

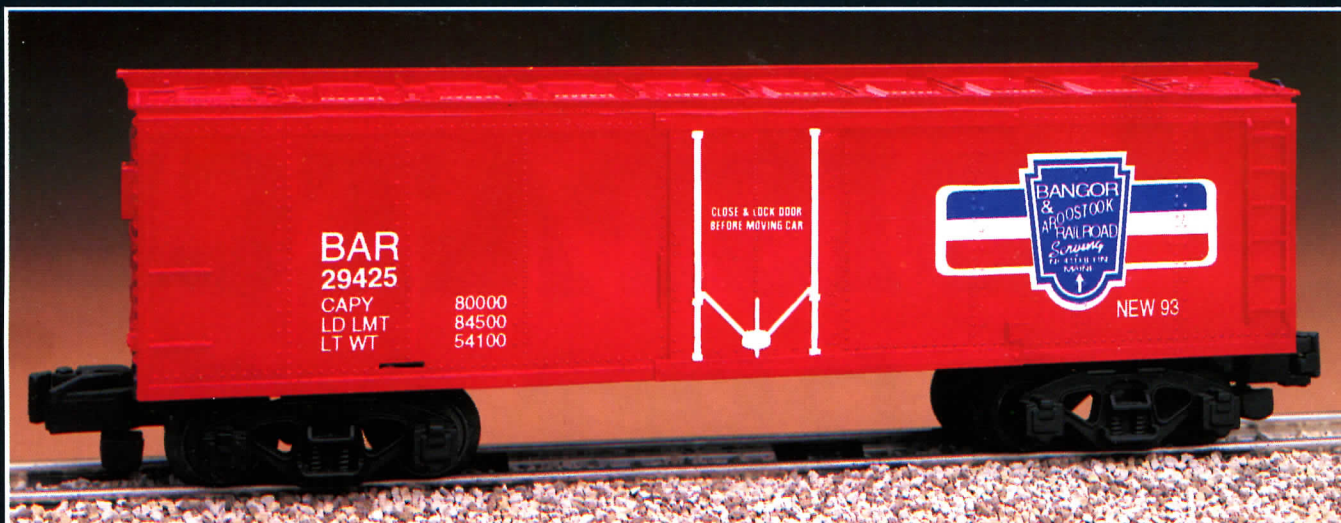
April 1993

Volume XVI, Number 2

DISPATCH



"GLIDING OVER THE CITY"



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NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

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

COVER



An American Models GP7 transfers hoppers to lineside industries on your editor's layout. Virtually all the rail lines here are on elevations from street level. See how it was done on page 10.

ORDER BOARD

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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

Gentlemen:

The message for this issue is going to be brief. About this time every tax season I am usually ready to jump out of a window. Being a CPA this time of the year can be really tough.

As you can see, there is a complete registration package for the upcoming joint convention with the NMRA. Please don't forget two important things; 1) Indicate when registering that you are an NASG member and use your NASG membership number; 2) Register for the NASG Awards Breakfast and Business Meeting to be held on Sunday morning. The last time we did this in Pittsburgh, everyone seemed to enjoy it.

You will also note in this issue, we have enclosed a ballot for our annual elections. Please take the time to vote, and be sure to mail in your ballot before May 31, 1993. The slate contains a good group of people, and this is a matter that deserves your attention.

Finally, I have to announce that our present editor, Mike Palmiter, is resigning after the August, 1993 issue. I would like to take a moment to thank Mike for all his efforts in producing the *Dispatch* this past year. We will surely miss you.

If there is anyone interested in taking over this important position, please contact me.

Sincerely,



Michael R. Ferraro

From The Editor

Judging from the photo below it appears your editor is considering a larger model railroad scale, something with REAL heft! Actually both models are S scale --- just a little April Foolery here in the form of some darkroom magic.



On to more serious matters. In reading through comments included with some of the responses from the December issue questionnaire, it appears that there is a little disagreement as to what the *Dispatch* should be. I have always felt that we need a magazine which not only informs us of the goings-on in S gauge, but should also contain a wide variety of railroad related topics with references to S scale application wherever possible. We also need an emphasis on the personal aspect of our select group. For most NASG members, the *Dispatch* is the only tangible thing they receive for their dues and I think there should be as much content as possible.

I am happy to say that there has been more contributor input than during my early months as editor, but still not enough to fill our publication as I would like it. Therefore I am continuing to generate articles of my own to give it more substance.

The determining factor for content is of course available material. What I use to fill-out our magazine are things with which I am familiar. It is my intention and hope that the general readership will find at least some of what I create worthwhile for the time I am editor. Even if it cannot all be applied to S gauge modeling, perhaps it will be well received for entertainment value.

At this time I would also like to make a comment about our friends who produced *3/16 Scale Railroading* magazine. Those of us who subscribed will miss it. Ed Loizeaux and Dick Karnes took on a bold venture, especially considering the relatively small numbers of S scalers in the hobby. The void created by the termination of *TSR* will put even more attention on the *Dispatch*. I trust that Ed and Dick's talents and enthusiasm will be available to the NASG in some future capacity.

-Mike Palmiter

THE CLUB SANDWICH

"Where We Make Tasty Sandwiches Of Your Club News"

By Al Schoenberg

Keeping club news fresh is a major problem. I read thru club newsletters sent to me for items that would have appeal to *Dispatch* readers nationwide. Sometimes this is a bit outdated by the time it is seen here.

First there is the club newsletter from *State Line S Gaugers* sent by Eric Sorenson. Boy, Eric, you must be the world's fastest mail responder as I got your letter only two days after I received my copy of the *Dispatch*.

Eric sent a letter along with the newsletter saying that they were a small club of about thirty members located in northern Illinois and southern Wisconsin. Eric, thirty members is not a small club. If only ALL of our clubs were that "small!" The Stateliners are well known here in Jersey as well as S circles overall. They will be hosting the 1993 S-Fest which is also a well known function and certainly helps promote S. Good luck guys!

Next we have a letter from Ted Larson of the Rochester, NY area. I'll let Ted speak for himself:

Dear Al,

In the last year, the semblance of an S club has been meeting in the Rochester, NY area. We are half hi-rail, with equal portions scaler and AF operator, plus one HOer (he also collects 1/64th scale toys). We meet bi-monthly; the meetings have been a mix of shoot the bull, show off the host's collection/layout, talk about new products, answer "how do I do this" questions, and discuss what we've been up to (plus eat). We have not discussed a club name. Rick Israelson showed up last month with photos and tales of his trips to Steamtown and to the Illinois Railroad Museum (Rick went by RAIL). His F-unit cab photos were of special interest to me as I figure out how to install River Raisin F-unit interiors in my plastic shells. Doesn't look too difficult.

I'll discuss a little of how we got going. At the Syracuse convention, Don Thompson gave me names of recent customers from the Rochester area. Some of them were interested in getting together, so we decided to pool our resources and man an NASG display booth at a local swap meet. We requested 2 tables, put the NASG banner on the front one, and placed two concentric loops of Flyer track on top. We ran AF on the inner loop and scale on the outer loop. To show how easy it is to use American Models DC. Our power was an AF transformer with a Radio Shack diode in series. Worked great. We had the usual

collection of questions (what scale is that, can you still get parts for those, can you still get cars, etc.) and shiny-eyed kids (a photo of 3 of them made it into the local paper along with a picture of my Christmas '57 AF 302). We passed out lots of literature on where to buy both scale and AF. And we collected 10 more names interested in a club. About one third of them have been to a subsequent meeting. I was astounded at how successful something so simple was. We also brought a stock of S-Gaugians from a local hobby shop and sold them out very quickly. People did not know about it!

Since this show worked out so well, I'd like to make it to more local shows and improve on what we have to display without doing full-size corner modules. I've decided to make two 2.5 x 5 foot modules that will hold two concentric circles of track. The inner one of code 148 track and AF curavature, the outer one of code 100. I'll use several types of flex track and hand laid track leaving it in various stages from just laid to fully scened to show people what is available and what can be done. The track spacing will use S-MOD standards so that regulation modules can be placed between the two end pieces. These ends will also be in use with my modules at home in order to get me up and running.

-Ted Larson

COMMENTS - FIRST: While it is not officially a club, this is the backbone of future club growth. They are not into a set meeting pattern and just getting together for fun. I believe this is the best way to organize a club as the club's glue is friendship. The chance of survival of a club like this is very good, and while there are many other ways to organize a club, this club will probably grow by word of mouth. As they grow, they will need to organize and make (ugh) rules.

SECOND - There is an HO-er in the group. By interfacing with other scales, S-gauge can pick up many more secondary members who one day will make S scale their primary scale.

THIRD - For those who don't know Don Thompson, he's that guy with the beard who keeps popping up at S functions. One thing not generally known about Don is that he quietly helps in a major way to form new S clubs. We need more Don Thompsons' in this area.

FOURTH - A new club advertising their club in the S-Gaugian is probably one of the smartest investments they will ever make. How's that for a plug for the competition? I say that because the "*S Gaugian*" is on the news stand, and the "*Dispatch*" is not, so people that you don't know will contact you from your area.

FIFTH - There are all kinds of things to argue about when building a club layout, but showing track in different stages of construction is a great way to get a neophyte model railroader asking questions about track and a possible opportunity to join your club. Great letters you guys.

This one is old news, but the "Bristoliners" are in talks with Lionel. One possibility is lower train prices; combining all the orders in "NASG" together and getting a reasonably priced car or train and let the middlemen speculate to their heart's content. The Penn Salt car deal comes to mind. To discourage speculation in "NASG", a two car limit could be instituted.

I've rambled on enough, don't let that 336 run away from you, and I'll see you next issue. Maybe.

-Al

ENGINEER

By Ed Davis, Sr.

Half of my interest is modeling, the second half is collecting and salvaging Flyer S gauge trains.

Other than location and date of birth --- in my case The Bronx, New York in 1943 -- my story is similar to many other people in the hobby: a train set for Christmas (1947) powered by a Pennsy K-5 (why did it have that weird square firebox?) I later became a Pennsy fan partly because of that engine. By age 16 I had built-up a sizable Flyer operation, then the "Scale Bug" bit and I went into HO.

After a stint as repairman and salesman at Carmen Webster's Model RR Equipment Corp. in New York City I got the tinplate bug back, this time Lionel! So I sold out all my HO and started buying Lionel (Ah yes, the days before you needed a six-figure income to build a collection of choice pieces!)

In 1974 I saw a Flyer 312 (smoke in tender) that was identical to the one I had as a child. I bought it for "the shelf" -- well, you know the rest of that story. By 1986 I had both Flyer AND Lionel which included over 100 cars in each and resulted in a nice bi-level combined Flyer and Lionel layout.

In addition to this collection, I scratch built S gauge models of rapid transit which I was so fond of as a child. That fondness later led to a job as motorman on New York's Interborough Rapid Transit Line. Alas, all that vintage equipment has gone to "The Great Railyard In The Sky," but at least some of them could be resurrected in the form of my S gauge transit fleet.

Eventually I reached the point where things were getting crowded so I decided to sell-out the Lionel because I had plans for expanding S gauge operations. I also wanted to concentrate on S for both Flyer-collecting and refurbishing junker stock. This also included Lionel 027 cars which are really sized for S.

My Flyer collection has held about the same for the past several years but I have expanded my rapid transit fleet to 63 units. In addition I scratch-built four New York Central coaches and put them on Flyer trucks.

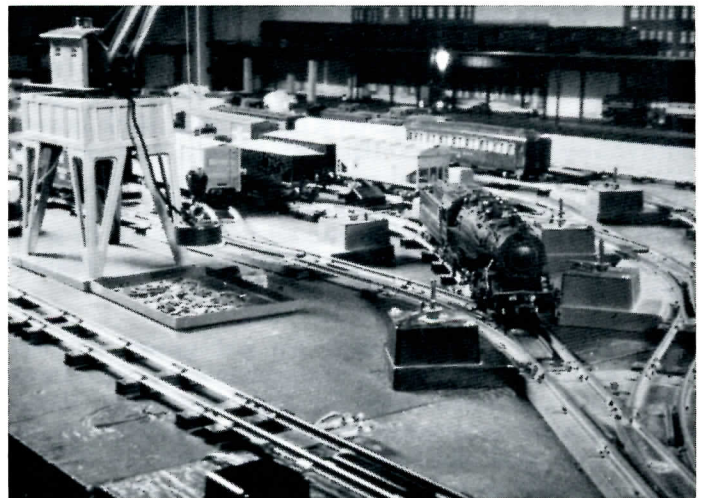
In 1977 I quit "The Big Apple" for a better life in Montana, a decision I have never regretted. Instead of running transit trains through dark New York City subway tunnels, I now run freight trains through bright and beautiful Montana as an engineer for Montana Rail Link.

The old devotions are still with me however by way of S gauge New York City transit equipment. I also managed to author a book about the New York rail transit scene titled, "They Moved The Millions."

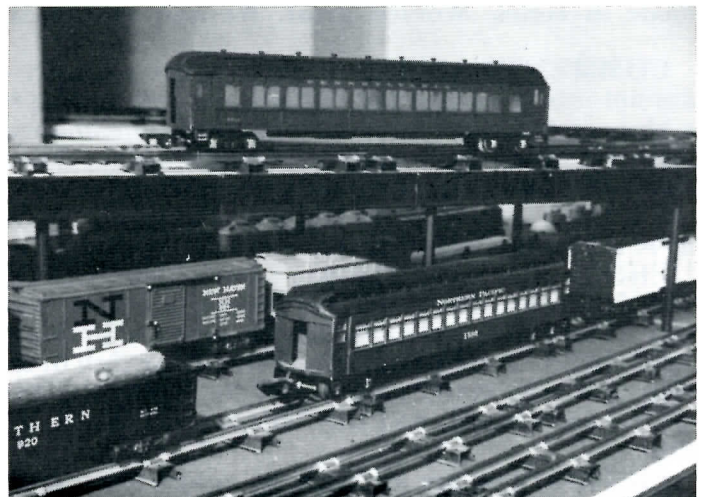
While much of the hobby these days is devoted to pure scale, one can still settle for moderate realism by way of basic toy train equipment. For myself, I enjoy "scratch building" which is fortunate because nobody else markets the kind of S gauge models I



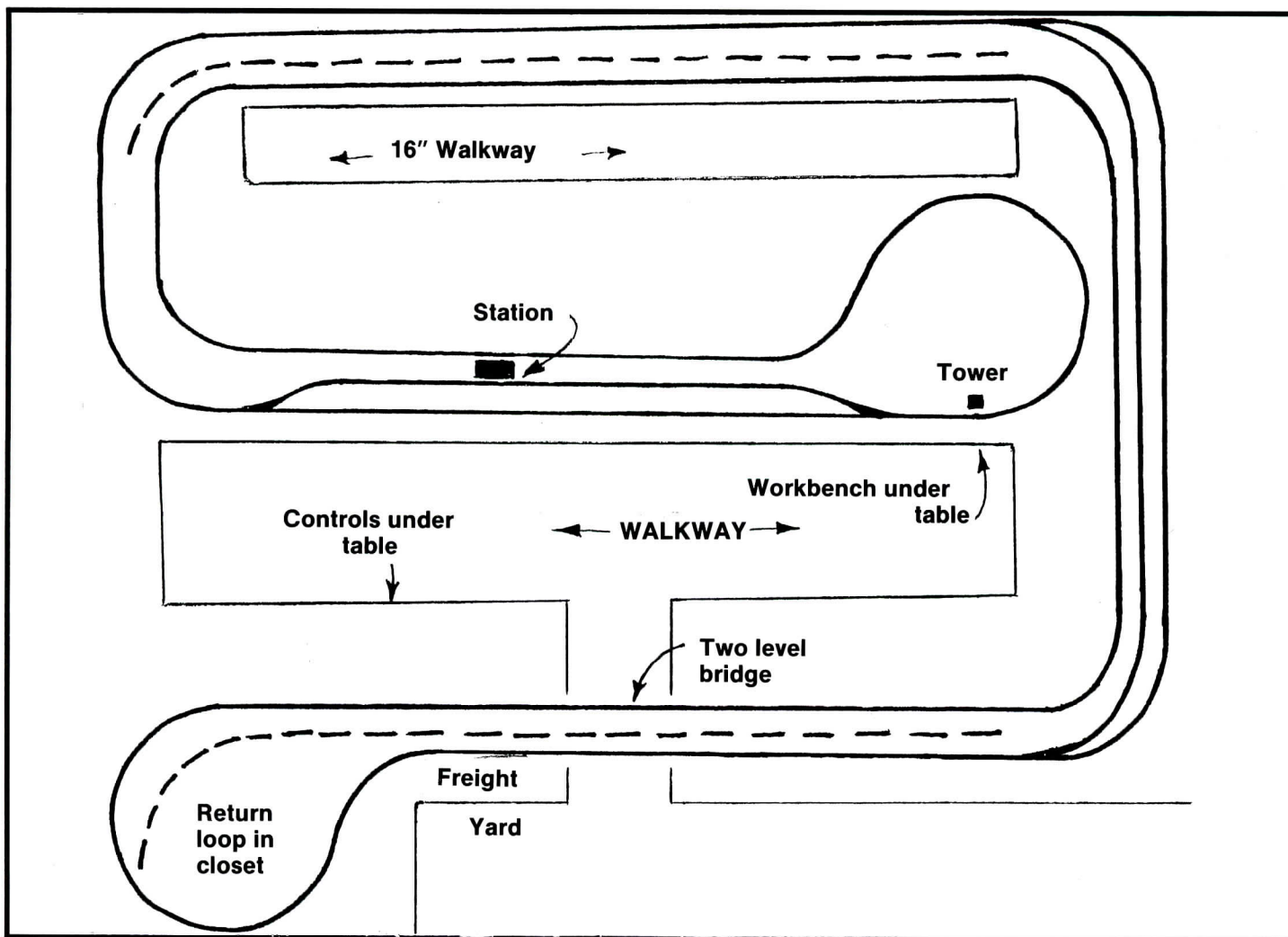
K5 at "Mystic" with el crossing overhead.



Freight yard with the el and MUDC's in background.



Pennsy P70 coach on top, N coach on bottom -- just a homemade idea.



want on my roster. In particular are the previously mentioned models of New York City rail transit cars, and standard equipment like NYC's Putnam Division coach fleet. Besides building these specific types of cars I am also an American Flyer collector, although I don't pursue EVERYTHING they made.

Another aspect of the S gauge hobby is collecting associated structures. For me these are mostly old Plasticville products. While all of these are not pure S scale, the size for many look proper with S equipment. The old originals are getting harder to find but they do occasionally turn up at model train shows.

As with most home layouts, mine is a hodge-podge assortment of American Flyer trains and scratch built cars in a grouping of Plasticville buildings. The rapid transit trains run on their own elevated right-of-way above the mainline Flyer routes. I powered my RT trains with regauged Mantua HO locomotive drives. Space is always limited so this separation of grades doubles operational possibilities.

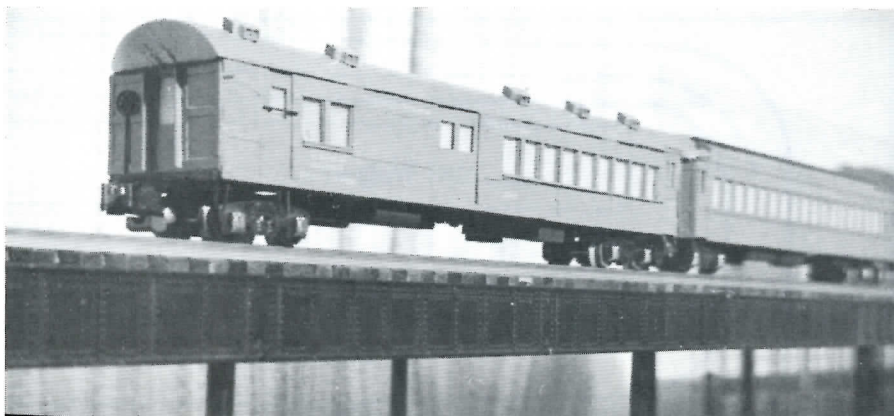
My layout occupies a space 11' by 17'. The mainline run is 133' and all the benchwork is an eye level 53" high. My control stand is underneath the benchwork, as well as other stored items.

I have moved several times in recent years and may again since my railroad job allows for several hometown locations. Fortunately my layout is not too difficult to reconstruct. Anyone traveling through Montana is welcome to visit, just drop me a line first at 307 S. 7th Street, Livingston, MT 59047.

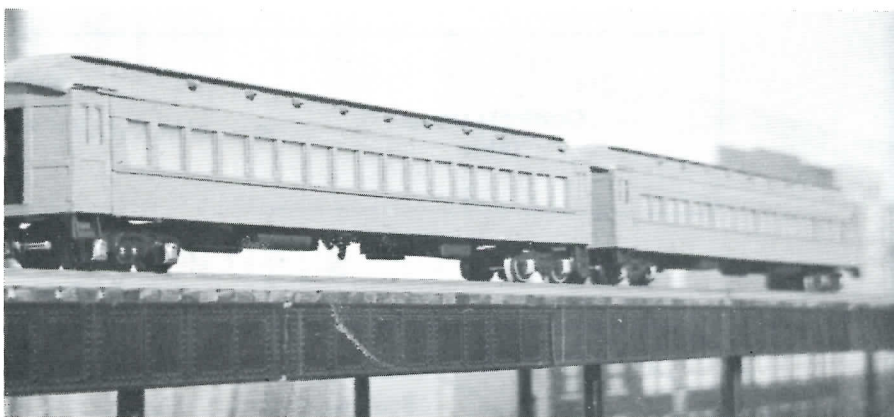


ED DAVIS, SR.

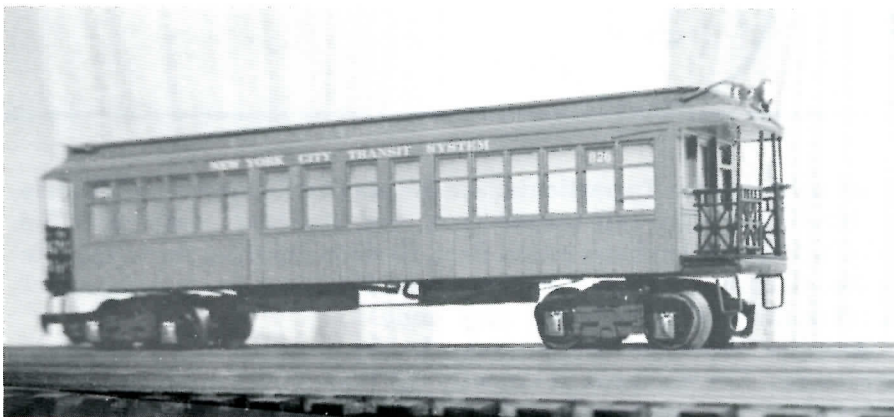
Half of the Putnam set — a typical consist. Arched roof RPO baggage coach and air conditioned coach.



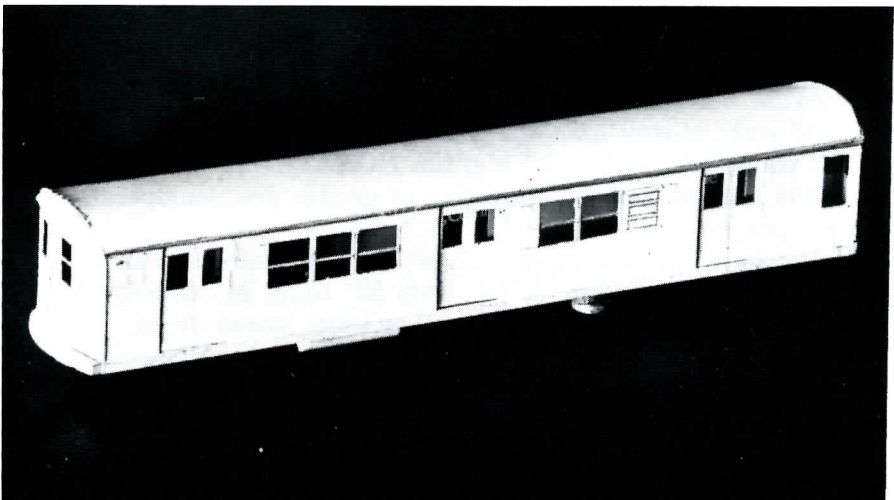
The other half of my “Putnam set” is 2 non A/C coaches. Left is NYC standard and the other is a 1909 former arch window car. Note strip over the former arch windows.



1880-1890 Manhattan el.



Transit car made out of thin cardstock for S gauge.



PROTOTYPE VIEW

We have seen rural branch line settings in the model railroad press to the saturation point. This Prototype View spotlights a different (and I hope refreshing) form of railroading.

Urban rapid transit rail service carries more passengers than Amtrak ever did, yet few people model, or even think of it as part of railroad operation.

As presented on the cover and elsewhere in this issue, "el" modeling can create some unusual and interesting layout possibilities. El modeling doesn't necessarily have to be limited to rapid transit. We modelers can do anything we like with our empires, and running freight on an el line is not that far from prototype practice. Rapid transit companies have all used equipment on their lines other than just for mass transit. Some service was in the form of bringing material to lineside industries during the off-peak hours, and of course there has always been the necessity to include maintenance equipment.

The idea of elevating rail lines makes as much sense in model railroading as it does in real life. The need for grade separations is obvious, and the idea can double operational possibilities on our layouts.

The S gauge fraternity has some of the very best model craftsmen in the entire hobby field. Perhaps this View column will inspire creativity along a new course. I'll bet there would be some contest winners in there too.



CTA



Elevated rapid transit trains in Chicago operate uninhibited over busy street traffic below.



A CTA train passes over the Rock Island main line at 60th Street in Chicago, 1973. The Rock Island line is also elevated above street level on "Earth-fill" embankments.

—M.P.

MODELING ELEVATED RAIL LINES

By Mike Palmiter

Elevated rail lines are usually thought of in connection with urban mass transit, but Class One railroads have elevated rights-of-way in many areas too. The reason for elevating any rail line is simply to keep train operation from interfering with vehicular traffic or other trains.

For my model railroading I have elevated nearly everything above street level. Elevating a mainline is an ideal way for model railroaders to double available operational space in a prototypical manner.

As can be seen in the accompanying photos, elevated rail lines can be built either as a trestle or by way of "Earth-fill."

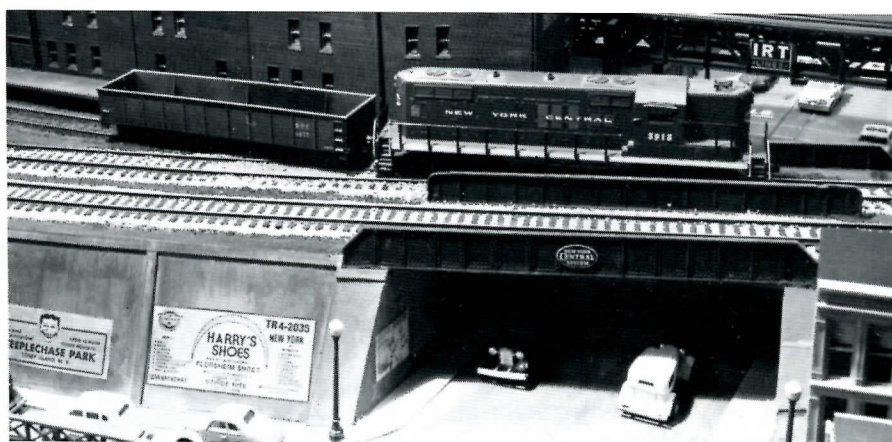
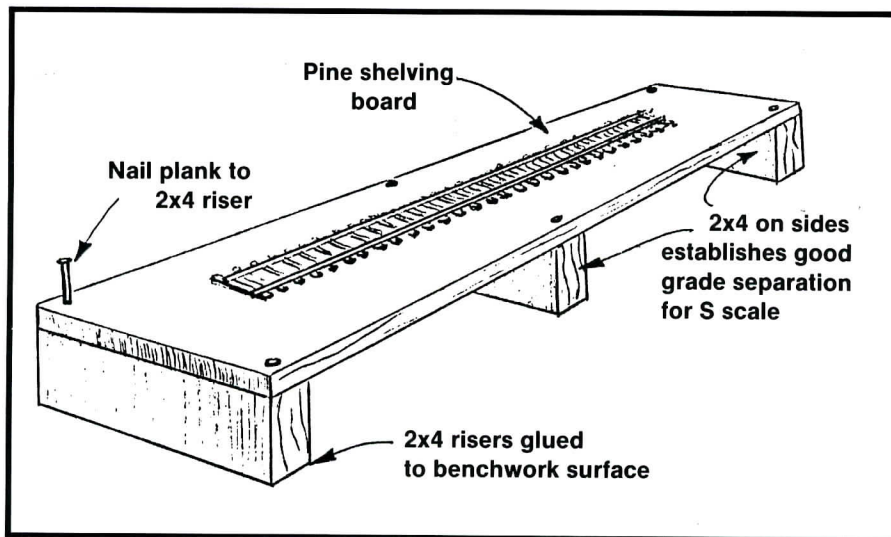
Trestles are really just long bridges, usually straddling a street. I built mine in two different ways which are fairly simple.

My mainline "el" trestle was established with the use of 3/4" shelving boards supported on 1/4" legs for most of its length. The trestle was buttressed at either end with 2X4 boards placed on edge which established a perfect vertical clearance for S scale grade separation.

For my rapid transit el line I spliced together lots of Bachmann HO trestle bridge trusses. The HO size was just the right size for this S scale project. The accompanying diagram illustrates how I formed these along with wood components to create the structure. The form which I've built does not follow any specific prototype but rather made with as many commercial components as possible to recreate the general appearance of an el. Master el builder Joe Frank of Philadelphia gave me advice as to building an exact scale replica of a specific prototype but I don't have his skill and patience for such details.

Atop my el structure I added code .148 prefab flex-track and spiked it in place at each cross member. I then added guard rails and stained wood to represent footwalk planking.

For any modeler who wants to increase the operational possibilities of their layout, or who are like me and just like the looks of elevated rail lines, I highly recommend building an el.



Elevated rail lines made from pine shelf boards can form a bridge easily.



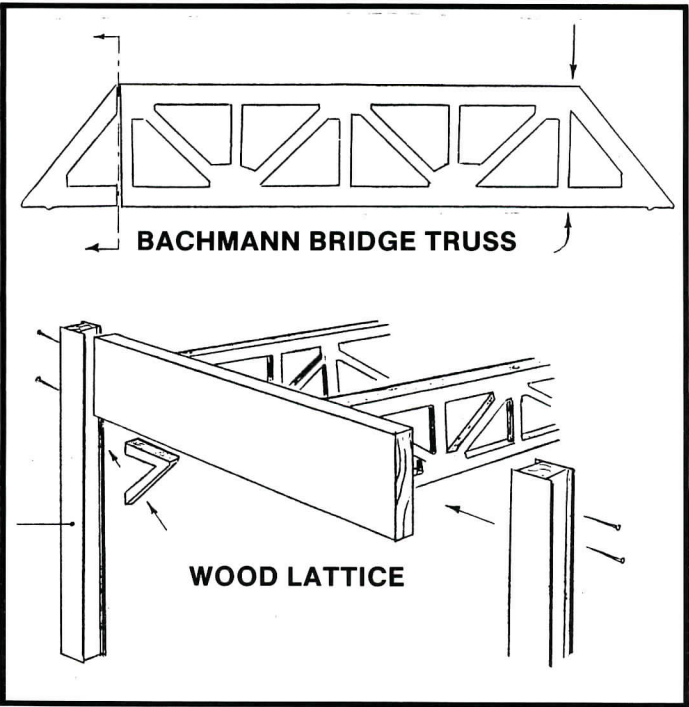
Shelving boards can form long trestles by elevating them on legs.



The underside of S gauge elevated lines create an unusual model scene.



S gauge el cars made by Ed Davis seen on your editor's layout.



AN AMERICAN FLYER REVERSE LOOP MADE EASY! I HOPE!!

By Bob Furtado

The wiring of this system is really quite easy. Operation is simple and automatic. It is exciting to see your toy trains turn around and return in the opposite direction.

Unfortunately this can not happen without some electrical modifications to your layout. I feel the automatic operation of this system is excellent and well worth the effort involved.

The first and most logical step is to design and locate the loop on the layout. With this completed, you need to assemble the necessary materials to complete the task. Most of the materials are available at your local Radio Shack. Around \$12.00 will cover the trip.....unless the local store is in Hong Kong!

Material List

- 1 - #275-206 DPDT 3A 12VDC relay
- 1 - #275-017 Mini SPDT roller level switch
- 1 - Roll 18 gauge hook up wire
- 1 - Used HO transformer or other 12 volt source of power.

The first one I constructed was on a large layout with two loops as well as a wye. Now that's tough for a first attempt! This should be relatively easy .. so here goes.

Remove the bottom cover of the Flyer switch you have decided to be the control unit. Now, with a Dremel Moto tool, or a small grinder, cut away enough of the switch housing to accommodate the mini-roller switch. (SEE FIG. #1) Do not install the switch yet.

Now, grind a depression in the level that throws the frog. (SEE FIG. #2) This is an exact size template, use it to verify your cut. Next solder the wire to the switch terminals, there are three, we will only use two. Attach one wire 14" long to the "C" terminal and another wire 24" long to the "NO" terminal. (C = Common, "NO" = Normally Open) Now you may install the switch in the housing. A small piece of basswood or balsa will fit very well under the mini-switch to adjust the height. The dimensions are 1/8" thick X 1/2" X 3/4". Test your installation by manually operating the frog and listening for the roller switch to click, or test it with an OHM meter. If it does not work, make the depression deeper. You will now have to notch out a space in the base cover for the wires to exit. Now that the hard part is done, the switch can be installed on the layout. **Remember** to isolate the section of track with fiber pins or air gaps.

Now let's wire the relay. (SEE FIG. #3). The length of the wires in this section is dependent on where you mount the relay and transformer. I suggest

keeping them close to the switch to cut down on wire.

1. Make a jumper wire from terminal #8 to terminal #1.
2. Make a second jumper wire from terminal #4 to terminal #5.
3. Connect another wire to terminal #1 and run it to the 7-15 volt post on your flyer transformer.
4. Connect another wire to terminal #4 and run it to the base post.
5. Now run a wire from terminal #9 to either rail on your isolated track section.
6. Run another wire from terminal #12 to the other rail on your isolated section of track.
7. Run another piece of wire from terminal #13 to the DC post of the HO transformer.
8. Now run one of the wires from the mini-switch to the other DC terminal of the HO transformer. Set the transformer to maximum DC voltage. NOT TO EXCEED 18 VOLTS. The DC rating is usually printed on the label on the case.

You should now be ready to test your reverse loop.

Run the train into the loop and once the entire train is in, activate the control switch and the train will continue around without stopping. (FIG. #4) This is the least difficult to operate.

FIG. #5 shows another type of loop. When the train enters the isolated section completely, throw the control switch behind it and it will continue through without stopping.

When coming in from the opposite direction from left to right (FIG. #5) throw the control switch just as the train approaches it.

Now that it is finished, be prepared for *many* delightful hours of enjoyable operation.

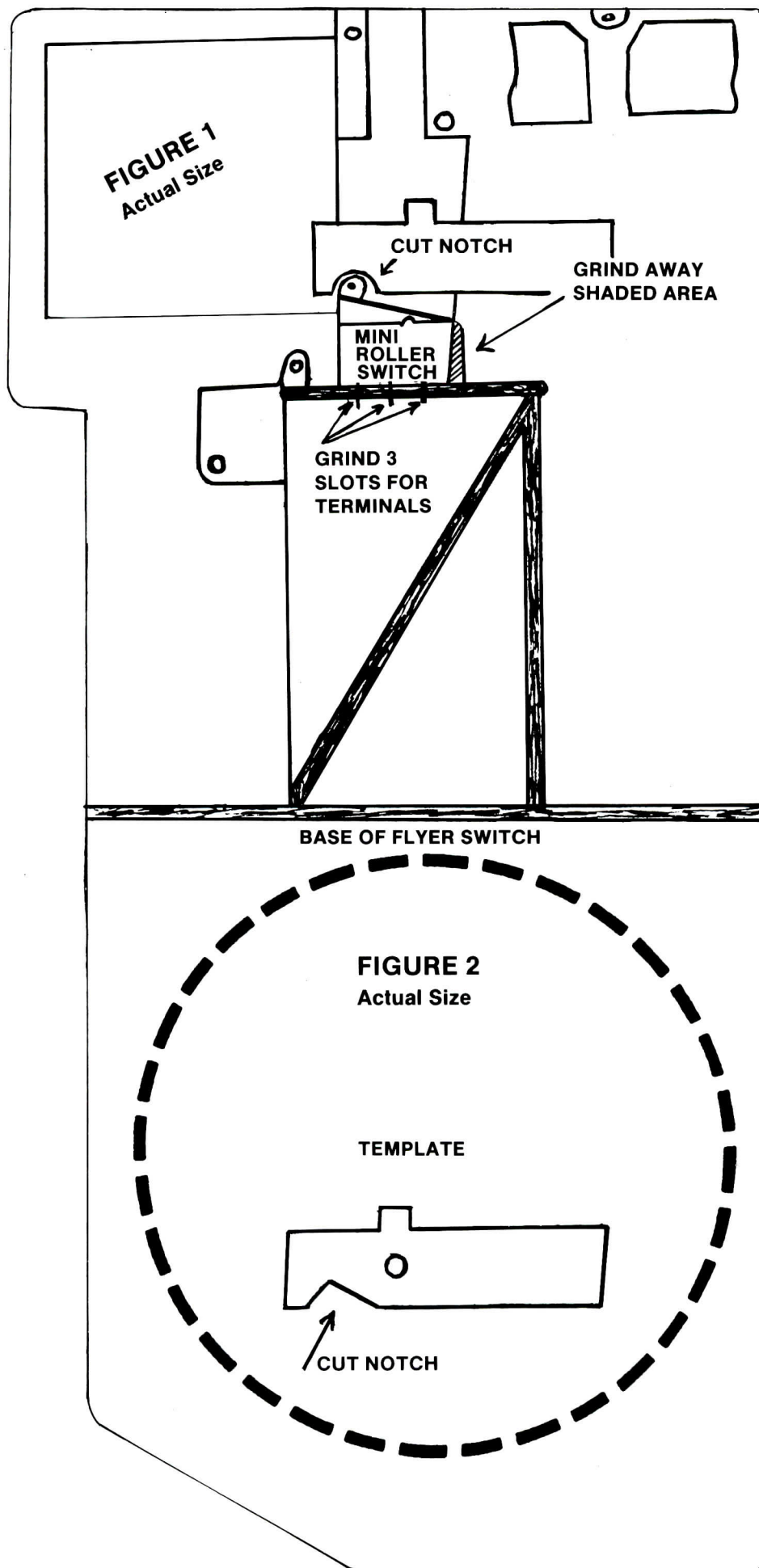
WELL NOW, THAT WAS EASY!, WASN'T IT?

I could build this circuit harness for someone to install. If they supply the Flyer switch, I will supply and install the micro-switch in it. I will provide the relay, all wired and color coded. They will need their own HO transformer.

I would charge \$35.00 including parts and labor plus postage.

Materials:

- 1 - Relay
- 1 - Micro switch
- Various pieces of colored wire
- Heat shrink tubing
- 2 - Terminals ends
- Balsa shim
- Hot melt adhesive



ISOLATED
TRACK
SECTIONS

FIGURE 3

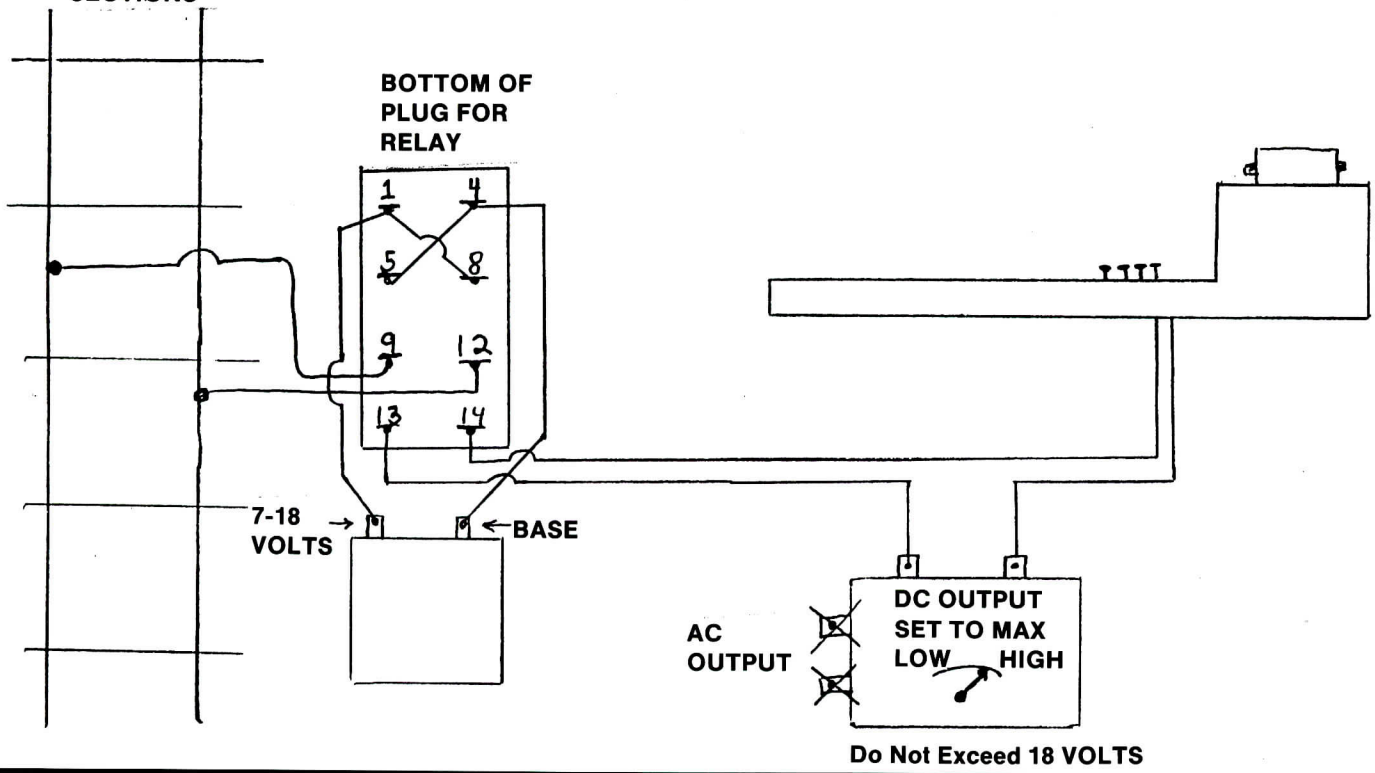


FIGURE 4

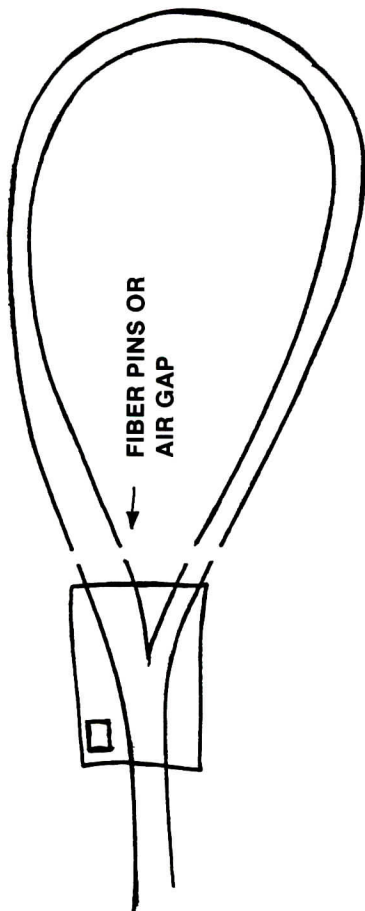
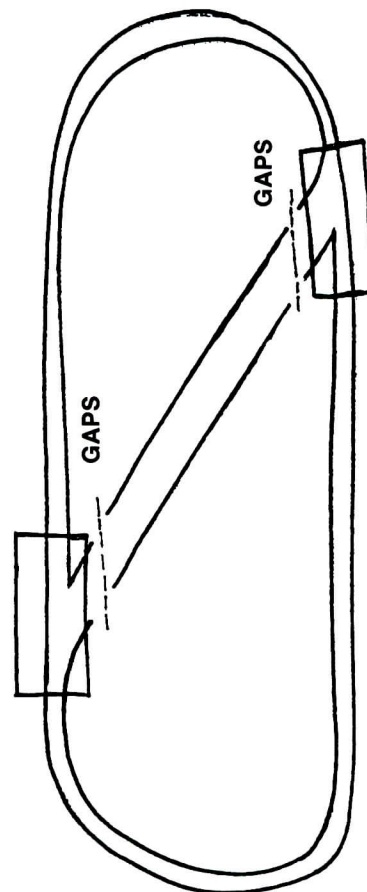


FIGURE 5



LIONEL '93

by Pete Mihelich

For the last two years, Lionel has opted to skip the big New York Toy Fair in favor of an open house. Instead, they choose to invite dealers and the media to their factory for new item introduction. This year's event was held the week of February 1-5.

My schedule allowed me to go February 3rd, however I could not get to Detroit until noon. Upon arrival I was greeted by Sherrie Weitzman, director of marketing services.

Lionel has three areas that they like all attendees to see. First a factory tour, second the new product line, and third their visitor center with layouts and historic wall.

The factory tour is always interesting as you can see the many steps required to assemble a car. Final testing is done with some original but effective Lionel test equipment.

The new product line is displayed on four walls in a separate room. The new S Gauge items are of particular interest to me. Chuck S. Leibrock, Product Planning Manager, who handles American Flyer, showed me around the room. Two cars are reissued Gilbert cars built in the 1950's. The red Bar refrigerator car and the orange Rath Packing refrigerator car are pictured here. They can also be seen in color on Lionel's ad on the inside front cover. A third car is the AC Gilbert Commemorative car in white with a blue roof. The fourth car is a British Columbia tank in dark green, and the fifth car is a red D & H Hopper. Rounding out the "S" Gauge line is a Western Pacific passenger set with an orange stripe on the Alco's and California Zephyr coaches in silver. This set consists of ABBA with railsounds and 6 cars.

An interesting item being offered this year is Thomas the Tank Engine in large scale. This popular toy is expected to be a hit with people of all ages.

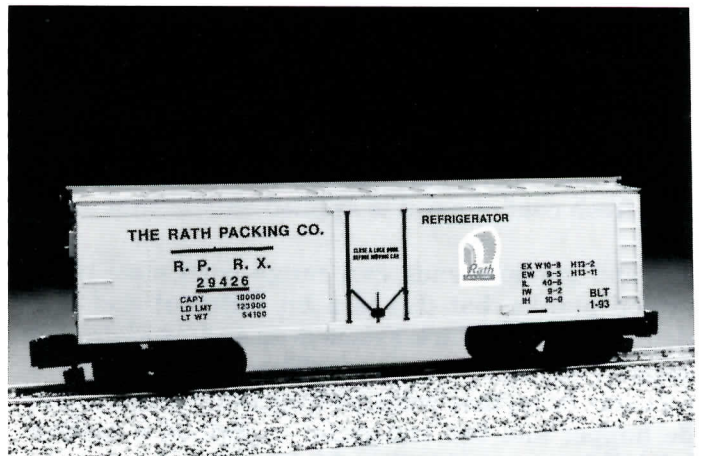
Then of course there is the large Lionel product line. New are double stack intermodal transport cars that come two to a set. The popular Gantry crane is back with Pennsy colors.

Finally a quick trip to the visitor center with its beautiful layout and memorabilia. It's hard to leave this area with the new items running around the tracks.

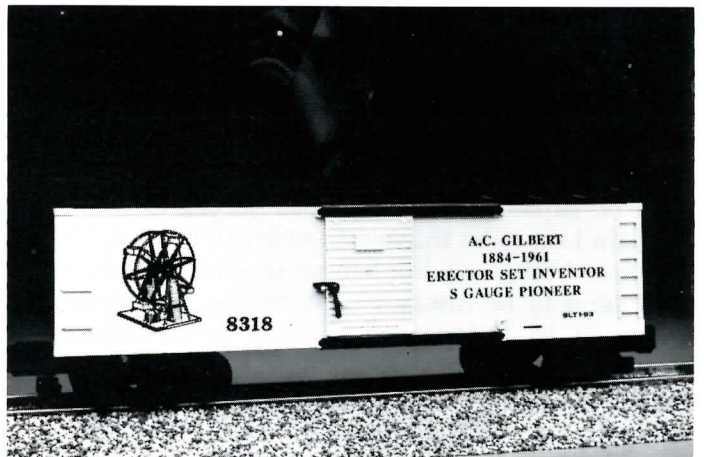
As usual, the people from Lionel were very helpful and pleasant so as to make the trip worthwhile.



Bangor and Aroostook Reefer.



Rath Packing Co. Reefer.



A.C. Gilbert commemorative boxcar.

"TIPS"

By Gale Hall

Real Short and Real Easy: Much has been printed on what glue to use on the journal box lids on the Pacific Rail Shops trucks. Why not model a bit later truck and leave the lids off altogether - to model a friction bearing sideframe that has been converted to roller bearings. This still can be found today on many cars and especially on tank cars.

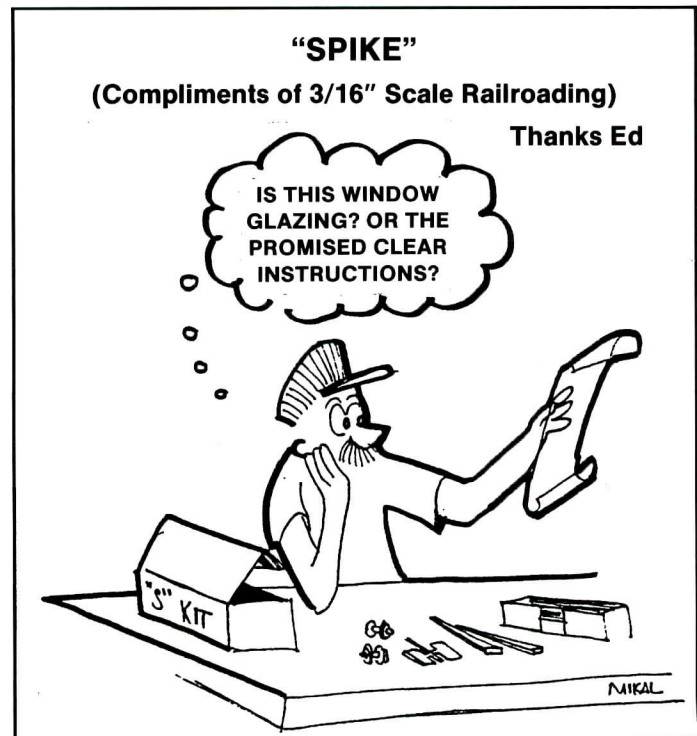
With the changes of car leases and ownership, any of the 50' outside post boxcars and covered hoppers can be duplicated with two or three shades of the main color and a black or white alphabet and number set and most anything goes Leave all or part of the original paint scheme and block out the reporting marks and or paint out the logo with a different shade of paint. An example of the former are the Railbox cars that have reverted back to the railroads. I recently saw a beautiful new wet paint job on a 50' KCS boxcar as I crossed the tracks - well I didn't catch the number so I thought I'd get it on the way back - the other side of the car had three shades of orange and the other side a beautiful boxcar red. A version of this also happens when perhaps a car has an end repaired or a sill or the frame around the door and a fresh coat of paint is applied only to that area.

Drop end gondola ends can range from steel plate to wood planks, but this is a bit different and eye-catching. I saw a black Frisco drop end gondola and noticed it had box car red ends. Then I realized where they came from, they were cut from the side of a offset side hopper and the end panel contained a section of the Frisco coonskin herald. This could apply to about any home road combination with just enough decal and color to denote it had come from a different car.

One form of instant weathering that took place on double or triple hoppers was that of building a fire under or along side the hopper bays. An example of this is Arkhola Redi-Mix would get triple hoppers of sand shipped out of the Arkansas River Valley at Van Buren, Arkansas. During the winter these cars would be rained on and then subjected to freezing - the cars had to be thawed in order to unload. Thus a fire was built from lumber scrap and old ties, and would tend to be pretty rough on the hopper sides and result in a tapering charred area extending upward on the car side. Apply freely to Missouri Pacific hoppers and station a guy with a sledgehammer nearby to keep that sand moving.

The same effect only worse can be used on in-house cars if you are modeling a steel mill or service to a steel mill. The hoppers, triples or quads, or gondolas

are burned to a crisp from hot loadings or use in high temperature areas. The ends probably fare the best and the sides, with little in the way of actual paint, need to reflect the white hot grey, red, orange heat-rusting effect. Add black to the inside and outside upper areas. No decals here. Hand number the cars with a paint brush or a fine air brush.



TRACTION & TROLLEYS QUARTERLY

The magazine that caters to the TRACTION fan. Each issue contains; ● Book reviews, ● News items, ● A feature story of a prototype line, ● A visit to a model traction pike, ● and lots more! One year - four issues \$17.90; Two years \$33.25; Canadian and Foreign add \$4.75 per year. Dealer inquiries welcome.

TRACTION & TROLLEYS QUARTERLY
● P.O. Box 04016 ● Milwaukee, WI 53204

“HELPFUL HINTS”

Now that the Nickel Plate Road trailers have arrived for the flatcars, I'd like to pass along some information that might be of interest for those of you who purchased them.

Unfortunately, some skuffing may have occurred while lettering and packing the trailers. I found that an automotive glaze works very well for polishing the sides while leaving the lettering intact. For those unfamiliar with glaze, it is essentially a very mild rubbing compound. But remember, be sure to test it on an inconspicuous spot before rubbing the sides.

If you would like to package the flatcar, tractor, and trailer in the original box from Lionel, they will fit nicely with a little effort. Here's the procedure that I used:

- Flip the trucks around on the flatcar so the couplers are located under the body. Don't worry, you won't snap off the steps.

- Remove the brake wheel and install it underneath in the original mounting hole.

- Mount the trailer on the flat and slide them door-first into the plastic bag.

- Slide the flat with trailer into the Lionel box. Again, the door end goes in first.

- You may not believe it, but there is enough room in the end of the box for the tractor too. If you put it in grille-down and wheels-out, you'll have just enough room to close the end flap.

So, unless you're an avid box collector, you can put all of your Nickel Plate Convention cars into one tidy little package. The best part is that you won't have to search around for that white Ertl box when it is time to play with your trains.

- Gary Ippolito

MORE HINTS — Window Shades

Instead of cutting and attaching strips of paper to form window shades, use masking tape! Most masking tape comes as a beige tint which is perfect for the tone of shades. Application of the tape is simple because it is self adhesive. Strips of masking tape are especially useful for rows of windows as on a passenger car. A single strip will do them all! If a modeler wants different settings for the shades, just cut and attach each one individually from the tape roll.

- MP



BRANCHLINE HAPPENINGS

Bob Nicholson of Ft. Madison, Iowa sent this photo of his SHABBONA RR and titled it, "Ready to Leave Town." Fine modelwork of two Alco RS-1 locomotives.



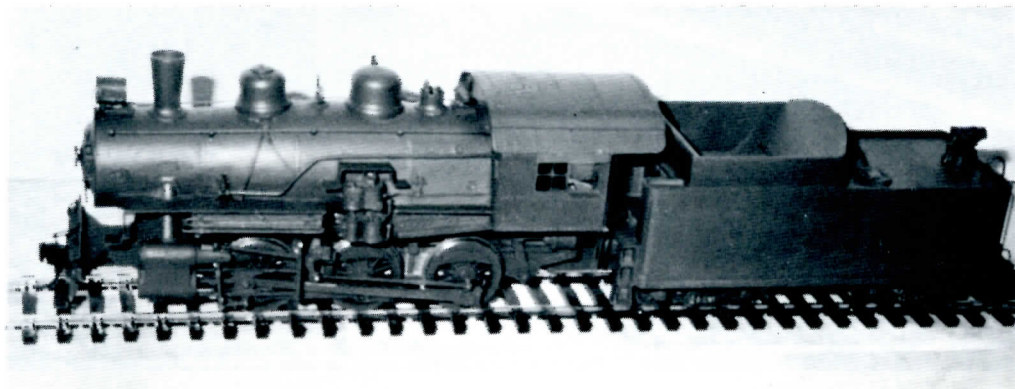
Bill Fraley of Hershey, PA shares this view of his JEFFERSON CENTRAL RR. Lots of action on this point-to-point model.



Bill also sent this photo of Dave Heine's 1st Place Winner in the LVSG Secret Project. Dave converted an HO model into this Sn3 2-6-6-2 beauty.



Bill Fraley included this picture of Fred Rouse's kit built 0-6-0 switcher which won 2nd Place in the LVSG project.



N.A.S.G. 1993 B.O.T.

NOMINATION and BIOGRAPHIES

FOR PRESIDENT

CANDIDATE: MARTY GLASS

NOMINATED BY: MARTY GLASS

Marty Glass, an S-gauge enthusiast for nearly 40 years, is president of "Layouts Unlimited," a St. Louis firm which specializes in the design and construction of model train layouts in gauges ranging from "G" to "Z". Marty received his first American Flyer train when just eight weeks old, and he became actively involved in the hobby (now also his vocation) in the mid-1970s after military service. A member of the American Flyer S-Gaugers of the St. Louis area and Big Bend Railroad Club ("O" scale), Marty is immediate past president of the Ozark Division of TCA. Currently, he oversees the design and production of all TCA convention cars, and he is on the car selection committee for the 1993 NASG convention. Marty has been married for 22 years and has two sons, both of whom are involved in Layouts Unlimited. He has been a member of NASG since 1990 and assists the publicity committee in circulating information about the organization.

As a veteran technician in all aspects of the gauge, Marty is committed to furthering the common interests of all S-gaugers, whether their specialty is tinplate, hi-rail, or scale. He believes in promoting model railroading as a family hobby and that the potential for S-gauge is virtually limitless, given the active and creative supply of NASG and its members.

CANDIDATE: ALAN EVANS

NOMINATED BY: JOHN C. FRAZIER

Coordinator, Central Ohio S Gauger club, approximately 49 paid members in Columbus, Ohio, area. Editor since 1984 of "Club Car Column" in S Gaugian Magazine. Editor of COSG newsletter since club began in 1985. Member NASG since 1984; attended NASG Conventions in Buffalo, Novi, Chicago, East Brunswick, Syracuse, and Cleveland. Club contact for several of the S Helper engine and passenger car projects. Organized, researched and distributed the first special set of B & O modern passenger cars done by American Models. Attended S Fests in 1989, 1991 and 1992. Coordinated building of two operating S gauge layouts, a 16 x 20' portable sectional layout in 1986 and a permanent hobby shop 12 x 22' layout in 1989. Member TCA since 1984.

EDUCATION: Ohio University, BSJ (public relations), 2 years weekly newspaper, industrial procedures writer, associate editor for 9 years. US Air Force veteran.

LEADERSHIP EXPERIENCE: President of high school's 4500-member alumni association; implemented computer mailing list for group and organized fund-raising campaign that raised \$15,000 for scholarships. Co-chairman of train club's successful first-ever all-gauge flea market. Coordinated efforts to have five operating S gauge layouts at 1992 Spring S Spree.

EMPLOYMENT: Self-employed for last 13 1/2 years as owner of Rocky Fork Printing Co., Gahanna, Ohio. Duties involve managing business, operating offset presses, and maintaining a 5 x 9 S gauge layout in the front window!

CANDIDATE: MARK MC FREDERICK

NOMINATED BY: MOE BERK, III

In seeking the office of President of the NASG, I realize the importance of the position to the future of the organization and the future S gauge/scale model railroading. I believe that I have the qualifications to serve including a college education with several courses specializing in management, nearly four years community leadership as a village councilman, and as a registered nurse I serve as charge nurse and nursing supervisor. I have served the past two years as Secretary of the NASG. I am not afraid of responsibility and as my record shows, I am people serving motivated.

Leaders need to have goals; I have several to start with. In reviewing the purpose of the NASG as defined in the NASG Constitution, I would like to propose the following:

1. A mobile layout similar to Lionel's to travel to conventions, national railroading activities, and state fairs. This could include buildings, landscaping, trackage, rolling stock, etc. that is currently available and being produced with product donations in lieu of advertising and viewing fees to pay expenses.

2. Press for the release of more episodes of "The American Flyer Boys Railroad Club" and more videos of S gauge/scale for general release.

3. I want to keep the NASG membership apprised of committee activities with two or three reports per year to be published in the *Dispatch*.

I also would welcome any other ideas. Thank you for your support.

FOR TREASURER

CANDIDATE: JOSHUA SELTZER

NOMINATED BY: JOSHUA SELTZER

I have been a member of NASG since 1966. My wife and I ran a S gauge ready-to-run car business from 1973 to about 1985. I have been a life member of NASG since 1977 when I received the Bernie Thomas Memorial S Gauger of the year award. In 1974 I received the S Gaugian Manufacturer of The Year award.

From 1978 through 1984 I served as Treasurer of the Cuyahoga Valley S Gauge Association. I have been Co-Chairman of the Annual S Spree each year it has been held in Cleveland and will serve in this capacity for the 1993 Spree this coming spring. I was registrar for the 1992 NASG National Convention held this year in Cleveland and I worked on the NASG Convention committees for the 1982 and the 1984 National conventions.

I have a college degree in Accounting and for the last 18 years I have been a corporate comptroller for a regional retail chain. My present position is Vice President of Finance and Management Information Systems. I currently serve as the NASG Finance advisory committee and in that capacity I have assisted the current NASG treasurer in setting up accounting systems and reviewing financial reports.

My Father purchased "my" first American Flyer Train set 4 months before I was born. All my life I have spent with S gauge! In 1965 I discovered the S Gauge Herald and Scale S. In 1972 my friend (and S mentor) Howard Sandusky and Frank Titman convinced me to take a shot at being an S Gauge manufacturer at a time when no ready-to-run equipment was available. I guess the rest is history.

I believe I have the professional and S gauge background to be an effective treasurer for the NASG.

CANDIDATE: JOHN W. METZGER

NOMINATED BY: JOHN W. METZGER

John is presently membership secretary of NASG and database manager, both voluntary positions. He is retired and is involved in AARP, NARFE, Silver-haired Legislature with the division of aging in the State of Missouri. John enjoys his voluntary services and seeks to use accumulated knowledge and experience to work for the NASG in the position of Treasurer. He has concern for the NASG and as a whole is willing to use his own computer to assist. He has ample time to do an adequate job and looks forward to the opportunity.

CUYAHOGA VALLEY S GAUGE ASSOCIATION

ANNOUNCING THE 1993 ANNUAL SPRING 'S' SPREE

NEW FOR 1993!

The S Spree is a complete weekend retreat with meals and activities included in the price!

Dear fellow S Gauger:

Starting Thursday evening April 29 through Sunday May 2 we will be holding our annual S gauge event.

This is very definitely not a flea market or public train show. It is a weekend "retreat" for those interested in all varieties of "S" gauge. American Flyer, Hi-Rail and Scale and S3 are all represented. The central feature is the Trading Room consisting of dealers and manufacturers. We have added some new activities this year and have received commitments from several "S" gauge manufacturers plus AF dealers, Parts Dealers and trading tables for anyone attending the Spree.

Schedule of events:

Early Birds (Please Pre-Register)

Thursday April 29

7:30pm

Early Bird Layout Open House [not at hotel - see map]

Friday April 30:

9:00 am

Early Bird Continental Breakfast followed by setup

12:00 noon

Table Setup

12:00 p.m.

Registration

2:00 p.m.

Trading Room opens

6:30 p.m.

Video Lounge open

8:30 p.m.

Pizza & Stuff dinner and Guest Speaker

9:30pm

Clinic to be announced

CVSG PARTY complementary annual social event.

Saturday May 1:

8:00 am

Continental Breakfast

11:00 am

Trading Room opens

12:00p.m.

Registration Opens

1:30 p.m.

S Manufacturers Forum What's new in the marketplace?

2:00 p.m.

Deli-Lunch

Registration Closed

Van Trip: Escorted fan trip to 3 large S scale layouts in Medina

Ohio Area. Van transportation will be provided for those who need it.

Trading Room CLOSED for VAN TRIP

Cookout Dinner after the Layout Tour

7:00 p.m.

Trading Room open pack up begins

8:00 p.m.

Door Prize Drawing followed by the Auction.

NOTE: Sunday activities are NOT at the Hotel.

Sunday May 2:

8:30 am

Complementary Continental Breakfast

12:00 p.m. - 5:00pm

Do it yourself Layout tours

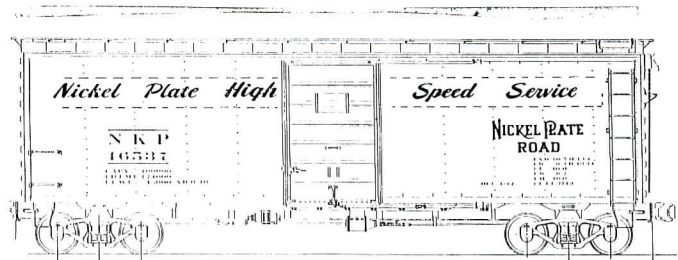
Different layouts both American Flyer & Scale

1993 S Spree Car Nickel Plate Road High Speed Service Box Car.

LIMITED RUN: ONLY 100 CARS SCHEDULED TO BE PRODUCED

This special run is being produced for the CVSG by American Models and will be available Scale or Hi-Rail. The car has box car brown sides, black roof & ends and a white stripe with the high speed logo in black. All other lettering is white.

In the summer of 1946 the Nickel Plate Road began a program of modernization and ordered 1000 new box cars. To promote proposed new freight service the railroad decided to apply a new, highly visible advertising approach to its equipment. The Cincinnati Car Shop was directed to draw up a new paint scheme incorporating the roads new slogan: *Nickel Plate High Speed Service*. While intended for the new box cars the design was applied to a caboose and was very well received. Plan 152-12-613c was designed for a box car and was applied to car #15753 using the caboose stencils. The Head office decided not to continue with the box car plans so the new box cars did not receive the revised paint plan 152-8-6228. *NASG Magazine Spring 1991*



SPECIAL EARLY BIRD DEAL
FOR THOSE WHO PRE-REGISTER BY APRIL 15, 1993
SAVE \$5 BY PRE-REGISTERING



For further information contact: Josh Seltzer, 3567 Antisdale Avenue, Cleveland Hts., OH 44118

ARTICLE IV -- REGIONAL ORGANIZATION

1. There shall be three NASG regions as follows:

A. Eastern Region - The states of Alabama, Delaware, Connecticut, Florida, Georgia, Kentucky, Maine, Maryland, Massachusetts, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, District of Columbia, Maritime Provinces, Quebec, Ontario and Europe.

B. Central Region - The states of Arkansas, Illinois, Indiana, Iowa, Kansas, Louisiana, Michigan, Minnesota, Missouri, North Dakota, Nebraska, Oklahoma, South Dakota, Texas and Wisconsin.

C. Western Region - The states of Alaska, Arizona, California, Colorado, Hawaii, Idaho, Montana, New Mexico, Nevada, Oregon, Utah, Washington, Wyoming and the Provinces of Alberta, British Columbia, Manitoba, Northwest Territories, Saskatchewan, the Yukon and Australia.

2. The Board of trustees shall reserve the right to apportion members of the NASG located in areas not supportive of a regional organization into existing regions.

FOR WESTERN VICE-PRESIDENT

CANDIDATE: LEE M. JOHNSON

NOMINATED BY: LEE M. JOHNSON

Since receiving my first American Flyer train set in the late forties, I have been involved with S gauge. This was followed by a conversion to scale during the fifties. During the last 20 years, I have attended all except two of the NASG/NESGA conventions, Sn3 Symposiums, and NASG National and Regional conventions allowing me to meet and talk to others about S gauge, its needs and direction. From these discussions, I have been able to provide knowledgeable and realistic guidance of NASG through the office of Western Vice-President.

The primary function of NASG is promoting S gauge, which I have accomplished as the current NASG Western Vice-President through planning of future NASG conventions, and operation of my module layout at NMRA Regional and National conventions and other train shows. Other S gauge get togethers in the West have been attended in an effort to have NASG present. Although my new job has reduced my traveling, I still visit with my S gaugers during my travels.

We must continue to promote S gauge through our own conventions, and by attending other model railroad conventions and shows to give us the opportunity to show the rest of the model railroad world that S is healthy and growing. Although there does not appear to be much support for modern equipment within the existing ranks of S gaugers, we must continue to promote S to younger model railroaders to keep S gauge alive and well.

FOR CENTRAL VICE-PRESIDENT

CANDIDATE: PAUL STEVENS

NOMINATED BY: MOE BERK, III

Paul started out in Waterbury, CT where he developed a life-long interest in the New Haven. As a boy, he received train sets as gifts and purchased others to start his collection growing. He continued to build his collection after moving to Georgia and started building kits such as Ambroid, Branch line, and Kinsman. The result was a parallel interest in both scale and American Flyer. There were no clubs in the north Georgia area and a few locations to even buy trains. A few things were purchased on outings to Atlanta, but most of his acquisitions were made by mail to run on his 8x20 layout.

After moving to Kansas City in 1976, Paul finally had room for a layout that would allow his trains to monopolize his basement. Today, Paul is kept busy with Flyer repairs. When he does happen to glance up in any direction he can see his American Flyer collection on specially designed shelves or on the layout.

Paul has built many cars, both freight and passenger, which he has entered and won, in NASG and NMRA contests over the years. He must now enter only master craftsman, having won the required times to move up.

He has been involved with the NASG since its early days having been part of the circuit letters in the late 50's and has an original "lifetime" membership card. He has attended at least 15 NASG conventions over the years.

FOR EASTERN VICE PRESIDENT

CANDIDATE: DOUG PECK

NOMINATED BY: DOUG PECK

Public-school science teacher for over 25 years.

Married; two sons.

Numerous positions of school, union, and church leadership, both past and present.

An "S-gauger" since childhood.

American Flyer collector and operator, but also appreciate, purchase, and collect S-scale. Will one day expand my layout to include both.

Involved in the editing process of the 2nd, 3rd, and 4th editions of Greenberg's Guide to S-Gauge A.F., as well as the annual pocket-guide.

Served as Eastern V-P since July '88.

Serving as AF Service Committee chairman; involved in the '88 car project; coordinated the '89 through '93 car projects.

Past-president of the Bristol S-Gaugers, as well as Editor of the "The Bristoliner", published eight times per year.

Operates "Port Lines Hobby Supplies," specializing in S-gauge sales, AF parts, and S-gauge repair business.

Member of NASG, AFCC, TCA, TTOS, and NMRA.

STATEMENT: "I feel strongly that NASG should be an organization recognizing and supporting all phases of S-gauge: scale, highrail, and tinplate. We need each other, for the organization and S gauge in general, to strengthen, prosper, and survive.

I believe my current position on the BOT offers a strong vehicle for representing the "tinplaters" of NASG, but I would never do so at the expense of the "scalers". There is room in the organization for both, but both need to be adequately recognized and represented "at the top". For that reason, I wish to continue to serve the entire membership through the position of Eastern Vice-President."

CANDIDATE: BILL LANE, JR.

NOMINATED BY: BILL LANE, JR.

Because of the NASG, I have had the pleasure of meeting many new friends and now the time has come to give myself to the organization that is responsible for making these friendships possible.

I feel that my qualifications will help me fulfill my duties as Eastern Vice-President. As President and co-founder of the South Jersey S Scalers, my main objective would be to promote S scale to the model railroading community. I am a member of many railroad and model railroad organizations and have been a member of the NASG for 5 years. I have attended the 1988, 1990, 1991, and 1992 NASG Conventions as well as being part of the management committee for the 1993 NASG-NMRA Joint Convention. While my current activities are in the scale aspect of "S", I have fond appreciation of American Flyer. Also, I have occasionally assisted Downs Model Railroad in new product development.

In sum, I am firmly committed to the NASG and plan on remaining active in S scale for many years to come. I am looking forward to serving the NASG membership as Eastern Vice-President to the best of my abilities.



BIG BOYS TOYS

We have a complete
line of Scale "S" items.

TRY US

*The best stocked scale "S" shop
in the Southwest*

**2127 E. Palmdale Blvd.
Palmdale, California 93550
(805) 273-6229**

GALLIMAUFRY

Hot Wheels has recently come out with two '50's vehicles that are close to S scale. They have a 1956 Chevy pickup that is just a bit large. Use it as is, or modify it to be a truck with a larger cab such as a stake truck, van or tank truck. They also have a 1959 Cadillac convertible which is just a bit undersized. Looks good in the background.

Matchbox has a large Ford utility bucket truck that is near HO size. The utility box is just right however to fit behind the cab of a 1/64th pickup truck.

Ertl has several new vehicles using the International straight truck chassis they came out with several years ago. The box van is now available decorated for the US Post Office. There are also two new bodies; a bottle truck and a heavy equipment service truck (decorated for CAT). Unfortunately, the outline of the side bins on the service truck are NOT molded into the body, but rather are printed on the decal that also includes the CAT markings. This makes it a bit more difficult to convert the rig to other service. Get out your scribe to mark the outline of the bins and then repaint it for railroad or other utility service.

There is a large assortment of new 40's-60's farm tractors available from Ertl and Scale Models including various models from Case, Allis Chalmers, Farmall, Ford, and John Deere. The set of 4 Fords is my favorite. It has the small "8N" utility tractor so common in the 50's. The grey and red colors are excellently reproduced, and these are the first Fords available. Buy these tractors at your farm implement dealer or go to a farm toy show. If you go to a toy show, check your scrap box for tractors that are not correct for your era. I had several from the early 80's historical sets that I was not using. I sold them to dealers for \$10-\$20 each. That paid for all of the new offerings which typically are \$2.50-\$3 per tractor.

While you are at a toy show, watch for old toys that are 1/64th. I have seen a 60's Greyhound bus by Corgi, a 1948 Ford Cab Over Engine by Ralstoy (similar to the F-6 due shortly from Hartoy), early 60's GMC and Dodge semi's, a mid-40's bottle truck and the vintage Aurora Ford and White semis which were reproduced by Don DeWitt.

NEW VEHICLES

Racing Champions -- 1964 Ford Galaxie hard top.

Hot Wheels -- 1959 Cadillac convertible.
1956 Chevy pick-up.

Matchbox -- 1939 Chevy sedan delivery.

—Ted Larson

— Bill Fraley sent an ad clipping from Lledo COLLECTABLES, 1650 Bluegrass Lakes Parkway, Alpharetta, GA 30201 which offers several Pearl Harbor and U.S. Army military vehicles that are S scale. Each set of three vehicles sells for \$25 plus \$2.50 postage. Anyone interested can contact Lledo for their ad material.

- BILL'S TRAIN SHOP, P.O. Box 561, Seffner, FL 33585 sent a flier listing Hartoy's current line of 1:64 trucks. The series has been expanded with more styles of trucks in several era ad livery. These models are priced from \$7.95 to \$21.95 depending on the style.

- CITY CLASSICS, P.O. Box 16502, Pittsburgh, PA 15242 has expanded their line of 5-story buildings to include #106 East Ohio Street Building kit. These are marketed for HO scale but are proportioned large enough to fit-in with S scale layouts. The kits are priced at \$13.95 and available through various outlets. Contact City Classics for one close to you.

—M.P.

POSSIBLE VARIATIONS
USING ADDITIONAL KITS



Illustration from the City Classics brochure shows kitbashing possibilities of combining several models together.

GALLIMAUFRY (Continued)

In the December issue's "Gallimaufry" we mentioned the idea of decorating 1:64 scale trucks for the railroad family. Here is another look at what can be done to spread the railroad flavor to vehicles smaller than a transport truck.

I photographed the Santa Fe delivery van outside of Chicago Union Station several years ago. It occurred to me that decaling vehicles in this way for a layout had a lot of possibilities. I took one of my Matchbox vans, painted it, then applied New Haven RR lettering from a set of HO decals. I liked the looks right away, and vehicles decorated in this way certainly fit-in parked next to stations and freighthouses.

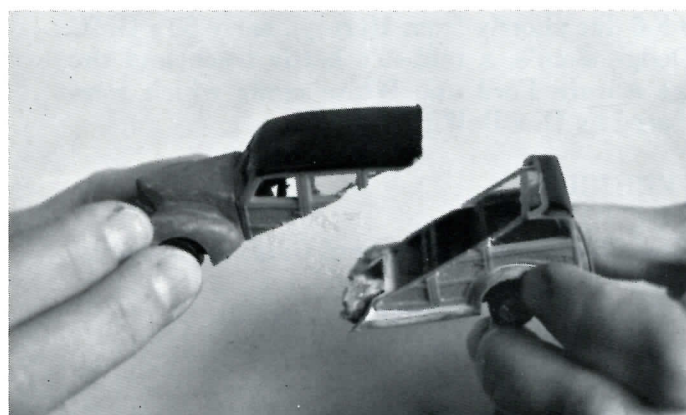


DOES YOUR STILL WATER RUN DEEP?

Model rivers and ponds are usually represented with a hard glossy surface of paint or resin. We of course are trying to create the effect of water with some degree of depth which is often done with the use of boats or piers. In the real world however we have accustomed ourselves to seeing objects in the water only from the water line up. We have a mind-image of them being this way because we never see them as a whole.

My river surface was made by simply applying several coats of dark green enamel over the plywood benchwork. I chose dark green to represent the silty water normally seen in rivers. The glossy paint made a good water effect but I wanted something to suggest depth as well, and in a way more obvious than with boats. It occurred to me that other things also find their way to rivers and ponds. From time to time automobiles end up there either due to accidents or as a way of dumping a useless vehicle. This happens more often than one might think.

With this in mind I took one of my 1:64 scale autos, cut in half, and Voila! a half submerged derelict car. The accompanying photos illustrate the idea better than anything more I could say.



—M.P.

NEW PRODUCTS

By George Ricketts

BILL'S TRAIN SHOP (P.O.

Box 561 , Seffner , Fla. , 33584)
Bill has received six new HARTOY offerings. All are in HERSHEY'S paint schemes . GMC T-70 stake body - Cake Kid's , GMC T-70 canvas back - Hersheys Chocolate , GMC T-70 tanker - Milk Chocolate , Peterbilt 260 tanker - Hershey's Syrup , Peterbilt 260 stake body - Sweet Chocolate , Peterbilt 260 box van - M.S. Hershey . Pricing is \$7.95 each , \$1.00 off per truck on orders of 6 or more trucks.

BTS STRUCTURES (P.O. box 561 Seffner, FL 33584

A new manufacturing company has been formed by Bill Wade and Chris Elliot. BTS STRUCTURES will take over the kit line from BILL'S TRAIN SHOP and will be adding many new items. Under way now is ' The Shanty ' a small single-family dwelling that can be used as a lineside railroad company house. Outhouse included. Next in line is ' Elliot Supply ' ; a small two-story , wood build that can be used as a feed store or plumbing supply.

SOUTHWIND MODELS (P.O.

Box 9293 , Plant City , FL 33566
Reservations are being accepted for a Pennsylvania Railroad N-6b caboose. It will be available in two versions. Both center and offset coupola . Pre-Production price is \$159.50 with a deposit of \$25.00 . Post production pricing will be higher.

WINROSS (P.O. Box 38 Palmyra NY 14522

Has a program for getting their 1/64 scale trucks by mail called appropriately 'WINROSS BY MAIL ' . To get on the mail list or place orders call 800 - 227 - 2060
Current offerings are #103-1 Hershey's 5TH AVENUE , #103-2 Bernhardt Furniture, #103-3 Liquid Air , #013-4 Fall AACA Commemorative, #103-5 Chevron , #103-6 Chevron Tanker , #103-7 Chevron Doubles , #103-7 International Historical Series #1.

**SEND NEW
PRODUCT
NOTICES
TO:**

**George Ricketts
34355 Park East
#B-5
Salon, OH 44139**



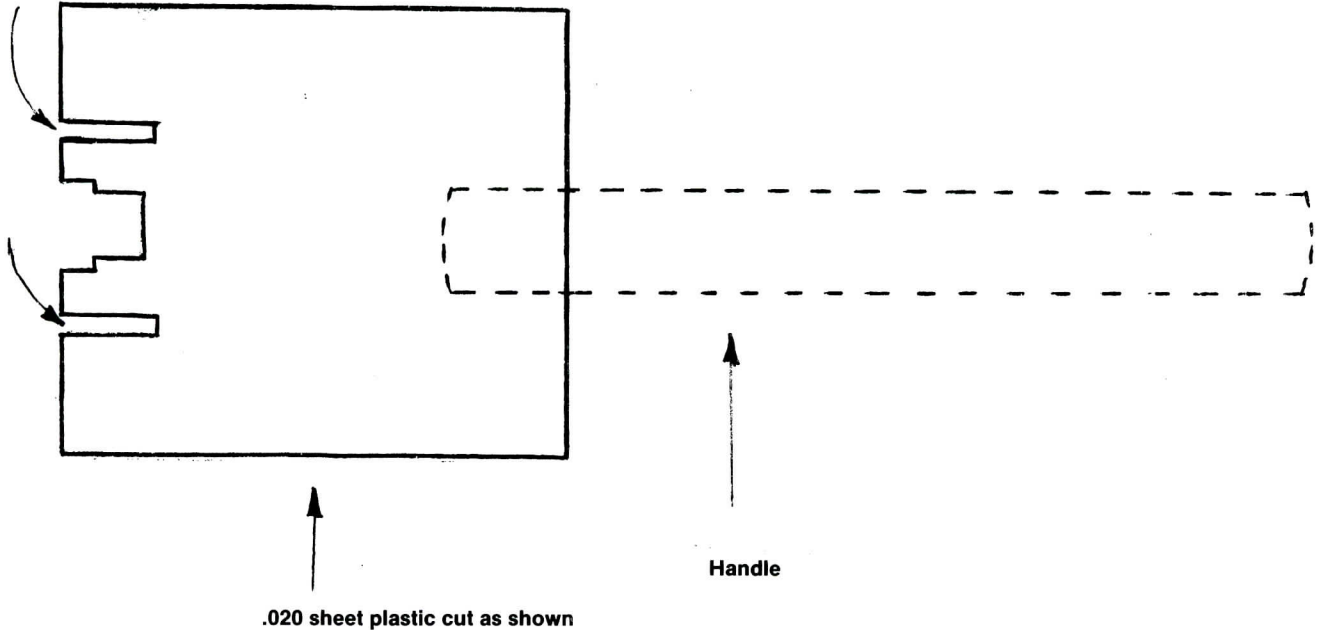
The Shanty

TRUCK SIDEFRAAME PAINTING MASK

By Jerry Schnur

PATTERN — Full Size

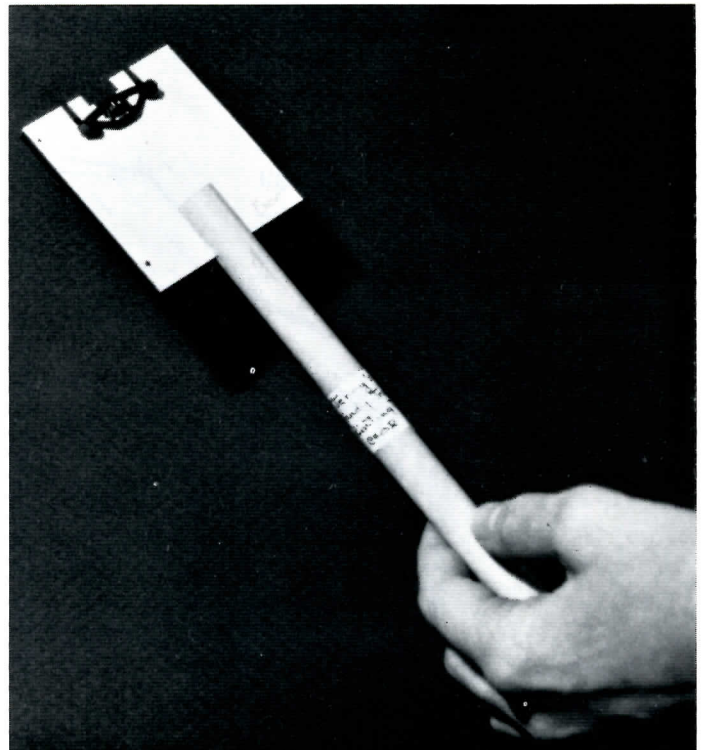
American Models size freight trucks axles fit into cutouts



One of the blessings of product progress in our scale is that we don't have to assemble trucks any more. However, not all cars use box car red trucks. On my pike most of my hoppers are black and are equipped with American Models trucks, which are red. So to change the color of these fine trucks, I made the gadget shown in the photo. By sliding the truck into this frame you can spray the color of your choice and keep paint out of the area of the axle and journal. The described tool is for American models trucks or any truck of similar wheel centers.

You have to use .020 sheet plastic inasmuch as any heavier gauge will not fit between the wheels and the side frame. I reinforced one edge to give the tool a lot more stability.

No doubt you can improve or modify to suit your own needs and skills.



DECEMBER ISSUE QUESTIONNAIRE RESPONSE

As I mentioned in the February issue editorial, I received a disappointingly small number of responses to my questionnaire. Out of more than 1300 NASG members I received only 53 replies. I wanted to use reader input as a guide for the type of *Dispatch* material I should concentrate on for future issues. In spite of the small percentage, I share the results here. —M.P.

QUESTION #1: Are you currently into one or more of the following:

- Scale -22
- Highrail/American Flyer-33

I combined the two here because most responses for this checked both Hirail and Flyer. It should also be noted that Moe Berk's St. Louis American Flyer group accounted for 19 of the 53 responses which, because of the low total replies, weighs this toward one side.

- Collector-6
- Narrow Gauge-2

QUESTION #2: Do you now have a layout?

- Yes-35
- No-17

QUESTION #3: do you have a layout under construction or plan to expand your present one?

- Yes-35
- No-16

QUESTION #4: What type of railroad settings do you find most interesting?

1st Choice

- Industrial-16
- Rural/Village-16
- Mountain-9
- Urban-8
- Maritime-0

2nd Choice

- Rural-10
- Mountain-9
- Industrial-9
- Urban-3
- Maritime-3

3rd Choice

- Urban-8
- Mountain-7
- Rural-7
- Industrial-2
- Maritime-2

Note — Some of the respondents checked all of the choices, and some didn't check any so that is why these figures don't necessarily total 53.

If we look just at the 1st choice responses we see an even balance between RURAL and INDUSTRIAL settings with Maritime settings a poor loser.

QUESTION #5: Railroad era of most interest?

Note — This one was difficult to categorize because many respondents checked a wide range of years. The strongest however was the 1950s, with the 1940s a close second place. The years from 1960 to present day had only three.

QUESTION #6: Favorite prototype railroads?

UP and SF were tied with 12 each. MoPac had 11 but we must note that nearly all of the St. Louis group listed this. NYC had 9, the Pennsy and SP were tied with 7 each. The B&O got 6, the NH 4, and the rest were one to three each for thirty-two other railroads!

QUESTION #7: Subjects you would like to see more of in the *Dispatch*?

- Trade news and product availability-12
- Home layouts-10
- AF repair-10
- Clubs-4

Note — Lots of other subjects were mentioned also but none had more than three each. They ranged from track plans (which would figure into Home Layouts) on through articles about people, building & equipment drawings, and how-to-do-it articles.

QUESTION #8: Subjects you would like to see less of in the *Dispatch*?

Very few responses mentioned much for this question. The general feeling seemed to be that Anything was better than Nothing.

QUESTION #9: Do you favor the use of articles about prototype railroad subjects to maintain magazine size?

- Yes-35
- No-11

QUESTION #10: Which do you prefer:

A-DISPATCH continue with its present content six times per year or
B-DISPATCH be cut to four times per year but strive for increased content.

- A-received 41
 - B-received 8
- Four of the 53 responses did not answer this question.

AMERICAN FLYER CHRISTMAS LAYOUT

By James Sleeth

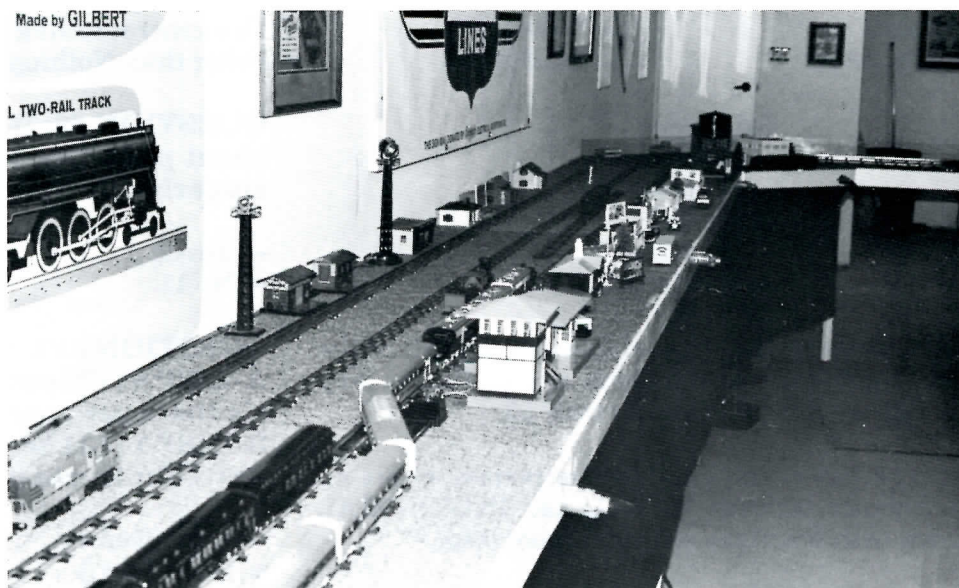
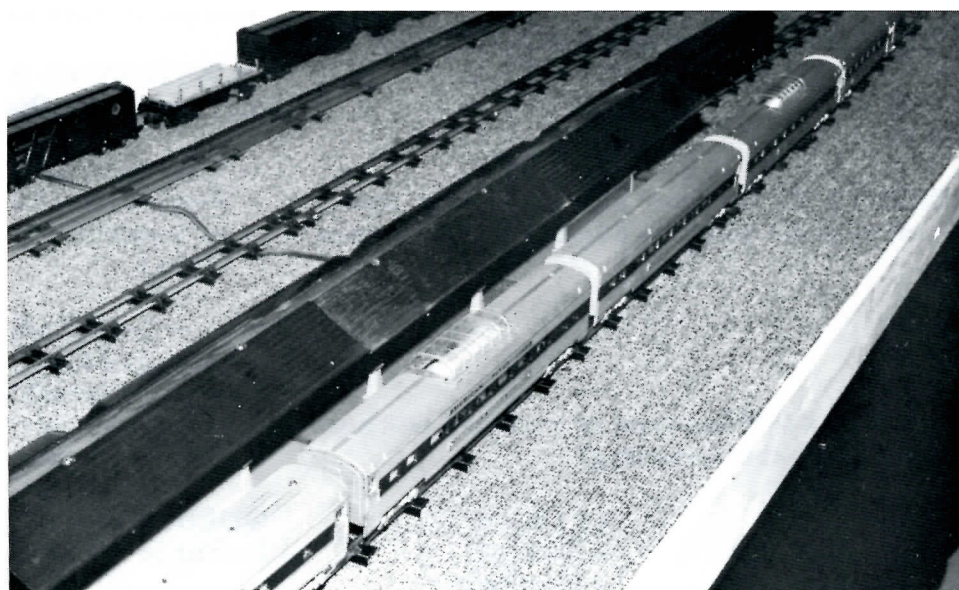
The All Gauge Toy Train Association of San Diego is the largest train group in the area consisting of around 250 members. It was founded in 1969 and has turned down many offers to join up with other toy train clubs. We think our newsletter is one of the best looking thanks to our Editor Arlen Hurt who collects some S. There are about 25 AF collectors with Raulf Polichar and myself the only S Scale people. The collection of American Flyer promotional materials are from Channel 10's news caster Jack White, owner of Gladys trains.

The AF 13'x33' layout was started by John Woods. He has provided most of the labor and materials with local toy train stores helping supply K-Line wide radius track which has been expanded into even a wider radius for two AF loops and one gauge loop for AF O gauge operations only.

John has provided all of the American Flyer operating equipment and even some O gauge American Flyer accessories. He has both talking stations as well as one version of all accessories. The only thing I could not find was the operating milk car, but he has it in his collection.

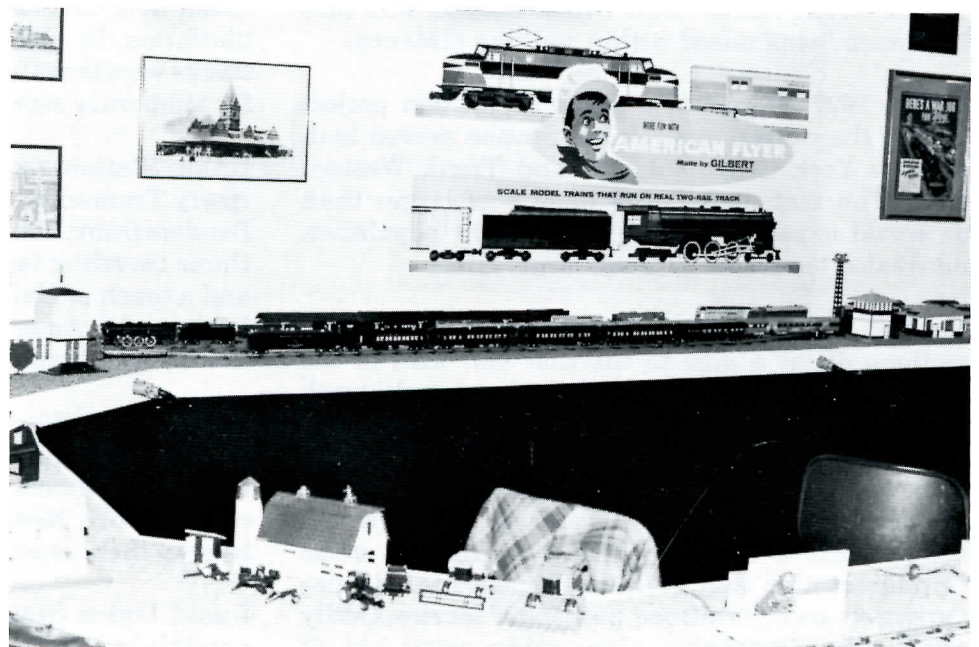
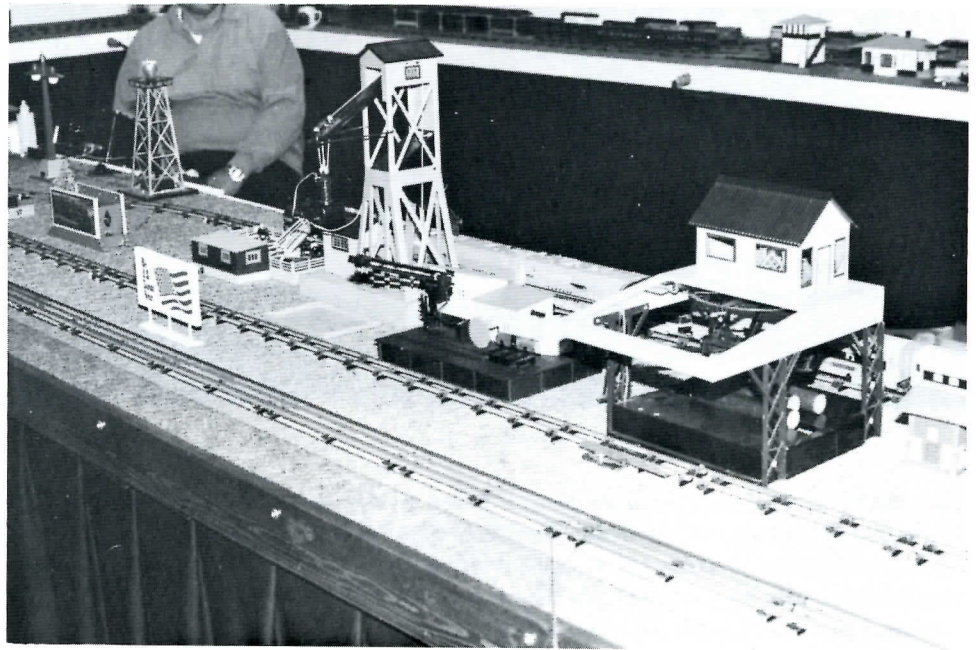
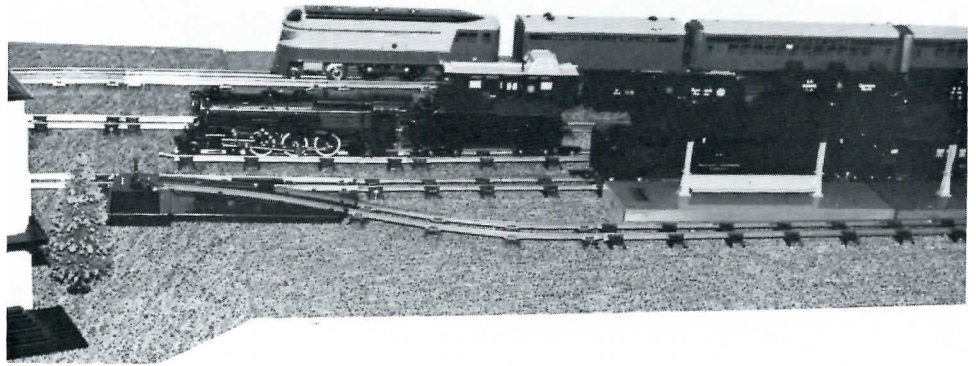
The big event for our club is operating at two shopping centers. The American Flyer layout takes up the back wall of the store provided by Clairemont Square Shopping Center. Many of the merchants provide us with treats and discounts. The shopping center invests a lot of money promoting the Christmas layout and the club members decorate and clean the store. It looks like this relationship will continue for some time.

We share the store with an even larger Lionel layout as well as a smaller Standard/G gauge layout.



The club also operates from the La Jolla library as well as a big Fathers Day out-door layout. I think the best thing we have come up with is working the Muscular Dystrophy Telethon. The public pays to get into the event. This year we were operating at night under tents.

The Lionel group had a dump car which children could operate by putting in money and pushing a button to dump the car into a big clear plastic box below the layout for all to see. I think some of our S clubs should get on this idea for 1993. You can fill an American Flyer dump car with hardware and do the same in your area. They provide protection and it's open 24 hours. The TV stations come out to film most of our events. The MDA event is a 24 hour promotion. Get your clubs to move on this idea ASAP. It will work for other nonprofit events, and look at the size of the exposure to new members.



RAILROAD STATION

By Mike Palmiter



Like many a railroad enthusiast, I have a special fondness for passenger stations. Railway depots were built specifically to connect people with trains, and they became places where buffs like me could get up-close and personal with all sorts of equipment.

For this writer South Bend Union Station was that place since I was raised within walking distance.

Built in 1927 as part of a grade separation project through the central city, Union Station served both the New York Central and Grand Trunk Western trains. The station building itself was larger than one would expect for a city of 100,000+ population and rivaled terminals in much larger cities.

The NYC and GTW rail lines had connecting junctions about a mile to the east and west of the station thus sharing a two mile long multi-track corridor. Union Station was situated just south of the downtown business district immediately adjacent to the Studebaker Automotive Corporation assembly building. In a way it is ironic the large station would sit right next to a factory which produced a mode of transportation that eventually spelled the demise of privately owned railroad passenger service. Oddly enough, the Studebaker Corporation went out of business eight years before the station was closed!

South Bend Union Station was an imposing facility with all the amenities: Restaurant, newstand, barber shop, and it was connected directly to the Railway Express Agency truck dock.

A long arched concourse led from the waiting room under five tracks to stairways and ramps up to platforms. In addition to the five passenger service tracks were three bypass tracks which were often used for temporary storage of freight cars.

Union Station also hosted special guests. President Harry Truman made a campaign stop to greet South Benders from an overpass adjacent to the depot. Notre Dame traveling football teams met their trains there, and a touch of Hollywood brought the cast of "Knute Rockne, All American" through the station for the 1940 World Premier in South Bend.

By the late 1950s through the 1960s when I became personally acquainted with the grand old station, railroad passenger service had tapered off considerably. Nevertheless, a good show was still to be seen there especially in the afternoon hours.

I used Union Station to travel by train as often as possible in those days, but mostly I frequented there just to watch the parade and take pictures. For train

watching I would get to the station about 4:00 p.m. and walk through the waiting room toward the concourse as the announcements began: "Your attention please ... New York Central train #28 *The New England States*, and train #2 *The Pacemaker* combined, now arriving on track 2A for Toledo, Sandusky, Erie, Buffalo, Rochester, Syracuse, Utica, Schenectady, Albany, Pittsfield, Springfield, and Boston ... Have a pleasant journey ..."

Waiting passengers would then make their way toward the platform, and a few minutes later a bright headlight could be seen coming around the curve to the west. The sleek consist of stainless steel cars seemed to glide silently until they reached the platform end, and then roar to a stop in a haze of brakeshoe dust.

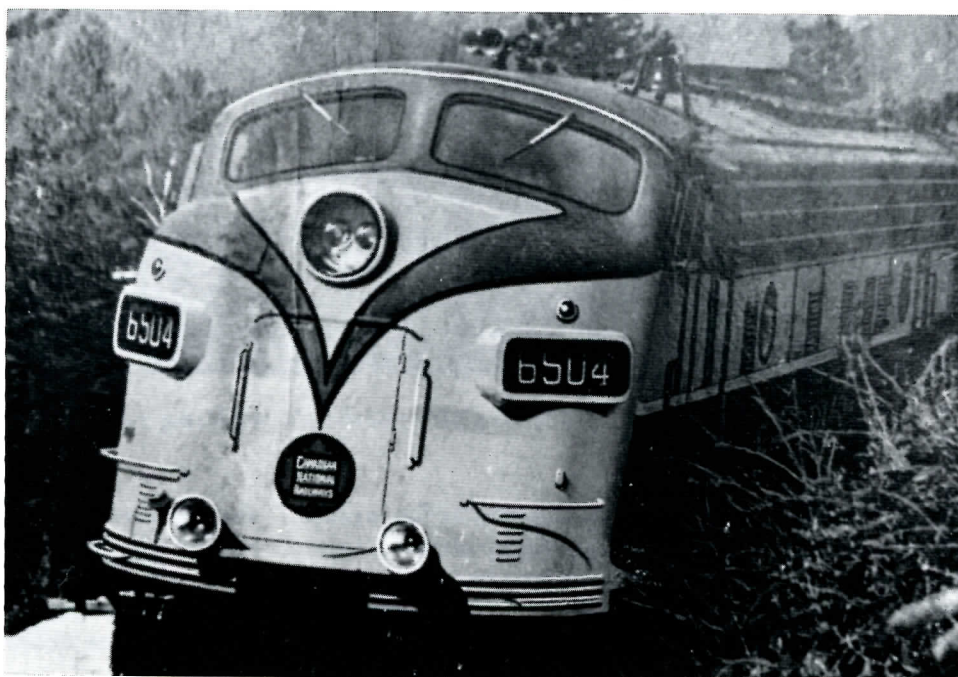
Oftentimes a late Chicago-bound Grand Trunk passenger train would enter the station at this time from the opposite direction doubling the action. Activity would sometimes be heightened still by a freight train on the bypass iron. After a few minutes the trains cleared the station and all fell silent once more.

A close departure schedule from Chicago brought the *20th Century Limited* through South Bend just twenty minutes later. The public address speakers again crackled to life "Your attention please New York Central train #26 *The 20th Century Limited* now arriving on track 2A for Toledo," etc., etc.; but this time the announcer changed the list of cities after Albany, ... "Poughkeepsie, Yonkers, and New York City, Grand Central Terminal ... Have a pleasant journey ..."

As before a bright headlight appeared around the curve and the Flagship of the Fleet thundered into the station with a predominant consist of two-tone gray smooth-side cars. The usual power for these trains were a trio



Westbound "lightening striper." Photo by Charles Whitmarsh, Collection of Mike Palmiter.



Station poster for Grand Trunk - Canadian National service.



The New York Central used fluted side observation car "Wingate Brook" to fill in for Century duty when the smooth side regulars, "Hickory Creek" and "Sandy Creek" were not available. Seen here leaving South Bend on its way to Chicago in the summer of 1966. Photo by Tim Vermande; collection of Mike Palmiter.



Part of the station's waiting room, 1957.

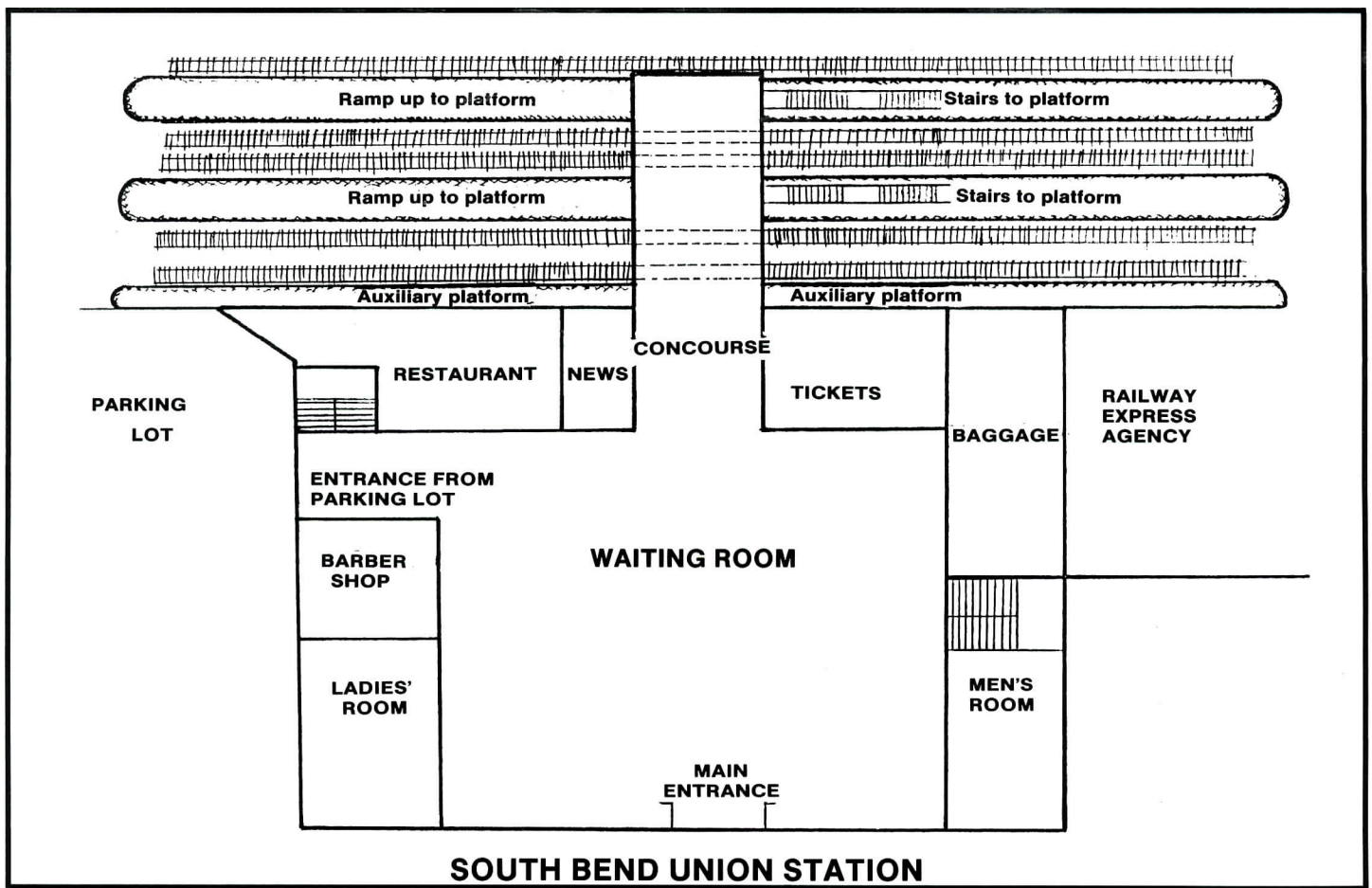
of EMD E-units. Lucky days in the mid-1960s would find a locomotive or two in lightning stripe livery, but by this time most locomotives had been repainted with the single-broad-stripe design. The original livery of the observation cars however remained until the last *Century* run.

In contrast to the New York Central, Grand Trunk trains were a livery of black and green with gold stripes. Many of the cars were heavyweights and modernized heavyweights along with modern smoothside cars. The power for virtually all GTW passenger trains in the diesel era was a pair of GP7 units which were painted with an olive green and gold scheme. Most freight trains were powered with EMD F-units; it always seemed to me that the streamlined F units should have been on the passenger trains, and the Geeps on the freights! In the mid-1960s GTW locomotives were repainted using a red and black livery with a large stylized GT emblem. Passenger cars were likewise repainted with a modernized design.

A number of steam excursions also visited Union Station in the 1960s. These used the Grand Trunk

line to and from Chicago and were turned for the return trip on a wye between the NYC and GTW west of the station. Power for the excursions were a light Pacific or a big Northern which had been used on the GTW line in the steam era.

In the mid to late 1960s came the biggest reduction of passenger service to Union Station by way of cut-backs on the NYC. Also in the late 1960s the NYC merged with the Pennsy to become Penn Central. For me the PC was not only a train watcher's eyesore, but offered lousy service as well. The Grand Trunk however kept their basic service and even tried to stimulate ridership with a public relations campaign in 1969 called a "Rail-In". This was a take-off of all the "In" things happening in the late 1960s. A 3-car train was parked at the station for a week and the public was invited to come and look it over. Brochures and timetables were available to all visitors hyping *The Mohawk* which was a refurbished train between Chicago and Detroit operating with three cars and a single GP7 locomotive. All this was short lived however. By 1971 Amtrak took over most rail passenger service across the country and did not include the GTW line.



A big day at South Bend Union Station when President Harry Truman stopped by on his campaign tour. *Photo courtesy South Bend Tribune.*

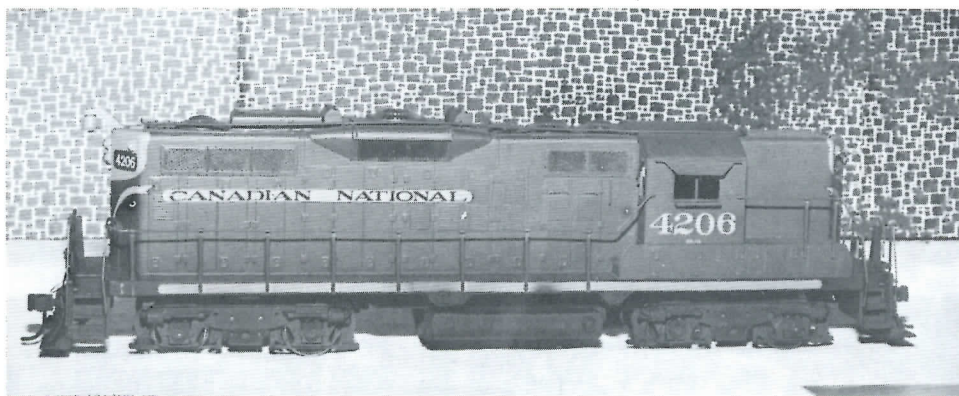
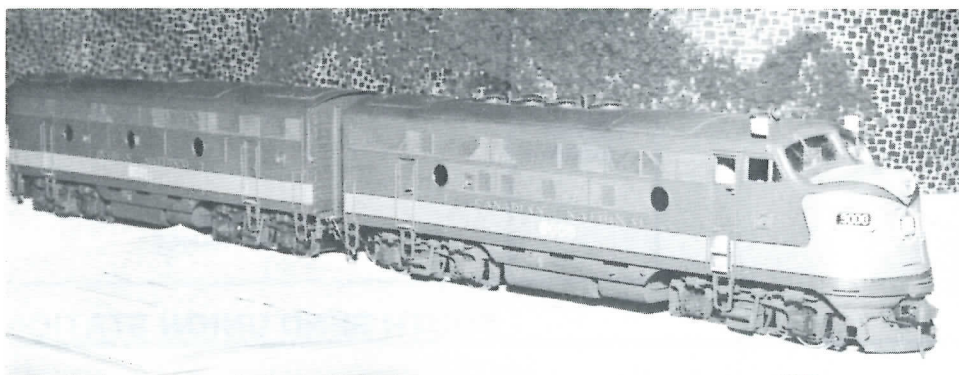
South Bend Union Station stayed open until May 1971 when Amtrak began. Then only two passenger trains were operated on the former NYC line so the big building was closed. Amtrak trains continued to stop there but passengers were obliged to use an expediently built outside stairway from track level platforms to the parking lot below. A year or so later Amtrak discontinued service on the old NYC line and only freights passed through the station grounds. A couple of years after that Amtrak reinstated its service between Chicago and New York on the old NYC line but this time shared the South Shore Line station on the far west side of the city. At that location the former NYC line ran parallel with the South Shore Line so Amtrak only needed to add passenger platforms to accommodate their patrons. Simplicity was the key feature for those platforms. Canopies were not added so when it rained, people got wet! What's worse is that when eastbound trains let off passengers on the far side platform it was necessary for them to wait there until the train pulled out in order to walk across to the SS station building. A far cry from "service oriented" railroading of the past.

After the 1971 closing of Union Station the building sat derelict for many years. Various businesses tried to make use of the large structure but nothing was successful until it was refurbished in the late 1980s. The big vaulted building now serves as a meeting place for various activities including the semi-annual swap meet of a local model railroad club.

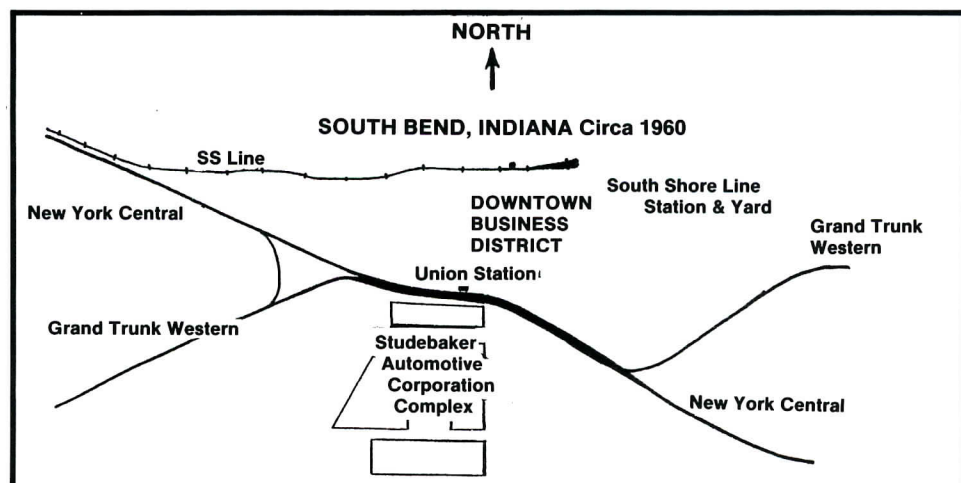
It is good to know that the grand old palace is not lost like so many of its brethren.



Baltimore & Ohio's "Columbian" visits South Bend Union Station in the early 1950s. Photo by Harry Zillmer.



S-scale models show livery and locomotive types serving South Bend Union Station on the Grand Trunk line. Photos from Dispatch archives, modeler unknown.



— MAIL TRACK —

Dear Editor:

First I would like to compliment you for your efforts in regards to the **Dispatch**. Your articles are informative and well done. In reading your reply to letters in the mailtrack of the December issue I can understand you or I should say our problem. GUYS send something in. I have sent in news about my club meetings with pictures. I am not a photographer or writer but I gave it a shot. Let me tell you it was a thrill to see what I sent in print. Remember this is our magazine so lets help Mike. Thanks.

John Foley
Pottsville, PA

Mike:

Thank you for not including Canada in the December 1992 issue of the **Dispatch**. It's always wonderful being a second class member of an American organization.

Sincerely,
Dave Chornell
Edmonton, Alberta, Canada

(Sorry Dave, I goofed on that one! There are 28 NASG members in Canada and I should have indicated that on my map. --MP)

Dear Mike,

I would like to share some thoughts regarding the direction of the **Dispatch**. As editor of our club newsletter, I realize the difficulty of obtaining material and can appreciate the effort you put into editing a national magazine. However, it may not be in the best interest of the S Gauge community for the NASG to be publishing a magazine.

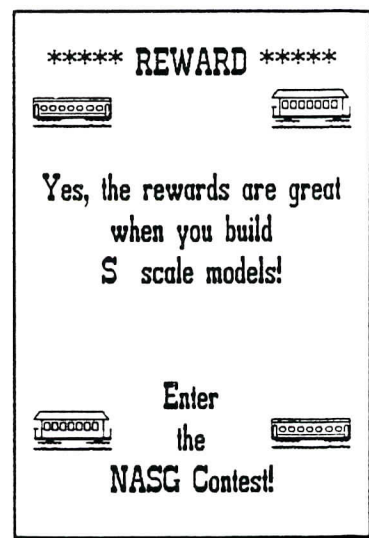
By competing for articles with other S Gauge publications, the NASG essentially removes information from the newstand which could possibly attract new members into our gauge. For example, when I replied to the **Dispatch's** call for material and sent the article TOFCs, I may have assisted current S Gaugers. On the other hand, because of the limited audience, I failed to show potential S Gaugers that modern rolling stock is available in S with just a minimum amount of work.. In addition, after re-reading several past issues of the **Dispatch**, I feel that many of your own articles would best be

suited to an independent publication which better show cases the world of 3/16" modeling.

Perhaps it would be best for the **Dispatch** to return to a newsletter format which would inform the membership of events, local club news, classified advertisements, and articles such as "Meet an S Gauger." It may be necessary to scale back to a quarterly publication because of the volume of information, but I believe that the S Gauge community would benefit from the change. The NASG should be concerned more with the development of new products and the promotion of S Gauge rather than competing with independent publishers.

Sincerely,
Gary Ippolito
Fairview Park, OH

(I appreciate your thoughts, Gary. As mentioned in this issue's editorial, there are differences of opinion as to what the Dispatch should be. Since the NASG has the resources to produce a full-fledged magazine I believe we owe it to ourselves to make it one. During the time I have been editor no material has come in that would be competition for the commercial model railroad press. The stories I write for the Dispatch are generated solely for the NASG readers and intended to beef-up our publication into something that takes longer than ten minutes to read. -- MP)



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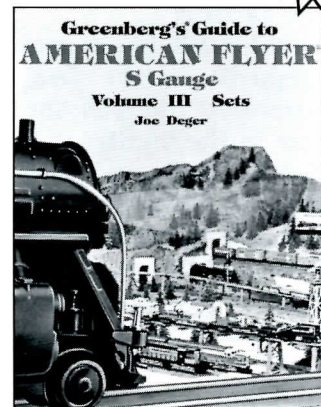
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NOTICES

Please be advised that the supply of American Flyer Tee Shirts are few but still available @ \$7.25 child and \$8.50 for adult size. All other AF wearing apparel is temporarily sold out. It is uncertain at this time as to when these items will be available again. Please watch for future *Dispatch* notices. There is however ample supply of all else: NASG Tee Shirts @ \$7.50; Coupler height gauge @ \$3.95; and wheel/track check gauge @ \$2.95 each. Contact NASG Clearing House, 7571 Foxglove Place, Macungie, PA 18062 Dave Bailey, Manager.

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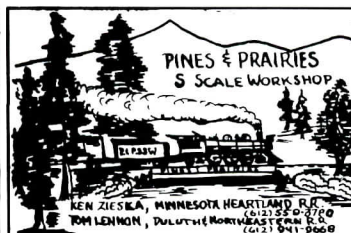
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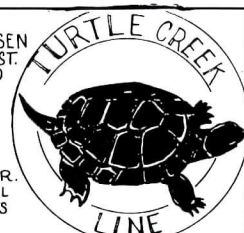
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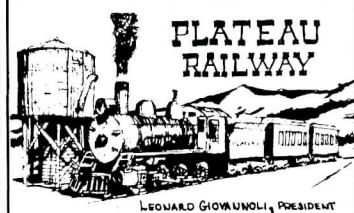
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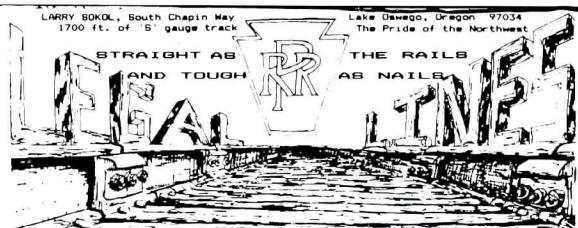
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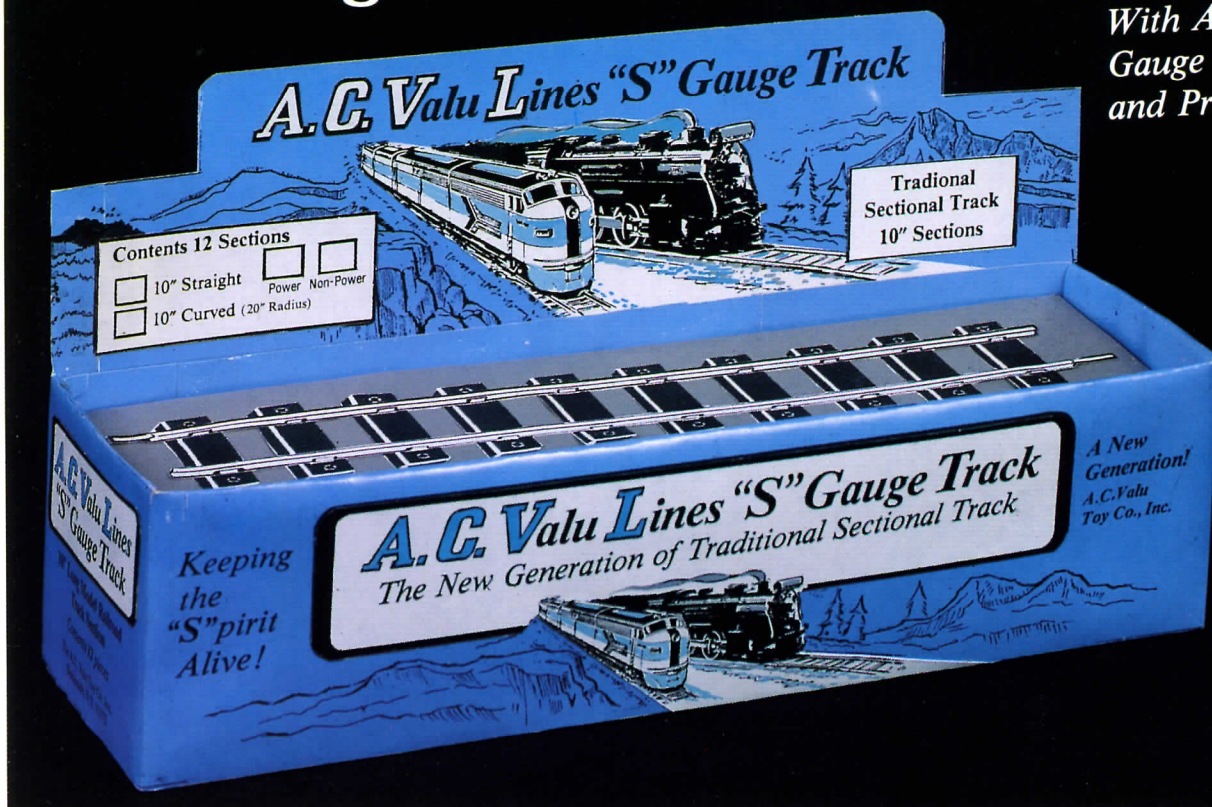

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