

February 2002

Volume XXV Number 1

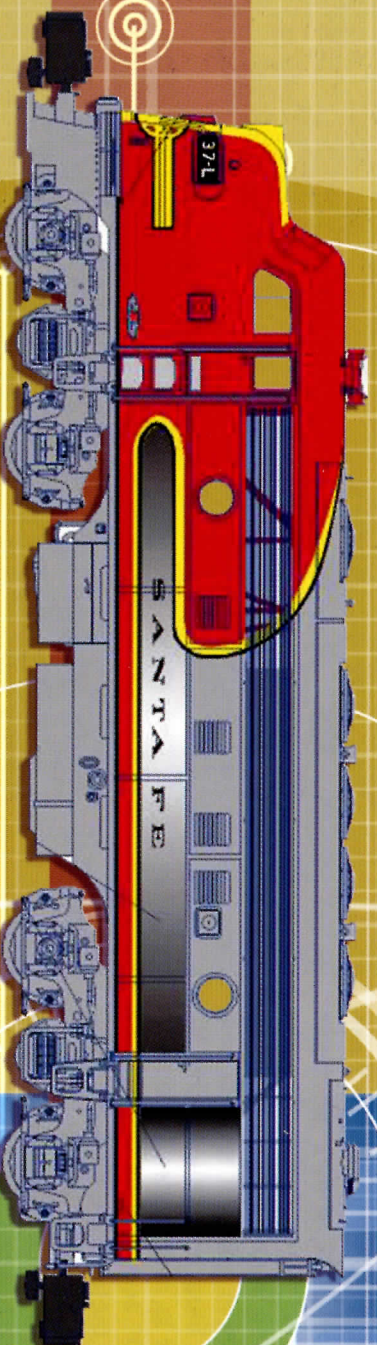


DISPATCH

Serving the NASG for 25 years



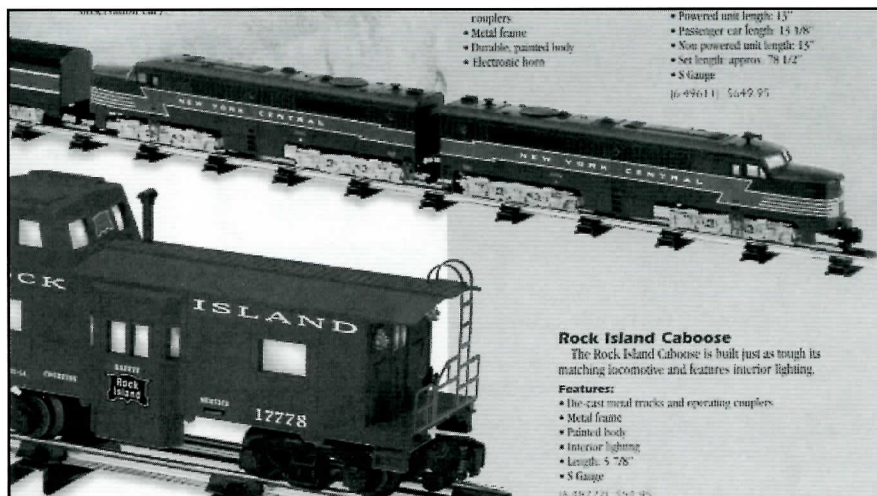
An RS-3 is spotting a few Perma-Bitt boxcars on Bill Fraley's Jefferson Central. Bill gives tips on building them in this issue.



S Helper Service F7

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

What'S New?



couplers
• Metal frame
• Durable, painted body
• Electronic horn

• Powered unit length: 13"
• Passenger car length: 13 1/8"
• Non-powered unit length: 15"
• Set length approx. 78 1/2"
• S Gauge
16-496111 \$649.95

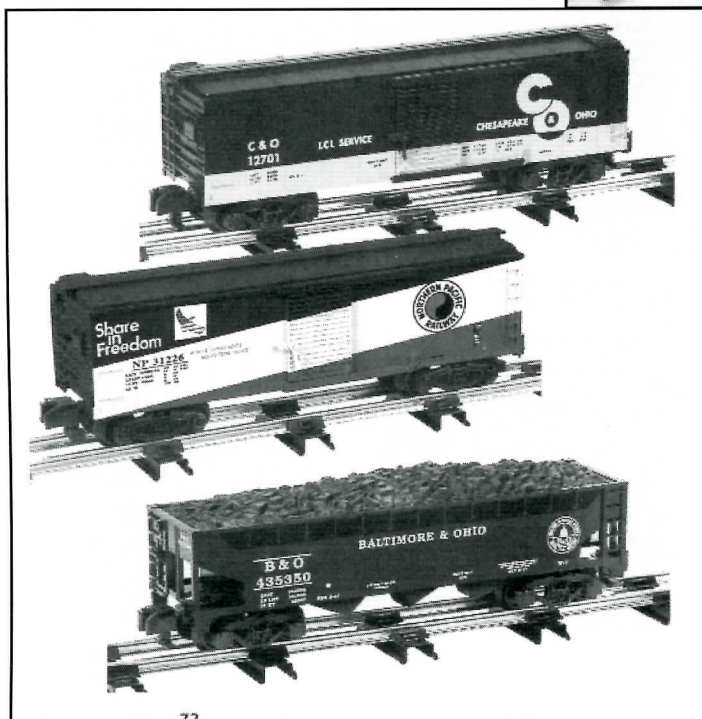
Rock Island Caboose

The Rock Island Caboose is built just as tough as its matching locomotive and features interior lighting.

Features:

- The cast metal trucks and operating couplers
- Metal frame
- Painted body
- Interior lighting
- Length: 5' 7 7/8"
- S Gauge

16-362221 \$59.95



72



73

Lionel is doing more than their usual in 2002. The volume 1 catalog for 2002 shows us these American Flyer items. See the report on page 6 for pricing. The gondola is green. The C&O boxcar is blue and yellow. The NP boxcar is red, white and blue. A few "O" accessories might work with S including a NYC and B&O tugboat, a small girder type lift bridge, a bascule lift bridge and a haunted house.

AMERICAN FLYER

772 Water Tower

Standing over a foot tall, the American Flyer 772 Water Tower works equally well on S gauge and O gauge layouts. Bubbles rise in a clear fluid-filled tube from the base to the water tank.

Features:

- Metal tower structure and building
- Turnable base, tank, and ladder
- Bubbles rise from the base in the clear tube
- Dimensions: 5" x 6" x 12 1/2"

16-458094 \$49.95



Rock Island GP-9

Dressed in the black, red and white Rock Island "Wings" livery, this mighty engine features a powerful motor and operating headlights. Best when teamed up with a matching Rock Island caboose.

Features:

- Transformer controlled forward, neutral, and reverse operation
- Operating headlights
- Maintenance-free powerful motor
- Die-cast metal trucks and frame
- Paintable painted body
- Interior lighting
- Length: 7' 7 7/8"

NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
262-968-3729

nasgdispatch@hotmail.com

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

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

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COVER: Older type Perma-Bilt freight car kits build into good looking kits even by today's standards. An RS-3 is shown switching a few on Bill Fraley's Jefferson Central. Photo by Bill. Bottom is a rendering of the new F7 by SHS.

ORDER BOARD

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NASG Website: <http://www.nasg.org>

NASG Website Director Michael Greene: mgreene@cedarlane.com

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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 ...

The events of 9/11/01 brought our country much closer to healing the interracial strife that has afflicted us through the years. We are doing better at celebrating our diversity instead of letting it split us as a nation and society. Wouldn't it be nice if we as S Gaugers could celebrate the diversity within our scale and unite for a common purpose as well as our nation has done. Sure, it's only a hobby, but I would like to take the liberty of borrowing some terms and analogies from today's news in sharing my thoughts on where we are as an organization.

I think we're a lot like the U.S. military structure. There's a lot of interservice rivalry, but when it comes to defending our nation, all the branches work together for the common good. I see the NASG working the same. Favoring one branch of S over another goes against the whole idea of having a national organization.

I have no problems with each element of S enjoying their own particular specialty. However, when someone becomes arrogant about his own flavor of S and derides someone else's, it's a bad thing. For example, I was enjoying Steve Blackburn's tape covering the late Ernie Horr's layout. Ernie had a fine highrail layout. However, you can hear Ernie in the background telling someone that he was constantly taken to task for not having "scale" track height. He said that it was "those scalers" that bugged him, but he didn't want to rip up all that work. If the ideal society is "color blind", why can't we be "track height blind" as S gaugers and appreciate what the modeler has done within his domain. There are many other examples such as scalers and narrow gaugers snubbing AF folks and vice versa. I guess I'm being naive, but I love anything that is 1:64 model railroading and appreciate AF collections as much as the best scale layouts. As far as I'm concerned, if there were only 1 Sn3 member, for instance, he would deserve equal treatment by the NASG as a 1:64 modeler.

As I've mentioned before, S has the products necessary for serious growth in all areas. The military needs ammo to fight a war and we are getting more and more all the time. Item by item our manufacturers are filling crucial gaps in our range of products. The American Models' SD60s are a huge quantum leap in the area of modern prototypes and open the door for the contemporary modeler. The NASG has been working hard to get us basic modular structures. Every aspect of S can use easy-to-build or R-T-R structures on their layouts. The bottom line is, can we stop sniping at each other and

continued on page 31

NASG NEWS

Update on BOT discussions: We exchanged 170 e-mails from 11/01/01 to 12/29/01. Subjects included magazine advertising including *Railroad Model Craftsman*, *Model Railroader*, *Model Railroad Planning* and *Classic Toy Trains*. We also discussed the NASG's tax exempt status and the welcome letter with information to new NASG members. Our major thrusts were the following two issues:

1. After many communications about the NASG 9/11/01 car we had to cancel the project. We are not a manufacturer thus we could not pull a car off the shelf like Lionel, Bachmann, K-Line and others. Costs for a privately made car kept rising and scheduling pushed completion dates to far into next year. We hope an S Scale manufacturer may yet produce such a car.

2. An experienced HO/O manufacturer has approached the NASG for help in producing a modular structure kit in S scale. NASG is being offered the opportunity for exclusive introductory sales in exchange for purchasing the injection-molded plastic kit's initial run. As of late December the Board anticipated voting on a formal proposal by mid-January, and if approved the first 300 kits should be available by mid-summer for both mail-order and in-person sales at the Cleveland convention. We think that a realistic timeline is for the structure to be first displayed and sold at the Cleveland convention, with advertising and mail-order sales really not beginning until the August *Dispatch* perhaps as an insert. By the October and December issues we would hope to see *Dispatch* stories on building the basic kit plus variations and modifications.

3. The American Flyer and Freight Car projects are still on track.

-Glenn Ritter, NASG Secretary

NASG Website: Just to let you know a few changes to the NASG website. First and most important: I've completed the move of the NASG website from its previous address at <http://www.trainweb.com/nasg> to its new home at <http://www.nasg.org>. The new site and our NASG.ORG domain are both hosted by TrainWeb. Temporarily TrainWeb has agreed to continue to maintain a pointer I've installed from the old website to the new location. But please update as soon as possible/practical any official documents, promotional material, etc., to use the new <http://www.nasg.org> address. Also, the home page has been re-designed to accommodate short "What's New" briefs. Please feel free to email me any items you'd like to see here. Information on the Russell M. Mobley Library has been added.

- Michael Greene, website director.

RAIL MAIL

Bill McClung Reports: After a hard move and the destruction of the Northwestern Pacific Albion Branch Railroad, a new railroad in a smaller space has been designed with construction starting after the foundation is repaired and I can close in a wall. The new railroad is based on a Louisiana shortline interchanging with the Missouri Pacific and the Louisiana and Arkansas railroads. Oil, oil support supplies, corn, cotton and forest products are the main commodities to be carried. The setting will be Louisiana's rolling piney and hardwood hills to its swamps and bayous. The time period will be the early '50s. I will be trying to capture the overall look of the deep south. I modeled the SP/NWP for almost 30 years in various ways and finally decided I needed a change, so this is it - from Redwoods to Knee Cypress.

Because I am interchanging with two roads, I needed box cars. In that light I had 21 L&A box cars painted.

Continued on page 30

Jeff's Junction



"It's All in the Game"

Model railroading is art, it's engineering, it's carpentry, it's mechanical, it's electrical, it's architecture. All true, but it's also just a GAME!

If you design any model railroad and operate it, you should keep in the back of your mind that it's a game. What, you say! Yup, think of model railroading as a game with a strategy. If you do you will end up with a much more satisfactory model railroad that in the end will give you more overall pleasure. The opportune time to strategize this "game" is in the layout design phase, but it can be developed after the fact too. Like any game, you have players (operators), the game board (layout) and game pieces (the trains). It doesn't matter what facet of trains you model - tinsplate, hi-rail or scale. The "game" just might play out a little different depending on your desires. Makes no difference if permanent or portable either.

Players: Let's take the players first. As you design the track plan and benchwork, think of the players to be involved down the road. Do you want multiple operators, a single operator, either? Do you need good aisle access for the number of players desired? Will you use a stationary control panel, walkaround throttles, DCC, etc.? Can operators reach manual turnouts? Are you being overly complex for you operator friends? Catering to future operator situations is best addressed in the planning stages, but again, things can always be modified later. Reach and walk-in access should be prime considerations.

Game Board: Figure on your layout track plan as being the game board. Again, best to plan in the beginning. Will the plan do what you want it to do?

Some ideas: Any layout should have a definite purpose. A theme is nice and helps you to focus. Themes could include a bridge route, a logging road, a coal road, a branch line, or any combination thereof. Purposely design in passing tracks, industrial sidings, staging yards, a branch line, interchanges (could be as simple as a sneak-off track behind a hill), working yards (where possible) and locomotive facilities. If your layout is up and running, add some of these features. On your "Game Board" you can do some or all of the following: Have a branchline train interchange with a mainline. Use a way freight to switch industries on sidings (tinplaters could have operating accessories on these). Have your mainline freight and passenger trains running in specific sequence to and from staging or modeled yards. Have some captive industries (accessories) such as loading lumber at one place and taking it to a factory somewhere else on the layout.

Layouts don't have to be point-to-point scale layouts to do this. Loopy layouts can have planned operation by just having a staging yard or two to bring trains into the scene for a while and disappear. Sequenced different trains are much more interesting to see and operate than ones just going round and round.

Game Pieces: For most modelers moving the game pieces is a natural. To run our trains is the main objective of the hobby. By careful selection of rolling stock and locomotives we can make our operating (game playing) realistic, colorful, exciting and so on. Viewers love matched trains - like passenger trains, circus trains, MOW trains, reefer block trains, solid tank trains, piggy back trains, etc. Most appreciate slower paced trains - easier to see and hear. In addition, you can prolong interest, especially if you have a smaller layout.

So think of your layout and the hobby as a "Game" as you draw up plans or are reevaluating an existing setup. As Tommy Edwards said in the song: "It's all in the game..."

NEW PRODUCTS REPORT

By Jeff Madden

A.I.M (Walthers O/S catalog). Vic Cherven reported that there is an On30" cast plaster cut stone tunnel portal listed. Of course this would work for S and Sn3. It scales out to 30' high by 31' wide. The portal opening is 16.25' wide and 22.75' high. \$10.95 each.

BANTA MODELWORKS (411 Hopkins Rd., Dummerston, VT 05301) might produce track sweeps in lexan in different radii and straight sections. Each will be 12" long. These are for use in keeping flextrack at the correct radius when laying track.

BUILDINGS UNLIMITED (www.ogaugerr.com). From the subsidiary of O Gauge Railroading comes some new injection molded plastic structures which should be looked at by us S gaugers. They actually state they are for O, S and On3. One is #501, a flag stop station for \$12.95, but its height of 5-1/4" makes me leery of this one. The other two appear more reasonable. A small false-front wood-frame general store (#502) has a height of 4-1/8", and that probably includes the false front - \$10.95. A wood-side trackside shed (#503) has a footprint of 5-1/4" by 3-1/8" by 3-1/4" high. It is available in tan or yellow with green windows and doors. It lists for \$9.95. I can see this latter as a handcar shed. Check them out in person if you can and report back on their adaptability.

C.C. CROW (P.O. Box 1427, Mukilteo, WA 98275 - www.cccrow.com) is working on the D&RG Gunnison brick and stone roundhouse. His kits are Hydrocal casting based. No price yet. Another S kit will probably be the Wolf Creek Saloon in brick.

CORGI (dealers of www.diecast-direct.com) has a Fire Heros series

of diecast 1/64 or close fire trucks. I have 3 of them. a '53 Mack open pumper lettered for the Boston FD measures 6/9" wide and 21' long. Perhaps a tad small, but OK. An American LaFrance 1960 open cab pumper lettered for the Bethpage FD (wherever that is) and measures 7' wide and 22' long. Again might be a tad small. For example, a similar Code 3 1/64 pumper is 7-1/2' wide and 24' long. The third one I have is a 1951 Seagrave pumper lettered for the San Francisco FD. Measurements are 7-1/2' wide, 21' long and 7-1/2 feet high at the cab roof. This seems to be the closest to actual 1/64. The fourth truck (again seems a bit small) is a '60s GMC pumper. Prices about \$5-\$10 each.

HEIMBURGER HOUSE (7236 W. Madison St., forest Park, IL 60130) has a new hardbound book, *The American Streamliner Postwar Years*, by Don Heimbürger and Carl Byron. The 10" by 10" all-color volume is a sequel to *The American Streamliner Prewar Years* by the same authors, and continues the story of America's grand streamlined passenger trains in the '40s and '50s. There are 200 pages with 335 photos and illustrations. Dozens of color illustrations show the interior and exterior of passenger cars, of name trains, of streamlined diesels, of dinner menus, railroad passes and maps. The period covered is from WWII to 1971. Price is \$46.95 plus \$5 S&H. Illinois residents add \$7.75% tax.

HOME DEPOT (your local neighborhood). Gerry Evans reports of a nine-inch caliper available for \$35.06 including tax that measures in 64ths and tenths of an inch at the same time. It is made by General, No. 142. The 1/10th scale

is good for sizing drill bits, measuring turnout point throws, wire, styrene and tubing. The 1/64th scale has an obvious use in our scale.

LIONEL (Mt. Clemens, MI). From Doug Peck comes a preview of AF stuff in the new 2002 catalog. First, no steam engine yet, but the following will be offered: 1. NYC PA A-A passenger set with 4 cars, \$649.95 (possibly an extra car at \$54.95). 2. Rock Island GP9, \$249.95. 3. Rock Island bay window caboose, \$54.95. 4. Checkerboard Tower, \$149.95 but maybe a lower price. 5. Santa Fe flatcar with jet canister loads, \$49.95. 6. Gilbert chemical tank car in white, \$54.95. 7. Reading gondola with pipe load, \$49.95. 8. 3-bay hopper, black, B&O for \$49.95. 9. C&O boxcar, \$54.95. 10. NP boxcar, \$54.95. Doug, at Port Lines Hobby Supplies will be accepting orders now (min. 10% discount).

MTH (local hobby shops or www.railking.com). Terry Harrison reports on the "S" dimensions of the new single story wood style turn of the century depot offered by MTH. Length is 81', width 21', platform to roof edge 14', platform to roof peak 25'6", entry doors 3'3"w x 8'6" high, windows 4'w x 7'6" high. The MTH part number is #30-9051, and it is called the Myerstown Station. It also has interior lights. The station unscrews from the base so interior walls or detail can be added. Also from MTH (Rail King) is a bag of 120 unpainted figures for \$29.95. These are the same as the small painted sets of a dozen or so which included both standing and sitting figures. These are S size with the part number of 30-11043. Your editor has a set.

PENNSYLVANIA HERITAGE MODELS (R.D. 4, Box 139, Birdsboro, PA 19508 www.paheritage-models.com) has some small Pennsylvania prototype flag stop stations. A small open shed type is \$20 or \$25.00 with lights. A larger style with baggage shed attached is \$40 or \$48 with lights. A Lehigh Valley Traction milk platform is also available for \$22 or \$27 with lights. I believe these are RTR. S&H is extra. PHM will also be doing a short run of the Trainmaster with scale wheels. Cost should be the same as hi-rail version. Couplers can be body mounted on a scale version or put on a talgo mount on the truck. Check the website for availability.

RAILROAD PRYNTERS (Dept. MLM, P.O. Box 13113, San Luis Obispo, CA 92406). Art Armstrong reports that this outfit has many kinds of printed sheets of bricks, boards, blocks and rocks in S. They also offer signs that include billboards, street and highway signs, store posters and Burma Shave signs. Art reports on the "new" brick paper which has a stiffness like a 3x5 card (.020") and sheets that measures about 11" x 17". The bricks scale about 8" x 3". The sheets cut easily and cleanly. Art glued to styrene using photographic spray adhesive. He oversprayed with Testors Dullcote so he could use chalk weathering. He then sprayed on another coat of Dullcote to seal the work.

The sheets are offered as paper or card stock. The paper sells for \$1.00 a sheet and the card stock is \$1.25 to \$1.65 a sheet. There are 3 kinds of brick, 3 kinds of shingles, concrete block, concrete slab, 2 kinds of stone, weathered boards, and weathered concrete slab. The signs come in 6-1/2" x 9" sheets except for the billboards and sell for \$2 to \$4 a sheet.

RIVER RAISIN (6160 Upper Straits Blvd., West Bloomfield, MI 48324, website - www.riverraisin-models.com). Jim Kindraka has

moved to Illinois, so the duo of Jim and Dan are in different locations. Dan is still back in Michigan. Anyway, work is continuing on other fronts. The 2-10-4 plans have been received and are being reviewed. There are still a few UP turbines left. The Pullman Troop sleepers are once again on the active board. Plans call for the sleepers to come with interior detail and as-built paint and lettering. Other schemes might be offered depending on decal availability.

S HELPER SERVICE (2 Roberts Rd., New Brunswick, NJ 08901 - www.showcaseline.com) now has F3 A & Bs with DCC sound ready to run. A single A or B is \$299.95 and A&B is \$499.95 with sound in A and pwr'd B. A Soundtraxx DCC 4 amp sound unit is also available separately at \$159.95 and can be used in SHS SW9 or other EMD diesels.

SCENERY UNLIMITED (7236 W. Madison St., Forest Park, IL 60130). The new 2002-3 S/Sn3 Catalog and Reference Manual is now available. This is a 264 page 8-1/2" x 11" perfectbound illustrated catalog listing thousands of products available from Scenery Unlimited. It also includes 48 pages of four-color S scale products. \$10.95 USA price.

TCA (membership required). TCA's only S offering for a 2002 convention car is an American

Models City of Chicago business car. This car is decorated in the Chicago and alton (later GM&O) scheme of maroon sides with a red window stripe and gray/black roof. The car sells for \$67.00.



DISPLAY FEATURES

Crystal Clear Display Plinth

Supremely Detailed Livery

Arrange plinths side by side for an impressive panoramic display

Collector Data Card slots into rear of plinth

90011 Mack B Open - Boston F.D.

90010 A.L.F. - Bethpage F.D.

90012 Seagrave Sedan - San Francisco F.D.

90009 GMC - Chicago F.D.

COLLECT THEM ALL AND BE SURE TO LOOK FOR FUTURE NEW RELEASES!

FlyerFest 2001-2002

By Jeff Madden

After a few years absence I finally was able to attend another FlyerFest. I did miss going on the original dates around New Year's due to a family emergency, but I was able to go on January 13th because the host decided to hold an extra session.

For those of you not familiar with this informal S gauge get-together (December 1994 *Dispatch*), it involves setting up a large American Flyer floor layout which extends to most rooms on one level of a home and crewed by about 4 to eight operators running about 6 to 9 trains at once in opposing directions. The layouts are always single track with passing sidings. This year's, at the home of Phil Moser of Elgin, IL, involved 7 rooms on the main floor of a suburban ranch home plus hallways. A near record of 950 linear feet of flyer track and turnouts (some power, some manual) were used. Of necessity and by design there are numerous level crossings (many custom made) and 9 passing sidings.

FlyerFests are not open to the public - kind of an invite thing, but they have been going on (usually around the New Year's holiday) for over 10 years - some say this was the 16th anniversary. FlyerFest rotates among the homes of the most active sponsors who live mostly in the northern Illinois area. Mike Schafer and Mike McBride (see promotional flyer) both live in this region and are the chief instigators, track planners and wirers for each setup. They also provide most of the track, rolling stock and locomotives. There is about a

100% chance of being involved a collision due to numerous unguarded crossings and operator inattentiveness, so rolling stock and locos are not of the mint or

new train is thrown, and both move out at the same time, in opposite directions, of course. Works like clockwork, except when a turnout is thrown too late or too soon, or there is a derailment, or there is a collision at an unguarded crossing, or an operator is distracted by a football game (2 of us demanded an operator position with a TV to watch a Packer playoff game), or a "bigfoot" human kicks a train off the track or whatever.

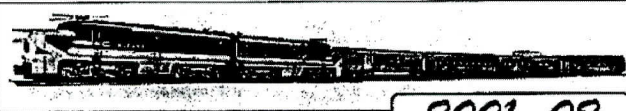
But the object really is to keep things going as smoothly and as long as possible. Time running varies from 5 seconds to 20 minutes. One person (this session it was co-host Betty Jayko) manned the "Power Desk" which has a dual control 22090 transformer to provide the power. Her job is to "power up" to get things rolling or "power down" in the event of a derailment, collision, etc. Highball is another go-ahead term used.

Later in the day when more folks arrived we were able to open up an additional operator controlled siding, as stated before, and one or two extra bodies were used to monitor the unguarded crossings. Now we could run all nine trains. One crossing is guarded by a semaphore which stops a train before a critical multiple diamond. On the other crossings hand grabbing of locos or tilting of Pullmore wheeled tenders is permitted to save a collision, but often this is ineffective due to blind corners or other distractions. Taking videos and still photos is encouraged. Knuckle couplers are mandatory.

Track is mostly Flyer with a few K-Line and GarGraves long straights mixed in. Rubber roadbed is used on all tile or wood surfaces.

McBride & Sons, Barnum & Schafer's Traveling Railroad Show
in conjunction with P. Moser Enterprises
presents the (with think 16th) annual

New Year's Eve FlyerFest



2001-02

Sunday, Dec. 30, 2001*

Monday, Dec. 31, 2001, 1 P.M. to ???

Tuesday, Jan. 1, 2002 10 A.M. to 4 P.M.

To be held at the new home of Phil Moser, 671 Canyon Lane, Elgin, Ill. (actually northwest of downtown Elgin; see attached map).

Once again, the world-famous McBride & Sons, Barnum & Schafer Traveling Railroad Show ushers in another new year with a krazy kaleidoscope of krashing trains! Since 1985, this has been one of the most unusual New Year's traditions in the Midwest. For those not familiar with this landmark happening... we take tons of vintage American Flyer electric toy trains from the 1940s/50s/60s and set up hundreds of feet of track winding precariously throughout the house—and we mean throughout the main level of the house (well, we may avoid at least one of the bathrooms). Then we run trains til we drop—or the trains wreck (accidentally, of course)!

Don't miss this year's event—co-hosted by Betty Jayko—at Phil Moser's new house on the outskirts of Elgin, conveniently located for Chicagoland as well as northern Illinois outlanders. Join us on any or all three days; stay a little or stay a lot. There will be plenty of food and beverages, plus a special champagne celebration at the stroke of midnight on New Year's Eve.

R.S.V.P. appreciated via e-mail (pmoser@dataflo.net) or phone (847) 742-3983

*HELP WANTED: We need recruitments to help set up the railroad on weekday evenings between Christmas and New Year's and on Saturday and Sunday Dec. 29-30. We are aiming to get the railroad up and running on the afternoon of Sunday, Dec. 30. Please give us a hand so that we can get things under way by Sunday afternoon.

AMERICAN FLYER TRAINS

collector variety. Due to the durability of Flyer equipment, real damage is rare.

On the day I visited we started with 8 trains running - 4 in each direction. Operators in each of 4 rooms controlled the turnouts for two passing sidings. A fifth operator later controlled a single passing siding which went unused for a while. The passing sidings are designed so that at least 2 turnouts are able to be thrown manually. Others require a remote switch. Each operator has a simple assignment - throw the turnout after a train has entered a siding. Wiring is such that the train stops. The operator then waits for the opposing train. When it arrives, the turnout which was open for the

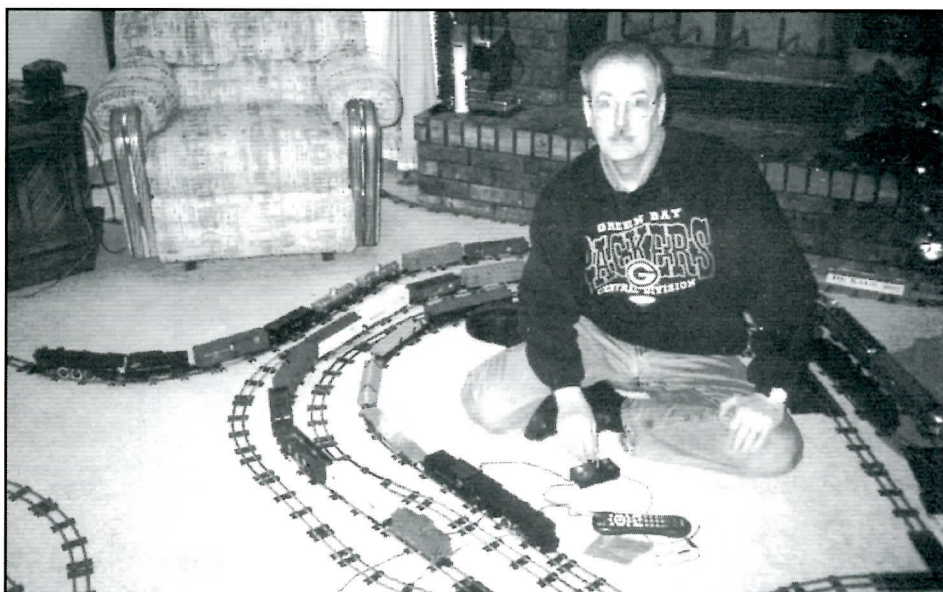
Track on carpeted surfaces (short nap required) usually is laid directly on the carpet. Several half and 1/3 sections of track need to be cut. Track is laid under beds, under tables, around Christmas trees and behind couches and chairs. Long straightaways of seemingly multiple trackage are usually down halls. Track between non-level carpeted and uncarpeted areas is transitioned with layers of cardboard as needed - nothing sophisticated here.

A little prototype flavor is always present as the track plan usually follows real railroad towns in the vicinity of the host. See the schematic and plan. This year's theme followed the C&NW across northern Illinois from Elgin to Dixon.

At one point the following locos were on the 9 trains: 302 Atlantic, 350 Royal Blue, (3) 290 Pacifics, 21085 Pacific, double headed B&O 350 and Alco PA, 312 K5 and a 303 Atlantic. Steam is usually king at FlyerFests because of reliable running. The chuff, chuff sound is relied on by operators to alert them of a train coming.

Yes, crashes are acceptable, inevitable, even desirable, but the goal is to avoid them. Open gondolas are purposely loaded with pens, candy, change, etc.

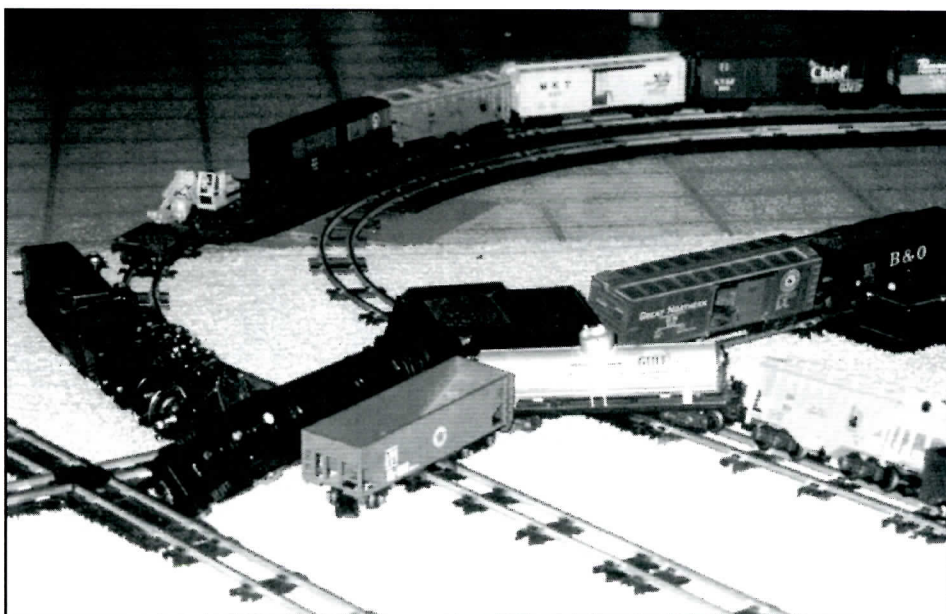
Setup usually takes a full day, and teardown about 1/2 day. It's best to keep it up over a couple weekends so the invitees can fit FlyerFest into their schedule. This is really a fun social event some of you might want to attempt. All the Flyer ambiance is there - choo sounds, smoke, lighted cars, the whirr of diesels, the wheel click over joints. Good-natured banter, tongue-in-cheek criticisms, railroad humor, sports and food usually dominate verbal exchanges except when interrupted by the necessity to scream out, "Power Down" or "pull-apart" or "derailment" or "whoops" or some such exclamation of disaster.

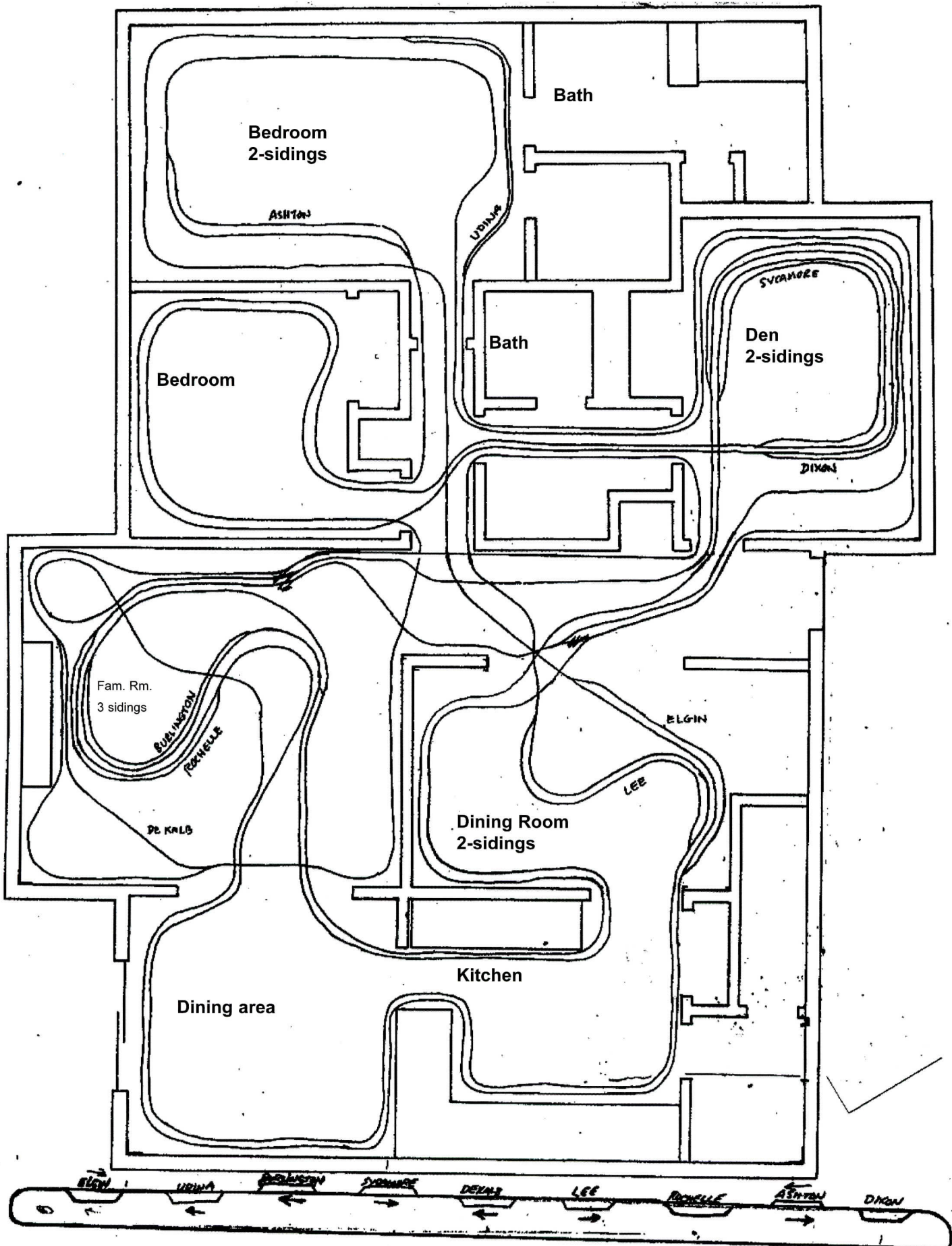


tion of disaster.

What's ironic is that most of the main participants, including yours truly, don't have an operating AF home layout (mine's scale). Mike McBride does have a shelf display. The others, besides me, are HO modelers and/or railfans.

Top -Your editor mans 2 sidings and a semaphore in the family room. **Center** - One of the main instigators, Mike Schafer, mans two sidings. **Bottom** - **Bottom** - Nine trains running at once means that inevitably an accident will occur. Note transition from carpet to hard floor. *Photos by Jeff Madden and friend.*





CAB LADDERS FOR YOUR AMERICAN MODELS GG1

By Dick Karnes (photos by the author)

The American Models PRR GG-1 is a fine model. It has only one obvious omission - no ladders beneath the cab doors. So I studied a photo (Fig. 1) of the real thing, the Penn Central GG-1 on display at the National New York Central Museum (yes, that's right!) in Elkhart, Indiana. It seemed to me that a reasonably close approximation could be fabricated from boxcar ladder stock.

Most of us have scrap boxes full of old boxcar ladders. Some of us are old enough to have PermaBilt steel ladder stampings. These are great for making GG-1 ladders because of their strength. However, fair alternatives are brass ladders from Ye Old Huff 'n' Puff. The following description holds for either brand of ladder.

(Warning: Don't try this with plastic ladders. Styrene ladders are too weak; Delrin® ladders cannot be reliably glued.)

You will need two PermaBilt lad-

ders or four Huff 'n' Puff ladders for this simple project. Cut and trim the ladders as shown in Fig. 2 for PermaBilt ladders, Fig. 3 for Huff 'n' Puff ladders. Then superglue each ladder in place on the GG-1 body as shown in the Fig. 4. I painted mine after installation with Floquil Brunswick Green applied with a #0 pointed-tip artist's brush.

Fig. 1. GG-1 cab ladder. White sign on rung says "Please do not climb on equipment."

Fig. 2. Cut and trim PermaBilt ladders; each makes two GG-1 ladders.

Fig. 3. Cut and trim Huff 'n' Puff ladders; each makes one GG-1 ladder.

Fig. 4. Ladder installed on model. Top-most rung on ladder is aligned with bottom rung on loco body. Ladder rails seat in grooves beside body steps. Note that appearance will be further enhanced with the addition of handrails.

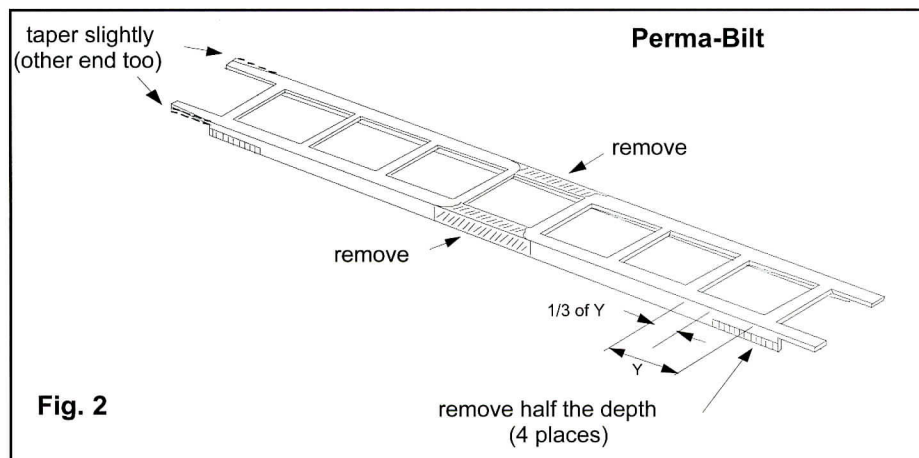
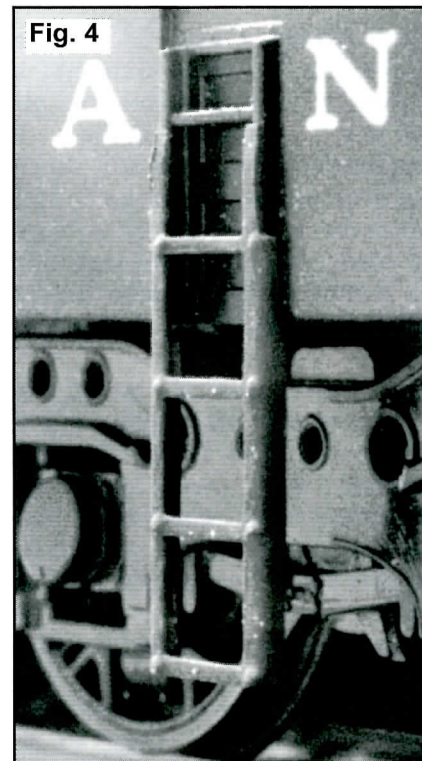


Fig. 2

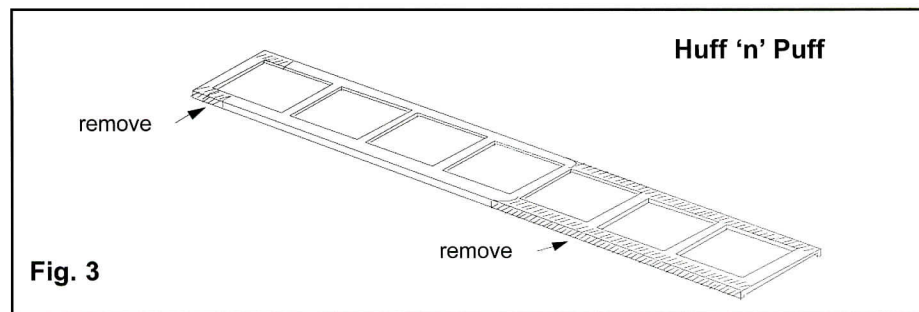


Fig. 3

Meet an S Gauger

By Bill Fraley

Fred & Dolores Rouse

It is always a treat for our club (Lehigh Valley S Gaugers) to have a meeting at the Fred and Dolores Rouse home in Kinterville, PA. Fred will someday have one of the nicest S scale layout that I know of. You go down the basement stairs and right into the middle of the Ontario, Seneca & Southern Railroad.

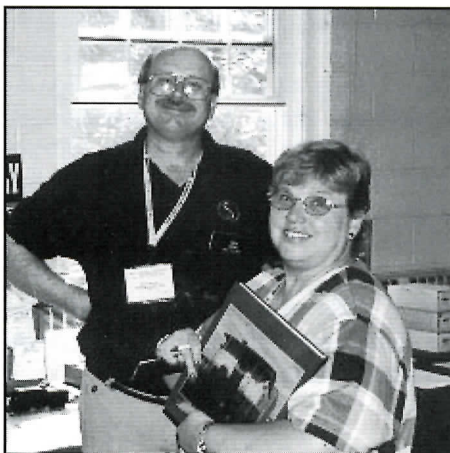
Fred's adventures into model railroading started many years ago in Elmira, NY. His father and Uncle Charlie, who was also his Godfather, were avid model railroaders. Uncle Charlie worked for the Erie RR. They bought Fred his first train set. Yep, you got it, an American Flyer Atlantic set.

The elders played with Lionel for a short while before going to the more realistic AF and S hi-rail. They often ran three to four passenger trains at a time on their enclosed porch layout. Notice the words, passenger train! They later went on to HO, as did Fred. From the mid-'50s up to the '80s Fred modeled in HO.

Then after Fred and Dolores settled into their present home in Kinterville, Fred attended an Allentown Fairgrounds train show and met Frank Titman at Frank's LVM table. Fred attributes Frank, John Bortz and the *S Gaugian* for the switch to S.

He wanted to build his own brass engines in S. He bought a lot of his brass lost wax castings and parts from Claud Wade's SSL&S. But then Claud sold the business and the castings just sat with the new owner. A big boost was when his wife, Dolores, bought him a brass SouthWind Niagara for their 30th

anniversary.



Fred's model pike runs a double track mainline around the basement walls (30' x 22'). It runs through one wall into and out of the furnace room. There is 100 feet of running mainline with 48" radius plus 100 feet of sidings and hidden staging yards. The main yard and engine terminal are yet to be constructed.

Fellow Lehigh Valley S Gauger Bert Mahr and Fred team up on different nights working on one another's layouts.

Fred's actual business is Testing Specialties, Inc., where he tests physical properties, like the tensile strength of various materials. These can vary from NASA mechanisms to nuts and bolts.

On top of all this, Fred and Dolores bought the S Scale Locomotive & Supply business. With much help from Frank Titman, Bert Mahr, Jamie Bothwell and others they have managed to inventory all the materials, produce new lost wax brass castings and come up with a magnificent brass locomotive - the

Grand Trunk-Canadian National E 10A Mogul.

Want to see a real one in action? The Strasburg Railroad's #89 2-6-0 near Lancaster, Pa., is used to haul passengers. It comes in kit or RTR.

Due to a sudden loss of storage space for the testing business, the Rouses are now building a 30' x 50' building in back of their home. Let's face it folks, Dolores needs more room for the SSL&S business and Fred's providing it. The SSL&S business needs 22,000 parts for the production of the new locomotive alone.

We, the members of the Lehigh Valley S Gaugers, are very proud of Fred and Dolores and the work they are doing to help make 3/16th Scale S gauge the very best. We wish them both much success in their endeavor to produce all the parts needed for you to build your favorite locomotive. It's been a long time coming.



Dolores Rouse from S Loco and Supply announces her company's products at the Saturday morning manufacturer's seminar at the 2001 Spring S Spree in Columbus, Ohio.
Photo by Alan Evans



2002 NASG NATIONAL CONVENTION

July 31 - August 4, 2002

Cleveland, Ohio

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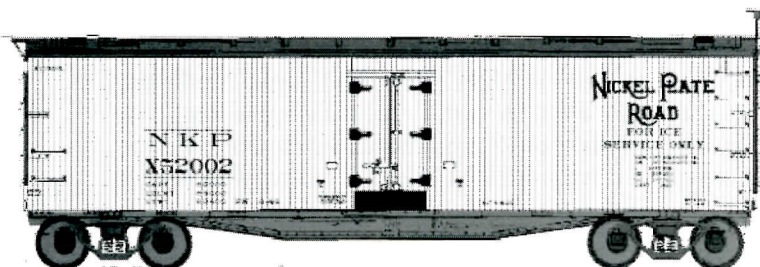
Wednesday	7/31	Steam RR Trip AM Trolleyville PM
Thursday	8/1	Layout Tours
Friday	8/2	CVSRR Trip Layout Tours
Saturday	8/3	RR Museum & Banquet
Sunday	8/4	More Layouts Open
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Cars are boxcar red on top and ends, sides are reefer yellow with black lettering.



Cars will be available for pick-up at the convention in Cleveland, OH or may be purchased by mail order. Shipping by mail order will not start until after the 2002 convention. Prototype number or 2002 available for \$44.00 each. Shipping charges are \$5.00 for first car and \$2.00 for each additional car if not picked up at the convention..

For registration and information contact: Joshua Seltzer, 3567 Antisdale Rd., Cleveland Heights, Ohio 44118
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See www.cvsga.org for registration and order forms as well as updated information.

PERMA-BILT KITS

By Bill Fraley
Photos by the author

For those of you who attended the **PERMA-BILT** clinics at the 2001 NASG Steamtown convention, if you remember, I promised a *Dispatch* article on what we covered at those two clinics. Time just didn't allow nearly enough time to really build the kit at the hotel. (Although some modelers came to the second clinic with their models pretty well completed.) So, I tried to walk everyone through the construction of the kits.

We had only planned on having 30 in the class, but actually had 40 modelers attend. The NASG says "Thank you for your monetary donations". We really had to dig deep into the box to come up with extra kits. Unfortunately, some of the extra kits were in pretty bad condition.

Otherwise, the kits were O.K.! The Car Sides were in pretty good condition and the kits were complete. But at the tail end of the handouts, the kits' car sides were marked up and the parts may have not been complete. After all, these were produced in the early 1950's. The Assembly Drawings that I'm looking at right now were printed in March 1952.

This entire project was started by Wally Collins, publisher of the *S GAUGE HERALD*, re-finding boxes of Perma Bilt Kits in his basement. According to Wally, when the Hobby Shop in St. Albans, Vt. went out of business, the owner felt that he should somehow pay Wally for all the advertising he had placed in the *HERALD*.

So Wally ended up with about 80 Perma-Bilt Kits. After re-discovering the kits last year he went on the S-List and said that if anyone could find a useful project for the kits he would give them up.

Russ Mobley was the first to answer, and said he wanted to start new people in S scale and could use the kits. So, Wally sent Russ 40 kits. Russ had eight modelers in his group and went to work. John Foley, Executive NASG VP, said that the NASG would take the balance of the kits and have a PERMA-BILT clinic. The rest is history.

I do believe that all the kits have instructions in them. If not, please let me know and I'll see that you get an instruction sheet. Also given out at the clinic was a 16 page # 58 Perma-Bilt catalog.

The most important thing that you can do when build-

ing any kit is to read and understand the instructions. Perma-Bilt instruction sheets also give you construction suggestions. While they date back to the fifties, these suggestions are valuable even for modelers today, and can make your kit building easier.

Kit Tips: CAUTION! First of all you must remember that these kits were assembled in the early 1950's. You may find them incomplete or have the wrong parts for the model indicated.

This of course makes it more challenging for most of us modelers. However to others this may make it feel that the kit can't be built. Just modify the model, just like they did on many of the prototype. After all, it is only trains!

(1) I suggest that you empty out each envelope and place the contents into clear sandwich type bags, along with the numbered packet. This will definitely make locating your parts, as you need them, easier.

(2) If your car sides are messed up, clean them up by taking off the peeling paint, etc. Then try to match the removed paint and repaint the sides where needed. It's important to remember that most prototype boxcars look pretty bad and that these kits are 50 years old. So, you can't mess them up too much, they still will look good on your layout.

(3) Important to note, is your kit a boxcar or a reefer? You will notice that the wood blocks are placed differently for each. Brads are supplied in most kits to nail down the wood slats on the top. If you use the brads, I suggest that you drill holes first, as the wood is old and will split.

(4) What type glue to use is your preference? Testor's, Duco, Elmer's white glue or contact cements will work. Make sure that all is square with your model, then place rubber bands around them or simply place a heavy weight on top and let it dry. When model is dry, take a sanding block and square the model out. (This is an important step because you will have to slide the completed ends and then the sides later.)

(5) Then glue on the car roof. Again, make sure all is square. I would suggest that you also use rubber bands to brace this action.

(6) The next step is to insert all the parts on the metal ends and sides, per the instructions. The ladders provided are fine. However, many modelers prefer to trim down the sides of the ladders to give them a more prototype appearance. This is also a good time to paint all your unpainted parts.

(7) Now that you have all of that done, you are ready to glue the sides and ends together.

I found that tacky glue better to work with at this point. I used Homax "Welder", an all purpose adhesive. It is tacky and workable, yet it holds the pieces together. Place the ends on first then slide the sides on and in place. Then wrap the kit with rubber bands, top and ends, and sit aside to dry. Important, you will notice that after the ends are glued on, the sides slide in between the ends and the roof.

(8) Now that the car body is nearly completed, finish up with placing the Center sill and side braces, brake reservoir, brake cylinder and the brake valve as directed on the underside of the model. Repaint where necessary and place the couplers on your model.

The couplers provided are dummies. They are more for O27 than S but you probably didn't want to use them anyway. I would suggest that you use Kadee 802 couplers. One way is to place the coupler itself into the molded coupler pocket. Another would be to take your Dremel Moto tool, cut off the end of the body bolster and place the entire 802 unit in place. The latter, being the better. I was amazed that with the couplers provided, the car was actually to the present day exact NASG height standards.

If you have noticed, I haven't mentioned the wheel sets. This reason being, that they are in most cases, very brittle and unworkable. I would suggest that scale modelers use American Models, S H Service or Ace trucks. Actually, because of the lack of over all detail, these kits are more for the tin plate crowd. So, those of you who are Tin-platers, your AF wheel sets and couplers will go on very easily. Not that this can't be a very nice scale model. The modeler, who wants to take the extra time, can finish this off into a very nice and unique model for the layout.

When you're finally satisfied with your effort, spray your entire model with Testors Dull Coat or a matte medium. Construction is simple. The outer shell of all cars is metal, applied over a wood frame. Hard mechanical work has been eliminated. No soldering is necessary. To build a satisfactory model just follow the instructions.

You now have a beautiful model to run on your layout. Visitor's will ask questions about the model and compliment you on its uniqueness. You will also wish that you had more for your layout. The kits are around, just look for them at the conventions and train shows. In 1951 they cost \$4.95 and today, you should be able to purchase a kit for the about the same price.

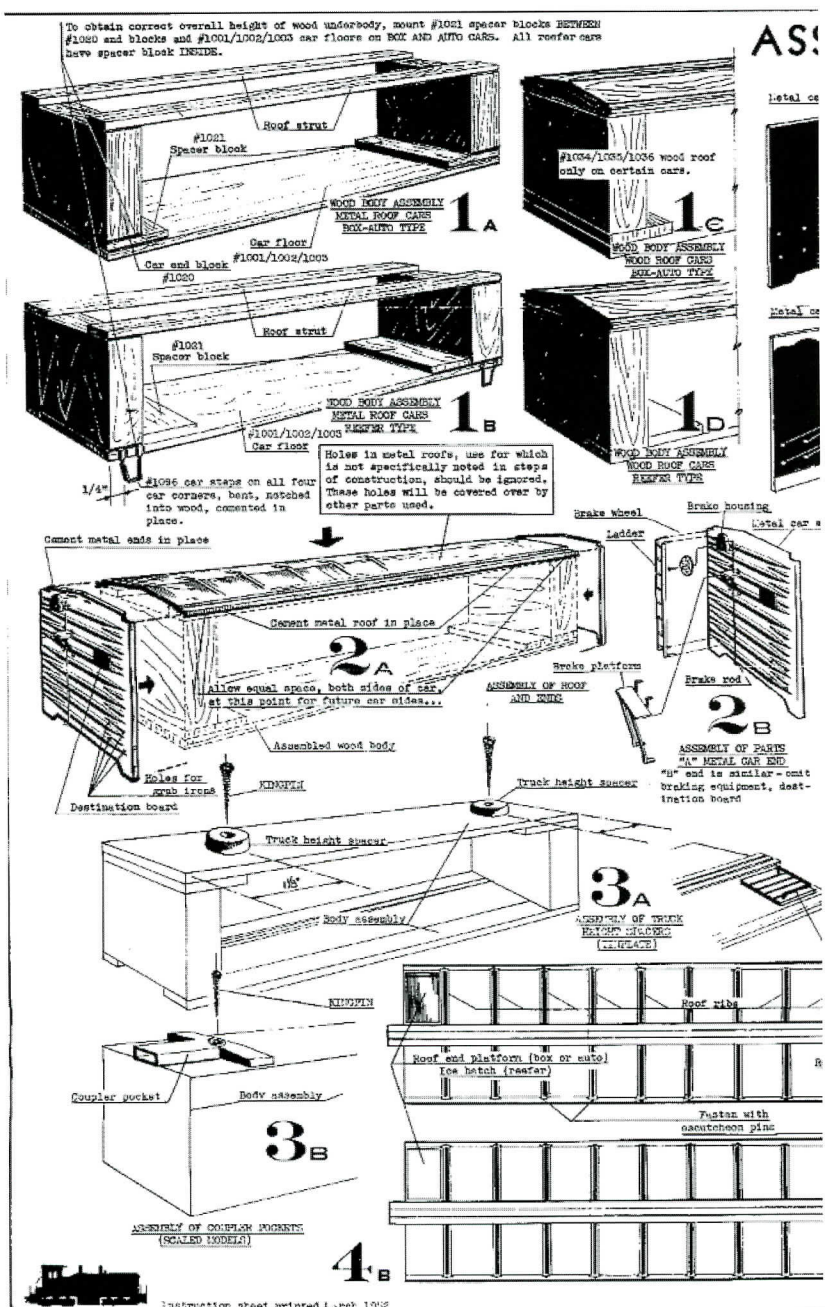
If you have any questions in regard to this proj-

ect, contact me through the National Association of S Gaugers web-site. Have Fun!

Suggested items needed.....

- Side cutting pliers or rail nippers
- Needlenose pliers
- Hobby Knife
- Set of small screwdrivers
- Glues of your choice.
- Tweezes
- Pin vice
- Motor tool and small bits
- Zona Saw

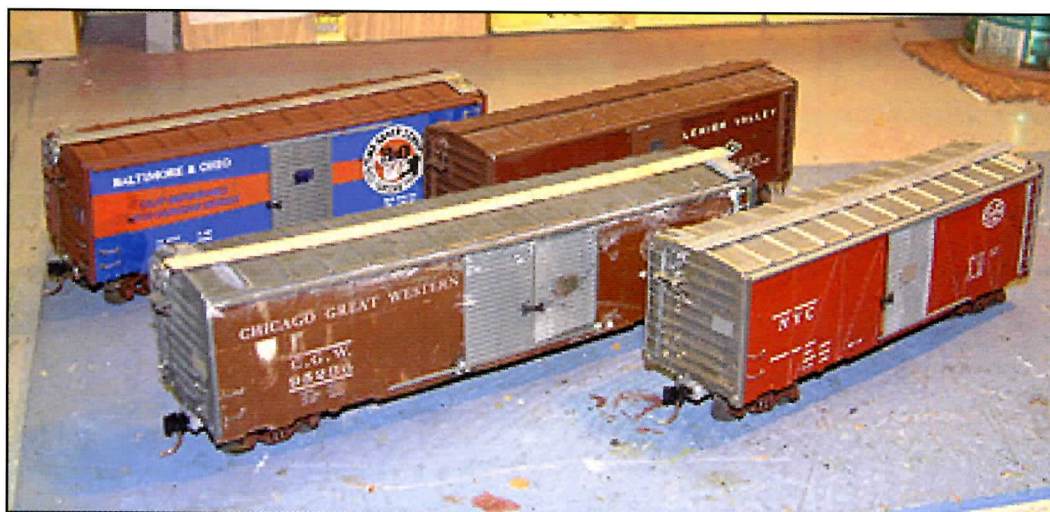
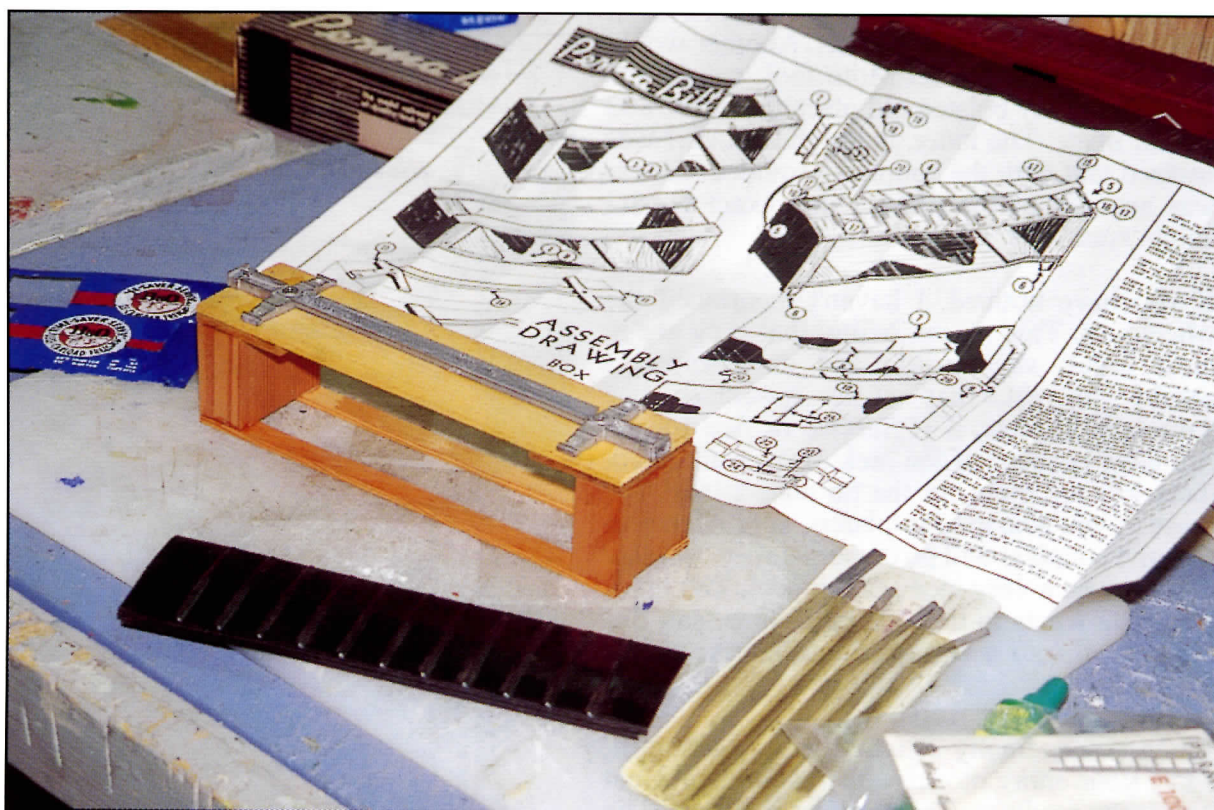
What to do with all the extra parts? Pile them up around your engine house, paint them with rust and other dirt colors. They will make a nice realistic addition to your scenery.





Left - A built-up Perma-Bilt boxcar kit in the background starts with a pile of metal and wood parts. First step is to block the roof, ends and bottom. *Middle* - Plans and the frame is shown added to the block. *Bottom* - 4 different Perma-Bilt boxcar kits.

Photos by Bill Fraley



Top - An American Models RS-3 pushes a converted AF (Reading) caboose and some Perma-Bilt boxcars on Bill's Jefferson Central. *Middle* - For cars designed in the early '50s, Perma-Bilt cars don't look bad even by today's standards. Matching paint on the roof and ends is the toughest part. A little weathering helps. *Bottom* - A string of PB boxcars about to be spotted on Bill Fraley's Jefferson Central.

Photos by Bill Fraley



Fixin' Flyer

By David Dewey

Track Switches, Part 1

This time we are going to look at track switches, or in modeling terms, "turnouts." (I've never heard a train crew tell someone to "throw the Turnout." It's always been, "Throw the Switch," or "Bend the iron." A bit of RR trivia here: "Bend the Iron" comes from the days before switch points. The rail was merely cut, and the diverging route rail was laid to the cut a flangewidth apart, using a frog for the inner rail. The switch stand actually bent the main rails to make the desired cut ends line up, similar to lining up a turntable to its leads.) Track switches allow us to do more than just run our trains around a circle; so, although they were an expensive accessory (the remote-control versions costing as much as a bottom-line train set), they were, and are, very prolific.

Like many AF pieces, the switches underwent many design changes over the years. The switches were made in three basic types (for now we will ignore the Pikemaster versions), some parts of which are interchangeable, and some which are not. Life would be much easier if we were just opening a new box with all the parts included and matching, but it is more likely that you have found a box under a trading table with a jumble of "switch stuff" inside. First we will identify the major different types, then their external inspection and easy adjustments. In Part 2 we will cover overhauling the mechanisms. Although I am concentrating on the electrical remote-control units, any rail adjustments discussed will apply to the manual switches, too.

ACG recognized two versions in their catalogs, 720 and 720A (later becoming the 26760). At first glance, one can see two styles (Fig 1). However, there are two versions of the 720, one requiring a different control box (although the

later control box can run either of them). The early version (I will call it "720 type 1"), which usually has "black" rails, has an internal switch that shuts off power to the switch coils. This version uses a unique switch box that looks identical to the later ones, except the activating levers are not spring-loaded to return to the center (Fig 2). While we are mentioning control boxes, the third style box used on late 5-digit switches is electrically identical to the type 2 except for lacking lights--it is also less robust, as the levers often break!

The 720 type 1 switch has one other external identifying feature. Underneath the switch, just below the light socket area, there is a wire soldered to a rivet that goes under the coverplate (to the internal shut-off switch) as seen in Fig 3. Another way to check for a type 1 is to manually throw the switch halfway and then check for continuity between the black and the red or green posts. There will be none on the early version, as you are in "no-way land"--the Achilles heel of these switches. If they aren't electrically thrown quickly, they stall and have to be manually thrown the rest of the way. This can be remedied by converting them to a 720 type 2 using the later control box, which we will cover later.

The second type 720 (720 type 2) usually has silver-colored rails and uses the same control box (with the self-centering levers) as the 720A switches. Use of the earlier control box on these later switches WILL burn out the switch coils.

All of the varieties of switches have four binding posts (or clips): black, red, yellow, and green. The black is the common, red is to the curve-throw coil, yellow to the lamp, and green to the straight-throw coil.

Now that we have identified the types, and control box types, we can move on to inspecting and adjusting them so your trains won't

derail when they go over them, as this is the major complaint I've heard. Remember; even the prototype switches have occasional unexpected derailments too, so expect a few now and again!

Good track work depends on the rail surfaces being relatively flat, without dips or rises, except those gradual ones where grade changes occur. I use a short straight edge to check the rail tops for this. These switches are built on a plastic base, which can sometimes warp. As long as it isn't too extreme, it shouldn't be a problem, BUT you might want to relegate any warped switches to yards or a seldom-used area. The switch frog is a die casting, and it too, can warp. It can be straightened, but its removal can be difficult--or perhaps I should say its re-installation! We will cover that later. Some rocking of the frog from side to side is normal, although less is best! I can't give you a "go" or "no-go" amount for the rock, as it varies from switch to switch. The 720As have a spring washer under the rivet head to help limit this. On both designs, the pressure against the base rail also helps limit the rocking. Also look for dents in the rail tops; these can cause both derailing and momentary power interruptions, often the elusive cause of unexpected reverse unit sequencing. On the 720As also look for any kinks or bends that can affect the track gauge. The 720s have a molded-in plastic rib inside the rail pieces that prevents them from bending out of gauge, if they are still intact.

Looking from above, check the ends of the frog in both straight and curved configurations. The narrow end should meet the plastic point, forming a smooth transition on the inside edge (Fig 4). The "tails," or point end, should be firm against the mating rail, also forming a smooth transition. On the 720A units, the frog is kept in position by a spring-loaded plunger and the point resting against the

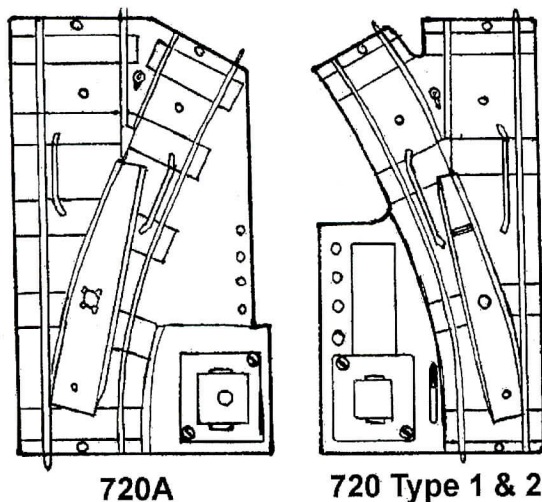


Fig. 1

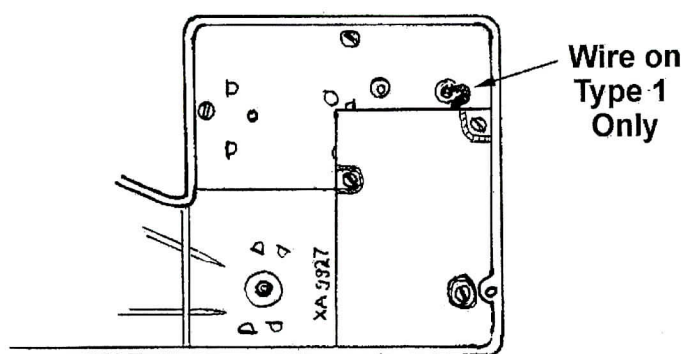


Fig. 3

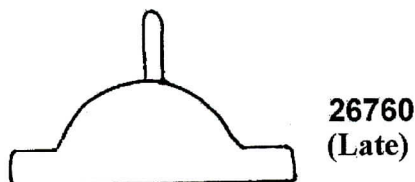
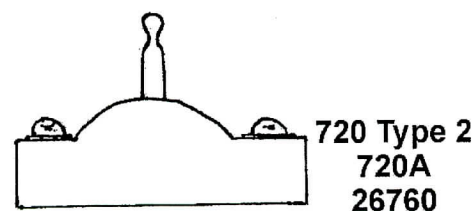
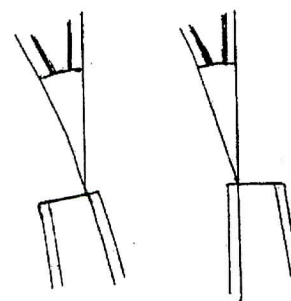


Fig. 2



against the rail. When you throw the switch manually, it should "snap" from one side to the other. If it is doing so, but the narrow end isn't meeting the plastic piece correctly, you can carefully bend the other end to improve the alignment. I use a pair of needle nose pliers for this and only "tweak" it a bit.. It doesn't take much to get it "just right" and the frog metal doesn't like to be bent a lot, so go easy! I have seen these ends filed to make a smoother fit, but I don't believe that is recommended, as the metal is thin enough already.

On the 720 type 1 & 2 the throw is more locked into the mechanism, and, if the pointed ends of the frog aren't seating against their rails, requires surgery to modify. We

will get into that surgery next time! Other track problems with the switches are typical of any track piece: looseness from the ties (base, in this case), missing or broken pins, and rust. On the 720A units, the track is interchangeable, with work, with regular track rails, and rusty sections can be replaced. You have to be careful in spreading the holding clips, and provide support directly under them when tightening them. I use a small metal piece that is a little thicker than the base edge. I am also careful when removing screws from the bases. If a screw doesn't readily loosen, I will apply a soldering gun to it and warm it up first. Stripped screw holes can usually be repaired with a drop of "super glue" while reassembling.

Immediately then put in the screw, and let it cure. The 720s use a "U" channel rail, very much like a Pikemaster rail, that fits over a rib molded as part of the base. They also use a special "L" shaped track pin that isn't missing unless the base rib support has broken. These cannot be merely pulled out of the rail like regular track pins--an important feature to remember when planning insulated pin locations. If one is missing, and the rib has broken, soldering a regular track pin to that rail is the only replacement solution I have found so far, and that isn't easy to do! If, however, one of these is merely broken, you can uncrimp the rail from the base at that end and lift it a half-inch to take out the pin rem-

Continued on page 30

The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Narrow Gauge in Ohio

This year's NASG convention will be Ohio, which is not usually thought of as a state with many narrow gauge railroads. There were about twenty common carrier narrow gauge railroads in the state, however, with one exception, they either died or were standard gauged by the beginning of the Twentieth Century. Some of these standard gauged routes still are in use today. Here is a little about two of them.

Toledo, Cincinnati & St. Louis Railroad

One railroad that deserves mention is the Toledo, Cincinnati and St. Louis Railroad, since it was the principal single narrow gauge railroad that aspired to produce a general transportation service rather than just serving a local function.

This railroad grew to about 780 miles, including the mileage in Indiana and Illinois, and was the eastern end of the Grand Narrow Gauge Trunk system. Only incidentally it intended to be a major originator of coal and iron in southern Ohio. This railroad had its origins in Delphos, Ohio, which was already served by the Pittsburgh, Fort Wayne, & Chicago Railway (later Pennsylvania Railroad). Its financial collapse started in 1883, after which different lines were split off and standard gauged, with the majority becoming the Clover Leaf Route. Eventually, the majority of the mainline became part of the Nickel Plate in 1923. The standard gauge operations on the former narrow gauge routes were continually hampered by the narrow gauge standards to which they were originally built.

Ohio River & Western

The Ohio River & Western was Ohio's longest-surviving narrow gauge. It ran from Bellaire, along the Ohio River near Wheeling, West Virginia, to Zanesville. This is through the hilly portion of southern Ohio, and it had 262 bridges and trestles in 112 miles. It also resembled a mountain narrow gauge railroad by being almost continuously curved and having severe grades.

The road was started in 1875 at Bellaire and was finally completed to Zanesville in 1883. At this time it was known as the Bellaire, Zanesville and Cincinnati Railway. Its nickname was the "Bent, Zigzag and Crooked", obviously after its less than straight right-of-way.

In 1902, the railroad had been placed into receivership, and was reorganized as the Ohio River & Western Railroad. Plans were announced at this time to standard gauge the line, but they were never realized. In 1912, the Pennsylvania Railroad acquired the OR&W, probably mostly to block the Wabash from gaining its right-of-way and also to obtain the valuable coal lands that came with it. Yes, the Pennsylvania owned and operated several 3' gauge branch lines, and there are pictures of narrow gauge locomotives labeled Pennsylvania.

The combined effects of the automobile and the Great Depression took their toll on the narrow gauge railroad and the last train ran in May, 1931. For a railroad abandoned sixty years ago, there is still some evidence of its existence, if you know where to look.

The OR&W had a total of 17 locomotives; 6 - 4-4-0's, 7 - 2-6-0's, 3 - 4-6-0's, and a single 2-8-0. A total of eight locomotives were built new for the railroad, the remainder were obtained used. The easiest one to model in Sn3 would be the 2-8-0 #14. It was formerly East Broad Top #7, which was built by Baldwin from the same plans as the D&RGW C-19's, so it could be built from a Railmaster kit or a brass model could be modified.

The roster included typical wooden narrow gauge cars, including used ones from other narrow gauge railroads, and several built by the railroad's shops. One interesting note is that the PRR's Ft. Wayne shops built 20 flatcars and 20 gondolas for the OR&W in 1913-1914. The Ft. Wayne shops also built a new caboose for the railroad in 1917.

If you are interested in the Ohio River & Western, check out the book in the bibliography by Ed Cass. It contains a history, picture, equipment and structure plans, track plans, etc. which will be useful for any model building related to the railroad.

As always, please write if the mood strikes.

Contributions or comments:

David L. Heine
5758 Bel Air Dr.
Coopersburg, PA 18036
dheine@epix.net

Bibliography - Ohio narrow gauge books:

American Narrow Gauge - George W. Hilton, 1990, Stanford University Press (Contains brief histories of several narrow gauge lines in Ohio.)

Hidden Treasures - The Story of the Ohio River & Western Railway - Edward H. Cass, 1997, Timber Times

THE CLUB SANDWICH

By Dave Pool

The **Conn. S Gaugers (CSG)** brought their modular layout to the Ram Band Cheshire High School Train Show on Nov. 18 and operated for the show attendees. Steve Kutash, V.P. in charge of modules coordinated the effort, and brought several modules of his own. Steve has a home layout comprised of S gauge modules, some of which he can bring to various shows for operation and display. The modules have Code .125 rail with small headed spikes so that both AF and scale trains can be operated. Any turnouts are of the closed frog custom-built variety, to allow the scale flanges and the AF flanges to operate over the same trackage. Most S scale operators would use open frog turnouts which cannot accommodate the AF or high rail flanges.

The **CSG** welcomed several new members in the past months time. Thomas H. Lane of Salem, CT.; Steven Ksenych, Winsted, CT.; Larry Morton, Hurley, N.Y.; Todd Metcalf, Manchester, CT.; and Dennis Caruso of Shenorock, N.Y. all were recently received as new members. Carl Contadini, Terryville, Ct. also re-joined the club as a member for the forthcoming year. The **CSG** will be quests of member Bob Comstock, at his home in Middletown, CT. Bob is a fine modeler and an accomplished model painter. He has painted many models for fellow S Gaugers over the past years of time. He obtained undecorated AF shells from Amato Hobbies, in Middletown, CT. and painted them in custom schemes. The club is planning to set up and operate their layout at the March 3, 2002 Cheshire H.S. Ram Band Train Show. The show is held in the Spring and Fall at the high school. Band members and their parents provide food and refreshments to

attendees, and those participating for sales and modules. Table renters have personal service from the band members who come around to offer food service. Bill Fuhrman is President of the club, and Craig O'Connell edits the newsletters.

The *Canadian S Scale Quarterly* is the newsletter of the **Canadian S Scale Modelers**. Guy Davis receives information to be included in the newsletter and various members act as the editor for different issues. Guy has given notice that he will be stepping down as the newsletter coordinator as of Feb., 2002. President is Denis Fortier, and a recent issue of the newsletter explained that he is helping a friend, Raynald Asselin build a large S scale layout in his basement. Member Bob Elliot explained how he became re-activated as an S gauge enthusiast recently. In 1946 Bob received an AF train set for Christmas. He delivered papers to purchase additional track, turnouts, coaches, etc. The trains got passed on to three younger brothers, and two nephews, and then was stored for some years time. One of Bob's brothers gave the train back to him this past Summer, and some cleaning and lubrication yielded a fine running train set. Bob has a seven year old grandson living nearby, and he made a permanent layout in his basement upon which to operate the train with his grandson. The February issue of the **CSSQ** will include a listing of the members.

The **Western N.Y. S Scale Assoc. (WNYSSA)** attend local train shows and meet afterward or before to have their informal get-togethers. Coordinator Gregg Mummert had the January

meeting of the club at his home in Cowlesville, N.Y. Gregg had his Christmas layout operating for those attending to operate on, which could accommodate S hi-rail, AF, or O gauge (AF O gauge?). With the seven feet of snow which mother nature brought to the area in late December, scheduling and attending events is most interesting.

The **Susquehanna S Gaugers (SSG)** met at the home of Frank and Joyce Smith, in late December in Shamokin, PA. Club members were invited guests to a train show open house held at the Smith house. The show was held for the benefit of Frank and Joyce's church, and **SSG** member Bob Pershing coordinated the visit. Frank collects AF S gauge, and Joyce collects O gauge trains. They have a 27 ft. x 40 ft. layout in a barn, and can operate no less than six AF trains at the same time along with four of Joyce's O gauge trains. The club newsletter explains that this is a good example of how a well-balanced marriage should work. A color photo in the newsletter depicts what appears to be the layout, and it is fabulous, with scenery and detailed buildings and trackage. Jim Ingram of Williamsport, PA. coordinates the **SSG** activities and edits the newsletter. The club is expanding their scope and membership thanks to the efforts of Jim.

The **South Jersey S Gaugers (SJSJG)** hold their meetings at the Bellmawr Fire Hall in Bellmawr, N.J. The meetings often have clinics presented by members, or by guests. A recent meeting of the club included a clinic by member Jim Oliver on his use of HO gauge motor units for powering the LGB Gnomy push toy trolleys to operate on S gauge track. Jim also displayed other trolleys that he has powered and converted to operate on S track. The club plans to display their layout and operate it at the upcoming

Greenberg show, at Ft. Washington, PA., in February. The club elected the following officers for the new year: Hank Worrell, Pres.; Mike McConnell, V.P.; Ed Claypoole, Secretary; Joe Balcer, Treasurer; and Larry Gawlinski, Ass't. Treasurer. Mike McConnell and Joe Balcer will serve for two year terms, all the rest will serve one-year terms. Some shifting of the election methods and terms has resulted in this variation. The outgoing President, Dan DeSantis wrote a message for the newsletter encouraging members to get involved in the club activities and accept officer-ships. Dan is moving to the Williamsburg, VA. area in the Summer, of this year.

In a recent **SJSG** newsletter, *The Waybill*, editor Ed Claypoole included an interesting article written with the help of the Steve Politowski, the Club Historian, on building an AF layout as described to the boy's railroad clubs by A. C. Gilbert. Another article included in the newsletter was from Inside Railroading an Assoc. of American Railroads publication. The article described the operation and purpose of a rail detector car.

The North Penn S Gaugers (NPSG) displayed and operated their portable layout at the Greenberg Ft., Washington, PA, train show in early December. Member Mike Pragheimer operated the S gauge portion of three large layouts belonging to the Black Diamond Society of Model Engrs., in Bethlehem, PA. at the show held on Nov. 23-25, and Dec. 1-2. Club members attended the various shows and events held in November and December, and so a formal meeting will not be scheduled until March, tentatively scheduled for the home of Phil and Linda Williams. The next show for the club to display their layout will be the sixth annual train show to be held at the Family Heritage Restaurant, Franconia, PA. Layouts in most gauges will be operated and dealers tables were

available. This is a two day show, open on Friday evening and Saturday morning, Jan. 25-26.

The **NPSG** will set up their layout at the Greenberg Ft. Washington, PA. show in mid-February. The Peter Becker Retirement Community sponsors a Flower and Train Show to be held this year on March 14-16. The club is hoping to be invited to display and operate their layout at the show. Glenn Ritter is Corresponding Secretary of the club and edits the newsletter. A recent issue showed color photos of members Lucy and Joe Bolsar's home layout, Ray and Pat Nase's Christmas engine and cars, and Glenn and Lin Ritter's circus motif holiday train display.

The Lehigh Valley S Gaugers (LVSG) met at the new home of Jamie and Dawn Bothwell in early November. The club meeting was on the same day as the Allentown Big Frost Train Show, so it was scheduled for early afternoon. Club members were each given a quad ruled planning pad and asked to sketch the track plan that they would like to see in the basement of the home just purchased by Jamie and Dawn. The layout will be constructed in modules, to facilitate the future moving as might be required. The annual Night Out on the Town for the club was moved to February, and will include a show at the Clinton, N.J. Playhouse along with dinner. Many of the club members attended the Fall Get Together sponsored by the Central Jersey S Scalpers (SJSC). The get-together was held on Sept. 22-23, 2001, and it was the twentieth annual event. It was the best attended Fall Get-together held to date. Member Bill Fraley edits the club newsletter, which includes a column entitled: "Comin Round the Bend with the Lehigh Valley S Gaugers" The column includes information submitted by the individual membership describing their activities in S gauge in recent months. Many members including Wally Collins,

Roy Hoffman, Frank Titman, Tom Doherty (Penn. Heritage Models), Dave Heine, and Jamie Bothwell submitted information on their activities.

The **LVSG** has had lagging attendance at their regular meetings held at the various members homes. At a recent meeting, it was decided to require attendance to at least one meeting per year in order to maintain regular full membership and voting rights in the club.

The Baltimore Area AF Club (BAAFC) held their December meeting at Bullock's Restaurant, Westminster, MD. This meeting was the club's annual holiday party. The party included Bruce Greenberg, founder of Greenberg Publishing Co. as guest speaker. This firm publishes the well-respected and used S Gauge Price Guide. The club set up and operated their portable layout at no less than three train shows and public events during the month of December, 2001. These included the Greenberg Train Show, Timonium, MD., TTOS Swap Meet, Earleigh Heights, MD, and at the Johns Hopkins Hospital, Baltimore, MD. The January meeting of the club was held at the home of member Monte Heppe. The activities and newsletter of the **BAAFC** are coordinated by Ron Kolb. A recent issue of the newsletter included photos of the custom S locos that were built and operated on the layout of member Bob Davison. The Saval SHS reefer club car is being distributed to those who ordered it. Dave Blum is coordinating the distribution of these club cars.

The Southeastern Michigan S Gaugers (SMSG) set up and displayed their modular layout at the Train Flea Market and Show held in late November, at the Washtenaw County Fairgrounds, Saline, MI. Dave Held organized a web site for the club, and it receives nearly 200 hits per day. The possibility of putting member-

Narrow Gauge in Ohio - The Cincinnati, Lebanon & Northern Railway - John W. Hauck, 1986, Pruett Publishing

The Nickel Plate Story - John A. Rehor, 1965, Kalmbach Publishing (Contains information on the narrow gauge Chagrin Falls & Southern Railroad; Cleveland, Delphos & St. Louis Railroad; Connotton Valley Railway; Toledo, Cincinnati & St. Louis Railroad; Wheeling & Lake Erie Rail Road.)

Railroad with 3 Gauges, The Cincinnati, Georgetown & Portsmouth RR and Felicity & Bethel RR - David McNeil, 1986, Cincinnati

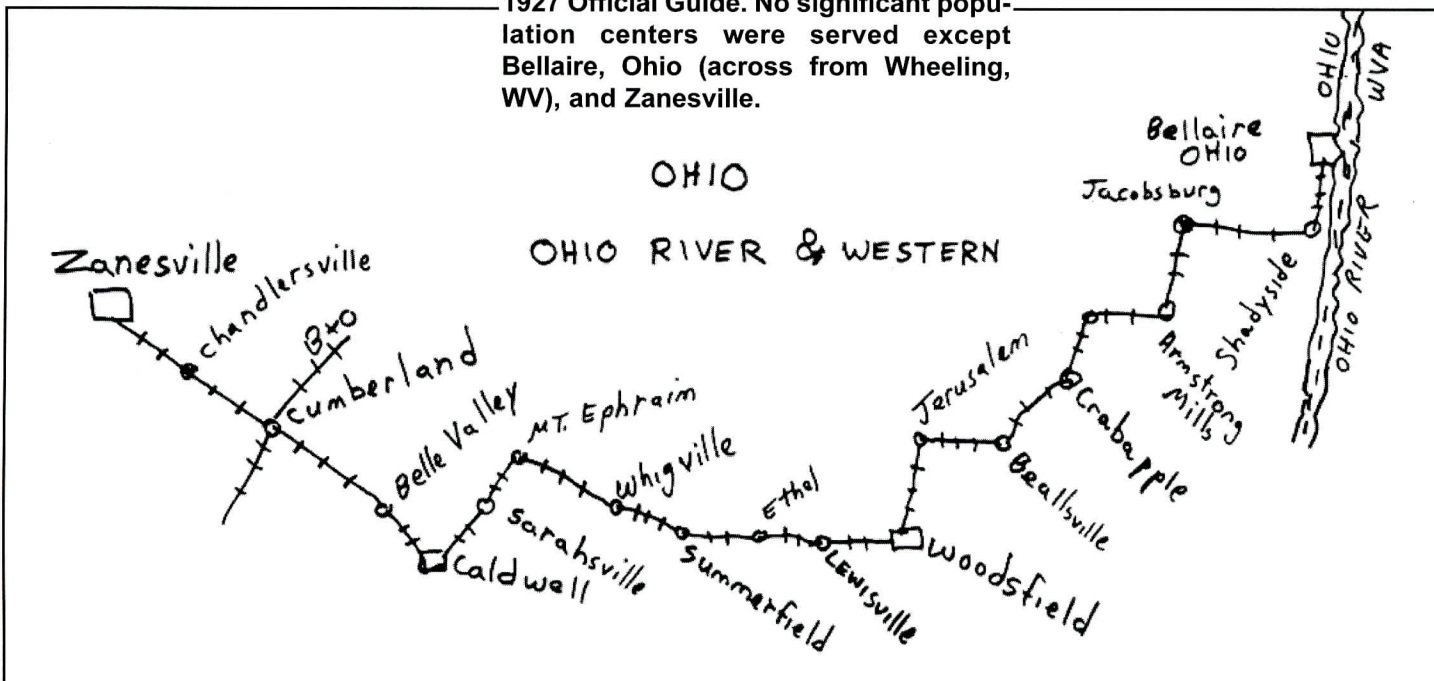
An American Railroad Portrait - Daniel Frizzi, Jr., 1993. A book about Bellaire, Ohio and Belmont County covering various railroads. The OR&W is covered in a chapter.

Note the photo in the December Dispatch of an OR&W remnant. - Jeff

Table 208—BELLAIRE AND ZANESVILLE.
(Narrow Gauge.)

45	41	43	25	Mls.	May 22, 1927.	44	40	42	26
Mix	Mix				(Eastern time.)	Mix	Mix		
4 30	10 40			0	lve. Bellaire	8 45	3 15		
4 44	10 58			2.8	Shadyside	8 34	2 56		
4 52	11 10			5.3	Webb	8 27	2 47		
5 02	11 30			8.3	Vallonia	8 16	2 35		
5 17	11 55			11.4	Key	8 05	2 23		
5 25	12 11			13.0	Jacobsburg	7 55	2 11		
5 29	12 21			14.4	Kelsey	7 50	2 03		
5 50	12 55			18.5	Captina	7 35	1 40		
5 55	1 05			20.3	Armstrong Mills	7 20	1 27		
6 05	1 18			22.5	Allondonia	7 13	1 18		
6 11	1 26			24.8	Crabapple	7 06	1 01		
6 28	1 45			28.4	Beallsville	6 55	12 49		
6 40	2 00			32.0	Jerusalem	6 43	12 32		
6 48	2 10			34.2	Ozark	6 34	12 16		
7 01	2 25	Mix		37.6	Coats	6 22	12 02	Mix	
7 20	2 45	A M	A M	41.7	arr. Woodsfield	6 10	11 50	P M	P M
		P M	P M	41.7	lve. Woodsfield			A M	A M
		10 21	6 05	43.5	Kerr			1 30	6 20
		10 27	6 10	44.7	Starkey			1 20	6 12
		10 58	6 25	48.8	Lewisville			1 13	6 07
		11 11	6 34	52.1	Burkhart			12 55	5 50
		11 15	6 37	52.9	Brister			12 35	5 39
		11 23	6 42	54.6	Herlan			12 30	5 37
		11 29	6 45	55.6	Doherty			12 24	5 32
		11 36	6 51	56.8	Ethel			12 18	5 28
		12 03	7 03	59.1	Summerfield			12 14	5 24
		12 15	7 14	62.3	Whigville			12 03	6 17
		12 24	7 22	64.5	Mt. Ephraim			11 35	6 01
		12 30	7 27	66.2	Fredericksdale			11 24	4 52
		12 45	7 36	68.6	Sarahsville			11 18	4 47
		1 00	7 45	71.7	Perryopolis			11 05	4 39
		1 30	8 04	75.9	Caldwell			10 42	4 28
		1 55	8 19	79.9	Belle Valley			10 20	4 12
		2 07	8 29	82.9	Hiramaburg			9 45	3 57
		2 36	8 49	88.2	Cumberland			9 25	3 46
		2 50	9 02	92.7	Spratt			8 49	3 29
		2 58	9 04	93.2	Sheppards Ridge			8 23	3 16
		3 05	9 12	95.2	Freeland			8 17	3 13
		3 16	9 22	98.3	Chandlersville			8 07	3 06
		3 21	9 26	99.9	Seawright			7 56	2 55
		3 28	9 31	101.3	Lawton			7 44	2 50
		3 38	9 43	104.1	Carlwick			7 39	2 46
		4 15	10 10	110.3	Zanesville			7 26	2 39
					ARRIVE			7 00	12 15

This is a passenger timetable from a 1927 Official Guide. No significant population centers were served except Bellaire, Ohio (across from Wheeling, WV), and Zanesville.



This is a rough map of the Ohio River & Western narrow gauge line which lasted until 1931. As you can see it basically went nowhere. The original name was the Bellaire and Southwestern. That was updated in the 1880s to the Bellaire, Zanesville & Cincinnati and given the nickname by locals of the "Bent, Zig-zagged and Crooked." Around the turn of the century the OR&W name was adopted, and the railroad was taken over by the Pennsylvania Railroad in 1912. The OR&W also got a nickname - "Old rusted and Wobbly."

ship applications on line was discussed at a recent meeting of the club. The host for the site was changed recently to provide 24 hour service. Nominations for two year terms of club treasurer and secretary were made at the November meeting and elections followed at the December meeting. This was held at the home of Jerry Poniatowski, in Wayne, MI. Jerry's layout is hi-rail with AF and modern American Models motive power and rolling stock. Joel DeWitt was elected treasurer, and Jerry Poniatowski secretary of the club. President Gaylord Gill was unable to attend the December meeting because he was moving.

The **SMSG** had their January meeting at the home of Brooks Stover, in Oakland, MI. Brooks' layout features the Buffalo Creek & Gauley RR prototype, and has been recently completely re-built using Code .148 track work. A description of the layout construction has appeared in recent issues of the *S Gaugian* magazine. The club is planning to set up and operate their layout at the Ann Arbor RR Club's annual train show to be held at the Ypsilanti High School on Sunday, Feb. 17. Sig Fleischmann is coordinating the club's participation at the event. The club is planning a meeting to be held in February at Greenfield Village, which would be coordinated by member Bob Ristow. Dave Held is planning to host the March meeting at his home in Inlay City, MI.

The Northern Ohio S Scalpers (NOSS) has a newsletter, the *NOSS News*, edited by Gary Ippolito, from Bay Village, OH. and held a recent meeting as the guests of John Lanzer. Ed Manning presented a slide show of the down town Cleveland area, which took approx. 1.5 hours, and included bridges, railroads, tugs, etc. A "Clean out the closet sale-athon" was held after the slide show. The club held their holiday party at members George and

Stephanie Rickett's home in Rocky River, OH. on Sunday, Dec. 30. An innovative game was held which required every member attending to bring along a gift (suggested value: \$7-\$8) along with a large food store brown bag. The gift was to be brought in the bag.

The Cuyahoga Valley S Gaugers (CVSG) held their special Christmas event on Sunday, Dec. 16 aboard the Cuyahoga Valley Line train. The St. Lucie Sound observation car was reserved for the event which is a popular one for the membership. Member Greg Meltzer coordinated the reservations for the event. Snacks were served on the train ride to the members attending.

The Central Ohio S Gaugers (COSG) met at the home of Art and Janet Lofton, in New Albany, OH, on Nov. 18. Art has a stock of AF parts that he makes available to the members at various prices, for their AF repair projects. His AF collection and 1/64 truck collection were available for the members to enjoy. The club portable layout was brought and set up at the train show held at the Marion County Fairgrounds on Dec. 1. The layout was displayed and operated at the Clark County Fairgrounds, Springfield, OH. on Sunday, Dec. 2. The following week (Dec. 9) the club layout was set up and operated at the TTOS Train Show, Franklin County Fairgrounds, Hilliard, OH. The club displayed their layout at the Train Show held in the Lausche Building at the State Fairgrounds on Jan. 14, 2002. The **COSG** had a meeting at the home of Rob and Lynn Berridge, in Hilliard, OH. on Jan. 20. They are planning to meet at the home of David and Liz Stilp, in Columbus, OH on Feb. 17. Alan Evans edits the club newsletters and e-mail releases. Recent newsletters have been distributed as an attachment on the e-mail circuit.

The Northern Ohio Division of the COSG (NOD-COSG) met at the Marion County Fairgrounds Train Show, Marion, OH, for a meeting and to take in the show on Dec. 1. Member Roger Jensen had the January meeting of the club at his home on Jan. 17, 2002 in Martin, OH. The February meeting will be held at the home of Jack Kramer, in Fremont, OH on Feb. 15. Monty Kaufman is serving as the coordinator of the Division and can be reached by e-mail at: sukaufman@aol.com

The AF S Gaugers of the ST. Louis Area (AFSGSLA) met for their December meeting at the home of Jim Anderson. Jim is building an S layout in a spare bedroom. On Dec. 29, 2001, the club members took down the train layout that is displayed at the Famous Barr Department Store for the holiday season. This is an annual display which is viewed by thousands, and really is an effective way to showcase our favorite gauge. This year's display was the 14 th year that the club has set up and operated the layout. Members Norm and Ione Palarski held the first meeting of the club at their home on Jan. 4, for the holiday celebration. Member Barry Dolan coordinated the display of two layouts at the GATS Train Show, held on Jan. 5-6 at America's Center, downtown St. Louis. Barry volunteered to hold the February meeting of the group at his home on Feb. 8. The **AFSGSLA** was considering setting up a display layout at the old Sak's Fifth Avenue Store for real estate developers at the Central West End. Because of the time constraints and coordination of work which would have to have been done by the developers, it was decided to provide a limited display this year and plan for the next holiday season when more time was available.

The Badgerland S Gaugers (BSG) recently held their elections for the new year and Dave Smukowski is the President; Jeff

Madden, V.P.; Jeff Young, Treasurer. and Ron Schlicht, Sect'y./Editor of the newsletter. Member Roy Meissner held the Dec. club meeting at his home in Merton, WI. The Jan. meeting was held at the home of Steve Lunde, and Brad Nelson will host the February meeting. The **BSG** held Train/Trade Shows at the Waukesha Expo Center 4-H Bldg. on Dec. 23, 2001 and Jan. 27, 2002. The next shows will be held on March 17 and April 28. The club was established in 1975 and their new patches have this date on them. New patches were ordered recently, and will be distributed to new members when they join the club. Member Steve Jones is making a list of member's e-mail lists which can be used to communicate with them. The **BSG** has a modular layout and a small travelling layout that can be set up and operated for display. The club recently purchased the Lionel version of the AF sawmill for use on the layouts.

The **BSG** makes monetary contributions to several worthy charities, including the Salvation Army, Toys for Tots, and Food for Families. Member Roy Meissner proposed at a recent meeting that the club officers serve for two year terms and that elections be held every other year. The motion was approved and the by-laws will reflect this change. The club is planning to submit a proposal to host an NASG convention. Dave Smukowski is coordinating assembly of the plan and details that could be included in the convention activities. Sadly, member Dave Sengenberger passed away in January after a short illness, and member Art Doty was recently hospitalized. Dave was also a member of the Chicagoland Club. Art Doty is also a member of the Chicagoland Club and the State-Line S Gaugers.

The Golden Spike AF Club (GSAFC) annual Christmas party was held at Moore's Family

restaurant, West Haven, UT. on Dec. 8. Turkey dinner and pumpkin pie were featured, and the special guest was Warren Holmgren of Warren's Train shop. Door prizes were given, and some were RR videos from Warren's Train Shop. Prizes were awarded to participating members, which included a LT-AF sawmill, MTH Jake the lamplighter, and MTH coal loader. A white elephant exchange was made, and members enjoyed the gifts selected for the exchange. Richard Meyer had the January meeting at his home on Jan. 18. Al Rawdon edits the club newsletter, which recently had color renditions of several AF train sets of the 1955 time period. These included the Pony Express, the Circus Set, the Flying Freightier, the MoPac set, the Yard King set, the Silver Bullet, and the North Coast Ltd. set. The club ran their portable layout at the NMRA Wasatch Rails -01 train show on Nov. 2-3-4. The show was held at the Utah State Fair Park. The club layout was located in a side room just west of the elevator, and they shared it with two dealers. Eddie Strong is President, Richard Meyer, V.P., and Scott Leonard, Secretary/Treasurer of the **GSAFC**.

The BAY Area S Scalpers (BASS) held their Sept. meeting at the home of member Spencer Noe. The host has an S standard layout in a compact area, his bedroom. The layout has three passing tracks, yards and spurs with one of the yards inside the closet in the room. Besides the removable track for the doorway, and one window, one of the key items for the loop around the room was that Spencer's mother was nice enough to let him cut holes in the wall at both ends of the closet. About 19 BASS members and guests attended the meeting and were able to watch operation on the layout. In mid-November Lee Johnson set up an S scale module layout at the Museum of San Ramon Valley located in the old

Southern Pacific depot in Danville. The layout was set up on Friday and operated on Saturday for visitors to the Museum. Club members helped set up, operate and take down the layout. Member Ed Loizeaux had a stay in the hospital last August after experiencing chest pains. He went through angioplasty and now has a couple of stents in arteries. He feels good and is optimistic for the future. He is watching his diet and is a vegetarian. The S scalers wish him the best in health and model railroading.

The **BASS** welcomed new member John C. Rolston, of Sonoma, CA. John had an AF train set as a youth, and later built a HO layout with his dad in the 1950's. He was introduced to S scale at the NMRA 2000 Convention and Train Show. Bill Roberts is the module coordinator for the club and he had the Nov. meeting at his home in San Francisco. Michael Eldridge had the January meeting of the club at his home in San Jose, on Jan. 19. Michael is building a home layout and has several timesaver modules on which the members could operate trains. Barney Daehler edits the club newsletter.

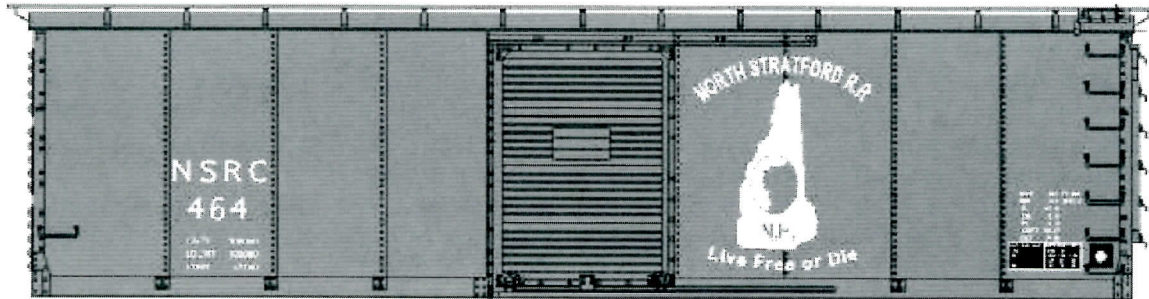
Your column editor wishes to thank those individuals and clubs that send information on their activities as used in this column. Please send your club information or newsletter to: Dave Pool, 11 Bittersweet Trail, Wilton, CT., 06897-3902

Note: Those clubs who are now starting to put their newsletters on the internet, please make sure Dave Pool gets a copy: ndpool@juno.com.

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The North Stratford RR operated on 22.5 miles of track leased from the state of New Hampshire, track which the state had purchased in order to protect rail transportation to the Beechers Falls, VT, plant of the Ethan Allen Furniture Company, from North Stratford, NH. Ethan Allen Company leased 100 of these 40' boxcars, and painted them green with white lettering and NH map and logo. Today, at least two of these steel rebuilt boxcars remain, both still located in NH.

This model will be available in two different prototype numbers: 464 and 491. It is produced exclusively for the Bristol S-Gauge Railroaders by S-Helper Service and will be supplied with both highrail and scale wheelsets, and Flyer-compatible couplers. The cost is \$40.00 per car, plus shipping. Order today by mail, phone, Fax, or E-mail. Massachusetts residents, please add \$2.00 sales tax.

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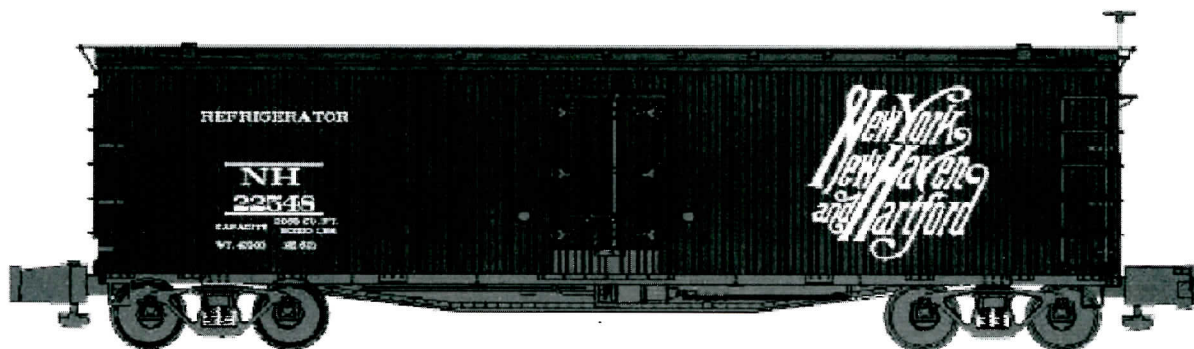
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This colorful car has New Haven freight car brown sides, with white print, including the large billboard script herald of the NY,NH&H RR. It will be available in two different prototype numbers: 22502 and 22543. It is produced exclusively for Port Lines by S-Helper Service and will be supplied with both highrail and scale wheelsets, and Flyer-compatible couplers. The cost is \$45.00 per car, plus shipping. Order today by mail, phone, Fax, or E-mail. Massachusetts residents, please add \$2.25 sales tax.

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SHIPPING ADDRESS _____

CITY _____ STATE _____ ZIP _____

NUMBER OF NY,NH&H CARS DESIRED: _____

Car number preference (if available): _____ 22502 _____ 22543

(If two or more cars are ordered, you will automatically receive both car numbers.)

COST = \$45.00 PER CAR.

MASS. RESIDENTS ONLY , PLEASE ADD \$2.25 PER CAR, SALES TAX :

SHIPPING: \$5.00 FOR THE FIRST CAR, AND \$2 FOR EACH ADDITIONAL CAR ORDERED:

TOTAL---CHECK OR MONEY ORDER ENCLOSED FOR:

\$ _____
\$ _____
\$ _____
\$ _____

CREDIT-CARD AUTHORIZATION:

CARD NUMBER _____

EXPIRATION DATE _____

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CTT - Check out the CTT website: www.classtrains.com for a feature by Mike Schafer called Schafer Floor Layout.

Jan. 2002 CTT - 4-page story on AF by Lionel by Paul Nelson.

Feb. 2002 CTT - Survey lists 10% as S gaugers. Also story on Flyer attic floor layout by Andy McBride.

Nov. 2001 RMC - Article by Dick Karnes.

Feb. 2002 MR - Tony Koester's *Trains of Thought* column is all about S. Very informative.

TURBINE TWEAKED

Tom Robichaud, Jr., of the Bristol Club reported on some minor modifications made to the new River Raisin turbine. "My layout has 24" and 27" radius curves along with some #3, 4 and 5 closed frog switches. Initially I found that the B-unit had no problems negotiating the curves, but the A-unit front truck would hit the front pilot on one side. I talked to Jim and Dan about this, and they said the turnbine was really only designed to handle SHS maximum curves - about 29" R.

What I decided to do was to elongate the chassis holes and slide the chassis back. I only needed about 0.050" to 0.100" to clear the front pilot. There are 8 screws that mount the chassis to the body. I elongated 6 of them, keeping two just in case I needed to bring it back to the original alignment. After filing and testing I got it to a point where the truck cleared the pilot. Guess what? The UP Turbine now runs on 24" radius curves. It actually runs through the #3 closed frog switch as well. I also believe it will run on even tighter curves. By sliding the chassis back, I don't think I sacrificed any of the look. I run both O gauge and S gauge and my experiences with S gauge manufacturers is much more pleasant.

- Tommy robichaud, Jr.

WIS. TOY TRAIN BARN

A new place to visit for S gaugers opened on Dec. 15, 2001, in south central Wisconsin. It is called the Toy Train Barn and will be operated by Buck Guthrie, longtime Flyer collector and operator and Wisconsin & Southern engineer (the real thing). Many of you saw Buck's portable tinplate Flyer layout at the 2000 S-Fest. The museum will feature a large collection of classic American flyer S gauge trains, an N scale layout, a model farm display and photos and memorabilia of the Wisconsin & Southern and its predecessors. The Toy Train Barn & Green County Gulch Railroad (an outdoor railroad opening in 2002) is located about 10 miles west of Monroe, Wisconsin on Highway 81. The location is W 9141 Hwy 81, Argyle, WI 53504. Admission is \$5.00 for adults and \$2.50 for children. Children under 3 free. More details will follow when I find out more - Jeff

BUY SOME HISTORY

For the Russ Mobley Train Collection 10-page sale list of locos, cars, structures and parts send a 6x9 envelope with address and postage to Pete Silcox, 4196 Barksdale Way, Kennesaw, GA 30152.

WEST COAST MUSEUM

Lionel, American Flyer, Marx and Ives - remember those wonderful trains that fascinated you as a child? The Museum of American Heritage features these childhood favorites in their latest exhibit, "Toy Trains". Interactive exhibits include the operation of trains and accessories to demonstrate the evolution of toy trains. Displays include wood, paper, plastic or metal trains. Some are hand-powered and others are operated by springs or electricity. Hours are 11 a.m. to 4 p.m., Fridays through Sundays at 351 Homer Ave., Palo Alto, California. Infor 650-321-1004 or www.moah.org.

- Courtesy Dale Smith

AM HUDSON

I just received my new American Models NYC Empire State Express J3a Hudson locomotive. Nice job. There are some compromises in order to accommodate Flyer 20" curves. Most obvious are a too short pilot truck wheelbase and smaller than prototype wheels on the trailing truck. The trailing truck, by the way, is very nice indeed, complete with bolster piping.

I will be adding a few details, like cab floor and rear, boiler backhead, and dummy reverse-gear stirrup. I'll also be extending the firebox sheathing downward by about two more corrugation rows and will replace the pilot truck with an SSL&S pilot truck.

The AM Empire State Express Hudson uses plastic overlays for the cowlings on the black portion of the boiler above the running boards. Visible beneath the cowlings is piping detail. Also visible behind the corrugated firebox sheathing is full detailing of the firebox sides below the running board as well as fully-modeled air tanks.

So maybe I am seeing portents of things to come from AM - a 20th Century Limited Hudson would require only a different plastic firebox skirt and front-end (already a separate part). Even a standard (unstreamlined) Hudson might be possible - except the skyline casing a streamlined cab are integral with the cast-metal boiler. Maybe different mold slides...?

The AM model shares some inordinant detailing omissions with the AHM HO Hudsons, among which are a missing boiler band and lack of an opening in the tender top near the fireman. These are easy to add. The rear of my engine was too low, so I raised it by 1/8" with brass bushings as spacers - a 10 minute job. And this unit has a smoke unit in DC scale.

- Dick Karnes

RUSSELL M. MOBLEY MEMORIAL LIBRARY

Special thanks: To Mark Gaddy, for five years of *S Gauge Heralds* and several *S Gaugians*.

Offerings:

- *NASG Dispatch*, Summer 1985-Dec. 2000 (a=\$3,b,c)
- *S Gaugian*, 1980-99 (b)
- *S/Sn3 Buyers' Guide/Modeling Guide*, 1993 to end of publication (b,c)
- *Sn3 Modeler*, 1984 to present (b)
- *3/16 "S"cale Railroading*, all issues (1989-1992) (a=\$1.60,b,c)
- *S Gauge Herald*, 1960-1970 (a=\$5,b,c)
- A.C. Gilbert's Postwar American Flyer S-Gauge Reference Manual, first edition (motors & actuators in all locos, rolling stock, accessories), Robert A. Hannon, CrowsNest Publishing, Clarksville, MD, 2001. (b,c)
- Article on Russ Mobley in *Augusta Chronicle/Augusta Herald* (Georgia), Sun., Nov. 7, 1982 (c)
- Article on Russ Mobley in Nov. 1982 issue of *Rural Georgia*, official publication of Georgia Electric Membership Corp. (c)
- Various catalogs, instruction sheets (a=85¢,c)

Key to symbols:

- a=\$: Complete index (print for postage-paid price indicated, or e-mail free)
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NASG COPY SERVICE

Note that the Copy Service is now in the hands of Dick Karnes who is in charge of the Russell M. Mobley Memorial Library. Copies of articles from back issues of the *NASG Dispatch* and other publications we have permission to copy are available from Dick per his instructions above. We want to thank Kent Singer for handling the Copy Service for many years.

Kent still is available to work up any Short & Easy articles you want to send his way.
Kent can be reached at 6516 Georgian Way, Columbus, GA 31909.

S-CALENDAR

March 23-24, 2002: Great Scale Train Show, Maryland State Fairgrounds, Exit 17E from I-83, Timonium, MD. 9 a.m. - 4 p.m. Sat., 10 a.m. - 4 p.m. Sun. Adm. \$6.00. Info: www.gsmts.com or 410-730-1036.

March 24, 2002: N.V.A.F.C. Trevoze Train Show, Tevoze, PA, Trevoze Fire Co., Street Rd., (PA 132). 9 a.m. - 1 p.m., Adm \$3.00. Mike Hudek, 429 Taylor Ave., Newtown, PA 18940 - 215-860-8861.

May 10-11, 2002: Spring S Spree, Historic Manchester Inn, Middletown, OH. Hosted by the Miami Valley S Gaugers. Tour of Cincinnati Union Terminal and S layout planned. Info: John Clifford - 937-836-0286 or e-mail: jclif4@aol.com. Website: www.mvsg.freehomepage.com. Hotel phone: 513-422-5481.

July 31-Aug. 4, 2002: NASG Annual Convention - Holiday Inn Select, Strongsville, OH (Cleveland area) sponsored by the Cuyahoga Valley S Gaugers. Registration: Josh Seltzer, 3567 Antisdale Rd., Cleveland Hts, OH 44118. Fax: 216-371-0498 or e-mail: jmssgauger@earthlink.net. www.cvsga.org. Hotel phone: 440-238-8800.

Oct. 11-13, 2002: Fall S-Fest. Sponsored by the Chicagoland Assoc. of S Gaugers, Tinley Park Convention Center, 18501 S. Harlem, Tinley Park, Illinois. Holiday Inn Select - 708-444-1100. Joe Taylor 847-677-2586 - www.trainweb.org/casg/sfest.html

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

Railmail cont. from page 5

ed and decorated on Pacific Rail Shops 10' single door box cars. The L&A had similar cars but these are not strictly prototype. They are painted Tuscan and have white lettering with the L&A emblem. I'm keeping 10 with different numbers, so that means there are 10 extra numbers plus 1 triplicate that I'm willing to sell. The price is \$36.00 each with trucks and \$32.00 each without trucks. There may be only a few left by the time you read this. I will post photos of layout progress soon.

- Bill McClung (He's in the directory)

Directory Idea: For those members that have a layout, how about listing the name of his railroad? That information has been asked

for on numerous questionnaires or product surveys and could be included in the directory listings. I doubt if I am the only one interested in this.

- Vic Cherven

Scaler Switching from HO:

Here's a newby weighing in -- I've been an HOer for 25 years or so and have always been attracted to the idea of 1/64 for one simple reason: the models have a heft and visual impact that the smaller ones just can't achieve, along with the potential for greater detail and fidelity to scale. I am now considering a full-boat switch to S, mainly because there now seems to be a critical mass of stuff available to allow a new "convert" to get started without a major scratch building effort. As far as the hi-rail vs scale issue, I don't even consider the two to be very closely related

hobbies - In that regard, it is very important for manufacturers to make it clear if their products are suitable for scale model railroaders. I suspect that the main source for new participants in S scale will be folks like me who are scale model railroaders who find appeal in the proportions of 1/64. Also, it surprises me that there isn't more interest in correctly scaled wheels and track since it shouldn't be too hard to achieve in 1/64. If you call yourself a scale modeler, it seems that you would be interested in fidelity to the extent it could be achieved in a practical fashion.

- Fred Tolhurst, Maryville, TN (*I don't think Fred is an NASG member yet, but his communication on the internet illustrates how a scaler becomes interested in S and how manufacturers might encourage him.* - ed)

Fixin' Flyer from page 19

nants. Use it as a guide to bend a standard track pin as a replacement. This is also how you can remove one to install an insulated pin. Personally, I wouldn't install an insulated pin this close to a switch, as a steam loco would already be through the switch before the tender pick up wheels hit the insulated section.

There is one more easy-to-do check on your switches, if they are not throwing properly, and that is the coil condition. On all three types, the coil is actually two coils on the same core. According to Bob Hannon's book, an ohmmeter connected across either the black and red or black and green posts should read 2.4 Ohms on the 720s and 1.8 to 2.0 Ohms on the 720As. Check both post sets. The 720 type 1s may read oddly because of corrosion resistance in the internal disconnect switch. This can only be corrected by disassembling the switch and converting it to a type 2. We will cover that during the "overhaul" process.

When the Gilbert engineers

upgraded the switch design to the 720A they created a completely different unit that externally looks very similar to the 720. Although many of the parts look similar, for instance the frogs and the lamp covers, they are not interchangeable. I have also noticed that the lamp covers have the same-sized bases, but the screw holes are diagonally opposite, even though an early cover will not fit over the later mechanism (this detail can be seen in Fig 1). The new design is much simpler and less prone to failure than the previous one. I would say that at least half the 720s I have taken apart have been modified or repaired in some manner to keep them working. Not all of the repairs had been successful either!

Somehow I've filled this column without getting you into the "guts" of either switch type. Stay tuned for Part 2, when we dig into the 720A's interiors and give 'em a tune-up.

Flyer Tip-o-the-Month

This month's tip on smoke units comes from Ernie Rodriguez.

To seal the bottom plate after repairing a smoke unit, clean the bottom and bottom sides thoroughly with a clean solvent of your choice. Then apply fingernail polish to the bottom joint and the screw heads. Two coats is good, three is probably better. Your choice on the color! Do this in a well-ventilated area.

I might add--don't steal a bottle from your partner's stuff, as she might not like train stuff on her fingernail polish brush.

A Post-script

I want to thank John Eichmann for proof-reading this article, and making important suggestions (as he has done to all my articles). If you find it easy to read, thank John, as the first draft certainly wasn't!

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!

Presidents Message from page 4

work together to grow our scale? Let's celebrate our diversity but unite for the common good. I've heard Pogo's famous quote applied to S; "We have met the enemy, and it is us!" I would sure like to substitute something like "HO" for the "us".

SOME THOUGHTS ON AMERICAN FLYER Last time, we looked at hi-rail. This time around I want to talk about American Flyer. Lately, I've heard things like "American Flyer is dying" or AF is "the dead gauge". Well, that certainly got me to thinking. I love American Flyer as much as anyone. I still have the set I received as a boy. I have several pieces of American Flyer and have converted about 10 AF cars to scale. I'd like to open up discussion as to where AF is and where it is going because it's such an important part of the NASG. Admittedly I've been away from the most recent developments and to help me learn more and open up dialog with our AF people, I joined the Train Collector's Association (TCA).

Actually, the plight of AF is the same as the entire hobby. S gaugers are an aging bunch and every year we lose more and more of them. If you go to any of the National Model Railroad Association (NMRA) functions, you can't help but notice that HO, N and O gaugers are gray-ing along with the rest of us. I think that as AF dies, the hobby dies too, unless we can reach the younger generations. That's a tough task in this era of Play Stations. Many of you have heard about and seen advertisements for The "World's Greatest Hobby" campaign. It was brought about by a concerned model railroad industry as it shrinks more and more. However it is aimed, not at youngsters, but at the aging Baby Boomers. The hope is that they will remember the trains of their youth and once again become interested in model trains and then pass it on to the grandkids. It's an interesting approach to a difficult situation. I volunteered to help them out since the problem is greater than any one gauge or scale.

Interestingly, I think that AF has a huge advantage in reaching new young model railroaders over smaller scales. Kids are more into operating accessories and action than car cards and waybills. That's

why AF is more appealing than HO or N. And, of course, trains that stay on the track and are easy for small hands to handle are also big selling points.

One overriding problem we face is the lack of a reasonably priced starter set. I read the recent interview between Paul Nelson and the folks in charge of Lionel. They are still hesitating about coming out with a starter set. It's that same old "If the market warranted it, we would do it". One thing I noticed from that interview was that Lionel was willing to license the American Flyer name. American Flyer, even after all these years, still has a high name recognition. Many of the countless baby boomers that are now grandparents had AF trains in their youth. Is the name still magic? Hard to tell if much AF isn't made any more. Many people surf into my S gauge oriented web-site and mention returning to AF after all these years. How many more people like that are out there? Would advertising in magazines like Modern Maturity reap results? Nostalgia is very popular. Just look at EBAY.com and you can see collectibles of every kind. The AF of our youth fits right in. Wouldn't it be great for the older folks to remember their AF and remain with them?

I'm encouraged by some recent entries in my S gauge website's guestbook. Here are some excerpts: "My dad has an S-Scale train that is well over 30 years old. I am sending him a link to your site, "I got my first AF 4 years ago still looking for more", "I just found my AF set from the late '50s. I hope to find some of the same Plasticville buildings that I had before", "This was the first time I've seen your site and it has encouraged me to get back to a hobby that I grew up with in the 1950s!", "First visit to your site. Still have my original train set from the early 1950's plus other pieces I have collected along the way. Thanks for keeping the memories alive." And this one says it all: "I Love American Flyer! " It proves that they are still out there and that they want to stick with Flyer.

Meanwhile, MTH has begun reproducing many of the old ACG operating accessories, but not marketing them as S-gauge. This allows them to market the items to the O-27 crowd as well as astute S-gaugers who know what they really are.

Sure MTH is playing it safe, but at least they are doing it. Can they be convinced to produce S gauge trains? Only if they are convinced that AF is alive and well and yes, growing.

So, are the reports of the death of American Flyer exaggerated? When the last of the AF generation has his transformer unplugged, will the next generation keep the AF tradition alive? I hope we can together find ways to give them a chance.

THE NASG S GAUGE HALL OF FAME I've been studying Bob Jackson's history of the NASG as a way to improve my knowledge a bit to help me as President. I'm more aware than ever now that there were many people that contributed mightily to the growth of S. We've managed to honor Bernie Thomas and Russ Mobley by naming some important NASG functions after them. But how can we honor so many who have also given so much to S? I propose an S-Gauge Hall of Fame to honor these giants both living and dead. The BOT could select a list of charter inductees. Then each year, before the convention, the BOT would vote for any new inductees that would then be announced at the banquet. The list could start with names like A. C. Gilbert and Ed Packard and include all the previous Bernie Thomas award winners. Each year the new winner would be automatically inducted. Of course, any NASG member can put forth names as candidates to be considered.

The Hall of Fame wouldn't be expensive or difficult to manage and would be a great way to remember our heritage and also realize how far we have come due to their unselfish and tireless efforts.

- Roy Hoffman, President

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Production Model Photo - AM Studios

Massive pulling power !

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 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 diesel headed the Empire State Express) pulling the Mercury out of Chicago.

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