



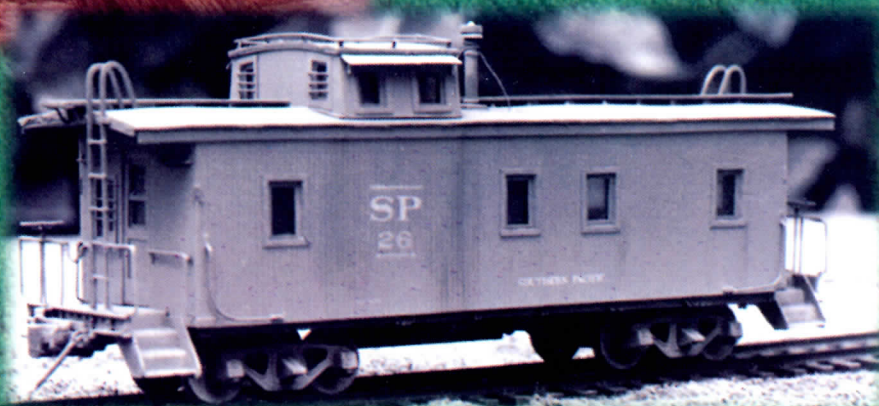
DISPATCH



**TORPEDO
TUBE GP9**



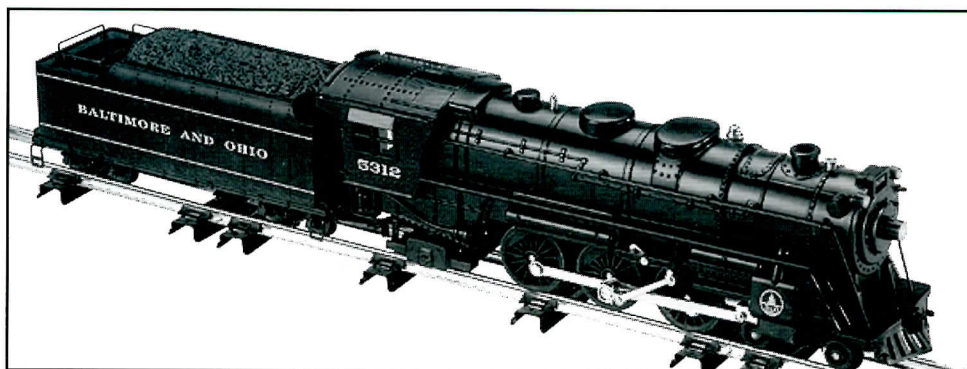
**SP
CABOOSE
PLANS**



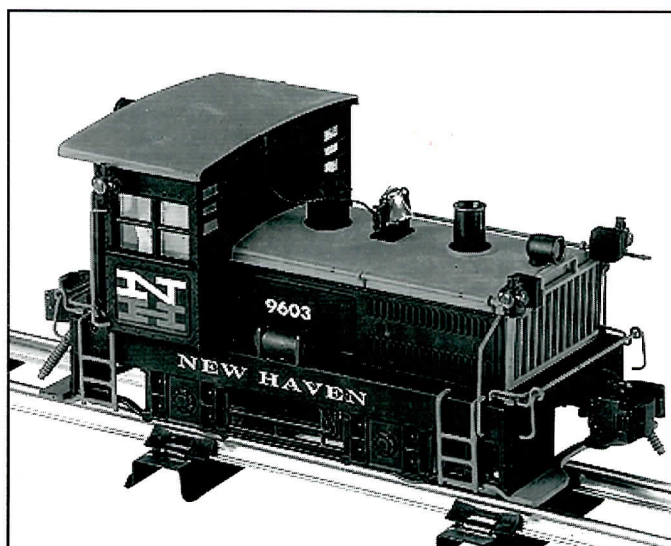
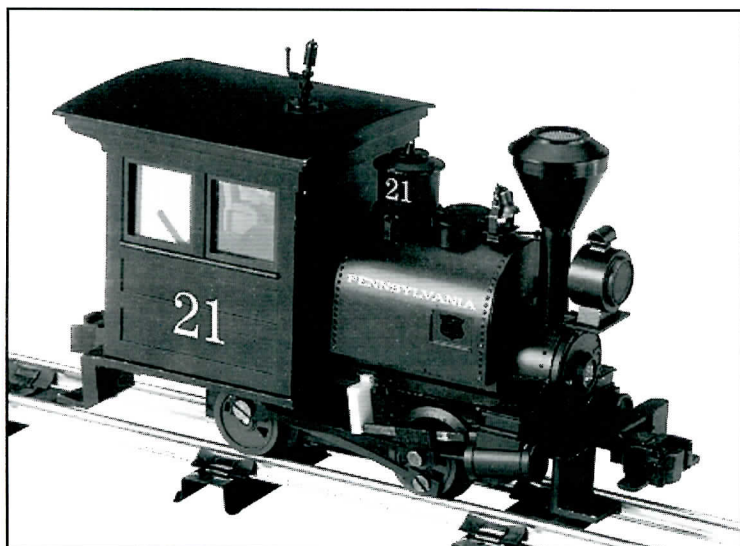
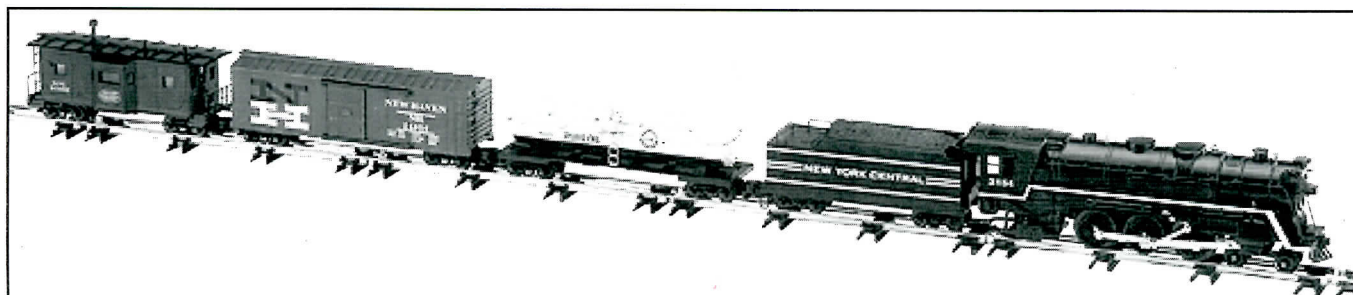
All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail

WHAT "S" NEW?

I guess this will be the K-Line page showing some of their offerings in S in the 2005 catalog, Vol. 1. *Right* - The Pacific is available in single units for \$149.95 in B&O and Erie.



Sets with the Pacific include 3 cars and a caboose for \$249.95. Road names are NYC, ATSF and Reading. The Baby Ruth boxcar is one of many new freight car schemes in K-Line's stock. Most basic freight cars retail for \$22.95. *Bottom left* - A Porter plantation steam switcher lists for \$109.95 and comes lettered for PRR, Timken and SP. *Bottom right* - The Plymouth diesel switcher is also \$109.95 with schemes for NH, SF and Milwaukee Road.



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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Membership year is determined by the date you sign up guaranteeing 6 issues starting with the next issue after signup. All applications, renewals and membership questions should be directed to:

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COVER: Top - River Raisin brass Zephyr is comin' at ya. Bottom - Mike Sulzbach explains how to detail a "torpedo tube" B&O Chessie GP9 in this issue. White coloring is masking tape covering gray walkways. Art Armstrong's SP wood caboose.

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April, 2005



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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....

Occasionally someone joins one of the S scale internet groups that's considering a new scale to model in and wants to investigate S. Recently, a fellow popped into the Yahoo group and asked lots of questions. As usual, our folks on the list went all out to answer his queries. After a bit of contemplation, he said that he had decided on O gauge 3-rail over S. The biggest reason was that S didn't have enough product selection, especially in the area of subway cars (you read it right). Since he was going to model in a 12' X 20' area, S would have fit in perfectly and when you come to think about it, how many cars and engines do you need for an area that size.

There was another guy on a mainstream Yahoo group for layout design who was in a similar mode. I established direct email contact with him and answered his questions and gave a strong case for S. Sadly enough, 3-rail O won out again. All this reminds me of the commercial: "Lost another one to" I really don't blame S in these cases because each time, the excuses for choosing O over S were pretty lame, in my opinion. However, the important thing is to never give up, as that famous Winston Churchill quote implies.

I was in a hobby shop recently and looked at some of the O-scale offerings close up. O is very demanding because of the size and the models really looked nice. Then I looked down and saw these beautiful models

resting on 3-rail track and just shook my head. Our competitive position has been helped considerably by the R-T-R track being produced by American Models and S-Helper Service. The O people do all sorts of tricks to hide that third rail, but compared to S track it's the same mis-match that has been with us since the '50s when we would compare AF track with the rubber roadbed to the 3-rail track of that era.

Since there is no way to bring masses of new modelers into S, we have to try to win them one by one. Along the way, we'll lose out at times to some other scale, but we'll keep trying because we are promoting the best all-around scale there is. Soon I'll just be an average S scale modeler again and leave the NASG promotion to the next administration, but I'll still keep trying to promote our scale like most of you do. It's been great working with folks like John Foley and Tom Robinson and I really appreciate their willingness to go to so many train meets and shows.

Promotion has been very important to me. I devoted quite a few *Dispatch* columns to it. I also drew up a white paper to give us direction for the new century, acquired a strong chairman and thanks to the board's support, gave the promotions committee its own budget. But, I've learned that it's the members and the clubs that really can do the most good, especially considering that we have to get new people one at a time. Thanks to all who are in there promoting S, and some day we'll stop losing people to O-3-rail.

- Roy Hoffman, NASG President

NASG NEWS

NASG PULLMAN PROJECT ... SUCCESS!!

All of the NASG heavyweight Pullman cars have been received from American Models, and all of the pre-sold cars have been delivered. The Pullman Green cars are sold out, but we still have a few Tuscan and CNR cars left, and a fair quality of the two-tone grey cars. See the ad elsewhere in this issue for ordering information. Please note that the gray cars are mislabeled "NYC." These are not NYC cars. They are the standard Pullman two-tone gray scheme adopted in 1947 for Pullman pool cars in service on most American railroads. I'd like to thank Marty Vites of Artist-Aid for his excellent dry transfers, and Ron Bashista of American Models for his fine job with the cars themselves. I look forward to doing business again with these fine people in the future.

Note: The NASG is aware that the shade of green that was used on the CNR Pullmans is incorrect. Accordingly, the NASG is making arrangements for a free "remediation kit" for these cars. The kit, one or more of which will be sent to every CNR customer on record (one kit per car per customer), will contain the following:

1. Bottle of Scalecoat CNR SIG Green #11
2. Set of decals for letterboard lettering and car-side striping
3. Instructions for masking and decal placement
4. Partial rebate coupon for people who want to use a custom-painting service instead of painting their own cars

The decal lettering and stripes will be the correct "mustard" color. The lettering will have the thin black border around each letter. The stripes that border the green band will have the correct black pinstripes adjacent to the yellow. We are currently in the process of identifying custom-painting services in the US and Canada that would participate in the rebate program with the NASG. The dollar amount of the rebate has not yet been determined. The decals are being manufactured at present. We still have 28 unsold CNR cars. We are withdrawing these from sale until we can enclose a remediation kit with each car. I would like to publicly thank Andy Malette for his continuing assistance in this project -- for furnishing a CNR color chip, identifying the correct shade of paint, and arranging for decal production.

- Dick Karnes, Executive VP.

RAIL MAIL

What I like about S: I'm originally an AF guy, so let me put that bias on the table first. I got back into trains in 1997 with MTH O gauge. This is what I liked about 3-rail O gauge: 1. Terrific sound systems. 2. Visit a hobby shop and you may find something you want. 3. Terrific wireless control systems. 4. Endless new

product offerings. This is what I didn't like about 3-rail O gauge: 1. A lot of the rolling stock and locomotives are not even scale proportioned. 2. The 3rd rail and all the rails are gigantic. 3. Endless new product offerings (It's an addiction and can bankrupt a guy).

Now that I am back into S gauge, this is what I like about S: 1. It really is the ideal size, not too big and not too small. 2. Almost all product, with the excep-

Continued on page 30

Jeff's Junction



S-Mod and Free-Mo Modules

A nice article by Chris Palomarez in the recent *1:64 Modeling Guide* and internet chatter about Free-Mo modules prompted me to write a bit about the idea. As I understand it Free-Mo modules are those which hook together but in varying configurations that are not the donut hole double-track oval typical of most S modular layouts which follow the S-Mod design.

No, S-Mod is not restricted to this typical style, but generally clubs find the closed loop type layout the most interchangeable and easiest to operate. A double track loop is also convenient for running more than one train at a time and can easily adapt to both hi-rail and scale.

On the other hand Free-Mo modular layouts may or may not use S-Mod electrical standards, but tend to be set up in different configurations and usually follow some kind of scenic theme. The individual modules are not restricted to being traditional straight line rectangles or curved end pieces. Instead, they can be designed as S curves, arcs; be straight, skinnier, wider, etc, as long as they can connect.

As per Chris's article, Free-Mo modules are often designed for point-to-point operation as opposed to let-'er-rip round and round layouts. Now, I see this as a real positive future trend if some S gaugers (scalers) get on board. I see it as a positive to have viewers see realistic operation with switching being carried out in S as well as the other scales. You'd be surprised how many spectators (young and old) will take an interest in slower paced operation which now can include DCC and sound.

Yes, Free-Mo modular setups will most likely be the venue of scalers with ultimate detail and operation in mind, but I feel S needs to move in this direction to

keep up the competition with other scales.

Free-Mo S layouts probably should follow a theme such as coal mining, logging, industrial, rural small towns, car ferry, etc., as one of the purposes of such a layout is to create a unified look. Imagine such a layout with several operators using DCC sound throttles switching industries, blowing for grade crossings, meeting other trains on a single track mainline - remember more than one DCC locomotive can be operating on the same track system. Most Free-Mo layouts are single track, basically because it's easier to build one track than two, and operation is not designed for closed loop running anyway.

But there are some negatives to consider too. For one, a Free-Mo usually demands more than one operator - 3 or 4 would be ideal for a modest setup. Another drawback is the need to constantly communicate to your audience to let them know what you're doing. As well, it's often hard to get several like-minded modelers in one club to agree on the time and efforts needed to keep a layout running during a show. Unless you have enough staff to rotate in and out during a show, it could be hard to find time for breaks.

Perhaps a more practical idea if a club wants to do some Free-Mo modules would be to hook them onto a traditional closed loop layout so the Free-Mo part would effectively be a branch line operated separately. That way you could leave it sit a bit while other trains loop the traditional setup. If scale trains run on the traditional closed layout, an occasional swap of cars to the Free-Mo branch could be done.

According to Chris, a transitional module would be pretty flat before getting into more scenic or industrial area modules. I see Free-Mo modular setup as a challenge to S scalers in order to really showcase the newer equipment offered by S manufacturers as well as allowing some more creativity on the scenic side. Check this website: <http://www.free-mo.org>.

P.S. Clubs - check the last directory to see if your club info and contacts are correct. - Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Colonial Industrial Drive, South Lyon, MI 48178 - www.american-models.com) is continuing to add new roadnames to its stable of rolling stock. The 4-bay hoppers now come in B&M and Lehigh Valley - \$34.95 each. The 4-bay hoppers now come in GTW and B&LE. You can get the 46' flatcar in B&M. The wood-side caboose now comes in Pere Marquette and Lehigh valley for \$39.95. Even the standard 40' boxcar has some new names - Wabash and CNJ. The bay window caboose also comes in CNJ and Wabash. CNJ lettering now also adorns the shorty heavy-weight passenger cars - coach \$59.95 and 5-car set for \$299.95.

CDS LETTERING DRY TRANSFERS (www.tmrtdistributing.com) has lots of dry transfers in many roadnames for both cars and locomotives. The S scale ones are \$4.50 a set which usually covers one car or loco.

KASLO SHOPS (Fax: 413-383-6720 www.kasloshops.com). It looks like the Budd fully fluted passenger train cars are going ahead. Check the website for current info on styles, prices, etc. All cars are designed to accept Kadee S couplers and scale wheel sets.. There will be no generic cars - they will match specific prototypes as on the NYC, B&A, California Zephyr, etc.

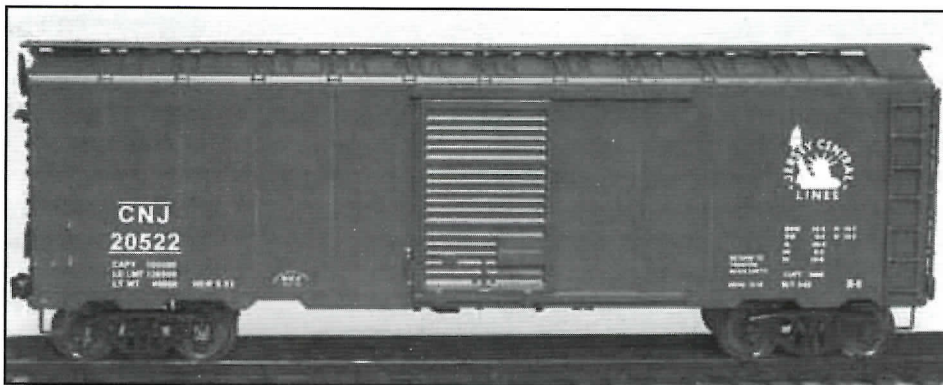
Cars will be a one-piece cast resin kits to which the modeler will attach details such as floor, underbody parts, trucks and couplers. Also included will be etched metal parts such as grabs, ladders, window frames, antennae, etc. Complete interior furnishings are included as well. AF compatible couplers, hi-rail wheels, paint and decals must be provided by the

modeler.

PORT LINES HOBBIES (6 Storeybrook Dr., Newburyport, MA 01950 - www.portlines.com) has some new S reproduction items available. In response to a question on quartering Flyer steam engine drivers, Doug responded that Port Lines has in production a reproduction of the original Gilbert 6-wheel quartering tool. It's simple to use he says and will be available in 4-8 weeks. Other new items in stock include a large green gear that operates the Cow-on-Track; blue operating boxcar man; white milkman; corner skirts for the streamline passenger cars (sets of 4); corner skirts for the EP-5 NH electric (pairs). Coming soon: tiny axle gear for handcars; replacement knobs for deadman transformers; front KC ender trucks with the drawbar tang attached; All-Aboard panel stop signs.

RIVER RAISIN (www.riverraisinmodels.com). Due soon are the brass Zephyrs - only a few left unreserved. These are the Burlington Pioneer Zephyr (3 or 4-car sets) and the B&M/MEC Flying Yankee 3-car set. These are available in DC scale, DC Hi-rail and AC Hi-rail.

SHS (77 Cliffwood Ave., Suite 7C, Cliffwood, NJ 07721) has some new items to announce plus progress on the 2-8-0. Sound is being made available in new versions of the SW9s, SW1s, NW2s and SW8s. Note - the sound units will not retrofit into the older SW9s and SW1s because of new tooling. New SW9s coming this spring include LV, Conrail, Frisco, Maine Central, and FEC. Also, a Chessie NW2 will be available this spring. Features will include LED headlights, interior cab lights and optional LocoMatic sound with horn, bell and prime mover

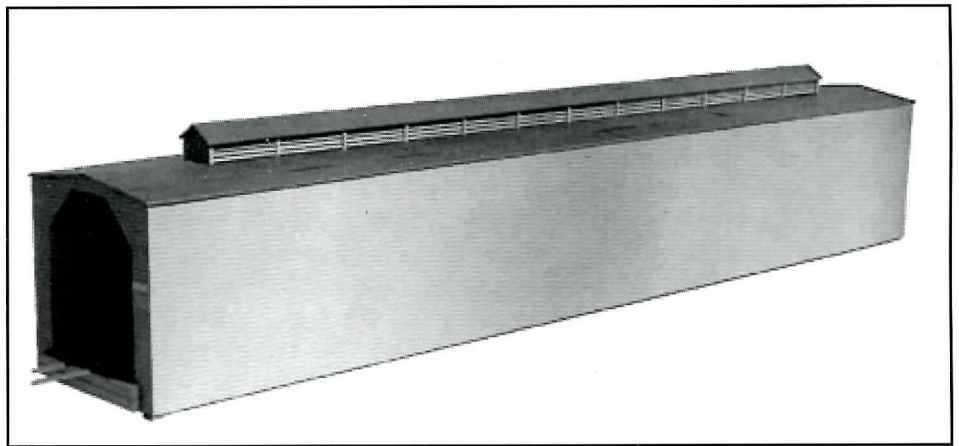


Nice to see American Models continuing "new" Plain Jane road names on their freight cars. Above are a CNJ 40' boxcar and a 3-bay hopper with Grand Trunk lettering.

sounds. The DCC option will be available later. Price is \$199.95 less sound or \$289.95 with sound.

Besides the freight cars shown on the opposite page, there will be a couple more rebuilt boxcars coming soon including a Lancaster & Chester blue & gray car, a red SOO Line with white lettering and an orange Ann Arbor MOW boxcar. The 2005 Christmas car due this fall will be an MEC 50-ton open top hopper featuring a snow covered coal load. Other cars for 2005 will include other hoppers including Waddell Coal, C&O, and Reading. Coming later in 2005 will be more diesels - NW2s ATSF, Seaboard, and UP - SW8s BN, RI (blue), C&NW. A 24-page Track Planning Guide will soon be available for \$7.95. It will include 11 layout designs.

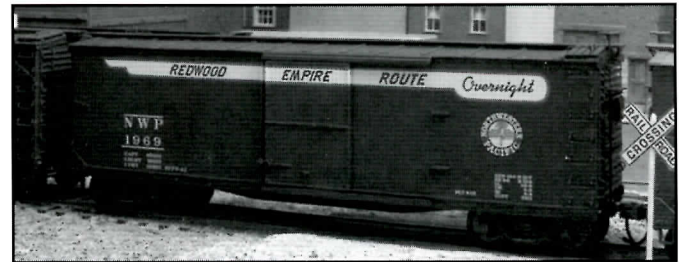
On June 10th and 11th SHS will host their annual scratch and dent open house from 9-5 each day. There will be clinics, operating trains, door prizes, food and fellowship.



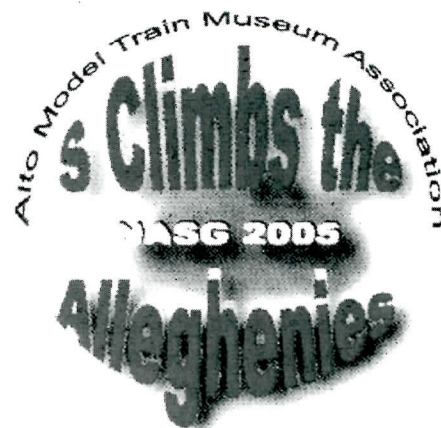
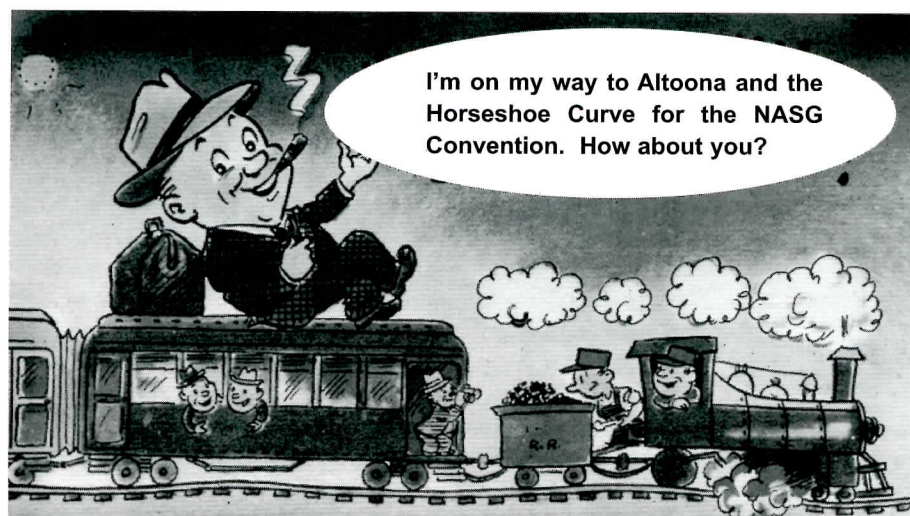
Bill's Train Shop is releasing this ET&WNC (Tweetsie) narrow gauge How truss covered bridge. Price is \$129.95.



Here's the Flying Yankee version of River Raisin's shovelnose Budd imports. A real one is under restoration in New Hampshire.

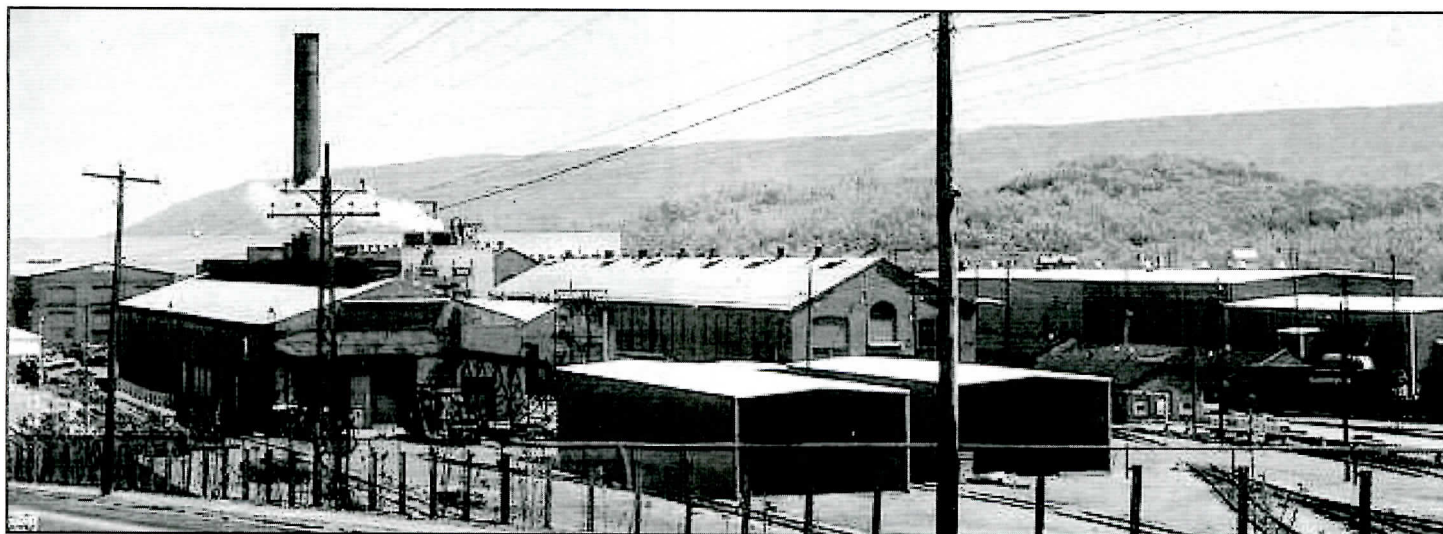


The latest new schemes for SHS cars are shown above. The reefers are the WP/Pacific Fruit Express and the Super Chief Santa Fe car. New schemes for the double sheathed boxcars are the yellow with red lettering Duluth South shore & Atlantic and the green and yellow North Western Pacific. List price is \$39.95 each.



Tours have been determined for the Altoona Convention.
Check the website for details - www.amtma.org

Tuesday July 26, 2005:	Rail Tour - one bus only, 44 max.	No charge
	Non Rail Tour - one bus only 34 max	No charge
	Layout Tour	\$5.00 each
Wednesday July 27, 2005	East Broad Top & Rockhill Trolley	\$55.00 each
	Ice Breaker Party (Lakemont Park)	\$10.00 each
Thursday July 28, 2005	Proud Mary Cruise & Swigert Museum	\$52.00 each
	Rail Museum and Horseshoe Curve	\$30.00 each
	Evening Layout Tour	\$5.00 each
	Women's Fashion Show & Tea	\$8.00 each
Friday July 29, 2005	Johnstown Tour -	\$35.00 each
	Evening Layout Tour	\$5.00 each
Saturday, July 30, 2005	Juniata Shops Tour	\$20.00 each
	Everett Railroad	\$30.00 each



View of the upper end of the Juniata Locomotive Shops viewed from 4th Street, facing north toward Bellwood, Pennsylvania. One of Saturday's tours will take you through part of this facility.

History of the Horseshoe Curve

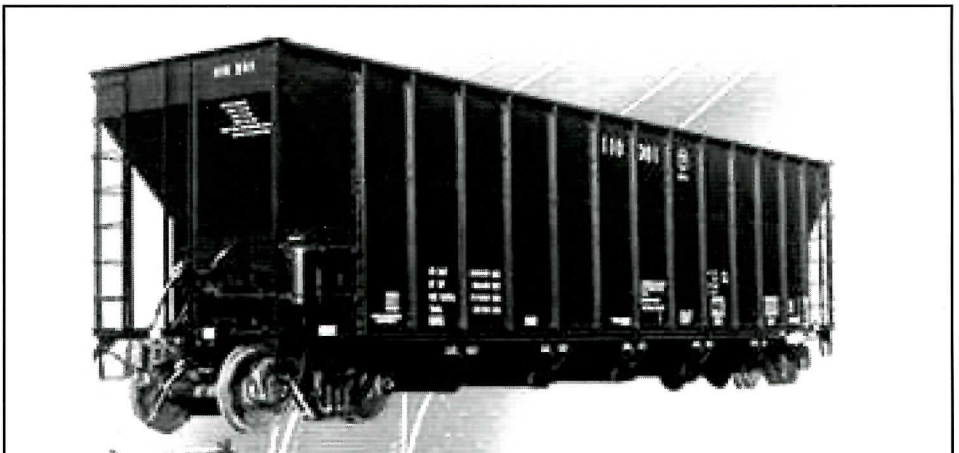
Engineers had attempted to conquer the Alleghenies, the biggest obstacle for the Pennsylvania Railroad, for two decades. The first attempt was the Allegheny Portage Railroad, built by the Commonwealth of Pennsylvania and opened in 1834. This was a series of steep inclines which the cars were hauled up by ropes connected to a stationary hoisting engine.

In 1839, the Commonwealth commissioned Col. Charles L. Schlatter, an engineer, to survey a direct route without inclined planes. He produced three plans - a northern, a southern and a middle route, but the State took no action on his proposals. However, when J. Edgar Thompson was appointed chief engineer of the PRR in 1847, he re-surveyed and improved the middle route, following the valley of the Juniata River.

This provided a good, level route all the way to the foot of the Alleghenies, to what is now Altoona. The next goal was to find a route across the mountains that would not exceed a grade of 1.8% (a rise of 1.8 feet in 100 feet of distance). They crossed some low ridges southwest of Altoona, then came to a valley that ran westward. They followed the ridge that paralleled this valley, and found they could lay rails there with 1.75% grade. But 5-1/2 miles from Altoona they encountered trouble. The valley ran abruptly into a mountain side and split into two deep ravines.

On the other side of the valley they saw another mountain ridge which they later found would carry their rails at a satisfactory 1.73% grade. It ran southward for a short distance and then westward again up the mountainside to a spot near Gallitzin where they had determined to tunnel.

However, the question remained on how to get the tracks to the other side. To go directly across the valley would have meant building a bridge with a 4.73% grade, too steep for practical rail operations. It was decided to route the tracks directly westward to the first ravine (Kittanning Run) and build a huge fill to take the tracks across it. Then they would slice off the face of the mountain so the tracks would make a big semi-circle. Then, they would go across the second ravine (Burgoon's Run) via another fill in order to reach the ridge on the other side of the valley. The big semi-circle became known as the Horseshoe Curve.



Horseshoe Curve Timeline

1879 - Park beautified for public use.

1932 - A macadam road opens to park

1940 - Construction of a guest house begins (later became gift shop).

1957 - A retired steam locomotive (K-4 Pacific #1361) is put on display. Park operations transferred to the city of Altoona.

1966 - National Historic Landmark status granted.

1989 - Cooperative agreement is signed with the NPS to develop the site.

1990-91 - Museum manages construction of a new \$5.8 million facility.

1992 - Grand opening of the New Horseshoe Curve National Historic Landmark on April 25th.

On February 15, 1854, a single track was laid from Altoona to "Summit" and operations began. Over time it grew to 2 to 3 to 4 and now back to 3 tracks. It is now part of Norfolk Southern's Pittsburgh Division

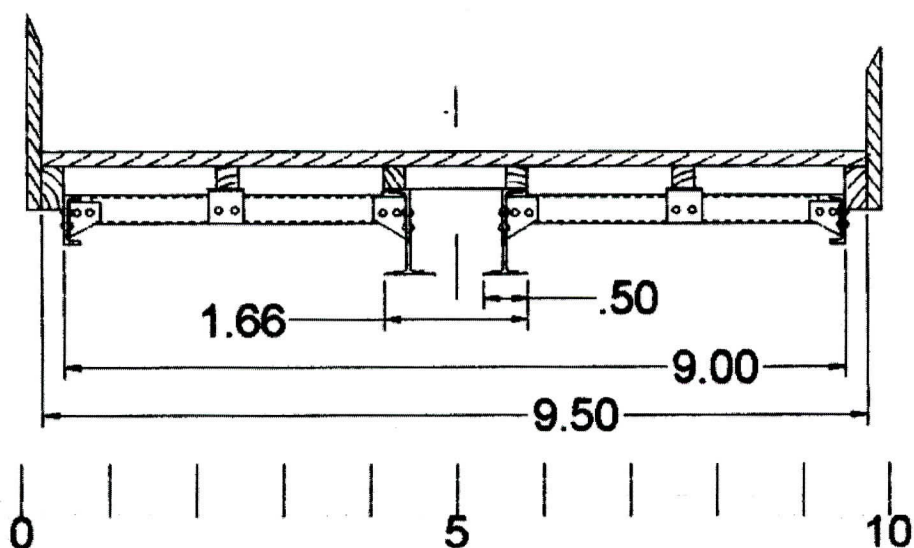
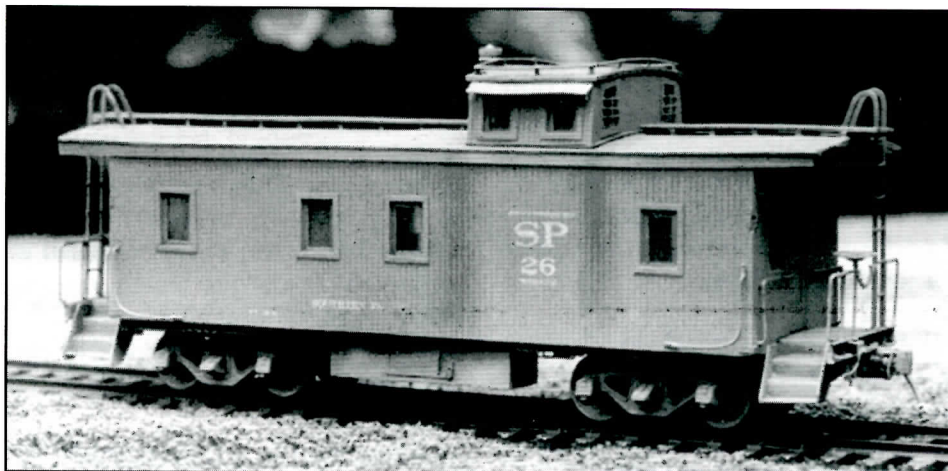
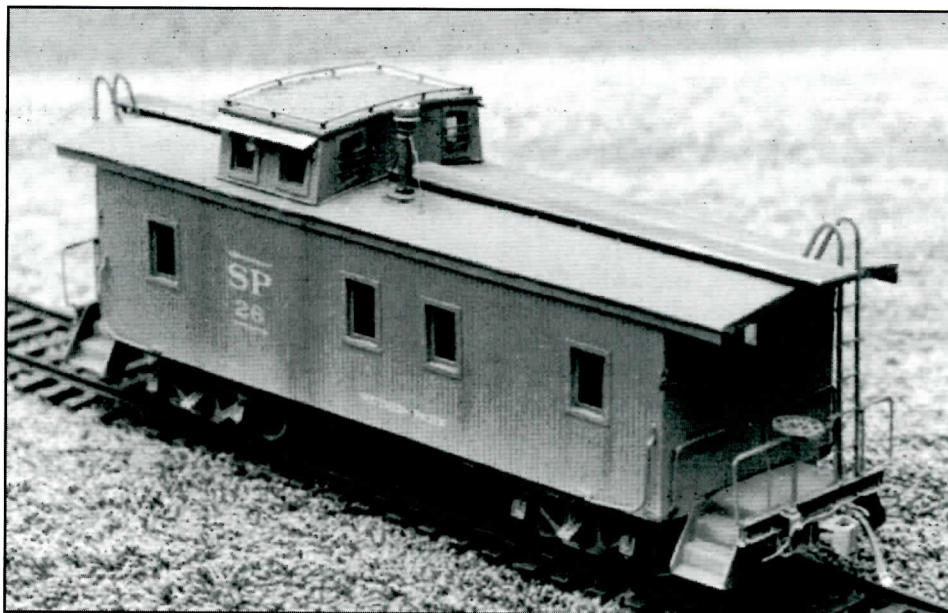
Left and below are two rail car products of the Johnstown America Corporation. Left is the 89' aluminum auto carrier. Below is a coal hopper. Johnstown America is the largest manufacturer of aluminum railcars. A Friday tour will include the manufacturing facility.

SP CABOOSE MODEL AND PLANS

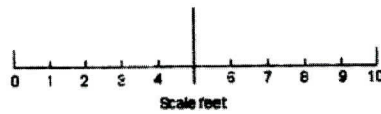
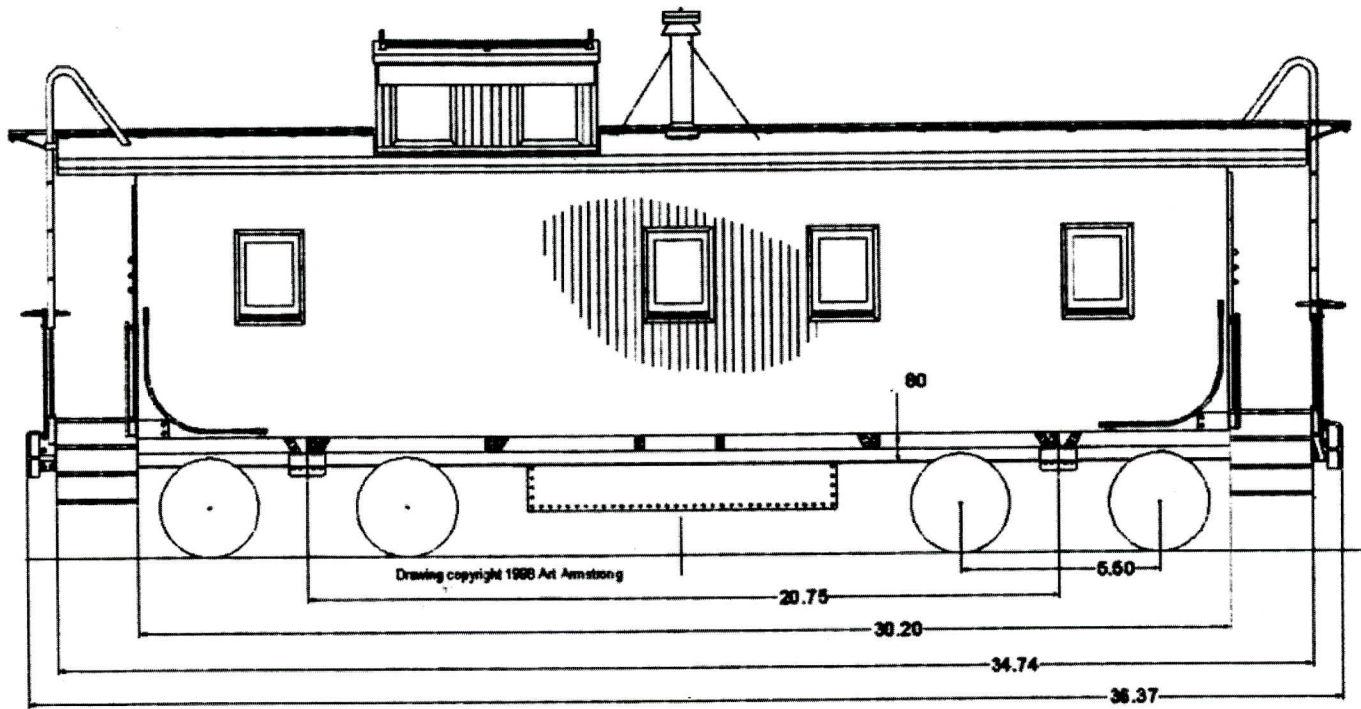
**Model, photos, and end view
drawing by Art Armstrong**

Here are plans for a Southern Pacific Lines common standard adopted C-30-3 woodside caboose. Art built the model with styrene and used brass platforms. Lettering is Clover House dry transfers.

The drawings don't show the roof platforms at the top of the ladders. By the time he learned of these his model was painted, and he didn't want to work more on it. Check out the cover photo for color.



Section at floor beam

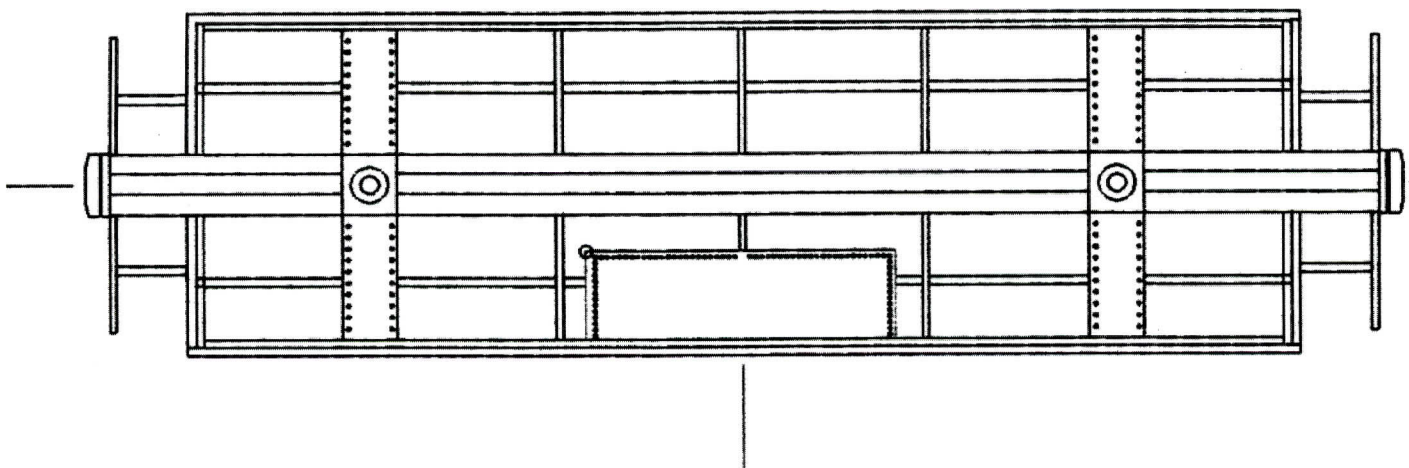


S.P. C-30-3

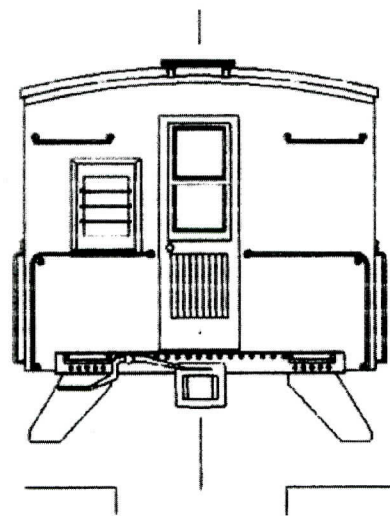
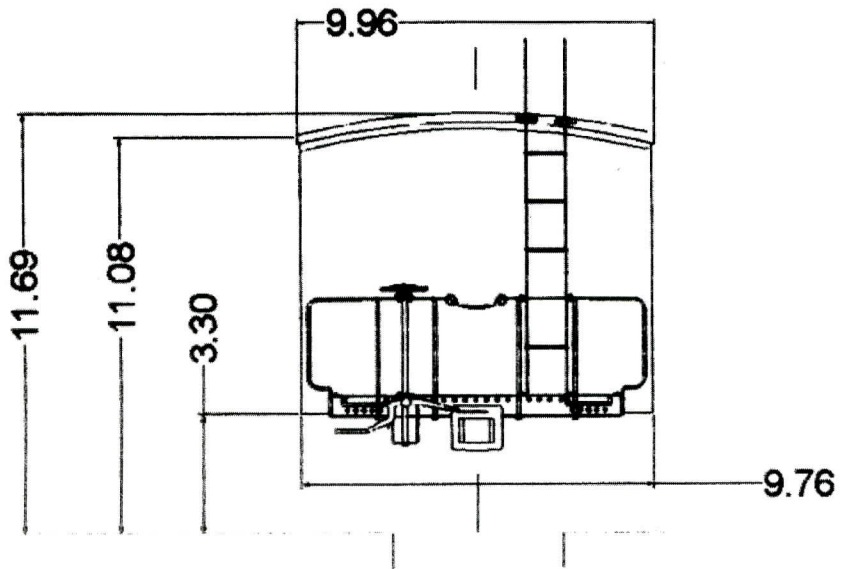
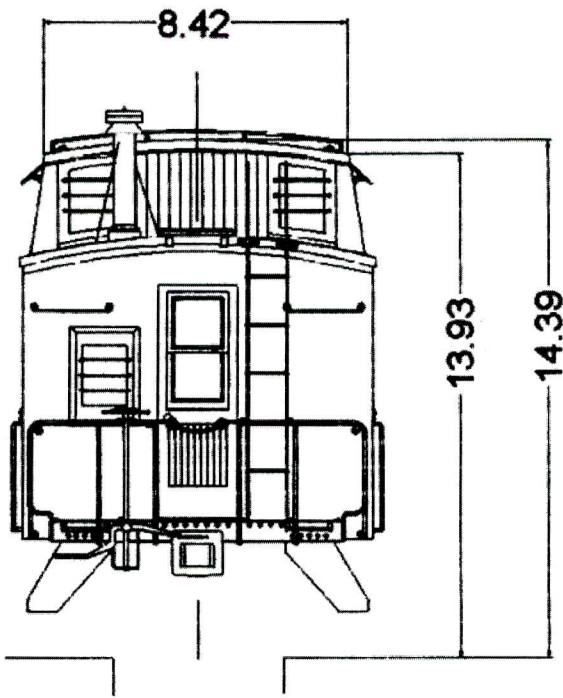
page 1

from Southern Pacific 1930 drawings.

Bottom view of frame



FULL SIZE FOR S SCALE - $\frac{3}{16}'' = 1'$



scale is approxima-
tel 3/16" to the foot.

Module Corner

Figure 8 on Display

by Ken Garber

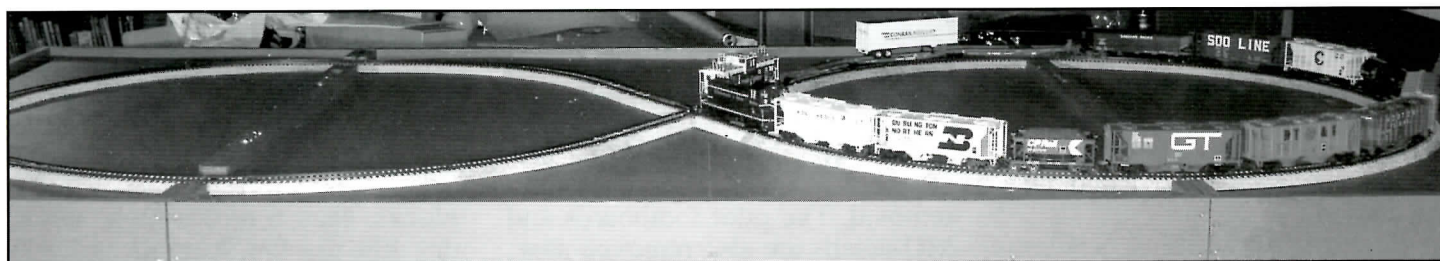
For our upcoming regional flea market, I wanted to display some S

along with some flyer handouts. A few years ago I had set up an oval that ran fine over the two day event. This year though I wanted to do the same, but seeing Dale Baker's figure 8 on display at some Michigan flea markets and the comments it drew, I decided to do the same - the caboose clears just as the loco crosses/

If you view the shot below; it's a 4' x 8' table split into three with a center 4' x 4' and two 2' wings. I preferred not to rely on clamps and such. Rather than track directly

mounted to the table top (in this case foam insulation), or glue down cork roadbed, I decided to use SHS sections. The curved sections are all 19/20" radius. The straight sections are all custom cut and the 60 degree diamond is a pair of 10" straights spliced together with super glue and epoxy.

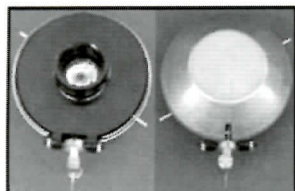
One note - there is variation amongst batches of SHS roadbed colorations - some are a little darker or more speckled than others.



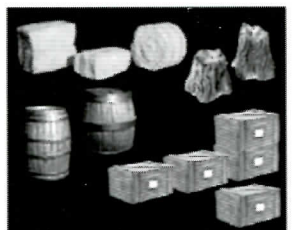
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TURN AN AMERICAN MODELS GP9 INTO A CHESSIE (B&O) "TORPEDO TUBE" VERSION

Article and photos by Mike Sulzbach

This article is about detailing, painting and lettering a B&O Chessie System GP9. This is an easy diesel to build, since no major changes are needed. The removal of a few molded on details, changing the walkway skirting and lengthening the fuel tank are the main items to be reworked. A diesel modeling article in the June 1992 issue of *Railmodel Journal* has a detail by detail listing of these engines. You can follow along and build one for yourself, or use some of these ideas to build your favorite diesel. Look over the bill of materials, choosing the details you want to add and let's get started.

Handrails: I prefer to replace the kits' original handrails with brass wire and stanchions from Des Plaines Hobbies. The open back of the stanchions are very easy to solder. I first drilled the stanchion mounting holes in the body clear through with a #61 bit, then drilled the end stepwell holes for the handrails with a #71 bit. Clean up the stanchion castings and make sure the handrail bends are correct. Next, I wrapped a rubber band around the cab to hold the loose ends of the handrails over the cab's locating holes. See photo #1 for help. I first dip the stanchion top in flux, then put it on its locating hole on the body. I hold the lower end in place with a wet paper towel; this is used to keep the stanchion square and to quickly cool the soldered joint. Add the stanchions one at a time, making sure all are square as you prode. Use a piece of index card to protect the body from flux splatter. When all the railings are completed, wash the body and railing to remove excess flux.

Skirting: Removing the walkway skirting is next. I used a razor saw

for this. The B&O elected to keep the fuel filler in the skirting, so we do the same. This also allows the original mounting pins to be retained. See photo #2 for skirting

removal. The pilot footboards and MU details are also removed now.

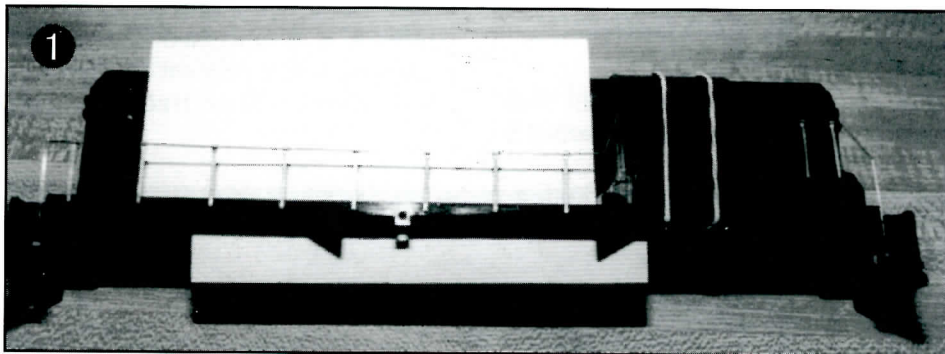
Grabs and such: Drilling both hood ends for grabirons is next. I use Huff 'n Puff grabs, as they match the kit's mounting locations. Use a #76 bit for these. Note that the short hood end has two grabs on the right side.

This group of engines were set up to run long hood forward in passenger service, so this would be the engineer's side. Also drill the top of each end for one grabiron. The grabs are added after painting.

Glue the 36" radiator roof panels on now, using Plastruct liquid cement from the inside. When these dry, drill the roof panels for lift ring using a #71 bit. There are also two lift rings on each side of

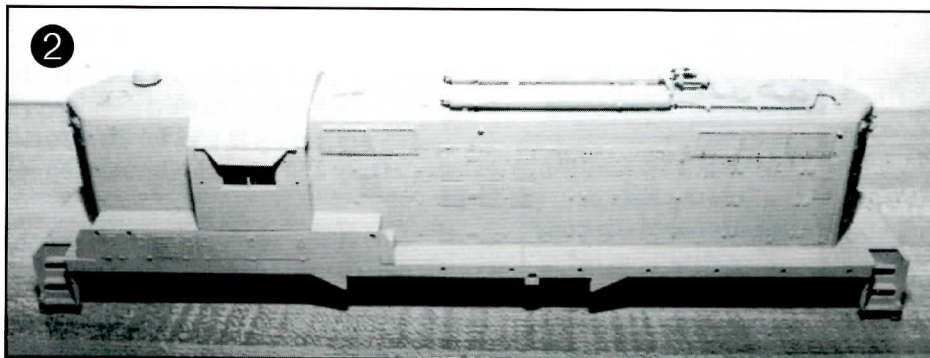
the long hood. Install these with CA from inside the body. The top photo will show the location. (Photo #3)

Couplers: I added body mounted couplers next. The drawing shows how I stacked the styrene blocks. Cut the blocks to length. I used a Chopper for these. Now use Testors Liquid Cement to glue two



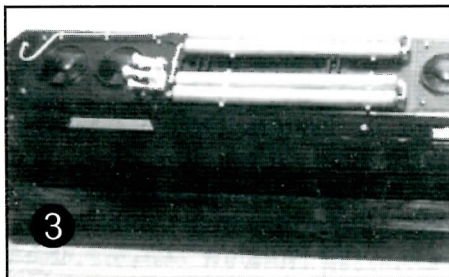
blocks, each 5 pieces high. When dry file the top, bottom and one face flat. I use an unorthodox method for glueing these on. First, coat one block on the face and bottom with Testors liquid cement. Now, coat the inside of the body behind the pilot opening with Plastruct cement. Quickly recoat the styrene with more Testors and set the block firmly in place. Repeat for the other end and allow to dry.

Adding the pilot details is next. A styrene buffer is added above the coupler, make from a piece of Evergreen 4x6, 2' 7" long and beveling the top edge. Fill in below the coupler with a piece of 4x12 and 4x4, leaving a slight gap below the coupler. I used CA to add one set of MU hoses on the right side of each pilot.



I detailed the cab next. Remove the cast on door handles, but leave the flat pad. Drill for new handles with a #76 bit and use CA to secure them. Locate and drill the cab for windshield wipers with a \$76 bit but add them after painting. Add the sunshades with CA. I remove the center post from the engineer's side window.

Top details: The photo of the top shows the roof mounted air tanks and plumbing (photo #3). The long airline had a shutoff valve cast in. This was removed and the lines soldered together. I removed the inner two mounting pins on each set of tanks, then I marked and drilled the roof for the outer two



pins. Mark the long airline mounting pins and drill them also. The tanks and all tank piping were attached with superglue.

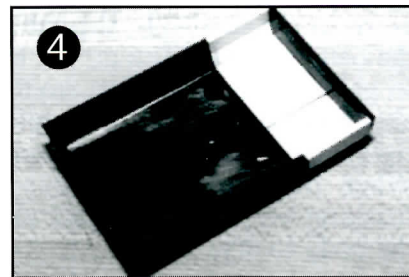
This group of diesels had their

airhorns mounted on the long hood. I had to add a small block of 4x6 styrene to rail the horns slightly. Drill the block and body with a #61 bit and CA from the inside. The radiator screens, steam generator breather and exhaust from the kit can now be added. Mark and drill for the handbrake on the long hood. I shorten the tube that goes to the walkway, cutting it off at the lowest bolt casting. It looks better shorter. I drilled each end walkway for the MU stands, but left them off until after painting. It's easier to mask the walkways if they're out of the way. The drop steps are also added after painting.

Check over your work, clean the body and cab and give it a coat of your favorite primer. I used Floquil for all painting on this engine. While the primer is drying, work on the trucks and underframe can begin.

First, remove the airtanks and put them in your scrapbox. Next, remove the fuel tank with a razor saw (Photo #4) - cut off the end towards the long hood. File and sand the cuts square. I extended the tank by using 12 pieces of 4x12 styrene, each 4' long. Secure them edge to edge with liquid cement and allow to dry. Now, reglue the tank end back on. I added 5 minute epoxy to the inside for extra strength. Fill in the gaps with body putty and sand when it dries. It might take a few applications to match the contour of the original tank. Lastly, on the tank, I add a length of 4x12 along the top of the tank so the tank looks whole under the body. Slightly round the outer edge of the 4x12. You could add weight inside the tank if you wish.

Now, if you body mount the couplers, remove



the cast on coupler pads. I remove the truck sideframes next and clean off all excess oil. Add the spring hanger, but before adding the brake cylinders, drill each one for airline piping. I use .020 brass wire bent around a simple styrene jig I made. Use liquid cement to attach the plastic parts and CA for the brake airlines. Add a speed recorder to the front journal on the engineer's side truck. Before reassembling the truck sideframes, paint the gear towers below the chassis with Engine Black. The sideframes and fuel tank are brush painted dark blue.

Body Painting: Painting the body is the next step. These engines were built in 1956 as B&O #s 3407-3425 and delivered in their original blue, black and gray passenger colors. They were later renumbered 6606-6618. I would guess that decals from River Raisin could probably be made to work for this scheme. These units were repainted into the B&O's solid blue with yellow side sill sometime in the 1960s. They were lastly painted in Chessie colors during the 1970s. This is the era I'm modeling so I'll describe how I painted this engine. One common mistake in painting Chessie System diesels is the walkway colors. They have even been incorrectly painted in *Model Railroader* articles. All horizontal walkway surfaces are gray. This includes the step treads at each corner, the steps to the cab and even the top of the drop step. I use the gray primer as my walkway color. Use pieces of Scotch Magic tape to mask the walkways. Also mask the top walks that lead to the cab. I brush paint the steps in each corner later as the stepwells need to be yellow. Airbrush Reefer Yellow on the

Bill of Materials

1 American Models GP9

1. DPS 101A Desplaines handrails

1 SWD 3 SouthWind 5 chime airhorn

1 SWD 6 MU hoses

1 SWD 18 EMD door handles

1 SWD 19 windshield wipers

1 SWD 25 lift rings

1 SWD 30 speed recorder

1 SWD 49 MU stands

1 SWD 52 sunshades

1 SWD 55 torpedo airtanks

1 SWD 58 handbrake

1 SWD 62 Dropsteps

1 pk 7404 Evergreen 4x4 styrene

1 pk 7406 Evergreen 4x6 styrene

1 pk 7412 Evergreen 4x12 styrene

1 pk DH 140 G&W decals (Chessie)

Misc. drills, Testors and Plastruct liquid cements, a superglue.

body, in the stepwells, the cab and the battery boxes. You do not have to paint the cab roof or anything above the body grills. a couple of light coats gives good coverage. When the paint sets remove the masking very carefully and allow the body to dry.

Painting the orange, or vermillion stripes is next. First, cut out the large Chessie lettering from the decal sheet. The ear in the Chessie herald is yellow in the orange stripe, so it's location needs to be determined. A small piece of Magic tape is placed on the body where the ear is located. The top of the orange strip is just below the radiator grill work. Measure down 1' 1" and mask for the bottom of the stripe. I use several very light pencil marks to help keep the stripe straight. Also mask the battery boxes and walkways for the orange side sill stripe. Carefully cover the remainder of the body with more tape. I do not mask the top of the body stripe; just paint high enough to get good coverage. The top of the stripe will be made when we mask for the blue. Now, set the cab on the body and mark the orange stripe locations. This ensures the stripe will wrap around the cab and match properly.

Masking only the lower edge of the stripe is necessary. For the orange color I use SP Daylight Red with a little Reefer White added. Spray on as with the yellow, and when the orange sets, remove the masking.

The last color to be sprayed on is Dark Blue. I don't use B&O Royal Blue, mostly because the decals are a couple of shades too light, and the Dark Blue is a better match. Since these are the only Chessie decals I have, I chosen to match the decal color. The blue begins at the bottom of the radiator frames. Wrap the masking around the body, measuring from the walkway up to ensure a straight stripe. Also mark and mask the cab as before. Be sure to mask the remainder fo the body well. Now spray on the blue, being sure to cover everything on the roof from several angles. Carefully remove the masking when the blue sets. I brush paint the pilot blue as I find it easier than masking around them. When the blue dries, I give the body and cab a light coat of Testors Gloss enamel for decaling. Apply the decals when the gloss dries. The long hood is forward, so the Ches-C heralds goes there. Work the herald around the hand-

brake. I use Walthers Solvaset to settle the decals onto the body details.

Final details: Adding the final details and painting them is the last step. All details are added with CA. The MU stands are added and painted yellow with red covers. The grabirons can now be added - their color matches the background, i.e. yellow grabs on yellow background, blue grabs on blue, etc. Add the windshield wipers and paint them and the door handles silver. Add the drop steps, up or down, however you choose. The bottom is painted yellow, the top surface is gray. Also paint the step treads to the cab and in the stepwells gray. All step edges are orange. Add the handrails and paint them and stanchions orange. I finally gave the model a light coat of Testors Dullcoat to seal everything. When this dries, add the MU hoses, gladhands and couplers. Paint the coupler boxes dark blue. Add window glazing from .005 styrene if you want along with engineer and fireman figures. Weather to suit and enjoy your Chessie masterpiece.

Note: the white color is masking tape covering the gray primer which will remain for the walkways.





The Altoona area is still railroad heaven. These 1977 scenes are repeated today with Norfolk Southern black and white leading or pushing the trains. The top photo shows a westbound freight heading into the northernmost Gallitzin tunnel. The photo below shows two helper units behind a Penn Central caboose shoving west on the "Curve."

Photos Jeff Madden



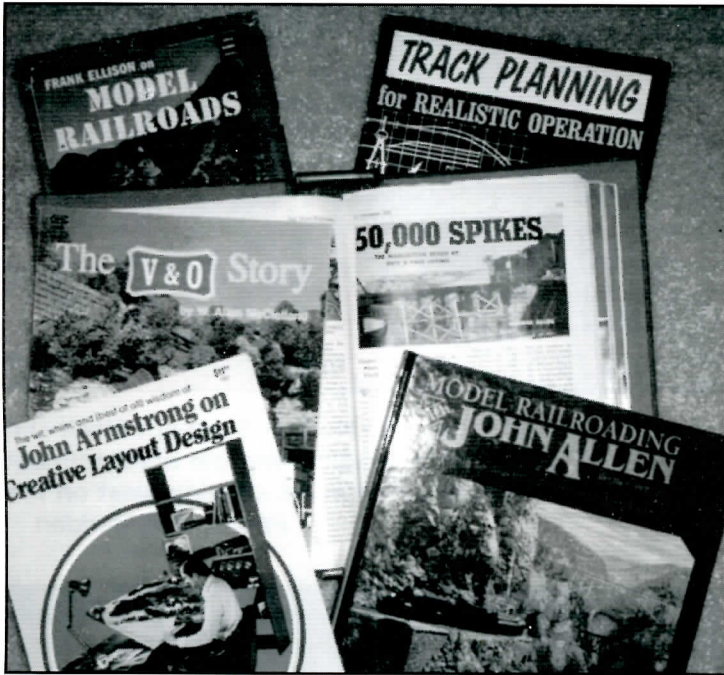
THIS TIME IT'S S

Chapter IV

Modelers I Emulate

by Jeff Madden

I mentioned briefly in Chapter I about influences on my modeling career, so I thought I'd expand on that theme in this chapter. I actually wrote a piece about this back in 1981 for the *NMRA Bulletin*, but in the context of switching to S scale



and the intervening years, I can add much to the story.

Many of the modelers I wanted to emulate in my early years, and some of the ones I still do, were consummate authors of the '40s and '50s in such publications as *MR*, *RMC*, *Model Builder* and *Toy Trains*. Many of us had the same influences, and those newer to the hobby would do well to read these authors as well since much of their writings are timeless.

Let's start at the beginning, and see who these icons were in my case. I first discovered scale model railroading in my junior high library in Michigan when I glanced through some *MRs* and *RMCs*. Having Lionel and AF train sets gathering dust in my basement, my

eyes opened wide when I saw photos that showed me realism and scale - there was no turning back. Sometimes all one needs in life is a fortunate incident to propel things further. Mine was that and the fact that my dad's accountant was getting out of the hobby in the mid-fifties and gave my dad (to give to me) a stack of '40s *MRs* and some wartime HO parts and car kits. That's WWII folks. Most of the parts were crude castings, and the

kits were cardboard and metal. I used some parts and built a few of the kits over the years, but more importantly, pouring over the old *MRs* in my teen years plus reading then current *MRs*, *RMCs*, *Model Trains* led to discovering certain authors I could not get enough of. As an adolescent I am sure I was typical and had only funds for a little modeling and a lot of "arm-chairing."

Two of my early icons who wrote in those years were Frank Ellison and John Allen. Frank, with copious writings on his O scale outside third rail Delta Lines during the '40s and '50s, groomed me on "complete model railroading" by covering all topics - scenery, benchwork, operation, structures, wiring, etc. John Allen, a newer HO author starting in the late '40s, introduced me to detail and spectacular scenery, in particular with his fantastic photos. He too designed and built a complete model railroad with scenery and operation paramount.

Frank Ellison will always be

known as the "Father of Complete Model Railroading", while John Allen will forever be known as the guru who took model railroading to the next level and with a smaller scale. Frank's writings tailed off in the '50s and he passed away in 1964. John, unfortunately, died suddenly in 1973, but left a legacy that even younger modelers are fully aware of.

Now I'll throw in a couple of authors who inspired me greatly, yet are probably less well known, especially by younger folks. The first is George Allen (no relation to John) who authored a series entitled "50,000 Spikes" in the early '40s *Model Railroaders* until WWII pulled him away. George, in over a year's worth of articles, wrote humorous and informative narratives, accompanied by photos, about himself and cohort Ernie Huebner (both were members of the New York Society of Model Engineers - one of the earliest clubs that still exists) as they constructed an O scale, outside third rail, model railroad in Ernie's bungalow basement on Long Island called the Manhattan Beach. To a youngster, these articles covered the many aspects of model railroading in a style that made the hobby seem serious yet down to earth and humorous. George was always referring to some calamity that befell him or his partner Ernie such as the time George had inadvertently laid wire screening underneath the outside third rail and shorted out the whole layout. Ernie was the cigar smoking technical machinist type and George was the planner, dreamer and writer. Ernie was blue collar and George was in advertising. Just like model railroaders today, one type personality often complements another when working together in this complex and multifaceted hobby.

Then, coincidentally, as I began my own years of HO scale modeling, George and Ernie reprised themselves in the early '50s with

another step by step series in *Model Railroader* about building an HO scale model railroad called the Tuxedo Junction. Both series were never completely finished - one due to WWII and one due to George's waning interest in completing a big layout. Ernie never was totally into HO anyway, and in later years both returned to O scale. Actually, my first two scratchbuilt structures in HO were a coaling tower from Ellison plans and the Mifflinburg Mill from George Allen plans.

Two other '50s authors were prominent in influencing my own hobby. One is still well known by most, the other more obscure. John Armstrong had the greatest influence on all scale model railroaders by developing model railroad track planning to a fine art and showing us all how we could do something besides lay down a circle of track around the Christmas tree. As a regular contributor to *Model Railroader* and the author of many fine books, John inspired me to take an interest in layout design. He taught us all layout design with a purpose. To this day I am always doodling plans for myself or for friends. I've had a few plans published myself in the mainstream press as well.

Probably less well known is Boyce Martin of Louisville, KY. If you look back at the '50s MRs and RMCs plus many *NMRA Bulletins* of the 1970s you'll see Boyce Martin articles often. His writings were primarily about lineside structures and industries that could be fit into a model railroad. Many were overviews of basic industries and often included footprints of key structures. Boyce complemented John Armstrong's track planning by showing us how to locate structures with a purpose on a layout. He also wrote about his own HO Osage Railroad, and he was particularly adept at creating mini-scenes (car wrecks, etc.). He also contributed many prototype features related to modeling. Both

are now deceased.

In the '70s and '80s after to moving to West Virginia, I bought a house, joined a couple of clubs and got more heavily involved in model railroading. The previous authors mentioned formed my basic foundation for the hobby (and I'm sure it's the same for many of us), and then along came the next generation of inspiring authors, modelers and photographers who moved me to the next level. Along comes Allen McClelland with his Virginian & Ohio HO layout to hit my hot button for what I was looking to model. He showed me walk-around layout design, Appalachian coal railroading, hill-sides of trees and card-order operation (with the help of Steve King). Remember, Frank Ellison actually pioneered card-order operation - Doug Smith, Allen McClelland and others just improved on it. My freelance HO South Penn layout in West Virginia begun in 1975 was thus patterned after the V&O to a great extent but with a different storyline.

Bruce Chubb, author of *How to Operate Your Model Railroad* and of many articles about his Sunset Valley HO layout, was also prolific during the early '70s when I was getting really involved in the hobby. I discovered that Bruce Chubb was the 1970s HO version of Frank Ellison. He kept Frank's legacy moving ahead to the next generation, especially as to operation. He even had a major town called Fillmore, which was a terminal city on Frank Ellison's Delta Lines.

Moving to S in the early '90s gave me a chance to read up on some inspirational authors I needed to become more aware of if I was to model in a larger scale. Immediately as I delved into S, Frank Titman and Sam Powell came to mind as I had admired their layouts previously while still in HO and thus discovered even more info on their layouts as I

picked up copies of the *S Gauge Herald* and the *S Gaugian*. Actually, a 1959 MR article on Frank's Delaware & Western coal mine theme hi-rail layout was well thumbed back when I was building my big HO layout. And finally, as I committed to S and began to plan an S layout, I discovered Brooks Stover and his hi-rail (almost scale) Buffalo Creek & Gauley layout in Michigan. Since I had relatives in Michigan, I managed a few visits, and we shared a common interest in the BC&G, a West Virginia coal and lumber shortline that used steam up into the 1960s. We even conspired on a two-part article in the *Dispatch* on the BC&G and his earlier layout. His current layout published in recent *S Gaugians* shows the sort of theme I wish to follow with the Elk & Gauley.

We all have similar stories, but I thought I'd put mine to pen. The earlier modelers I mentioned, I never met in person, but I have met John Armstrong and Bruce Chubb at NMRA events. Since being in S, I've met and talked with all 3 S modelers mentioned.

So that's how I got to where I am in model railroading. As you've been reading, the Elk & Gauley S scale layout will be a West Virginia coal and lumber shortline like the BC&G. It will be transition era '40s, '50s, with steam and diesel. I will have a card order type of operation eventually. My scenery and structures will be patterned after most of those mentioned here. So, if you are doing a Meet an S Gauger with Bill Fraley, maybe you can list your influences too.

And finally, here's a little trivia for you. Of the authors mentioned above - three were O scalers, 4 were in HO and 3 in S.
- Jeff

End Chapter IV

The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

Modeling Co., 1:64 Modeling Guide, Dave's Sn3 Models, PBL, Rickety Rails Models, Backwoods Miniatures, Cimarron Works, Heimburger Publishing, Mt. Albert Lumber Co., Pacific Video, Banta Model Works, Dana's Railroad Supply, Grizzly Mountain Engineering and Mike's Narrow Gauge Models.

20th Annual Sn3 Symposium

Guest Author: Gerry Evans

Photos by the author

The 20th annual Sn3 Symposium was held in Clearwater, FL on February 17-19. The one promise made to attendees was kept - "No Snow!"

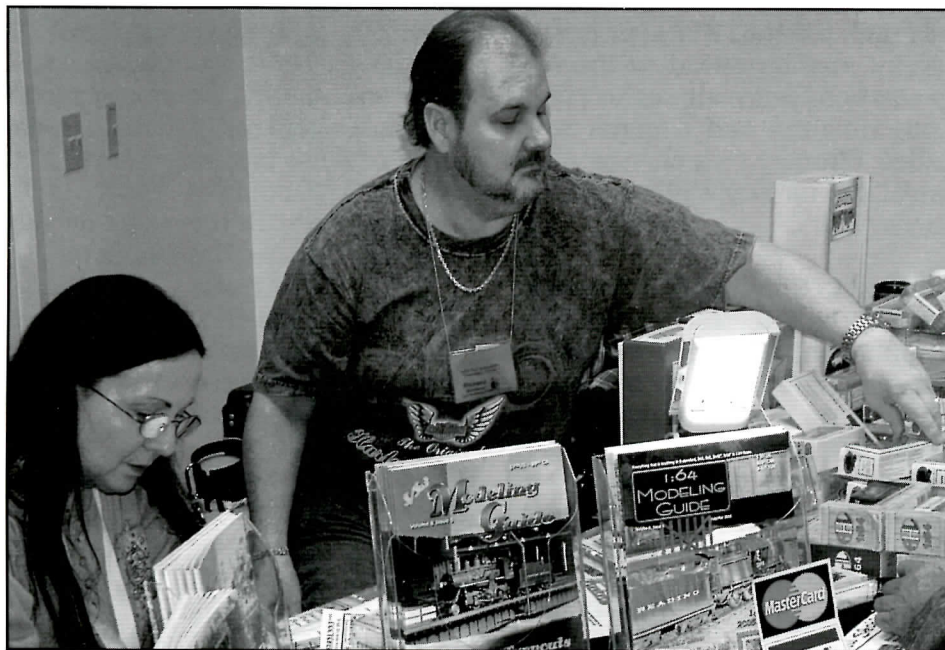
As usual the Symposium was marked by good fellowship and excellent workshops and clinics. The weather also cooperated.

Joe Addison had his Silverton Central modular Sn3 layout on display. The SC includes two excellent sky-high trestles, a fantastic harbor scene, hundreds of pine trees, three distinct scenes, little critters too numerous to count and a very diverse assembly of vehicles. Jon also added to the Symposium by offering a clinic on making realistic scenery as seen on the SC.

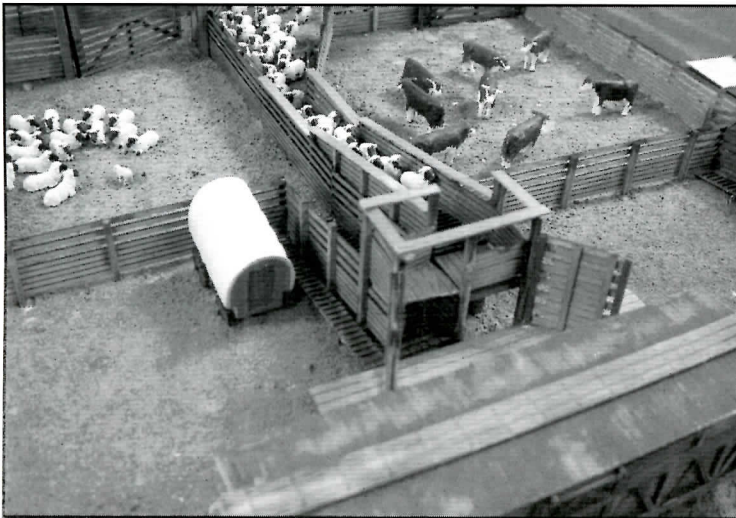
Vendors who showed their wares included the following: Aspen



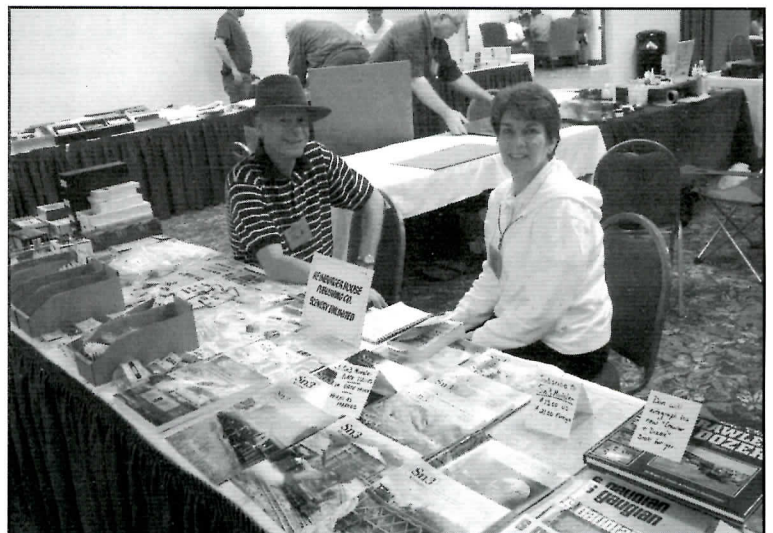
Above - Jon Addison poses next to the Silverton Central, his Sn3 layout creation, that was on display at the Symposium. Tons of detail on this layout.



Left - Richard and Debbie Bendever of 1:64 Modeling Guide man their booth with lots of goodies besides their publication. They also were kind enough to devote some of their table space for NASG handouts.



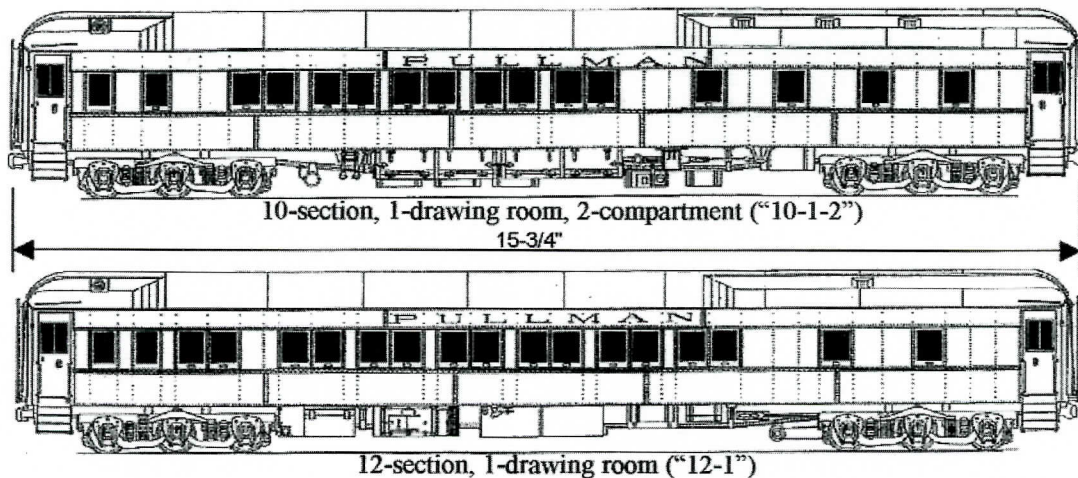
Top left - In a role-reversal, Jettie Padgett of SouthWind Models buys brass from Backwoods Miniatures' Jan and Peter McParlin. The McParlins come over from the UK for the Symposium every year. **Above right** - Karen Booth of PBL had lots of super brass and some really cool tools to sell. **Center two photos** - Banta Model Works displayed this new livestock loading facility which is a new kit in their line. **Right** - Don and Marilyn Heimburger of Heimburger House and Scenery Unlimited showed lots of detail parts and hard-cover books.



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THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** held their February meeting at the home of Paul and Maureen Riley. Members discussed their modules and problems that they have in setting up and operating them. Bill Clark offered to install the original camera unit into a new F-unit diesel. Monies to provide Bill with any parts and fittings necessary to install the camera were approved. The club set up and operated their layout at the Greenberg Train Show held on April 2-3. The layout was displayed at the Big E Train Show held at the Big E Fairgrounds, West Springfield, MA. On Jan. 29-30. A recent newsletter issue of *The Bristoliner* included a description of the forthcoming 2-8-0 steam loco as being designed by S Helper Service. Gene Kelley held the March meeting at his home in Byfield, MA., and Al Coughlin was scheduled to host the April meeting. Doug Peck edits the club newsletter, and has proposed to have the issues placed on the club Web page, with access available to members of the club only. The club would continue to distribute the newsletter to subscribers via mail. Dick Connors edits the club meeting minutes, that are distributed by e-mail. The club lost two members recently. Don Tyler passed away on March 4, and Bob Murphy on March 11, after a lengthy illness. Tom Robichaud is President; Helen Lenart, VP.; Chet Brown, Treasurer; and Dick Connors, Secretary. The **BSG** proudly is the oldest S Gauge Club in America (since 1948).

Charles Hicks of the **Canadian S Scale Quarterly (CSSQ)** has conducted a survey to change the name of the Canadian S modelers to "**S Canada**", with the **CSSQ** the official voice of **S Canada**. The newsletter is issued

approx. four times per year, and Manfred Lesser, of London, Ontario is the editor. The group solicitors provide letters, product reviews, prototype information, layout plans, coming events, and other information of interest to the S modeler in Canada. The information is submitted to Mr. Alex Binkley, Ottawa, Ontario, for assembly into the newsletter issues. Monthly editors are welcomed to assemble an issue of the newsletter. A second item to be voted upon is the change of the annual dues to allow more monies for newsletter distribution, and projects that might benefit the members. The Canadian Assoc. of Railway Modelers is planning a national convention for May 20-22 in Winnipeg. The event will include the Winnipeg Railway Museum, and accommodations will be at a local college dormitory to save on the cost. Layout tours, clinics, modeling displays, railfanning, and rides on at least two railways, including the 1.5 inch scale Assinboine Valley Railway. Charles Hicks is the treasurer of the group. A recent newsletter issue had an informative article on Cheap and Easy Scenery.

The **Conn. S Gaugers (CSG)** set up and operated their modular layout at the Ram Band Cheshire High School Train Show in early March. The layout was set up with short straight modules in each end of the loop track design, to allow room inside the layout for the operators. Previous layouts had a large radius at each end, which gave only approx. five feet between the straight sections that make up the sides of the layout. Steve Kutash coordinated the set up and installation of the new short straight sections at each end. The club also set up and operated their modular layout at the Housatonic

Railway Club Train Show in Fairfield, CT. on March 10. The short straight modules were used again and proved to be a welcome addition to the layout configuration. The **CSG** plans to display their layout at the Jonathon Law H.S. Train Show on April 10. Member Larry Hally was scheduled to hold the May meeting at his home in Branford, CT., however, Larry held the February meeting at his home because of a hitch in the scheduling of the meetings and the planned host could not hold the meeting. He gave a very informative clinic on his methods to clean, repair, and refurbish AF trains. Craig O'Connell (club secretary) edits the club newsletter, and is coordinating the 2005 membership listing of the club with your column editor as treasurer. The membership list for 2005 will be made at the end of March. Bill Fuhrman is president of the club.

The **Western N.Y. S Scale Assoc. (WNYSSA)** set up and operated their modules at the Toy Train Operating Society Train Show held at McKinley Park Inn recently. Various AF, S Helper Service, and American Models engines and rolling stock were operated at the show. Gregg Mummert coordinates the club activities and brought his Burlington Zephyr to display at the show. Dan Malkiewicz brought his Flyer bashed 2-10-2 steam loco to operate on the layout. The club members met on February 27 at the Pegasus Restaurant, Hamburg, N.Y. for a meeting. Several members attended a train show at the Agri Center nearby before the meeting. Bill Barren was "out and about" after surgery and had a table at the show. The club is planning a possible outing to a Bison's game this summer which could include family picnic. Dave LaGraves is planning the event, and coordinating the activities for the members. Frank Battaglia is scheduled to host the April club meeting at his home in North Tonawanda, N.Y. A scenery clinic

ic will be presented at the meeting. Frank has a large sceniced O gauge layout but has friends that model in S scale. Member Ron Kemp moved away from the WNYSSA area, but receives the newsletters and e-mailed about his new area to the club members. Ron has met with the Pines & Prairies S Scale Workshop (PPSSW) members and enjoys the company of the S scale modelers. He is constructing a new layout, and can run trains even though the layout is just taking shape.

The South Jersey S Gaugers (SJSG) have a trailer that is used to transport and store their layout. President Hank Worrell thanked Tom McDonald, Rick Wark, Jim Oliver, and Jerry Mackey for donating space to store the trailer at various times in the past. The club will need to obtain a larger trailer to store and transport their new layout that is under construction.

A recent issue of *The Waybill*, newsletter for the club included an article by John Aaron on organizing the activities of the S gauger. One point that John made is that if one does not have more layout running today than about a year ago, one is not a genuine model railroader. The excuse of having "no time" to work on the railroad is a poor one, as even if one spent 30 minutes a day working on the layout it would add up to 90 hours in the course of a year. The article suggests that we model railroaders prioritize, and concentrate on the items that we require to accomplish our goal. Spend money on bench work and track first, so you will have a railroad on which to operate trains. I guess that John never heard of an armchair model railroader, and the closet filled with unbuilt kits. John recommends that we might not have room for our dream pike, but we should use whatever space that we have to build a small layout, even a single module that could be part of a future layout or be used with

the club set up.

The **SJSG** is planning to set up and operate their layout at the Train Show at the St. Thomas Episcopal Church in Glassboro, N.J. on June 25. The club has been invited to display and operate their layout at the South Eastern Penn. Transportation Authority (SEPTA) Rail Rodeo to be held on April 30. The event will be held at SEPTA's maintenance facility, Frazer, PA. The Rail Rodeo is an annual event for local SEPTA employees and their families. Employees will test their skill at various activities including maintenance procedures, locomotive stops, and station calling by conductors. Top scorers will be able to compete on the regional level for the various competitions. Club member Joe Jones and his Flyertown Museum was featured in the May issue of *Classic Toy Trains*.

At the May meeting the club members will be encouraged to bring a show and tell item as part of the program. Several of the club members attended a meeting of the Susquehanna S Gaugers at their April meeting in Northumberland, PA. The meeting was on Sunday April 17, and the members attending made a day trip with lunch and spent a few hours visiting. Mike McConnell coordinated the trip. On April 9, the club had a play trains visit to Joe Jones Flyertown display. Ben Serzo will host the club play trains get together on May 14. Hank Worrell is president of the **SJSG** and Mike McConnell edits the club newsletters. A recent newsletter issue included an article on weathering with chalks. David Pierce is V-P; Joe Blacer, Treasurer; and Jim Oliver, Ass't. Treasurer.

The Neshaminy Valley AF Club (NVAFC) held their 176th meeting at the home of Susan & Jim Duffy. The host unveiled an original AF Gabe the Lamplighter accessory at the meeting. An AF

Katy box car that was restored by Jim Duffy was found in a box of train equipment that is used when the **NVAFC** display their layout. Mike Ramsey found the car, and also coordinates the club activities. Theresa and Jerry Hillier hosted the February (177th for the group) at their home. The club is planning their "Boys night out" meeting to be held in April. In several years past, it has been held at Phil's Tavern, but other locations are being considered. Paul Fenn coordinated the purchase of the TTOS convention car for the members interested. George Donahue was scheduled to have a hip operation in January, but it was postponed because the doctor had back problems. The operation was scheduled in March, although it was put off again. The club members wished George well. Nancy & Joe Fisher hosted the March meeting at their home. The host has a fine layout and various S gauge equipment was operated by the members attending. Chris Harding coordinated the purchase of Lionel magnetic cranes for several members interested in purchasing them. They were delivered at the meeting. Tom Keegan set up his permanent layout at the Lackawanna Hotel in Scranton, PA. on Sunday, March 6.

The North Penn S Gaugers (NPSG) held their February meeting at the Greenberg Train Show on Feb. 12, in Fort Washington, PA. They operated their layout at the show. At the January meeting, held at the home of Alex and Mary Larkin, officers were elected as follows: Alex Larkin, President; Ray Nase, V-P; Glenn Ritter, Sect'y.; Barry Simpson, Treasurer. Glenn Ritter edits the club newsletter. The club has been active plugging our favorite gauge (S) with layout displays at various shows. The club set up a layout at the Greenberg Fort Washington Train Show; Allentown Spring Thaw Train Show, Allentown Fairgrounds in February; East Coast Hobby Show,

Ft. Washington Expo Center in March; and is planning to set up a layout at the NASG Convention in July. The club was planning to set up and operate a layout at the Norristown Senior Suites, as a public service display. The club members are purchasing and ordering materials to bring their modules up to scenic quality. Ideas were obtained at the recent shows when they operated their layout. Realistic trees, hills and buildings are needed, and foam board rock walls are planned. Glenn Ritter plans to remove the skyboard, and finish the Pine Canyon Back alley on his module. Photos in a recent newsletter show fine operating S trains and a good quantity of interested viewers.

Ken Schnepf held the February meeting of the **Baltimore Area AF Club (BAAFC)** at his home in Oxen Hill, MD. The club set up and operated their layout at the Greenberg Train & Toy Show, held on Feb. 26-27 in Upper Marlboro, MD. On March 13 the club set up and operated their layout at the TTOS Swap Meet in Earleigh Heights, MD. Ron Kolb edits the club newsletter and coordinates the club activities. David Avedesian hosted the club members for a meeting at his home in Silver Spring, MD. on March 24. The club set up and operated their layout at the Greenberg Train & Toy Show held on March 19-20 in Timonium, MD. The club set up and operated their layout at the Great Scale & All-American Hi-Rail Train Show held at the Timonium Fairgrounds on April 16/17. Walt Westerfield was scheduled to hold the April meeting at his home, and Monte Heppe was scheduled to host the club members at his home for the May meeting.

The **Southeastern Michigan S Gaugers (SMSG)** met at the home of Janet and Dale Baker in Owosso, MI. for their February 27th meeting. The host arranged for the Steam Institute to be open so

members could visit the museum. The club welcomed two new members, including Hugh Daly from Marlette, MI., and Dave Campbell. The trailer for the display layout was at a school shop to have shelving installed and racks to hold the layout sections or modules. Bob Stelmach reported that he 6 ft. x 6 ft. layout of the club was a hit at the Steam Institute both with the staff and visitors who came to see the display. The club Board of Directors gave Ron Bashista of American Models a certificate of appreciation for his support of the club display at the Steam Institute in Owosso, MI. Member Bob Pardington will set up and operate his portable layout at the Spring Spree. The March meeting of the **SMSG** was held at the home of Jerry Poniatowski, in Wayne, MI. The host has a AF layout running with American Models hi-rail locos and rolling stock, along with recent and classic AF trains. The meeting was led by the club's new president Bob Ristow. Other officers include: Sig Fleischmann, Treasurer; Jerry Poniatowski, Sect'y.; with Tom Hawley and Tom Hess serving as members-at-large on the Board of Directors. Dan Burdzinski reported on the status of the new display layout. The layout will be set up at the May meeting to be held at the home of Earl Carlsen. The set up will be a trial to evaluate whether it is properly built and whether design changes are required. Dan Burdzinski hosted the April meeting at his home in Rochester, MI. Jerry Poniatowski ably edits the club newsletter.

The **Northern Ohio S Scalpers (NOSS)** held a meeting in January at the home of Jack and Sharon Sudimak. Elections were held along with the club's annual meeting, and all officers were re-elected. The club set up a layout at the Medina, OH. Fairgrounds train show. Member Bob Yahnke hosted the February club meeting at his home, in Spencer, OH. on February 20. George Ricketts

edits and distributes the club newsletter.

The **Central Ohio S Gaugers (COSG)** set up and operated their layout at the GATS Train Show held at the Ohio Expo Center, on Feb. 12/13. The building location was the Voinovich Livestock and Trade Center, but there was no live stock. Member David Stilp coordinated the show operations. The March club meeting was held at the home of Carolyn and Mike McPherson, in Upper Sandusky, OH. The April meeting was held at the Rocky Fork Printing Co. offices and shop, Gahanna, OH., hosted by Alan Evans & Jeff Link. The club set up and operated their portable layout at the Golden Buckeye Train Show, at the Lausche Building, Columbus, OH. on April 16. The meeting featured a slide presentation by Larry Robertson and a DCC demonstration. The club layout will be sent to the Spring S Spree at the Dayton Mall, for the event sponsored by the Miami Valley S Gaugers on May 20-21. The **COSG** recently welcomed new member Chuck Matthews from Columbus, OH.

The **COSG** celebrated their nineteen year anniversary on March 26. Five people attended the first meeting held at the home of Frank Distelzwig. Attending were Joe Stiffler, Bob Brothers, Rich Hall and Alan Evans. Within a year the club layout was being built, and a trailer was also being constructed. The base for the trailer was donated to the club by the Cuyahoga Valley S Gaugers along with a bundle of Code 148 track and ties. The club recently purchased a new tandem axle trailer that measures 7 ft. x 16 ft. long. Racks and shelving from the old trailer will be transferred to the new trailer to hold the portable layout. Linda & John Myers will host the May club meeting at their home in Powell, OH. Alan Evans ably edits the club newsletter.

The *Chicago Flyer* is the newsletter of the **Chicago Assoc. of S Gaugers (CASG)** and they meet at the St. Paul Lutheran school, Melrose Park, IL. on a regular basis. The members have their business meeting at 8:00 P.M. and gather about an hour before to have their "usual gap fest". Bruce Lorence is the treasurer, and 2005 dues were due by the end of February. The club attended an open house at Chuck West's residence in DesPlaines, IL. Chuck has an S gauge pike measuring about 20 ft. x 20 ft. with a two track main line, locomotive, freight, and staging yards, and a branch line to the work bench area. The layout has Code 100 rail, and DCC electrical supply. Bruce Lorence arranged and coordinated the club trip. Lee Marotz has assumed the job of preparing coffee and supplying snacks for the club meetings. Norm Schreiner who passed away last year, previously performed the task. Members of the **CASG** are planning for the 2006 Fall S Fest. The club will host and operate the event, to be held at the Tinley Park Convention Center in the same space that was used in 2002. there are no less than 12 committees that will be responsible for various aspects of the Fest. Club members are encouraged to join a committee and help in the planning and operation of the event. The **CASG** supports the **CLANG** narrow gauge group that has a 10 ft. x 10 ft. narrow S gauge layout that is DCC equipped. Don Champion and Roger Sesterhenn are active narrow gaugers and coordinate the operation of the portable narrow gauge layout.

The **CASG** set up a small table top layout with S gauge product display at the NMRA Fox Valley Division's High Wheeler '05 Spring Train Show. Will Holt coordinated the display and members support of the event. For the All American RR Show sponsored by the NMRA DuPage Division the CHASM layout was brought

and set up, and operated. The layout was 12 ft. x 36 ft. at the show.

The **Cuyahoga Valley S Gaugers (CVSG)** held their January meeting at the home of Jim Zborowski and Pat Hennesey. Jancie & Bill Newhouse hosted the club for their February meeting in Silver Lake, OH. The club set up their hi-rail layout at the NMRA Train Show in Kirtland, OH. on March 19-20. President Lee McCarty and his wufe Cindy held the March club meeting at their home in Broadview Heights, OH. The newsletter is edited by Chuck Fonda and a recent issue included an article on the Story of the Royal Blue, Circus, and Silver Bullet AF trains. Club member Dave McKay passed away at the end of last year and the club purchased a brick at the TCA Museum in the memory of Dave. Elections were held at the February club meeting with the following results: Lee McCarty, President; Sharon Morton, V.P.; Gene Rominski, Sect'y.; Gregg Melzer, Treasurer.

The **Miami Valley S Gaugers (MVSG)** are busy planning for the upcoming 312005 Spring S Spree. The evnt is to be held in Miamisburg, OH at the Dayton Mall Holiday Inn on May 20-21, hosted by the club. Denny White is the chairman for the Spree, and Norman Hass is coordinating the registration as club secretary. Beth Burger will handle media coverage and arrange free stuffers for bags to be given to attendees. The S Gauge car for the event is an Ivorydale & Millcreek Valley RR 40 ft. box car with an advertisement for Ivory soap on the car. This will be the 18 th anniversary for the Spring Spree. A January get together of the club was at the Elizabeth Station Toy Trains (Chris and Beth Burger) store in East Dayton, OH. The January meeting was held at the home of Mike Mitter, in Fairfield, OH. Elections were held for some officer posts that were being vacated. John Clifford is the new president

and Rick Smith will become one of the three trustees of the club for the ensuing year. Other officers have agreed to continue to serve the club in their positions for another year. The **MVSG** met at the home of Dan Yett, in Washington Township, OH. on Feb. 15 for their monthly meeting. Tony Garza spreads the word about the club meetings and activities.

The **Badgerland S Gaugers (BSG)** held their January meeting at the Knight's of Columbus Hall in West Allis, WI. after their swap meet. The event was on the day after a snow storm that brought at least one foot of snow, so the attendance was low. Other Swap Meets were held on Feb. 27, and March 20. The last one for this Spring will be on April 27. Steve Lunde hosted the club for their meeting in February, in Waukesha, WI. Steve also had an open house in January when members could come and operate his layout. Jim Starosta held the March meeting of the club at his home. The Badgeland S Gaugers News is the newsletter for the club, and is edited by Ron Schlicht. A recent issue had a flyer that Ron edited entitled "What is S Gauge". Copies of the flyer will be produced and distributed at the club swap meets and train shows where the club diplays their layout and offers publicity about S gauge. The brochure describes various sizes of model trains (Z to G) and highlights S scale and such trains. It gives a description of Hi-Rail, Scale, and Narrow gauge model railroading, along with a brief history of the A.C. Gilbert Co., and the trains that they made.

The **BSG** newsletter reported the passing of a one-time member and friend of the club members, Raymond Gwitt. Ray participated in many of the club activities, and helped set up, operate and take down the modular layout. He was an active member of the Indian Head Model RR Club, and the WC-NRHS For many years Ray

was involved in the WISE Division, as a clinic chairman and working with the Boy Scouts to help them earn railroad merit badges. Member Dick Kloes set up four modules at the NMRA-WISE Div. Train Show to run a stand alone in-line display. The club set up and operated their modular layout at the Mad City Model RR Show & Sale in Madison, WI. Dave Smukowski upgraded some of the club modules and added a Harley Davidson factory and garden center complete with several greenhouses. Don Goeke had an operating Lionel Ferris wheel and swing ride along with a drive in theatre showing various feature movies. Ray Puls added more structures and enhanced the scenery on his 24 feet of modules. Jim Sanford coordinated the **BSG** booth and is making it a model railroading education center. A separate kiddie layout was set up for the young model railroaders attending the show. Rich Eveleth made some stickers that replicate the **BSG** patch. Jim Sanborn had duplicates made of the stickers, that were passed out to the young model railroaders attending the club booth at the show.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) is celebrating their 20 th anniversary on August 22-23, 2005. A recent issue of the newsletter, the *S Train Rail*, was published in the format of June, 1987. Tom Hopman , a one-time charter member wrote about his recollections of the club when it started. Tom listed the following charter members who attended (in addition to himself)the beginning meetings of the club: Ernie Horr, Jess Bennett, Charles Jayne, Ted Holloway, John Kelley, Bob Beshore, Ken Carpenter, Don Colville, and Francis Patten. The **IESGAPN** is making club shirts and patches available for the members to purchase. Bud Chadbourne is coordinating the purchase of patches which he will have sewn on a shirt

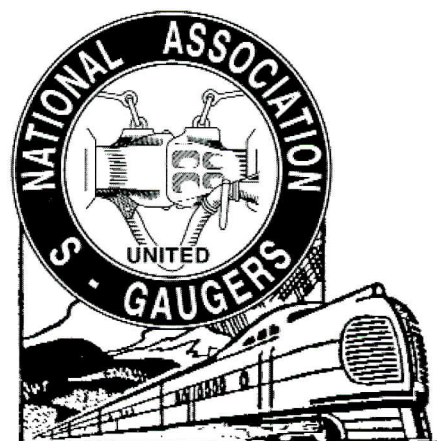
supplied by the member. Light blue shirts are best to display the patch detail. The February meeting of the club was held at the Spokane Community College (SCC) cafeteria, in Spokane, WA. There was a swap meet being held at the college on Feb. 20-21, and the club members met in the cafeteria for their meeting. They set up and displayed their layout at the swap meet. Jon Kettner coordinates the club activities, and held a work party at his home in March, in Spokane Valley. The club modules were the subject of the work party, in preparation to the club's display at the TCA Train Show, in Seattle, in June. Ballasting was done on the yard tracks, and a section of the track was re-aligned to improve operation. Member George Perks is scheduled to host the April 17 meeting of the club, and Larry Baker the June 19 meeting.

The Rocky Mountain Hi-Railers (RMHR) have been at the center of a movement to hold an anniversary celebration at the Boise Depot to celebrate the 80 year anniversary of the structure. The management of the depot was transferred from the City of Boise to the Parks & Recreation Dept. of the City, the annual open house celebrations were ceased in 2004 as a result. John Eichmann is coordinator of the **RMHR** and he organized a committee and effort to hold a celebration at the Boise Depot on April 16-17. A new group known as the "friends of the Boise Depot" was formed, and Phil Ulmen of the Third Division agreed to head up the planning and carrying out of the event. The Lookout Junction, portable layout of the **RMHR** will have a prominent location at the display, and funds received from the event will go toward moving a Mikado 2-8-2 locomotive from its present location to an area near the Boise Depot for display. The event will be billed as the 80 th celebration of the Depot and Boise Community Celebration to raise funds to move

the big Mike. The club newsletter oftentimes carries tips on repairing and restoring AF trains. A recent issue included a tip from David Dewey advising that Krylon brand semi-flat black paint, available in spray cans is a good match to the flat black paint used by the A.C. Gilbert Co. to paint their steam locomotives. David further advises that oftentimes the number on the loco cab can be preserved by applying a thin coating of petroleum jelly over the number before the loco body is spray painted. After painting, the jelly is wiped off and the number is intact. There is no sharp edge from masking as the area covered by the petroleum jelly is not a definite line.

The **RMHR** members met at their new home at the Child Development Center, Boise, ID to prepare their layout the Lookout Junction for display at the Boise Depot Celebration to be held in mid-April. The club members met on March 16 and Saturday March 19 to make final adjustments to the layout before the display at the depot. The Celebration was held on two days, Saturday and Sunday April 16-17.

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



EXTRA BOARD

PLAYING WITH TRAINS

I'm just completing a wonderful book, which I would recommend to any model train enthusiast, entitled *Playing With Trains - A Passion Beyond Scale* written by Sam Posey of Connecticut and published by Random House. *Model Railroader's* Terry Thompson is quoted on the dust jacket - "...With the empathy and insight that could come only from a true hobbyist, *Playing with Trains* takes the reader on a trip through the model railroading world and introduces us to some of the most interesting personalities in the hobby. The journey is personal, friendly and welcoming I found it immensely enjoyable." Paul Newman wrote, "This book deals with toys, but it's really about a man's inner life. It's bright and touching and shows a subversive sense of humor."

- Bob Chirlian - *ed note: I read it too and was greatly surprised how this book moved along. The name Sam Posey might ring a bell - he's an ex- Indy 500 race driver and sports commentator. This is not a picture book - but it's a great read.*

A LITTLE HISTORY

A.C. Gilbert Co. began making diecast steam locomotives around 1939, and they were pretty accurate to 3/16" scale. They were sold under the Tru-Model name. They ran on the same three-rail track as competitor Lionel, but they were 1:64 scale compared to Lionel's 1:48. They were accurate to 3/16" in both height and length (where Lionel O gauge fell short in my opinion) but were wider than 3/16" scale to accomodate the 1-1/4" 3-rail O track.

After WWII, Gilbert decided it needed to be vastly different that the big L and designed more realistic two-rail track spaced 7/8" between the rails. They used the same steam locomotive dies as the pre-war Tru-Model steamers,

except as has already been pointed out, the steam chests -- cast in those days as a separate piece and screwed to the boiler -- were narrowed a bit. A quick guess would be they were reduced from about 13 scale feet wide to about 9-10 feet. Of course, Gilbert also had to retool to make the chassis fit its new track size.

- Phil Kosin

PRS BOXCAR LIST

Here's a list compiled by Bill Roberts of the 40' single door boxcars produced by Pacific Rail Shops. This does not include special runs and club cars except as noted.

The list is for the 1937 AAR single door boxcar kits, including recent issues labeled Gold Coast.

10' inside height round corner:

B- 400	Undecorated
B- 401	Painted with data
B- 402	SP
B - 404	Southern
B - 405	C&O
B - 407	MEC
B - 408	GN
B- 409	T&NO
B - 410	NYC
B - 411	NH (two car set)
B - 412	NP
B - 413	CN
B - 414	Nickel Plate
B - 415	B&M
B - 416	NP
B - 417	NH
B - 418	Monon (gray)
B - 419	CP
B - 420	NP
B - 421	CP Rail
B - 422	EL (gray)
B - 423	EL (red)
B - 424	D&RGW
B - 425	SP
B - 426	Monon (red)
B - 427	Erie (Viking roof)
B - 428	IHB
B - 429	UP (OSL)
B - 430	UP (OWR&N)
B - 431	P&LE 1940
B - 432	P&LE 1945
B - 433	P&LE 1955 no slog.an
B - 434	P&LE 1955
B - 435	B&O

B - 436	CG 1941
B - 437	FEC 2943
B - 438	NS 1942 Viking roof
B - 439	SP silver Overnight

10' inside height, square corner	
B - 450	undecorated
B - 451	SP
B - 452	ATSF
B - 453	WP
B - 454	T&P
B - 455	UP
B - 456	ATSF
B - 459	T&P 1954
B - 460	NKP Viking roof
B - 461	SP black Overnight
B - 462	Illinois Terminal
B - 463	UP
B - 464	Norfolk Navy Yard Viking roof
B - 465	Naval Supply Depot Oakland - Viking Roof
B - 466	SP 1955

10'6" inside height	
B - 300	Undecorated
B - 302	Rock Island
B - 303	RI 1948
B - 306	ATSF Chief
B - 307	ATSF El Capitan
B - 308	CP
B - 309	SSW 1943
B - 310	SSW 1955
B - 311	Southern 1942
B - 312	Southern 1948

I discovered one unlisted one in a previous PRS flyer ed.-
Limited Run WP boxcar red with feather - 4 numbers.

I'll also list the 40' double doors.

B - 350 -	Undec
B - 351	UP (automobile)
B - 352	GN (gray)
B - 353	SP (automobile)
B - 354	Seaboard
B - 355	WM

NASG PULLMAN CARS

Gray 10-1-2 cars used by: B&M, FEC, Monon*, MP, SAL, SR.
Gray 12-1s used by B&O, C&O, GM&O, IC, NKP, NYC.

Additional notes to the above data were also submitted by Dick

Karnes and this is the following. 1. The gray cars were also used heavily in Pullman pool service (general service) on nearly all U.S. railroads that offered sleeper service. Major exceptions - UP, and SP which used a different color scheme. 2. *I have it on good authority (Roger Nulton - Monon expert) that the Monon had no gray cars. Monon used a few Pullman green cars and one car specially painted gray and red.
- Dick Karnes

DETAILS FOR PULLMANS

A question from Joe Haughney on the net asked if there were inside details available for the NASG long passenger cars. Ed Loizeaux responded: Check with Prototype S Parts, 1608 Cottagewood Drive, Brandon, FL 33510. This is a typical S scale cottage industry operation run by an individual out of his home. He makes a lot of passenger car details, both interior and exterior, which are light weight plastic, unpainted and reasonably nice. The proprietor is Mr. Ladd Houde. *Ed. note - You might also think of kitbashing American Models Budd car interiors. These are light-weight plastic. They would have to be shaved a bit and spliced together to work in the long cars.*

S WEBSITE MAKES MR

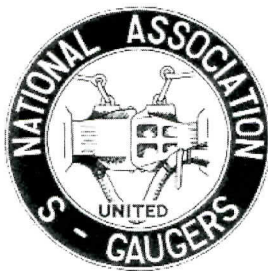
The headline reads *Lionel's favorite Web sites*. Well, it's not what you think. The column is *Workin' on the Railroad* by Lionel Strang and he is listing favorite websites. It seems he gave a glowing review to Craig O'Connell's

Trainweb or specifically, trainweb.org/crocon/sscale.html. He praised the history and glossary of s scale railroading in particular.

S-TIPS

Cardboard Boxes: Many of us have wood crates on the layout for scenic detailing or as flat car loads. But how many have cardboard boxes? Darn few, I expect. Click on this website for some laser scored/cut craft paper cardboard box kits that assemble in minutes with just white glue. A neat detail item. - www.kingmill.com.
- Ed Loizeaux

Kadees on AM Budd cars: I use Kadee #46, body mounted, for the AM Budd cars with the mounting block AM has for them. I believe you can get pretty close to Flyer radius using the #46. The #46 is the long shank version of the #5 and will maintain the close coupling of the Budds. Hope this is of some use.
- Tom Stoltz



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. email: k_singer@knology.net

S-CALENDAR

May 20, 21, 2005: Spring S Spree, Dayton, Ohio. Holiday Inn Dayton Mall - 937-434-8030. spree Chairman: Denny White - 9 3 7 - 4 2 6 - 3 6 1 6 , dwhite@woh.rr.com.

June 18-26, 2005: TCA National Convention, Seattle-Tacoma Washington.

June 23-26, 2005: NMRA RMR Convention, Holiday Inn of Cheyenne, Cheyenne, WY - 307-638-4466. Robert Sherwood 307-638-8535, www.shermanhillmrcc.org/rmr_conv.

July 3-11, 2005: NMRA National Convention and Train Show. Cincinnati, OH.

July 26-30, 2005: NASG Annual Convention, Altoona, PA - Hosted by Alto Model Train Museum Assoc., Ramada Inn Altoona, (814)-946-1631 for reservations. Info (814) 224-5414. www.amtma.org.

Nov. 18-20, 2005: Fall S Fest, Ramada Inn, South Beloit, WI (near Rockford, IL). Sponsored by State-Line S Gaugers. Hotel Res. (815) 389-3481, mention SLG for special rate. Info: dpippit@rockford.edu or www.s-fest.com. Web may not be active yet.

Aug. 2-6, 2006: NASG Annual Convention, Pontiac, Michigan (northern Detroit area), Details TBA.

Bids Open for NASG Annual Conventions -- 2007 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - email: leemax@jps.net

Railmail cont. from page 5

tion of some passenger cars, are scale proportioned. 3. S accommodates hi-rail and scale much better than O gauge.
- Keith Morrow

New Buyer's Guides: I received the new *S Trains Buyer's Guides*. They are also on-line at www.s-scaletrains.com/sbuyer/index.html
- John Foley

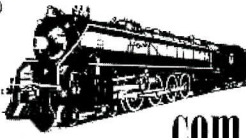
New Member Speaks Up: As a new member I was proud to see my name and hometown listed in the Welcome Aboard section of Extra Board. I misplaced the *NASG Dispatch* you sent me when joining. I would really like another if possible, and also information on what other promotional items - caps, buttons, posters, patches we have. In particular, I am looking for an old style (gray with with black stripes) engineer's cap which I have been unable to locate at local train shows and hobby shops.

Every spare inch of floor in my house is covered with original stock S gauge track set in Rick's Rubber Roadbed with the ties painted brown and bird gravel and black rock for ballast. It's a real challenge around.

- Richard Russell, 3515 28th St., #202, Boulder, CO 80301 - 303-443-0864. *OK, who can help. I'm sure John Foley and the Marks' can help on some of this.* -Ed.



Altoona, PA had a passenger station back in 1968. Photo by Jeff Madden

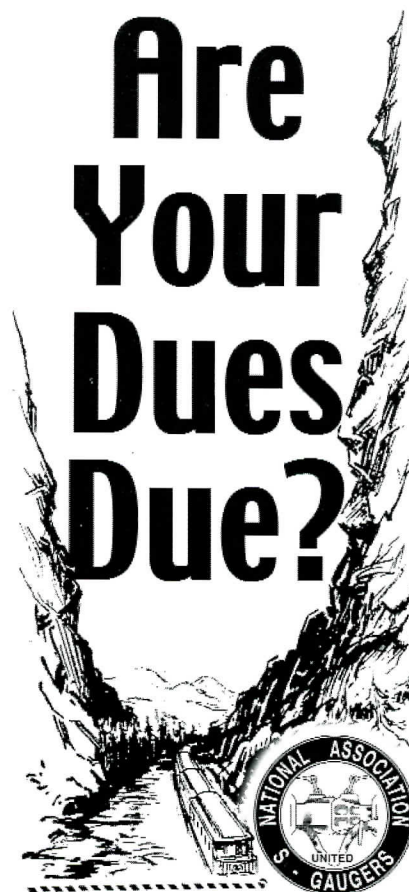
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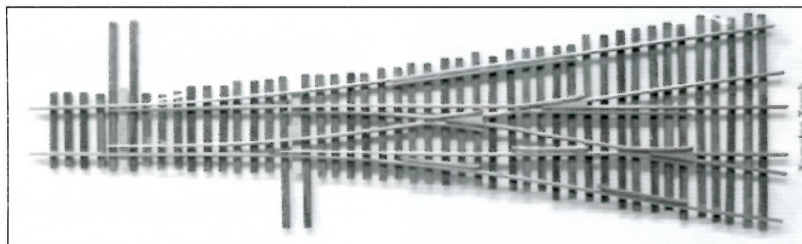


Here's a torpedo tube GP 9 on a Grand Trunk commuter train at Birmingham, Michigan ready to depart for Detroit in 1967.

Photo Jeff Madden

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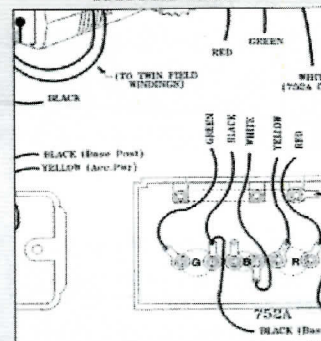
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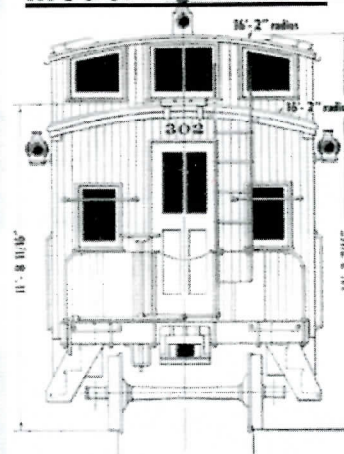


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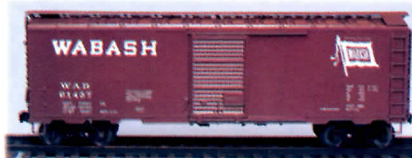
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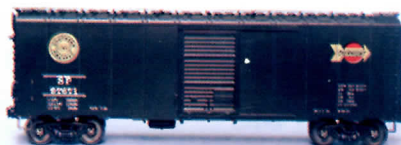
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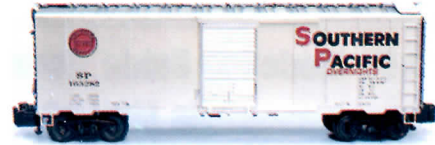
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