

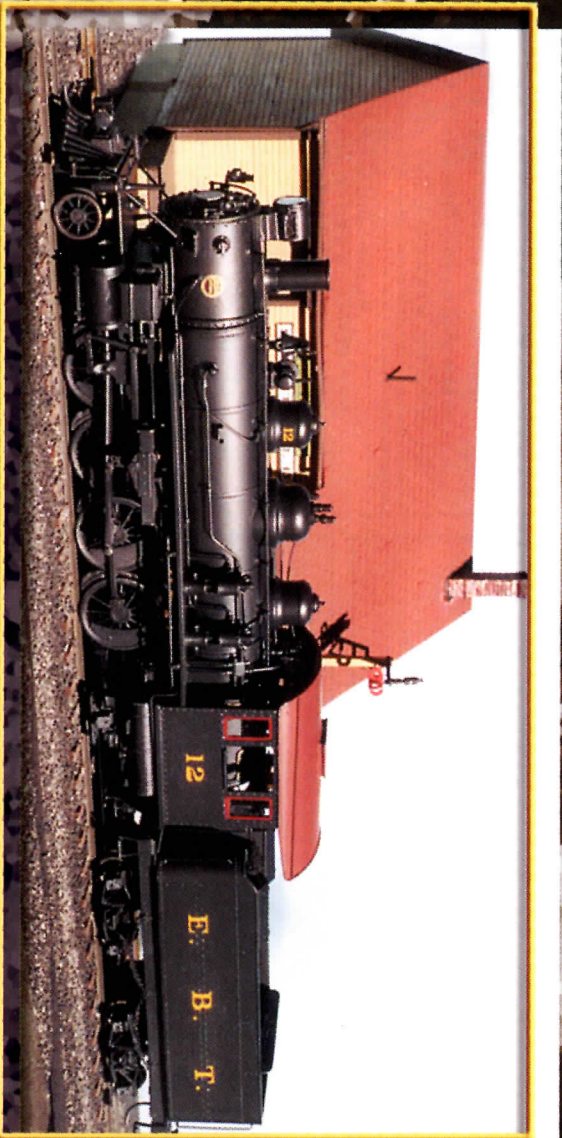
June 2002

Volume XXV Number 3



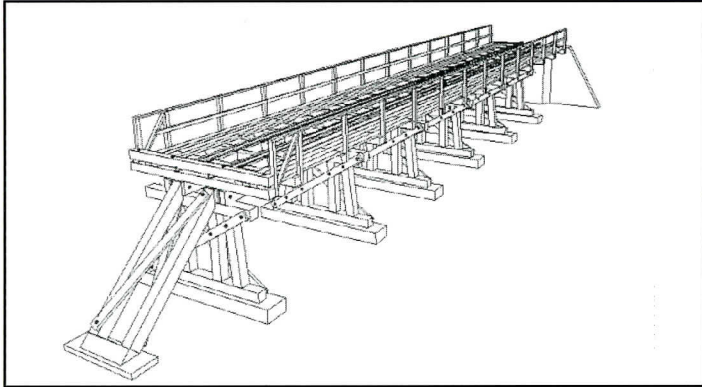
DISPATCH

Serving the NASG for 25 years

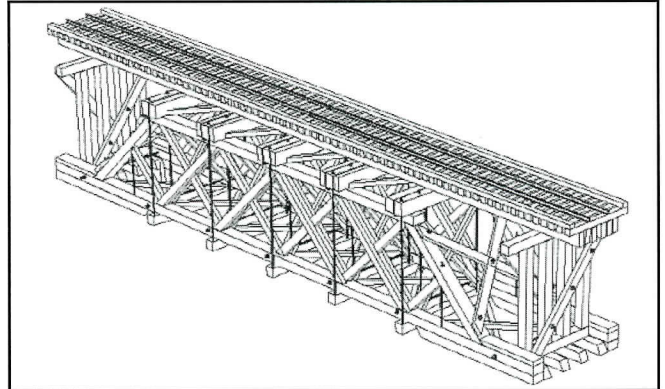
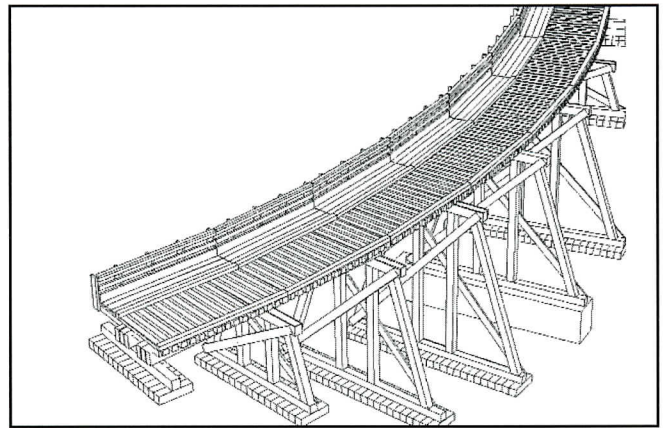


All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail

What 'S' New

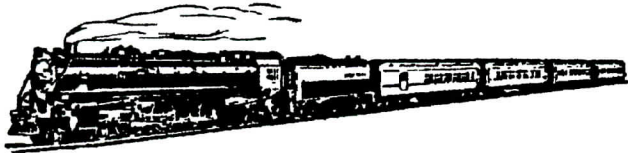


Blackstone Valley is making several bridge and trestle structures in S. The above 75' coal trestle is available as a pre-cut kit in Sn3 or standard gauge S for \$45.00. It is also available as a craftsman kit in either for \$30.00 (that means you do the cutting). The curved trestle is a RGS prototype near Ophir. It is designed with a 31-1/2" radius - meant for Sn3, \$40. The 70' Howe wood deck truss at right is available in pre-cut Sn3 or std. for \$45.00 or as a you-cut kit for \$35.00. Other bridges to come.



PORT LINES HOBBIES

"Specialists in S-Gauge Railroading"



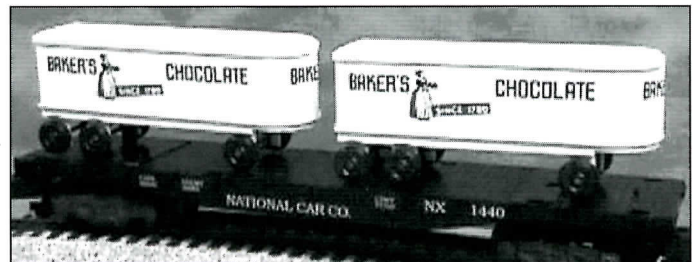
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VIEW MANY OF THE PRODUCTS ON
THIS PAGE ON OUR WEBSITE,
IN COLOR!
PLUS OUR FULL A.F. PARTS CATALOG,
& OUR UP-TO-DATE USED A.F. LIST.

NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

nasgdispatch@hotmail.com

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

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

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COVER: Top - a classic East Broad Top railfan weekend pose in the 1970s. This looks like a double header day with 2 2-8-2s operable, plus the MI gas electric. Photo by Jeff Madden. Bottom - In Sn3 you can now get #12 and the Saltillo station (behind) from BTS - and much more EBT.

ORDER BOARD

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June, 2002



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

NASG Website Director Michael Greene: mgreene@cedarlane.com

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

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PRESIDENT'S MESSAGE...

The NASG membership is holding it's own at around 1800. Considering that the NMRA has lost over 2000 members in the past year, we're doing pretty well. The thing is that we seem to be in a revolving door situation. We lose about as many as we gain. Some kind of attrition is normal, but it would be nice to minimize it so that we can achieve positive growth. It would be great to hit the magic 2000 member mark (again?) some day. Michael Paschall has done a nice job in making the renewal process efficient and painless and that will help stem the tide a bit. Also, we can continue selling the fact that it's a good time to be an NASG member. We're constantly trying to add new services for the members and make the old ones better. One reason that the NMRA has lost so many members is that they have raised their yearly dues to a large figure. This may be due a lot to the ambitious expansion programs that they initiated and they are considering cutting back. One thing they retain however, is clout, because they still have over 20,000 members. Some day it would be nice if we had that kind of influence over what gets manufactured or published.

S IN PUBLICATIONS

I'd like to express some of my own personal opinions about where we are as far as having a presence in the model railroad magazines. I'll be concentrating on the magazines for the general model railroad audience that I consider to be "S" Friendly for the most part. There are some omissions that could arguably be considered, but I wanted to talk about what I feel are the ones that have our best interests in mind. We have to realize that we are a minority in the shadow of a scale (HO) that dominates the hobby and therefore garners the lion's share of space in the main magazines. We're doing our best as a group to increase our presence in them. It's challenging, but we all shouldn't get discouraged, but keep plugging away.

Model Railroad News

May 2002 marked the second anniversary of the S-Curves column. When it was began by the late John Craft, we all thought that it would run out of steam because of the lack of products to report on. Well, it's still going strong and it reflects our growth in many areas.

The idea of the magazine is to publish news about the latest products available to all kinds of model railroaders. They don't care whether it's tinplate, highrail or scale as long as it's news. The S-Curves column therefore contains as much news as possible about all the elements of S, therefore any mate

continued on page30

NASG NEWS

John has been busy lining up advertisers for *Railroad Model Craftsman* and *Classic Toy Trains*. The NASG American Flyer Car and the structure projects are being promoted. We are preparing to attend the NASG Convention, see you in August.

Call for nominations!

The following NASG officer positions need nominations soon. Jamie must have the nomination and a 200 word or less dossier POST-MARKED NO LATER THAN OCTOBER 15, 2002. The dossiers will be posted in the February, 2003 *Dispatch* prior to the ballot mailing by April 15, 2003. The offices open for election in 2003 are Executive Vice President, Secretary, Eastern Vice President, Central Vice President and Western Vice President. Make this organization function. We need good people who are willing to serve. Please be sure your nominee is interested and a paid up member. Send nominations to: Jamie Bothwell, 1422 W. North St., Bethlehem, PA 18018

- Glenn Ritter, NASG secretary

Wash. State Scout Needed!

NASG Western Vice President Gil Hulin is looking for a member living in Washington State or one who makes regular business trips to Seattle who would be interested in scouting potential facilities for a 2004 national convention in the greater Seattle area. Contact Gil at ghulin@guardnet.com or 541-344-6858 or 3895 Colony Oaks Dr., Eugene, OR 97405, for tentative dates and needs. A respondent might continue as NASG's primary contact with the facility through the convention or may just be providing an advance service. Familiarity with past NASG conventions would be beneficial.

- Gil Hulin, Western VP



RAIL MAIL

Crack Pot Speaks: Most of us see a layout published in RMC or MR and aspire to that quality level. The success of On3 and Sn3 is enough evidence that there is lots of room for high quality modeling in S standard gauge. I try to build or purchase the best models I have time for and have the cash for. Everyone has to compromise somewhere, but I have always pushed for the best I can do - I enjoy doing that. And I enjoy my

progress in updating the quality of my modeling wherever possible. I thought at one time of modeling in narrow gauge, but the quality of modeling was somewhat over my head at the time. Now, I think standard gauge S can compete on that level - if you want to. I do believe O scale is probably in a downward spiral - it's tough to model in that scale with its size restrictions. Yes, there is a split between hi-rail and scale, but that gives us a choice to model at the level we are comfortable with.

- Bob Werre

Continued on page 30

Jeff's Junction



Can we entice more narrow gauge modelers to join the NASG?

Hopefully, we can, but there are many winds blowing against the sails regarding this. We already have many fine Sn3ers in our midst plus several modelers who have or plan an Sn3 section on their standard gauge layout. We even have a few who model some Sn2 and Sn30.

First, the negatives we will have to overcome...

1. The NASG modelers as a group are probably perceived by many S narrow gaugers as being hi-rail and AF oriented moreso than scale.
2. the narrow gaugers tend to stick together. Not unlike the NASG itself, narrow gauge modelers have strong loyalties to each other.
3. Narrow gauge modelers have different annual conventions or events that are dedicated to their special interest, ie NMRA national and regionals, National Narrow Gauge Convention, Sn3 Symposium. This alone can give you a hint why the NASG might be at the bottom of the totem pole for many S narrow gaugers.
4. Just being associated with the S community isn't as high a priority for a narrow gauger as it is to a standard gauger.

Second, What can we do about it?

1. Inroads will have to be incremental.
2. Stress the great "scale" standard gauge items for Sn3 (or Sn2) modelers to use for an interchange area on their layout.
3. Make sure we have a narrow gauge clinic or get-together at each annual convention. Dave Heine did a clinic at Scranton.

4. Encourage narrow gauge model contest entries - we had plenty in Denver. I don't recall any at Scranton?

5. Make a special effort to recruit non-NASG narrow gauge modelers for layout tours at NASG conventions and regional S meets. Make them feel wanted.

6. Invite known S narrow gauge modelers to give a clinic or to attend the dealer area for a day (as a guest).

7. Maybe put some NASG promotional ads in *Sn3 Modeler* or *Narrow Gauge and Shortline Gazette*.

8. Encourage one of our mainstream manufacturers (AM or SHS) to produce a narrow gauge Sn3 loco - how about an S/Sn3 Shay or a Tweetsie ten-wheeler. This one could probably be made in standard gauge as well.

9. Maintain a narrow gauge presence in the *Dispatch* and on NASG promotional literature - so far we do this.

10. Recruit through the back door by re-establishing the S/S narrow gauge SIG in the NMRA.

Another thing to do is to encourage our own NASG members to expand their scale or hi-rail layouts with a little narrow gauge - even if it's just a small interchange leading off behind the backdrop. Some mass-produced equipment would help this situation.

Note that in the last issue of the *Dispatch* that the NASG did have an official presence at the Sn3 Symposium this year for the first time. Next year some of us will probably be at the St. Louis one.

This issue of the *Dispatch* begins a several part series on modeling the East Broad Top which is now becoming conceivable in S thanks to BTS and Railmaster. This may make easterners take a little more interest in Sn3.

We can all become a little "Narrow Minded."

NEW PRODUCTS REPORT

By Jeff Madden

BAR MILLS (www.barmillsmodels.com/p_onekit.htm) now lists the "1-Kit" laser module building kit which includes walls, doors, windows, etc. List price is about \$44.95. Pieter Roos suggests checking out Walthers for some sale prices. Order # is 171-60105.

BLACK CAT PUBLISHING (234 Lindenwood Dr. W., Winnipeg, Manitoba, Canada R3P 1X7) has a nice S scale decal set for black steam-era GATX ICC-103 tank cars. They should work on Des Plaines cars. There's enough lettering in each set to do two or three cars. The S sets are limited so contact Allen Ferguson soon if interested. The HO sets are \$6.00 plus \$1.00 S&H, not sure on S price - might be same. Thanks to Earl Tuson for this tip.

BLACKSTONE VALLEY (www.blackstonevalleyry.com/coal.htm) Check this website out for a craftsman 75' industrial coal trestle. Pre-cut in S is \$45, you cut \$30. Also other wood bridges.

ERIE SIGNAL CO. (www.trainweb.org/s-trains to Paul Yorke's website). Electronic gadgetry update from last issue. The Boss - Signal Driver is a circuit that sends block occupancy information from the Detective to your favorite LED-lit signals. Two types are available, one for regular signals and the other for position light signals unique to the PRR. \$13.50 plus S&H. The Big Shot - Automatic Train Control is a handy little circuit made specifically for American Flyer trains. It is used in conjunction with The Detective (last issue) and is installed where two tracks converge into one. It provides route authority on a first come, first serve basis. the first train to approach the junction will trigger

The Big Shot by aligning the track switch with a one shot burst of current (so switch coils won't burn out) and by interrupting current to the tracks on the adjacent converging route thus preventing a collision. Introductory price \$39.95 plus S&H.

GREAT NORTHERN SAND & GRAVEL CO. (Ian G. Mathers, 118 Dagenais Dr., Yellowknife, NT, Canada X1A 3J8 email: imathers@internorth.com or www.ballast.train.com/). This outfit has granular ballast and stone material for sale in the S category. Sizes from 28" (rocks) to 1/8" scale stone sizes.

JOHNSON, FRANK (78 Finley St., Manchester, CT 06040, 860-646-0334). Frank makes some great brass S scale signals. He does a 2-light and 3-light signal and a bullseye. They appear well-done; \$15.00 each.

K-LINE (hobby shops). Reported on S-Trains was KKKKK#42306 O Scale Factory Set. These are figure sets with 6 people and 7 accessories all for \$9.95. Figures are same size as Louie in "Louie the Loader." Scalpers might want to use their scale rules. See page 115 of K-Line 2002 1st Edition catalog.

PORT LINES HOBBIES (6 Storeybrooke Dr., Newburyport, MA 01950 - new e-mail: doug@portlines.com) has some replacement brass pulleys for the MTH 785 Coal Loader. These will speed up your operation noticeably. Inquire for pricing.

PROTOYPE "S" PARTS (1608 Cottagewood Dr., Brandon, FL 33510 - 813-689-8219 - lhouda@msn.com). A bit more than parts are being offered by Ladd for 2002. For starters two versions of

an EMC Gas Electric conversion for AM Heavyweight combine. All detail parts (scale only) with NWSL drive are included. You supply the body. One version has a different front end (roof mounted radiator); \$399.95. Interior for PHM RDC, \$12.50. Interior for above mentioned gas electric (coach), \$15.00. Round roof conversion for AM 70' HW passenger cars, \$24.95. Coupler mounting pads for AM SD60, \$3.50. SSAE for detailed info.

S HELPER SERVICE (77 Cliffwood Ave., Suite 7C, Cliffwood, NJ 07221). Updates: Composite hoppers production scheduled in June, 2-8-0 moving along, Don retires from UMDNJ. NEW: Another version of the 40 foot rebuilt boxcar featuring a fish-belly underframe. So far this version will only come as a 3-car Frisco gift set. This set is made up of 3 different Frisco paint schemes: a re-issue of the beige, brown and red Frisco Fast Freight (new road number); boxcar red with large "Coonskin Logo" and angled Frisco Fast Freight lettering; boxcar red with angled "Ship it on the Frisco" scheme. Price for the set is \$99.95. Also new S-Trax components are planned including molded 5" straight sections, 5" bumpers, 5" uncoupler and 5" outside third rail track (activates AF acc.). Number 5 switches should be coming soon.

S'nS TRAINS (3239 Pepperwood Dr., Boise, ID 83704) now is working on AF diesel can motor conversion. Also S-Gauge Model Railroading video series Vol. V will be ready by now. It will feature the Maryland gangs club layout at shows, more on the Rocky Mountain hi-rail layout and some miscellaneous stuff. Price TBA - postage going up.

SOUTHWIND MODELS (P.O. Box 3175, Plant City, FL 33564) is planning on importing a B&O I-5B and I-5BA wagon top bay window caboose. This is the older version of the one Jettie had a few years ago. These are perfect matches for the EM-1s and SHS B&O F3s, 2-8-0. If there is enough interest, a hi-rail version will be done. When delivered in 1936 the I-5Bs had a 15' wheelbase. During the '40s they were modified to a 19' wheelbase to aid in pusher service stability. They were now called I-5BAs. The six prototype cabooses had porthole end windows and appeared in a variety of paint schemes over the years. These will be factory painted with kadee couplers installed. The I-5Bs (short wheelbase) will come in 2 paint schemes (1941-45

and 1945-55). the I-5BAs (longer wheelbase) will come in 4 paint schemes - as above plus 1955-1970 and yellow 1970 style (Chessie). Most of the older ones were caboose red with white lettering. \$289.00 each. Reservations \$50.00 per car. 10% discount for full cash advance (cash, check or MO only). 5% discount for CC payment in full.

TRAINSTUFF (www.trainstuffcc.com) has 4 new S resin building kits: Merlin's Workshop, \$18.95; Tippee's Canoe Shack, \$12.95; House of Lords, \$15.00 (Nantucket style house); Sans Souci, \$15.00 (2-story Nantucket house). Covered bridge coming. Thanks to Josh Seltzer and the Conn. S Gaugers for the tip.

W A L T H E R S (www.walthers.com) has some 1/72nd Preiser 1925 Civilian Flight Crew & Passengers listed (part # 590-72510). These are inexpensive 1920s people which are close to S scale. There are several sprues of people - even some extra heads. The figures seem usable for most of the steam era. The women look almost 1940s, if you change heads to eliminate old-style hats. the guys in suits look OK too. The rest of the set consists of workers in coveralls, pilots in coveralls, a policeman and a sailor. Again changing heads can give you ordinary workers. A 6 foot tall person in 1/72nd equals about 5.33" in S. Thanks to Tom Gerbasi for this one.



S Helper Service continues with colorful reefer paint schemes. While not in color here, these are real knockouts. The Swift set is ready-made for a Swift meat packing plant on your layout.

The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Modeling the East Broad Top in Sn3

The East Broad Top is one of the railroads that are becoming easier to model in Sn3. As of this writing, several locomotives, rolling stock, and some unique structures available in our favorite scale. It has several books written about it, but best of all, it is mostly still there and part of it is operated as a tourist railroad with the same equipment that was in use at the end of common carrier operations in 1956.

The East Broad Top is somewhat

unusual for a narrow gauge in that it was extensively rebuilt and modernized in the early Twentieth Century. Starting in 1904 the track was relaid with heavier rail and bridges were rebuilt with either steel or masonry. Later the new modern (for the time) motive power was added and the old wooden freight cars were replaced with modern steel cars. This is why in the later years of its operation, the East Broad Top has more the look of a smaller standard gauge railroad of the era than what we normally think of as a narrow gauge railroad.

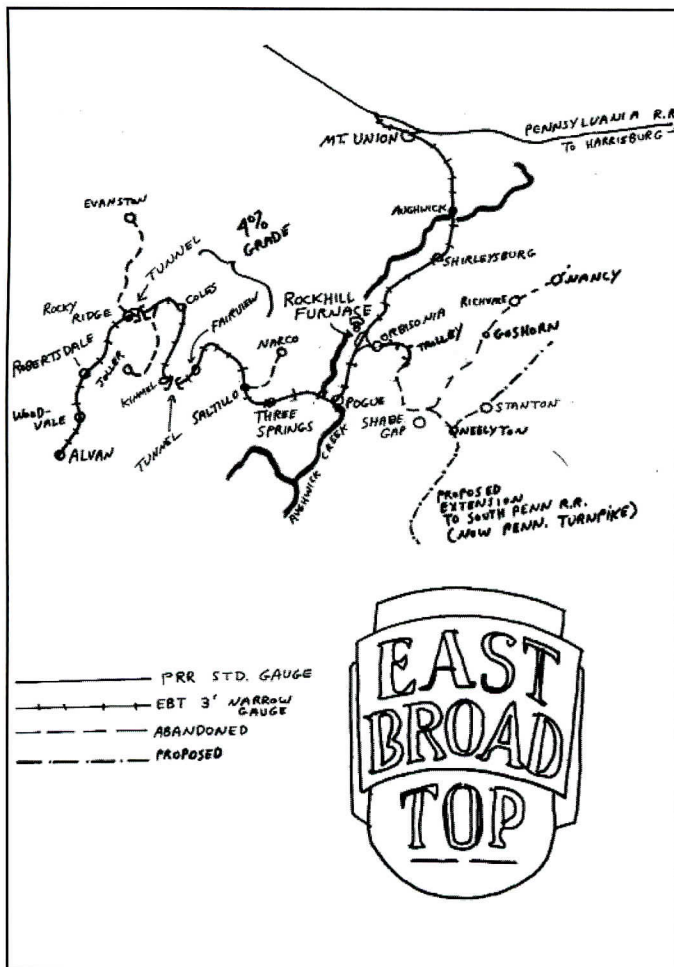
The EBT is usually thought of as a coal hauling railroad. In their peak

year, 1926, 80% of the freight tonnage was coal, 14% ganister rock, 5% forest products, and 1% miscellaneous.

Motive Power

The early motive power of the East Broad Top consisted of small 2-6-0's and 2-8-0's. 2-8-0 #3 was the first narrow gauge 2-8-0 built by Baldwin. Later they added larger 4-6-0's. The modern steam power started in 1908 with the addition of No. 11, which was a 2-6-2, and continued with the addition of locomotives No. 12 through No.18, which were the 2-8-2's added from 1912 through 1920. All the Mikados are still extant at the EBT. While some of these locomotives would have to be kit-bashed or scratch-built, others are available as kits or ready-to-run.

0-6-0T No. 6 (First) - The East Broad Top was one of the few narrow gauge common carrier railroads that used real switching



2-10 399

TIME TABLE NO. 87

EAST BROAD TOP RAILROAD COMPANY

In Effect Monday, July 23rd, 1945

NORTHWARD				Station No.	MAIN LINE	Distance From Mount Union	SOUTHWARD					
No. 7	No. 3	No. 1					No. 8	No. 2	No. 4			
P. M.	P. M.	A. M.					A. M.	P. M.	P. M.			
4 05				33	Leave	Alban	Arrive	33.0	6 45			
4 10	12 05	6 15	32		.....	Woodvale		32.0	6 39	12 05	7 05	
4 20	1 10	6 30	30		.....	*Robertdale		30.0	6 30	11 55	6 55	
4 29	1 20	6 39	28		.....	Cooks		27.0	6 21	11 42	6 44	
4 33	1 26	6 43	25		.....	Rocky Ridge		25.0	6 14	11 35	6 37	
4 37	1 31	6 49	24		.....	*Coles		24.0	6 10	11 30	6 32	
4 40	1 40	6 58	23		.....	Kimmel		23.0	6 06	11 24	6 27	
4 43	1 45	7 03	22		.....	Fairview		22.0	6 02	11 18	6 20	
4 55	1 58	7 18	19		.....	*Saultillo		19.0	5 49	11 00	6 04	
5 01	2 06	7 28	17		.....	Three Springs		17.0	5 42	10 50	5 55	
5 07	2 14	7 36	14		.....	Pogue		14.0	5 34	10 40	5 45	
5 15												
2 30	7 54		11		Arrive	*Orbisonia	Leave	11.0	5 25	10 30	5 35	
2 45	8 08		7		Leave	Shirleyburg	Arrive	7.0		10 05	4 59	
2 48	8 11		5		.....	Pump Station		5.0		9 44	4 50	
2 50	8 14		4		.....	Anghwick		4.0		9 41	4 57	
2 57	8 22				.....	Adams		2.4		9 37	4 52	
3 00	8 25				.....	Allenport		1.0		9 33	4 48	
3 03	8 27		1		.....	*Mount Union Yard		.4		9 30	4 45	
3 20	8 39		0		Arrive	*Mt. Union	Leave	0		9 15	4 30	

Train No. 6 will have right of track over Train No. 1 to North end of Robertdale. No. 7 will take siding at Orbisonia for No. 4.

All trains run daily except Sunday. The Company reserves the right to vary from the above Time Table without notice.

Trains will not run on the Shade Gap, Coles Valley and Narco branches except on special order.

RAILWAY EXPRESS AGENCY OPERATES OVER THIS LINE

Pennsylvania Railroad Trains Leave Mount Union

EAST—5.45 a. m.	1.30 p. m.	3.49 p. m.			
WEST—7.04 a. m.	7.28 a. m.	9.04 a. m.	12.38 p. m.	4.21 p. m.	7.16 p. m.

Telephones—Orbisonia 211, Mount Union 126 and 127

C. D. JONES, Operating Vice President

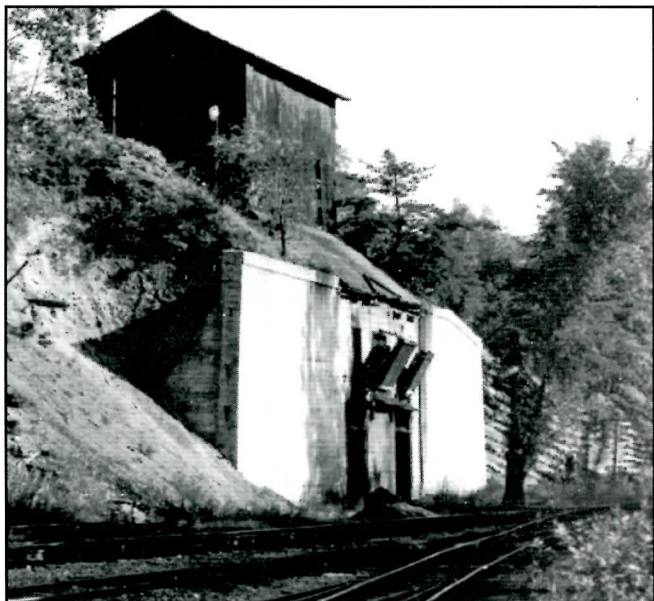
with 2 hopper bays and originally had arch bar trucks. Some were later rebuilt with 3 bays and side dump 2 bays. Also the arch bar trucks were replaced with Vulcan trucks.

810 - 869 Series Hoppers - These were built by PSCC in 1914. These are 28'-2" long and were originally built with 2 bays and Vulcan trucks. The EBT shops converted these cars to 3 bays between 1927 and 1936.

870 - 1074 Series Hoppers - These were built by the EBT shops as 3 bay hoppers between 1915 and 1928. These were also 28'-2" long and had Vulcan trucks.

As you can see, a model of the East Broad Top requires hoppers cars and lots of them. BTS has resin kits of the 800 series 2-bay hoppers. BTS also has two resin kits for the 3-bay hoppers, with and without the extended sides that some of the hoppers received. At one time a company called Chicago Express also made some resin kits of the 2-bay hoppers.

165 - 184 Series Boxcars - These were built by the EBT shops from 1913 through 1920. They are all steel with outside bracing and Vulcan trucks. The exception is No. 170 which has a wooden body on a steel underframe. Some of these cars are also in operating



Top - the Orbisonia Station (BTS has or had) is actually in Rockhill Furnace. Anyone modeling the EBT and the yard must have this depot as a centerpiece. Next is the long-narrow paint shop. This doesn't look like too hard a project - brick paper could even be used. No, the third picture isn't a gas station. It's actually the Robertsdale depot, now being restored sans pumps and sign. The dump truck looks like an ideal kitbash project for a Racing Champs or Johnny Lighting '48-'50 Ford pickup. EBT tracks run under the truck to mines. A leg of a wye can be seen in the bottom left. The bottom photo on this page is the unique coaling station built into the side of a hill and served by a steep siding climbing the hillside. The coal station is just to the south of the Rockhill yard. The mainline continues south and west to Robertsdale. There is also a water standpipe here.

Photos by Jeff Madden

condition. There were several minor variations on these cars. BTS has indicated that they are working on a resin kit for these cars. At one time Chicago Express made a resin kit for these cars, which you may be able to find at a swap meet.

103 - 124 Series Flatcars - These were 34'-6" steel flatcars with wooden decks built by the EBT shops in 1923 and 1925. They also built a steel flatcar, No. 74, which is one foot shorter in length. These all had Vulcan trucks. Car No. 103 was given a 1200 gallon tank c. 1936, but the tank was later scrapped. Car No. 116 was given a 6000 gallon tank some time after 1936 and still exists as a tank car and is in operating condition. BTS has a resin kit for these flatcars.

Cabooses - During its total life, the EBT only had a total of eight cabooses. The last two are still in use. These are second No. 27 and No. 28, which have steel underframes and wooden bodies. They were built by the EBT shops in 1920, and have an appearance similar to the ubiquitous "Northeast" caboose with a center cupola. The EBT only used two cabooses because some of the freight trains used a coach or combine as commuter accommodation for the coal miners. BTS has indicated that they are planning to supply a laser-cut wooden kit for these two cabooses.

Passenger cars - The EBT had a total of 26 passenger cars during its lifetime. Of these, four are still in use for the tourist operation. The in use cars include three that were acquired second hand from the Boston, Revere Beach and Lynn in 1916 during an increase in passenger business. These three were built by the Laconia Car Co. The fourth operating passenger car is a parlor car, which was used at one time by EBT's president. It was built by Billmeyer and Small and acquired second hand from the Big Level and Kinzua in 1907. In

addition, at one time there were some Dolly Varden cars which were used to carry excursionists, but most of the time carried pulp-wood.

Coach No. 8 was unique in that it was given roller bearing trucks in 1927 so it could be used as a trailer for the M-1. It is unusual to have an open platform, wooden passenger car with roller bearing trucks.

Modeling the EBT passenger cars is somewhat of a problem, and is further complicated by the fact that the early cars had a board and batten type siding and arched windows. Some of the cars were also rebuilt with different window and door arrangements. The cars that had standard siding could be modeled by modifying a Trout Creek Engineering coach or combine kit or using a brass car as a stand-in model.

Standard Gauge Cars - In 1933, the East Broad Top started operating standard gauge cars in its narrow gauge trains, to avoid transferring the loads at Mt. Union. The railroad modified some narrow gauge Vulcan trucks with special side bearing and center plate for use under standard gauge cars. They would use the Timber Transfer crane to lift up one end of the standard gauge car, roll away the standard gauge truck, roll the narrow gauge truck under the car, and then lower the car. They would then repeat this for the other end of the car. They would hang special aluminum knuckles on the couplers so they would mate with the fl MCB couplers the EBT used on their narrow gauge equipment. It was said that five men could change the trucks on a car in thirty minutes. From the pictures I have seen, it appears that they usually placed the standard gauge cars in the front of the train. The clearance in the two tunnels was insufficient for some high cars, but most standard gauge cars of the era could fit.

Operating an occasional standard gauge car on a Sn3 layout would be something different. You would first have to make sure that the layout clearances will accommodate the larger cars. Since model cars usually have the trucks screwed to the cars, the easiest method would be to have two versions of the standard gauge car, one with standard gauge trucks and one with narrow gauge trucks. The coupler center line will be lower and thus closer to narrow gauge standards when the narrow gauge trucks are installed. If Kadee 802 couplers are installed on the standard gauge car, they will mate with the HO Kadee couplers used by most Sn3 modelers as long as the centerline height is close. The extra height of the 802 coupler will help if the coupler centerlines do not quite match.

Structures

BTS has produced several of the EBT structures is S, including four different station buildings. These include Three Springs, Saltillo, Coles, and of course Orbisonia. The Orbisonia station building also served as the main operating office for the railroad and part of the time also housed the local post office. The Orbisonia station building is still in use today by the tourist railroad. BTS has also indicated that other EBT structures are planned for the future.

Mt. Union had some unique structures in its dual gauge yard. The Timber Transfer crane was initially used to transfer lumber from narrow gauge to standard gauge cars during a peak in lumber loads in the middle 1920's. Later it was used to switch narrow gauge and standard gauge trucks under standard gauge cars.

The largest structure in the Mt. Union yard was the Chance sand flotation plant. The coal that the East Broad Top carried to Mt. Union was mine run coal. It was not cleaned or graded into different

sizes. The Chance plant cleaned the coal to remove impurities and also crushed and graded the coal into nine grades and loaded it into standard gauge hoppers to be hauled away by the Pennsylvania Railroad. This plant was actually a 1925 rebuild of an earlier transfer conveyor facility. The older facility used a conveyor system to transfer coal from EBT hoppers to standard gauge hoppers. Before this was rebuilt the coal had to be graded elsewhere, which was another cost for the coal company. Because of the location of the coal cleaning plant, there was no economic penalty for the EBT to be narrow gauge for most of its freight.

Orbisonia/Rockhill Furnace - The main shop facilities of the East Broad Top were in Rockhill Furnace which was adjacent to Orbisonia where the depot was located. These shops are still extant but are in need of work. This includes a machine shop which still contains the original belt-driven equipment. The roundhouse and other shop building would make interesting models. The EBT yard and shop area has the main features used by a large standard gauge railroad, but smaller and more easily modeled.

The Historic American Building Survey and the Historic American Engineering Record has created detailed drawing of the Rockhill Furnace facilities and other facilities on the East Broad Top. These drawings are in the public domain and can be even downloaded from the Internet from the Library of Congress website, which can be accessed through the National Park Service HABS/HAER website.

Track and Bridges

In 1904 right-of-way improvements were started. This included relaying the mainline with heavier 60 lb. rail, which is close to Code 70 rail and track in S (65lb.). 2-8-2's No. 14 and No. 15 were sized

Existing Locomotive Roster				
Number	Wheels	Builder	Drivers	Wt.
12 (Millie)	2-8-2	Baldwin 1911	48"	117,800
14	2-8-2	Baldwin 1912	48"	147,150
15	2-8-2	Baldwin 1914	48"	147,150
16	2-8-2	Baldwin 1916	48"	160,500
17	2-8-2	Baldwin 1918	48"	161,000
18	2-8-2	Baldwin 1920	48"	161,000
6 Std. gauge	0-6-0	Baldwin 1907	50"	84,200
3 Std. gauge	0-6-0	Baldwin 1923	51"	137,000

M1 narrow gauge gas electric passenger mail baggage built by the EBT in 1926. Weight 92,000 lbs.

M3 narrow gauge gasoline-mechanical inspection car. Built by EBT.

for the maximum axle loading for 60 lb. rail. When the heavier mikes arrived (16, 17, and 18), they were actually too heavy for the existing rail. The EBT did relay parts of the mainline with 70 lb. and 85 lb. rail. Code 70 rail would still be the closest size to 70 lb. rail, but Code 83 rail would be close to the 85 lb size. There is no Code 83 flextrack available in Sn3, but BK does make turnouts for this size rail.

As part of the right-of-way improvement, bridges were rebuilt, mostly with steel, but some were concrete. One unique bridge was a poured concrete arch bridge that was used for a crossing of Aughwick Creek. Included in the improvement work was filling in and replacing trestles with concrete culverts and steel bridges.

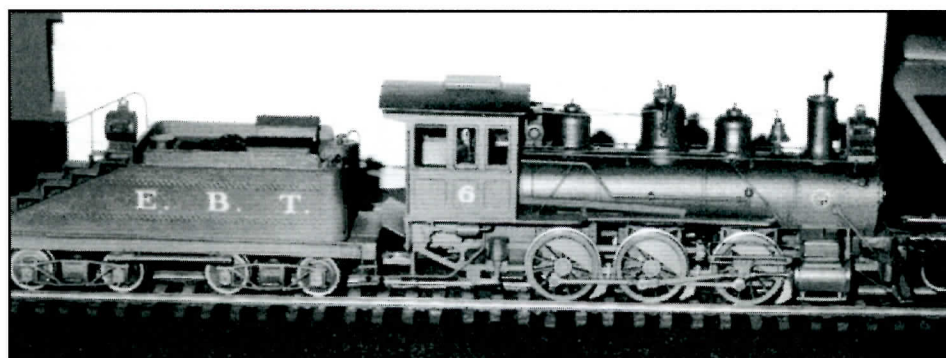
Conclusion

Modeling the East Broad Top in

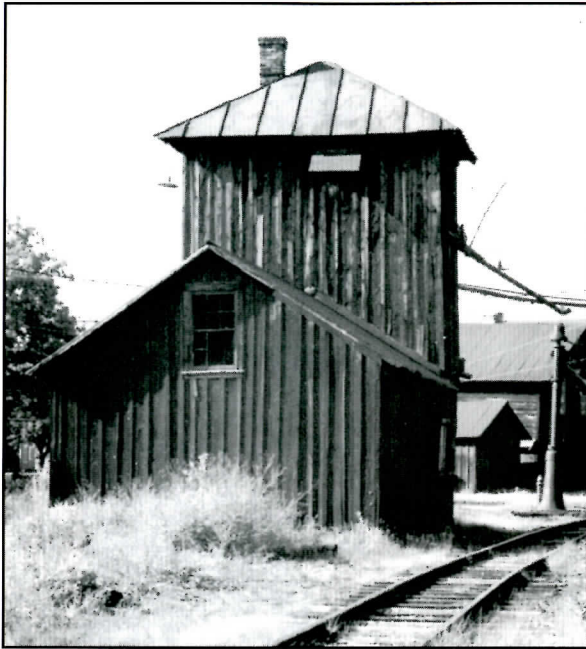
Sn3 is easier now than it has been in the past. The early Sn3 EBT modeler was stuck modifying Athearn 2-bay hoppers and MDC 3-bay hoppers as stand-in models pulled by a converted HO 2-8-2 if he or she did not want to scratch-build everything.

If you want to model an eastern narrow gauge railroad or one with equipment that is more modern than the typical narrow gauge railroad, consider the East Broad Top. It is also a chance for PRR modelers to have a little narrow gauge next to their four-track mainline. And that is not even considering the 2' gauge tie-treating plant that the Pennsy had at Mt. Union, complete with its own diminutive steam locomotive.

Next time: Trackplans for the EBT

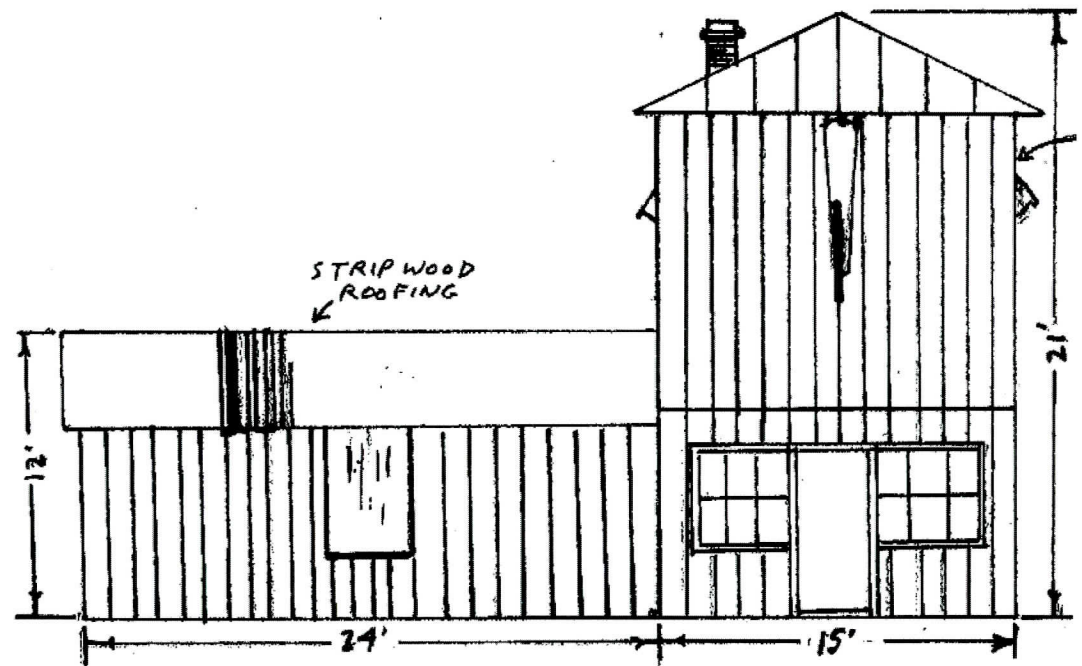
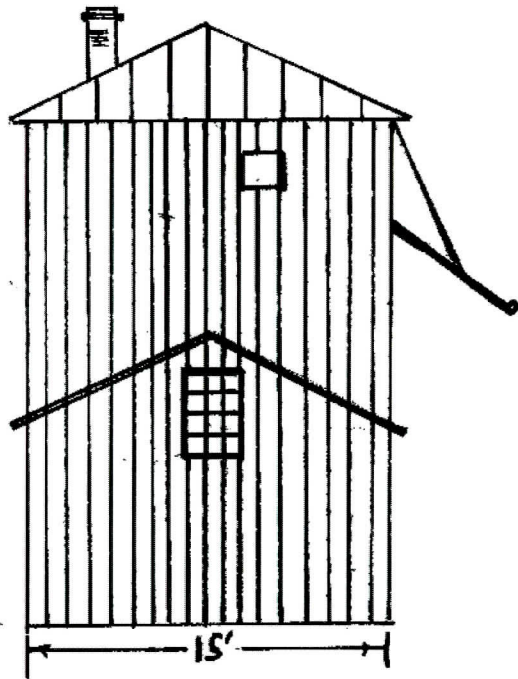
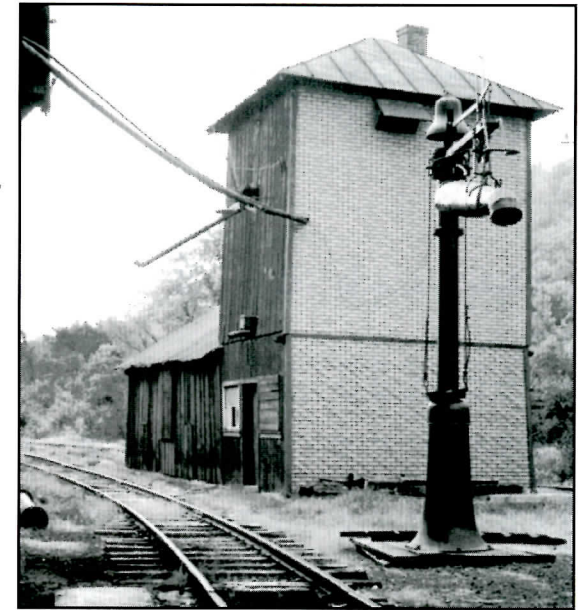


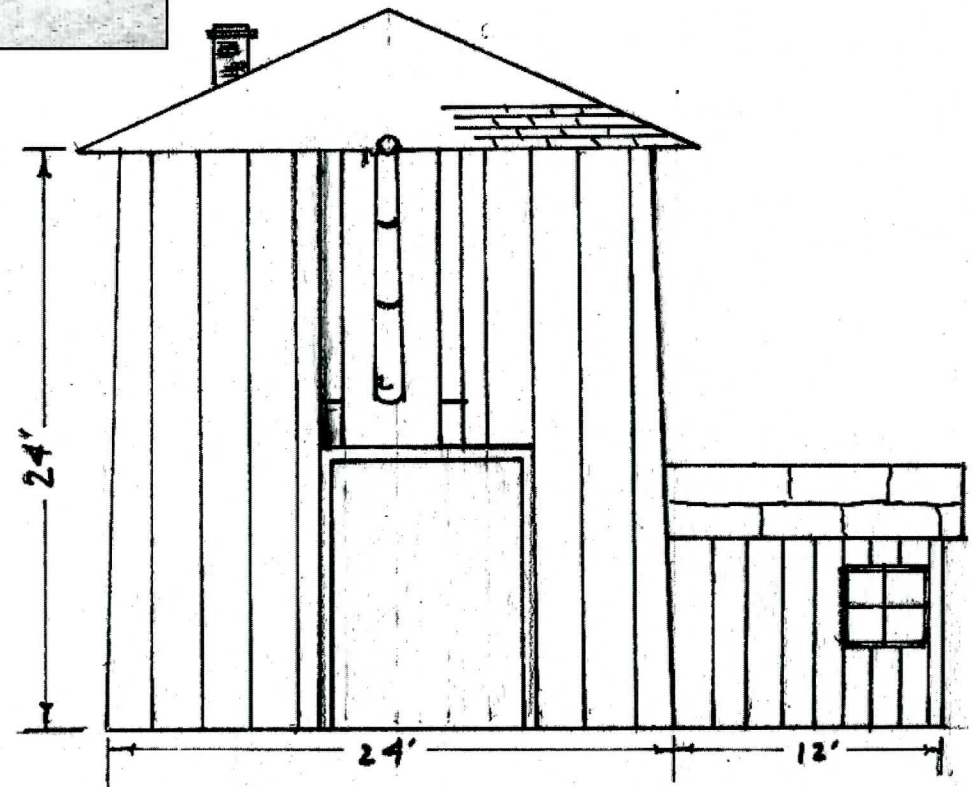
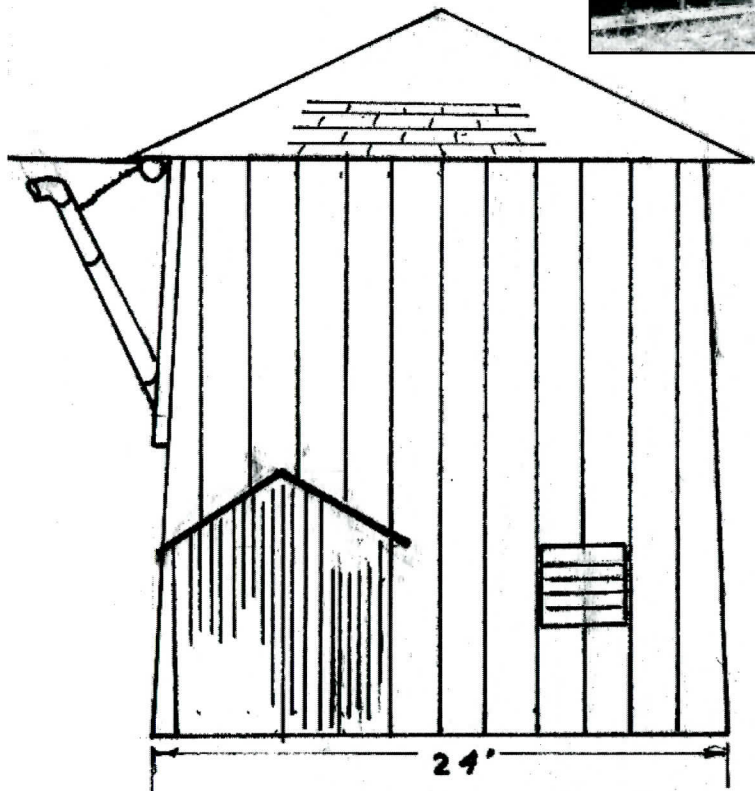
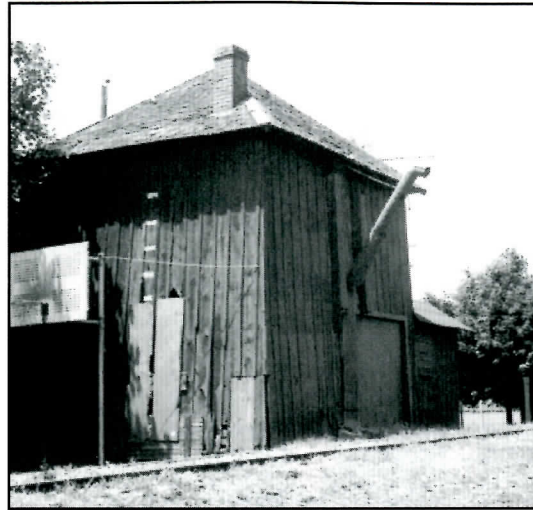
The first S scale EBT loco produced was this teakettle standard gauge 0-6-0 by BTS. Should be still available. This loco worked the Mt. Union yards.



ROCKHILL FURNACE SAND HOUSE

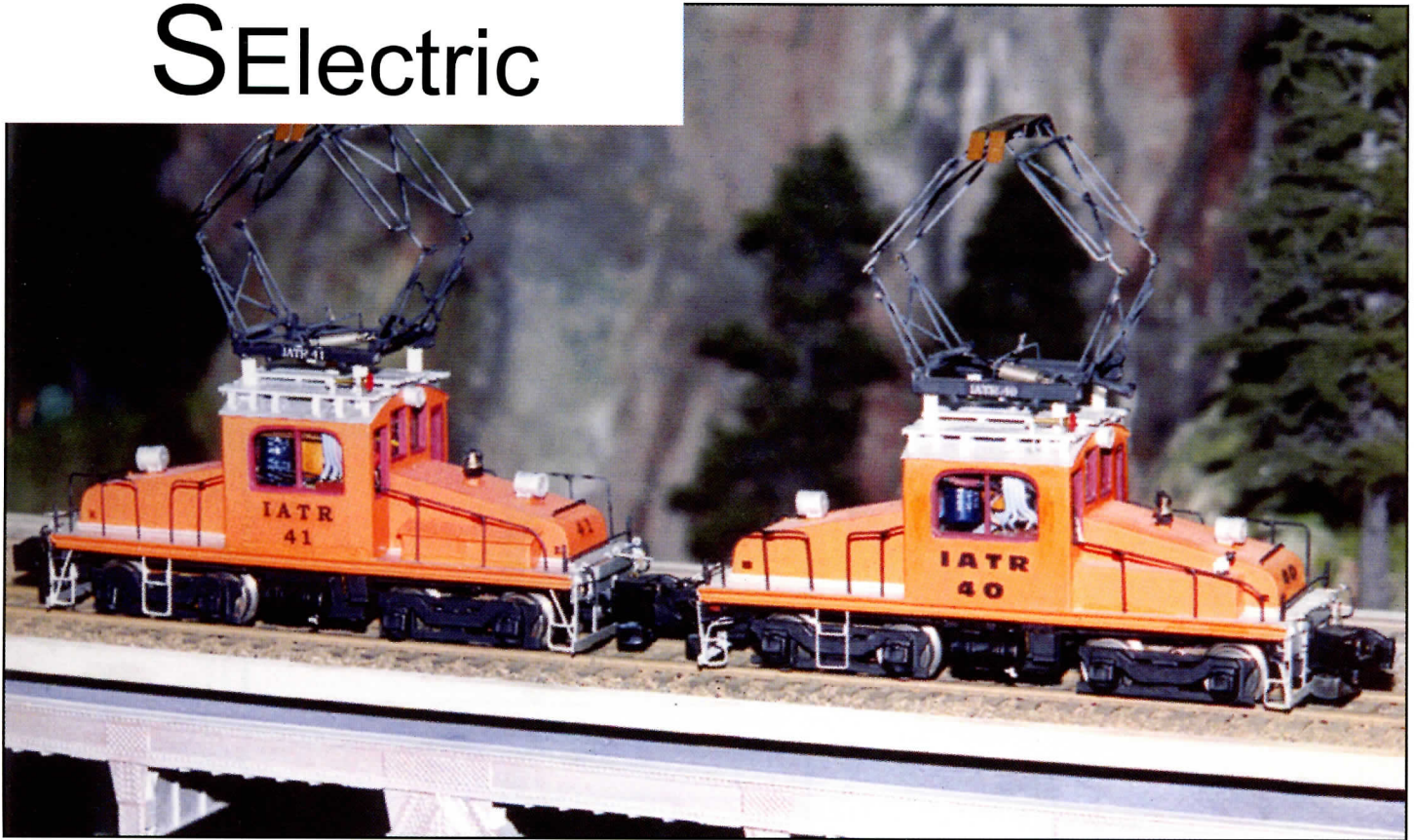
App. 1/8" = 1'
 Multiply by 150% for S
 Note: north side has fake
 brick siding. Scratch or
 wait for BTS kit.





Saltillo Water Tank
 App. 1/8" = 1' times 150% for S
 Scratch or wait for BTS kit??
 Burned down several years ago.
Photos & drawings these pages Jeff Madden

SElectric



These midwest and eastern electric cuties became strange visitors to Ed Loizeaux's layout in California recently. The Iowa Traction (or Iowa Terminal) steplecabs are the products of Marty Thorin of Wisconsin. He kitbashed them using castings from a Hoquat Hobbies kit, scratchbuilt operating pantographs, modified Pikemaster truck sideframes and a scratchbuilt cab roof. Marty uses hi-rail wheels and Gilbert knuckle couplers. The Pennsy B-1 "rat" switcher is scratchbuilt by Keith Thompson (NH) using resin flat castings. Keith made the master patterns and cast the sides, ends, etc. The spoked wheels are from an English steam locomotive kit. This loco was used to switch passenger cars at PRR's Philadelphia station and yards. *Photos are by Ed Loizeaux on his layout.*



LARGEST AREA EVER FOR UPCOMING FALL S FEST IN ILLINOIS

The S-Fest logo above highlights an American Models NYC Empire State Express J3a Hudson steam locomotive and an S Helper F3 diesel. "This brings together steam and diesel, old motive power and newer power, and two of our more progressive S scale suppliers," says Don Heimburger, who thought of the original design. "It also highlights the Chicago North Western Railway, which was headquartered in Chicago," he added. Rachel Boger, a graphic artist at Heimburger House publishing, finalized the logo on computer. The logo will be used to aide in developing a color patch for the S Fest.

Here are some statistics to ponder about this upcoming event:

- 24 10' x 10' Manufacturer Exhibit spaces.
- 265 manufacturer/dealer/indiv. trading spaces.
- 5,200 square foot layout room.
- 17,688 square foot convention area.

The layout room will feature a large hi-rail modular layout combining the AF S Gaugers of the St. Louis Area, the Badgerland S Gaugers, the Chicagoland Assn. of S Gaugers and the State-Line S

Gaugers. There will be scale modular layouts. The Chicago Area Narrow Gaugers will have a 10' x 10' layout. There will be some AF portable layouts and a Pikemaster panel layout.

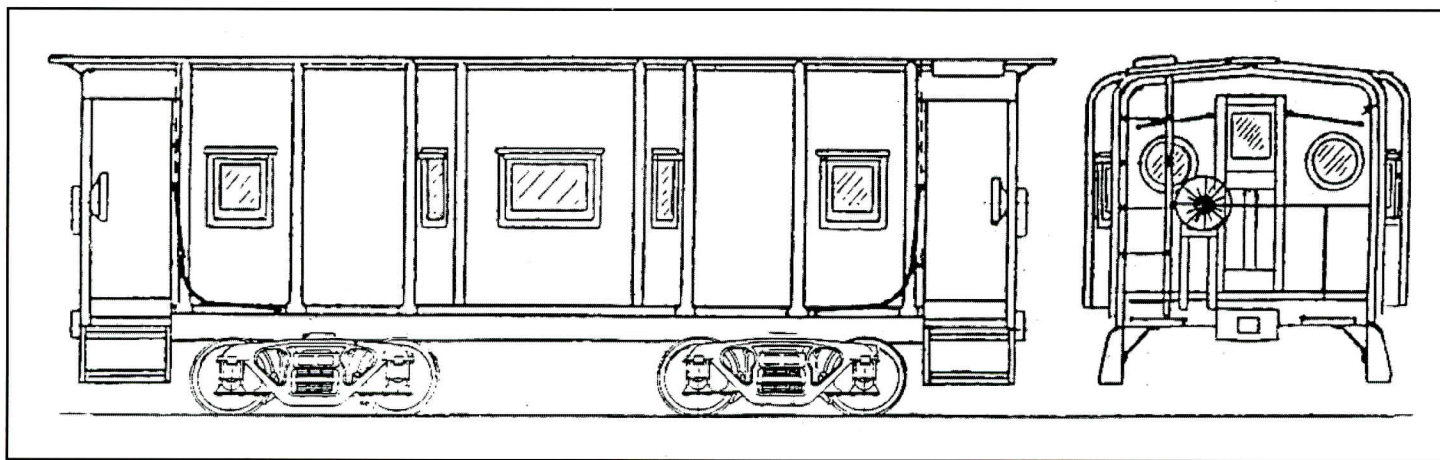
A unique situation will be that the layouts will be open FREE for the public as they can be separated from the trading area. The trading area, of course, will require registration.

Other events will be the model contest with cash prizes, door prizes, raffles, clinics, banquet, auction, etc. Special run AF and S Helper (C&NW reefer) cars will be available. There will be 10-20 layout tours, both pre and post-fest including narrow gauge, scale standard gauge, hi-rail, live steam and AF. Most of the action will take place on Friday and Saturday, but some pre-fest layout tours will be on Thursday and the GATS show and layout tours will be available for Sunday.

For further information check the web site: www.trainweb.org/casg. or call Will Holt at 630-969-1982.

The 2002 Fall S Fest, first sponsored by the Chicagoland Assn. of S Gaugers in 1976 and held in Northlake, Illinois, will be held October 11-12, 2002 at the brand-new Tinley Park Convention Center, 18501 S. Harlem, Tinley Park, Illinois. The location is right off of I-80 southwest of Chicago. The available space in this new facility for the S Fest is a whopping 17,688 square feet for trading, plus 5000 square feet for displays and operating layouts. This has to be the largest single area ever offered for the show in the history of the event!

A Holiday Inn (708) 444-1100 with a restaurant and parking for 8,000 cars is located next to the convention center. There will be many amenities available to guests. Room rates are \$110.00 a night plus tax. Mention the convention when reserving rooms.



SouthWind is planning on importing this B&O wagon top bay window caboose. This is a different version than the one done several years ago. This is the I-5B (short wheelbase) and I5BA (long wheelbase) with the round end windows. B&O used the 6 porthole window bays plus some square window ones during the steam-diesel transition era from 1941 to 1970. Up to about 1955 the basic color was caboose red with green window trim and white lettering. A few were painted in B&O blue with white letters, and a very few got the Chessie paint scheme.

ON THE ROAD AGAIN

By Bob Werre

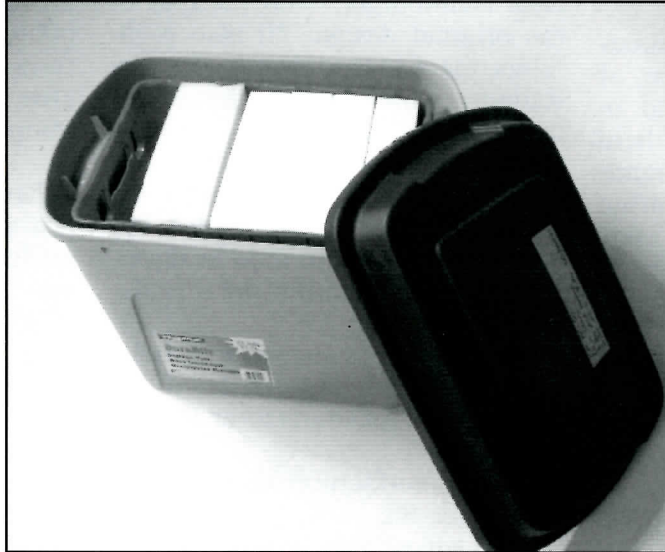
I've borrowed the title of Willie Nelson's song to emphasize what I have done when on the road. Having been a photographer who travels near and far for my assignments, I always have to be concerned how and what to pack. If I'm documenting a seismic crew in the Louisiana swamps, I will pack a small camera bag with 35mm equipment. When I flew to Idaho for *Model Railroader* to cover Jess Bennett's layout, I carried a 4 x 5 view camera and 35mm gear plus about 150 lbs of lighting gear. All these items require different cases to protect my equipment.

Since the advent of modular setups and the task of taking your new engine and equipment down to the "club", has become quite common - and a problem. The N and half zero guys, because of the smaller size and popularity, have good commercial solutions to going "on the road." Many of the N scalers have a tackle type box that holds dozens of cars and engines. I've seen many HOers carrying their items in cardboard cases that are about the size of a computer keyboard with built-in dividers.

Not to be out-done, I've been working on handling my equipment in a more efficient and safe manner while looking good too. I, for the most part, have eliminated the odd sized cardboard boxes and wrapping of all those cars and engines individually.

For a number of years I have been storing some of my photo studio equipment, ie. props and misc. photo items in "warehouse tubs". These are heavy duty plastic, rectangular tubs with flip-flop type

lids. Over the years these containers in all kinds of styles have been sold to the general public in the discount stores and home improvement centers. You might find dif-



ferent types to solve your storage and shipping problems but these have satisfied my needs.

Additionally, I have recently been able to carry this project a bit farther - I have been able to obtain several plastic trays used to hold soft drink cans (I think). These are about 12" x 18" in size and are made of a very tough plastic. Guess what? They will fit the containers that I have been using. Actually, they will not rest on the bottom of the container, but that leaves room (2-3 inches for a layer of locomotives, AM in original boxes or SHS in their styrofoam trays. Each of these soft drink trays will hold seven Pacific Rail Shops ACF hoppers or similar cars. Each warehouse container will hold three trays. That's a 21-car train plus two locomotives and a caboose per container.

To take this project even further, I considered all the plastic styrofoam trays now holding our ready-to-run cars and engines from SHS

and AM. I had a large area devoted to storing the styrofoam filled cardboard boxes - what a waste! What I did was to remove the cardboard box and collapse them for storage. I then took the styrofoam trays and fastened them together on one end with a self-sticking felt material that I use in my photo-business. Small quantities (sheets) of this self-sticking felt are available in some craft stores; it's use is as a protector under items that may scratch furniture. I purchase larger quantities in rolls for my use. When one sticks several similar length trays together on edge (see photo) it makes up an accordion type shape, yet each individual tray can be opened quickly and safely. These white styrofoam "bricks" fit the soft drink trays quite nicely.

When I pack for a train show I generally start with a couple of diesels and a caboose on the bottom of the container (these items I will keep in their original boxes or styrofoam trays because of the handrails, etc. Next I will follow with a tray of PRS grain hoppers or 50ft. box cars wrapped in individual sheets of bubble wrap. Next will be a tray of SHS shorter cars. Last, a third tray contains several AM Railboxes and 3-bay hoppers. The AM trays are a bit large so they must be on top -- putting them on a lower tier would not let the soft drink trays nest properly. Snap the lid on, and you're ready for the road--again!

The only cars that I haven't been able to pack in this way are the tank cars from MMT (Downs) and the double stacks from DesPlaines Hobbies. Their delicate handrails, will require some more thought. Meanwhile, I will use their original cartons, when possible, or bubble wrap.

The warehouse shipping tubs will

store nicely under your layout or stack in a closet. For those with even less storage space, consider a storage container made by Rubbermaid designed to slide under a bed. This unit measures 38" x 18" x 10" high (outside largest dimensions) The ready-made soft drink trays do not fit this unit but with a little work some suitable adjustments will benefit the traveling railroader. I would think one could fit 3-4 of these under a bed, thus safely storing many cars and engines and possibly track and power supplies, especially appropriate for the seasonal apartment modeler.

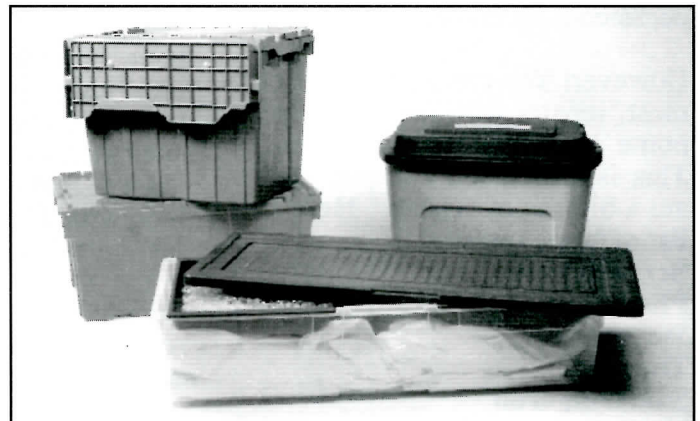
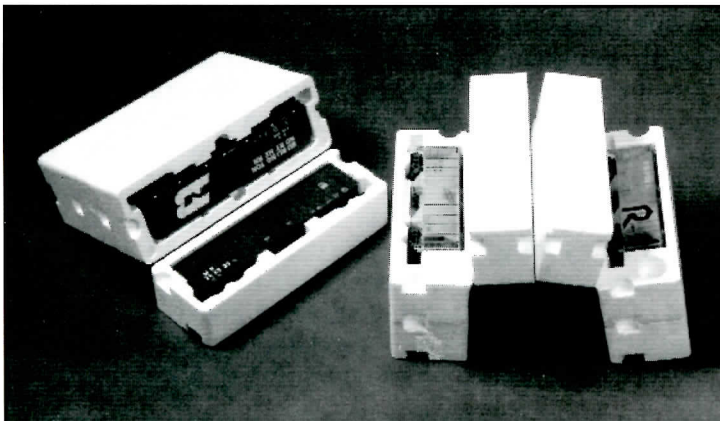
Look for all these containers to be on sale during the back-to-school time. For less than a couple of RTR cars you can protect your valuable collection from dust, moisture and physical damage -- something a cardboard box can't.

Here are a couple of suggestions to make packing quicker and safer. Purchase a roll of medium to small (bubbles) bubble wrap. This stuff will protect quite well without snagging grab irons and other fine detail items. Also, don't be afraid to do a little selective melting on the styrofoam trays if your fingers can't get a hold of the car or locomotive safely. A soldering gun will work well for this; I find it better then trying to cut the tray with a knife! I occasionally will use large chunks of foam rubber as additional padding when a large void needs filling. Label your containers with your name and perhaps the contents to make



retrieval and repacking go faster. This is great when someone wants to help pack your models. A small airport luggage dolly will make the walk from your vehicle to the modular setup go smoothly. Consider a couple of extra bungee cords to help secure the

load. If you will be traveling with a lot of rolling stock and will need several containers, you will probably be better off buying several of the same size and style to facilitate nesting and stacking.



Fixin' Flyer

by David Dewey

Equipping your train repair shop: I know you expected this to be part 3 of my switch repair series, but I had to do more research about them, and real life derailed my train life! So; I promise to give you part three this fall. Meantime, a basic subject that I have neglected to mention: What tools do I need to fix my trains??

First off, it does depend on how "deep" you want to dig into your trains! I personally have some fairly heavy equipment (figuratively and literally!) including a metal



David Dewey at work at Flyer Fest West in May.

lathe, hydraulic press, glass beading cabinet, and (soon) a very small milling machine. Up to now I have "borrowed" the use of a friend's big milling machine for projects requiring it. This is an option you can consider for your occasional special needs too.

However! You can do many, if not most, repairs with fairly common home tools and some ingenuity. This is also much cheaper, and I am a big fan of "cheap." **Here's a list of basic tools:**

Screwdrivers
Pliers
Wrenches
Tweezers
Soldering iron

Work Cradle (homemade)
Spare transformer and wire leads with clips
Assortment of Wet-or-Dry Sandpaper, 400-1500 grit
And a list of add-ons for more advanced work:
Ohmmeter or Multi-tester
Ammeter on power supply
Jeweler's files
Rotary power tool (Dremel or other brand)

More stuff for really big/bad projects!
Buffer/polisher
Small Lathe
Glassbead cabinet
Painting booth

Milling Machine

For most basic repairs, a few nice small screwdrivers, needle nose pliers, regular pliers and some small wrenches (3/16" and 1/4" open wrenches from an ignition wrench set work well) will allow you to keep most AF running. Yes, you can remove steam locomotive driver hex screws with pliers, but it is easy to damage them (the screws, not the pliers) in this manner, so I DO NOT recommend it.

I have many small screwdrivers (but can seldom find the one I want when I need it) and, until LTI production, did not find a need for Phillips head screwdrivers. Now you will need them (in No.1 and No. 0 sizes) if you work on any of them, or other modern manufactures' units. The "jeweler's screwdrivers" sets you find in many discount stores can also be useful, but you will find times you need something with a little more grip to it. A flat screwdriver should be as long as the slot in the screw and fit snugly, without a lot of side-slop. You may have to grind down a screwdriver to fit the inside of the

smokestacks to remove the smoke unit stack. This is one place where a properly fitting screwdriver is essential, as a poorly fitting one will likely break the plastic stack. Pliers are useful for straightening bent parts, both accidental and factory (tender shell tabs, reverse unit finger tabs, etc.). Needle nose ones can get into small spaces, but aren't robust, so don't overdo! Regular pliers come in many grades. The cheap ones aren't usually worth picking up. You want some that work smoothly and don't have a lot of "slop" or play in them.

While I'm mentioning "cheap" vs "not cheap," I think I should tell you that you usually get what you pay for with new tools. I often pick mine up at yard sales, as they are often older tools built to a higher standard than many made today--and considerably "less expensive" (read: CHEAP!). If you don't lose it, a good tool can be with you for your lifetime.

I have many soldering irons and guns. For years I used a small soldering gun to work on my trains, but now I usually use a small soldering iron, as it doesn't overheat the joints as easily. The one I take to shows to do emergency repairs is one I got at Radio Shack for under \$5. I do, however, have a nifty holder for it that came from a more expensive unit. Other than the truck rivets, most of the solder joints you will have to work on are small. For truck rivets, I still prefer the 500-Watt soldering gun.

To work on most AF, you have to turn it upside down. I know many just do this on the bench top or on an old piece of straight track, but I prefer a cradle. My cradle is nothing more than a piece of 1/2" plywood, 2-1/2" wide by 19" long with a piece of 3/4" x 1-1/2" square molding nailed on each side. The channel thus formed, and the tops of the molding are covered with a scrap of house carpet glued on. I also glued on a piece of felt on the bottom, so I can put it on

any surface without fear of scratching whatever that surface is (like the kitchen table, for instance!). I have also seen a cradle made from just upholstery packing foam.

For a power supply for most of my bench testing, I use an old 1-1/2 transformer. I do have a special "test unit" with a couple of pieces of straight track mounted on a board with an uncoupler, a whistle control unit, and an ammeter that is connected to the transformer. There are also two wire leads with clips so I can run power to units in the cradle. However, you can get by with just the transformer and the wire leads. Someday I am going to add an action car rail to this rig too. I recommend wet-or-dry sandpaper because it lasts longer than regular paper, and you can get some very fine grits with it (the higher the number, the finer the grit). I use the 1500 to polish commutators and reverse unit drums (I then polish them on my buffer, but that's the "advanced tools" area and is probably overkill on my part.). The 400 grit is for really scratched up commutators and for sanding bodies.

The first item on my "add-ons" list I would really prefer to put on the "basic tools" list--the multi-tester. There are so many things you can find or check with it, that it really is a basic diagnostic tool. It is so much better than the old "touch a wire to it and see if it sparks" system. Here again, price and value are important, but you can find pretty good ones on sale frequently for under \$20. The ammeter on the power supply is for checking the finished repair with the factory specifications for normal electrical load. Here you'll want an AC meter in the 3 to 5 amp maximum range, which is a bit difficult to find. This has been discussed on the "S-trains" Internet list, and I suspect

that some of the major AF parts suppliers will have them available now, or soon.

Jeweler's files and the rotary power tool are useful for removing burrs and shaping small pieces. You will find other things to do with them too (like filing a lock key to get into. . .)! I use my buffer to polish electrical contact items, aluminum passenger car bodies, wheels, and side rods. This is an item I have leftover from my automobile restoration shop. While buffing isn't difficult, it does take some practice to avoid losing parts from the wheel grabbing them and flinging them across the room! Even with practice, it still does happen occasionally!

The small lathe is mostly for turning commutators, but also can be used to make small parts for odd projects--one that comes to mind is the backup light housing I added to the tender of my "Daylight" locomotive. You really would need to have other uses, or do a lot of repair work, to justify this purchase, as well as the milling machine! The milling machine is used mainly for rebushing chassis (both diesel and steam).

The glassbead cabinet is for cleaning rusty stuff or stripping paint from die-cast metal parts. You may have a friend with one you can use instead of buying one. The paint booth is its companion piece; for keeping dirt out of your new paint job while it dries. I made mine

from some plywood and an old clothes dryer fan. However, I often just paint on the front porch and hang the parts in the guest bathroom! (Do what I say, not what I do!)

Not mentioned here is the ultimate tool for repairing your trains: a large, dedicated room just for train work! Gee, and if it has a fridge, a microwave, a TV, a nice chair, and a lock on the door. . . .

Tip-O-The Month: From Bob Wright. "That new coal loader from Lionel is a real hoot. Only problem is, we sure make a heck of a mess on the layout. I found if I just put a sock on the end of my shop vac hose, it cleans it right up and it deposits it neatly in the sock. Only takes seconds. Then back to loading and unloading. It's up to how your particular layout is, but I thought this fast and easy way to clean-up the coal could be useful to someone."

As always, your thoughts, suggestions, or questions are welcomed--especially "tip-o-the-month" ideas.

**You can contact me at
djedewey@cncnet.com or at 3435
Myers St., Oroville, CA
95966 Have fun with
your trains!**



Left to right: Linda and David Dewey, Rick Evans and Howard Sheffield at 3rd annual Flyer Fest West.

Meet an S Gauger

Rich Gajnak
By Rusty Traque

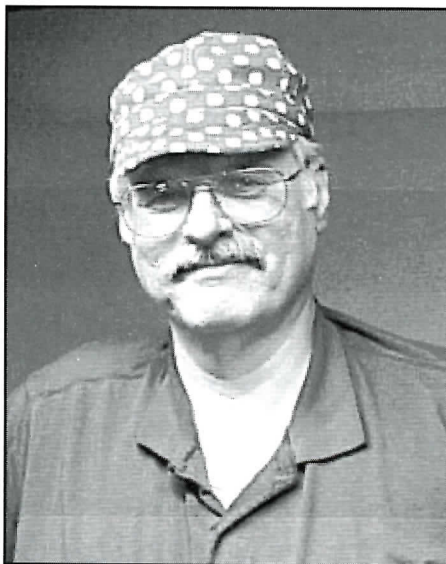
Our intrepid reporter, Rusty Traque, recently infiltrated a Freelancers Anonymous meeting and recorded the following testimony of Rich Gajnak.

Rich has been in S scale since 1985, after about 20 years of HO modeling. He has also been a scheduled fireman and engineer on the Illinois Railway Museum's Russian Decapod, Frisco 1630; was a founding member of CHASM (Chicagoland Hirail And S-scale Modulars) and acted as back up editor of the CASG (Chicagoland Association of S Gaugers) newsletter when the late Dave Sengenburger was unavailable. Rich also designed the patches for the 1992, '94 and '98 Fall S Fests. Rich considers himself primarily a Scaler, but isn't afraid to dabble in Hirail or Flyer. Now, here's Rich's testimony:

"Hi, my name's Rich..., and I'm a freelancer. I don't know why I started freelancing. Maybe it's because the better known model railroads of the time (the sixties) were freelanced (Alturas & Lone Pine, Gorre & Dapheted, etc.), and freelancing was a more accepted form of model railroading. Or maybe it was because of the Bill Baron track plans with fanciful names in RMC. Maybe, I'm just nuts. While I did have prototype interests at the time, mainly with the Santa Fe, Burlington and Union Pacific railroads, I preferred freelancing.

It started off innocently enough around 1966 with a small branch, about 12 feet worth of track, off my roundy-round, up and over HO 8' x 8' railroad of my teen years. I kitshmashed a Mantua 0-4-0 and

'little six' 0-6-0T into a 2-6-0 for it. I do remember spending more time shuffling back and forth on that branch than barreling the big stuff on the main line. The road didn't even have a name, just the initials S,T,& P. (Why those letters you may well ask? Well, I thought I'd use the STP decals from my model car kits as a herald. Needless to say, it looked pretty



silly on the 2-6-0's tender.) These initials were to become the Seattle, Tacoma and Portland. This identity didn't materialize until after I had joined a local HO club in 1970, which just so happened to have a fairly strong freelance identity of it's own.

So, fast forward to 1985 and the big switch to S Scale. Moving from an apartment into a house, I had the perfect space for an HO railroad. So naturally, I switched to a larger scale, and brought the ST&P with me. I then began to concentrate on building and painting equipment for the ST&P in S. The quest for a proper ST&P paint scheme was chronicled in the

November/December 1991 *S Gaugian*.

I eventually realized I wasn't going to be able to do big time mainline stuff in the available space, so I began to construct an expanded S scale version of the semi-famous HO 'Gum Stump and Snowshoe' (an HO plan designed to fit on a 6 foot long 1"x12" plank)! This became the Olympia Railway, conceived as kind of a Sierra Railroad of the Pacific Northwest. Plus, I could still logically use some ST&P power until I got something lettered for the Olympia. The Olympia did manage to become fully operational, but not scenicked, and have one locomotive to call it's own. Alas, a basement flood control project in 1991 forced me to tear a portion of the Olympia down.

This was the closest point I ever thought about going back to HO. I had a dynamite track plan and a new, different freelance concept all ready to go - even built and detailed an MDC 'old timer' 2-8-0 for it...

But, I decided to stay and rebuild in S. I added on to the surviving bench work, salvaging what I could of the Olympia. I moved the whole concept to Kansas, digging out one of my freelance roadnames from the idea file: the Kansas Grain Belt. (An old HO concept of mine, was going to use a lot of Russian Decapods.)

I had also planned on having the railroad totally freelanced, meaning not having a single prototype roadname appear on any equipment on the road. I would (and still do) search out freelanced road cars at S Fests, plus used roads from my idea file. But I soon found out how exhausting it was to not only paint and letter almost every single car, but to also develop believable, freelance roadnames. So I began to acquire equipment lettered for mostly mid-western and southwestern proto-

A recent issue of the **SJSG Waybill** included an article by Marshall McClintock's book entitled "How to Build and Operate a Model RR". The article is geared to AF S trains but takes the reader from an on-the-floor track layout to a permanent one, with the advantages of such a layout explained. The club is in the process of building a new portable layout to be used at shows and other places where they want to display S trains. Several members of the club attended the open house of Don & Robin Thompson's S Helper Service held at the company warehouse in early March. Attending on Saturday were Don McGinniss, Bob Gallagher, Hank Worrell, Ben Serzo, and Mike McConnell.

The North Penn S Gaugers (NPSG) held their March anniversary meeting at the home of Norm Lepping. The club is looking for a site to set up their modular layout when not using it at show displays. Several possibilities are being considered and evaluated. In early May the club set up the layout at the Broken Rail Train Show at the Lehigh Univ. Field House, Bethlehem, PA. The show was a two day event. The group is considering election of officers and developing a set of club goals and objectives. Glenn Ritter is the Corresponding Secretary and edits the newsletters and e-mail releases of the club. Member Barry Simpson held the April meeting at his home in April. The NPSG is considering the need and usefulness of incorporating as a club.

The Baltimore Area AF Club (BAAFC) held their April meeting at the home of member Steve Gobel, in Rockville, MD. Eighteen members attended including Steve. He has a large layout in the basement of his home which is about 40 ft. x 9 ft. with a 4 ft. x 8 ft. extension. Steve can run very long freight and passenger trains and the layout includes both O and S gauge trackage. The club planned to operate their portable layout at the Sykesville Model RR Festival to be held in early June. The layout was set up in the Parish House of St. Barnabas church for the time of the festival. In early May, the **BAAFC** set up and operated their layout at the Northwest High School Community Day, in Germantown, MD. The school's Parent Teacher

Student Assoc. sponsored the event. This was a community service event, and the audience would be encouraged to consider model railroading and S gauge.

Walt Westerfield held the **BAAFC** club meeting at his home in Fork, MD. in May. The club has hat and shirt projects that make these available to those that might wish to use them. They planned to operate their layout at the Children's Hospital in June. This is another community service event for the club. Ron Kolb coordinates the activities of the club, and edits the newsletter from time to time. The club will be having its tenth anniversary in September of this year. Different activities including a family picnic and riding on a scenic RR were considered to commemorate the anniversary.

The Suncoast AF Enthusiasts (SAFE) elected new officers in March. Rich Brown and Gene Vrooman agreed to co-chair the club presidency, to make the job easier for each. John Phipps agreed to serve as the V.P., and Bob Brown was re-elected as treasurer of the club. An additional assistant. team leader would organize the transportation of modules to and from the show. This might include renting a trailer or truck as necessary. It was acknowledged that a more or less standard size of layout (16 ft. x 24 ft.) would be most easy to plan and set up at shows. High backdrops that members might use should be altered to make visibility of the tracks most easy. Innovative track work such as complicated switch turnouts create operational problems and are not necessary for the show displays. Modules must meet the club's standard or be corrected to do so or be rejected from use at club displays.

The **SAFE** has set a goal of re-furbishing their modules for display at the July 4 th event at the historic Lutz Train Depot. Club member Brenda Corder, recently widowed, has offered two unfinished modules that her husband Bill had under construction at the time of his untimely death. Anna Spinella is the club secretary and does a very good job of editing the newsletters. The club newsletter is The Flyer. Club members Gene and Diane Steffan held the annual "Nationals" train races at their home in Ft. Myers,

FL. Rick Moock's GP-7 beat all comers, including rocket sleds, dock-siders, and other entries. Some of the club members winning in their class included: Joe Spinella, Albert Long, Gene Steffan, Rick Carlson, John Phipps, and Bob Brown. George & Leah Pollock held the May meeting at their home in Valrico, FL. Members John and Derelene Jeter were scheduled to have the June meeting at their home in June.

The Crescent City S Gaugers (CSSG) meet in the New Orleans, LA. area. The club has a portable layout which they are expanding. The original layout used block control, and could accomodate either AC or DC power. The new system has the option of using DCC control. Chris Zizzo, an NASG member from Long Island, N.Y., was on a business trip to the New Orleans area and helped the **CSSG** operate at a show event. The club meets at the homes of the members, and a recent meeting was held at the home of Allen Evans. John Mangus was welcomed to the club as a new member. Another S gauger from Maine, Tom Stolz who works in the ship building industry has been temporarily transferred to the New Orleans area. The plan is to welcome Tom and get him involved in the club activities. Jay Mellon coordinates the activities of the club.

The Atlantic Coast S Gaugers (ACSG) have recently added a new division, the Delaware Division. The new division consists of members located on the Eastern Shore of Delaware. The new division members are in the process of building modules for display at train shows and other events. The Virginia Central Div. (VCD) of the **ACSG** are in the process of developing a club AF car which will be a CSX bulkhead flat car. Wayne Beachy is coordinating the collection of members monies to pay for the club website cost. The newsletters of the club are posted at <http://sgauge.homestead.com/files/ACSG>

The Southeastern Michigan S Gaugers (MSG) met at the home of member Dave Belanger in Waterford, MI. in April. Dave has a large scale layout in his basement which is run with DCC. The club had a member survey to evaluate the most desired events and activities that the

members would support. The club modular layout was set up at the Durand RR Days event, in Durand, MI, in mid-May. A club meeting was held at the event. In early June the **SMSG** planned to meet at the Saginaw Railway Museum. The **SMSG** is considering the purchase of a trailer to transport their modules to train show and other displays. The club is planning a Summer picnic at the Huckleberry RR, a tourist line. The Railroad has invited the club to set up their layout on a weekend during July or August.

The Northern Ohio S Scalers (NOSS) met at the home of Joe and Irene Webb in April, in Strongsville, OH. Member John Lanzer took second place in the HobbyTown USA local hobby shop contest with a diorama. Club members are working and volunteering their time to improve and spruce up various S layouts in the Ohio area for the forthcoming NASG convention to be held this Summer. As of the January club newsletter, A Mid-west Narrow Gauge Show & Convention was held in early April at the Greenford Christian Church. The event included clinics, operating modules, layouts, live steam, and more. Club members were advised of the event which was sponsored by the Cleveland Narrow Gauge Society & the Three Rivers Narrow Gauge Historical Society.

The Cuyahoga Valley S Gaugers (CVSG) are busy planning the upcoming NASG convention this Summer. An article in the newsletter written by Josh Seltzer explained about the NASG conventions, their operation, and advantages over local train shows. The May meeting of the club was held at the home of Phil Beyer in Middleburg Heights, OH. The President's Message column in a recent issue of the newsletter included a description of the trip to the York, PA. train meet made by several members of the club. A good time was had by all, including yuks involving a 3-Stooges snore-along.

The Central Ohio S Gaugers (COSG) met at the home of Larry and Jeanne Rinehart for their April meeting in Worthington, OH. Larry and Jeanne operate a home business which restores metal toys, including rusty, beaten up, well-used toy vehi-

cles. The Rinehart's train layout is S gauge using S Helper S-Trax, remote controlled S Helper turnouts, and scenery. Larry collects 1/64 scale vehicles and sells them to customers all over Ohio. Larry is a fairly new member of the **COSG** and built his layout before becoming a member. The **COSG** club layout was displayed in May at the Spree in Middletown, Ohio, will be displayed at the NASG convention this Summer. Members are planning to bring and man the layout during the convention. The club's annual picnic will be held at Lowell and Carlene Henthorn's house in Mt. Vernon, OH. Swimming, fishing, and boat rides are on the agenda along with food. The picnic is scheduled for June 23.

The Chicagoland Assoc. of S Gaugers (CASG) are busy preparing a mailing for the **CASG**-sponsored **Fall S Fest**. In 1991 the Fall S Fest passenger train was started. Every year a different passenger car was offered at the event., and now there are a total of seven cars (collectors eat your hearts out). In 1998 the Fest car was a tender shell made from an original Gilbert tender body. To complete the train and engine recipients must supply an original AF 290 series metal boiler, less all trim including bell, headlight lens, etc. John Wickland in West Allis, WI., is coordinating painting of the locomotive shells.

The **CASG** is sponsoring the Fall S Fest to be held at the Tinley Park Convention Center, Tinley Park, IL. on October 11-12. The Fest will include layout tours, model train sales and trading, films, videos, model contest, clinics, and a Great American Train Show on Sunday. A recent issue of the club newsletter included a schedule and detailed description of the weekend event.

The Badgerland S Gaugers (BSG) are sponsoring the 2003 NASG convention. The dates will be July 9-12, 2003, and will be held at the Olympia Resort near Milwaukee, WI.. The March meeting was coordinated by Jim Maslowski and held at the Harley-Davidson University & Conference Center. President Dave Smukowski led the meeting, and the club welcomed new member Ron Jacobek, from Waunakee, WI. The club plans to have a Summer picnic

held at the home of member Don Westby and his wife in Grafton, WI.

The **BSG** has a fairly large modular layout consisting of sections belonging to the various members. These include two 24 ft. long modules that are unwieldy to transport and require space to incorporate in a layout. The club also has a small tabletop layout that the club president Dave Smukowski brings and sets up at various events. In May the club had their larger layout operating at "Chocolate Fest" in nearby Burlington, WI (home of a Nestles plant).

Marty Glass organized the April meeting of the **AF S Gaugers of the St. Louis Area (AFSGSLA)** held at the Big Bend O scale club, Webster Groves, MO. Member Scott Pilarski held the May meeting of the club at his home, in Wildwood, MO. Scott has an elaborate S layout which was featured in a recent issue of the *S Gaugian* magazine. John Nossari is hosting the club for a meeting in Springfield, IL. The events include a visit to a local live steam RR club's open house, and a picnic with boat rides and fishing at the Sangamo Surf Club, on Lake Springfield. The **AFSGSLA** will be hosting the 2003 Fall S Fest, and coordinator Moe Berk and his wife Rita are in the process of negotiating with the hotel where it will be held. Gary Mueller edits the club newsletter.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) held their March meeting at the home of Pat Spino. The club will celebrate it's 35th anniversary in July, 2002. The club was founded in 1967 by Bob Beshore, John Kelley, Jess Bennett, Ted Holoway, Ernie Horr, and Frank Patten. A special event or program will be held in Sept. or October to commemorate the club's anniversary. The April meeting was held at the home of Jess Bennett, Careywood, ID. and his fabulous S scale layout was enjoyed by all attending. Doug Eier held the May meeting at his home in Lewiston, ID., and Bob Beshore was scheduled to host for the June meeting in Spokane, WA. The **IESGAPN** decided to have an anniversary club S gauge car made to commemorate their 35 years of operation. They contacted American Models and have been considering

different designs that could be used on the car. The annual club picnic will be held in July at the home of Bud Chadbourne, in St Maries, ID.

The Kansas City S Gaugers (KCSG) displayed a small operating layout at the May Mid-America Meet, and plan to display at the Fall annual Train Meet at Union Station, Kansas City. Ed and Eddie Rosenberger hosted the club for their May meeting. The club is seeking new members and Roy Inman along with Paul Stevens are spreading the word via the Internet. The club is open to collectors of AF, operators, scale modelers, and repair specialists with an interest in S gauge.

The Rocky Mountain Hi-Railers (RMHR) brought their portable layout to the 77 th Anniversary Celebration of the Boise Depot. This was the third showing of the layout at the Depot, and the layout has been expanded and improved over past years time. The **RMHR** is considering display of their layout at the Idaho

Historical RR Train Show held in the Vendome Convention Center, Weiser, ID, on September 28, 2002. The club is seeking a show where they can display their layout, named the "Lookout Junction" in the Fall season.

The Golden Spike AF Club (GSAFC) plans to attend and display at the Roundhouse Days, at Evanston, UT, in August. Scott Leonard held the April meeting of the club at his home in Murray UT. Eddie Strong is President of the club, Richard Meyer, V.P.; Scott Leonard, Secretary/Treasurer; and Al Rawdon edits the newsletters.

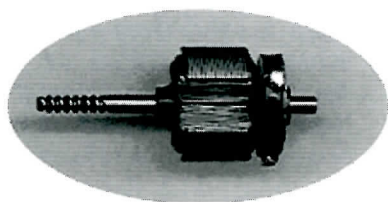
The Bay Area S Scalers (BASS) met in May at the home of Jim Sweeney, in San Rafael, CA. Jim has a Southwind atlantic and cab forward locomotives which he has rebuilt. The cab forward has PFM sound and the Atlantic is scheduled to also be so-fitted. The club is planning on an **S-West on October 25-26**, to be held in Stockton, CA. at the Stockton Inn. There will be clinics, layouts open for

touring, and other S scale events. Lee Johnson, coordinator of the **BASS** is organizing the event. Bill Roberts coordinates the module operations of the club, and reported in a recent newsletter that the club members will wear a distinctive vest to identify themselves with the public at shows. Joe Visintine has helped with the ordering and design of the vests with NASG patches. Other lettering can be added to the vests as desired by the members. Barney Daehler operates the Sierra RR and has been working on scratch built cottages for the S scale employees of the RR. Barney produces the club newsletter.

Your column editor wishes to thank those clubs and individuals who submit information on the activities and events that you attend and organize. Please send newsletters & information for the column to David Pool, 11 Bittersweet Trail, Wilton, CT., 06897-3902. or e-mail at: ndpool@juno.com

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EXTRA BOARD

S CLUB MAKES BOISE PAPER

The 4/22/02 *Idaho Statesman* newspaper of Boise, Idaho, gave the Rocky Mountain Hi-Railers some coverage as participants during the 77th anniversary celebration of the Boise Depot. . Following are some excerpts: "Families climbed on real trains outside the depot, while others were mesmerized by Rocky Mountain Hi-Railers' miniature train display inside....But the biggest draw was the miniature train display, Lookout Junction, where four trains clickety-clacked through the towns, and smoke puffed from some of the engines. The display took four and a half pickup loads to move and eight hours to set up, said John Eichmann, coordinator of the Hi-Railers, a statewide club."
- courtesy John Eichmann

GETTYSBURG SHOW

The Great Scale Model Train Show plus the All-American HiRail and Collectors Train Show is going to Gettysburg, Pa., on Aug. 17-18, 2002. The double show will be at the Gettysburg College Field House. Besides the show, there are many local sites to see - Gettysburg RR, Civil War battlefields, Gilbert's Hobby Shop, etc. Admission \$6 (return Sunday free), kids 12 and under free, family \$12. Open 9a.m to 4p.m. Saturday and 10a.m. to 4p.m. Sunday.

WANTED 1/2" SPIKES

Alan Evans (Ohio) wanted a source for 1/2" spikes - Walthers was out. John Gibson replied on the internet that Microscale makes them and they should be at most hobby shops. Online, the Oregon Coast Railway www.cocry.com should have some.

KANSAS CITY S RAILERS

This scale oriented group is geared toward getting home layouts

going. Mike Fyten's standard gauge is the best available. Pete Bellos has an Sn3 layout going. Dave McKenzie is preparing his basement for an Sn3 layout based on West Side Lumber Co. Jim Bizorik's NKP replication is in the planning stage. The late Jim Graham was a member of our group. Four others have indicated interest in S scale. My own attempt is a double loop 10' x 21' layout that needs more work.

- Dave Engle. *The KC S Railers are in friendly competition for recruits with the KC S Gaugers mentioned last issue. Sounds like a future convention location to me.*
- ed.

DCC CLINIC IN CLEVELAND

I will be doing a clinic at this years' NASG convention in Cleveland. It will be called DCC Easy and Inexpensive. The schedule is for Thursday Aug. 1 at 10 a.m. and Friday at 11:30 a.m. MRC (Model Rectifier Corp.) is donating one of their new Prodigy DCC systems to a lucky clinic attendee. We will draw the winning ticket at the end of Friday's clinic. Each attendee will be given a ticket at the clinic.

- John Foley

MODERN TRAFFIC SIGNS

Want some? Try www.grouprtravels.com/usa/can/driving/signs.htm.
- Ted Larson

USPS COLOR SCHEMES.

Way back in '98 Tom Davis had asked this question. John Eichmann inquired and got this response from Magaera Ausman, USPS Historican.

Collection Box Color Schemes:

Street letter boxes have been painted a number of different colors by the Postal Service over the years, but the exact record of their colors since their introduction in the 1850s to around the end of the 19th century has not been positively determined. A reference to the color of collection boxes in this period is found in *The Story of the*

Post Office (1889) by W.B. Jones which states: "There are over 800 street letter boxes from which collections are made by the Boston (post) office and its sub-stations. To people who reside within this postal district it is well known that some of these boxes are painted red and others green. The red boxes are the most important ones, and they are visited every hur by the carriers" (this may only apply to Boston).

Now we'll skip to a post WWI report which should be of most interest to model railroaders - ed. "Following World War I, the War Department turned over the the Post Office Department a supply of surplus olive drab paint, which soon became the standardized color for collection boxes and remained in use until 1955.

On July 4, 1955, Postmaster General Arthur Summerfield announced that street collection boxes would be painted red, white and blue in order to help customers in locating the boxes, to help differentiate between storage boxes (which are still painted olive drab), and to utilize a more long-lasting combination.... At Postal Reorganization in 1970, the Postal Service announced the adoption of a new color scheme for collection boxes, which called for painting them a solid deep blue. The new scheme also called or reflective decals of the new Postal Service logo to be attached to the mail boxes. This color scheme is still in use today, with the substitution of the newest Postal Service logo, the "sonic eagle" in white on a blue background, which was adopted in 1993."

Vehicle Color Schemes: *Again, we'll skip to post WWI - ed.*

"About 1919, the War Department turned over the Post Office Department a large supply of surplus olive drab paint, which was used to paint postal vehicles. By 1921, the color scheme had been standardized to feature an olive

drab body, a cream stripe at roughly mid-height and approximately six inches wide, and black fenders, engine section, running gear, and roof. On later vehicles, only the running gear and fenders were painted black.

The Post Office Dept. approved the red, white and blue color combination for mail trucks in 1954. In addition to following trends towards brighter colors on commercial vehicles, the new color scheme was adopted for other practical reasons. The white color used on the top of trucks reflected the sun, and by reducing heat, increased the driver's comfort; the luminous stripe of red paint (or reflective red tape) through the center of the truck increased its visibility at night and provided greater safety; and the blue used in the lower body and chassis minimized unsightly road film.

In 1970, the Postal Service continued the above color scheme for trucks, painting the top half white and the bottom half blue, but reduced the width of the reflective red stripe decal separating the two colors.

In 1979, a new scheme of painting vehicles was adopted by the Postal Service. This "new look" features a solid white body with a red, white and blue stripe (either reflective or non-reflective tape) across the beltline of the vehicle (from rear of hood catch assembly to lower hood line). "

S IN NON S PUBLICATIONS

- July 2002 RMC - John Foley says to check out the inside front cover.

CHECK IT OUT

For some layout design ideas check out this neat website: <http://layoutdesigns.com>.
- James Sleeth

GE 70 TONNER

Maybe: Contact Rich Yoder Models, 7 Edgedale Ct., Wyomissing, PA 19610 - or email: oscale48@earthlink.net to persuade him to produce in S.

S-TIP

Here's how to mount KD 802S on the new Budd AM passenger cars, in particular if you order the hi-rail version. For 50 cents a pair AM offers a plastic pad with one hole for a 2-56 screw and two smaller holes for the 802 screws. The part number is BDPAD. AM also makes an apapter pad for the deluxe version diesels as he has eliminated the coupler pad for the 802s on hi-rail versions.

- Alan Evans

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NASG COPY SERVICE

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

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.

Aug. 17, 2002: 7th Annual A.C. Gilbert Factory Event and Luncheon. John/Robin Vanacore, P.O. box 764, North Haven, CT 06473 - 203-239-1346.

Sept. 28, 2002: 3rd Fall "S" Get-Together. Country Jct. Restaurant, Dyersville, IA. Rich Luchsinger, 563-556-8958.

Sept. 27-29, 2002: Jersey Get-Together, South Amboy, NJ. Don Thompson 908-545-9306.

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

Oct. 25-26, 2002: S-West. Stockton Inn, Stockton, CA. Lee Johnson- 952-943-1590 - leemax@jps.net

July 9-12, 2003: NASG Annual Convention - Olympia Resort, Oconomowoc, WI. 800-558-9573 for hotel reservations. Roy Meissner 262-538-4325 - www.trainweb.org/bsg.

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

Railmail from page 5

Follies Follies: In March I was set up with the NASG booth at the Greenberg's Train Show at timonium, MD. the Baltimore Area American Flyer Club was also there with their S gauge layout. They had a busy two days promoting S gauge. They answered many questions and gave out much literature. On their layout they operate original AF and many of the new items. I met a busy young member named John Sanders. This fine young man was doing a great job in helping his club promote S gauge.

- John Foley
(photos)

MM&T Update: Marlin Becker has decided to keep the Downs train line, so you can order with him again. He has plenty of stock. He will be selling the machine shop so will need a vendor for wheels. MM&T, 311 S. Board St., Lititz, PA 17543 - 717-627-3980.

- John Foley

President's Message from p. 4

rial contributed will be put in the column and published by MRN. AM, SHS and PHM all advertise there regularly and there are several ads run by companies making N, HO, S, & O products like Bar Mills, etc. MRN will also publish reviews of S equipment so readers can contribute in that way. If you want any more information about MRN, let me know.

Railroad Model Craftsman

By the time you read this, the NASG should have our first monthly full-page color advertisement in RMC. RMC has shown a past willingness to publish S articles from several of our S and Sn3 authors at a frequency greater than other well-known magazines. They have a large circulation and

they are potentially a great way to promote our scale.

Classic Toy Trains

Overall CTT has given S good coverage, but it would be nice to have more. Roger Carp, a CTT Associate Editor, has addressed that issue by promising to provide more coverage if he can get more articles written by S scalers, especially on repairing or restoring.

Once again we're in the shadow of another scale (O), but hopefully, we'll have lots of dedicated AF fans that want to contribute more material to them.

NMRA Bulletin

There are over 20,000 NMRA members that read this magazine. We achieved a major milestone when Bill Fraley was asked to write an S column in this monthly publication. Bill will do a great job of convincing the modelers in the other scales that we're for real and that we're growing and adding new products all the time. Additionally, Sn3 modeler Tom Troughton has begun a column on narrow gauge.

Mainline Modeler

Many folks have endorsed them as a magazine that is "S" Friendly so why not test that and submit some photos and articles to them. They have published S material in the past.

S-Gaugian and Dispatch

You can't get any "S"-friendlier than our own magazines. While promoting S in the mainstream press is very important, it's also important to support these magazines with our articles and pictures. Once you're an S scaler, it's nice to read home-grown magazines and keep up on what's happening in our scale.

THE YEAR OF THE "S"STRUCTURES:

The new NASG structure projects have proven the old adage that "Where there's a will, there's a way". Now that we're on the road

to having modular kits similar to the HO City Classics and Pikestuff, it should be pointed out that a lot of us went to the original manufacturers and suggested that they put their HO products out for S scale as well. They came back with the usual "If the market warrants us producing it...." After they chickened out, we could have just retreated and continued kitbashing their HO kits. However, thanks to some folks willing to take a chance on S, we now have our very own modular kits. Remember when Walthers announced four Cornerstone structures for S and then pulled out with the same old excuses? Well, some day I wouldn't be surprised if we have some ready to run structures similar to the Cornerstone series. There are several manufacturers of mainly laser-cut wood structures that are including S in their product lines. It would be great to get a large manufacturer to produce S, but we'll continue to grow the hard way if that's what it takes.

The 2002 NASG Convention

As the 2002 convention approaches, it's hard to believe that it's been a whole year gone by already since the Scranton, PA convention. It's also been a year since I became your president and it's been quite a ride so far. Feel free to say hello at Cleveland. I'm really looking forward to conducting the Newcomer's Clinic. We don't want anyone who's attending for the first time to feel lost. Let's welcome them into the "family" and make them feel at home.

- Roy Hoffman, NASG President

NEW!! NEW!! NEW!!

Steve Blackburn of S-n-S Trains has generously donated one four-volume set of his "S Gauge Model Railroading" videos to the Russell M. Mobley Library.

Vol. I - "In the Mountain West"

- Rich Anano's 100% AF layout, Boise, ID
- Rocky Mountain Highrailleurs, Boise, ID
- S-West III, Coeur D'Alene, ID, 1998:
- Ernie Horr's hirail "The Tinplate Road"
- Ron Tilton's scale "Rocky Mountain Western"
- Jess Bennett's scale Great Northern Pacific

Vol. II - "Utah-Ohio Connection"

- Utah Golden Spike AF Club at GATS Show
- Jim Lindsay's AF layout & collection
- Fred Alles' AF layout & collection, Kaysville, UT
- Miami Valley (Ohio) S Gaugers mixed hirail/scale layout at 2000 Cincinnati GATS Show
- Chris Burger's AF Christmas layout, Dayton, OH
- Bob Gukian's hirail layout, Eaton, OH

Vol. III - "Steamtown to Careywood"

- 2001 NASG National Convention, Scranton/Steam-town, PA
- Cuyahoga Valley S Gauge Association hirail/ scale layout
- North Penn S Gaugers hirail layout
- Tom Robinson's hirail layout
- Bristol S Gaugers hirail/scale layout
- Neshaminy Valley AF Club's layout
- 2001 NASG Convention tours
- Bill Fraley's scale "Jefferson Central"
- Frank Titman's scale "Spiral Hill RR"
- Bert Mahr's scale "Conrail & Eastern"
- Steamtown Museum (12" = 1') & train ride
- Jess Bennett's scale "Great Northern Pacific," Careywood, ID, with excellent commentary by Jess
- Tribute to Ernie Horr, operating Jess's GNP in 1989

Vol. IV - "Hershey Bars to Baked Potatoes"

- Bill Fraley's scale "Jefferson Central," Hershey, PA
- Sam Rapp's hirail layout, Boise, ID; construction sequences
- Frank Titman's scale "Spiral Hill RR," Allentown, PA
- Dave Heine's narrow-gauge "Lehigh & Western," Coopersburg, PA
- Bert Mahr's scale "Conrail & Eastern," Emmaus, PA
- Out-takes
- S-n-S Trains' can motor project, including installation tutorial

Each tape is available for 30-day checkout for \$4.82, the price of US domestic postage both ways. (Foreign members: You pay return postage; NASG puts delivery postage on a running 6-month tab for you.) Each tape is shipped with a stamped, addressed return mailer. (US postage goes up on June 30. Therefore, price rises to \$4.85 on May 31, \$4.88 on June 30.) Please transmit your NASG membership number with your payment.

Dick Karnes, Librarian

Russell M. Mobley Memorial Library

4323 86th Ave. SE

Mercer Island, WA 98040-4124

nasglibrary@earthlink.net

LIBRARY

Thanks to donors:

Steve Blackburn, John Eichmann

Offerings:

- *NASG Dispatch*, Summer 1985-Dec. 2000 (a=\$3,b,c)
- *S Gaugian*, 1980-99 (b,d)
- **American Flyer Instruction Book for Operating and Assembling 3/16" Scale Trains and Accessories**, A.C. Gilbert Co., 1952 – copies \$3.80 ppd.

"American RUSSELL M. MOBLEY MEMORIAL Flyer Trains and Gilbert Toys,"

Catalog #D1699, A.C. Gilbert Co., 1953

– scanned 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, Crows Nest Publishing, Clarksville, MD, 2001 – extracts as requested
- Two articles on Russ Mobley ©

For the Scale Fan:

- *S/Sn3 Buyer's Guide/Modeling Guide*, all issues (1993-99) (b,c)
- *Sn3 Modeler*, 1984-2000 (b)
- *3/16 "S"cale Railroading*, all issues (1989-1992) (a=\$1.60,b,c)
- *S Gauge Herald*, 1960-1978 (a=\$5,b,c)
- *Various catalogs, instruction sheets* (a-85¢,c)

Key to symbols:

- a=\$: Complete index (print for postage-paid price indicated, or e-mail free)
- b: Index/Key Word search (1st class stamp, or free via email)
- c: Article or Item copies (print for 10¢/page plus postage [min. 50¢], or email for 10¢/page)
- d: For 1980-1988, and 1999, loan of entire magazine for 4 weeks: no individual copies. Price=postage both ways

When requesting service, include your name, address (email or USPS), NASG membership number, and as precise a description as possible of what you are seeking. If requesting via email, place your NASG membership number in the "subject" field. We'll enclose a bill with each fulfilled USA request, and run a six-month tab for foreign requestors.

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Mercer Island, WA 98040-4124

karnesrn@earthlink.net

Note: Dick Karnes says to make any checks to library payable to - NASG, Inc. He also wishes to add thanks to Ted Larson for contributions.

Santa Fe F unit sets are finally here !



F716 AB Chrome

Santa Fe used both painted silver and stainless steel sided engines, and usually ran them in AB, ABB or ABBB combinations.



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The perfect compliment to our Budd passenger cars. After many requests for our FP-7 engines we are making for the first time ever in S gauge Santa Fe F-7 AB and ABB units Available in chrome or painted silver. These will be available in AB or ABB sets only, with powered B units or with sound. ABB units will have a powered A & B with the center B unit installed with our 2 speaker sound unit.

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