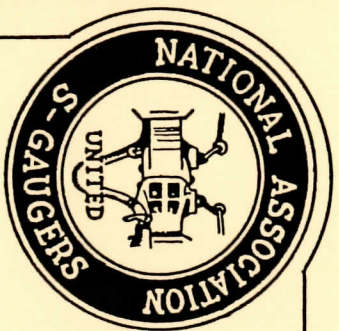
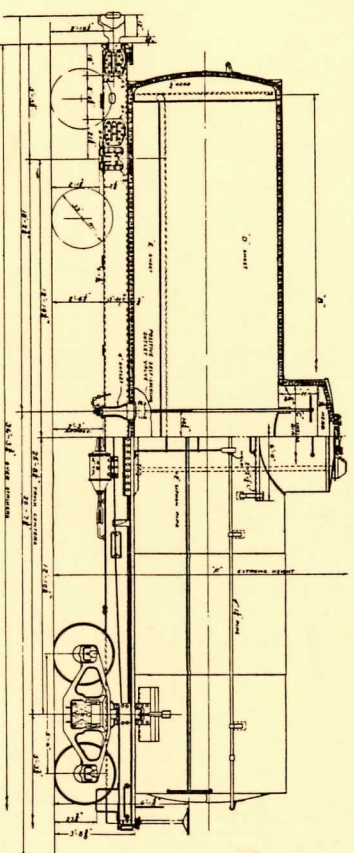
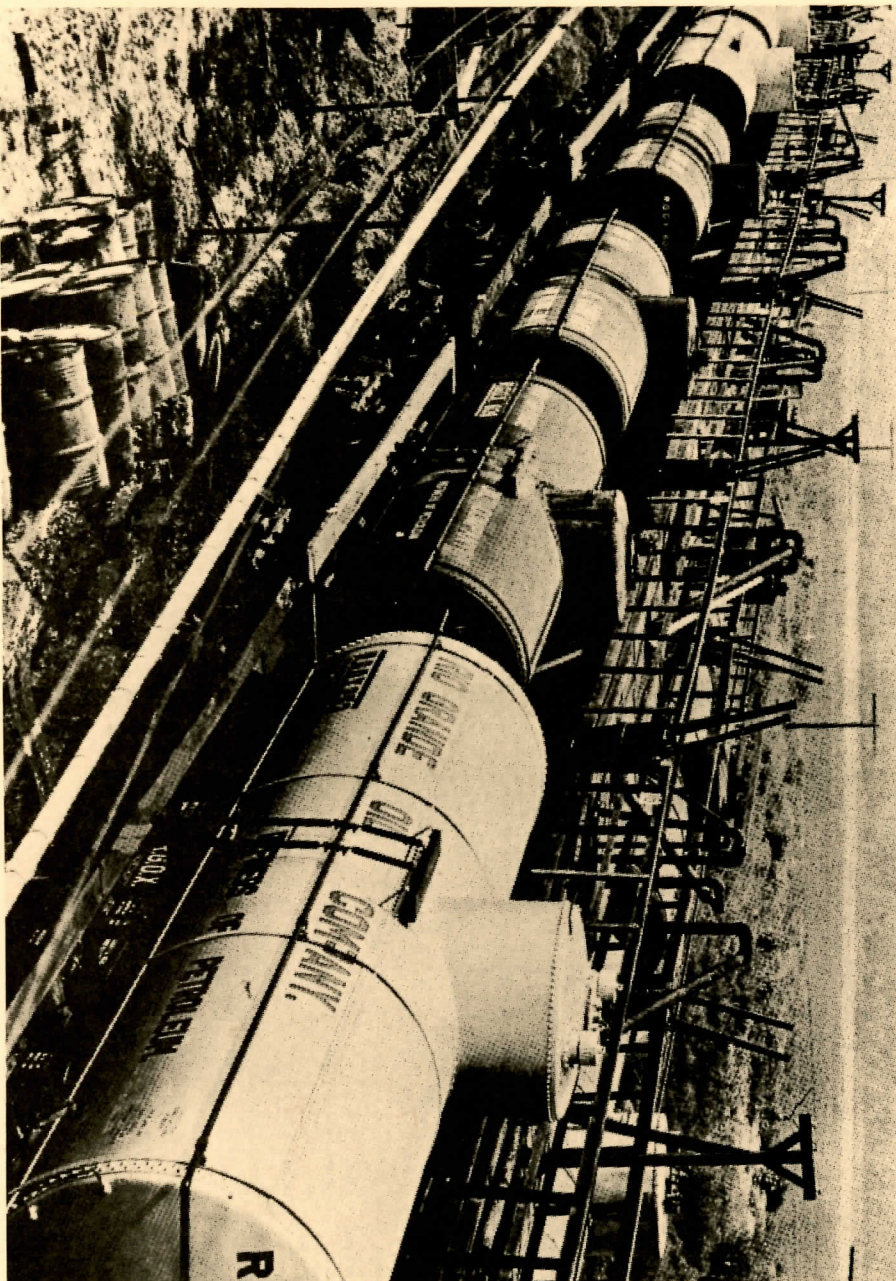




DISPATCH

Volume IX Number 1



ORDER YOUR
NASS TANK
CAR NOW!

PRESIDENT'S MESSAGE

The NASG imported brass tank car represents the most expensive project your organization has ever undertaken. It is a major effort with contributions being made by many individuals. Their work includes researching prototype photographs and blueprints, contract negotiations, advertising and promotional efforts, critiques of the pilot model, photography, financial planning, and - ultimately - safe shipment to purchasers. That a brass model is being built is not, in and of itself, particularly remarkable. That the contributors are scattered all over the country, are volunteers, and receive no personal gain from this project, is significantly noteworthy. The individuals who have worked on this project deserve our gratitude.

Under the able coordination of Jim Kindraka, this project has moved into the production phase, with delivery anticipated prior to the NASG convention this summer in Detroit. Many tank cars have been sold. Jim and his committee have done their work and the rest is now up to us.

To stimulate sales and also to increase NASG membership, the NASG is hereby announcing a contest for the "best" NASG tank car model displayed at the Detroit convention. The winning model will most likely be painted, lettered, couplered, and perhaps superdetailed. The AF version of this tank car is equally eligible for the grand prize, because the larger flanges and couplers will be ignored for judging purposes. The

definition of "best" will be left to the sole discretion of the judges, who are Jim Kindraka, Don Thompson, and Mike Ferraro. The winning entry must be owned by an NASG member, although he/she need not be present at the convention in order to win. There is no limit to the number of individual cars which each member may enter. The prize for the best tank car is - of course - a free NASG tank car.

Please support your organization on this project and let's have some fun! Perhaps the longest tank car train in S gauge history will roll down the tracks in Detroit!

Ed Hoagland

GUEST EDITORIAL

SUPPORT YOUR LOCAL MANUFACTURER!

The following letter is from Tony Perles, our staff consultant and NASG product reviewer. There's a lesson here for all of us.

I received a personal but hard-nosed letter from Charlie Sandersfeld of Omnicon Scale Models, saying essentially that S scalers must put up or shut up. And of course, Charlie is right.

Omnicon's 2-8-0 is widely known to be so good - and he is certain that his forthcoming 4-6-0 will be even better - that the firm's reputation is solidly established. But what's next? Essentially, anything we modelers (and collectors, I suppose) are willing to buy. The importers, Sandersfeld as an example, are small businessmen and can't be expected to put up tens of thousands of dollars as the brass builders demand, on pure speculation that some-

thing will sell. They can really get stuck, and then there will be no more imports.

Charlie is concerned over the lack of response from S scalers as to what we want. Personally, I want western, oil-burning-medium-size steam, and I like his idea of an RDC two-car set, and I've taken the trouble to write him so. Anyone can do that - it could be a very good investment of 22 cents and maybe 22 minutes.

Would you like a Sierra #38 2-6-6-2? There is a better than random chance that it can be produced, thanks to research already done by others (Barney Daehler). I think it has about the best chance of any western prototype to appeal to easterners, and most S scalers are in the East. Let Charlie know you want it.

It was grassroots demand, Charlie said, that led him to offer the Samhonga conversion chassis for the American Flyer PA. Nothing like this has ever been tried before, in S or any other scale. You can't blame Charlie for not wanting to go out on a limb alone. At the price, it's not only reasonable - it's cheap. If you want to see this chassis become reality, it's high time to get a deposit to Charlie or to your favorite dealer.

It's up to us to show our appreciation for Charlie Sandersfeld's honesty and willingness to serve the S scale market with a really good product. Speak up - let your wants be known - put up a deposit - or nothing will happen. Wishful thinking won't put any models on the market.

Tony Perles
Tony Perles

Official Publication of the
NATIONAL ASSOCIATION of S
GAUGERS

The DISPATCH welcomes articles, photographs, art, cartoons, and other S-gauge-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 dues are \$10 yearly, from July through June of the following year. Membership includes the four issues of the DISPATCH published during the membership year, regardless of enrollment date. All membership questions, applications, renewals, and address changes should be addressed to:

Michael R. Ferraro
141B Gordon Road
Matawan, NJ 07747

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Bob Werre	Photography
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The next deadline for articles is May 5, 1986

COVER

This Rio Grande Oil Co. shot, from the collection of Mr. Tom Barnett of Medford, New Jersey, shows four different dome styles.

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TRADE NEWS AND VIEWS

by Don Thompson

First, let me thank our good friend Jeff Wilson of Hoquat Hobbies for writing this column for me while I was the interim editor of the Dispatch.

AMERICAN MODELS (22055 W. Brandon, Farmington Hills, MI 48024) has announced two additional roadnames for their line of 55-ton two-bay offset hoppers:

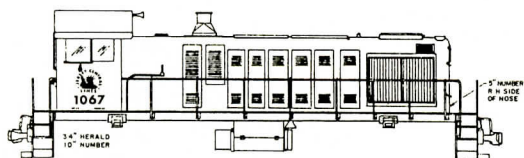
#363 Nickel Plate Road
#364 Missouri Pacific

All hoppers are \$16.95

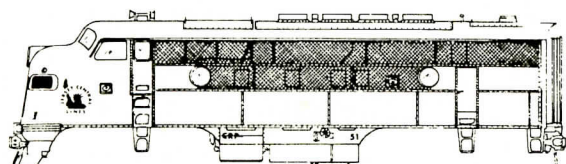
American has started work on the injection styrene molds for a 52'6" mill gondola. These should be available later this year.

C-D-S (Box 2003, Sta. D, Ottawa, Ontario, Canada K1P 5W3) has in stock the following sets of Jersey Central dry transfer lettering in S:

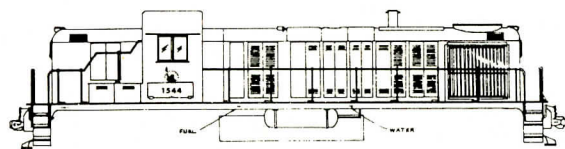
#270 Diesel Switcher
#271 H15 & 16-44 Diesels
#272 EMD/BLW Cab Unit
#273 Diesel Road Switcher



270 JERSEY CENTRAL diesel switcher--carbodies painted a Pullman Green; herald and all lettering Dulux Gold
circa early 1960's to the end



272 JERSEY CENTRAL EMD/BLW diesel cab units--carbodies painted a Pullman Green; heralds and all lettering Dulux Gold.
circa 1965

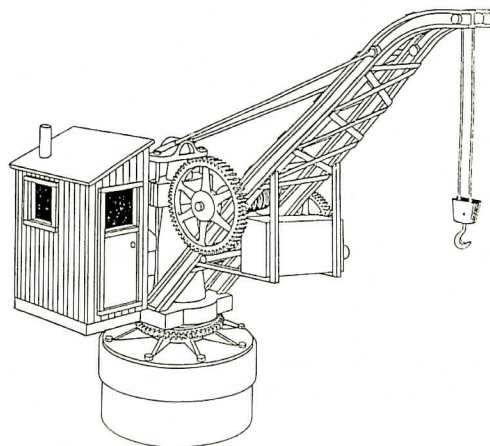


273 JERSEY CENTRAL roadswitchers--carbodies painted a Pullman Green; heralds and all lettering Dulux Gold.
circa 1965

ESSENCE (S Scale Special Interest Group of the NMRA, 5969 Sugarbush Lane, Greendale, WI 53129) is an almost-monthly S/Sn3 scale newsletter edited by NASG member Ken Mackenzie. Its purpose is to attract S scale converts from within the NMRA. At this time most ESSENCE members are also NASG members. Quite a lively forum occurs within the newsletter pages every month. Some of the more provocative topics have been the current state of S scale track and wheel standards and S scale modules. This newsletter is a must for any serious S scaler who wants to be informed. Subscriptions are \$6.00 for NMRA members and \$10.00 for non-NMRA members.

HOQUAT HOBBIES (P.O. Box 253, Dunellen, NJ 08812) has been sending out their ALL NEW 1986 S Scale Catalog. This year's 72-page edition lists over 3500 S scale products from almost 100 dealers and manufacturers. This catalog is essentially an illustrated S scale encyclopedia with hundreds of drawings and pictures. Price: \$4.00 postpaid. For another dollar you can get Hoquat's bi-monthly newsletter too.

LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) has released a new structure kit, the LVM #20 pillar crane. It consists of stripwood with metal castings, and is the perfect complement to the LVM #18 Freight house kit. Price: \$10.



OMNICON SCALE MODELS (900 Lunt Ave., Elk Grove Village, IL 60007) should have the Erie G-15 ten-wheelers by April. They are \$470 direct or through dealers. Anyone who saw one of these 2-8-0s run will agree that they are the best-running brass yet in S. This includes the diesels too. Owner Charlie Sandersfeld is willing to send a sample out to clubs so that you too can appreciate how these operate. Although these locomotives may seem to cost a bit more than some of the other imports, I believe they are the best buy in S brass. These locos will be coming with a code 116 wheel which will be able to negotiate both the current NASG S-3 trackwork or the older NMRA trackwork.

(Ed. Note: The imports with NASG code 110 wheels will also properly negotiate NMRA trackwork, provided you are a fussy track-builder. Some fine-tuning of guard rails and frog points may be necessary. Omnicon's code 116 wheels will minimize or eliminate this problem.)

The Alco PA conversions are still on the drawing board with a \$50 reservation required before June 1st. If 100 reservations are not received by then, the project will be cancelled. The final cost will be \$140 for this RTR powered chassis and super-detail kit.

Charlie is about out of the MP #154 consolidation. If you would like one, get it now. A backhead detail kit will be available shortly; I believe the price is under \$19.95.

Charlie is looking for ideas for future projects. Although the K-4s and L-1s are likely candidates for later this year, he wants to look toward the future. Please send your ideas to him.

ORIENTAL LIMITED (4001 N. Saint Joseph Ave., Evansville, IN 47712) has requested reservations for their S scale EMD F3A and F3B diesel units. These are offered both unpainted (u/p) and factory-painted (f/p) in all "phases" (I through IV):

F3 "A" Units

#9020 phase I u/p
#9021 I f/p CB&Q
#9023 II u/p
#9024 II f/p NYC
#9025 II f/p B&O
#9026 II f/p UP
#9027 II f/p SP
#9028 III u/p
#9029 III f/p D&RGW
#9036 IV u/p
#9037 IV f/p GN Empire Builder
#9038 IV f/p PRR with antennas
#9039 IV F/P AT&SF

F3 "B" Units

#9022 I u/p
#9030 II/III u/p
#9031 II/III f/p NYC
#9032 II/III f/p B&O
#9033 II/III f/p UP
#9034 II/III f/p SP
#9035 II/III f/p D&RGW
#9040 IV u/p
#9041 IV f/p GN Empire Builder
#9042 IV f/p PRR
#9043 IV f/p AT&SF

OVERLAND MODELS (5908 Kilgore Ave., Muncie, IN 47304) now has a pilot model for the Alco S-1 switcher. Tom is talking of producing the S-1 through S-4 line of switchers. The S-1 and S-3 are almost identical except that the 660-hp S-1 has Blunt-style trucks and the S-3 has the AAR type A switcher trucks. The 1000-hp S-2 and S-4 share the same difference. The 660-hp S-1 and S-3 switchers had a shorter radiator shutter area and a smaller stack (due to absence of turbocharging) than the 1000-hp S-2 and S-4. Over 3000 of these diesel switchers were sold between 1940 and 1957.

The amount of details and rivets on these models will be a big improvement over the Miller (S-4) switchers we have seen over the years.

PETER BUILT (P.O. Box 749, Chama, NM 87520) is now selling an injection-molded styrene 3000-series D&RGW Sn3 box car kit. The engravings for this car were made by Grandt Line, and it is beautiful. The price is \$20.00 per car, trucks and decals included.

If you are interested in narrow gauge, let me suggest a subscription to the PBL Sn3 Dispatch. This newsletter contains all the S scale narrow-gauge goings-on. My 16-page issue contains many excellent photos and drawings. The price is \$5.00 per year.

PLASTICVILLE (King Distributing, R-184 N. Main St., Old Forge, PA 18518) has released #5 in its collectors series. The #0650 covered bridge comes with either a tan or charcoal roof and sells for \$8.00. Some of the other Plasticville products now available are:

#0100 Hobby Shop	\$ 7.00
#0200 Sports Shop	7.00
#0300 Newstand	7.00
#0400 Mobile Home	7.00
#0500 Apartment Bldg.	10.00
#0550 Add-a-floor	8.00
#0600 Windmill	8.00

JOHN AND MADELINE PRICE (Rt. #1, Box 159, Lizton, IN 46149) are making 1/64" scale pole barns and shed kits. These are made of printed fiber board in exact duplication of the real thing right down to the metal ribs and nail heads.

The smallest shed is 10" by 4" by 5" with one open side and sells for \$5.00. A medium sized shed has two open doors and sells for \$6.00. The largest shed is 10" by 5" by 10" and has two open doors and two open sides and is \$7.00. Available colors are red, blue, or brown; all with white trim.

S SCALE LOCOMOTIVE AND SUPPLY (7120 Oreon Dr., St. Louis, MO 63121) has announced their latest brass craftsman kit, the C&O K-3 heavy mikado. The kit accurately represents locomotives #1210-1249. These 2-8-2s feature a loaded boiler front - Elesco feedwater heater "eyebrow," bell, number boards, classification lamps, and a headlight below. When built in 1924, they sported 39-ft. 12,000-gal. Vanderbilt tenders. In 1930, they received new 21,000-gal. rectangular tenders. These beautiful locomotives lasted until diesels displaced steam. Prices: \$246 with rectangular tender, or \$272 with the Vanderbilt tender.

S Scale Loco also announced a price increase for their USRA 0-8-0 kit, to \$213.

SCENERY UNLIMITED (310 Lathrop Ave., River Forest, IL 60305) has now received its Shinohara 39" code 100 flex-track. I have found that I can form curves with it very easily. The price is \$23.95 for six pieces, plus a \$3 shipping charge with each track order.

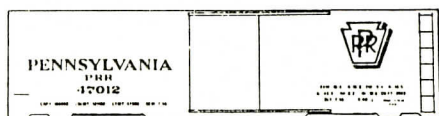


Owner Don Heimburger has also announced a new model for the upcoming 25th anniversary of the S Gaugian. He will be importing a 57'4" gas-electric "Doodle Bug" from Sam-hongsa. These will come in both high-rail and scale versions. Don is now taking \$100 deposits on these; the final price will be \$229. Several roads used these, including the GN, B&M and LV.

TALL TIMBERS SHORT LINES' (WMS-II Marketing, 4928 North Frace, Tacoma, WA 98407) latest issue features an S scale skidder car drawing. If you are interested in railroad logging, this bimonthly magazine is for you. The subscription rate is \$16.00 per year.

GENE WALP (P.O. Box 10057, Pensacola, FL 32504) has added two more box car lettering sets to his expanding line of decals:

#S-40 Pennsylvania
#S-60 Southern Pacific



PENNSYLVANIA BOX CAR...White and Black herald. Other lettering White.



SOUTHERN PACIFIC OVERNIGHT BOX CAR
Deep Orange and Black herald. Black and Red Lettering. Grey sides, Black Ends.

WINROSS (Box 38, Palmyra, NY 14522) has announced the release of its first double trailers, along with several new single-trailer releases:

Double-Trailers:	
Transcon	\$26.
#451 Hall's	26.
#455 McLean	26.

Single-Trailers:	
Thompson	20.
Mohawk	20.
WXXI	20.
Widner	20.
Herman	19.
TRW	18.
TNT N.A.	18.
Omalon	16.
#387 MDR Cartage	23.
#393 PJT Transport	18.
#400 Cooper Tire	21.
#402 GE Methylon	18.
#450 Midland Brake	21.
#452 Preston 151	18.

Shipping rates: For one model add \$2. For each additional model add \$.25. Shipping is free for orders of eight or more.

Also just produced is a van for Budd Moving Systems. This model must be ordered from Budd, not Winross. Budd Moving Systems, Bartley Rd., Flanders, NJ 07836, Attn: Win Bottomley. \$19 plus \$2 postage and handling.

WISCONSIN CENTRAL SUPPLY (2005 Sunkist Ave., Waukesha, WI 53188) now has an item that will make all your brass and zamac trucks perform like the American Models Delrin trucks. Yep, replacement Delrin plastic bearings. You have to see it to believe it. The price is \$3.00 ppd for 24 bushings. That's enough to do 3 pairs of trucks.

- - - If you hear of anything new on your grapevine, drop Don a line at 2 Roberts Rd., New Brunswick, NJ 08901. He'll be glad to check it out and write it up.

SHORT & EASY

by Kent L. Singer

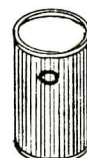
GARBAGE CANS

There's not much that needs to be said about the prevalence of garbage cans. This is one that can be made from the top of a drafting pencil. The "Eagle Turquoise" line made by Berol has a top with a series of vertical grooves highly reminiscent of a typical galvanized garbage can.

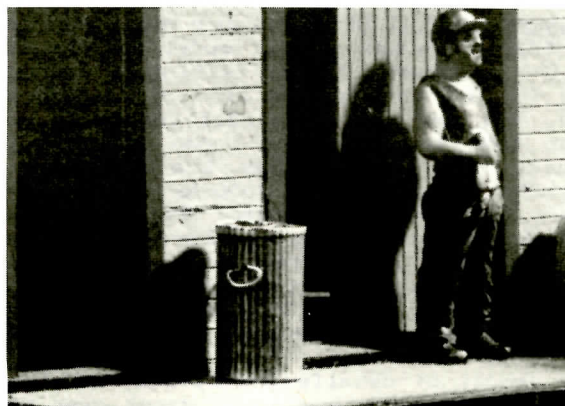
The top is removed from the pencil with a twist or two. The unwanted pierced portion is cut off using an abrasive disc in a Dremel tool. Flatten down the bottom with a 1/4" pin punch or nail head, inserted down the center and tapped on an anvil. Form two handles from .014" wire and attach with a drop of ACC cement. Finally, weather to suit.

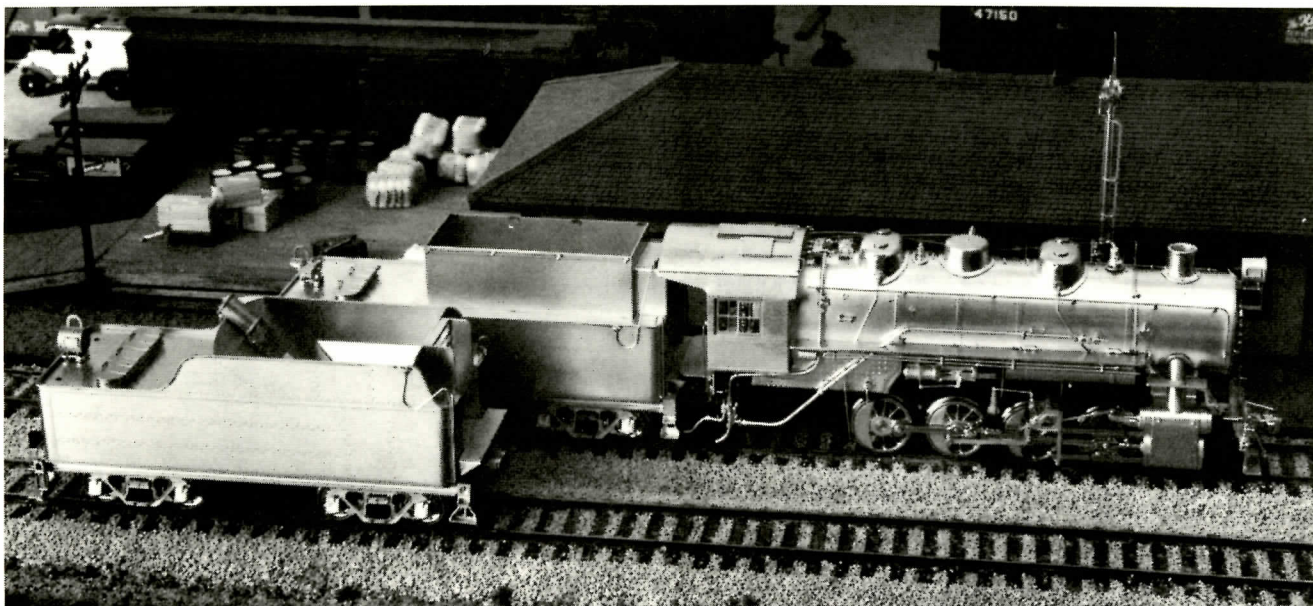


PENCIL TOP
CUT ABOVE
LINE WITH
ABRASIVE
DISC



.014" WIRE
HANDLE
2 REQ.





REVIEWER'S WORKBENCH

USRA 0-8-0 (Imported by Overland Models, Inc., 5908 Kilgore Ave., Muncie, IN 47304)

If there ever was a standard steam locomotive, the 0-8-0, one of the World War I designs of the United States Railroad Administration, was it. No less than 1375 were built and assigned to 23 different railroads, plus hundreds of postwar copies ordered by some of those roads and others, 52 in all. The last domestic steam built was a strongly USAR-derived series of 0-8-0s for the C&O in the early 1950s.

Overland Models' S scale 0-8-0, built in Korea by Ajin Precision, should have nearly universal appeal. It is available with a choice of two tenders, the original type which looks like a small road-engine tender, and a "clear vision" rebuild or redesign with a narrowed coal bunker allowing the cab crew a better view of cars behind.

The model is very well detailed and neatly finished, as was Ajin's USRA light 2-8-2. All parts and fasteners are tight, an improvement over the Daylight 4-8-4. The cab backhead has everything, even the bell rope. Windows, ventilators, and water hatch cover move. The tender lighting conduit is complete.

Dimensions scale just about exactly as shown in the Model Railroader Cyclopedic, Volume 1, page 36. Subjectively, the model "looks good" and expresses the USRA esthetic, our basic idea of what the steam locomotive should look like in the last 40 years of its commercial existence.

The mainframe and certain other chassis parts (but not the can motor mounts) are pre-blackened. The rod motion is plated. Soldering is neat and clean. The engine alone weighs close to two lbs., with the separate weight adding another $8\frac{1}{4}$ oz. The sound-ready tender weighs in at 9 oz.

Flange back-to-back gauge on all drivers is .809 in. Flange front-to-front (wheel tread) gauge is .869 in. Stall current is about 0.45 amp at 12 volts DC.

A scale-size dummy pilot coupler will mate "almost" reliably with a Kadee, but it is readily replaced with a Kadee No. 4, 5, or 802. The tender accommodates any likely draft gear.

Besides the usual hardware, spare parts packed with the engine include a pair of rerailing frogs (although I didn't see any hooks to hang them on), chains, a strip of four legibly-etched Lima builder's plates, and what appears to be a plastic insulator to affix under the cab-to-tender-deck apron plate. This brings up the only items I didn't like.

The closer coupling hole in the drawbar is too close for any operation. Even using the other hole, the front top of the coal bunker shorts against the cab roof at the very start of my $3\frac{1}{2}$ percent grade. The pin on the tender that receives the drawbar is a crucial $\frac{1}{16}$ in. too short for completely reliable coupling; it should extend down to tender-truck axle level, as on the 2-8-2. And why four identical builder's plates? Two would do. Meanwhile, Alco and Baldwin remain unrepresented this side of S Scale Loco & Supply.

Also, others have mentioned problems with the elliptical tender truck springs breaking. They are merely plain spring bronze strips folded over. With some relief detail including a properly-formed pivot-pin at the ends of the spring leaves, they would be stronger.

In any event, I enjoyed operating the engine. A little break-in made a big difference. Initial stiffness gone, it soon wrestled seven heavy freight cars up the $3\frac{1}{2}$ percent grade, which is on a 36-in. radius; I don't know how many cars it will pull on the level. Slow speed? I made it take 32 seconds to cover one foot on level track with no cars. That's $\frac{3}{4}$ of a scale mile per hour.

If I didn't want to hold out for oil-burning steam, I couldn't resist having an Overland 0-8-0. Likely there's still one left for you. Grab it. — Tony Perles, NASG Product Reviewer

KITBASHING SCALE CARS
from
TOY BODIES
(Part 1)

by Dick Karnes

Introduction

This article is based upon the clinic which Dick presented at the 1985 NASG Convention in Sacramento. Because of its length, the article has been serialized. In this issue we present easy conversions based on American Flyer flatcar bodies. In the next issue we will cover gondola car conversions.

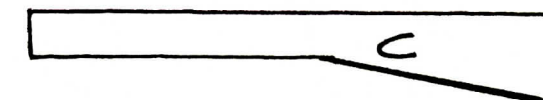
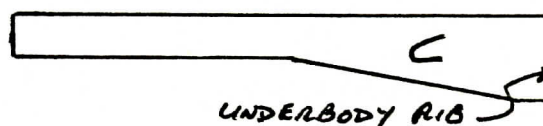
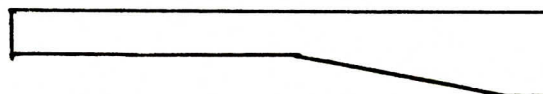
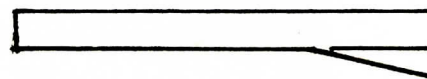
There have been numerous articles in the model press concerning the alteration of plastic car bodies to create commercially unavailable models of particular prototypes. It is not my intention to review the construction techniques so ably presented by others, nor even to present faithful models. Rather, I will illustrate some of the visually pleasing models (to me, anyway) possible from trivial modifications of single car bodies as well as seemingly bizarre combinations of plastic carbody components. The models are constructed primarily from American Flyer car bodies (with some assistance from Marx and Lionel) with S scale trucks and hardware. Those which conform to actual prototypes are footnoted with corresponding references.

The Flatcar - Variations on a Theme

First we look at the lowly flatcar. I started with three American Flyer 48-foot fishbelly flatcar bodies. Five minutes' work with a razor saw (plus wood decking and appropriate hardware) produced the straight-side model shown in Fig. 1. Lateral cuts across the other two bodies, plus some rearrangement, produced the long model and the 34-foot idler car (complete with fold-down brakewheel stanchion) shown in Fig. 2.

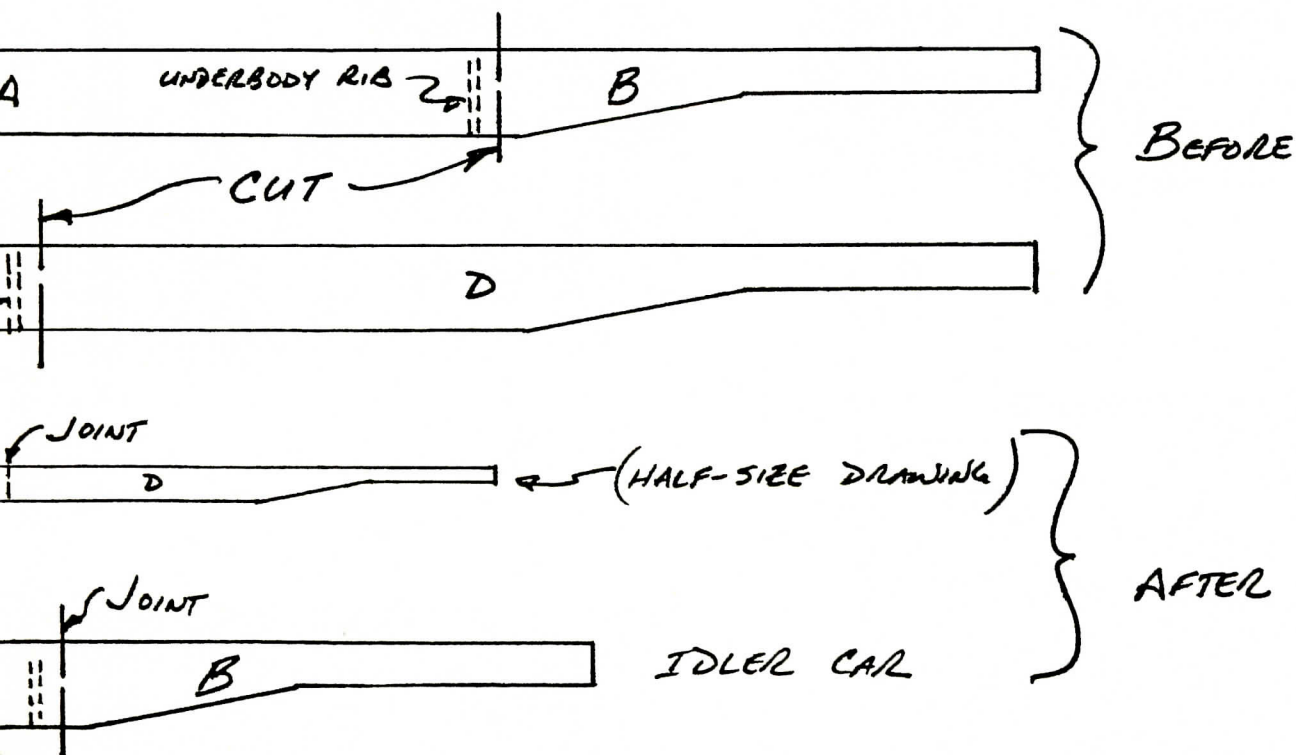
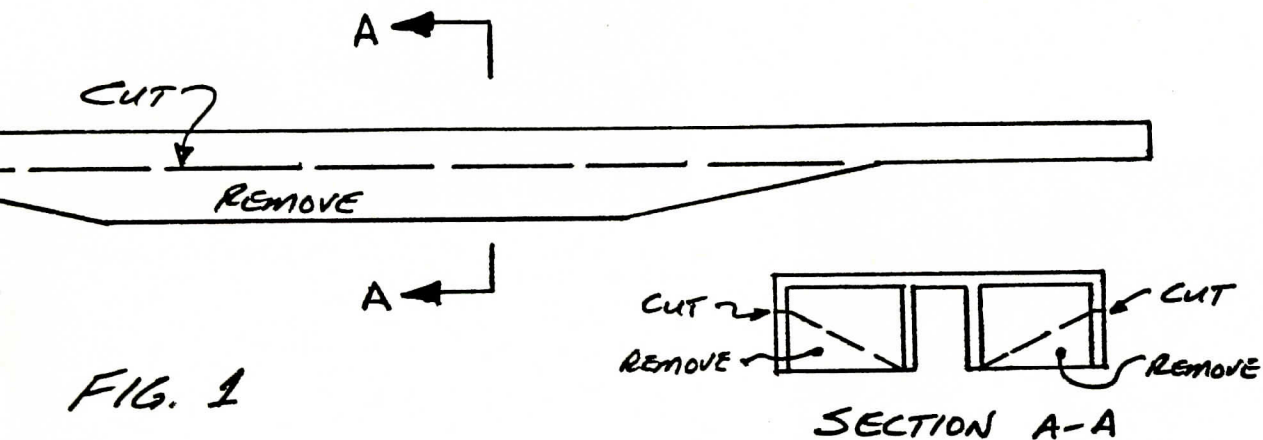
Be careful to make your cuts on the car sides as true as possible. Trueness of cuts on the deck is unimportant, except that the spliced car parts must align properly. Alternately sight and file until alignment is attained. The scribed decking, when cemented in place, will reinforce your splices and ensure trueness of the assembly. Also cement scraps of styrene spanning the splice joints on the inside surfaces of the sides.

(NOTE: For all cementing work, use a liquid plastic cement such as Testor's or Plastruct's Plastic Weld. Apply with a fine-tipped artist's paintbrush from the inside (backside) of butt joints where possible. For broad surface cementing such as installing scribed siding on flatcar decks, use a broad-tipped artist's brush about 1/2" wide and coat the plastic surface twice to soften it. Then quickly press the wood sheet in place and clamp the whole thing together, using scrap wood between the clamps and the model surface to prevent marring. Apply more liquid cement to the edges of the joint with the fine-tipped brush and let dry for a day.)



You may wish to remove the cast-on grab irons on the end sills and replace them with Northeastern No. 851 grabirons. I did on some conversions, and didn't on others. I can't tell the difference unless one of the cars is standing all alone.

The following parts list applies to each of the cars described above:



Planking: Northeastern No. 355 1/32" thick 3/32" scribed siding, or No. 125 1/32 x 3/32" stripwood for individual board-by-board construction

Couplers: Kadee No. 5

Trucks: Your choice

Bolsters: Ace NO. 02012 hopper conversion bolster set

Hardware:
 Brake wheels: Huff-N-Puff No. 2515
 End sill steps: Huff-N-Puff No. 2601

(Next issue: Some truly amazing things you can do with A. F. gondola bodies.)

CENTRAL JERSEY "S" SCALERS
4TH ANNUAL GET-TOGETHER

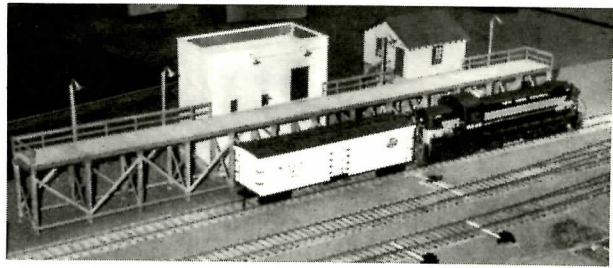
The 4th Annual Get-Together of the Central Jersey S Scalers was held at the CNJ terminal, Liberty State Park, Jersey City, NJ on Oct. 12-13, 1985. The following photos give us a pretty good summary of the main attractions.



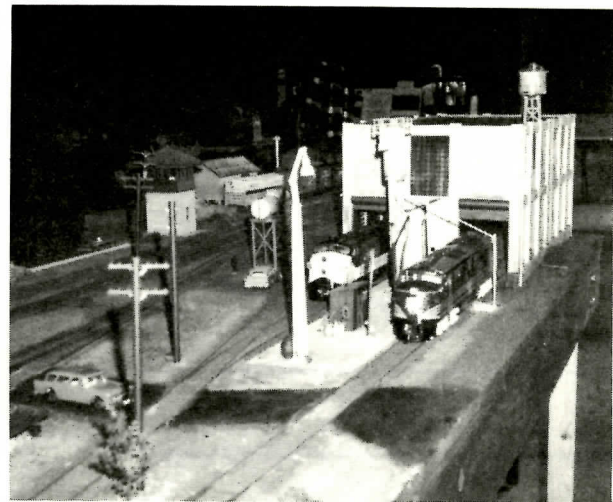
Jerry Smith and Don Thompson take turns switching on Don's 20-ft. module. The UP SD40-2 and N&W diesel belong to Jerry.



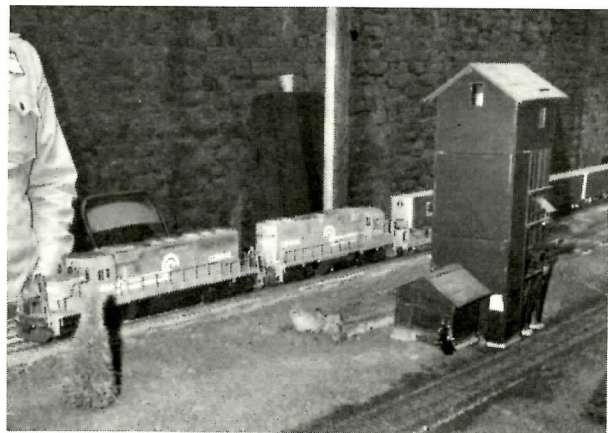
Tom Coughlan and Kent Singer pose next to Jeff Wilson's LVM coaling station, Mike Ferraro's NYC S-4 (Miller) switcher, and Stan Stokrocki's Road Railers. Stan also built the scale comparison sign. These are on the 16-ft. two-level module section containing a yard and switch-back.



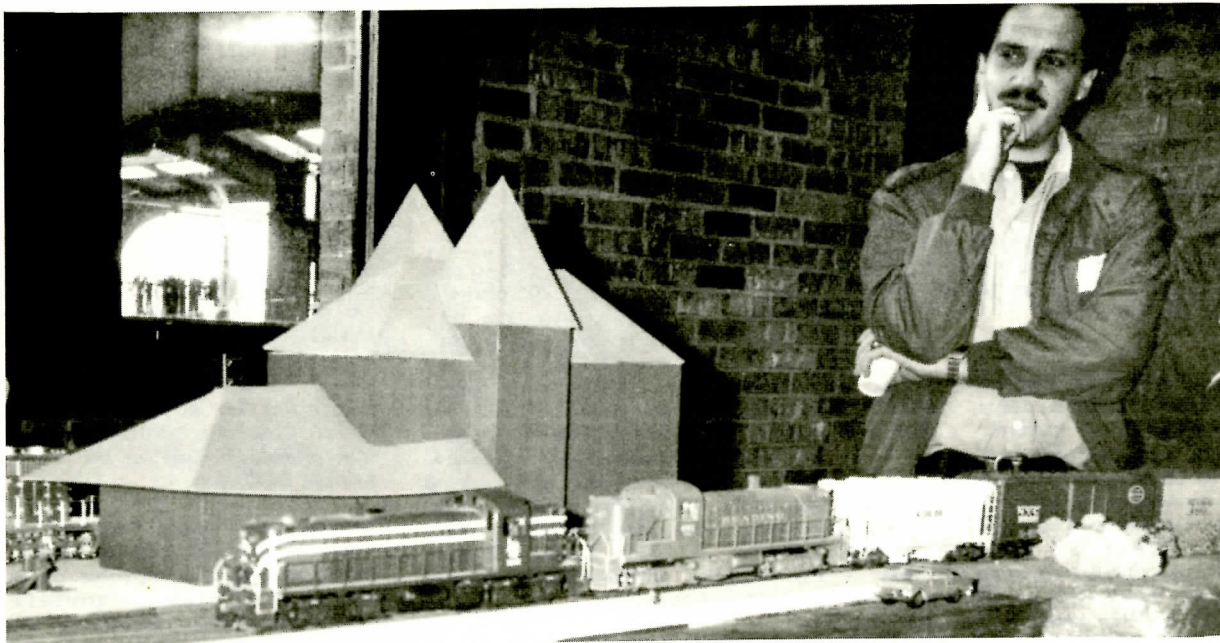
Mike Ferraro's NYC RS3 switches a Hoquat Hobbies Michigan Central reefer in front of an Amity Star ice house built by Don Thompson. The reefer kit was designed and built by Kent Singer. These models are on the 20-ft. single-track code 70 module constructed by Don Thompson from a section of Jerry Viemeister's old layout.



Bill Morris's Boston and Maine E-7 and Don DeWitt's Great Lakes and Atlantic FP-7 at the engine terminal on Don's module. The engine house is built from a Lehigh Valley Models kit.



A Conrail SD40-2 and GP38-2 painted and lettered by Wayne Pier pull Stan Stokrocki's Road Railers past Jeff Wilson's LVM coaling station.



Two Alco RS-3s -- Don Thompson's CNJ and John Hall's Reading -- with Jim Kindraka's Monon NASG covered hopper. The station is a mock-up of the Erie station in Port Jervis, NJ, on Don DeWitt's 12-ft. passenger and diesel facility module. CJSS's Steve Kalista is observing the action.

THE AMERICAN FLYER ENTHUSIAST

by Tom Nimelli

There is great news! Lionel has not abandoned us! There will be two sets this year and two American Flyer accessories. The first set is the Historic American Railroad #4 New York Central freight, with the high-nose GP-9 No. 8552 with the dynamic brake blister in the two-tone-grey lightning-bolt paint scheme. It really looks good in the catalog. There is a New York Central box car No. 9713 in the emerald green paint scheme with a black roof, a New York Central flat car No. 9005 in green with two Flexi-Van Service vans in a silver paint scheme. The tank car is a triple-dome No. 9106 in black with a white NYC logo. There is a triple-bay hopper No. 9209 painted boxcar red. For those of you who live near steel mills, that is iron-ore colored. There is also a gondola with a canister and a red box car with white lettering. The caboose is red with a black roof and has a bay window and cupola.

The second set is a Santa Fe GP-20 painted blue with yellow ends. I was hoping for the yellow-and-blue "war bonnet" scheme, but the 8551

will be a welcome addition to any road. The Santa Fe red and black caboose with the white SF herald and yellow lettering also has a bay window. There are two two-bay covered hoppers with the set. One is the 9207 in a deep green with white B&O lettering. The 9208 is box-car red with a black-and-white herald (probably a sticker) with the Santa Fe logo.

There are four new 40' box cars! One is a silver B&O car No. 9709. There is a white No. 9711 Southern Pacific car with an orange and black herald. The Santa Fe No. 9710 box car is red with the El Capitan logo. This car is very similar to the No. 24003 made by A. C. Gilbert in 1958. The Gilbert car has "The Chief" on the logo. These two cars would look very nice together. The 1970s Illinois Central Gulf car No. 9712 is orange with a black and white "I" shaped like the end of a piece of rail. It is very colorful.

Now for the accessories. The Oil Drum Loader No. 2300 and the Sawmill are shown with the Lionel blue gondola. I guess this is to try to get the Lionel collectors to buy it too. Lionel was going to make this in 1984, when it was listed as No.

2321. It was absent from the 1985 catalog and, as most of us know, the barrel loader for 1984 was not delivered until summer 1985.

The 1986 Lionel catalog has devoted five of its fourteen pages to Flyer. So, I would say that we are no longer considered just an extra sideline. We have come a long way from three cars in 1979 to this year's line.

Lionel is back in Mount Clemens, Michigan, under Kenner-Parker Toys. I really believe that the most exciting part of their 1986 line is the American Flyer Line. I believe the New York Central has the most complicated paint scheme in the line. Someone must have fought hard to keep the American Flyer in the line, knowing about some company politics. I also believe that they were smart in picking both an east coast and a west coast road, thus keeping buyers at both ends of our country happy.

Now, on to Lionel's chief competitor - American Models. American Models has released two new sets. There is a New York Central FP-7 in the lightning-bolt paint scheme. They have done a beautiful job. Those paint masks must be diffi-

cult to make and keep so even. The passenger cars are very nice, the striping looks just perfect and it is painted. For those of you who do not have any American Models cars, they had a problem in the past matching up the striping on some cars, and you could see an overlap near the center of the car. This problem has been solved now.

The Northern Pacific from American Models is a really prototypical paint scheme which is reminiscent of A. C. Gilbert. The FP-7 and the train are very nice. I plan to have this set in my own collection soon. The cars all have extremely detailed heralds. There is even a Northern Pacific reefer that would match nicely with the passenger cars as an express reefer. The trucks might be changed to the passenger trucks by the purists.

American Models has been working hard to help us AF fans. How, you ask? Well, how about tinplate wheels that can be snapped in place of the scale wheels. The kit for the tinplate wheels includes plastic wheels and metal axles. There are also American-Flyer-compatible (non-operating) couplers. I am pleased that this project has moved ahead. This project also slowed down the production of the 53-foot mill gondola. But, guys, be patient. American Models quality is high and worth the wait. And when they list it for sale, it is in stock and ready to be delivered. In size and amount of personnel, American Models is small compared to Lionel. But this company has a larger line available in boxcars and passenger cars than Lionel.

Don't be afraid of American Models because they are sold as kits. These are "shake-the-box" kits - they practically fall together. I wish there was a little more underbody detail, or maybe interiors available. This might slow up the more expert kit builders. If N scalers can put interiors in their passenger cars, I am sure that someone out there can show us how to put an interior in an S scale car.

Just a note to the collectors: I have noticed that both black and brown plastic has been used in the American Models car moldings.

And a message for those of you who have ordered the GG-1 from Dan Imfeld. I have talked with him and he said he is about 20 orders behind. These will be delivered before any more deposits or orders will be taken again. This is a one-man part-time operation. He hopes to have these completed and delivered by summer. If you want to get on a waiting list or check your order, you can contact Dan Imfeld at 365 Beach Ave., Fairfield, Ohio 45014, phone 513-896-6516.

Does anyone out there want a new steam locomotive? How about a 2-6-0 mogul or an 0-6-0 Pennsy switcher or an 0-4-0 "Docksider"? All metal with no plastic. Now, I know some of you are saying to yourselves, "did this guy drink his last bottle of smoke fluid?" No! Rex S Gauge is back in production with these locomotives in stock and ready to be put together. These come with tinplate or scale wheels and are DC-powered. A Williams reversing unit can be put in the tenders to provide the famous AC power forward-neutral-reverse of Gilbert. Contact Rex S Gauge Models, 90 Lucy Lane, Northfield, Ohio 44067, phone 216-467-5763, for the most recent flyer and price list. These are very rugged engines. We ran one continuously for eight hours a day for one month at a Christmas show. We put approximately 450 actual miles on it.

If any of you have seen or heard of any item that will run on Flyer track or can be used with Flyer, let me know. I would also accept ideas on how to fix or modify American Flyer for more reliable operation. Please write or call. You will be given credit for any ideas used in this column.

Tom Nimelli
38564 French Creek Road
Avon, OH 44011

Phone 216-934-4836

DETAILS-DETAILS-DETAILS

by
Lou Rennig

There are many aspects of today's society which the modeler cannot duplicate in miniature because of their sheer size. One solution is to use "selective compression." However, even this is useless when trying to simulate a four-lane divided highway. This does not mean that you must site your railroad in a desolate area that has no highways, but you needn't build an interstate either.

There are many "signs"-of-the-time that can be used to indicate the presence of today's time frame. Install a concrete ramp leading from an asphalt road to the edge of your benchwork. Plant a large green sign indicating the highway number, and you've given the impression of a super-highway without stealing any appreciable space.

By building a ramp through a deep cut disappearing into the background, a highway can be added in the distance on the backdrop and the illusion is complete.

Small private airports are even easier to represent. After installing some power poles and while stringing the wires, thread four or five bright orange beads onto the highest wire between two poles. These balls indicate a hazard to pilots landing at a nearby airport.

Larger airports may require a bit more work, but with care the effect can be achieved. Major airports are often surrounded by industrial parks. This limits the height of buildings in such parks. Any high points such as water tanks, distillation columns, etc., require obstruction lights. If any power or telephone poles are close to the end of a runway, even these will require lights on top.

Many modern office buildings are equipped with heliports. These can be installed on the ground or on a roof. These are easy to make and take only a small space. Paint an "X" inside a large circle, put a wind-sock off to one side, and it's done.

BUSINESS MATTERS
of the
NATIONAL ASSOCIATION
OF S GAUGERS, INC.

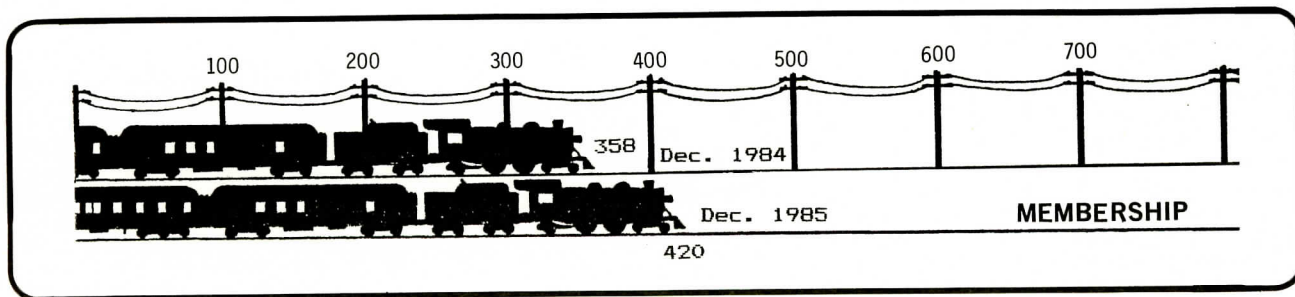
BUDGET FOR THE YEAR: 1 July 1985 - 30
June 1986, revised 18 Oct. 1985

CONVENTION FINANCIAL REPORT

The 1985 NASG "Gold Rush" Convention was a financial success. NASG received 50 percent of the profit, plus \$3.00 for each non-NASG adult registration. Dollar summary:

Net Convention Income	\$ 11754.80
Net Convention Expenses	<u>9818.85</u>
Total Profit	1935.95
x 50 %	968.
36 non-members @ \$3.00	<u>108.</u>
TOTAL PAID TO NASG	\$ 1076.

INCOME:	
Membership Dues	\$ 4010
NASG Clearinghouse Income	300
Interest Income	300
NASG Convention - '85	<u>1076</u>
Total Income	\$ 5686
EXPENSES:	
Dispatch Publ. (4 per yr)	2800
Postage	<u>400</u>
Total Dispatch Expenses	3200
Printing & Postage -	
various corresp.	250
& election	
Corporation Registration	60
NMRA Membership	30
Bernie Thomas Memorial Award	35
Promotion Expense	<u>1600</u>
Total Other Expenses	1975
Total Expenses	<u>5175</u>
EXCESS REVENUES OVER EXPENSES	\$ 511



EDITORIAL

A FEW MORE CHANGES

The separation of the editing, publishing, and printing functions has not worked as well as we thought it would, so we have reapportioned our collective tasks and made some staff changes. We think you will like the results. For a while, our primary emphasis is timeliness. However, as time goes by we will be making layout and graphics improvements too.

Beginning with this issue, we will be routinely publishing a list of the NASG committees and the names and addresses of their chairmen. This is for your convenience, should you wish to

make use of their services or - perish the thought - volunteer!

For all of you who have contributed material to the DISPATCH since I became editor, a hearty thanks. Material is beginning to arrive in more reassuring quantities, but don't slow down! See if you can overload me enough to produce a 20- or even a 24-page issue! And it sure doesn't hurt for me to be ahead by a couple of issues.....After all, even your editor likes to plan for a vacation now and then, deadlines notwithstanding.

A couple of odd and ends for you contributors: 1. Photographs should be submitted as negatives (black-and-white only), along with a "throwaway" print for each picture you wish printed. Reason: we size the prints for the paste-ups, from which the final print master is made by photoreduction. 2. Those of you who send your text on 5-1/4" computer disks, please do not use automatic justification (flush left and right).

Dick Karnes



PROMOTIONS COMMITTEE UPDATE

by
Don Thompson, chairman

MODEL RAILROADER AD - We were again given space in the last (March '86) issue of MR for a 1/6th page ad. The photo was from our own Central Region V.P. and Modular Development chairman, Tom Hawley. Tom's B&O E-3 from Overland was a nice way to introduce new modelers to S gauge. The information package is a little different from the last one (July '85, to which 145 people responded) in that we now charge two dollars to help us with the postage. (The package weighs more than a pound.) Also, due to the response intensity and the difficulty that I had coordinating the literature from 25 different manufacturers, I have decided to send out only 3 catalogs: Hoquat Hobbies', Ron Leventon's and the Peter-Built Sn3 Dispatch. In addition, we include our NASG brochure, the manufacturer and club list, and the most recent Dispatch. This package lists at least 90 percent of the products currently available in S.

DOES YOUR CLUB HAVE TABLES AT ALL-GAUGE TRAIN SHOWS?

Let the NASG help you with our NASG display. We will pay for your club table if you will help us promote S. We will send you our NASG table covering, a stack of NASG brochures, the club and manufacturer inserts, and a copy of all the current S catalogs and magazines. All we ask is that you keep the table staffed at all times and send us back the table cloth. It is that easy, so reserve the display now.

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

REMEMBER TO PUT YOUR RESERVATION IN FOR THE 1986 NASG SLIDE SHOW! Contact Tom Niemelli now at 38564 French Creek, Avon, OH 44011.

DOES YOUR HOBBY SHOP SPEAK

S? I am trying to prepare a list of all the hobby shops that carry S products - scale, A.F., or Sn3. If you know of or go to a hobby shop that does, please drop us a line to help us compile the list of hobby shops that speak S.

WE NEED A VOLUNTEER TO HELP WITH NEW PRODUCTS.

I am looking for someone to help keep the non-S model railroad press up-to-date on the most recent advancements in S. You would be expected to write one letter a month to each of several magazines. We will keep you posted on the latest developments. It would be a big help to S modelers everywhere to see all the latest projects in S in the "big" magazines. Please drop me a line or call if you are interested.

BRASS TANK CAR COMMITTEE REPORT

by Don Thompson

Things are starting to happen! Over half of the cars have been sold so far, and the pilot model arrived in the middle of February (right on schedule) from Korea. We had two able-bodied railroad men reviewing the car for us: John Steel (Conrail) and Dick Cataldi (AAR). Their review has been completed, and Tom Marsh of Overland Models sees no problem with the requested changes. As it stands now, the insulated cars will be 10,000 gals. (not 8000 gals.); the uninsulated cars will still be 10,000 gals.

We will have 205 tank cars made. The breakdown is 50 insulated low-pressure, 50 insulated high-pressure, 40 single-dome uninsulated, 25 double-dome uninsulated, and 40 triple-dome uninsulated. The cars WILL NOT COME WITH T-SECTION BEETENDORF COIL-SPRING TRUCKS as previously advertised. Those of you who have already placed orders for tank cars and/or trucks should have received a letter to this effect by now. The cars will come with the standard two-coil-spring Bettendorf trucks. These will not be the same as the covered hopper car trucks, but will be from a

new pattern. Tom Marsh will ALSO make the T-section trucks for us for those of you who order them separately.

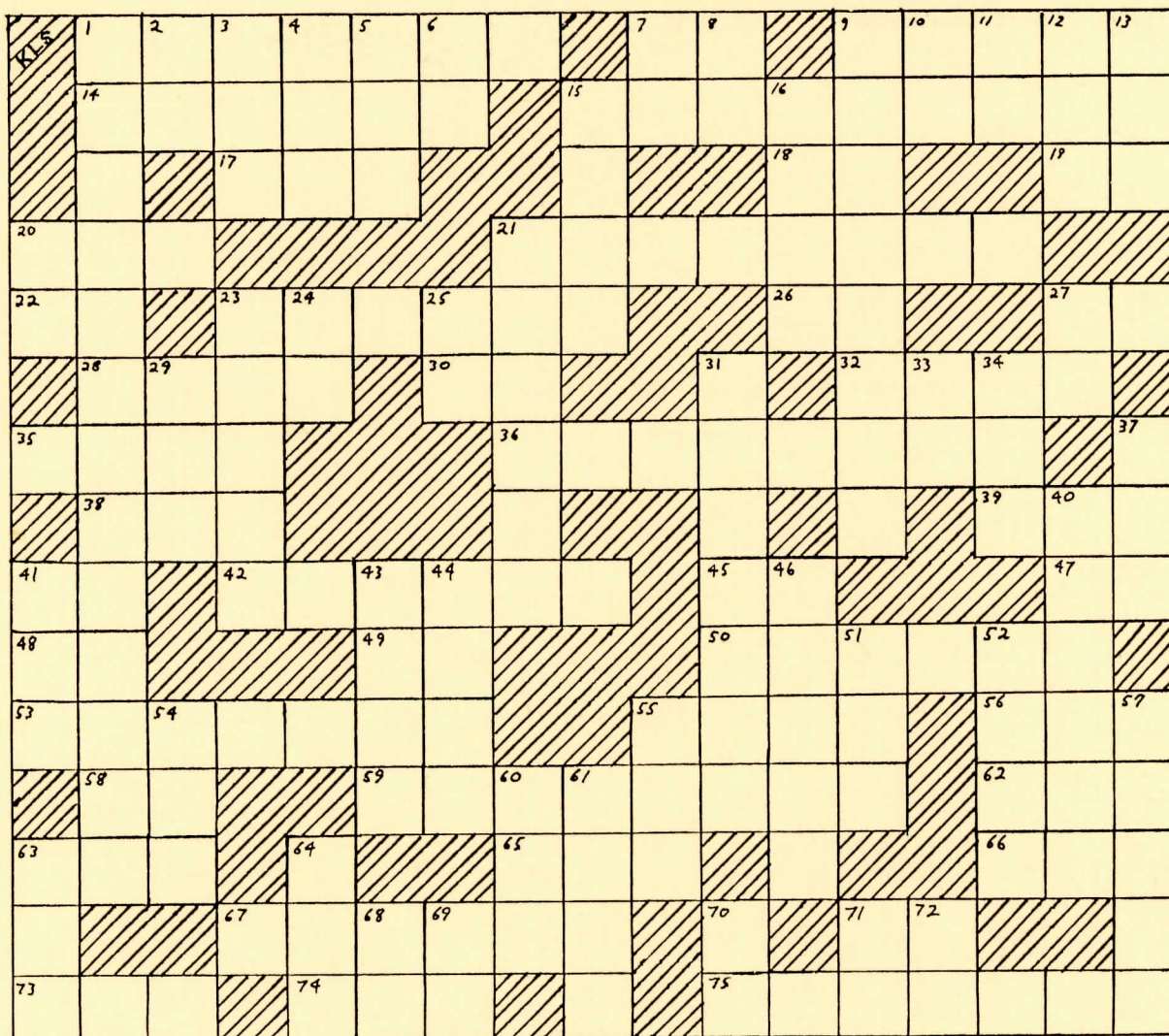
The order has been placed with Overland Models and we expect delivery on May 15. Remember, the price will go up to \$98 the day we receive the shipment. Get your orders in now if you want a chance at these at the \$88 price. Remember, these models are postpaid. If any clubs would like to see the pilot model, please write to Jim Kindraka, 44014 South Umlerland Circle, Canton, MI 48187. Sorry, at this time I still do not have a photo of the pilot model.

Here Come the NASG "BOOSTERS!"

With this issue we are launching the NASG "Boosters." (If you remember the S GAUGE HERALD "Booster" ads, you're already ahead of us.) For \$10, we will publish your own personalized pike advertisement in four consecutive DISPATCH issues. Ads will be about 1 1/8" by 2 1/4". To begin with, the ads will be published on an inside page. When we get enough to fill a page, they will appear on the back cover.

You may furnish your own finished ad, or just a herald, or simply an idea. Doug Smith, our staff artist, has offered to design or complete your ad for you as necessary. Please send your input to Doug at 17610 Blanchard Drive, Monte Sereno, CA 95030, along with your check for \$10.00 made out to NASG Inc.

The funds generated through the sale of these ads will be used to help finance future NASG special projects. It hardly seems fair to call these "Booster" ads, for by so doing we would be copying the HERALD. Therefore, as an extra incentive, we are holding a contest to find a fresh name for the ads. We will award one year's worth of free ads to the member who, in the opinion of the NASG Board of Trustees, submits the best name for the ads. Entries must be in the Editor's hands by the close of the 1986 NASG Convention.



ACROSS

- 1 The last car
- 7 Two matched items (abbr.)
- 9 Mistake
- 14 Point of origin
- 15 2-8-4
- 17 "Me and My _____"
- 18 Type of elec. power
- 19 Each (abbr.)
- 20 Psychic pwr.
- 21 4-8-2
- 22 "___ Hell in a Day Coach"
- 23 European name for 42 across
- 26 Yakima Local (abbr.)
- 27 ___ & ___ has 63 down for a herald
- 28 Southeast Asian country
- 30 All right
- 32 Opposite of base
- 35 ___ & ___, Michigan, Indiana, Chicago & Ohio
- 36 Pennsy E6s
- 38 Dept. of Transp. (abbr.)
- 39 Predecessor of 34 down
- 41 City govt. lawyer (abbr.)
- 42 NYC J3a
- 45 Inst. of Power (abbr.)
- 47 Beast of burden
- 48 "Meet Me ___ the Fair"
- 49 ___ & ___, The Great Atlantic and Pacific Tea Co.
- 50 Model railroading, to some people
- 53 Camera manufacturer
- 55 Asian crop

- 56 A joker
- 58 A scale smaller than S
- 59 4-4-0
- 62 Dread
- 63 Route of the "400"
- 65 Type of sandwich
- 66 Technical knockout
- 67 Land ___ were given to railroads for completing western routes
- 71 Opposite of stop
- 73 ___-wheeler
- 74 Feel remorse
- 75 Route of the Super Chief

DOWN

- 1 2-8-0
- 2 A ___, railroad assn.
- 3 ___ Boy
- 4 Org. for Green America
- 5 Tank car load
- 6 Serial no. (abbr.)
- 7 ___ & ___, a NYC road
- 8 Railroad (abbr.)
- 9 Move toward a higher level
- 10 Royal Hawaiian (abbr.)
- 11 Smallest State
- 12 Type of RR car
- 13 An express co.
- 15 Campus bigshot (abbr.)
- 16 The MKT
- 20 The creature who wanted to go home
- 21 2-8-2
- 23 Ticket

- 24 "___ the World Turns"
- 25 "From Here ___ Eternity"
- 27 Early name for S scale
- 29 ___ & ___, Akron, Cleveland & Ottawa
- 31 Pennsy K4
- 33 101 in Roman numerals
- 34 Descendant of the Illinois Central
- 37 Type of RR car
- 40 NYC version of 21 across
- 41 "Hetch Hetchy and its ___ Railroad"
- 43 Computer information
- 44 Canned meat
- 46 Type of nut from the South
- 51 Movie starring Bo Derek
- 52 Wield a flyswatter
- 54 Immediately
- 55 Hopper car vertical side support
- 57 Hollow stone containing crystals
- 60 Time zone
- 61 Coating found on little-used rails
- 63 Chessie
- 64 The standard railroad of the world
- 68 Gold (abbr.)
- 69 Type of caboose imported by Overland (abbr.)
- 70 Rail material (abbr.)
- 71 ___ has a goat for its herald
- 72 Overtime (abbr.)

MICHIGAN INTERCHANGE

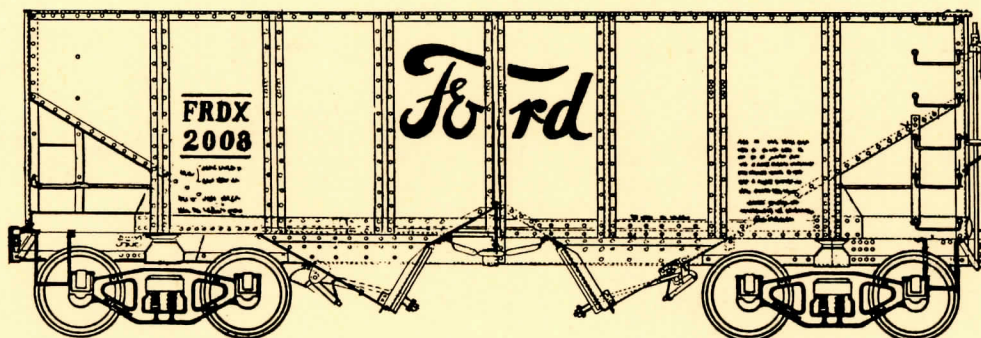
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ASSEMBLED UNDER ONE ROOF!
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A VISIT TO THE HISTORIC CROSSROADS VILLAGE!

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WINDSOR, AMERICAN-CANADIAN FREEDOM FESTIVAL, LUNCH & SHOPPING IN CANADA

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FUN, Clinics, Modules, Tours,
FUN, Layouts, Modules,
FUN, Manufacturers, Contests
FUN, Modules, Friends,

* AND * FUN'N'N'N'N'N !!!!!



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GET THE PICTURE!!!!

....EARLY REGISTRATION BEGINS 4:00 pm THURSDAY....

....CONVENTION ACTIVITIES BEGIN 8:00 am FRIDAY....

Be Sure And Get To The "INTERCHANGE"

Registration	Before June 1	After June 1
N.A.S.G. Members	\$35.00	\$40.00
Non Members	\$38.00	\$43.00
Ladies	\$23.00	\$28.00
Sit Down Banquet	\$22.00	\$22.00

Rooms at the Novi Hilton \$53.00/night (two beds - unlimited occupancy)

Time is running out: CONTACT

FOR MODULE INFO: DAVID HELD PH(313)729-2932

6936 YORKTOWN LANE UTICA, MI. 48087

LODGING INFORMATION: NOVI HILTON PH(313)249-4000

21111 HAGBERRY ROAD NOVI, MI. 48050

SEND REGISTRATION TO: THOMAS HAWLEY, REGISTRAR PH(517)482-2048

2211 STRATHMORE LANSING, MI. 48910

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