



April 1995

Volume XX Number 2

DISPATCH

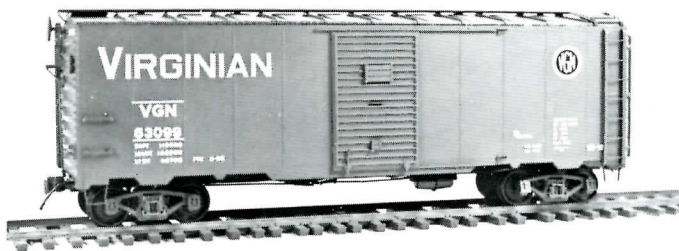


**Horseshoe Curve Track Plan in S
Canadian Modules
OnBoard Control - conclusion
Convention Schedule**





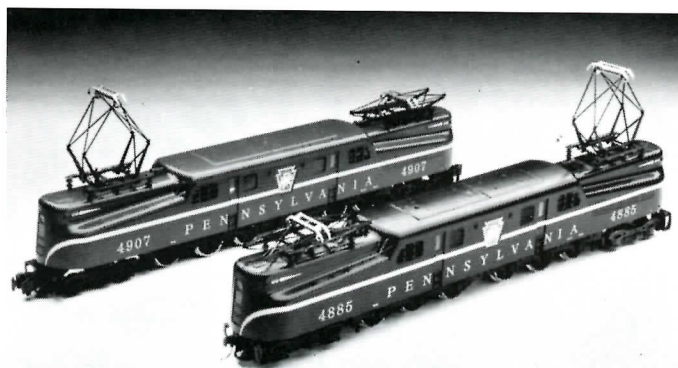
Available from Lehigh Valley S Gaugers is this 50' PRS limited run Reading XML box car. Color is Nile green and yellow "cigar band" scheme. Details in New Products column.



From Bill's Train Shop comes this PRS 40' Virginian box car. Limited to 100 cars. See New Products column in this issue for details.



Lehigh Valley Models latest is this neat combination tower-station. This wood craftsman kit will fit in a 5" x 10" space. See New Products for details.



From S Helper via American Models comes two wide-stripe versions of the soon to appear GG1s. These electrics are fully assembled, painted and RTR. Details in New Products Column. Photo by Bob Werre.

New Items For "S" Gauge

A special limited edition Pennsy 40' double door auto box is being offered by the South Jersey S Scalpers to commemorate their 5th anniversary. Photo by Bill Moore.



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:

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
414-968-3729

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

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

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

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

COVER

Painting by Denis Fortier is of his S Scale Private Road GP-38-2W

Bottom - This GGI is real and will be on display in Altoona at the Railroaders Memorial Museum during the NASG Convention. Photo Courtesy of the Museum.

ORDER BOARD

Volume XX, Number 2

APRIL 1995



President's Message	Alan Evans	4
Rail Mail		4
From The Editor	Jeff Madden	5
New Products	George Ricketts	2 & 6
Short and Easy	Kent Singer	8
Meet An S Gauger		9
An S-Plan	Jeff Madden	10
Railfanning Altoona	Jeff Madden	12
PPR Track Diagrams		14
Altoona Convention Schedule		15
Module Corner	Ted Larson	16
OnBoard Control,		
Part VIII	John Long, Jr.	17
Canadian Module	Denis Fortier	18
Club Sandwich	Al Schoenberg	20
Extra Board - A visit to American Models		
and Lionel	Will Holt	21
S-Calendar		23

STAFF

Jeff Madden	Editor
Kent Singer	Contributing Editor
George Ricketts	New Products Editor
Terry Madden	Graphics
Al Schoenberg	Club Editor
Ted Larson	Module Corner
Bob Werre	Staff Photographer
Charles Taylor	Advertising Manager
Bob Jackson	Editor Emeritus
Pete Mihelich	Publisher

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. . .

A Training Session:

Recently I had the opportunity to both attend and conduct what I call a "Training Session." I wanted to see the S-MOD layout of the Cuyahoga Valley S Gaugers in operation at the NMRA show in Cleveland (the attending part). Some members in my club (COSG) have indicated they want to build modules, and the Cuyahoga club has been working on and adding to their modular layout for almost two years. I took along my camcorder and specifically taped some construction techniques used on their 10' x 34' layout. I plan to convey these ideas to our club members via the video tape and S-MOD guidelines.

Outside the layout perimeter was a selling table, and as I was looking at the items for sale another fellow was doing the same. (Now for the conducting part) I introduced myself and asked him if he were in S. He said yes; he had American Flyer as a youngster, but now he wanted to get into S scale. I asked where he lived, and he mentioned Sharon, PA, but said he knew of no other S Gaugers nearby. To locate other S Gaugers, I suggested then that he do just as I was doing.

Go to area train shows and mill around the tables displaying S gauge items (be they Flyer or scale). When you see a person examining the S items or staring intently at an S car or engine, be sure to approach him (or her) after that individual leaves the table and introduce yourself. Strike up a conversation to find out their special interest in S gauge, where they are from, etc. If this person appears genuinely interested more about S, then this is where YOUR knowledge of the gauge, including American Flyer, Hi-rail, and scale, can benefit both of you. This technique has worked for me many times, and I relied on it constantly when I began looking for people in my area to form an S gauge club.

Now here's some more conducting: Accompanying me on this day-long journey to Cleveland S-land was a new COSG club member who had converted from HO, so I wanted to show him the benefits of well-constructed S scale trackwork and modules such as the Cuyahoga Valley Club's. During the day I believe I answered most of this newcomer's questions about S gauge.

After visiting the modules, and to further demonstrate the benefits of S, we stopped in Medina, Ohio, to visit the excellent scale layouts of Jack Sudimak and Bob Yahnke (If you were at the 1992 Convention you also had a chance to see these). Here our new S gauger got to see that well constructed track and benchwork leads to an excellent running layout. (This axiom holds true for scale, hi-rail or tinplate track, of course).

Jack even used a transit to assure his track was level at the four corners of his layout. Both Jack and Bob were more than happy to encourage this new S gauger while we visited.

From this trip I learned quite a bit about this new club member, and hopefully he learned a lot about S gauge in this "training session."

- Alan

RAIL MAIL

RE: ALAN'S EDITORIAL: I most heartily agree with your President's Message in the December '94 *Dispatch*. I am an S scaler myself, but I enjoy all aspects of S gauge, be it American Flyer, Hi-rail or S scale. When I go to club meetings or conventions, I marvel and enjoy the craftsmanship of all aspects of our hobby. I think anybody who puts down anybody else's efforts is missing the point. Let's hope that none of these people of the third party (those viewing bickering among S gaugers) are kids, because, in my opinion, they are the future.
-John Foley

DIM BULB: Now, I have a question. One of the AF engines that I converted to DC has a bright headlight and smokes well; however, the other has a dim light and doesn't smoke so well. This latter engine does work well if I run it on AC. Can anybody tell me how to fix engine No. 2?
-Ted Larson

ANOTHER RESPONSE TO PRESIDENT'S MESSAGE: I've just read your President's Message (Alan's), *A Coin Has Two Sides*, in the December, '94 *Dispatch*. I'm writing to tell you that I can't agree with you more. People need to be reminded that there is a lot more to gain by cooperating with each other than by constantly haggling over (minor differences).

I also have heard grumbling that the NASG is being dominated by Flyer and Hi-rail enthusiasts. I believe this is true. Furthermore, I believe that it is about time. For too many years, scale modelers have been in the more active positions in the NASG. One of their major problems had been how to make the NASG meaningful to Hi-rail and AF enthusiasts. It really wasn't until Doug Peck came along and put his energies in the AF car project that the problem began to be addressed.

From my point of view, the NASG exists as a central organization within the framework of which individuals attempt to accomplish what they wish to have occur. The *Dispatch* is supported by the NASG and serves as a communications medium for which individuals write about their own way of enjoying S gauge. However, I have no doubt that when Jeff gets printable scale oriented articles, that he'll print them.

The conventions are structured by the NASG so that clubs can put on the kind of convention that each prefers. There have been scale oriented conventions, there have been AF oriented conventions and there have been those with a balance. I've enjoyed them all.

I've found that the NASG supports those who wish to accomplish something in S (AF, Hi-rail or scale) instead of being restricted to one mode or the other. Your comment about an annual scale car and appointing a chairman from the ranks of those most vocally suggesting it, are right on the mark. Bravo! Let those who want something, work towards it with the support of the NASG. Let's not try to manipulate those good people who are trying to accomplish their own projects within the NASG or force them to take on projects for which they have no interest.

Alan, you have my full support in this matter.
-Kent Singer

SPECIAL REQUEST: We have had a request from Keith Wills, who writes the *Collector's Consist* column for *Railroad Model Craftsman*, for assistance with material to help him write more about S. He says, "I'm Abysmally bereft of S scale information and other S tinplate manufacturers (than A.C. Gilbert)." Keith has the basic historical information for Gilbert American Flyer, but he needs help to write about the history of other S manufacturers.

(Continued on page 5)

RAILMAIL Continued

If anybody can help Keith with information, copies of old ads, catalogs, pamphlets, etc. for his column in RMC please do so. Write him at 72 Park Street, Essex Junction, VT 05452.

-Jeff

CONVENTION ROOM RATE: A typo in the December *Dispatch* incorrectly had the Ramada Inn room rate at \$69100 – uh, it's really \$69.00.

CONVENTION NOTE: Gregg Miller, our convention chairman for this year's convention, informed me by phone that he had a mild heart attack. We all hope to see him spry and chipper this summer. We wish you the best.

-Jeff

LOCATION OF FAYETTE; Mike Sulzback of Sarasota, Florida, was the first respondent to name the location of the shelter at Fayette in the February *Prototype Views*.

Mike said correctly that the location was Fayette, W. Va., on the C&O line between Charleston and Hinton. The location is at MP 404.3 on the north (east) side of the New River. The C&O line runs on each side of the New River from Hawk's Nest to just north of Thurmond.

Fayette is listed as a flagstop shelter in the book *Riding That New River Train* by Gene Huddleston. The original railroad name for this section of track is called the Nicholas, Fayette and Greenbriar Railroad. I believe

the highway bridge in the background to be for Rt. 19 over the New River, Mike thinks it might be a bridge over Mill Creek. Dig out the topo maps folks. Thanks for the input Mike.

-Jeff



Four of our illustrious leaders are pictured here. From left to right: Moe Berk, executive vice president; Lee Johnson, western vice president; Doug Peck, eastern vice president (also NASG car project chairman); Alan Evans, president.

Jeff's Junction

THE TROUBLES WITH S GAUGE

By William H. Holt, Jr.

"When will:

1. S gaugers understand there is growth when there is competition and that even in S gauge, competition brings better products?
2. S gaugers stop their in-fighting and stop categorizing individuals in an unfair manner?
3. S gaugers stop their pettiness that is impeding the gauge and begin a new era of cooperation with their fellow S gauger?
4. S gauge collectors, hi-railers and scale modelers respect one another's choice of how he wants to enjoy his hobby?
5. S gauge manufacturers begin a new era of cooperation among themselves and strive for mutual respect between one another?"

These are certainly the hot topics of S today? Yes ... and well, no.

What's with the quotation marks you ask. This commentary is quoted verbatim from the editorial Donald Heimburger wrote for the September 1973 issue of the *S Gaugian*¹.

While considerable progress has been made on these issues in the twenty-some intervening years, the attitudes represented still rear their ugly heads today. There are individuals, a small minority of S gaugers, that perpetuate the problems as outlined above.

My father and I approached a modular S layout at a local NMRA spring open house, shortly after I had reentered S gauge after over twenty years in HO. In a tone of voice that is reminiscent of the Jane Curtin/Dan Aykroyd "Saturday Night Live" point-counter point debates, we were greeted by someone stating "This is S gauge!" At least that individual did not utter the "you ignorant twit" part out loud.

It has been amazing to observe in the years since, that many S gaugers treat each other in the same way that this individual treated the perceived outsider. And it is the same manner that concerned Don over two decades ago.

Being coordinator of the National Association of S Gaugers Manufacturers' Advisory Group has afforded me the opportunity to interact with many S gauge manufacturers and hobbyists. It has become apparent that perhaps the real issues standing in the way of the growth of S are not the lack of products because we are a minority scale (sorry we are a minority scale!), or the lack of publicity in mainstream model railroad publications, etc.

It may have a lot more to do with the way S gauge's extremely vocal minority verbalizes these concerns and thinks that this is justification for them to treat other S gaugers and other model railroaders with the disrespect that they do. If you choose to be in a minority scale accept the problems that come with being in a minority scale. Work in a positive manner, in concert with everyone within S to change things for the better. And be patient. It will take time for things to change significantly.

NASG is working to do its part. The Manufacturers' Advisory group is currently working on its third annual product survey, with plans for annual surveys at least through 1998. Over twenty S manufacturers are currently maintaining communication with the MAG, with more signing on regularly. The Promotions Committee is working on plans for considerably expanded promotion of S to model railroaders in other scales and to the public in general. The Standards Committee is working on scale, hi-rail and American Flyer standards for better operation. And so on.

S has made excellent progress in recent years. The May/June 1980 *S Gaugian*² contained a list of some 79 manufacturers of S gauge products. Of those, 39 are still with us, and the 40 that are no longer with us have been replaced by more than 100 others manufacturing products for S! And you may add to that number manufacturers of products for use in multiple scales, such as power supplies, scenery materials, electronics, paints, books and periodicals, etc. for another 140 plus. The 1995 *Walther's HO Catalog* represents about 320 manufacturers.

Our numbers are growing, perhaps even the percentage of S market share compared to other scales. Current research the Manufacturers' Advisory Group is conducting is pointing toward the revelation that instead of the five or six thousand S gaugers that have been generally accepted as the S universe, there are well in excess of ten thousand persons involved with S as their primary gauge. With existing products and those coming into S in the next two or three years, S can and should, be ready to become a significant scale as the next century arrives.

But it will not be up to the manufacturers, or the publishers, or the hi-railers, or the narrow gaugers, or the American Flyer enthusiasts, or the scalers, or NASG to facilitate the growth of S. It will be up to all of us in S gauge to be ready to take advantage of this opportunity, regardless of our personal, specialized interest in one or more facets of S. The self-centered attitudes above must be abandoned for S to be ready. When new products, manufacturers and model railroaders enter S, all of us already there benefit. Yes, all of us!

As Walt Kelly's Piedmont J. Pogo once said "We have met the enemy, and they is us."

REFERENCES:

1. Donald Heimburger, "The ABC's of S...When Will Things Change for the Better?" *S Gaugian* September, 1973, p. 6, Tolono, Illinois.
2. "100 S Gauge Manufacturers, Suppliers" *S Gaugian* May, 1980, pp. 14-15, River Forest, Illinois.

NEW PRODUCTS REPORT

By George Ricketts

R.S.S.V.P. MODELS (P.O. Box 145, Clinton, MA 01510-0145) A new manufacturer of scale kits has announced their first model. This first kit is of a PRR class F30e, 50'-0", 70 ton flat car used from the 30's to the 70's. These fine scale kits will be limited in production and the kits will be numbered. Special tools and measuring devices are included. This series of kits is an attempt to bridge the gap between ready to run and brass. The kits will contain wood, brass, styrene, nickel plated brass, decals, appropriate trucks and couplers. The price of this first kit is \$114.95 plus \$5.00 S&H in USA; \$7.00 in Canada. Contact them for complete details.

LEHIGH VALLEY MODELS (1225 North Arch Street, Allentown, PA 18104) Frank has a new combination Tower and Station kit #LVM31. Back in the golden days of steam, before C-T-C, signal towers and telegraphers were the control points of rail traffic. This Lehigh Valley Models kit offers a structure to do double duty as a station and control tower. The model takes only 5" x 10" of space. Most parts are precut and some parts are color coded to aid assembly. The model contains 28 double pane windows, 1 freight door, 3 door castings, station names and a schedule board. The LVM00 Stair Jig is suggested to aid assembly. Price for the LVM31 is \$40.00. The LVM00 Stair Jig is \$2.00.

THE BUILDING & STRUCTURE CO. (P.O. Box 1296, Fenton, MO 63026) Pete & John have announced they have assumed marketing and sales responsibility for the S scale 36', deck plate girder bridges previously sold by Micro Engineering Co. The new Stock Numbers are #4041 for the Standard Gauge version and #4042 for the Narrow Gauge version. The old Micro Engineering Co. Stock Numbers were 75-505 and 7-506 respectively. The price remains the same; \$9.95 for either kit. Other new items are Mine Cars kit #T-2220. These 18" gauge end dump cars were

used in all kinds of mining operations. The wheels and ore box are plastic castings, the frame is white metal, and the axles are brass. They are \$5.95 for a pack of two cars. Two flat car loads are now available. They are a High and Low Silhouette large wooden container. Each kit contains all the material necessary to construct the large wooden container and all the blocking and bracking. The laser cut plywood material has a peel & stick backing so no glue is required to construct the containers. The models can be assembled in less than 30 minutes and require no paint or stain. The Low Silhouette load, #4037, is 30' long and the High Silhouette load, #4038, is 24' long. Both kits are \$11.95 each.

DECALS FROM JOHN W. HALL (2711 Pecksniff Road, North Wilmington, DE 19808-2177) John has several new decal sets. #171 Pittsburgh & West Virginia hopper car-gondola-flat car. White lettering for the 1940's to 1960's. Contains the "Symbol of Service" logo. \$3.00 set.

#172 Pittsburgh & West Virginia box car and caboose. White lettering contains the data to letter a 40' or 50' box car or a steel caboose of the 1940's to 1960's. Contains the "Symbol of Service" logo. \$3.00 set.

#193 Deep Rock tank car. Yellow lettering for 3 dome 8,000 gallon tank car. \$3.00 set.

Coming this summer is set #109 Reading box cars. White lettering for some wood and early steel box cars, class XMp, XMr, XMs, XMt, XMu, including XMph 'Hershey Cars.' 1924-1953 style lettering. \$4.00 set (contains data to letter two cars) All sets contain an illustration sheet with lettering for the appropriate equipment for the set, as well as a list of numbers and classes of the prototype equipment that can be lettered with that set. Please include a LSSAE with each mail order.

LEHIGH VALLEY "S" GAUGERS (c/o Bert Mahr, P.O. Box 531, Emmaus, PA 18049) Are offering a Limited Run kit of the Reading XML 50' box car from Pacific Rail Shops. The car Color is Nile Green and Yellow in the "Cigar Band" scheme. The car comes unassembled and will be available in at least 3 numbers. Three versions are available; Car only no trucks or couplers at \$33.00, Car with scale trucks and #802 couplers at \$37.00, Car with American Models AF compatible trucks and couplers (as Shown) at \$39.00. There is a shipping charge of \$3.00 for the first car and \$.75 for each additional car.

SOUTH JERSEY "S" SCALERS, INC. (c/o William E. Moore, 220 Swedesboro Rd., Gibbstown, NJ 08027 (609) 423-0198) To Commemorate their Fifth Anniversary the South Jersey 'S' Scalers are offering a Pennsylvania Railroad 40 foot 1937 AAR X37b Double Door Automobile Car. The Pennsy first put these 50 ton automobile carriers in service in the early 40's and many wre still in service in the late 60's. Each car was built with internal racks that could accommodate up to three automobiles. This Pacific Rail Shops kit is painted Pennsy Freight Car Red and lettered in the white "Ball-Keystone" scheme. The car is available in four road numbers and can be ordered with or without the "Return When Empty to Detroit Mich" lettering. The Limited Run kits (without trucks or couplers) are available now at the price of \$35.00 which includes shipping. The car is available with a variety of scale and hi-rail truck and coupler options at an additional charge.

S-HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901-1621) Have Announced the offering of the Pennsylvania Railroad's famous GG-1 painted in both the Tuscan and Brunswick Green single stripe version. The Pennsy used this paint and lettering scheme from 1954 till the late 60's PC merger.

These Premium paint scheme engines are being manufactured by American Models for them. They are fully assembled and ready to run featuring a one piece injection molded styrene body, 12 wheel pickup and flywheel drive. These engines come pre-painted and lettered with the large red with white border PRR herald, Dulux imitation gold lettering and 8" single stripe. They come with either scale or AF compatible trucks and appropriate couplers (hirail comes with AF compatible operating couplers). The highrail units will negotiate AF curved track. The price for these Limited Run GG-1's is \$235.00 for the DC versions (scale or hirail) and \$275.00 for the AC Units with horn and bell sounds. Master Card and Visa are accepted. A current newsletter listing of all their S-Gauge products is available upon request. For more information contact Don Thompson.

BRUMMY'S LANDSCAPE EXPRESS (200 23rd. Street N.W., Barberton, OH 44203 (216) 825-3673 - Fax (216) 825-0214) Dave Coke & Marty Brumagin have a large quantity of scenic materials made from ground rubber in different colors and sizes available in from 1 to 55 pound bags. Contact them for a data and pricing sheet.

RIVER RAISIN MODELS (6160 Upper Straights Blvd., West Bloomfield, MI 48324) Jim and Dan have announced their latest Steam Locomotive project; the New York Central H10 Mikado in 2 versions. These landmark locomotives formed the backbone of the Central's freight power for almost 30 years. If enough reservations are received, River Raisin will bring you these engines in early 1996. Two hundred class H10a locomotives were delivered by 1923 and in 1924, 101 H10b engines followed. The H10b's were considered a "cleaner" version of the H10s, incorporating some design changes. They were the first built with the air pumps on their pilot deck, a feature repeated by all builders after 1924. They were the first NYC engines delivered new with tenders on 6-wheel trucks. The models will be built by Ajin models in Korea. These engines will be available Painted and Lettered with lights for \$1579.00. A Pre-Production price of \$1449.00 is available. A very limited number of unpainted and painted-black-only

models are being offered. A deposit of \$300.00 is required. A 2-for discount is available.

MODEL MEMORIES (P.O. Nox 692, Bethel, CT 06801). This is the mailing address of this firm which had its roofwalk reviewed in the December '94 *Dispatch*. Owner Don Silberbauer mentions that this is the only S scale product besides a NYC Cantilever signal among his many etched brass HO offerings.

PROTO-SCALE DECALS (8 San Carlos Rancho, Santa Margarita, CA 92688) are modern era decals (mostly western roads) offered by member Mike Elkin.

S/Sn3 MODELER'S GUIDE (Wade Publishing, P.O. Box 1672, Sefner, FL 33584) is a name change for Billy Wade's *S/Sn3 Buyer's Guide* which will now include more scale and Hi-rail articles plus complete S product news and advertising. Subscriptions are \$22 per year for this bi-monthly publication.

BILL'S TRAIN SHOP (P.O. Box 561, Seffner, FL 33584) Another Wade offering is a new Virginian paint scheme in two numbers on a PRS 40' box (10'6" 1937 version). This is a limited run of a hundred cars. Couplers not included with scale version. Scale \$29, Hi-rail (A.F.) \$34. Add \$3.95 per order for shipping and handling.

TERRY'S MODEL RAILROAD SUPPLIES (5025 Tinkham Ave., Orlando, FL 32812) clarifies the New Product information in the December *Dispatch*. Article and caption mentioned that his turnouts were both open and closed -- in fact they are CLOSED FROG allowing both scale and Flyer to use them. Note too, that there is another business in Florida called Terry's Trains of Florida; that's another Terry. Future projects might include closed frog wye turnouts (#4, #5, #6), some crossings and maybe even a three-way turnout.

ERIE SIGNAL COMPANY (Business SSAE to Erie Signal Co. c/o the *Dispatch* address) offers 20 types of circuits including Mars headlights, Freds, strobes, trackside circuits, signal detection circuits, crossing signal flashers and crossing gate controls. These are compatible with all scales. Circuits which are installed

in locomotives and rolling stock are limited to HO and larger scales. Erie's most popular item so far is the Mars gyrating light popularized by such roads as the C&NW. There are only two wires too hook up on the Mars light circuit. The price of this unit is \$19.95. Write for other offerings and prices.

EG/RA MODEL RAILROAD DIVISION (P.O. Box 44, Bristol, WI 53104) offers an AM GP35 in a limited run Wisconsin Central paint scheme. Only 60 locomotives with 4 different numbers are available. Scale version and Hi-rail DC versions \$150, Hi-rail AC version \$170. Also available are two custom paint schemes on a PRS 50' box. A Wisconsin Central maroon car with yellow herald and lettering is one (3 numbers); the other is a C&NW yellow car (4 numbers) with black ends. Box cars are \$28.50 for scale and \$29.90 for Hi-rail. Add \$2.00 postage on orders under \$200; over no charge.

REAL RAIL EFFECTS, INC. (P.O. Box 1627, Highland, IN 46322) is offering diesel or steam sound modules for installation in dummy units or tenders called Prime Mover Phase 2. This is a dual-tone sound system using actual train recordings. These are designed for DC compatibility with other interfaces to follow. Currently available for S is a livestock sound module designed to operate in a stock car or as a trackside accessory. Live-Stock simulates mooing cattle, clucking chickens and other critters.

ERTL (Dyersville, IA) is releasing a battery operated S Gauge Train Set in July 1995 to go along with their 1/64 farm sets. More details in June issue.

ATTENTION
Please Send New Product
Announcements To:

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

SHORT AND EASY

- By Kent L. Singer -

Photos by Dick Karnes

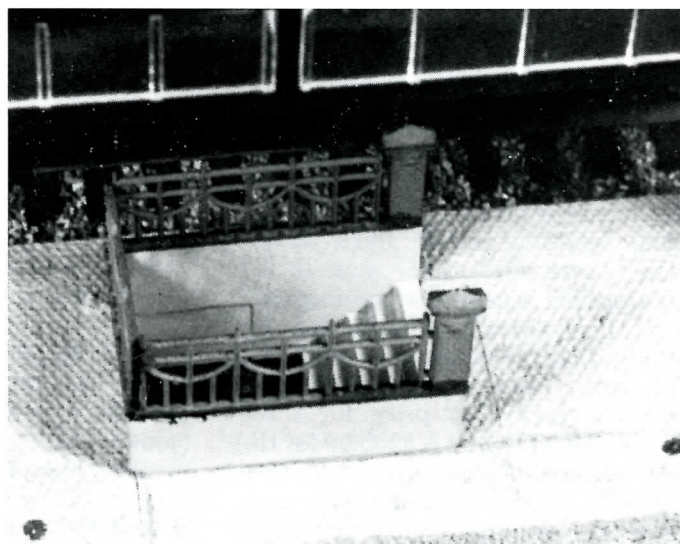
PEDESTRIAN UNDERPASS STEPS

The column on Ernie Horr's retaining wall came about as a result of my trip last year to the Vancouver convention. Well as part of that trip, I got to visit with Dick Karnes for a few days. Dick brought me over to see John Tomlinson's layout and in a matter of seconds, I spotted our current project, pedestrian underpass steps on John's station platform.

This is a very seldom modeled feature. Yet the underpass steps are rather common in 12" = 1' scale. Any platform one track or more away from the station waiting area is a likely candidate and they really dress up what are usually rather barren areas.

The basic part used is Vollmer Ornate Fencing #H05133. John removed the lower brick portion and later added some styrene to build up the height. After removing the lower brick portion, repaint the railing Pullman green, or match whatever your station trim color is.

The addition is .030" styrene, 10 scale feet high. 8 feet of this styrene goes in the hole in the platform while the last 2 scale feet is to build up the height of the railing above the platform. The steps themselves can also be fabricated from .125" thick material, perhaps wood that's been coated with sanding sealer, layered one piece on top of the other, leaving a .125" (1/8") deep step "offset" on each layer. John placed an 8' high by about 3' wide doorway

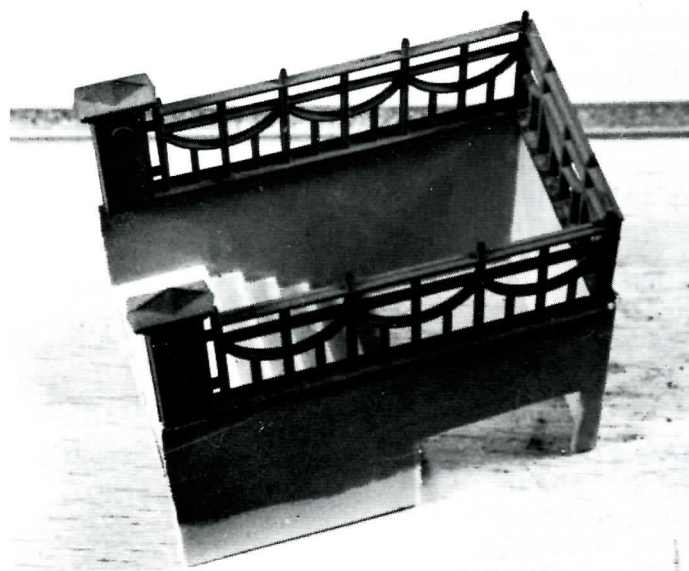
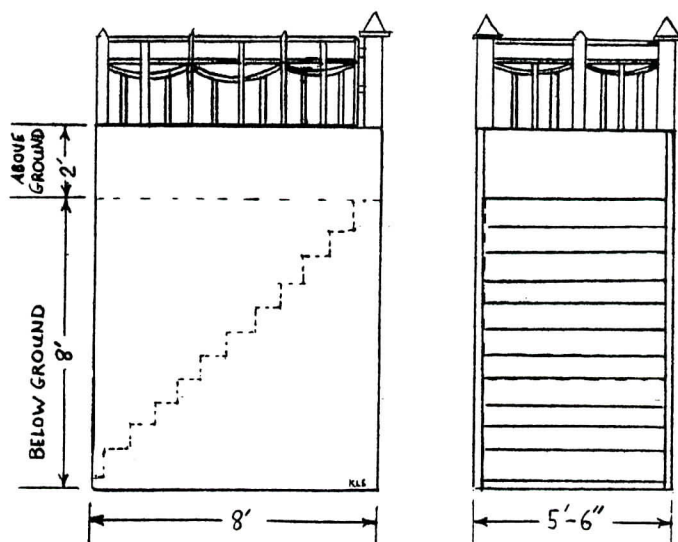


in one side wall at the bottom to complete the assembly. An alternative idea is to place the door directly opposite the steps. The styrene should be painted to match your platform surface color.

When the paint is dry, glue the railing to the styrene. The whole thing is only about 8" long by about 5'-6" wide. Cut the hole in your platform and drop it in. If you have more than one platform, be sure that all the step assemblies line up.

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.

FIG. 1



MEET AN S GAUGER

- Bill Fraley, Jr. -

If you've been to an NASG National Convention in the past few years, and you noticed a large man with a broad smile happily touting S scale then you probably already know William Fraley, Jr. NASG member 76R0059E, Bill joined up in 1962. He has been a model railroader for over 30 years. He first joined the Delaware Valley S Gaugers in 1976. He took a leave of absence from the club during 1986 and rejoined the renamed Lehigh Valley S Gaugers in 1990 at the urging of Frank Titman. This is not the first time Bill has appeared in the S gauge press. He was featured in the "Personal Glimpses" column of the *S Gauge Herald* in the Fall 1971 issue, and photos of his railroad, The Jefferson Central, have appeared from time to time in numerous publications. He has also won no less than four first place prizes at NASG conventions including his most recent for Maintenance of Way at the Cleveland convention in 1992.

Bill took a familiar route in to the hobby. He wanted to by his son a train set for Christmas. "My father said a fellow worker had some American Flyer for sale. I paid \$60.00 for two complete Flyer Hudson sets and plenty of track. That was a lot of money, but a good buy." Bill stuck with the trains even after his son's interest faded. He sold his remaining Flyer stuff off in 1978 and has been scale only ever since. He describes his layout as "medium to large" and about 98% sceniced. He considers himself to be a jack of all trades and a master of none, but after seeing some of his work, especially in the photography branch of our hobby you'll agree that he is selling himself short.

Bill says that what he really likes about model railroading is the fellowship. He has helped promote this fellowship by serving as Copy Service Editor for the NASG during Ed Schumaker's presidency, Assistant Editor of the MER Local, and Editor of the KMRHS monthly newsletter, *The Semaphore*. He also helped head up the 1970 NASG Convention in Hershey and the five-region MER Convention in Harrisburg in 1985. He currently serves as Corresponding Secretary for our club, the LVSG.

Bill, a former insurance agent, is one of those retirees who seems to work more now that he has stopped working. He took up selling cameras as a part time way to support his photography hobby, and was so successful at it that he had to quit because the store manager kept giving him more hours. He is also very active in his church and has done a great deal of photography for them. Bill's wife Mary is wonderfully tolerant of all these activities. If you're traveling through the Hershey area and would like to see the Jefferson Central in person, give Bill a call.

- Jamie Bothwell



Bill Fraley

BERNIE THOMAS MEMORIAL AWARD

This summer the NASG will present the Bernie Thomas Memorial Award for the 30th time.

In the early 1960s, S gauge was in a far different situation than it is today. Manufacturers were few and S gaugers had a dim view of the future. However, Bernie was one of the positive ones. He was active and optimistic, working tirelessly to support newcomers with articles on AF conversions and other simple projects. He became NASG's second General Director and developed the rotating, visiting club format which evolved into our present annual convention.

He traveled to attend meetings and judge contests wherever S could be promoted. Bernie died unexpectedly at age 50 in July, 1965 - the day after attending an S gauge meeting with John Sudimak.

As a living memorial to this pioneer, Dick Schlott and the Deep South S Gaugers originated the Bernie Thomas Memorial Award. It has been presented every year since. The selection process is coordinated by the NASG Board of Trustees, and according to the Constitution reads: "In recognition of their past accomplishments and meritorious service to S Gauge... This award shall be presented annually and carry with it in Honorary Membership in the NASG, which shall be good for life."

Previous award recipients:

1966	Wallace Collins	1981	Ernie Horr
1967	Frank Titman	1982	Don and Robin Thompson
1968	Frank Titman	1983	Tom Coughlan
1969	Ed Schumacher - deceased	1984	Sam and Elaine Powell
1970	John Bortz	1985	Avery "Swede" Norlin
1971	Robert Blois	1986	Ron Bashista
1972	Claude Wade	1987	Rolain Mercier
1973	Howard Sandusky - deceased	1988	Don DeWitt
1974	Donald Heimburger	1989	Tom Marsh
1975	Leonard Giovannoli	1990	Bill Krause
1976	Walter Graeff - deceased	1991	Kent Singer
1977	Joshua Seltzer	1992	Joshua Seltzer
1978	G. Richard Catalidi	1993	James Kindraka
1980	John Sudimak - deceased	1994	Mike Ferraro

AN S-PLAN

THE CASE FOR A NON-STANDARD MODULAR LAYOUT IN S

A modular concept for the Pennsylvania Railroad's Horseshoe Curve in S -- intended for viewing and operating.

By Jeff Madden

Wow, a 24 x 35 foot overall S gauge layout set up as a module? Gasp!

Not so outlandish when you consider that the S-Team module was 10' x 30'.

With this layout plan, however, I'm throwing out the idea of building a modular layout which could showcase S gauge and at the same time add some viewing excitement by incorporating some realistic, yet simple, operation.

Pennsy's Horseshoe Curve is the one of many popular prototypes which I chose to present as a design idea for a non-standard module concept. In this case non-standard means having a 4 track mainline, 36" minimum radii, grades and custom non-flexible modules. For a modular design such as this one, the more flexible S-MOD modules are sacrificed for more scenic and operational realism.

Imagine the thrill of seeing some 5 stripe green Omnicon Pennsy Sharks assisted by some Omnicon I1 Decapods hauling a long freight around a model Horseshoe Curve. The helpers would drop off at the top of the grade at Gallitzin and run back to Altoona for another shove. A set of Tuscan Red American Models PAs with a string of passenger cars passes this long freight on its eastbound journey right at the apex of the curve.

As on the real "curve", often two or three trains can be viewed at once. Operators should be having as much fun as the viewers as they handle a variety of freight and passenger trains on the model 4 track mainline. conceivably, up to 4 trains at once could be run by 4 different operators.

As a bonus for viewers and operators (steam or modern era) the use of helper locomotives would add interest and excitement to the mix. Passenger trains, if needed, got helpers on the front, freights usually on the rear. Often westbound helpers are reattached to eastbound trains at Gallitzin or Cresson for braking purposes going down to Altoona.

The hidden (from the public) staging yards would serve the purpose of holding trains "off stage" until their turn to show off going up or down the mountain.

Diesel or steam era operation on a modular layout such as this would be on an informal or formal timetable basis. Trains would be dispatched east and west in a pre-determined sequence.

The layout itself is designed with the apex of the grade at MG Tower instead of Gallitzin in order to even out the grades to and from the staging yard. As it is, the staging tracks are on a slight grade, but since trains would be "staged" with power attached, rollaway cars shouldn't be

a problem. To have the grade peak at Gallitzin as on the prototype would require longer sections at Altoona and Slope, but as designed, the basic realism is retained.

Operators in the center of the odd-shaped donut hole would control trains from standing positions or from a raised platform.

The backdrops would be just high enough to allow operators standing on a small stool to reach over to uncouple helpers or re-rail equipment. Note too, that the staging yards would be seen only by the operators. The backdrop behind the staging yards would be either against a wall or used to display historical info, diagrams, photos -- from the viewers side.

A model layout like this would have to have a fairly large place to be set up, but there should be no problem at most conventions, malls, etc. Another possibility would be for a semi-permanent club or museum setup.

A Little Background:

To refresh your prototype knowledge of the "curve", the Pennsylvania Railroad owned and operated this route from 1854 until 1968 when the ill-fated NYC-PRR merger took place forming Penn Central.

Penn Central struggled until 1976 when Conrail was formed. In the early 1980's the unbelievable happened to this 4-track wonder -- the "curve" was reduced to 3 tracks with the number 2 track (2nd from the inside of the curve) being pulled up. Weak rumor has it that current heavy Conrail traffic might get the fourth track put back.

Gallitzin too has changed since the early 80s. Gone is the New Portage line, and the New Portage tunnel has only one centered track now in order to handle higher loads.

As far as our module idea goes, it would make the most sense to build it with the 4 track mainline -- that would cover the steam era thru the early Conrail (mixed fruit) era. This would allow era-switching from all steam Pennsy, to the mixed steam-diesel era and up to the early Conrail days. Strictly modern modelers (from the mid-80s on) would have to swap out the K4 on display at the park for a GP9 and would have to remove track 2 from Altoona to Gallitzen.

Some notes on helpers:

- In the age of steam Pennsy's I1 Decapods were the primary helpers, often attached in pairs to freights either fore or aft, or both.
- Up to the time of Amtrak many of the longer passenger trains also required helpers which were always attached to the front. Today most Amtrak trains are powered to run through.
- Rear end freight helpers always shoved behind the cabooses, unlike some roads which cut rear helpers in ahead of the caboose.
- One of steam's last stands was the helpers on the "curve."

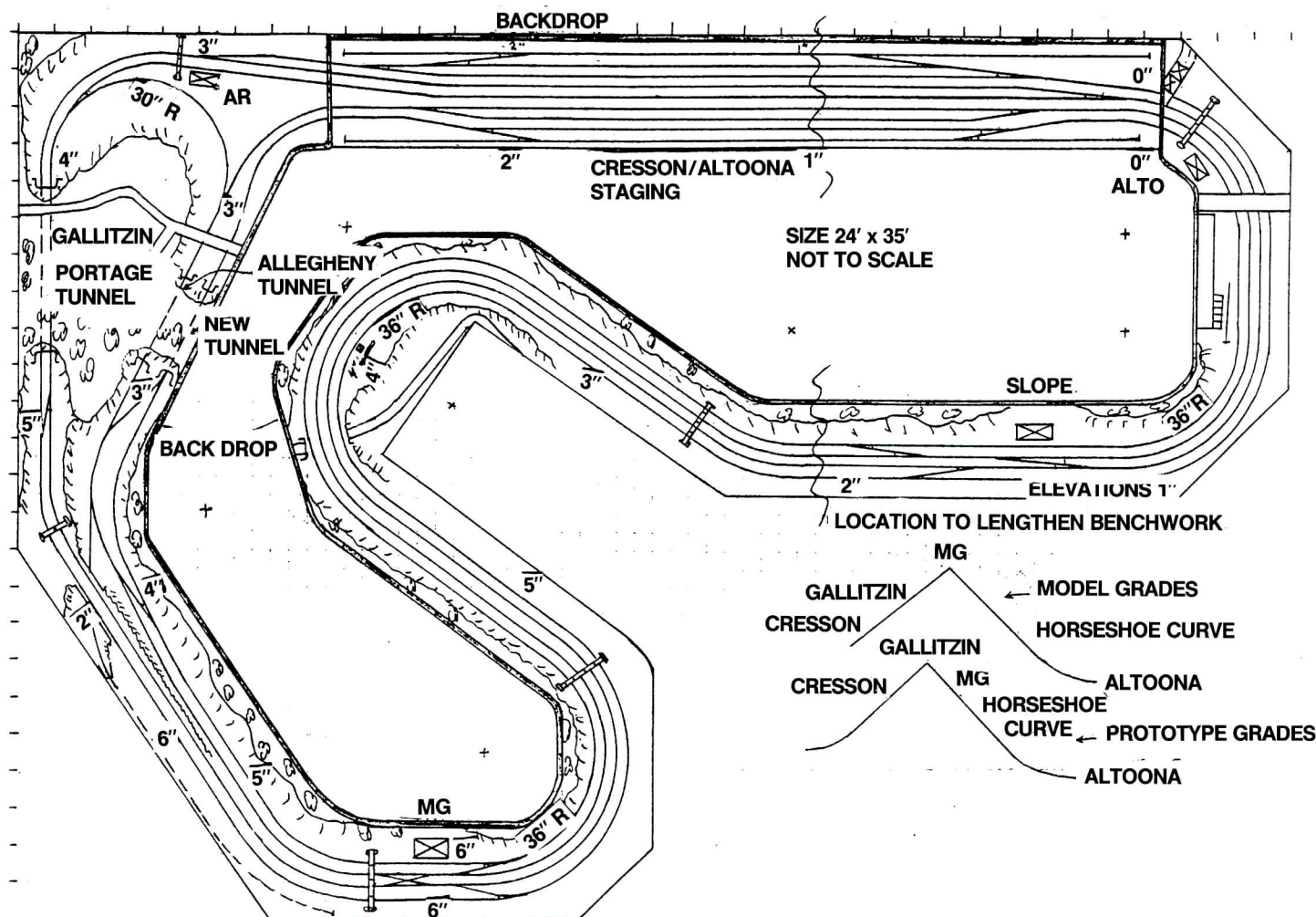
- Even most Conrail trains require helpers today.
- The maximum westbound grade is 1.75%.
- Traditionally helpers were attached westbound at Alto and eastbound at Cresson. Today this still happens with many Conrail freights except that some eastbounds get their helpers as far away as Johnstown.
- In the steam and early diesel eras westbound helpers often were cut off after piercing the tunnels at Tunnelhill and routed back down the hill light to Altoona.

A modular setup such as this plan could be built in either Hi-rail or scale. I'm sure it would be impressive and would surely generate tons of interest at an NASG or NMRA convention.

Holy, moly -- you'd have to beat 'em away with sticks!

Anybody game?

References: April 1940 "Model Railroader"
Railroads You Can Model", 1978, Mike Schafer,
 Kalmbach Publishing.
 May 1981 "Rails Northeast"
 January 1985 "Trains"; "Mountain Railroad
 Revisited", Fred W. Frailey



DUES DUE SOON!

John Metzger, our membership secretary, wants to let members know that the dues deadline is June 30, 1995. For inclusion in the August membership directory the drop-dead deadline is July 30, 1995. Dues are still \$17.00 per year.

(Use Envelope Enclosed)

RAILFANNING THE ALTOONA AREA

"Conrail's Big Mountain"

Jeff Madden
Photos by the author



The standard way to view action at Horseshoe Curve is from the park area inside the tracks. K4 steam engine on display has been replaced by GP9 7048 in black PRR dress.



Even more so than having the BN Columbia River mainline running behind the Red Lion Motel in Vancouver, Washington last summer, Conrail's busy mountain mainline will be hard to resist for any convention attendees at Altoona. Rest assured most of us little gauge modelers will be drawn trackside to see the real thing. I've been there so I know what to expect. If you haven't, you're in for a treat.

In between convention activities and with the long hours of daylight in the summer, you should be able to see lots of action. So for those interested in this aspect of the convention, arm yourself with cameras, video cams, film, timetables, road maps and so on, and go and see some Conrail Blue.

Our hosts, I'm sure, will be able to provide us visitors with some good trackside locations and railfan information which only the locals would be privy to. I've been there three or four times and as recent as 1993, so I can relate some of my knowledge. The Rail Heritage map in last month's *Dispatch* will give you a general idea of where everything is in relation to the Conrail mainline.

If you're arriving at the convention by car you'll most likely be coming in on Route 22 either from the east or the west. From Harrisburg, Pa., Rt. 22 virtually parallels Conrail. From the west, 22 goes somewhat to the north of the line but diehard fans will be able to detour to trackside routes pretty easily. Those coming from the north or the south will probably be using U.S. 220 which doesn't parallel much rail activity, but once in Altoona, don't worry, you'll see plenty of trains.

If your Amtraking in, be sure to check current timetables since big schedule changes went into effect in April.

For train watching, the obvious 1st choice, even for those that have been there, is the Horseshoe Curve park itself. There are some great displays in the visitor's center and train watching in the middle of the 180 degree 3 track mainline can't be beat. There are 45 to 50 daily trains scheduled over the "curve". Four of these are Amtrak -- 2 Pennsylvanian's and 2 Broadway Limited's. A free brochure at the "curve" lists all the scheduled trains and approximate times. It is dated June '94 and should be fairly current. There might be an updated one available this summer.

There's a lot more security around the Horseshoe Curve area now that it's established

Above left: This mid-70s view remains pretty much the same today -- just substitute Conrail blue and white. **Bottom:** There are still towers left around Altoona in service -- Alto, MG (rarely) and AR (Gallitzin). MO (Cresson) just closed last December. Shoot 'em and measure 'em while you can.

as a national landmark, especially on weekends. I don't know how accessible some of the hillside vantage points will be.

Besides Horseshoe Curve itself there are plenty of other good train watching and photographing spots to recommend.

Going west to east, I would recommend Cresson on Route 53. Tracks are accessible on the southeast side from a paralleling street. There's even a neat little greasy spoon there. MO tower still stands, but is unused, and I understand the rail bridge which carried a coal branch over the mainline has been torn out. Too bad, that was a nice vantage point. Cresson is still used as an eastbound helper station.

Moving northeast out of Cresson, Rt. 53 crosses over the mainline. Good shots are available from this highway bridge in both directions.

Gallitzin is a must for railfans. This is where 3 tunnels go under the town and provide nice views, especially on the west side. The westbound twin tunnels (west portals) can be viewed from an overpass. Another overpass, after going through town, crosses the eastbound main (now single track). AR tower still stands along this eastbound main. The tunnel portals on the eastern side of Tunnelhill are a little more difficult to access and may require some hiking.

MG tower just east of Gallitzin is a famous photo spot, but I'm not sure how to get in there myself. I'm sure our hosts can provide some assistance. It's not an active tower but still stands.

Of course, there is easy access throughout Altoona and several overpasses and pedestrian bridges offer good views of the trains. By access, I don't mean hiking down across the tracks; I'm sure that would be frowned on. But there are so many bluffs, embankments, bridges and buildings from which to see the tracks, that trespassing on railroad property shouldn't be needed.

For those with scanners the Conrail road channels are 1. 161.800 and 2. 161.070. There are many yard channels for the yards which local fans can easily provide.



Trailblazer (TV) trains they're called now. This one is a mid-70s train eastbound on the curve. Photo vantage point might be off-limits these days. Track next to engines is gone.

Oh yeah, Gregg Miller mentioned a couple of local eateries to me over the phone: a Texas Hot Dog place near the convention hotel and Tom & Joe's, a local diner.



Above: AR tower (Gallitzin) is situated on the predominantly eastbound tracks. Helper units await orders. View looks east. Left: 1968 power moves past Altoona passenger station, which is behind the camera, and machine shops on right. Don't go looking for the passenger station; it isn't there anymore.

1995 NASG CONVENTION SCHEDULE

Wednesday, July 26

- 9:00 a.m. Registration opens (Banquet Foyer). Hospitality room opens (Governor Suite)
- 11:30 a.m. Registration closed for lunch. Manufacturer and dealer set up (Grand Ballroom).
- 2:00 p.m. NASG Model Contest, Registration opens (Conference Room E). NASG S-MOD set up (Conference Room D). AATCC S-MOD set up (Conference Room D).
- 3:30 p.m. S/Sn3 Prototype Modelers (Conference Rooms A and B).
- 4:00 p.m. NASG Model Contest registration closes
- 4:30 p.m. Registration closed for supper.
- 7:00 p.m. Registration opens (Banquet Foyer). Layout Tour departs (Banquet Foyer).
- 9:00 p.m. NASG Model Contest registration opens (Conference Room E).
- 10:00 a.m. Registration closed for the evening. NASG Model Contest registration closed.
- 10:15 p.m. Get together -- videos and slides (Grouse's Nest). Videos: Area sites, Altoona Trolleys. Slides: Slide presentation by Kelvin White of England on British S gauge.

Thursday, July 27

- 7:00 a.m. Hospitality Room opens (Governor's Suite).
- 8:15 a.m. Spouse Tour Departs (Banquet Foyer Entrance).
- 8:45 a.m. Conrail Tour departs (Banquet Foyer Entrance).
- 9:00 a.m. Registration opens (Banquet Foyer).
- 11:00 a.m. Registration closed for lunch
- 1:00 p.m. Registrations opens (Banquet Foyer).
- 3:00 p.m. Manufacturer and dealer displays open (Grand Ballroom). Model Contest open for viewing (conference Room E). NASG S-MOD layout opens (Conference Room D). AATCC layouts open (Conference Room D).
- 4:30 p.m. Manufacturers' Advisory Group meeting: By invitation only.
- 5:00 p.m. All activities closed for supper.
- 7:00 p.m. All activities re-open
- 7:00 p.m. Clinics: (Conference Rooms A and B).
- 8:45 p.m. All activities closed. Ice-Breaker Party (Court Yard).

Friday, July 28

- 7:00 a.m. Hospitality Room Opens (Governor's Suite).
- 7:45 a.m. Johnstown's Incline Plane/Amtrak Around The Curve Tour departs (Banquet Foyer Entrance).
- 8:30 a.m. Western Pennsylvania Heritage Tour Departs (Banquet Foyer Entrance).
- 9:00 a.m. Registration opens (Banquet Foyer).
- 11:30 a.m. Registration closed for lunch
- 1:00 p.m. Registration opens (Banquet Foyer).
- 2:00 p.m. Swap Meet for conventioners only (Conference Rooms A,B,C).
- 3:00 p.m. Manufacturer and Dealer Displays opens (Grand Ballroom). Model Contest opened for viewing (Conference Room E). NASG S-MOD Layout opens (Conference Room D) AATCC Layout opens (Conference Room D)
- 5:00 p.m. All activities closed for supper
- 7:15 p.m. Clinics: (Conference Rooms A & B)
- 8:00 p.m. Board Meeting: (Kittanning Room)
- 9:00 p.m. Clinics: (Conference Rooms A & B).
- 10:00 p.m. All activities closed
- 10:15 p.m. Late Night get together (Grouse's Nest).

Saturday, July 29

- 7:00 a.m. Hospitality Room opens (Governor's Suite).
- 7:45 a.m. Johnstown Incline Plane/Amtrak Around The Curve Tour Departs (Banquet Foyer Entrance).
- 8:30 a.m. Western Pennsylvania Heritage Tour departs (Banquet Foyer Entrance).
- 9:00 a.m. Registration opens (Banquet Foyer) Manufacturer and Dealer Displays open (Grand Ballroom).
- 9:30 a.m. NASG Model Contest Judging.
- 11:45 a.m. Manufacturer and Dealer Display teardown, except for those staying for Sunday's All Scale Swap Meet. Note: Teardown to be complete by 1:30 p.m.
- 1:00 p.m. Registration opens.
- 2:15 p.m. All activities closed for Business Meeting.
- 2:30 p.m. NASG Annual Business Meeting. (Conference Rooms A,B,&C).
- 5:00 p.m. NASG Model Contest results open for viewing. (Conference Room E).
- 6:00 p.m. Cocktail Hour (Grand Ballroom).
- 9:30 p.m. Auction (Conference Rooms A,B, & C).
- 10:15 p.m. Model pick-up from contest room. (Conference Room E).
- 11:00 p.m. All Activities closed.

Sunday, July 30

- 7:00 a.m. Hospitality Room opens (Governor's Suite). Dealer set up for All Scale Swap Meet. (Grand Ballroom).
- 9:00 a.m. All Scale Swap Meet Opens.
- 2:00 p.m. AATCC Layout Breakdown.
- 3:00 p.m. All Scale Swap Meet Ends.
- 4:00 P.M. 1995 NASG Convention officially ends.

Convention Chairman Gregg Miller is looking for an S Gauge Modular layout for Display at the Railroaders Memorial Museum during the convention.
Call Gregg at 814-942-1848.

A COMPACT END MODULE PART TWO

This article is meant to clarify information on the Compact End Modules written about in the December Dispatch.

Fig. 1 shows the basic dimensions of my compact end modules. The 30" x 60" frame should fit easily in any station wagon or van. I built the frames so that the two sections can be stacked.

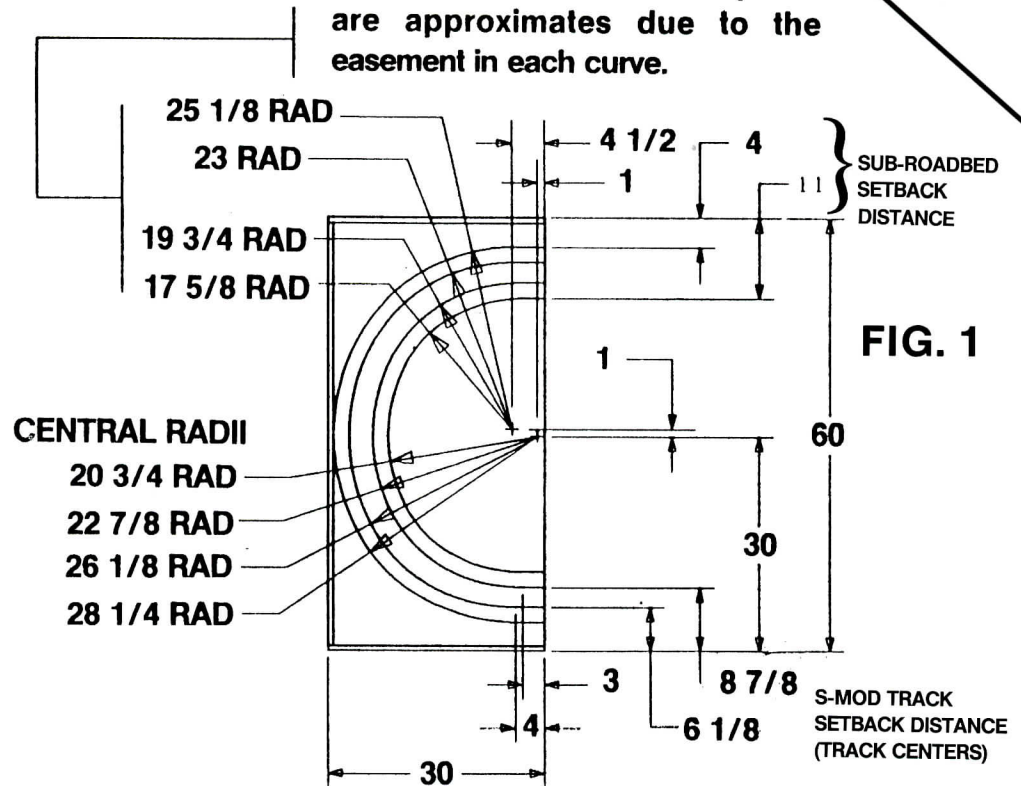
The most important radii shown are the track center lines; 22 7/8" and 26 1/8". The sub-roadbed radii are also shown; 20 3/4" and 28 1/4". You will need to calculate the radial locations of your roadbed, ties and rail from the track centerline locations depending on the sizes of your components. Note: that the curve section between the straight zones and the center portion of the curve is really a spline which includes easements. Therefore, the indicated radii are construction guidelines only.

Lay out the straight sections and the radii for the central section of the curve in one color of ink, and the spline radii in a different color. Bend a section of rail or strip of wood into alignment with each straight zone and central section of the curve; then use the spline radii to help define the best fit location for the easement. Trace the easement from the rail or wood strip spline onto your workpiece. Next, cut and install your sub-roadbed making sure the track centerline positions will line up with the next module.

In Part I (December issue), I mentioned the problem that an AF 290 running on the inside track might collide with a train on the outer track due to a wide pilot. To increase the track separations, make the straight zones of the outer track longer than those of the inner tracks. Note the 4" additional straight added to the outer loop in Fig. 1.

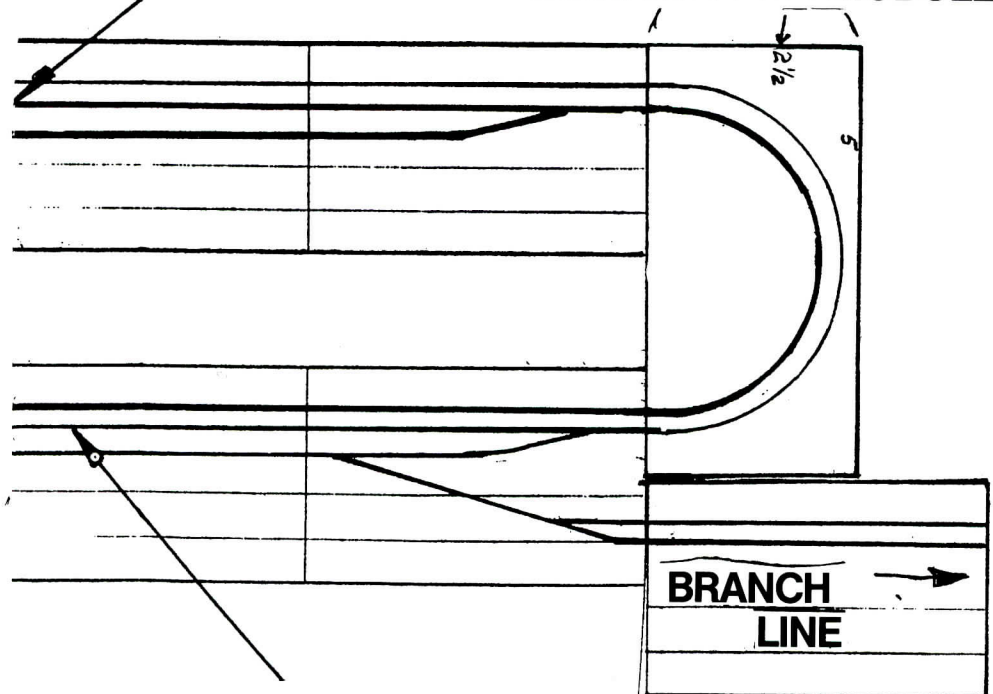
When running an American Flyer train on the modules, a new member didn't even recognize that we were running Flyer because we weren't using Flyer track.

These radii and their center points are approximates due to the easement in each curve.



COMPACT END MODULE CODE 148

FIG. 2 COMPACT END MODULE



CODE 100

MORE FLICKER FREE LIGHTING

Installing Onboard Command Control In S Gauge - Part VIII, Conclusion - By John Long, Jr. -

As we discussed in Part VII of the Onboard series, Keller Engineering suggests a way of providing constant lighting without the flickering produced by intermittent breaks in power. This is another adaptation of that circuit.

The Rex line of locomotives has been around for a long time. I hate to think how long ago it was when I built my first one. After my sound system had been installed in my Rex Mogul for a period of time (June 1990 *Dispatch*), there developed a skip in the chuff. I tried many things but couldn't get the four beats to the bar sound.

At the Syracuse convention, I discussed this problem with Paul Raham who had an Onboard controlled layout on display. He told me he had experienced the same problem and had accidentally discovered that more light at the sensor solved the problem. I decided to try his solution but decided to add head and tender lights at the same time. Read on:

In the chapter of this series that dealt with the Rex loco (June 1990), I discussed the lack of space in the locomotive. I thought this might present a serious obstacle to lighting, but I made a small concession to appearance and put the entire lighting circuitry in the cab. The only component that is visible is the battery and holder, both of which I painted flat black.

The circuit board that I used is an adaptation of the square one. I separated the resistors from the remainder of the board. This resulted in a board $7/8" \times 1/2"$. The board fits nicely above the fireman's window and the resistors fit above on the engineer's side. The battery is located on the floor.

In developing the drawing to accompany this text (Fig. 1), I further modified the circuit board. The result is smaller ($3/4" \times 1/2"$) and is configured to permit construction by filing or scratching

the copper instead of using an etchant. This would require extreme care but would avoid purchase and use of the chemical. As before, all components are mounted on the other side. If your board is clad on both sides, the one side must be removed.

Installation is straight-forward. I pulled the headlight and drilled a hole on an angle to come out in front of the worm cavity. The tender treatment needs no explanation. I used a $5/32"$ bit to drill from the front and bottom of the lights for the bulbs. I also added a No. L204 MV lens to each and removed the number boards from the one on the tender.

The cab must be removed from the boiler and provision made for the headlight wires to pass between the two castings. I simply filed a notch in the bottom of the backhead.

Since the frame is one of the current conductors, I made a thin copper connector for the one power lead and put it on the screw between the cab and boiler castings. I made it in a "U" shape so that it wouldn't show. This will add three more wires between the locomotive and tender - a total of nine with a sound unit.

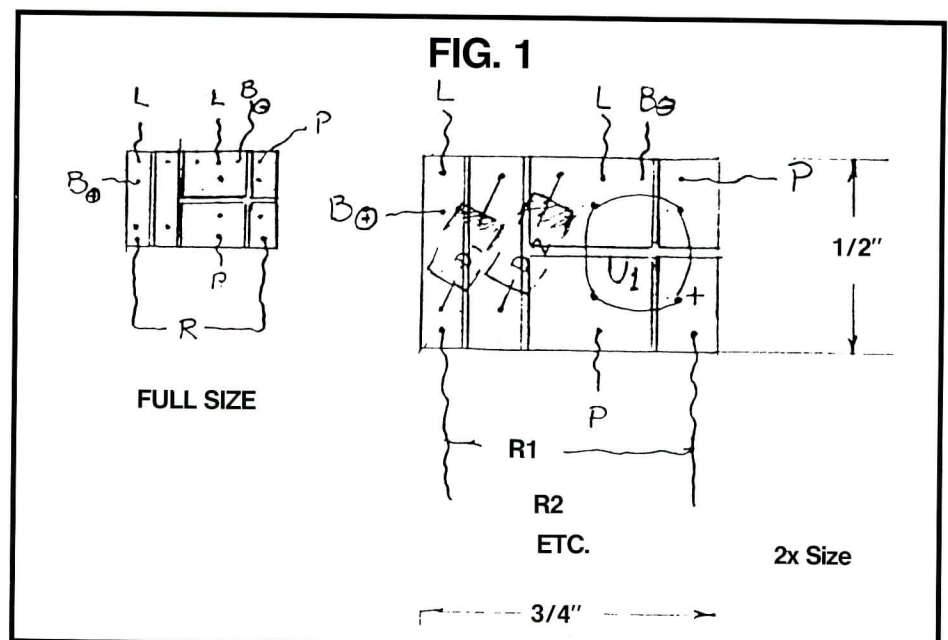
After I assembled the unit and tested it, I coated everything except the resistors with clear silicone caulk (especially the resistor leads) to prevent short circuits.

Because I was remedying the chuff problem, I needed three bulbs - and three resistors. If you are simply adding lights, you will need only two, although a red glow in the firebox might be a nice additional touch.

This completes the series on installation of Onboard controls and sound together with constant lighting.

Note: I have recently installed a throttle and sound unit in a Lehigh Valley 2-8-0. If anyone is interested in my methods for doing so on this locomotive, send an SSAE to me for a response. My address is in the directory.

Keller Engineering Goes Under! Of course, now that John has just finished this series, we learn that Keller is going out of business. Keller is the manufacturer of the Onboard command system. Bob says that outstanding orders will be completed, and that a former employee will be performing repairs at Keller's address: Keller Engineering, 200 San Mateo Ave., Los Gatos, CA 95030. - Jeff



CORNER MODULE DESIGN

As Used for the Club Modulaire S du Quebec
Story and photos by Denis Fortier

Your *Jeff's Junction* article on page 5 of the October 1994 *Dispatch* is right on the dot when you mention "why not have a goal of upgrading two modules to the Nth degree to really draw some ohs and ahhs from the onlookers at the next meet?"

Well, this is exactly what Simon Parent and I did this summer, building three (3) modules in S scale. (Fig. 1). The framework for these three modules is done according to Modu-Rail de La Capital HO specs, but the electricity is completed according to S-MOD specs.

Simon and I strongly recommend the specifications of the NER NMRA Division Alouette which are on page I-5 of their module standards and on page II-5 of their corner module framing section. We are adopting these specifications for our corner module in order to have 37.5" and 40" curves! THERE WILL BE NO CODE 148 used on our modules, strictly code 100.

All track is handlaid, including scratchbuilt turnouts, by Simon Parent (photo 2). Eleven Tortoise's power the turnouts.

For a show last December, we decided to paint the modules green as opposed to the standard brown of Modu-Rail. Later on I will buy green cloth skirts for the modules, which eventually will be installed at my home with a backdrop (Photo 6).



The (Canadian) French Connection in S gauge. Left - Simon Parent; right - Denis Fortier.

I am building a control, besides the one required with S-MOD, to operate my three modules with colored red and green LEDs.

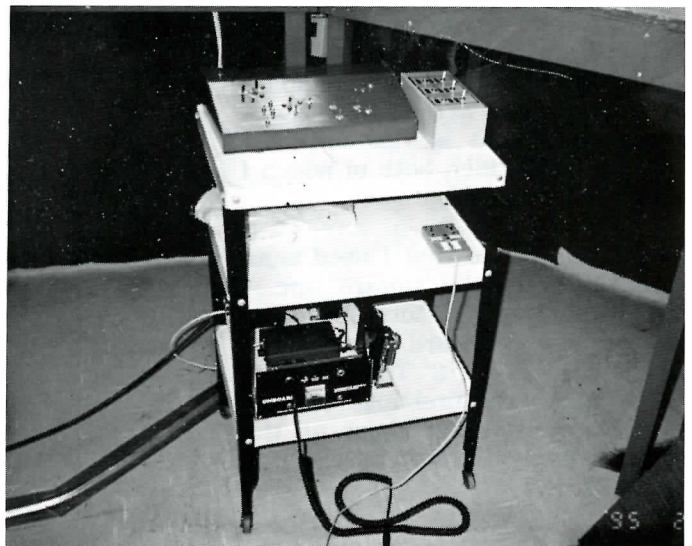
Furthermore, Simon and I, who are organizers for the NER NMRA convention to be held on May 26-28, 1995 at the Holiday Inn in Sainte-Foy, Quebec Ctiy, would like to encourage any S gaugers to attend and see our efforts firsthand.

In addition, Paul Raham and Tom Spaulding hope to bring their two 3'3" x 11' modules of the Napanee, Tamworth and Marlbank RR in S scale to the convention mentioned above.

This is how we're trying to boost S in our area! 



Simon Parent hand lays ties in preparation for Code 100 rail.
Photo 2.



Onboard Control system and control panel are set up on this rolling utility cart.

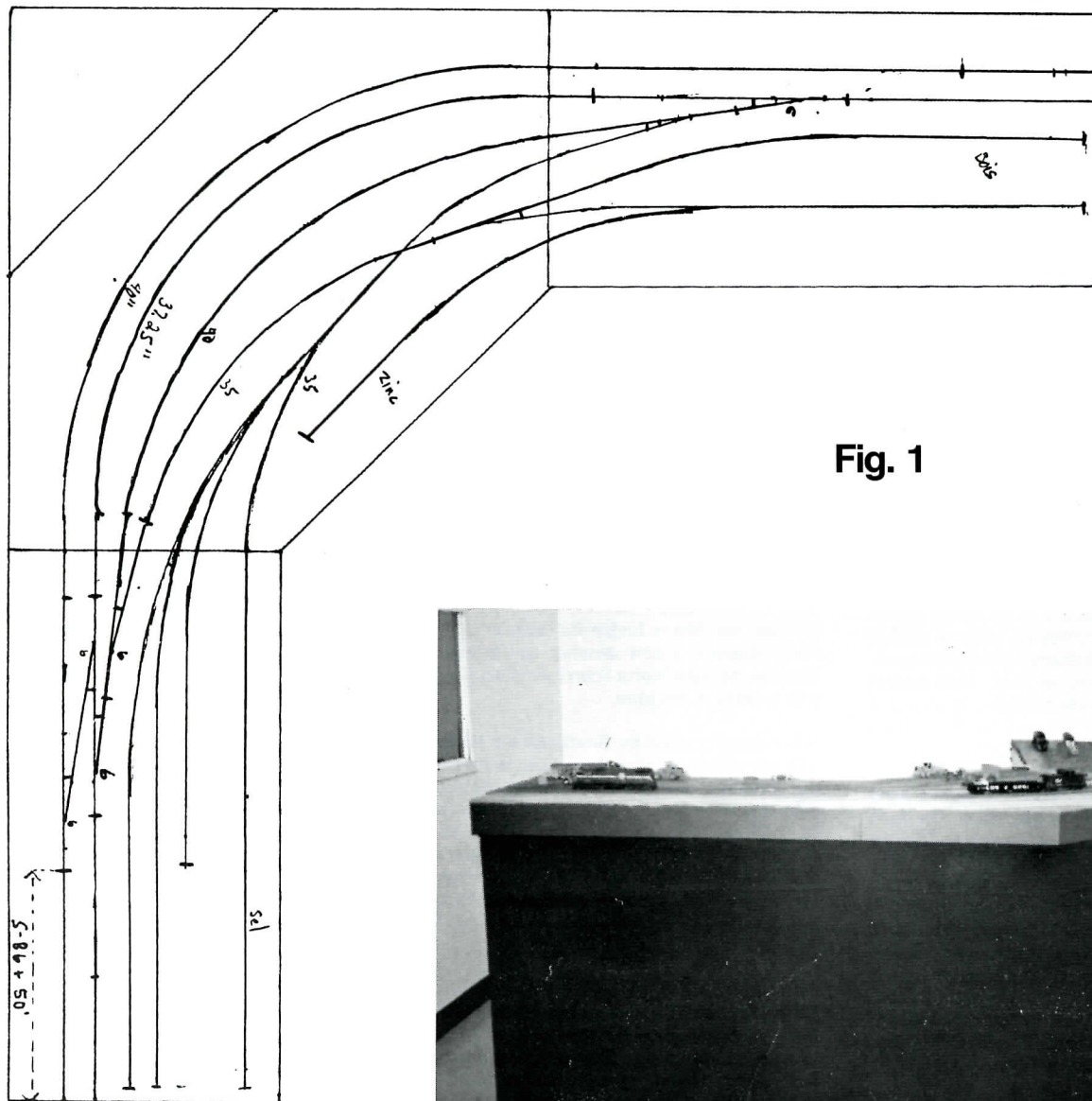
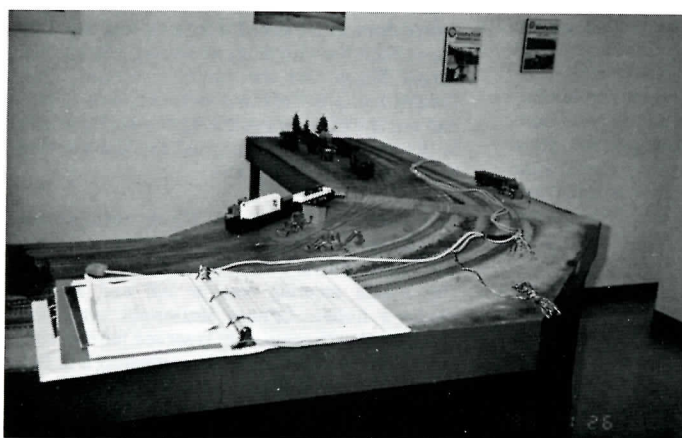
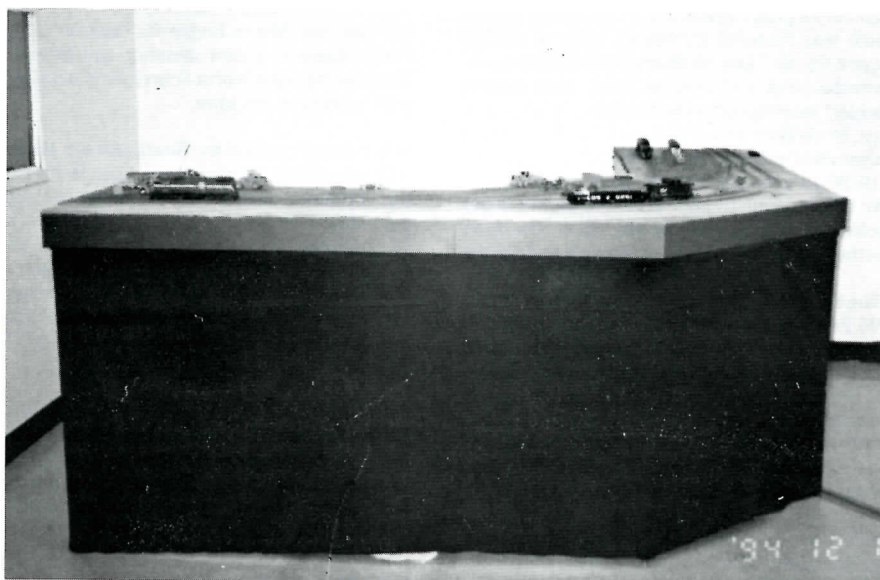
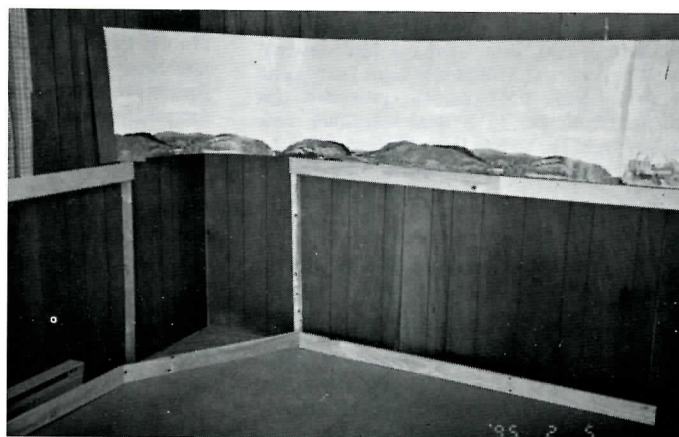


Fig. 1



Closeup view of the 3 modules. They will be on display at the NER NMRA regional convention in Quebec City, Canada, on May 26-28.



Above: Display made for modules. Below: Eventual home for modules in Denis Fortier's home. (Photo 6).

THE CLUB SANDWICH

By Al Schoenberg

We Are In Walnut Creek, CA Checking A B&O N54 Wagontop Covered Hopper With Lee Johnson, The Editor and Barney Daehler.

The assistant editor of the *Bass Waybill* (**Bay Area 'S' scalers** of Northern CA. & Nevada). "Arden Goehring is planning a 40' x 40' layout, but need some time (don't we all). His layout will depict the run from Laramie to Sherman Hill. Don Harper had some surgical work done on his vertebrae, we hope the operation goes well. Don. Bob Hogan has taken a new position of VP of Marketing for Shoney Restaurants in Nashville, Tennessee. Lee Johnson is planning to move to Denver, Colorado in late summer; this sounds like a club on the move. Russ Mobley from Georgia, has been helping Carl Vancick sell Carl's large layout, which was featured in August issue of "*S-SN3 Buyers Guide*." Don Seeburger from Booragoon, Australia, sent a Christmas card, "said Barney Daehler" moving on to the Spokane, Washington Area, Ernie Horr writes that on 1/22/95, eleven S gaugers met at Bob Beshore's "Toys Too," store. On 3/19/95 seventeen people at Larry Hopkins, with new comers Bud Chadbourne, Pat Spino, Mark Fischer, and Patrick Castle attending. The April meeting will be at Jess Bennet's house and layout.

In the St. Louis Area, the club is preparing for the 1995 Fall S Fest at the Holiday Inn in Collinsville, ILL. From Oct. 27-29. 1/6/95 meeting was held at Norm and Ione Pilarski's house, where the layout has the capability to run ten trains. Moe Berk summarized the club rules. The February meeting was at Barry Dolan's house. Future meetings will be at Warren Ude, April 21, May 19, Fred Vortmeier, June 23, Charley Taylor.

Moving on to **Lee's Summit, MO** and S News from **the heartland**, Dick Wholf writes about the Kansas City S Scalpers. The Feb. meeting was hosted by nationally known SN3 Modeler, Pete Belloson at his Rio Galore Southern layout. Also in Feb. and March Jim Graham had several operating sessions on his Shely Road. Larry Long the past NMRA Mid-Continent president has switched from HO to S Scale. Another new modeler from HO to S is Dave McKenzie and he operated his new PBL "Foreground" 3 truck shay. Many meetings recently have been held at Mike Fyten's layout.

From the **Twin Cities area**, Marc Gould writes in "Pines and Prairies" about S Models, continued from the last newsletter. The club is still considering hosting the 1997 NASG Convention. The Thursday night member's meetings were held at Milt Weichelt on 3/9. Marc Gould on 3/16 Jim Brown, 3/18, Tom Lennon, 3/23, Dave Jasper, 3/30, Walt Jopke, 4/6. 1995.

If you said that the B&O Hopper Car is N34, Wagontop, give yourself a super rivet counter rating.

Moving on to **Badgerland**, Ron Schlicht writes about several alternatives for the annual field trip for May or June to Green Bay, Wis. The report was given by Chuck Porter, Art Pratt (Club VP) is in the hospital, as well as Trumann Garret.

The subject of club hats, vests, or jackets was discussed again. The last meeting was held at Gary Children's House.

Vera Geerts writes for the **State Line S Gaugers**. A welcome to new members Buck Guthrie, Steven Klein, and Jack Marsh. The 1995 Officers are David Pippitt, Prez., Joe McGrath, Veep, John Gianos, Sec., Donna Busjahn, Treas., and the following Directors, Dave Turner, Dave Oberholtzer, George Sorenson and Vera, Editor, Donna Busjahn had a birthday on April 24, 1995. The April meeting is Vera's house, in Rockton, ILL. Dave Pippitt is the modular chairman and is the one to see if you want a modular display.

In **Chicagoland**, the March meeting was a short one due to the length of the Norfolk and Western presentation which followed the meeting. Andy Jugle announced the Erector Collectors meet at the National Motor Lodge for August 12, 1995. Frank Kapel is a new member and Bernie Von Koller writes that Norm Schreiner is hospitalized with a cracked sternum.

Don Gates writes for the **Southeastern Michigan S Gaugers** that Sig Fleishman filled in for Don at the January meeting for scribing. Seventeen members were present. Sig also confirmed that a 10 x 32 foot SN3 layout will be set up at the convention. Jim Dewitt will be the SN3 coordinator. Dan Navarre gave a convention update. Joe Ouellette is a new member. Future meetings are 3/12/95 Dave Ballanger, 4/16/95 Don Gates, 6/1995 - Gaylord Gill.

Josh Seltzer sent registration forms out for the **1995 S Spree** at the Holiday Inn, 4742 Brecksville Road, Richfield, Ohio for May 18-21, 1995. Gary Ippolito wrote up the February meeting which Wally Ryan hosted. Officer elections were held and the new officers are George Ricketts, Prez., Veep Chuck Fonda, Treasurer Barb Hribar-Koschki, and Secretary Joe Jansky.

Josh gave a recap of S Spree preparation and the Club is looking to incorporate. There were 29 members present, and the old prez. George Ricketts called the meeting to order. The January meeting was hosted by Bill and Janice Newhouse, with 14 members present. ... Moving on to Central Ohio country, the February meeting was at John and Sue Gafney and the club has four new members David Frederick, Jim Hiser, Allen Handlan, Mickey Jakubowski. John Frazier is the AM steam engine coordinator.

Ted Larson of the **Rochester area S gaugers** writes that the Syracuse S Gaugers will have their code 148 modular set up April 27-30. and the Ontario S Scale open house will be April 30. Charlie Smith's hi rail layout was on tour for the spring NMRA meet. The May 4 meeting is at Ted's house. The 1/22/95 Buffalo show went well. The strong museum show went well.

The **Central N.Y. S Gaugers** March meeting was attended by 11 members and 2 guests at Charlie Brown's North Syracuse Train Shop where new member Lou Wasserman came aboard. The April meeting will be held on April 13 at Tom and Linda Cran's house.

The **Connecticut S Gaugers**, Bill Krauss welcomed new members John Leto and Ron Stringer to the club. The April 24 meeting is at Don Ross' house (a large scale layout), and May 13 meeting will be at Bill Mark's home with a 300 foot track layout. Bill had the March meeting. And Craig O'Connell has the June meeting.

At the **Lehigh Valley S Gauger** area, the January meeting was held at Bert Mahr's home. Bert is planning on moving. There was an election of officers with Jamie Bothwell, Secretary, Dave Heine, Treasurer, Club Corresponding Secretary Bill Fraley, Editor of the Switchback Bob Barclay, Historian, Gregg Spence. The February meeting was at Frank Titman's house. Several members will go down to help Bob Lovett on his layout. In an earlier article, I wrote that John Long was a member of the club, but he is not and serves as secretary to the MER/NMRA. My apologies, John. The club car project is going well (reading box car).

The **South Jersey S Scalpers** met at Pat Bigley's house for the March meeting. The April meeting was held at Ken Davis House where the mystery model projects were unveiled. John Kosick won first place with his signal tower. The club car is finally available. The February meeting was held at Chick Viggiano's Hobby Shop and Wayne Schneyer's house was the site of the January meeting.

Joe Sullivan has resigned as editor of the Waybill, and several club members are filling in.

The **Baltimore area American Flyer Club** February meeting was at Lee Scott with ten members attending and new members John Robusto, Frank Helpner, Dale Lassahn, Dick Zuback, and Bob Simerly attending the meeting. The January meeting was at Wendell Hoover's house with eight members attending the new members Barry Berson, Larry Ecker and Bill Eyler attending. Mike Coles will host the April meeting. The NASG has asked the club to run the modular layout at the Altoona convention. This is a fairly new club and was quite small in numbers two years ago, and you can see and feel this club moving and growing, so if you are a small, new club, do not get discouraged.

Richard Lind writing for the **Potomac Valley S Gauge Association** asks for articles to write. This paper is loaded with many articles on railroading. Wayne Shipp had the January meeting, Dick Cataldi had the February meeting. Sam Powell had the March meeting, the April meeting will be at the B&O Train Museum, and the May meeting will be at Bill Oertly's house.

The **Suncoast American Flyer enthusiasts** newsletter "The Flyer" co edited by Chris Lucibello and Bill Greene is well done with color printing. The March meeting was at Bill and Brenda Corder's house. Dennis McDonald reminded everyone the 25 seats were reserved for the train ride in Parrish, Florida. The next meeting is at Bob Brown's house. The newsletter did a profile on club member Ed Bittman.

See ya next time.

A. K. Schoenberg
204 Moldoff Road
Glassboro, N.J. 08028

EXTRA BOARD

The Dispatch Visits American Models and Lionel

By Will Holt

AN UPDATE FROM AMERICAN MODELS

NASG Manufacturers' Advisory Group coordinator, Will Holt, had the opportunity to visit with Ron Bashista of American Models while in Michigan to attend the Lionel Dealer Preview. And the news from American Models is even more exciting than the news from Lionel.

By now many of you are aware of the announcement from American of the U.S.R.A. design heavy 4-6-2 Pacific steam locomotive. Other than the limited run brass imports, this is the first ready-to-run steam locomotive available in S gauge since American Flyer ceased production in 1966; the first with die cast superstructure in 35 years. Scale, Hi-Rail and American Flyer compatible versions will be offered.

The specifications of this offering are impressive indeed! The locomotive and tender frames will be die cast metal. The locomotive boiler assembly will also be die cast to provide the weight necessary to pull a good sized train. The large motor with flywheel power train will contribute to its power. All of the locomotive drivers will be flanged, have bronze bearings, feature see-through spokes, and will be able to negotiate American Flyer 19" curves. The tender body will be plastic and use 4-wheel trucks.

The boiler will be available in two versions. One with an Elesco feed water heater, which was a cylinder that was placed cross-wise on the front, top of the smoke box. The other version will be with a standard smoke box configuration. The level of cast on detail will be roughly equivalent to a standard Bowser HO locomotive. This will allow those who wish to add piping and other detail to match any specific prototype easily without having to remove a lot of cast on detail.

All of the locomotives will be painted and lettered. The first road name available for the standard boiler version will be Baltimore and Ohio; for the Elesco boiler the Southern Railway. Other road names will follow shortly after the initial release. Also a feature of all versions will be a mechanical sound unit with "puffing" smoke. The AC current versions will add a 3 position reversing unit, and electronic whistle and bell sounds.

In addition to the locomotive-only availability, American Models will offer the locomotive with 5 car sets of their 72' heavyweight passenger cars painted and lettered to match the locomotive and a loop of track as a boxed set. This is the first S gauge train set since Gilbert ended production. The cars will be the updated versions with added weight and roof detail. While a power pack is not included, local hobby shops carrying the set can offer the buyer a large selection of both DC and AC power supplies.

While the steam locomotive is exciting news, there are lots of other projects at American Models that should be updated.

Production of the GG-1 mechanisms has started. While not all orders will be filled immediately, they expect to start shipping the tuscan red, five stripe version by the end of April. Additionally, the GG-1 may now be ordered with a 3 car set of the 72' heavy weight cars; a baggage or RPO car (AM's choice), a coach and an observation.

Shipping has started on the 50' FMC "Railbox" box cars. These easy to assemble kits will come in the yellow, red and black Railbox scheme with 6 different road numbers. Additional road names will be coming soon. The standard version will utilize a new 50 ton, one-piece roller bearing truck. Scale version will have the standard American Models 33" steel wheel sets while the hi-rail version will have the new machined brass 33", double insulated wheels.

The brass wheel sets will also be available separately in hi-rail. These are brass turnings and are chemically blackened. The axles are nickel plated steel and non-magnetic. Right now both wheels are insulated, but sets with one side only insulated will be coming for use in lighting passenger cars and cabooses. Separate sale scale wheel sets are coming in the future also.

The tooling is complete for the long hood and walkways for the SD-60 locomotive. The test shots have been run on cab tooling for both the standard and wide cab version. Corrections are being made and that tooling should be complete. Since many of the mechanism parts are already in existence, shipping could begin as early as June.

The Alco PA's have become American's best selling locomotive ever. Of the 12 paint schemes offered to date, the Rio Grande versions are sold out. The Delaware and Hudson chrome units are almost gone. A few factory seconds of these roads are available. There are a number

of back orders for PA's that will be filled in the near future. The PA's will continue to have new road names added and most road names will be available on an open stock basis.

The GP-35's, as well as all of the other diesels, are still selling well. A new run of the Chicago and Northwestern livery in 3 road numbers has been completed. Santa Fe units are now available in 3 road numbers.

The universal track system continues in the product line. A new radius of sectional curved track and some other additions are under consideration for late this year.

American Models is now stocking the Gloor Craft 40' wood side, billboard refrigerator car kits in 18 different private owner liveries.

In 1994, American Models relocated to an 8500 square foot space in the same industrial complex where they were previously located. When entering their new facility, you are in a comfortable reception area. Next to that is a room that will eventually be a display room. Behind those two rooms are 2 offices and a kitchen/lunch area. In back of the office area is a large shipping room and storage for product literature. Off the shipping room is an area where a computer graphics system is being set up for publishing and duplicating. The new American Models newsletter originates from here.

The remainder of the space is two divided manufacturing areas. One is where machining and other such "dirty" processes are performed. The other area is for clean work such as painting and lettering. This area provides the access to the inventory storage area located above the office and shipping. This space provides substantial space for warehousing of inventory, as well as 2 test layouts for scale and American Flyer compatible products. This generous space allows for expanded inventory of finished goods. A larger inventory of finished goods assures filling of orders promptly.

American Models is the first S manufacturer to venture into an ongoing advertising campaign in that stronghold of HO, *Model Railroader* magazine. Since the ads began in the January issue, Ron reports that he has been receiving about half a dozen responses daily via mail and telephone. That adds (no pun intended) up to about 100 a month, and about 90% are individuals that are new to S gauge.

Ron has also begun advertising in Hobby Merchandiser magazine. The April issue

Extra Board Con't.

will feature a cover photograph of the Alco PA's. Since this publication circulates to hobby shops throughout North America, this will give S gauge some substantial publicity.

Ron also has available for his displaying dealers a dual sided logo sign in blue and yellow. The triangle shaped sign has the American Models logo at the top, with American Models on the next line and "1/64 S' Scale Trains" across the bottom of the sign. The sign is double sided and uses no adhesive to adhere to the glass window or door panel of the dealer.

Just as in many other aspects of S, the future looks very bright at American Models. Thanks to Ron and the American Models staff for their efforts. It's the work of American and other dedicated S manufacturers that are helping S as it expands into the Twenty-First Century.

PRODUCT PRICING FROM AMERICAN MODELS

The American Models announcement of a U. S. R. A. 4-6-2 heavy pacific is a welcome addition to the products available in S. The pricing for the locomotive only or the boxed passenger trains set with track are very attractive. The pre-production costs are \$350.00 for the DC scale or hi-rail locomotive and \$377.00 for the AC hi-rail, American Flyer compatible version. The passenger sets will cost \$550.00 and \$577.00 each respectively, a savings of almost \$115.00 over the individual prices. Deposits of \$100.00 for locomotives only and \$150.00 for sets are requested to hold the pre-production price. Initial deliveries will be made about 1 year after the required number of deposits are received. Prices of the open stock items after the pre-production pricing is closed will be upwards of \$100.00 higher and no additional orders will be accepted until after shipping of all pre-production orders.

Ron wants to assure everyone that this is not a case of if enough orders are received then American might make it. This project will be done.

American Models has also announced the availability of the GG-1 electric locomotive as a set with 3 of the 72' heavy weight cars. The set consists of either a baggage, coach and observation, or an RPO, coach and observation, at American Models choice. The price for the set is \$357.00, a savings of \$28.00 over the individual prices.

The 50' Railbox box car is now shipping.

The kit is available with a new 50 ton, roller bearing truck made by AM or a deluxe version of the kit will utilize a die-cast, sprung truck with brass wheel sets for both scale and hi-rail. Pricing is \$26.00 for scale and \$28.00 for hi-rail on standard kits, with the deluxe kits at \$28.00 and \$30.00 respectively.

THE NASG VISITS THE 1995 LIONEL TRAINS DEALER PREVIEW

Representing the NASG at the 1995 Lionel Trains Dealer Preview were *Dispatch* Publisher, Pete Mihelich, and the Manufacturers' Advisory Group coordinator, Will Holt. Since 1992, Lionel has held an open house at the headquarters for dealers and press during February. Over 8 days, several groups of guests received a plant and visitor's center tour, and got a first hand look at the new products for the first half of the year. They received insight into products scheduled for later in the year as well. There was also some time for the NASG representatives to meet with Carl Crosier, the man who heads the American Flyer product team for Lionel.

For our representatives, the day began with the visitors center. With Lionel's visitors center layout as the "test bed," Lionel personnel, along with rock star Neil Young, demonstrated the Liontech RailSounds II™ system and the new Lionel TrainMaster Command® control system. These products are from the joint venture between Lionel Chairman Richard Kughn and Neil Young for the design and production of model railroad and toy train electronics. The new command control system is an expansion of the remote control system introduced in 1994. It is very impressive and will be very useful in S both for American Flyer, hi-rail and scale.

To the fullest extent possible the system is compatible with the new NMRA standards for command control (according to Neil Young the system will be available for all scales in the future), but provides a number of functions above and beyond those within the NMRA requirements. TrainMaster® can use multiple transmitters permitting several individuals to be involved in train operation at one time. Control of a maximum of 18 locomotives simultaneously includes start, stop, speed, direction, brake, boost, halt and sound commands. Most of Lionel's 1995 high end locomotives will be sold already equipped with TrainMaster receivers. The accessory control module available provides start and stop (on/off) functions, along with turnout control. Most impressive is the ability of the

system to pre-program and store a total of 9 different routes. A route can include preset combinations of straight through or diverging routes for up to 20 switches and requires only 2 buttons to activate once stored.

The RailSounds II system is also impressive. According to Mr. Young, the recordings are made with special microphone techniques and recorded digitally onto 8 tracks, then mixed down to the sound stored on the micro-chips that provided the playback of the various sounds upon command. The recordings, and the amplifiers and speakers used in playback are very clean. When one closes their eyes, it's very difficult to imagine that you're not listening to the real thing. Actually, in the case of diesels, you are listening to the real thing. All the diesel recordings have been, and will be made with the actual prototype locomotive sound being recorded by microphones a uniform distance from the locomotive. This is part of the reason the sounds are so good, the recordings are made from the same perspective as the listener would use. Since it would be impossible to record a specific prototype of most steam locomotives, Liontech will at least record the same wheel arrangement whenever possible for use in a locomotive; i. e. a recording of a 4-6-4 will be used in all 4-6-4 models.

RailSounds II and TrainMaster Command control will be available for American Flyer in the future, possibly as early as 1996.

After the visitors center layout, Pete and Will had their look at the new product show room. The news for American Flyer enthusiasts is exciting. 1994 was a year of real growth in American Flyer sales for Lionel for the first time in several years. The new products for 1995 reflect the renewed confidence of Lionel in the American Flyer line (see separate story on the complete 1995 American Flyer release #1).

The Silver Flash reproduction passenger set is the head liner of the first 1995 release. Of special interest is a set of orange stripe passenger cars that will provide the passenger train for either Gilbert or Lionel American Flyer EP-5's and Gilbert New Haven PA's. A Christmas locomotive and caboose will now be available for those Christmas box cars. A total of five new or reproduction freight cars complete this initial offering. Several of the items will have follow up pieces released in the future. And there are a couple of very interesting O gauge items with 1:64 bodies that will be available as S gauge items in the not too distant future.

The final portion of the dealer preview was a tour of the plant. While progress has been made on plant improvements and new machinery, there is still a long way to go. The Lionel factory is active 24 hours a day, seven days a week, and that is with many parts and sub-assemblies manufactured by contract elsewhere and all of the cars and sets for the large scale line being manufactured overseas.

After the tour, the NASG representatives had the opportunity to spend a few minutes with Carl Crosier. There are several more items scheduled for release in 1995 making this the largest single year release for American Flyer in the Lionel era. Special plans are well underway for 1996 to be a year long celebration of the A. C. Gilbert introduction of S gauge, S scale trains.



Will Holt & Carl Crozier

LIONEL ANNOUNCES A VARIETY NEW AMERICAN FLYER S GAUGE PRODUCTS

After several years of fairly level sales in American Flyer S gauge, 1994 saw some real growth, apparently not only in items sold but also in the number of buyers. As a result, Lionel is expanding American Flyer production for the first time in the 1990's, with 15 items scheduled in the first half of 1995 alone.

1995 starts off with a reproduction of the 1954 Gilbert Silver Flash passenger set. This boxed set will include the same ALCO PA-1 and PB-1 locomotive combination and the chestnut striped combine, coach and observation that Gilbert offered and will have a list price of \$649.95. The B unit of the locomotive will have an electronic horn. There will be an additional A and B unit and cars for this set later this year.

Next on the list is a set of three orange stripe passenger cars. These match the group of a combine, dome and observation that Gilbert used with the Bankers set in 1958. These are a match for the Lionel EP-5 in either the New Haven or Milwaukee livery, or original Gilbert EP-5s' or PA's in New Haven paint. There will be other orange stripe

passenger cars in future releases. The three car set is \$249.95.

A long awaited pair of items is coming from Lionel. A red and gold paint scheme with white, gold, green and red decoration adorns the GP-20 (\$349.95) and the bay window (\$54.95) as the Christmas locomotive and caboose for those Christmas box cars that have been released since 1990.

Finally, the announced new products for 1995 are rounded out by five freight cars, a mixture of reproductions and new releases. Following up on the 1994 Nickel Plate Road cars is a NKP gondola with canisters, priced at \$ 39.95. A covered triple hopper, like the NASG Commemorative Car, lettered for Cargill is an almost new car as a combination of the triple hopper with a new, contemporary styled cover, retailing for \$49.95. The flat car with a load of two tractors is lettered for "American Flyer Equipment Company"; the tractors are 1:64 proportioned, an improvement in comparison to the very toy-like tanks on the 1994 U. S. Army flat cars. List price for the flat is \$44.95. Rounding out the line is a reproduction of the 625 orange Shell tank car and a New Haven orange box car with white and black lettering, both cars with a manufacturer's list price of \$44.95. Lionel suggests that the flyer enthusiast think of the box not only as a freight car, but as an express car for use with the orange stripe passenger cars.

All in all, this release totals 15 different pieces of rolling stock, listed on four catalog pages, equaling the most catalog space given by Lionel to American Flyer. The highest total for rolling stock in any year since 1979 was 19 in 1992 when the 10 Northern Pacific pieces, the Milwaukee EP-5 with caboose, five freight cars, and the UP and SP RailSound PB units were released. Next highest was 1988 when the Wabash freight set, 7 freight cars and the dummy GP's totaled 18 rolling stock items. This will be the largest year ever for American Flyer production by Lionel. And plans included another substantial release of American Flyer in 1996.

The future of American Flyer is looking brighter and better.

LAST RUN

John Metzger reported
that member Andrew Miller
of Council Bluffs, Iowa
passed away on March 3, 1995.

Our condolences
to his family and friends.

S - CALENDAR

May 18-21, 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 original announcement 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.

May 26-28, 1995: NER, NMRA regional convention, Holiday Inn in Saint-Foy, Quebec City, Canada. For information contact Denis Fortier (418) 665-4284.

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 26-30, 1995: NASG NATIONAL CONVENTION in Altoona, Pa., sponsored by the Altoona Area Train Collector's Club. Contact Gregg Miller, RD 5, Box 1031, Altoona, PA 16501. (814) 942-1848. The convention hotel is the Ramada Hotel of Altoona. For room reservations call (814) 946-1631.

October 27-29, 1995: The 20th Annual Fall S-Fest will be held at the Holiday Inn in Collinsville, IL (St. Louis area). This event is hosted by the AF S Gaugers of St. Louis and is co-sponsored by the CASG, BSG and SLSG. A Flyer was included in the February, 1995 Dispatch. For information write: David C. Stevens, #8 Castle Drive, Florissant, MO 63034-1301.

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

1997: NASG national convention: Open for now.

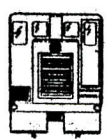
MINTURN DIVISION COVERED WAGONS  ON TENNESSEE PASS KARL SELLER ARVADA, COLORADO	Badgerland S Gaugers Serving and promoting S Gauge in Southeastern Wisconsin - All facets American Flyer -- High Rail -- Scale Purveyors of limited run car kits Ronald Schlicht 5274 So. 49th Greenfield WI 53220 (414) 421-8512 New Members Welcomed	S SCALE MODEL RAILROADING CHARLES B. PORTER 4775 GIFFORD ROAD OCONOMOWOC, WIS. 53066 1-414-567-7320 MIDWEST RROADIANA & SLIDES	DEPTFORD & WESTERN Serving Wildwood New Jersey to Pittsburgh Penna.  "The Thunder Road Line" DIVISION OF THE "STANDARD RAILROAD OF THE WORLD" BILL LANE JR.-PRESIDENT 525 WARWICK RD. DEPTFORD, N.J. 08096 (609) 848-5133 NASG# 88R0105E The Pennsy lives in South Jersey
Shiloh Signals 145 East Blvd. Gloversville, NY 12078	 CUYAHOGA VALLEY LINES "The Hi-Rail Route" 8727 Broadview Rd., Broadview Hts., Ohio 44147 Lee McCarty - President	The Newest "S" Scale Club Promoting "S" Scale in the Est. July 27, 1989 @ 2:00 South Jersey Area SOUTH JERSEY  S' SCALERS All Aspects Of "S" Are Represented And New Members Are Welcome Joe Sullivan-Editor 412 Labrador Trail Mullica Hill NJ 08062 (609) 723-0412	DIVISION OF THE "STANDARD RAILROAD OF THE WORLD" BILL LANE JR.-PRESIDENT 525 WARWICK RD. DEPTFORD, N.J. 08096 (609) 848-5133 NASG# 88R0105E The Pennsy lives in South Jersey
ATLANTIC & WESTERN R.R.  SERVES THE NATION RIGHT	NEW YORK SOUTHERN TIER "S" Gauger's, Vestal, NY 13850 (887) 754-8288 	 CBA TRANSFER CO. A STAR-CROSSED DIV. FRANKLIN, N.J.	 Central Ohio S Gaugers Alan Evans, Co-ordinator 614-471-7277 or 471-7701
 WYOMING and SOUTHERN	VIRGINIA COASTAL RAILROAD "S"ERVING ALL OF HAMPTON ROADS  HQ:TRS NORFOLK, VA PRESIDENT: L.J. STEINBERG THE ROUTE OF THE RAPID SPIRIT	PIONEER VALLEY RAILS SERVING B&A, B&M, NH, NYC & VT. Dave Plourde P.O. Box 385 E. Longmeadow, Mass. 01028-0385	DEER CREEK LOCOMOTIVE WORKS  CUSTOM PAINTING CUSTOM BUILDING • DETAILING • MODIFICATIONS 1218 WENTWOOD DR. ROGER HUBER PASADENA, TEXAS 77504 487-9088
 AMERICAN FLYER TRAINS CHRYSLER 300 AUTOMOBILES MOVIECRAFT DISTRIBUTOR / MARKETING L. ANDREW JUGLE 327 HIGHLAND AVENUE ELMHURST, IL 60126 708-833-5394 RAILS AND REELS, WHEELS AND DEALS.	 American Flyer "S" Gaugers of the St. Louis Area MOE BERK Co-Ordinator 39 Graeler Dr. • St. Louis, Mo. 63146	 OREGON S SCALERS Contact: Norm Strain 4256 N.E. 8th Gresham, OR 97030 (503) 666-5995	708-681-1389  SCHREINER SCALE MODELS Norm Schreiner 1666 Charleston Ct. Pa Pa Choo Choo Melrose Park, IL 60160
RESERVED FOR THE CALIFORNIA SOUTHERN AL MAKEM EL TORO, CA	DON'T FUSE CALL US WANTED LIONEL AMERICAN FLYER O-TRAINS-S  JOY & RICH AMBROGIO BUY & SELL ALL TYPES OF TRAINS 10 FRANKLIN AVE. S-P (914) 682-8443 WHITE PLAINS, N.Y. 10601 AFTER 5 PM	 THE PENNSYLVANIA RAILROAD COMPANY WILMINGTON SHOPS Maryland Division MICHAEL SALVATORE	The BF & W Railways: Scale S & Sn3 ---The Bethel Falls & Western Rwy ---Pagosa Junction Terminal R.R. ---Union Pacific R.R. Wolf Creek, Temptation & Unfug Rwy. "HAPPY SCALE RAILROADS" DICK WOLF, PRESIDENT NASG/NMRA Main Offices: 512 S.E. Douglas Lee's Summit, MO 64063 (816) 524-0935
FALL S FEST WHERE SCALERS, COLLECTORS, HI-RAILERS, NARROW GAUGERS, & MANUFACTURERS MEET ONCE A YEAR IN THE MID-WEST TO HAVE FUN!! JOHN J. WICKLAND 2331 S. 58th ST. WEST ALLIS, WISCONSIN 53219	SOUTHERN PACIFIC R.R. CO. SACRAMENTO DIVISION  VICTOR E. CHERVEN VICTOR B. CHERVEN (C.P. Huntington) (Leland Stanford) 184 OAKMONT COURT, VALLEY SPRINGS, CALIF 95252	ROGER L. SHIMON 783 Old Tower Road Oconomowoc, WI 53066 1-414-567-9686 "S SCALE CAPITAL OF WISCONSIN"	RON INSCHO Parts and Service AMERICAN FLYER  126 Blvd. Ave. (419) 562-6928 Bucyrus, OH 44820 Member TCA, AFCC, NASG, COSG, CVSGA
 CONRAIL QUALITY EASTERN DIVISION CNJ L&HR LV - RDG EL PC - PRSL S SCALE DAVE BAILEY MACUNGIE PA		 LEHIGH VALLEY S GAUGERS 100% NASG MEMBERSHIP	 SOUTHEASTERN MICHIGAN S GAUGERS Fellowship, Modules and Fun Since 1978!

Help finance NASG special projects. 1 year of ads (your art or ours) for \$10.

NASG INC., John W. Metzger, Rt. 4 Box 326F, Troy, MO 63379.

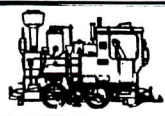


AMERICAN FLYER
BF&E Serving all of Colorado
STEPHEN H. JAOUEN
 Owner & Operator
DIVISION HDQTRS.
 Greeley, Colorado



**CHICO
&
NORTHERN
RAILWAY**
Serving the Great North State
David D. Houghton, President

**MOHAWK VALLEY
RAILROAD CO.**



2037 Hamburg Street, Schenectady, N.Y. 12304 (Rt. 146-Rotterdam)
 Phone (518) 372-9124
 New and used Lionel and Gilbert American Flyer trains and catalogs. Parts and repair. Over 2200 square feet of trains. Large operating layout. Store hours. Send LS&AE for A.F. list.
 Open At 10 AM Monday Thru Saturday Till 5 PM Open Till 9 PM Thursday & Friday.

**MARYLAND &
PENNSYLVANIA R.R.
BALTIMORE & OHIO R.R.**
 Pres. Art Kuperstein Yardley, PA

The Penobscot Central R.R.
SERVING MID-COAST MAINE
R.T. WALL
Searsport, Maine

**The Southern
Berkshire R.R.**
BILL FUHRMAN, President
 174 Lakes Rd.
 Bethlehem, CT 06751

Go With
"S" Gauge
Peter Baldamus
HAMBURG, GERMANY

**PORT
HURON &
NORTHERN**
 David O. Held
 Operating Manager "S" & "Sn3"
 Utica, Michigan (313) 739-2932

GREAT BASIN RAILWAYS
 UNION PACIFIC
 UTAH CENTRAL RY
 UTAH & NORTHERN
SCALE 'S' & Sn3
JOHN PRATT
 12017 DONNA CT NE
 ALBUQUERQUE, NM 87112
 (505) 271-8566

ERNE HORR SPOKANE, WA

THE TINPLATE ROAD

Route of the ALLEGHENY LIMITED
**PENNEPACK VALLEY
AND WESTERN RAILROAD**
 MOUNTAIN DIVISION
JOHN H. BORTZ SR., Pres.



df rail
DENIS FORTIER
 MEMBRE NASG MEMBER
 971 Boulevard du Cap
 Cap-a-l'Aigle, Qc. / Canada GOT 180

MINNESOTA HEARTLAND R.R.
**PINES & PRAIRIES
S SCALE WORKSHOP**
 KEN ZIESLA, MINNESOTA HEARTLAND R.R.
 TOM LENNON, DULUTH & NORTHEASTERN R.R.
 (612) 941-9468

H J HAUSCHILD
 Architectural/Mechanical
 Drawings
 Maps & Memorabilia
 6158 Holmes, KCMO 64110

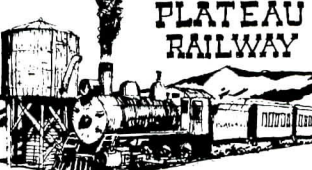
American Flyer

Paul R. Kocek (602) 838-2403
 1826 S. Ash
 Mesa, Arizona 85202 NASG #92R0192W

JEFFERSON CENTRAL RR.

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

THE SHELEY ROAD
 Independence, Missouri
JIM GRAHAM, PRESIDENT
 "HAPPY SCALE RAILROADERS"

PLATEAU RAILWAY

 LEONARD GIOVANNOLI, PRESIDENT

'S Scale'
ROGER NULTON
 845 20th Street
 San Diego, CA 92102
 (619) 235-6398
MONON
 Chicago, Indianapolis and Louisville
 Railway Company

THE ROUTE OF THE INDIAN

GENESEE & GREAT WESTERN
Michael Holland
 Rochester, New York

**BETHEL FALLS.
& WESTERN**
 Lee's Summit, Missouri
DICK WHOLF, PRESIDENT
 "Happy Scale Railroaders"

RED PASS & GORGE RAIL ROAD **R.P.G.**
R.B. "Bob" HADLOW
 President and Only Bill Payer
 S/Sn3
 11 Edgeridge Way N.W., NMRA/PNR LIFE
 Calgary, Alta. T3A 4G8 239-5817

GITMO' LINES
 GM & O / IT
 MADISON - MACOUPIN DIVISION
 
 Mark E. Anderson, Div. Superintendent
 P.O. Box 544 / Litchfield, CT 06759
 "GITMO" OUTTA RAILROADIN'. GO 'S' GAUGE

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

SANDY HOOK LINES

DAVID C. POOL
 WILTON, CONN.
 THE LIBERTY BELL ROUTE

VIRGINIA COASTAL RAILROAD
 "SERVING ALL OF HAMPTON ROADS"

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

LEGA LINES
 LARRY BOKOL, South Chapin Hwy 1700 ft. of 'S' gauge track
 STRAIGHT AS THE RAILS AND TOUGH AS NAILS
 Lake Oswego, Oregon 97034 The Pride of the Northwest

MODULAR
 SERVES THE SUBURBS OF GREATER NYC & D.C.
LESTER CENTRAL R.R.
 BILL KRAUSE, PRES.
 110 LIMERICK ROAD
 FAIRFIELD, CONN 06430

I MLS I
Modular Layout Systems
 3780 Delhi Court • Ann Arbor, MI 48103
 (313) 663-6739
H. M. Skip McDonald

HELPER SERVICE



Golden Gate
American Flyer
Club

Attn: Jake Jacobsen
310 Behrens St.
El Cerrito, CA 94530

EARL PAMFILIE

768 Sandy Lake Rd.
Kent, OH 44240-6753

TERRY'S MODEL RAILROAD SUPPLIES

Del-Aire Products
& Custom S Gauge Turnouts
5025 Tinkham Ave.
Orlando, FL 32812
(407) 857-6177

TRINITY EXPRESS S SCALERS



LINKING
WESTERN
MASS
WITH
THE
CONTINENT

ED KOWALSKI



STATELINE "S" GAUGERS
(N. Illinois & S. Wisconsin)
Vera Geerts (815) 624-7025



"S" Gaugers, Vestal, NY 13850
(607) 754-8260

Doug

Kent



Keeping the Heritage of
Railroading in Pennsylvania Alive.

The S-Scale Penn Western
Roy Hoffman - President

Baltimore Area AMERICAN FLYER Club

RON KOLB MONTE HEPPE
(301) 596-7797 (410) 255-0629

HELPER SERVICE BOOSTERS

STAN HOUGHTON

Danville, VA

DAVID JASPER

Bloomington, Minnesota

PAUL R. KOCEK

1826 S. Ash, Mesa, AZ 85202, (602) 838-2403

"THE CENTRAL NEW YORK S GAUGERS"

Kay & Ralph Hodson, 3259 Bella Vista Drive
LaFayette, NY 13084-9623

ALAN JOHNSON

Pittsburgh, PA 15215

"TOM" COLLIN

Box 262
S - 241 24 ESLOV, SWEDEN

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

DIESEL ROAR!

PULL MOR

2-RAIL
"T"-TRACK

Manufacturer's Ads are available for \$25.00
per year. Many are up for renewal. If you are
interested please send check to John Metzger.

S-WEST 95

FIRST ANNUAL WESTERN AREA S-GAUGE CONVENTION
IN CONJUNCTION WITH THE 1995 PCR CONVENTION ON
MAY 17-21, 1995 HYATT RICKEYS PALO ALTO, CA.



- MODULAR LAYOUTS • LAYOUT TOURS
- CLINICS • MANUFACTURERS' DISPLAYS
- MODEL CONTEST • PROTOTYPE TOURS

ALTHOUGH BEING HELD WITH THE HELP AND ASSISTANCE OF THE 1995 PCR (PACIFIC COAST REGION OF THE NMRA), THIS CONVENTION WILL HAVE MUCH TO OFFER THE S-GAUGE ENTHUSIAST. S-WEST ATTENDEES WILL BE ABLE TO ATTEND ALL PCR CONVENTION ACTIVITIES INCLUDED WITH THEIR STANDARD REGISTRATION. THE MODULAR LAYOUTS AND MANUFACTURERS' DISPLAYS WILL BE GROUPED TOGETHER TO PRESENT A UNITED FRONT. S-GAUGE TOURS, CLINICS, AND ACTIVITIES WILL BE DESIGNATED AS SUCH WITHIN THE PCR HANDOUT BOOKLET. PLEASE PLAN TO ATTEND AND SUPPORT THIS FIRST WEST COAST CONVENTION. WRITE TO THE ADDRESS BELOW FOR INFO:

T.C. CARR 1136 S.E. MAPLE, #102 HILLSBORO, OR. 97123

8th Annual Spring 'S' Spree

S Gauge Gathering

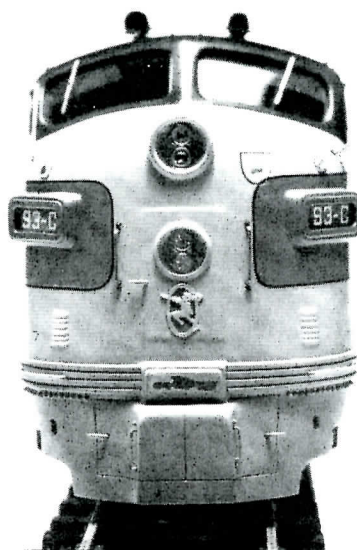
May 19, 20, 21, 1995 • Cleveland, Ohio

NEW LOCATION

The Richfield Holiday Inn
at I-77 & the Ohio Turnpike

- Holiday Inn Holidome
- Indoor pool and play area
- Next to the Cuyahoga Valley Recreation Area
- Perfect for a family weekend

For Spree registration contact:
Josh Seltzer, CVSGA
3567 Antisdale Ave.
Cleveland Heights, OH 44118



- train videos
- clinics
- trading tables
- dealer tables
- model exhibits
- operating layouts (S, SN3)

CVSGA Spring Spree Car!

A 3 bay hopper finished in dark green with yellow lettering (as the 1992 convention cars) is available in scale or highrail. Because of the limited quantity you must be pre-registered for the Spree to purchase a car.

20th Annual

FALL S FEST

Meet Us In St. Louis

HOLIDAY INN

1000 East Port Plaza Drive • Collinsville, Illinois, I55, I70 Exit 11

October 27, 28 and 29, 1995

"The largest S gauge gathering"

SCALE — AMERICAN FLYER — HI-RAIL

- | | | |
|----------------------------------|----------------------------|---------------------------------|
| • Silent Auction | • Movies | • Train Races & Pulling Contest |
| • Trading pits | • Manufacturers | • Model contest |
| • Banquet | • Fellowship | • Swap Tables |
| • Clinics | • Club Car - Monsanto Tank | • S layout tours |
| • Meet Patch | | • Meet car — |
| • 1954 AC Gilbert Display Layout | | Heavyweight Passenger |

TRAIN LOADS OF FUN AND SURPRISES!

For more information and S-Fest registration form.

David Stevens
8 Castle Drive
Florissant, MO 63034

Friday	2:00 P.M. - Midnight
Saturday	8:00 A.M. - 4:00 P.M.
7:00 P.M.	Banquet
Sunday	Layout Tours
Early Bird	
Registration:	\$8.00 before June 30

THE B & O PRESIDENT CLASS

**S SCALE
(1/64)**



AMERICAN MODELS
10087 COLONIAL INDUSTRIAL DRIVE
SOUTH LYON, MICHIGAN 48178
PHONE 810-437-6800
FAX 810-437-9454

Similar Model Shown

We are now taking final deposits (last call) on our Pacific 4-6-2 steam locomotive sets. The Baltimore and Ohio President Class and The Southern Crescent Limited (not pictured, green and grey scheme).

Both sets will be available in two numbers or President names.

These will be the first production steam sets made in about 35 years for S gauge.

FEATURING

- | | |
|---|---|
| <p>A. Rugged American Models design with our limited lifetime warranty.</p> <p>B. Die-cast boiler and frame design with replaceable bronze bearings.</p> <p>C. Completely assembled and ready to run.</p> <p>D. Numbered "boxed sets" will include 5 matching heavyweight passenger cars and over 20 feet of track.</p> <p>E. Will negotiate AF 19" radius curve track.</p> <p>F. AF compatible operating couplers on all items.</p> <p>G. AC or AF type versions will include a three position reverse unit, bell and whistle.</p> | <p>H. All locomotives will include a mechanical sound unit and "puffing" smoke.</p> <p>I. Production limited to less than 900 sets, and will never be produced again (The B & O President and The Crescent Limited).</p> <p>J. Locomotives are available separately (with different numbers and President names) comes packaged in a see-through style box.</p> <p>K. Large can motor with large flywheel.</p> <p>L. Scale versions also available.</p> <p>M. See through spoke drivers.</p> <p>N. Operating headlight.</p> |
|---|---|

A pre-introductory price will apply to every unit reserved (including dealers). When 1000 units are reserved no others will be accepted at this discounted price. Estimated shipping spring of next year. Color photo of The Crescent Limited sent upon request.

Pre-introductory price: Boxed set w/5 cars, DC \$550.00, AC or AF type \$577.00, requires a \$150.00 deposit.
Locomotive only, DC \$350.00, AC or AF type \$377.00, requires a \$100.00 deposit.

For information on our
products send a 55¢
SSAE (4x9)

Ask your local hobby shop to stock and display S scale trains!

DEALER INFORMATION SENT ON REQUEST

If there are no interested hobby shops in your area, order direct.

