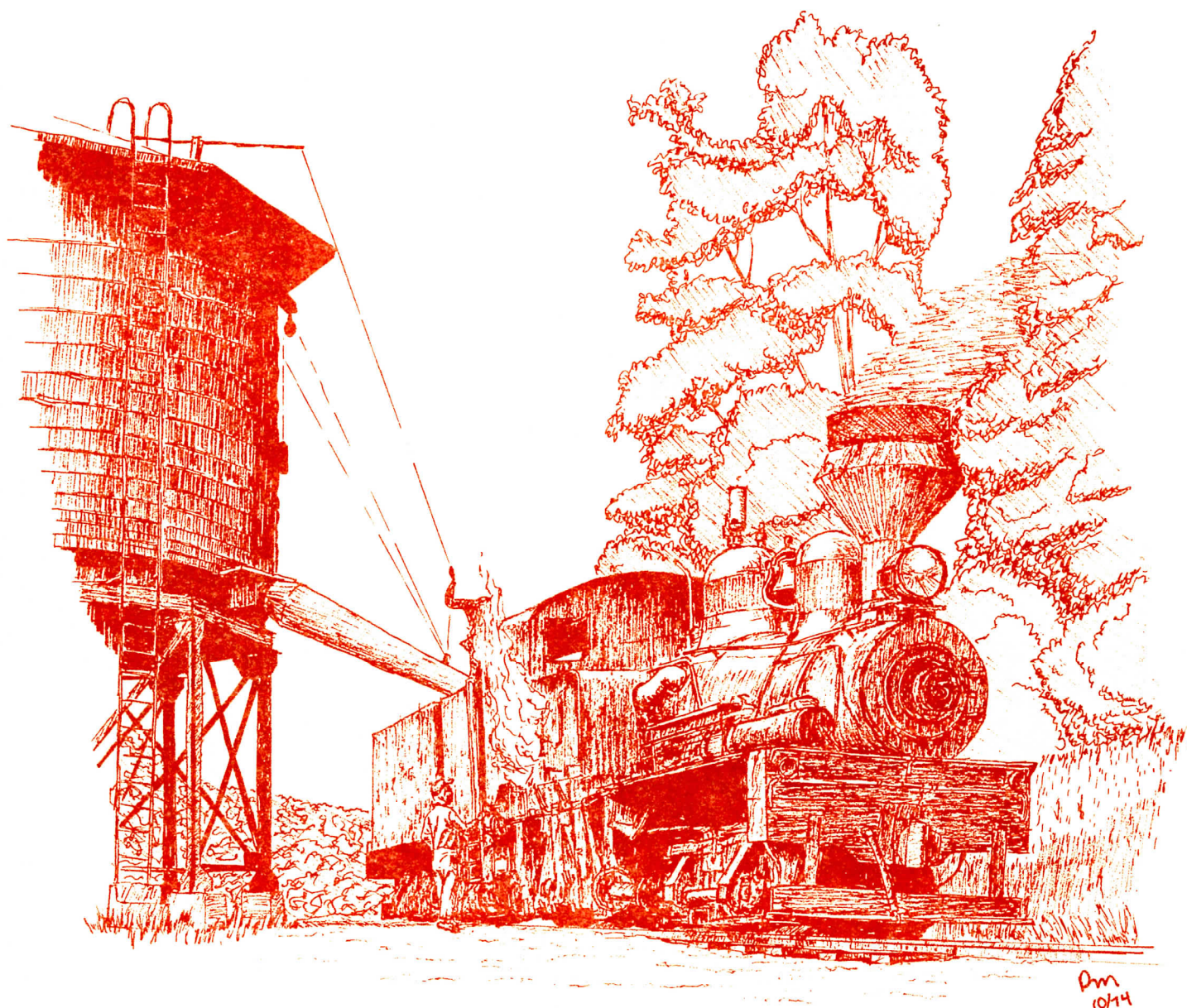




DISPATCH

Fall 1983

Volume 6, Number 4



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DISPATCH

Official Publication of the
National Association of S Gaugers

Editor

Elaine Powell
20900 Goshen Road
Gaithersburg, Md. 20879

Editorial Consultant

Sam Powell

DISPATCH welcomes articles, photographs, art, cartoons, and other model railroad or railroad-related materials as contributions by the membership. Authors of articles accompanied by high quality photographs will receive \$10.00 compensation for photo processing costs. Photos should be a minimum 4" by 5" with good contrast. Contributions to DISPATCH and correspondence to the DISPATCH staff should be sent to the Editor.

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Walt Danylak
115 Upland Road
Syracuse, New York 13207

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ELAINE'S ELABORATIONS

THE GREAT TRAIN ROBBERY OF 1983

by Elaine and Sam Powell

Editor's note: You've all read articles about what to do to protect your trains in the event of a robbery. But like us, procrastination and simple faith that "this couldn't happen to me" may have prevented you from taking the action common sense dictates--having lists of all your trains with detailed descriptions, photographs, and dealer verified statements of their value, etc. In August the realization that we had been lax in these areas was forced on us in a real-life drama involving the theft of eleven of Sam's locomotives. For your benefit, as a warning, and because we feel the story is inherently interesting, we dispense with the usual editorial format in this issue to recount these events in our lives. Elaine's words are in italic and Sam's, whose story this really is, is in the newsletter type.

Returning home with the girls from swimming lessons on the morning of August 9, I walked into the house and realized from the broken glass in the back door and the empty spot next to the stereo receiver that the unthinkable had happened: we had been burglarized! At first it appeared that the stereo turntable, some silver candlesticks, our children's savings bonds, and Sam's and my jewelry were "all" that had been taken. Sam made a quick check of the piano shop, the train room, and the shed where the bicycles were and pronounced all well in those areas. We felt fortunate that we'd gotten off so easily (comparatively speaking) and set about putting deadbolt locks on all the doors, locks on the windows, and, incidentally, finishing up the Summer DISPATCH.

Life progressed pretty much as usual for the next week and a half, although we suffered from the emotional trauma over the invasion of our home that you've heard about from the victims of robberies. We were nervous and uneasy and even began to look suspiciously at the neighborhood teenagers . . .

Then on Saturday evening August 20, we got a call from the detective who'd

been assigned to our case. The thief had been apprehended and some stolen goods retrieved. Some of our things were among them. Elatedly we drove to the police station and gratefully claimed the bonds, some jewelry, and the stereo turntable. We'd had our trauma, but now it was over. The thief was in jail and we even had back some things we'd never expected to see again.

The next day, Sunday, a PVSGA meeting and cook-out were scheduled for our house. The weather was perfect and Sam was anxious to see his train buddies and get back to the train room, which had been ignored since the robbery. The gang arrived and chatted for a while and then headed for the train room . . .

At first I didn't notice anything was gone. I saw a few telephone poles knocked over and tried to deny the obvious. Then Mike Stephens pointed out the empty engine house. As Dick Cataldi continued his discourse on U.S. Post Offices beside inner-city railway terminals, my heart did a slow slide to my heels. Every locomotive on the layout save one ready-to-run diesel was gone! At first I couldn't even remember what all I had owned. Little by little, with the help of the club members and past magazine articles, I compiled a list. With each additional entry my heart sank to a new low. Eleven locos in all were gone. Fortunately, six engines had been stored away and missed the massacre.

The club sat around for four hours eating barbecued chicken, debating the likelihood of recovering my locomotives and second guessing motives, m.o.'s, and likely disposal techniques of our burglar friend. Rollie Mercier vowed that with the aid of our vast network of S Gauge friends we would see the Penn Creek Valley roster complete again.

Finally I bid the club an awkward goodbye. Slowly it began to dawn on me that if I was going to see these things again I needed to act. I called the police, informed them of these additional items to add to the list and told them I'd be in the next morning with photos and detailed descriptions of all the items.

I arrived at the station the next morning to find an excited detective: "we have a lead," he said, and showed me the grubby corner of a yellow pages ad, "Toy Trains Bought," they had retrieved from a '68 Camaro the thief was in when he'd been caught. A quick phone call and an hour drive in a police car to the suburban Washington antique shop brought me face-to-face with the gentleman who had placed the ad. As he opened the door to a small warehouse behind his shop my old buddies blazed out at me like neon signs on a desert road. I couldn't believe my eyes! Here, not 24 hours after realizing my loss, I could see every single stolen Penn Creek Valley train engine, surrounded by antique toys, collectable odds and ends, clocks, guns, etc. Slowly, patiently, we showed the man the photos of the equipment he possessed and explained to him that they had been stolen. Almost unbelievably, he tried to sell them back to me! At this point the policeman politely asked me to step outside. When I returned, the shop owner was all smiles and wrapping up my locos for me. "What did you say to him?" I asked as we drove away.

"I told him he could be a plaintiff and file suit against the man who sold him the property or be a defendant in a suit for being in possession of stolen property," the policeman replied. Enough said.

The engines looked awful and would all have to be repainted and repaired, but they were all back, and I felt so moved as to be speechless for several hours afterward.

* * * * *

After thinking over the whole sequence of events, several facts come out loud and clear:

1. I was robbed partly as a result of my negligence. Deadbolt locks would have forced the burglar to take another route of entry into the house or forego the whole house as more trouble than it was worth.
2. I should have made a thorough inspection of my train room when we first realized we had been robbed. A total of ten days elapsed between the burglary and my knowledge that my locos

DETAILS, DETAILS, DETAILS

by Lewis Rennig, Jr.

When one considers the area required for a city or even a small village it is no wonder that most modelers avoid them. Even a large model railroad is short on real estate and often that small town is sacrificed for a freight generating business.

Unfortunately, even the smallest branch lines generally pass through or next to at least one small town. This scene can take much less room than you would first expect. With a little imagination and a little selective compression, a complete town can be installed in a space of only one square foot. This includes homes, back yards, fences and all!

Wherever there was large industry during the turn of the century, there was also company housing. Today the company may be gone but often these small company houses still remain. After completely remodeling one of these houses, I realized how easily several of them would fit on my railroad. The inside dimension was only 12' X 28', two rooms on the first floor and two rooms on the second floor. The front of the house had a porch and the roof had gables. Because it was a row house there is no side yard to take up more space.

With this idea in mind, let's look at the possibilities. First, if we make each house 12' - 8" wide, five houses will equal only 63' - 4". That is 1/8" less than a foot when modeling in 'S' scale. By making the house 28' deep and adding a 6' wide front porch we come to a figure of only 34'. If the property allotted for your town is only one square foot, this means that the back yard will be 30' long, small but big enough for plenty of detail. If the town is out in the country, you don't even need room for sidewalks between the houses and the street.

A small village such as this can be placed almost anywhere. The tracks can be on the side or along the rear, or they can run along the front with a street between them and the houses. If you are

had been a part of it!

3. I should have made two complete lists of all my trains with photos ahead of time--one which I kept in my possession and the other which I sent to my insurance company. If the trains had not been returned, I might not have been covered.
4. Nearly all my locos were in a single location in the train room, making it a delightfully simple task to pluck them off, one by one.

Surprisingly, there were some bright spots to round out the gloomy picture:

5. The uniqueness of the Penn Creek Valley made my engines impossible to deny as mine. Upon leaving the antique shop, I asked the owner what he had planned to do with them. "Sell them at the Odenton train show," he said. Rollie Mercier was at that show a week later. If I hadn't found them first, Rollie would have been delighted to have made a splash recovering my stolen property.
6. The uniqueness of S scale and the closeness of the S community were a tremendous help. Many people across the country had been informed of the theft by the next day. Had they later seen my locos at train shows, swap meets, flea markets, etc., they would have known them to be stolen and not "sold off."
7. I was very lucky! I was lucky the burglar was caught; that he left a trail; that the shop owner was basically honest (he had time between our phone call and our arrival to substitute Flyer or Lionel trains for the 11 locos he had admitted to buying in the phone conversation); that the burglar didn't vandalize; that he didn't throw the trains away when he was offered \$100 for the lot. And especially I was lucky to have so many friends all across the country ready and willing to help.

I still get goose bumps when I think of those incredible 24 hours on August 21 and 22. As Rollie said later, the guy who wears the big "G" on his bowling shirt must have been on my side.



lucky enough to have more land available, and can extend the yards, a small shanty can be added to the rear of one or two of the houses.

For the small amount of room this village takes up, there can be a wealth of detail. When they were first built, each home was the same. The fronts all had the same two windows on the second floor and the same door and window on the first. The rears were the same as the front except that they lacked the porch. Forty years and five owners later each has taken on its own character. This is where the modeler can apply his creativity. Awnings can be added to one house, the doors can be different, one house may have the dormers removed. Each house can be painted different colors and one may be in need of painting. The railings on the porches can be different; maybe one of the owners replaced the original wood porch with a concrete one. The variations are endless.

The house need not face the front of the layout to be interesting. The yards can be the most interesting part of all. Think of all the little things that can be put back there: swing sets, sand box, wash lines, chicken coops, and, of course, a dog house complete with a dog. While one house can have a flagstone sidewalk the others can have concrete. Don't forget trash cans and an old drum for burning trash. Plant some trees, especially fruit trees and maybe plant a vegetable garden.

If you are modeling in the steam era most homes still had the well pumps and outhouses even if they were not used. The things you can do to the yards are only limited by your imagination.

BUILDING S SCALE ROADRAILERS by Stephen C. Butler

What you will need to build one RoadRailer and one AdapterRailer:

- A copy of Model Railroader, July '82 (Vol. 49, No. 7)
- 2 - ERTL 1/64 Scale highway tractor trailers, model no's: 1425, 1428, or 1452

Plastic tubing: 1/8" and 3/16" dia.

Brass or aluminum tubing: 5/32" O.D.

3 - 33" dia. S gauge wheelsets

12 - 1/8 I.D. washers

6 - 1/8" I.D. rubber O rings

2 - Cal Scale brake valves, #AB 313

1 - Kadee #5 coupler

1 - Grandt Line No. 5019 Porch Railing
Carbon Paper

Paint: flat aluminum, flat black, fluorescent red, fluorescent orange

Decals: Roadname of your choice

Dry transfers: 10 point Helvetica Medium Italic, and 10 point Futura Demi Bold

About the time I was making plans to attend the 1982 NASG Convention in Cleveland, I picked up a copy of Model Railroader and was fascinated with the feature story: "Modeling RoadRailers". I remembered I had a couple of ERTL Tractor Trailers that might look good modified into RoadRailers, so I got them out of storage and things started happening! The resulting models are pictured in this article. I had a great time building them, took the RoadRailer to the convention, and found that some others were thinking of building them, too. Hence, this article. I hope you have as much fun building them as I did.

Here's what to do if you'd like to build a pair or more of these hybrids. After reading this article, get a copy of the July '82 issue of Model Railroader and read pages 46-55. Then look over the plans on pages 62 and 63. The article and plans show very well how to build a set of these in HO Scale. To build them in "S", there are a few changes in the plans. So read on and I'll take you through the process step by step.

1.) Get together the materials listed at the beginning of this article. Next, obtain the materials listed on p. 47 of the MR article, except for the Athearn container parts, bogies, and wheelsets, and the Lee Town wheelsets. Then get ready to build.

2.) Disregard steps 1, 2, & 3 of the MR article. They deal with modifying the Athearn containers. We'll be using the ERTL vans instead.

For each RoadRailer or AdapterRailer, remove the van body from the frame by inserting a small screwdriver into the mounting holes on the sides and prying the sides away from the frame. Do this carefully or the sides may crack. Place the frame upside down and cut away 12 scale inches from the rear. I used a hacksaw. Next, drill out the pins that hold the highway wheel bogies to the frame, remove the bogies and save them. Now look at the Landing Gear, the "front legs" the trailer stands on when not connected to a tractor. The Landing Gear is a soft plastic casting. Remove it with a pair of pliers and discard it. Look at the frame and notice the mounting brackets, etc., for the landing gear. These need to go. I removed them with a Dremel Moto Tool mounted in the Drill Press accessory. Be sure to wear safety goggles!

Using the cutting tool #196, I placed the frame on the drill press table and moved it under the cutter, using the tool like a router to machine away the unwanted metal. Take your time, and it'll come off evenly and well. The highway wheels have to be raised, so machine away about 18" from the mountings. If you're careful, you can match the original contour of the mountings and the highway bogies will mount in the same place again with no trouble. Check the plans and continue

cutting until it looks right. Just do it slowly, because you can't put the metal back again once it's gone. Then machine off the mounting flanges from the outside edges of the frame. There are six of them. Finally, check to see if your frame has any holes near the front. One of mine had three, one frame had none. If yours has holes, cover them with strips of .020 styrene. Or, if you wish, fill them with body putty. Covering is much easier than filling. Once this is done, the frame is ready. Next we turn to the body.

The ERTL van body is not an exact match for the RoadRailer. It's 40 feet long instead of 45 and has rounded cor-

ners on the front instead of square ones. These details didn't bother me, so I didn't change them. I suppose you could splice two frames and vans. If you do, drop me a line and let me know how it comes out. The only modifications I made to the bodies were to fill in the mounting holes in the sides with body putty and to mount the rear doors solidly. Since we've cut 12" off the rear of the frame, the doors have no bottom hinges. So I cut the pins off the bottoms of the doors, cut a strip of .020 styrene wide enough to hide the gap between them, glued it to one, and glued that door into place. Once the glue had set, I glued in the second door, then glued in a strip of .060 styrene beneath the doors. This will fill the gap beneath them.

3.) Go to step 4 of the MR article. Here we begin scratch building various parts from sheet styrene. I had never done this before but found it's not very difficult, providing you have the right tools and a reasonable amount of skill. Two rules of thumb for this project: since S scale is about 50% larger than HO, substitute sheet styrene that is 50% thicker than what's called for in the article. For example, when it says to use .010 styrene, I used .015. Where it calls for .020, use .030, etc. Also, the parts must be 50% larger all around. Get the plans enlarged if you can (many photocopiers can do a reasonable job for you) or do what I did: Fake it! Whenever I had to cut out a part, I placed the sheet styrene on a flat surface with a piece of carbon paper over the styrene. Making sure the carbon side is down, I

placed the magazine page over the carbon paper and traced around the outside of the lines on the plan. Then, if you cut the styrene around the outside of the lines with a jeweler's saw, most of the resulting parts are about right for S rather than HO. Or, when dimensional data is given, just cut the parts to S Scale measurements. OK? So, build the coupler tongues (you'll need two) according to step 4, drill them, and mount them over the kingpins on the ERTL van frames.

4.) Complete step 5 of the MR article, using the same methods outlined above. Use the washers and O rings for the air-cushion springs and adjust drill sizes to match the tubing and wheelsets you use. I used Ace 33" Hi-Rail wheelsets and had to lengthen the pedestal legs and side frames accordingly. So check your parts before you start cutting. You'll need one set of rail pedestals for each RoadRailer and two for each AdapterRailer.

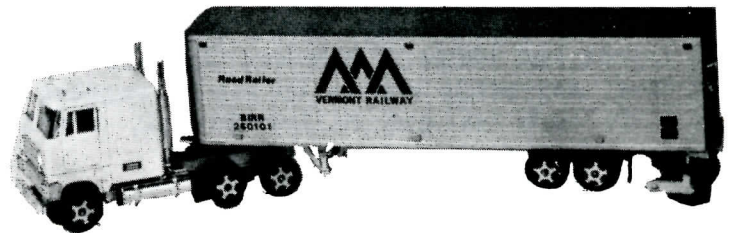
5.) Complete step 6 of the MR article. I painted the individual parts by hand, then installed the wheelsets in them. I held off mounting them in the van until after painting the body and frame assembly. That way, the wheelsets and air-cushion springs didn't get sprayed with aluminum paint. Also, I shaved the tops of the pedestals and mounted them in 1/16" holes drilled in the frame. I think this method makes them more secure than gluing them into flanges as described in the article. For even greater strength you may wish to use 3/32" holes. Skip step 7 from the article, since you've already saved the highway bogies. Mount them later, after painting the van.

6.) Complete step 8 of the MR article. If you've machined your frame well, the new landing gear will fit with no problems. Then cement the van body to the frame.

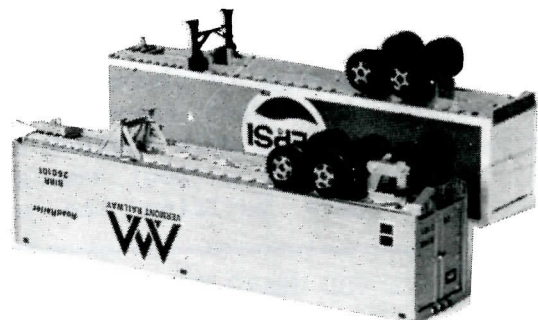
7.) Complete steps 9 through 18 of the MR article. These explain adding the details to the RoadRailer and AdapterRailer vans. Continue to use the methods outlined above, use your head, remember to assemble things in a logical order, and your models should come out looking

enough like the real thing to convince almost anyone who doesn't have the blueprints in their hands.

Any questions or comments? Just drop me a line, c/o The DISPATCH. Happy Road-Railing!



Side view showing road wheels raised one scale foot (3/16") above normal level.



Stock Ertl van and roadrailer. Note added mud flaps and front loading gear.

READERS REPLY

Dear Elaine,

As a novice to both NASG and model railroading, needless to say I have a lot of questions. I'm only going to ask you one, however. I would like to convert my AF tinplate to scale and would appreciate the name or names of organizations who can supply me with the proper wheels, drivers, etc. to retro fit my steam locos. I have three: #289, #290, and #312 (Pensy).

On my way home from Massilon, Ohio, recently I stopped in to visit John Sudimak who very graciously showed me his layout and shops. However, John did not have any scale wheels to fit my engines. I do have an old Miller Diesel, which runs just fine, except it is DC.

I'm retired and have had a lot of fun with my layout. During my working career I was a Personnel and Employee Relations type, and as a side line I edited and published our Company House Organ. On this fragile basis I can say that you are doing a whale of a job as Editor.

Robert M. Byram
82R0027

Dear Elaine,

Two comments: first, the "new" DISPATCH is fantastic. With this type of publication, attracting people to NASG will be much easier and the membership much more rewarding. Good luck in keeping up the standards apparent in the first three issues.

Secondly I want to thank Joe Scales and Sam for the tidbit (revelation?) on fixing the Rex three axle engines so that they will run slow without the gallop. After two years building the engine,

HAVE YOU HEARD THAT . . .

Membership in NASG is now over 350?

The Buffalo Convention (the Honeymoon Express) has been tentatively scheduled for August 9-13? Lee McCarty has promised more details in the Winter issue.

including installation of working springing on the second and third axles and two additional years of not really being satisfied with the result, last night in less than an hour a shim was installed on the number three axle with results that can only be described as unbelievable! I am sure that many ex HO gaugers like myself choose the Rex engines as a first engine and some may be very disappointed in the performance since the tried and true fixes to tune an HO kit engine just don't get to the source of the problem on this model.

John Beck

Dear Elaine,

I'm looking for items in scale traction. Also I'd like to hear from others with this type of interest. Is anything currently being manufactured? Is some basement fanatic casting parts and making up models? How about an S traction circuit letter? Or is there one already?

Keep up the good work. The publication is a very much needed, tangible evidence of NASG activity.

Charles Porter
4775 Gifford Road
Oconomowoc, WI 53066

Dear Elaine,

I send you a few words to tell you how good I think your product is in hopes you will be encouraged to continue.

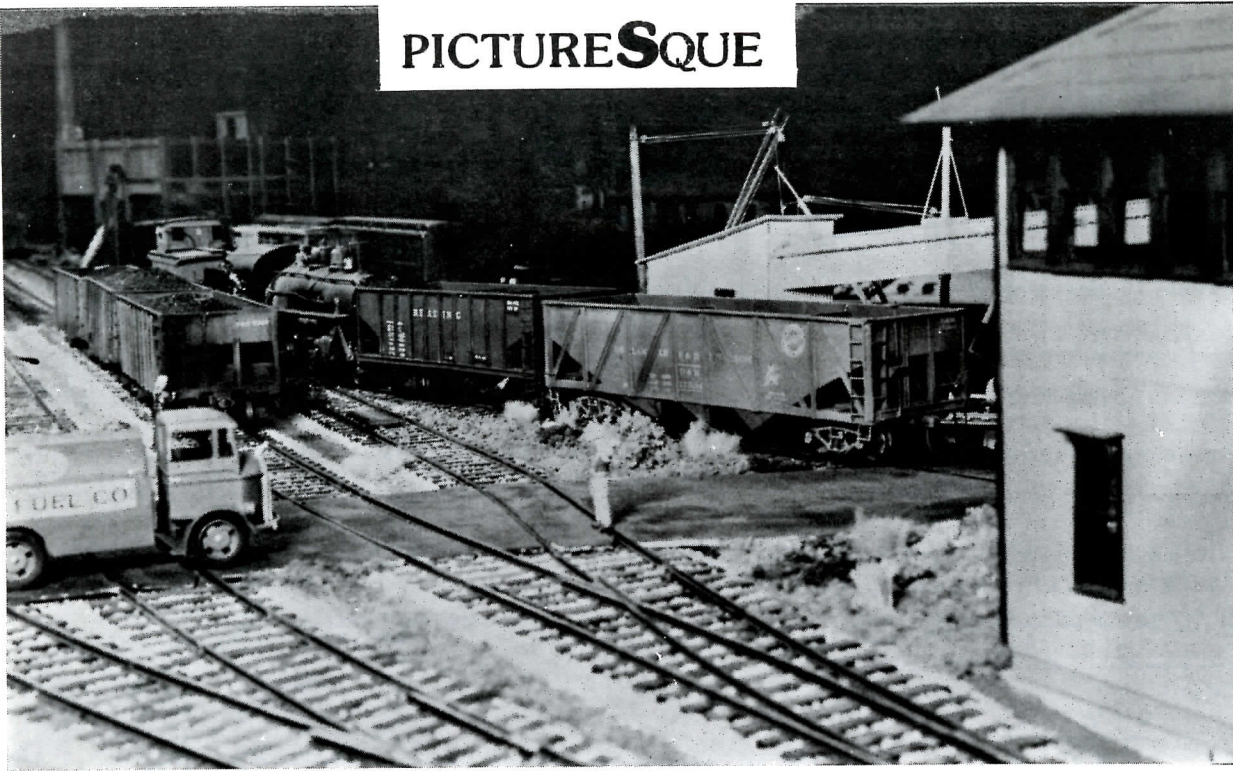
The writing and editing are interesting and lively. Halftone reproduction is good and line drawings are clear and well done. Paper and ink serve their purpose well.

All this represents a lot of hard spent time and effort on your part and I, for one, appreciate it. In fact, I feel quite guilty in not being more of a contributor. I promise I'll catch up.

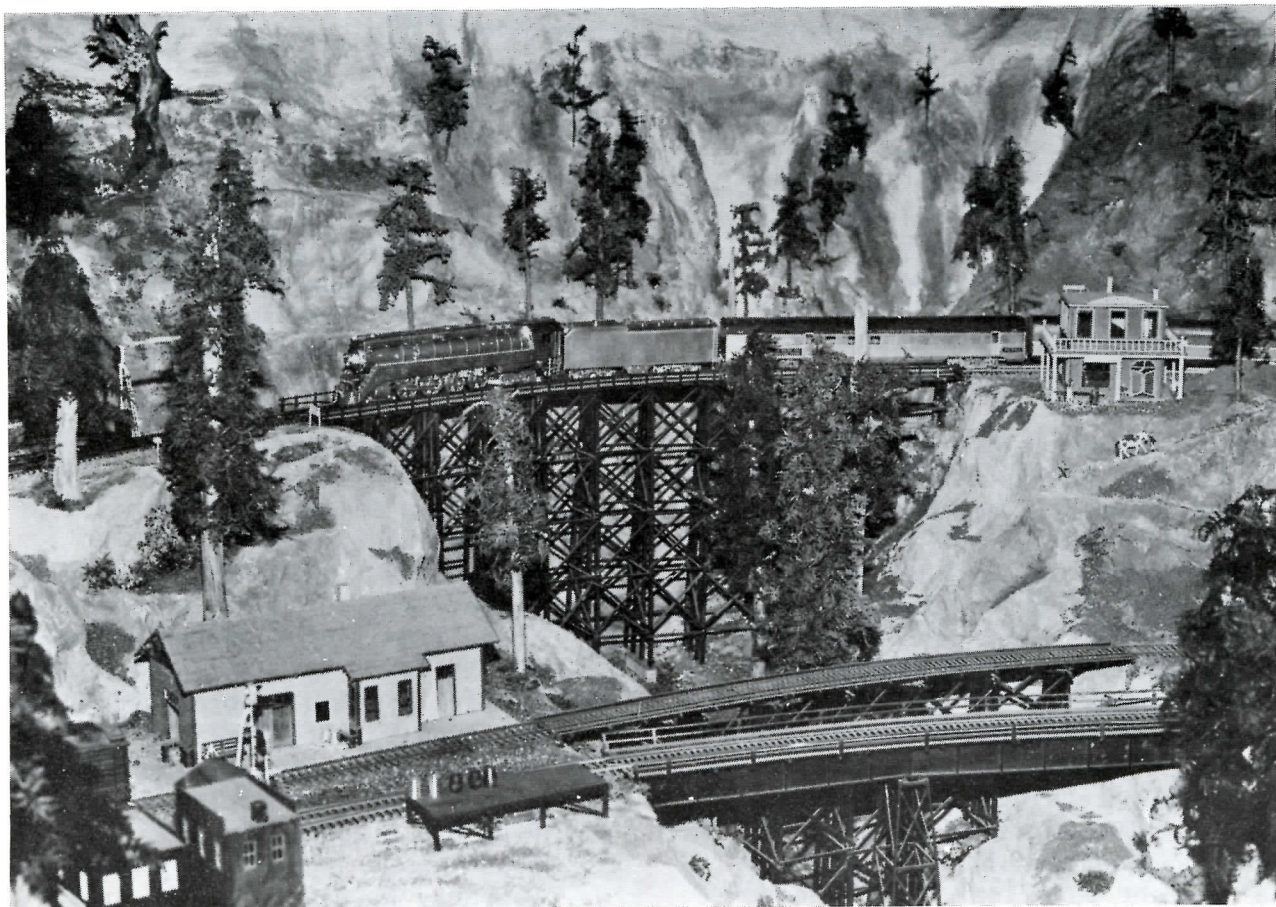
Wayne Shipp

We'd like to relieve a little of your guilt, Wayne, by pressing you into service for some more of your fine cover drawings. Wayne is also the creator of Captain S.--Ed.

PICTURE SQUE



Frank Titman is obviously Doctor Coal, but he better watch out for that LVM oil truck.



Ed Loizeaux took this grand panoramic shot of Jesse Bennett's scratchbuilt 4-8-4, GS 4 on his giant S Gauge Great Northern Railway.

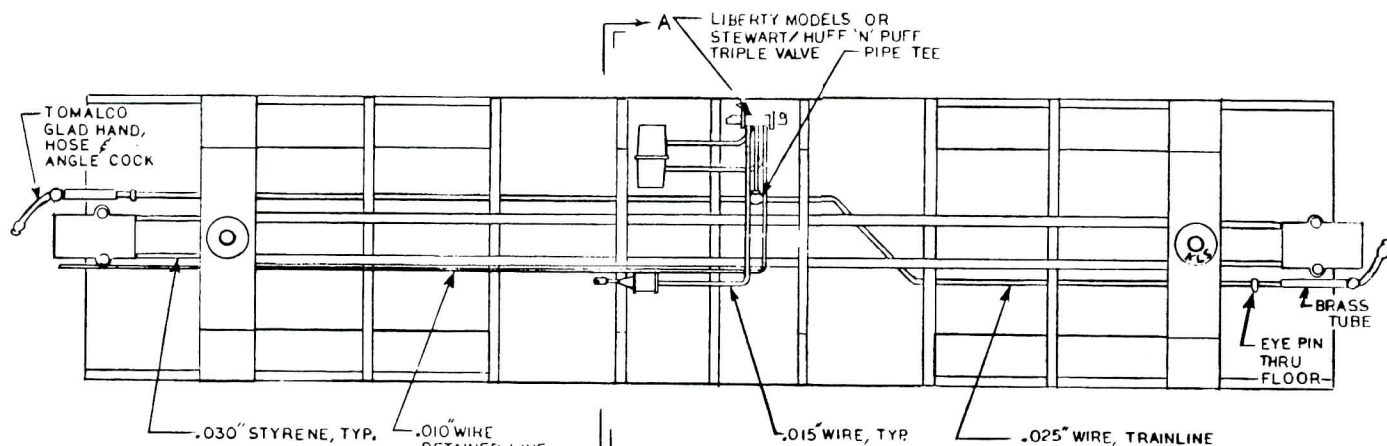


FIG. 1

UNDERBODY DETAILS (WITH CENTER SILL & CROSS BEARER FLANGES OMITTED FOR CLARITY)

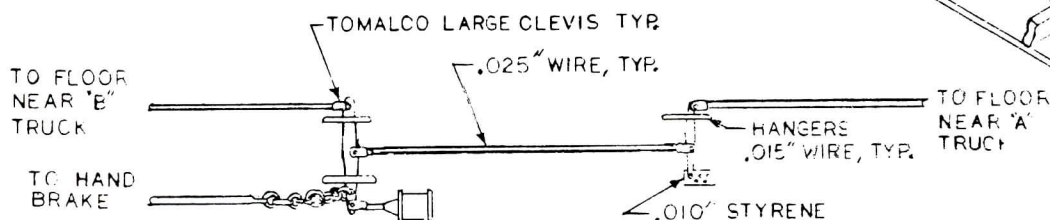
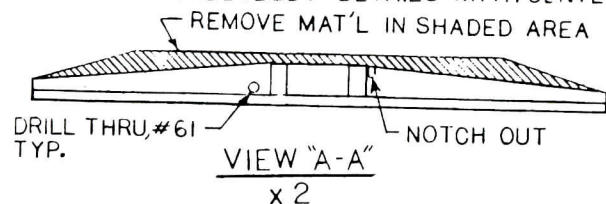


FIG. 2
BRAKE ROD DETAILS

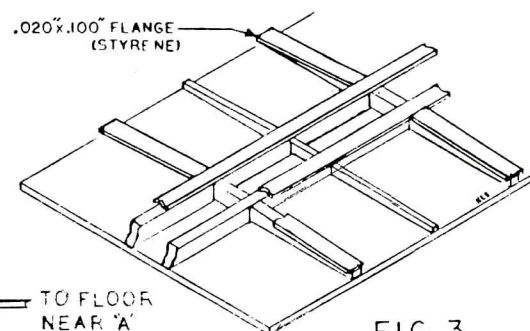


FIG. 3
FLANGE DETAILS
VIEWED AT SECTION "A-A"

UNDERBODY DETAILS FOR THE AMERICAN MODELS BOXCAR by Kent Singer

1. Fill reservoir and cylinder mounting holes.
2. Remove existing triple valve, later on a Liberty Models or Stewart/Huff 'N' Puff valve will be added.
3. File, mill, etc., the two major cross-bearers down to the height of the center sill as per view "A-A".
4. Drill (#61) trainline holes in bolsters, cross-bearers and center sill, refer to view "A-A" for location. This is difficult but by going thru at an angle, it can be done.
5. Drill (#61) retainer line holes in bolsters. Cut slots in major cross-bearers and center sill.
6. "Goo" weight to floor, mount couplers.
7. "Goo" weight and floor to underframe, using plastic cement for plastic to plastic joints.

8. Fabricate and add center sill/draft gear extensions (.030" styrene).
9. Add trainline with pipe tee.
10. Add center sill and major cross-bearer flanges. These also go on the center sill extensions.
11. Drill (#56) holes for tank (reservoir).
12. Fabricate and drill (#55) 3/32" block for cylinder.
13. Drill (#48) hole for Stewart triple valve, use a short piece of 1/8" brass tube for a spacer to raise it slightly.
14. Pre-drill holes in brake equipment as required by wire sizes.
15. Mount brake gear allowing plenty of time for glue to dry.
16. Pipe brake gear.
17. Mount brake rods, clevises, levers (Liberty Models or .005" brass), and brake hangers.
18. Add hand brake rod and chain.
19. Mount angle cocks, hose and glad hands.

BRANCH LINES

News of Local S Gauge Clubs

The newest S Scale club, the Pines and Prairie S' Scale Workshop, held their first annual Spring Fling Weekend at Ken Zieska's home. This enthusiastic group now has 14 charter members and many plans for an active Fall schedule.

At the September meeting of the State Line S Gaugers, Earl Beegle gave a clinic on making buildings for your layout from cardboard. The October meeting was held at the home of Phil and Barb Hodges.

The September meeting of the Inland Empire S Gaugers of the Pacific Northwest was at the home of Charlie Jayne and his Columbia Northern, one of the largest layouts in the area that was strictly American Flyer equipment. October brought a train show and swap meet.

The Southeastern Michigan S Gaugers September meeting was hosted by Rich and Sarah Gabryszewski. This club is currently hard at work on the corner modules with scenery completion and turnout reliability being the priorities. October brought a trip to Midland on the 7th, 8th, and 9th for the NCR Fall Convention. The November meeting was at Mike Coffman's house.

Ralph Sigman greeted 20 members of the Cuyahoga Valley S Gauge Association for their September meeting. At that time they talked about several upcoming train shows, especially the Sandusky show in October.

The September meeting of the Bristol S Gaugers was in two parts: first, they met at the home of John Bernard where they had the opportunity to view John's extensive collection of American Flyer trains and equipment. Then they carpooled to the A & D where they met Adolf Arnold, who described his toy train village plans and gave them a tour of the facilities.

The Cover

#5 takes a refreshing pause at the water tower on the Cass Scenic Railway, one of the most charming railfan stops in the East, captured here by Deane Mellander.

TRADE NEWS AND VIEWS

by Don Thompson

AMERICAN MODELS (22055 W. Brandon, Farmington Hills, MI 48024) has released the Bangor and Aroostock, State of Maine plug door car. It is part of the classic series of kits and priced at \$20.95. It is a red, white, blue and black car. Ron was at the MRIA (Model Railway Industries Assn.) show held in Buffalo, NY, Oct. 7-10 where he displayed a new paint and lettering scheme for the FP-7. The Southern Pacific "Black Widow" units will be available later this winter, priced at \$134.95. He also talked about the upcoming Passenger cars and of making a two-bay, outside-braced, open hopper. This model is based on the 33' IL Unicast hoppers made after WW II. It had a capacity of 55 tons and had 8 side panels. Also at the show was a "S" scale #6 turnout made by Shinohara in code 100 that Ron will distribute.

D.J. CUSTOM BUILDERS (Rt. #1, Box 52, Defiance, MO 63341) has a two-page brochure showing Tomalco Sn3 custom built kits and a Sn3 or Sn2 Baby Goose that is also RTR. These prices include assembly, painting, lettering and trucks.

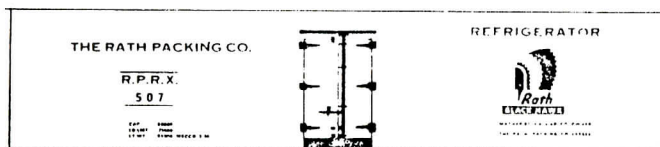
Sn3-1	D&RGW 3000 Box car	\$30.00
Sn3-2	" Idler Flat	26.00
Sn3-3	" Work Gond. #06299	28.00
Sn3-4	" Long Caboose	36.00
Sn3-6	" Coach or Combine	46.00
Sn3-7	" 5000 Box car	32.00
Sn3-8	" 6000 Flat car	26.00
Sn3-9	" High Side Gond.	
	Original	30.00
Sn3-10	" High Side Gond.	
	Modern	30.00
Sn3-11	Baby Goose Sn3 or Sn2	78.00

ERTL (Dyersville, IA-no direct sales) now has the following farm implements: the #62 winged disc, \$2.80; #63 minimum tillage plow, also \$2.80; and the gravity feed wagon, \$2.80.

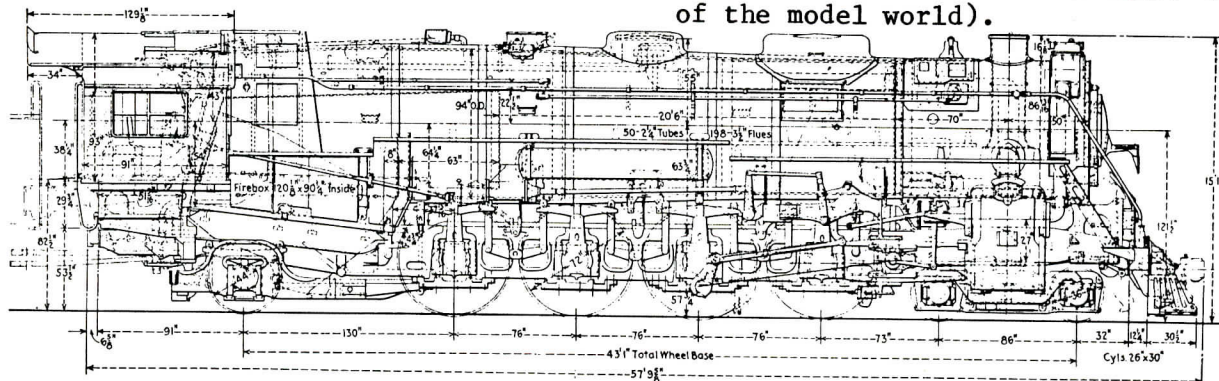
G&W (115 Upland Rd., Syracuse, NY 13207) will be offering two new diesel lettering sets, a grey and white pin stripe New York Central E & F unit set and a set for the blue and yellow Santa Fe hood unit set. These will be priced at \$3.00 and will be available shortly.

THE HOPPER LINE (1023 Salisbury St., Unit #6, Sardinia, Ontario, Canada N7E 4N8) displayed a S scale passenger station at the MRIA show. The "Gophir Meadows" station is a model of a stone building. The sides are made of plaster of paris. Currently only direct sales are being accepted. The price range is \$25 to \$30.

HOQUAT HOBBIES (PO Box 253, Dunellen, NJ 08812) has received from Gene Walp three reefer sides: the Rath Packing Co., and re-releases of the Coors and Blatzs beer cars. The price per set of sides is \$2.00 each.



KEY IMPORTS (99 Lyford Dr., #44, Tiburon, CA 94920) has indicated a willingness to import the NYC L3 and L4 Mohawks in "S". They imported these last year in HO. The L-3's were made in 1940, #3000 to #3064. They had 69" drivers and were built by Alco and Lima. The L-4's #3100 to #3149 had 72" drivers and were all built by Lima in 1943. If anyone wants to see these made in "S", contact your Key Import dealers now.



LEIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) has announced the following price increases:

LVM 1	Station	\$15.00
LVM 2	Water Tank	17.50
LVM 4	Gantry Crane	13.95
LVM 7	Canning Co.	13.95
LVM 16	Power House	17.50
LVM 17	Jones Coal Co.	18.50

NASG CLEARING HOUSE (c/o Mike Ferraro, 141-B Gordon Rd., Matawan, NJ 07747) has placed the order for both variations of the ACF covered hopper with Mr. Marsh of Overland models. These hoppers are scheduled for delivery in mid-December. A total of 150 units will be made. DON'T FORGET: YOU CAN GET THESE WITH A.F. COUPLERS AND ACE HIGH RAIL WHEELS SO THAT THEY WILL RUN ON A.F. TRACK. There are still some left and when they are gone, no more will be ordered. The price is still \$85 for NASG, Inc. members and \$95 for non-members. Also please include \$3.50 for shipping and handling. Mike reports brisk sales on the NASG track gauges. He had 300 of these made. The tool and die maker said the price will be a lot more next time. Right now the price is \$2.95 each or \$5 for two.

ORIENTAL MODELS (4001 N. St. Joseph Ave., Evansville, IN 47712) has announced two "S" scale projects for 1984. The first is a refreshing change from the abundance of large motive power that now dominates the market, the 1000 horsepower NW-2. This was the most popular EMD switcher with 1149 sold between 1939 and 1949. Four models will cover all five phases of this switcher's production. Samhongska will be making this diesel and it will come with full cab interiors. The second project is the 9 car NYC 1948 20th century limited passenger cars. Only 50 of each will be built by Kumata of Japan (I am told these are the Cadillac builders of the model world).

To correctly decorate the cars, they are also working with decal manufacturers to make the proper decals in time for the release of the models.

The following cars are now scheduled to be made:

- 1 - Baggage car #9100
- 2 - R.P.O. car #5014

- 3 - "Shore" lounge car
- 4 - "River" sleeping cars
- 5 - "Port" sleeping cars
- 6 - Kitchen-Dormitory car
- 7 - Diner #400
- 8 - Diner #476
- 9 - "Creek" Observation-lounge

OVERLAND (R.R. 12, Box 445, Muncie, IN 47302) had pilot models of the Southern Pacific GS-4 "Daylight" 4-8-4 steam engine and the 12-1 Pullman at the MRIA show. Mr. Marsh said he needs at least 80 deposits of \$125 each by Dec. 15th or he will drop the project. The GS-4's were built by Lima in 1937 and these engines pulled the Daylight and Lark passenger trains. See your Overland dealers about price. If they are made, expect to see them in mid-March. The 12-1 is due Feb. '84. The B&O wagon top will be available some time later in '84. The E's should be arriving now, with the exception of the AT&F E3/6 B unit. Due to lack of orders, the unit was dropped.

PFM (PO Box 257, Edmonds, WA 98020) has released 4 more of those neat little figures:

	PFM Unpainted	JSW Painted
S14 <u>The Cat & Mouse</u> cat on top of ship- ping crate, eyeing a mouse at the base of a sack of grain	\$1.50	\$3.50
S15 <u>The Reading Man</u> man seated, legs crossed, reading a book	1.25	2.50
S16 <u>The Baseball Boy</u> boy standing with baseball & mitt	1.25	3.50
S17 <u>The Sheep</u> ram and 2 ewes for S scale stockpens	3.50	5.95

THE R.F. GIARDINA CO. (PO Box 562, Oyster Bay, NY 11771) has the following "S" products:

Diesel horn control for Lionel American Flyer, with horn in "B" unit.

A series of new hand-painted metal figure sets. The figures are reproductions of American Flyer metal figures in new sets.

New formulation track cleaner and lubricating oil. Designed pri-

marily for American Flyer but usable with all gauges.

Reproductions of the American Flyer Tipple Car Set, the G. Fox & Co. Box Car, Domino Sugar Hopper, Simmons Reefer, Orange Shell Tank Car and White's Dept. Store Box Car.

Also reproductions of American Flyer's original formula smoke fluid.

A new catalogue listing of all these products, and more, is available for \$1.00.

RUSS SIMPSON (PO Box 256, Smith Flat, CA 95727) has the following new Sn3 parts:

497	Roof walk supports	18/\$1.25
503	Stub turnout bridle bars	2/ 1.25
515	6" washer NBW for DRG&W truss rods	42/ 1.25
516	Fork Creek depot windows	4/ 2.50
517	" " " door (36x84)	2/ 1.25
518	" " " door baggage (54x84)	2/ 1.25
519	DSP&P train order board	kit 3.00

SUNSET MODELS (138 W. Campbell Ave., Campbell, CA 95008) has delivered the U.P. Big Boy and is now sold out. Dealers may still have some. The next two projects are the U.P. 4-6-6-4 challenger and the GP-7 and GP-9. The geeps should arrive in mid-1984 and they are making only what is reserved. So, if you want one of these you had better make a reservation.

TOMALCO (Box 158, McCracken, KS 67556) has sold its On3 and HOn3 lines to concentrate on Sn3 exclusively.

TRAIN STUFF (2821 Asbury Ave., Wayside, NJ 07712) has two new kits on the market. The first to be released is the 12-1 Pullman passenger car. These were the most popular Pullman cars with over 3000 built. The next kit is the Pennsylvania Railroad P-70 paired window coach. Both kits will feature cast styrene sides, milled Basswood roof and floor with cast metal ends and details. The price is \$29.95 each.

If you know of any new S products, please contact Don Thompson (2 Roberts Rd., New Brunswick, NJ 08901) or call him after 4 p.m. (201-545-9306). When ordering products or requesting information from any of these manufacturers, please mention that you got your information from the DISPATCH.

QUERY JERRY

- Q. The axle in my kit locomotive frame is not turning freely. I exchanged axles and all seem to do the same in this one axle hole but all rotate freely in all the other axle holes. How do I drill out this one hole to make it match the others?

F.W.
Pennsylvania

- A. The first thing to do is to realize that you are not going to drill the hole larger and still keep it parallel with the others. The best way to do it is to ream it larger. Since your frame is the split type with the joint running through the middle of the axle hole, the only tool you will need is a number 20 drill. This drill is the closest match to your axle size. The procedure is as follows:

Place the #20 drill into the axle hole just as though it was an axle. DO NOT try to drill into the hole from the side of the frame, as this can lead to a non-parallel axle hole. Begin to tighten the screws on the lower (retaining), part of the frame until the drill begins to get hard to turn. Rotate the drill by hand until it rotates freely. Continue to alternately tighten the screws and rotate the drill until the drill rotates freely by hand in the axle hole with the retaining screws securely tightened. Loosen the screws, remove the plate and the drill. Clean out any metal chips from the axle hole and try the axle in the hole. It should now rotate freely.

- Q. I would like to substitute a different door from the one supplied in my kit; however, the casting I have, though correct in external dimensions, seems much too thick. Could you mill it down for me?

K.S.
New Jersey

- A. One of the keys to using special metal working machines is to know when you need to use the machine and when to use the file or, in this case, sandpaper. The door you mentioned is

an alloy casting and its thickness can easily be reduced using various grades of sandpaper. I recommend the following procedure:

Begin with a medium grit (240). Lay it out on a flat surface. Hold your door, inside down, lightly on the paper and, using a circular motion, begin to reduce its thickness. Check the thickness all around as you proceed. If one side is not reducing properly, increase the pressure on that side. If too much is coming off or if it is coming off too fast, switch to a finer grit (360-400). Finish the job with a fine or very fine grit (400-600). Depending on how much you wish to remove, this job should take no more than a few minutes to do. It would probably take longer to set up the machinery than it would to do the job using this method.

Got a modeling problem? Send us your question or briefly describe the difficulty you're having and we'll pass the problem on to Jerry for a solution.

COMING IN THE NEXT ISSUE. . .

James Soberman tells us how to use dental instruments for modeling purposes. (They're readily accessible and not expensive).

Sam Powell continues with Part II of scratchbuilding steam locomotive mechanisms.

Survey Results: If there's one thing we've learned in our first year's association with S Gaugers, it is that the word "apathetic" does not apply, at least judging by the results of the DISPATCH survey from the Summer issue! As the Fall deadline approached, surveys were still pouring in, making ours the most popular mailbox on Goshen Road. The Winter issue will include an article detailing the results of your responses to our questions.

DEADLINE NOTICE

The deadline for material for the Winter '84 issue of the DISPATCH is January 20, 1984.

SURVEY COMMITTEE REPORT

by Steve Butler

Although we didn't have a survey for over a year, suddenly I've received several requests to survey the membership on various topics. And before I lay another one on you, I just have to report to you the results of the last two!

NASG Survey #6 was sent out in the Spring of '83 and asked your opinions about the contest rules. Here's a summary of the results.

		Percent Answering		
		Yes	No	Not Sure
1.	The reasons for having NASG model contests is:			
	To encourage people to build models	100	0	0
	To entice people to bring models to conventions	86	7	--
	To classify modelers into categories	7	64	29
2.	Concerning the number of different events:			
	Are there too many?	43	28.5	28.5
	Are more needed?	7	57	36
	Should kitbuilding be separated from converted?	57	36	7
	Should Scale and HiRail Master Craftsmen be split?	43	50	7
	Should Cabooses be split from M.O.W. and Freight Cars?	28	36	36
3.	Should modelers be classified specifically concerning the type of model built, e.g.: Master Craftsman in structures, or Amateur in Steam Locomotives?	34	36	21
4.	Should the following events be included in NASG Contests:			
	Prototype Photos?	28.5	43	28.5
	S Gauge Model Photos?	65	14	21
	Junior Contest with open competition?	79	7	14
	Junior Contest with separate events like others?	29	50	21
	S Narrow Gauge Open Competition?	43	43	14
	S Narrow Gauge with separate events?	29	64	7
	Narrow Gauge included in present events?	50	21	29
	Modules built to NASG Standards?	64	14	22
5.	Presently contest judges have the option not to award a first place in Master Craftsman or Craftsman events if the models do not meet their standard of quality. Should this be changed to require a first place award if there is at least one model judged in each event?	28	65	7

Are there any surprises for you in these results? Of the 320 mailed out, 55 were returned. That makes 17%, a very good rate of return for a mailed out survey!

The next survey, NASG #7, was handed out in the registration packets of those who attended the 1983 NASG Convention in Woburn. 35 of these were returned, another very impressive rate, considering that most were completed after participants had returned home and had to be dug out of the packets and mailed in. This was mainly an evaluation form for the convention, but you may be interested to see how your opinions match up with these. Again, numbers are percentages.

		High	Medium	Low
1.	How do you rate the following priorities for attending an NASG Convention?			
	Fellowship	82	18	0
	Contests	64	36	0
	Clinics	36	64	0

Banquets	18	55	27
Awards Ceremonies	36	45	18
Flea Market	64	18	18
Layout Tours	55	45	0
Auction	36	28	36
Display Models	64	28	0
Manufacturers Exhibits	100	0	0
Prototype Tours	45	45	10
Total Costs	18	73	9

2. In order to keep down the costs of future conventions, would you be willing to change any of the following?
- | | <u>Yes</u> | <u>No</u> | <u>Unsure</u> |
|--|------------|-----------|---------------|
| Banquet Meal | 73 | 9 | 18 |
| Less Expensive Lodging | 45 | 36 | 9 |
| College Campus Location | 55 | 27 | 18 |
| Find Your Own Lodging Site | 27 | 73 | 0 |
| Keep tours and transportation to a minimum | 45 | 55 | 0 |
| Plan site near inexpensive eating places | 82 | 18 | 0 |
3. Indicate choice of best time of year:
 Spring: 23 Summer: 54 Fall: 15 Winter: 8
4. Major events to avoid:
 Only event receiving a majority of responses was the Fall S Fest
5. Which combination of days is best for an annual convention?
- | | |
|------------------------------|----|
| Holiday Weekend, four days | 37 |
| Standard Weekend, three days | 18 |
| Long Weekend, Thurs-Sun. | 27 |
| No Preference | 18 |
6. Importance of the following secondary features:
- | | <u>High</u> | <u>Medium</u> | <u>Low</u> |
|--------------------------|-------------|---------------|------------|
| Local Mass Transit | 18 | 46 | 36 |
| Ladies Clinics | 18 | 36 | 46 |
| Ladies Tours | 18 | 36 | 46 |
| Movies | 18 | 46 | 36 |
| Clinics | 36 | 64 | 0 |
| Childrens Activities | 36 | 18 | 46 |
| Tourist Attractions/Info | 36 | 36 | 28 |
7. How would you rate the following events at this convention?
- | | <u>Good</u> | <u>Fair</u> | <u>Poor</u> | <u>No Ans.</u> |
|--------------------|-------------|-------------|-------------|----------------|
| NASG Contest | 30 | 30 | 15 | 25 |
| Special Contests | 30 | 25 | 25 | 20 |
| Open Forum Meeting | 40 | 35 | 0 | 25 |
| Auction | 30 | 15 | 20 | 30 |
| Banquet | 55 | 25 | 5 | 15 |
| Modeling Clinics | 15 | 30 | 10 | 45 |
| Ladies Clinics | 15 | 15 | 5 | 65 |
| Prototype Tours | 50 | 10 | 5 | 35 |
| Ladies Tours | 30 | 10 | 0 | 60 |
| Picnic to Edaville | 30 | 0 | 0 | 70 |

So, there you have it! Better late than never, I suppose! Thank you for your help and cooperation. I especially appreciate those who took extra time to send notes and gave other suggestions for further conventions. I have forwarded these to Paul Riley, Woburn Convention Chairman.