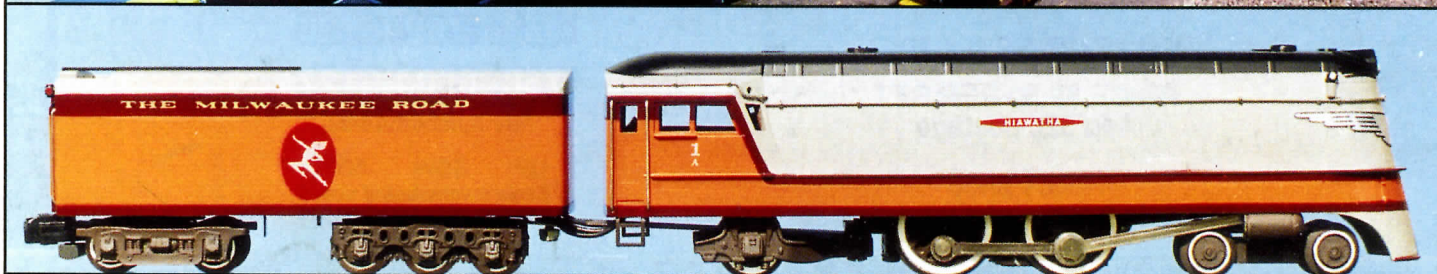
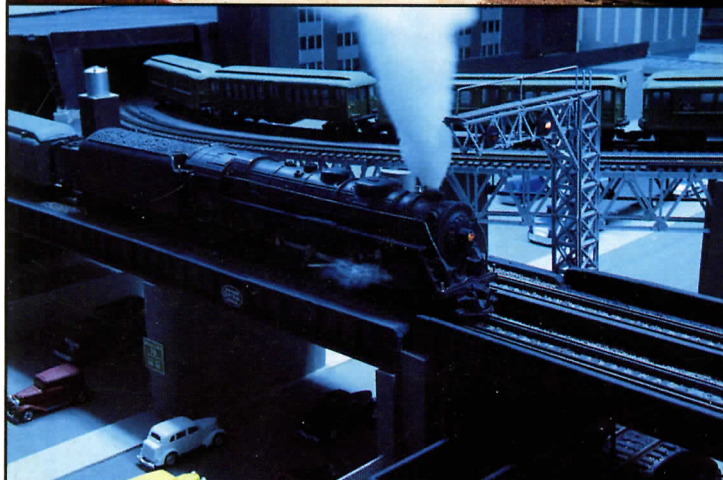


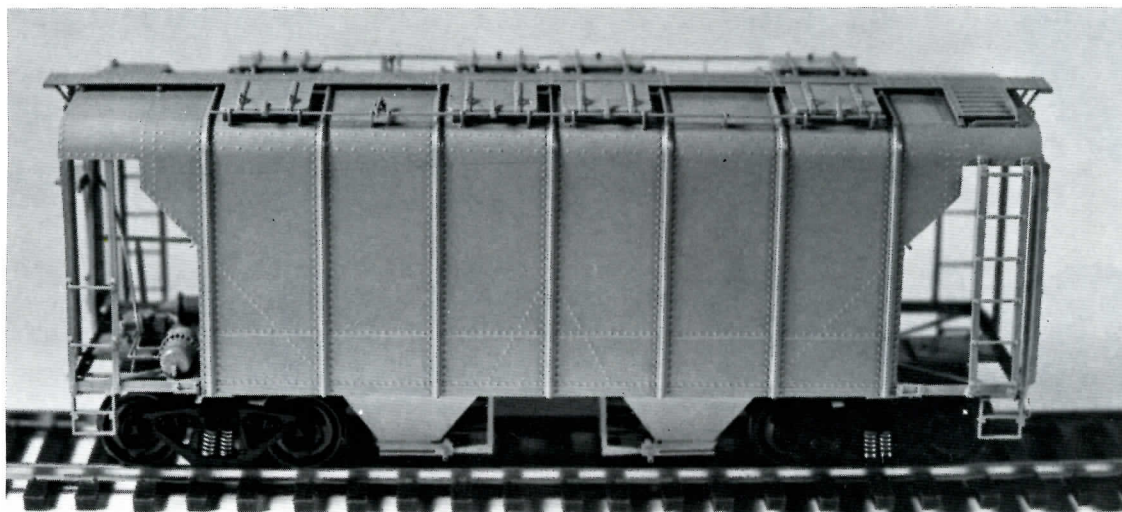
June 1993

Volume XVI, Number 3

DISPATCH



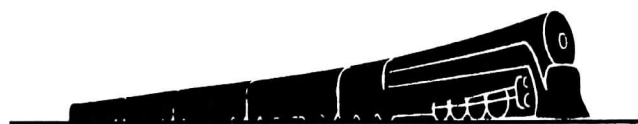
A MOST UNIQUE COVERED HOPPER TRULY A STANDOUT IN ANY TRAIN



**The B & O Class N34 Round Roof
Covered Hopper is Now Available
in S Scale Brass - Get Yours Today!**

**RIVER
RAISIN**
M O D E L S

6160 Upper Straits Blvd.
West Bloomfield, MI 48324



S-Helper Service

2 Roberts Road. New Brunswick, NJ 08901-1621

S SCALE DECALS

GP-35 NUMBERBOARDS

Set #1 CSS, SP & GN

Set #2 B&O, PRR & AT&SF

Set #3 SOO, C&O & E-L

Set #4 CNW, CR & MP

Set #5 UP, SSW & NYC

PRICE \$2.50 PER SET

Add 52¢ postage

Hobby shop
inquires welcomed

front numberboards

91847263543260

740 760 6155

749 763 6125

753 762 6126

758 6504 6127

9184726354326

740 760 6155

749 763 6125

753 762 6126

758 6504 6127

rear numberboards

UP SSW NYC
S Scale numberboard set# 5
S HELPER SERVICE ©1993

NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

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

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

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

SUBSCRIPTION RATES: 1 year \$12.00, which is included in the \$17.00 annual dues. All subscriptions payable in U.S. funds. Second class postage is paid at St. Charles, MO. Printed in the U.S.A. All rights reserved. **POSTMASTER:** Send address change to **The Database Manager**, NASG, Inc., % John Metzger, Rt. 4 Box 326F, Troy, MO 63379.

COVER

Top left and right: John Long's Swatara & Western RR,

Photos by Dan Henderson.

Middle left: AF Hudson "steaming" on the H&H Div.; Middle right: Jerry Schnur's C&OR RR, Photos by Mike Palmiter.

Bottom: American Hi-Rail, Story on page 24.

ORDER BOARD

Volume XVI, Number 3

JUNE 1993



Meet An S Gauger	5
Short & Easy	Kent Singer 6
New Products	George Ricketts 8
NVAFC	Mike Ramsey 10
The Sacramento Div.	Chervens 18
Coil Cars	23
American Hi-Rail	Mike Palmiter 24
S Lore	Mike Scivoletti 26
Trashy Articles	Mike Palmiter 27
Favorite Photos	Bill Lane 28
Club Sandwich	Al Schoenberg 29
Interlocking Towers	30
Prototype View	32
Modular Backdrop	Bill Krause 34

STAFF

Mike Palmiter	<i>Editor</i>
Kent Singer	<i>Contributing Editor</i>
George Ricketts	<i>New Products Editor</i>
Al Schoenberg	<i>Club Editor</i>
Bob Werre	<i>Staff Photographer</i>
Charles Taylor	<i>Advertising Manager</i>
Bob Jackson	<i>Editor Emeritus</i>
Pete Mihelich	<i>Publisher</i>

THE DEADLINES for articles are the 1st of February, April, June, August, October and December for issues dated April, June, August, October, December, February, respectively.

ADVERTISING RATES: Full page \$200; half page \$100; each halftone furnished by the **DISPATCH** from advertiser's B&W prints \$25 additional; unscreened negatives \$40 each. Inquire regarding color rates. For additional information, contact the NASG **DISPATCH**, c/o Goellner Printing, 301 South Main, St. Charles, MO 63301.

President's Message

Gentlemen:

I want to bid everyone a fond farewell as president of this organization. I have been on the board of this organization for the past twelve years, and it has been a great experience. I have seen our membership go from about 250 members, to over 1,400 members this past year. I like to think my time on the board has been successful.

At this time, the new president will have to fill some key committee positions. I hope the membership, when asked to volunteer their time and talents, will rise to the occasion. Recently, I have spoken to Mike Palmiter who has agreed to stay on as *Dispatch* Editor.

Once again, I would like to ask the membership to try to write an article, or suggest a club event, that you feel would be good to share with the members of this organization. Nothing is more frustrating to the editor than having to write the entire *Dispatch*, rather than just editing. So guys, see if you can help Mike out in the future.

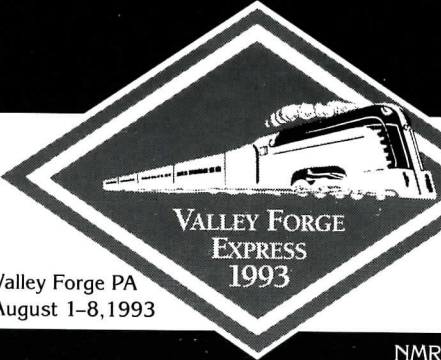
Finally, I would like to dispel an ugly rumor that seems to not ever fade away. I'm going to be brief and to the point on this. I personally feel that no member of my local club, or any member of the NASG that likes to run scale trains, has any ill will or disdain for any AF collector or Hi-Rail operator. It seems that every once in awhile a rumor surfaces over this matter, and I have to say I don't appreciate the comments. I truly feel that this problem doesn't exist amongst my fellow NASG members, and I hope my statement clears the air on this rumor.

Well, enough said for now. I hope to see you at this year's National Convention, and I wish everyone well in the future.

Sincerely,



Michael R. Ferraro
President



Valley Forge PA
August 1-8, 1993

While you're "playing with trains," your family will be playing too...

- Historic Philadelphia • Philadelphia Phillies Baseball
- Hershey, Dorney, Great Adventure Parks
- Philadelphia Zoo • N.J. State Aquarium
- Reading Outlet Stores • Lenox China
- Atlantic City Beaches & Casinos
- Longwood Gardens & Winterthur Estates

SPECIAL!
\$5.00
Registration
for Family
Members

NMRA National Convention • Hosted by New Jersey Division, Middle East Region NMRA
PO BOX 457 • WEDESBORO, NJ 08085 • 609-467-1739

MEET AN S GAUGER

If you had to pick someone to be the first S-Gauger you would want a novice to meet, Ken would be high on your list. And indeed, he has been that person for many S modelers. Typical of Ken's style is to get new names at train shows, invite them over for an operating session or club meeting, and offer them a kit to build ("Build it first, then decide whether you want to buy it. If not, just return it."). When he finds something new, he buys extras so that he'll have some to share. If he is going to a show or meet, an empty auto just won't do. Gotta fill it up. He could be the role model for Mr. Congeniality. This discussion however is incomplete without mentioning that Ken in turn had a wonderful role model.



KEN ZIESKA

This early mentor was John Kromhout. Ken is a Minneapolis native. He got his start in model railroading with AF, but unlike so many of us, the trains didn't hit the attic during the teen years. Instead, Ken discovered the Twin Cities (Mpls-St. Paul) All Scale Model Railroad club. There he met John, one of S scale's grand old men (perhaps best known for his many scratch built steam engines). That friendship has been firm ever since and resulted in many "taxi" trips by Ken's modeling in many ways, starting with armatures for converting AF to 1C, and progressing in recent years to the fine NP and SOO steam engines on Ken's layout.

In modeling, Ken concentrates on the '70's with his devotion split between NP, SOO Line, MN&S, and the Minnesota Heartland. He is active in the NP Historical Society, the NRHS, and the NMRA in addition to his NASG duties and activities. His layout is frequently on local NMRA tours, he is current president of the NP Historical Society, he has been NASG convention coordinator, and he is the prime mover/shaker for the local club, the Pines and Prairies S Scale Workshop. True-to-prototype diesels for the NP and SOO thickly populate Ken's layout. Devising prototypical appearing paint schemes for Minnesota Heartland rolling stock is a favorite activity. His MN grain cars have received numerous compliments and "how did you do it?" responses.

Family life and community service do not take a back seat to modeling. Ken is a major in the Minnesota National Guard, and is a youth group leader at his church. Fortunately, Ken's family also enjoys trains. Many convention trips have been extended into vacations with his wife Marilyn, and he has welcomed his 4 year old daughter in the train room ever since her arrival. Marilyn's attendance at conventions was so frequent before baby that when Ken shows up without her he is frequently asked, "Where's Marilyn?" In between trains and family, Ken occupies

himself as a manufacturing and materials manager at a Minneapolis custom machinery manufacturer.

Ken's layout comprises a 275' foot double loop around the perimeter of the basement with a 4 x 16 island for the main yard using a plan designed by Silas Kayle. The layout's setting is central Minnesota, and includes Heartland Junction where the shortline Minnesota Heartland interchanges with the NP and the SOO. GN bridge traffic from Lake Junction (at Lake Wobegone) at the opposite end of the line is also handled here. Small towns and industries are scattered along the route. A scenic vista for the train crews and passengers is where the trackwork occupies a narrow ledge precipitously clinging to the downstairs bathroom wall.

Modeling is higher on Ken's priority list than is operating, and his layout has been the beneficiary of many club work sessions. The "section crews" are frequently interrupted though by the call from Ken "Let's run trains!" Ken especially enjoys the fellowship, camaraderie, and encouragement ("You're not gonna leave it like that are you Ken?") from the club members and frequent visitors.

Picnics for the club members and their families are frequently hosted by Ken and Marilyn. A high point of these is the SOO Line traffic on Ken's backyard 12 inch per foot module. This is one of the nicest modules you'll find. It is a fully sceniced deep cut. Walk between the shrubbery at the back of the lawn and look down on the rooftops of a passing freight. If you are ever near Minneapolis, DO NOT miss the opportunity to avail yourself of the Zieska's hospitality.

— N. Cognito



KENT

Not too long ago I ran into Bill Daiker at the CNJSS Fall Get Together. As people were working to get their modules set up, Bill reaches into his pocket and says, "Here Kent, I got something for you.." And he hands me a bar of material with two parallel notches machined in it, as shown in the diagram. Now those of you who have met me know that I'm usually not at a loss for words. But I just stood there dumbly looking at that thing and wondering why Bill was handing me what looked like a $1/32$ ($3/8'' = 1''$) track gauge.

Well, Bill enjoyed a few seconds of my puzzled look and finally said, "You don't remember, do you?" Then it all came back to me! The last time we had met, we talked about how useful it would be to have a gauge to check the distance between the two inside rails where they end at the interface of a double track module. This way, people could quickly check their track to avoid the trains lurching too badly while passing from one module to another. Although I had

SHORT & EASY

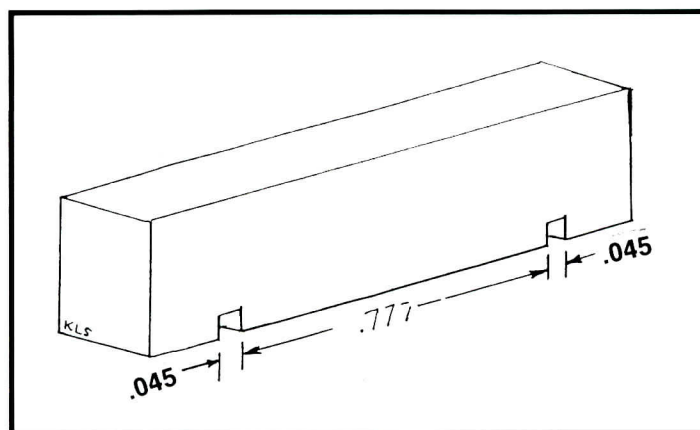
By Kent L. Singer

ANOTHER S GAUGE

forgotten about it, Bill didn't and he worked out the dimensions.

The distances are based on rail whose heads are .045" thick. The S-MOD standards call for a Center-to-Center distance of $2\text{-}3/4''$ (or $2.750''$). NASG track standard S-3 calls for a minimum gauge (dimension Gmin) of $.883''$. So, from center to the rail is half of that number, but the dimension shows up twice (from each center to each inside rail). The result is that the distance that the wheel flange surfaces of the two inner rails are apart is $2.750'' - .883'' - \text{the thickness of the two inner rails, or } 1.867'' - [2 \times .045'']$. This is more easily expressed as $1.777''$.

Naturally, you'll want to measure the thickness of the rail you're using with a micrometer and adjust the notch widths and their separation accordingly. The overall width of the gauge is such that it fits inside the outer rails.



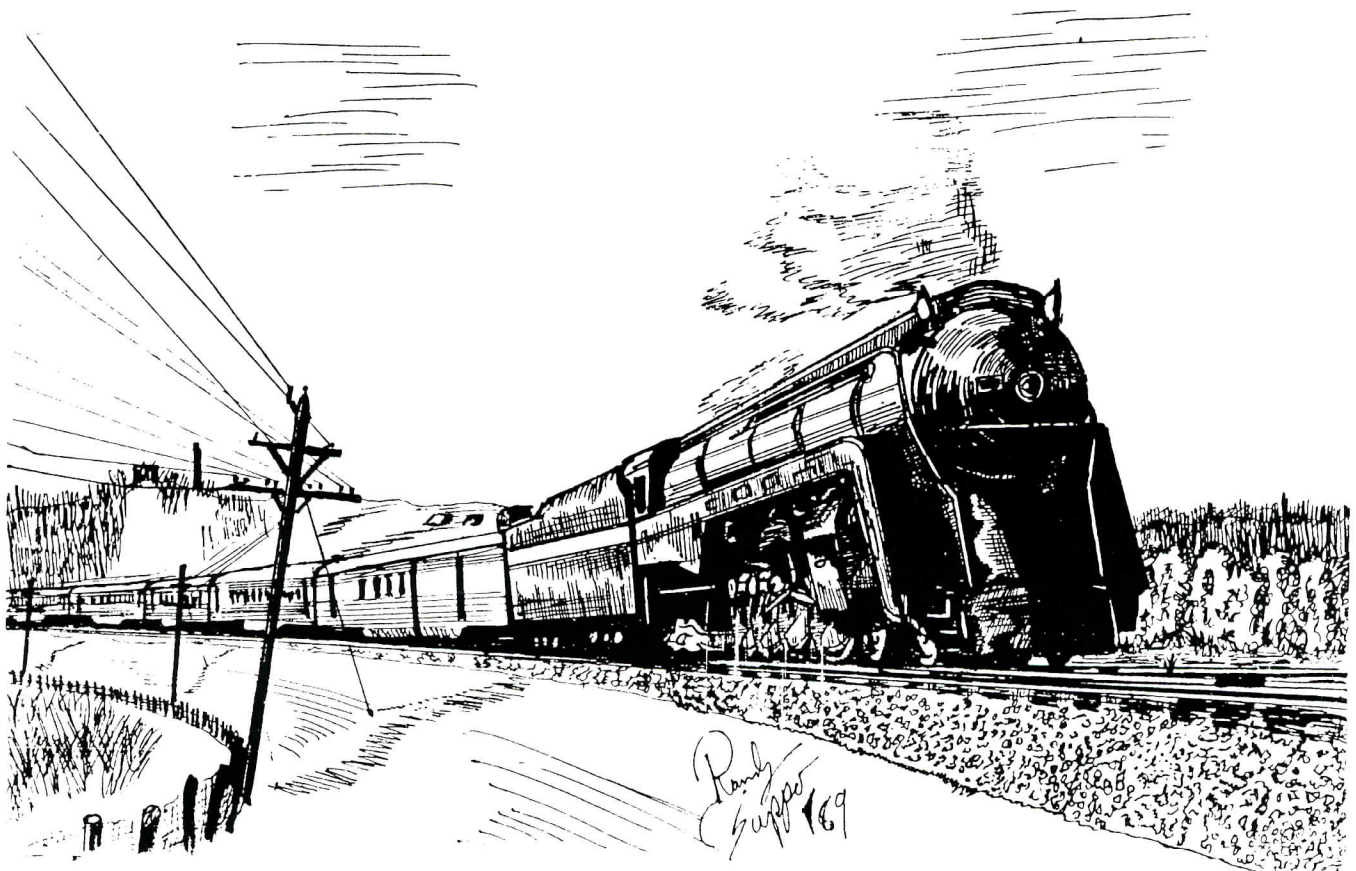
NEW PRODUCTS: WANTED!

Although new products for S gauge have taken a quantum leap in the last few years, many desirable items and model equipment are still not available in 1:64 scale. Here are a few of the things I would like to see become available by way of some enterprising S manufacturers.

- **Fluted-side plastic streamline passenger cars.** My choice for a prototype would be the Budd stainless steel coach because I think they are more esthetic than Pullman-Standard's version. If sales of this model were good maybe other fluted-side styles could be added like a diner and sleeper car. A train of fluted side cars would be an ideal companion for American Models smooth side passenger cars.
- **Self propelled power drive trucks** like the SPUD units available in HO scale. There are all sorts of uses for such a product in S scale, especially in traction modeling.
- **Diaphragms for S passenger cars.** A simple face-plate with paper bellows would do for this and save modelers from hand cutting each one.
- **S scale pantographs.** As it stands now, electric equipment modelers using pantographs have to either fashion their own from wire stock, or settle for HO or O scale ready-made units. Do you suppose extras will be available from the upcoming American Models GG-1 project?
- **Embossed rivet strips.** Long thin styrene strips with rivet heads embossed could be used for any number of scratch building projects. Producing several sizes would appeal to all scales.

These are just my own ideas, what are yours?

— Mike Palmiter



NEW PRODUCTS

By George Ricketts

BILL'S TRAIN SHOP (P.O. Box 561, Seffner, Fla., 33584) Bill has received the exclusive right to sell the "S" scale line of OLD PULLMAN line of turnouts and crossings. All are constructed of RAIL CRAFT code 100 nickel-silver rail and are fully assembled (less ties) ready to spike down. Newest items are 45 and 60 degree crossings. A 19 degree crossing will be available this spring. The 19 degree crossing allows the construction of a double crossover with four number six turnouts. All products are built to the N.A.S.G. standards. contact Bill for pricing and availability.

Central New York S Gauge Association (CNYSGA 115 Upland Road, Syracuse, NY., 13207 PH: 315 - 479 - 5879) Is taking reservations for Baldwin RF-16 Sharknose diesels. Features include a one piece urethane body casting produced by American Hi-Rail, an American Models drive with your choice of DC Scale, DC Hi-Rail or AC Hi-Rail (American Flyer compatible) power. They will be ready to run. Paint schemes are Baltimore & Ohio : Blue, Gray & Black, Delaware & Hudson : Blue & Yellow Lightning Stripe, New York Central : Black & Gray Lightning Stripe and Pennsylvania: Brunswick Green with Five Stripes. Undecorated models will also be available. In addition they will produce any road name and/or

paint scheme that receives at least 35 orders.

The models will be sold as dual powered A-A sets. B Units will be available at a later date. The guaranteed price for orders received on or before June 1, 1993 is \$400.00 for either The DC Scale or DC Hi-Rail versions and \$450.00 for the AC Hi-Rail version. Pricing may increase after June 1. Orders require a \$100.00 deposit per A-A set. Visa and Master Card are accepted. Delivery is scheduled to begin in August at the NMRA / NASG National Convention in Valley Forge, PA. If you have any questions or would like additional information, please write or call.

Cuyahoga Valley S Gaugers

(c/o Josh Seltzer, 3567 Antisdale Ave., Cleveland Hts., Ohio, 44118) Is offering a kit for a Nickel Plate 40 foot Boxcar. This car is painted in the legendary High Speed Service scheme. Only one car was painted this way by the railroad to test a new paint scheme. It was deemed too expensive and repainted into a simpler scheme. The car is oxide red and white lettering with white stripe with the High speed service in black lettering (similar to the cabooses) and black roof and ends. They are available either Scale or Hi-Rail at \$30.00 each plus \$3.00 each S&H.

River Raisin Models (6160 Upper Straits Blvd., West Bloomfield, MI, 48324) Is Announcing a New Line of Structure Kits. They will be of cast Hydrocal. The first kit is of a two story concrete interlocking tower typical of the forties and fifties. price and availability are TBA.

S Scale America (PO Box 671, Kenmore, WA, 98028) Has announced a new Ready to run 10,000 gallon Tank Car. This car is from the 1930's to 1960's in era. The car will have both scale and Hi-rail wheel sets and the Flyer type coupler can be removed and Kadee installed. Decorated and Undecorated Kits will also be available. Anticipated pricing is \$40.00 ready to run, \$30.00 decorated kit, \$27.00 undecorated kit. Road Names are PRR : Maroon with Gold Lettering, Canadian Pacific : Maroon with Silver Strip and Black lettering, Sinclair : Green with Silver lettering, Mobilgas : Silver with Red & Black lettering and Red Flying Horse, Union Pacific : Silver with Black lettering, Santa Fe : Black with Orange band one end and White lettering and Blue and White Santa Fe Herald. Approximate release date is May 1, 1993.

NEW PRODUCTS Cont.

Steam Depot (1838 Walnut St. , Ashland , PA , 17921) Is releasing a new kit by Frank Titman of a Magor Car Corporation Steel Caboose. The prototype was found on many railroads, including Milwaukee , Delaware and Hudson , Missouri Pacific , Pere Marquette , C&O , and Illinois Central Gulf. This caboose had a typical length of 31' 8" over strikers, with truck centers variable from 19' 2" to 20' 8". inside width varied from 8 to 8 1/2 feet. It will be possible to build this model in the extended vision arrangement with the materials provided. Underbody will also be included. Construction materials include styrene for flooring , roof and sides , soft castings for underbody detail , steps and windows. Two different series of steps will be included : regular or cast types. American Models scale

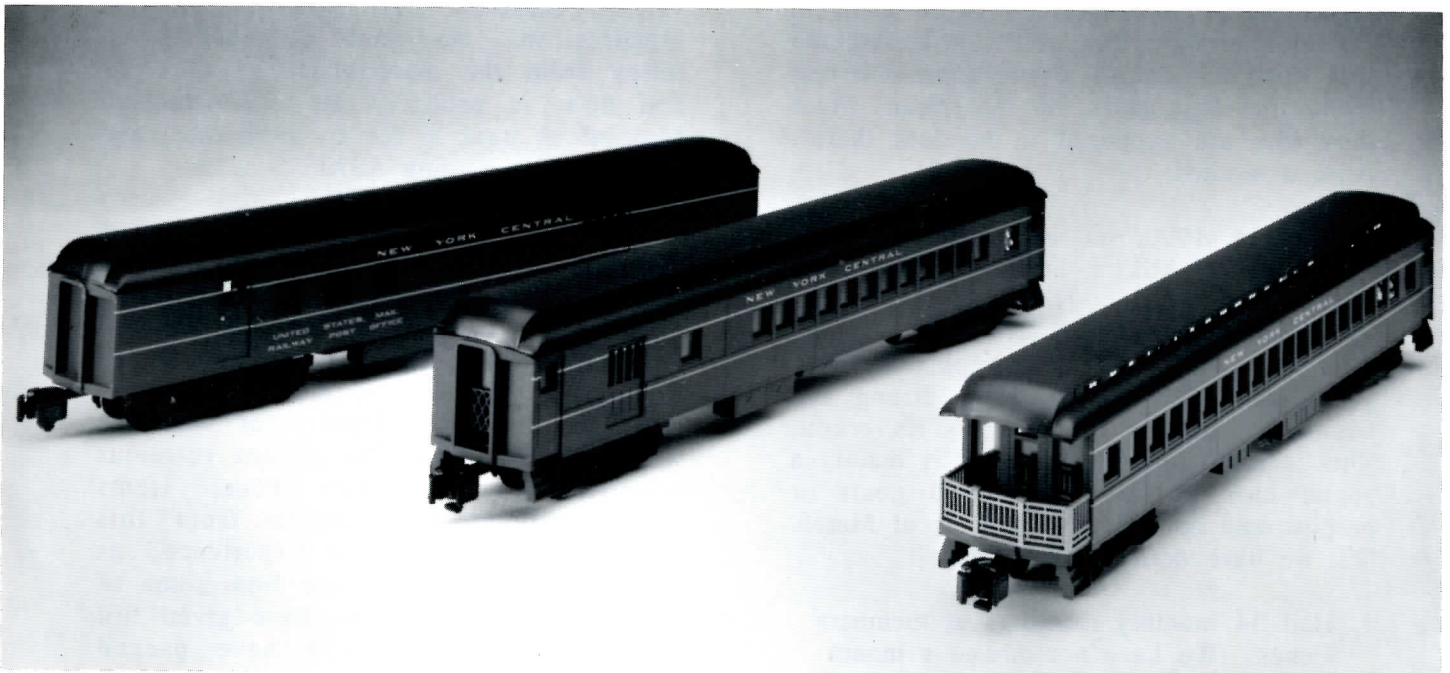
NYC PACEMAKER GREEN HEAVYWEIGHTS

S Helper Service is proud to announce the offering of a new roadname for its S Gauge Heavyweight Passenger car fleet - A New York Central Pacemaker green 5 car set. The New York Central started to use this painting and lettering scheme in 1939 with many cars remaining this way through the 60's. The 5 car set includes Railway Post office, Baggage car, Combine, Coach and Observation. These Premium paint scheme cars are being made for us by American Models. They feature one piece injection molded styrene bodies and roofs. These ready-to-run cars come pre-painted and lettered with Pacemaker green sides, roof and ends. These cars feature Sans Serif yellow lettering and are available with or without

yellow stripes. Cars include either scale or AF compatible trucks and appropriate couplers (hirail comes with AF compatible operating couplers). The hirail cars will negotiate AF curved track. The price for these limited run heavyweight passenger car sets is \$250.00 ppd. Individual baggage car and coaches are available for \$50 each to those who purchase sets. Master Card and Visa are accepted. NJ residents please add 6% sales tax. Mail, phone and Fax orders (908-545-8303) are welcomed. A current newsletter listing all of our S Gauge products is available upon request.

For more information contact: Don Thompson, 2 Roberts Road, New Brunswick, N.J. 08901.

Caboose trucks will be provided. The model may be readily adapted to Scale or Hi-Rail Trucks. For more info contact Steam Depot.



Three cars from our New York Central Pacemaker green Heavyweight Passenger 5 car set. This set includes a Railway Post Office, Combine, Observation, not shown but included, Express Baggage Car and Coach,. The price is \$250 and is available with either Scale or Hirail (AF Compatible) trucks and couplers. Photo by Bob Werre.

**One Small Club, Many Good Times:
The Story of the Neshaminy Valley American Flyer Club
by Mike Ramsey and the Members of the NVAFC**

In 1990, Mike Hudek was becoming disenchanted with his hobby. He had been a serious American Flyer operator and collector since Christmas of 1987 since he had innocently set up his old American Flyer trains for his then 2 year old son. But, after spending 3 exciting years with his son searching train meets, flea markets, and hobby shops looking for that "special piece" for the layout, he began to feel that something was missing.

That "something" was the motivation and fulfillment which comes from sharing your experiences with people who have the same interests that you have. Mike was a member of Train Collectors Association (TCA) and had attended a meeting of a local "S"-Scale club. But, the TCA was too large a chapter with too few American Flyer fans. The "S" scalers were hospitable, but it was clear that their interests were not the same as Mike's. Mike had to do something.

What Mike did was to put an ad in "S"-Gaugian magazine announcing the formation of an American Flyer Club in the Philadelphia, PA area. Mike figured that the ad should draw some interest from the thousands of American Flyer fans who are supposed to be "out there". And, it worked!

On May 4, 1990, six avid American Flyer fans met at Mike's house for the first meeting of the Neshaminy Valley American Flyer Club (NVAFC), named after a suburb near Philadelphia. Three years later, our club is going strong and has many accomplishments to its credit. This is pretty amazing since it is mainly a social club. It has no stated goals or purpose and no officers. But, as of March, '93, we have done the following:

1. Had 34 monthly meetings at members' homes. We have not missed a month since our formation.
2. Constructed a portable club layout. The main purpose of our layout is to display American Flyer trains, operating cars, and accessories.

3. Outfitted an American Flyer observation car with a Railscope camera cannibalized from a club member's Lionel Large Scale locomotive.
4. Displayed our club layout at train meets and shows a total of 5 times.
5. Sponsored our own train meet and are presently planning another.
6. Had two social outings with our spouses, one dinner at a local restaurant and one in the "Marian", the romantic, Victorian parlor car of the Strasburg Railroad in Strasburg, PA. This was a wonderful experience! We highly recommend it!
7. Have grown from our 6 original members to 13 active members.

All of us are operators first, collectors second. Most of us operate everything we have, regardless of value. While we do marvel at the craftsmanship exhibited by scale pikes, we are not "scalers" for various reasons. A need for "instant gratification", no doubt a conditioned reflex from the materialism of the 50's and 60's, is probably the main reason. Most of us want to set up some track and get the trains running ASAP!

What drives us is a strong feeling of nostalgia for those Christmases of the 50's and 60's. We want to recreate that feeling of "ecstatic avarice" when we coveted everything in the American Flyer catalogues. Of course, most of us only were able to get a fraction of what we wanted at the time. Our present voracious appetite for American Flyer items certainly must have arisen from this perceived deprivation we experienced as children! As you can see from some of the pictures, many of us have given full rein to our "greed" and have packed almost every square inch of layout space with trains and accessories from those earlier times. It's enough to give a diehard scaler apoplexy!

Con't.

Well, OK, we're not exactly that bad! We are actually a group of generous people always willing to help where we can. The mythical stereotype of the paranoid train collector who feels that he is in fierce competition with every other train collector certainly does not apply to us. We've all become good friends and readily share our experiences with each other. When you read the comments about each of the members below, you'll have an idea of how helpful the club has been to each individual.

Setting up and displaying our layout seems to be the favorite activity of club members. We have 10 operating accessories on display. The layout is not fancy and has a "home-made" look. But, it is gratifying how much interest that it generates among show attendees. It must be it's simplistic charm that makes it attractive. Kids seem to like it because it is "accessible" and looks like something to play with, not just to look at. Parents seem to like it because it brings back memories from their youth and also because it looks like something that they can easily build for their own kids. NVAFC members would argue with this last point, judging from some of the difficulties we had in designing and assembling the layout!

Enough from me! I'll let the members of the club and photos of their layouts tell the rest of the story! Following are some anecdotes about each of our active members which should suggest why we are so fanatical about American Flyer and why the NVAFC is so successful.

We'll start with Mike Hudek, the founder of our club.

Mike Hudek: "My first memories of trains began in the 1960's. Each year my father, brother and I would make our pilgrimage to the hobby store to purchase a new accessory or piece of rolling stock. I particularly remember January 1963. Lit Brothers, a local department store, was having an after-Christmas sale. My father

tried his best to talk us into a freight sets, but our persistence paid off and we became proud owners of a Chief passenger set. My brother and I continued to set up the trains every Christmas until the early 1970's.

"In 1987 after over 15 years in storage I set up the trains for my 2 year old son. I do not know who was more excited, my son or I. The flashing lights, ringing bells, and howling whistles brought back a lot of great memories. I was hooked."

As you can see from the photos of Mike's layout, he has a the kind of a layout he must have dreamed about as a kid!

Joe Fisher is one of the original members of the club. Joe is considered the club's expert historian on American Flyer and anything A.C. Gilbert. Joe is one of the few members that has been collecting American Flyer more or less continuously since he was a kid. And he certainly has the stuff to show it! He currently has a nearly complete collection of American Flyer box cars included in his massive collection.

Joe's knowledge of the American Flyer numbering system is phenomenal. Give Joe a 5 or 3 digit number and he can immediately tell you what car, locomotive, or accessory, and all the variations, that are identified by the number!

Roger Weiss has been collecting American Flyer for 22 years now. Roger, another of our original members, formerly worked as a telephone installer until he became visually impaired. He made many a find in customers' attics and has quite a collection. He always seems to be pulling something out from under his layout that he forgot he had!

Roger Weiss: "The layout I am currently working on is very special to me, due to my loss of eyesight. I became legally

blind in 1990 and my layout keeps me busy. It is 10' X 20' with a 3 track main line and sidings for accessories.

"The NVAFC provides fellowship with other American Flyer operators/collectors and the members have given me a lot of assistance with my layout."

Roger has the distinction of being the most frequent host for our meetings. We've met at his house at least 8 times.

Another original member is Jerry Hillier. Jerry keeps the club's meager supply of cash, so I guess that makes him our treasurer. Jerry is the youngest of the group and, at 33, does not remember the 50's very well. But he remembers enough of the early 60's to have a real interest in American Flyer. We meet at his home near Christmas time because that's the only time he has a layout. These visits seem to bring back the most memories since Jerry has his trains running on the floor around the Christmas tree, just like the good ol' days.

Jerry is an avid auction attendee. He bids on any toy train related items and sells or trades the non-American Flyer items to obtain American Flyer items. This approach has served him well and he has built up a sizable collection. Jerry and his wife, Theresa, are expecting their first child soon.

Jim Duffy has the most unusual layout in the club. It is made up of four tables each with simple oval track plans, like four side-by-side "under-the-Christmas-tree" type layouts. Jim has modeled his neighborhood with Plasticville and recreates exciting neighborhood events, such as a neighbor's cat getting stranded on a roof! Jim has a peculiar animosity toward anything HO scale. His slogan is "NO-HO" and when we have meetings at his house we are treated to events such as cattle coming out of their stock car

wearing signs with "NO-HO" printed on them. Pretty unusual, wouldn't you say?

Jim Duffy: "My favorite American Flyer pieces are the 470/471/473 Sante Fe Passenger Set #5580 and the 5300T Miners Work Train. I am currently trying to collect all American Flyer. 3 digit knuckle coupler rolling stock and accessories. I have twin boys, James and Greg, now 15 years old and we enjoy finding a down-and-out American Flyer piece and "bringing it back from the dead".

"The friendships that I have developed in the NVAFC are priceless. Sharing stories of childhood American Flyer memories. Working together on our NVAFC operating layout. Watching children as they view our layout and remembering back to those childhood days of the past. Great People + Great American Flyer Trains = Great Times!"

Mark Roth is our most traveled member. Mark has spent time living in Alaska and on the West Coast. Mark recently had a temporary job for several months in Syracuse, NY which is about 6 hours away. But, while on this assignment, he did not miss a meeting of the NVAFC! Mark is not the only American Flyer fan in his family. His wife, Candy, is also a railroad and American Flyer fan and has attended several club meetings.

Mark Roth: "In 1968, I took two of my American Flyer locomotives to the repair shop. When they returned, they were no better than when they left. After this experience, I vowed to learn everything I could about keeping my locomotives running!"

The experience with that inept repair shop has spurred Mark on to developing his skill in repair and restoration. He has been dubbed "The Scrounge" by club members because he always seems to find the most pitiful looking pieces to satisfy his urge to restore. As Mark says, "the worse off they are, the more fun I have". He has shown us several beautifully restored

Con't.

locomotives. He does have a tendency to paint whitewalls on ALL wheels, not only on the drive wheels. So, if you see a skillfully restored American Flyer locomotive with whitewalls on the pilot and trailing wheels, it may have passed through Mark's hands!

Mark is the closest thing that the NVAFC has to a "scaler". His ambition is to model the Soledad Canyon in "S"-gauge as it was when he lived there in 1974. He plans to use Lionel's American Flyer Southern Pacific sets for the consists.

Tom "Crash" Keegan claims that his interest in collecting is hereditary, as both his father and uncle were enthusiastic toy train operators. He currently has a massive layout (about 20'X 40') that takes up his entire attic. Tom says his favorite part of operating is "to see how many trains I can operate at one time and how long 'til they crash!" Hence, his nickname!

Tom specializes in taking old parts and reassembling them into operating locomotives and accessories. Tom has a wonderful archive of old 8mm films of his boyhood layout which he has transferred to videotape. These are a highlight of the meeting whenever we meet at his house. Seeing some of the "chicken" games that went on in the films, none of us are surprised that Tom is so adept at restoration. When he was a kid, he probably had to do a lot of hasty restorations before his father got home!

Tom likes the NVAFC because of "all the little bits and pieces of information the group comes up with and seeing different layout ideas".

Mike Berus received his first American Flyer train in '56, a #370 Geep with four cars, and still has the set today. Mike began operating trains again and collecting seriously in 1982.

Mike is the club machinist. His specialty is rebushing diesel chassis. He has done a few locomotive chassis for club members and also does work for some local hobby shops.

Mike currently has a large layout with about 400 feet of track. It has the most scale-like features of any layout in the club. He is the only one in the club to use Gargraves track, almost exclusively, which gives his layout the most realistic appearance of any of our layouts.

Mike's emphasis is on the technical side of operation. He prefers DC operation and uses Dalle Electronics equipment. One way he uses this equipment is to automate a point-to-point intercity trolley line serving four stations, with automatic reversing at each end and stops at the two intermediate stations. Mike is currently looking for an "S"-gauge trolley to run on the line, he now is running an American Flyer switcher.

Mike's collection includes almost all of the new American Flyer equipment manufactured since 1979 and a significant amount of Gilbert "S" gauge equipment. But, his favorite pieces are made by American Models. He has two each of the FP7's and GP35's. Mike says that "on the basis of price and performance, they are unbeatable!"

Ron DeWitt has been with the club for about a year now. Ron is one of the few members who had a permanent layout when he was a boy. Although he only had a small freight set pulled by a 303 Atlantic, his layout stayed up continuously from about 1956 to 1969.

Ron still has the set, but his track had rusted over the years. In 1991, Ron bought some new track and got his old set out and found out it worked perfectly! That did it, Ron is now currently buying accessories and operating cars and an occasional set. In two years he has accumulated several pieces including a talking station, Moe & Joe lumber

Con't.

and plastic. He has started on a permanent 12' X 8' layout on which he'll try to fit all his accessories. Good luck, Ron!

Paul Fenn is the only member who is not specifically an American Flyer fan, but is an avid operator and collector of all kinds of toy trains. Paul is our most active philanthropist and has been associated with a group called "Toy Trains in Motion" which sets up toy train displays and sells chances on toy train products for the benefit of our local Ronald MacDonald house for seriously ill children. A photo of one of Paul's layouts shows the professional look of these layouts. We're proud to have Paul as a member!

Paul Fenn: "When I was a small boy, I loved to visit my uncle Ed at Christmas because he had electric trains. I would stand by his layout for hours, watching the operating trains and accessories. The rotating aircraft beacon was one of my favorites.

"What I like most about toy trains are the operating accessories and cars. I always associated this with "O" gauge, but in 1984 I visited Bob Board's "S" gauge display (i.e. the "All Aboard Railroad" in Lancaster, PA) for the first time. I was surprised to learn how many action pieces American Flyer had produced. That's when my interest in collecting "S" gauge started.

"A few years ago, I was given the small collection of trains and accessories that belonged to my late Uncle Ed, the very collection I enjoyed so much as a boy! To my surprise, that beacon light and several other items I loved and remember as being "O" gauge, actually turned out to be American Flyer "S" gauge pieces!

"After setting up my layout at the NVAFC show, I was invited to join the club. I was a little concerned because I am not an "S" gauge purist. However, after attending a few meetings and doing more shows together, I feel good about being a

member and I am looking forward to many good times. I can't wait to have my basement fixed up enough to host a meeting! The thing I like most about the NVAFC is the obviously good friendships among the members."

George Donahue is one of our newer members. George was rescued from a trainless life when he saw the NVAFC's display layout at one of our shows. George was about to throw in the towel on his American Flyer collection and sell it out because a lack of camaraderie. Like Mike Hudek a few years before, George was having a hard time finding anyone as interested in American Flyer as he is. But, after attending two meetings, George says he feels "reborn" and has regained all of his enthusiasm for the hobby, and then some!

George collects American Flyer "S" gauge trains manufactured before 1954, which means only those with link couplers. George is the only person we know that converts knuckle couplers to link couplers!

Curtis Johnson is the newest member of our club, but, like the rest of us, has been around for some time and remembers his American Flyer trains from long ago! His play time with his trains as a boy gave him some career direction as an adult.

Curtis Johnson: "I originally had American Flyer trains as boy and enjoyed hooking up the electrical systems. This probably set my early interest in electrical engineering and tinkering with gadgets. Last seen about 1966, my set was in "stasis" until 1990 when a friend's G-scale trains triggered the urge to pull my equipment out and see if it still worked. It did!

"Software engineering is my current area of practice. I plan to test various layout track plans on my computer first before committing substantial resources to construction. I was surprised to see

Con't.

American Flyer still available, and I find the members of NVAFC very knowledgeable in this nostalgic tradition."

Lastly, I have a few comments about my own experience with American Flyer and the NVAFC.

Mike Ramsey: "I had only the "Trail Blazer" freight set as a kid, but I added freight cars on a regular basis every Christmas (thank goodness for Pull-Mor power)! I still have all this equipment in my collection and also ended up with my brother's set on "permanent loan". This set has a lot of goodies: Hooker Chemical Car, Christmas Tree Car, Minn. & St Louis Box Car, and C&EI Hopper car.

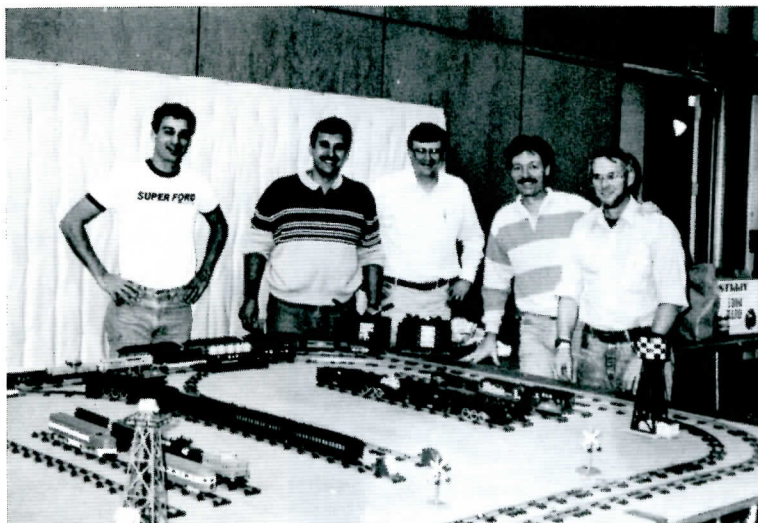
"I got back into collecting and operating in 1990. It was nostalgia, mostly, that got me into American Flyer train operating and collecting. After nursing my 316 K5 back to life and smelling the smoke, it was surprising to me that it was the smell of this smoke and not so much the sight and sounds of the locomotive that triggered the strongest memories. Like the pine scent of evergreen needles, the smell of American Flyer smoke recalls memories of Christmas in the 1950's.

"My favorite activity in the NVAFC is displaying our club layout at shows. It is just so satisfying to see all the interest our display generates."

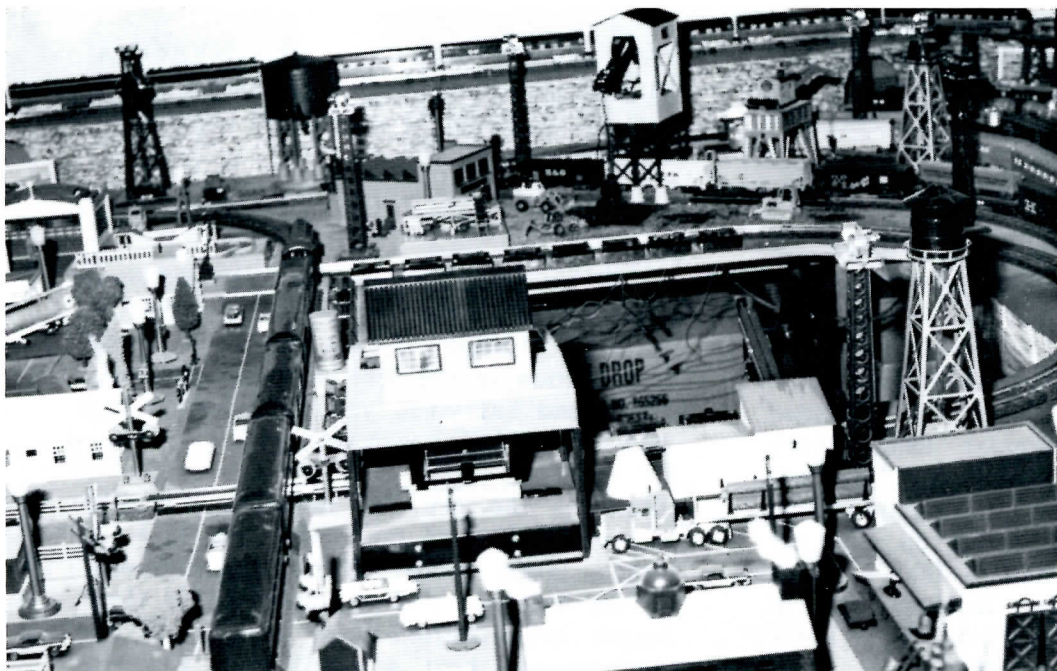
While a psychologist (or psychiatrist!) could probably have a lot of fun with this article, I hope it has made a small contribution to the lore of American Flyer trains and has given you some insight into how the NVAFC began and grew.

Most of the NVAFC members are also active members of the NASG, the TCA, or other large model train organizations. While we need and appreciate what these larger organizations can provide to us, nothing can beat a small club like the NVAFC for exchanging ideas and accomplishing things with a minimum of organization.

If I had to derive a formula for a successful club from my experience with the NVAFC it would be: start with good, interested people, get them together to meet each other, respect each other (but don't forget that good-natured irreverence has its place), do some interesting things, help each other out, and, above all, don't be too organized. Allow things to be spontaneous. While this approach probably would not work for a large club, it certainly has worked for a small club like ours!



Five original members of the Neshaminy Valley American Flyer Club with the partially completed club layout. From left to right: Jerry Hillier, Mike Hudek, Mike Ramsey, Joe Fisher, and Roger Weiss.
(Photographer unknown)



Quite a few AF accessories are visible in this view of Mike Hudek's layout. *Photo by Mike Hudek.*



Interior shot of Roger Weiss' busy train shed. *Photo by Roger Weiss.*

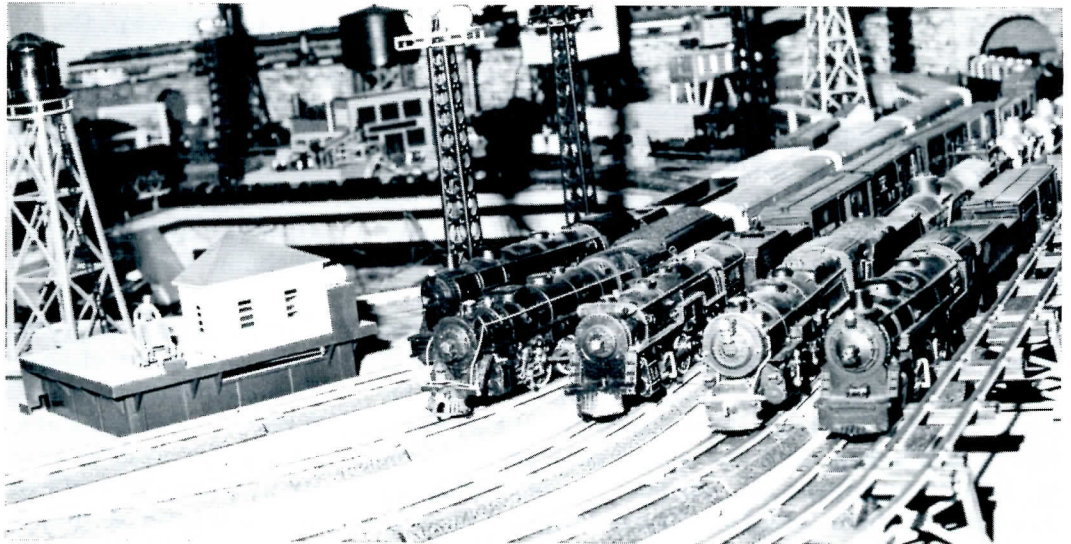


Roger Weiss' control panel. *Photo by Roger Weiss.*



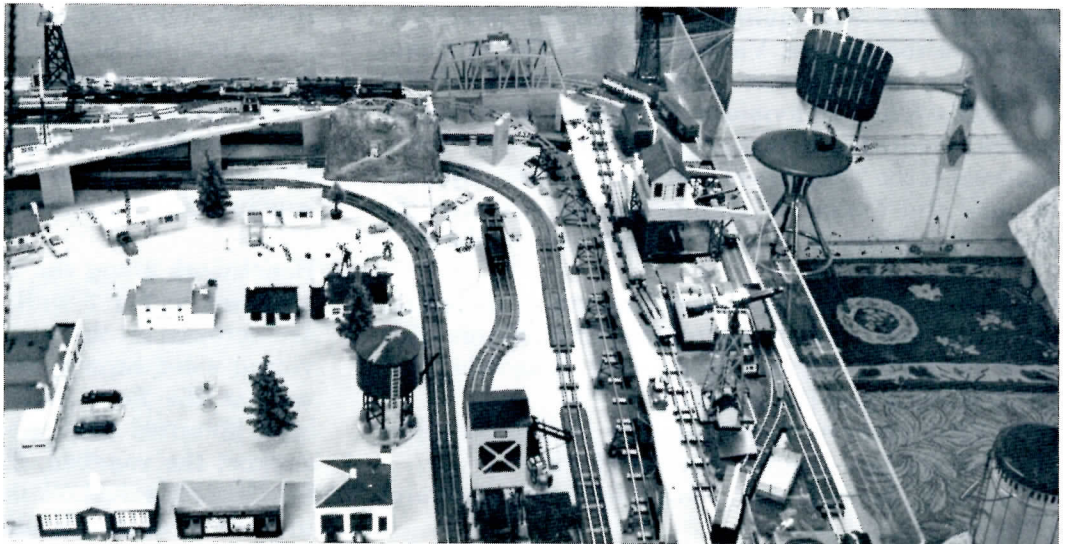
NVAFC Con't.

"The Great Locomotive Race." A selection of just a few of Mike Hudek's steam locomotives. *Photo by Mike Hudek.*



Aerial view of Roger Weiss' layout which is currently under construction.

Photo by Roger Weiss.



"Mr. Duffy's Neighborhood," a mixture of Gilbert, Lionel, and Plasticville pieces. *Photo by Jim Duffy.*



THE SACRAMENTO DIVISION -- PHASE I

By Vic Cherven, Jr. and Vic Cherven, Sr.

Since dismantling our American Flyer **Toledo & Tinsplate** in 1963, we have nurtured visions of creating our dream layout -- an S scale version of Southern Pacific's **Sacramento Division**, with its spectacular route through the Sierra Nevada over Donner Pass. Remnants of the old **T & T** lay dormant for the next 25 years, while we cultivated images of a new empire rooted in faithful adherence to the principles of layout design advanced by John Armstrong, the prototypical operations described by John Signor in **Donner Pass -- Southern Pacific's Sierra Crossing**, and the scenic realism captured by USGS topographic maps. These years of observation, study, and planning culminated in 1987 in an ambitious plan for a comprehensive railroad that will fill a 900 square-foot basement located in the Sierra foothills at Valley Springs. The intricate track plan incorporates portions of three of the Division's four subdivisions, including branches to several foothill communities, and selectively compresses the 250 miles of main line between Sparks, Nevada and Oakland, California. In Armstrong's words, it satisfies all of our "Givens and Druthers":

- Realistic operation for several operators, including passenger and industry switching, interchange with other railroads, engine changes at Roseville, and helper service over the summit.
- Realistic scenery, depicting late autumn or early winter in the late-steam/early diesel era.
- Use of both scale and hi-rail motive power and rolling stock.
- Roseville's division-point hump yard.
- Passing and storage tracks able to hold 15-car freights.
- Walk-in design, with no duckunders.
- Phased construction, so that operation could begin before all track is in place.

The accompanying track plan shows only the Stockton Subdivision and a short section of the Roseville Subdivision in the Sacramento Valley, which were built in Phase 1 and are the subject of this article. This low-level trackage has a loop-to-loop schematic. The return loops represent the yards at Oakland and Stockton, and will be hidden by upper-level track in later phases.

Construction of the plywood floor for the layout room began on January 1, 1987. Profile A-A' shows the 4-foot ground slope from the back of the room to the front, which caused the ceiling height to range from 6 to 10 feet. Had we raised the floor along the front wall to make it level with the bottom of the back wall, the extra 4 feet of height at the front would have been lost. To avoid this, we used the eleven 4 x 4

posts that support the second story of the house to build a terraced floor that rises 30" from the lowest to the highest level. A grid of 2 x 4's, 2 x 6's, and 2 x 8's is nailed to the posts to support the plywood floor. Much of the floor is covered with scraps of carpet to reduce the noise.

Terracing the floor made it possible to incorporate large elevation changes into the track plan. Even though the trains will climb 36" from the Sacramento Valley to Donner Pass, they will never stray too far above eye level because the operators will climb half of this amount (18") from the second terrace to the fourth terrace as they follow their trains.

After the floor was completed, we insulated the walls and installed several electrical outlets and light fixtures. At present, all layout power sources and room lights are on the same circuit, but a separate layout lighting circuit will be added later this year. Masonite backdrops were added after the benchwork was in place, but have not yet been painted.

Benchwork along the walls consists of 1 x 4 girders attached to 2 x 2 wall brackets. Elsewhere, girders are screwed to the 4 x 4 ceiling posts, thereby providing solid support for much of the benchwork as well as the floor and reducing the need for 2 x 2 legs. Mounted atop the girders are 1 x 4 joists that support the roadbed. The only section of open-grid benchwork is the Lodi industrial area, where the floor-to-track clearance is only 20" and girder benchwork would severely limit the access.

The subroadbed is generally 1/2" plywood, and the roadbed is 1/2" "building board" (similar to Celotex). All of the track is hand laid. Code 148 and code 172 rail (the latter saved from the Toledo & Tinsplate) are used on main lines, with codes 148 and 125 on secondary trackage and code 100 in the scale-only Lodi industrial area. Open-frog turnouts from **American Models** are used in Lodi; all other turnouts have closed frogs, and were either rebuilt from **Bob Peare** kits or purchased from **Earl Eshleman** and **BK Enterprises**.

All of our AF freight cars have now been converted with **Ace** floors, bolsters, and trucks and **Kadee** #5 couplers. Most cars have code 125 wheel flanges, but some have hi-rail flanges and a few have code 110 flanges. Newer cars are from **American Models**, and have been equipped with **Northwest Short Line** code 110 nickel-silver wheelsets to avoid the uncoupling problems associated with the highly magnetic AM steel wheels. Kits from several other manufacturers are now being assembled in the SP

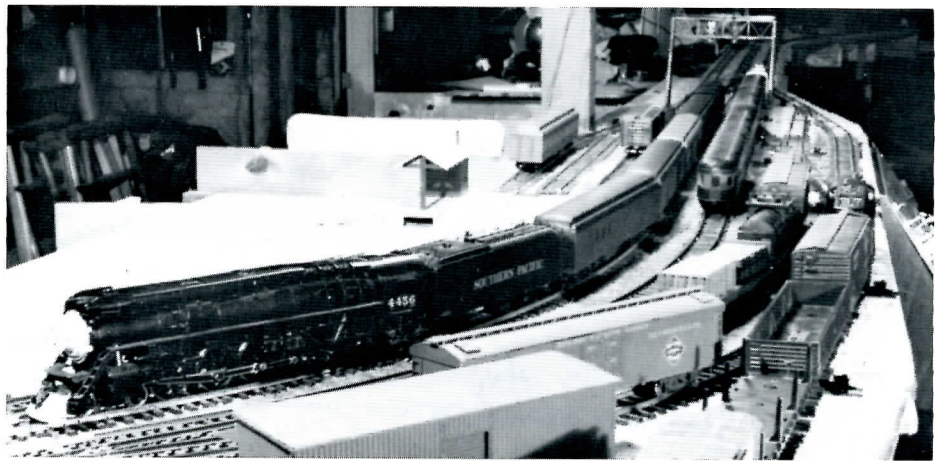
shops. We are gradually converting our AF locomotives to DC operation and replacing couplers and tender trucks, but have retained the tinplate flanges on the drivers. We also have several scale engines, including a few brass imports.

Power is supplied from several Flyer and Lionel AC transformers to throttles that were custom-built by fellow S-gauger **Jim Junkhe**. These use built-in rectifiers, relays, and pulse power to provide very good control for both scale and AF motors. Two of the three main line throttles at Elvas wye are presently operational, as are yard cabs at Sacramento and Stockton. The main control panel is sheet plexiglass measuring 28" x 66", and is mounted vertically at eye level above Elvas wye. Rotary switches control approximately 25 electrical blocks, and DPDT toggles control **Switchmaster** turnout machines. We also have a few **Tortoise** and **Scale Shops** machines, but have had some difficulty getting reliable operation with them on closed-frog turnouts. O-scale hand throws from **Caboose Industries** are used in switching areas.

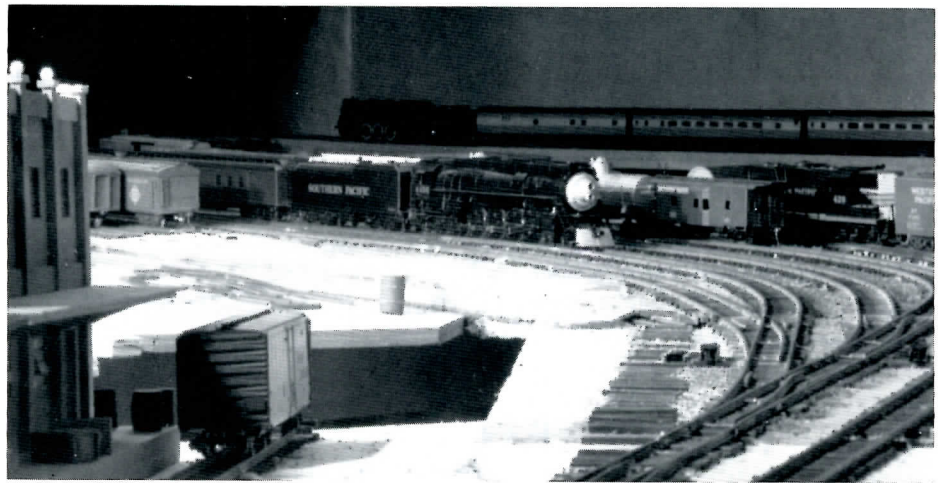
Sacramento features passenger train switching from the local panel in front of the double-slip switch. The **West Coast** and **Cascade**, arriving from Los Angeles via the Stockton Subdivision or Portland on the Valley Subdivision, will exchange our new heavyweight baggage cars, RPO's, and sleepers from **S Helper Service** here with the **Overland**, **Gold Coast**, and **Mail** on the Roseville Subdivision. Originally part of the T & T, the yard has been partially rebuilt to straighten the main lines and enlarge the radius of the curves at its east end.

(Continued on Page 22)

Vic Jr. is at the Throttle, while Vic Sr. serves as the Elvas Tower operator at the layout's main control panel. To the left is the Lodi station, and the industrial area is in the background.



The eastbound Overland, pulled by GS-4 class 4-8-4 #4456, stops to unload passengers at Sacramento as the westbound San Joaquin Daylight departs to Oakland behind an E-8. On the near track, a GP-9 in "Black Widow" paint switches the Sacramento industries. The 4-8-4 is an Overland Models brass import, the heavyweight passenger cars are from S Helper Service, the Daylight Cars and the GP-9 are from American Models, and the E-8 is a River Raisin Models import. The American Flyer freight cars were converted to hi-rail operation in the SP shops.



Code .172 brass rail from the old T & T layout is still in use in Sacramento yard. In the background, out of Lodi and bound for Stockton, the Daylight is pulled by AF Pacific #295, converted to DC hi-rail operation by SP mechanics. The 4-6-2 was our first locomotive, purchased in 1950.



SOUTHERN PACIFIC RR

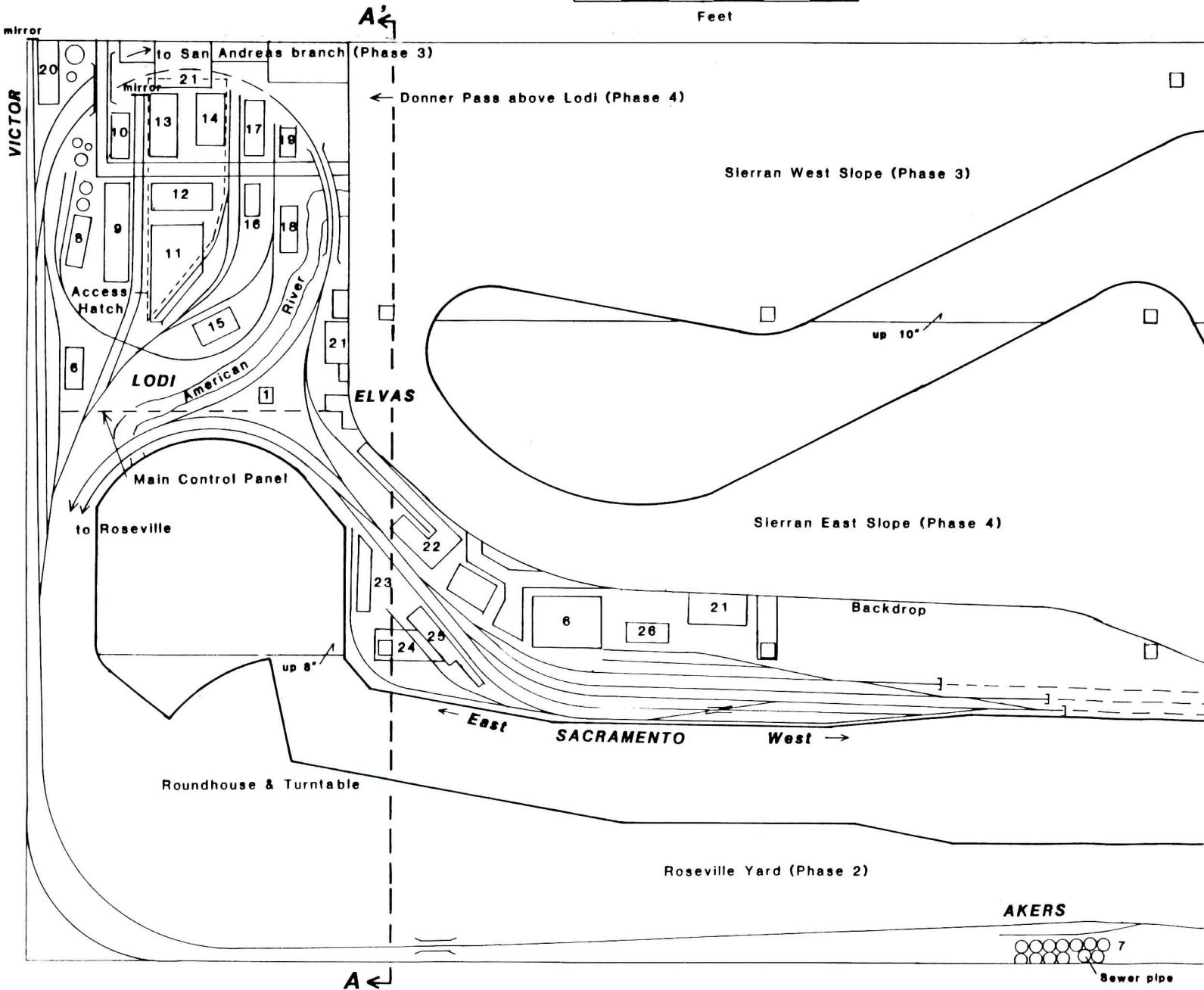
Sacramento Division

PHASE 1--STOCKTON SUBDIVISION

S Scale

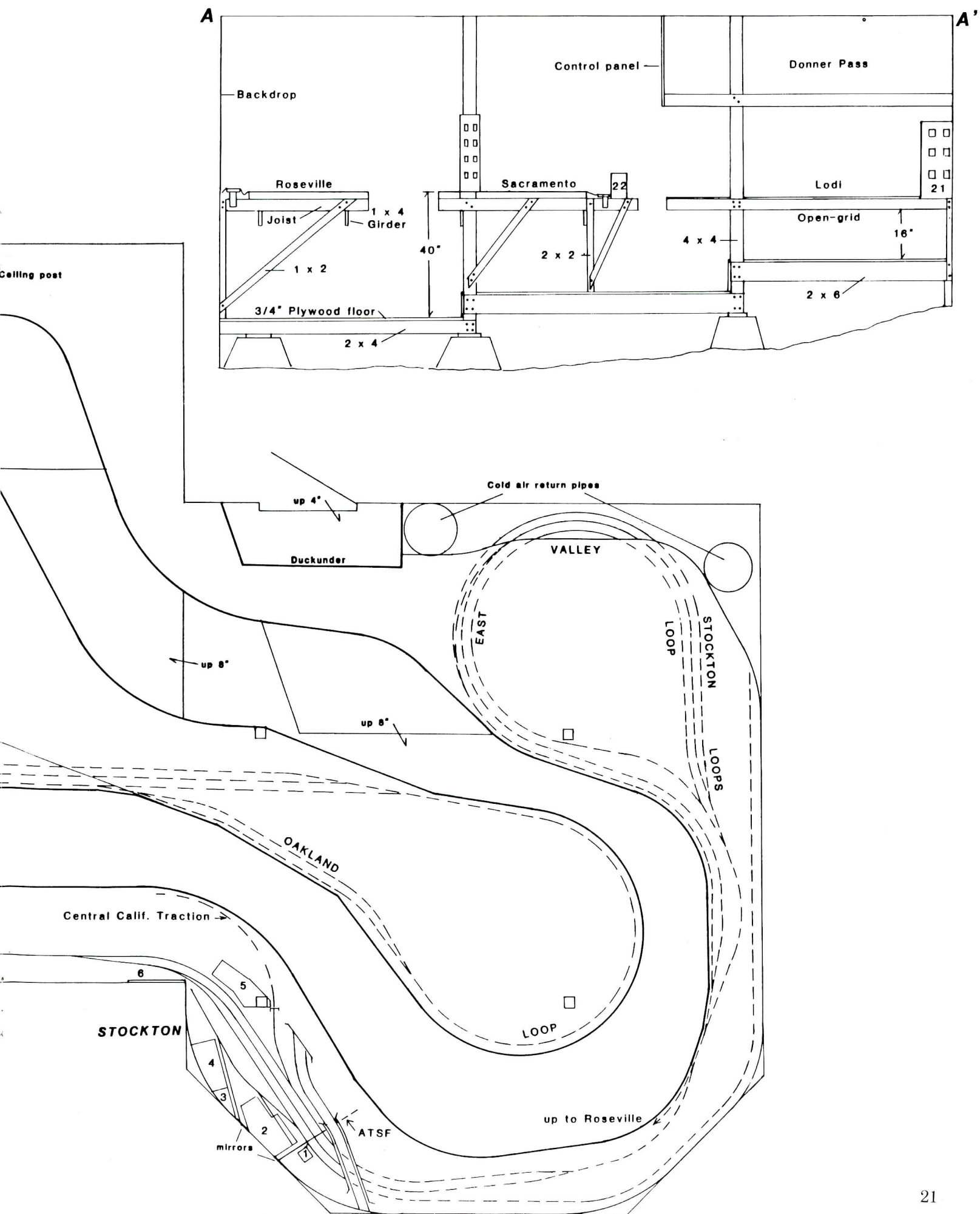
Layout Room: 19' x 46'

Minimum Main Line Radius: 36"



Structure List

- | | | | |
|-------------------------------|-----------------------|---------------------------|-------------------|
| 1. Interlocking Tower | 8. Oil Distributor | 15. Warehouse | 22. American Can |
| 2. Holt Manufacturing | 9. Meat Packing | 16. Atsan Ice | 23. Loading Dock |
| 3. Beer Bottling | 10. undecided | 17. undecided | 24. Crystal Dairy |
| 4. Hedges-Buck Whisl. Grocery | 11. Scrap Yard | 18. Gravel Plant | 25. Postal Annex |
| 5. C. E. Hatch Lumber | 12. Bakery | 19. Wooster Gas Warehouse | 26. REA |
| 6. Station | 13. Produce Warehouse | 20. Winery | |
| 7. Grain Elevator | 14. Freight House | 21. Wall Flats | |



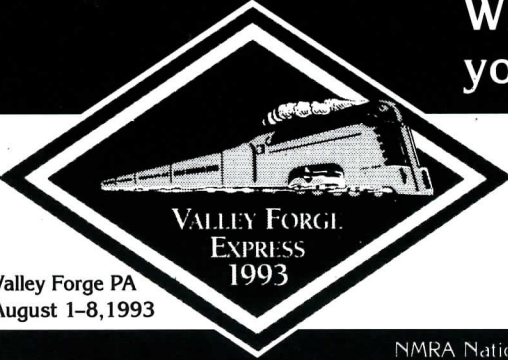
THE SACRAMENTO DIVISION Con't.

Sacramento also offers some freight activity, but most of the industry switching and interchange with other roads takes place on the Stockton Subdivision between Elvas wye and Stockton. The scenes and industries will be fairly generic, except at Stockton, which we selectively compressed from the 1947 Sanborn fire insurance map. The buildings that hid the 4 x 4 posts and the sewer pipe that runs down the wall at Akers may have to be scratchbuilt, but we are building most of the structures from kits by **Monon Shop, Whiteground, and Lehigh Valley.**

The SP also interchanges with the Santa Fe, Central California Traction, and Western Pacific (now Union

Pacific) at Stockton, so we included simplified versions of the junctions with the AT&SF and CCT. Beyond Stockton is a hidden return loop and stub track, which represent the interchange yard. Each loop can hold two trains. The inner loop represents the East Valley line on the Valley Subdivision, and will connect to Roseville yard in Phase 2.

Now that track laying and wiring are complete, we are starting to add the structures. After that will come the scenery, lighting system, and backdrop painting. When this is complete in 1994 or early 1995, we will move on to Phase 2, which will be to build the 8-track Roseville freight yard and engine facilities.

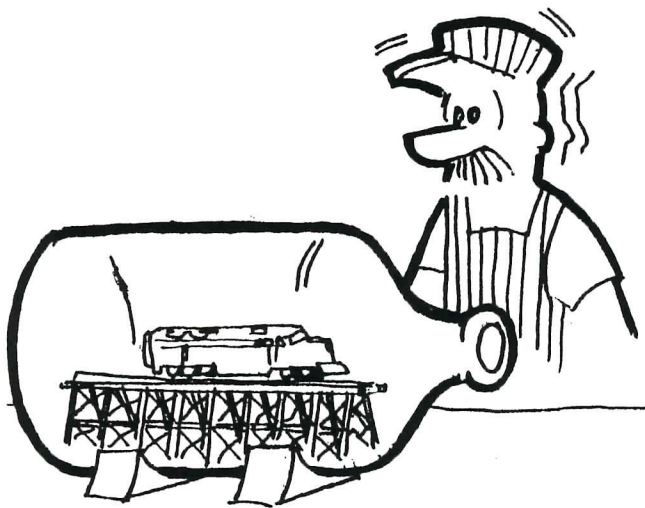


While you're "playing with trains," your family will be playing too...

- Historic Philadelphia • Philadelphia Phillies Baseball
- Hershey, Dorney, Great Adventure Parks
- Philadelphia Zoo • N.J. State Aquarium
- Reading Outlet Stores • Lenox China
- Atlantic City Beaches & Casinos
- Longwood Gardens & Winterthur Estates

SPECIAL!
\$5.00
Registration
for Family
Members

NMRA National Convention • Hosted by New Jersey Division, Middle East Region NMRA
PO BOX 457 • SWEDSBORO, NJ 08085 • 609 467 1739



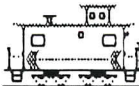
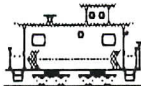
"SPIKE"
(Compliments of 3/16" Scale Railroading)

Thanks Ed

WANTED




New Model Builders.
S Gauge
model builders are becoming
an endangered species.

**Enter
the
NASG Contest!**

COIL CARS AND A CUSHION COUPLER

Jerry Schnur of Indianapolis stopped by for a visit recently and brought along his newly completed "coil car" and another under construction. They are interesting S models which I thought *Dispatch* readers would like to see.

Jerry fashioned the cars from styrene using a photo of the prototype as a guide. Coil cars are used to transport bulk steel coils to factories for fabrication into various products.

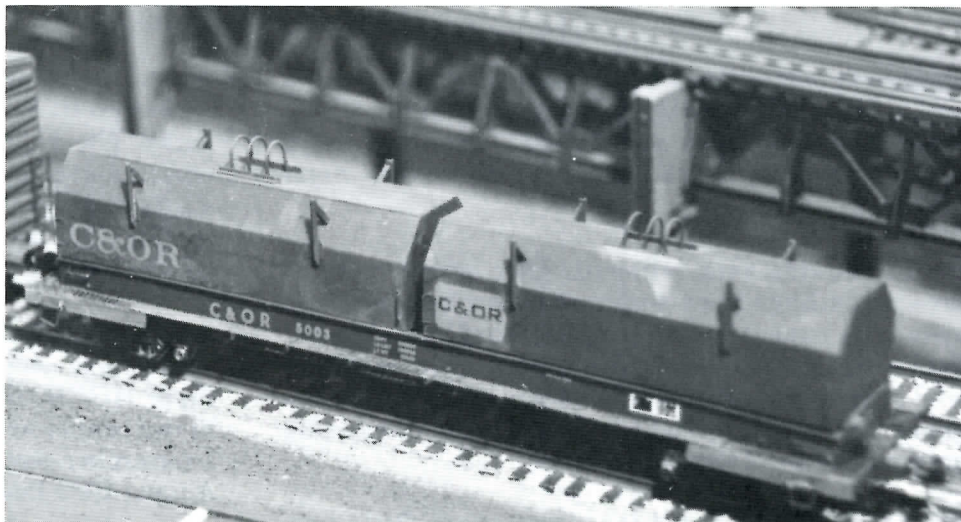
In addition to the coil cars, Jerry brought a Pacific Rail Shops boxcar to which he added an extended "cushion coupler". This and the coil cars make for an unusual consist in S gauge freight hauling.

— Mike Palmiter

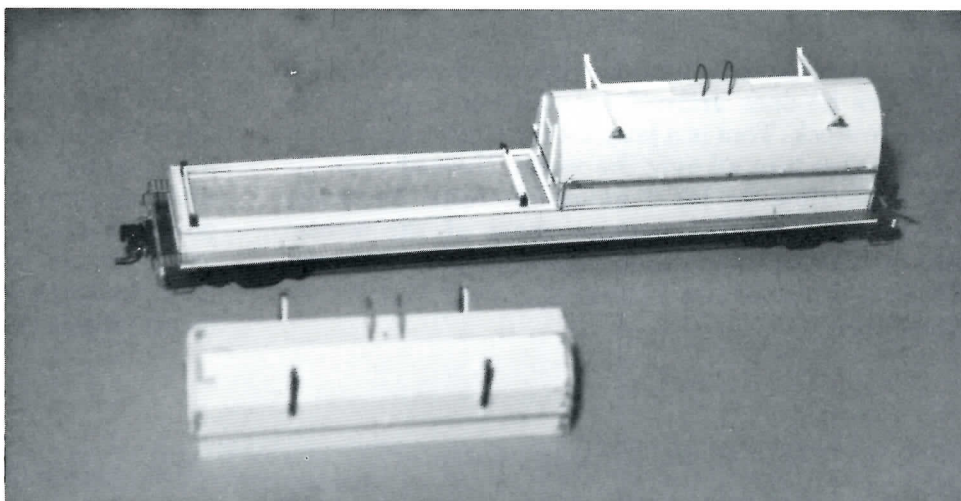


Jerry Schnur

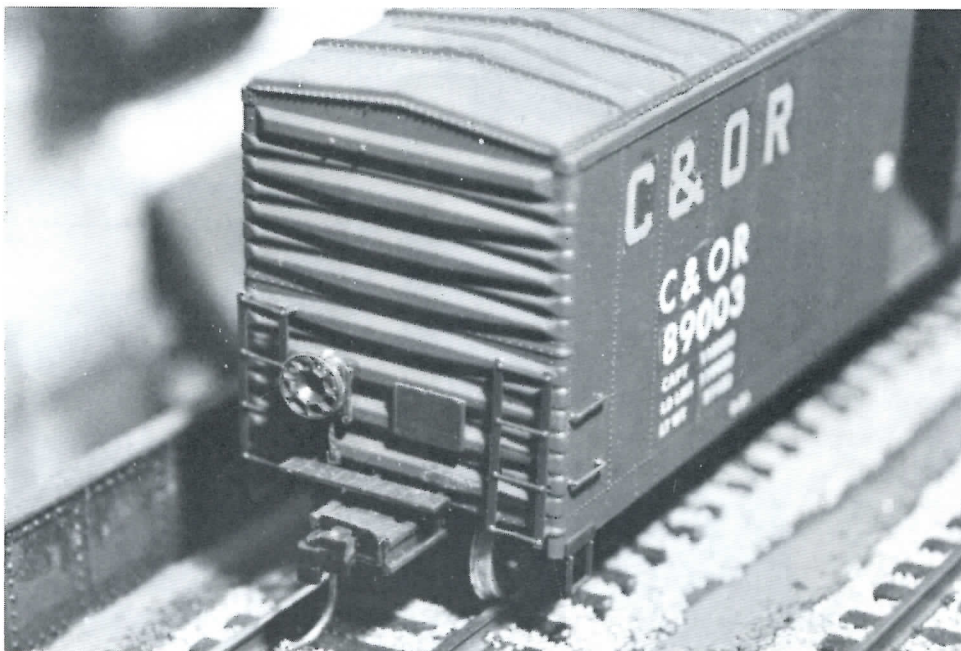
*Throw
The
Switch
To "S"*



Completed coil car.



Coil car under construction.



Extended coupler pocket.

AMERICAN HI-RAIL

By Mike Palmiter

Dispatch readers may recall mention in past issues about Instrument Designs, a small company which makes reproductions of various American Flyer pieces, as well as modifications of several Flyer favorites.

In the months that followed, your editor received several mailings from readers wanting to know more about this unusual manufacturer. Word made its way back to Instrument Designs owner, Tom Hodgson who in turn sent me updated photos and information about his company which seems like interesting material for the *Dispatch*.

First, it should be noted that Instrument Designs is now called **AMERICAN HI-RAIL** for their S gauge model railroad items.

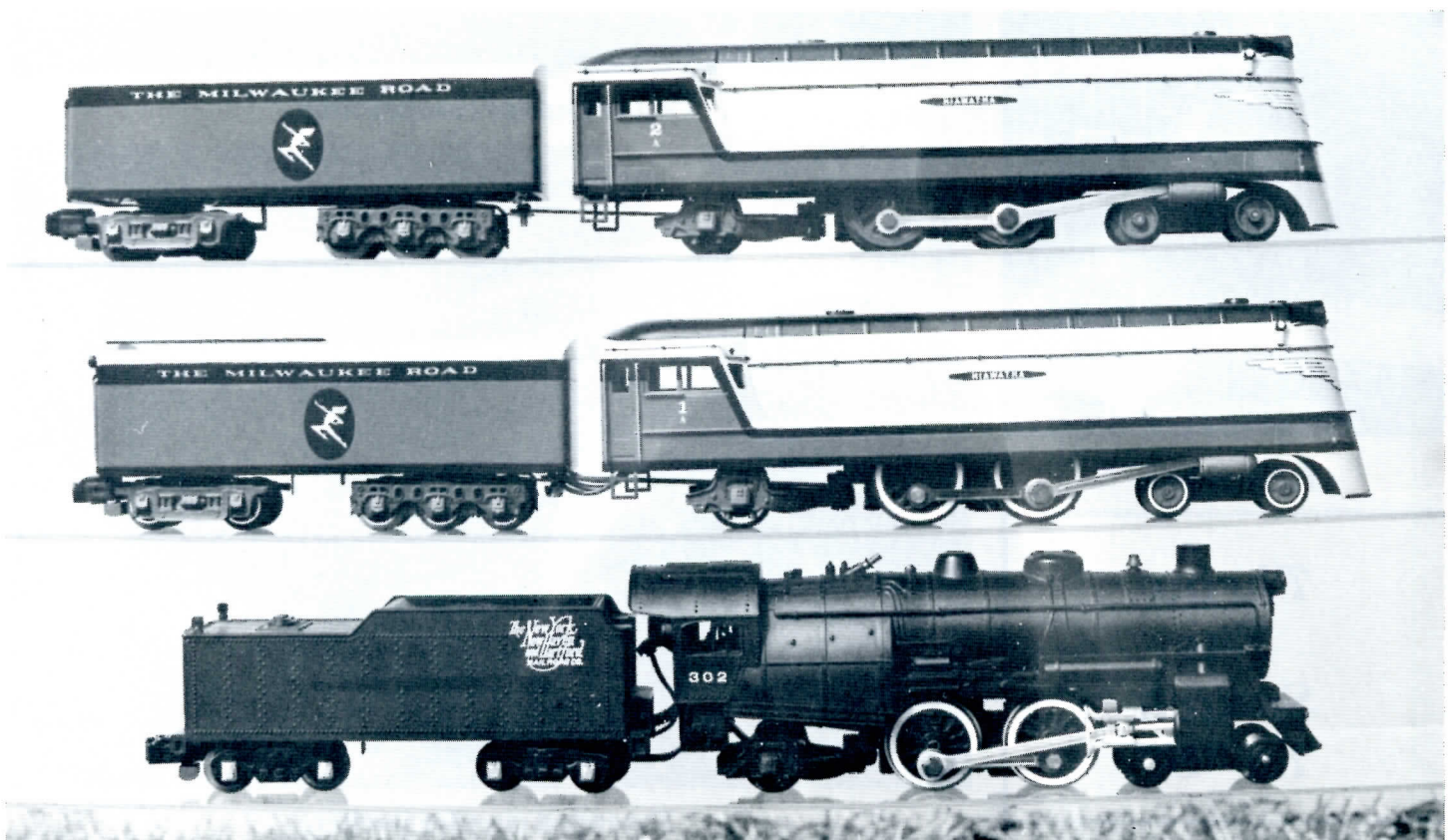
Tom has some help with his company but most of the work he does himself. In addition to producing S-gauge stock, Tom is a jet-pilot for a private concern which takes him all over the world. Nevertheless, he still finds time for his S gauge interests. Normally his aviation work consumes most of the winter months during which time he is difficult to contact. The best times for his S gauging is from March thru November.

As can be seen in the accompanying photos, American Hi-Rail has produced some very interesting items. The most recent product is a superstructure replacement for an American Flyer Atlantic to make it into a Milwaukee Road HIAWATHA. Tom does the casting and decorating work himself. Undecorated HIAWATHA plastic shells are available also.

Another dazzler that Tom has created is his 4-6-6-4 Challenger locomotive made from two American Flyer HUDSON chassis. In spite of its length, this hi-rail beauty will negotiate Flyer track radius curves! I remember seeing something similar to this in the August 1989 *Dispatch*. (page 18 built by John Tilts).

For Tom's Challenger power he uses a DC can motor for each set of drivers.

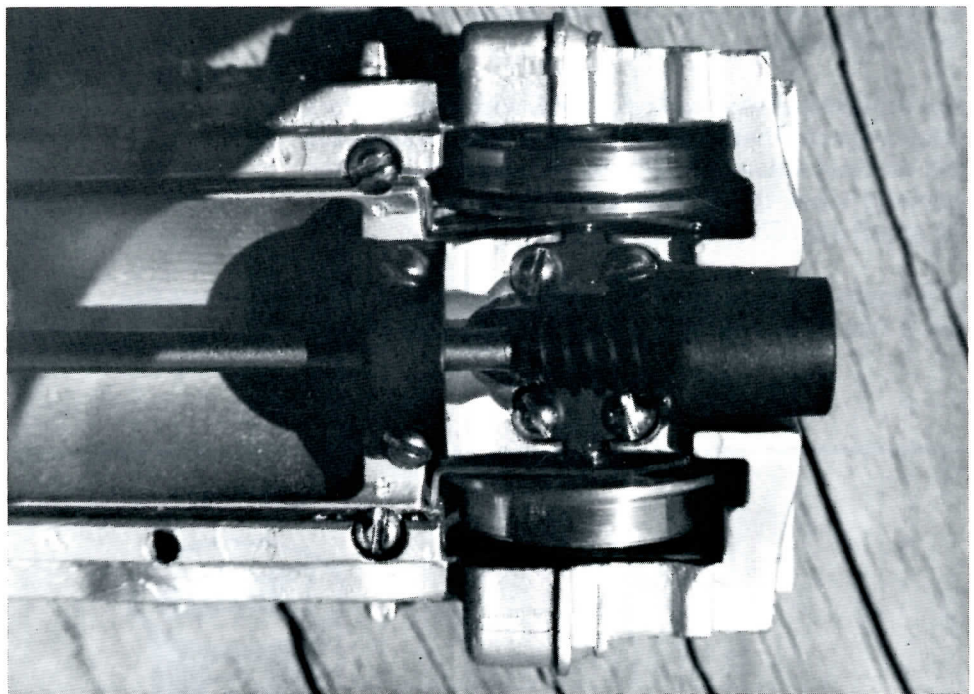
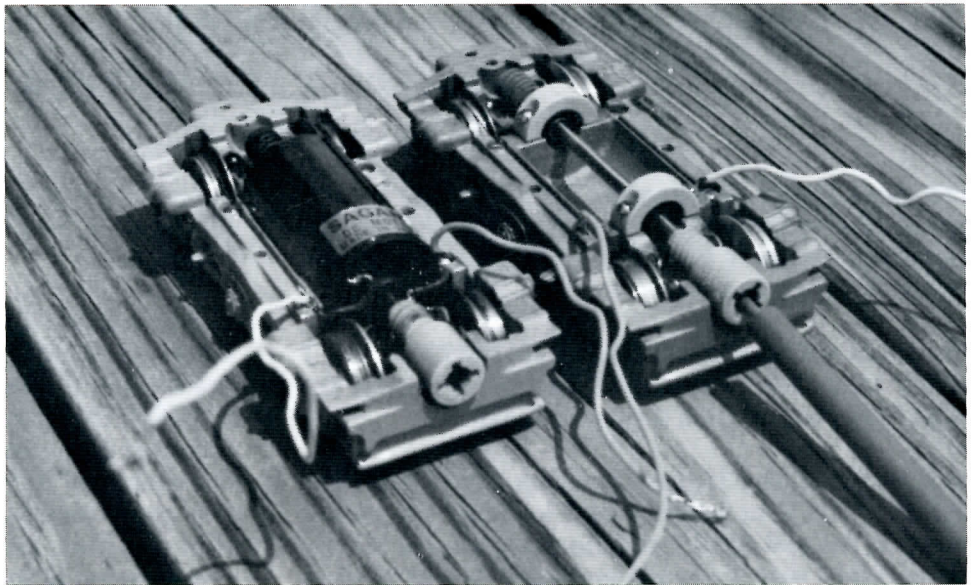
The next project for Tom is EMD's "E" unit. Both the E7 and E8 styles will be produced. To power these locomotives Tom has developed a special truck with a can motor mounted inside! These will be patterned after the 6-wheel EMD truck but have only two powered axles. The center wheels will be dummy idlers so as to be compatible with Flyer track. Electrical pick-up will be enhanced with shoe contacts on all wheels to minimize the possibility of stalls.



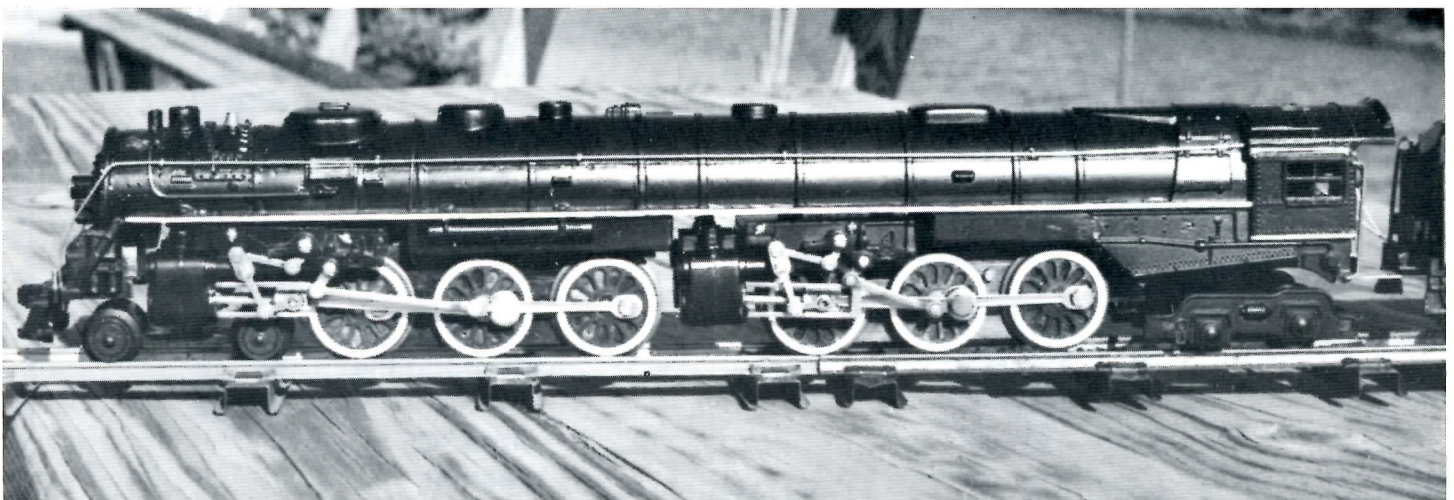
One of the nice features of Tom's work is that many of his products can be applied to scale with a little improvising. I have purchased several of his body shells for this purpose and found them to be an excellent product.

Tom said that he welcomes inquiries and orders but asks that people be patient as he is often times gone from home for extended periods of time. For current stock availability and prices contact:

AMERICAN HI-RAIL
37695 JEANETTE COURT
SPRING GROVE, IL 60081
708/587-1116



Self-propelled power trucks under development for American Hi-Rail's planned EMD E7/8 locomotives.



American Hi-Rail "Challenger" made from two Flyer "Hudson" drive chassis.

S LORE

Loading KADEE #802's

By Michael Scivoletti

Like most people working in S scale, when I first started to assemble cars, I used KADEE #5 couplers since most people I talked to were using them and I wanted to stay in sync.

When KADEE came out with their #802 for "S", I started to switch over since I figured a coupler for S was better to use than a coupler for HO.

Until recently, the biggest problem I had with the KADEE #802 was loading and keeping the center spring in the slot until I got the cover on. No matter how careful I was, I always managed to lose at least one spring. Thank God KADEE packs a few extra in each package!

I was thinking of writing to KADEE with a few design changes when I came upon another idea that would work and not cause KADEE to change their tooling, especially since the wide wonderful world of S scale is so small and diversified.

My change for the coupler shaft is easy and only takes a few moments. The spring is less likely to pop-

out and even though there is less spring compression, the coupler does stay centered for coupling. Here is what I do.

Using a round file (rat-tail?), I remove area "A" (in figure 1) filing until the front portion of the shaft fits around the front mounting boss. Since I use the KADEE draft box supplied, the removal of this material does not affect my installations. I also file flat areas "B" & "C" in figure 1. The removal of these two areas produces a little bit of extra spring slot that is just enough to slightly lower spring compression at loading time.

These small changes provide just the extra room needed to get the spring in, and lowers the chance of it popping out until I get the cover on.

Give this a try, you just might lose less centering springs. Of course it would be better if the 802 spring was re-designed like the #5, but that is up to KADEE.

Have fun.

Michael A. Scivoletti, CBA Transfer Co.

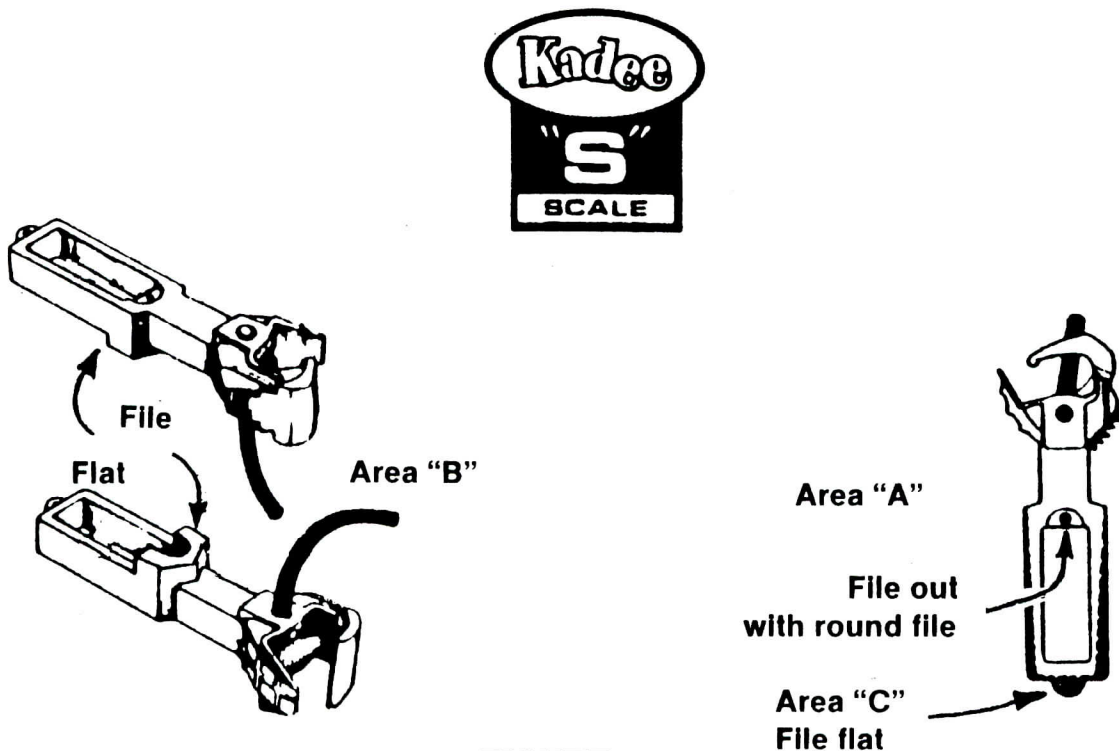


FIGURE 1

MORE LORE ...

“Trashy Articles”

Inspiration for modeling projects can come from examples in any scale. When I first saw the work done by George Sellios in HO scale I immediately recognized what my own S scale layout needed to make it look more realistic --- Trash!

Old tires are probably the most ubiquitous of “trashy articles.” Somehow they always seem to find their way along side a railroad spur. As can be seen in the accompanying photos, I have placed old tires and other refuse as they would be seen in the real world. Most of my tires came from the spare tires of Hartoy trucks. Since these spares were hidden from view under the truck models I figured they would better serve as this scenic detail.

Other “trashy articles” that can be applied for this type of scenicing are “newspapers” blown alongside of building foundations and curbsides. I made my old newspapers from small clippings of printed material then crumpled them up and attached them with a dab of white glue.

And speaking of scenic details, one of my favorites is the “removed turnout.” The middle photo to the right shows old tires strewn about where a turnout had once been. Often times railroads will remove unused turnout rail, but not the ties underneath, or the track which originally formed the spur. What’s left is well ballasted mainline and extended ties where the turnout used to be. The old rusty spur track is usually grown-over with grass and weeds, and of course littered with trash.

Other favorite trash items are vintage vehicle hulls. If you have an old Model-T (a’ la Matchbox toy) cut off the wheels, remove the glazing, paint it with rust and set it next to a rail line and you will instantly have an interesting lineside scenic detail. The tires you removed can then be laid around to enhance the effect. So be thinking “trashy thoughts!”

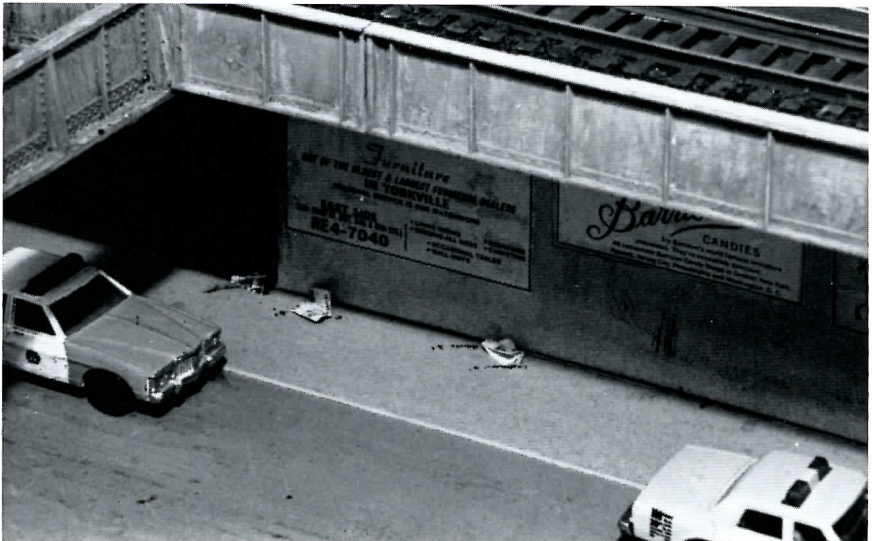
— Mike Palmiter



Old tires set the scene for litter around railroad tracks.



These old tires were strewn where a turnout had been removed from the mainline.



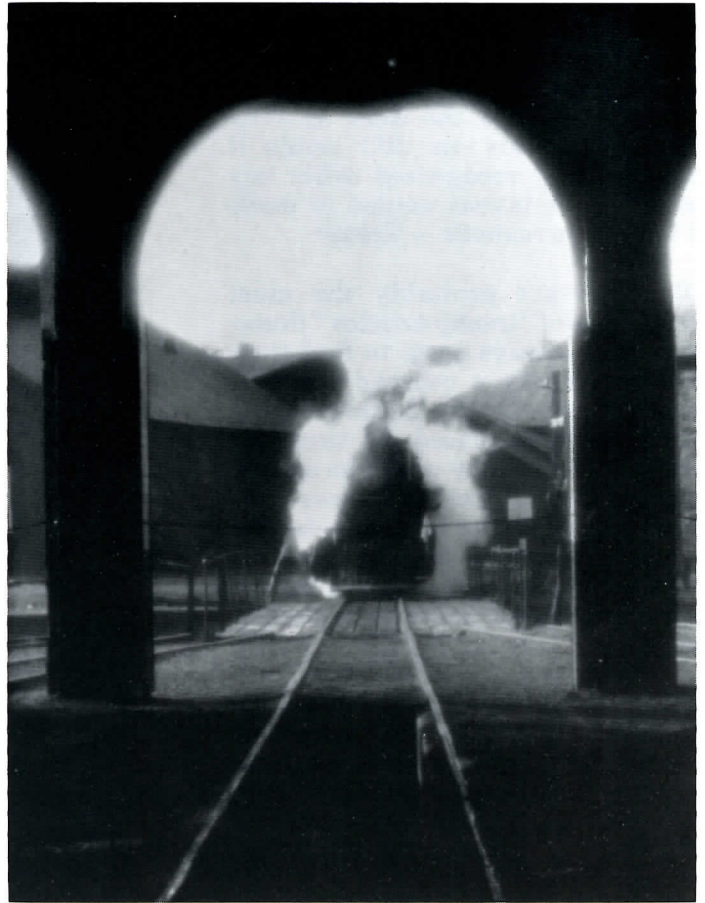
Trash in the form of newspapers blown into recess alongside a station.

FAVORITE PHOTOS

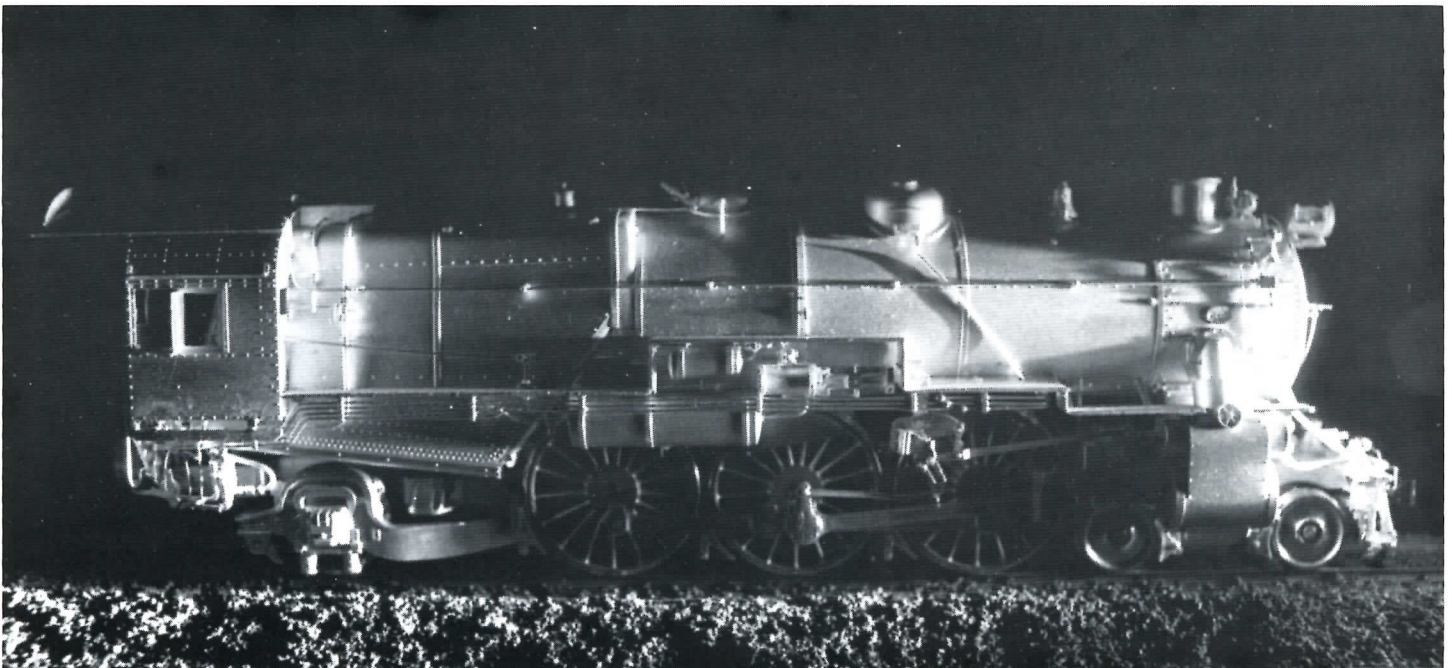
Bill Lane, Jr.



Bill Lane's photography from the East Broad Top R.R. in Orbisonia, PA. This view is titled, "*The Art of Steam*".



Another of Bill's photos from EBT is titled, "*Steam Dream*". The view was taken through a roundhouse portal using a telephoto lens and soft-focus filter.



Omnicon K-4 before painting. The locomotive model was illuminated from the front with a flashlight to highlight the details.

THE CLUB SANDWICH

By Al Schoenberg

"Where We Make Tasty Sandwiches Of Your Club News"

When reading S Scale newsletters from different geographical areas, I am impressed by just how many and diverse a collection of S Scale people and activities exist.

First there is a group from Canada that doesn't go by any club name. Since they do not have a name, I will call them the Canada Boys. One man will write the newsletter, publish it and mail it. Then the next time someone different does the same.

In the following I'll put something that might be considered too local, but it is to show what that club is doing. We'll start with the Badgerland S Gaugers. The January meeting had a slide show and they also discussed a proposed bus trip to the Union Illinois Railroad Museum. They discussed local model RR activities and their constitution. Sooner or later unfortunately, a club needs a constitution.

John Wickland informed Ron Schlichter that there are just a few 1992 S-Fest Pullman cars. Some 1991 observations, and one Milwaukee Road boxcar left. There are also some track kits available.

Next up we have Eric Sorenson and the Stateline S Gaugers. They are a highrail club and have train races. Sounds like fun! The club voted on a regional proposal to have the site of the 1995 S Fest in St. Louis and the 1996 site in Milwaukee Wisconsin, but this is just this club's vote on the matter.

The American Flyer S Gaugers of the St. Louis area are the next club. First I'd like to thank Moe Berk for sending a letter about the AFSGSLA. Moe felt the club section will help bring a sense of togetherness to S Gauge, and NASG. I couldn't have said it better myself. Moe, that is why I wanted to do the column!

Of course we all know of the Club's Famous Barr display at Christmastime. Hopefully in a future issue Moe or someone from the club would like to write about what projects succeeded and which projects failed over the club's history so that newer clubs can

learn from St. Louis' experience. If it "works" use it and St. Louis has certainly "worked" successfully in S Gauge. This offer is open to any other club as well.

The South Eastern Michigan S-Scalers are basically a scale club and had a "Mystery Model Building Contest" where you had to guess from clues which rolling stock to build. A later letter mentioned that the response was disappointing. I personally find a contest like this fun, and would like to do something like this when my layout is built in two or three years.

Perhaps an idea like this only appeals to one or two percent of the people in S gauge.

The Central Ohio S Gaugers were promoting a Spring S Spree ad in their newsletter. Contact Josh Seltzer for further information.

I wonder if Josh and the Cuyahoga Valley Club have recovered from the convention yet? The Spree will be over at the time of publication, but I wanted to show that Ohio is a powerhouse of S activity as there are several clubs in Ohio, a big state with a rich railroad history.

Alan Evans said that the railbox proposal was dead and that the next proposal will be a Pennsy style outside braced hopper. For me that is a great idea as I have some highrail, and am just starting to dabble in scale. I'm turned on by Pennsy hoppers and am in a phase of being struck with wood braced cars .. plastic or brass.

For those who don't know it, Alan has been an assistant editor of *The S Gaugian Magazine*!

From the Connecticut S Gaugers Bill Krauss writes about the many activities of their club. They have club modules and participate in many shows and functions. They put out a substantial newsletter monthly (No small feat)

The Bristol S-Gauge Club claims to be the World's Oldest Club in S Gauge, (1948). Their newsletter comes out eight times a year and is chocked full of projects, ads, articles and events.

Gil Hulin of the Oregon S



Uncle Al

Gaugers is busy getting ready for next year's convention and is in touch with our club's convention chairman, Chuck Leonard.

Several of these clubs include a NASG application form with their newsletter which is a great idea for promotion!

Finally there is the South Jersey S Scalers Club which until about a year ago was the newest S Club, but has since lost that honor. The big question was, would Pacific Rail Shops put the stripe through the Pennsylvania fifty-foot merchandise car as our president Bill Lane said they would? Yes, they are. I have the American Models forty foot version in Tuscan and white and love it. The next question was, would people buy a convention car that has been produced in three production runs? The car will be four colors according to prototype coloring. Tuscan red, silver, red and white, which has not been produced. There are only about three hundred. Plenty of color for us High-Rail "Eastereggers" and colored prototypically for rivet counters too.

My layout is under construction and will have one less pile of junk on it by convention time. Anyone is invited to see it. There are other good layouts in the club that are not on tour, and if you are interested in seeing any of these layouts contact one of our club members at the convention to make arrangements.

If your club wants its NEWS PRINTED, just send your newsletter to:

A.K. Schoenberg
204 Moldoff Road
Glassboro, New Jersey 08028.

INTERLOCKING TOWERS

By Mike Palmiter

I think all of us would agree that the most “railroady” structures are interlocking towers. Interlocking control towers have been built in just about every imaginable configuration by real life railroads and modelers alike.

My first attempt at scratch building an interlocking tower was a model of Chicago’s Polk Street Tower near LaSalle Street Station. I visited the prototype to collect photos from all perspectives and then set about making a model. As can be seen in the accompanying photos, that model wasn’t a bad “first attempt.”

When I became an S gauger I seriously considered patterning my layout after the central Cincinnati railscene as I had done earlier in N scale. One of the structures that would have figured into a layout was an unusually tall interlocking tower alongside the C&O/L&N line. The rail line at that location was elevated from street level and consequently the interlocking tower needed to be higher than if the rail line were at grade level. Ultimately I decided on another prototype to emulate, so that tower was never built in model form.

Anyone familiar with my S gauge modelwork knows that I ended up recreating the NYC/NHRR line through Upper Manhattan. This 4-track corridor, like the 2-track line in Cincinnati, is elevated on trestlework. In the case of the NYC line however, there was no room to place a lineside interlocking tower

due to the close proximity of adjacent tenement rows. Since an interlocking tower couldn’t go on either side, it went up! The control tower I speak of is NK, or “Old Nick” as I call it which was built straddling the rail line at 106th Street.

For this model I wanted to be as faithful to the prototype as possible, but unfortunately I didn’t have any good photos to work from. The best I could do was refer to a faded Xerox picture from a fifty year old railway gazette, plus a snippet of tape from a New York rail tour video.

Nevertheless, I was able to work out the proportions well enough to build an accurate S scale NK Tower model shown in the accompanying photo. Since that picture was taken I have completed the structure with an outside stairway and illuminated the signal lights as described in the February issue.

The main building component for this project was matboard bonded with Goo. The prototype was made of brick so I laminated my model with brick embossed styrene and painted it medium gray. The visor-style roof was a little tricky but filler-putty smoothed out all the seam flaws.

The model was then put on support legs gleaned from my box of miscellaneous truss parts.

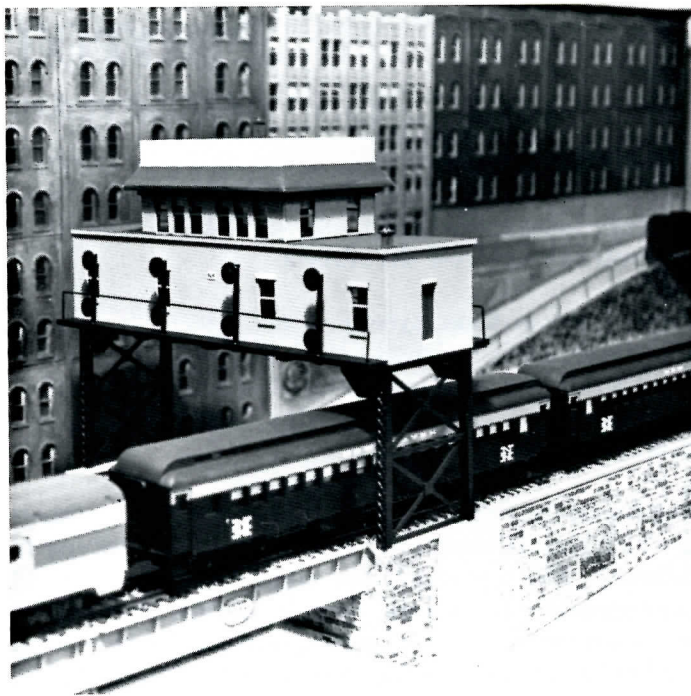
There is nothing quite as eye-catching on a layout as a one-of-a-kind interlocking tower.



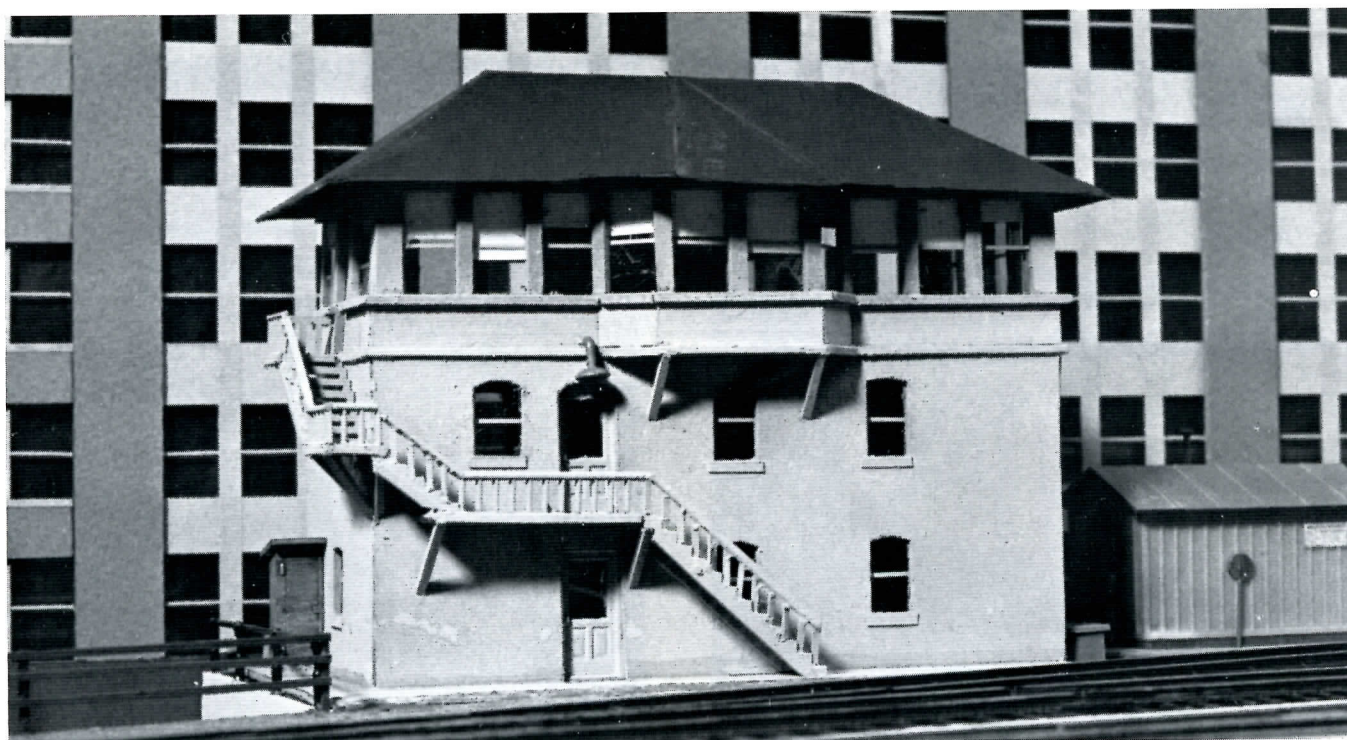
Polk Street Tower controlled NYC, RI, and NKP trains at Chicago’s LaSalle Street Station.



This 5-story interlocking tower serves the former C&O/
L&N elevated mainline near downtown Cincinnati.



"Old Nick" is your author's S scale model of NK Tower
at 106th Street on the NYCRR line in New York City. This
photo was taken before completion.



Your author's model version of Polk Street Tower.

PROTOTYPE VIEW

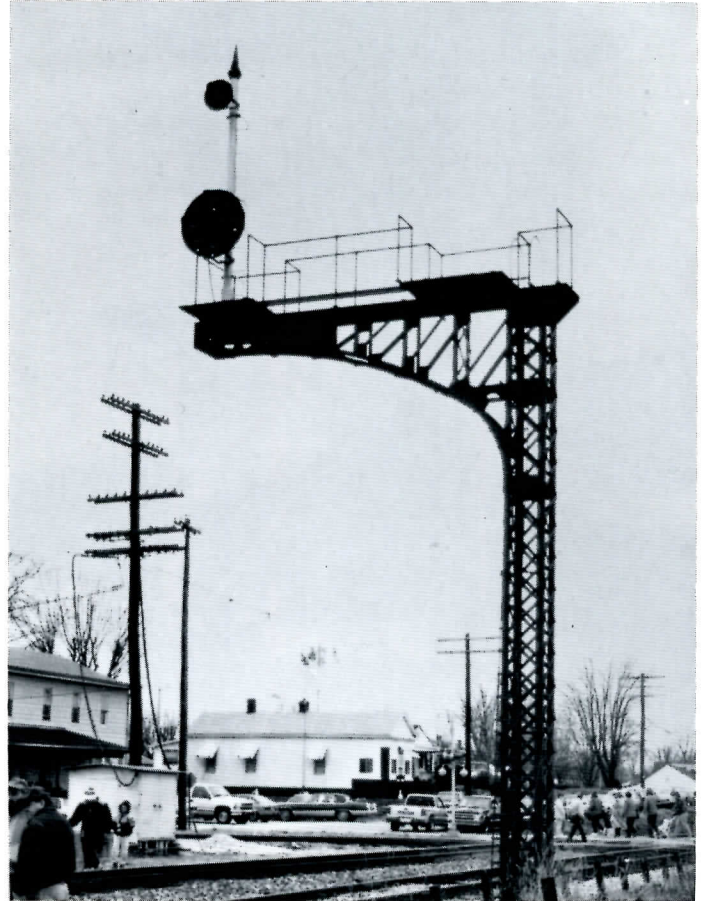
CANTILEVER SIGNAL STRUCTURES

Signal structures are a favorite lineside accessory for model railroaders of any scale. I have always liked the cantilever style which was anchored at one place and reached-out over the railline.

There are countless styles of these interesting signal structures, each railroad seems to have developed a form unique of their own. The accompanying photos show several different styles used by various railroads in the Midwest.

I've found that modeling cantilever signal structures is quite simple especially if no specific prototype is followed. For my cantilever signal I used some left over parts from a Vollmer Foot Bridge kit. The support trusses were just the right size, and for the overhang I added parts from a Bachmann HO signal bridge. A target signal was then added to each side of the arm then the assembly was painted and anchored in place. Although the structure looks pretty good, I will eventually replace it with a cantilever structure patterned after the NYCRR used in the New York area.

— Mike Palmiter



B&ORR signal structure at Mitchell, Indiana.



NYCRR cantilever signal structure at South Bend, Indiana.



Rock Island structure at 65th Street in Chicago, Illinois.



PRR cantilever tower at Englewood (Chicago) Illinois.



Your author's cantilever signal structure made from miscellaneous Vollmer and Bachmann kits parts. The form is not based on any specific prototype.

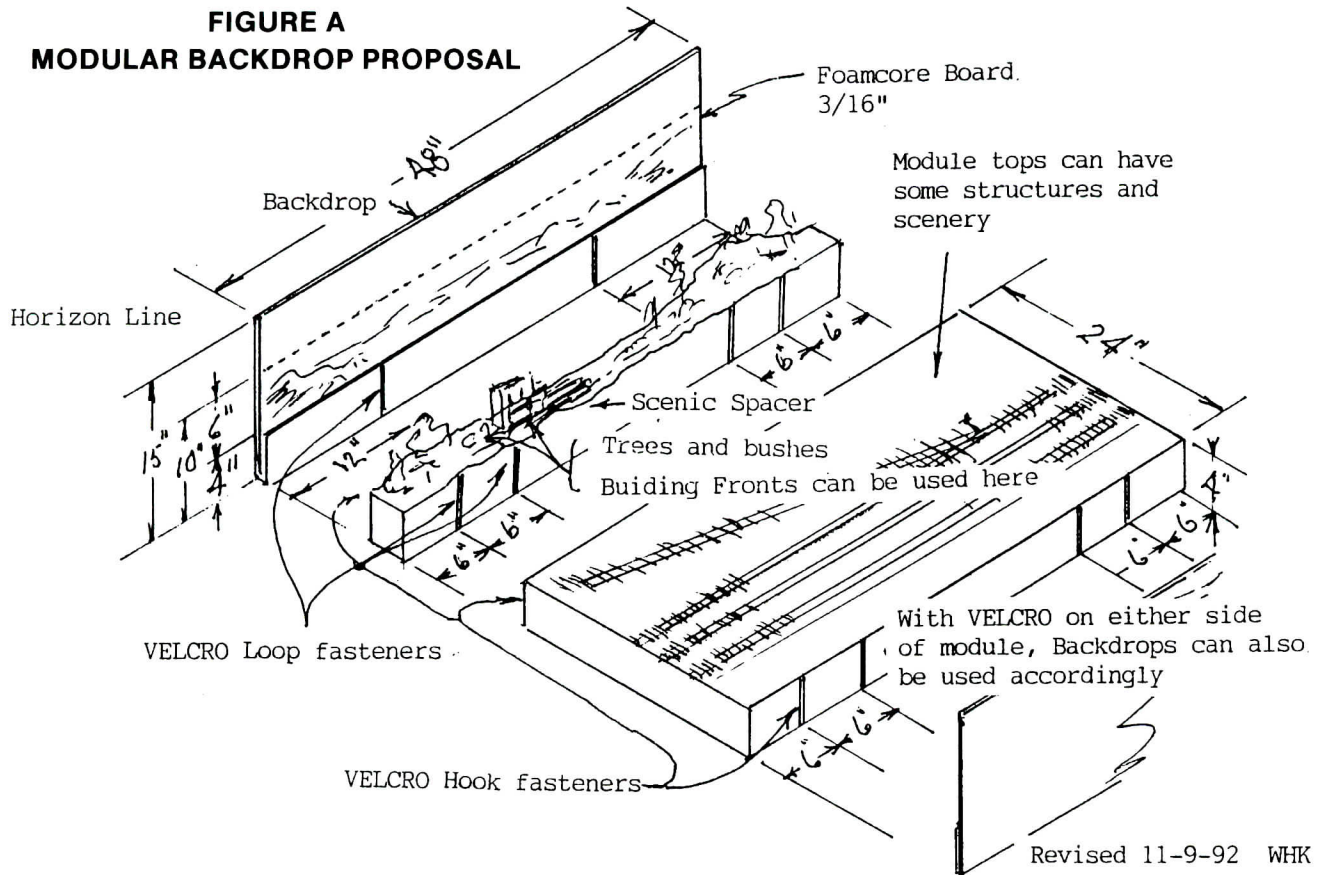


View showing top of PRR signal structure at Englewood (Chicago) Illinois. Note the wood footwalk planking.

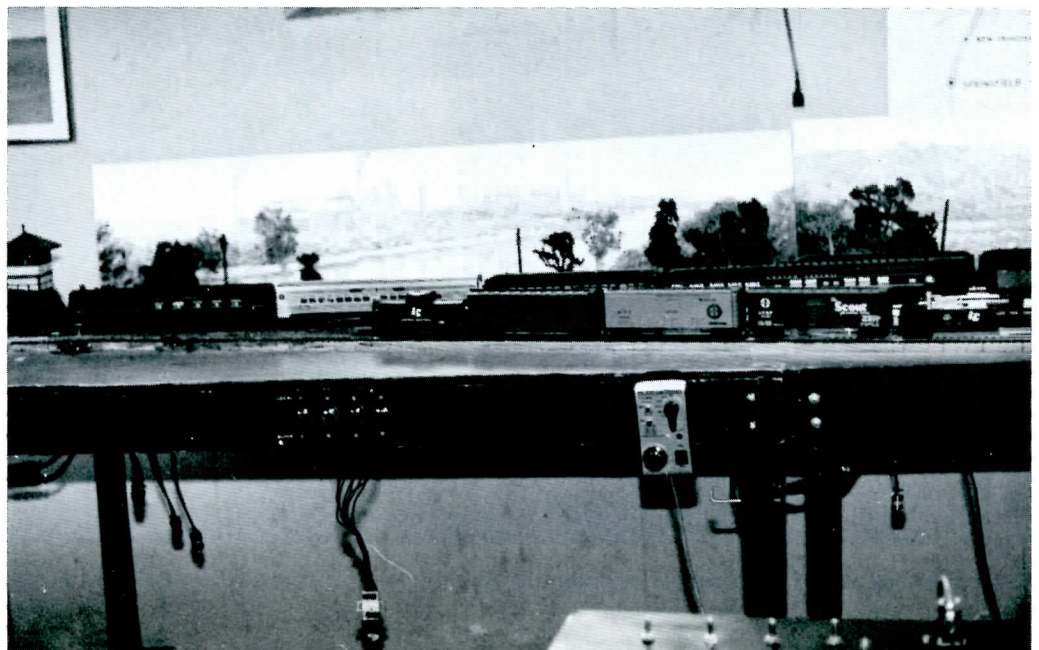
MODULAR BACKDROP

By Bill Krause

**FIGURE A
MODULAR BACKDROP PROPOSAL**



Backdrops for modules greatly improve their looks when being displayed to others. The above diagram illustrates how mine is assembled for easy set-up and take-downs. Hope something here is useful to other module builders.



— MAIL TRACK —

Dear Mike:

The "S Lore" column in the February, 1993 issue of *The Dispatch* carried an explanation of some common ailments with the RS-11, 18 and 32 diesels and the USRA Light Pacifics. We want to assure everyone that since the fall of 1991 (when we discovered the problems and solutions), all RS units sold by River Raisin Models are rewired. Additionally, all USRA Pacifics have their universal shafts thoroughly checked and replaced if necessary.

Sincerely,
Jim Kindraka
West Bloomfield, MI

Dear Mike,

In the October 1992 *Dispatch*, Kent Singer commented on the low number of models entered in the Cleveland Contest. He asked for input on why some of us have not built a model lately, and requested suggestions for increasing the number of entries.

An incentive is to offer exciting prizes, in the form of cash, brass models, life-time NASG memberships, etc, for the first place and/or Best of Show winners. The NASG should advertise these prizes at least nine months prior to the convention to excite the modelers and to allow them time to get in gear and finish something!

The costs of these prizes could be covered by charging the manufacturers and dealers who display at the conventions a token fee, say \$25.00, by adding a \$2.00 surcharge to the convention registration, or by requesting donations.

A change in the way we perceive contests would be nice. Too often, someone asks 'what have you built for the contest?' Well, I have never built 'for the contest'; I have just entered models I built during the year.

Building a model 'for the contest' implies that it will be something really super, containing all sorts of details, individual boards, handmade parts and so forth. This imparts a level of stress and pressure on the builder, and may cause him/her to give up too soon, or worse... not every try. In the future, we should emphasize that the models be whatever you have built. Bring it along for 'show and tell' and share your fun with others!

Respectfully,
Bill Wade
Seffner, FL

Dear Mike:

By now everyone is aware that S SCALE AMERICA'S GE DASH 8-40B project has died due to insufficient interest. One of the factors inhibiting the growth of S is the lack of late model motive power and rolling stock. Why should (other scalers get into S) when they can't buy a model of what they can find in HO or O? If we want to attract people into S we must have the proper attractions. To get these attractions we must support the people who are willing to manufacture them.

Gary McCullah
New Orleans, LA

How many of us are willing to buy locomotives we don't want solely for the possibility of recruiting new members. — Editor M.P.

Mike,

Enclosed is a photo of mine that sort of gets a chuckle, or perhaps a grin. The Southern car is on the B&O team track at Silver Springs, Maryland - October 1970. Rather innovative lumber loading!

Gale Hall
Rogers, AR



The Adrian & Blissfield Rail Road located on US - 223 in Blissfield, Michigan proudly announces its new acquisition of the world's only full sized Lionel Locomotive. The Lionel Locomotive has joined with vintage passenger coaches dating from 1937 to 1947 to travel on a segment of the Erie & Kalamazoo Railroad. Operations of this railroad line began in 1836 making it the first railroad west of the Allegheny Mountains. Whether enjoying a two hour excursion or a romantic dinner hour in the dining car you will experience train travel as it once was riding behind the world's only full sized Lionel locomotive.

For more information call 517-486-5979.

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

POST ITS

FOR SALE

Complete sets *S Gauge Herald* and *3/16th Scale Railroading*, \$400. S. Graham, Box 434970, San Ysidro, CA 92143.

EDITOR'S NOTE

Jim Kindraka wrote to say that the uncredited Canadian National S scale locomotives shown on page 34 of the April *Dispatch* are the work of DAN KIRLIN. Dan's models took first place honors at the 1991 NASG Convention in Syracuse. Although living in Winnipeg, Manitoba, Dan is a member of the Southeastern Michigan S. Gaugers.

Sorry about the snafu, Dan. — MP

Also left out of the April *Dispatch* was the address for Bob Furtado. Anyone wanting to contact him regarding his AF reverse loop article can do so at: Box 257, Horwich, MA 02645.

IN THE NEXT DISPATCH...

The August issue will be devoted to the Membership Directory as decided at the 1992 Convention. Regular *Dispatch* content will resume with the October issue featuring the 1993 Convention activities.

"TOM" COLLIN

★ DIESEL ROAR! ★

Box 262
S - 241 24 ESLOV, SWEDEN

Te. -46-413-11000
Fax -46-413-10000

CONRAIL QUALITY

EASTERN DIVISION

CNJ L & HR
LV · RDG
EL PC
— PRSL

S SCALE
DAVE BAILEY
MACUNGIE PA

DAVE PLOURDE

187 Mapleshade Ave.
P.O. Box 385
East Longmeadow, MA. 01028
(413) 525-3492

GUYAHOQA VALLEY LINES

"The Hi-Rail Route"

8727 Broadview Rd., Broadview Hts., Ohio 44147

Lee McCarty — President

TENNESSEE S SCALE & HI-RAIL-CODE 148

Earl O. Henry, Jr.
4487 Post Place, #145
Nashville, TN 37205

Del - Aire Products

Pneumatic Turnout Control Systems
321 N. 40th St.
Allentown, PA 18104
(215) 398-7896

GREGG SPENCE, Owner

In Memoriam: PETER J. JUGLE

8/1/39 - 2/14/92
a "best friend" of S gauge

"Scratch" Model Building Supplies

Brick, Stone, Block, Roofing, Kits
321 N. 40th St.
Allentown, PA 18104
(215) 398-7896

GREGG SPENCE, Owner

HELPER SERVICE

Stan Houghton
Danville, VA



1446 Fremont Avenue
Los Altos, CA 94024

Helping
S Scale
Grow!!

MARYLAND &
PENNSYLVANIA R.R.
BALTIMORE & OHIO R.R.

Pres. Art Kuperstein Yardley, PA

The Penobscot Central R.R.
SERVING MID-COAST MAINE

R.T. WALL
Searsport, Maine

**The Southern
Berkshire R.R.**

BILL FUHRMAN, President
174 Lakes Rd.
Bethlehem, CT 06751

Go With
"S" Gauge

Peter Baldamus
HAMBURG, GERMANY

**PORT
HURON &
NORTHERN**

David O. Held
Operating Manager "S" & "S₃"
Utica, Michigan (313) 739-2932

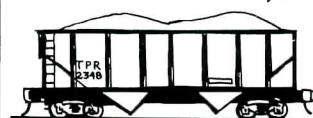
GREAT BASIN RAILWAYS
UNION PACIFIC
UTAH CENTRAL RY
UTAH & NORTHERN

SCALE 'S'
& S₃

JOHN PRATT

1501-A CASTLE PL SE
ALBUQUERQUE, NM 87118
(505) 268-9095

ERNE HORR SPOKANE, WA



THE TINPLATE ROAD

Route of the ALLEGHENY LIMITED

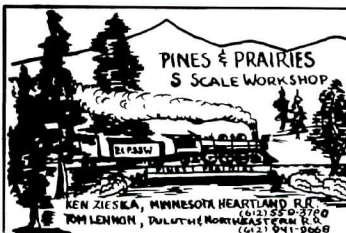
PENNEPACK VALLEY
AND WESTERN RAILROAD
MOUNTAIN DIVISION

JOHN H. BORTZ SR., Pres.



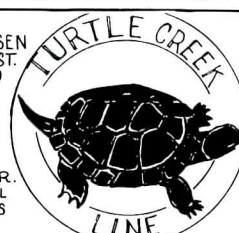
df rail
DENIS FORTIER

MEMBRE NASG MEMBER
971 Boulevard du Cap
Cap-a-l'Aigle, Qc. / Canada GOT 1B0



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

ELECTRIC R.R.
PASSENGER LCL
CAR LOAD LOTS



GET IN THE

RUT SHIP
RUTLAND

PAUL RILEY
711 LOWELL ST. PEABODY, MA.

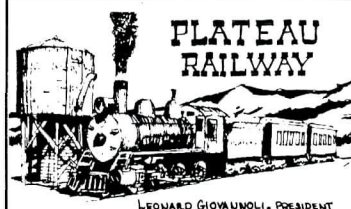
JEFFERSON CENTRAL RR.



WILLIAM J. FRALEY, JR.
150 W. CARACAS AVE.
HERSHEY, PA 17033 717-535-7336

GREAT NORTHERN

EDMONTON



LEONARD GIOVANNOLI, PRESIDENT



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

MONON
Chicago, Indianapolis and Louisville
Railway Company



GENESSEE & GREAT WESTERN
Michael Holland
Rochester, New York

**BETHEL FALLS
& WESTERN**

Lee's Summit, Missouri
DICK WHOLE, PRESIDENT
"Happy Scale Railroaders"

RED PASS & GORGE
RAILROAD **R.P.G.**

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

11 Edgeridge Way N.W.
Calgary, Alta. T3A 4G8 NMRA PNR LIFE
239-5817

GITMO' LINES

GM & O / IT
MADISON - MACOUPIN DIVISION



Mark E. Anderson, Div. Superintendent
P.O. Box 544 / Litchfield, CO 06759
"GITMO" OUTTA RAILROADIN' GO 'S' GAUGE



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

SANDY HOOK LINES



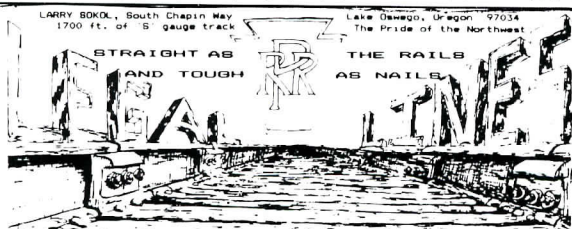
DAVID C. POOL
WILTON, CONN.

THE LIBERTY BELL ROUTE

VIRGINIA COASTAL RAILROAD
"SERVING ALL OF HAMPTON ROADS"



HQTRS NORFOLK, VA
THE ROUTE OF THE RAPID SPIRIT
PRESIDENT: L.J. STEINBERG



MODULAR
SERVES THE
SUBURBS OF GREATER
NYC & D.C.

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



SUPPORT "S" GAUGE

Louis A. Aprile
1303 Deblin Dr.
Milford, OH 45150

THE ROOT CANAL CENTRAL
DIVISION OF
THE SOUTH, SOUTH, SOUTH
OF SOUTH JERSEY
RAILROAD
UNDER CONSTRUCTION Glassboro, N.J.

ROOT CANAL CENTRAL
"Route Of The Happy Tooth"
 A DOGBONE GOOD
RAILROAD!
DIVISION HDQTRs. Glassboro, N.J.

ATLANTIC
&
WESTERN
R.R.

SERVES THE NATION RIGHT

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

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

DALLEE
ELECTRONICS
Designer and Manufacturer of Fine Electronic Devices
Since 1976
4246 Oregon Pike
PO Box 280
DALLAS E. GUTACKER Brownstown, PA 17508
PRESIDENT (717) 859-6673

FALL S FEST
WHERE SCALERS, COLLECTORS,
HI-RAILERS, NARROW GAUGERS,
& MANUFACTURERS MEET ONCE
A YEAR IN THE MID-WEST
TO HAVE FUN!! INFO:
JOHN J. WICKLAND
2331 S. 58th ST.
WEST ALLIS, WISCONSIN 53219

PORT LINES HOBBY SUPPLIES
"Specialists in American Flyer Trains & S-Gauge Railroading"
Doug Peck
6 Storeybrooke Drive
Newburyport, MA 01950
(508) 465-8798


Badgerland S Gaugers
Serving and promoting S Gauge
in Southeastern Wisconsin - All facets
American Flyer -- High Rail -- Scale
Purveyors of limited run car kits Ronald Schlicht 5274 So. 49th Greenfield WI 53220 (414) 421-8512 New Members Welcomed *****

Layouts
Unlimited, Inc.
CUSTOM MODEL TRAIN LAYOUTS
Marty Glass
3586 Chaploun • St. Louis, MO 63129
314-892-7252

DAVID JASPER
Bloomington
Minnesota

Napane, Tamworth
& Marlbank Rly.
A portable display layout
Paul Raham Tom Spaulding
Marlban, Ont. Napane, Ont.


American Flyer
"S" Gaugers of the St. Louis Area
MOE BERK Co-Ordinator
39 Graeler Dr. • St. Louis, Mo. 63146

DON'T FUSE
CALL US
WANTED LIONEL
AMERICAN FLYER
O-TRAINS-S

JOY & RICH AMBROGIO
BUY & SELL ALL TYPES
OF TRAINS
10 FRANKLIN AVE. 5-P (914) 682-8443
WHITE PLAINS, N.Y. 10601 AFTER 5 PM

SOUTHERN PACIFIC R.R. CO.
SACRAMENTO DIVISION

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

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

S SCALE MODEL RAILROADING

CHARLES B. PORTER
4775 GIFFORD ROAD
OCONOMOWOC, WIS. 53066
1-414-567-7320
MIDWEST BROADIANA & SLIDES

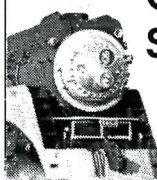
The newest "S" Scale Club Promoting "S" Scale in the
Est. July 27, 1989 @ 2:00 PM South Jersey Area
SOUTH JERSEY
HOST CLUB FOR THE 1993 N.M.R.A. N.A.S.G. National CONVENTION VALLEY FORGE PA.

"S" SCALERS
Joe Sullivan - Secretary
140 Norris Street
Mantua, NJ. 08051
(609) 468-0173
All aspects of "S" are represented and new members are welcomed

Springfield's Fall Service Hobby Shop
• Trains-Lionel, N. HO, S
• O. Brass
• Models

2347 West Monroe Springfield, IL 62704 (217) 787-0031 **BRIAN JACKSON**
Mon. 10-6
Tue.-Fri. 10-8
Sat. 10-5
Sun. 12-4

**RIVER
RAISIN**
MODELS
6160 Upper Straits Blvd.
West Bloomfield, MI 48324
Committed to
S Scale and NASG


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

DEPTFORD & WESTERN
Serving Wildwood New Jersey to Pittsburgh Penna.


"The Thunder Road Line"
Maximum Modular Railroading
with minimal scenery
BILL LANE JR.-PRES.
525 WARWICK RD.
DEPTFORD, N.J. 08096
(609) 848-2739
The Pennsy lives in South Jersey


Alan Evans, Co-ordinator
614-471-7277 or 471-7701

H. J. Hauschild
Railroad Drawings
& Memorabilia
6158 Holmes
Kansas City, MO 64110

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

 **THE PENNSYLVANIA
RAILROAD COMPANY**
WILMINGTON SHOPS
Maryland Division
MICHAEL SALVATORE

BUY • SELL • TRADE • REPAIR

JOHN F. METZGER
RT. 4 Box 326F
Troy, MO 63379-9461
314-528-4214
AFCC 2137
TCA 91-32609
NASG 90R0464C

ROGER L. SHIMON
783 Old Tower Road
Oconomowoc, WI 53066
1-414-567-9686
"S SCALE CAPITAL OF WISCONSIN"

RON INSCHO
Parts and Service

126 Bland Ave.
Bucyrus, OH 44820 (419) 562-6928
Member TCA, AFCC, NASG, COSG, CVSGA

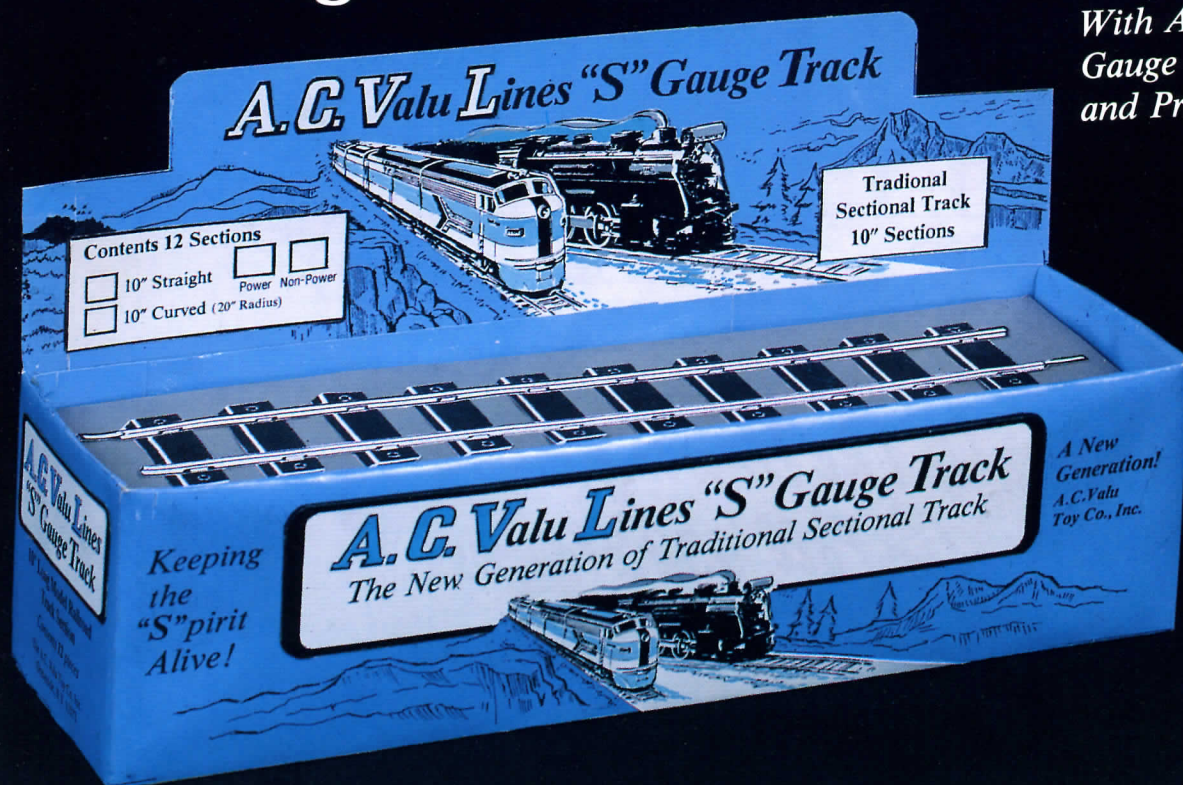

100% NASG MEMBERSHIP


Fellowship, Modules and Fun
Since 1978!

Help finance NASG special projects. 1 year of ads (your art or ours) for \$10.
NASG INC., John W. Metzger, Rt. 4 Box 326F, Troy, MO 63379.

The A.C. Valu Toy Co. proudly announces the arrival of A.C. Valu Lines "S" Gauge Track!

*Code .172 High Rail
Scale Looking Trackage
Completely Compatable
With All Existing "S"
Gauge Trackage
and Products*



A.C. Valu Lines "S" Gauge Track is manufactured from high quality material. Both the rails and joining pins are manufactured from the finest stainless steel. This allows for smoother operation, and greater reliability.

The 10 ties which support the rails are manufactured from a high impact plastic which assures the operator of a quality support system. Each of the 10 ties have a blind hole on both sides. This allows you to tack your track randomly without having to look at unsightly holes.

New and improved powered sections are also available in both 10" straight, and curved sections. No need for additional lock-on-connectors! No need for soldering extra wire leads to power your rails! Just connect 2 wires from transformer to 2 screw terminals located on the ties...and you're finished!

Careful attention has been paid to every possible detail. A.C. Valu Lines "S" Gauge Track has been designed and manufactured to serve your needs. A.C. Valu Lines "S" Gauge Track will not rust or pit...and is as close to scale looking as possible.

Coming soon to your local hobby dealer. All products are manufactured and assembled in the U.S.A. Look for our near future products: Road Bed Material, Auto-Turnouts, 30, 45, 60 & 90 degree Cross Overs, New and Improved/Track Trips, Operating Accessories and *Much More!*

The A.C. Valu Toy Co., Inc...Keeping The "S"pirit Alive!!!

Dealers: To inquire and place orders write to...

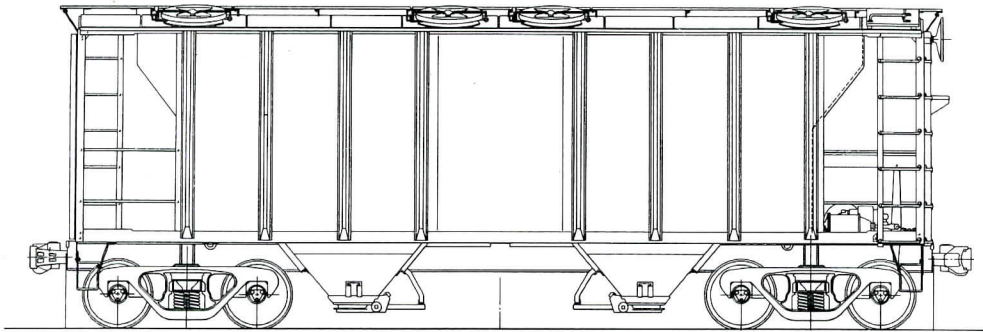
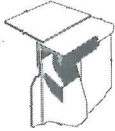
The A.C. Valu Toy Co., Inc.

3530-25 Long Beach Road, Oceanside, N.Y. 11572

Call or Fax: (516) 678-3827 or 678-0415

THE SHAPE OF THINGS TO COME...

From S-Helper Service



On The Drawing Board For Fall '93 Release:

PS-2 Two-Bay Covered Hopper Car

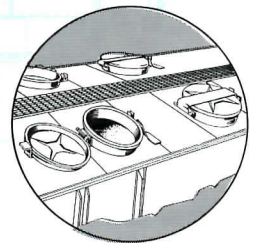
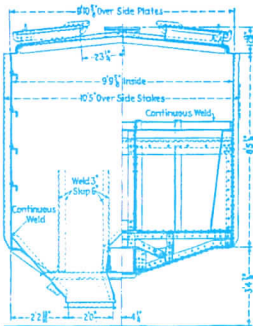
The prototype 70-ton covered hopper car has been transporting cement, sand, soap flakes, stone and minerals for more than 50 years. Now it's coming to S Gauge, exclusively from S-Helper Service—in 12 popular roadnames.

Our high quality models will feature sprung and equalized metal die-cast trucks with Delrin® bearings, AF compatible operating couplers, and many meticulous prototype details.

For hi-railers: These models will be fully assembled and detailed, ready-to-run right out of the box.

For scalers: These models will have mounting holes for Kadee® 802 or #5 couplers, and four Code-110 scale metal wheels.

For more information, including our free brochure, or to place your advance reservation for Fall delivery, call or write:



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