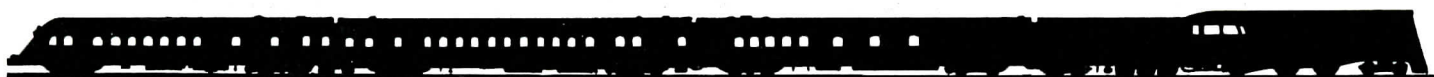




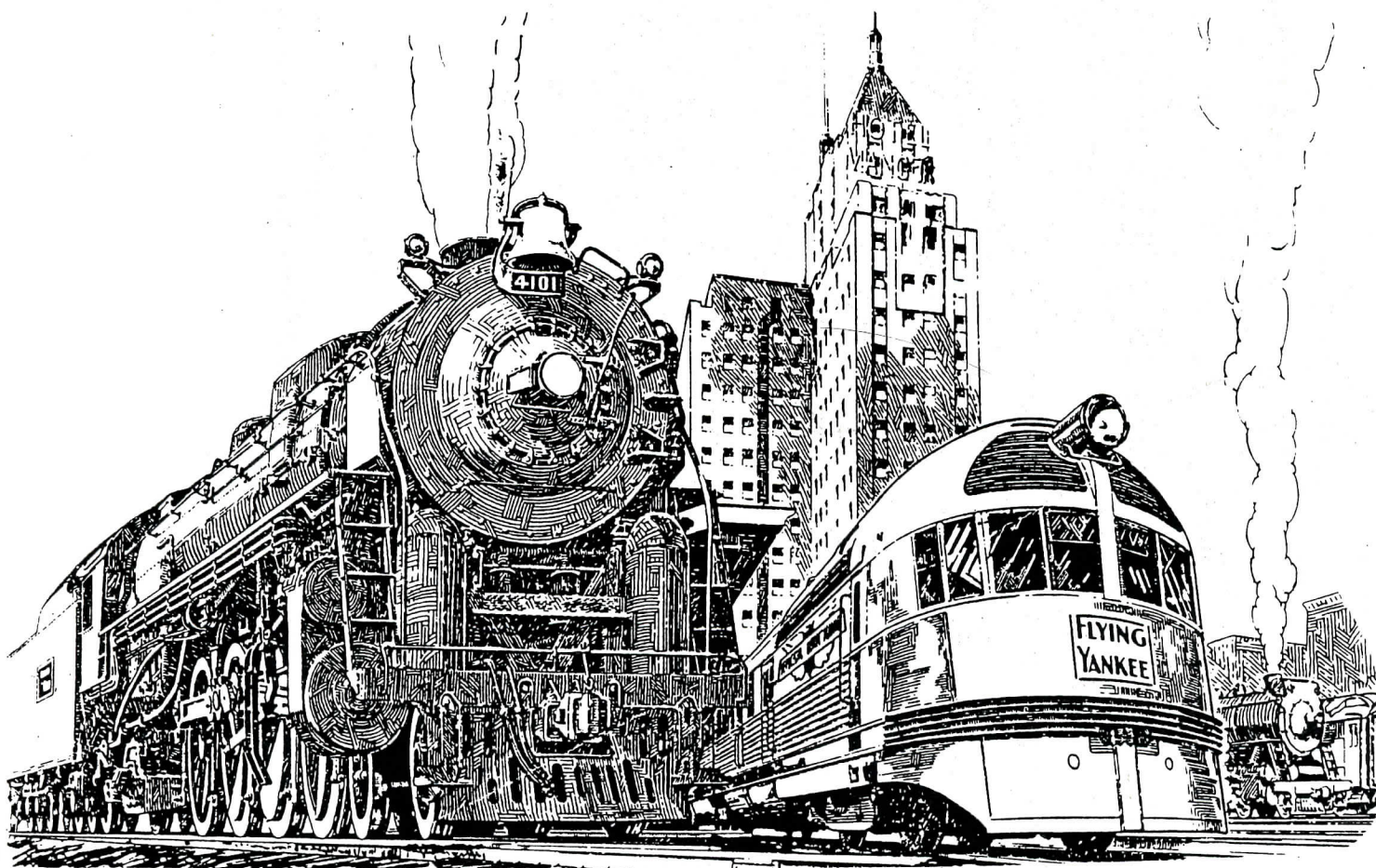
June/July 1990

Vol. XIII No. 3

DISPATCH



BOSTON & MAINE RAILROAD



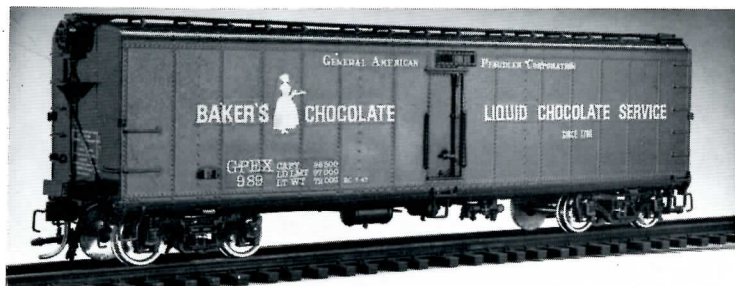
North Station, Boston, Mass. circa 1935

Credit - Donald G. Hills - Wilmington, Mass. 01887

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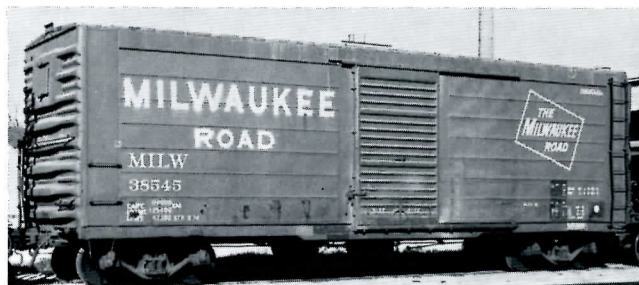
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NASG DISPATCH

Official Publication of the NATIONAL ASSOCIATION of S GAUGERS

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

Russ Collman
212 Lincoln Street
Denver, CO 80203

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

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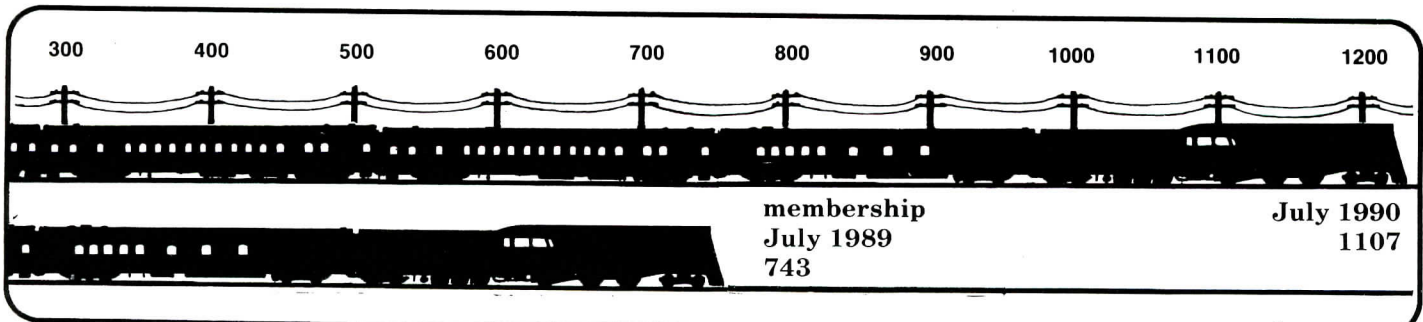
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COVER

Boston & Maine Railroad — North Station, Boston, Mass. circa 1935. *Donald G. Hills, Wilmington, Mass, photographer*



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PRESIDENT'S MESSAGE...

I WOULD LIKE TO START off my column this time by thanking my supporting cast in running the National Association of S Gaugers. This first year as president of the association has proven to be quite an experience for me. With the previous editor leaving, I had to quickly fill a big gap, and I am pleased with the job Russ Collman has done for us. So, my first thanks goes to him for a job well done.

Along with this, I have to thank Don Thompson for the Trade News & Views column, Kent Singer for his one-night projects, Doug Peck for his American Flyer articles and for handling the A.F. Car Project, which has been a great success.

Also, many thanks to all of those who have written articles for the *Dispatch* this year. Oh yes, special mention must go to my good friend Don DeWitt for all his efforts as Membership Chairman and Modular Committee Chairman, as well as for his Decal Column for the *Dispatch*. Don, you have done a great job this past year, and many thanks for all your efforts.

Thanks also go to a new member of my staff, Dave Baily, for being chairman of the Clearinghouse and to John Craft for being Promotion Chairman and Charlie Taylor for taking care of advertising in the *Dispatch*. Gentlemen, your efforts for the NASG have been great, and all of the members of this organization are grateful for the volunteer time you expend to help run this fine organization.

This coming year for the NASG will prove to be a challenge, also. I need one more good volunteer to help out Don DeWitt with regard to processing membership. Now that our organization is over 1,000 members, Don really needs a hand in processing membership renewals and new members. This is no small task, taking care of membership processing. If I do not find an able body to help Don, I will probably request from the Board that we hire a secretary. This individual will have to be paid in some manner if no volunteer is found. So, gentlemen, do I have someone out there willing to help us out?

If you feel so inclined, please write or call me with regard to this matter.

Finally, as summer approaches and we pack our bags for vacation, I wish everyone a safe and happy summer. I hope to see many of you in Pittsburgh at the joint NMRA-NASG Convention. It certainly promises to be some event.

Very truly yours,



Michael R. Ferraro,
President

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Car Identification Idea

A proposal for the S-Mod System or
Car No. LNE 13287 Where are You?

By Don Thompson

During our last Fall Get-Together we had an interesting sort of operational problem. We had a long string of empty hoppers that were being routed to the coal fields of Mike & Marge C's single track modules at the eastern most terminus of Don D's East Grand Arbour. I was acting as dispatcher at that time and was surprised when the owner of the hoppers requested it to be a unit train.

Although it is now quite common for the prototype to have unit trains especially coal trains, I was curious to find out the reasoning behind this request. The owner of the hoppers told me that he had not had time to identify each of his cars with a little sticker and he was afraid that they might get mixed in with all the other American Models open top hoppers that were on the layout. This seemed to be a reasonable request at the time, but I realize now that if the train was broken up, problems could occur. It is almost impossible to be responsible for a request like this once the train is out of your division and maybe 100 feet away.

As I went down the line informing all the train operators of this special unit train, I found that Don D had already identified his equipment with the little Avery colored dots and then put his initials on them. I thought about some tiny labels that can be computer generated and placed on the bottom of each car. But, these labels are difficult to get off and when they are pried off, leave a residue that is difficult if not impossible to remove. Mike C, said that he and Marge put a little paint on one of the car axles. This sounded like a real good idea.

For this to work for everyone, some organized system would have to be devised otherwise, people could be using the same colors to mark their cars. When one thinks of all the people that have S equipment to operate on a module, more than one color would have to be put on the axle to identify the car as yours.

I called Vic R, and asked him about this idea. As usual, he helped to make this idea more succinct. He imagined the axles looking like resistors and the

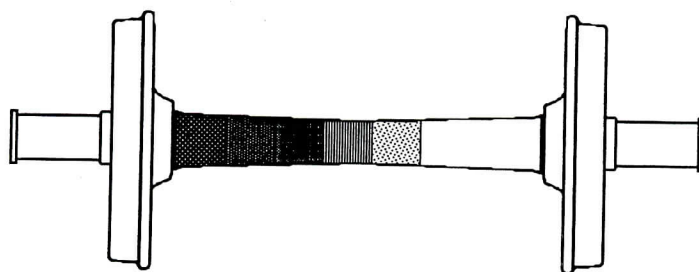
color code that they use to identify the resistance. He also had the suggestion of using paint markers to do the deed. This would be less of a mess than bottled paint and if a club were to by the ten paint markers needed for all colors, members could mark cars at meetings, shows, or even borrow them if they had a bunch of cars to mark.

If we used the same ten colors that the resistors used, then a person could then use their NASG membership number to know exactly what colors to put on their axles. The first two digits are the year you became a member and the next three are the number of members that signed up before you in that year. Also, your voting region (E, C or W) and your contest status (A, C or M) are included.

This would leave the exact method of labeling the cars open for debate. If we used five bands of paint on an axle (preferably an inside axle) and ten different colors, we would have enough possible numbers for 1,000 combinations (or members) per year joined. We would use the same code that the resistors use with one change. Silver and black should not be used because the majority of all axles are either silver or black. We would substitute gold for black. The code goes as follows:

Color	Digit
Gold	0
Brown	1
Red	2
Orange	3
Yellow	4
Green	5
Blue	6
Violet	7
Grey	8
White	9

My membership number is 82E001 and my color code would be Grey (8), Red (2), Gold (0) Gold (0) & Brown (1). Not only could you then find your cars, but anyone with a NASG membership list would know who's cars were left behind.



**Proposed Color-Coding System
Representing Five Digits**

A PROPOSAL *Continued...*

Although this numbering system may seem to be a little complicated, I cannot think of an easier one — except to have everyone scratch their name into the bottom of their cars. I think that once this proposed system is tried, it would be an exacting way to identify all equipment, including vehicles and scenery, such as “Who’s

Hot Wheels 1940 Ford is that?”

Getting back to LNE Car No. 13287. This is an American Models offset style open-top hopper which was found left over at the 1986 Fall Get-Together. I have yet to find the owner. Maybe if the owner had used this proposed identification system, I could return it.

Does anyone own this car?

THE NORFOLK & WESTERN covered hopper (below) is a handsomely finished River Raisin car, lettered with S DeSignS decals. The photograph was submitted by Don DeWitt.

PHOTO BY BOB WERRE



FRUIT-STAND CONSTRUCTION

From the "S-Train Rail"

Publication of the Inland Empire S Gaugers Association — Spokane, Washington

OVER THE LAST SEVERAL YEARS the scenery on the Tinplate Road has remained pretty much the same. The basic plaster over screen-wire (the accepted method way back when), left many bare hills and valleys. Lately, I decided to change some of this and scenic an area about a foot wide by about three-feet long.

What to do?

First, some [of the] hill along-side the track had to go. Then, the cement-block viaduct bringing the track down into Riverton had to be matched on the other, or hidden, side. A fairly flat (?) area remained, and since Washington [state] grows lots of apples (Alar-free), I decided to fill the space with an apple orchard. Having noticed that many orchards that border highways sell the fresh fruit [as well as apple cider and other farm produce], a fruit stand ... along the road leading from Riverton, at the end of the orchard, was decided upon. I don't know if you can use a fruit stand on your layout or not — but we are going to give you instructions and plans on how I constructed one.

First, the materials needed: First, a Finest-Kind Models No. 102 False-Front Store.* I was given mine by Gale Irwin, a Los Angeles S-gauger of note. You will have to buy yours.

Next, you will need [1] some $\frac{1}{16}$ -inch thick $\frac{1}{8}$ -inch-space scribed sheet, [2] some $\frac{1}{16}$ -inch-thick $\frac{3}{32}$ -inch-spaced scribed sheet, [3] some $\frac{1}{16}$ -inch $\frac{1}{16}$ -inch-spaced scribed sheet, [4] some $\frac{1}{32}$ -inch plain basswood sheet, [5] a length of $\frac{1}{16}$ -inch wood angle stock, [6] $\frac{1}{32}$ -inch by $\frac{1}{16}$ -inch stripwood, [7] a length of $\frac{3}{32}$ -inch square stripwood, and [8] some ordinary writing paper.

First, complete the FinestKind False-Front Store, with the exception of putting on the aluminum roof and one window. Instead, you will add an interior door on the side where the extension is added. Cut a door opening in the side of the kit 7-feet high by 3-feet wide, about in the center of the side. Frame the opening with $\frac{1}{32}$ -inch by $\frac{1}{16}$ -inch stripwood, leaving a gap of 6 inches at the bottom to accomodate the floor of the extension. Paint this side as it will become an interior wall.

You will see that the kit makes a "cute" little structure, but it is quite small, measuring only 3 inches in length by 2 inches in width and height. To this we are going to add a side extension. From the $\frac{1}{16}$ -inch thick $\frac{1}{8}$ -inch-space scribed sheet cut a piece 18 scale-feet long by 8 feet. You have a big decision to make here. Will you run the scribing horizontally or vertically? I ran mine horizontally to contrast the board-and-batten siding of the kit. Cut an opening in the center for the window that you didn't use in the kit construction. Glaze it. This is our back wall.

From the same sheet, cut another piece 18-scale-feet long and 10-feet high. From the top, measure 3 feet, and from each end, measure $3\frac{1}{2}$ feet, and cut this out, giving you a door opening of 7 feet by 12 feet. Be sure all cuts are square.

From the same scribed sheet, cut one end 8 feet wide by 10-feet high on one end and 8-feet high on the other end. Make sure the scribing runs the same way as on the front and back, and that the scribing shows on the outside.

You are now ready to start the assembly. Fasten the end to the front and back pieces, using some $\frac{3}{32}$ -inch stock to reinforce corners on the inside. Keep reinforcement $\frac{3}{16}$ -inch from the bottom of the sides and ends to allow the floor to fit.

Now, you should be ready to fasten the end to the front and back pieces, making doubly sure everything is square. After the glue has dried, and your front, end and back assembly is strong, cut the floor from the $\frac{3}{32}$ -inch scribed sheet. Fit this between the just-completed three walls and the door side wall of the false-front store. Cut the floor so that $\frac{1}{16}$ -inch extends beyond the front opening. Secure the floor to the three walls, the top of the floor being a scale 6 inches from the bottom of the front side and back. Now, fasten the entire assembly to the side of the FinestKind kit. The front should offset from the kit by 16 scale inches and 20 scale inches in the back. In fact, the front and back should just fit inside the battens on the side of the FinestKind kit, so the above figures may not be quite right.

Next, cut from the $\frac{1}{8}$ -inch scribed siding the

Continued —>

FRUIT STAND *Continued...*

short end that shows above the roof on the false-front store. Cut to fit by trial and error. Now, make the interior door from $\frac{1}{32}$ -inch sheet, making the height from the top of the floor to the top of the door opening. An escutcheon pin will make a fine door knob. I fastened my door partly open. Now, paint the interior of the building.

You can now add the roof to the extension. Make the roof from a $\frac{1}{32}$ -inch plain sheet, so that it overhangs the front, back and sides by $\frac{1}{8}$ inch. From ordinary paper, cut strips $\frac{3}{8}$ -inch wide, and cut slots about $\frac{3}{16}$ inch to represent shingles. Fasten these strips to the roof, exposing about $\frac{3}{16}$ inch for each strip. This makes a fine looking shingle roof.

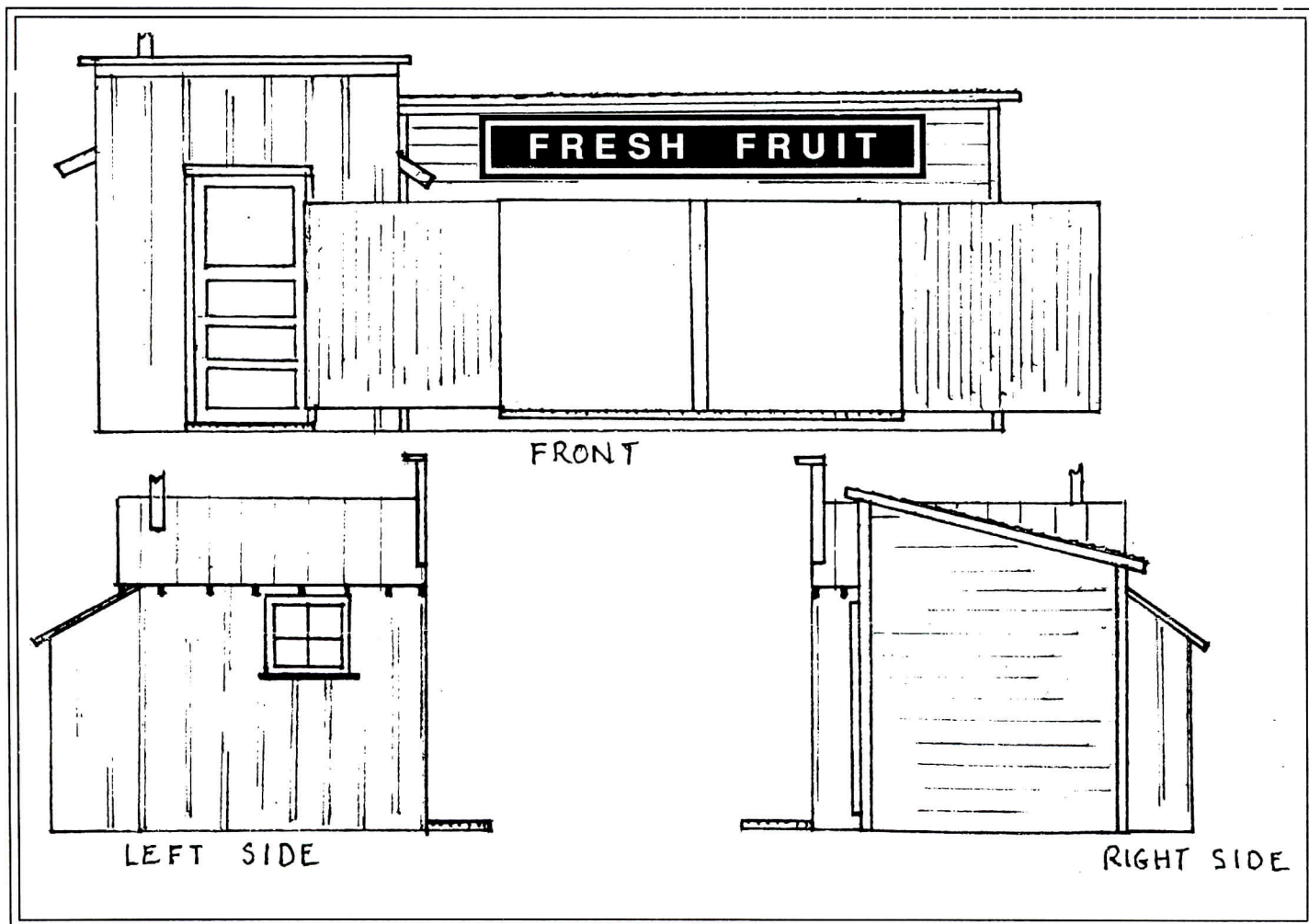
You now frame all the corners with $\frac{1}{16}$ -inch angle stock. The angle reverses on the inside corner from the way it is positioned on the outside corner. Add $\frac{1}{32}$ -inch by $\frac{1}{16}$ -inch trim under the eaves of the front and back. Now, you have to cut and fit the aluminum roof of the kit to your false-front store. Carefully cut this to fit snugly to your extension roof. Drill a hole in this roof, and add the smokejack at the appropriate spot.

If you like, you can now detail the interior

of the stand. I made tables, boxes full of scale apples and oranges, sacks of potatoes and navy beans painted green, with stripes, to represent watermelons. I even made a refrigerator to place along the back wall.

Just a few things more... Halfway between the opening in the front wall, install a $\frac{3}{32}$ -inch-square post. Finish painting all the outside walls, and stain the shingle roof. Now, cut two doors from $\frac{1}{16}$ -inch scribed sheet. Cut to fit the opening height-wise and one-half the width of the opening. Run the scribing up-and-down (like wooden-car siding). On the unscribed side, frame-in the "Z" shape with $\frac{1}{32}$ -inch by $\frac{1}{16}$ -inch stripwood. Paint and fasten to the opening, with the doors open and the scribing showing. All that is left is to place the sign (or signs) on the building. I used $\frac{1}{32}$ -inch by $\frac{1}{4}$ -inch stripwood, painted white and lettered with dry-transfer lettering. You are now in the fruit business (or whatever), and you didn't use a lot of space.

* In the West or Midwest, this FinestKind kit can be obtained from Scenery Unlimited, 7236 West Madison Street, Forest Park, Illinois 60130, or the S-Scale Connection, 250 Broadway, Denver, Colorado 80203.



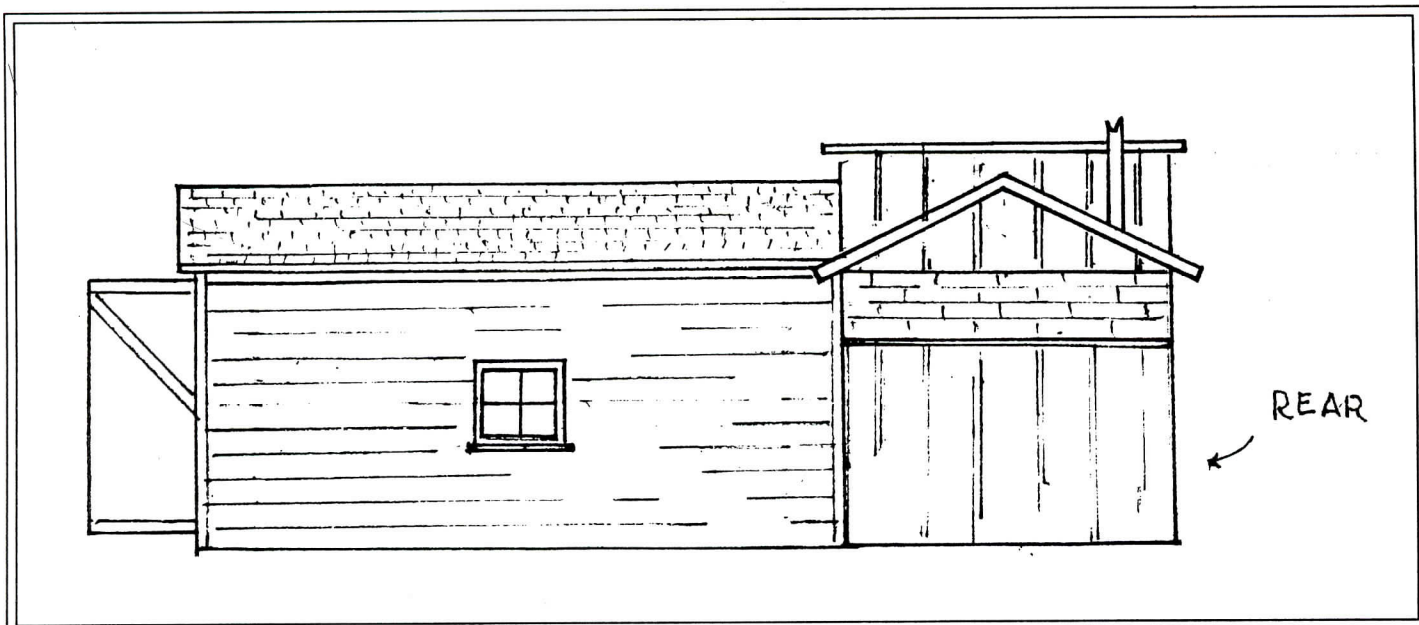


PHOTO BY BOB WERRE

THE VIEW ABOVE portrays the Houston S Gaugers participating in a recent annual one-day event, called the "San Jacinto Jamboree." The event was held March 3, 1990, and the organization's modules were featured this year.

Some reworked track and several new structures were added since last year's NMRA National Convention. The new four-foot modules are being built, and more sections are planned.

After the train show, many Houston-area home model railroads were open for guests. Bob Werre's layout was open for about 6 hours of continuous running. Several members helped with the operation and kept the trains running. New items added this year were (1) the installation of a "Dynatrol" carrier-control system, and (2) the completion of track-laying for the road's main yard.

Short - and - Easy

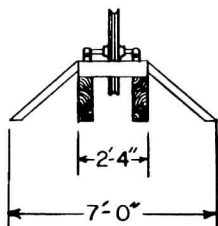
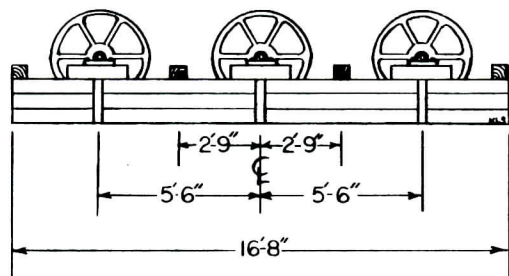
BY KENT L. SINGER

~~~ SHIPPING SHEAVES ~~~

THE FALL GET-TOGETHER, put on by the Central New Jersey S Scalpers, is one of my favorite gatherings to attend.

I rank this Fall Get-Together just one notch below the annual NASG Convention. Besides meeting a number of my friends there, catching up on new products and seeing a lot of models and modules, it is also an opportunity to pick up a few **SHORT-AND-EASY** project ideas. I spied this load of three sheaves, with their pillow blocks (pillar bearings), on a narrow-gauge flatcar. And I was successful in getting the builder, Bob Dexter, to send me a sketch and a few construction notes on it. Thus, our thanks go to Bob for this project.

SHIPPING SHEAVES



DIAGONAL BRACES – 3" Square x 3'-1" Long
ALL ELSE – 6" Square
PILLOW-BLOCK SUPPORT – 24" Long
SHEAVE and PILLOW BLOCKS –
GRANDT LINE # 5091 - Plastic
GRANDT LINE # 6091 - Brass

Although appropriate for a narrow-gauge car, one load does not quite look right on a Rex or converted American Flyer flatcar, so I built two of them. The assemblies go together quickly and easily — the two of them only took about an hour to complete. Since the wood is left in its natural state, and the Grandt Line castings are gray plastic (similar to primer paint), I do not consider it necessary to paint anything. The most difficult part of the whole project is to order the castings — No. 5091—Plastic or No. 6091—Brass. They come as a set, with two sets in a package. If you are going to build two loads, you will need three packages.

Start by separating the sheave and the pillow blocks from the casting sprue and cleaning off the flash. Part of the casting sprue looks like it might be suitable for the shaft. I chose not to use it (for no good reason) and used some Grandt Line .050-inch styrene rod instead.

Set the castings off to the side, and start cutting the 6-inch-square wood. A NorthWest Short Line "Chopper" really helps here.

Each load requires:

6 6"-square by 16'-8"-long mainframe pieces.

6 6"-square by 24"-long pillow-block supports.

4 6"-square by 2'-4" crossies.

6 3"-square by 3'-1"-long diagonal braces.

Glue the two mainframes together and add the pillow-block supports. I used a yellow carpenter's glue for this, but white wood glue will no doubt work. Then add the crossies. While these are drying, assemble and glue the sheaves, shafts and pillow blocks together, using a styrene solvent such as Tenex.

Next, glue the sheave assemblies to the mainframes with Ambroid glue (or something similar). While the assembly is drying, cut the diagonal braces. Using the wood glue, add the braces to the assembly, and the project is ready to mount on a flatcar, in a gondola, or it can be set on a loading dock.

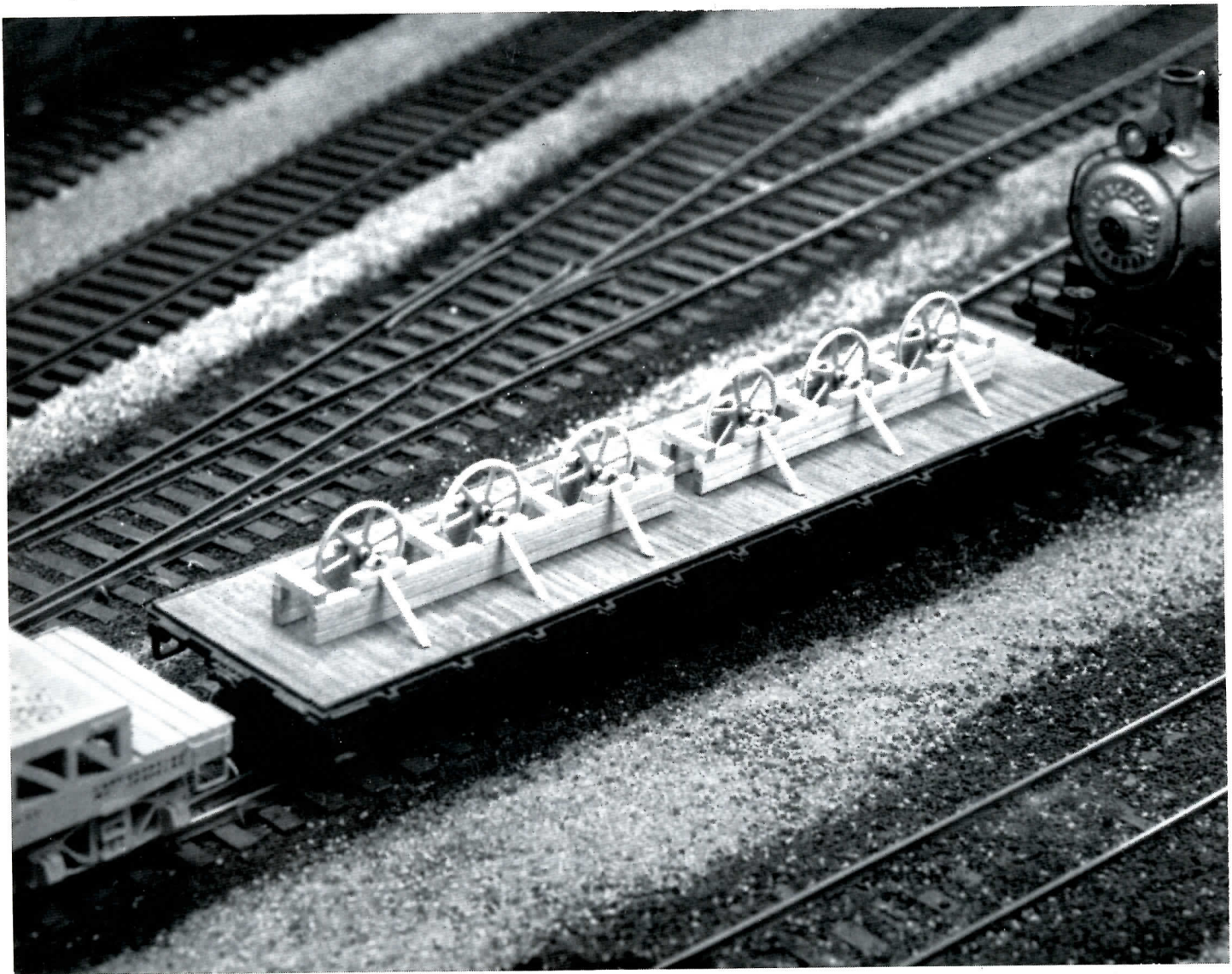


PHOTO BY BOB WERRE

SHIPPING SHEAVES — *The above photograph illustrates Kent Singer's 40-foot flatcar with a load of shipping sheaves. The article on the preceding page describes the construction of this interesting load for an open-type car.*

GOT AN IDEA?

PERHAPS YOU HAVE created some detail to place along your right-of-way, something to set on a loading dock, dress up a building, etc., etc.

We are always looking for fresh projects. If you would 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 (or as a weekend project). You need not worry about drawings or photographs. We can do the drawings and have photographs taken. All that is necessary is a sketch of the project, with some dimensions, a list of the materials used and a *short* description of how to build it.

Submit your ideas to...

SHORT-AND-EASY
c/o Kent L. Singer
105 Highland Drive
Baldwinsville, NY 13027

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COPIES OF ARTICLES that have appeared in the *NASG DISPATCH* may be obtained by members, upon request.

To order a copy, the following should be sent to the NASG Copy Service, c/o Kent L. Singer, 105 Highland Drive, Baldwinsville, New York 13027.

1. The name or description of the article.
2. The volume and issue number which contains the article.
3. A large stamped self-addressed envelope.
4. Your NASG membership number.

Until such time as the volume of requests becomes large, there is no charge or fee for this service.

Unfortunately, at the present time, neither a listing, nor an index of the articles exists. In cases where the specific article and/or issue is unknown, research will be undertaken only as time permits.

If you are willing to help create and maintain a listing or index, your assistance will be greatly appreciated. Please contact the Service Committee at the above address.

INSTALLING "ONBOARD" COMMAND CONTROL IN S-SCALE LOCOMOTIVES

BY JOHN H. LONG, JR.

WHAT A SURPRISE on last Christmas, to find a gift of "Onboard" Command Control equipment to get started on a new phase of modeling.

My one son, an electrical engineer, and I had often discussed the desirable characteristics of a control system. He and the rest of my family put their resources together for a "starter" set: a 10-amp mixer, two keypads and four 2-amp throttle and sound units — two steam and two diesel.

Onboard, for those who do not know, is a form of carrier control which uses the rails to carry instructions to the throttles mounted in each locomotive. Rail polarity is immaterial. The keypad is the hand-held controller governing speed, direction, and when equipped with a sound module, the bell and whistle. The keypad is connected to the layout via stereo plugs placed strategically around the layout. What I like is that each engine is independent of all others, which means that operation can be more realistic — including collisions!!!

Each locomotive has a throttle module and a sound module. The throttle is the signal receiver that controls speed and direction. Sound modules are connected to the throttles, so that the engine sounds are synchronized with the speed. This is very nice system. Problems that I encountered are unique to my layout, and even then, Bob Keller, president of the firm that manufactures Onboard, did all he could to help. After several letters and phone calls to Mr. Keller, we found the remedy to our problem. I will cover that in a later installment.

After reading the instructions, and having read various articles in the trade magazines, I thought there should be no trouble — considering the added space available in S-scale equipment when compared with HO scale, for which it apparently is designed. Well, that thought was not entirely true, especially for a Rex Mogul and an American Models EMD FP-7 diesel. As it turned out, the space in the Mogul's tender was not so large, and the drive mechanism of the FP-7 takes up a lot of the interior space. The easiest was an American Flyer ALCO PA-1 with an

Omnicon conversion, because the drive shafts are below the floor, making lots of space available in the cab.

Let's start with the ALCO PA-1...

My first move was to rewire the layout to conform to the suggestions in the Onboard instruction book. We will talk more about layout wiring later. Suffice to say the system recommendations call for a larger-gauge wire to carry signals; however, few — if any — blocks are required. So that I could operate during the transition, I added a switching device to allow me to use my old system, or the new one once it became functional. I will permanently wire this switch into the system so that visitors can operate their equipment.

After we finish installing the throttles, we will briefly discuss the unique portions of the control system.

Before attempting installation of the throttles or sound units, I read all the instructions — several times. It helps to know the background of the design and the wire color coding, for instance, without having to look at the book every minute. Also, the emphasis on a good speaker box is not misplaced. Depending on where you mount the speaker, you could use a paper cup, a piece of tubing, or the cap from a medicine bottle. In fact, a prescription bottle might be ideal.

Because a PA-1 conversion unit uses a single gearbox, with the motor at the rear end, there is room to put all the components at the front of the unit. First, I removed the front power truck. With care, I pressed out one of the pins in the universal joint. I took out the smaller one nearest the gearbox. That gave me the most working room. I unsoldered the motor lead — since this is replaced anyway — and took out the screw holding the truck. Be careful not to lose any parts!

I trial-fitted all the components on the floor and discovered that the truck-mounting screw intruded into the space, preventing the throttle from sitting firmly on the floor. I formed a small brass bracket to raise the components to clear the screw. Dimensions are not critical, but I made

mine $1\frac{1}{2}$ -inches wide, and shaped like an "L" — the long side $1\frac{5}{8}$ -inches long and the stub $\frac{5}{32}$ -inches high (see Figure 1). The front corners must be trimmed to clear the floor mounting posts.

PART II...

Installation in a Rex Mogul

Now, after experiencing the thrill of seeing and hearing the results of the system, as we discussed

in Part I, I could hardly wait to try a steam-locomotive installation. I have a Rex Mogul — a 2-6-0 — which seemed to have plenty of room in the tender. So, I took the shell off the deck and started to fit the components on the deck. Then, the sad truth hit me! The tender really is not so big when you deduct the space taken up by the slope sheet.

I drew a pattern of the floor and measured the height required. **AHA!** I decided that if I took out the slope sheet and smoothed-up the sides, I could mount all the components in the tender, and the speaker could face up and out of the coal pile.

Using a Dremel tool, I drilled a series of holes around the area to be removed. Then, using the grinding burrs, I machined off all the unwanted metal. This left a large hole in the front of the tender.

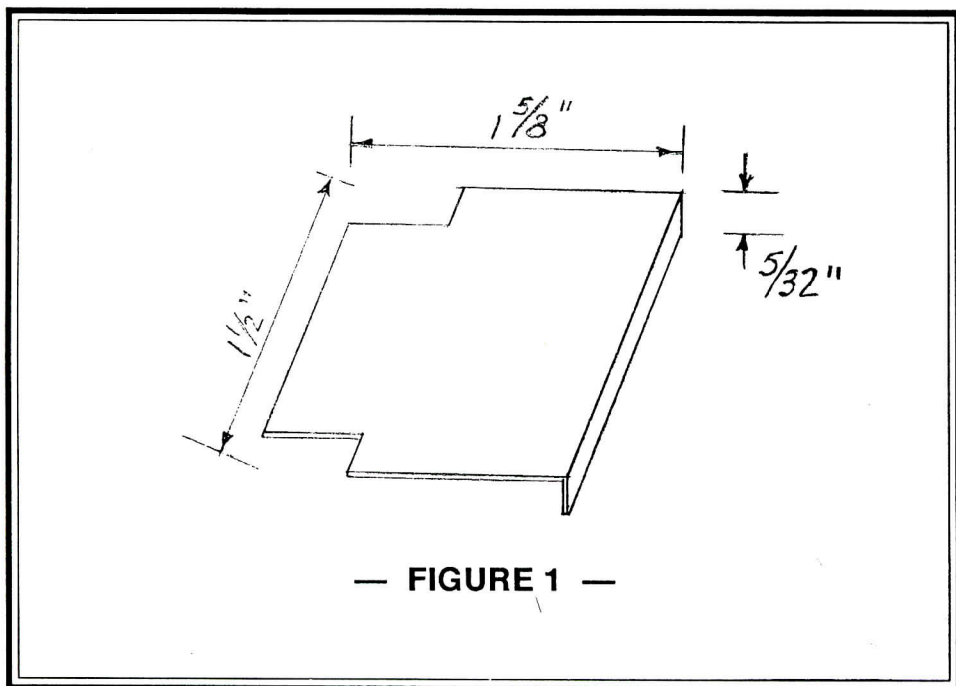
My next move was to place the throttle and sound module on the deck of the tender and trial-fit the speaker where the coal would have been. After a few false starts, I got everything to fit.

As we learned from the instructions, the speaker enclosure should be relatively tight, so the speaker can function properly. At this point, I had the speaker in place, but there were large gaps on the top and bottom which would affect the sound. I cut patterns of paper, and then I used them to cut pieces of thin brass to fill those spaces.

Because the speaker was mounted in the body instead of on the deck of the tender, I did not want to attach the other components to the deck. Therefore, I made a small bracket (see Figure 2) to hold the throttle and sound unit. The bracket fits inside the tender body, and I fastened the components to it with double-sided tape.

To synchronize the chuff with the wheel rotation, Onboard furnishes a small infrared eye that senses the change from white to black. They furnish a disc with four black/white segments to

Continued —————>



Keller recommends using double-sided foam tape. This is what I used in this case, although in another application I used good ol' bathtub caulk. Before mounting anything, put everything in place to see that it fits, and mark the speaker location. Drill a pattern of holes for the speaker. I used a large bottle cap for the speaker box. I trimmed foam tape to make the speaker tight with the cap, and I then mounted the speaker assembly, holding everything together with vinyl tape.

I replaced the truck and finished the wiring according to Keller's instructions. I have a three-foot section of track that I use to show my hand-laid track construction. So, I put a fused lead on the rails and used it for a test track. **WOW!!** Is that neat!! Smooth, slow acceleration — and nice sound — on demand. And precise control of speed.

Later, I found out that I can now couple cars without moving the standing car (using Kadec couplers). And I can move a train so slowly that you can watch the drive shaft turn. This is going to add a new dimension to my model railroading.

Now, on to the next one, which will not be so easy.

INSTALLING ONBOARD COMMAND CONTROL *Continued...*

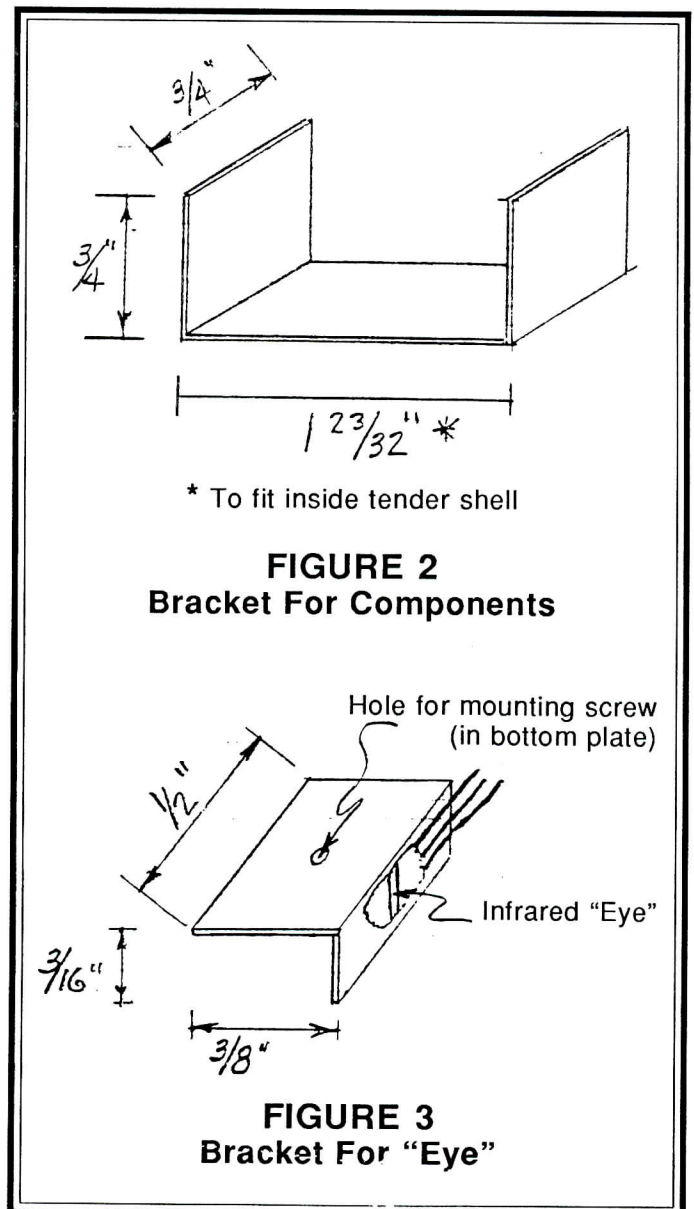
mount on the back of a wheel. I chose to mount mine on a driver. Onboard makes other suggestions, but I knew that by doing it this way the sound would be exactly timed with the rotation of the drive wheels, even if they should slip. I made a small bracket (see Figure 3) to fasten the "eye" to the bracket with five-minute epoxy.

Because the motor must be connected to the throttle, we must run two wires from the throttle unit to the motor. Also, because the drive wheels serve as current collectors on the one rail, the power must be transmitted to the throttle from the locomotive. There are three wires to connect the "eye" to the sound module. This makes a total of six wires between the tender and the locomotive; however, I really do not find this to be objectionable.

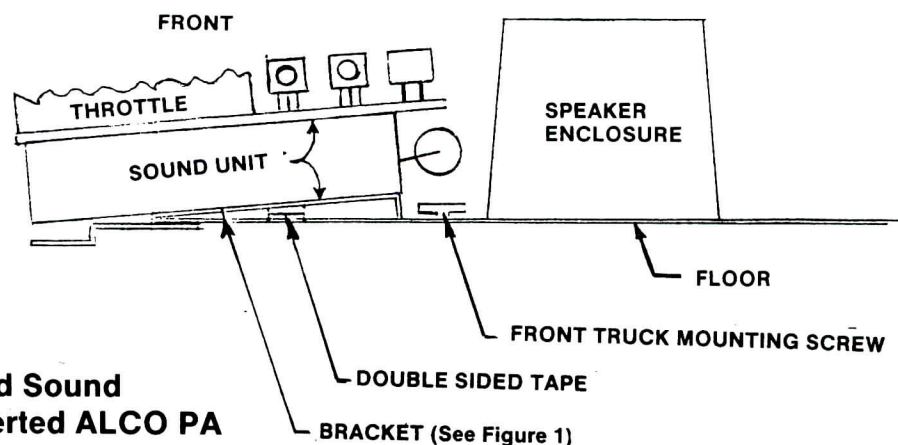
You will notice in the photograph that I also replaced the original open-frame motor with a new Sagami can motor from NorthWest Short-line. The project to accomplish this is too lengthy to explain here. Perhaps we can do this another time.

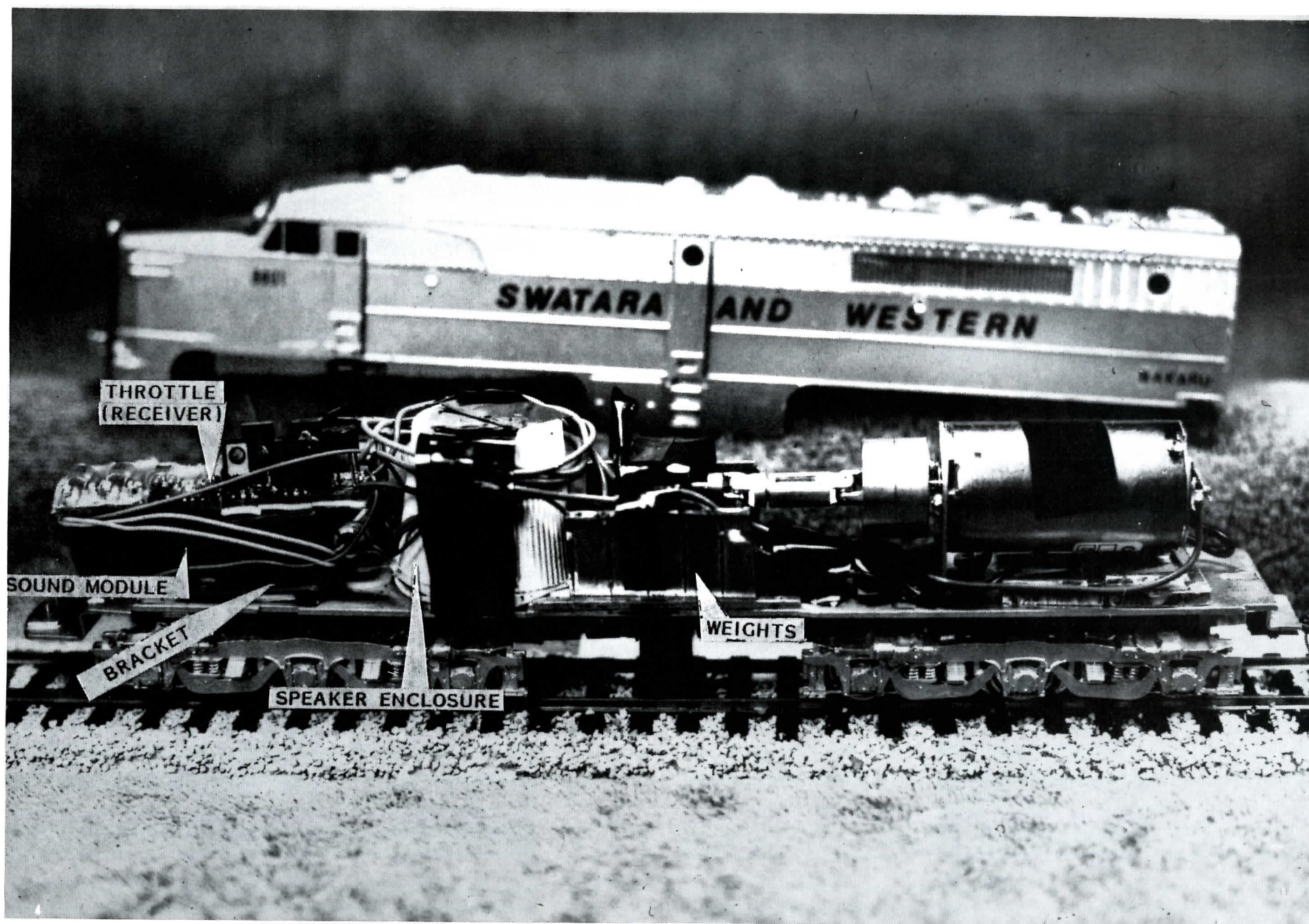
Now that we have trial-fit all the components, it is time to assemble the whole thing. I left the wires from the sound module to the speaker, so that — if I disassembled the tender — there is slack in the wire to permit easy handling. Taking note of where the cavities are, I wound the wires around, and then stowed them and the small capacitor (which is hanging loose into the spaces. It took several tries, but it all fit in okay.

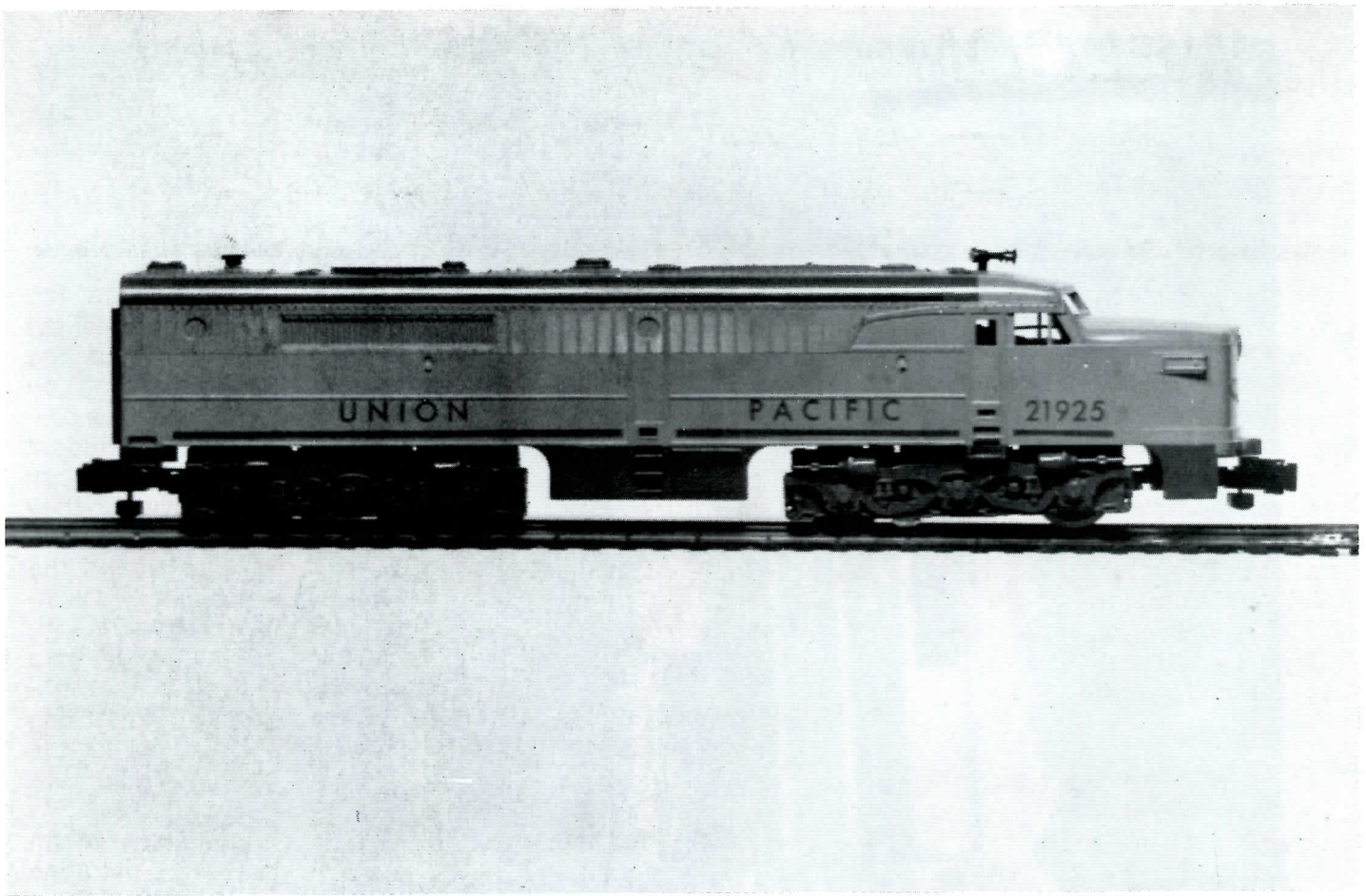
I cut a piece of fine screen and formed it to fit over the exposed portion of the speaker and the brass fillers. Then, I glued scale coal over it and installed the "coal pile" in the tender. It looks good, and it does not interfere with the sound.



Now, we have finished installation No. 2. This one has a beautiful steam-locomotive sound and is exactly synchronized with the drive action. It is a joy to watch and hear.

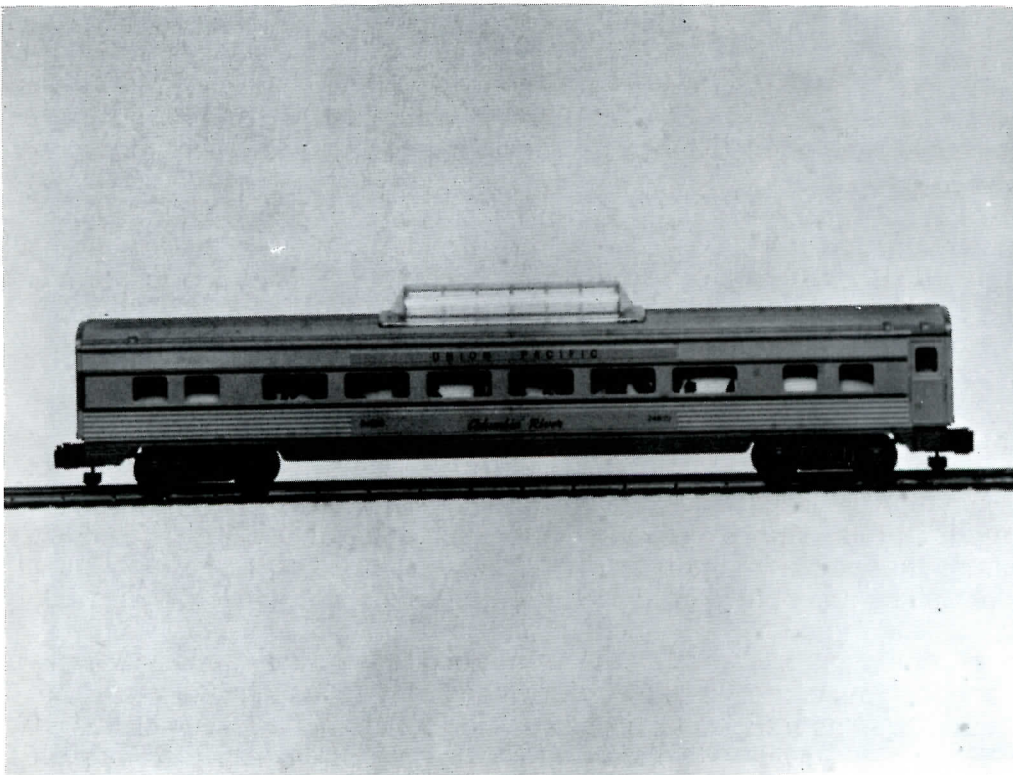






PHOTOS COURTESY DOUG PECK

THE CLASSIC Union Pacific "Pony Express" Streamliner of 1959 and 1960 was A. C. Gilbert's premier passenger-train set for these two years. Unfortunately, these were the only years for the diesel-powered U.P. Streamliner sets. American Flyer's ALCO PA unit (above) was produced for the "Pony Express," while (below) the "Columbia River" vista-dome car was a featured part of the consist.



*The Classic
Union Pacific
"Pony Express"
Streamliner of
A. C. Gilbert*

WELCOME TO PITTSBURGH !

— By R. James Whipple —

S-Scale Coordinator – The Pittsburgh Limited 1990

I am pleased to welcome S gaugers to Pittsburgh, America's "Renaissance City," for the first combined national convention of NASG, the National Model Railroad Association, and N-Trak. This will provide a wonderful opportunity for individual modelers to interact with people in other scales, and for our organization to promote and show off our favorite scale to the rest of the model railroad community. With 2500 or more registrants expected, this will be a very different experience from the typical NASG convention. While we will lose the intimacy of our usual "family-type" gathering, the array of activities available with a group this size boggles the mind!

The solid week of activities, from Monday, July 30, through Sunday, August 5, is actually the combination of two separate and distinct events. The first is the NASG-NMRA convention (*The Pittsburgh Limited 1990*) in the downtown Pittsburgh Hilton Hotel, including clinics, contests, swap meets, tours, and social events. This has been organized by a convention committee comprised of local model railroaders, including several S gaugers, and runs Monday, July 30, through Sunday noon, August 5. [The registration desk will be open Sunday, July 29.] The second event is the Train Show in the David Lawrence Convention Center, which — beginning with this 1990 convention — is coordinated by an office of the national NMRA. This runs Thursday noon through Saturday evening, and features hundreds of manufacturers' displays as well as a spectacular array of portable layouts, including the largest S-mod layout assembled yet. The Lawrence Convention Center is about 9 short blocks from the Hilton Hotel, and a free shuttle will run between the two.

I have heard that there has been some confusion about the registration process, so I would like to explain the combined convention concept. NASG and NMRA are conducting a *fully integrated* convention. This means that you register just once in order to get into all convention activities. Because the *Pittsburgh Limited* committee opted for an *a la carte* payment plan, a basic registration of only \$35 entitles you to the ENTIRE WEEK of hotel activities as well as free admission to the Train Show. Separate individ-

ual fees are charged for all prototype tours, fan trips, layout tours, non-rail events, the combined NASG/NMRA Friday night banquet, and the Sunday morning NASG Awards Breakfast. You may attend as many or as few of these extra-fare activities as your interest, time, and budget permit. As a further savings, event tickets can be purchased for family members even if they are not convention registrants! (So, for example, if your spouse would like to attend the banquet or tour Old Economy Village, you simply order an additional activity ticket for them). To participate fully and attend clinics and the Train Show, a spouse must register at the regular \$35 rate; however, to encourage young people in the hobby, youth registrations for the entire week are only \$5 !

It is important for S gaugers to identify themselves as NASG members on the registration form. First, this saves you a \$12 surcharge (most of the cost of joining NASG in the first place!). Second, it ensures that NASG receives the "head tax" from the *Pittsburgh Limited* committee which helps pay NASG's share of the expenses. [N-Trak, unlike NASG, is running a "convention-within-a-convention," requiring separate registration, so many combinations of options had to be listed. To attend the N-Trak events on Monday and Tuesday, July 30 and August 1, one must pay that additional registration fee.]

Let's move on to a description of the week's activities, with particular emphasis on items of interest to S gaugers. I'll cover the convention first, and then the train show.

CONVENTION — MODEL CONTEST

The traditional NASG model contest will be held, with judging to be held on Saturday afternoon, as usual. If you are also an NMRA member, you may enter the same model in both contests. After NMRA judging on Thursday, simply move your model across the room to the NASG area.

We are very interested in having an impressive showing of S scale models, since a major purpose of this joint convention is to publicize the wonders of "S." A terrific line-up of prizes has

been assembled to encourage you to bring your models. The Best-in-Show will receive a one-spot brass sanding tower contributed by River Raisin, and the best hi-rail model will receive an American Flyer GP-20 contributed by Lionel. We would also like to express our appreciation to Lehigh Valley Models, Steam Depot, Hoquat Hobbies, *3/16" Scale Railroading*, Homa-Bed, Monon Shops, and SouthWind Models for their donation of prizes.

If you don't wish to enter your model in competition, there will be display-only tables in both the NASG and NMRA contest areas. Or bring your past prize-winners to show off!

Because there is a movable divider between the contest areas, the NASG contest room can remain open while the NMRA contest is being judged. Model registration will take place during the day from 2:00 P.M. Wednesday afternoon through 10:30 A.M. Saturday morning. Registration forms were included in the last NASG *Dispatch*, and will also be available at the contest room desk.

The contest is being very capably chaired by David Felmley. He would be particularly pleased to see a nice turnout of models in the Junior category, so get your children and youthful friends and neighbors rolling on that model project!

CONVENTION — CLINICS

The clinics are organized around the theme, "Modeling from the Prototype." Over 50 clinicians, including a number of S scale modelers, will be giving presentations between Monday morning and Sunday morning. Most clinics will be given at least twice; the exact schedule will only be available in the convention booklet. Since it will not be finalized until July, it will not be available ahead of time by either mail or phone. In general, clinics by S scalers will be given throughout the week; however, *only* S scale clinics will be presented Friday morning (at the time of the NMRA Awards Ceremony), so you may want to set aside that entire morning for clinic attendance. Here are the clinics by S scalers:

Painting, Lettering & Weathering
Tom Boldt
S Scale Today
Ed Loizeaux
Modeling Marshall Pass; The EBT in the Iron Age
Lee Rainey
Unexpected Sources for Vehicles

Vic Roseman

Modeling Ornamental Facades

Randy Sappo

Contemporary Modeling in S Scale: Styrene
Tips and Techniques
Stan Stokrocki

Most of the other clinics will interest modelers in any scale; here's a sampling:

PRR Freight Cars, 1920-60

Michael Johnson

B&O Freight Cars

Chris Barkan

Billboard Reefers

Al Westerfield

Modeling Mini-mill Steel Mills

Hal Kattau

Bridge Selection for Model Railroads

Chuck Youngkurth

Contemporary Freight Operations

Larry DeYoung

Tuning and Maintaining Brass Locos

Bob Brass

CONVENTION — SWAP MEET

The traditional swap meet will be held at the hotel on Saturday, August 4, from 9:00 A.M. to 3:00 P.M. Tables are \$10 apiece for individuals or dealers who want to sell or trade American Flyer, scale trains, narrow gauge, or any other 3/16th scale items. To order a table, purchase activity number 180 with your registration.

CONVENTION — NASG AWARDS BREAKFAST

This is a new Sunday morning event, which we have planned for two reasons: 1) Since the combined banquet is Friday night and the contest is not judged until Saturday, we needed a forum for the model awards to be presented. 2) With a convention this large, we thought it would be nice to have an additional social gathering for just the small family of "S" folks. Purchase activity number 190 for \$12 with your registration.

CONVENTION — COMBINED NMRA/NASG BANQUET

Our evening banquet will be combined with the NMRA banquet, for several reasons. First, nothing else will be going on Friday evening. Second, to schedule it at another weekend time would prevent people working at the Train Show to attend. And finally, the planned program should be very interesting. The keynote speaker is Paul Reistrup, former head of Amtrak, who is

now the President of the Monongahela Railroad, a coal-hauling road in southwestern Pennsylvania, and is active with the high-speed rail commission on passenger trains.

The banquet is \$26; order activity ticket 710 for a chicken main course; ticket 711 for fish.

CONVENTION — TOURS AND FAN TRIPS

The line-up of tours is truly spectacular. There will be prototype tours of the Arden Trolley and Railway Museum, Conrail's Conway Yard, the Port Authority's light rail transit shops, and the Monongahela Railway's shops. Fan trips will enable you to ride the East Broad Top, Pennsylvania's narrow gauge; the Allegheny Central; the Knox, Kane & Kinzua, with its new Chinese steam locomotive; the Oil Creek & Titusville; and AMTRAK over the Horseshoe Curve to the Altoona Railroad Museum. The trip to Cass Scenic in West Virginia and the P&LE shop tour have unfortunately both been cancelled.

Nine different layout tours are being offered, each one at least three times. There are some wonderful layouts in the southwestern Pennsylvania; request a complete registration packet for details. [Regrettably, all the S-scale layouts have fallen victim to job transfers, moves, deaths and complete reconstruction at the present time.] There is even a layout tour for handicapped parties (with one accompanying partner). Request activity ticket number 130; there is no charge. The day and time will be announced.

When you or your family get tired of trains (is that possible?), there are non-rail events/trips to the Carnegie Museums (art, science, and natural history); Fallingwater, the famous house designed by Frank Lloyd Wright; Old Economy, an early 19th-century village built by the Harmony Society; the Johnstown Flood Memorial; a Pittsburgh television studio; a lunch and fashion show; the Pittsburgh Zoo; a Domino's Pizza tour, including the opportunity to make and eat your own pizza; the new Sandcastle Water Park, and cruises on the Gateway Clipper fleet. There is also a chartered four-hour dinner cruise on Wednesday evening at 6:00 P.M. with dancing and a live jazz band following a dinner of ham, chicken, pasta, rice, salad, and dessert. Purchase activity ticket 660 at \$30.00 each.

There are also some fascinating industrial tours that might well interest the entire family, including two brewing companies, the Heinz Factory, the Tour-Ed (coal) Mine, and an Industrial

Archeology tour. Recently arranged was a tour of the Edgar Thompson Works of U.S. Steel. Request ticket 440 for Monday afternoon, 441 for Wednesday morning, or 442 for Thursday afternoon; all are \$10.00.

CONVENTION — HOTEL OFFERINGS

The Pittsburgh Hilton is the official convention hotel; their phone number is (412) 391-4600. While the Hilton is virtually sold out, a number of other hotels are offering special rates for the convention. The latest news to report is that the Vista International, a new and very expensive hotel directly across the street from the David Lawrence Convention Center, has agreed to match the Hilton's rates. Their telephone number is (412) 281-3700. Other downtown hotels offering single or double rooms for \$68-69 include the Ramada at (412) 281-5800, the Hyatt at (412) 471-1234, and the Westin William Penn at (412) 281-7100. For information on parking, check the "yes" space on the registration form.

The convention committee advises making your reservations as soon as possible, as the Three Rivers Regatta will also draw visitors to the city over the weekend of August 3-5.

Inexpensive housing is available at the Point Park College Dormitory, just a few blocks from the Hilton. The cost is \$15 for a single and \$30 for a double, per night. Contact the college directly for arrangements: Point Park College, ATTN: Janet Evans, 201 Wood Street, Pittsburgh PA 15222, (412) 392-3824.

CONVENTION — "S" HOSPITALITY AREA

Overwhelmed by crowds? We will have a "safe haven" at the Hilton just for S gaugers to socialize and shoot the breeze.

CONVENTION — GET-ACQUAINTED PARTY

Included with your basic registration is an invitation to this Monday evening event. Details are not yet available.

CONVENTION - SPECIAL SERVICES

Many unique offerings to S scalers are a result of this joint convention. For example, a chartered Amtrak coach will be offered from the West Coast. For information, contact Bill Bain, Yaquina Travel, 320 SW Coast Highway, Newport Oregon 97365, (503) 265-3444 or 1(800) 637-5964.

For those with discriminating taste, the *American-European Express* — the new *Orient Express*-style deluxe accommodation train - will stop in Pittsburgh (from Chicago, New York, or Washington) if at least 10 reservations are made. Call 1 (800) 677-4233 for information or write to 329 West 18th Street, Suite 402, Chicago IL 60616.

A babysitting service will be offered, although fees, hours of operation, and location have not yet been determined. Check at the convention for further details.

CONVENTION CAR

While not an activity, per se, we will of course be offering a convention car. We have selected a 52' gondola of the Pittsburgh & West Virginia, a regional railroad that was leased to the Norfolk and Western (now Norfolk Southern) in 1964. Interestingly, *TRAINS* magazine reports that the road may soon be sub-leased to a re-born Wheeling & Lake Erie Railroad in 1990 or 1991. The American Models S scale gondola is an accurate representation of this 1956 car, which will be lettered as it appeared in 1974 in container service. Jim Sacco, owner of City Classics, did a wonderful job on the artwork for this car, including the extraordinarily interesting circular herald. See the ads in the *Dispatch* and the two commercial magazines for ordering information. Convention-goers may pick up their cars at the contest registration desk; mail-ordered cars will be shipped in August.

TRAIN SHOW — MANUFACTURERS' DISPLAYS

Several hundred manufacturers will be displaying and selling their products in the David Lawrence Convention Center. NASG has rented a block of booths in the selling area which will have a coordinated display to help promote S scale. This will also make it easier for S gaugers to congregate and do their shopping. The Train Show is open to convention registrants Thursday and Friday afternoons, and to the general public on Friday evening and all day Saturday.

TRAIN SHOW - MODULAR LAYOUT

A stunning 80' by 120' L-shaped modular layout has been designed by Don DeWitt. If you are interested in bringing an S scale module (built to NASG "S-Mod" standards) contact Don directly at (201) 529-8090. Many volunteers are needed to man the layout during operating hours, and to help set it up and inspect equipment during

Wednesday's set-up time. Please give Don a call.

In addition to the S scale layout, the largest in the show, there will also be an S scale traction setup and many smaller layouts in N and HO scales.

CONCLUSION

This joint convention offers a tremendously exciting mix of activities for the model train enthusiast. It will also provide wide exposure for S scale, as over 20,000 people are expected to go through the Train Show! Already about 2000 model railroaders have registered; join them soon so you get into the tours and activities that you want. See you in Pittsburgh July 30!

**SEE
YOU
THERE!**



THE UNION PACIFIC "PONY EXPRESS" OF A. C. GILBERT

By Carl Byron

— Adapted From "The Bristoliner" — the Newsletter of the Bristol S-Gaugers —

LONG ACKNOWLEDGED as a prime collector's item, American Flyer's "Pony Express" set of 1959–1960 is a true classic.

Not only does the "Pony Express" set stand as one of the most prototypical ever marketed by a major toy-train manufacturer, but also hidden within its history is an excellent example of how this nation's large-and-powerful railroads influenced both Lionel and A. C. Gilbert to produce toy trains carrying their paint liveries and lettering schemes.

Long before the toy-train boom years of post-war America, the Union Pacific Railroad and the Santa Fé Railway were traditional rivals. Competition — particularly in the passenger trade — was fierce, and it culminated in two of America's greatest *Limiteds*: "The City of Los Angeles" and "The Super Chief." Both offered all the amenities expected of a truly classic train (barbershop, showers, valet and wine steward, to name a few), and they ran on the fastest schedules ever posted between Chicago and Los Angeles — 39.5 hours!

This competition soon spilled over into other areas. Knowing that exposure — consistent, discreet exposure, preferably — was the key to long-term marketing success, not only the Union Pacific and the Santa Fé railroads, but also *ALL* of America's major railroads were constantly approaching both Lionel and Gilbert to have their corporate images on that year's top-of-the-line freight and/or passenger sets. Some outstanding examples are the Lionel ALCO FA diesel sets in U.P. colors, the Santa Fé EMD F-3 diesel sets, Pennsy GG-1 electric sets, and of course, American Flyer's U.P., Missouri Pacific and Santa Fé ALCO PA diesel sets — to name just a few.

Over those great halcyon years, between 1945 and 1960, both manufacturers played the prototype roads off against each other in a constant attempt to maximize geographic exposure and obtain a competitive edge on the other Union Pacific had been the premier set for American

Flyer, starting in 1940 in O gauge with its 800-series 4-8-4 "Little Northern" — the actual models for A. C. Gilbert's "Challengers." This continued after the war in S scale, because in those years the Santa Fé was not well represented in the American Flyer line.

That changed dramatically in 1950, when American Flyer's first streamlined diesel, the ALCO PA/PB, premiered in Santa Fé's popular "warbonnet" livery. This classic paint scheme, ironically, had been designed by General Motors Design Division in Detroit for the EMD E-1 locomotives, which hauled the 1937 streamlined "Super Chief."

Sales of the Santa Fé sets took off, and seemingly never looked back — as did Lionel's when they introduced the Santa Fé scheme on their EMD F-3 in 1948. The "Challenger" sets in the same (upper) end of the A.F. line were soon eclipsed; steam was dying, and diesels were the motive power of tomorrow and today.

Throughout the 1950's, Union Pacific did reasonably well with both Lionel and Gilbert; U.P. had its name on the A.F. GP-7 from 1955–1957, and on numerous Lionel FA-powered sets, as well. However, it was clearly second in the toy-train image market to arch-rival Santa Fé.

Even more annoying was the fact that in 1956 and 1957, the premier American Flyer sets were shared between Santa Fé and Northern Pacific colors. Finally, in 1958, the Missouri Pacific "Eagle" passenger set was added. At the 1958 Toy Fair, Maury Romer — Gilbert's chief engineer in the Train Department — was politely, but thoroughly badgered by U.P. Public Relations/Marketing personnel! They let him know, very clearly, that the Union Pacific name was **LONG OVERDUE** on a premier American Flyer passenger set!

Mr. Romer's response to the Union Pacific men had been that painting and finishing a set in

Continued —————>

THE PONY EXPRESS *Continued...*

Union Pacific colors simply would be unacceptably expensive, due to the three-color masking process, decals, etc., which were involved. (The Santa Fé livery had required just a single mask for the window stripe.) Rising to Mr. Romer's challenge, the U.P. Marketing Department acquired an American Flyer Santa Fé set, stripped it of its original paint, and then had it hand-painted in the U.P.'s classic grey-and-yellow colors, separated by red pinstriping. Most railroads would have been satisfied with a specialty paint job, but not the mighty Union Pacific: the prototype cars had *nameboards*, and by God, the models would be named, too! In the ensuing search through the passenger-car roster for appropriate names, another tidbit of railroad history appeared (until then, unrelated) and joins our story.

As World War II ended in 1945, rail giants Pullman-Standard and the Electro-Motive Division of General Motors, collaborated to design and build the all vista-dome-car "Train of Tomorrow." When it debuted in 1947, behind the green, blue and chrome EMD E-7 locomotive were four named cars — dome chaircar "Star Dust," dome diner "Sky View," dome sleeper "Dream Cloud," and dome lounge-observation "Moon Glow." After a more than three-year U.S. tour — from the Burlington Route to the Boston & Maine — the entire train was sold to the Union Pacific, which placed it in Seattle-to-Portland pool service, with Great Northern and Northern Pacific equipment. Other than for several office/business cars, these were the only named passenger cars on the Union Pacific system!

Whoever the U.P.'s marketing genius was, he clearly had an understanding of the various car names and types, for they were not just assigned to the toy set arbitrarily. Dome chaircar "Star Dust" was assigned to the American Flyer coach-combine; dome sleeper "Dream Cloud" was assigned to the A.F. Pullman; and dome lounge-observation "Moon Glow" was assigned to the A.F. observation car. The only omission was the dome diner, "Sky View," replaced on the A.F. dome coach by "Columbia River," a well-known U.P. name, and one which has graced their business-car fleet.

Duly painted and named, this magnificent train set was sent to none other than Maury Romer as a visual enticement to add just such a set to the American Flyer line. To sweeten the deal, the U.P. offered to pay for the paint and all the special painting masks, etc., necessary to produce the final product!

According to Mr. Romer, the Gilbert management team was shocked and impressed. Such is obvious, since 1959 was the first year since the 1950 introduction of the ALCO PA-powered Santa Fé "Chief" that the premier A.F. passenger-train set was *NOT* painted Santa Fé colors!

The U.P. "Pony Express" set appeared only during 1959 and 1960, possibly because two years was the length of time specified in the U.P. financing offer. In 1959, not only was this the premier passenger-train set that Gilbert produced, but it was also true that there was *NO* Santa Fé offering in the significant "50th Anniversary Celebration lineup of "50 new items!"

The "Pony Express" remained the premier set in 1960, as well; however, the Santa Fé name was back in the lineup that year. Unfortunately, however, toy-train sales were plummeting, and the "San Diegan" consisted of only a single PA unit with three passenger cars.

While the fortunes of the A. C. Gilbert Company slid downhill as the early 1960's progressed, so too did those of the prototype "Train-of-Tomorrow" cars. With the collapse of the long-haul passenger-train market in the U.S. — mainly due to artificially-low gasoline prices and the new Interstate freeway system (without adequate infrastructure-maintenance costs figured into Federal gasoline taxes), as well as new jet-liner service on the airlines — the Union Pacific scrapped these dome cars as they came due for heavy shopping. By 1967, both the prototype cars and the A. C. Gilbert Company were but memories!

This was not quite so with the Union Pacific's "Train of Tomorrow" E-7 diesel unit, No. 988 (ex-GM No. 756), which along with six E-7 sisters, was traded-in to EMD for E-9's in December of 1963 and January of 1964. Although it is unlikely that any part of the old E-7 actually was installed in new E-9A No. 912, it is significant that on paper at least, it was reincarnated into one of the last five cab units built by EMD — deep in the GP/SD/DD-35 era — and less than two years from the beginning of the '40- series locomotives. Even more amazing is the fact that after turning a couple of million miles for the U.P., and then for Amtrak, it is the newest E-unit to be preserved (U.P. Numbers 913 and 914 were scrapped). Today, it masquerades as New York Central No. 4096 at the Connecticut Valley Railroad Museum in Essex, Conn.! From the Wasatch to the Water Level Route in one easy paint job!

Obviously, the toy-train industry has patterned its equipment after the prototype for as long as it has been in existence. However, very frequently, major liberties have been taken in the translation from full-scale to model reproduction. Length, width and even wheel-arrangement frequently have borne little resemblance to their full-sized counterparts.

Both Lionel and Gilbert used generic prefixes in their passenger-train sets, such as "Silver" on Burlington sets, "Eagle" on MoPac sets, or "Manor" on Canadian Pacific sets. However, I believe that the U.P. "Pony Express" set represents the **ONLY TIME** that prototype car names were **SPECIFICALLY MATCHED** to the cars in any tinplate set.

Of course, the double irony is that American Flyer, whose advertising from 1946 onward had stressed scale accuracy and realism, did not (apparently) name these cars; the Union Pacific provided the names! Likewise, while the prototype cars were of Pullman-Standard manufacture, the models were developed from plans provided in the early 1950's by its arch rival, the BUDD Company. [Unfortunately, the model cars were foreshortened in the extreme, and barely resembled the prototype — proving the gross inaccuracy of American Flyer advertising!]

Although the "Train of Tomorrow" was purchased by the Union Pacific, with its EMD E-7 for power, the use of the ALCO PA unit in the American Flyer version was certainly authentic. In the late 1940's, U.P. had purchased eight PA's

(cab units) and six PB's (boosters) to run in A-B or A-B-A sets, to compare with its growing fleet of EMD E-6 and E-7 units. All were 2,000-horsepower diesels, but the ALCO units housed a single turbo-supercharged V-16 engine, while the E units used two normally-aspirated V-12's. As in virtually all other railroad's experiences with ALCO PA's, they looked and rode better than they performed. Unfortunately, the main bearing assemblies and the turbochargers were weak, and apparently they were poorly designed. By 1955, their days of glory on the "City" Streamliners had passed, and they were downgraded to freight service and then were scrapped in the early 1960's. However, the Gilbert models certainly were more prototypically correct than the non-existent Northern Pacific PA's of the "North Coast Limited" sets! Perhaps ALCO should have tried the reverse of the U.P.'s tactics by sending an A.F. "North Coast Limited" set with its salesmen calling on the Northern Pacific!

Today — 30 years later — one cannot help but wonder, as LIONEL announces the "resurrection" of this magnificent U.P. toy set for its 1990 American Flyer line: Would the Union Pacific Marketing Department be as forceful today, or would they even care??? Regardless, it is a revealing glimpse of the power and influence that the mighty Union Pacific Railroad could (and still can!) wield when it wishes to do so! Truly, the U.P. was the **Road of the Streamliners**, and justly proud of it — even in 3/16" scale!

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Trade News & Views

~ BY DON THOMPSON ~

AMERICAN MODELS, 10088 Colonial Industrial Drive, South Lyon, Michigan 48178 —

American Models now has Bay Window Caboose for sale. Ron Bashista will have the following road names:

- #700 Undecorated
- #701 Chessie
- #702 Erie
- #703 Erie Lackawanna
- #704 Conrail
- #705 Southern
- #706 Chicago & North Western
- #707 New York Central
- #708 Pennsylvania
- #709 Norfolk & Western
- #710 Santa Fé
- #711 Southern Pacific
- #712 Great Northern
- #713 Northern Pacific
- #714 Union Pacific

The price is \$25.95. All parts are made of injection-molded plastic, with the trucks and end railings made of Delrin. The caboose trucks are models of the Barber-Bettendorf swing-motion leaf-spring caboose truck. These are available separately at \$5.75 per pair. They have also released a new version of the No. 108 orange and dark green Great Northern 40-foot boxcar. This car features the new European inks that have more pigment and are opaque. It has a large "P C" on the right-hand side of the car. The price is \$22.95 per car.

CENTRAL JERSEY S SCALERS, 2 Roosevelt Avenue, Cranford, New Jersey 07016 —

The CJSS organization would like to thank all the individuals and clubs that helped us by purchasing the Bay Window cabooses. Without their support, this project would not have been successful. We would also like to thank Stan Stockroki for making the pattern for the caboose truck.

LEHIGH VALLEY MODELS, 1225 Arch Street, Allentown, Pennsylvania 18104 —

Frank is still working on the 8,000-gallon tankcar kit and has received the castings. At this time, 10 different decal sets from CDS and S

DeSignS will be offered as part of the kit. The three-dome version will be for "Deep Rock." A "chemical-car" version, with an American Flyer platform, will also be offered. The kit comes complete with trucks (American Models) and operating couplers. At this time, the price has not been determined.

We hope to see these cars at the convention in Pittsburgh.

OMNICON, 50 South Lively Blvd., Elk Grove Village, Illinois 60007 —

Omnicon expects delivery on the "Gang of 100" Pennsy decapod (2-10-0) in February. Susan Sandersfeld is planning on being at the Omnicon booth at the national convention.

PACIFIC RAIL SHOPS, 3205 Helms Road., Grants Pass, Oregon 97527 —

Pacific Rail Shops has received the two new 50-foot boxcars. They are the Western Maryland boxcar red, with white speed-lettering scheme (with 23 numbers) and a Northern Pacific (with two numbers). They expect to receive the ACL car by the time that you read this. They are now offering their cars with **High-Rail** Ace Models pre-assembled trucks. All cars are now \$22.00 each. Next, they will be working the CR and BN lettering schemes, and later, there will be an IC 50-foot boxcar.

SOUTHWIND MODELS, P.O. Box 9293, Plant City, Florida 33566 —

SouthWind is now taking reservations on five versions of four different road-name cabooses. They are: [1] New York Central bay-window caboose, [2] Pennsy N6 wooden cabin car (in two versions), [3] Nickel Plate Road wood caboose, and [4] Baltimore & Ohio I-12 wagon-top caboose. A deposit of \$30.00 will hold one of these highly detailed beauties. The price will be \$130.00. Jettie needs 60 reservations of each for these projects to be a "go."

Trade News & Views Continued...

Program C, the NYC and Rutland Milk Car (\$139.50) and NYC express reefer (\$139.50) have been shipped. The NYC diner (\$75.00 deposit, \$197.50 total, or \$224.50 after) and PRR D-78 diner (in two versions, with different window arrangements in the kitchen and hallway) are expected next winter.

The next model on which they expect delivery is the Erie (riveted) and PRR (welded) 53-foot **flatcar**. These cars are based on the WW II ARA design and have external stake pockets. Similar cars were used by many roads. The price for these is \$97.50 each, with a \$30.00 deposit; the price will go to \$109.50 once the cars arrive.

The two Pullmans, No. 3997 and No. 2410, are due in July to mid-August. He has had some good comments on the PRR PC-70 café coach, M-70 mail car (with either a round or clerestory roof) and the PRR six-wheel trucks, and he is working on having them produced. He is also looking at a set of Southern Pacific/Union Pacific **Harriman passenger cars** in short (60'-65' lengths) and long (69'+ length) versions. These would be a baggage, RPO and coach types.

Jettie has announced that he plans on producing a **USRA 0-6-0** switcher. At this time, he envisions an engine with a choice of tenders. The basic USRA switcher tender, a wide-vision tender (NYC?), a slope-back tender and/or a Vanderbuilt tender. If there is enough interest, the engine would come with any one of the above tenders, otherwise all engine would come with the standard USRA tender and the other types would be extra. This USRA switcher was a very popular design with most 0-6-0's built after WWI using a similar design.

Last item, 25 sets of trucks for Bordens cars have been ordered. These can be modified for the correct caboose truck for the Erie, E-L, D&H or Conrail caboose now being sold by American Models. We do not have a price for these.

THE WHISTLE POST HOBBY SHOP, 2347 West Monroe, Springfield, Illinois 62704 —

The Whistle Post will be importing 0.010" brass car sides to be used as overlays for the American Models passenger cars. They will be models of the 1938 NYC "20th Century Limited." This nine-car set includes: an Island series Obs., dorm-lounge, RPO baggage, tandem diner, 4-4-2 Pullman, 10-5 Pullman, 17-roomette Pullman and a 13-bedroom Pullman. The cost is \$200.00 for the set and if you buy a set, \$25.00 for each additional car. Reservations are needed now.

MINIATURE LOCO & CAR SHOPS —

ML&CS will be working on a Russian Decapod. These will cost about \$350.00 to \$400.00 with a \$100.00 deposit. These engines will have can motors, NWSL gearing and NASG standards throughout. The next engine will be the PRR B-* a tank switch engine. He is also working on 100 tankcars. These will come less trucks and couplers, and will be priced in the \$35.00 range. They will be brass and soft metal construction and are the 12,000-gallon type.

S HELPER SERVICE, 2 Roberts Road, New Brunswick, New Jersey 08901 —

Hopefully, S Helper Service will be shipping the ALCO FA's by the time you read this. Due to the minimum quantities needed to do some of the exclusive road names, they have some extra units. Once they are gone, no more will be made. They will also carry Ron's regular line until the exclusive units are sold out.

The down payment for the ALCO RS-3 tooling has been made. At this time, American Models is evaluating 23 lettering schemes to see which can be produced. They will offer 12 different schemes and an undecorated one. The prices will be about the same as the FA's, and they hope for delivery before Christmas. They will be at booth #118 at the convention.

RIVER RAISIN, 6160 Upper Straits Blvd., West Bloomfield, Michigan 48033 —

River Raisin now has received and shipped the Pfudler milk cars. The price for the 40-foot car is \$149.95. (Milky Way and Baker's Chocolate cars are \$2.00 extra) — and the 47-foot version has been sold out. You can get these cars with the decals already applied and oversprayed for \$10.00 extra. Again, these models come pre-painted and include decals for any one of 10 milk companies. They are available from dealers or direct. VISA and MasterCard are accepted.

River Raisin is taking reservations on four versions of the EMD E-8 diesel, with or without dynamic brakes and nickel-plated. The price is \$389.00 for reservations before the order is placed. This offering may be withdrawn if not enough E-8's are reserved. They are still a few units short of the needed number. However, it is still not too late to place an order for one of the most popular passenger diesels ever made.

DOWNS MODEL RAILROAD, 206 Lehigh Avenue, Gloucester City, New Jersey 08030 —

Downs now has RTR (pre-assembled) American models hoppers with both scale and high-rail

trucks and couplers. The high-rail version comes with an operating American Flyer coupler. The price for these is \$21.00 and \$23.00 each. Downs is also making a snap-in weight for the American Models hopper. It weighs 0.9 oz. and retails for \$1.00.

Russ has cast a metal center sill with pre-drilled bolster that weighs 1.7 oz. for the American Models hopper. These retail for \$2.25 each. He is working on a top for the open-top hopper to convert it to a covered hopper. These would be similar to the USRA-style covered hopper that many railroads operated.

S DeSignS, 37 Snow Drive, Mahway, New Jersey 07430 —

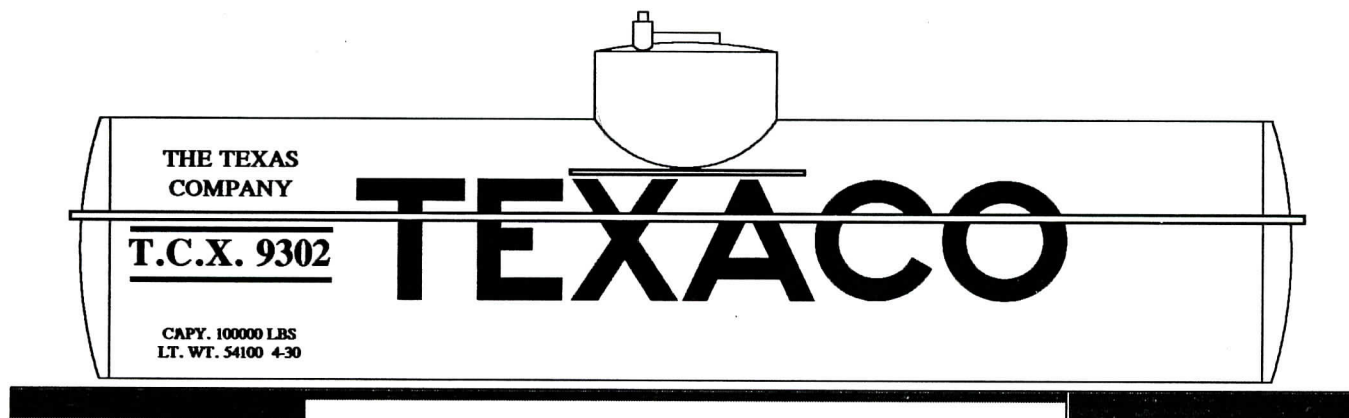
S DeSignS will be making a green Reading

50-foot boxcar kit (PRS body). It will be pre-painted and will come ready to assemble, with decals provided. The decals have the large RDG in yellow. The price is \$23.00 (add \$2.00 for pre-assembled high-rail trucks with AF couplers. They are still taking orders for the Illinois Central and Western Maryland EMD Geep diesels. The price for these is \$140.00 for scale, \$150.00 for DC/high-rail, and \$170.00 for AC/high-rail (AF compatible). Add \$2.00 for shipping.

G & W MODELS, 115 Upland Road, Syracuse, New York 13207-1119 —

G&W now has several of the new Railmaster cast metal vehicle kits. These include a 1936 Ford coupé and a 1930's Ford panel van. They are priced at \$12.00 each. G&W also has Railmaster's new milk cans, priced at 8 for \$2.50.

S DeSignS S-Scale Tankcar Decals Are Coming



Above is a drawing of S DeSignS S-scale TEXACO Tankcar Decals

*Also coming are decals for DEEP ROCK, MOBILGAS, WARREN ,
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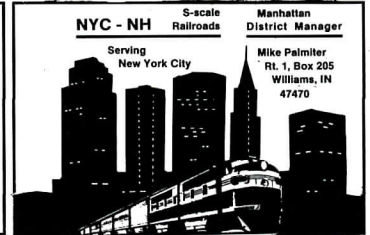
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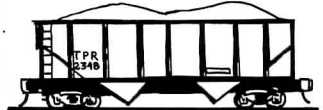
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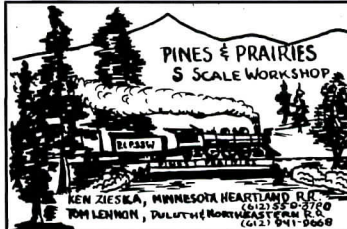
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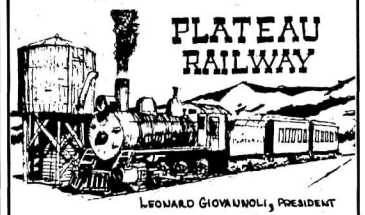


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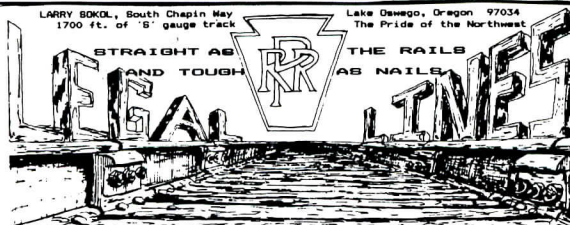


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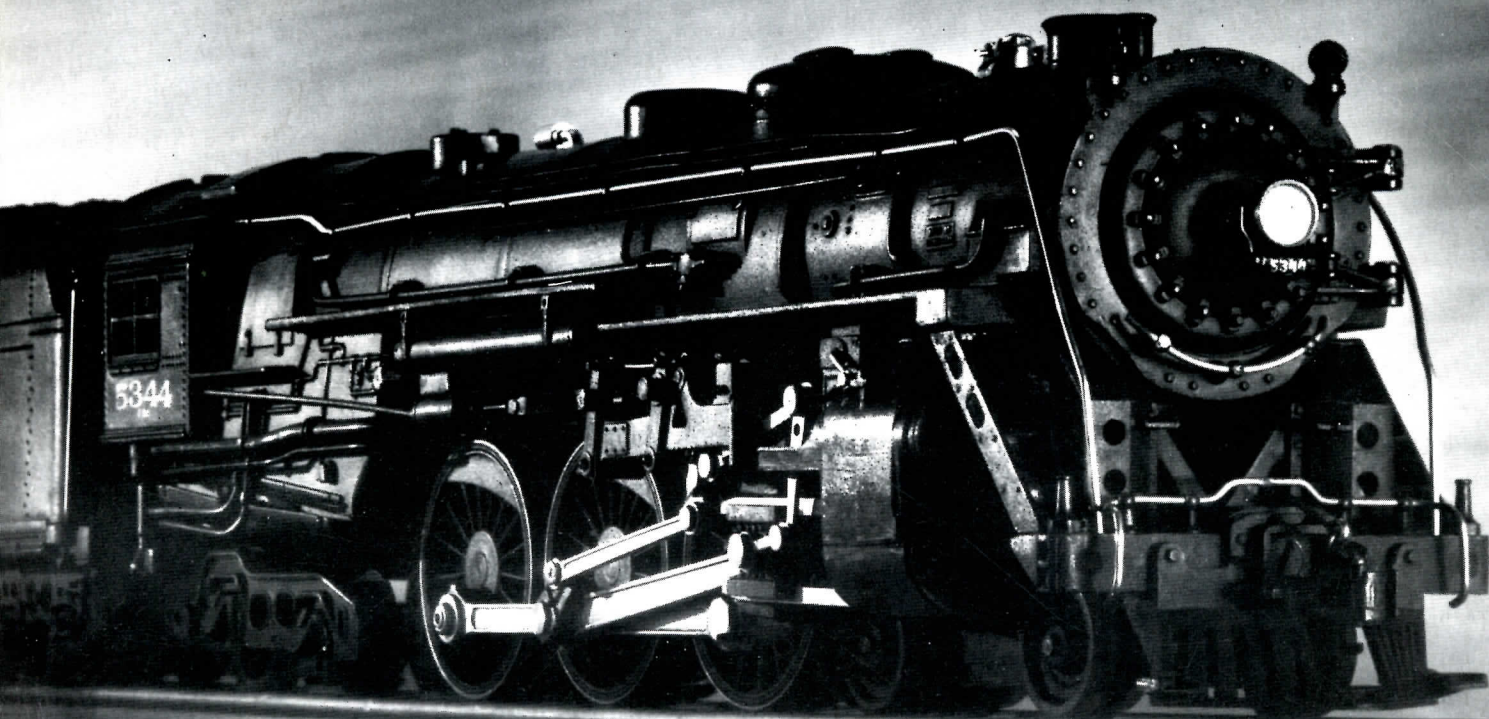
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