

DISPATCH

Volume VIII Number 4



PRESIDENT'S MESSAGE

One of the more common stories heard about the NASG is that it is a "scale oriented" organization. NASG, it is said, produces scale track gauges, imports scale freight cars, publishes a magazine with mostly scale photographs, and has a scale dominated Board of Trustees. A frequently heard complaint is: "What has the NASG done for the AF enthusiast?"

An objective look at the past several years clearly shows that NASG has done little of tangible value for the tinplate folks in S gauge. This lack of accomplishment is even more surprising when considering that Flyer activists have frequently held key management positions within NASG. The real question now should be: "What should be done and who should do it?"

The AF interest area needs a focal point, a spokesman, a leader, an ombudsman, or a sparkplug. Whatever you want to call it, this person is a critical ingredient in the recipe for greater AF contributions by the NASG. Tom Nimelli has recently accepted the position of Chairman of the American Flyer Enthusiasts Committee and will be responsible for coordinating all

AF-related activities. He may propose new products, new *DISPATCH* columns, new services, and any other items of interest to AF members. Tom is certainly well-qualified for this post by virtue of being the president of the Cuyahoga Valley S Gauge Association, which, with over 100 active members, is probably the largest S gauge club in the country. His long-time involvement in NASG affairs has included such efforts as coordinating the NASG slide show, contributing heavily to the Trade News and Views column in the *DISPATCH*, organizing the flea market and manufacturers displays at the Buffalo NASG convention, and lobbying (successfully) for an AF version of NASG's new tank car. In summary, NASG will be well-served by Tom Nimelli's willingness to improve our AF-oriented activities.

I'm sure that Tom will appreciate your ideas, suggestions, and assistance. This is a large job for any one individual, and the end result will be much better with a group effort rather than just one person's work. The entire NASG BOT joins me and Tom Nimelli in sincerely wanting to help the Flyer folks as much as possible. Your help will be greatly appreciated.

Ed Roigaux

EDITORIAL

SOMETHING OLD, SOMETHING NEW

Well, here you are with your third editor of the year! As you can tell from the staff listing, *DISPATCH* material is distributed all over the country for photos, editing, artwork, and featured columns. I collect and organize some of it, while other portions (together with my output) go directly to our publisher, John Steinbach. John puts together the final "paste-up," and gets the whole thing printed. So far, it all seems to be "hanging together."

At present I am working toward the bottom of the material obtained from Don Thompson and Elaine Powell. By the time this column appears in print, we'll be in deep trouble without more material from you, the readership. Do you have a favorite topic? Have you an unusual or different idea? Would you like to see your railroad or favorite model in print? We'll take anything you've got. Just allow us to decide whether and when to print it. The "whether" is important. You may think that something you would send is not "good enough." Let us be the judge.

For example: One of the articles in this issue initially consisted of a few rough handwritten notes, a handful of photos, and a sketch. A phone interview with the modeler and some rewriting and editing produced a result which I am sure you will find interesting and entertaining.

Remember, if you've got something to share, the *DISPATCH* is the place to share it. We rewrite, redraw, and re-shoot photos as necessary, so don't be self-conscious. That's part of our service to you.

Any potential contributors out there with a personal computer may feel free to send us a 5-1/4" "floppy disk" with your material in an IBM-formatted ASCII file. What's that, you say? Well, you'd be surprised to hear that approximately half the text submitted for this issue was produced on personal computer word-processors. And we retyped it on our own personal computer. Of course, we'll return your disks - if you ask us to.

By now you're familiar with the "Hot Flashes" inserts which have been mailed with the *DISPATCH* since Vol. VIII No. 3. These inserts are designed to give you information which comes in after the *DISPATCH* publication deadline. It will be our policy to include this information, to the extent it is still valid, in the next issue. The reason for this is to give you *DISPATCH* volumes which represent a complete referenceable record of information.

See you next issue!

Dick Kames

DISPATCH

Official Publication of the
NATIONAL ASSOCIATION of S
GAUGERS, INC.

The *DISPATCH* welcomes articles, photographs, art, cartoons, and other S gauge model railroad related materials as contributions from the membership. Contributions and correspondence should be sent to the Editor:

Dick Karnes
4323 86th Ave. SE
Mercer Island, WA 98040

NASG membership dues are \$10.00 per membership year, which runs from July 1 through June of the following year. Membership includes the four issues of the *DISPATCH* published during the membership year, regardless of the date you join. All membership applications, renewals, address changes, and membership questions should be addressed to:

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115 Upland Road
Syracuse, NY 13207

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Volume VIII Number 4

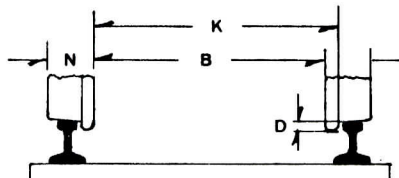
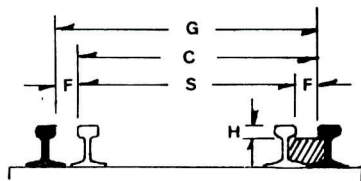
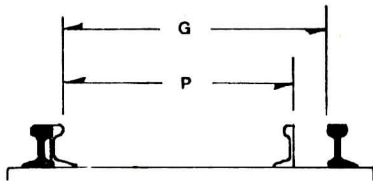
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COVER

The night shift at the engine terminal. This beautiful shot was taken by our photographer Bob Werre on Jack Troxell's layout in Houston.



S3	S	Sn3
G min	.883	.563
G max	.905	.585
C min	.839	.519
S max	.799	.479
F max	.053	.053
H min	.030	.030
P max	.819	.499

S4	S	Sn3
K max	.839	.519
B min	.800	.480
N min	.108	.108
D max	.030	.030

NOTES —

- 1) For further explanation of track & wheel standards and uses refer to NMRA STANDARDS S2, S3, S4, and RP6.
- 2) Recommended wheel contour code 110, see NMRA RP25.
- 3) NMRA acceptance pending.

S3, S4

**N A S G
RECOMMENDED STANDARD**

**TRACK WORK & WHEELS
S — Sn3**

JOINTLY ENGINEERED NASG — NMRA

SHEET 1 OF 1

APPROVALS		DATE
DRAWN	<i>W. J. P.</i>	7-1-81
CHECK		
ISSUED		

**TRACKWORK TO NASG S-3 AND
NMRA RP-3 FINE SCALE**

Compiled by the NASG Promotions Committee

AMERICAN MODELS (OLD PULLMAN)

Ready-To-Lay Code 100 NS Turnouts

- #4 Left & Right Hand
- #5 Left & Right Hand
- #6 Left & Right Hand
- #8 Left & Right Hand

#6 Double-Slip

28"/40" Radius Curved

Ready-To-Lay Code 100 NS Crossings

- 9 1/2 Degrees
- 30 Degrees
- 45 Degrees

TOMALCO

Code 100 NS Standard Gauge Flex-Track

TRAIN STUFF

Three-Point Track Gauges

- Code 70
- Code 83
- Code 100

G & W MODELS

Hayes Bumping Post on NS Flex-Track

NASG

S-3 and S-4 Track & Wheel Standards Gage

BRASS MODELS WITH CODE 110 WHEELS

Compiled by the NASG Promotions Committee

Legend: Each "star" (*) represents a different model. Abbreviations: LH-low hood; HH-high hood; DB-dynamic brakes; AC-anticlimber; NB-number boards; SV-special vents

OMNICON SCALE MODELS

MP # 152 Consol'n (2-8-0)

OVERLAND MODELS

SD40-2
* LH, AC & DB * LH, DB
* DD/EMD wide cab (CN)
* BN Cabless * 81" - 116" LH
SD40-T2:
* D&RGW LH
* SP, LH, 83" nose
* SP, LH, 116" nose

GP38-2:

* LH, AC, ext. range DB
* LH, AC
* HH, DB
* LH
* LH, extended range DB
* LH, small DB
* LH, AC, short DB
* BN cabless
* DD/EMD wide cab (CN)

E3/6:

* A unit * AT&SF A unit

E6:

* UP A unit
* UP B unit

E7:

* A unit, large NB
* A unit, small NB
* A unit, antennas (PRR)
* A unit, SV
* B unit
* B unit, SV

E8/9:

* A unit
* A unit, antennas (PRR)
* B unit

B&O Round-Roof Box Car:

* M53 (plain door)
* M53a (corrugated door)

SP GS-4 Daylight Northern (4-8-4) SW-1200

USRA Light Mikado (2-8-2)

FA-2:

* A unit
* A unit, antennas (PRR)
* B unit

NYC J-3a Hudson (4-6-4)

* w/std. 12-wh. tender
* w/long-dist. PT tender

USRA 0-8-0

* w/std. USRA Tender
* w/Clear-Vision Tender

ORIENTAL LIMITED

NW-2:

* Phase I/II
* Phase III
* Phase IV
* Phase V

SW-1:

* Phase II
* Phase III
* Phase V

SW-7

SW-9

G&W MODELS

NYC 19000-Series Caboose:

* Tongue-and-groove
* Plywood Sheeting

NASG, Inc.

ACF Covered Hopper:

* Phase II
* Phase III

PROMOTIONS COMMITTEE UPDATE

by
Don Thompson, Chairman

50th ANNIVERSARY OF S - Paul Riley has been busy compiling a list of all known S manufacturers. He now has the list computerized and about one-fourth done. This will be sent to Sam Powell and John Steinbach for their upcoming articles.

ADVERTISEMENT - The S gauge ad in *Model Railroader* has generated over 130 responses, and we are still getting inquiries. The two ads in the *S Gaugian* have resulted in about 50 responses. In the current issue

of the *S Gaugian* we have let the Brass Tank Car Committee use the ad for their project. We are hoping some people will become NASG members when they buy a tank car.

The NMRA NATIONAL CONVENTION will be held in Boston this summer. The Bristol S-Gaugers are busy making modules for the event. At this time we are looking for volunteers to help us man the NASG Promotions Committee booth. How about some help from our S gauge NMRA members!

The NASG DISPLAY BOOTH is now available to clubs or NASG members who are going

to shows and would like to promote S. This includes the NASG table covering (see last *DISPATCH* for photo on page 2), supply of brochures and stuffers, and the NASG slide show. This is the perfect way to promote your favorite scale. All that we ask is that you keep the booth manned during the show. Please give us as much advance notice as possible and we will ship the display to you. If your club would just like to have brochures, that's fine too. Drop me a line.

Don Thompson
2 Roberts Rd.
New Brunswick, NJ
08901

THE NASG BRASS CAR COMMITTEE PRESENTS

THE ACF 8000 GALLON TANK CAR

It has been two years since our successful covered-hopper project. We are now taking orders for five versions of the American Car and Foundry 8000 gallon tank car. These will be built by Ajin of Korea and imported for us by Tom Marsh of Overland Models. Tom has set aside production time and said we may see these as early as April 1986.

The prototype for this car is the 1937 version of the ACF 8000 gallon tank car. We will be making both insulated and non-insulated cars. Insulated tanks were used for two basic purposes. Low-pressure insulated tanks were used for very thick liquids which had to be heated to flow. These cars had steam lines running through the insulation to heat the liquids. High-pressure insulated tanks were used for liquefied gases under pressure which had to be kept cool to prevent vaporization build-up and subsequent explosion. Insulated tanks were slightly larger in diameter, and the ends (heads) were recessed into the jacket which covered the insulation.

Although most of these cars are no longer in interchange service, many are in private use. Others are in fuel service on the railroads. Similar (but not identical) ACF cars are still in service today. ACF offered this tank car in many different versions. We will have five of these versions:

A. Insulated High-Pressure Single Dome. Uses: vinyl chloride, anhydrous ammonia, liquid propane, gasoline additives, etc.

B. Insulated Low-Pressure Single Dome. General service usage, including tars, molasses, corn syrup, heavy oils, etc.

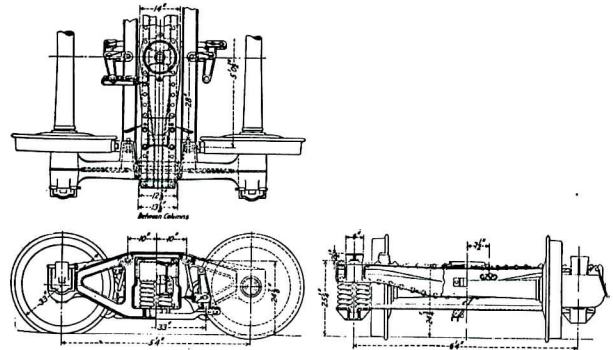
C. Uninsulated Low-Pressure Single Dome. General service usage, including gasoline, fuel oil, alcohol, caustic soda, etc. (most commonly-seen tank car).

D. Uninsulated Low-Pressure Double Dome. General service with compartmented tank. Permits delivery of two products with same car. Used for many commodities, e.g., fuel oil.

E. Uninsulated Low-Pressure Triple Dome. General service with compartmented tank. Permits delivery of three products with same car. Used for many commodities, e.g., wine.

The insulated cars will be built with safety platforms around the dome. All cars will have the AB brake system. They will come with either coil-sprung T-section Bettendorf trucks with scale wheels; or AF-compatible Ace sprung Bettendorf trucks with hi-rail wheels, AF coupler adaptors, and AF couplers.

T-section Bettendorf trucks were one of the first successful designs which had the journal boxes cast integrally with the sideframe. They were introduced at the turn of the century. Due to stress problems, they were banned from interchange service in the mid-20s. However, they were used on M.O.W. equipment through the 1960s. These trucks, which have never before been offered in S, will also be available separately. We are now taking reservations on these. The price of the trucks will depend on the number of reservations.



The price of the tank cars is \$88.00 per car for NASG members, and \$98.00 for non-members. These prices will increase to \$98.00 for members and \$108.00 for non-members once the cars arrive in the USA.

Our minimum order for these cars is 200, with at least 25 of each variation. If you would like to see us make these cars, please send us your order now. Remember our covered hoppers - they are now very difficult to get. Send your checks to:

NASG Clearing House
C/O Mike Ferraro
141B Gordon Road
Matawan, NJ 07747

When ordering, please specify which variations you would like, and whether scale or AF-compatible trucks. Please also tell us how many pairs of scale T-section Bettendorf trucks you would like to get.

THE HARPER VALLEY RAILROAD

by Bob Jackson Photos by Ed Loizeaux

Suppose you were taken with Colorado narrow-gauge railroading but lived just east of the San Francisco Bay region where the mountains are hardly spectacular. And further, suppose you had a strong sense of family and you wanted to combine all of this into a railroad that would let you do pretty much what you wanted to but would still evoke a strong image of Colorado narrow-gauge prototype. Well, if you allowed all of that and your name were Don Harper, you would probably dream up the Harper Valley Railroad; and if, like Don, you were a pragmatic person, you would first do it in HO scale because there was so much more available. However, since Don, like the rest of us in S scale, is a person of unusual wit, wisdom and intelligence, he disestablished the original HO scale version in 1981 and reconstructed the Harper Valley Railroad in Sn3.

How do you rationalize an essentially free-lance railroad with, say, the Denver and Rio Grande Western prototype? Simple. You make up a plausible story of how it came to be that the prototype owns (or owned) the free-lance road. It is necessary that the story be plausible, but it's better if it is also mirthful - if not ribald. However, Don's story of how the Harper Valley came to be would make a chapter for *Lady Chatterley's Lover* and can't be told here. It's enough to say that there was a real reason for the Harper Valley to run a predominance of Rio Grande equipment.

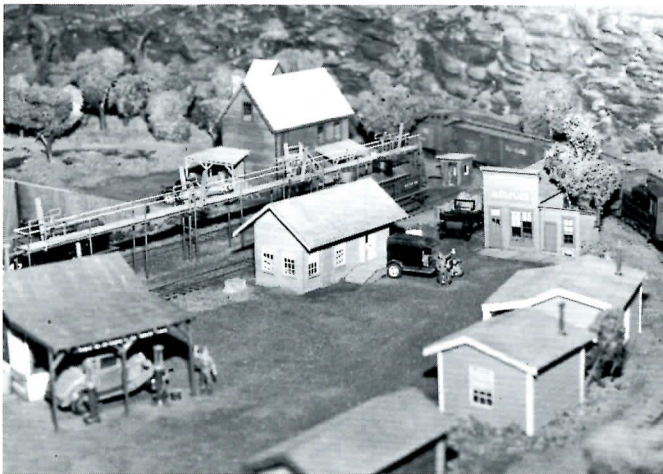


Figure 2. At the bottom of the grade our train rolls into Teshera. At the left is a replica of the Chama oil dock.



Figure 1. Don Harper contemplates the future development of Mt. Barbara.

The Sn3 version occupies a 13' by 20' room and utilizes much of the same benchwork as the earlier HO/HOn3 version. In fact, much of the original track plan also survives with appropriate curvature and grade changes to accommodate the larger scale. The benchwork was largely constructed with L-girders and exists on two levels. The lower level was covered with half-inch plywood which was then covered with Homasote, creating a tabletop. This surface was cut out where the terrain was to fall below grade level. As the terrain rose above grade level, rock castings were used to construct sheer walls which give a feel of rapid rise. This was completely appropriate because the Sn3 version required a four-percent grade between the lower and upper levels. All track is hand-laid on Darr ties. Darr turnout kits were built in place as needed. The Harper Valley employs block control and has one stationary and two walk-around throttles.

In concept, the Harper Valley is a point-to-point, north-to-south layout running between Mt. Barbara on the upper level and Harper on the lower level. All of the place names refer to Don's family or the area where they live in Livermore,

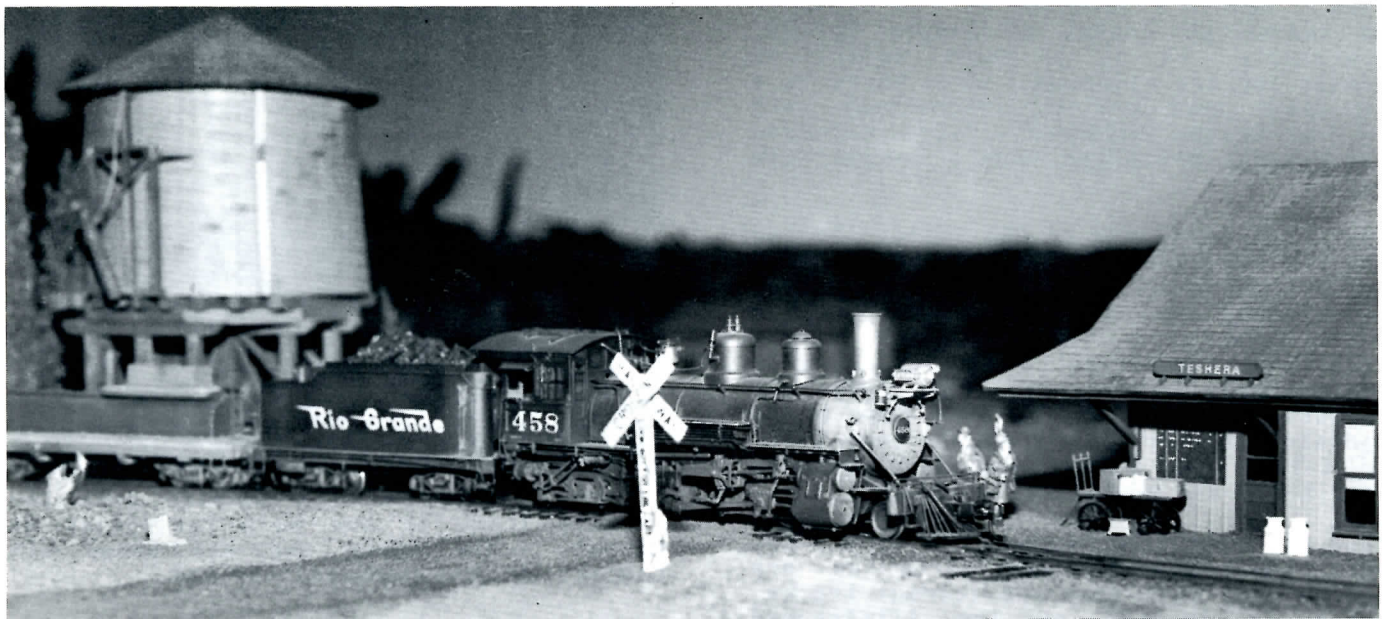


Figure 3. Number 458 slows for a stop at Teshera depot. Northbound trains invariably take on water here before tackling the stiff grade up out of the valley.

California. Like many another point-to-point pike, there is a continuous-running section which, though seldom used, affords the opportunity to just sit back and watch 'em run.

Mt. Barbara, the northern terminus, presently has a modest three-track yard with locomotive service and turning facilities. Trains depart Mt. Barbara and soon begin a steep four-percent descent through the only scenery that is really reminiscent of the Colorado mountains. As the descent continues toward the valley floor, the engineer must keep a watchful eye for pick-ups at the Hillsdale flagstop. Beyond Hillside lies Teshera, the first town in the valley on the southbound run.



Figure 5. Donnie's Junction is the economic center of the valley, but not all businesses succeed. C-19 #343 is parked alongside a weedgrown deserted building project. A fallen sign reads "For Sale As Is."

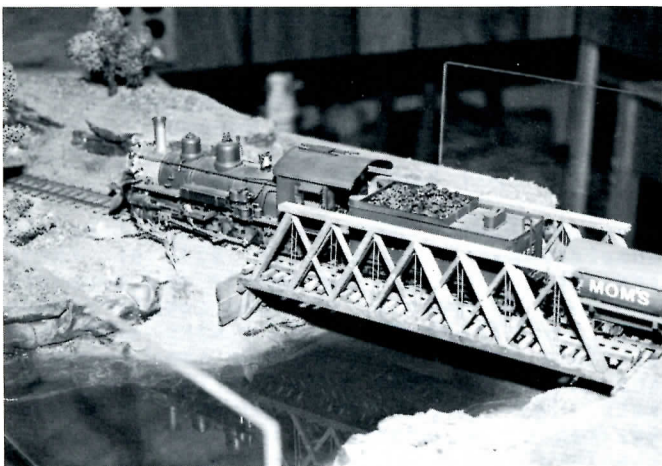


Figure 4. Leaving Teshera our train crosses Arroyo Mocho on its way to Donnie's Junction. Our readers will recognize the Hermosa Creek kit.

Teshera (Mrs. Harper's maiden name) is a bustling village whose link to the frontier days may still be found in "Ma's Place." Teshera is the scene of considerable railroad activity. Range cattle are common to this region and the stock loading facility sees lots of use. There are also an oil dock and water tank here. Northbound engines stop regularly at Teshera to take on water before tackling the grade to Mt. Barbara.

Continuing across the valley floor, trains leave Teshera and cross Arroyo Mocho, then pass through No-Name and enter Donnie's Junction at the end of a broad, sweeping

curve. Donnie's Junction is the economic and industrial center of Harper Valley. Accordingly, it is a major source of revenue for the railroad. Here there is a deep-water port and an interchange with the Rio Grande Southern. (One Colorado narrow-gauge prototype wasn't enough, you see.)

Toward the south end of the valley, beyond Donnie's Junction, lies Harper, the road's southern terminus. Harper is very much the railroad town, as this is the location of the major yard. The principal service facilities, roundhouse, and shops are also located here. These are rather large and impressive facilities, as they must be to maintain a roster of six moguls (one C-16, one C-18, four C-19s) and five mikados (four K-27s and one K-28).

South and east lies the village of Graham, where the revenue comes from an ore loading dock with team and storage tracks. Graham is located on the little-used continuous-running section.



Figure 6. No. 473 is pulling onto the service track at the main facilities in Harper. The water and oil plugs are Lambert HO items adapted for Sn3.



The Harper Valley is already a complete railroad with a large motive power roster and 50 cars maintained on the layout at all times. It has excellent scenery full of interesting detail and carefully-crafted buildings. It is a road with an amusing (if unprintable) rationale, entertaining vignettes, and a high revenue volume. Still, like most, it is not finished. Don plans to develop Mt. Barbara more completely, to rebuild much of Teshera, and finally to build and name No-Name. And - oh, yes - he has had the first urges to tear it all down and start over because now he really knows what he wants his railroad to do. Besides, someone may import a Southern Pacific Sn3 locomotive which he badly needs in order to justify an oil plug already installed in the servicing facilities at Harper. It follows then that there would have to be an SP interchange, right.....?

TRADE NEWS AND VIEWS

by Jeffrey Wilson

AMERICAN MODELS (22055 W. Brandon, Farmington Hills, MI 48024) has announced the list of road names for their new offset-side hopper cars. Each roadname will be available in five different numbers.

- 350 Undecorated
- 351 Santa Fe
- 352 Canadian Pacific
- 353 Great Northern
- 354 Northern Pacific
- 355 Illinois Central
- 356 New York Central
- 357 L&N "Old Reliable"
- 358 Milwaukee Road

- 359 Union Pacific
- 360 Frisco (SLSF)
- 361 Lehigh & New England
- 362 Delaware & Hudson

All hoppers are \$16.95

American Models has also added a tinplate wheel/coupler option for all of their freight car kits. The wheels and couplers are made of Delrin, and the coupler snaps over the truck bolster. Kits with the tinplate option will be the same price as the original scale kits. Tinplate wheel sets (4) with two couplers will be available separately for \$2.95. A complete pair of trucks with tinplate wheels and couplers will cost \$4.95.

(continued on pg. 14)

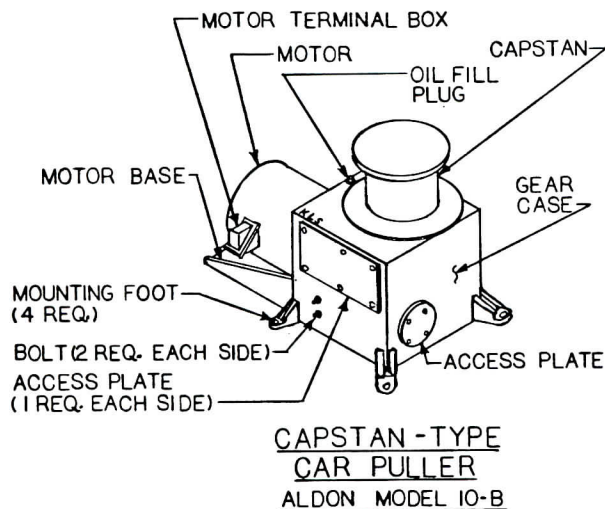
SHORT 'N' EASY

by Kent L. Singer

CAPSTAN-TYPE CAR PULLER

Car pullers are used at sidings to shift cars to loading and unloading areas without the use of a switcher engine. They have been around for years, and can usually be found alongside the track, bolted down to a large concrete foundation. Descriptions of operation are contained in *Track Planning for Realistic Operation* by John Armstrong (Kalmbach, 1963, p. 9) and *A Primer on Capstan-Type Car Pullers* (The Aldon Co., Waukegan, IL). The car puller modeled is an Aldon model 10-B, rated at 12,000 lbs starting pull, 6000 lbs running pull. This is a large unit for its type. Heavier loads require a winch-type unit.

Start with a push pin to make the capstan. Cut the push pin down to obtain the 12x18-inch section shown shaded in the drawing. The capstan top flange is punched out of .020 styrene. (I use one of those multiple-size leather punches that are available for from \$4 to \$7, plus an assortment of paper punches.) The access plates are made from .010 styrene and are punched to simulate bolt heads. The larger bolts and oil fill plug are modeled with Grandt #5046 NBW castings which require a .018 (#77 drill) hole.



CATALOGS AVAILABLE FROM
S GAUGE MANUFACTURERS

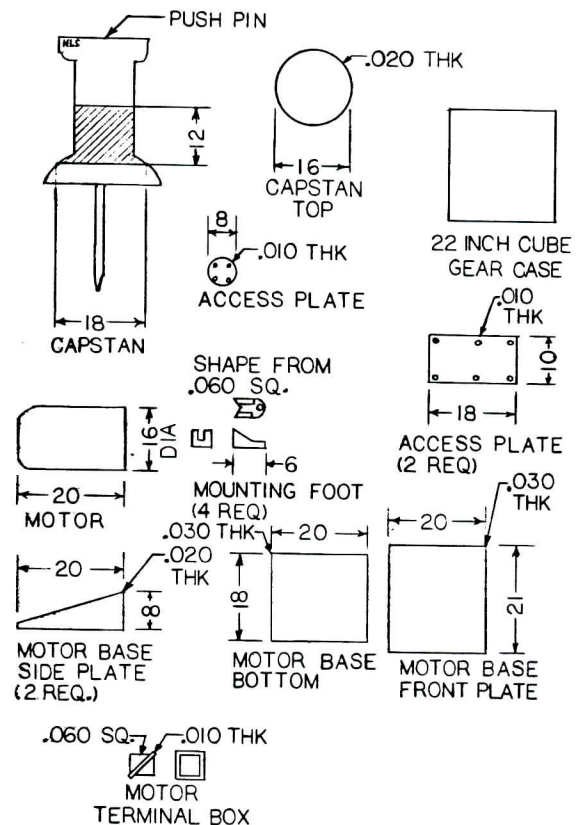
Compiled by the NASG Promotions Committee

Hoquat Hobbies, P.O. Box 253, Dunellen NJ 08812. 1986 S Scale Catalog. This is a complete listing of just about everything available in S and all that is available

I used a 22-inch cube of wood for the gear case. It requires a lot of sander-sealer to resemble metal, so if you have plastic that size, so much the better. Make a subassembly of the capstan, top flange, gearcase, access plates and bolts and set it aside. Note that the capstan is off-center slightly to the right and forward.

Create the motor and base subassembly by forming a "U" section consisting of the bottom and the two sides, and adding the front plate. The motor is a 1/4" dowel sanded round on the back end (use sanding-sealer here too). Fit the motor to the base against the front plate. The motor terminal box is made by slicing a piece of .060 square styrene rod diagonally and inserting a .070 square piece of .010 styrene. Add this to the motor.

Join the two subassemblies, add the mounting feet (shaped from .060 square styrene stock) and paint reefer grey. Paint the capstan working surface silver to simulate the steel being polished by slipping rope.



through dealers. It is 72 pages long and represents the products of over 70 S manufacturers. \$4.00

Scenery Unlimited, 310 Lathrop Ave., River Forest, IL 60305. 1986 S Catalog. Lists all the products available from Scenery Unlimited and most other manufacturers. \$3.25 (continued on pg. 13)

THE AMERICAN FLYER ENTHUSIAST

by Tom Nimelli

As many of you know, the "S" in NASG is 3/16 inch to a foot, and this definitely leaves out American Flyer couplers and other things involved with American Flyer. Well, the new NASG board is trying to include a little more feeling for the American Flyer enthusiast and so has asked me to write this column. I am hoping to interest you and besides, I like my American Flyer! And I like to talk about it.

This column will try to run on the attitude that if it does not run on AF track, I don't want to hear about it. I know I will bend that attitude a little to include items that may be scale, but can be run with AF or at least on AF track. The American Models line will be included in this group of products, as well as the "right-of-way" switches that couple with AF and Gargraves track and will allow brass S gauge to run. I will try to report on trains from 1979 to the present, as I believe that there is a lot of information already written on the original A. C. Gilbert American Flyer.

In the past few years, Lionel has had its production problems in Mexico and is working to get back to the USA. As of this time, the GP-20 Chessie and the box cars have finally arrived for sale! The Southern sets arrived a short time ago and look good. Mine runs very well. I do have to admit that the size of the stacks on the dynamic brake blister is a bit large, but I am pleased with the set anyway.

At the CVSG Train Show in August, a Mr. Ron Papiers from Chicago displayed some ready-to-run traction (that is, street cars for us tinplaters). These are a very fine plastic casting with good detail. They have cast metal side frames and cast metal underbody detail. These models ran well on the CVSG layout. They are available in finished form, ready-to-run, scale or tinfoil, for about \$90., or in kit form without motorized wheels for \$35. Ron will do custom-building for you also. All the traction pieces are DC-powered.

Ron Bashista at American Models has been very busy lately. He has a 52' mill gondola in the works and has just released a new two-bay hopper with offset sides. His passenger car series is now available

in NP two-tone green (same as AF used) and NYC two-tone gray. Matching NP and NYC FP-7's are also offered. Ron has also added some new box car paint schemes. I would advise all of you to check out American Models, as they now have a bigger S gauge line than Lionel AF, and they are available right now.

I will also be including repair tips and evaluations of new products as they become available. For those of you who have the Lionel Erie sets (the green one), remember the kit to modify it is still available from Lionel. Without the modification the engine will not pull itself out of its own way.

.....
Manufacturers mentioned in this issue's column:

Right-of-Way Switches
P.O. Box 13036
Akron, OH 44313

Pope Imagineering
P.O. Box 30318
Chicago, IL 60630

American Models
22055 West Brandon
Farmington Hills, MI 48024

Lionel Service
P.O. Box 748
Mt. Clemens, MI 48043

It is with regret that we learn of the passing of LCDR D. R. Westendoff (Ret.). Though "Wes" had been involved in S Gauge for only a short time, he managed to make his presence felt from the outset. His infectious enthusiasm, good nature, and warm hospitality at conventions made him a friend to so many of us.

Wes was also involved as a charter member of an S Scale circuit letter. This was an important event in our organization's early history and Wes's participation helped that project get off the ground.

Those of us who knew Wes will miss him dearly. We all extend our deepest sympathy to Edna Mae his lifelong partner.

IMPROVED BLOMBERG SIDEFRAMES

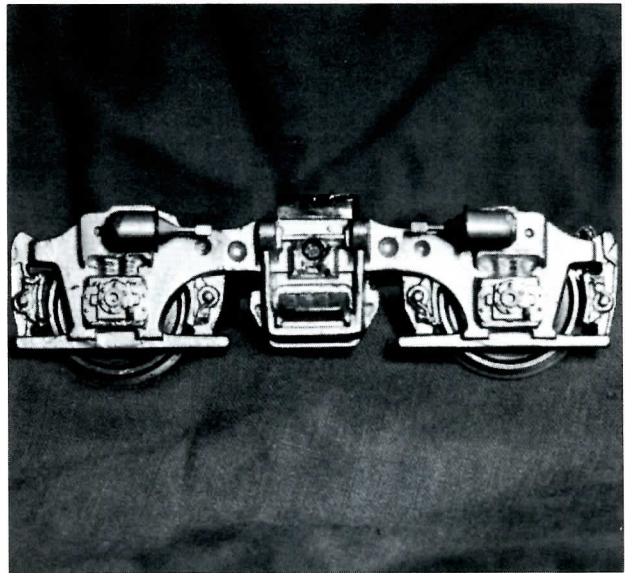
by Stan Stokrocki

The truck sideframes which come with the American Models FP-7 can benefit from the addition of separate detail parts. As I've discovered, it takes very little effort to make a big difference in the trucks' appearance.

Clamp the sideframe vertically in a vise, and remove the cast-on brake cylinders. A motor tool could be used, but I found that a sharp hacksaw easily cuts this material. Now clamp the sideframe in a face-up horizontal position, and smooth the areas where the cylinders were with a file. At the same time, file off the round journal detail.

Removing the brake cylinders exposes holes which are properly located for the new parts, but which are far too large. I plugged these holes with 1/8-inch Plastruct tubing, and then drilled out the center of the tubing to match the pins on the new brake detail.

Add separate brake cylinders using these mounting holes. Trainstuff or G&W parts could be used, but I used components from the HO McKean boxcar brake set, which lists at 3 for 75 cents. I rounded the rear of each cylinder with a small file and sandpaper, creating a very acceptable S scale locomotive cylinder.



I replaced the journal detail with Detail Associates TK2804 Hyatt journals. While these are undersize for S scale, I think the effect is very good. If you are modeling an older EMD prototype, you might also investigate the TK2805 square journals and the TK2806 sloped journals.

You might want to carry this project even further, adding air lines, sand pipes, and so forth. However, doing just what I've outlined above noticeably improves the stock American Models truck, helping it do justice to the fine die work of the FP-7 body.

Catalogs (continued)

S Scale Locomotive and Supply, 7120 Oreon Dr., St. Louis, MO 63121. "Blue Book," a catalog of brass lost wax castings; milled frames; and embossed, formed sheet brass parts for steam locomotives. Several dozen locomotive kits also listed. A must for any builder or detailer of brass locomotives. \$2.00

C-D-S, Box 2003, Sta. D, Ottawa, Ontario, Canada K1P 5W3. Lettering Diagram Book. For all S scale lettering sets. Several hundred drawings. \$5.00

Grandt Line, 104B Shary Ct., Concord, CA 94518. O and S parts catalog. Many structure parts too (e.g., windows, doors). Listing of all their brass and plastic parts in S and O. Some O scale parts usable in S. \$3.50

Tomalco, Box 158, McCracken, KS 67556. Catalog of kits and parts. Includes 8 pages of pictures, drawings, and descriptions of all their products. 39c LSSAE

Clover House, P.O. Box 62, Sebastopol, CA 95472. Catalog. Scratch-builder's handbook listing many hard-to-find items. Also has very nice drawings. Wide variety of wooden ties. A must for builders in any scale. \$2.00

S Gaugian, Heimburger House Publishing, 310 Lathrop Ave., River Forest, IL 60305. Bi-monthly S gauge magazine with coverage of scale, narrow-gauge, hi-rail, and American Flyer collections. Has new products column and S advertisements.

Lehigh Valley Models, 1225 N. Arch St., Allentown, PA 18104. Catalog of structures, vehicles (Mack trucks), and a steam engine (Reading I-10sa 2-8-0). Complete with 23 photos, descriptions, and order form. 12 pages. \$1.00

Precision Scale Co., 1120 Gum Ave., Woodland, CA 95695. Catalog of all S scale parts and parts usable in all scales. Has 28 pages of drawings and descriptions. \$1.50

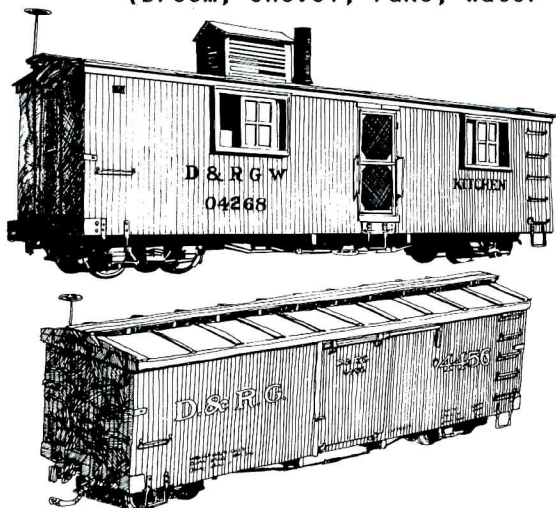
Ace S Gauge, manufactured by Downs Railroad Co., 206 Lehigh Ave., Gloucester City, NJ 08030. Ten pages of pictures and captions of Ace's trucks, conversion bolsters, and AF conversion floors. Free.

Leventon's Hobby Supply, 1411 S.W. Johnson Ave., Chehalis, WA 98532. 1985-86 catalog of American Flyer parts and supplies. A must for the AF collector/operator. \$1.00

Trade News (continued)

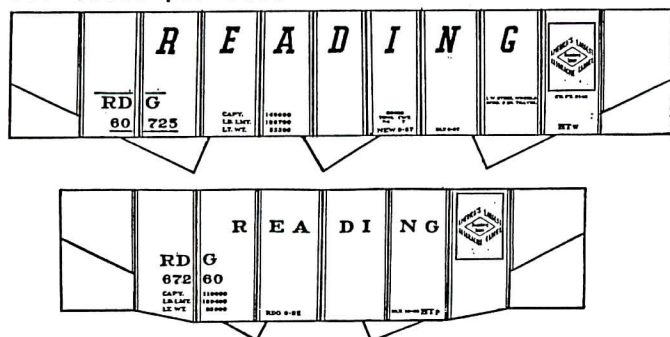
CHAMA MODEL SHOP (PO Box 856, Chama, NM 87520) has published a brochure with line drawings of all their S and Sn3 items. New items shown in the brochure are:

CMS-108	D&RGW 4000-series boxcar	\$34.95
CMS-109	D&RGW #0444 block car	\$34.95
CMS-110	D&RGW tool car	\$34.95
CMS-111	D&RGW #04268 kitchen car	\$34.95
CMS-112	Engine cleanup kit	\$ 2.95
	(broom, shovel, rake, water bag)	



All kits are styrene with white metal castings. Trucks are included. The engine cleanup kit consists of white metal and wire details.

DIAMOND STATE MODELS (2711 Pecksneff Rd., Sherwood Park II, Wilmington, DE 19808) is now producing decals. The first set released is for Reading hoppers. A package of decals costs \$3.00 and contains enough lettering for two 55-ton cars or one 55-ton and one 70-ton car. Three different lettering styles covering the 1920s through the 1960s are included, along with lettering diagrams and a listing of appropriate car numbers for each class of car. The red rectangular herald will also be available separately for \$1.00 per set.



G&W MODELS (115 Upland Rd., Syracuse, NY 13207) has a new decal set available for NYC steam locomotives. The set includes lettering for NYC, NYCS, B&A and sub-lettering for P&LE and P&E. The set sells for \$3.00 plus 50c shipping per order.

GRANDT LINE (1040B Shary Ct., Concord, CA 94518) has two more new S scale windows available:

#4046	Single-sash, 2-pane	\$1.50
	34"x 32" (8)	
#4047	Single-sash, 4-pane	\$1.50
	28"x 28" (8)	

HALLMARK MODELS (4822 Bryan St., Dallas, TX 75204) has four S standard gauge V&T passenger car imports planned for 1986. Prices and delivery dates have not yet been established, but the models are:

#SS001	#11 coach - built by J.G. Brill Co., 1874
#SS002	#18 combine - built as a coach by Barney & Smith, 1880
#SS013	#21 RP0/baggage - built by V&T shops, 1906
#SS014	#20 combine - acquired from Hicks Locomotive & Car, 1907

Quantities will be limited strictly to advance reservations. If you are interested, contact your dealer to reserve your models.

HOQUAT HOBBIES (Box 253, Dunellen, NJ 08812) has published their new 1986 catalog, containing 70+ pages of S scale kits, parts, and other supplies. Price of the catalog (including a bimonthly newsletter) is \$5.00.

MATCHBOX (available at various toy and hobby shops) has a new Models of Yesteryear vehicle that my experts tell me is perfect for S. It's the #Y-30 Mack AC Bulldog Van. This 1920s-era vehicle is a very large truck which was produced between 1916 and the mid '30s. It was used extensively by the allied troops in WWI and could still be seen in use in the 1960s. It had a 4-cylinder 7.7-litre engine and chain drive. List price is \$7.50.

NASG has announced its latest brass project - tank cars. There will be five versions produced. Price to members will be \$88.00; \$98.00 for non-members. Details appear elsewhere in this issue.

OMNICON SCALE MODELS (900 Lunt Ave., Elk Grove Village, IL 60007) has decided that the next locomotive imported will be an Erie G-15 4-6-0. Expected delivery date is March 1986. The engine will have changeable boiler fronts for either a high or center headlight mounting. Price will be \$465 plus shipping, both direct from Omnicon and through dealers.

Also in the works is an American Flyer Alco PA/PB conversion kit to be manufactured by Samhonga. This conversion will cost \$140 plus shipping, and will be produced only if 100 orders are received by June 1, 1986. A \$50 deposit is required.

Omnicon is also working on a conversion for the Miller Alco switcher, which will hopefully also fit the AF Baldwin switcher. Conversions will be available with either AAR type A or Blunt trucks.

Due to the fact that Overland is bringing in similar models, Omnicon will be delaying the proposed 0-6-0 and 2-6-6-0 units. They are looking for alternate choices and would appreciate input from S gaugers. Charles Sandersfeld of Omnicon says that he is thinking about a 2-6-0, a 2-10-0, PRR 4-8-2 and a GG-1.

PACIFIC FAST MAIL (P.O. Box 57, Edmonds, WA 98020) is working on four new figures. They include a standing engineer with arm raised to throttle, a fireman seated looking out the window, a hunter carrying a gun, and a cow. No release date or price have been set yet.

TOMAR INDUSTRIES (9520 E. Napier Ave., Benton Harbor, MI 49022) has announced even more new releases in its S scale line of observation drumhead kits. These additions are:

GB&W:

#685 Green Bay Route

L&N:

#640 Hummingbird

#641 L&N herald

Cotton Belt (SSW):

#700 Lone Star Trains

Rutland:

#710 Mount Royal

D&RGW:

#237 The Royal Gorge

Southern:

#359 Memphis Special

CI&L:

#416 Red Devil

All drumhead kits are \$9.50

Tomar is also producing another new passenger-car-related item - a red taillight kit. This kit (#813) sells for \$2.50, and includes a 1.5-volt red lamp and installation instructions. It can be used in conjunction with the Tomar drumheads.

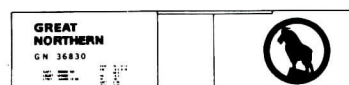
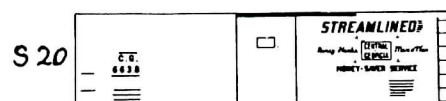
V&T SHOPS (P.O. Box 5597, Reno, NV 89513) has released several new Sn3 kits:

S20	D&RGW "Durango"	\$45.
	parlor-buffet car	
S21	D&RGW "Alamosa"	\$45.
	parlor-buffet car	
S22	D&RGW 3-window mail car	\$45.
S23	26' Drop-bottom gon	45.
S24	D&RGW 8800-series drop-	\$32.
	bottom gon (less tks.)	
S25	A&HD Donkey - Westside	\$40.
	2-drum loader	
S26	Westside dispatcher	\$40.
	office	
S27	Westside water tank	\$32.

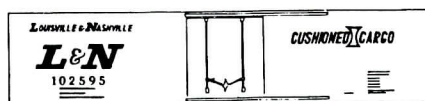
Unless noted, all kits include trucks

GENE WALP (P.O. Box 10057, Pensacola, FL 32504) has announced plans to produce S scale decals. (Gene is well-known for his beautiful silk-screened car sides..) Sets will cost \$2.25 each. The following boxcar sets are available, with more to come:

S-20 Central of Georgia
S-30 Great Northern
S-31 Great Northern
S-50 L&N (50')
S-51 L&N (40')



S-31



S50



S51

These sets will be distributed through Hoquat Hobbies and Scenery Unlimited.

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