have a Bassin' USA series of modern pickups pulling a bass boat. Coming will be a Pearl Harbor series with U.S. Navy jeep and ambulance and an Army '37 Ford coupe and '40 Ford pickup in 1/64. New from Racing Champs in the American Muscle series are 1964 Ford Thunderbolt (what is that?), 1965 Chevelle and 1963 Ford Galaxie. Most come in 3 colors plus a boxed version with a different color. Now, have you seen from Hot Wheels - '57 Ford convertible, '59 Caddy with flames, '62 Caddy hearse, '48 Ford woody? These are premier boxed vehicles for about \$7.00 or \$8.00.

DISNEY (Mail Order - WDSW.Mail.Order@disney.com) A close to S operating monorail like the ones in the Disney parks has surfaced. It is very close to S. There are a few accessories offered with the Monorail. I assume uses could be for an amusement scene or in a modern city scene. The Monorail is \$60.00 which includes a circle of track. The Space Ship Earth building is \$35.00. A contemporary building is \$35.00. Extra curved or extra straight track - \$10.00 each. There will be some shipping and handling charges.

FIGURES (various sources). Increasingly, painted figures are showing up from the oddest sources. Two new sets are in the works for Johnny Lightning - Starsky and Hutch and James Bond. Others were mentioned last month. These include 2 vehicles and two or three figures. The Rail King line from MTH was also mentioned last month. An unexpected new source is Tonka which has 10 Power Trax accessory sets which include one utility truck, some signs and 3 or 4 painted figures. At \$2.50 to \$3.00 these are well worth it for just the painted figures. The men appear slightly undersized at about 5' 6", but the women are perfect. The vehicles are modern nondescript and made of plastic, but the wheels and frames might be useful. At least in my locale, they are a bit elusive (Milwaukee area). I've only found them in smaller town Shopkos. I can't even find any at Toys r Us. Railmaster Models is coming out with pewter prospectors and mules.

LASER HORIZONS (1529 16th St. NE, Canton, OH 44705 - 330-454-7592 - Prll87@aol.com). Dennis Sautters is offering S scale passenger car sides which are laser engraved and cut from plastic (thick and thin) for use with American Models plastic shell. To use the Thick sides you must cut away the entire sides of the original passenger cars (smooth sides), and for the Thin sides you overlay on the original car. You only have to trim away some window material.

They offer a choice of middle skirting lengths, from full skirting, to half lengths, mini skirting, and without middle skirting. They have grooves on the back of the skirting areas that allow bending to form curves. There is beading around the windows. Railroads featured thus far are PRR, NYC, N&W and UP. You can contact Dennis for list of sides and prices. Most sides offered thus far are Pullman types.

NMRA (members only) has a new Heritage Collection car in S. It's a Pacific Rail Shops 40' box lettered for Whit Tower's HO Alturas & Lone Pine Railroad. \$42 plus S&H. They also have some previous issues still in stock including cars lettered for the T&RGW, Firewater & Kicking Horse, Hollywood & Western and Prospect & Upper Ridge. Prices range from \$27 to \$39.

PBL (P.O. Box 769, Ukiah, CA 95482 www.p-b-l.com) has some new brass narrow gauge items: Marion "Type 40" steam shovel (closed or open deck), D&RGW pile driver, D&RGW Sn3 passenger cars (green or orange), 16 ton Mich.-Cal. Shays (5 versions).

PENN. HERITAGE MODELS (R.D. 4 Box 139, Birdsboro, PA 19508) will offer the Trainmaster in scale eventually if demand warrants. Right now it is only available in hi-rail.

PENNSY S MODELS (Bill Lane - www.pennsysmodels.com) will hopefully have the X-29 boxcars at Scranton. Road names: PRR circle keystone, PRR Merchandise Service, PRR shadow keystone, PRR REA, B&O, NYC and undec. \$250 pre-order, \$280 later.

PORT LINES HOBBIES (6 Storeybrooke Dr., Newburyport, MA 01950) has some new repro AF items on hand: Lamp housing for 760 flashers, unpainted, \$395; Piggyback trailers for 956 Monon, black trailer with sticker wrap, \$19.95; Glass lenses for floodlight cars, \$2.50 each; Resin painted armored cars for 715 flatcars, \$45.00; Track metal (with pulley) for 752/785 coal-loader trolley, \$22.00; Green or gray bases for water tower and aircraft beacons with shed, \$20.00 each. The new AF conversion can motors are in inventory now.

Port Lines now has an Equipment Sales List posted on their website which is www.portlines.com.

S HELPER SERVICE (77 Cliffwood Ave., Cliffwood NJ 07721 - www.showcaseline.com) has some big news too. F3s and cars announced earlier should be here by the time you read this. On the horizon are E7 A and Bs, #115 lb. PRR (code 126) flex track and a B&O E-27 2-8-0. The 2-8-0 will be the E-27ca, a version which lasted into the 1950s.

To remind - the A&B F3s are the phase II "chicken wire" versions. Standard features include: diesel sounds (AC/DC with 10 button Locomatic controller from Dalle Electronics or Soundtraxx for DCC) in the A unit (horn, bell, prime mover, compressors, etc.), a full interior with hand painted 2-man crew, formed wire grab irons and lift rings, die-cast frame and gear boxes, operating Mars light, headlight and illuminated numberboards, lost wax horns, see-through high or low fan shrouds with movable fan, AF compatible steel wheels, 5 pole armature with two flywheels and eight wheel pickup, rear mounted AF compatible coupler. Models will be equipped for AC operation (providing sequencing to forward, neutral, then reverse) and parts for conversion to either DC or DCC operations. Each loco comes with 4 code 110 NMRA RP-25 metal wheelsets and our new close coupled KD style couplers.

Roadnames: B&O (blue, black and gray), CB&Q (red and gray), C&NW (yellow and green), DL&W (gray and maroon), MEC (green and yellow), NYC (gray and black Zebra stripe and passenger two-tone gray), Southern (green and alum.), SP (black widow scheme), UP (yellow), WP and undec. RTR A&B sets are \$499.95.

SOUTHWIND MODELS (P.O. Box 3175, Plant City, FL 33564) has announced a new "critter" in brass, the GE 23 ton PH2 End Cab small industrial diesel. The model will not exceed a scale 25 mph,

just like the prototype. Models will be available factory painted in black and yellow, black and red, glossy black or unpainted. Price was unavailable at press time.

TRAIN & TROOPER (www.trainandtrooper.com) is a dealer and manufacturer specializing in Sn2. They are producing some Sn2 items now, mostly for the Maine based Sandy River and Rangely Lakes line. These include kits of a boxcar, grain car, gondola and flatcar. The box and grain boxcars are \$34.95 each, and the gon and flat are \$29.95 each. I presume these are less trucks. Brass Portland Locomotive works freight trucks are available for \$20.00 a pair. T&T also stocks Sn2 stuff from other manufacturers including the Bigelow station kit from Portland Locomotive Works for \$44.95.

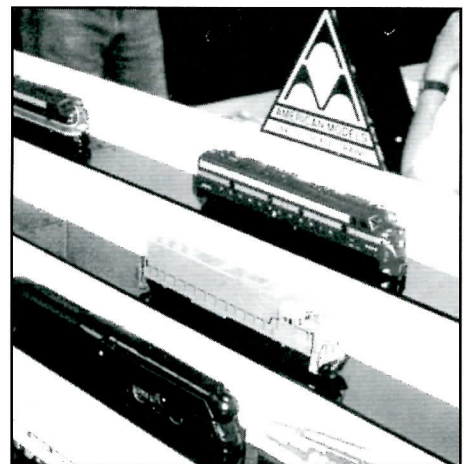
WESTERN CAR SHOPS (2837 Olive Dr., Cheyenne, WY 82001) is in the early stages of planning the following brass project: Pullman-Standard 60' auto parts boxcars, both single door and double door. 1960s single door would be in D&RGW, UP, ATSF and B&O; 1990s single door: NS, CNW, BN, CSX, MILW, BNSF, SOU, CN; 1960s double door in CB&Q, NYC, CNW and 1990s in CR, GTW, BN and ATSF. Details to come.

WHITEOAK MODELS (Kelvin White, 16 Brogden Close, North Hinksey, Oxford OX2 9DS England, E-mail: - Kelvin@torteval.cemon.co.uk) has RTR code 100 turnouts available in #4, #6 and #8. The turnouts are produced by Marcway (a UK company). They are handmade using Peco code 100 flat bottom rail soldered to correctly spaced PCC ties which are electrically gapped. These are only suitable for scale use with code 110 wheels or finer. Turnouts are about \$83.00 a pair including overseas shipping. Delivery is about 10-28 days. Kelvin is planning to be at Scranton. Hopefully,

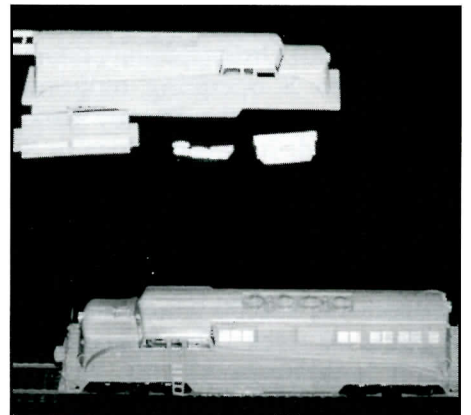
he brings a pile along and sells them to us in person.

WINROSS (P.O. Box 390, E. Rochester, NY 14445 - 716-381-5884 - www.winross.com) has new owners, Dave and Patty Lowe, who moved to Rochester, NY from Florida. This was reported in the March issue of *Toy Trucker & Contractor*, so it looks like some of the Winross 1/64 truck line will show up again. The new owner is a stickler for using real truck company names. You might check out a 1/64 scale truck website for updates on this and other lines: www.sktoytrucks.com

Note: These last 3 were shortened or missing from the April issue.



Three new horses from American Models. Shown are E8, SD60 and NYC streamlined Hudson. Wow!



The BL2 from Bill's Train Shop is shown here at the S Spree. Two photos by Larry Robertson

An S-Review

WHITEOAK MODELS CODE 100 TURNOUTS

Kelvin White of England models U.S. prototypes in S, and he is the one who has these scale turnouts produced, so perhaps we should let him describe these himself.

The Need: I build small sectional exhibition layouts which normally have a life of 3-4 years. When a new layout is built, often the baseboards are reused. Where possible the track and turnouts are salvaged. The Whiteoak Models turnout can be lifted and reused. You can't do this with turnouts made with wooden ties or the plastic Shinohara turnouts - I guess I know.

As is well known, the geometry of the Shinohara #6 turnout is incorrect. Instead of a crossing angle on the V of 1 in 6, it is 1 in 4.5. It also suffers from inconsistencies in gauge. The alternatives for a code 100 rail turnout are various kits involving hand spiking or the gluing of the rail to the ties. I don't like making turnouts - I can do it but I wanted a reusable ready-to-lay turnout. I approached Marway, a company that has produced hand-made turnouts of high quality for all gauges for the past 15-20 years. The S scale code 100 turnouts are made exclusively for Whiteoak Models, that's me.

Product Description: The Whiteoak turnout uses Peco code 100 flat bottom rail soldered to correctly spaced PCC ties which are electrically gapped. They are only suitable for code 110 wheels or finer. For P64 s scale MRS members who want to use the finer tolerance all that has to be done is to move the check rails over by 10-15 thousandths. Or they can bond a thin layer of styrene to the inside of the check rail. Electrically, the frog polarity relies on the point blade making contact with the stock rail. For those who want the frog to be switched by a micro switch, it is a simple operation to cut the closure rails and cross bond them to the stock rails. Don't forget though to electrically gap the tie bar to the blades.

The turnouts are finished in the normal Marway way of being sprayed black, with rail heads and blade/stock matching faces being free from paint. I would recommend (before laying the turnout) painting the ties a light grey/brown and the sides of the rails a rust colour of your choice.

Dimensions: The height of the turnouts from bottom to top of rail is 0.180 inches. In comparison, Tomalco code 100 flextrack has a height of 0.200 inches. The distance from end of point blade to point of the crossing frog is: #4, 198mm (7-13/16"); #6, 260mm (10-1/4"); #8, 287mm (11-5/16"). When laid back to back to form a crossover the center spacing is as follows: #4 turnout track centers on a crossover are 3-3/16". From tip of blades to the other tip of blades it is 21-1/16". #6 track centers are 2-3/4". From blade to blade #6 measurement is 26". #8 track center are 2-1/2" and blade to blade is 28".

Hints and Tips:

- To match the height of Tomalco or Shinohara track lay a shim of cardstock under the turnout. You'll have to trim out the tie bar area. I suggest sealing the cardstock with varnish prior to ballasting.
- Use fine sandpaper to smooth the underneath of the stock rails above the tie-bar if operation is tight.
- Square off the ends of the ties (in pairs) on the curved stock rail side with a Micro-Mark Nibbling Cutter (part # 81477). Just one snip, and the tie is cut to the exact same length as the Shinohara flex track.

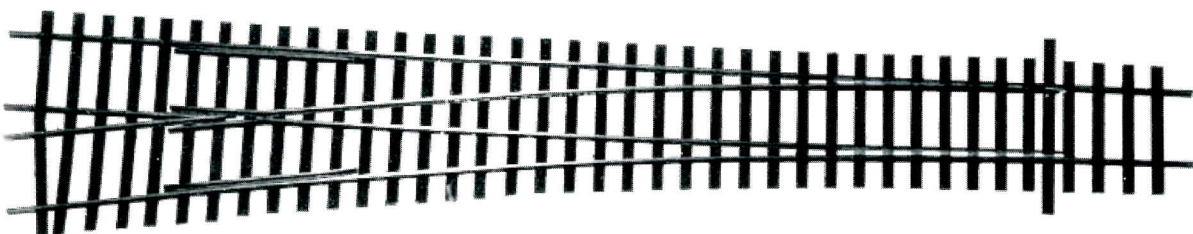
The price of a pair of turnouts (Kelvin prefers to sell in pairs of 1R and 1L) is about \$83.00, including shipping, depending on the current exchange rate. It's best to contact Kelvin first to determine cost, availability and procedure (see New Products).

Following are some quotes from some current users:

"Perfectly gauged throughout the entire length. Nobody's ever been able to do this before. Points and frogs and guard rails are machined very precisely and flared gradually like they should be. No sharp bends in the rail. Looks great. Closure rails are not hinged. All-in-all, a mighty fine product!" Ed Loizeaux.

"I am quite impressed with the turnouts. The only concern is that if the rails ever need adjusting, you would need a blow torch to move them. I put my caliper and gauging tools to one of the ones just received, and it indeed is just fine." Jim Kindraka

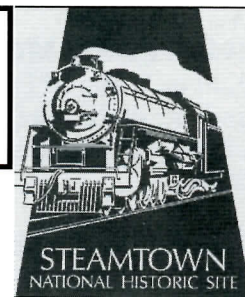
"They look good. I like the space at the end of the rails so there is room for rail joiners." Michael Scivoletti.





NASG CONVENTION UPDATE

STEAMTOWN 2001



NASG ANNUAL CONVENTION STEAMTOWN USA UPDATE JULY 24-28, 2001

A Little Homework: On page 10 of the April issue there were some times left out due to printers computer not reading my program. Under each day's schedule where it says "departure point **fi** hour early", it should read "departure point 1/2 hour early." In other words, one half hour early.

Trolley Museum: The Trolley Museum now has their trolleys rolling. The fare for the ride is \$3.50 for adults 18 and up and \$2.50 for kids. The NASG registration includes entrance to the museum, but not for the ride itself. The daily departures are 9:30 a.m., 10:45 a.m., Noon, 1:30 p.m., 2:30 p.m. and 3:30 p.m. Allow an hour for each trip. Capacity for each trip is 65.

New Clinic: Mr. Forwood "Fordy" Smith will be giving a special clinic: Steam, Electric and Routes of the Pennsy. The clinic will start on Friday, July 27th, at 10 a.m. in one of the clinic rooms, and it will finish at Steamtown at one of the display steamers. At the end of Fordy's presentation he will be happy to answer your questions. Fordy is an old-time steam engineer, and later he ran GG1s. Come to the clinic for great information and entertaining stories. It's free

Non-Tour Layout Open House: Our President Elect Roy Hoffman is inviting those heading to Scranton to drop in and see his famous Penn Western. He most likely will be around the weekend before and up and through Tuesday, July 24, from around 8 a.m. to about 9 in the evening each day.

He says, I'm just off the PA Turnpike. Take Exit 15 (Blue Mountain). Go right on Rte. 997 (south) and drive 4 miles to village of Roxbury. Follow 997 another mile past the "Holiness Camp" on the right to just past a street going into Hillside Estates on the left. We are the third house on the left after that street. It's a brown rancher with a basketball hoop in the driveway and a RR Crossing sign out front. The address is 13544 Cumberland Hwy (Rt. 997).

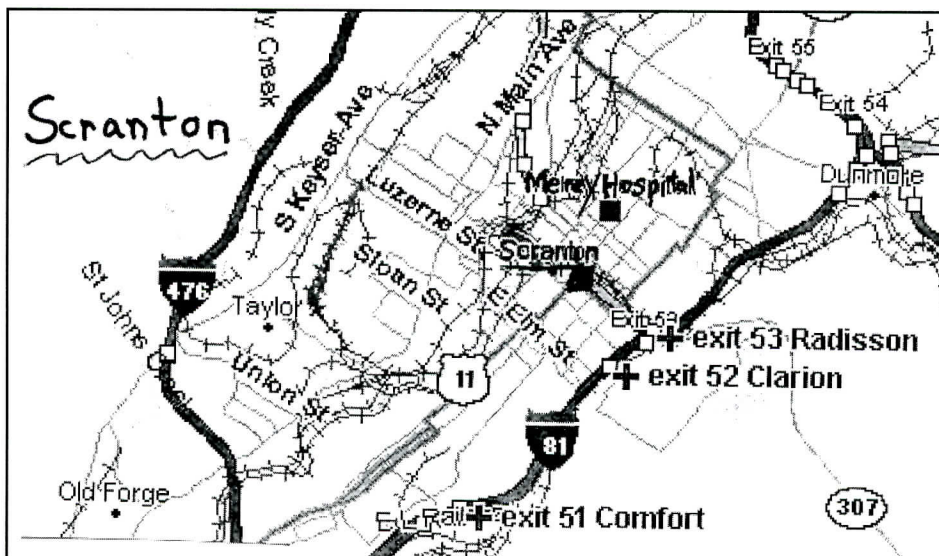
If you are coming north up I-81 take Exit #8 (Scotland) and go north on #997 for about 10 miles. You pass Letterkenney Army Depot on the way. After you pass George's Market on the left, look for the Brown Rancher.

Diner Alert: With the NASG convention back in the northeast, some of you (like me) might want to seek out the railroad looking diners for some chow. There are several in the Wilkes Barre-Scranton area. I can't attest to the quality, but here are some names:

Six East (Dickson City), Suzannes, Toppers (Clark's Summit), Lombards (Pittston), Skyliner (Pittston). Here are two in Scranton - Chicks and Glider.

Those coming across scenic Rt. 6 in northern Pennsylvania might want to check out the Wellsboro Diner and the Smethport Diner in those towns. Both have "good food" reputations. There are several around Allentown (Rts 222 and 412), Harrisburg (Rt. 22), Lebanon (usually off the I system on Rt. 22 and 322). And don't forget the Sunrise Diner in Jim Thorpe right across the street from a railroad museum (Rt. 209).

Auction: It has been confirmed that the dauntless Jamie Bothwell will indeed conduct the Saturday night auction again.



THE WAY IT WAS

By Marvin Layman

"Snagging the Mail"

My Dad was reluctant to send me to the Rock Island station to pick up Railway Express packages. Usually, the packages contained parts he urgently needed to complete the repair of an automobile or tractor being worked on in the back of his store. He knew that if a through train was due and the station agent had the station signal at forty-five degrees, I would stay to see the order pickup by an engine man and the conductor. Further, if a mailbag was posted (hung), I wouldn't return to the store until it was transferred to the mail car of a train speeding through town. In a small western Kansas town along the railroad, that was excitement. It beat loafing on the corner in front of the drugstore on Saturday evening.

When our A. C. Gilbert American Flyer layout was constructed in the seventies, a mail pickup pole and drop stand (for mailbags) was strategically located for ease of operation. Many enjoyable hours have been spent with my children and grandchildren picking up (catching) and dropping off (throwing out) mail bags using the 718 or 918 operating mail car. As many know, the mailbag operation is as much an art form as it is a science. The throwing and catching the mailbags requires precise timing and takes practice. Successful operation when demonstrating this accessory is not always guaranteed.

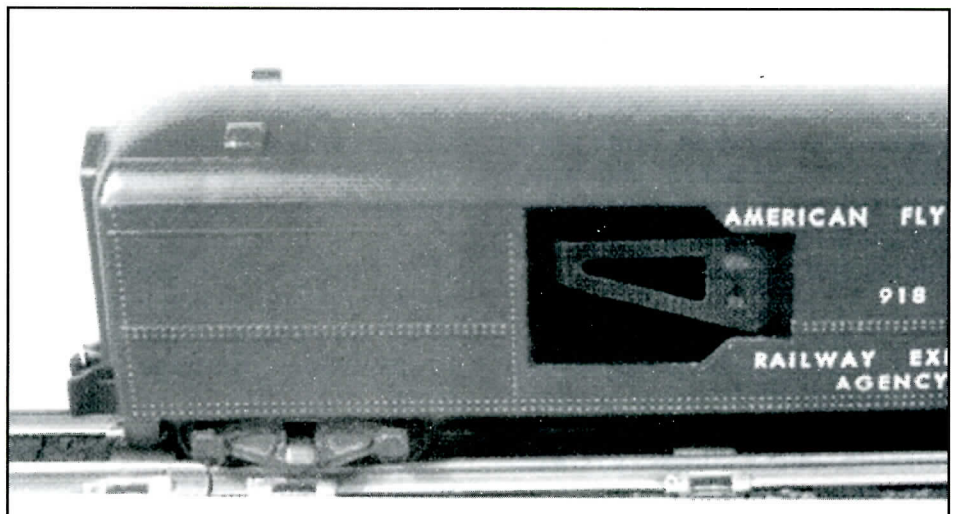
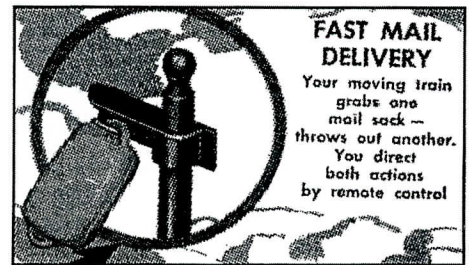
An interesting event and observation occurred recently, which deserves sharing with other layout operators. The neighbor boy (a seven-year-old) is eager to visit the layout anytime (No, all the time). His Dad accompanied him on his last visit. The boy, in telling his

Dad about the various accessories and what they did, noticed the mailbags and asked me as to their purpose. In explaining the picking up of mail along the right of way, I noted his Dad was equally interested. I inquired as to their knowledge about how mail was handled when trains were the principle transportation. They knew that trains had played a major historical roll in moving the mails. They didn't know particulars, mainly how it was done. I began by relating how Railroad Post office (RPO) mail was sorted (processed) while trains went from station to station. Further, the procedure used to pickup and deliver first class and special delivery mail at small towns. All at once, I found myself not just entertaining (running trains) but teaching railroad history which, in part, explained the trains and accessories supplied by A. C. Gilbert to the toy market. I was explaining the way things were in the real world that caused certain look alike toys to be popular. This brought me to the realization and an explanation why visitors to the layout are sometimes surprised and at other times confused.

Think with me a moment. When was it that you saw U. S. mail sacks snatched into a speeding train car? When was the last time you saw live cattle being loaded into a railroad stock car? What railroad presently has water tanks every ten miles along the right of

way that isn't a tourist attraction? When was it that you saw a train station that wasn't boarded up or used as a museum, restaurant, or something other than a station? When was the last time you saw a 40' wooden billboard reefer in a freight consist (train)?

All of these prototypes and more are modeled on our layout. There is a stockyard for loading cows, an electromagnetic crane for loading scrap metal, train stations and many by gone railroad items. Maybe, the layout entryway should have a sign above it stating that: "This is the way it was!" There is a railroad museum in Golden, Colorado near the Coors Brewery that has a great display of actual railroad items (steam engines, snow plows, open-end passenger cars, etc.) from the past. The museum and our layout have a lot in common. Only the layout has the advantage of displaying many things, as they were in the past, in a small space. Am I going to change the layout? No way! There is too much fun watching a mailbag snatch. And, I eagerly await giving my next history lesson.



S SPREE DRAWS BIG CROWD

New S Products a Big Attraction

By Alan Evans, Photos by Larry Robertson

SGaugers traveled to Columbus, Ohio, in May for the 14th annual Spring S Spree, and the number of new products to check out was fantastic. From Flyer collectible to "runners," from scale buildings to Plasticville, from hi rail to scale, and from plastic to brass models, the items were there.

Almost 300 (297 to be exact) attended, and a sell-out of vendor tables afforded the participants a busy and enjoyable weekend, even if the weather didn't cooperate. Host club for this year was the Central Ohio S Gaugers (COSG). Three Ohio club lay-outs were set up - COSG's multi-level, Miami Valley's hi-rail and Cuyahoga Valley's scale one.

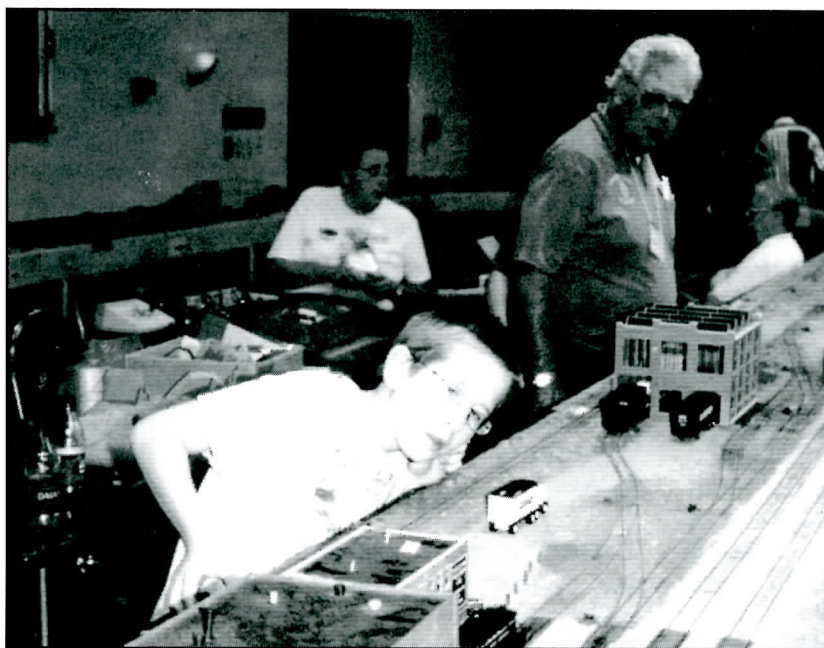
On Friday several of the wives toured the near-by Longaberger Basket Factory and saw how these collectible baskets are made - including special ones for right and left-handed people.

A hospitality room provided registrants a place to relax, drink a pop, enjoy some munchies and watch train videos. It was a retreat from the exhibition hall's excitement of buying and looking at trains.

Lots of new products displayed:

A majority of S gauge products soon to be released or already released were there to whet appetites.

American Models displayed the pilot model of the Empire State Express Hudson. AM also had painted samples of the soon to come E-8 in both Pennsy and Illinois Central schemes. An unpainted version of the SD-60 was shown. Sets of the recently released Budd cars were also on hand. Bill's Train Shop exhibited



Danny Jansky checks the movement of an SW1 engine into a building on the DCC layout of the Cuyahoga Valley S Gaugers. Dad, Joe Jansky, at right, lends his support.

Photo by Larry Robertson

that "beast" called the BL-2. Detail parts are yet to come, and then the model will be ready to ship, according to Bill Wade. BTS also displayed his small steam engines he now has available.

The Trainmaster chassis and a painted Pennsy version were available to check out on the Pennsylvania Heritage Models table.

River Raisin's Dan Navarre stated

in the Manufacturer's Seminar on Saturday morning that his company is still taking orders for the Union Pacific turbine.

S Helper Service showed production models the soon-to-arrive F-3's, painted samples of their new double sheathed boxcars and new caboose roadnames. Test shots of their flex track were also on hand.

S Loco and Supply had a mock-up of the Mogul steamer, now in the final stages of construction.

Southern Pacific's cab forward was on SouthWind Model's table - an impressive model. Geoff Graeber from Greenbriar Models presented his line of painted GP-30 engines.

A wide variety of building kits was on Bill Banta's display.

Laser cut car sides a hit:

Dave Engle from Kansas City brought samples of laser cut passenger car sides for the American Models smoothside cars. Produced by Dennis Sautters of Laser Horizons in Canton, Ohio, this manufacturer offers a variety of S scale car sides not available from

other sources. This product was discussed recently on the S trains list and may viewed on laserhriz@aol.com.

Picnic, prizes, and clinics:

The picnic to close the show on Saturday evening provided burgers, dogs and trimmings and a time to relax after the Spree and visit with other S Gaugers (and their spouses and family) and get to know them better. Everyone who attended went away a winner - of

some of a gift from the vast assortment of donated door prizes.

Winner of the C&O 5-car S Helper set was Tony Garza from Sidney, Ohio, a member of the Miami Valley S Gaugers. Winners in the model contest included Ed Kirstatter (Akron), Rob Berridge (Hilliard), Pete Silcox (Kennesaw, Georgia), Tom Hartrum (Dayton), and John Frazier (Delaware, Ohio).

A popular clinic was "buying trains on E-bay" conducted by Brenda Lavender. Spree Registrar John Gafney provided the laptop computer, Art Lofton the overhead projector connected to the laptop, and Brenda shared some of her techniques for buying on the web.

John Frazier's clinic on "Buildings in a Hurry" using the office copier was held on Friday night, and Jack McLaughlin provided tips on "Care and maintaining American Flyer." A history of some short line railroads in the US was the topic of Larry Robertson's clinic.

NASG talks up Steamtown:

The Steamtown Convention infor-

mation was available at the NASG table, staffed by Harriet and Bill Mark III and Bill Mark Jr. John Foley and Bill Fuhrman were also on hand to provide information about the 2001 Convention.

Train races attract crowd:

A crowd in the hallway Saturday afternoon signaled the start of the train races. Winners included Mark Iman (AF docksider) and Jack McLaughlin (AF Baldwin diesel). In the Top Eliminator category, Mike Kroppe's venerable -but swift! - DC powered Miller switcher eliminated both AF categories for top honors.

A lot of good-natured bantering and jesting took place during the races conducted by COSG member Rob Berridge and assisted by the famous bearded one, Art Doty from Chicago/Badgerland, State Line, etc. clubs.

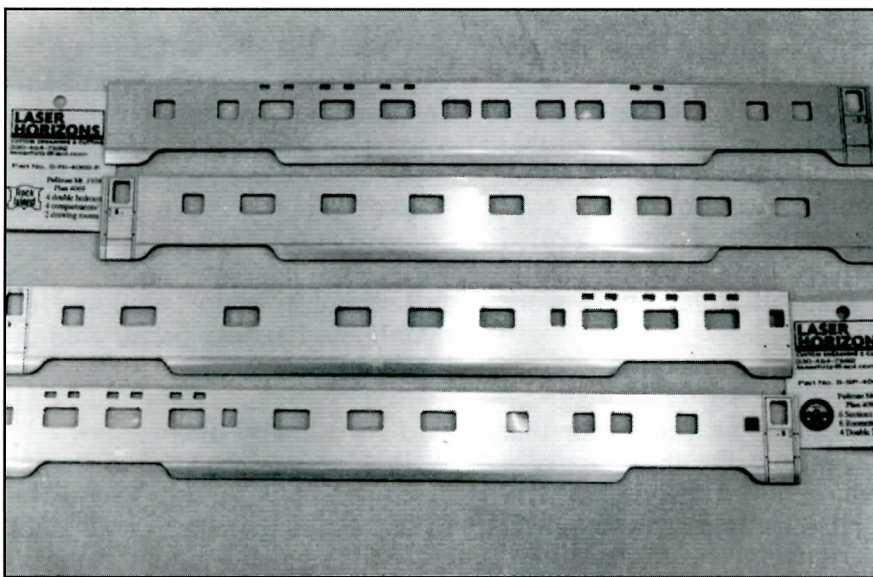
2002 S Spree to be in Middletown, Ohio:

The 2002 S Spree will be hosted by the Miami Valley S Gaugers May 10-11 at the Manchester Inn in Middletown, Ohio. In 2003 the Spree will rotate to the Cuyahoga

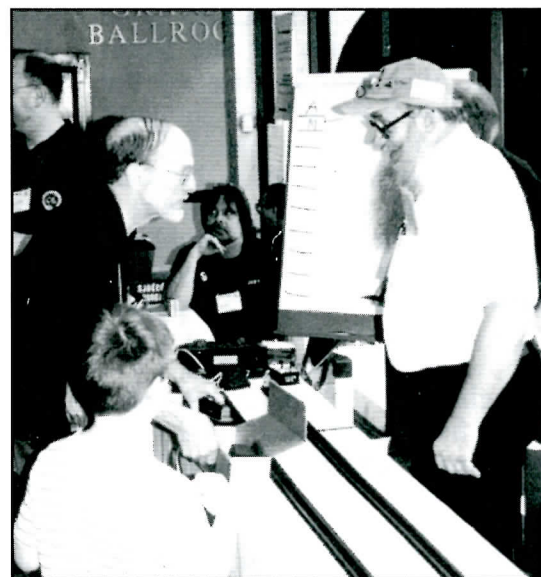
Valley S Gaugers in Cleveland, and in 2004 the Central Ohio S Gaugers will host once again.



Dolores Rouse of S Loco & Supply announces her company's products at the Saturday morning Manufacturers' Seminar at the Spring S Spree



An unexpected product surfaced at the S Spree. Laser Horizons is producing these passenger car sides to use as replacements on American Models smoothside passenger cars. There's a choice of thick or thin. Thick can be cut in, and thin can be overlaid.



No Art, says Alan Evans (left), there isn't a train race club you can join. Art Doty (right) is noted for belonging to many, many organizations.

MISSIONARIES FOR S

By Jay Mellon

How it Began: We (the entire 4-member Crescent City S Gaugers) were returning from a train show in Baton rouge, LA, when Dan Waskes said something like, "You know, we should put together some kind of a display to take to local train shows. We NEVER see any S at these things. We all agreed this was a wonderful idea - here's our story.

I had initially thought of building a layout using S-Mod specifications. The main problem with this approach is that we did not have access to a big vehicle or trailer, and we are a small club with a limited budget. Actually we have no officers or budget. The whole thing had to fit into my station wagon.

In Kalmbach's *101 Track Plans...* I finally decided on a simplification of plan No. 10, the Pittsburgh, Midvale & Ironton. We had already committed to a GATS show in 2 months, and to start with all we had was a stack of lumber.

Unfortunately, I had to take a 2-week business trip to Portland, OR, where I was fortunate to be able to meet with the late Norm Strain and Bob Boring of the Northwest S Scalpers and see their wonderful layout. I had left the start of our layout up to Norman Maunz, but when I got back, I found out he had back problems and was unable to start anything. Now we only had 6 weeks to go.

Construction Details

Benchwork: Time-tested butt joint framework was used with 1x4 pine. We used 3/4" thick "blue board" for the section top. Framework was adjusted to allow the foam to be recessed inside the outside wooden framework. The foam was attached to the framework with yellow glue and small nails. We used 2" x 2" pine for the legs with bottoms fitted with 5/16"x 2.5" tee nuts and bolts to

level the layout. The layout stands 41" off the floor without the leveling bolts extended. Since we only used 4 legs to support 2' 4" x 8' sections, we had to resort to substantial cross bracing. There is a separate control platform that attaches to the rear of the layout.

Track & Roadbed: We used American Models code 148 flex track and cork roadbed (1/2 O and 1/2 HO). The roadbed is glued to the foam board with yellow glue. It was sealed with a coat of dilute gray flat latex paint (1:1 with water). Track was attached temporarily with HO track nails and then ballasted with Woodland Scenics' medium sized ballast (mixed gray or 1:1 mixture of gray/cinders). Rubbing alcohol (70% isopropanol) was used as a wetting agent followed by either matte medium or dilute white glue (1:1 with water). When this dries, the track looks great and is held securely.

Structures: We used mostly modified and painted Plasticville and K-Line structures.

Scenery: Model hills were constructed from layers of leftover polyfoam board glued together with yellow glue. Grass, bushes and trees are mostly Woodland Scenics products. Because of the foam base, only water soluble paints and glues could be used. City roads turned out to be a continuing challenge. I finally settled on styrene sheet, although matte board from art store should work as well.

The Big Test

We got the layout set up for that first show, and the thing actually worked. The learning curve was steep. First, the track configuration I had originally chosen had some drawbacks. It essentially consisted of a small yard that exited into the mainline which meandered around the layout to a dead end on the far side. This was fine for a switching operation, but we soon discovered

that train show attendees, especially kids, just want to see trains run. There also was no barrier at the end of the point-to-point layout, so we had to be vigilant. Dan caught my new AM PA-1 in mid-air twice that first day. Next day we erected a barrier to prevent that. By the next show 2 months later we had a modified "dogbone" configuration in place.

Improvements

We have continued to make improvements over the years. Norman is our electronics guru. He inserted a power block system that gives better operational control. He also added a rectifier so that we can run AC or DC from my old AF transformer. We use that to run AF power and newer MRC, MTH power to run newer stuff.

Other improvements: push-pull choke rod turnout controls, better leg attachments, flashing cross-buck signs, acrylic shield on the front and sides, backdrop boards and other scenery enhancements. Norman also built a staging yard module that uses the sector plate concept which attaches to the back of the main layout and features hand-laid rail.

What We Would Do Over

The matte medium bonding of ballast and track began to break loose after time. The 1:1 white glue method worked better but created "noise" problems. So, now I use white glue for trackage on sidings, yards and interface joints. I use full-strength matte medium on mainlines. I would prefer fold-up legs for easier setup.

The Future

Well, of course, we need to continue superdetailing the scenery. I would like to paint and detail all of the buildings and mount them on their own bases. Eventually we might substitute true S scale buildings for some Plasticville items. Some of our newer members are working on a modular expansion project for the display layout.

They are in the process of defining these non S-Mod specifications so other clubs might try this method.

Full Circle

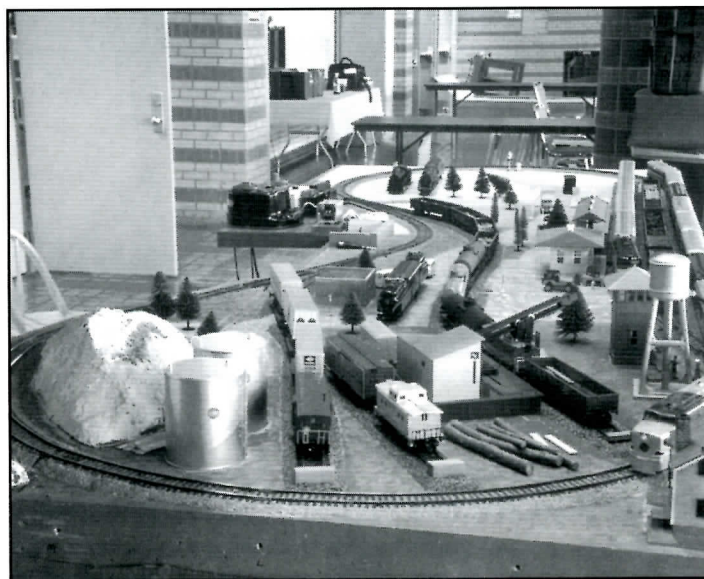
I shall return to my original theme, for all of those S folks out there on the fringes of the S mainstream, why not consider putting together a mall display layout to promote S scale. It does not have to be large or complicated. Maybe start out

with a simple loop of track and an operating train. Just something to catch the attention of show attendees so you can wax on about the advantages of 1/64" scale railroading. And too, these portable layouts give us a "test bed" for home layouts. Just **DO IT!**

Acknowledgements

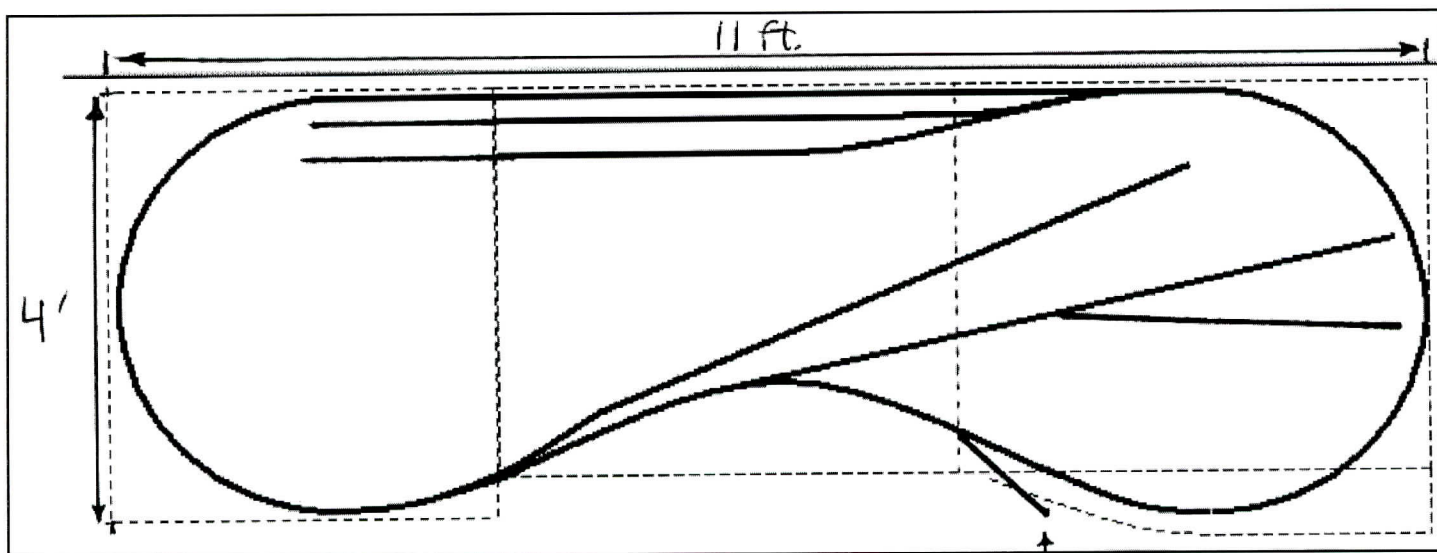
The display layout project has been principally the work of

Norman Maunz and myself. However, others have contributed to our efforts. Dan Waskes donated the lumber and a kit-bashed Plasticville structure. Gary McCullah helped out in the early stages with roadbed and trackwork. Now, it's back to work on the layout.



Notice the staging yard module above. At right is the expanded layout which now is dogbone shaped with the inset used for the operator. Rocket passenger train is passing through Waskes Corner. Note the sawmill and bulk oil storage facility.

Photos by Jay Mellon



The portable sectional layout of the Crescent City S Gaugers (Nawlins) has been enlarged from a 2-section 4' x 8' to a 3-section one which provides continuous running. A portable 4th section staging yard module can be added to the turnout at the bottom right. The club members feel their layout might inspire others to start with a much simpler single track layout just to get started. They feel this type of layout is also a good idea for clubs with less members.

Plan by Jay Mellon

**New from
American Models!**

1941 *Empire State Express*

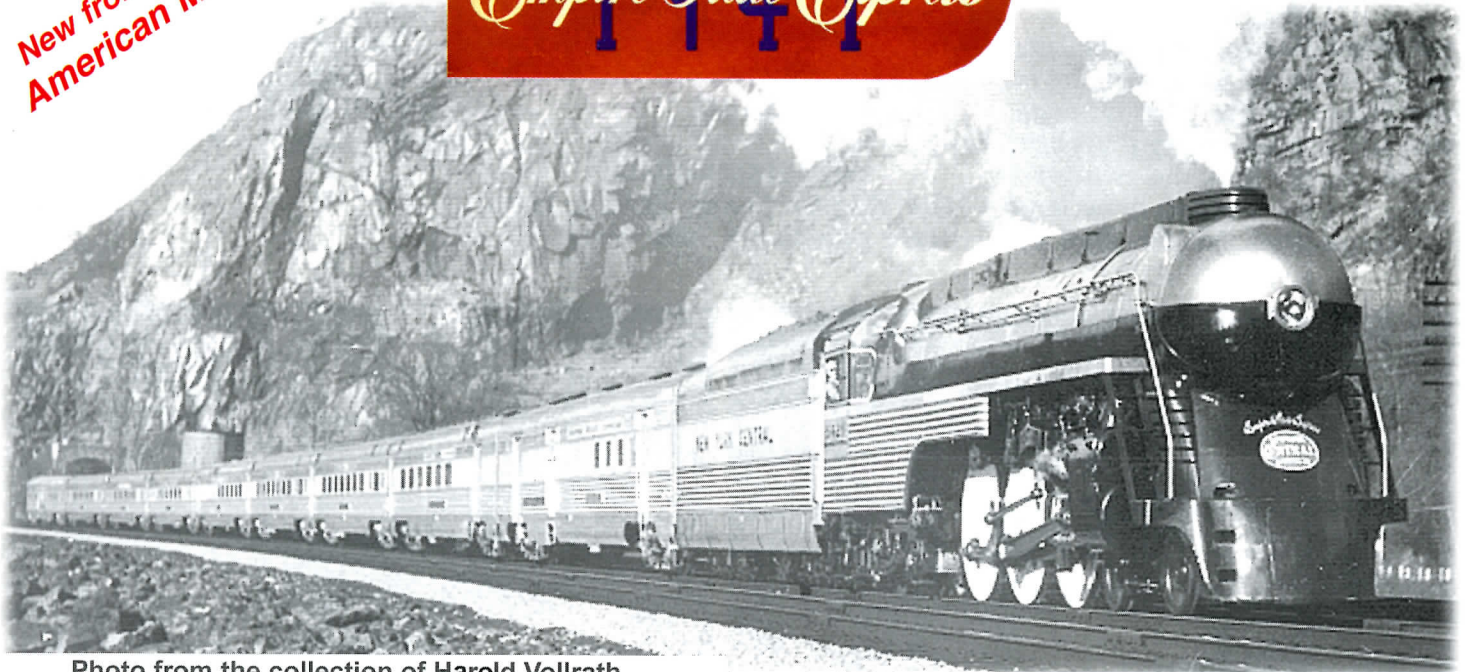


Photo from the collection of Harold Vollrath

December 1941 was the inaugural for the Empire State Express, a spectacular stainless-steel train built by the Edward G. Budd Co. for service between New York City, Detroit and Cleveland. The Empire State Express exceeded all expectations-in beauty, speed, luxury of appointments, smoothness of operation and travel comfort. Said to be the finest daylight train ever made.

Our Empire State set features;the J3a Hudson steam engine and 4 Empire State cars, authentically designed from official blueprints. All chrome plated in real chrome, die cast boiler, smoke and chug sounds, bell, whistle and headlight. 20 feet of track is a included. AC Flyer sets are \$699.95 and DC sets \$619.95. Three extra coaches are available in different numbers, \$83.95 ea. (74.95 scale painted silver).

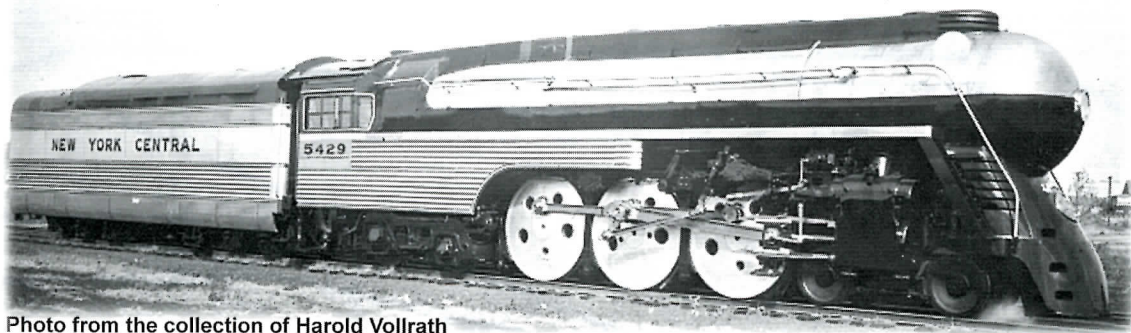


Photo from the collection of Harold Vollrath

The Hudson locomotives were specially styled by Henry Drefuss with fluted stainless steel tenders and engine siding. The two J3a Hudsons- Nos. 5426 and 5429 were fitted with the Scullin disk drivers. The slight difference between the two engines was the 5426 had the disks painted white and 5429 had them painted silver.

The giant Hudson locomotives were built by the American Locomotive Company. In road tests, they have developed 4,725 cylinder horse power and 3880 drawbar horse power. The 5426 will be available separately, it was often seen in later years (after diesels headed the Empire State Express) pulling the Mercury out of Chicago.

Engine only AC Flyer \$449.95 and DC versions \$369.95. Engine has "Gription" wheels and weighs just over 3 pounds. Shipping in August.

American Models, 10087 Colonial Industrial Dr., South Lyon, MI 48178

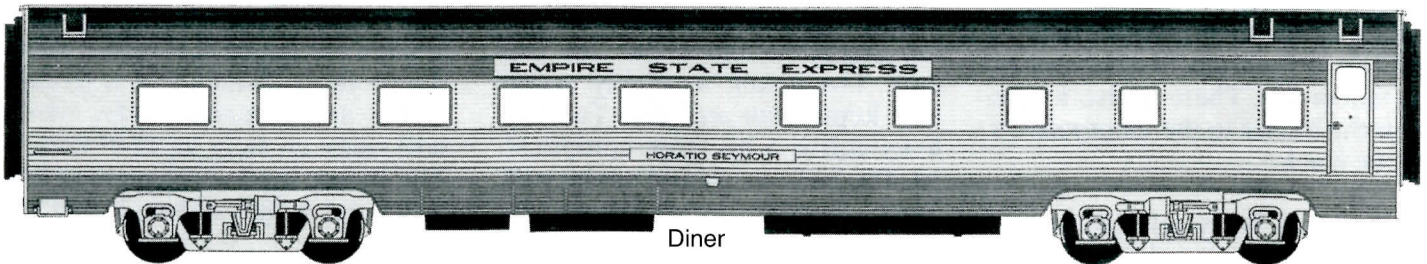
Phone 248-437-6800 Fax 248-437-9454 Web site at: www.americanmodels.com



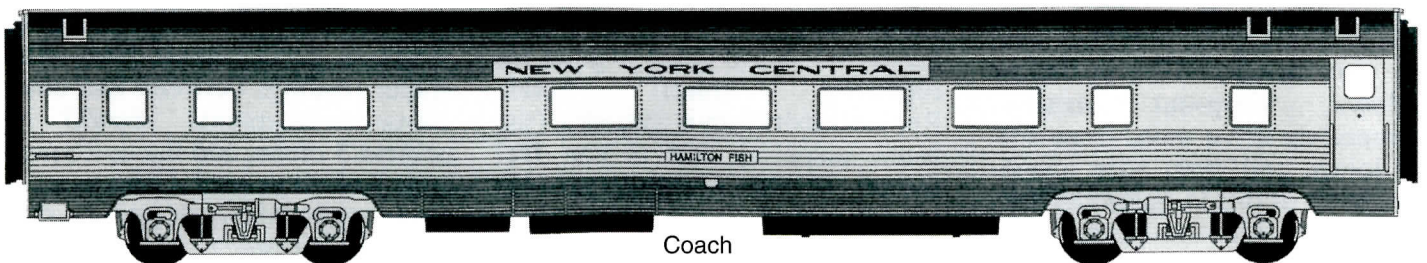
**New From
American Models!**



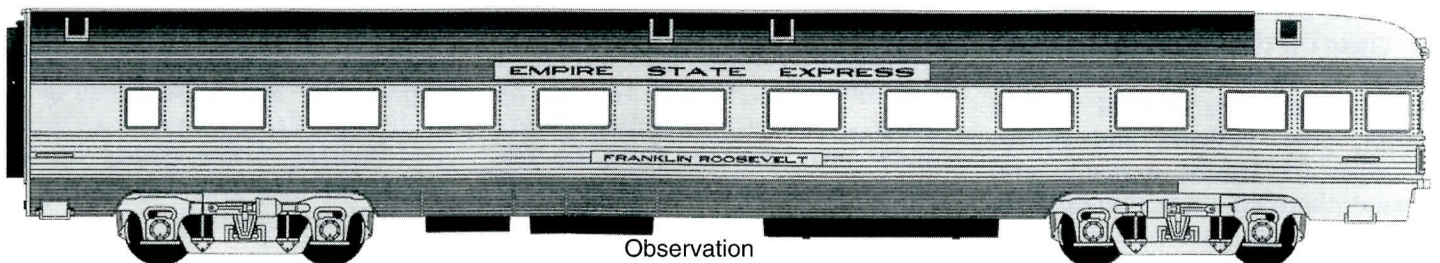
Baggage/ Mail



Diner



Coach



Observation

Available separately 4 car Budd sets. The Empire State Express was often seen being pulled by Alco PAs or E-8 engines in the 1950s and 60s. These cars were used to the end of passenger service. Hi-rail chrome \$319.95, scale in silver paint \$289.95 Extra coaches \$83.95 ea., scale \$74.95 ea.

- Operating AF compatible couplers.
- Full lighted interiors, all cars (three bulbs)
- Flush prototype windows
- All 36" wheel electrical pick up
- Die-cast and composite trucks
- Fully operating sprung trucks
- Die-cast frame with fine detailing
- 74 foot scale length
- Operates on AF curves
- Separately applied diaphragms
- Separately applied steel grab irons
- Separately applied truck details
- Hi-rail in 3 step chroming finish
- Trucks sprung and fully functional



See our web site for more information.

American Models



Fixin' Flyer

By David Dewey

Those Smokin' in the Tender Units.

No, we're not talking about burning reverse units, though they can cause smokin' in the tender! The first S gauge smoke units were in the locomotives' tenders and are known as smoke-in-tender units (abbreviated as SIT). These had their own motors and an on/off switch that stuck through the bottom of the tender. The most visible feature of these is the filler tube and cap in the right front corner of the tender top. There is also a tube from the tender to the locomotive's smoke stack.

While it is a fairly reliable unit, it is much more complex than the later smoke-in-boiler units (also called SIB). Typical problems with this unit include: holes in the air bellows, worn-out brushes, gummed-up drive train, loose solder joints, and worn wire insulation. Most of this is caused by age, although the wire insulation can be new and be eaten up by smoke fluid! To get to the unit, you must first take off the tender body. Don't forget to unscrew the filler cap first! Inside you should find a motor, gear, bellows and smoke chamber (or rarely, a piston and smoke chamber unit) mounted on a die-cast base that screws to the tender. The two screws are in the middle of the unit, and the bellows must be in the collapsed position to reach them (Fig 1).

Check your base for warpage; the motor bearings are part of the base, and the drive gears can bind if it is too warped. Clean the motor as you would any steam loco motor, and lubricate similarly. Two screws on the brush holder keep it together. There is a brass tube behind the holder on each screw to space it from the field. When reassembling the motor, I put the

bottom screw through the holder, add the tube, and then put it in place. Be careful of the field leads when disassembling; the lead near the holder is long, going through the frame to the smoke unit with an insulating tube over it. The other lead goes to the bottom brush spring. Fig 2 shows the routing.

While the motor is apart, and the bellows arm unscrewed from the drive gear, check it for "gumminess" and clean the area; tuner cleaner is useful for getting rid of the old gunk. There are two versions of the smoke chamber: one has cloth bellows to pump the smoke out, and the other has a piston assembly, much like the SIB unit. The piston assembly works best kept clean and dry. The bellows unit is a bit more complicated. The bellows should not be stiff. They develop holes along the folds. While they will function well even with small holes, they should be easily collapsed. I have heard that "Shoo Goo" is good for repairing small holes. Replacement cloth is available (the usual suspects), but if you feel unsure of the regluing process (which would take a whole separate article) see if you can find a player piano "nut," er, restorer, near you. Light action cloth makes wonderful bellows cloth and he, or she, should be able to fix you up quickly. While mentioning player piano parts, the tube from the tender to stack can also be replaced with player tubing. Be careful when routing it over the motor field so that it doesn't get pinched between the field and the boiler body..

After gluing in place, the new cloth must be pre-folded; note that the top and bottom sides fold in, while both sides fold in their center only. Note this when reassembling an old unit too, as they can become folded wrong, which causes early corner wear.

The heating element in these units seems to survive better than the

SIB units, but they do burn out or clog too. If you have an ohmmeter, the usual reading across the element is 35 to 50 ohms, which is a bit higher than the in-boiler units (they are usually 30-35 ohms). The lower reading will make more smoke, but it is also likely to burn out sooner! If the wires are still hooked to the motor, you'll probably get a reading around 8 ohms, which won't tell you if the element is good or not. The element is basically the same as the boiler units, and replacement is the same, except there is more space to work! The cover gasket can really be stuck on the chamber; take care and time when removing it. I always use magnifiers while working on these elements; it is so easy to not see a crossed wire, which will cause an early burnout failure. The motor itself is very much like a steamer motor, although smaller.

The commutator is also a bit more flimsy, but can be polished to improve performance. The ohmmeter readings between two commutator segments should be around 3 ohms, and the coil measures 3 ohms as well. Cleanliness is imperative to smooth operation! It doesn't take much "gunk" to hang up one of the small brushes. Service it as noted for steam engines in previous columns. Lightly oil the worm bushing as well as the drive gear and the brush end bearing. I use grease on the worm and gear and very lightly on the bellows arm slot.

Wiring these units isn't hard, but it does follow some convoluted routes! I use a high-flex wire for the two wires to the locomotive cab, but I have found that the insulation used on this wire is affected by spilled smoke fluid. To correct that, I use some heat shrink tubing where it goes under the smoke unit base. Follow Fig 2 for the wire routing. It is also easier to solder the wires to the on-off switch with the smoke chamber and bellows removed. The rear truck lead to the loco follows along the left side of

the unit; the front lead loops under and out the right side. I like to leave a nice loose loop of wire on the truck rivets to allow easy flexing of the wires.

Don't forget to test your work before putting the tender body back on! Be careful when routing the wires so that they won't get tangled in the gear or bellows parts. Now, if ya got 'em, smoke 'em! (Non-toxic smoke only, of course!)

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!

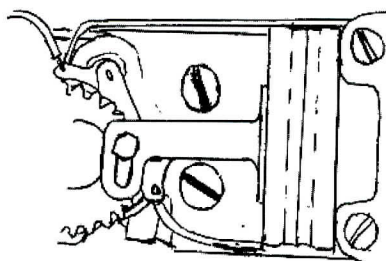


Fig 1

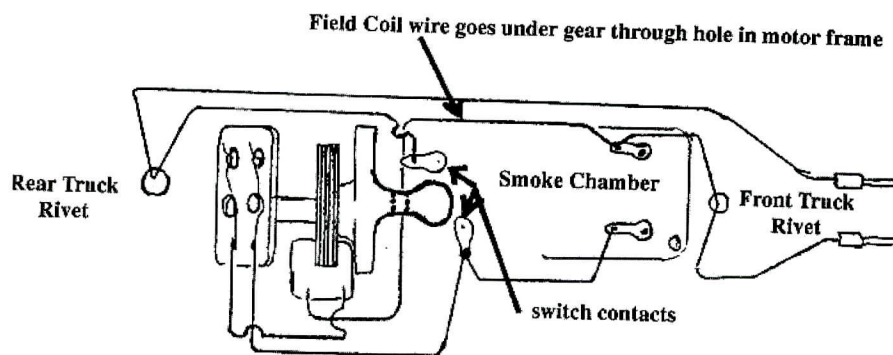
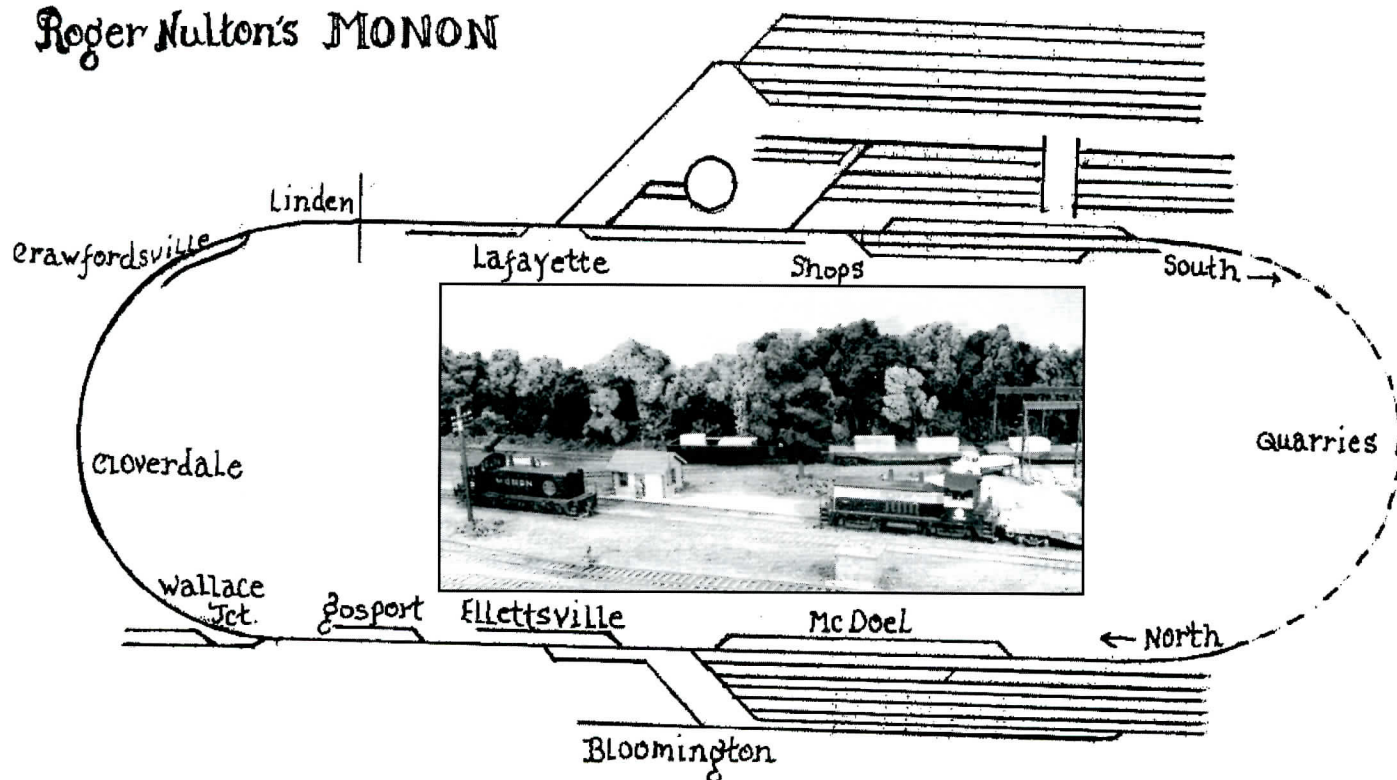


Fig. 2

Roger Nulton's MONON



This is the layout schematic of Roger Nulton's rebuilt Monon shown in the April issue. While not an exact track plan, this shows Roger's efforts to follow actual Monon locations. By using a schematic, even for a freelance model railroad, you can set up guidelines for an actual plan. If you don't have room for large yards (McDoel and Lafayette could be separate unscenicked staging yards). The dotted line on Roger's plan is only for continuous running. Photo shows 2 Oriental Models brass imports painted in two of the three schemes Monon used on its NW2s. Scene is in McDoel yard area.

Plan and photo by Roger Nulton

The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Notes on Building a Railmaster Exports Kit

One area in which Sn3 modelers are fortunate is the number of kit locomotives that are available. We have more kits available to us than the HOn3 and On3 modelers through several vendors. Backwoods Miniatures and South Park Finescale provide etched brass kits, while Railmaster Exports provides pewter/brass kits. B.T.S. is also entering the Sn3 pewter/brass kit market with their East Broad Top 2-8-2 #12, and it may be available by the time you read this. While a few may not consider the kits cheap, they are a much lower cost alternative to brass, and while most of them are also available built and painted, it is not that hard to build one.

Recently, I built one of Railmaster Exports new 4-4-0 kits. These are the first Sn3 models of any 4-4-0, which were in second place behind 2-6-0's in terms of total 3' gauge locomotives built. These kits represent Baldwin Class 8-16C and 8-18C locomotives. I have a reprint of the 1876 Baldwin narrow gauge catalog, which describes these as a Narrow Gauge Passenger Locomotive. Baldwin is known to have built 146 3' gauge 4-4-0's, or a little less than half the total number of 3' gauge 4-4-0's and more than any other manufacturer. They were used by narrow gauge railroads throughout the country. While some of my comments will be specific to the 4-4-0, most of them will generally apply to other pewter/brass kits.

What is in the box?

What do you receive when you purchase one of these kits? Included in the kit box are:

- Assembled frame/driver assembly, with gear mounted to one axle. The frame is made from nickel-silver.
- Can motor with mounted gearbox
- Pewter castings for the boiler, cab, tender
- Pewter detail castings (larger details such as domes, stacks, air tanks, toolboxes, engineer and fireman figures)
- Brass details (smaller details such as air pump, bell, brackets, air hoses, trucks)
- Brass wire for piping, handrails, etc.
- Plastic brake shoes for drivers
- Two sheets of etched brass parts of which one is builder and number plates.
- Twelve pages of instructions and two color photographs of complete models

The instructions include one page of general information on building the model, an S scale plan of South Pacific Coast #3, one page of parts list and a key for the larger sheet of etchings, three pages of black and white photos of different assemblies in various states of completion, and six pages of written instructions and assembly diagrams.

The builder will have to make some decisions when building this kit as it can be used to build either an early or somewhat rebuilt locomotive. Among the choices to builder:

- Early smaller peaked-roof cab or later larger arched-roof cab
- Short or extended smokebox
- Choice of three different stacks
- Choice of two different pilots
- Choice of earlier "splashes" over the drivers or later brakes
- On the tender, a choice of mod-

eling the wall between the water tank and the fuel area or allowing more room for sound and/or DCC decoders.

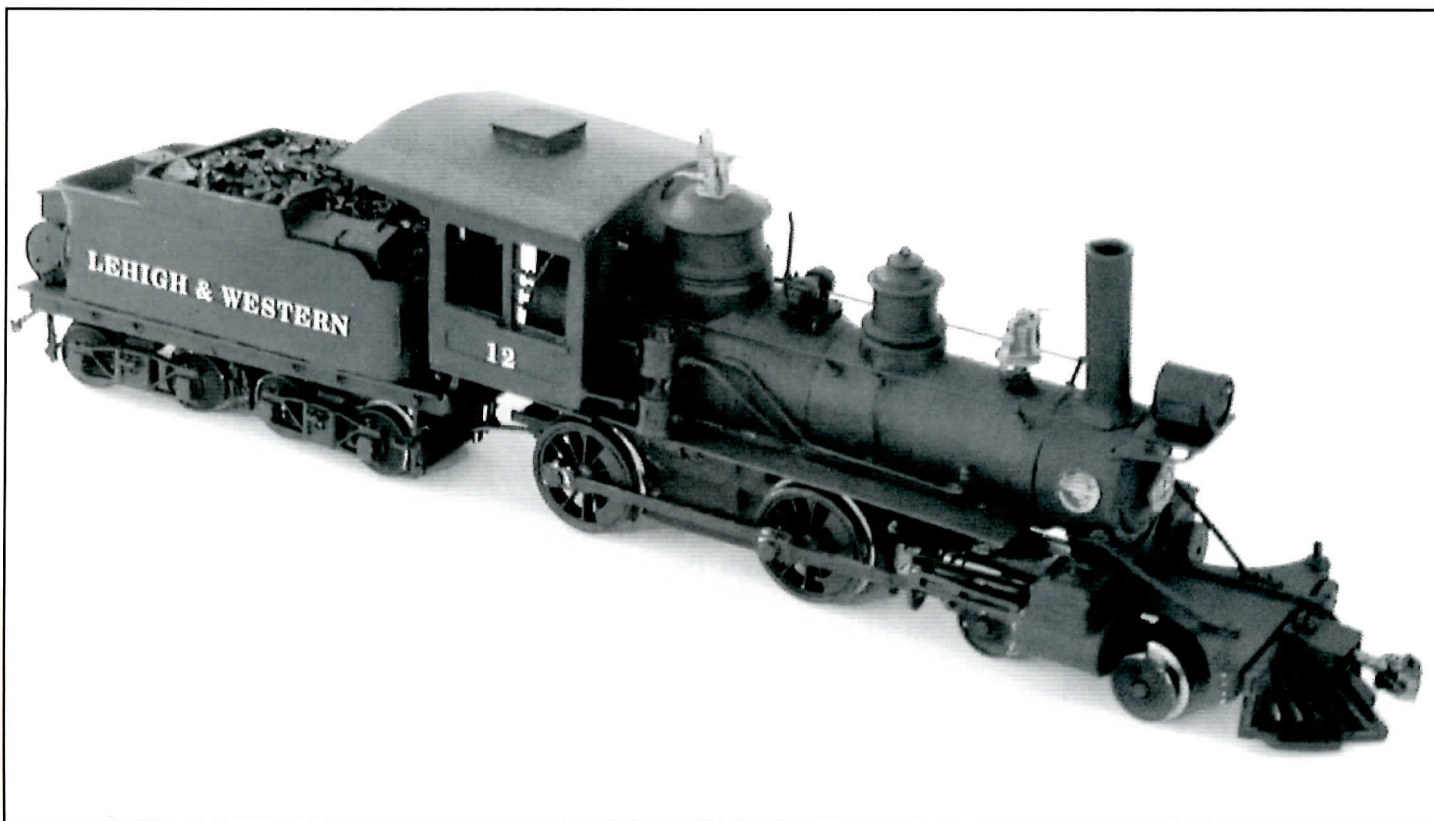
· Detailing (toolboxes, air tanks, headlights, piping, etc.) for a specific real or freelance model and era.

In addition to what is in the box, by contacting Railmaster directly, it is possible to substitute parts or have additional parts available. For example, if you wanted a larger tender, a tender from one of the 2-8-0 kits could be substituted. In my case, I wanted to model later rebuilt locomotive with electric headlights, so my kit included an extra bag of parts including a generator and additional headlights and brackets. This was provided with no extra charge. If you want to model a specific prototype locomotive, they request sending them a picture to help them supply the needed detail parts.

Assembly Methods

While I would not recommend one of these kits to someone with no kit building experience, I feel that it is no more difficult than building a resin car kit. However, they are not two evening kits. While the instructions mention that up to 100 hours may be required to build the kit, an experienced builder could complete one in half that time. It is important to take the time to and read and understand the instructions. If the builder is not familiar with the names of the various steam locomotive parts mentioned in the written instructions, the provided pictures and diagrams will help determine what parts go where.

While the instructions describe low temperature soldering the pewter castings, using ACC and epoxy are also mentioned. I used ACC and epoxy for most of the work. Other than the wiring, the only part that I somewhat recommend soldering is the crosshead guide to the frame, and the crosshead guides to the hangers.



You could get by using epoxy for this but this can be done using standard solder since the parts are all brass or nickel silver.

If you never heard of low temperature solder for the pewter parts, Walther's Temp-Low (part 949-525) is one choice that should be available from your local hobby shop. If you want to use the low temperature soldering method (190 deg F), and if you do not have a temperature controlled soldering iron, a standard light dimmer can be used to control a regular soldering iron.

The Mechanism

The operating mechanism is what first time locomotive builders fear the most. In this case the critical and hard work is done. The frame assembly has the drivers and the connecting rods installed. While the motor and gearbox were separate from the geared driver, all I had to do was take the bottom cover off the gearbox, place the gearbox over the axle gear, and then reinstall the gearbox cover. It did not take more than two minutes without any trouble. Later in the

assembly, the firebox casting will hold the motor. I deviated somewhat from the instructions and used bathtub caulk to hold the motor in place on the firebox casting.

When assembling the crossheads, guidebars, and main rods, make sure that the piston rods move easily, and that everything aligned. This can be accomplished by running the motor after each step to make sure there is no binding. All I had to do in my case was a little filing of the crosshead guides. I keep an old power pack at my workbench to run the motor during construction using jumpers with alligator clips to connect the motor electrical tabs to the power pack.

The Superstructure

The superstructure is what we actually see. Building the superstructure is no more difficult than building a car kit. This is also an area where you are into detail options, such as which stack, smokebox, headlight, etc. to choose. The locomotive superstructure is held in place to the frame by two screws. One is in the

front that also holds the pony truck in place, and the second is near the rear at the boiler backhead. The cab is designed to be removable and is held in place with two screws.

The Tender

The tender for this locomotive is very small. However, a smaller four-wheel tender was a Baldwin option when these locomotives were ordered. The tender body can be assembled with a "walk in deck" or with a deck cover to allow more room for sound, DCC decoders, etc. To gain the additional room, the two inside walls need to be cut back at the location scribed on their backs. This was my option and I made a cover from styrene, which is hidden by the coal load.

The tender floor is predrilled with holes for a speaker. Depending on its actual dimensions, a one-inch speaker may require its sides filed slightly. The tender body is held onto the frame with four screws.

Couplers

The rear coupler is straightforward

and the tender is designed for mounting a Kadee #5 coupler in its box. The front coupler is designed for the provided link coupler bar, which is included with the kit.

I wanted an operating front coupler, which was more work. I enlarged the coupler opening in the pilot opening as much as possible with a file. I then mounted a #26 coupler with a modified coupler box to the pilot with a screw. I had to trim away most of the rear of the coupler box to make it fit.

DCC/Sound Installation

Due to the small size of the locomotive and tender, this is not as easy an installation as on a larger locomotive. I use DCC and also wanted to install a Soundtraxx sound unit. My current preference is to use one of the high PWM frequency (silent) decoders from

Zimo or Lenz to control the motor and use a separate Soundtraxx DSX decoder for sound. If the motor decoder can be mounted in the boiler or cab and the Soundtraxx decoder and speaker mounted in the tender, than a minimum of wires need to be run between the tender and engine.

My first thought was to install a Zimo MX61 - 2000 in the smokebox area of the boiler for the motor control; however, it was too large to fit in the joint area between the boiler and smokebox. It was also too large to fit in the cab without showing through the windows. I had a Digitrax DZ121 decoder that did fit in the smokebox, so that is what I used.

In the tender I installed a one-inch speaker with the sides filed slightly, and a Soundtraxx DSX sound

only decoder. The tender is not large enough for a DSD series decoder.

On the Layout

Now my railroad has a locomotive to either haul a small passenger train or the president's business car special. It is always gratifying to me to see something I built run on my layout.

If anyone builds any of the locomotive kits, please at least take a picture and send it to Jeff or myself. As always, please write if the mood strikes.

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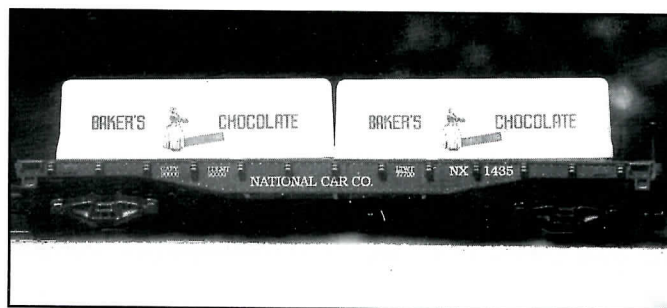
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THE CLUB SANDWICH

By Dave Pool

The Conn. S Gaugers (CSG) had one of their busiest springs in many years displaying their modular layout at no less than three train shows in March and early April. To some clubs this is no mean feat, however, the CSG does not usually have such an ambitious schedule of show displays. V.P. Steve Kutash worked overtime to plan and bring modules to the three train shows, in Conn. These included the Cheshire High School show in early March, the Housatonic RR Club show one week later, and the Jonathan Law HS. in Milford, CT on April 8.

Two members of the CSG had fathers who worked at the A.C. Gilbert Company, in New Haven, CT. Craig O'Connell, V.P. and editor of the club's newsletter, and Stanley Opalenik. Craig O'Connell hosted the club on April 28, in Hamden, CT. Members attending had the opportunity of operating and enjoying Craig's well-scenicked and detailed hi-rail layout. Craig has done research on industrial buildings in the New Haven, CT, area and used the prototype information to detail and kit bash the buildings that he has on his layout. The club was hosted by member George Leidinger in Waterbury, CT., in May. George has an extensive AF operating layout which the club members enjoyed. The CSG are tentatively planning on visiting member Stan Stokrocki, in Poughkeepsie, NY. in June for their monthly meeting. The CSG welcomed new members Todd Metcalf, from Manchester, CT and Dennis Caruso from Shenorock, NY at a recent gathering at one of the train shows that they attended and displayed their modular layout. The club sent a contribution to the Alzheimer's Assoc. in Poughkeepsie, N.Y. in

memory of Stanley W. Stokrocki, Stan's father, who passed away this Spring.

The CSG is considering taking their modular layout to the All Gauge Train Show to be held in August at the Yale University Field House in New Haven, CT. This show sponsored and organized by John and Robin Vanacore, members of the club and usually has a large turn-out of S gauge dealers and modelers. In the past, the Bristol S Gaugers (BSG) have brought and operated their modular layout at the well-attended show. In past years the South Jersey S Gaugers (SJSG) and the Baltimore Area AF Club (BAAFC) also brought their layouts and operated them. CSG president Bill Fuhrman is busy organizing the registrations of the upcoming NASG convention to be held in July, at Steamtown, in Scranton, PA.

Joe Pereira coordinates the **Canadian S Gauge Modelers**, who publish their newsletter, *Canadian S Scale Quarterly (CSSQ)* on a quarterly schedule (pronounced shed-u-al; I had a British sister-in law, God bless her). The newsletter is edited by the various members of the CSSQ on a round robin basis. Member Alex Binkley edited the recent issue which included a description of the Niagara Frontier Region of the NMRA's model RR convention held in Ottawa in late April. Alex lives in Ottawa and was trying to organize a meeting of the CSSQ members attending the convention. The next issue of the CSSQ will mark the tenth anniversary of the club organization. The past coordinator of the group was Paul Raham, who gave up his organizational chores to Joe Pereira about two years ago. It seems that Joe

would be glad to locate a new coordinator for the club activities. The CSSQ is investigating the possibility of producing a distinctly Canadian S gauge model RR car.

The CSSQ held a gathering of members hosted by Oliver & David Clubine, in Brantford, ON. A hardy band of S scalers braved the tough driving conditions to attend the annual pre-Christmas open house at Ridgehill Scale Models. An article in the recent newsletter described the layout construction activities of Hank Duivenbode of Innerkip, ON., a relative newcomer to our favorite gauge. Hank told how he met Oliver Clubine at a Model RR show in Toronto where Oliver had a display of S scale. With the help of a more experienced modeler (HO), a neighbor, the layout is taking shape rapidly and looked great in the photo included in the newsletter. The layout is in the shape of an E, and includes an overall area of 165 square feet. All turnouts are controlled by Tortoise motors, with switches controlling the signal lights. There are lights inside and outside the buildings, and flood lights to show off a cantilever bridge. All this construction in approximately one year's time. Hank plans to use DCC to control the layout. His neighbor Bill Ford who has been helping and encouraging Hank, hopes to learn about DCC with Hank, as they use it to control the new S gauge layout. Denis Fortier is the S-Canada president.

The South Jersey S Gaugers (SJSG) visited the Winged Foot & Western RR of Dr. Charles Patti, in Sudubon, N.J. in February as part of their Play Trains program. The model RR is a narrow gauge one with very detailed and complete scenery. The layout is a re-creation of an early 1900's logging camp, with scratch built buildings and scenery details. The layout was on a layout tour of a joint NMRA / NASG convention

in Valley Forge, Pa., some years ago. In March the club visited the home of Mert Gardner and his HO-scale Denver & Rio Grande Western model RR. The layout includes a spectacular gorge located between Fruita and Grand Junction, Colorado. Points along the layout are modeled after actual places, from pictures Mert gleaned from his extensive RR library. A radio control system and hand held throttles are used to operate the trains. The layout includes a system of block controls placed strategically throughout the track system. The *Waybill* is the club's newsletter, which is ably edited by Ed Claypoole.

SJSG member Mike McConnell wrote an article for a recent newsletter describing the Play Trains trip of the club to visit Dave Pierce's layout and display of S gauge trains. Eleven members visited the home of their host after attending the Nur Temple Train Show in Delaware. The S gauge layout of Dave Pierce is approx. 60 feet long, running the length of the basement, and is 11 feet wide. It includes elevated lines and large sweeping curves, along with AF accessories. An AF crane car has been recently installed with DCC controls for the boom, cab rotation, and winch operating motors. Another new addition to the layout is a Bowser turntable, with roundhouse and switch yard. Raised platforms at the passenger and freight stations have been added recently.

The **SJSG** president Dan DeSantis wrote an article describing the proposed changes in the club's election of officers. Presently the officers are elected every two years. Proposed changes would have the President, Secretary, and Assistant Treasurer elected for two year terms, starting in even numbered years. The Vice President and Treasurer would be elected for two year terms, starting in odd numbered years. This election process would insure that there was at least

two experienced officers in place to help any newly elected officers. There would be less need for members to assume the responsibility of the club's officer jobs during any year, as there would be at most three open positions, not five as present elections are held. If the change in By-laws is enacted, the present Vice President (Hank Worrell) and Treasurer (Pat Bigley) would be asked to remain in office for an additional year. The **SJSG** plans to set up and operate their layout at the Greenberg Train Show, Pennsauken, N.J. at the South Jersey Expo Center on July 28, & 29. This show comes at the tail end of the upcoming NASG convention.

The Black Sheep S Scalpers (BSSS) is an S scale club consisting of members from the South Jersey and Pennsylvania areas who are dedicated to the building and operation of trains using DCC with Sound. System One by Wangro and Soundtraxx steam & diesel decoders are used in a variety of motive power. The **BSSS** meets on a regular basis for strictly operating sessions, at the home of Bill Moore, in Gibbstown, N.J. Bill's layout is the former Lehigh Valley S Gaugers (LVSG) club layout bought from John Foley. An addition with a Y off the mainline connects to a triple switch back with approx. two percent grades. Bill Moore is also building another layout around his former photography studio which will measure approx. 20 feet x 29 feet. The **BSSS** have recently welcomed new members, Joe Hoffman and Mike Mogil. They are new to S gauge and have visited the operating sessions of the club and are joining the group.

The Western NY S Scale Assoc. (WNYSSA) was hosted by Gregg Mummert in Cowlesville, N.Y. on March 25. Work was done on the group's modules, and operation was available on Gregg's Christmas holiday layout (sans

scenery). Bud Rindfleisch brought his SHS Erie Lackawanna SW-9 with several cars that were run on the layout. Harold Morath brought a video of the Akron, OH area made in the early 1960's which was shown to every one's delight. The B & O, Erie, PRR, NYC, NKP, and AC & Y were all represented on the video. **WNYSSA** member Ron Kemp is investigating the operation of a train excursion in Gowanda, NY. which might be a good trip for the club members to take and have fellowship and gathering. The club held a meeting at the Railroad Showcase at the Kenan Center, Lockport, N.Y. in April. This was a model Railroad show, and the members met at a local restaurant for lunch and a meeting at 1:00 P.M. after attending the show. Gregg Mummert coordinates the group. They are investigating types of ballast that they can use on their modules, and they have weekly sessions for working on the modules.

The North Penn S Gaugers (NPSG) set up and operated their modular layout at the Greenberg Show, held at the Ft. Washington Expo Center, in mid-February. A 16 ft. x 20 ft. layout was set up and operated well for the crowds attending. A new safety/security item was added at the show for the first time. This was a light weight barrier formed by a one inch oak rod clamped to the modules to which was attached a yellow nylon rope at the perimeter. This formed a boundary for the visitors to keep well meaning souls from leaning on the plexiglass front face used on the modules. Plans are underway to include a lumber scene on one of the corner modules, and the club has ordered one of the new AF sawmill accessories for use on this module. Pat & Ray Nase hosted the club in late March, and enjoyed operation on the host's layout. Ray is one of the charter members of the **NPSG** and had an AF "O" gauge train set up as a Christmas display. Ray is an

accomplished restorer of the train equipment, according to the reports in the newsletter.

The **NPSG** passed a milestone in March, 2001. Exactly 13 years ago the group first met in the basement of Glenn Ritter and started the club on it's useful path of fun and fellowship. Member Bob Paul has started a new club website at <http://npsg3.homestead.cpm/files/npsgi.htm> The club was hosted by Norm Lepping in April, and Barry Simpson was scheduled to host in May. Phil, Linda and Allison Williams are planning to hosy the club in June to help with a layout construction project under way at their house. The **NPSG** is planning to bring their modular layout to the NASG convention this July for all attending to enjoy. A recent newsletter included a very preliminary schedule of events for the upcoming convention. The club is planning their annual picnic and outing at Glenn Ritter's in August.

The Baltimore Area AF Club (BAAFC) met at the home of member George Glover on April 19. in Westminster, MD. The club operated their layout at the Northwest High School in Germantown, MD. as a community service event. The event was sponsored by the Parent Student Teacher Assoc. of the school. The layout was operated from 10 AM until 3 PM in the afternoon as part of a program held that day at the school. The **BAAFC** has traditionally met for lunch at the York, PA, train meet, held in late April. Members meet at the dining hall to have lunch together usually on the Friday of the show, held on Friday and Saturday. Member David Avedesian is considering a workshop series for the club. Topics could include layout building, scenery development, electronics and wiring, engine repair, train module building and other related topics. The workshops could be done in connection with the club meetings, or separately.

Coordinator of the **BAAFC** is Ron Kolb, and he is working with David Avedesian to develop workshop activities.

Since beginning from scratch three years ago, the **Atlantic Coast S Gaugers (ACSG)** now have more than 75 members, three divisions, and three operating modular layouts. The various divisions operate at more than a dozen shows in Virginia and the Carolinas each year. Joseph Haenn is active in the Carolinas Division, and runs Joe's Train Repair in Rougemont, NC.

The Chicagoland Assoc. of S Gaugers (CASG) have been working on a project for the Boy Scout Merit Badge, which was with a local troop. This project is on hold, as the scoutmaster is evaluating the troop's readiness and what details will be included for the project. Dave Sengenberger is Secretary of the club and edits the newsletter. Non commercial ads are accepted for publication in the newsletter. Norm Schreiner is President, Joe Taylor, V.P., and Dave Wise is Treasurer. Rich Ganjak is the Officer-at-Large. The club welcomed two new members at their April meeting. These are: Richard Ciesla from Chicago, and Ed Golden from Schaumburg, IL. Both are experienced S gaugers. The **CASG** is already planning for the 2002 Fall S Fest, which they will be hosting.

The Southeastern Michigan S Gaugers (SMSG) were hosted by Dave Held in March, in Imlay City, MI. Twenty five members and five quests were present. All enjoyed operations on the host's layout which includes well-done modeling of areas representing Detroit's rail history. The semi-annual **SMSG** swap meet was also held. The Club will set up their modular layout at the city counsel chambers or the Durand Municipal building for the Durand, MI. Railroad Days. Member Dale Baker was the host, and Terry

Dwyer coordinated the activity for the club. The Durand RR Days were May 18-20.

The **SMSG** are considering possibilities for the transport and storage of their modules. There was a proposal to purchase a trailer to store and move the layout modules to the various places that the club displays the layout, however, concerns were voiced and the purchase of a trailer will be considered further. Gaylord Gill is President; Gordon Michael, Secretary and newsletter editor; and Joel DeWitt, Treasurer. Members-at-Large are Dale Baker and Sig. Fleischmann. Dave Belanger hosted the club in April, in Waterford, MI. The club is planning to display their modular layout and hold their annual picnic in August at the Huckleberry RR Festival.

The Northern Ohio S Scalpers (NOSS) were hosted by Gary Ippolito in March, in Bay Village, OH. Luanne Merner fed the 17 members who attended, and a clinic was held to track plan using a six foot long module. The Club held a get-together at the NMRA model RR Show held at the Lakeland Community College, Kirkland, OH. on March 17 and 18. George Ricketts coordinated an S scale display to describe the advantages of S. A new member was inducted into the group, the well-known Joshua Seltzer. Member Jack Sudimak hosted the club in April, in Medina, OH. The club swap meet was held so that closets could be cleaned to make way for new S gauge kits and projects. A recent newsletter included a flyer describing the Train Excursion sponsored by the Orrville Railroad Heritage Society. The excursion was on May 12, and ran from Orrville, OH. to Pittsburgh, PA.

The Central Ohio S Gaugers (COSG) sponsored the 2001 Spring S Spree on May 18, 19, 20 at the Holiday Inn East, Columbus,

OH. It was the 14 th Annual all S gauge midwest gathering for scale, Hi-rail, Sn3, and AF. The show portion included 6000 sq. ft. for dealers and vendors and 3000 sq. ft. for layouts. A special show car was a flat car with two Krispy Kreme panel truck vehicles on it. A special tour of the Longaberger factory which makes baskets was available to attendees on Friday. Alan Evans edits the club newsletters.

The Cuyahoga Valley S Gaugers (CVSG) were hosted by Donna and Phil Beyer for their March meeting. The club has a tinplate AF portable layout along with a scale modular layout, both of which can be set up for display at club shows and other events. The scale layout was set up in May at the Spring Spree, in Columbus, OH, and it also will be displayed at the NMRA National Convention on July 13-15, in St Louis and at the NASG convention in Scranton, PA, on July 26-28. Election of officers was held in March and the following officers were duly elected: Lee McCarty, Pres.; Josh Seltzer, V.P.; Gene Rominski, Secretary; and Gregg Meltzer, Treasurer.

The **CVSG** is planning their own annual flea market fund raiser on the last Sunday in August (26), at the local UAW Hall. A firm contract has been made to have the S Spree 2003 at the Holiday Inn Select, Strongsville, OH, on Friday May 16 and Saturday May 17, 2003. AS well, the Club will host the NASG Annual Convention in the year 2002. Joe Jansky coordinated a wiring session on the tinplate portable club layout recently.

The State Line S Gaugers (SLSG) brought and displayed their layout at the tenth annual NMRA Midwest Region Rock River Valley Div. Train Show. It was held on April 7, 8 at the Jefferson High School, Rockford, IL. The Club previewed their expanded new 2.5 foot wide end

sections at the Lena Train Show, in early March. The **SLSG** modular group meets on most Tuesday evenings at the home of Dave Oberholtzer, in Capron. Member Dave Pippitt also works to coordinate the upkeep and maintenance of the club's modular layout. Member John Gianos announced that Michael Swalve (age 10) from Byron, IL. was the grand prize winner for the Club's year 2000 Train Contest. The Club is hosting the 26 th Annual Fall S Fest in November. The **SLSG** welcomed new members Donald F. Brown from Lena, IL. and his grandson, Fritz Werhane. James Millikin from Rockford, IL was also welcomed recently as a new member of the club.

The AF S Gaugers of the St. Louis Area (AFSGSLA) were hosted by Scot Pilarski in West St Louis County, Wildwood, MO. for their April meeting. In February, the Club's portable layout and double helix were set up and operated at the Dupo IL. Train Show. John Nosari hosted the club members in March, in Springfield, IL. John is disassembling his layout for a move to a new home. Gary Mueller edits the Club newsletter, and Moe Berk coordinates the activities of the group. Their motto is : And remember" It's just for the fun of it!". The first meeting in the Fall will be at the home of Cliff Saxton.

The Badgerland S Gaugers (BSG) set up and operated their modular layout at the Mad City Model RR Show, Madison, WI. The show broke all previous attendance records with over 14,000 visitors to the show. The Club's layout was 26 ft. x 34 ft. and looked better than ever, according to newsletter editor and secretary Ron Schlicht. Member Don Goeke brought a special Flyer GP7 engine that he equipped with a miniature camera for display to the show visitors. The receiver was connected to a 21 inch monitor

mounted on one of the module corners, with the sign: "Ride along with the Badgerland S Gaugers". The display was well received.

The **BSG** were hosted in February by Brad Nelson in Waukesha, WI,. Brad has a great hi-rail layout along with a display of a complete Fall S Fest train made up of special cars and a locomotive from all of the Fall S Fests. The March meeting was held in the back room of a large hobby shop, the Greenfield News & Hobby Shop. The host was Steve Jones in April, in Whitefish Bay, WI. This was the last general meeteting of the club until Fall. There will be a picnic held in the Summer, hosted by Ray Puls, of Genesee Depot, WI, on August 25.

The Golden Spike AF Club (GSAFC) was hosted by member Fred Alles, for their March meeting. Fred operated his layout for the club attendees. A discussion was held on AF smoke and the making of suitable fluid to simulate the original AF smoke smell. The Club set up their layout on the 2nd floor at the Hostellers Train Show, at the Ogden Union Station, in early March. Seven Boy Scout Troops visited the layout and inquired about S gauge trains. A plaque was presented to Gene Dovenbarger, in appreciation and recognition of being the driving force in founding, organizing, and directing the **GSAFC** (1993-2001). Gene hosted the club for their meeting in April, at his home in Roy, Utah. Eddie Strong hosted the club meeting in May, and there are plans to have a Summer party. Al Rawdon edits the club newsletters and it has an elaborate heading which includes a steam locomotive and a golden spike.

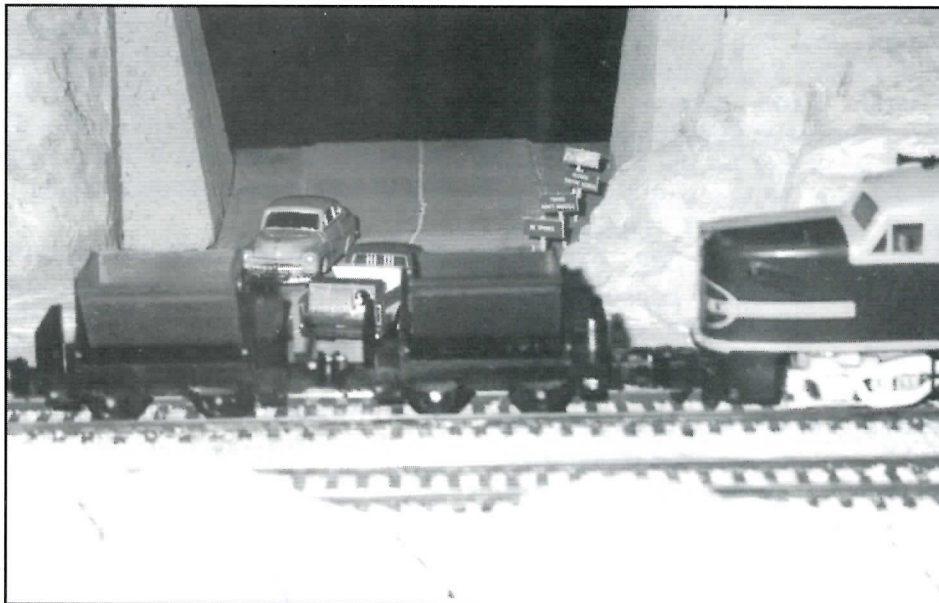
The **GSAFC** newsletter recently had an article by Fred Alles describing how to clean, repair and re-blue AF track. An article by Thomas Barker entitled: The Story Behind the Magnificent Gilbert Company was printed in the

newsletter. The officers of the **GSAFC** are as follows: Eddie Strong, President; Richard Meyer, V.P.; Scott Leonard, Treasurer; and Al Rawdon, Newsletter Editor.

The **Rocky Mountain Hi-Railers (RMHR)** set up their layout at the historic Boise Depot 76 th Anniversary Celebration Open House. This was held on April 21, 22. The Celebration included full size displays on tracks of a diesel loco from Boise Locomotive, a Caboose, and operating speeder rail motor. There were food vendors, elevator rides to the bell tower of the depot, and operating model RR layouts. The Club had a scheduled work session at Sam Rapp's workshop on May 18, to work on the roundhouse for the layout. The next scheduled show for set up and display of the Club's layout named the Lookout Junction, is November 10, 11, at the Boise Toy Show held at the Western Idaho Fairgrounds, Boise, ID. John Eichmann coordinates the activities of the **RMHR**.

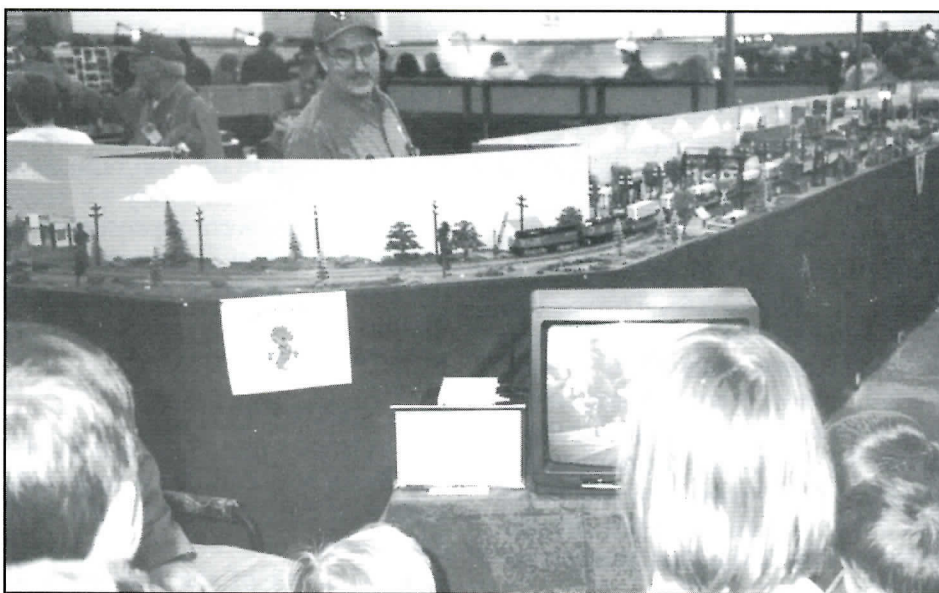
John Eichmann explained in a recent newsletter of the **RMHR** that he is planning his home layout, and has a train room painted, track lights installed on the ceiling, new blinds installed on the windows, and a masking tape 1:1 layout diagram on the floor of the train room. John explained that one of his new year resolutions was to start construction of his home layout. Other members of the Club have home layouts in varying stages of construction, including Sam Rapp with a large layout in his depot, and a first loop with elevations. Steve Blackburn has recently re-vamped his home layout. Bruce Renshaw has a great home layout, and Alan Udy is gradually progressing on his layout. Bill Sandrus is in the planning stage for his PRR Horseshoe Curve, and Tom LaPointe has constructed displays for his train room.

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



Doug Allen of the State-Line S Gaugers had a string of these little mine cars running on their modular layout. The cars are made by Lehmann and are found in toy stores. The sets of cars go by the name of Gnomy. Doug only did minor adjustments to the wheels to get them to work on code 148 track. It shouldn't be hard to install hi-rail or scale wheelsets. Besides the novelty effect, these have possibilities as scale mine cars.

Photo by Jeff Madden



In February Don Goeke of the Badgerland S Gaugers had a real show stopper with a mini-camcorder inside a Flyer GP relaying scenes to this TV set up by the BSG's modular layout. Kids and adults alike loved seeing themselves on TV as well as remotely following the train around the layout.

Photo by Jeff Madden

EXTRA BOARD

MORE STEAM

With all of the talk about the SHS Consolidation and BTS locos, I thought it was time for us to jump on the bandwagon. We have been surprised by the number of S scalers that don't know about the old SSL&S locomotive kits. While Claud Wade owned S Scale Locomotive & Supply (until 1989) he offered kits for the USRA light and heavy Mikes and Pacifics as well as the 0-8-0. These were accompanied by NKP, PM and C&O Berkshires; 5 consolidations and an AF Hudson conversion. The line also had separate USRA and Vanderbilt tenders. We have heard these referred to as, "All the parts to scratchbuild a locomotive in one box." There was some truth to that.

By the time we acquired the line it had passed through another owner and sat dormant for about 10 years. (We being, Fred and Dolores Rouse, the new owners of SSL&S). During that time, damaged or missing fixtures, the manufacturing costs of labor-intensive parts like milled frames, driver machining and assembly and even the lost was castings made the resurrection of the old line untenable. In order to bring back the lost wax detail parts at reasonable prices, we had to start casting ourselves and only sell directly. We also decided that we had to start from the beginning if we were going to build locomotive kits. During this time we had the good fortune to become associated with Simon Parent. Simon is an excellent modeler with a *Model Railroader* magazine "Model of the Month", to his credit, which was a scratchbuilt CN Pacific. Simon's work on patterns and kit design has been priceless.

We literally dissected the best running imported locomotives and also investigated the techniques used by British builders for their

fine scale photo-etched kits. We also had to "reinvent the wheel" with our new driver manufacturing system. We chose to start with a small locomotive with our Strasburg Railroad (CN) E10a Mogul. Updated photos of our development model showing the tender and more detail should be on our website at www.sscaleloco.com. Our goal has been to put out a kit that has the detail of the imports and can be built to run as smoothly as possible without having to be a master scratchbuilder.

We have the cast parts and original drawings from the old line and plan to use our developing methods to bring back the USRA locomotives from the old line and add all of the other USRA locomotives. We are also collecting data for a NYC ten-wheeler. Yes, S has lost many of the old manufacturers, but better models using modern building methods are on their way from today's builders. It's a great time to be in S scale. It is "The perfect size."

- Fred Rouse

LAST RUN

It is with great sadness that I have to report that Richard E. Buike passed away on April 13. He did a lot to promote S scale. He was the proprietor of the hobby shop Trackside Trains in Burlingame, CA. His shop had the largest selection of S scale in the San Francisco Bay area. Most of today's S scale manufacturers were represented in his shop. Dick will be very much missed by all the S scalers in the Bay area.

- Lee Johnson

TCA GETS S ITEMS

Jim Lyle told me of the bid by the Toy Train Museum for a large collection of Enhorning stuff that Bill Lane auctioned off. I anxiously awaited word of the bidding and was happy to hear from Jim of the winning bid. Jim also added that the museum displays and runs the AM Amtrak set and many S Helper cars. Of course, there's lots of

ACG too.

The NTTM (National Toy Train Museum) is located in Strasburg, Pa., which is arguably the best concentration of trains and model trains in the country. S will get a double benefit in that our heritage will be on display as well as the latest equipment. A lot of people will be visiting the museum so we couldn't ask for a better way to showcase our gauge. Our thanks should go out to Jim and Gary (Jim Lyle and Gary Lavinus of the TCA Museum) and the TCA for their efforts on our behalf.

- Roy Hoffman

MUSEUM FOLLOW UP

The Museum and Education Committee of the NTTM, under the direction of Committee Chairman Gary Lavinus now has the Enhorning items that Bill Lane had. Now, Gary would like to explore the display possibilities and needs your help. He is seeking any Enhorning paper including, but not limited to: catalogs, flyers, advertising sheets, instruction sheets, etc. Most of what was received was undecorated, so we need to know if they were factory finished or not. If you wish to help contact me at wjjm@aol.com or through the Toy Train Museum.

- Jim Lyle

BERNIE THOMAS WOMEN

Following is a list of women who were co-winners with their husbands of the Bernie Thomas Memorial Award: Barbara Seltzer with Josh, 1977 (actually added in 1992); Robin Thompson with Don in 1982; Elaine Powell with Sam in 1984; Diane Wade with Billy in 1997.

MOTORS TO AUSTRALIA

A word from down under. I have just installed Steve Blackburn's can motors in two of my ancient die-cast AF steamers. They came complete with a "worm" gear and dropped straight in. A perfect fit! The improvement in slow speed performance was amazing. Just

like a heart transplant.

- John Harvey, Beechworth, Victoria, 3747 Ausstralia. E-mail: brigadie@draget.com.au

S IN NON-S PULICATIONS

- July 2001 RMC has an article on the 2-level Sn3 Lake Tahoe Railway & Navigation Co. layout of Dave Darcey.

ON AM SMOOTHSIDES

I just received a brand new pair of Chinese-made calipers ...with these in my hands, I set out to measure the AM smoothside passenger car and compare it to the prototype. The prototype dimensions were obtained from page 54 of the book *The Official Pullman-Standard Library Volume 2, NYC*.

Overall height above railhead:

AM = 2.489" or 13'4"

Prototype = 13'6"

Difference = 2" or 1%

Bottom of windows to railhead:

AM = 1.314" or 7'

Prototype = 6'11-1/2"

Difference = 1/2" or .5%

Skirt width:

AM = .260" or 16-2/3"

Prototype = 20" (as built)

Difference = 3-1/3" or .2%

Since I am already planning on enlarging/modifying the windows, and I am not going to attempt changing the length, the above are the only dimensions needed (by me) to assess the AM car. Looks to me like the deviations from the prototype's "as built" dimensions are very trivial except for the skirt width -- although that might even be correct for a modified skirt. Since the NYC never used the shorter/modified skirt, I will need to enlarge the skirts on the NYC models or else cut them off entirely.

Overall, it seems to me that AM's smoothside car is a reasonably accurate model of a Pullman-Standard car.

I also checked the overall length out, even though I have no intention of cutting/splicing...

Overall body length (excluding end door frames):

AM = 15-3/8", 82 scale feet.

Overall body length (including end door frames):

AM = 1/8" longer = +8" = 82'8" scale feet.

Prototype body length (over end sills, excluding diaphragms:

This measurement varies a bit from car to car and is not totally consistent. However, diaphragm dimensions indicate the diaphragms are about 13" each when coupled (compressed). Thus, taking the overall coupled length and subtracting 26" for two diaphragms should yield the body length. So...

AM = 82'

Prototype = 82'4"

Difference = 4" or .4%

Since car lengths seemed to have varied a bit from one to another, I would surmise there is no one single dimension that would be correct for all "full length" cars. Close enough for my tastes.

Yep, the AM roof appears to be a little bit flatter than the prototype which has a tad more of an arch. Perhaps this accounts for why my side measurements came out correct, but the overall height was a bit on the low side. Perhaps it is all due to an under arched roof. Glad I'm not a rivet counter.

- Ed Loizeaux

AF 2-8-0

I converted a 5-digit 21145 0-8-0 by buying a K5 pilot, cutting it to fit and then adding a home-built 2 wheel lead truck. Ran fine. All done using existing screw holes. Only the K5 casting I bought was chopped. I didn't spoil the 21145 and kept the original pilot and pilot handrails in a jar. Later I converted it back to an 0-8-0 with no ill effects.

- Ted Weiler

S-CALENDAR

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

July 14, 2001: Sherman Hill Model RR Club swap meet and railfan combo. Cheyenne, WY, old UP Depot, 121 W. 15th St.. 9 a.m. Adults \$3.50, Children \$1.50, Families \$7.00. Robert Sherwood, 2837 Olive Dr., Cheyenne, WY 8200. (307) 638-8535, email: softmoods@vcn.com.

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.

Sept. 29, 2001: 2nd Iowa Fall Get-Together, Country Jct. Restaurant, Dyersville, IA (20 mi. west of Dubuque on U.S. 20). 9:30a.m. - 1 p.m. Registration \$5. Rich Luchsinger 319-556-8958.

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

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

found a regular column by Lee Johnson that details what is happening in S. This column covers events, new S products and S club activities. Very helpful, so helpful that I joined the Bay Area S Scalpers (BASS). After that came the NASG membership. More good info in the *Dispatch*. Add the NG&SLG and the NMRA Bulletin and I have plenty of good reading material. The articles help sell S.

3. Products: This one is tough. The local train store, only after being asked, came up with one AM set (the SP freight hauler), a track gauge and some track bumpers. On the other hand, I did find a store about 30 miles away that has a nice stock of S including engines, rolling stock, some track and parts. The one downside for me is the \$\$\$\$. I understand the reason for the higher prices (detail, low production), but that may scare some away.

4. People: In my limited experience in S, this is the best part. Probably because of the nature of S, the people are very giving and friendly. My brief association with the BASS group has been great, and I look forward to many years of friendship with the members. Both Bill Roberts and Ed Loizeaux have had me over their homes to help me learn more about S and modeling in general.

Overall, I think the way to get more people involved in S scale modeling is to let them know at every opportunity that we exist and what S scale offers. The BASS group will have modules up and running at the PCR convention in May. I can see all the converts now. Maybe I can sell all my HO stuff at the convention.

- Bruce Hansen. *Welcome aboard, ed.*

"S" tudent Circle: I was also one of those that used the Boy Scouts program back in the '60s as our church group sponsored them. I acquired enough kits to give each

interested member one and supplied the know-how to build it. I even had my wife and one of my sons enlisted. I have a similar program going now within the different "S" groups to entice them into craftsmanship and, possibly, into the NASG. I have furnished kits to the groups and installed an e-mail system for questions and answers - tips, kinks, etc. So far, I have 12 members working on kits (old Perma Bilts) that were donated by Wally Collins and a couple from my own inventory. Seems to be working fine.

- Russ Mobley

- lgprrr@mindspring.com

San Juan S Workshop: Hi all. First just wanted to let you know that this last week a few of us formed the San Juan S Workshop which covers the area from Pagosa Springs to Durango, Colorado, and beyond. Our areas are standard gauge, narrow gauge and even some traction. So far, in this informal group there are four of us with two more prospects. Two of us belong to the NASG, and all four belong (and are quite active) in the local NMRA division. We look forward to great fun and hope to find other S modelers in our area.

Next, the two active circuit letters I know of are #172.1 and #S-10-81. Are there others?

- Dick Wholf, Pagosa Springs, CO

Getting More Modelers into S: ...start writing more S articles and submit them, and don't stop after the first one, keep writing. Put your pencil (keyboard) where your mouth is and start writing. This is the area where S modelers can make a difference. Tell them how great S is by writing articles about what you are doing and how much fun S is. ... never compare S over other scales (major turnoff), just tell how great a time you are having building in S.

- Bill Banta (condensed from an e-mail).

Amen to that: What bill is stating

here is not only a powerful tool for promoting S scale, but one of the fringe benefits is that MR, RMC and other mainstream magazines pay for articles. Couldn't all of us use a little extra to finance our hobby. In addition, every year the NASG presents the Perles Publication Award in recognition of the efforts of the person(s) who best presents the S scale story to outsiders through an article published in a non-S scale publication. Big deal you say, the award plaque doesn't help my S empire grow. True, but the \$100 check that comes with this award does let you buy another kit or two. The Perles Publication Award (including check) has been presented since 1988. So you can not only spread the good word of S to others and help S grow through your articles, you can also reap monetary benefits from the same articles to buy more S products. As Bill says, start writing!

- Lee Johnson

If it weren't for American Models: ... I can't imagine the kind of criticism Ron (Bashista) has had to endure for all these years, but you have to realize that it's only a few that do the worst criticizing. For every critic there must be 10 or more who look forward to Ron's announcements of new products. I know I do. When AM put out the Budd cars, it opened lots of great possibilities for some beautiful runs of classic passenger trains. Now the streamlined Hudson is coming and ATSF warbonnet FP7s. Rivet counters are sure to get worked up over warbonnet FP7s and shortie Budd cars, but I always had a motto: "excellence, not perfection", and that has carried me through several layouts over the years. We need the rivet-counters to call us to a higher level of excellence in our hobby, but we have to let the criticism roll off our collective and individual backs. Anyway, hats off to American Models for almost 20 years. Keep 'em coming!

- Roy Hoffman P.S. Has anyone

seen what you can do with an AM Pacific and an SSL&S detail kit?

And a comment from Russ Mobley on this subject - All of the original kits by AM were made for scale guys as I recollect. I have one of each of the first batch.



You won't believe....

www.americanflyertrains.com

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

LAST MINUTE NEWS

River Raisin just popped up with the announcement of a new brass steam locomotive project. Hang onto your hat Bill Lane, it'll be a C&O T1 slash PRR J1a 2-10-4. Deposits of \$300.00 per model are now being accepted. Two versions will be built covering C&O T1 Class, numbers 3000 to 3039; and PRR J1/J1a class, numbers 6401 to 6500 and 6150 to 6174.

The C&O 2-10-4s mostly hauled coal (up to 165 cars) from Russell,

KY to Toledo, OH. The PRR locos were used throughout their system.

Delivery is scheduled for the summer of 2002. The models will be built in Korea by Boo-Rim Precision with the same level of quality and attention to detail as on the recent Berkshires. They will employ a smooth drive with the unparalleled running characteristic of a Swiss Maxon motor.

NASG COPY SERVICE

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

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

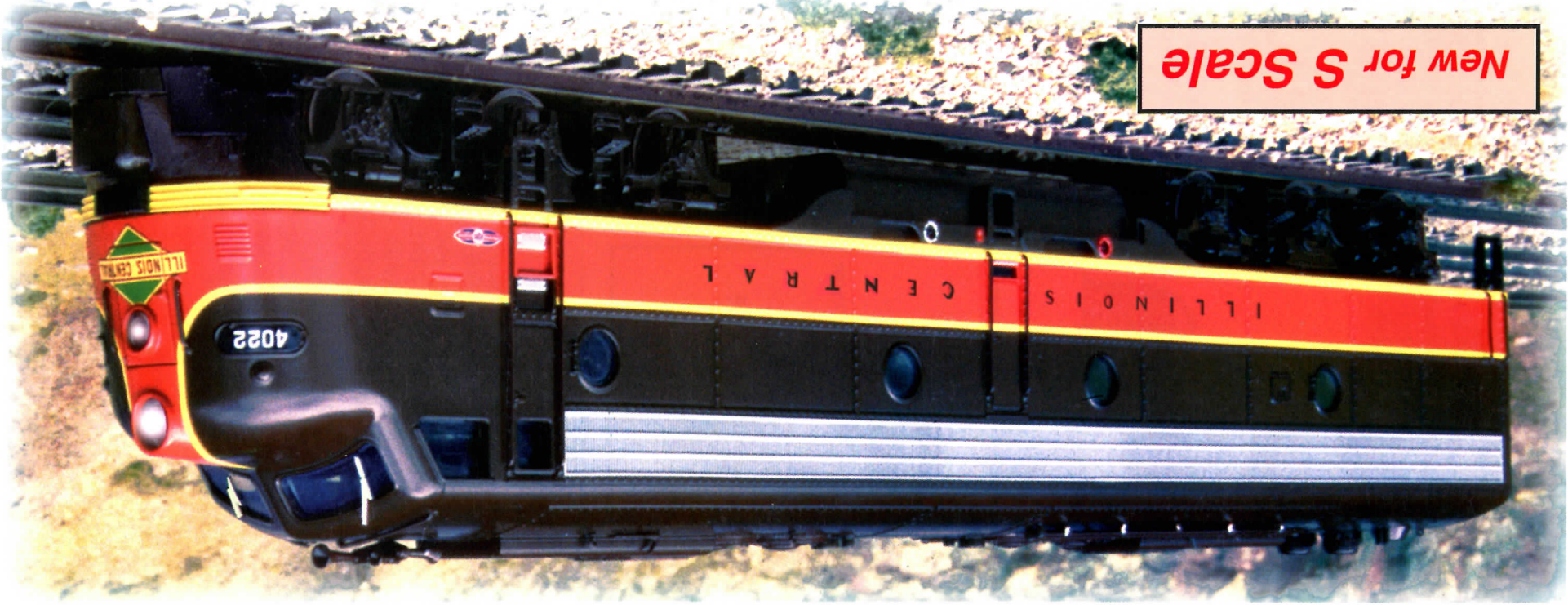
Jeff's Junction from page 5

So far the loco roster includes two steam locomotives (USRA brass 2-8-2 and AM Pacific) and 8 diesels (SHS SW9, 2 AM GP9s, AM RS-3, AM FA&B, SHS F3 A&B). Naturally, upcoming B&O E diesels and 2-8-0s are on the future list. Freight rolling stock includes 25 boxcars (10 B&O), 1 stock, 5 PS2 covered hoppers (2 B&O), 4 tank cars, 12 hoppers (all B&O), 6 flat cars (4 B&O), 2 pig flats (1 B&O), 1 express reefer, 4 gons (2 B&O), 21 reefers (I just love 'em). Passenger cars include 5 B&O smoothside and 8 heavyweights (6 B&O). I have around

20 structure kits on hand now from the following manufacturers: Lehigh Valley Models, Banta, BTS, Ertl, Plasticville, Des Plaines, Twin Whistle, Lionel, and MTH. Track on hand includes several sections of code 100 flex track and several turnouts from a couple different manufacturers.

Naturally, I have acquired numerous detail parts and various vehicles from Racing Champs, Hartoy and Winross. As I whittle down my HO collection, I scavenge anything useful for S such as large structures, scrap plastic, code 100 rail joiners and so on.

The "future list" is still filling up with the likes of the locos mentioned above, structures, etc. Often future items are hastily added when a new unexpected product shows up. Remember, the kitty? A good place for these lists are memo pads with a back-up on 3x5 cards folded and put into your wallet. Don't forget to carry around an S magazine back issue git list as well. A good tip for lists is to write down car numbers of your "haves", especially concerning those produced with duplicate numbers. Happy Hunting.



New for S Scale

E-8/9S the final standardized EMD passenger locomotive, in production till late 1963. 12 wheels of tremendous pulling power !

E8: road schemes: B&O, Burlington, Central of Georgia, IC, NYC, PRR, Santa Fe, & Union Pacific

- All new drive system with sprung "Gripion®" wheel-sets, greater traction and electrical conduction.
- All versions will include a larger 5 pole motor with large flywheel and heavy die cast frame.
- All AC flyer versions will include a two speaker sound system, horn, bell & real E-8 V12 sounds.
- All versions will include fine DX features such as wire grab irons, windshield wipers and lift rings.
- All versions will include a pilot streamliner cover and operating couplers.
- All versions will include eight tree turning fans and see-through fan grills.
- All versions will include "bright" LED directional headlight.
- * Runs on original 20" radius American Flyer track.

Shipping in August !



Dual AC Flyer units with dual power and dual sound ! \$549.95 (DC units \$429.95). AC Flyer units with sound \$299.95, DC \$224.95. Burlington and Santa Fe units are chrome plated in hi-rail versions (silver painted in scale versions). Santa Fe units are \$10 more.



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Phone 248-437-6800 Fax 248-437-9454 Web site at: www.americanmodels.com

