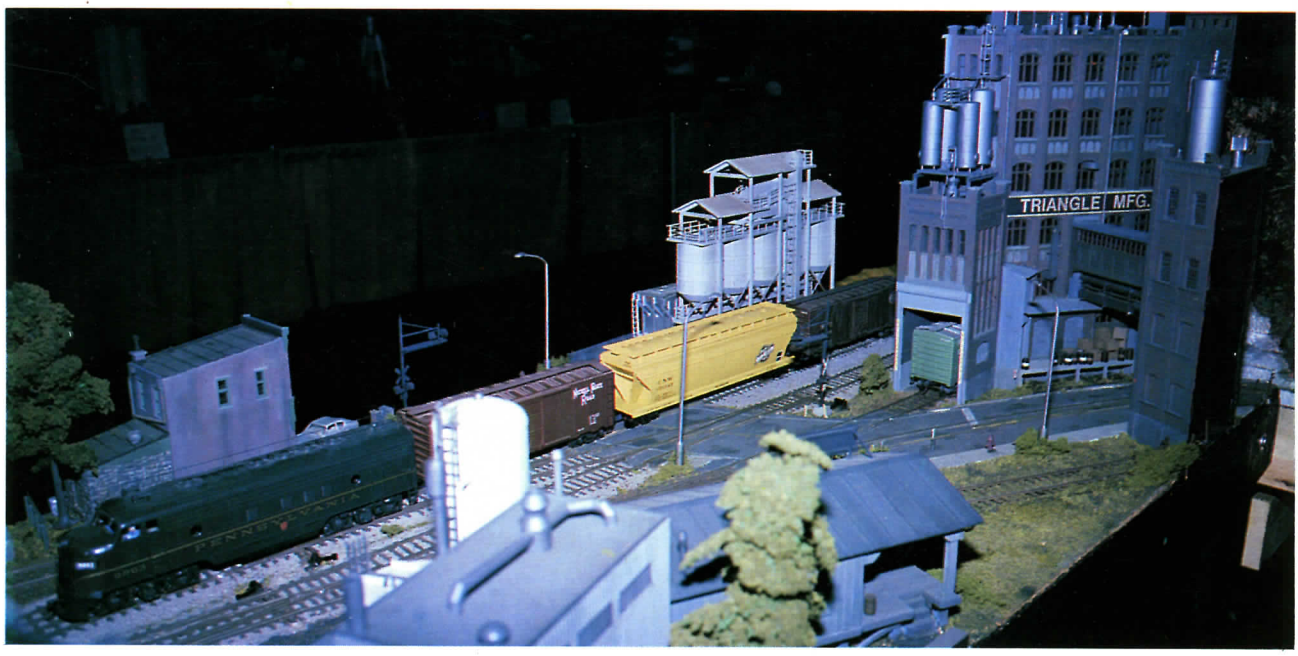


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NASG DISPATCH

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:

Robert W. Jackson
2925 Glenmere Court
Springfield, IL 62704

NASG membership runs from July through June, including all *DISPATCH* issues for the membership year, irrespective of enrollment date. All applications, renewals and membership questions should be directed to:

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

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THE DEADLINES for articles are the 15th of March, May, July, September, November and January for issues dated May/June, July/August, September/October, November/December, January/February and March/April, respectively.

COVER

TOP PHOTO: That is Jim DeWitt's Denver & Rio Grande Western GP-9 crossing a Krause Boulevard plate-deck bridge on his son Don DeWitt's Grand Arbor Module.

MIDDLE: Stan Stockrocki's Riverview Module with AM FP7 Pennsylvania Engine. Covered hopper is CNW Centerflow preproduction model, just released by G&W Models.

BOTTOM: Gaylord Gill's award winning model. Winner of NMRA Department Award. (One of 3 S Gauge modules to win)

Photos by Pete Mihelich

300	400	500	600	700	800	900	1000	1100	1200
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PRESIDENT'S MESSAGE

As you can see there is a new editor for The DISPATCH. Unfortunately, for personal reasons, Russ Collman resigned his position. Thanks Russ, for your efforts this year. I hope everything goes well for you in the future. I am very pleased that Bob Jackson has accepted the editor's job and I ask that the membership support him with articles, club news or letters to the editor. Remember our magazine is only as good as the material we receive from the membership.

Another note: If you send me a letter or comments, please be patient. I will answer eventually. Between a very busy schedule with my business and my new venture as a dealer in S gauge products (not to mention a family with three children) my personal time is limited. Nevertheless, you can expect an answer from me. Your patience will be appreciated.

I have to mention the fine joint NMRA-NASG convention this past August. In my opinion this convention was one of the best for S gauge. Our exposure to the model railroad public was great. Between the tremendous S-Mod layout, the Cleveland group's layout and the great turn-out of S gauge dealers, I personally feel that S gauge made a great impression at the convention. It certainly was a great experience for our club members and friends of S gauge. We thank Jim Whipple and the rest of the Pittsburgh group for their efforts in making the convention a huge success.

Special thanks are due to Don DeWitt for his efforts in coordinating the S-Mod efforts. Also to Don Thompson for his superior assistance to DeWitt in this effort. Many thanks also, to the numerous others who brought their modules to the convention and who helped run the display. The layout was very impressive as was the tremendous cooperative effort each of you put forth. As an aside, the Central New Jersey S Scalers annually put together a smaller version of the S module display each Fall. I highly recommend to anyone interested in modules to contact the CNJSS and try to join them at their get-together.

The NASG Board of Trustees has enclosed a questionnaire in this issue to obtain feedback from the membership about the joint convention to help determine if we should do it again. We would really like to have your opinions to help make future decisions.

A last item: the Pittsburgh group came out with a great convention car. It was an American Models gondola in Pittsburgh and West Virginia paint scheme. There are a few of these left for sale at \$20 each. Contact Dave Felmley at 329 Iris Drive, Pittsburgh, PA 15285. DO IT SOON BEFORE THEY ARE GONE.

Very truly yours,



Michael F. Ferraro, President

THE EDITOR'S DESK

The growth of the NASG in the last two years has been quite impressive. One of the results is that we don't know each other as well as we used to. Given that, let me briefly tell you a bit about myself so that you will know something about your new editor. I have been an S gauger since 1949 when I got my first AF train set. My interest shifted to S scale about 1964 and, except for a brief time in the early '70s when I was quite insane and tried to shift to HO, have remained there ever since. I first joined the NASG when its fortunes were guided by Russ Mobley. My interest in it slackened during much of the seventies but was renewed 6 or 7 years ago. I served under the whip of Dick Karnes as Associate Editor of The DISPATCH AND NOW, WITH THE POOR FATE THAT IS MINE, I sit in front of my word processor wondering, "Now, what was the reason I agreed to become editor?"

It is important to realize that the experienced and effective staff of The DISPATCH has largely remained tucked in, though some are growing tired. This means that there will be a DISPATCH. So never fear, we'll be here. Right now we are working to get back on schedule. That will take some doing and it will likely be next year before we get fully re-railed. Your DISPATCH staff is a highly dedicated group but I don't want to wear them out or abuse their good-will in a too intense effort to catch up. They are after all volunteers. I have lined up some new contributors and we have half-a-dozen articles in the pipe line.

Nevertheless, we need help, your help. We are essentially starting over with little backlog for future editions. You can help with that by submitting material that you think the membership would be interested in or that it would be served in knowing about. You don't have to be an "author" to send such material. We can handle editing well enough to make most material presentable.

It is our intention to add some new (well, actually they are old ideas which we will dust off and polish up) features to The DISPATCH. These include a brief column featuring tips or "kinks", helpful hints on how to accomplish some small task (we sure could use yours so send them to the editor at once) and a column devoted to getting the membership better acquainted with itself. The latter will be entitled "Meet an S Gauger". We will be contacting all of the S clubs to request that they sponsor members for inclusion in the column. However, we are sure that many of you do not belong to clubs so we need a way to bring non-club members into focus. Any suggestions?

Remember that The DISPATCH is the official publication of the NASG, its "voice" if you will. No other publication can serve the membership in that role. It follows that no other publication is uniquely dependent upon the membership for its material. The DISPATCH is yours; help us to make it serve you.

R. W. J.

NASG CORNER

Items of NASG Business for the Membership

SURVEY INSERT

This issue of The DISPATCH has a Convention Survey as an insert. The survey is a result of member's input at the general business meeting in Pittsburgh. It was designed to survey all members, whether or not they attended the Pittsburgh convention. Please take a few minutes to fill it out, the results are very important to the Board and will be used to formulate convention policy.

NASG BOARD OF TRUSTEES ELECTION — CALL FOR NOMINATIONS

Notice is hereby given that nominations are now being accepted for NASG's Spring 1991 election. The following positions are up for election (the terms of office are shown):

Executive VP	— 4 year term
Secretary	— 4 year term
Eastern Region VP	— 2 year term
Central Region VP	— 2 year term
Western Region VP	— 2 year term

As stipulated by the NASG Constitution, nominations must be submitted to NASG's Election Committee Chairman in writing. Each nomination should be accompanied by a summary of the qualifications of the candidate not to exceed two hundred (200) words. An individual may name him or herself or be nominated by someone else. However, when nominating an individual other than yourself, that individual's consent to be nominated must be obtained for the name to be placed on the ballot.

If you have questions or wish to submit a nomination, direct your mail to:

NASG Election Committee
J. A. Kindraka
44014 S. Umberland Circle
Canton, Michigan 48187

A.F. SERVICE COMMITTEE REPORT

Doug Peck, Chairman

The 1990 Car Project is just about "history". Nine hundred Pennzoil 3-dome tankcars have been delivered. All who ordered should have received them by the time you read this. We hope you were pleased with them; we were!

All 545 orders were filled; no one was denied this year. About 60% of the orders were for 2 cars. The rest were for a single car. About 120 new NASG members were added as a result of this year's car sales! Thank you all for your support.

There were two significant changes in this year's production. First, the new truck sideframes are far superior to what we've been used to since 1953. They are much more realistic. This results from Lionel's switch to a new supplier for the sideframes. Second, there has been an improvement to the coupler of the Pennzoil car. The entire '90 AF line from Lionel features a small spring added to the "J-bar" on the coupler weight. As a result, when you couple cars, the weight will pop into the closed position very quickly and neatly. This is the result of Lionel's "improved quality-control procedures". I was told that under their new guidelines an entire run is rejected for correction if just a couple of units fail the Q-C test. A welcome change!!! You will also notice this change on the UP sets which have now been delivered to most dealers

and S-gaugers. That is also the reason that production of our car ran about three weeks late.

There have been rumors that the AF line is dead. Untrue, I am told by Lionel. There was no S-gauge announced at the spring ToyFair because the company has gone to a new policy of announcing their line twice a year. Thus they now only announce their line six months ahead. The '91 AF line will be announced at a later date and "will include some surprises". I've heard stories of what it will include but nothing official and therefore I won't feed the rumor mill. But if what I have heard is true, most AF enthusiasts will be pleasantly surprised for '91.

The NASG project car for '91 has been selected. It will be a very colorful NYC reefer in red, white and blue colors. Look for further information and ordering instructions soon.

Finally, this committee's work includes submission of AF-related articles for regular inclusion in this publication. To that end, I encourage each of you to consider writing something. A historical piece, a tinplate-layout scenic detail project; repair hints; ANYTHING! Even just photos! If your writing needs "polishing" that's OK. . .we'll do it for you. . .just give us the raw material. Send me your material. . .I promise I won't ignore it! Mail the items directly to me and not the Dispatch editor or publisher. Thanks in advance.

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“SPRINGING” THE PACIFIC RAIL SHOPS BETTENDORF TRUCKS

by
Jon Firpach

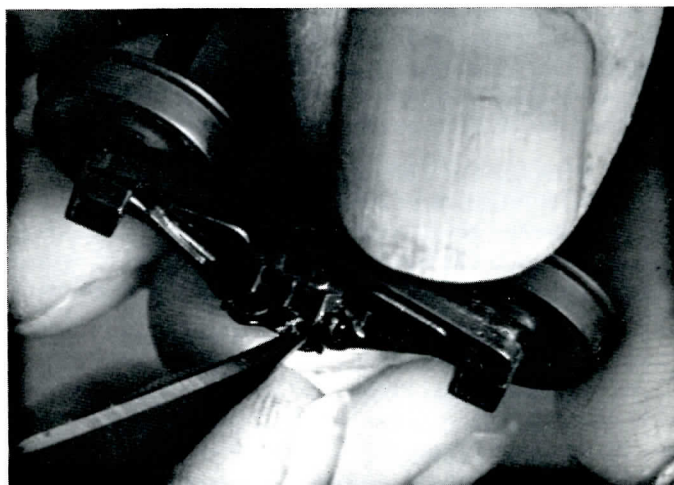
Pacific Rail Shops new Bettendorf trucks provide superior rolling action, freer at this time than any other S scale truck. With one exception they also have crisp detail and look very good. That exception is the “springs”. These are mere simulations and that they are not real is readily apparent. I wanted to change that. I did so by substituting some spare Ace springs. These were obtained from spare stock but I presume that they are still available from Downs Model Railroading Company. If not, you could use other springs that are of suitable size.



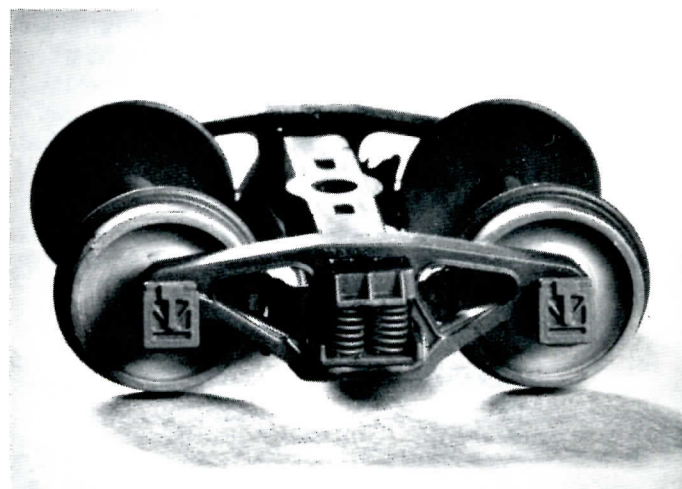
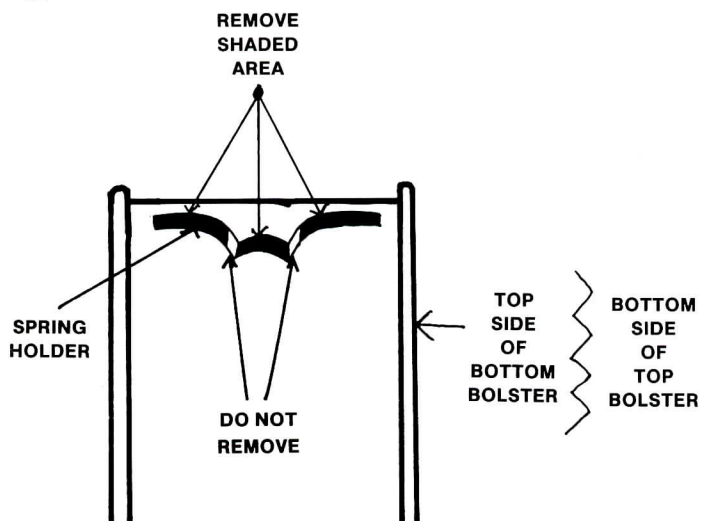
#1

My method for adding wire springs follows. (The trucks do not have to be disassembled for this task.) Pop the plastic spring casting out of the truck side with a small screwdriver. This will require a little pressure at one side or the other. (See Photo 1.) When the spring casting is removed observe the top of the bottom bolster. You will notice a “W” shaped spring holder. (Refer to Illustration and Photo 2.) Use the illustration as a guide and carefully remove the material corresponding to the shaded area with a sharply pointed hobby knife. I used a #11 X-ACTO blade. You must leave the lugs (the unshaded areas) as shown because these will hold the new springs in place. A WORD OF CAUTION: Since these trucks are made of Delrin it is best to make a stopping cut or cross cut at the point you want to stop removing material. The stopping cut is made in a plane that is 90 degrees to the plane from which you want to remove material. In this case, make a cross cut at each end of the lugs you want to remain. Then cut toward that cross (stopping) cut. Repeat the process for the top bolster. Finally, install the Ace springs and admire the finished product. (See Photo 3.)

The trucks as delivered by Pacific Rail represent 70 ton trucks with three springs per side. You can model 50 ton trucks by using only two springs per side. I modeled the 50 ton trucks with two springs but the third spring could be similarly installed. However, you would need to use a smaller spring than the Ace spring. A good choice might be the Overland #9700 which is a large HO scale spring that appears about right.



#2



#3

My goal was purely to achieve a cosmetic improvement but this operation actually provided some springing action, enough to cause the springs to absorb the shock of joints in the rail. A pleasant surprise.

IMPRESSIONS OF AN AMBITIOUS CONVENTION-GOER

by Pete Mihelich

Having visited Pittsburgh a few years back, my wife and I were looking forward to a return visit. I was especially looking forward to the combination NMRA, NASG, NTRAK convention. My wife and I arrived on Tuesday of convention week. Since the convention was already one day old, we rushed to the Pittsburgh Hilton to plan our week. I quickly found the registration desk and learned that the railfan trip to the Altoona Railway Museum was cancelled and a number of the tours were sold out. The registration person indicated that some tickets for the green tour had been returned so I bought a couple in order to not miss out entirely.

We chose to register at the Vista Hotel which was right across from the convention center. The convention hall didn't open up until Thursday afternoon so we had to commute to the Hilton for all other activities, a slight inconvenience. Both hotels were gorgeous, especially the Hilton which is situated right where the Monongahela and Allegheny rivers meet. The only S activity in the Hilton was the Cuyhauga Valley modular layout. Situated in a ground floor room with a window to the sidewalk, it provided an excellent gathering place for S gaugers as well as an interesting view for passersby.

After seeing a few friendly faces and visiting the company store, we decided to find one of those ethnic restaurants that Pittsburgh is famous for. There was a large visitor guide to almost all of the restaurants in the area that was available at the registration desk. We chose Max's Allegheny Tavern in Deutschtown. It was within walking distance of the hotel and after a day of flying, a walk seemed in order. After a few wrong turns, we found the restaurant and were not disappointed with the food.

After returning to the Hilton, we located the bus loading area for the Green tour. We were to visit four layouts—three HO and one O scale. There was only one tour that had an S scale layout but it was sold out and only occurred in the morning.

Our first stop was a unique HO helix cramped in a small room of a Pittsburgh row house. Marty Swartz was modeling the Virginian coal hauler in the mid '50s.

The second stop was Larry Kline's O scale attic layout. The layout looped the entire attic through three rooms. I had a special interest in the trolley loop that he had. It consisted of three or four PCC cars that were used in Pittsburgh and St. Louis.

We were quickly hustled out of the house as the next busload was arriving. The third layout was that of convention co-chairman, C. J. Riley. His Kanawha & Western Allegheny pike is an HO scale Western Maryland layout set in the mountains of West Virginia in the autumn of 1942. Photographs of the layout have appeared in many publications including feature articles in Railroad Model Craftsman. C. J.'s layout was recently moved and was under reconstruction with much dust and dirt.

The final stop was Contest and Clinic chairman Tony Thompson's Southern Pacific route through San Luis Obispo connecting Lompoc and Cuyama. Tony authored

the series of Railroad Model Craftsman articles on Pacific Fruit Express reefers. An interesting feature of his layout included a stairstep yard so that you could see all of the rolling stock as if in a display case.

At this point it seemed that the tour bus schedule broke down. We were at our final destination and there were two other groups ahead of us at this location, one of which was just finishing their second stop. It appeared that it would be a long night for them. As for us, we had seen enough for one night so it was good to see our bus arrive. Getting back quickly was another matter. We apparently lost our way and had entered a dead end street with cars parked on both sides of the street. Our bus driver, Sanduski, evidently determined to display his prowess at backing the bus out of tight places, proceeded to the end of the street. As we did so, porch lights began coming on and people began staring out of their windows. Apparently they found a large bus coming down their street a rare and curious thing. At the end of the street, Sanduski had no choice except to back up the entire length of this narrow street. With no more than five feet clearance on either side he backed the bus out in one continuous move never stopping, never leaving his seat to check anything. He certainly impressed the 25 passengers on board that night but evidently not all of the residents of the neighborhood. One of them called the police. The squad car caught up with us in a park that did not allow buses. However the patrolman recognized the driver and let us proceed on our merry way.

The prototype tours that seemed most interesting included Knox, Kane & Kinzua Railroad, Conrail's Conway yard, Altoona Railroad Museum on Amtrak via the world famous Horseshoe curve and the Alleghany Central Railroad.

The Conrail Conway yard tour left at eight in the morning, August 2nd, so I had to hustle to get up and walk the five blocks to the Hilton. It was a twenty mile bus ride East along the Ohio river to the former Pennsy yard. The yard is still very active having 52 westbound tracks and 54 eastbound tracks in the hump yard. The old roundhouse and turntable were still being used for light maintenance on diesel engines. We were allowed to climb through an SD40 parked at the turntable.

We then toured the yard office and tower. We were shown how all cars entering the yard are verified on a computer list. As the train comes into the yard, it is videotaped so that all the numbers can be remotely read in the yard control office. Our host explained that the average time for a car in the yard is 19 hours. Interesting cars sitting in the yard included an old Westinghouse Electric depressed center car and their Brownhoist crane and work cars. It was explained that the hoist is very seldom used because it is limited in its range off the track, takes a crew of seven to move and operate and therefore is slow to respond to wrecks.

Although the Conway Yard is active, Conrail services the area out of the Altoona Yard east of Pittsburgh. Altoona is the major overhaul facility.

The Knox, Kane and Kinzua Railroad involved a 50 mile round trip through the Allegheny National Forest, crossing Kinzua Viaduct, highest in the East. Their new steam engine was built on 1989 in China. Since it is in the mountains, most people were cold enough to buy out their supply of sweatshirts.

The Alleghany Central trip left at seven thirty in the morning of August 3rd. The tour was late getting away on the three hour trip to Cumberland, Maryland. I needed the extra sack time as we came back late Friday night from Tequilla Junction. With Mexican food being one of my favorite, we went across town with Mo Berk and his wife Rita. The food was good; the margaritas were even better. After arriving at the old Western Maryland station there was a short wait for the train to arrive from its storage area.

This excursion climbed fifteen miles into the hills over former Western Maryland and Cumberland and Pennsylvania right of way. The Canadian built 4-6-2 steam engine is owned by J. J. Showalter and leased to the railroad. The trip winds through the Narrows, along scenic valleys, around Helmstetter's curve, through Brush Tunnel and up the mountain into picturesque Frostburg where the locomotive is rotated on a turntable for the return trip. The old Cumberland and Pennsylvania right of way entered a tunnel and continued under the ridge where Frostburg is situated. A 1½ hour layover at the restored Old Depot Center and Restaurant at Frostburg forced riders to eat at this point. Once aboard, a quick trip downhill ended this enjoyable excursion.

Other interesting but sold out trips included the GE locomotive works, Port Authority Transit, Pittsburgh's light rail and subway system, Arden Railway Museum and the Oil Creek & Titusville trip through Pennsylvania's oil country.

With over 50 clinics scheduled, it seemed that if you wanted to learn everything you ever wanted to know about model railroading, this was the place to be. One clinic by the always entertaining John Armstrong pointed out the reasons behind different scales and their proportionate requirements for scenery. Another by civil engineer Tony Steele got into the finer points of prototype track history including the type of spikes used over the years. Tony has 18+ years of railroad engineering experience in providing an experts view of right of way features such as earthwork and drainage systems, ballast selection, bridge supports, culverts, signals, grade crossings, fencing, and pole lines.

The banquet was held Friday night. And quite a banquet crowd it was with a combined NMRA, NASG and NTRAK convention. Registrants had the option of chicken or fish and I did not hear any complaints about food or service. The NMRA, by virtue of its size, dominated the after dinner speeches and awards.

Mr. Paul Reistrup president and CEO of Monongahela Railway was an outstanding selection as the banquet speaker. As a former president of Amtrak he was able to give us an interesting insight into the operation and expansion of Amtrak. His own Monongahela Railway is quite a story in profitability. As a short line coal hauler in Western Pennsylvania, Paul related how GE executives came to the company with a new locomotive proposal.

He told them that if their engine could pull his cars over the worst grade in the rain he would buy them. He warned them however that he would be putting detergent on the tracks. The new engines were up to the task and they bought some.

The swap meet started at nine o'clock Saturday morning. Most of the swap meet items were of AF vintage so the majority of the people were gone by 10:30. One gentleman brought a large Flyer accumulation to dispose of and refused to open the boxes all at once. Being an AF collector myself I had to stay until it was mostly sold. It boiled down to three or four individuals carrying on a mini auction with the seller in order to speed up the sale of some of the more valuable items. A white-end Bakers chocolate tank was one of the items sold that I had never seen before. By this time the rest of our party was ready to get to the convention center.

Saturday night we went across town to eat at Margaritaville with Mo Berk and Rita. It had been two nights since we had some Mexican food and we were ready.

The convention hall didn't open until Thursday noon, operating Friday 1:00 to 9:00 P.M. and 8:30 A.M to 9:00 P.M. on Saturday. It was very convenient for me since our Vista Hotel was right across the street.

The hall was certainly large enough even with the large modular HO and the surprisingly large S-MOD system. The layout encompassed close to 7200 square feet in a modified figure eight. Thanks to the Central Jersey S Gaugers for this impressive display. Members took turns operating the layout while railfans stopped at their favorite module.

The convention hall was a mammoth thing, large enough that the entire show was contained on the second floor with room to spare. The show area was divided into two sections. In each section the model railroad displays were set up in the center and manufacturer and supplier booths were arranged around the periphery. One section contained most of the N, O and G scale displays, the other contained the HO and S scale layouts.

On "our" side the NASG had set up an information booth. It also served as a rest station for those whose feet had begun to ache. "S" was well represented by the manufacturers and suppliers. Lehigh Valley, American Models, G&W, Rex, Southwind, Omnicon, Pacific Rail, Rusti models, River Raisin, John Hall, Microscale, S Designs and Scenery Unlimited were all there. River Raisin was taking orders for its Milwaukee Road cars, G&W displayed their new ACF center flow hopper cars, Southwind had a prototype of the new USRA 0-6-0 switcher and Lehigh Valley showed its new row house structure kit.

There were some impressive and impressively large layouts in all scales. The S-Mod layout encompassed nearly 7200 square feet in a modified Figure-8 arrangement. It was made up of modules from a number of clubs and individuals. It is nothing less than amazing that the system actually works. S-Mod members operated their modules for the benefit of the public on Friday and Saturday. I would express my thanks to all that put effort into the S-Mod layout but special thanks have to go Don

(Continued on Page 24)

S-MOD Layout Knocks Their Socks OFF!

by Don DeWitt

As promised, 25 NASG members and four clubs built the finest S-MOD System layout ever built. As you can see from the accompanying layout plan, we built a layout with a 55 ft. x 20 ft. loop for continuous operation of up to four trains at once. In addition, we added two branch lines, one 150 ft. long, and the other 110 ft. long. Not only was the layout impressive but it actually worked well and was operational very quickly. The other important part of the impact made on the visitors to our layout was the great group of S scale dealers lined up along the bottom of the layout ready to answer that common question: "Boy S scale is a great size, but where do I find it?"

We(er, almost all of us) arrived on Tuesday, July 31st at the Pittsburgh Convention Center where we were allowed to drive our vehicles into the hall right up to the location where each module was to be set up. There were no lines and the unloading was aided by a wonderful convention crew. By the end of the day, about 80% of the modules were setup, leaving us all day Wednesday to complete the connection of the modules both physically and electrically.

I have received many compliments about the layout. It is very gratifying to see a project that was so long in planning to come to fruition. This was truly a team effort. If it wasn't for all of the module owners working so hard, of course there would have been no layout. Once we had the layout built, our Track Inspection team headed by Dick Karnes did a superb job. I have never seen a layout run better over the joints between modules. Thanks again. Our second team of inspectors were also very important. The Car Inspection Team examined all of the roll-

ing stock and rejected any that did not comply with the NASG's track and wheel standard. This also was a major contribution to a successful two and one half days of operations. Thanks go to Lee Johnson, John Foley and the many others who helped with this tremendous job. Finally, salutations go out to all of you who joined the S-MOD Operations Team to operate the layout. With a job of running the layout for over 25 hours over three days, it would have been a disaster without all of my trainmen and women. I handed out nearly 70 S-MOD hats so you know I had a big crew. To operate the layout comfortably, we needed around 12 people at any one time. In addition to making a big impression on the public, we made a significant impression on many S scalers who had never operated on a layout that was used to model a railroad rather than a loop around a Christmas tree. I think we have several new converts to the operations crowd.

We also had a popularity contest for the modules. We divided the contest into three categories. Favorite Small Module (0.5 to 10 ft.), Favorite Large Module (greater than 10 ft.) and Best In Show. Dave Bailey won the Large Module award, and Stan Stokrocki won both the Small Module and Best in Show awards. Congratulations to both of you. Gaylord Gill, Stan Stokrocki, Doug Miller and Dave Held all won NMRA Department Ribbons for their fine modules.

Finally, as a token of our appreciation, all of the modules received a plaque as depicted below as a remembrance of the event.



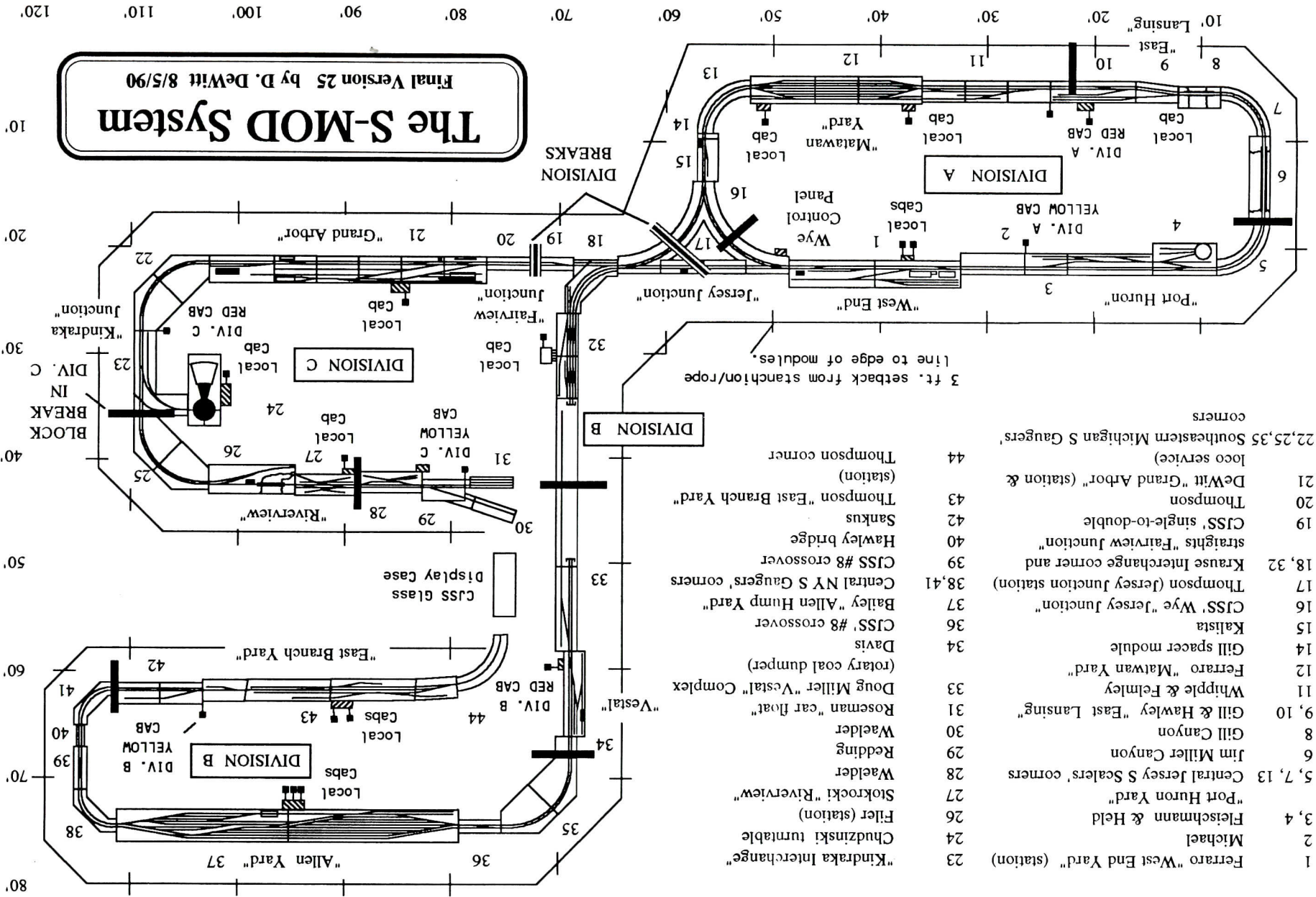
1990 NASG/NMRA Convention

July 30 - August 5, 1990

Pittsburgh, Pennsylvania

This plaque is presented with gratitude to the individuals who participated, with their modules, in our S-MOD modular layout.

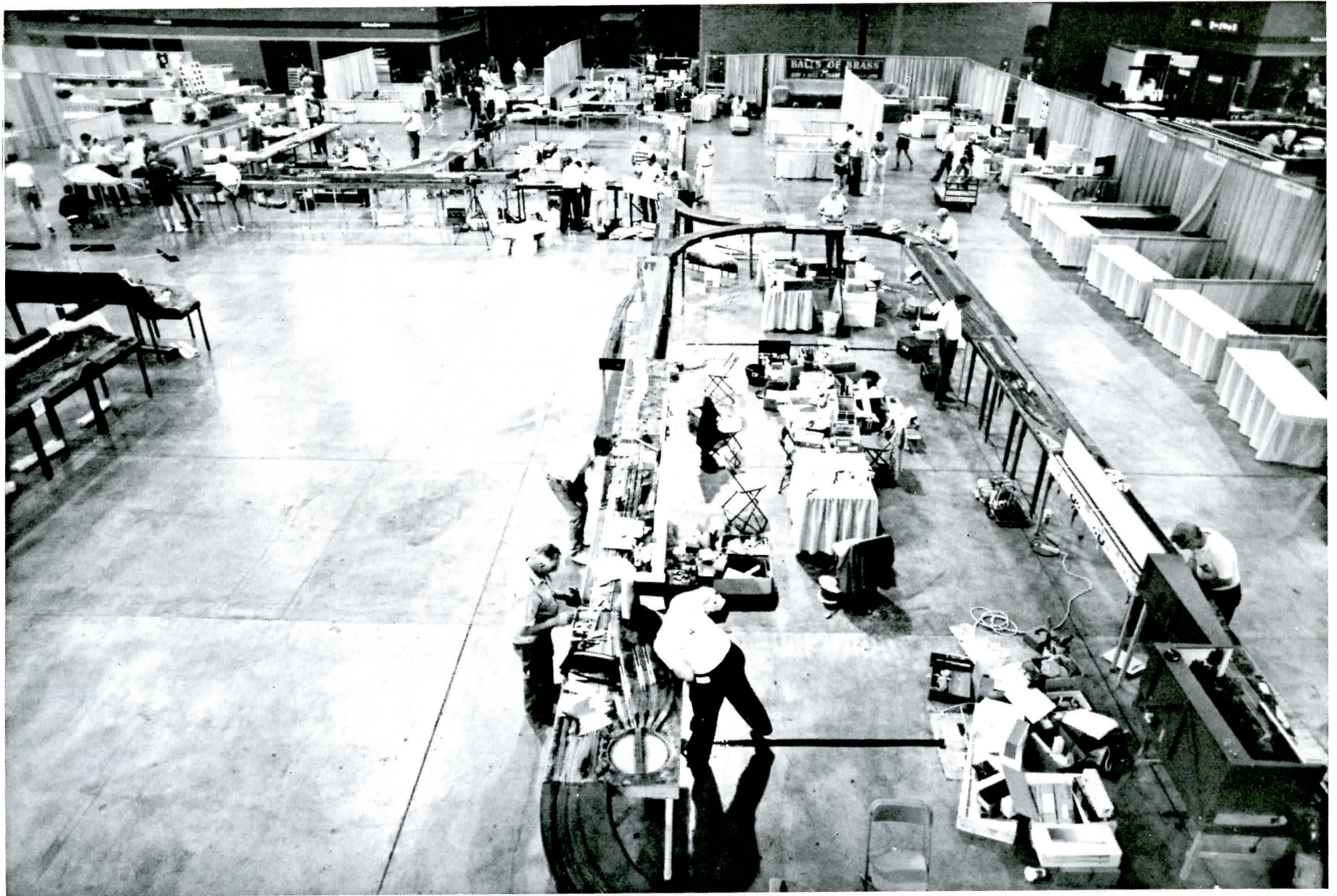
**S SCALE MODULAR LAYOUT
1990 NMRA/NASG CONVENTION
Pittsburgh, PA, July 30-August 5**



- | | | | |
|------------|--|--------|-------------------------------|
| 1 | Ferraro "West End Yard" (station) | 23 | "Kindrakata Interchange" |
| 2 | Michael | 24 | Chudzinski turntable |
| 3, 4 | Fleischmann & Held | 26 | Filter (station) |
| 5, 7, 13 | Central Jersey S Scalers' corners | 27 | Stokrocki "Riverview" |
| 6 | Jim Miller Canyon | 28 | Waldner |
| 8 | Gill Canyon | 29 | Redding |
| 9, 10 | Gill & Hawley "East Lansing" | 30 | Waldner |
| 11 | Whipple & Felmley | 31 | Roseman "car float" |
| 12 | Ferraro "Matwan Yard" | 33 | Doug Miller "Vestal" Complex |
| 14 | Gill spacer module | 34 | Davis |
| 15 | Kalista | 36 | CJSS #8 crossover |
| 16 | CJSS Wye "Jersey Junction" | 37 | Bailey "Allen Hump Yard" |
| 17 | Thompson (Jersey Junction station) | 38, 41 | Central NY S Gaugers' corners |
| 18, 32 | Krause Interchange corner and | 39 | CJSS #8 crossover |
| 19 | CJSS single-to-double | 40 | Hawley bridge |
| 20 | Thompson | 42 | Sankus |
| 21 | DeWitt "Grand Arbor" (station & | 43 | Thompson "East Branch Yard" |
| 22, 25, 35 | Southeastern Michigan S Gaugers' corners | 44 | Thompson corner |

The S-MOD System

Final Version 25 by D. DeWitt 8/5/90



Here it is, Nearly Complete. All 600 feet of it.

PHOTOSTORY

by Bob Jackson

Photos by Bob Werre and Pete Mihelich

FIRST THERE IS UNPACKING. . . .



"And laying a finger alongside his nose."



American Flyer's 1990 Pikemaster Layout.
(Jim Kindraka, Neil Redding, Bill Mark Jr.)

THEN FOLLOWS CONFUSION. . . .



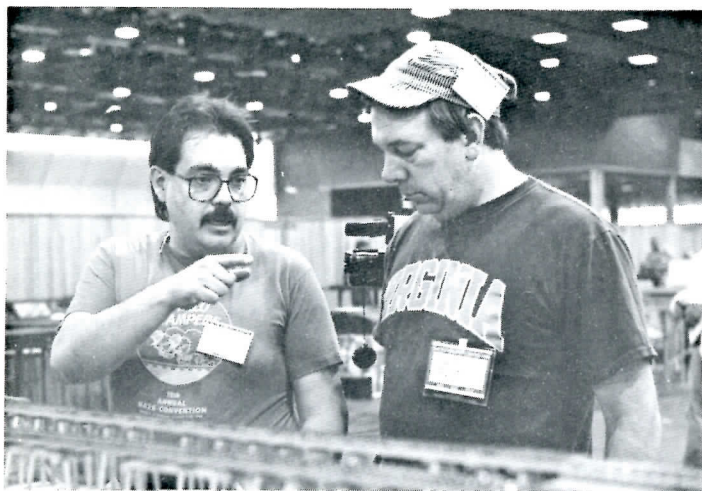
I could probably figure out what all this is for if my gout did not hurt so bad. (Lee Johnson)



Wow! Hold on Perfesser, run that one by me one more time. (Bill Mark Jr., Don DeWitt, Cliff Mark, Bill Mark III)



Yeh, there's a pair of pliers in my tool box over there.
(Don Thompson, Bill Roberts)



Someone said there is a pair of pliers over there.
(Jim Kindraka, Doug Miller)



Naw, there over there. (Jim Kindraka, Doug Miller)



I'm not kidding, now! He took them! (Don Thompson, Jeff Wilson, Don DeWitt)



Sounds like they finally found those damn pliers.
(Gordon Michael and friends)

SLOWLY IT COMES TOGETHER. . . .



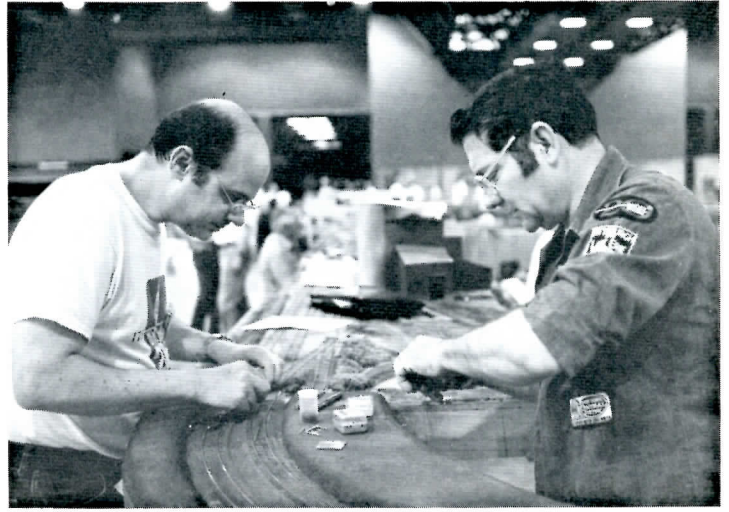
So, I just said to her, "Hey, what can I tell ya?"
(Arden Goehring, Bob Jackson, Roger Webster)



The Water Level Route it wasn't. (Bill Fuhrman)



Hey Karnes, that has already passed inspection.
(Bill Krause, Dick Karnes, John Foley)



Skilled labor was hard to find so this pair was hired right off the street. (Dick Karnes, Kent Singer)

GRADUALLY THE BUGS GET WORKED OUT. . . .



Blamed thing worked before we left home.
(Bernie Thomas award winner, Bill Krause)



Yep, I think we fixed it.
(Bill Krause and Friends)

AT LAST THE SHOW GOES ON. . . .



Now, here's the deal. If we are asked any questions....
(Don DeWitt, Don Thompson)



Hey Dad, C'MERE! I've found sumpin I wanta show ya!
(Vic Roseman)



Doug Miller's Rotary Coal Dump was a crowd pleaser.



Bill Roberts demonstrates Dave Bailey's Hump Yard, a prize winner.



Cliff Mark and his dad, Bill Jr., operate Don DeWitt's Grand Arbor Passenger Terminal.



Gee, I wish I could paint like that. (Stan Stockrocki behind his prize winning module)

THE MANUFACTURERS AND SUPPLIERS WERE A STRONG PRESENCE. . . .



Jettie held up this pole for 3 days straight. You can see that he is tiring.



Dealer's Row.

SUNDAY BREAKFAST WAS AN AWARDING EVENT. . . .



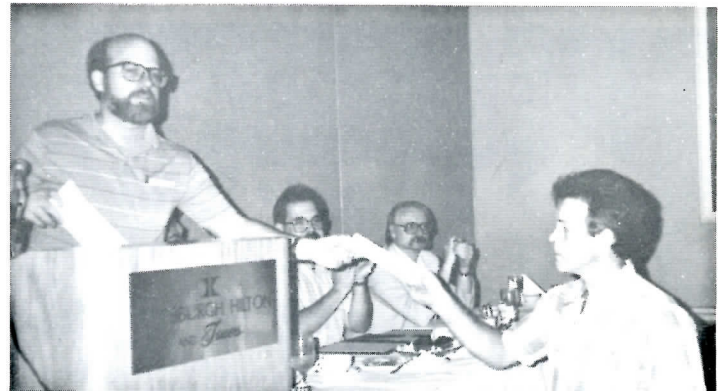
William Mark III won Best-In-Show in the Model Contest.



Bill Krause receiving the Bernie Thomas Award.



Stan Stockrocki's module was judged the best small module.



David Bailey's module was judged the best large module.



Mark Waelder received the Charlie Stackpoole award from the CNYSGA.

TWO OTHER AWARDS. . .



Bob Werre beams upon receiving the Tony Perles Award for the best S scale article of the year. Russ Larson of Model Railroading looks on.



Lee Johnson awards the NASG Manufacturer of the Year Award to Greg Krassel of Microscale for introducing so many new decals in S scale.

NASG MODEL CONTEST

by Kent L. Singer, NASG Contest Committee Chairman

There were 15 fine models entered in the contest this year. A number of modules were also brought along for display only. Thus there was plenty to look at and admire despite the small number of entries. This small number may have set a record for the fewest entries ever; if it did it may have also set one for the highest overall quality. The winners of this year's contest would have been contenders in any year.

This was the first year that a module was entered in the NASG Module event. Although one or two modules had been entered in the past they were entered as dioramas. We suspect that the lack of module entries may be because members don't realize that modules are judged out at the module layout, thus don't need to be brought to the contest room. We encourage more module builders to enter them in the contest next year.

Dave Felmley and Forest Lucus, assisted by Kent Singer, provided the judging. A record 6 hours, was spent discussing the pros and cons of each model, scoring each against the same arbitrary standard. An additional hour was then spent determining the awards. Dave and Forrest deserve our appreciation for performing this task.

We thank the people who brought their models and modules, either as contest entries or for display, for our viewing pleasure. We also hope that the small number of models entered and displayed was due to the unusual circumstances of the joint convention and that next year, in Syracuse, the turnout will be much larger.

We extend our thanks to Dave Felmley and Bill Tusing for running the contest and keeping the contest room open for a large percentage of the time.

BEST IN SHOW

William Mark, III - 2 RDG Covered Hoppers

MASTER CRAFTSMAN

Structures

1st Randy Sappo - White Tower Hamburger Stand

Freight & MoW

1st Bill Wade - RDG Covered Hopper

CRAFTSMAN

Scratchbuilt Structures

1st Not Awarded
2nd J. Irving Hall - Yore Mine II Caboose
3rd Bill Oertly - N&W 3 Bay Hopper

Kit & Converted

Steam Locomotives

1st William Mark, Jr. -
West Shore (Ex-C&O) Berkshire

Dies & Electric Locomotives

1st Douglas G. Miller - Susquehanna GP-18

Freight & MoW

1st Neil Redding - NYC Snowplow

Structures

1st David Pool - Cumbres Station+

AMATEUR

Kit & Converted

Diesel & Electric Locomotives

1st Bill Lane, Jr. - PRR GP-9

Freight & MoW

1st Gordon Michael - C&GR Work Gondola

Hi-Rail

Freight & MoW

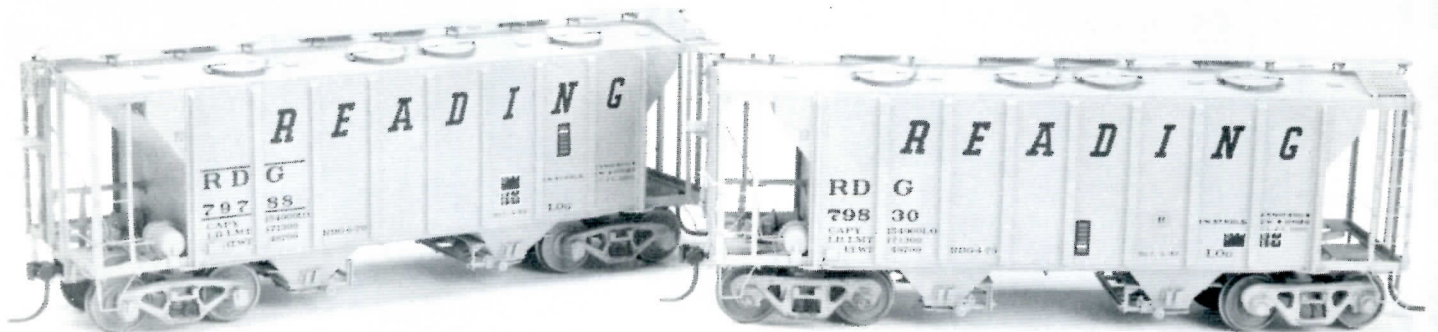
1st Roger Weiss - CP Express Reefer

NASG Modules

1st David O. Held - Module of Port Huron, Mich.

JUNIOR

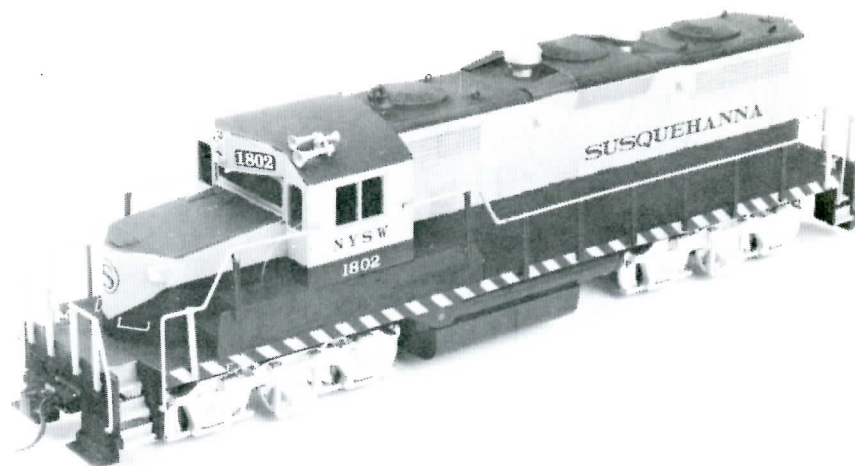
1st Renee Weiss - CR Bay Window Caboose



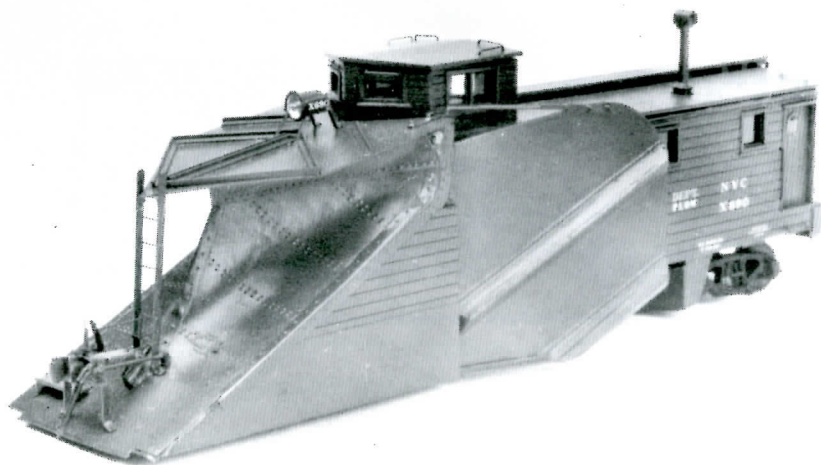
This beautiful pair of Reading LOC class covered hoppers, scratchbuilt by William Mark, III were judged Best-In-Show. Not since 1980 has a freight car entered in a Craftsman event been so honored.



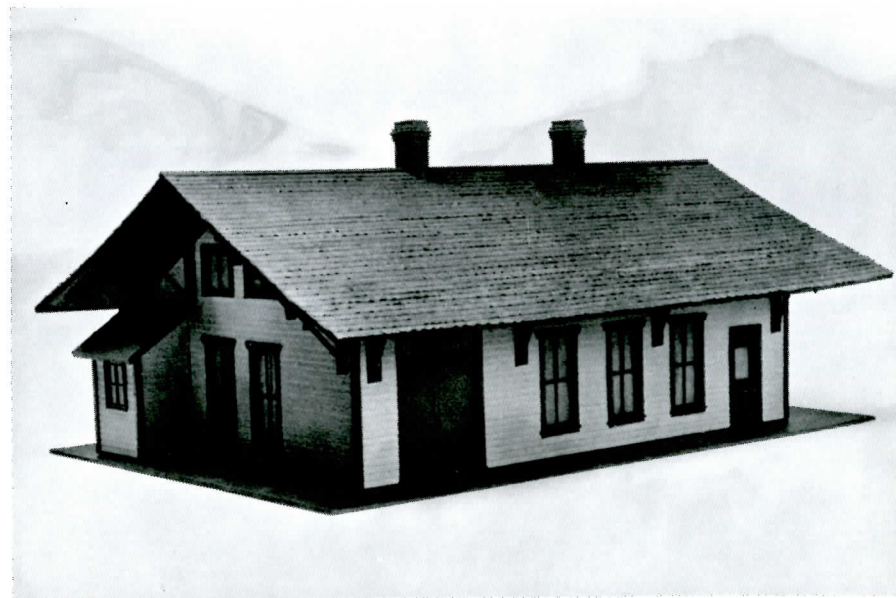
Bill Oertly built and entered this N & W H11A class 3-bay hopper to win a Third Place in the Craftsman Scratchbuilt Freight & MoW Event.



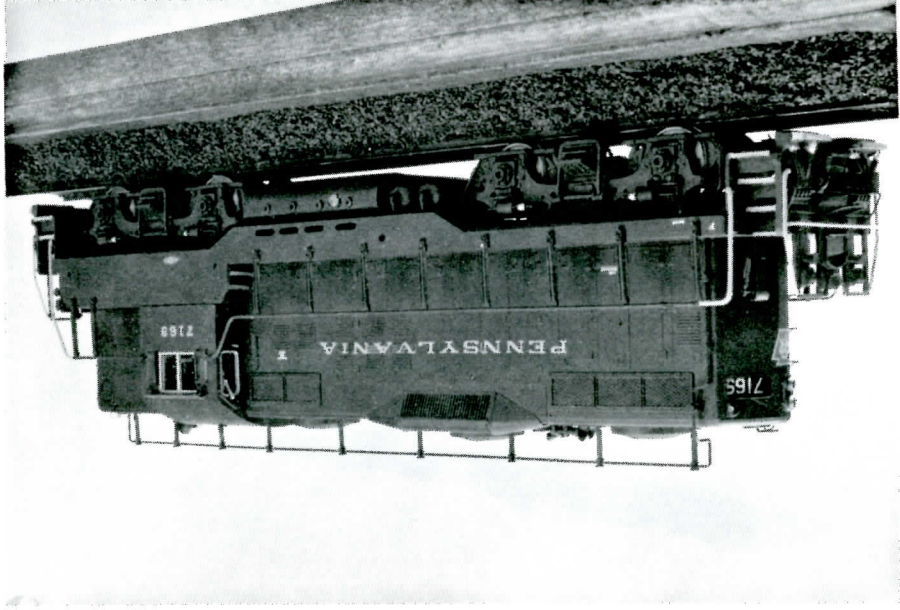
Remove everything from an AM GP-9 short hood that isn't found on a chop nose and you'll get a start on a Susquehanna GP-18. Doug Miller's won a First Place in the Craftsman Kit & Converted Diesel Event.



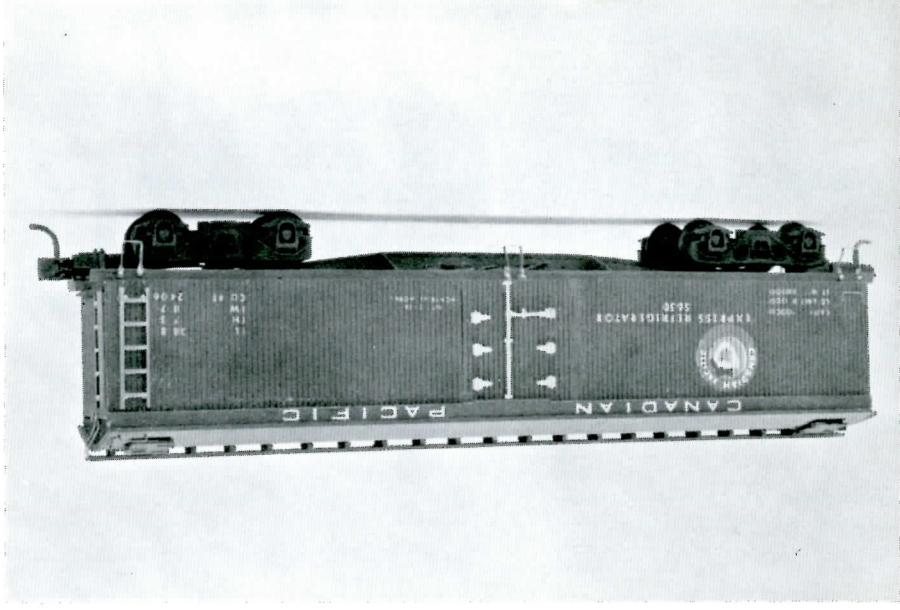
Neil Redding's NYC snowplow, built from an Ambroid kit, has a scratchbuilt front end and lots of extra details. It earned him a First Place in the Craftsman Kit & Converted Freight & MoW Event.



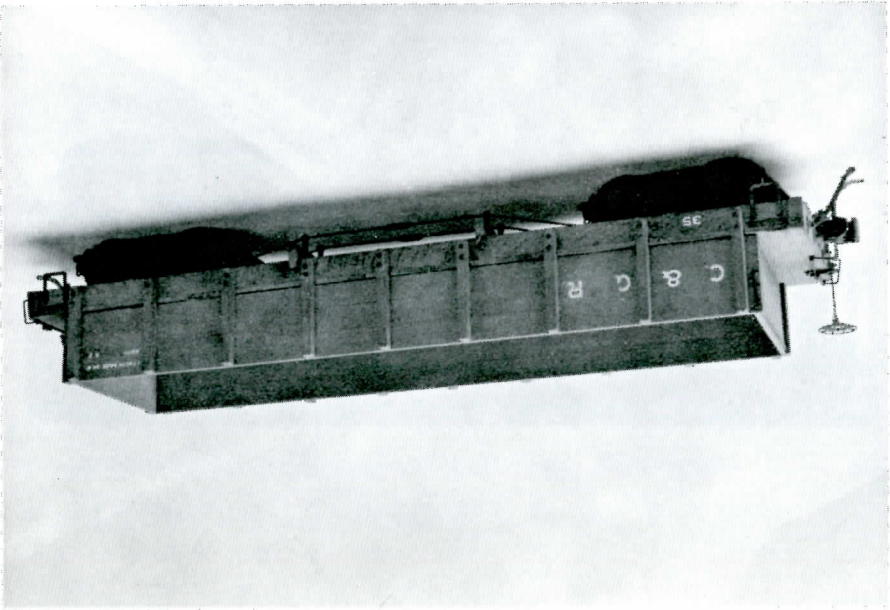
Ons has always provided S scale usable items. David Pool modified this Cumbres Station kit. This neatly done adaptation earned a First Place in the Craftsman Kit & Converted Structure Event.



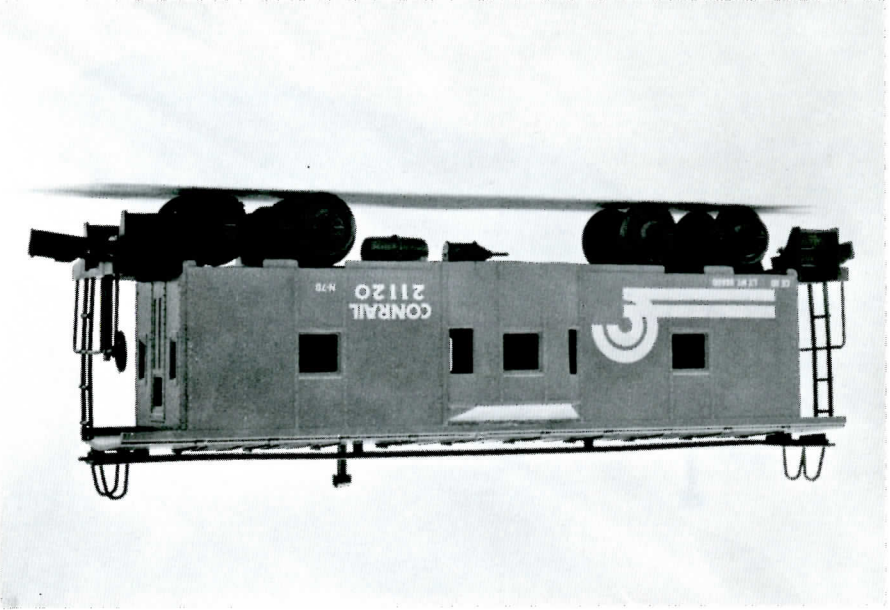
Although it was entered in the Amateur Kit & Converted Diesel & Electric Event, where it won a First Place, there was nothing amateur about Bill Lane's Penny GP-9.



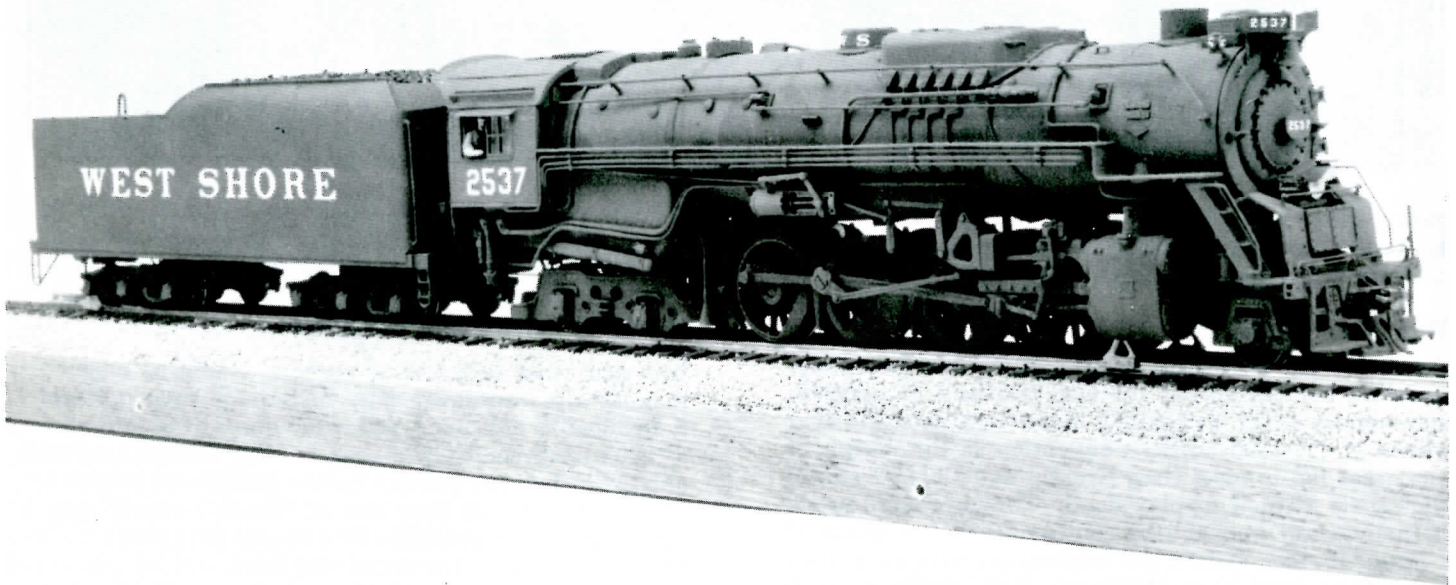
An express reefer kit always seems to show up in the contest; this year was no exception. This Canadian Pacific car built by Roger Weiss won First Place in the Amateur Hi-Rail Freight & MOW Event.



As another example of adaptation of On kits, here is Gordon Michael's C&RG work gondola, built from an On kit. It took First Place in the Amateur Kit & Converted Freight & MOW Event.



This CR bay window caboose, built from an American Models kit by Renee Weiss, won the First Place in the Junior Event.



Bill Mark, Jr., no stranger to NASG contests, entered a well built SSLS kit of a C&O Berkshire. Lettered for the West Shore, it won a First Place in the Craftsman Kit & Converted Steam Locomotive Event.

LETTERS

Dear Editor:

I need to let your readers know that because of the difficulty in getting parts it has become difficult for me to complete projects in S scale. I cannot deliver the USR 0-6-0 locomotives that have been ordered until I can obtain more drivers. I have hope that the situation will clear up soon. Once I have drivers the projects can be completed. Being unable to deliver the locos puts me in a bad spot but there is not much I can do about it.

The tank cars are doing pretty well and will be shipped as soon as possible. I am a one person operation and I work a full time job so it takes me some time to complete the models.

The Frisco 2-10-0 will be delayed until next year because of the parts availability problem.

Also I am not taking any more orders for any items at this time, I have enough to keep me busy the rest of this year.

Thanks,

*Chris
Miniature Locomotive and Car Shop
Cooperas Cove, Texas*

THE DECAL CORNER

— BY DON DeWITT —

During the summer, while you have been playing outside, the decal manufacturers have been busy expanding their offerings in anticipation of your modeling fervors this fall.

MICROSCALE

Microscale Industries has had a major impact on our modeling choices during the last year and as a result, they were awarded the NASG's Manufacturer of the Year Award at the 1990 NASG Convention in Pittsburgh. It was great fun to meet Greg Krassel and Dale Martin of Microscale at their display booth. They are quite proud of their award and will be continuing their support of S scale. In fact, before the convention was over, they handed us four more offerings! Talk about a quick response!! That makes 51 Microscale sets that you can purchase from your favorite S scale decal dealer.

Since my last report, Microscale has released set #64-6, for Norfolk Southern diesels. This set is designed for modern diesels but could most likely be used to dress up a handsome NS GP-9 or GP-18. Set #64-41* is a beauty and is perfect for NYC fans who wish to paint their own American Models FA-2 Alco diesels. Other classic diesel schemes are the ATSF EMD F diesel Sante Fe Warbonnet decal #64-43*, the D&RGW EMD F diesel set #64-63*, the Erie EMD F3/F7 diesel set #64-75, the L&N Alco FA diesel set #64-79*, the CB&Q EMD E5 diesel set #64-74, the GN EMD F diesel set #64-81* and the Conrail diesel set #64-80 which can be used for a variety of diesels including GP-9s. Note: All * items are two sheet sets and are priced at \$6 while single sheet sets are \$3.50. Finally, two piggy-back trailer sets are available for BN (sets #64-64 and 64-71) as well as a Norfolk & Western steam set #64-78.

RIVER RAISIN

River Raisin has recently released C & O caboose and EMD E-unit diesel sets. Please contact them with SASE at 6160 Upper Straits Blvd., W. Bloomfield, MI 48033.

JOHN PRATT R/R DESIGNS

John Pratt of 2017A Castle PL SE, Albuquerque, NM 87118 has recently entered the market with an outstanding Union Pacific dry transfer set. This set is designed for the American Models 40 ft. boxcar for the 1950-51 period. It has the "Road of the Streamliners" logo for one side and "Be Specific ship UNION PACIFIC" for the other side. This is the B50-41 series of UP boxcars. The transfer is yellow and comes on clear acetate which makes its applications 10 times easier than other dry transfer because you can see where you are applying it. This set is available directly from John or from S DeSignS for \$3.25. I hope John continues to expand his line of dry transfers.

S DESIGNS

S DeSignS has recently produced their 16th decal set for S scale models. Since my last report, they have released a super detailing set for the American Models EL GP-9 which includes the maroon "Radio Equipped" lightning bolt and black and white number boards which match

the four cab numbers that have been produced for this model. They plan to produce other number board sets in the future. This set was included with the geeps from S DeSignS but others who have purchased their EL geep elsewhere will find these very useful.

In a new twist to the decal scene in S and as a support to those who want to see more modern offerings in S scale, S DeSignS is offering a yellow Reading boxcar decal for a 1970's era green 50 ft. boxcar, but this decal is available only with their pre-painted Pacific Rail Shops boxcar kit. This is the first in their line of "Do It Yourself" kit. A second kit is now available for a boxcar red Lehigh Valley 50' boxcar and in December the third will be available for a 50' Illinois Central Gulf orange boxcar kit. Hopefully, these kits will help us to bring more modern offerings to S scale. Only 40 of each kit is available.

One of the reasons for the company's existence is to help model makers sell their products. In this respect, they are producing tank car decals to help Lehigh Valley Models with their upcoming tank car kit. The first decal for Texaco was shown in the last issue of the Dispatch. Deep Rock and Cities Service should be available by December. Another support effort is their decal sets available for the new G&W Models/Pacific Rail Shops 52 ft. 3-bay ACF grain hopper. Three sets available now are for D&H, DT&I and Reading, with GT available in December. (The only other set available for this new car at this time is the Microscale CSX set #64-30.)

Finally, a new caboose set is available for the Northeastern style caboose (AF or Overland brass) for Lehigh Valley in the modern scheme with black and white diamond and lettering and a yellow stripe. For further information on pricing, and new announcements, you should send S DeSignS a SASE at 37 Snow Dr., Mahwah, NJ 07430.

FINAL THOUGHTS. . . .

As you may have noticed I have been somewhat involved with the S scale experience. To avoid burning out, it is now time for me to hand over some of my S activities to some new blood. So this will be my last Decal Corner column. I believe that it is very important for this column to continue as most of the decal and dry transfer manufacturers can not afford to advertise their products. If they did advertise, the cost would eat up any meager profits that they make on their decals. So it is up to the NASG to help. I would appreciate it if someone would volunteer to write this column. You will need to contact the dealers for their most recent issues and continue to advise them as to what is needed in the market. In other words, you will need to keep them appraised of any new products that could use their decals or dry transfers. Please contact our new editor, if you are interested. Once you have come on board, I will be happy to advise you as you write your columns.

EDITORS NOTE: *As of press time we have a volunteer. His name is Jon Firpach. Jon can be reached through the Editor's office.*

Trade News & Views

~ BY DON THOMPSON ~

AMERICAN MODELS (10088 Colonial Ind. Dr., S. Lyons, MI 48178) will be releasing three new boxcars. They are #129 GN standard boxcar (bc red), GM&O with arch lettering and NW with large block NW. The price of these is \$20.95. These prices reflect the \$1.00 increase on all AM freight cars (but not cabooses). In addition to these new cars, they have announced new numbers for #207 WP (yellow lettering) plug door boxcar. Also, the B&O passenger cars will be re-run with new names. The prices are \$38.95 for the combine, coach and sleeper, and \$40.95 for the vista-dome and obs. The #715 NH caboose is also new. It is painted in caboose red with white and black block NH logo. The price is \$24.95. Ron is discontinuing two boxcar roadnames: #124 PH&D (blue car with red lettering) and #127 EJ&E (green car). When these are all sold out, they will not be rerun. Ron is now selling the FA's and FB's. These will have different roadnumbers than the S Helper Service units. The roadnames are CP, GN, NH, NYC, PRR & UP. The prices are \$144.95 for the scale, \$149.95 DC hi-rail, \$179.95 for the AC hi-rail and \$99.95 for the scale or hi-rail dummies.

BADGERLAND S GAUGERS (c/o Grumann Garrett, 27700 41st St., Salem, WI 53168) has received the SOO LINE 50' box cars from Pacific Rail Shop. These are a bright red with medium large block lettering. Three different numbers are available. The price is \$22 each with \$2.00 shipping on the first unit and \$1.50 on all units after that. They are expecting to receive the CNW Pullman green 50' express box car in the next few weeks. The price is the same as the SOO.

CAMDEN AND AMBOY (222 Harding Ave., Westmont, NJ 08108) had the biggest surprise for me at the convention. At one of the dealers booths we found S scale crossing shanties. These are made of urethane and include a roof with rafters, a single piece 4 wall body assembly and a door. It seems to be of a B&O prototype. The price was only \$4.95. They do sell to dealers, so you can buy these through their dealers.

G&W (115 Upland Rd., Syracuse, NY 13207-1119) had undecorated 3-bay ACF Centerflow hoppers for sale at the convention. They had a yellow CNW hopper painted up and lettered for the convention; it looked super. Walt expects the NYC cars first. They will be grey with the large red, black and white cigar band herald. The others that he expects are a GN, L&N, SP and Santa Fe. The hoppers come less t/c and at the convention were \$20. Pacific Rail Shops is still working on a 100 ton roller bearing truck for these. Ace roller bearing trucks (available from Downs M.R. - could be used at this time at a price of \$4.75 per car (#250-360) or \$5 for the blackend truck (250-361). These come with the correct 36" wheel gaged to the NASG standards.

HOQUATHOBBIES (306 Mountain View Terr., Dunellen, NJ 08812) has just received some neat stuff from Ertl (he is an Ertl distributor). The "Dick Tracy Cars" is a series of 4 cars from the '30s; a 1939 4 door Chevy, a 37 Ford 4 door coupe, a 1936 Ford 2 door coupe and a 37 Plymouth 2 door coupe. Anyone that models the late '30s, the '40s and early '50s should get a dozen of these, pop the rivets on the bottom, repaint with some auto touch up paint, and you are all set. The list price for these is \$2.60 each, but Jeff will sell them for \$2.25 each. How about fire engines? They have a pumper, hook and ladder and a tanker. These are modern, and the list price is \$9.00 (Jeff's price is \$8). Maybe a tow truck, cement mixer or van? Yep, they are \$7.20 each (\$6). How about a farm? The deluxe farm set has a barn, two out-buildings, lots of pigs, cows, chickens, a man, dog and truck plus all kinds of fencing and details. At \$70 the price might seem a bit steep (Jeff wants \$55), but you would pay more for just the details and animals if you bought them separately. If you don't want any buildings, they have a silo full of pigs, horses and cows for \$8.40 (yes \$7.50) to use with stock cars, stock yards or just a few pets for the kids. They also have cards of just pigs, cows, horses and asst. for about 2 bucks each. What a bunch of neat stuff!

JOHN HALL (2711 Pecksniff Rd., N. Wilmington, DC 19808) was at the convention and did very well. He is working on new decals for next summer.

LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) is still working on the tank car. At this time he has no delivery date. He has discontinued the RDG 2-8-0 I-10 and the Continental Cannery Co.

LIONEL is very pleased with the response to the Pony Express set (UP PA's). In fact they completely sold out of everything. Interestingly, there is no new AF in the latest 1991 catalog. Even their sale staff isn't sure what they are up to. (See Doug Peck's report of the AF Service cmt...Ed.) A couple of interesting observations though (and maybe completely unrelated): A survey that was distributed at the Pittsburgh convention included a question to determine if the resposdee would be interested in having scale wheels and couplers on AF equipment. Last week Lionel purchased a scale check gage and coupler height gage. Very interesting.

PACIFIC RAIL SHOP (3205 Helms Road, Grants Pass, OR 97527) now has the NP 50' boxcar available. Next will be the ACL brown with silver roof "Thanks for using the Coast Line" car and then the IC boxcar red car. John Verser tells us that he is just about out of the following cars and has no plans on making more: NYC Erie (less than 6), B&O (less than 12), CB&Q, T&P and WM (less than 12).

more →

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48033) has received the E-8 pilot model from Korea. They expect the production models sometime this fall. It is not too late to order the E-8's. Again, they will have some nickle-plated that could be used on the CB&Q or Santa Fe. A \$100 deposit will hold one of these beauties. Their next project is the Milwaukee Road ribbed sided box car. Both the 40' and 50' models are being produced as well as a painted and unpainted (the 40' painted box car will only be available from the NASG). A \$40 deposit will hold these cars for you. They expect shipment in the spring of 1991.

SHELPER SERVICE (2 Roberts Rd., New Brunswick N.J. 08901) has received all the FA's and FB's from American Models. They still have a few of all roadnames left, but on some they have less than 5 left. The prices are \$144.95 for the scale, \$149.95 for the DC hi-Rail, dummy scale or hi-rail version will be \$99.95. The American Flyer (AC) version \$179.95. Visa and Master Card are accepted. Add \$2.50 per unit for shipping. They are also taking deposits on the RS-3. You should have received an order form and business reply envelope in this issue. The Roadnames are B&M (blue), CNJ/CRP (green with yellow stripes), CNW (green and yellow), CR (blue), Cotton Belt (SP - black with yellow and silver lettering), Erie Lackawanna (grey, yellow and maroon), GM&O (red, maroon with yellow lettering), MR (orange and black with red herald and white lettering), NH (orange and black), NYC (black and grey lightning stripes), PRR (brunswick green with buff lettering), Reading (bright green and yellow with black lettering and Undec.) A \$50 deposit is being taken and delivery is expected this winter. The price is the same as the FA's except that orders they get before they receive the units are postpaid and you get a 10% discount for 4 or more units.

SOUTHWIND MODELS (P.O. Box 9293, Plant City, FL 33566) is expecting the Erie (riveted) and PRR (welded) 50-70 ton 50+' flatcars anytime. Only 100 of each has been made, so order now. The price is \$109.50 per car. The Pullmans should be along in a few weeks. They have received the NYC and Rutland milk cars. They are very nice and priced at \$137.50. The interest in the USRA O-6-0 will have to increase for this engine to become a reality. They will offer two versions, with the standard USRA switcher tender and a clear vision tender. There were over 254 of these engines made with all the big roads owning a few. They lasted in to the mid 50's. A \$200 deposit from you could make this engine a reality. Price with deposit is \$575, without will be \$685. Due to the lateness of this issue, Jettie has extended the deadline. Yes, a few more deposits will make a difference on this one, it is very close. Jettie has received the pilot models for the FA parts. He expects these later this fall. One note, only 50 PRR antenna sets with junction boxes will be made. These are different than the EMD F-unit antennas.

STEAM DEPOT (2038 Center St., Ashland, PA 17921) has received the RS-3 superstructure kits. There are cast in Pewter with brass details and brass trucks. The price is \$169 ppd. They hope to receive Omnicon drives for these shortly. They have not announced a price for the drives. They also have the Miller switcher (alco S-4) drives. These come with Type A brass sprung and equalized side frames. The kits are complete sans motor. The price is \$69 ppd.

THE WHISTLE POST HOBBY SHOP (2347 W. Monroe, Springfield, IL 62704) reports that the original manufacturer raised his price when it indicated the number of reservations it had for the NYC passenger car side project. In order to preserve the possibility of continuing the project it sought a new manufacturer. It found one in this country but he cannot start this project before this Fall. They will produce photo etched brass overlays designed to convert AM passenger cars to the pre-War II NYC 20th Century Limited. Nine distinct sides will be made so that a full set of 20th Century cars can be modeled. The Whistle Post will persevere in this project but more reservations would help stabilize the prices. The price of a full set for nine cars is \$200. Those reserving a full set of nine may also purchase additional sides for individual cars at a price of \$25 per car. Twenty dollars is required to reserve a full set; \$2.50 is required to reserve each additional car.

CONVENTION-GOER *(Continued)*

DeWitt for designing and re-designing the layout and for coordinating the entire effort. He had to make a last minute change as some of the expected modules were unable to make the trip.

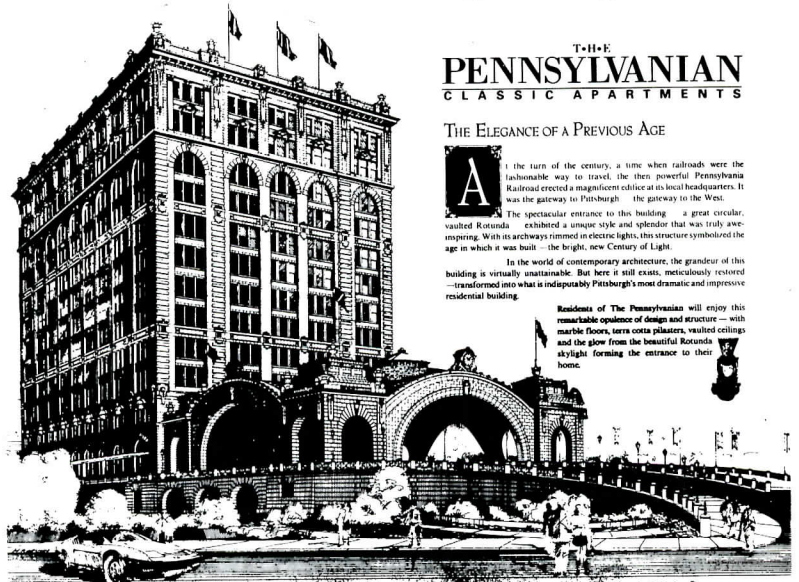
My final convention visit had to be the old Pennsylvania Station. I saved this for Sunday morning prior to our flight home. It was raining, but since the station was only 2 block away, it was no problem.

The station has been beautifully restored as an office condominium complex. A door guard let me view the grand hall which now serves as the focal point of the complex. The beautiful circular drive is still used as a drop off area, while the lower level serving as a parking garage.

The Amtrack station was built behind the old station, probably where some of the old tracks were.

Conrail's mainline slips by the entire complex utilizing double tracks.

All in all, the visit to Pittsburgh was delightful.



T.H.F.
PENNSYLVANIAN
CLASSIC APARTMENTS

THE ELEGANCE OF A PREVIOUS AGE

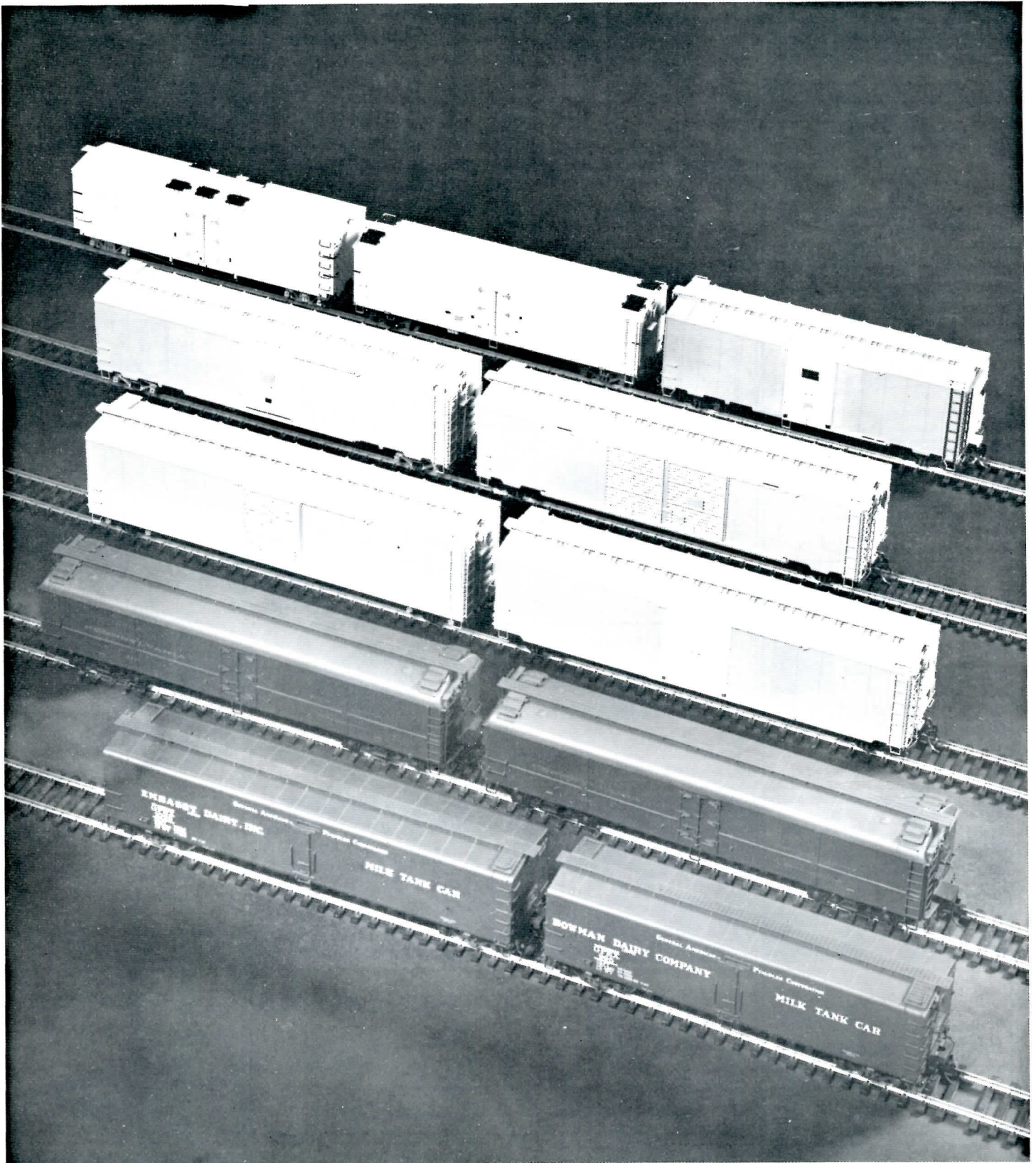
At the turn of the century, a time when railroads were the fashionable way to travel, the then powerful Pennsylvania Railroad erected a magnificent edifice at its local headquarters. It was the gateway to Pittsburgh—the gateway to the West.

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LOOKING AHEAD



The cars featured in the photo above provide a preview of some articles that will appear in The DISPATCH in the coming months. Top left and top center will be featured in a scratch building article. Top right will demonstrate conversion of a Pacific Rail Shops 50' boxcar into a 40' boxcar. The four 50' boxcars in the center will illustrate conversion of Pacific Rail Shops cars into various versions of the ACF 50' boxcars. The four painted cars will describe painting and lettering techniques. **WATCH FOR THESE!**

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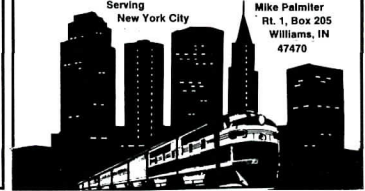


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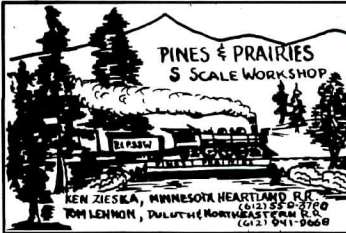
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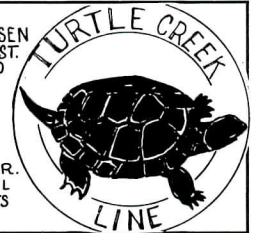


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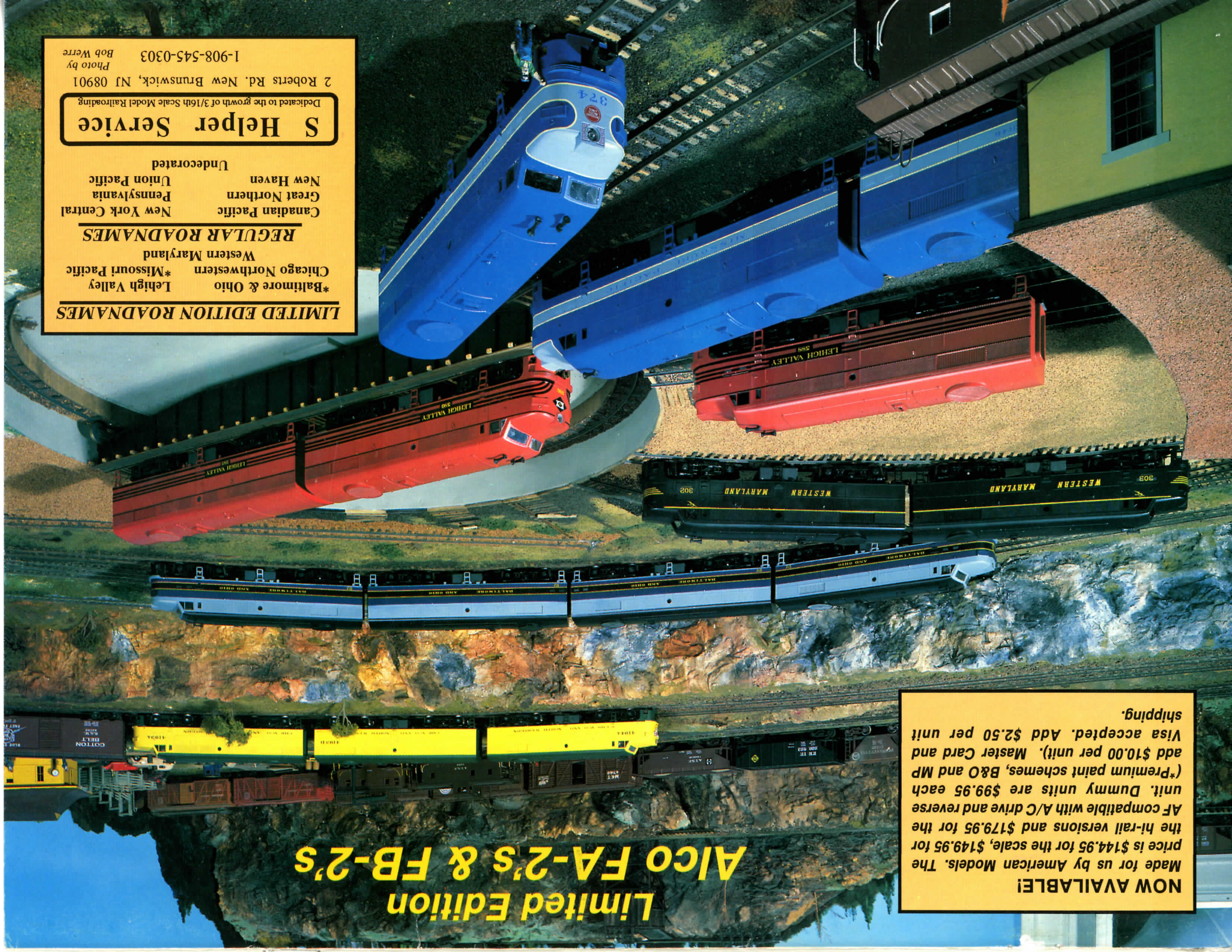
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