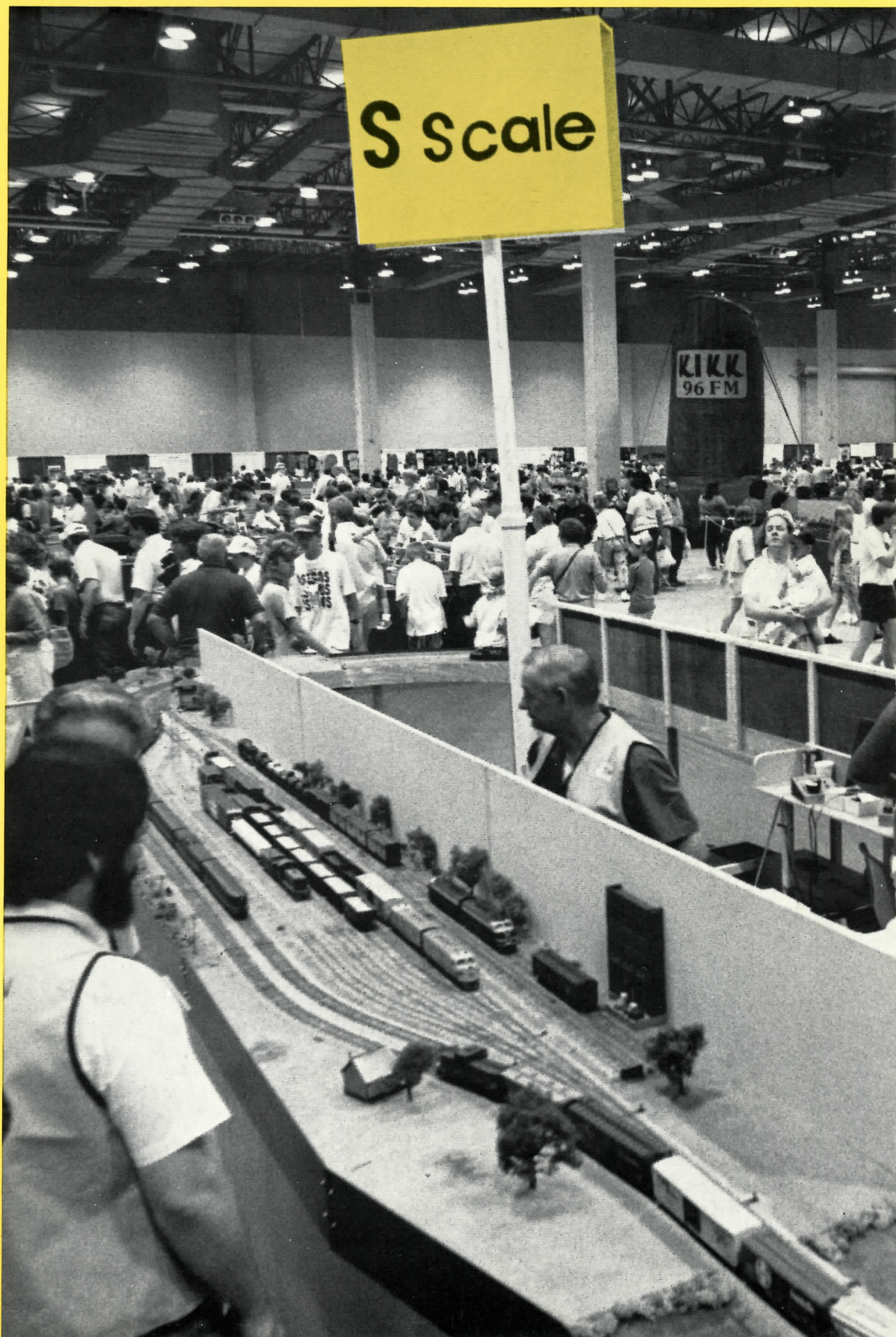
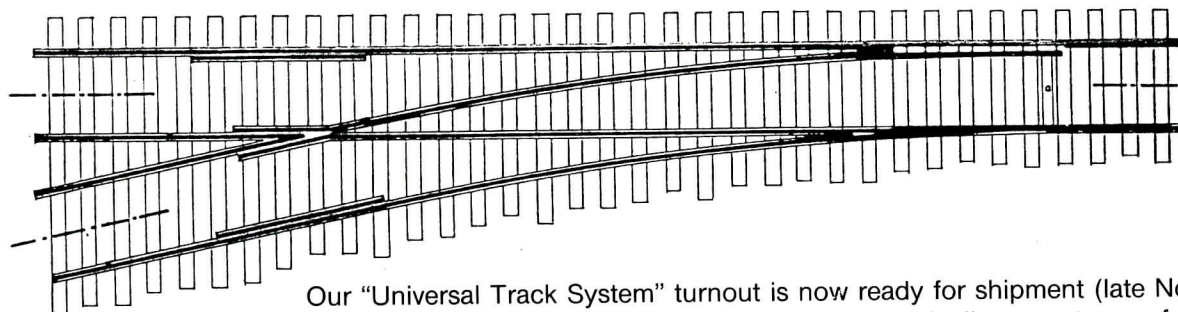


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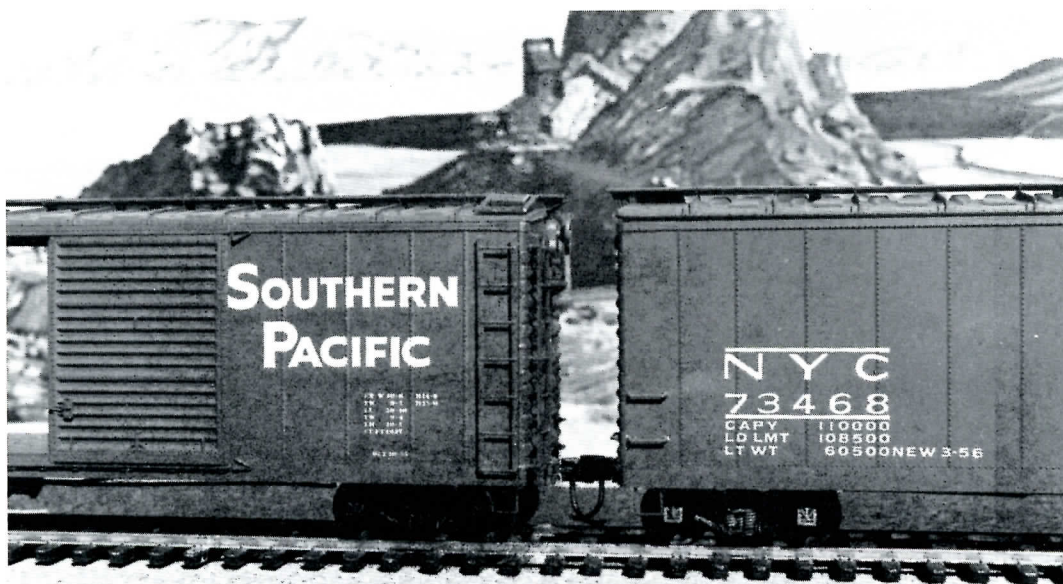
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The **DISPATCH** welcomes art, photographs, letters, articles, and other S-gauge-related materials contributed by the membership. Send them to the new editor:

Russ Collman
212 Lincoln Street
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NASG member runs from July through June, including all **DISPATCH** issues for the membership year irrespective of enrollment date. All applications, renewals, and membership questions to:

NASG Inc.
c/o Don DeWitt
37 Snow Drive
Mahwah, NJ 07430

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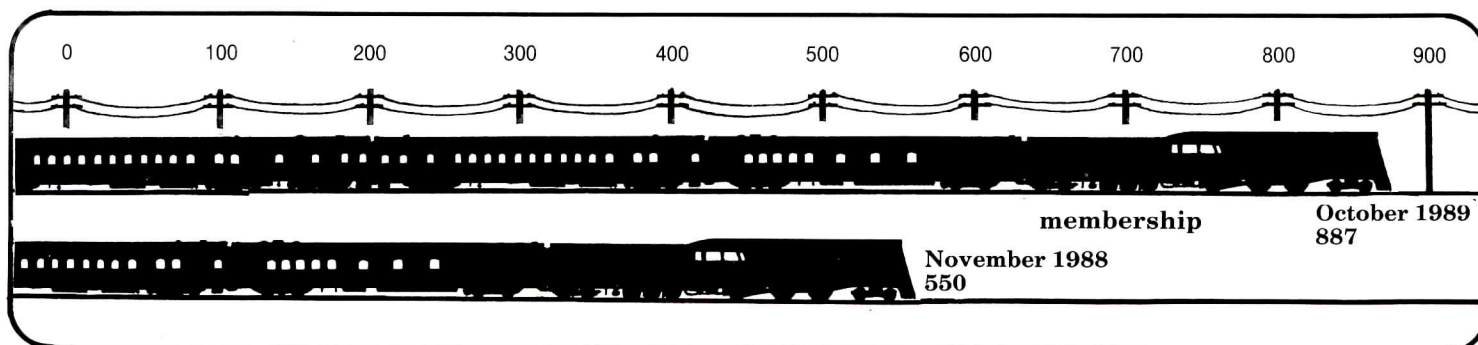
Pete Mihelich

Publisher

The deadlines for articles are the 15th of Mar., May, July, Sept., Nov., and Jan. for issues dated May, July, Sept., Nov., Jan., and Mar. respectively.

COVER

The Houston S Gaugers Modular layout at the NMRA "AstroRail 89" National Convention held last July and August. *Photo by Bob Werre*



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PRESIDENT'S MESSAGE

THE FUTURE OF 'S' GAUGE

'S' Gauge over the past 50 years has appeared to have grown slowly compared to the other gauges in the model railroading community. Opinions on why this has occurred have been discussed in the previous issues of the **DISPATCH** and have varied greatly. So I would like to continue discussion with my opinions.

In reality this gauge would probably not be in existence today if it wasn't for the great toy company A C Gilbert, for producing toy model trains in 3/16" scale. I know my scaler friends are concered over that comment, but American Flyer Trains were the true reason 'S' gauge made any success at all in the model railroad hobby. It is kind of a shame that Lionel today does not market their trains better. It appears they are aiming at collectors. They are missing the mass market that wants to take their trains out of a box, snap the track together and run the trains. That is why Marklin has been so successful with their 'G' gauge model trains over the past few years.

So where does 'S' gauge go from here? Over the past 10 years the NASG has been successful influencing small manufacturers in brass and plastic to come out with new models. We have seen substantial progress in 'S' gauge and I feel with our influence in the manufacturing and marketing of 'S' gauge, we could see even more progress.

So what should we do to get this gauge to be as popular as the other gauges? It is up to us to maximize our exposure to the model railroad community. We must really start to promote our gauge to the fullest. I hope in the next few years to organize a promotion committee that will be more than one individual. I want to have at least four people involved with 'S' gauge promotion.

There are four key areas to promote:

1 - THE MASS MARKET — Perhaps we should try to influence a major train manufacturer to jump in and

produce a true train set; or maybe get the present manufacturer of 'S' gauge to take the plunge and make it a reality.

2 — The NASG could be more influential by becoming a larger organization. This could be done by making more people know that we exist and that we have a lot to offer. We do not want to appear as some little organization that is a radical group in a specialized scale. This is accomplished by advertising in model railroad publications and giving out 'S' gauge information packets.

3 — Promote the NASG and 'S' gauge at more general train shows. The key to this is local clubs around this country, building modules and setting them up at shows. Maybe the NASG could promote this idea by having some kind of promotional packet for shows and give the local clubs some insight on how to be involved in local train shows.

4 — Be helpful to our members by giving them what they need. This could be technical advice on repairing trains and supporting them with products that can be useful to them in building layouts. For example: track gauges, coupler height gauges, three point track gauges, etc. Also no matter what phase of 'S' gauge our members are in, from tinplaters to narrow gauges making them feel that the organization is useful to them.

Finally my plans are ambitious and I hope over the next few years I can see them become a reality. But as I have mentioned before, the only way this is going to happen is through members coming forward and volunteering some of their time and talents.

Michael Ferraro

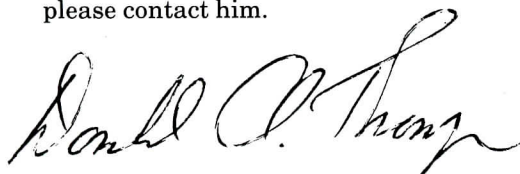
EDITORIAL

I would like to explain to you why this issue was delayed. It all started out on schedule and then I had a lower GI for some periodic rectal bleeding. A lesion was found and surgery was performed. Although the tumor was malignant, hopefully with today's therapy the prognosis will be good. I consider myself lucky because sometimes there are no symptoms until it is too late. I guess the moral is to pay attention when your body is trying to tell you something. I waited 9 months before I had my lower G.I.

This is actually my second editorial but after my three week ordeal, it lost a lot of significance to me. This one deals with the future of S. Have you ever noticed that the average age of S gaugers seems to increase by one year every year? When I started in S most the people I knew where in their late twenties and early thirties. Now most us are reaching 40. I can only think of one or two members that are under thirty. It may be time for the NASG to evaluate this. It seems that the great strides made in attracting new S gaugers is appealing mostly to people over 35. Why is this? Could it be that people are drawn to modeling eras that they remember as adolescents? If you look at Don DeWitt's graph on favorite eras, it does agree with this idea. With Amtrak almost 20 years old and with no Amtrak engines, cars or decals available in S gauge, how can we expect anyone under 30 to take us seriously? The hard part is the answer. The manufacturers know that modern stuff sells slowly. Although we have GP-38's & SD-40's these took a while to sell and were available when little in the way of transition stuff was available. I really don't expect them to make plastic cars and engines because of the greater good down the road. They have to pay bills now. Then what's my point? Well, maybe the NASG should use some of its members talents and underwrite several projects aimed at this forgotten market.

There are several things that could be done. Maybe the NASG could get Ron to do a Amtrak Heritage passenger car set. If the NASG would prepurchase the first run, he would

keep it as a permanent part of his product line. Or maybe get Pacific Rail Shops or Ron to make an F40PH shell to fit on the FP-7 chassis. How about something state of the art? You know, railroading like it is today, maybe a "Stack Pack", Roadrailer or Front ender. This seems to be the way railroads are heading. Something a little more conservative would be a 50' railbox or a 60' mechanical reefer or how about a coil car. Have I got you thinking? I have talked to Mike Ferraro about this and anyone who would like to be on this committee, please contact him.



DECAL CORNER

by Don DeWitt

I guess the ball is finally rolling. More and more decals and dry transfers are being produced for S scale models each month. Recently CDS Lettering Ltd. has released several freight car selections for Nickel Plate, and Rutland. They will be releasing two Southern boxcar sets in the near future. In the decal arena, Microscale, River Raisin and S DeSignS have good news. Microscale has released two sets for 1980s CNW and Southern diesels and they are planning to continue with S for the foreseeable future. River Raisin has announced the near future release of Conrail decals for their H30 and H32 brass hoppers, and Erie F7 diesels. The Erie set can be used on Overland Models' brass F7s, Omnicon plastic F7s with Southwind detail parts or with a little imagination, on American Models FP-7s (Erie had no FP-7s). With the FP-7s, those who wish to run Erie diesels on their American Flyer layouts can do so. S DeSignS has LV, EL, Conrail, BM and GT 1970s era decals for American Models 52 ft gondolas and NW decals for the River Raisin brass H30 covered hopper. The CDS dry transfers and decals from Microscale should be obtainable from your favorite S dealer but the River Raisin and S DeSignS decals can be ordered only from these companies. A SASE should be sent to them for ordering information. Let us keep the ball rolling by supporting these manufacturers.

American Flyer Service Committee October 1989 Report

by Doug Peck

"What? . . . another new committee!", you ask? Well, yes and no. Following the 1989 NASG Annual Meeting, two existing committees (the A.F. Car Committee and the A.F. Enthusiasts Committee) were restructured into a single "A.F. Service Committee" having two primary responsibilities: (1) the decisions and details surrounding continued production of an annual NASG Commemorative Car by Lionel/AF; and (2) submission of at least one AF-oriented article for each issue of the **DISPATCH** throughout the year.

How will this new committee be any different from the old ones? Hopefully, by the way it is structured. Several of the S-clubs across the country which have a significant A.F. contingent have been presented with the above idea in more detail and have been asked to support the committee's work by providing the name of one of their members who is willing to be a part of this group. With an adequate response we should have 8-10 members with a defined responsibility to the group and organization. For at least the first year, the committee will be chaired by Doug Peck, Eastern Regional Vice President.

Meanwhile, "What about the 1989 KATY tank car project?" You ask. Well, the car is a sellout; 660 KATY cars were produced for us this year. This is about a 20% increase over 1988 production of the CNJ insulated boxcar. These cars went out to over 450 NASG members. Some of the last 2-car orders could only be allotted one car but EVERYONE who submitted a paid order prior to final shipment received at least one car.

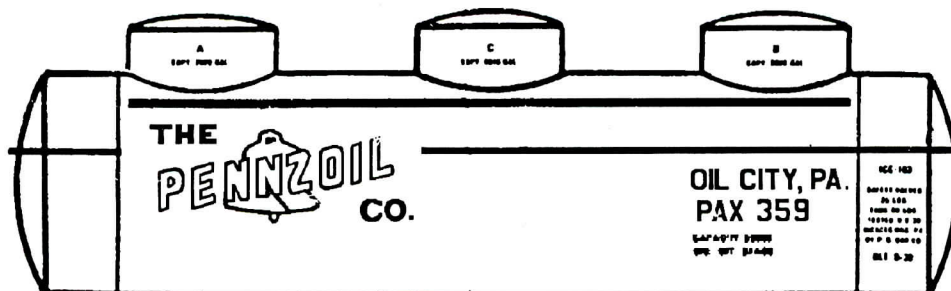
Of the 450+ orders, just about 50% were from new NASG members, while 50% came from existing

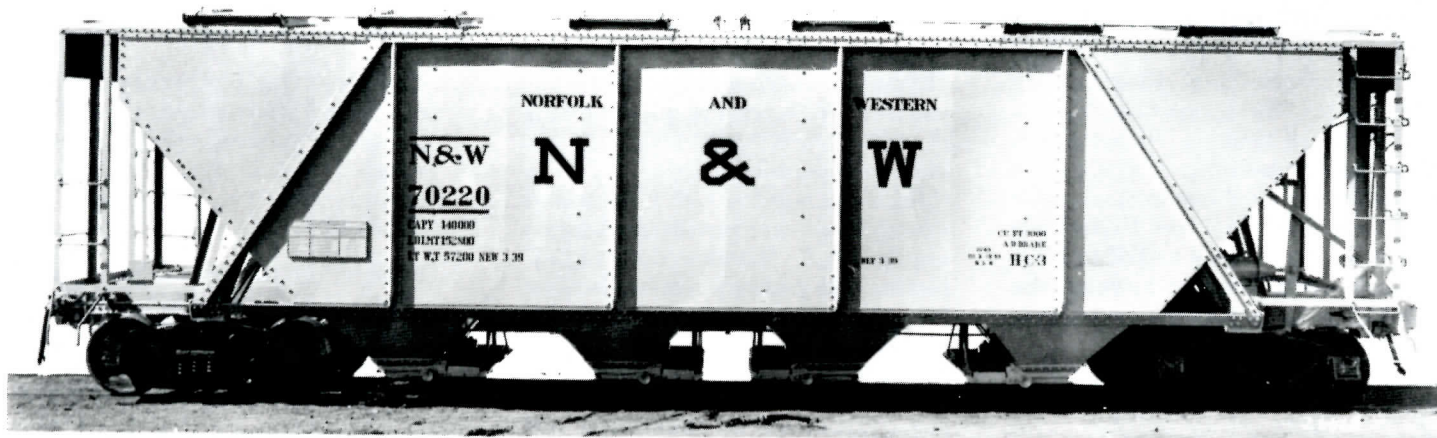
members. This is a large part of the reason NASG has seen a significant growth in membership in 1989 (but which began in 1988 with the first commemorative car project) now approaching the 1000 mark.

Finally, of the 450+ orders, slightly over 50% purchased just a single car while the remainder ordered two cars. Unlike 1988, no one was able to purchase more than 2 cars this year.

For those of you who may have wondered about the late delivery, it resulted from the fact that Lionel decided to hold up shipment in order to utilize the "new" knuckle couplers rather than the ones we've been complaining about for several years now. Their explanation is that the dies for the knuckles did not operate satisfactorily, as we all know! The "new" knuckles don't look any different but were produced from improved tooling. In order to accomplish this the cars were delayed . . . a delay worth waiting for! It should also be noted that because of high demand for the car, Lionel agreed to increase our order by about 20% even after the original cars were already in production. This last-second change resulted in availability of about 100 extra cars this year. However, that amount was our absolute limit, which is why some orders for second cars had to be returned.

1990??? Plans are already underway for the 1990 Commemorative Car. If you don't find announcement of it elsewhere in this issue of the **DISPATCH**, you definitely will find it in the December issue. We hope it will be another attractive and pleasing car for you, once again related to the convention area, this time Pittsburgh, for 1990.





Builder photo of end view of Norfolk & Western HC-3 covered hopper. Note the difference in bays, the HC-3 has four bays instead of three. Photos from the collection of Lee Webb - Roy Hurlburt

NORFOLK & WESTERN HC-1 AND HC-2 COVERED HOPPERS

by Jim Kindraka

At the conclusion of the earlier article on Pennsylvania Railroad's unique series of H30/H30a and H32 covered hoppers, I mentioned that the Norfolk and Western (N & W) was reported to have a series of identical cars. In that article the N & W cars were identified as class HC-1 #20710-20769.

My request for further information on these cars was answered by S scaler Billy Wade in Florida. The data he provided was via a product review from the N & W Historical Society. The information in my original **DISPATCH** article proved partially correct and partially in error. The N & W had 2 classes of these covered hoppers — a total of 60 cars. The car numbers originally listed are not correct. The correct N & W classes and numbers assigned are as follows:

Class HC-1 #70210-70219

Class HC-2 #70160-70209

A photo of class HC-1 #70210 was also provided. The car is identical to the PRR H30 design. It employs the same flat sheet roof, hatches, and non-see-thru roof walk as the H30. All other dimensions of the car are identical.

Both the HC-1 and HC-2 class covered hoppers were painted light gray, including the underbody. The trucks were painted black — or actually left unpainted. Unpainted, the trucks would appear rusty and weathered black in a short period of time. Lettering was in black. From the left end of the car the 2 triangular panels were blank and the first of the rectangular panels contained the reporting marks and number. The next 3 rectangular panels contained the large block "N & W" with the smaller

words "Norfolk and Western" above. The two right end triangular panels were also blank. This is virtually identical lettering to N & W open coal hoppers except hoppers were black with white lettering. I am not aware of any correct lettering available today in S scale.

No information was provided on the use of the cars by the N & W. One can only assume that many of the uses were identical to the Pennsy's. These cars did not use the loading instruction plate developed by the PRR. Since the N & W was such a large coal hauler, a potential use for the cars would have been in hauling pulverized coal to customers requiring it. This coal would not lend itself to open hoppers — it would blow away! Given the volume of coal the N & W hauled, it's pretty safe to assume they did a fair business in this type commodity.

The question may develop as to why unique design. Actually the association of the two railroads is quite deep. At the time these cars were being built, the PRR owned just over 1/3 of N & W's common stock. The N & W undoubtedly opted for a tested and "in use" design from their 1/3 owner rather than begin their own design and development work.

Interestingly enough, this association extended to some motive power areas too. In October 1941 N & W 'A' 2-6-6-4 #1208 tested between Pennsy's Ft. Wayne division and Harrisburg, PA. The tests were not very successful owing to poor coal but, data was used in the development of Pennsy's Q2 4-6-4-4 which made its appearance the following year. During the war, the N & W lent 6 of their

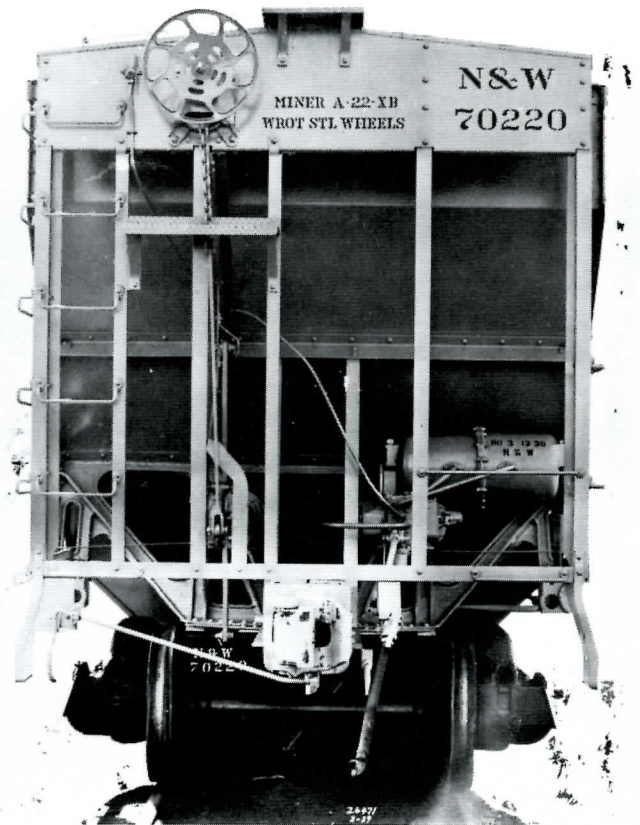
Y-3 mallets to the PRR to help hauling wartime traffic and in December 1944 the Pennsy "borrowed" N & W 'J' 4-8-4 #610 for passenger train tests. Unfortunately the N & W did not provide the correct clearance diagram for #610 and the locomotive knocked off part of the concrete station platform the first time it arrived at Chicago Union Station!

After the war, between March and September 1948, locomotives passed in the opposite direction with Pennsy T1's and Q2's testing on the N & W for passenger and freight service respectively. Management at the PRR, still a 1/3rd owner, "suggested" the N & W test their engines. The not-so-veiled purpose was for the steam committed N & W to purchase the Pennsy locomotives and free the PRR to pursue its move to diesels. In any case, the N & W people were unimpressed with the Pennsy engines during testing and returned them with a polite "thanks but no thanks".

Pennsy's ownership interests in the N & W ended in 1964. The ICC ordered that the stock be sold as a condition of both the N & W/NKP, WABASH and PRR/NYC mergers. Anyway, I thought some of you might wonder how Pennsylvania RR designed and built cars would ever end up on the Norfolk and Western.

One final correction to the original article involves the paint color used on the Pennsy covered hoppers. The white lettered cars were not painted tuscan but were red oxide. This is kind of a bright rust color. I do not believe anyone makes the exact color but perhaps someone can provide a mixing recipe.

Special thanks to the N&W Historical Society, P.O. Box 1218, Roanoke, VA 24006.



End view of Norfolk & Western HC-3 covered hopper. The lettering is the same as the HC-1 and HC-2.

WELCOME NEW MEMBERS...

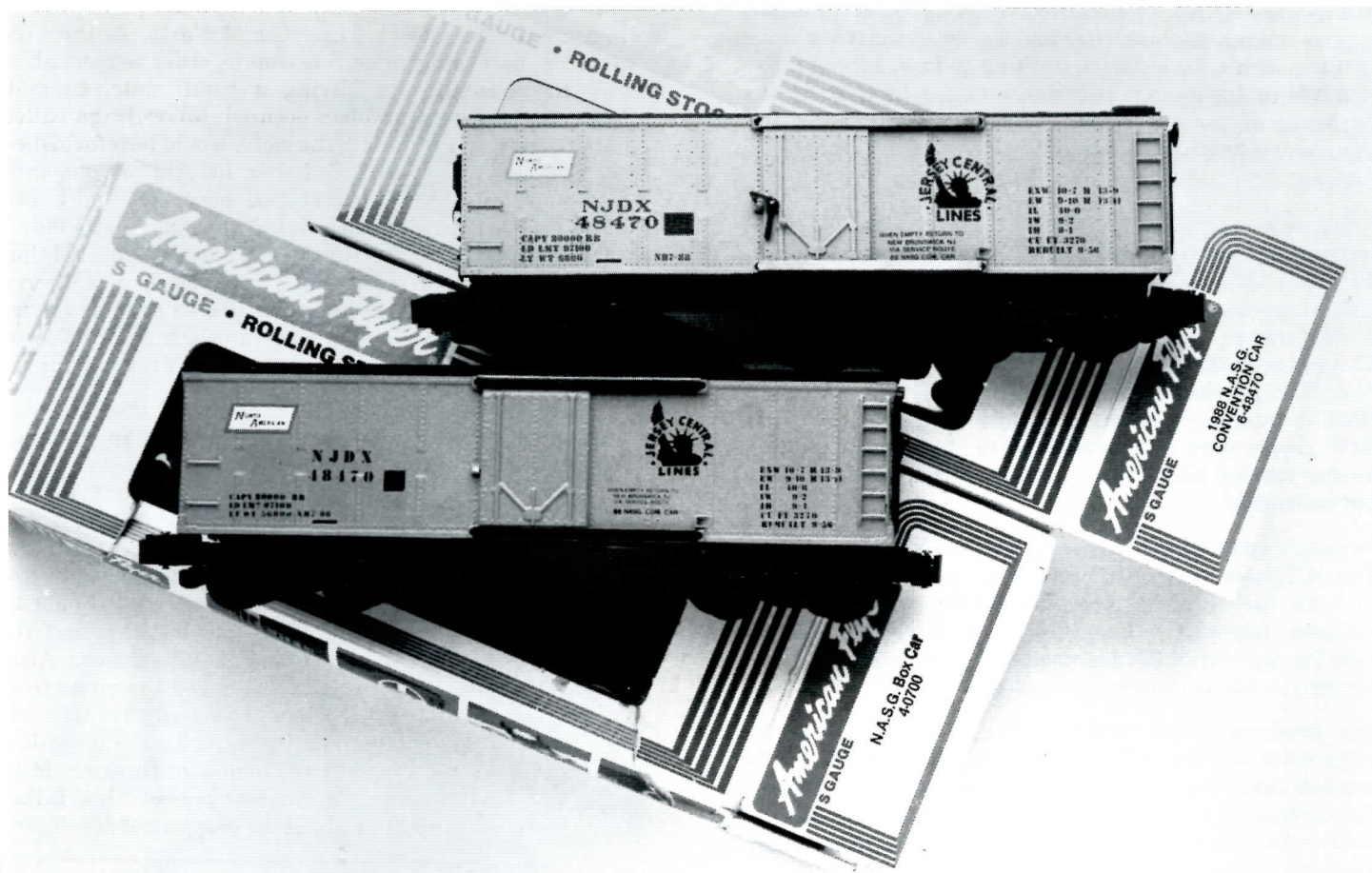
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The following members have contributed a little bit extra (\$10) to the NASG. As a result we recognize them as Contributing Members:

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Morris Berk III
Charles E. Bettinger
Bristol S Gaugers
Central Jersey S Scalers
Central NY S Gaugers
John Chappell
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Alan F. Timpson
Joseph Vishak
Ronald Walker
Frank Lewis Wey





The 1988 NASG American Flyer Commemorative Car. Top - production model, Bottom - pilot model

The 1988 AF CAR PROJECT

by Don Thompson

One night in November of 1986, George Ricketts, current Secretary of the Cuyhoga Valley S Gaugers, came to my house for a visit. George's company had sent him to a job in New Jersey, so he had visited my house several times in the last few months and we have become friends. Anyway, George and I were "talkin' trains" when he asked me why the NASG wasn't doing more for the AF members of our organization. At that time I gave the stock answer that had been used by everyone I knew in the NASG: "We don't have a clue what the AF members of the NASG want." I then explained that the NASG has had presidents, vice-president and committee chairmen who were AF collectors and none of them could tell us what to do for our AF members. George replied, "All Flyer guys want to do is to collect Flyer, so why don't you guys make Flyer?" I was stunned it really wasn't complicated!

At that moment George and I had started the NASG Ad Hoc AF car committee. The rest of the night was spent making plans on our AF proposal. I knew that Walt Danylak of the Central New York S Gaugers had done a terrific job marketing a Flyer box car for the 1981 NASG Syracuse convention. They had sold over 1000 cars, but unfortunately Lionel had made them purchase a minimum of 2000 cars. Because I was unsure that Lionel would ever make fewer than 2000 cars and I did not want to get everyone's hopes up, I swore George to secrecy about this project until we got a definite answer from Lionel. One idea to get around the 2000 minimum was to offer a set not an "all in one box set", but a car every other month

or so and the last item would be the engine. We felt that we could sell more than 2000 total pieces, and as each car came out it would help support the next one. We knew that the 50th anniversary of A. C. Gilbert using 3/16th scale bodies would be coming up, and we felt that we could tie a set into that. We would make it A. C. Gilbert's favorite hometown railroad, the New Haven. We talked about black, white and orange geeps, State of Maine Potato cars with NH heralds, hoppers, gondolas, everything.

Next I had to contact Ed Loizeaux and let him know what we had been planning. With his permission I started to contact Lionel. I had met Lionel's John Brady and Mike Braga at the NASG convention in Novi that past summer, so they seemed like good people to contact. On Dec. 1st I wrote to John Brady, who had become the Director of Marketing, asking about the possibility of making AF trains for the NASG. John's letter of January 1, 1987, gave us a very positive response but stated that "... the minimum run must be in excess of 2000 pieces." I sent back a letter the same day explaining the problems that the New York club had with 2000 AF convention cars. I told of how we had only 500 members, 1/60th of the membership that the TCA had. Then I laid out the idea of the progressive set, with one car financing the next and ending up with the engine. Three weeks later another letter came from John. Sets were out but they would do a study into the possibility of producing a lower quantity, in light of the club's membership limitation."

Ten weeks went by with no communication from Lionel. I read and reread their letter and it seemed that they would get in touch with us. With nothing to lose, I thought that I would nudge them a little and sent a letter (4-25-87) just to let them know that we were still interested and that it would be helpful to have something for the BOT meeting at the NASG convention in July. Another six weeks passed without a word. With the convention only four weeks away, I felt that I should try to call Lionel. I called John Brady and he referred me to Mike Braga, who was now the production Manager and in charge of this project. He said that they had completed the study and that they were willing to offer us a 400 car minimum but it must be limited to NASG members only. I almost fell over.

But Mike's next question is the one that really threw me for a loop. He said that they were ready to start. What car did we want to do? Terror struck. The only thing that George and I had talked about was a set. I had nothing in mind. I felt that we would get a minimum and then figure out what to make. In an instant I asked about doing the only car for which I had artwork. It was the same car that my own local club, the Central Jersey S Scalpers, was having American Models make for the 1988 NASG convention in New Brunswick. I knew that Lionel had not made an American Flyer reefer yet. Wouldn't that be a great way to kick off our project! I could see it then, the first Lionel AF sliding-door reefer. The car that I asked about was a plug-door insulated 40' box car that the Jersey Central railroad leased from North American to ship Ballantine beer. It had a tuscan roof and ends, orange sides, black lettering, and a herald with a black border, white field and red lettering. Mike said he would work on having a written quote in time for the BOT meeting in Chicago, and asked me to send him the info on the car.

Although I did not have anything in writing from Lionel regarding the minimum order quantity. I felt it was time to increase the size of the committee to add input to this project. I wrote a letter to Tom Nimelli, chairman of the AF Enthusiast committee, explaining what we were up to. I also contacted several friends to help us out. My follow-up letter, sent the next day to Mike Braga, re-stated all we had discussed and added several questions that we would need answered for the BOT meeting. Included was a rough drawing and specs for the car. At the convention I eagerly approached him to see what he had for me. He seemed glad enough to see me, shook my hand, and said, "I just last week received the letter that you sent four weeks ago". My dyslexia had struck again. I had put the wrong zip code on the envelope.

At the BOT meeting, I had nothing in writing, but still some good news. I laid out the plan to the BOT. The deal was that the NASG would buy 50 cars. The rest would have to be paid from the orders and any profit from the orders. I could use the seed money from the sale of the 50 cars for advertising and development expense, but I would have to have this paid back by the time the bill from Lionel arrived. The BOT approved, and we were off and running.

I became the NASG treasurer at Chicago, and this made it easier to coordinate the project. After the convention, several phone calls and letters were written refining exactly what we wanted. The committee had grown from

just Ed Loizeaux, George Ricketts and myself to include Doug Peck, Tom Hawley and Lee McCarty. At the time we were discussing price, maximum order per member, and the possibility of having a cutoff date. In mid-September the next problem occurred. Mike Braga called and told me that the dies for the reefer would be refurbished for 1988. This was good. But then he told me not until the late fall of 1988. This was bad, because I had hoped to have these cars in the beginning of 1988. I really didn't want the project drag on that long so Mike suggested that we do a different car. Life was easy when just George and I were on the committee, but to get six people to agree on the same car and then come up with the prototype information and the artwork, it would drag on for an additional three months.

In disgust, I started to mow my lawn. I was only outside for a few minutes when I realized that we never really wanted a reefer. We actually wanted a plug door insulated box car! I quickly called Mike back and asked him if that was a possibility. He said that they would look into finding the plug door dies. While we were waiting the committee decided what the maximum price of the cars should be (under \$30), The maximum order per member and the cutoff date for the members to be guaranteed a car. After several phone calls, Mike Braga received the quote from Lionel's engineering dept. They estimated that it would cost \$1800 to restore the tooling to make the plug door and that the NASG would have to absorb this cost. Mike suggested that we think of a different project. I had talked to others in the committee about the prospect of developing

MORE →



LIONEL TRAINS INC.	
CLUB OFFICER	DON THOMPSON
NAME OF CLUB	N.A.S.G.
ADDRESS	2 ROBERTS ROAD
CITY	NEW BRUNSWICK
STATE	NJ
ZIP	08901
TELEPHONE	201 545-9306
DATE	1-25-88
ITEM	1988 CONMEMORATIVE CAR
STOCK NO	6-48470
CAR TYPE	INSULATED BOX CAR
COLORS	CAR SIDES - ORANGE, NORTH AMERICAN LOGO BACKGROUND - WHITE
	ENDS & ROOF - TUSCAN
	ALL LETTERING - BLACK, WITH RED BORDER ON NORTH AMERICAN LOGO
CONFIGURATION	AMERICAN FLYER BOX CAR WITH REEFER
	CAR DOORS - DIE CAST TRUCKS
MARKINGS	JERSEY CENTRAL LINES
	SEE ATTACHED SKETCH SUPPLIED BY YOU.
	NOTE CHANGES: NO LETTERING ON DOORS. MUST SAY "88 NASG COM. CAR"
PACKAGING	6 PACK MASTER CARTON - LABEL ON END OF PROD. CTN
PRICE	22.00
AVAILABILITY	
QUANTITY	400 EST 504
TERMS	100% UPON INVOICE
	Pick up contact - Tom Hawley (PLEASE SUPPLY)
ADDRESS	
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Two different boxes for 1988 NASG AF Car. Left - Production box, Right - sample box.

another car in September after the last let-down. At that time we couldn't think of anything special. I had hoped that all of our problems would work out. I again explained to Mike that it would take several months to start the process of finding another car by polling all the members of the committee until one car was chosen. I guess he could hear the disappointment in my voice over the prospect of another delay and he volunteered to try to work things out on his end.

While we were in limbo, I designed a advertisement to be sent out to the NASG membership. We had missed the **DISPATCH** deadline for advertisements. Instead, we had an insert put into the **DISPATCH**. I continued on the development of the car's decorations. Color photos were used to match the paint, photos and rough drawings were sent to show the size and location of the lettering.

A call from Mike in November brought good news. Lionel would absorb the cost of the door die and the contract with a cost would be coming soon. I guess the word "soon" can mean many different things. Quickly, speedily, promptly, before too long is what it means to most. But to Lionel it was something different, more like some day. When they said a day, I found they really meant a week. If they said a week, I could expect it in a month. When they told me that it could be done this year, I prayed that they didn't mean this decade. The contract finally arrived 3 months later in February, although I did get a Christmas card from Lionel that I treasure to this day.

With the arrival of the contract came the next set of problems. In the contract Lionel referred to the car as the "1988 convention car" and stated that these words had to appear on the car itself. I called Mike at Lionel

and explained to him that the NASG had a contract with the local S club (the Central Jersey S Scalpers) for the 1988 NASG National Convention. The contract specified that all convention profits including convention cars were to be split between the local host club and NASG. Being that I was the executive V.P. of the host club and Treasurer of the NASG, they were putting me in a very awkward position. Mike said that he was sorry to hear that, but Lionel's marketing department would not let him change the wording of the contract. I talked to several people on the BOT and the AF car committee. Ed Loizeaux came up with the solution. I asked them if we could make it a 1989 commemorative car. Mike agreed to ask and it was approved. Thank heaven they never asked what we were commemorating, as I really had no answer.

A motion went out to the BOT for the NASG Clearinghouse to purchase 504 cars (the number had to be a multiple of six to fit in the shipping cartons). I sponsored the motion and Doug Peck seconded it. As I recall, it passed unanimously. I made a change on the lettering to include the red border for the North American herald and sent the contract back.

While all of this was going on, we had mass-mailed the brochure to all of our members. We were also sending out extra brochures to all the S Gauge clubs. On March 1st the pilot model showed up. It wasn't really what I had expected. The CNJ herald (miss liberty) was undersized and most of the dimensional data was much too large. I had also asked if the control rods on the door could be highlighted black like the A.C. Gilbert Co. did on some of the reefers. Unfortunately they were not able to do this. The orders came in slowly at first. We sold 125 by mid-March, but not one car purchased by a new member. So,

I decided to try the model railroad magazines. Press releases went out the MR, RMC, the Bulletin, and any others that we could find. I knew these would not be seen until May, due to a six to eight week lead time. I had an orange brochure printed up for the York, PA TCA meet in mid April. I then stripped one side of the pilot model and applied the correct lettering. I brought all of this to York to have Mike Braga display this for us at the Lionel table. This was the show where they announced railscope, and the table had people five deep. I explained the changes that were needed on the pilot model and gave Mike another letter with a diagram. Mike put the pilot model on display and the orange brochures on the table. There was a lot of interest in the car, and when the potential customers were told it was an NASG club project, most of them had never heard of us.

After the show, I went through a list that Dan Olsen had given me a decade before of Flyer collectors in the northeast. I sent out over 500 brochures to them. Then we finally started to get new members with the orders. I was calling Doug Peck every other week to get the latest count. At the end of April the press release appeared in RMC and MR, but Nothing is ever easy. Both magazines deleted the line that said you had to join the NASG and pay \$17 in dues. Also for some reason MR changed the price from \$29.95 to \$19.95. We had to send 40 orders back and not only tell them that they had to send \$10 more for the car but \$17 more for dues. I think all the RMC orders joined but most of the MR orders we never heard from again.

Lionel finally sent a sample box so that Tom Hawley could order shipping cartons. By mid May we had sold over 300 cars. The committee then decided to limit each order to only four cars. Letters went out to people who had reserved additional cars, requesting that the balance of money be sent in. By now I was receiving monthly computerized spread sheets from Doug Peck keeping me updated on the orders and new members. Doug also used his computer to generate shipping labels for Tom Hawley.

The cars were due at the end of May, and as the date approached and then passed, we were horrified at the thought of not having the cars in time for the convention. The cars finally showed up at Tom Hawley's over a month late on June 24th. They looked great, but they had a few surprises. The first surfaced when Tom tried out his car only to find that the couplers did not work as well as the ones A. C. Gilbert used. He thought this was a problem unique to our car and wanted to send them back. We assured him that this is just the way all Lionel AF couplers worked (or didn't work). Next was the plug door itself. It seems that they made all new tooling for the doors. They tried to improve on the door and put a big black latch on it. The problem is that real plug doors didn't have a latch there. (I guess no one has ever accused Lionel of knowing too much about prototype trains.)

With the convention only two weeks away, we decided to give out as many of the cars as we could there. Everyone seemed happy with the cars, and we sold a bunch more. The balance of the ordered cars was shipped from Lansing, Michigan. Those that remained were sold through the NASG Clearing House by Mike Ferraro. The last of the cars was sold in December. In all, over 500 of these cars were sold and NASG ended up with over 125 new members.

One problem that did haunt my local club was the similarity of this car to the 1988 NASG Convention car. I will always feel responsible for that problem, but we had all hoped that the AF car would have been sold out by the time the convention car hit the market. Instead, both cars were being sold at the same time. I am really indebted to the 1988 NASG AF car committee, but especially George Ricketts who had the idea, Doug Peck who computerized everything, Tom Hawley who shipped the cars to everyone and of course Mike Braga of Lionel who made this all possible.

In Memoriam

Paul A. Geerts came to the end of life's journey on July 20, 1989 after a short illness. Paul was a co-founder of the State Line S Gaugers. My wife and I have known Paul for over a decade. He and his wife Vera were one of our first customers when we owned train stuff. Over the years we had seen and talked to them at many NASG conventions and at the S fests. Our hearts go out to Vera, his children and grand-children. We will all miss him. D.T.

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"The Pennsy Lives", on Roy Hoffman's Layout. Along side Roy's icing platform, Bill Lane's Omnicon K-4, K-7a stock car (AM boxcar with scratchbuilt stockcar sides and doors) and a Overland N5C hack pose for Don Thompson's camera.

SOUTH JERSEY'S SCALERS INAUGURAL MEETING

by Bill Lane, Jr.

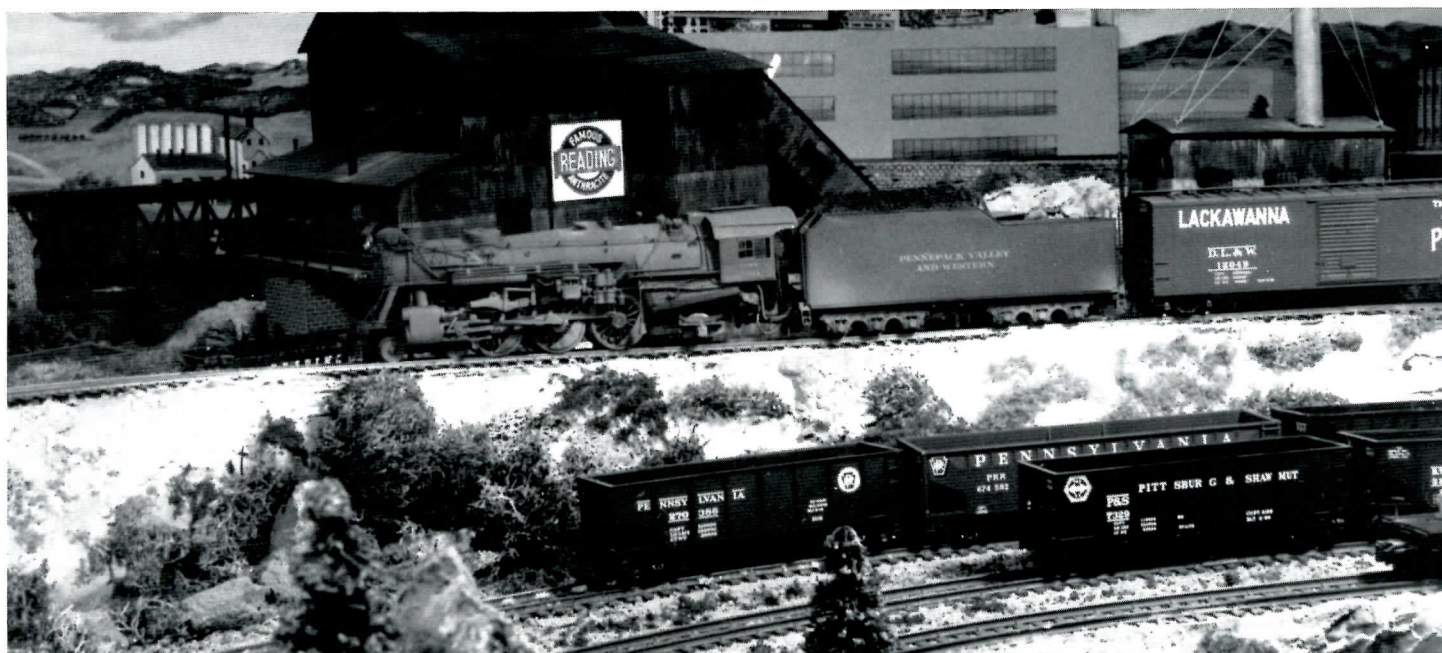
The first meeting of the South Jersey "S" scalers occurred on July 29, 1989 at Roy Hoffman's house in Cherry Hill, N.J. Judging from the comments of the attendees, the meeting was a huge success. The attendance peaked at 28 people drawn from New Jersey, Pennsylvania and Delaware.

Everyone appeared to be very impressed by Roy's layout. It was a feature article in the Fall 1988 issue of Classic Toy Trains and had won the 1989 Tony Perles Publication Award. It is one of the most completely sceniced "S" scale pikes that I have ever seen.

John Bortz brought his newly completed Pennepack and Western heavy Pacific locomotive. John Hall displayed his PRR hopper car decal sets that he recently released.

Don Dewitt of S DeSigns displayed samples of the tractor trailer kit that is now available. The Central Jersey S Scalers brought along some of the extra Erie, CRP and DL&W hoppers that American Models had made for them. We all had an opportunity to see some of the custom painted and lettered 50' Pacific Rail Shop boxcars that Russ Downs has been marketing under the "Rusty" name.

Finally, a special thanks should go to the Central Jersey Scalers for showing their support by attending the first meeting en masse. If anyone would like to attend any of our future meeting please contact me, Bill Lane Jr. 525 Warwick Rd., Deptford, NY 08096 1-609-848-2739.



John Bortz's Pennepack Valley & Western (Erie) heavy pacific takes an express freight through the elevated by-pass on Roy's layout. Roy's code 172 rail had scale, hi-rail and American Flyer running side by side all day long.



Roy scratch built most of the structures on his layout. Here we see the sawmill and a small icing station.



Here we see the soon to be discontinued Lehigh Valley Models Continental Canning Co. behind a scratch built chemical plant.

The NASG -- Who Are We?

by Don DeWitt
Membership Chairman

For many years there has been a general controversy as to the interests of S gaugers. Most manufacturers of S products have worked under the assumption that S gaugers are just like modelers in the other scales. This assumption states that the most popular modeling era is from 1940 to 1960 and the most popular prototype railroads are Pennsylvania, New York Central, Southern Pacific, Union Pacific and Santa Fe. Some evidence that these assumptions also apply to S gaugers comes from the number of brass models that have been imported and sold. Clearly the fastest selling brass items over the last few years have been models of PRR or NYC locomotives, and passenger or freight cars.

Many of us believe that S scale has reached a point where it will prosper or wither over the next few years. To help S scale prosper, I have undertaken a survey of the NASG membership, to generate an accurate perception of the modeling interests of S gaugers. Hopefully, manufacturers will use this information when they plan new models for the marketplace. Hopefully, the membership will understand the actions of the manufacturers much better. Hopefully, S will prosper and grow.

As of September 10, 1989, the total paid membership of the NASG is 862. Of these, 583 members (68%) have provided me with their responses to the questionnaire that I included with the renewal form. Hopefully, the 139 additional 1988 members who have not renewed will renew soon and tell me about their modeling interests.

What are the gauge interests of our membership?

By gauge interest, I mean Scale-Standard Gauge, Narrow Gauge or American Flyer-Standard Gauge. As you can see in

Table 1, we are evenly split between scale modelers and AF fans. We have 43% scale only modelers (33% std gauge only + 10% std and narrow gauge), 40% AF only enthusiasts, and 17% who are interested in scale and AF S products.

Table 1. Gauge Choices of NASG Members

Scale Std	Scale Std & Sn3 or Sn2	Scale & AF	AF Std
192	56	97	237
33%	10%	17%	40%

It should be noted, that only 1 member indicated that he modeled narrow gauge only. This reflects the general lack of interest in the NASG by most narrow gaugers in S scale. Hopefully we can change this in the future.

What are the major modeling era interests of our membership?

As you can see in Figure 1, the time frame in which the vast majority of members model, is in the 1940's and 1950's. Apparently, we are similar to the other model railroaders in other scales. However, the question still remains: Is the paucity of modern era modelers in S scale due to choice or the fact that there is little to offer for the modern era modeler? This question also applies to those who model before 1940 as well.

What are the favorite prototype railroad interests of our membership?

In the questionnaire, I asked members to indicate up to five railroads about which they were interested. As you can imag-

MODELING ERA

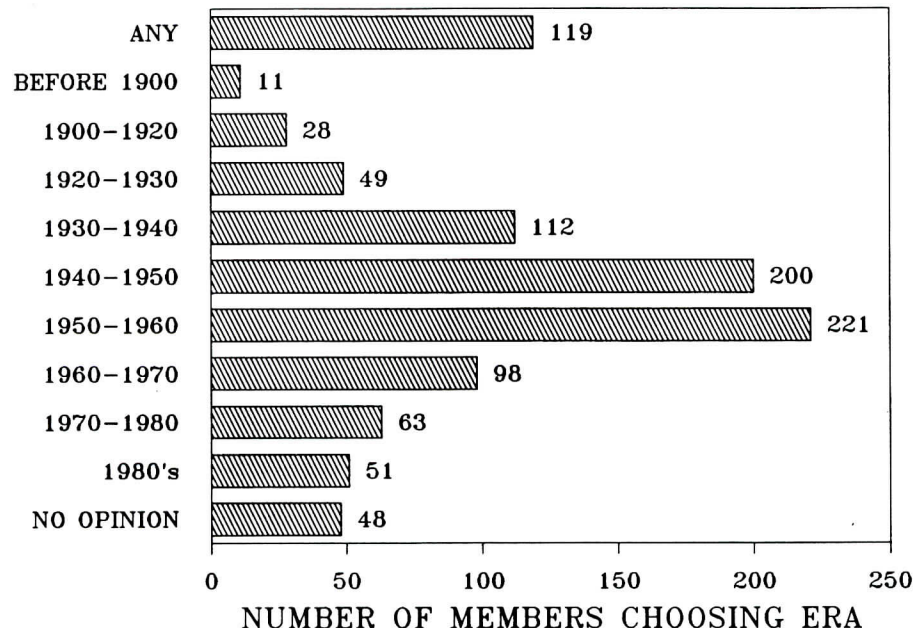


FIGURE 1

ine, many railroads were selected by 441 members, but many modelers (142) had no preference. Of the members who indicated at least one railroad, Figure 2 shows the 24 railroads that had at least 10 first and second choices.

If you make the assumption that the first and second choices are likely to be the railroads that a member is very serious about and for which they are likely to buy locomotives, then you can easily understand why PRR and NYC have generated the most interest by locomotive manufacturers and why UP & SP locomotives are the next strongest sellers. Based upon first and second choices, there seems to be three additional railroad groups of popularity: The first is B&O, ATSF, and C&O. The second is NH, D&RGW, NP, Southern & BM. Finally, the third includes RDG, NKP, NW, LV, Erie, MILW, MP, BN, CB&Q, CNJ, CNW and CP. Of course another group exists: those railroads that did not accumulate at least 10 first and second votes.

I would caution you in your interpretation of these data. First of all, if you are a manufacturer, you really need to know what those 142 members who gave no specifics are interested in, and of course, the interests of those 138 former members who have yet to renew. Also we have no data on how many locomotives any individual is likely to buy. In addition, the data in Figure 2 show responses by all members without reference to modeling era. However, when I examined the railroad interests in the 1940's era vs the 1950's era, I found no significant change in popularity. In other words, equal percentages of the membership favor any railroad that existed in both eras.

What about freight cars?

It is likely that choices 1 through 5 reflect the railroads for which a member is likely to buy a freight car. Figure 2 (in the maximum value of each bar) also shows why it is very easy to sell 100 or so PRR, NYC, UP, SP, B&O and ATSF freight cars. It also shows why it is more difficult to sell large quantities of

freight cars from the remainder railroads. It is somewhat puzzling why the Central Jersey S Scalpers were able to sell so many cabooses to Erie, CNW, D&H, Southern, & Conrail fans. Perhaps all of these people bought more than one, or perhaps the clubs that purchased blocks of 10 cabooses, were buying for non-NASG members or members who did not respond to my questionnaire.

How many members are interested in scale brass or NASG American Flyer equipment?

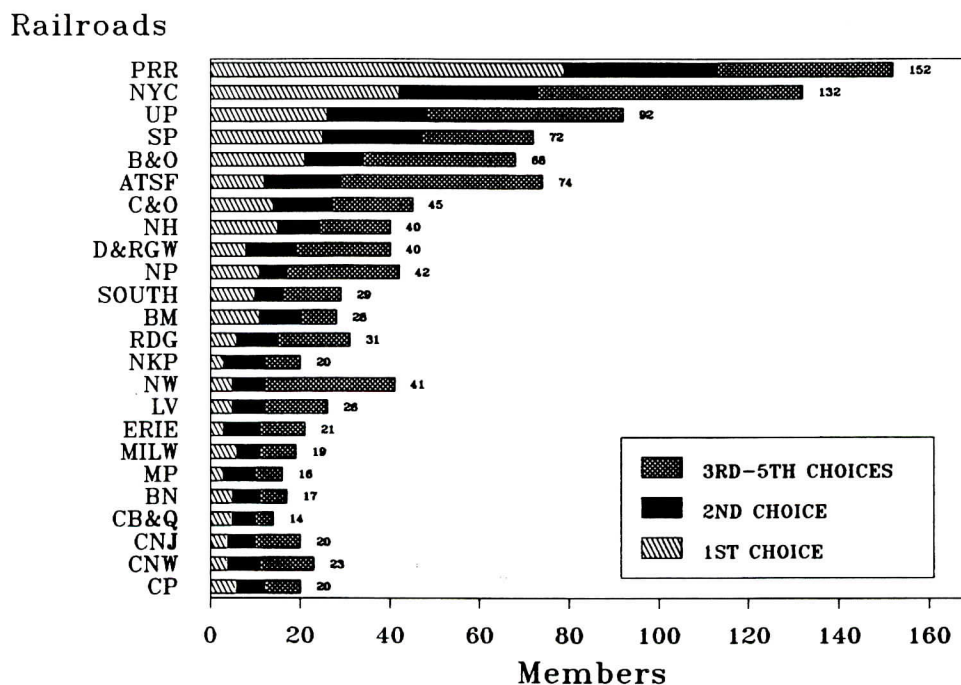
Of 483 who responded to my query about brass products, 275 have purchased or plan to purchase S brass products. Of 495 respondents, 300 have purchased or plan to purchase our NASG American Flyer projects. As we have recently sold over 600 AF tank cars, clearly, many of our non-respondents seem to be AF purchasers.

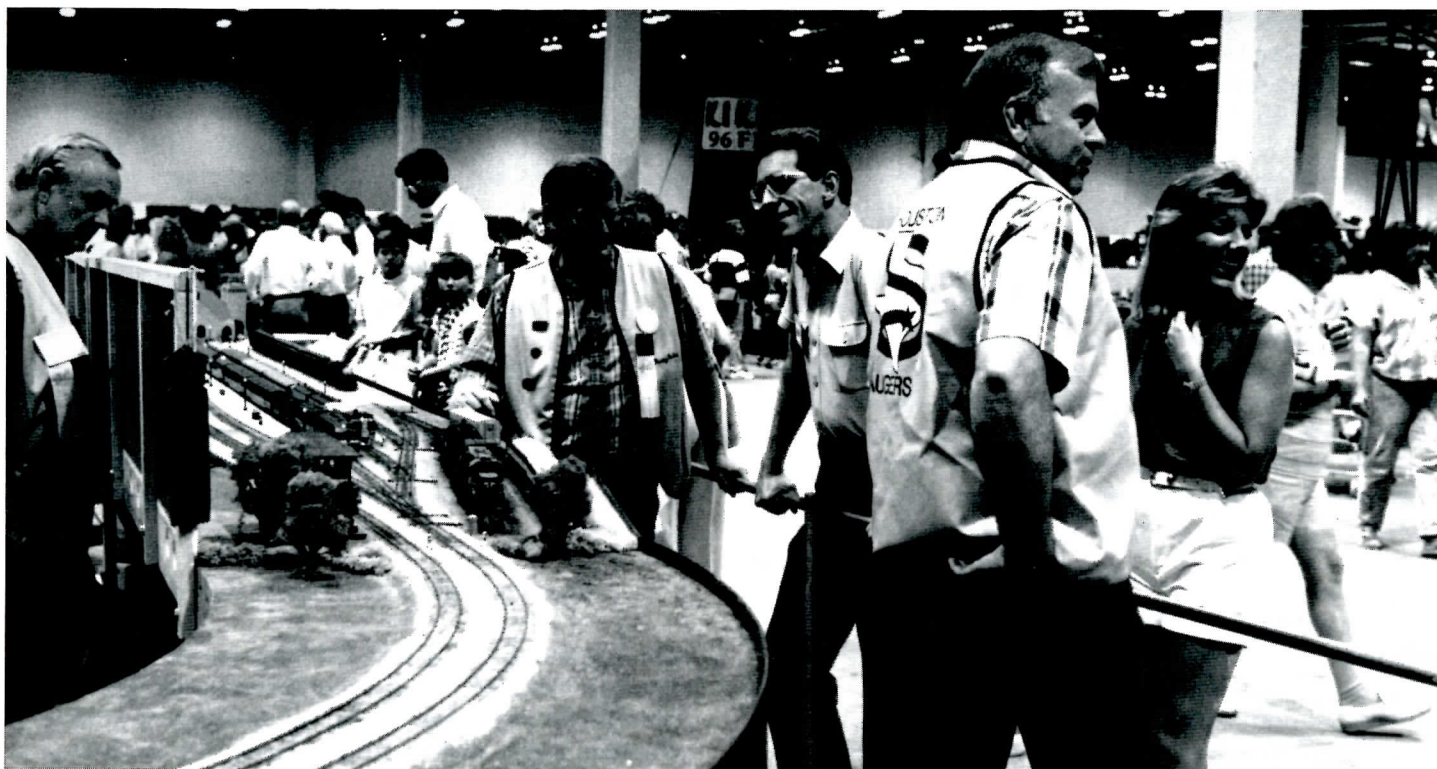
Where do our members operate their S trains?

Our membership has at least 218 home layouts. About 10-20 members indicated that they were actively planning their new home layout. Is this low number due to the recent difficulty in obtaining track? Another place to operate S trains is on modules, and there are 94 module owners and 110 members who are planning to build modules. This should be very satisfying to those of us who worked so hard on the Module Standards Committee. Hopefully, many of these modules will be ready for show at the 1990 NMRA/NASG Convention in Pittsburgh.

I hope that this brief look at ourselves is useful. I plan to maintain the database indefinitely and I hope those of you who have not contributed to this information, will do so. If anyone needs to know more about a specific demographic group within the NASG, please feel to write to me with your needs and I will be glad to generate the report. Remember, that a report that includes mailing labels will cost 10 cents per label.

FIGURE 2





The Houston "S" Gauge Assn. members were on hand to talk to the public and hand out NASG literature.

Astro Rail '89 — Report from Houston

The week of July 30th was the true test of the Houston S Gaugers modeling and organizing skills. The test was the NMRA national convention called Astorail 89. The entire convention was staged in Astro-Domain complex of hotels, theme parks, Astro Dome and convention complexes.

The startup day of the 1989 AstroRail/NMRA convention started out like a hurricane — literally. Hurricane Chantal headed for the Texas coast on Monday, July 30th and by the first layout tour day had positioned herself over Houston. Conventioneers splashed through the heavy downpours to tour Rusty Paulus' and Bob Werre's layouts. A lengthy power outage at Jack Troxell's subdivision threatened his tour not to mention his last-minute cleanup.

However like most women she was calmed by Southern hospitality and returned the skies to partly sunny for the rest of the week. The high waters receded, the power restored and last minute preparations continued. The rest of the week ran smoothly for the convention and it's S scale segment.

The Houston S Gaugers and two dozen-or-so groups assembled their modules on Wednesday August 2. Although we were among the smallest group there and it was our first public show we received many favorable comments and did manage to pick up a "Creativity" award. After doing some last minute track gauging and solving one electrical problem the layout operated without major problems till the Sunday teardown.

The Houston S Modules were neighbors to a SN3 modular manufacturers display based in Dallas. The scenery, lighting effects, structures, and rolling stock drew a constant crowd — three deep!

The manufacturers display had a reasonable representation of S. I spied Grandt Line, Finestkind/Triangle, Overland, Tomar in the multi scale area. S manufacturers like SouthWind (displaying NYC observation and RPO pilots), Jerry Porter's Intermountain Railway (showing the 50 foot box and a O scale 1937 AAR box — want one in S??) and the birth of Ed Loizeaux's 3/16 "S"cale **Railroading** magazine (what else do past presidents do but publish magazines) were there doing a good business. The only real lack in S was the absence of anybody selling "S". We fielded dozens of questions like "where can I buy "S", do they still make S, why doesn't anybody here sell S Gauge"? ... We could show the models, explain who made them but we would have loved to direct them to a booth selling American Models, Pacific Rail Shops, Overland, SouthWind, Omnicon and the other manufacturers.

Other events of interest to the S crowd were the "surprise" First Place Award given to John Bortz for his model Pacific in the steam locomotive category. Ask John about the surprise part!

On Friday evening the Houston S Gaugers hosted a get-together for our visiting guests, manufacturers and our families at Jack Troxell's home. Jack's layout was in operation for a less crowded operating session. Bar-b-que and a smooth one or two made the evening complete.

During the week one narrow and three standard gauge layouts plus the two modular displays were viewed by many of the 1200 NMRA convention goers and over 22,000 viewed the modules at the public train show. The NASG banner, copies of MR's 50 Years of S Gauge, and the recent MR article featuring Rusty Paulus' Cheyenne Mountain were displayed near the modules. The 50 years reprints were all given out on the first day of the public show!



The Burnside #7 stamp mill was just one of the excellent structures on the "Sn3 Manufactures module".



Danny Click checks his approaching freight as the N.P. Mainstreeter moves by.

Interestingly this was the first time in recent history that the NMRA and it's host group have offered a S gauge convention car (scale and tinplate versions). Unfortunately sales seemed somewhat sparse. Anyone desiring a car can still obtain them from AstroRail 89, at 2401 West Belfort, Houston Texas, 77054 for \$20 postpaid.

Several visiting S scalers kindly brought models to display and operate on the modules. Jetti Padgett brought a beautiful assortment of custom painted E units and some SD-40s plus his new passenger car pilots, Ed Loizeaux brought a Western Pacific GP-38 and three RDC'S. Billy Wade brought his well detailed Santa Fe units. John Bortz displayed his handcrafted Pacific.

The local group also provided several well done pieces

of motive power. Omnicon 4-6-0 and 2-8-0's powered heavy-weight passenger runs. Alco PA's and FP-7's pulled the more modern equipment. Traditional freights were headed by a beautifully weathered Overland A. Modern freights were pulled by a pair of freshly painted Katy diesels.

The Houston S Gaugers enjoyed doing their share to promote the hobby and S in particular. We also hoped everyone who attended had a memorable time and ya'll come back now!

P.S. Houston S Gaugers who participated in the convention and modular activities were: Jack Troxell, Fred Little, Fred Poulus, Jerry Brewer, John Siller, Bill Green, Billy & Danny Click, Roger Huber, Frank C. Peschl, John Emerson and Bob Werre.



Ever see a NMRA S gauge convention car? These are still available from AstroRail 89, 2401 West Belfort, Houston, TX 77054 \$20 ppd.

Short 'n' Easy

by Kent L. Singer

COAL BOX

It has been a while since the last Short 'n' Easy column. I apologize for the delay, especially to those of you who have sent in ideas and materials for Short 'n' Easy projects. We'll see if we can keep a steady stream of them coming out from now on.

This time, the work was nicely done by David Pool. The idea, sketches and photo are all his. A coal box, is as typical an item as may exist. This one is modeled after ones used by the NYS&W up to the early 1950's. A prototype photo, which appears on the cover of the book, "Susquehanna, New York, Susquehanna & Western RR" by John Krause and Ed Crist (Carstens Publications), shows loose coal scattered on the ground around the coal box.

Normally, these coal boxes are modeled as part of the structures with which they're associated, but frequently, they're overlooked or omitted. Adding these to a scene, helps date it back to the steam era which many of us model. If you've adopted the practice of painting all your RR structures a standard color (to give a sense of unity to the model railroad), then knocking out about 5 or 10 of the coal boxes in an evening should be a worthwhile project. They're ideal for use next to stations, yard offices, shacks and shanties.

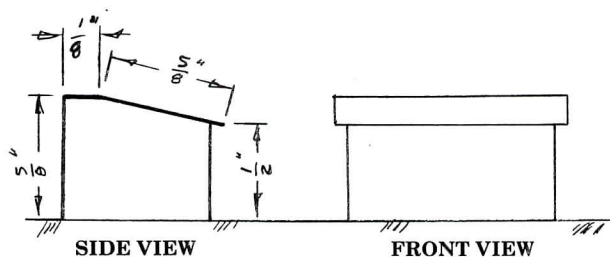
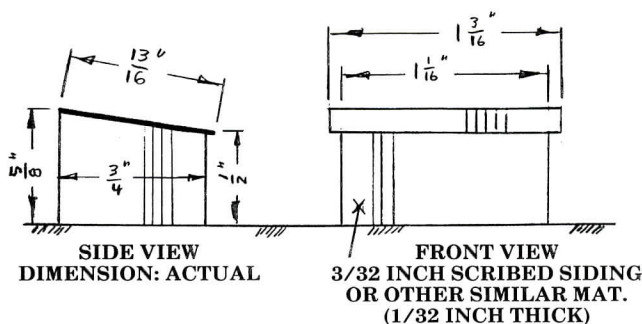
As David's sketches show, the construction is simple and straight forward. You might consider several additional touches. One would be to add a couple of strap hinges made from shim brass or paper. Another might be to leave the lid open against the side of the building. If you do this, add some braces to the underside of the lid and put some coal in the box. If you can find the right scale person, bent the right way, you can have somebody scooping coal out of the box with a bucket.

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 'n' Easy, c/o Kent L. Singer, 105 Highland Dr., Baldwinsville, NY 13027



David C. Pool Scale: 3/8" = 1 FT. OCTOBER 20, 1988

COAL BOX



ALTERNATE DESIGN

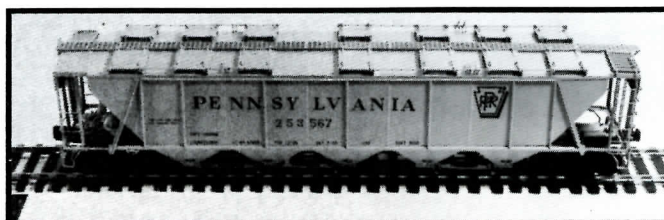
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TRADE NEWS AND VIEWS

by Don Thompson

AMERICAN MODELS (10088 Colonial Ind. Dr., S. Lyons, MI 48178). Ron has been very busy with his code 148 track system. He now has straight and curved sectional track as well as 3' lengths of flex track. The test shots of the code 148 turnout are currently being conducted. These may be ready by the time you read this. The turnout has an open frog with a 27" radius on the curved portion. This is almost a number 5 turnout. The amazing thing is that all the rail is weathered. I wish he would do the same in code 100. Ron has also released a B&O passenger car set. The retail price is \$198.75. A few extra cars were made. The Vista dome and coach are \$40.95 while the sleeper is \$38.95. One more item. Ron now has decals for the black and silver AT&SF Geeps. The price is \$11.00 and includes 3 full sheets of Zebra stripes, extra numbers and all the lettering.

BADGERLAND S GAUGERS (c/o Grumann Garrett, 27700 41st St., Salem, WI 53168) has received the Milwaukee Road (boxcar red) and Green Bay and Western (yellow) 50' boxcars with the football logo and the "Home of the Packers" motto, from Pacific Rail Shop. Reports from the S Fest say that these are the nicest lettering schemes that PRS has done yet. The price is \$20.00 per car (shipping \$2 for one car or \$1.50 each for two or more cars) and most of them have been sold. These are offered with two numbers per car and in scale or hi-rail (with Down's hi-rail trucks and couplers).

CENTRAL JERSEY S SCALERS (2 Roosevelt Ave., Cranford, NJ 07016) will be expecting to ship the bay window cabooses after the first of the year. American Models needed to spend additional time with the code 148 track work and Ron has apologized for the delay. The Hoppers have been shipped and only the CRP and ERIE are still available at \$18.00 each. Again these are available with scale or hi-rail wheels. Also, add \$2 per car S/H.

JOHN HALL (2711 Pecksniff Rd., N Wilmington, DE 19808) now has C&O decals for black open top hoppers. If you bought John Hall lettering sets for use on the PRR H30 or H30A and found a lack of the numeral '5', please contact who ever you bought the lettering from so that you can get the special addendum set that has the correct numbers for this car. If you have already purchased these decals, the addendum is free. John is working on pre-assembled sheds (limited to 100) and a scale house kit for vehicles (coal, cement, gravel, etc.).

LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) is waiting for castings before it can start shipping its 2½ story row houses. The kits will include enough parts for two end and two center row houses. These are scale 64' across and have a paired front canopy and rear over hanging porches. The two end houses will have second floor bay windows and be suitable for small business on the first floor. Because Northeastern ran out of brick material, Frank was forced to discontinue the Canning Co. and when supply runs out, the Diesel terminal. You better order before it is too late. Frank is now working on pattens for a complete tank car kit (T/C, decals etc.). He hopes to have it ready sometime next year.

MICROSCALE INDUSTRIES (515 Placentia Ave., Newport Beach, CA 92663) is now working on the PRR 5 gold stripe diesel decals and also a NYC diesel project that will have lightning stripes for the E's, F's, PA's and FA's. The set will be at least two sheets of decals.

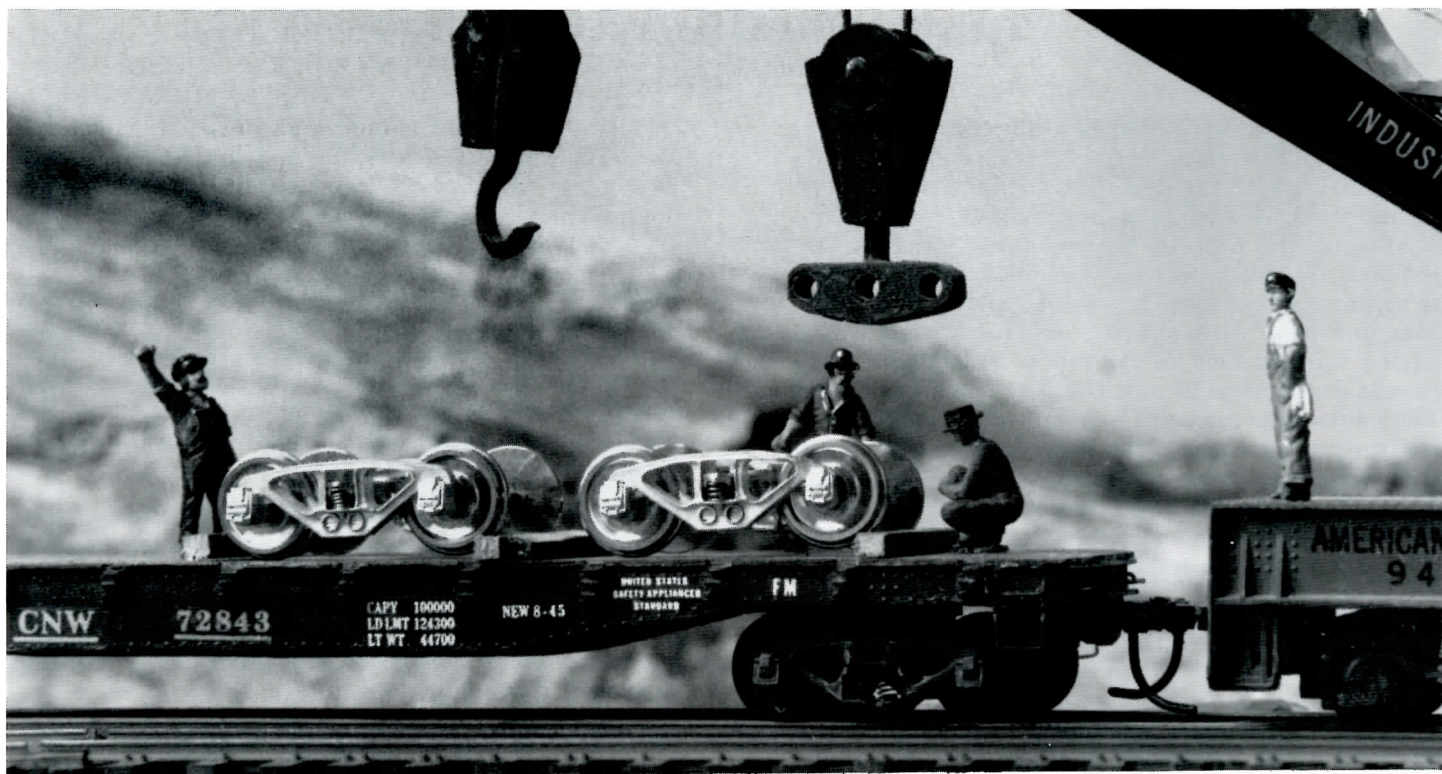
NASG AF CAR COMMITTEE (c/o Doug Peck, 6 Storeybrooke Dr., Newburyport, MA 01950) has announced the 1990 AF Car project. It will be a silver Pennzoil #PAX 359 triple dome tank car featuring black lettering with a yellow, red and black herald. Prices and deadlines have not been set. The committee is still looking for information on this car.

OVERLAND SCALE MODELS (5908 Kilgore Ave., Muncie, IN 47304) did not list S standard gauge in its most recent dealer sheet. It seems that his entire inventory of S std. gauge is now not available. But, they still have a few painted units left. One sad note, please join with me in expressing remorse to the Marsh family with the passing of Tom's father.

OMNICON (50 So. Lively Blvd., Elk Grove Village, IL 60007) is trying to find 100 interested modelers in backing future brass projects. Contact Tom Boldt (319 Stoneybrooke Rd., Orchard Park, NY 14127) for more details. At this years S fest, the S-team layout featured 3 M1a's operating flawlessly over the entire system. Charlie says that he has the bugs worked out.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48033) is now offering prepainted and lettered H30's (\$139.95) and H32's (\$144.95). They now have in stock, PRR (red oxide or grey), Conrail (2 grey schemes) and N & W (when the decals from S DeSigns are ready). All models come with different numbers. The undecs are still available at \$109.95 for the H-30's and \$114.95 for the H-32's. Conrail decals are now available for \$2.25 each. A real neat brass import that few realize exists are the beautiful National type B Brass freight trucks. These were used by many railroads and some found their way under PRR H30's. Anyway, River Raisin now has these in brass and they cost \$14.95 pr. FLASH — River Raisin is now taking deposits for two versions of a brass model of a GPEX Pfaudler milk car that will be imported from Korea by Overland Models. These cars (both a 40' and 47') were built starting in 1940. The models will be factory painted and are offered with decals to do any one of 13 different lettering schemes (Mars, Mars-Milky Way, United Farmers, H. P. Hoods, Bordens, Milton Co-op, Sheffield Farms, White Bros., Whiting, Dairymen's League, Bowman, GPEX or GARE). Prices for these cars are 149.95 for the 40' car and 159.95 for the 47' car. These models will come with the correct trucks. Extra trucks will be available, but the exact cost is not known at this time. The deposit is \$25 and these cars will be available through dealers. Expected Delivery is May 1990.

PACIFIC RAIL SHOPS (3205 Helms Rd., Grants Pass, OR 97527) is working on completing the remainder of the 50' boxcar lettering schemes. Incidentally, the NYC herald really is correct. I have pictures of a 40' boxcar



National Type B Trucks from River Raisin

with the same herald. It was used for a few years in the mid fifty's before they went to the Jade Green with the large white, black and red herald.

S DESIGNS (37 Snow Dr., Mahwah, N.J. 07430) has received the 40' boxcars from Ron. I have seen them and they are super. Ron is now using a more opaque white that really stands out. I am sorry to report that the Burlington is sold out. At this time he has less than 10 WM, NH orange car and NH script. Don has bought the remaining inventory of Walp decals from Hoquat Hobbies. These include: C of Ga 40', L& N 40' & 50' (blue), SP 40' (silver w/orange herald), PRR 40', GN 40' or 50' (blue) and a GN 40' (jade green with large goat herald). These are all \$3.00 per set. Don has also received gondola decals for the LV (\$4.25), CR, EL and GT. The last 3 are \$3.50 per set. Don is working on art work for the N&W covered hopper (like the PRR H30), these will be \$3.50 per set. Additionally, Don is also working on NYC passenger decals for the Southwind cars. No price yet on this. The second run of trailer trucks is now available. You can purchase the trailers separately. Also, the auxiliary wheels have been extended so that the trailer will sit level. Again these are the White 3000 cab over engine (COE) tractor and a 30' corrugated tandem trailer. The price is \$20 per ppd. or \$12.50 ppd. for the tractor and \$12.50 ppd. for the trailer. The next truck is a 1953 Ford tandem tractor. The test shots look good. Don is looking for the gasoline or milk tanker trailer that Aurora offered in the 50's. He will trade three copies for the original, so that we can all enjoy the trailer. He is also looking for the 1952 Chevy truck in the series. The EL Geeps are a go and can be still ordered. Due to lack of interest, LV Geeps have been cancelled, only 70% of the run was reserved.

S HELPER SERVICE (2 Roberts Rd., New Brunswick N.Y. 08901) is a new company that will help S manufacturers bring their products to market. They will

do this by pre-purchasing the first run so the manufacturer does not have to put up all the capital. They will have exclusive rights to the project until their investment is returned. The first project will be FA-2's and FB-2's manufactured by American Models. Over 450 of the prototype engines were produced from 1950 to 1956 for 23 different railroads. Orders are being taken for the following roadnames; B&O (as delivered, 4 color) #812 & #812X, C&NW #4103A & #1103B, Great Northern #278A & #278B, Lehigh Valley #580 & #581, Missouri Pacific #3370 & 370B, New Haven (Orange & black w/block NH in white) #464A & 465B, NYC (lighting stripes) 1048A & #3324B, PRR (Brunswick green) #9610A & #9610B, Western Maryland (speed lettering), Canadian Pacific, UP and Undec. All these numbers will be exclusively offered by S Helper Service. Only road names that have sold enough units will be made. Some of these road names may not be offered again by American Models.

These will be priced the same as the GP 9/18's, \$144.95, dummy FB-2's will be \$99.95. The American Flyer (AC) version \$174.95. A \$50 deposit is being taken and delivery is expected this winter. Yes, that is my address, Mike Ferraro started this company and asked me to help.

SOUTHWIND MODELS (P.O. Box 9293, Plant City, FL 33566) is expecting delivery of program B and the three PRR open top hoppers any day. This includes the 6 wheel coach, observation and RPO's. Jettie reports less than 25 combines and baggages are left from program A. The prices of the Pullmans may be going up due to the economic climate in Korea.

3/16th SCALE MODEL RAILROADING — has sent a promotional flyer out to all of our members. The first issue is due in December. Ed is enthusiastic about the response he has had so far. I am looking forward to the first issue.

REVIEWERS' WORKBENCH

by Don Thompson

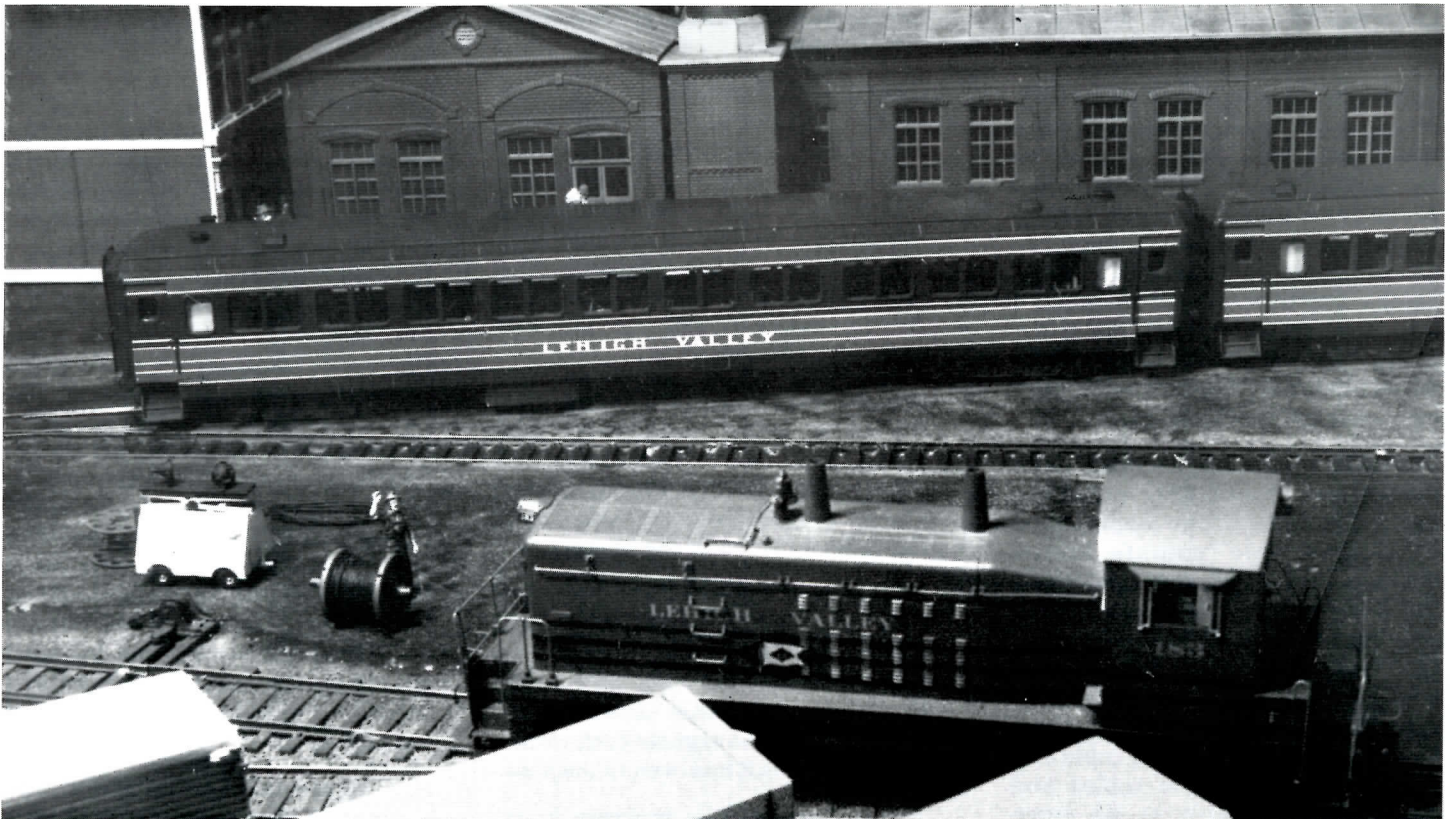
White 3000 series COE tractor truck with trailer (S DeSigns, 37 Snow Dr. Mahwah, NJ 07430, \$20.00 ppd. complete for kit, tractor and trailer are available separately for \$12.50 ppd., direct sales only) The White 3000 series C.O.E. (cab over engine) was introduced in the spring of 1949, features a power lift tilt cab that raises in less than 30 seconds to provide easy access to the engine. These came in several body variations. The trailer is 30' long, has horizontal ribs with tandem axles and can be made with or without a refrigeration unit. This was a very popular length in the 40's and 50's when most truck deliveries were to cities with narrow streets and alleys.

This kit is a copy of a model made by Aurora in the 50's. The parts are made from cast resin urethane. Although the instructions are for the original kit, there is more than enough information to build this modified kit. The one that I built had a minimum of flash. Unlike the original kit, the body was built up less the floor. The trailer's tandem wheels are now pre-assembled. A change from the first run is that you now get two sets of aux. wheels, raised (when attached to tractor) and lowered (so the trailer is level when sitting by itself). The only place I found bubbles from the casting process was in the wheels. These easily filled with contour putty before I painted them. ACC and epoxy were used to attach the parts together. I tack them with the ACC and then reinforce with a long setting epoxy (not 5 min.). The body was painted first before the floor was attached. An interesting thing about a 30' S trailer is that 40' HO lettering looks really good on them (Microscale has a bunch).

The tractor is a bit more complicated. The motor, fifth wheel, fuel tanks, axle and springs have to be added to the frame separately. Fortunately the kit was improved by making the cab a one piece casting. The cab floor is a little tricky to get into place, but the urethane gives just enough to allow it to pop in. Do this after it is painted because it is tedious to take apart once the floor is in position. I am an S vehicle fanatic and I really enjoyed this kit. The one improvement I would hope someday to see would be windshields and windows for the cab. I am looking forward to the rest of the trucks in this series and hope that they can come out with some other new and original trailers.



Bob Werre



Vic Roseman

An Oriental Models Lehigh Valley NW-2 custom painted by Tom Boldt, getting ready to shift a pair of LV passenger cars on Don DeWitt's Module. Vic Roseman spliced the AF Hew Haven cars to make the full length coaches.



INFORMATION: P. O. BOX 17034, PITTSBURGH, PA 15235, (412) 795-7668

NMRA/NASG Joint Convention

by Bill Wade

"If 'S' is to grow, we must stop preaching to the 'S' folks and start talking to the potential converts." We have all heard this. Most of us have said it once or twice. But do we take action? One of the largest assemblies of possible converts is the National Model Railroad Annual Convention; yet finding any 'S' manufacturer's displays at the NMRA meet is almost impossible. There were three displays in Birmingham in 1988; four in Houston this year. Fortunately, next year in Pittsburgh, there will be a drastic change, a joint NMRA/NASG meeting. A chance to introduce 'S' scale to a very large audience.

In an open discussion at Kansas City, a group of dealer/manufacturers discussed several ways to increase the emphasis on 'S' at Pittsburgh and at the same time, retain our 'family' atmosphere. The best way we determined is to arrange all the 'S' booths together. Like the gourmet food aisle in the grocery store; one convenient shopping location! To accomplish this, twelve booths have been reserved for the 'S' area.

The NMRA has many more rules and regulations than NASG regarding the display space. The display area is divided into manufacturer's displays and retail area. Booths in the manufacturer's area are display only, no sales are allowed. Therefore, the 'S' area is located in the retail area where we can both display and sell as we usually do. The booths are 10' x 10' and contain one long table and two chairs. Additional tables and chairs are available at an extra charge. Booth space rents for \$150.00 prior to December 31, 1989 and

\$175.00 after January 1. This fee includes two registrations. Granted, this cost is higher than we are accustomed to paying, but the exposure is many times greater.

The NASG BOT believes that this idea of a united group of 'S' has merit; they backed it with money. NASG will cover half the cost of the first booth (\$75.00) in the 'S' area to help defray the high cost of the booth. The NASG membership booth will be in the heart of the 'S' area since this is the best way to show prospective 'S' folks some of the products available.

The NMRA has no restrictions regarding the number of folks that share a booth. Smaller manufacturers may consider splitting a booth, thereby reducing their costs and increasing the amount of 'S' on display.

Charlie Sandersfeld of Omnicon Models volunteered to provide color-coordinated backdrops and matching signs to those displaying in this area. The price is right — free! Shipping charges will be paid by the NASG as another sign of their support. The professional appearance that this display material will provide will make quite an impact.

Coordination of the 'S' area with the NMRA is being handled by Bill Wade, P.O. Box 561, Seffner, FL. 33584, (813) 681-7326. Please contact him as soon as possible if you would like to be included in the 'S' area.

As tradition dictates, there will still be a swap area in the main hotel for those individuals not interested in participating in the 'S' area. Registration for this area will be handled with the regular convention registration as it has been in the past.

This is a tremendous opportunity for 'S' to grow as we show our wares to many potential 'S' folks. So, make

your plans now, re-vamp your displays, prepare your new products and be ready to put your best foot forward in Pittsburgh as we let out one of the best kept "S"ecrets — "S" is alive and well!!

NASG CONVENTIONEERS

Reserve your rooms at the Hilton NOW. This will insure that we are all in the same hotel at the convention.

Convention Update July '89

Registration

Registration is being handled differently than at past conventions. Rather than offering one fixed registration plan, much of the registration plan will be handled "A La Carte". The basic \$35 fee covers most NMRA convention-site activities: clinics, contests, and the train show at the nearby Convention Center. Separate individual fees will be charged for all prototype tours, layout tours, outside non-rail events, and the banquet. You may attend as many or as few of these activities as your interests permit. Event tickets can be purchased for family members, even if they are not convention registrants.

Transportation To The Convention

By Air Pittsburgh is the headquarters and main hub of USAir, and discount fares are being negotiated with USAir and its subsidiary, Piedmont Airlines.

By Rail Pittsburgh is served by three Amtrak routes, all daily each way: the Broadway Limited (New York-Chicago), Capitol Limited (Washington—Chicago) and the Pennsylvanian (Philadelphia-Pittsburgh.) All will arrive at Pittsburgh's new Amtrak station, which is part of the restored Pennsylvania Railroad station. This magnificent structure is one block from the Convention Center and less than a mile from the convention hotel. Both the station and the hotel are adjacent to stations for the new subway system - and easy connection.

For those with the time and inclination to travel in style, two separate private-car rail accommodations are being planned

by an independent rail-tour operator.

Lodging

In addition to the rooms at Pittsburgh Hilton, which fronts on historic Point Park in Pittsburgh's Golden Triangle, an additional block of rooms has been reserved at the nearby Downtown Ramada Inn and the Westin Wm. Penn.. The Ramada has an onsite pool and health spa, while Hilton guests have privileges at a nearby facility. The Ramada also has rooms with kitchenettes.

It is possible to do "telephoto railfanning" from the front-side rooms at the Hilton: both Conrail and the P&LE pass within view.

Convenient parking is available at all hotels. There is a minimal charge for parking at the Hilton, since this is at a public underground garage.

Tours

General Air-conditioned, restroom equipped tour busses will be used for the majority of the guided bus tours. (Some tours of short distance and modest attendance may use shuttle-type mini-busses.)

Layout Tours Plans are still fluid, but we plan to cover about 25 home and club layouts with the guided tours, with three to four layouts per tour. Layout themes cover a wide range of eras and interests including steam, the steam-diesel transition era, contemporary diesels, and heavy electrics. Most of the layouts have a significant portion of the layout scened. There are four club layouts, including two impressive new layouts in club-owned buildings. In addition, we are planning a self-guided tour of about 10 additional layouts which are either too small or too far from Pittsburgh to accommodate with bus tours. Watch the pages of Model Railroader, Railroad Model Craftsman, the NMRA Bulletin, and the rest of the hobby press for feature articles and more information on a number of these outstanding layouts.

Local Attractions

Many points of interest exist in Pittsburgh's compact downtown area. In addition to those already mentioned in the main brochure, there are the Duquesne and Monongahela Inclines, (leading to a dramatic city view from Mt. Washington), Heinz Hall, The Benedum Center, The Buhl Planetarium and Science Center, and

the Pittsburgh Aviary. Some of these may develop into conducted tours, but they are all interesting and worth seeing. More Non-Rail activities and destinations are in the planning stages.

Maps will be made available for the many downtown-area restaurants, and points of interest within walking distance.

The Pittsburgh Limited 1990

Parking at the Hilton Hotel will be in parking garage across the street from the hotel. Valet parking from the Hilton Hotel is available. Parking will be \$5.50 per day. You will not have in-out privileges. Less expensive parking is available, but much further from the Hilton Hotel. Parking is available for \$2.75 per day at the Station Square Shopping Complex located across the Monongahela River from the Hilton. A short subway ride will take you directly to the hotel. Parking is available across the Allegheny River at Three Rivers Stadium (Where baseball and football games are played) at \$2.00 per day. A ten minute walk will get you from the parking area to the Hilton Hotel (About 1/2 to 3/4 mile). Parking is available on the Monongahela Parking Wharf at \$4.25 per day, a one half mile, 15 minute walk from the Hilton. Parking is available adjacent to the Convention Center at \$3.00 a day. There is essentially no on street parking in the general vicinity of the Hilton Hotel. There are several other parking garages slightly further away from the Hilton at similar rates. Long term parking is available at the Pittsburgh airport at \$8.00 per day. Limousine service is available from the airport to the Hilton Hotel for \$9.00 and runs every 1/2 hour. The Hilton does not have a courtesy van to the airport.

Prototype tours, layout tours, non-rail tours, clinics, fan trips and other activities are still being planned and firm dates and times are not yet available. Information regarding these events will first appear in the March 1990 issues of the NMRA Bulletin and the Ntrak and NASG newsletters.

Inquiries regarding exhibitor and vendor booths for the Train show should be directed to: NMRA Train

Show, C/O Brian Kampschroer, 3962 Brookridge Drive, Mechanicsburg, PA 17055-2103.

We have over 500 rooms set aside and available for reservations by our convention registrants at the Hilton. Send the hotel reservation request form directly to the Hilton. We have virtually the entire Hilton Hotel for our exclusive use for the whole week.

Last day of Convention Trade Show (manufacturers display, Modules, Hobby dealers etc.) is Saturday August 4th.

If You Are Reading This. . .

thank Edward G. Schumacher. We paraphrase the teachers' bumper sticker to make a point about a member who recently made his last run. Ed saw that the original National Association of S Gaugers was foundering in heavy seas without steam and rudderless. The former Merchant Mariner snatched the helm and Shanghaied a crew to operate every part of the ship. As Bob Jackson's recently completed history of NASG clearly showed, the vital, modern National Association of S Gaugers, Incorporated would not exist if Ed Schumacher had not stepped in when he did.

Ed's accomplishments are not limited to NASG. He founded the Potomac Valley S Gaugers Association and served as its first president. He chaired the 1969 Alexandria Convention. His artwork graced the covers and illustrated countless articles in the S Gauge Herald for a decade and a half. His modeling and articles inspired generations of model railroaders.

On October 7, 1989 Edward G. Schumacher died at the age of 66 at his home in Woodbridge, Virginia. He left a wife of more than 40 years, Dorothy, son Kurt, daughter Sherryl, and two grandchildren. And the NASG.

Congratulations

By vote of the Board of Trustee, Morris Berk III of St. Louis, Missouri was elected executive vice president. Moe has been an active member of NASG for over 12 years, and is the coordinator of the American Flyer "S" Gaugers of the St. Louis area.

LETTERS . . .

To: Dick Karnes

Dear Dick:

I could use some help. I am attempting to restore an original train display build by the A. C. Gilbert Co. in the early 1950's. The layout is 8' x 16', with a mountain section added onto the top. I viewed the video tape of the T.V. series that was on once a week that A. C. Gilbert sponsored years ago, and I realized that at least one show had the platforms and own — the New York Central show, stressing passenger trains. My frustration is this, I have asked many people to contact me who might be able to help restore this precious one of a kind piece of toy train history. Sadly, the people I wrote to didn't even have the courtesy to say they received my correspondence. Thus my request, will you please see if there are people who could help me figure out where some buildings were located, what accessories went where, etc. I'd appreciate the help.

The platform is located very near to the TCA Museum & Barr's All Aboard Railroad.

Thanks for your efforts.

Frederick H. Whitley, Jr.

Editor:

Thanks for publishing my letter in the **DISPATCH**. I'd like to update you on the locos that I am now building. I have sent you some photos — I do not know if you can use them or not.

The USRA 0-6-0 will be done as soon as possible. Jan '90? The 0-4-0T's will be done first as the 0-6-0 is taking longer than I thought because I am making all new frames for each loco so I can use the NWSL gear box. So all of those who want one or two I'll get them done and those who have written. To all of those who wrote thanks very much.

I hope you can publish all or part of this letter so everyone knows what is going on. The 0-4-0TS will be done this year waiting on photo etches for each part.

Thanks

Chuck Burns, Jr.

Editor:

I almost laughed out loud when I read in the August NASG "**Dispatch**" that Emporium-Capwell wanted 50 Famous-Barr-style layouts to use this very year. One of the statistics we didn't share last year when we released all of the information about the Famous-Barr layout was that layout took about 1.19 man-years to build, install and tear-down. To that, you have to add the carpentry, which was done by Famous-Barr craftsmen.

Incidentally, again this year, the American Flyer S-Gaugers of the St. Louis Area (AFSGSLA) will be installing the newly improved version of the Famous-Barr layout in the department store's window at Seventh and Locust in beautiful downtown St. Louis, Missouri. The layout will probably go into the window on November 18th and remain there through Christmas. Any S-Gaugers visiting St. Louis during that period of time should plan on viewing the layout.

This year the Seventh Street side has been expanded so the trains are more visible from the western exposure. The plastic structures are being eliminated from the layout in favor of scale models to be built by members of the AFSGSLA. A new mine with a working tippie train will be installed between the second and third levels and an animated lift is being constructed on a new "mountain" on the third level. In addition, hydrocal cast tunnel portals are replacing the Styrofoam ones from last year and a scratchbuilt trestle with bents as high as 90' will take over from the "steel" flyer bridges used on the third level last year.

Famous-Barr has been kind enough this year to allow the AFSGSLA to purchase additional motive power in the form of American Models engines and a Railscope outfit. Famous plans to transmit, via the Railscope, to televisions located outside Santa's "house" located on the seventh floor of the department store. In addition, AFSGSLA has acquired a seven-car set of American Models passenger cars which will be custom-painted and used exclusively on the outer loop of the first level due to some of the tight radii on the hidden, interior return tracks.

The final alteration planned for the layout this year is to potentially lower the whole assembly about fourteen inches. The bottom level sits on eighteen inch risers; this affords a very acceptable viewing level. However, the window at Seventh and Locust sits about eighteen inches from sidewalk level. This puts the bottom level at almost thirty-six inches from sidewalk level. While the wee folk can readily see the first level and most of the second, the third is currently visible only to those over five feet in height. Current AFSGSLA plans call for access holes to be cut out of the superstructure so the carriage bolts which hold the layout together and the wiring will be available. The holes will be covered over with buildings and vegetation.

Garry Evans

Dear Mr. Thompson:

Just a short note to let you know what a really great cover was produced for the August/September issue of The Dispatch.

The subject matter was great, but the added value of color gave it a really extra professional look equal to any cover of any hobby magazine out on the newstands.

I realize the extra cost to produce color and that the photos submitted are not always in color, but it might be suggested that photos submitted and intended for cover consideration be in color. Even though the background is slightly out of focus, the photographer really did a great job.

I would be willing to pay extra dues to offset the cost of continued color covers. I see the day when our Dispatch will take its rightful place on the hobby shop magazine racks letting the rest of the railroad hobby know that we are out there and doing very well thank you and that we are an alternative to the very small and the very large.

A suggestion the AFSGSLA group that produced the cover; put ballast between the ties if possible. The track looks like it's floating instead of being held in place by ballast. White glue and water should not distort the wood ties and still hold the ballast in place and if need be can be taken up again.

Michael A. Sciovoletti



Stan Stokrocki started with a Pacific Rail Shop 50' boxcar and added a plug door from an American Models Insulated boxcar to end up with this model. The service equipment and the photo are by Vic Roseman.



Another one of Stan Stokrocki's modern gems is this scratch built Front Runner. The trailer sports Walthers S Scale decals that are no longer available. Photo by Stan.

Did You Miss Your Chance??

USRA 0-8-0, STD TENDER	\$394 ⁰⁰
USRA 0-8-0, CLR VISION TENDER	\$399 ⁰⁰
NYC 4-6-4, 12-WHL TENDER	\$519 ⁰⁰
PRR F3 or F7 'A' UNITS	\$269 ⁰⁰
PRR F3 or F7 'A-A' PAIRS	\$525 ⁰⁰
D&RGW Sn3 ROTARY SNOWPLOW	\$299 ⁰⁰
Sn3 AUX. WATER CAR FOR ROTARY	\$ 99 ⁰⁰
C&S #74 Sn3 2-8-0	\$399 ⁰⁰
Sn3 MICH/CAL SHAY WOOD BURNER	\$415 ⁰⁰

Satisfaction Guaranteed!

See us at the Fall S Fest and NJ Get-Together

*River Raisin Models now brings you another chance to buy **BRAND NEW BRASS MODELS** originally from Overland. Check out these hard to find values, but don't check too long — quantities are limited...*

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6160 UPPER STRAITS BLVD.
WEST BLOOMFIELD, MI 48033

General Business Meeting

Kansas City, MO

The General Business Meeting of the National Association of S Gaugers, Inc. was called to order at 10:20 A.M. on June 18, 1989 by President Ed Loizeaux. The meeting took place at the Park Place Hotel in Kansas City, MO. Present were 4 members of the Board of Trustees: President Loizeaux, Secretary Jim Kindraka, Western Region VP Lee Johnson and Eastern Region VP Doug Peck. Central Region VP-elect Paul Stevens was also present. Approximately 40 members were in attendance.

The Minutes of the previous general business meeting in New Brunswick were approved as published in the Dispatch. There was no other old business to transact.

The election results were announced. Both Constitutional amendments passed by wide margins and have been included in the Constitution/By-Laws portion of the membership roster currently being mailed to all members. The Board of Trustees for the upcoming year is as follows:

PRESIDENT Mike Ferraro
EXECUTIVE VP Open
SECRETARY Jim Kindraka
TREASURER David J. Davis
EASTERN REGION VP Doug Peck
CENTRAL REGION VP Paul Stevens
WESTERN REGION VP Lee Johnson

The 1988 A/F cars are sold out and the 1989 cars very nearly sold out. Lionel is slated to deliver the 89 cars on July 1st. They will be the first to come with the new, updated coupler. The car for 1990 is under consideration and several suggestions were made by the membership. The Contest Committee reported that a procedures revision was underway. It is targeted to be complete in 1990 and in effect for the contest at the annual convention in 1991. The committee also encourages the use of manufacturer donated prizes for contest categories as a way of increasing model contest entries.

The Convention Committee thanked the Heartland S Rails for a fine convention in Kansas City. The next 2 convention sites have been set for Pittsburgh in 1990 (joint with

NMRA) and Syracuse, NY in 1991. Bids are now being accepted for 1992 and beyond. A new volunteer has been found to continue as Convention Committee Chairman.

Dick Karnes has previously announced his retirement as Dispatch editor. His last issue will be in August. Don Thompson has volunteered to handle the October issue but a new editor is needed to carry on beyond that time. The BOT voted a \$1000.00 annual honorarium for the future Dispatch editor. The stipulation is that the editor must attend and report on the annual convention to be eligible for the honorarium. Outgoing President Ed Loizeaux issued his annual statement that he would like to see more A/F articles in the Dispatch.

The BOT has also endorsed a plan to combine the A/F Enthusiasts and A/F Car Committees into a single committee with Doug Peck as chairman. The committee will handle A/F car projects and work toward providing at least 1 A/F article for each Dispatch issue.

The Standards Committee has had no activity within S scale this year. All activity has been concentrated on NMRA which is moving to accept NASG's track, wheel and modular standards in total. Ed Loizeaux will attend pertinent meetings at the upcoming NMRA National Convention in Houston to lobby this issue. Members requested that, if possible, NMRA's ballot indicate the standards are "NASG's numbers" so there is no confusion during voting. The membership also asked the feasibility of producing 3-point track gauges since none are currently being produced. Rail sizes needing coverage would be Code 70, 83, 100, 125 and 148.

It was reported that the Brass Car Committee expects prices, quantities and version information on a Milwaukee Road horizontal ribbed car from Overland Models within 90 days.

A plastic back-up may be an alternative if brass cannot be worked out. The Special Projects Committee investigated a suggestion that NASG stockpile brass models for future availability. After study, the idea was not deemed feasible and was dropped. The committee also worked successfully to interest Microscale in producing S scale decals and is now working as a clearing house for S decal information. There was some discussion that the decal selections made by Microscale did not represent main-

stream interests or available products. The membership requested NASG consider funding a comprehensive product and marketing survey to make pertinent information available to manufacturers.

Promotion Committee projects have been slow to get off the ground in the past year. Currently promotional signs are being prepared for use at the Houston NMRA convention. The Video Committee has been inactive. The membership discussed the many possibilities for video use; promotion, instructional and/or recreational. No direction was given for further work, however the general consensus was not to disband the committee.

A round of applause was given in appreciation of the outgoing officers' (Ed Loizeaux, Don Thompson and Tom Hawley) service. In calling for members to send ideas to the BOT and committees, it was also pointed out that most of the work was still being handled by a very few people. More people are needed to volunteer small amounts of time to continue the organization's varied projects.

During the Voice from the Floor a brief outline of future plans for S Scale Loco & Supply was given. The new owner, Bob Hartzell will handle manufacturing; marketing will be done through Russ Downs of Ace Model RR and John Bortz will serve as a technical consultant. Some concern was expressed about the Contest Committee's recommendation of contest merchandise prizes. This practice has caused some hard feelings in past contests. The committee will take these concerns under advisement.

In his closing statement, Ed Loizeaux urged a big turnout for the Pittsburgh joint NMRA/NASG convention. He felt it presented a unique opportunity for the display and promotion of S. A motion was made and the meeting adjourned at 11:15 A.M.

Respectfully submitted

The election results were announced. Both Constitutional amendments passed by wide margins and have been included in the Constitution/By-Laws portion of the membership roster currently being mailed to all members. The Board of Trustees for the upcoming year is as follows:

James Kindraka
Secretary

HELPER SERVICE



T. D. KERNS, Supt. WAYNESBURG, PA.

GREAT NORTHERN
EDMONTON

QUINAULT & DUCKABUSH RY.
"The Quick and Dirty Way"
ROUTE OF THE "BIG W" FLYER
More American Flyer than should be on 4x8
ART HAMILTON
9435 Tacoma Ave. S., Tacoma, WA 98444
(206) 537-2169

Have you worked
on your module
this week?

**PORT
HURON &
NORTHERN**

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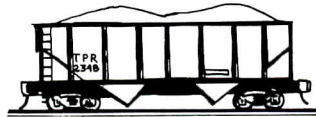
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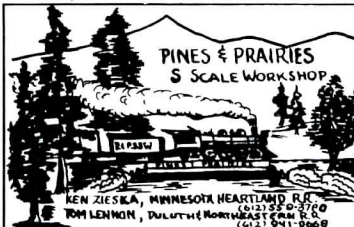
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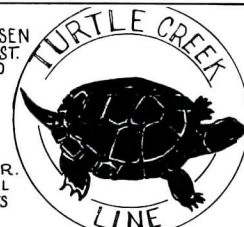


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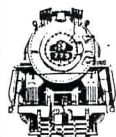
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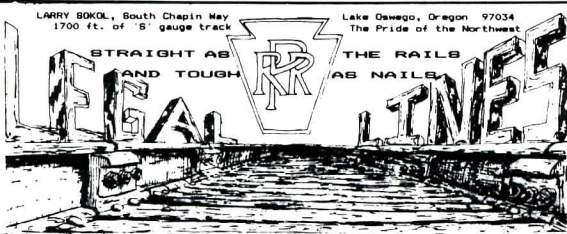
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The Inside Track On RailScope™

The High Tech Miracle.

RailScope from Lionel has been heralded as the model railroading breakthrough of the decade. In fact, some call it a high tech miracle.

In the midst of the enthusiasm RailScope generates, there has been a great deal of curiosity about its ability to operate on conventional train layouts. So in order to dispel all previous misconceptions, here are the facts.

How Does RailScope Work?

RailScope, a self-contained video camera system is powered by a pair of 9-volt batteries, and uses the railroad track to transmit a digital signal from the locomotive to the receiver unit. Thus, since it doesn't require track power, RailScope will transmit a picture even if there's no power applied to the track.

RailScope is not difficult to hook up. All the instructions are included in your RailScope package. And nothing beats the feeling you get when you turn on the system and take your very first miniature train ride. It's unlike anything you've ever experienced before.

Operating RailScope On A Conventional Layout.

RailScope can function on HO, S Gauge, O Gauge, and Large Scale layouts. All it needs is a continuous path for the signal. Just bridge any insulated blocks you may have on your layout by installing a capacitor across each one. This allows the signal to flow freely while maintaining the integrity of your present blocks. It doesn't affect your normal train operation.

How RailScope "Sees."

RailScope is equipped with an electronic iris feature that operates just like the AGC function on a full feature video camera unit. It automatically allows more light into the lens in darker areas, and less in very bright areas. Extremely dim conditions, like tunnel interiors or shaded basement corners, are too dark for a good RailScope picture. You may want to add to or adjust your lighting in areas that you want to be brighter. RailScope works on any modern television, but smaller picture screens show somewhat sharper images.

How To Get Optimum Performance From RailScope.

It's important to note that the quality of the RailScope picture is

dependent upon a good, clean signal. An interruption in the picture could be nothing more than the result of dirty locomotive wheels or track, weak electrical connections on the layout, poor conductivity between sections of track, or uneven lighting.

Your transformer produces electronic "noise" that must be suppressed. The capacitor and two inductors that come with RailScope can be wired between your transformer and the track to minimize interference.

Of course, RailScope isn't able to defeat all the causes of interference that are produced. For example, a momentary picture flutter will occur as RailScope travels over switches. This is perfectly normal, as switches interrupt the signal for a split second.

It's also important to note that you can operate RailScope even when your layout power is turned off. Its transmitter (locomotive camera) battery life is about 45 minutes to an hour and its receiver (stack of lumber) battery life lasts 3 to 5 hours. Switches on both RailScope components allow you to shut off power when the system isn't in use.

There is a way to get extended battery life with your RailScope. All you need is our free battery holder, which hooks up to any RailScope locomotive and holds 6 "AA" size batteries. It extends the RailScope locomotive battery life to 3 or 4 hours, and can be hidden inside a freight car traveling behind RailScope.

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