

DISPATCH

April 1996

Volume XXI
Number 2



2 Photos by Michael Sulzbach



Photo by Jeff Madden

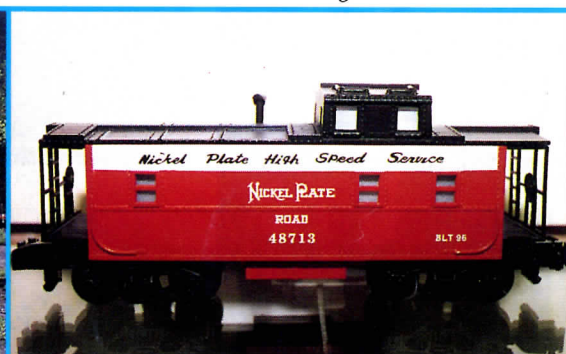
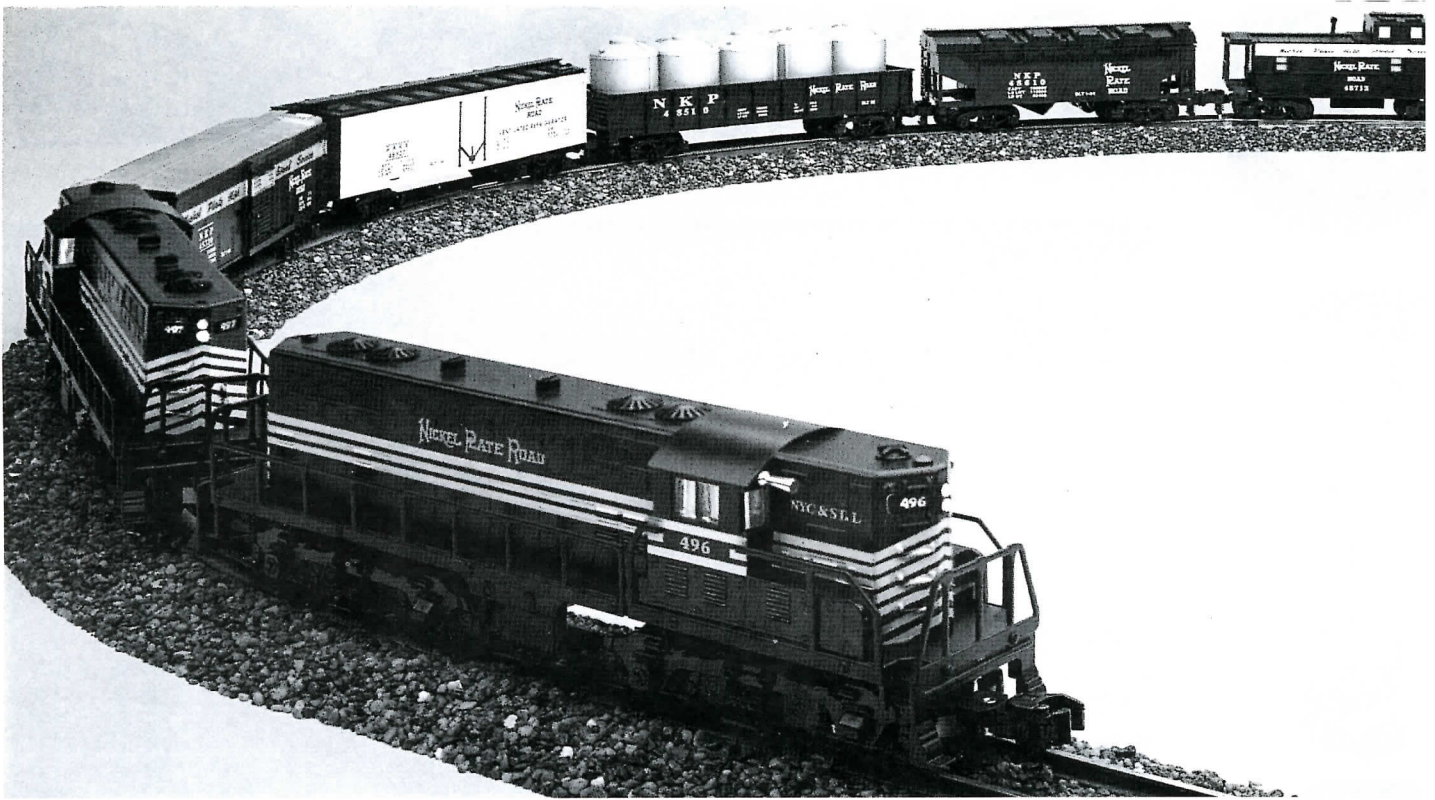


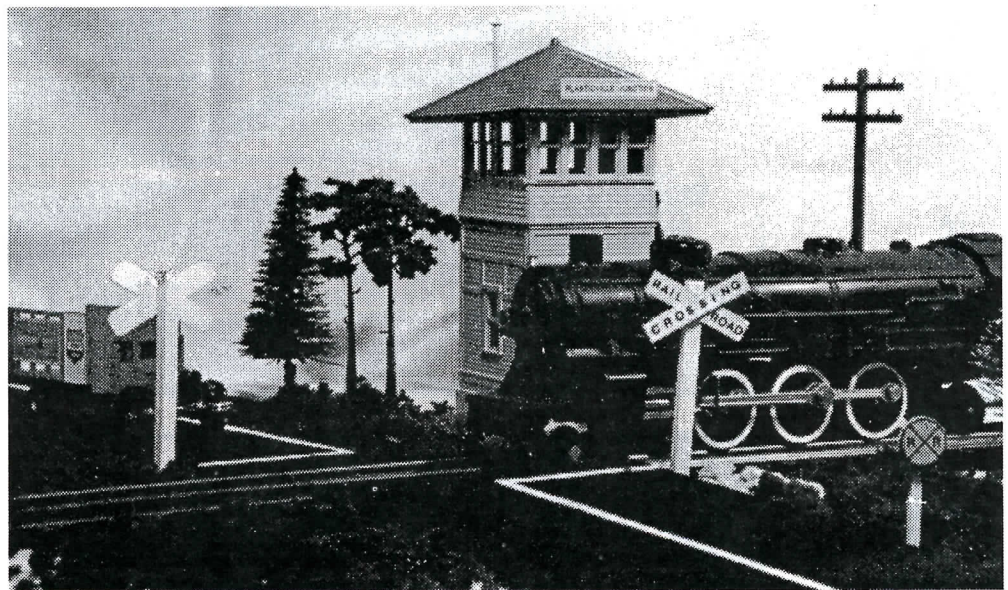
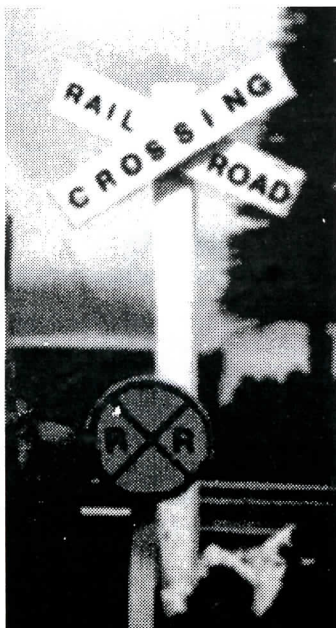
Photo by Pete Mihelich

- B&O / Chessie Kitbash
- Berlyn Sn3 Boxcar Review
- 1996 Lionel S Gauge Preview



Catalog photo shows new flyer NKP Geep set (one pwd, one dummy) and new matching caboose. Others cars in train are previous NKP offerings.

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NASG DISPATCH

Official Publication of the
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Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
414-968-3729

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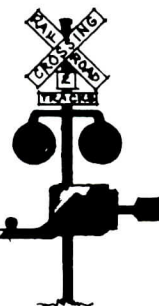
COVER

An American Models caboose kitbash by Michael Sulzbach. Also shown is a prototype photo and a shot of the new Lionel caboose.

ORDER BOARD

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President's Message ...

RATS!

Just when I think Spring is around the corner, and warmer weather is on the way here in Ohio, we get a nasty snow-storm! I'd even stored my hooded winter coat! Back to the drawing board!

However, I know Spring is definitely coming since our club will be hosting the S Spree in Columbus the first weekend in May. This show has evolved in nine years into a mini-convention with layouts, seminars, video rooms and, of course, the flea market area. If you recall last year, the question was asked if we should invite, or have the Spree open to the public? This year we've opened it for two hours on Saturday to the general public for \$3.00. The public will not be allowed to participate in any of the clinics, seminars or complimentary snacks, but they will get to see and buy all kinds of S gauge trains!

Additionally, on the Sunday of Spree weekend, we're holding an all-gauge train show which is open to the public.

If you've been hampered by the winter doldrums and want to get out for awhile — this is when a train show can be very therapeutic — even causing you to go away trimmer than when you arrived (at least in the wallet). Train meet schedules in the hobby magazines can give you ideas where to get away to various shows.

A less expensive method of killing the doldrums is to locate a good spot along the tracks or near a busy yard to do some 1:1 watching. I've learned that if you stay in your car, the railroads don't usually mind your being there to watch. But if you're on railroad property and step out of your car, you could get into some trouble. A telephoto lens and binoculars are helpful in this case.

If you didn't see "Family Circus" in the Sunday Comics on March 17, see if you can find a copy. In the strip Dad grouses silently about having to wait for "a darned old train," but the kids are excited and probably loudly tell him so. Hey, I'm on the kids' side!

-Alan



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RAIL MAIL

Mystery Photos: I am not a member of your organization but did look at the February '96 issue of the *Dispatch*. Regarding the mystery photos, the tower appears to have been located on St. Aubin and Clay streets in Detroit near the boundry with Hamtramck. The building in the background looks like the old Patty McGraw's Saloon and bawdy house, which during my time turned into a factory. The Poletown Cadillac plant is now located on this site.

The Mistele Coal Company was located on Joseph Campau at Denton in the City of Hamtramck. The railroad involved in both photos was probably the Grand Trunk.

P.S. I'm just getting into toy trains.
Donald R. Kudla, Warren, Michigan

Dear Jeff: I was thumbing through the December *Dispatch* again, and I noticed the article in *Extra Board* which showed Bill Winan's Heljan (HO) turntable conversion. It looks like a good idea, especially since the only alternative is a more expensive Bowser one. I believe Heljan's are available for around \$50. *Bill also is working on a roundhouse conversion, and this editor would welcome some more detailed photos and explanations of each. How about it Bill? Note also that Walthers has come out with a motorized HO turntable (13 1/2" diameter) which would be similar to Heljan's.*
-Jeff

I really enjoyed Ernie Horr's article on the 50 ft. FMC covered hopper, since that is the type I am planning to use on the CBAT Transfer Co. Some of the pieces were not too clearly identified in the drawings, but I think I can figure out what goes where. *Give Ernie a jingle, I'm sure he'll help.*

Brooks Stover's article and photos were great. I wish we could afford to have some more in color. His layout is what I believe Al Packard had in mind when he first designed the first S scale products for C-D Models before being overshadowed by A. C. Gilbert's American Flyer. Brooks Stover's work shows that it is not what you use for the basis of your S gauge railroad but how well you use it and treat it. Mr. Gilbert may have made his version of S gauge trains as toys, but Brooks Stover has turned the "toys" into a model railroad as good as any "scale" layout.

Michael A. Scivoletti, Franklin, New Jersey

From the Grapevine: Mike Krobe, a member of the Chicagoland S Gaugers and the NASG, had a dream that Lionel might produce a Celanese tank car and a "Gilbert Chemical" tank car, which was never produced, for the 50th Anniversary year. They did, and he says thanks.

Dear S Gaugers: For those who want additional freight cars for their S gauge empires, and are not kit builders, I recommend the following conversions of Lionel O and O-27 cars which were actually built to 3/16" scale. I have converted quite a few Lionel and Marx cars for my pike.

The first car which I converted was the O-27 double door boxcar. All they need is new S gauge trucks and away they

go. The width and length are identical to a Flyer boxcar although the height is a bit higher, but this is still prototypical. Another easy conversion is the Lionel O gauge gondola. This car comes out to about 52' long and 10'6" wide in S. About a foot too wide, but an easy conversion.

The third car I converted was the Lionel single dome tank car. I used the sheet metal frame with Flyer trucks, and I have also used a Gilbert tank car frame. I have also converted the 2-dome tank car this same way, but the domes are about 2' too large.

The fifth car I converted was the O-27 stock car. I just popped the body off by removing the screw and lifting the body off the frame. Flyer trucks were added, and again, I had a runner. I also did the Horse car and the the depressed center flat car. These are easy conversions for Hi-rail and Tinplate layouts.

Lee Durrence, Sonora, CA.

Take a look at the new 1996 Lionel S gauge offerings. -Jeff.

Dear NASG/NMRA Members: I am writing to try and explain a situation to joint members that the NMRA is in-

volved in.

The NMRA has been running a series of special run cars over the past several years, called the Heritage Collection, featuring the fictitious roadnames of famous model railroaders. These special cars have been run in Z, N, HO, S, O and large scales, and are available to NMRA members only. And yes, a non-member can obtain one of the cars by simply joining the NMRA at the time of purchase.

Last year, the 60th Anniversary of the NMRA, a special run Union Pacific boxcar was issued in all of the above scales, depicting the prototype car that the Union Pacific rebuilt in the Desoto, MO car shops which included the special 60th Anniversary logo on the car. The NMRA contracted with a reputable manufacturer to produce the S scale version, and with a second firm to produce the logo. Well, *Murphy's Law* grabbed this project. The first run of cars were shipped without the special logo placard. The next shipment of cars was delivered without the underframe, and some of these cars got shipped to members. Once the problem was discovered, we ceased shipments until the underframes are received.

Continued on Page30

Jeff's Junction

Displaying and Promoting S:

A recent 2-day NMRA division show in Madison, Wisconsin, provided S gaugers a chance to display their layouts side by side with other gauges. Three S gauge layouts were in evidence at this show.

The Badgerland S Gaugers, of which I'm a member, had their 30 foot oval modular layout there. Buck Guthrie of the Stateline S Gaugers had his American Flyer tabletop layout there. A third S gauge Hi-rail layout was operated by the Four Lakes S Gaugers of Madison. Each of the latter two layouts had one oval of Lionel as well, but were primarily S gauge. Several Badgerlanders had an adventure getting to the show — tale to follow next issue.

Note that I said earlier that this was an NMRA (rivet counters) sponsored event, yet there was scale, Hi-rail and tinplate displays and sales — all comers welcome. Yes, there were many scale HO, N, O scale layouts and dioramas. Also present with displays were historical groups, artists and tourist railway promoters. There were clinics and modeling demonstrations. Even Amtrak supporters, Pro Rail, had a booth promoting Amtrak.

As far as I know, this kind of model railroad "Variety Show" is an upper midwest phenomenon. These shows are much different from the typical "mostly swapmeet" show or the "no sale" NMRA get togethers. Nothing wrong with either one, but these shows seem to have a bit of everything.

The biggest of the three I know about is Milwaukee's Trainfest, sponsored by the WISE Division, which is held each November. Madison's, put on by the South Central Wisconsin Division, is in February and there is one in Rockford, Illinois, sponsored by the Rock River Valley

Division, in March. The first two are at county fairground buildings and Rockford's is held in a large high school gym. These shows always attract the neophyte and the active modelers alike, often dragging many kids along, and to me this is the kind of place to showcase "S."

Now for the bad news! Other than some used Flyer equipment and one or two new Lionel S gauge cars, there was no S for sale at the Madison show. Ditto the other two shows except for Scenery Unlimited at Trainfest.

We Badgerlanders explained our scale equipment which was operating on the modular layout. Viewers recognized the Flyer we ran on the handlaid Code 125 track, but we fielded many questions about the non-Gilbert equipment. We did have a table full of promotional material, and many *This is S brochures* and *Manufacturer's Guides* disappeared.

But as to the purchasing of model equipment at the show, buyers walked out with armloads of Lionel O gauge, HO and N and very little S. It sure would be nice to be able to see some new S gauge items from Lionel, American Models, S-Helper, PRS, etc., on the sale tables.

Oh, by the way, the show in Madison, population around 200,000 or so, had an attendance of around 7-10,000 over a cold weekend in February. The Milwaukee show has an even greater attendance. I think Rockford would be on a par with Madison.

And because these shows emphasize displays and layouts over sales, the viewer is entertained, and the atmosphere is much more relaxing than a swap meet only show. I have a question. Are these three NMRA Divisions who hold these annual shows unique to our part of the country as I suspect, or are there more in other parts of the country? Check it out, because this is a venue where S can easily be promoted to lots of people.

- Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Colonial Industrial Drive, South Lyon, MI 48178) is announcing deluxe editions of Pennsylvania Railroad heavyweight passenger cars. Two 5-car sets are available with individual car numbers and added lettering. These will come in either Tuscan Red or Pullman Green and include an RPO, combine, coach, baggage and observation. Operating AF style couplers and lighting are standard

on the hi-rail versions. Each set is \$289.95. Extra coaches with different numbering are available for \$59.95 each. Scale sets (without lighting) are \$249.95. Still available are other roadnames in the 72' cars: ATSF, C&NW, D&RGW, NH, NYC and UP.

The **Baldwin S-12s** are in stock. This model is of the standard postwar ver-

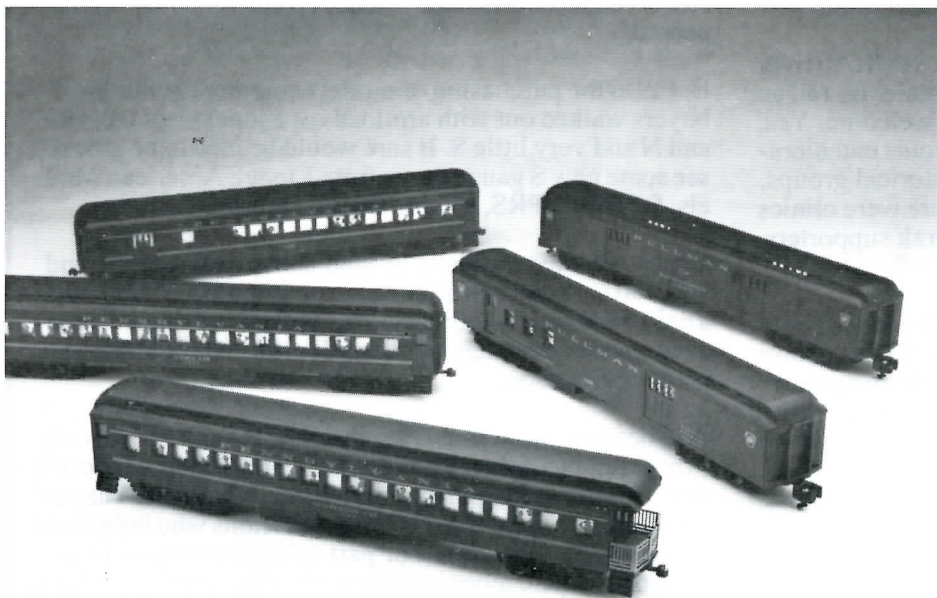
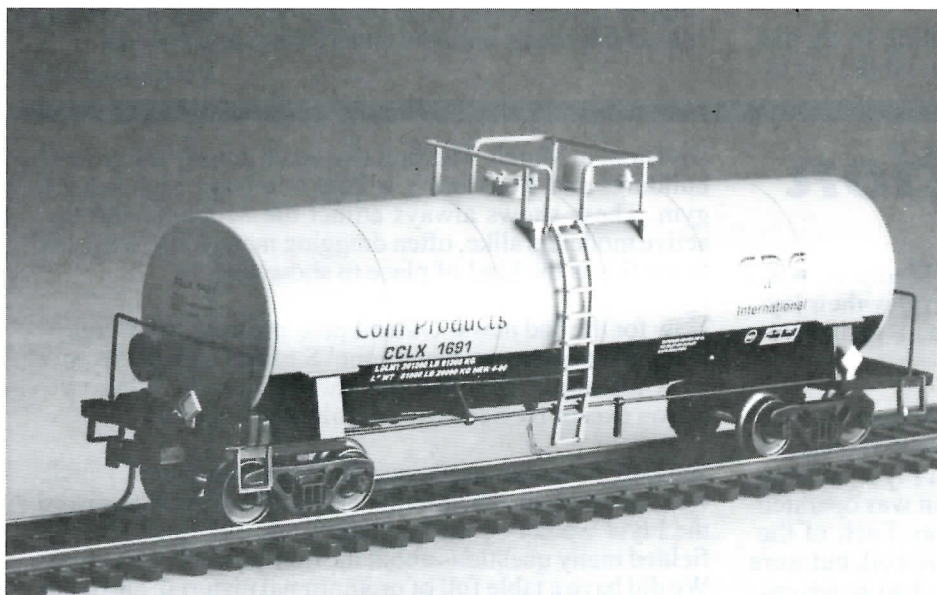


Baldwin S-12.

sion which was in production up until 1956. Many are still used on short lines and in industrial areas. The model has a zinc frame and plastic molded body. The standard version is geared for slow running (2-65 mph), but a high speed (up to 110 mph) is available for the "Flyer" operator. These come RTR and road names include Conrail, NYC, PRR, B&O (later scheme), Erie-Lackawanna, ATSF (zebra striped), D&RGW (tiger striped), Southern (green & white), CP Rail and undec. Most painted versions and the undec go for \$199.95; the EL, ATSF, D&RGW and CP are \$214.95 due to a more complicated paint scheme. The Southern is \$219.95 for the same reason. These are AC version prices. Subtract \$25 each for the straight DC version. Scale or Hi-rail wheels can be requested. Reversed units are available for back to back operation (I presume this means on the AC versions).

Three **new modern freight cars** have also been announced by AM. Promised for June, 1996, is a modern 13,000 gallon (insulated) chemical style tank car for the 1960s to present era. These appear to be ACF or General American 42 footers. Available RTR in either scale or Hi-rail versions. The prototypes carry all kinds of liquids from corn oil to titanium slurry. Road names available include: undec., CPC International, GATX, Cargill, J.M. Huber, Englehard, Georgia Kaolin, New Jersey Zinc, BASF Wyandotte, American Maize, B.F. Goodrich, Elcor and Domino Sugar. Some will come with 2 numbers, and the first run will have a limited supply. \$36.95 each.

The second new freight car coming this year is actually a unit set of 5 spine cars with 5 trailers. Due this summer, these



New from American Models are modern chemical car and new paint schemes on the heavyweight passenger cars.

Photos by Bob Werre

RTR sets will go for \$159.95. A nice bonus for S gaugers is that Ron is offering the 40' trailers and containers as separate items also for \$9.95 ea. Road names for these are undec silver, undec white, UP, Southern, BN, CSX, RG, SF, SP, Quantum, IC, Falcon CNW, Conrail, American President, K-Line, Evergreen, Trip CN/NS, Tranam, MP and SP (gold pig).

The third modern freight car, expected in the fall of '96, will be a CD (center discharge 3-bay PS-2 covered hopper. The Santa Fe alone bought 4500 CD hoppers. These colorful covered hoppers were built by Pullman Standard and cover the era from the 60s to present. They will be produced by the same builder who did the PS-2 for SHS. Road names will include PRR (gray), UP (gray), BN (green), C&NW (yellow), SF (red), D&RG (orange), Conrail (tuscan), The Rock (blue), IC (orange), GN (blue), Cargill (green w/placard), Pillsbury (gray w/placard), Archer Daniels Midland (blue w/placard) and undec. Special introductory offer made before July 15, 1996 (dealers and clubs inc.) — one free car with every 10 ordered. Individual introductory price is \$37.95.

Listed for fall are the EMD SD60, an EMD F7 B unit (with road names to match the available FP7s) and some train sets which include the spine car set. The B units will come as a powered unit, but will also be available with sound or as a dummy unit.

BANTA MODELWORKS(RR1 Box 141A, Brattleboro, VT 05301). New on the block, Banta is introducing urethane casting kits in S. First out is a double kit — an RGS Ophir Section Car Shed and Outhouse for \$29.95. Bill Banta is looking for ideas in both S standard and Sn3. Send him plans and your ideas.

BILL'S TRAIN SHOP(P.O. Box 561, Seffner, FL 33584). From Bill's Train Shop you can order urethane panel sides designed by John Armstrong of Kirtland, Ohio, for the American Models' ribbed hoppers to convert them into the style used by the Wabash, Ann Arbor, NH, NYC and others. Panels are glued in place on the car sides and then painted and decaled. Each set is \$9.95.

CORGI (maker of die-cast vehicles) has a U.S. style vintage Yellow Coach model 743 bus which was a 1937 design used by Greyhound and Burlington

Trailways. These are limited run 3/16" scale buses (about 7500) that can be found in toy or hobby stores for about \$35-\$40. You can order direct for \$39.95 plus \$5.95 S&H from Thompson & Co., P.O. Box 30303, Tampa, FL 33630-3303. Toll free number is 1-800-237-2559. *This was in the Potomac Valley S Gauger's newsletter, but I have a suspicion, since I actually haven't seen one in person, that these might really be 1/50th.* - Jeff

CORONA FLEX TRACK (c/o Classic Trains, 18927 E. Colima Road, Rowland Heights, CA 91748-2942. (818) 912-0774, FAX (818) 912-1033). Corona is a new entry into the S gauge Hi-rail track arena. The first offering is a 40" section of flex track complete with code .172 nickel silver rail and plastic brown ties. The rails are solid nickel silver for better corrosion resistance and conductivity. Each section has a full complement of ties (not spaced out). These are available in weathered and unweathered format. A special adapter section is available to match up with Flyer switches. Prices: 40" section \$14.95; 40" section, weathered \$15.95; Nickel Silver rail joiners (20) \$9.95; 3-pack 2-1/2" adapters \$10.95; same weathered \$11.95. Send LSSAE for further info.

CREATIVE MODEL ASSOCIATES (P.O. Box 540, Plainview, NY 11803-0540) has some new S scale grabirons available. These come in a bag of 100 and include both straight and drop styles. They are made of phosphor bronze wire and are close to scale. A #80 drill is used for mounting. Each bag is \$4.95.

DES PLAINES HOBBIES(1468 Lee Street, Des Plaines, IL 60018 - (708) 297-4976). Ron's newest exclusive paint scheme on a 40' Pacific Rail Shops boxcar is the C&EI with a large script "Buy War Bonds" logo. Also still available are the Atlantic & East Carolina and billboard style M&St.L 40' boxcars. Write or call for an updated decal list.

LIONEL LLC — New 1996 products are covered Pete Mihelich's article on the '96 Dealer Preview. See page 8.

M.E.S.A. (P.O. box 1201, Westminster, CO 80030). Which stands for Mountain Empire S-Scale Association has a special run of PRS 40' boxcars in 6 different Chinese Red CB&Q paint



schemes.

These include #30348 with Youngstown doors and National B trucks, #30232 ditto, #34981 with Youngstown Doors and A-3 RC trucks, an FW&D (Fort Worth & Denver) #8122 with Superior doors and Bettendorf trucks, FW&D #8437 with Youngstown doors and Bettendorf trucks and C&S #1037 with Superior doors and A-3 RC trucks. Available with scale metal wheels or Hi-rail trucks and couplers for \$35.95 each plus \$3.50 S&H per order. All cars are lettered CB&Q with some including the subsidiary lettering.

MR. PLASTER (P.O. Box 23066, Toledo, OH 43623) makes coal loads for the Chesapeake Models H-39 three bay hopper cars (now owned by Des Plaines Hobbies). These plaster loads have lumps ranging from 6 to 8" and have an eggshell finish. \$3.00 each. A note by Richard Lind in the Potomac Valley S Gaugers' newsletter says that the NMRA standard weight of this size hopper should be 5.8 oz., but that with the addition of the load, KD 802s and S-Helper trucks the car would weigh 7.5 oz.

NMRA (4121 Cromwell Rd., Chattanooga, TN 37421) Members only can order limited run cars of the Heritage Collection each year, which so far has always included an S gauge car. The latest car is No. 6, which will be a 40' outside braced boxcar lettered for the fictitious railroad of Al Kalmbach, the Great Gulch, Yahoo Valley & Northern. The car will be painted boxcar red with an orange, red and black emblem. Late orders will be filled if not sold out, but the car (S-Helper's new one) has not been delivered yet. Cost is \$40.00 per car with a limit of two. Membership in the NMRA is \$30.00 — or if you have a friend in the organization, maybe he'll get you one? The previous car, No. 5, which may or may not be available, was an American Models rib-side hopper lettered for one of the early model railroad clubs, the Milwaukee Union Terminal. It's cost is \$27.00, again with a limit of two.

Continued on Page 14

1996 LIONEL PREVIEW

By Pete Mihelich
Photos by the author

It was with great anticipation that I traveled to Lionel headquarters in Chesterfield, Michigan, on a cold day in February.

Yes, the weather was cold and miserable, but isn't this the time that most of us think about retreating to the basement to operate trains anyway? And so it was that the group of dealers and sales



Mark Gordon addresses the visiting guests at the '96 Lionel Preview.

representatives gathered on a Sunday evening prior to the big event to kibitz about the new Lionel products we might be introduced to, and there was more anticipation than usual because of the new ownership and management.

On Monday morning I met up with Will Holt, the NASG's Manufacturers, Advisory Group chairman, so that we could go over to Lionel together.

After arriving, we were given a preview of the new product display and introduced to Jim Bunte, the new Director of Product Development. As expected, the Flyer product line presented for 1996 will be a continuation of the past program, but with two major exceptions. One is a new caboose and the second is the first use of Lionel 3/16" scale bodies (previously O-27) on Flyer trucks.

The all-new (new tooling) caboose can best be described as a 50s style steel side car with an offset cupola with interchangeable roof. This is the first all-new Flyer caboose since A.C. Gilbert days, and its first livery will be the NKP red and white scheme with the "Nickel Plate High Speed Service" logo and a black roof. The new design features all of the detail and scale-like precision that we usually expect from American Flyer. The roof should probably be reversed from the picture on the cover since it should not be above a window.

Three new cars are actually 1:64 bodies (about 3/16" scale) on Flyer S gauge trucks. Last year's NASG hot seller was the TTUX intermodal pair. This year Lionel's own version will carry the NS Triple Crown livery. The second car of this series is a CSX depressed center car with generator. The third is a bobbing horse car. These types of conversions (often done by Flyer enthusiasts in the past --- See Lee Durrence's *Rail Mail* in this issue) were suggested by the Manufacturer's Advisory Group to encourage variety while keeping the tooling costs down.

The GP9 is the motive power this year with a powered and dummy pair decorated in striking NKP black and gold. Both units feature interior illumination, and the powered unit has a diesel horn sound unit.

Also included in the '96 offering are two chemical tank cars in a light green and yellow scheme. One is lettered for Celanese and the other one for GILBERT. To supplement your passenger car roster, the '96 passenger car will be a vista dome dining car with orange stripe. And rounding out the new offerings will be the traditional holiday boxcar in white with red roof.

As to the future of "S", Jim Bunte felt that Lionel would be

looking to the future. "We need to move on from the Gilbert era," he stated. "We want to see if "S" will stand on its own in the marketplace." To those present that seemed to indicate an RTR starter set down the road. Railsounds and command control will be looked at in the more expensive future items.

We were all introduced to Gary Moreau, the new CEO of Lionel. Gary stated that "Although I am not a model railroader, I am a listener, and the dealers' bottom line is Lionel's bottom line." Gary spent 10 years as president of Oneida, so he feels that he is still in an environment that must respond to customers likes and dislikes. See the *February Dispatch*.

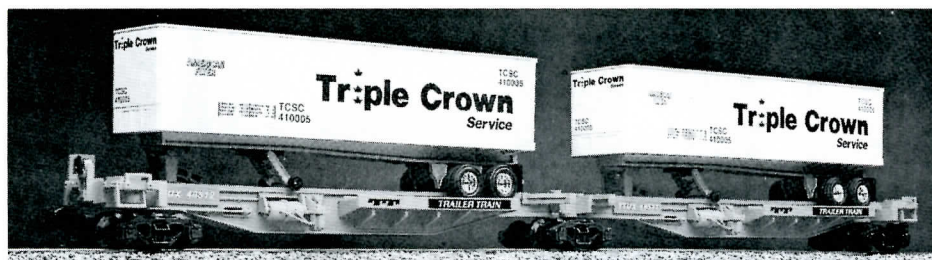
Mark Gordon also spoke to us about the marketing path that Lionel has chosen. It seemed to be working out quite well with 95% of all sales being through the Value Added dealer network. He also said that Lionel will continue to expand the number of Value Added dealers. Two new ideas presented by Mark did not seem to be received too well by dealers. The first was the introduction of new packaging that included dark blue boxes instead of the traditional bright orange. The second was the reaction to the "artwork" catalog. Mark took the comments under advisement.

All in all, I and those with me, were encouraged by the new tooling for the caboose and came away with the feel-

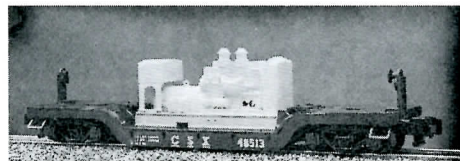


Lionel's new Director of Product Development, Jim Bunte, former Classic Toy Trains associate editor, hears the wisdom of the NASG's MAG chairman, Will Holt, concerning the new '96 Flyer line.

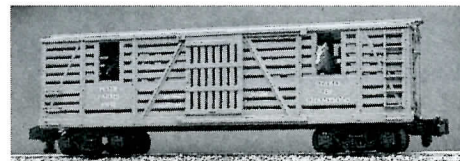
ing that we were going to see great things in an expanded "S" gauge line next year.



6-48511 TTUX Triple Crown Intermodal set

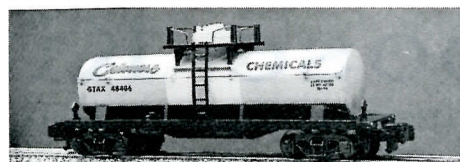


6-48513 CSX flatcar with generator



6-49010 Stable of Champions horse car

New Lionel offerings for 1996 include twin chemical cars, one lettered Celanese and the other for Gilbert. Intermodal car, flat car and horse car are conversions from Lionel O and O-27 cars.



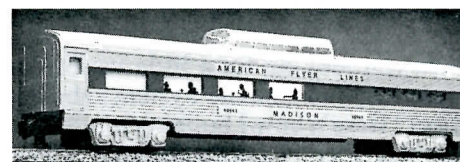
6-48406 Celanese Chemicals tank car



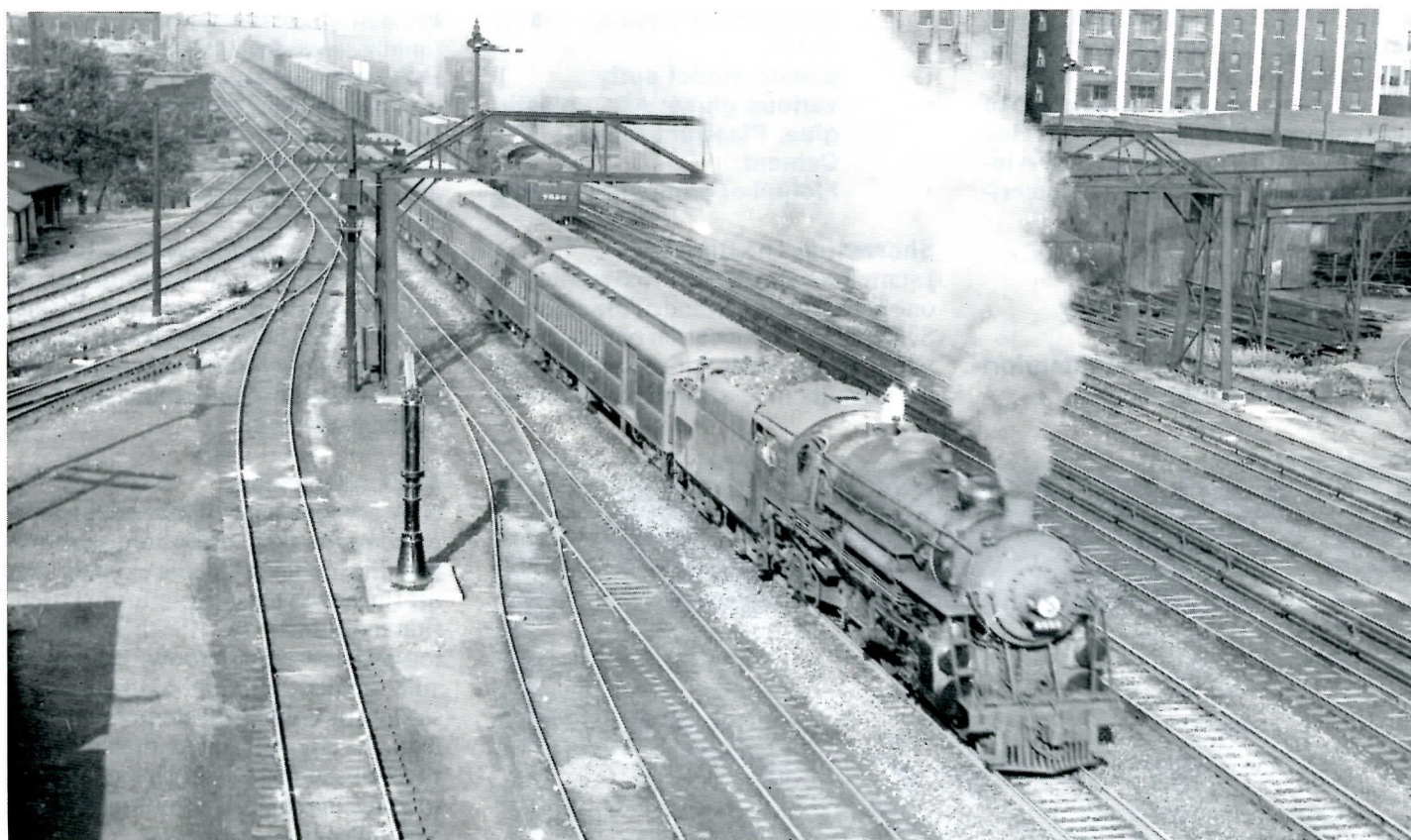
6-48407 Gilbert Chemicals tank car



6-48325 Holiday boxcar



6-48943 Silver Flash Vista Dome dining car



A Michigan Central K3 Pacific heads up train #109, the Grand Rapids local in the summer of 1940. The train is just beginning its trip westbound from Detroit's Michigan Central terminal, still visible through the coal smoke haze in the photo's upper left hand corner.

Photo by W. Wilk, Collection of J.A. Kindraka

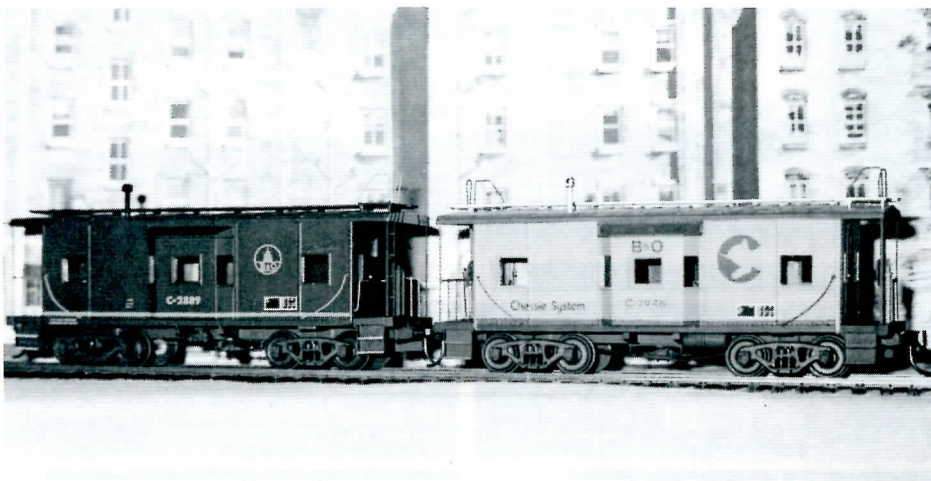


Photo A - Mike Sulzbach kitbashed the American Models Bay Window Caboose into B&O/Chessie I-17 styles.

Caboose Kitbash

Make a B&O/Chessie "Short" Bay Window Caboose

By Michael Sulzbach

Photos and drawings by the author

Are you looking for a little variety in your B&O or Chessie System caboose fleet? Here's how I built my models of the B&O's I-17 class cabooses. These cabooses are more modern versions of the famous I-12 wagontop cabooses, having similar basic dimensions. I used the drawings and photos from the book *Cabooses of the B&O Railroad* by Robert Hubler. You could also build one of these cabooses for your own pike. Buy yourself an American Models bay window caboose, look at the list of materials, and get started!

Bill of Materials:

- 1 American Models bay window caboose
- 1pr. Amreican Models Bettendorf Trucks (Opt.)

- 1 PRS 50' boxcar roofwalk
- 2 PRS tall boxcar ladders
- 1 Cal Scale HO set #AB-300 brake cylinder and valve
- 1 .020 sheet styrene
- .020 brass wire
- Evergreen S scale strips: 7106, 7108, 7112, 7204, 7210, 7406, 7410.
- Herald King Decals - C-560, C-141.
- plastic model putty
- various glues: ACC, plastic glue, Plastruct Liquid Cement.
- Floquil or compatible paints

Shortening The Body:

I started construction by first cutting out one panel from each end of the carbody. See photo A for location of cuts. Mark your cuts carefully, since careful work here results in less sanding and putty-

ing of the joints later.

I sawed across the roof panels on both ends first, then used a small square to mark the sides before cutting them out. Sand the ends and body pieces on a sheet of flat sandpaper, keeping the endssquare and perpendicular to the body. Next, razor saw the side sill of the bottom, below the rivet line, continuing across the bottom of the bay. The B&O caboose bays don't extend as far down as the American Models caboose bay does. Be sure to trim the small side sill pieces on each of the carbody ends also. A new side sill will be added later.

When you are happy with the fit of the ends, glue each end back on, adding narrow styrene splices inside. Be sure the splices do not show through the windows or extend down where the floor fits. Allow these to dry and we'll start on the underframe.

The Underframe:

New corner steps will have to be fabricated as the I-17's steps are shallower than the model's. Cut the existing steps off flush with the end platform. I used a fine tooth razor saw for this. The prototype has a very shallow, straight end sill. I sanded the model's angled end sill straight by holding the underframe away from the edge of a table, then placing a sheet of sandpaper flat on the table and sanding until the sill was straight across. See photo B.

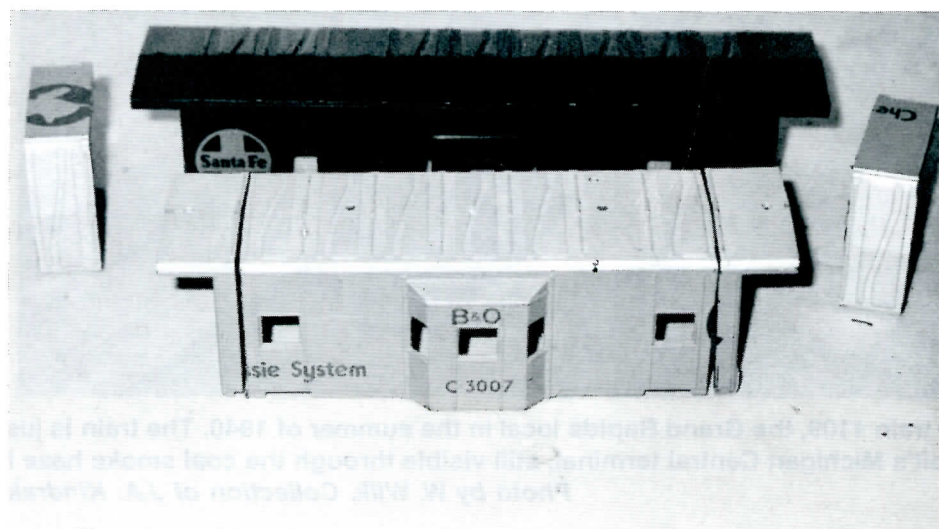


Photo B - This photo shows the simple cuts needed to shorten the American Models Caboose.

Photo C - Shortened body plus frame dissection is shown in this photo. Two pieces are cut out of the body but three in the frame are needed.

Shortening the underframe is next. I moved the trucks closer to the ends, so this was the first cut made. See photo C. Cut one end off starting next to the bolster towards the end sill. Now measure 5'6" from the end sill inwards, and make that cut. Save the scrap piece, we'll use it later. Repeat this at the other end. I like to scribe marks into each piece to make sure each end goes back together in the same orientation.

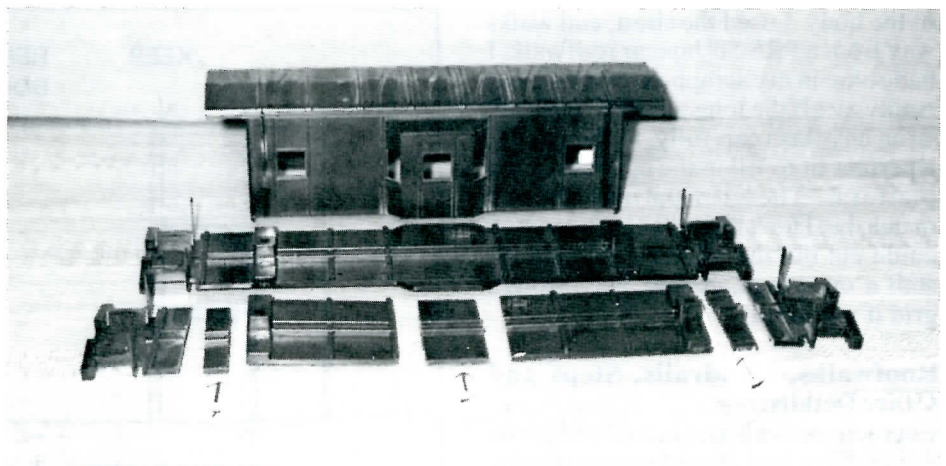
Now cut off both bay extensions. Save these to go back on the body. From the end of the underframe where the air tank mounts, the two holes between the cross ribs, cut along the rib towards the center. This splits the underframe in two. Here we can reassemble the ends to each bolster piece. I used liquid cement and styrene splices on the top. When reassembling the underframe pieces, be sure to clamp the pieces to something like a piece of brass tubing to keep the underframe from bowing up as the glue dries. I DIDN'T, and both end platforms are slightly bowed up. I even broke the ends off and tried to reglue them down, but they still bowed up a little. **AVOID MY MISTAKE!** Allow clearance for the car end and sides when adding the splices. This now gives us two halves of the underframe.

When the ends are dried, set the longer underframe back on the body. Add the shorter underframe piece on top, and carefully mark where they meet. Remove both pieces from the body, and cut the longer piece, allowing a little extra for filing to get a good fit. When you are happy with the underframe fit, tack both pieces while on the body. Allow the tacks to dry, remove the underframe, and add more glue and splice plates to strengthen the joint. Set this aside to dry, and we'll go back to the body.

Back to the Body:

The next work on the body is to add body putty to the splice joints, and to remove some of the rivets and batten strips. See drawing #1 for what to remove. The remaining rivets aren't ex-

Photo D - Shortened I-17 frame showing how it should look before final assembly.



act, but they were close enough for me. While the putty is drying, I opened all four side and all four end windows. I carve and sand away the inner sashes, as it makes the windows look better.

Finish sanding the putty joints until you are satisfied with the results. I now drilled the holes for the side and end handrails using the existing dimples for the locations. I used a #76 bit for this. Here's where we add the two extra pieces from the underframe. Since these pieces are the same width as the underframe, I used these pieces to keep the body sides from bowing in. These are glued inside as low as possible, making sure they clear the underframe and weights.

The Roof:

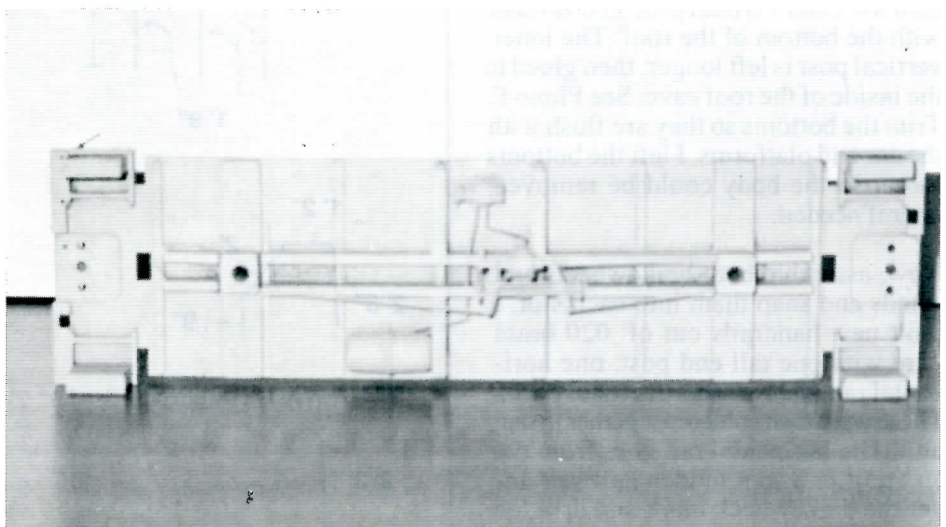
The roof eave is next. The model's roof end is angled for easier release from the mold. This needs to be flat. Hold the body perpendicular to a flat sheet of sandpaper, and sand until the roof end is flat. Repeat for the other end. A new

eave piece is added by cutting a strip of 1" x 12" styrene a little longer than the roof's width. Use Plastruct liquid cement for gluing this on. Add the strip so it's flush with the bottoms of the roof edges, overlapping on top. When thoroughly dry, trim the styrene strip to match the roof's contour. Repeat this for the other end.

Moving On:

The underframe should be dry by now, so put it back on the body. Measure a length of 4" x 6" styrene strip for the new side sill, then tack it in place to the body. Remove the underframe, then glue the side sill securely in place with Plastruct cement from the inside. When this dries, glue the other side sill in place. Here's where we add the bay bottoms which were removed earlier. These are glued from the inside, flush with the bay's bottom and resting on top of the new side sill. Do both sides. Allow to dry.

The I-17 end platforms are the full width



of the body. I used the short, end walkway from a PRS 50' boxcar roofwalk. I had some in my scrapbox. Snap the end walkway off the long piece of roofwalk. Trim any flash carefully, as the width is a perfect fit to fill in the caboose's end platform. The grid pattern doesn't match, but I took this route anyway. You could cut out the model's end and install a one-piece, etched, see through grid if you want.

Roofwalks, Handrails, Steps and Other Details:

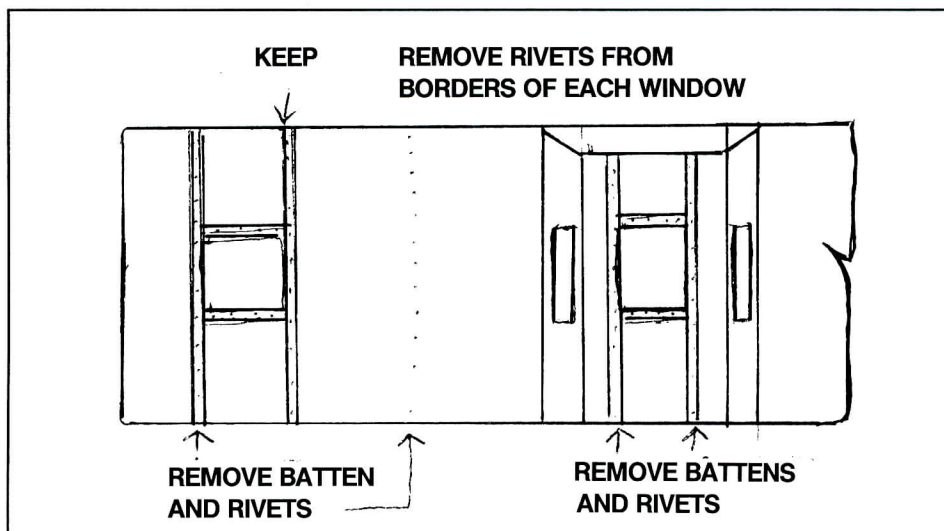
Cut each roofwalk end in half widthwise so you have four almost square pieces. Glue each piece into the stepwell gaps, let dry, then trim the overhang flush with the underframe sides. While these pieces are drying, fill the handrail holes in the end platforms with model putty. Keep the slot for the handbrake open.

While all of this is drying, I added the roofwalk. The I-17 caboose has left hand ladders, so first cut off each end walk from the roofwalk. Next, shorten the roofwalk to fit the body. Here again, you could substitute an etched roofwalk. I shortened each end, so I could keep the AM car's locating pins. Save the extra roofwalk pieces, we'll need them as fillers for the endwalks.

The I-17 has end walks that go all the way out to the edge of the roof, so they need a small filler to extend the ones cut off before. Use the extra roofwalk pieces to fill the gap, narrowed to fit. Again, the grid pattern doesn't match perfectly, but it didn't bother me. Fill the unused end walk holes with putty, then sand flush when dry.

I added the ladders next which were cut from long PRS boxcar ladders. Trim the ladders so there are four rungs. Then trim the outer vertical post so it is flush with the bottom of the roof. The inner vertical post is left longer, then glued to the inside of the roof eave. See Photo E. Trim the bottoms so they are flush with the car end platforms. I left the bottoms loose, so the body could be removed later if needed.

Now, assemble both brakewheels and stands and snap them into each slot. I built new handrails out of .020 brass wire with one tall end post, one horizontal rail and two short vertical posts. These were then soldered together in one unit. The horizontal rail goes from the end post to a spot hidden halfway under the brakewheel. mark and drill the

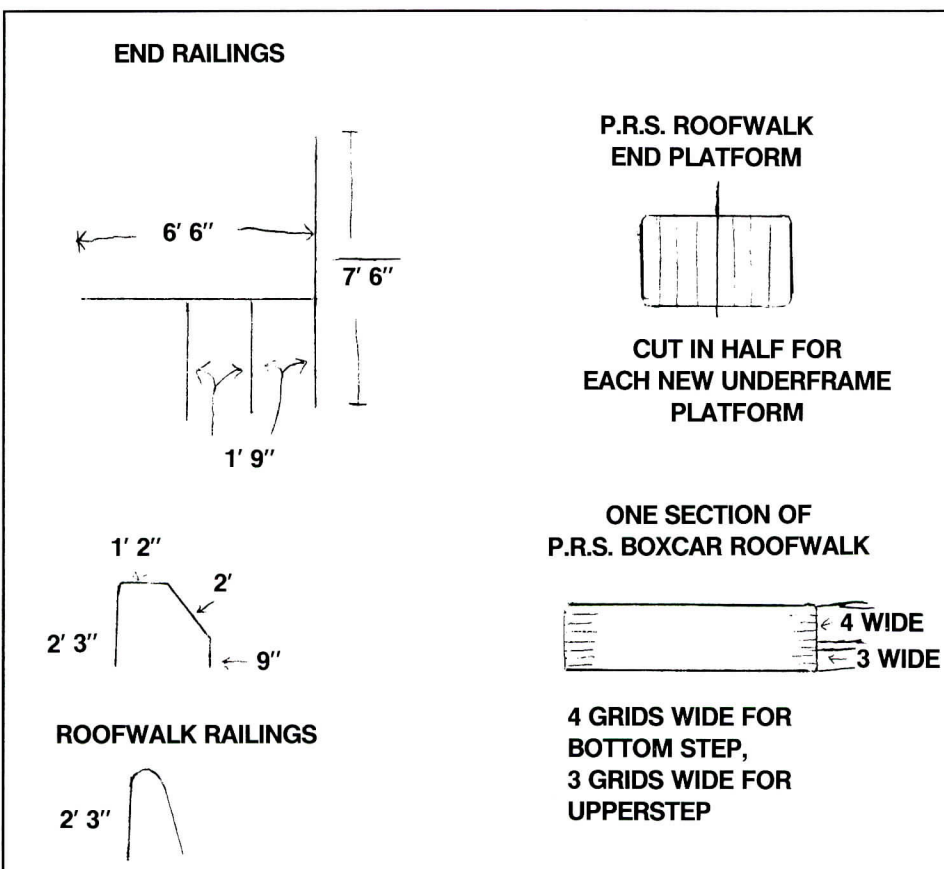


end sill for the three vertical posts, then drill a hole in the roof for the top of the end post. I used a #71 bit for all these holes. Now, super glue the railing to the end sill and the brake wheel stand, leaving the top post loose for removal of the body.

New end steps are fabricated out of extra PRS roofwalk material. The bottom step is made 4 grids wide, and the upper step is 3 grids wide. Step sides are cut out of 1" x 8" strip styrene to a length of 2'6". The 1x8s are tapered from 8" at the bottom to 4" at the top. cut eight

pieces to length, then cut the tapers. I used a Chopper for this, allowing all eight pieces to be identical. Before these are added, a short length of 2" x 4" is glued below the new end platforms. These are 'hinner side sills than the body's sill.

Now, you can glue the step sides in place using the former step location below the platform as a location guide. Be sure to keep the short taper at the top, and make sure they are square while drying. Add back plates made of .020 styrene. Cut to fit. After these dry, marke and cut a



4-wide grid of roofwalk material to fit, then glue flush with the bottom. Repeat for the other corners. Mark and cut a 3-wide grid for the upper step, bluing these halfway up in each stepwell. See photos D & E for help.

Back to the Underframe:

Building a better looking underframe is the last part of construction. I added center sills, made of 4" x 10" styrene, cut to fit between the bolsters and glued on top of the molded-on center sills. I then added four cross-bearers which are tapered lengths of 2" x 10" styrene strips. They taper from 10" to about 4". These are glued on to the middle two cross ribs on each side. The cross-bearers are capped with pieces of 1" x 6" styrene flanges, each cut to fit.

I glued the air reservoir in it's original position. If you add air piping, drill the reservoir first. Next, I cut off the cast on air valve I used a Cal-Scale HO set #AB-300 for the air valve and brake cylinder. The superb detail is very noticeable. I added three brake rods and two air lines. See photo D for location. Here you can drill and tap the truck mounting and coupler mounting holes. Double check all the work you've finished so far, then clean the body and underframe for the fun part — painting and lettering.

Painting and Lettering:

The I-17 cabooses were built in the early 1950s (1952), and were originally painted red, with yellow safety appliances, green window sashes and doors, and lettering was white. Leaf spring trucks were standard.

In 1965 these cabooses were repainted in the pool colors of blue sides, yellow ends, silver roof, and the lettering was white. In 1970-71 all were rebuilt and repainted again into an all-blue body scheme with yellow lettering and handrails. At this time the leaf spring trucks were replaced with coil spring trucks. Then, shortly after 1972, when Chessie took over the B&O and other lines, the Chessie circus colors were introduced gradually on the cabooses as they were repaired and shopped.

The cabooses' original #s started at C2850. C2850 to C-2897 were the early #s from 1952 to 1956 painted in red as described above. These schemes and the early #s would fit into the late steam era. C2898 -C2960 were #s built from 1958 through 1965. These, plus any

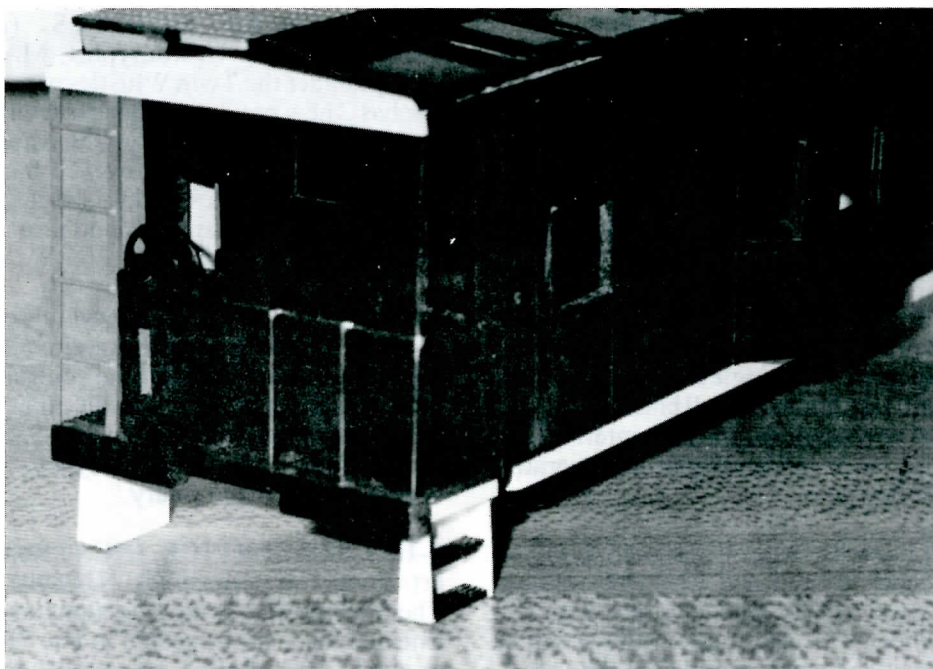


Photo E - Note: Ladder and railing construction. White styrene shows other modifications to basic caboose.

earlier #s, would be appropriate to the end of the caboose era in the early 80s. Paint schemes during this era would vary depending on shopping and maintenance schedules.

The only gap in the #s were C-2910-C-2924. Actually the first dozen were classed I-17, the remainder were I-17a which had basically undetectable interior changes except that the window frames changed from wood to steel.

I built two cars, one in B&O blue and one in Chessie yellow. I used floquil paints. Primer was sprayed over both bodies and underframes. Let the primer dry thoroughly. The B&O car was then sprayed with Floquil Dark Blue. I brushed on the yellow ladder and eave trim later. The first coat on the Chessie car was Floquil Reefer Yellow.

On the Chessie car, mask the top and bottom orange stripe, then airbrush with orange. When this dries, mask for the blue side sill and paint by hand or airbrush - I did it by hand. I airbrushed the entire Chessie frame dark blue. After decaling I painted the roof silver and then dullcoated the whole car.

The B&O car has blue end platforms and steps, which I painted by hand. The remainder of the B&O frame was painted Floquil Grimy Black.

Both sets of truck received Grimy Black

paint.

Decals used were Herald King sets - #C-560 for the B&O car and set #C-141 for the Chessie car. See previous paragraphs for numbering choices. The B&O car should have blue end numbers, not red as in the set. These were robbed from the Chessie set. A light flat finish was used to seal the decals.

Final Details:

Make end and side handrails out of .020 brass wire and install them. Also install the smokejacks now. Roofwalk handrails are also attached now. See drawing #2 for the dimensions. The roofwalk handrails should attach to the ladders, but I had both ends drilled into the roofwalk for added strength.

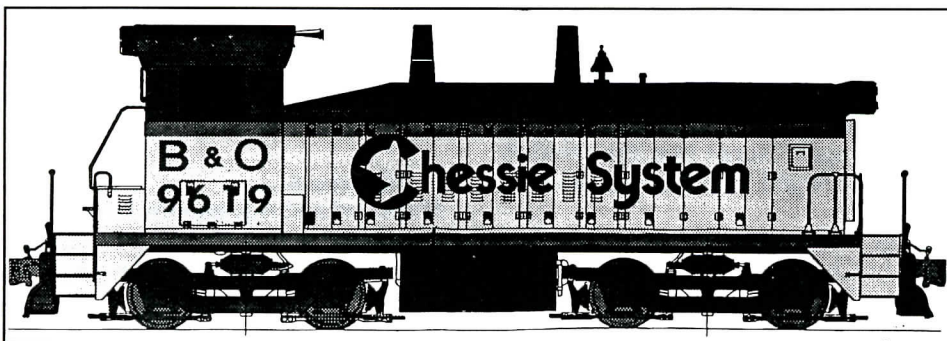
Touch up the handrails on the B&O car with yellow. Paint the vertical ladder posts with dark blue. The smokejack is black. On the Chessie car paint all handrails, ladders, brakewheel and stand, and step edges orange. Doors are blue. Smokejack is black.

Mount trucks, install couplers, put the bodies back on the frames and you're ready to roll.

OMNICON (50 South Lively Blvd., Elk Grove Village, IL). Promised next in brass are two 2-10-4s, the C&O T-1 and the PRR J-1.

PENNSYLVANIA HERITAGE MODELS LIMITED (R.D. 4 box 139, Birdsboro, PA 19598 - 1-800-238-0072) is releasing its first brass S scale trolley. This first trolley is an 1890s Victorian era single truck version. This will be a limited run all brass model with all new castings, constant interior lighting, reversing headlights and operating trolley pole.

It has scale wheels designed to run on Code 100 rail and very tight radius. Power will be by DC motor with fly-wheel. This and future trolleys will be designed and assembled in the U.S.A. using both domestic and imported components. Comes in wooden box adaptable for display. The price for the Victorian Street Car is \$399.95 in natural brass, \$299.95 for an unlighted, unpowered version. Dealer inquiries invited.



S-Helper's new SW-9 should be here soon.



Pennsylvania Heritage Models Ltd. is entering the S-scale trolley market with this single-truck Victorian streetcar.

PORT LINES HOBBIES (6 Storeybrook Dr., Newburyport, MA 01950) under the Twin Whistles moniker has 2 new pre-cut styrene structure kits—a 1930s gas station/grocery store for \$44.95 and a White Tower restaurant at \$39.95. Each kit takes about 15 hours to build. A 3-stall roundhouse is up next. Add \$4.00 S&H.

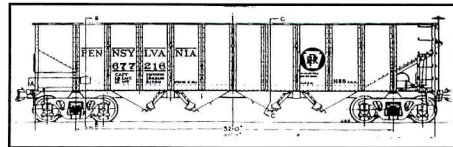
Under the Port Lines name new reproduction AF control buttons are available. These are the black case controls with red-green buttons and the rotary knob ones. Prices range from \$10-\$25. Included are most accessory types - 2 button, 3 button and rotary.

S-HELPER SERVICE, INC. (2 Roberts Road, New Brunswick, NJ 08901). The SW9 project is moving along and finished locos are expected in late '96 or early '97. Retail price will be \$199.95. A deposit of \$75 per engine is requested. A coupon for a free PS-2 hopper will be given on all deposits direct or at hobby shops on deposits before May 15, 1996. The following roadnames will be produced in the first run: ACL (purple), B&O (blue), B&M (maroon), BN (green & black), CP

(Tuscan & gray with yellow lettering), CB&Q (black & gray), Chessie, C&NW (yellow & green), Conrail, EL, NYC (black with white lettering), PRR, SF, UP and undec. The SW9s were made from 1951-1954 with over 750 sold to 80 plus railroads.

Besides the stock car and outside brace boxcar mentioned last issue, new projects from S Helper include a General Steel Casting 53'6" flat car (plain, bulkhead and TOFC), C&O/Chessie wide vision caboose and a steel side outside brace boxcar.

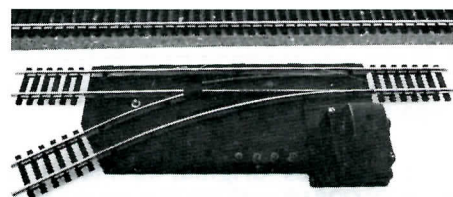
SOUTHWIND (P.O. Box 9293, Plant City, FL 33567) is expecting 3 versions of the PRR H-21 hopper this spring. Originally built in 1915, these 4 bay hoppers were in service for about 60 years. Four versions will be produced - the H-21, H-21A, H-22 and H-25. These brass cars will come in painted and unpainted versions. 0-4 units \$209 ea.; painted and lettered \$249 ea. Inquire for availability and larger order dis-



counts.

Department of Corrections: 1. The address for Angela Trotta Thomas was incomplete in the October *Dispatch*. She sells prints of toy trains including the one on the October cover. Angela Trotta Thomas, 1107 East Longwood Dr., Clarks Summit, PA 18411 - 1-717-586-0774.

2. The Putt Trains industrial diesel switchers and trolleys, reported on in the October '95 *Dispatch*, do not have mechanisms converted from HO — these are original mechanisms and frames created by Putt for S gauge.



Shown here is a Flyer switch with Corona Flex Track short sections added to it. These transition to the 40 inch code 172 flex sections mentioned in this column.

A Simple Unloader

Story and Photo by Will Britton



The accompanying photograph is a composite of two photos taken from my car but from slightly different positions as the shadows indicate. It was necessary to use a composite to get the full site in a single illustration photos. I apologize for the slight mismatch, but it should not detract from your understanding of what this industry looks like.

The site was found in an industrial area on the east side of Sacramento, California. It is a siding on trackage belonging to Central California Traction Company, known locally simply as the Traction company. I don't know the contemporary status of the Traction Co., but prior to the merger of Western Pacific with Union Pacific, The CCT was jointly owned by Santa Fe, SP and WP. It seemed as if it were being operated by the SP. Maybe a Californian can enlighten us with an update.

I found this little industry fascinating because, although it sat out by itself with little obvious relationship to anything else in the vicinity, it quite obviously got a lot of use. Furthermore, despite the temporary appearance, this was a permanent installation.

The basic purpose of this facility is to unload the covered hoppers seen in the background and move the loose material from below the hoppers up the conveyor to a lateral belt which dumps into a waiting truck.

I would probably use Plastruct (tm) to construct the headframe which supports the high end of the elevator and lateral belt. I would also use Plastruct to construct the small A-frame near the lower end of the elevator. As you can see both conveyors are enclosed, perhaps protecting the conveyors from the weather. I would likely use Evergreen styrene to build up the conveyors. The bottom end of the conveyor could just disappear behind a pile of material or a box and transfer belt beneath the tracks could be simulated. A working conveyor would be neat too.

The entire industry location is enclosed with a "hurricane" fence about 6 feet high topped with the typical 3 strands of barbed wire. There are gates wide enough for trucks at each end. A no trespassing sign with a company designation is attached to each gate. There is also a small metal toolshed (or outhouse) out of sight to the left. Available HO

lights would suffice for the lights on the tower.

I could not determine the nature of the material unloaded here. Again, maybe a native can help us. It is gray and appeared to be some sort of composite. It was not cement or grain. Regardless this is a simple, and space saving industry for your covered hoppers, of which two types are available in S — one from Pacific Rail Shops and one from S-Helper.

You know the blind squirrel finds an acorn once in a while. Well, your editor, the day after entering this piece in the computer, discovered a set of Plastruct plans for a similar looking gravel loader in a local hobby shop for 75 cents. This plan shows an open-air unloader which looks very similar to the author's photo, and which could be easily re-worked to match. And yes, the instructions include the number and size of Plastruct pieces you would need in S. The plan is Code PL-3 and is available at your hobby shop or from Plastruct at 1020 S. Wallace, City of Industry, CA 91748. - Jeff

On Tour - '96 convention Preview



Don Gates eases a freight out of the yards, using the Onboard system's handheld controller. Note his scratch-built signal bridge.

Layouts of the SMSG

by Gaylord Gill
photos by the author

The Southeastern Michigan S Gaugers are hosting this year's NASG national convention, and we've got some great layouts lined up for you to see this summer.

For the past 14 years our club has been active in building and operating S scale modules. We have assembled individual as well as club modules, all built to the NASG S-MOD standards. During this same period several of our members have also been building home layouts. Since these club and home layouts will be on tour at the convention, we wanted to give you a preview of what you'll be able to see.

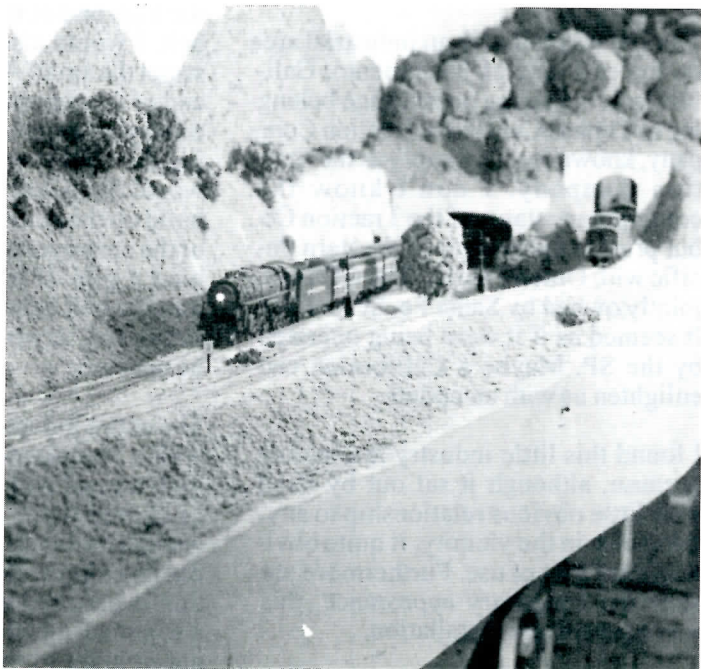
The layouts I'll describe are ones I've personally had the opportunity to work on. If you haven't had this experience, you should definitely find a way to try it — it's a terrific way to develop and improve your modeling skills. Over the past couple of years, four of us in the Detroit suburbs have conducted round-robin work sessions. One night a week, on a rotating schedule, we gather at one of the homes with tool boxes in hand. The host produces the evening's task list, and the gandy dancers set to work.

A passenger train behind a gleaming Hudson blasts out of the tunnel. Don's hand-built signals add greatly to the realism of the scene.

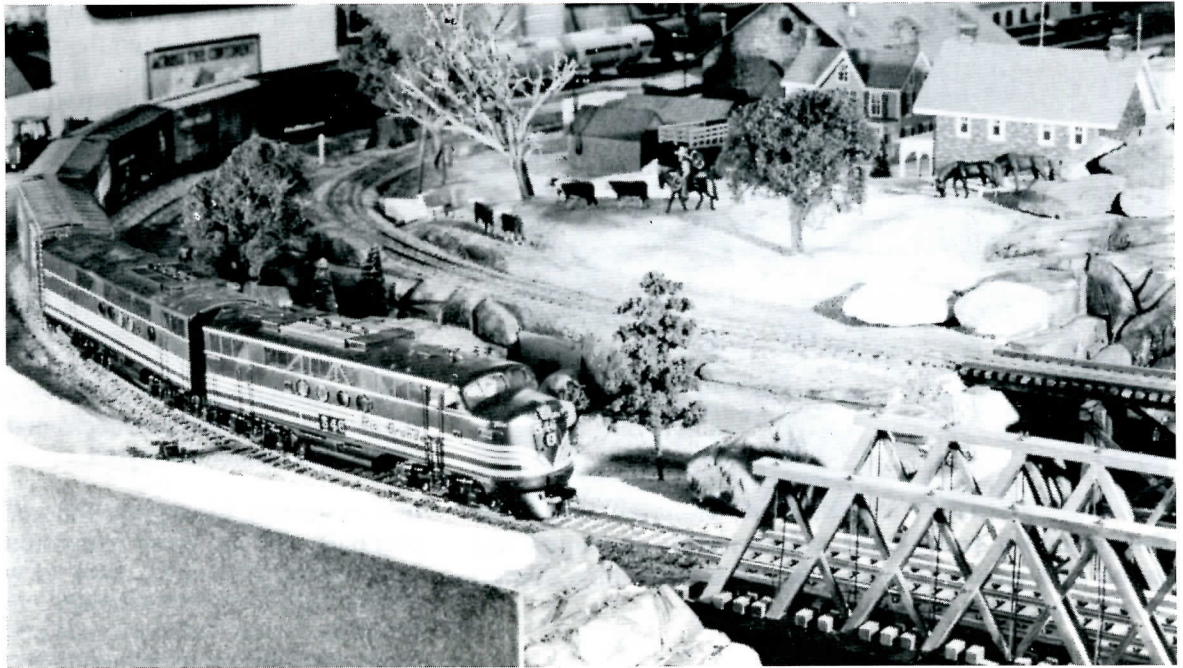
Detroit & Chicago Central

Dave Belanger's Detroit & Chicago Central layout features an around-the-room mainline oval that includes changes in elevation as the trains rise up into the rolling countryside. He has modeled portions of the layout after landmarks in the southwest Detroit area. Inspired by the Milwaukee Junction, which joins the Grand Trunk and the New York Central, Dave has hand-built a beautiful and unique set of turnouts and four adjoining diamonds. Here he can direct the trains to a second, interior oval that encircles his yard and engine servicing facility. A planned expansion will provide another leg for reaching the nearby city of Pontiac. This design accommodates both a point-to-point operational capability and a just-let-the-trains-run capability.

Diesels are the predominant motive power since Dave enjoys the 1960's and early 70's when he first developed his interest in trains. His roster includes Grand Trunk GP-38's and GP-9's, and he also has a Detroit, Toledo and Ironton GP-38. Dave can't resist the purchase of an occasional steam loco-



Rio Grande FT's swing around the curve coming out of Silverado, where the narrow-gauge and standard-gauge lines are at the same level. Here the narrow-gauge starts to climb to the upper level.



motive as well — he has acquired an 0-8-0 switcher and a NYC Hudson. He has recently begun converting his control system over to Digitrax command control, which will allow him more versatility in running multiple consists and an option for adding sound control.

Dave's benchwork is open-grid, solidly-built and well anchored to the walls. An interesting construction feature is his hinged lift-out section that provides access to the interior oval. The lift-out contains three tracks with curves and elevation changes, so alignment is especially challenging. Dave uses a sandwich of plywood and 1/2" Homasote with for his sub-roadbed with cork roadbed on top of that. He has converted a Diamond Scale HO turntable to S, including a hand-built electrical bridge. Dave himself switched to S from HO several years ago, and the D & CC is his first S layout.

New York Central

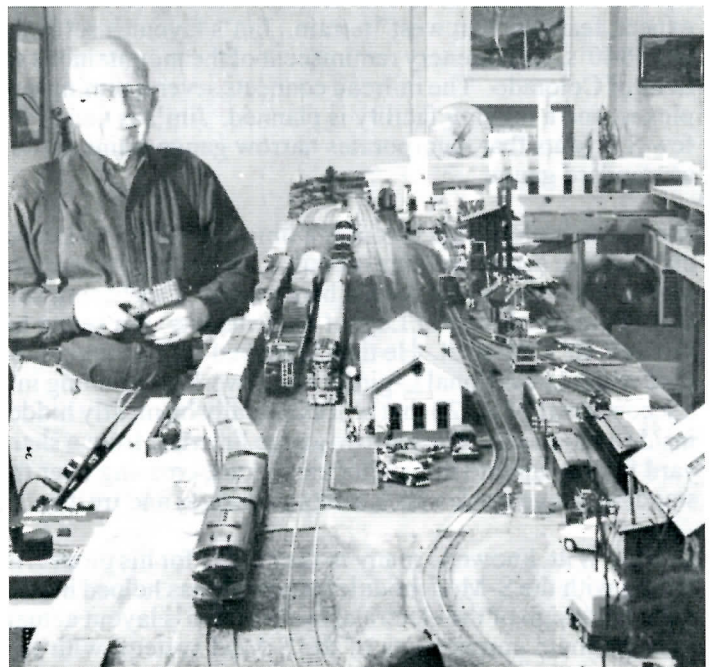
Don Gates's New York Central is the most complete of our layouts, which is all the more remarkable because of the way it was built. Don joined the SMSG relatively recently (1991), and promptly volunteered to host one of our monthly meetings. When we arrived at that meeting, we were overwhelmed with the visual impact of what Don had built almost solely on his own. A reflection of Don's engineering background, the layout is well designed and well built.

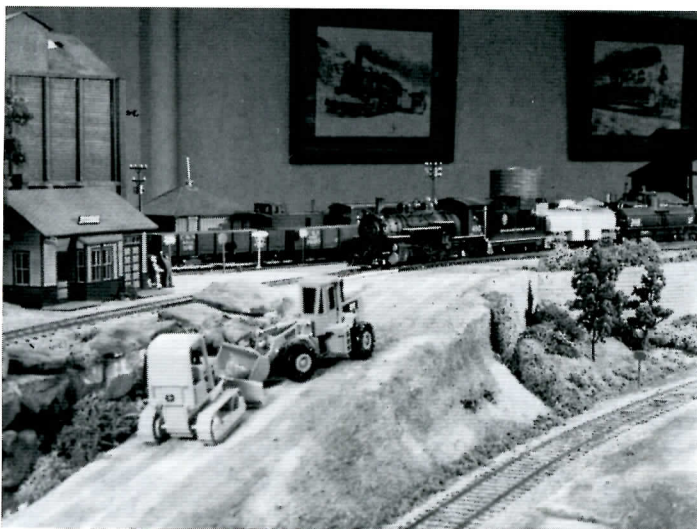
The railroad reflects NYC features Don remembers growing up in Pittsburgh and later in northern Ohio. Essentially an around-the-room design, the layout fills two rooms. Tracks connect the rooms through one hole in the wall behind the furnace and another through a riser in the stairs. Engineers and viewers have plenty of room to follow the trains and see all the scenic displays.

Jim De Witt at the controls of his Denver & Rio Grande Western. This scene is looking down the long leg of his 10' x 26' oval.

The electrical features are too numerous to mention. Don was one of the first in our club to install the Keller Onboard command control system (no longer manufactured but still sold and maintained by ReRail Services). He currently has eight locomotives in which he has installed electronic throttles, constant lighting and sound systems. He has performed numerous enhancements to the electronics, such as boosting the power output while reducing the heat output of the throttles. Don took the hand-held controller a step further by adapting a radio controlled unit. He is able to retain all the features of the Onboard system in a tetherless, walkaround controller.

Don has employed Keller's signal capability to install fully functional road signals. Many of us who have run trains on Don's layout can attest that, just as on the prototype, engineers must obey their signals! Since he has one particularly tricky section where the track forms a hidden loop and then





Earthmoving equipment momentarily upstages the trains as a narrow-gauge K 36 pulls into Dulce station on Jim De Witt's layout.

crosses itself, Don has again enhanced operations with some clever electronics. Through a series of pressure-sensitive track trips (his own design) and latching relays, he protects against the possibility of any collisions or derailments on the turn-outs and cross-overs.

Recent additions to the city scene Don is creating include an oil depot and a cannery. Don wanted to especially acknowledge the help of his wife Dorothy, who has been assembling some of the structures. Starting with Lehigh Valley Models kits, she has done some kitbashing and upgrading, such as the use of coat-hanger wire for the piping into the oil depot. Dorothy has also helped in the landscaping department, using a hand-cranked sausage grinder to shred chunks of latex foam pillows into fine foliage and ground cover. Together Dorothy and Don have teamed up to produce more than 1000 trees for the layout!

Denver & Rio Grande Western

Jim De Witt's Denver & Rio Grande Western, as you might expect, features "out west" terrain. Jim's layout is set in the late 1940's, with scenery reminiscent of the mountainous sections of Colorado. The railroad connects several mining complexes, and a logging facility is planned. Jim's is one of the few S layouts that incorporates narrow gauge trains as well as standard gauge.

Jim began building his layout at a time the SMSG was especially active in constructing modules. He decided to use modules as a starting point for his benchwork. Purchasing several of the fine Modular Layout Systems kits, Jim set up his original 10' x 26' oval. He then branched off one end of the oval with conventional L-girder benchwork, continuing into a second oval (9' x 22') that will eventually be mostly hidden inside a mountain. The narrow-gauge line runs from a shared yard facility up into the higher elevations, crossing over the standard gauge track with a series of bridges and trestles.

Don De Witt, known to many in the NASG for his pioneering efforts with the S-Mod module standards, has helped his dad with the design of the electrical system. Jim's layout actually uses the main components of the S-Mod system, with two

cabs that can be selectively assigned to various blocks. Control panels located around the railroad allow for the assignment of a mainline route. Jim favors continuous running around the single-track main, but a wye configuration also allows for some diversity through a reversing loop.

Motive power on the standard gauge part of Jim's layout is primarily painted for the D&RGW, with some River Raisin FT's and SD-9's, as well as some American Models PA's. Jim also runs some CB&Q F7's and Missouri Pacific FA's. This part of the railroad is run with GML hand-held controllers. The narrow gauge line features some beautiful steam locomotives: a K-27, K-28 and K-36. A few of these locomotives are outfitted with PFM's awesome sound units, which supplement the sound coming from the loco with large-speaker output from under the layout.

In constructing his layout, Jim emphasizes the overall appearance. He has spent many hours on craftsman kit and scratch-built structures, many of which have been lent out during SMSG module displays. His mountains have been carefully carved out of extruded Styrofoam, and he has recently used this same technique to carve retaining walls.

Grand Valley Northeastern

My own railroad, the Grand Valley Northeastern, was the last of these four layouts to be started. But thanks to some great help from others in the club, I've made good progress over the past couple of years. The railroad is a fictitious one, set in the Great Lakes region in the summer of 1954. I will be running Pennsylvania equipment primarily, but there will also be several trains of the B&O and NYC as well.

Although I intend to operate prototypically, my main interest has been scenic development. In starting construction, I resisted the temptation to lay track too early and spent a considerable amount of time in planning the layout. First was the room preparation: coving at the wall intersections and at the ceiling, and a dropped ceiling in the center of the room. The lighting consists of a combination of fluorescent and incandescent lights, with several options for adjusting the number and intensity of lights for various effects. Future upgrades will include some colored, indirect lighting behind the benchwork for simulated sunrises and sunsets.

The trackplan consists of a single-track main with several passing sidings, which allows for trains running in opposite directions. It won't all be ready for this year's convention, but the plan calls for completely encircling the basement. Depending on the route selected, I could run either as two independent lines or as one line that makes two trips around the basement before repeating. Outside the yard areas the track changes elevation frequently, with a one-turn helix around the furnace to allow the track to cross over itself. Maximum grade on the railroad is 1.5%.

I like to isolate areas where the trains will be visible, and to separate these areas with extensive view-blocks. This adds to the illusion of greater distances traveled. For example, I place the unavoidable 180° turns out of sight as much as possible. Staging tracks behind a false wall allow me to swap trains in and out during operations. With a great deal of hidden track, it is critical that I have a full-functioned detection and signaling system. I have recruited the help of Joe Kocsis, MMR, to design and build my signal system. Joe has

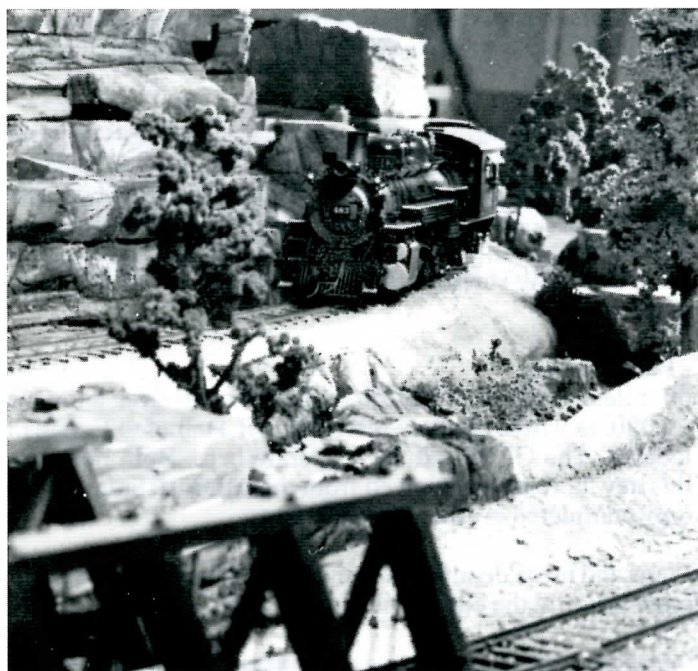
built me some beautiful S scale road signals, modeled after the Pennsylvania Railroad's three-position style, and a couple of great looking dispatch panels.

My roster includes a PRR Decapod (2-10-0) and an RSD4 diesel, with a couple more steam locomotives waiting for a paint job. The shared trackage is also used by an NYC Mohawk (4-8-2), an NYC Hudson (4-6-4) and B&O E-6 A-B units.

Other Layouts

In addition to these four S scale layouts, the Southeastern Michigan S Gaugers will offer a sampling of tinplate, hi-rail and more scale. Brooks Stover's excellent layout, which has been featured recently in *S Gaugian* and the *NASG Dispatch*, will be on the tour. Dave Held's Port Huron and Northern has undergone extensive surgery and is currently being rebuilt. The club's modular layout will be on display at the historic Durand station.

Please join us July 3 - 7 for some great train-watching!



Engine #483 is about to cross the gorge. Note Jim's hand-carved Styrofoam rock formations.

Railfanning in the Detroit Area

By Dave Held

Here are some ACTION SPOTS for those interested in railfanning the Detroit area during the NASG convention this summer. The 'train chaser' will have a chance to see Conrail, Grand Trunk Western, CSX, Norfolk Southern, Canadian National, Burlington Northern and the Soo Line.

- Detroit-Windsor Tunnel and the "old" Michigan Central Depot:

The Detroit to Windsor railroad tunnel is located behind the MC depot on West Vernor Avenue. The depot and most trackage has been abandoned, however, the train sheds and the main structure still stand. Just southeast of the depot, the double porthole of the tunnel is visible. Users are GTW, CSX and Conrail.

- Milwaukee Junction:

Though the Grand Trunk servicing facilities have been moved to the GM Hamtramck Assembly Plant, a few structures and towers of this once busy interchange still remain. Even the original shop portion of the 20-stall roundhouse still stands along with the rusting remains of the diesel sand facility and an active interlocking tower.

- Delray Junction:

Delray Junction is probably one of the most active spots for train watching in the Detroit area. The junction is the site of one of the few remaining active interlocking towers in Detroit. A very complete description appeared in the April, 1995 issue of *Trains Magazine*.

- Oakwood Yard:

Originally home for the Wabash freight activities, Oakwood Yard has been run by the Norfolk & Western (now Norfolk

Southern) since 1964. Good aerial photos can be shot from the Fort Street overpass.

- Ford CSX Rougemere Yard:

Located one mile north of Delray Junction on Dearborn Avenue, Rougemere offers the railfan an opportunity to photograph a wide variety of rolling stock as well as CSX switcher and road engines.

- Plymouth:

Plymouth, Michigan is located approximately 20 miles northwest of the convention hotel. Unique to Plymouth, the north-south mainline of CSX from Toledo, Ohio to Saginaw, Michigan crosses the east-west CSX line running from Detroit to Grand Rapids. An article featuring this area as a prototype to model was in the February, 1973 issue of *Model Railroader*.

- Pontiac:

Pontiac is located approximately 22 miles north of Detroit—about 30 miles from the convention hotel. Here there's a large GTW classification yard, car repair facility, and an active 96 foot turntable with 10-stall roundhouse. Bordering side streets off excellent observation and photo opportunities.

- Sterling Heights' 17 Mile Road Conrail Yard:

South of 17 Mile Road between Van Dyke Ave. and Mound



Abandoned grade crossing tower on Fort Street in Detroit. Now gone. Photo by Dave Held

Road is the northern Conrail classification yard. Good viewing can be had from an overpass on 17 Mile or 16 Mile roads.

- Mt. Clemens:

Eighteen miles northeast of Detroit, Mt. Clemens is the home of the Michigan Transit Museum which has restored the Grand Trunk Depot and out buildings to their original 1860 condition. The depot acts as home base for the weekend train tours into Selfridge Air Force Base. The MTM has a wide assortment of rolling stock, trolley and interurban cars on display at the base.

- Port Huron:

50 miles northeast of Detroit on I-94, Port Huron, a town of 10,000, is where the new International Tunnel to Canada is located. The GTW and CSX operate here. Both portals of this new bore can be viewed from the Amtrak station. It was only completed in April of 1995.

Maps and more detailed information will be provided during registration at the convention hotel.



(Above) Abandoned Michigan Central Depot still has train sheds intact. Used by Amtrak until a few years ago.

(Below) First official train through the new Port Huron, Sarnia International Tunnel on April 5, 1995.

Photos by Dave Held



Mostly for the Ladies

SMSG Promises Family Fun in '96

By Nancy Held

Ladies! For a good time call a Southeast Michigan S Gauger! No, we're not writing this on powder room walls, but in 1986 the Southeast Michigan S Gaugers earned a well-deserved reputation as lady pleasers. The club is so eager to hang on to that reputation that they have knocked themselves out planning an even more enjoyable ladie's program for the 1996 convention in Dearborn, Michigan.

The theme of this year's Railette Program is Christmas in July, its highlight being a trip to Bronner's Christmas Wonderland in Frankenmuth, Michigan. The trip was such a success in 1986 that a repeat seemed in order. The spectacular Bronner's Store covers an area the size of 4 football fields with more than 50,000 Christmas ornaments, lights and decorations. See life-size nativity scenes and over 200 decorated Christmas trees. Two million plus visitors attend each year. Browse, relax and forget the July heat.

The actual village of Frankenmuth is an equal attraction. Check out the historic turn-of-the-century Frankenmuth Flour Mill or the 35 carillon at the Bavarian Inn. The Carillon presents three melodies and a tableau featuring carved figures portraying the Pied Piper of Hamelin. Gifts and food are rampant in the many Old-World Bavarian theme shops, boutiques and restaurants in the village. Shop 'til you drop!

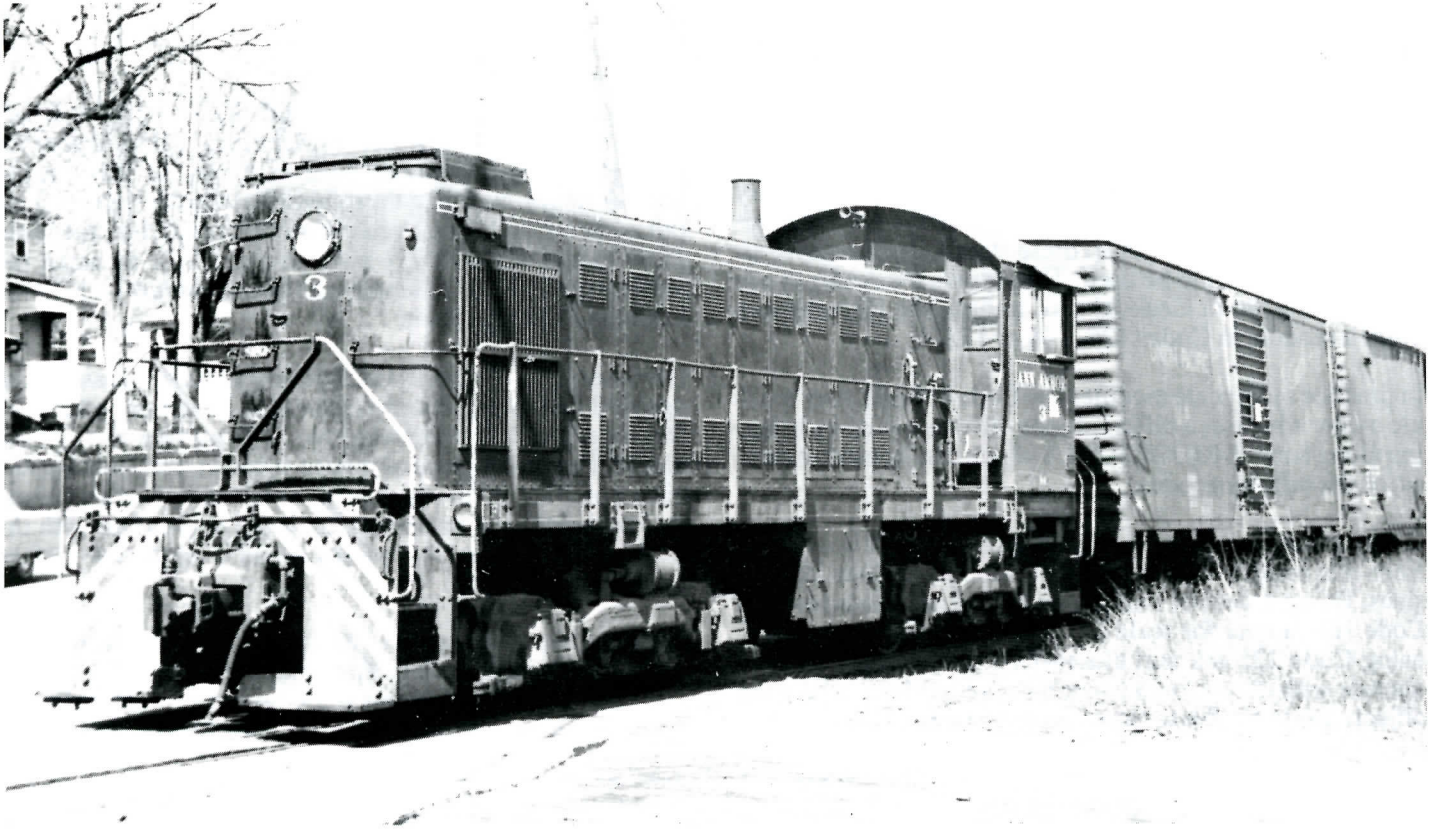
Within walking distance of the convention hotel is Greenfield Village and the Henry Ford Museum. A weekend family pass is a convenient way to visit these world famous historic attractions at your whim. The village covers 93 acres and includes such notable buildings as Edison's Menlo Park laboratory and the Wright Brother's cycle shop. You can ride on a steam train and a paddle wheel steamboat. The museum is a separate inside attraction on the same grounds as the village and includes lots of cars, historic household items, George Washington's original folding camp bed and the chair that Lincoln was sitting in when he was assassinated.

Unstructured area activities could include a short trip to Canada to visit the duty-free store where many bargains can be had. Entrance is either by bridge or tunnel, but be sure to bring proper photo I.D. and proof of citizenship (voters registration - birth certificate).

The convention hotel is historic in itself, having been built by Henry Ford in 1931. It covers 23 acres, has tennis courts, an exercise room, a heated pool and a playground. Around the hotel we will be offering a craft clinic, a bingo game (with prizes) as well as a few surprises. Nearby is the large Fairlane Mall.

1996 looks to be as good as 1986.

Prototype Views



(Top) An Ann Arbor Alco backing down to the NYC on the interchange track in its namesake city in 1968.

Both photos by Jeff Madden

(Bottom) The westbound New York Central #51 (I think) around noon in Ann Arbor in this 1968 view. This was NYC's answer at that time to revenue passenger service. The main part of this ornate stone station is now a restaurant, but this is still an Amtrak stop. Passengers now wait in a renovated detached baggage building just out of sight to the right of the photo.



Joining Rails of

Bridge Rail Fixtures That Will Join Rails of Different Sizes

Guest Author: Bill Krause

The NASG S-MOD "Physical Standards" are very specific on many details relating to trackwork and module interfacing. However, these standards are wisely silent as to size rail to be used. This allows the scaler to use either Code 100 or Code 83 rail. In turn, the Hi-railer can build a module in Codes 125, 148 or 172.

In practice most scale modules use Code 100 rail. Any module owner who uses a different code rail can join up by bringing along some BRIDGE RAILS which can be used to transition the different codes.

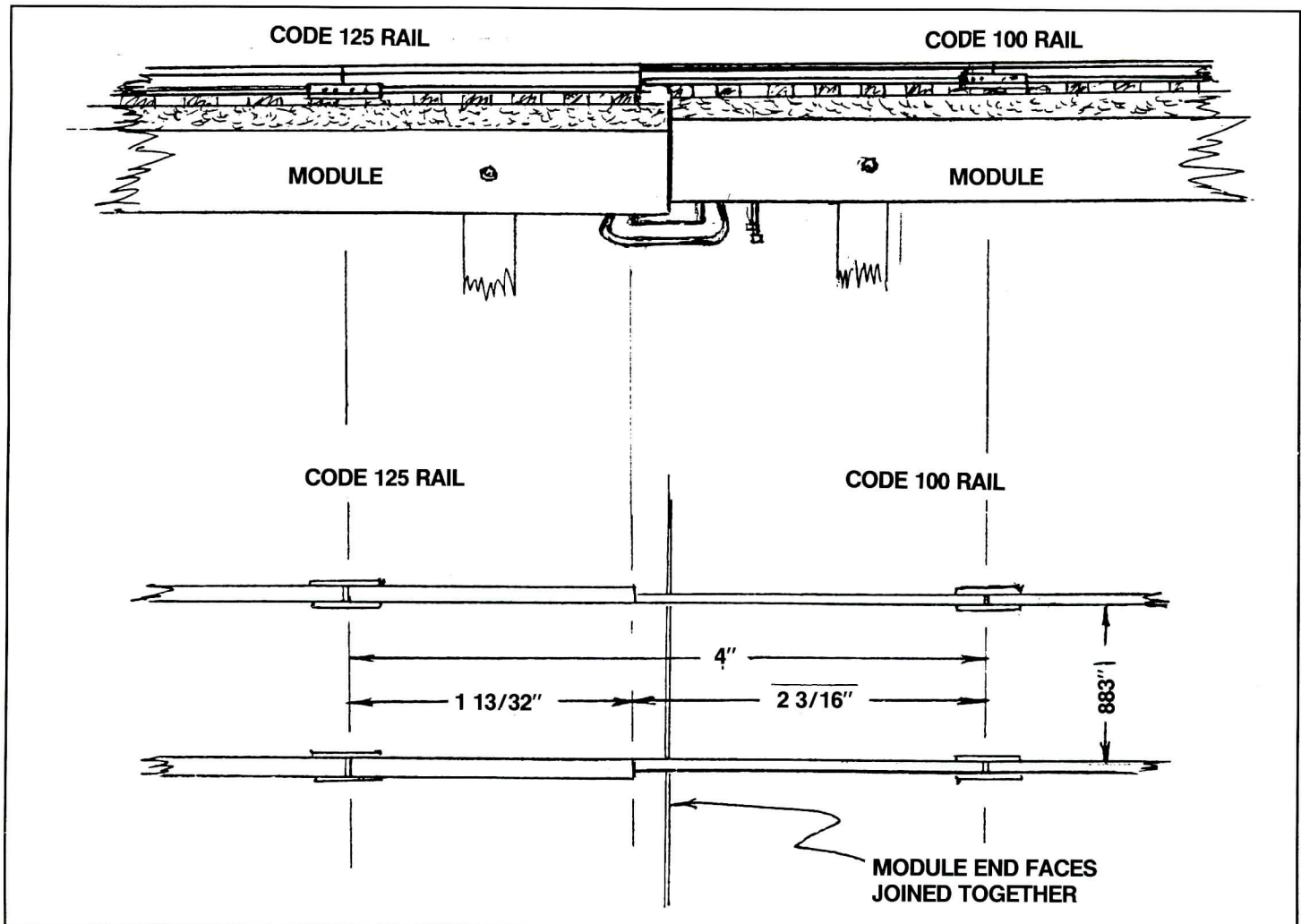
In operating my own modular layout I am forced to use Bridge Rails that make a transition from Code 125 to Code 100 rail sizes. Being a devout scaler, one half of my modules with Code 100 rail are for scale equipment only. The other half, using Code 125 rail and closed-frog turnouts, are built to operate with other Connecticut S gauge modules where the objective is to be able to operate both scale and Hi-rail equip-

ment together.

Drawing No. 1 illustrates a BRIDGE RAIL. A smooth surface is required where the two sized rails join together at the rail-head top and the inside surfaces. Study the Side and top view sketches. Note that the module having the smaller sized rail must be slightly elevated with respect to the other one. FOR THAT REASON, I have found it best to make the smaller rail $2\frac{3}{16}$ " in length and the larger rail $1\frac{13}{32}$ " to form the 4" Bridge Rails.

Obviously, the 4" composite Bridge Rail must be assembled upside down to keep the top of the rails joined smoothly. See Drawing No. 2. See Drawing No. 3 to see how the jigs are placed. I use a flat piece of pine to work on, and then use two pieces of $\frac{1}{16}$ " thick wood strips as my straight edges A and B. This height is a maximum so as not to interfere with the Code 100 rail base. Glue pieces A and B to the flat surface board about 2" apart.

Next, cut two pieces each of X-1 and Y-1 out the $\frac{1}{16}$ " strip. These will form the wedge that holds the Code 125 and Code 100 rails in place for being soldered together. Use the rail heads (upside down) as your guide. I used Carpenter's glue.



Different Sizes

Module
Corner
By Ted Larson

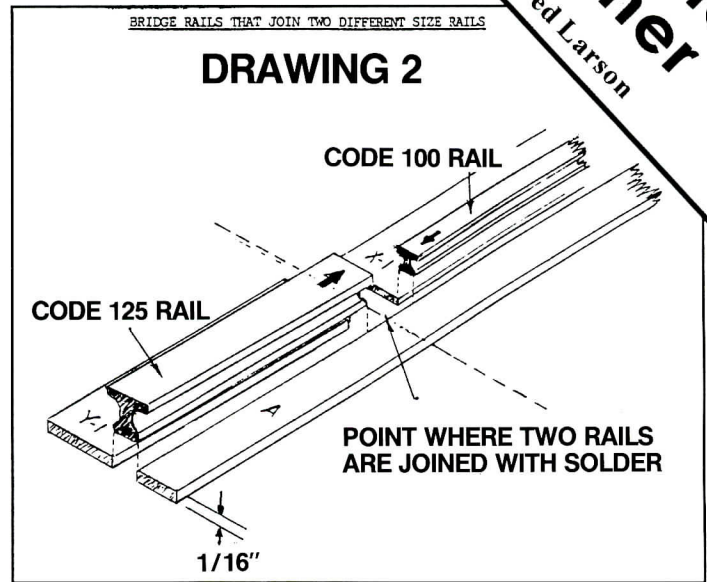
Be sure to leave a gap in the strips as shown on Drawing No. 3 so the soldering iron can fit in and do its work.

Butt solder the rails together. For those wanting a stronger joint use a solid wire on the outside of the joints to firm up the joint. Remember, don't put the wire on the flange side.

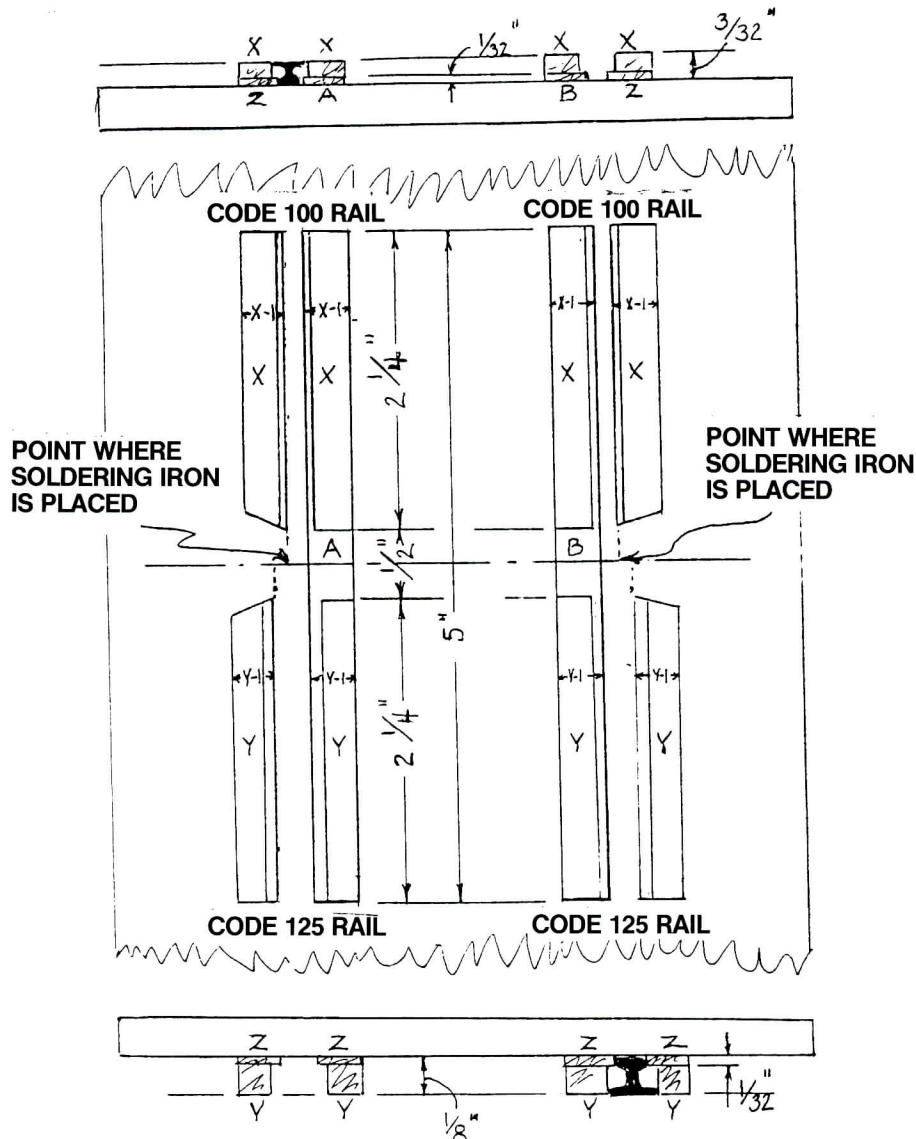
Keeping the rail sections perpendicular can be a problem too. Glue four more strips of wood to the jig shown as X and Y. Again, the thickness of the strips should not exceed the height of the rails. You can see how the composites support the rails.

Now you have a good dependable fixture to make all your Bridge Rails.

Note: I usually start out joining longer pieces of track together and then trimming to the 4" length.



DRAWING 3



Meet an S gauger

David O. "Dave" Held

by Jim Kindraka

Dave Held, "Dad" to most of his friends, has been part of the S scale model railroading scene in southeastern Michigan for many years. Actually, Dave's interest in railroads goes back all his years. Born in Detroit, Dave grew up with railroads close by. His father operated a bowling alley that was adjacent to the New York Central's sprawling Livernois yards.

Dave remembers spending many hours in those early years roaming the NYC yards and engine service areas. In what today sounds like a dream, he recalls being allowed to ride the Michigan Central Pacific's as they moved from the ash pits, onto the turntable and into the roundhouse for servicing. He also vividly remembers a trip through the yard aboard a "brand new" set of EMD F7 units. One of the other engines Dave always remembered was a small 0-4-0 'saddletank' steamer the NYC used for shunting engines around the service area.

His first "model" train was a Marx Prairie with 5 cars. He and his dad built the typical 4x8 two loop layout that most of us probably had at one time. From there Dave's model railroad interests

shifted to HO where he remained while marrying and moving to Utica, Michigan (north of Detroit). One of his more treasured pieces was a Varney 0-4-0 'saddletanker' that reminded him of the one in the Livernois yard, even though this was of B&O heritage. Unlike many of us, Dave can recall almost the exact moment of his shift to S scale. It was after he read the November, 1976 issue of *Railroad Model Craftsman* with an article about Sam Powell's Penn Creek Valley. The hook was set.

Dave's not just a model railroader, he's a model builder. He remembers that one of the early (and enduring raps) against S scale was that everything had to be ordered by mail. As a model builder in any scale during the 60s and 70s, you had to order just about everything by mail anyway, so getting into S up to his ears didn't bother Dave.

He built a crowd favorite yard module that also has a trolley car circling underneath. Dave was also a pioneer in technology, early on installing On Board carrier control and sound in his trains. His commitment and knowledge of the system led to its widespread use on layouts of other SMSG members. His own

Port Huron & Northern had 3 or 4 versions in his basement over the years. The most recent complete version was featured in the December, 1990 *Dispatch*. A new layout is taking shape in a modular form pending a move.

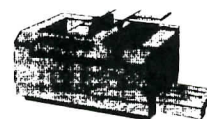
Missing from those photos, but always present on the PH&N is an 0-4-0 'saddletank' steamer converted from an On3 kit and completely wired with On Board control and sound. The Livernois yard hostler would be awfully proud.

Dave has been active in the local NMRA chapter and has been the S scale standard bearer for many an NMRA layout tour. He is also a past president and active member of the Southeastern Michigan S Gaugers. Dave served as the convention chairman for the 1986 NASG national convention held in Novi, Michigan. He is currently serving the NASG as National convention Committee Chairman and is an advisor for this year's national convention which returns to Michigan after 10 years.

Dave is looking forward to retirement, a new house and a bigger and bolder S scale PH&N. Currently, he works in Manufacturing Engineering for Chrysler Corp. He enjoys photography and boating when the train bug isn't biting. Being a native 'Michigander', Dave has a wealth of knowledge about many Michigan railroads, both large and small, which used to dot the 'thumb' area of the state. Many model railroad acquaintances of Dave's have gotten to ride his yacht up the Port Huron River on warm summer evenings, sipping cold refreshments while listening to his guided tour of railroads along the shores.



After operating trains all afternoon on Dave Held's S scale Port Huron & Northern during an NMRA regional convention layout tour, the "operating crew" stands for a group picture. Facing the camera (left to right) are: Gaylord Gill, Sig Fleischmann, Jim Kindraka, Dave Held and Dan Navarre.



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4. Note your NASG number. This service is available only to members in good standing.
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Short and Easy

by Kent L. Singer

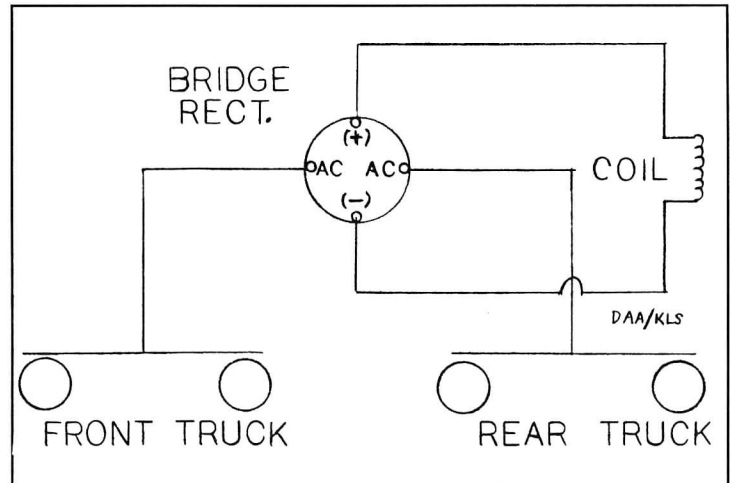
QUIET DOWN THAT ACTION CABOOSE

It's not often that we get an AF specific Short & Easy project. That fact makes it all the more welcome when one is submitted. Such is the case with this project created by David Avedesian. Having owned, and listened to, both an 'action caboose' and an 'action observation car' prior to switching to scale, I can attest to the fact that this is, indeed, a useful project. What follows is Dave's own description and circuit diagram of how to make the AF action caboose run smooth and quiet.

When an AF action caboose is operating on AC, it is very common for the electromagnetic coil to chatter and make a lot of noise. A simple way to quiet the caboose is to install a small bridge rectifier in-between the track feed and the electromagnetic coil inside the caboose.

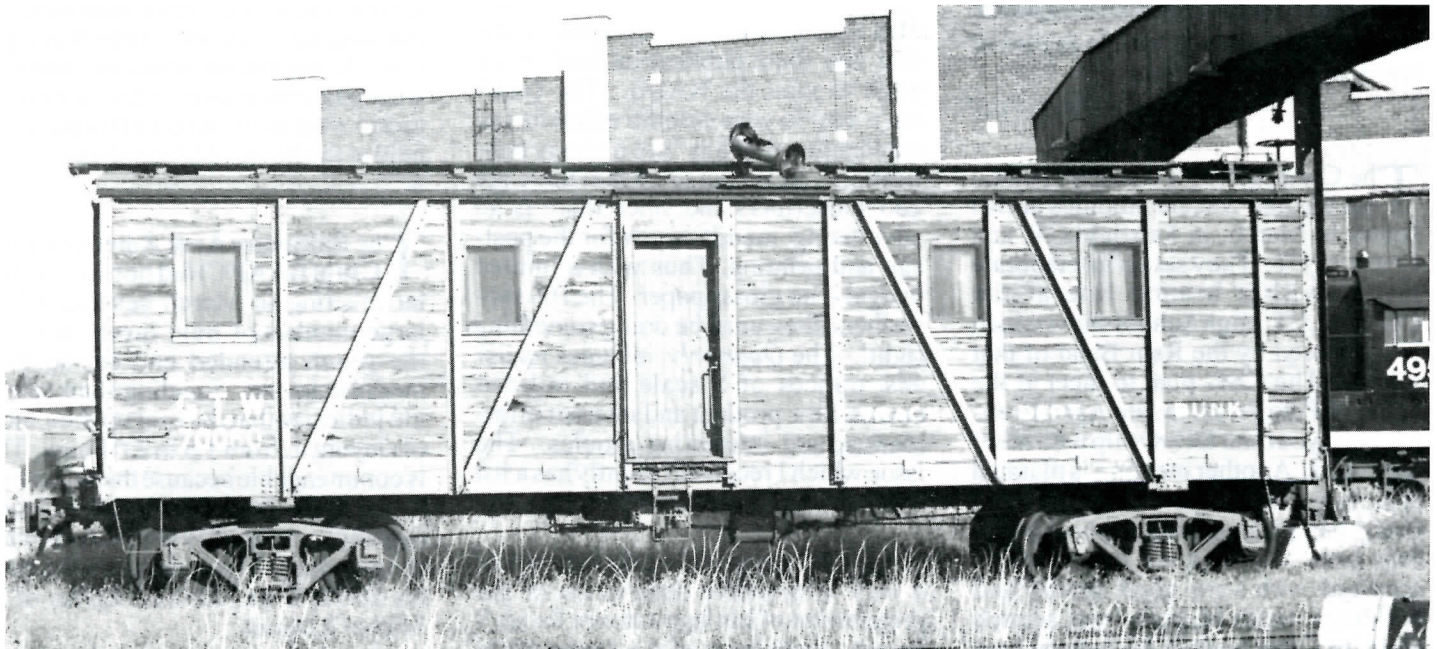
A bridge rectifier is four diodes pre-wired in such a fashion that it will take an AC signal from the track feed as an input and produce a DC signal as an output. When a bridge rectifier is installed in-between the track feed and the electromagnetic coil, you will have a smooth running and quiet operating action caboose.

Please review the simple wiring diagram for the AF Action Caboose. The Sili-



con Bridge Rectifier is 100V, 1.4A, Radio Shack #276-1152.

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 idea to: **Short and Easy**, c/o Kent L. Singer, 912 North Rogers Ave., Endicott, NY 13760.



A Grand Trunk Western Maintenance of Way bunk car was photographed in 1967 just outside the Pontiac roundhouse.

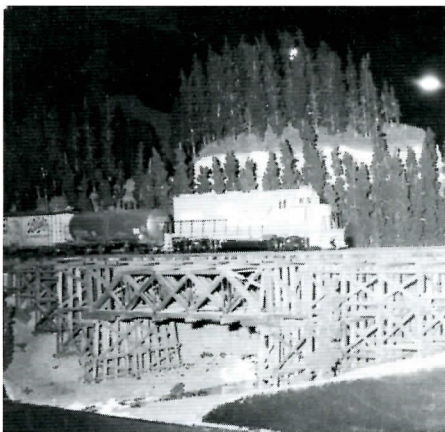
Photo by Jeff Madden

"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Dave Pool

We now have a full head of steam (or diesel fuel, as you might wish), and the time to take outdoor photos of our models for the *Dispatch* has arrived if you live in the northern clime. The **Bristol S Gauge Railroaders** set up their portable display layout at the train show held at the Big E Fairgrounds, West Springfield, MA. to show a reported 19,000 people what S gauge is all about. This group has also set up their layout at the "Tracks & Trains IV" show on March 24 at Topsfield, MA.. This all gauge train show was organized by and is run by the Bristol S Gauge Railroaders at the Misconomet Regional. High School Field House.



Bristol S-Gaugers portable layout at West Springfield show.

Photo by Dave Pool

The **Connecticut S Gaugers (CSG)** set up their S scale modules at two shows in March, in Fairfield, CT. and Cheshire, CT. They set up an elaborate layout with a branch line at the Cheshire, CT. High School show which is sponsored by the Ram Band of that school. The **CSG** plan to meet at the home of Pete Prizzi in late April to enjoy his layout and fellowship with other S gaugers. Another meeting is planned at the home of Craig O'Connell in May. Craig has an operating layout which runs both scale and AF trains, and is scened with very good details and buildings which he built from scratch and kits. Craig lives in the general area of the one-time home of A. C. Gilbert. A June meeting of the **CSG** is planned

at the home of member Stan Stockrocki.

Your column editor has received club news from over the Atlantic Ocean in Oxford, England from the **American S Scale Circle (ASSC)**. My English friend would have told me that there is only one Oxford and one should not have to say England. It seems that our English cousins name their modules, which they use for display and operation at various train shows and meets. The current module, "Finistere", which "works fine as a scenic vignette, proved to be invaluable as a trial layout for S scale...but it has severe limitations as an exhibition and home layout". Kelvin White reports that "Finistere" will be exhibited at the NMRA Spring Meet at Rainhill on March 31. John Prior will be setting it up at that meet. The final showing of the module will be at the Purton Model Railway Exhibition on Saturday, May 25. A new exhibition layout will be put into service in June, according to Kelvin. This will be the Eagle Lake layout. It is good to receive information from the **ASSC** and hopefully further information can be reported in future columns. Keep up the good work, Kelvin and friends.

The *Canadian S Scale Quarterly* reports on the activities of our Canadian S scale cousins. This group is active and their publication includes a pitch to joint the NASG. The *Quarterly* sent to your column editor has an explanation that it is "not a glossy publication". It is explained that there are 100 subscribers and since there is no advertising, members pay for the postage and printing. Thus with a limited budget-- no glossy paper. The 100 subscribers, they must be doing something right! The *Quarterly* includes reader ads, notices of S scale and railroad events, new product and internet information, and interesting articles. The issue which I received recently has a list of the members included.

Clark Kooning models in Sn3 and wrote a very informative description of the preparation of his layout room for an S layout. Each issue of the *Quarterly* is edited by a member of the group. This method spreads the responsibility of the

publication around, and various persons have their chance to contribute. The coordinator is Paul Raham. Upcoming plans include a get together of the **Southern Ontario S Gaugers** and the **Central N.Y. S Gaugers** on June 8. Keep up the good work and let us know of your activities.

The **Rochester Area S-Gaugers (RASG)** newsletter explains about the activities of that group. They had their new straight modules out for the first time at the Strong Museum and its annual train show. They feel that they are improving because set up time with the new modules took no longer than in the past. The new modules offer a long passing track which is good for operation. Mike Shea, Mike Holland, Charlie Smith, Ray Abbott, Rick Israelson, and Ted Larson participated in the show. The **RASG** also set up a small oval of AF track on plywood upon which an AF steam engine was run with a rocket car and log dump car. This provided opportunity for the young visitors (future S gaugers) to have some hands on experience. There were NASG application forms at the Strong Museum show and the **RASG** was ready to explain the details of the trains for visitors.

Mike Shea was planning on investigating the possibility of having the **RASG** display their layout at the Niagara Region of the NMRA on May 3-5. The group is planning to have meetings for the purpose of "having fun", ie. rolling stock construction, repair meetings, tree building sessions, etc. They were also considering having some meetings on weekday evenings to offer an alternative to weekends. A recent meeting was held at the home of Mike Shea on April 3.

The **Baltimore Area American Flyer Club (BAAFC)** did not hold a regular meeting in March because of the large number of train meets at which the group attended and set up their modular layout. Reading their schedule indicates that they set up their module layout in from 1.5 to 2.0 hours. This is commendable because the set up time of a modular layout is oftentimes longer than this, particularly with short circuits encountered. The March newsletter of the **BAAFC** included a diagram of Ed Slicher's layout.

The **BAAFC** has been invited to attend and operate their modular layout at the

Kent Island Days Festival on May 18/19, 1996. This is not a train show, but a festival with a variety of activities. The layout would be set up in a church or vacant store. A sales table would also be available for the club. The club is in the process of deciding whether to participate in this event. The **BAAFC** is planning on attending the Semi-Annual Meet of the TCA at York, Pa. on April 19/20. They are having their monthly meeting at the home of Ron Kolb on May 16. Lee Scott coordinates the want ads in the club newsletter.

The Suncoast American Flyer Enthusiasts (SAFE) are in the process of issuing an updated member information summary. A recent meeting was scheduled at the home of Joe Spinella, in Tampa Fl. Their February meeting was held at the home of Ellen & Guy Ateniese, where there is an operating layout. Seems the layout trackage has an extra rail (?). The group had a good get together anyway.

The **SAFE** newsletter "The Flyer", had a photo of the Atlantic Ice House, a structure built by member Ronnie Rise. The newsletter also has a Member Profile which is included in each issue of the publication, along with a Classified section for members ads.

The South Jersey S Scalpers (SJSC) are promoting S gauge by offering an X37b 40 ft. double door AAR auto (box) car with various lettering options. This car is made by Pacific Rail Shops, and can be ordered by contacting William E. Moore of the SJSC group at 220 Swedesboro Road, Gibbstown, N.J., 08027.

The Neshaminy Valley American Flyer Club (NVAFC) (Philadelphia area) was planning to hold a train show at the Trevoze Fire House on April 14, with all gauges of trains included (what understanding this group has!). This event is the fifth annual train show for the group. The **NVAFC** recently held a meeting at the home of Jerry & Theresa Hillier. The group has a variety of AF operating accessories which are set up with their club layout. These include: Sam the Semaphore Man, Animated Station, Log Loader, Talking Station, Crate Loader, and Cow on the Track. These accessories can really liven up the operating layout at shows.

Another recent meeting of the **NVAFC** was held at the home of Nancy & Joe

Fisher. Mike Ramsey edits the newsletter for the group. They are planning to purchase new shirts, to advertise their group.

The Central Ohio S Gaugers (COSG) had their portable layout at the Springfield Train Show on April 14, and a meeting at Art & Janet Lofton's on April 21. They are making big plans for the 1996 **Spring S Spree** to be held on May 3-5, 1996 at the Holiday Inn East, Columbus, OH. They have the 6000 sq. ft. ballroom of the Holiday Inn to be used with more than 90 tables. Attendance at the colossal event will "provide you with an opportunity to rub elbows and ask questions of S gauge manufacturers and merchants that you only read about in the magazines" according to the flyer which they are distributing.

The Spring S Spree will include slide shows, clinics on various subjects, trading and selling flea market, train races, a silent auction, and a picnic on the Canal Winchester. The flea market will be open to the public on Sunday from 11:00-1:00. Various members of the **COSG** have agreed to head up the various activities, so that a smooth running event is insured.

A recent issue of the *Lakeshore Special* newsletter of the **Cuyahoga Valley S Gaugers (CVSG)** included a list of their membership and description of the recent meeting at Mike Graham's residence. Chuck Fonda gave a schedule of train shows at which the club will have layouts operating. They planned to have a layout at the NMRA Division V show at Lakeland Community College on March 23 & 24. Joe Jansky edited the newsletter.



Original Flyer meets new American Models on the American Flyer layout of Buck Guthrie (State Line S-Gaugers) at an NMRA show in Madison, Wisconsin.
Photo by Jeff Madden

The State Line S Gaugers (SLSG) held no meeting in March because of the 2 shows which they attended. Newsletter editor Vera Geerts reported that the PA. RR Historical Society is having a tour of a working steel mill and Earl Whatsisname has information for members wishing to attend. A Christmas Party Committee was formed and is ready to receive input from members in the form of suggestions or ideas. The **SLSG** newsletter had information on trains in Illinois including info on the Old Emminga Bank Bldg. & RR Museums, Golden, IL., and RR Depot Museum, Lewistown, IL.

The Badgerland S Gaugers (BSG) are planning a meeting at Jim Starosta's house on April 30. This will be the last meeting until the Fall. They have a swap meet scheduled for May 19. Their March newsletter contained a comprehensive survey which was designed to obtain the general idea of the interests of the membership. It has an optional question which asks: "Are there any major changes that you feel are necessary in order ... for you to get more out of the **BSG** organization?" Ron Schlicht is coordinating the survey.

The Rocky Mountain Hi-Railers (RMHR) have officially adopted their name. The group is working on a figure-8 layout configuration which should offer some exciting viewing at shows. John Eichmann edits the newsletter. The **RMHR** is planning to attend and set up a layout to demonstrate S gauge at the June 8-9 Treasure Valley Train Show, sponsored by the 3rd Division, Pacific Northwest Region-NMRA. Send Club News to: Dave Pool, 11 Bittersweet Trail, Wilton, CT 06897

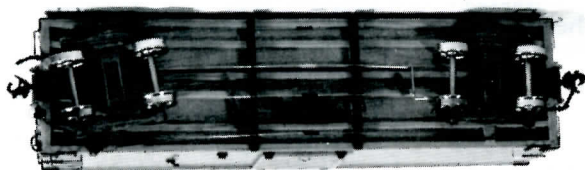
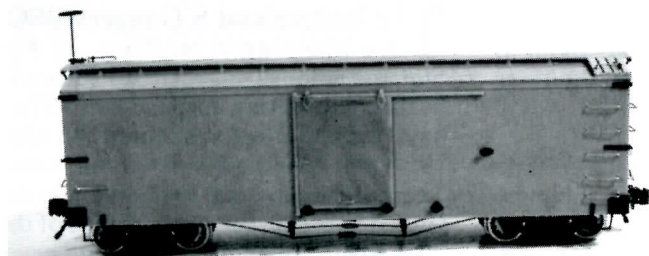
The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

An Sn3 Review:

BERLYN LOCOMOTIVE WORKS C&S/RGS TYPE II BOXCAR KIT SK-2



In 1937 the C&S abandoned its operations into Como and the South Park. Since it now had an excess of cars, some of these boxcars were included in with the cars they sold to the Rio Grande Southern in 1938.

This car is an accurate representation of the C&S/RGS car. Any variations are only due to the fact that the car is made to operate. Decals from Foothill Model

Berlyn Locomotive Works second Sn3 car kit is a C&S Type II Boxcar. This is another excellent injection-molded kit. It is a complete kit and includes trucks, Kadee #26 couplers, decals for three different lettering schemes, and a jar of AccuFlex "C&S Freight Car Red" paint. The paint was formulated by AccuFlex for BLW. I bought three kits, so I have three jars of paint!

First some history. These cars were built by the Colorado & Southern in the years between 1907 and 1909 for use on their three foot gauge lines. These were the railroads that started as the Colorado Central (Clear Creek) and the Denver, South Park, and Pacific. These boxcars had wooden frames, truss rods, and cast steel Bettendorf trucks. These cars are referred to by modelers as the Type (or Phase) II boxcars. The earlier Type I cars are similar, but rode on archbar trucks. The later Type III boxcars had a steel underframe besides the cast steel (Bettendorf) trucks. These boxcars were numbered 8103 to 8192.

Works are included so that the modeler can letter the car for two different C&S and the RGS paint schemes.

This kit is a "flat" kit, each side is a separate piece. The basic assembly is to build and detail the underframe/floor, add the sides, add details, add the roof, and finish adding details. A steel weight is included and fits in-between the one piece underframe and the floor. Most of the braking system is molded in one piece, which saves assembly time and effort.

The grab irons have to be bent from 0.012" brass wire. A bending jig is included so you only need to spend a few seconds per grab iron. The holes for the grab irons and some other details

Contributions to this column can be directed to:

David L. Heine
5758 Bel Air Drive
Coopersburg, PA 18036

E-mail:
a322@lehigh.edu



The Lehigh Valley Model's breaker on Dave Heine's Lehigh and Western is patterned after the East Broad Top where mine coal is brought in via narrow gauge. Cleaned and washed coal is taken out via standard gauge or narrow gauge.

EXTRA BOARD

CAMBRIA & INDIANA HOPPERS:

Attention S gaugers who ordered these hoppers! All who ordered the C&I hoppers should have them by now. Sorry about the long delay. We had several problems, including late delivery, pieces having to be reassembled, scale couplers that were mounted on Hi-rail cars, and no Hi-rail couplers being shipped with cars.

Regardless of the problems, John Craft is to be congratulated for his efforts in providing S gaugers a fine piece of rolling stock.

The Altoona Area Train collectors (AATCC) would like to thank Don Thompson for shipping both hi-rail and scale couplers along with the mounting screws, enabling us to complete the assembly of the C&I hoppers.

We still have some C&I hoppers available at \$35 each plus \$4.50 shipping. Sorry, but no number 1195 cars remain. Mail orders to: Gregg Miller, R.D. #5, Box 1031, Altoona, PA 16601. Make checks payable to: A.A.T.C.C. Gregg Miller

REPORT ON AMHERST HOBBY SHOW:

On February 3 and 4 Gregg Spence and I drove up to the Amherst Railway Society Big Railroad Hobby Show held in West Springfield, Mass. — and it was big! Gregg set up his Del-Aire table, and I set one up for the NASG, thanks to Doug Peck who got us a table.

S gauge was well represented. Dealers there included Del-Aire, Portline Hobbies, Des Plaines Hobbies, S-Helper and River Raisin. There was also plenty of new and used Flyer for sale. The Bristol S Gaugers layout was set up and running with the new Superlinerset and the new brass Allegheny being big hits with the viewers.

Luckily, our NASG display was next to this gorgeous layout. The NASG did great. We signed up new members, answered questions and handed out literature. We also displayed several S items including the new NASG Flyer cars, the Mobil tank and the Ann Arbor covered hopper. According to reactions, they

should be good sellers.

Thanks to all the above dealers and the Bristol club for putting on a good show for S.

John Foley, Eastern VP

BASHING B&O BOXCARS:

B&O class M66 (B&O/C&O class B-43) boxcars numbered 470000 to 470599, built by ACF in 1956, had a 10 foot inside height. They can be modeled accurately with an American Models 40 foot boxcar by reworking the door tracks and substituting Pacific Rail Shops 8 foot doors. Dry transfers specifically for the M66 car are available from CDS Lettering Ltd. #358.

From the Potomac Valley S Gaugers' newsletter.

S GAUGE TRUCKS:

Following are two short pieces by Richard Lind of the Potomac Valley S Gaugers about two popular S gauge truck brands:

I'm retracting much of what I said about S-Helper trucks in the Feb., 1995 *Call Board*. Dick told about adding triangular wedges to keep the sideframes perpendicular.

I had a string of five PS-2 covered hoppers on the module, waiting for me to find time to make spacers for the trucks. Every time I went by the module, I'd give them a shove and watch them roll. As time went on, the cars rolled farther and farther. I examined the trucks and found that one wheel and axle set quickly stopped. Nevertheless, the cars now roll freely enough without any modification to the trucks.

The axle ends seem to wear in place. I called Don Thompson to share this information, and he said others noticed the same thing. Don says that in the future his axles will be 0.006 inch longer to keep the truck sideframes perpendicular to the truck bolsters.

And as to Pacific Rail Shops trucks, PRS is reworking its patterns for its Delrin plastic trucks so that gluing will be unnecessary. The journal box lids will snap in place.

I discovered that gap-filling ACC ce-

ment will work if you have the older ones. Rough up the backs of the journal box lids and the mating edges of the journals. Put a drop of gap filling cement into the cavity of the journal box. Put the lid in place and turn the truck assembly over and hold it for half a minute. Then set the truck aside and cement a journal box lid on the other truck. Keep working back and forth from one truck to the other until all the journal box lids are cemented in place. Richard Lind

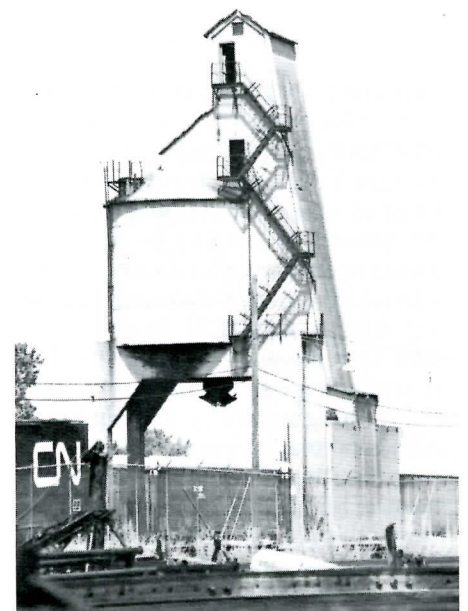
LIFE-SIZE AMERICAN FLYER:

From a business article in the *Milwaukee Journal-Sentinel* recently comes a report that the French-British consortium of GEC Alsthom and the Canadian company Bombardier will jointly build America's first high-speed trains, scheduled to begin service in the Northeast Corridor in 1999. The new 150 mph Amtrak trains will operate between Washington and Boston and be known as the AMERICAN FLYER. According to the article, the AMERICAN FLYER trains will be built at Bombardier plants in Plattsburgh, NY and Barre, VT.

Jeff — No, this isn't an April Fool's joke.

WANTED:

Flyer 3-Rail 3/16. All conditions ranging from junk for parts to pristine. Art Shifrin, 73-42 192 Street, Fresh Meadows, NY 11366-1858. (718) 468-5383 - Fax 5323.



GTW Pontiac coaling tower still stands.
Photo by Dave Held

Rail Mail continued from page 5

The NMRA and the manufacturer are diligently working to correct these problems. We are providing the manufacturer a listing of members names to whom kits have been shipped, and they have agreed to ship missing frames directly to the members. We will resume filling these orders as soon as we receive underframes for the cars we still have in stock and haven't been shipped. By the way, I checked the car I received myself, and sure enough, no frame.

Please understand that I am not writing to blame anybody for the problem, but rather to inform any of our common members who may have purchased these cars that we are working to correct the problem. I am also letting you know that these cars will still be available to your members (and other S gauge Heritage Series cars), if they should so desire to join the NMRA. NASG members interested in joining the NMRA can contact me (other NMRA members) or contact the headquarters in Chattanooga, TN.

I appreciate the opportunity to explain this incident to any NASG members. I also look forward to possible interaction between our two associations in many matters of common interest.

Allen Pollock, NMRA Executive V.P.
P.O. Box 243
Jefferson City, MO 65102

See NMRA in New Products for further information on the Heritage Series. - Jeff

Box and bold the following:

IMPORTANT NOTICE: To help our new Membership Chairman out **PLEASE** get your **dues** in before June 30. Last Year's directory was missing a lot of members' names who just didn't get around to sending in dues. Also please update any membership address info which is out-of-date such as changing **AREA CODES!** Dody Stevens (she's a female and a modeler to boot) is trying her best to get everything up and running smoothly, so help her out. Also for those asking about the Booster Ads, they are still \$10 per year, but because of higher paper and printing costs, they will only run in the annual membership directory unless there is space available in the other issues. The small business card manufacturer's ads are \$25. These should be paid with the dues. Dody reports that there are now **1,435**

members as of March 20, 1996. By the way her E-Mail is: craft . RR @ genie . geis . com. - Jeff

S-CALENDAR

May 3-5, 1996: The 9th annual Spring 'S' Spree will be held at the Holiday Inn East (I-70 East and Hamilton Rd.) in Columbus, Ohio. The agenda will be typical of most all S gatherings with a few twists. The trading area only will be open to the public on Saturday, and on Sunday their will be an all-gauge swap meet from 10-3:30. Regular activities include clinics, layouts, trading areas, an S gauge manufacturers' seminar, and a social hour and auction. The complete registration packet will be available after Jan. 1, 1996. Contact: Art Lofton, Jr., 6825 Cedar Brook Glen, New Albany, OH 43054.

May 18, June 1 and June 15, 1996: Golden State TTOS Open House. Great Mall of the Bay, Room #448, Great Mall Parkway, Milpitas, CA. Fee S gauge display along with G and vinatage Lionel. Hours 11-5. Information: Mike Zolna (408) 266-8340.

June 23, 1996: Open House and Narrow Gauge Meet at the China Factory Mall, 300 S. Raymond Ave., Pasadena, CA. Free admission. Info: Brian Brooks (818) 796-7791.

July 3-7, 1996: NASG National Convention in Dearborn, Michigan. The Trains, Planes and Automobiles convention will be held this year at the Dearborn Inn which is right across the street from the Henry Ford Museum and Greenfield Village. Sponsored by the Southeastern Michigan Association of S Gaugers, the convention will feature the usual fare for annual conventions, but there will be more than the usual S layouts to visit. Registration forms will be in this or the next *Dispatch*. For convention info send an SSAE to: Jim Kindraka, Registrar,

1996 NASG Convention, 7004 Pittsford Drive, Canton, MI 48187.

July 17-21, 1996: NMRA National Convention, the Long Beach Limited 1996. Write to Ralph Oxhandler, 454 Ferrara Way, Vista, CA 92083

September 18-21, 1996: 16th National Narrow Gauge Convention. Bob Shank, P.O. Box 2191, Durango, CO 81302.

October 19, 1996: S Scale Society Golden Jubilee Celebration, Olwen Bettesworth Hall, Mount Vernon Hospital, Rickmansworth Road, Northwood, Middlesex, U.K. Contact Kelvin White, 54 Sunningwell Rd., Oxford, OX1 4SX, U.K.

November 22-24, 1996: 21st annual Fall S Fest, Airport Ramada Inn, Milwaukee, WI., Co-sponsored by the Badgerland S Gaugers, State Line S Gaugers and the Chicagoland S Gaugers. Contact John J. Wickland, 2331 South 58th Street, West Allis, WI 53219. (414) 546-4689.

July 9-13, 1997: NASG National Convention in Westminster, Colorado (Denver area).

July 9-12, 1998: NASG National Convention in Worcester, Mass.

**Questions or
Comments?
E-mail:
TLMADDEN@AOL.COM**



"DeWitt Corner" on the SMSG module which will be on display during the convention at the Durand Depot.

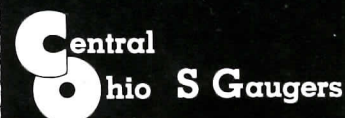
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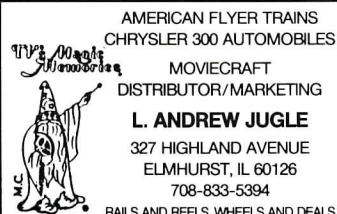
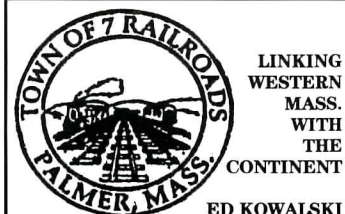
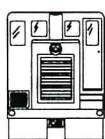
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S GAUGE

S-12 BALDWIN SWITCHER**SHIPPING NOW!**

Our model represents the standard postwar car body through the end of production in 1956 with almost 1000 being produced. Many are still in use today by major railroads but are a favorite of industries, being reliable and easy to repair. Our model incorporates a heavy zinc frame, with fine mold details to the body and separate air tanks on the frame adding to the beauty of this classic switcher model. Our standard version features exceptional slow speed operation from 2 to 65 mph. **However we are offering at no extra charge a never before offered option; high speed gearing to 110 mph!** Being aware many "Flyer" operators will find the 60 mph "switcher speed" too slow for their liking. These models are assembled and ready to run with our usual features & Lifetime Limited Warranty. Below listed AC hi-rail (AF) prices; DC models \$25 less. Road names available now: Undecorated, Conrail, NYC, PRR, B&O, \$199.95. Erie Lackawana, AT&SF (zebra striped), D&RGW (tiger striped), CP Rail, \$214.95. Southern (classic green and white) \$219.95.

Reversed units are also available for 'back to back' dual unit operation.

PS-2 CD 3 BAY HOPPER**FALL SHIPMENTS!**

Our production model will have much finer details than the HO model in the above photo.

Bob Werre Photo

It was determined by shippers in the late 50s the standard 2 bay covered hopper was too difficult to load and even more difficult to unload. Pullman Standard answered their calls and developed the CD 3 bay hopper (center discharge), the most colorful and popular covered hopper ever made. (The Santa Fe bought 4500 CD hoppers alone.) Not only was the center discharge system a major improvement but more so the development of trough or longitudinal hatch for loading, this allowed loading anywhere in the general vicinity of the top of the car. All car manufacturers followed suit and most two bay hopper became obsolete. *We have commissioned the master mold makers of Sanda Kan Ltd. to cut the molds and provide an exquisite assembled model, this is the same people who manufactured the widely advertised PS-2, two bay hopper for SHS.* Most of the private road name models have "placards" as the one in the above photo.

Introductory priced at \$37.95

Road names: **Pennsylvania**, gray w/ keystone; **Union Pacific**, gray w/ lg. print; **BN**, green w/ lg. print; **C&NW**, yellow w/ herald; **Santa Fe**, oxide red, lg. print; **Rio Grande**, orange w/ lg. print; **Conrail**, tuscan red, lg. print; **The Rock**, blue w/ lg. herald; **Illinois Central**, org. w/ lg. IC; **Great Northern**, blue w/ lg. herald; **Cargill**, green w/ placard; **Pillsbury**, gray w/ color placard; **Archer Daniels Midland**, blue w/ color placard; **Undecorated**.

Special introductory offer; any order, (dealers and clubs included) for every 10 cars receive one free!

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