

December 1997

Volume XX Number 6

DISPATCH



“S” Season’s Greetings



PORT LINES HOBBY SUPPLIES

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WOOD-SIDED REEFERS

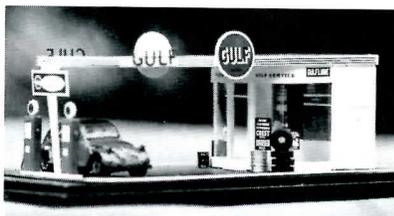
The line of S-gauge wood-sided reefers from CROWN MODELS is growing! Now available are



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NASG DISPATCH

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of S GAUGERS

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

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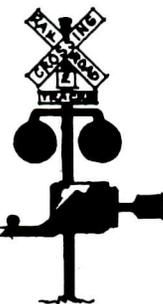
**American Flyer Car is 1997
Christmas Car**

Photo courtesy Lionel, LLC.

ORDER BOARD

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President's Message ...

PRESIDENT'S MESSAGE...

The seasons' are changing and our thoughts turn easily to the traditional time for model railroading. My original thoughts were to reflect on the memories we have of getting started in S gauge and the friendships made as a result.

But I have to interrupt this thought to pass along some sad news to the membership. Will Estes, a long time NASG member passed away November 13th after a brief illness.

Will was a gentle man who, many will remember, wrote the *Old Pop Valve* column in the *S Gauge Herald* in 1967-68 and then took over the *S-Kinks* column through the last issue in 1978. As *Old Pop Valve*, Will fielded questions from how to convert to scale drivers to the correct method of hooking up two AC transformers in separate blocks.

On one occasion, when I visited Will at his home in St. Joseph, MO, we discussed how to attach a passenger car

roof antenna, and he showed me an assortment of fish hooks he had saved for this purpose. One of his favorite modeling activities was to build a complete S Scale Loco & Supply locomotive kit while sitting in his living room recliner, and he built several this way.

The skills he had were simple, yet amazing, as you viewed the results. He was always willing to share his vast knowledge with everyone, whether it was a scale, hi-rail or tinplate project.

Let me close by sharing with you my recollection of getting started in S gauge 48 years ago this Christmas - it was with an American Flyer Pacific freight set. I hope each of you will make an effort to set up, display or operate S this Christmas.

Wishing everyone a Happy Holiday Season and a Prosperous New Year!

Sincerely, Paul Stevens, President, NASG
e-mail: craft.rr@genie.com



OLD "POP"



Send your S-Kinks direct to our S-Kinks Editor, Will Estes, 3604 So. 41st Terrace St. Joseph, Missouri 64503

INSULATED TRACK PINS

While recently working on my A.F. layout, I found the need for insulating fiber pins. These are not easily found but I came upon a substitute method. I opened one tie clamp and cut through the rail after moving the tie and insulator out of the way. Replacing tie and insulator and tightening same, holds rail sufficiently and there is now an electrical gap.

Stephen Gregull

QUICK TIE STAIN

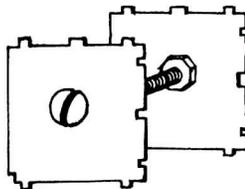
If you are using Ace self-gauging ties and wondering what to use to match the color of the Ace ties for your switch ties, try a black magic marker. It matches perfectly!

Timothy F. Rudzinski

TRACK LAYING AID

When you think you need three hands to lay track, try putting two NASG track and wheel gauges on a bolt about 1½" to 2" long, using 4 nuts. Insert bolt through hole and tighten nuts. This way the gauge will stand by itself. Don't make the bolt too long or the gauge will give an incorrect distance on curves.

John Long



POSTER ADS

Uh-uh, don't toss that junk mail! Book supply houses publish full page ads with miniature illustrations of book jackets and record jackets. These come both in magazines and by direct mail.

They have the size and style to make good poster ads on theaters and depots - ads for new

shows on Broadway, new best sellers, etc. It may be the best approximation available.

Delwyn R. Amerine

PROTOTYPE SCALE FOR S

When building from a prototype photo, what you really need is a big ruler in the picture. I obtained a wood plank 1"x6"x4 feet long, painted it white and painted a 1" black band to mark each foot. I carry this "scale" in my car on a photo mission and try to rest it on the object to be photographed. Later, it is easy to work from the picture in S because I know the scale would be 3/4" long on the model, and that is a figure easy to divide and multiply relative to 1:64.

Also handy: a stepladder. Almost every picture is better if you can get higher to take it.

Delwyn R. Amerine

MORE USES FOR DENTIST DRILLS

A good sharp, small center punch can be fashioned from a discarded dentist's drill or tool. Incidentally, those drills are often too dull for teeth but do a good job on the softer metals we work with.

John Long

Jeff's Junction

Where Are We in the Evolution of S?

In the evolutionary scheme of things, where is S? To answer this we have to look back at the rise of HO, which now has to be considered a "mature" scale and which is established as the most popular.

The Builders Age: There was a time, in the late '30s when HO was in its infancy. Like its big brother "O" then, HO started out as a builders scale. You built HO just like O scale. HOers had to build up metal locomotive kits, master soldering, build freight and passenger car kits from wood and metal (some with pre-printed sides), construct structures from scratch or craftsman kits and often hand-lay track and switches.

The Plastic Age: It was after WWII that HO emerged from the "Builders Age" and forged a new path in model railroading via injected plastic molding, especially for diesels, rolling stock, structures and accessories.

Big brother "O", meanwhile, remained a builders scale while "upstart" S scale was just moving into the "Builders Age" having been inspired by the postwar American Flyer line.

Now as the "Plastic Age" progressed into the 1960s you were able to get almost anything in HO in plastic - rolling stock, diesels, some steam, structures, track, etc. Most were basic kits or RTR.

The Brass Age: Then HO moved into the "Brass Age" in the 70s and 80s when it was discovered that hand-crafted brass locomotives (mostly steam) would sell in a limited production fashion. These finely detailed and smooth running locomotives moved HO to another level.

During the "Brass Age", coupled with the continuing plastic offerings, it was becoming possible for modelers in HO to begin building up "prototype rosters" of virtually any major railroad. Before the late 70s, even in HO, freelancing was more popular because only so many (especially steam) locos of one road became available. My case in point - I started in HO on a freelance basis and gradually transitioned towards an all B&O roster as brass steam and B&O plastic diesels became available. At one time I had 12 B&O brass steamers and a wide assortment of B&O plastic diesels plus several B&O brass cabooses. When my HO layout was blitzed in 1988, I was 90% B&O and 10% freelance.

The Mature Age: And now HO is in the "Mature Age" (along with N). As to rolling stock, locomotives and structures, HO has a virtual lock on variety and price. You want it - it's there, or will be soon. To define mature further, I mean almost any prototype item that is needed to fit into a model scheme is manufactured, or will be, in HO, and N isn't far behind. And quality HO items in injected molded plastic such as that from Life Like, Intermountain, Bachmann and Walthers just seem to keep coming and coming. Brass is still expensive, even in HO and N, but

virtually everything else is "plastic off the shelf."

And the resultant product availability needing less and less craftsman ability, has enabled HOers to move on to electrical challenges (such as DCC), scenery challenges and operating challenges. Thus the rapid growth of lots of well-scenicked layouts operated in a prototypical manner.

NOW WHERE IS S? Well, S is probably somewhere between the "Plastic" and the "Brass" ages as far as rolling stock and locomotives go, but still in the "Builders Age" where structures, bridges and scenic accessories are concerned. We have to lump Sn3ers into the same evolutionary age as standard gauge S, with the caveat that building craftsman kits is right up their alley anyway.

Standard gauge S modelers, whether they be Flyer, Hi-rail or scale, are probably less enamored with lots of craftsman kits and would prefer to move more in the direction of the type of items available in HO.

So S is about where HO was in the early 60s. I remember those 60s days in HO when everybody was saying - if they only had this or that. Now they do. S gaugers today are still in the "If only they had this or that" mode. In S the locomotive and rolling stock availability (I'm mainly referring to plastic here) is starting to stabilize. Soon the "I want list" may shift more to structures, bridges, and accessories being more available in plastic at a reasonable cost. S does have the advantage at looking back at HO, N and O and seeing what product items were most successful.

To move S to another level my "Santy Claus" wish list for 1997-98 might include the following plastic items: 1. Painted F3/F7 A units. 2. Styrene kits for a station, water tower, switch tower, coaling dock, basic brick factory/warehouse, and false front buildings (I'm talkin' Walthers Cornerstone Series quality and price here). 3. Through girder and truss bridges. 4. Re-runs of the long American Models Pullman cars to match the steam and GG1 short sets. 5. Interiors for the AM passenger cars. 6. 8,000 gallon single dome tank cars. 6. All-wood 40' reefers. 7. A 2 or 3-truck Shay (metal with plastic boiler like MDC in HO. 8. No. 8 straight and curved turnouts in code 148.

And speaking of wish lists, look back at my December 1995 list (*Jeff's Junction*) and see if any of those products have come to fruition? Yup - S-Helper produced the flat cars (now AM too) and Ertl has produced a couple of 50s trucks. And many other items have surfaced which are similar to my wish list, but not necessarily matching up to the same manufacturer. PRS is bringing out the X-29 boxcars instead of Des Plaines, SouthWind is bringing out various 2-8-0s instead of River Raisin and BTS is promising EBT brass Mikes instead of PBL.

Not bad for a 2-year-old wish list.

Happy Holidays - Jeff

NEW PRODUCTS REPORT

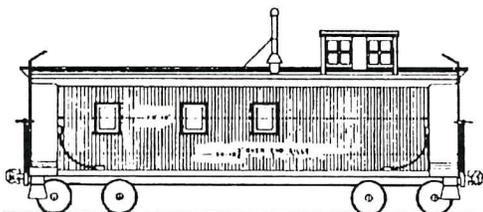
By Jeff Madden

AMERICAN MODELS (10087 Industrial Drive, South Lyon, MI 48178). The new Pacifics and sets should be delivered by now. Check with AM or dealers for remaining stock. Plans for the B&O P7 are in this issue for those wishing to compare the prototype plans with AMs B&O version.

BILL'S TRAIN SHOP (P.O. Box 561, Seffner, FL 33583) is coming out with a standard gauge Cass truss rod log car in a craftsman kit. The brass Westside/Swayne skeleton log cars are still coming, probably standard and Sn3 versions. Some logging structures are also planned including mills, sheds, stores, company houses, etc. Can a Shay be far behind?

And the EBT projected series of structures and rolling stock is really exciting news from BTS. Available now are urethane 2-bay hoppers (\$34.95) and steel flat #100 series (\$24.95). Other EBT freight rolling stock and several structures are scheduled for 1998 with TBA prices. Send for list or check the internet if you aren't already on the mailing list. Just announced on a for sure basis are the 3-bay hoppers and Three Springs station. The Saltillo station and water tank will follow. As for the EBT locos in brass, first out will be 2-8-2 #12 (Millie) followed by 2-6-2 #11.

BTS is also introducing craftsman urethane caboose kits. First up in this series will be the D&RGW 1100 series standard gauge wood side caboose. This rear end car saw service from 1927 to the mid-60s. The urethane kit will feature body and frame details and interior pieces. Each kit will come with arch bar trucks, couplers and decals. The limited series will sell for \$79.95. These should be available now.



DES PLAINES HOBBIES (1468 Lee St., Des Plaines, IL 60018). Coming are scale brass handrail and stanchion sets for the AM GP35, price TBA. Already in stock are sets for the AM GP7 and GP9/18, and RS3. These sell for \$24.00.

DSL SHOPS (23W008 Tamarack Dr., Glen Ellyn, IL 60137) has a new S scale urethane commercial building kit coming. It will be a nice sized 3-story "Dime Store". Direct orders are \$67 plus \$5.00 S&H. Illinois residents add 7.75% tax.

JOHNNY LIGHTNING (local collector stores and discount stores). The Johnny Lightning diecast toy car series are mostly about 1:64 scale. Much of the series are too outlandish for most practical use on layouts. The Muscle Car series and the Hot Rod series appear the most logical for model railroaders. As is these can be worked into mini-scenes such as parades, drive-in restaurants and drag races. Some can be worked into family sedans by changing the wheels and repainting. Remember that hot rods based on 1930s and 1940 cars were prevalent in the 1950s and 60s and can still be seen occasionally today. The Muscle cars of the 60s and 70s, of course, would fit into layouts with a more modern theme.

LEVENTON HOBBY SUPPLY (P.O. Box 1525, Chehalis, WA 98532) now has the American Models' Baldwin S-12 painted in Seaboard trim. Single AC/HR units are \$225; DC/HR or scale units are \$175. Double powered units are \$400.

KORBER MODELS (2 Tidwell Ave., Medford, NJ 08055) has stepped into the S scale "plastic" building market with 2 new buildings. One is a diesel enginehouse and the other is an icing house with platform. These styrene kits are \$37.95 each. Each has expandable sections available.

NMRA HERITAGE COLLECTION CAR SERIES: Car # 8 will be the freelance "Firewater and Kicking Horse Railroad" 40' boxcar

which commemorates a 1948 car Gordon Varney actually produced in HO The S scale version of this colorful red and yellow commemorative car will be one from Pacific Rail Shops at \$39.00. Available only to NMRA members.

PM HOBBIES AND CRAFTS (27005 Knickerbocker Rd., Bay Village, OH 44140) has a wood laser cut passenger shelter for \$13.50. Footprint is 15' x 15.5'. This is listed as a built-up model for that price.

POPE IMAGINEERING (P.O. Box 30318, Chicago, IL 60630) is still producing powered resin body traction items. Two styles are offered - a postwar PCC and a CSS&SB 1908 Niles wooden Interurban. Each has working headlight and operating pole with pre-wired socket. Options are AC or DC power, painted or unpainted and scale or hi-rail wheelsets. The PCC is listed at \$120 and the Niles car at \$150. I'm not sure if the paint job is included? Send SSAE for ordering instructions and info.

PRECISION SCALE CO. (P.O. Box 278, Stevensville, MT 59870) is offering a limited run in brass of the DM&IR Yellowstone 2-8-8-4 locomotives. Estimated price is \$2500. Write for details or contact Scenery Unlimited, 7236 W. Madison St., Forest Park, IL 60130.

S-HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901-1621) has received its initial order of the 53'6" TOFC flat cars which include a 35' trailer. These cars have the same construction as the other flat cars - metal bodies with ABS plastic decking and hitches. Wire grabirons are installed both on the body and the bulkheads. Cars include roller or friction bearing trucks. Wheelsets installed on the RTR cars are the blackened hi-rail ones, but 4 scale code 110 NMRA RP-25 metal wheelsets are also enclosed. The cars include the Flyer compatible couplers, but like all S-Helper cars, mounting holes for the KD #802 couplers are pre-drilled.

First run road names include

undecorated aluminum (for the REA green or alum. trailers), B&A, C&NW, New Haven, NYC, PRR, Seaboard, UP, NKP, and RI. All are available in 2 numbers. Each trailer with flat car sells for \$59.95, flat cars alone are \$39.95. Trailers alone are \$15.95. New roadnames coming in 1998 include: Carolina TTX, GN, PRR (alum.), SF, UP, WM, Yale/NH, Speedway/CP and Rio Grande.

New roadnames for 1998 for the Bulkhead flats with loads will be SF, GN, Soo Line, D&H and WM with various lumber pack loads. These list at \$49.95.

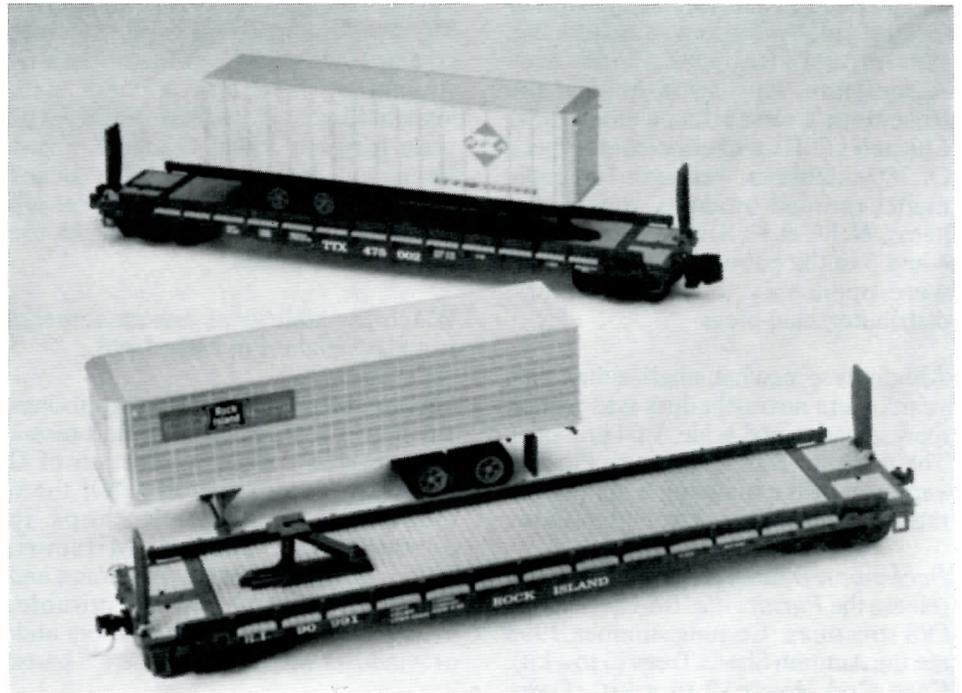
A totally new car for 1998 will be an extended PS-2 3-bay covered hopper. This car is basically a long version of the 2-bay, but actually pre-dates these by a few years and thus will fit into the late steam era of the 50s. American Model's PS-2 CD covered hopper appears to be a more modern (1963-1966 era) version with slightly different sides and center long hatches. S-Helper's has the round hatches like their short car. Again these will be RTR for \$39.95 each. Initial roadnames are undec., ATSF (red), BN (green), Chessie (yellow), CB&Q (gray), CNW (yellow), GN (sky blue), EL (black), NYC (gray) and UP (silver).

Available in '98 will be three-car sets of the steel re-built and wood 40' boxcars and the stock cars. These list for \$99.95 for 3 different numbered cars of the same roadname. Re-built boxcars: C&NW, SF, NYC (P&LE), UP. Stock: C&NW, NYC (Big Four), SF and UP. Wood boxcars: C&NW, NYC (MC), SF, UP. As well, three new 2-bay PS-2 roadnames are listed as upcoming: CGW (yellow), CSX (Central Soya), LNE (gray) and Polychlorate (gray/white). These list for \$39.95.

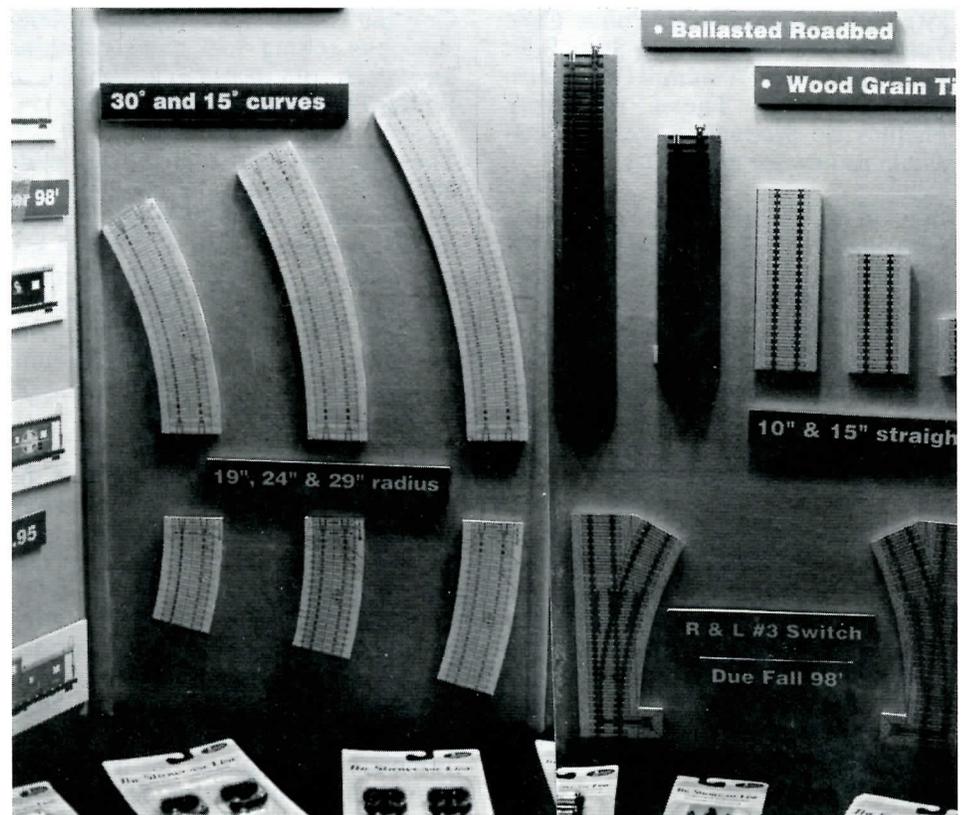
The most unexpected news from S-Helper is the last reported here. If you haven't picked up a new color catalog, you will be surprised to see the S-Trax System pictured as upcoming. This will include track and ties that are integrated into a molded (ballasted) roadbed. Rail size is scale #155lb. - it will take Flyer - it's about code 130?? The rail is nickel-silver and ties are Celcon with molded wood grain. The curves offered so far

are based on 5" centers. The basic track sections will include curves (19, 24 and 29 inch radii), straights (5, 10 and 15 inches long) and various connectors. No. 3 remote control switches are

promised too. Examples of pricing are: a six pack of 24" radius curves at \$27.95 and a six pack of 10" straights at \$29.95. A complete track loop with 19" radius curves and 6 straights lists for \$69.95.



GSC 53'6" TOFC come from S-Helper in 11 roadnames plus more to come. The bodies are cast Zamac with the trailers, decking and detail parts in plastic.



S-Helper's S-Trax track system is displayed here in mock-up form. Due later in 1998, this system will include rails, ties and roadbed mounted as one unit.

Photo by Will Holt

Dispatch at the 1997 National Model and Hobby Show

by Will Holt

The National Model and Hobby Show, co-sponsored each fall by the Radio Control Hobby Trade Association and the Model Railroad Industries Association, was again held at the Rosemont Convention Center, near Chicago's O'Hare International Airport. Of 380 exhibitors, well over 100 make model railroad products and related items. N. M. & H. S. was open October 4 and 5 to the public; October 6 and 7 were open only to hobby dealers, distributors and press.

Although somewhat smaller than past years, there never-the-less was a good representation of S scale, 1:64 products. The news for S is very good. Product variety is still expanding a significant rate. Here is the news from this show.

Bachmann Industries continues to re-release the *Plasticville, USA*™ line of O/S structures. Coming summer, 1998 are the Autumn Shade Trees (3 to a kit), Cape Cod House (2 to a kit), Dairy Barn, Diner, Farm Out-Buildings (3 to a kit), Fire House (with Pumper Truck, Ladder Truck and Fire Chief Car), Frosty Bar, Green Shade Trees (3 to a kit) Police Station (with Police Car), Turnpike Interchange, Two-Story Split Level House and Windmill (with Farm Machinery). These returning Plasticville products have not been available new for many years.

In addition, Bachmann is considering releasing more items duplicated from the HO scale Silver Series™ Plasticville, USA. Considerably more realistic in appearance than the traditional line, no firm decisions are ready on these other structures. However, Emil's Dry Goods, Main Street Apothecary and Pink Lady Boutique are actually 3/16" scale, according to Bachmann.

Watch for the release next year of their On30 line. The revised locomotive and cars as measured by Bachmann are virtually 100% accurate for 3/16" standard gauge. The cars match the Jackson and Sharp prototypes; the locomotive, a Porter prototype. Just change the trucks and some details, and re-gauge the locomotive drive for S.

Des Plaines Hobbies expands their line of S decals with 3 new sets. Railway Express Agency will be featured in two. One is for early express refrigerator

cars, the other for the late lettering scheme. A third set is for Boston and Maine Pullman-Bradley lightweight streamline cars. These "semi-streamline, New Haven" cars were modeled by A. C. Gilbert in the 3/16" scale for both S and O gauge. New Haven and Boston and Maine owned these cars, operating them on joint run passenger trains, as well as on the individual railroads.

Watch for additional announcements from Des Plaines in early 1998.

Grandt Line Products did not introduce any new S scale items, but did present "Marketville USA.," a selection of O scale, low relief structures. Of the 6 models of small brick shops in downtown St. Charles, Missouri, Betty's Bake-a-Teria, the Firehouse and Tillie's Teapot would be suitable. Where appropriate, replace doors and/or windows with Grandt Line's S parts.

News from **Jaks Industries** relates to their recent sale of the Triangle Scale Models kits for S narrow gauge rolling stock. Jaks is not leaving 1:64 modeling. Only the Triangle narrow gauge rolling stock kits, rolling stock parts, and name have been sold to Loren's Hobbies of Redford, Michigan.

The structure kits and other detail parts have been retained by Jaks, merged into the FinestKind Models brand. Simply replace the letters TSM with FKM and use the same numbers when ordering; their new catalog already reflects this change. Jaks will now devote time to completing those FinestKind structure kits announced, but not yet released. Expect these in 1998.

MTH Electric Trains announced the expansion of the *Railtown*™ structure series. These are approximately 85% of 1/4", O scale. The dimensions that are very useable in S (75% of O). Topping the 1998 list is the operating *Speedee Car Wash*. As the service station and firehouse previously released by MTH, a vehicle is mounted with hook and loop material. A 1:64 die cast vehicle could replace the larger one provided. Also new for 1998 will be the Corner Drug Store, Switch Tower and Sinclair Oil Refinery. Flyer operators needing of a new transformer could use MTH's 75 watt,

Z-750. The Z-750 will have direction, bell and horn control buttons, identical electrically to a Lionel ZW. Therefore, this unit should work well with Flyer locomotives.

Real Rail Effects presented their cattle car sounds unit, modified to fit within S Helper Service's® stock car. They also make steam and diesel sound systems. They suggested watching for a big announcement in 1998.

Speaking of *S Helper Service*, they had an abundance of big news for S gaugers. Headlining were the first test shots of their new track. To be known as S-Trax, the line will provide a complete selection of sectional track. S-Trax uses S scale 155 pound (code 125, 1/8" high, 8 scale inches) rail, compatible with American Flyer flanges. An adapter to mate with A. C. Gilbert and K-Line track will be available. Weathered rail, black ties and roadbed provide an appearance similar to that of HO Kato UNITRACK, Bachmann E-Z Track™ or Atlas True-Track®.

Curved sections will be made in 19", 24" and 29" radii. Full 30° and half 15° sections will be packed six to a box. Six-packs of straight sections will be in 5", 10" and 15" lengths. Rail joiners will come in twelve-packs as standard, with feeder wire, or insulated. A starter set with a full 19" radius circle and six 10" straight sections will be available.

Left- and right-hand #3 remote control turnouts are in design. The diverging route is the 19" radius, 30° curved section; the straight route is 10" in length. This is the same geometry as A. C. Gilbert's American Flyer switch.

19" radius curve sections along with 10" and 15" straight sections are scheduled for late spring, 1998 delivery. The remaining items should be in by the end of 1998. (The switches could possibly spill over into 1999).

And there is more. 1998 will see one new car, and three-pack sets of a stock car with a U. S. R. A. box and a rebuilt box car. SHS is adding new road names to existing rolling stock line as well.

The new car will be a Pullman Standard, PS-2 3-Bay covered hopper. This is the PS-2 standard design, differing from the

PS-2 CD car by American Models. This version, the same height as S Helper's 2-Bay, is lower than American Models' car. First road names will be Burlington Northern, Chessie System, Chicago & North Western, Chicago, Burlington & Quincy, Conrail, Erie-Lackawanna, Great Northern, New York Central, Santa Fe, Union Pacific and Unlettered.

Three-car sets will include Chicago & North Western, Santa Fe and Union Pacific with paint schemes or numbers not used before. A fourth trio of New York Central heralds will include a Pittsburgh & Lake Erie rebuilt box, Big 4 stock car and Michigan Central U. S. R. A. box car.

Four additional road names, Chicago Great Western, CSX/Central Soya, Lehigh New England and NAHX/Polychlorborate will be released as 2-Bay PS-2 covered hoppers. Bulkhead flat cars will be painted and lettered for Great Northern, Santa Fe and Soo Line, 2 car numbers each; Delaware & Hudson and Western Maryland in one number. All are available as a standard flat car, using the first number where 2 numbers are released.

TOFC has the most new road names. Canadian Pacific with Speedway trailer, New York, New Haven and Hartford with Yale, and Trailer Train with Carolina are the mixed name offerings. Road names, with matching trailer, include Great Northern, Pennsylvania, Rio Grande, Santa Fe, Union Pacific and Western Maryland. All versions will be offered as TOFC with trailer, standard flat car and separate trailer, one number each. Repeated road names will have a new car number.

Watch for S Helper's new 16 page, full-color catalog. It will be available in December.

Other manufacturers with S products were present. Displaying established 1:64 items for dealers, distributors and the public to see were *American Model Builders*, *Center Line Products*, *K-Line Electric Trains*, *Kalmbach Publishing*, *Lionel L. L. C.*, *Microscale Industries* and *Overland Models*.

Several new items for S use were from die cast vehicle manufacturers exhibiting at N. M. & H. S. Most notable is the new company in that business, Code 3 Collectibles. Code 3 is making a series of 1:64 modern, die

cast emergency vehicles. 1997 started with a Seagrave pumper decorated for the cities of Honolulu, Houston, Los Angeles, Louisville, New York and Philadelphia. These high end models offered several numbers for each locale, matching actual trucks operating in those cities.

In January, additional models will be released. A GMC suburban, additional New York Seagrave pumpers, a second, Seagrave pumper, Saulsbury heavy rescue truck and Seagrave tractor drawn aerial ladder truck are for the first half of the year. Following later, additions include other rescue trucks and ambulances.

Ertl Company, Incorporated introduced a set of 3 display cases. These are large enough to hold 1:64 tractor-trailer combinations. Some S rolling stock, diesel and small steam locomotives should fit in these. They can be hung on the wall, placed on a table top or ganged in a 3-tiered arrangement using the brackets included.

Some die cast vehicles from *Majorette Toys (U. S.), Incorporated/Solido* are in 1:60 scale, only 6-1/4% larger than S. Majorette's construction series has a GMC cement mixer or heavy duty transport, and a Navistar dump semi-trailer or semi-trailer crane. The Solido brand has some Mack and Mercedes Benz semi-trailer trucks in their Toner Gam series. To check scale of a particular vehicle, turn the vehicle over, the proportion is shown on the under frame.

Scale Models and *Spec Cast* were showing their respective lines of 1:64 die cast vehicles. Both manufacture farm tractors. Most releases are sold only through farm equipment and tractor dealers, such as J. I. Case and John Deere. Scale Models makes a 1:64 die cast Navistar 9200 semi-tractor with van trailer; Spec Cast has Ford Aeromax and Peterbilt combinations.

Both companies also make 1 or more 1:72 scale die cast aircraft. Since full scale-sized aircraft tend to be rather large and imposing on a model railroad, this 12-1/2% smaller scale is suitable. (Several plastic aircraft kits are 1:72.)

Siku, imported from Germany, offers several vehicles within their 3" die cast group that are 1:64 scale, although not all are. The line is almost exclusively

European prototype cars and light trucks.

Corgi, Minichamps U. S. A., Incorporated, Revell-Monogram, Incorporated, and Road Champs all displayed 1:64 die cast racing cars and racing transports. These are auto racing collectibles licensed by the teams involved. Licensing makes them more expensive than most 1:64 vehicles, but are however, often the only versions available of certain vehicle types.

The National Model and Hobby Show is an excellent opportunity for S gaugers in Chicago and surrounding areas to see manufacturer displays of the products they regularly use. Besides the model railroad exhibits, manufacturers of related products, i. e. hobby machine tools, hand tools, powers packs and transformers, scenery products, paints, publishers of books and video tapes, etc. are present in sizable numbers. Meeting manufacturers first hand is worth the time to visit this show, and the price of admission.

S has tremendous competitive potential all other scales. To fulfill that potential, it must return to mainstream hobby distribution channels. Numerous hobby distributors and shop owners know nothing of the products attainable in S. Many more know only a little about the dynamic S of today. Manufacturers of 1:64 scale model railroad products should take full advantage of this show. It is not inexpensive, but the most economical venue available for S manufacturers to meet, educate, and most importantly, to sell to hobby dealers and distributors. Consistent use of this venue would really let S soar.

Participation in a show such as this rarely results in the immediate sales to which many S manufacturers have grown accustomed. Rather, participation is an investment in sales next year, in five years, and even decades from now. As S continues to impact the model railroading market, trade show marketing, as opposed to train show marketing, will become increasingly important to S manufacturers.

The 1998 show is scheduled October 29 through November 1, 1998. For information, contact the show management at 560 Bonner Road, Wauconda, Illinois 60084, (847) 526-1222.

BUILDING AN EMPIRE

By Eric Miller

It was built for the 1995 National Association of S Gaugers convention, but a modular layout soon became an institution in itself traveling around western Pennsylvania bringing friends and family alike together under the common tent of a fascination with trains.

The current size of the layout measures 12' x 20', but the span of dioramas on the exhibit stretches much further, from dense industry areas to farming scenes, from a lively carnival to a tranquil mountain, and even from mild summer to the heart of winter. As visitors to the layout have experienced, not only are there visual scenes, but the imagination is enhanced further with actual carnival music emanating from the amusement park exhibit on the layout.

The modular setup was built by members of the Altoona Area Train Collectors Club after being designed by member Gregg Miller, club president and 1995 NASG convention chairman. As that year's convention quickly approached, the pieces of the layout puzzle began to come together, and a story began to unfold. Ten modules were built by club members (some built more than one). All ten, however, came

together to form a popular exhibit at what has been termed one of the most enjoyable S gauge conventions ever.

Following the convention, the layout was no sooner packed away when it was requested for display at the Altoona Railroaders Memorial Museum. The attraction had moved beyond the S scale crowd and drew spectators young and old from the general public. Members gave generously of their time during the hectic 1995 holiday season to keep the trains and the various mechanical and electrical accessories (log loader, saw mill, ferris wheel, etc.) operating.

The scope of this initial project didn't stop there as the modular setup has since been exhibited at toy train shows in Altoona and Bedford and at the Greenberg Train Show near Pittsburgh.

The layout scenery shows off a variety of creativity by members. Member George Thompson, for example, who works with computer equipment, built operating amusement park rides out of computer parts including ribbon motors. Member Henry Streilein built a number of houses which dot the rural landscape of his module, while the industrial setting of club member Gene Bettwy's corner of

the miniature world consists of pre-manufactured structures he assembled and installed. Trees range from lichen, to ragweed, to painted cotton. Large scenery sections are made to separate easily from the plywood base for easy transport.

Seeking to accommodate both the toy train fan and the realistic modeler, the club has mixed Plasticville style scenes with those offering more realism. The railroad operations mix the two interests as well. With the use of code 148 track and S turnouts donated by Terry's Model Railroad Supplies of Orlando, Florida, American Flyer equipment runs alongside locomotives built by American Models. In the near future the club plans to expand the layout, adding sections and changing others. And for members who prefer O scale, plans for an O layout are in the works. The AATCC has been providing camaraderie in the interest of scale railroads since 1972 and has nearly 70 members and many more fans.

If one could take a ride on the scale 1940s Pennsylvania Railroad passenger train pulled by a GG1, which often circles the exhibit layout, the astonishing array of scenery would undoubtedly be overwhelming. The train may start at a talking station resonating "all aboard," and then move past grain silos, suburban homes, construction sites, a magnetic skating rink, a sawmill and some mountain ranges always passing miniature telephone poles and wires. Of course, a look to the aisle side of the layout by a miniature passenger would reveal something even more gratifying — a smiling life-size child looking on with intense interest upon a creation built with as much pride and enthusiasm as any railroad anywhere ever was.

Part II will cover in detail the modular construction of this layout.



Gregg Miller watches his American Models GG1 pass George and Joyce Thompson's amusement park.

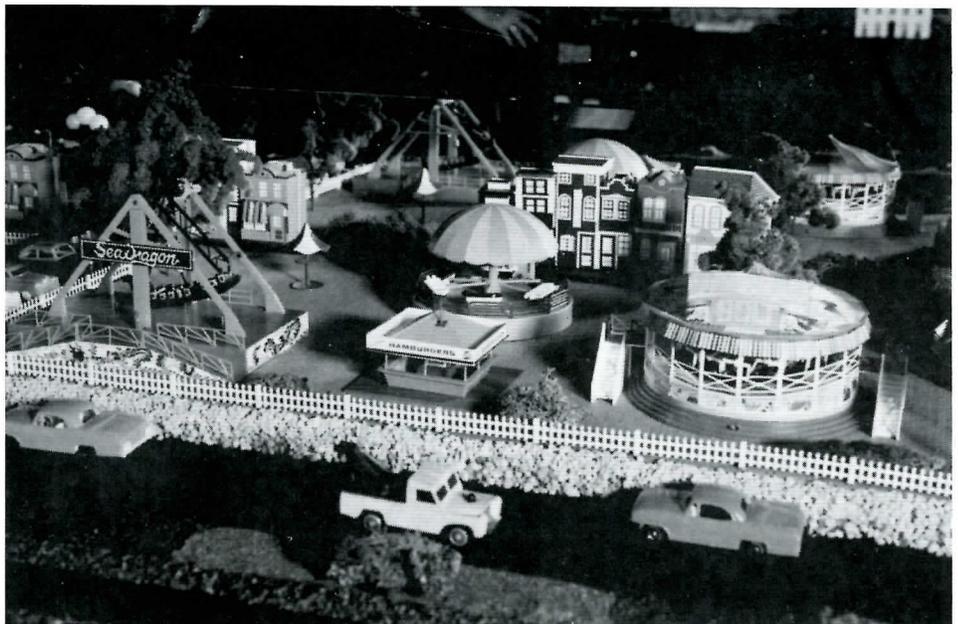
Photo by Larry Field

Overview of The Altoona Area Train Collectors Club

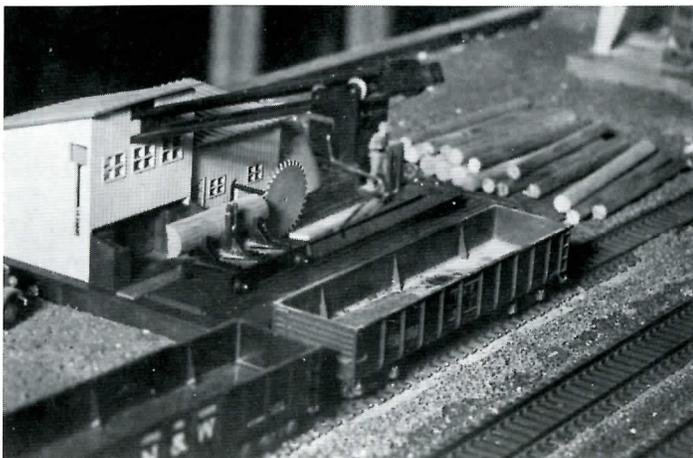
1. Modular layout was built by members of the AATCC for the 1995 NASG Convention.
2. Members who built modules: Gregg Miller, Harry (Hap) McGunigal, George & Joyce Thompson, Tom & Paula (deceased) Holloran, Calvin Flaugh, Jr., Henry Streilein, Eugene Bettwy, Donald Feltenberger, Gary Seabolt.
3. Modular layout uses American Models code 148 track and turnouts are by Terry's Model Railroad Supplies.
4. Layout size is 12' x 20' and growing.
5. The AATCC Modular Layout has been displayed at local train shows in Altoona and Bedford, at the Altoona Railroaders Memorial Museum and at the Greenberg Train Show in Monroeville, Pa.
6. Plans for the modular layout were drawn by Gregg Miller.
7. Club plans to add four more feet to layout this year. (I assume that means 4' on each side? -ed.)
8. Club members are in the process of designing and building an O gauge modular layout.
9. The AATCC has been in existence since 1972 and covers all scales. Current membership stands at 66, with about 30 active.

Bottom left is Gregg Miller's American Flyer sawmill, and right is another view of Eugene Bettwy's industrial corner module. Note the HO buildings used to create this factory.

Photos by Larry Field



George and Joyce Thompson are responsible for this amusement park on the Altoona club layout. The amusement park section consists of three four foot modules, and all the rides operate. Below - Eugene Bettwy built the corner industrial module and Henry Streilein made the straight one in the foreground.



B&O PRESIDENT CLASS P7 PACIFICS PLANS

By Jeff Madden

American Models B&O version of a USRA heavy Pacific is intentionally designed to mimic a Baltimore & Ohio P7 class 4-6-2 which was actually a copy of the USRA locomotive.

The P7 "President Series", numbers 5300-5319, were delivered by Baldwin in 1927, the B&O's 100th year anniversary. The original paint scheme was olive green with gold lettering and striping. The striping was bordered by a smaller hairline red stripe.

Each of the 20 locomotives carried the name of a U.S. president under the cab window. In order, starting with the 5300, these were: Washington, Adams, Jefferson, Madison, Monroe, Jackson, Van Buren, Harrison, Tyler, Polk, Taylor, Fillmore, Pierce, Buchanan, Lincoln, Johnson, Grant, Hayes, Garfield and Arthur. These were the first 20 of 21 presidents, naturally you couldn't have two Adams. The original assignment of these engines was on the D.C. - New York passenger runs.

The P7s came with 27" x 28" cylinders, 80" spoked drivers and weighed in at 326,000 pounds. Their standard fare included Walschaert valve gear, stokers, power reverse, train control and water scoops.

Not until the late 1930s did any major change occur to the P7 class Pacifics. In 1937 the 5310 (Taylor) received a water-tube firebox and was re-termed a class P9B. The same year the 5304 (President Monroe) was given the streamlined jacket designed by Otto Kuhler. It was renamed the "Royal Blue" for the blue passenger cars it would haul in D.C. - New York service.

It was now Class P7A. Most S gaugers know that this locomotive was the prototype for the American Flyer "Royal Blue" Pacific.

When the first passenger diesels were being ordered by the B&O in the late 1930s, the road universally adopted the blue and gray (Union-Confederate) scheme for its passenger cars. President Roy White carried this over to the rest of the P7 class by ordering them all painted solid blue with gold lettering, but no striping. For some reason the 5304 lost its streamlining in 1940. The president names were dropped as well. When the Pacifics originally received their olive paint, most passenger cars in service on any road were green.

During 1944-1945 4 P7s - 5305, 5308, 5309 and 5313 - were converted to class P7C. This quartet got a complete face-lift and a semi-streamlined appearance. Most model railroaders recognize Mantua's HO Pacific as being based on this locomotive class. The major outward changes included a centered headlight, pumps on the pilot deck behind a shield, a rectangular bump on the front edge of the smokebox for a feedwater heater and straight running boards. Larger 6-wheel truck tenders were also added.

In 1946 four more of the class - 5301, 5302, 5303, 5304 (again) - received "Olive Dennis" designed streamlining for special Cincinnati day trains on the Washington - Cincinnati runs. They were now class P7D. These locos finished out their days of service in the early 50s on the Detroit-Cincinnati passenger trains which were renamed Cincinnatians when the D.C. -

Cincinnati service was dropped.

By 1953 most of the original P7 series looked like the "Mantua HO Pacific" except for those shrouded and 5 left in the old style. These were designated as P7B, C, E, and the 5310 became a P9B. These were all now painted solid blue and had the larger 6-wheel truck tenders. By the end of steam in 1958 I think only the 5300, 5307, 5311, 5313 and 5320 remained with the original high headlight, jagged running board look. The 5300 remains preserved in the B&O Museum in Baltimore, Maryland having been repainted in its original olive livery.

The P7s started out on Washington - New York passenger service and ended up all over the system by the late 40s and early 50s. Almost all of the class survived to the end of steam.

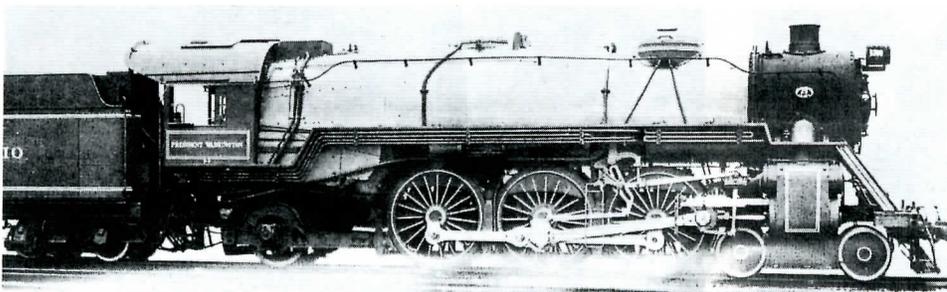
Comparing:

Now we'll see who'll be the first to attempt to kit-bash the various B&O versions. These plans can serve as starters for those wanting to do the original high-headlight version. Later I'll cover the Mantua style. Having given the model a cursory once over, the easiest revamps would probably be the following: 1. Mounting the bell on the side of the boiler just back of the smokestack. 2. Putting a B&O style headlight and number boards high on the smokebox front. 3. Removing the tank on the pilot deck and replacing it with a toolbox. 4. Adding hatches on the sand dome. 5. Repainting in the olive or plain blue scheme.

More complex changes would involve reworking the cab roof a bit (more arched) and reworking the running boards. The real challenges, of course, would be doing the streamlined and semi-streamlined versions.

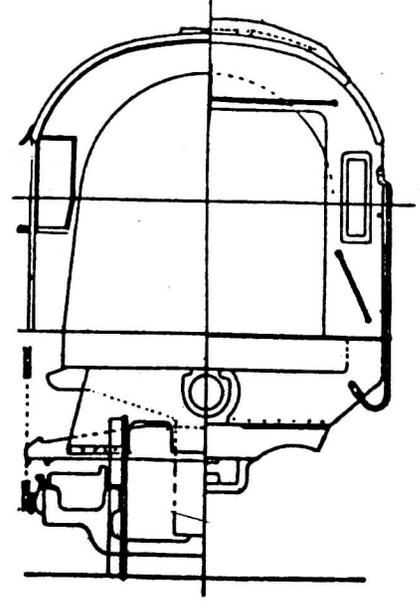
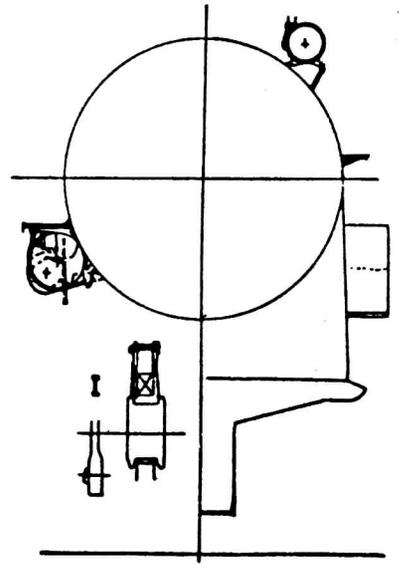
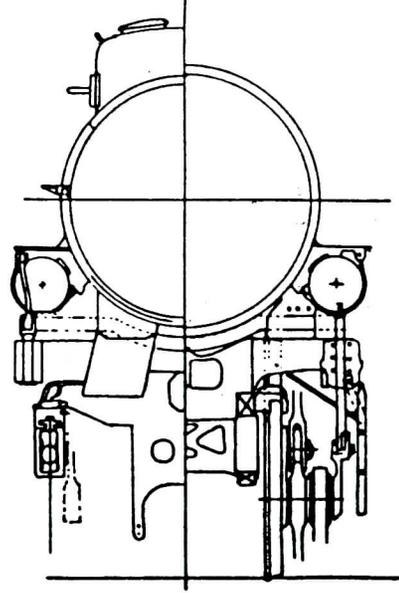
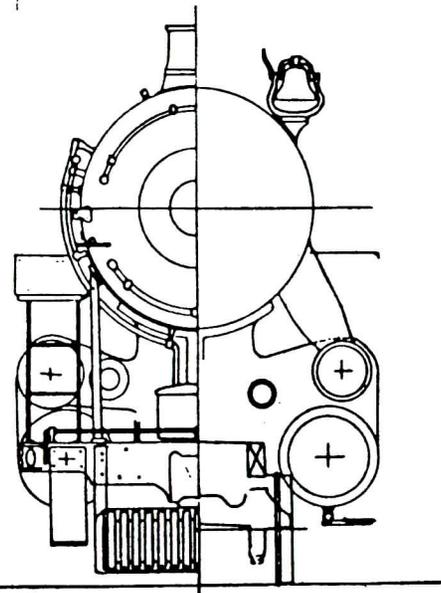
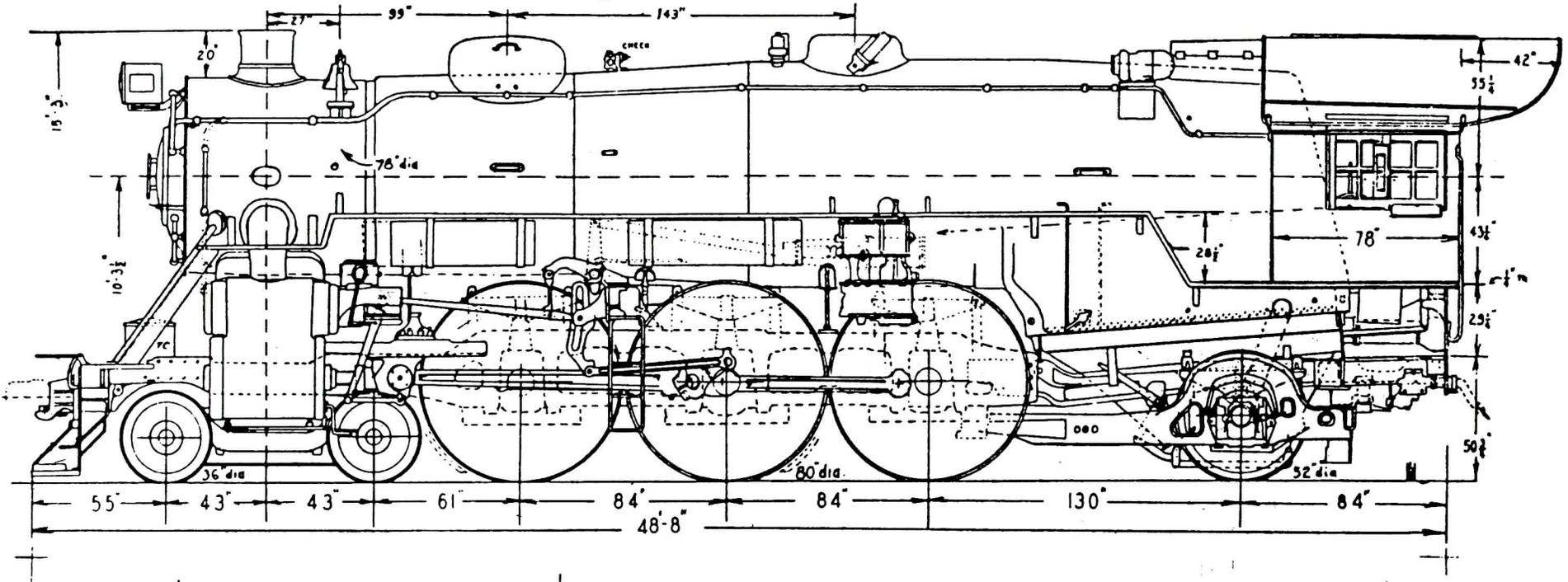
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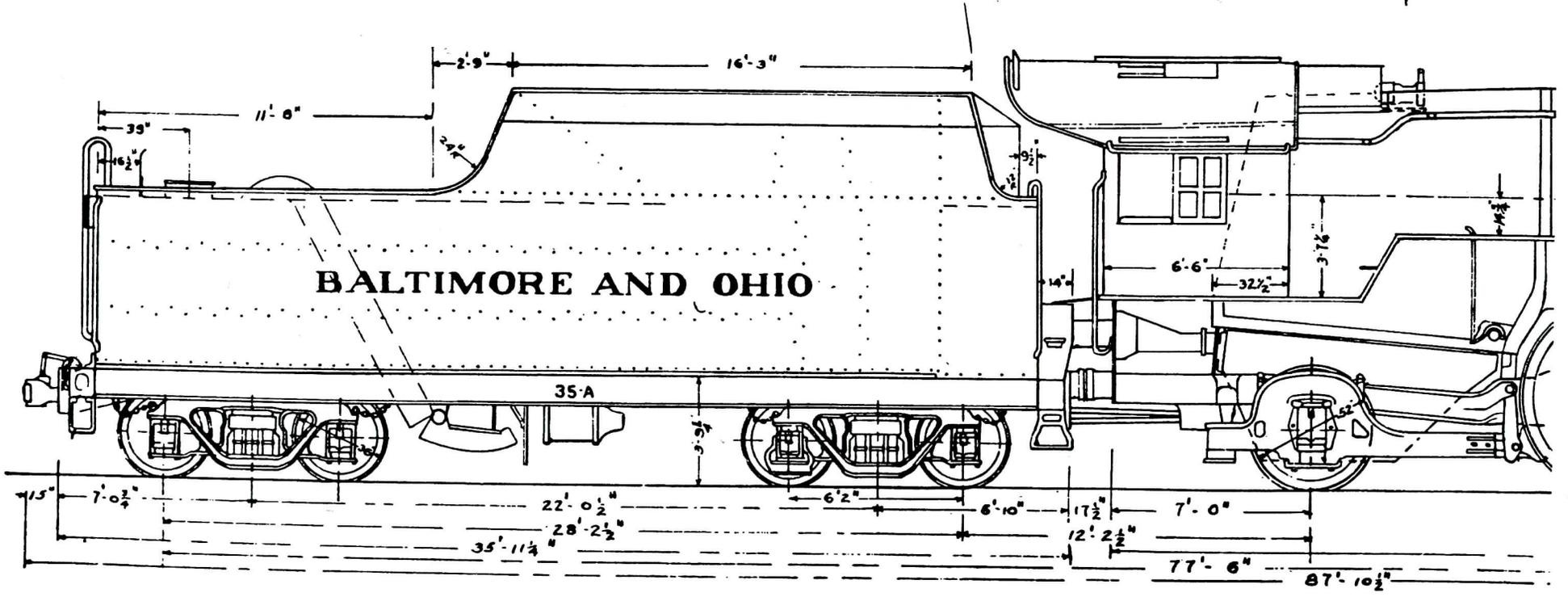
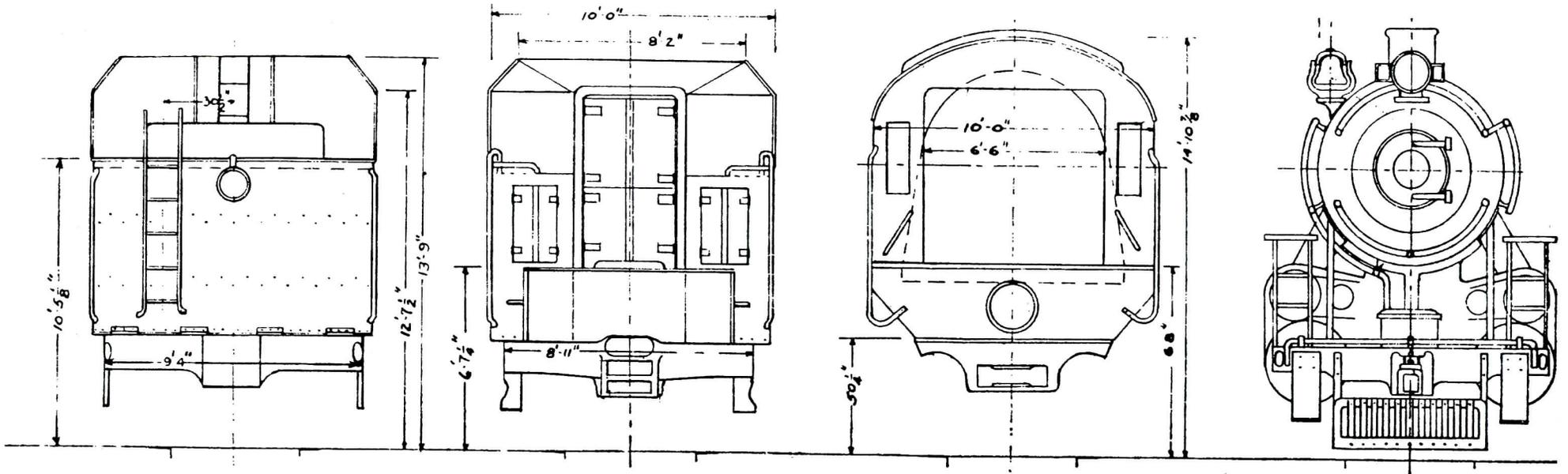
The drawings are to approximate S scale size - 3/16" to the foot.



B&O President series Pacific as delivered in 1927.

As Delivered by Baldwin...





Meet an S gauger

Joel Lebovitz

Joel Lebovitz, Promotions Chairman
For the past year, I have been Promotions Chairman. The bosses running the NASG asked me to write a bit about myself and my plans for promotions. For starters, I'm 44, 6 feet tall with an ordinary appearance. On a few occasions, I have been seen at conventions even before I get there, ha, ha.

I got my first train set at the age of 8 - of course it was American Flyer. Like any kid that age, I ran it too fast. It flew off the track many times including one final time.

A couple of years later, during a Rexall Christmas Show (my dad owned a Rexall agency and their Christmas Show was in July) there was an American Flyer set on display. I asked my grandparents for it, and during the holidays I got it. Sadly my mother passed away not long after this season, and the train got packed away. My father remarried 3 years later, and my brother and I got a new brother and sister. Both original and new brother always asked to have the train set up. Finally I did, but the loco didn't run too well. By this time Flyer was long out of business, but I checked out a nearby hobby store and bought a good running Atlantic and then a Baldwin diesel. I found I really liked the diesel - and from then on it was downhill.

I discovered the Chicagoland Association of S Gaugers during the 1976 NMRA Chicago convention where they had a sectional layout on display. That same fall I attended my first Fall S Fest and joined the club in 1977. While the club was heavily oriented to American Flyer, I was exposed to the scale side and liked that even more. I joined the NASG in 1983, then the NMRA, and then I became active in the local division and Midwest Region of the NMRA. From 1980 to 1986 I chaired the CASG Layout Committee, from 1990 to 1994 I was Superintendent of the local NMRA Division, and currently I hold the office of President of the CASG.

When not playing with trains, I work

servicing Toyotas. Other recreational interests include reading mysteries and science fiction and collecting Superman and Batman comics. A couple of my favorite TV shows include Star Trek and NYPD Blue.



Promotions Chairman Joel Lebovitz is on the job at the Milwaukee Trainfest in November. He's helping out the Badgerland S Gaugers with their layout.

Well, now that you know a bit about me, I'd like to share my plans for promoting S and the NASG. In past years Promotions has been a one-man operation. Sometimes promotion ideas in the past involved one big project, but I'm going to start with 2 or 3 small projects and add to them each year. I am also going to try to make Promotions a TRUE COMMITTEE. Members are invited to join in. Gregg Miller has already volunteered to be Assistant Chairman.

Contact me if you want to borrow the Promotion Banner or some *This is S Brochures* for your show. As a service we will also ship a 12 inch high box loaded with handbills and catalogs from major S manufacturers.

Again, you can promote S at your local show by handing these out to the public. Remember, the public always seems to have questions about S!

Two projects are currently underway. One is to provide a special recognition plaque or certificate to any club, if its membership becomes 100% NASG. The other I am considering is an incentive program aimed at having your club display in as many shows available to you as you can handle. Stay tuned.

After the first of the year, ads will start to appear in all Model Railroad magazines and others like *Toy Contractor* and *Toy Farmer* where 1/64 is very popular.

I will keep you posted with upcoming columns in the *Dispatch* about other promotional topics such as the NMRA convention booth. You're welcome to feed me your ideas as well.

You can contact Joel at:
1340 W. Greenleaf Ave., Apt. 1-N
Chicago, IL 60626
773-262-5668

FOR SALE:

Decals, "TrusSweet". 2 sheets (extra sets from 1997 NASG Downs Tank car), \$5.00 per set (including shipping). Include a SASE plus \$5.00 to:

John Foley, Eastern VP,
164 W. Railroad St.
Pottsville, PA 17901.

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PS Form 3526, March 1995 (See Instructions on Reverse)

The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

Sn (what?) Gauges Other Than 3'

While thirty-six inches was the most commonly used narrow gauge in the United States, it was not the only one. Several common carriers, and who knows how many industrial railroads, were built to gauges other than three foot. Forty-two inch gauge was mentioned in an earlier column, but railroads were built to gauges of 30", 24", and several odd gauges.

There were several railroads built to two foot gauge in Maine, the most famous being the Sandy River and Rangeley Lakes, which was created by a merger of several smaller interconnected railroads. In Colorado, the state where some refer to 3' gauge as "Colorado standard gauge", the 2' Gilpin Gold Tram ran, and tied into the 3' gauge Colorado Central (later Colorado & Southern).

To model one of these other gauges in S, it helps to have some pioneering spirit, just like the earliest Sn3 modelers. For the most part you are on your own, but it may be possible to use parts from other modeling gauges. I took a look at the track gauges that are less than S, and calculated what they would scale out to be in S. The results are on the chart.

One thing that stands out is TT is perfect for Sn30". But TT has less available in this country than Sn3. However, I recently found out that this gauge is also used for HOm. This is European narrow gauge, but locomotives are available that can be used for their mechanisms, and track is available with HO ties. Some of those HO cars that are on the narrow side for Sn3 would be perfect for Sn30".

Several of the small gauges could be used for mining or quarry railroads. There are some small HOn30" industrial type trains available that could be adapted for a mine scene in S with only a little work. If you come across a train labeled HOe, that is the European version of what we would call HOn30". Z gauge could be used for an amusement park train in S.

Since two foot gauge modeling has it's

own faction, the question becomes, what to use for Sn2? I have wrestled with this myself. If you look at the chart, HOn3 is a little too wide and N is a little too narrow, but N is actually closer. The third choice would be to use the correct gauge, but you are on your own if you do that. As it turns out, most of the handful of modelers I know modeling in Sn2 use HOn3 gauge. HOn3 components scale out closer to what would be correct for Sn2 than N gauge. This includes things such as wheels, flanges, etc. One comment on using N gauge for Sn2. Most of the HO scalers who model 2' gauge railroads actually do so in HOn30" (N gauge). For example, if someone did model the SR&RL in Sn2 using N gauge, he would actually be using the same gauge that most of the HO scale modelers of the same railroad use!

The main starting point for Sn2 locomotives has been the MDC HOn3 2-8-0 kits. I built a freelance Sn2 outside frame 2-8-0 using one of these. For a 2-8-0, the mechanism can be used as is. You need to build a new cab, and change the details to S. I used a MDC "Old Timer" HO tender since it is just the right size Sn2, and the HOn3 one that comes with the kit is too narrow. Just change the details and use HOn3 trucks. The HOn3 MDC Shay kit can be used as a starting point to model one of the 2' gauge roads that used Shays like the Gilpin. One advantage of using HOn3 for Sn2, is that you do not need to do any regauging if you use HOn3 components.

What about track for Sn2? The "standard" 2' gauge tie was 5" wide by 5" high by 5" long. I measured ties on some HOn3 flextrack, and they are close. Actually they're about 2" too short and they should be further apart. Since I generally only hand lay track that I have to, I can live the 2" but I do spread the ties. What I do is use HOn3 flextrack, cut the plastic web between the ties, and spread them, eventually pushing the excess ones off the end of the piece of track. I use a piece of Sn3 flextrack as a guide for the tie spacing. If you are careful, and do not break the molded spikes, the excess ties can be added to rail to make more flextrack

Turnouts can be scratchbuilt, built from kits, or ready to run ones can be used. I find that a ready to run turnout is acceptable if I spread the "standard" length ties at the ends, and leave the longer "switch" ties as is.

Several years ago, Sandy River Car Shops made several Sn2 wooden craftsman type kits for several of the freight cars of the Maine two footers. Sometimes you can find some of these at train meets, or collecting dust in a forgotten corner of a hobby store. Otherwise, you'll have to scratchbuild, or kitbash an HO car.

If you want some Sn2 metal ore cars, the easiest approach is to use the Grant Line 3018 On2 small Gilpin Tram ore car. Just replace the brakewheels with S scale ones and install HOn3 trucks. It's an inexpensive, one evening project.

Anyway, maybe someone will build something in Sn2 or Sn30" or SnX and send Jeff or myself a picture.

Until next time, have some narrow-minded fun, in S of course!

Scale	Track Gauge inches	Track Gauge mm	Gauge in S"
On3, OO"	0.750	19.0	48
HO	0.649	16.5	42
Sn3	0.563	14.3	36
On2	0.500	12.7	32
TT, HOm"	0.471	12.0	30
HOn3	0.413	10.5	26.4
N, HOn30, HOe"	0.353	8.97	22.6
TTn3	0.300	7.62	19.2
HOn2	0.276	7.01	17.7
Z	0.257	6.53	16.4
Nn3(40""")	0.250	6.35	16

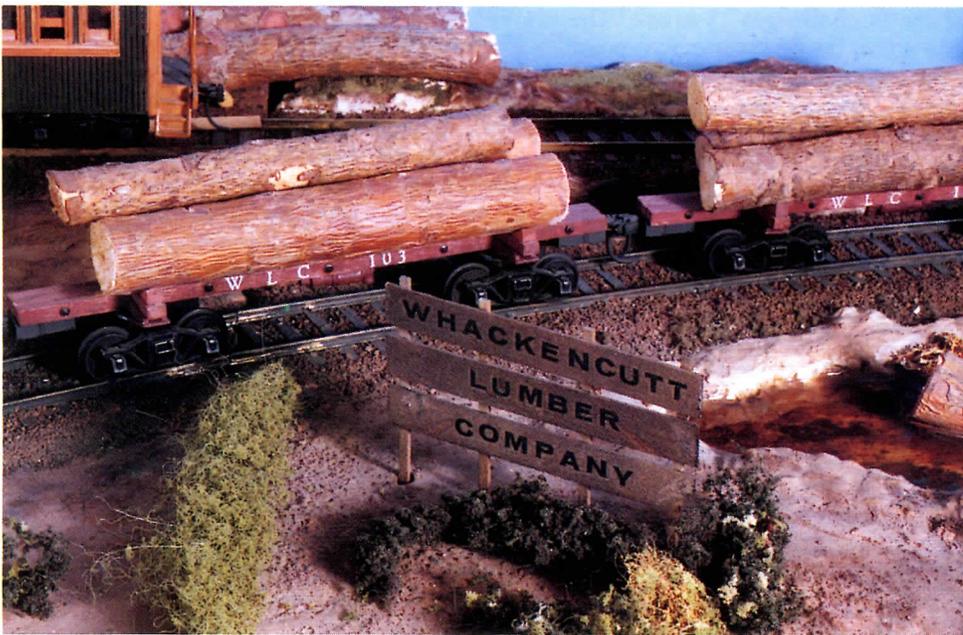


**DODY STEVENS'
AWARD WINNING
MODULES**



Dody Stevens, who is the wife of President Paul Stevens and our membership chairman, constructed two four foot modules to take to the 1985 NMRA convention, which was in Milwaukee that year. Together the modules form one 8 foot scene which represents northwestern logging. A mountain used to appear behind the sawmill and apple packing plant (bottom right photo on next page), but it was damaged and not shown in these photos.

The sawmill is totally scratched having taken 276 hours and 2000 individual pieces of stripwood. The depot/hotel and packing plant are also scratched, but utilize scribed wood for the sides. The modules took third place among 25 entries at this convention.



The following year at the NASG national convention in Novi, Michigan, the sawmill took 1st place structures in the master craftsman category. There certainly is a lot of detail to ponder here in these photos. Wouldn't a standard gauge Shay look right at home here.

Photos by Paul Inman



**PART III
Trackwork
for Split Corner
Modules.....**

Drawing #4 shows the radii and locations for the standard mainlines and for the trackwork options; inner and outer yard tracks, turnouts and corner adaptor track. Most of these details are the same as shown in our basic corner design as first presented in the Feb. '96 *Dispatch*, Drawing #2. The use of the yard tracks deserves some comment later on in this article. The only thing new and unique here is joining the rails at the 45 degree split joint. Once again, the *idea* is old, but the application is new.

The Cuyahoga valley S Gauger's published this idea in the December, 1986, issue of the *Dispatch*. It is republished with this article. The size tubing that they used for code 148 rail works equally well for our code 125 rail. For we scale people using code 100 rail, smaller tubing and smaller wire keys are required. The important point to remember here is that the tubing must not exceed the rail height to avoid interference with wheels passing over the rail joints. This new application of an idea permits not only quick joining of the rails, but assures smooth curves at the joints of the two sections.

As indicated in Drawing #4, the use of #6 turnouts is an option for the builder. Placing these at both ends of the outer mainline curved track opens a whole new dimension for corner units! It allows the modular layout coordinator to have a junction point on the layout where another modular track system can join it. Moreover, this corner unit, with turnouts at both ends, makes possible takeoffs to other lines in either direction. While not part of this construction article, please note that there is a corner adaptor (triangular module) shown in Drawing #4 that is used to facilitate joining with other modular systems. Our club has used this concept, with many design improvements, since 1988. Construction, track and wiring for this adaptor is another interesting subject for

**CORNER MODULE ENHANCEMENTS
PART III**

**CONNECTICUT S GAUGERS' 90 DEGREE SPLIT-CORNER
CONSTRUCTION GUIDELINES. Revised version July '97 - Bill Krause**

some future article if anyone is interested.

If you do elect to add #6 turnouts for these suggested advantages, you should be aware of some interesting track layout challenges that this presents in order to preserve the integrity of the original design. Fortunately, drawing #4 and new drawings 4A and 4B should take out all the guesswork that we faced some eight years ago when the first articles for our club newsletter were written.

"What are the challenges", you ask? The first one is that the #6 turnout frog point must be located EXACTLY 13-1/2" from the end face as shown in Drawing #4A (line OP). Second is the need to connect the 8-1/2" diverging straight section "XA" of the turnout to the outer mainline's 47-1/4" standard radius "BY" using the transition easement "AB". More on this transition easement later in the article. Also, don't forget that this layout process has to be reversed to complete the other half of your split-corner. All of the above details would not be necessary if you can build a turnout that is curved from the points through the frog area having a radius of 47-1/4". I did it, once! Stick to the regular turnouts that have a straight path through the frog areas, as shown in drawing #4A.

Now, let's cover the details for accurately drawing all track center lines (full size) on your new split-corner frame with legs. If your new corner is accurately built according to Parts I and II of this series, then it will be possible to lay out full size curves that conform to Drawings 4, 4A and 4B. Drawing these full size curves is accomplished by the familiar method of using a beam compass or trammel. This is a bar or strip of light wood equipped with a fixed center point at one end and at the other end an adjustable curve marker. Within this past year I've gotten smart by constructing a full size template out of heavy illustration board. By drilling small, 1/16" holes along the track center lines and frame outlines, I will no longer

need to repeat this laborious layout procedure again. Moreover, by flipping my template over, I have the complete guide for the other half of the corner. Why did it take me so many years to get smart?

Paper templates of right hand and left hand "S" gauge, #6 turnouts are really needed for properly locating the turnouts on the outer mainline curve. I use copies issued by the NMRA many years ago. With the aid of a copy machine today by just enlarging any of the HO templates. The important point to remember is that these drawings should show the straight center lines converging to point "X" (the hypothetical intersection point) as shown in Drawing #4A. Again, with our accurately drawn template, we know that point "P" will always be 13-1/2" from end-face, and point "X" will be approximately 8-1/4" from the end-face, depending on the exact construction of your turnouts.

With the turnout center lines in place and the 47-1/4" outside mainline radius drawn, we are ready to draw in the transition easement. Drawing #4B was specifically created to assist in this process along with Drawing #4A. I use a piece of rail to accomplish my "bent stick" method. At one end I spike the rail along the straight path "XA" to point "A". At the other end, the rail is spiked to the 6" section of 47-1/4" radius "BY". Once you have done this, your rail will have a natural transitional bend to it. To be sure that this "natural" bend is not too sharp, I suggest that it never exceed 3/16" from the original 47-1/4" radius as shown in drawing #4B. Again, you must repeat all this for the other half. With all this behind you, the newly built corner should look like full sized Drawing #4.

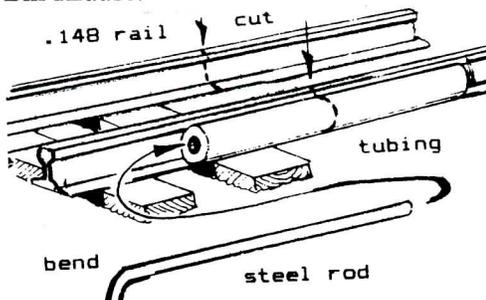
In the interest of brevity, I will not cover details in the use of roadbed, track, turnouts or electrical wiring. I will say that I lay all my rails spiked to Kappler wood ties on Homa-bed. For corners built for "scale only" operation, I use American Models (Old Pullman) #6 turnouts For corners built for club use

where simultaneous running of scale and American Flyer hi-rail equipment is desired, I use code 125NS rail and closed frog turnouts. Because more clearances are desired at the point and frg areas for American Flyer equipment, we are finding it best to build our own turnouts. Again, for club corners we use Caboose hobbies "O" scale hand-throws. These have a maximum throw of .28", so necessary for closed frog turnouts. From experience, we find it best to locate the hand-throws at the outside edge of the module.

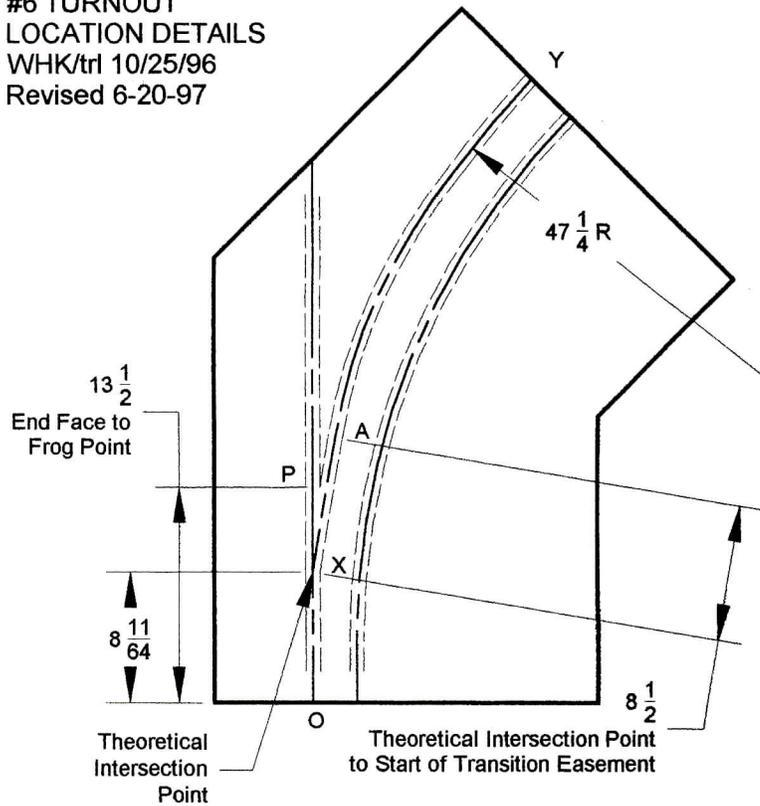
One important track construction detail not mentioned so far is to solder your brass tubing to the outside of each rail, as suggested by the Cuyahoga Valley club. Now, cut each rail with a sharp razor saw along the joint line which separates the the two halves of the split corner. Make sure that your wire keys slip into the tubing. Take your corner apart. Clean up any burrs that couldn't be reached before. Put the module back together with all the keys inserted and you should be in business!

Early on, I mentioned that our club uses yard tracks and even sidings off these corner modules. Why all these extra tracks? During shows, these extra tracks permit all kinds of switching operations to be done while trains are running on both mainlines. All we need are more local cabs to carry on this interesting part of operations. During the past three years, most of our members have seen the advantages of adding an outside yard, or fourth track. That's why Drawing #4 shows an optional outside yard track. Recently, one of our members added a #6 turnout to this optional curve (see note at bottom of Drawing #4). There is no end to creative possibilities.

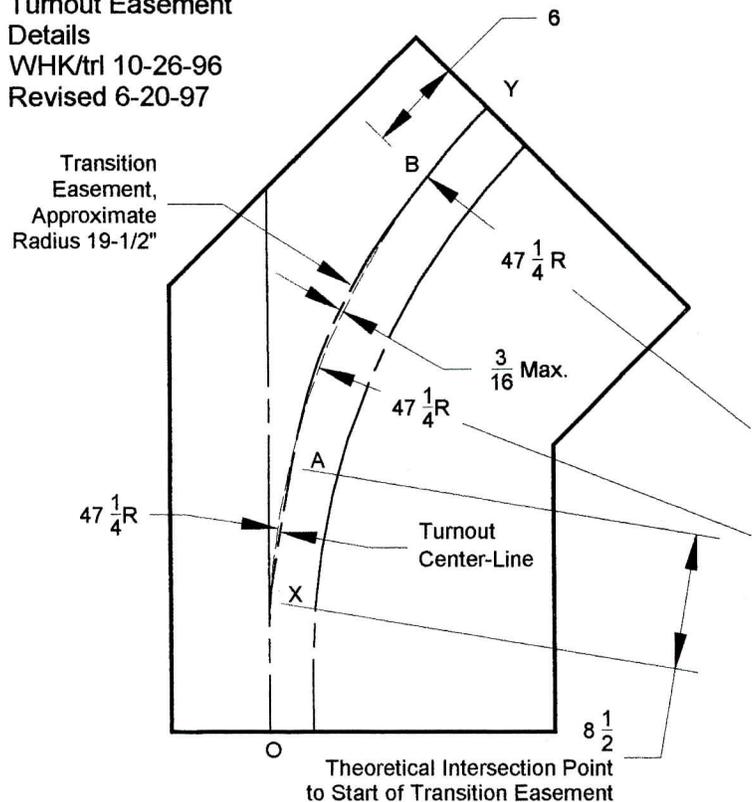
Well, there you have the details for building the best CORNER IN S GAUGE TODAY! I hope that this article will spur many of you to build this corner. I know that this will lead someone to eventually build a better one tomorrow.
Bill Krause.



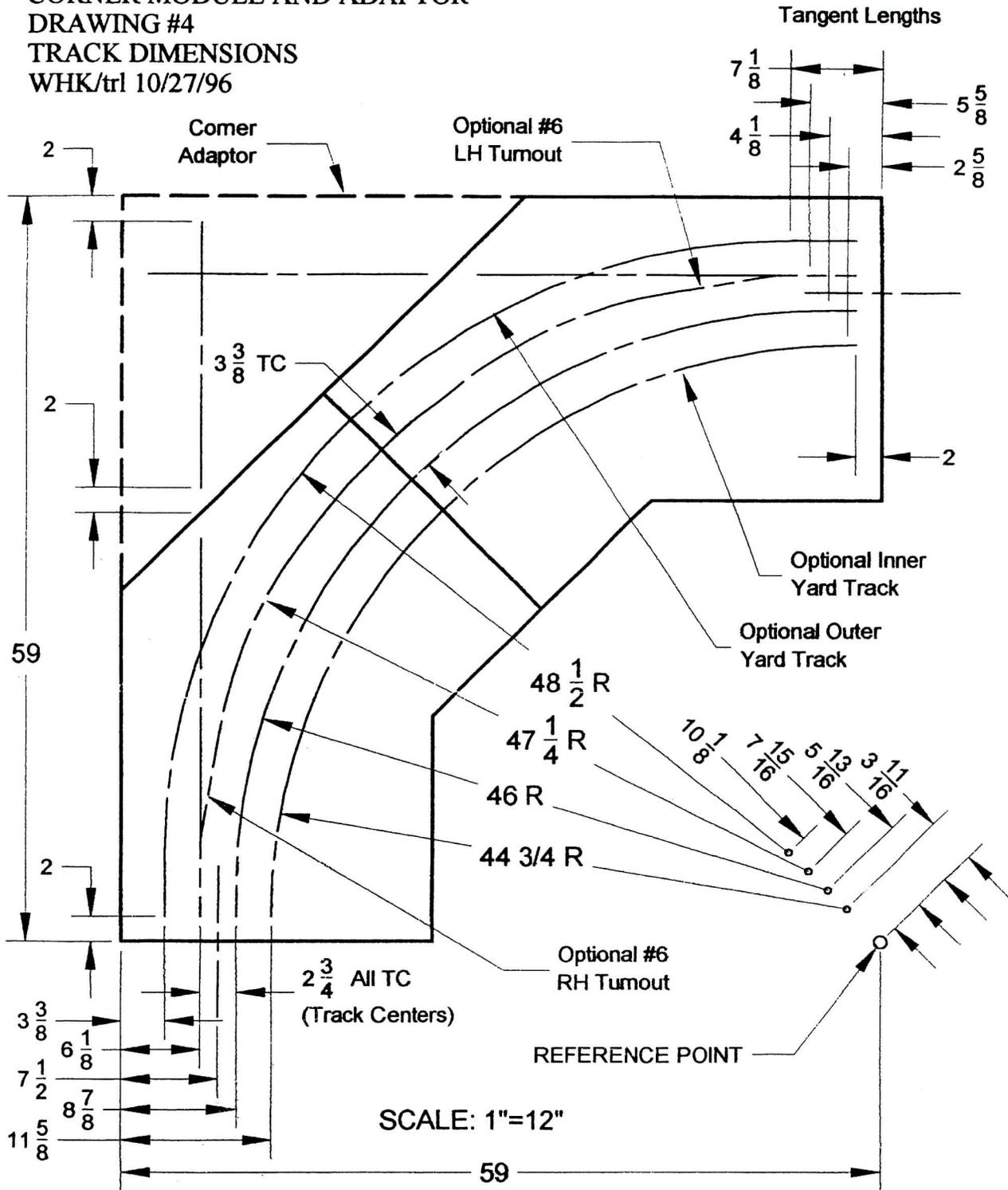
DRAWING 4A
#6 TURNOUT
LOCATION DETAILS
WHK/trl 10/25/96
Revised 6-20-97



DRAWING 4B
Turnout Easement
Details
WHK/trl 10-26-96
Revised 6-20-97



CONNECTICUT S GAUGERS 90 DEGREE SPLIT
 CORNER MODULE AND ADAPTOR
 DRAWING #4
 TRACK DIMENSIONS
 WHK/trl 10/27/96



Optional inner and outer tracks will provide additional operating opportunities when joined with other multi-track modules.

Optional turnouts provide interfacing opportunities with other modules. It is NOT recommended to use the outer optional yard track AND turnouts in the outer main together in the same module.



THE MINUTEMAN EXPRESS

CELEBRATING 50 YEARS OF "S"

JULY 8 TO 12, 1998

COME CELEBRATE AT THE MINUTEMAN EXPRESS

The Bristol S Gauge Railroaders invite you to come visit New England in July, 1998, and help us celebrate our 50th Anniversary, as we host the NASG Convention in Worcester, Mass. We've planned five days of fun-filled and interesting activities for S Gauge model railroaders and their families.

The Convention will feature a huge dealer/manufacturers show, great rail fan tours, outstanding modular and portable layouts, clinics, the model contest with some special awards and all the other traditional NASG Convention activities. **There is also a full schedule of non-rail and family events with specific tours and clinics.**

The Holiday Inn Worcester with 140 rooms, Garden Court and swimming pool and 20,000 sq. feet of function space will be transformed into the world's only S Gauge resort from Wednesday, July 8th through Sunday, July 12th. The rate is \$75 per night for up to four guests. Rollaway beds can be included for only \$4 additional per night. **To reserve a room, call the Holiday Inn Worcester at 1-800-782-7306 and mention the Minuteman Express NASG Convention.**

HAPPY BIRTHDAY BRISTOL S GAUGERS

On Thursday evening, we are inviting all Convention registrants to our 50th Anniversary party. We will provide hors d'oeuvres, a birthday cake (none of our founding members has yet agreed to jump out of the cake) and some special activities and entertainment to insure that the celebration is a lively one.

OVER 10,000 SQ. FT. OF DEALER MANUFACTURER EXHIBITS

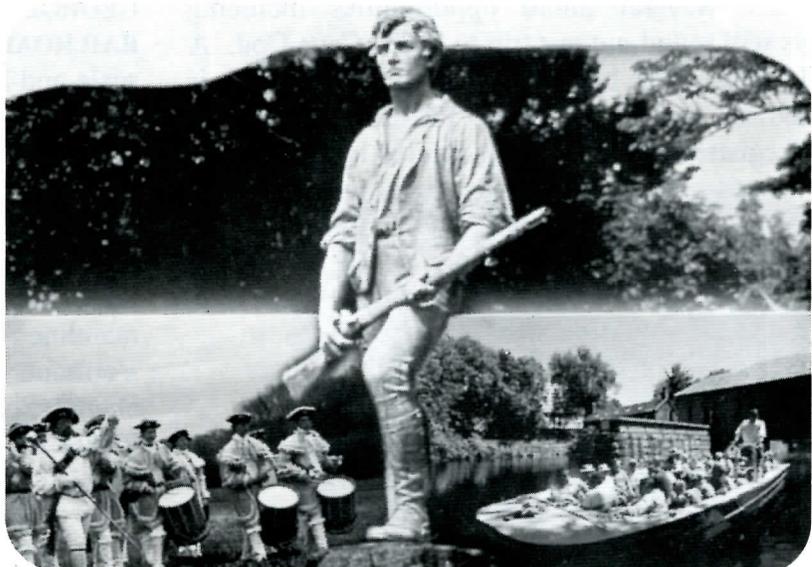
The Convention train show will be the biggest ever with two halls of scale and tinsplate offerings to satisfy every S Gauger. All of your favorite manufacturers and dealers will be there. We also expect to have both tinsplate and scale operating layouts at the show

including the Bristol Club's 14' x 20' pike with a double main line and the John Porter scratch-built Howe Truss bridge. For information manufacturers and dealers should contact:
Doug Peck
6 Storeybrooke Drive,
Newburyport, MA 01950
Fax: 508-465-8798
E mail: Portlines@aol.com

REGISTER EARLY AND WIN A PRIZE !

The First 50 Registrants will be included in a drawing for one of the following five prizes:

- **One of three free nights at the Holiday Inn Worcester, or**
- **a Free Cape Cod Scenic RR Budd Car Tour, or**
- **a Revere Sugar Tank Car by RSSVP and Downs**



WE'VE PLANNED SOME EXCELLENT TOURS FOR RAILFANS

Wednesday, July 8th

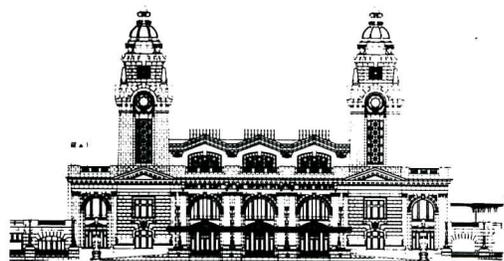
MASSCENTRAL RAILROAD - 11:00am to 5:00pm. Tour the facilities of a busy short line freight operation just west of Worcester. The railroad handles many different types of freight from CSX and the NE Central, including trailers, bulk lumber, steel and paper, and plastic pellets. We will see their intermodal operation and visit some of their specialized reload and transfer facilities. **PRICE PER PERSON: \$18** (lunch is included). Tour minimum is 40 people.



Tour the busy MassCentral RR

Saturday, July 11th

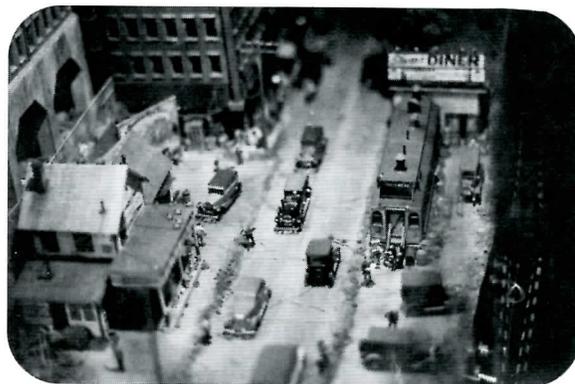
PROVIDENCE & WORCESTER RR FACILITIES AND UNION STATION - 9:00am to 12:00am. For a short trip on Saturday morning, consider a visit to the engine facility and dispatching operation at the downtown Worcester headquarters of the P & W Railroad. We will also visit Worcester's historic Union Station. The twin-towered renaissance style depot is currently undergoing a complete restoration. **PRICE PER PERSON: \$10.**



Union Station with its distinctive twin towers

Friday, July 10th

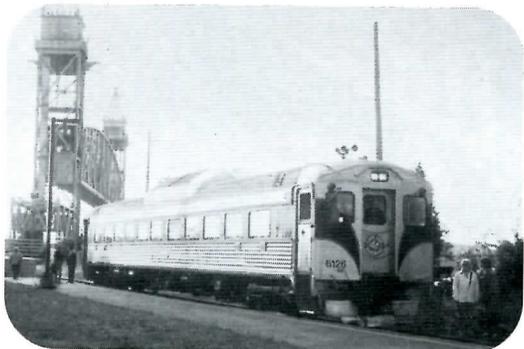
BUDD CAR EXCURSION ON THE CAPE COD RAILROAD - 8:00am to 5:00pm. Our two chartered Budd Cars will pick us up at Buzzards Bay and take us across the Cape Cod Canal on the Cape's historic vertical lift bridge. We will travel both the Hyannis and Falmouth Branches of the railroad with great views of cranberry bogs, salt marshes, and the Cape's picturesque coastline. We will also visit the Cape's trash transfer facility near Otis Air Force Base, with its specially modified box cars and industrial-type switcher. Several photo opportunities including run-bys will round out our trip to "Old" Cape Cod. A boxed lunch will be served on the train and is included in the **PRICE PER PERSON** of: \$35. Please register early--the tour is limited to 160 people.



Boston & Maine RDC at Buzzards Bay Station

Saturday, July 11th

GEORGE SELLIOS' FRANKLIN & MANCHESTER HO RAILROAD plus visits to Bristol Club members' S scale and highrail layouts - 9:00am to 3:00pm. We'll travel to Peabody, MA for a private showing of the nationally-acclaimed HO masterpiece of George Sellios. His attention to scenic detail is unsurpassed in model railroading. We will also tour Paul Riley's S scale Rutland Railroad and Chet Brown's highrail pike. Paul's layout is a recreation of the Rutland mainline between Bellows Falls and Burlington, Vermont. Chet combines both scale and highrail elements on his large S gauge railroad. **PRICE PER PERSON: \$15.** Tour is limited to a maximum of 50 people.



Sellios' Franklin & Manchester, packed with detail

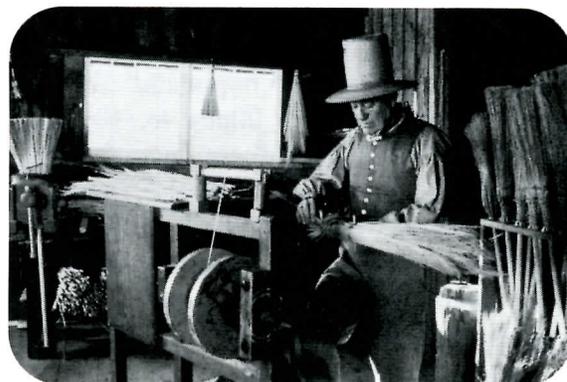
BRING THE WHOLE FAMILY WE'VE GOT A GREAT ALTERNATIVE PROGRAM!

Our outstanding non-rail fan program begins with a full schedule of great tours.

- ♦ **On Wednesday**, join us at **Old Sturbridge Village**, a living recreation of an 1800s New England village, where villagers in period dress demonstrate daily life in the first century of America's history. **11:00am - 5:00pm**, Adults: \$23, Children under 15: \$16.
- ♦ **Lowell National Historic Park** is the site of **Thursday's family tour**. It's the birthplace of the industrial revolution in the United States. Ride the trolleys, canal boats and visit the Boott Cotton Mill Museum with its 88 operating, water-powered looms. **9:00am - 4:00pm**, Adults: \$22, Children under 15: \$15.
- ♦ **Friday's choice...** A **Trip to Newport**, Rhode Island, to tour the Breaker's, Cornelius Vanderbilt's summer "cottage", and Ocean Drive with Newport's other **mansions**. Also time for **shopping in Newport**. **8:00am - 4:00pm**, Adults: \$35, Children under 14: \$20.
- ♦ **On Saturday**, you might enjoy a full day **trip to Boston**. Riding on the Beantown Trolley, you can get on and off at any stops and enjoy many of Boston's attractions including museums, the **Public Gardens, historic sites, Quincy Market** and several other shopping venues. **9:00am - 4:00pm**, Adults: \$27, Children under 13: \$17

The non-railfan program will also include several **clinics**. Look for clinic details and program updates in future issues of the Dispatch and on the Minuteman Express website.

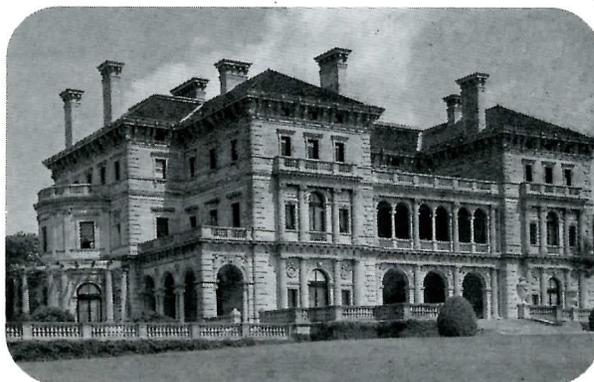
Tired of trains, grab a cup of coffee or cold drink, catch up with some NASG friends or work on a project in our **Women's Hospitality Suite**. Located away from Convention activities, it will be manned during Convention hours to provide information, assistance, or just a quiet place to relax.



Broom Making at Old Sturbridge Village



Lowell's Boott Cotton Mill with 88 operating looms



The Breakers, one of Newport's "summer" cottages



Tour and shop in Boston for the day

LAYOUT TOURS, CLINICS, BANQUET, AND LOTS MORE!!!

BRISTOL S GAUGERS' LAYOUT TOURS

We are planning to hold tours on Wednesday afternoon from 12:00pm to 5:00pm and Wednesday and Friday evening from 7:00pm to 10:00pm to showcase several of our members' layouts. On the Wednesday afternoon trip we will see Doug Peck's extensive AF collection and visit the highrail layout of Gene Kelley. The evening tours will include Don Hazenzahl's and Jim Collins' beautifully scened highrail pikes, Skip Readio's scale Norfolk & Western RR and John Korajczyk's recreation of an AF dealer display layout.

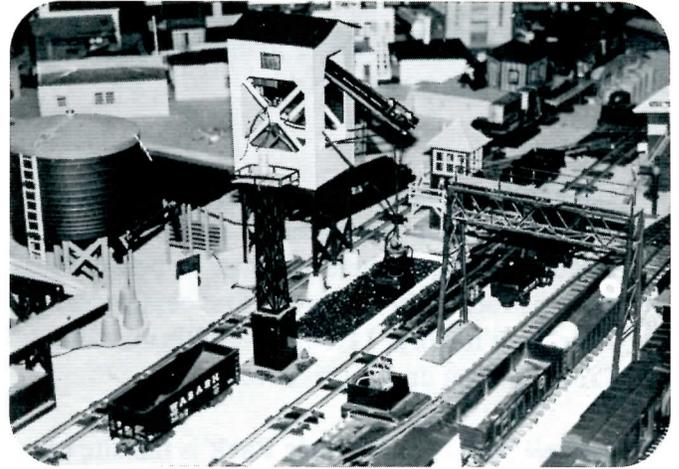
There is no charge for the tours. However, we do ask that Convention registrants who plan to attend these tours check the appropriate box on the Registration Form so that we can plan for the necessary transportation.

Great Layouts, From Scale....



MODEL CONTEST

We've reserved a large room for the model contest in an anticipation of multiple entries in each category. We also expect to display a number of winning models from years past. To entice all you S gauge modelers to enter, we will be awarding some special prizes in addition to all the regular categories. For contest information or questions please contact the Model Contest Chairman: Walter Jay Rogers, 10 Kinsley Street, Stoughton, MA 02072-2929, 617-344-4512



...To American Flyer

CONVENTION BANQUET AND AWARDS CEREMONY

The traditional Saturday evening banquet and awards ceremony will begin with cocktails from 6:00pm to 7:00pm followed by the Holiday Inn Worcester's Grand Dinner Buffet.

CARVED PRIME RIB OF BEEF

THREE ADDITIONAL ENTREES OF CHICKEN, FISH AND PASTA

SEVERAL SALADS, VEGETABLES AND RICE OR POTATOES

ASSORTED CAKES, PIES AND MOUSSE

The price is \$33.00 per person. We are also offering a Chicken Finger Dinner for Children under the age of 13, for a price of \$12.00.

CLINICS

Our clinics Chairman, Gene Kelley, has been working hard to develop a unique and interesting list of clinics. To date these include a presentation on AC Gilbert history by Steve Ebinger of the Eli Whitney Museum, a hands-on tree building session, using some new materials, with Jim Elster of The Scenic Express, Digital Command Control for operation, sound, accessories and more, by BC members Bill Clark and Helen Lenart assisted by Michael Green of the NMRA DCC Working Group, and a class on techniques in model railroad photography, delivered by Chuck Wingate, professional photographer and Bristol Club member. If you need info or have some ideas for clinics please contact Gene at: 159 Middle Road, Byfield, MA 01922, 978-462-4172.

HOW ABOUT A NEW ENGLAND VACATION?

Experience the history of America's birth at **Plimoth Plantation, Boston's Freedom Trail, and Concord and Lexington.** Explore Massachusetts' seacoast in Gloucester, Marblehead, and Newburyport. Learn about Salem's witches, or whaling in New Bedford.

Worcester County, incorporating New England's second largest city, offers a wide variety of cultural, entertainment and recreational opportunities for all ages. Visit the Worcester Fine Arts museum, the Higgins Armory Museum, with its collection of medieval armor and weaponry, or the New England Science Museum.

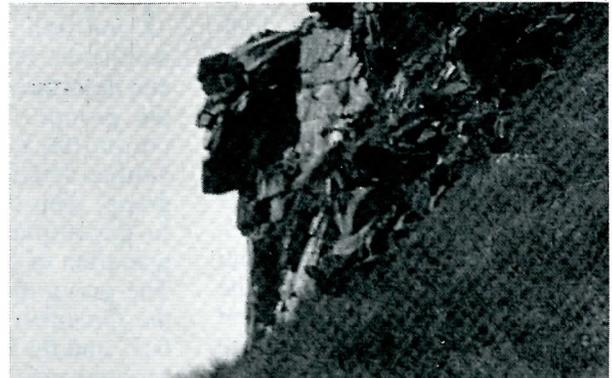
The Broad Meadow Brook Wildlife Sanctuary, Tower Hill Botanic Gardens and Wachusett Mountain State Park offer walking & hiking. Nashoba Valley Winery and Southwick's Zoo and Animal Farm are only two of the wide variety of attractions, a short drive from the Convention hotel. Shopping adventures of all kinds are possible, from antiques to fashion outlets, to Spag's Supply, a no-frills, bargain hunter's dream, carrying almost anything imaginable.

There are the beautiful beaches and sand dunes of Cape Cod's National Seashore or the charm of Stockbridge, Mass, famous for Alice's Restaurant or Norman Rockwell, depending on your point of view. Try a bike ride on Martha's Vineyard or Nantucket Island or take in a concert at Tanglewood, the summer home of the Boston Symphony Orchestra.

Within a 2 to 3 hour drive, you can visit the **White Mountains and pristine lakes of New Hampshire, or Maine's rocky coast,** for a hike up Mt. Washington (or ride the Cog Railway) or a sail on Penobscott Bay at Camden, Maine.

Let's not forget Vermont of Green Mountain (and Rutland Railroad) fame. How about a relaxing stay at one of Vermont's quaint inns, or a delicious stop at the Ben and Jerry's Ice Cream factory?

So come early or stay longer and make the 1998 Minuteman Express Convention the centerpiece of a great New England vacation!



Top: Cape Cod Nat'l Seashore.

Middle: New Hampshire's Old Man of the Mountain.

Bottom: Acadia Nat'l Park in Maine.

For Convention Info Contact:

The Minuteman Express

c/o Chet Brown

14 Lindsey Avenue

Beverly, MA 01915

978-927-3918

E-Mail: CTrains707@aol.com

Learn More About The Minuteman Express On the Internet at:
<http://trainweb.com/crocon/NASG1998.html>

"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gauge Railroaders (BSGR)** publishes the *Bristoliner*, which always includes an update on the world of S gauge, thanks to editor Doug Peck. Doug hosted the October meeting of the group. The **BSGR** set up their layout at the Greenberg show in Wilmington, MA., in November. John and Pat Ciarleglio hosted the group for a holiday party in December at their home in Wayland, MA.

The **BSGR** is working ambitiously on the planning of the 1998 NASG convention to be held in July (8-12), 1998 in Worcester, MA., at the Lincoln Street Holiday Inn. Since 1948 the **BSGR** has been enjoying S gauge, and the newsletter proudly states "The World's Oldest S Gauge Club".

The **Connecticut S Gaugers (CSG)** had a meeting at the home of member Bob Lariviere in October, and they displayed their modular layout at the Ram Band Cheshire High School train show in November. The band members and their parents serve food at the show and provide help to those who rent tables. The **CSG** held their last meeting of the year at host Bill Fuhrman's. Member Bob Ritchie brought one of the new American Models steam locomotives to the Cheshire show to display it.

Founder, coordinator, moderator and director of the **CSG**, Bill Krause, announced sweeping changes in the organization of the group, with the appointment of officers as follows: Bill Fuhrman, President; Stephen Kutash, Vice-President; Craig O'Connell, Secretary; and Hank Roos, Treasurer. Hank has been acting as the treasurer for the past 8-10 years, but heretofore most all organization of the **CSG**, including writing the newsletter and construction of modules has been either done or supervised ably by Bill Krause. Bill is recuperating from illness and we all wish him the best and speedy recovery to S-gauging.

CSG member Don Ross is recuperating from recent heart by-pass and valve

surgery. Don has a large S scale layout in his basement which he obtained from Joe Scales when Joe moved to warmer climate in Virginia from the Conn. area some years ago. Don has a beautiful scale ten wheeler loco which Joe built.

The **South Jersey S Gaugers (SJSG)** publish *The Waybill* as their newsletter. It is edited by Ed Claypoole and describes operations and events of the group. The **SJSG** has various committees, each responsible for various activities and functions of the group. This structure allows members to participate in the planning and operation of the **SJSG** club activities. The group displayed their layout at the Greenberg Show in Pennsauken, N.J., and the Lenola Fire Co. Show in Moorestown, N.J., in November. They displayed the layout at the Greenberg Show in Washington, PA., in December.

At a recent business meeting, the **SJSG** discussed sending a "*We've Missed you lately*" note to members who have not been around for a while -- a good way to maintain interest in the group and keep members aware of their being missed at meetings. Member John Kosick described how the **SJSG** group took their layout to the Park Elementary School, Somerdale, N.J., in November. In honor of National Education Week and Model Railroading Month, the school invited the group to set up the club layout with the hope of acquainting the students with model railroading and model building as an avenue of expression and enjoyment. What a way to advertise S gauge.

The **Neshaminy Valley AF Club (NVAFC)** held their 89th meeting in October. Glen Ritter edits the newsletter which lists a "raft" of train shows in Pennsylvania for the members to attend as desired. The group set up their portable layout at the Chalfont Boro PBA Train Show and Sale, Doylestown, PA., in November.

The **Altoona Area Train Collector's Club (AATCC)** is operating their portable modular layout at the Railroaders Memorial Museum Station

Mall, Altoona, PA. during the period Nov. 27, 1997, through Jan. 4, 1998. This is a very good way to showcase S gauge at the holiday time. The group scheduled a mini meet at the Twelfth Ward Civic Center in Altoona on Dec. 14. On Jan. 11 the **AATCC** installed their officers at a banquet at the Railroaders Memorial Museum.

In November the **Rochester Area S-Gaugers (RASG)** attended a train meet in Batavia, N.Y., with their modular layout. A recent issue of their newsletter included a survey to obtain information on the needs and wishes of the members regarding module details and features. Each module is owned by an individual member, but the possibility is being considered of building some which would be group owned to provide modules which would not be most useful for home use between shows. Yard modules are some that would be useful for staging trains at a train meet or display, but would not necessarily be wanted for home use. Your column editor's experience is that there is never enough yard space for storage of various train cars, or staging of trains to keep a varied mix of operations at shows or when visitors come.

The **RASG** planned to display their layout at the **GATS** show, Syracuse, N.Y. and **TTOS** show, Bladedale, N.Y., in January. Their recent newsletter, edited by Ted Larson, included a copy of a photo by Bob Werre of Houston, TX, showing the Houston S Scalpers (**HSS**) modular layout. The layout shown has an edging to finish off the front of the modules, and a good sized yard along one long side of the set-up. The opposite side of the layout includes another yard with background scenery.

Tom Maurer hosted a meeting of the **Lehigh Valley S Gaugers (LVSG)** where an outing was planned and two club layouts were visited. The Ephrata Shortline and Stiegel Valley RR were visited, and the group had dinner at the Cat's Meow restaurant, Manheim, PA. The **LVSG** is offering a Lehigh Valley 40 ft. box car to their members and others. Write to **LVSG**, P. O. Box 531, Emaus, PA. 18049. They have some 50 ft. Reading box cars which are on close out. These can be delivered ready to run.

The most recent *Canadian S Scale Quarterly* was edited by Kelvin

White, Oxford, Great Britain. It is the newsletter of the **S Canada (SC)** group of S gauge modellers, and friends. The *Quarterly* is ably published by different members of the group, and provides information on their activities and new products available in S. Membership listings and subscriptions are coordinated by Paul Raham, Marlbank, Ont.

Kelvin is a seasoned modeller in most of the British modelling scales, and he became interested in American S gauge about five years ago. In the recent newsletter Ron Scott raises the question of where the **CS** is going. Ron suggests that the group members each provide their ideas on a new name or logo, possible yearly dues separate from the *Quarterly* subscription, representation at local train shows, and other matters including the content of the newsletter. In his issue of the *Quarterly*, Kelvin explains the criteria for designing his dream layout (in S gauge). A track diagram is included which fills an 18 ft. x 8 ft. garage. The next issue of the *Quarterly* will be published by Denis Fortier.

The Baltimore Area AF Club (BAAFC) was hosted by David Avedesian in November, and they brought their portable layout to the TTOS meet, Annapolis, MD. in December. Ron Kolb edits the newsletter for the group. The **BAAFC** is considering attending the NASG convention in July, 1998 with their layout, and possibly the TCA National convention in Providence, R.I., in June. The group ordered rubber roadbed in a lot as organized by George Konig. The **BAAFC** displayed their layout at the Greenberg Train, Toy, & Dollhouse show, Timonium, MD, and at the John Hopkins Hospital, Baltimore, MD., in December.

The Suncoast AF Enthusiasts (SAFE) held a meeting in October hosted by Joe Spinella, and one in November hosted by Fred Rhynes. Bill Corder hosted the group in December and wrote a recent newsletter. The group planned a meeting in Jan, 1998 but the host was not available. The **SAFE** Nationals are planned for April 2, 1998 at the warehouse of Mark Briggs.

Secretary Dave Sengenberger, published a recent newsletter for the **Chicagoland Assoc. of S**

Gaugers (CASG) and included an article describing the featured magazine of the month which was that of the Toy Train Operating Society (TTOS). The group has Rock Island box car kits available to run in scale or hirail. The group helped co-host the Fall S Fest in November at the Holiday Inn, South Beloit, IL. Joel Lebovitz is the current president of the group.

The Southeastern Michigan S Gaugers (SMSG) were hosted in November by member Robert Pardington, Taylor, MI. They met at Jim DeWitt's, Troy, MI, in December. Gaylord Gill is president and Dave Belanger, secretary. Dale Baker and Sig Fleischmann serve as members at large and Jim DeWitt is treasurer.

The State-Line S Gaugers (SLSG) welcomed new member Bill Miller of Elmhurst, IL. He is interested in collecting and operating S scale and AF. He plans to have an operating layout in the future. John Gianos, Winnebago, IL, hosted the group in October. Their group's modular layout was shown at the Midway Village & Museum Center Model RR show in November. Dave Pippitt coordinated this effort and hosted the group on Nov. 16 for the monthly meeting. Vera Geerts editor of the **SLSG** newsletter, handled publicity and programs for the Fall S-Fest which was held on Nov. 21-23. The S-Fest flat cars with tractor loads quickly sold out. Lots of buying and selling went on, and the event was successful as usual.

Donna Busjahn has planned the club's Christmas party location and menu. The event was held at LaMere's Banquet Center on Dec. 21. Dave Pippitt appointed the election committee, which includes: George Sorensen, Jim Larson, & Art Doty. Elections took place in December, results of which were not available at this writing.

AF S Gaugers of the St. Louis Area (AFSGSLA) held their November meeting at the home of Bob Bretch, Ferguson, MO. Details of club events scheduled for 1998 were discussed so that an efficient schedule could be planned. In mid-November the group set up their display layout in the window of the Famous-Barr's downtown store. It was an all-day event with most members attending. In early Dec. **AFSGLA** members set up an 8 ft. x 8 ft. display layout in the lobby of the Citizens National Bank, Maplewood,

MO. Barry Dolan is coordinating the operation and maintaining of the layout while it is on display. The December meeting of the group was held at the home of Paul Wehrle, Ballwin, MO.

Norm and Ione Pilarski are hosting the group in January. On Jan. 31/Feb. 1 the **AFSGSLA** will display their sectional layout at the Greenberg show, Gateway Center, Collinsville, IL. Coordinator Moe Berk has been distributing information and registration packets on the 1998 NASG convention to be held in Worcester, MA. The **AFSGSLA** is fortunate to have a new workshop/storeroom at the Gardenville Community Center (site of former city public school). In Sept. the group had an open house for families to see the new facility. It apparently has power because they ran trains for the guests! The editor of the newsletter will take a much needed rest during the holiday season and the next publication will be in Feb., 1998.

Badgerland S Gaugers (BSG) were hosted by Dave Smukowski in West Bend, WI. in October. The group sponsored swap meets in November and December. Dick Kloes organizes these, and they are a money maker for the group. Dick will not be doing this next year and other members will be called upon to perform this function.

On Nov. 8 and 9 the club displayed their modular layout for the third time in 1997. This was at the annual NMRA sponsored Trainfest held at the Wisconsin State Fairgrounds near Milwaukee. This year the **BSG** had the largest layout they ever had at Trainfest. It was a horseshoe shaped layout. Many modules were improved, backdrops were added and there was new skirting applied. Ron Schlicht had his "Flyer" straight modules spliced in with the code 148 modules. And a first was a couple of guest modules from the Stateline S Gaugers brought over by Mac McGrath. The only minor problem mentioned about the backdrops was that the operator in the middle can't see the layout very well. The annual Christmas party was held in December at Jim Brown's house where elections also took place.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) were hosted by Tom and Shirley Bangs for their November meeting. Jess Bennett has

had pacemaker problems and sustained a collapsed lung. Fortunately he overcame these problems and is recuperating at home. Carol Bennett recently lost her son in a tractor accident.

The group held their annual holiday party at Granny's Buffet in December. Ernie Horr attended a clinic on work train cars, and was motivated to build a weed sprayer car. A recent news letter edited by Dale Weiler outlines the construction details for such a car as undertaken by Ernie. Plans are incorporated in the newsletter, to S scale, of the car. The **IESGAPN** group is talking of having an operating layout at a local RR show and swap meet in February.

John Eichmann edits the *S-Say* newsletter of the **Rocky Mountain Hi-Railers(RMHR)**. The group is planning for the fifth annual Treasure Valley Train Show to be held on May 16-17 at the Boise Center on the Grove. The group plans to display their portable layout at the show. The **RMHR** displayed their layout at the Boise Depot in October when the formal dedication of the Regio Sprinter was held. The Boise Depot was formally named by Mayor Coles at a ceremony. The group displayed and operated a 15 ft. x 25 ft. layout for the festivities. Showcasing S gauge. New members Bill Fogg, Bill Allmond, Sam Rapp, and Rick Emerson all signed up to help at the showing.

The Sprinter is a German-made light rail commuter train, which will provide service between Idaho Center and the Boise Depot for the inauguration days activities. Built to carry commuters, and school children the train is newly into service. **RMHR** member Greg Lewer is writing an article on his basement layout, hopefully to be published in the *S Gaugian* magazine.

Club members and editors are invited to put your column editor's address on your newsletter mailing list so that coverage of events and activities of your club can be made.

Forward your club news to:
Dave Pool
11 Bittersweet Trail
Wilton, CT 06897

EXTRA BOARD

FOLEY'S FOLLIES

On October 26, fellow S gauger Bill Fraley and myself (Eastern VP John Foley) drove my truck down to Gloucester City, NJ, to pick up some of the NASG Tru Sweet tank cars. From there we went to John Hall's in Wilmington, Delaware, who was kind enough to invite the Lehigh Valley S Gaugers to a joint meeting.

Last November 8 and 9 Jamie Bothwell (NASG Secretary) and I manned the NASG table at the Allentown, Pa., First Frost Train Show. We signed up two new members and had over \$500 in sales. Walt and Sally Danylak were also there promoting S gauge and G&W Models. Tom Doherty of Pennsylvania Heritage Models was demonstrating the Corgi (1/50th) trolley mounted on his S gauge mechanism. And Frank Titman and Barry Mertz were manning the Lehigh Valley Models table. This show had S well represented.

The NASG Freight Car Project (Downs tank cars and S-Helper flats) is doing quite well. Only about 25 hi-rail versions of the TruSweet tank cars are left according to John. These have the Flyer compatible operating couplers and are available through him for \$41.50 each plus \$4.00 S&H for up to 2 cars.

A reminder to S clubs who sponsor or travel to events to let Craig O'Connell know about them so he can include them on the NASG website.

I'd like to offer up appreciation, as I'm sure other NASG officers would, to the Mark's family for hauling all the Clearing House items out to Denver plus a few Freight Car Project cars I managed to stuff into nooks and crannies of their camper.

- John Foley, Eastern Vice President

"S" IN NON-S PUBLICATIONS

Do you model sometime between 1963 and now? Are you interested in scratchbuilding? Would you like to build a model that (I think) is not likely to be commercially available? Would you like a project that does not require rivet counting?

Check out the June, 1997, *Mainline Modeler*. There is an article on the 60' Southern Auto Parts boxcar (also used for paper products). There is also an accompanying article by Staffan Ehnbon on scratchbuilding this car. The majority of the materials needed are sheet styrene, brass shapes and wire. The only prefab parts needed are trucks, ladders, couplers, decals, roofwalk and brake components. This car is all-welded (no rivets), and the ends are flat so there are no corrugations to worry about. Some versions of the car used Superior doors. PRS doors might work for these.

Readers, are there other roads that used



South Jersey S Gaugers from left to right: Hank Worrell, Wayne Schneyer, Ray Farrell, Rick Wark and Dave Pierce. Scenes at right are on the South Jersey's modular layout which features code 148 track. 2-6-6-4 kitbashed Flyer articulated is by member Rick Wark. 3 Photos by Dave Pool

the same style flat end boxcars? This issue also contains an article on the Pennsy X-26 single sheathed boxcar. Pennsy built more than 10,000 of these, and was still rebuilding them after WWII.

Other articles in this issue include modeling trees, making ground foam, SP&S tank cars, Air Force boxcars and an article about a prototype switch on a bridge.

- Ted Larson

MORE "S" IN NON-S

Monon and S scale fans will want to take in the *Great Model Railroads 1998* issue offered by Kalmbach. Eight color pages are devoted to the Monon attic layout built by Roger and Jami Nulton of San Diego, California. This is a final look at this layout as it has been torn and the Nulton's are moving.

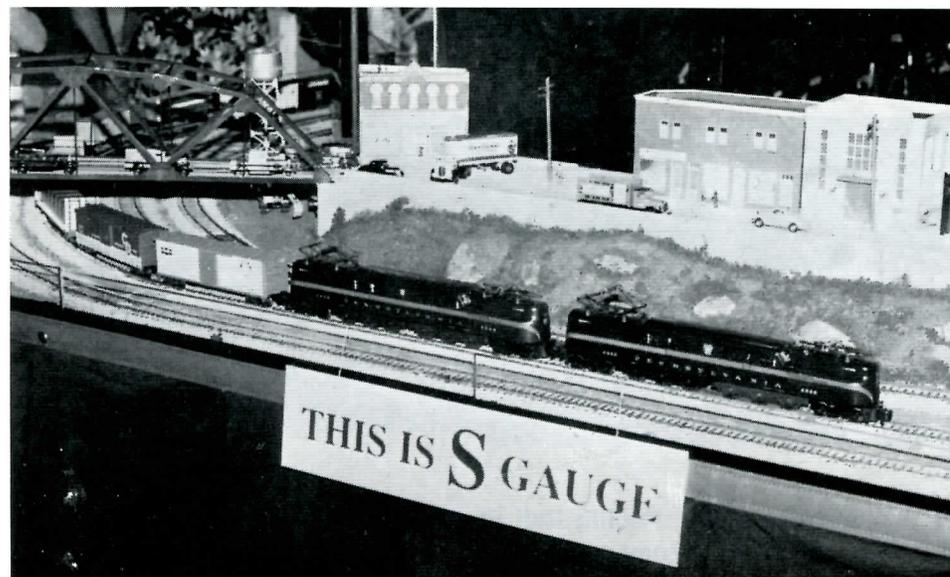
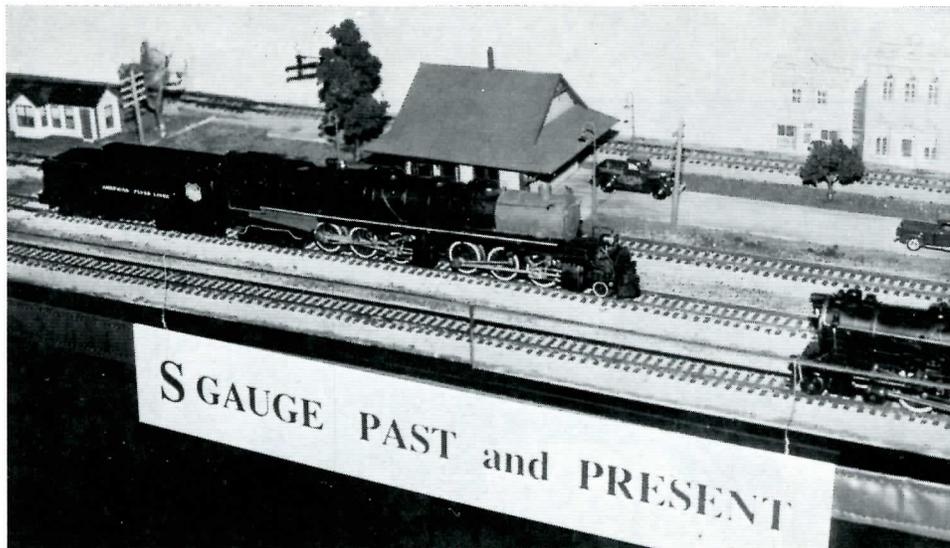
- Jeff

ATTABOY FOR "S"

The "Lone Star Flyers" deserve a pat on the back for an S-gauge expose' in a major metropolitan newspaper, *The Dallas Morning News*. Enclosed (to me) is the page of the paper with a photo of the "Flyers" layout with 2 PAs and a Pacific in the foreground, all AF, of course. This show is held in Fort Worth, Texas, every November with many layouts of different scales being displayed. To be selected from this group and shown in the "Metropolitan" section of the paper has a lot to say for the club, their layout and S gauge.

Sent in by the "other" S-club which was also at the show, "The Trinity Express", an S scale club. Congratulations!

- John Darling and the Trinity Express.



S-CALENDAR

Feb. 13-15, 1998: 13th Annual Sn3 Symposium at the Walnut Creek Marriott, Walnut Creek, CA. Contact Bob Walter, 1950 Geary Rd., Pleasant Hill, CA 94523. (510) 893-1717. e-mail: ROBERTWALTER@MSN.COM.

Mar. 29, 1998: Tracks & Trains VI all-gauge train show. Masconomet Regional H.S. Fieldhouse, Topsfield, MA. 10-4. Info: Doug Peck: (978) 465-8798.

May 1-3, 1998: 11th annual Spring S-Spree, Columbus, Ohio, sponsored by the Central Ohio S Gaugers. Info: contact Art Lofton, 6825 Cedar Brook Glen, New Albany, OH 43054. (614) 855-0988.

July 8-12, 1998: NASG National Convention in Worcester, Mass., Lincoln St. Holiday Inn. Contact Chet Brown, 14 Lindsey Ave., Beverly, MA 01915 - (978) 927-3918.

E-mail: ctrains707@aol.com. Or website: <http://trainweb.com/crocon/NASG1998.html>.

Sept. 17-19, 1998: S-West III in Coeur d' Alene, Idaho. Will include a trip to Jess Bennett's S scale Great Northern Pacific. Final arrangements are not definite at this point, but you can contact Gil Hulin at 3895 Colony Oaks Dr., Eugene, OR 97405-6211 for an update. Phone: (503) 344-6858.

Oct. 31 & Nov. 1, 1998: National Model and Hobby Show, Rosemont, IL (Chicago area). Info. (847) 526-1222.

Nov. 6-8, 1998: Chicagoland Fall S-Fest, Holiday Inn, Matteson, IL. Andy Jugle, (630) 833-5394.

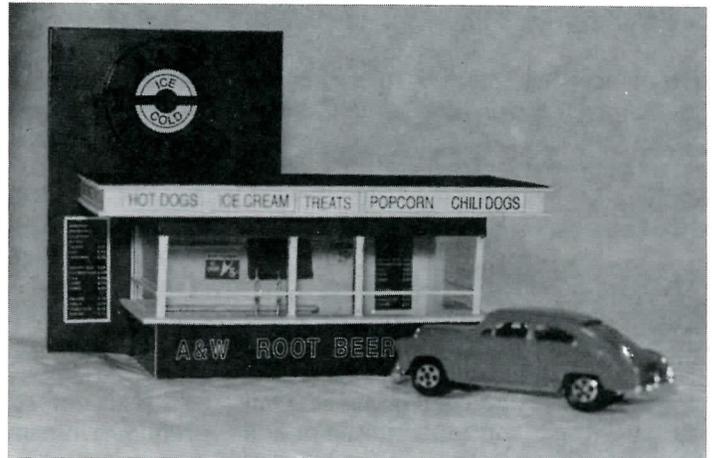
July 22-25, 1999: NASG National Convention, in conjunction with the NMRA, will be in St. Paul, Minnesota. In conjunction means at separate facilities with the option of attending the National (NMRA) trade show. Other NMRA functions will require separate registration.

Bids Open for NASG National Conventions -- 2000 and beyond. Contact Dave Held, Convention Chairman, 6154 Lanake Ln., Imlay City, MI 48444. (810) 724-5499.

WHAT'S NEW



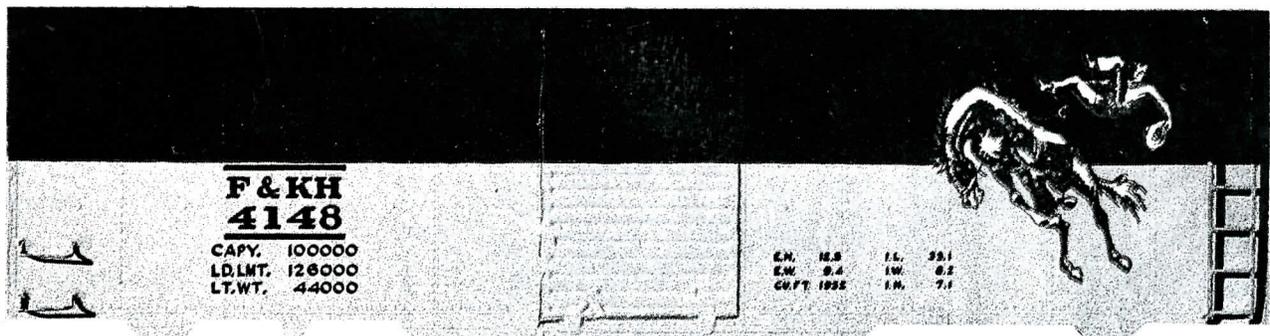
Code 3 Collectibles is making a series of 1/64 diecast fire and emergency vehicles. Shown in the upper right is the modern Seagrave pumper which can be had lettered for several cities. The other vehicles shown will be released in 1998. See page 9 for details.



This structure from Port Lines (Twin Whistle) would be right at home in any-town USA. The styrene kit includes interior detail and decals. \$44.95.



Coming in '98 are 3-bay PS-2 covered hoppers from S-Helper. These Pullman Standard cars are like the shorter 2-bays, but pre-date them by a few years making this car useable with late steam or the diesel era.



Available to NMRA members is this red and yellow 40' Pacific Rail Shops boxcar which is part of the ongoing Heritage Series. This car is one that Gordon Varney produced in HO.

RAIL MAIL

NASG Website: Members. The website listed on page 4 of the October issue can be shortened. We don't need the crocon part, so this should be more convenient to use. So the shortened version is: <http://trainweb.com/nasg/html>.

From the Membership Chairman: Please note that the post office is not putting the ADDRESS CORRECTION REQUESTED label on your *Dispatch* envelopes. This is being done by the NASG - to insure I get the correct address for every member. Some of you fail to notify me when you move, and I need your correct addresses so you will continue to receive your issues.

Previously issues were returned to me because the envelope was printed with RETURN POSTAGE GUARANTEED on the upper left under my return address. The label is covering that and insures I get your address change. Some 5-10 members move between each issue - we don't want to lose track of you.

In the future it will be stamped instead of a label - when we use up the old envelopes.
- Dody Stevens, NASG Membership Chairman
e-mail: craft.rr@genie.com

Editor: This letter to your fine publication is written to express our great disappointment in allowing misleading information to be printed in your magazine that is defamatory to our organization.

It appears that an NASG member, Will Holt, had sent in information for the *Extra Board* section. This misleading information entitled *Buyer Beware* is designed to destroy the reputation of our company and seriously injure our capability to do business. The fact is, we have no known customer complaints and Mr. Holt failed to provide any information to substantiate the title *Buyer Beware*. The article claims we are not endorsed by the NASG - who is? Is Lionel? We have never seen any advertiser, supplier or manufacturer state they were endorsed by the NASG. Please state your endorsement policy if you have one.

We also have never claimed to buy directly from American Models. We presently prefer to buy from low bid dealers or closeouts. Consequently, these two statements by Mr. Holt cannot substantiate the heading of the article.

To protect AM dealers, we have only offered pre-purchase discounts on quantities of 25 to 50 units or more and sales tie-ins. We do not propose the sale of one or two units to the individual. Clubs could be smart enough to use the offer to increase their membership in much the same manner as the NASG has done with their convention cars.

If the writer of the article or the editor of the *Dispatch* had called or written to us, we would have been happy to explain our position. The failure of Mr. Holt and the editor to contact us to substantiate our legitimacy before print time has resulted in the defamation of character of our company by implication. This has resulted in lost sales opportunity for us and has denied loyal S gauge club members the opportunity to accept our sales offers.

To defend our good name, we demand clarification of the situation which was unknowingly created but which could create a lethal blow to this emerging company.

For relief we request the following: a) This letter be printed in lieu of a retraction. b) An apology by the staff for failing to contact us, and for failing to investigate the potential economic damage resulting from such a notice. A check with Eastern VP John Foley could have forestalled this. c) This situation has prevented our Christmas offer from being mailed to S clubs, therefore, we also request that the offer be mentioned in the *Dispatch*.

This company was formed to promote S gauge and help S gauge clubs increase their inventory of very fine quality American Models and ancillary products (sold with a pre-purchase quantity, group-only, discount on new and standard products) as other "Helper Services" have done in the past.

It is unfortunate that those responsible with the promotion of the gauge, have not determined our positive purpose before print time. We look forward to an amicable correction to this matter.

Donna Stanis, United States Model Company.

OOPS! *Looks like we might have been a bit careless with this entry. No, the NASG does not endorse any particular manufacturer or supplier. Naturally, we want to encourage the manufacture and sale of S merchandise. Since the last issue our eastern VP, John Foley, and others have substantiated the validity of U.S. Model Co. The Dispatch does not want to impune any legitimate enterprise, so we offer our sincerest apology.*

Unfortunately, resultant from our comments, U.S. Model Co. did not mail out their latest Christmas special offer which includes AM hoppers, PS-2 covered hoppers and the new AM flat with Patton tank, etc. Interested groups and clubs may send a 52 cent SSAE to: U. S. Model Co., 224 Agawam, Suite B, Stratford, CT 06497 and catalog offer will be mailed out at no additional charge. Phone: (203) 378-3356.

- Jeff

Dick Wholf's Promotional Idea: Here in the KC MO area we've been busy working to get one of the hobby shops to stock S - not just special order it for us. One way that I might suggest for anyone to encourage a dealer or hobby shop that isn't aware of all the things available in S, is to put together a notebook for them of S items.

What I've done is to buy a box of clear page protectors and then download webpages such as SHS, American Models and those from Craig O'Connell (which includes the NASG one). Then I put the full-color copies in the notebook and leave it with the dealer. Be sure you include your name, club name and phone numbers for interested individuals to use to contact you. You could also get several NASG *This is S Gauge* brochures and some S Helper catalogs and include these.

A notebook helps both the dealer and future S gaugers find out about our wonderful world of S gauge trains.

- Dick Wholf, Lee Summit, MO.

This was pulled from an e-mail to Lloyd Gibson - ed.

Short and Easy

by Kent L. Singer

PANTOGRAPH-PROBLEM

HOLD ME PANTOGRAPH DOWN SPORT, HOLD ME PANTOGRAPH DOWN!

OK, OK so it was a bad joke using an old song title (those readers not recognizing the song, or its title, and actually care enough to ask, can contact me as noted below - Kent). However, the fact remains that this is a column on making a pantograph Hold-Down. Hank Worrell originally had it in his column "Hank's How To.." in *The Waybill*, the official newsletter of the South Jersey S-Scalers, Inc. At Hank's suggestion, we're re-doing it here to reach a wider following.

Did you ever see the horror of a GG1 slamming to a dead halt because its pantograph was open too far to fit under a tunnel portal or an overpass? Not a pretty sight or welcome sound when it happens... Here's how you can prevent that problem from occurring.

Materials needed:

- small flat needle nose pliers.
- tape measure.
- flat black paint or Blacken-it.

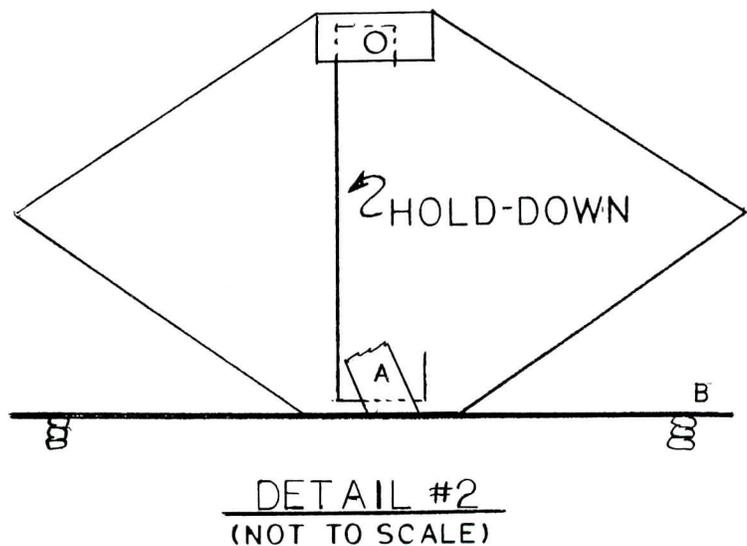
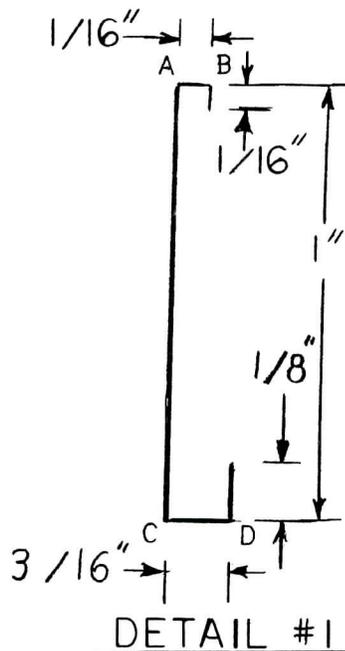
Steps to follow, see Detail #1:

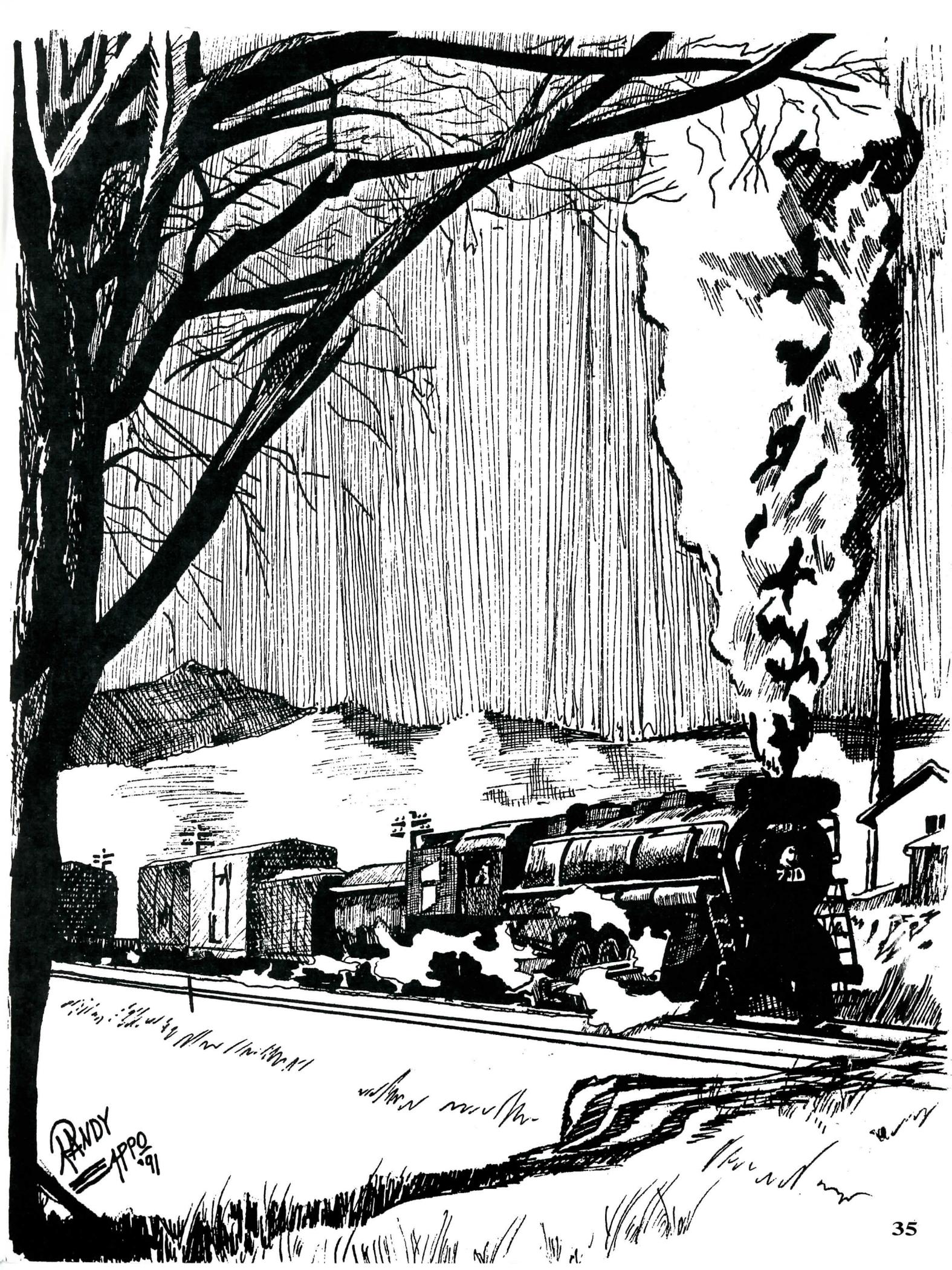
1. On one edge of wire, measure in $1/8"$, make a 90 degree bend with pliers at 'A' - all bends will be in the same plane.
2. Measure $1/16"$ from bend 'A' and make a 90 degree bend at 'B'; this forms the top of the Hold-Down.
3. Measure 1" from bend 'A' to point 'C'. For an American Models GG1, this holds the pantograph at $3-7/8"$ over the top-of-rail. This dimension can be altered to suit your particular model.
4. Measure $3/16"$ from bend 'C' and make a 90 degree bend at 'D'.
5. File any sharp edges.
6. Clean Hold-Down.
7. Paint flat black or apply Blacken-it.

For the following steps refer to Detail #2:

1. Place bottom of Hold-Down under pantograph Bar 'A', to inside of Bar 'B'.
2. Holding Hold-Down, bring pantograph down and place top of Hold-Down into hole at top of brass pantograph. Release pantograph.

Got An Idea? Perhaps you've created some detail to stick along your right-of-way, set on a loading dock, dress up a building, etc., etc. We're always looking for fresh projects. If you'd like to contribute, the rules are simple: The project should be somewhat related to railroading, and it should be capable of being completed in one or two evenings. You needn't worry about drawings or photographs. We can do the drawings and have photos taken. All that is necessary is a sketch of the project with some dimensions, a list of the materials and a short description of how to build it. Submit your ideas to: **Short and Easy, c/o Kent L. Singer, 912 North Rogers Ave., Endicott, NY 13760.**





RANDY
APPO
1991

S Gauge Train Sets 1/64 scale



The most realistic Amtrak set made in any scale and the only accurate Superliner set available in any scale \$369.95. Extra lighted coaches and dining cars available separately; \$49.95. Our "Trailer Hauler" set is the best value in model railroading, just like getting the track and the lighted caboose for free; \$299.95. All our locomotives carry a lifetime warranty. And now we are offering an even better incentive; for a limited time only each diesel set entitles the buyer to a free 50' "Railbox" car ! Just mention this ad when ordering direct or from your dealer. All sets are Flyer compatible and dc sets (scale or hi-rail) include a powerful power pack and Amtrak sets come with a diesel horn power pack ! Amtrak sets are available in phase II (pictured) or phase III schemes. "Trailer Haulers" are available in Southern Pacific or Conrail.



Our new steam set features real "chug" sound geared with the driver (two chugs per rev.) not a speaker sound but real piston compressed air sound. Nothing so realistic has ever been made in model railroading before! Real Puffing smoke as the photo shows, not "wiggling" cotton or other trick photography but as it actually is and will appear on your home layout. Guaranteed! AC Flyer versions come with the most realistic whistle, bell and other sounds ever made! Includes five lighted "Madison" type passenger cars and over 20' of track. Beautifully packaged and numbered "a real collectors set". AC Flyer set \$699.95, dc sets \$80 less. Available in B&O president or Southern Crescent schemes. Visa and MasterCard accepted.

American Models, 10087 Colonial Industrial Dr., South Lyon, MI 48178

Visit our web site @;< www.americanmodels.com.> Phone 248-437-6800 Fax 248-437-9454