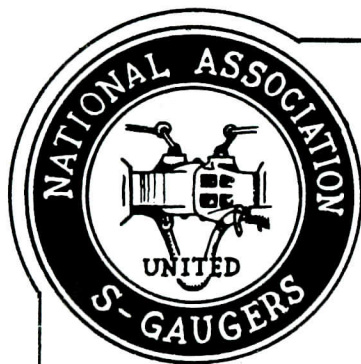
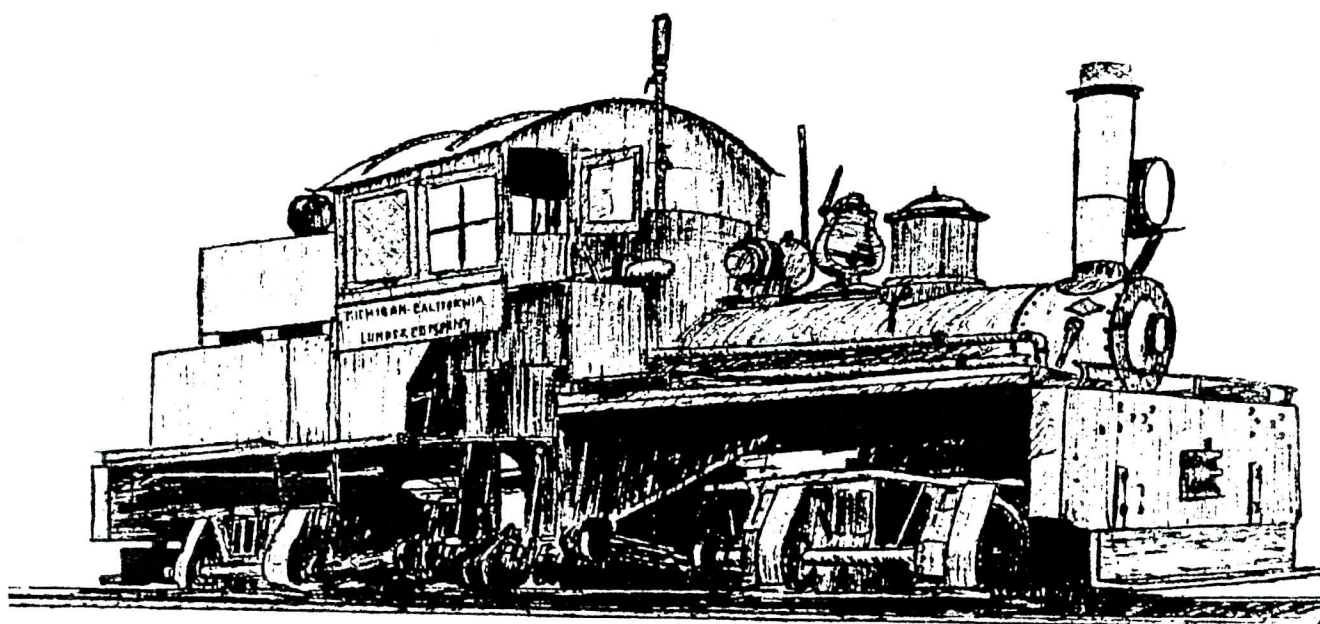




DISPATCH

Volume 8, Number 2

Spring 1985



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4/82

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DISPATCH

Official Publication of the
National Association of S Gaugers

Editor

Elaine Powell
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Gaithersburg, Md. 20879

Editorial Consultant

Sam Powell

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

NASG membership dues are \$10.00 per membership year, which runs from July 1 of one year to June 30 of the following year. Membership includes the four issues of DISPATCH dated during this period, regardless of the date you join. Address all membership applications, renewals, address changes and questions about membership to:

Walt Danylak
115 Upland Road
Syracuse, New York 13207

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ELAINE'S ELABORATIONS

Dear S Gaugers,

The Spring '85 DISPATCH marks the end of my term as editor. Family obligations and new career possibilities have led me to the decision to resign at this time, although I hope to continue as a consultant to the new editor(s) in the future. As I look back on the last three years, I cannot help but realize how much I have grown, both professionally and personally because of my affiliation with you. It's been challenging, exciting, and sometimes a frustrating experience, but never a dull one; and it is one that I will cherish always. Thinking back over these years brings back many special moments and memories of people I particularly want to thank . . .

My regular contributors and columnists,

Lewis Rennig
Dave Jasper
Kent Singer
"J" Soberman
Jerry Viemeister

Frank Titman and Ed Loizeaux, for their many fine photos,

Wayne Shipp, Deane Mellander, and Ed Shumacher, for their beautiful cover art,

Walt Danylak, who was somehow always "the voice of calm" no matter what the crisis,

Mike Ferrero, for his consistent support and encouragement,

Don Thompson, my "ear" to the S Gauge airwaves and good telephone buddy,

Jeff Roberts, our family friend, who has so graciously done all the typesetting (masthead and column titles) for the last three years,

Joanne Lavelle, my truly superb typist, who patiently taught me some of the tricks of putting together a publication and who contributed solutions to many of our typing and layout problems,

Tony Koester, former editor of Railroad Model Craftsman, for taking the time to write detailed suggestions about how to put together a magazine,

Sam, my husband (I couldn't have done it without you, honey),

Rollie Mercier, who had the imagination and the audacity to consider asking a woman to edit a man's hobby magazine,

. . . and all S Gaugers around the country for their support, friendship, and open-mindedness. Thanks guys. All those letters, phone calls, and kind words at conventions have really meant a lot.

Sincerely,

Elaine

THE COVER

Michigan-California Lumber Company #2, the oldest shay in existence now in Camino, California, on the Michigan-California Lumber Company's property. Built for the Ramsey Lumber Co. in 1884, she served long and well until she was proudly retired in 1949. Camino is approximately 50 miles east of Sacramento, and would be an interesting side-trip for Convention goers. MCLC operates a small short line from Camino south to Placerville, where it interchanges with Southern Pacific. Drawing by Deane Mellander.

DETAILS, DETAILS, DETAILS

by Lewis Rennig, Jr.

S scale suffers from the lack of figures. And although P.F.M. has recently introduced several well detailed

people we still lack the availability of other scales. Now that we have working society to put action into our scenery, we still lack a very important and visible group of people -- CHILDREN!!

Children tend to leave their mark on society in many different ways. It only seems fit that a railroad is not completed until these signs have been added.

The presence of these little people is all around us. The school crossings painted on the streets, the small metal school bus stops along the side of the road. A single swing hanging from a tree next to a house will let everyone know there is a family living within.

Many factories within city limits have parking lots. A basketball net could be mounted on the edge of the lot, and while the older boys are playing a game of basketball the younger girls may be enjoying a game of hop scotch. This can easily be done with a piece of chalk, just like the real thing. Simple isn't it!

Another telltail sign could be a bicycle sitting outside a store or a house. These are available in HO. They may be small for S, but then so are children. This brings up another point. Children in HO simply make smaller children in S scale. HO figures, if carefully selected and placed in the background, can make great teenagers.

Children leave their mark in other ways also. What boy didn't have a tree house, or a club house of some sort? The old swimming hole may have a home made flag flying on a make shift pole. A raft in the process of being built could be on the shore line and the remains of a camp fire may still be found.

The list of items proving this small society really exists can be found all around us and these details are generally easy to add. So take a close look around you and increase your railroad's population.

PROMOTIONS COMMITTEE UPDATE

by
Don Thompson, Chairman

BUDGET--The promotions committee budget for FY 84/85 has been passed. If anyone has any ideas on what they think the NASG promotions committee should do next year to help promote S, please let us know as we are now preparing the budget for FY 85/86.

50th ANNIVERSARY OF S--We now have copies of Tom Coughlan's notes and a video tape of his clinic on the history of S. John Stienbach has agreed to write the other article for either MR or RMC. We hope to start taking pictures of Tom's early S equipment for these articles.

ADVERTISEMENT--I am sorry that you have not seen the ads that Bill Geracci designed in the April issue of MR. Maybe in June we will see it. Bill is now working on a set of three ads for the S-Gaugian.

STUFFERS FOR THE NASG BROCHURE--We are working on stuffers for the current brochure; these would include a list of all known S clubs (list is at end of column. If you see any mistakes please drop us a line.) and all current S manufacturers. These will be sent out to the MR ad responses. If any club would like some of these brochures to help promote S and the NASG, please send me a note. They are free.

NMRA 50th ANNIVERSARY CONVENTION--NASG has been allocated a 10' x 50' space for the Modular Development Committee's S gauge modular layout. We have also received a booth for the promotions committee. Ken Zieska will man this for us. If you are in the area, say hello and maybe give a hand with promoting S and the NASG.

At this time I would like to thank the people who have helped on the promotion committee:

Tom Nemelli
Josua Seltzer
Ken Zieska
Jim Kindraka
Tom Coughlan
Sam Powell
John Stienbach
Lee McCarty
Bill Morris
Paul Rielly
Tom Hawley
Walt Danylak
Vic Roseman

and especially Bill Geracci, who prepared our ads and did all our art work and Rollie Mercier, who got me started as Promotions chairman.

S CLUB LISTINGS--In the May Model Railroader 27 S, SN3 or AFS clubs were listed with other model railroad clubs.

I would like to thank all the people who either sent in the cards the NASG promotions committee provided or replied themselves. I have already been told by several clubs that they have picked up members from this listing.

Southeastern Michigan S Gaugers
c/o Mr. Dave Held, President
6936 Yorktown Lane
Utica, MI 48087

Pines and Prairies S Scale Workshop
c/o Mr. Ken Zieska
118 10 52nd Avenue, N.
Plymouth, MN 55442

Hawkeye S Gaugers
c/o Mr. Paul McDonald
1417 Starview Drive
Cedar Falls, IA 50613

Houston Area S Gaugers
c/o Mr. Jack Troxell
13039 Boheme
Houston, TX 77079

Inland Empire S Gaugers Assn.
of Pacific Northwest
c/o Mr. Cliff Baxter
W. 2303 Rowan
Spokane, WA 99205

Gtr. Seattle S Gaugers
c/o Mr. Virgil Crosby
8011 Rovenna Ave., NE
Seattle, WA 98115

Mountain Empire S Scale Assn.
c/o Mr. Glenn Sponholtz
4550 W. 90th Ave.
Westminster, CO 80030

San Diego Sn3 Fellowship
c/o Mr. Mel Medhurst
5348 El Noche Way
San Diego, CA 92124

Bay Area S Scalers
c/o Mr. Lee Johnson
2472 Lariat Dr.
Walnut Creek, CA 94596

Long Island S Scale Modelers Assn.
c/o Mr. Jerry Viemeister
24 Edna Court
Valley Stream, NY 11580

Florida S Scalpers
c/o Mr. Jettie Padgett
1107 N. Pennsylvania Ave.
Plant City, FL 33566

Potomac Valley S Gaugers
c/o Mr. Dave Gillaudea
314 Broadleaf Drive
Vienna, VA 22180

Central New York S Gauge Assn.
c/o Mr. John Steele, President
R.D. #1, Bidwell Road
Parish, NY 13041

Suncoast American Flyer Enthusiasts
c/o Mr. Johnm Lubicello
2483 Pinellas Pt. Dr.
St. Petersburg, FL 33712

Cuyahoga Valley S Gauge Assn.
c/o Mr. Tom Nimelli, President
38564 French Creek
Avon, OH 44011

Western New York S Scale Assn.
c/o Mr. Bud Riendfleisch
111 Dirksen Avenue
West Seneca, NY 14224

Diamond State S Gaugers
c/o Mr. John Hall
1206 Stinsford Rd.
Newark, DE 19713

Bergen County Model Railroad Club
c/o Mr. Joe Bianco
Box 226
Waldwick, NJ 07463

Bristol S Gauge Railroaders
c/o Mr. Reginald H. Smith, Jr., Pres
P.O. Box 404
Wenham, MA 01984

Heartland S Rails
c/o Mr. Jim Graham
10834 Sheley Rd.
Independence, MO 64063

Central Jersey S Scalpers
c/o Mr. Don DeWitt, Secretary
92 Lilyan St.
Waldwick, NJ 07463

Connecticut S Gaugers
c/o Mr. Bill Krause
110 Limverick Road
Fairfield, CT 06430

American Flyer S Gaugers of St. Louis
c/o Mr. Moe Berk
39 Graeler Drive
St. Louis, MO 63146

Badgerland S Gaugers
c/o Mr. Chuck Porter
4775 Gillford Rd.
Oconomowoc, WI 53066

Gtr. Pittsburgh Area S²Gaugers
c/o Mr. George Lloyd
187 Sunny Crest
Cecil, PA 15321

Stateline S Gaugers
c/o Mr. Paul Gerts, President
211 E. Franklin Street
Rocktown, IL 61072

Chicagoland Assn. of S Gaugers
c/o Mr. Joel Lebovitz
630 Grey
Evanston, IL 60202

Delaware Valley S Gaugers
c/o Mr. Frank Titman
1225 N. Arch Street
Allentown, PA 18104

S/Sn3 Scale Workshop
c/o Mr. Don Heimberger
310 Lathrop Ave.
River Forest, IL 60305

Greater Bay Area S Gaugers
c/o Mr. Jake Jacobsen
310 Behrens
El Cerrito, CA 94530

Drawings for "American Models Twin Hopper"

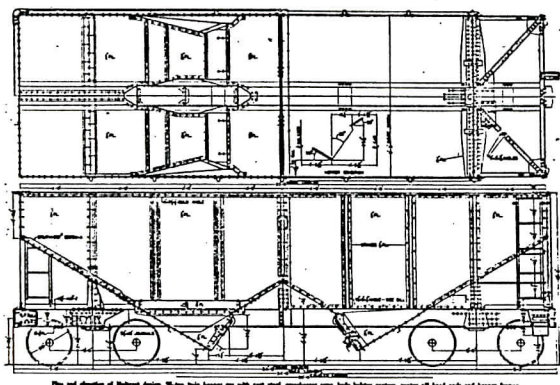


fig. 1

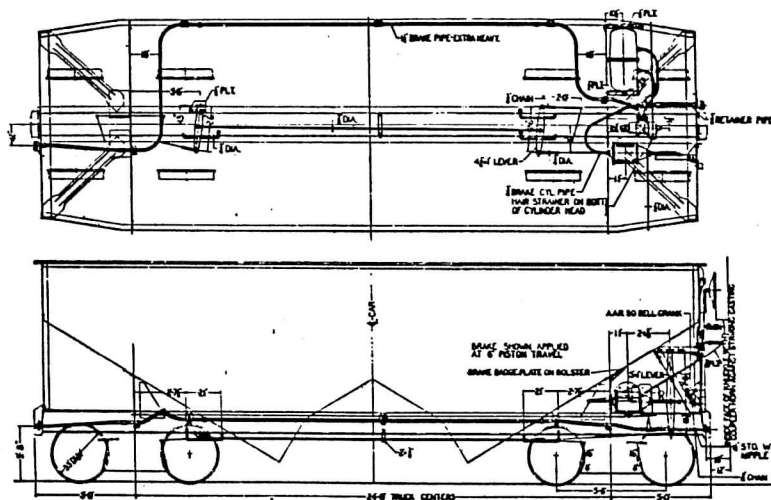


fig. 3

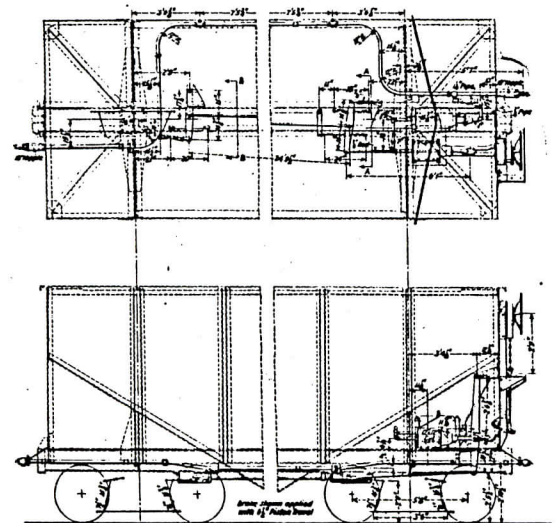


fig. 4

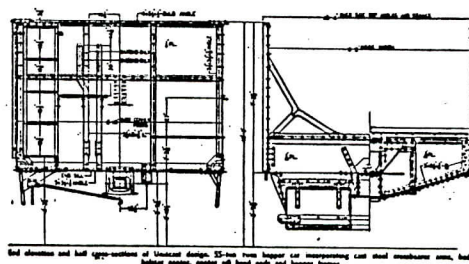


fig. 2

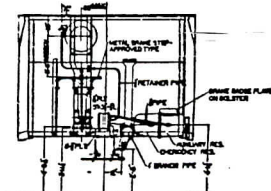


fig. 3A

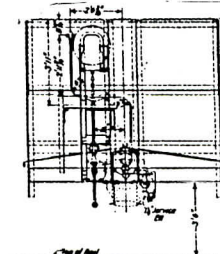


fig. 4A

FROM THE PRESIDENT . . .

To the Membership of
the National Association
of S Gaugers:

Recently, I received a letter from a presidential candidate who had written in rebuttal to a previous letter sent by his opponent. The tone of the letter is disturbing in that it appears both candidates are engaging in an unfriendly and unprofessional approach to their campaign for president of our Association. I fail to see the value in this "mud slinging," as it only serves to polarize members for or against either candidate and puts a strain on longlasting friendships.

As President of the Association, I cannot sit idly by and see my term in office used as a platform of dissent by one candidate or a pennant for another. My term must stand as history, good or bad. It was never intended to sweep any candidate into office on its merits nor put another in on the strength of its failures. You, the voting member, are the only person who can decide on the future of the Association; and it is to you that the aspirants to this office must present themselves as candidates who are forward looking as well as capable leaders for the next four years. We can only hope, as this election draws to an end, that the nastiness and bickering over the past will end with it.

Further, I must say that, in spite of the publicized differences between Ed Loizeaux and me, it has not been possible to work as President for four years without certain conflicts of viewpoint arising between Lee McCarty and myself. Both men have had ideas that are independent of mine; but both, as successful businessmen and astute hobbyists are potentially good leaders. I do not think that the smoke of this campaign battle has clouded their outlook towards working for the Association.

In conclusion, it is my hope, as the moment arrives for me to hand over the reins of leadership to one or the other, that both will then pledge to

work together, just as they had promised to do as candidates, for the good of NASG and the membership.

Lastly, it is my hope that any differences now existing between either candidate and myself will evaporate and allow us to enjoy the fruits of friendship and mutual respect.

Sincerely,

Rollain Mercier
President, NASG Inc.

PS: Both previous NASG Presidents wished to have their comments included with this letter concerning the election.

Dear Rollie:

This year's election has set new records for NASG. The first is the number of campaign letters sent out by candidates and their supporters. The next is the highest turnout in anyone's election history. Better than 80% of the membership took the time to vote. The last, and hopefully for the last time, we have seen mud thrown by the candidates for president, first by one and then the other.

While the first two records can be considered noteworthy, the third is not. It gives us all a black eye as well as detracts from the dignity of the position of leadership of the NASG.

As a former President of the Association, I deplore these campaign tactics of either candidate and would like to see steps taken by the BOT to make them unpopular in future elections.

Further, as Election Committee Chairman, I would be delighted to see the rest of the membership respond with their ballots at the Convention and make this the biggest response for any election for anything, anywhere, at anytime. I hope the members who read this who still have their ballots will do this! Let's make it 100%!

Yours truly,

Dick Cataldi
Past-Pres. NASG Inc.

Dear Rollie:

Today I am in receipt of still another letter concerning the NASG elections. I am concerned but more aptly rather undone by these thinly veiled acts of character assassinations. Name calling is below me and I tried, I believe successfully, to thwart overt politicizing in NASG during my seven year reign as President.

What really saddens me is to see a list circulated by one candidate, since NASG has always stood for S Gaugers United.

I thought that I would write you to let you know that I do not condone this practice and hope that these candidates as well as those in the future will not attempt this again.

Sincerely,

Ed Schumacher
Past-Pres. NASG Inc.

SHORT & EASY

by Kent L. Singer

HOIST AND JIB CRANE

Hoists may be found just about anyplace that heavy or bulky items need to be lifted or moved (i.e., loading docks). Typically, they hang from a trolley that rides on an I-beam, either constructed as a jib crane or passing through loading doors, out over a truck bay or a siding. Hoist capacity ranges from 1,000 to 10,000 pounds and the one shown here is one of the larger designs.

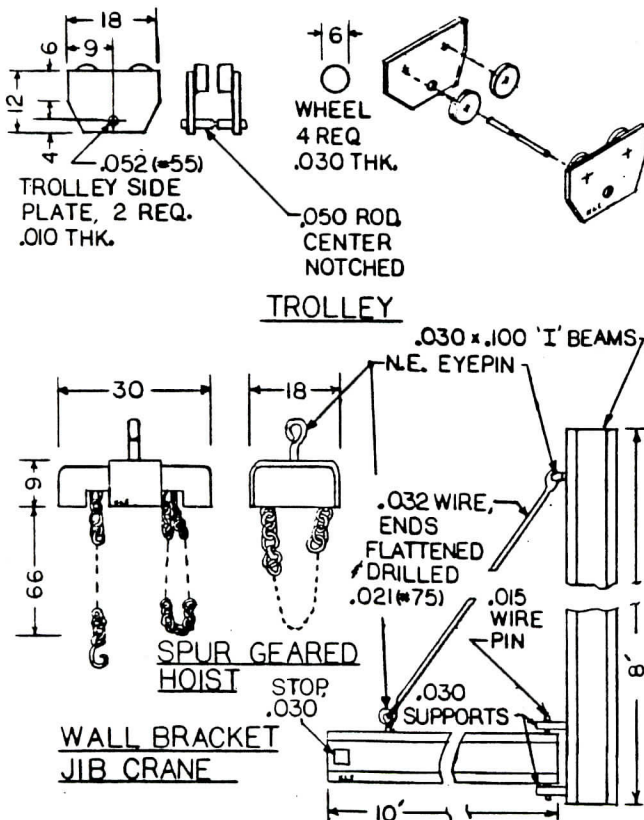
As with most of these short and easy projects, the materials are mostly plucked from the scrapbox. By no means are they exactly scaled. Should you need to substitute different sizes (preferably smaller), your hoist and crane will be just as prototypical as mine.

The trolley wheels were punched out of .030" styrene but they can also be made by slicing sections of 3/32" rod. Styrene rod was used for the hoist support pin. The side plates are .010" styrene sheet. You should add the hoists' lifting ring (a Northeastern eyepin) prior to assembly.

The hoist was fashioned from square styrene rod, some odd bits of chain, and a bent up eyepin for a hook. Eyepins were also used to fasten the ends of the chain to the bottom of the hoist.

Not having any I-beams on hand leads to making them from .030" x .100" styrene strips. Pieces of this material were also used for the jib supports and the hoist stop (slide the trolley onto the jib before adding the stop). The jib can be made free to pivot by using a wire pin through the supports rather than cementing the jib to them.

Nowadays these cranes and hoists are painted safety (reefer) yellow or orange. However, in the past, anything went, so if you're modeling an earlier era, choose your color to suit.



DETAILING THE AMERICAN MODELS TWIN HOPPER

by Don Thompson

American Models recently introduced a Unicast 55 ton outside-braced two-bay hopper to S scale. This model featured styrene injection molded shell, centersill, ladders and brake detail.

Although the kit will build up to a nice car the way it is, with a little time you can have a fully detailed model. This article is modular so that if you see something you would like to do on your hopper, it can be done while other modifications can be passed over.

A. Grab Irons--The prototype plans for this car (figs. 1 and 2) show two grab irons on each end. I use a #78 drill bit (0.016") for the holes and Super T Hot Stuff to glue the Northeastern S grab irons. Each side also has two hand holds on them. Clover House has 0.013" brass spring wire that can be used with the same drills and glue.

B. Steps--The steps on the model are in a different position from the drawings (fig. 1). If you would like to put a support strap on the step (fig. 2) you will have to cut the steps off. This will weaken them, but it adds to the appearance of the model. The strap is made from 0.010" by 0.060" styrene strips. Cut on an angle and glue with styrene glue. I have found the best way to bond styrene to styrene is with a lcc plastic syringe with a 25 gauge needle and styrene glue or solvent. My first choice for a styrene solvent is MEK (methyl-ethyl-ketone). I work in a medical school lab so I have no problem getting these things. Other commercially available styrene thin liquid cements may also work. Remember when cementing the step to the side sill that the step is flush with the corner of the car. The strap goes on at a 45° angle to the end sill. I re-attach the step and support as the last step before painting as it can be knocked off.

C. Coupler--If you are planning on using a Kadee #5 coupler, tap the coupler hole with a #2-56 tap. I have found that the cars sit a little high. You may want to check the coupler

height at this time. Mount the truck and coupler on the centersill and check the coupler height (17/32 from the center of the coupler face to the top of the rail). If the coupler is too high, you may have to remove some of the bolster pad.

D. Brake Detail--If you want to add extra brake detail, you can now drill in the centersill for the main brake pipe (see fig. 3). Use a #65 drill (0.035) for this. Spot this hole 3/8" from the kingpin (where the truck screw goes) on the A end of the car (non-brake cylinder end). Using the same drill, make the holes through the body bolster for the main brake pipe. If you are planning on using Tomalco glad hands, drill the hole (#76, 0.020) for the hanger in the end sill, 1/4" from the coupler centerline. I use a Northeastern eyepin soldered to the anglecock as a hanger. Drill three holes (#78, 0.016) for the main brake pipe supports along the bottom edge (brake reservoir side) of the car. I spot these holes over the center rib and the two adjoining ribs on either side of the center rib. I use the eyepins that Detail Associates makes. Remove the brake set from the sprue, file any casting marks from the castings and file the cast pipes round (edges and corners). If you would prefer to use separate brake details, Liberty Models has a nice brake cylinder and reservoir, and McKean has a H0 AB valve that is useable in S. I enlarge the hole on the coupler pad with a #52 drill (0.063) and attach the brake set. This car can be back dated by using a KD brake system (fig. 4). Now we can mount the centersill assembly to the car body. Remember to keep the brake set at the B end of the car.

E. Supports--This car should have four cross braces. These go from the kingpin to the corner of the car. Make these 1" long (scale 64") and out of 3/64 angle (either wood or styrene). These are mounted on gussets that are in the corner of the car. The gussets can be made out of 0.010 styrene cut in 5/32" squares. Cement these to the corners where the side sill and end sill join. These should be flush with the bottom of the side sill and end sill. Attach the supports to the gus-

set and the side of the kingpin. The support should be parallel to the ground.

F. Hopper Door Hardware--Although no hopper door latches are commercially available, these can be represented by cutting Grandt Lines reefer door hinges in half through the hinge. These should be mounted on the outside of the bays by the doors (see fig. 1). The steel Z brace that aligns both hopper doors and prevents them from being opened separately can be made with either 1/16" Z or angle strip wood or plastistrut. Attach this per figs. 1 and 2.

G. Ladders--The ladders provided are very nice but a little tricky to mount correctly. They should be parallel to the side of the car. I made brackets for the ladders out of strip styrene. The ladders on the end use 0.020 x 0.060 for the top bracket and 0.010 x 0.060 for the bottom bracket. These are all cut 1/16" long. The side ladder uses 0.010 by 0.060 on the top and 0.020 x 0.060 for the bottom bracket. These are also all cut 1/16" long. First remove the pins from the back of the ladders, then mount these to the ladder first and then to the side. Use figs. 1 and 2 to determine where the brackets go on the ladder.

H. Inside Bracing--If you are not planning on using a hopper load (have you seen the ones that Train Stuff puts out?) They are very nice) your car should have braces on the inside, see fig. 2. This can be made with 0.010 x 0.060 strip styrene. Two of these should be made to go in the center between both hoppers.

I. Glad Hands--are the last things I put on the car. Tomalco makes a very nice set. I start by filing the sprue flat on the back of the angle cock, using a scribe I mark a center so that I can carefully drill a 0.032 (#67 drill bit) for the main brake pipe. I solder a Northeastern eyepin to the body of the anglecock at 30°. This acts as the mounting bracket. Drill a hole 0.020 into the endsill 1/4" on the right hand side of the coupler centerline and mount the eyepin in this so that the angle cock hangs even with the center

of the coupler line (see fig. 2). You can now measure and cut the main brake pipe to fit into the hole in the angle cock which can now be either glued or carefully (don't forget the heat sink) soldered in place. The brake hose and glad hand can now be slid on.

J. Painting--Before I painted my hoppers, I first washed them with H. This is a alcohol base degreasing solvent that is sold by Shacklee and does not harm the plastic or metal. Also be sure to get all flux off any solder joints as these corrode with age. After it is washed either air dry (wife's blow drier--but far enough away not to melt the plastic) or let evaporation take its course. I try not to touch the car after I wash it as fingerprints are left behind. Once the car is dry I paint it with several thin coats. I use an airbrush and do not use a barrier coat. Remember thin coats as a thick one may attack the plastic. Ron Bashista said that he uses Scalecoat and that the red was a mixture of boxcar red and red oxide so it would be hard to match exactly. He said that the Peabody was painted UP yellow. When the final coat of paint is cured (if you can hold the car to your nose and not smell the paint), you can now put the lettering on the car. If you are using decals, overspray with gloss. Don't forget the end reporting marks. They are usually 4 scale inches high (1/16").

TRADE NEWS AND VIEWS

by Don Thompson

AMERICAN MODELS (22055 W. Brandon, Farmington Hills, MI 48024) has shipped the hoppers and has added two more road names, #00314 Reading and #00315 CB&Q. The price of these is \$16.95. Ron is also expecting a shipment of RTR cabooses that will be made for them by G&W. They will use the AF Northeastern caboose bodies painted and lettered with Ace conversion floors and Liberty Model brake sets. They will be done

to match the FP-7s, U.P., PRR, SP and GN. No price has been given yet. (Spot quiz: What railroads owned FP-7 and Northeastern cabooses?)

CDS (Box 2003, Sta D, Ottawa, Ontario Canada K1P 5W3) spring 85 list is now out. They list the following new lettering sets:

- #330 CP 65' mill gondola, 1960
- #331 CP 45' wood express reefer
- #332 CP 45' steel through baggage
- #338 E&N wood hack, 1927
- #339 F&CC steam loco, gold, 1905
- #334 GN 40' single sheathed boxcar
- #333 LB twin hopper, 1942
- #335 NR 36' single sheathed wood boxcar, boxcar red, 1941
- #336 NR 36' single sheathed boxcar, grey or yellow, 1945
- #337 NR steam loco, 1940
- #340 RGS steam loco, 1935
- #341 Imperial oil LTD 8000 gal tank

All S gauge sets are \$1.90.

CENTRAL MONTANA SHOPS (1005 Toole Circle, Billings, MT 59101) has entered the S scale structure world with an elevated crossing tower. The kit is made from Kappler strip wood and Grandt Line windows. They are priced at \$16.00 each or a double kit for \$30.00

CHAMA (P.O. Box 856, Dept. S, Chama, NM 87520) has released two trucks in S: #CMS-101 1934 Ford pickup and #CMS-102 1934 AA Ford truck classic. The price is \$14.95 each. These are both kits made of soft metal castings with clear plastic injection molded windows and headlight lenses. As important as vehicles are in S, and with so many hot wheel style toy cars available with those awful plastic wheels, I am happy to say that Chama is making the wheels from these kits available separately. #CMS-105 is 5 spoke wire wheels (\$1.75) and #CMS-106 is 6 solid type truck wheels (\$1.75). Also, he is selling the flathead engines separately #CMS-103 sells for \$1.75, shipping is \$2.50.

DALLEE ELECTRONICS (P.O. Box 1291, Reading, PA 19603) has released a drop in constant lighting module for American Models passenger cars. They sell for \$14.95 each. I am told that they can be installed in a minute.

DAYS GONE by Lledo LTD (Enfield EN3 4LE, England) has been making a series of trucks, cars and horse-drawn vehicles that are very close to 3/16th scale. All the horse-drawn wagons are S with the horses a correct 16 hands (a hand is = 4") #1, 2, 3, 4, 5 and 11. Bus #10 is S as well as the fire engine (#12) and newstruck (#13). They all come with several S people and these alone are worth the price. The vehicles come in many different lettering schemes and some of these are made to be collectors items. Prices range from \$3.25 to \$10 for the collectables. Our local Toys 'R Us has them for \$3.99.

DIAMOND STATE MODELS (2711 Sherwood Park II, Wilmington, DE 19808) has moved to a larger facility.

DOWNS MODEL RAILROAD (206 Lehigh Ave., Gloucester, NJ 08030) now has plastic conversion bolster for the following AF shells:

- 02005--Flat car
- 02006--Gondola
- 02003--Tank car, metal base
- 02004--Tank car, plastic base
- 02007--Tank car, 1/2 shell tank

These will cost \$2 per pair.

ERTL has discontinued most of their 1/64 scale cars. It might be a good time to stock up.

GRANDT LINE (104B Shary Ct., Concord, CA 94518) has introduced a shed door, diagonal sheathed. The price is \$1.25 for 4 doors, the doors are 4' x 7'.

G&W (115 Upland Rd., Syracuse, NY 13207) has just received from Samhongsu of Korea, 100 Brass models of NYC #19000 series caboose. Both the tongue and groove and plywood sheathed versions are being offered. These come with Bettendorf T section leaf spring trucks (available separately for \$14.95 per pair). Either version is available for \$99.95 UPS paid add \$5 for U.S. Mail. Only 20 of the plywood version have been made, so order soon. State if you want a tongue and groove version if the plywood is sold out. You can also get these painted for \$129.95, allow 6-8 weeks.

Walt said they had three new custom painted AM hoppers: Central Railroad of New Jersey, Pittsburg and Shahmut,

and Erie-Lackawanna. They all have black bodies with white lettering and sell for \$29.95 RTR (U.S. Mail add \$3). For a complete list of all products send \$1 refundable with first order (NASG members send 39 cents LSSAE).

THE HOPPER LINE (1023 Salisbury Unit 6 Sarnia, Ontario, Canada N7S 4N8) has released the names and prices of their next seven kits:

S-7 Stone Tunnel Portal	\$6.75
S-8 Wooden Braced Tunnel Portal with liners	\$7.95
S-9 Conc Tunnel Portal	\$6.95
S-10 Wooden Loading Dock (40')	\$7.95
S-11 Conc Loading Dock (32')	\$7.95
S-12 Western Store	\$19.95
S-13 SN3 Wood Truss Bridge with Stone piers	\$11.95

LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) has had to increase prices due to a Northeastern wood price increase. Frank now has Mack truck wheels for sale at \$0.35 each.

NASG CLEARINGHOUSE (c/o Mike Ferraro, 151B Gordon Rd., Matawan, NJ 07747) still has a supply of NASG check gauges. Mike also has NASG tee shirts and S-stationary.

N.E. PROTOTYPES (P.O. Box 537, Rutland, MA 01543) now has a set of B&M milk car decals available at \$6.50 per set. Sets include the large Blue and White B&M herald, the minute man emblem in white and gold, and lettering for a number of different milk companies (Whiting, Bordens, Hood, Hegeman Farms et. al.), also in white and gold, if appropriate.

ORIENTAL LIMITED's last dealer newsletter said the NW-2 will arrive in April. I have had one ordered for the last few months (or is it years?) and should have it by the time you read this. They say they are planning a series of F-units in S gauge, starting with the 4 phased of the F-3.

OVERLAND MODELS (RR 2, Box 445, Muncie, IN 47302) has delivered the USRA Mikes. They are very nice and made to the NASG standards. The next engine is a NYC J3a Hudson with either a PT-4 or standard 12 wheel tender. A deposit of \$100 was due by April 30 but there may still be time as he expects to sell at least 75 of each version. Also, a USRA 0-8-0 with either a standard or clear vision tender is in the works. The Alco FA-2's are expected any day now. These were not sold out so ask your dealer if you are interested.

Tom has also announced the following Sn3 models: DRG&W 'O-M' Rotary snow plow and the auxillary water car (due 8/85), C&S Wood hacks #1006, #73, #7003, #1009 and #1002. C&S 2-8-0 class B4C (#60), class B4E (#71), class B4F (#74) and RGS class B4F #74.

PROTOTYPE 'S' PARTS (1608 Cottagewood Dr., Brandon, FL 33511) is our new manufacturer for this issue. They are making a line of detail parts made in epoxy:

001 Air pressure water system 356 gal.	\$3.50
002 Air pressure water system 178 gal (NEW)	3.00
011 Battery box's	3.00
021 Air reservoir 17x54 welded ends	2.75
022 Air reservoir 17x54 banded ends	2.75
023 Air reservoir 17x66 welded ends	2.75
024 Air reservoir 17x66 banded ends	2.75
031 Waukesha Ice engine AC two unit with propane cyl cabinet	4.00
032 Steam ejector AC two unit (NEW)	3.00
041 Coach seats rotating reclining type	3.50
042 Coach seats economy type (coming)	
043 Parlor seats (coming)	
051 Roof hatch's, air slide hopper (western S gauge car)(NEW)	2.50

RIGHT O' WAY (P.O. Box 13036, Akron, OH 44313) now has a turnout that will work with Gar-Graves track. It seems to be a #7. They plan on increasing their line to include wyes, curved turnouts and crossings.

SCENERY UNLIMITED (310 Lathrop Ave., River Forest, IL 60305) has been able to get the people from the Days Gone vehicles. So if you don't need the vehicles, you can purchase the people only from Don:

EACH SET \$1.25

Waiting Passengers (Set #1)

2 men, 2 women, 1 boy, 1 dog (all standing)

More Waiting Passengers (Set #2)

1 man sitting with dog, 1 woman standing, 1 boy standing

Policemen (Set #3)

Set of three, 2 of which are S scale and are sitting

Dogs (Set #4)

Woman standing with three French poodles (dogs are S scale)

Old-Time Set (Set #5)

2 women (one with big hat), 1 girl and 2 men (all sitting but 1 man)

Newspaper Set (Set #6)

2 newspaper boys and 1 standing man reading newspaper

Family Set (Set #7)

Woman with birdcage, girl with hoop, boy with dog and man sitting

Train Riders (Set #8)

2 women, 3 men (1 is conductor), all sitting but conductor

Militia (Set #9)

3 sitting militia men, blue plastic

HORSES ARE \$.75 EACH

Horses (Set #10)

Sleek six-foot-high horse with long tail

Horses (Set #11)

Heftier six-and-a-half-foot-high horse with short tail

(All horses come with harness draped over body; holes in one side or both sides; fill in with modeling clay)

In their last dealer brochure, SUNSET MODELS (138 W. Campbell Ave., Campbell, CA 95008) listed a PRR M1a 4-8-2 as their next steam locomotive. No date or price was given. If you are interested in seeing this engine made, have your dealer reserve one for you.

The UP Challenger 4-6-6-4, is on schedule and will be arriving this summer. The J1E, NYC Hudson will follow that (I wonder if Mort knows about Overland's J3A due in June). Also another diesel project, the EMD F7A + B

(set only). These will come complete with two styles of number boards. One more steam engine has been added, the PRR K-4 4-6-2.

If any of you model or are interested in logging operations, let me suggest the TALL TIMBERS SHORT LINE (WMS-II Marketing, 4928 Nth Frace St., Tacoma, WA 98407). It is a dynamite little magazine full of drawings and photos of logging operations. The price is \$12.00 for six issues (1 year).

TRIANGLE SCALE MODELS (P.O. Box 8483, Long Beach, CA 90808) has released two new kits: #108 RGS/C&S reefer kit at \$38.50 and a structure, the Thrope Mine Supply for \$18.95.

WABASH VALLEY has re-released the Enhorning phase IV F-3 (more commonly known as the Enhorning F-7). The one I saw was very nice with no bulge in the roof and the side grill distortion much improved. Also, the numberboards have been filled in so there is no hole. The price of these is \$16.95. I am told they are working on a power truck, for those that can't wait I suggest cutting down an American Models FP-7 power frame.

I would like to thank the following people who have helped me the last couple of years write this column: Jeff Wilson, Walt Danylak, Tom Nemelli, Ed Loizeaux, George Lloyd, Jim Kindraka and Ken Zieska.

Last Minute Addition:

The FA-2 and NW-2 have been delivered. I have my NW-2 and it is the nicest engine I own. I feel sorry for those who didn't get one. The wheels are code 110 and it's gauged to the NASG standards. There are now more brass engines made with NASG standards than to NMRA. This includes both SSLS, LWS and CASKade kits. The standards passed by the BOT in 1977 have reached the turning point now in 1985.

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.