



DISPATCH



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December 1991
Vol. XIV No. 6

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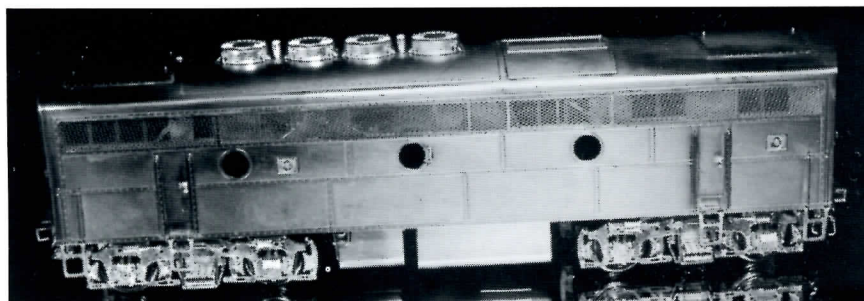


Thanks to Randy Sappo for the neat illustration.

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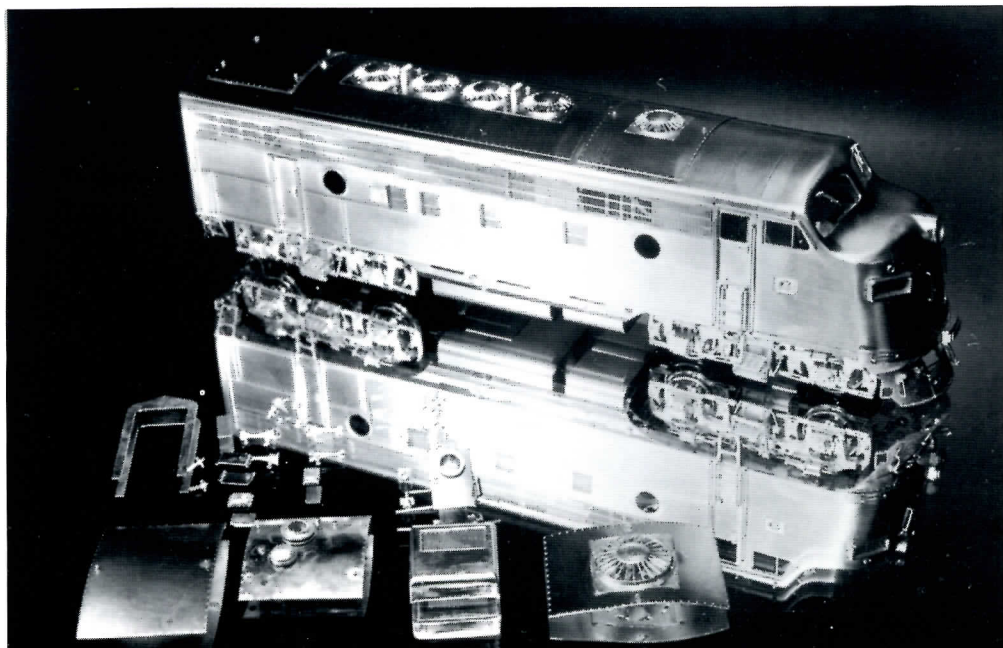
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NASG DISPATCH

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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.
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Troy, MO 63379

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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., % John Craft, 1220 Grey Stone, Bel Air, MD 21014.

COVER

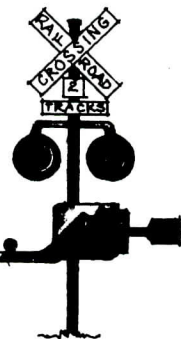
A K-27 about to pass the sheep pens drifts down from the mountains above Chama on the New Mexico Northern.

Photo by Chuck Thurman.

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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.

SEASON'S GREETINGS!

PRESIDENT'S MESSAGE

Well, seasons are changing, Fall is in the air, and our thoughts turn to indoor activities. This means beginning to work on our modeling projects that have been collecting dust, or cleaning our trackage and running our trains for the first time in quite awhile. Along with that we must look around us and count our blessings, for truly our time on earth seems to be short.

If I seem a little melancholy it is because I have to pass on some bad news to the membership. George Lloyd, an NASG member for a long time, has died tragically from a terrible disease. George was diagnosed with leukemia a few years ago and recently died from the dreaded ailment.

George was a gentle and friendly guy. I will always remember him for his enthusiasm, particularly where S Gauge was concerned. He was a big help, along with others in the Pittsburgh area, in putting on the joint NMRA/NASG convention last year. Over the years he helped many of our members with the technical aspects of building and running trains. Many members will surely miss George, but they will always have fond memories of the good times spent with him at past conventions or at his home running trains. My sincere condolences go out to his family and friends.

I do have some good news to share with you. Two very important posts in the NASG have been filled. John Craft has volunteered to take over the task of The Database Manager following Don DeWitt's resignation of the position. John will be involved in keeping the statistical information of the NASG. If you have changed address be sure to let John know, otherwise you may not receive your Dispatch. His address is included under the masthead on page two.

I also have a new volunteer for Standards Chairman. Bob Sherwood recently contacted me to volunteer to help the NASG in this important assignment. I look forward to his assistance in his new capacity. If you need information on our standards, or if you have some ideas about standards that have not been addressed, please contact Bob Sherwood in Cheyenne.

Let me sign off with a wish for everyone to have a Happy Holiday Season and a Healthy and Prosperous New Year!

Sincerely,



Michael R. Ferraro, President, NASG

HAPPY NEW YEAR!

THE EDITOR'S DESK

Last issue we exulted over the rapid introduction of modern equipment into S scale. There is more good news. River Raisin has announced that it's next brass locomotive will be a GE Dash 8-40C. OUTSTANDING! The 8-40C and the 8-40B should prove to be very complementary engines. The Dash 8-40C, in production only two years, has already found favor on the Norfolk Southern, Union Pacific, Conrail, CSX, C&NW, and BC Rail. Both UP and CSX have or have on order over 300 of these 4000 horsepower behemoths. Their use is certain to spread even farther.

The point has been made before; the term modern is not very well defined. Most observers suggest a dividing line set at 1962. It was at this time that the so-called second generation diesels made their debut. It was also immediately after that the removal of roof walks and all the other modifications to existing cars began in earnest. Others have pointed out that it has been nearly thirty years since that time and the developments in railroading over that span of time have been greater than virtually any other similar period in railroad history, thus what was "modern" even 25 years ago may not even be part of current railroading. So, is something 30 years old still modern?

It seems to me to be reasonable to assert that if it is still around in significant numbers and in routine operation today it is modern. If not, it ain't! That results in some most interesting conclusions. For example, the GE U25B was introduced in late 1961 and was in the minds of many the first of the second generation diesels, yet it essentially disappeared from the scene some time ago. Hence, it can't be considered a modern locomotive. However, the EMD GP7/9, introduced a decade earlier, can still be found in large numbers and in routine operation today. For sure, they have been much modified and rebuilt.

Good examples are the Paducah rebuilds, the so-called GP10s; or, if you can stand the ugly things, the Santa Fe CF7s. They are around in large numbers, usually on regional roads where they have proved to be favorites. They have several different cab configurations, each recognizable as related to the others but clearly different in individual ways. There is a wealth of opportunity for kit bashing here starting with the AM Geep and adding, in some cases, a SSA low nose kit; in others hacking off the cab from a Wabash F unit shell and adding a modified low nose.

Just think of it. We might even get to be known as the craftsman's gauge!



MEET AN 'S' GAUGER



JIM KINDRAKA

Schlitz. Stroh. Milwaukee. American Flyer. Camaros. Hiram Walker. Old VWs. Bicycling. Passenger Trains. Drag Racing. NASG. River Raisin. Does that seem like an odd brew? Not if you are Jim Kindraka.

Like so many of us, Jim received his first American Flyer set at a young age. He was only six when that event occurred. He spent the next half dozen years or so railroading with his dad and expanding his AF holdings. But, also like so many of us, his developing awareness of girls and cars and the relationship between the two gradually overwhelmed his interest in model railroading. His trains got wrapped in newsprint.

His interest in cars grew considerably stronger during that period and eventually led him and a friend to take up rebuilding old VW bugs and selling them for a handsome profit. Working on cars whetted his appetite for something more challenging and he began hopping up Chevy Camaros and hauling them around parts of the mid-west, trying his luck at drag racing.

After high school, Jim went to college at Indiana University where he graduated in 1974 with a degree in microbiology. His microbiology degree was parlayed into a career in the brewing industry where he is presently employed by Hiram Walker. His early days in that industry quite

naturally took him to Milwaukee where he worked at different times for Schlitz and Stroh's.

It was in Milwaukee, where he lived for some six years, that he developed his deep interest in The Milwaukee Road. A MILW Fairbanks-Morse H-1244 switcher shunted cars in a yard that was adjacent to the building in which he worked. He still recalls the strange burbling, raspy sound of the FM switchers, like none other. Many of the cars being shunted were horizontal ribbed box cars. Some years later the memories and collected data of these cars would become a brass import project.

Jim says that his wife accuses him of being in model railroading just so he can indulge his real interest which is train watching. He admits that it was his strong interest in 1-to-1 railroads that brought him back to model trains. In 1976, shortly after marriage he took up once more with his American Flyer and for a couple of years was into collecting. Gradually he went through the familiar routine of moving from AF to hirail to scale. The thing that he enjoys most in modeling is to faithfully reproduce passenger cars. He achieves this by extensive modification of existing kits.

Jim is one-half of River Raisin Models. After the 1986 convention he and Dan Navarre gradually talked themselves into tak-

ing the leap into importing brass models. The business takes a lot of time, he says, but it is intensive in short bursts which does leave some time for his job, raising two daughters, a small amount of model railroading, and for his other hobby. He is a bicyclist and enjoys touring on two wheels. He has several times taken 400-mile trips from Lansing across the Mackinac bridge and into the Michigan hinterlands.

How does one get from being a frustrated race driver to the Secretary of the NASG? By returning to an early love and getting deeply involved in promoting it. Some 12 years ago, Kindraka first got involved with the NASG Board. During two of those years he was off the Board but heavily involved in committee work. He returned to the Board and has served on it for a total of 10 years. He retired last July. When, asked whether he would miss being on the Board he said, "Yeah, some of it. The NASG has come a long way since I was first on the Board and I think it is a much better organization than it was. It is time, though, for some new members on the Board."

There is not much question that the NASG is a better organization than it was a dozen years ago. One of the important forces in that change was Jim Kindraka. We all owe him a round of thanks.

A SMALL INDUSTRY

Will Britton

MALFUNCTION JUNCTION

Our featured small industry in this issue was sent in by a feller named Earl Smith who says he is farmer most of the time. It is yet another that can readily be located in almost any spot on your own railroad. It is a service industry that provides a focal point of activity which strongly suggests a much broader reach than is portrayed on the railroad itself. In this instance the broader reach includes virtually any type of crop farming. Most modern crop farming in the USA employs fertilizing of the soil. In many instances anhydrous ammonia is sprayed directly on the soil with special spraying rigs mounted on tractors. Every region of the USA has some examples of this technology, though the example presented was found in the mid-West where vast fields of corn, soybeans, wheat and oats are common.

Earl's small industry is located at the very end of a spur leading off a branchline track. It could just as well extend from your mainline. This spur ends at Malfunction Junction, the humorous name given a moderate sized elevator and grain storage operation. This operation has no essential relationship to the anhydrous ammonia operation. It is merely part of the scene and is not the focal point of our small industry.

In the accompanying photographs the trackage lies in the weeds just behind the shed and the ammonia storage tank. It is not readily visible because of the weeds; the photos were taken in late summer when the need for ammonia would not occur again until the next planting season. The spur extends to the right of the shed several car lengths and ends with a track bumper very

similar to that available from G&W Models. There is no run-around in the area thus the railcars that are used to service the facility must be brought from one direction only (from the East in this case) and backed into the spur. The liquid ammonia laden tank cars are spotted directly along side the storage tank and their contents are pumped into the storage tank. During the planting season there is substantial railroad activity at this facility as loaded tank cars are brought in and empties removed.

The shed is a simple affair with aluminum siding and roof. It is approximately 6' by 12'. Evergreen makes all the necessary materials in styrene. It might be fun, though, to attempt this in wood using Northeastern's products. However, Scenery Unlimited once offered a kit that might work well for your setting. When you build the shed be sure to put it on a concrete slab floor and don't forget the flood light on the corner of the roof at the left.

The storage tank sits on two concrete saddles which could easily be carved from balsa wood and painted properly. The tank could be fabricated from PVC pipe, only the ends would represent much of a challenge. These probably come in standard sizes but I could not find any data about them. It appears to have a larger diameter than the typical tank car but is about 30-35 feet long. There are two vents at one end. These could easily be simulated by using pop valves from a steam locomotive or pipe fittings available from Precision Scale Company. There is a small manhole covering at the opposite end which would have to be fabricated. On the bottom aspect of the tank below the manhole cover is

a red-painted pipe which goes under ground to the distribution platform. The pipe appears to be about 2" in diameter and has a shutoff valve just below the bottom of the tank.

The most interesting part of the scene is the distribution platform. The platform is about 4' by 5' and, as you can see, is constructed of wood which is unpainted. Note that at the rear it is "stepped" and forms a protective enclosure for the stand pipes. The metal rack at the rear of the platform could readily be constructed of styrene using standard shapes. It is painted white but has considerable rust on the cross-member. The large stand pipe is the red one coming from the tank. The smaller one is about 1-1/2" in diameter and is painted yellow. These pipes have devices that I am guessing are surge regulators. The red one also has a shut off valve in it. The stand pipes could be made from Plastruc piping and shapes, but I think I might have a go at it with some old plastic sprues first, just to see if I couldn't come up with a suitable result from my "Aw Hell" box. The hoses would have to be made from plastic tubing of course. Use any length that looked like the picture. Notice that there are six hoses, four from the red pipe and two from the yellow pipe.

The only part of this scene that is not especially easy for an S gauger to model are the small tanks which are used to haul the ammonia away to the fields. I probably would look for something in HO that came close enough for use. Though, it may be that Ertl makes something in S scale that could be adapted.



THE NASG VISITS INTERMOUNTAIN RAILWAY COMPANY

Bob Jackson

During its attendance at the NMRA National Convention last July, the NASG crew had the great fortune to visit Intermountain Railway Company. Intermountain had graciously agreed to be the receiving point for the boxes of material that manufacturers and suppliers sent for exhibition at the NASG booth during the convention. They extended themselves even farther by inviting the team for a tour of their manufacturing facilities.

Intermountain is a small manufacturing firm specializing in products for model railroading. It is located in Longmont, Colorado, about 40 miles from Denver. Under their own label they produce O scale items which are some of the finest injection molded plastic car kits on the market. By the time you read this they should also have introduced their GP7/9 locomotive. However, Intermountain also

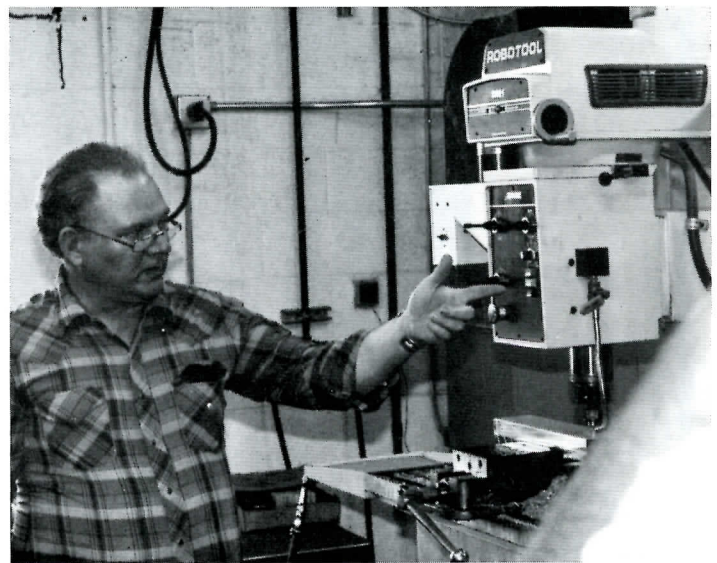
manufacturers the Pacific Rail Shops S scale (John Verser, who is well know to all of us, is a part owner of Intermountain) line of products. The firm also manufactures the HO line called Innovative Models for Jerry Porter. At the time of our visit they were working on an N scale model for another client. In short, they manufacture railroad models in plastic in just about any scale.

We drove out from Denver in a number of cars and were met by Fred Brummett, part owner and tool maker, of Intermountain. We were first shown the area where computer drawings of all parts were generated. The result of the work in this area is a program that tells the milling machine exactly what moves to make in milling the tools for the molding machine. It is space age stuff to be sure. We left that area and went to the computerized milling machines. These machines are

completely automated, controlled by the computer program they mill the precise cavity required for a part into aircraft grade aluminum blocks. We then moved to the tool storage area where an impressive array of tools were cataloged. Next, we visited the injection molding machine. This machine takes the plastic pellets and with combined heat and pressure forces the pellets under great pressure into the molds producing the final part. We then moved successively to the paint booth, pad printer and the storage, packaging and shipping area. On departure, the generosity of Intermountain was elevated to even greater heights as they gave each of us one of their house car kits. It was a distinct pleasure to have been given such a valuable tour and to have been treated so royally. Many thanks to Fred and all the others at Intermountain.



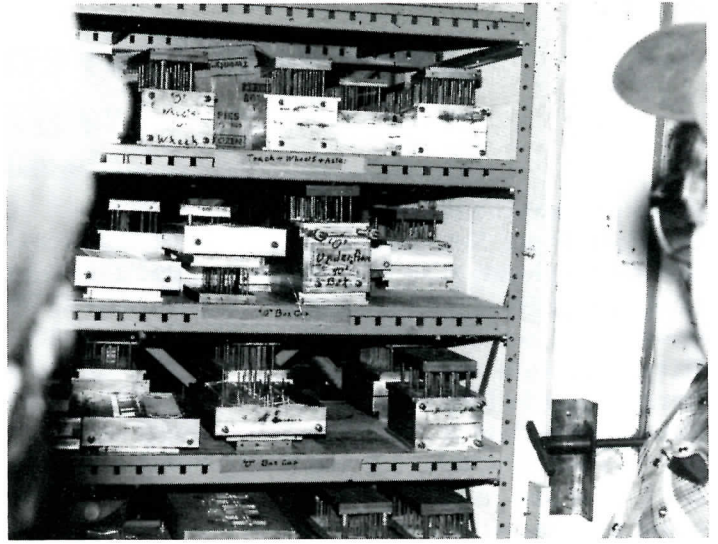
Jerry Porter holds one of the drawings that will be digitized by the computer. The digitized drawing will then be used to program the milling machine.



Fred explains the workings of the milling machine, a fully automated machine. It will generate the tool required for a part under the instructions of the program generated by the computer.



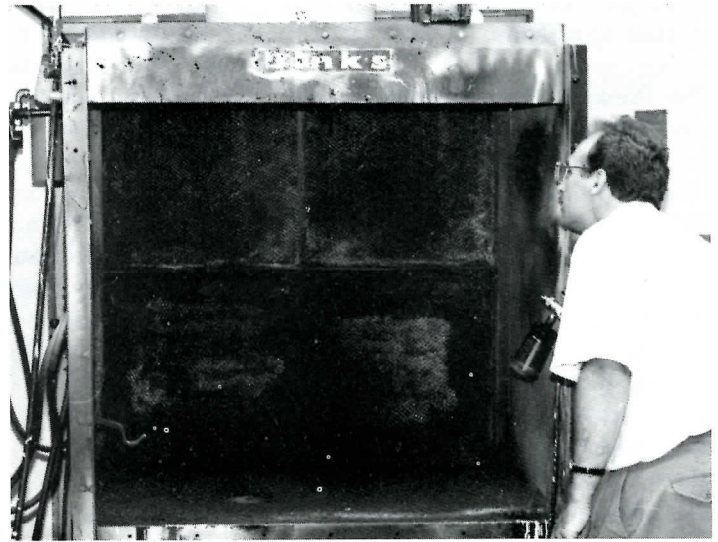
Some of the tools required for the Pacific Rail Shops boxcars.



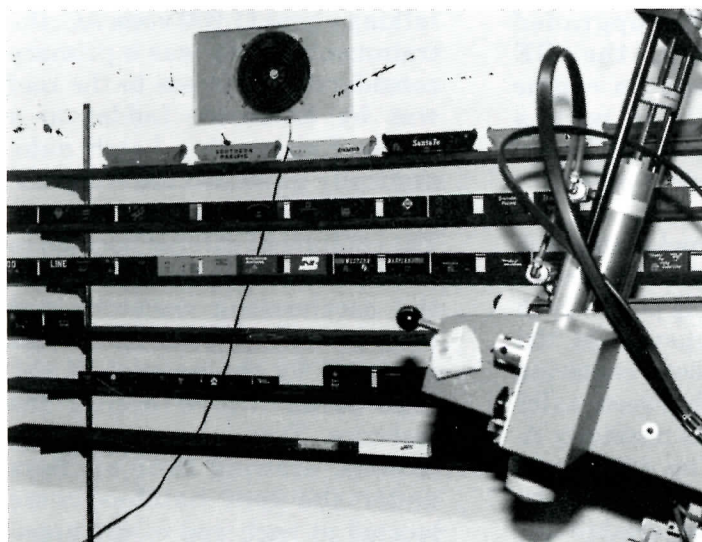
These shelves hold all of the tools required for all of the parts for Intermountain O scale boxcar.



Fred explains how the injection molding machine works as John Bortz listens intently. Howie Waelder looks on.



Jeff English examines the painting booth. It was a salvaged item which was discovered to be a Binks booth after cleaning.



An array of Pacific Rail Shops cars sits on the shelves in the pad printer room. The head of the pad printer is in the foreground.



Howie Waelder and Gale Irwin examine some finished model kits at the last stage before packaging.

The New Haven Railroad's EP-5

"THE JET"

by Dan Waskes

Lionel's recent release of the new American Flyer New Haven RR EP-5 electric locomotive this year has generated new interest in this locomotive among American Flyer operators and collectors. Lionel should be forgiven for their blunder in calling it "The Little Joe" in their first ads, but you'd think that the corporate types would do their homework a little better. This unit was most popularly called "The Jet" by both railfans and NH employees alike. Lionel has surely picked a winner to reissue.

The New Haven ordered a new electric passenger locomotive from General Electric in August 1952 to replace their aging EP-2/EP-4 passenger locomotive fleet. The EP-5 locomotive was the first new passenger electric locomotive built in the U.S. for an American railroad since Pennsy's GG-1's in 1943. The only other new electric locomotives that had been built to that time were two classes of ten experimental freight motors built for Pennsy in 1951. General Electric had built six of them, and Westinghouse had built the other four.

GE used conventional motor and generator sets in their locomotives. Westinghouse used ignitron rectifier tubes in their locos to convert overhead AC to DC for the traction motors. The performance of the Westinghouse locos so impressed the GE engineers that they recommended using a rectifier equipped locomotive to the New Haven for its new passenger electric. The order that the New Haven placed with GE was general in nature, specifying only that the new locomotives should have 4000 continuous horse power and be equipped with rectifiers.

The general nature of the NH contract gave GE engineers a free hand to develop this new electric locomotive. GE wanted to design an inexpensive electric loco that might tempt other railroads to electrify, and thus opted to use as many off-the-shelf parts from its diesel development program as it could, in order to keep initial locomotive construction costs down.

The GE Model 752 standard diesel electric motor was chosen by its engineers to power the EP-5. One important factor in this decision was that the New Haven already had fifty ALCo PA/FA diesels which used this same traction motor. It was a simple low cost DC motor that could be carried axle-hung in a standard 4 wheeled truck. The engineers felt that using six of these 667 HP truck mounted motors would meet the NH's specified 4000 horsepower rating with power to spare.

Diesel style trucks were selected to carry the motors, but this resulted in a high axle loading of 58,000 per axle. In order to sustain such loading The New Haven had to strengthen its Park Avenue viaduct. With the upgraded viaduct load limit, the GE engineers could build an engine weighing 348,000 lbs with a tractive effort of 34,100 lbs (87,000 lbs momentary tractive effort.)

To use its 6 axle truck with each axle powered, GE had to design a new truck centering plate which would clear the motor on the center axle. The new centering plate was placed between axles one and two on this normally A-1-A diesel truck. The diesel type swing bolster trucks provided the new EP-5 with a comfortable ride and good traction. The engine

crews found the new trucks to be excellent in getting the engine's power down to the rails. Unfortunately, these trucks later proved to be troublesome to maintain and expensive to repair.

The carbody used a basic box type of construction with two streamlined ends faintly reminiscent of Fairbanks Morse's "Erie Builts". It was fabricated by welding structural shapes and sheets. Side doors at both sides of the cabs provided entrance. A combined water/fuel tank for the train heating boilers located in each cab was hung underneath the body between the trucks. Two hatch covers at each end of the roof carried the high voltage AC pantographs. These hatch covers were designed to act as air ducts to help cool the electrical equipment located inside the body.

As safety feature, GE confined all of the high voltage AC electricity to the top of the locomotive roof. To accomplish this all of the high voltage AC was routed from the pans, through a roof mounted cable, to the top of the main engine transformer located at the number one end. Since we're talking about 11,000 volts AC, the trainmen's safety was a primary consideration. Access to the roof was by an inside ladder to a hatch. Raising this hatch automatically grounded the AC pans.

The equipment cabinet, located in the middle of the roof, contained the accelerating resistors and their blowers. Blower speed was governed by the amount of voltage being drawn across the resistors. Two large ventilating blowers, drawing their air from under the roof hatches, were located at each end of the apparatus compartment to cool the

transformers, reactors, rectifiers and traction motors. These apparatus-cooling blowers were extremely effective. When all the blowers were operating, with the cab bulkhead doors closed, the apparatus compartment would become overly pressurized. If a trainman opened one of the bulkhead doors under these circumstances, the resultant blast of air was strong enough to physically thrust him back and to blow any loose objects in the cab out the cab windows.

As delivered, the EP-5's did not have any vent panels on the carbody sides. Two vent panels were later added to each of the locomotive's upper sides to eliminate the over-pressurization problem. The American Flyer version represents the as-delivered engine without the two added vent panels located on the sides.

The EP-5's distinctive paint scheme is attributed to the wife of the then president of the railroad. She was a former interior decorator. What is not as well known is that the final color scheme for the locomotives was settled in a "paint off." GE painted two locomotives in identical patterns, differing only in color. Loco number 372 had a yellow, white and black color scheme with dark chartreuse trucks, while sister loco number 370 had the red-orange, black and white color scheme. It is said that when the president's wife arrived at GE's Erie plant to view the two new locomotives she was wearing a black coat, red scarf and white gloves. No one who was present on that day was surprised when the choice of colors to be used for painting the new locomotives was announced.

The locomotive had a 35-notch throttle. When the throttle was advanced past the sixth notch, the main apparatus blowers were automatically advanced to high speed. The resulting shriek

created by the wailing roof mounted resistor blowers in concert with the two main blowers caused the new engines to first be nicknamed "Screaming Marys." The EP-5's later became more popularly known as "Jets," because the sound that their blowers made was like an accelerating jet plane.

The latter name stuck because the locos not only sounded like jets, but they also performed like jets. There is a story told that the "Jet" nickname can be attributed to an EMD field representative who was on the line riding trains, checking on the performance of the then new EMD FL-9 diesels. On one occasion, an EP-5 had to be substituted for a new FL-9 pair at the last minute. The EMD rep decided to ride along with the engine crew anyway. The EP-5 was doing over seventy miles an hour going past Mount Vernon station, a point where a pair of straining FL-9's would barely be doing fifty, whereupon the EMD man reportedly commented, "Wow, this thing performs like a jet!"

Unit delivery began in December 1954. Ten units were built and delivered, numbered from 370 to 379. In their early years of operation, the Jets were kept busy pulling nearly every train imaginable in the electrified zone. The EP-5's immense short-term tractive effort allowed them to start and accelerate heavy 18-car passenger trains easily, a feat that none of their contemporaries was able to do. Too much deferred maintenance over a long period of time and the arrival of the new FL-9 dual purpose diesels led to the EP5's demise in 1967.

I have attempted to give readers a quick overview of the EP-5 without attempting to delve too deeply into the more technical aspects of the locomotive. The most definitive work that I've ever read on the EP-5 is an 18-page article by Frank Harvey

printed in the New Haven RR Technical Information Association's Fall 1977 issue of *The Shoreliner*. Mr. Harvey covered every facet of the EP-5 in great depth and detail, from their beginning to their end. If you can get your hands on this publication, do it.

One weird thought keeps crossing my mind: Will Lionel ever offer their EP-5 locomotive equipped with the prototype's sound? An electric train that sounds like a fighter plane taking off every time the throttle is cracked would be quite different, don't you think?

— NOTICE —

Printer's error on Lionel Ad

Last issue we erroneously printed a picture of Lionel's Santa Fe F3 Diesels. The American Flyer Missouri Pacific set and New Haven EP-5 should have been shown.

Our apologies to Lionel Trains.

Additionally Lionel announces a special package of 1991 Hobbyist advertisements.

This special package includes six (6) ads featuring:

1. Santa Fe F3 Diesels
2. Pennsylvania S-2 Turbine and Semi-Scale Freight Cars
3. Madison Cars and Inter-Urban Cars
4. Accessories
5. Classics #1-408E & Racing Set
6. American Flyer Mopac Set and New Haven EP-5

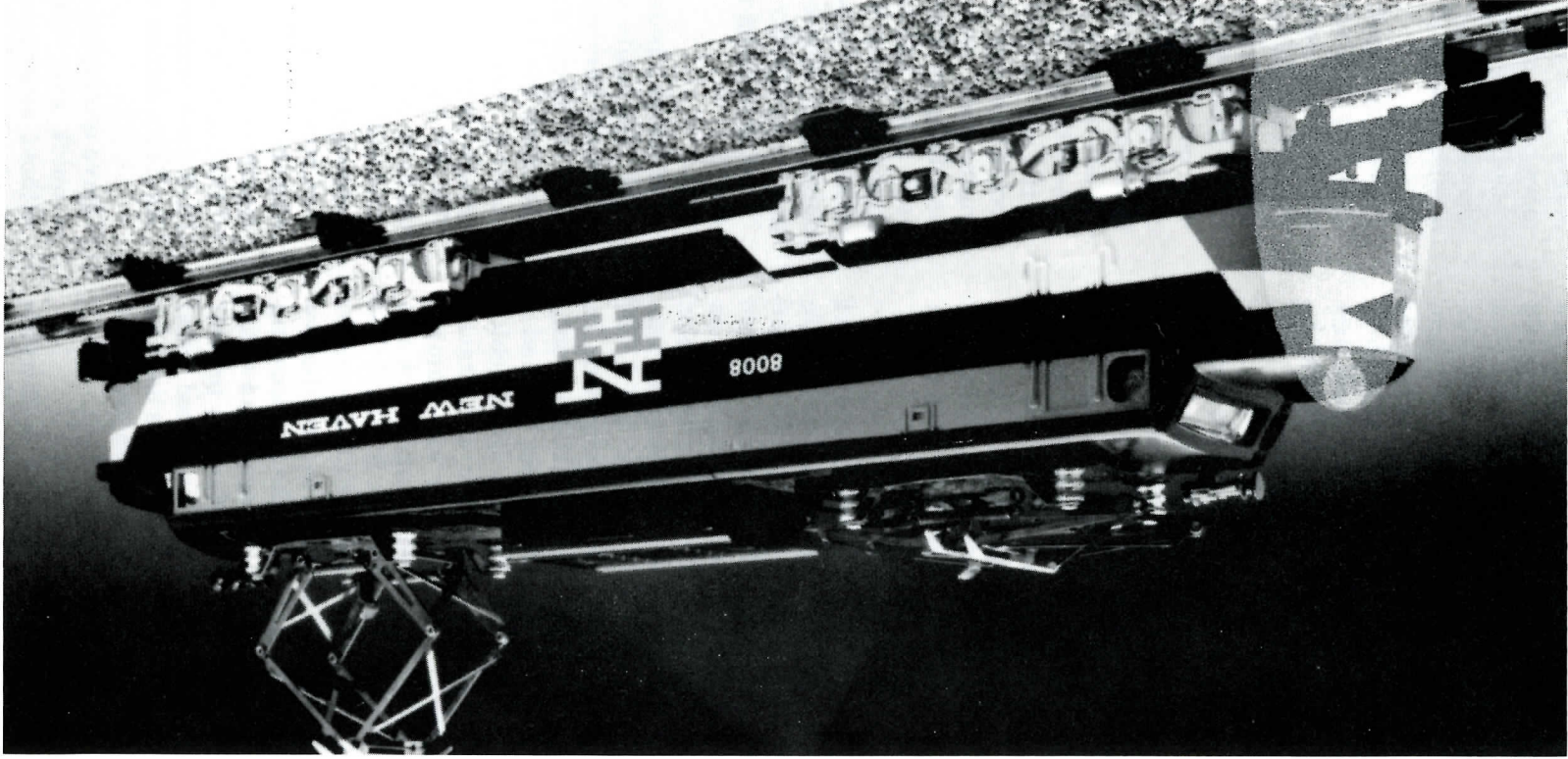
Each print is mounted on heavy stock and is suitable for 11" x 14" frame.

Price is \$24.99 per set. (Price includes shipping and handling. Canadian orders add 15%. Hawaii and Alaska residents add additional \$1 per package for shipping and handling. MI residents add 4% sales tax. New York residents add appropriate sales tax.)

Only check or money orders accepted. Checks or money orders must be made payable to Lionel Trains, Inc.

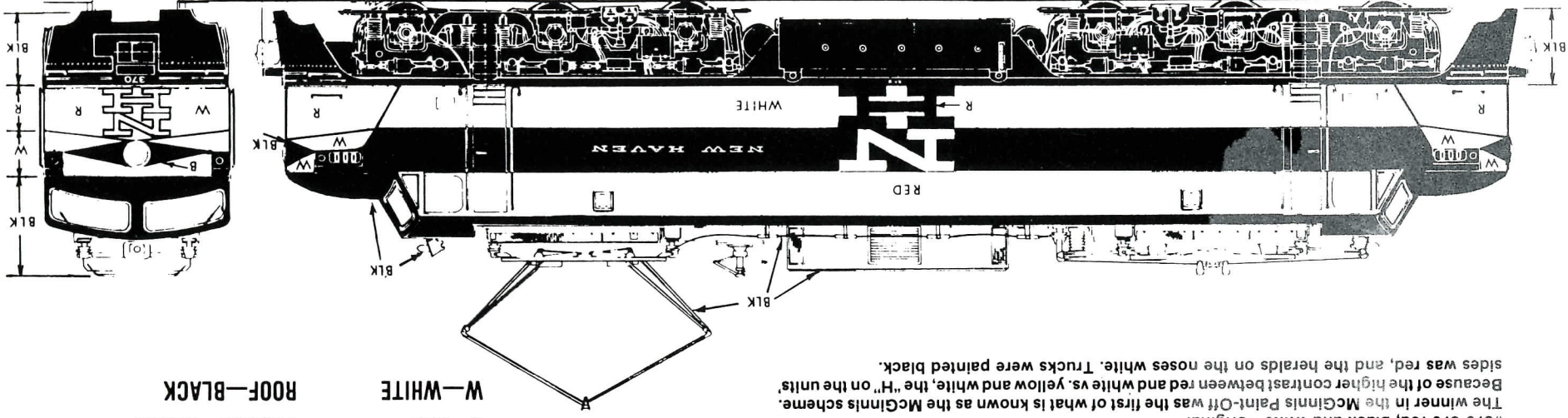
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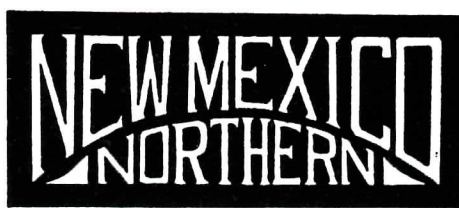
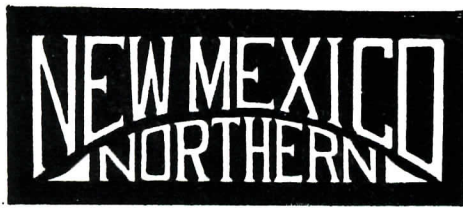


#370-379 red, black and white - original
The winner in the McGinnis Paint-Off was the first of what is known as the McGinnis scheme. Because of the higher contrast between red and white vs. yellow and white, the "H" on the units' sides was red, and the heralds on the noses white. Trucks were painted black.

BLK—BLACK
R—RED
W—WHITE
HERALD ON NOSE—WHITE
TRUCKS—BLACK
ROOF—BLACK



The Shoreliner, 1977. Mr. Frank Harvey



THE NEW MEXICO NORTHERN RAILROAD

by Dan Waskes

Photos by Chuck Thurman

The New Mexico Northern Railroad is headquartered in Anthony, New Mexico, just a few miles outside of El Paso, Texas. The railroad's proud owner, Chuck Thurman, is a high school English teacher. The railroad is located in a separate building that also houses his workshop, darkroom, and his wife's horse tack room, which precludes any immediate plans for future layout expansion. The layout room is cooled by a window unit air conditioner and heated by a small pot-bellied stove. The pot-bellied stove, with its scent of burning wood and hot metal, adds a railroad-like atmosphere to the layout room during winter operating sessions.

The New Mexico Northern does not follow any single narrow gauge prototype; C&S, RGS, and D&RGW equipment all have trackage rights on the NMN. It intends to capture the essence of that high country railroading of the northern New Mexico and southern Colorado mountains.

The NMNRR is an around-the-walls pike with a center island. The layout measures 28' long by 14' wide. The basic track plan consists of a folded oval with numerous sidings and industries. Normal operation of the railroad uses an out and back pattern, but a provision has been made for continuous running when so desired. The benchwork employs both L-girder and box construc-

tion. The minimum height of the benchwork is 54" from the floor.

With the exception of four commercial turnouts, all of the turnouts on the layout are scratch-built. All track is hand-laid code 70 rail on wooden ties, spiked down with a Kaddee spiker. The minimum mainline radius is 48". The train controls are mounted in the fascia boards located below the layout at Chama and Salinas.

All of the scenery backdrops were painted by Chuck. They help expand the layout room visually, and generate much of that Rocky Mountain railroading ambience. The towering cliff face that is located on one side of the center island is truly representative of the Animas River Canyon topography that the D&RGW once passed through. Scenery is now about 85% complete, with work rapidly proceeding on the completion of the western mining town of Salinas, the last part of the pike that isn't completely scened. The many pine trees on the layout are scratch built using hand carved balsa wood and a dried fern to make the tree branches. The many colorful aspen trees found on the layout are largely scratch built also, but a few of The Colorado Tree Company's products can be found, too.

At least three-fourths of the structures on the layout are scratch built, but there are some kit built and kit bashed structures as well.

Whatever structure fits into the general scheme of things is utilized. Chuck is in the process of adding interior lighting to his structures as time and finances allow.

Motive power on the NMN presently consists of three K-27's, one C-21, two C-19's, one C-16, and a Shay. There is also a #50 DRGW diesel. The passenger equipment consists of a baggage car, a combine, two coaches, a business car, and a PFM Goose #7, which handles the railroad's lighter passenger chores. The newest addition to the road's passenger fleet is the NMN's business car. It has a completely detailed interior, a lighted drumhead, and constant intensity lighting. When the lights are turned down for night operations, it's a pleasure to watch the car's glowing lights and drumhead as the train slowly moves its way around the line. A varied collection of 38 freight cars rounds out the equipment roster. Chuck's favorites are the eight stock cars. The sight of a stock car extra making the climb up around the S curve that hugs the sides of the cliffs on its journey from Salinas to La Union is an exciting sight.

It's time for a typical freight run over the pike and to enjoy some fantastic mountain scenery on the way. We arrive at the Chama roundhouse (Chama is at zero elevation on the layout) at dawn, just in time to see our road loco-

tive, a big D&RGW K-27, backing out onto the turntable. The K-27 is lined up with the roundhouse; it slowly clanks its way off the turntable, chuffing past the freight sheds, and onto the yard ladder. The engineer backs the loco up to a waiting freight train. Having pumped up his air the engineer blows the whistle and urges the locomotive forward, straining against the dead weight of the string of cars. The train rolls slowly past the coaling tower and the water tank and eases onto the mainline. First stop is Fork's Creek Station.

We pass through the first tunnel and barely break out into daylight when the brakes are set for the stop at Fork's Creek Station. Less-Than-Carload freight is quickly unloaded from one of the box cars; more is loaded for destinations up the line. Fork's Creek is located at a 1" elevation on the layout. We leave the station and begin the long 2-1/2% grade climb up-country towards Salinas. The train rumbles over the high trestle above Las Almas Perdidas Canyon and steadily grinds its way up toward the sheep pens. We pass the sheep pens and enter the second tunnel on our way up. We leave that

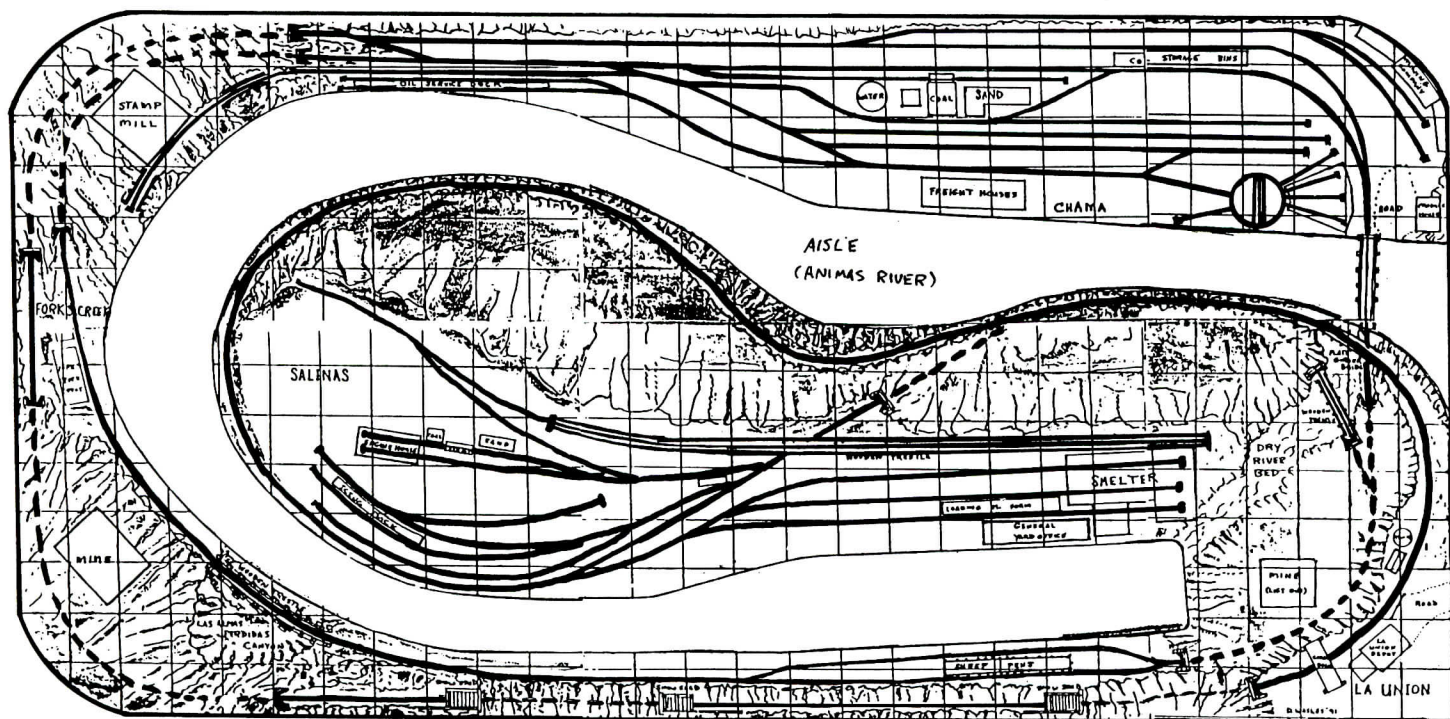
tunnel and cross over a wooden trestle above a dry river bed and immediately plunge into yet another tunnel blasted through the mountain side. This is the longest one on the NMN line. We emerge to a panoramic view of Salinas and the high country desert that surrounds it. Salinas is located at a 5" elevation on the layout.

At Salinas the road engine is uncoupled and taken to the engine house for servicing. A yard switcher begins to shunt cars to various sidings. Our caboose is uncoupled and moved over to another waiting freight by the yard goat. After being serviced, the road engine is coupled to the new train. The engineer performs the brake check and whistles us out of town. We start the long climb up the 3-1/2% grade along the Animas River cliff face to La Union. As the K-27 gradually gains elevation we can see the Animas River hundreds of feet below us. At the crest of the long grade we cross over a plate girder bridge; far below we can see the mainline we have used on our way to Salinas. Before long we round a sweeping curve and arrive at La Union Depot, the highest point on the

New Mexico Northern Railroad. Tall pines dominate the landscape at La Union. The fresh piney scent of the trees, borne on the clear mountain air, is invigorating. The La Union Depot is located at a 12" elevation on the layout, 66" above the floor.

The engine is spotted at the water tank to refill before its journey back to Chama. After the freight and passengers are unloaded and loaded, our train starts its long descent down the 2-1/2% grade on the NMN high line heading toward Chama. The brakemen are doing a precarious dance up on top of the cars, setting and releasing brakes to keep the train from running away down grade. We pass through two tunnels equipped with snow sheds, necessary to keep the high line open in the winter. At the bottom of the grade we enter the second longest tunnel on the railroad and pass behind Fork's Creek Station. We then enter the last tunnel and pass under the stamp mill. From here we return to the lead into Chama.

Thus ends a typical train run over the New Mexico Northern which must surely rank high among the Sn3 railroads in the country.





The NMN business car at La Union (Ophir Depot) after ascending the canyon route. *(Photo by Chuck Thurman)*



Diesel #50 (PBL) behind the smelter. The smelter is loosely based on Bisbee prototype. *(Photo by Chuck Thurman)*



Goose rounding the curve behind the roundhouse and in front of the ore company. (Photo by Chuck Thurman)



A K-27 (PFM) idles, waiting assignment, in the yards at Chama. (Photo by Chuck Thurman)



A view of the icing dock. The crew quarters and diesel service area are visible in the background.

(Photo by Chuck Thurman)



Numbers 453 and 42 at the Chama yard being readied for a trip up-country. *(Photo by Chuck Thurman)*



Numbers 346 and 42 leaving Forks Creek with a cattle car special. “No Name Mine” is visible in the background.
(Photo by Chuck Thurman)



The goose waddles past “No Name Mine” as it enters Forks Creek having just crawled up grade.
(Photo by Chuck Thurman)

**MINUTES OF THE BOARD OF TRUSTEES MEETING
NATIONAL ASSOCIATION OF S GAUGERS, INC.
JULY 18, 1991 - SYRACUSE, NY**

The annual meeting of NASG's Board of Trustees was called to order at 7:00 p.m. on July 18, 1991 by President Mike Ferraro (MF). The meeting took place at the Downtown Holiday Inn in Syracuse, NY during the Association's annual convention. In attendance, in addition to MF, were Executive VP Moe Berk (MB), Treasurer Dave Davis (DD), Secretary Jim Kindraka (JK), Eastern Region VP Doug Peck (DP), Central Region VP Paul Stevens (PS) and Western Region VP Lee Johnson (LJ). Visitors to the meeting for their respective presentations were: Bob Jackson, Dispatch; Dave Bailey, Clearinghouse; Don DeWitt, Membership; and Mike Graham, 1992 Convention.

A motion was made and seconded (MF/LJ) to approve the previous meeting's without reading. The motion was approved 7-0. The first committee report was by Bob Jackson on the Dispatch. Bob reported that with the August 1991 issue the magazine would be back on schedule. Bob was focusing on service to the membership ("Meet an S Gauger") as well as normal features. He was working hard to maintain quality and keep within budget-especially on the use of color. AF was being adequately represented; however, he is still in need of good quality AF material. Next year the magazine will be held to 24-28 pages per issue and 3 color issues. Ongoing problems centered in the following areas:

1. Budget
2. Lack of focused advertising program
3. Improve Dispatch quality and get back on schedule

MB volunteered to contact Pete Mihelich and Charlie Taylor about organizing a more aggressive program to bring in advertising. No program currently exists. The Board commended Bob on his work and directed the Treasurer to be sure Bob received his Honorarium check before leaving Syracuse. The mission of the Dispatch remains unchanged but the editor and the Board agreed the budget had to be closely followed.

Bob and MF also reported that the annual membership directory was a large expenditure item. (Don DeWitt confirmed this when he visited the meeting later.) It was the sentiment of the Board, however, that the annual directory is too important to the general membership to consider scaling back at this time. The Board also agreed that AF was being represented and DP's concerns of the previous year have been addressed by the new editor and are no longer an issue.

The next committee report was given by Dave Bailey on the Clearinghouse. Dave presented a proposal for NASG to underwrite the production of a modern freight car. The car chosen by the Clearinghouse and American Models was the 53' outside post "Railbox" box car type. The Board developed several questions concerning exclusivity and its definition, timing before general release and the margin offered by American Models. The Board also discussed whether other manufacturers should be given the opportunity to develop such a project. No action was taken pending the Board's review of the budget. MF was empowered by the Board to negotiate those issues of concern on the contract. Dave Bailey also reported that 6 brass Milwaukee cars were left from the 55 purchased by NASG in January 1991.

DP then reported on the AF car project. The 1991 cars should be shipped in August. Sales of each car have reached the 90% level. DP will start letting people know that a third car (per member) can be purchased as long as supplies last. The 1992 cars have been proposed but the first choice (an NKP prototype to tie in with the Cleveland convention) has not been finalized, so no public announcement yet. DP reported that there is some pressure to go beyond a couple of projects per year to accessories or sets. DP does not feel this is appropriate for the Committee or NASG's relationship with Lionel. DP also reported that the AF Committee needs more articles to keep the Dispatch adequately provided.

There was no Contest Committee Report. The Standards Committee was reported by MF. There has been no activity because no one has volunteered to take over the Committee. Three areas where work could be done are: 3-point track gauges, AF coupler height gauges, and a track centering device for module interface ends. Until a new chairman is found, these projects will be stalled.

The Election Committee report was submitted to the Board in written form on June 1, by JK. Total election turnout was an encouraging 50%, with only 9 ballots received after the cut-off date. These ballots were never opened. JK suggested that, for future elections, ballot distribution be done via the Dispatch to cut down on the Secretary's workload. This was done historically until the Dispatch's schedule became too unreliable. That problem has been eliminated. The use of the Dispatch would also save NASG about \$350.00 in postage.

MF gave an overview of the Promotions Committee. Its chairman, John Craft, was swamped by requests from his magazine ad and has been unable to respond to requests. He had problems developing a brochure to use in response. The Board felt the Committee needs restructuring to improve accountability. Magazine ads should be sent to the Board for review prior to any publication. MF will work with John to accomplish.

The Board received Don Thompson's Committee report on NASG's booth at the Denver NMRA Convention. Don reported a very positive experience for NASG and S.

The Convention Committee report was presented by LJ. Mike Graham, of the Cuyahoga Valley S Gaugers, attended to present CVSG's proposal on the 1992 convention. After reviewing the proposal, the following motion (MB/LJ) was approved by a 7-0 vote:

"Motion to approve Cleveland as the official site of NASG's 1992 Annual Convention based on subsequent discussions between Dave Held, LJ and the CVSG Committee on the current proposal. The Board retains the right to reconvene and reconsider this motion if discussions uncover serious issues."

(NOTE--subsequent examination of the proposal showed no serious issues. Therefore, the approval of CVSG as the convention host in 1992 became official on 07-20-91.) The convention dates will be July 16-19, 1992.

LJ expects the 1990 convention (Pittsburgh combined NASG/NMRA) to be close to a break-even proposition for the organization.

The current Syracuse convention is looking at about 200 in registration and should be financially profitable. Convention cars are sold out.

The Committee is still investigating 1993 as another joint NASG-NMRA affair in Valley Forge, PA. Some technical problems have developed, so the Board passed the following motion (JK/LJ) by a 7-0 motion:

"So moved that Mike Ferraro be empowered to continue discussions with NMRA's Valley Forge organizing committee to obtain the best possible financial deal for NASG's participation in a 1993 joint convention."

There was a brief discussion of the yet to be written convention manual. PS urged the Committee to adopt a policy in that manual that local convention chairmen must be NASG members before the Board will approve the host club as sponsor.

There followed a non-agenda discussion of NASG's membership policy associated with AF car purchases. Don DeWitt was called in to clarify the current policy which is as follows:

- A. Joining before December gets some Dispatch back issues and a renewal the following June.
- B. Joining after January gets only current Dispatch issues and renewal in June of the next year (about 16 months).

The next report was from the Finance Committee concerning the fiscal 91-92 budget. After a few small corrections, a motion was made (JK/LJ) and the attached budget was passed. The budget was done on a cash flow basis to give the Board an idea of available funds for projects. For that reason, it reflects no income in 1992 from the sale of the 1992 AF cars.

At DD's request, there followed an open discussion of the issues that had previously separated the Treasurer, the President and other Board members. DD indicated that he wished to continue as Treasurer and felt he was in a position to execute the requirements of the job. The Board was unanimous in its support for DD to continue. The Board was also of the opinion that the President must act in the best interest of the organization, especially when payments to suppliers have fallen in arrears. DP stressed the need for promptly depositing checks of AF car sales. The Board directed the President and Treasurer to work together to improve communications. Toward that end, MF and DD will meet and coordinate the preparation of a consolidated financial statement for the fiscal year just ended. The statement should be ready for the October issue of the Dispatch. One remaining item of old business was JK's previous proposal the Board consider involvement in producing a brass caboose. A motion was presented but did not receive a second and therefore died on the floor.

Under new business, the Board discussed the importance of expanding NASG's promotional efforts for S gauge. Don Thompson's tremendous effort to organize and execute the Denver display was seen as an excellent example. JK felt the organization should use extra funds to hire professional help for a promotional advertising campaign in the general model railroad press. JK volunteered to investigate the costs of such an effort. The plastic project (discussed in the Clearinghouse Committee report) was held in committee owing to a lack of available funds and redefining of the contract.

LJ presented the concept of NASG sponsoring "regional meets." The Board was receptive to the idea for areas in the western region but concerned regionals in the east could siphon interest from the annual convention. The Board rediscussed the issue of the Dispatch and controlling its cost without compromising quality. The Board decided on the following plan of action:

1. Direct the editor to "stay the course" in FY 91-92.
2. Develop a more aggressive plan to attract advertising ASAP.
3. Re-examine Dispatch costs and income in January 1992.
4. As a last resort, consider a dues increase in 1992.

There being no additional business to transact, a motion was made (JK/LJ) and the meeting adjourned at 11:30 p.m.

ADDENDUM TO THE MINUTES:

The Board (including Mark McFrederick) convened for a short meeting after the banquet on July 20, to receive the written report of the Promotions Committee from John Craft. Problems with the previous year's performance and plans for the future were discussed. All agreed better communications were needed in both directions between the Committee and the Board. The Board approved John's request to call himself Promotions Director for the purpose of contacting and promoting S to other interests. He was informed that internally his title would remain Promotions Chairman, as specified and directed by NASG's Bylaws and Constitution. The report and its request for budgeting were accepted by the Board without further action. The amount budgeted for the Promotions Committee in FY 91-92 is \$3,500.00 including contingencies.

Respectfully submitted,
August 12, 1991
James A. Kindraka

**NATIONAL ASSOCIATION OF S GAUGERS, INC.
1991-92 BUDGET**

BEGINNING CASH BALANCE - July 1, 1991

\$67,961

PROJECTED INCOME:

Dues:

Existing members (590 @ \$17)	\$10,030
New members (100 @ \$17)	1,700
Total Dues	<u>\$11,730</u>

Service Committee:

Track gauges (100 @ \$3)	300
Coupler height gauges (100 @ \$3)	300
AF Cars (100 @ \$65)	6,500
Milwaukee Road Cars (\$152.95 x 7)	1,071
Misc. items (T-shirts, patches, etc.)	300
Total Service Income	<u>\$ 8,471</u>

Convention Committee:

Profit - 1990 Pittsburgh convention	1,690
- 1991 Syracuse convention	1,000
Total Convention Income	<u>2,690</u>

DISPATCH:

Booster ads (20 @ \$10)	200
Inserts and advertising	3,000
Total Advertising Income	<u>3,200</u>

Miscellaneous Items:

Interest income	<u>1,000</u>
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Total Receipts

\$27,091

Total Funds Available

\$95,052

NASG PROJECTED EXPENSES FY 91/92

DISPATCH:

Production and distributing costs	\$18,000
Editor's basic overhead	3,000
Equipment	250
Editor's Honorarium	1,000
Total DISPATCH Costs:	\$22,250

Membership Committee:

Directory	1,800
Dues Renewal	400
Total Membership Costs:	2,200

Service Committee:

1991 AF car	53,500
1991 AF car - shipping costs	2,000
Clearinghouse - miscellaneous	200
Total Service Committee Costs:	55,700

Convention Committee:

Convention advance - 1991:	500
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Promotions Committee:

Miscellaneous	500
Advertising & Promo package	3,000
NMRA show	3,500
Total Promotion Costs:	7,000

Awards:

Bernie Thomas Memorial Award	50
Tony Perles Publishing Award	150
Manufacturers Award	50
Total Award Costs:	220

Miscellaneous:

Postage & stationery	200
NMRA membership	48
Corporate registration	60
Total Miscellaneous Costs:	308

Total Expenditures

\$88,178

ENDING CASH BALANCE - JUNE 30, 1992

\$ 6,874

THE BAILEY BRIDGE SYSTEM

by Dave Bailey

S scale modular railroading has increased in popularity over recent years. It's fun getting together with old friends and making new ones while admiring all the handiwork put into the modules as well as the models themselves. It's kind of like visiting multiple layouts all under one roof!

One difference with modular railroading, though, is that the "viewing" begins as soon as the module is carried in and set up. There is just as much interest in the construction techniques used on the underside as well as what's on top. It's a great way to pick up new and different ideas as to what to do--or what not to do--with your next construction venture. This is one of the benefits of being involved during the set-up and/or take-down time.

With the S Mod standards we now have, anyone following these guidelines can build a module that will fit and work.

While I was designing the track plan for Allen Yard, it became obvious that I would have a lot of bridge rails to install each time this 5-section module was set up. I knew I (or anyone else, for that matter) would not want to gauge

and spike some eighty individual rails at four interfaces, so I devised my own bridge rail system to connect the sections together. The two ends are built to S Mod standards.

This system totally eliminates the need to gauge and spike bridge rails. The construction method described here could be adapted to existing sectional modules if desired. My yard is 10 tracks wide, so I permanently mounted 10 lengths of flex track, each $4\frac{5}{16}$ " long, to a strip of Masonite which is $2\frac{7}{8}$ " wide x 30" long, the full width of the module. The top surface of the module is $\frac{1}{2}$ " Homasote, which has a thickness of $\frac{1}{16}$ " greater than the Masonite I used.

The Homasote at each interface was cut back $1\frac{1}{2}$ ". The track is laid with the rail ends measuring $2\frac{3}{16}$ " from the interface with three low profile ties per module section for rail joiner clearance as shown in Fig. A. That's all there is to it.

Some other useful notes: Before ballasting, I used masking tape at each edge forming a "dam" to hold back the white glue and stone, then I waited until the ballast was fully cured before

removing the tape. Be extra careful when ballasting around the areas of the low profile ties to keep the ballast to a low profile as well, especially under the rail ends. I feel it is very wise to prepare the rail ends any time I lay track. It is especially so for a module where the joints are frequently assembled and disassembled. After the rail end is cut or filed square, I file a "leading" taper at the two corners of the rail foot and "break" or radius all corners in the areas indicated by the arrows in Fig. B. This permits easier starting of a rail joiner.

I also remove the small extra tab (indicated by the slashed lines) from the joiner. After several re-uses, these get bent and cause problems. With the tab removed, there is still enough lead left on the joiner for easy starts. At take-down time, I make it a practice to always slide the joiners onto the bridge unit so I know where to find them the next time. (See Figs. A. and B.)

I like my Bailey Bridge System because it lets me set up quickly and easily so I can help those who helped me and others to get set up and running.

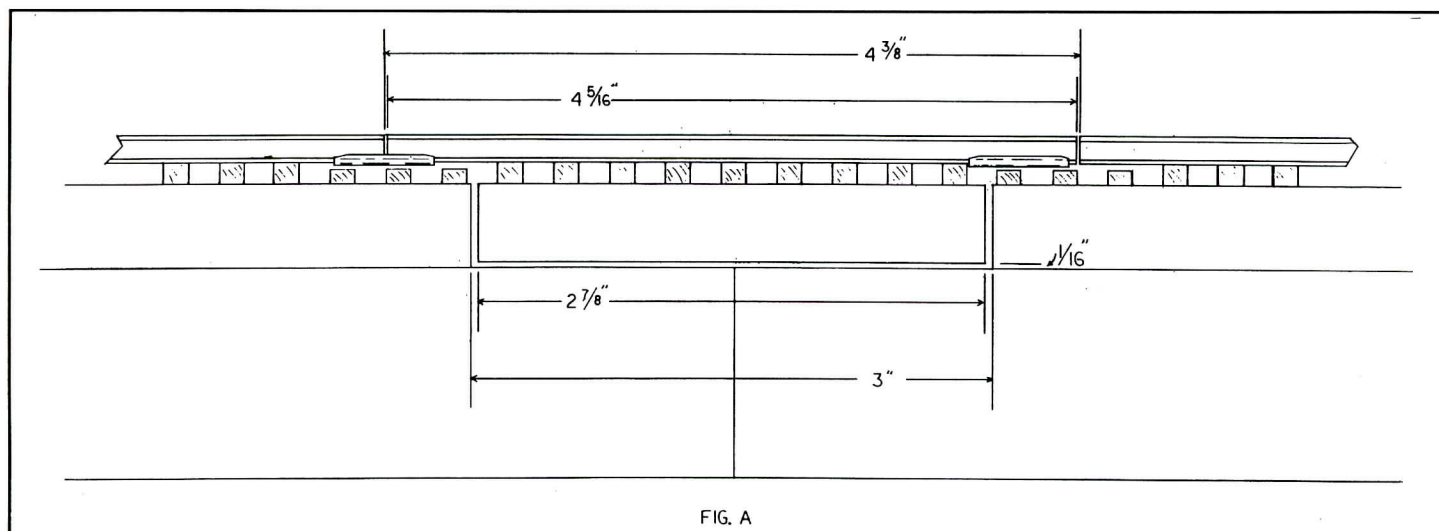


FIG. A

S LORE

The American Models 40' box car (and refrigerator car) is an excellent model and has been in use by S scalers for a number of years now. As I see it, it does have one important flaw. That is a solid platform for mounting operating couplers. As you know, for reliable operation correct coupler height must be maintained. I modify my box car models by gluing a piece of 5/16" Plastruct angle, 1 21/32" long, to the inside of the car end. I use Plastruct's Plastic Weld cement. The car floor seating moldings on the insides of the sides are used to position the angle piece. It must be even on both sides of this shelf so the body doesn't tilt. Then drill clearance holes in the floor for the body mounting screws. (I use 0-80.) Set the floor into the body and mark the hole locations on the angle piece. Then drill and tap. You should also mark the location of the coupler mounting screws and drill clearance holes for them. Reassemble the box cars and you will now have a car without sagging couplers....C.J. Brummond.

I've always been a fan of the nicely made (if not to scale) Gilbert #761 and 23761 semaphores. The company went to extra effort in making this item. It works easily and dependably, and they even included a yellow lens, though it normally isn't used!

When I built my layout several years ago, I wanted to use several of these in my track plan, but I did not want to run the risk of burning out their coils by operating them with a #697 track trip. A sudden inspiration one evening provided the answer. I operate my semaphores from the 4 terminals of my track switches! The wiring is simplicity itself. Simply connect the red, green, yellow and

black semaphore wires to the corresponding posts on the track switches. The semaphore will light constantly, just as your switches do. When the track switch is thrown to green, the semaphore will also go to green. True, I have lost the train stopping feature, but that's what the guy operating the train is supposed to do--watch out for collisions. I have gained a clearly visible indication of how the track switch is thrown (lots of them seem to be in tunnels or other hard to see locations). It works, and looks, especially nice at an interlocking, where two lines come together. In some instances, you might want to locate the semaphore several track lengths from the switch. There are unlimited possibilities.

With these few on my layout, I decided to try to figure out a way to use, or at least display, the yellow indication semaphore. I took one apart and cut a small piece of light-weight cardboard (like that that comes with shirts) and inserted it under the lever that operates the semaphore blade. I set it right on top of the small copper strip that would ordinarily make the electrical contact when the signal shows green. A little adjustment might be required, depending on the exact thickness of the cardboard. When the semaphore blade is moved to the red position it does so normally. But when the green wire is activated, the cardboard stops the lever from moving all the way down and thus displays a yellow aspect. I have had one of these operating on my layout for over two years and have enjoyed perfect operation, with no further adjustments or changes needed. This semaphore is also connected to a switch. It makes a nice change, and allows you to use that perfectly good yellow lens which otherwise never gets used....

Paul McDonald



Brummond's Coupler Stabilizer for AM House Cars.

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1. Name of Publication	2. Issue Date	3. Issue Frequency	4. Issue of this Statement
RECAP	10/10/91	Quarterly	10/10/91
5. Publication Title	6. Issue Date	7. Issue Frequency	8. Issue of this Statement
RECAP	10/10/91	Quarterly	10/10/91
9. Complete Mailing Address of Known Office of Publication (Not the Post Office)	10. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not the Post Office)	11. Complete Mailing Address of Principal Office or General Business Office of Publisher (Not the Post Office)	12. Complete Mailing Address of Principal Office or General Business Office of Publisher (Not the Post Office)
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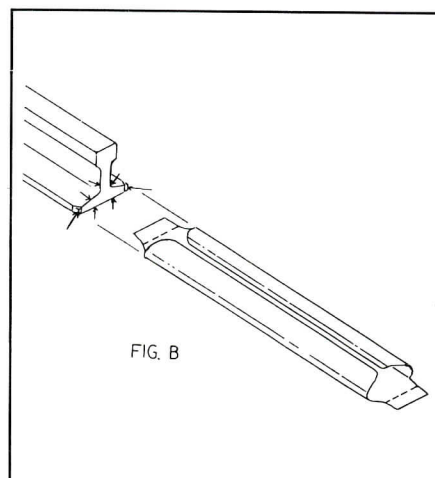


Fig. B. Bailey's Bridge System

DEAR @#\$%&*!

Editor:

While on one of my bi-monthly feeding frenzies, round about August, when Vol. XIV, No. 4 of The Dispatch was stuffed into my feeder, I reached page 22 when I soon realized that the first letter to the Editor had a very familiar taste! I quickly slowed my pace to savor the flavor. I thought, well what do you know? Someone has been reading my mind. If it were not for Dan Waske's name at the letter's end I would have thought it to be my own. My taste and sentiments exactly Dan!

I sent my letter to Ertl in the hopes that they will take the bait to produce the Checker taxi and other early, as well as later, model four door sedans and station wagons as built by the Big Three auto makers. Thanks for the shot in the arm as I've been wanting to write Ertl on this very subject for sometime now but as things sometimes go, it got put off and never happened.

If you as an S Gauger want these types of vehicles for our hobby (we need every one we can get), I suggest we follow Dan's advice and send off your personal note in favor of the ubiquitous sedans and station wagons. Please don't forget the Checker cab too!

Ertl's address is:

THE ERTL CO., INC.
CONSUMER RELATIONS
DEPARTMENT
P.O. BOX 500
DYERSVILLE, IOWA 52040

Sincerely,
Dave Bailey

Editor:

In response to your "The Editor's Desk" (HOO HAH!!) I would like The Dispatch readers to know that we at American Models are

starting on two projects that we have been promising our fellow S Gaugers for a long time now. These are the Alco PA-1 and PB-1 locomotives, and the GG-1 electric locomotive.

We expect to be shipping the first PA-1s in late Spring 1992. The locomotives will feature our usual one piece ABS plastic body in the RTR configuration in scale and tinsplate versions.

Very truly yours,
Ron Bashista

(Well, Ron, I have already shouted HOO HAH so I can't use that again. So, how about: BULLY! I imagine that a great many S Gaugers will find your news very, very welcome....Ed.)

I am sorry to report to readers of The Dispatch that George F. Lloyd III passed away on October 26, 1991 after a 10 month battle with leukemia.

George was a long time S Gauger from the Pittsburgh area and over the years had operated American Flyer, high rail, and full scale equipment. He was well known to both AF collectors and scale modelers; he was secretary of the local S Gauge group and had hosted many of their meetings. Last year he served on the committee for the 1990 joint NASG-NMRA convention in Pittsburgh.

He will always be remembered by those who knew him especially for his cheerful manner and his great enthusiasm for S Gauge railroading.

Sincerely,
Dave Felmley

POST ITS

NOTICE NOTICE NOTICE
NEW JERSEY--Winslow Junction Scale Train and Railroadiana Meet. January 5, 1992 at Winslow Fire Hall, Hall and Hay Sts, Winslow, NJ. 10 am 'til 3pm--\$3.00 individual, \$5.00 family. Information: Bill Powell, 306 Broad Street, Williamstown, NJ 08094. Phone: 609-728-1327.

ANNOUNCEMENT ANNOUNCEMENT
LIONEL ANNOUNCES--Last September 12, Lionel announced that Eugene R. Kutcher had joined the company as Vice President of Operations. Kutcher will assume full responsibility for all manufacturing functional areas, as well as Engineering and Design. "Gene brings over 30 years of experience and a wealth of engineering and manufacturing expertise to Lionel. We believe his knowledge will play an important role as we face the challenges of the '90s", said Nicholas J. De Grazia, President and Chief Operating Officer. Prior to joining Lionel, Kutcher was Vice President of manufacturing at TRW, a major automotive, aerospace and electronics supplier and Harvard Industries, Inc. Kutcher holds a B.S in Mechanical Engineering from Lawrence Institute of Technology and is a certified professional engineer.



Trade News & Views

~ BY DON THOMPSON ~

BADGERLAND S GAUGERS (c/o Chuck Porter, 4775 Gifford Rd., Oconomowoc, WI 53066) now has MILW ACF grain cars with 2 numbers. These are the Pacific Rail Shops cars. They will sell for \$22 without trucks and couplers. They also have new numbers for the Green Bay and Western cars. The price for them is 22 including trucks (and couplers for the hi-rail versions). They still have the 50' single door cars for Soo Line, Milwaukee and CNW. Shipping for all cars is \$2.50 for the first and \$2.00 for each additional car.

CENTRAL JERSEY S SCALERS (2 Roosevelt Ave., Cranford, NJ 07016) is offering a boxcar to commemorate the 10th anniversary of the Fall Get Together. The famous Suzy "Q" boxcars will be made for them by American Models. The cars are lettered in six colors and have a likeness of Suzy "Q" on the car. The cost for this premium paint scheme 40' boxcar will be \$25 and will include shipping and handling. Two different numbers are being offered. This car should be available now.

NASG AF CAR COMMITTEE (c/o Doug Peck, 6 Storeybrooke Dr., Newburyport, MA 01950) is busy working on the 1992 American Flyer cars. They are negotiating with Ertl for the purchase of trailers to be used with the AF flat car for NKP TOFC load. The other car will be the Chinese Red CB&Q box car. Prices have yet to be determined.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48033) has the Poage water columns in stock. The price for either the Fenner or

Universal is \$69.95. I am surprised to find out that the FT's are almost sold out. The A-B sets will come primed if pre-ordered. They may be in now as they were expected in November. The price is \$649 for the set and are available in several variations. They only have 8 E-units (non-dynamic brake version) left. These cost \$429 each. The burro crane is still moving along and by the time you read this, they will have a firm price and delivery date. The next project that they are planning is a GE Dash 8-40C diesel. This modern, three axle truck, engine would come in 3 variations with parts to make every possible one. Two of the variations will be the wide cab (CW) units. This development should make all our 1990's modelers happy.

PACIFIC RAIL SHOPS (3205 Helms Rd., Grants Pass, OR 97527) has shipped the Chessie 50' single door boxcars out to their dealers.

S DESIGNS (17 Jonathan Ct., Warwick, N.Y. 10990) has moved. Note the new address. They now have the PC green 50' single and double door box cars and decals to go with each. These new cars will cost you \$26 each, plus \$2 for hi-rail. Shipping is \$3 for one car plus 75 cents for additional cars. They should have received the B&M and NYC by now which would complete series B4. B5 series deadline is Feb 28, 1992.

S HELPER SERVICE (2 Roberts Rd., New Brunswick N.J. 08901) Although it was announced a little prematurely in the last issue, they are now limiting passenger car orders of decorated cars to sets

of either five cars (one each of the 70', all AF curve track compatible) at \$240, or the three 80' cars at \$165, or the full eight car set at \$395. The undecorated cars will be available individually at \$48 for the 70' cars and \$55 for the 80' cars. Sales have been good; the PRR, NYC and B&O have been the three best selling road names. The best selling car has been the coach with 20% of the sales. Three road names may be dropped from the passenger car list if their sales do not improve. They are the CNW (yellow car with green roof and letter boards, and silver lettering), the Milwaukee Road (orange car with brown roof, maroon letter board and imitation gold lettering) and Northern Pacific (two-tone green with white lettering). The GP-35 sales have also been surprisingly good. At this time the Chessie is number one with the B&O second and UP third.

SOUTHWIND MODELS (P.O. Box 9293, Plant City, FL 33566) You may be still have time to reserve an Alco PA. Jettie is still negotiating with Samhonga about the cut-off date. He is trying to get it extended. The deposit is \$150 for each unit. They are offering several different versions, but you will have to contact SouthWind to see if you still have time. The caboose project still needs a few more reservations to be a "GO". The B&O I-12 ribbed caboose is doing the best but is still short by a few reservations. I am surprised with all the FA's that S Helper Service has sold (not to mention the B&O and Chessie GP-35's that they have reservations for) that this caboose has not sold out. The price

BRANCH LINE NEWS

for this car is \$147.50. A a \$50 deposit is required. The other cabooses are a PRR N6 and a NKP #1200, both were wooden cabooses and cost \$137.50. If you don't want these projects to go the way of the USRA 0-6-0 or the NYC Diner, I suggest that you send in your deposits now.

S SCALE AMERICA (PO Box 671, Kenmore, WA 98028-0671) has released their 70 ton roller bearing truck. They are very nicely detailed in Delrin. If you were to add 36" wheels, they would have the look of a 100 ton truck. These are designed to go on their upcoming intermodal stack-pack flat cars. The trucks are now separately available for \$7.95 a pair. They now have some of the intermodal parts. The cars and the containers (5 different lengths) may be available by December. They now have in stock the GP-9/18 low nose kit featuring a new nose, cab and battery box. The price for this is \$20.95.

HARTOY INC (1979 10th Ave North, Lakeworth, FL 33461, telephone 407-586-5556) is introducing a new line of vehicles in 1/64th scale. Shown at the RCHTA show in Chicago were a series of tractor/trailers. At present they have in production 3 tractors, two of which date from the '40s, the other is a 1980s vintage Kenworth. They also have in production a shortie type of van from the '50s. Just right for those early piggy back cars. An extensive line is in the works and we should soon see long vans, stake beds and all the rest. Let them know of your interest....Editor's note.

SPIRAL HILL---There is something new on the Spiral Hill Railroad. A mole related the following story to us.

On a particular day not too long ago, workmen on the Spiral Hill were taking their morning break just outside the huge doors of the locomotive shop's huge doors. It was a hot sunny day with only a few fleecy clouds in the sky, a perfect day for dreaming up something unusual.

What was on their minds was McDonald's birthday.

"Guess we owe it to the old man to give him something special for his 70th birthday, don't you think?", said Sandy McTavish between sips of java. "It should be something that would make him really sit up and take notice!"

"Yeah! Something unexpected!", chimed in one of the welders. "How about a diesel locomotive?", piped up a heavy-set steam fitter. "He'd never expect that! You know how he hates diesels and I happen to know where to get one we could fix up."

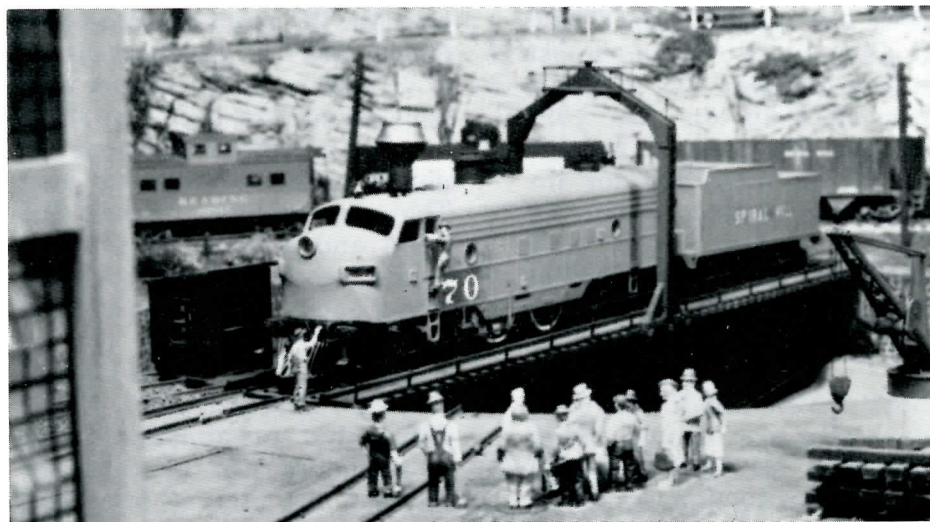
"Hel-l-l-l no! McDonald would have our hides!", yelled a fat boilermaker.

It was quiet for a bit and then a small, still voice floated up from a pile of ties, "What would you say to a steasil?"

"What is a steasil?", everyone chorused.

"It is a steam locomotive covered with a diesel body. It would be powered by steam, sound like a steam locomotive, but look very much like a diesel. I am sure we could do it and since McDonald will be gone for a month on vacation we would have time to do it."

And so it was decided. McTavish and his shop crews put all the other work aside and worked day and night to produce #70, the first steasil ever built on the Spiral Hill or any other road for that matter. The accompanying photo was taken shortly after the crew unveiled #70 on McDonald's birthday by backing her out on to the turntable. You can see a few interested onlookers, but McDonald isn't in sight. He is lying in front of the others. It seems that when the steasil slowly chuffed out on the turntable his jaw dropped, but when the hostler pulled on his whistle cord and what came out was a rasping diesel horn, he fainted dead away....FRT



SOUTH JERSEY S SCALERS--

Bill Lane exuberantly reports that they have "zigned ze par-perz!" to close the deal that the joint NMRA/NASG convention will be held in Valley Forge in 1993. It is official. As the photos shown below indicate, both Bill and Mike Ferraro signed the contract with NMRA representative Brian Kampschroer on September 21, 1991. The dates of the 1993 NMRA convention are August 1 through 8. Valley Forge, an historic site itself, is in an outstanding location for visiting many historic sites including Gettysburg and Philadelphia. It is convenient to a number of rail museums and railfan activities. At that time of year the Jersey Shore would also be attractive to swimmers and sun bathers. Full registration between now and February 1, 1993 will be \$60.00, after February 1, 1993 it will rise to \$65. A limited number of "Franklin Club" registrations may still be available. At \$100, these registrations include first pick of all tours and events, admission to the NMRA banquet and a free NMRA convention car. The NMRA is planning to make a limited run in S scale. Contact P.J. Mattson, Registrar, at Valley Forge Express 1993, P.O. Box 457, Swedesboro, NJ 08085 about these special registrations. They



surely will go fast. Early registrations to this time already exceed those of Pittsburgh at the same time. NASG members will be receiving registration forms in the near future. It is important that NASG members use their NASG membership numbers when filling out the registration forms. Meanwhile, the South Jerseyites are seeking your suggestions for what the 1993 NASG convention car should be. Should it be something unique to the South Jersey/Philadelphia area? Something Pennsy? Send your suggestions, with pictures and information if possible, to Bill Lane Jr. 525 Warwick Road, Deptford, NJ 08086

INLAND EMPIRE S GAUGERS ASSOCIATION--- August 8,9,10,11 were big days for model railroading in Spokane, Washington. These were the dates the Pacific Northwest Region of NMRA held its annual convention. More than 280 model rails from Alberta, British Columbia, Oregon, Idaho, Washington and western Montana gathered at Spokane Community College for Railfest Northwest 1991. A full program was presented. The award luncheon featured Robert Downing, former President of Burlington Northern, as the guest speaker. A large room for portable and modular layouts included the IESGAPN S gauge layout. Some beautiful S scale static displays were also exhibited. Although there were no S gauge models entered in the contest, Cliff Baxter had one of Jess Bennett's hand built UP 'Big Boys' on display. Doug Sassman also had his scratch built model of Sprague, Washington station on display, as did Ernie Horr with his scratch built coaling tower. The S modular layout drew its share of attention and Cliff Baxter was interviewed live with the trains running on the local NBC TV affiliate. Cliff Baxter and Ernie Horr manned the layout during the whole convention. Doug Sassman and Larry Hopkins helped out as they had time available. Ted Holloway and



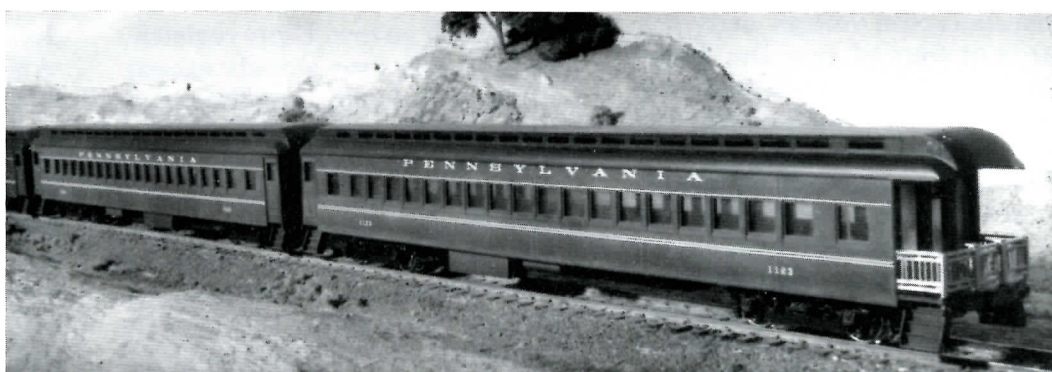
Dale Weiler were invaluable in helping to set up the layout, though they could be available to assist in manning it. Ernie Horr also had his home layout on the layout tour Friday night and Saturday afternoon. It was a self-guided tour and got a goodly amount of visitation....Ernie Horr

MIKE PALMITER---BE SURE THAT YOU CATCH MIKE PALMITER'S RAILROAD IN THE MODEL RAILROAD ANNUAL "GREAT MODEL RAILROADS 1992". IT IS AN URBAN SETTING DEPICTING THE NEW

YORK CENTRAL AND NEW HAVEN ACTION. MIKE IS A RETIRED POLICEMAN AND NOW WORKS IN A PHOTOGRAPHY SHOP IN WILLIAMS, INDIANA. HE HAS AGREED TO TAKE CHARGE OF BRANCH LINE NEWS. I AM SURE THAT HE WILL DO MUCH MORE WITH IT THAN I HAVE BEEN ABLE TO DO. BE SURE TO INCLUDE MIKE ON YOUR CLUB MAILING LISTS IF YOU PUT OUT A NEWSLETTER OR TO SEND HIM NEWS, SHORT ARTICLES, PHOTOS OR WHAT HAVE YOU OF THE GOINGS ON IN YOUR ORGAN-

IZATIONS, ASSOCIATIONS OR CLUBS. SOMEONE SHOULD ALSO UNDERTAKE TO INFORM HIM ABOUT THE VARIOUS MEETS THAT OCCUR WITH SOME REGULARITY IN A NUMBER OF AREAS. DON'T FEEL LEFT OUT IF YOU ARE NOT A MEMBER OF A CLUB, THIS COLUMN IS ALSO FOR INDIVIDUALS AND IS A GOOD PLACE TO SHOWCASE YOUR MOST RECENT MODEL OR THE SCENE THAT YOU HAVE FINALLY FINISHED. MIKE'S ADDRESS IS ROUTE 1, BOX 205, WILLIAMS, INDIANA 47470....RWJ

BOB WERRE---Bob sent along some photos taken on his railroad recently. They include a shot of some of S Helper Service' new heavyweight (Bob wondered aloud how a plastic car could be regarded as a heavy weight?) passenger cars. They also include a string of Chicago Northwestern RS-3s idling in Bob's yard. Bob has some nice Texas type scenery on his railroad but he said that right after taking these photos he began a crash program to more completely scenic the layout. We will be looking forward to the next shots to see the progress he has made....RWJ



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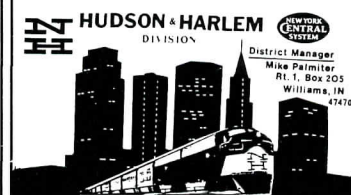
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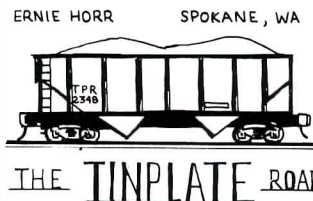
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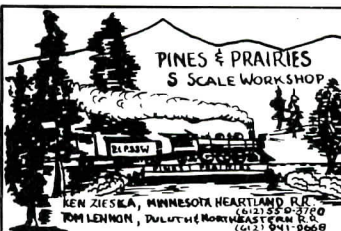
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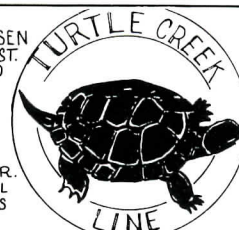
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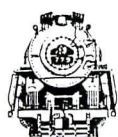
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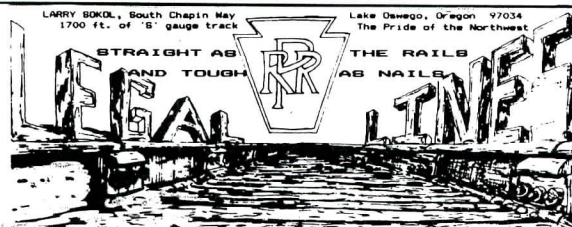


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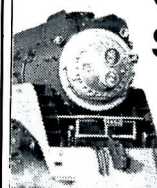
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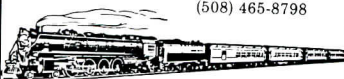
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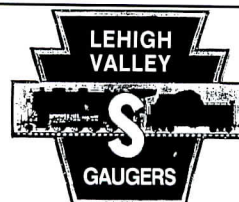
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