



December 1994

Volume XIX Number 6

DISPATCH



**What's A Flyer Fest?
A Visit To ERTL.
1995 Convention Info.**

Season's Greetings



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NASG DISPATCH

Official Publication of the
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of S GAUGERS

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

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

The Membership Secretary
NASG, Inc.
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COVER

What's Christmas without a train around the tree. American Flyer is right at home.

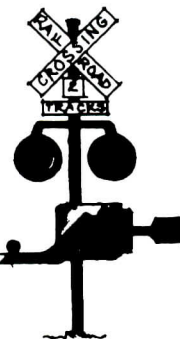
Photo by Ken Kemzura.

American Hi-Rail E Units.

ORDER BOARD

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DECEMBER 1994



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

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A coin has two sides

Friends:

I've been getting a lot of vibes lately from different people in S gauge, both directly and indirectly. It's a subject that has been and will be bantered back and forth for some time and still no definitive answer agreed upon by all parties. I'm referring to the scale and hi-rail groups within NASG.

First, why all the controversy? Each of us looks at model people on an S layout being the same size, the distance between the rails is the same - but from there on it's anyone's game. Hey, everyone, this is a hobby - we're in it to have fun, not to browbeat or criticize someone whose opinion is different from ours. We can't expect to increase our membership if we limit ourselves to one side of the coin.

A personal example is my train club, the Central Ohio S Gaugers. When we organized seven years ago there were six fellows involved, all American Flyer enthusiasts. We felt there was enough interest in the Columbus Ohio area for an S group, and so we began. We didn't have any elected officers, only a volunteer (ha!) coordinator and a treasurer to keep things going. Consensus opinion was that we didn't want to be OVER-organized.

Then we decided to build a portable layout to take to shows and present our gauge to the public. From some of the members' experience with the Cuyahoga Valley Club, we opted to hand-lay code 148 so we could run both Flyer and any S scale that might come along. That size track and ties looked good and would accommodate both hi-rail and scale wheels. We didn't look into modular layouts because we felt the operation would be self-contained, and we custom built a trailer to carry the 14 sections.

Since that beginning we have lost some members but gained more new ones. We're in it to have fun. I believe our membership would not have increased if we had decided to go with code 100 rail on the portable then none of the fellows could run their Flyer or converted Flyer. Now we have members who are moving into S scale and running a combination of scale and hi rail. Our Flyer people buy the new and old and occasionally will run it. The operators bring some Flyer, some converted Flyer and run that. And the scalers bring their scale to run. We get along because we accepted each other's choices and just want to have fun.

Moving on to the NASG, the comment I hear is that hi-railers are dominating and scalers are being left out. Most of those making this comment don't realize that

NASG doesn't pay Lionel for the NASG annual American Flyer car; you members do! The pre-sale does it- no NASG money is sent to Lionel. Doug Peck has a special account for all Lionel Car money received. So the Lionel car project supports itself.

And part of the reason it supports itself is the name "American Flyer" on the car and the box. Collectors purchase that S gauge car for name only. That's the major selling point for the NASG Flyer car, plus its limited availability. Lionel has invested very little in any new tool and die work - all cars and engines have come from refurbished A.C. Gilbert molds-only the model's paint and letting changes.

The same financial arrangement holds true for the 70-ton hopper car being marketed by Railroad Art. The pre-sale and contributions by clubs and individuals were deposited in an escrow account, and that paid for the car. No NASG money was involved.

If scalers feel there is a need for NASG to annually sponsor a car to entice new members, I'm open for suggestions. Just remember, that offering a suggestion regarding this project means I would appoint a chairman from those persons suggesting!! Along with voicing an opinion, I would like to see some action on that person's part. I also hear that scalers feel the *Dispatch* is more hi-rail and Flyer oriented. That comment is probably true because we receive more articles from non-scale writers. This magazine is for the membership, and we're always happy to receive more material than we can print in one issue!

So stand back and look at us!

I suggest we view this controversy from a third person's perspective. Picture two adults behind the S layout at a public show, each bragging about the merits of hi-rail or scale and belittling the other. What's the third party thinking? Certainly he or she won't feel comfortable getting into S if those people are more concerned about their piece of the pie rather than S in general. And probably they'll not ask about the merits of S after getting such an earful. We need to look at the entire picture, friends!

Yes, there is diversity of styles and opinions in S, but that's true with most things in life. We need to understand that diversity, tolerate the other person's perspective, and get out there and promote. We're here to have fun and enjoy S. Let's continue that and bring some new people into our fold by introducing them to all aspects of S, BOTH scale and hi-rail. Then it's up to that person to make the choice. At least we can say we've presented them with both sides of the coin. 

- Alan



Season's Greetings



RAIL MAIL

From Great Britain: Along with his dues, Kelvin White from across the Atlantic writes..." A small Canadian switching layout has evolved from that mentioned last April (see below). It is now based on the east coast area of New Brunswick. *Formerly Kelvin reported that the layout was to be a model of the British Columbia area.* Research resulted in finding out that the vast majority of the car float operation in BC was CP rather than CN which I model, and the vast majority of Alcos which I find so appealing were also used in the east on the CN. The layout's new identity is now the *Finistere New Brunswick*.

The layout had it's first exhibition outing in early April. I've just finished a backscene for the layout, and I'm about to put on a lighting and name plate. Meanwhile, the task of amassing CN stock slowly progresses.

For the record there are 7 S scalers listed within the British Region of the NMRA. Five are Sn3 modelers. Of the 7, three are members of the Whitehorse Railroaders -- a 14 strong, 100 percent NMRA club. The S scalers in this group are myself, John Prior (S standard) and Bill Hutchings (Sn3). Bill and I are the only North American standard gauge S modelers in the UK that I know of."

Kelvin White

Hey, Kelvin -- send the Dispatch some photos??

Pre-School S Gauge: The four day, four year old, pre-school class of Nancy Bolo and Nancy Pool at the Wilton congregational Day School, Wilton, Ct., studied various subjects involving a wide range of subjects. These included nature subjects, community subjects and other kids that age could easily relate to.

As part of a unit on transportation, the class studied trains. This included stories, picture books and a field trip train ride. Back in the classroom NASG member David Pool provided an S gauge train complete with track and transformer to help educate the youngsters. David stressed S gauge's practical, reliable size to the students.

The students even participated by being allowed to watch the train running and to disassemble the track when the session was over. See photo and article continued on page 34.

David, will this be a clinic at Altoona?? Just kidding, this is a great idea to get 'em interested while they're young. -- ed.



(Continued on Page 34)

Jeff's Junction

SEASON'S GREETINGS TO S-LAND!

Now, I'd like to recall last year's December editorial ('93') where I postulated about setting up seasonal S layouts in your home to start a holiday tradition, if you hadn't already been doing so.

Well, how many of you did so this year? If you did, send me some photos for next year. If you didn't -- may the fleas from a thousand camels infest the hair under your armpits! Remember, this is a way to spark some interest in non-S and S visitors during the holiday season and to provide more enjoyment in decorating. My own efforts are shown in this issue.

Shifting gears, I'd like to urge each and everyone of you to complete the survey inserted in the October issue and return it to Will Holt. Here is your chance to put your 2 cents where your mouth is! Make some careful choices and get it in!

Lionel and the other S manufacturers are now seriously looking at the results of our surveys. Doesn't matter what area of S you're in, many questions will affect you somehow. Remember, if your answers are honest, and a product is made, and you buy enough of them -- well that's progress folks -- and S needs a lot of progress.

So take some time, if you haven't already, and complete this survey with realistic answers. You'll even save 3 cents if you mail it in before the postal rates go up. Make it a New Year's Resolution to do so and to pass out some to non-NASG members for their input too.

And speaking of resolutions -- mine is to begin a module (or layout section) in S scale standard gauge. You can make your own -- finishing those long dormant modeling projects, sending in some articles to the *Dispatch* or paying your dues on time.

Sorry the October issue was delayed. I knew the late convention would put us behind, but some photo delays, late ads and computer problems pushed things back even more. Ahh, there's another New Year's Resolution here somewhere.

Happy New Year!

Jeff

WHAT IS A FLYER

By Jeff Madden

**MC BRIDE & SONS, BARNUM & SCHAFER
Presents An
American Flyer Traveling (rail) Road Show**

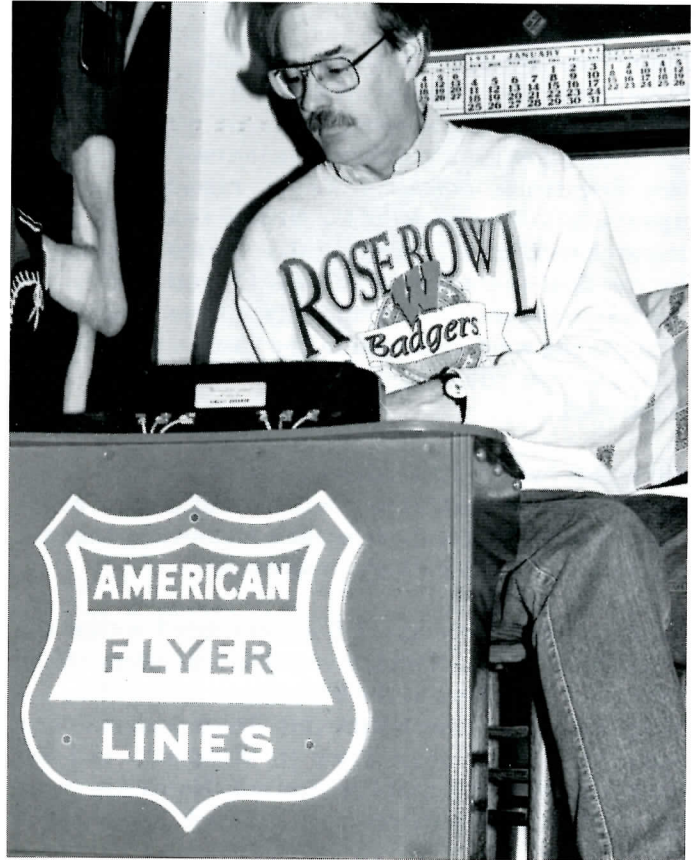
Wrong! It's not a swap meet or a mini-S convention. It is a festival of sorts among friends with a mutual interest in trains and American Flyer S gauge. At a 'Fest' American Flyer trains are operated on a complex temporary carpet layout interwoven among the furniture and in most rooms on one level of the host's home. It's both serious and fun.

Each time, about 3 or 4 times a year, a unique and impromptu layout is designed to loop throughout the hosts home. The layouts are always single track with about 6 passing sidings. They are either continuous or reverse loop-to reverse loop designs. Level crossings are used liberally in the designs. Only rarely is any elevated trackage used.

On the main level of the home only the bathroom usually escapes trackage. An attempt is made to keep some walking aisles in hallways and rooms. There are even some pre-cut permanent "tunnels" made in walls of homes of some of the regular hosts. Furniture is either gone under or around.

Mike Schafer of Waukesha, Wisconsin, and Mike McBride of Dixon, Illinois, usually coordinate the track design -- either sketched out ahead of time or laid out on a trial and error basis. Even in the relatively small homes of some of the hosts -- up to 500 to 600 feet of continuous single track with passing sidings and many level diamonds is put down in spaghetti noodle fashion.

Trackage: American Flyer sectional track, plus some K-Line long straights. Turnouts are Flyer. Crossings are Flyer and custom built. Rubber roadbed is used on



Your editor takes a turn at the power desk.

Photo by Terry Madden

linoleum and wood floors. Some short trestle sections are sometimes used to transition uneven flooring.

Operation: A central control table designed and built by real railroader (works for the CC&P) Mike McBride holds a 12B 250 watt dual control transformer which

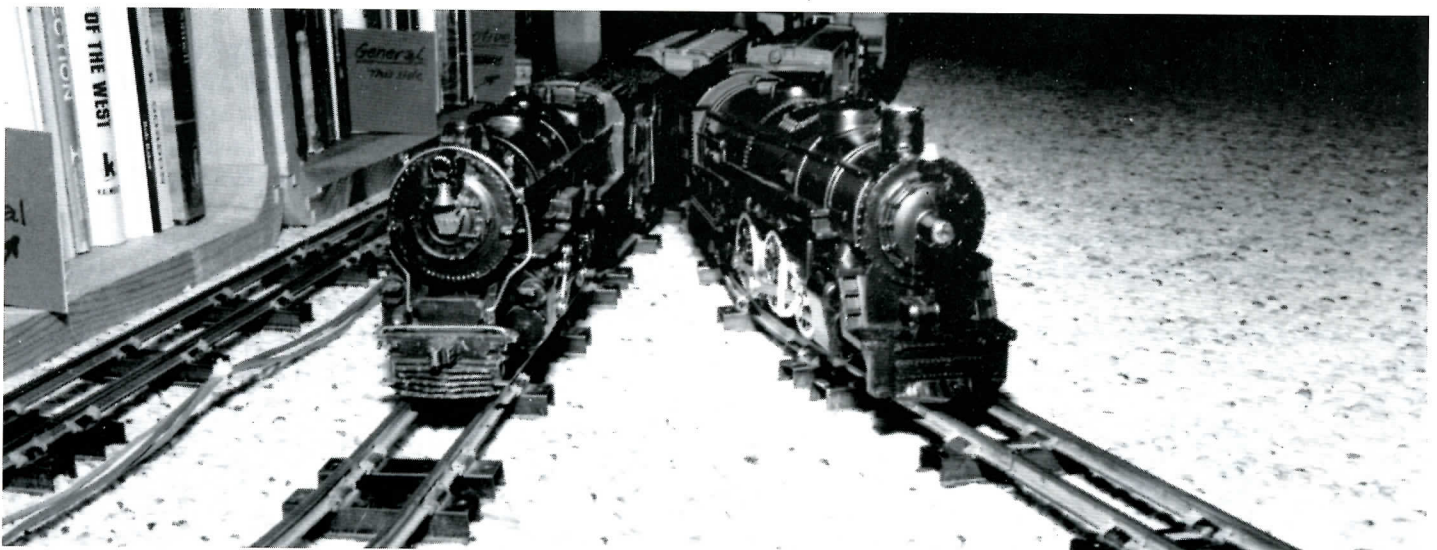


Photo By Terry Madden

FEST ?

powers the entire layout of 6 or more trains operating simultaneously. "Power on" loudly shouted is the siren call for the power desk operator to throw both throttles wide open. A hollered "power down" from a crew member around the layout means to cut the track power, usually because of a derailment or electrical short. With fewer than 6 trains running the throttles would just be notched back accordingly.

Siding operators: Usually 3 or 4, are positioned around the layout to control the switches of the passing sidings. Siding operators often control 2 adjacent passing sidings so that fewer are needed. These are electrically controlled most of the time, but occasionally a manual turnout is used where it is easily controlled by the operator. The operator's responsibility is to manage "automatic meets" at each passing siding...

When one train enters the passing siding with the other track open, the operator throws the switch behind the train, breaking the electrical circuit and stopping the train. When an opposing train enters the other track, the switch behind this train is thrown. This allows power to both trains, and each leaves town having completed the meet.

Crossing Tower Operators: These crew members guard some of the complex level crossings including the infamous home-made 3 way diamond which is always a challenge to control. Flyer semaphores connected to push button controllers guard key diamonds -- but by design, not all of many diamonds are electrically protected thereby challenging the passing siding



One of the Flyer Fest co-founders, Mike McBride in a "siding operator position." Photo by Terry Madden.



Mike Schafer, who hosted this Flyer Fest in 1993, serves as the "Big Hook." Photo by Jeff Madden

operators to pay attention to the ones which aren't protected that they can see.

Alert operators and "lady luck" combine to allow smooth operation. Communication between the power desk, siding operators and tower operators is usually by voice, occasionally by headset walkie talkies. Grabbing of trains is permitted to prevent an obvious collision.

Trains: All trains are American Flyer with auto-knuckle couplers. Most steam engines have smoke units. Usually, newer diesels (PAs and GPs) don't last a complete session -- they heat up and need a rest. Most reliable power units are the older steamers: 4-8-4s, K5s, Atlantics, Hudsons and Pacifics. There are usually 2 passenger and 4 freights running at once.

So far the record number of feet of track laid is about 600 feet. The record running time without any wrecks, derailments or track pull-aparts is about 20 minutes. I think up to 8 trains were tried, but 6 at once seems to be the optimum.

Some basic terminology:

Power Desk: Table which holds the 12B transformer
Power On: The power desk operator turns the throttles up.

Power Off: Turning the transformers off.

Pull-Apart: Track sections that work their way loose.

Kick-Apart: Track sections are kicked apart by human feet.

Head-on: A cornfield head-on collision.

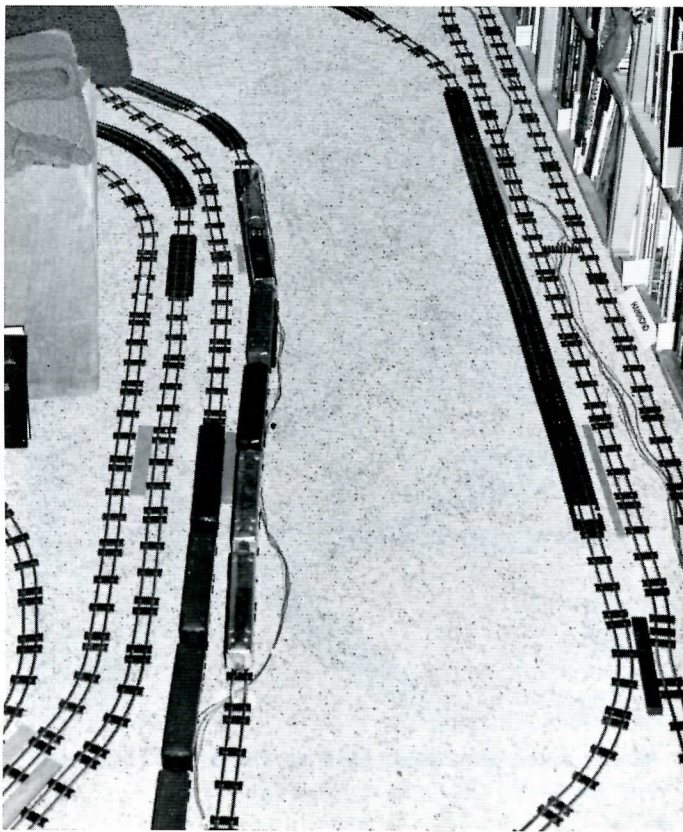
3-way head-on: A collision at the 3-way crossing involving 3 trains.

oops!

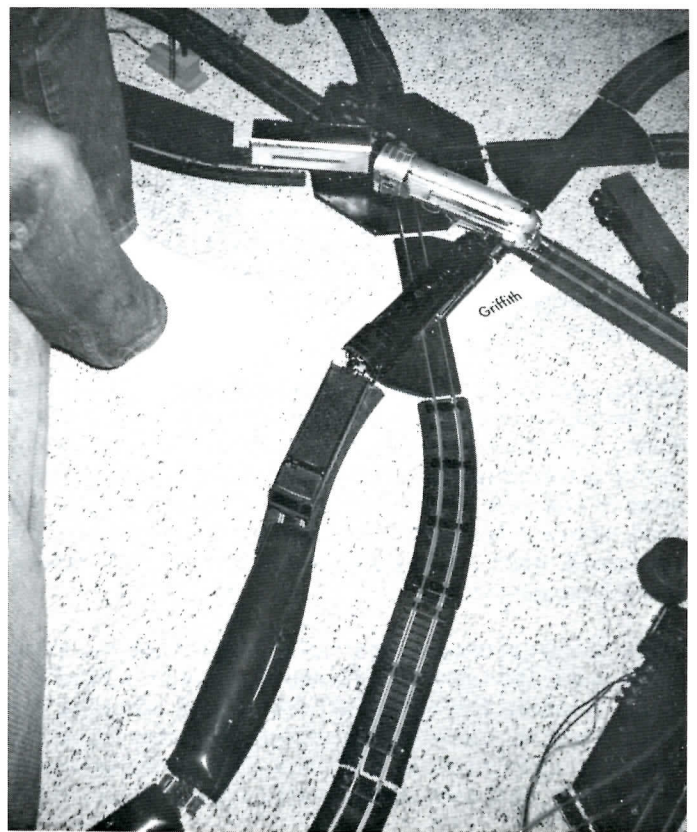
Whoa!

Stop!

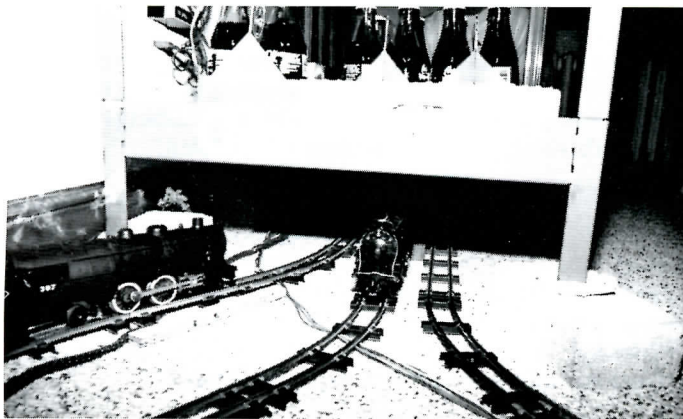
(Continued on Page 9)



It's good to keep some walkways between track.



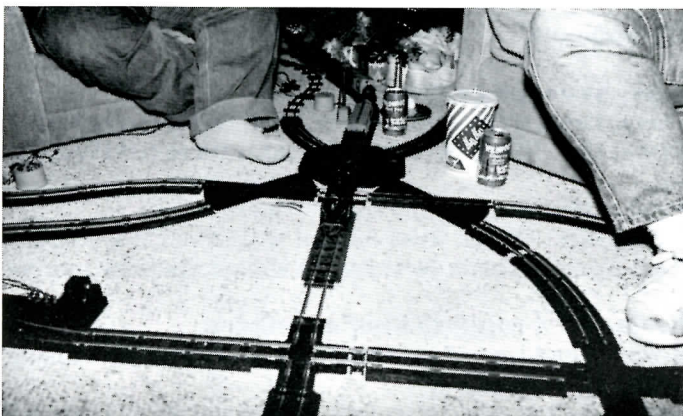
The 3 way crossing is the major nemesis.



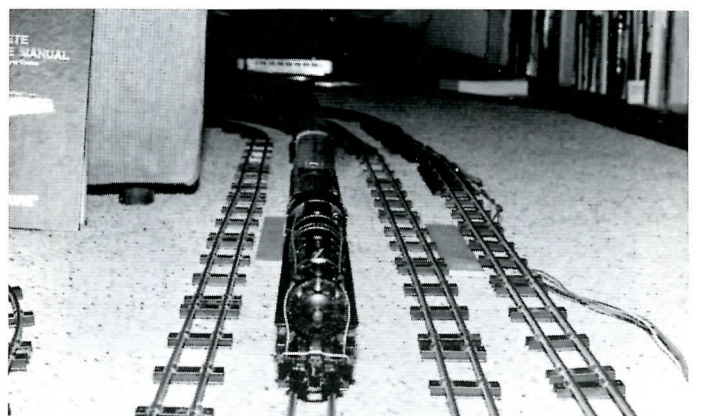
Furniture is no obstacle.



OOPS !



Foot room is at a premium.



Two tracks at right are passing sidings. Two on left actually single track.

All photos by Terry Madden

Flyer Fest Continued --

Ohhhh!

Siding operator: Operates switch controls on 1 or 2 passing sidings.

Interlocking tower operator: Controls complex diamonds with circuit interrupting buttons.

Engineer: Power desk operator.

Civilians: Those eating, watching TV, cooking, or otherwise loafing.

Over New Year's 1993-1994 the local "Fest" hosted by book editor Mike Schafer (Andover Junction) had a conglomerate of guests who included 5 rail editors, including yours truly, Dave Ingles, *Trains*; Jim Boyd, *Railfan*; Schafer; and Alan Bellis, *Railpace*. Head honcho Mike McBride is a real railroader who works as a signal maintainer for the CC&P. Most other volunteer operators are involved in rainfanning and/or modeling to some degree, and they included the 'brothers' Moser - Rick and Phil, John and Cheri Schultz, Otto Dobnick, John Morley, the McBride sons - Andy and Chris, Bob Gallegos, and my son, Terry.

Family members not involved in operating involve themselves in socializing, snacking and tip-toeing among the tracks and trains. Space for sitting and standing is usually at a premium as you can imagine. Schafer's dog, "Max," takes everything in stride and manages to evade virtually all trains -- he hasn't even had a tail run over yet to my knowledge. A previous Flyer Fest at the McBride home even had cats sneaking through some of the "wall" tunnels. Maybe those Flyer trains looked like big mice?

Several "teeny bopper" daughters, including mine, manage to amuse themselves by sending notes to each other in open gons or hoppers. M&Ms are a favorite load as well.

How did it all start?

Back in the mid-80s mutual friends Mike Schafer and Mike McBride, both serious HO modelers, began collecting American Flyer trains and track -- you know, the old nostalgia that kicks in during middle age. They both shared an interest in operating, not shelving, their new acquisitions. That's sort of how the round-robin Flyer Fest got its start.

One of the largest was held in 1988 (your editor's first) in the Interurban Press offices in Waukesha, Wisconsin, where over 587 feet of mainline track was looped around rooms and strung along hallways. Since operators were not in shouting distance, radio headsets were used with a dispatcher using M&Ms as markers on a track diagram.

The only other writeup of this unique operation was in the March/April 1990 *Saugian* by Mike Schaefer which goes into more detail into the origins of the Flyer Fests.

I've discovered that the Flyer Fests can be a real family oriented way to share operating American Flyer Trains. Attitudes of the operators vary from serious (running accident free) to the zany (when things happen intentionally or unintentionally, like train wrecks).

Flyer Fests can be a way to run trains on a temporary basis on a large extensive layout. Each setup is unique,

and each offers new challenges to the operators. Yeah, I know, there's no real scenery, very few buildings and a minimal amount of accessories. But, good old imagination quickly takes over once the trains are running and chuffing about. To help the imaginations along, each siding and most crossings are given railroad names on folded 3x5 cards.

Problems often encountered: Power loss on sections farthest away from transformer. (usually, this is solved by adding feeder wires), failing knuckle couplers, overheating engines, track separations, sticking semaphores and human error.

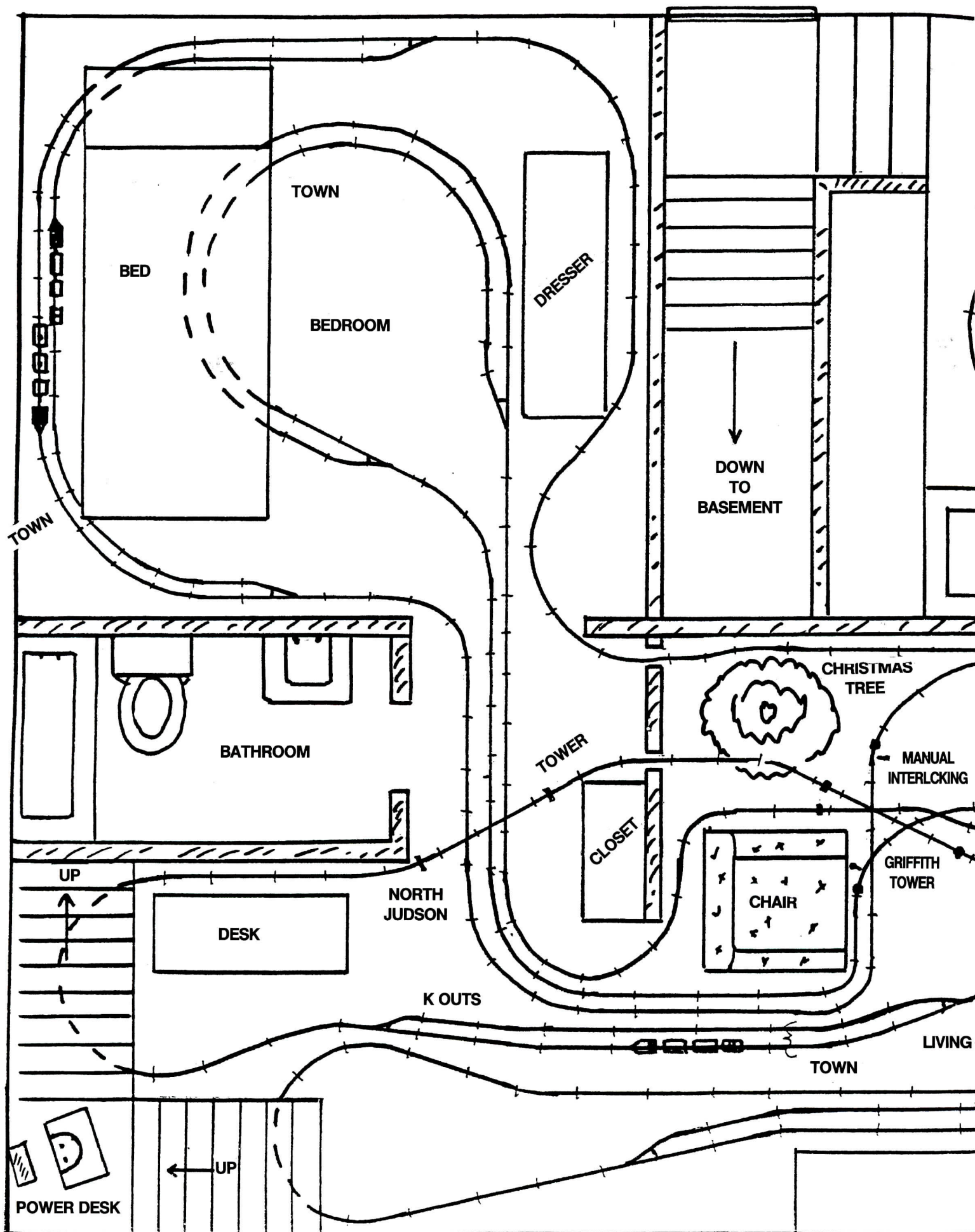
Like the kid in the cereal commercial says, "Try It, You'll Like It." 

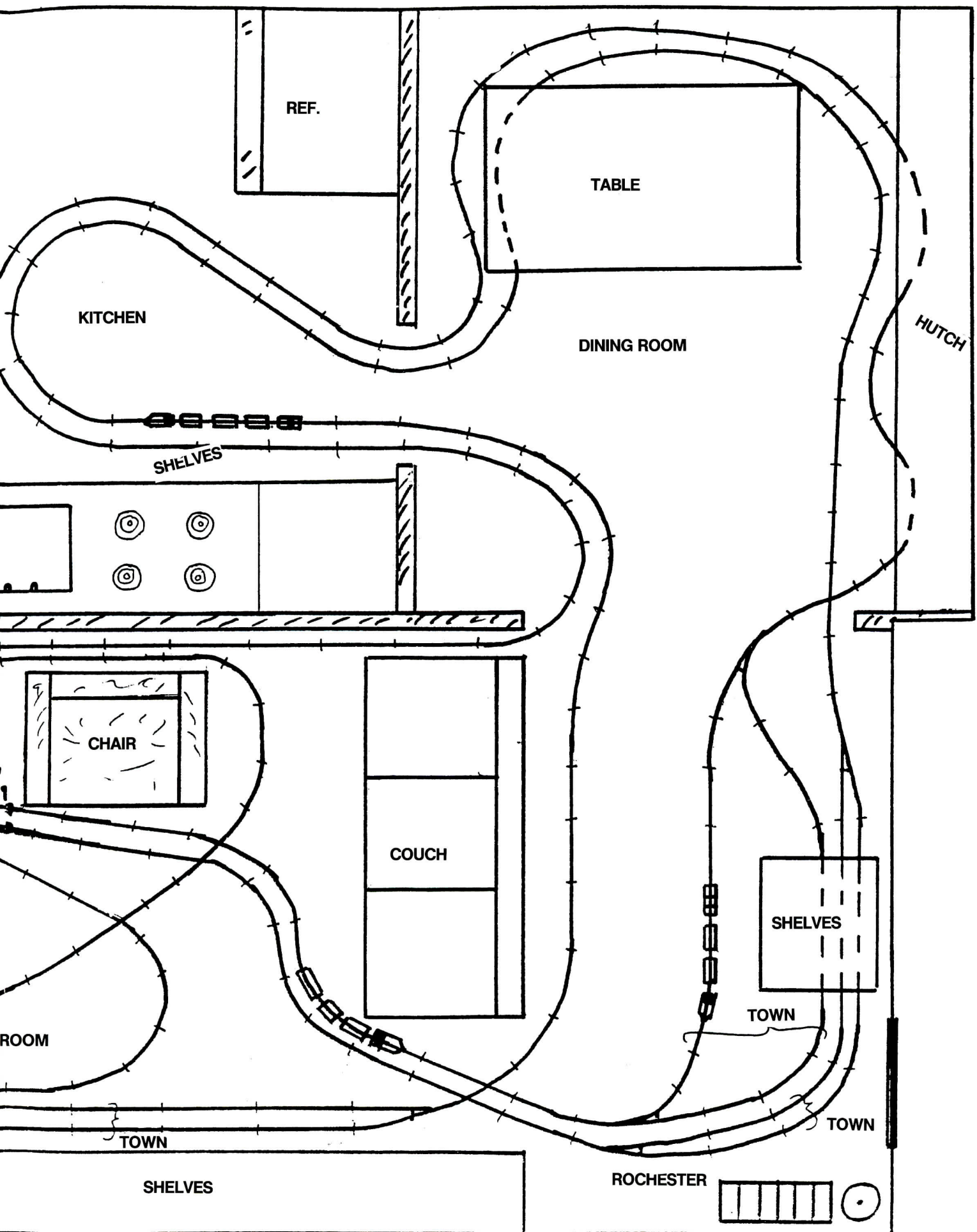


Siding Operator Phil Moser gets a lecture from Max, The Wonderdog. Photo by Jeff Madden.



John Schultz guards multiple crossing at North Judson. Photo by Jeff Madden





COMPACT END MODULES

By Ted Larson

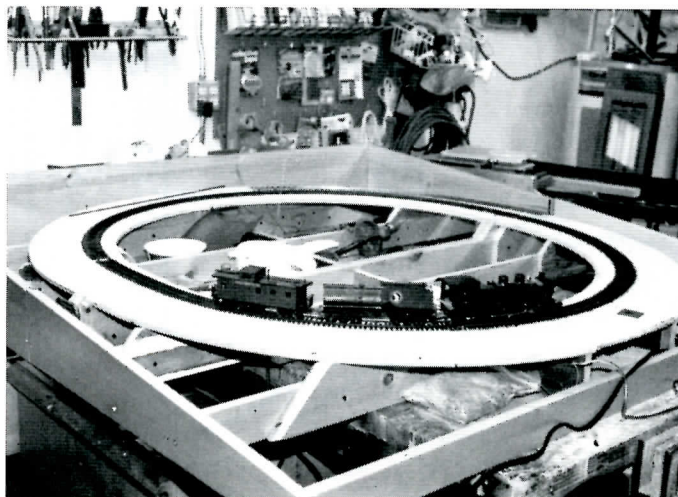
A Compact End Module

One of my favorite activities as a member of Minnesota's "Pines & Prairies S Scale Workshop" was operating Earl Larson's modular layout at shopping mall train shows. I looked forward to finding similar activity when I moved to Rochester, NY but found no other local S gaugers. Since I did not care to transport and set up a full size modular layout by myself for local train shows, I decided to set up 2 concentric loops of AF track on folding tables. I ran AF on one loop and fine-scale equipment on the other. I was amazed at the number of people who stopped to ask what it was, or to ask if AF parts were still available. The small loop of track did NOT prevent their enjoyment of the trains, or mine! A photo of kids watching a smoking AF steamer even made it into the local newspaper.

This success set me to thinking about building a portable layout small enough for easy transportation and set up, and reminded me of a 1970's article which described "a portable exhibit layout built by a real live-wire named Ed Loizeaux, a member of the Bay Area S Gaugers of San Francisco." His 4' x 6' exhibit layout necessarily had tight radius curves, but it sure looked a lot better than my AF track on table. See Fig. 1.

I thought about copying Ed's design, but another issue to consider was storage of an exhibit layout when it was not in use. Meanwhile, I was pondering how to build a modular layout in my basement without the corner modules using half the available space. Then, eureka! If small radius curves were functional on an exhibit layout, why not also at home? Hence the idea to build "compact" end modules for use at home and at shows.

The pair of end modules shown in the photo and in Figure 2 are each 2-1/2' x 5', small enough to easily fit in a station wagon, and easy to set up without help. Because the spacing and setback distance of the tracks match the



A pair of end modules are shown here. They are small enough to fit in a station wagon. Photo by Ted Larson.

NASG module standards at the joint, straight modules for home use (Figure 3) or show use (Figure 4). I built the modules with code 148 track on the inner loop, and code 100 on the outer loop. The inner loop's radius is 22-1/2 inches, and the radius on the outer loop is 24-1/2 inches. *Center-to-center on double track should be about 3-3/4 inches depending on sharpness of curve.*

These modules are working well with one exception. One AF engine has a very wide front which overhangs so far on curves that it knocks into rolling stock on the outer loop. It was embarrassing to make that discovery while running the trains at a show. The plans for these end modules will be available for a future issue of the *Dispatch* (with the track spacing increased to avoid the AF overhang problem).

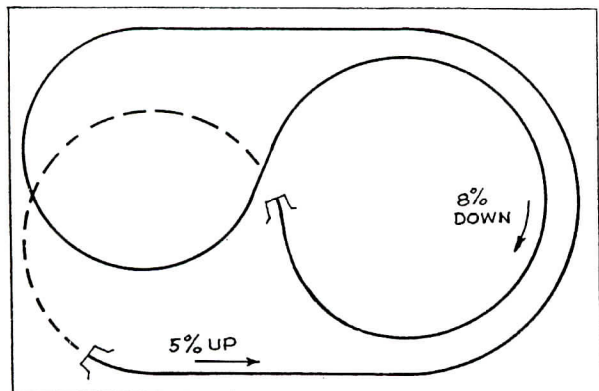


FIG. 1

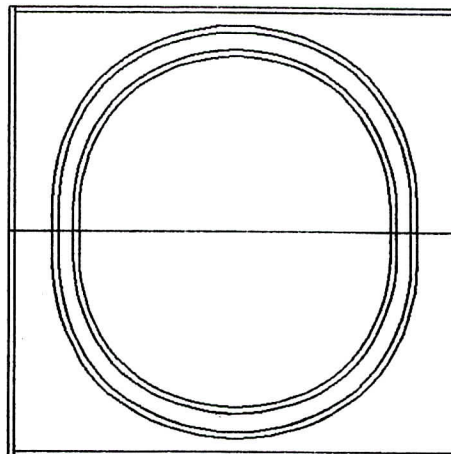


FIG. 2

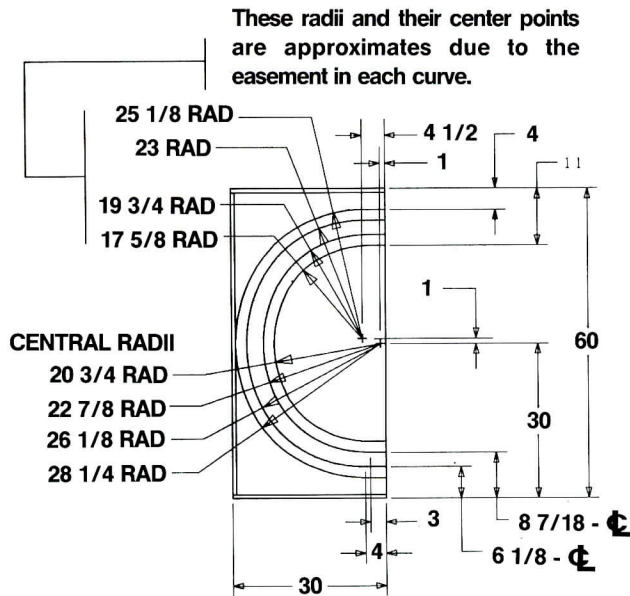


FIG. 5

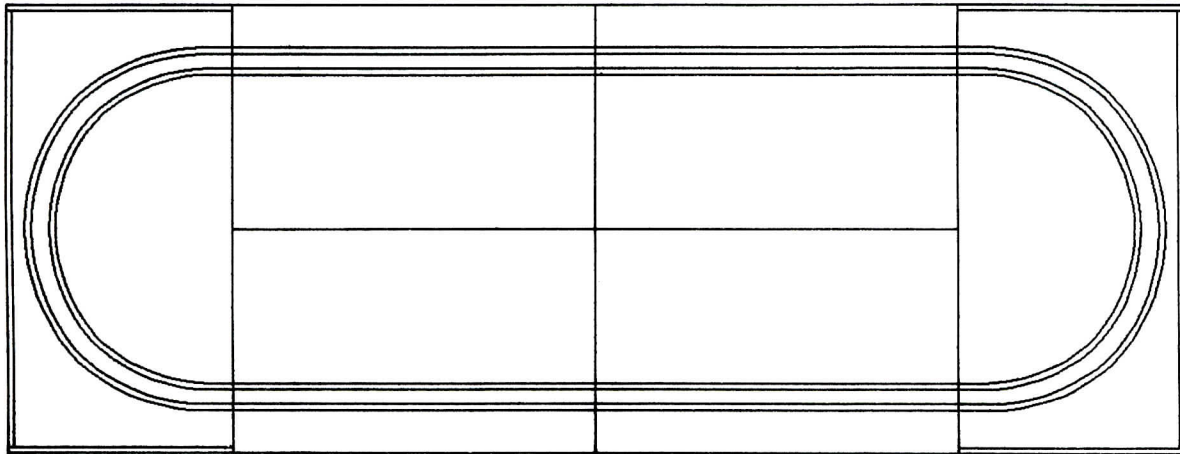


FIG. 3

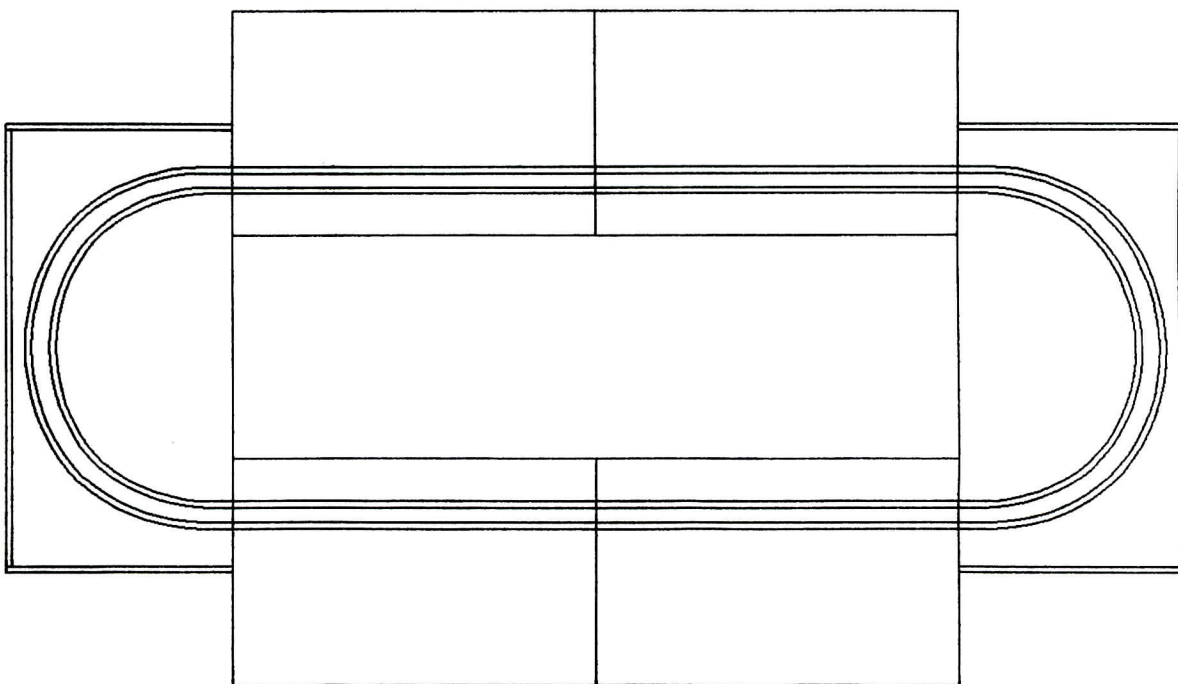


FIG. 4

Len Giovanolli and the Xfer Caboose Caper

by Rollie Mercier

Many years ago, on a dark and dreary night of course, I concocted the idea of an Xfer Caboose on an Xover. Of course there wasn't a prototype for such an item, s-o-o-o I stretched the old imagination and came up with a caboose that sat squarely on an AF 90° crossover.

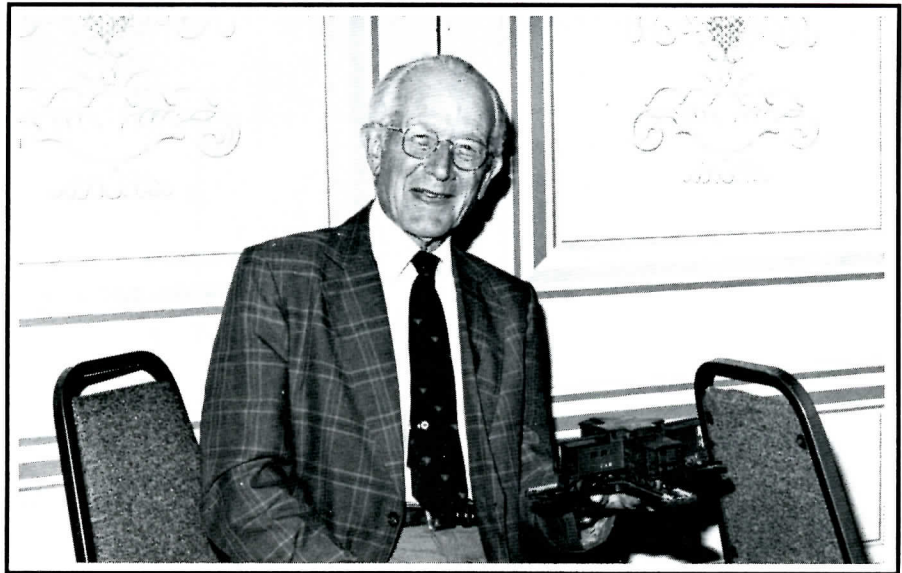
To build this unique non-revenue car, so t' speak, two AF cabooses were sacrificed, but not by the usual stomping meted out by the dynamic Ken & Rollie duo. Instead they were cut in half and joined at right angles cupola to cupola, with a new floor and reinstalled AF running gear.

The resulting masterpiece was entered in the model contest at the '82 (I think) convention. Naturally it drew throngs of curiosity seekers. Oohs and ahhs were heard wafting from the display room and the model narrowly missed being chosen as "Best in Show" by a mere factor of .10 out of a possible 10 points. It did garner the other highest trophy - the Cheap A__ B__ ___ d Award.

Being the convention's auctioneer for so many years has its high points. That year I slipped the Xfer caboodle, as y' might call it, in the lot to be sold. Sorta taking advantage of the hysteria over such a work of art, y' might say, and it was Art who led off the bid with a whole nickel, (that's Ubiquitous Art Doty, if y' haven't guessed). This brought an immediate reaction from the otherwise drowsing crowd and in no time, bidding topped a quarter.

Now you have to remember in those days for a mint 930 in the box with A. C.'s personal autograph brought as much as two bucks. Most were 50¢ or less. AF made a heck of a lot of 'em and cabooses were a drug on the market.

Well anyway, Bill Wyatt bid a whopping dollar. A hush settled over the



A beaming Len Giovannoli and his prize - the only Xfer Caboose on an Xover in existence. Len's comment: "Extraordinary!" ...S Gauge Herald Photo.

otherwise indifferent mob. Art Doty raised it a nickel. This was going to be a tough night!

Another dime here and a quarter there soon had the price skyrocketing towards the three dollar level. I was flabbergasted. A half a buck's worth of caboose parts and a bit of glue was commanding a king's ransom. I shoulda built a dozen of 'em.

With a little more coaxing, the price slipped past \$5.00. This otherwise diffident crowd had come to life and recognized pure genius for what it was worth. In a matter of moments, the bid pegged at \$7.99.

I couldn't get another nickel out of Art Doty and it looked like Bill Wyatt would be the proud owner, but before the gavel unraveled for the last time a quiet voice from the back, previously unheard from mind ya, let out a bid.

"Ten Dollars!"

The otherwise astonished room of revelers sucked in their breath in one great draft. It was so quiet you could hear a pin drop in a bowling alley. Everyone, including me, focused on the beaming culprit: none other than Len Giovanolli.

I was so taken by surprise that I dropped the gavel and knocked over my cocktail, (Shucks - at the hotel's rates, that was half the bid).

I regained my composure and recouped the soggy gavel - "Sold!" I hollered. Oddly, no one objected and Len came up with a Tenner in hand to retrieve his precious objet d' caboose, y' might call it. I asked Len what possessed him to buy it and he answered in his soothing southern drawl, *"I needed a crossover."*

I saw Len again at later conventions and he never failed to mention the kick he got out of owning the only Xfer Caboose on an Xover in the world. Once I told him that I planned to build a Wyeboose someday and he grinned and said in his best Kentucky, *"Don't look at me!"*

...Least ways, that's how I recall 'im.... Rollie.

Rollie is a past president of NASG, (1981-1985). He is currently publisher of *The S GAUGE HERALD* as well as books on other subjects.

GARDNERS, PA (READING) 2-HOLE OUTHOUSE

Plans & Photos by Jeff Madden

Always being partial to the diminutive and the quaint when it comes to architecture, I have always kept my eye open for structures which can add interest and spice to a model scene.

I drew up plans from actual measurements for a twin compartment (2-holer) which is located at Gardner's Station on the Gettysburg

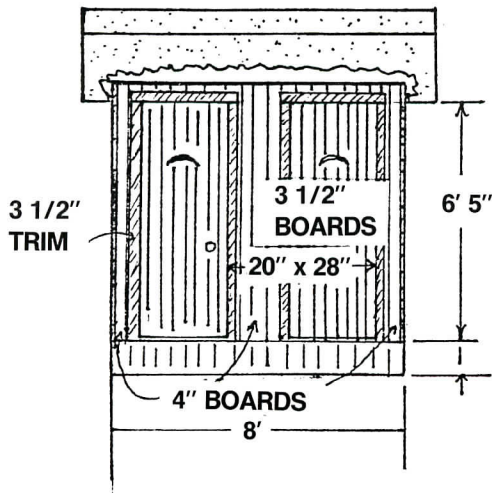
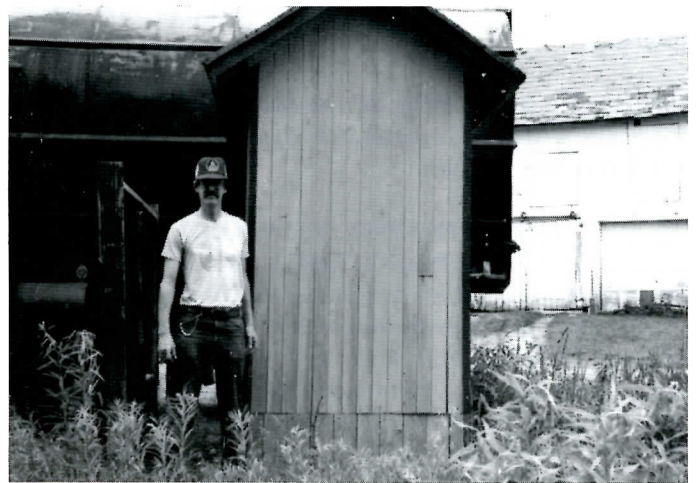
Railroad (ex Reading) north of the famous Civil War town.

The privy was painted buff with brown trim to match the nearby station. Privacy partitions were still partially in place when I viewed the structure.

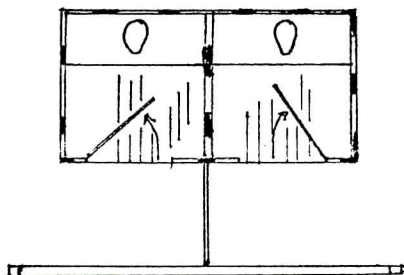
An outhouse such as this one can be an easy one night project using scrap

styrene or wood sheathing left over from a kit. Doors could be modeled closed, but would be more eye-appealing if left ajar.

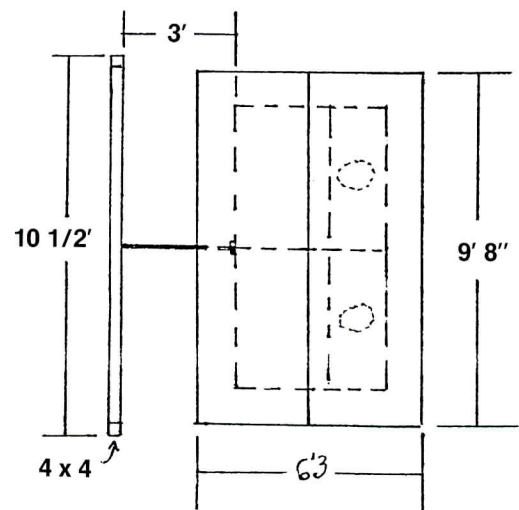
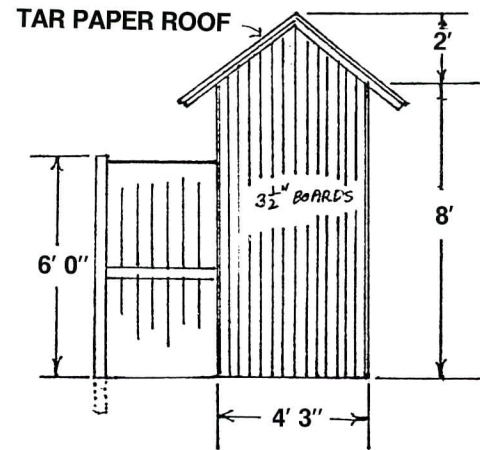
An unusual feature of the Gardner's biffy is the location of the crescent moons -- they are cut out horizontally rather than the more usual vertical positioning.



**BUFF WITH
BROWN TRIM
SCALE 1/4" = 1'**



**PLANS
S
SCALE
3/16" = 1'**



THE DISPATCH VISITS ERTL

By Jeff Madden

On May 6, 1994, your editor visited Ertl in Dyersville, Iowa, to see what was what, especially the 1/64 line of farm toys and diecast vehicles. Arriving in Dyersville around mid-morning, following a bit of railfanning around Dubuque, I met with Product Manager James Willey.

I was graciously given a plant tour and treated to a "Spring Fling" brat buffet which was a management perk for the employees which I just stumbled into. Boy, it was good too.

With lunch out of the way, Jim and I chatted toys -- mostly about the 1/64 line. A brief history of the Ertl Company will follow this article.

INTERVIEWING THE PRODUCT MANAGER FOR 1/64:

Jim Willey: "Yes, there are some exciting 1/64 projects ahead; some nice things railroaders will enjoy."

Editor: "Where are most of the 1/64 items produced?"

Jim: "Most diecast 1/64 tractor trailers are made right here in Dyersville. Some of the 1/64 diecast vehicles are produced overseas. The 1/64 plastic farm items are produced and assembled in Mexico. However, the design and marketing of all of the 1/64 line is done right here in Dyersville. We are a worldwide company, but we still

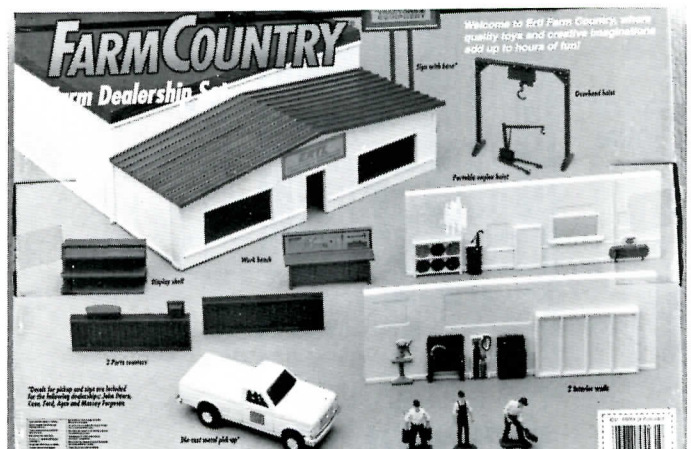
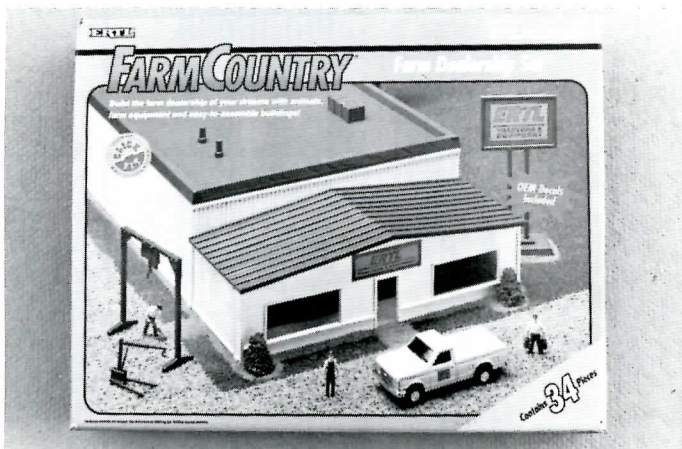
limited edition items are selling well. Admittedly, we primarily build and market toys for kids; the hobbyist and collector is a secondary market -- but they are considered. Toy safety guidelines sometimes limit detail, but scale authenticity and quality are priorities."

Jim: "You might be interested to know that the names on our farm toy vehicles are fictional (not the limited edition items, of course). The C&J initials on the 1/64 farm equipment, for example, are the initials of my own children, Chris and Jackee. Many companies order tractor trailers and other items with their own logos imprinted for their own use.

As far as custom imprints on 1/64 vehicles from Ertl goes, the only available vehicles in this scale are the modern straight vans and the modern tractor trailers. Organization such as the NASG and individual clubs can order as few as 500 units with custom designed paint and lettering."

What's New from Ertl?

Diecast: Of course, we're all aware of Ertl's 1/64 farm and construction line which includes replicas of John Deere, Case, Ford and Caterpillar equipment. Both modern and historical farm tractors are available to satisfy modelers and collectors of different eras. The majority of the farm and construction equipment is,



The Farm Dealership set should be a versatile structure for S.

Photos Jeff Madden

employ 1200 to 1300 people in Dyersville."

Edit: "Who makes decisions on new Ertl products?"

Jim: "I confer with a marketing team on the 1/64, 1/43, 1/32nd farm and bank items."

Edit: "What about limited edition runs (custom printings) ordered by organizations such as the NASG?"

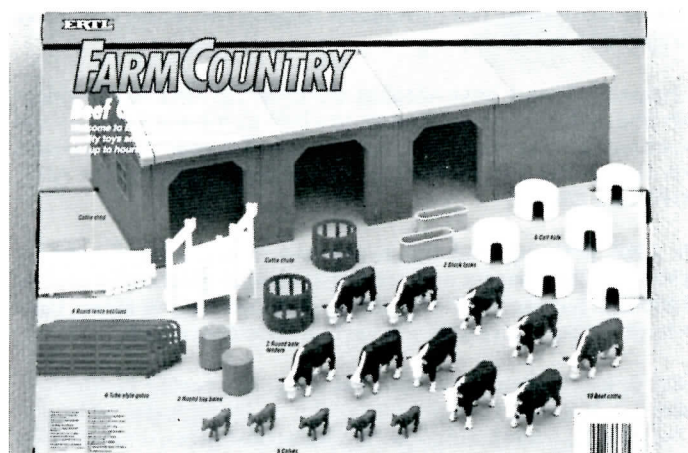
Jim: "We will work with organizations. Right now our

however, of a mostly modern era genre.

The "Mighty Movers" 1/64 construction series includes a good variety of vehicles including a grader, bulldozer and front end loaders. Trucks offered by ERTL in the 1/64 line include tractor trailers of varying styles, some short straight vans (International), some modern Pierce fire

trucks and modern GMC and Ford pickups. Jim hinted some vintage vehicles might be in the works. New -- shown in this issue -- is the GMC dual rear wheel pickup which is sure to please modern era S gaugers. Also new are several trailers to go behind the pickups; flat, livestock and fertilizer tank.

Listed as new in the '94 catalog are some new varieties of the short straight IH truck: flat bed, grain, weed sprayer, milk, and beverage delivery. The modern tractor trailer variety from Ertl includes these prototypes: Kenworth COE, a generic COE, White (with or w/o sleeper cab), Freightliner, Ford and Kenworth. Many of these are new and can be found at shows with various standard and custom imprints.



Small details and animals make this set desirable for S Gaugers.

Plastic Farm: Ertl shows off an expanded 1/64 playset line in the '94 catalog which will provide S gaugers with plenty of new farm-related structures and accessories to go along with their established line.

All of the "Farm Country Sets" are adaptable to S gauge Hi-rail layouts as is. Scalors or more detail oriented hi-railers can pick and choose among buildings and accessories in these sets. Many of the structures could be reworked (new roofs, for example) if more adult realism is desired.

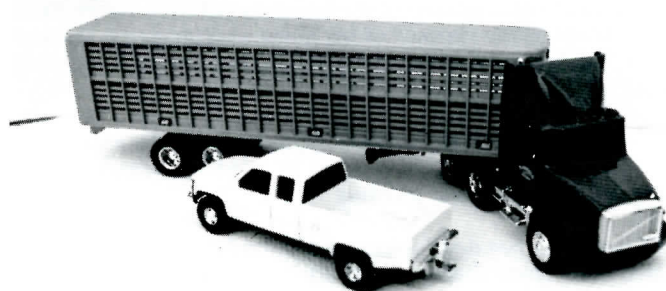
The new "Ranch Rodeo Set" includes a grandstand, fencing, figures and animals, all of which could be adaptable to any train layout. The "Longhorn Ranch" also provides fencing, figures and livestock in 1/64 scale. A toyish log style ranch house is a bit of a stretch to be used as a scale building on a layout, but with some re-roofing it might look good as a resort or western restaurant.

The relatively new "Farm Dealership" set has the most obvious right-out-of-the-box use for S. It's a modern modular metal style building designed as a farm implement dealer business which could easily be converted to a light industrial plant or warehouse.

If true proportions for S are to be adhered to, unfortunately, the farmhouse and barns are closer to 1/43 scale, but again, these could be reworked to closer match S.

ERTL is one of the very few major manufacturers who mass produce 1/64 items, and we in the NASG should be grateful we can easily find these items at almost any discount and toy store.

My inputs to Jim Willey -- some town structures, grain elevator, gas station, storefronts, fast food restaurant. I wished for some vintage vehicles, both cars and trucks. "maybe," said Jim.



1/64 ERTL Diecast Trucks.

Both Photos by Jeff Madden

ERTL FACTS

Plant 1 - 20 die cast machines.

Most die cast zinc and aluminium.

Aluminum is melted at 1300 degrees.

Zinc is melted at 800 degrees.

The last few years, we've gone to a lot more zinc because of the custom imprint (banks).

19 Million rivets used per year.

1,221 miles of Shrink Film used per year.

4 - 4 1/2 Million corrugated boxes per year.

Ertl Employment

Low - Approximately 850; High - Approximately 1,200

Ertl has Offices/Plants in Mexico, Canada, Italy, United Kingdom, Dallas, New York and Chicago. 🚚

THE ERTL COMPANY

A Basement Operation To An International Toy Company!

In 1945, World War II had just ended and so had Fred Ertl Sr.'s job as a journeyman molder in Dubuque, Iowa. However, his responsibility as the breadwinner for his family of 7 had not. A labor dispute cost him his livelihood and he decided working for someone else was not for him. He chose to go it alone in the true American tradition.

Fred made toys for his five children through the years and they always enjoyed playing with them. This led Fred into analyzing what toys might sell in the local market. Dubuque is in the heart of the farm belt. John Deere was building a plant on the outskirts of town and no one was making any toy farm equipment. Intuitively, he felt certain most children would want a toy replica of a tractor. The answer to the question - "How would his family make it on their own?" was suddenly quite clear. The Ertl's would build toy tractors.

Fred, his wife Gertrude, and their children began manufacturing the tractors from melted war-surplus, aluminum aircraft pistons in the basement of their home. Fred melted them in the furnace of his home and formed it in sand molds. The boys assembled the tractors and Gertrude painted them.

In 1947, Ertl moved the business from his home to a westside Dubuque building. Orders poured in, and he began adding additions to the original building.

The Company's fast developing reputation for quality and detail helped them obtain licenses to produce similar toys bearing the trademarks of famous farm equipment manufacturers, such as John Deere, Case-International, Ford, Deutz, and Massey Ferguson.

When the firm ran out of space again, Ertl decided to build a factory. The Dyersville Development Corporation convinced him the eastern edge of their town was the place to build, and by July, 1959, production was underway with 50 employees and 16,000 square feet of space.

In December 1967, the Company became a Subsidiary of the Victory Comptrometer Corporation assuring security and growth for the Company.

As Ertl grew, the necessity for other types of toys to market along with its die cast line became evident, and in January, 1971, Ertl purchased Carter Tru-Scale products and enlarged its line with many more farm toys.

Plastic model kits joined the Ertl line in September, 1972, but a completely different product line was added in 1974, when the "Structo" Division of the King Seeley Thermos Co. was purchased.

The line was introduced at the 1974 Toy Fair as "Ertl products," opening a new field to the firm in the toy market. The "Structo" line of steel stamped toys was changed in 1976 to "Ertl" steel-stamped miniatures to coincide with Ertl's reputation of producing toys with precise details.

The business has grown mightily since the first metal was melted in the home furnace in 1945. The Dyersville plant has been expanded 10 times to its present size. In 1975, with an additional 240,000 square feet, Plant 2 was opened one-half mile south of Plant 1 on a 40-acre plot.

Ertl began its active export program in 1973 and now sells toys in Canada, Europe, South Africa, Australia, Japan, Singapore, Hong Kong, and many other countries around the world.

We have always maintained a close working relationship with

John Deere, Massey Ferguson, Ford, Allis Chalmers and J.I. Case and International Harvester (currently known as Case International) to assure our consumers not only great play value, but also precise detail with each new model we release.

That attention to detail is a major factor in our Company's success. Construction trucks and farm models are accurately scaled.

In 1977, at the request of many toy customers, we again expanded our toy line and to complete the non-riding transportation toys, we added a die cast "Miniatures of the World" series. They include "Tractors of the World," "Planes of the World," and "Cars of the World."

With this addition, we have been able to offer the toy buyers of the world a complete line of non-riding transportation toys.

On July 15, 1977, Victor Comptrometer Corporation merged with Walter Kidde & Company, Inc. of Clifton, N.J., making Ertl one of more than 180 companies around the world owned by Walter Kidde & Company.

The past 10 years have brought significant growth to the model kit line of Ertl product. Today, the Ertl Company ranks as the leading farm toy manufacturer and one of the top plastic model kit companies owning the assets and trademarks of the AMT, MPC and ESCI.

In 1981 Ertl acquired the assets and trademarks of AMT. In 1985 the MPC assets and trademarks were purchased and in 1988 Ertl purchased the Esci Model Kit Company in Milan, Italy where manufacturing of the Esci line has continued.

Ertl is an international firm with manufacturing facilities in Mexico, Italy, and People's Republic of China; sales offices in Canada, the United Kingdom and a Far East procurement office in Hong Kong.

In 1987 Kidde Inc. merged with the British Conglomerate, Hanson Trust PLC. The United States arm of Hanson Trust PLC is Hanson Industries. In 1988 the Company welcomed its' 3rd President, George B. Volanakis. George became Chief Operating Officer and Fred Ertl, Jr. was named Chairman and Chief Executive Officer.

Dyersville calls itself "The Farm Toy Capital of the World" primarily because of The Ertl Company. Each year in November, Dyersville (Pop. 4000) hosts the *National Farm Toy Show* which attracts more than 15,000 ravenous farm toy collectors.

A reputation as a top farm toy manufacturer should not lead people to believe that Ertl only produces farm toys. As mentioned earlier, Ertl is one of the largest model kit manufacturers in the world and is a leader in the custom imprint, premium sales and licensing toy areas.

Licensed products produced by Ertl have included; Dukes of Hazard car, Looney Tune's mini diecast batmobile and Dick Tracy toys.

As for the future, President George Volanakis envisions continued growth, "I believe that Ertl will continue to grow and prosper. We will continue to work our strengths and we will also move into the main stream of the toy industry to ensure prosperity. We will study all new product ideas we are approached with and if we find a product that meets our criteria we'll take it and run. When this Company first started 45 years ago, the basement of Fred Ertl, Sr's home was the limit but now the world is the limit!"

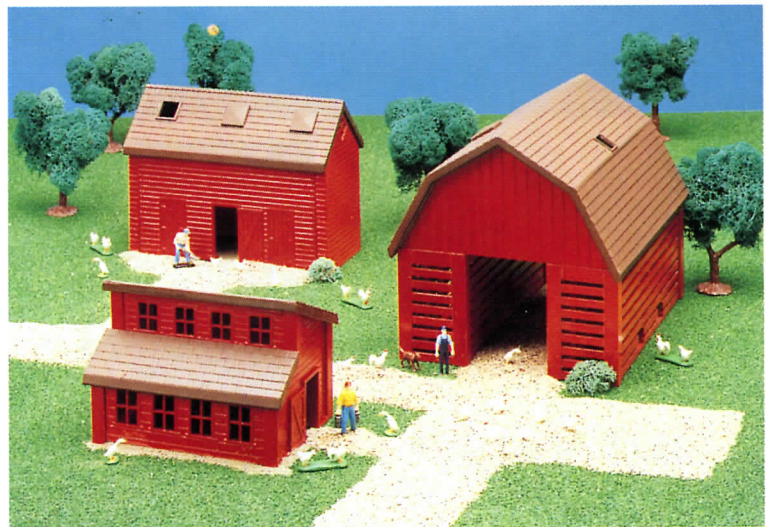
Corporate headquarters and manufacturing facilities are located in Dyersville, Iowa. Visitors are welcome to tour the facility and to hear the complete Ertl Story each weekday during business hours. (*Condensed from Ertl handout*).



New in 1/64 from ERTL is this GMC dual rear wheel pickup.

Photos Courtesy of Ertl.

The Vintage Farm Building set would be a great addition to a Flyer setup.



Ford pickup and trailer.



Vintage Tractors.



Animal Shed.



New farm truck assortment includes 1/64 Flatbed, grain, weed sprayer and milk vehicles.



Season's Greetings



From ...

KEN KEMZURA

JEFF MADDEN



BROOKS STOVER



OHIO CLUB OPERATES CHRISTMAS DISPLAY IN COLUMBUS HOBBY SHOP

By Alan Evans

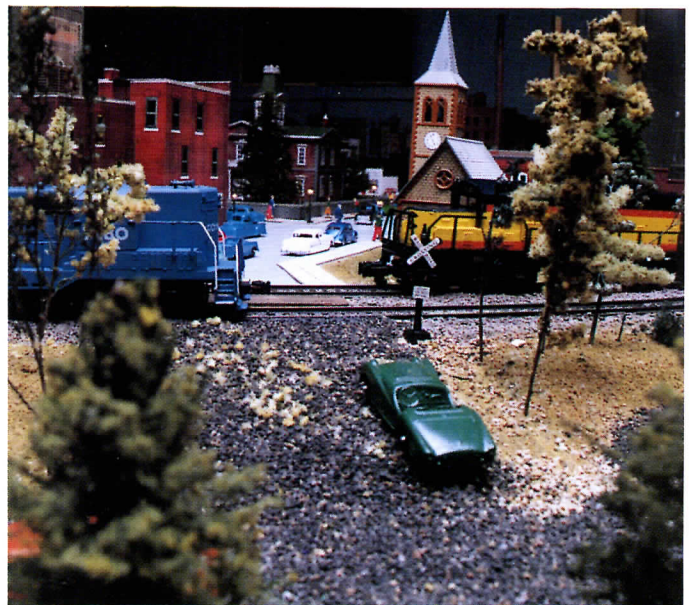
Christmas time for the Central Ohio S Gauge Club means providing operators for the S layout at the Blue Caboose Train Display from Thanksgiving until New Years, 4 hours each day on weekends and for 2 hours on weeknights.

The layout is a double dogbone of code 148 flextrack covering a 12 x 22' area. Just this year two number 8 switches custom built by Terry's Trains of Florida were inserted in the outside loop so a passing siding is available. Thus far the open frog switches have performed well for both scale and hi-rail wheels. Club members run scale, hi-rail and American Flyer equipment on this layout to demonstrate to the public what is available in S.

The layout was built in 1989 and this marks the fifth season of operation. A variety of scenery techniques and materials were used, along with some special buildings to help "fill the city blocks." 



An American Models UP geep pulls a short consist on the upper loop of the Blue Caboose S layout just as a Chessie Flyer GP-20 exits the tunnel.



You're looking into downtown on the Blue Caboose S layout in Columbus, Ohio. A Conrail GP-9 and Chessie GP-20 meet at the crossing. Track is Code 148 on this double loop layout built and operated by the Central Ohio S Gaugers Club.



Altoona and the nearby "Horseshoe Curve" will be the destination for the 1995 NASG Convention next July. BELOW - Eastbound Conrail in 1977. ABOVE - Mixed bag of power in 1976 during early Conrail days. *Both Photos by Jeff Madden.*



ALTOONA AND THE "CURVE" WILL WELCOME THE NASG IN 1995



Welcome



THE 1995 NASG CONVENTION

The Altoona Area Train Collectors Club invites you to Altoona, Horseshoe Curve "1995". Featuring The World Famous Horseshoe Curve and the Altoona Railroaders Memorial Museum.

The 1995 NASG's Convention will be held from Wednesday, July 26 thru Sunday, July 30, following the National Model Railroad Association Convention in Atlanta, Georgia.

The Altoona Area Train Collectors Club was organized in 1972. Most of the original members are still active. The interest of the members includes collecting, modeling and the history of railroading.

The Altoona Area Train Collectors Club has been sponsoring three train meets every year since 1980. We also have aided other clubs in staging train meets.

Altoona is located in Central Pennsylvania and is accessible from the Pennsylvania Turnpike and Interstate 80. Rail and Air service are provided by Amtrak and Jetstream, a division of US Air.

Altoona offers spectacular mountain scenery, friendly people and a rich railroad tradition.

The Altoona Area Train Collectors Club invites all modelers and collectors interested in 3/16" scale (S Gauge) and American Flyer enthusiasts to attend the convention.

FACILITIES

The **Ramada Hotel**, Altoona, is located just off U.S. Route 220 (Plank Road Exit) with plenty of free parking.

It was built in 1974 and is the only full service, locally owned hotel in the area. Guests may enjoy a choice of suites, pool side, king or non-smoking rooms. Newspaper and coffee service, indoor pool and hot tub, gift shop, free shuttle service to and from the Altoona Transportation Center and the Altoona/Blair County Airport help to ensure that everyone attending the 1995 NASG Convention will have an enjoyable stay.

The Ramada Hotel Altoona has a limited number of two-bed rooms, but NASG's Convention contract provides for roll-a-way beds at no extra charge, a maximum of four to a room. Guest rooms at the convention hotel will be \$69/100 per room plus tax, per night. To register please call the Ramada Hotel Altoona at (814) 946-1631 or fill out the enclosed registration form and return no later than June 26, 1995. Please indicate when calling that you are with the (NASG) S-Gaugers Convention.

BANQUET

NASG Awards Banquet: Saturday evening's banquet will offer diners a choice of Chicken or Roast Beef with all the trimmings. NASG national and model contest awards will be presented followed by the traditional S Gauge auction. Cost is \$25.00 per person.

BASIC FARE

The Convention's basic fare is \$45.00 for NASG members, \$50.00 for non-members of NASG and includes a Conrail Shop tour of both Sam Rea and Juniata Locomotive Shops, bus transportation included. The NASG trade show, clinics and portable layouts are also part of the package.

Spouse fare will be \$35.00, which includes tours of local candy and pretzel factories, winery and Fort Roberdeau, NASG trade show, clinics and portable layouts.

Children under 17 will be free, but will have to pay \$15.00 for either Conrail or spouse tour where a seat will be used.

ICE-BREAKER PARTY

Join your old friends and meet some new friends at our Ice-Breaker Party, to be held Thursday evening. Cost \$3.00 per person.

HOSPITALITY ROOM

For the convenience of everyone attending the NASG 1995 Convention, a Hospitality Room will be available Thursday, Friday, Saturday and Sunday with free coffee and doughnuts.

RAILFAN AND LAYOUT TOURS

The Altoona Area Train Collectors Club will provide tours of local layouts and Railfanning sites for early arrivals who want to make a week of it.

SPOUSE PROGRAMS

A full program of interesting activities has been planned for spouses including a SWEETS TREATS tour, convention site activities, hospitality suite and clinics.

EXHIBITS

The exhibitors, dealers and manufacturers will display their products in the Ramada's Grand Ballroom with over 4300 sq. ft. We are doing extensive work to provide you with as many manufacturers and dealers as possible.

All gauge/swap meet will be held on Sunday, July 30 at the Ramada Hotel Altoona and will continue after the close of the Convention. Convention Exhibitors are encouraged to stay and aid in promoting S Gauge.

ALTOONA '95 OR BUST!

Those Exhibitors remaining for the All Scale Swap Meet will be given a discount on their table space.

NASG members swap meet: We are making every effort to provide you with an opportunity to trade or sell your excess equipment at a club meet for members only, and at the public meet. For additional information contact Gerald Edelblute, P.O. Box 164, Hollidaysburg, PA 16648 or phone (814) 695-9691.

CLINICS

A full schedule of programs for scale modelers, American Flyer enthusiasts and prototype fans will be scheduled Wednesday thru Saturday and will not conflict with tours.

Topics to be addressed are: photography, videography, restoration, maintenance of equipment and making your own trees.

MODEL CONTEST

The NASG Model contest is open to all NASG members. Contest events will be held in Junior, Amateur, Craftsmen and Master Craftsmen categories. The Altoona Area Train Collectors Club will **rebate** \$5.00 for each model entered in the contest, maximum rebate \$10.00. Please note that only two models per entrant are permitted in any one contest event.

S-MOD LAYOUTS

The Altoona Area Train Collectors Club will have its own S-Mod Layout comprised of both scale and Hi-Rail operation. We will also provide space for NASG members to bring their own units. This will be on a request basis. Those wishing to bring a modular unit will be on a first come basis. Request must be made no later than April 1, 1995. Please contact Gregg Miller, RD #5, Box 1031, Altoona, PA 16601 or phone (814) 942-1848.

Modules must conform to the NASG, S-MOD SYSTEM. If you are not able to

bring a module, you can still be part of the operation. We will welcome all equipment that conforms to NASG standards on the layout.

TOURS

1. Conrail shop tour: This tour consists of both the Conrail Juniata Shop complex and also Conrail's Sam Rea car shop.

Conrail Juniata Shop complex: This complex of railroad shops dates back to the late 19th Century when the Pennsylvania Railroad ruled Altoona and its citizenry. Some 6,678 locomotives were built by the PRR in Altoona. Today, Juniata is the principle diesel-electric locomotive repair shop for Conrail. Conrail has actively marketed the Juniata shops to other major railroads and short lines. You will receive an orientation on the present day operation at Juniata before being taken on a walking tour of the shop complex. Visitors will see contemporary repair activity in shops dating back to 1880.

Conrail's Sam Rea car shops: This complex, constructed in the early 1950's, is the system freight car fabrication and repair shop for Conrail. The shop is 5/8 of a mile long and has five "process" lines where cars are built or rebuilt. Approximately 20 cars per day can be built at the Sam Rea complex.

2. Spouse Tour: This tour includes visits to five attractions which produce their specialty products in Blair County with a bit of history thrown in.

Spend the day seeing how candy is mixed, molded and dipped, pretzels shaped and baked and grapes are transformed into wine. Enjoy samples at every stop! Have lunch while taking in some of our local history at Fort Roberdeau.

Benzel's Pretzel Bakery: Pretzel baking is an art at Benzel's Pretzel

Bakery of Altoona. See pretzels made fresh daily as you take the free self-guided tour through Benzel's ultra-modern bakery. Then, taste fresh samples in Benzel's Outlet Store following your self-guided tour. Shopping at the Outlet Store is an unique experience, offering an exclusive collection of items perfect for every gift giving occasion.

McIntyre's Candy: Come and watch the candy being made at McIntyre's Candies! Chocolate lovers, no matter what age, will enjoy watching the candy making process ... and don't be afraid to ask for a free sample as it comes off the belt! McIntyre's gift shop and showrooms are sure to have something to please everyone's taste bud.

Fort Roberdeau: Tour the 45 Acre Historic Landmark in Sinking Valley. Costumed Interpreters will share with you the history of the Fort and the importance it played in the American Revolution. Visit the museum shop, picnic facilities, nature trails and see living history reenactments. Lunch will be served at this stop on your tour.

Gardner's Candy Museum and Candy Store: Young and old alike will be charmed by the museum and enjoy Gardner's original hand made Candy Counter and Ice Cream.

Oak Spring Winery: Your tour will conclude at Oak Spring Winery where you can learn about the production of Oak Spring Winery's award winning signature wines and tour their wine making process. Complimentary tasting of signature wines. Wine outlet on premises.

3. Western Pennsylvania Railroad Heritage Tour: The westward expansion of the railroad was responsible for the birth of many communities. While Altoona grew out of the Pennsylvania Railroad, the true greatness of the Pennsylvania Railroad came from the people and the resources of the Central Pennsylvania area. The story begins in the mid-1800's, when it became apparent that railroads would be the

key to coast to coast commerce. In a period of less than 10 years the Pennsylvania Railroad was chartered, the city of Altoona deeded and construction of the largest railroad shops in the world begun.

Altoona Railroaders Memorial Museum: The story of Altoona's past and the story of the expansion of the Pennsylvania Railroad are one in the same. The stories are both of people. The Altoona Railroaders Memorial Museum chronicles the lives of the men and women who made Altoona the greatest railroad town in America. Memorial Hall lists many railroaders' names from the Irish immigrants who built the Horseshoe Curve to the shop workers of today.

For the younger rail fan, a model train display is operational during Museum hours. An impressive collection of rolling stock includes steam and diesel locomotives, dining and sleeper cars, a post office car and the private rail car of steel magnate Charles Schwab.

The Horseshoe Curve: The challenge of carrying the Pennsylvania Railroad Mainline over the steep Allegheny Mountains was met with the design and construction of The Horseshoe Curve. The "Curve" opened to rail traffic in 1854. Designed by then PRR Chief Engineer J. Edgar Thompson, The Horseshoe Curve connects one side of the valley to the other. This huge loop in the westward expansion of the railroad was carved out of the mountainside entirely by men, using picks, shovels and horses. To this day, The Curve is considered to be an engineering marvel.

Your visit to The Horseshoe Curve National Historic Landmark is sure to include the thrill of watching a freight or passenger train round the "Amphitheater of the Alleghenies," where more than 50 trains traverse The Curve each day.

You may purchase your lunch at the curve and watch the trains roll by and maybe the Pennsylvanian will pass by on its way to or from Johnstown.



Allegheny Portage Railroad: An Engineering Marvel! Such were the exclamations at the opening of the Allegheny Portage Railroad in 1834. Travel between Philadelphia and Pittsburgh was reduced from three weeks by wagon to four days by railroad and canal. Overcoming the Allegheny Mountains by rail ushered in a new age of travel for Pennsylvania.

Discover the story of this unique railroad at the Allegheny Portage Railroad National Historic site atop Cresson Mountain. Stop by the Summit Level Visitor Center, the Historic Lemon House and Engine House Interpretive Shelter. Walk forested trails along the railroad's route. Watch a custom stone cutting demonstration, or join in other ranger-led programs. Explore the park and uncover this bygone era of steam engines and canal boats.

4. Johnstown/Incline Plane & Amtrak around the Horseshoe Curve: We will travel to Johnstown via Motor Coach with a view of Conrail's Main Line as the tracks go around the Horseshoe Curve. Our trip continues with a stop at the Gallitzin Tunnels. We will then continue on to Johnstown to ride on the Incline Plane after which we will board Amtrak's "Pennsylvanian" for a scenic trip back to Altoona. As we travel over the mountain we will get a birds eye view of the World Famous Horseshoe Curve as we descend into Altoona.

Gallitzin Tunnels: The PRR Solution to the final obstacle in surmounting the Allegheny Ridge was a 3,612 foot tunnel under the summit of the mountain at what is now Gallitzin. The first tunnel, begun in 1851, eliminated the last 150 verticle feet of grade when it was completed in late 1853. A second tunnel was added north of the original one in 1905. Currently Conrail is enlarging the tunnels to accommodate double high trailers.

Johnstown Incline Plane: Ride the world's steepest incline plane tram car, built in 1891, in the aftermath of the Great Flood.

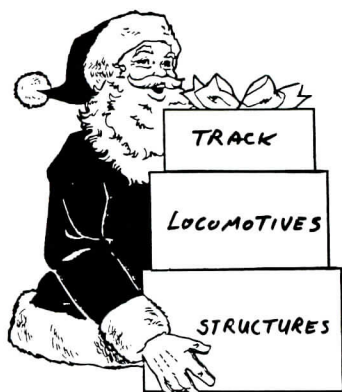
View the path of the Great Johnstown Flood of 1889 from the observation deck atop the hill.

Also on site are a welcome center, historic exhibits, restaurant, Hillside Ice Cream Shoppe, and a gift shop. Why not plan to have brunch here?

The Pennsylvanian: The Pennsylvanian made its inaugural run April 26, 1980 and continues to run twice daily between New York and Pittsburgh. One trip being East bound and one trip West bound.

5. Layout Tours: Our tour of at least three local layouts is scheduled for Wednesday evening at 7:00 p.m. The cost will be \$5.00 per person.



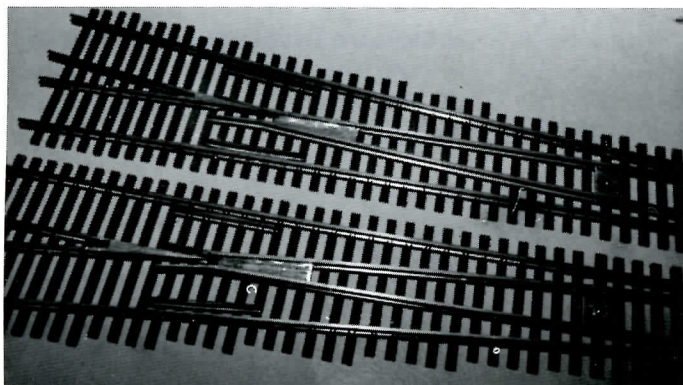


ALL I WANT FOR CHRISTMAS IS S GAUGE...

NEW PRODUCTS REPORT

By George Ricketts
and Jeff Madden

TERRY'S MODEL RAILROAD SUPPLIES (5025 Tinkham Ave., Orlando, Fl. 32812 Ph. 407-857-6177) is building a series of Closed Frog S-Gauge turnouts. They are available in code .100, .125 and .148 rail size. Closed frog turnouts are the only type to reliably run scale and hi-rail equipment. Code .125 will allow most flyer to run, but some flanges will hit the ties. Code .148 allows all flyer trains to run. Four sizes of turnout are available #4 (sharpest), #5, #6 and #8 (high speed). The construction of these turnouts is unique. They are pre-spiked to individual pre-painted ties. Pricing is \$35.00 each for the #4, #5, #6 sizes and \$40.00 each for the #8 plus shipping. Specify right or left and the size of the turnout and rail size.



Shown here is the pair of custom switches just introduced by Terry's Trains of Florida and installed in the Blue Caboose layout in Columbus, Ohio. These Number 8's are Code 148 open frog to accommodate both scale and hi-rail. The Central Ohio Club installed these just this year and will be evaluating their performance from Thanksgiving until New Years. Electric switch machines were also installed.

S-HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901). The PS-2 covered hoppers are in and available. (They Look Great) Don and Mike are taking reservations on the GG-1 Pennsy Electric Locomotive from American Models. Standard paint schemes are tuscan red and Brunswick green five stripe. Exclusive paint schemes will be the tuscan red and Brunswick green single stripe scheme used from 1956 to the PC merger. The scale and

hi-rail DC versions will cost \$235.00 each. The AC price is still to be announced. Deposits of \$50.00 per engine are requested.



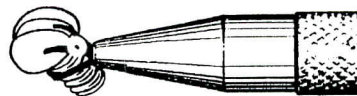
Also new in the Showcase Line are the 70-ton friction and roller bearing trucks available as separate items. The price for the trucks with 33" wheels is \$5.95. The roller bearing trucks with 36" wheels is \$6.95. AF compatible couplers (like those on the PS-2 hoppers are \$2.95 a pair.

Down the road the next two freight cars are the USRA single sheathed 40' wooden box car and the UP's 40-10 40' stock car.

PACIFIC RAIL SHOPS, P.O. Box 867, Coos Bay, Oregon 97420. Ph: (503) 267-6664. Chessie 3-bay covered hoppers, yellow with dark blue lettering should be available now with a choice of B&O, WM and C&O dark blue lettering. Price is \$32 ea. The new 10'6" inside height box cars are available or will be available soon, depending on style and road name. The 40' double door UP box cars are in stock (b.c. red with white and yellow lettering). Coming is a b.c. red single door Rock Island and a double door GN in glacier green. Single doors are \$29 and double doors are \$32.

The AAR 1937 box cars have some new road names: B415 B&M red oxide and the B416 in NP green. Multiple numbers are available at \$29 each. Tooling is underway for the R-40-23 PFE reefer (new version). Due in early '95.

KADEE, 673 Ave. C, White City, Oregon 97503. Ph: (503) 826-3883. Kadee has announced a new tool called the "Gripper." About the size of a pin-vise, it is a plunger operated tool with little fingers that pop out when the plunger is pressed down. The chrome finished metal tool is 3/8" in diameter and about 4 3/4" long. It is intended for use in picking up small parts such as screws and nuts to assist "fat fingers" in manipulating small parts. The #238 GRIPPER retails for \$4.75.



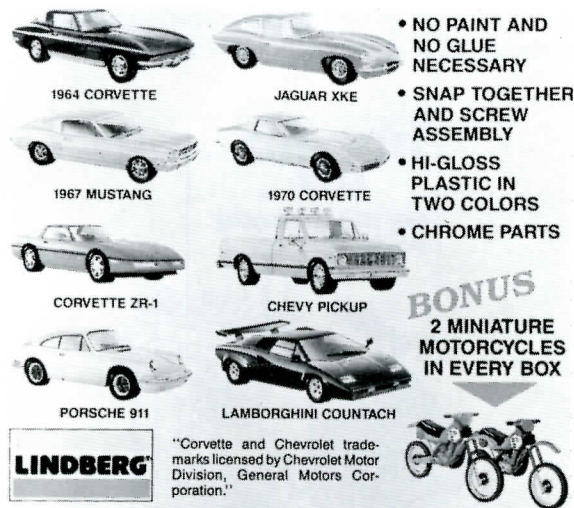
"The Gripper"

ATTENTION

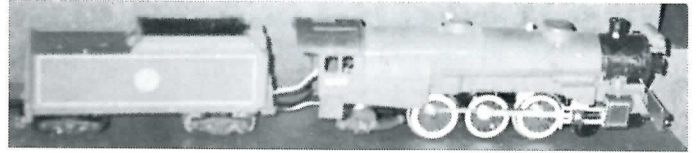
Please Send New Product
Announcements To:

George Ricketts
34355 Park East Apt. B-5
Solon, Ohio 44139

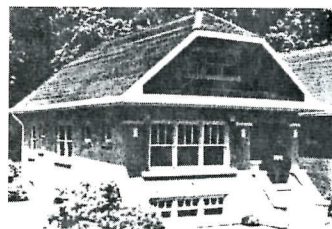
LINDBERGH. Available at local hobby shops and toy stores. There is a boxed set of 8 plastic vehicles which appears to contain 7 S gauge cars and 1 out-of-scale pickup truck. The cars are a 1964 Corvette, a Jaguar XKE, 1967 Mustang, 1970 Corvette, Corvette ZR-1, Porsche 911 and Lamborghini Countach. The pickup is a 70ish Chevy. Unfortunately it's undersized. These are snap-together plastic kits that usually retail for about \$10 for the set.



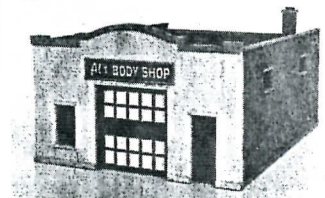
BALLSTON LOCOMOTIVE WORKS. P.O. Box 50, Clifton Park, NJ 12065. Mel Nielsen's latest is a CNJ Blue Comet built on an American Flyer 4-6-2 chassis. Painted and detailed engine and tender shells are also available separately. Regular American Flyer version with smoke and choo choo, \$249. With electronic AC and Dallee electronic E unit and OMS sound and Senthe smoke unit, \$299. The electronic DC version with the above sound and smoke, \$320. Engine and tender shells only, \$159. Shipping is \$5.00 for engines and \$3.00 for shells.



DSL SHOPS (23w008 Tamarack Dr., Glen Ellyn, IL 60137) Has two new building kits. The first is the Berwyn Bungalow. This is a hip roofed brick house. This style was quite common all over the US. This kit has many urethane castings and is quite beautiful. The Derwyn Bungalow kit is priced at \$75.00. The second new kit is Al's Body Shop. This is a single story brick and stucco commercial building. Al's Body Shop is priced at \$34.95.



Berwyn Bungalow

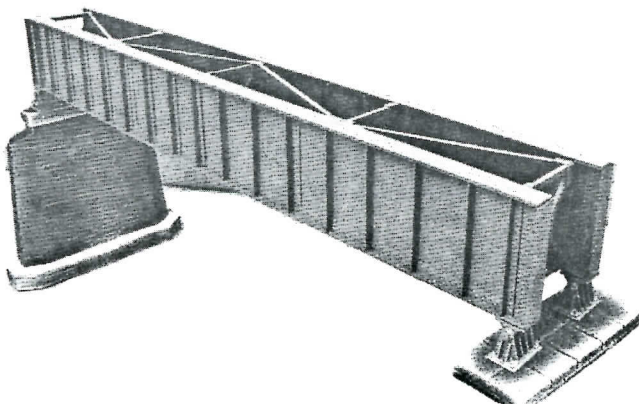


Al's Body Shop

T.P. FLEMING ENTERPRISES, 2025 Orofino Gulch, Unionville, MT 59601. Ph: (406) 443-1819. Offers wood scale models and scratch building supplies in other gauges and S and Sn3. Presently only wooden bridge kits and scale lumber are offered, but the future promises some structures. Also available is scale cable.

TIMBER PRODUCTS, INC., 2029 E. Howe Ave., Tempe, AZ 85281. Ph: (602) 894-1678.

Makes an S scale 72 foot heavy duty mainline deck plate girder bridge. This is a styrene kit of the craftsman order which has to be built up by laminating layers of rivets and braces. These are available factory direct only. Kit #116-3 in \$39.95 plus \$3.05 S/H.



Deck Girder Bridge.
From Timber Products, Inc.

Another Flyer Fest Photo ---

(Article on Pages 6, 7, 8, 9 & 10)



Jeannette Madden looking for M&M's.
Photo by Terry Madden.

(New Products Con't.)

SURPLUS TRACTOR PARTS, Ph: (800) 859-2045. From Ted Larson comes details of some modern era Kenworth COE semi trucks made by Yatming. Ted says the detail is excellent, with wheels similar to the older Ertl wheels. The cabs have a windbreak and sleeper cab. Ted says you can backdate to the 60s by removing the windbreak. Styles available: Auto transporter -- STY 8204, Gravel/grain trailer -- STY 8203, Exxon Tanker, STY 8202, 40' van trailer - STYL 8201. A long nose Kenworth with the van trailer is also available: STY 1400B (blue) and STY 1400W (white).

LLEDO COLLECTIBLES. Ph: (800) 982-7031 or from Eastwood Automobilia (some models), Cracker Barrel Restaurants, hobby shops or other mail order dealers.

Some new DAYS GONE BY vehicles which are close to 1/64 have surfaced. These include a 1939 Chevy sedan delivery, 1939 Chevy sedan, 1953 Pontiac sedan delivery, a 1934 Mack oil delivery truck, a 1939 Ford fuel truck and a 1942 Army style 4x4. Retail prices vary from \$5 to \$9.

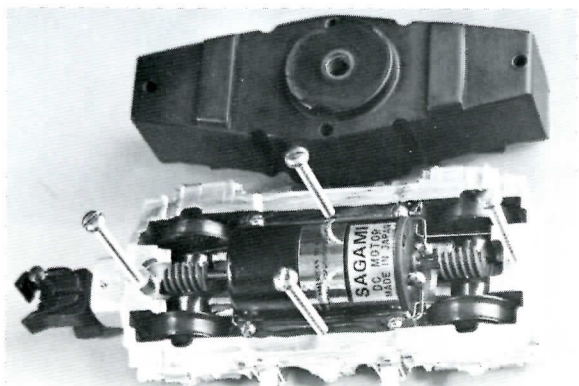
1951 Pontiac Van
Approx.
4" Long



AMERICAN MODELS, 10088 Colonial Industrial Drive, South Lyon, MI 48178. Ph: (810) 437-6800. GG1 project in hi gear (see S Helper report). SD-60s coming in wide and narrow cabs with dual motors and flywheels.

N-WAY PRODUCTS, 1650 Mayfield Lane, Madison, WI 53704. Ph: (608) 244-2216. Lists an S gauge flashing crossing signal at \$24.95 a set, #171.

AMERICAN HI-RAIL, 37695 Jeanette Ct., Spring Grove, IL 60081. Ph: (708) 587-1116. The EMD E7/E8s with special power trucks were displayed at the Fall S-Fest at Matteson, Ill.



RAILMASTER EXPORTS, 209 Royal Road, Royal Heights, Auckland, 8 New Zealand. Sn3 C-16 D&R GW 2-8-0 kits are now available in a 1920 and 1930 version. Kit cost is about \$425 which includes pre-assembled mechanism. Also available RTR.

LEHIGH VALLEY MODELS, 1225 N. Arch, Allentown, PA 18104. New from LVM is a Reading style combination tower station from \$40.00. This is a craftsman style wood and metal kit with most parts pre-cut.



This Guy Wants S Gauge?

Note: New prices for "S" Mod Packages.

The NASG's S-MOD standards have been accepted by the NMRA Engineering Committee as the basis for their proposed new NMRA S standard gauge module standards. If you do not have a copy of the S-MOD materials, for \$5.00 you get the following information: Direct any module questions to Ted Larson, NASG Module Chairman. (Add \$2.50 postage).

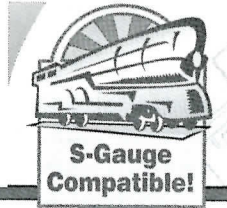
Package includes:

- NASG S-MOD Module Standards
- S-MOD Concept Article
- Handheld Throttle Construction Article
- Checking Your Module Wiring Article

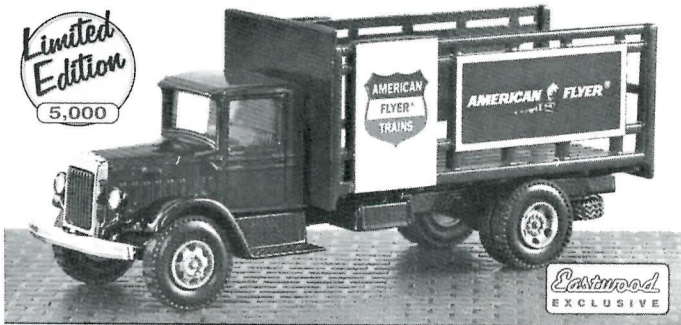
Orders to Ted Larson, 5 Kenicott Circle, Fairport, NY 14450.

EASTWOOD AUTOMOBILIA, 580 Lancaster Ave., Box 3014, Malvern, PA 19355. Ph: (800) 345-1178. Has 2 limited edition Hartoy trucks. One is a red CJ Mack stake truck with American Flyer lettering and logo, and the other is a Mack BM delivery van painted and lettered Railway Express. Available from Eastwood, each is \$14.95. If both are ordered at the same time, the cost comes down to \$24.90 for one of each.

New Flyer and
REA Trucks should
please S. Gaugers.



Licensed by Lionel Trains, Inc.



288000 American Flyer Truck, 4 3/4" Long; \$14.95

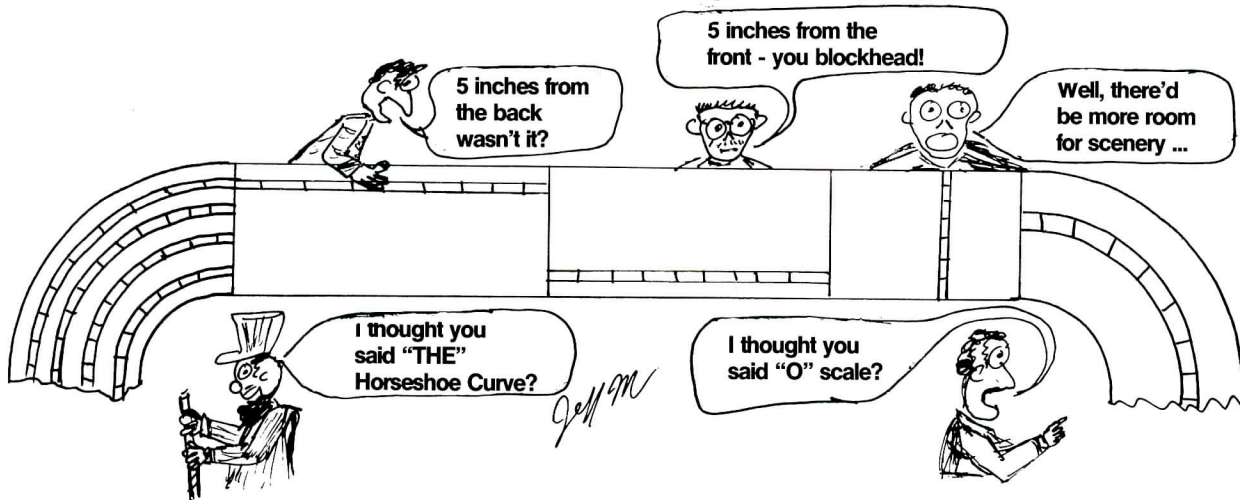


288500 Railway Express Agency Truck, 4 1/4" Long; \$14.95

WINROSS, Box 38, Palmyra, NY 14522. Ph: (800) 227-2060. Their collector series continues with various new offerings. The 117 series has several van straight trucks and several tractor trailers with various billboard advertising imprints. New offerings are made every month or so. Below are photos of the Kenworth straight trucks. Call or write to get on their mailing list. Prices range from \$33 to \$44. These 1/64 trucks are solidly made diecast vehicles.

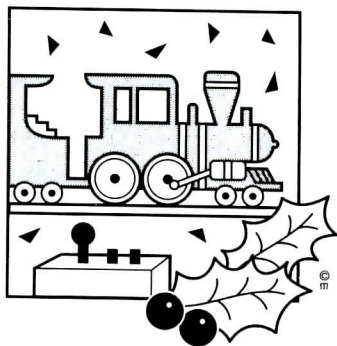


THE MODULE BUILDERS



AN S REVIEW

By David Pool



METAL BOXCAR/REEFER ROOF AND END WALKS

A new manufacturer/supplier of S gauge roof walk material designed to model the newer type of metal roof walk is Model Memories in Bethel, Conn. This firm can supply roof walk for 40 ft. box and refrigerator cars which is brass etched metal and very effectively models the prototype roof walks which are of the metal grid "see through" type.

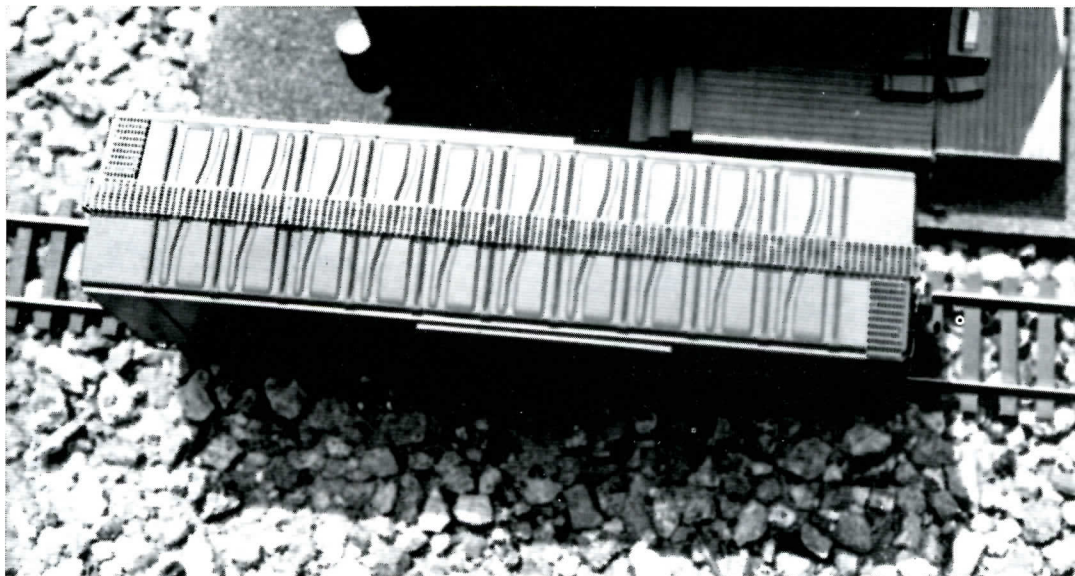
The company supplied a sample to the reviewer which was installed on an American Models box car (40 ft.) to replace the plastic roof walk which is supplied with the plastic car kit. The Model Memories roof walk is see through open grid construction and is supplied in a flat piece with the roof end walks. Very complete and concise instructions are included with the roof walk. The modeler is required to cut the roof end walks from the roof walk before installing these components.

The end braces for the roof walk are integral with the walk, and are bent to shape prior to installation of the walk. The installation instructions carefully explain the method which works best to perform this operation. It is recommended to use "Liquitape" (by Microscale) to glue the roof walk to the freight car roof. The use of this product as an adhesive is recommended by the supplier because it is more controllable than ACC adhesive. Your reviewer followed the supplier's recommendation and the roof walk was installed on a 40 ft. box car without a hitch. The accompanying photo shows the car with the see-through roof walk installed.

The roof walk was painted to match the freight car roof prior to installation and a suitable color was found to match the manufacturer's paint. If a roof walk was installed upon a car being painted or built from scratch, color matching would not be a problem.

The very clear, concise and detailed instructions along with a finely made roof and end walks make this a welcome addition to the S gauge product line.

If demand warrants, it is possible that the supplier could offer these roof walks for a 50 ft. freight car. The roof walks add a note of detail to box and refrigerator cars, as a replacement for the plastic walk normally supplied with such kits. The 40 ft. roof walk would also be installable on an AF box or reefer car roof. 



SHORT AND EASY

- By Kent L. Singer -

STURDY STIRRUPS

Guest author - Bill Lane, Jr.

Since many of you S Scalpers, including myself, are closet railroaders (the rolling stock is in the closet), taking your equipment to modular meets and friends' home layouts can result in fragile parts being damaged. When Pacific Rail Shops introduced their 50' boxcar, they set a new standard for excellence and detail. However, the stirrup steps are fragile and easily broken. This shouldn't stop you and didn't stop me from buying and building, oh say 100 of them! (We must support our manufacturers!)

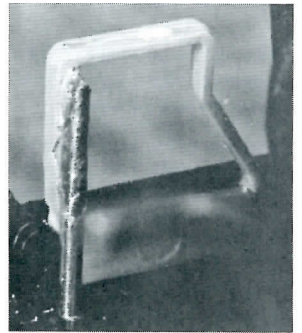
I was trying to think of a technique that was cheap, fast and easy to reinforce the steps. It occurred to me, when I remembered an article by Doug Peck, about using music wire to pin parts together.

I first tried it on this New York Central car for two reasons: 1) It was the car that I was building at the time, and 2) unlike all Pennsy cars, New York Central cars can use all the help they can get.

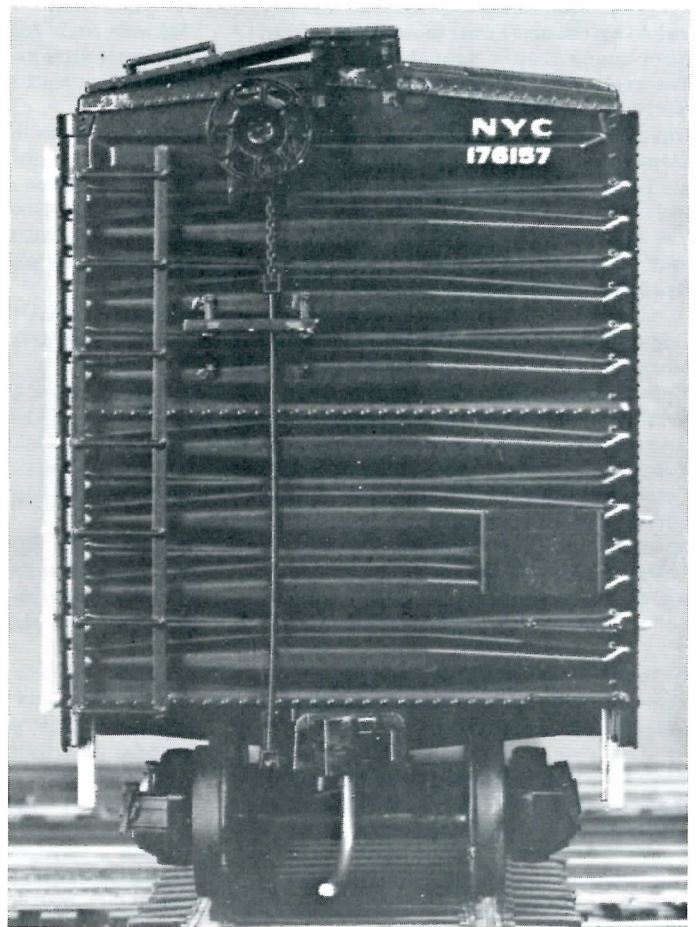
The solution was simple. Drill into the floor approximately 1/4". This is the most important part. Make sure that you drill directly behind the straight part of the stirrup in a perfectly vertical manner. Also, size the drill closely to the size of the music wire for a snug fit. Next, insert and glue the music wire pin that has already been cut to the proper length. I used green Zap-A-Gap gel because it is strong and dries quickly.

As you can see in Photo 1, you can literally hold the car up by the stirrups. Photos 3 and 4 show how invisible they are. A little touch up paint will make them disappear completely. This process adds about 1/2 hour to the construction of the car. But I think that it is worth the extra effort because it makes the stirrups virtually

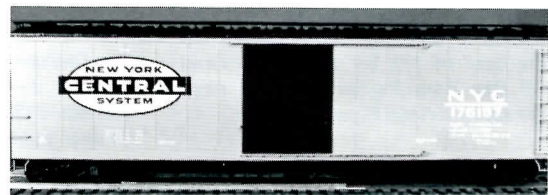
indestructable. I have successfully used this idea on most of my cars - except the cars lucky enough to be Pennsylvania R.R. They are rough and tough enough to enter interchange service without it. If anyone has any questions on this, feel free to call me (609) 848-5133. That's Bill Lane.



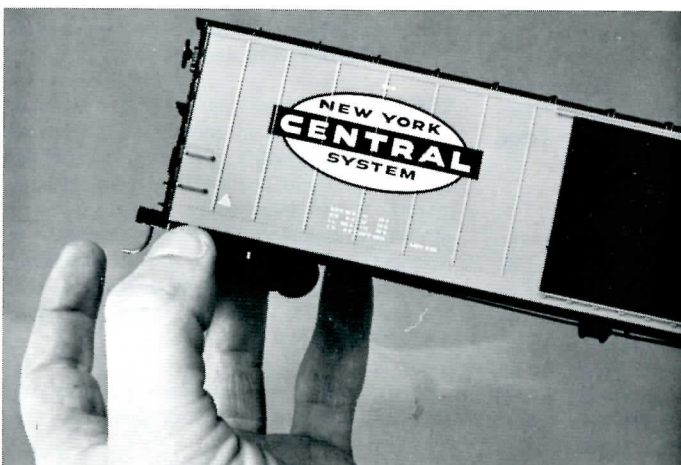
.020 or .030 music wire pin is inserted into the floor approximately 3/16" directly behind the stirrup. (Car is upside down).



They are barely visible from the end.



They are invisible from the side.



Would you do this to your Pacific Rail Shops car? (Hold car by stirrups)

PHOTO 1

Submit Short and Easy ideas to Kent L. Singer,
912 North Rogers Ave., Endicott, NY 13760.

THE CLUB SANDWICH

By Al Schoenberg

Since last issue of the "Club Sandwich" was a "tinplater" piece, this column is dedicated to the scale rivet counters.

I will lace this column with mistakes. If you find a mistake, before I expose it a couple of paragraphs later, give yourself a point. If you find a mistake that I do not mention in the column, give yourself, three points.

We see an Omnicon brass "Daylight," GS-5, Northern Locomotive, getting ready to pull a string of varnish out of Minneapolis, Minnesota, and Marc Gould, the editor of the "Pines and Prairies," newsletter, and some of the club members are getting ready to board.

"Hey Ken," called Marc to Ken Zieska, "the six of us had a great time biking those 26 miles on the Elroy-Sparta Trail on Saturday, July 26, 1994. The scenic bicycle trail is former Chicago-Northwestern railbed. It was fun going through the three tunnels on the trail, with you blowing your wooden train whistle, but it was kind of spooky in that 3/4 mile long tunnel."

The GS-4 gradually heads out of the station and takes our S-Scale special to visit the **Southeastern Michigan S Gaugers**.

Don Gates flags the special down at Durand, Michigan, and talks with the engineer, Sig Fleischmann. "That was a lively meeting at your house in September, Sig," shouted Don over the noisy steam from the locomotive. "Yes it was," exclaimed Sig, "and I really enjoyed the October meeting at Jim Kindraka's house, where Jim gave a mystery topic clinic. November was a very busy month, with the Fall S-Fest, the club meeting at the Durand Depot, and the Greenberg show. Then in December we had a "Rails on Wheels" show in Ann Arbor.

We're looking for a convention theme for our upcoming national. Now it's off to **Badgerland** to see what's happening there.

While in the Milwaukee station Dick Kloes reported that Jim Vick, an NMRA member, suffered a stroke and all wish him well.

Jim Maslowski showed the thousands of viewers at the November "Trainfest" how to carve styrofoam scenery.

John Wickland is taking orders for the S-Fest car, which is an RPO car costing \$57.00. An interesting item on the for sale list is Brad Nelson's 6 Bay Roundhouse which is deep enough for an American Flyer Northern.

Ron Schlicht in his editorial thinks the club may soon exceed 60 members.

Mistakes you should have found by now: Our engine is a GS-4, not GS-5, score 1 point if you picked it up. It was not made by Omnicon, add 1 point (Who did manufacture it?) If you know,

1 more point. The daylight did not run in geographic area mentioned, 1 more point, total 5 points.

Our train now pulls into Rockford, Illinois - land (**state line S Gaugers**), where Eric Sorenson tells the conductor, "tell the guys in **Chicagoland**, that they did a good job on the S-Fest. We also had a great meeting in November at Andy and Iacie Geerts, and a dynamite meeting at John and Kay Gianos, where we voted to pay for the Christmas dinner out of the club treasury. Sounds good to me, eating up the club dues, with a \$10.00 exchange gift limit!"

Our train moves on to **Chicagoland**. Co-chairman Andy Jule exclaims that a total of 680 people attended S-Fest which was held in November at Matteson, Illinois.

John Huster was the S-Fest banquet speaker, and gave a documentary on A.C. Gilbert. Bob Pichler suggested that Caroline Krauss be invited to the banquet as an expression of regard for her late husband, Hans, a founding club father. Boy what a club!

People attended the fest from California, Texas, Florida, and Canada.

Our GS-4 leaves Chicago and heads to **St. Louis, MO**. Charley Taylor, calls to the engineer, Hey!, Did ja hear that Thomas Fliss was born in July 1994, making Ed, Barbara, and Charles all happy.

At the Chicago S-Fest Moe Berk gave a slide show promoting the 1995 Fall S-Fest which is to be held at the Holiday Inn at Collinsville, IL, just a few miles east of St. Louis, MO

As our GS-4 Chuffs to a stop in **Central Ohio**, Alan Evans and Art Lofton greet the passengers. They spot the Bogarts. "That was a delicious fruit pizza, you guys served at the September meeting, and thanks for sharing the recipe with us," complimented Alan.

"We had a successful October Show and Flea Market," offered Art, "we had a wonderful time at S-Fest. Sadly, Art reported that Jerry Tulga the past president of Ohio Chapter died.

Now its off to the Cleveland area.

The **Cuyahoga Valley S-Gaugers Club** had its October meeting at George Danas House in Mansfield, Ohio. Gary Ippolito, the editor of the Club 'S' publication, "The Lakeshore Special", had pictures of the club 'S' picnic. There was an interesting article titled, "A classic marketing mistake", where the writer felt that Lionel would have had more success in marketing the Burlington Zephyr, instead of the Western Pacific set.

Our train goes on up to **Canada**. Brian Walsh is

the September editor of the "Canadian S Scale quarterly. Dennis Fortier did a bang up job of a front page with his article of a 4-6-2 class J-3-B, EX GTR #196, built by the Montreal locomotive works in 1913 and scrapped in 1958. Simon Parent scratch built this loco. The readership of this newsletter has reached 59 paid subscribers with 5 freebies. Welcome to the latest newcomers Tom Canne, Dave Hansen, Ron Scott, Doug Shelrick, and John Park.

Back in the states, our GS-4 pulls into **Central New York Land** and stops at Syracuse, N.Y. The Halloween Train Show was a success. There were many October excursions, and the club attended the 1994 Erie Lackawanna Historical Convention at Syracuse.

Moving on to **Connecticut**, our train screeches to a halt in Fairfield, where Bill Krause, meets the train. He sees Bruce Carter leaving the train and shouts, "That was a good November meeting we had at your house, Bruce!"

"That was a great meeting we had at your house in September, Bill and we had a great club show promotion in November at Cheshire High School, "yelled Bruce. Next stop - **Lehigh Valley S Gaugers Country**.

Bill Fraley of the **Lehigh Club** wrote in their newsletter about a layout tour the club took in South Jersey which included tours of the layouts of Bill Moore (S), Doc Patti (On3), Mert Gardner (HO), and Ray Hoffman among others. According to the LV club newsletter, Doc Patti's On3 layout was a "knockout."

Note: The reading box car can still be ordered from the Lehigh Club.

The double door PRR automobile car should be ready soon.

Moving on down to Baltimore, MD we pass 1/2 of a Pennsy GG-1 doing switching work, and we reach the **Baltimore area American Flyer Club**, where Ron Kolb writes that the October meeting was held at Ed Slicher's house with eight people in Attendance, and Monte Heppe hosted the November meeting. Ron discovered an epoxy which is very useful for train repair, from an article by Tom Barker in his book, "American Flyer S Gauge operating & Repair Manual," called oddly enough-epoxy paste.

If you said that there is no such thing as 1/2 of a GG-1 subtract 20 points from your score, as the Pennsy actually cut one one in half for switching. If you knew this give yourself 40 points. If you have some oddball story or statistic that you want credit for and want to stump the rivet counters, in the readership send it in. I'm gullible, I believe anything. Credit for the 1/2 GG-1 goes to Harry Owens of Williamstown, N.J.

See ya next time, and send me your club news, or a note to tell us about your club.

Al Schoenberg
204 Moldoff Rd.
Glassboro, NJ 08028

HOW TO GET BOARD PROMOTING S

By Alan Evans

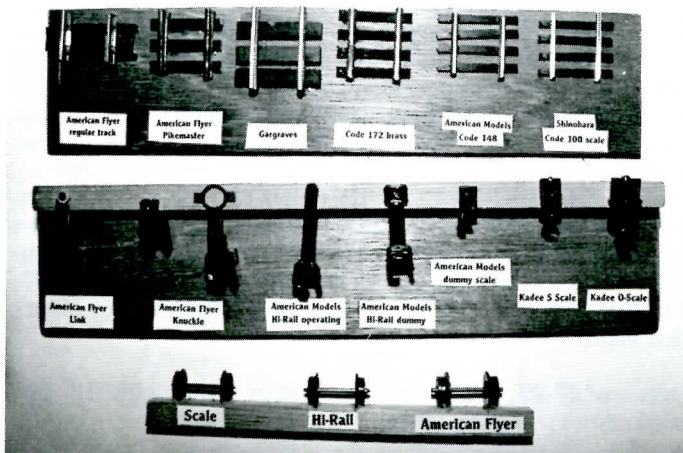
I cringe every time our club's portable layout is at a public show and people ask, "Is this HO gauge?" WOW. If they stay around long enough to read the big sign over the layout the members set the record straight. A visual aid that I have found helpful in explaining what S has to offer consists of three small display boards.

One board has track samples glued to it, and these are clearly labeled. The 1/2 x 3 x 12" plywood board can be held flat at eye level and the height differences readily seen while you explain that the width between rails is the same. The S gauge track types range include American Flyer standard, Pikemaster, Gargraves, Code 172, Code 148, and finally Code 100.

Another board holds all the coupler types used in S. (A 1/2" square x 12" board is glued to the back of a piece of a 1/4 x 3 x 12" plywood and the couplers are screwed to this square board.) I include Flyer link and knuckle, American Models Hi Rail operating and dummy, American Models dummy scale and Kadee S scale and O scale (the latter, by the way, will couple with American Flyer knuckles!).

The last promo board is a 1/2" square block of wood 7" long with scale, hi-rail and American Flyer wheels glued on. A person can even take this board and see how the wheels fit on the various tracks on the other board to get an idea of compatibility.

This idea is probably nothing new, but it's a good way of showing all the variables in S up close. Find someone with a computer to print the labels in 14 or 18 point type so they can be read easily plus give your display a professional touch.



Promotional boards holding S track, coupler and wheel options.

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Pre-school S Gaugers.

WHERE ARE WE?

On page 17 of the *Dispatch*, October 1994 issue, there is a photo of you, Alan Evans and Art Doty asking readers to guess where you are. Noting the barren background, I will guess the Borie, WY, stop west of Cheyenne on the Pioneer's route. I admit that I have never left Denver on time on the Pioneer, and been allowed to step off the train at Borie, but perhaps your train was a bit early that day. 'Season's Greetings,
Gil Hulin

Correct you are Gil. Since the Pioneer is a non-smoking train, this was our smoke break as well as Cheyenne stop.

EXTRA BOARD

Canada modeled in the UK: Kelvin White's Finistere New Brunswick is a small, compact, Canadian switching layout is S scale constructed from fall '93 to spring '94. It is the first S scale 'American' standard gauge layout to be exhibited in the UK.

Space requirements (including operators) are shown in the diagrams on page 35. A normal operating crew is three people. Note in the track plan the adjustable fiddle yard at the left.

Thanks to Kelvin White of the UK for these sketches.

For Sale: Mint condition NASG *Dispatch* back issues: Vol. IX #2 (June '86) thru Vol. X #4 (Aug. '87); Vol. XI #2 (June '88), Vol. XI #4 (Oct. '88) thru Vol. XII #4 (Aug. '89). \$3 each. Many multiple copies. Dick Karnes, NASG #84R 0001W, 4323 86th Ave. SE, Mercer Island, WA 98040.

Department of Corrections: That's Don Thompson, not Mike Ferraro receiving the A.C. Gilbert and Bernie Thomas awards for S Helper in the last issue. Bob Werre's name became Bob Weir on S Helper's back page ad. And the Dearborn convention is in 1996 -- no there won't be 2 national conventions next summer. The caption for the Gunderson stack car was incorrect. The car is Randy Wilson's 2nd place master craftsman freight car entry. John Foley got a second place in the amateur kit and

converted class for a Soo Line stock car. -- Jeff

Convention Cars Still Available: Approximately 40 souvenir boxcars from the 1994 NASG convention remained as of early December. The Pacific Rail Shops 40-foot SP&S Railway boxcar is available in three different prototype numbers for \$29.00 each, plus \$4.00 per order for handling and postage. Customers should specify scale or hi-rail trucks. Payment and order should be sent to: Oregon S Scalpers, 3895 Colony Oaks Drive, Eugene, OR 97405-6211.

NEXT MONTH: More on Altoona and Part VII of John Long's On Board Command Control series.

S CALENDAR

January 26-29, 1995: 10th Annual Sn3 Symposium, Phoenix, Arizona. Contact Registrar Don Stewart, 2722 E. Bighorn Ave., Phoenix, AZ 85048. (602) 759-5019.

February 4-5, 1995: Amherst Railway Society Big Railroad Show. Eastern States Exposition Grounds, West Springfield, Mass. Info: SSAE to Amherst Railway Show, P.O. Box 718, Warren, MA 01083-0718.

March 26, 1995: Tracks & Trains III, Spring '95, An all-gauge train show for all ages. 10 AM - 4PM. I-95, Masconomet Regional H.S. Field House, Topsfield, Mass. Dealers & Layouts in N-HO-S-O-G Gauges! Adults: \$3.00 Children Under 12 free, with adult. Dealer info: Doug Peck; 6 Storeybrooke Drive, Newburport, MA 01950 (508) 465-8798.

May 19-21, 1995: Spring S Spree sponsored by the Cuyahoga Valley S Gaugers. Holiday Inn Richfield at I-80 and Rt. 21 (Cleveland area). **Note this is a change in DATE and LOCATION from the last issue due to a conflict with York. For hotel room reservations call (216) 659-6151. For information contact Josh Seltzer.

May 17-21, 1995: The first west coast S scale regional convention will be in Pala Alto, California, in conjunction with the NMRA PCR convention. Contact Lee Johnson, 2472 Lariat Lane, Walnut Creek, CA 94596. (510) 943-1590. He's also looking for clinic givers and layouts for this event.

July 16-23, 1995: NMRA National Convention in Atlanta, Georgia. There will be representatives of the NASG and some S manufacturers and dealers attending. For information contact: Registrar, Crossroads Atlanta '95, Inc., Box 550307, Atlanta, GA 30355. Or call toll free: 1-800-822-1016.

July 26-29, 1995: NASG National convention in Altoona, PA, sponsored by the Altoona Area Train Collectors Club. Contact Gregg Miller, RD 5, Box 1031, Altoona, PA 16501. (814) 942-1848. Registration insert this issue.

October 27-29, 1995: Fall S-Fest in Collinsville, Ill. (St. Louis Area). Details later.

July 3-7, 1996: Future NASG national convention -- Dearborn, Michigan.

1997 National NASG Convention: Open for now.

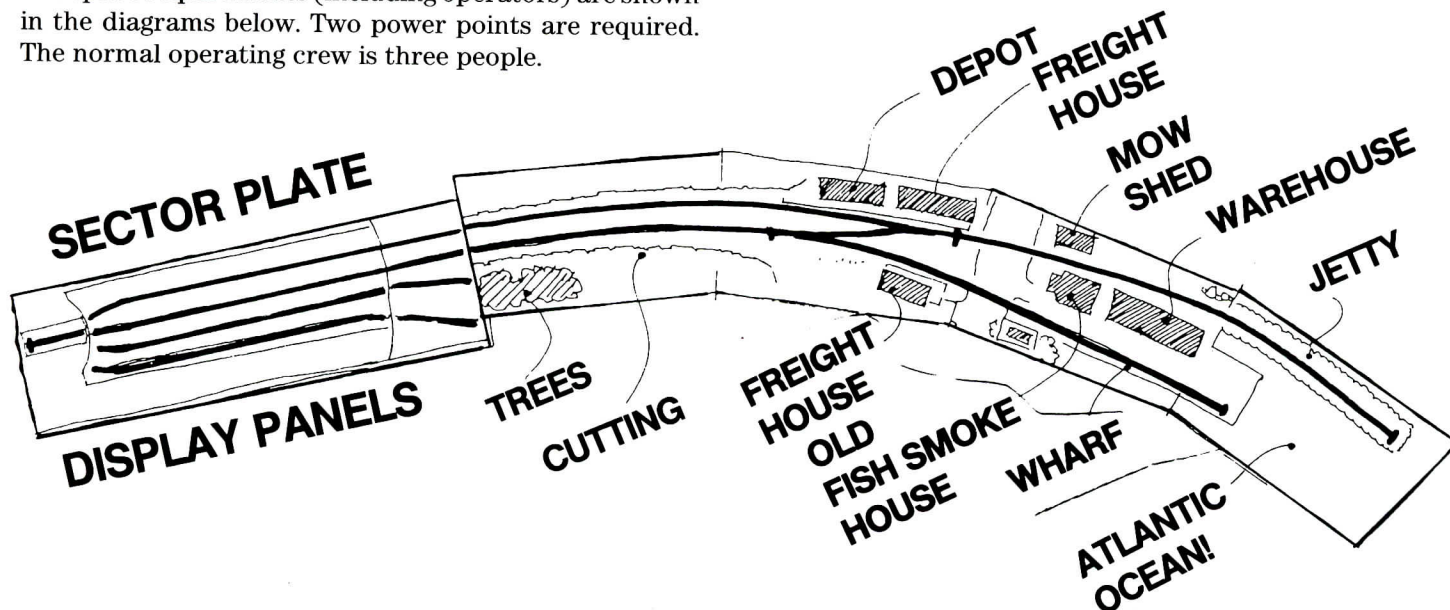
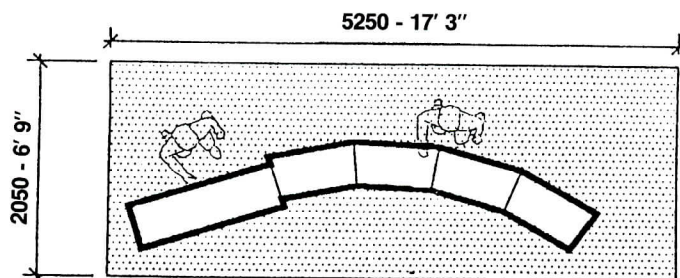
MODELING CANADA IN S THE BRITISH WAY ...

Finistère New Brunswick

The Finistère, New Brunswick, is a small, compact Canadian switching layout in the unusual modelling scale of S Scale (1/64), constructed over the Autumn of 1993 and Spring of 1994. It is the first S scale 'American' standard gauge layout to be exhibited in the UK.

The space requirements (including operators) are shown in the diagrams below. Two power points are required. The normal operating crew is three people.

FIG. 1



For details about the layout: Kelvin White, 54 Sunningwell Road, Oxford, OX1 4SX. Tel 0865 249897 (evenings).

Here We Go Again!

**The Manufacturers' Advisory Group
1995 Product Survey
by Will Holt**

Coordinator - NASG Manufacturers' Advisory Group

In last December's issue of *The Dispatch*, you received the 1994 MAG American Flyer/Hi-Rail Product Survey. Enclosed with the October issue was the 1995 Product Survey.

Notice the difference in the title. In response to comments you returned with surveys, requests from S manufacturers, as well as the general results of the survey, the NASG Board of Trustees recommended that the committee not limit itself to just American Flyer/Hi-Rail subjects. We have learned a majority of products available in S gauge and a majority of S gaugers themselves are not in just one aspect of S. Many items apply to scale, narrow gauge, Hi-Rail and American Flyer. So this new survey covers products in all aspects of S gauge.

In addition, there are a number of questions which attempt to get a handle on how many S gaugers there actually are and the aspects of S gauge in which they are active.

This is to remind you to fill out the form enclosed last issue, fold it, staple or tape it closed and mail it back. Last year more than

30% of you took the time to fill out the survey, and we hope for a higher percentage this year.

As a member of the NASG, if you haven't already, please fill out the survey. In addition, the committee members all across the country are distributing surveys at clubs and shows in their areas. Let those surveys be used by non-NASG members so that we can give every S gauger a voice in the products that will benefit all of us in the future.

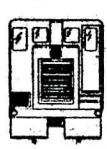
The manufacturers find this information valuable. And they are responding. Based upon the 1993-94 survey results, five manufacturers are planning several products which might be on the market by late 1995, with others coming in 1996 or 1997.

Manufacturers who currently receive the survey results are American Hi-Rail, American Models, Amity Star Models, Bill's Train Shop, Des Plaines Hobbies, Lionel Trains, Pacific Rail Shops, River Raisin Models, S Helper Service, Scenery Unlimited and Schreiner Scale Models. All of these, and other manufacturers who contact us over the next few months, will receive copies of the 1995 Product Survey results.

Thank you for your cooperation last year and thanks in advance for your time and efforts in filling out the 1995 survey.



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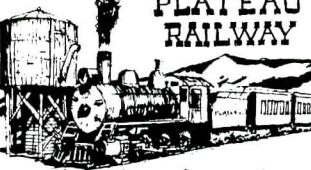
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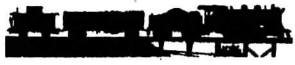


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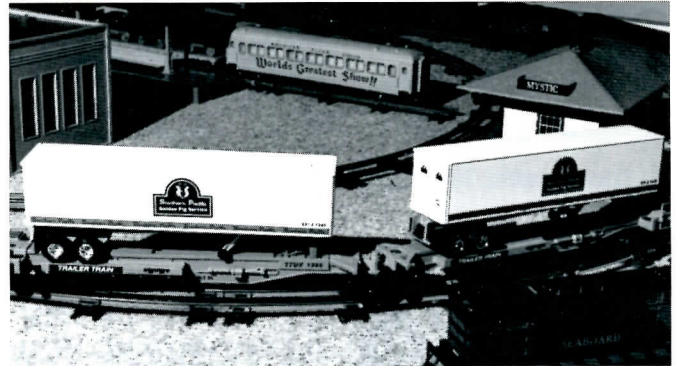
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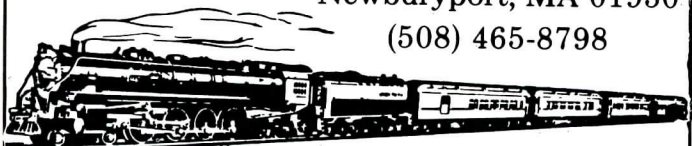
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