



February 1995

Volume XX Number 1

DISPATCH



- The Yore Mine II
- Visiting Altoona
- Containers
- On board Control Part VII



New for 1995 from Lionel® Trains, Inc. An expanded American Flyer line for 1995 includes these separate sale cars, as well as two passenger sets and a Christmas engine and caboose.

A. F. SERVICE COMMITTEE REPORT — Doug Peck, Chairman

The 1995 American Flyer® NASG Commemorative Cars have now been announced, and orders are rolling in for this "new-to-S-gauge" rolling stock. The Lehigh Valley covered hopper is the first-ever long covered hopper in the A.F. line, from either Gilbert or Lionel. The cover represents new tooling initiated for this project. The gray LV hopper will feature black print, red & black logo, and black hirail freight trucks. The car will be numbered "1295," and will carry the NASG logo.

The second first-ever release is a TTUX double-flatcar set with Southern Pacific "Golden Pig Service" trailers. Although these are Lionel's 0-27 cars on S-gauge trucks, they in fact scale out closer to S-scale than to O-scale! The trailers are S-scale 14' high, 44' long trailers, identical in size to the "American Flyer®" tractor-trailers produced by Lionel in 1994. The latter can even be used on these flatcars with no problem! Many S-gaugers have previously adapted 0-27 TTUX units for use on their S-pikes. Upon inspecting the pilot-model at the Portland convention, noted S-scaler Stan Stokrocki commented, "These have definite S-scale possibilities!" Cars will carry the NASG logo. These units will be supplied in a new American Flyer® box.

LV hoppers are priced at \$43 each, while SP double-units are priced at \$85. As in the past, NASG members are initially limited to two LV cars. However, at Stan Stokrocki's suggestion, we are allowing members to purchase three TTUX double-units, if desired. The reason for this is that it is prototypically very common to find these run in five-car units. Each double-unit set will include the necessary parts to "permanently" connect multiple units, without using the normal knuckle-coupler trucks.

Production numbers for 1995 have been scaled back a bit from 1994 levels, so don't delay ordering your NASG cars. Order today!

Speaking of 1994 cars, we still have some left over for members' purchase at this time. Both the MoPac boxcar and the NY, NH, & Hartford boxcar are available. NASG members may order additional cars at \$39 each without restriction, while they last. If any cars remain after June 1, the price will increase to \$44 each.

Also, a very limited number of 1993 NASG REA reefers are still available, at \$41 each, one to a member while they last. If interested in one of these REA cars, please call first (508-465-8798, 7-10 PM evenings) to reserve one; there are not many left!

Finally, 1996 car selection is almost completed. In all likelihood, look for another long covered hopper and a tank car next year.

If you have any questions of me, let me remind you: for quickest reply, please include an SASE or even a self-addressed postcard, or feel free to call me weeknights, 7-10 PM.

NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
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.
c/o John W. Metzger
Rt. 4 Box 326F
Troy, MO 63379
314-462-4214

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COVER

Dueling PA's
Top - American Models.

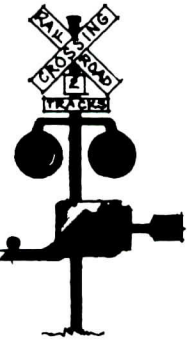
Photo by Bob Werre.

Bottom - Lionel's new '95
Silver Flash. Photo Courtesy Lionel®.

ORDER BOARD

Volume XX, Number 1

FEBRUARY 1995



Lionel '95	2
President's Message	4
Rail Mail	4
From The Editor	5
New Products	6
On Board Control Part VII	8
Meet An S Gauger	10
Short and Easy	11
Module Corner	11
The Yore Mine II	12-15
S-Pikes	16-17
Altoona Convention Coverage	18-21
Club Sandwich	22
Portable Throttle	23
Constructing Modern Containers	24
Prototype Views	26
Extra Board & S Calendar	27

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

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

President's Message. . .

Hark! A steam engine is coming!

Friends,

By now you've probably seen or heard about the steam engine and boxed sets announcement from American Models. (If you haven't, read it in the "Product Announcement" column, and then come back to this article.)

This is definitely a step in the right direction as far as getting an S steam engine on the market. Some people have told me they can find a good Northern or Hudson by American Flyer for less than that. But I pose the question: how reliable would that 25 or 30 year old motor be versus can motor technology and today's electronics? Plus, a guarantee would come with this new engine; the Flyer version would have none.

The other question asked is when will the actual production occur? It's one thing to announce when the engine will be produced; it's another to meet that delivery date. Maybe that's too much to ask due to errors and changes needed in the prototype model to make it correct. For those who participated in prior engine or car projects with S Helper, American Models and Railroad Art, meeting that announced delivery date can be way off.

For Ron Bashista at American Models this announcement is a big gamble. But he's doing it! Yes, it may be with our money, but we S gaugers have supported order deposits during the last few years. And our wait has been well worth it! Look at the products now available!

So it will be only with our backing and deposits that will allow this steamer to become reality. This is where E-mail and the telephone, along with club newsletters, the *Dispatch*, and the S gauge "grapevine" will help get the news of this project out to the public. Tell others in your club or who you know are interested in S, that there's a steam engine coming!

- Alan

NOTE: Some details not covered in the write-ups on the steam engine are outlined here by Ron: all axles will be powered (something Flyer never did), and the drivers will have open spokes, with the question about flanged middle wheels is still unresolved. This steamer will be available in both scale and hi-rail versions, DC and AC. There will also be a third undecorated engine for those modelers wanting to detail and decal their own roadname.

RAIL MAIL

Dear Jeff: After many years of solid and sustained growth, it was surprising to read in the October '94 *Dispatch* that NASG's membership has declined by 250 members.

I would like to suggest that NASG immediately conduct a Membership Satisfaction Survey to ascertain the attitude of our members towards NASG. The results of this survey should be tabulated, printed in the *Dispatch*, and forwarded to the Board of Trustees for corrective action.

Members who are becoming disillusioned should write the BOT and *Dispatch* with their complaints rather than simply not renewing. NASG should be given a chance to resolve problem areas.

-Ed Loizeaux.

Dear Jeff: I want to form an S club in Tennessee. Please put my name address and phone number in the next issue. I will be building my own modules using AM 148 track. I'm looking for others to build one straight section. James F. Sleeth

1107 Sunset Dr.
Gallatin, TN 37066
615) 824-9672

From the MAG: I urge all members to make sure to fill your surveys out and mail them to me. Also, If you could urge the non-NASG members to turn in theirs. Deadline is March 1.

Will Holt

From me: Show off your work to the rest of us. I could use some photos and articles. In particular I'm seeking layout features, layout and model photos, how-to articles, AF collecting articles, structure kitbashing ideas, Meet An S Gaugers' columns, and virtually anything else.

-Jeff

Dear Jeff: I noticed a couple of phrases in your writings in the December '94 *Dispatch* that I found somewhat disturbing. I'm mentioning these in case you didn't realize how they may be taken by others, since I'm sure that the meaning that I've read into them is unintentional.

"On page 9 in your interesting, and enjoyable article, *What Is A Flyer Fest?*, you mention that "...mutual friends Mike Schafer and Mike McBride, both serious HO modelers began collecting American Flyer trains and track..." I've always found the phrase "serious (scale) modeler" sort of elitist. It seems to imply that collecting and operating AF is not serious and when you consider the dollar cost, you know that's not true. What is so serious about being in scale? Why bother to use the term "serious" anyway?

"On page 17 in your fine piece on Ertl, you say "Scalers or more detail oriented hi-railers can pick and choose among buildings and accessories in these sets." This was a pretty good way to say it. Unfortunately, the next sentence spoiled the effort by saying, "Many of the structures could be reworked (new roofs, for example) if more adult realism is desired." I'm sure you don't mean to imply that those who are satisfied with the way the structures come are childish!

(Continued on page 5)

RAILMAIL Continued

Why go to the trouble of saying adult realism instead of just realism?

"The overall effect of the use of phrases like the ones mentioned above is to give the impression that operating AF trains with Ertl structures is to be taken seriously by adults. Those of us who have been playing with S gauge trains all our lives certainly don't believe in this and I doubt that more recent converts don't either. I hope that if you see my viewpoint, you'll exercise some editorial liberty and delete such phrases from material before publication and that if you don't agree, you'll start a meaningful discussion in an editorial."

-Kent Singer

Maybe "Fine scale oriented," instead of serious, would be a better choice of words - meaning to strive for as much realism as possible in miniature.

Regardless of scale, gauge, level of detail, and so on, we're all model railroaders, and we all share more common interests than not.

I personally appreciate all levels of the hobby no matter which direction modeling and/or collecting efforts lead, and we all should do that.

Each of us though have our personal preference as to which direction to proceed - toward more realism - or

perhaps recreating Gilbert American Flyer in its original form.

True Kent, maybe on page 17 of the December issue, I could just have said more realism, not adult realism. But by "adult" I meant that Ertl's construction methods, which result in say bulkier roofs or thicker walls than a scale modeler might prefer, are because of the children's safety standards Ertl is held to. To use them as is - is fine, and collectors especially would want them unaltered, but at the same time, the Ertl building, can be reworked for more realism.

-Jeff

Dear Jeff: In response to Alan Evans Presidents Message in the December issue of the *Dispatch*, I have to agree with the assessment of some that the content is weighted toward Hi-Rail (Amerian Flyer). This is not altogether bad or unexpected. The content of the *Dispatch* usually reflects the editor's interest as unfortunately the editor has to write much of the magazine content. Also, if more people of American Flyer persuasion write articles the magazine will be weighted in that manner. What is needed is more members in scale as well as hi-railers to flood Jeff with lots of material to print. I know there are many NASG members out there who are able to compose interesting articles and stories for publication.

Ernie Horr

P.S. Am working on a car construction article for you.

Jeff's Junction

TALKIN' "S" STEAM

Wow! As I pen this piece, I hear of an impending American Models project for an S gauge (scale and hi-rail versions) steam locomotive made of plastic and metal, more or less RTR, and at a moderate price.

Finally, somebody is addressing this market void. Not that S gaugers don't appreciate brass and cast metal kit steam offerings; it's just that such a product could help boost S even more.

Slowly S gauge is catching up to the other gauges which already offer a wide variety and price range of steam locomotives. And too, the larger gauges like S tend to enhance the properties of a steam engine -- the drivers, valve gear, details and so on are a little more noticeable and impressive in the larger gauges. And it will have a mechanical steam sound too boot. Try that in the smaller gauges.

I understand AM's design is for a heavy USRA Pacific -- with a 2-8-2 mechanism down the road. Makes sense, and there will be a family resemblance for those detailing for specific roads or for those free-lancing.

If this project flies, can this mean more steam projects down the road. I'm sure we all hope so.

Now to some thoughts I had about S steam locomotive offerings just prior to receiving word of the above project. It seems appropriate to mention them here.

THEMED LOCOMOTIVE ROSTERS

American Models is on the right track. Start with a couple of locomotives with a family resemblance or from the same real railroad. Besides the USRA designs for mainline steam offerings, others come to mind -- a Pennsy K4 and L1; an SP 4-6-2 and matching 2-8-2. Either the Pennsy pair or the SP pair could share boilers. This is good thinking.

But since S is a niche gauge (at least for now), perhaps other future steam offerings (and this could include brass) could be themed to certain quaint, yet popular, railroads. By this I mean for manufacturers to offer one or more locomotives and matching caboose for a non-mainstream road, which could also be a way of enticing other gauge modelers or new modelers to give S a try.

If a modeler who has a bent for steam sees that a small roster for his favorite quaint backwoods railroad is offered in S scale -- RTR, kit, brass -- then he might really get excited to take up the gauge. Whereas HO and even O gauge steam manufacturers seem to concentrate on big power and popular mainline railroads, maybe S could sneak in the back door by popularizing neat, modelable railroads such as the Maryland & Pennsylvania, the Northwestern Pacific, the Buffalo Creek & Gauley, the Sierra, the V&T and the Rutland.

And affordable narrow gauge needn't be ignored either. The Sn3 crowd has already proven the success of this theme with their following of the Colorado narrow gauges. But could followers of other narrow gauge lines (the EBT, Tweetsie, Maine 2 footers) be enticed over to S gauge if they new a basic equipment roster was available.

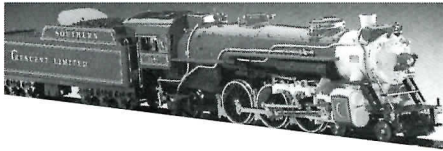
Take the standard gauge Maryland & Pennsylvania, for example. A manufacturer could start with the heavy 2-8-0 and a caboose, and then offer a ten wheeler a year later. Minor variations with detail parts could then produce other MA & PA versions of those locomotives. A basic roster is thus available for a popular and just right for S railroad. And since MA & PA power had such basic proportions, I'm sure freelancers wouldn't object to the MA & PA engines to build up an imaginary roster for their private name road.

American Models wants to take the traditional marketing approach of offering basic mainline steam power in popular roadnames. This approach is a good one and should prove successful. But there also could be merit in the non-traditional approach I mentioned above. We dreamers would like to see both ideas tried.

--Jeff

NEW PRODUCTS REPORT

By George Ricketts



Southern PS-4

AMERICAN MODELS (10087 Colonial Industrial Drive, South Lyon, MI 48178) Ron has announced he is taking reservations for a new Ready to run **Steam Engine**. The proposed engine is a USRA Heavy Pacific with a 4-6-2 wheel arrangement. Boilers will be available both with and without 'Elesco' feedwater heaters.

The first production of Two locomotives will be the Southern Crescent PS-4 in green and gold with the Elesco feedwater heater and The B&O President Class P7 in royal blue and gold without the Elesco.

All locomotives will be available with or without matching 72' heavyweight passenger five car sets. These cars will feature additional roof seams or strips with steel weights added.

Proposed features include die cast metal boiler and frame design with lifetime warranty, completely assembled and ready to run. All drivers will be flanged with axles running in bronze bearings and will negotiate A.F. 19" radius curves. They will have a large motor with large flywheels. All versions will include a mechanical sound unit with "puffing smoke" (2 chugs per rev.)

AC or AF type versions will include a three position reverse unit with whistle and bell. Boxed Sets will include a see-through window and over 20 feet of weathered track (oval).

The Pre-introductory price will apply to every unit reserved for the

first thousand only. The pre-introductory price for loco only: DC \$350.00, AC or AF type \$377.00 with a \$100.00 deposit. The boxed set price w/5 cars DC \$550.00, AC or AF type \$577.00 with a \$150.00 deposit.

LEHIGH VALLEY MODELS (1225 North Arch Street, Allentown, PA 18104) Frank has some new kits.

#LVM32 - Phosphate Hopper Car. This car, (half box, half hopper) was built for the Atlantic Coast Line Railroad in 1920 specifically to haul phosphate used in fertilizers. The kit comes complete with American Model's trucks and Kadee #805 couplers (Scale or Hi-Rail), plus brand new decals. All parts are precut to size and shape whenever possible. Price is \$37.00 plus (minimum \$3.50) postage and handling.

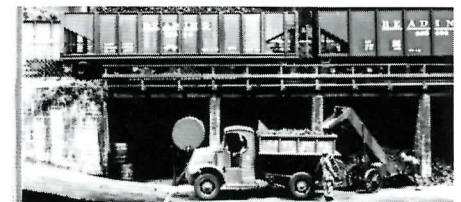
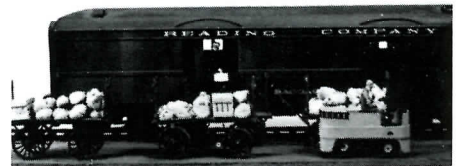
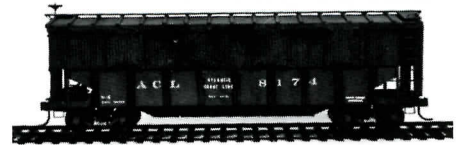
#LVM33 - Fork Lift Truck. This small, but eye catching, is seen around many industries and on freight platforms doing its job. The fork lift is movable. All parts are precut with some corner shaping to be done. Three pallets are included. Price is \$6.00 plus (minimum \$3.50) postage and handling.

#LVM34 - Electric Baggage Truck. These little buggies can still be found pulling baggage wagons from one platform to another in large terminals. Simple assembly with some shaping to be done. Price is \$5.00 plus (minimum \$3.50) postage and handling.

#LVM35 - Baggage Wagon. We have all seen these wagons around stations and on station platforms loaded and unloaded. Price is \$5.00 plus (minimum \$3.50) postage and handling.

#LVM36 - Coal Loader. Any decent

coal yard to this day contains at least one of these endless conveyors to lift coal into delivery trucks. Small railroads also used them to load coal into tenders (Cass for one). Price is \$5.00 plus (minimum \$3.50) postage and handling.



New LVM kits top to Bottom - Phosphate Car, Fork Lift, Baggage Carts, Coal Loader.

LIONEL TRAINS, INC. (50625 Richard W. Boulevard, Chesterfield Township, MI 48051-2493). Born in the 1950's, when A.C. Gilbert and American Flyer were synonymous, the classic Silver Flash passenger set was known for its lightning bolt graphics and hard-to-find #480 "B" unit. If you didn't snatch one up then, it's not too late, as Lionel re-introduces the American Flyer Silver Flash set in 1995.

The Silver Flash set includes a PA-1 powered unit, with dual AC motors and eight-wheel drive, a non-

powered B unit, and three cars -- passenger, combo and observation. All of the cars have illuminated interiors and passenger silhouettes. This set will be followed, later in 1995, with the #479 dummy "A" unit and the infamous #480 "B" unit.

Product Manager Carl Crosier said that by attending some of the NASG conventions, he got some very good indications of the types of products Lionel should be focusing on. You'll see some of those in this year's line.

For starters, the American Flyer section of Lionel's catalog has been expanded to three pages, and in addition to the Silver Flash set, includes a New Haven 3-car passenger set -- also from original A.C. Gilbert tooling, a Christmas engine and caboose, and a variety of rolling stock. From the flatcar with die-cast farm tractors to a brand new 3-bay covered grain hopper, the 1995 American Flyer line is sure to please even the most discriminating tastes! *See Photos page 2.*

PORT LINES HOBBIES (6 Storeybrooke Drive; Newburyport, MA 01950) announces the upcoming release of the first two S-scale wood-sided refrigerator cars from CROWN MODEL PRODUCTS. Port Lines is the exclusive distributor of Crown's new line of long-awaited S-scale injection-molded wood-sided composite (metal-roof and ends) cars "from the Golden Age of Railroading"! These cars ran from the 1930's into the 1970's, and some are still seen in use today! The first test-shots have been received, and the first releases are planned for June, 1995. These will include a dark green Hoods Milk reefer with the distinctive cow's head logo, and a Silver Western Pacific ice reefer. Undecorated cars will also be available. Additional road-names are planned for release next fall. Potential road-names include PFEX, Morrell, Swift, REA, additional milkcars, and a series of billboard beer reefers.

Cars will be available in both scale and hirail versions, with multiple numbers. Hirail cars will feature S-Helper Service trucks and American

Flyer® compatible couplers, while scale versions will be fitted to accept Kadee® couplers (not supplied). All cars feature separate molded ladders, roofwalks, brakewheels, and airtanks. Crown Models already produces this quality line of reefers in O-scale. Retail price of these ready-to-run cars will be \$36.95. Cars will be available direct from Port Lines Hobbies, or through your favorite S-dealer. For further information and details, please send a long SASE. Dealer inquiries and orders are now being accepted for June delivery.

S-HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901-1621) Don and Mike have released three new road names for the Showcase Line ready to run 2 bay covered hoppers. The new road names are Jersey Central Lines (gray car with black lettering and liberty herald), Milwaukee Road (gray car with black lettering and red and white rhomboid) and Trona (gray car with black lettering and red, white, and blue logo

They are available now singly or as a three car set. All cars have die cast metal trucks and Celcon bearings equipped with metal hi-rail wheels and AF compatible couplers. In addition, each car will come with 4 code 110 metal wheel sets and mounting holes for Kadee #802 couplers. Decals are available for extra numbers. The retail price for the PS-2 covered hopper is \$39.95 each or \$109.95 for a three car set. A current newsletter listing of all their S-Gauge products is available upon request. For more information contact Don Thompson.

SHILOH SIGNALS (145 East Blvd., Gloversville, NY 12078) Would like to announce that an updated catalog is now available. The catalog includes new items which have been added to their existing line of S scale signals. The catalog can be obtained by sending a SSAE (two stamps please) to the above address.

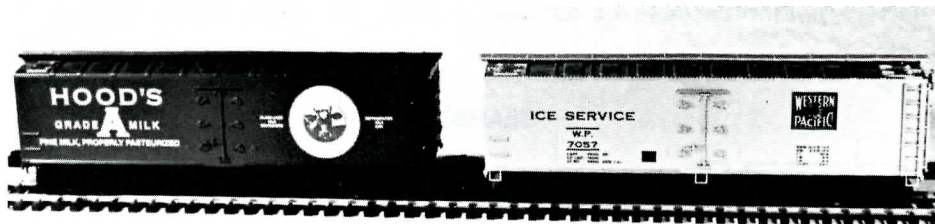
ATTENTION

Please Send New Product Announcements To:

George Ricketts

34355 Park East Apt. B-5

Solon, Ohio 44139



Port Lines Hobbies Reefers (Crown)



S-Helper has new road names.

FLICKER FREE LIGHTING

Installing Onboard Command Control in S Gauge - PART VII By John Long, Jr.

In chapter 8 of the Onboard system instruction manual, Mr. Keller goes into considerable detail on the procedure for installing lighting in trains using Onboard. He also refers to a circuit for achieving flicker-free lighting as described in *Railroad Model Craftsman* (April 1980, Page 82) in an article by Don Fiehmman and Howard McKinney.

I elected to capitalize on the data given in the handbook. Who needs to reinvent the wheel? This segment will list the parts I used and give alternative circuit board designs.

I used circuit board material from my stock that has copper coating on only one side. Radio Shack does not show that type in their latest catalog, but you can use double-sided and let the etchant take care of the second side. The components that are most critical are the resistors, because the other parts are rated well beyond the minimum required. I used the "N" size battery/holder because of its size.

There might be instances where the AAA size might fit, but I standardized my material. The circuit and battery supply only 1.2 volts, and the lamps are rated at 1.5 volts. This, I hope, means that the lamps should have long service lives.

To supplement the installation, I also installed MV lenses. I drilled or filed a portion off the reflector to accommodate the bulbs. For bulbs, I used Walthers 1.5 volt Grain of Wheat. These are available with a lens on the front. The combination gives a pleasing result. I secured the lenses with cyanoacrylic cement and the bulbs with bathtub caulk.

Each locomotive required a different solution for placement of the components. Some have alternate locations which you will find. IT IS IMPORTANT TO KEEP THE RESISTORS AWAY FROM ALL PLASTIC. It also helps to mount them against metal to act as a heat sink or give them plenty of

"breathing" room. See Figures 1-4.

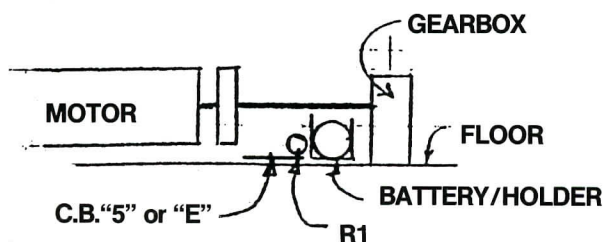
One resistor (R1) is required for each installation and that is all that is required for one headlight. More headlights will require one additional resistor (R2) for each additional light. Two lights require R1 + R2; four lights require 1 R1 + 3 R2's.

I've labeled the circuit boards as "S" for almost square or "E" for elongated. Because the resistors in Mr. Keller's circuit are wired in parallel, I've combined them into R-1 (100 ohm). Larger wattage resistors would operate cooler but are much larger, and space is usually at a premium.

Prior to starting this operation, make sure that you are not putting too many locomotives on the track so as to overload your mixer. This hardly seems likely if you have left any reserve at all but it is worth considering. Each circuit draws 125mA. Also, the 100 ohm resistor drops 12.5 V and dissipates 1.56 W of power.

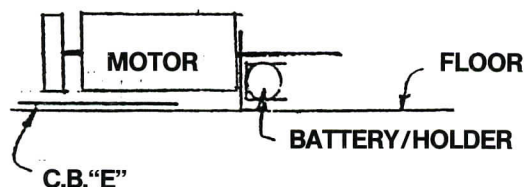
Measure the size of each component to make sure the hole locations are correct. If you substitute other values for the bridge or diode rectifiers, the hole spacing may change.

Fig. 1



A. F. ALCO PA

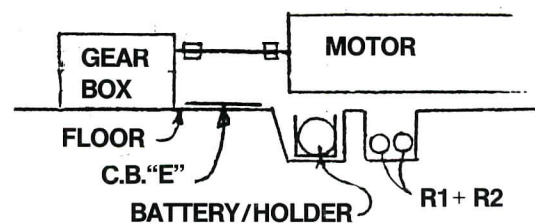
Fig. 2



(Arranged for R1 to be exposed to air
See cutout on C.B. diagram)

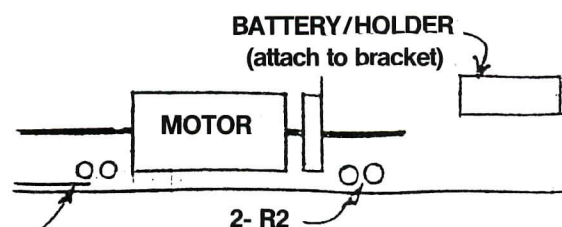
OMNICON FA

Fig. 3



A.M. FP7

Fig. 4



C.B. "E" WITH R1
+ R2

A.M. GP7 (refer to Part 6)

The resistors can be mounted either way. The bridge rectifier will be marked so that you will know which connection is + or -. They are opposite each other. The rectifier diodes have a mark on the negative end - probably a paint stripe. This end must be pointed toward the negative connections. The circuit board diagrams are labeled so you know which is + or -.

Power leads to the circuit board must come directly from the track. (Onboard supplies a special unit for directional lighting which is connected to the throttle.)

Follow the directions on the etchant solution carefully. Be sure that there are no gaps in, or short circuits

between, traces. I found that a soft ink eraser cleaned the trace pen ink off nicely and left a clean surface for soldering.

Use a small (25 or 30 watt) soldering iron and rosin core solder. Use only enough heat to make a good joint. Too much heat will destroy the bond holding the copper to the board. More importantly, heat will destroy the diodes and bridge rectifier. It is important to use a heat sink on the leads next to the component when soldering. Leave a nice mound of solder around the leads, like a tiny ant hill, filling the hole completely and tight to the lead all around. Trim off the excess lead and, if necessary, run a file across the leads to eliminate small ends or excess solder.

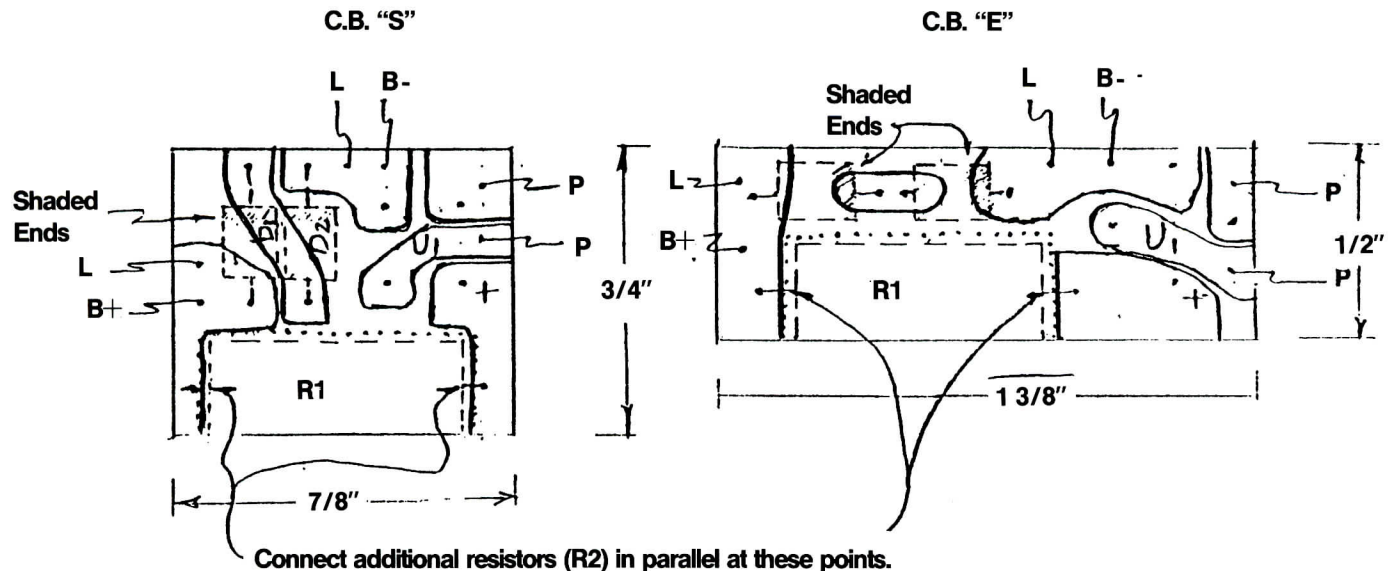
Now you have a nice neat circuit board all ready to install for constant lighting in your loco or cars.

Connect the battery holder and lamp(s) and you are in business. (I added one to an A.F. streamline observation with a red M.V. lens - beautiful).

If you have comments or questions, I'd be glad to hear from you. An SSAE will get you a reply as soon as possible. If you don't feel able to build the circuit board, I'll build one for you. Let me know how many lights you will be using, and I'll let you know the cost. My address is in your directory.



Fig. 5



DRAWING NOTES

- A. 2 times actual size.
- B. P = Power from track
L = Leads from lamps
B = Battery Leads
- C. Components (dashed) mounted on reverse side
- D. One resistor shown (R1) Add more (R2) as required
- E. Cut out on dotted line for air circulation or to allow resistor to rest on metal for heat sink if desired (Not absolutely required)

PARTS LIST (Radio Shack Numbers)	
P. C. Board	276-1499
Rectifier Diode (D1) (D2)	276-1101
Full Wave Bridge Rectifier (U1)	276-1152
Size N NiCad Battery	23-121
Size N Battery Holder	270-405
100 Ohm Resistor 2 Watt R1	Obtain at electronics supply store
130 Ohm Resistor 2 Watt R2	

— Next Part VIII Conclusion —

MEET AN S GAUGER

- Jamie Bothwell -

"Someone once told me that 'S stood for Subversive' so I figured that's where I belonged." Jamie Bothwell came to S from HO in 1987, although he had thought about it many times before. During a period of frustration with his current modeling projects he went to see Sam Powell's layout on a tour. That was it. The HO trains went up for sale and the proceeds went to start over again in S. He joined Sam's operating crew and drove an hour over to the Penn Creek Valley once a month to run S scale trains. "Sam always said I impressed him because bunches of HO guys saw his layout and talked of converting, but I was the only one who actually did it."

When Jamie's wife returned to graduate school the move away from the Washington area brought him into another S hotbed, the Lehigh Valley. Right away he got to know Frank Titman and joined the Delaware Valley S Gaugers. He survived several tumultuous years as their corresponding secretary which is quite a job for someone who hates to write.

Jamie enjoys the challenge of modeling in a minority scale. "I think that most of the people in S are pretty good modelers because there was a time when they had to be. I was looking for more of a challenge from my modeling, and S provides that nicely." He also likes the "Big happy family" feel of the S scale fraternity. "Through my membership in NASG I feel like I know everyone who models in S. I know that's not true, but I have had personal contact with many of the manufacturers and many of the prominent modelers in the scale."

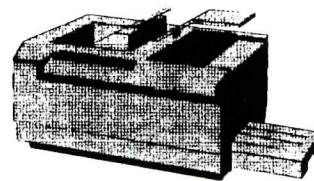
Jamie has earned a reputation among fellow LVSG members for his ability to pack away chow with no significant corresponding change in waistline. His secret is hours spent bicycling. One of his other hobbies is racing bicycles, and he has won several state championships and competed in a few national championships. He also owns a canoe and a kayak that he paddles occasionally.

One of Jamie's freight cars won first prize in the amateur kit and converted division of the NASG contest in Philadelphia, 1993. After spending nine years teaching science, Jamie is taking some time to be at home with his children. He really enjoys the extra time this job allows him for modeling. "I used to put the kids in bed and then do schoolwork. Now I spend that time modeling. Jamie spends most of his time now building rolling stock, but he hopes to start a layout in the attic soon.

He and his wife Dawn have two children: Michael, four and Ashleigh, one. "Michael loves trains, and he often asks to go over to see Frank Titman's layout. He always wants to load the hoppers. Ashleigh has already learned to say choo-choo, and she likes Thomas the Tank Engine."



Is that the new Beer Car?



NASG COPY SERVICE

Copies of articles from back issues of the NASG Dispatch are available to NASG members following the below procedure:

1. Request a specific article, photo(s) or page(s). Entire issues will not be copied.
2. Cite a specific Dispatch issue if possible. A search will only be made on a time available basis and may not yield results.
3. Enclose an SASE. No other charge is in effect at this time.
4. Note your NASG number. This service is available only to members in good standing.
5. Send your request to NASG Copy Service, c/o Kent L. Singer, 912 N. Rogers Ave., Endicott, NY 13760.



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SHORT AND EASY

- By Kent L. Singer - RETAINING WALL

If you go back to the first issue of the *Dispatch*, in June of 1979, you'll find that Ernie Horr took on the responsibilities as Editor. Prior to that, our publication was edited by Bob Ristow and for its first year of existence it was known as the *NEWSLETTER*. During the next several years, Ernie gave the *Dispatch* some of its character and helped it along the road of development. I met Ernie during the Vancouver convention and having known him since those early days of the *Dispatch*, I got him to promise to send in a Short & Easy idea.

The result is this neat little project - a retaining wall. A quick glance at Ernie's fine sketch should convince you that "...it is an easy to construct retaining wall which can be used in many places along a pike..." or on a module or diorama.

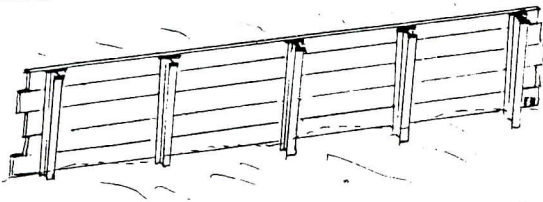


Fig. 1

Cut a piece of 1/16" thick wood sheet, with 1/8", 3/16" or 1/4" scribing to whatever length is appropriate for the spot on your layout. The height is also optional but be careful of going too high, or it'll spoil the effect. Stain, and if you choose, weather the wood to colors appropriate in its intended location.

Then, cut some scrap pieces of code 100 or code 125 rail as vertical supports. Add about 1/2" to extend the rail below the bottom of the wall to fasten in the "ground". Cut a quantity so that they'll be equally spaced along the wall. Paint them a rusty color and when dry, glue them to the retaining wall.

When done, set the wall into place on the layout and pile the soil, rocks or whatever behind it. As Ernie concluded, "It looks good on the Tinplate Road."

GOT AN IDEA? Perhaps you've created some detail to stick along your right-of-way, set on a loading dock, dress up a building, etc. etc. We're always looking for fresh projects. If you'd like to contribute, the rules are simple: The project should be somewhat related to railroading and it should be capable of being completed in one or two evenings. You needn't worry about drawings or photographs. We can do the drawings and have photos taken. All that is necessary is a sketch of the project with some dimensions, a list of the materials and a short description of how to build it. Submit your ideas to Short and Easy, c/o Kent L. Singer, 912 North Rogers Ave., Endicott, NY 13760.

FOAM BALLAST

Contributed by Bob Daniel

The comments on ballast in the April '94 *Dispatch* prompted me to share a method I developed while making a portable pike. I obtained styrofoam coffee cups, cut them into chips about 1/4 inch on a side, then ground them in a coffee grinder. This procedure produces pebble-like shapes from grain of sand size to about one-eighth inch. Then I dyed the batch in diluted black acrylic paint and spread the pebbles on a newspaper to dry. Track application was by the usual white glue method, although it is best to put a line of glue along the outer edge of the ballast area.

Appearance is exceptionally good. Pebbles vary from white to gray to black, but one can skip the coloring process to get pure white chat. Concentration of the dye and soaking duration can be varied to get more or less pigmentation. Before dyeing, each batch can be sifted to get size uniformity, but I only sift to avoid overly large stones. These can be recycled through the grinder to increase yield. I get about one AF track section to each original cup.

The grinding process can be messy. I solved the problem by borrowing my wife's anti-static spray from the laundry room. Use it as needed on the whole cup,

the cut chips, and again in the filled coffee grinder before grinding. Use a Dustbuster to clean up the debris.

I have also used the pebbles to make flowers and foliage by dyeing them in appropriate bright colors. So far, I find only cups make good pebbles. Grocery or deli plastic tray containers shred instead and so make even better flowers and leaves. Excellent grass can be made by dyeing shavings from a pencil sharpener.

Note: Ballast on the Conrail Mainline is about 1/64" to 1/16" in S scale.

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.

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. Send Stamps or a check payable to Ted Larson.

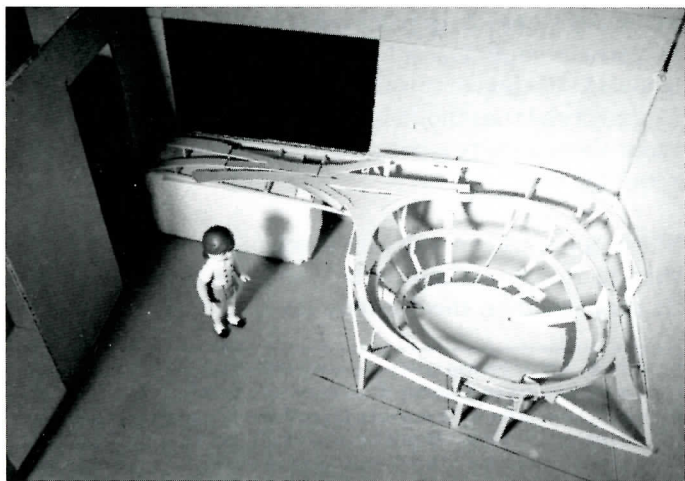
**MODULE
CORNER**
By Ted Larson

The Yore Mine II Railroad, in S

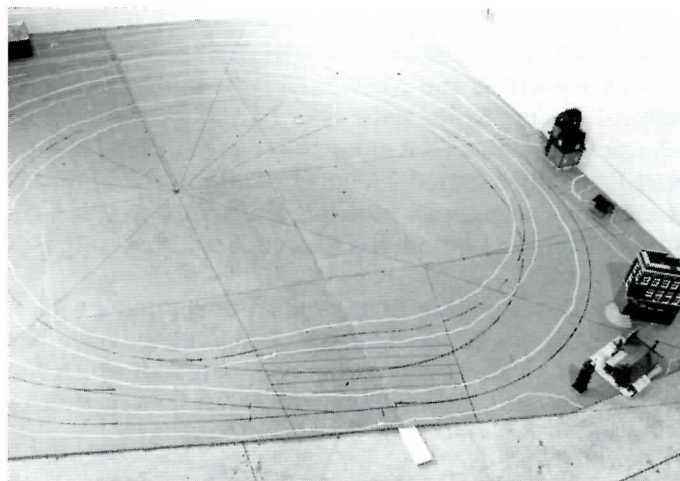
“Pre-planning was the key”

by J. I. Hall

Photos by the author



A. Rough 1:12 diorama.



B. Heavy paper - full size mock-up on floor.

One might question why there is a Yore Mine II? Was there a Yore Mine I? There was. The original Yore Mine railroad was built in the early sixties, in HO gauge. It largely followed a John Armstrong plan in the March 1955 MR. This plan was geared towards the larger scales of that time, namely S & O standard. In O scale the plan was a diminutive six by twelve feet! My original YM I was only four by six feet, and it folded into a box half that size. The curves and grades were extremely tight, and due to my lack of expertise, lead to poor operations. This was most unsatisfactory.

College and the military put model railroading on the back burner, and I later became very active in military model building.

Dust collecting, static militaristic displays lead to the desire to return to model railroading in the 80s. This time I determined that everything would be fully operational.

I first went into European HO, quite impressed with the fine operating characteristics of Lilliput and ROCO locomotives. I developed a fully operational and sceniced Germanic railway, the Schallburger, Halloysite and Marshallberg Railway, or SH & M. This was during the mid-eighties. A change in marital status led to my moving into a modern apartment of about one-half the interior space of my former house, but I did manage a railroad room and studio of twelve by fourteen feet. This would simply not do for an expanded version of the SH & M. Modeling stagnation again set in.

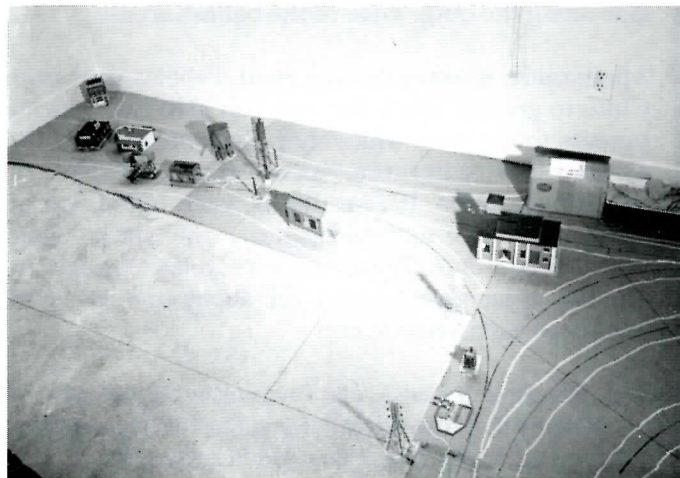
Having been fairly active in the MER of the NMRA, I had toured a number of railroads in the mid-South region.

Those I had seen in S scale, namely that of the other John Hall in Delaware and one in a Maryland (DC suburb) garage, prompted me to realize and say that all else being equal, S scale would be the ideal size for model railroading. Well, things are rarely equal.

We now return to my present status of having a humble twelve by fourteen MR room. Ergo, I can fully develop the Armstrong mining RR in S which I had tried in HO. While in Vegas, I caught a small S ad in June 1989 MR and responded to same. One thing lead to another, and for the mid-term I am committed to S.

The (New) YM II

The YM II follows no specific prototype. It is meant to represent a typical small mining operation in the forties “out West.” The semi-final track plan may be seen in Fig. 1.



C. Full size templates for yard area.

Before commencing from the theoretical to the actual, I constructed a rough 1:12 diorama. See photo A. The little girl is a scale 3' 9" tall. In reality the benchwork worked out to need to be some 27" high requiring a stepover to get into the room.

Existing and proposed structures were then moved about to roughly, and in some cases, exactly determine their locations. This heavy cardboard will also serve a future use, namely for patterns to cut the plywood and underlying insulation sub-roadbed. Chalk lines were then drawn to use as guidelines for these patterns.

This lowered design will also allow for maximum natural Northern light from the one window in the MR/studio room. I replaced the bland neutral blind in the window with a sky colored light blue blind. The basic sky backdrop blue was then matched with this blue color, so that when the blind is extended and shut, it exactly matches the basic sky backdrop. The sky ceiling was then painted a darker blue with the ceiling to wall fillets blended in. As well, various clouds, haze, etc. are to be dusted on with flat spray paints. White, gray, violet and beige.





E. The "Staiadder"
(stair-ladder)

Lacking any common sense, I painted this sky backdrop directly onto the apartment walls. Not only that, but I built up the corners of both the walls and ceiling with a combination of foam, plaster, curved cardboard and ribbing.

Incidentally, I asked my apartment manager if she had any objections to my painting the hobby room (which she already knew of) a sky blue, and she said fine. Please don't tell her all the gory details.

Having gone through the agony of busting up the previous railway (the SH & M) with no thoughts of portability, I had long resolved to make the next layout fully moveable. Once constructed, the resulting largest section (the pit area) was then tested for moveability down the apartment stairwell. No particular problems were encountered. Part of the benchwork is constructed of 1 x 2s. It rests on a long dresser, which provides storage for model building stuff, etc. The balance of the railroad benchwork is built mainly from 1 x 4s. All sections are attached to the walls by 3" lag bolts. The trackbed for the pit section spirals down into a spiderlike center, attached to pads which rest on the floor. See photo D. All joints are connected by 1 1/2" x #8 flat head Phillips screws. I consider these fasteners much better than machine screws and superior to nails.

Unfortunately a rather hard wood, yellow pine, was used for the 2 x 4s. This was a real bear of a job, what with all the multiple angles and guesstimation. If hindsight were foresight I would've used cheaper and softer lumber. On the other hand, perhaps the stronger yellow pine will prove desirable as the pit floor will be elevated some 16" from ground zero.

Each section of the railroad is connected to the others by bolts and wing nuts. The 2 x 2 legs are attached the same way, for easy detachment. The portion of the benchwork where the stepover occurs into the pit area is especially reinforced. See track plan. The bottom of the pit of some three by four feet plus is to be of 3/4" plywood and stoutly supported so that an adult may stand in the center. There is to be cab control in the pit, with easy access to the control panel by slightly leaning over the wye switch.

The subroadbed is to be 3/8" plywood, underlaid with 3/4" foam for sound absorbance. Hopefully this will provide adequate longitudinal strength, if not, spanners will be installed where needed. The risers have been installed approximately 1" below desired subroadbed

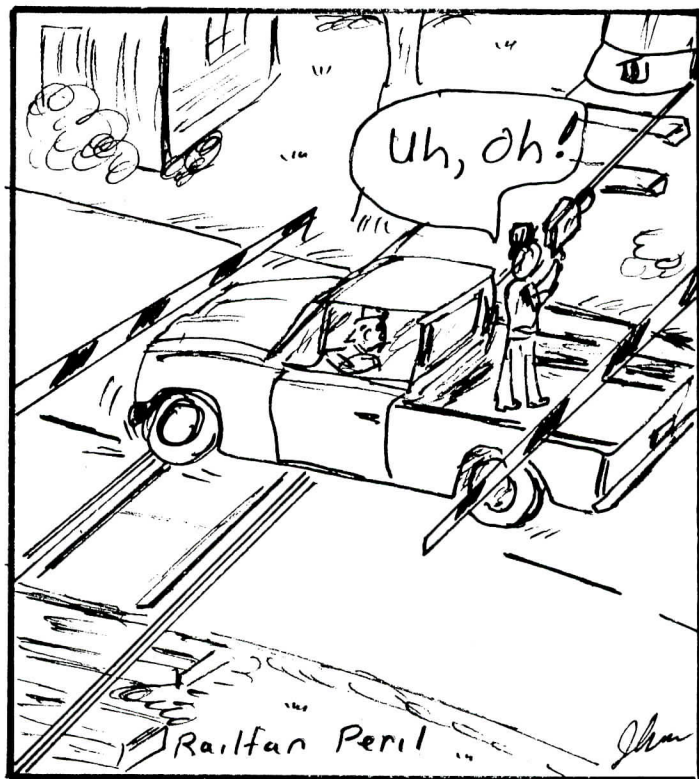
height, with no provisions for bevels, etc. I used up scrap 1 x 2s & 4s for these risers, then went to 1 x 3s, far better. The subroadbed is then to be screwed down to the heights superelevations and grades desired. Why all this trouble? Again, when you're working with such tight curves trackwork should be as smooth as possible.

After accurately redrawing the full-sized track plan, the roadbed and track will then be laid. Electrical connecting joints will be installed between the various sections. The control panel will be connected to the rest of the railroad by terminal strips to allow for easy disconnection.

While planning this YM II in the available space, it occurred to me that I could as well have an outer loop with passing siding opposite the truncated siding before the descent into the pit. To do so, I have removed both closet doors and stored them behind the dresser. This outer loop will then run from the ore grading tippie, into the front closet, through an innocuous hole in the closet wall (the mice did it), come behind the door, over a sofa and tie back into where the track starts to really go down into the pit.

To solve the problem of stepping into the pit, I have come up a "staiadder" (cross between a stair and a ladder). The staiadder was built some 29" high, with a 3" baseplate and 6 1/2" steps. This staiadder was built from 2 x 8s for the risers, with doubled 2 x 10s for the baseplate. Rock ballast will be added to the base for stability.

I'll update my progress in a future issue. 



AN S-PIKE — THE YORE MINE II



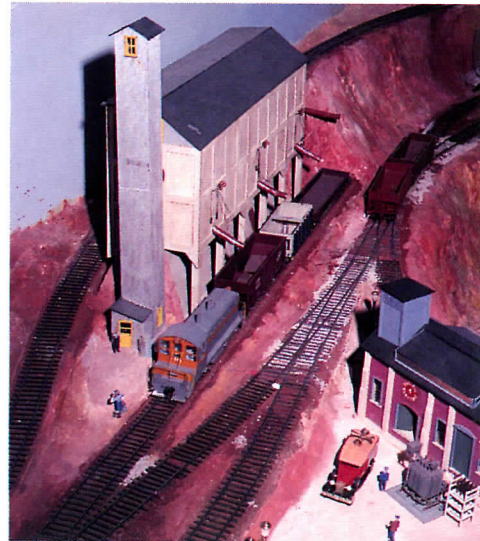
Machine shop on the Yore Mine II.



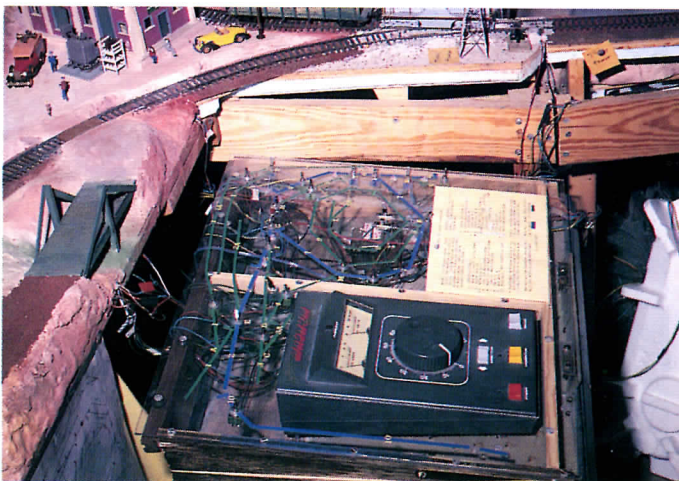
Master Creations structure is in center of photo. Track in foreground continues left around room.



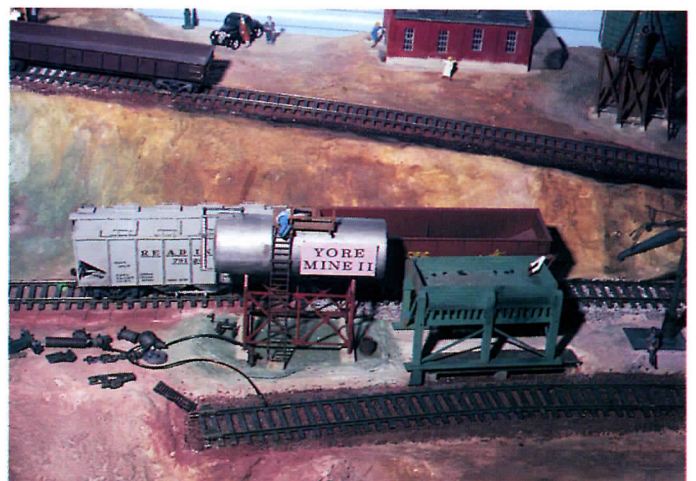
J. Irving Hall and Saddam.
All Photos J. Hall



Stone crusher which serves the quarry in the pit.



Plexiglass Control Panel.



A simple engine terminal.

MORE S-PIKES



New Omnicon "Shark" fresh from the paint shop on John Foley's Pottsville Central. The B unit is still in the shop.

Photo - John Foley.

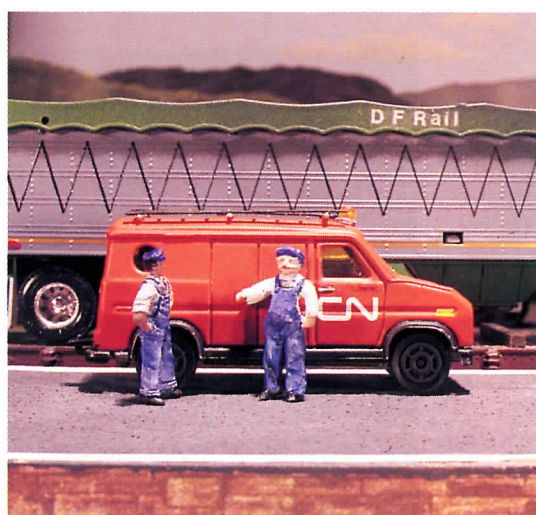


Previous layout of Brad Nelson of Waukesha, WI. Brad has a new layout under construction. Note: carpet looks like water. *Photo - Brad Nelson.*



"GO FIGURE"

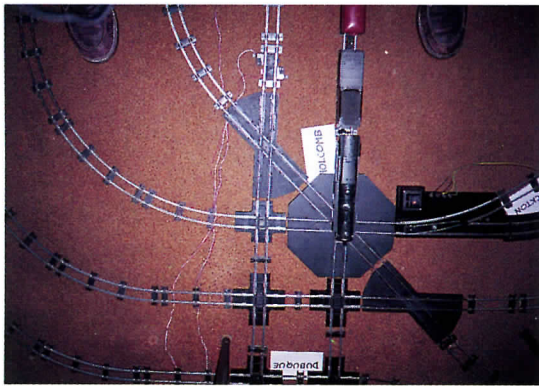
3 color photos
Denis Fortier



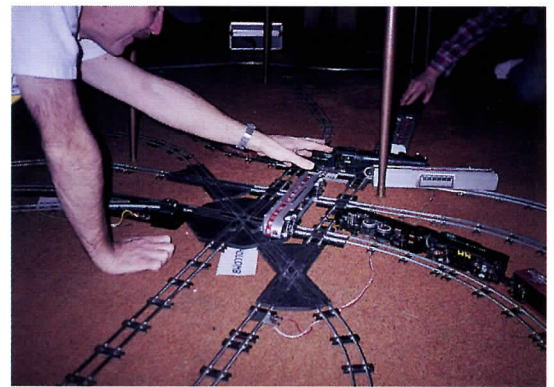
Squat lady is cut-down O scale figure. *Photo - Bill Lane, Jr.*

1994-5 Flyer Fest

— See Text in Extra Board Photos - Jeff Madden



Custom diamonds.



Somebody wasn't watching.



Mike Schafer



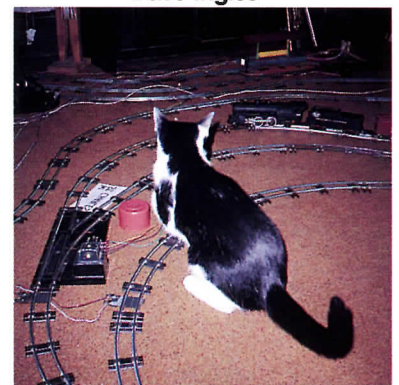
Dave Ingles



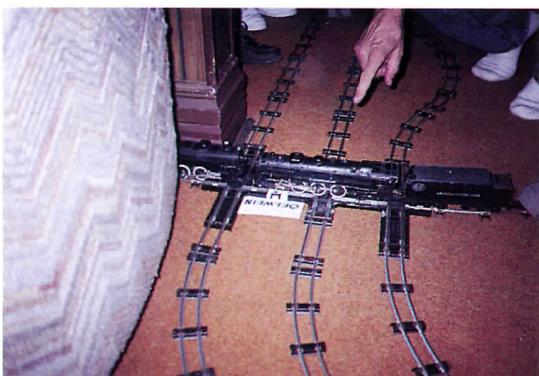
Mike McBride



Jackie in tunnel.



A flyer mouse?



CRASH!





Above: Aerial view of the "3" track curve. *Photo Bob Hoffman.* Below left: The new way up to the curve. Below, top right: West bound Conrail EMPI on wrong main at Gallitzen. Bottom Right: GP9 replaced K4 on display at the curve. *Bottom 3 photos Jeff Madden.*



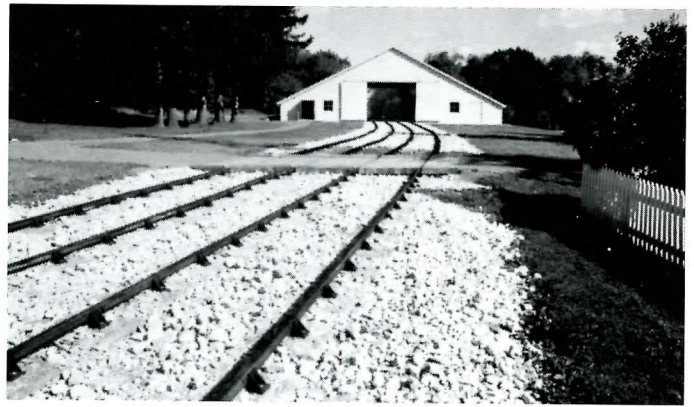
TOURING THE ALTOONA AREA

The December *Dispatch* detailed most of the planned tours and activities of the 1995 NASG convention in Altoona on July 26-30. You should also have received a registration flyer and a convention car order form with that issue.

This issue's photo essay highlights some of the attractions around the Altoona area such as the Johnstown Inclined Plane, Horseshoe Curve, and the Portage National Park area. While these particular attractions will be of special interest to the rail oriented NASG members, other family members should find such sites of interest as well.

The map on this page will give a basic snapshot of the historic sites to visit while in the Altoona area. You can sign up for one of the tours to visit most of the places shown here, or you can go on your own.

As you can see on the map, the Conrail mainline weaves throughout and is readily accessible for railfanning at many locations. A reminder though not to get too carried away as there are over 50 daily trains along this busy stretch of mainline.

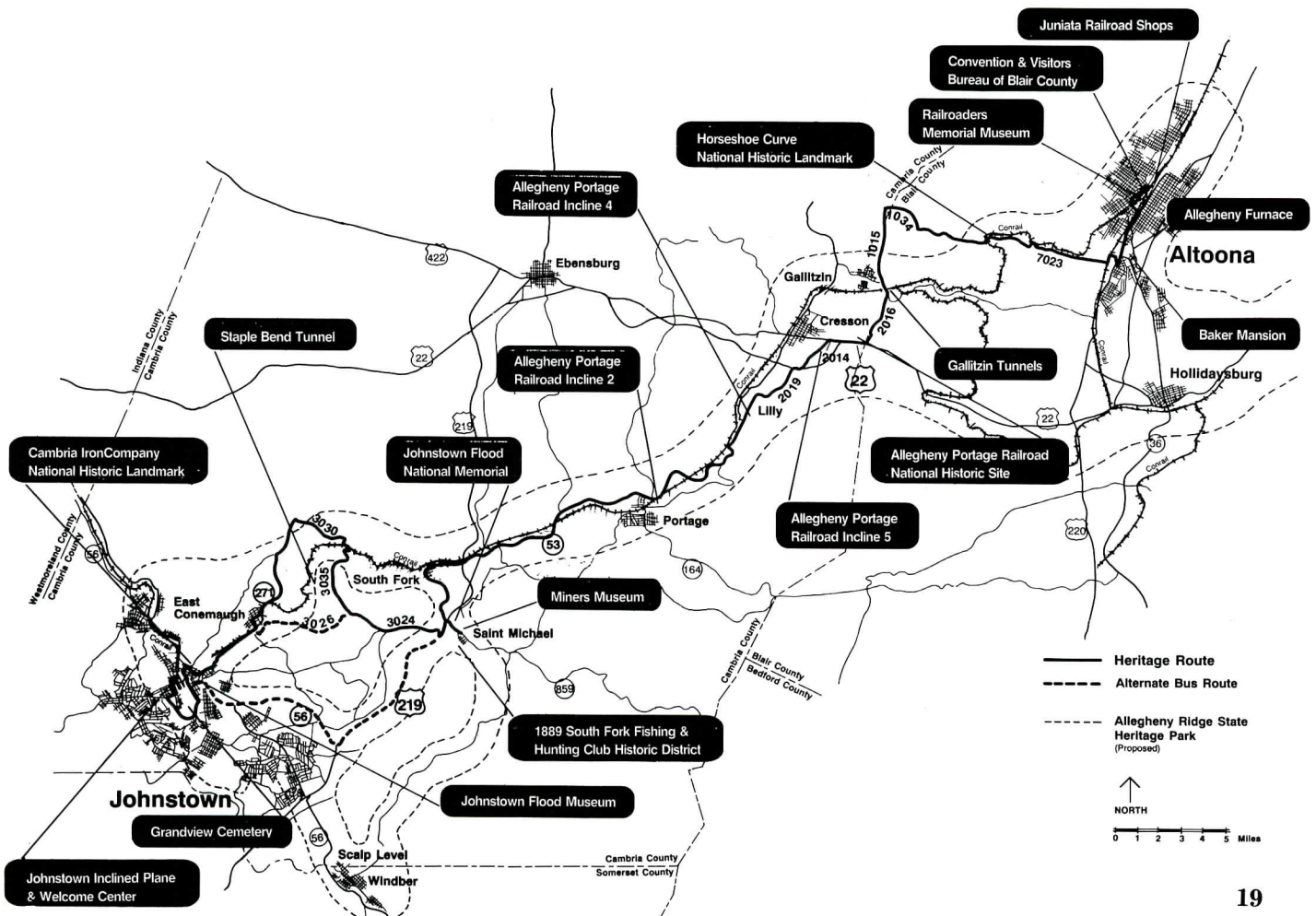


Incline plane engine house at Portage National Park.



New Horseshoe Curve visitor's center.

Both photos Dave Seidel.





NASG members will have the opportunity to ride the Pennsylvanian, shown here east bound on the "curve". Photo courtesy Penn Dot.

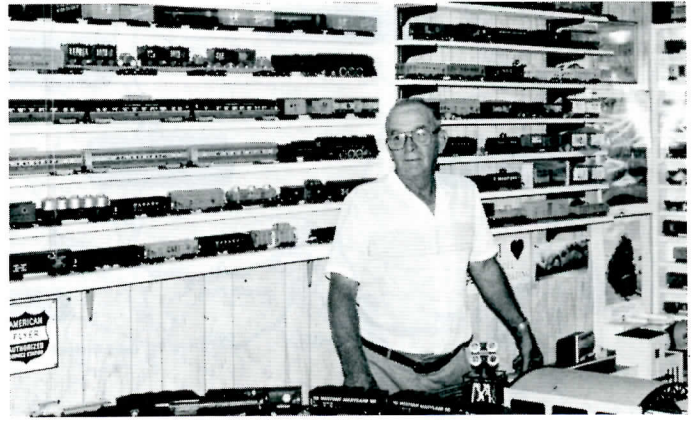
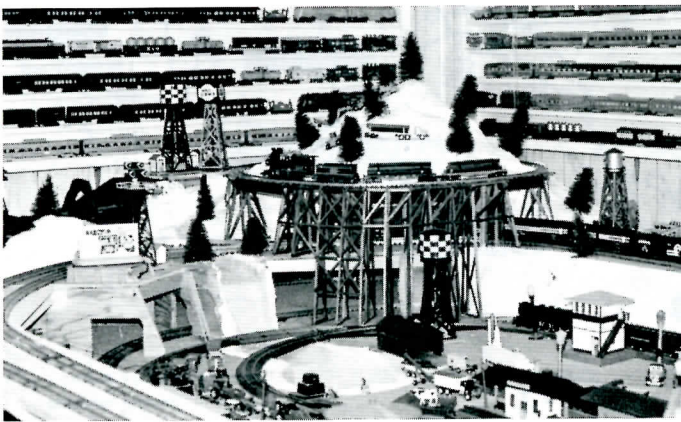
ON TOUR...

CALVIN FLAUGH, JR.'S AMERICAN FLYER

NASG member Calvin Flaugh, Jr., of New Freedom, PA, will be one of the S gaugers to visit on the layout tour. An American Flyer collector and operator, Calvin first entered the hobby in 1947 with a 322 Hudson set.

His impressive flyer layout is 8' 0" by 19' 0" and can handle 8 trains at once. Both Gargraves and Flyer track are used. Calvin's Flyer collection is quite extensive. For operating he prefers the 4-8-4 Challengers and the K5s.

Currently a farmer, Calvin retired from the New Enterprise Stone and Lime Co. after 21 years.



The layout and collection of Calvin Flaugh, Jr.

ON TOUR

Built in 1891 after the Great Johnstown Flood, the Johnstown Inclined plane is acclaimed as the world's steepest (71.9%) vehicular incline. This attraction will be on the Johnstown/Horseshoe Curve Tour.

Photo - Henry Streilein.



CAMBRIA AND INDIANA RAILROAD

The Cambria & Indiana Railroad was renamed from the Blacklick & Yellow Creek Railroad after being purchased in 1911. The C & I expanded both North and South growing out of it's former use as a logging line to carry it's first shipment of coal in 1911.

The C & I remained prosperous throughout World War I. Mines were opened including a mine at Revloc to which track was laid. Colver, the site of the original mine became prosperous and became known as Colver Heights. Colver was named for the C & I's owners Colman & Weaver with Revloc being Colver spelled in reverse. The partnership dissolved in 1922.

Forty percent of the railroad, including the mine and Colver fell into the hands of the New York Central Railroad. A coal strike that year caused operations to be suspended. About every year or so after 1922 there were plans for expansion of the C & I, but with the depression of the 1930's the plans died.

Business remained stable throughout the depression because of government contracts and boomed again when World War II broke out. In fact it was so good if a man walked by the main office somebody would run out and offer him a job.

In 1950 the C & I became part of the Bethlehem Steel Railroads. By 1962 the C & I was in decline, yet it added 4.7 miles of trackage and in 1963 they opened a new line.

By 1977 the Revloc mine was the only one in operation, but the end has come with the closing of the Revloc mine in 1994.

The Horseshoe Curve 1995 "Convention Car" will be a 70 ton Cambria & Indiana 3 bay hopper. Order form should have been in the December issue.



Photo by Gregg Miller

THE CLUB SANDWICH

By Al Schoenberg

Due to the short time between the Christmas issue of the "Dispatch" and this issue, there are only a few clubs to report about their activities.

"Smitty," the walking brakeman, is going to visit some clubs while riding on a boxcar. While in **Brantford, Ontario, Canada**. Smitty calls out to Oliver Clubine, "Hey Ollie, that was a great "Canadian S Scale Quarterly" you edited. I think that it is great that you guys have a different editor each issue!

"Well, I couldn't do it without the assistance of Brian Walsh doing new products info, and Paul Raham doing the Marlbank Farm report." Ollie stated that "Al Collins, the owner of Mt. Albert Scale Lumber Company sent me some samples of scale lumber. The finish is beautiful and much smoother than some other products on the market."

"What happened to C.N. Mogul #96 which was stored on a spur here in Brantford?" asked Smitty.

"On November 17, 1994, #96 was moved by it's new owners to the Ohio Central Railroad, after having been stored here since December 1988, when it came here from Steamtown, VT," replied Ollie. "When you get to St. Catherines, Smitty, say hello to Jim Martin, who reports that they had a great meeting at Charlie and Helen Hicks house in Brampton. Those in attendance were yours truly, David Clubine, Bill Ferguson, Charlie Hicks, Manfred Lasser, Art Lomax, Jim Martin, Larry Neal, John Park and his son (all the way from Southampton), Clayton Peter, Paul Raham, and Don Wilkinson. Also say hi to Ron Scott when you get to Peterborough, some of those guys out there like to build from scratch and blend with original American Flyer. Our next four editors are: March 1995 - Brian Walsh, then Tom Spaulding for June, Bob Hadlow - Sept. 1995, Clark Koonong - Dec. 1995. On Page 40 of the Dec. 1994 "S/Sn3 Buyers Guide" are photos of Simon Parent's equipment - Wow! I suspect that Denis Fortier had a hand in the photos. Brian Pate (you Canadians seem to like the name Brian) had an article on C.N. automobile car #587227 in the "Canadian Railway Modeller". Colin Lockie and Paul Raham conferred on the coupler challenge in the last issue by Denis Fortier, and had drawings showing the Kadee 802 Coupler is a pretty close match for the coupler height elevation measurements."

Moving into **Lehigh Valley Land**, Smitty climbs down from the walking brakeman car, and adjusts the vibrator lever since he had been walking in his slot too fast. Bill Fraley spots him and says, "Smitty, we had a great November meeting at Dave Heine's house, where the club built an annex onto his very large Sn3 layout. His new fluorescent U tubes gave an even lighting to the layout. In December we had a dynamite night out on the town, probably our last. The food and show were great, and we did our traditional trip through the Flemington, New Hope, and Peddler's Village, PA, outlets. John Long of Camp Hill, PA was elected secretary of the MER, NMRA, and has an "S" Scale article in the February 1995. *Railroad Model Craftsman* on his "Evans General Store," and an article on Command Control in the October *Dispatch*."

"Sounds like John is a busy man," replied Smitty, "I could not get to Denny's Restaurant on the LVSG Puzzle, in the newsletter."

"Our next meeting is at Bert Mahr's house," reminded Bill.

Jonesy, "The Walking Brakeman," comes down from the roof to rest his tired legs in **Potomac Valley Country**. Jonesy hurries over to the January meeting of the club at the home of Wayne and Toni Shipp, in Falls Church, VA. in addressing Wayne, Jonesy says, "Wayne, I like your around-the-wall layout. I enjoyed *The Call Board* (The Club Newsletter) article about the PS-2 hoppers. It was interesting that you noticed that the ATSF Hoppers had the colors reversed on the Herald. Hey, a collector's item.

The December meeting attendees were yourself, Wayne and Dick Cataldi, Sam Powell, Bill Oertly, Doug Gilbert, Richard and Nancy Lind, and Jerry Smith. Jerry had three sections of Allen Yard set up with five SD-40-2 locos on display to represent hopper trains that he saw in Minden, Colorado last summer. Sam brought a model of the Camden Yards freight house which he is building, and Dick Cataldi brought several items including some Budd Buddies items.

In discussing club communications, Dick suggested having a newsletter with a masthead, upcoming meeting notices (with a map), reports about the previous meeting, and photos. Jerry and Doug thought that a newsletter a couple of times a year was fine and that postcards could be sent out for club announcements concerning meetings the rest of the year.

January 21-22 is the Great Scale Train Show at the Timonium MD. Fairgrounds. "Editor aside-in looking over the membership list, I see that David Avedesian from Rockville, MD, found a club closer to home. He used to attend our meetings (South Jersey S Scalpers) occasionally.

For those who were alert, Jonesy is not the walking brakeman, but Smitty is. Give yourself a point if you picked this up.

Smitty's next stop is in **South Jersey S Scalpers' land**. Bill Moore calls to Smitty in the yard, "Hey, Smitty! Our club car, the Pennsylvania Automobile Car, is ready for delivery. I enjoyed Bill Lane's article in the last "Dispatch" about strengthening steps on cars. Are you going to the Altoona, PA, convention this summer?" Our December meeting was held at the home of John Kosick, and our January meeting was at Wayne Schneyer's house. Bill Lane informed me that the one half GGI was used for moving ties and not for switching.

Smitty hollers, "Speaking of Altoona, I've got to get this boxcar moving out West."

Smitty rides his boxcar into the **Cuyahoga Valley in Ohio** where his boxcar gets a replacement.

Smitty spies Gary Ippolito, and says, "I read about the November meeting at Mickey and Sue Jakubowski's home. George Ricketts called the

meeting to order and recapped the Chicago Fall S Fest. I understand the Spree has been moved up to May 19-21 and relocated to the Richfield Holiday Inn at I-77 and the turnpike. Due to lack of interest on the part of toy museums, the dreaded 3' link coupler has been slated for destruction. Also, Jack Sudimak would like to see the club library relocated. Chuck Fonda, Club VP and layout coordinator, booked the club Hi-Rail layout at the following shows: Feb. 5 - Parma High School; and Feb. 25-26 - Kirkland High School. Cath you guys next time."

Now for a stop in **Central Ohio S Gauge land**. Smitty sees Roger and Kathy Johnson and says, "I enjoyed the meeting at your home on January 28. I'm looking forward to seeing everyone at the Feb. 11-12 Greenburg show held at Vet's Memorial, West Broad Street, Columbus, and later on Feb. 26 at John Gafney's home, 4972 Dunkerrin Ct., Dublin, OH. Hope to see you at the Blue Caboose's extended Open House on Wednesdays from 7 to 9 p.m. and on Saturdays from 1 'til 5 p.m.

I'd like to welcome aboard new members Rick Allison, Dave Davis, and John Ringer.

And what an exciting article in the Central Ohio S Gaugers Newsletter concerning a long overdue steam locomotive to be made by American Models, the Crescent Limited Pacific. I also understand it is to come with passenger cars. To take advantage of the special introductory price, you must be one of the first 1,000 to place a deposit on your order. It was reported that the new GG1 will also be available with cars."

Note: The **St. Louis S Gaugers** published an article about an opinion rendered by Dr. Joyce Brothers that model railroading is a fine hobby unless it has a negative effect on a marriage. Their new newsletter editor is Scott Pilarski of Ballwin, MO.

Smitty's final destination is **Chicago**. Smitty is totally exhausted, and goes to a hotel to rest. He speaks with the Bernhardt J. Von Koller, the hotel desk clerk and newsletter editor. Bernie says, "Don Heimbürger said that you'll like what will be coming in 1995. So watch 1995."

Smitty replies, "I read that your November meeting went well. Mr. Ron Bohl of Edmonton, Alberta, Canada, was the guest speaker. Mr. Steenberger is the newest club member. Everyone thanked Andy Jugle for making this year's S Fest the best ever. Kudos to Bruce Lorence for handling the banquet arrangements and to Norm Schreiner for his hard work as treasurer. Also, kudos to Megin Holt, Will's daughter, for her assistance at the registration table. The club is currently considering T-shirt designs. The GG1 will be available at a 10% discount on orders of 4 or more. Don Heimbürger is matching the deal. Plans are in the making to travel to the St. Louis S fest in October '95.

Dave Fleenor was introduced as the newest attending member.

Send your club news to:

Al Schoenberg
204 Moldoff Rd.
Glassboro, NJ 08028.

By Bill Krause
(Reprinted from Connecticut S Gaugers Newsletter)

(And Bill we hope you're feeling better). - edit.



BUILDING 20' AND 40' CONTAINERS IN S SCALE

By Gino S. Restivo

Photos by the author

LIST of materials;

- Evergreen Scale Models #4530 metal siding (6 x 12 sheet).
- Plastruct:
 - 1/8 square
 - 1/8 channel
 - 1/8 angle (used to strengthen side/roof on 40')
 - .020 flat strip (gray)
 - .030 flat strip (dark gray)
 - .030 flat stock (4" x 12" sheet)
- Misc.
 - .025 steel or brass wire (door latches)
 - ACC
 - extra fine glue tips

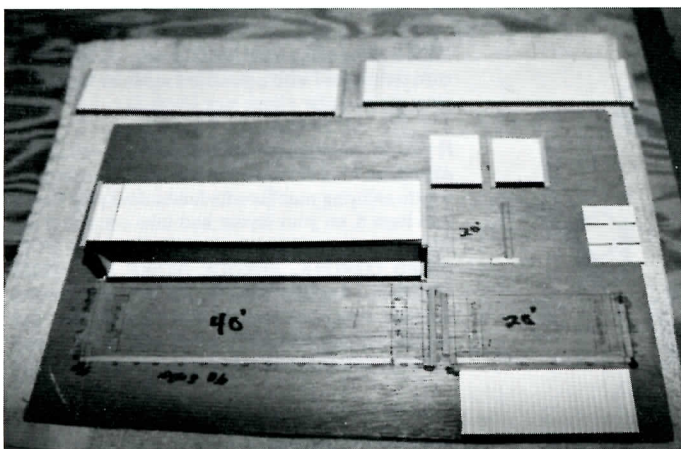
Reference: *Model Railroading* - April, Aug. and Dec. 1993; *RMC* - July 1926.

START WITH A PLYWOOD JIG

A jig was made on a 9" x 14" scrap of 1/4" plywood. Dimensions were drawn onto the plywood and stripwood glued down to act as positioning guides.

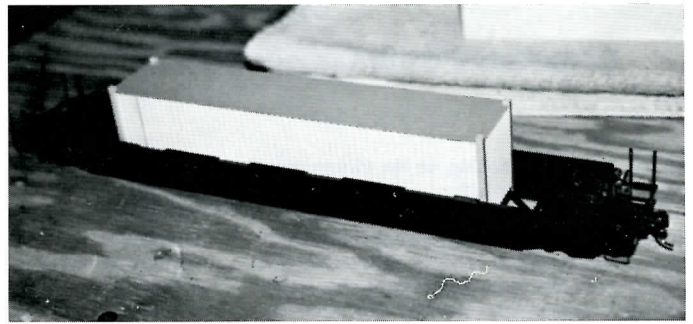
SIDES: Four 1/8" square corner posts were cut 9'9" and notched out. .015 below the bottom channel (containers sit on corners). All other measurements are taken from here. On the back of the siding material measure and cut height minus 1/8" bottom channel.

Note: Cut oversize and file or sand for a better fit. On 40' containers you will need to splice 2 pieces end to end (approximately 7 1/4" long when finished)



Jig fixture for sides and ends.

Remove the 3rd and 4th corrugation from each end if you want that style side. Either style is a valid prototype. (see drawings) The fronts of the containers are the same



40' container in Husky stack car.

material and height as the sides. The doors are only on one end of the containers.

DOORS: I have photographed 14 types and probably seen over 20 different door styles. Choose one -- flat or panel style. Most flat doors have 4 latches. Panel styles may have 2, 3, or 4 latches.

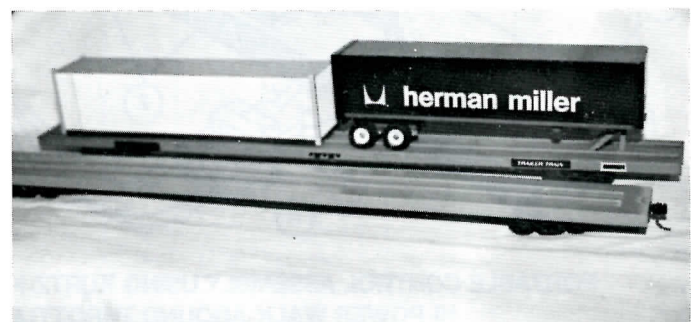
FLAT DOORS: Flat doors are just that, flat. Just cut and fit.

PANEL DOORS: Make in 2 pieces (front and back). Use a file card to make a template for the panels. Measure, draw and cut out parts on template to form raised panels. Transfer to .020 strip and cut out. Glue separate pieces you just cut out to the flat door piece. Check for proper fit between rear corner post and overall width of box. Put 1/8" channel onto the bottom of the door. Glue to post from rear.

ROOF: Use 4" x 12" flat stock or corrugated material. Either roof style is appropriate. Cut your length and width. Leave a slight overhang on rear (above door) and sides, but not past corners. Notch out for each corner post, then file and sand to fit. Glue in place.

Use 1/8" angle on 40' box to keep sides straight when glueing on roof.

DOOR LATCHES: Make door latches from wire. Use paper to make latch mounts and lock strips. Glue on door.



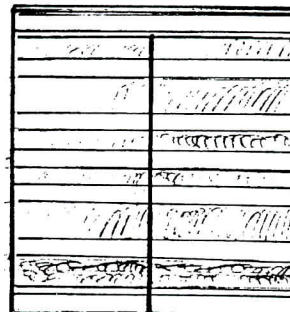
Container and trailer on Pig flat.

FINAL TOUCHES: Check over, wash, prime, paint and decal. HO decals work fine. Now you can have some simple containers for your long flat cars and stack cars. In general containers come in many sizes and styles, but all are 8' wide.

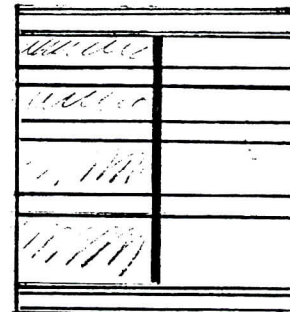
My first 20' box took 6 evenings, the 2nd 2 evenings. The first 40' to 4 nights, and then the next only 2.5 evenings. I'm sure a mass production schedule could be worked out.

If anybody desires container photos from me, please send \$1.35 SASE and allow 1 to 2 weeks to deliver. 

**RAISED
PANELS**

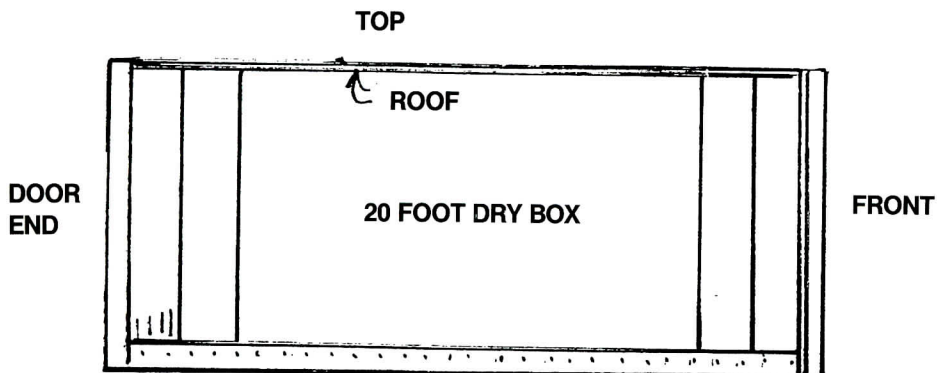


— 8' —

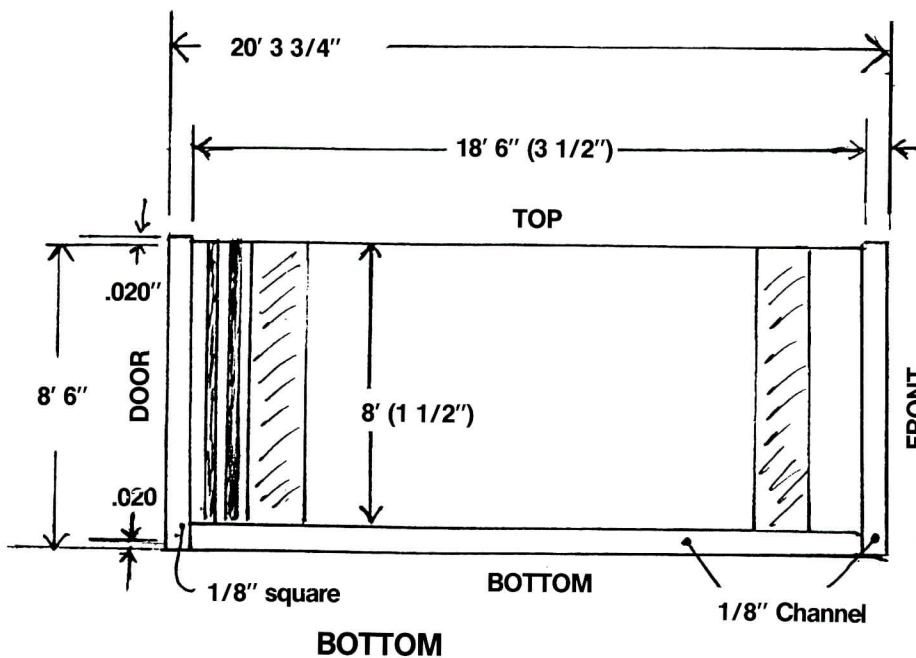


PANEL DOOR STYLES

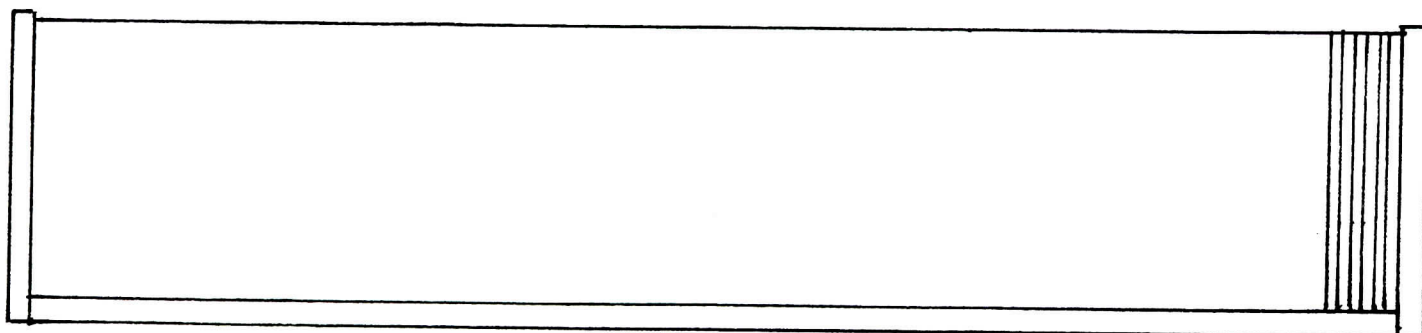
Plans 3/16" = 1'



BOTTOM



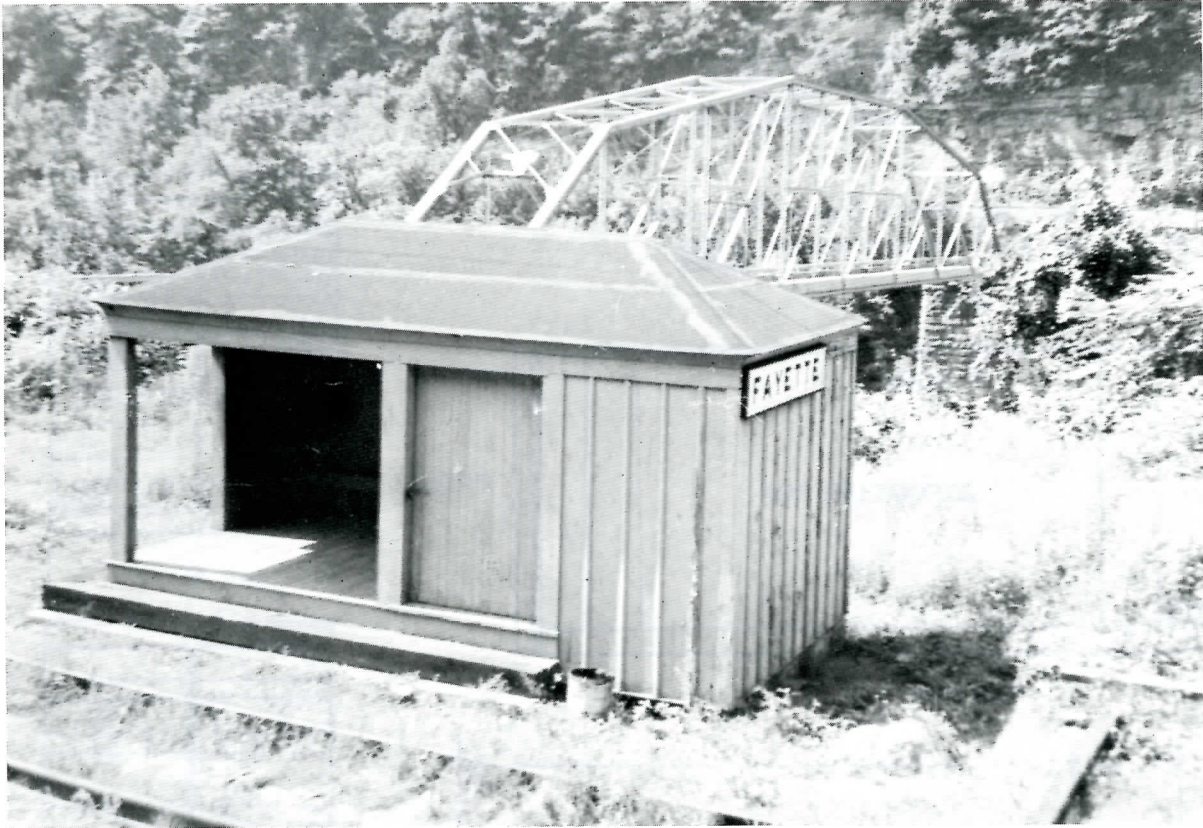
BOTTOM



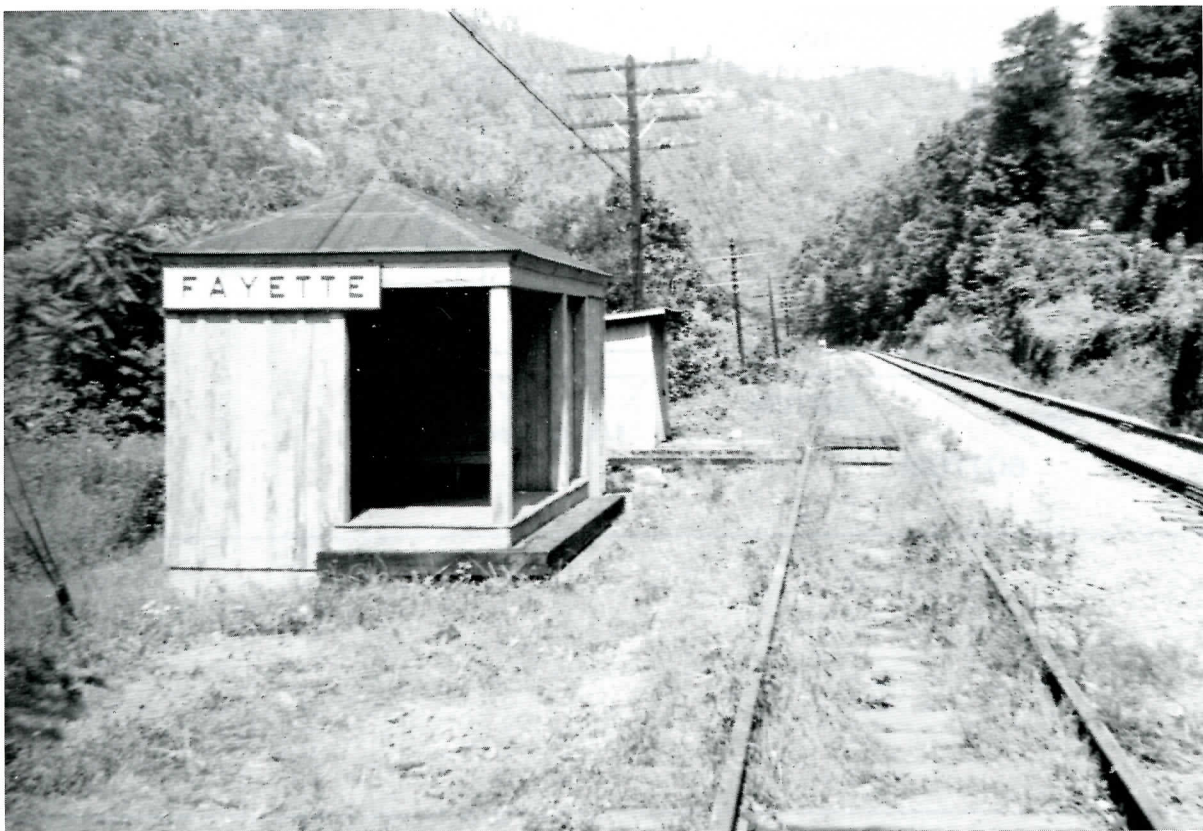
40' Container - Side View

PROTOTYPE VIEWS

Photos by Jeff Madden - early 60's



Easily built without plans. Where is this? - State? Railroad?



EXTRA BOARD

Flyer Fest Update: Almost while the presses were rolling with the December issue, another Flyer Fest was taking place over New Year's weekend at the home of Mike McBride in Dixon, IL.

The first floor of McBride's older, modest, 2 story frame home was filled with Flyer track running through the kitchen, dining room, living room and unheated enclosed porch. See photos on page 17.

This year (December's article was based on '93-'94 season) total footage was down a bit to 350 feet which included about 419 track sections. There were only 5 passing sidings this year and thus only 5 trains ran at once. The number of sidings dictates the number of trains. This year 3 ran one way and two the other.

Passing sidings averaged about 17 feet each allowing generous stopping times for holding trains.

Present as operators this year were Mike McBride, Mike Schafer, Dave Ingles, Lloyd Rinehart, Rick and Phil Moser, Bob Gallegos and myself -- oh yes, and 2 cats. The kitten, Jackie, participated by chasing trains and sneaking through the 3 wall tunnels.

Usually there is a prototype theme for each Flyer Fest and this year's was the Chicago Great Western. Towns (file cards) were named for such burgs as E. Dubuque, Ingallton, Stockton, German Valley and so on.

Unique about the McBride setup was that feeder wiring has been permanently installed in the basement and up to baseboard phone jacks. Wires stuffed into the phone jack casings are simply pulled out and attached to track clips each time there's a new Flyer Fest. This saves a lot of hookup time and leaves the floor area much neater. Also a semi-permanent viaduct made out of 2x6s is left in place in the enclosed porch (see photo page 17).

A few corrections surfaced from the December article. Authorities informed me (and I was there) that the record footage was 980' in 1992 at Rick Moser's home in Illinois. At this Fest we had a record 12 trains running at once, but that didn't last long. Also, the power pack used for these Fests is not the 250 watt one reported on last issue, but the 350 watt one.

On the December Flyer Fest layout drawing, the train in the kitchen should be going in the opposite direction (3 each way.) Further qualifying which Flyer locomotives ran best, Mike Schafer said that the USRA Pacific types 287, 289 and 293 were the most reliable. -Jeff

Other S Articles: As a self proclaimed watchdog for S articles in other model railroading publications not dedicated to S, I report the following:

March *Classic Toy Trains* - 4 different "S" manufacturers reported on in Product News. The S Helper PS-2 hoppers and the AM PAs received reviews. Color photos of the Eastwood special edition Hartoy trucks and Layout's Unlimited's trainshed were in Product Showcase. There was also an article about Flyer collector Jerry Silvia.

February *Model Railroader* - S Helper roller bearing trucks got a photo and blurb in the New Products column. Des Plaines Hobbies' 10,000 gallon tank cars were reviewed. American Models even had a small display ad.

February *RMC* - An extensive construction article by John H. Long on the Ira Evans General Store which was a contest winner at the 1993 NASG convention.

January 1995 *Model Railroading* - There was a hopper ad by Rail Art and the S Helper PS-2 hopper received a nice new product write up.

Jan. / Feb. *Narrow Gauge Gazette* - A color feature on Larry Nyce's Sn3 Rio Grande Southern and a review of the new Railmaster Sn3 C-16 kit.

Note: Membership Secretary John Metzger has a new phone number: 314-462-4214.

Wanted: One S scale loco supply, #67.2 sprung plain journal, for a trailing truck. Also need metal strap, w/pins that holds journal in place. Raymond Abbott, 112 Huntleigh Cr., Amherst, NY 14226, 716-834-8395. NASG MEMBER #8100.

S CALENDAR

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 Palo 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.

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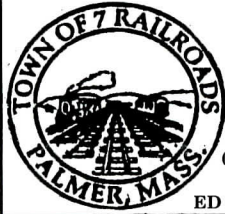
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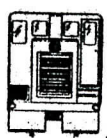
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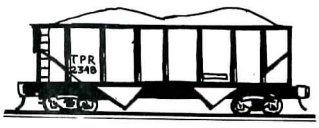
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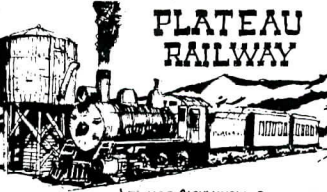
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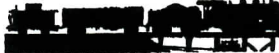
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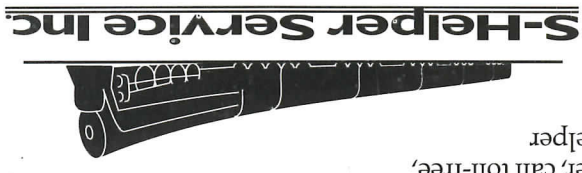
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