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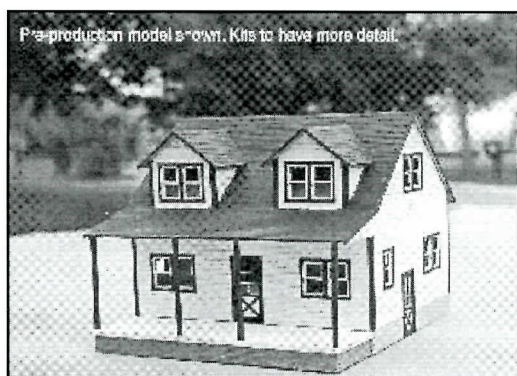


DISPATCH

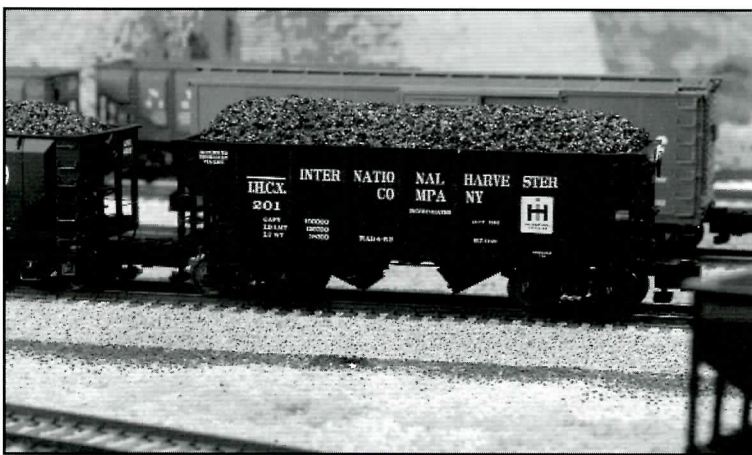


All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail

What 'S' New



Pre-production model shown. Kits to have more detail.



The SHS hoppers shown on this page are the 55-ton USRA twin bay rib-side ones that the USRA designed during World War 1. Most were produced after the war and many lasted until the 1960s. Above is a pre-'50s bungalow house offered in a laser kit by Mountaineer Precision Products. Right is Majestic Hardware and Feed Store which is offered as a super-detailed laser kit for \$149.95. Below is the Frisco version of the new U25B diesel from American Models. See the centerspread of this issue.



NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

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COVER: Coming soon to many S gauge layouts is this SHS E-27 2-8-0. The photo is by Bob Werre. The inset photo shows the NASG Aarmco steel building as built by SJSG member Greg Berndston.

ORDER BOARD

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February, 2004



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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...I've been a long time member of the National Model Railroad Association (NMRA). Those of you who follow the fortunes of the NMRA know full well of the financial and organizational problems they've been having. They've seen their membership shrink from over 24,000 to under 20,000 in a few short years. There are several reasons for this, but the main one is the fact that the dues are very high. They are \$45 per year for the National, and an additional \$8 for the Region and \$2 for the Division. My tab this year for National, Mid-East Region and South Mt. Division was \$55. I'm hard pressed to continue my membership, but will try to do so at least while I'm NASG President. I feel that we should continue our association with the NMRA even though it is getting very difficult in many ways.

It is inevitable that we draw some comparisons between the NMRA and the NASG. I've looked on them as a model for both good things and bad. While our own dues are holding steady at \$20 per year, I've tried to add some low cost things to the NASG that the NMRA offers. Some have worked out nicely, like the Library, and other things haven't, like SIG's. We have a magazine that the NASG members receive and of course the NMRA does too. They renamed it *Scale Rails*. Now for a problem with *Scale Rails*: Bill Fraley wrote an occasional column for S in *Scale Rails*. He had to fight through indifferent treatment to say the least. Weeks would go by without answers to emails, etc. When they did publish the column, it was changed around. They even renamed it without Bill's knowledge or permission. I volunteered to take the column over. Three months ago I sent them a column and asked them to tell me if it was OK. I haven't heard from them since and there's been no column published in the meantime.

Many of you know that we are waiting (and waiting) for the NMRA to finally adopt the NASG standards as their own. Until then, there will be the danger of a prospective manufacturer building rolling stock to the existing NMRA standards and having problems running. On another front, I sent the NMRA Special Interest Groups Chairman \$10 back in October to

have the NASG reestablished as an S-scale SIG. No notification back (or cancelled check) since then. These are some of the reasons why I mentioned the difficulty in keeping up a relation with the NMRA. I realize that the NASG isn't perfect, but compared to the NMRA, we're a well oiled machine.

Our dues are reasonable, but the NASG remains solvent. We're able to take some reasonable risks to provide the membership and S at large with vital new items. Some work out like most of the AF cars, some don't like the GN caboose, some we have high hopes for like the heavyweight Pullmans, and some get delayed like the brick warehouse. Unfortunately the warehouse project has been beset by delays and such, but we still hope to have a warehouse by the summer of 2004.

This points out a big difference between the NASG and the NMRA. The NMRA represents all scales and has to try to achieve a balance between the membership's different scales. The NASG represents only S. We can afford to be prejudiced to one particular scale. We only have to be fair and balanced within the major interests that make up our scale. However, what we do benefits all of S which is what the NASG is all about. Sometimes the NMRA seems to be prejudiced towards HO, but hopefully it's just because HO makes up the majority of its membership. I've heard similar criticism of the Train Collectors Association (TCA) but the prejudice is aimed more at O scale. One thing that the TCA and NMRA have that the board is trying to acquire for the NASG is insurance to cover all its events. The TCA and NMRA policies are being scrutinized to give us an idea of what to cover. We'll, of course, let you all know when we have something in place.

I really hope that the NMRA will pull itself out of its problems and once again be the dynamic and beneficial organization that it has been in the past. The NMRA and the NASG can certainly survive on their own, but together they can best advance the cause of the World's Greatest Hobby. **Roy Hoffman**

NASG NEWS

TCA Convention: The NASG and the Altoona Area Train Collectors Club will be working together in promoting S gauge at the TCA's National Convention in Pittsburgh, PA, from June 20-27, 2004. The Altoona Club will have their large S gauge layout set up in the public display area on June 25th and 26th, with the NASG having display tables with literature and new S items for the folks to see. Manufacturers - if you can't make it, please send me your literature and/or items for display. Send to NASG Promotions, C/O John Foley, 164 W. Railroad St., Pottsville, PA 17901.

NMRA National Train Show: As you all know, the National Train Show will be held in Seattle, WA in early July (the final weekend also coincides with the NASG Regional in the nearby Tacoma area). The National Train Show will be held on July 9-11 (the end of the NMRA convention). Therefore, I am looking for a couple of volunteers to set up and run the NASG switching layout at the National Train Show and at the Regional Puget Sound 2004 from July 11-14. The NASG has a spot reserved at the Train Show for the layout and two tables for literature and displays. Please contact me off the S-list at John.foley16@verizon.net with your phone number and I'll contact you with the details.

- John Foley, NASG Promotions

RAIL MAIL

Holiday Readings: Wow, in two days I received the *Dispatch*, the SHS 2004 catalog and the *S Gaugian*! Just what I needed for a trip over the river and through the woods. The SHS catalog keeps getting larger and more professional. There will be lots of us drooling over the contents. The *S Gaugian* has more great content and lots of new product news. Some guy sent in about 70 tons of words about the new ore car that is coming soon. Honestly, don't the guys in Minnesota

have lives? Most impressive is the announcement of the U25Bs from American Models. Fortunately, they chose the simplified Great Northern scheme, which I can (or can't) resist. This was the first step of their cultural disaster only exceeded by the Pig-sty Blue scheme. I suspect these schemes make a GN fan happy they formed the BN. There are 8 other schemes including very nice Burlington and Rock Island ones. I know at least one Burlington fan who specifically stops the era of his layout before these units would be available. Will he be able to abstain? Steve, do we hear an era change? Anyway, receiving any one of

Continued on page 31

Jeff's Junction



Let's Get Hysterical about Historical Societies!

A good way to promote S, according to several emails I read and my own thoughts, might be to get the word about our scale spread to the numerous prototype historical societies. Many of us S modelers already belong to one or more; therefore, we already have the beginnings of a promotional network.

I know for a fact that several of us belong to the B&O Railroad Historical Society, and I'm sure NASG members probably have good representation amongst the various societies for other railroads. Prototype historical society members who are also modelers tend to be "hysterical" about their favorite road (I hear Bill Lane is one of these) and are always whining about specific model details, specific paint schemes and specific model offerings as related to their favorite road. Recent I wants we have all heard about include the long Budd passenger cars of which different folks want different specific cars for specific roads.

Many, if not most, of the historical society publications contain modeling articles on a regular basis. Many societies even help fund special runs of rolling stock and use these as fundraisers. The B&O Historical Society does this. They sell special run B&O model items from their "Company Store" that they have specially made up for their own members. Regular run models are often stocked for resale as well. They have regular features and editorial updates on modeling B&O rolling stock, locos and structures in the *Sentinel*. I know other societies do this as well. It's probably not realistic to expect societies to do special runs of S (or O) cars or locos or even to stock regular items because of the usual low

volume problem. But exposure of S models in the various prototype liveries could create some interest in those not yet modeling or those who might switch scales.

The downside of this - is that S products, or even O for that matter, rarely get mentioned. From reading the B&O Society's quarterly *Sentinel* you'd think all members who are modelers model in HO. To be fair, S was given a couple of paragraphs a while back by Ed Kirstatter. And too, it's easy for the society to get their hands on and stock the many HO models available.

I'm thinking though that there are many recruits or converts to be had if we promote S more in the societies we belong to. How can we do this?

1. Send editors lists of S models available in the specific road names that the society represents. Also send photos, attachments or whatever artwork you can muster that show off S models of the particular prototype.
2. Write a modeling article on say hoppers and mention all the scales they would be available in. Of course, don't pick a topic where no S model is available.
3. Send in photos of your detailed prototype models.
4. Invite the societies to set up at your S shows, meets, conventions, etc.
5. If you are a member, set up displays at their conventions. Imagine the effect of a portable layout at the annual B&O Historical Society Convention featuring the many S scale B&O painted locos and rolling stock commercially available. Ditto for Santa Fe, SP, B&M, Milwaukee Road, Pennsylvania, etc. Here is where the ideal size can sell itself when compared to those puny HO and N models.
6. Enter S models into contests.

I hope to be able to attend a B&O Historical Society convention and display some models myself, but cur-

continued on page 21

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (www.americanmodels.com) has surprised the S community again with the announcement of production of the GE U25B diesel locomotive. There were 476 of these 4-wheel truck diesels built from 1960-1966. They ranged in horsepower from 2500 to 2750. Road names include: CB&Q (red and gray), C&O, EL, Frisco, Rock Island, NH, GN, SF and SP (bloody nose). Features are sprung drive system with "Gription" traction wheels, LED directional headlights and die-cast frame. Single AC Flyer compatible units are \$209.95 or 2 for \$399.95. DC versions (scale and hi-rail) are \$20 and \$30 less, respectively. The rumor from October came true. AM now has a 70-ton triple bay hopper available for \$37.95. So far, the only road name is the Reading Blue Coal scheme.

DES PLAINES HOBBIES (www.desplaineshobbies.com or see the SHS catalog). Shown in the SHS catalog are several offerings coming from S Scale America including the new USRA composite drop-bottom gondola. Also listed, but not shown are the coal porter (\$44.98), FMC 50' single and double door exterior post box car, a Pullman Standard single door exterior post boxcar and an Evans 53' double plug door car.

GREENBRIER RAILROAD MODELS (Box 4021, Star City, WV 26504 - 304-599-5998) is hoping to release a brass 2-truck 50-ton Climax in standard S and Sn3. Price is estimated at \$1500 to \$1600. A deposit of \$400 is requested with a late summer or fall 2004 delivery date.

JASON'S BRASS POLES (1337 Laura Dr., Lorain, OH 44053) now lists S brass lamp posts in its line.

These are old-style ornamental types perfect for railroad depots and streets. They come assembled and painted green or gray. \$4 each or 3 for \$11. Bulbs included. HO bulbs are either 1.5 or 12 volts. Probably same for S.

KASLO SHOPS (www.kasloshops.com). Besides the long Budd passenger car project, Kaslo is working on a PRR N5C caboose and a cylindrical covered hopper (Canadian design). The N5C is about 3 to 4 months away. The hopper won't start until after the caboose project says John Whitmore.

LIONEL LLC (www.lionel.com) shows 10 pages of mostly new American Flyer items in the Vol. I 2004 catalog. OK here goes with rolling stock: GN (red Reading style) caboose, \$69.99; SF walking brakeman boxcar, \$69.99; PRR depressed center flat with searchlight, \$69.99; Moe & Joe flat, \$69.99; PFE piggyback flat with 2 trailers, \$49.99; Newquick chemical tank, \$54.99; SP boxcar, \$49.99; GN (blue) bulkhead flat, \$49.99; Hooker 3-dome tankcar, \$49.99; NP (gray) plugdoor refrigerator car, \$49.99; NYC (jade green) dep. center cable reel flat, \$59.99; Campbell Soup chemical car, \$54.99; NYC crane car, \$69.99; NYC boom work caboose car, \$49.99.

Now - a work train and locos: An all-Southern work train set features green Baldwin switcher, hopper, wheel flat, crane and work caboose for \$449.99. Besides the already announced 2-8-2s Lionel is making available the Baldwin switcher in NYC (black) paint and the EP-5 in GN orange, \$249.99 each.

New accessories: Piggyback

loader, \$69.99; operating vibrating cattle loader with MP stock car, \$149.99; handcar with metal handcar shed, \$99.99; #785 coal loader, \$149.99; #583A Electromagnetic crane (old tin style), \$249.99. I also understand that the 2-8-2s won't be available until Nov., but sales are reported high.

MOUNTAINEER PRECISION PRODUCTS (6466 Ridgewood Ct., Florence, KY 41042 - www.mpp-models.com) has a #301S house added to its laser kits. Price is \$45 each.

MRC (Port Lines and other dealers) has a new AC transformer which is dual control, 270 watts, 7 amps and includes twin voltmeters. It also has whistle/horn and bell controls. Mid-2004 delivery, \$330.

NASG LONG PULLMANS (Special run of American Models long Pullmans). See ad this issue.

PENNSYLVANIA HERITAGE MODELS (www.paheritagemodels.com) will have a true S scale two-truck trolley available.

S HELPER SERVICE (www.showcaseline.com) has a few surprises in their 15th anniversary catalog (included with this issue). The E7s look like they'll really happen. Roadnames will be RI, BAR, B&O, C&O, SP (Daylight), NYC, PRR (green and Tuscan), UP, Seaboard and undec. Prices will start at \$249.95 less sound. Next surprise is the International Car Company bay window caboose. These will have the usual SHS treatment including interiors. Schemes: B&O (blue), C&NW, Chessie, Conrail, EL, P&LE, Rock (baby blue), SP, UP and Undec. Price - \$69.95. And yet a 4th version of the 50-ton

USRA hopper. This time it's the steel rib side ones coming in the following paint - B&O, CNJ, CB&Q, International Harvester, L&N, NYC, NH, NYO&W, PRR (red), Peabody, N&W, Reading and undec (red or black). \$39.95 each or \$99.95 for a 3 car (diff. #s set).

SnS (3239 Pepperwood Dr., Boise, ID 83704). Steve and company have a volume VII video now available. This one includes lots of layouts and three train shows including the NASG convention in Wisconsin. VHS Tape is \$14 or \$15 for DVD - includes S&H.

S/Sn3 MODELING GUIDE (P.O. Box 56, Somerville, NJ 08876 - www.modelingguide.com) has the 2004 S calendar available. The all color calendar includes 12 full- page photos of S and Sn3 model railroads plus calendar date pages. Winners of a photo contest run by the *S/Sn3 Modeling Guide* and judged by Pat Turner fill the calendar pages. Price is \$17.95 plus \$2.85 S&H.

TOMALCO (New Owner - Larry Morton, 128 Conifer Lane, Hurley, NY 12443 - 845-339-4588) Larry has purchased the standard gauge Tomalco line of track and turnouts from Bob McCarthy (Bob had unexpected health problems). Larry has weathered code 100 flex track, #5 wye, #6 #8 #10 right and left turnouts and should have #4 and 5 turnouts by now. Please contact Larry if you have immediate needs. Larry did not purchase the loco detail parts. Bob still has these for sale - plus 4 RR NYC H10B Mikes and some PRS car kits for sale: 803-429-1811.



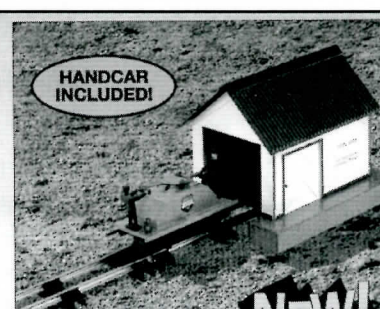
#23830 Piggyback Unloader and Flatcar

Load and unload your piggyback trailers with the Piggyback Unloader. Position the flatcar beneath the structure, and the trailers are transferred to the ramp or positioned on the car.

FEATURES:

- Flatcar with two trailers
- Metal ramps
- Dimensions: 2 1/4" x 2 1/4" x 16"

[6-49818] \$69.99



HANDCAR INCLUDED!

NEW!

#771 Operating Stockyard

Herd the cattle figures through the stockyard and onto the awaiting #736 Operating Stock Car.

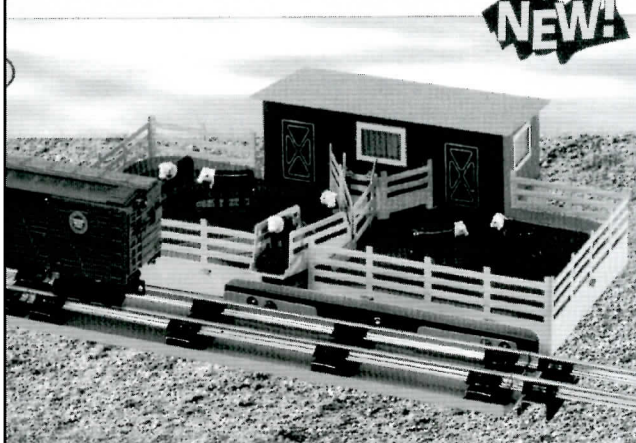
STOCK CAR FEATURES:

- Cattle figures travel through the car
- Vibrating motor
- Opening doors
- Metal frame

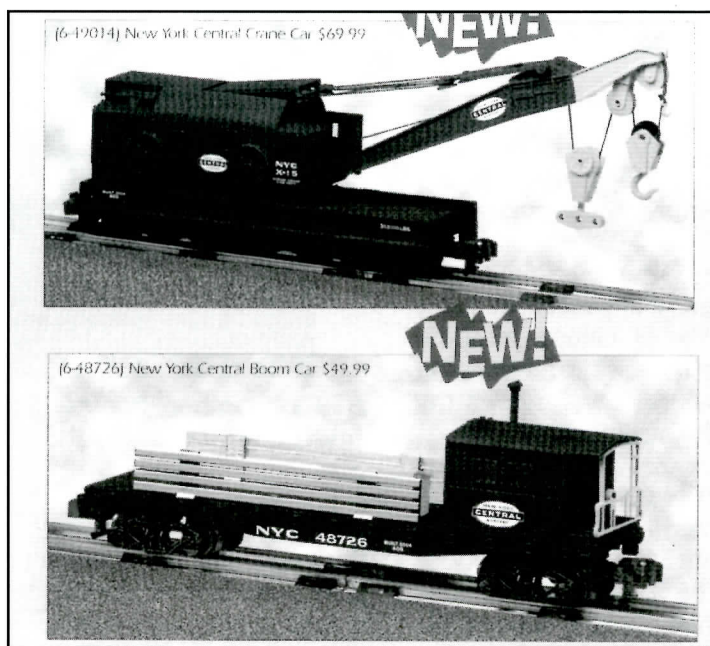
STOCKYARD FEATURES:

- Metal platform
- Metal frame
- Eight cows
- Dimensions: 10 1/4" x 10 3/8" x 2 1/8"

[6-49816] \$149.99



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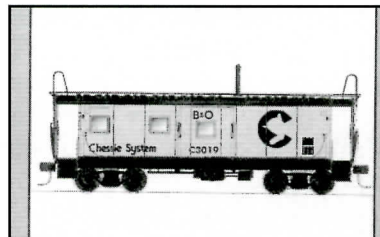
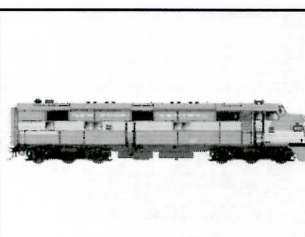
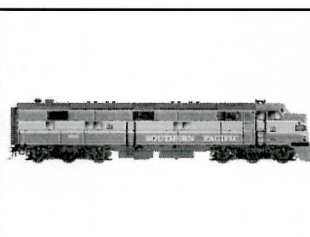
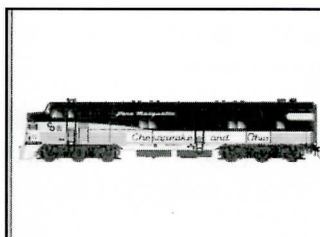


[6-49814] New York Central Crane Car \$69.99



[6-48726] New York Central Boom Car \$49.99

Above are excerpts from the AF pages of the Vol. 1 2004 Lionel catalog.



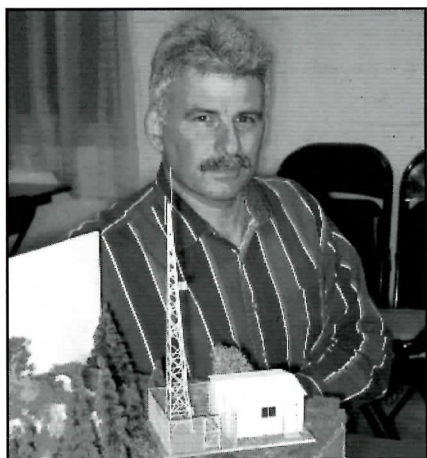
S Helper Service had a few surprises in the 2004 catalog including the E7s and the International Car Co. Bay Window caboose.

THE NASG S SCALE AARMCO BUILDING

One Modeling Idea

By Greg Berndston - Photos by Michael McConnell

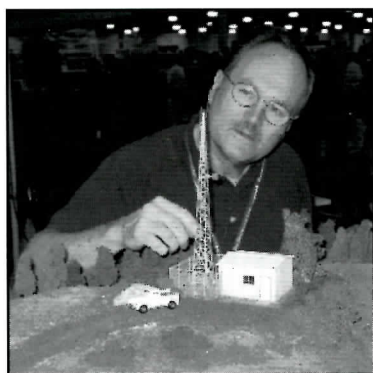
Recently I was asked by Michael McConnell of the South Jersey S Gaugers if I would be interested in constructing the new S scale Aarmco prefab metal sided building introduced through the NASG. Naturally I wanted to have an



Greg Berndston

of the building could be customized to fit a number of different uses by utilizing an additive panel system, thereby allowing the building to be made larger or smaller depending on the space required. That is how I approached using this kit. The image that I had in my mind was of one those buildings that you could find along side a radio, TV or airport radar tower. When I mentioned my idea to Mike, he readily agreed that it would be a good addition for the club layout and in fact he had an HO brass radio tower that scaled out to about 45ft in S that could be used for the project.

So with the image in mind, the first step involved cutting about nine



SJSG member Wayne Schneyer fits the building into the club layout.

and half feet from the long sides of the building. The detailing on each side had seam lines depicting where the panels would join, so these were used as a cutting guide. Once the sides were cut and adjusted, the four walls were glued together using liquid glue while carefully making sure the corners were square. A styrene base .010 thick was then glued onto a 1/8th inch thick Masonite base that measured 4 1/2 inches by 6 3/4 inches. Then some locator tabs were glued onto the base piece which would be used so that the building can sit properly, as if on a

concrete slab. I also wanted the building to be removable from the base to allow access to a battery box.

The window on the end wall panel was converted to an electrical panel with the addition of a simulated metal hood made out of .020 styrene pieces. The window on the front wall with the door had a window frame added made from .020 by .030 styrene strips.

Next to be applied were the roof panels. However, I felt the overhang of the roof panels would be too much for this type of building, so I cut them back. These were also attached with the liquid glue. Once this was done, the interior of the building was spray painted flat black. Then a piece of clear styrene was glued to the window frame.

The exterior sides of the building were spray painted using Testor's 'Fifties Aqua' enamel paint. The roof, door and metal hood were spray painted flat white. Once dry the entire building was sprayed with Testor's Dullcoat to seal it, then it was weathered with washes and dry brushing.

The brass tower is a Sheepscot Scale Products kit and was assembled as per kit directions. I wanted to get more height to make it more appropriate for our scale. Fortunately, being a bit of a pack rat, I had in my parts box the lattice escape tower structure from a scale model rocket kit I made years ago. As luck would have it, it could be grafted perfectly onto the bottom of the brass tower to give the added height. This was done using super glue. The extra antennas and microwave receiver was then added by soldering onto the tower. The entire tower was spray painted Testors German Silver.

Since this would be a visible piece that stands 65 scale feet tall and could draw attention to the layout, I wanted to give it something that would add a little more life. That's when the idea of copying what is

opportunity to see what all the buzz was about, so I readily agreed. Michael turned the kit over to me after a club meeting.

Most of the comments about this kit have already appeared in some of the popular S Gauge publications. So at the risk of repeating some of these reviews, here is my opinion of the structure.

The kit itself is very cleanly molded with no flash or imperfections. Even the long flat building sides weren't warped. This kit contains six major pieces, the four walls and two roof panels. One thing that I did note were the large knockout bosses created by the molding process that were located on the backsides of each piece. These would be an issue if one were to try to glue "window glass" at the window openings without cutting them away.

The real challenge would be how to make use of this building. In the real world, the basic construction

done on real towers came to mind..... adding a blinking red light. To achieve this, I salvaged a blinking light battery box from a Christmas decoration and ran the wires under the building and up the inside of the tower. One wire was soldered to the brass leg of the tower. The other was soldered to a leg of a small red LED light mounted at the top of the tower. The other leg of the LED was in turn soldered to the brass tower. The result is that when the switch on the battery box is turned on the LED will blink on and off continuously to warn all those low flying S scale planes.

To complete the illusion, an electrical box was glued to the towers side with umbilical wires superglued from this box to a support frame and then bent so that they end inside the metal hood of the building wall.

A concrete pad was placed where the door is and ground cover was added. A thin layer of Sculptamold was used to achieve this. When the Sculptamold was dry, it was painted an earth color and while the paint was still wet, it had sifted dirt and static grass shaken over it. Woodland Scenics ground foam was glued on to simulate weeds and tall grass.

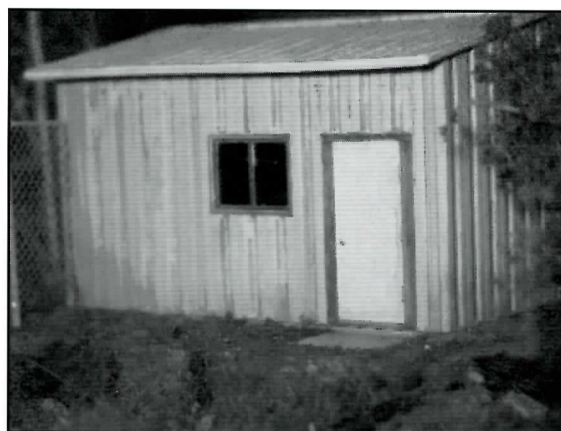
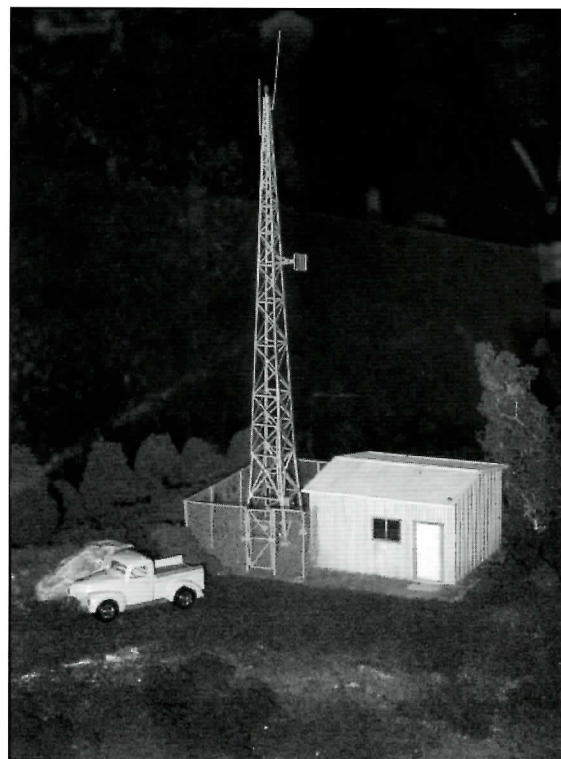
Lastly a chain link fence to surround the tower was built. This measures 8 scale feet tall and was done by supergluing 1/16 inch thick styrene rod to the base, then capping with lengths of .030 styrene rod on the top. Wedding veil mesh was then superglued onto this frame creating the fence look. The gate is made in a similar manner using .030 styrene rod and then glued onto the fence post. The fence was completed by spray painting with a primer grey color. If you look close you'll even be able to see the padlock that

keeps things secure!

Overall I found that this to be a very versatile kit that is only limited by your imagination. The detailing is very good and makes it easy to either add or subtract lengths to allow for customization. This is only one rendition, another possible rendition would be to join two NASG kits together to make a machine shop, a tack or blacksmith's shop. I'm sure you'll be able to come up with many other choices - the NASG kit lends itself well to a little imagination.

Biography:

Greg Berndtson has been involved as a product designer for the toy and juvenile product industries for over 25 years. Like many in our hobby, he rediscovered the American Flyer trains from his childhood. Combining a love of trains, modeling and using a designer's creative eye, Greg enjoys building models for the South Jersey S Gaugers club and for his own layout.



Top - The completed building and attached scenery can drop in place on the SJSG club layout. Middle - Close up of the building detail in the front door area. Bottom - Chain link fence detail as described in the article. Cover photo shows color scheme and overall building and tower base.



TOWARDS A NEW PENN CREEK VALLEY

Part II by Sam Powell

ARTISTIC CONSIDERATIONS

Visually stimulating...

I want a layout with visual diversity, and complexity. I don't want to see the entire layout with a single sweep of the eyes, and I want more than one type of topography. Partly this is to heighten the sense that the trains are really going somewhere, and partly for purely artistic reasons.

Keep 'em guessing...

Good movies, good books, good plays, and good music, always keep you guessing a little as to what is happening next. This keeps the reader or spectator's interest up. I am not engaged or compelled by movies where I know the ending almost from the beginning. I end up tapping my toes, and bouncing my knees in nervous anticipation of when I can get up and leave without annoying the other patrons. I feel a well designed model railroad will take advantage of this basic artistic principle. In my opinion, viewers should have to walk around and actively look from place to place, in, around, and behind, and then ask questions. Achieving visual mystery is hard, but not impossible to do with a small layout, and with a simple around-the-wall layout.

This need to look around protruding bits of layout is more a function of curve radius as compared to room size than of the actual size of the room. Allowing only partial view of the layout at one time can be created by view blocks of some sort, by extending peninsulas out into the room, or moving from room to room if more than one room is available. View blocks down the center of a long island can easily limit the amount of a layout seen at one time. For this reason, the peninsula design ends up being a very attractive design

consideration, and one which I decided to go for.

Keeping the trains mostly visible

View blocks can be used to divide a long scene into two short ones, but this practice requires great care to make convincing, and it covers some of our track. Covering some of the track is a good thing, but can go too far easily. We need to be careful to not cover too much track, for both artistic and practical reasons. A train off the track in a long tunnel is annoying to both modelers and the real railroads. Get too much track covered with scenery, and you begin to feel like you are modeling a subway system. This can make you wonder why you bothered detailing those locos and cars so carefully.

Around-the-wall or island design?

Around-the-wall designs allow us to get the most track in a given space. It makes it impossible to see the entire thing at once, and there will be no place where the scenery ends abruptly. Thus, our miniature world seems to flow seamlessly from scene to scene, thereby enhancing the sense of reality. The major minus: duckunders. Unless you have a stairway coming into the center of the room, you will need to get under the layout somewhere to gain access to it. I'm not getting any younger, so a traditional around the room design, with it's duckunder is out of the question.

Is 'S' too big? One of the few drawbacks in S is that a scene can get too deep to reach into for maintenance. Scenes that work well in HO can get a bit too deep in S. So you have to be careful when designing an S layout around the wall to keep the benchwork reasonable in depth. I think 30" is stretching it a bit, but OK. A further drawback to the around-the-

wall design is that they may not be as stable structurally as their wider island style brothers will be, unless fastened to the wall. Remembering my design criterion of not permanently fastening anything to the house, this presented an engineering problem addressed in the section on construction. So here we are on the horns of a dilemma. Island or around the wall. No clear winner was in hand.

The best of both worlds!

But I wanted to eat my cake and have it too. I wanted the features of an around-the-wall design without its drawbacks. Maybe a compromise was possible. After studying the space carefully, it became apparent to me that I could build a loop to loop design, where the tracks that join the loops hug the wall. Both loops could extend into the room and function as islands: the perfect compromise? Maybe not perfect, but the end of the world only happens twice now in this layout design. The willing suspension of disbelief will have to cover for the design flaw here. One of the loops could travel around the major freight terminal, while the other one is home to a major switching town.

VERDICT: A loop to loop design that hugs the wall between loops, with scene divider down the center of each loop.

CHOOSING STANDARDS FOR THE LAYOUT:

The standards for any new layout will be determined by the type of equipment one wants to run, and the space available to make a full radius turn. This is partly practical, and partly artistic in nature. What will work, and how much compromise will you be willing to accept? How tight a curve can you force equipment into without it

coming off the track, and how much overhang of long equipment like EMD E units and 80 foot passenger cars are you willing to tolerate on curves.

For starters, all my equipment is scale, and it is a forgone conclusion that the new layout will be also. I have accumulated some pieces of long equipment over the years, which should have 42" or larger radius curves: one EMD E-7 and a number of 80-foot passenger cars. Some of them have been prize winners in previous NASG contests, so cutting them from the roster would be no small consideration.

I purchased some flex track, bent several different radii of curves with it, placed passenger cars on the track and tried to imagine how I would feel watching model passenger trains rounding the bend on each size radii. How I felt about their appearance would determine the kind of layout I could put into the space. It would also dictate the nature of equipment that would operate on the layout in the future. I studied radii from 30" to 42". Passenger equipment was out of the question for 30" radius. 80' cars needed 42" radius to look acceptable to me, and short passenger cars needed 36" radius to look acceptable.

A peninsula sets the minimum radius. To bring a peninsula into the room with a wall hugging circle the room must be double the width of the minimum radius, plus the width of the around the wall bench work, plus the width of aiseways. For example: consider a room 13' wide that you are trying to extend a peninsula of track into. Let's set the bench work size down both sides at 2' each (a total of 4') and an 18" aisleway down both sides of the peninsula. If you subtract the combined aisle width of 3 feet and the around the wall bench work of 4 feet from the 13 feet total, that will leave six feet for your peninsula width, or 36"

radius. You will also lose a little aisleway to any scenery that extends beyond the edge of the track. Since both my layout spaces were 13' wide, a peninsula coming into the room would require, 36" minimum radius. The question was, could I live without the long passenger cars?

Standards emerge...

What emerged from this investigation was a decision that 36" radius curves were acceptable, and that I would, and could retire my long passenger equipment if the layout space and my desire for complexity in operation pushed me in that direction. I was told by friends that #6 switches would handle even the largest equipment, but that they look better on #8s. I also tried a number of different manufacturers of ready to run track, including flex track and S Helpers track, and concluded that I would probably hand lay a fair amount of track once again, mostly for the variety of turnout configurations handlaid track affords. I am not opposed to flex track, and it will show up in the layout, with proper considerations for painting and weathering to keep the appearance similar from track type to track type.

VERDICT: Minimum radius of 36" and probably shorty passenger cars.

CHOOSING THE LAYOUT SPACE:

I took this information and went to the drawing board to see how each available layout space would stack up. I have two places for a layout available, one in the basement of the house, and one in my old piano shop out back. Both spaces offered about the same width room, and thus neither space offered any layout design advantage over the other. The piano shop is 13X29. And the basement (what's left of it), is an L shaped space. It started life as a room 25 X 32 square with a 14'X18' square taken out for a stairway and laundry room. While it would be possible to sneak track into both the

laundry room, and under the stairs, family politics deemed that unwise. This leaves the space 25'X14' along one leg, with an odd shaped 10'X9'X12' triangle 'addition off one end.

Burning the midnight oil.

I drew many, many track plans for the old Piano Shop space, and couldn't really make my peace with most of them. The door way into the building, while in the corner, did require a duck under of some sort if the full room was to be used. In order to eliminate duck unders from the old piano shop space, I had to seriously reduce the actual layout space. An alternative was to enter from the lower floor, (not in and of itself a bad idea), and come upstairs into what could have been the interior of an around the wall layout.. While I consider this ideal in some cases, here the layout would have had to travel around the back side of the stairwell, leaving some or the track unreachable for maintenance, and then through the bathroom. Some how or other, I couldn't quite make my peace with trains running through the bathroom. Combine this with the fact that mice would raise heck in there if I wasn't around every day, plus, it was a trek back to the old piano shop, thereby limiting impromptu sessions on the layout. The old piano shop thus bit the dust as a layout space alternative.

We have a winner. The basement, while not ideal, is mostly critter controlled, climate controlled, and as handy as a walk down one flight of stairs. With the space settled on, I started looking at the space itself, to try and fit a track plan into the confines of the basement that didn't violate any of my standards. I decided to outline a number of basic track plans to see which ones would come the closest to meeting the list of do's and don'ts that had emerged.

VERDICT: The basement was it. It was handy, and the piano shop

showed no clear design advantage.

MAINTENANCE CONSIDERATIONS:

Where model railroads are concerned "cleanliness is next to Godliness". You can't keep it too clean, period. The cleaner it is, the better it looks, and the better it runs.

- **Major construction off site.** I am lucky to have a garage, away from the layout room where the major woodworking can take place.

- **Run airfilters.** I have two air purifiers that run all the time. No kidding.

- **No plaster scenery.** I don't care how good it looks. I hate what it does to track.

- **Minimum of covered track.** Any covered track will be accessible by lifting removable scenery modules.

- **Color coded wiring.** Believe it or not, I did not stick to this last time. This is a no brainer, (I got my brain back), and this must be adhered to.

- **Track cleaning cars.** I haven't sorted this one out yet, but there are several being currently advertised, and a good one is worth the money.

LOCOMOTIVE CONTROL AND WIRING: DCC is the thing

The old Penn Creek Valley had Dynatrol carrier control. It was the forerunner of modern carrier control in the sense that before NMRA's DCC standards it was the most reliable system. It got people hooked. It was to DCC what Mac was to Windows. It is more or less obsolete now, owing to it's lack of features and limitation of available channels for locomotives. I will be putting DCC of some kind into the PCV. If I am feeling ambitious and rich, I might venture into the sound and light realm of DCC. For that reason, only minimal block controls for the purpose of trouble shooting will be installed. All track busses will be wired with #12

wiring that has a standard color of black and red. Switches will be ground throws wherever possible, to cut down on the maintenance of machines. Remember, I lived with the old PCV for 25 years. I know that if things can break, they will. I will light structures where it is easy to do. I did very little of this in the past, and would like to do more this go 'round.

CONSTRUCTION DETAILS:

The table.

As I said earlier, the layout is built on what amounts to custom built hollow-core doors. This approach takes considerable planning, as I don't want my 1"X 2" core spacers to fall under a turnout. I first carefully drew the track plan life size on craft paper in place on the floor. From this plan I could calculate joints in the layout where it would come apart for moving, and locate core spacer locations. The plan was then cut into separate pieces representing the various modules of the layout. The craft paper plan for each section was then traced onto two pieces of clamped together 1/2" Luan plywood, and both were cut out at the same time. 1"X 2" core spacers were then sandwiched between the plywood side panels, and these were glued and screwed together. Leg units were made of the same 1"X 2" lumber, screwed together in an 'L' girder for strength. These are detachable, just the way modular layouts legs are. All was braced with diagonal braces for stiffness. After setting up the first units, I discovered floors are not really level, and have thus added leveling screws to subsequent units.

Roadbed The track roadbed is made of the same 1/2" plywood, cut with a scroll saw, and beveled on the edges with a hand-held grinder sander. Templates for the roadbed were cut right out of the life sized craft paper plan. Once the road bed is cut out, the original plan is essentially gone. Making the roadbed is messy work, but goes quickly and is done outdoors or in

the garage to keep the mess out of the layout room. The roadbed is then assembled on the table top just like snap track, and then glued down with yellow glue. To date, the trackwork has been a combination of hand laid track, Tomalco flex track, and old Miller tie strip I had around from years ago. So far the trains have run pretty well. The flex track has a little more 'bump' at the joints on curves. I make these meet now over wooden ties, but they still are not as smooth as hand-laid track.

Styrene scenery.

I love this stuff. I am learning how to make it look like all kinds of terrain. It is not quite as convincing as plaster in that it doesn't crumble and crack like rocks in the real world do, and it doesn't take stain colors as subtly, but I am learning how to get around those problems with a hot knife and paints. Foam scenery is lightweight, cheap, easily movable, and very clean.

Finishing one section at a time.

Another new idea I am trying this go 'round is finishing one section of the railroad at a time. My friend David Hughs in Baltimore has been building his model railroad this way, and it seemed appealing. This approach avoids the boredom of doing nothing but benchwork for years, and then nothing but track for years, and then nothing but wiring for years, etc. There is still some delayed gratification, as the golden spike will still be years away, but in the mean time there is the satisfaction of seeing something completed right away.

AVOIDING THE NEGATIVE:

I have made a few compromises from my original list of pitfalls to be avoided. Here is how the tally goes to date.

1. No duckunders. So far this has worked out well. No duckunders in this design.

2. No plaster near scenery. This will be adhered to.

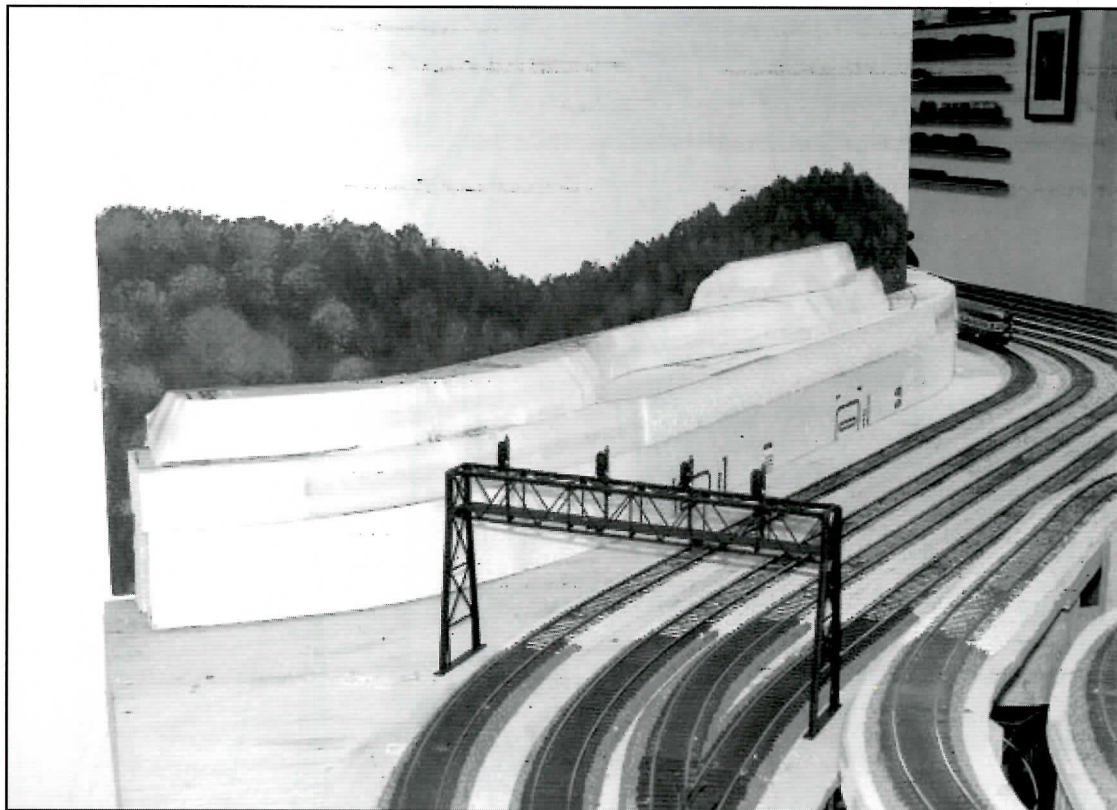
3. No inaccessible track. This is true of the current design, and will

12. More stable sub roadbed. I think this is true also. Only time will tell if it really is, but early signs are good.

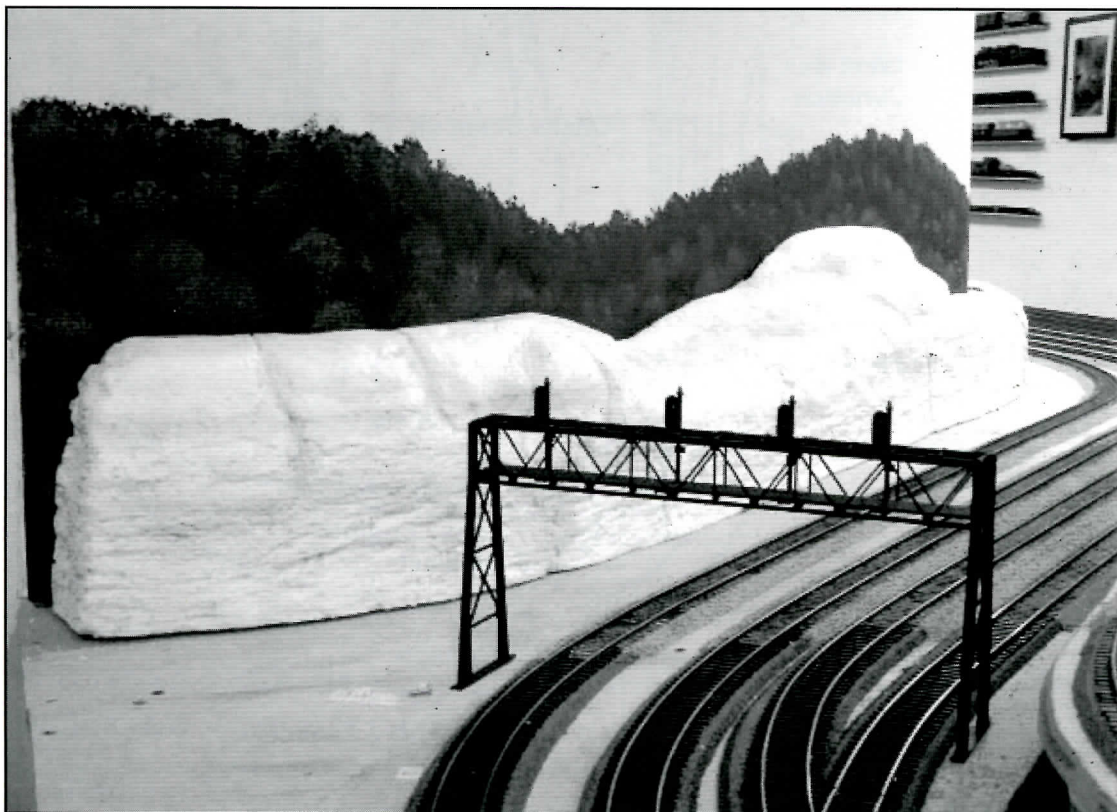
REMOVABLE FOAM SCENERY MODULES

By Carl Tuveson Photos by the author

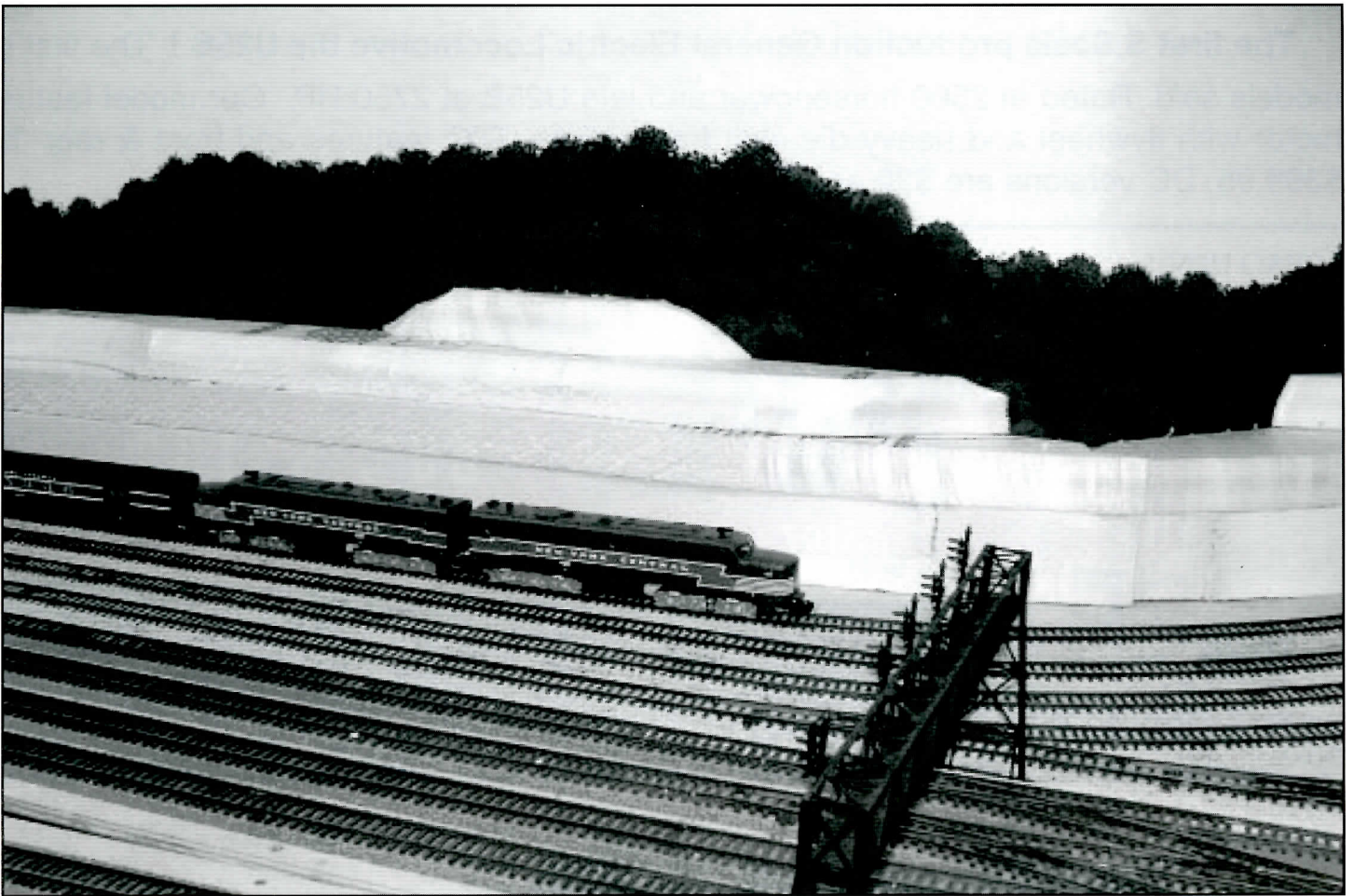
This is my first attempt at carving foam scenery. Due to the limited access of the location of this section of the layout I chose to make the scenery in three removable modules that will be completed off of the layout and dropped in place.



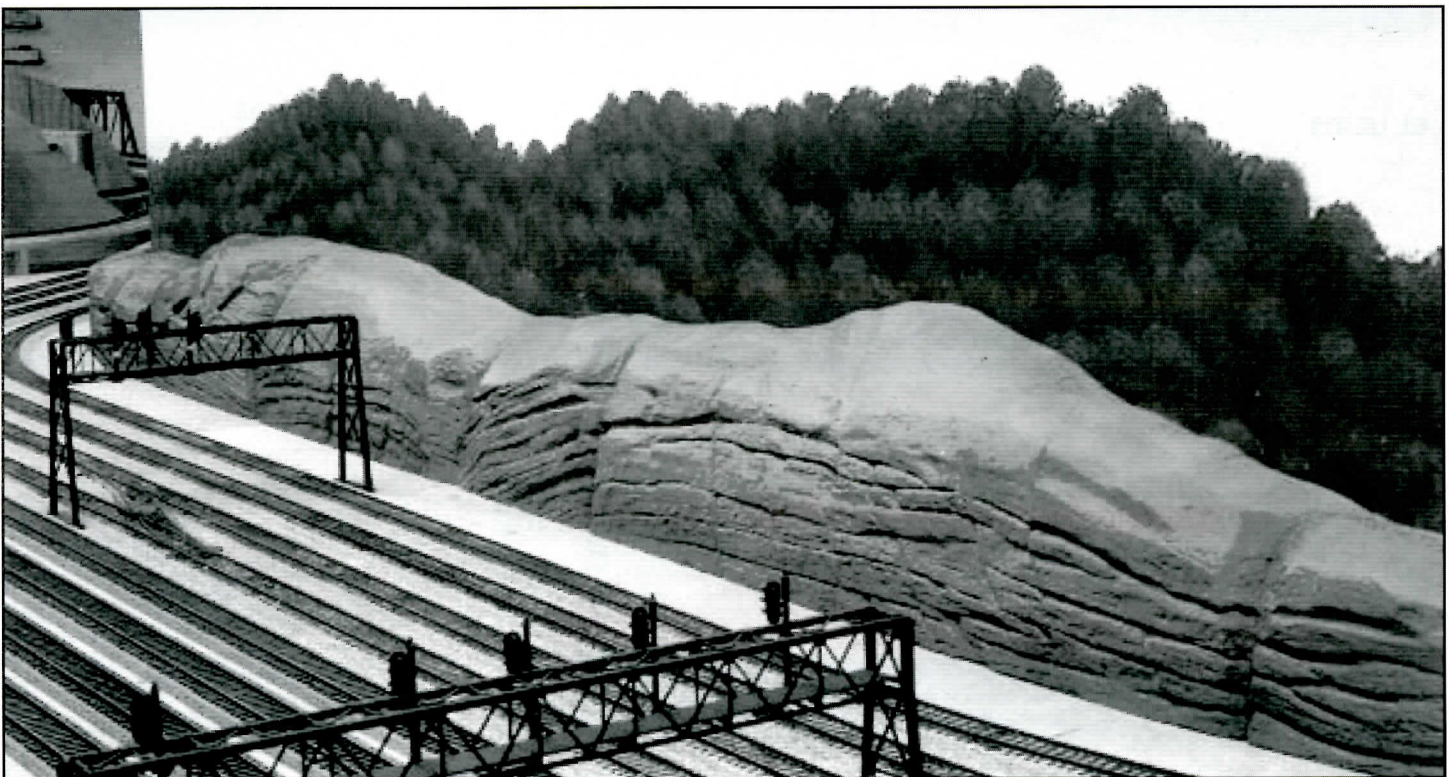
This is the west end with rough cut foam blocks pushed against the painted backdrop.



This is the same section with the seams filled in with a paper mache mix for the first coat and then a drywall mud finish coat.



Above is another view of the rough cut foam blocks stacked to form a bluff. The basic blue or pink insulation usually comes in 4' x 8' sheets. This is dense construction grade foam, not the beaded white stuff. It cuts easily with the tools mentioned or by hand with hacksaws, drywall knives and the like. Foam can be glued together with Liquid Nails (or similar) "foam" glue. Below - Semi-finished scenery bluff with basic paint covering.



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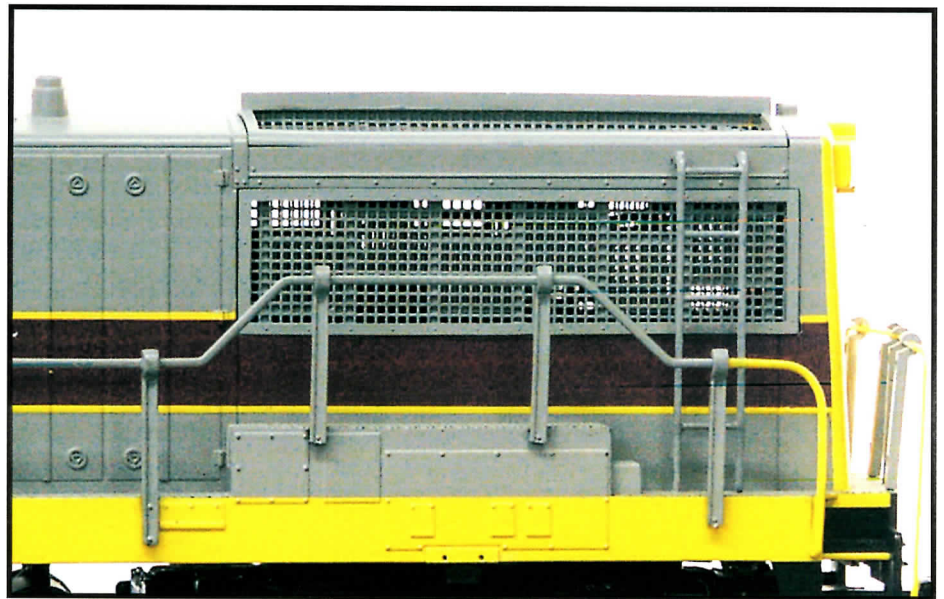
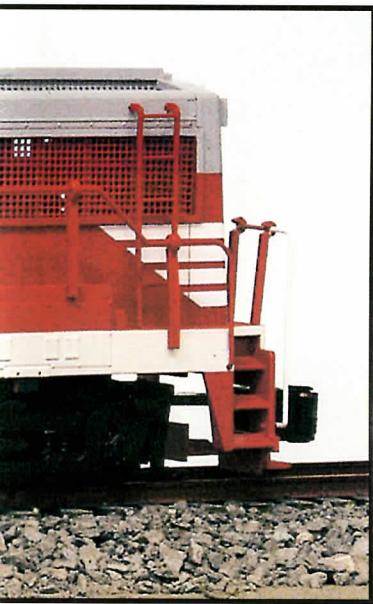
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AT&SF U2508



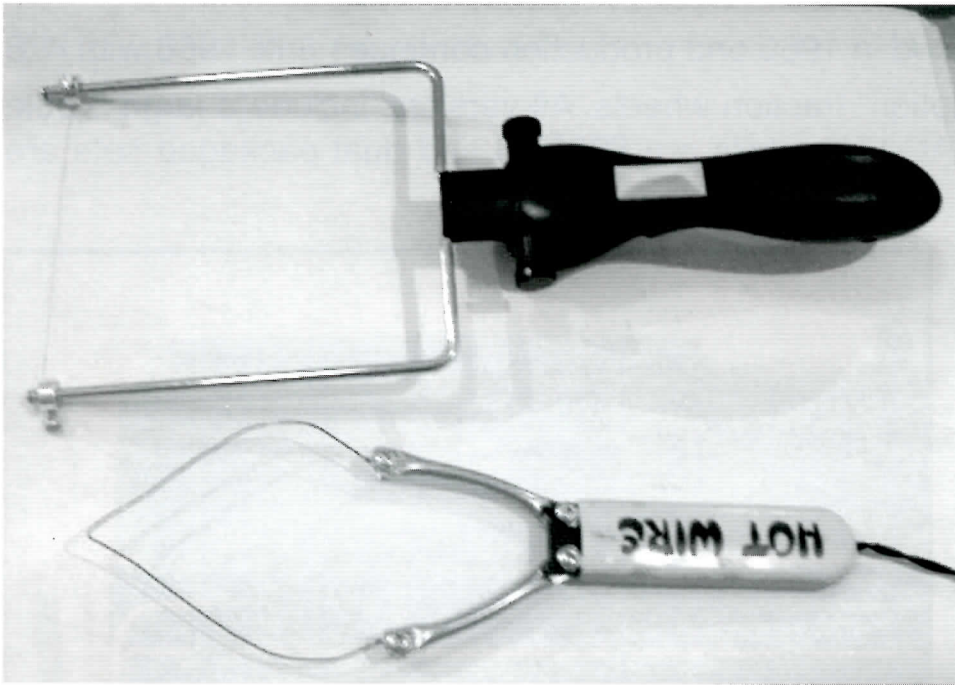
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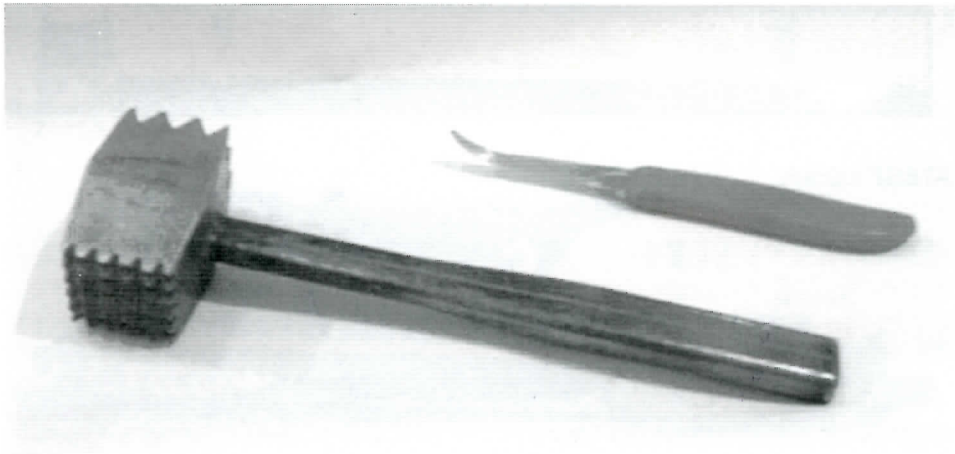
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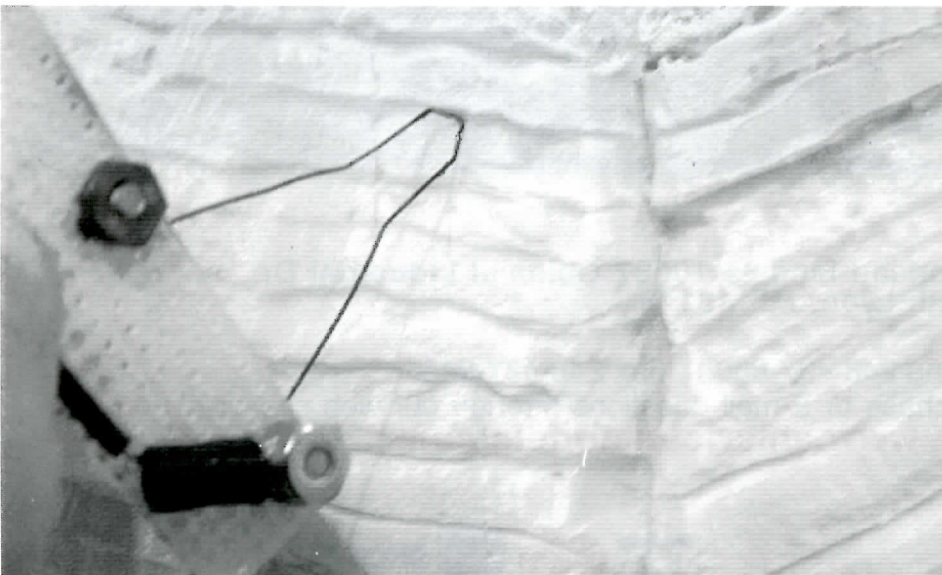




I used these commercail hotwire cutters. One is for block cuting, and the smaller cutter is used for rock carving.

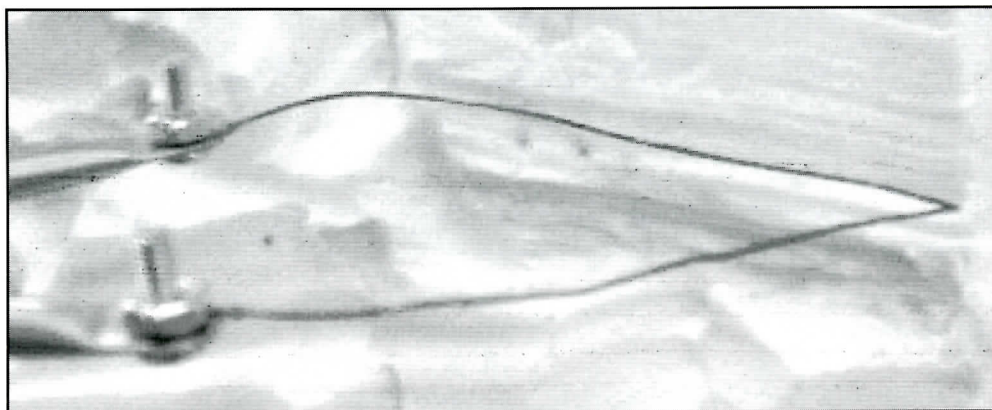


These are some other useful tools. My mother's meat tenderizer mallet is used to add texture by gently tapping surfaces in a random pattern. The other tool is a paring knife that I curved and sharpened on both edges to use for detail carving.



This home-made cutter is used for detail work. It is made with .020 music wire and fiberglass vector board. It is powered with a Lionel 1033 transformer set at it's lowest variable setting. This stiff wire cutter can be used for carving strata.

This stiff wire cutter is great for making sedimentary rock.



Below - This is the back side of a portable section of scenery which uses a 2 x 4 for stiffness.



This shows the east end of the bluff with seams filled in and basic carving done.



Photos by the author.

The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

An American Narrow Gauge Chronology

The following is a chronology of some events in the history of narrow gauge railroads in the United States. It is not at all comprehensive, but a listing of some general events, and some specific railroad events for railroad that are more modeled by those in Sn3. The most commonly modeled eras are the 1930's and later, however, this was really the end of the narrow gauge era in the United States. The real "heyday" of narrow gauge railroads was the early 1880s. Unless noted, all railroads mentioned are 3' gauge and only common carrier railroads are covered.

1860s - Early narrow gauge experiments (mainly elsewhere in the world).

1863 - Festinog Railway (Wales) started using steam locomotives on a former horse-drawn tramway and becomes a successful narrow gauge railroad (1'-11-1/2" gauge)

1870s - Narrow gauge movement starts and grows.

1870 - General William Jackson Palmer visits the Festinog Railway and talks to Robert Fairlie, a proponent of narrow gauge railways.

1871 - Work started on the Denver & Rio Grande, which was immediately successful. This railroad is run by General Palmer.

1872 - National Narrow Gauge Railway Convention in St. Louis. This convention was supposed to develop standards for narrow gauge railroads.

1872 - D&RG reaches Pueblo, Colorado, 120 miles from Denver.

1873 - Denver, South Park and Pacific starts construction.

1877 - Colorado Central completed after 8 years of starts and stops.

1877 - Billerica & Bedford

Railroad starts operation in Massachusetts (2' gauge).

1878 - Billerica & Bedford Railroad ends service.

1878 - National Narrow Gauge Convention of 1878.

1878 - Sandy River Railroad (2' gauge) started in Maine with equipment acquired from the Billerica & Bedford.

1878-1883 - Narrow gauge fever era, peak building years of narrow gauge railroads.

1882 - Denver, South Park & Pacific reaches Gunnison, Colorado by way of the Alpine Tunnel.

1883 - Narrow Gauge Trunk System fails. With this failure ends any hope of a national narrow gauge system.

1885 - Peak narrow gauge mileage in service, 11,699 miles, or about 9% of total rail mileage.

1887 - Peak narrow gauge mileage on D&RG, 1673 miles plus 160 3-rail miles.

Late 1880's through early 1890's - Large scale conversion of narrow gauge railroads to standard gauge, especially outside of Colorado. This results in a glut of used narrow gauge equipment.

1890 - Rio Grande Southern starts grading work.

1893 - Repeal of the Sherman Silver Purchase Act causing the collapse of the silver mining industry.

1897 - First American outside frame locomotive for the Oahu Railway in Hawaii.

1898 - White Pass & Yukon Railway starts construction.

1899 - White Pass & Yukon completed.

1899 - Colorado and Southern takes over the former Denver, South Park & Pacific and the Clear Creek railroads from current owner, Union Pacific.

1900 - Crystal River receives two 2-8-0 outside-frame locomotives. These are the first mainland United States outside-framed narrow gauge locomotives and later become the D&RGW C-21's.

1903 - Fifteen outside-framed, Vauclain compound 2-8-2's delivered to D&RGW by Baldwin with slop-baked tenders and Stephenson valve gear. These were the K-27's as originally built and the first narrow gauge 2-8-2's in the United States.

1907-1909 - Most the D&RGW K-27s were converted to single expansion with Walschaerts valve gear and standard tenders.

1908 - Sandy River & Rangeley Lakes formed from the Sandy River, Franklin & Magnetic, Kingfield & Dead River, and Phillips & Rangeley.

1911 - First East Broad Top 2-8-2 built by Baldwin (inside frame).

1919 - Montana Southern - Last new American narrow gauge railroad built.

1920 - Last East Broad Top 2-8-2 built by Baldwin (inside frame).

1923 - D&RGW receives ten K-28 2-8-2's from American Locomotive Company.

1925 - D&RGW receives ten K-36 2-8-2's from Baldwin.

1926 - Uintah receives the first 2-6-6-2T from Baldwin. The second is received in 1928.

1927 - East Broad Top gas-electric M-1 in service.

1928-1930 - D&RGW's Burnham shops produce ten K-37's using boilers from standard gauge 2-8-0's built in 1902.

1931 - 1936 - Rio Grande Southern builds the seven "Galloping Geese" motorcars.

1935 - Final run on the SR&RL in Maine.

1937 - Colorado & Southern abandons former Denver, South Park & Pacific except for Climax branch.

1941 - Former Colorado Central portion of Colorado & Southern ends service.

1943 - Colorado & Southern standard gauges its Climax, Colorado branch, the last remnant of its narrow gauge system.

1947 - White Pass & Yukon 2-8-2's #72 and #73 delivered from Baldwin. The last United States narrow gauge steam locomotive built.

1951 - End of passenger service on the D&RGW narrow gauge except for the Silverton branch.

1952 - End of operations for the Rio Grande Southern.

1956 - End of operations for the East Broad Top Railroad in Pennsylvania.

1956 - Monarch branch of

D&RGW converted to standard gauge.

1960 - East Broad Top partially restored for passenger excursions.

1964 - White Pass & Yukon completed dieselized with the "shovel-nosed" GE diesels.

1969 - White Pass & Yukon adds second generation (Alco) diesels.

1969 - End of D&RGW narrow gauge operations other than the Silverton Branch.

1981 - D&RGW sells Silverton Branch.

1982 - White Pass & Yukon shuts down due to mine closings.

1988 - White Pass & Yukon starts passenger excursion operations.

I may work on a freight car list in the future. As always, please write if the mood strikes.

Dave Heine (new address)

4126 Bayard St.

Easton, PA 18045

davesn3@rcn.com

Jeff's Jct. continued from page 5

rently time and distance preclude this. Former NASG president Alan Evans did this once, and I think Ed Kirstatter does enter S contest models at the society's conventions on occasion.

Yes, most societies would be looking for prototypically accurate models for contests, displays, etc., but a tinplate S display should be of interest as well. I think a nice display of AF B&O items (the Royal Blue, freight cars, etc.) would be a nice alternative display at a B&O convention. So let's think out of the box and utilize the prototype societies to show off our S stuff.

In a similar vein, the NASG, along with the Altoona Area Train Collectors Club, is going to participate with displays at the annual TCA convention in Pittsburgh in June to promote S. See NASG News. The Altoona Club will have their S hi-rail layout there, and the NASG will have tables with literature and static S models on display. This is the polar opposite of promoting to the historical societies, but the objective is similar - to show off S to the collector and toy train operator side of the hobby who may not be current with today's S offerings. Of course, there will be some preaching to the choir among the Flyer folks, but there's always the great mass of 3-railers to impress.

- Jeff

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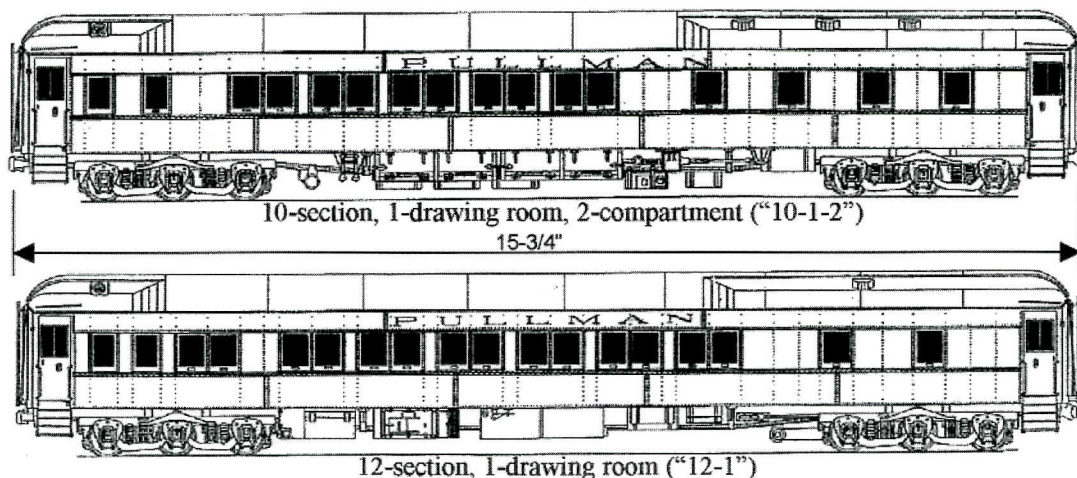
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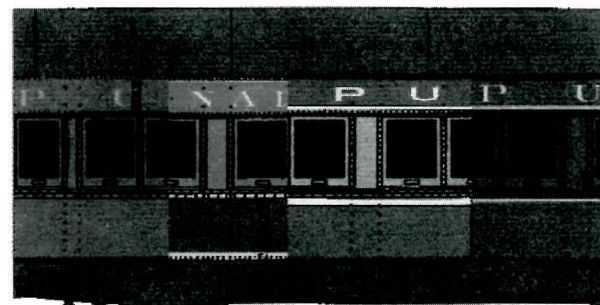
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THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** brought and set up their layout at the Railroad Hobby Show as sponsored by the Amherst Railway Society held annually at the Big E Fairgrounds in West Springfield, MA. On Feb. 7 & 8. The show is held in the Better Living Center, the Young Building, and the Stroh Building. The show features more than 35 operating layouts in various sizes including N, HO, S, O and G gauge. The **BSG** operates their layout at the show in an area where there are several S gauge dealers and vendors. S Helper Service had a large display and operating layout, and Doug Peck of the **BSG** had S products sold by the Port Lines Hobby Supplies that he operates. The **BSG** plan to display their layout at the two day Greenberg Show to be held at the Shriners Auditorium, Wilmington, MA.

The **Maine S Gaugers (MSG)** will have a website which is being set up by George Marcopulos. It will include photos of his layout and collection as well as other members as he receives info. Tom Stoltz edits the club newsletter; he made arrangements to have copies of the October *Dispatch* sent to several members of the Gene Fletcher family. Gene passed away last August and an article in that issue tells of Gene's S modeling background.

The **Canadian S Scale Quarterly (CSSQ)** is edited by Manfred Lesser, Parkhill Ontario, Canada. The newsletters include information from various members of the group. The group is coordinated by Alex Binkley. A recent newsletter issue included a description of the Canadian Assoc. of Railway Modelers (CARM) provided by John Johnstone. The

CARM is seeking members and requested that the modelers of the **CSSQ** consider joining up with them. The newsletter included a description of Kaslo Shops CNR wood caboose kit with its various cupola options and so on. Kaslo is also working on a Canadian style cylindrical grain hopper. There was also a photo of **CSSQ** members who attended the 2003 NMRA Maple Leaf convention.

The **Connecticut S Gaugers (CSG)** set up at a recent show with a layout that had 4 tracks upon which trains could run. Steve Kutash coordinated this effort. **CSG** president Bill Fuhrman brought along NASG sample magazines and S cars to be sold at a table manned by club members. The **CSG** will attend the West Springfield show at the Big E Fairgrounds on Feb. 7-8. Members will informally gather at the Bristol Club layout or the NASG table area. Craig O'Connell edit's the club newsletter.

The **Western New York S Scale Association (WNYSSA)** welcomed two new members, John Ondesko and Peter Seeloff, at the November meeting at the home of Ron Kemp. Club membership is now getting large enough to require a meeting coordinator, layout coordinator and a newsletter editor. Gregg Mummert presently edits the newsletter and coordinates activities. Gregg's Christmas layout was recently on the local TTOS layout tour. The club holiday party was held at the Old Red Mill Inn, Williamsville, NY, on Dec. 17. The club set up and operated their layout at the TTOS Train Show, held at the McKinley Park Inn, Blasdell, NY on Jan. 24-25. Gregg Mummert hosted the club in January.

The **South Jersey S Gaugers (SJSJG)** recently re-elected Joe Balcer as Treasurer and Michael McConnell as Vice President. Member Wayne Schneyer agreed to keep a list of tools needed for each work session on the new layout. Of course, that initiative got him immediately elected (or railroaded) into the position of Layout Committee Chairman. The club meets at the Stratford Senior Center, Stratford, NJ for their regular monthly meetings. The December holiday meeting was held at the home of Larry Gawlinski.

On Dec. 31 the **SJSJG** held a year-end junket to the Pennsylvania Railroad Museum in the Strasburg area. The club was recently the proud recipient of a one-of-a-kind S scale animated track crew. The display includes digital sound and animations created by Craig Willard of Willard Animations, Westhampton, NJ. The animated track crew unit was built as a drop-in module. It features Artista S scale figures and American Models code 148 track. There is an operating scale jack-hammer operator and welder. The welder cuts the track rail with an "operating arc welder and smoke." The module will be worked into the new layout. The club set up their "old" layout in December at the Riverton, NJ, Christmas Tour and the Ft. Washington, PA, Greenberg Show.

The 163rd meeting of the **Neshaminy Valley AF Club (NVAFC)** was held at Mike Ramsey's home and served as the holiday party. Recently, the club visited Bob Board's famous Flyer layout in the Lancaster, PA area and the O gauge layout of Fred Muntzer. Susan and Jim Duffy hosted the club members at their home for the January meeting. Joe Fisher will host in March.

The **North Penn S Gaugers (NPSG)** held their January meeting at the home of Mike Berus

and enjoyed his new train room and his "new" under-construction layout. Recent shows where the club displayed their layout were: East Greenville Firehouse Train Show, Dec. 7; Greenberg Show, Dec. 14-15; Traves Family Restaurant Train Show, end of Jan.; and Greenberg Show again on Feb. 14-15.

The Baltimore Area AF Club (BAAFC) held their December holiday meeting at Bullock's Family Restaurant, Westminster, MD, on Dec. 18. The dinner was followed by a talk by John Armstrong, the famous O scaler and track planner, entitled appropriately enough, "Track Planning for Realistic Operation." The BAAFC set up and operated their layout at no less than three events in December - Greenburg's, Timonium and at the TTOS meet. They also set their layout up on Dec. 20 at Johns Hopkins Hospital in Baltimore.

The Suncoast AF Enthusiasts (SAFE) participated in a Country Jamboree event last October held at the First Baptist Church of Indian Rocks in a large tent across from the church (remember this is Florida). The club has borrowed a trailer from the church to haul their layout to past events, so they were pleased to be able to participate. Member Rich Brown is recovering from surgery and is doing well at last report. The club is ordering golf shirts with a collar and with or without a pocket. Rich is coordinating the shirt order. The shirts will be yellow with blue lettering and the letters **SAFE** on the pocket area. Baseball caps are also being ordered by the members of the club.

The Southeastern Michigan S Gaugers (SMSG) held their November meeting at Dale Baker's home where he showed off a scale modular switching layout and a figure 8 hi-rail layout. Dave Ebert was welcomed as a

new member. The club also recently received a letter of thanks from Lois Belanger, widow of member Dave, for help with liquidating her husband's train collection. The SMSG is building a new sectional layout which will have operating turnouts as an integral part of the plan. Obtaining code 125 closed frog turnouts is a problem, and the layout will probably have a revised plan with two outer loops dedicated to scale, with a third, and probably a fourth, inner loop set up for hi-rail with an option for scale equipment. In lieu of the hard-to-get closed frog turnouts, Dale Baker has constructed a swinging frog turnout that he will try on the new layout.

The Northern Ohio S Scalers (NOSS) held their December holiday meeting at the home of George and Steffi Ricketts in Westlake, OH - it was titled the "Holiday Lasagna Pigout." Members also conducted a holiday gift exchange at the meeting. George Ricketts edits the club newsletter.

The Central Ohio S Gaugers (COSG) welcomed two new members to the club. They are Bernie Mauck of Pataskala, OH, and Bob Patterson of Reynoldsburg, OH. Bernie is an AF fan and has an operating layout. Bob is working on a layout for his home at the present time. The COSG members were busy in December operating at several shows including the Marion Union Station Show, the Springfield Show, the Buckeye Show (State Fairgrounds) and the TTOS Show in Hilliard, OH. In Feb. the COSG plan to set up at the GATS at the Ohio Expo Center. The club is actively planning the upcoming S Spree from April 29-May 1.

The Cuyahoga Valley S Gaugers (CVSG) was planning to take their AF layout to display at the 2004 TCA Annual Convention in Pittsburgh this summer. Chuck Fonda was coordinat-

ing the effort, but with no expense help coming from the convention, it was decided not to take the layout. The annual holiday dinner was in in December at the Pufferbelly Restaurant in Kent, OH. President Lee McCarty is working with the Sherwin Williams Co. for possible use of the company name on a tank car for a future Spree.

The Miami Valley S Gaugers (MVSG) held their January meeting at the home of Chris and Beth Burger in Dayton, OH. The club is planning ahead for the 2005 Spring S Spree which they will host. Norm Haas will be the registrar, Rick Smith will coordinate the convention cars, John Clifford will handle advertising, Tom Hartrum will coordinate hospitality, Beth Burger will work on banquet arrangements and Jim Syphax will handle printing and raffles. The MVSG is planning to set up and operate their layout at the GATS at the Ohio Exposition Center in Columbus in Feb. (the COSG will also be there).

The Badgerland S Gaugers (BSG) were guests of Kim and Jeff Young for the annual Christmas meeting, and even Santa Claus in the form of member John Nugent made an appearance. John dresses up as Santa Claus almost every year during the season and visits many places such as area nursing homes, etc. The club will host all-gauge swap meets in Waukesha, WI on March 28 and April 25, 2004. They will display two layouts at the MAD City Train Show on Feb. 14 and 15 in Madison, WI. Member Ron Schlicht has expanded his AF modules into a complete layout, so the club will display both a hi-rail layout and Ron's AF layout. He is using lower legs on it too - just for the young-uns. John Wolak was recently welcomed as a new member. The Club is planning for the Fall S Fest over Halloween weekend to be held at the Waukesha Expo Center.

The American Flyer S Gaugers of the St. Louis Area (AFS-GSLA) met on Jan. 3 to take down the display layout they put up yearly at the Famous Barr Department Store. Norm and Ione Pilarski invited the club members to their home for a holiday party following the take-down. A special post Fall S Fest party will be held in appreciation for the members' efforts last fall. It will be at the same Holiday Inn Westport where the Fest was held.

Pat and Pam Spino held the December meeting of the **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN)** at their home and members got to see some remodeling and the host's layout. Bob Bowen coordinated the annual banquet at the Coer d' Alene Casino. -- did anybody win anything to buy more S stuff? The April meeting will be held at Jess Bennett's house where members can enjoy his famous layout.

The Rocky Mountain Hi-Railers (RMHR) met recently

and decided to display their layout "Lookout Junction" at the Boise Depot Celebration in April and the National Train Show in July. These are in addition to ones already scheduled at the GATS in June in Boise, ID and the Idaho Rails Train Show in Weiser, ID in the fall. The display at the National Train Show in July will require the club to make some modifications to the layout to meet fire and safety codes. These include flame retardant treatment of all drapes, signs, banners, plastic displays, hay, split bamboo and carpeting. Yuh mean they have to fireproof those Plasticville buildings?

The Bay Area S Scalpers (BASS) held a meeting in January at the home of Michael Eldridge of San Jose, CA. This meeting was unusual in that there was a box of parts goodies donated by Jettie Padgett to be distributed to members. And speaking of giving away, Barney Daehler is giving away an S scale layout to a worthy recipient. The layout is a 9' x 20' oval with a 4-track yard, 5-stall

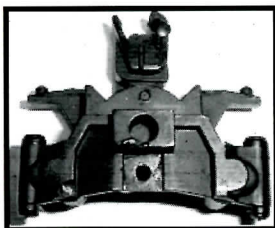
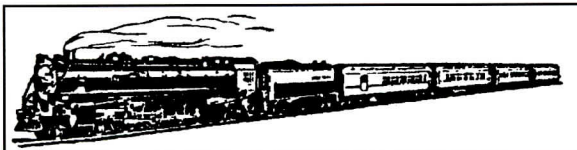
roundhouse, turntable, and 7 turnouts. Barney reserves the right to select the recipient who must move and use the layout.

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



Santa Claus (John Nugent) visited the **Badgerland S Gaugers'** holiday party held at Kim and Jeff Young's. John does a lot of volunteer work as Santa, and he's an S gauger.

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Making Conifer Trees

by Carl Tuveson

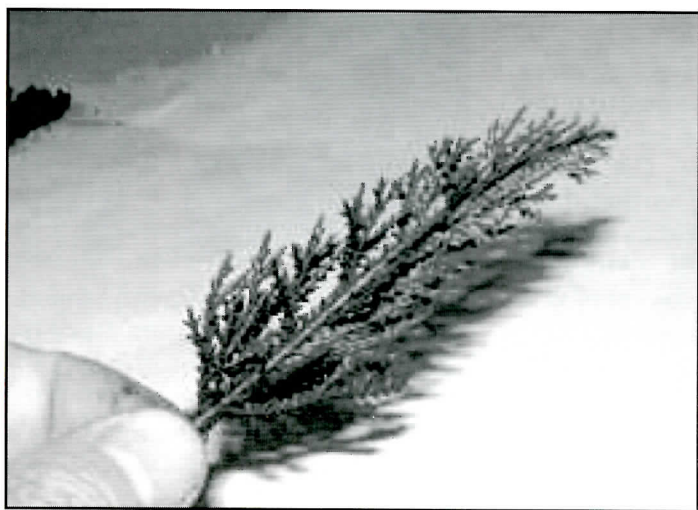
I have been saving our old Christmas wreath for years with the intention of stripping the branches off of it to make Conifer trees for my layout. This style wreath is still being made. I found some at Hobby Lobby that use the same molds and even at full price will make over 300 trees for \$40 but I would wait for them to be on sale usually at 50% off near Christmas. These trees scale to 20 feet in "S". The Flocking is a mixture of Woodland Scenics Coarse Turf, Dark Green T1365, Conifer Green T1366 and Scenic Express Conifer Green Fine EXP 830C.

The plastic is molded in green so I painted them with Krylon Leather Brown and then misted them with Krylon flat black. Dip the bare tree in white glue and water 50/50 mixture

Tap off the excess glue Roll in the flocking mixture and tap off the excess flocking.

I found that a light coating is more realistic than using too much flocking. It goes much farther that way too. The white glue that doesn't pick up the flocking will dry clear.

Once you get going it takes less than a minute a tree. Let dry thoroughly.



The plastic is molded in green so I painted them with Krylon Leather Brown and then misted them with Krylon flat black.



Dip the bare tree in white glue and water 50/50 mixture.



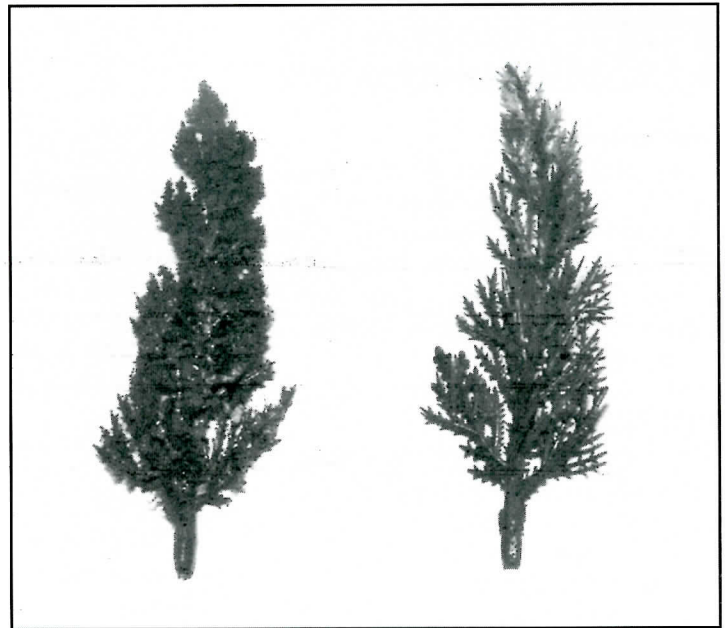
Tap off the excess glue.



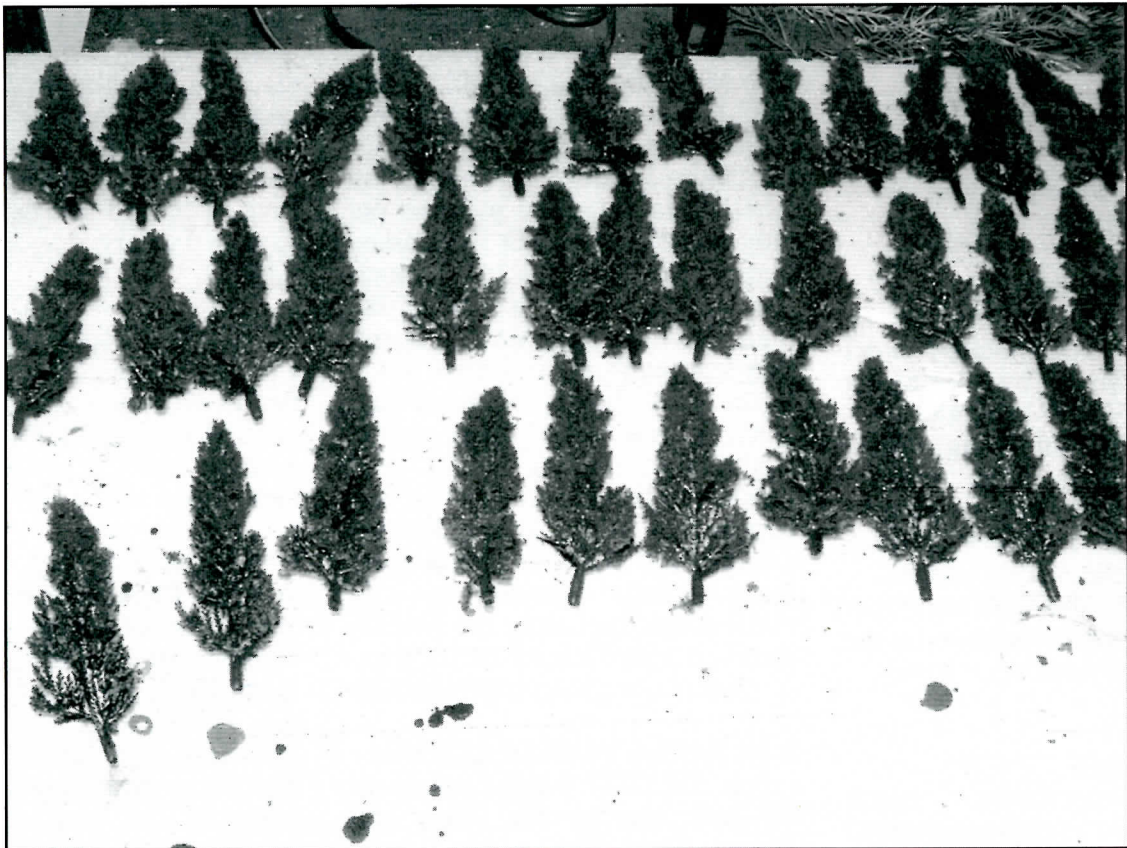
Roll in the flocking mixture and tap off the excess flocking.



I found that a light coating is more realistic than using too much flocking. It goes much farther that way too. The white glue that doesn't pick up the flocking will dry clear.



Here are the Flocked and Bare armatures.



Once you get going it takes less than a minute a tree. Let dry thoroughly.

EXTRA BOARD

LIONEL DELAY

Lionel has moved the delivery date for the 2-8-2s from March to July '04 - and now to November. This delay also applies to the B&O passenger car 2-pack. The NYC caboose should be out in March.

- Joe Haenn

A QUIZ

Who's the brass hat of the following S layouts? Some are deceased, most not.

- Penn Creek Valley
- Berkshire Central
- Tinplate Road
- Lehigh & Western
- Atlantic & Pacific
- Kentucky Road
- Kaw Valley
- Pennepack Valley & Western
- Great Northern Pacific
- Delaware & Western
- Jefferson Central
- Buffalo Creek & Gauley
- Tignish & Delta
- Spiral Hill
- Root River & Southern
- Penn Western
- Charlestown & Pattiville
- Belmont Lines

NWSL WHEELSETS

Bob Jackson inquired as to two #s for code 110 36" (pointed ends) wheelsets offered by Northwest Shortline (53-377184 and 53-377684). The latter has NASG indicated after it. The reply: I believe the wheelsets marked NASG have back-to-back distance that matches the NASG gauge.

- Bill Roberts *Some are interested in these to replace wheelsets on the AM six-wheel passenger trucks.* - ed.

DIAPHRAGMS

In my experience, black diaphragms are a myth perpetuated on the modeling public. I have found most to be painted the color of the car end. PRR painting diagrams clearly indicate Tuscan red diaphragms. Of course, the area between cars was difficult to wash

so dirt tended to accumulate there. I have a photo of a blue and gray MP car where the entire car end looks black. It is also possible that the paint would flake off the flexible diaphragms, and this may have caused people to think they were black. Another possibility is that CN painted theirs black. They had at least one black scheme, and maybe that is where Andy (Andy Malette) is basing his observations.

- Jamie Bothwell

DEC. COVER PHOTO

John Foley should be credited with the cover photo on the December *Dispatch*.

FOLEY'S FOLLIES

(John joins the Marines)

Every Thursday, Friday, Saturday and Sunday between November 27th and December 20th the NASG switching layout took part in the Train Time and U.S. Marines train display for the Toys for Tots program held in Bethlehem, PA. Bob Metz and his crew did a wonderful job setting this up. Many children will have a merrier Christmas because of Train Time where several layouts were set up. Our switching layout impressed many folks. We had a lot of young parents interested in advice for their kids' first train set. Of course, they learned from the S crew that S is the best choice for many reasons. I must also thank Jamie Bothwell for lending a hand. And thanks to Mike Pragheimer for setting up a small AF layout the kids could run. It was a lot of fun operating and promoting S. Participants, including the NASG, received a nice award certificate.

- John Foley, NASG Promotions

S IN NON-S PUBLICATIONS

- Feb. '04 *CTT*: 4-page article on AF tank cars by Joe Deger and Roger Carp plus a long term review of the AM Baldwin switcher.

- 2004 *Model Railroad Planning*: There will be two S articles in this issue. Bob Nicholson has a track

plan article - Illinois Midland in S Scale, and Tony Koester has one on expanding the Illinois Midland.

SPECIAL CAR SALE

The Chicagoland Association of S Gaugers is making 2002 Fall S Fest cars available for purchase at special prices. Both SHS refrigerator cars (Northern Refrigerator C&NW, gray car) for \$75.00 (reg. \$84) or both SHS cars and 1 AF (Boys Club) graffiti car for \$110 (reg. \$134.00). A complete set of all 14 AF Graffiti car variations (only 7 exist) for \$500 (reg. \$700). CASG members can even take an additional 10% off. Contact Secretary Will Holt at email: - WillowAssoc1@cs.com

- Roy Plotnick

NATIONAL 3/16ths DAY

Don't forget 3/16ths day - that's March 16 - which is a Tuesday this year. Maybe you can schedule your club meetings for that night. Or maybe you can take an item to work that day. Or maybe you can all visit an other-scale club and take your 3/16ths stuff to show off. And as I've said before, us of Irish heritage can celebrate 2 days in a row. Too bad we don't have 64 days in January.

- Jeff

TURNOUTS (like Old Pullman)

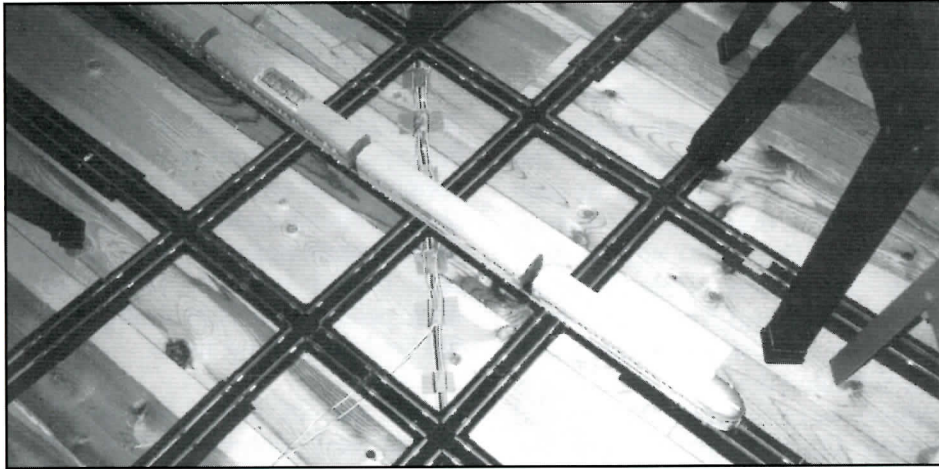
Cut ties to match template, glue ties to the template. I use yellow carpenters glue. Do this on a FLAT surface, and use a weight to hold them down while they dry.

Check gauge on the turnout best you can. Loose is better than tight. When ties are dry lay turnout over template and eyeball check it. If it looks good, glue the turnout to the ties. Here's how - get a bottle of Pliobond, apply it to bottom of rail. Make sure not to apply any glue to parts of rail that move. Place turnout onto template and ties, weight it down, and in a couple of hours you will have a complete turnout. Unsolder and remove brass spacing rods.

- Chuck West



One of many freight cars at the Illinois Ry. Museum. Look familiar?



At the annual Flyer Fest on New Year's Day at the Illinois home of Mike McBride is this geometric pattern made on a workshop floor.

S-CALENDAR

April 18, 2004: Connecticut Eastern RR Museum Die-cast and Train Show, Windam High School, 355 High St., Willimantic, CT. 10am-5pm., admission, Joseph.sokol@msn.com or 860-872-2240.

April 30-May 2, 2004: Spring S Spree, hosted by the Central Ohio S Gaugers, Holiday Inn East (I-70 East and Hamilton Rd.), Columbus, OH. www.cosg.org.

July 10-14, 2004: Puget Sound 2004, 1st NASG Regional Convention, La Quinta Inn, 1425 E. 27th St., Tacoma, WA 98421. Rooms: 800-531-5900. Aimed at having a Pacific Coast venue for S following the NMRA National Convention in Seattle. Info: Gil Hulin 541-344-6858 or email: ghulin@guardnet.com.

July 28-Aug. 1, 2004: S Curves Through Chicago, NASG Annual Convention hosted by the Des Plaines Valley S Scalpers. Chicago Sheraton Northwest, 3400 Euclid Ave., Arlington, Hts., IL 6004. www.sheraton.com/chicagonorthwest. Reservations - 847-394-2000. www.2004nasgconvention.com.

Oct. 29-31, 2004: Fall S Fest, Waukesha County Expo Center, Waukesha, WI (Milwaukee area). Roy Meissner 262-538-4325 or rmeissner@wi.rr.com. Check the website: www.trainweb.org/bsg. Rooms (various motels) - 800-366-8474.

Bids Open for NASG Annual Conventions -- 2006 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - e-mail: leemax@jps.net

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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. email: k_singer@knology.net

COMING SOON SPRING S SPREE 2004

Columbus, Ohio, April 30-May 1

This year's Spring S Spree will be held April 30 and May 1 in Columbus, Ohio. Host for this 17th annual all S gauge meeting will be the Central Ohio S Gaugers club.

Of special note this year is the car offering which is a 40-foot American Models boxcar painted in authentic **Timken (Roller Bearing) colors**. A retired Timken engineer collaborated with the Central Ohio Club in locating information and pictures about the only single boxcar Timken had in their inventory. This colorful yellow and white boxcar with black roof and orange and silver ball bearing logo is available in a limited quantity for \$44.00 plus \$5.00 for shipping. (It can be viewed on the club's website: www.cosg.org.)

Car orders and the S Spree regis-

tration form can be printed off the COSG website. To receive a registration form in the mail contact John Gafney at 614-764-3925. The car will be shipped the week before the Spree.

The S Spree originated to provide a spring "S" only meeting to "break out" from the winter doldrums and get the train season in full swing. It also provides the opportunity for S gaugers to personally meet many of the manufacturers. The 3500 square foot dealer showroom offers S scale, narrow gauge and American Flyer. There will also be a separate room with S Scale (the Northern Ohio S Scalpers), hi rail (Miami Valley and Central Ohio) layouts, and the Cuyahoga Valley Club's American Flyer layout running during the show.

Always a popular contest at the Spree are the train races, available to DC, AC and unlimited classes for those with perhaps some NASCAR in their blood. Attendees are encouraged to bring their fastest engine to challenge other "engineers."

A representative from the Ohio Central Railroad will present a clinic on his company, which restored a 4-8-4 steam engine and has run it on excursions around Ohio. Several other clinics will also be on the agenda.

A pizza party will be held on Friday evening, and at 9:00 p.m. A consignment auction will be available to those attending who have some excess items for sale. A popular model contest, raffles and door prizes also help make this a fun and interesting meet.

Break out of these winter doldrums and come to the 2004 Spring S Spree April 30 and May 1 in Columbus, Ohio.
- Alan Evans

NASG 2004 CONVENTION UPDATES:

Here is some updated info on the *S Curves Through Chicago 2004* NASG Convention to be held at the Chicago Sheraton Northwest on July 28-Aug. 1.

Finalized Clinics so far:

- Ed Loizeaux - Building S layout
- John Kalin & Pete Smith - hands-on laser kit building.
- Ken Zieska - DCC
- Dody Stevens - bead jewelry
- Dayna Williams - weathering
- Dick Karnes - switches
- Terry Harrison - operations
- ?? Flyer collecting

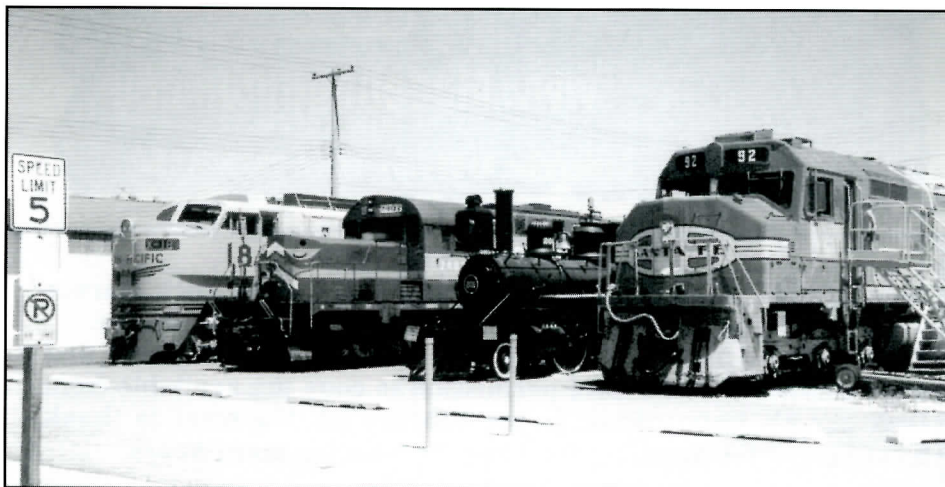
Some of many layouts which will be on tour - just an early list.

- Dave Lull's scale (DSL Shops)
- Chuck West large DCC scale
- Bernie Levine's San Juan Southwestern Sn3

- John Griffin's hi-rail DCC.

Flyer/Gilbert fans can take note that the AC Gilbert Heritage Society will be meeting the same

weekend in the same hotel with the NASG convention. There will be a separate fee system. Check their website at: www.acghs.org.



One of the featured prototype tours is to the Illinois Railway Museum. This is a very large museum with operating steam, diesel and trolley equipment. There is a possibility of a Metra/bus ride to get there. Other tours include the Science & Industry Museum and a Chicago Skyline boat tour. And, you can always ride the Metra trains and the CRT on the Loop in Chicago.

Railmail cont. from page 5

these fine publications would be a treat and all three is even more wonderful. Still, the *S-Sn3 Modeling Guide* is coming. He-haw, what a great time to be an S scaler.

- Ken Zieska

Videotape Clinics: I think this is a GREAT idea, especially now that the NASG has its own lending library. I seem to recall that the NMRA used to do this.... Maybe it still does. And I recall borrowing their videos on occasion and using them at some Bristol club meetings years ago. One video we might begin with is the 1983 clinic which our late Tom Coughlan gave at the Woburn convention on the History of S, complete with old kits, models and pictures. Twenty years later, I still remember it.

- Doug Peck

Pullman Wars: Looks like we in S gauge might have our very own Pullman war between Lionel and American Models. Perhaps, we will be fortunate enough to end up with two entirely different products - a repro of the Gilbert old shortie heavyweights from Lionel and longer, more scale-like Pullmans from AM-NASG.

- Tom Jarcho (*S Gaugian* columnist) *Curiously, the trucks on the recently released Lionel (AF) depressed center flat car are identical to the ones on the heavyweights.* - ed.

Under 30? I'd like to follow up on my item on page 39 in the October 2003 *Dispatch* entitled *Is There Anyone Under 30 Out There?* If I am to believe the response, there isn't. So should I conclude that: 1. You are pleased as punch with what I've done for you and don't want to change anything? 2. Whatever the BOT does is irrelevant to you? 3. No matter what you want, we won't help you? 4. There really aren't any of you under 30?

Frankly, I'm mystified. But hey,

we've got a lot on our plate and the pile keeps getting bigger. So if you have any second thoughts and want us to hear them, time's a-wasting. And for all of you of any age" If we really don't have any members under 30, we MUST figure out how to attract them! The future of both the NASG and S itself depends on our youth.

- Dick Karnes, Executive VP.

Remember John Beck? An email to me confirmed he is active in S after having moved from Kentucky to the northern Ohio area. Here are some snippets from the email: "Thanks for the nice compliment regarding the track plan for the old Kentucky Road (Feb. '98 *Dispatch*). I am amazed that you remember it after six years and a single visit. We did move as planned to the Akron, Ohio area. Same job, kids growing up, college, etc. I just 'retired' after a three-year stint as VP, Pres, then Trustee of the Northeastern Ohio Live Steamers. I hauled a bunch of S gaugers around there back during the NASG 2002 convention.

After three years of looking at the 20' x 30' space in the new house's basement, I finally got started on a new S gauge layout. From September 2001 to September 2002 I did the room, walls, ceiling and lighting. In September 2002 I started the benchwork. No scenery yet, but I could do an article on the track and layout plan."

- John Beck *Yes (as I replied) we'll look forward to it* - ed.

You won't believe!

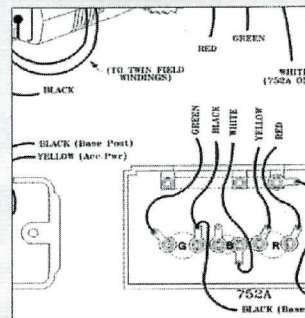
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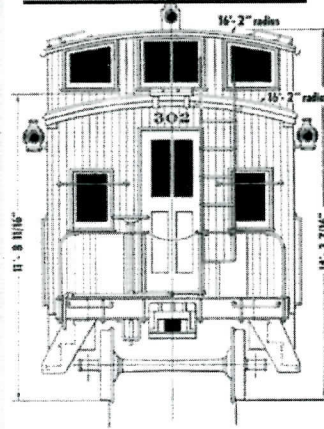
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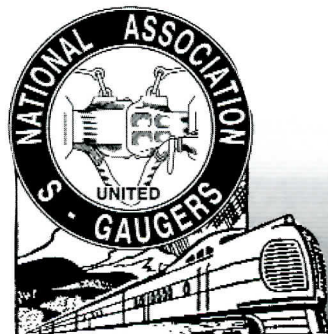
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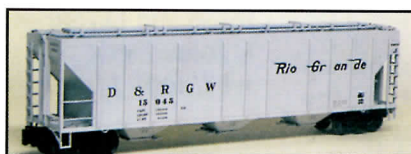


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