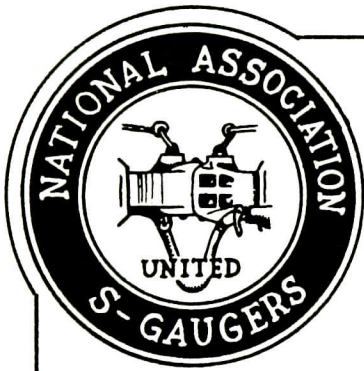
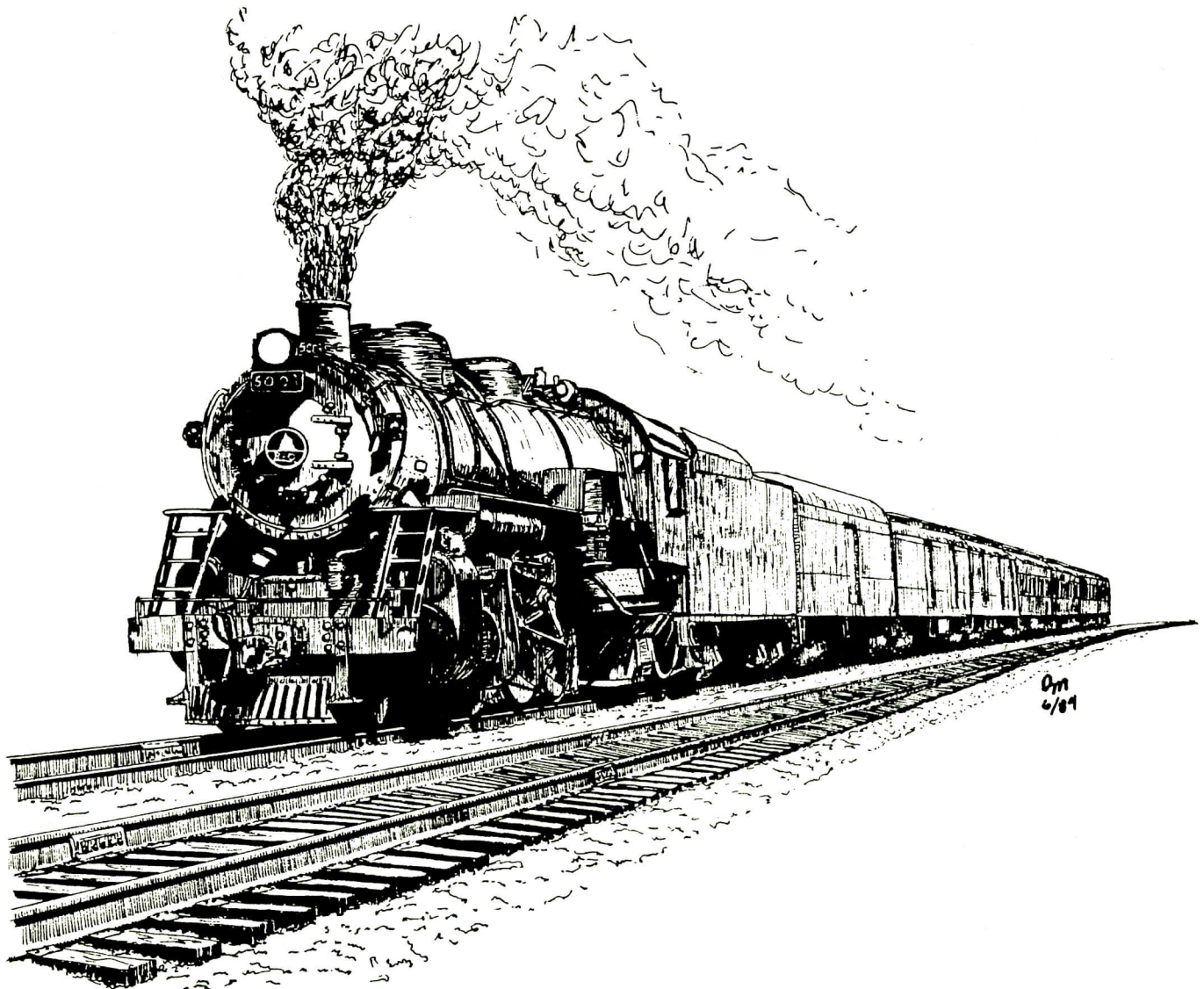




DISPATCH

Volume 7, Number 3

Summer 1984



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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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PRESIDENT'S MESSAGE

by Rollie Mercier

Each year, at the National Convention, an award is made in the memory of Bernard Thomas. The recipient is so honored for his (or their) accomplishments as well as a substantial contribution towards the furthering of the gauge and the Association. The honor carries with it a token of the Association's esteem, but more so a permanent membership among an elite group of S Gaugers.

The selection of the person(s) to be so honored began with a general ballot published in the HERALD, but upon its demise, the Board of Trustees took up the task. Over the intervening years, the Board has selected the recipients from a list of names circulated among the Trustees. This year, however, the honor of proposing the nominee was made by a committee comprising the current holders of the Bernie Thomas Memorial Award. The BOT ratified their suggestion and, as always the NASG Convention is the occasion for the presentation of the award.

There is more to this award than a free membership and a plaque. It carries with it an obligation on the part of the recipients to continue their good work with even more zeal with an ever present reminder that they are a living memorial to another great S Gauger. The accomplishments that Bernie made prior to his death may not seem as large to us today as those noble deeds performed by current holders of this award. Nor would it appear that other S Gaugers have not achieved more than enough to receive this honor. What then, is the purpose of honoring this man, long since dead, other than as a nostalgic remembrance?

Bernie was an S Gauger in a time when there weren't many. There were few kits, no track, a couple of locomotives, and no NASG. The S GAUGE HERALD was small and the S GAUGIAN a fledgling publication. Bernie saw the need for communication and ran a series of Circuit Letters in order that S Gaugers could contact and keep in touch with other S Gaugers all over the country.

He wrote articles on how to convert AF to scale and gave tips on useful items from other gauges. He promoted S Gauge at NMRA meets. He did all these things when there were few others to help, and not many people were listening. But he never gave up and at the time of his death, S Gauge was being reborn.

Bernie never saw the fruits of his labors--two magazines, a flurry of cars and locomotives, the nucleus of our great organization. All these things and more were helped into existence by the man we honor every year by appointing a living memorial in his name.

So, as we look back at Bernie's accomplishments, we must remember that his was one of Olympic proportion. He carried the torch that lit the way for S Gaugers to find each other. We, in turn, must keep this torch burning and light the way for others to come along with us.

Thus we honor Bernie and those are the reasons for it. We hope you will all join with us in congratulating this year's "Living Memorial" and as the torch passes to new hands, remember Bernie.

DETAILS, DETAILS, DETAILS

by Lewis Rennig, Jr.

The amount of variety in a project is often determined by the number of different parts available commercially. Items sold for other scales can often be used for S scale projects. However, one item which is almost impossible to cross scale and that is found on nearly every project is a door. Every structure has at least one, yet the number available to us is very limited.

In this article I am going to describe a quick and easy way to make a three-raised panel door with a two pane window. The technique is easy and can be adapted to make any type door required on your project. The technique cannot be used if you are planning any interior detailing because the door is being built from the inside. However, after you add window shades and curtains to the interior, the inside of

the building will be hidden anyway. The advantage of this technique is its ease and speed of construction.

I generally work with 1/16" thick siding material, which is close to a real wall thickness. Build the doors before gluing the walls together. This will save much time and trouble. Begin by cutting the door opening. Most outside doors are 32" or 36" wide, although they may be as small as 28" in size in very old homes. Door height should be 6'8", in most residences. Commercial and industrial office doors may be higher. Cut an opening 1-1/16" high and 11/16" wide. This will give enough room for the door jamb. The next step is to cut the door from a piece of 1/32" stock. The door must be made about 3/8" larger than the opening. Mark and cut the window opening 15/32" x 17/32". Start the window cut about 3/16" from the top of the door material. Then glue in a 1/32" square piece to form the two windows. Glue the door to the rear of the wall, being careful to center it in the opening and keeping the window opening 7/64" from the top of the door cut-out. The door jamb is cut from 1/16" square stock, then glued into the door opening. Cut and fit the 3/64 x 1/32 pieces and glue to the door. At this point you have made a 3-panel door. If you want a fancier door the next step is to make the raised panels, if not skip the next step. These panels are very simple to make. Simply cut the required lengths from 5/32" x 1/32" wood. Sand the edges to a bevel and put in place. The only thing remaining is to add a pin for a door knob and glue the glass behind the door. Don't forget to add a window shade and curtains as a finishing touch.

Doors are the focal point on many buildings and you may want to try one with an oval window using the same method. The trim for the oval window is a piece of soft copper or brass wire bent to shape and nicked with a file to give it a more distinguished look. Using these techniques for doors will give you an unlimited range of interesting entrances.

HOW TO BUILD AN S GAUGE CLUB

or

How To Find Hundreds Of Friends
With The Same Crazy Hobby
(continued)

by Tom Nimelli

So, now, you say OK, that is where the people come from, but what do you do with them now? First of all, keep all your members well informed. When your group is small this can be done on the telephone, but as you grow you will find that your phone bills are growing also, to gigantic proportions. This is the time to think about a newsletter. A newsletter does two things: it keeps members informed and gives them something for their dues. But a newsletter does require a couple of things, one, a pencil, and two, a little time. You can start out with a handwritten letter copied on your closest Xerox machine. As long as it is readable, your messages will get through. As you grow you may want to upgrade your newsletter, somewhat. To do this, go talk to a local quick print shop or maybe you will be lucky and find a printer in your own group. The printer will probably tell you that to put a letter in print you need one thing called camera-ready copy. This is a clean black and white copy of your letter. You don't need any expert typists--you can use correction fluid or even paste new copy over a line to be changed and get away with it. Most shops will guide you through your first few. You can use line drawings with quick print copying, but no photographs. Press-on letters for headlines can add a real professional touch. Cleanliness and readability make your newsletter useful to your members.

The CVSGA newsletter now contains a number of columns including "The President's Corner", "From Under the Layout" (that's the VPs spot), and secretary's minutes from the last meeting. We run a column listing coming train meets and rail fan happenings, and two columns on modeling and layouts. These contain ideas from club members on how they did certain projects and solved problems. One of these is called "The Tin Plater"; it is strictly for and about Flyer. You won't hear about anything

else in this column. The other column is called "Secrets of the CVSGA" and contains ideas that relate to scale trains, buildings, track work, etc. These two columns can be written by any club member with an idea to share. However, if a member does not want to personally write the article, one newsletter "staff writer" will write up the idea giving full credit for it to the contributing member.

The train meet listing is made up from flyers picked up at previous meets, and also schedules in The Model Railroader and Model Railroad Craftsman, and any other publication available. It really is amazing how many people do not look at these magazine resources to find shows, etc. Rail fan events are picked up from these same types of sources along with newspapers, and the ever watchful eye of members.

Once these columns are written and typed up, we have our newsletter printed/copied. We are fortunate to have Mike Graham and Bill Geracci to give our letter a professional look, but if you don't have any people like this available, check your area for a good deal. You should be able to find a quick print shop that is quite cheap. If you are near a major metropolitan area, you may find the downtown shops cheaper than those in the suburbs. Look around. It may be well worth the extra effort to find one shop that is considerably cheaper than the rest.

At this point we fold the letter in half, put one staple in and maybe tape the ends to keep it together. We put on the required postage and try to mail it at least four days before the meeting.

Certainly as important as the newsletter is, we could not exist without monthly meetings. Set a regular time and day of the month for your meetings so members don't lose track of them and can plan ahead. We hold our meetings at a different members' home each month. Hosts are volunteers and a plate is passed to help pay for refreshments. Moving the meeting around enables us to see a variety of collections and layouts. It also helps to

equalize the mileage for members. One month a person may have to drive 40 miles, the next month only 2 miles.

Having a meeting in your home for a club that boasts 125 plus members may not sound like fun, but it can be, honest! Besides, realistically, not everyone attends every meeting. We average 30 to 35 guys at a meeting, with about half who are steady regulars and half varying from month to month depending on location. The variety of people really makes things interesting.

It seems someone always is bringing something new to show or maybe swap at every meeting. We have held seminars on scratch building, had slide shows of prototypes, seen many terrific collections, and just plain had loads of fun running trains at each meeting.

During the summer we have gone on at least one mainline steam trip together--some riding the train, others chasing, but always car pooling to keep the cost down and have more fun. We have even helped to fund raise for the Cuyahoga Valley Line (a real steam line) to help keep these full-sized steam trains running in our area. The money we helped raise was used to re-upholster two Pullman cars. How about that for a switch, the S Gaugers helping the 1 to 1 scalers! After all, it is all modeling whether you keep it in the basement or on a rented stall in the roundhouse.

We also have an annual Christmas party that always proves to be fun. Summer is filled with NASG conventions, of course, and we try to get a family picnic, too.

Along with our variety of meetings, we attend a large number of train meets. Right now shows seem to be very abundant, almost too good to be true. In the last year or so we have taken our portable layout to about 10 shows. This may sound like a lot of work, but you have to remember we have a lot of people to draw on. No one goes to any more shows than he really wants to attend! We never seem to lack manpower to run the layout.

We have benefited as a club and individually by attending these shows. We receive donations at virtually every show we attend for our club treasury--the show managers have realized our drawing power and worth. Members who help set up benefit because they can browse the dealers goods before the general public arrives. Bargains are often found at this time.

I believe that our layout is truly portable and this makes attending these shows much more attractive. It is not built to any module type standards, but it has been proven to be durable and reasonably attractive. We can set it up in 45 minutes and take it down in 30 minutes. These times are from parking lot to running trains, quite literally, and honestly are not exaggerated. The layout can be put together with one adult and one medium-sized child, if necessary. Often at shopping mall shows, the television camera crews have sought us out because of the smoking engines and sound that comes from the old AF engines. We always seem to have a crowd.

As surprising as it may seem, we have not had any trouble with the public damaging or stealing our set ups. We have even had members bring brass engines to run on the layout. The new EMD E7, A and B units sure make the HO guys look twice.

We usually receive a table or two for the members to use to sell or trade items while they are helping run the layout. This is another benefit of working at these meets.

Public meets also afford us an opportunity to help our hobby by stressing that it is a hobby and not an investment. I try to make people realize that if you decide to leave the hobby, you can usually get your money back out of your collection, but not to expect a fat profit. I hope this way to avoid the person who is not a hobbyist, but is rather a speculator. I believe that speculators can only hurt and discourage the S gauge hobby as a whole.

One last benefit that our club offers that I believe helps maintain memberships is discounts. We stay

friendly with dealers and have managed to convince a few to give our members a percentage discount. Our large group also enables us to purchase in quantity from dealers and obtain good prices that way.

Our organization is loosely held together by some very strong leaders. The meetings are kept fairly informal and open. Participation is encouraged but will never be demanded. We seem to have enough help when we need it, and usually more than enough.

The fact that we are well organized, but still an informal group, says a lot for our current President, Lee McCarty. He is a person with exceptional skills. He knows how to get things done and have fun doing them. Josh Seltzer also is always there to lend a helping hand. Of course, he always wants it to look real, in other words, Scale. Our club is made up of Scalers, Narrow Gaugers, and out and out AC Gilbert Tin Platers. So right from the start, we could have the old battle lines drawn between the Scalers and the Tin Platers. These are the lines that have been tearing the S Gauge world apart for years. But, somehow, the CVSGA has been able to avoid the fatal battle and stay together and grow.

Myself, I like scale with all the fine details and modeling efforts that go into a fine model. I enjoy modeling. But, on the other hand, the pleasure I get from watching the Flyer trains running, having my children load coal and logs, is something that I do not get in Scale. I immensely enjoy taking my childhood trains out of the box and running them again. And finding a special car at a flea market that Santa never got around to bringing can be a special treat.

I think we need an overall attitude toward all model railroaders to respect whatever gauge they choose. I believe that the CVSGA has this attitude. We share and help each other; we don't tear each other apart. We participate in NMRA activities in the three active divisions around us. This has added members to our roster and more expertise. I have even given The NASG Slide

Show at NMRA meetings. We have gained a lot of respect for our clubs' members modeling skills and our S gauge by co-operating with these other organizations and not fighting with them.

Now, I am not trying to tell you that everything always goes smooth and we are always wonderfully agreeable. We have problems, like any organization. We disagree, but we also try to settle our disagreements before they get too big. A little disagreement is normal and helpful at times. And it certainly serves to keep the officers on their toes and the members coming to the meetings.

I guess that putting together a club and keeping it running involves a lot of communication, visibility, and sharing. We work together and share information freely among members. We try to be positive in our attitude that S Gauge will continue to grow. And don't forget to include kids in your activities. They may be the ones who manufacture just the one piece that you have always wanted, someday in the future.

If anyone wants brochures, or information on our portable layout, or the NASG Slide Show, write or call.

THE COVER

STANDARD RAILROADING--B&O STYLE

The Baltimore and Ohio never quite achieved the flash and panache of the steel fleets of the rival Pennsylvania and New York Central roads. Aside from a few bright stars like the Capitol Limited and Royal Blue, B&O passenger trains tended towards the maids of all work. Mail and express often seemed as important as passengers. But B&O trains had their own comfortable style in the post-World War Two era. Shades of blue and grey relieved the standard Pullman green paint. Even a few locomotives were streamlined. But the doughty P-1c Pacifics continued to roll up the miles, as witness No. 5003 churning up the track in a near-timeless scene of "Standard Railroading".

Deane Mellander

RAIL JOINERS

News of Local S Gauge Clubs

by Silas Kayle

I'm impressed! There is a lot going on out there. Many thanks to the six groups that sent in their survey sheets. In fact, because of the excellent reporting by Bill Krause, in this issue we will do a feature on the "Connecticut S Gauger".

In Bill's own words we have this thumbnail sketch of the club's background: "Shortly after I retired in March '82, I decided to find other S gaugers in Connecticut and nearby N.Y. to form a group. So, I started with an ad in the S Gaugian. I was surprised to receive an initial response of about ten. Many of these however, were interested in collecting AF and not running or building "S" trains.

"Nevertheless, I continued to hold meetings at my home and operate my unfinished layout on a monthly basis. Also, I insisted during each session to have everyone sit down for a "show and tell" session, so each attendee would have an opportunity to tell the others what he or she was doing in "S" or ask the group for help on any problem they had. This was my way of having each meeting purposeful and keeping interest in the membership. Now everyone has come around to the idea and looks forward to these sessions.

"Since then, many faces have come and gone, but our group has grown to a solid base of thirteen members including one woman who attends every meeting. At present, we have three members who have scale operating layouts with the hope that at least two more members will start building theirs. Also, we are starting to meet in each others homes for a change of pace. As indicated, we are planning on building modular sections that can be assembled in the homes of members without layouts. The modular idea was also suggested as a way for each member to feel each had a stake in the total club effort. The Cuyahoga Valley S Gaugers idea of .148 NS rail with "through" type switches that can handle "AF" and "Scale" equipment seems to be the direction our group should go.

"I can relate one experience that should be passed on to anyone trying to organize an "S" club: Almost all newcomers are tinplaters, owning some AF equipment. While three of our members and myself are interested in scale, our club can only grow by attracting and nurturing tinplaters. I note with interest that Cuyahoga Valley's growth success is based on the same basis. I know my scale members are sometimes disappointed when I try to encourage tinplaters but I tell each "that's really how we got started so let's encourage it." I really believe many will eventually go toward scale after they have been with us awhile.

"At the present we haven't gotten around to charging dues or having any formal organization. I intend to get that started in 1985 when I think our group has gelled and has established a pattern of operations. I like the suggestions presented by Tom Nimelli in the latest issue of Dispatch."

Thanks Bill, sounds like you're a fine example of someone who doesn't wait around for someone else to do the job.

Now onto our reports on other club activities:

DELAWARE VALLEY S GAUGERS

Frank Titman reports that "Thousands of people attended the Spring Thaw Train Meet at the Allentown fairgrounds AG Hall on February 26th where the Delaware Valley S Gaugers had several tables. These were utilized for selling Lehigh Valley Models and the club's unwanted items.

Afterwards the club meeting was hosted by Lewis Rennig where a slide clinic was shown on bending back drop scenery. After years of doing a good job, Matt Lacko resigned as Executive-Recording Secretary and Tom O'Connor was unanimously elected to fill this office.

Due to his heavy work schedule, Matt Lacko canceled the open house type Secret Project meeting of April 29th and it simply became a Delaware Valley S Gaugers affair. Among some of the secret projects were a completely detailed engine house by Bill Fraley; an express reefer by Sy Behrens; a photo showing the completion of Bert Mahr's city of Shermanton with all its myriad details; two narrow gauge EBT hopper cars converted from HO Athearn bodies by Tom Kroll; narrow gauge M.O.W. equipment by Luther Stephens; an article on how to mount Kadees in your brass diesels by Dave Bailey; and a Reading 2-8-0 camelback locomotive by Frank Titman.

The May meeting of the DVSG was held at the residence of Barry Mertz on the 20th. Bill Fraley, Tom O'Connor, Frank Titman and Barry Mertz, each having Lehigh Valley Model's 110sa 2-8-0 Locomotives, decided to hold a meet of their own and Barry's basement layout reverberated with the sound units in several of the locos. Pushers and double headers were a common sight. Dave Bailey displayed his Overland Model brass B&O round roof box car and Luther Stevens tried out a Peter-Bilt 3 truck Shay he painted and we then viewed on TV about building structures while food and beverages were consumed.

At the business meeting, Matt Lacko announced that the long awaited modular layout plans were finalized and at the June meeting they will be in each members' possession. The New Jersey club has invited the DVSG to a modular meet in Nov. so everyone is anxious to get their units built for this event.

A number of Nimco wood sheathed box and reefer car kits were for sale at \$6.00 each. These were excess kits that Wallace Collins, former Herald Publisher decided to sell. If anyone is interested, please contact Frank Titman, 1225 N. Arch St., Allentown, PA 18104 (215-432-3909).

BRISTOL S GAUGE RAILROADERS

Bob Brown reported on the meeting at Tom Coughlin's home. Tom's model work and smooth running RR were admired by all and then they got down to business. In addition to the usual discussions about the upcoming events and new models on the market, the club had a talk by Bob Beck on "Where S Gauge is Going". An interesting statistic he brought forth was that there are about 350 buying S Gaugers. Would you be counted as one? Two new members, Doug Peck and Tom Doane, were welcomed.

SOUTHEASTERN MICHIGAN S GAUGERS The club is quite proud of its ever improving new modular RR. Workers on this project that were singled out for their contributions were Gordon Gill, Gordon Michael, Dan Navarre, Tom Hawley, Dave, and James Held. The setup at the NCR convention in Plymouth was very well received.

Some beautiful equipment was also seen including new equipment:

NYC sico RSD's. Jim Kindraka
B&O EMD E3 S unit. Tom Hawley
B&O EMD E6 A&B units. Gaylord G'ill
KB & RR 2-8-0. Dan Navarre
Steeple cab Electric. Roger Jensen
2-4-0. Bob Stelmach
Streamline B&O coach. Jim Kindraka
Early 1900 Coach & Comb. R. Gabryszewski
SOO Line Box. Jim Kindraka

The modular R.R. includes a yard and holding tracks, a smooth S curve, and a street car line by Roger Jensen.

The group owns the corner modules and is rebuilding a trailer just to haul them and various storage boxes. Dan Navarre and Sy Flieschman reporting.

STATE-LINE "S" GAUGERS Paul and Vara Geerts hosted the April meeting and Terry and Carol Dyer hosted the March meeting.

The club auctioned off some donated calendars and 1984 Rail Photos to fatten up their treasury. They made their presence known at the Cherryvale Mall with their annual participation in that Model Railroad show. The club also conducted an antique train and toy auction for member Juke Elmer raising over \$5,500 and added \$136.23 to the club's treasury. But this group does a lot more than raise money, the club also is a major part of the Model Railroad show at Rockton, Ill. and had a family picnic in August.

INLAND EMPIRE S GAUGERS ASSOCIATION OF THE PACIFIC NORTHWEST Mike Carver reported in two of their newsletters on a 7190 mile tour he took recently on AMTRACK. It was a very positive experience with trains running on time, clean equipment, and excellent service.

AF operator Del Wallat hosted the club in April. Bob Beshore reports finding a Hot Wheels Mustang at a K-Mart that is close to S scale. Also he reports a Matchbox Dodge Caravan, Dodge Daytona Turbo F were found at Toys "R" Us. An 87 Firebird by Ertl from the Replica Series (all 36 in 1/64 scale) was found at Albertsons Supermarket. AHM has a "HO" lower Quadrant semaphore that is about right for S for \$6.50. This group held their annual "S"ecret project meeting at a restaurant with spouses, and guests, door prizes, entertainment, and installation of new officers (not necessarily in that order).

PINE AND PRAIRIES S SCALE WORKSHOP Ted Larson reports: "Our second annual Spring Fling was held May 5 at Ken Zieska's home. Special events included a scenery building workshop; a new product re-

view featuring the new Shinohara and American Models switches, and a sneak preview of American Models new passenger car; a weathering clinic; Soo Line slides by guest Mike Daniels of the Soo Line Historical Society; a visit from Illinois by Art Doty, who brought some special items from his AF collection; the break-in run of John Kromhout's scratchbuilt GN Challenger; a visit

from the owner of Scale Model Supplies, Roger Gardner, our local S-Scale supplier; and operation on Ken Zieska's 12" per foot backyard module by the Soo Line. We had a good time."

CUYAHOGA VALLEY S GAUGE ASSOCIATION The second modular layout in the last issue of Dispatch should be operational by the time you read this. Josh Seltzer donated his garage for the track laying. The

novices are encouraged to work as much as the experienced members. Don Fick selected foolproof electrical connectors. I wonder if those will be standardized someday. Somehow this rather large group manages to meet in houses still. For example 31 members gathered at Lee's recently. The original layout will be sold by bidding from the members. This club has numerous activities sometimes concurrently because of their size.

This club, as well as several others, reported seeing American Models test casting for the new passenger cars. It received high praise from all groups, and nearly everyone commented on the Talgo style couplers.

That's news from some of the groups, but I know there are more out there. Even if you don't want to send out a newsletter after every meeting please look back in the spring '84 issue of the DISPATCH for the survey form. Fill it in and help me complete a record of which groups exist. Thanks.

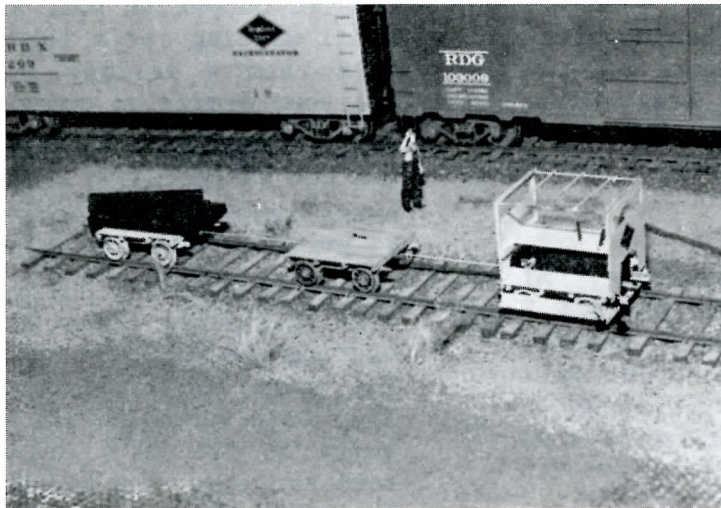
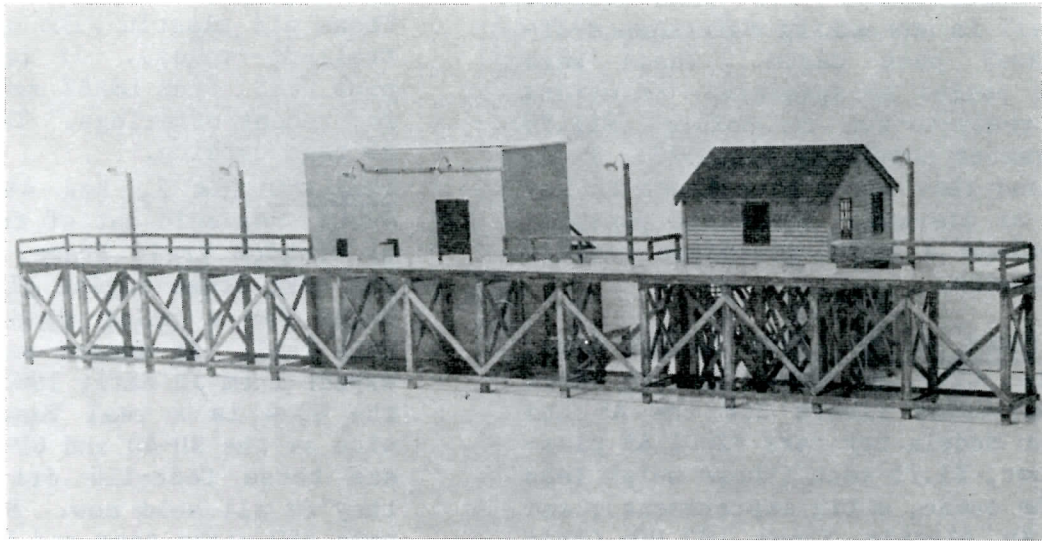
'S'LONG -- S. Kayle

TRADE NEWS AND VIEWS

by Don Thompson

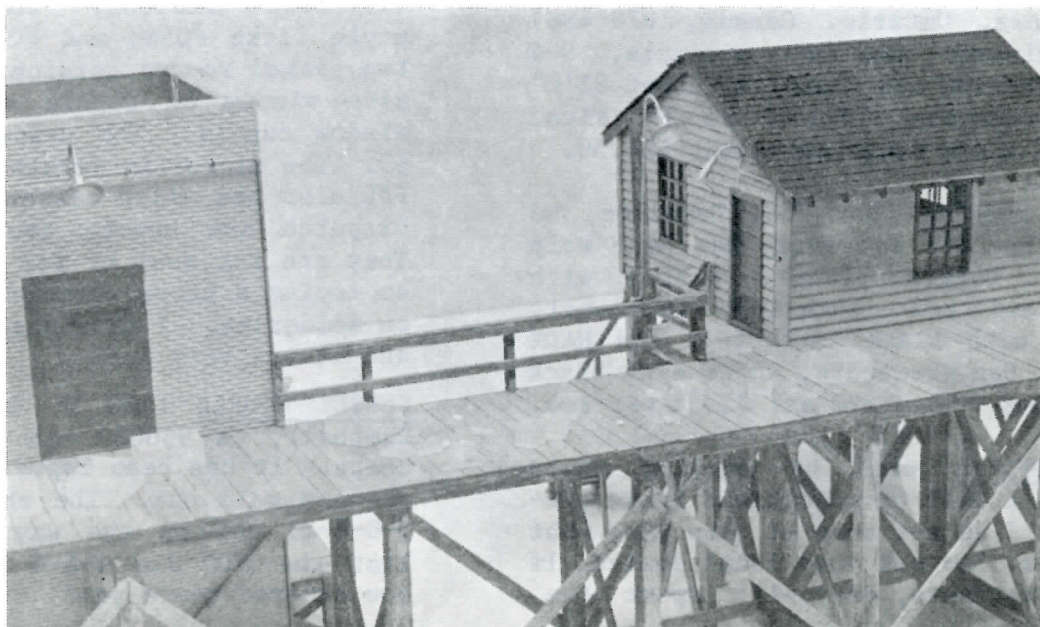
THE A.D. IMFELD CO. (365 Beech Ave., Fairfield, Ohio 45014), has recently shown pictures of a S-gauge GGI. It seemed to be a high rail version on Gargraves track with A.F. couplers. Send SASE for brochures. I have not seen one of these or know anyone who has bought one. The listed price was \$229.95. If anyone knows about this company or products, please let me know.

AMERICAN MODELS (22055 W. Brandon, Farmington Hills, MI 48024) should have the undecorated passenger cars now. They will cost \$30.95 per car and may be available in sets only. The decorated cars (GN, UP, PRR, and SP) will cost \$34.95 and will be available shortly. Ron also said the 30° and 45° crossover, the #5 turnout and the 28/35" curved turnout have been received from Switzerland. The two-bay open top hoppers will follow the passenger cars and are due in the fall.



Above and Below: Amity Star Models' "Icing Station" built by Don Thompson.

Lef: Diamond State model push cart and speeder.



DIAMOND STATE MODELS (1206 Stinsford Rd., Newark, DE 19713) is the new S Gauge manufacturer for this issue. John Hall is now making Maintenance-of-Way (MOW) push carts. These were usually pulled by speeders. He offers these ready-to-run in painted \$11.95 for three or unpainted \$10.95/3. I own a set and they are a nice touch to any layout or diarama. These are postpaid and include a brief prototype history and pictures.

DOWNS MODEL RR CO. (206 Lehigh Ave., Gloucester City, NJ 08030) has in stock the conversion floors for the AF and American Models box cars #2001 AF plastic floor, \$1.75 each (these weigh less than the zamac, a big improvement); and #2002 AM plastic floor, \$2.00 (this will allow AM cars to use Ace hi-rail trucks with AF couplers).

GRANDT LINE (1040 B Shary Ct., Concord, CA 95418) has a few new S Scale parts. The #4025 two window 36" door 2/\$1.00 and the #4024 30" X 78" dbl hung window 4/\$1.00. Send 85¢ and LSASE for their S Scale flyer or \$3.50 for the S and O Scale catalog.

G&W (115 Upland Rd., Syracuse, NY 13207) will be receiving the NYC E & F unit lightning stripe diesel decals. These will be priced at \$3.00 per set. Walt also told be that they will stock the AM passenger car set and will also be custom painting these in the NYC two-tone gray paint scheme.

THE HOPPER LINE (1023 Salisbury--Unit 6, Sarnia, Ontario, Canada, N7S 4N8) has released two new products, S-4 Icing Station and platform (about 85'0" long--production limited to 200 kits, \$44.95) and a stone workshed, \$24.50.

HOQUAT HOBBIES (Box 253, Dunellen, NJ 08812) has the following new Gene Walp sides: Doggie Dinner, yellow with black and red lettering; Pabst-ett, yellow with black lettering; and NADX Pacific Egg Producers, white with black lettering. They are all \$2.00 per set.

KEY IMPORTS will be sending their dealers a list of possible S Scale products. I am not sure at this time what they are, but ask your local dealer. If demand warrants, they will import them.

LEVENTON'S HOBBY SUPPLY (1411 S.E. Johnson Ave., Chehalis, WA 98532), now has repro A.F. circus loads in stock. These are plastic with one cap and two trailers (cages). It sells for \$40.00 plus UPS. Send LSASE marked train list for recent offerings. They also have a 60 page catalog.

OVERLAND (RR 2, Box 445, Muncie, IN 47302) has sold out of the GS-4 SP 4-84 of freedom train frame. Tom has sent the next steam engine plans to Ajin of Korea for a pilot model that is due this fall. If demand warrants, we can expect them in early 1985. By the way, the GS-4 is a real beauty, easily as nice as the SD-40 and GP-38. You should see those Code-110 drivers. Anyway, they're all sold now. Marsh still has some B&O wagon tops and E units left as well as a few GP-38's and NE Cabooses, only a couple wooden NE Hacks left (7-1-84 4 left). The PRR H30 & H32 covered Hopper as well as the FA-2 are still waiting for a few more orders to make them a reality. If interested, get your dealer to order you some soon.

PACIFIC FAST MAIL is planning to import the RGS #7 Galloping Goose in Sn3. The brass engine will feature NWSL gearing. No price or date has been released.

PBL (P.O. Box 749, Chama, NM 87520) latest newsletter tells us they are converting the WBLco #3 Sn3 hack to S std. The price is \$97.50 plus \$3 shipping. They have a choice of two models, as built in the 20's or as rebuilt for sand service. The Sn3 hack is \$79.95 + \$3. They have also received the Sn3 long D&RGW caboose. They have three different versions: the round roof style (like #0540 and #0503); and the two peaked roofed version, #0588 single side window on cupola and #0589 dbl window cupola. The price is \$92.50 + \$3. The microfilm decals are included. PBL also has video cassettes of the NG Dispatch and how-to tapes available. They are for rent or for sale. One is on tuning a brass steam engine, another on soldering. I have seen one of these and it was very good.

SUNSET MODELS (138 W. Campbell Ave., Campbell, CA 95008) has delivered the Geeps. It has been reported that these are now sold out. The challengers (UP 2-8-8-2) are on the way. They still list the NYC J1e 4-6-4 Hudson. Have you ordered yours yet?

TRAIN STUFF (2821 Asbury Ave., Wayside, NJ 07712) is working on patterns for a NYC 80' coach. This is due in September and will sell for around \$29.95. This kit will feature cast styrene ends, wood roof and floor and metal ends and detail parts.

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.

READER'S REPLY

Dear Elaine,

Reading an article by Phil Hodges on scratch building in the Spring 1984 DISPATCH prompted me to write a few comments of my own.

Modeling is a constant learning process. Scratch building is a skill that develops over the years. I think it starts with good building methods. If a modeler takes five more minutes with a finer grade paper when sanding, that's a start. A few extra tools, like a full set of files and x-acto blades can open the door to more challenging projects. If you normally spend 10 hours on a model, try 12. If you spend 15 hours, try 20, before you know it the kit becomes a kitbash; a tinplate item becomes a conversion; and soon the hunt is on for drawings, photos and non-hobby store items that will do the job.

One other area that grows is curiosity and the need to experiment.

You may remember the scratch-built GP-35 (Nickel Plate Road) at the Woburn convention (you know, the one with no motor!). This model took 540 hours to complete. This works out to 15 hours a week for 36 weeks. Not all this time was actual building. There was much planning, hunting through hardware stores and auto part stores for parts and experimenting with these parts to see how they work. The more problems that were solved, the more enthusiasm grew. As your interest in modeling

grows, so will your scratch building skills. I don't think there will be any procrastination if scratch building is approached in this manner. You won't have time to procrastinate! There will be too many things to do and your interest will be high for all of them.

The only problem I have with some modelers is their self limitations and the thought that weathering will hide everything. I constantly hear statements like "that's good enough" or "it's ok, nobody will every notice." If you feel that way don't enter any contests. You are definitely fooling yourself.

Bill Geracci

Dear Elaine,

Just received the Spring 1984 issue. Great issue. I really enjoy the magazine, including your editorial material. I'm constantly amazed at the amount and variety of material you are able to cover; all of it useful and interesting.

My own interests are in Central Railroad of New Jersey, 1930's, so I must scratchbuild (or kitbash) most locomotives and some cars. My Dad worked for the Marine Division of the CNJ from about 1922 to 1960 or thereabouts. He was a frieght barge Captain --we lived on the barge during my pre-school years.

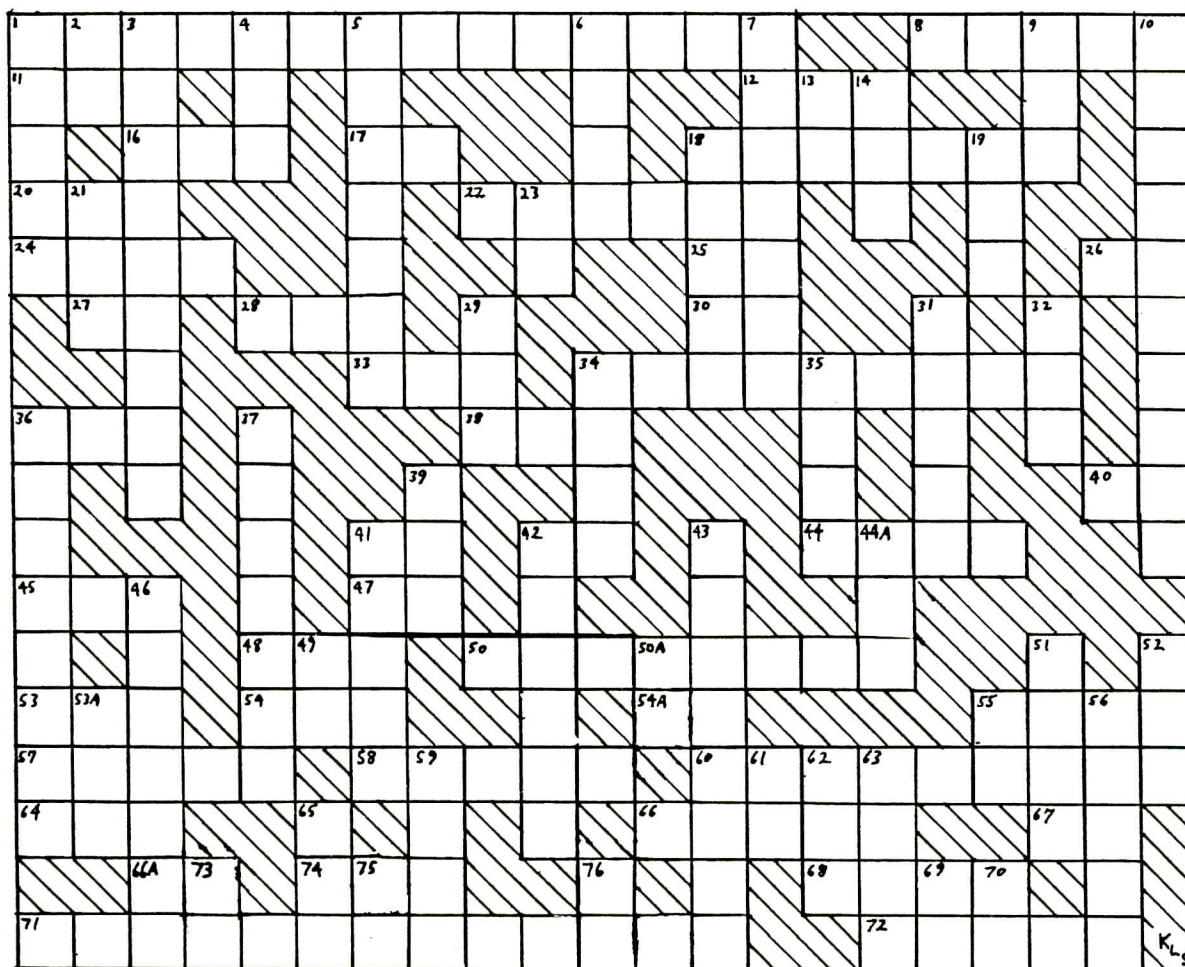
I hope to have my basement in shape soon so that I can begin layout construction in the Fall or Winter. Do you, by any chance, have an address for a Jersey Central Historical Association? I seem to have heard that there is such a group. (I do belong to the Anthracite Railroads Historical Society.) I would appreciate any leads you have to the CNJ group. Maybe I can find some people to exchange information with (oops, dangling participle or something--that's the retired professor speaking).

Well, I've taken up enough of a busy lady's time, so I'll close with compliments on a great job as Editor and best wishes for a good summer to you and your family.

Henry Roos

Here's the answer to the question, "How does Kent Singer spend his free time?" Answers will appear in the Fall issue.

The deadline for material for the Fall '84 issue of the DISPATCH is Oct. 12.



DOWN

- 1 Kit mfr., _____ Star
 2 Milliamper (abbr.)
 3 Former engine mfr.
 4 Successor road to 19 down
 5 Former S kit mfr., still in business elsewhere
 6 _____ Man's Throttle
 7 Another former engine mfr.
 9 Female deer
 10 _____ Workshop
 13 Packard's Co. (abbr.)
 14 Railway _____ Shop
 18 Structure mfr., _____ Shop
 19 A road in Alabama
 21 Net
 23 A western road
 29 Automatic train control (abbr.)
 31 S & Sn3 turnout mfr.
 32 The KATY
 34 1st word of a famous S scale pike _____ Valley
 35 Opposite of odd
 36 _____ & Western, Frank Titman's road
 37 Early mfr. of S Scale people
 39 Lettering mfr.
 41 Another lettering mfr.
 42 Early coupler mfr.
 43 Early truck mfr.
 44A In addition to
 46 Former passenger car kit mfr.
 49 District Atty. (abbr.)
 50A Railroad (abbr.)
 51 Anti-_____ relay
 52 Tale of _____
 53A Cleveland, Erie, & Southern, _____, _____ & _____
 55 Exclamation
 56 Second word in 34 down
 59 Competent
 61 Person behind Niagara Project
 62 Express Co.
 63 To be aware of
 65 NYC road with big 0-8-0's, _____
 69 Not returnable (abbr.)
 70 Electrical Engineer (abbr.)
 73 Lincoln Transit (abbr.)
 75 Prop. of the Hobby Shop
 76 Louisville & Nashville, _____ & _____

ACROSS

- 1 Major S Scale Mfr., _____
 8 _____ Hobbies, Mfr.
 11 Brake _____
 12 Tinplate group
 16 Road of the Minuteman & _____
 18 Former Engine & Decal Mfr.
 20 _____ -6-0
 22 2"x10" RR, _____ Central
 24 Yellowstone Eastern Railway & Navigation, _____ & _____
 25 Rail material
 26 Type of motor (abbr.)
 27 The merger of 2 NW roads
 28 _____ Grande Models
 30 A scale smaller than S
 33 Department of Transportation (abbr.)
 34 Famous model pike, _____ Valley & Western
 36 One of 1982's "S Gauger of the Year"
 38 A prompt
 40 An anthracite road
 41 An early name for S scale
 44 Down (abbr.)
 45 Strong, quick drying cement
 47 High speed (abbr.)
 48 A dentist's group
 50 An up & coming S Scale company
 53 A truck mfr.
 54 Animal on a North Western's Road Herald
 54A _____ & F (red-icksburg)
 55 _____ Models, Importer
 57 To Initialize
 58 Groups of couplers
 60 Tom Coughlan's Road, _____ Central
 64 Time zone
 66 Former car kit mfr.
 66A Erie, Lackawanna, _____
 67 NYC Road, _____ & _____
 68 1st rate, Topnotch
 71 Former conversion kit mfr.
 72 Cornfield meet
 74 Publisher of RMC