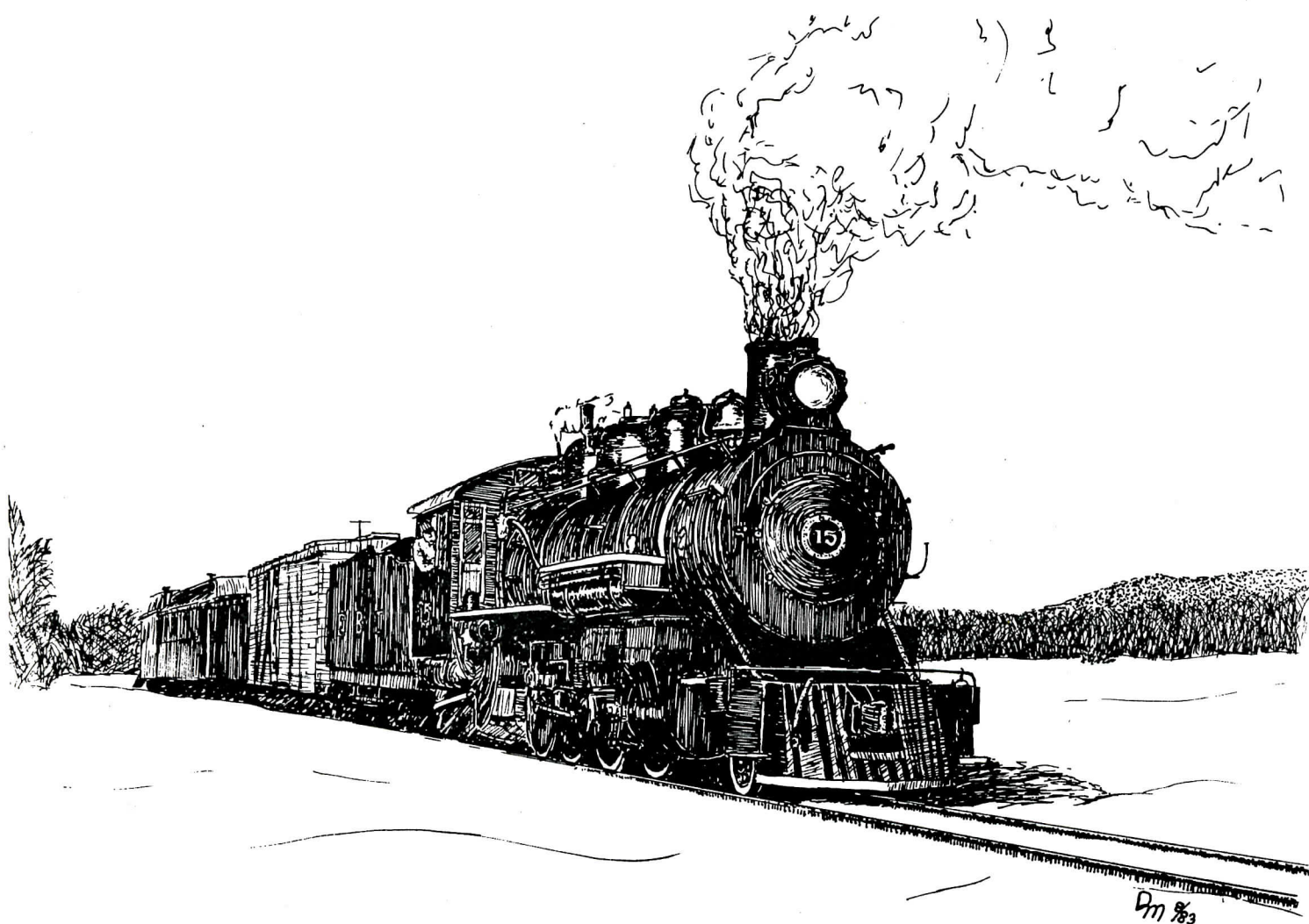




# DISPATCH

Winter 1984

Volume 7, Number 1



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# DISPATCH

Official Publication of the  
National Association of S Gaugers

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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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## ELAINE'S ELABORATIONS

Whose Turn is it Anyway?

by Elaine Powell

Have you ever found yourself in a conversation that went like this . . .

You're at an S Gauge Convention, standing in the motel lobby and waiting to board a bus to take you on the next big excursion trip. Standing beside you is your old buddy Joe Modeler of the Podunk Valley S Scalpers Club.

You: Great convention, huh Joe?

Joe: I'll say! I've been to every S Gauge convention since the beginning of time and there's never been one that rivals this one. Its got everything--fantastic models in the contests, sensational clinics, railfan trips, layout tours, a fancy motel and a restaurant that's out-of-this-world! They could make it a two week convention and I wouldn't be bored for a minute!

You: Yeah! . . . say, Joe, how come the Podunk Valley S Scalpers have never hosted a convention?

Joe: What? Are you kidding? All that time and work? Not for the Podunk Valley! We'll sit back and enjoy ourselves and let the other clubs sweat out the conventions!

If we're honest we'll all have to admit to having at least a little bit of Joe in us. While it's universally agreed that conventions are a lot of fun for those attending, those involved in the preparation of one often have quite a different experience. Endless meetings and phone conversations in the months before the event often give way to unexpected complications when the moment comes. Even if everything goes as planned, the strain of anticipating snafus often shows in the faces of convention organizers during the big weekend.

So who can blame the Joes among us? Aren't they just being realistic? Realistic, yes. Fair, no. Not fair to other S Gaugers or even to themselves and to their club. The truth is that there are indeed some very real benefits, both for the host club and for the individual members, to hosting an S Gauge Convention.



Let's get to the practical bottom line first. A convention, if properly handled, is a money-making venture. It should make money for the host club, the manufacturers, and the NASG. And there are very few model railroad clubs around the country that would not be delighted to add several hundred dollars to their club treasury.

Second, the work involved in putting on a national convention can infuse life into a stagnant or dying club. Members who haven't been seen for months because "the club never does anything" suddenly start showing up for meetings. They feel wanted and needed and, of course, they are. Planning and anticipating the convention strikes a spark of vitality within the organization. It gives focus and direction to all club activities and communications. It's fun. It's exciting. It's where the action is.

Perhaps best of all, it's each individual club's opportunity to make the national convention exactly what that club wants it to be with the strengths and emphasis that club wants. It's that club's chance to do things their way and to change or correct the things others have done in the past. So each convention has the unique stamp of the personality of whatever host club organizes and directs it. That's why each convention is different from all the others and memorable for its differences. It's a chance for each club to show off their city and their members' layouts and all the exciting, creative modeling things that they can do.

But the most difficult thing to explain to the Joes among us is the personal growth that takes place within those who are working for anything greater than just what they can get out of life. There is a subtle but undeniable satisfaction in doing something you know will bring pleasure to others and in meeting others' needs rather than (or at least before) your own. Those who have hosted conventions in the past attend future conventions with greater understanding and appreciation for the work that went into it than those who have not shared the experience.

In the past there has existed an unspoken gentlemanly agreement that S Gauge

clubs would take turns hosting the annual convention. So far at least four clubs have taken that responsibility at least twice. Does this mean that those clubs which have not taken a turn are under increased pressure to do so? Not necessarily. Realistic considerations of the manpower available to do the job and the geographical realities of where a majority of S Gaugers live make some clubs considerably less reasonable prospects for the job than others. Hopefully in the future NASG will continue to enjoy the good fortune it has had in the past and there will always be some club somewhere willing to take a turn at what is admittedly a big task. When that does not happen, as it did not this year, then everyone must rely on the NASG organization itself and a few dedicated individuals to step in and fill the vacuum.

Keep this in mind the next time you find yourself in conversation with Joe Modeler of the Podunk Valley S Scalpers. Be sure to remind Joe and his friends that each time he makes a personal decision that he will not take on the task of hosting an NASG convention he abdicates his responsibility to his friends across the country, violates some generally accepted standards of fairness, and, not incidentally, misses out on a real opportunity for personal and club growth.



John Sudimak slipped quietly away in the night of January 30, 1984. Words cannot convey the sorrow felt by all who knew him, or the dimension he added to our hobby, as manufacturer, modeler, convention-attender, smiling face, and friend to all who crossed his path. We will all miss you, John.



SOME DENTAL INSTRUMENTS THAT YOU CAN  
USE IN MODEL RAILROADING  
by James Michael Soberman

"Hey J: got any old instruments I can have?" I don't know how many times I've heard that question from my modeling buddies. As you can probably guess, I am a dentist and I do use a lot of dental instruments in my model building. Oh yes, I do have a separate set to use only on my patients.

The use of dental instruments for model building isn't exactly new to me. My dad was a dentist and a fairly good modeler in his own right and it was my dad who taught me at an early age how to use fine instruments for model building.

The purpose of this article is to introduce you to some of the dental and surgical instruments that you can use for modeling and maybe improve your oral health. After all, if you're going to see a dentist about getting a few instruments you might as well get a check-up!

Let me pose this question: Why do you have to use old worn out instruments when new, quality ones are not that expensive and not that difficult to obtain? I will admit that you may have to ask the help of your family dentist to order what instrument you wish. Many dental supply houses will sell only to licensed dentists so I recommend you check with your local supply houses and see your dentist to enlist his/her help. You might also ask if there are any extra supply house catalogs floating around the office that you may have.

Let's start with the dental pick or explorer. The one most commonly used is called the number 23 (Fig. 1). This is the sharply pointed, curved instrument that the dentist uses to poke around the mouth looking for cavities. Another common type of explorer is the number 7 which is a pointed instrument with a straight bend near the end. These instruments are good for spreading out cements and solvents and for scribing wood and styrene. I should note that the number 7 seems a little better for scribing although the number 23 is more utilitarian. Explorers are a tremendous aid in placing decals and creating weathering effects.

Orthodontic pliers make wirebending easy. Right from the start I'll tell you that they are expensive and the cost is not really warranted for a single project but they will more than pay for themselves over the course of a modeler's lifetime.

The Angle, wire bending plier (Fig. 3), has one beak that is round for shaping wire and the other beak shaped like a pyramid for right angle and sharp bends. I use this plier on almost every model I build.

A Clasp Adjusting or Three Prong Plier is handy for bending or shaping wire in odd shapes, for example, the ladder racks found on the roof of passenger cars. There are some other types of orthodontic and surgical pliers that may be helpful in modeling but because of their very high price tags (\$30-\$50), I do not believe that there will be a very big call for them by the average modeler. They are all illustrated in most dental supply catalogs with complete descriptions.

Ball burnishers come in a couple of shapes and sizes; the most common shapes are round and teardrop with a large and small working end. This instrument is very handy for the application of dry transfers.

Plastic Instruments (Fig. 4) are used in the placement of medicaments, manipulating acrylics, and an assortment of other tasks. Here again is an instrument that comes in a variety of shapes and sizes. They are usually double ended with one end shaped in a flat blade and the other as a rounded plugger. There are types that come with two flat blades at 90 degree angle bends to one another. This instrument is ideal for spreading cements where very good control is needed.

Hemostats or clamps and forceps are good to use as holders and heat sinks. The two most common types of hemostats are the Kelly and the Mosquito. The Kelly is the larger of the two. They come with straight or curved beaks. Even smaller ones are available from surgical supply houses. These may be expensive. Locking forceps are just that, forceps that lock in a closed position.



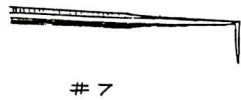
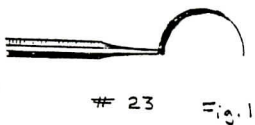


Fig. 2.



Fig. 3

Angle Wire Bending Plier



Fig. 4

Plastic Instrument  
one type

Forceps are the instrument that most people refer to as tweezers. The number and types of this instrument are too numerous to discuss in my overview. I do suggest that every modeler have a least two high quality forceps in his tool kit. One should be a fine point, which is good for manipulating small parts; the other, a larger blunt point, for working with larger pieces.

A fine operating and smaller iris scissor is a must for any modeler who does a lot of decal work. These small scissors are very sharp and designed for delicate cutting. I use a straight and a curved blade which allows me to trim very close to decal lettering.

Besides hand instruments, many of the cutting instruments used by a dentist can be used by the modeler. Polishing wheels, rotary brushes called Robinson Wheels, abrasive wheels, rag wheels, cut off wheels, sandpaper discs, and mounted stones used for preparing dental appliances for insertion into the mouth can be used to modify or clean up commercial castings. Many different grades and types of abrasives are used and they too can be used to prepare a model for painting. The mandrills and mounted stone will fit most hand motor tools when used with the proper collar.

Carbide dental burs come in a large assortment of shapes, diameters, and sizes. The basic shapes are round, inverted cone, pit and fissure, and tapered fissure. Burs can be used in a modeler's drill to shape, trim, contour, and mill, wood, brass, and plastics. They make construction a whole lot easier when you want to contour or fit a piece very accurately.

The diamond burs are also good for very fine shaping and contouring many ma-

terials. They do take a little practice to get used to controlling them because they cut very fast at high speed by rapid abrasion rather than with the chipping action of carbide burs. Ask the dentist to show you some of the various shapes and sizes he/she uses.

While we're discussing burs there is another type that you will find very useful. These are laboratory or acrylic burs. These are usually large burs that are used to cut and contour plastic materials such as dentures and orthodontic appliances. They are ideal for cutting and shaping styrene. Many of these burs leave very smoothly finished edges.

Cut off wheels are carborundum discs that are used to cut through metal. They are actually miniature versions of the rail cutting discs used by track gangs. When used for this purpose they will give you a straight, smooth cut with no burs. Cut off wheels can also be used to cut off sprues and clean up flash on metal castings.

Rubber wheels are discs and points that are made up of rubber that is mixed with different grades of abrasives. Rubber wheels are used in a serial progression from rough to fine to polish metal. Specifically, these wheels can be used to clean up the rough spots on metal castings and when used carefully, to remove paint and grime from the treads of wheel sets.

The dentist uses large latex rubber bowls for mixing plaster in the laboratory. These bowls conform to the shape of the hand while mixing and the round bottom makes it easier to wet all the plaster in the bowl. The bowls come in three sizes--small, medium, and large. I find that these bowls make plastering much less messy.

There are some other instruments and items found in a dental supply catalog that a modeler may wish to use: scalpels with an assortment of blades, mylar based sandpaper strips, ultrasonic cleaners, orthodontic and ligature wire, belt driven hand pieces, and casting equipment just to name a few. Most of these items are costly but not prohibitive. Sometimes used equipment can be gotten at a mere fraction of the original cost. I use a forty year-old casting oven and centerfuge and it works just fine. Don't overlook an old dental air compressor. They are great for supplying air for painting, sandblasting, and compressed air syringes. Mine can be classified as an antique but it works just fine for my modeling applications. Check with a local dental supply or medical supply wholesaler for the availability of an old unit taken out of an office that is undergoing renovation. These old compressors can be rebuilt to provide years of service to the modeler.

I hope that this article has given you some food for thought about another source for quality modeling tools. There are probably a lot more items that could be used that I haven't mentioned. The next time that you go to the dentist and you're sitting there in the waiting room, instead of looking through a bunch of old magazines, why don't you look through a couple of equipment catalogs?

## NASG CLEARING HOUSE SALE

The following items are in stock for immediate delivery and reduced to sell. As you know, the profits derived from the Clearing House help the NASG to promote S Gauge.

|                                     |                            |
|-------------------------------------|----------------------------|
| NASG Track Gauges . . . . .         | \$2.95                     |
|                                     | or 2 for \$5.00            |
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| NASG Key Chains . . . . .           | \$4.00                     |
| NASG Letter Openers . . . . .       | \$4.50                     |
| NASG Paper Weights . . . . .        | \$4.75                     |
| NASG Marble Base Pen Set . . . . .  | \$7.50                     |
| NASG Belt Buckles . . . . .         | \$7.50                     |
| NASG Leather Belts . . . . .        | \$6.50                     |
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| NASG Note Paper (S Gauge Herald     |                            |
| Covers) with Envelopes . . . . .    | \$2.00                     |
| NASG T-Shirts, Adult Size . . . . . | \$7.50                     |
|                                     | Children's Size . . \$7.50 |
|                                     | (state size needed: small, |
|                                     | medium, large, X-large)    |

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## THE COVER

### Survivor

Although there was grandiose talk in the late 19th century, narrow gauge railroads in the United States never became a dominant transportation force. Those that survived longest did so because they had a dedicated traffic source, or were the only reliable form of transportation in the territory they served.

The East Broad Top lived on a diet of Pennsylvania soft coal and refractory

stone. It had hung on long enough to be the last commercial narrow gauge east of the Rocky Mountains. The post-war decline of the coal market finally caught up with the three foot gauge road and in 1956 it was shut down and sold to the scrappers. But instead of being junked, it was left to rust until it reopened as a tourist attraction in 1960. And so today we can still recreate a scene right out of the World War I era with locomotive No. 15 and its vintage mixed train.

--Dean Mellander



# BRANCH LINES

## News of Local S Gauge Clubs

The Potomac Valley S Gaugers inaugurated regular freight service on Dick Cataldi's W&OD with an operating session at the club's January meeting. This MD-DC-VA club has room for some more S Gaugers interested in any or all facets of model building and operations. Contact club secretary Dave Guillaudea, 314 Broadleaf Drive, Vienna, VA 22180.

The weekend of Oct. 7 & 8 found 10 S Gauge enthusiasts setting up and displaying the Southeastern Michigan S Gaugers modular layout in Midland, Michigan, for the Fall convention of the N.C.R. of the N.M.R.A. S.M.S.G. was well represented in the model contest room for this occasion. On Nov. 11, 10 diehard S Gaugers braved the first storm of the season to converge on the Michigan Northern facilities in Mildford, Michigan, where they received a tour of the fully detailed station house and shop buildings. Gregg Kreft hosted the December meeting and showed the modelers present the basics for his home-made switch machine and promised a more formal explanation at a future meeting. January was an election month at the home of David Held and February brought a visit to the S.M.S.G. modular headquarters.

At the December meeting of the Central New York S Gauge Association the following slate of officers was approved unanimously by those present:

Jack Creiman, President  
Mike Ahern, Vice President  
John Steinbach, Secretary  
Mark Lazur, Treasurer  
John Steele, Director at Large  
Tom Canne, Historian

The club's loaded-with-fun mid-winter mini-meet was held Feb. 5. The turnout for this event gets better every year and everyone had a great time.

The October meeting of the Inland Empire S Gaugers Association of the Pacific Northwest was the Spokane and Inland Empire Model Railroad Show and Swap Meet. Approximately 1300 people passed through the gate to enjoy seeing all sizes of model trains from live steam to

N Scale. November found the group at the shop of Bob Beshore and in December John Kelly hosted the club's annual "railway" gift exchange. The first meeting of the New Year found the IESGAPN at Phil and Tom Brooke's with a full program of events planned.

At the October meeting of the State-Line S Gaugers, host Phil Hodges conducted a short clinic on how to make rock castings and Art Dory showed films of various train excursion trips and his trip to the NASG convention in Woburn, MA. In October SLSG became incorporated and received its charter from the state of Illinois as a non-profit organization. SLSG's display at the Rockford Model Railroaders Open House Nov. 5-6 was very well received by the public. Jan. 28-29 found the club display at the Janesville, Wisconsin Mall. Officers for 1984 are:

Paul Geerts, President  
Terry Price, Vice President  
Nick Segalla, Secretary-Treasurer  
Dave Shenk, Assistant Secretary-Treasurer  
Don Jaeger, Director  
Art Doty, Director  
Dave Tanner, Director

The October meeting of the Bristol S Gauge Club was held at the home of David Bredemeier. The group finalized the plan for the model railroad set up for the A-D display and also ran Dave's switching layout. At this same meeting Reg Smith was elected the new president of the club. Reg hosted the group's January meeting, where the club's discussion centered around collecting S Gauge trains.

The Cuyahoga Valley S Gauge Association met at the home of Jim Zaborski for October to discuss their active Fall schedule. In November at Josh Seltzer's Tom Nimelli discussed the train show downtown, the layout's last outing until spring. Lee McCarty announced rules for the secret project contest and Martin Fiebke presented his proposal for a new club layout. December brought the club's annual Christmas party at Lee McCarty's home and the Great American Train Show. And here's a very impressive statistic: the membership roster for this club lists 111 names! This is a club that must be doing everything right!



The Central Jersey S Scalers held their 2nd annual Fall Get Together on Sunday, Nov. 13 with Robin, Benji, and Don Thompson of New Brunswick as this year's hosts. Over 40 people from as far away as California were in attendance. The day's activities included Ed Loizeaux's slide show of Jesse Bennett's layout, Dick Cataldi narrating the NASG slide show, and Vic Roseman's slide show of the Newark and NY Railroad past and present. Also on hand was Jeff Wilson of Hoquat Hobbies, Wayne Pier of Trainstuff, Frank Titman of LVM and John Bortz of DVSS. Over 75 models were displayed and the AF conversion contest was won by John Bortz. The traditional secret project ballots were collected and handed over to Matt Lacko for the April DVSS spring meeting.

## DETAILS, DETAILS, DETAILS

by Lewis Rennig, Jr.

Visitors to our railroads are generally non-railroaders. Many never would notice a Reading 2-8-0 Camelback pulling a streamlined Super Chief lettered for Pennsy. People's eyes will seek out familiar items. These items are what you must try to duplicate if you want to attract the non-railroader's attention.

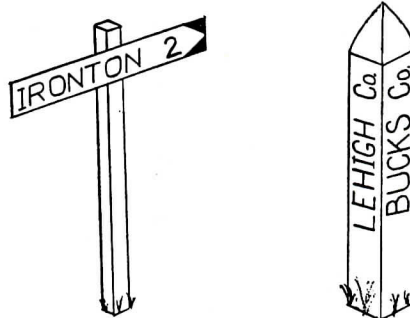
Signs at intersections pointing off the layout and naming a local town or city will also help your visitors know where your railroad is located. Locally named county markers placed near the edge of the layout are another method that can be used. They also aid in the illusion that your railroad goes a longer distance. A train crossing a county line from one county into another travels farther than one simply going from town to town.

Many of the older areas of the country were settled by immigrants. The coal regions of Pennsylvania are a good example of this. When driving through this area, one finds many factories and stores bearing Irish or Polish names. When modeling Pennsylvania's anthracite regions, try to use some Irish and Polish names to help keep the feeling of the area. Indian or Spanish names are very

popular for towns in many other parts of the country, especially in the West. When naming your stations, you may want to try to keep with the local trend.

Small familiar landmarks are other items which create much interest among visitors. They may be an unusual street intersection, or a unique railroad crossing or an underpass. Landmarks of this type are not on any map, but they can be easily detected because they are often used when giving directions to strangers.

Care must be taken when using these types of landmarks. If they are unusual they will be noticed by people quickly, especially if the people are familiar with the area. Only one or two of these items can be used or the railroad will begin to look like a collection of oddi-



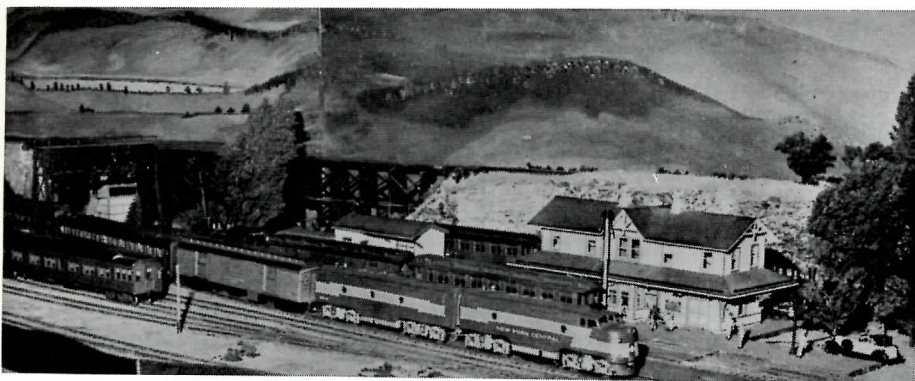
ties. If too many familiar items are used they will tend to tie your railroad to a particular area. This can be avoided by keeping all these items to one end of the layout.

If you are modeling a small branch line, such as my 5 mile long "Kenobi Valley", these details can aid in making it appear small and staying within the local area by spreading them out over the layout. For example, by putting a Lehigh/Northampton County Marker on one end of my railroad and a sign saying "Ironton 2 Miles" at the other end of the layout, people realize that the "Kenobi Valley" is not very large and that it must be located within the Cement Belt Region of South Eastern Pennsylvania.

Remember, if there are any details you think others may be interested in reading about, send them to me:

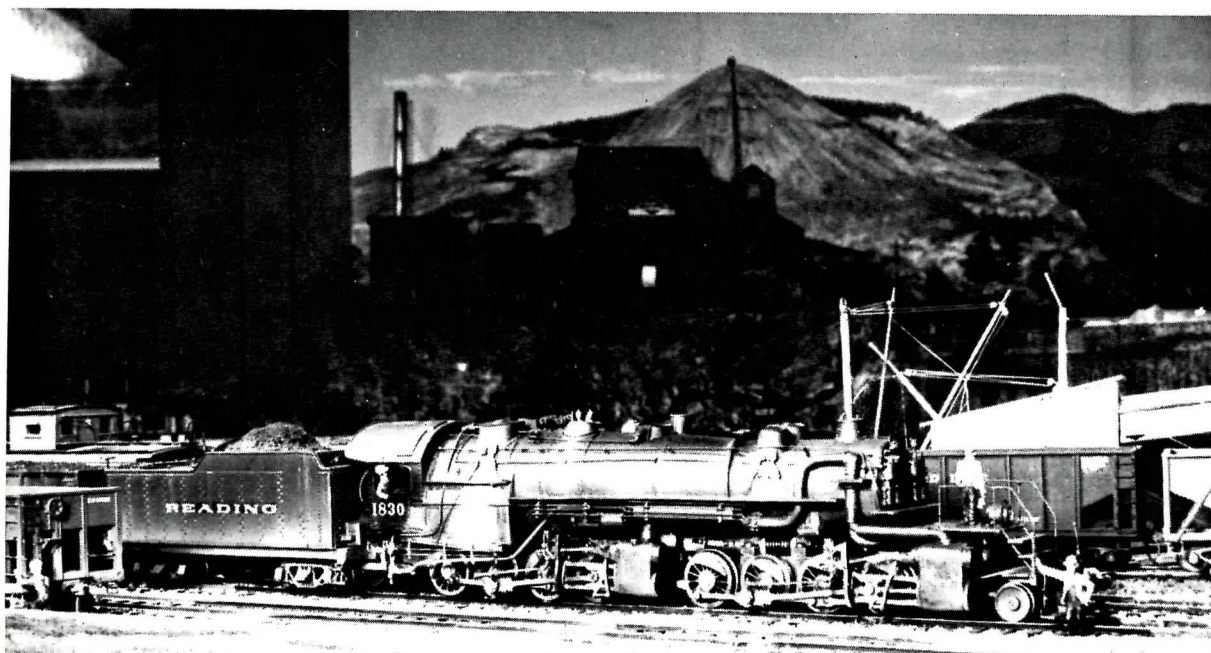
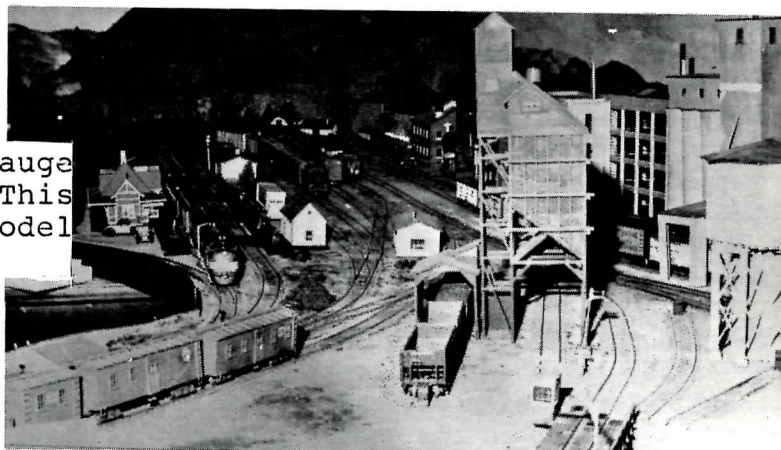
Lewis H. Rennig, Jr.  
33 S. 8th St.  
Coplay, PA 18037





## PICTURE SQUE

Two views of Tom Coughlin's S Gauge model railroad in Melrose, MA. This is one of the oldest existing model railroads in the country.



Reading N1-sd 2-8-8-0 poses in Lakeport Yard with some of its crew. To build her Frank Titman used an A.F. loco shell and plastic tube boiler with beer can stock to fill the taper between boilers.



## SCRATCH-BUILDING STEAM ENGINE MECHANISMS by Sam Powell

Once you have your plans worked out and your basic materials at hand, which include drivers, Rex bearings, motor, gears, cylinders, cross heads and guides, and 5/8" adjustable shelving standard stock, it is time to start making some marks on the frame itself.

Start with a piece of shelf standard stock about 6" longer than your engine frame. The shelf support stock will have slots on the face which were intended for shelf brackets to be inserted. You will need to work out the location of your main driver axles so that between each axle is some solid metal on the face of the shelving standard that can be drilled and tapped for 2-55 screws. This will put the shelf support slots more-or-less over each bearing with solid metal falling somewhere between each bearing.

Once you have worked out the location of each axle, lay the frame stock on your workbench, slotted side up, and scratch a line across the top on the center line of each axle. You will want to use a machinist square for this, as axles that are not parallel will lead to problems later. Extend these lines down each side and then across the bottom so that you have a line completely around the frame for each driver axle center line. You can use a sewing needle to mark with.

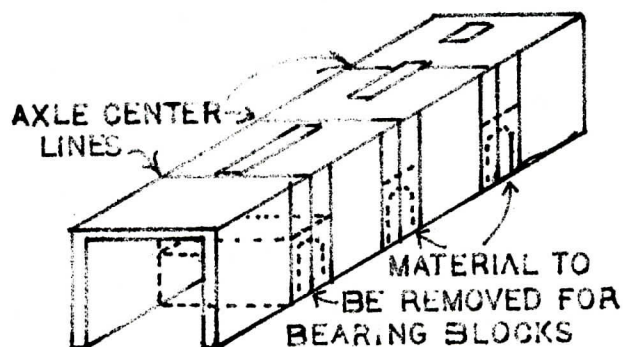
Your Rex bearings are slightly less than 1/4" wide and you will need to have them fit in a slot which you will cut, centered perfectly, on these lines. With your frame stock turned open side up, carefully measure 1/8" on each side of your center line and scratch additional marks, which will show you the front and back edge of each bearing block. Carry these marks vertically up the sides of the frame, but not across the top. With your frame again placed upright on your bench, place a bearing block open side down against the side of your frame stock and scratch a mark joining the front and back vertical lines across the top of the bearing block. See Figs.

You now have a picture of the material which must be removed for your bearing blocks to fit into. You can remove this material any way you wish, but I

choose to cut it away with a jewelers saw, cutting well inside the line and then using a small file to dress it down just to the line. Check it frequently with your bearing block lest you file away too much, making the block loose.

The initial lines you drew on the top of the frame are going to be used to transfer locations to your side rod stock now. Tape a piece of paper on your frame top and make a rubbing with a pencil. This will produce lines spaced the same as the holes in the side rods. Draw a lengthwise line at right angles to these marks. Rubber cement this to your side rod stock, which needs to be a strip of brass approximately .030" thick and 1/4" wide and long enough for 2 side rods. The lengthwise line on your stock will need to be centered on the side rod stock. Make a center punch dimple carefully on each intersection of driver axle centerlines and drill a small pilot hole for the crank pins. Mark these as to forward and backward and set them aside for now.

Once you have everything fit just so, epoxy these bearing blocks in place and set the assembly aside to dry. Next drill 2 holes for each axle down through the top of the frame and through the top of the bearing itself and tap for an 00-08 screw, just inboard from the edge by about 1/8". You will need to dress the exposed screw down on the inside bearing surface until it is smooth and doesn't bind on your drive axle. The purpose for these screws is both mechanical and electrical. Our epoxy is an insulator and we need current to pass from the axle through the bearing block into the frame.





The next job is to determine which axle will have our gear and cut the slot for it. The best operation results from placing the gears as near to the center axle as is possible. If the engine has a 3 or 5 axle configuration, then the center is easy to figure. If it is a 2 or 4 configuration, then there is no center. Where you place it will depend on if your engine has a trailing truck, the electric motor you are using, and how you intend to mount the worm gear. If you are using a precision can motor such as "micro-mo," you will need to mount the worm in its own bearings and run a drive shaft to the worm from the motor. There will need to be room for the motor and drive shaft in this event. The size of the drivers, size of the fire box, and subjective decisions, such as whether you want the motor to show in the cab or under the boiler, will determine which axle will be geared. In general, I prefer to put the gear on the second axle from the back unless the engine has 5 axles, in which case I will put it on number 3. In any event, you can cut the slot with your jewelers saw again, making it long enough and wide enough for your geared driver to fit in the slot for it.

Once you are this far you can put all of your drivers in place and roll it back and forth. Not too exciting yet, but it's a start.

Next make a retaining plate for the drivers. This will be a strip of brass wide enough to cover the open side of the frame stock and long enough to cover all of the axles plus about 8 or 10 scale feet. There will need to be a slot cut in this cover plate for the gear as well. Fasten it in place with long #2-56 machine screws for which you have drilled and tapped matching holes in the frame and the plate.

Now that your drivers and retainer plate are in place, you can handle your frame without the wheels falling out. The next trick is to fit the side rods. I find the best system of crank pins involves drilling out the crank pin hole in the driver to accept a piece of tubing, soldering that tubing in place, and then drilling and tapping the tubing for #1-72 or 0-80 machine screws with a washer under the head to retain the side rod.

The other alternatives are to use crank pins that are soldered screws or screws put through a short length of tubing. In any event, once you have determined the diameter of your crank pin, you can drill out the side rod holes to that diameter and fit them to the drivers. It is a good idea to check out the pilot holes against the frame and bearings before drilling to see if the spacing is correct. If the spacing is correct, when you place the front side rod hole over the front bearing to frame line, each successive hole should fall in the same spot on its bearing.

That's all for now. The next installment will cover working out binds, shaping the side rods, mounting the cylinders and crossheads, and making main piston rods.

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THANKS!

On January 6, 1984, the NASG ACF Covered Hoppers were picked up from Overland Models by a representative of the NASG Clearing House. This culminated a project begun in Oct. 1982 to bring to NASG's members a here-to-fore unavailable model, the prototype for which spanned an era of several decades. The goal was for the model to be common enough to fit on virtually any layout, yet unique enough to stand out as a showpiece. This car marks the first brass import in any scale by a model railroading organization and is also the first commercially available R-T-R model employing NASG Inc.'s S-4 standards.

As of January 6th, 72% of the production run was sold and, as you read this, over 100 of these covered hoppers will be rolling on S scale layouts in 22 states. The Clearing House Brass Car Committee of Mike Ferraro, Jim Kindraka, and Don Thompson wishes to thank NASG's BOT and the 48 individuals and two clubs whose support and initial orders made this entire project possible.

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REPORT ON THE UPCOMING  
NASG CONVENTION  
Buffalo, New York  
August 9-12, 1984  
by Lee McCarty

At long last the NASG Convention Committee has completed the details of the upcoming get-together in Buffalo and is now ready to tell all.

The Convention will be held at the Sheraton-Buffalo East at Exit #52 of the New York Thruway on the south-east side of Buffalo. It is one of the "plushest" hotels in New York, complete with indoor-outdoor pools; a large, three-story atrium in the hotel's center completed in a floral Hawaiian motif; and an award-winning restaurant and nightclub (don't worry, folks, within walking distance are McDonald's, Wendy's and Denny's). We have negotiated a flat fee of \$42.00 per night for the single or double rate, which is a real bargain for this hotel.

One thing, however. The hotel is very strict about the fact that they want the room reservations at least three weeks before the date of the convention. That means the last week in July, folks, not the day before the Convention starts! Wait until the last moment this time and you will be sleeping in your car, I assure you.

The Convention starts on Thursday at noon with an informal hospitality room for reunions and renewing old friendships. Later, a bus will take everyone to Darian Lake Amusement Area, the New York equivalent of Disney World.

Friday, the highlight of the afternoon will be a guided bus tour of the Niagara Falls area. We have rented beautiful, air-conditioned buses to take groups of fifty per bus around the Falls area to the many sights of one of the world's wonders. The price of your ticket is included in your registration fee, but we need to know ahead of time that you're going so we can get enough buses.

Friday night, of course, will be back in the hotel with a full evening of events scheduled. Tentatively we have

three clinics scheduled. Randy Sappo will present another "junk clinic" where he makes beautiful models with leftover odds and ends. Those who remember his first "junk clinic" in Cleveland know it may have been the greatest clinic of all time.

Another classic was Tom Barker's AF repair clinic at Syracuse. Tom is one of the foremost authorities on AF repair in the country. We don't know what he'll present at this time, but it's bound to be interesting.

Our third clinic will be presented by Messrs. Tom Boldt and Bud Rindfleisch. They will be ripping up more AF junk pieces to make new hi-rail and scale equipment. Of course the manufacturer's display will be in full swing on Friday night also.

On Saturday we will again go on the road for a ride on the Attica and Arcade Railroad and a tour of her yards and repair shops. If that doesn't sound good to the ladies, they can go on a sight-seeing tour of Buffalo.

Saturday night the awards banquet will be held in the floral terrace of the hotel. You will love the setting and the menu! Awards will be given to winners of the modeling contest (incidentally, there will be a \$1.00 per contest model rebate off your registration fee), S Gauger of the year, and manufacturer of the year, as well as other presentations.

Sunday there will be a full-fledged, all-gauge train flea market with over 150 dealers tables. This event will be heavily advertised and open to the public. Attendance should be in the thousands (yes, really!) and should give S Gauge some good publicity.

On Sunday night we will finally draw the convention to a close.

Costs of registration will be as follows:

|                             |         |
|-----------------------------|---------|
| Adult male NASG members     | \$25.00 |
| Adult male non-NASG members | \$28.00 |
| Wives and children          | \$15.00 |
| Unescorted adult females    | free    |



For an information packet, or to register, contact our registration chairman, Mike Udolph, at 1227 Eastbrook Drive, Ashland, OH 44804. His telephone number is 419-289-2508.

And there it is, folks, what you will find in Buffalo this year. We planned it as a vacation for the whole family, so join us for a most memorable weekend.

(such as that sold by Scale Coat for use on plastic models--it works great on brass also) and an old toothbrush and go to it. You'll be glad you did.

- Q. I am having trouble with dry transfer lettering. I follow all the directions but when I apply the lettering and lift the sheet away, paint lifts off along with the sheet. What am I doing wrong?

J.L.  
Maryland

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## QUERY JERRY

- Q. I have recently purchased several brass imported locomotives and cars. I wish to paint these as per prototype. These models have what appears to be a clear lacquer coating on them. Should I remove this coating prior to painting or can I paint over this coating?

R.T.  
Ohio

- A. While it is mostly a matter of personal preference, my experience has been that the coating should be removed. The reasons for this are too many and varied to go into in depth here, however, two stick out in my mind: One may be the incompatibility between the coating and the type of paint you are using. More importantly, though, is the consideration of metal preparation. Proper cleaning and mild etching of a metal surface prior to painting is essential for a good, long lasting paint job. The coating would prevent this from occurring. Any modification you do to your brass model to make it more like a specific piece will also require removal of this coating.

If all you wish to do is to put your brass model on display without painting it, leave your coating on. If you have any desire to paint or modify your piece, be it a car or a locomotive, removal of the coating should be considered mandatory. Use lacquer thinner or a liquid paint remover

- A. If you have prepared the painting surface correctly and allowed enough time for the paint to set, you aren't doing anything wrong, but the atmosphere may well be the culprit. Humidity can affect not only the joints of your fingers but the manner in which paint and dry transfers adhere to these surfaces. Hanging damp cloths around your painting area will keep dust off the surface you are painting and I have found it also helps keep the temperature in your painting area more constant while in use. Use of a high intensity lamp over what you are decaling or dry transfer lettering will prevent moisture build-up on the surface and should prevent your dry transfer lettering from lifting itself and/or the paint from the surface. The key word is dry. Keeping fingers, no matter how dry you think they are, off the surface is an absolute must. Use a clean pair of linen gloves while handling any surface prior to, and after painting until you have put your finish coat on.

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.

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### DEADLINE NOTICE

The deadline for material for the Spring '84 issue of the DISPATCH is April 15, 1984.



# TRADE NEWS AND VIEWS

by Don Thompson

**AMERICAN MODELS** (22055 W. Brandon, Farmington Hills, MI 48024) has started receiving from Switzerland the following track works: #4 L or R turnout \$12.95; #5 13.50; #6 \$13.95; #8 \$14.95; cvd. turnouts 28/38" radii \$14.95; 40/50" \$14.95; 9-1/2° crossing \$15.95; 19° \$15.50; 30° \$14.95; 45° \$14.95; 90° \$15.50 and a #6 double slip turnout \$34.95. These are gauged to allow both NASG and NMRA gauged wheelsets to run. They are ready to spike, and include templates and pre-cut, pre-stained ties. These turnouts and crossings are in addition to the RTR #6 turnouts made by Shinohara of Japan that Ron distributes. They are priced at \$13.95, are code 100 NS rail and match Tomalco 3' Flex track like the other turnouts and crossings that Ron has imported.

Tooling on the 5 passenger cars for the Great Northern "Empire Builder" is proceeding with the die for the 48 passenger day-night coach ready for test injections. The other cars in the series are the 4 bedroom, 16 duplex roomette sleeper (built by Pullman-Standard like a coach), Baggage-dormitory car, Observation-Lounge car with roomettes and bar (both built by American Car and Foundry) and the Vista-Dome Coach (built by Budd). Except for the fluted roofed dome car these have smooth roofs and sides.

**C-D-S** (Box 2003, Sta. D, Ottawa, Ontario, Canada K1P 5W3) has listed the following new "S" dry transfer sets in their most recent 8 page price list: #293 CN Airslide covered hopper; #290 CP diesel switcher; #297 CP road-switcher; #298 CP cab unit; #299 CPP RAIL road-switcher; #300 CP stainless steel passenger cars; #301 CP RAIL stainless steel passenger cars; #302 DRG&W NG steam engine; #305 DRG&W coach and palace car (gold, yellow or white); #306 DRG&W Postal/baggage/combine (gold, yellow, or white); #294 LV Airslide covered hopper; #304 Montreal & Atlantic 36' boxcar; #307 PRR K-7a stock car; #308 PRR X-23 boxcar; #309 PRR X-25a boxcar; #310 PRR X-26 boxcar; #311 PRR X-28 door-and-a-half autobox; #312 PRR X-29 boxcar; #313 PRR X-31 autobox;

#292 VIA ex-CP stainless steel passenger car; and #291 Toronto Transportation Commission streetcar for PCC and Witt.

**DIRECTORY OF MODEL RAILROAD SCALE DRAWINGS** by George Cummings, published by WMS-II Marketing (4928 N. Frace St., Tacoma, WA 98407) 87 pages; \$5.95 plus \$1.00 shipping. This is a computer generated list of over 2,200 drawings listed by prototype, railroad source (30 different publications), scale and gauge, with a brief description of each. It is updated with "The Plan Finder", a bi-monthly newsletter with recent publication additions, commercial drawings, historical/technical societies and a summary at the end of the year. All this and more for \$9.00 per year or \$17.00 for two, first class postage included.

**HOQUAT HOBBIES** (PO Box 253, Dunellen, NJ 08812) has available their new 1984 "S" SCALE catalog. It is 20% bigger than last year's, with over 50 manufacturers listed. The price of this 52 page encyclopedia of what's available in "S" is \$3.00. For \$1.00 extra you can also get 5 issues of Jeff's bi-monthly newsletter. They have received two new reefer sides from Gene Walp, the CNEW yellow and green striped wooden reefer and the PFE (orange) SP/UP wooden ventilated reefer side. Price is \$2.00 each.

**LOCOMOTIVE WORKSHOP** (Box 211, B 1 RFD 3, Englishtown, NJ 07726) has sold its complete inventory of "S" scale kits to Jeff Wilson of Hoquat Hobbies (PO Box 253, Dunellen, NJ 08812).

**NASG CLEARING HOUSE** (c/o Mike Ferraro, 141-B Gordon Rd., Matawan, NJ 07747) has received both versions of the ACF two-bay outside-braced covered hopper (phase II and III). Less than twenty of each version are left for sale. The price is still \$85.00 each (\$95.00 for non-NASG members); include \$3.50 each for shipping and handling. As of May 1st the prices will be increased to \$90.00 each (\$100 for non-members).

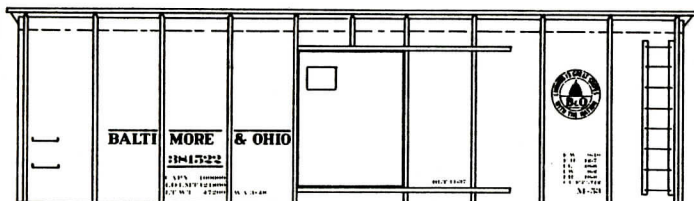




NASG Slide Show (c/o Tom Nimelli, 38564 French Creek Road, Avon, OH 44011) is now available to NASG members to show at meetings and for other modeling events. The show includes slides of S Scale layouts such as Sam Powell, Stan Stockrocke, Dick Cataldi, Jesse Bennett, etc. and pictures taken by Vic Roseman. There is no charge except for U.P.S. postage back to Tom. Reserve now for dates in 1984.

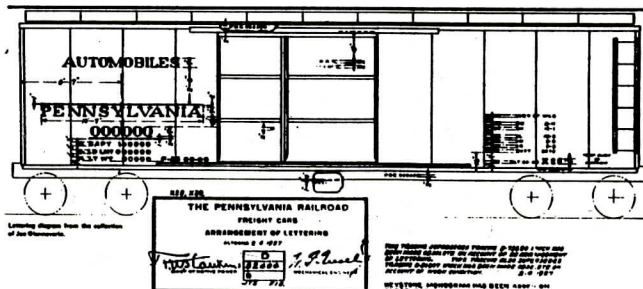
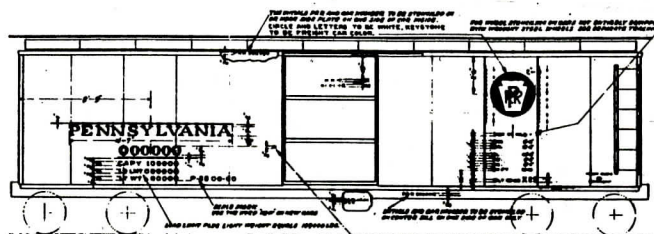
ORIENTAL MODELS (4001 N. St. Joseph Ave., Evansville, IN 47712) is now taking reservations on the NW-2 and Twentieth Century Limited Passenger cars (1947 version). We are told that Oriental does not price models until after they are produced and brought into the U.S. Only 20 of each type of NW-2's will be produced. Half of the production run is now sold out. If you have an interest in one of these, contact your dealer now.

OVERLAND (RR 12, Box 445, Muncie, IN 47302) now has E-units in stock. These are reported to be the best running of the Overland models. They are also taking reservations on the 12-1 Pullman (due April), the M53 (flat door) and M53a (corrugated door) round top boxcar (due March), and the UP turbine. A green light has been given to the S.P. 4-8-4 GS-4 Daylight. The delivery date of these steam engines is expected to be April. These can still be reserved. No news on the PRR H-30 and H-32 covered hopper.



PBL (PO Box 749, Chama, NM 87520) is now taking reservations on the DRG&W SN3 K-36 Mike. Two distinct versions will be offered, both priced at \$750. They still have 3 Westside Lumber #12 standard gauge Shays left at \$595 each. They are now planning their next "S" standard gauge steam engine, the B&O 2-8-0/0-8-0 with blind center drivers and flanges for operation on both scale and flyer track, switches and curves, with provisions to mount a Kadee "S/On3" or A.F. coupler.

TRAIN STUFF (2821 Asbury Ave., Wayside, NJ 07712) has released #24917 Railbox 50'6" outside braced steel boxcar (ACF version). The price for this kit is \$14.95 and includes decals by Walthers. This is different from the #24901 Railbox (P-S) which had a straight side sill. Wayne is now working on patterns for 4 new freight car kits. Two PRR kits will be the X-29 boxcar (flat ends) and the X-28 Autobox (door-and-a-half). Also, both the single and double sheathed 1925



AAR 40' wood boxcar kits are being made. All kits will have cast styrene sides, roofs and ends, with wooden floors. Prices and due date to be announced.

TRIANGLE SCALE MODELS (PO Box 8483, Long Beach, CA 90808) has taken over Village Depot models. They now have most of the parts and kits for sale.

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.

WARNING---on Mid America Models. One of our members has filed a postal complaint after 2 years of fruitless effort to get them to send the loco he has paid for. If any of you have a similar problem, please contact Rollie Mercier who will coordinate complaints for a concerted effort to retrieve members' money.



## READERS REPLY

Dear Elaine,

I wonder if we could have a listing of S Clubs and their secretaries (and geographical and interest areas) in each issue. A one or two page feature on a club every now and then might be interesting. A picture of the members and maybe a picture of layouts could be included. Of primary value would be a story of the club history, major milestones, how the club operates, description of one or two recent meetings, etc.

Dick Cataldi

This is a great idea, Dick, and recently your editors have begun to think along the same lines. We currently have planned an extensive feature article on one of the most active S Gauge clubs. What we really need is someone to edit this section of the DISPATCH and handle all news relating to the activities of the many fine S Gauge clubs across the country. Are there any volunteers out there?

Dear Elaine,

Although I've been a long time S Gauger, I've only recently joined the NASG. My question is how many back issues of the NASG DISPATCH are still available? I'd like to get a complete set, if possible, for reference and with you being the editor, I figured you could be the most help. Let me know the cost and availability when time permits.

Thanks for your help.

Allan Ruffolo

Your question is a good one, Allan, and one that others recently have asked. For anyone wishing back copies of the DISPATCH, send a note to Walt Danylak, whose address is on our masthead, requesting the issues you want.

To the Members of the NASG:

I am writing this letter on behalf of the entire NASG Board of Directors to you, the membership. During the past year's elections of NASG officers, an event occurred which could have disrupted the fair election process and cast some doubts as to the credibility of the election as a whole.

That "event" was a leaflet supporting certain candidates for election that was distributed to some, but certainly not all, of the NASG membership. It was written on deep blue stationery.

Now there is certainly nothing wrong with supporting a candidate you like with a "vote for" leaflet: in fact, our elections in the past have been rather dull without them. However, this leaflet led some people to believe that it had come from the B.O.T. itself because the senders failed to identify themselves anywhere in the document.

Fortunately, the leaflets were distributed almost two weeks after the ballots went out and had been returned, so no damage to the election itself was done.

The point has to be made, though, that the NASG Board of Directors has the responsibility of protecting the corporation from the unauthorized use of its name, either real or implied. If a member wishes to address the membership on his own through direct mailings, it is his right as a member to do so; but please identify yourself clearly somewhere in the document.

We have discussed this matter with the people responsible for the leaflet and they have agreed to clear any future items first through the NASG election committee.

You are strongly urged to fully support the candidate of your choice. But let's all follow a few simple guidelines and make it a fair election for everyone.

"S"incerely,

Lee McCarty  
Executive Vice President