



April 1991

Vol. XIV No. 2

DISPATCH

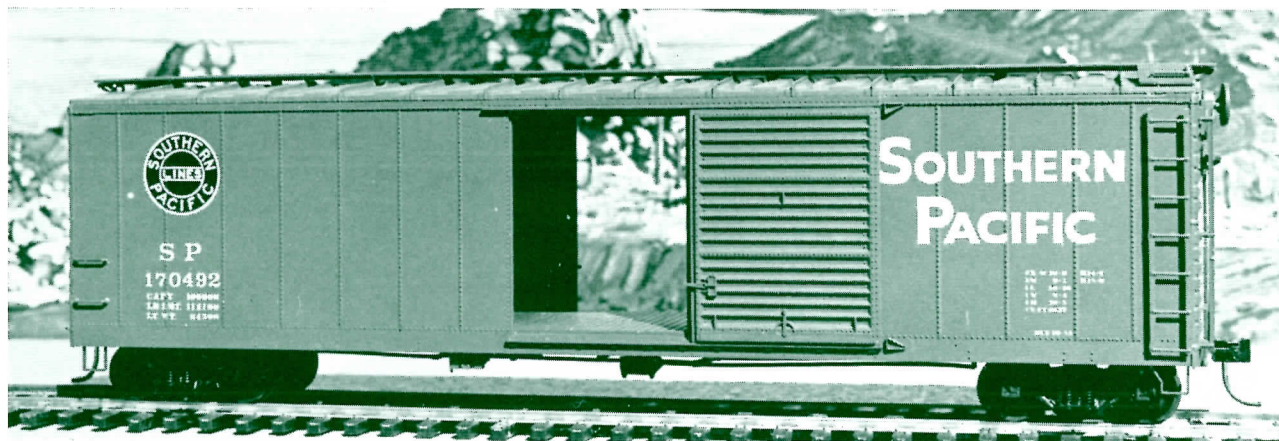


AF Circus Coach Mania

Photo by Chuck Wingate

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50 FT. BOXCARS



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Don't miss 'em, roadnames will not be rerun. (Downs Hi-Rail trucks, assembled, are available in place of scale on direct orders only. Same price as scale kits. Specify Bettendorf or Roller Bearing, includes Downs dummy coupler. AF compatible \$22.00 each, please include \$2.00 shipping on orders under \$100.

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NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

Robert W. Jackson
2925 Glenmere Court
Springfield, IL 62704

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

The Membership Secretary
NASG, Inc.
c/o John W. Metzger
Rt. 4 Box 326F
Troy, MO 63379

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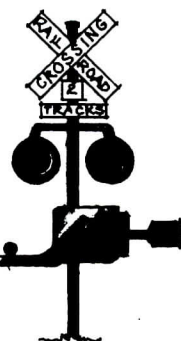
COVER

Cover shows color variations of American Flyer Coaches as featured in Chuck Wingate's article starting on page 12.

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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.

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

The Milwaukee Road brass car project was a success. My thanks goes to Jim Kindraka for helping to get the project done, and to Dave Bailey for taking the orders and for shipping the cars. We all appreciate their efforts in making the project so successful. If you still want one of these cars contact Dave Bailey before they are all gone!

The 1991 American Flyer project is in full swing. Once again I have to thank Doug Peck for working so diligently on this project. I am sure the AF members in our club really appreciate Doug's time and talent in this project. If anyone is still interested in obtaining a 1991 AF car, contact Doug immediately before they are sold out.

I now will put in my last plug for the conventions that are being held this summer. I strongly urge you to consider attending them.

First, the NMRA convention in Denver, Colorado (June 30-July 4) promises to be a good one. Don and Robin Thompson and Billy Wade are planning to be there representing the NASG and promoting our gauge. (Robert Sherwood, Jim Kindraka, Howie Waelder, John Verser and Bob Jackson also plan to be there--Ed.) The plans are to have a group of tables together showing current products and promoting S gauge in general as well as our club. Also Jerry Porter plans to have a modular layout on the convention floor. So, I strongly recommend attending this convention and seeing our guys promoting and displaying 'S' gauge. If there are any volunteers to help run the NASG booth please contact Don Thompson (908-545-9306). He would appreciate your assistance. Anyway, if you plan on attending I am sure you will be pleased with what you see there.

Finally, I have to promote our own convention this summer in Syracuse, NY (July 18-21). The club from Syracuse is planning a great convention. There will be something there for all our members to enjoy, from American Flyer collector items to scale ready-to-run products. But besides the products that will be available for sale, I assure you a great time will be had by all. The friendship that I always find at our conventions seems to make the trip worthwhile. So register now and contact the hotel ASAP, room arrangements are going fast. The convention hotel is The Holiday Inn (315-474-7251) or if they are full contact the alternate hotel, The Genessee Inn (315-476-4212).

Very truly yours,



Mike Ferraro, President

THE EDITOR'S DESK

We need several kinds of help with *The Dispatch*. You will notice at the end of "A Small Industry" an appeal for you readers to send in your own examples. I draw your attention to that appeal here as well.

I also need someone to become an assistant editor for the purposes of editing the "Decal Corner" column. Jon Firpach has resigned for personal reasons. The job will require that, at about 6-8 week intervals, the assistant editor make calls to each of the decal manufacturers to learn what is new or what is newly planned and not yet introduced. This information would then be collated and sent to me. It is probable that there will not be enough new information to warrant inclusion in each issue. A second task will be to request from each decal maker clear photo copies of each decal that he/she makes for sale. We will then present these in the pages of *The Dispatch* in the manner used in the February 1991 issue. The idea is to catalog and present the decals so that successive issues of *The Dispatch* can be used as a catalog similar to those issued by Champ. Readers can then see for themselves what each decal looks like. The decal makers in S are too small to entertain doing anything of that sort themselves. It would not be profitable even for Microscale to issue such a catalog for its S scale offerings. Hence, it seems appropriate for *The Dispatch* to help the cause in this manner. If you think that you would be interested, contact me right away. I can use the help at once.

There are several ways to get ahold of me. There is, of course, the US mail, but you can also telephone me at home. My personal telephone is 217-787-6620. It is best to call after 7 pm Central time. You can also reach me at *The Dispatch* number which is 217-787-6420. You can either leave a message or send a FAX to that number. I monitor it when I am working on *The Dispatch* and may interrupt if you call that number when I am present.

Finally, I want to follow through on at least some of Chuck Porter's suggestions and am seeking a volunteer to handle "Meet an S Gauger". I will be working up an interview format which can be used to seek specific information about those S gaugers we want to feature. I have developed a partial list already, so some of the work has been done. Here's an opportunity for some one to perform a service not only for *The Dispatch* but also for the NASG. I hope there is a willing person out there who will contact me soon.



MEET AN 'S' GAUGER



Kent L. Singer

Kent Singer is one of my best friends. I suppose this is a strange thing to say, because we hardly ever see each other except at NASG conventions. In fact, I've seen him at only one other time, for one day at his home, on my way from Toronto to Washington, DC on a business trip.

I first met Kent in 1985, in Sacramento, where he and I were assigned as "blind roommates" by the convention committee. The committee chose well. We are both rabid New York Central fans, and both spent our formative years in the New York City area. So we had much to talk about. Kent and I have roomed together at every NASG convention since then except Chicago, which I skipped.

Kent is a model builder and scale collector. He has no layout and probably never will. His forte is building precise 3/16" scale replicas of rolling stock which have special appeal to him. He can, for example, tell you all of the differences between the various freight-car brake systems. And he carries this sort of precision through in his modeling.

Among his most prized possessions are several Cleveland paper-and-wood car kits from the late 1930s. When I visited Kent, he was torn between building one of each exactly according to the instructions

versus detailing each to his current standards.

Kent was an active member of the Central Jersey S Scalpers when he accepted a job offer in Black Clawson's engineering department in Syracuse, New York in the early 1980s. After moving, he joined the Central New York S Gauge Association, and the club hasn't been the same since. Kent started the club's "Model Builders' School," which meets regularly but separately from regular club meetings. The idea of the "school" is to teach faithful, detailed model-building to interested club members. The club will select a particular kit, equip everyone in the school with identical kits, and then take it from there under Kent's tutelage. A recent project was the old Ambroid snowplow kit. Each member created complete prototypically-correct detailing, often replacing kit components with precisely modified or scratch-built components. The results were outstanding. Neil Redding, a member, won a first place for his snowplow at the 1990 NMRA/NASG convention. (See 3/16 "S"cale Railroading, Dec.'90/Jan.'91)

Although a scale modeler himself, Kent nevertheless was taken by the Bristol Club's initiation of the "S Starter Set" program. The Bristol Club began refurbishing

American Flyer equipment; packaging it in sets of locomotive, cars, track, and transformer; boxing the sets; and selling them to the public at affordable prices. Kent reasoned that the more people who get into S, the better that is for S. And S wasn't reaching the youngsters it used to reach because today's American Flyer set prices are aimed at collectors rather than parents. So Kent started the CNYSGA's own "S Starter Set" program. Over the past two years the club has refurbished equipment for about 90 starter sets, and has so far sold about 75. Many customers have come back for more equipment, and some have even ventured into the world of kit-building.

As if all this weren't enough, Kent has served for the past half-dozen or so years as the NASG's Contest Committee Chairman. He is responsible for the contest rules, for lining up the contest judges, and -- often -- serves as a judge himself. He has also been the president of the CNYSGA for the past two years, and is the Convention Chairman for the 1991 NASG National Convention to be held in Syracuse in July.

Kent, his wife Lynn, and 6-year-old daughter Abby (an avid train fan herself) live in Baldwinsville, New York.

-- Dick Karnes

A VISIT WITH RON TILTON

Dick Karnes
Photos by the Author

In the spring of 1988 my wife and I visited several S gauge layouts in the Spokane, Washington area. Among them was Ron Tilton's Rocky Mountain & Western. Ron is an engineer on the Burlington Northern, and has built many a model on away-from-home layovers between runs. In fact, Ron's favorite aspect of model railroading is scratch-building rolling stock.

Ron's layout, still under construction when we visited, has

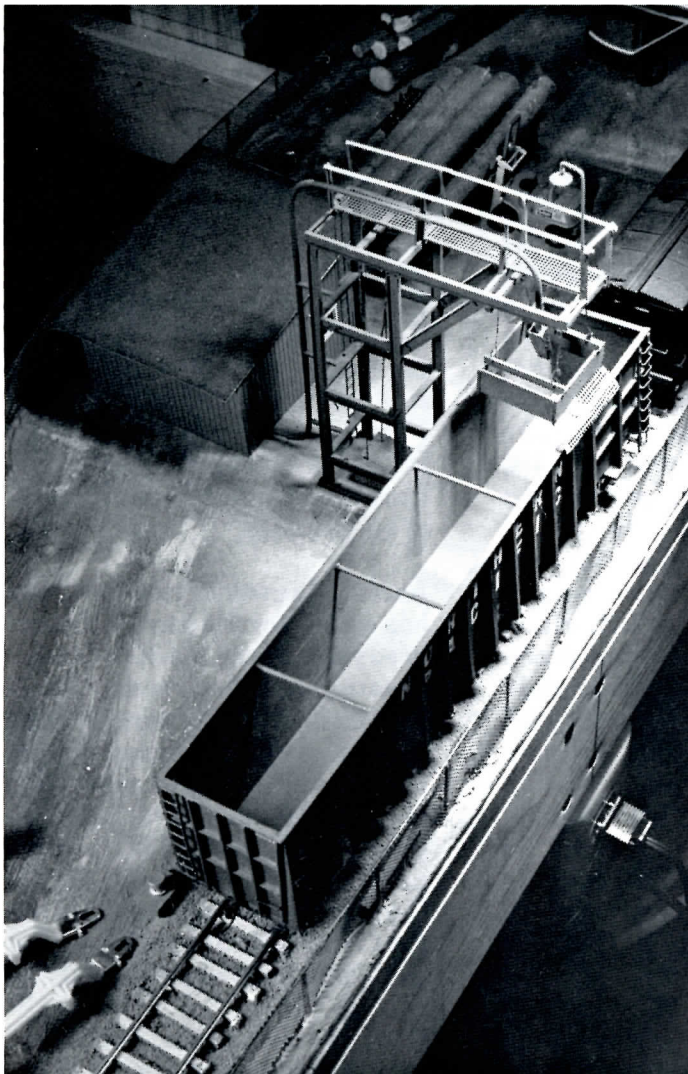
an out-and-back track plan. The main yard is built on a long "peninsula" in the center of the basement room. The yard throat leads in two directions to the mainline loop which circles the room twice before returning to the yard.

Ron is a member of the Inland Empire S Gauge Association of the Pacific Northwest (IESG-APN). An unusually large percentage of the club's members have had articles in the model

railroading press -- Ernie Horr, the DISPATCH's first editor; Jesse Bennett; Tom Hopman; and the late Francis Patten.

The IESGAPN meets monthly at members' homes, and every two or three years holds joint meets with the Greater Seattle S Gaugers midway between their two cities.

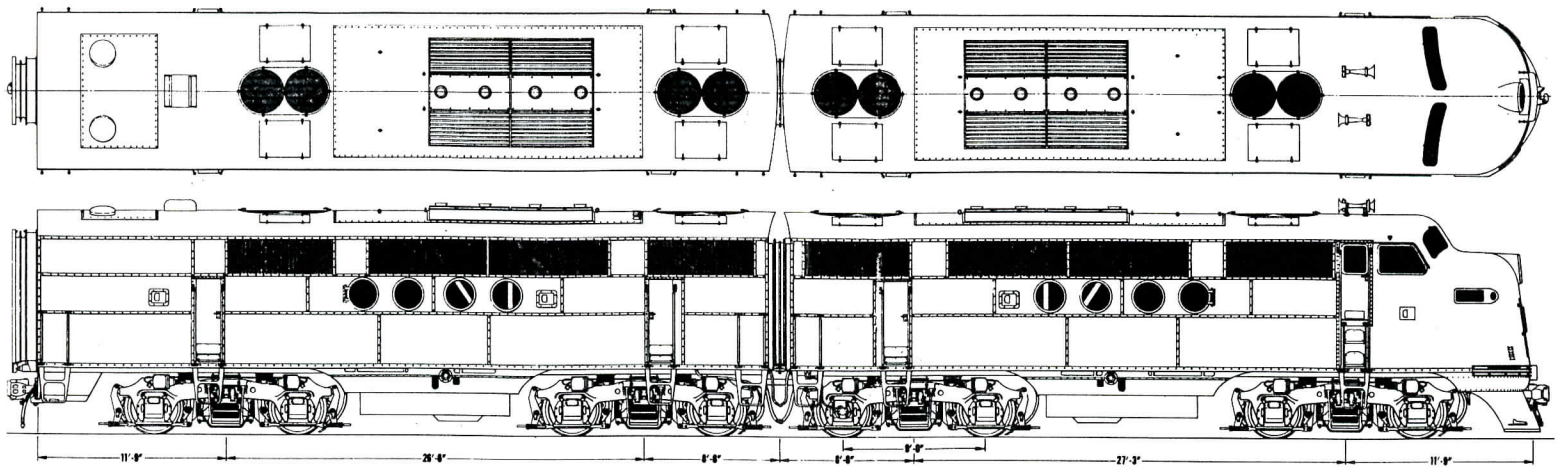
Now come along as we take a look at Ron's handiwork



Ron does very nice detail work, as evidenced by this wood-chip facility. He scratch-built the chipper, chip loader, wood-chip car, and adjacent building.



Here's Ron remembering, with pleasure, all those hours spent building all those well detailed models in front of him.



Electro-Motive FT: the first freight diesel

The models are scheduled for November 1991 delivery. Deposits are \$200.00 for each A-B set with a pre-production price of \$599.00 per set. A discount is being offered for multiple purchases as many railroads ran A-B-B-A consists. Buy an A-B-B-A set for \$1149.00. The post-production price will be \$649.00 per A-B set. Reserve now and take advantage of any or both of the following bonuses and get a great price on a great 2 unit diesel set:

BONUS #1

When the FT's are built, repower kits for the old Overland Models F3 and F7 diesels will also be made. The kits will employ the sideframes and fuel tanks from the original diesels, but will feature twin motors and flywheels, smooth, quiet operation and prototype speeds. They will eliminate the speed and noise problems of the original units. **Please note - These repower kits can only be built if there are sufficient reservations on the FT project - the 2 projects must go together!** The price of the redrive kits will be \$99.95 each. However, as a bonus all redrive kits reserved with FT deposits, will be sold for \$79.95 each, that's 20% off!

BONUS #2 - A FREEBIE!

As a special first-time-in-S-scale bonus, our builder has agreed to deliver the FT's already primed (gray) for painting at no extra charge! That's a free factory paint job with high quality automotive primer. All you need to do is shoot on the finish colors for your favorite road. However, primer painted units will only be offered on a reservation basis - no extras will be built.

Remember - both of these bonus offers can only happen if 80 A-B sets of FT's are reserved. We need reservations in our hands before **May 15, 1991** to give the builder enough lead time for a November delivery. Don't delay - reserve a piece of railroad diesel history (and a quality detailed, dandy running diesel too!) and take advantage of these great bonus offers - contact River Raisin Models today!!!

MAIL TO: RIVER RAISIN MODELS
6160 UPPER STRAITS BLVD.
WEST BLOOMFIELD, MI 48324

PLEASE RESERVE:
#FT SETS \$200 DEPOSIT

NAME: _____

____ VERSION 1 _____
____ VERSION 2 _____
____ VERSION 3 _____

ADDRESS: _____

#F3/F7 REPOWER KITS
____ \$20.00 DEPOSIT EA. _____

Check Box for Bonus #2 ☐
TOTAL DEPOSIT \$ _____

VISA/MC ACCEPTED - CALL 313-363-6965
DEADLINE: MAY 15, 1991
DELIVERY: NOVEMBER, 1991

RIVER RAISIN

M O D E L S

6160 Upper Straits Blvd.
West Bloomfield, MI 48324

ANNOUNCING FT FREIGHT DIESELS IN A-B UNIT BOXED SETS

"FT!" The "F" stands for "F"reight and the "T" for "T"wenty-seven hundred horsepower. Called "the diesel that did it!" by many experts, the nationwide service tour of EMD FT demonstrator #103 proved to skeptical mechanical officers that the diesel had finally come of age. In that 1939 tour, the A-B-B-A set of engines tested in freight service on 20 railroads over 11 months. As a result, 22 railroads ordered FT units. In all 1090 (563 'A's and 527 'B's) units were built, some of these freight-haulers lasting into the 70's.

River Raisin Models is taking reservations on FT diesels in A-B boxed sets in S scale brass. These Ajin Precision-built models will feature:

- True to prototype detail accuracy.
- Four precision German motors per A-B boxed set.
- Four flywheels per A-B boxed set.
- A and B units prototypically drawbar coupled.
- Smooth quiet operation with all-wheel electrical pick-up.
- Three versions - all available with or without steam generators.
- A complete parts package to detail your model to virtually any of the 23 prototypes.

The FT's formed the base for all succeeding 'F' units. It is sometimes difficult to distinguish one F unit from another, but the FT's are the most visually different and unique. Their raised square dynamic brake grids, 4-porthole carbody (with the truss-work visible) and novel truck spacing (for negotiating tight curves) easily sets them apart from other F units. The famous #103 became Southern 6100 and ended up preserved in the St. Louis National Museum of Transport. Since then it has been repainted to its original EMD #103 demonstrator livery for display at LaGrange during its 50th anniversary as "the diesel that did it." For more info, check out Model Railroader, April 1975 and Trains, February 1960, March 1962, September 1972, December 1989 and October 1990.

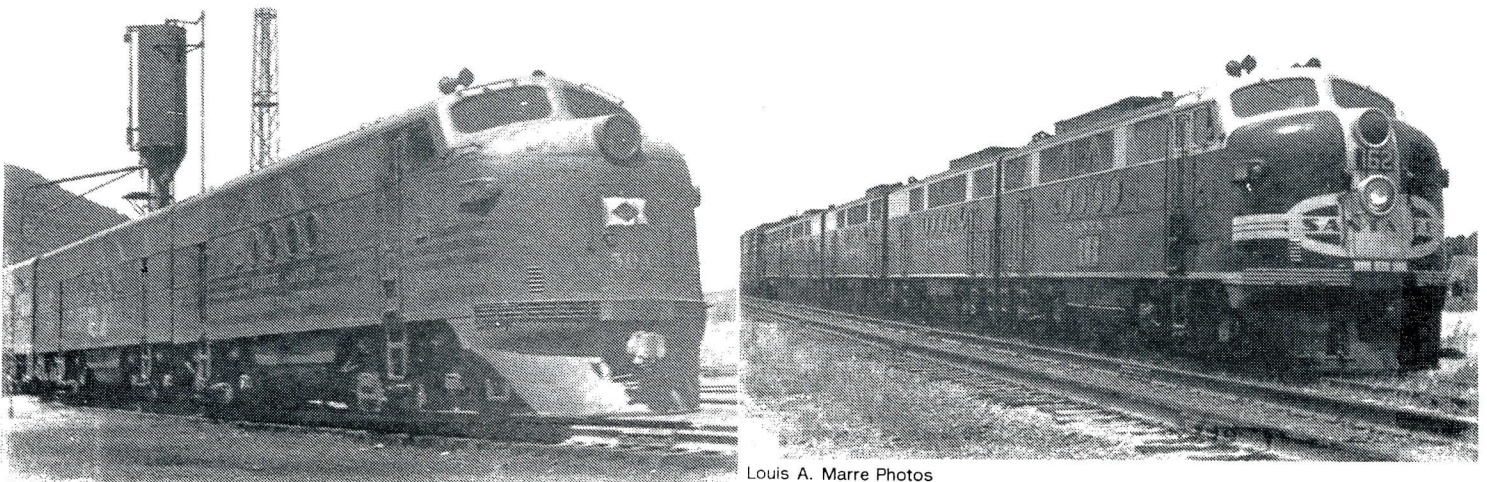
Used from 1939 on, the FT's are the ultimate steam to diesel transition era unit. A-B sets were run by themselves or doubleheaded with steam. Others were run as A-B-A sets with an F3 or an F7. Still others were used by their owners in the classic A-B-B-A lash-ups. From fast freights across the desert, to mountain pushers, to passenger extras and drag freights in the piedmont, the FT's did it all!

River Raisin FT's will be built in the 3 following versions:

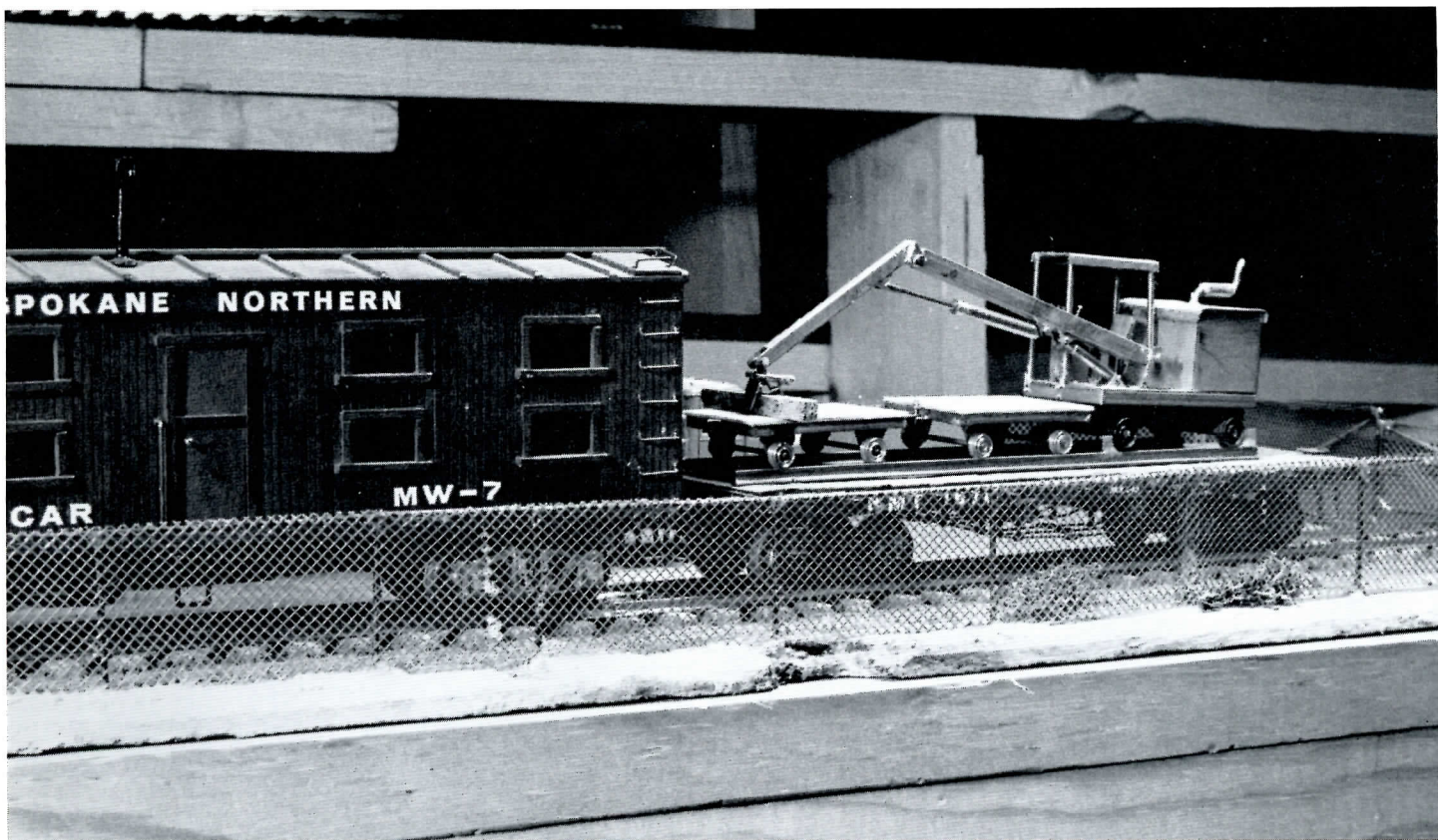
Version 1 - (Large Side Number Boards): AT&SF, D&RGW, GN

Version 2 - (Non-Dynamic Brake): ACL, CRI&P, GN, LV, MP, Sou, SAL, EMD (Demos.)

Version 3 - (w/Dynamic Brake): B&O, B&M, CB&Q, C&NW, DL&W, D&RGW, Erie, GN, NYC, Milw Rd, NYO&W, NP, RDG, SLSW (Cotton Belt) and WP.



Louis A. Marre Photos



Fellow craftsman Francis Patten (now deceased) built the Spokane Northern bunk car from an old Sunshine Models kit. Ron built the Rocky Mountain Transfer (RMT) maintenance-of-way flat and its load, an all-brass tie crane. The cyclone fence is made of plastic window screen on a steel wire frame -- delicate but sturdy.



An RM&W RS-1 hauls a solid string of Trailer-Train flats loaded with Winross and Ertl trailers. The diesel, which Ron built from a Locomotive Workshop kit, has complete interior cab detail. Ron scratch-built the flatcars.



These log-bunk cars which Ron scratch-built follow a Northern Pacific prototype used between Paradise and Missoula, Montana.



The RM&W boxcar was built from a Train Stuff kit. Ron scratch-built the flatcar as well as its individually-wrapped bundles of lumber. All trackage on the layout is hand-laid.

AMERICAN FLYER SERVICE COMMITTEE REPORT

by Doug Peck

By now, everyone who ordered the 1990 Pennzoil tank car should have received them. The car is now sold-out; 900 cars were produced and sold.

Also by now, everyone should be well aware of the 1991 cars, as orders have been coming in since first announced in December. Although the deadline has passed, I am still accepting orders as long as the anticipated supply lasts. As I write this, in late February, there are still cars available for ordering. So, if you forgot, send your order off today. If not sold out by the time I receive it, you will get at least one.

I have received several questions about the '91 cars, along with the orders. Rather than write individual answers, let me answer most of them here. (Also, if you have questions of me—or want your future orders confirmed upon receipt, PLEASE include a SASE. Otherwise, your canceled check is your confirmation.)

#1: "Why two cars this year?" The first three years the intention of this project was to serve our "tinplate/highrail" members by producing a car linked to the area of the annual NASG convention. The intention is to continue that in the future years. However, doing so greatly limits the roadnames and cars from which we can choose. By adding a second car each year, one car can be linked to the convention area (Syracuse this year, thus the NYC reefer), while the second car does not have to be linked, thus the Boraxo hopper.

#2: "Why has the price increased this year?" Simply, Lionel's price

to us has increased. For three years, we held our price at the \$30 level (including shipping costs). In fact, if you take advantage of the "Special" (both cars for \$65), the cost is not that much higher, especially when you consider increased postal rates this year. The primary reason for the higher cost, according to Lionel, is the cost of producing special paint-masks for these two cars, particularly the reefer.

#3: "Why not send the cars by UPS?" Mainly, because UPS involves more paperwork. Shipping 2000 cars becomes very cumbersome. Although UPS includes \$100 insurance coverage, we have had such minimal loss/damage the past three years that it does not seem to be a significant enough factor to justify hours spent filling out forms!

#4: "Why are we limited to two of each car?" The NASG is not in the AF car production business. Our intent, since 1988, has been to provide members with some special cars, as a membership service. It is not our intention to produce high numbers of cars, to supply non-members, or to supply a few people with dozens of cars each for later re-sale. Thus the limitation.

#5: "Has this project affected membership that much?" Since, 1988, the membership has more than doubled, and each year we continue to add still more members.

#6: "Are the cars prototypical?" Yes, within limits. We are not able to be as "fussy" as a brass scale model might be! Example: this year's NYC mechanical reefer

will have ice hatches since that is the only reefer die available to us. However, there is some indication that the earliest mechanical reefers were converted from standard reefers and retained their hatches.

#7: "What if an order arrives after the 'deadline'?" If cars are still available (we have to commit to a production run in January), late orders are filled right up until the day I ship cars out to you. However, if total orders exceed that available, then late orders for two of each car will be reduced to one of each car in order to spread the available cars as far as possible. If necessary, the very latest orders will be returned unfilled.

Finally, let me make you aware of a likely change in the NYC reefer. It appears that my original information about its red, white and blue color scheme was incorrect; it seems the car never really existed in those colors. In the interest of being prototypical, we have asked Lionel for an "11th hour" color change. If confirmed the new color scheme will have pale yellow sides with blue lettering and a wide blue stripe; the ends and top will be silver.

**IF THIS CHANGE
CAUSES YOU TO
RECONSIDER
YOUR ORDER,
LET ME KNOW.**

**Otherwise, all orders
will be filled as per
your original requests.**

Short and Easy

by
Kent L. Singer

A SIMPLE UTILITY TRUCK

Ted Larson sent in this concept based on a Hot Wheels truck. The Rescue Ranger truck, item #5145, is part of the "Workhorses" series and it can be found in most stores that have racks of the Hot Wheels vehicles. Without too much effort, it can be turned into a utility truck for your favorite (although modern) railroad. Like most Short and Easy projects, to make it worth the effort, two or three should be done at the same time.

Start off by dismantling the truck. This may be done by drilling out the body studs (which look like rivets) that hold the bottom of the truck in place. Once the bottom is removed, the cab interior and tank/hose insert may be removed. Also, pull the wheels and axles off of the bottom by grasping the wire axle with a needle nose pliers near the split center mounting stud.

The next step is to prepare the body. Remove the decals by rubbing them off with an ink eraser or fine sandpaper (or whatever chemicals you typically use for this). Then, using a stiff-back saw, such as an Atlas Snapsaw, cut off the center of the flasher light assembly from the cab roof. Next, use a file to smooth out the cab roof and the edges of the cutouts for the tanks and hose.

Cut a piece of styrene to fit into the depression in the underside of the cab roof and glue it in place with an ACC gel. After the glue sets up, fill in the flasher light depression with putty, such as Squadron Green. Remember that when filling such a large area, the putty will shrink a little, so apply a little extra.

While the putty is drying, cut the flasher unit from the yellow tank and hose casting and paint the three tanks red, green and yellow (or two tanks red if you wish). Paint the areas around the tanks, hose and reel and access covers black so that the yellow plastic doesn't show when the casting is inserted back in the truck body. I chose to paint the hose with Floquil Roof Brown, the sides of the hose reel and access

covers with Floquil Grimey Black and the nozzle with some gold paint that I had sitting around.

Next, cut the windshield off of the cab interior casting. Using it as a guide, cut a new windshield of clear plastic. It may take a little "fussing" but it's worth it.

Return to the body when the putty is dry and, using progressively finer grits of sandpaper, smooth out the cab roof. Then, paint the body with the color of your favorite railroad. While the paint is drying on the body, go to work on the bottom casting.

Notice that at each of the wheel locations, there are some small projections that set the width of the wheels. File these off. Then paint the radiator grill. White seemed an appropriate color for the version I was doing, but use any color that will look plausible when combined with the body color. Next, paint the underside of the bottom black.

Now, turn your attention to the wheels. Using a heavy wire cutter, snip off the end of the axle to remove the wheels, but save the axle. Using the Snapsaw, slice off about half of the thickness of the tire and about half the length of the wheel core (so the tires will not stick out so far when remounted). I used a short piece of thin wire insulation to slip over the cut end of the axle as a stop. After checking the wheel widths, glue the wheels in position on the axles with ACC gel.

When the body paint is dry, use N scale decals to put your railroad's herald on the cab doors. I had to hunt around for these and finally ended up asking a friend for some. The hobby shops in my area don't seem to stock N scale decals. While the decals are drying, mount the axles back in their original slots. Then, paint the wheel centers with either the body color or the radiator color to cover the chrome. Finally, glue the windshield in place, insert the tank and hose casting into the body, fit in the cab interior and, glue the bottom on with ACC gel.



POST ITS

GOT AN IDEA? Perhaps you've created some detail to stick along your right-of-way, set on a loading dock, dress up a building, and so forth. We're always looking for fresh projects. If you'd like to contribute, the rules are simple: The project should be somewhat related to railroading and it should be capable of being completed in one or two evenings. You needn't worry about drawings or photographs. We can do the drawings and have photos taken. All that is necessary is a sketch of the project with some dimensions, a list of the materials and a short description of how to build it. Submit your ideas to Short and Easy, c/o Kent L. Singer, 105 Highland Dr., Baldwinsville, NY 13027

WANTED: Overland SP GS-4 Daylight. Painted or unpainted. Must be in excellent condition. Jeff Nelson, 1175 Baseline Road, Claremont, CA 91711. Tel: (714) 624-8240.

NOTICE NOTICE NOTICE

Ted Larson advises that AMTRAK has an Air/Rail package in conjunction with United Airlines that lets you travel by air one way and by rail the opposite way. Cost is not far off of air both ways. Those who have short vacation times may find this a workable solution that permits at least one way rail travel to (or from) Syracuse. Call AMTRAK at 1-800-USA-RAIL and ask for the tour desk in order to get particulars.

NOTICE NOTICE NOTICE

The Whistle Post Hobby Shop, 2347 West Monroe, Springfield, IL 62704, advises that it has thrown in the towel on the brass car sides project. After a number of attempts at solving problems it has concluded that the project cannot be made economically feasible, at least not at this time. Deposits are being returned.

AMERICAN FLYER CIRCUS TRAIN MANIA

by Chuck Wingate

(originally appeared in "Bristoliner". Reprinted by permission)

I've enjoyed collecting my American Flyer circus set, and still look forward to finding more variations as well as upgrading my present set whenever possible. While collecting my set, I have made mistakes and learned to identify original circus train items and judge appropriate prices. I would like to share some of this information here. Since some comprehensive circus train articles have appeared elsewhere, I won't duplicate those efforts, but rather make some observations of my own.

I purchased my first set at a TCA meet in York, PA, in 1985. The dealer described the set as having two original cages and two reproduction cages. The entire set was in excellent condition, the "repro" cages were stamped 'r' on their undersides as expected, while the originals had the manufacturer's hallmark. So I made the purchase for \$475.

After returning home and studying the cages more carefully, I discovered that, in fact, I did not have two original cages, but only original bottoms; the sides, roofs and animals were repros! So, beware, buyers! Look your potential purchase over carefully before you part with your money! Know the difference between original and reproduction parts; take time to verify the entire set; and pay according to what you're getting.

Since that time, I have purchased several other complete or incomplete sets, or individual pieces, and by "mixing and matching", have been able to assemble several complete flatcars with fully original loads. As an added sidelight, I received a price over the phone a couple of years ago for an all-original

circus set in excellent condition, with original boxes, wrappers, and original uncut paper cutoffs of \$1850.

THE 353 CIRCUS ENGINE

The "AMERICAN FLYER CIRCUS" logo is rubber-stamped on the engine and the tender sides. The majority of engines produced were painted red with yellow lettering. However, several were produced with the opposite color scheme. Factory-issued boilers have the date of manufacture stamped inside the cab roof, but service-center replacement boilers have no such date stamp. I've noticed that original armatures seem to have blue-enameled windings.

THE 643 FLATCAR

There are lots of variations for the collector here, including both diecast metal and presswood construction. The presswood version has the normal yellow paint with red lettering. Diecast cars, however, are found with red paint and yellow rubber-stamped lettering (very rare), as well as the more common dark or light yellow paint with red lettering. I have observed two different letter heights as well. The journal boxes on the link coupler trucks are found in either diecast or stamped forms. I also have in my collection diecast flatcars which have all the steps removed at the factory; I would surmise that a step was broken during the manufacturing process, and instead of scrapping the car, they removed the three other steps and painted the car. Very cost effective!

FLATCAR LOADS

The circus cages and the tractor cab are the items which usually give the set its rarity and exclusiveness. The fragile plastic makes the items uncommon, and

many color combinations exist as well. I have heard that there exist at least 68 different combinations! The availability of reproduction loads now adds an element of risk when purchasing these cars. A reproduction load retails for about \$40, but a single original cage alone will cost about \$100!

Reproduction tractor cabs are available only in green with green wheels. Repro-cages usually have red sides with yellow roof and blue base; or blue sides with green roof and red base. However, these individual parts can also be purchased and interchanged, so be careful! Repro-animals include a lion, rhino, tiger, and gorilla. All in yellow. Original animals have a smooth, flat base, but the repro rhino and lion, at least, have a raised tab on their bases, between the animals' legs. The original yellow animals show a color variation also: some are a translucent yellow, while others are a darker "solid" yellow, sometimes referred to as gold.

Let's consider differences in the cage sides. Original sides are easy to identify because the central top-spirals wind inward and end in a dot. Repros do not curl all the way in, and have a flat center. Another difference is that the roof slots on the original sides extend the full length of the roof. However, on the repro-sides the slots end 1/8" short of each end. Finally, the two end-pins on the back of the original sides are semi-circular, while repro-sides have only a single round peg. Of all the original blue-sided cages I've seen, they also vary in shade: light, medium, and dark blue sides have been observed.

Original cage roofs have a deeper

color saturation and the plastic looks shinier or "oily". Original roofs are thinner plastic than repros and have squared off corners; corners on the repros are more rounded. Original roofs also have tiny "etch- marks" running length along them although they are hard to see; repro roofs are smooth and glossy.

Cage bottoms are the simplest to differentiate. Repro-bases are heat stamped with a large "R". Originals have a circular Allied company logo as well as the etch-marks previously mentioned.

Cage wheels on the original cages tend to be slightly uneven in the molding process (especially seen between the spokes), while the repro-wheels appear to be perfectly molded.

Tractor cabs are easily differentiated as well. On original tractors, running lights are on the rear of the roof, wheels are a different color, and the Allied logo appears inside the cab roof. The

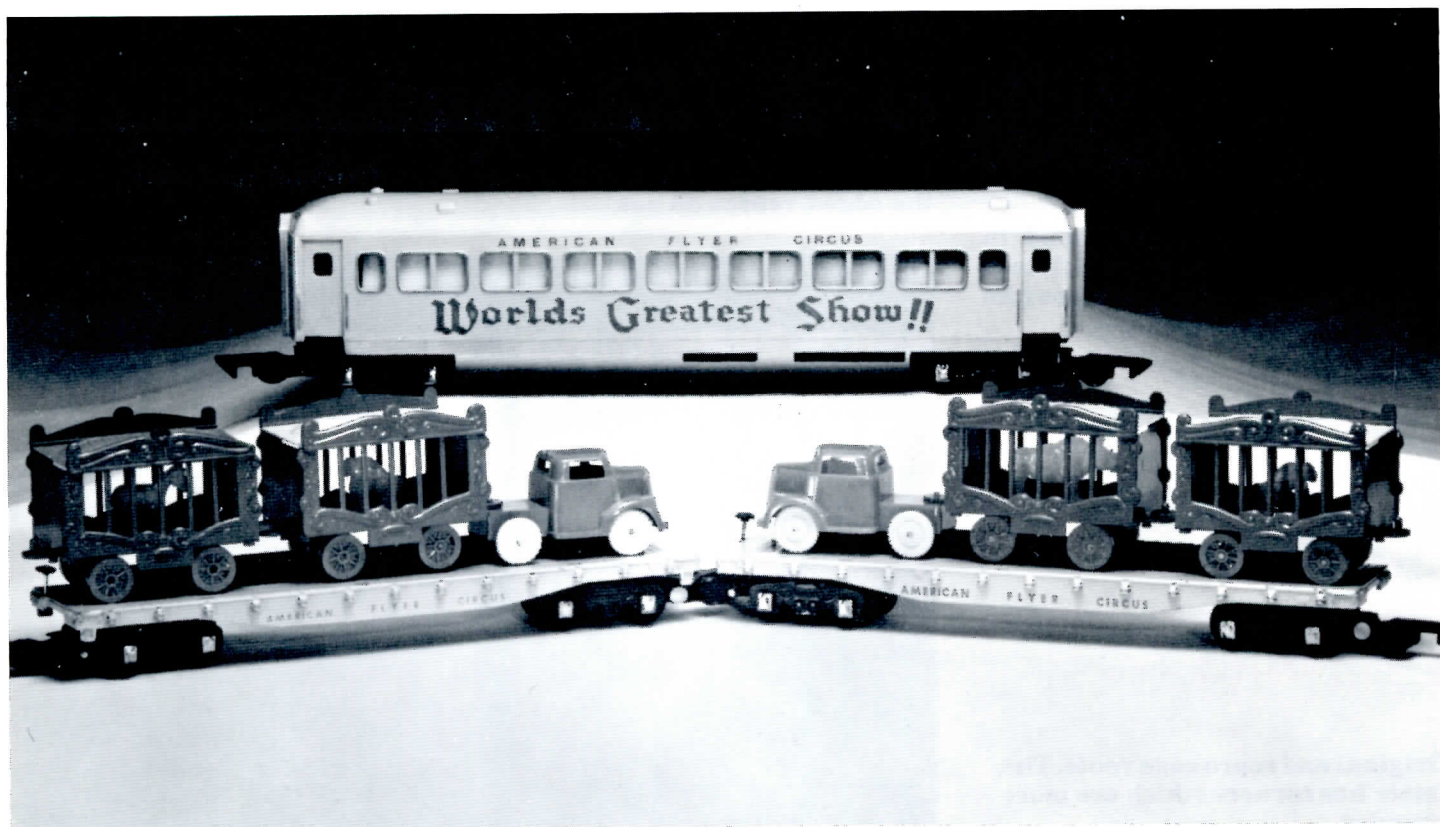
repro-tractor, which comes only in green with green wheels, is heat-stamped "R" underneath the 5th-wheel unit and has tires that are thinner than on the original. I've seen photographs of original tractor-cabs in both blue and yellow plastic also. The repro-tractor has no running lights on the roof, has a blunter nose, and has side windows which are almost perfect rectangles, the original windows are narrower at the top.

The wood-block and retaining pins for the top of the flatcar are also reproduced. The original block has a satin black finish on the rough-grained wood; the pins are smooth and machined, and the cage axles nestle smoothly between the pins. Repro-blocks I've seen are painted flat-black on smooth wood, and the pins appear to be ground down on a grinder. The cage axles have to be forced to fit between the pins on the repro-blocks. (These differences may have been changed in the past couple years, however.)

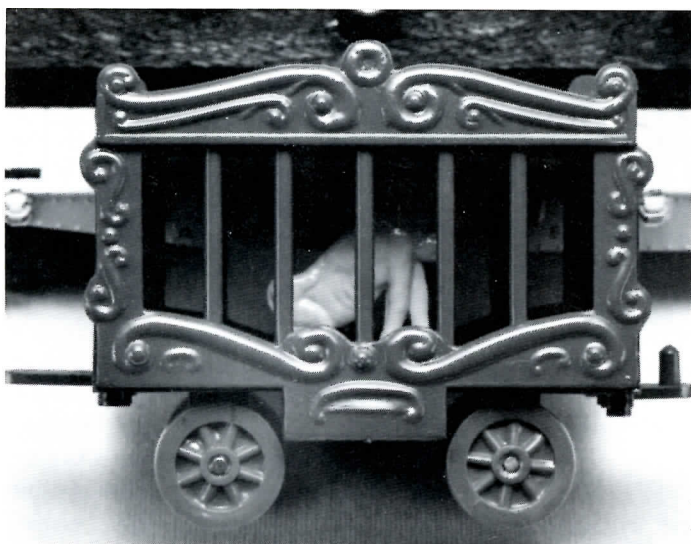
THE 649 COACH

The circus coach is another collecting delight. Some variations include a) light yellow plastic; b) yellow-orange plastic and c) yellow painted plastic. Refer to the cover of this issue. (Reproduction dry-transfers have been made for this car, as well as for the engine and flatcar.) Coaches are found with either sheet metal frames without steps, or diecast frames with steps. Diecast frames are of two types: PA1054 frames have thicker cast ends next to the car ends; PA1054A frames have thinner cast ends. Finally, coaches are found with either 2 or 3- spring trucks, and with either black or brass-weighted link couplers.

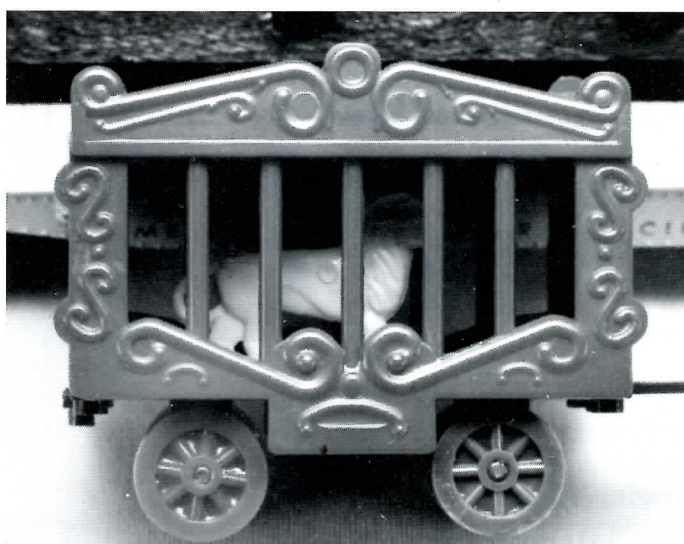
That's about it. If you're a circus train addict like me, "Happy Hunting"!



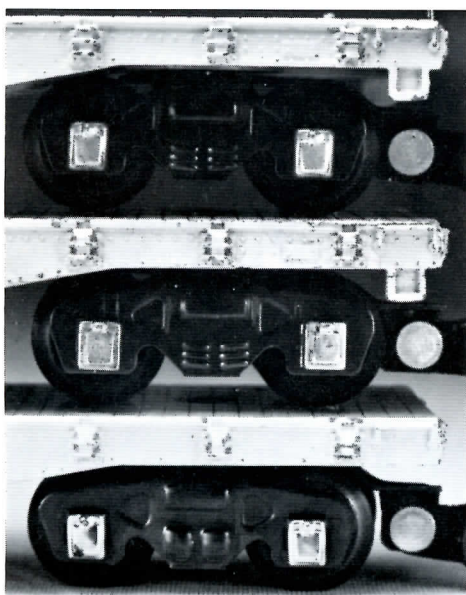
Circus coach and two flatcars with loads.



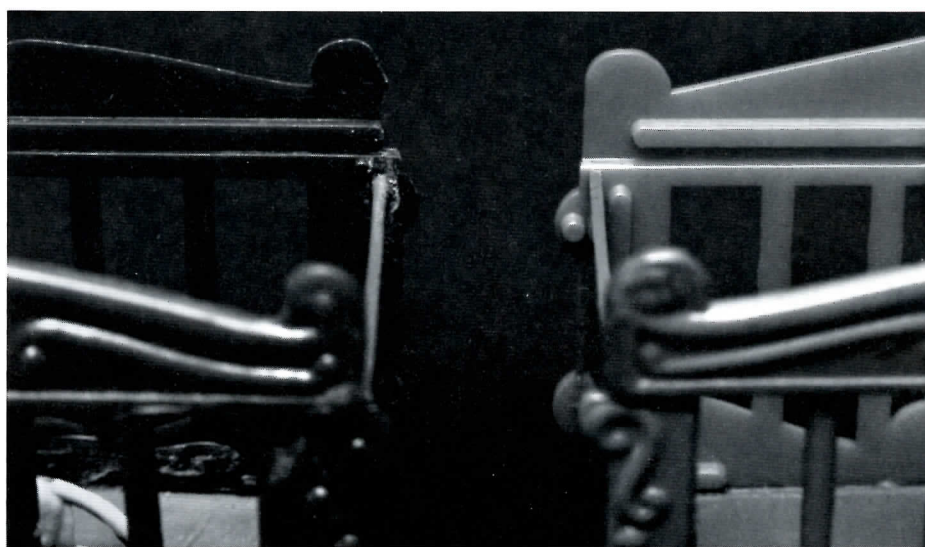
An original circus cage. Note side details.



A reproduction circus cage.

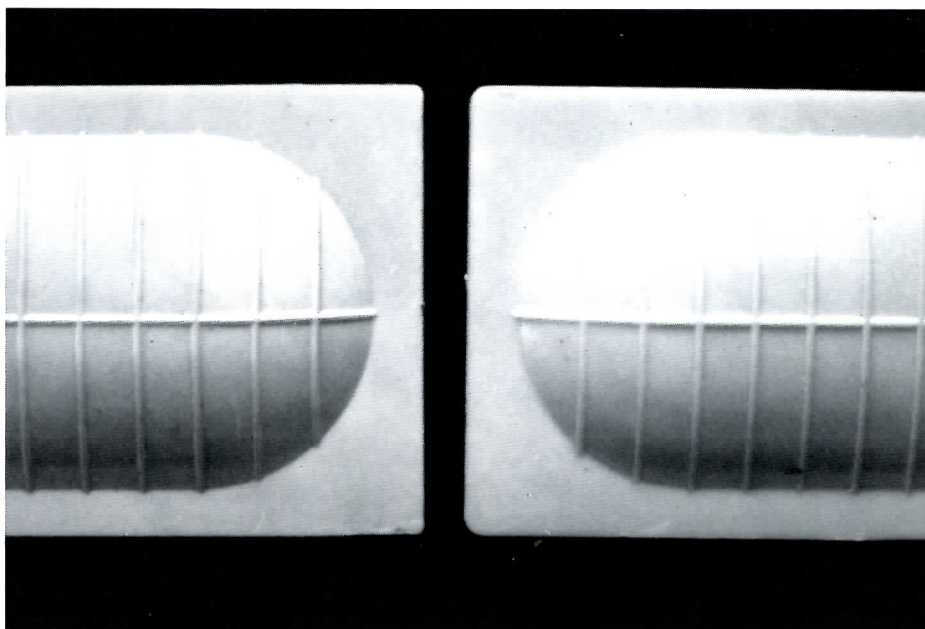


Flatcar differences are found in color, journals (the center flatcar has diecast journals), and steps (the lower flatcar has no steps).



Insides of original and repro cage sides. Original roof slots reach to the edges, repros do not.

Original and repro cage roofs. The latter has corners which are more rounded.



THE CENTRAL NEW YORK S GAUGE ASSOCIATION

(A CLUB REPORT)

Walt Danylak was still in the Navy when the idea of forming an S gauge club came to him. He was not sure when exactly the thought occurred but it was not too long before he was scheduled to muster out. He was sure that he wanted to make contact with like-minded people. He thus came to advertise in the Model Railroader in the February 1966 issue seeking others from Walt's native central New York that might be interested in forming a club.

Geoff Graeber, whose father was a classics professor at Syracuse University, had recently returned to Syracuse after graduating from an eastern college to take up medical studies at the State University of New York Upstate Medical Center. Geoff, an avid S gauger and New York Central fan, responded early to Walt.

Ollie Kenyon, who resided in Solvay on the west side of Syracuse also responded early. Ollie (now deceased) was a chemistry teacher in the local high school and an equally avid S gauger.

Bob Jackson had read of the appeal in the Model Railroader while he was still in San Diego, California. He was preparing to move to Syracuse, New York to join the faculty at Syracuse University right after the first of the year, 1966. He determined to respond to Walt shortly after settling in Syracuse.

Walt had himself settled in Syracuse where he worked for General Electric after leaving the Navy. Thus it was an easy matter for these four to meet, to get to know each other and eventually to decide that they did indeed

want to form an S gauge club. The formal decision to form a club was not taken immediately. It occurred after some sporadic meetings over about a year and a half. Most of those meetings involved Walt and one other of the group. During the summer of 1968 the group finally decided to formally organize. Without question Walt was the guiding force in the formation of the club. For obvious reasons he became the first president when the club did come into being.

Initially, the group considered calling itself The Western New York S Gaugers but when it learned that there was a group in the Buffalo area also considering a club it was obvious that the Syracusan's would have to come up with a name that did not involve Western New York. After much discussion Central New York S Gauge Association was settled on.

The CNYSGA was first organized as a Rotating-Visiting club with meetings scheduled every two weeks. It soon settled back to a more realistic once a month schedule. Bob Jackson was building a scale layout in the basement of his home. Ollie Kenyon was building a hi-rail layout on code 172 rail around the walls of the basement of his home. Walt was an apartment dweller at the time and had to be content with kit building and collecting stuff for his eventual layout. Geoff Graeber, likewise, had no room to build a layout. Moreover, as a medical student, time was a precious commodity for him and he had to content himself with building kits and planning for the future. Meetings tended to center around the two layouts in the earliest days of the

CNYSGA.

Both Walt and Geoff had a strong affinity for diesels and a particular love for The New York Central. This strong mutual interest eventually lead to the creation of G and W Models. G and W's first project was an attempt to have built a GE U-25B locomotive in S scale. While G and W Models was separate from the CNYSGA, the club activities provided opportunity for Geoff and Walt to meet and to receive encouragement from other members for their efforts.

A number of months after the formal organization of the CNYSGA a fifth member was added. He was Tom Canne from Central Square, New York. Tom was an American Flyer collector and operator. The club members now spanned the full range of S gauge interests. For the next three or four years these five constituted the membership of the CNYSGA.

Walt was more completely involved in NASG activities than the others at the time of the club's formation. Upon returning from the 1969 NESGA convention in Alexandria, Virginia he stunned the members of the CNYSGA with the news that he had committed them to hosting the 1971 NESGA convention in Syracuse.

Aside from Walt none other had attended a NESGA meeting and therefore only Walt had any idea of what was involved. Moreover, in those days the NASG had neither policy nor mechanism for guiding the hosting club. To gain greater depth of experience both Walt and Bob Jackson attended the 1970 NESGA convention in

Hershey, PA. They returned full of enthusiasm if not confidence. The ensuing 12 months were full of planning, activity and anxiety. More of the latter than anything else. How were just five guys, some of whom had more than full lives already, going to pull this thing off?

But some how they did, and with considerable success, thereby starting a tradition that was repeated in 1981 and will soon be repeated again in a few months.

Following the 1971 NESGA convention, the Syracusans entered a quiescent period. Danylak and Graeber were trying to get G&W's U25-B project off the ground. Graeber was beginning to think about his medical residency. Jackson was considering positions at other universities. Danylak was in the process of changing jobs. The club continued to meet but less frequently. In the course of the next couple of years both Graeber and Jackson had left the area.

The formative years of the CNYSGA were over.

It was Tom Canne who hosted a meeting at his home in Central Square, New York (a small village just north of Syracuse) in the dead of winter, on January 10, 1975 to see if life could be breathed back into the CNYSGA. Recruiting was begun in earnest thereafter and soon membership had increased to around 20 members. The revitalized club put itself together in a more formal fashion than had the founding group going even going so far as to specify and limit the terms of its officers.

Very early in the new era the club assumed a supportive relationship to the National Railway Historical Society in Syracuse. The latter group sponsors a "Train Fair" each year at the State Fair Grounds in Syracuse. This show features operating layouts and a flea market and draws not only from the region

but also from adjacent states and Canada. The CNYSGA has been involved with the "Train Fair" from the Fall of 1975 on.

In the October 1978, it inaugurated its first "Great Halloween Train Meet". At that time few model railroad meets were held in the region during the Fall. October seemed a good time and that, of course, led to the name of the event. It has become an annual tradition of the club.

The following February 1979, the CNYSGA held the first of its "Mid-Winter Train Meet, another club tradition. And in 1979, the club took the step of formally incorporating itself as a not-for-profit organization. That was apparently done in preparation for the upcoming 1981 convention. Walt Danylak, it appears, was once more the instigator who set up his fellows for the heavy duty involvement in hosting the (by this time) NASG national convention.

During this era the club membership rose as high as 45 though it tended to hold closer to 30 with about 1/3 of its members active. Also during this era the CNYSGA added a member who was one of those rare individuals whose concern for others was exactly what you hope for in yourself but which you never quite achieve. He was Charlie Stackpoole. One cannot capture Charlie in the scope of an article such as this. The reader will have to be satisfied with the knowledge that the CNYSGA felt so positively about Charlie that it created the "Charlie Stackpoole Memorial Award" following his death in May 1985. The award has been presented in Charlie's honor at the national NASG convention each year since then. You can get some insight to the esteem in which Stackpoole was held by a quote from John Steele, "I considered Charlie a very dear friend, like a second father. He always seemed to find the time to (help out). In December 1982

I presented him a car lettered for his road (The C&B Junction Line) with the reporting marks HOAF 121882. No one could figure out what HOAF stood for, so I finally had to tell them, 'Hell Of A Friend'."

In the 10 years since it last hosted the NASG National Convention, the CNYSGA has gone through several mandated changes of leadership and as with all such clubs has seen an ebb and flow of its collective energy. It has nevertheless demonstrated very real staying power and has emerged as one of the most stable and more influential of the S gauge clubs.

Whatever else it might be a club is people. The CNYSGA has had the good fortune over the years to have a succession of people to carry its load and to look to its well being. If you make it to Syracuse this coming July you will meet many of them. We want every member to meet some of them and thus we present several in this issue. We would like to present them all but obviously there is no way that we can do so. We feel that our readers will find these to be specially interesting to read about. Come to Syracuse and meet all of the CNYSG'ers.

Like so many others, Ralph Hodson started out in tinplate. Not however, American Flyer. At the age of four Ralph was playing with Ives. Conversion from a tinplate to "O" scale occurred in 1932. It was then that Ralph visited a hobby show in the Greenpoint section of Brooklyn and saw a Pennsy K4 being put together. Shortly thereafter he was sponsored by Charlie Morsh to become a junior member of the Brooklyn Model Railroad Club.

Ralph had the great good fortune to work as a technician at the "Railroads at Work" O scale layout at the 1939-40 World's Fair. Having to maintain model trains that were running



Ralph Hodson

continuously day in and day out gave him a sense of the meaning of reliability that most of the rest of use don't have. Imagine getting paid to play with model trains. It had to be the experience of a lifetime.

In 1941, Ralph started to work on the New York Central. During the next 41 years he worked his way up through the positions of Yard Brakeman, Yard Conductor, Yardmaster, and Transportation Engineer to retire as a Senior Operations Analyst in 1982. During that time he was also in the 721st Army Reserve Railway Battalion, a group affiliated with the New York Central.

In the late '40s Ralph moved to Central New York. He joined the Model Railroad Club of Syracuse. However, it was an HO scale club and with his interest in a larger scale his interest in the club waned over the years. During the mid-seventies, as the CNYSGA was revitalizing itself, Jim Moore was able to entice Ralph to join the Central New York S Gauge Association. Some ten years later he found himself the CNYSGA's treasurer.



Even now Ralph keeps the club's books. Model railroading remains his among his strong points. His modules, which include a coal loading operation, were an important part of the CNYSGA modular layout at last year's local NRHS show. He is an occasional member of the club's model building workshop (Where he has been known to work on an O scale reefer kit. You can lift somebody out of the gutter but now and then they will stumble and fall back in!)

Those who register for the 1991 NASG convention will meet Ralph personally. He has taken on the responsibilities for registration and finances. Be sure you shake his hand and thank him for his very considerable efforts.

"S SCALE MODEL RAILROADER CITES BEING GIVEN AN AMERICAN FLYER TRAIN SET AS REASON FOR INTEREST IN S GAUGE". How many stories would that headline fit? It certainly fits Bob Eves story. Bob received an AF set at the age of three. It was added to year after year. He kept up with his trains throughout his teen-age years. Even after a move from his native Baltimore to Central New York during his mid-teens Bob enjoyed operating his American Flyer trains. He continued to do so right up until he entered the Navy in 1963.



Bob Eves

Upon leaving active duty in 1967, Bob started recovering his AF from the various places that it had been stored. Within a short time he was back in operation. During the mid-seventies, Tom Canne had gotten Bob involved with the CNYSGA. The mutual interest he found in the club sparked even more activity. By the late seventies, Bob had started doing repair work for Hojack Hobbies, a shop in the Syracuse area. This put him in touch with even more model railroaders and provided the funding to increase his AF collection.

Overland imported the NYC 4-6-4 Hudson in the mid-eighties and a shift to scale was undertaken. A short time later the club began its model building workshops. Bob signed on and began building craftsman type kits. Some of these earned awards at NASG conventions.

During the late eighties, Bob served as the CNYSGA. Not only that he worked hard at building modules, both his own and CNYSGA's, and participating at local, regional and national

shows. For Bob, the most interesting thing in S is structure building and working on his home layout. The layout has been under way for some time now and, by all reports, should be a beauty when completed.

Neil Redding's first American Flyer set, received in 1949, consisted of an Atlantic, a 633 B&O boxcar, a log car and a caboose. Girls, cars and all those other teenage distractions took his attention away from trains; it was diverted until the mid-sixties. At that time, being married and having graduated from Syracuse University, Neil moved into an apartment. With his interest in trains returning but with the restrictions of apartment dwelling, he turned to HO and purchased a Mantua docksider and some other kits from Syracuse Hobby.

A year or so later Neil purchased a house and built a large HO layout. However, his interest in antique cars overwhelmed his interest in trains and his HO layout languished.



Neil Redding

Having his own children rekindled his interest in his American Flyer trains and he set

up a layout for them. He soon came to realize the value of his old trains and switched his kids over to HO and kept the AF for himself, becoming a collector/operator. The engines were converted to DC operation and through the early eighties, three large AF layouts were built.

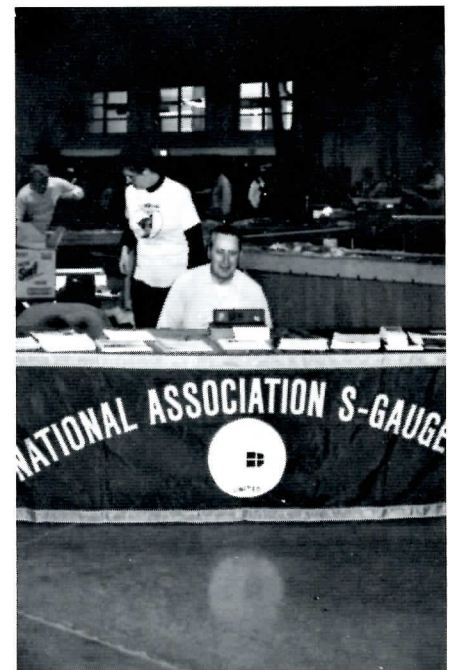
Shortly after this period Neil joined the CNYSGA. After attending a few club meetings he discovered the model building workshops. His interest in building was stimulated and, as structures go equally well in scale or tinplate, he started working on an interlocking tower. That effort won an award at the 1988 NASG convention. This encouraged him to join in the next workshop group project, building Kinsman composite hopper cars. Although it was pointed out to Neil that the car could be fitted with either AF trucks and couplers or with Hi-Rail with AF coupler adapters, he decided to build it with scale trucks and Kadee #802 couplers. The successful completion of the hopper car project resulted in a deepening interest in S scale. Neil quickly built a few more kits including an Ambroid snowplow. His snowplow won a first place award at the 1990 NASG convention in Pittsburgh.

His immersion in S scale became complete when he became interested in building modules. At the same time his AF collection was reduced to the best pieces and those of sentimental value. However, he spent plenty of time with AF equipment by being involved with the club's Starter Set project. The bulk of the engines and transformers for the project were reconditioned by Neil.

Currently, Neil is the CNYSGA Module Chairman and thus has been instrumental in planning participation in various local, regional and national modular layouts such as at the CNJSS's Fall Get Togethers and the 1990 NASG/NMRA national convention.

The Central New York S Gauge Association knows how a club remains vital: it finds lots to do and stays busy. An illustration of this principle is found in CNYSGA's activity during the NRHS Train Fair on November 10 and 11 last year.

The Train Fair is huge. It is housed in the Center of Progress building at the New York State Fair Grounds. The nearly 67,000 square feet of display space was filled with exhibits ranging from 1-1/2" scale down to Z scale. The estimated attendance at the two day event was approximately 8,000.



Walt Danylak mans the NASG table at NRHS Train Fair.

The CNYSGA organized an S gauge presence that included Dave Bailey, with his 35' hump yard, from Macungie, PA; Doug Miller, with his rotary coal dumper, from Vestal, New York; Paul Raham and Tom Spaulding, with their Napanee, Tamworth and Marlbank 3/16th scale railway, from Marlbank, Ontario; the CNYSGA's own American Flyer layout; as well as a number of modules from the local area. The total modular length was

about 150'. Thus the attendees had three separate S gauge layouts to view.

As was the case in Pittsburgh, the S scalers impressed all with the prototypical nature of the operation conducted on the modules.

In addition, they manned an NASG table which carried much literature and information about the NASG and the leading manufacturer of S products.

Currently, of course, the scene is slightly mad in Syracuse as the CNYSGA is getting ready for us who are about to descend upon them. They report that they are working feverishly on a number of new things and, among others, hope to have a new American Flyer modular railroad ready. Many of the standards for the S-Mod system will apply but a whole new set of track standards need to be developed to accommodate AF, or perhaps Gargrave, track.

Ken Zieska



The crowds were much interested in the CNYNGA'S AF layout.



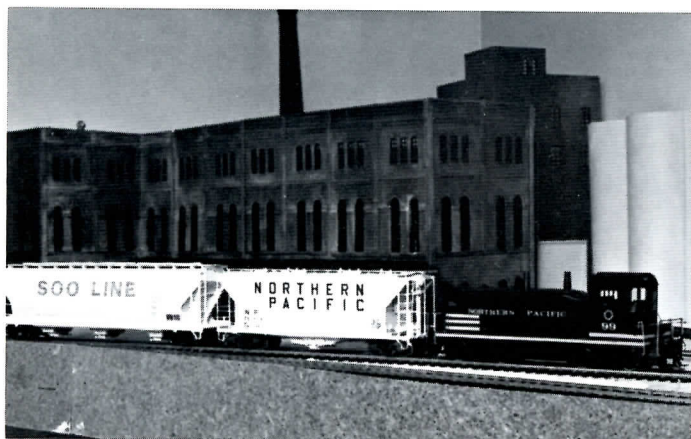
Matt Raham proudly looks out over the Napanee, Tamworth and Marlbank.

DON'T MISS THE 1991 NASG CONVENTION



Paul Raham Kibitzes while Howie Waelder explains operation to Tom Boldt.

BRANCH LINE NEWS



Ken Zieska

MINNESOTA HEARTLAND: We thought you would enjoy this scene from Ken Zieska's railroad. Perhaps we can get him to give a tour one of these days. And tell us about those covered hopper cars.

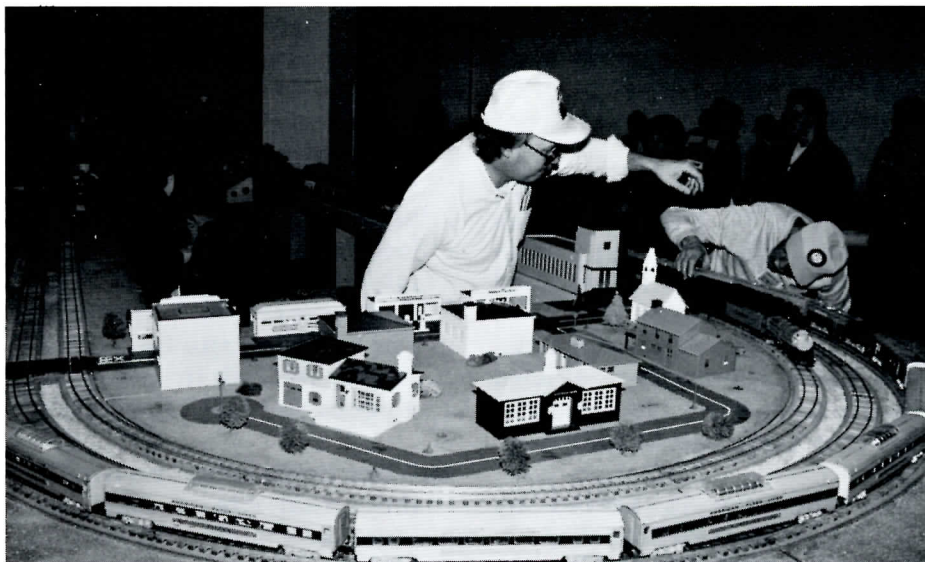


Bob Werre

GREAT PLAINS NORTHERN RR: A branch line consist with a Milwaukee Road rib-sided 50' boxcar is lead over a spectacular trestle by a tired Alco RSD-4 on Bob Werre's railroad. The trestle was recently completed only one year behind schedule. A great scene!

AMERICAN FLYER "S" GAUGERS OF THE SAINT LOUIS AREA: Most people know that the AFSGSLA (no wonder they abbreviate it, with a name like that) annually sets up an operating AF display layout in the Famous-Barr store in St. Louis at Christmas-time. However, they also set up and operate a sectional layout at the Great American Train Show which is held at periodic intervals in the St. Louis area. We thought you might like to see a few scenes from the last showing. No, that is not a giant layer-cake at one end.

Photos by PETE MIHELICH



CENTRAL OHIO S GAUGE CLUB: The COSG celebrated its Sixth anniversary on March 26th this year. We reproduce here the flyer they used to start things off. They celebrated with cake and ice cream in Jim Tanley's basement where they also held train races (!). The club will sponsor its First Annual All-Gauge Railroad Flea Market at Ganyard Building on the Franklin County Fairgrounds in Hilliard, Ohio next September on the 29th.



1st COSG meet

You are invited to help organize

an S Gauge Railroad Club

on Tuesday evening, **March 26, 1985**

at 8:00 o'clock

at the home of Frank Distelzweig

2746 Bellwood Columbus, Ohio

(see map for location)

AMERICAN FLYER

If you have questions please call:
Frank Distelzweig at 256-3381 (evenings)
or
Alan Evans 471-7781 (evenings)

See you March 26th!!



SOUTH JERSEY "S" SCALERS:

We are not completely certain of our information at press time but it looks like this young and energetic club will be the next host of the joint NASG/NMRA convention in 1993.

A SMALL INDUSTRY

by Will Britton

This issue's small industry was sent to me by your editor, Bob Jackson. He sent me photographs, a sketch of the site and trackage with some narrative about the nature of the industrial site. I took it from there, studied the pictures, did a little research and then imagineered the site.

This industry is served by Burlington Northern trackage in the town of Girard, Illinois. Actually, the site has a considerable history. It was first a shoe factory during the Great Depression of the Thirties. It was then served by Illinois Terminal. Indeed, the current siding was once IT right of way. During WWII the factory was turned into a military service depot. It serviced military vehicles that traveled along US66 between Chicago and St. Louis. More recently it was purchased by a company specializing in producing high temperature insulation.

The factory receives vermiculite in moisture controlled covered hoppers from either Montana or North Carolina. Vermiculite is a form of mica which is a mineral often found in the presence of other minerals and is a common component of granite. It is mined in a number of states but that found in Montana and North Carolina is regarded as being of the highest grade with a "burden" of only 20%. You have probably seen vermiculite at garden centers where it is sometimes used as a component in potting "soils" and the like. I have heard it described as looking like mouse-sized accordions.

Because the products it makes are sold "FOB the Plant" the buyer gets to specify the method of delivery. That is almost invariably a truck. When rail

delivery is specified the load is hauled by truck to St. Louis and loaded on a pig. Hence there is no rail loading or out-shipping that occurs at this industrial site. The interface with the railroad is strictly the stub that receives the vermiculite loaded hoppers.

While the industry is a small one, the actual site is considerably larger and more complex than is seen in the accompanying pictures. The old factory sits at the corner of a sizable complex of contemporary buildings similar to Butler buildings. The manufacturer has already done selective compression for us and we will only be concerned with representing the old factory with its receiving trackage and elevator. We thus have in real life the distilled essence of a one car siding, a perfect use for those covered hoppers that both AF enthusiasts and scalers alike have numbers of.

To serve the industry a BN peddler has to leave the main line moving south and pulling a loaded car behind him. He must pull into the clear beyond the turnout to the industry stub. (BN uses conventional road power for this duty so the length of trackage must accommodate both a road engine and the hopper.) He then must push the car into the pocket and position the first bay over the receiving tray of the elevator. As the first bay is emptied he then moves the second bay over the receiving tray and so-on until the car is completely emptied. Meanwhile the elevator is lifting the vermiculite into the building where it is stored to await further processing.

After the hopper car is emptied the peddler may either return it to the train and forward it as an empty or, depending on its orders,

leave the empty car on a nearby siding to wait for another train to pick it up.

If there is more than one hopper car to unload, the engineer must repeat the process with each car since the spur will only accept one car at a time. The factor that determines that is the distance between the receiving tray and the end of the pocket. That distance probably also determined the length of the stub beyond the final left hand turnout to the elevator pocket. The engineer must pull his locomotive plus one car into the clear before he can then push into the turnout leading into the pocket.

The track plan has been considerably simplified. It shows the spur coming off a siding that runs parallel to the mainline. Actually, the trackage is quite complex in the area since two railroads, the Burlington Northern and the Southern Pacific, cross each other less than a hundred yards from the plant location. Moreover, Girard is a town with a lot of present day rail activity in addition to its interesting rail history.

Here is a great place for those number 4 turnouts that you have around but don't know what to do with. Though, if I had the room I would likely opt for number 6s, at least as the spur diverged from the siding. You Flyer fans merely need a pair of track switches and a number of straight sections of track, though a curved section leading off the main would save a little space and might add some interest.

The factory building could easily be simulated with one of several Lehigh Valley kits. Change the siding and add some windows, weather it and drop some clutter

and its done. It would also not be very difficult to scratch build since it is basically quite simple in design. You will have to fabricate the elevator but it is pretty simple. The water tower is a municipal water tower and not actually related to the industry. However, it is a nice touch if you wanted to incorporate it.

NOTE: IN THE FEBRUARY 1991 ISSUE THE PHOTOGRAPHS IN 'A SMALL INDUSTRY' DID NOT PUBLISH WELL. WE ARE PRESENTING THEM AGAIN, IN A LARGER FORMAT, FOLLOWING THE CURRENT ARTICLE.

WE NEED HELP WITH THIS FEATURE. Although we can readily keep it alive with our own examples and data, that will, of necessity, limit the presentations to the West and Midwest. Those are the regions in which our modeling and rail-fanning interests center. For a greater variety of presentations we are calling on our membership to send us their examples. We would especially like to have those of you that live in the southeast, northeast, southwest and Pacific northwest send us some examples. Nearly everything that we present could, in actuality, be found in any region. Nevertheless, there is usually some character imparted to a site by the locale. It is often this character that finally determines the appeal of the industrial site.

We are also looking for sites that characteristically, though not necessarily exclusively, are served by one type of car. For example, in this issue covered hoppers are the only type of car ever found on the spur. Tank cars are the main type in a future article. We need others for variety. Please send in yours.

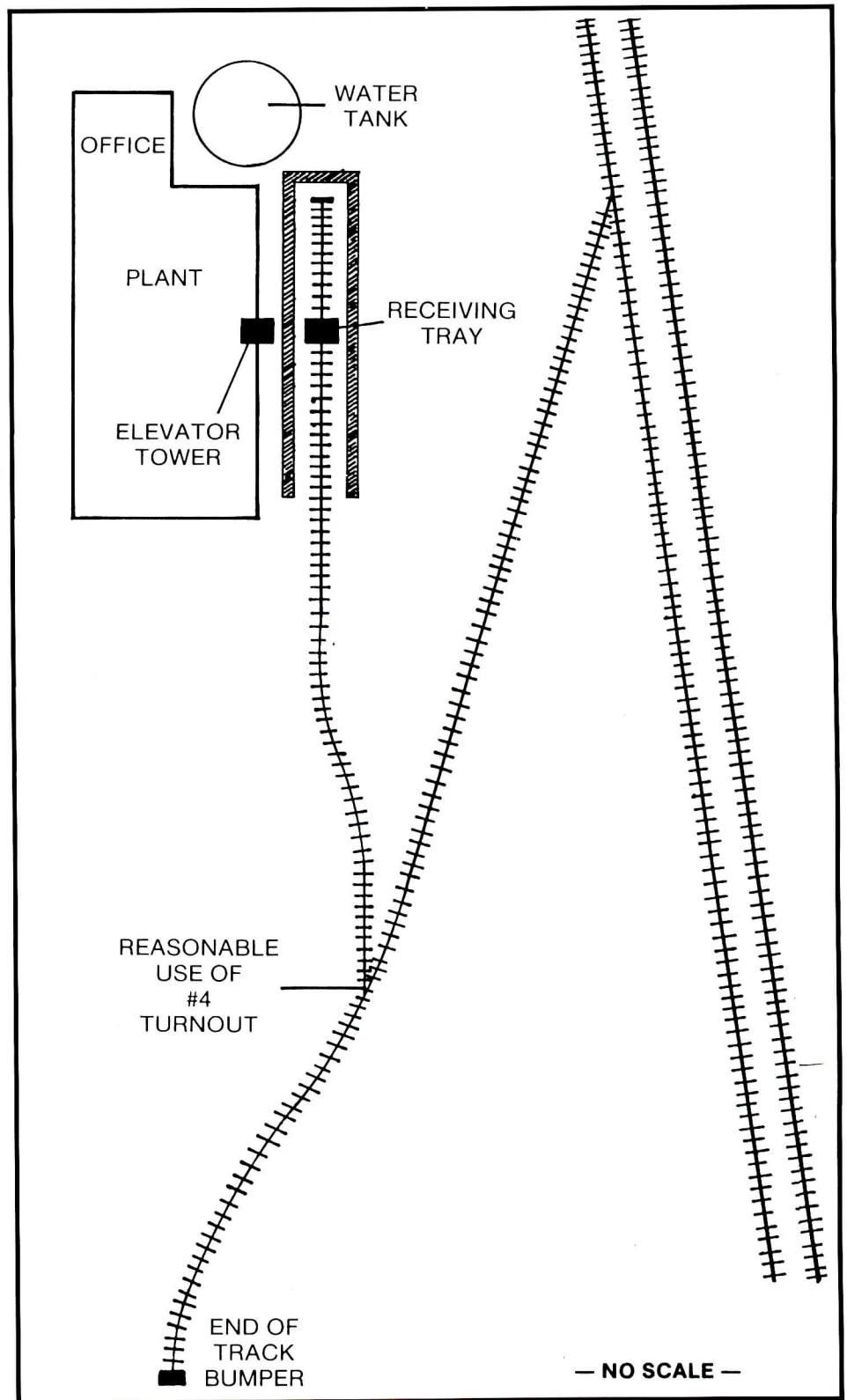
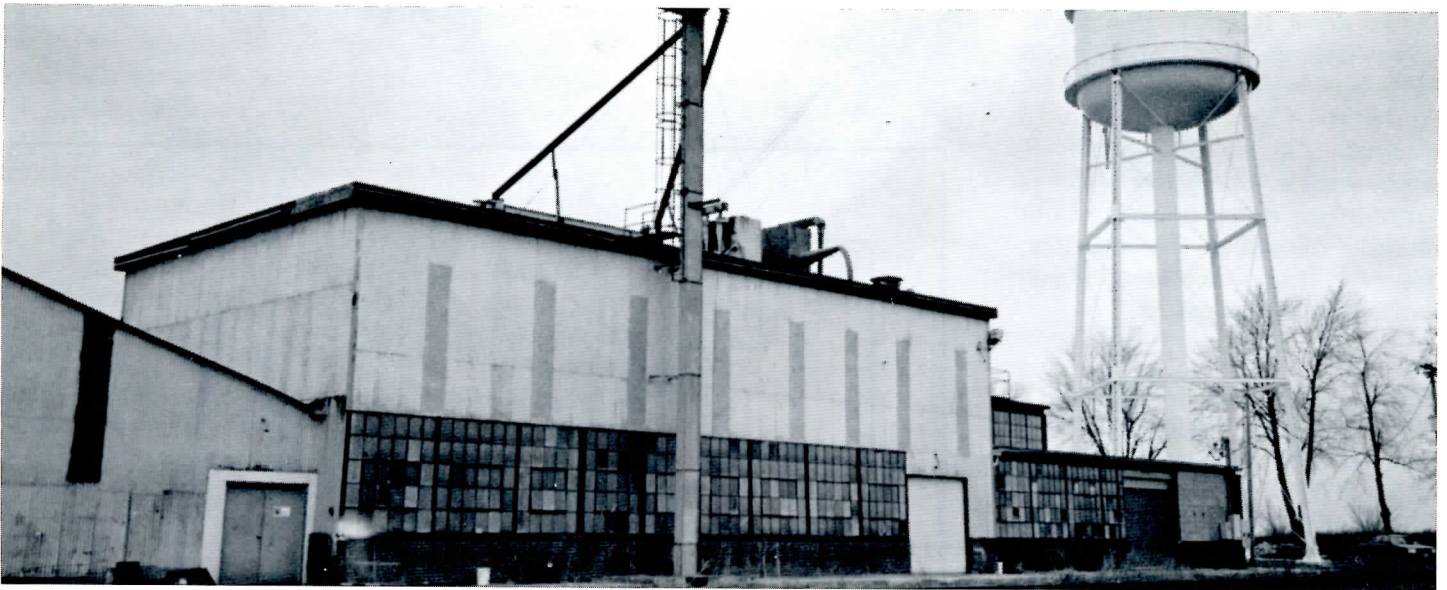


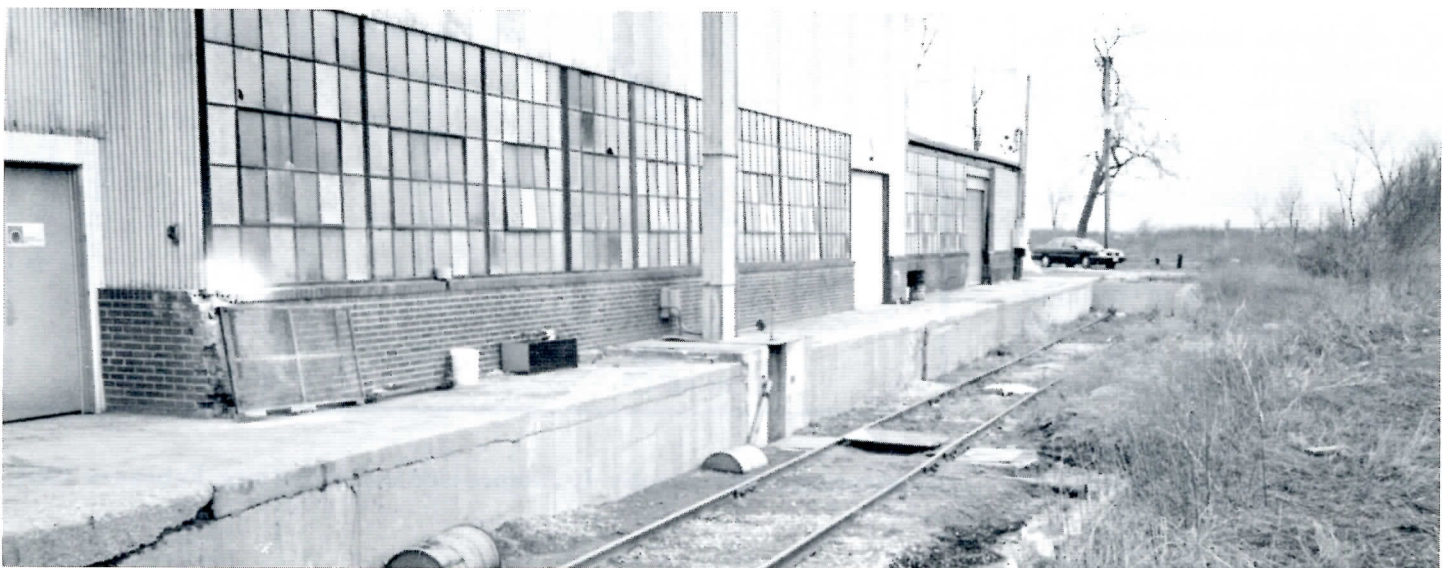
Illustration of the selectively compressed industrial site, February 1991.



The receiving and initial processing plant (Originally a shoe factory). Viewed from the East.

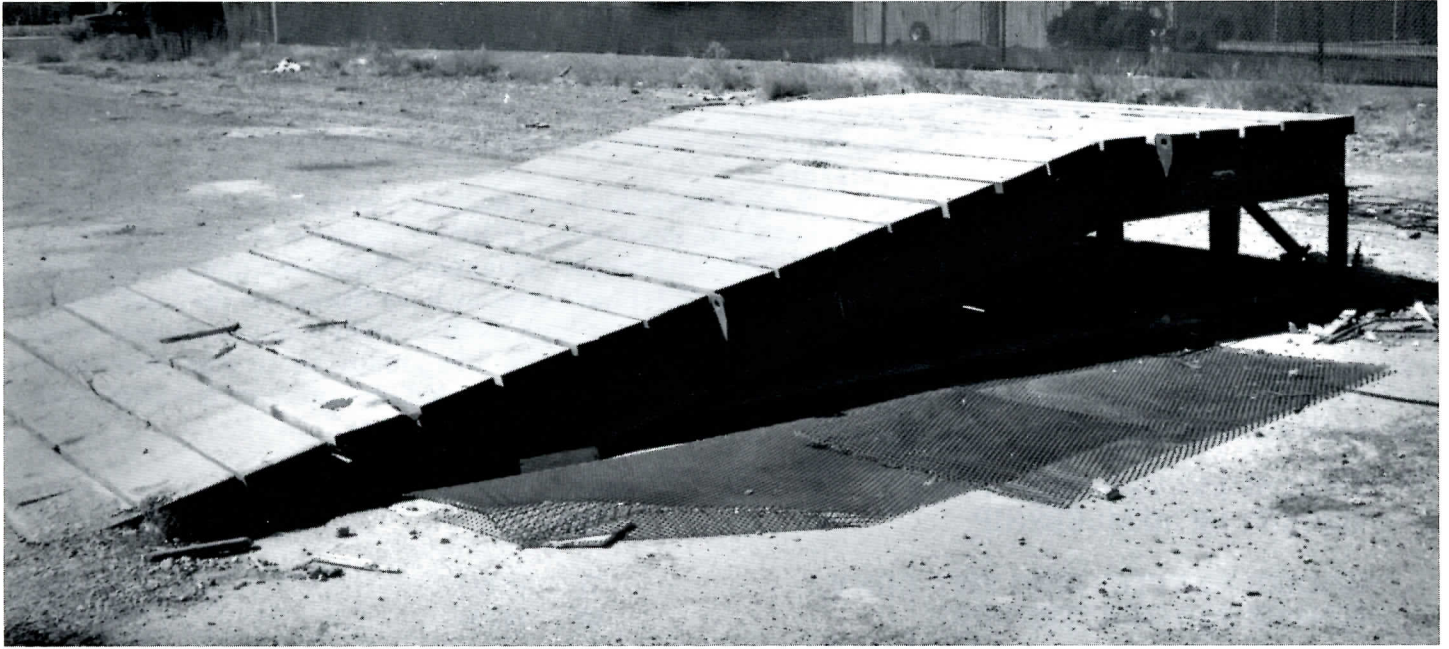


A view from the North showing pocket for hopper car. Note the machinery on top of low portion of building.



A view from the South looking into the pocket. Note the position of the receiving tray.

THE FOLLOWING THREE PHOTOS ARE OF THE INDUSTRIAL SITE DESCRIBED IN THE FEBRUARY 1991 ISSUE OF THE DISPATCH. THEY DID NOT REPRODUCE WELL IN THAT ISSUE AND WE PRESENT THEM HERE IN A LARGER FORMAT.



REPORT ON NASG'S CONVENTION SURVEY

Jim Kindraka

As part of the follow-up to the Pittsburgh joint NASG/NMRA Convention, NASG's Board volunteered to conduct a membership survey regarding attitudes toward that convention, both pro and con. The survey was mailed as an insert to the Volume XIII, No.4 issue of The Dispatch. Members received this issue in late October and early November 1990. In all, 1210 surveys were distributed to the membership.

As of mid-January 1991, 144 people, or 12% of the membership, had returned completed surveys. While this may sound like a low number, in surveys of this nature an answer rate of 10% or higher is considered excellent. Additionally, 76 respondents indicated they attended the Pittsburgh convention. Since the S gauge registration at this convention was estimated to be between 120 and 160 (I have seen no hard figures on the final number yet), the response of NASG's core "convention-goers" may be as high as 50%. Such a return insures a high degree of accuracy in the response percentages. The data was split into two groups: those that attended the Pittsburgh convention and those that did not. Here and there I have inserted observations to either clarify data or comment on it.

TOTAL SURVEYS RETURNED:	144	
PERCENT OF MEMBERSHIP:	12%	
NUMBER (%) ATTENDING PITT. CONV.:	76	(53%)
NUMBER (%) NOT ATTENDING:	68	(47%)

DATA FOR RESPONDENTS NOT ATTENDING PITTSBURGH CONVENTION:

1. Number of Conventions attended since 1985:

None:	40%
1 Convention:	37%
1 to 3 Conventions:	18%
3 or more Conventions:	6%

2. If after reading the results of this survey, another joint NASG/NMRA convention were planned, would you give serious consideration to attending?

Yes:	72%
No:	21%
No Opinion:	7%

3. When asked for three reasons why they did not attend, the overwhelming response (78%) was: too far away, too costly and too time consuming. Most other reasons were of a personal nature: family reunion, family illness, family vacation, work schedule, birthday, anniversary, lack of vacation time, etc. Only 3% of the surveys listed a dislike of the NMRA as a reason for not attending. Most of the reasons listed could apply to any convention whether jointly held with NMRA or not and it is interesting to note that almost three-quarters (72%) of the respondents would consider attending another joint convention, despite not attending this one.

Similar comments on many of the surveys lead to the conclusion that this group of "non-convention goers" (77% have attended at most one convention in 6 years) will attend conventions that are close but will not travel long distances to any type of convention - joint or otherwise.

DATA FOR RESPONDENTS ATTENDING PITTSBURGH CONVENTION:

1. Number of conventions attended since 1985:

None:	24%
1 Convention:	24%
1 to 3 Conventions:	21%
3 or more Conventions:	31%

2. Circle the number 1 to 5 (1 = poor to 5 = excellent) on how much you enjoyed the following Pittsburgh Convention activities:

	Surveys Responding	Averaged Response
Hotel Accommodations-Vista	32%	4.6
Hotel Accommodations-Hilton	49%	4.1
Getting Around Conv./Dwntn Area	95%	3.6
Registration/Admin. Procedures	96%	3.8
Sponsored Tours	52%	4.1
Clinics	69%	4.1
S-MOD Layout	100%	4.6
S Gauge Exhibitor Booths	100%	4.6
All Exhibitor Booths	96%	4.2
NMRA Banquet	23%	3.9
NASG Breakfast	51%	4.1
Spouses Activities	15%	3.4
Model Contest	73%	3.6
S Gauge Flea Market	72%	3.3
4 Day Time Commitment	91%	3.8

3. Answers to respondents feelings on the following questions:

A. Was the convention promoted well enough by NASG?

Yes:	92%
No:	7%
No Opinion:	1%

B. Did the convention live up to its promotional billing?

Yes:	92%
No:	1%
No Opinion	7%

C. Was the convention a promotional success for S gauge?

Yes:	91%
No:	1%
No Opinion:	8%

D. Did you get your money's worth from this convention?

Yes:	91%
No:	8%
No Opinion:	1%

E. Did the size of the convention inhibit your ability to meet old friends and socialize?

Yes:	19%
No:	68%
No Opinion:	13%

F. Was there an adequate representation of products to purchase at the S gauge exhibitors booths and the flea market?

Yes:	79%
No:	16%
No Opinion:	5%

G. Did you participate in the set up and operation of either the S-MOD or CVSG layouts?

Yes:	54%
No:	46%

H. If yes, did it bother you that time commitments to these layouts kept you from other convention activities?

Yes:	20%
No:	73%
No Opinion:	7%

I. All things being equal, would you be willing to make the same commitment at a future joint convention?

Yes:	78%
No:	4%
No Opinion:	18%

Notes: - Only those surveys with a "yes" response to "G" were used to calculate question "H".

- Almost 1/4 of the respondents had not previously attended a convention. These people formed the bulk of the "No Opinion" response to question "E".

- Many surveys indicated that if question "F" had been split into 2 questions, the response to the flea market portion would have been largely negative.

4. Name the one thing you enjoyed the most about the Pittsburgh Convention:

Here there was no single favorite. The surveys contained about an equal distribution of favorable comments on clinics, tours, the large trade show, the S-MOD and CVSG layouts, meeting new and renewing old friendships and enjoying the sights of Pittsburgh metro area.

5. Name the one thing that enjoyed least about the Pittsburgh Convention:

By far the major complaint voiced was the walking distance between the convention hotel and center. The second most often mentioned complaint was a poor flea market (as previously evidenced in numerical responses). Beyond that there were only a few negative comments about a shortage of layout buses, clinic timing, long hours in booths for exhibitors, parking costs, rudeness to the public by some S-MOD operators and the food at the NASG breakfast. It should be noted that 10% of the respondents said that they found nothing negative about the convention to write down.

6. Would you like to see NASG have future joint NMRA/NASG conventions?

Yes:	94%
No:	1%
No Opinion:	5%

7. If yes, how often should joint conventions be scheduled?

Every year:	9%
Every 2 years:	17%
Every 3 years:	36%
Every 4 years:	20%
Every 5 years:	16%
More than 5 years:	2%

Note: On a weighted average, all the responses computed to a joint convention once every 3.2 years.

Those are the basic survey results. NASG's Board would like to thank all those who took the time to participate in this survey. Your responses and comments will be immeasurable help to the Board in formulating future joint convention policies and making corrections to areas where deficiencies exist.

Trade News & Views

~ BY DON THOMPSON ~

AMERICAN MODELS (10088 Colonial Ind. Dr., S. Lyons, MI 48178) has released its 1991 catalog. This 20 page gem includes photos of each type of product that it offers and lists of all the roadnames. The price is \$1.25 ppd.

LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) Frank had the prototype of both the tank car and the 8x4 window signal tower at the Allentown train show. The tower is now available for \$25. He was still waiting for the tank car castings but he may have them now. The price will be in the \$30 range with the two and three dome cars being slightly higher. Frank now has decals for Texaco, UTLX, Imperial Oil, Deep Rock and Dominion Sugar. He is expecting City Service, Sinclair and Mobil Gas shortly. Microscale also offers an SP tank car set.

NASG AF CAR COMMITTEE (c/o Doug Peck, 6 Storeybrooke Dr., Newburyport, MA 01950) only has less than 100 of each of this years cars left.

OMNICON (50 Lively Blvd., Elk Grove Village, IL 60007) The pilot model of the PRR Decapod has been visiting several famous S Scale layouts. The reports that I have heard have been very good. Some feel that it runs as well as any of the Omnicon steam engines and looks as good as the M1a. These were built by Samhongsu of Korea. A few are still available so contact Susan for the current price. With the painted version being \$60 extra. Some hi-rail wheel sets will be coming in. These may have been received now. The Mohawk project is a go with a delivery date expected in early 1992.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48033) has received the E-units and everyone that ordered one should have received it. They have less than six of all variations except for the non-dynamic units which they have a few more. One interesting observation is that they had 80% of the run sold before they had received them. Considering that Overland had brought in over 440 of the original E-units, makes this pretty impressive. This is the best selling brass project that they have had to date. This is also the first imported brass motive power in two years. They are about sold out of the 40' painted brass Milwaukee Road horizontal rib-sided boxcars. They still have the 40'

un-painted & 50' double door painted version. Next on the expected projects are the FT's, both A & B units sold in sets only (like the prototype). These will come in dynamic and non-dynamic versions and will sell for the pre-production price of \$599 per set or \$1149 for two sets. If you want, they will come in gray primer, but only the pre-production models. They will also order extra drive units to upgrade the brass F-3's and F-7's. Lastly, they will be importing Poage water columns with the Universal spout. These will cost \$69.95 each with a 10% discount if you purchase more than 2. These were seen all over the railroads when steam was king.

PACIFIC RAIL SHOPS (3205 Helms Rd., Grants Pass, OR 97527) has Colorado & Southern 900 series single door boxcars in honor of this years NMRA convention in Denver. These boxcar red cars had the CB&Q "Everywhere West" logo on one side and "Route of the Zephyr" on the other. They are offering two numbers, 905 & 908. The price is \$25 per car and they are in stock. Please add \$2 per order for shipping (don't forget your 10% NASG discount coupons). I am the proud owner of one the their double door test shot kits. I assembled it for the UP. It is as nice as the single door. The 7' door is very nice. The undecs are available now for \$25. When the decorated cars are available, they expect to produce an Erie, NYC (green car), NH (orange) and Soo Line (brown). They also hope to have the panel doors made in 7' and 8' versions as well as plug doors. We may see them this summer. I guess the big announcement is that their 1992 car will be the PFE reefer that Intermountain has done in O scale. We are all looking forward to this car.

S DESIGNS (37 Snow Dr., Mahwah, N.J. 07430) Some of series B4 (NYC, BM and SP) are a go at this writing; the decision on the EL and M&StL would have been made on April 1st. Cars that will be made are expected in June. Some of these cars may still be available. Series B5 will be a Chinese Red CBQ 50' single and double door box car. They are taking reservations on these. Don is looking for interest in CB&Q Chinese Red and Lehigh Valley five stripe Cornel Red Geeps. The price will be \$148 for the scale and hi-rail DC, and \$179 for the AF compatible. Don is looking for dealers to help with these projects; contact him for details. Don is offering the Wabash/Ann Arbor panel side hopper

that includes the AM ribbed side hopper, panels and decals. The price is \$27 plus \$3.00 for shipping first car and \$.50 for each additional car. Available in either hi-rail or scale couplers and trucks. These cars are now available. Don has been working on the NYC passenger car decals artwork. These will be made in aluminum (white), yellow (gold) and black. These sets may include the stripes and several popular car names. He is having the Sinclair tank car decals made.

S HELPER SERVICE (2 Roberts Rd., New Brunswick N.J. 08901) hopefully will have received some of the RS-3's by now. The delay is due to additional changes in the tooling and the decision to power the RS-3s with Sagami 22x36mm motors. American Models has increased the price of their scale diesels, both the scale and the hi-rail DC versions, to \$148. The AF compatible version is now \$179. S Helper Service will be American Model's exclusive dealers for the RS-3's until 1992.

SOUTHWIND MODELS (PO Box 9293, Plant City, FL 33566) has received and shipped the second batch of the 12-1 and 13 section Pullmans. At this time he has a few left of each. The NYC Diners are due later this summer. He is out of the PRR H-31B hoppers with only a couple left of the steel sided re-built H-31cs. The composite hopper car project has been canceled, but the USRA 0-6-0 is still a possibility if enough reservations are received soon. The FA/FB parts should all be in now. The complete set to do either a set of 2 FA's or one each FA & FB is \$100. These include all the necessary castings including sideframes. PRR antennas for the FA's are available separately.

EDITORS NOTE: Just as we went to press we received a Press Release from S Helper Service. They have just completed arrangements to manufacture a set of heavyweight passenger cars. A tool and die maker is presently working on the tooling for these cars. The plan to make eight different cars, all of which are modeled after prototype cars. Five of the cars are 70 footers and will be engineered so that they can operate on American Flyer curves. The other three are 80 ft Pullmans. The five cars that will be able to negotiate AF curves are a NYC baggage car, a NYC RPO, a suburban combine, a suburban coach and a suburban coach observation. All of these cars have clerestory roofs with see-through windows. The three Pullmans are a 12-1 and a 10-1-2 sleeper (these were the most popular sleepers), and a cafe car. These cars are too long to be successfully engineered to work on AF track. These cars will be made with the same techniques employed by Rivarossi with their HO scale cars. Six wheel and four wheel Commonwealth trucks will be used; these will also be available separately from S Helper Service. The trucks will be unsprung but equalized.

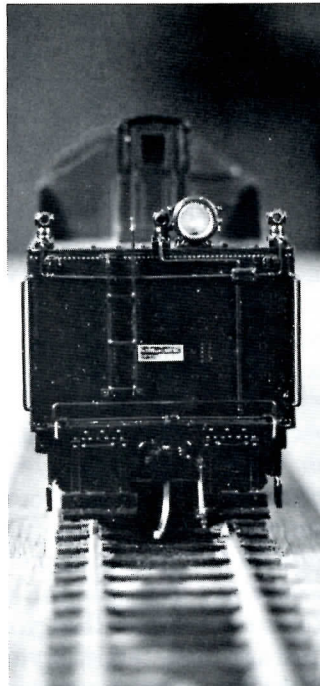
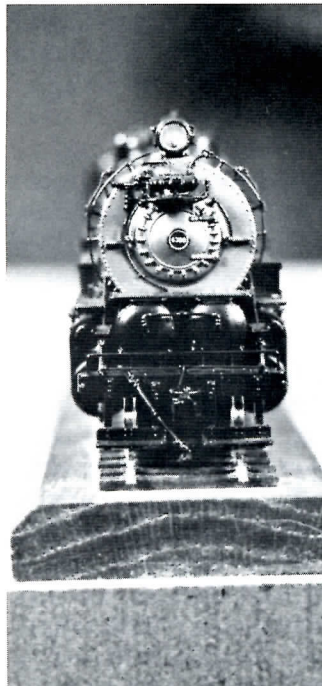
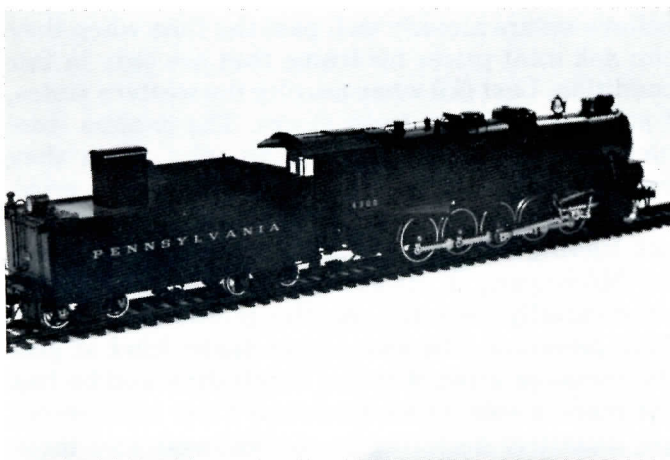
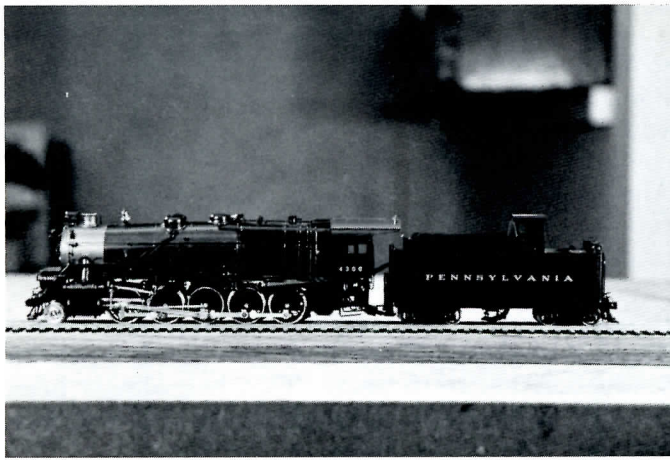
Roadnames currently under consideration include: B&O gray and blue; C&O gray, yellow and blue; CP tuscan; CNJ green; *CNW green and yellow; *Erie green; GN orange and green; *GM&O red and maroon, *Lackawanna gray and maroon; *MILW orange and maroon; *MP blue and gray; New Haven black and red; NYC 2-tone gray; NP 2-tone green; PRR tuscan; *Southern 2-tone green; SP orange and red; UP yellow and silver; *Pullman green and *Pullman tuscan; and Undec. The asterisk indicates a limited run. Roadnames not ordered in sufficient quantity will be canceled.

The price for these cars is \$48 for the 70' cars and \$55 for the 80' cars. A full set of eight cars is being offered at \$395. Orders over \$500 will receive a 10% discount. Club discounts are available. SHS is accepting deposits of \$15 per car or \$100/set. Master Cards or Visa are accepted...rwj

S SCALE AMERICA. P.O. Box 671 Kenmore, WA 98028. This is a new manufacturer in S Scale with some very exciting news. It produces a rather extensive line of injection molded plastic detail parts in HO scale. As its first entry into S scale it will produce handrail stanchions for the American Models GP-9s. These will include both early (also appropriate for GP-7s) and late productions versions. These will be priced at \$8.95 per set. They will also offer preformed brass rails with the stanchions as a separate kit priced at \$16.95 per kit. They will also be offering kits for converting the GP-9s to cabless units, sometimes called B units, found on UP and PRR. These kits will be priced at \$22.95. In addition, they are contemplating bringing out low nose kits to convert the low nose GP-9 or GP-18 units. Furthermore, they are examining the possibility of working with the RS-3 to produce conversion kits to make them into RS-2s.

This company makes a very high quality line of detail parts and kits for HO. If their first efforts in S sell well they would attempt to bring the whole line out in S scale as well. So stretch your dollars and give this company a big send-off! Buy all you possibly can.

S.D.P.P.N. Inc. (1138 Broadway Ste 106, El Cajon, CA 92021) This is a new hobby service in the San Diego region which specializes in S gauge trains. Trains are shown by appointment. They have AF compatible hi-rail models in stock and will special order scale if there is a demand. They also have sound systems available which are compatible with Flyer or AC powered American Models as well as O gauge equipment. To schedule an appointment call (619) 444-8835.



FOUR VIEWS OF OMNICON'S PRR DECAPOD

DEAR @#\$%&*!!

Editor:

I really enjoyed Jon Firpach's article "Modifying Pacific Rail's 50' Box Cars" in the October 1990 issue of The Dispatch.

I have a large collection of freight car photos from the early 1970's and it turns out that none of the paint schemes offered by Pacific Rail or the decal manufacturers are in my collection. So I appreciate any prototype information I can get, because I prefer to model specific cars.

I'm looking forward to future articles by Jon. I would also like to see references cited other than the June 1990 issue of Railmodel Journal. I have never seen that magazine and don't know if I ever will. An information exchange in The Dispatch would be great.

For your information, the Milwaukee Road car sold by the Badgerland S Gaugers should have its side sills trimmed as in Fig 2a in Jon's article. However, the side sill should remain full depth elsewhere because it was an ACF car.

Sincerely,

Dick Lind

(Editor's Note: I regret that for personal reasons Jon Firpach will be unable to continue his efforts. Jon is one of the best modelers I have ever encountered and we appreciate his contributions. I like the idea of an information exchange and will see what we can come up with.)

Editor:

Really enjoying the "Meet an S Gauger" column, Moe and Bill are certainly deserving. As one who wrote 54 such columns for S Gauge Herald over the course of eleven years, I have some suggestions:

1) Try to find a volunteer to do this on a regular basis. This person should attend the NASG convention at least every other year and know how to use a camera--pictures are the hardest thing to get. (I am not volunteering for the job!) 2) Develop an information sheet or questionnaire to help in interviews, whether used in person, on the phone,

or by mail. 3) Aim for 1/2 page including picture. To many people a 1000 words is an awful lot. 4) Have your volunteer work 2-4 columns ahead-it relieves deadline pressure! 5) Generate a list of prospects (and update it annually). Include a mix of AF, HR, Scale (standard gauge and narrow), Traction, Manufacturers, NASG Officers, Volunteers, Oldtimers, Newcomers and so-forth. 6) Skip one issue per year--it's nice to have the break.

One another subject, expecting people to do the kind of work that Don DeWitt does for the NASG for free is too much. Every hour taken away from our non-work hours is very important. Obviously, NASG can't pay for all of its authors, officers, and volunteers. On the other hand, I feel Don's proposal in the October 1990 Dispatch, pages 12-13, deserves positive action.

Somewhat related to the above--we must not take for granted the efforts of the many volunteers who make the NASG work, write articles, develop new products and so-forth. Let's remember to say THANK YOU!

Chuck Porter
CM #034

(Editor's Note: Thanks for the good words Chuck and for the excellent advice. I enjoyed the Personal Glimpses column in *The Herald* very much. I hope that *The Dispatch* can achieve as much as you did. I am trying to develop a list of prospects that span the spectrum you describe. If there are volunteers out there I sure am open to hearing about them.)

Editor:

Upon reading the December 1990 issue of *The Dispatch*, I have several thoughts that I would like to share with the membership and I hope you will publish them. To start with, occasionally I see an article with the reference that there is either possible small disagreement, or doubt as to which direction *The Dispatch* is going or should lean to.

You will in all probability never be able to be all things to every member at the same time and the members should not expect you to be. Those that do are, in all probability, narrow minded and short sighted. Whether you realize it or not, really and truly, you probably pretty well have your act together. Occasionally you may not know where it is or what it is hiding behind but if you are able to give the various divisions something of interest to them, one issue or the next, they should be content. We are not in "Paradise".

I am an American Flyer enthusiast, and sometimes the pickins in *The Dispatch* are pretty thin on

American Flyer. The December 1990 issue I consider a bumper crop with more than I should be entitled to. Congratulations to you to get Lionel/American Flyer to place a display ad of that magnitude. If you could do that once a year and get them to contribute a small article every other issue as to what American Flyer enthusiasts could expect in the future, I think it would be wonderful. You need interesting material, they need a media of some sort.

In regard to Jay Robertson's letter: Jay, please have hope. American Flyer has now been back in production about 10 years. This has almost been treated like a military secret. Outside of model train enthusiasts, nobody knows it. Continual production will gradually become known and no longer will the swap meet entrepreneur be able to gouge the innocent purchaser of American Flyer of several times the old retail price for well worn trains. I believe we are already well past the time when they can ask mint prices for trains that are only in fair condition. Last fall when touring the western states, I stopped at many train stores. The dealers were having difficulty understanding why when they were asking 10 times the 30 year ago retail price, that no longer was the American public buying it, but leaving it sit on the shelf. At the swap meets in Michigan, I have seen prices declining substantially recently. As the public shies away from premium. The swap meet dealer kind of gets the message when it comes lunch time and he has not made a sale. Used American Flyer train prices are definitely declining in the Midwest and those who continue to ask mint prices for good or fair condition are not able to obtain top dollar for well worn trains. The western states and California market dealers whose prices are higher than those of the Midwest can't figure out why the collector doesn't continue to beg for the used, worn and battered product. The market, for the time being at least, has leveled off. The premium priced used American Flyer trains remain on the shelf unsold. As new American Flyer trains become available, the old used train values assures their rightful place, at reduced prices, which is what should be. Used merchandise should never be so scarce so that it commands prices higher than current brand new merchandise. Just like used cars brought premium prices during and following WW II, gradually they leveled off and found their respective place as new became available to all of us. By the same token, as new American Flyer trains become available, good used units will command reasonable prices, not outrageous premiums that have been asked and paid in the past five years. When supply of new is available, demand for used will decline. So Jay Robertson, know that your statement, "With what? Outrageously expensive used American Flyer? is probably even now, slowly fading into history. Nobody is going to buy used trains at premium prices

when new is available. The current new American Flyer offering #4807 Burlington Northern GP20, power-wise is head and shoulders above the American Flyer offerings of the past eight years. I put it on the same track with an extra car, with the same transformer, at the same time and it will repeatedly run away from previous years production. It is definitely a more powerful engine and all of you should be aware that it is. Better quality is coming right now. Thank you Richard Kuhn, Lionel/American Flyer.

Yours truly,

Don Parke

Editor:

Just a note to let you know how much I enjoyed the latest issue of The Dispatch. Nice job! Quite an accomplishment, I figure, for someone to send me a magazine that I enjoy reading from cover to cover, without skipping one single thing in between!

I especially enjoyed reading the informative, and by the way, very well written, article by your son, Brian. This article should be required reading for everyone in S gauge, whether they are in American Flyer, or scale. There just are not enough of us to support the kind of selection and variety and equipment, that is available in other scales, which are, whether we like to admit it or not, more popular than S.

In any event, keep up the good work!

Sincerely,

Paul R. McDonald

(Editor's Note: Thanks, Paul, the good words are very much appreciated. You know, of course, when a letter like this is received my wife straps a belt around my head and makes me wear it for a whole week.)

Editor:

--I read and re-read your son's article. I am going to re-read it again shortly. I think his article should be required reading. In all the annals of "S", I don't think there has ever been a more explanatory article of the woes of "S" in the Hobby Shop. He has an extremely keen mind and sense of where the ball bounces. I would love to meet him sometime and talk over the extremes of "S" coupled with the Mail Order versus the Hobby Shop. I'll bet my front seat in H----- that he would have some very keen

answers regarding that subject also. You should be proud of him!

Sincerely in "S",

Russ Mobley

Editor:

S DeSignS shares your concern and enthusiasm for more modern S models. During the last year we have tried to help the cause by producing several more modern (1970s) decals and boxcars.

LV 40' and 50' boxcar decal
EL and LV caboose decal
EL painted/printed GP-9 and caboose (in a different scheme than the decal.)
ICG 40' and 50' boxcar decals
RDG 40' and 50' boxcar decals
BM, LV, Conrail, EL and RDG gondola decals
RDG, DTI, D&H, GT, ACF center flow hopper
decals
NYC, BM, D&H 50' painted and printed
boxcar kits

If my customers keep supporting this effort as they have, we will keep busy with 1970's and 1980's products.

Don DeWitt

Editor:

Thank you, Brian Jackson, for your informative writing from a shop owner's point of view about S scale in the market place. It was somewhat discouraging at first but enlightening and even inspiring over all. It verified my own belief that S scale can only grow and flourish from within our own ranks, no one else is going to do it for us. I completed John Craft's Promotion Help Letter and volunteered my services to him. I hope others who want to see S scale become a serious consideration at the entry level will do the same.

"S"incerely,

Dave Bailey

(Editor's note: Way to go Dave! I volunteered my help to John Craft also.)

HELPER SERVICE

*Keep Those S
Gauge Trains
Rolling!!*

Stan Houghton
Danville, VA



1446 Fremont Avenue
Los Altos, CA 94024

*Helping
S Scale
Grow!!*

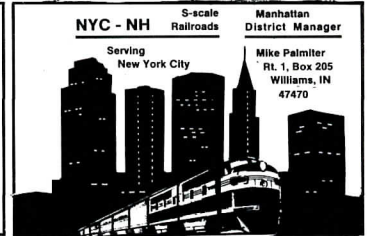


T. D. KERNS, Supt. WAYNESBURG, PA.

GREAT NORTHERN

EDMONTON

**QUINAULT &
DUCKABUSH RY.**
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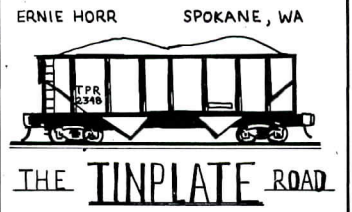
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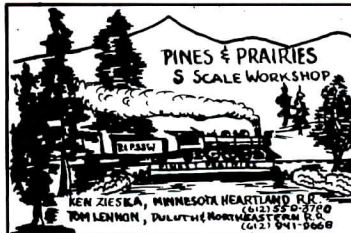
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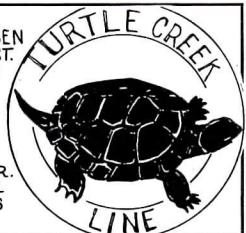


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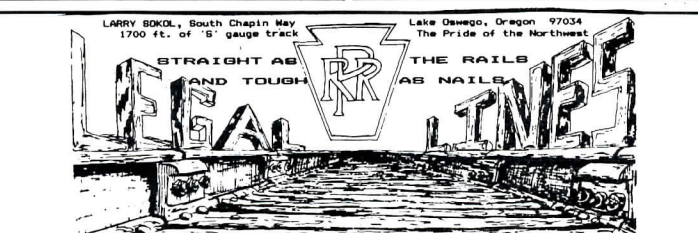


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