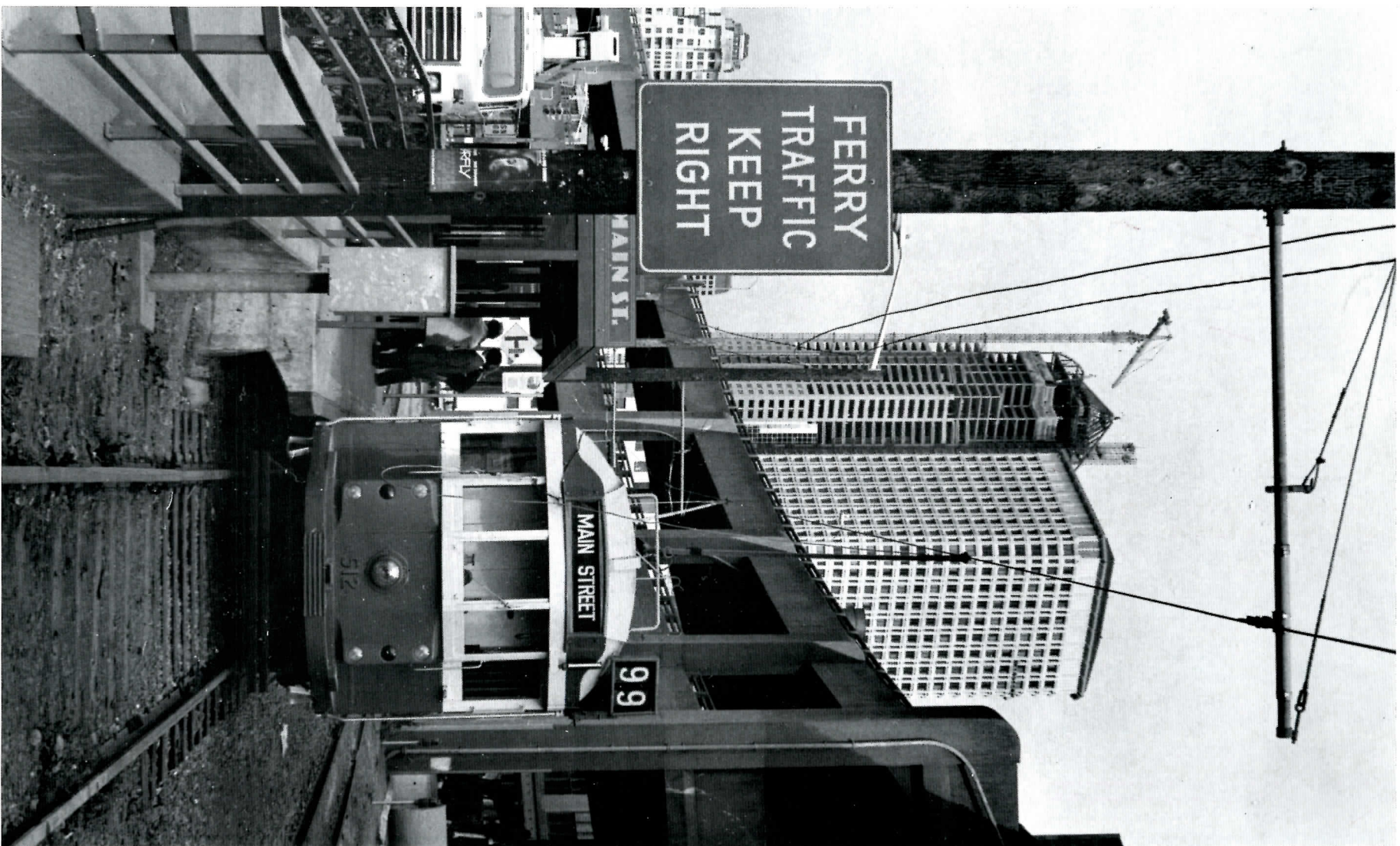




Vol. XI No. 2

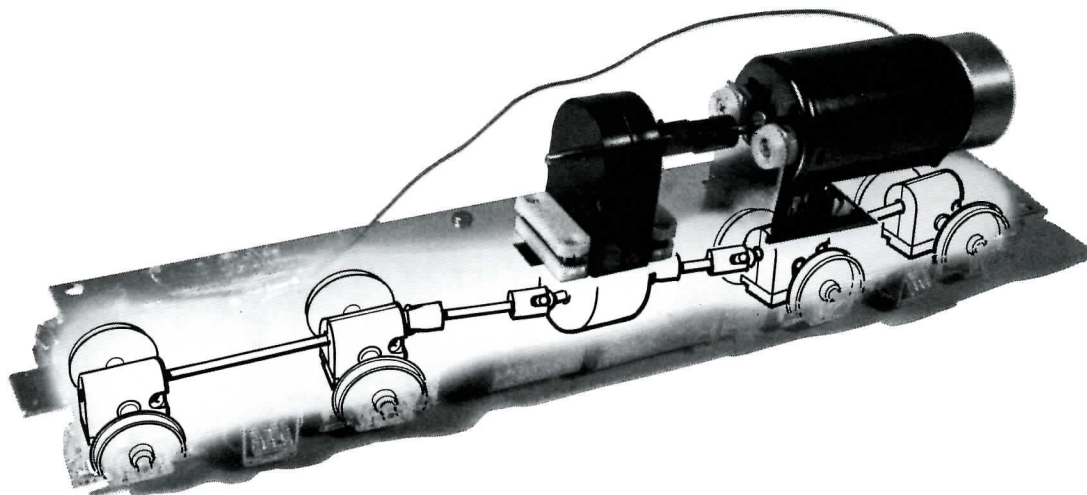
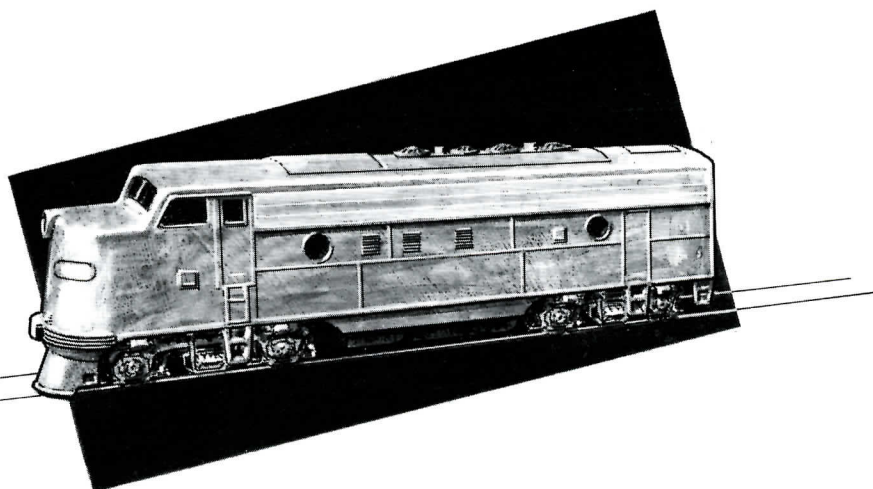
DISPATCH



June 1988

OMNICON

EMD F's



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OMNICON SCALE MODELS

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Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

The **DISPATCH**, published bi-monthly, welcomes art, photographs, letters, cartoons, articles, and other S-gauge-related materials contributed by the membership. Send them to the Editor:

Dick Karnes
4323 86th Ave. SE
Mercer Island, WA 98040

NASG dues are \$17 yearly from July through June, including all issues of the **DISPATCH** for the membership year irrespective of enrolment date. All applications, renewals, membership questions, and address changes should be directed to:

NASG Inc.
c/o Michael R. Ferraro
280 Gordon Road
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The deadlines for articles are the 15th of Mar., May, July, Sept., Nov., and Jan. for issues mailed in May, July, Sept., Nov., Jan., and Mar. respectively.

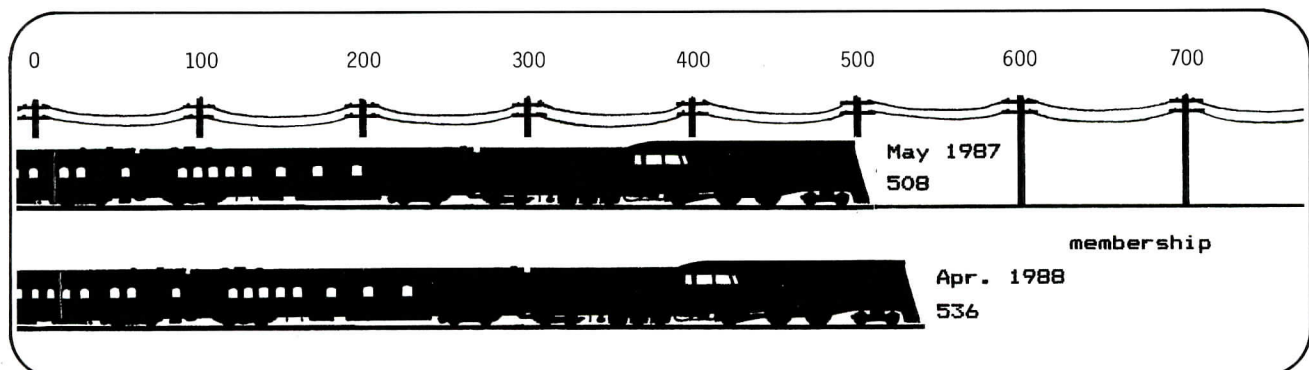
COVER

The Seattle waterfront trolley's last stop is here at the foot of Main Street. Photo by Dick Karnes.

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EDITORIAL

PLUSSES.....

It's unusual to come across a track construction technique which is easy, fast, realistic, requires no gauging, is cheap, and -- best of all -- can be presented on less than a full page. It's by Charlie Sandersfeld, and it appears in this issue. We're also pleased to present a five-page photo spread on some fine modeling being done in the Twin Cities area. (It must have something to do with staying indoors through those long, cold winters.)

.....AND MINUSES

We reluctantly report Associate Editor Bob Jackson's intent to resign his post, due to his increasing career requirements and family obligations. Bob will complete Steven Myers' power substation series and his own NASG history series (one more installment) before leaving. He will be sorely missed.

Of course, we will be looking for a replacement for Bob. Requirements: writing skill, determination, self-motivation, attention to syntactical and grammatical detail, willingness to "polish" the writings of others, and timeliness. Also, a personal computer with word-processing software helps (but is not required). **HELP!!**

Dick Kames

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 completion in one or two evenings. You needn't worry about drawings or photos -- we can do them for you. All that's 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 & EASY
Kent L. Singer
105 Highland Dr.
Baldwinsville, NY 13027

LETTERS.....

Editor:

Just read the March DISPATCH. Probably the best issue I've seen.

Here are my thoughts on the "5-cent cigar:"

Let's get a good plastic tank car -- Great idea. I'd buy a few.

A generic RTR Pacific is good -- I'd purchase one.

I'd also buy a plastic bridge kit and several heavyweight coaches.

Ernie Krumbein

Editor:

Stan Houghton's comments on the operational problems with brass are well-stated. As consumers, we need to be active in telling our suppliers what we expect. The people who serve the S gauge market are good people and I am sure that they will respond to positive critique of their products. Because many of our suppliers are small-time basement operations, we must stress the positive because they deserve our support and the benefit of positive feedback.

In addition to the discussion of the quality of the operation of brass models, have you tried the code 110 replacement wheels for American Models trucks? They sure make a good truck perform even better. I am sure that if enough other individuals agree, American Models will realize that the improvements are important to us and they will look at making the change. This would be a good time to encourage that because they are working on the new GP models and may be able to incorporate the code 110 into that unit.

Ken Zieska

BOARD OF TRUSTEES BUSINESS

A motion to approve an extra \$1160 for DISPATCH printing and postage costs for the current fiscal year was approved 6-1 (Hawley).

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S GAUGE PROMOTION

(A New Approach?)

by the
Bristol S Gauge Railroaders

(The Bristol club encourages other S gauge clubs to consider this project too, and reprint this column to publicize the project.)

Even with all the sincere effort expended across this country by various S gauge groups and associations, promotion of S gauge still mainly reaches only other S gaugers. Occasionally we will pick up a convert from another scale and it is important to show these "ripe" prospects what is available and the advantages of S gauge. We also catch the occasional individual who has just rediscovered his AF train set in the attic, and with our help, he finds there are others with whom he can share his "new" hobby. Whenever one of our faithful takes the time to exhibit S gauge at local all-scale shows, it helps remind all in attendance that both American Flyer and S scale are alive and well.

The one target that we miss completely is the potential new model railroader. Parents and grandparents remember how much enjoyment they received from their American Flyer trains as children and now want to duplicate this opportunity for their children and grandchildren. Unfortunately, there are no inexpensive (under \$100) train sets available in S gauge, so inevitably the consumer is directed to a Lionel or LGB starter set. In many cases the situation is further complicated when HO or N gauge train sets are recommended for young children. Usually this results in much frustration for the child when trains won't go on or stay on the track without a great deal of effort. Many times this results in lost enthusiasm and migration to other more entertaining toys. At times the hobby in general loses a new candidate because of just this type of error.

We of the Bristol Club want to encourage all S gauge clubs to give positive consideration to the project on which our club is about to embark. We are proposing to assemble and market a used AF train set that will not exceed \$75 in any form. The following is a brief summation of the ideas, suggestions, and methods we have discussed and voted to undertake.

Most clubs, including the Bristol Club, have a mixture of scale and tinplate members (and everything in between!). To help distribute the work and keep everyone involved, we have decided that the tinplaters will secure, repair, and clean all AF components of the set and the scale contingent will be responsible for packaging, instructions/inserts, marketing, and distribution. All members contributing materials to the project will be reimbursed at the fair market value.

The set will consist of one of the less valuable AF steam locomotives (Atlantic?), three common freight cars of any type, and a caboose (are you listening, Rollie?). There also will be one complete circle of track and one of the several available small AC transformers. Some form of basic instruction sheet will be provided along with the name and address of the club in case the purchaser have any problems, questions, or desire for more equipment. Other

information that could also be inserted would be the NASG handout, a complimentary copy of the S Gaugian, the current brochure from Lionel (S gauge), and possibly a copy of the local club newsletter.

The ultimate goal of this project is not to make money but to put AF trains in the hands of potential new S gaugers. American Models had visions along this line at one time, but between the excellent quality (more expensive) and limited production (market size), it has not been possible to package a train set that can compete costwise with the starter sets of other scales.

Packaging will be minimal but something better than a paper bag. Without reinventing the wheel, we will find a readymade cardboard box that will both hold and protect the set during transportation. The individual components will be attached by means of elastics to a rigid backboard the same size as the box. Although a see-through cover would be nice, the box will at least have a removable cover so the set can be displayed as a packaged unit. The club will design and print its own label, but if somehow this became a national project, perhaps we could have one common label printed for all.

Distribution will be accomplished in several ways. Our first test of the project will be at the fall Greenberg Show in which we participate every year. We will also approach some of our local hobby shops to see if they will be willing to take sets on consignment with a reasonable profit share after sale. The best shops for this approach are those that already deal in used AF trains or at least have access to the Lionel product line and other currently-available S gauge components. This allows them to gain repeat sales after the initial set has fired the purchaser's enthusiasm. Other logical potential sales events include church bazaars, local flea markets, and anywhere else where the general public is expected to shop for bargains.

The Bristol Club has already had one experience that incorporates the spirit of the project proposed above. Last fall, Tom Coughlan was approached by a non-railroading friend who wanted to purchase an AF train set for his grandchildren. It seems that the previous year he had wound up with an HO set and the young children got so frustrated with the small trains that the set soon got shelved in favor of more useful toys. With the assistance of Doug Peck, they put together a complete AF set consisting of locomotive, five cars, track, transformer, and some miscellaneous scenery pieces which they were able to sell to Tom's friend for \$50. Although this set was delivered in a paper bag, the report is that the set became the highlight of Christmas morning and has provided endless hours of pleasure to date. Doug also reported that his cost was only \$35, so the club made \$15 as well.

With this successful event to build on, we plan to put the "USED SET" project into high gear after the July convention. We would welcome any comments, suggestions, and participation from other clubs. We will document our efforts, costs, problem areas, and sales as we proceed, and we welcome other clubs to match our efforts to put American Flyer back in the hands of the general public once again.

EASY TRACKLAYING

as told by
Charlie Sandersfeld

The other night on the phone, Charlie Sandersfeld told us how the S-Team was laying track. Their procedure is so novel and inexpensive that we had to share it with you.

The S-Team wanted to find a way to lay track to the following requirements:

No gauging necessary.
Individual wood ties.
Smooth curves.
Inexpensive.
FAST!!

Well, they did, and you can do it too. You'll need:

MATERIALS:

- o Shinohara flex track
- o Additional rail (eight lengths for every flex-track section)
- o Wood ties
- o Good supply of Kadee spikes for the Kadee rail spiker
- o One package of thin track spikes (any brand)
- o Wood glue

TOOLS:

- o Needle-nose pliers
- o Kadee spiker for your rail size (.100 for standard gauge, .070 for narrow gauge)
- o Sanding block
- o Masking tape and "Piano-key" jig for stringing ties (See DISPATCH, Vol. IX no. 2, pg. 10)
- o Modeler's knife

First, string your ties on masking tape per the referenced DISPATCH article, except leave out every fifth tie. Glue your ties to the roadbed, again following the reference. When the glue is dry, sand the tops of the ties to a uniform height. Now stain your ties before proceeding further.

Strip off all the tie-strip sections except one from each Shinohara track section. With a knife or end-nipper pliers, separate all the plastic ties on the track section from each other. Space these ties out so they fit in the empty "fifth-tie" locations on your roadbed. Add additional individual plastic ties as necessary from the left-over tie-strip sections. While you're at it, make sure that your rail joints are staggered so they're not at the same location for both rails. Temporarily affix the "spaced-out" flex-track by poking a spike partway through the center of each plastic tie. The plastic ties themselves assure the proper track gauge.

Use the leftover tie-strips with the extra rail you bought, and do the same thing.

Now take care of any visual problems (plastic tie alignment with wooden ties, kinks in curves, etc.) by removing spikes, allowing the springiness of the rail to adjust naturally to the curved alignment (you may wish to use a

straightedge for straight track), and re-poking the spikes partway.

When the alignment is just right, permanently spike the rails in place at every second or third wooden tie with your Kadee spiker. Then remove (or drive all the way in if you like) the spikes you pushed into the plastic ties.

That's all there is to it. The S-Team layed 93 feet of track in three hours using this method. As a matter of convenience, they also modified their Kadee spiker so its "foot" is about 50 percent wider, making it easier to use. However, this modification is not really required to achieve the benefits of their method.

Spike away!

MANUFACTURER NEWS

PACIFIC RAIL PRODUCTS (3205 Helms Rd., Grants Pass, OR 97527) principal Jerry Porter showed us a "test shot" of his firm's soon-to-be-released kit. It's a beautifully-done 1940s-era 50' steel boxcar which will be a welcome addition to any S gauge model railroad. The plastic kit will be as easy to construct as the Americal Models cars, but its design is different. The carbody and floor are molded in one piece, and the roof and underbody structure are each separate plastic castings. Jerry says this will enable PRP to offer the same carbody with different roofs, according to different prototype practice. Expected price is somewhere in the \$18-25 range, painted, including dry transfers and trucks.

NOW AVAILABLE Coupler Height Gages and Track & Wheel Gages

COUPLER HEIGHT GAGES- These were made for us by American Models. They are injection molded in bright red ABS plastic. Comes complete with a Kadee® coupler and a mounting screw. Made to the 17/32" center line coupler height. The price is \$3.95 each, 2 for \$7.50

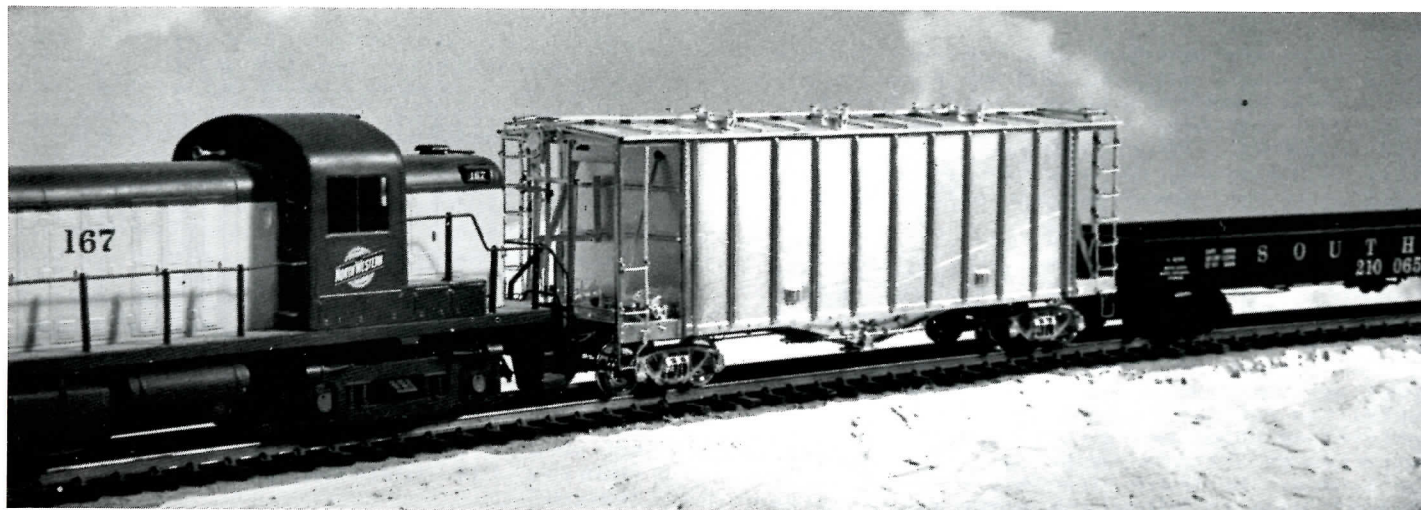
TRACK & WHEEL CHECK GAGE- The New and Improved NASG S3 & S4 Check Gages are made of Stainless Steel and are engraved with the words Track, Flange, Points and Wheels for the appropriate side. Complete instructions are included. The price is \$2.95 each, 2 for \$5.00

Please include \$1.00 per order for shipping.

NASG CLEARING HOUSE

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Matawn, NJ 07747

Help us Help "S" - Join the NASG, Dues \$17/year



The 1954 version of River Raisin's Airslide hopper car, reviewed here.

REVIEWER'S WORKBENCH

Airslide Hopper Car (River Raisin Models, 6160 Upper Straits Blvd., West Bloomfield, MI 48033, \$105 retail)

River Raisin's Airslide hoppers, manufactured by Ajin Precision in Korea and imported through Overland Models, are available in the 1954 version (plain journals, diagonal end braces) and the 1965 version (roller-bearing journals, triangular end gusset sheets). Substantial prototype information on these cars appears in the following sources:

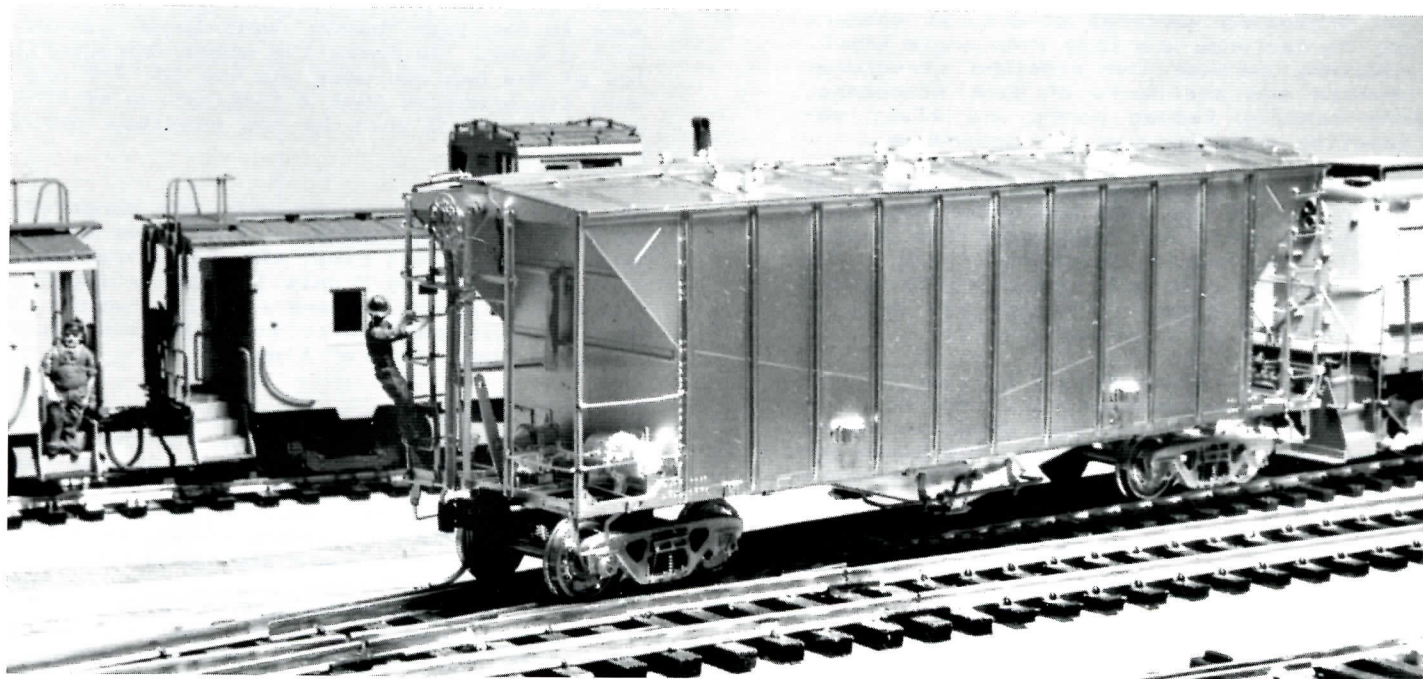
"Kitbashing a Pennsy H40 Covered Hopper," Bobb Losse, Railroad Model Craftsman, July 1985, pp. 61-66 (several railroads, both 1954 and 1965 versions)

"Airslide Covered Hopper -- Early Production," Bill McKean, Mainline Modeler, December 1986, pp. 72-78 (1954 version)

"Airslide Covered Hopper -- Late Production," Bill McKean, Mainline Modeler, January 1987, pp. 64-67 (1965 version)

"Airslide Modeling," Lloyd Keyser, Mainline Modeler, April 1987, pp. 22-27 (1965 version, C&NW)

We examined the 1954 version. The handsome model's overall dimensions match the prototype, and its overall appearance captures the prototype's bulk and detailing. Roof hatches actually open. Brake rigging is complete to the extent that model railroad operating considerations will permit. All body-mounted



The 1965 version of the River Raisin Models Airslide hopper (pilot model).

continued from pg. 7

components are present and the nicely-done truck sideframe castings include brake shoes. The sprung trucks are exceptionally free-rolling, and the wheel sets are gauged to the NASG standard. Truck springing is much too stiff to function, but the car itself can be equalized by removing one of the kingpin springs.

The coupler pad threads fit Kadee S scale couplers. The resulting extended coupler pocket position is accurate with respect to the prototype. A small parts packet contains metric screws for coupler mounting, extra truck springs, two brass-cast glad-hands/angle cocks, two cut levers, and two pair of differently-sized sheet brass rectangles intended as letterboards for the large logos used by some car owners. The train line should be shortened at both ends to allow the angle cocks to be installed (if you wish to do so), and then realigned with pliers to line up with the angle cock stubs.

We were disappointed with the model's detail inaccuracies and fabrication shortcuts. Among the most obvious:

The diagonal braces at the ends of the sides should be vertical when viewed from the car end. The model's slant inward toward the top, and they should be attached to the end sills, not the underframe.

Roof sheet seams 5' from the ends are missing.

The bottoms of the outlet hatches have no detail except for two small nuts. The casting projections upward from these hatches should be set into the hoppers, not simply on their surface.

Overall soldering neatness is not up to Ajin's usual standards. Most notable problems are blobs on the brake components and the delicate open-mesh roof walk.

All prototype vertical structural members on the car ends are made from angle stock. However, because the side-end structural members are all parts of flat stampings, the model's ladder posts are flat, detracting from the overall appearance.

The roof ribs are embossed into the roof stamping. While neat and effective, this technique does not represent the prototype's thin angle stock roof ribs. The model's ribs also show inexplicable rivets installed vertically through the ends of the vertical part of each rib.

The vertical "hat-section" ribs on the car sides are also embossed, and look it. The embossing includes a rivet about 16" above the closed end of each rib. The prototype photos show such rivets used only on cars whose ribs are open at the bottom.

Underframe ends are oversimplified flat sheet-metal stampings. Obviously missing are the structural channels which run diagonally to the corners of the car. These are represented on the model by simple no-relief strips in the stampings.

We asked River Raisin to comment, and would like to quote from their reply:

"Your comments ... will help us make future models more accurately. We too feel that Ajin was slightly 'off his game'... on the soldering. However, stamping of the side and roof ribs will undoubtedly continue until the modelers are willing to pay the increased fabrication costs for the use of structural shapes. While it is no excuse for the specific oversights on the 1954 car, our pilot model was of the 1965 version and therefore we did not anticipate certain things from it -- like the Koreans' failure to follow the provided drawings and thus not getting the diagonal end bracing right! Situations like this are always a problem when you construct multiple versions of a model. The safest alternative, taken by some others, is to build only one version, but we at River Raisin Models reject that as robbing the modeler of diversity and choice."

Sample Defects

We examined two models. One was missing an end sill grab iron -- easy to remedy. The other had its brake gear rocker bent inward and up 90 degrees. Bending to reposition would break the part off; we left it alone.

Some of the opening roof hatch covers would not close completely. Fixing this condition would likely damage the delicate cast hinges and is not recommended. Hardy souls could open the hatch cover and file the top of the cylindrical hatch to shorten its height a bit.

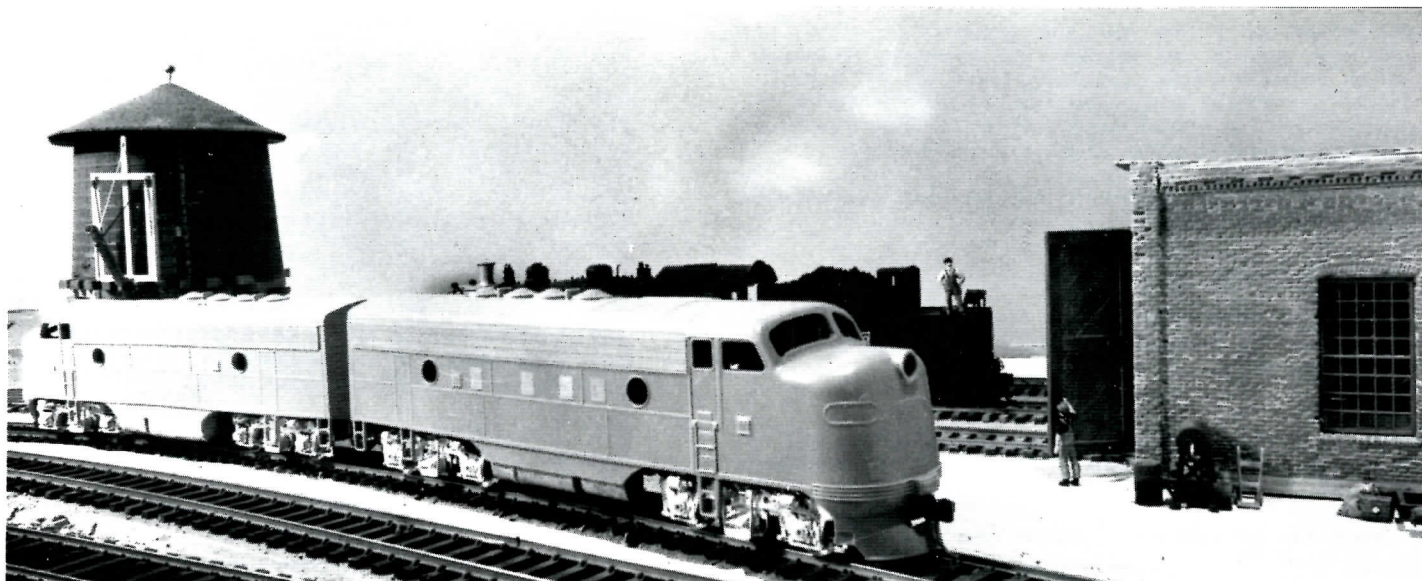
One car had a slight lean to one side -- about three or four degrees. A swipe with a flat file on each kingpin mounting pad fixes this.

EMD late F-3/early F-7 Ready-to-Run Powered A (No. 1007A) and B (No. 1007B) Units (Omnicon Scale Models, 50 S. Lively Blvd., Elk Grove Village, IL 60007, \$125.95 each unit)

Omnicon's F unit is a welcome addition to S scale, giving us an affordable freight diesel comparable in price, detailing, and performance to American Models' well-known passenger FP-7 diesel. In fact, the speed characteristics of the Omnicon unit and the AM FP-7 are so well synchronized that a combination of FP-7 A unit and F-7 B unit is now possible off the shelf.

The Omnicon diesel represents the cooperation of several manufacturers. The drive train is by NorthWest Short Line, the superstructure is from Wabash Valley Models (nee Enhorning), and the trucks and frame are from Southwind. The Omnicon boys personally assemble the locomotives in their "spare" time.

The body is cast in dimensionally-stable styrene, and so will not develop the distinctive "hump" of the old Enhornings. In addition, the die has been altered so as to eliminate the mid-side dimple. Detail is sharp and acceptably accurate. However, Omnicon happily makes available a separate detailing parts package at \$37.95 (No. 1007S, not reviewed here). This package contains such items as replacement fan grid castings and exhaust stacks for the roof, horns, number board castings, windshield wipers, handrails, and more, designed for super-glue application. The results should satisfy any taste.



Omnicon's RTR F-3 (left) poses with a home-assembled F-3 made from an old "humpbacked" Enhorning F-3 shell on a cut-down American Models chassis with Southwind trucks. The Omnicon model is equivalent to the home-made job, but comes fully assembled and costs substantially less.

The Southwind sideframes (reviewed in Vol. X No. 1, March 1987, pg. 17) are superb. So are the drive components. All gearboxes are Delrin. Gears are Delrin driving brass (no Delrin-Delrin or brass-brass combinations). A hefty Sagami can motor mounted on the rear of the frame drives a gear tower located in the center of the unit via a double universal. Power is transmitted to all four axles from the bottom of the gear tower via double universals. A large brass flywheel mounted on the rear shaft of the motor provides excellent starting and stopping characteristics. The plated non-magnetic wheels fit the NASG check gauge. Axles run in separate machined brass bushings pressed into the sideframe journal holes. The trucks are equalized.

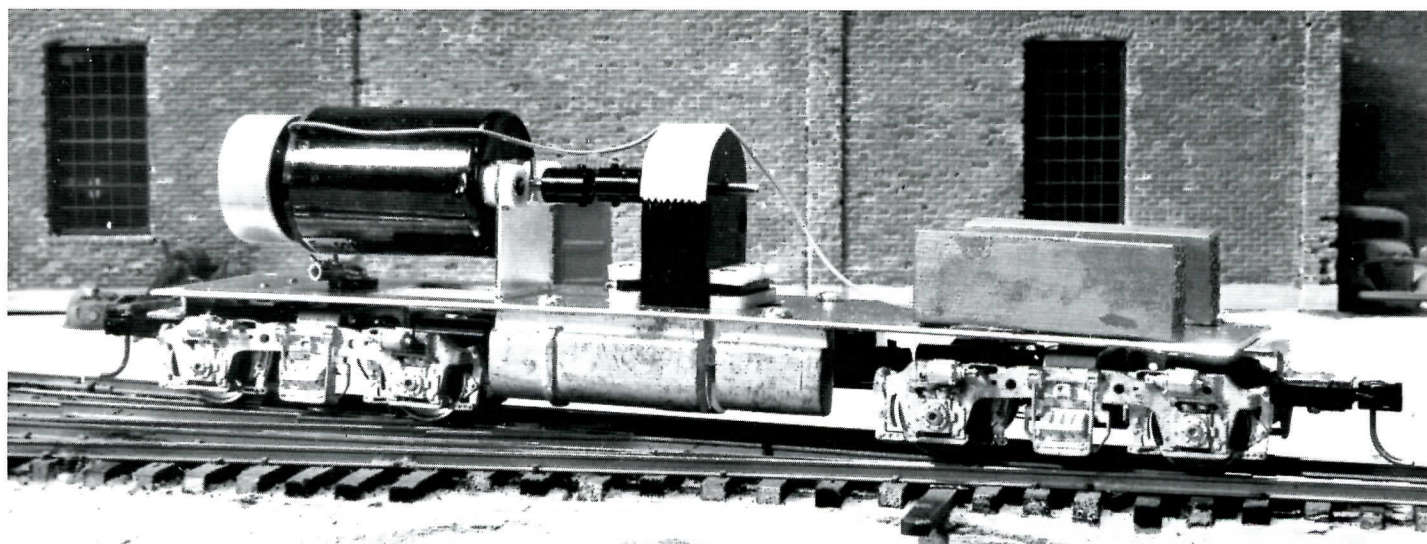
The frame is formed from steel sheet. Cast white-metal fuel tank sides, providing extra weight, are attached with screws. Two additional weights are affixed to the forward por-

tion of the frame. The gearbox is screwed to the frame through soft plastic pads to aid in noise reduction. The frame is attached to the body by means of two diagonally-opposite machine screws. The purchaser may want to add screws in the other two corners (the holes are already there).

Brass machined coupler mounting pads come already attached to the frame; coupler extension is adjustable. The pads are predrilled and tapped to fit Kadee S scale couplers.

The design of the gear tower makes the unit somewhat noisy. Loading the gear tower cavity with LaBelle plastic-compatible grease reduces the noise substantially. It is possible that lining the body cavity with flexible foam will also help.

After a half-hour run-in, the locomotive does 60 scale mph and draws 0.2 amps running light



Omnicon's F-3 chassis comes with beautifully-detailed brass sideframes, cast metal fuel tank sides, additional weights on the forward floor (right), and a large Sagami motor fitted with a flywheel. Kadee S couplers (not included) fit perfectly.

continued on pg.10

at 12 volts. Its pulling capacity on a 2.5 percent grade is about 15 average freight cars; current draw is 0.32 amps at 12 volts. There is ample room for additional weight -- another pound would substantially improve the pulling power without risk to the motor.

The Omnicon EMD F-3/F-7 represents excellent value for the money.

Sample Defects

None. (It should be noted that our sample was furnished for review purposes directly by the manufacturer.)

Pacific Fruit Express and Schlitz (URTX) Dry Transfers (Clover House, P.O. Box 62, Sebastopol, CA 95472).

Clover House has many, many new dry transfers

in S. Their new catalog, \$3.00, includes prices. Send for it. The two transfer samples we have are exquisite. Both are in four colors (black, white, red, and blue), with a separate transfer sheet for each color. Car end lettering is also included. Quality of the transfers, as well as the instructions, is excellent. Each instruction sheet also includes complete lettering diagrams, application sequence, and detailed application directions. We think you'll like them.

The PFE set, No. 9206-02, is for an R-30-13 car, which has a black-and-white SP herald on one side and a red, white, and blue UP "Overland Route" herald on the other.

Set No. 9344-03, for a Union Refrigerator Transit Co. "Schlitz Beer" reefer, has a blue globe with white continents and black latitude and longitude lines, red banner around the globe, and black and white lettering.

SHORT & EASY

by Kent L. Singer

GONDOLA PIPE LOAD

Here's a simple, inexpensive load for gondolas. The best part is that by sacrificing some prototypical tie-downs, the load is removable. As shown, the pipes will fit in the following gondolas: American Flyer, American Models, Rex, and Wisconsin Central (mill gon). By trimming 1/8" off the pipes (straws), it will also fit in the Wisconsin Central composite gon.

Start by cutting the 1/8" square vertical and horizontal cribbing pieces. Glue them into the four "U" assemblies and, when dry, drill and pin the joints for strength. Glue the assemblies to the stiffener and check the fit in your gondola.

The straws that I used for pipes happened to fit into the gondola fairly closely. Check their length and trim if necessary. (A NWSL "Chopper" is handy for this.) Lay the first tier of pipes into the cribbing assembly. Do not glue the bottom tier to the cribbing stiff-

ener at this time! Using a liberal amount of glue (Ambroid or Duco household cement), glue on the second and top tiers.

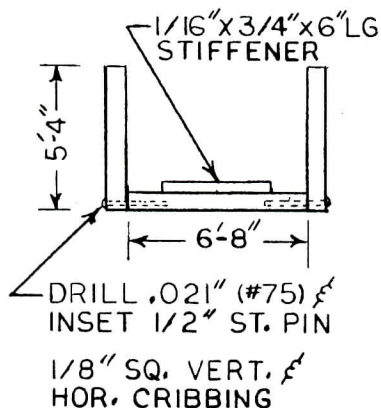
When the glue is dry, carefully (the glue really doesn't bond the pipes that well) remove the pipe bundle and spray-paint it with Floquil "Weathered Black." After the paint dries, glue the bundle to the stiffener.

For the banding, I used some strips cut from an old, large negative. This provided material with a shiny black surface. The same effect can probably be achieved by spraying some .005" thick clear styrene with Floquil "Engine Black." Wrap the banding around the pipes and stiffener and, using the smallest amount of thickened ACC cement (Zap or Super T), tack down the overlapping end while pulling the band tight. Do the same for the bands around the vertical cribbing. Or, make up a jig slightly smaller than the top of the "U," form the bands on the jig, and slip them over the vertical cribbing. When all the bands are in place, paint on the band clamps with a dot of bright red (or blue) enamel.

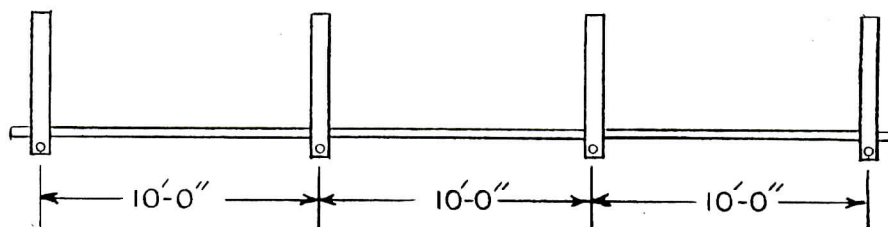
The completed load may be placed in the gondola or removed at will.



This easy-to-build removable pipe load is a fine addition to any layout.

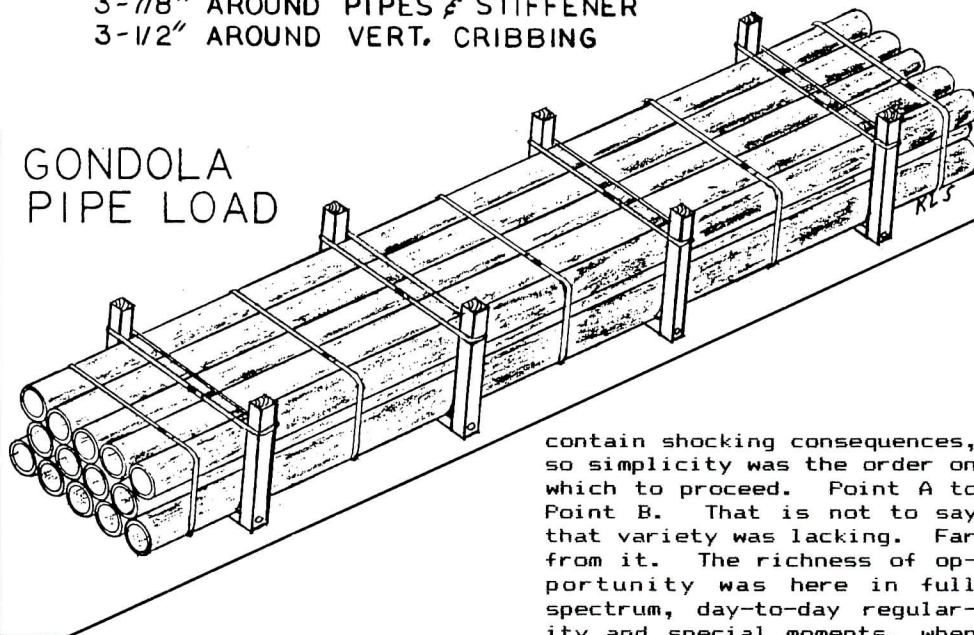


PIPES: 7-1/2" LG x 1/4" DIA. SODA STRAWS, 14 REQ



BANDING: 1/32" W x .005" THK
3-7/8" AROUND PIPES & STIFFENER
3-1/2" AROUND VERT. CRIBBING

GONDOLA PIPE LOAD



BIRTH OF A NOTION by Gary Jordan

It was a dark and stormy night. I sat in my study, besieged by the elemental battle. Waves of rain marched across my roof at command of the wind. Branches rattled in machine-gun bursts against the siding. Barrages of pinecones ricocheted off the gutters.

The leather armchair complained softly as I shifted in anticipation. In the midst of the strife, I was confident of victory. A new world would be born from the dust and it would be mine! Its form, developing so long in hidden darkness, was emerging at last.

The labor had been long and exhausting. See-sawing (between elation at the stirrings of some new possibility for its development, and despair upon realizing the physical limitations to its growth) had all but come to an end. It had arrived and I was proud indeed.

I began to nurture this fledgling form even as the last tatters of the storm fled to

the east. The moon shone now through the window above my desk. Its light fell on spindly legs, barely reaching the floor -- wobbly limbs that seemed scarcely adequate to support the delicate framework above. I knew this light foundation, this basic structure, would remain strong over the years to support the lovely form that would develop over it.

The early stages were the most important. Here would develop the patterns of success or failure. The labyrinth could

contain shocking consequences, so simplicity was the order on which to proceed. Point A to Point B. That is not to say that variety was lacking. Far from it. The richness of opportunity was here in full spectrum, day-to-day regularity and special moments, when the steady pace of life was quickened by extra joy.

And all this required only that I be present. A heavy hand was never required to maintain control. Only an occasional, gentle, guiding hand. Certainly a nudge was now and then required, but that became the exception rather than the rule. My world was so rich. I had created something lasting. Something time itself could not alter without my consent. I had watched and participated in a process only a fortunate few would ever know.

-- CORRECTION --

[Last month's *President's Message* inadvertently omitted a key sentence. The following reprinted paragraph restores the sentence (*italicized*).]

So what is the point of this *President's Message*? The point, my friends, is that criticism is frequently and excessively publicized by word-of-mouth and various club newsletters. All too often, a review is critical and the defect is magnified and communi-

cated to everyone within shouting distance without first contacting the importer to see if a solution is readily available. In some cases, there is a failure to understand that these are hand-crafted models and not all of them are exactly alike. For example, not every model has a hair. As another example, a recent letter was received from a modeler thanking the DISPATCH for an interesting review of *Sunset's Challenger*. Yet he stated that his particular model did not have any of

the problems discussed in the review. In another case, the brass gears appear to have worn out on only one layout. No one else ever had any problems. Similarly, a reported runaway of a new free-wheeling steam locomotive is not known to have occurred on other layouts. To the best of my personal knowledge, the same engine won the locomotive performance contest at the NMRA National Convention in Eugene -- beating out all other comers from all scales.

IT MAY NOT BE TOO LATE TO ORDER YOUR 1988 NASG AMERICAN FLYER CAR

By now every member should have received the brochure about the 1988 NASG American Flyer Boxcar. Although the deadline for current NASG members has passed, There may still be a few cars left. We will be accepting orders for these cars now. Remember the price is \$26.95 each and \$3.00 for shipping. Again, you must be a current or new NASG member to buy these cars.

The cars have orange sides with a tuscan roof and ends. The lettering is black with the Norh American Logo's field being white, and a red & black boarder. This will be a protorype lettering scheme with the exception of "NASG 1988 Com. Car" in 1/16" lettering next to the door. The reefer style door will have the door opening rods and levers highlighted in black. Again, one of the unique things about this model is a reefer door on a boxcar.

The committee is working on the 1989 NASG Commemerative car now. Anyone that has an idea on what it should be or would like to work on the American Flyer Car Committee please contact the chairman, Doug Peck, 6 Storrybrooke Drive, Newburypoprt, MA 01950

ANNOUNCEMENTS

James A. Kindraka
44014 S. Umlerland Circle
Canton, MI 48187

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**                                     **
**      T H E F T                     **
**                                     **
** A box of S scale equipment was stolen **
** on March 7, 1988, en route from Omnicon **
** Scale Models, Elk Grove Village, IL, to **
** Tom Lennon, Minneapolis, MN. Contents: **
**                                     **
** Two Omnicon Samhongsas RDC-3s.         **
** One Omnicon F7 A-unit diesel, plastic **
** body, sheet metal frame, NWSL drive. **
** One bag of extra RDC power trucks.    **
** One bag misc. steam loco detail parts. **
**                                     **
** Any Info?? Please call Charlie San- **
** dersfeld (312-981-0808) or Tom Lennon **
** (612-941-9668).                      **
**                                     **
*****
*****
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WHAT? NEVER SEEN A CONSTITUTION?
DON'T KNOW THE RULES?

Copies of the NASG constitution, by-laws, and
contest rules are available for the asking
from the NASG secretary:

Send Jim a stamped (\$.45) addressed 9x12 ma-
nila envelope, give him your membership num-
ber, and tell him which document(s) you want.

* * * * *

DISPATCH ADVERTISING

The DISPATCH accepts commercial advertising.
The rules are simple:

PRINTED in the DISPATCH:

o Advertiser supplies camera-ready ad mater-
ial. See page 3 for terms and conditions.

INSERTS:

o Advertiser supplies 600 copies of 8-1/2"x
11" insert. Price: \$25 per single sheet
insert per issue; \$35 if printed both sides.

o Or, advertiser supplies camera-ready ad ma-
terial and we make copies. Price: \$50 per
single sheet insert per issue; \$85 if print-
ed both sides.

The NASG reserves the right to reject any ad-
vertising. Subletting of ad space without
permission is prohibited. Make checks out to
NASG Inc., and send with your material to the
editor.

MODULAR STANDARDS COMMITTEE UPDATE

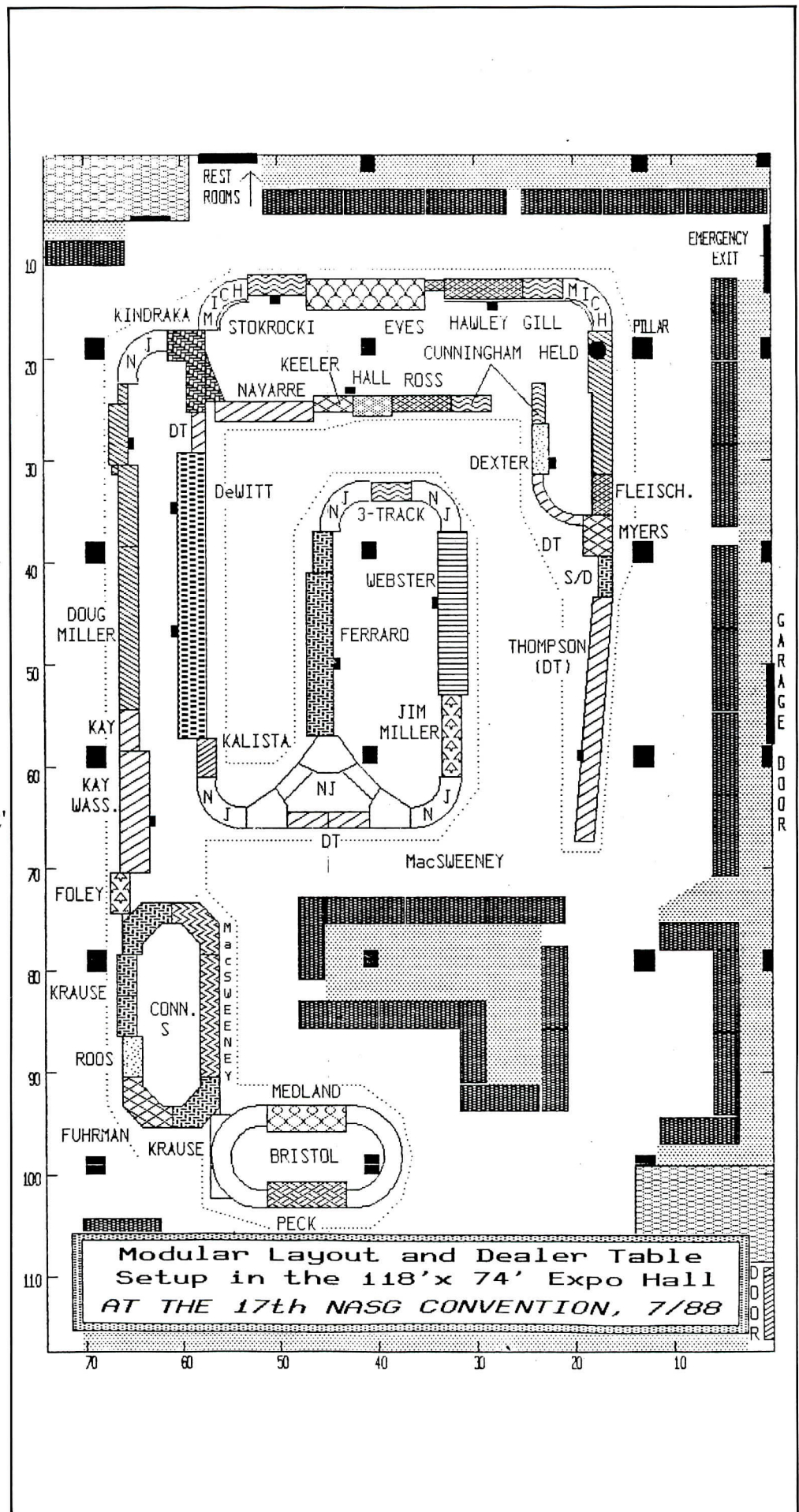
by Don DeWitt

We have received confirmations from the following clubs and individuals that they will bring modules to the 1988 NASG convention in New Brunswick, New Jersey. The accompanying computer-generated drawing illustrates the latest plan for the modular convention layout. Total route length is 468 feet!



MODULES

- Bristol club-2 corners
- John Medland-8'
- Doug Peck-8'
- Bill Furman-1 corner
- Henry Roos-4'
- Bill Krause-2 corners & 8'
- J & C MacSweeney-1 corner & 12'
- J.Foley-4'
- Steve Kay & Lou Wasserman-12'
- Chris Kay-4'
- Doug Miller-32' S & Sn3
- Jim Kindraka-8' interchange
- Don DeWitt-28'
- Steve Kalista-4'
- Mike Ferraro-20'
- Roger Webster-16'
- Jim Miller-8'
- Don Thompson-1 corner & 36'
- Bill Meyers-4' interchange
- Bob Dexter 4' S & Sn2
- Sig Fleischmann-4'
- Dave Held-14'
- SMSG-2 corners
- Gaylord Gill-4'
- Tom Hawley-10'
- Bob Eves-12'
- Stan Stockrocki-6'
- Dan Navarre-10'
- Jack Keeler-4'
- John Hall-4'
- Kevin Ross-6'
- M & M Cunningham-8'
- Dave Bailey-32'
- CJSS-5 corners, wye & 8'

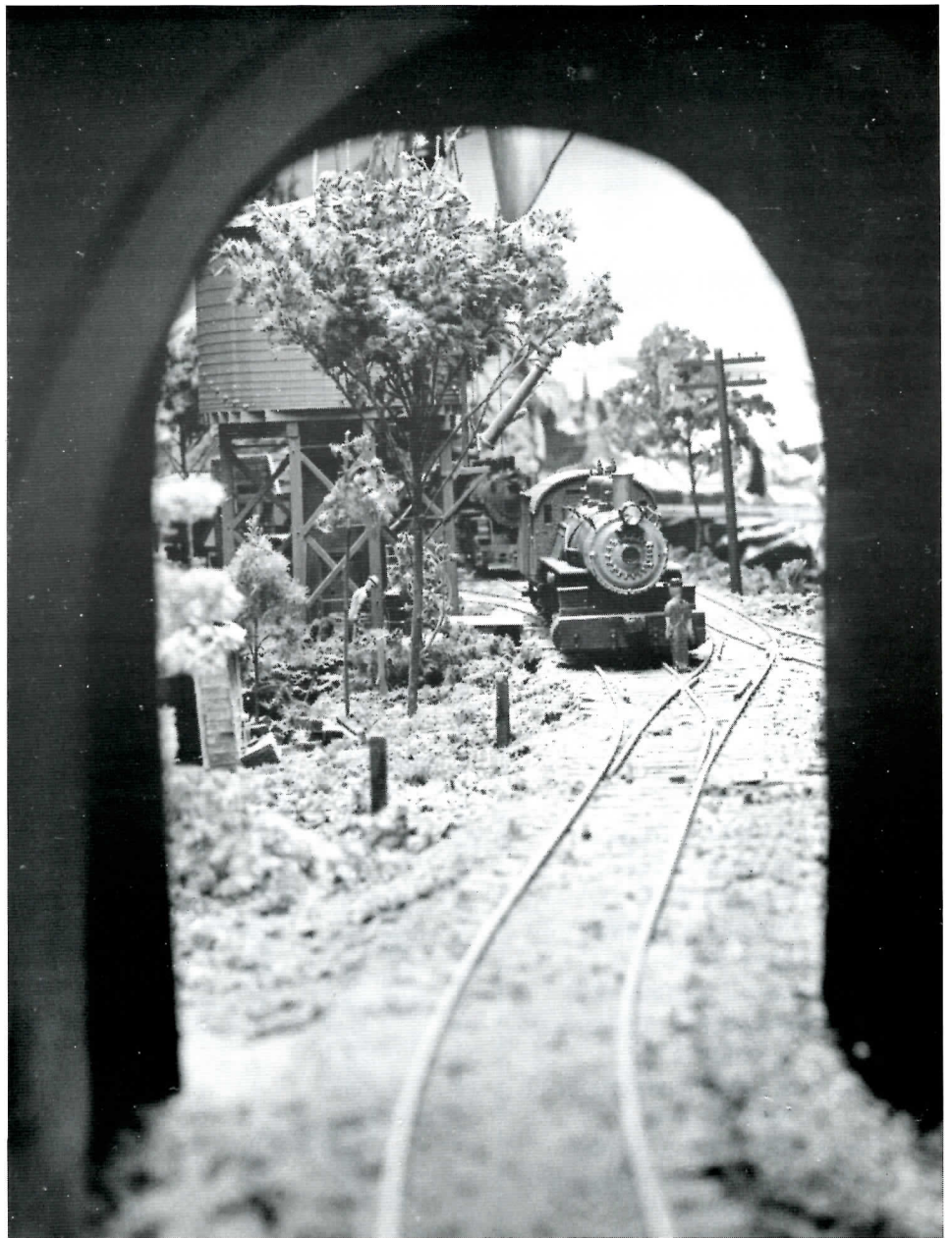


A PHOTO VISIT TO THE TWIN CITIES

Photos by Bob Werre
Captions by Ken Zieska

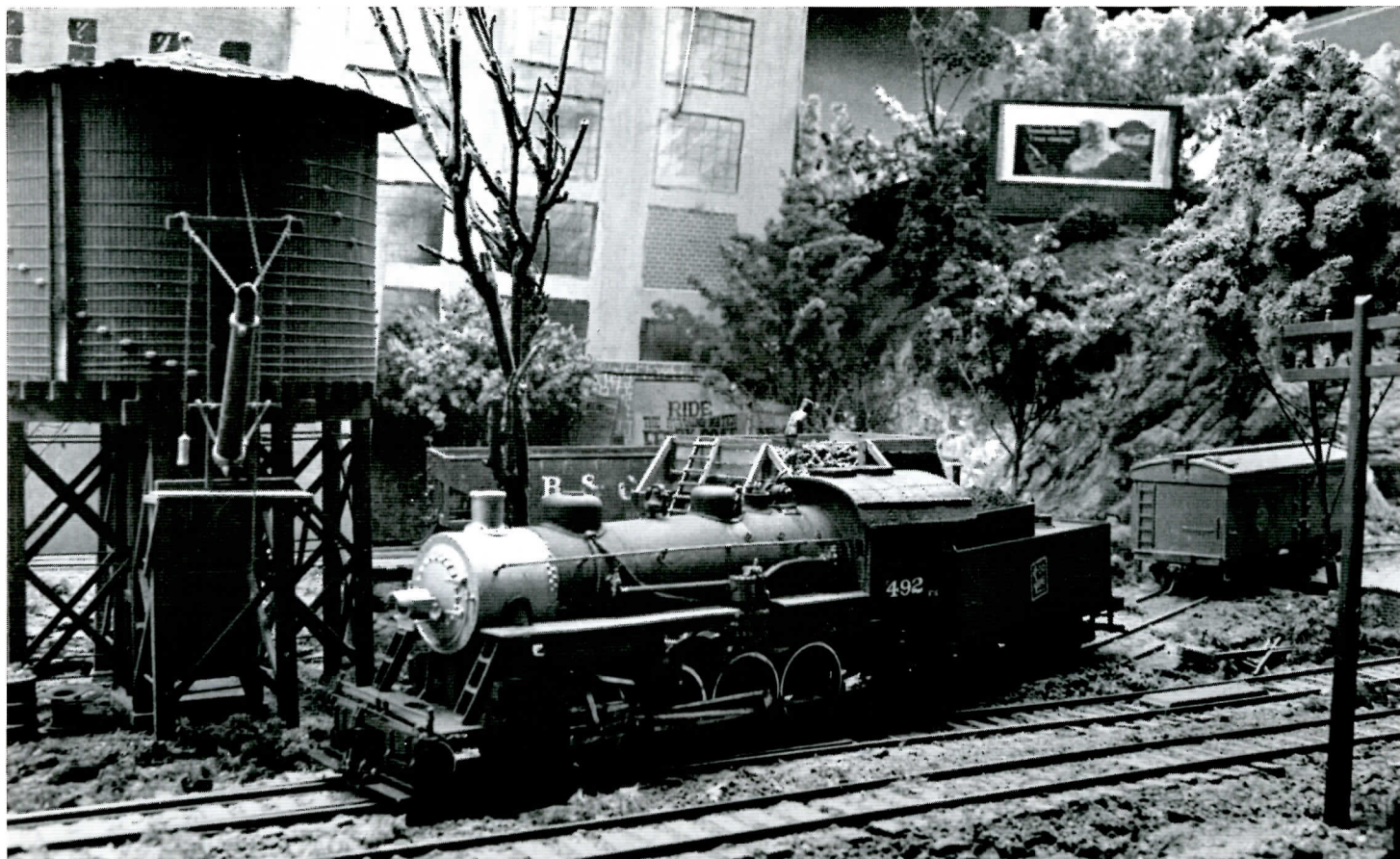
The Twin Cities area is the home of some of the finest S scale layouts to be found anywhere. This month we feature the work of Minnesotans Steve Monson, John Kromhout, Dave Jasper, and Tom Lennon. Eat your hearts out.

Tom Lennon's locomotive prepares to enter a tunnel on Dave Jasper's layout.

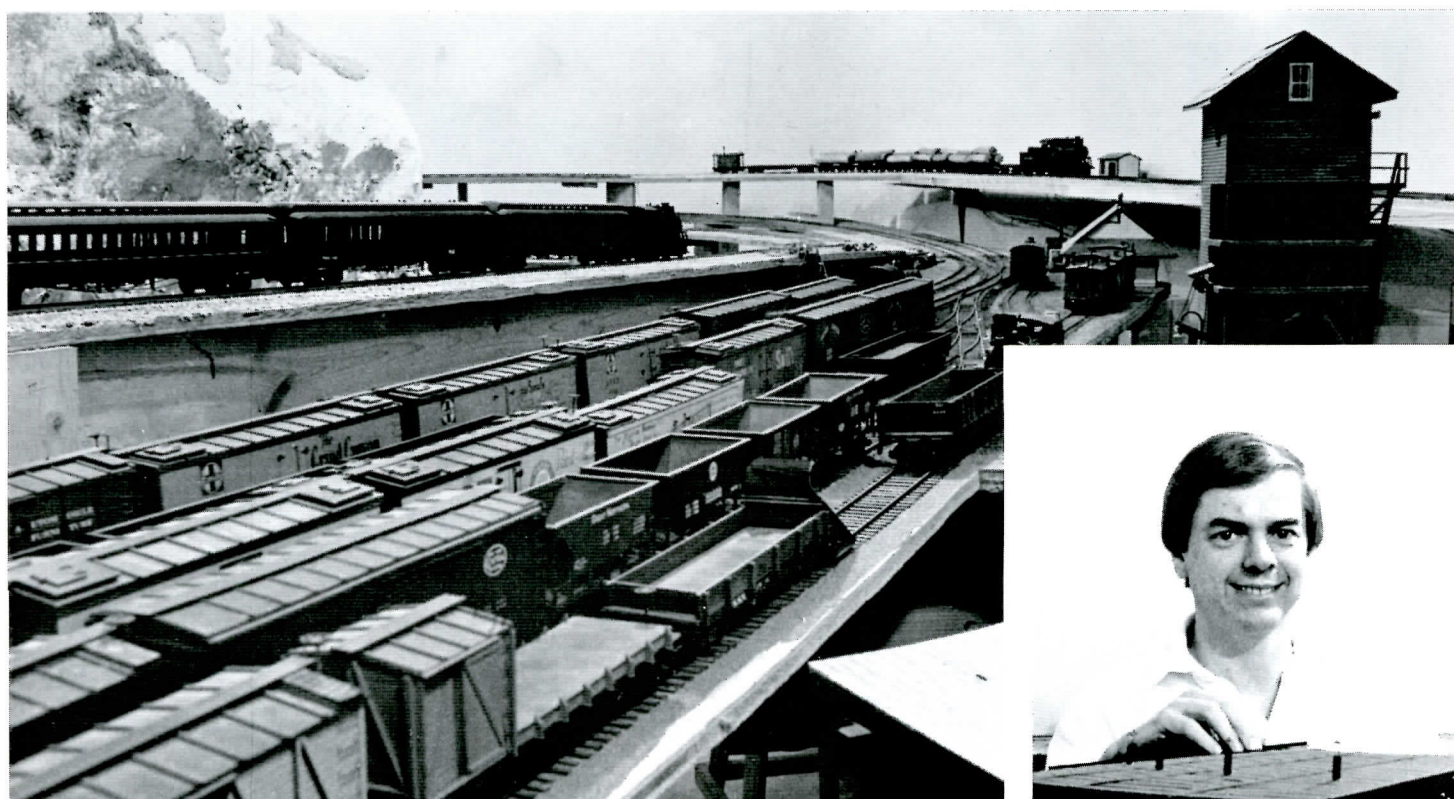


An American Models plug-door boxcar was the starting point for this elegant 50' Pacific Fruit Express reefer. Dave Jasper stretched the car using styrene, completely rebuilding the roof in the process. Nice.





John Kromhout's Consolidation prepares to take on water on Dave Jasper's layout. John built the superstructure on top of an Omnican 2-8-0 chassis. The tank is from a Lehigh Valley Models kit.



Here's the main yard area on Steve Monson's Shady Creek, Sunshine & Northern railroad. Steve himself (inset).

That's
MORE →
15



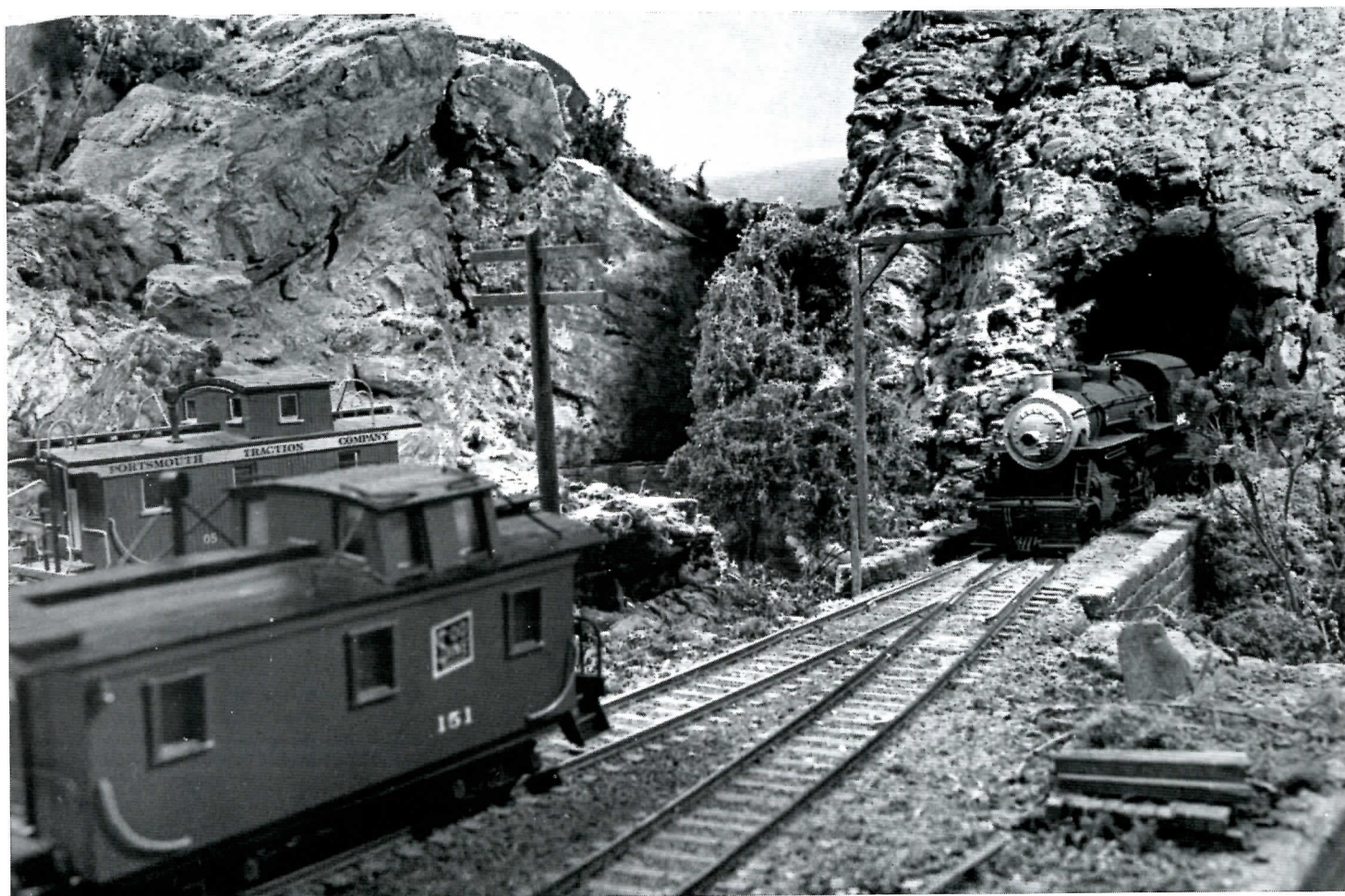
Here's an overall view of the SCS&N's layout room. Nice facility.



A log train rounds a hill on Steve's layout. Steve scratch-built the log cars; the tank engine is a Rex Suburban. The mountain begins at floor level and rises six feet!



This entire scene was scratchbuilt by Dave. It just oozes with character!



A Soo Line caboose sits on a siding as a 2-6-2 Prairie-type locomotive emerges from the rock bore on Dave Jasper's layout. The caboose was scratchbuilt by Tom Lennon. Dave scratchbuilt the locomotive superstructure on an Omnicon 2-8-0 frame, and then turned it into a 2-6-2.



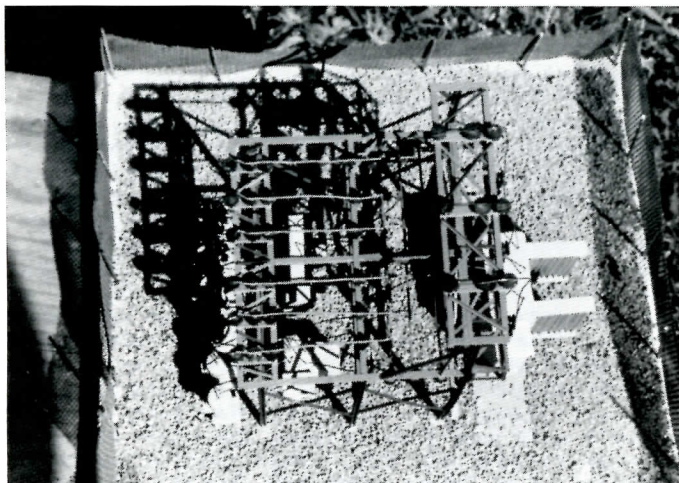
Dave's layout features this well-detailed station setting. Structure is a Lehigh Valley Models kit.

WELCOME NEW MEMBERS . . .

Jeffery A. Ankus
Howard Austin
Bob Bayles
Neil Bishop
Terry Boyer
Robert Crider
Brent Dann
Arthur Dickson
Pierre P. Dugas
James Duncan
Joseph Fisher
Calvin Flaugh Jr.
William Frey
Edward Gannon Jr.
Thomas R. Gerbasi
William Gilliland
Jim Gonyier
Alan Griffiths
Robert Hartzell Jr.
Emmett Hillan
Jerry Huffman
Dennis M. Hultay
Robert Keller
Terrill D. Kerns
Jon Kettner
Patrick Kirwan
Robert Kruchoski
Joseph Kwasizur
Fred Lewis
Robert Loberto
Rich Luchsinger
William McElroy
Andrew C. Miller
Michael Moyer
John Mracko
Dave Netherton
Mel Nielsen
Edward W. Peterson
Albert Pickles
John Provenza
J. W. Rickard
John Roberts
John Rutt
John Saddington
Horace O. Sheppe
Carl Stanborough
Jerry Sterner
Joseph Sweeney
Jerry Waldorp
Brian Walker
Milton E. Weichelt
Charles H. Weiser
Ronald Wyckoff
Henry Yatzak Jr.
Edward Zdanowicz

NASG CONVENTION CAR

We have received 200 cars from American Models and are now shipping them out. The majority of these cars have now been sold. It is not too late to get your order in. Again, this years' model is the North American Car Lines 40' insulated plug door boxcar (NJDX 1400-1499). They can be ordered with Scale wheels & couplers or Hi-rail (A.F. compatible). The price is \$18.00 each. If you would like your car shipped, please add \$1.50 (no shipping charge for cars picked up at the convention).



ELECTRIC SUBSTATION Part 2

by
Steven Myers

(Photos and drawings by the Author)

Now, if you have all your material purchased, cut to length and shaped, let's begin. In this installment we build the superstructure, that is, the framework to which all the functional parts are attached. The superstructure is divided into seven subassemblies, lettered A through G, which are constructed individually and then assembled into the final structure.

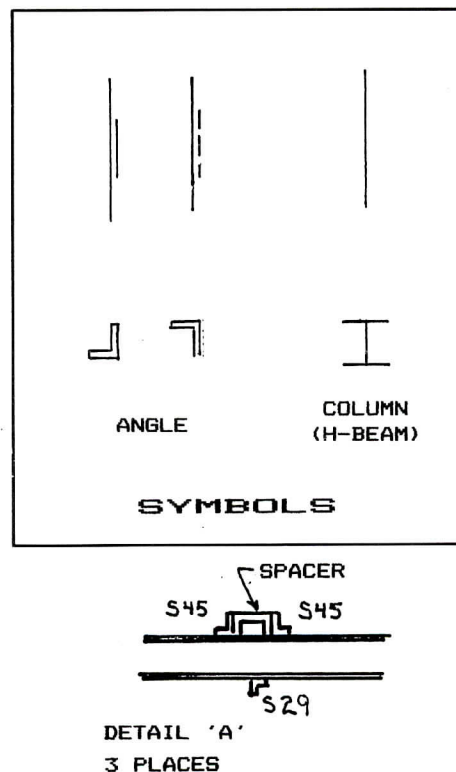
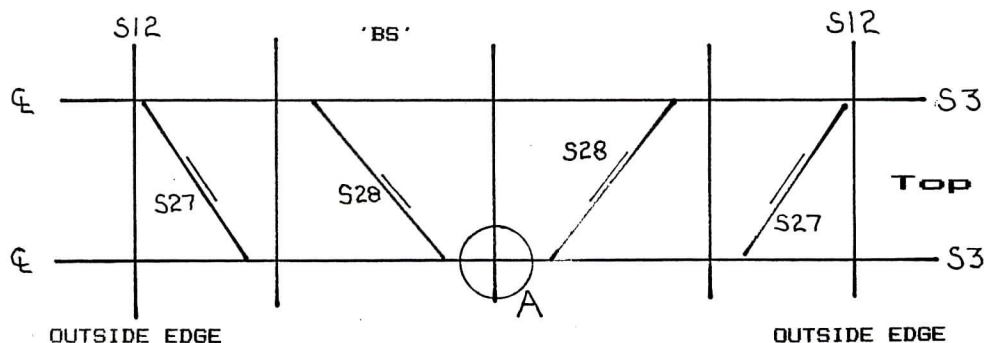
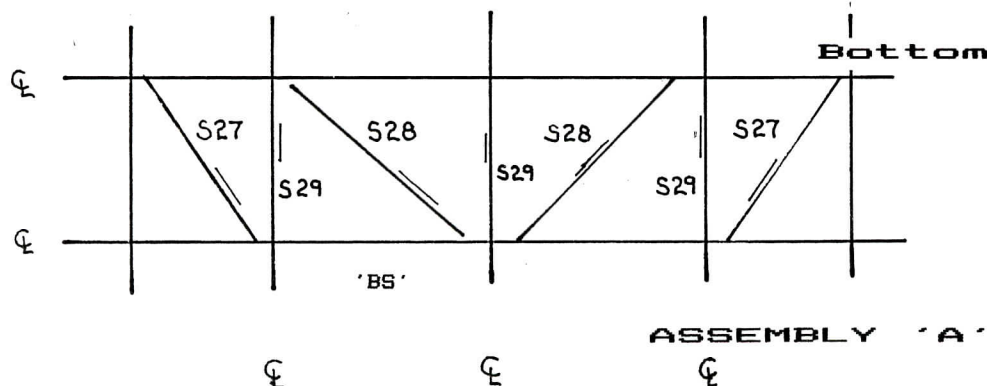
I used "Microweld" plastic glue (solvent) to attach the parts. You can use any plastic solvent compatible with Plastruct. Take care to use the right amount of glue. If you use too little glue the joints will fail. The drawings used in this article are "line drawings" showing center lines, outside and top edges. All are full size for S scale. You might want to photocopy the drawings or cover

them with waxed paper to protect them. All super-detail has been omitted because of its extremely small size. Where parts with square ends connect at an angle, you might want to trim the ends to give a close fit. These will be discussed in the assembly instructions. The "H" beams in all assemblies are placed so that they look like the letter "I," that is, with a flat side up. The symbol — indicates that the angle member is viewed from above with the upright side corresponding to the short line. The symbol ⊥ indicates the center line of the part. The notations FS and BS refer to the Front Side and Back Side respectively. These notations will be important during assembly of the final structure.

Assembly A: Locate parts S3 and S12. There are two of each. These will form a rectangle with the parts S12 on the outside or ends of parts S3. Line these up with the section of assembly A drawing labeled "Bottom." Note that S12 must be within the outside lines. Glue the four parts together. After allowing drying time (very little for Microweld), locate the three S29 parts and glue them to the top of parts S3 at the center lines on the Assembly A bottom drawing. Locate parts S27 and S28. There are four of each. S27 fits the outside openings and S28 fits in the two openings between parts S29. Two of the parts S27 and S28 are glued on the top of S3 (same side as S29). Set the other two parts S27 and S28 aside for the moment. Note: You have now completed the bottom aspect of Assembly A and now need to switch your perspective to the top side.

Turn the assembly over and locate parts S45 (there are six). At this point you will need a small 3/32 channel, true size about 1-1/2 inches long. (Note: This channel is not listed on the parts list.) This is a spacer and is NOT to be glued. Place the spacer over the center lines (Over parts S29. See detail A of Assembly A drawing) and either mark the edges

continued on pg. 20



or very carefully glue parts S45 so that their upright edges are next to the spacer. Again, **DO NOT GLUE THE SPACER**. Now glue the remainder of the parts S27 and S28 as shown on the section of Assembly A drawing labeled "Top." Set the assembly aside to dry. Touch up any glue points.

Assembly B: Locate parts S3 (3 each), S5 (2 each), S6 (1 each), S7 (1 each), S26 (2 each), S30 (8 each), S31 (8 each), S32 (8 each), and S46 (12 each). Using the Assembly B drawing, align and glue parts S3, S5, S6, and S7. (Note: S6 connects to Assembly F and you could omit it at this time if you so desire.) Align the spacer (3/32 channel -- see detail B of Assembly B drawing). Either mark the edges or very carefully glue parts S46 so that their upright edges are next to spacer. **DO NOT GLUE THE SPACER**. Now glue parts S30 and S31 as shown on Assembly B drawing. Turn the assembly over and align and glue parts S32. Next glue the remainder of parts S31 and S32 directly opposite the previously glued S31 and S32, respectively. Set the assembly aside to dry. Then touch up any glue points.

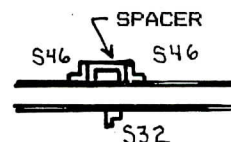
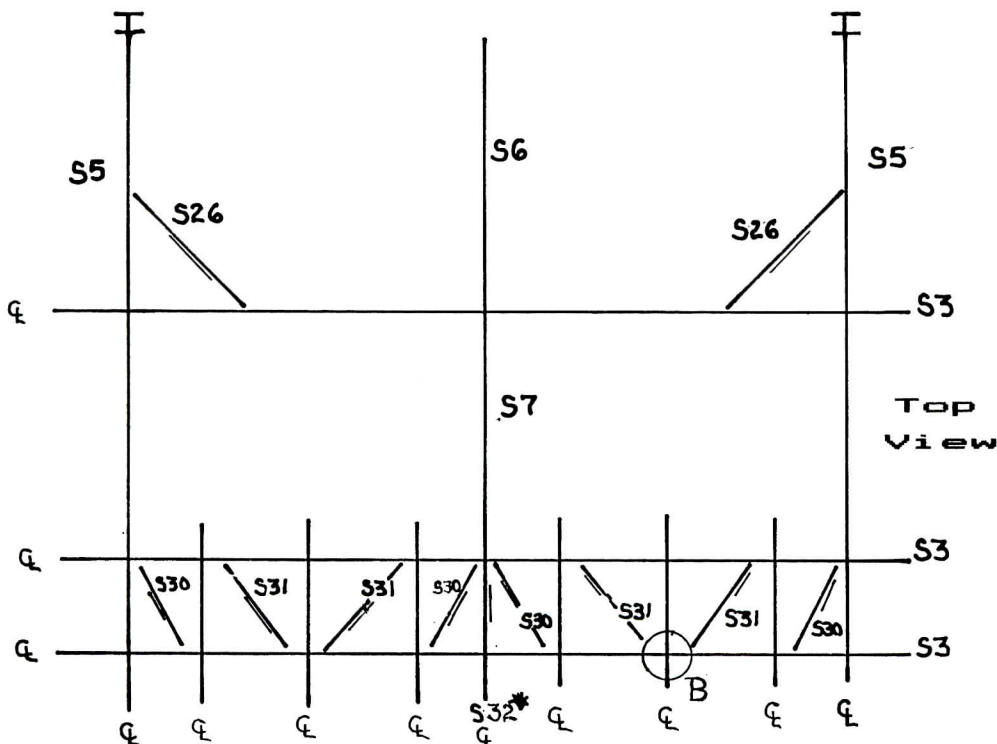
Assembly C: Locate parts S1 (2 each), S4 (2 each), S11 (1 each), and S19 (2 each). Align and glue parts S1, S11, and S4 as shown on Assembly C drawing. (Note: S4 is two angles glued together to form the letter "T.") S4 is installed with the leg of the "T" down. Part S19 goes from the midpoint of S4 diagonal to each part S1. The ends of S19 may be trimmed at an angle to permit a close attachment fit. Alternatively, they may be attached by adding a detail piece. This is a 6-scale-inch piece of angle with one side trimmed at an angle to match the slope of parts S19. Next locate parts S48 (4 each) and S49 (2 each). Glue two of the S48 parts to one of the S49 parts using a spacer made from a leftover piece of column (S1). **DO NOT GLUE THE SPACER**. See detail C of Assembly C drawing. After drying, glue the foot assembly to the bottom of each part S1 so

that flat sides touch. Set the assembly aside to dry. Touch up any glue points.

Assembly D: Locate parts S2 (2 each), S8 (2 each), S25 (2 each), S41 (2 each), S42 (2 each), S43 (4 each), and S44 (7 each). Align and glue parts S2 and S8, maintaining a 90-degree angle. (Note: S8 lines up with the top edge lines of Assembly D drawing and installs with the open part (web) facing down.) Next install parts S41, S42, S43, and S44 as shown on Assembly D drawing. Glue the small parts on the edge of the channel. Align and glue parts S24 and S25 as shown on the drawing. The ends of parts S24 and S25 may be trimmed at an angle to permit a close fit. Alternatively, they may be attached with a detail piece such as a 6-scale-inch piece of angle with one side trimmed to match the slope of parts S24 and S25. Next locate parts S48 (there are four) and S49 (there are two). Glue two of the S48 parts to one of the S49 parts using a spacer made from a leftover piece of column (S1). **DO NOT GLUE THE SPACER**. See detail C of Assembly C drawing. After drying, glue the foot assembly to the bottom of each part S1 so that the flat sides touch. Set the assembly aside to dry. Touch up any glue points.

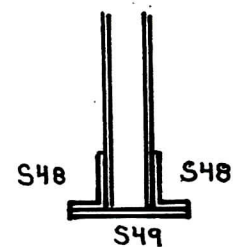
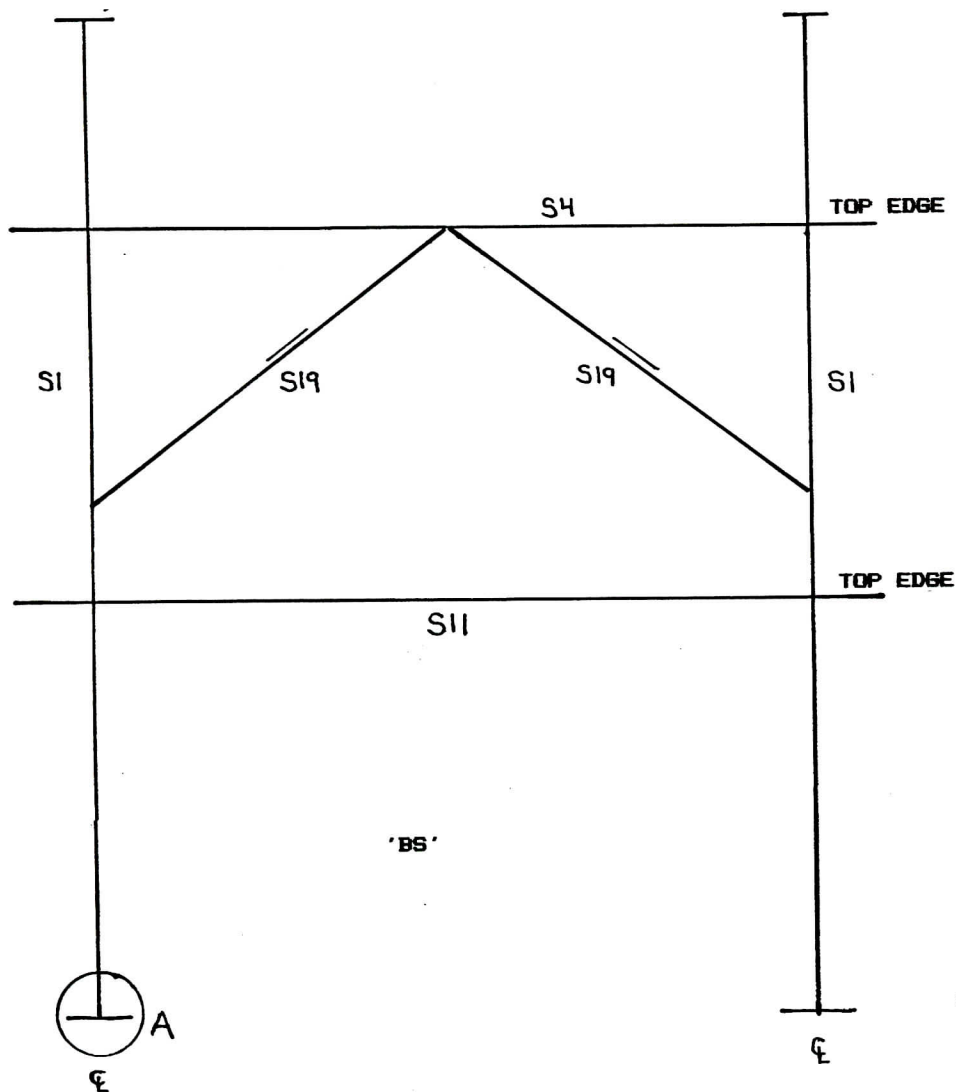
Assembly E: This is a duplicate of Assembly D. (Note: The front side of Assembly D is the back side of Assembly E. When assembled later, the steel parts S44 and others will face each other.) Follow the same instructions for Assembly D.

Assembly F: Locate parts S9 (2 each), S10 (2 each), S14 (2 each), S15 (2 each), S16 (2 each), S17 (2 each), S18 (1 each), S33 (4 each), S34 (4 each), S35 (5 each), S36 (4 each), S37 (4 each), S38 (2 each), S39 (1 each), and S40 (4 each). (Note: You will need one extra part S16 and S17, which were regrettably omitted from the parts list.) Form a box with one each of parts S14, S15, S16 and S17. Glue the the parts, being sure



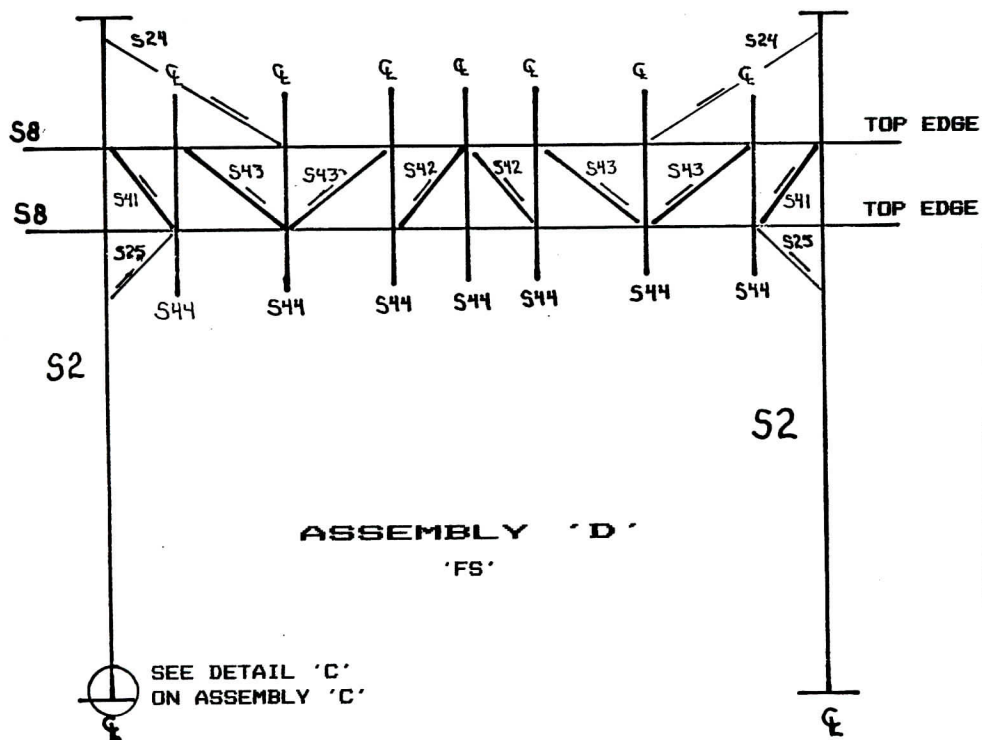
*NOTE: S32 ON BOTH SIDES

ASSEMBLY 'B'



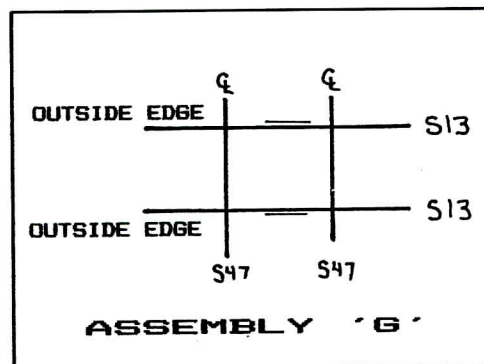
DETAIL 'C'
FOOT ASSEMBLY

ASSEMBLY 'C'



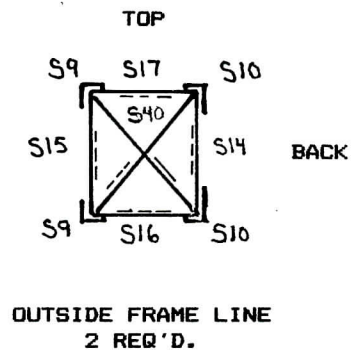
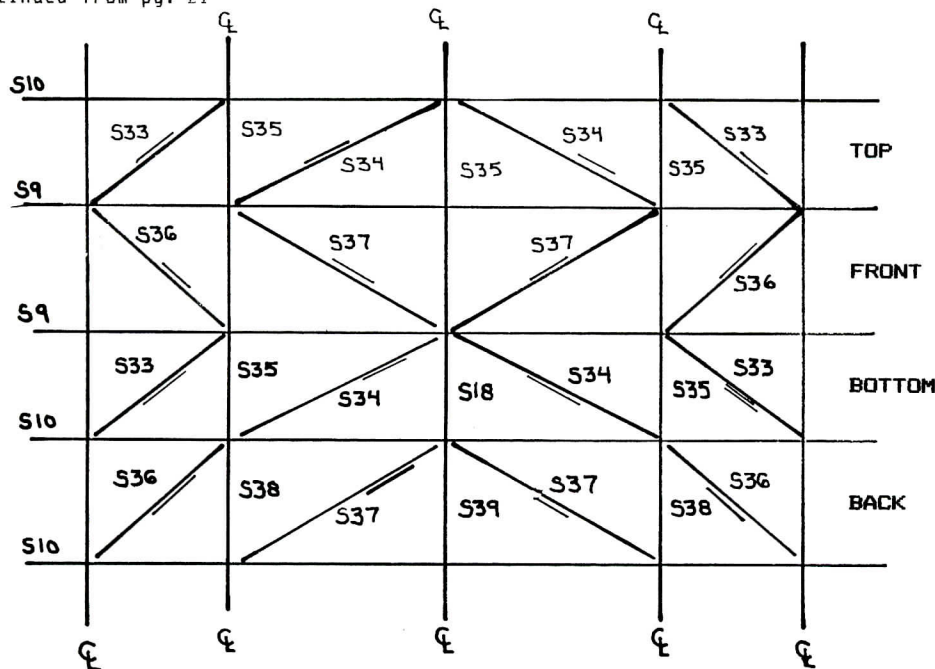
ASSEMBLY 'D'
'FS'

SEE DETAIL 'C'
ON ASSEMBLY 'C'



ASSEMBLY 'G'

MORE →



ASSEMBLY 'F'

that all corners are square. Attach two parts S40 inside the box so that the angle members cross with one flat side touching. See Assembly F drawing and note that the lines of the drawing represent the outside edges of the box. Fabricate another box like above from the remaining parts S14, S15, S16, and S17. Attach parts S10 on the corners of the boxes made above, with S10 touching the S14 side. (Note carefully: The open side of the boxes faces inward.) If you made a 4 x 6 angle, ensure that the 6-inch side touches part S14 (on the back of the box). Attach the S9 parts to the corners common with part S15 (the front of the box). On the back (the S14 side) of the long box, glue part S38 (2 each) and S39 (1 each) where shown on the "Back" section of Assembly F drawing. Attach parts S36 and S37 (there are two of each) as shown on the "Back" section of the drawing. On the front side (the S15 side) of the long box, place a 3/32 channel spacer on the three inside centerlines. **DO NOT GLUE.** Attach the remainder of parts S36 and S37 (there are two of each) as shown on the "Front" section of Assembly F drawing. On the top of the long box (the S17 side), glue the three S35 parts where shown on the "Top" section of the Assembly F drawing. Attach parts S33 and S34 (there are two of each) as shown on the "Top" section of the drawing. On the bottom (the S16 side) of the long box, glue part S35 (2 each) and S18 (1 each) where shown on "Bottom" section of Assembly F drawing. Attach parts S33 and S34 (there are two of each) as shown on the "Bottom" section of the drawing. Set the assembly aside to dry. Touch up any glue points.

Assembly G: Locate parts S13 (2 each) and S47 (2 each), and align and glue as shown on Assembly G drawing. (Note: The S13 lines are outside edge lines. Set the assembly aside to dry and touch up any glue points.

You have now assembled all of the subsections and are ready to assemble the steel superstructure of your substation. The insulator and switch assemblies will be covered in part three of this article.

During these assembly steps, make sure that

all connections are square; that is, 90 degrees. Refer to Assembly H drawing and note the front and back markings. These are to ensure that the subassemblies will be properly placed.

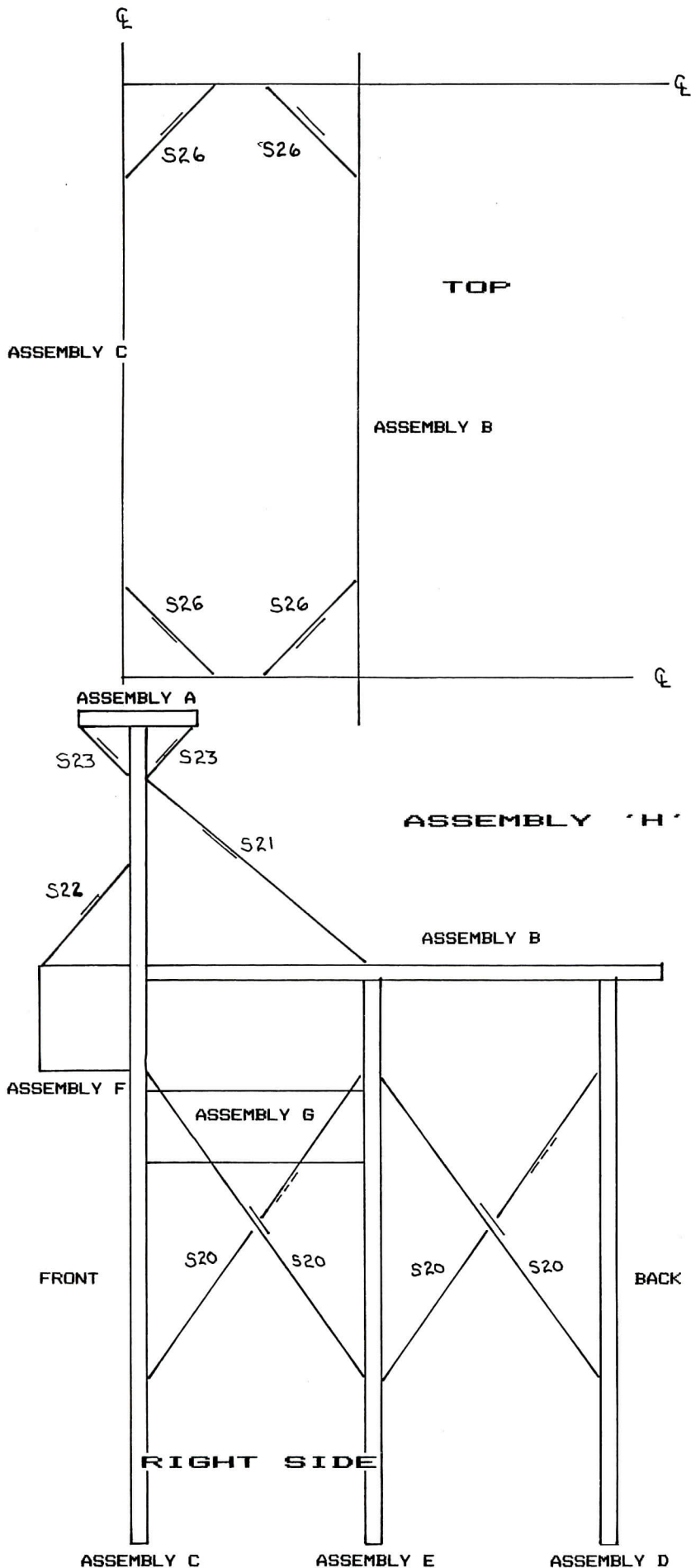
Glue Assembly D and Assembly E to their respective locations on Assembly B. Make sure that the back sides of Assembly D and Assembly E are facing the proper direction.

Locate parts S20 (4 each) and glue as an X-brace inside Assembly D, part S2 and Assembly E, part S2 (that is, both sides). Note the angle members cross with one flat side touching. The ends of parts S20 may be trimmed on an angle to permit a close attachment fit. Alternatively, they can be attached with an extra detail piece. This is a 6-scale-inch piece of angle with one side trimmed at an angle to match the slope of S20.

Glue Assembly C to Assembly B (part S19 is on the inside toward Assembly D.) Locate parts S20 (4 each) and glue as an X-brace inside Assembly C, part S1 and Assembly E, part S2 (that is, both sides). As before, S20 may be trimmed for a close fit or attached by means of a detail piece.

Locate parts S21 (4 each). (Note: Part S21 is two angles glued together to form a "T;" it is installed with the leg of the "T" down. Attach as shown on Assembly H drawing. The ends of part S21 may be trimmed on an angle to permit a close attachment fit. Alternatively, they can be attached with an extra bit of detail such as a 6-scale-inch piece of angle with one side trimmed at an angle to match the slope of part S21.

Glue Assembly A to the top of Assembly C. Locate parts S23 (4 each) and glue them between Assembly A and Assembly C as shown on the drawing. The ends of parts S23 may be trimmed on an angle to permit a close attachment fit. Alternatively, they may be attached by adding a detail. This is a 6-scale-inch piece of angle with one side trimmed at an angle to match the slope of parts S23.



Glue Assembly F to the outside of Assembly C as shown on Assembly H drawing. Note that the back side of Assembly F should be glued to the outside of Assembly C. Locate parts S22 (4 each) and glue them between Assembly F and Assembly C as shown on the drawing. As earlier, parts S22 may be trimmed for a close fit or attached by means of a small detail piece.

Attach parts S26 as shown on the Top view of Assembly H drawing. If you have not installed part S6, do so now between S3 and Assembly F.

Glue Assembly G on the outside of the columns between Assembly C and Assembly D on the left side looking at Assembly F. NOTE WELL: Assembly H drawing incorrectly shows the location of Assembly G. Assembly G goes on the opposite side or left side. Set the assembly aside to dry. Touch up any glue points.

If you desire to add a little extra detail, you can cut 6-inch-scale pieces of a very small angle and attach these pieces on each side of S1 where it joins S12, and on each side of S2 where it joins S5.

You have now completed the steel superstructure of your substation. Paint the structure at this time. Most real substations are made of galvanized steel and are unpainted. You can simulate this with a very light grey. Try to avoid any of the silver paints, as they don't work very well for this application.

The next installment will complete the substation with all the detailing including insulators, switch assemblies, transformers, regulators, signs and wiring.



CONVENTION UPDATE

News of the 17th Annual NASG Convention - July 7-10, 1988 - Hyatt Regency, New Brunswick, NJ

LAYOUT TOURS

"Pennepack Valley & Western"(S) Huntingdon Valley, PA. One of the largest S Scale layouts on the East Coast. Built by Master Craftsman John Bortz in his basement, it is 20' x 60' with over 600' of code 125 mainline. This layout features many prize winning structures and locomotives from both NASG and NMRA national conventions. The layout has been featured in both the **S Gaugain** and **The Dispatch**.

"New Jersey Corridor Line"(S-AF) and Collection" Lincroft, NJ. Patterned after the PRR 4 track Northeast Corridor mainline that runs through New Jersey, has over 400' of mainline trackage with all tracks interconnected by switches and blocks so that any entire train can be switched to any track. The usual operation is for steam passenger trains on the outer tracks and diesel freights on the inner tracks. A yard contains four additional trains which can be operated on the main line. The **American Flyer** collection is one of the oldest in the state. Also, an operating **O gauge (Lionel)** layout with two mainline tracks is located in another part of the room (12' x 18') and is located in another part of the basement.

"The Model Railroad Club" -Hudson, Delaware & Ohio Railroad (HO) Union, NJ. This club has been in existence since 1948 and has owned their own building since 1970. It has been featured in both **MR** (Oct 83) & **RMC**. The railroad is 40' x40' and virtually complete. It has an operating CTC system, 3400' of track with over 300+ turnouts. Also a N scale shelf layout that is 30' long and 2' wide in a dog bone configuration.

"Venango, Allegany & Northern Railroad", Northern Allegany Traction Co. (S), Johnson Coke & Coal Co. (Sn42"), Wayside, NJ. Modeled after a small western PA town, circa 1935. Combines elements of a coal, lumber, oil and light manufacturing. Uses both SSL&S kits and imported brass motive power. Examples of kit and RTR freight cars as well as many being scratchbuilt. This switching layout is 82 sq ft and is about 75% scenic. Also on the premises, you will be able to visit the home of **Train Stuff**. You will be able to see how these kits are produced as well as the molds and patterns that are needed to make the plastic sides.

"The Hanover Valley Railroad" (HO) East Brunswick, NJ. This 30' x 40' home layout features walk around control with steam era railroading. Mostly sceniced with over 1000' of code 70, 55 & 40 handlaid track with 100+ turnouts.

"Garden State Central Model Railroad Club" (HO) Asbury Park, NJ This model railroad incorporates many famous anthracite lines (CNJ, LV, LNE, RDG, etc.) and runs from Scranton, PA to Jersey City, NJ. Occupies 2500 sq ft with over 2000' of mainline operation.

"Pine Creek Railroad" (12"=1') Allaire, NJ. Largest industrial locomotive collection on east coast. Has 5,280' of narrow gage trackage. Operating steam locomotives and passenger service.

MANUFACTURERS

These are the manufacturers that have asked for table space at the convention:

American Models
Dallee Electronics
Downs Model Railroad Co.
G & W
Heimberger House
Hoquat Hobbies
Huff 'N' Puff
John Hall
Lehigh Valley Models
Lionel
Modern Models
Omnicon Scale Models
Overland Models
NASG Clearinghouse
Pacific Car Shops
River Raisin Models
Scenery Unlimited
Southwind
S Scale Loco Supply
The Herald
Train Stuff
Triple S

CLINICS

Bill Schaumburg-**"Tips for Structures"** After years of reviewing 100's of articles, seeing many layouts and building his own layout, the Editor of **RMC** tells us his personal secrets. Building model railroad structures can be made easy by a few helpful hints.

"Preparing Manuscripts for Publication" Did you ever want to write an article for publication? Here's what you should know.

Mike Braga-**"How American Flyer Trains Are Made"** Take a tour of the Lionel® factory in Mt. Clemens, MI with the production manager. See all the different aspects of planning, tooling, injection molding, painting and boxing of American Flyer trains.

Rich Laube-**"Modeling Forests"** Use of ground foam and polyester fill to create mass forest areas without construction of individual trees-Live demonstration

Sam Powell-**"Teamwork Makes the Trains Go"**-overview of how your railroad could fit into a national transportation system: A discussion of how to operate your personal railroad as part of a larger interchange system. Car card/waybill systems, scheduling and coordinating with other model railroaders will be addressed.

Jay Rothberg-**"How to Grade American Flyer"** This clinic will explain the several different types of grading systems.

John Bortz-**"Q & A Session on Building Steam Locomotive"** Master Craftsman John Bortz will help with problems on debugging mechanisms, rolling you own boilers, weather and finishing steam locomotives.

Claude Wade-**"Carbon Rod (resistance) Soldering"** Hear the owner of S Scale Loco and Supply explain how to build an inexpensive resistance soldering machine and give a hands on demonstration with full participation from the attendees.

George Ricketts-**"Using a PC to catalog your train collection"** Easy to use PC file III data base is the beginning to inventory your train collection. This can be applied to your American Flyer or Scale trains, railroad library, parts, etc.

Dick Cataldi-**"Railroading Into the Future, Year 2000 and Beyond"** Based on current research and trends in the railroad industry, this clinic will explore the direction that this new technology will take railroad operations into the next century.

Jay Soberman & William Skiba-**"Dental Impression Methods for Parts Reproduction & Super Detailing"**

Kent Singer-**"Ways to Improve Your Contest Model Scores"** The small things that are many times overlooked but can raise the level from being a good model to being a contest winner.

Tom Boldt-**"Painting & Lettering Brass Models"** What to do with a brass import now that you own one. From stripping, priming, etching, painting and lettering with discussion on the good and bad points of both dry transfer and wet decal lettering.

Jettie Padgett-**"Super Detailing S Scale F Units"** Using currently available S Scale super detail diesel parts, their location and method of attachments to different types of plastics and brass.

Stan Stockrocki-**"Modeling with Plastic"** Use of Plastic (styrene, ABS, etc.) in scratchbuilding, kit bashing and superdetailing. Methods of joining compounds, finishing and painting the completed model. eg. FL-9's, U33-b's, MP-15's

Don DeWitt-**"Module Wiring- Techniques & Philosophy"** How to do basic and advanced module wiring, including-single to double track, branchline interchange, transfer blocks, cab selector and module circuit tester.

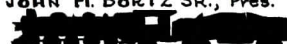
Jim Kindraka-**"Railroads & Breweries"** The relationship of rail transportation and the brewing industry showing the progress of types of railcars associated with the 40's to the present.

Rich Lubitz & Dennis DeAngelis Esq.-**"Estate Planning and Your Model Railroad"** Brass locomotives, American Flyer collections, kits, parts, all have estate value. When planning ones estate this must be taken into consideration for taxes and estate planning. Learn what you have to know before it's someone elses problem.

Route of the **ALLEGHENY LIMITED**

**PENNERPACK VALLEY
AND WESTERN RAILROAD**
MOUNTAIN DIVISION

JOHN H. BORTZ SR., Pres.



«S»

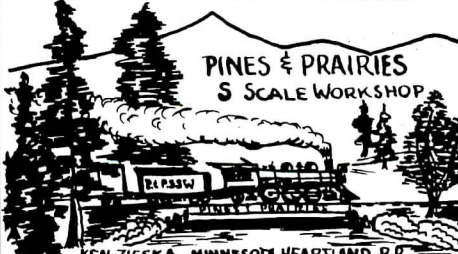




Denis Fortier
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QUE. CANADA G0T 1B0

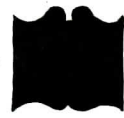
"La route des G.P.38-2 W sur la route 138"
"The Route of the G.P.38-2 W on Route 138"

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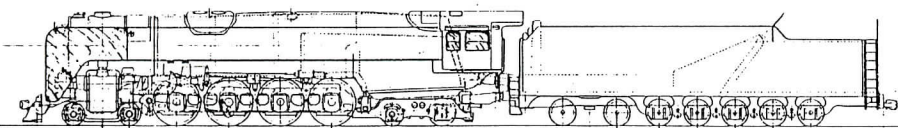


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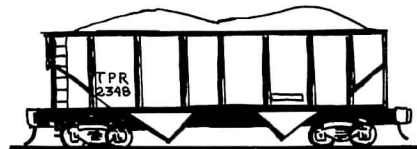
ALLEGHENY DIVISION



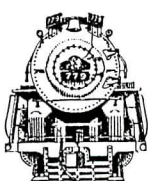
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THE LIBERTY BELL ROUTE

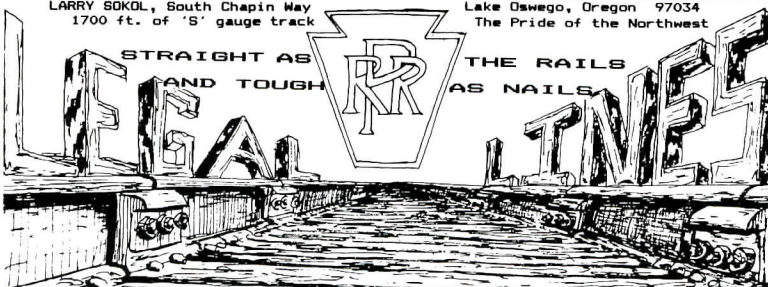
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Ar. Pittsburg...11:55 P.M.	Ar. Pittsburg...9:05 P.M.		
Ar. Detroit ...6:24 A.M.	Ar. Hoboken...8:12 A.M.		

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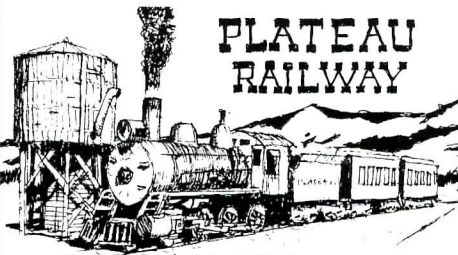


**WESTCHESTER
CONNECTING - LINE •**

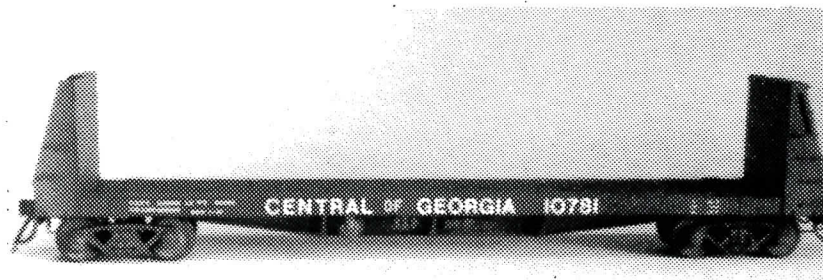
"THE BERKSHIRE ROUTE"

DICK KARNES
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LEONARD GIOVANNOLI, PRESIDENT



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then 'They' said, "You can not do them"**

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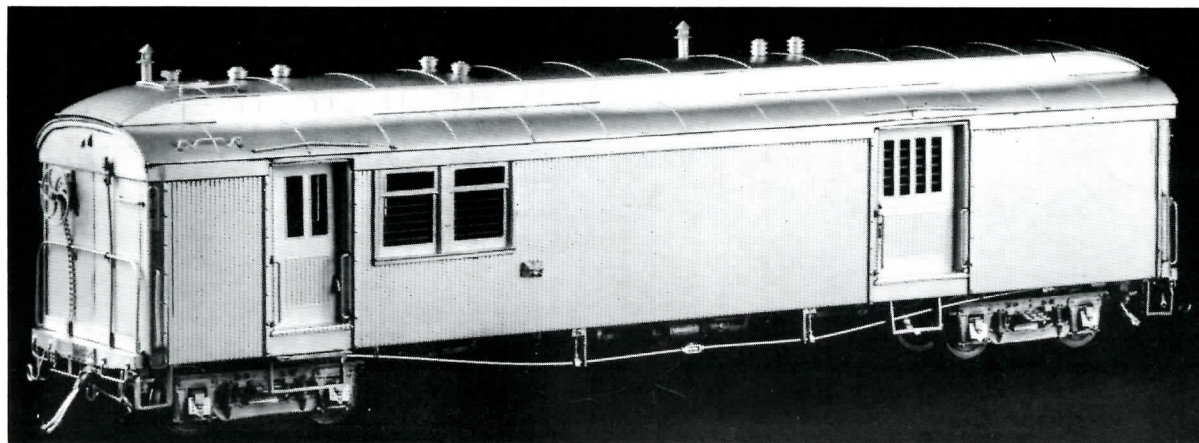
GP-9 IN S-SCALE (COMING THIS SUMMER)



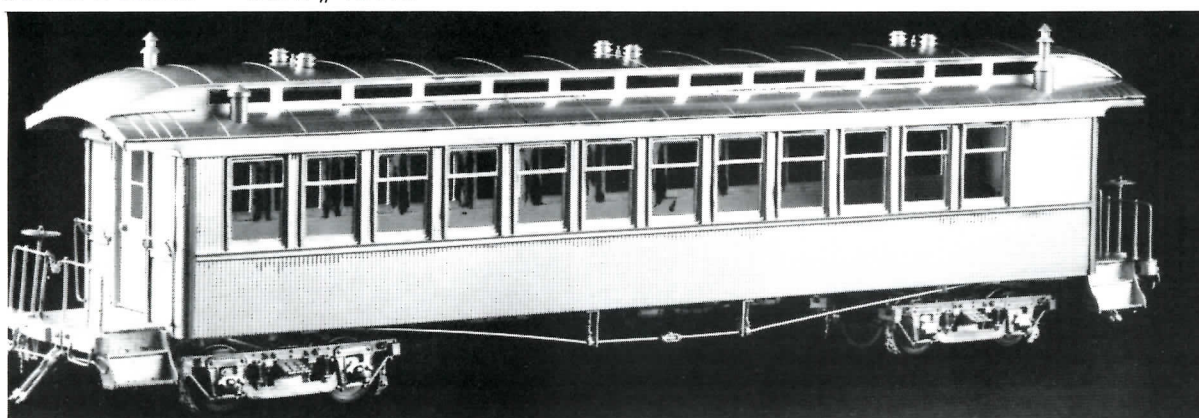
Our GP-9 Locomotive is based on the GP-9 Phase II Model. Included with each model are 48" fans, 36" fans and grillwork inserts to model the GP-9 phase III (pictured above) or the similar GP-18. This locomotive can be easily modified to many different prototype models from the GP-7 to the GP-20 high hood. See our line of locomotives, passenger cars, box cars, reefers, hoppers, gons, trackwork, etc. at your dealer. If there are no dealers in your area order direct. Send a 45¢ LSSAE for free information.

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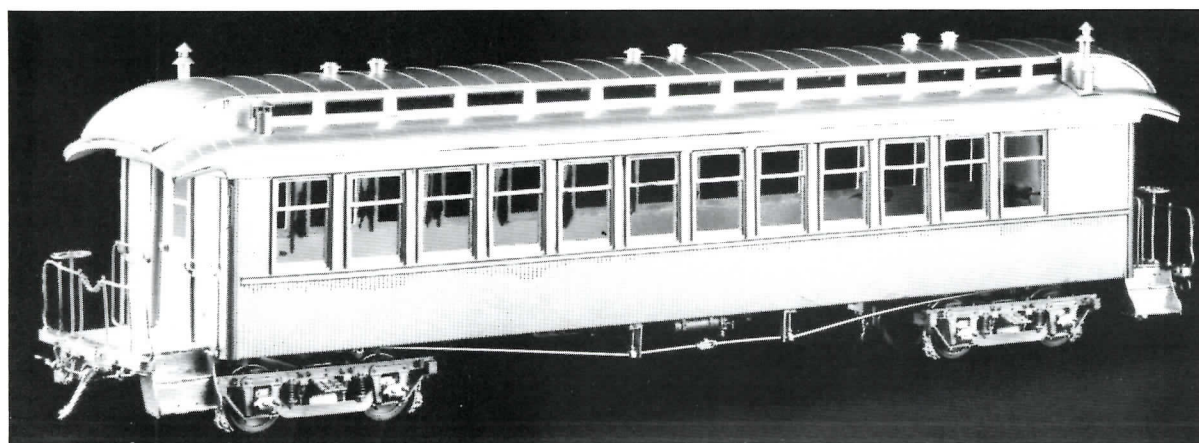
The Colorado & Southern's "Denver-Leadville Express" in Sn3



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