

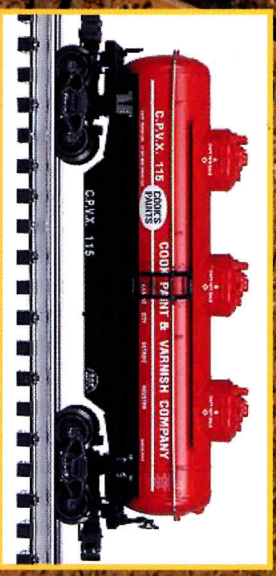
April 2002

Volume XXV Number 2



DISPATCH

Serving the NMSG for 25 years

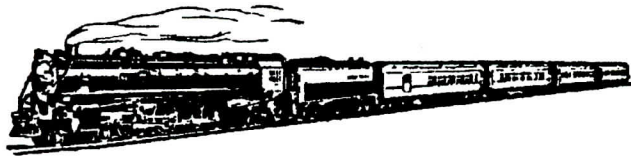


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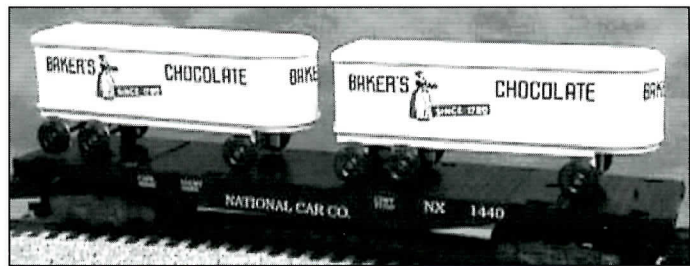
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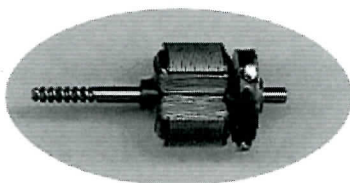
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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

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COVER: River Raisin Turbine is about to meet another UP freight. Photo by Bob Werre. The inset is the 2002 NASG Flyer car which is mentioned on page 4.

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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...

STRUCTURES

The BOT took a giant step into a new and vital area when we recently approved supporting two new structure kits for S. Needless to say, they have generated a lot of interest and discussion. It's harder to gauge how well a structure kit will do against the past projects, which were cars and something that everybody likes to accumulate. Structures are almost 100% intended for use on layouts or displays. At least with structures, we don't have to worry about AF, hi-rail, scale or Sn3 because structures can be generic to all of them. Our ultimate goal is to give S scalers such a broad range of structure choices that they no longer have to buy any structures from other scales to alter or kitbash to make them work with S scale. We are further down that road now. The new structures are a big step because they are geared towards two familiar HO product lines that S scalers have used: Pikestuff and City Classics.

As I write this, there are several more manufacturers with structures in the planning stage. A lot of people are discussing the Bar Mills "1-Kit". They have made it available in the other scales one by one and are planning to issue the kit in S soon. These kits will fit in nicely with the other S structure products. Our existing laser-kit manufacturers are constantly adding items to their product lines. I think I can safely call 2002 "The Year of the "S"tructures".

The HO counterparts have had time to expand their selection of modules so lots of configurations and bashings are possible for HO modelers. Our new kits are a start in that direction. If they succeed, more variations will follow so that the same possibilities will exist in S as in HO. Other manufacturers will have the opportunity to make add-ons or details. Someone told me that he wouldn't buy the warehouse kit because he wanted an all-brick structure. The first kits will be brick with a stone bottom. However, all concrete modules are planned for the future by the manufacturer. Once again, if the project succeeds. Will all-brick follow that? Perhaps, if the demand is there.

At this point I want to clear up some misconceptions about our selection process for this years projects. At no time did the BOT ask for bids from the manufacturers for the structures. The two structure manufacturers came to us with proposals. Anyone can come to us with proposals for structures or cars, etc. and the BOT will consider every one. Not every proposal is accepted, of course, for various reasons. I do promise to keep the selection process fair and

continued on page23

NASG NEWS

NASG sponsors structures: I'm pleased to announce that the NASG BOT has approved two new projects for 2002. They are not the normal cars (cars will come later) but two new and distinctly different structure kits. One is for the steam-to-modern era and the other is for the modern era.

The most important thing about these kits is that they are plastic and modular, which means they can be built up in many different configurations. Modules to extend or expand them will also be available so the modeler will only be restricted by their imagination.

One kit is similar to the City Classics 103 Smallman St. Warehouse. The other one is similar to the Rix Pikestuff products. We feel that they will be of higher quality than HO counterparts and will be very easy to build. More information will be made available as the final details are worked out. The kits will be competitively priced with the other scales.

These kits will further round out a growing list of products being offered in S and make us ever more attractive to prospective converts from other scales. A lot of people worked hard to bring these kits to reality, and we owe a debt of gratitude to them.

- Roy Hoffman, President

Other news: We now have a presence in RMC and the 2002 *Model Railroad Planning* issue. We have also contacted advertisers in the hope of setting up advertising in CTT. The American Flyer car project will be a very classy triple dome Cook Paint & Varnish Co. tank car. It will be red with white lettering. See insert this issue for details.

We have also been discussing establishing an NASG "Hall of Fame" to honor those who have helped build up and promote the S gauge hobby in some way. We have also been discussing future NASG conventions for 2003 and beyond.

Robert Sherwood, Engineering Chairman, stated that all indicators point to the NASG standards being accepted by the NMRA. NMRA President Allen Pollock really wants this to happen and 3 or 6 sub-committee members like the proposal as well. We will need to wait a year for the various people to speak up and then the standards will go in front of the Board of Directors and then finally on the ballot for voting.

- Glenn Ritter, NASG Secretary

Note: Doug Peck , Lionel/NASG Car Coordinator, has a new email. It is: doug@portlines.com.

RAIL MAIL

Downs for sale: Due to a recent illness, Merlin Becker of Manheim Machine & Tool has decided to sell the Downs (Ace) line of S products. Merlin is improving, but is looking for a buyer. He can be reached at 717-627-3980.

- John Foley, Exec. VP.

To David Dewey: I just finished reading your *Fixin'*

Flyer column in the *Dispatch*. Very good! there is one area that I always check to see if the switch is worth buying. I have found that after people use a Bright Boy or sandpaper to clean the rails, the soft metal in the frog gets sanded down. I always eyeball the straight leg of the frog to see if it has a dip in it from sanding. I have seen some switches that will stop a train as it goes through the frog because the wheels will not follow the dip in the track. As you know, changing the frog does not always work out.

- Pete Mihelich

Continued on page 30

Jeff's Junction



WHAT IS MODERN? A recent theme on the internet was about defining "modern" railroading. The dialogue even stretched back in time to debating the most "modern" steam engine. Well, you know how most internet themes go - long on opinion, short on facts. Usually debates on "modern" railroading begin with an "I want an S item". This latest round started with the introduction of AM's SD60.

In general, "modern" is in the eye of the beholder. If referring to modern diesel era railroading you get answers from "post 1958" to "nothing older than 1999." Again, some try to narrow things down by calling it "contemporary" railroading. Does that mean the last 20 years, 10 years, 5 years? Are we talking freight cars in service today, 10 years ago, 5 years ago, cabooses?

When requesting something "modern" be made - usually motive power - you need to give parameters to others and manufacturers with whom you are trying to network with. If one guy says he wants a "modern" U23B or U33C diesel - he needs to define the career of that locomotive in mainline service. Some 425 U23Bs were made from '68 to '77 but lasted much later. There were 375 U33Cs made from '68-'75. Mainline usage would probably extend to 10 or 15 years beyond the last date made. If you want the latest SD70Mac, you need to define the era of use and let folks know which railroads owned them.

Why is this important? Well, for one, if you get enough support from other modelers, then a manufacturer might consider production. Your chances of seeing diesel X improve if many past and present railroads use/used them. Your chances improve if both a scale and hi-rail version is practical as far as

popularity and radius needed. Your chances improve if there are enough freight cars available, especially from the manufacturer that makes it. Since the SD60 was produced from 1984 to 1995 with many still in service, the choice of current freight cars and cabooses in plastic is at least reasonable.

If you really want to model recent "modern" (last 5 to 7 years), are you willing to find the appropriate freight cars (or make them), use Amtrak passenger trains, not have switch towers and water tanks on your layout, not use 40' boxcars or cabooses? Or are you defining "modern" about the mid-'80s when cabooses were still in vogue and you might find some switch towers and some classic railroading going on?

In general, to me, "modern" railroading is about 1975 up. This was after the first round of mergers was completed in the late '70s - no more WM, B&O, C&O, Frisco, Wabash, etc. This is when 40' boxcars and roofwalks disappeared. This was after Amtrak (1971) took over virtually all passenger service. This was when "classic" RR structures began to be demolished or converted to town halls. This is when 1st generation diesels (Fs, RS-3s, PAs) ended their useful mainline service.

I suggest defining your modern era via research. Pick a 5 to 10 year window for modeling purposes. Be practical with requests for something to be produced. Be realistic about a "modern" layout - do you have room for longer diesel locos and freight cars? This is especially critical for smaller AF and hi-rail layouts. And if you insist on being a contemporary modeler (last 5 years), you will shortly, automatically become a period modeler anyway, because by the time you accumulate a roster and begin a layout 10 years will have passed.

Most of us can fairly easily define the steam era (1900-1945) and the steam to diesel transition era

Continued on page 31

NEW PRODUCTS REPORT

By Jeff Madden

BAR MILLS MODELS (www.barmillsmodels.com) is doing a limited run of a large two-story laser kit - the Idaho Hotel. Only 50 will be made in S. It was advertised in the March/April issue of the *Narrow Gauge & Shortline Gazette*.

B.T.S. (P.O. Box 561, Seffner, FL 33583 - www.btsrr.com) is offering a new laser kit 2-stall engine-house for standard gauge S. It is a wood style Victorian type with a footprint of 41' x 101' plus a 12' x 24' shop extension. Interior features include scribed flooring, scribed walls, columns and beams, smoke funnels and work benches. Price is \$189.95. Some other smaller detail items offered separately are an oil drum rack for \$11.95, N&W crossbucks for \$11.95, two workbenches for \$6.95, station bench (2) \$tba, pallets (16) \$6.95, board fence (90') \$6.95, wood ladders (2 long and two short) \$8.95, logger table \$tba, industrial board fence (90') \$12.95.

DES PLAINES HOBBIES (www.desplaineshobbies.com) might do a limited run set of brass stanchions for the AM SD60. Des Plaines already has the long and short stanchions which will work. Only 2 very long ones at the angled blower housing are not available. Ron might do them to add to his regular ones. DH also has in stock some SD60 decal sets leftover from the brass SD60 days.

DIECAST VEHICLES (discount stores). Some of my latest discoveries include the Johnny Lightning American Graffiti series which has some single hot rod types and 2 new diorama sets. The dioramas each have 2 hot rods and 3 painted '50s teenagers. One is called 'Cruisin' at Mel's Diner and the

other is Racing on Paradise Road. They go for about \$8-10 each. Keep your eye out for Hot Wheels boxed cars for around \$8 each. I recently picked up a lime green and black '57 Chevy sedan and a '40 Ford hot road convertible. Did you get the Racing Champion '51 Hudson?

DIGITRAX (450 Cemetery St., #206, Norcross, GA 30071) has two new function decoders. The TF2 Dual function decoder with transponding is \$18.95. The TF4 Quad function decoder with transponding is \$20.95. These are add-ons when more function lighting is needed.

ERIE SIGNAL CO. (email: erielackawanna76@yahoo.com - also on www.trainweb.or/s-trains) The "Detective" is an innovative approach to current sensing of trains. The circuit runs on 12 to 16 volts AC or DC and can be used with AC, Digital Command Control and some conventional DC throttles. The output can be used to control accessories such as crossing signals or block occupancy lights. It's easy to install too. "The Detective" comes with easy to understand installation instructions. \$19.95 plus S&H.

"The Sentry" is a heavy duty crossing signal flasher circuit. This device runs on 12 to 16 volts AC or DC and can be used with any scale a operates bulbs or LEDs. It can operate up to six crossing signals at the same time, with a prototypical flash rate and can be installed in minutes. "The Sentry" can be activated by "The Detective" for automatic actuation. \$14.95 plus S&H.

LIONEL LLC (Mt. Clemens, MI). Some corrections from the catalog for the S items include:

The RI diesel listed as a GP9 will be a GP7 and the #722 water tower is \$89.95.

PENNSY S MODELS (www.pennsysmodels.com) has an improved pilot model available for viewing on the website. There also is added information on the PRR G-26-26a gondala project.

ROYAL TRAIN EQUIP. (One Susan Circle, Norton, MA 02766) has some new cast metal station details available. These are: #601 trash container (3 for \$5), #602B U.S. Mail box (blue) (3 for \$5), #602G U.S. Mail box (green) (3 for \$5.00). S&H add \$3.00 per order.

S-'n-S TRAINS (3239 Pepperwood Dr., Boise, ID 83704 - Boss31@aol.com) now has available another version of the very successful can motor. Same motor, but the worm screw is a single lead instead of a dual lead. This reduces the gear ratio to about half of the original motor. This gives you the ability to run at more prototypical speeds while keeping the voltage up to the reverse unit coil and the smoke/headlight unit. That translates into slower operating speed, but more smoke and brighter headlight. DC \$27.95; AC \$33.95.

Volume IV of *S-Gauge Model Railroading* titled *Hershey Bars to Baked Potatoes* is available now for \$13.00 ppd. Steve is considering making a How-To video on American Flyer locos if he thinks there is enough interest.

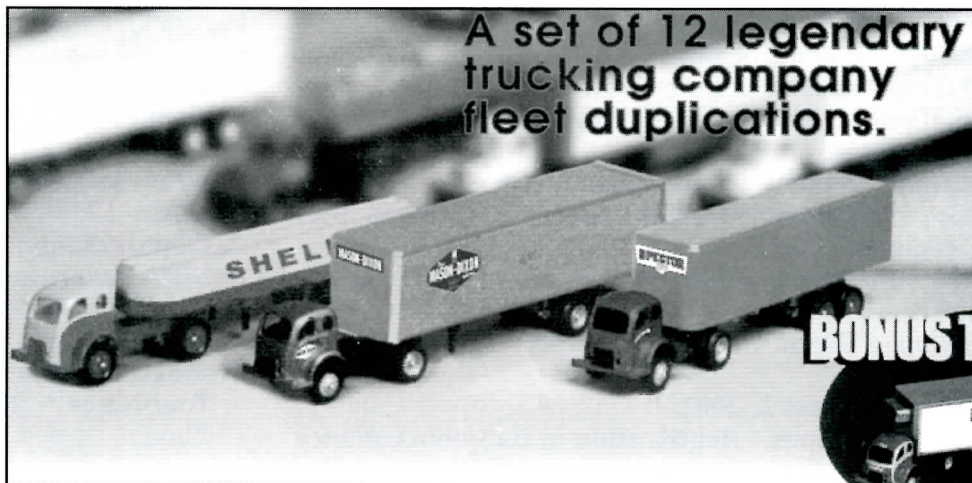
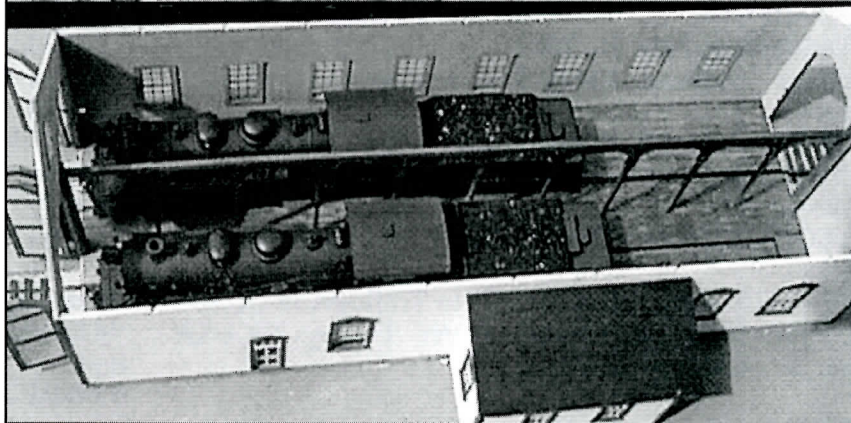
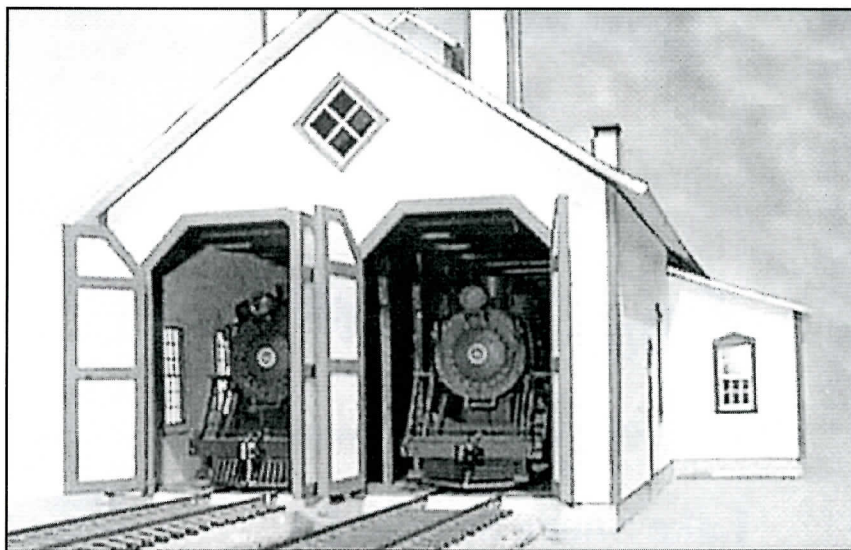
Steve and Sam are also offering to repair balky Flyer reverse units for \$14.95. Those with a burned out coil will cost more, however. If you use the new can motors, they will send you back one with a special rectifier wired to install for

\$20.95. Add \$4.00 shipping per order.

S HELPER SERVICE (77 Cliffwood Ave., Suites 7C & 7D, Cliffwood, NJ 07721 - www.show-caseline.com). More reefers: Borden's Cheese, Pabst-ett Malt Syrup and Blue Ribbon Beer, Grand Union Food and Walker's Mexene Chili Powder. A 3-set of different color Swift Reefers is also coming: yellow, red and silver. Single cars are \$42.95 each; Swift set is \$109.95.

WINROSS (P.O. Box 390, East Rochester, NY 14445 - 716-381-5638) has several new modern trucks and is beginning a nostalgia series. The setup for a dozen trucks is confusing though. I think you have to subscribe to all 12 at \$114.00 per 3 as they are released. The first three tractor trailers are Shell tanker, Mason Dixon box trailer and Greyhound box trailer. All 3 have White 3000 COE cabs.

Top - BTS's new laser cut 2-stall woodside enginehouse kit. *Middle* - One version of River Raisin's troop sleeper. After WWII many were used as MOW baggage cars. *Bottom* - New Winross collector series offered





NASG 2002 National Convention Schedule

Lake Shore Special III

Wednesday, July 31, 2002

9:00am-10:30am: **Early Registration** in Hotel main lobby.
10:00am-4:30pm: **Brown Tour:** – Ohio Central RR.
12:30pm-9:30pm: **Early Registration** in Hotel main lobby.
2:00pm- 4:30pm: **Tuscan Tour:** Self Guided layout tours.
6:00p –10:00pm: **Shuttle Bus** to Trolleyville USA.
6:00pm–10:00pm: **Orange Tour:** Trolleyville USA tour & welcome pizza party.

Thursday, August 1, 2002

9:00am-9:00pm: **Registration** in Ballroom entrance hall.
9:00am: 11:30am: **Main Hall Open** Layouts & Trade Show.
9:00am–11:30am: **Contest Room Open.**
10:00am–11:00am: **Clinic** TBA.
10:30am-3:30pm: **Gray Tour:** Goodtime Boat trip.
11:30am-6:30pm: **Main Hall Closed.**
11:00am-3:30pm: **Silver Tour:** University Circle Museums.
11:30am–12:30p: **Clinic** TBA.
12:00pm-4:30pm: **Beige Tour:** Self- Guided Layout Tours
1:00pm-2:00 pm: **Clinic** TBA.
2:30pm-3:30pm: **Clinic** TBA.
4:00pm-5:00pm: **Clinic** TBA.
6:30pm-10:30pm: **Main Hall Open** Layouts & Trade Show.
7:00pm–9:00pm: **Contest Room Open**
6:30pm–9:30pm: **Purple Tour:** Layout Tour Cleveland – East.
7:00pm-8:00pm: **Clinic:** Hulin – New NASG Factory Kit.
7:00pm-8:00pm: **Clinic:** Vendlinger – AF Restoration.

Friday, August 2, 2002

8:00am- 9:00pm: **Registration** in Ballroom entrance

hall.

8:00am-1:00pm: **Main Hall Closed**

9:30am–12:00pm: **Dark Blue Tour:** Cuyahoga Valley RR trip. *Note: The main hall will be closed during this trip.*

1:00pm–10:30pm: **Main Hall Open** Layouts & Trade Show. *Note: this session will be open to local NMRA members from 6:00pm*

1:00pm-9:00pm: **Contest Room Open.**

2:00pm – 5:30pm **Light Green Tour** Medina Layouts 1

2:00pm – 3:00pm **Clinic** TBA

3:30pm – 4:30pm **Clinic** TBA

5:00pm - 6:00pm **Clinic:** DCC 101

6:00pm - 9:00pm **Red Van Tour Sn3**

6:00pm - 7:00pm **Dark Red Van Tour AF**

6:00pm - 7:00pm **Clinic:** DCC 102

7:00pm-8:00pm: **Clinic:** Harrison- Operating on a schedule.

7:00pm–8:00pm: **Clinic:** DCC 103.

8:00pm–9:00pm: **Clinic:** Hoffman Newcomers tour of the convention.

8:00pm–9:00pm: **Clinic:** Karnes Russ Mobley Library.

8:00pm – 10:00pm **NASG BOT Meeting**

Saturday, August 3, 2002

9:00am-6:00pm: **Registration** in Ballroom entrance hall.

9:00am–12:30pm: **Main Hall Open** Layouts & Trade Show

9:00am – 12:30pm **Contest Room Open**

9:00am – 10:00am **Clinic:** Harrison – Operating on a schedule

9:00am – 10:00am **Clinic:** Fraley – Perma Built Kit Building II

9:30am - 1:30pm **Dark Green Tour:** Medina Layouts 2 and Live Steamers.

10:30am–11:30am: **Clinic:** Karnes – Russ Mobley Library.

11:30am–4:30pm: **Light Blue Tour:** Bellevue, Ohio NKP Museum, layout trip.

11:30 –3:30pm: **Yellow Tour:** Live Steam trip & lunch.

12:30pm–2:30pm: **Main Hall teardown** and clear for banquet.

6:30pm-7:30pm: **Happy Hour** before banquet.

7:30pm-9:30pm: **NASG 2002 Banquet.**

9:30pm: ? **NASG Auction.**

Sunday, August 4 2002

10:00am–12:00pm: **NASG General Meeting.**

12:30pm-5:00pm: **Self-Guided Layout Tours.** (NMRA members invited).

Tours

Wednesday, July 31, 2002

Tour Name: **Brown**

Time: 10:00 am

Cost: \$50.00

Motor coach bus trip to the **Ohio Central Rail Road** in Sugar Creek, Ohio for a steam train ride thru Amish Country. The sound of the train whistle will echo again through **Amish country** as the Ohio Central Railroad brings its steam passenger train back to Sugarcreek, Ohio.

The railroad will be offering its nostalgic trip back in time to where you can ride behind an historic steam locomotive and experience the ambiance of railroad-ing as it was in the days of steam.

You can see farmers tilling their fields with horse and plow and doing other farm chores the old fashioned way. Just sit back and enjoy the peaceful Amish countryside from your passenger coach window.

The railroad's depot is located in Sugarcreek, Ohio in the heart of Amish Country. You can indulge yourself in the excellent cooking that the Amish are known for in many of the villages' fine restaurants. You can find a gift for that special railfan in the depot gift shop and visit the villages' many other shops during your trip to the railroad. Click on the train above for more Ohio Central Information.

Lunch at an Amish restaurant is included.

Tour Name: **Orange**

Time: 6:00 pm

Cost: \$8.00

Take the shuttle bus to **Trolleyville USA**. This is the official opening social event of the NASG 2002 Convention. Ride the trolley cars and interurban on the 2.5 mile museum line to the station and social hall for a get together and dinner party. Trolleyville features many restored cars and a restored B&O depot. Enjoy a Ride into History! Ride the CA&E Steel Interurbans--the last to be built. Ride a fully restored 90 year old wood-bodied Interurban -- a superb example of the carpenter's art! Ride a 1914 Cleveland Streetcar! Visit the 125 year old B&O Berea Depot! Tour the Car Barn and Restoration Workshop! See the Morris Stone Model Collection. A restoration shop tour will be provided. A bus will operate a shuttle loop to the hotel.

Thursday, August 1, 2002

Tour Name: **Gray**

Time: 10:30 am

Travel by bus to the **Greater Cleveland RTA terminal near the Airport and ride the Rapid Transit** to Tower City (former Cleveland Union Terminal). Take the RTA Waterfront trolley line to the 9th street for a ride on the **Goodtime II river tour boat**. For courtesy, comfort, and just plain fun, you cannot match the experience of a cruise on the Cuyahoga River and Lake Erie aboard Cleveland's largest sight-seeing ves-

sel. The Goodtime III is the largest quadruple-deck 1,000 passenger luxury ship on the Great Lakes. Our sight seeing trips are unequaled and perfect for individuals, families and groups, large or small.

Tour Name: **Silver**

Time: 11:00 am

Cost: \$12.00

Bus tour to the **University Circle area for a tour of the Western Reserve Historical Society Museum and then on to the historic Lakeview Cemetery area. Chapel** with famous tiffany glass window, John D. Rockefeller, Elliot Ness and modern sculpture.

Tour Name: **Purple**

Time: 6:30 pm

Cost: \$7.00

This tour features **several layouts**. The newly enlarged HiRail layout of Charles Fonda is an operating delight. In addition to American Flyer and American Models trains and operating Gilbert Autorama adds interest. The nationally famous layout of Gil Stovicek is one of the largest O scale layouts you will ever see in a private home. Josh Seltzer's large S scale layout is now Digitrax DCC operated and is being enlarged to fill his entire large basement. The trip will be just in time for the "Golden Spike" celebration. Nat Howard will display his new Sn3 layout. Friday, August 2, 2002

Tour Name: **Dark Blue**

Time: 9:30 am

Cost: \$18.00

Ride the **Cuyahoga Valley Scenic Railway** from Independence to Peninsula. Two hour train ride behind an Alco FPA4. A bus is provided from the hotel and back.

Tour Name: **Gold**

Time: 10:30 am

Cost: \$12.00

Bus tour to the **historic Cleveland West Side Market with tours of the Great Lakes Brewery** and Ohio City Tavern.

Tour Name: **Light Green**

Time: 2:00 pm

Cost: \$7.00

This tour features three large layouts in the Medina, Ohio area. Al Clapp and Jack Sudimak feature large **S scale layouts**. Jack has an interesting collection of S scale models on display. Jim Zborowski features a large **Hi-Rail layout** as well as an impressive American Flyer Collection on display. A bus is provided from the hotel.

Tour Name: **Red**

Time: 6:00 pm

Cost: \$3.00

Ride the van to **Marty Lydecker's large American**

Flyer layout featuring a lot of operating trains and accessories.

Tour Name: **Dark Red**
Time: 6:00 pm
Cost: \$3.00

Van Trip to the **Sn3 layout of John Chelbowski.**

Saturday, August 3, 2002

Tour Name: **Dark Green**
Time: 9:30 am
Cost: \$12.00

Bus trip to Medina, Ohio and visit the very large **HO layout of Aaron Dupont** depicting Galveston Harbor. Visit the large **S scale layout of Bob Yahnke**. Then have fun and lunch at the **Ohio Live Steamers** live steam layout and cookout.

Tour Name: **Light Blue**
Time: 11:30 am
Cost: \$20.00

Motor coach tour to the **Mad River NKP Museum** in Bellville Ohio. On the way back visit the large HiRail and **American Flyer layout of Kyle Snyder.**

Tour Name: **Yellow**
Time: 11:30 am
Cost: \$12.00

Take the bus for a picnic lunch at the preserve of the **Ohio Live Steamers** which features 7ft" and 4ft" gauge Live Steam operating trains. They will provide a cookout lunch.

Sunday, August 4, 2002

Layout Open House maps provided.

NASG 2002 Dealer Registration

A single large banquet hall of over 11,000 sq feet, will be used for dealers, vendors and some operating layouts. The area will be set up on Thursday August 1 through Saturday August 3.

All S gauge dealers and vendors will be offered 6' table spaces Thursday through Saturday. The first table will cost \$10.00 and additional Thursday through Saturday tables will cost \$25.00 each. We are using six foot tables at this convention as this is what the hotel has available. If you wish to bring an operating display or require electrical power or a special table arrangement please contact us with your requirements. There are limited electrical facilities so please get any special requests to us early on.

You may click on the Dealer Registration link for a pdf format form for download and printing. One basic registration is required to qualify for a Dealers display. Dealer registration is available only to those recognized as dealers or manufactures by the NASG 2002 convention committee.

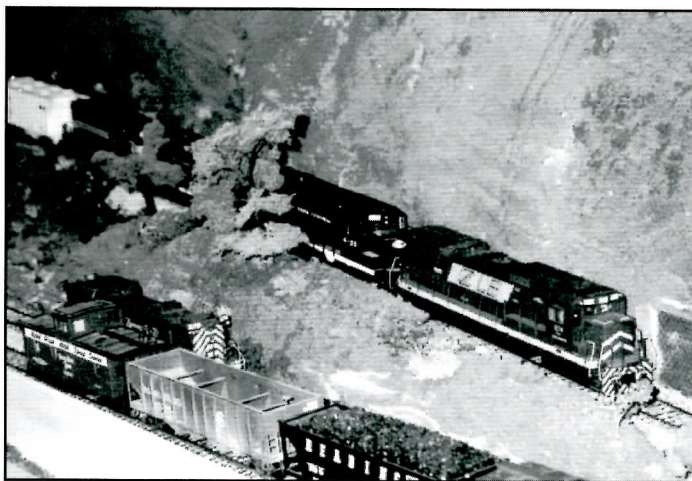
We are planning to print a Program Guide / Timetable

book for the convention. If you are interested in some advertising and wish to support our program a 1/2 page ad (about 3 1/2 x4) is \$25.00. or a full page for \$45.00. The deadline for our Program Guide is June 15, 2002.

As always we are in need of items for door prizes. We will be most appreciative of any items you can donate as door prizes. If you submit any items by June 15 we will be able to properly acknowledge them in our Convention Program.

We are looking forward to seeing you and sharing your friendship at the convention. If you have any questions, or wish to send us any material for distribution, please send it to:

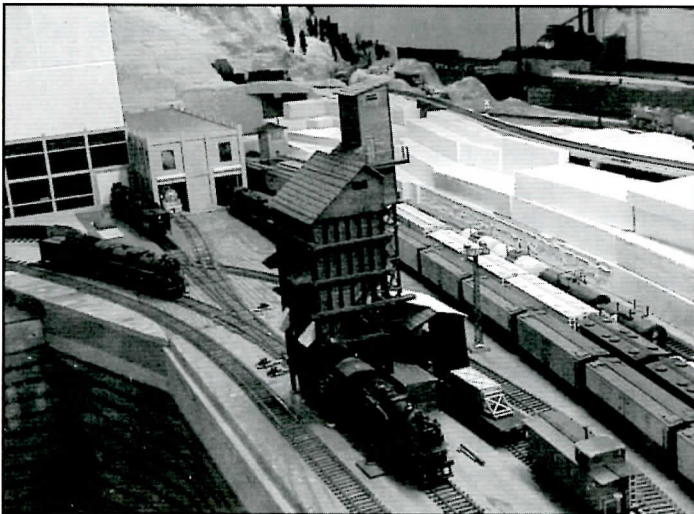
CVSGA
c/o Joshua Seltzer
NASG 2002 Dealer Registration
3567 Antisdale Avenue
Cleveland, Ohio 44118



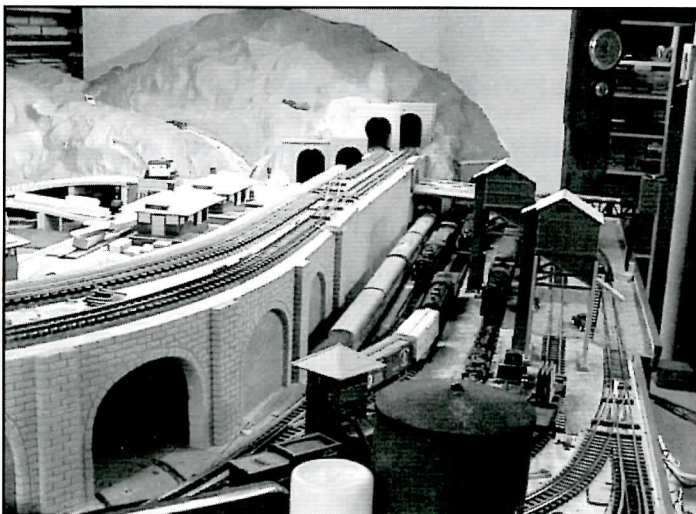
Two of the tour layouts to be seen in Cleveland. Top is a scene on Josh Seltzer's Zanesville & Lake Erie. Bottom photo shows a part of Jim Zborowski's hi-rail layout. Jim has a fabulous Flyer collection.



Jack Sudimak's layout on the Light Green Tour.



Al Clapp's layout on the Light Green Tour.



Jim Zborowski's American Flyer layout & collection on the Light Green Tour.

Meet an S Gauger

By Wally Collins
Earl Eshleman

I don't know if you know Earl or about him, but Frank and I know him well, Frank personally and me by extended dealings over a number of years.



In the days before Shinhara turnouts, Earl was THE source for quality track work. The best part of my layout is its track work, from a double cross over to five slip switches, three t h r e e - w a y turnouts, two seven-turnout yard ladders,

three #3 wyes, two # 8 turnouts and 45 additional # 6 turnouts.

These were all the custom handiwork of Earl. Communication with him dropped off in recent years but last year I asked him for help as I couldn't remember how to gap and wire a three way turnout he had built for me years before.

A reply was long in time coming and when it did, helpful as it was, it was in large handwriting. However, I kept after him and he finally came through with a five-page hand written letter per copy enclosed. I asked him for, and received his permission to share this with the S community that he supported over the years.

I would like this tribute started in the LVSG ROUNDTABLE but then I would ask Jeff Madden if he could give Earl some kind of coverage in the DISPATCH. Wally (2/28/02)

EARL R. ESHLEMAN
Manufacturer of "HANDCRAFTED" Model Railroad Turnout Links and "O" & "S" Gauge Track work.

His letter.....
Good Morning, Mr. Collins.

First, my apologies for not answering your very interesting and complimentary letter, as I had promised. "Murphy" or one of his "fritzers" frequently dropped in over the years and I could cope with that, but to have him live in for months is just too much.

Second, my apologies for the condition of this letter, a result of my being macular blind and not being able to see as I write. This condition started about 15 years ago and progressed to the point of about 90 percent complete.

It became obvious that I could not continue maintaining quality in my products and after preparing for the inevitable, stop driving, and stopped the track work business from which I derived pleasure and many garnered friends across this great country. So, about five years ago I quit and actively sought a successor. In addition to the track work line and a bad business loan, I had acquired the remaining lines of products originally manufactured by Baumgarten's. (Track Maintenance and Cleaning Products).

] My turnout link line and the electric switches, pilot lights, track and bumpers and other miscellaneous items were purchased by Ye Olde Hoff n' Puff. Line. Track alignment gauges, track-cleaning cars and work cradle Robert Raycraft picked up a with a couple of minor items under the name of Ribbonrail.

I had an eager prospect for the track work, and as in all the items the purchaser had to serve an "apprenticeship"! This prospect thought it would be a "breeze" until he got to the double crossover! He never came back! I learned! Get a DEPOSIT!

Enter prospect # 2. He brought three family members along who were going to be in the business with him. By the time he got to the double crossover, two were gone. After the double slip switch all were gone!

Over the past year, some inquiries but no serious interest, or if interested no capital and now all remains as it was when I quit five years ago.

Mr. Collins, you were very complimentary about your installed track work and I'm very appreciative of all you compliments. But if it operates and appears satisfactory, it means that it has been installed well, and I congratulate you.

I too regret that we never personally met and I do recall asking Frank Titman at many meets, if you were going to be in attendance. Now the prospects of our meeting are about zero, as I will be 91 in July and along with macular degeneration there are numerous

other parts rusting through, as is to be expected.

I hope the coming years will be kind to you and let you have many years to enjoy what I believe to be the most wonderful hobby I have ever encountered. When you next talk to Frank, extend my best wishes to him also. Thank him for his "Nice Guy" comments. It takes one to know one.

I'm going to end this letter with another apology. But you may not have endured this so far, and if you did, well doggone it, you suggested it!

My sincere best wishes to you Mr. Collins.
Earl Eshleman.

Bill Fraley comment in LVSG Roundtable: Yes, I personally know Earl, as he had visited my home in the early days, when the Central Pennsylvania S Gaugers had open house meetings. I had visited Earl in his home in Elizabethtown, Pa. But most times he didn't want visitors and preferred train shows for personal appearances.

TRACKWORK

7-1-77

Handcrafted by Eshleman

TEMPORARY PRICE LIST

S Gauge Trackwork - Code .100 & .125 Rail

#6/6	3-Way Turnout	\$21.50
8/8	"	24.50
#4	Closed Frog Turnout, LH or RH	9.50
6	"	9.50
8	"	10.50
#4	Single Crossover, Cl. Fg.	20.50
6	"	20.50
8	"	22.50

Code .172 Rail

#4	Point & Frog Ass'y., LH or RH	6.50
6	"	6.50
8	"	7.00
#4	Turnout, LH or RH	9.00
6	"	9.00
8	"	10.00
#4	Turnout, CL. FG., LH or RH	10.50
6	"	10.50
8	"	11.50
#4	Sing. Crossover, Cl. FG., LH-RH	22.50
6	"	22.50
8	"	24.50

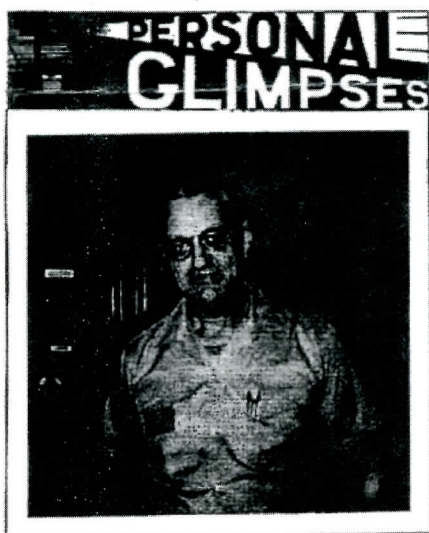
All prices plus P & H charge schedule

EARL R. ESHLEMAN

58 MAYTOWN AVENUE

ELIZABETHTOWN, PA. 17022

TURNOUT LINK Handcrafted TRACKWORK



Earl Eshleman

S Gauge Herald Jan./Feb. 1977

Our subject in this issue is none other than Earl Eshleman, manufacturer of fine trackwork components for O, On3, and S. The high quality of his work is attested to by all who have used his products.

Earl started model railroading back in 1922, with a Lionel set and has been in the hobby since, except for the years 1932-1946.

A brief stint as a factory worker had acquainted Earl with the "mysteries of electricity". After a short practical course at the Coyne Electrical School in Chicago, he became first a student instructor, then a self-employed electrical worker, and then joined DeWalt corporation as an armature winder. This led to his starting his own business as a motor repairman and work in industrial maintenance. Deciding to "shoot the works", he started manufacturing his own motors. However, with the business just well off the ground, World War II came along and he spent five years in the Army, in armored vehicle maintenance, in both Europe and the Pacific, leaving as a Master Sergeant.

After the war, there were more years spent with the electrical industry, in sales, distribution, maintenance, shop management, and construction. In 1969 came the opportunity to buy the Anderson line of turnout links and O Scale trackwork.

No one was supplying S track components in code 100 rail, and as requests continued to come in, such a line was developed and introduced at the NASG convention in Hershey, PA. This led to a flood of requests for items in code 125 Scale and Hi-rail.

Earl's greatest hobby enjoyment comes from attending meets, conventions, and shows, as this gives him an opportunity to meet in person those with whom he does his business. His only regret is that the schedule is usually so full that it is not possible to spend as much time as he would like with each person.

"It (the business) is not an operation that is likely to permit me to push Paul Getty out of his financial position, but it does provide food, shelter, a bit of travel to various meets, and friendships with some of the finest people around."

S GAUGE CUSTOM TRACKWORK



No. 6 Closed Frog Turnout, .125 Rail, especially built for roads operating with both AF and Scale wheelsets.

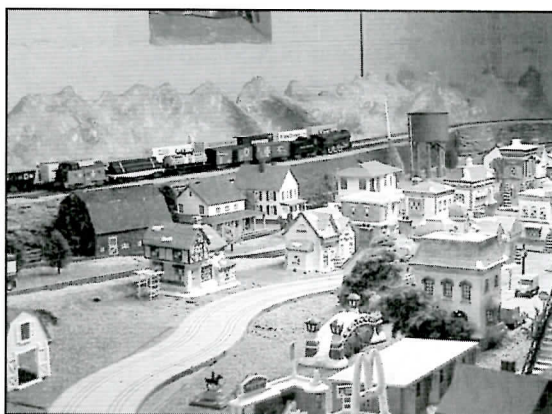
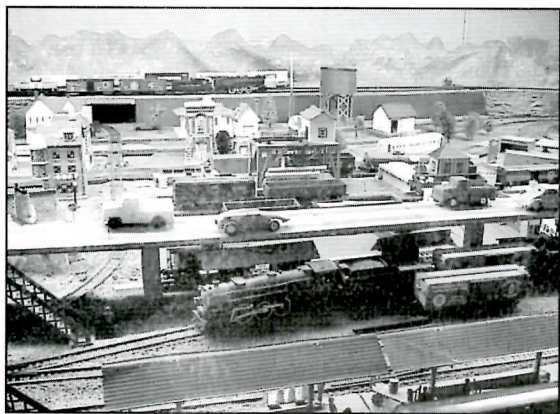
DESCRIPTIVE SHEETS ON STANDARD ITEMS IN YOUR S SCALE CATALOG, OR SEND \$5.00.

EARL R. ESHLEMAN

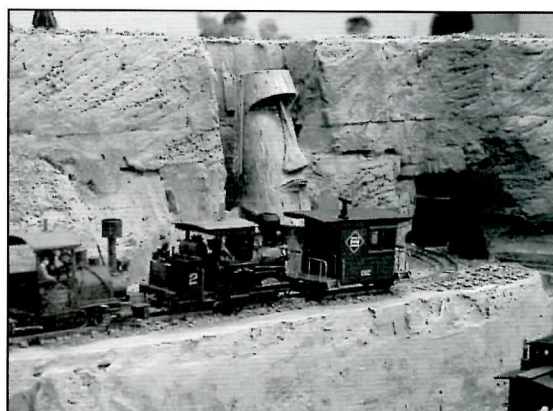
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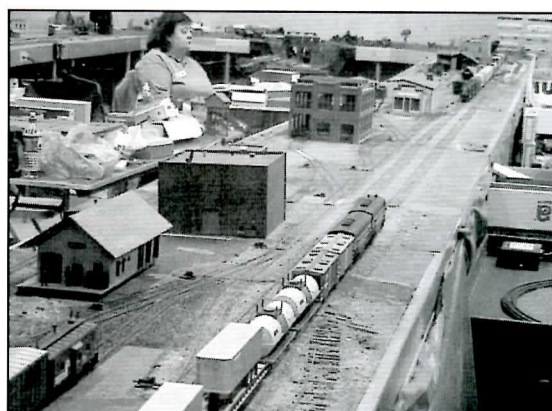
...More Convention Photos!



Chuck Fonda's Hi-Rail layout on the PurpleTour.



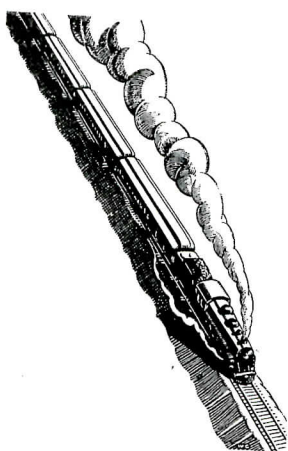
Russ Haigh's SN2 portable layout



Cuyahoga Valley S Gaugers S-Mod+ scale layout



CVSGA portable American Flyer layout



Bon Yahnke's layout on the Dark Green Tour

WAREHOUSE CONVERSION FROM HO TO S SCALE

By Jeff Kruger

I once purchased an HO Campbell craftsman kit for a research project. At the time I had no intention of converting this kit to an S scale structure. I was not looking at this as an easy conversion. The kit gathered dust in a drawer for several years. The Campbell HO kit I purchased was the **J.K. Jansen's Seed & Grocery Store Warehouse Kit # 436.**

Here's the conversion:

1. Wall Assembly: Follow the kit instructions for the wall assembly. This involves gluing wood sections together.

2. Doors: I enlarged the three door openings just slightly to make them closer to S scale. The freight door opening was enlarged to 1" x 1-5/16". The office doors were enlarged to 1-1/8" x 5/8". I painted the doors white to give them a larger appearance. I did not want to make the doors too large at this point in the construction fearing it may give the structure a diminished appearance.

Now that the structure is finished, enlarging the doors a little more would not hurt the look of the building. There was enough door header material in the kit that even with the enlarged doors there was enough without requiring extra. The actual door material provided in the kit was not enough for the S scale doors, so I used excess wall material combined with the door material in the kit to make my new doors. If the doors are enlarged more than my dimensions you probably would need more wood than is available in the kit. The freight door could be left partly open to use less wood. *Grandt Line doors would be a good substitute - ed.*

3. Corner posts: Follow the instructions.

4. Wall supports: Follow the instructions.

5. Windows: Follow the kit instructions.

6. Assembling the walls: This includes adding the floor. Follow the kit instructions.

7. Building Supports: I modified the supports to S specifications. The support beams and the support legs were changed to 5/32" x 5/32" wood shapes. I purchased a package of 10 x 10 S scale lumber from Mt. Albert Scale Lumber Co. at my local hobby shop. I used this for the support beams under the base of the structure. I also used this for the 24 support legs which I made 27/32" high. The leg plus the support beam height brought the base of the building to 15/16". this height was just right for an S scale truck at the loading dock. The support bracing from the kit was cut per the instructions in the kit. Because I lengthened the legs, the bracing only goes half way down the leg rather than all the way to the bottom of the leg as in the HO kit. If you prefer the longer bracing, you will need to purchase

additional 1/32" x 1/8" stripwood.

8. Roof: Follow the kit instructions. I did not glue the roof to the structure so that I can add interior detail or lighting at a later time.

9. Roof detail: Follow the kit instructions.

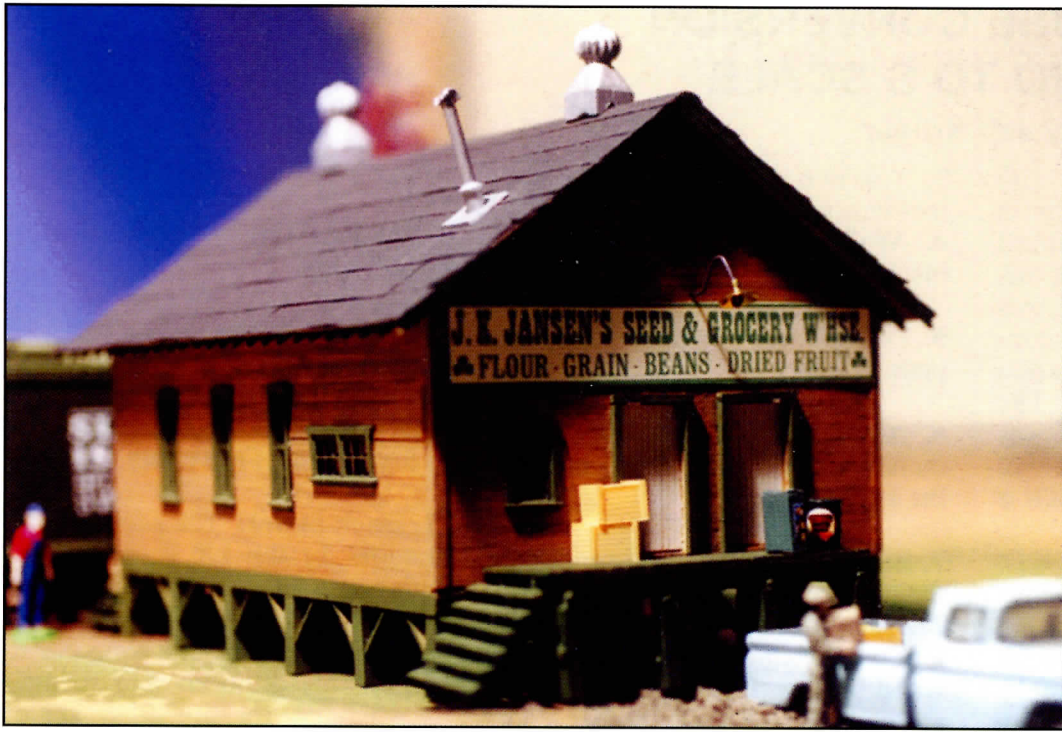
10. Freight Docks: The dock support legs need to be replaced with the 10 x 10 material and cut to the length necessary to bring the dock to the height of the doors.

11. Dock Stairs: The stair stringer material in the kit is enough to make one set of stairs in S. Play with the stringer to get the correct angle of the stairs and then cut to length. I used the kit stair stringer as a pattern for the other set of stairs. Again, I used the kit bracing material and shortened the bracing on the legs.

12. Completing the Warehouse: Follow the kit instructions for adding the remaining structure details.

As you can see from the completed model photos, the structure scales out very nicely in S with very little effort. The footprint of the building is 7-3/8" x 4-1/4" - that's about 40' x 23' in S. I am glad I made the decision to convert the kit since I now have a nice lineside industry.

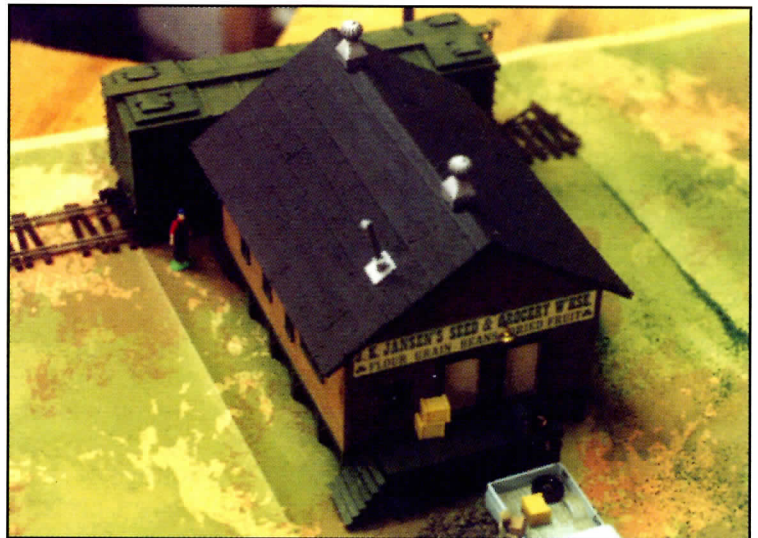




Campbell HO Kit Conversion

The Campbell HO Groceries Warehouse kit seems to make a nice size model in S. The footprint is about 23' wide by 40' long in S. Author made doors only about 6' high, but says that in retrospect that using regular size S doors would have been just fine. Note S figures, car and vehicle seem to fit right in.

Photos by Jeff Kruger





Two scenes in one corner of Ed Loizeaux's layout. River Raisin Turbine leads a freight around the scenic bend which is highlighted by a spectacular waterfall. Figures are HO creating some forced perspective.
Photos by Ed Loizeaux

The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Sn3 SYMPOSIUM

Guest Author

Gerry Evans

The 2002 version of the Sn3 Symposium was held in Scottsdale, Arizona on February 15 and 16 at the Holiday Inn

staged in the Valley of the Sun; it moves to St. Louis next year and on to Pasadena in 2004. The Symposium was hallmarked by outstanding models, totally informative workshops, great working displays, layout tours and really good fellowship. Terry and I felt totally welcome at the



NASG Promotions co-chair Terry Harrison (left) along with Gerry Evans manned the NASG booth at the February Sn3 Symposium in Scottsdale, Arizona. A few new members were recruited and the NASG was able to demonstrate its interest in S narrow gauge.

Sunspree. Terry Harrison and I had the pleasure of representing the NASG at the Symposium. We had lots of help from John Foley, Roy Hoffman, Lee Johnson, Dick Karnes and Jeff Madden who were responsible for providing us with a goodly supply of NASG pass-out literature, door prizes, displays and moral support.

Approximately 150 people attended the Symposium which is held every year around Presidents' Day. This year the Symposium was

Symposium and signed up a few new NASG members with additional promises of "putting the check in the mail when we get home."

Heading up the Symposium in Scottsdale were Jan Rons, Pat Turner and Dan Pyzel with the unfailing help of Dan's wife Billie whose patience goes beyond measure. Clinics included sessions on passenger cars, prototype scenes, small layout design, modular layouts, lighting, flex track, making

Aspen trees and desert scenery. I have never quite seen anything like Jan Rons' Aspen trees. With only one day of absence, they made me anxious to get back to the pines and Aspens in Flagstaff. Terry and I were also impressed by Jerry Boudreaux's multi-media presentation on small layout design which included a Powerpoint slide show, a computer-generated rails-eye full-action view of his layout with a 1:1 digital paper mock-up of the layout geography - awesome!

Terry and I spent all morning and evening both days at the NASG tables handing out literature, showing off some of the standard gauge models we had brought, and explaining the use of the recently-established Russell Mobley Memorial Library. The afternoons were given over to clinics, layout tours and getting off our aching feet.

We had the pleasure of visiting Nelson Steinmetz's Santa Fe & Western standard gauge S scale layout on Saturday. Nelson's layout is 22' x 22' and is a sort of 'scene within a scene' as you walk from the outdoor Scottsdale desert into his indoor miniature desert replete with typical southwestern scenery with 3 Santa Fe trains running simultaneously. I had the unfortunate experience of causing a shutdown of the whole operation by messing with a turnout. However, within a minute or two everything was back in order.

As might be expected at any Sn3 congress, the model contest was a sight to behold. Pete Nelson, who administered the model and photo contests, held court away from the main site of the Symposium, but just a stroll in the desert sun across a courtyard. Around 50 models and a goodly number of photos were put on display. These were truly works of art right down to a 1:64 horsefly I noticed reposed upon one young lady's scale model chapeau. I'll wager if you had a jewel-

er's loupe you could have seen its little eyes and wings, though the horsefly may have actually been a speck of palm tree pollen that my aging eyes mistook for a well-wrought model insect.

The S manufacturing/retailing community was well represented at the Symposium. While space constraints and memory limit mentioning all, a sampling included Scenery Unlimited/Heimbarger, PBL, Banta Modelworks, Mt. Albert Scale Lumber, Microtech Scale Models, Western Car Shops, and others. The NASG tables were located in the midst of those.

In conclusion, Terry and I were happy to represent the NASG at the Symposium and hope to attend future Sn3 assemblies. Much is to be learned from associating with the narrow gauge crew with its eye toward detail. Remember, the only primary difference is the space between the rails.

Contest Results:

Steam Loco: Dan Pyzel for a D&RGW K-28.

Freight Car: Don Stewart for D&RGW stock car.

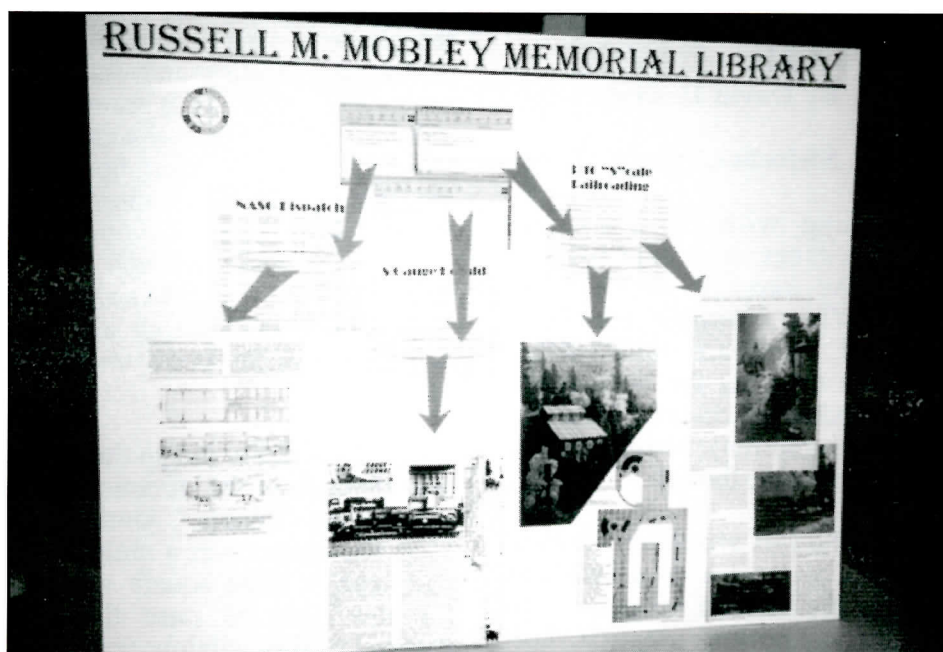
Passenger Car: Jake Johnson for RGS Outfit car.

Caboose: Don Stewart for D&RGW long caboose.

MofW: Don Stewart for D&RGW derrick car.

Structure: Dan Pyzel for RGS Ridgway water tank.

Train: Bill Busacca for RGS excursion train.



Librarian Dick Karnes brought this impressive display for the NASG booth.

Best Model in Progress: Jake Johnson for RGS box/outfit car.

BEST OF SHOW: Bill Busacca - RGS excursion train.

Color Photo, prototype: Don Smith - Eureka & Palisade loco.

Color Photo, model - Jake Johnson - stock car model.

B&W photo, proto: Jeff Booke - K38 487 at Chama.

B&W photo, model: Jake Johnson - RGS outfit car.

BEST OF SHOW PHOTO: Spencer Noe - K-36 next to Durango roundhouse.

Info courtesy Pete Nelson.

Next February (2003) the Sn3 Symposium will be in St. Louis, very reachable for those in the midwest and east of the Mississippi.



Terry Harrison assumes a pose while taking a digital picture of the Red Mountain Narrow Gauge from Sacramento, CA.



In charge of registration were Dan and Billie Pyzel

Photos by Gerry Evans

Fixin' Flyer

By David Dewey

Track Switches, Part 2--the 720As

Continuing with our look into track switches, this time we will tackle the internals of the 720A series. While externally they seem identical, there are small differences in them as the design was simplified to cut costs (at least that is my assumption). Most parts are interchangeable though.

The method of attaching the control box wires varies a little, as well as the method for color coding the connectors. At first, colored plastic rings were held under the wire studs or wire clips. The clips seem to indicate late 1951 production as by May 1952 thumbnuts were again used. About 1954 colored dots were printed on the base, replacing the rings. I suspect the rings sometimes split during assembly, loosening the studs. The colored dots continued until the end of production. There are different sized thumbnuts too, but I haven't been able to pin down a production change--maybe someone with a factory blueprint could verify one.

The two-train operation switch was also redesigned sometime in 1952, eliminating two rivets and a contact. This can be seen from the topside: the later switch has a rivet "tail" by the Reg Oper. lettering while the earlier one has a rivet between each rail (the straight section tie retained a cutout for it). The later switch has one wire soldered to the slider, and it can break inside the insulation, driving you crazy looking for the problem. If you have a problem with intermittent power to the switched rails, check this wire carefully.

The heart of the 720A switch is the coil assembly. The 720 switches used a complex assembly to convert the coil plunger motion ninety degrees, but the 720A coils pull or push the plunger mechanism in a

straight line. This eliminated a lot of riveting, slotting and assembly work--and made for a more reliable unit. Also the coil unit parts are identical, right to left; how they are assembled determines their "hand." For those of you brave enough to undo tabs and rivets, you can convert a left to a right (or vice versa). This design also cut down on ACG's parts inventory too!

The coil assembly did go through a few changes in the direction indicator lamp "lenses." Until mid-1951 the shutter was a multi-piece part with a large square window for the light to pass through. Riveted in this window was a red and green plastic "pane." Around spring of 1954 the shutter was changed to a one-piece stamping with four "portholes" in it, in which were pressed red and green plastic lenses (about the size of the Alco portholes--hmm!). Very shortly these were also changed to a red and green strip that was merely glued over the stamping and holes. The red and green material is available from most parts dealers. If yours is still there but loose, you can re-glue it with contact cement. If you have (or perhaps I should say, HAD) the porthole lenses and need a replacement, you can "upgrade" your switch to the red/green strip.

Inspection of the mechanism is fairly straightforward. First use an ohmmeter as mentioned last time. If the readings show something amiss, then take off the bottom plates (but not the coil assembly plate--yet) and the lamp cover. Look and smell for burnt coils, check for broken wires or bad solder connections. A bad coil will require replacement or repair. While we are removing bottom plates, there are two versions of these too. Early ones are two parts, a large and small, but very late in production these were replaced by a single plate. Plates can be silvery or black, depending on the whim of the supplier (I haven't found any

pattern to this). Illustration 1 shows the open bottom of a 720A switch. Even as simplified as they are compared to the 720s, there still are many parts to check. The throw arm is connected to the moveable rail section by a special shouldered screw. Riveted to the throw arm is a double contact "finger" that wipes across four contact plates. The wiping action usually keeps the electrical connection here good, but if it is suspect, the screw should be removed and the contact areas cleaned. I get very technical here and use an ink eraser to do this. A light spray of contact cleaner wouldn't hurt too, but watch where the spray goes, as you don't want to get it into the detent plunger.

While working on contacts, inspect all the electrical connections on the underside. Pay particular attention to the rail clips that have wires connected to them. It is not uncommon to find some corrosion causing resistance at these points. Use an ohmmeter to insure that the rail and the clamp are actually electrically connected. Some rosin-core solder may be needed to re-establish contact. You do have to be careful to not heat up the base to its melting point! The detent plunger is that "pointy thing" that sits in its own recess with a small metal cover over it. When you take out the throw arm screw, the plunger will spring out of its recess and get lost easily, so be careful! Behind the plunger is a spring. I have noticed two lengths of these: 11/16" and 3/4". The longer spring seems to be on the pre-1952 units. I have also seen many other lengths of these as operators "modified" them to make their switches work "better." Yes, the modification does work, but usually indicates something else is amiss and should be repaired. I believe the detent plunger works best if not oiled, as the oil attracts dust and grit. I have been known to use powdered graphite on them though (and I suspect Teflon would work well too, just haven't

tried it). If the plunger or the inside surface of the cover plate are rusty, they should be cleaned and polished smooth. If you don't have a buffing wheel, 1000 grit wet/dry paper should provide a smooth enough finish.

The detent plunger works against a finger that is clamped to the throw arm with a hex screw. Properly adjusted (after you have adjusted the moveable rail section alignment as explained in part 1), the finger should push the plunger in about the same amount in both curved and straight positions. I have seldom found it necessary to change the factory setting here.

The coil mechanism also should be clean and dry. With it removed from the switch, the throw arm and coil plunger can be slipped out of the coil and inspected. The bore in the coil should be clean and shiny; the iron coil plunger should also be smooth. A rotary tool (Dremel or similar type) with a small polishing buff is nice to clean the bore. Check the lamp shutter to see that it easily slides back and forth. Here I might very sparingly use some light oil if it seems to be sticky. If the shutter base is bent, it can hang up, so check that carefully.

Screw holes in the base that are stripped can often be "saved" with some "super-glue" dropped in the hole. After it cures, you can put the screw in by placing it over the hole and heating the head with a soldering iron. At the same time turn it in with a screwdriver. You can tell by feel if it is "oozing" its way through the hole, or if it is pushing

the plastic out. As soon as the screw is in place, remove the iron!

With the switch apart, you can check the moveable rail section for looseness (or even tightness--I've found that too). The pivot on these is a shouldered rivet that can be removed, but it has to be done carefully. The rivet actually came in two head sizes; in 1954 the head is often a bit smaller. To remove the rivet, I use a 3/8" drive 3/8" socket that just fits between the "rails" and clears both styles of heads. The switch is turned upside-down with socket in place over the rivet. I then push the rivet out with a small punch (well, if you don't have a small press, you can drive it out with a punch and hammer). You can then clean the area; straighten the moveable rails section if it is warped (see part 1), and inspect the fingered tension washer that is just under the rivet's head.

You can "tweak" the fingers of the spring washer to provide more tension, if your rail section wobbled too much; but it is easy to over-do it and end up with a rail section that is too stiff to "throw." To replace the rivet I first set everything in place and turn the rivet in my fingers until I can feel it "fall" into the grooves it already has made in the base. I then place the switch base on a small piece of metal that supports the large round boss the rivet goes into. I then press the rivet home with a larger punch that matches the rivet head size. If the rivet seems to be tight going into the base, I do often apply a hot soldering iron tip to the rivet to heat it up so it almost melts

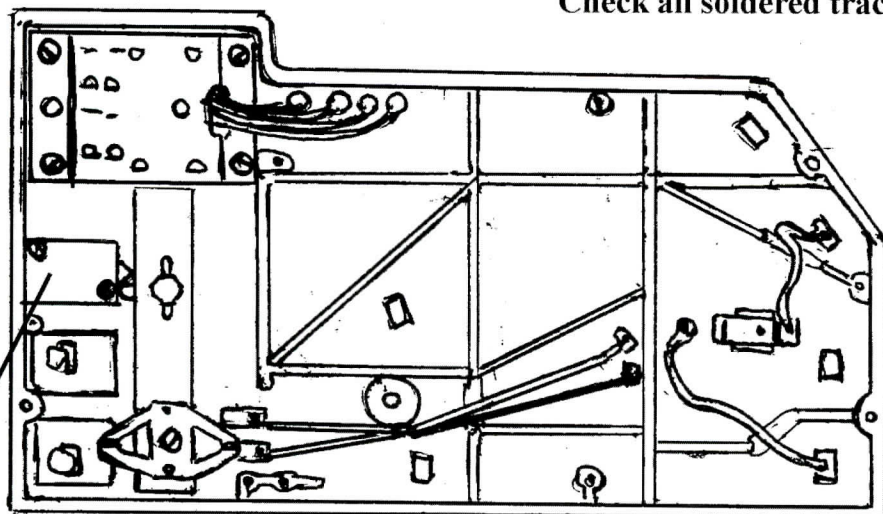
its way into the base. I wish I could explain this better; I find that it is a matter of "feel" and you have to try it for yourself a few times to "get the hang of it." The installed moveable rail section should move easily, but not wobble a lot. This is something you have to learn to judge by trying many switches, as there doesn't seem to be a standard for "amount of allowable wobble." Now it is just a matter of re-assembling everything and testing. You should now have an excellent operating switch. Flyer

Tip-o-the-Month: This tip comes from Tim Brown. "Here's a tip on track maintenance that I learned the hard way. I recently ran into a section of Flyer track on a new layout I am building that caused my reverse units to go into neutral. I did some of the usual checks; rail tops for dirt/grease, no gap in rail joint, pickup wheels clean, track in gauge, pickup wheels in gauge and proper alignment (truck not bent), etc. In this case, none of those were at fault. When I cleaned the top inside edge of the rails with a bright boy, the problem ceased. I guess as truck wheels go around a curve, instead of the wheels making contact with the rail tops, the only contact may be the flanges with the top inside edge - at least momentarily."

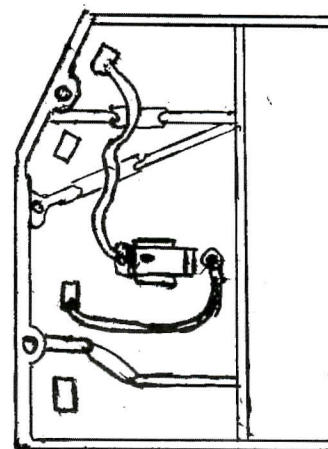
As always, your thoughts, suggestions, or questions are welcomed--especially "tip-o-the-month" ideas. You can contact me at djdewey@cncnet.com or at 3435 Myers St., Oroville, CA 95966. Have fun with your trains!



Check all soldered track clips for continuity.



Cover over Detent and Spring



Note 2-train switch wiring differences between left and right-handed switches.

720A Switch underside with covers removed (NOT drawn to scale)



Circus Display layout at the Eli Whitney Museum in New Haven, CT.

Dave Pool - Photos



A view on the S Gauge layout at the Eli Whitney Museum, New Haven, CT.

impartial and do what's best for S.

Anyway, since this is the "Year of the "S"tructures", isn't it a good excuse to start or finish that layout you've been planning?

PROMOTION

Ah, there's that "P" word again. As you know, promoting S is one of the two most important things that the NASG charter calls for as well as serving the membership. Promotion is difficult because of the diverse makeup of our scale and we have to decide on what approaches work best with each division of S. I found that if we take too hard an approach in one

area, we sometimes get folks in another area riled up. I don't have to elaborate on these items because they are part of our stormy past and persist to this day. Just read over your old *Dispatches*.

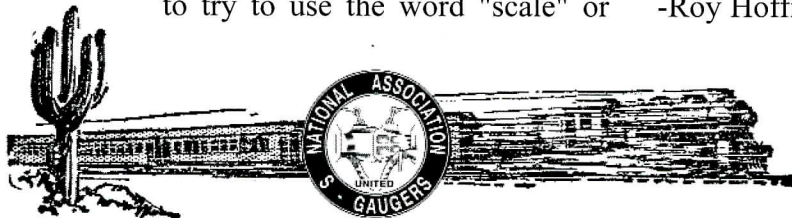
However, we have to live with the fact that potential converts exist in many different areas of model railroading and that we have to be careful how we target them with our ads and literature. On that note, I think it's time to put the old definitions of "scale" and "gauge" to rest. We are ALL S scalers. Some clubs have fought over the issue of whether they're the East Philly S Gaugers or the East Philly S Scalers. It sort of gives us a "caste system". From now on I'm going to try to use the word "scale" or

just plain "S" for everything. I'm sure that some folks won't like it, but that's the way I would like it to be.

There's a promotions committee with official positions, but it goes far beyond that. Each BOT member feels it's a part of their responsibility to find ways to promote S. Best put, promoting S takes on many forms. When you go back over the old *Heralds*, *S-Gaugians* and *Dispatches*, you see lots of ideas for promotion. Guess what! There is no best way, because one way or the other they all work.

So, if you have any ideas of your own or know of some neat way of promoting S, let us know.

-Roy Hoffman, President



LAST RUN

Jim Graham

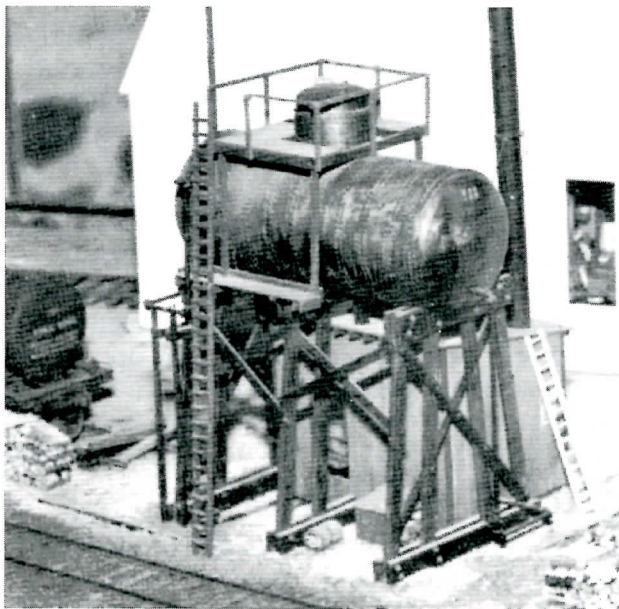
The Kansas City S Gaugers are mourning the loss of a long-time friend and modeler, Jim Graham, who passed away on Saturday, April 6, 2002.

Jim owned and operated *The Sheley Road*, an all-scale pike so named because of his home address at the time. It was a small shortline, all freight, everything 50' or less, but a lot of detail was crammed into the space he had. After his wife Wanda passed away some years ago, he met and married Elaine and moved out to between Lee's Summit and Blue Springs, Missouri. The new location had expansion room for *The Sheley Road*, and the layout became one of the only two current S scale operations open to visitors during NMRA and other events in the Kansas City area. Elaine's own surprising railroad

interest, the Rock Island line between Kansas City and St. Louis, initiated an additional backyard railroad project - a service building was added to one side of the garage where the trains would be able to run into the shop room and back out through wall portals. There were many plans for more construction and operation.

Many of us met Jim when he was alongside the late Jim Phelps and the other club members who helped put on the NASG convention here in Kansas City in 1989. He was active many years before then. My earliest recollections of working with Jim go back to at least 1971. He will be missed.

- Dave J. Engle



A structure crafted by Jim as seen on his layout during the 1989 Kansas City convention.

THE CLUB SANDWICH

By Dave Pool

The **Bristol S-Gauge Railroaders (BSG)** are offering an exclusive club car. The S gauge model will be available in two different numbers, and be produced by S Helper Service. The models will have green bodies with white lettering for the the North Stratford RR. This railroad operated on 22.5 miles of track which provided rail transportation to Beechers Falls, VT. where the Ethan Allen Furniture Co. was located. Doug Peck is coordinating the ordering of the 40 ft. box cars.

The **Canadian S Scale Quarterly** is the newsletter of the Canadian S Scale Modelers (**CSSM**). Guy Davis edited the recent issue, and Joe Pereira distributed it. The latest issue included a listing of the various membership. The issue includes an article by Ken Garber on making operating doors for Pacific Rail Shops boxcars. Alex Binkley wrote an article on his S scale Canada Southern model RR. Alex's layout includes two levels, the upper one to represent the CSR mainline. The lower deck will be the major branch line so that there will be a lot of switching operations possible. The newsletter includes a photo of the S Scale Loco & Supply's new mogul on the Ridgehill Central model RR of Oliver Clubine. A member of the **CSSM**, Simon Parent, supplied much support and help in the design and construction of the mogul as available from S Scale Loco & Supply.

The **Conn. S Gaugers (CSG)** met in February at the home of Pieter Roos, in Meriden, CT. The meeting included a presentation by a guest speaker, Jeff Bissonnette from Kingsfield Car Shops. This firm designs and builds laser cut

models, and the laser cutting procedure was described in detail. On March 3 the **CSG** brought their modules to the Cheshire High School Train Show to set up and operate. This is the original show at which the club set up and displayed their layout. The layout has Code 125 rail which is commonly used to operate scale trains. However, the rails are spiked with small-head spikes and AF compatible and hi-rail trains can be operated on the layout. Steve Kutash, V.P. in charge of the modules coordinated the club's display. On March 10 the **CSG** set up a layout at the Housatonic Club Train Show, held in Fairfield, CT. In mid-April the **CSG** set up their layout at the Jonathon Law H.S. Train Show, in Milford, CT.

The club recently welcomed new members Bob Marino from Wallingford, CT., and Donald Kitchen from Wappinger Falls, N.Y. (Don was a member in the past and recently renewed his membership). The club has purchased a camera which will be installed in a diesel loco and operated at shows where the club sets up a layout. Member Bob LaRiviere is coordinating this operation with the help of Bill Fuhrman, Pres. of the club.

The **Western N.Y.S Scale Assoc. (WNYSSA)** met in January at the home of their coordinator Gregg Mummert, and he had his Christmas layout operational for those attending to operate and enjoy. Gregg had a repro AF circus train operating, and other S cars of interest, including the TCA and TTOS Flyer cars on display. The club met at the Log Cabin Restaurant in February, in Elma, N.Y. At this meeting the Hallmark Harley Davidson S scale motorcycle ornaments were shown

and admired. There have been three issued so far, according to the **WNYSSA** newsletter. Member Harry Morath held the March meeting of the group at his home, in Lancaster, N.Y. The club is planning to purchase Homabed and Code 148 rail from the Rochester Area S Gaugers (**RASG**). The latter club has a surplus of the roadbed and rail which they are willing to sell.

The **Susquehanna S Gaugers (SSG)** visited the holiday Christmas display of Mark Anderman in Oriole, PA, as their January meeting/event. The display was kept up for an additional period of time so that the club could come and enjoy it. The layout features four different levels to operate up to nine trains at the same time. The club visited the home of Fred Cupp in Williamsport, PA, in March for a digital command control (**DCC**) workshop. Fred has an extensive HO layout that operates using **DCC**, (Northcoast Engr. System). A description of the **DCC** method of wiring and use was followed by a hands-on operating session for the **SSG**.

The **SSG** plan to have a meeting at the home of new member Earl Wagner, in Danville, PA. Earl has an extensive AF layout which will be operational for the meeting. Jim Ingram coordinates the club activities and edits the club newsletter.

Ed Claypoole edits *The Waybill*, the newsletter of the **South Jersey S Gaugers (SJSJG)**. A recent issue included an article by Joe Balcer describing the design and construction of a special project, an operating S scale ice house. The ice house building is 80 scale feet long x 32 scale feet wide x 41 scale feet high. It is constructed of foam board covered with brick design paper which club president Dan DeSantis made on his computer. Windows in the building are from Grandt Line, and doors are

from BTS. The ice loading platform was made from bass wood. An S-Helper reefer car is permanently attached to the track alongside the building. A conveyor system feeds "ice" to the car roof hatches, and returns them back to the building for another delivery of ice. Construction of the accessory required cutting off one side of the truck wheels, and a hole in the bottom of the car to accommodate the installation of the belts. There is one belt on each end of the car to load ice in both ends of the waiting car. The ice blocks are glued to the belt so they go into the car roof hatches and out the bottom of the car for another delivery to the roof hatches.

Because of a job-related change of address, Dan DeSantis could not finish out his term of office, and Hank Worrell, V.P. will take over until elections are held for a new president.. Tom MacDonald and Larry Gawlinski organized the presentation of reproduction Pennsylvania RR station signs to Dan DeSantis, outgoing president, and Hank Worrell, V.P. for their tremendous efforts and support of the club.

The **SJSG** have and will set up their S gauge layout at several Greenberg Train Shows from February to November. The club held a play trains session in February at the home of John Bigley, in Turnersville, N.J. Ed Claypoole will have the play trains session in March at his home in Stratford, N.J. These sessions are in addition to the regular meetings, and draw members and guests purely for the operation or enjoyment of model railroad subjects.

The North Penn. S Gaugers (NPSG) celebrated their fourth anniversary this March. The club set up and operated an S layout at the Family Heritage Train Show in Franconia, PA. in late January and at the Greenberg Train Show at the Ft. Washington, PA. Expo Center. There were other S gauge support-

ers at the show, including the **SJSG** layout and **NASG** V.P. John Foley. John set up an **NASG** booth to boost our club and S gauge in general. Norm Lepping will have the **NPSG** group to his house in March for a regular meeting. The club is planning to display their layout at the East Coast Hobby Show to be held in Ft. Washington, PA. in late March.

The Baltimore Area AF Club (BAAFC) held their February meeting at the home of Monte Heppe, in Pasadena, MD. Over 30 members attended the meeting, which featured Monte's extensive AF layout. The layout includes four operating loops on three different levels. Discussion was held regarding the club's possible participation in the "World's Greatest Hobby" promotion program. In mid-March the club brought their layout to the Greenberg Train Show, Timonium, MD. The **BAAFC** set up their layout at the TTOS Swap Meet held on March 24, in Earleigh Heights, MD. Club member Steve Gobel will host the April meeting. Walt Westerfield is the tentative host for the May club meeting.

The Atlantic Coast S Gaugers (ACSG) have several divisions including the Virginia Central, Carolinas, Washington & Old Dominion, and Tidewater Divisions. The Virginia Central Div. (VC Div.) met at the home of Don Retzer, in March to repair club modules. The Carolinas Division (C-Div.) displayed an operating layout at the Neuse River Valley Model RR Show, in Raleigh on Nov. 10-11, 2001. The layout was 26 ft. x 26 ft. with a T-module and two yard modules. The layout included 25 operating buttons for the visitors to use, which is a very good way to attract viewer attention. In February, the C-Div set up an operating layout at a show which included no less than 41 action buttons.

On Dec. 1, 2001 the Wash. & Old

Dominion Div. (WOD-Div.) of the **ACSG** set up an operating layout at the Inova / Fairfax County Hospital. Scott Brown set up a Christmas village as part of the display. Many patients, visitors, and medical staff enjoyed the operating layout which was set up and operated. The Tidewater Div. set up and operated a layout at the Greenberg Train Show held in Virginia Beach, on January 5-6.

The Suncoast AF Enthusiasts (SAFE) newsletter is written by Anna Spinella, Sect'y, who sustained a major loss of vision late last year. It was diagnosed as wet type macular degeneration, and she underwent two surgeries at Duke University. According to her own letter, the prognosis is very good, and all S gaugers wish her a healthy solution to the problem. During Anna's "medical leave", Nancy Rhyne pitched in to help with the newsletters.

The **SAFE** set up and operated a layout at the GATS Train Show, in mid-December at the Tampa Fairgrounds. During the day of the show member Rick Mook invited the club members to a holiday party at his home in Tampa. Club president Louis Blithe held the January meeting at his home. Best wishes to Anna Spinella on her eye recovery.

The Southeastern Michigan S Gaugers (SMSG) welcomed new members Ted Calcut of Taylor, MI., and Bob Kupka of Northville. Jerry Poniatowski is secretary and edits the club newsletter. The club set up their modular layout at the Ann Arbor Model RR Swap Meet in mid-February, at the Ypsilanti High School. The club meeting of the month was held at Greenfield Village in the back shop and roundhouse areas. Members attending got a guided tour of the facilities. Gordy Michael and Bob Ristow are both employees of the village, and arranged the meeting/tour trip for the club. The

March meeting was held at the home of Dave Held, in Imlay City, MI. The April meeting of the club was at the home of Dave Belanger in Waterford, MI. Member Bill Murray sent his S Helper Service (SHS) E7 diesel to Kadee so that they can develop a new coupler for S gauge applications. Gaylord Gill is president of the club and held an open-to-membership directors meeting at his home in early February.

Jerry Poniatowski, secretary of the **SMSG**, is experimenting with distribution of the news letter via the Internet. He is concerned about having a format that can be received and downloaded by all the members so that the distribution of the newsletter is made to all members that desire to receive it in this manner.

The Northern Ohio S Scalers (NOSS) had a holiday party at the home of George and Stephanie Ricketts, in Rocky River, OH, on December 30. Jack Sudimak was elected as the new club president (referred to as the head "snipe" in the newsletter). John Henning was elected to serve as the newsletter editor for the forthcoming year. Gary Ippolito will serve as the club treasurer for the new year. Jack Sudimak held the January club meeting at his home in Medina, OH, and Josh Seltzer held the February meeting at his home in Cleveland Heights, OH.

The Cuyahoga Valley S Gaugers (CVSG) are in the process of planning for the upcoming NASG convention, to be held this coming Summer. Joe and Irene Webb held the January meeting of the club at their home in Strongsville, OH. Dave McCamey was welcomed as a new member to the club. The club's tinplate layout was set up and operated at the Freiden Show, held at the Eastlake North High School in late January. In mid-March the CVSG set up their S scale, AF, and Sn3 layouts at the Railfest 2002 show spon-

sored by the NMRA MCR Div. 5. The show was billed as the largest train show in Ohio and was held at the Lakeland Community Collage, Kirtland, OH.

Potential new members of the club, Mark McFreddic and son Tristin, were introduced at the February club meeting held at the home of Paul and Susan Gerhart. The March meeting was held at the home of Jim and Maryann Sima in Solon, OH.

The Central Ohio S Gaugers (COSG) plan to set up at the Springfield Train Show, in early April at the Clark County Fairgrounds, and the Buckeye Model Train Show at the State Fairgrounds in Columbus, on April 20. The **COSG** will bring their layout to the Spring S Spree, on May 10-11 in Middletown, OH. This is sponsored by the Miami Valley S Gaugers (MVSG). Alan Evans edits and distributes the newsletter of the **COSG** and he is beginning to send out issues on e-mail as attachments. They work fine for your column editor so far. Member John Frazier is coordinating the upgrading of the club portable layout. Additions contemplated include adding more high-rise buildings, finish detailing the bridges, re-build the top of the forest section with a removable forest or farm section, repair the trolley track, enlarge tunnel portals, and add more action items. Many clubs are adding or contemplating the addition of emergency vehicles with flashing lights, tunnel occupancy lights, horns which can be operated by the visitors, rotating barber pole, action kiddy rides (miniature), and crossing signals. The **COSG** is also considering the purchase of a video camera system. A demonstration at a show was made with the camera in a gondola car. It was a crowd pleaser.

The Northern Ohio Div. of the COSG (NOD-COSG) held a meeting at the home of Roger

Jensen, in January, in Martin, OH. Jack Kramer was the host for the February meeting, in Fremont, OH. Tom Boldt is planning to have the April meeting at his home in LaPeer, MI. Monty Kaufman is the coordinator of the newly-formed Division of the **COSG**.

The Chicagoland Assoc. of S Gaugers (CASG) publish the *Chicago Flyer* newsletter, and Don Heimbürger is editor (he has the experience). Member Andy Jugle is coordinating the S scale and AF layouts and collections that might be available for the Sunday tours as part of the up-coming S Fest. On a sad note it is reported that member William J. Banovitz died recently as a result of an auto accident. Bill was knowledgeable about AF and always attended the DuPage monthly fairground shows and the S Fests.. The **CASG** will sponsor the Fall S Fest to be held on October 11-12 in the Tinley Park Convention Center.

The Badgerland S Gaugers (BSG) have an active schedule of what they call Train Trade Shows. Fall shows are scheduled for Sept., Oct., Nov., and Dec., 2002. The **BSG** set up their layout at the two-day Mad City Train Show in mid-Feb. in Madison, WI, where about 14,000 attended the NMRA sponsored event. The club has been approved to host the NASG convention in 2003.

The club is considering construction of a small (very) portable display layout that could be brought to places for promoting S gauge. Ron Schlicht is working with the Children's Hospital of WI. in order to set up a layout during the Christmas season. The preliminary plan would have the layout on display from Dec. 16, through Dec. 31. Jim Maslowski held the March meeting at a conference room of Harley Davidson, where he works. Dick Kloes is scheduled to have the April regular club meeting.

The AF S Gaugers of the St. Louis Area (AFSGSLA) recent newsletter had an article in remembrance of David L. Sengenberger. He passed away at his home on Jan. 5, 2002. He was an avid model railroader and regularly attended meetings as member of the St. Louis, Chicago, and Milwaukee area S gauge clubs. Craig Tarpoff had the club members for the March meeting at his home in Granite City, Il. Craig has a large AF collection which the members enjoyed. Marty Glass is coordinating a meeting of the **AFSGSLA** at the Big Bend O Scale Model RR Club, in Webster Groves, MO. The meeting is scheduled for April 19. Scott Pilarski is planning to have the May meeting at his home in Wildwood, MO.

The **AFSGSLA** has their 12 ft. x 28 ft. sectional layout stored at the home of Gary Brandenberger, in Florissant, MO, where they can also work on it. The club brought their sectional layout to the GATS Train Show in downtown St. Louis, on Jan. 5-6.

The Inland Empire S-Gauge Assoc. of the Pacific Northwest (IESGAPN) is a group of persons dedicated to the operation of S gauge trains. These are the words incorporated in a brochure given to prospective members by the club. Jon Kettner designed the brochure and Cliff Baxter printed it for the club. Tom Bangs is editing the club newsletter, but solicitations are out for a new editor. The club had a banquet at the Cour d'Alene Casino on Jan. 26. The event included a show and tell session where members and attendees could describe their recent model RR work and display an item as desired. The club received a monetary prize for third place in the layout contest held in connection with a GATS Train Show exhibition. Pat Spino held a meeting of the club in March at his home. Jess Bennett is scheduled to have the April meet-

ing of the club at his home in Careywood, ID. Jess has a fabulous S scale layout with large custom built articulated steam locos that Jess has built over past years of time. The layout was featured in the March/April issue of the *S Gaugian* magazine on the cover, and in a two page color photo showing several of the trestles on the layout. The **IESGAPN** was contacted by NASG western V.P. Gil Hulin regarding their possible participation in a convention in 2004.

The Golden Spike AF Club (GSAFC) set up a layout at the GATS Train Show held in Jan. 12-13. A variety of semi-operating and action accessories were present. The club won second prize as determined by vote of the attendees at the show. The prize was a substantial monetary one, and was a tribute to the effort that the club made to display their layout. Al Rawdon held the February "clinic" meeting at his home around the time that the Olympics were starting. Members could bring their problems and non-operating equipment for ideas on repairs, and for some on-the-spot repairs. A recent newsletter included an article by Cathy Free, a Deseret News columnist, describing the activities of Richard Meyer, and the **GSAFC** train activities. Gifford Price held the March meeting of the club at his home.

The Rocky Mountain Hi-Railers (RMHR) were discussing the possibility of how they could help support a NASG convention that might be held in Seattle, WA, in 2004. Gil Hulin, NASG Western V.P., is exploring the possibility of such an event. Two of the original charter members of the **RMHR** have recently gone off to college, Paul Lewer and Mathew Jibben. The club has been having meetings at Sam Rapp's shop to repair and prepare their layout called the Lookout Junction for display at various locations. New members Merlin

Marlatt and Marv Dobson were welcomed to the club fellowship in January. The **RMHR** promoted March 16 as National S Gauge Day. It is 3/16, which is the scale of our favorite trains. The club gathered on this day to put finishing touches on their Lookout Junction layout for display at the open house held in April at the Boise, ID, depot. The club is participating the World's Greatest Hobby Campaign, and used the WGH booklets for the display at the Boise Depot Show.

The Bay Area S Scalers (BASS) held a meeting at the home of member Ken Reiter on March 16, in San Jose, CA. Ken has a scale layout with 60 inch radius curves, and operation is smooth. The layout loops around the garage at eye level with approx. 70 ft. of mainline track, 2 % grades, a passing track and spur, three track yard, and a roundhouse. Ken also has an outdoor layout (ride-on) with 7.5 inch track gauge (1.5 inch scale) which was enjoyed by the members attending. The golden spike on the larger railroad was installed at a ceremony which was part of a meeting of the club in Sept., 2000. The installation of a wye on the module set up is under consideration in order to facilitate running trains onto and off the layout during shows. Barney Daehler edits, produces and distributes the club newsletter, and Lee Johnson coordinates the club activities.

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. Email: ndpool@juno.com.

EXTRA BOARD

WIS. TOY TRAIN BARN

Here are some more details on this attraction mentioned last issue. The address is W9141 Highway 81 in Argyle, WI (southwest of Madison). Phone: 608-966-1464.

HUDSON OBSERVATIONS

I just received my new AM NYC Empire State Express J3a Hudson locomotive. Nice job. The trailing truck is very nice indeed, complete with booster 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.

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). The AM model shares some minor detailing omissions with the AHM HO Hudsons, among which are missing boiler band and lack of an opening in the tender top rear for 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 loco has a smoke unit - in DC scale.

- Dick Karnes

KC S GAUGERS EXPANDING

The Kansas City S Gaugers group is getting rejuvenated. We have a small core group and large plans, and we want to expand our ranks. Most of the folks are interested in Flyer and hi-rail, but several own and operate scale. Our 46 foot modular layout will accommodate both scale and hi-rail. S gaugers with scale and Flyer/hi-rail interests within striking distance of the Kansas City area are welcome. We plan to set up at the Indian Springs train show in Kansas City, Kansas,

this year, and again run a holiday display at a local venue. To join us contact: Paul Stevens, 9619 N.W. 71st St., Parkville, MO 64152 - 816-741-1505. Or email Roy Inman: rinphoto@earthlink.net. - Roy Inman

GREAT MODEL RAILROADS

I spoke with the folks at MR. They already have what they need for the GMR 2003 issue, but they would like some articles for the 2004 issue. The deadline for that would be June 2003. Send any articles for GMR to *Model Railroader* Magazine, P.O. Box 1612, Waukesha, WI 53186-4055, attn: Andy Sperandio.

- John Foley

O GAUGERS ON FLYER

I checked out an *O Gauge Railroading* online discussion forum on the topic of the American Flyer Line. Here are some excerpts: "Not that I am a big American Flyer enthusiast. I think Flyer is neat but needs a major facelift to be even slightly appealing to today's young purchaser. If I wanted the original look I would buy the train market items, but I don't. As a 31 year purchaser of trains, to buy the Flyer size, I would want prototypically proportioned locomotives; not the goofy Flyer stuff of yesteryear." ... "Update the Flyer line to look to be prototypical and sized accurately, update the track, add Trainmaster Command Control and Railsounds plus all the features. Operate with the 135 or 180w transformers, add SC1s and all the other great operational products."

"Rather than continually redo a limited selection of the old trains, introducing new engines (particularly steam) with Trainmaster Command Control, electrocouplers, Odyssey, etc...." "S Gauge is really a great size. After a brief period in O gauge, I rediscovered S gauge and have not looked back since." "Should Lionel do something more with the American Flyer line? Most definitely!"

"MTH wouldn't do S gauge for the same reasons Lionel won't. A larger S gauge market may come at O's expense." "I don't think you'll see any mass defections from the O gauge side either. More likely HO would suffer." "What I don't understand is that since Lionel owns AF, why not build up the line? Even if a few O gaugers go back to S, Lionel still gets the sale." I also agree with the view that most converts to S gauge would come from HO. The presence of Lionel and/or MTH in the S gauge market would be a real boost to the gauge since you would finally see new S gauge in the hobby shops."

LIONEL SHOULD

An S scaler has some appropriate comments for Lionel too: "Get rid of that awful diesel power truck. Move the motor to the center of the locomotive... See how the AM steam loco is put together... Bring that GP truck down to the correct wheelbase. Forget putting Flyer trucks on Lionel's O-27. Any potential new rolling stock should at a minimum match the old Flyer cars - not the O-27 caboose clone. I would expect to see some greater detail on rolling stock without sacrificing durability. ... warmed over Flyer ain't gonna do it anymore. - Rich Gajnak

RIDE THE CHALLENGER

The Sherman Hill Model Railroad Club is sponsoring a steam excursion behing 4-6-6-4 Challenger 3985 from Cheyenne to Laramie over Sherman Hill and return. Saturday, July 27, 2002 at 1 p.m. Dome seats are \$300.00 each, coach seats are \$220.00 each. Max of 6 tickets per order. Includes box lunch for tickets mailed by June 20. Trip is non-smoking (except for the 3985). Checks to Sherman Hill Model RR Club, Inc., c/o Robert Sherwood, 2837 Olive Dr., Cheyenne, WY 82001-5736. - 307-638-8535 or check website: www.shermanhillmrrc.org. email: shmrc@vcn.com.

S IN NON-S PUBLICATIONS

Model Railroad Planning 2002 - Check out page 23 for the 1/2 page color group S ad.

May 2002 RMC: Article on how to convert NE (HO) caboose to C&O cab. Plan should work for Flyer caboose too.

May 2002 CTT: News on the S Spree and article on Flyer's rocket sled car.

S-TIPS

PAINTING FIGURES

Having painted literally dozens of historical and gaming figures over the last 30 years, I have found a few tips that might be useful. A black undercoat is a good way to enhance the creases and other details of a figure, but applying the top colors can be a bit tricky and especially on small scale figures and requires a steady hand. Even before the black undercoat, use a good metal primer, either gray or white, hand-brushed or sprayed. An easier way to obtain the shadowing effect is to brush a thin black or very dark brown wash all over the figure after the paint has thoroughly dried. Fleshtones (light or dark) will look better also. Cast figures marked as being 30mm are just about perfect for S.

- Alan Coughlin

MORE ON FIGURES

After cleaning up parting lines, etc., wash the figures with dish soap and warm water and let them dry thoroughly. Then soak figures in plain white vinegar for about 15 minutes, remove and let air dry. This will etch the metal (metal fig-

ures) giving them good tooth to receive paint well. This way there is no need to prime the metal figures. Oh yes, do not touch the figures with your bare hands after the first washing. Wear rubber or surgical gloves through all the washing/etching and painting steps. The oils on your hand will spoil the paint.

- Dennis Conway

AND MORE

Group painting: Take a block of wood and place about 8 finishing nails in it. Attach an alligator clip to each nail with a figure in each. Then paint colors one at a time on each figure (do all the blues, etc.). After colors then add the skin tones. One I use is Grumbacher Craft Color Acrylic C022 Royal Rust light. After dry maybe add a light wash. Finally, spray the entire group of model people with Matte Medium or a flat finish.

- Bill Fraley

NUTTY PUTTY

Squadron Green or White plastic filler has a tendency to shrink. The best putty out there is by Tamiya. It is a light grey color and easy to work and cover. Tamiya putty can be thinned if needed with Testor's liquid cement. It shrinks very little and dries faster than the Squadron. Recently, Gunze has produced a Mr. Putty. I have not used this yet but feedback from customers suggests it is just as good. Gunze also makes a product called Mr. surfacer which is used to seal slight seam joints.

- Tom Potthast

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 in the Library ad. 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

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.

June 22-23, 2002: Great Scale Model Train Show, Maryland State Fairgrounds, Timonium, MD. Sat.: 9-4, Sun: 10-4. Adm \$6. - www.gsmts.com.

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

July 9-12, 2003: NASG Annual Convention - Olympia Resort, Oconomowoc, WI. 800-558-9573 for hotel reservations. Details TBA.

Bids Open for NASG Annual Conventions -- 2004 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - e-mail: leemax@jps.net

Faxes in the directory: I suggest the NASG solicit members for their fax numbers to put in the Directory or make a list of faxes available for a small charge. This would provide quicker correspondence for buying and selling American Flyer and other S gauge items.

- Jay Walsh *And e-mails too.* - Ed.

On a similar vein: I would like to see the NASG Directory issue contain info about everyone's layout - especially if they would accept the occasional traveling guest. I'd like to see a survey of what track, couplers, etc., modelers actually use.

- Bob Werre

Rail codes: The code numbers used in the model industry reflects actual height measurement no matter the scale (HO, S, O, N, etc.). Code 100 equals .100", code 83 equals .083", code 148 equals .148", code 125 equals .125". So, code 100, according to the rail specifications book represents 110 lb. rail and is a scale 7" tall. Code 126 is just over 8" tall. One major point to consider, the taller the rail we use with our models, the less appealing it looks and the more toy-like it becomes. Also consider the size of the molded detail. Some of the flex track available has nail or bolt heads as large as your head - far too big for a scale look. If you hand lay then the larger codes will look a lot better. Track is a model in itself.

- Bill Banta

Scale Brick: A while back there was much discussion regarding the wish for scale size brick sheets. I found that CC Crow does have S scale brick sheets.

www.cccrow.com.

- Ted Larson

NMRA Bulletin: I was given, and have glanced through the 1999-2000 issues of the *NMRA Bulletin*. I noticed two years in a row special

issues on Garden Railways. I haven't seen anything on S. Has something like that been done in the *Bulletin*? If not, should we, could we? Of course, I also didn't see any special issues on HO and N, but those two probably already cover 90% of the market.

- Ken Garber

Promoting S at Home: I always have a 12 x 14 inch foam board with the Jan. 1995 *Model Railroader* (pages 122-123) pasted on it. This shows the size comparison of the various scales. When showing off the Jefferson Central, I always show the difference between American Flyer and scale. I do this by having both sets of trucks, couplers available to hand to visitors.

I point out that the Jefferson Central is a comprehensive model railroad of trains, industries, yards, and geography of central Pennsylvania.

My name cards and give-aways always have the "Welcome to 3/16th Scale Model Railroading" or "3/16ths Model Railroading is Fun". I will probably go with "Welcome to 3/16ths Scale" hereafter.

I always try to have give-aways such as NASG brochures, extra *Dispatches*, Jefferson Central pamphlets, etc., for the adults. For children, I let them run trains. I have a chair for them to stand on. I'm always amazed at how they are mesmerized at this. They seem to immediately understand scale speeds.

The Jefferson Central is now 28 years old. It is fix and repair daily, but it does run. All are welcome to visit - call first.

- Happy Trails, Bill Fraley

Lionel Should: Off the internet from a non-member (I think). I'll condense this some. First off, they aren't selling to kids, so upgrade the trains to be more scale and

accurate... Make several roadnames at once, not just one or two a year. Do research -- don't make PAs in roads that never had them. Put accurate numbers on them, not catalog numbers. Make scale and hi-rail versions (AC and DC). If they do want to sell to kids, they should make something like Franklins and Frontiersman sets... They should make S gauge track, and realistic track at that! Do something besides use the same old molds or adapting O gauge cars to S. I may have bought the SD40-2 if it wasn't toy-like...

- Mike Vana, Omaha, Nebraska

Flyer Track Bending Jig: I recently purchased a track bending jig for Flyer track. It will take standard radius Gilbert curved track and change it to 28", 42", 54" or 72" radius. So far it works great. It cost \$49.95 and was purchased from Van's Trains, box 1365 Fairlawn, NJ 07410 - phone: 201-797-3116.

Ho and N Ground Throws: I use both Caboose Industries 202S HO scale and 206S N scale ground throws. both work well with Shinohara #5s and #8s, but the N scale look better because they are a bit smaller. I am gradually replacing the HO scale with the N scale ones wherever ground throws can be used. If you have long sidings and use walk-around control, you might want to consider the desirability of being able to control both ends of the siding from one location; that argues for remote control switch machines.

- Bob Jackson

You won't believe

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Jeff's Junction from page 5

1945-1962) Most of us model the latter. Most of us though probably haven't considered defining the all-diesel eras. I'll make a stab by decade:

The '60s: 1st and 2nd generation diesels, home road passenger trains still in use, freight equipment was still pretty much 40 and 50' cars. The big merger mania was yet to come. Lineside was still pretty much steam era.

The '70s: Amtrak takes over all passenger trains except Southern and D&RGW. First big mergers creates Chessie System, Family Lines, Conrail, etc. Most beloved traditional railroad names fall by the wayside. Lineside begins to change - fewer towers, semaphores, depots. First generation diesels, 40' box-cars, short hoppers, roofwalks begin to disappear.

The '80s: The really modern era begins. 2nd and 3rd generation diesels take over. More mergers. More Fallen Flags. Still Amtrak. You better like Conrail blue, UP yellow, SP gray and red, CSX, CP, CN, Soo Line, C&NW, NS, Guilford and ATSF. Cabooses start to disappear.

The '90s: If you pick the '90s and up to model you need a reality check for mainline interests: That is: no cabooses, more mergers, no roofwalks, mostly 50' plus freight cars, welded rail, sterile raiiside environment. That means no depots, towers, turntables, roundhouses, etc., or at least very few. Even ATSF, SP and Conrail become victims of mergers. Fourth generation diesels come in - even Amtrak says bye bye to the mainstay F40PHs.

UK member Kelvin White suggested, and I concur, that "modern" S modelers - post 1975 - consider modeling shortlines or regional railroads that use modest and often hand-me-down motive power and run shorter trains which are more easily modeled. Maybe you could even work in a mainline loop with wider radius which is half hidden with the main focus being a shortline. By focusing on a shortline with second hand power and short trains, modeling modern in S can be manageable. Another way to model modern mainline is to belong to a club with a fairly large modular layout which can handle big power and long trains. Your home layout could even be a different era.

Remember: DEFINE YOUR MODERN!



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FOR THE FLYER FAN:

American Flyer Instruction Book for Operating and Assembling 3/16" Scale Trains and Accessories, A. C. Gilbert Co., 1952 - copies \$3.80 ppd.

American Flyer Trains and Gilbert Toys, Catalog #D1699, A. C. Gilbert Co., 1953 - scanned page images as requested

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 - extracts as requested

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