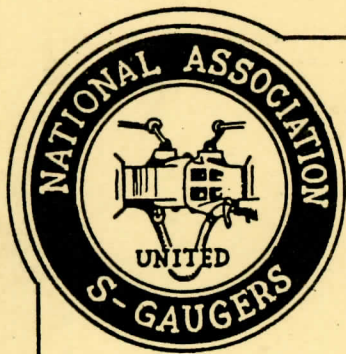
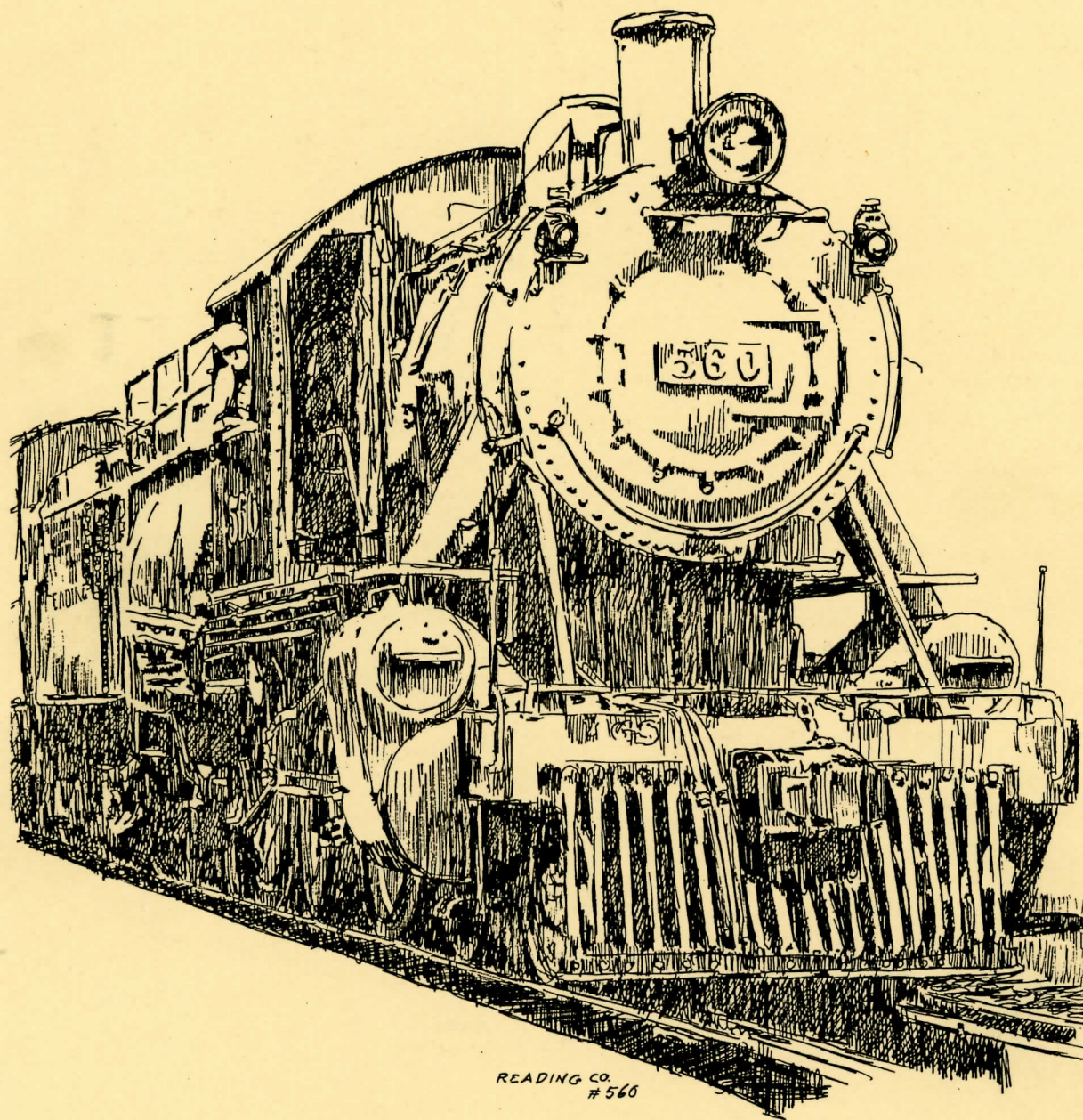




DISPATCH

Volume VIII Number 3



President's Column

Ed Loizeaux

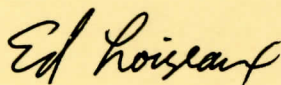
By the time this letter is read, several changes within NASG will have already taken place. Our secretary, Walt Danylak, has distributed a new membership listing and other items of interest. Some committees have new chairmen and nearly all committees now report to various members of the NASG Board of Trustees instead of directly to the president as has been traditional. These organizational changes will, hopefully, equalize the workload over all individuals who have been elected to office. More importantly, by delegating most of the committee work to other capable officers, the president will have some spare time to begin construction of a new (and larger) S scale layout.

This issue of the DISPATCH is an interim issue which is being coordinated by our Eastern vice president, Don Thompson. It is "interim" in the sense that it bridges the transition from Elaine Powell to the new DISPATCH COMMITTEE which will be responsible for future issues of our magazine. As shown on the NASG Organization Chart, I am temporarily acting as chairman of the DISPATCH committee for the first few issues. After the "bugs" (if any) get worked out, someone else will be appointed to this prestigious post. Compliments, complaints, and suggestions should be sent to me for the time being.

The DISPATCH is intended to be a magazine for all NASG members regardless of their interest area. It is our desire to publish material covering tinplate, scale, and narrow gauge topics as well as covering NASG organizational activities. We will attempt to achieve a reasonable balance for each interest area in each issue. Please bear in mind, however, that the editorial staff can only work with materials received from the membership. Thus, if few photographs are received from a particular interest area, it stands to reason that few photographs for that interest area will be printed.

Our editor, Dick Karnes, is ready to accept articles, photographs, drawings, and other materials from all interest areas. The content of future DISPATCH issues is directly related to how well the membership supports our continuing need for material. Now is the time to fill the mail sack headed for Mercer Island. We need your help.

Thanks!



Ed Loizeaux

Promotions Committee Update

Don Thompson

ADVERTISEMENT-The S gauge promotions ad for Model Railroader appeared in the July issue. We have recieved over 100 responses from potential S gaugers. They have all been sent S informations packages of current manufacturers literature, the NASG brochurers and stuffers and a copy of this Dispatch. I would like to thank the 25 manufactueres who responded to our plea for information and also the ones who helped the NASG pay for the postage on this by becoming contributing members.



NMRA 50TH ANNIVERSARY CONVENTION- With three portable S layouts, a 10' X 70' S modular layout, a NASG promotions committee booth and a half a dozen S manufactueres booths we can say that S was indeed well promoted at this show. It has been even suggested the S stole the show from the other gagues. Next year is Boston.

S GAUGIAN AD- the most recent issue had a half page advertisement for the NASG designed by Bill Geracci. It was aimed at increasing membership in the NASG. The respondees will recieve the NASG brochuer, stuffer, a copy of this Dispatch and a letter explaining what NASG does.

NASG SLIDE SHOW- by the time you read this the 1986 version of the slide show will be ready. We have added 20 new slides of some of the newest products in S, American Models hoppers, Oriental NW-2's, Overlands USRA Mikes, American Models Craftsman style Reefer kit and many more. To sign up for this, write to:

Tom Nimelli
38564 French Creek Rd.
Avon, OH 44011

All we ask is that you UPS the show back to us or the nwxt member or club on the list. If anyone has any slides they would like included in the slide show you can send them to me or Tom. We will make copies and retrun the original.

DISPATCH

Official Publication of the
National Association of S Gaugers

ACTING EDITOR

Don Thompson
2 Roberst Road
New Brunswick, NJ 08901

Dispatch welcomes articles, Photographs, art, cartoons and other model railroad realated materials as contributions by the membership. 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 four issues of the DISPATCH dated during this period, regardless of the date you join. Address all membership applications, renewals, address changes and questions about memberships to:

Walt Danylak
115 Upland Road
Syracuse, NY 13207

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Dick Karnes
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Mercer Island, WA
98040

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Order Board

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Editorial

At this time I would like to thank Elaine and Sam Powell for all the work they did the last several years in transforming the Dispatch from a club newsletter to a magazine. Also, all my friends who helped me on this issue, especially Bob Werre who did the darkroom work.

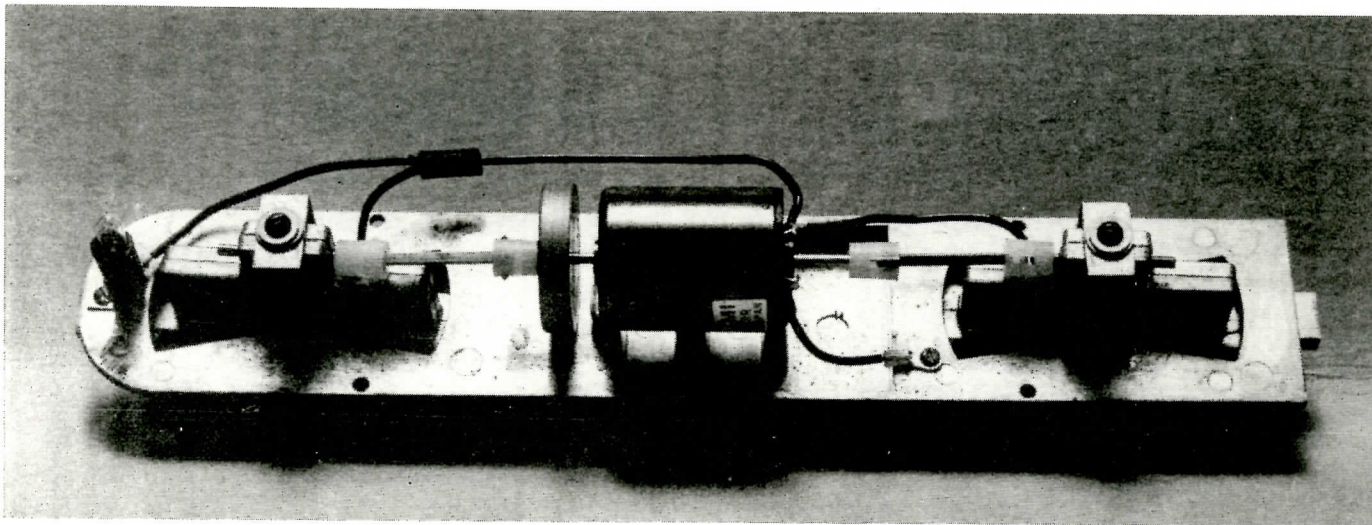
Staff

Stan Stockrocki	Bob Werre
Kent Singer	Dick Cataldi
Lee Johnson	Ed Loizeaux
Ken Zieska	Robin Thompson
Lou Rennig Jr.	Lillian Kohler
Jim Kindraka	Elaine Powell
Walt Danylak	Vic Roseman
Jeff Wilson	Corinne Kilduff

The next deadline for articles is Nov 15th

Cover

Vic Roseman drew this Reading #560 4-6-0 class L3se camelback steam engine. She was built in 1898 by the Baldwin Locomotive works. Originally equipped with Vauclain compound valve gear, narrow fire box and a rear cab but was rebuilt in the twenties with a piston valve, wooten fire box and a center cab for suburban passenger service. The last year of service for this class was 1948.



AN AC POWERED FP7

Stan Stockrocki

The American Models FP-7 fills a major gap in A. C. Gilber's locomotive production. AF never produced the classic General Motors F units during the peak years of Flyer production. The F units that finally did appear in the sixties were, to put it charitably, not Flyer's best work.

The AF operator who wishes to run the DC powered FP-7 with his AF equipment has three options:

1) Run everything on DC: AF universal motors will run fine on DC. The AF models will still reverse when current is interrupted, while the AM FP-7 will reverse whenever a direction switch (which changes track polarity) is thrown.

2) Convert your AF to polarity reverse: Replacing your locomotive's reverse unit with a bridge rectifier will allow your AF locos to perform on DC just like the AM loco does. They will reverse whenever track polarity is changed, rather than when current is interrupted.

3) Convert your AM FP-7: An easily obtained bridge rectifier will convert the FP-7 into a single direction AC locomotive. A Williams reverse unit will allow it to sequence reverse on AC power just as your AF locos do.

Option 1) involves no modification of your locomotive fleet, while option 2) gives the most reliable control of direction. For those who choose to retain their AC power supplies, option 3) is not difficult to accomplish.

To make a single direction AC-compatible FP-7, purchase a full-wave bridge rectifier, such as Radio Shack #276-1173. This is rated at a more than adequate 4 amps. Whichever rectifier you buy, you will have an epoxy block with four leads: one (+), one (-), and two (AC).

Unsolder the wires to the motor. Connect one (AC) lead to the wire from the locomotive frame, and the other to the wires which come from each truck. Connect the (+) lead to the motor terminal which is marked (+), and the (-) lead to the other. If the engine should happen to run backwards, reverse the (+) & (-) connections.

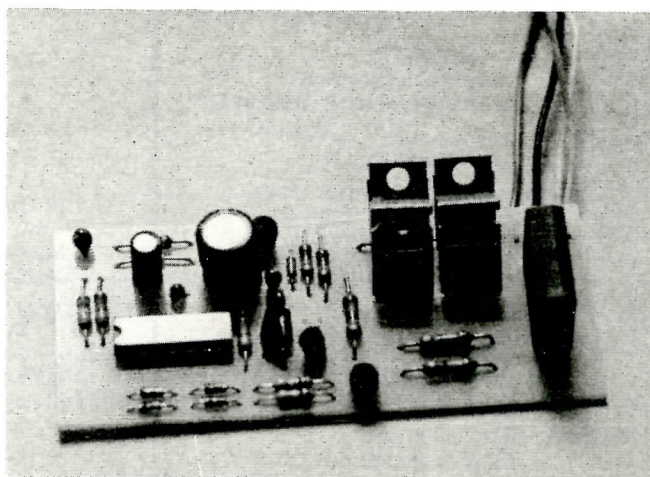


Fig 1

The Williams #1010 reverse unit, shown in FIG 1, is the electronic equivalent of

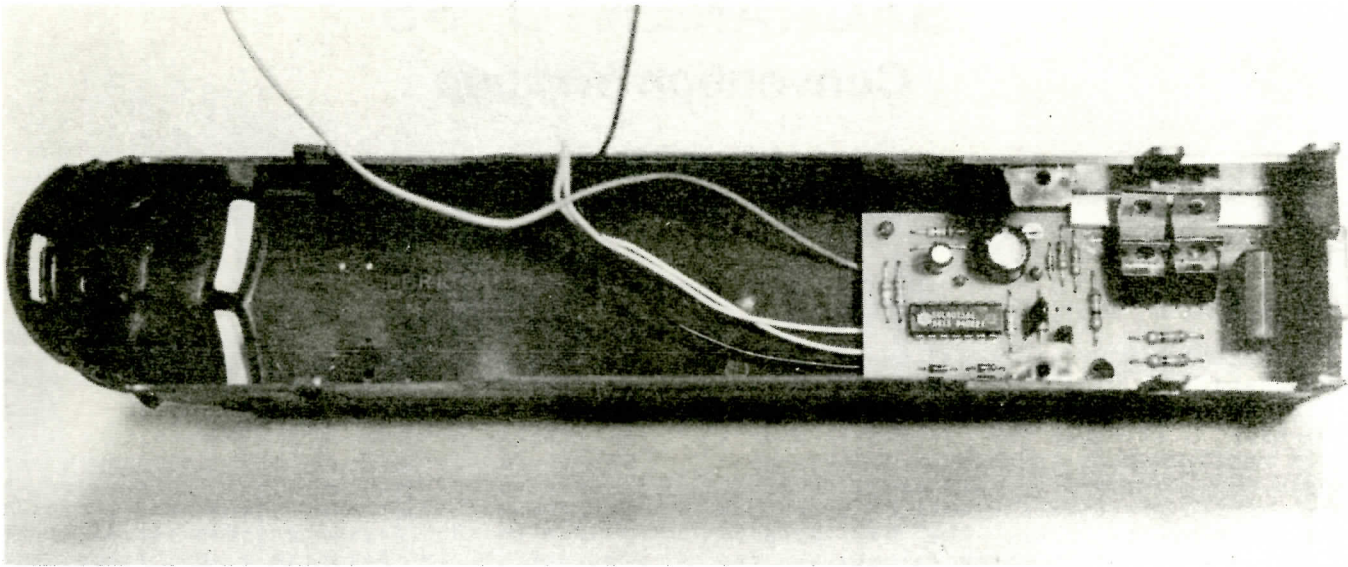


Fig 2

AF's "E-unit" reverse mechanism. It will allow a DC-motored engine to sequence reverse without any of the moving parts which AF used.

Mount the circuit board to the FP-7's roof, flush with the rear wall of the locomotive shell. The rectifier (the rectangular block) should face the rear. This is the only location in which this board will fit. Run the four wires under the center of the board, so that they point towards the front of the shell. Super glue several strips of styrene to the walls of the shell and the surface of the board to hold it in place; see FIG 2.

Unsolder the motor wires. Connect the two wires from the trucks to one of the white wires, and the wire from the metal locomotive frame to the other white lead. Solder the red wire to the (+) motor terminal, and the black wire to the

terminal marked (-). Be sure to use a small iron, and insulate all exposed connections with electrical tape. Also place a piece of tape over the bracket which supports the rear truck. If necessary, bend the four transistors (located next to the rectifier) back towards the side of the locomotive shell. Just be sure that their metal collector plates do not short against each other or any other components. See FIG 3 for the completed installation.

Reassemble the locomotive, bending the wires so that they do not rub against any moving parts. You've done the conversion; the FP-7 will operate just as your AF locos do.

Now all you need to do to move your AF car fleet down the road is to mount an AF coupler on your AM unit. I'll leave that subject to a future Dispatch article.

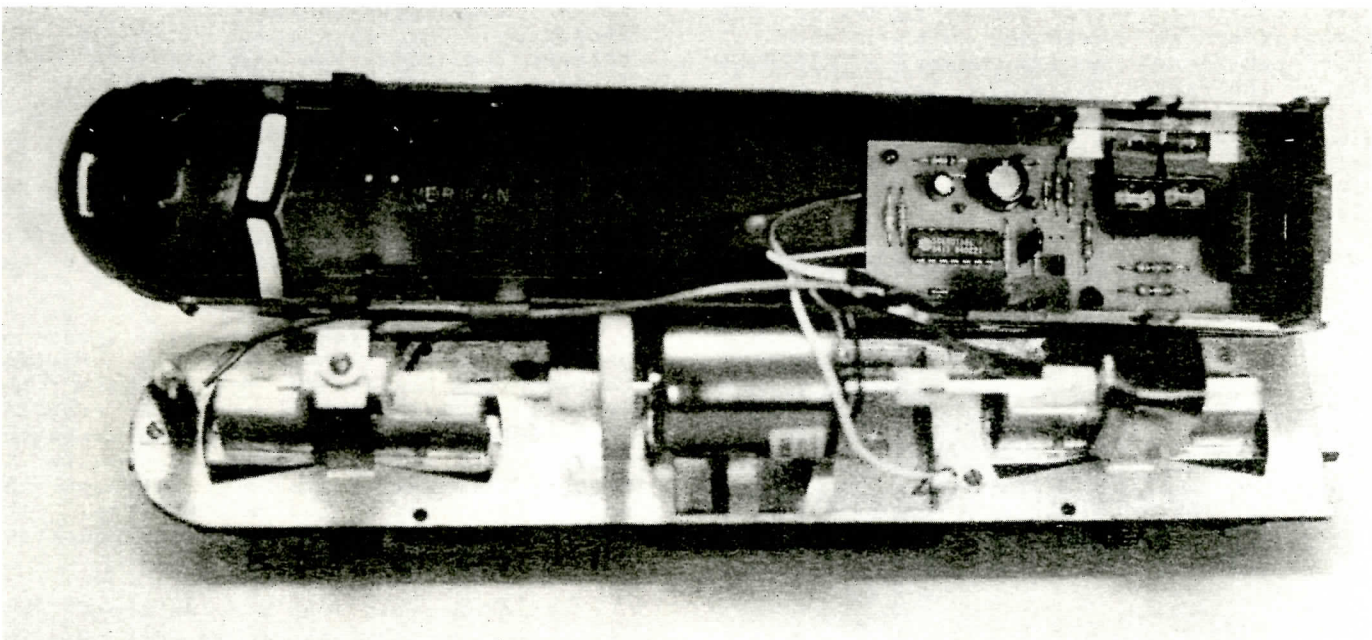


Fig 3

SACRAMENTO '85

Convention Wrapup

Lee Johnson

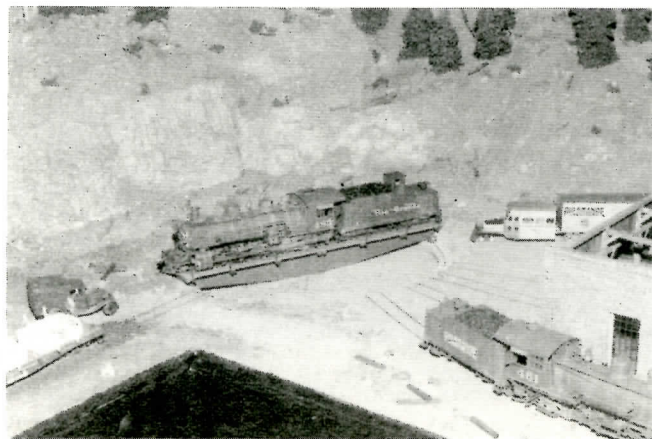
1985 NASG "GOLD RUSH" CONVENTION

The 1985 NASG "Gold Rush" Convention is now history. Other than the 106 to 107 degree weather, it appeared everyone had a good time. Although the convention didn't start until noon on Thursday, July 4, many people had arrived by Wednesday evening. This meant there were plenty of hands to help unload the truck the Bay Area S Scalpers used to bring three layouts to the convention.

Wednesday night and Thursday morning were used to set up the layouts and the manufacturer's/supplier's display. The manufacturers and suppliers represented at this year's convention were Overland Models, Hoquat Hobbies, Lehigh Valley Models, Scenery Unlimited, S Gaugian, Tomalco, G & W Models, Mini-Vac, NASG Clearing House, NASG Promotions, Interurban Press (represented by Tony Perles), and Triangle Scale Models.

Overland Models had their normal array of brass locomotives including the pilot models of the NYC 4-6-4, USRA 0-8-0, and the unveiling of a pilot model of a C & O 2-6-6-2.

There were a total of four layouts set up with Mike Zolna's American Flyer layout running continuously. Bob Hogan's Sn3 layout was beautifully scened and the separation of this layout coupled with the sound system was just short of fantastic. The original S scale module layout of Lee Johnson's was operating with a lot of "foreign line" motive power. Although Jerry Poirter's S scale layout wasn't completed, just its size for 13' x 40' was impressive. Many new ideas for building a portable layout, which intrigued many people, were incorporated into Jerry's layout.



Although the manufacturer's/supplier's display area was the social focal point for the conventioners, many fine clinics were presented and were well attended. Dick Karnes presented some unique ideas kitbashing American Flyer bodies into scale cars, while Dick Cataldi explained how aerodynamic testing is performed by proptotype railroads. Another prototype clinic was Bob Blymer's presentation on how Sacramento is building a new light rail system. Kent Singer explained what to do to your contest models to maximize your points on a model entered in the NASG model contest. Probably the best attended clinic was Jess Bennett's on scratch building articulated locomotives. Tom Hawley discussed how to build and run module layouts, while Chuck and Sarra Corsello talked about custom painting equipment and building structures. The last of the clinics were given by Stan Stockrocki on kitbashing rolling stock with styrene, and Mike Zolna's presentation of tree making made easy. For the women, Rachel Click gave a very interesting clinic entitled "All About Perfume."

Although the full length steam train ride on Thursday evening had to be cancelled due to the set up of the Water Festival starting a day early and thus blocking the tracks, the California State Railroad Museum put on a great show for the conventioners. A Union Pacific 0-6-0 and two coaches were operated back and forth over a five block length all evening to allow many opportunities to ride and photograph the equipment. People were allowed to ride the cab of the steam locomotive along with a ride in a Sacramento Northern SW-1 diesel switcher which was also going back and forth on the tracks. Also, a southern Pacific 0-6-0 and Northwestern Pacific 4-6-0 were moved out of the museum for picture taking. Bill Ortley was the lucky winner of the raffle and was allowed to actually operate the Union Pacific 0-6-0.

On Friday morning two bus loads of people toured the Southern Pacific Sacramento Locomotive Works where the railroad completely strips and rebuilds locomotives. They also have an automated wheel shop which provides car wheels to most of the vast SP system. Although the tour involved a lot of walking, the Southern Pacific was a tremendous host, and everyone enjoyed the tour.

For those that didn't go on the SP shop tour, a bus load of people went on the Almond Plaza tour. Unfortunately, the

SACRAMENTO '85

height of the almond processing doesn't start until August; therefore, most of the tour consisted of watching the packaging procedure. After the tour of the processing area, everyone went to the Almond Plaza shopping area where a vast array of differently prepared almonds could be purchased.

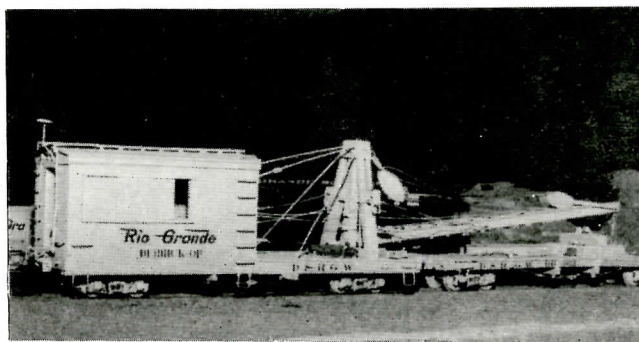
The NASG business meeting on Saturday morning was well attended. The high point of the meeting was the announcement of the election results. The results were

President	Ed Loizeaux
Eastern Region	
Vice President	Don Thompson
Central Region	
Vice President	Tom Hawley
Pacific Region	
Vice President	Lee Johnson

The amazing part of the election was the high percentage of voter turnout.

The highlight of the convention was the banquet inside the California State Railroad Museum. Happy hour found many people roaming the museum while others enjoyed the music provided by the Sacramento Banjo Band. Everyone enjoyed the prime rib dinner along with the fresh strawberries, whipped cream, and brandy for dessert. Eating dinner between a Great Northern RPO car and a Santa Fe 2-6-2 was a unique experience. The model contest winners were announced with the first place and best in show winners lined up by the podium. The Bernie Thomas Memorial Award was presented to Avery "Swede" Norlin of Tomalco, while the John Sudimek Memorial Award went to Don Harper. With the passing of a friend to all S gaugers, the Charlie Stackpole Memorial Award went to David Pool. Don Heimburger gave a brief

presentation of the 1987 NASG Convention to be held in Chicago, and Dave Held and Jim Kendraka gave a slide presentation on the 1986 NASG Convention to be held in Detroit. This 1985 NASG Convention also had the distinction that Paul Shimida, president of NMRA, attended part of the convention and the banquet. The banquet ended with a plea from the Bay Area S Scalpers for people to



purchase the "Gold Rush" Convention car. In the normal S gaugers helpful manner, the plea was heeded and all but 5 of the convention cars have been sold as of this writing.

The auction was held after the banquet, and Rollie Mercier did his normal superb auctioneering. The swap meet on Sunday finalized the convention. A few of the adventure some drove to the San Francisco Bay Area to visit the S scale layouts of Jim Seweeny and Ed Loizeaux along with Barney Daehler's S scale fine scale layout and Don Harper's Sn3 layout.

Everyone seemed to enjoy the convention, and many good comments were heard. Now we are all looking forward to Detroit in '86.

Bernie Thomas Award

Jim Kindraka

This summer the National Association of S Gaugers, Inc. presented the Bernie Thomas Memorial Award for the 20th time. The award honors Bernie Thomas, but just who was he and why is his memory so honored?

In the early 60's, S gauge was in a far different situation than it is today. Manufacturers were few and S gaugers predicting a bright future were fewer. Bernie was one of them. He was active and optimistic, working tirelessly to support newcomers with articles on A/F conversions and other simple projects. He volunteered to become NASG's General Director and developed the rotating, visiting club format which evolved into our present

annual convention. Early on, Bernie decided the organization needed a symbol, so he encouraged Frank Titman who actually designed the current "clasped couplers" NASG symbol. He travelled unselfishly to attend meetings and judge contests wherever S could be promoted. The May 1965 NESGA Convention is said to have been a tribute to his organizational ability. He died unexpectedly at age 50 in July of that same year--the day after attending an S gaugers meeting with John Sudimak.

Bernie Thomas was born in Lima, Ohio and became a Senior Metallurgical Inspector with Jones and Laughlin Steel Corporation in Pittsburgh. He never married, splitting

SACRAMENTO '85

his time between work, his hobby, and caring for his invalid mother. When he died in 1965 he left many saddened friends and a legacy for this organization to grow and flourish. It is said his tombstone bears a carved locomotive and a railroad inscription as an epitaph, but no one has ever seen it or passed the information on if they have...

Shortly after Bernie's death, as a living memorial to this unselfish, reliable, and well-liked man, Dick Schlott and the Deep South S Gaugers originated the Bernie Thomas Memorial Award. It has been presented every year since through the offices of first the S Gauge Herald and now the Board of Trustees of the National Association of S Gaugers, Inc. The selection process is mandated in NASG's Constitution and reads, in part: "In recognition for meritorious service to S Gauge on the NASG...This award shall be presented annually and carry with it conference of Honorary Membership in the National Association of S Gaugers, which shall be good for life."

This year's winner is Avery "Swede" Norlin, operator of Tomalco. Avery has been actively promoting S and Sn3 for many years. Among his accomplishments are the importing of Sn3's first brass locomotive

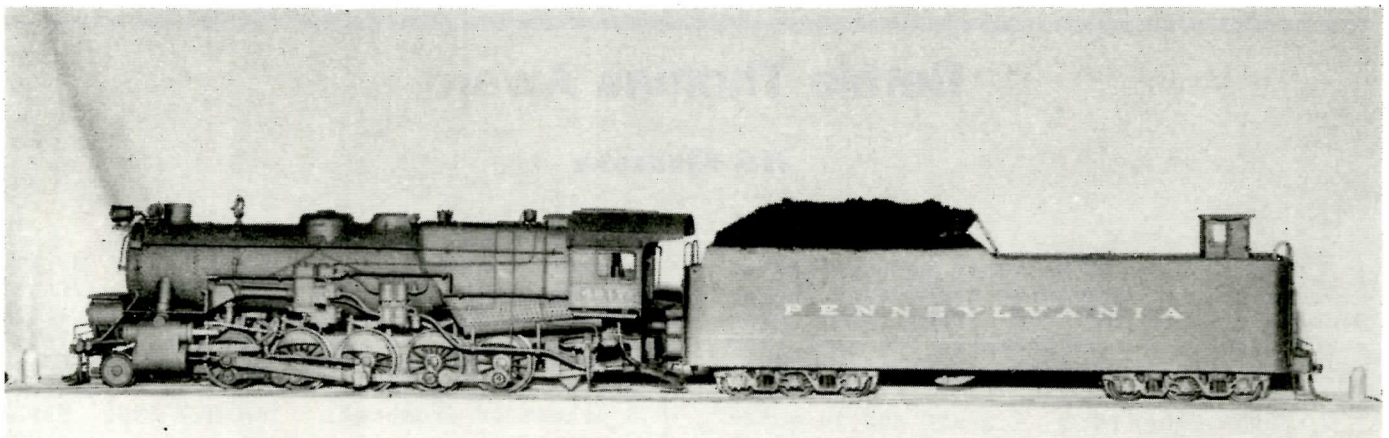
in the late 70's and also the introduction of both narrow gauge and standard gauge Code 100 flex-track in 1979. The introduction of ready-to-lay flex-track in standard gauge has to be considered one of, if not the most significant new products of the entire decade of the 70's.

Avery Norlin joins the list of distinguished S gaugers that spans almost 2 decades. Recipients of the award since its inception include:

1966	Wallace Collins
1967	Frank Titman
1968	Frank Titman
1969	Ed Schumacher
1970	John Bortz
1971	Robert Blois
1972	Claude Wade
1973	Howard Sandusky - deceased
1974	Donald Heimburger
1975	Leonard Giovannoli
1976	Walter Graeff - deceased
1977	Joshua Seltzer
1978	G. Richard Cataldi
1979	Donald Heimburger
1980	John Sudimak - deceased
1981	Ernie Horr
1982	Don and Robin Thompson
1983	Tom Couglin
1984	Sam and Elaine Powell
1985	Avery "Swede" Norlin

Contest Results

Kent Singer



Due to the small number of entries, combinations were made by the judges to form the events listed below.

BEST-IN-SHOW: Fred Paulus, Cheyenne Mountain derrick car & idler

PAGE EIGHT.

MASTER CRAFTSMAN

Steam Locomotives

- 1st John Bortz, PRR 2-10-0
- 2nd Jim Sweeney, NWP 4-4-0
- 3rd Ed Filer, 28 ton Shay

NASG DISPATCH

SACRAMENTO '85

Freight & MoW

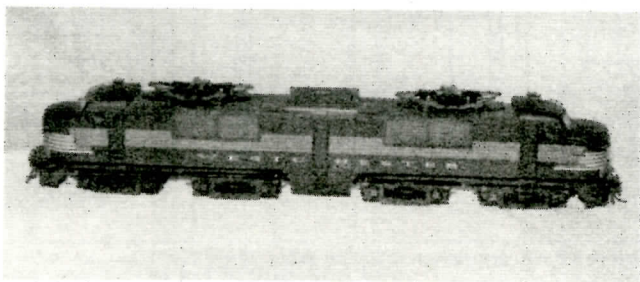
- 1st Jack Troxell, SP Auto boxcar
- 2nd Jim Sweeney, SP Caboose

CRAFTSMAN

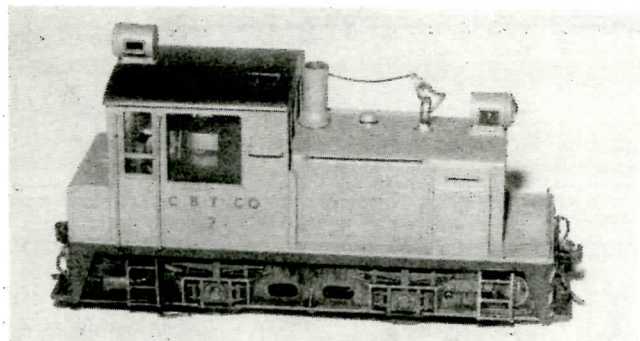
Steam Locomotives

- 1st Richard Karnes, Westchester 0-6-0 Camelback
- 2nd Fritz Gemeinhardt, UP 2-8-0
- 3rd Richard Karnes, Westchester 2-6-0

Diesel & Electric Locomotives



- 1st Richard Karnes Westchester B+B - B+B Electric



- 2nd Richard Karnes, CBT Co. 4 wheel diesel switcher

Passenger Cars

- 1st Fritz Gemeinhardt, UP Baggage/Coach

Freight & MoW

- 1st Fred Paulus, Cheyenne Mountain derrick car & idler
- 2nd Bill Oertly, WM 3 bay hopper
- 3rd Fritz Gemeinhardt, UP Caboose

AMATEUR

Steam Locomotives

- 1st Richard Rogers, Sierra #8 4-4-0

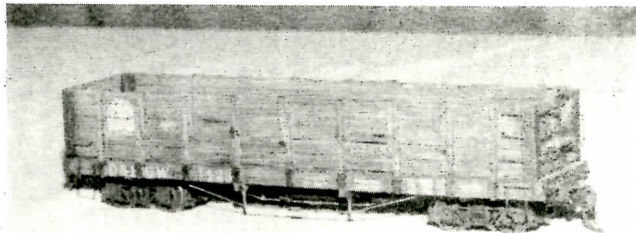
Diesel & Electric Locomotives

- 1st Pat Altieri, Amtrak PA & PB
- 2nd Richard Rogers, Sierra #42 & #44 diesels

Passenger Cars

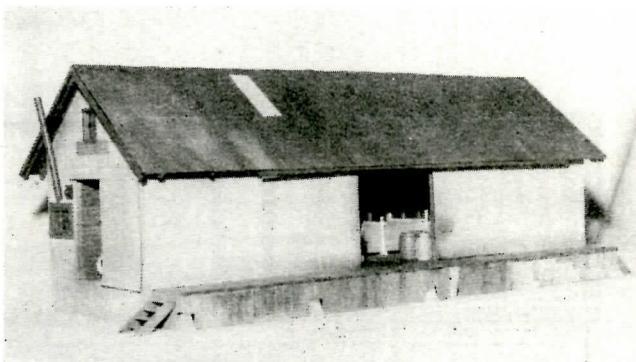
- 1st Richard Rogers, Sierra #5 combine & #6 coach

Freight & MoW

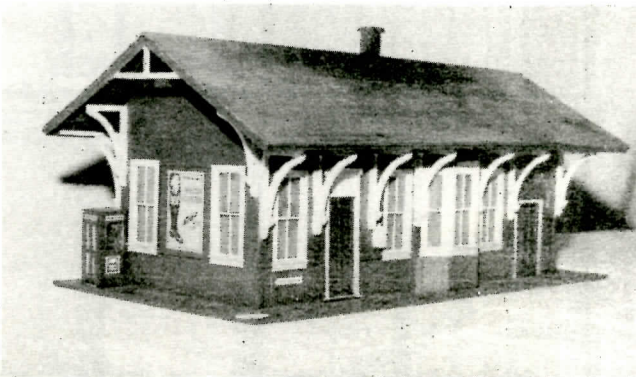


- 1st Tom Kelley, D & RGW Gondola (Sn3)
- 2nd David Pool, Rebuilt reefers (superscale)
- 3rd John Steele, B & M wood box car

Structures



- 1st Don Harper, Metal Warehouse
- 2nd Don Harper, Wood Warehouse



- 3rd David Pool, Cannondale Station

The NASG thanks Tony Perles for very capably running the contest. Thanks also go to Jessie Bennett and Mr. & Mrs. Elmore for the difficult job of judging the contest.

Compiled and reported by:

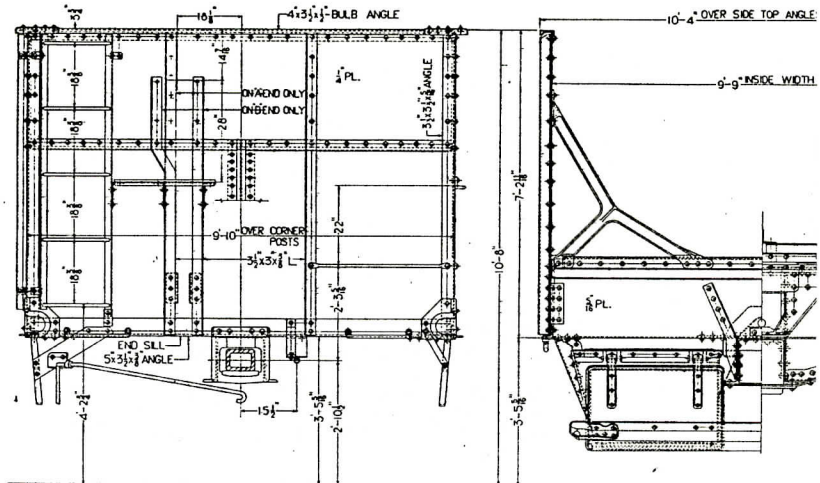
Kent L. Singer, Chairman,
NASG Contest Committee

DETAILING THE AMERICAN MODELS TWIN HOPPER-PART II

Don Thompson

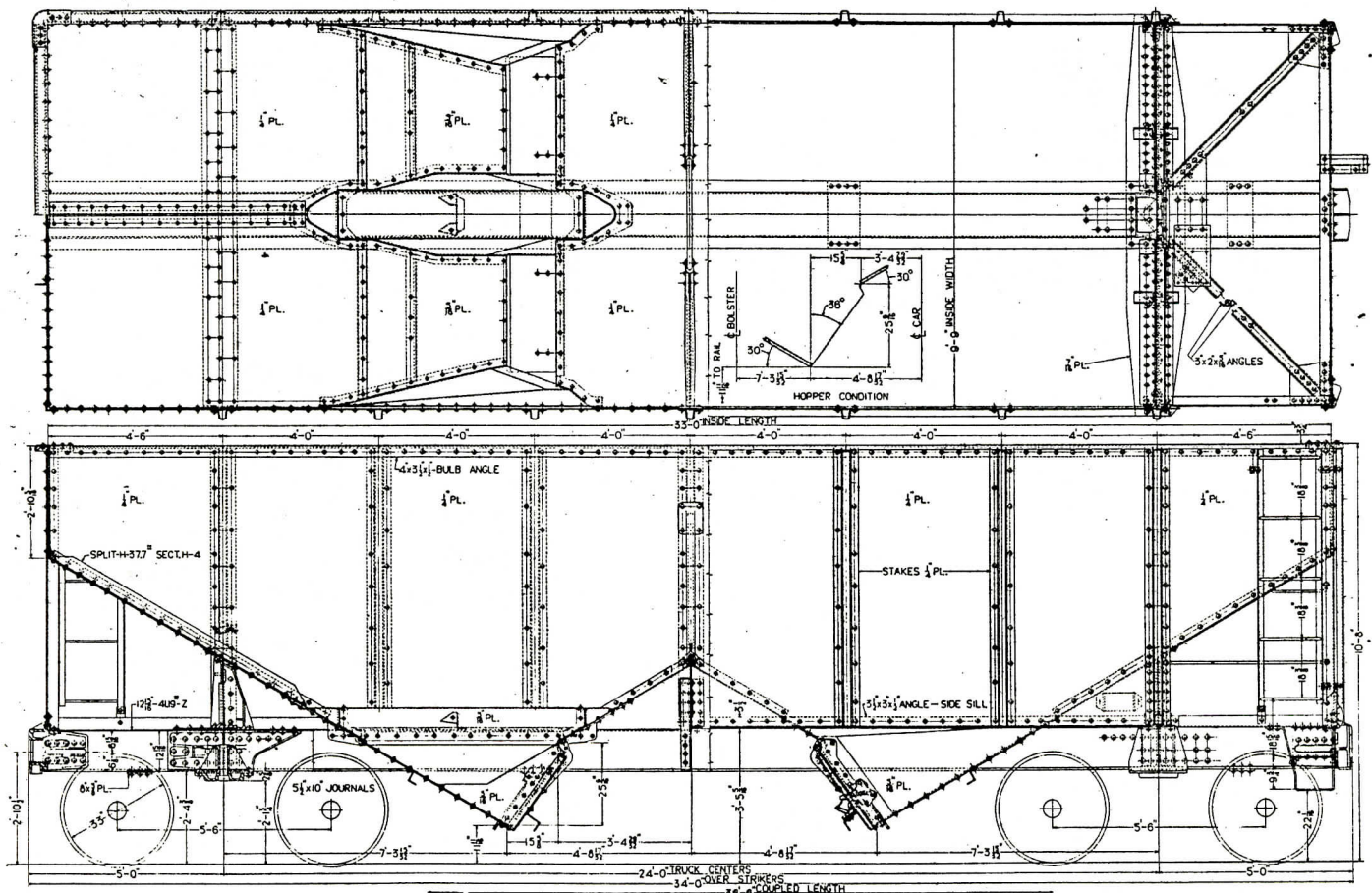
Due to a lack of space in the last issue, Vol VIII No., 2 the following drawings were printed to small to be used. After several requests for a set of full sized drawings, we decided to run them as a sequel. If anyone needs a copy of the text of the original article, I will gladly send them one if they will send me a large self addressed, stamped envelope. Send these to:

Don Thompson
2 Roberts Road
New Brunswick, NJ
08901



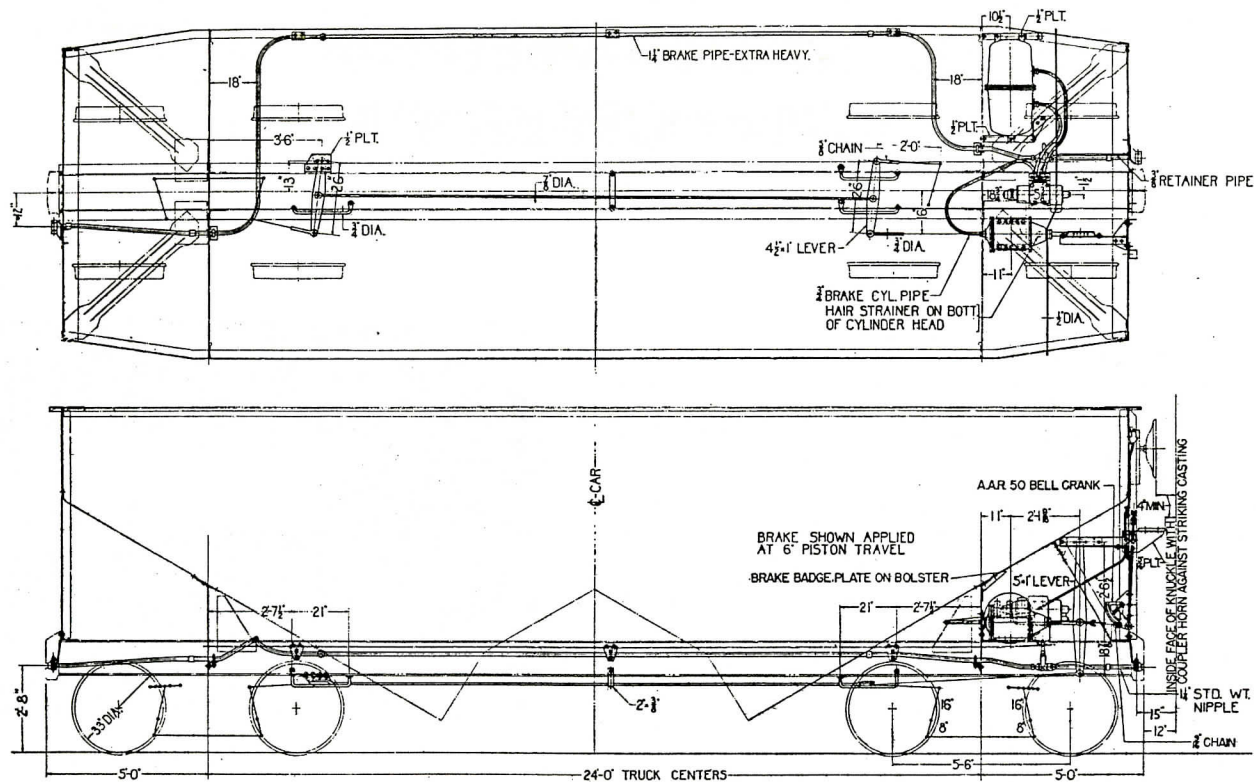
End elevation and half cross-sections of Unitcast design. 55-ton twin hopper car incorporating cast steel bolster center, center sill hood ends and hopper frames.

Fig 2

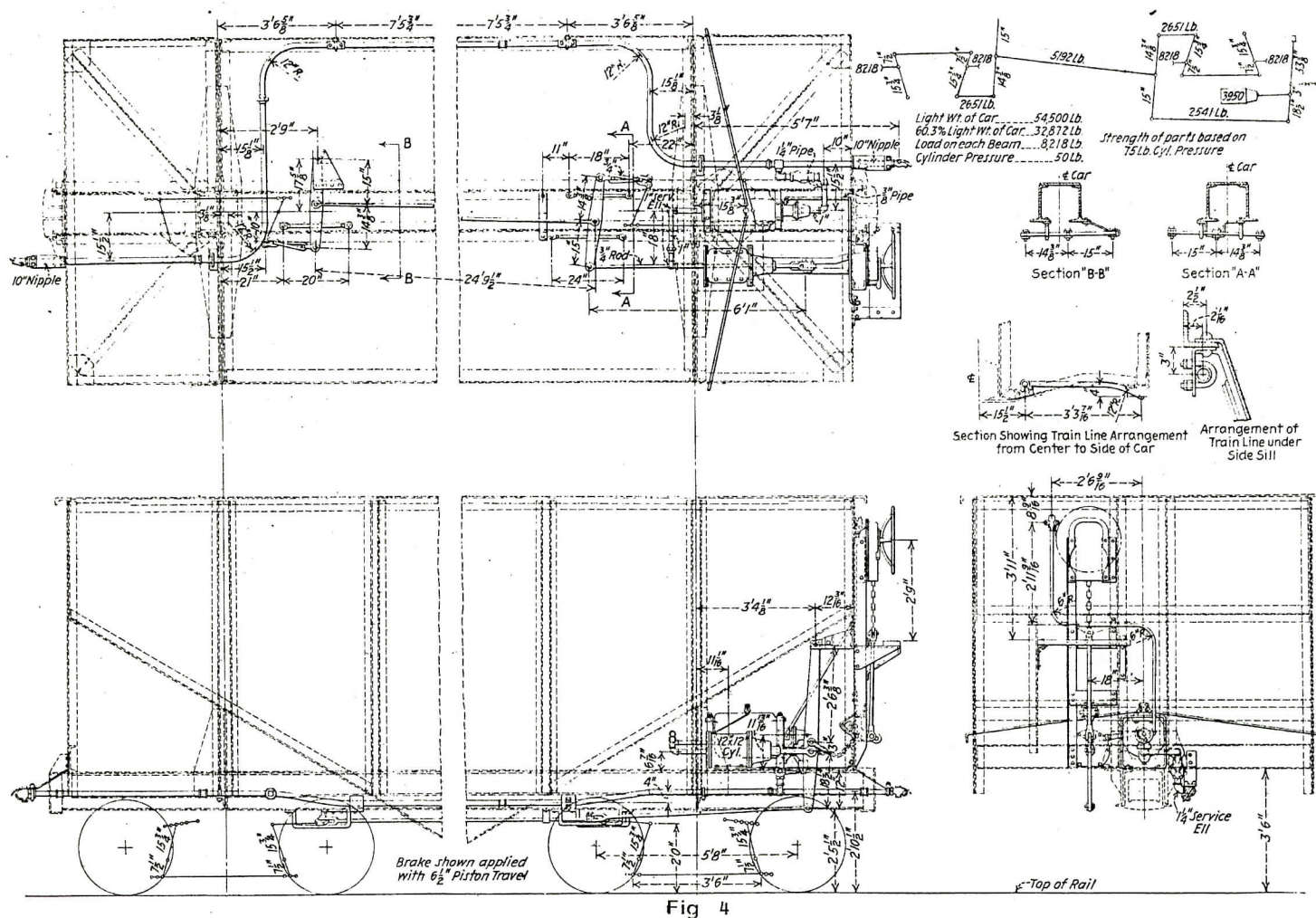


Plan and elevation of Unitcast design, 55-ton twin hopper car with cast steel crossbearer arms, body bolster centers, center sill hood ends and hopper frames.
Unitcast Corporation.

Fig 1



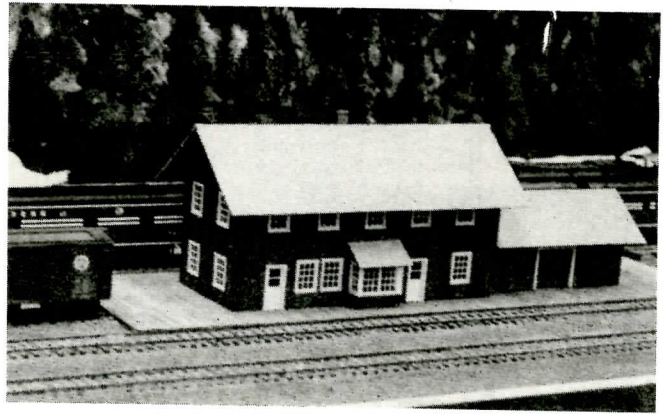
crossbearer arms, body



MILWAUKEE '85 Convention Wrapup

Ken Zieska

If anyone had any doubts that "S" has survived the loss of A.C. Gilbert, the NMRA 50th anniversary convention in Milwaukee destroyed that myth. As surprising as it was to the convention goers, "S" was the most prevalent scale shown in Milwaukee with three portable layouts and a huge (10' by 70') four club (Pines and Praries, Badgerland, Southeastern Michigan and Heartland "S" rails) Modular layout. The set up of module layout was coordinated by the NASG modular development committee with funding for the transportation of the corner sections by the NASG promotions committee. The modules were built by no less than 15 individuals and a 8' section featuring a sawmill, pond and lumber operation built by Dody Stevens winning third prize in the NMRA module contest.

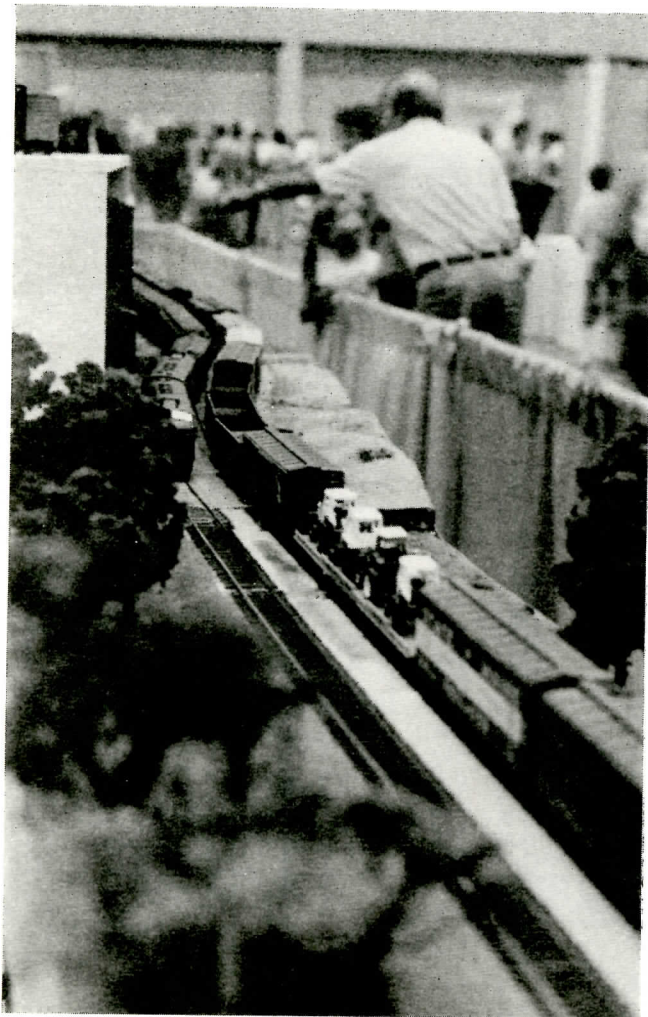


Depot on S-Team layout

Operation and power was evident on the layouts, all four displays maintained smooth running trains as well as a variety of "S" scale products from Tomar drumheads to Omnicon consolidations and Overland Hudsons. American Models fine line of freight and passenger cars were also on display as trainloads of them in standard and custom paint jobs ran the rails.

This year "S" was also evident on the layout tours with both Bob Ristow and Roy Meissner model railroads open to the conventioners. Roy was also schedule to give a clinic on making rivet detail.

Ask any model railroader who attended the Milwaukee convention and they will tell you "S" was there and remind them again that they had better sell out now before the bottom drops out of the HO used train market. We warned them in Milwaukee, the smart move is to "S", make the Switch to "S" Scale.



S-curve on the NASC layout



NASG Layout with Paul Stevens, Jim Phelps and Sig

MILWAUKEE '85



Badgerland Club layout



S-Team Layout

Short 'n Easy

Kent Singer

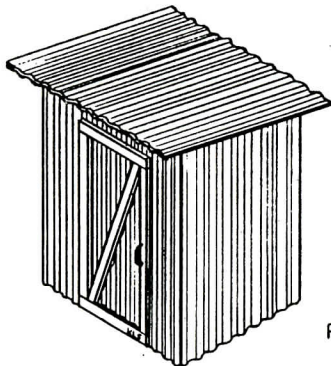
SHEDS

Sheds appear almost everywhere among lineside industries. They are used to house flammables, tools and other odds and ends that are required in the immediate area. The diversity of materials that they are built from, various sizes and simplicity of design make them ideal structures to model.

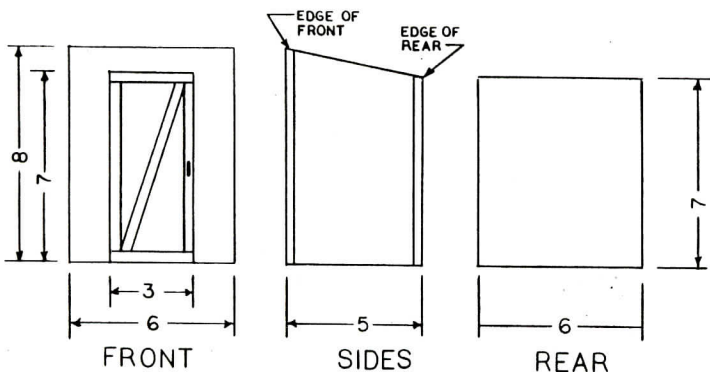
The desire to build some sheds originated while sorting through the scrap box and finding a load of bits and pieces left over from larger projects. This explains the relatively small size and choice of materials of the sheds illustrated. Alternative siding could be board and batten, plywood, clapboard or whatever else is on hand. Similarly, the roofing could be tarpaper, canvas or just boards. The sheds can be taller, wider, deeper or all three. The door framing used was 1" to 4" with a .015" wire handle.

CORRUGATED METAL SHED

ALL
DIMENSIONS
IN FEET

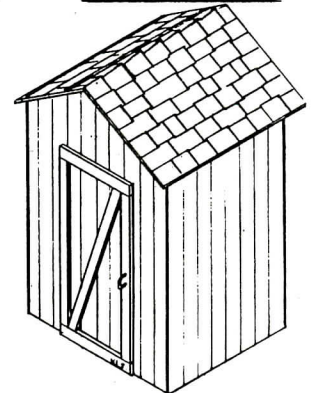


ROOF: 7 WIDE x 6 1/2 LONG

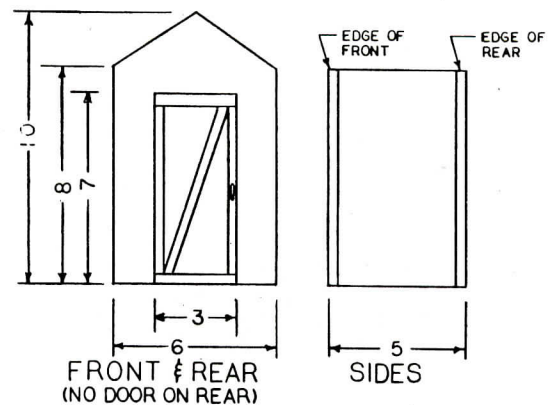


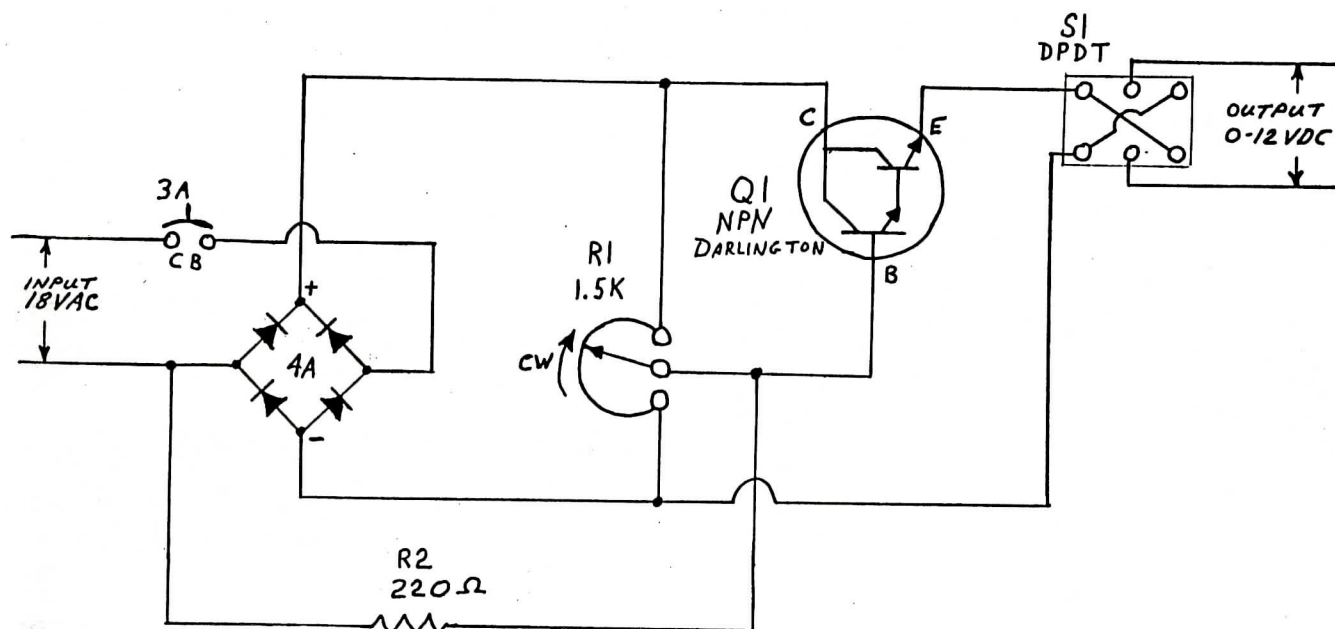
WOOD SHED

ROOF:
TWO PANELS, EACH
4 WIDE x 6 LONG



ALL
DIMENSIONS
IN FEET





BUILDING A HAND-HELD THROTTLE

Kent Singer

Since the Fall of 1982, the Central New Jersey S Scalpers have been using hand-held throttles in conjunction with their layout modules. The design has been successful in that the throttles can handle double and triple heading as well as withstand the abuse of being banged around and dropped. The only failure mode, resulting from weak circuit breaker mounting, has been taken care of by a re-design, adding the adaptor plate.

This throttle has proved to have many advantages. It is relatively inexpensive, costing less than twenty dollars. A self-contained rectifier allows it to run on 15 - 20 VAC, which happens to be the output of American Flyer transformers. (Almost all of us have one or two of those floating around.) The unit is simple to build, requiring only a couple of hours of work. Finally, the parts are readily available.

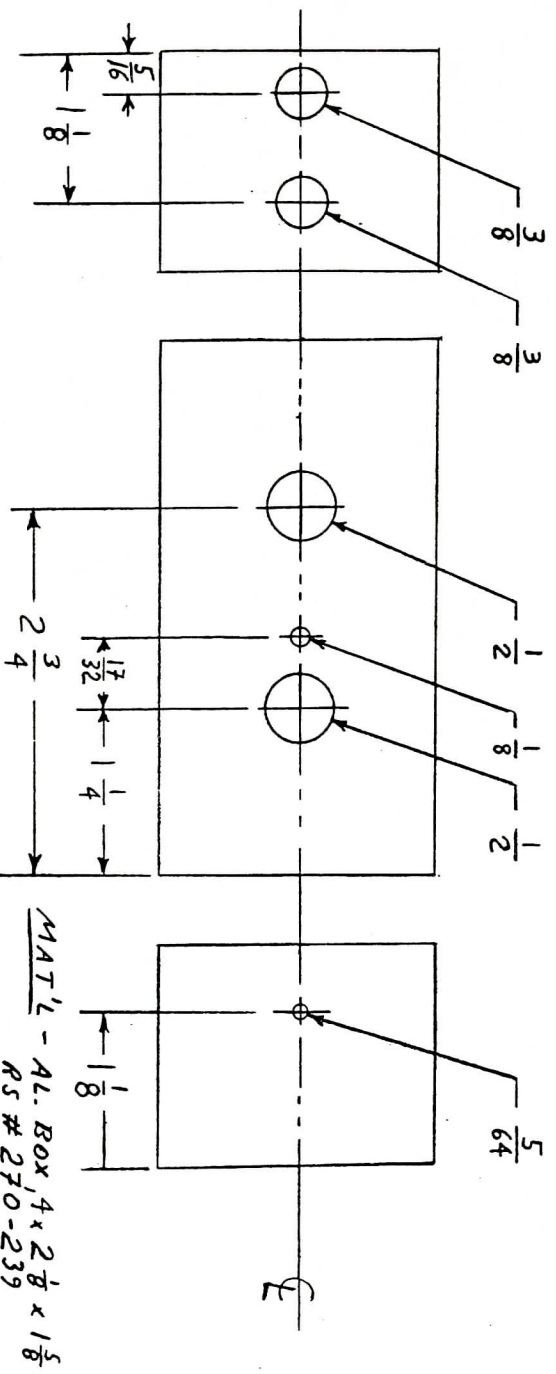
About the only way the parts could be more available is if they were all carried by Radio Shack. Unfortunately, they are not. However, items 1-7 are available from Radio Shack and may be purchased there. Be careful about letting the Radio Shack salesperson sell you a Radio Shack equivalent for the Darlington transistor. Their device has a lower current rating and although it may work well, you run the risk of having it fail under short circuit conditions before the circuit breaker clears the circuit. Also, if a different toggle switch is substituted, be sure that it has a center off position. Don't use a slide switch, because these are difficult to mount, hard to use in operation, and may be unreliable.

rating. The circuit breaker is the type used in TV's. All ratings of these may not always be in stock so if the 3 amp unit is out of stock, use a 2.75 or 2.5 amp one. Bring the drawings with you when you go to buy the parts. They may be a help if the exact part is not available. Also, be sure that the transistor package indicates which leads are the emitter (E), the collector (C), and the base (B). Otherwise, ask the salesperson to look it up for you.

The hole diameters shown on the drilling detail drawing are for generalized parts. They may have to be altered for the specific ones you buy. However, the hole locations are accurate.

When fastening the transistor, use a light film of silicon grease between the transistor and the box. This will provide good thermal conduction and reduce the possibility of burn-out (the CNJSS haven't experienced a burn-out yet). During operation, the area of the box where the transistor is mounted will tend to warm up. This is a normal operating condition. However, if the box becomes uncomfortable to hold, an internal short circuit is probably the cause. This happened to a CNJSS unit and was the result of the circuit breaker coming loose and shorting against a toggle switch terminal.

Items 8-12 may be purchased from any reasonably well stocked electronics store. They're really not uncommon. The 1.5 K potentiometer will probably be the most expensive item (\$3.50/5.00) but the "feel" of the shaft will be better on the higher



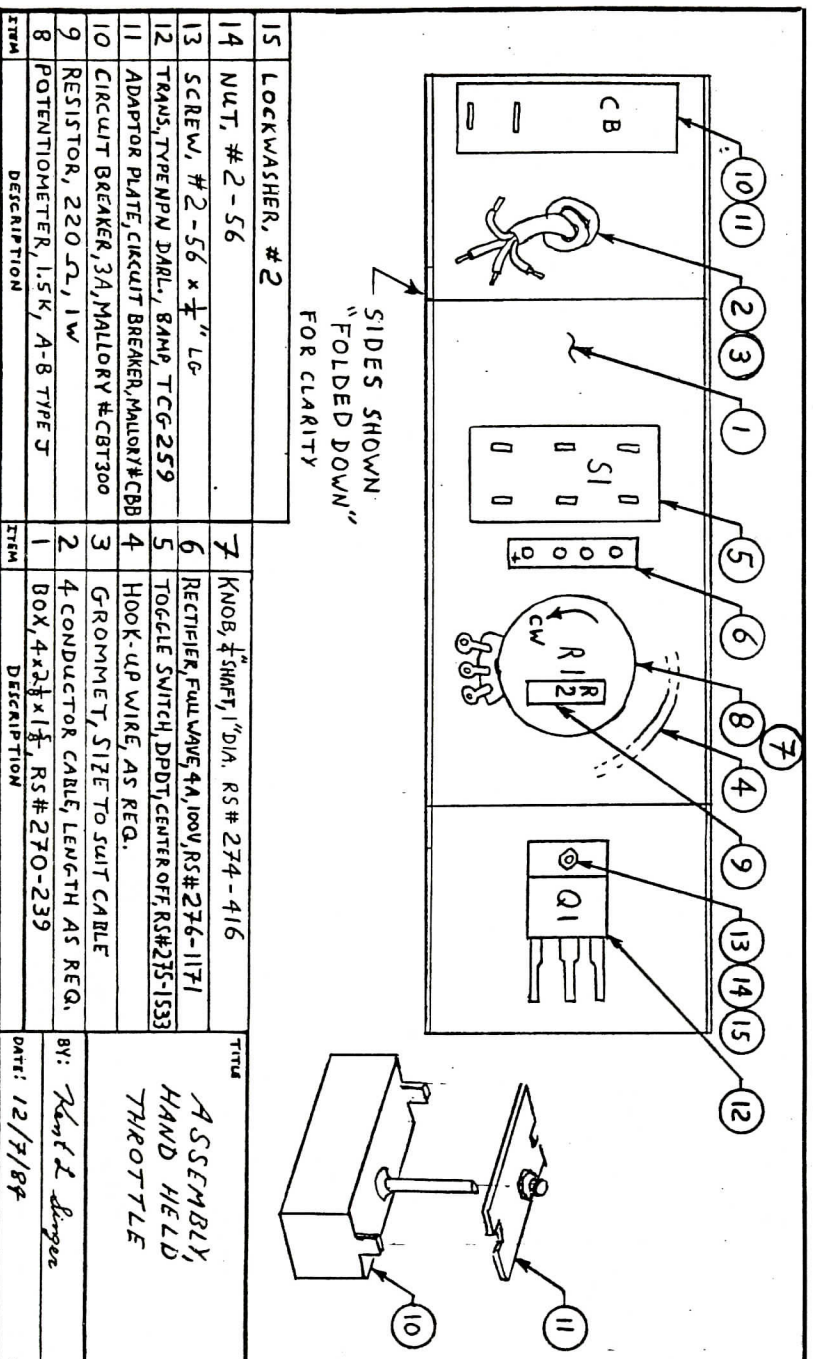
When wiring, use rosin core solder. The box really isn't too cramped for space, but be careful not to burn insulation on completed wires when soldering additional ones. Use a heat sink (alligator clip) between the transistor body and the lead that you are soldering to. This will prevent heat damage to the part.

For the four conductor cable, we used some light telephone cable that was on hand at the time. It works OK but something a little heavier should be used, say 20 or 18 gauge. Be sure to tie a knot in the cable on the inside of the box at the grommet and that the cable wires extend far enough from

the knot so that there is no strain on their connections when the cable is yanked.

One idea that we've used to successfully hang up the throttle when not in use is to "goo" a 1" x 3" strip of Velcro "hooks" to the back of the box. Then, "goo" the mating piece of felt on the edge-board of the layout. This works out pretty well and is even more versatile when additional pieces of felt are placed about five feet apart on the board.

So, take care in the wiring and it should work when you are finished. If not, I'll be glad to answer questions.



Trade News and Views

Jeff Wilson

AMERICAN MODELS (22055 W. Brandon, Farmington Hills, MI 48024) is planning its next two S scale products and a number of new paint schemes for its older products. The two new products will be a PS 5, 53' mill gondola and a two bay offset side hopper. Release of these new items is scheduled for January 1986.

New paint schemes planned are as follows:

Passenger sets:

Northern Pacific Vista
Dome North Coast Ltd
New York Central 20th
Century Ltd

FP-7 Locomotives

Northern Pacific; Main
Street. Two different
numbers.

New York Central.

Unnumbered.

PRR Freight; Green, 2 #'s

Burlington Northern;

Green, 2 #'s.

Freight Cars (all with four
different numbers).

Box cars

#124 Port Huron & Detroit

#125 Pittsburgh & Lake
Erie

#126 Northern Pacific

#127 Elgin Joliet &
Eastern

#128 New Haven

Plug doors & reefers

#214 Delaware & Hudson

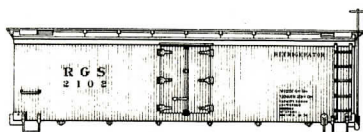
#216 Burlington Northern

#221 Northern Pacific

The passenger car sets and the NP loco are expected on Sept 1, all other locos and the box cars are expected in October.

C-D-S LETTERING LTD (Box 2003 Station D Ottawa Ontario K1P5W3 Canada) has delivered several previously announced sets:

#314 Canadian Govt
Railways 36' single
sheathed box car



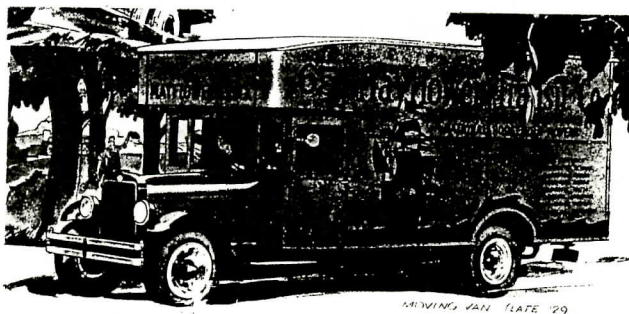
#316 RGS 30' wood
refrigerator

#326 D&RGW 30' wood
gondola



#327 D&RGW 30' wood coal
car

DAYS GONE by Lledo Ltd (Enfield EN3 4LE, England) has produced a Mayflower Moving van that looks about right for S. The van (#18) is yellow with green Mayflower logo. Unlike other Days Gone vehicles, no people are included with the van. Price is approximately \$5.



THE ERTL COMPANY (Highways 136 & 20, Dyersville, Iowa 52040) lists two new 1/64 models in its 1985 catalog - #1848 I.H. Caterpillar Road Grader @ \$6.00 and #1077 Riptide Corvette (a 1960 'vette). As mentioned in the last issue of the Dispatch, most of the Replica Series of 1/64 cars has been discontinued, including all of the very popular 1950's cars. The remaining cars still catalogued are: '80 Bonneville Police Car, '82 Ford EXP, Mazda RX7, '82 Camaro, '82 Turbo Firebird, '82 Chevy MiniTruck, '83 Mustang, Datsun 280ZX Turbo, 64 1/2 Mustang, '83 Corvette, '83 T-bird, and the ever popular '32 Ford Coupe.

Also still in the catalog are the Mighty Movers construction equipment and numerous farm implement and tractor items. The old I.H. historical tractor set has been replaced by a John Deere eight piece set.

G&W MODELS (115 Upland Rd., Syracuse, NY 13207) has released three new decal sets. The sets are all dimensional data sets and cost \$3.00/set. The sets are: freight car data-black, freight car data-white, and passenger data-yellow. The freight car sets contain data for the following 1940-60 era cars: 40' box, 40' reefer, 50' autobox, 50' reefer, 50 ton hopper, 70 ton hopper, 70 ton covered hopper, and 50 ton gondola. Each package contains sufficient data for four of each car type. The passenger data sets also contain sufficient data for four cars.

GRANDT LINE (1040B Shary Ct., Concord, CA 94518) 13 new S scale castings. They are:

- #4032 RGS style depot
window 4/1.50
- #4033 RGS station eave
trim 4/1.75
- #4034 RGS station gable
trim 3/1.75
- #4035 RGS station roof
cresting & finials set
1.75
- #4036 RGS style depot
windows -48"x90" 4 pane
4/1.50
- #4037 RGS style depot
windows -32"x53" single
& 58"x53" double 9 & 18
pane set/1.50

#4038 RGS style depot
windows 36"x92" single &
90"x92" double- 4 & 8
pane set/1.50
#4039 RGS style depot door
with window & transom
2/1.50
#4040 RGS Freight door
w/transom 3/2.50
#4041 RGS style depot
windows- 32"x54" single
& 58"x60" double 10 & 20
pane set/1.50
#4042 D&RGW turnbuckles in
brass 4/2.00
#4043 3" queenposts in
brass 8/2.00

#4045 RGS style window
76"x68" double -22 pane
3/1.50

HEIMBURGER HOUSE (310 Lathrop Ave. River Forest, IL 60305) has published a new book entitled American Flyer Features. This softcover book is devoted entirely to AF collecting and operatin and costs 8.95 plus 1.50 p&h if ordered directly.

KEY IMPORTS INC (99 Lyford Dr. #44, Tiburon, CA 94920) says they are still trying to match the market with what Samhongsu will produce at a reasonable cost. They are considering the NYC Mohawk and the C&O Allegheny as their initial entries for the S market.

MINISTRUCURES (P.O. Box 12384, Denver, CO 80212) has been purchased by Mr. Dwight Wortman from long time owner Mr. Hansel Maine. The Ministrucures line is rather extensive, so the listing will not be duplicated here. There are 33 narrow gauge stations, 54 narrow gauge water tanks, coaling towers, engine houses and other trackside structures, 12 ng tunnel portals and bridges, 21 standard gauge stations, 92 trackside structures, engine houses, etc. and 25 bridges and tunnel portals.

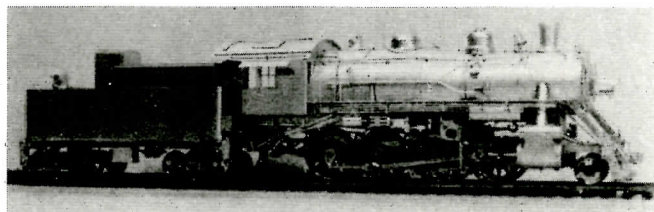
Kits are primarily of wood and cardstock construction and range in price from \$15.95 for a depot privy to \$210 for a working three track bascule bridge. A complete listing of these kits can be obtained by sending a #10 SSAE to the address above. Mr. Wortman has reversed the longstanding policy of direct sales only and will also be selling thru dealers.

Also Mr. Wortman informs us that he is working with PBL to try and get a run of early D&RG 2-8-0s produced. A minimum of 30 firm reservations (the number is small because production will be piggybacked with a much larger run of modern C-16s) is needed. Please contact Ministrucures for details.

N.E. PROTOTYPES (PO Box 537, Rutland, MA 01543) and HOQUAT HOBBIES (PO Box 253, Dunellen, NJ 08812) have combined to produce two new decal sets. These sets are a Michigan Central boxcar - at \$2.75/ set and a Rutland boxcar - at \$1.65/set. Both sets are based on a 1916 NYC design car.

NJ INTERNATIONAL (77 W.Nicholai Ave, Hicksville, NY 11801) has announced plans to release a series of six S scale passenger car kits. Kits will be brass with all forming and punching already completed. Kits do not include trucks, couplers or underbody details. The expected price is \$79.95 and the first car planned for release is a Pullman Standard 85' 13 bedroom sleeper.

These cars will only be produced if NJ International sees sufficient demand for the cars. Other cars planned include a 4-4-2 sleeper, a 6-6-4 sleeper, an 18 roomette and a 10-5 sleeper.



OMNICON SCALE MODELS (900 Lunt Ave., Elk Grove Village, IL 60007) displayed the latest S scale brass import at the Sacramento convention. This engine is available direct from Omnicon. Their MP 2-8-0 looks very nice and the model at the show ran very smoothly. Price of this engine is \$455. The mechanism from the engine is also available separately for \$125. Various castings used on the loco will also be available separately. These include:

#101 Power reverse	\$1.25
#102 Air pump	.80
#103 Air pump governor	.25
#104 Marker lamps	.85
#105 Stack	2.00
#106 Check valve	.65
#107 Whistle	.45
#108 Pop dome w/valves	1.50
#109 Generator w/bracket	.95
#110 Bell assembly	1.50
#111 Injector	1.25
#112 Headlight w/boiler front	2.25
#113 Tender light	.95
#114 Tender brake cylinder assembly	.45
#115 Tender hatch	1.50
#116 Motor mounting bracket	1.50
#117 Motor w/mounting bracket	18.00
#118 Gear box w/gears	5.00
#119 Universal coupling	.60
#120 Arch bar tender trucks - set	9.95

Omnicon also has four more locos on the drawing boards: USRA 0-6-0; Erie 4-6-0; D&SL 2-6-6-0; and a Wabash 2-6-0. Production of these future projects will depend on sales of the initial engine.

ORIENTAL LIMITED (4001 N. Saint Joseph Ave., Evansville, IN 47712) has released Flexicoil truck sideframes in S scale. These sideframes can be used to convert yard switchers to road units. A screwdriver is all that's needed to remove original sideframes from your Oriental switcher and replace them with these. Contact your Oriental dealer for price.

OVERLAND MODELS (5908 Kilgore Ave., Muncie, IN 47304) also had some new brass to show off at the NASG convention. The pilot model of an S scale C&O 'H-6' 2-6-6-2 (#1300-1309) was on display in the Overland case. Also on display was a PRR steel caboose model which has not yet been officially announced. By the time this column reaches you, the O-8-0's and the Hudsons should be ready or just about so.

S SCALE LOCOMOTIVE & SUPPLY CO (7120 Oreon Drive, St. Louis, MO 63121) has announced some new kits. They will be a C&O Hudson L-2 (#300-307) for \$229.00 and a USRA O-8-0 for \$211.00. A new Vanderbilt tender version (long, modern) is also being introduced for \$76.00.

There are several other kits being considered as possible future releases. If you would like to see either a C&O heavy mike or a NYC H10a produced in kit form, you should write SSLS and let them know

SCENERY UNLIMITED (310 Lathrop Ave., RiverForest, IL 60305) will be importing flex track produced by Shinohara. S standard scale code 100 track and Sn-3 code 70 track will be sold in 39" lengths. A bundle of six 39" pieces (either S or Sn-3) will cost \$23.95. There is also a \$3 shipping charge on each track order.

TOMAR INDUSTRIES (9520 E. Napier Ave., Benton Harbor, MI 49022) has announced an additional 8 new S scale drumhead kits. For the following roadnames:

Union Pacific:

#388 Challenger Streamliner
#389 Streamliner
#620 City of Portland
#621 Adios
#622 City of St Louis
#623 UP-Herald

CI&L:

#415 Monon-Herald

Lehigh Valley:

#462 Black Diamond

Rock Island:

#456 Rockey Mtn. Ltd.
#457 Choctaw Rocket
#458 Golden Rocket
#459 Arizona Ltd
#730 The Rocket

Frisco: #511 Will Rogers
#512 Lead Belt Spec.

Seaboard Coast Line

#690 SCL-Herald

Western Maryland:

#479 Fast Freight Line

All drumhead kits are \$9.50

TRAINS OF TEXAS (10606 Sagewind, Houston, TX 77089) which now sells the old 'Crummy Products' line has introduced a Beehive Coke Oven kit in S scale for \$34.95. Each kit contains three ovens cast in Hydrocal. These ovens are Colorado prototype typical of the early days of steel making and were used to convert coal to coke. If ordering directly from T of T, add \$2.50 to cover postage and handling

TRIANGLE SCALE MODELS (PO Box 8483, Long Beach CA 90808) made two important announcements in August. First, the TSM line has been sold to Bill Peters of PBL. The new address is: Bill Peters, PO Box 749, Chama, NM 87520. Roger Schenck (former owner) says Bill plans to expand and improve the line.

Roger also has announced the launching of a new S enterprise:

MODELS BY ROGER SCHENCK (7103 Monalco Rd, Long Beach CA 90808) Roger is already producing a number of Southern Pacific (& other California narrow gauge lines Sn-3 trucks. The trucks are produced in white metal, with 26" wheelsets produced by Grandt Line (unless specified otherwise). All trucks sell for 9.95 per set. The following are now available:

RS-010 Carter Bros. 4' swing beam w/24" wheels

RS-012 Thielsen (Type 2) 49" wheelbase truck

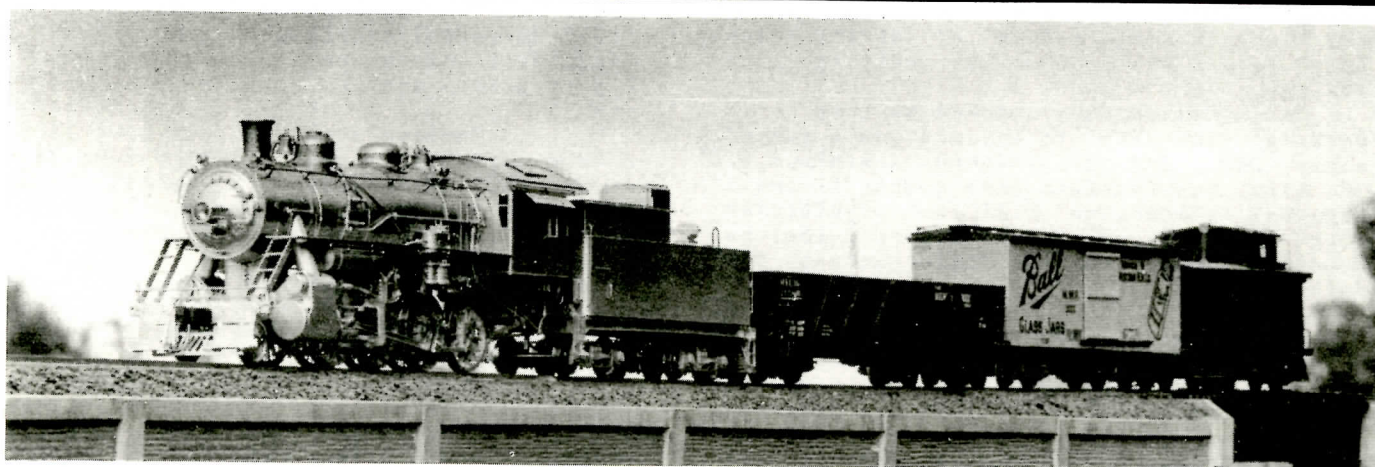
RS-014 Thielsen (Type 3) 54" wheelbase truck

RS-016 N-C-0 5' Archbar truck

RS-018 N-C-0 5' flat bottom Archbar truck

RS-019 Same as 018, except it will be produced in brass - price and date available TBA.

WHITEGROUND MODEL WORKS (PO Box 273, Randallstown, MD 21133) is advertising two new S scale building kits: #3001 Wooster Gas Warehouse - \$39.95 and #3002 Atsan Ice Company - \$39.95.



Details, Details, Details

Lou Rennig, Jr.

America the beautiful-- that is the setting for the railroads we model. Modelers have reproduced this beauty in all its grandeur, from the Rocky Mountains to the Eastern Seashore. Scenery between the two points varies considerably, but most areas have one thing in common--rainfall.

Wherever rain falls in reasonable amounts, drainage must be considered. Drainage can be as simple as a small pipe running under a country road, or as complicated as the large open drainage system in places like New York and L.A.

These drainage systems are interesting in themselves, but the areas where they end are often next to the railroads we model. If a system covers a large area it may be disposed of in a river. Smaller areas may simply be spilled into a low-lying plain. Here the water sets until it either evaporates or is absorbed into the ground. When the ground becomes saturated a marsh is formed. Marshes may be formed anywhere that water is trapped, such as a low area between the tracks in a reversing way.

When modeling a marsh area you must first decide what type of soil is in the area you want to depict and the time of year you are modeling. During the hot summer a marsh may be dry, showing a bare patch of dried and cracked mud surrounded by thick under-brush and ground cover. At other times cattails would be pushing their way up through stagnant, algae-filled water.

Wet swamps can easily be modeled by

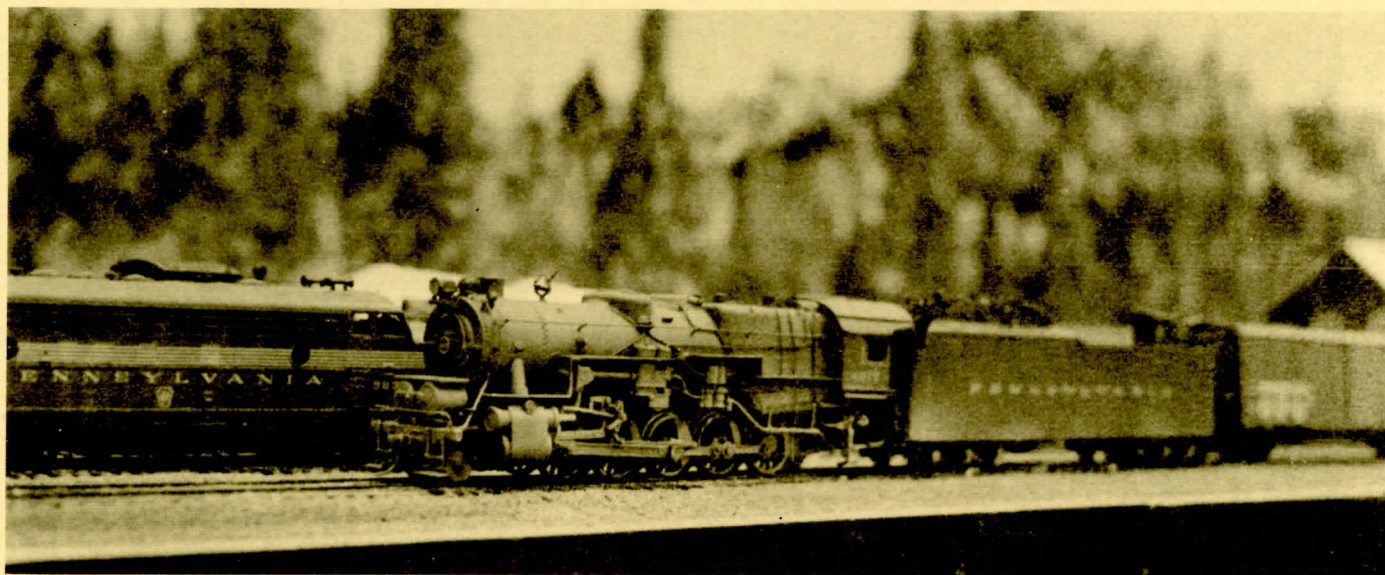
using just a few simple techniques. Start by making your scenery with whatever material you are familiar with. Next paint the swamp bottom using a mixture of burnt umber, raw umber, ultramarine blue and cadmium yellow light. Do not mix the colors before applying, but blend them together in the swamp. When the yellow and blue mix it makes an ugly looking green that is just the thing for a swamp!

While the paint dries you can make a few cattails. Sneak into your wife's broom closet and find a scrub brush with brown bristles and remove a few--you don't need many. Cut the bristles to length and dip the ends into Polly S armour red-brown. Because the Polly S is a thick paint it helps give body to the head.

Using an awl, punch holes into the bottom of the swamp, and plant your cattails. Remember cattails grow in clumps. The next step is to make the water. I used a fiberglass finishing resin made by SIG, which is used to cover model airplanes. I used this because it does not dry clear but gets a film on top which is usually wet-sanded off (you want to leave it on).

After the resin dries apply a clear paint onto the edge of the water and areas around the cattails and sprinkle with Woodland Scenics Burnt Grass #T-44. This is the fungus that grows in stagnant water.

The last step is to cut some jute, found in most craft stores, and push between the cattails. Fasten the jute with mat medium or diluted white glue. Install swamp grass, starting from the water's edge and working outward. Using as reference the article "Modeling Tall Prairie Grass" in the March 1985 Model Railroader, make tall swamp grass and glue to the water's edge. Add the sound of bullfrogs and a few S scale mosquitos and your swamp is finished.



John Bortz's PRR 2-10-0 Decapod

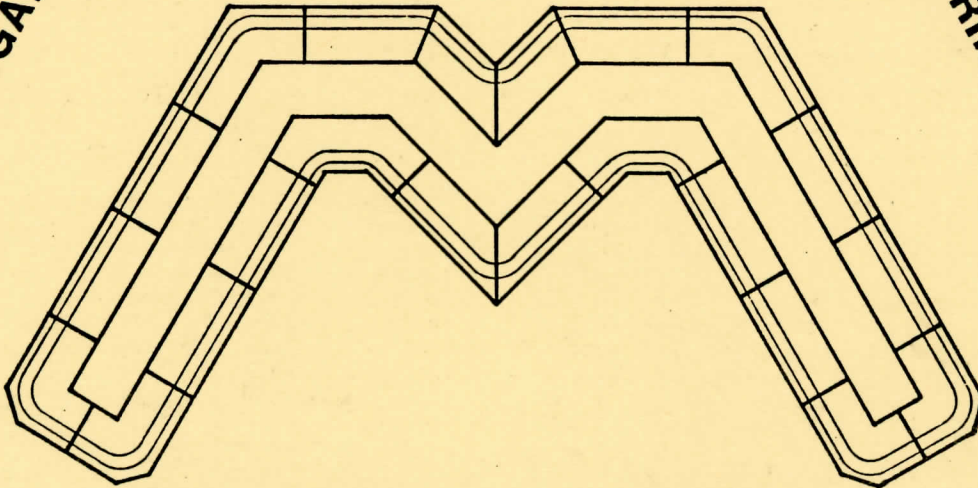
1986 N.A.S.G. CONVENTION

JULY 3 THRU 6

MICHIGAN

NOVI, MICHIGAN

BRING A MODULE



INTERCHANGE



ALTHOUGH EVERYONE IS ENCOURAGED TO FOLLOW THE PROPOSED N.A.S.G. STANDARDS, THE MINIMUM CONSTRUCTION REQUIREMENTS FOR THE "MICHIGAN INTERCHANGE" ARE AS FOLLOWS:

- CONSTRUCTION:** STURDY FRAMEWORK, WITH ROOM TO CLAMP TO ADJOINING MODULES. ADJUSTABLE LEGS WITH A NOMINAL HEIGHT OF 42 INCHES FROM THE RAILHEAD TO THE FLOOR.
- TRACKWORK:** TWO MAINLINES WITH 2 3/4 INCH SPACING, CENTER TO CENTER FOR A LENGTH OF 6 INCHES FROM, AND PERPENDICULAR TO, EACH END OF THE MODULE. CODE 100 MINIMUM RAIL HEIGHT. TRACK GAUGE TO CONFORM TO N.A.S.G. STANDARDS.
- WIRING:** RAIL CURRENT TO BE TRANSMITTED THROUGH THE MODULE BY ADEQUATE GAUGE WIRE, USING ONE WIRE PER MAIN LINE RAIL. AT LEAST ONE FEEDER SOLDERED TO EACH RAIL. WIRES TO BE ATTACHED TO TERMINAL STRIPS AT EACH END OF THE MODULE.
- SCENERY:** NO RESTRICTIONS! LIMITED ONLY BY YOUR IMAGINATION.

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FOR MORE INFORMATION CONTACT

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UTICA, MICHIGAN 48087

TOM HAWLEY 517/482-2048
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LANSING, MICHIGAN 48910