



February 1991

Vol. XIV No. 1

DISPATCH



Litchfield Station

Photo by John Evans

RIVER RAISIN

MODELS

6160 Upper Straits Blvd.
West Bloomfield, Michigan 48324

EMD FT FREIGHT DIESELS



Louis A. Marre Photo

*The diesel that changed the railroad scene forever . . .
Now in S Scale Brass!*

- Prototype era: 1939-1970
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4th Annual

Spring 'S' Spree

S Gauge Gathering
May 3, 4, 5, 1991
Cleveland, Ohio

Friday: Registration
Starts at Noon

Saturday: 9 till End of Auction

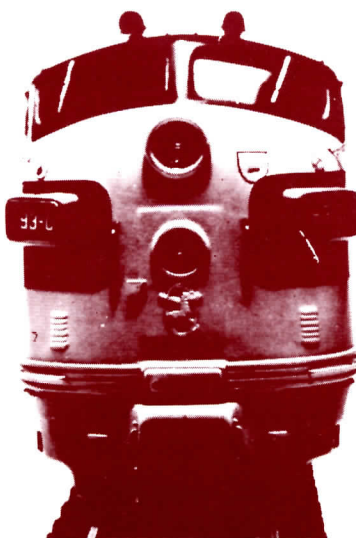
Sunday: Layout Tours

MEET THE MANUFACTURERS

This is your chance to meet in person
the major makers of S scale today.

American Models
River Raisin Models
South Wind Models
S Helper Service
Rex S Gauge

These companies will all be represented
in person by their owners
Come to meet them and discuss the future of "S"



- fellowship
- movies
- clinics
- swap tables
- model contests

- operating layouts (S, SN3)

**For further information
contact:**

Dave Davis (216) 842-2469
9316 Snow Road
Parma, Ohio 44130

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 John Metzger
Rt. 4 Box 326F
Troy, MO 63379

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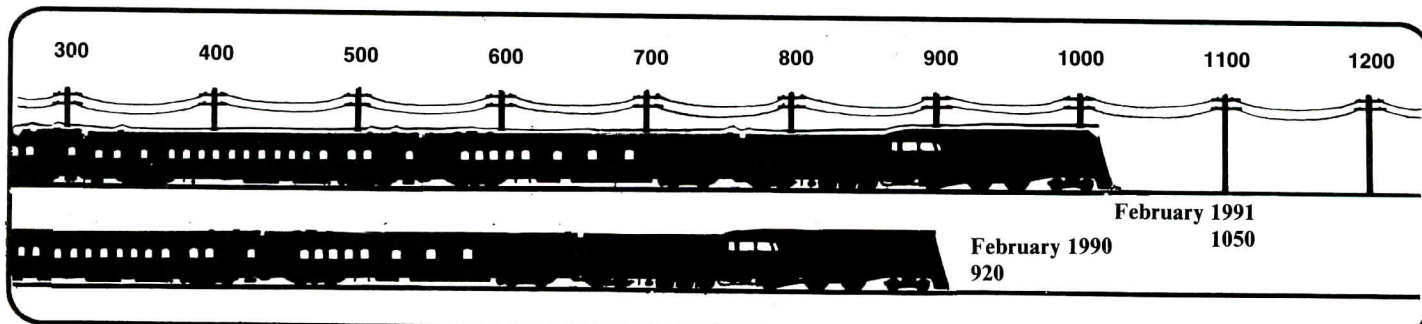
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Bob Jackson	Editor
Jon Firpach	Associate Editor
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	Advertising Manager
Kent Singer	Contributing Editor
Don Thompson	Contributing Editor
Bob Werre	Photographer
Pete Mihelich	Publisher

THE DEADLINES for articles are the 15th of February, April, June, August, October and December for issues dated April, June, August, October, December, February, respectively.

COVER

A drawing of Litchfield Station on the Wabash in Litchfield, Illinois as it appeared in 1914. The artist is Harold Stokes who hales from Litchfield and who is well known in the region. The building is a beauty. It still stands and is in good repair.



ADVERTISING RATES: Full page \$200; half page \$100; each halftone furnished by the *DISPATCH* from advertiser's B&W prints \$25 additional; unscreened negatives \$40 each. Inquire regarding color rates. For additional information, contact the NASG *DISPATCH*, c/o Goellner Printing, 301 South Main, St. Charles, MO 63301.

PRESIDENT'S MESSAGE

My message this issue is not going to focus on one particular subject, but convey some matters which I feel should be told to the membership.

Item number one is the brass car project. Sales so far are very good for the 40' Milwaukee Road horizontal ribbed box car. Remember, quantities are very limited so order now before they are gone. Send your check for \$152.95 to Dave Bailey, 7571 Foxglove Place, Macungie, PA 18062. Order now or don't complain when they are gone!

Next item is the election of officers coming up this year. In a previous issue I have requested nominations for Regional Vice Presidents, Executive Vice President and Secretary. To date I have to say I am very disappointed in the response for nominations. So far only three individuals have indicated they are running for offices. These are Eastern and Western Vice Presidents and Executive Vice President. I have had no nominations for Central Vice President or Secretary. Gentlemen and Ladies, I hope some of you will think about running for office. This organization of 1200 members needs volunteers to help run it. If there are enough volunteers then the amount of time required of any one individual will be nominal. Otherwise, the entire burden will fall on a few individuals who may well be unable to do the necessary tasks well. I hope the individuals who are on the Board will be able to make it to the National Convention for the Annual Board Meeting. So think it over and run for an office in this fine organization which you belong to.

Finally, take note of the National Convention to be held in Syracuse, New York this coming July. A full registration packet was published in the last issue of The Dispatch and is included in this issue. Register early and book your hotel reservation so you will not miss out on the fine convention that the CYNSSGA is planning for us. Sending in your registration now helps the CYNSSGA planning effort. If you have never attended one of our conventions you have missed on a very good time. Conventions can be a lot fun and a place that, by meeting your fellow NASG members and 'S' Gauge dealers, can be very informative and rewarding no matter what part of the 'S' spectrum you are in. They are also a place where you will find items for sale regardless of whether you are a "scaler" or an AF collector.

I hope to see you in Syracuse in July!

Very truly yours,



Mike Ferraro, President

THE EDITOR'S DESK

We begin a new year and a new volume. We have gained some ground but there is more to gain. I have received some letters of encouragement and congratulations. I strongly appreciate them and hope to receive many more. I have also received a letter from Bill Stone of Stone-Wilson Design to help with drawings and the like. I am going to take him up on the offer!

The Dispatch still needs to build a store of articles. They are coming in now at a helpful pace but my comfort level has not been reached. I know that there is a lot of activity out there so why not join the ranks of "the published" and send something along. Be sure to pay attention to the column entitled "WANTED" in which I have outlined some of the things I hope to include in the Dispatch.

We have a new contributor beginning with this issue. He is Will Britton. Will is a midwesterner and a bit retiring. He is an S gauger but not a member of the NASG. He says that he is just not a joiner even though he likes the thought of communicating about his railroad modeling.

I want to draw your attention to two letters in Dear @#%&*. The first is from Ron Bashista describing AM's relationship to S Helper Service. The second is from Dave Bailey. Dave makes a point that bears close consideration by the NASG and its members. You ought to make yourselves heard about this matter.

I beg your indulgence of my inclusion of an article by my son, Brian. He is not only an S gauger but also a hobby store owner and it is his opinion that much of the thinking that we do about promoting S gauge is poorly informed about the economics of hobby retailing in general and of S gauge in particular. I thought that he might be right and thus when he offered an article I accepted. We won't make it a habit.

Finally, I note our inclusion of the NASG model contest rules in this issue. Kent Singer has earlier noted that a low point of numbers but a high point of quality was reached at Pittsburgh. It would be nice to see a high point in both aspects reached in Syracuse. However, speaking for myself, seeing what others are doing is one of the most important reasons for going to the convention. It is less important to me to see the highest quality than it is to visualize what is going on in S gauger's minds. I hope a lot of you feel the same way. So:

THINK SYRACUSE! AND BRING YOUR MODELS!



MEET AN 'S' GAUGER



Bill Krause

Our featured S gauger is known to many, many S gaugers around the country. He is Bill Krause, the 1990 recipient of the Bernie Thomas award.

Few people measure up to the Bernie Thomas award as well as Bill Krause. Bill joined the NASG in the early '60s and became an active member of no less than three Circuit Letters. Even though the NASG Inc no longer sponsors circuit letters Bill has maintained his involvement with them.

In December 1981, Bill started the Connecticut S Gauge group. By advertising in S gauge magazines he gradually built the group from 4 to about 50 members. Until December 1987, he paid all the mailing, advertising and other expenses out of his own pocket.

The Connecticut S Gaugers participate in three major train shows in the Connecticut area. Bill serves as spokesperson at these shows, using them to promote S gauge in every way imaginable. He expounds the virtues of S gauge to the spectators. Furthermore, he has developed his own solution to the problem of getting the youngsters interested. He has initiated a feature called "Showtime" at these train shows. During the club's operating sessions at the shows Bill narrates the story of "The Little Engine That Could" while the club members act out the story with their trains. As "Showtime" has evolved Bill has moved another step forward by including the children in the action. Showtime is a big hit and always plays to a big audience at the train shows.

Bill's contribution to these shows is not limited to talk and acting. Each time the Connecticut S Gaugers set up their modular layout at a show, Bill loads two corner units and 2 or 3 straight units, plus power packs, tools and countless other items into his small station wagon and drives it to the site of the show. He is surely the spark plug of the operation.

When the modular movement started in S gauge, he immediately got involved. He worked with Don DeWitt and others, sorting out problems and working towards developing final modular and electrical standards.

Bill has been an enormous help to other members in building their modules and their home layouts. He has a gift for helping them do it "their way" without imposing his own ideas. One of his greatest delights is in seeing someone join the Connecticut S Gaugers and develop from an unsure neophyte to an experienced modeler. He likes to say that they "grow with S gauge". Bill beams like a proud parent when such a member wins a prize at a model contest or gets a technical article published.

At each meeting of the Connecticut S Gaugers he sets aside a "show and tell" time to insure that not only local issues are addressed but issues in all 'S'dom are presented. Bill reads notices and activities from an amazing collection of letters, newsletters from other clubs, news items, fact sheets. He saves everything. He writes and sends the CT S Gauge newsletters not only to the members, but also to groups in Ohio, Massachusetts, Maine, New York, Minnesota, Missouri to name only some of them. He believes in sharing ideas and experience.

Three years ago at the Convention in New Brunswick a need for a track gauge for American Flyer was expressed. Bill has come up with a plan for one which he has submitted to Tom Nimelli. Even though Bill is a "scaler" himself, he is always very supportive of the American Flyer enthusiast. The CT modules all use code 125 rail, small Railcraft spikes and closed frog turnouts thus enabling both scale and AF to run on the same track.

Bill's original layout was called the Lester Central R.R. That railroad now resides in Bill Fuhrman's basement as the Berkshire Central. The new Lester Central is completely modular.

As you can see Bill Krause has an impressive S gauge history. Bernie Thomas would surely be pleased to have his memory so well honored by the selection of Bill Krause to receive the award bearing Bernie's name. (Our thanks to John MacSweeney for supplying this information.)

PHOTO TOUR OF AMERICAN MODELS

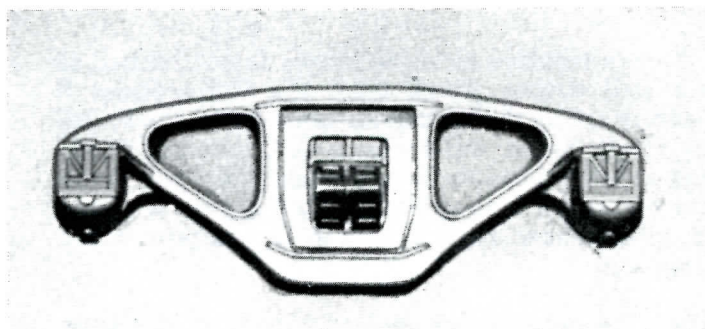
by
Don Thompson

Two miles just to the north of Ten Mile road, 2 miles west of the quaint town of South Lyon the sign welcomes you to Colonial Industrial Park, home of American Models.

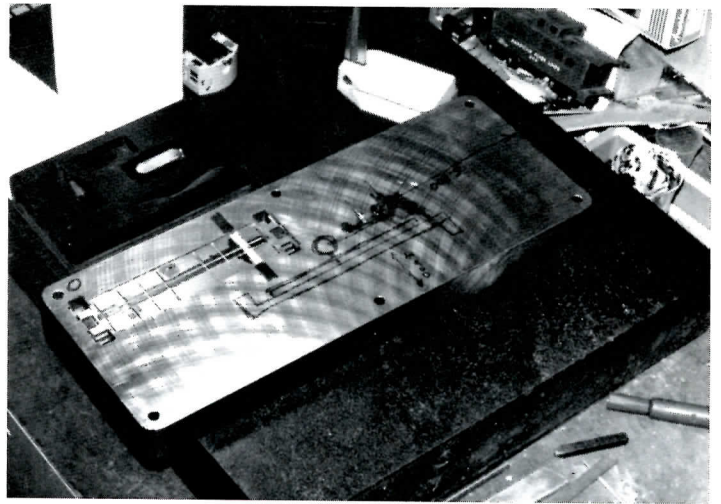


The very low-key entrance to the American Models Empire. It is hard to believe that all its great locomotives, rolling stock, passenger cars and track work is made in this diminutive factory.

Manufacturing a model begins with making patterns such as this 2X scale pattern of the swing motion leaf spring caboose truck. (The pattern was made by Stan Stokrocki.) AM will then make an epoxy mold of this pattern. A cavity will be milled in tool steel using a pantagraph to reflect the contours of the mold.

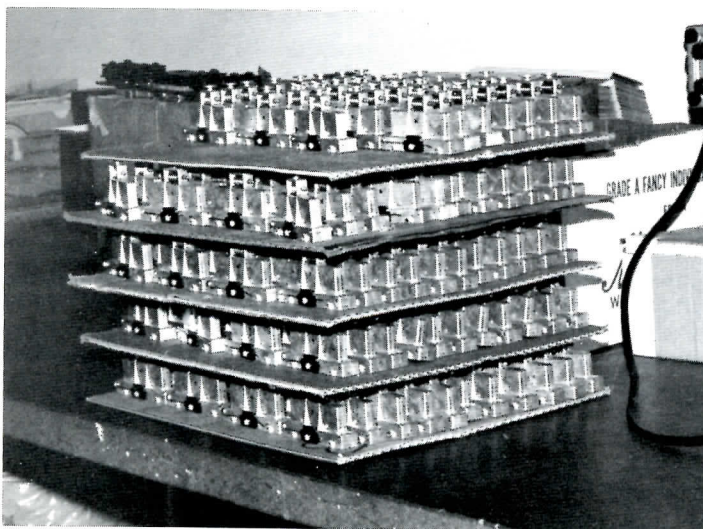
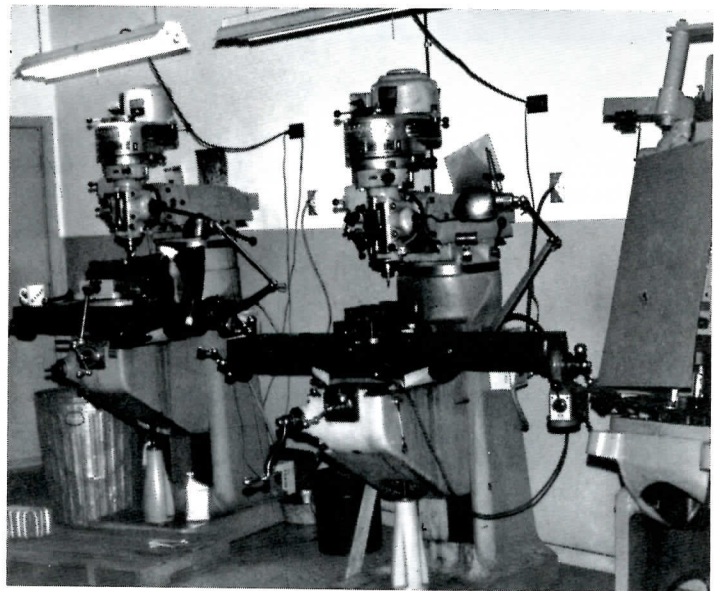


A good example of the tooling that American Models uses to make parts for its kits. Notice the cavities in this half of a two piece die for the caboose floor and brake set. Once the steel is cut, it is sent to the die caster for a test shot. If corrections are needed, the die goes back to American Models for repairs.



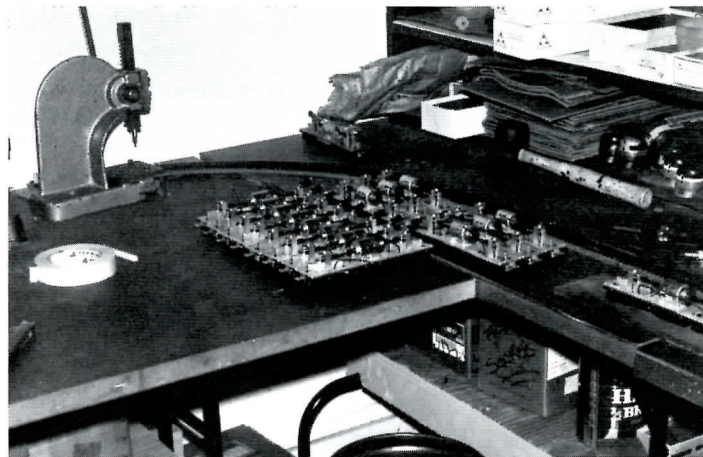
Ron Bashista is determining the exact location for the brake cylinder on this die. A precision of 0.001 of an inch is needed in making the tooling to insure that both halves of the dieset align perfectly.

A pair of Bridgeport horizontal milling machines await their next chore. The advantage of having two is that one can be left setup for a complicated job and while the other is still available for a short job.

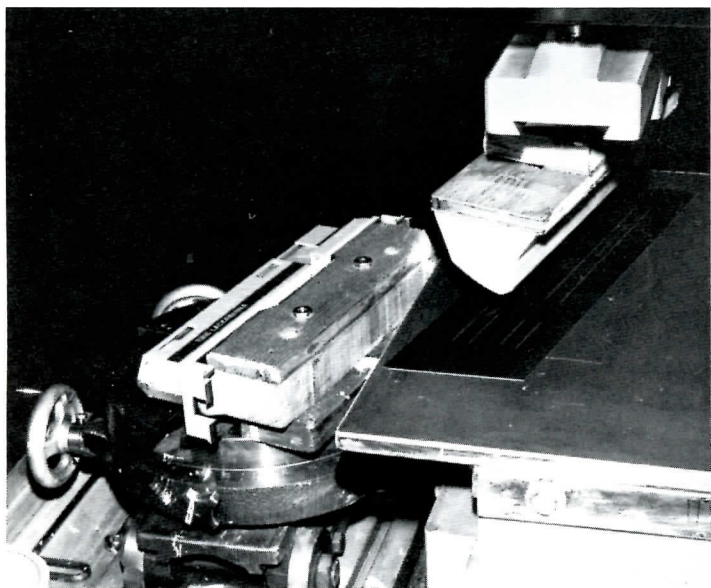


These gear boxes have just been cleaned of flash and the gears have been installed. The next step adds either scale or high rail wheelsets. Then the gearboxes will be attached to the frames.

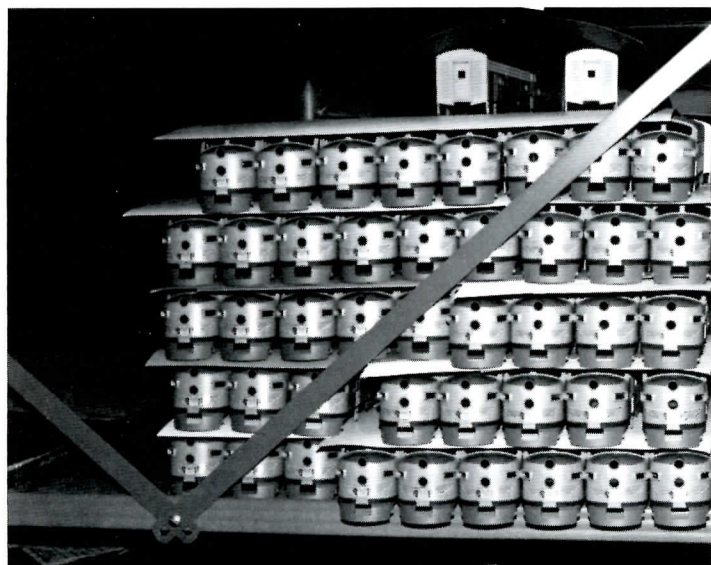
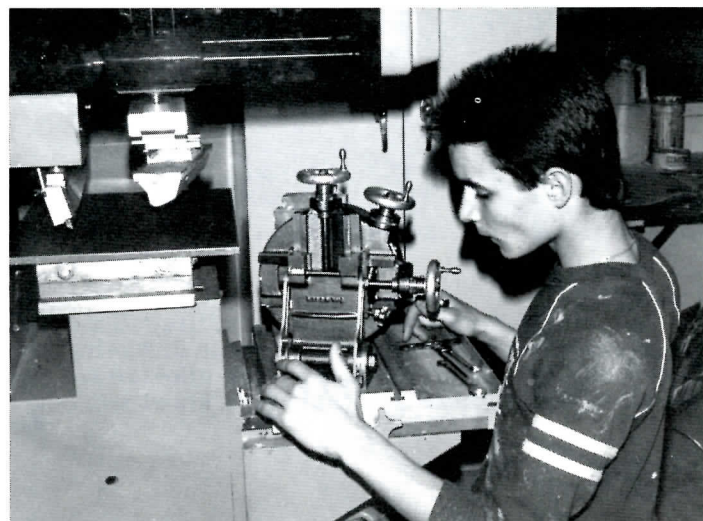
This is the work bench where the gear boxes are assembled and installed on the frame. Later the motors are added and wired. Each unit is tested on the curved track in the background. The hand press in the back puts the wheels on the axle and correctly gauges them.



This is the pad printer that decorates the shells. A plate is made of the lettering that is to be applied to the car. The squeegee (right), places a small amount of ink onto the plate, the rubber pad (center) picks this up and then makes an impression on the car that is held in exact position in a jig (left).

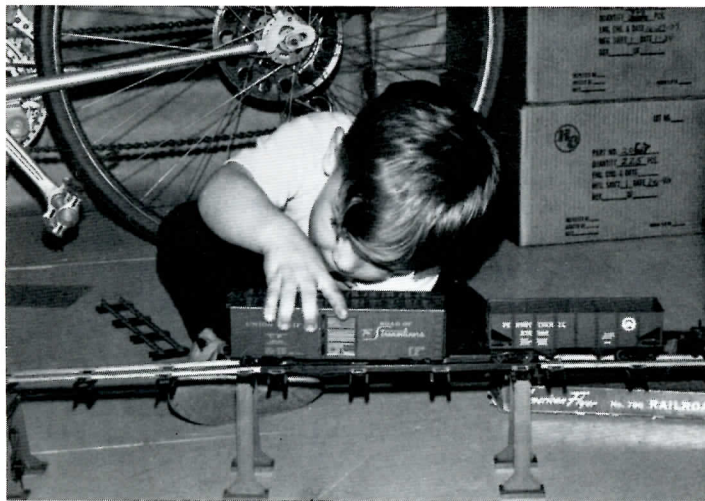


Adam, the eldest son, is lining up the jig on the pad printer. The jig allows Adam to make precise adjustments so that the lettering is in exactly the same place on each body.

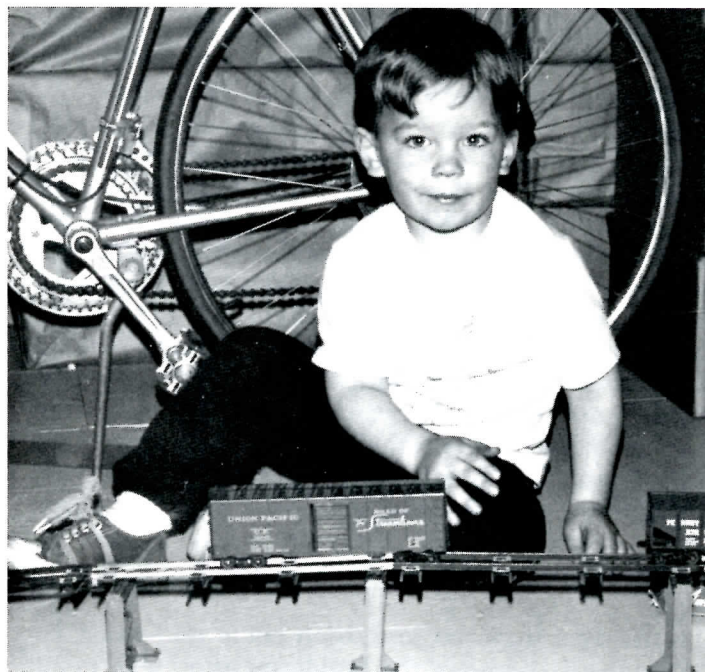


Racks upon racks of bodies. AM has to keep an inventory of all its products. It is amazing to see the thousand-plus painted bodies just like these Union Pacific FP-7s they just finished decorating. These were printed with the new German inks that are more opaque.

The final stage of the operation is shipping. Karen Bashista packs orders for their final destination.



Quality Control Consultant Zachary Bashista checks his family's handiwork with a practiced eye. Nothing leaves without his approval.

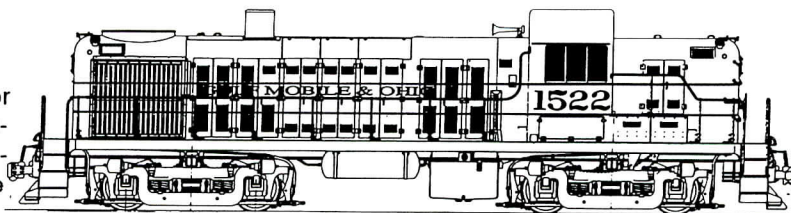


Obviously, Zach approves! All kidding aside folks isn't this what it is all about?

ALCO RS-3's IN S

That's Right! The tooling is now being made for RS-3'S (phase 1b) in S. The first run will be exclusively marketed by **S Helper Service** and manufactured by **American Models**. These are due in March 1991.

* B&M, *CNJ., * CNW, CR, Cotton Belt (SP), EL, GN, *GM&O, *Milw, NH, NYC, PRR, *Rdg and Undec. All numbers and exclusive road-names (those with *) will not be offered again.



The price is \$144.95 for the scale, \$149.95 for DC hi-rail versions, AF compatible unit is \$179.95 and dummy's \$99.95 each. Deposits of \$50 per unit are now due. Master Card and Visa are accepted

S Helper Service

2 Roberts Rd. New Brunswick, N.J. 08901 201-545-0303

THE NASG CONTEST RULES

submitted by Kent Singer
Contest Committee Chairman

I. These procedures are to be followed in any model contest sanctioned by the NATIONAL ASSOCIATION OF S GAUGERS, INC. (NASG). The contest sponsoring organization may not alter any portion of these rules without obtaining the permission of the NASG Contest Committee Chairman (NASG-CCC).

II. NASG sanctioned model contests are open to members in good standing of the NASG only. This specifically includes family members. The sponsoring organization will obtain a current listing of NASG members from the Membership Committee, NASG. NASG officers will be responsible for providing membership updating before and/or during contest registration. The NASG may choose to limit eligibility to members in good standing as of a date prior to contest registration. If this decision is made, prior announcement must be made in the S Gauge press and in any pre-registration information provided by the contest sponsor to potential conventioners.

III. Any number of models may be entered by a contestant but no more than two entries per person for each event. NASG does not require that an entrant be present at a sanctioned contest, but neither NASG or the contest sponsor may be held responsible for loss, damage, handling or postage costs involved with mailed-in entries. NASG disclaims any responsibility for lost or damaged models at NASG sanctioned contests. The sponsor should either publicize that it is also not responsible or provide itself with insurance. This does not absolve the sponsor from providing monitors when the contest room is open and either guards or sufficient securement at other times.

IV. Entries must be in 1/64th scale and must be made in the name of the builder(s) only, who must be eligible to compete. A custom built model may not be entered by the current owner in his own name. Ready-to-run (R-T-R) models may not be entered as manufactured. A minimum of three modifications must have been made to the model. These may include painting or repainting as one of the modifications; lettering as another. Failure to note these modifications on the contest entry form may result in disqualification.

V. Models which have been awarded a first place in any NESGA or NASG sanctioned contest prior to 1973 may not be re-entered in a NASG contest. First place winners in NASG-designated "Regional" contests may be reentered in contests in other

"regions" and in NASG-designated "national" contests. A first place in a National contest may not be entered in future National contests. It may win subsequent regional contest awards but no model is eligible for first place in two different contests in the same region.

VI. Modelers are divided into 3 classifications. They may step up to the next class but not downward.

A. Amateur: This class includes all modelers who have not won any of the following combinations in NESGA or NASG contests:

1. Best-in-show, overall or for the Amateur class.
2. Two First-Place awards.
3. Four awards for Second-Place and/or Third-Place.

Please note that modelers are to be encouraged to step up to the Craftsman class if they have not met the above requirements but are experienced modelers.

B. Craftsman: This class includes anyone who has placed as in the above, plus it is open to others who wish to compete on this level. Two First-Place awards, or one Best-In-Show (either overall or for the class) in this class places the modeler in the Master Craftsman class.

C. Master Craftsman: This class includes those mentioned in B, above, plus it is open to those who feel their models are of the superior workmanship found in the class.

Note that this section applies to the contestant and not to the model. Therefore, all models entered by the contestant must be entered in the same class. Also, if a model is eligible for entry in a subsequent contest, it must be entered in the class in which the modeler is currently eligible to compete, regardless of the class in which the model previously competed.

VII. Classes shall be broken down into the events listed in Section VIII. The events are structured in the below categories:

A. Highrail: These are any models using either American Flyer trucks or "highrail" (also called "hi-rail") trucks and American Flyer type or scale couplers. These models may lack some details on the underbody and end sills that would interfere with operation.

B. Kit and Converted: These are scale models on which more than 50% of the parts were purchased

performed by the modeler. This includes all but the most radical kit modifications and the conversion and detailing of "tinplate" cars and locomotives.

C. Scratch Built: These test the modelers creativity and skills and are generally the most prized by their owners. NASG requires that 50% or more of the parts for a model in this category be fabricated by the modeler. Commercial model building materials which must be cut and shaped may be considered "scratch" (e.g. roofing and siding stock, rail, wood, metal or plastic structural shapes).

D. Open: No distinction is made between Highrail, Kit or Scratch.

VIII. NASG sanctioned contests will have the following events:

MASTER CRAFTSMAN CLASS

Open Category:

- Steam Locomotives
- Diesel & Electric Locomotives
- Passenger Cars
- Trolley & Interurban Cars
- Freight & MoW Equipment
- Structures
- Dioramas

CRAFTSMAN CLASS

Highrail:

- Steam Locomotives
- Diesel & Electric Locomotives
- Freight & MoW Equipment
- Passenger Cars

Kit & Converted:

- Steam Locomotives
- Diesel & Electric Locomotives
- Freight & MoW Equipment
- Passenger Cars
- Structures

Scratch Built:

- Steam Locomotives
- Diesel & Electric Locomotives
- Freight & MoW Equipment
- Structures
- Dioramas

AMATEUR CLASS

Highrail:

- Steam Locomotives
- Diesel & Electric Locomotives
- Freight & MoW Equipment
- Passenger Cars

Kit & Converted:

- Steam Locomotives
- Diesel & Electric Locomotives

- Freight & MoW Equipment
- Passenger Cars
- Structures

Scratch Built:

- Passenger Cars
- Trolley & Interurban Cars
- Freight & MoW Equipment
- Structures
- Dioramas

UNCLASSIFIED

NASG Modules:

- Open

Model Photos:

- Color Prints
- Black & White Prints

Junior:

- Open

Note 1. Many possible events are not included. These are generally not applicable to the situation and have had little or no demand in the past. Other events may be added if the sponsor feels the addition justified, but the sponsor must gain prior approval from the NASG-CCC.

Note 2. An NASG module is defined as a module that meets NASG module standards.

Note 3. Photo Event Rules:

- 3.1 Exposure of the original negative or slide must have been made by the entrant personally.
- 3.2 Photos must depict a scene of which 50% or more has been created in 1/64th scale.
- 3.3 Each print must be at least 5" x 7" and no larger than 8" x 10" and must be mounted on an 11" x 14" rigid mount for ease in display.

Note 4. Junior Event Rules:

- 4.1 The Junior event shall be open to all those who are 16 years old or less and who meet the requirements of sections II and III, above.
- 4.2 The Junior event shall consist of models eligible as per sections III and IV, above.
- 4.3 The Junior event must have a First-Place awarded; and if two or more models are entered, a Second-Place must be awarded. The awarding of Third-Place and/or Honorable Mention is strongly encouraged but is at the sponsor's discretion.
- 4.4 Models entered in the Junior event may not be simultaneously entered or receive an award in any other event in the same contest. However, this does not disallow a model from being entered in the Junior event one year and another event the next year, but not the reverse, as long as all other requirements for the particular event are satisfied.

Events may be combined or split prior to the contest with the approval of the NASG-CCC and announcement by the sponsors and made known to the contestants when they enter. Events may be combined after registration is closed if only one entry is made in one or each of the events involved. Combinations must be made within the same class and follow a logical progression. While these rules allow combining, it is not NASG policy to recommend it. If the judges feel that each of the combined models is deserving of a First-Place in its intended event, then the combination should not be made.

Each of the events in the AMATEUR CLASS final events must have a First-Place awarded; and if two or more models are entered in the event, a Second-Place must also be awarded. Unless the sponsors require a First-Place award in each event, the judges may withhold the First-Place award in any event in the Craftsman and Master Craftsman classes if, in the opinion of the judges, none of the models entered is of sufficient caliber to rate a First-Place in that event. In such a situation, a Second-Place must be awarded.

“Diorama” is defined as a group of models and/or scenery combined to give a unified scenic effect. A single structure may be mounted on a scenic base with or without track and rolling equipment and entered in the appropriate “Structures” event. It will be judged solely on its merits as a structure while scenery and track are ignored by the judges (except that the design and use of the structure may be more fully understood). A model may not be entered simultaneously in Structures and Diorama events.

IX. The contest sponsor will select its judges. There shall be a minimum of three contest judges. If more than three judges are involved, all models in an event are to be judged by the same three judges. However, some other combination of three may judge another event simultaneously to speed the judging process. The sponsor is responsible for determining that each judge is an experienced model builder, familiar with railroads and model railroading.

X. Judges generally may not have any entries in the contest. Exceptions may be granted only by the decision of the NASG-CCC and only in such cases where an event is not judged by a person having an entry in that event. Judges may not accept gratuities from any individual in any connection with the contest or the convention with which it is a part. However, they may receive compensation for their time from the contest sponsoring organization. Violations of this rule will result in the individuals involved being barred from participating in all future NASG sanctioned model contests or until such time as the NASG-CCC may determine.

XI. Contest registration at conventions must be of adequate duration and scheduling for all conventioners to have an opportunity to enter. The starting and cut-off times must be announced in advance (in pre-convention information) and made available in convention programs.

XII. The use of NASG Model Contest Entry Forms is required and sample quantities are available from the NASG-CCC. Distribution quantities are the responsibility of the contest sponsor.

XIII. The sponsor must have at least one copy of these rules at the contest registration desk. A copy shall also be available in the judging area.

The CONTEST RULES - SHORT FORM, appendix A1 are available from the NASG-CCC. NASG only provides samples of these forms. Distribution quantities are the responsibility of the contest sponsor. The short form rules shall be mailed out with pre-registration information and also provided at the contest registration or convention check-in.

XIV. During judging, only sponsoring committeemen, NASG contest officials and legitimate press photographers may be allowed in the contest judging area. However, in no instance will any contest entrant be present during the judging except as may be determined by the NASG-CCC.

XV. In each event, the method of selecting the winners will be the choice of the judges. NASG recommends that the point system on the model contest entry form be used.

XVI. Each event shall have First-Place and Second-Place awards provided for. The sponsor may also provide for Third-Place or Honorable Mention at the judges' discretion. The sponsor may provide a “Best-In-Show Award” for each class, overall, or some combination, although it is not required. Determination of which models deserve such an award shall be at the judges' discretion.

Some form of permanent prize must be given for winning models. This may be in any conventional form such as ribbons, plaques, certificates, cups, etc. Whether to also award a monetary or other material prize to certain or all winners is left to the discretion of the contest sponsor. NASG does not recognize any need for such additional compensation.

XVII. Any or all of the awards may be announced in any order at an appropriate ceremony. Or, they all may be displayed next to the winning entries.

XVIII. Adequate time shall be provided, after the
(Continued on Page 15)

JOHN RAMM'S THREE-DIMENSIONAL LAYOUT

by Dick Karnes
Photos by the Author

Parental caution advised! Do not let your children attempt what you are about to see at home!

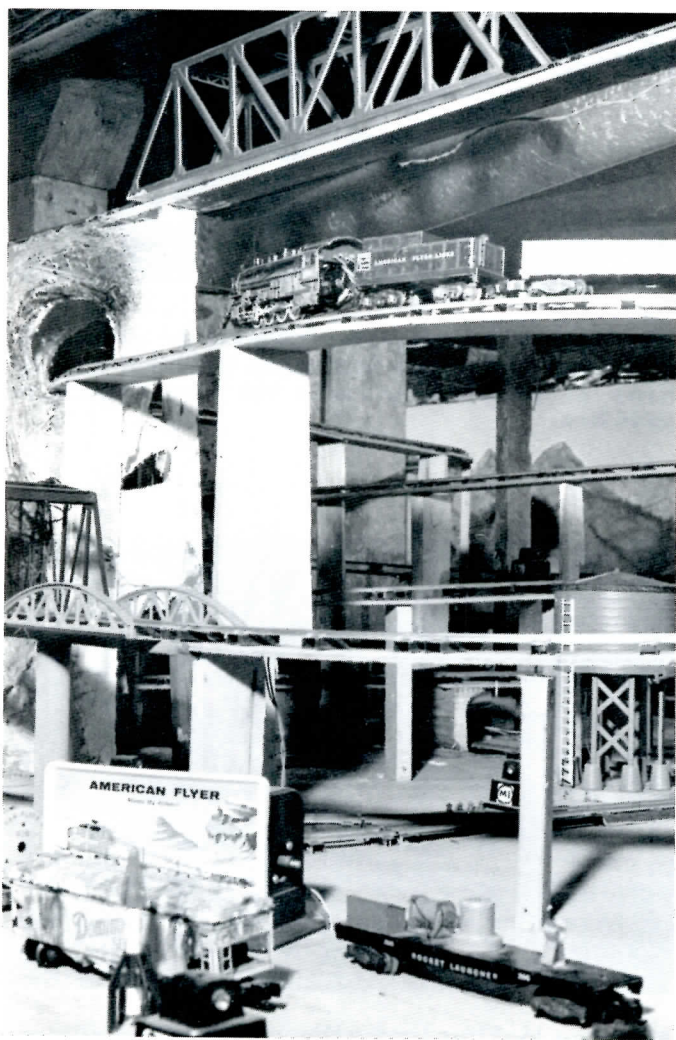
John Ramm is one of twenty members of the Greater Seattle S Gaugers. Meetings are held monthly on a rotating basis, and everyone looks forward to visiting John's unique railroad. This eclectic American Flyer layout is about 15' by 25' by 5'. Yes, the railroad's vertical rise is about five feet!

John has many fine Flyer accessories, and they all see regular operation. My favorite, the Seaboard Coaler, shares the spotlight with a log loader, cattle ramp, talking station, automatic mail car, and several other interesting pieces. And track is everywhere.

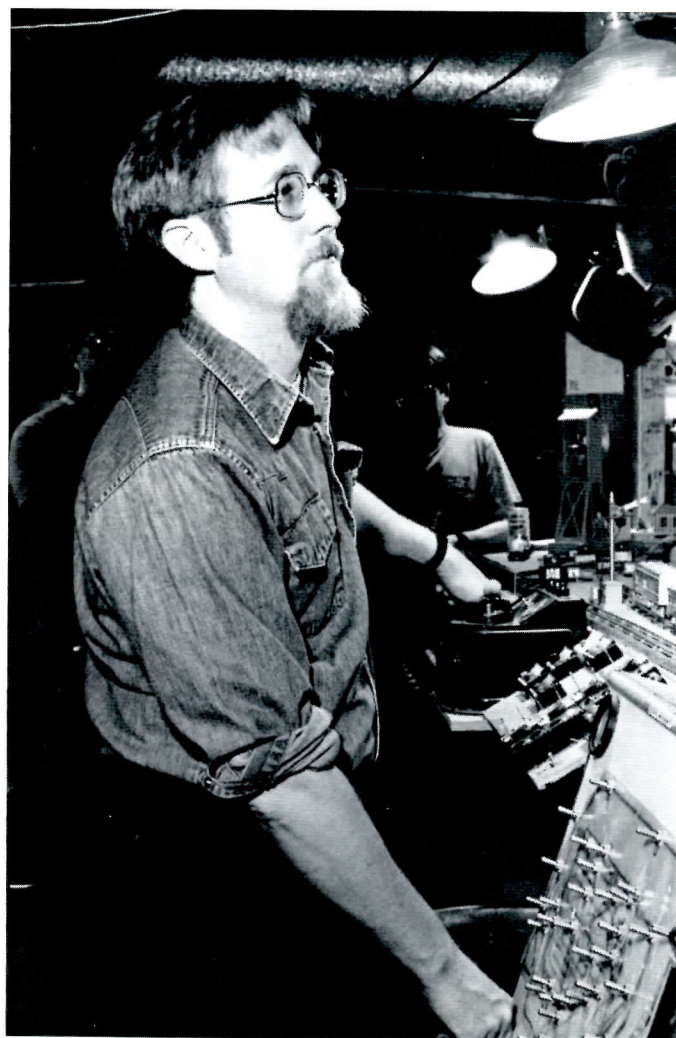
The railroad shares its space with the house's

furnace, which the layout literally surrounds. It is only partially scenicked, a fact which makes the layout even more interesting for me. I can imagine myself "inside" the scenery looking out as trains thread their way through the several tunnel entrances and exits at all levels. John's scenery is truly whimsical. Its "shape" and coloration remind me of the movie "Fantastic Voyage" in which Raquel Welch and a couple of forgettable males pilot a microscopic submarine through the vessels of a live human body.

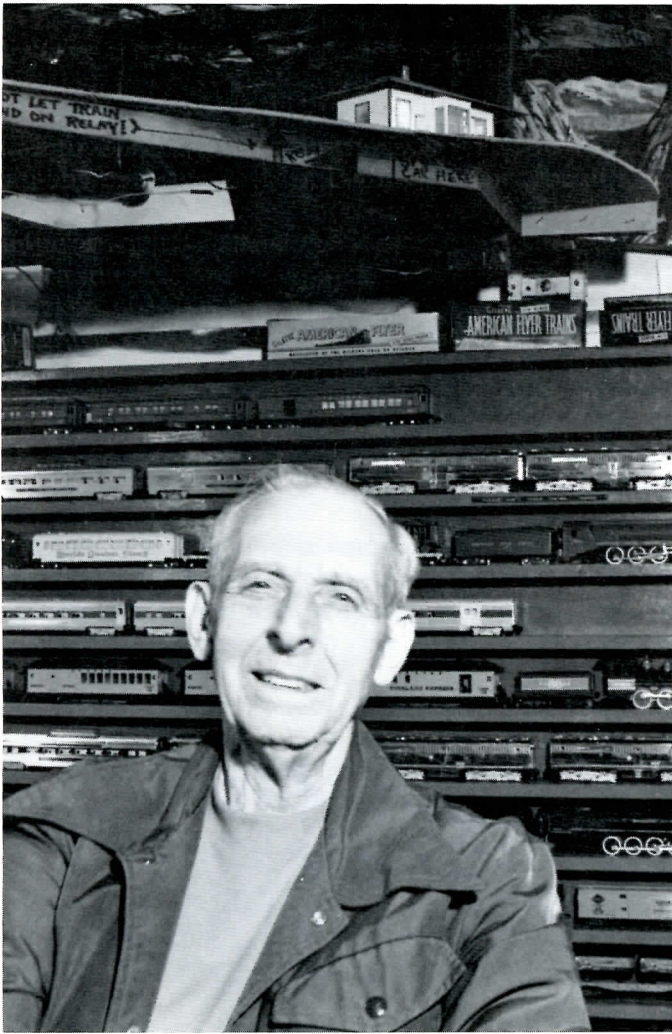
The accompanying photos were taken at a regular GSSG meeting. The people you see interspersed among the layout elements in some of the photos are only temporarily part of the scenery.



Here's John Ramm himself working the block toggles, intently following a train somewhere on the fourth -- or is it fifth? -- level.



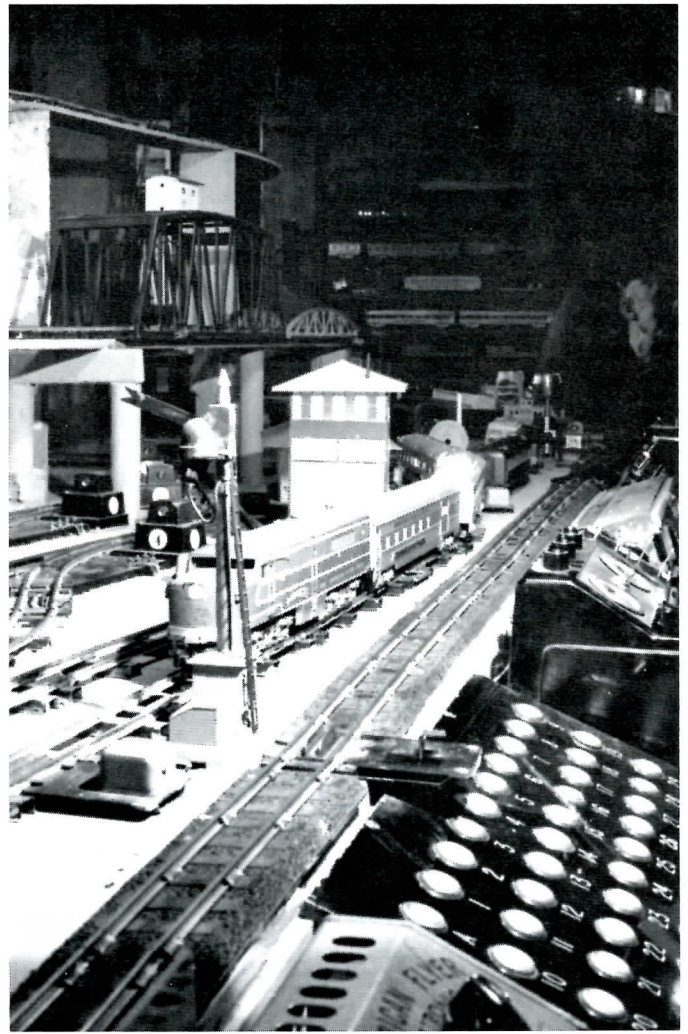
The three-dimensionality of John's layout is vividly evident in this view. Somewhere on the left, behind the circular tunnel opening, is the furnace, the layout's centerpiece.



Club common-law secretary/treasurer/president Virgil Crosby is framed by John's rollaway wall of juicy collector rolling stock. High above Virgil's head at the railroad's summit is an AF station on a reversing loop. Virgil, a little peaked in this shot, has since recovered nicely from this most unusual evening.



The roundhouse is a simple corrugated-cardboard scratchbuilt affair. Behind the turntable are members Virgil Crosby, Eric Reis, and Rodney Cornwall. High above their heads (really high!) is the hanging benchwork for the topmost return loop.



The "Comet" passenger train leaves the main yard. The array of doorbell buttons in the middle of the bank of controls operates the remote-control switches.



In this shot looking across the yard, you can glimpse multiple levels in the background between segments of the scenery. The unorthodox dollar-bill car loads are some members way of delivering the evening's refreshment dues to our host.

NASG CONTEST RULES

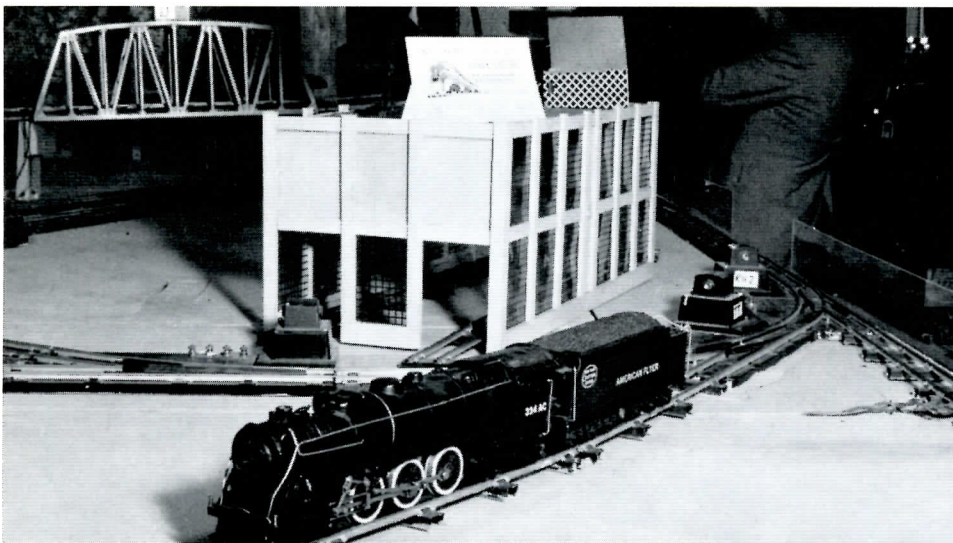
(Continued from Page 12)

awards are made known, for the conventioners to view the award winning (and other) entries. This shall be a minimum of one hour.

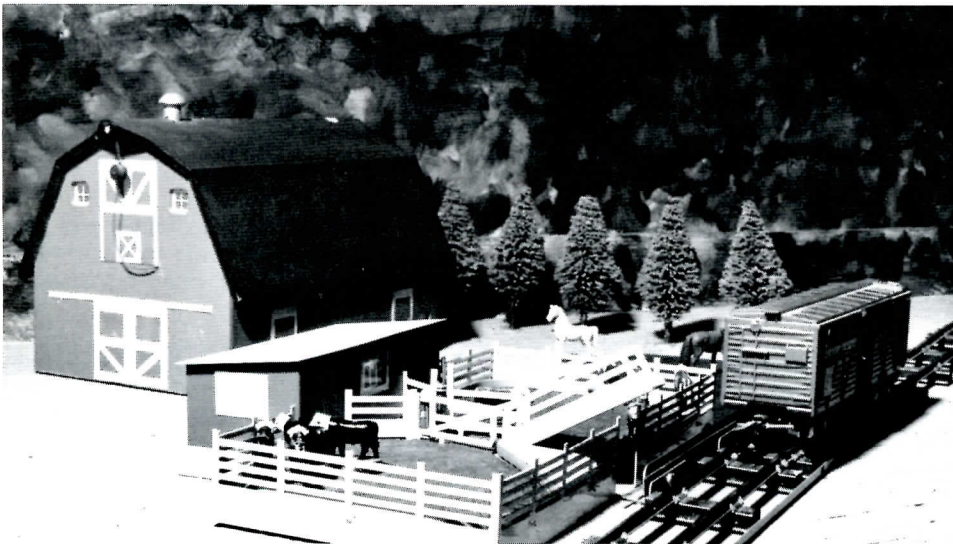
XIX. The NASG Contest Committee requires a record of all entries and prizes won. This is to insure that the contestants are staying within correct classes and to provide an update on the classification listing to the next sponsor, as well as to maintain contest records. The completed Entry Form "A"'s, showing the number of points and award won (if any) shall be used for this. The obtaining of this record is part of the sponsoring committee's responsibility in obtaining an official NASG sanction.

XX. The NASG-CCC shall have the full right and responsibility for the final decision of interpreting and applying these procedures to any situation as may arise. This includes the authority to add to, delete, suspend or modify such procedures, on either a temporary or permanent basis, as may be determined, by the NASG-CCC, to be in the best interests of the NASG.

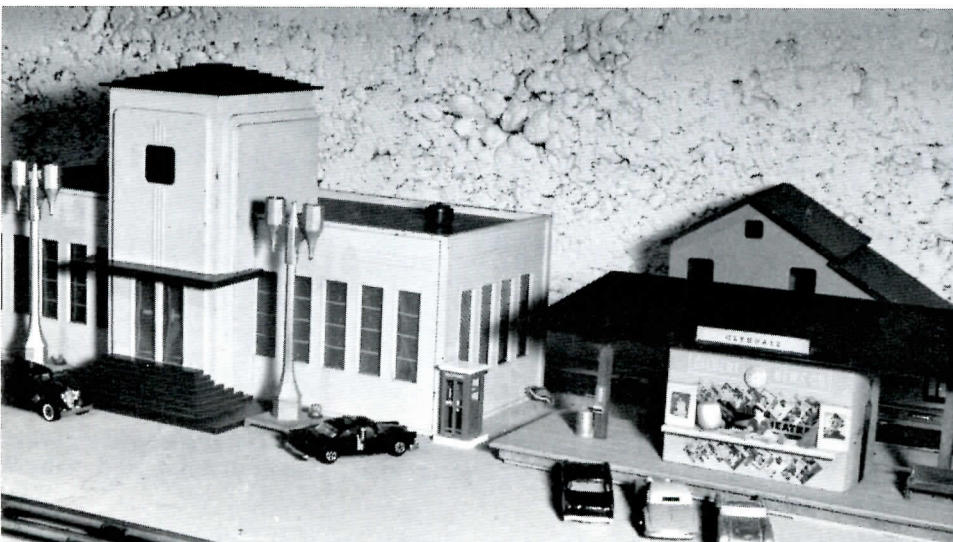
XXI. From time to time the NASG-CCC shall designate (in writing) a representative whose task shall be to carry out some or all of the responsibilities required of the NASG-CCC in these procedures. Such representatives shall act with the full authority of the NASG-CCC within the areas specified in the written designation.



An AF Hudson sits on the turntable lead in front of a Lehigh Valley Models diesel house that John acquired already built up.

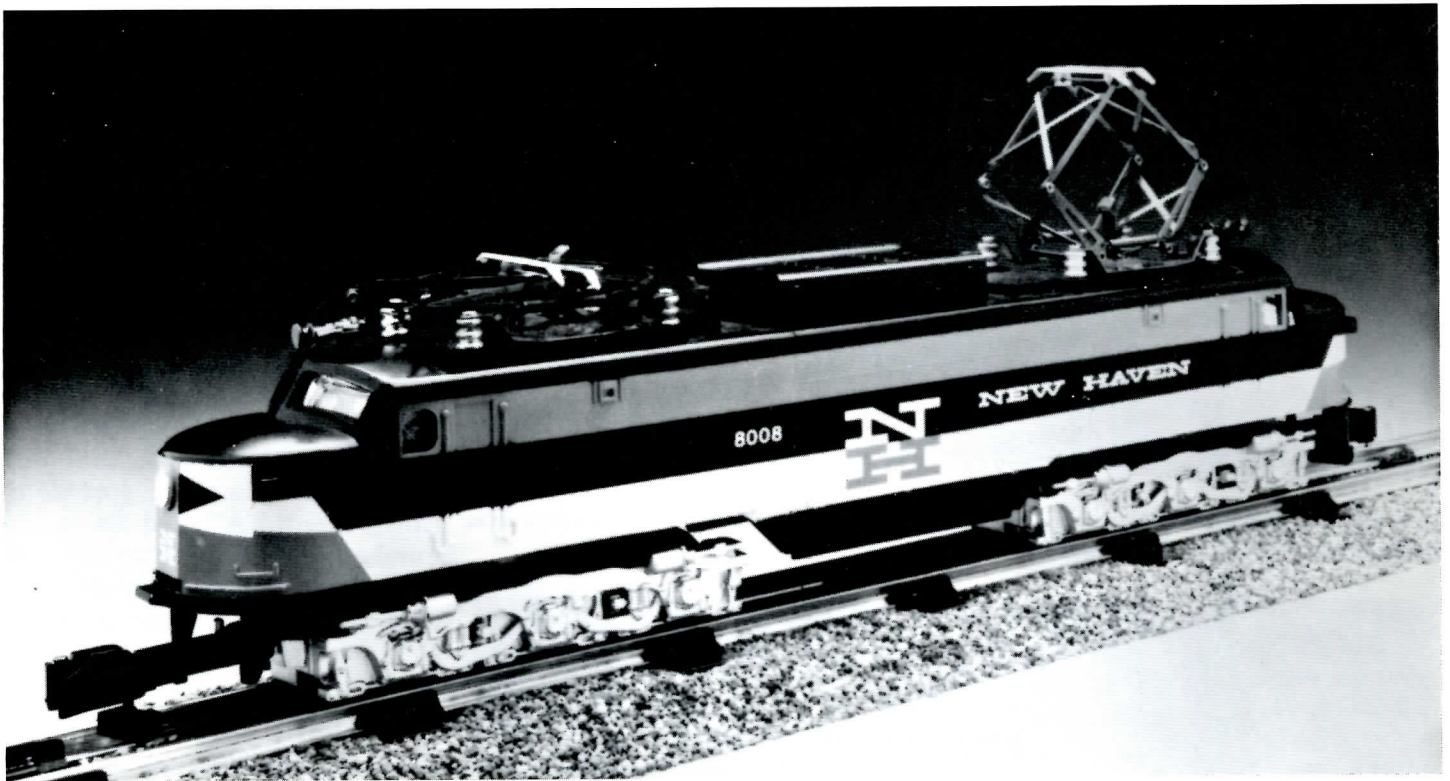


A rare American Flyer farm set forms a fitting background for the AF cattle loader.

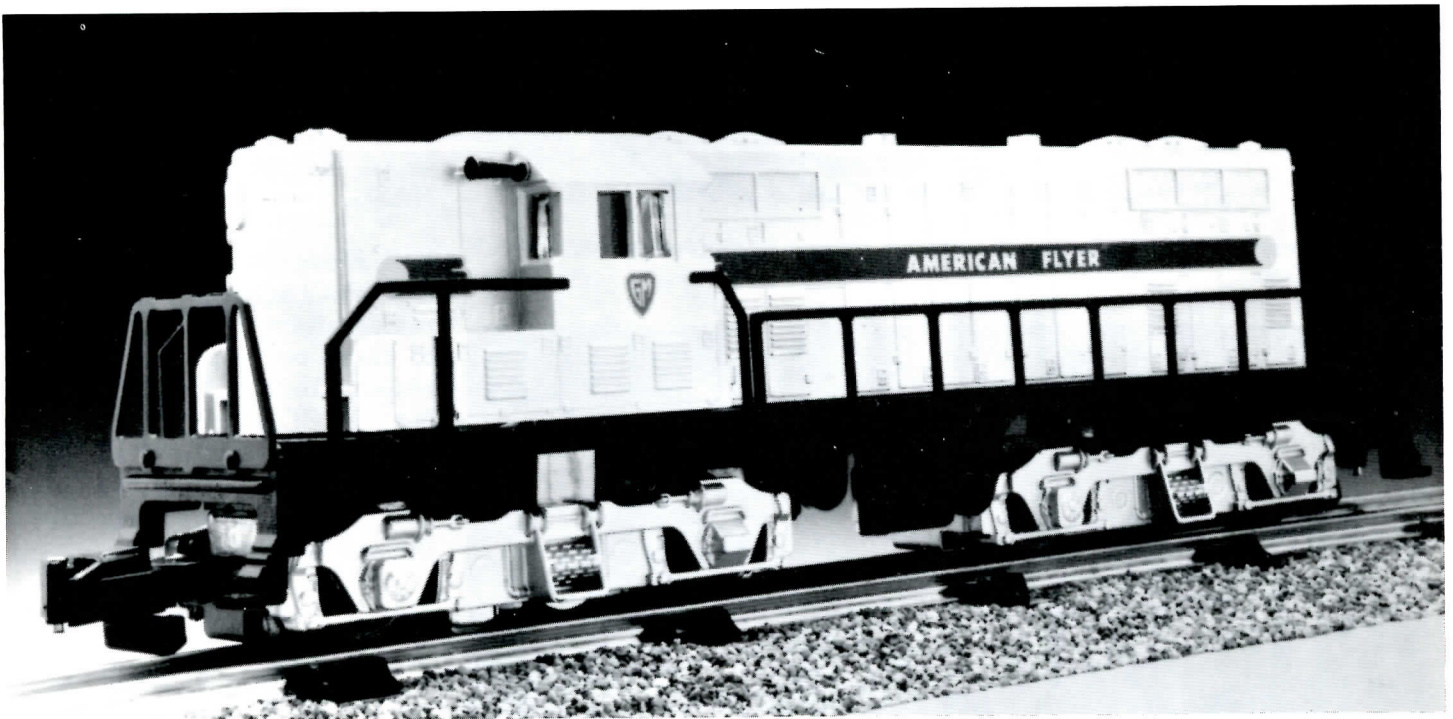


Shown here against a plaster mountainside are some real antiques -- two twin lampposts, the later-version talking station, a newsstand, and a wooden factory building, all American Flyer products.

NEW FROM LIONEL TRAINS, INC.



The New Haven EP-5 "Little Joe" engine and its companion caboose join the American Flyer® S Gauge line. The locomotive features four wheel drive, operating pantographs, working headlights and electronic forward-neutral-reverse operation. The caboose has an illuminated interior. Both pieces have operating knuckle couplers and die-cast metal trucks.



The GM GP-7 was first introduced by American Flyer® in 1953. In 1991 this powerful S Gauge engine returns complete with front and rear headlights, 3-position electronic reversing unit, metal trucks and wheels, illuminated number boards and operating knuckle couplers.

The exciting new set is the Missouri Pacific Passenger set with A-A, Combo, Passenger, Vista Dome and observation car. Extra cars included will be an Eagle Spirit passenger car and an Eagle Spirit Vista Dome. Additional items shown at the New York Toy Fair were MKT Box car in their green and yellow paint scheme, a Union Pacific search light car and a New Haven caboose to go with the electric.

THE CENTRAL NEW YORK S GAUGE ASSOCIATION

Presents

THE 20TH ANNUAL NASG NATIONAL CONVENTION

*July 18-21, 1991 at the
Holiday Inn (Downtown)
in Syracuse, New York*

Featuring

- **S-MOD & AF LAYOUTS**

We are striving to present a high-quality S-MOD layout, emphasizing scenery and prototypical operations. An operating AF layout will also be featured.

- **MODEL CONTEST**

This year's model contest features a \$2.00 rebate for each model entered as well as traditional awards.

- **MANUFACTURERS & DEALERS**

Manufacturers and Dealers will display in 1,600 square feet of space. Meet S dealers, importers and manufacturers.

- **CLINICS**

Interesting information will be shared by noted S Gaugers and others.

- **SPOUSE PROGRAMS**

A full schedule of interesting activities, including clinics, a wine-tasting tour and a shopping trip to Carosel Center.

- **TOURS**

We are planning tours to Rome Locomotive Works (rebuilder of diesel and steam locomotives) and the Tioga Central Railroad (former Auburn branch of the Lehigh Valley).

- **S SWAP MEET**

Great opportunity to swap treasures with fellow bargain-hunters!

- **LAYOUT TOURS**

Maps will be provided for self-guided tours of local S, HO, and AF layouts as well as to historic and railfan locations.



For Additional Information, contact:

**RALPH HODSON • 3259 BELLA VISTA DRIVE
LAFAYETTE, NEW YORK 13084**

INTRODUCTION

The Central New York "S" Gauge Association welcomes everyone to join us at this year's annual NASG "S" Gauge National Convention.

LOCATION

THE HOLIDAY INN (DOWNTOWN)

701 E. GENESEE ST.

SYRACUSE, N.Y. 13210

(315) 474-7251 (Mention "NASG Convention")

Room Rates \$59 (flat rate: week before and after)

One location, free parking!

S-MOD and AF LAYOUTS

We are pleased to announce that we will have both an S-MOD system layout and an AF layout. Requests to bring modules will be considered on a first come, first served basis until March 15, 1991. Please contact: Neil Redding, 5826 Augsburg Circle, East Syracuse, NY 13057. Telephone (315) 656-8694.

Modules must conform to the NASG **S-MOD SYSTEM**. If you are not able to bring a module, you can still be a part of the operation. We will welcome all equipment that conforms to NASG standards on the layout. Commemorative plaques will be given to all modules that participate in this event.

MODEL CONTEST

The NASG Model contest is open to all NASG members. Contest events will be held in Junior, Amateur, Craftsman and Master Craftsman categories. CNYSGA will rebate \$2 for each model entered in the contest. Please note that only two models per entrant are permitted in any one Contest Event.

EXHIBITS

The exhibitors, dealers and manufacturers will display their products in two areas totalling over 1600 square feet. Meet many S dealers both Flyer and Scale, brass importers and S manufacturers. To reserve table space contact: Walt Danylak, 115 Upland Road, Syracuse, NY 13207. Telephone (315) 479-5879.

ICE-BREAKER PARTY-THURSDAY PM

Join your old friends and meet new ones! Refreshments will be served.

CLINICS

A full program of interesting clinics and seminars will be presented by noted S-gaugers and other model railroaders. Topics include photography, model building, collecting, and prototype railroading in Central New York. Clinics have been scheduled to not conflict with tours.

SPOUSE PROGRAMS

A full program of interesting activities has been planned for spouses including a tour of the largest shopping mall in the northeastern United States, the recently opened Carousel Center. An extra fare wine tasting tour of the Finger Lakes region has been arranged. Convention site activities include a hospitality suite and clinics.

TOURS

Rome Locomotive Works (Included)- Air conditioned motor coach travel to this Central New York locomotive shop which rebuilds both diesel and steam engines. Work has been done at this facility for the NYS&W and other railroads.

Tioga Central Railroad (Extra Fare)- Air conditioned motor coach travel to the Tioga Transportation Museum and ride on the Tioga Central Railroad (former LV Auburn Branch) to the Newark Valley Station and the Bement-Billings Farmstead Museum. Displays include an "unbelievable" model railroad, pioneer farm life demonstrations, and antique carriages. (Limited availability, reserve early.)

S GAUGE REDISTRIBUTION MEET

We're going out of our way to provide the opportunity for S Gaugers to unload their unwanted treasures and go home with somebody else's! For table space on a first come, first served basis please contact: Charlie Brown, 99 Lynnhaven Drive, North Syracuse, NY 13212. Telephone (315) 452-0349

LAYOUT AND RAILFAN TOURS

Maps will be available for self-guided tours of local HO, O, S scale and American Flyer layouts and prototype equipment & operations including Conrail DeWitt Yards, the Central New York Chapter National Railway Historical Society historic equipment displays and Martisco Station Museum.

TENTATIVE SCHEDULE

THURSDAY, JULY 18

9:00 AM MODULE AND MANUFACTURER SET UP
1:00 PM REGISTRATION OPENS
CONTEST ROOM OPENS-Plaza Room
MANUFACTURER & DEALER DISPLAY
OPENS-Metro Rooms
S-MOD LAYOUT OPEN-Concourse Rooms
5-6 PM SUPPER-All Activities Close
6-10 PM REGISTRATION OPEN
CONTEST REGISTRATION OPEN
S-MOD LAYOUT OPEN-Concourse Rooms
MANUFACTURER & DEALER DISPLAYS
OPEN-Metro Rooms
6:30 PM SPOUSE ACTIVITY-Summit & Vista Rooms
7:30 PM CLINIC-Paramount Room
8:30 PM ICE-BREAKER PARTY-Skyline Center
10:00 PM All Regular Activities Close

FRIDAY, JULY 19

8:30 AM HOSPITALITY ROOM OPEN-Paramount Room
8:30 AM RR TOUR DEPARTS (Tioga Central)
9:00 AM REGISTRATION OPEN
CONTEST ROOM OPEN-Plaza Rooms
S-MOD LAYOUT OPEN-Concourse Rooms
MANUFACTURER & DEALER DISPLAYS
OPEN-Metro Rooms
9:00 AM NON-RR TOUR DEPARTS (Finger Lakes)
11:30 AM ALL ACTIVITIES CLOSE
1:00 PM ALL ACTIVITIES OPEN
5:30 PM ALL ACTIVITIES CLOSE
7:00 PM ALL ACTIVITIES OPEN
SPECIAL INTEREST GROUP MEETINGS-Skyline Center (if requested)
8:00 PM CLINIC-Paramount Room
NASG BOT MEETING-Vista Room
SPOUSE ACTIVITY-Summit Room
9:00 PM CLINIC-Paramount Room
10:00 PM ALL ACTIVITIES CLOSE
10:00 PM LATE NIGHT DISCUSSION-Skyline Center

SATURDAY, JULY 20

8:00 AM REGISTRATION OPEN
SWAP MEET SET-UP-Board & Metro Rooms & Hallway
8:30 AM HOSPITALITY ROOM OPEN

9:00 AM SWAP MEET OPEN
S-MOD LAYOUT OPEN
9:00 AM CONTEST ROOM OPEN
MANUFACTURER & DEALER DISPLAY
OPEN-Board & Metro Rooms & Hallway
9:30 AM RR TOUR DEPARTS (Rome Loco Works)
10:00 AM NON-RR TOUR DEPARTS
10:45 AM MODEL CONTEST ROOM CLOSED
12:00 PM LUNCH-All activities close except manufacturer & dealer displays
1:00 PM S-MOD LAYOUT OPEN-Concourse Room
5:00 PM MANUFACTURER & DEALER
BREAKDOWN-Board & Metro Rooms
CONTEST RESULTS OPEN TO VIEW
5:45 PM ALL ACTIVITIES CLOSE
7:15 PM COCKTAIL HOUR-Skyline Center
8:30 PM BANQUET
9:45 PM S-MOD LAYOUT OPEN
CONTEST ROOM OPEN
10:00 PM AUCTION-Skyline Center
10:45 PM MODELS PICKED-UP- CONTEST ROOM
11:59 PM ALL ACTIVITIES CLOSED

SUNDAY, JULY 21

8:00 AM S-MOD LAYOUT BREAKDOWN
9:45 AM HOSPITALITY ROOM OPEN-Metro Room
10:00 AM NASG BUSINESS MEETING-Metro Room
12:00 PM ALL HOTEL ACTIVITIES FINISHED
1:00 PM LAYOUT & RAILFAN TOURS

LOCATION: Exit 36 off the NYS Thruway (I-90) to Interstate 81 South. Exit at Harrison Street, Exit 18. Travelling north on I-81, exit at Adams Street, Exit 18.

TRAVEL: Syracuse is served by major airlines at Hancock International Airport, by Amtrak (4 trains per day, east and west), and is at the crossroads of I-90 and I-81.

REGISTRATION INFORMATION

Please Contact

Ralph Hodson, Registrar
3259 Bella Vista Drive
LaFayette, NY 13084

The 20th Annual
NASG NATIONAL CONVENTION

REGISTRATION FORM
(Please fill in ALL Applicable information)

CIRCLE FIRST DAY OF ARRIVAL and AM/PM:

WED THR FRI SAT SUN
7/17 7/18 7/19 7/20 7/21

PLEASE PRINT CLEARLY!

NAME: _____ NASG # _____ / Non-member

ADDRESS: _____

CITY: _____ STATE/PROVINCE _____ ZIP _____

PHONE NUMBER (_____) - _____

FAMILY MEMBERS NAMES: Add more if required

NAME: _____ Rail/Non-rail/Youth (age) _____

NAME: _____ Rail/Non-rail/Youth (age) _____

NAME: _____ Rail/Non-rail/Youth (age) _____

NAME: _____ Rail/Non-rail/Youth (age) _____

Extra Fare Events: (seats may be limited)

Trip to Tioga Central Railroad
(lv. Friday AM) \$25.00 x () = \$ _____

Trip to Finger Lakes
(lv. Friday AM) \$25.00 x () = \$ _____

Banquet
(Saturday Nite 8:30 PM)

\$25.50 x () = \$ _____

Extra fare Subtotal: \$ _____

Saturday Tours (included in basic registration)
Choose one for each person registered.

Rome Loco Works # _____

or

Carousel Center # _____

Make Checks Payable to:
"C.N.Y.S.G.A."

Mail Registration form and payment to:

Ralph Hodson, Registrar
3259 Bella Vista Drive, LaFayette, NY 13084.

Basic Registration (by 5/15/91):

(Includes Saturday tours)

NASG MEMBER \$37.00 \$ _____

Non-NASG MEMBER \$42.00 \$ _____

SPOUSE \$30.00 \$ _____

Late Registration (after 5/15/91):

NASG MEMBER \$42.00 \$ _____

Non-NASG MEMBER \$47.00 \$ _____

SPOUSE \$35.00 \$ _____

One Day (Saturday-No Tours) \$5.00 \$ _____

Registration Subtotal: \$ _____

Extra Fare Subtotal: \$ _____

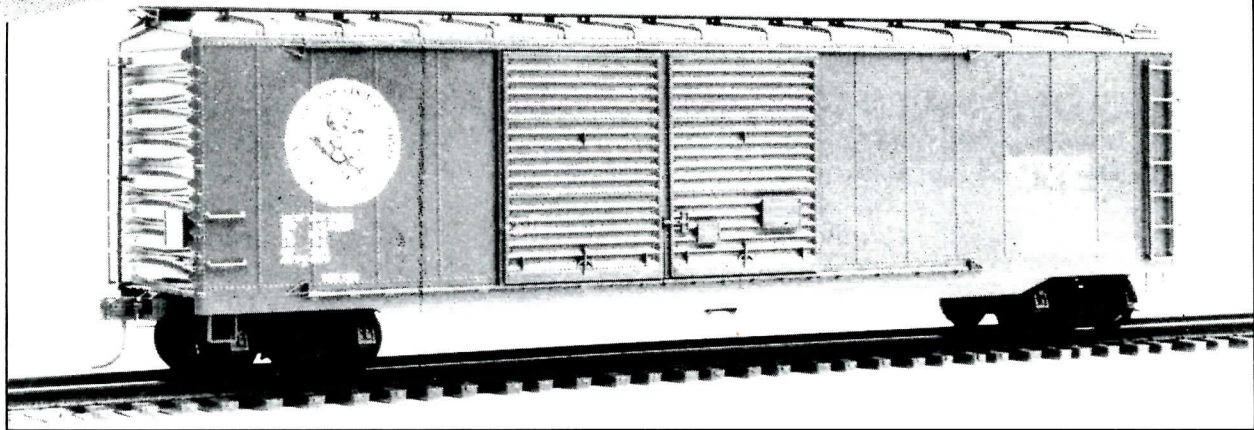
GRAND TOTAL: \$ _____

Method of Payment will be: Checks or Money Order
Do NOT send Cash: Payable in US funds only.

1991
NASG
CONVENTION
CAR

THE "EARLY BIRD"

*A Fifty-foot Double-Door Box Car decorated
in New York Central's famous scheme*



Preproduction photo by Bob Werre

The Central New York S Gauge Association and Pacific Rail Shops are pleased to announce that the 1991 NASG Convention Car will be a 50' double-door box car decorated in New York Central's famous "Early Bird" scheme.

Three numbers will be offered: The year (1991) and two prototype numbers (45200-46899 series). The car will be available with your choice of scale or hi-rail (American Flyer compatible) trucks. Couplers are not included.

The price is \$25.00 each, delivered at the Convention in July. If you are unable to attend the Convention, your order can be shipped. Shipping charges are \$3.00 for the first car and \$1.50 for each additional car. Shipped orders will be sent in August.

ORDER FORM

PLEASE CHECK ONE: ☐ SCALE ☐ HI-RAIL

QTY	DESCRIPTION	PRICE
_____	1991 Convention Car #1991	x \$25.00 = _____
_____	1991 Convention Car Prototype #1	x 25.00 = _____
_____	1991 Convention Car Prototype #2	x 25.00 = _____
Shipping Charges (see above) =		_____
Make Checks Payable to: CNYSGA		TOTAL = \$ _____

SEND ORDERS TO:



WALT DANYLAK
115 UPLAND ROAD • SYRACUSE, NEW YORK 13207

A SMALL INDUSTRY

by
Will Britton

(We begin a regular feature in which we present actual examples of small industries which can be included in nearly any sort of pike and which would enhance the operation potential of that pike. We have tried to find examples that are simple in concept and construction but which become interesting by virtue of what they represent in terms of railroad activity. We strongly encourage you, the reader, to submit your own examples. These need not be ones that you have already constructed although that would be especially interesting. They could well be something that you intend to model but haven't got to yet. Ideally you would include two or three photos with the text and with a sketch of the physical layout of the industry. There should be enough information so that a reader could build a reasonable representation of the industry without necessarily undertaking further research.)

We have chosen as our first Small Industry one that is so simple that it could occur most any place and be used for a variety of purposes. We have deliberately used it to get across the idea of this column. Future examples will not always be as simple.

This "industry" occurs on Southern Pacific trackage in the southeast sector of Sacramento, California, not far from the U.S. Army depot. It was photographed during the summer of 1988. The site consists of nothing more than an unloading ramp with a chain link fence enclosure for the building bricks that are either loaded or unloaded there. I was unable to observe it over a long enough period to determine which. For the modeler of that scene it doesn't matter which. He is free to develop the rest of the story to suit his own needs. It is easy to imagine that bricks are then trucked to construction sites or vending locations. It is also easy to imagine that other construction material might be off loaded at this site.

Note that in Photo 1 the ramp has lift eyes which must be for the purposes of moving the ramp to other sites if need be. I would speculate that this site was chosen because it is very convenient to the major street seen in the background and because the spur it is served by no longer serves the Alexander Iron Works which was evidently the original reason for the installation of the spur. I did not measure the ramp because the dimensions did not seem critical. When I build it I will deduce the approximate dimension from Photo 1 and adjust them to the type of rail car I use to load the bricks in or on. The width must be sufficient to accommodate a fork-lift and will be close to the width of a suitable box car door. (Perhaps some one will build this ramp and send it Kent Singer to be included in his Short and Easy column.)

In Photo 2 the enclosure is fenced with a low (approximately 6 feet high) "chain link" type of fence. There is a wide gate, about 15 feet wide, which slides back along the fence to the left when opened.



Photo 1



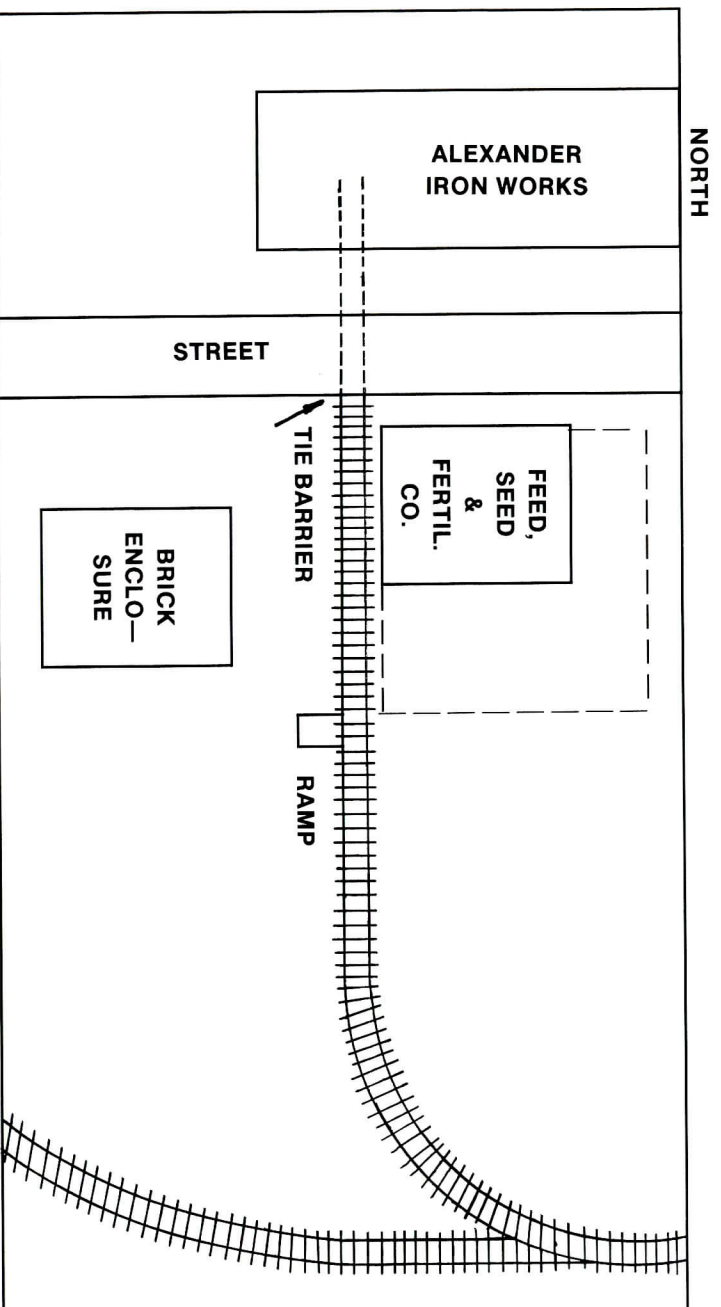
Photo 2

The gate is locked with a heavy chain and padlock. This enclosure is about 60' square but it could be any convenient size or shape that suited your railroad. The bricks are strapped together in uniform packages and are wrapped in card board. I can't imagine the purpose of the card board unless it is somehow to keep the bricks from being chafed by the steel straps. The brick packages rest on wooden pallets, one of which can be seen leaning against the fence to the left of the gate. If you look closely you can see a small fork-lift truck inside the enclosure just behind the pallet leaning against the fence. The site is littered with debris some of which obviously is associated with the bricks. Some of it is less obviously related. What is the saw horse sitting in the weeds outside the enclosure for? Where did the hardware cloth lying along side the ramp in Photo 1 come from? It makes me think that the ramp may be used for purposes other than unloading brick.

The ramp, the spur and the enclosure filled with bricks all by themselves make an interesting site. It certainly is small. It could be located in any convenient place on your railroad no matter in which region or locale you place your road. It would fit right in with any S gauge pike except for the purist

who insists on Gilbert only. The drawing provides one idea of what might be required to establish the site.

The potential of the site is much greater than the above suggest, however. In Photo 2 you can observe the large sliding doors in the end of Alexander Iron Works building. The spur once ran across the street and into those doors. The track was still there when the photograph was taken but it was blocked on the ramp side of the street by some ties laid across the tracks. These are just visible. Alexander Iron Works is a moderately sized fabricator of steel structures and other things that I could only guess at. Behind the building is an extensive open steel frame work that appears to mainly support moving cranes which transport the items being worked on. From the appearances the railroad once brought loads of milled steel or iron into the building. That they also took something out of the building is suggested by the height of those sliding doors. Adding this to your industrial site would not greatly enlarge it; it would still be small and relatively simple but quite enhanced in terms of operation. You could of course forget the ramp and bricks and exclusively focus on Alexander Iron Works.



— NO SCALE —
ILLUSTRATION OF ACTUAL INDUSTRIAL SITE CIRCA JULY, 1988

DECAL CORNER

We are featuring the S DESIGNS decal offerings in this issue. We will do other manufacturers in future issues. Though we will concentrate on new releases our aim is to present illustrations of the decals themselves thus we may present some from time to time that are not new. We do this because the 'S' decal makers are too small to offer catalogs. It is our way of helping members to visualize what is offered.

WE INVITE ALL MAKERS TO PROVIDE US EXAMPLES OF THEIR DECALS SO THAT WE CAN PRESENT THEM HERE.

S DESIGNS now has new decals for Deep Rock tank cars (single double and triple dome), Erie Lackawanna maroon and gray and Lehigh Valley black and white diamond with yellow stripe cabooses, the Reading cream and green 52' gondola, a Lehigh Valley 40'boxcar and a LV 50'boxcar.

WABASH CAPY 110000 LD LMT 130100 LT WT 36900 CU FT 2120

WAB. 0123456789 BUILT 8-37 BUILT 12-48
37093 36177 0123456789 S DeSigns Decal
WAB.36177 WAB.37093

WABASH
Wabash hopper

1839 1900 0123456789
WESTERN 1839 1900
MARYLAND 0123456789 S DeSigns Decal

Western Maryland caboose

GTW 138053 1 2 3 4 5 6 7 8 9 0 S DeSigns Decal
CAPY 200000 BLT 1-87 LO 156 045 702
LD LMT 200100 CU FT 4880
LT WT 82300 NEW 1-87

GTW GTW 045 702
138053 138156 1 2 3 4 5 6
7 8 9 0

2 INCH HF. COMP. SHOES
1820 1410 1620
CU FT CU FT CU FT
A C B

WHEN EMPTY RETURN TO OTHER GRAND RAPIDS MICH
CU FT 4880

38" WW STL WHEELS SPRING C-5
ACF CENTER FLOW
CLOSE HOPPER SLIDES AND HOIST HATCHES BEFORE CAR IS MOVED
CLEAN INSIDE GROOVES AND TOP OF SLIDES BEFORE CLOSING
GRAND TRUNK WESTERN

GT
Grand Trunk center flow hopper

D.R.X. 2157
CAPY 80000 LBS
LT WT 47100
DEEP-ROCK
CUSHING OKLAHOMA

Deep Rock tank car

THE TEXAS COMPANY
T.C.X. 9302
CAPY 100000 LBS
LT WT 54100 4-38

TEXACO

Texaco tank car

RDG
20106
CAPY 120000 LBS
LT WT 124000 1-87

Reading box car

LEHIGH VALLEY
LV
86 93
CAPY 120000 LBS
LT WT 121800 1-87

FOR PAPER LOADING ONLY
XM
BY 3.6M

LV

Lehigh Valley box car

Trade News & Views

~ BY DON THOMPSON ~

AMERICAN MODELS (10088 Colonial Industrial Dr., S. Lyons, MI 48178) has re-run the B&O passenger cars. These are available as five car sets only. This is the third time that Ron has made these and they have all new names: baggage-Harpers Ferry, sleeper-Thriftland, dome-Sunlight Dome, coach-Youngstown and observation-Fountain Square. The price per set is \$210 ppd. Ron is also updating his catalog. They should be available by the time that you read this.

AMITY STAR MODELS (Route 3, Box 140, Thomson, GA 30824) has announced two new products, an extension for the icing platform (\$20.95) and an AAR Stock Car (\$28.95). I built an icing station several years ago and it is a nice kit. The extension will be great for those that want to ice more than three cars at a time.

ARTTISTA ACCESSORIES (1616 S. Franklin St. Phila, PA 19148) is a new firm to this column. They are making a line of S Scale figures that are really something. These figures are as nice as June's world. They cost \$2.25 for the unpainted and \$4 for the painted. If there is enough interest in his product, he will add more S scale figures to his line. He is also looking for dealers. They have the following S Scale people:

- 701 engineer, seated
- 702 fireman, seated
- 703 fat man with hat (looks like Rollie)
- 704 bald man (looks like Ed)
- 705 brakeman with lantern
- 706 man with newspaper

O scale figures that can be used in S;

- 1105 grandmother
- 1125 mother with child
- 1189 young girl with books

BADGERLAND S GAUGERS (c/o Trumann Garrett, 27700 41st., Salem, WI 53168) is offering two different 50' boxcars for sale. These were produced by PRS for the Club. The first is a CNW (68000-68048) baggage express car. These were modified from 50' boxcars in the '40s and painted Pullman green. The second is a boxcar red Soo Line with DF door decals that can be added. These were built in 1956. These are available with three different numbers and can be built with or without roof walks and come with either PRS scale trucks or DMR high rail trucks and couplers. The price is only \$22 plus \$2 shipping. Please make checks payable to "Badgerland S Gaugers". Also, the GB&W cars are now sold out. They still have a few Milwaukee Road cars left.

CAMDEN AND AMBOY (222 Harding Ave., Westmont, NJ 08108) has released its second S scale structure, a concrete communications shed. These are made of urethane. It seems to be of a B&O prototype but is similar to many that were in the northeast if not around the country. The price is only \$3.95. You can buy these through their dealers.

G&W Models (115 Upland Rd., Syracuse, NY 13207-1119) has received the first painted 3 bay ACF Centerflow hoppers in SP colors. They expect the NYC cars shortly. These will be gray with the large red, black and white cigar band herald. The others that he expects are GN, L&N and Santa Fe. These come less t/c and are \$22. 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 blackened truck (250-361). These come with the correct 36" wheel gauged to the NASG standards.

LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) The Reading square 4 x 4 window signal tower is now ready for sale. The price is \$18, include \$2 for shipping and handling. Tank cars are still waiting for the castings.

LIONEL. No one is quite sure what Lionel is up to in S gauge. The 1991 catalog had no S gauge products listed. The January issue of the S Gaugian had a blue line drawing of a New Haven EP-5 Ignitron rectifier locomotive. The prototypes were built in 1955. Gilbert made them in the handsome black, white and Chinese vermilion McGinnis paint scheme. It said that something new will be at the NY toy show in February. Very interesting.

NASG AF CAR COMMITTEE (c/o Doug Peck, 6 Storeybrooke Dr., Newburyport, MA 01950) As you all know, Doug is taking reservations on the NASG AF 1991 commemorative cars. Remember, you are guaranteed cars until March 15th. At that time, you may not be able to purchase any.

NASG BRASS CAR COMMITTEE (c/o NASG Clearing House, Dave Bailey, 7571 Foxglove Pl., Macungie, PA 18062) has sold most of the Milwaukee Road ribbed sided cars and only has a few left. The price for these pre-painted cars is \$152.95 ppd.

OMNICON (50 Lively Blvd., Elk Grove Village, IL 60007) I had an opportunity to visit with Susan Sandersfeld after the S Fest. She has a list of

Charlie's brass collection and books available. She is still selling the products from the Omnicon line. When ordering be very specific on exactly what you need.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48033) may have sent out the Milwaukee Road box cars. They still have a few left, priced at \$159.95 (painted) or \$144.95 (unpainted) for the 50' autobox and \$139.95 for the 40' unpainted (the NASG has the painted 40' cars). They may have the E-8/9s by now. The price for them is now \$429. They will be offering both steam and diesel loco's painted and ready to be lettered. Contact them about price and delivery. They are still taking reservations on the C&O steel caboose. These were built in three series between 1941 and 1949. They were used through the Chessie Dash-2 units and some still survive in M O W service. These will sell for \$139.95 and for \$40 more can be factory painted. Reserve your model now with a \$40 deposit. This project will be canceled if not enough deposits are made. FOR A LIMITED TIME RRM IS OFFERING THE ROSS AND WHITE 10-TON DOUBLE TRACK SAND TOWERS FOR THE SPECIAL SALE PRICE OF \$99.95. THE SALE PRICE RUNS THROUGH APRIL 1, 1991. These brass structures can be used on either scale or hirail layouts.

S DESIGNS (37 Snow Dr., Mahwah, N.J. 07430) has the ICG orange "ready to letter" 50' PRS box cars in stock. The price is \$26. These include the two color ICG decal with the large split rail herald. Series #4 boxcar (NYC, B&M, SP, EL and MStL) reservation period is winding down and the deadline is now April 1st. They will assemble the cars for \$6 each if they are ordered BEFORE the April 1st deadline. If not enough reservations are made, roadnames could be dropped. Get you orders in now!!! S DESIGNS is a dealer for Arttista and has the figures above in stock.

S HELPER SERVICE (2 Roberts Rd., New Brunswick N.J. 08901) has received the final test shot of the RS-3. They expect them in March. The best seller at this time is the NYC followed by the GM&O and the RDG. Deposits of \$50 are still being accepted. The FA CNW and LV units are sold out. A few WM and B&O units are left. The MP is in good supply. They also have CP, GN, NH, NYC, PRR & UP. \$144.95 for scale, \$149.95 for DC hi-rail, \$179.95 for AC hi-rail and \$99.95 for the scale or hi-rail dummies.

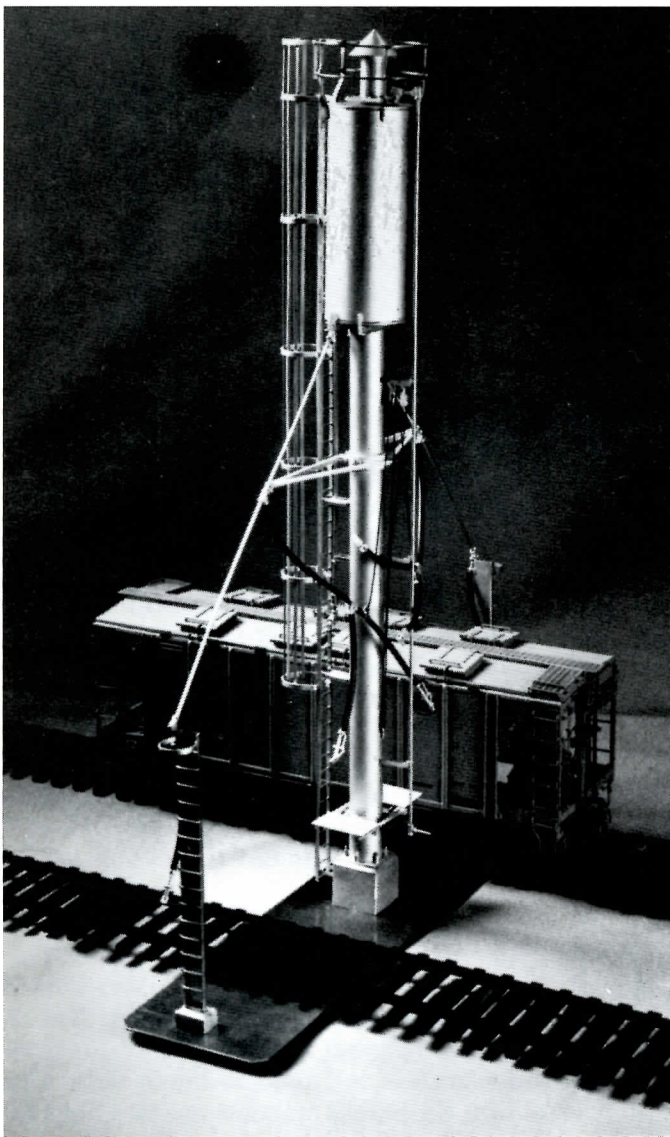
SOUTHWIND MODELS (PO Box 9293, Plant City, FL 33566) has delivered the Erie and PRR flat cars and Pullmans. The next set of Pullmans are expected at any time. The Diner's are due in March followed by either the short Harriman cars or the PRR passenger cars. The USRA 0-6-0 project is still taking

deposits. Jettie has 35 reserved so far and he would need 80 to get this project off the ground by the summer. If there is not enough interest, he will cancel. The FA parts are due at any time. The replacement sideframes for the American Models plastic sideframe look as nice as the trucks that were under the FA test shots that you saw photos of last year. These really dress up the diesels. He will be receiving the following parts:

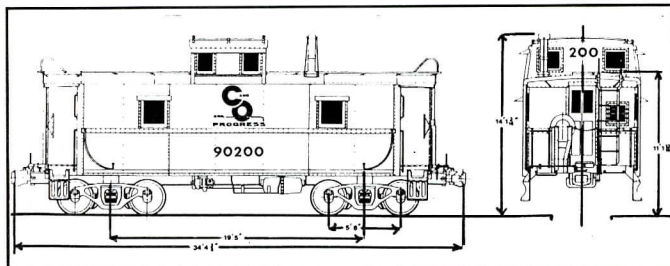
- SWD-68 Alco FA-2/FB-2 side frames
- SWD-69 Cooling Coil, FA-2
- SWD-70 Cooling Coil, FB-2
- SWD-71 Cooling Coil Set (FA/FB)
- SWD-72 Cooling Coil Set (FA/FA)
- SWD-73 Cast Grab Irons (FA)
- SWD-74 Cast Grab Irons (FB)
- SWD-75 Cast Grab Irons set (FA/FB)
- SWD-76 Cast Grab Irons (FA/FA)
- SWD-77 Lift Rings (ends) (FA)
- SWD-78 Lift Rings (ends) (FB)
- SWD-79 Lift Rings (ends) (FA/FB)
- SWD-80 Lift Rings (ends) (FA/FA)
- SWD-81 Cast Grab Irons (R&L)(FA)
- SWD-82 Cast Grab Irons (R&L)(FB)
- SWD-83 Cast Grab Irons (R&L)(FA/FB)
- SWD-84 Cast Grab Irons (R&L)(FA/FA)
- SWD-85 Door Handles (FA-2) (6)
- SWD-86 Door Handles (FB-2) (4)
- SWD-87 Door Handles (FA/FA) (10)
- SWD-88 Door Handles (FA/FA) (12)
- SWD-89 Fuel Tank End Brace (4)
- SWD-90 Fuel Tank End Brace (8)
- SWD-91 Fuel Tank Detail Parts (set)
- SWD-92 Fuel Tank Detail Parts (2 sets)
- SWD-93 PRR Antenna Set (FA-2)
- SWD-94 Three Chime Air Horn (FA-2)
- SWD-95 Single Chime Air Horn (FA-2)
- SWD-96 Back Up Light/ 2 bulb
- SWD-97 Back Up Light/ 2 bulb (pr)
- SWD-98 Stack
- SWD-99 Stack (pr)
- SWD-100 W.S. Wipers (pr)
- SWD-101 W.S. Wipers (2 pr)
- SWD-102 Lift Rings/Bolts (roof set)
- SWD-103 Flag Holder
- SWD-104 Coupler Draw Housing (Alco)
- SWD-105 Coupler Pad (Alco)
- SWD-106 Sand Filler Hatches (Alco)

Alco FA-2/FB-2 and FA-2/FA-2 "Packages" will be available.

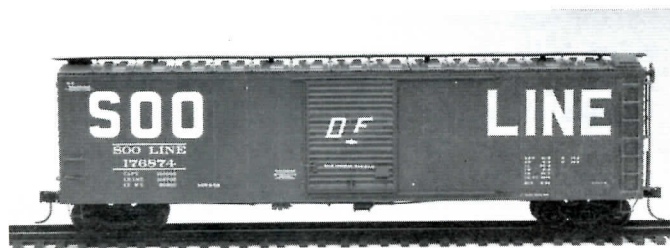
DOWNS MODEL RAILROAD COMPANY (206 Lehigh Ave., Gloucester City, NJ 08030-1215) has announced that it will no longer be the retail outlet for S Scale Loco and Supply. Russ reports that the plastic hopper tops for American Models hoppers are now in stock and that they look very good. He also has a brand new 8 page update to his newsletter. He will send a copy upon your request.



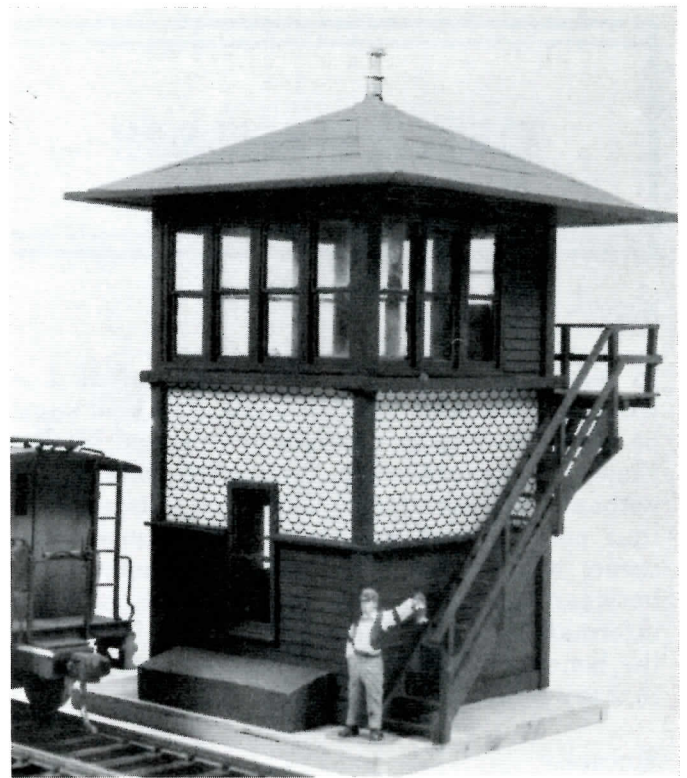
The Ross and White sand tower from River Raisin.



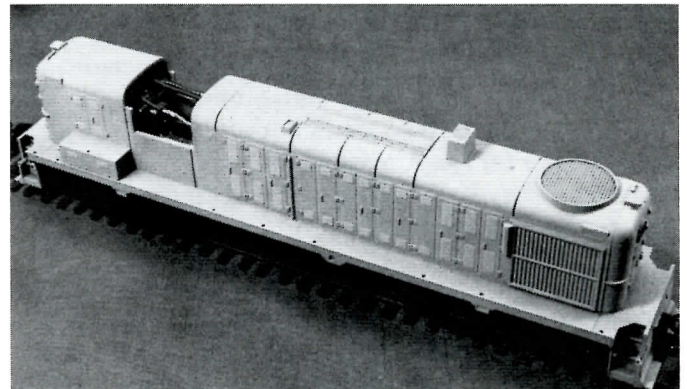
The C&O caboose that River Raisin proposes to import.



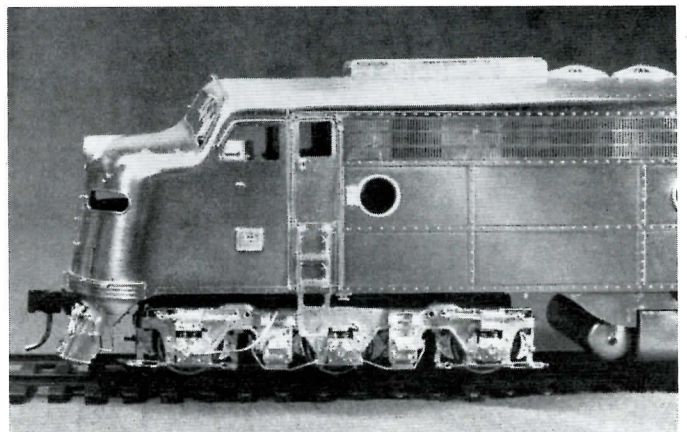
Badgerland's 50ft Soo Line boxcar, a Pacific Rail model.



Lehigh Valley's new Reading signal tower.



Test shot of S Helper's Alco RS-3.



The nose of River Raisin's new E8/9. Nicely done.

DEAR @#\$\$%&*!!

Editor:

In reference to Don's (DeWitt) suggestions I am writing to you with my comments. I agree it should be split between two people as outlined by Don. Financial compensation cannot be done for one without being done for all. Therefore, I disagree with that point. Every organization has membership cards; without them we lose that common link between members. As far as the modeling information is concerned I think if it is there for the benefit of the members it should stay. I hope that my comments are useful.

Sincerely,

Michael Hudek

Editor:

Recently, a well known S Gauge dealer mentioned in his newsletter the American Models RS-3 locomotive and listed a price for it. At this time the only dealer for the American Models RS-3 is S Helper Service. They have an exclusive agreement with us to market this product.

As many of you know, S Helper Service has invested thousands of dollars advertising this model. They will spend many hours generating the necessary painting and lettering diagrams as well as the artwork for the project. They have helped us pay the cost of tooling by pre-purchasing products. They will be unable to continue with future projects if dealers on their own speculate that they will be able to obtain a product at some future time. Furthermore, it seems quite inappropriate in as much as we haven't yet mentioned such a model will be offered to dealers. If it is it may be a year or more away.

In our agreement with S Helper Service we cannot sell to our regular dealers until S Helper has recovered its initial investment. Considering all that S Helper has invested in this project, I am sure that you would agree that this is only fair.

"S"incerely,

Ron Bashista

Editor:

From time to time editorials and letters appear in our Dispatch expressing concern for the future of 'S'. These writings contain many suggestions for increasing the market demand for 'S' products. All of these suggestions have some validity and all have the same goal: promotion of 'S'.

Coincidentally, I've noticed an increasing number of letters in 'S' magazines from modelers requesting more and new models from the modern era, the 1960s and beyond.

Are these unrelated subjects? I think not. I feel that there is a definite trend among 'S' modelers moving toward the modern era. Over a year ago Don Thompson wrote an editorial in the Dispatch on the necessity of making modern equipment available. He mentioned modern equipment as necessary to appeal to the younger generation. Let me tell you these would also be well received by many current 'S' gaugers as well.

Thanks to Microscale we now have a growing selection of decals to represent ALL eras. What we need now is modern equipment to put the modern decals on.

Let's remember that 1960 was more than 30 years ago. Automobiles that are more than 25 years old are usually regarded as legitimate antiques. Yet, the vast majority of current kits and those presently in the works are for rail models much older than that. I feel that the current models are excellent and I support them but they have their greatest appeal to the S gaugers of today.

'S' is in a kind of a rut and we must climb out of it. 'S' is way out of balance heavily favoring early steam and transition periods. Perhaps many 'S' modelers can live without modern diesels and rolling stock but 'S' cannot! I wish to make it clear that I am not putting down the steam generation. I am merely making the point that diesels are an equally important part of today's model railroading. Modern diesels and models are essential to the growth of 'S,' yet that it where it is most lacking.

On the optimistic side, I have noticed some positive signs with the appearance of some cars that are trending toward the modern era. There is also Steam Depot's announcement of an SW-1500. Still given the few manufacturers we have in 'S' and the expense of developing models it will be a long time before we see some kind of balance in the available selection of 'S' gauge equipment. We need somehow to accelerate the production of modern equipment.



It appears from the report by John Craft of the Promotions Committee that they may be short-handed. Since I share the concern for the future of S and would support new modern era model projects I would be willing to lend a helping hand to the committee in this regard if that sort of help is needed.

I would suggest that an update survey of the market be taken to determine how much interest S gaugers have in modern era rolling stock. If favorable, the 'S' manufacturers, and perhaps Lionel, could be approached with the possibilities of production of modern equipment.

Dave Bailey

!! WANTED !!

PROFILES for the Meet an S Gauger feature. I have had fairly good response from club presidents. Not as good as I would like but at least they are coming in. I would like to present more than one per issue. I still don't know how to get profiles from those of you who are not club members. I have decided to use the stratagem of asking for some one to provide me a profile of the following list of people (there is no particular pattern to my selection):

Paul Raham from Ontario, Canada

Ken Zieska because he is the last person in the directory.

Robert Massie because he is the only known S gauger in Hawaii.

Gale Hall from Arkansas.

Chris Hood from somewhere in England.

Kjell Collin from somewhere in Sweden

Peter Baldamus from somewhere in Germany.

Nelson Steinmetz from Arizona.

Amie Ross because I liked her work as editor.

Don Seeburger. Where are you Don?

Arden Goehring, packing company scion, from central California.

Joseph Urban from Connecticut.

Gary Lewis from Florida.

Russ Mobley from Georgia because it is good to see him active.

Jay Mellon from Louisiana.

Roger Sullivan from North Dakota.

Robert Blois from New Hampshire because the youngsters need to know him.

John Pratt from New Mexico.

Arlie Long from South Dakota. Can't discriminate you know.

Clifton Shuttle from Vermont.

Robert Sherwood from Wyoming.

A profile should be a printed page long. The page you are reading would hold about a thousand words if only text is considered. A photo clearly showing the person's face should be included. The photo can be either color or black and white. Rest assured that I will never breathe a word of it if you want to send your own profile!

AMERICAN FLYER articles, but of a specific type. I am looking for articles that deal with the prototype which Gilbert used in creating the Flyer cars. Let's start with the flat car. Was that an AAR design? Did they study and/or measure examples of a particular railroad? Are pictures of such a prototype available? If no one can write about the flat car, I will settle for the cattle car.

MODERN MODELERS. Dave Bailey's letter is very timely. I have wanted to start a regular feature which presents the work of S gaugers modeling the period from about 1960 to the present. I know that you are out there, I've seen your work. I am modifying a GP38-2 into a GP39-2. Any one else doing similar work? Who is scratching or kit-bashing contemporary rolling stock? That is the only way to get it up 'til now. Let's tell others about it.

20 HELPER SERVICE ADS to complete the second page. Then I think that we will close it off at that point because it is editorially difficult to handle partial pages. So get 'em while you can! With some 1200 members not represented in Helper Service, 20 won't last long.

S-MOD Module Standards & Recommendations

The NASG's S-MOD System standards and recommendations information is available to all members for \$2.50 or \$5 for non-members. Please send a check made out to **Ted Larson**, or stamps to the addresss below. (Questions about the S-MOD System should be directed to Don DeWitt, 37 Snow Dr., Mahwah, NJ 07430 201-529-8090.)

S-MOD System Info Packet:
5 Kenicott Circle, Fairport NY 14450

A VIEW FROM A HOBBY SHOP OWNER

by
Brian Jackson

This article may be a bit of a departure from what the NASG members expect in *The Dispatch*. However, I believe that it will inform the thinking of those who are attempting to promote S gauge. So much of what I read seems to be out of focus that I felt impelled to try to draw attention to some facts about the business of hobbies.

First it must be borne in mind that, with the exception of some operations in major population areas, most hobby stores cannot be exclusively concerned with railroad modeling. It is too seasonal to carry the overhead during the slack periods. Hence, the owner must add other areas of interest to his inventory. Among other results that means that he has less capital to carry the less popular railroad items.

Secondly, as a broad generality, the hobby business works on the basis of a 40% margin. On occasion the owner may be able to improve that to as much as 50%. However, on as many occasions he will not be able to get beyond a 30% margin. In a significant number of cases he will just squeak past a break even point. Given the nature of hobby retailing those margins do not provide a lot maneuvering room. A well stocked hobby shop is essential to providing service that will distinguish one shop from another and especially from mail order sources. The hobby store owner can almost never avoid sitting on a considerable amount of slow moving stock in order to be "well stocked". With the margins at which most of this stock was purchased slow moving stock soon moves into the loss column. In short, a 40% margin actually translates into something considerably less than that, perhaps more like 20 to 25 per cent. Few hobby shop owners expect to become wealthy as a result of what they are doing.

How does S gauge fit with the operations of most hobby shops? I suppose that my experience mirrors what the majority of hobby shops find. My shop is of modest size and is located in a newly built strip mall. The town has approximately 110 thousand residents with a regional area that includes perhaps 300 thousand. Because I am an S gauger I do carry some items and do try to promote it but realistically there is little money to be made off it. Let me enlarge on each aspect.

I do not carry any of the current Lionel offerings of American Flyer. The reasons are straight forward. It is aimed at the collector and is much too expensive to serve to introduce anyone to model railroading. It is backward looking and generally not appealing

to youngsters for whom the GP40-2 is already beginning to look a bit long in the tooth. The only passenger trains they know of are those of AMTRAK. There is nothing to build follow-up sales on. It is not strongly promoted by Lionel for the obvious reason that they would end up competing with themselves. I never get an inquiry about American Flyer except for parts and repair of the older Gilbert stuff. I speculate that few are actually operating the newer Lionel offerings.

I don't carry used American Flyer from the Gilbert era. Again the reasons are simple. I cannot readily establish the value of anything. I can't go to a dealer catalog as was the case when AF thrived. Greenberg's is by its nature out of date even as it is published, besides it may have no relationship to the local condition and since we are dealing with essentially a collector's market that is a paramount consideration. I don't have the time to clean up and repair used equipment and I can't begin to compete with those who tour the flea market circuit. I would probably attempt to carry Starter Sets if there were a club in this area that could supply them. However, as Kent's article indicated there would in reality be little profit in it. Clearly there is also nothing in that direction to build subsequent sales in S gauge with.

In short American Flyer in any of its incarnations does not offer the typical hobby store owner a meaningful way to enhance his store's business.

What about S scale? As we are all aware S scale is still not positioned to be a serious factor at the entry level. (I believe that this statement will also hold true for S hi-rail.) It simply cannot compete with either HO or N in terms of availability or price. I have never had a beginner come in to discuss S scale. I do get them in HO and N and even occasionally in O. Currently S scale is most frequently appealing to the seasoned model railroader who is dissatisfied with his current scale. Most of those shifts occur both ways between HO and N, but they do provide some opportunity for S scale. That is where I position my store. Accordingly, I stock limited amounts of American Models, Pacific Rail Shops, Southwind, River Raisin and assorted others. I also display some brass models and carry basic supplies in sizes appropriate to S scale. I tell customers of my own modeling efforts, display models of mine, my father's, and Jon Firpach's.

When new S scale items, especially brass, are

received I take them to the local HO club, of which I am a member, so that they can drool over them. I haven't converted any so far but there is always the chance that I can. It is I believe significant to observe that while the ages of this club's members range from the teens to the sixties, they are far and away more interested in diesel than in steam and in contemporary rather than transition diesel. (It is worth noting that in my shop the dollar ratio of diesels sold to steamers sold is approximately 10 to 1.) In other words, while they may drool over S scale, I don't often get to show them something that centers on their interests.

In truth, I sell very modest amounts of S scale as such. From a pure business point of view I would be better off eliminating it from my inventory and investing in something that turned six or more times a year. We should therefore ask whether the typical hobby shop can be expected to be a factor in the growth of S scale. Under current circumstances the answer is clearly no. Yet, it is clear that the approximately three thousand hobby shops in the U.S. represent an enormous potential if a significant fraction could be persuaded to carry S scale products as a matter of course. It is this potential that keeps S scale promoters and hopefuls panting.

Are circumstances likely to change sufficiently to encourage hobby shop owners to seriously support S scale? Probably not in the near future.

Chief among those things that need to change is availability in which I include variety of product. The range of choices is still too narrow to appeal to most people despite the dramatic improvement in the last couple of years. One of the most significant developments, in my judgment, has been the arrival of S Helper Service. The principal purpose of SHS is to assist in a more rapid development of the range of products available. We owe the Alco FAs and RS3s to their efforts. More efforts of this nature expanded to include other manufacturers and made over the near term would have the most beneficial effect on S scale. Hobby store owners might begin to see a sufficient product base to seriously consider. Are there several more guys like the two in S Helper Service willing to make the effort and take the risk? I don't know, what do you think?

Another important thing that needs to change is the profitability of S scale. The margins offered by various manufacturers or importers in S scale are generally less than the rest of the industry. Some are even zero, which means that the hobby store would have to sell at higher prices than any one else or lose money in the bargain. This is not a complaint, I understand why the margins are so low. Nevertheless, it is a fact that works against acceptance by hobby dealers of S products. The overhead in a shop is exactly the same for S as for

other scales and if the dealer can make more money with them, that is what he is going to go for.

Not too long ago Russ Larson wrote a highly self-serving editorial in *Model Railroader* in which he depicted mail order as amounting to a benign 15% of all railroad model business. What followed in subsequent issues was a debate that was largely irrelevant and failed completely to come to grips with the central issue. The issue is that there are huge mail order outfits that advertise in *Model Railroader* and *Railroad Model Craftsman* featuring **DISCOUNTS THAT ARE BELOW THE COST TO THE HOBBY SHOP OWNER**. Most of those are not retailers at all. They are wholesalers who have invaded the retail market to cut out the retailer by selling at prices below the cost to the retailer. Larson did not point out that the number of hobby stores has remained static during the past decade despite a general growth in hobby sales and a specific increase in mail order sales. The predatory behavior of the big advertisers in his magazine is a major factor in the lack of growth in hobby stores.

However, it's a free country and any one is free to charge for their products what ever they think they can live with. Thus discounting is a fact of American business life and most shop owners are compelled to discount in some way or another. The problem with S scale is that the margins are already thin so there is little room for discounting. The only ones that can successfully do that are those with little overhead to cover. In general, that points to mail order operations.

In S scale, mail order operations have been the only retail outlets available for many years. There would have been no retailing without them. They have provided us an invaluable service during those years. In my judgment, it is likely that they will continue to offer that service for many years to come. Yet, by their very nature, the mail order operations serve principally the established S gaugers. They have a very limited potential to expose S scale products to the new modeler or the potential convert. Moreover, their ability to manage with small margins coupled with the generally small S scale market acts as a deterrent to the entry of store front operations in S scale retailing.

Although I am sure it is not intentional, we may be in the process of witnessing a truly injurious result of discounting taking place in S scale. Recently one of the mail order operations has sent out a newsletter to all members of the NASG indicating that it will be selling American Models Alco RS3s at a heavily discounted price. As a retailer I know the margins involved. The mail order house will realize a gross profit of at most a few dollars per engine. For sure I would lose money at the announced price. But what should concern us is the

(Continued on Page 32)

POST ITS

NOTICE NOTICE NOTICE

The discount coupons included in the last issue have our address from five years ago (again!). Please inform your readers that our correct address is American Models, 10088 Colonial Industrial Drive, South Lyon, MI 48178. Thanks, Ron Bashista.

WANTED: For AF 30B transformer, the RH control knob, PA12B311. Must be in usable condition. Jerry Garfield, 3722 Gleneden Drive, Lansing MI 48906

WANTED: Omnicon power chassis for AF Alco PAs. Also scale converted AF steamers. Mike Palmiter, Box 205, Williams, IN 47470.

FOR SALE: NYC Swallow Tail Observation Car. SWM 0024. Only 25 exist. \$260 ppd. Brian Jackson, The Whistle Post Hobby Shop, 2347 West Monroe, Springfield, IL 62704. Tel: (217) 787-0013.

NOTICE NOTICE NOTICE

Don Thompson will represent the NASG at the NMRA national meeting next July in Denver, Colorado. He could use a lot of help with a number of aspects of setting up a booth and S-Mod modules. If you contemplate attending this meeting contact Don about helping out. Don Thompson, 2 Roberts Road, New Brunswick, NJ 08901. Tel: (201) 545-9306.

NOTICE NOTICE NOTICE

The ZIP Code for Kent Singer's address is wrong in the NASG Copy Service ad in the last issue. The correct address is 105 Highland Drive, Baldwinsville, NY 13037.

NOTICE NOTICE NOTICE

It is possible that you will receive this issue with its inserted order form for the NASG 1991 American Flyers cars after the deadline. If you have not already ordered from previous notices then contact Doug Peck. It still may be possible for you to obtain these limited run cars.

NOTICE NOTICE NOTICE

John Metzger has taken over maintenance of the membership roster from Don Dewitt. Send address changes to Rt 4 Box 326F, Troy, MO 63379.

NOTICE NOTICE NOTICE

Observe your mailing label for the Dispatch. It carries your membership number. Save it for your records because membership cards will no longer be routinely issued. **YOU CAN STILL GET A MEMBERSHIP CARD BY SENDING A SASE TO DON DEWITT.**

NOTICE NOTICE NOTICE CONVENTION UPDATE

The Holiday Inn may be filling fast. Additional rooms are available at the Genesee Inn at a \$10.00 per night higher rate.

VIEW FROM A HOBBY SHOP

(Continued from Page 31)

effect that this will have on S Helper Service. They have essentially footed the bill for the development of the RS3 and to recover their cost they need to sell all the engines they will have at the full list price. If they do not recover their cost there will be no more S Helper Service. We will all suffer from that result.

The purpose of this article is not to hang crepe. It is to inform S gaugers of certain facts about retailing that they generally seem unaware of. These facts need to be taken into account by those who would promote S gauge. I don't want to close on a negative note so let me point out a positive comparison. When customers ask me about alternatives to HO, I point out the pros and cons of each scale. About O scale I point out that in terms of affordable plastic models that are near-ready-to-run they have a choice of two engines and a limited range of cars. None of it is modern. S scale is already ahead of that in engines (though they are not modern either) and about to move ahead in the range of rolling stock available. We need to work on exposing that fact in as many ways and as many places as possible.



S LORE

A FIX FOR AM HOPPER CARS: I have found a way to fix those hoppers cars that have a stripped truck mounting hole. It will also correct those cars that lean because the truck mounting screw was put in crooked.

Remove the underframe from the hopper body, (I hope it was not glued on!) and with a rail nipper or flush cutter cut off the thickness of a 2-56 nut from the truck mounting stud.

Take the underframe and drill or file the truck mounting hole so it will clear a 2-56 screw. (If it wasn't done when it was assembled.) Then trim the sides of the cross brace so a 2-56 nut will sit flat on the top of the bolster and super-glue the nut in place. You may want to run a screw into the nut to hold it centered over the hole. Take care not to get glue in the threads. Now, when you reassemble the car you must glue the underframe to the body. I have found that Plastic Weld Cement works well.

When painted the nut should blend into the body and will not be noticed. I hope that this idea will help you get those hoppers back in service on your pike....C.J. Brummond

ACRYLIC PAINT: Water based acrylic paints have the advantage that they don't give off toxic fumes in use. They are also quite useful when painting plastics since they don't attack the plastic. Probably the acrylic paint most familiar to model railroaders is Polly S. But the railroad colors represent only a fraction of the Polly S colors available. There are at least 60 other colors in the Polly S line. Other makers with extensive selections of acrylic paint are Pactra and Tamiya. Some times these are thought of as being supplied for other types of modeling such as military or radio controlled modeling but they will have many uses for model railroaders as well. Your general hobby store will probably carry these....BLJ

REGAUGING AM WHEELSETS: I had the daunting prospect of regauging the trucks for 50 or 60 American Models house cars. The idea of disassembling the trucks and regauging more than a 200 wheel sets and then reassembling the trucks sent me in search of a better idea. I thought of building a jig but that seemed like an awful lot of work too. I found something in my garage that does the job quite well. It is a tubing cutter which is often found in the plumbing section of your favorite hardware store. Unfortunately, I am not sure of the manufacturer. I think that it was Stanley. Mine has the name of Mark 1 on it. The "C" shaped spine

of the cutter has a section that measures 0.8046 inches and can be used as a jig to regauge those pesky wheelsets. Be sure that yours has the appropriate measurements.

To use it I removed the cutting wheel and then carefully pushed the wheelset with a rolling motion onto the cutter spine. I then rotated the wheelset several times until it moved freely back and forth along the spine. A check with the NASG gauge showed that I had successfully widened the wheelset to NASG specifications. Best of all, I did not have to disassemble the trucks. I could do the task with the wheelsets still in the trucks. A few evenings of spare time and I had completed the whole task....RWJ

USEFUL THINGS FROM OTHER SCALES: The most enjoyable NMRA-NASG convention provided a chance to see manufacturers displays from other scales. I took advantage of this by looking for items in other scales that could be useful in S scale. The following is a list of the best items which I found:

1. Landscaping and paving companies frequently use a small open cab grader which is about the size of a medium size truck. Scenic Details makes an HO standard size open cab grader that appears to perfect for an S scale small size grader with the substitution of an S scale size operator's seat and controls. The price is \$5.99.

2. The Pike Stuff #1107 overhead garage door for trucks is about 10'x10' in S scale, just right for gas stations and small truck garages. It is the modern design, with 3 small oval windows, seen on commercial buildings and garages.

3. Micro-Engineering's overhead garage door #80-160 is the right size and design for an S scale home garage.

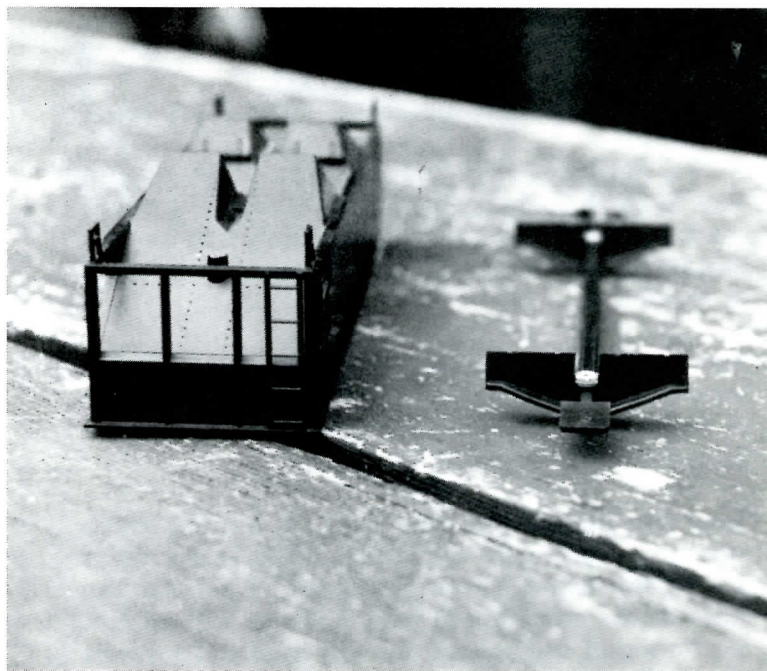
4. Berkshire Valley #545 is an O scale industrial roll-up door of the type used on truck docks whose size just matches the rear of the truck. In S scale, this door is just right for a door that trucks will drive through. They also have a industrial roof ventilators (#401) and oil tanks of the type found in home basements or next to buildings for heating fuel (#513). Just right for supplying fuel to small railroad yard buildings.

5. Many companies had items that come in various sizes such a barrels, garage jacks, lamps, air compressors, floor safes, boxes, bottles, anvils, and much other. The larger size HO or smaller size O items are easily usable in S. Scale Structures and Berkshire Valley both had many usable items.

6. Kibri makes an HO bulldozer with excellent detail. This kit has a cab, and a hydraulic blade

and ripping claw, and is therefore appropriate back to the '60s. Prior to that, the blade would have been raised and lowered by cable instead of hydraulics. I did not find a price or manufacturer's number on this one.

7. My favorite find was a large old style round 3 dimensional Coke sign frequently found on the outside of buildings. Berkshire Valley makes this in 2 sizes for O scale, and the small size (#555) is ideal for our use. It measures 37 inches in S scale. Paint it Coke red, and add the Coke decals from the kit, and it's finished. Price for 5 is \$3.99...Ted Larson.



AM Hopper Car fix. Photo by C. J. Brummond

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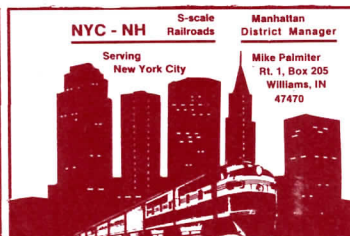
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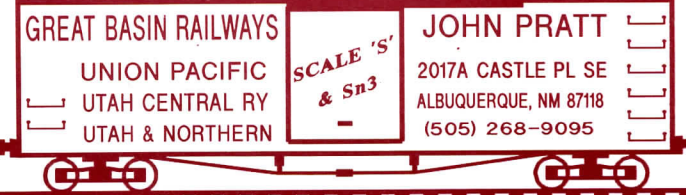
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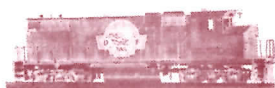
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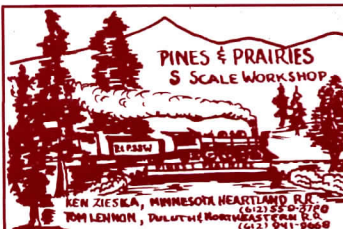
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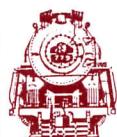
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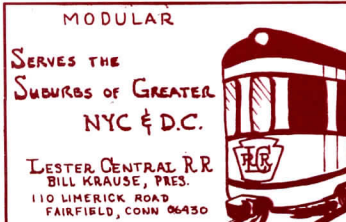
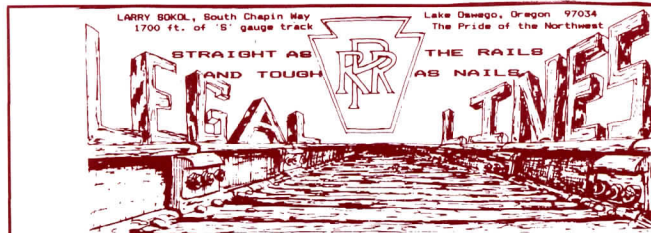
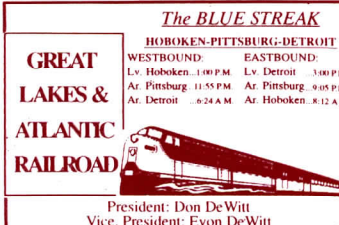
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