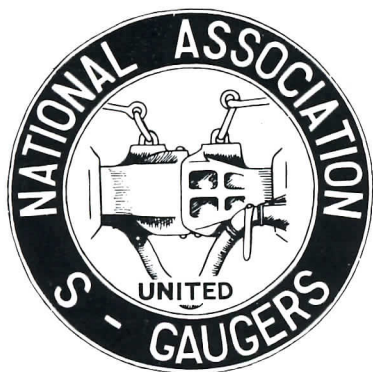




October 1991

Vol. XIV No. 5

DISPATCH

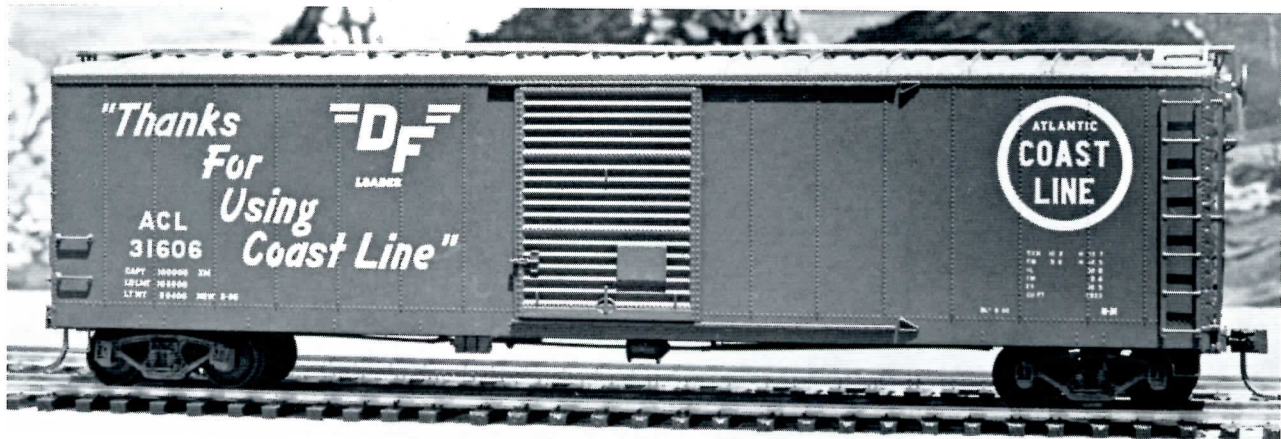


Best Of Show

Photo by Robert W. Jackson

ROLLIN' THROO!

50 FT. BOXCARS



FUN TO ASSEMBLE STYRENE PLASTIC KITS

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.

B-500 Undecorated
B-501 Und. ptd bxcr red
B-502 Baltimore & Ohio, SOLD OUT
B-503 New York Central, SOLD OUT
B-504 Atlantic Coast Line

B-505 Western Maryland, SOLD OUT
B-506 Erie, SOLD OUT
B-507 Illinois Central
B-508 Texas & Pacific
B-509 C B & Q
B-510 Northern Pacific

B-511 Southern Pacific
B-512 Burlington Northern
B-513 Conrail (August)
B-514 Chessie (August)
B-515 Pennsylvania
B-516 Great Northern

NOW IN STOCK!!

B-550 - Double Door Undecorated Kit. Price is \$25.00 EA.

ACF GRAIN CAR - NYC, L&N, GN, S.P., SF. Price is \$32.00 EA. Includes Downs roller bearing trucks with 36" Scale metal wheels. Use your NASG discount coupons! See them at your dealer or write to:



2260 SHERMAN AVE.
NORTH BEND, OR 97459



Ready Now
GP9 Low Nose
\$20⁹⁵

Due Dec. 1st
Gunderson
Maxistack &
Huskystack
Container Cars

Due Jan. 1, 1992
Bethlehem Steel Car
5 Unit Coal Car As Used By BNRR

Coming Soon
Dash 8-40B. GEs Newest.

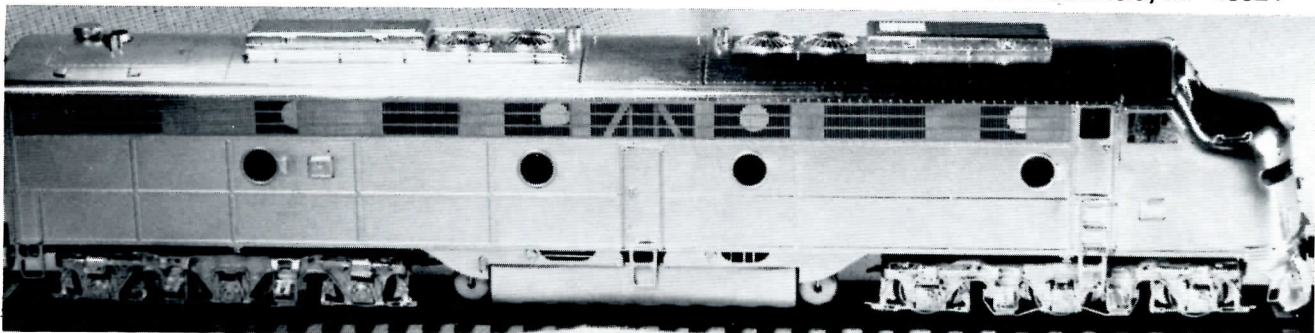
Also 20', 40' 45' 48' & 53' Containers

All items will be Injected Plastic
SSAE For Information

EMD E8A

The Undisputed King of Passenger Diesels...
Currently Available at a Great Price!

River Raisin Models
6160 Upper Straits Blvd.
W. Bloomfield, MI 48324



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

Reproduction in whole or in part is prohibited without permission of the NASG, Inc.

The **DISPATCH** — ISSN 10457178 — is published bimonthly by Goellner Printing Company, 301 South Main Street, St. Charles, MO 63301-3498.

SUBSCRIPTION RATES: 1 year \$12.00, which is included in the \$17.00 annual dues. All subscriptions payable in U.S. funds. Second class postage is paid at St. Charles, MO. Printed in the U.S.A. All rights reserved.

POSTMASTER: Send address changes to The Database Manager, NASG, Inc., % Don DeWitt, 37 Snow Drive, Mahwah, NJ 07430.

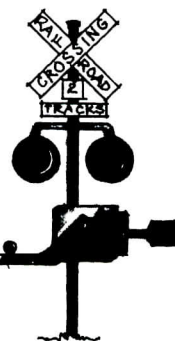
COVER

The Best In Show Award went to Randy Sappo's Moon Run Station. This masterpiece included an illuminated trackplan in the CTC room on the second floor. Constructed of over 1,100 pieces, no purchased detail items were used. Randy does admit that the person looking out of the second floor window is a plastic army-man with the army details carved away. *Photo by Bob Jackson.*

ORDER BOARD

Volume XIV, Number 5

OCTOBER 1991



President's Message	Mike Ferraro	4
The Editor's Desk	Bob Jackson	4
Meet an S Gauger	Ken Zieska	5
The NASG at the NMRA	Staff	6
S Lore	Staff	7
SYRACUSE		
Convention Report	Bob Jackson	8
Model Contest Report	Kent Singer	14
Branch Line News	Staff	22
Trade News and Views	Don Thompson	24
Dear @\$%&*!	The Editor	26
Helper Service	DISPATCH Art Staff	29

STAFF

Bob Jackson	Editor
Charles Taylor	Assistant Editor
	Advertising Manager
Ken Zieska	Assistant Editor
Gale Hall	Assistant Editor
Kent Singer	Contributing Editor
Don Thompson	Contributing Editor
Bob Werre	Photographer
Pete Mihelich	Publisher

THE DEADLINES for articles are the 1st 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

Without a doubt this summer has been a busy one for the NASG. Our annual convention in Syracuse was a great success. Many thanks to Kent Singer and all of the Central New York S Gaugers who hosted this year's convention. Their time and efforts were appreciated; everyone had a great time. Especially enjoyable was the great assortment of dealers. I can't remember a convention where there was such a variety of models available in S gauge. There was something for all us modelers, from collector of AF trains to ready to run scale items and many various kits! I venture to say a lot of money was spent that weekend!

I would really like to see more of our membership attend our annual convention. Everyone has a great time and I am sure if you came to the convention you would not be disappointed. So think about next year and join us in Cleveland, July 16th to 19th.

Getting onto more pressing items, I have to thank people for responding to my request for volunteers to help run the NASG. Unfortunately, we still need some additional help. Due to personal reasons, Don Dewitt our membership database manager has resigned. We definitely and urgently need someone to volunteer to take care of the membership data.

This person must have access to a MS-DOS computer with printer and have some general familiarity with database management. Don has written the program and this person need only enter and update data and generate occasional reports as requested. A major task is to generate labels for the Dispatch. It goes much faster if you have a laser printer but it is not a necessity. I really need someone to volunteer for this post ASAP.

I am also still looking for someone to be Standards Chairman. So ladies or gentlemen, if anyone is interested in either position or wants to help out in other ways, please contact me.

Sincerely,



Michael R. Ferraro
President

THE EDITOR'S DESK

HOO HAH !!

Is 1992 the year that S scale leaps 25 years into the present? No sooner do we learn that American Models will introduce a GP35 which should be on our pikes early in 1992 do we find that S Scale America will release a sparkling set of very modern cars followed by General Electric's own very latest, a Dash 8-40B.

Introduced some 25 years ago, many GP35s are still in daily service. Most roads had them. Santa Fe probably had the most during the 1970s. For the last two years many have been part of a major rebuilding effort at Morrison-Knudsen. The most notable roads seeking these upgraded locos are Burlington Northern and CSX. BN had only a small fleet of GP35s so it surveyed the used market and purchased them from many sources. These are being upgraded to Dash-2 standards and will be designated as GP39Ms by the BN. CSX converted some 30 GP35s, which came from WM, B&O, C&O, and L&N, to road slugs. These retain the original short nose and cab from which the unit, with its mother, can be operated bi-directionally.

And suddenly we get really modern. The GE Dash 8-40B is among the newest models offered by GE and represents state of the art technology. The Dash 8 GE locos are fully computerized and all aspects of the operation of the loco are constantly monitored. The prime mover is rated at 4000 horsepower thus the Dash 8s are the most powerful locomotives in current use. The Dash 8-40B was purchased by Santa Fe, Conrail and CSX, as well as by smaller roads such as Susquehanna and Cotton Belt. When you add the fact that the enhanced version B39-8, released after 1987, is externally identical to the Dash 8-40B, the S Scale America model should, with small detail changes, be found on every contemporary model pike representing Southern Pacific, Cotton Belt, Susquehanna, CSX, Santa Fe and Conrail. With power pooling one might expect to see these locos just about anywhere. Moreover, 125 of these locos operate on the Burlington Northern system as LMX locos under a leasing and maintenance arrangement that BN has with General Electric. You can find an S scale drawing of the Dash 8-40B in Model Railroader, Volume 56, Number 4, April 1989.

And Gunderson intermodals, yet! I think that the earth must have twisted on its axis for such a change to occur. Personally, I can hardly wait to see a lash-up of Dash 8s hustling a consist of intermodals along my own railroad. HOO HAH!!



MEET AN 'S' GAUGER



Dave Jasper

Maybe it is really not true, but somehow it seems that S gauge has more interesting folks than you find in most other activities. For certain our featured S gauger qualifies as a most interesting person even if you avoid the fact that he is an S gauger. He has the mind of an entrepreneurial business man and the soul of an artist. He is Dave Jasper from Bloomington, Minnesota in the Twin-Cities area.

For a number of years he worked for Control Data corporation before deciding that he wanted to set out by himself on an entrepreneurial journey. Today, he owns an Omni Theater in Seattle and a business incubation center, called the University Technological Center in Minneapolis. He located the business incubation center in the old University High School building which Dave bought when the city no longer had use for it.

Moreover, he is something of an adventurer and world traveler. In the last couple of years or less, he has managed tours of the continents of Australia and Africa, the English countryside, and the State of Alaska.

If that doesn't make him an interesting character then consider that he is an accomplished artist, to boot. He prepared the Dioramas for the Science Museum of Minneapolis and has done a series on backdrop painting for the NMRA. On his own railroad, presently under reconstruction, his artistic talent strongly stands out in the high quality of the scenery.

For many years Dave attended shopping mall shows and NMRA and MIRA conventions with a diorama clearly marked "THIS IS S SCALE" as he attempted to show that S scale was not dead and that fine modeling could be done in this mystery scale. The diorama has not been to a show in ten years, it has been carefully built into Dave's home layout but it served its purpose because it was around this module that the Pines and Prairies S Scale Workshop was formed.

Dave was one of the early members of the Potomac Valley S Gauge Association which experience he used as one of the founding members of the Pines and Prairies S Scale Workshop. From the start the PPSSW reflected Dave's ideas of what the hobby should be all about. It was his opinion that a hobby was for fun and that there was no need to over-organize something that was intended for fun. While not a strong advocate of the need to adopt a formal name for the club, Dave did offer the observation that whatever it called itself, it should reflect that it is a workshop for sharing ideas, skills and information among the club members.

Dave's influence on local model railroading has been profound. He is a very accomplished track planner; as he explains a layout plan you appreciate the logic of the railroad as a transportation system. This way of thinking has diffused to a number of model railroads in the area. But to appreciate the full impact of his influence you have to realize he regards a model railroad as an artwork in which it is important to balance the mechanical and electronic wonder of the railroad with the esthetic appeal of the scenic environment in which it is to occur. Many of the S layouts in the Twin Cities area bear silent testimony to his influence. They have been created with scenic views that feature the trains as a part of a thoughtfully modeled environment. It is sometimes said that if you want to get something done give it to a busy person. Dave seems to be one of those people who always has many projects going on at once. He finishes them, too. We are not talking about small or simple projects either. At the moment he is working on a method of model locomotive control that will simulate the real thing.

Dave has been an active supporter of the NASG over the years and often contributed under the pen name of Silas Kayle (S Kayle). He is a lifetime member of the NMRA and active in the Twin Cities Division. His clinics on backdrop painting were among the highlights of this year's Division activities....Ken Zieska

THE NASG AT THE NMRA

After many months of planning and re-planning, the team which was to man the NASG booth in Denver at the 1991 National Convention of the NMRA made its way, one by one, to Denver. It began to assemble on Wednesday afternoon to set up the tables and fill the information packets that were to be sold to individuals for \$1.00. The team when fully assembled consisted of Don Thompson, Robin Thompson, Gale Irwin, John Bortz, Howie Waelder, Robert Sherwood, Bill Wade, Jim Kindraka, Jeff English, John Verser and, yours truly, Bob Jackson. (If I have overlooked any one, please forgive, it was unintentional.)

In addition to the NASG booth, S gauge was represented by the Mountain Empire S Scale Association (M.E.S.A.) and PBL. The Mountain Empire group set up a modular layout and had a number of trains for public view. River Raisin showcased its new FT set in NYC livery on the layout. The members of M.E.S.A. who deserve special thanks for all their good efforts are Bob McLoed, Tim Meyer, Jerry Porter, Joe Sacks, Doug Snyder, Ron Snyder and Glenn Sponholtz. Bill Peter also had PBL's well-traveled Sn3 display layout, "Chama", present. Chama was first displayed in 1981 at the NMRA National convention held, that year, in San Mateo, California. It has, of course, received several "face-lifts" since that time. It is a highly impressive display which operates automatically, and most effectively showcases Sn3. Bill discussed with a number of us his thoughts about manufacturing some standard gauge steam locomotives using imported brass superstructures and cast frames to keep costs in line. He sounded serious and we

should all let him know of our support for such efforts.

The Convention Hall where the Train Show was to be held was several blocks away from the center of the NMRA activities. It was large, though not nearly so large as the one at Pittsburgh. The booth was in rough order when the team arrived. Robin Thompson soon took charge of getting it shaped up. Don Thompson meanwhile commandeered a car and set off for Longmont about 30 miles away to pick up boxes of equipment that had been forwarded by various manufacturers and suppliers who had sent material to be displayed. John Bortz and Howie Waelder worked out a rhythm for filling the information packets, and though several others contributed significant effort, they did the lions-share of this tedious task.

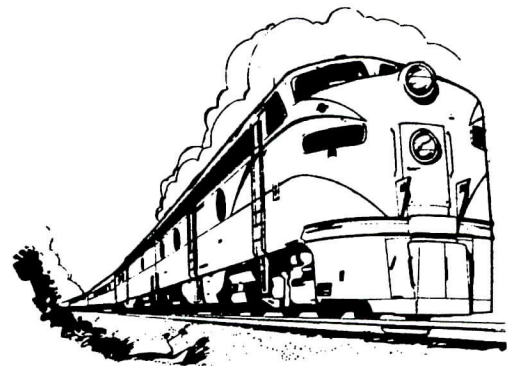
By Thursday evening the team felt confident that things were in good enough order for the Train Show. The Train Show ran through the week-end reaching its peak on Saturday. The crowd was larger than at Pittsburgh and S gauge got some excellent exposure. Many people passed through the NASG booth. A lot of them stopped to talk to team members, seeking information. The team sold 126 packets of information at the convention (it had prepared 200) for \$1 each. It probably could have given away at least a thousand, most of which would have been ignored and thrown away. Takers for a buck seemed more seriously interested. The team members felt that the showing had been a great success. It is interesting to note that NMRA officials were appreciative of our presence and urged us to consider a large modular layout like the one in Pittsburgh

for next year's convention.

On Friday evening, team members were taken on a tour of Intermountain Models, manufacturers of Pacific Rail Shops S scale products, Innovative Models (Jerry Porter) HO products, and their own O scale line of products. This was a deeply interesting tour and will be presented in a future issue of The Dispatch. The NASG owes a vote of thanks to Intermountain for acting as receiving and storing agent for all the boxes of supplies and equipment sent by various people to be included in the NASG display.

Following the Intermountain Tour, the team then traveled to Glenn Sponholtz home where the Mountain Empire gang greeted us, Mrs. Sponholtz served us cake and lemonade, and Glenn showed us his first-rate layout. It is in the basement in a modest sized room and wrapped around the walls. Because Glenn is unusually tall, his railroad is unusually high, its lowest point was right at eye-level for Don Thompson. We will feature it in a future issue of The Dispatch also.

On Sunday afternoon, the show was over; the display was hastily dismantled and the team dispersed, quite literally, to the four corners of the country.



S LORE

I recently came across a good source of S scale farm and construction equipment: Surplus Tractor Parts Corp., 3215 West Main Ave., P.O. Box 2125, Fargo, ND 58107. Their catalog includes products from a wide variety of manufacturers, some well known others not. Most of the models are from scales other than 1/64th. However, because construction equipment of a given style comes in such a wide variety of sizes, most of the models between 1/60th and 1/70th are usable in S.

Examples include: Shinsei Mitsubishi Grader. \$6.99 I have this one and I'm quite surprised to find that it is 1/68th. It looks perfect S to me.

Shinsei Hitachi power shovel \$6.99 1/65th scale.

Shinsei D9 cat \$12.99 1/74th scale.

Shinsei telescoping crane truck \$39.99 1/61st scale. This one is a 24 wheeler.

Huber-Warco grader \$6.99 1/64th scale.

Joal CAT earth scraper \$11.99 1/70th scale.

Joal heavy duty flatbed This is offered with equipment ranging from 1/43 to 1/70, so it may be close to 1/64.

CAUTION. A CAT pipelaying bulldozer and a mining type dump truck are shown in the same photo and both are labeled 1/70th scale. The CAT is bigger than the truck so at least one is NOT 1/70th. From another photo, I would say that the CAT is close to 1/50 and the truck must be close to HO scale.

Ertl Model A delivery van \$6.49 1/64th scale.

Ertl CAT earth scraper \$6.49 1/64th scale.

Ertl John Deere cotton picker \$6.89 1/64th scale.

Ertl CAT front loader \$6.49 1/64th scale.

Ertl historical tractors \$2.29 These are sold individually so you can buy several of the same type for a flat car load. 1/64th scale.

NZG CAT large forklift \$5.99 1/87th scale but is usable as a small forklift in S.

Write for their catalog. If you have friends that model in other scales tell them about this source. There are many items for the HO, O, and LGB modeler....Ted Larson

Believe it or not, your local Walmart store may be a source of S scale supplies. Check out MINIFURNITURE by Fibercraft Materials Corp., Niles, IL 60348 in the Walmart craft section. I found many of their items close to S scale. Easily usable are things like a refrigerator, wood stove, dry sink and outside pump. You may well find even more usable items than I did....Sim Burtner

I just received a new release from Racing Champions, Inc., 1991 Glen Ellyn, IL 60137 that will interest S gaugers. It is a set of NASCAR Stock Cars made to 1/64th scale. The full set includes the paint schemes of the most prominent stock car drivers. There are at least three different 1990's automobiles underneath the paint. They are a Thunderbird, a Pontiac and a Chevy Lumina. There may be others. Strip off the paint and paint them for street use. There is also a very contemporary Peterbilt tractor with a large van, apparently intended as a race car carrier. Ask your local hobby store owner about them....Brian

Much has been printed on what glue to use on the journal box lids of Pacific Rail Shop's trucks. Why not leave the lids off altogether to model a friction bearing side frame that has been converted to roller bearings. This type of conversion occurred a bit later than the period of the PRS truck. It still can be found today on many cars, especially on tanks...Gale Hall

Don't overlook Precision Scale Company, 1120 Gum Avenue, Woodland, CA 95695 as a source of scratchbuilding and detailing parts. I am sure most of you know that they make a number of S scale parts but be sure to examine their offerings in other scales for suitability to S scale. Many of these are offered in both brass and plastic castings. If you are into building USRA box cars or cars of that era you will find that their HO scale 21 inch, 5 and 6 spoke brake wheels are in fact dead-on for S scale. These are parts numbers K-31117 (brass) and K-31118 (plastic) for the 6 spoke, and K-31119 (brass) and K-3120 (plastic) for the 5 spoke wheels. If you are looking for trolley pole shoes check out their HO part 31880. Some of their Sn3 offerings work well for S standard. For example, part 1947, Okadee blow-off cock is quite suitable and I don't know of another source for this fine little detail....Brian

!!SYRACUSE!!

A Report of the 1991 NASG National Convention

Bob Jackson

We drove following "The Water Level Route" from south of Chicago all the way to Syracuse and arrived just in time for the late rush hour on Wednesday. Still, we got to the Holiday Inn with little trouble. The early birds (pun intended) were in evidence. Some were already taking in the sights of Syracuse. The local gang was already working up a sweat even though the official opening of the convention didn't begin until Thursday afternoon.

We picked up our registration packets at 1:00pm Thursday from Ralph Hodson and crew. We then made a thorough survey of convention hall and hotel sites. The representation of manufacturers was quite impressive, greater even than at Pittsburgh last year. An illness in Jeff Wilson's family prevented Hoquat Hobbies from being there but every one else seemed to be. More new products than I can remember were also displayed. I had the impression that lots of product was sold. Of course, my impression reflects my own weakening bank account. Perhaps the others were more restrained than I was.

We made our first pass through the contest room when Kent Singer told us we really needed to see what had showed up. Because it was early there were few models in the room but they included an eye-popper! Barry Mertz had modeled, virtually in its entirety, Pennsylvania Union Station. It was huge, as large as many N scale layouts. Remember when Don Thompson reported (August 1991 Dispatch) that Barry had very effectively modeled the Pennsy Horseshoe curve in only 12 feet of width? Barry seems to have a talent for creating big scenes. It will be interesting to

see in the future where he places this gorgeous monster.

I photographed the models in the contest room at various intervals. It was pleasing to see them accumulate. The range of interest was extremely broad and, though I didn't check it out, I think every contest category was represented. There were even a number of very interesting photos.

A special feature in the contest room was a retrospective of Randy Sappo's prize winning models from future years. Perhaps we can present some of them in future issues. There is no question that he is in a category by himself when it comes to structure modeling.

Thursday's clinics seemed to be focused around scenery including making rocks and building facades.

Friday morning began with the departure of the Tioga RR Tour and, a bit later, the Finger Lakes Wine tour buses. I did not take the tours because of the need to photograph aspects of the convention. Those who took them reported that they were very enjoyable.

Activity on the S-Mod layout intensified during the day as did the traffic in the Convention Center hall. Kent Singer observed at some point in one of the meetings that there really never has been a shortage of models at the NASG conventions. There are always lots of them on the layout even in those times when the numbers in the model contest are not so impressive. This time was no exception. Indeed, there may have been more beautifully painted locomotives than at any past convention. A rather

extraordinary thing occurred during the afternoon of Friday. Joe Scales bought a diesel! It's true. He bought an E8 A-B set. The word went around the convention like wildfire through the prairie. It did not last long though. He sold it the next day.

Friday's clinics ranged from structures built from card stock to American Flyer repair. CNY-SGA deserves a lot of credit for the range and quality of the clinics presented, and for the timing, during Thursday and Friday. I understand that they had some help in this area from the local NMRA group. Nice touch.

The Napanee, Tamworth and Marlbank railroad deserves a special mention. It is an especially capably done railroad with scenery done with a flair. In reality, it is an operating diorama, built by Paul Raham and Tom Spaulding, of which only the half seen by the viewer has scenery; the back half is open and contains loop trackage and controls. It was entered in the model contest and won First Place in the Master Craftsman Diorama category.

For many people Saturday is the real convention. By that time all the convention-goers are on the scene and their ranks are augmented by the one-day only attendees. All of the contest models have arrived. The Swap Meet is in full swing. Activity becomes intense.

A bus shuttled all day between the Convention Center and the Carousel Mall where shoppers could lose their heads and a lot of money. The tour of The Rome Locomotive Works left at 10 am and returned at 6 pm just as all activities were brought to a close in preparation for the evening's festivities.

Saturday evening's festivities were quite traditional for NASG conventions, and quite enjoyable. The banquet was served in Skyline Center atop the Holiday Inn. It was a pleasant setting and the food was quite good. Brian, Carolyn and I had Billy Wade, Dick Karnes, Tom Nimelli, Lee Johnson, Jim Whipple and J. Irving Hall as table companions. You can't do better than that.

Throughout the dinner, Walt Danylak drew numbers for the door prizes. There was a large number of prizes and many were very worthwhile. Following dinner the awards were given.

The Bristol Club awarded its A.C. Gilbert Award to Ron Bashista of American Models. Ron was not present to receive the award.

The Central New York S Gaugers honored Mark Stevens with the Charlie Stackpoole Award. The NASG picked Jettie Padgett of South Wind Models as "Manufacturer of the Year".

Billy Wade accepted the award for Jettie. It also selected Vic Roseman as the recipient of "The Tony Perles Award". Vic was unable to make it to the convention this year. And finally, Kent Singer was honored as the awardee of the 1991 "Bernie Thomas Award".

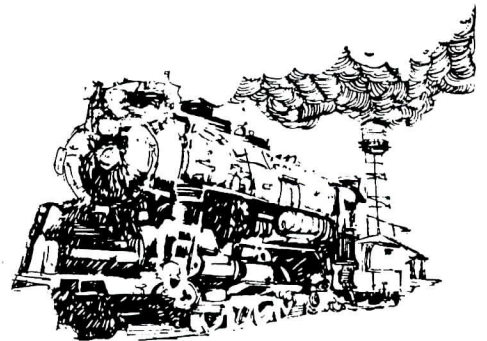
The traditional auction after the banquet was very capably and humorously conducted by Charlie Brown. Having spent all my money before I got there I didn't bid on a thing, but I sure did enjoy the scene. Sunday morning the General Business Meeting was held at 10 am. There was a surprisingly large attendance at the meeting. Jim Kindraka presented the results of the NASG election (these were reported in the June [wrongly labeled May] 1991 Dispatch). The two new officers were Mark McFrederick and David Held as Secretary and Central Region Vice President, respectively.

Don Thompson gave a report of the NASG activities at the NMRA convention in Denver,

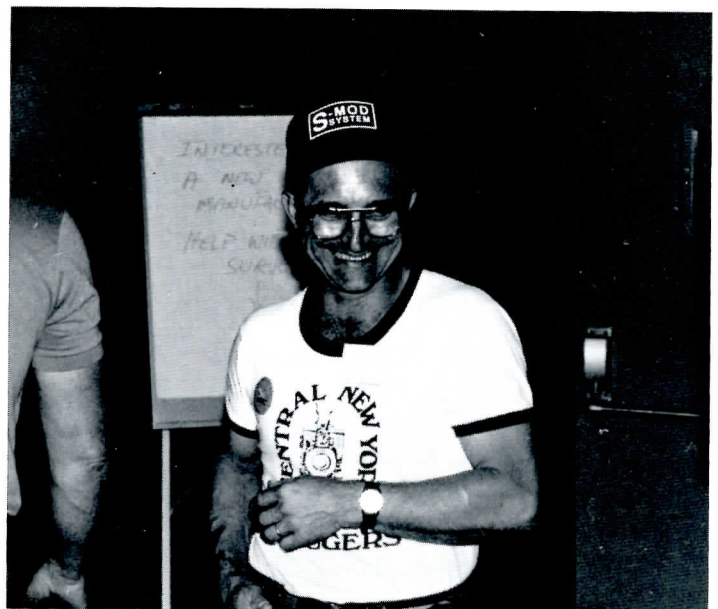
two weeks earlier. Dave Davis gave a report of the finances of the Association, a formal report will appear in The Dispatch at a later time.

Lee Johnson lead a discussion of future conventions. Some discussion of locations and joint meetings with NMRA ensued but with no resolutions being formally adopted. The meeting adjourned near noon and another NASG National Convention was over. It was good one. The gang, guys and gals both, in Syracuse deserves a very big hand and a heartfelt thanks from us who had the good fortune to attend.

Thanks, CNYSGA, I already have July blocked out in my calendar for 2001!

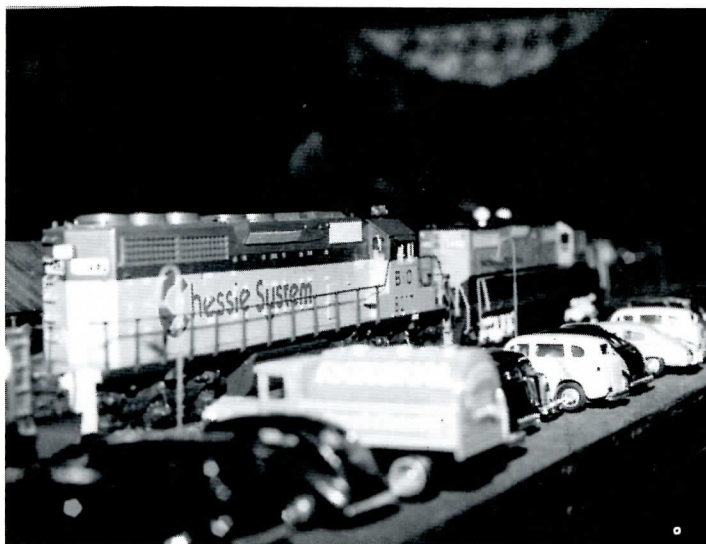


CONVENTION SCENES:

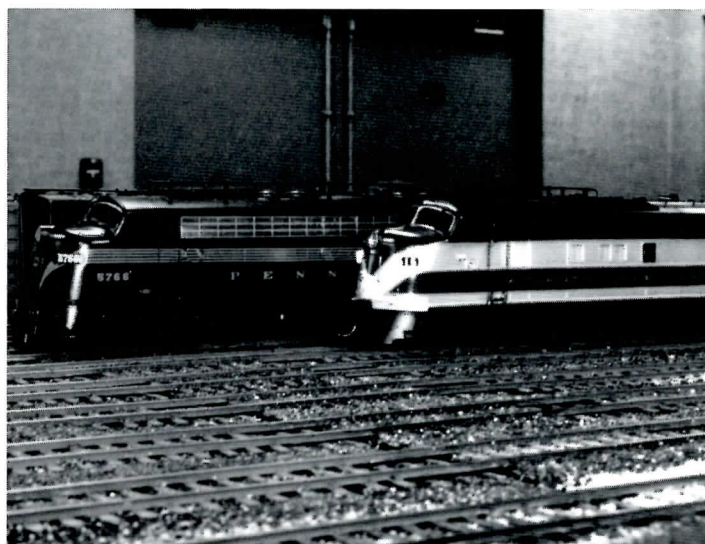


Ralph Hodson and crew capably managed the registration chores.

Tom Canne just made a slick deal that pleased him.



SD's pass through Don Thompson's module of the '20s, the '30s, the '40s, the '50s, the '60s and the '70s.



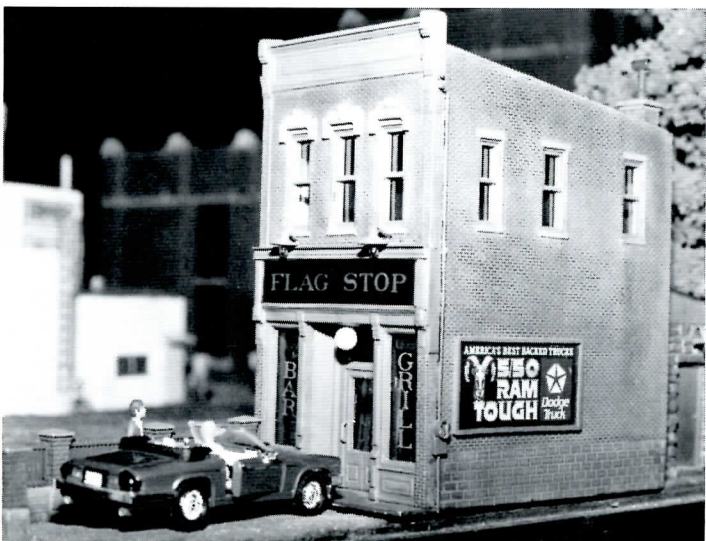
There were more gorgeous paint jobs than ever seen before.



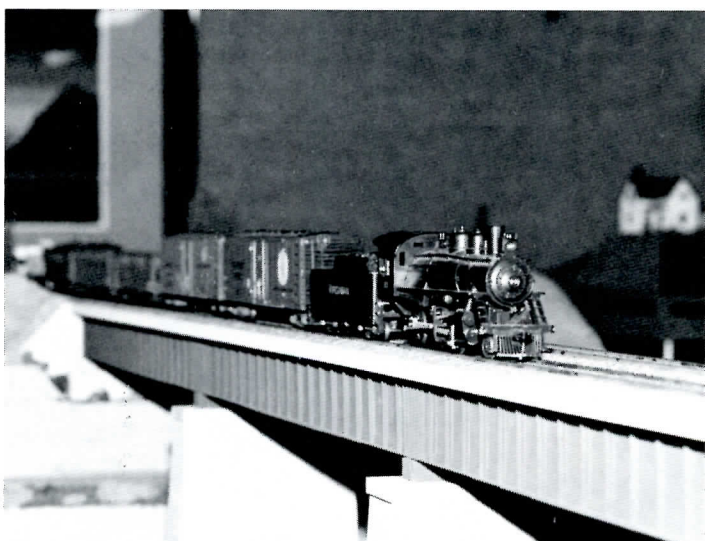
I hope somebody's going to tell us how to do this splicing job.



Mark Waelder's tidy little Winchester and Reading module.



There is always one more fascinating scene to be found on Stan Stokrocki's module.



Joe Scales classy little Virginian steamer steps across J. Miller's trestle.



No, really. It's true. There really is a little guy in there.
(Some young Miller's, I think. If not, let me know.)



Now, I know I brought more tank car kits than that.
(Frank Titman)..



Tarzan calls for his mate. (Billy Lane)



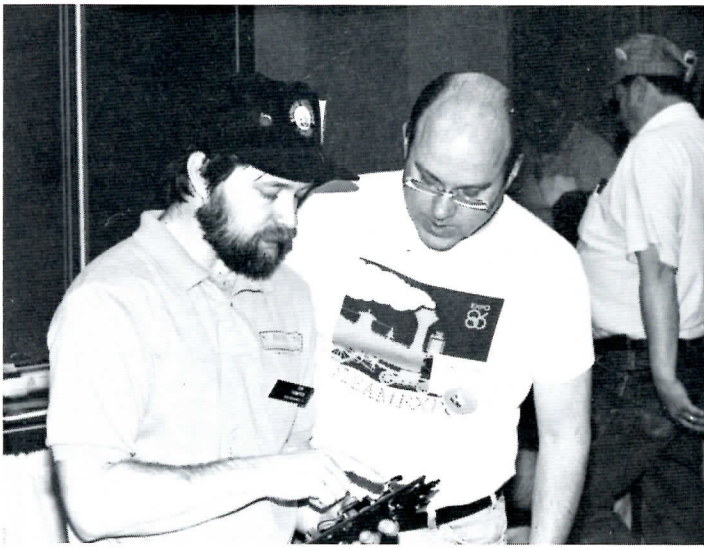
Next time I'm gonna vote for the Democrats. Here's why. (John Chappell)



I think that it is too long for my curves. (Randy Sappo)



Who made that thing? I've never seen anything like that in my whole life! (Dick Cataldi)



It's called a gozinta. That's because it gozinta this thing right here. (Don Thompson and Dick Karnes)



I am surprised. Sales have been better than I expected so far. (Doug Peck)



Many enjoyed the banquet (Mary MacSweeney and Bill Fraley)...



Especially, the serious eaters!(Hiram and Evelyn Graves).....



However, Gaylord got a rubbery piece of chicken. (Gaylord Gill)



Walt Danylak reads his tie at the drawing for door prizes.



Who needs starter sets. You can grow your own S gaugers. (The Chudzinskis, the Millers and the Marks -- along with Doug Miller and Stan Stokrocki. Yes, there is one extra Miller (not Doug!). This is a composite photo. It was the best I could do. So ignore it.)



This was probably the hardest working group of the convention. L to R: Linda Canne, Sherry Steele, Gail Eves and Sally Danylak. Many thanks, ladies.

Photo by Roy Pinch



Roy Pinch and cronies aboard private car Lehigh Valley #500 at the Syracuse Amtrak station.

Photo by Roy Pinch



Mark Stevens receives the "Charlie Stackpoole Award". Kent Singer presented for the CNYSGA.

Photo by Roy Pinch



Lee Johnson presents the "Bernie Thomas Award" to Kent Singer. *Photo by Roy Pinch*

THE 1991 MODEL CONTEST

Kent Singer
Contest Committee Chairman

The model contest this year was characterized by many excellent models and some most unusual entries and happenings. To lead off, Barry Mertz entered a model of a Pennsylvania station that nearly filled the contest room all by itself. Later, John Staton joined NASG at the convention in order to enter his model of a log shipper and saw mill, another quite large model, this one a diorama. Both Barry and John did quite well as you will note below.

We may need to re-think some of our categories. John Oross brought a very nicely done 18-wheeler depicting a Reading tractor and Lehigh Valley Models trailer. He had modified an original Aurora kit to produce the model. There was no question that it was a railroad model. Neither was there doubt that John qualified as an Amateur. The model for sure belonged in the Kit and Converted classification. But, if it were not a railcar, where

did it belong? It had to go somewhere and we finally put it in Freight and MoW. It won a second place, too.

Furthermore, the meaning of Kit and Converted continues to stretch. When it was first created, it was intended to include models built from kits or converted from American Flyer or other tinplate equipment. The advent of brass imports and scale diecast plastic equipment has changed the meaning significantly. As an example, last year Bill Lane entered a converted plastic Geep; this year he entered a converted brass Conrail SD40-2. Both times he won awards, incidentally.

By all odds, the most unusual happening occurred when two unrelated people entered, without prior arrangement, models of the same two cars, both based on the same kits and materials that are at least fifteen years old. It was a

truly rare occurrence. Both Al Clapp and Oliver Clubine built a tank car using an AF body with scratchbuilt frame; both entered a Kinsman automobile box car. Al's J&L tank got a first place in Craftsman Scratchbuilt Freight and MoW Cars and his ATSF autobox took a first place in Craftsman Kit and Converted Freight and MoW Cars. Oliver's similar cars (the tank was UTLX) won the same first places in the Amateur class. Al's cars are shown in the following article but, unfortunately, our photographer got confused as to which was which and photographed Al's cars twice thinking that one set was Oliver's cars. We will try to get photos of Oliver's cars and present them in a future issue.

A number of fine photographs were also entered and we will endeavor to present them in a later issue.

BEST IN SHOW

Randy Sappo - Moon Run Station

MASTER CRAFTSMAN

Steam Locomotives

1st Not Awarded

2nd Tom Spaulding - CNR S-3a 2-8-2 #3711

3rd Paul Raham - CP N2a 2-8-0

Diesel & Electric Locomotives

1st Bill Geracci - Reading FP-7 #900

2nd James Soberman - Industrial Switcher

Passenger Cars

1st Not Awarded

2nd Billy Wade Jr. - UP Streamlined Baggage Car

3rd James Soberman - Brill Model 55 Gas-Electric, circa 1916

Freight & MoW

1st Stan Stokrocki - Trailer Train Front Runners with Trailers

2nd Tom Spaulding - CNR MoW Kitchen Car

3rd James Soberman - Rail & Tie MoW Flat Car

Structures

1st Randy Sappo - Moon Run Station

2nd Randy Sappo - West View Water Storage Tank

3rd James Soberman - LIRR Shelter

Dioramas

1st Paul Raham & Tom Spaulding - Napanee, Tamworth & Marlbank RR

CRAFTSMAN

Scratchbuilt

Freight & MoW

1st Alvin Clapp - J&L Tank Car

Structures

1st Gaylord Gill - Industrial Water Tower

2nd Barry Mertz - Pennsylvania Union Station

3rd Douglas Miller - Grain Elevator

Dioramas

1st Tom Staton - Log Chipper Mill & Sawmill

CRAFTSMAN

Kit & Converted Diesel & Electric Locomotives

1st Dan Kirlin - CNR GP-9 #4206

2nd Dan Kirlin - CNR F3 A & B

Freight & MoW

1st Alvin Clapp - AT&SF Automobile Box Car

2nd George Ricketts - Conemaugh & Black Lick Flat Car

3rd Ralph Hodson - Reading Caboose

Structures

1st Bill Fraley - Signal & Interlocking Tower

AMATEUR

Scratchbuilt

Freight & MoW

1st Oliver Clubine - UTLX Tank Car

2nd Thomas Nimelli - Canadian Wheat Board

Covered Hopper

3rd Thomas Nimelli - Golden Loaf Covered Hopper

Kit & Converted

Diesel & Electric Locomotives

1st Bill Lane, Jr. - Conrail SD-40-2

Freight & MoW

1st Oliver Clubine - AT&SF Automobile Box Car

2nd John Oross - Reading Tractor & LVM Trailer

3rd Joel Lebovitz - AT&SF Bay Window Caboose

Hi-Rail

Freight & MoW

1st Mark Stevens - NYNH&H Wood Gondola

PHOTOS

Color

1st Thomas Nimelli - D&RGW Boxcar

2nd Denis Fortier - Spring Thaw

Black & White

1st Denis Fortier - Happy S Railroading

2nd Denis Fortier - DF Rail Roar

MODULES

1st Dave Bailey - Hump Yard

Thanks are in order to Jim Whipple, Jim Heidt and Dana Stark for undertaking the difficult task of judging. These people worked hard for over six hours to judge the 41 entries in the contest. They were assisted in the judging by Bill Geracci. Bill, who also assisted in the administration of the contest, will be responsible for conducting the contest at next year's convention.

We also thank Tom Canne, Paul Dierdorf, Ted Larson, Bill Miner, Charles Rothberg and John Steele for the hours that they worked to keep the contest room open. The fact that for almost the entire convention, models could be brought to the contest room for entry in the contest and that the room was open for viewing the models means a lot.

Without the selfless effort of people like this, there could be no contests. These thanks are well deserved.

FALL S FEST

RAMADA INN — AIRPORT

6401 South 13th Street • Milwaukee, Wisconsin

November 22, 23 and 24, 1991

"The largest S gauge gathering"

SCALE — AMERICAN FLYER — HI-RAIL

- 8,000 square feet
- Trading pits
- Banquet
- Clinics

- Movies
- Manufacturers
- Modular S layout
- Fellowship

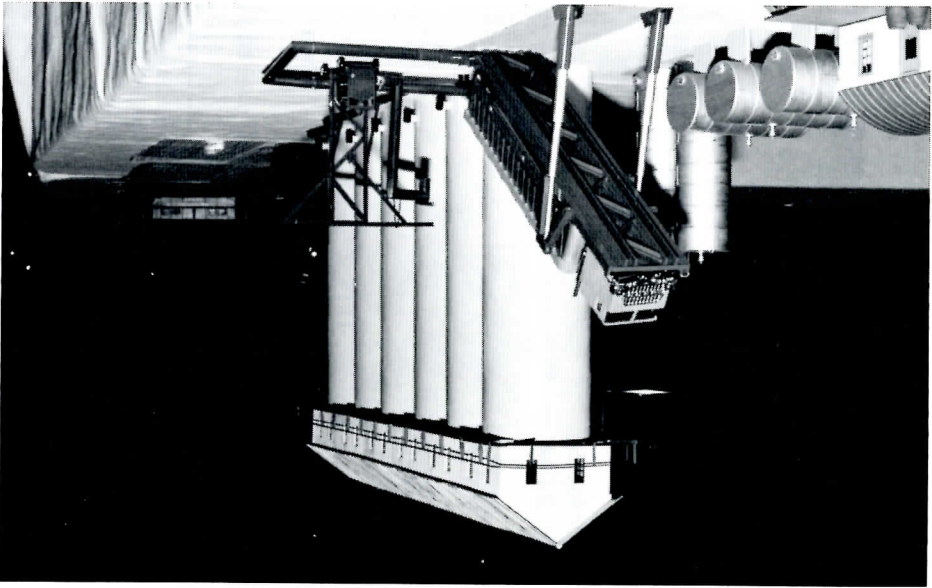
- Model contest
- 140 swap tables
- S layout tours
- Meet car —
Heavyweight observation

TRAIN LOADS OF FUN AND SURPRISES!

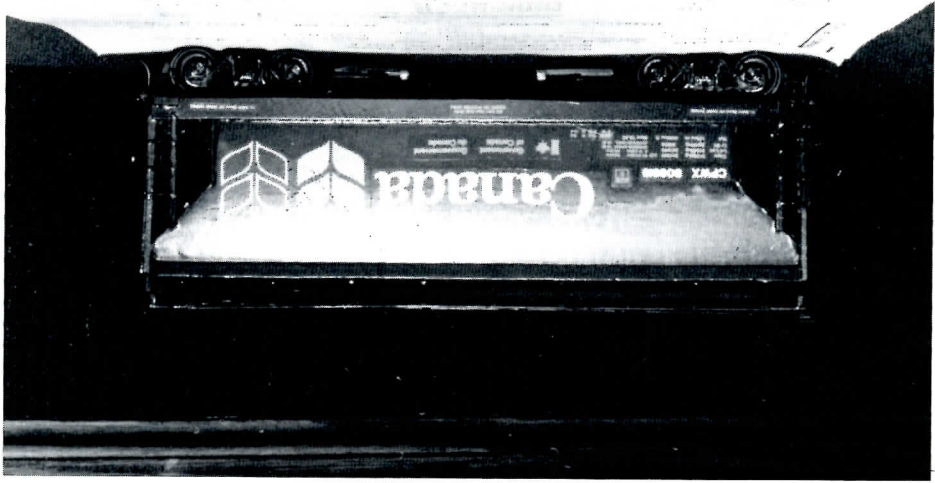
For more information and S-Fest mailing list:

John J. Wickland
2331 S. 58th Street
West Allis, WI 53219
(414) 546-4689

Friday	6:00 P.M. - Midnight
Saturday	8:00 A.M. - 6:00 P.M.
7:00 P.M.	Banquet
Sunday	Layout Tours
Registration	\$7.00



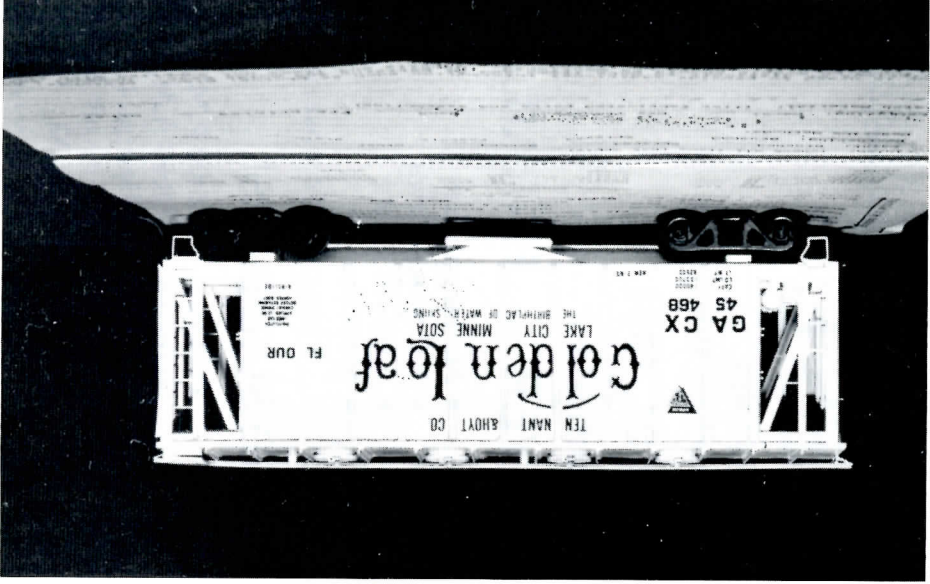
Only the grain elevator in this interesting scene was entered in the model contest. Doug Miller was awarded third place in Craftsman Scratchbuilt Structures.



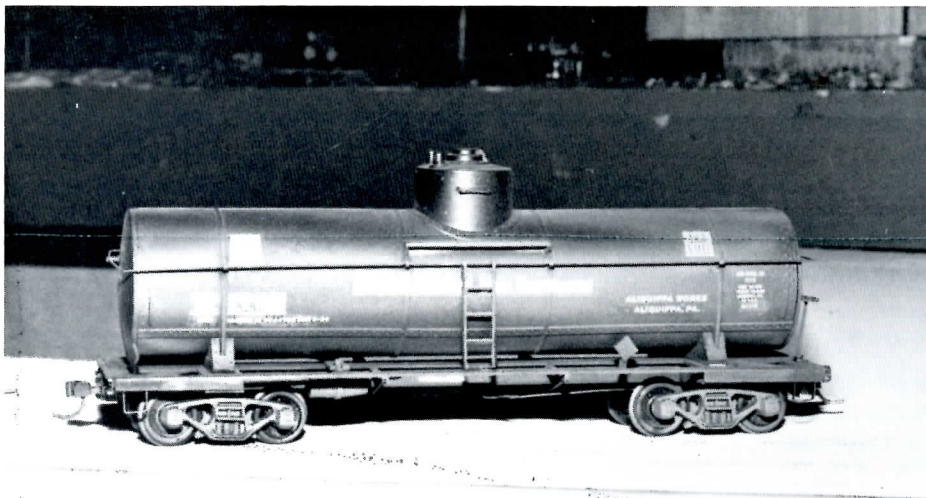
Tom Nimelli built this attractive Canadian Wheat Board covered hopper to run at public shows. It was awarded second place as an Amateur Scratchbuilt Freight & Mow Car. The body and frame are entirely of wood.



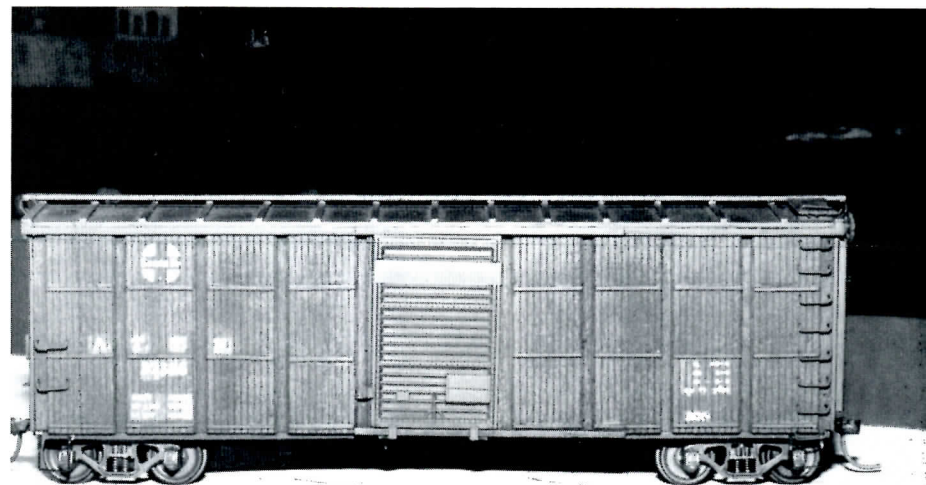
Tom Staton used natural wood for logs with handcast tree stumps and rock formations in building this log shipper and sawmill. It was awarded first place as a Craftsman Scratchbuilt Diorama.



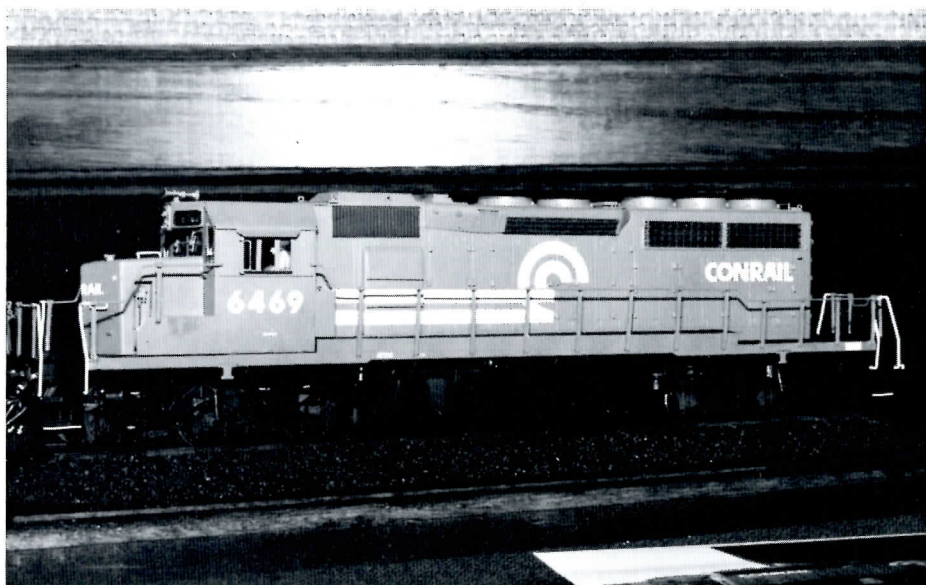
Tom Nimelli also entered this paper/cardstock Golden Leaf covered hopper in the Amateur Scratchbuilt Freight & Mow Car event. It won a third place.



Shown here is Al Clapp's J&L tank (L), first place in Craftsman Scratchbuilt Freight & MoW Cars and his AT&SF autobox (R), first place in Craftsman Kit & Converted Freight & MoW Cars.



Oliver Clubine's similar cars (the tank was UTLX), though not shown, won the same first places in the Amateur class.



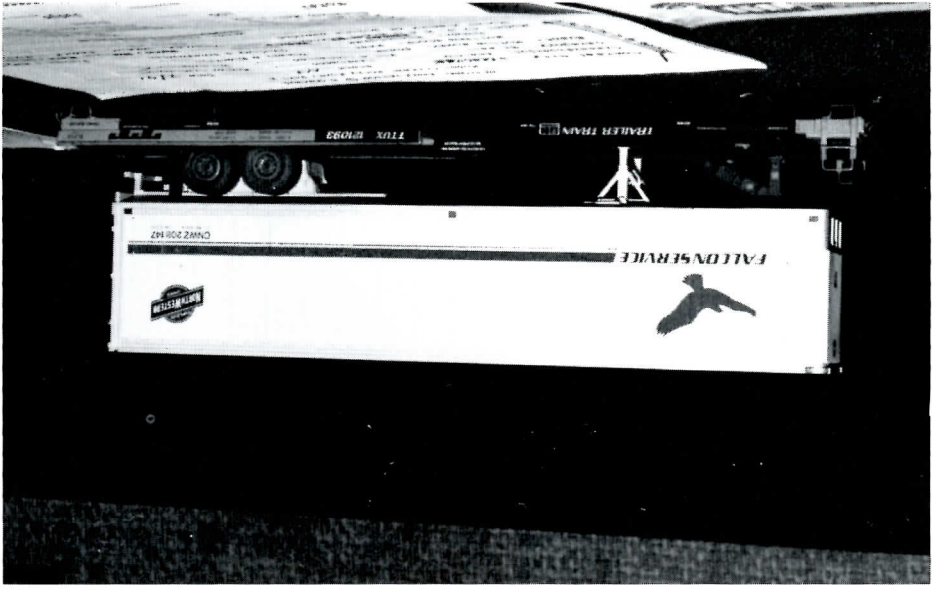
Bill Lane's brass Conrail SD-40-2 won first place in the Amateur Kit and Converted Diesel & Electric Locomotive event.



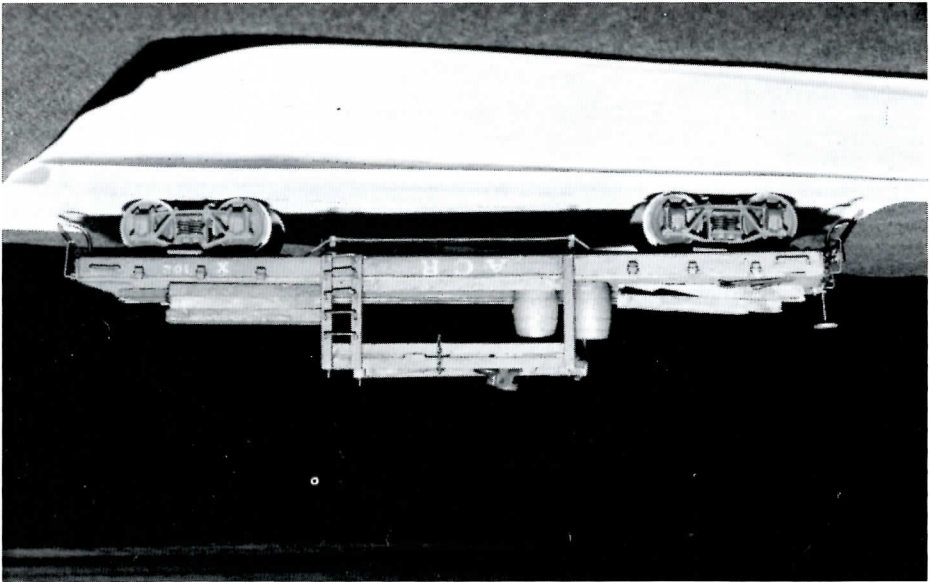
This well built and really nice looking Candian National MoW kitchen car, by Tom Spaulding, took second place in the Freight & MoW car event.



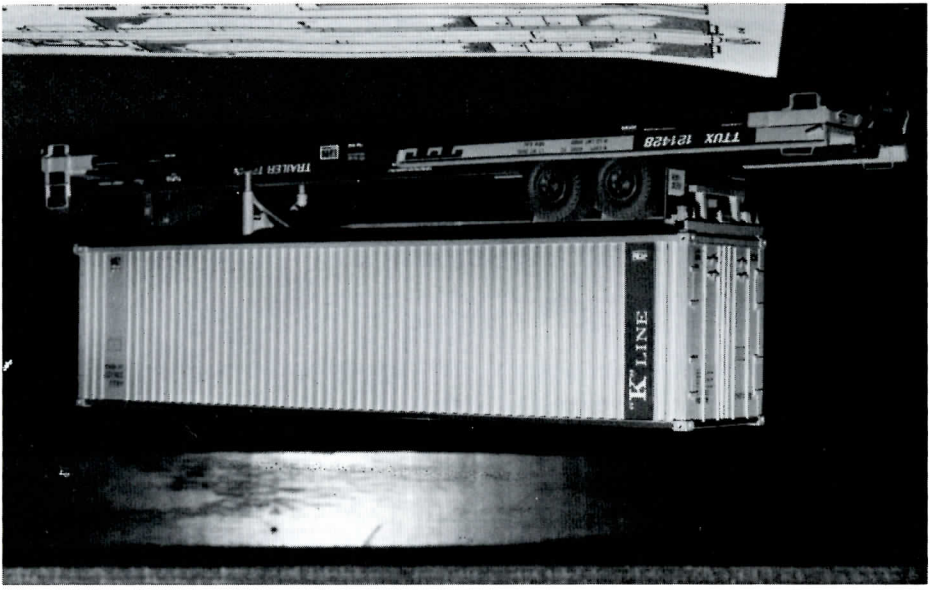
The West View Water Storage Tank won second place in Master Craftsman Structure. Randy Sappo modified a three pound coffee can with a paper wrapper having 2,200 individually embossed rivets.



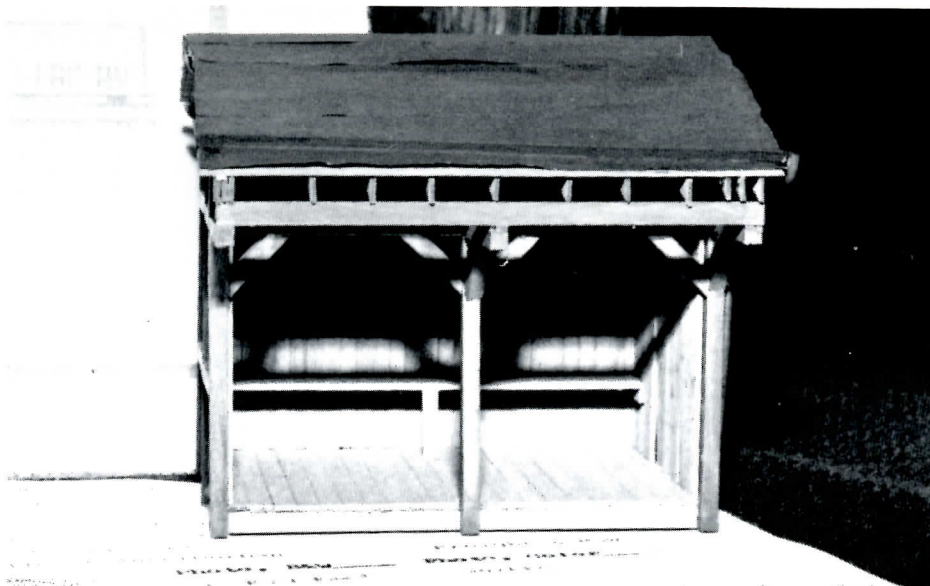
This time around Stan Stokrocki favored us with these magnificent Front Runners with Trailers. The models have fabricated trailer hitches, complete brake systems and steerable, equalizing wheelsets.



This scratchbuilt Rail & Tie MoW flat car, by James Soberman, contains virtually a catalog's variety of added details. It earned a third place award in the Master Craftsman Freight & MoW category.



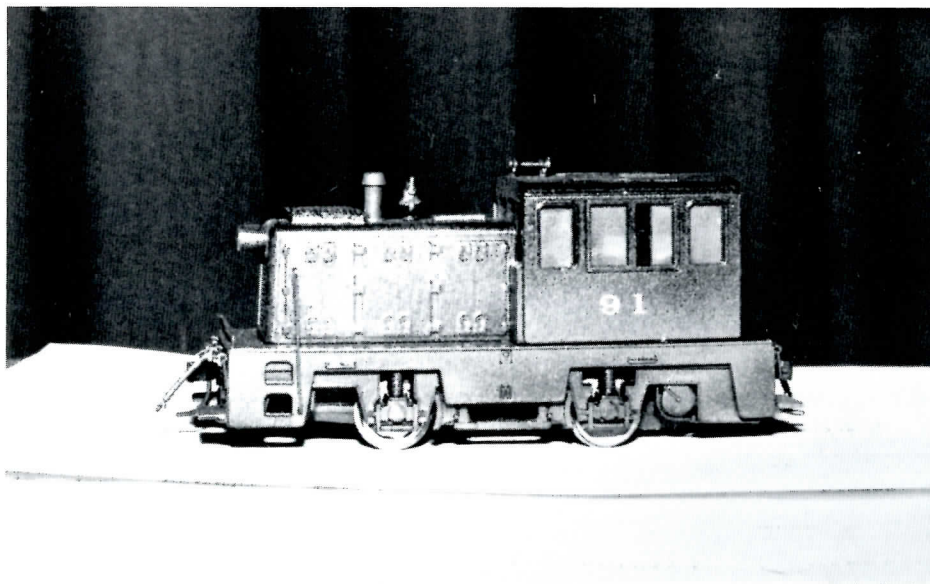
The models, entered as a set, won first place in the Master Craftsman Freight and MoW category.



James Soberman built this Long Island RR Shelter board by board, with simulated nail holes in the decking. This little gem won third place in the Master Craftsman Structures event.



Bill Geracci added to, and altered an American Models FP-7 to turn it into Reading #900. It won first place in the Master Craftsman Diesel & Electric Locomotive category. It has new rear end, flush front door and a reshaped pilot.

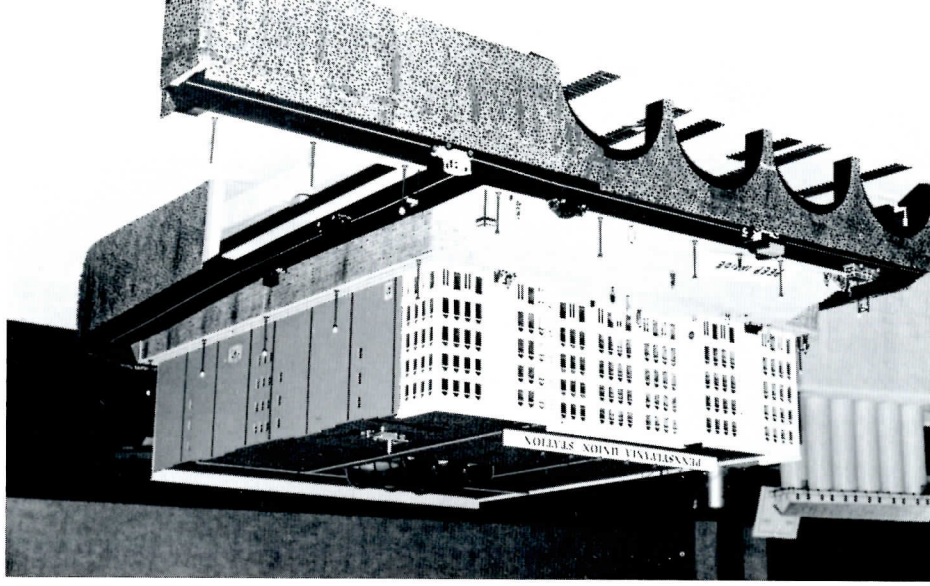
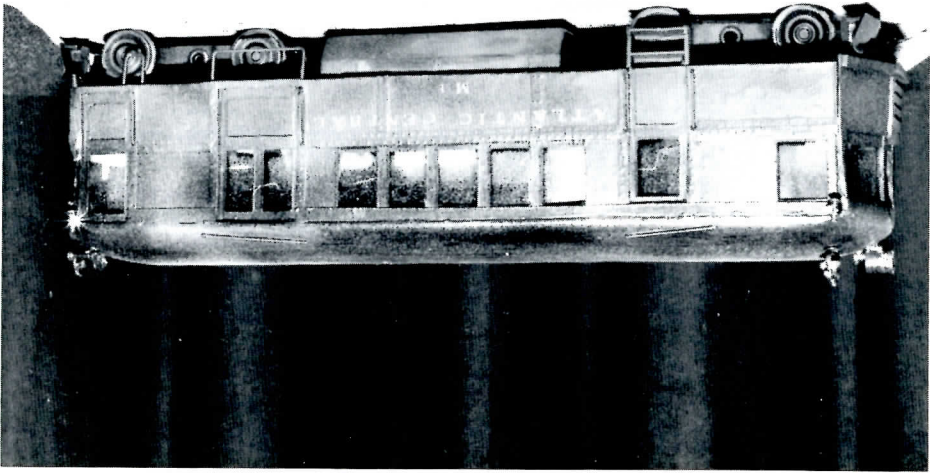


James Soberman built this small industrial switcher from an HO Rivarossi diesel. He picked up a second place in the Master Craftsman Diesel & Electric Locomotive event.

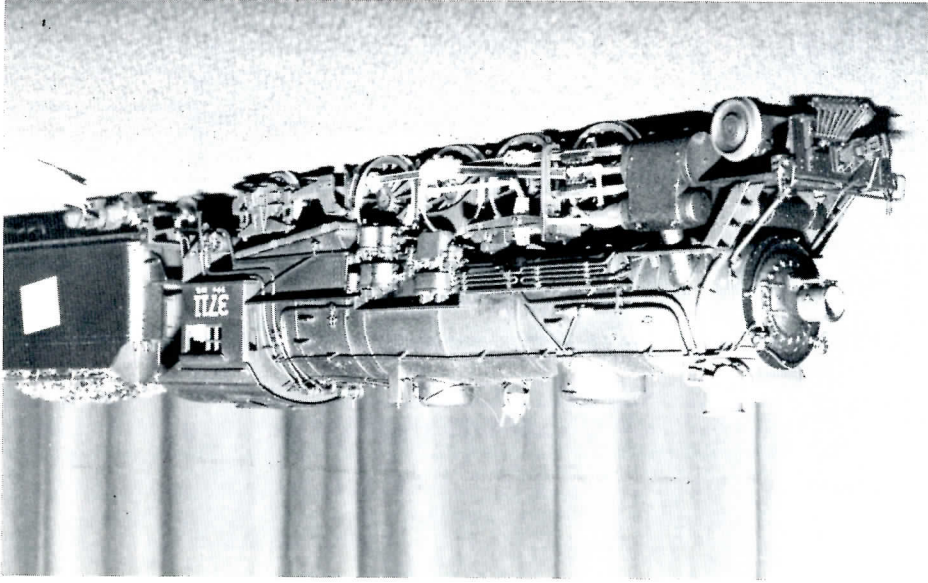


Paul Raham created this fine looking CP N2a 2-8-0 from an Omnicon brass import with a multitude of added details. The model captured a third place in the Master Craftsman Steam Locomotive event.

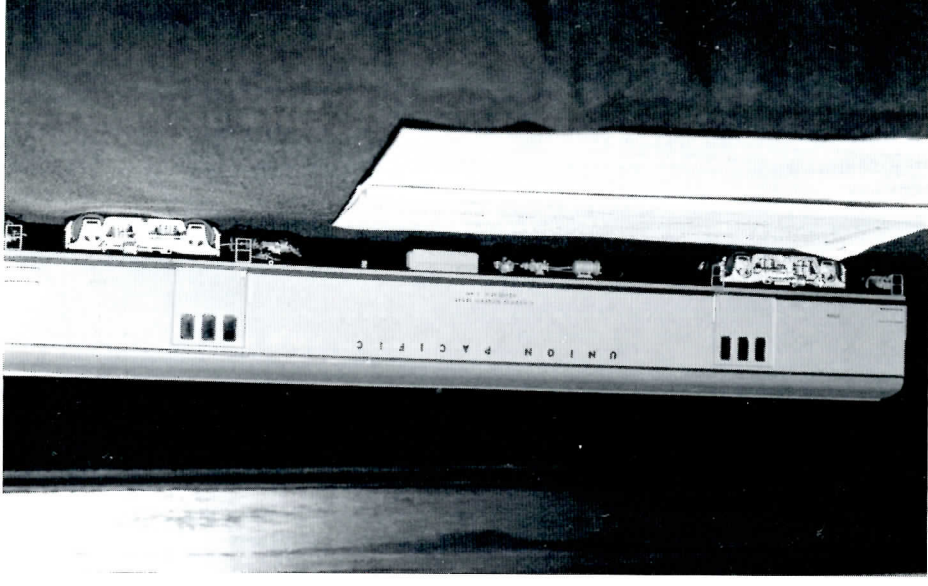
James Soberman entered this model of a circa 1916, Brill Model 55 Gas-Electric. It features laminated cardstock body, wood roof and an Athearn drive. It took third place as a Master Craftsman Passenger Car.



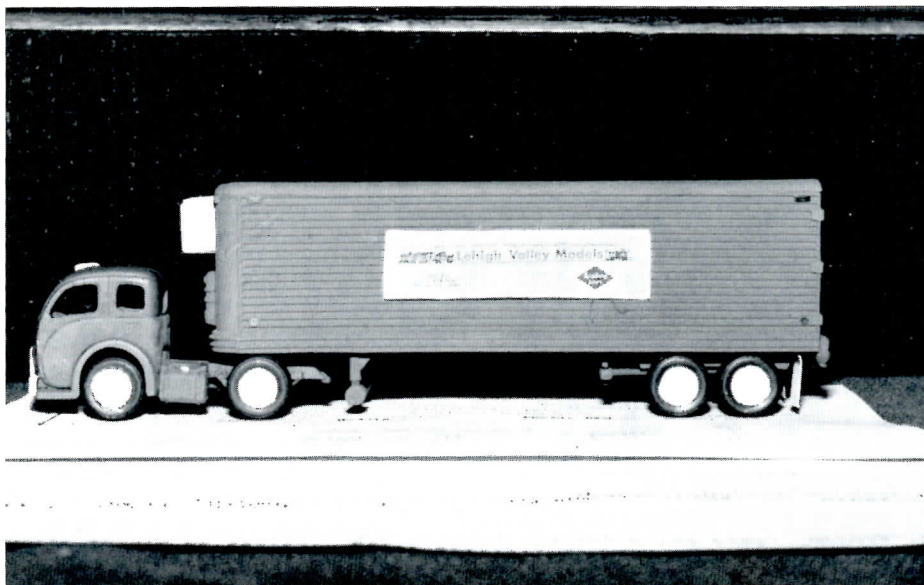
By far, the biggest attention getter in the contest was Pennsylvania Union Station. This immense structure, entered by Barry Mertz, garnered a second place in Craftsman Scratchbuilt Structures.



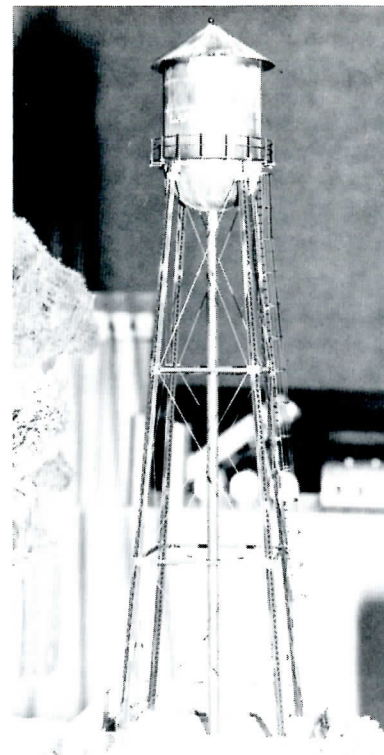
Tom Spaulding created this CNR S-3a 2-8-2, #3711 by modifying a brass import. Among other things, he raised sections of the running boards to permit addition of various pumps on both sides. It received second place as a Master Craftsman Steam Locomotive.



Billy Wade Jr. made this UP Streamlined Baggage Car by splicing two American Models bodies. With full brake detail, an A/C unit and folded paper and styrene diaphragms, the model won second place in the Master Craftsman Passenger Car classification.



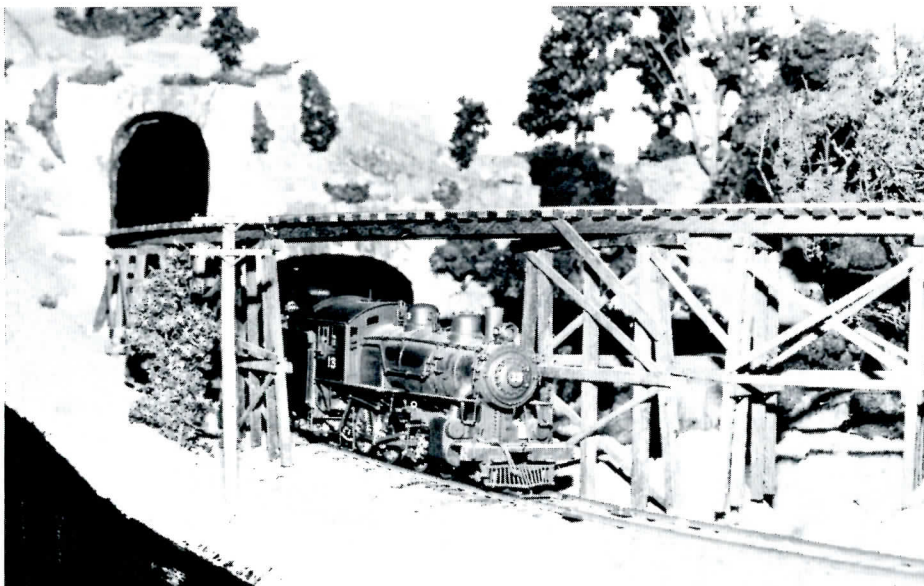
John Oross entered this Reading Tractor and Lehigh Valley Models Trailer which he built from the original Aurora kit. This nicely done model won a second place in the Amateur, Kit & Converted Freight and MoW division.



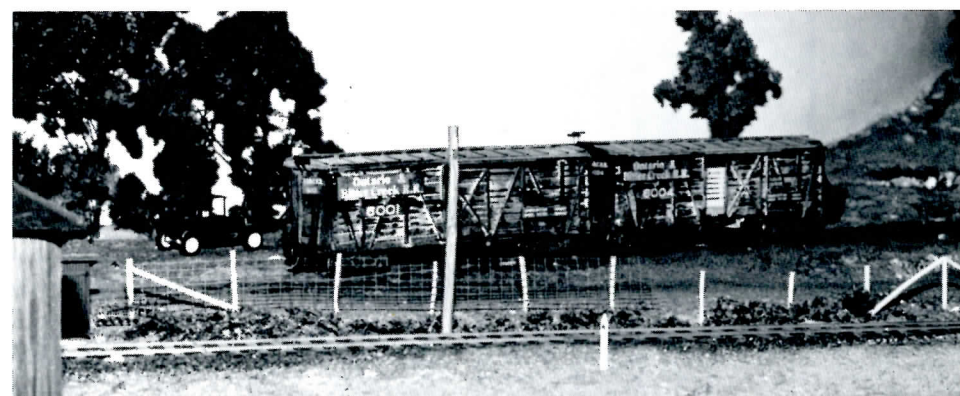
Gaylord Gill won First place in Craftsman Scratchbuilt Structures for this highly detailed water tank.



Number 13 pulls into a neat-as-a-pin station on the Napanee, Tamworth and Marlbank.



Entered as a Diorama in the Master Craftsman classification, the Napanee, Tamworth and Marlbank Railway, a portable layout with scratchbuilt structures, was on constant display in the convention center.



A bucolic scene on the Napanee, Tamworth and Marlbank Railway. The cars have been cleaned and await loading.

BRANCH LINE NEWS

(EDITOR'S NOTE: We have a number of interesting photographs to accompany the activities described herein but not enough space to include them this time. To keep the news from being too stale we present the text now with some photos to follow.)

THE SPRING S SPREE

The annual Spring S Spree was held this year in Cleveland's Airport Quality Inn on May 3-5. The event kicked off Friday at 2:00 pm.

This year it drew an outstanding array of major S gauge manufacturers and A/F dealers from as far away as Milwaukee, Florida and New Jersey. Manufacturers present included Don Thompson of S Helper Service; Walt Danylak of G&W Models; Jim Kindraka and Dan Navarre of River Raisin Models; Ron and Karen Bashista of American Models; Billy Wade of Southwind Models; Dave Netherton of Omnicon Scale Models; Jack Sudimak of Rex S Gauge; and Larry Hilley representing the Gang of 100.

The tables were covered with very impressive displays of A/F, hirail and scale equipment for sale and display, although the turnout of buyers was lighter than expected. Those who were there found some great bargains and had a great opportunity to bend all the manufacturers' ears as well.

The CVSG layout operated constantly during the show, exhibiting the same great dependability it showed last summer in Pittsburgh. All sorts of S gauge rolling stock was displayed and run on the layout. It also featured some impressive

running by the Gang of 100's Pennsy 2-10-0 pilot model. Also, a reworked Omnicon M1a ran like a Swiss watch. Later, a three-unit lash up of River Raisin Model's E8a units, ran for several hours more straight out of the box. The CVSG treated those present to a great fare of clinics including a unique demonstration by Bob Frazier on building structures from photocopier enlargements. There was also time set aside for a manufacturers' forum. Each manufacturer got a chance to explain a little bit about what they do, how they do it, what their future plans might be and then to answer any questions from those gathered. Walt Danylak, representing the Central New York S Gaugers, and John Wickland, representing the Badgerland S Gaugers, were also on hand at their respective tables to promote and answer questions about the NASG Annual Convention in Syracuse, NY, and this year's Fall S Fest in Milwaukee, WI.

The buying/selling/trading/display portion of the show closed at 2:00pm on Saturday afternoon. Everyone who wanted to then carpoled on a tour of three S scale layouts in the Medina, Ohio area. The weather was great, the maps were excellent and the conversation was all trains!

First on our list was Jack Sudimak's brand new layout. The layout has open grid construction and will feature mountain scenery when complete. It will eventually have three levels of interconnected loops. Jack also showed us some of the dies and molds used to make Rex S Gauge products and a collection of models from recent brass back to the early cars and locomotives assembled by his father.

Next on the map was Alvin Clapp's operation, a large, more mature layout with most of the scenery complete. Al's operational design is a couple of long dog-bone loops where trains can disappear at the layout's far end before trundling back to the main yard. Rolling stock ranges from nicely done Northeastern and Permabilt kits, to American Models' Geeps and other interesting mixtures of old and new S products, like a Nord 2-8-0 double heading with an Overland USRA light 2-8-2.

The final stop was Bob Yankhe's basement N&W layout, an operation made more impressive by the fact that Bob tore out an existing HO layout to build the S scale one. The layout (about 25% scenicked) runs along the perimeter of the basement wall with an interior loop and a "Y" interchange to keep trains moving. The N&W prototype gives Bob plenty of opportunity to feature his group of Overland 2-6-6-4 A's on long coal trains! Following the tours, the CVSG organizers were treated to a great barbecue and picnic in Bob's back yard. Later in the evening we all headed back to the hotel to pack up and attend a spirited auction.

Sunday morning, those who stayed were treated to breakfast at Josh and Barb Seltzer's home and a tour of the impressive layout taking shape in every usable square foot of the basement. Josh has an expansive scale layout featuring NYC and NKP prototypes, lots of passenger train operation and some big bridges--all characteristics of his home town, Cleveland. Another intriguing feature was a TV camera and monitor installed to keep track of occupancy on several return loop holding tracks. These tracks will

be completely hidden when the scenery is done, hence the camera. Those present also got a chance to view some interesting videos (the B&O grade crossing accident got a lot of instant replay!) and a scale collection that appeared to include every locomotive ever built!

All too soon, it was time to begin the trip home. The Cleveland Spring S Spree has become an annual event and could evolve into a great regional S gauge gathering that draws manufacturers from the East and South as well as the Midwest. This year's interesting format was especially enjoyable for manufacturers, who generally must watch their displays and seldom get the opportunity to attend extensive layout tours or relax and socialize. It is unfortunate that the CVSG's well organized and run event this year was not better attended. Those who did attend had a great time at a great show and, I'm sure, really appreciate all CVSG's efforts. Hopefully more shows of this caliber will follow in the future....Jim Kindraka

BADGERLAND S GAUGERS...Fall S Fest Progress Report. The 16th Annual Fall S Fest is scheduled for the weekend before Thanksgiving, Nov. 22, 23, 24 at the Ramada Inn Airport, a larger location than previously. The Ramada Inn-Airport is on the far south side of Milwaukee and near General Mitchell International Airport. BSGer's bill the Fall S Fest as the largest S gauge gathering. It is for all stripes of S gaugers and you are all invited. They have an area 75' long for a modular railroad and invite all S gaugers with modules built to S-Mod standards to consider bringing them along. Contact David R. Koehler, 303 S. Maple St., Oconomowoc, Wisconsin, 53066

as Modular Layout Coordinator. Or call him at 414-567-2197. If you want to be informed of progress on the Fall S Fest send your name and address to John Wickland, 2331 S. 58th Street, West Allis, Wisconsin, 53219. Telephone 414-546-4689. To reserve a room at Ramada Inn-Airport call 414-764-5300. Room rates for the Fall S Fest are \$50 per night. Mention that you will be attending the Fall S Fest...RWJ

CENTRAL NEW YORK S GAUGERS...Will host its 13th Annual Great Halloween Train Show on Sunday, October 27, 1991. The show will take place in the American Legion Hall, East Taft Road, North Syracuse (1/2 mile east of I-81, Exit 28.) This show features an operating layout and is for all gauges, LGB through N. Adult admission is \$2.00; children under 12, \$1.00; family maximum of \$5.00. Refreshments are available and parking is free. For more information call (315) 492-0704 or 479- 5879. Tables for selling your wares are also available, \$12.00 for an 8' table. No refunds on tables...RWJ

INLAND EMPIRE S GAUGERS ASSOCIATION...the group had its S layout in operation at the Railfest Northwest 1991 in Spokane on August 8 through 11. Those were the dates on which the Pacific Northwest Region of the NMRA held its annual convention. More than 280 modelers from Alberta, British Columbia, Oregon, Idaho, Washington and Western Montana gathered at Spokane Community College for the Railfest. A full program was presented. Robert Downing, former president of Burlington Northern, was the guest speaker. A large room was provided for modular and portable layouts; everything from N to Number One gauge was present. It was in this room

that the IESGAPN S layout ran. Regrettably, no S scale models were entered in the contest. However, Cliff Baxter had one of Jess Bennett's 'Big Boys' on display. Doug Sassman also displayed his scratch built model of Sprague Washington station and Ernie Horr displayed his scratch built coaling tower. The modular layout got good public notice. Cliff Baxter was interviewed on live TV for the local evening news. The layout was also prominently featured in a large photo published in the Sunday paper. Ernie Horr had his home layout, the Tinplate Road, open for the layout tours on Friday night and Saturday afternoon. It was a self-guided tour since Ernie had to be on duty at the convention most of that time. Nevertheless, it hosted a goodly amount of people and we hope our efforts gave a better overall view of the 'S'uper gauge...Ernie Horr



Thanks to Randy Sappo for the neat illustration.

AMERICAN FLYER fans like the new S gauge magazine since it contains articles designed to improve all 3/16" layouts - both AF and scale. Product reviews abound for structures, vehicles, figures and scenery materials which are useable on AF layouts. Lots of color pictures, too! Send for free color pamphlet.

One year subscription
(5 issues): \$27.50

1446 Fremont Avenue
Los Altos, California 94024
(415) 961-0772

Trade News & Views

~ BY DON THOMPSON ~

I can honestly say that I have never seen as many new S products at one time as I did at the convention in Syracuse this summer.

AMERICAN MODELS (10088 Colonial Industrial Drive, S. Lyons, MI 48178) is awaiting the test shots of the GP-35. This is the first project in which 80% of the new tooling will be done by an outside tool shop. This allows Ron Bashista to spend more time on the business end of American Models.

CENTRAL HOBBY SUPPLY (716 W. Manlius St., East Syracuse, NY 13507) surprised a lot of us by showing up at the NASG convention with three new kits under the West Shore Line logo: a NYC class LO 70 ton covered hopper from 1946, a PRR GR class gondola, and a PRR FM class 46' flat car. They sold out of the covered hoppers at the show, but they should be available now. More kits will be coming out once these are sold out. Direct sales only. To order, specify Pennsylvania GR gondola, WSL9106, (\$26.95); New York Central LO covered hopper, WSL9107, (\$32.95); Pennsylvania FM flat car, WSL9108 (\$24.95). US orders less than \$50 should add \$4.50 shipping; Canadian orders less than \$100 should add \$8.50 for shipping.

LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) Frank Titman had 8 different lettered tank cars for sale at the convention. These 8,000 gal. tank cars are offered with single (\$35), double (\$36) or triple domes (\$37). The road names are Texaco, UTLX, Imperial Oil, Dominion Sugar, Cities Service, Mobilgas or Sinclair. Frank will also be offering his covered hopper in three new variations. These will have body changes as well as new roadnames. The new hopper cars will be CNJ, N&W and D&H. The price will still be \$30.

OMNICON (50 Lively Blvd., Elk Grove Village, IL 60007). The PRR Decapods have all been delivered. A few are still available so contact Dave for the current price. Painted versions are \$60 extra. We saw the hi-rail version and a few of these are left. The Gang of 100 is now working on the Mohawk project. I have not heard any more on the GG-1 project other than they have someone willing to make the drive.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48033) has announced that the FT's, A-B units sold in sets only, (like the

prototype) are a go. They expect them early in November, 1991. All three versions are still available at the pre-production price of \$599 per A-B set or \$1149 for an A-B-B-A set. However, the ATSF and the non-dynamic brake version are nearly sold out. Fewer than 20 sets of each version will be built. A new wrinkle has been added. By special arrangement with Ajin Precision a very limited number of F3/F7 B units will be built at the same time. These will feature the newly developed drive that has proven so smooth and quiet in the pilot model FTs. The new F3/F7 B units will retail at \$339. The redrive kits for the older F3s and F7s are still available for \$99.95 each. If ordered in conjunction with an FT set the price is reduced to \$79.95. River Raisin still has a supply of the original Overland F7 A units. These will retail at \$329 with the new drive kits installed. Special discounts are being offered on F7 A-B sets (\$629) and on F7 A-B-A sets (\$889). FT deposits are \$200 per A-B set. Re-drive kit deposits are \$20. The new F3/F7 B units and the upgraded F7 A units require a deposit of \$100 each when ordered individually, or \$200 for an A-B set, or \$300 for an A-B-A set. If you want, you can get them painted with gray primer, but only the pre-production reservations. The Poage water columns with the Universal or Fenner telescopic spouts should be in stock by the time you read this. The price is \$69.95 each with a 10% discount if you purchase more than two. These were seen all over the railroads when steam was king. Reservations are now being accepted on a self-propelled Burro crane. A \$75 deposit will save one of these little gems for your pike. The cost will be under \$300 painted. They are hoping to offer these in yellow, orange or gray.

PACIFIC RAIL SHOPS (3205 Helms Rd., Grants Pass, OR 97527) has received the Conrail 50' single door boxcar. The price is \$25 per car (don't forget your NASG 10% discount coupons). Please add \$2 per order for shipping. The ACF center flow grain cars are on your dealers shelves now. These will come with Ace rollerbearing trucks until they can get the tooling for their own version made at Intermountain. The last I heard was that the roller bearings would actually spin. The double door cars are now available as undecs, the painted versions should follow later this Fall.

S DESIGNS (37 Snow Dr., Mahwah, N.J. 07430) series B4, is now a go and we should see these

shortly. The roadnames will be NYC (50'), BM (50'), SP overnights (40'), EL (40') and M&StL (40'). Some of these cars may still be available. Series B5 will have two cars, a CBQ 50' single door and a CBQ 50' double door boxcar, both Chinese Red. 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 also has available the NYC 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 with either hi-rail or scale couplers and trucks. Don is still working on the artwork for the NYC passenger car decals. These will be made in Aluminum (white), yellow (gold) and black. These sets may include the stripes and several popular car names. He has sold out of Deep Rock, Texaco, Cities Service and Mobile Gas decals but will be re-running them. He also has re-run the 50' Reading green cars and decals. These decals can also be used on the 40' cars.

S HELPER SERVICE (2 Roberts Rd., New Brunswick N.J. 08901) has sent all of the RS-3's that had been ordered. Due to unexpected complexities in making the paint masks, the price of all units made exclusively for S Helper Service has been increased by \$16. This includes the B&M, CNJ, CNW, GM&O, MILW and Reading. See their ad in this issue for more details. They have received the test shots for the passenger cars. A few changes need to be made, but they are very nice. There seems to be some confusion about the trucks for these cars. Yes, the trucks are included. They are also, available separately. The four wheel truck is \$8.50/pair, the six wheel truck is \$9.50/pair. Both trucks come assembled. The decision about which roadnames will be produced should have been made on or about Sept. 15th. The PRR is out-selling any other single railroad two to one. You can order individual cars until November 30. As you can see from the order form that is enclosed in this issue, only 5 car (72'), 3 car (83') and 8 car sets of the painted cars will be available after November 30. This is necessary because of the large number of different painted cars being made. The undecs will continue to be available as individual cars. GP-35 sales have been better than expected. These will follow the passenger cars by a few weeks. Several people have expressed a concern about not being able to afford two projects so close together. Remember that it was not our decision to do this; we are helping AM out of a difficult situation. We will work with anyone that has a problem, especially if they may lose out on getting one of our exclusive offerings.

SOUTHWIND MODELS (P.O. Box 9293, Plant City, FL 33566) showed the pilot model for the B&O wagon

top caboose. Billy Wade was at Syracuse representing SouthWind and his own BILL'S TRAIN SHOP (P.O. Box 561, Seffner, FL 33584) selling parts, kits and brass. Jettie expects to have the Harriman pilot models by the time that you read this column. Also, SouthWind is planning a series of PRR passenger cars. Send for their latest newsletter. The FA/FB parts are now available. The complete set to detail either a set of 2 FA's or one each FA & FB is \$100. These include all the necessary detail castings plus the truck sideframes. PRR antennas for the FA's are available separately. Some of the FA parts are also available separately.

SCENERY UNLIMITED (7236 W. Madison St., Forest Park, IL 60130) showed its new passenger set. It is a really elegant Illinois Central set reminiscent of the Panama Limited and City of New Orleans. The trains of striking deep brown and vivid orange were among the handsomest to grace American rails. The five car set of American Models passenger cars includes a baggage, sleeper, dome, coach and observation. This is a very limited run. Cost is \$210.00 for the set, plus \$3.75 for shipping.

RAILMASTER EXPORTS (209 Royal Rd, Massey, Auckland 8, New Zealand) has some new releases, these include some new trucks: cab over engine, flatbed; cab over engine, tray; each is \$20.00; a series of 1922 Mack AC Bulldog trucks ranging in price from \$25.00 to 30.00. In addition, they have some new figure packs at \$4.95 each. The packs contain either 6 soldiers, or 6 gorgeous gals, or 6 ladies in skirts, or 6 businessmen or 8 children.

S SCALE AMERICA (PO Box 671, Kenmore, WA 98028-0671) displayed their GP7/9 B-unit conversion in the zebra-striped Santa Fe scheme at both Denver and Syracuse. Larry Jackman also had sample castings of RS-3 handrail stanchions for the RS-3's. Larry has just released some stunning news. The low nose GP-9 conversion is scheduled for a September 1st release. Price \$20.95. You may have independent news of that by the time you read this.

NOW HEAR THIS! Scheduled for December 1st release are Gunderson intermodal cars: the MAXI STACK 125 ton 5 unit, and the stand alone HUSKYSTACK. They expect to produce containers as well. Scheduled for January 1, 1992 release is Bethlehem Steel Freight Car Division's 5 unit hopper made for the Burlington Northern. AND COMING SOON! A General Electric Dash 8-40B locomotive! See S Scale America's ad in this issue. They are looking for input on possible new S products to be made with injection molded plastics. When you write be sure to enclose a Self Addressed Stamped Envelope for their reply.

DEAR @#\$%&*!

Editor:

At first I was not going to respond. I had said my piece and was going to keep quiet for a while. Then I read the piece from the Wisconsin teen-ager in MR that you referenced in regard to my previous letter. I think the "lesson in there somewhere" is that the lad has probably not had any exposure to S outside of his "antique" American Flyer. He probably has been exposed to all those great looking layouts of HO, N and G that are always in Model Railroader. After seeing them, unless there is someone to show him the possibilities in S, why bother with Flyer?

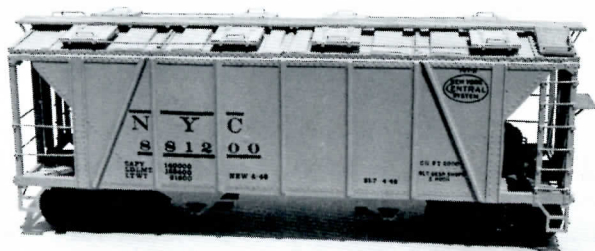
Even the smallest (hobby) store is likely to carry something of the other scales. A small store out my way carries HO, N, Z, O and G, but, I don't recall seeing any S, not even Flyer. So the real lesson may be: see no S, want no S. The lack of exposure at the local level is surely hurting the growth of S.

Mike Scivoletti

Editor:

The BIG question---how to enlarge the number of S scale modelers---needs more discussion. My hobby shop, Big Boys Toys, in Palmdale, California, has become one of the larger, if not the largest, scale S shops in Southern California. Unfortunately, this does not say very much. Currently, we are the only shop in all of the State to stock Amity Star, and one of only three to stock Pacific Rail Shops, Scenery Unlimited and other. Why is this? I believe that it is, in part, the result of a poor state of distribution of scale S products---they are mostly sold manufacturer direct. Now, I enjoy the letters and phone calls to and from them, but our "little" store stocks some 16,000 different items. Approximately 90% percent of them are obtained through a normal distribution system (3 or 4 major distributors). The other 10% requires almost 100 contacts! Therefore, one has to be really devoted to maintain any out of the ordinary inventory; most shops just don't have the time.

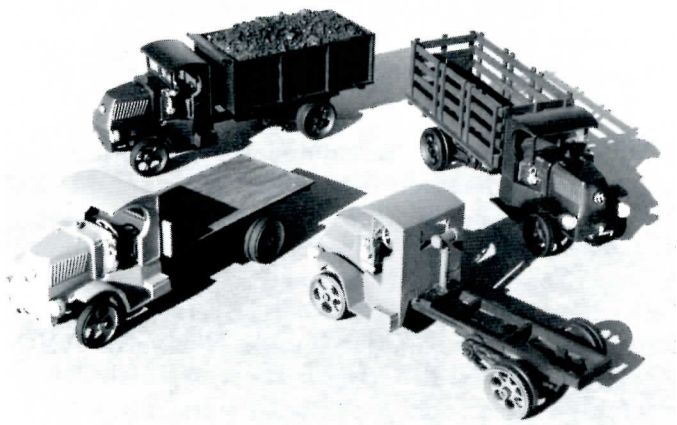
Use of a distribution system does several things: it provides a "sink" for a manufacturer to move his merchandise into more rapidly than individual sales, it also provides warehouse space reducing the demand on the maker to warehouse his product. (It also reduces shipping and handling costs since fewer packages are shipped to fewer points as compared to individual sales...Ed.) These factors can permit



Central Hobby Supply's West Shore NYC Covered Hopper Kit.



S Scale America's GP-9 B Unit Kit in early Santa Fe livery.



Railmaster Exports new line of 1/64th scale trucks.

increased production and lowered costper unit. (Which, under most circumstances, permits the manufacturer to provide a small price break to the distributor so that he can make a profit on his effort without raising the list price of the item on the retailer's shelf...Ed.)

I would make a recommendation here. Western Star Distributors has been doing a bang up job of handling uncommon products; John Verser of PRS has been especially good about calling us rather sitting on his hands waiting for us to call. Several others have also been excellent about providing information (Amity Star, River Raisin, SouthWind.) But what about the rest? If you aren't going to use the system, at least spread the word. Direct mail to advertising retailers (MR, ML, RMC) is probably the best way, include a sample if you can afford it.

Getting back to the matter of expanding the scale, we need exposure in hobby shops, magazines, personal railroads. We are after the "seasoned" modeler--beginners and S scale don't really mix. My experience has been that a distinct paling of customers occurs when train sets of more than \$100 are mentioned. Where we make points is with the modeler who is frustrated with the smaller scales running qualities and lack of modeling challenge. But, let's get more retailers to stock S so more modelers can see it!

Bill Peter recommends that we get more articles into the mainstream press. Not to slight the S magazines (I read them all) but our talents are not being displayed outside of our little bailiwick. Wouldn't the Milwaukee ribside car article and subsequent discussion have made a great RMC bit, especially with photos of the S scale car?

And speaking of said discussion, it was great! Obviously Kindraka and English have a wealth of information worth sharing and their back and forth format merits repeating on other topics.

Lastly, I like the "Meet an S Gauger" column. It most reflects the reason for the NASG--meeting folks with like interests.

I'm off my soapbox!

Have fun,
Bill Winans

Editor:

Enjoyed your article "Re-motoring The American Models Geep" in the May Dispatch. Good Stuff. I expect to follow suit. Your clear description and small hints will be very helpful to me in other

powering and/or re-powering projects as well. However, one problem, BO-LINK SERVO TAPE! Where do I get some?! You emphasize its superiority to other double sided tape but then forget to provide us a source. I am sure that I am not alone. I would appreciate an address. An SASE is enclosed. Thanks.

Yours for S,
Hank Roos

(You are absolutely right, Hank. You are not alone. I made an assumption that BO-LINK would be a recognized name. Obviously my assumption was unwarranted. My apologies to all. BO-LINK is a major supplier of products to the radio-controlled modeling industry. Their servo tape is used to fasten servo-mechanisms in place in RC cars, boats and planes. Your local hobby shop will probably have some in stock, provided it deals in radio controlled hobbies. BO-LINK is not the only supplier of this stuff and, though it is preferred in this area, the product of other RC suppliers will likely be satisfactory. I don't, however, recommend the two-sided tape commonly found in art or craftstores or hardware stores. It is definitely less tenacious than that used by the RC modelers...ED.)

Editor:

On behalf of the Northeastern Region of the NMRA, I would like to share with you and the members of the NASG how delighted we were to have your 1991 national convention within our area at Syracuse, New York in July.

The exceptional cooperation between our organizations on the local level helped make this event an outstanding success. The convention host group, Central New York S Gauge Association (CNYSGA), has several members active within the Central New York Division of the NMRA. Because of that relationship, several CNY Division members who are not S gaugers (HO, N and even TT represented!) were warmly welcomed and actively worked behind the scenes to provide clinics, judge contests, assist at registration and otherwise help out.

It was an excellent example of cooperation and promotion of the hobby across scales.

In observing the friendliness of the NASG attendees, I have to believe that everyone had a great time in Syracuse. Should the NASG decide to have a convention again within our Region's boundaries, please remember us!!

Sincerely,
James K. Heidt, President/Trustee
Northeastern Region, NMRA

Editor:

In the May (It should have been June...Ed.) 1991 issue of The Dispatch there was a good letter by Michael Scivoletti on starter sets and follow-up equipment which we need in S scale to start that one person who likes what he sees.

Next, I feel that the National Association of S Gaugers should do the following to help S scale grow:

1. Make a video of NASG. How it got started, show some highlights of what goes on at shows and conventions. And list equipment from manufacturers.

2. Make a second video on S scale/Flyer layouts around the country and show what can be done. And now the money to pay for all this could come from dues and maybe the manufacturers could help pay. I also feel that we could get this on one or two cable stations.

We have to get S scale out in the open and not stay in dark corners.

Yours in Railroading,

Charles E. Bettinger

Editor:

Discussion at the 1991 NASG annual meeting at Syracuse and the results of last year's post-Pittsburgh convention survey show that a majority of the Association's convention-going membership do not want to hold joint conventions with NMRA any more often than three or four year intervals. And due to the complexity of joint convention bookkeeping, the NASG officers and convention committees may find separate conventions easier to organize.

The Oregon-based group interested in producing the 1994 NASG convention wants to propose a third alternative to the choice between separate and joint gatherings; that is, coordinated conventions. The 1994 National Model Railroad Association convention is scheduled for Portland, OR, on August 14-20. Our proposal is to hold the NASG convention at the same hotel complex during August 11-14. The Pacific Northwest convention will be promoted as a family vacation opportunity. S gaugers who want to attend only NASG activities will be free to return home or move on to other sightseeing after three or four days in Portland. But modelers who enjoy the much greater scope of clinics, layout and prototype tours that the NMRA convention and overlapping MRIA trade show offer, are encouraged to stay on for part or all of the following week's activities.

The NASG convention's typical 200 registrants are sufficient to allow a few local tours, but the expected 1,500 registrants for the NMRA event provide an opportunity for a much greater range of sightseeing, including bus tours to Pacific beaches and Cascade mountain peaks. Portland is home to two operable 4-8-4 steam locomotives, SP 4449 and SP&S 700, and the size of the NMRA convention might make a fan trip possible, something that the NASG convention by itself could not do. This proposal for back-to-back conventions with NMRA has already been presented to selected NASG officials, but we would also like to hear from the general membership. Would you be likely to attend any convention on the Pacific Coast? Would you expect to bring family members with you? Do you care to do any sightseeing in connection with a model railroad convention? If you traveled to Portland by air or rail, would you automatically rent a car, or would you look forward to a broad range of bus tours?

Does the opportunity to attend all or part of both the NASG and NMRA conventions appeal to you? There would likely be no combined registration fee, and you would not pay for something you did not attend. Modelers would register for each convention separately, similar to what Ntrak has been doing for years.

NMRA members would be encouraged to arrive a day or two early to attend the S gauge train show. NASG and other S displayers would be able to participate in both train shows without making separate trips. Activities would be planned for Sunday afternoon and Monday morning to bridge any lull in scheduled events between the two conventions.

Your comments, questions and concerns are invited.

Sincerely,

Gilbert Hulin
3895 Colony Oaks Drive
Eugene, Oregon 97405

HELPER SERVICE

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



PORT
HURON &
NORTHERN

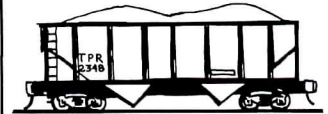
David O. Held
Operating Manager "S" & "Sn3"
Utica, Michigan (313) 739-2932

GREAT BASIN RAILWAYS
UNION PACIFIC
UTAH CENTRAL RY
UTAH & NORTHERN

SCALE 'S'
& Sn3

JOHN PRATT
2017A CASTLE PL SE
ALBUQUERQUE, NM 87118
(505) 268-9095

ERNIE HERR SPokane, WA



THE TINPLATE ROAD

Route of the ALLEGHENY LIMITED

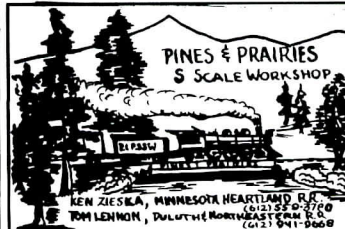
PENNEPACK VALLEY
AND WESTERN RAILROAD
MOUNTAIN DIVISION

John H. Bortz Sr., Pres.



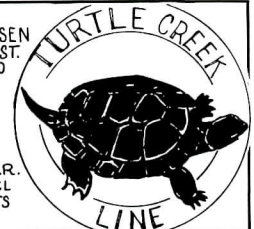
df rail
DENIS FORTIER

MEMBRE NASG MEMBER
971 Boulevard du Cap
Cap-a-l'Aigle, Qc. / Canada GOT 180



ROGER JENSEN
2766 N. 3RD ST.
MARTIN, OHIO
43445

ELECTRIC R.R.
PASSENGER LCL
CAR LOAD LOTS



GET IN THE



PAUL RILEY
711 LOWELL ST. PEABODY, MA.

JEFFERSON CENTRAL RR.



William J. Fraley, Jr.
150 W CARACAS AVE. 717-535-7336
HERSHEY, PA 17033

...Join the



INFORMATION NETWORK

DAVE SMITH
4307 ASPEN DRIVE
WEST DES MOINES, IA 50265
515-225-0326



LEONARD GIOVANNOLI, PRESIDENT



'S Scale'
ROGER NULTON
845 20th Street
San Diego, CA 92102
(619) 235-6398

MONON
Chicago, Indianapolis and Louisville
Railway Company

THE SHELEY ROAD
Independence, Missouri

JIM GRAHAM, PRESIDENT
"HAPPY SCALE RAILROADERS"

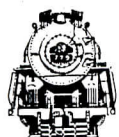
HEARTLAND S RAILS
DICK WHOLF

RED PASS & GORGE RAIL ROAD R.P.G.

R.B. "Bob" HADLOW
President and Only Bill Payer
S/Sn3

11 Edgeridge Way N.W.,
Calgary, Alta. T3A 4G8

NMRA/PNR LIFE
239-5817



S SCALE
LOCOMOTIVE
& SUPPLY



Joe Scales III Rte.1 Box 323a
Ridgeway, VA 24148

SANDY HOOK LINES



DAVID C. POOL
WILTON, CONN.

THE LIBERTY BELL ROUTE

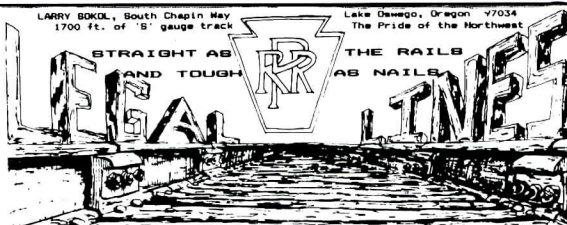
The BLUE STREAK

HOBOKEN-PITTSBURG-DETROIT
WESTBOUND: EASTBOUND:
Lv. Hoboken 1:00 PM Lv. Detroit 1:00 PM
Ar. Pittsburgh 11:55 PM Ar. Pittsburgh 9:05 PM
Ar. Detroit 6:24 AM Ar. Hoboken 8:12 AM

GREAT
LAKES &
ATLANTIC
RAILROAD



President: Don DeWitt
Vice President: Evon DeWitt



MODULAR

SERVES THE
SUBURBS OF GREATER
NYC & D.C.

LESTER CENTRAL R.R.
BILL KRAUSE, PRES.
110 LIMERICK ROAD
FAIRFIELD, CONN 06430



MINIATURE LOCOMOTIVE
& CAR SHOP

Builders of
Small Scale Steam Locomotives

Rt. 1, Box 284
Copperas Cove, Texas 76522

**IS
THIS
YOURS?**

**RESERVED
FOR
BADGERLAND
S GAUGERS**

S SCALE MODEL RAILROADING

CHARLES B. PORTER

4775 GIFFORD ROAD
OCONOMOWOC, WIS. 53066
1-414-567-7320

MIDWEST RROADIANA & SLIDES

DEPTFORD & WESTERN

Serving  to
Wildwood New Jersey Pittsburgh Penna.

"The Thunder Road Line"

Maximum Modular Railroading
with minimal scenery

BILL LANE JR.-PRES.
525 WARWICK RD.
DEPTFORD, N.J. 08096
(609) 848-2739

The Pennsy lives in South Jersey



**Layouts
Unlimited, Inc.**

CUSTOM MODEL TRAIN LAYOUTS

Marly Glass

3586 Chaploun • St. Louis, MO 63129
314-892-7252

**RESERVED
FOR THE
CALIFORNIA
CENTRAL**

The Newest "S" Scale Club
Est. July 27, 1989 @ 2:00

Promoting "S" Scale in the
South Jersey Area

SOUTH JERSEY



"S" SCALERS

All Aspects Of "S"
Are Represented
And New Members
Are Welcomed

Roy Hoffman - Secretary
5 Sussex Ave
Cherry Hill N.J. 08003
(609) 795-9467

**ATLANTIC
&
WESTERN
RR.**



SERVES THE NATION RIGHT

DAVID JASPER

Bloomington
Minnesota

Springfield's Full Service Hobby Shop

• Trains-Lionel, N. HO, S • R/C Cars, Planes, Boats
• O. Brass • Rockets
• Models

**THE
WHISTLE POST**

2347 West Monroe
Springfield, IL 62704
(217) 787-0031

BRIAN JACKSON

Mon. 10-6
Tue.-Fri. 10-8
Sat. 10-5
Sun. 12-4

**S Gauge in
Central Ohio**

Alan Evans

614-471-7277 or 471-7701

 **CBA** 
TRANSFER CO.
A STAR-CROSSED DIV.
FRANKLIN, N.J.

**Napanee, Tamworth
& Marlbank Rly.**
A portable display layout

Paul Raham Tom Spaulding
Marlban, Ont. Napanee, Ont.

**RIVER
RAISIN
MODELS**

6160 Upper Straits Blvd.
West Bloomfield, MI 48324

*Committed to
S Scale and NASG*

H. J. Hauschild

**Railroad Drawings
& Memorabilia**

6158 Holmes
Kansas City, MO 64110

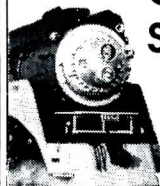


AMERICAN FLYER TRAINS
CHRYSLER 300 AUTOMOBILES
MOVIECRAFT
DISTRIBUTOR / MARKETING
L. ANDREW JUGLE
327 HIGHLAND AVENUE
ELMHURST, IL 60126
708-833-5394

RAILS AND REELS, WHEELS AND DEALS

LAWRENCE B. COATES

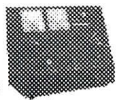
1527 Arline Avenue
Roslyn, PA 19001



**OREGON
S SCALERS**

Contact:
Norm Strain
4256 N.E. 8th
Gresham, OR 97030
(503) 666-5995

SouthWind Models
P.O. Box 9293
Plant City, FL 34289



**DALLEE
ELECTRONICS**

**ELECTRONIC CONTROLS / SYSTEMS
FOR ALL MODEL RAILROADERS**

DALLAS E. GUTACKER
PROPRIETOR

P.O. Box 286
Rt. 272 N. Church St.
Brownsboro, PA 17506
(717) 827-0202

ROBERT B. LOVATT

204 Myrtle Ave.
Havertown, PA 19083



**THE PENNSYLVANIA
RAILROAD COMPANY**

WILMINGTON SHOPS

Maryland Division
MICHAEL SALVATORE



ROGER L. SULLIVAN
234 PRAIRIEWOOD DRIVE
FARGO, ND 58103

(701) 232-6688
(BUY - TRADE
TCA STANDARDS

FALL S FEST

WHERE SCALERS, COLLECTORS,
HI-RAILERS, NARROW GAUGERS,
& MANUFACTURERS MEET ONCE
A YEAR IN THE MID-WEST
TO HAVE FUN!! INFO:

JOHN J. WICKLAND
2331 S. 58th ST.
WEST ALLIS, WISCONSIN 53219

SOUTHERN PACIFIC R.R. CO.
SACRAMENTO DIVISION



VICTOR E. CHERVEN VICTOR B. CHERVEN
(C.P. Huntington) (Leland Stanford)
184 OAKMONT COURT, VALLEY SPRINGS, CALIF. 95252

**RESERVED
FOR
ROBERT
SHERWOOD**

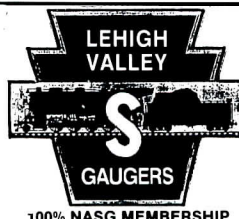
**HELP S GAUGE
GROW, TALK IT UP
WHERE EVER YOU GO!**

PORT LINES HOBBY SUPPLIES
"Specialists in American Flyer Trains & S-Gauge Railroading"

Doug Peck
6 Storeybrooke Drive
Newburyport, MA 01950
(508) 465-8798



**RESERVED
FOR THE
CALIFORNIA
SOUTHERN**
AL MAKEM EL TORO, CA



100% NASG MEMBERSHIP



**Fellowship, Modules and Fun
Since 1978!**

Help finance NASG special projects. 1 year of ads (your art or ours) for \$10.
NASG INC., Robert Jackson, 2925 Glenmere Ct., Springfield, IL 62704.

LIONEL ELECTRIC TRAINS

MODEL RAILROAD ACCESSORIES

SANTA FE F3 DIESELS



Imagine yourself standing at the station platform, waiting for the Super Chief on your Lionel layout. Picture this magnificent train pulling to a stop, the "war bonnet" paint scheme on the F3s gleaming as you examine the clear portholes, carefully detailed metal ladders and real vent screens.

Could this be the original 1948 prototype? Everything appears to be perfect. Even the two-piece metal horns are exact.

Now, listen to the throaty roar of the diesel powerplants as it gradually pulls away. Hear the bell tolling and the mighty

blast from the horn! How could this be?

This Super Chief is different. True, it's equipped with the same careful detailing as the original. After all, it's molded from the same tooling. It has the same metal ladders, vent screens, portholes and horns as the original. But it's clean and new. And the markings are sharp and precise. These 1991 Santa Fe F3s are actually better looking, and with RailSounds,[™] better sounding than their predecessors.

And for performance and pulling power, the dual motor drive system and Magne-traction[®] make this rugged 1991

diesel team unbeatable.

Now, hook up the available Santa Fe baggage car and combo car with opening doors, diner car, passenger car, and vista observation car. This time the Lionel Super Chief markings are true-to-prototype.

See why no Lionel collection should be without the Santa Fe F3 Diesels and ATSF passenger cars. Contact your Lionel dealer today and make the Super Chief part of your layout.

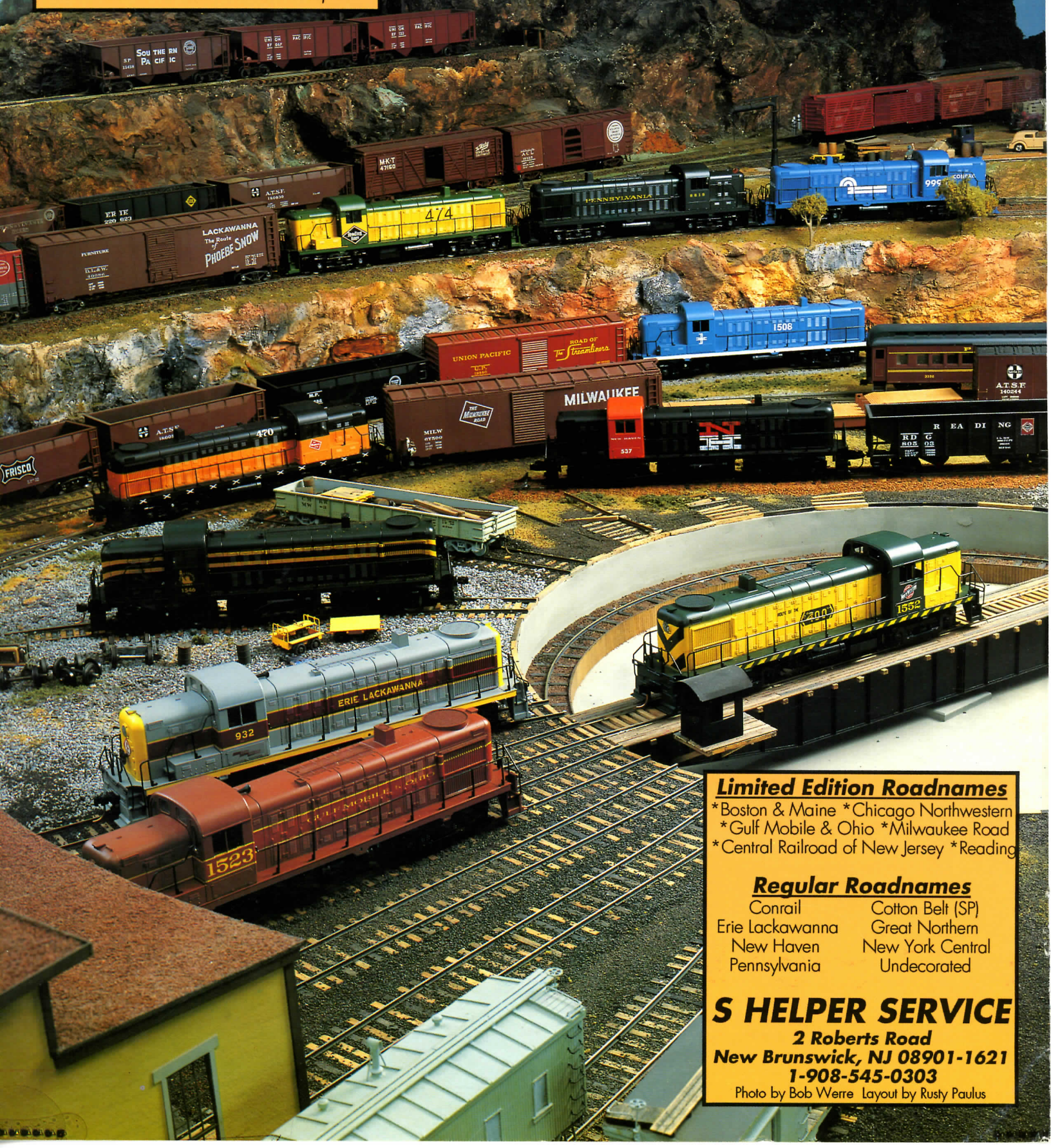
LIONEL

©1991, Lionel Trains, Inc.

NOW AVAILABLE!

Our RS-3's feature the American Models Drive System. The Prices are \$148 for the scale or DC Hi-rail versions and \$179 for the AF compatible with A/C drive and reverse unit (*Limited Edition point schemes add \$16 per unit). Fully assembled RS-3's are \$20 extra. Add \$2.50 per unit for S&H. Master Card and Visa are accepted.

First Edition Alco RS-3's



Limited Edition Roadnames

*Boston & Maine *Chicago Northwestern
*Gulf Mobile & Ohio *Milwaukee Road
*Central Railroad of New Jersey *Reading

Regular Roadnames

Conrail	Cotton Belt (SP)
Erie Lackawanna	Great Northern
New Haven	New York Central
Pennsylvania	Undecorated

S HELPER SERVICE

2 Roberts Road
New Brunswick, NJ 08901-1621
1-908-545-0303

Photo by Bob Werre Layout by Rusty Paulus