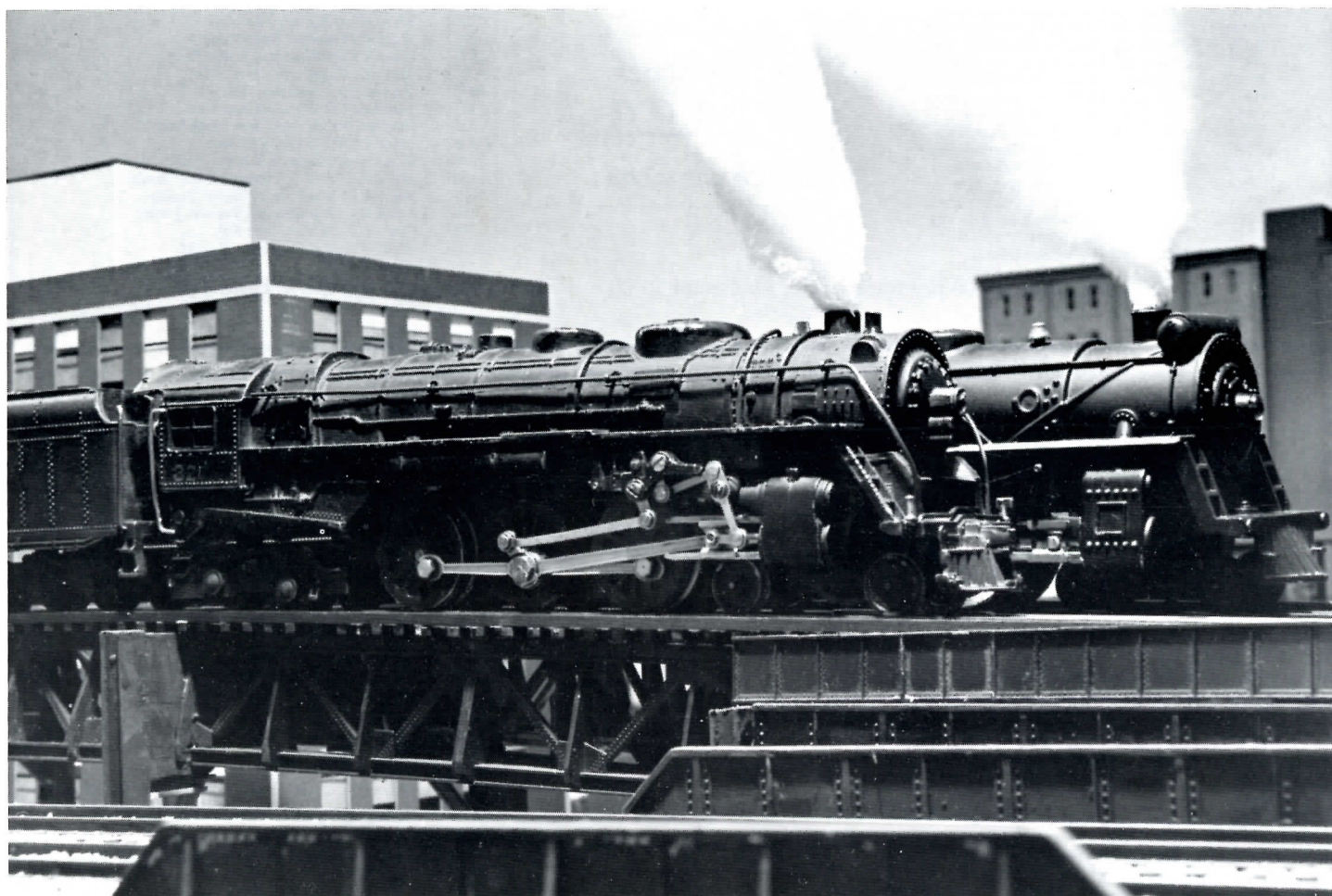
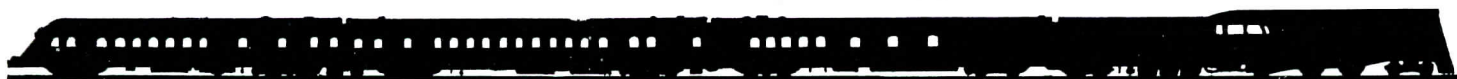




June, 1992

Vol. XV No. 3

DISPATCH



“All Steamed Up!”

Photo by Mike Palmiter

Bill's Train Shop

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Seffner, FL 33584

S-Sn3 Spoken Here!

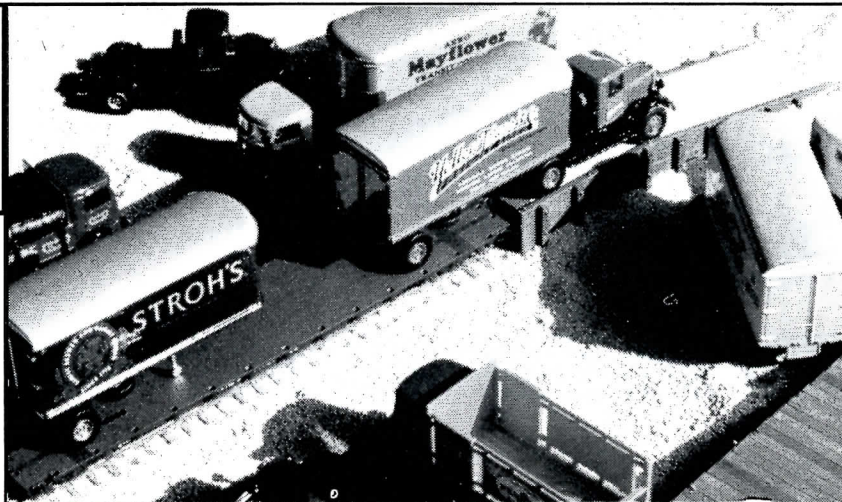
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L02042 Mack CJ Royal Oak Drop Side
L03012 Peterbilt 260 Gen Box Van
L03013 Peterbilt 260 Wheaties Box Van
L03052 Peterbilt 260 Mobil Panel Stake Body
L03062 Peterbilt 260 Pennzoil Tanker
L51102 Mack BM Wrigley's Tractor Trailer
L51103 Mack BM Yellow Transit Tractor Trailer
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NASG DISPATCH

Official Publication of the
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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:

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NASG, Inc.
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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 change to **The Database Manager**, NASG, Inc., % Don DeWitt, 17 Jonathan Court, Warwick, NY 10990.

COVER

"All Steamed Up" represents one of Mike Palmiter's efforts at staged photography. As his railroad, The Hudson and Harlem Division of The New York Central System, has matured, Mike has turned to experimenting with photographing it.

ORDER BOARD

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JUNE 1992



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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.

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President's Message

My message this issue will be a brief one. First, I am happy to announce that the NASG has found a replacement for Bob Jackson as editor. Mike Palmiter has graciously volunteered to take over as editor of *The Dispatch*. He will assume the duties beginning with the October 1992 issue. That means that he will be hard at work no later than the first of August. This is a demanding job and I hope you, as members, will support him with a continuous flow of articles and information. Mike is a relative newcomer to the NASG family and does not know many of you on a personal basis. For success as editor, it is essential to have a network of S gaugers all over the country. Therefore, I ask that you make a special point of contacting Mike and helping him to form a network of S gaugers.

Mike's address is:
RR1, Box 205
Williams, IN 47470

His telephone is:
(812) 388-7205 Call early evenings or afternoons.

The second part of my message deals with another matter that faces this organization. This coming year will be my last year as President. I do not intend to run for further office. I have been on the Board, in various capacities, since 1981. It is time to step aside and let someone else take over the reins of the NASG. It is a challenging position to fill. I feel that much has been accomplished over the past several years, but much more remains to be done. Over the next few issues, I intend to discuss these matters in greater detail. But, for now, I would like to call out to the membership of the NASG to have them think about the upcoming elections. Nominations will be taken for the following positions: President, Treasurer and Regional Vice Presidents (of which there are three). If there are interested and energetic individuals out there that want to volunteer their time and talents to the NASG, give it some thought. When nominations for these positions are announced this Fall, I hope that there will be numerous people willing to accept the responsibility and will run for the important positions.

"S"incerely,



Michael R. Ferraro
President

From The Editor's Desk

You have to regard River Raisin's choice of GE 6-axle locomotives as a very intelligent choice. I exulted over the earlier choice of Dash 8-40Cs because they are the very latest thing and it was wonderful to think that S scale would actually get out ahead of everything but HO with such offerings. But, the U33-C (and the externally identical U36-C) and the C30-7 are also outstanding choices. They were produced over an extended period which ended perhaps seven years ago (depending on which reference you consult) and very many of these locos are still in daily operation all over the country. Thus, they will probably appeal to a wider range of modeler's than the Dash-8 series. If this offering goes well, then maybe, just maybe, we will see some 1990s locos by the middle of the decade. Fairly takes your breath away to contemplate it!

The decision to make the GE's "MUable" with earlier EMD offerings from Overland also makes great sense. After all, one of the greatest advantages of diesel over steam is the ability to add horsepower in incremental units, with only small concern for the specialized nature of the individual locomotives. We should be able to employ those techniques on our own railroads. Unfortunately, model manufacturers have not always paid a lot of attention to that aspect. One well known S scale manufacturer has used four different motors in his diesel locomotives. There is very little chance that the different types can easily be "MUed".

While we are on the subject, let me point out that one of the advertisements for River Raisin's GE six-axle loco indicates that they will "MU" with both the SD40-2 and the GP38-2. My GP38-2 has a different gear ratio than my SD40-2, and does not readily "MU" with the big loco. I suspect that is true of all of them. Dave Bailey solved this problem by wiring a resistor across the motor brushes of his GP38-2. With some experimentation, he got a combination that worked satisfactorily. In short, it is likely that the GE's will "MU" with the SD40-2 and not the GP38-2.

The prices of these locos will surely strike many as being very high. For sure, they strike me that way. But high prices are relative and when you survey the scene, the prices being quoted seem a little easier to understand. The recently released prices for the Gang of 100's Mohawks is \$910 to Gang members and is over \$1100 to non-members. The list price of Overland's HO NYC 2-8-2 is very close to \$500. Dealer net prices for the larger HO diesel locomotives are running close to \$300. So, River Raisin's prices seem at least bearable against that background. Brass is simply expensive and getting more so.

I doubt if the market will bear much more, but I said that a couple of years ago and the market has risen quite sharply in the meanwhile. I am going to get a six-axle GE while I can still afford it, even if it is high!

Speaking of railroad models. I hope you are bringing yours to Cleveland in July. I want to photograph them!

MEET AN 'S' GAUGER

Don Hudson

Although being a relative new comer to the S gauge fraternity, Don Hudson has demonstrated a modeling talent and enthusiasm for S scale that rivals the best among us. I like to take partial credit for recruiting Don into S; in 1990 he came back to model railroading after a hiatus of several years. He was in the process of building an HO layout display for the hobby corner of his photography business when I invited him to my house so that he could see what S scale model railroading was like. I, of course, began pitching the virtues of S but it really sold itself, and that day a new S scaler was created!

Don did virtually everything at once—he ordered lots of S stock, then he started work on his layout room. This is where many model railroaders make a big mistake by putting their layout into a dank basement, a drafty garage, or a hot/cold attic. Don knew how inhibiting a bad layout environment can be so he set about building his train room from day one.

In part of his home's basement he built walls, installed a ceiling, and covered the floor with carpeting. After the room was finished he began actual layout construction, a story about which I hope to submit to The Dispatch in the coming year.

Don differs from many of us because he never was given a toy train set during his childhood. His interest in railroads developed from watching trains in Centralia, Illinois where he lived for a time during his youth. He got a late start in model railroading because of the time committed to other interests. Don's other hobbies include radio controlled model airplane and helicopter flying and wood-working. Developing skills in these two other areas have certainly paid dividends for his present devotion to S model work. His early model railroading was in N scale during the years that his son Kevin was young.

Don was born in 1940, and raised principally in Oklahoma. Following graduation from high school, he entered sales at the J.C. Penney Company. After being transferred to several midwestern towns, he decided to try banking in which worked for several years in Bedford, Indiana. Then in the early 1980s, he decided to open a photography business and hired his son Kevin, whose principal interest was photography, to help. The business thrived and soon required more space. Upon moving the business to a larger store, Don found enough room to



include a hobby department with which he revived his interests in model railroading and RC flying. He soon conceived the need for a promotional layout in his store and built a 5' by 9' HO layout for it. That whetted his appetite and he began to plan a much larger HO layout for his home. That's where I entered the picture and introduced him to S scale. Upon his decision to go into S scale, he designed a railroad to fit in the 26' by 12' room available. It is essentially an around the walls railroad with a peninsula in the middle.

The building model that Don is holding in the above photo was his then current S project. He has made several S structures and details some of them with individual Sculpy pieces to represent the stone foundations.

It was certainly my good luck in 1987 when he hired me to work his business' dark room. Don became more than an employer, he's a fellow S scaler, friend, and all around nice guy....Mike Palmiter.

A SMALL INDUSTRY

Will Britton

SERVING THE FRUIT PACKING INDUSTRY

We often hear that the way back to solvency and good times is through more manufacturing and re-vitalization of our industries. That focus makes us forget what an agrarian powerhouse the United States is. Likewise, with the rapid shift of railroading toward intermodal traffic, long unit trains of coal or chemicals, or long strings of automobile racks, it is easy to forget that agriculture helped to shape the development of American railroads every bit as much as heavy industry did. One place where agriculture and industrial process intersect is the canning industry where vegetables and fruits are packed in cans or glass jars, then packaged and delivered to customers all over the country.

Our featured industry in this issue is Pacific Coast Producers, a fruit packing plant, in Lodi, California. Actually, in keeping with the theme of this series, we will only consider the interface of the industry with the railroad. In fact, we will only consider one of its interfaces since this industry both receives and ships a variety of products which come in hopper cars, box cars and tank cars. We will consider only that interface which receives tank cars loaded with sugars and sweeteners. Perhaps this article, with the previous one, will stimulate the development of more such models in S scale.

Although California is the leader in fruit production, commercial fruit production is found in a great many states. Perhaps the only significant sector of the country that does not have significant commercial fruit production is the plains area where most of the country's grain is produced. Thus, most S gaugers could reasonably expect to find a fruit packing plant that resembles, in its essence, the one discussed here somewhere in their region.

Canning or packing is, obviously, not-

ing more than a way of preserving food which would otherwise rapidly spoil for a long period of time, making it available during periods when it would not be found in a fresh state. Nicholas Appert, a Parisian confectioner, first succeeded in preserving certain foods in glass bottles sometime in the first decade of the 19th Century. He published his work in 1810. He really did not know what he was doing, he only knew that what he did worked. What he did was to apply heat to the glass bottles with the fruit sealed in side them. It was some 50 years later, following the development of bacteriology, that it was learned that Appert's technique destroyed the bacteria which caused food spoilage.

The tin can was introduced by the Englishman, Peter Durand, in 1810 and became the more generally used container. The modern tin can is composed of 98.5 percent steel and is coated with a thin layer of tin. It is by far the most economical and serviceable container for mass production.

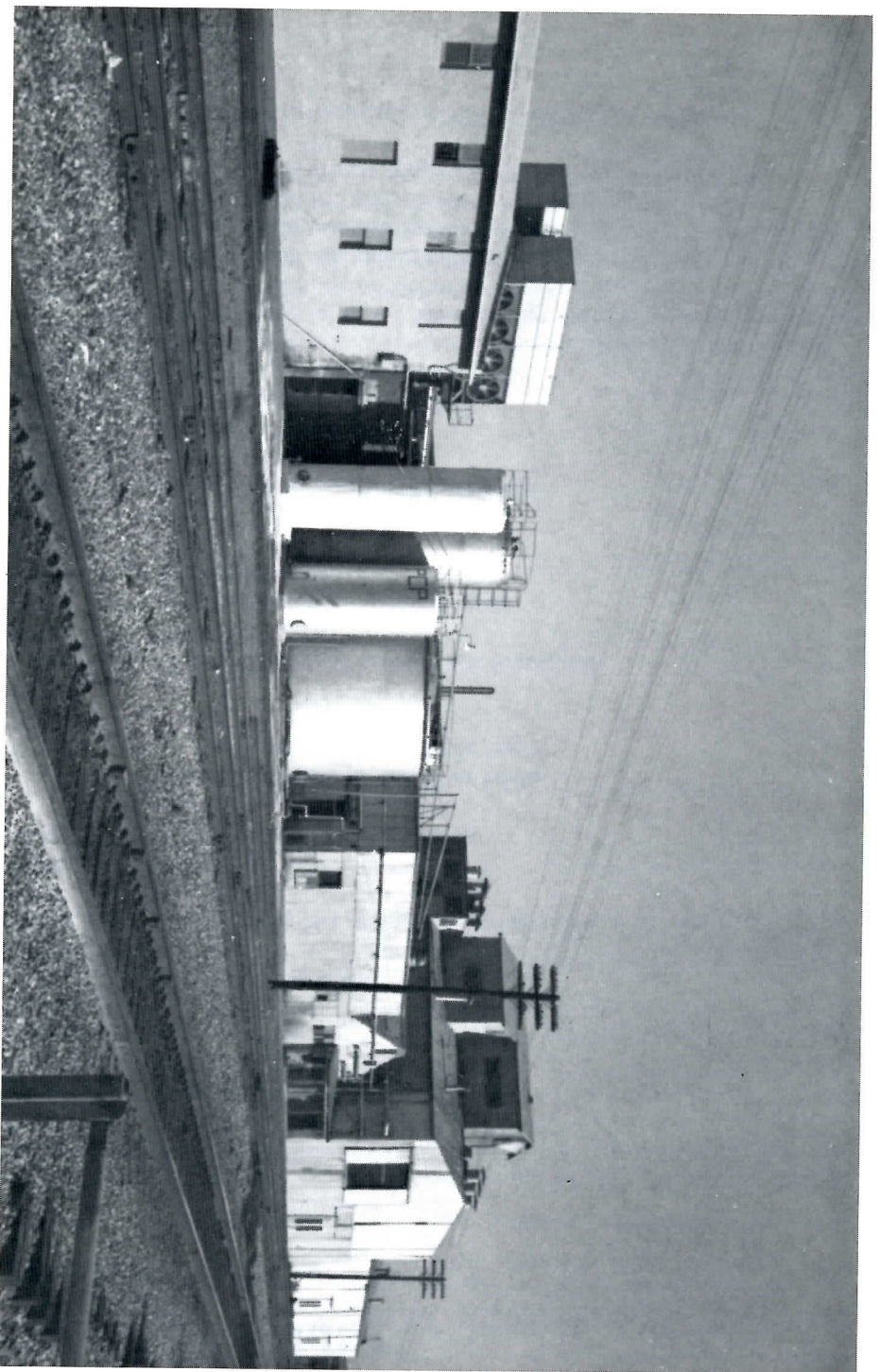
Fruit processing involves several different methods of preparation depending on the type of fruit and whether the end-product is to be the whole fruit (or halves or quarters) or whether it requires cooking beforehand and so forth. Regardless of processing, very much of the fruit will have sweeteners added to it at some point. The vast bulk of these sweeteners are liquid sucrose and liquid invert sugar. Both of these are brought into our packing plant in tank cars.

In the top photo, accompanying this article, you are looking across the Southern Pacific mainline which passes through the center of Lodi on a north-south bearing. In modeling this scene, you have the option of including enough of the buildings to suggest the large complex that constitutes the whole operation, (it is quite large, in actuality, and is approximately 2 city

blocks wide and about 5 city blocks long) or to focus in close and include only the tanks, the cooling towers behind them, a much shortened office building on the left and a part of the building with the cupolas in the background. There is lots of piping running all over the place which adds a lot to the feel of the scene. I would focus in close if it were me. Notice, the railroad tie just under the line of the third set of windows from the right in the office building in the left of the photo. That serves as track bumper on the spur that serves the tanks.

In the bottom photo, you are looking up a spur that diverges from the mainline and serves several industries behind the viewer and also serves as an interchange with the California Central Traction Company, known locally simply as The Traction Company. It has not been a traction company since the middle 1940s, however. The spur that serves the PCP is not easily visible in the photo, but it diverges from the spur that the viewer is standing in the middle of. You can also observe the railroad tie bumper at the end of the PCP spur. The tall tank on the left appears to be insulated, but I don't know why. It receives liquid sucrose. The short tank on the right receives invert. I don't know the purpose of the large diameter tank.

If I were modeling this scene, I would eliminate the major spur and interchange track and use only the short spur serving the tanks. The office building has 12 sets of windows. I would reduce that to three, perhaps four, and include the freight door that occurs toward the front of the building. The building has a stucco exterior. The large machinery building in the rear of the top photo has a corrugated metal exterior. If you locate this industry next to your mainline and in an urban setting, you will surely want to include the railroad signal box in the bottom photo.



STANDARD GAUGE S SCALE BRASS LIST¹

COMPILED BY GLENN BERG²

<u>Diesel Locomotives</u>	<u>Importer</u>	<u>Stock No.</u>	<u>Year</u>	<u>Cost</u>	<u>Comments</u>
Alco FA-2, FB-2	1 Overland	1763	1985	\$ 324.95	
Alco FA-2, FB-2	2	1765		329.95	A unit with PRR antenna
Alco FA-2, FB-2	3			314.95	B unit
Alco RS-11	1 Overland	1776, 1777	1989	429.95	High hood or low hood
Alco RS-18	1 Overland	1778, 1779	1989	429.95	MILW or PRR versions
Alco RS-2	1 Alco Models		1982	369.00	
Alco RS-3	1 Alco Models		1981	369.00	
Alco RS-32	1 Overland	1774, 1775	1989	429.95	NYC or SP versions
Alco RSD4/5	1 Alco Models		1983	379.00	
Alco S-1, S-2, S-4	1 Overland		1986	335.00	Blunt trucks, S-1 & S-2; AAR trucks, S-4
EMD E3/6	1 Overland		1984	289.95	
EMD E3/6	2			279.95	B unit
EMD E7	1 Overland	1773	1984	289.95	A unit w/large number boards
EMD E7	2	1795			• A unit w/antennas, PRR
EMD E7	3				• A unit w/special side filter vents
EMD E7	4				• B unit w/special side filter vents
EMD E8/9	1 Overland	1766	1984	289.95	
EMD E8/9	2	1769		279.95	B unit
EMD E8/9	1 River Raisin		1991	429.00	W or w/o dynamic brake, PRR w/antenna
EMD E8/9	2			469.00	Nickel plated
EMD F3 phase II	1 Overland	1749	1987	315.00	Model comes with optional parts
EMD F3 phase II	2	1752		322.00	PRR w/antenna
EMD F3 phase II	3	1751		279.95	B unit
EMD F7	1 Overland	1750	1987	315.00	A unit
EMD F7	2	1750.1		410.00	A unit factory painted, B&O or GN
EMD F7	3	1762		322.00	PRR w/antenna
EMD F7	4	1751		279.95	B unit
EMD F7	5	1751.1		365.00	B unit factory painted, B&O
EMD GP38-2	1 Overland		1984	355.00	Available options included:
EMD GP38-2	2				• Low hood w/anti-climber & extended range dynamic brake
EMD GP38-2	3				• Low hood w/ anti-climber w/o extended range dynamic brake
EMD GP38-2	4				• High hood w/o anti-climber & w/dynamic brake
EMD GP38-2	5				• Low hood w/o anti-climber & w/o dynamic brake
EMD GP38-2	6				• Low hood w/o anti-climber w/extended range dynamic brake
EMD GP38-2	7				• Low hood w/o anti-climber w/short dynamic brake
EMD GP38-2	8				• Low hood w/anti-climber & short dynamic brake
EMD GP38-2	9				• Cables, BN
EMD GP38-2	10				• DD/EMD wide cab, CNEMD GP38-2 11 Overland
EMD GP38-2	12				
EMD GP38-2	13				
EMD GP7	1 Sunset		1984	315.00	
EMD GP9	1 Sunset		1984	315.00	

<u>Diesel Locomotives (cont'd)</u>	<u>Importer</u>	<u>Stock No.</u>	<u>Year</u>	<u>Cost</u>	<u>Comments</u>
EMD NW2	1 Oriental		1985	325.00	All five phases
EMD SD40-T2	1 Overland		1983	399.95	Low hood, D&RG; low hood w/83" nose, SP
EMD SD40-T2	2				Low hood w/116" nose, SP
EMD SD40-2	1 Overland		1983	385.00	Low hood w/o dynamic brakes, UP or SF (116" nose)
EMD SD40-2	2			399.95	DD/EMD wide cab, CN
EMD SD40-2	3				Cableless, SD40-2B
EMD SW1	1 Oriental		1985	325.00	Phases II, III, & V
EMD SW1200	1 Oriental		1985	325.00	
EMD SW7	1 Oriental		1985	325.00	
EMD SW9	1 Oriental		1985	325.00	
EMD FTA&B	1 River Raisin		1991	649.00AB set	Sold only as A&B sets. 3 versions.
<u>Steam Locomotives</u>					
Climax ³	1 Alco Models		1989	\$555.00	
Shay	1 PBL				Limited standard gauge production of 25 units
0-8-0 USRA Switcher	1 Overland	1705	1985	459.95	Standard or extended vision tender
2-10-0 PRR I-1	1 Omnicon		1991	785.00	"Gang of 100" model
2-6-6-4 N&W "A"	1 Overland	1727	1988	1185.95	
2-6-6-4 N&W "A"	2	1727.1		1329.95	Painted
2-6-6-4 N&W "A"	3	1728		115.00	Auxiliary water tank
2-6-6-4 N&W "A"	4	1728.1		189.95	Auxiliary water tank, painted
2-8-0 MP #152	1 Omnicon		1985	455.00	
2-8-0 Reading I-8sb	1 Overland	1703	1988	675.95	Camelback
2-8-2 PRR L-1	1 Omnicon		1987		Free rolling mechanism
2-8-2 USRA light	1 Overland	1702	1985	479.95	
4-6-0 Erie G-15	1 Omnicon		1986	465.00	
4-6-2 PRR K-4	1 Omnicon		1987	659.00	
4-6-2 PRR K-4	2			759.00	Painted
4-6-2 USRA light	1 Overland	1737	1990	795.95	
4-6-4 NYC J3a	1 Overland		1985	579.95	W/ standard 12-wheel tender
4-6-4 NYC J3a	2			589.95	W/ long distance PT tender
4-6-4 NYC J3a	3			212.95	PT tender only
4-6-4 NYC J3a	4			139.95	12-wheel tender only
4-6-6-4 UP Challenger	1 Sunset		1987	929.00	
4-8-2 PRR M1 & M1a	1 Omnicon		1989	756.95	12- or 16-wheel tender
4-8-2 PRR M1 & M1a	2			856.95	Painted
4-8-4 SP GS-4 Daylight	1 Overland	1701	1983	575.00	
4-8-4 UP FEF-3	1 Overland	1720	1988	715.95	W/Worthington SA feedwater system
4-8-4 UP FEF-3	2 Overland		1988	875.00	Painted black or 2-tone gray
4-8-4 UP FEF-3	3			715.95	W/Sellers exhaust steam injector
4-8-4 UP FEF-3	4			875.00	Painted black or 2-tone gray
4-8-8-4 UP Big Boy	1 Sunset		1983	799.95	

<u>Freight Cars</u>	<u>Importer</u>	<u>Stock No.</u>	<u>Year</u>	<u>Cost</u>	<u>Comments</u>
<u>Freight Cars</u>					
Box, B&O round roof 40'	1 Overland	1689	1983	\$ 99.95	M53, plain door; M53a, corrugated door
Box, MILW horizontal rib	1 River Raisin		1991	139.95	40'
Box, MILW horizontal rib	2			152.95	40' painted (available from NASG only)
Box, MILW horizontal rib	3				50'
Box, MILW horizontal rib	4			159.95	50' painted
Flat	1 SouthWind		1990	109.50	Riveted (Erie) or welded (PRR)
Flat, pulpwood	1 SouthWind		1988	79.95	Painted but not lettered
Hopper, airslide, covered	1 River Raisin		1988	105.00	1954 version; plain journals, diagonal end braces
Hopper, airslide, covered	2			105.00	1965 version, roller bearing journals, triangular
Hopper, airslide, covered	3			105.00	End gusset sheets
Hopper, ACF covered	1 NASG		1984	85.00(members)	Phases II & III
Hopper, ACF covered	2			95.00(non-members)	
Hopper, PRR covered	1 River Raisin		1989	104.00	H30. 3-bay with flat riveted steel roof
Hopper, PRR covered	2			104.00	H30a. 3-bay with raised rib roof
Hopper, PRR covered	3			114.95	H32. 5-bay
Hopper, PRR twin	1 SouthWind		1988	94.50	H31b, composite; H31c, all steel rebuild
Milk, Borden tank	1 SouthWind		1990	125.00	With or without top fins
Milk, Pfaudler	1 River Raisin		1990	149.95	40'; factory painted with 10 private name decals
Milk, Pfaudler	2			159.95	50'; factory painted with 10 private name decals
Milk, NYC	1 SouthWind		1990	115.00	
Milk car	1 Rutland	0340	1990		15 units each
Milk car	2	0349			15 units each
Reefer, NYC milk	1 SouthWind		1990	115.00	
Reefer, NYC	1 SouthWind		1990	115.00	
Reefer, PRR R508 express	1 SouthWind		1987	110.00	
Tank	1 SouthWind		1990	125.00	SF, UP, SP 28' or 42', WP, AT&SF, SP "gas"
Tank, AFC	1 NASG		1986	88.00(members)	
Tank, AFC	2			98.00(non-members)	8,000 gallons. Options included
Tank, AFC	3				• Insulated high pressure dome
Tank, AFC	4				• Insulated low pressure dome
Tank, AFC	5				• Uninsulated low pressure single dome
Tank, AFC	6				• Uninsulated low pressure double dome
Tank, AFC	7				• Uninsulated low pressure triple dome
Tank, J & L Steel	1 NWSLTrucks, National type B		1 River Raisin	1989 14.95	
<u>Non-Revenue Cars</u>					
Caboose, "Northeastern"	1 Overland	1603	1984	\$ 86.00	Lehigh Valley w/round end windows
Caboose, "Northeastern"	2	1604			• Lehigh Valley w/single end windows
Caboose, "Northeastern"	3	1605			• Lehigh Valley w/no end windows
Caboose, wide vision	1 Modern Models		1987	115.00	Type I, close spaced cupola windows;
Caboose, wide vision	2				Type II, wide spaced cupola windows
Caboose, wood	1 Overland	1602	1984	86.00	Reading/Lehigh & Hudson river prototype
Caboose, NYC	1 G & W Models		1985	99.95	Tongue & groove or plywood siding

<u>Non-Revenue Cars (cont'd)</u>	<u>Importer</u>	<u>Stock No.</u>	<u>Year</u>	<u>Cost</u>	<u>Comments</u>
Caboose, NYC	2			129.95	Painted and lettered
Caboose, NYC	3			14.95	Extra trucks
Caboose, PRR N5a	1 Overland	1610	1987	96.00	Without antenna
Caboose, PRR N5b	1 Overland	1607	1987	99.00	With antenna
Caboose, PRR N5c	1 Overland	1608	1987	99.00	With antenna
Caboose, UP CA-5, CA-6	1 Overland		1983	89.00	
Ditcher	1 Overland	1681	1983	285.00	ATSF, D&RGW, W&LE-NKP

Postal Mail Cars*

Postal/mail, NYC	1 SouthWind	0020	1988	\$164.50	6-wheel truck, heavyweight
Postal/mail, NYC	2			204.50	Painted
NYC Car #1	3		1988		3-axle truck (60)
NYC Car #2	4				3-axle truck (40)
GN #30 (p.m.)	5				3-axle truck (10)
N.H./LSN/SOU/etc.	6				3-axle truck (10)
NYC Car #3,CB&Q, SOU, etc.	7				3-axle truck (10)

*All cars are same length, width, height. Window patterns are what make these cars different.

Passenger Cars

Budd RDC1, RDC2, RDC3	1 Omnicon		1988	\$ 385.00	
Budd RDC1, RDC2, RDC3	2			335.00	Unpowered RDC1
Coach, NYC	1 SouthWind	0021	1988	164.50	6-wheel truck, heavyweight
Coach, NYC	2			204.50	Painted
Combine, NYC	1 SouthWind		1988	189.50	
Combine, NYC	2			204.50	Painted, not lettered
Motor car, Gas electric	1 Scenery Unltd.		1986	229.95	
Observation, NYC	1 SouthWind	0022	1988	189.50	
Observation, NYC	2			204.50	Painted
Observation, NYC	3		1990		"Swallowtail," limited production of 25-units
Sleeping, Pullman	1 SouthWind		1990	197.50	12 sections, 1 drawing room; 13 double bedrooms.
Sleeping, Pullman	2				8 sections, 1 drawing room, 2 compartments.
Coach, NYC	1 SouthWind				4-wheel truck
Coach, NYC	2				Painted 4-wheel truck
Baggage, NYC					
Sanding facility, 10-ton	1 Overland	1611	1987	\$ 159.95	Double-track
Sanding facility, 10-ton	2			420.00	Four-track

NOTES:

¹There are undoubtedly errors in this compilation. It is nearly impossible to put such a list together entirely free of errors. Obviously there is also missing data. However, we feel the general utility of such a list is too high not to go ahead and present it. You readers are requested to make note of errors and/or missing data and send such to the editor. We will attempt to present a fully updated list in a future issue. A narrow gauge list is being compiled.

²Jetty Padgett reviewed this list and added and updated SouthWind data.

³There is some doubt that Alco Models actually imported this Climax. We left it in the list pending confirmation of the Climax's actual production.

S LORE

MODIFYING AMERICAN MODELS TURNOUTS FOR SCALE WHEELS:

When I converted to S scale in January 1990, American Models was just coming out with their code 148 pre-fab track. It was touted as being suitable for both hi-rail and scale operation. With its factory weathering and well proportioned tie details I was sold right away. I figured that even though code 148 is too high for true S scale, it more than compensated by good looks and the dual use capability—I imagined a time when I might want to run an All Flyer consist for old time's sake!

To get started I ordered a bunch of 148 flex track and some turnouts. I installed it and was horrified when my scale wheeled equipment kept derailing on the curved side of the turnouts. There was no problem with straight run-throughs. A small sheet of suggestions came with the turnout which said, among other things, that scale equipment might pick the frog point in the curved direction, and that this could be remedied by cutting a slight angle in the frog point. From my long years in model railroading I knew that this could cause big trouble. A close examination of the problem revealed that derailing was caused by a too wide flangeway between the outer stock rail and its guard rail. The turnouts were designed this way for the oversized flange of the hi-rail wheels. When scale wheels entered the curved section they naturally tended to go toward the frog point and the guard rail was too far away to keep them from hitting the frog point straight on! Ergo, derailment!

I figured the problem could be corrected simply by narrowing the guardrail flangeway. This would be necessary only on the curved side since the straight run-throughs would not have the lurch factor the curved side had.

I took a 2" piece of code 148 rail, ground down the wide bottom so that it would fit between the stock and guard rail, and anchored it in place with a little GOO (tm). This piece of rail left exactly the correct sized flangeway to keep scale wheels from picking the frog point. Having this extra piece of rail meant that hi-rail wheels could no longer use the curved side of the turnout. So, if both wheel types are desired, this piece of rail will have to be used accordingly. For those who will be using only scale wheeled equipment on this track, I suggest cutting the factory cast plastic guard rail altogether and installing a permanent guard rail as I've described.

There is one other potential problem with the American Models turnouts that users may run into. I found that some of mine would not carry current through the point-rails. The problem apparently was caused by the point assembly not making good contact with the metal conductors on the ties. I was afraid it would be necessary to solder jumper wires between the points and the stock rails. I discovered that simply by pushing the point assembly down tight it was enough to make electrical continuity. So far, I have not had any trouble, but extended use may cause future problems.

The American Models turnouts are a handy way of getting trackwork onto a layout, and they don't look too bad for pre-fab units. Eventually, I hope to replace mine with improved ready-made units or maybe even hand-lay better looking turnouts...Mike Palmiter

AMERICAN MODELS NORTHERN PACIFIC BOXCARS: American Models offers two Northern Pacific paint schemes in their 40 foot boxcars, one a standard door and the other a plug door car. Both models are very nice and offer an opportunity for easy

one night detailing projects to add subtle variety to the cars on your layout while maintaining or improving the accuracy of the model.

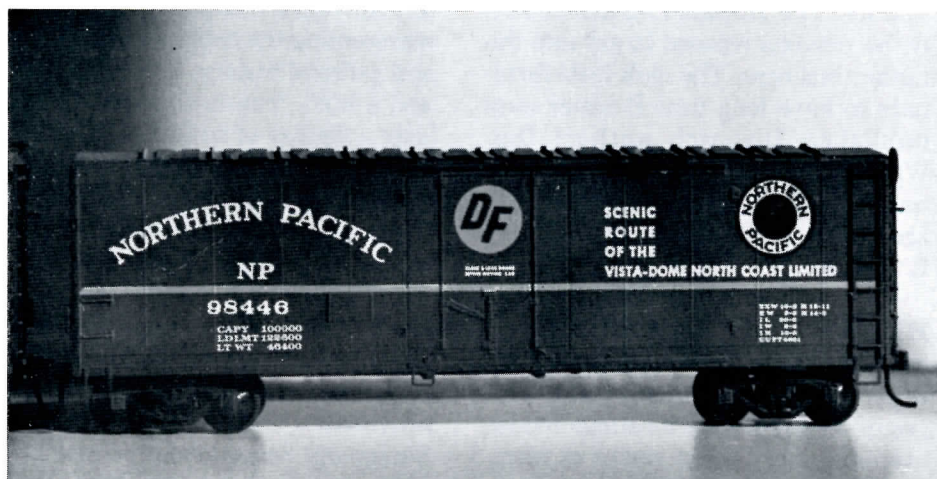
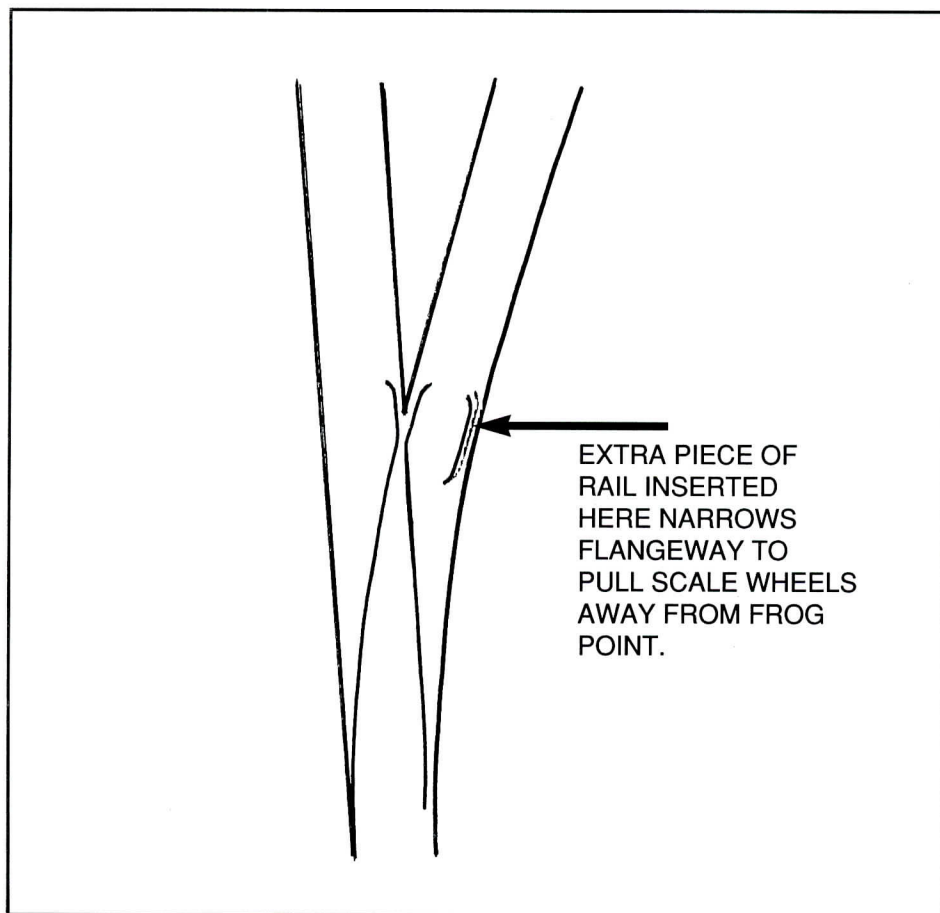
The 40 foot standard boxcar is numbered to represent a lot of 1000 cars produced by the Northern Pacific Railroad in their Brainerd, Minnesota shops between 1947 and 1948. Shop photos of this series of cars show a seven panel Superior door rather than the Youngstown door included with the kit. The Superior door is similar to those produced by the Central Jersey club several years ago and possibly is in the bottom of your parts box or available at your next swap meet. One minute with a file to fit the doors to the tracks on the American Models box and a few minutes to match the paint and you will clearly change the look of the car. Of course, doors were often damaged and replaced in the railroad's car shops while the car was in service so the Youngstown door might also actually have been found on some cars of this series. As another short project, why not change the car number? There were over 1000 examples of this 40 foot car built during 1948 with the number series 24500 to 24999. A few minutes with a cotton swab moistened with isopropyl alcohol will remove the existing number. Then use dry transfers from a CDS N.P. set, or something from your decal box. With a unique number, you will never have a mix-up on the module or duplicate numbers on the switch list.

The 40 foot plug door is numbered for a series of mechanical reefers that were equipped with DFB load dividers and 20 inch travel Hydra-Cushion devices. For another one-evening detailing project, carefully carve the inspection door off of the plug door making it flat where the D.F. logo is. Trim a piece of red decal paper into a circle slightly larger than the current circle and apply it to the door. Pur-

chase a set of Microscale Southern Pacific loading symbols (set 87-258; enough for four cars so you can share with your friends), cut out the black D F lettering and apply over the red circle. Using a decal stripe or yellow decal paper such as Microscale produces, cover the existing white stripe with a yellow stripe and your car is transformed. For additional detail add a small square stirrup step below the plug door to the side the door opens from and simulate the mechanical reefer mechanism under the car toward the B end. The cushions can be simulated by extending the coupler pockets with styrene. I don't do this because it separates the cars so far apart that they begin to look like N scale cars.

Hope you find these ideas suitable for a quick one evening project. Simple changes can add variety to your roster of rolling stock and offer a great opportunity to show your knowledge of obscure prototype modeling information....Ken Zieska

OMNICON'S MISSOURI PACIFIC CONSOLIDATION had a mysterious short in it that I could not find until I installed **ONBOARD's** command control in the tender. (I am not referring to the short that resulted from the wheel of the pony truck contacting the cow-catcher frame. Everybody found that one rather quickly.) This short was intermittent and did not always occur at the same location and under the same circumstances. Sometimes it would appear routinely and frustratingly; sometimes it would not occur for long stretches of time under what seemed like identical conditions. The constant 14 volts on the track with ONBOARD gives a "hot" short which gave off a visible blue sparking and pin-pointed the problem instantly. There was just enough play in the lead tender truck to permit the outer edge of the tread of one wheel to just rub the inside of the truck frame when the side thrust in one direction was sufficient to move the wheel set against the side frame. I solved the problem by filing the outer edge of the tread of the offending wheel down about .005 of an inch. Very simple to do and I did not have to dismantle the truck to do it....RWJ



BRANCHLINE HAPPENINGS

Mike Palmiter

CRESCENT CITY S GAUGERS:

This is a birth announcement for the newest member of the S Gauge Family. The kickoff meeting for the CCSG was held last November. Meetings are currently held bimonthly, rotating between member's homes. Modeling interests range from scale to AF. Initially, the club's activity will probably focus on the construction of my future layout, which will utilize the American Models UTS system and will be capable of operating AC or DC powered trains. There has also been some discussion of building a module which could be used for promotional purposes at local shows. Member Norman Maunz has done some nice scratch-building work to produce some AF compatible items. He showed off a nice 50' tank car at the first meeting. In fact, I have been trying to convince him to write an article on its construction for *The Dispatch*. Unfortunately, he remains reticent to get into the author business. The club feels fortunate to have long time S scaler (and published *Dispatch* author) Dan Waskes recently join its ranks. We hope to avail of his considerable knowledge on S scale modeling....Jay E. Mellon.

HEART OF AMERICA S SCALERS (Greater Kansas City metro area and environs):

This group holds rotating meetings Friday evenings every three weeks at members homes: featuring bull sessions, construction, operation; some are building modules, some have home layouts. An occasional newsletter is produced. The group is seeking new members. All 3/16th scale S/Sn3 modelers are welcome! Tractioneers are welcome! For information contact: Richard Wholf, 512 S.E. Douglas, Lee's Summit, MO 64063 or James Bizerik, 11704 E. 41st, Independence, MO 64052. (816) 252-2149....RW

SOUTHEASTERN MICHIGAN S GAUGERS:

A number of the SMSG

members spent the weekend at Greenfield Village's First Annual Railroad Days Celebration. The first ever "Railroad Days" was held last September 21 and 22, 1991. The weekend was designed to explore both the historical and contemporary role of the railroad and the hobbies and the lifestyles it spawned in American life.

SMSG was asked to set up their S gauge modules to represent the hobby of model railroading during the event and it may well have been the first instance of S representing the entire hobby. The ability of the S-MOD layout to fit a particular space on relatively short notice may have been a factor in the decision to ask SMSG to do the honors. A 14' by 20' S-MOD layout was set up in Greenfield Village's McDonald and Son Machine Shop near the turntable. Displays of the Bluewater, Michigan Chapter of the NRHS, representing the hobbies of railfanning and railroad history; a G scale layout and a kid's "run-it-yourself" G scale loop; a display of scale modeling techniques (staffed by the SMSG); and a children's activity corner staffed by the Greenfield Village personnel rounded out the McDonald building activities.

Much of the Village is devoted to displays reflecting railroading and the equipment used as well as associated activities.

Equipment ranged from private business cars, to steam cranes, to 0-6-0 switchers, to Dash 8-40CWs. As a museum of railroading, Greenfield Village was hard to beat during The First Annual Railroad Days celebration. There were lots of things to do as well. One could ride in open cars behind an 1890 Mason 4-4-0, or try their hand at sending a telegraph message, or at operating a 1910 Sheffield handcar.

While all this was going on, the SMSG was continuously running trains on its layout and being spokespersons for the hobby. Separate displays by SMSG

members showed general modeling techniques including structure building, assembling rolling stock, tree fabrication, and dry transfer application. The club also set up displays of several older types of toy trains together with a size comparison of Z, N, HO, S, O, and G. The thing singled out for the most compliments was SMGS's newer highly detailed corner module with small town scenery which included a model of Henry Ford's first automobile shop. The actual building stands in Greenfield Village within sight of the SMSG set up.

The Henry Ford Museum and Greenfield Village forms the most visited indoor/outdoor historical complex in North America, hosting more than one million visitors a year. The museum and village is an independent, non-profit, educational institution and is not part of or supported by the Ford Motor Company or the Ford Foundation. Founded in 1929, by Henry Ford, Greenfield Village contains numerous historic structures on its 81 developed acres. Henry Ford had many of these buildings moved to the Village himself. These include Thomas A. Edison's Menlo Park laboratory, the home and cycle shop of the Wright brothers, Noah Webster's home and Henry Ford's birthplace, among others. (Editor's Note: Frank Lloyd Wright's futuristic Dymaxion house is scheduled to be moved to Greenfield Village some time this year.)

The Henry Ford Museum and Greenfield Village thus present a broad historical interpretation of the practice and development of crafts, trades and manufacturing processes.

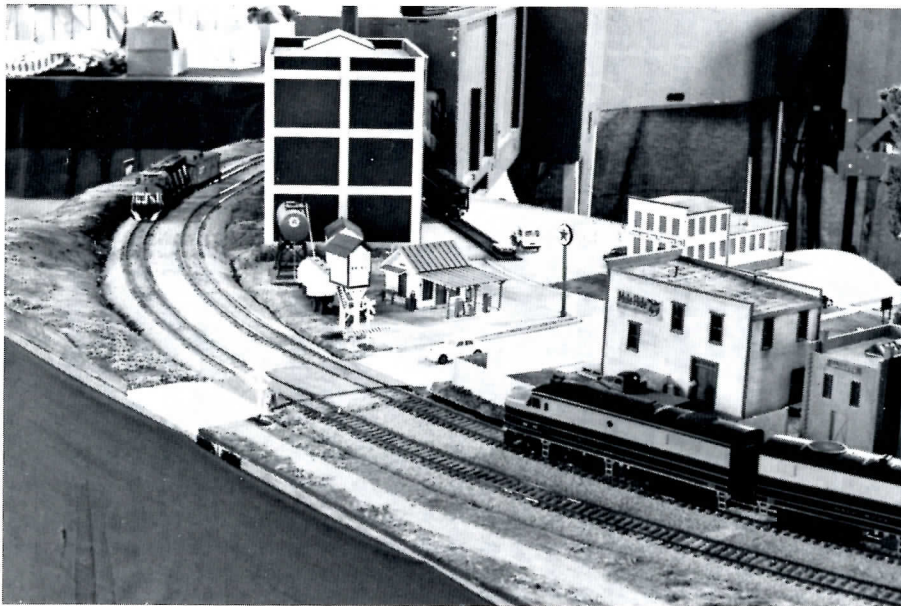
SMSG was pleased to contribute to the Railroad Days activities and at the end of a long weekend, with tired feet, aching bodies and raspy voices, they nevertheless had a great sense of accomplishment....Jim Kindraka and Gaylord Gill. Photos by Gaylord Gill.



SMSG Members at Greenfield Village: (l to r) Tom Hawley, Sig Fleischmann, Dale Baker, Jim DeWitt, Darren Gill, Dave Belanger, Gordie Michael, and Gaylord Gill. Present but not pictured: Don Gates, Dan Navarre, Jim Kindrake and Terry Dwyer



"DeWitt Corner". The small building with the tall stack in the center is the Ford Motor Company, part of the Greenfield Village series. Originally an HO structure, this model was converted to S by Terry Dwyer.



51 Tom Hawley's UP GP38-2 powers a mixed merchandise freight through one of the older corner modules that SMSG built.



A long B&O freight curves around the river embankment arriving at "DeWitt Corner", named for SMSG member Jim DeWitt. "DeWitt Corner" is on two of the club's newer modules.

TRADE NEWS & VIEWS

By DON THOMPSON

AMERICAN MODELS (10088 Colonial Ind. Drive, S Lyon, MI 48187) has completed the tooling for the cab, body and dynamic & non-dynamic brake sections of the GP-35. Work has started on the tooling for the handrails, windows, brakewheel and horn. Hopefully, we will see these later this summer. Ron has been busy with the GG-1 and PA projects. AM expects the first test shot of the Alco PA (phase 1) at any time. The new gear box, that has been designed to accommodate a three axle truck with varying wheel bases, is in the tooling phase. The basic tooling is completed but Ron has still to put in the inserts for the gears and axle holes. He has been given a price for the GG-1 pantographs, and the test turnings for all the wheels for both projects. American Models plans to sell the PA's in the PRR tuscan and the NP two tone green scheme as A-B-A sets. The GG-1 will be offered in the 5 stripe tuscan scheme as an exclusive from S Helper Service.

CENTRAL JERSEY S SCALERS (2 Roosevelt Ave., Cranford, NJ 07016) has sold out of the first run of Suzy Q boxcar. They still can get them from American Models, but with different numbers. They are getting started on next year's 11th Fall Get Together Anniversary car. It is the 1937 AAR 40' boxcar from PRS painted in the Blue and Gray B&O Sentinel scheme. This will be their first prototype scheme for this car. No prices have been set but CJSS hopes to have these cars for the Fall Get Together (November 5,6 & 7, 1992 in South Amboy, NJ).

OMNICON (50 S. Lively Blvd., Elk Grove Village, IL 60007) is waiting for the production models of the NYC Mohawks. I saw the pre-production model in Milwaukee and they are very nice.

PACIFIC RAIL SHOPS (3205 Helms Rd., Grants Pass, OR 97527) has completed all the first-run prototype paint schemes and has filled all current orders for the 50' double door boxcars. They are now working on Canadian National 50' cars with the wet noodle logo. The single door car will come with a yellow door, the double door car will have the green (lumber) or boxcar red door. Later this year, they will be doing the NP car with the large NP and logo. They also tell us that the CASG club has ordered a run of Soo Line grain cars featuring the light gray body with green lettering and gold wheat shield on the side. The 1937 AAR 40' boxcars that the NMRA is selling for this summer's convention is selling like hotcakes and is almost sold out. And no wonder, at \$20 each, even if you don't like the Gorre & Daphetid (or never heard of it), you can strip it and repaint it. This is a true bargain.

RIVER RAISIN (6160 Upper Straits Blvd., West Bloomfield, MI 48033) is now taking reservations on 3 versions of the GE C30-7 diesels and a U33C. These were GE's competition for the highly successful EMD six axle SD series of locomotives. GE built 1137 units of the C30-7 from September 1976 through February 1985. All of them are still operating. The 2-window cab version will come with or without anti-climber. The third version will have the 4-window cab. The U-33Cs were built from February 1968 through January 1975. Some 30% of the 375 units built are still operating. A \$200 deposit will reserve one unit or \$150 each for multiple units. The price for one unit is \$550, a pair will cost you \$995. You can mix or match versions. Jim and Dan are a bit nervous over this project. A few units could make a difference. Hopefully, we will see a pilot at the convention. They are now selling pre-lettered Milwaukee road

box cars with either the small as delivered logo or the large billboard "MILWAUKEE ROAD". Contact them for price and availability. The Model 40 Burro cranes are a go, and may be here by the convention. The price is \$299 unpainted and \$325 painted in either yellow or orange. If you delay, you may not get one of the painted versions. River Raisin has also announced the NYC steel bay-window caboose (lot 782 & 827, #'s 20203 -20497). These were built between 1949 and 1952. They are still being operated by Conrail, as I see them run past my office window on the Northeast corridor. All you NYC fans, have you tried recently to find one of the G&W wooden NYC cabooses? Better stock up on these NOW!!!! They are planning a two-tiered price system. Those who order before delivery will get a substantial discount. The final price is \$159, the discounted price is still being worked on. Contact them for more details. NYC decals are being printed (screened?) for all the F-units, and E-units. These will have the same professionally done herald as SHS used on the FA's.

S HELPER SERVICE (2 Roberts Rd., New Brunswick, NJ 08901) has sold out of several 5-car sets, PRR, NH, CNW, NYC B&O & Pullman green. They are now putting people on a waiting list and are planning to have them re-run for later this year. By the time you read this, all the heavy-weights should have been delivered. They expect the GP-35 later this summer. American Models has asked them to help with the PA project. They have been offered one exclusive roadname. They are leaning towards the DRG&W. They are investigating the possibility of offering these as "Ski Train" sets, including track and maybe a transformer. Input on this is appreciated. The F-40 project is moving along with detail parts being ordered. These

include all the grabirons, wipers, door handles, handrail stanchions and handrails and 5-chime horn. Hopefully, undecs will be available this fall. They are waiting for prices to sign a contract on a plastic injection molded SW-9. SHS felt that the SW-9 was the best of the litter of EMD switchers. It is old enough to be seen with steam engines and some are still rumbling around today, and look just fine in modern livery. If anyone has any favorites, now is the time to lobby. Please send pictures or P&L drawings. Xeroxes, slides or photos are fine.

SOUTHWIND MODELS (P.O. BOX 9293, PLANT CITY, 33566) is still taking deposits on the 9-car 1939 Santa Fe "El Capitan" set of Budd-built light weight passenger cars. This includes a baggage car, railway post office, combine, 2 each of 2 different coaches, a lunch counter car, and an observation. The set goes for \$2700 with individual cars offered only to those who buy a set. (Mike and I have agreed to split a set.) The PA is moving slowly. They still need a few more reservations. They also need an additional few B&O wagon top caboose reservations to make it a go. If any of you would like one of these, please give Jettie a call so we can get moving on these. These will look good behind a USRA Mike, FT or even the GP-35's (Chessie too). If we do not have enough cabooses sold by the convention, I will be passing a hat at the BOT meeting. The other cabooses are still far from a go, only the B&O is even close. No word has been heard on the Harriman or the PRR passenger cars.

S SCALE AMERICA (PO Box 671, Kenmore, WA 98028-0671) has shipped the Gunderson container car. They are now working on the containers. The price for the car with trucks is \$30, the containers will cost 2/\$10. I have now built these cars and they are very nice as are the Microscale decals that are made for them. Larry now has all the promised brass and plastic diesel detail parts. He has started a conversion kit to change the GP-35 into a GP-30.

CENTRAL HOBBY SUPPLY (716 West Manlius St, East Syracuse, NY 13057) has announced the availability of its latest S scale kit in the West Shore line. The WW1 era USRA 40 ft gondola had an extremely long life since many of them were rebuilt in the 1930 as "USRA Rebuilds". NYC alone reconstructed over 1800 of them and many of these lasted in revenue service into the 1970s. At the same time NYC's Despatch Shops built 500 new gondolas in Lot 529G, which differed from the 1918 cars only in the redesigned end sills and the lack of hopper bottom doors. Moreover, unlike the original USRA gons, the Lot 529G ran on AAR (Bettendorf-style) trucks which are readily available in S scale. Order WSL#9109 at \$28.95. Kit includes NYC decals but not couplers or trucks. The Pennsylvania class FM standard flat car is in stock and available for immediate delivery. Order WSL#9108 at \$24.95. Decals are included but not couplers or trucks. Add \$4.50 for shipping US orders under \$50, \$8.50 for Canadian orders under \$100.

POST ITS

NOTICE NOTICE NOTICE

Mike Palmiter has agreed to take over as editor of The Dispatch beginning with the August issue. Mike is semi-retired and will have time to devote to being editor, but no one can do the job without considerable help from the membership. Please give him your support and assistance. Mike is relatively new to the NASG and does not have a wide circle of S gauge friends and acquaintances. Make a point of connecting with him in some way so that he can know who you are and what your interests are...RWJ

FOR SALE FOR SALE

23 pair Ace #00200-20 Bettendorf trucks, sprung with code 125 nylon wheels. \$3.00/pair. 13 pair Ace #00050 Bettendorf trucks, unsprung with Miller code 125 aluminum wheel sets. \$3.50/pair. 27 pair Ace #00010 Bettendorf trucks, unsprung with scale (S-4 standard) metal wheel sets. \$3.00/pair. All were made in early 1970s. Still in original packaging. Add two dollars for shipping. Bob Jackson 2925 Glenmere Ct., Springfield, IL 62704.

WANTED WANTED

American Flyer S Gauge #806 cabooses. Condition of body and frame unimportant as long as trucks and couplers are not broken, rusted or painted. Will purchase any quantity. Needed by CNYSGA for club car projects. Walt Danylak, 115 Upland Road, Syracuse, NY 13207-1119. Phone (315) 479-5879.

FOR SALE FOR SALE

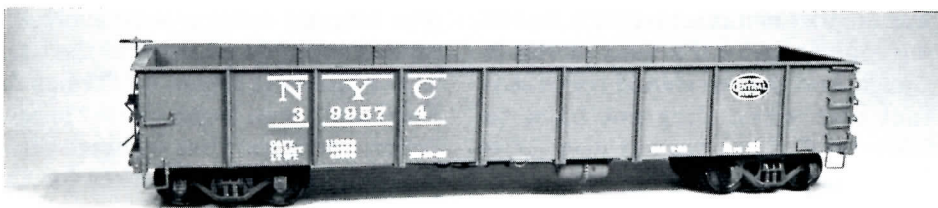
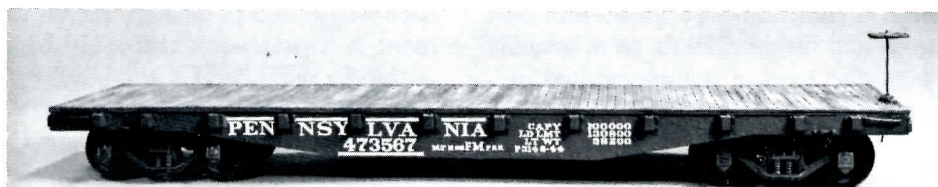
Brass from Omnicon: PRR Decapod, factory painted. PRR M1 and M1A, unpainted. Extra PRR Pacific Tender, unpainted. Two RDC-1s. From Overland Models: Several E-Units, and a N&W "A" with auxiliary tender. Also, a NYC Hudson conversion kit from SSL&S complete with needed Flyer parts. Tom Lennon, 12400 Cockspur Ct., Eden Prairie, MN 55344.

FOR SALE FOR SALE

Two partially assembled Heavy Pacific kits from SSL&S. Dave Jasper. 8900 Birchwood Lane, Bloomington, MN 55438.

FOR SALE FOR SALE

Lots of Pacific Rail kits. Ken Zieska. (614) 559-3780 11810 52nd Ave. N., Plymouth, MN 55442.



THE HISTORY OF THE CUYAHOGA VALLEY S GAUGE ASSOCIATION

[A Club Report]

Lee McCarty

(with input from past presidents)

THE EARLIEST YEARS

The Cuyahoga Valley S Gauge Railroading Association is in the 17th year of it's second awakening as a club. If that has you confused somewhat, please allow me to explain: this club was born, went dormant, and then was resurrected to become one of the more prominent S gauge clubs in the country.

The story began in the ancient year of 1947, (yes, the year is not a typo, it really began in that early year) with a small group of model railroading friends who began to gather together in each other's homes on a Friday night to work on various models that they were assembling. According to John Sudimak, one of those original eight members, not a single one of them had a layout as such. They were just all modelers who happened to desire to work in the same medium, 3/16th scale.

They would critique and help each other in the building process, in fact, that was how John became the recognized expert in making the steam engine models that we all remember him by. He would take the wheelsets and valve-gear systems of his fellows and tune them to fine running pieces. Over the years, this original group of friends would include such well known S gaugers as John, Howard Sandusky, Howard Phillips, Roger Weining, Bill Wyatt (our own beloved Santa Claus, George Lutz, Ed Treesh, and Doc Shuster.

From 1947 until the late 1960s, this little group would arrange to meet at least twice a month in one of their homes. However, as all things do, members began to drift away. Death claimed Howard Sandusky in 1981, Howard Phillips became too feeble to get out to member's houses, and so far as can be told, Jim Peters got so frustrated with the controversy over standards between the NASG and the

NMRA that one day he literally took an axe to his layout and, after many vigorous whacks, threw it out on the front lawn, never to venture into S gauge again.

The CVSGA for nearly ten years was a club in name only. Sure, they still had the beautiful shirts with the trademark lantern on the back, (designed by Ed Treesh on a napkin one night) and they still showed up at most national events, but as to functioning in the world of model railroading, well, it just didn't happen.

OUT OF THE DOLDRUMS

Then, in 1975, all that changed. In that year, a closet American Flyer collector by the name of Lee McCarty picked up a new (for him at least) magazine called the S Gaugian. In it he read that the Chicago Association of S Gauge railroaders would be hosting a national convention that summer. He and his wife, Cindy, drove to Chicago to see for themselves if there really were other collectors of American Flyer trains still in existence! They found out that the world of S gauge was alive, if not well, that year. Over five hundred railroaders attended, making it one of the largest NASG events of all times. At that convention, Lee made the acquaintance of two other Clevelanders. One was Alvin Clapp and the other was a real character by the name of Joshua Seltzer. They talked a little at the convention, and Lee found out that Josh and his wife, Barb, were actually manufacturers of custom-painted railroad cars.

They agreed that they would get together again when they all got back to Cleveland. Lee was told that there was another manufacturer of railroad engines under the name of Rex S Gauge, and that he should try to contact him when they got back to Cleveland. That person was John Sudimak.

In September, 1975, 15 Cleveland area S gaugers met in Lee's apartment on a Saturday night to discuss re-forming an S club. John Sudimak was the only original CVSGA member present. We had decided that we were going to call ourselves the North Coast S Gaugers after a popular advertising slogan of the area. However, John suggested that since there already was a club in the area, why not just call ourselves the Cuyahoga Valley S Gaugers. The idea was accepted immediately.

Of those 15 original members of the reborn CVSGA, only four are still with the club. They are Lee McCarty, Al Clapp, Josh Seltzer, and Chuck Fonda. John Sudimak, although he passed away in 1986, is still with us in our hearts at every event.

Interestingly, two of the original members of the first incarnation of the club were so incensed that we appropriated the name without their permission that they boycotted the first year of meetings. Those two have since mellowed and forgiven us, because Santa Claus Wyatt and his helper, Ed Treesh, are now senior members of the latter-day organization as well.

The original mission of the club included finding and encouraging American Flyer collectors and operators to get out and run their trains. We quickly found that there were simply no hobby shops around our area that would accept and fix AF equipment at a reasonable price. Most had no repair parts, and if they did, they didn't know what to do with them. We ran repair clinics for each other and literally taught each other to take care of our treasures.

The original mission soon evolved a second focus. We all watched the want ads in the local papers for "Trains for Sale" ads. As we began talking to each other, we found that we were often bidding against each other for the

same trains. We quickly formed a pact with each other that when one of the club would begin negotiations to buy a set or collection, the others would stay out of the process until the trains were in our hands. Then, the trains would be taken to a club meeting, displayed, and divided amongst the membership at a set profit to the original purchaser. In this way, many of us filled our collections at a reasonable price. This is still one of the more fun functions of our organization.

THE FIRST LAYOUT.



The Last Four CVSGA Presidents at the Club's Annual Christmas Party. L to R Dave Davis, Lee McCarty, Mike Graham, Tom Nimelli.

In 1978, our little organization took another leap in the growth process. Josh Seltzer was contacted by the local NMRA Division about this new club he was a part of. Would we like to show off our gauge at one of their Division train meets by setting up a layout as a display? Of course Josh answered "yes, sure!", knowing full well that we didn't even have a layout! We met in his basement to discuss this minor problem. It was there that Josh remembered that he had an old, broken-down ping-pong table in his garage. Could we do something with it?

After several hours of cutting, nailing, strengthening legs, and laying down track, we actually had a passable five

by nine foot tinplate and scale layout! Even we were amazed. It broke down into four parts which could fit in the back of a Plymouth Horizon, if you kept the hatchback lid open. (Once John Sudimak and I traveled all the way back from a meet in Pittsburgh in the middle of a snowstorm with that layout hanging out the back of my car. We covered ourselves with the layout's table skirt to keep warm in that completely open car.)

That layout lasted almost two years and survived literally dozens of train

meets in which we advertised the club. It actually made it to two national conventions, Silver Springs in 1978, and Princeton in 1979. It was the best publicity we could have ever gotten. We added members by the dozen, many of whom are still members today. People came to us in droves, asking either to fix their trains for them or to buy their trains and give them a good home. We did well in both activities! We also encouraged dozens more to take the hobby of model railroading home once again.

In 1980, our beloved little layout breathed its last. It died, ironically in a church, when the church people, not fully realizing what they were doing,

dragged the layout across a room, breaking off all the table supports and even the sockets supporting the legs. It was beyond help.

AND THE SECOND

We were without a layout for about a month. Then, as fate would have it, Lee got a call from a lady who had just bought a house near him which had a complete American Flyer layout in her new basement. Would we be interested in taking it? It turned out to be modular in construction and fairly easy to remove. With a great deal more work in making connectors, movable legs, rebuilding scenery and the like, we had a new portable layout! We scraped together enough money to buy a cheap trailer for our new layout, since it was much too big to fit into a trunk anymore, and the CVSGA road show was on its way once again.

During the years between 1978 and 1982, the CVSGA layout averaged about three train meets a month. Our membership was organized into teams to run certain meets, while other teams got time off to be normal husbands and fathers. This was a good arrangement, because with over 120 members at this time we had plenty of manpower. Any member of the club could request and use the club layout for his own use so long as it was available. Several members did just that. Our layout spent time in children's hospital burn units, elementary schools, and summer camps for diabetic children, among many other exhibits.

So many sponsors of private (for profit) train meets requested the layout's appearance that we decided to begin requesting a substantial stipend to make an appearance at any meet which did not directly promote a model train related organization. (Incidentally, this is still the philosophy of the CVSGA. We make appearances at virtually all NMRA Division meets and model railroad clubs in our area, and although they frequently offer to pay our expenses, we refuse them.) We began to build ourselves a treasury.

THE 1982 NATIONAL CONVENTION

The CVSGA had always considered its president, Lee, to be somewhat eccentric at any time, so no one was overly surprised when he suggested at a meeting that we put in a bid to host an NASG National Convention. The year was about 1978. Lee had been getting involved in the NASG as well as the CVSGA, so he was authorized to make inquiries into hosting the first available convention, which was 1982.

To make a long story shorter, the convention was awarded to Cleveland! At that time, most conventions were break-even or mostly losing propositions for the host club, and here we were with almost no treasury to fall back on. We decided that, in order to make some money, we would hold our own flea market the last day of the convention. This had never been done before on the scale that we were planning, so the NASG Board of Trustees had some real concerns about the general public being allowed into a private affair.

When the convention was finally over, the 1982 flea market and convention had attracted over 1400 visitors. Our dealers had never received such attention to their products before. On Sunday evening of the convention, after everyone else had left, one of the most memorable events of our club's history happened. It was a silly, small little incident, but it sticks in our minds like no other. By Sunday night we had already paid all our bills and owed no more money at all. Several of the organizers were sitting around the table in the hospitality suite in a state of virtual exhaustion. On the table in front of them was a pile of money so huge that it kept falling off the edges of the table. And we were worried about losing money! Suddenly, someone started giggling, then everyone began laughing, then howling! We sat in a state of paralysis for several minutes, playing with the pile of money in front of us.

Just how financially successful that convention was has been one of the most carefully guarded secrets of the



Club Members Josh Seltzer and Lee McCarty work on a New Section for the Club Layout.

CVSGA, but let me just say that since that time, the CVSGA has hosted an annual model flea market each August, and has made money each year.

The organizer of the first flea market at the convention, and the head of the project for many years after that, was our second club president, Tom Nimelli. Tom has since been transferred to the Detroit area and has the Michigan S scale club, but we still consider him one of us.

NEW OFFICERS THROUGH THE YEARS

The original officers of the CVSGA were basically Lee McCarty as organizer and operations officer, and Josh Seltzer as Treasurer and Mother Hen. In 1981, Lee got himself elected as NASG Eastern Region Vice-President (later he would serve four more years as Executive Vice President and National Convention Chairman as well.) He and Josh felt that it was time for the CVSGA to operate under new management.

So it was in 1984 that our Vice-President, Tom Nimelli, got elected as the new President. Under Tom's leadership, the club grew in size and certainly in wealth. We managed to help a

small but energetic group in the Columbus, Ohio area to form their own club, the Central Ohio S Gauge Association under the leadership of Alan Evans. The CVSGA originally made several donations to the Columbus group in the form of start-up cash as well as our layout and club trailer, which they extensively remodeled and made into their own display layout. Although, they are now a fully independent organization, we still consider them our closest brother club in S.

In 1984, the CVSGA even ran the first and probably only "remote control" convention in the NASG's history. After Cleveland came Boston in 1983, but then absolutely no one came forward to host the 1984 convention. There was one person who indicated that he would serve as liaison if someone would do all the organization work to put on a convention in Buffalo, New York that year. That was Tom Boldt who then lived in the Buffalo area. The CVSGA figured, "Sure, Why not?" Lee was the NASG Convention Chairman and official Buffalo convention chairman, so the CVSGA rallied behind him and put on a great show, even in a city nearly 200 miles away from Cleveland. All this was done under Tom's leadership and guidance.

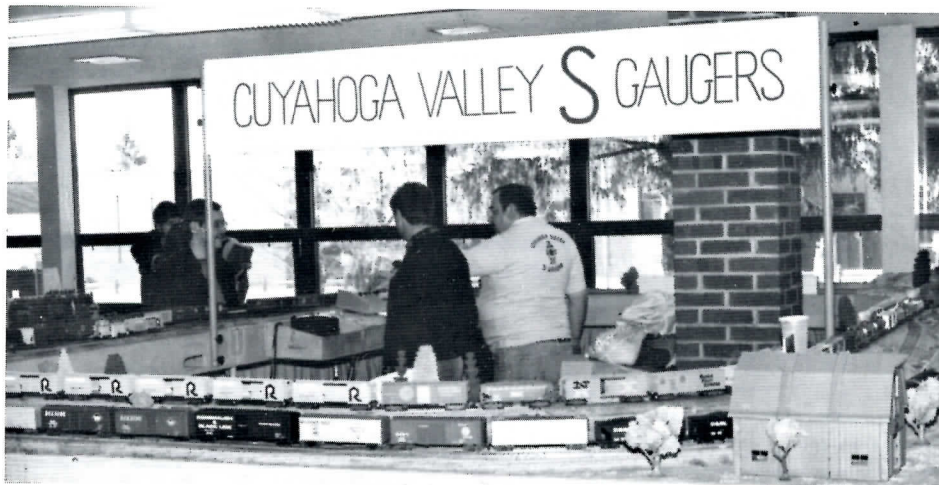
Tom was followed into office in 1987 by his Vice-President, Dave Davis (currently the NASG Treasurer), setting a precedent of three year terms of office that have been followed ever since. Under Dave's command, and Tom's direction, the CVSGA annual flea market continued to make the club embarrassingly affluent each August. In addition, Dave decided, one year, that we should have something in Cleveland akin to the great S Fests of the Chicago area, only in the Spring so as not to compete with the S Fest. Consequently, in 1989, the First Annual "S Spree" was conceived. Each one has been a success both in terms of attendance and fun. The 1992 Spree was held in Columbus since the 1992 NASG National Convention is being held in Cleveland this July. For the first time in memory, five different and complete S gauge layouts from the five clubs in Ohio were together in one place, the little town of Delaware, Ohio. This is the only time that this many complete S layouts have been together in one place anywhere in our memory. Over 150 of our closest friends attended the affair.

In 1990, Dave decided that it was time to turn over the reins of command to someone else. Our current President, Mike Graham, was dragged kicking and screaming into the lofty post of leader of our group. Mike has proved to be a tremendous organizer, since he has managed to delegate nearly all duties and work of his office to others. In all seriousness, he is the diplomat of the organization, and speaks for us

when all else has gone wrong. He and his Convention Chairman, George Ricketts, will be running the show in Cleveland this July when all of you will hopefully be joining our us in Cleveland for the annual NASG Con-

vention. Consider this as your personal invitation to join us. We do put on a pretty good show, and you good time is hereby guaranteed.

See you in July!



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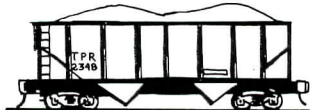
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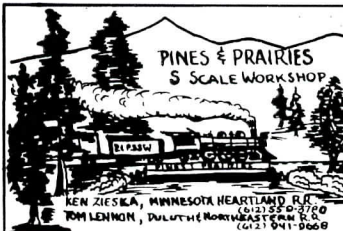
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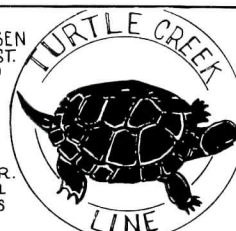


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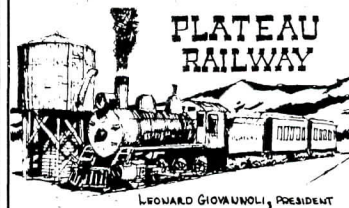
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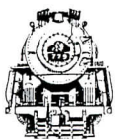
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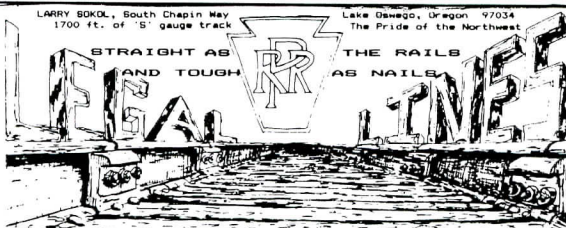


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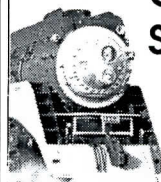
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