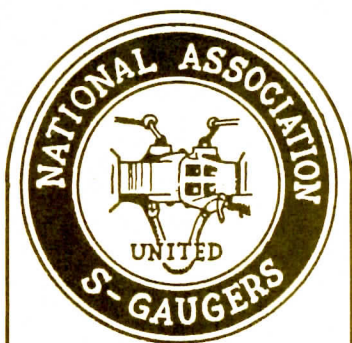
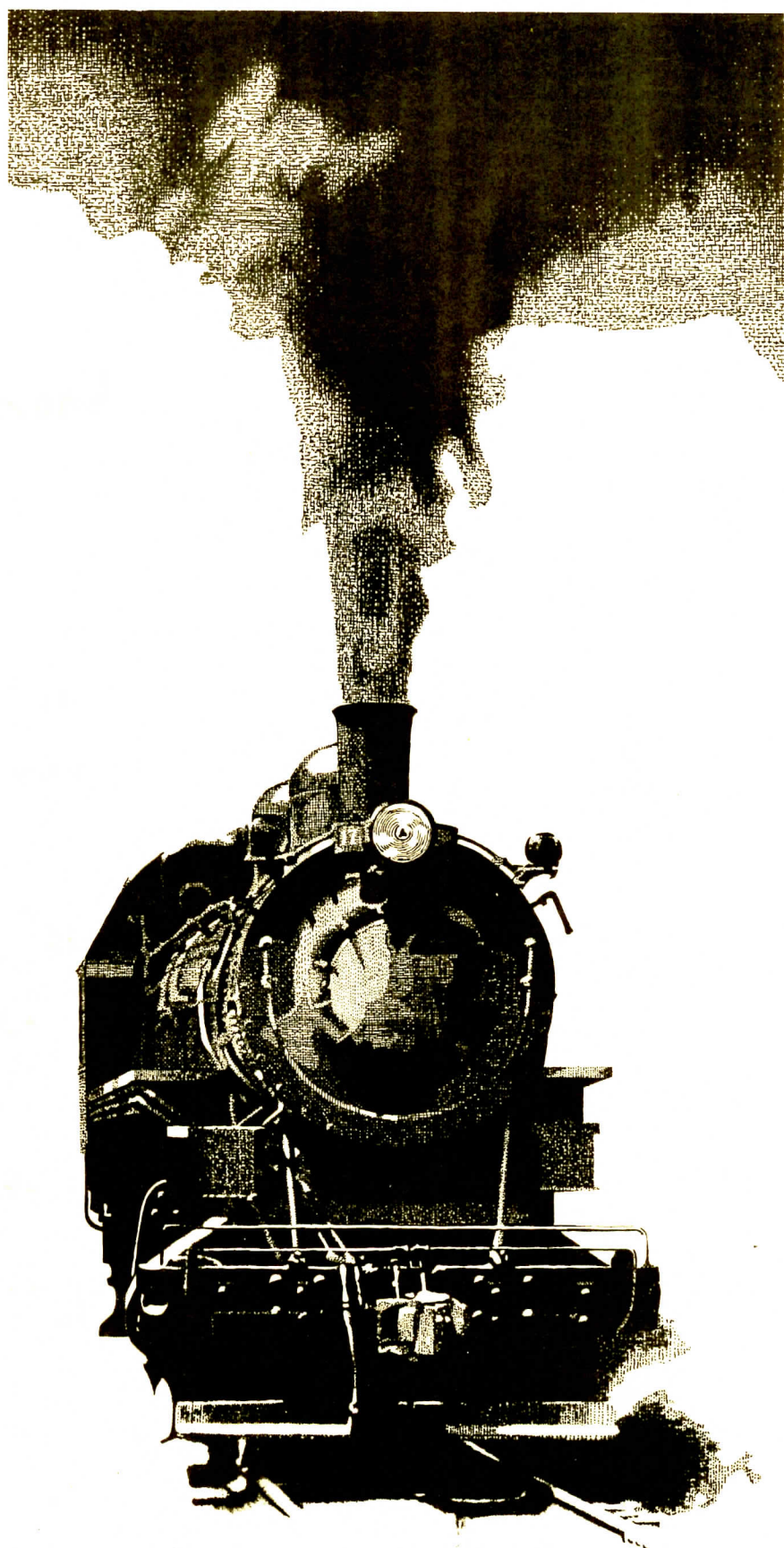




D I S P A T C H

Volume IX

Number 2



PRESIDENT'S MESSAGE

One of the things most certain in life is change. Change is everywhere and never-ending. Like the rest of the world, change is occurring daily within the S gauge model railroad-ing hobby. Consider for a moment the following changes:

The NMRA has agreed to adopt NASG modular layout standards for its next data package to be circulated for NMRA member review. Thus, for the first time, both organizations will have exactly the same standards in at least one area. Thanks to Tom Hawley for this accomplishment.

The NMRA has also agreed to cooperate in planning a joint national convention with NASG. Planning has started with an eye toward Houston in 1989. Thanks to Ken Zieska for this one.

Both *Model Railroader* and *Railroad Model Craftsman*

have tentatively agreed to run articles in 1987 recognizing the 50th anniversary of S. Thanks to Sam Powell and John Steinbach for their efforts here.

A new manufacturer, Pacific Rail Shops, has announced plans for a series of steam-era freight cars. These will be high-quality plastic craftsman kits similar to the Gould line in HO. The molds are being machined at this time, and S should experience a state-of-the-art advance when these kits become available.

"S"cenery Unlimited has joined the growing list of S importers. Let's hope that their gas-electric is a success and perhaps more models will follow. Omnicon has announced new models while Overland's line of S models continues to be the broadest in the scale. Also, a brand new S brass importer will show his wares at Detroit for the first time.

A new S publication has been announced by former NASG President Rollain Mercier. Rollie plans to bring the *S Gauge Herald* back to life in living color and have his first issue available at the NASG convention in Detroit. Good luck, Rollie!

NASG continues to grow and expand its services to members. The *DISPATCH* is steadily improving, the tank cars have arrived (some versions are already sold out), administrative affairs (memberships, etc.) have been consolidated in new offices complete with a volunteer secretary using a personal computer, and changes to the NASG constitution are being submitted to members for their ratification.

S gauge is alive, healthy, and growing. Let's get together in Detroit and celebrate a good year. See you there!

Ed Loizeaux

EDITORIAL

HELP!!!!

We have a critical shortage of material suitable for our front covers. Any well-composed high-interest black-and-white ink drawings and photographs (negatives or glossy 8x10 vertical-format prints) will be greatly appreciated.

We continue to experiment with the *DISPATCH*'s format and texture. You may have noticed that Vol. VIII No. 4 was printed on white glossy paper -- including the cover. And its layout, while probably pleasing overall, was not particularly consistent. Vol. IX No. 1 was printed on matte white stock and utilized a heavier, tinted stock for the cover.

The layout of Vol. IX No. 1 was more consistent. You may have noticed, for example, that the feature articles and bona fide news were printed in two-column format, whereas the

recurring theme-oriented columns appeared in three-column format. We expect to stick to this scheme.

I cannot tell as I write this what this issue will look like, as the process of laying out the *DISPATCH* occurs after my editorial is completed. However, we may experiment again with glossy paper and type styles.

To give you some idea of the relative effort I expect to invest, my objectives, in order of importance to me, are as follows:

1. Continue to produce a magazine (NOT a newsletter) with meaningful, interesting content.
2. Showcase the work of others.
3. Edit the content so as to provide maximum readability with minimum typographical errors while preserving the intent and

style of the individual contributors.

4. Improve the cosmetic image of the *DISPATCH*.

If you have any opinions or suggestions, please feel free to send them to me.

Dick Kames



LETTERS.....

Editor:

I would like to express my appreciation to the members of the NASG Brass Car Committee for their unselfish efforts in providing previously-unavailable products.

Kent Singer

DISPATCH

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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COVER

An India-ink rendering of Bellefont Central No. 19 by Dick Karnes, based on a Lucius Beebe photograph.

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Kent Singer	Contributing Editor
Don Thompson	Contributing Editor
Tony Perles	Reviewer and Consultant
Doug Smith	Artwork
Bob Werre	Photography
Gary Jordan	Publisher

The next deadline for articles is July 15, 1986

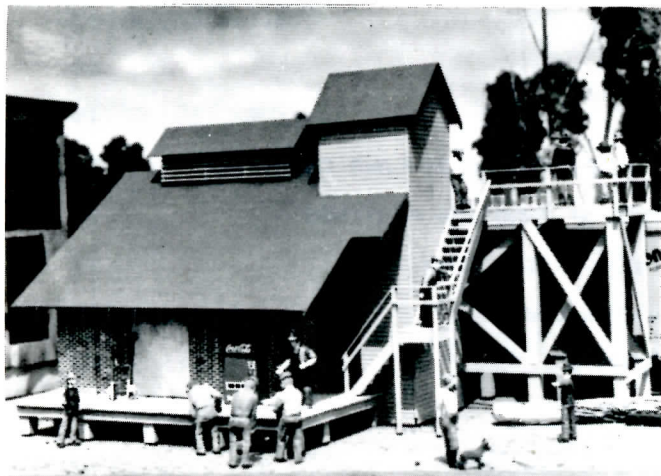
ELECTED OFFICIALS

President	Edward M. Loizeaux 2221 Via Maderos Los Altos, CA 94022	Central Vice President	Thomas G. Hawley 2311 Strathmore Lansing, MI 48910	Convention Committee	Ken Zieska 11810 52nd Ave. N. Plymouth, MN 55442
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		Contest Committee	Kent Singer 105 Highland Dr. Baldwinsville, NY 13027	Standards Committee	Wayne Pier 2821 Asbury Ave. Wayside, NJ 07712

Atsan Ice Company (White Ground Model Works, available through Hoquat Hobbies, P.O. Box 235, Dunellen, NJ 08812)

White Ground Model Works is known in other scales as a producer of highly-detailed, attractive buildings suitable for the layout foreground. The Atsan Ice Co. (get it?), already produced in HO and N, marks the manufacturer's entry into S scale., and it is a worthy start.

This ice plant is neither the typical brick urban ice house nor the traditional railyard plant capable of icing many refrigerator cars, although it's adaptable to the latter use by extending the elevated platform beyond the materials included. I'd peg the kit as, say, a small-town adjunct to a canning plant.



The materials, all first class, include the brick building walls, which are crisply-detailed white plaster castings, a number of neatly-cut scribed wood siding pieces, and bundles of color-coded stripwood. There is a Grandt door for the wooden part of the building, and (only) four blocks of plastic ice. This assortment is well-explained in a set of detailed drawings and logical, clear instructions. You have to provide roof material, but templates are given for cutting it. The cardstock sheets on which the plaster castings are mounted would work except for the staple holes, but you could cover them with shingles or tarpaper.

A color photo (of the HO model?) on the kit box indicates a highly labor-intensive operation, but the kit does not include the figures, the soda vending machine, or other add-ons.

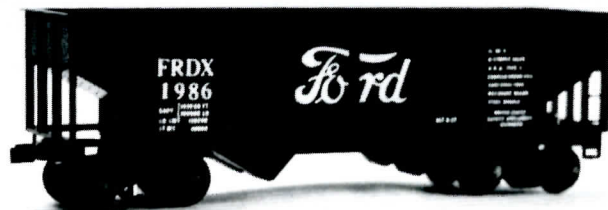
I haven't built the kit, but it looks like an interesting project, definitely not a quickie. All the parts look like they will fit together properly. The variation possibilities are welcome, and typical of a craftsman kit. I hope we can look forward to more S scale products from White Ground.

- Tony Perles



Hopper Cars: NASG 1986 Convention Car and Offset-Side Car (American Models, 22055 W. Brandon, Farmington Hills, MI 48024)

The Ford Motor Company once used a fleet of hopper cars to move coal and coke around its sprawling complex of plants in the Detroit area. Thus, it is most appropriate for the Southwestern Michigan S Gaugers to select this car as the prototype for the 1986 NASG Convention Car.



The model is a custom-lettered rib-side hopper, with which most S scalers are already familiar. It is too big and too modern for the Ford car, but such considerations do not apply to commemorative car. I did make one change, however. The side lettering says the car has a K-2 triple valve, so I gave it one, instead of using the AB brake set furnished. Later I may use Andrews Trucks and try a staff-mounted brake wheel.

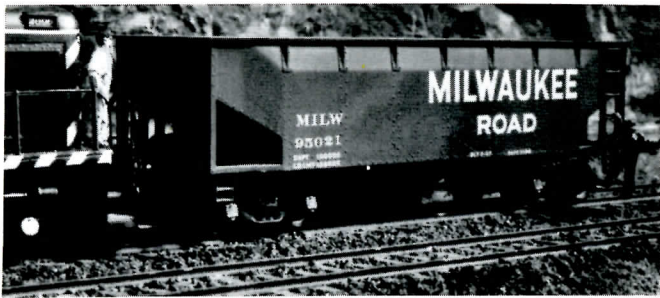
The convention cars are available in two numbers, 1986 and 2008 (a prototype number). They will be sold at the convention for \$17.00, or can be ordered postpaid for \$18.50 from Dan Navarre, 6160 Upper Straits, West Bloomfield, MI 48033. Do NOT order these cars from American Models or any other source. We highly recommend that you buy one or two.

The other new item is the offset-side hopper car. Although obviously based on the tooling for the ribbed-side car, all its dimensions are exactly correct for the AAR offset-side design. This construction was recommended in the thirties as a way to get greater cubic capacity in the same body width. However, the inside ribs turned out to be very vulnerable to damage in loading and unloading.

I have only two picky complaints, which apply to the ribbed-side hoppers as well:

1. Ladders. The rungs are much too far apart and could only be climbed by an O scale man. I used Grandt Line ladders on the offset-side car; two rungs and the mounting pins were removed for this installation.

2. Lettering. On all cars it is incomplete; on some it is variously unrealistic; and car numbers need scrutiny. The New York Central offset car is black, which is correct only for pre-1943 cars. After 1943 all NYC hoppers were painted boxcar red. The Santa Fe car's herald is too modern (1943 and later) for its "new" date of 1938. This matter can be rectified with a sheet of "older" herald decals (1905-1942) available from The Train Shop, 321 S. Monroe, San Jose, CA 95126. For \$2 you get enough heralds, in good S scale



size, for four cars, plus four larger her-
alds for buildings.

Overall, the car is excellent. Correction of these complaints can be considered to fall under the superdetailing of an already fine model. Again -- highly recommended.

- Tony Perles

RailstaRR Computer Program (Metrecon Associates Inc., 6408 W. College Dr., Phoenix, AZ 85033, \$45. plus \$2.00 shipping)

I have a fairly large layout with two yards and 130 freight cars. While one individual can operate it, it is more fun with three operators - one for each yard as well as a mainline engineer. We had been leaving train make-up to the yard operators, who would employ whatever logic came to mind - all the eastern cars, all the red cars, all cars of a particular railroad, etc. It was clear that we needed some way to provide for more realistic train make-up. Card-order systems are too bulky for the size of the operation, and I didn't want to attach waybill markers to each car either.

My wife bought me RailstaRR for Christmas. This little gem is just the ticket. It generates manifests (for through freights) and switchlists (for way freights). RailstaRR generates through-freight manifest printouts by randomly selecting cars in the yard of origin. The yard operator makes up the train from the manifest printout, and the road engineer takes the train to the destination yard. Once this is done, the road engineer tells RailstaRR that the train has been delivered. RailstaRR thereupon records the new locations of each car. Manifests can be generated independently from each separate yard. If you don't "like" a particular manifest printout, ask for another. It will be quite different.

The switchlist feature works differently. RailstaRR has a record of each industry on the layout, the required frequency of pick-ups and set-outs, and the types of cars required by each industry. RailstaRR generates switchlists by interrogating these industry requirements and randomly selecting suitable cars in the originating yard. The switch list contains both set-outs and pick-ups.

RailstaRR distinguishes - and keeps track of - empty and load status of each car, allows you to specify approximate train length, and has a locomotive assignment feature. It even allows you to temporarily assign cars to a "bad order" roster, which takes them out of circulation (for whatever reason you may have). As long as you exclusively use RailstaRR for generating and moving consists, the computer will keep precise track of the locations of all cars on your layout. RailstaRR can handle up to four yards and two divisions.

It will take you some time to input your roster; initial car locations (hint: put all cars in the same yard to begin with - if you can); and industry names, track capacities, and required car types. This need be done only once; RailstaRR keeps all updated data on its program disk for you. The instructions are very easy to follow, and the program's menus and prompts are generally self-explanatory.

RailstaRR is not without its faults. For one thing, although the RailstaRR supposedly can handle up to 400 cars, a program bug limits you to 99. For another, the handling of locomotive assignments is incomplete. The program assumes that any locomotive on the entire railroad is potentially available for assignment, whether or not it is available in the originating yard. Caboosees are not recognized at all.

RailstaRR is written in the BASIC language, and can therefore be modified by knowledgeable customers. I have corrected the 99-car "bug" and alerted the manufacturer. Interested RailstaRR owners may send me a self-addressed stamped envelope for the error correction. I have also implemented a complete locomotive assignment capability.

RailstaRR versions are available for both the Apple II and the IBM PC (and compatibles).

- Dick Karnes

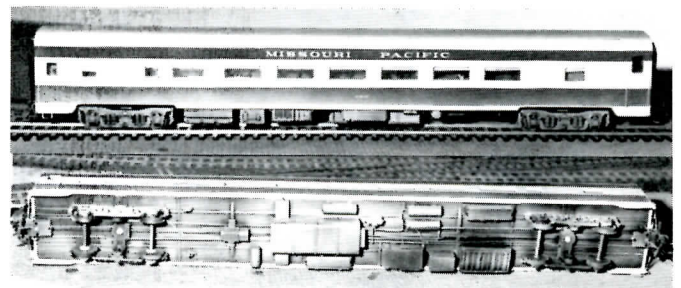
Passenger Car Underbody Detail Parts (Prototype S Scale Parts, available through Hoquat Hobbies, P.O. Box 235, Dunellen, NJ 08812)

S scale passenger car modelers have always had a rough time. Even after American Models, underbody detail remained a problem. About all one could do, short of scratch-building, was search out over- or undersized HO and O parts and begin cobbling from there.

Prototype S Scale Parts has introduced a line of underbody detail epoxy resin castings, intended mainly for modern streamlined equipment. I examined their water system, battery boxes, air reservoirs, ice-engine air conditioning, and coach seats. The castings are of reasonable quality and are painted grey. Some of the tank castings are a bit rough, but a few swipes with a small file will take care of that. All underbody parts are well-detailed and properly scaled. They are a welcome addition to the passenger modeler's parts bin. Excellent installation instructions are included with each part.

The coach seats are the only disappointment. They are very narrow (only 15" wide, rather than the proper 18-20"), which makes them more like economy air coach seats. They also have a center arm rest, which is uncharacteristic of railroad seats.

- Jim Kindraka



A MACK "BULLDOG" COAL DELIVERY TRUCK IN S SCALE

by Don Thompson

We have seen a lot of coal-hauling activity in the last few years in S. With the advent of the ribbed-side hoppers this year, it is obvious that any model railroad hauling this much coal must also have retail coal dealers. In addition to the 1930s "COE" (cab-over-engine) Mack coal truck offered by Frank Titman of Lehigh Valley Models, you can now easily make a Mack "Bulldog" coal delivery truck.



The latest addition to Matchbox's "Models of Yesteryear" series is No. Y30, a 1920 Model AC Mack. The Mack AC "Bulldogs" were made from 1916 to 1936. The model has a zamak hood, cab, and body; the chassis, wheels, and steering wheel are plastic. The wheels are models of the Dayton cast-steel wheels with solid rubber tires. The five spokes are correct for the front wheels, but the rear wheels should have seven.

The first thing we have to do is take the truck apart. Use a #55 drill bit (.070") to drill into the center of the head of the pin holding the hood to the chassis. I drilled this about 3/8" deep, which is the tap size for a 2-56 machine screw. Do not drill too deep, or you will come through the top of the hood. Then use a Dremel tool with a 3/16" ball end mill to cut away the rest of the pin head. Try not to cut into the plastic chassis. When the hood comes free from the chassis, clean out the #55 hole and thread it with a 2-56 tap. You will then be able to use a 2-56 x 3/16" screw and washer to reassemble the vehicle. Using the 3/16" ball end mill again, grind away the pin which holds the body to the chassis. You should now be able to separate the body from the chassis.

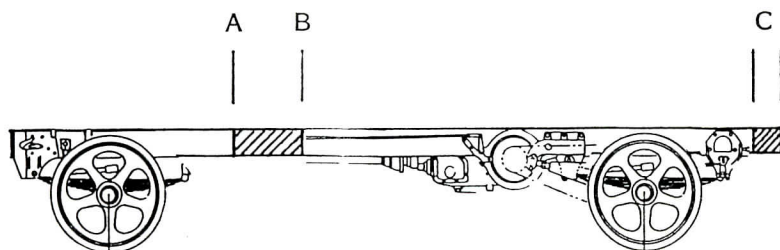
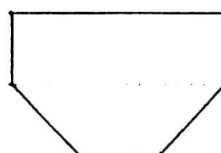
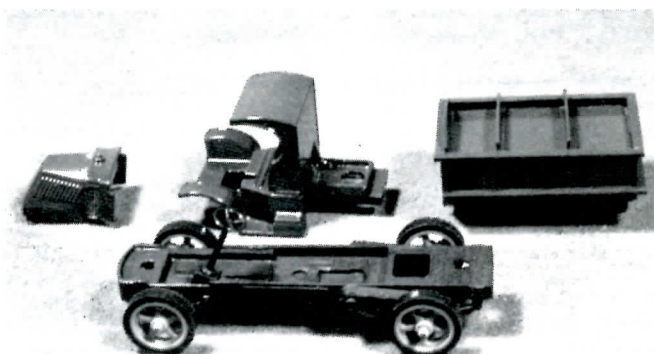


Fig. 1

If you want to add a windshield or paint the seat, use the Dremel ball end mill again and grind away the head of the pin which holds the cab to the cab floor. When these come apart, slide out the seat. The seat can be painted light or dark earth.

To make the 156" (2-7/16") wheelbase chassis for our coal delivery truck, we will have to shorten the one we now have. Cut the chassis squarely at points A, B, and C (see Fig. 1). By doing so, you will have cut away an 11/32" section between A and B, and another 1/8" off the rear end of the chassis. Discard these extra pieces. Cement the two remaining chassis pieces squarely together, points A to B, adding a 1/2" x 1-3/8" piece of .020" sheet styrene to the underside of the joint for extra strength. At point C, cement a new rear onto the frame, made from a 5/32" x 21/32" piece of .020" styrene (see Fig. 2).



Template A

I constructed the coal bunker to resemble the LVM COE Mack, but I made it a little longer and used styrene instead of wood. Start by making two end panels (see template "A").

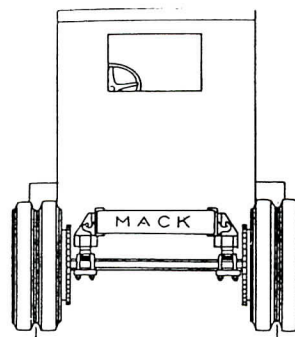


Fig. 2

Then from a 1-15/16" strip of .020" styrene sheet chop off the two side panels (13/32" wide), two slope panels (1/2" wide), and a bottom panel (7/16" wide). The bunker is assembled upside down. First assemble one side panel to one end panel, overlapping the side panel on the end panel. Do the same with the other side and end panels, producing two "L"-shaped subassemblies. Then cement these together to form a box, again being careful to overlap the sides on the ends. Next, cement the bottom panel in place, being careful to center it so that the slope panels will fit properly. Then the two slope panels are cemented in place. If they fit too tightly, bevel their edges so they fit properly. Don't worry about little gaps; the next paragraph will take care of them. Cut two frame rails 1-9/32" long from Evergreen .100" x .040" strip styrene. These are cemented to the bottom panel, 11/32" apart, keeping their ends flush with the edges of the slope panels. They should be parallel, and the last one should be recessed 1/16" from the end of the bunker.

Next we will make all the horizontal rails and vertical ribs from Evergreen styrene strip and attach them to the bunker. All the remaining horizontal rails are made from .100" x .040" strip; all the vertical ribs are made from .030" square strip. First, cut and cement the top horizontal rails to fit flush with the inside of the bunker, overlapping the side panels. Next cut the twelve vertical ribs 3/8"

long, and space five of them equidistant on each side (see Fig. 3). On the rear (coal-unloading) end (see Fig. 4) attach the two vertical braces 3/8" apart, centered and butted up against the top rail. Next cut and attach the lower side rails on both sides and the rear end. They are butted against the vertical ribs, and cover the seams between the side and slope panels. Cement two 25/32" long vertical ribs to the front panel, again 3/8" apart and centered. These should run from the top rail to the bottom of the bunker. Now add two more .030" square strips to extend the vertical ribs on the rear end to the bottom of the bunker. Finish off the rear of the bunker by making the coal shutoff frame and lever from .030" square styrene (see Fig. 4).

If you don't want to waste a lot of scale coal filling the entire bunker, now is the time to install a false bottom. I made mine from a 1-3/32" x 1-29/32" piece of .020" styrene and cemented it 3/32" below the top of the bunker.

Now make the cab protector and coal partitions from 1-3/32" lengths of .020" styrene and install them. The cab protector is 5/16" high with beveled edges. The partitions are 1/4" high, and rest on top of the false bottom if one is used.

Paint all the parts individually and then begin to assemble them. Attach the cab, with its seats, to the frame. Then attach the hood. Finally, cement the bunker in place. You may want to letter the bunker with your favorite coal company's name before you cement it to the frame. As a last detail, I made a windshield out of 1/32" plexiglas (acrylic), 13/32" x 27/32". I masked off the upper center portion, 9/32" x 25/32", and painted the unmasked edge area the same color as the hood. When the backing and the paint mask are peeled off, you will see a very realistic windshield. Use epoxy or ACC to attach the windshield to the hood and cab roof.

Depending on the era you are modeling, headlights can be added, or the oil lights can be reapplied. License plates can be made by applying white C-D-S lettering to a black background and reducing on a Xerox machine. I used 3/32" lettering and a reduction of about 65 percent. You can then color the Xerox with magic markers to produce colored numbers. I used orange and achieved a nice effect. Now all we have to do is put a little coal in the bunker, and off we go on a delivery.

For an extra touch, you can convert the van body to a storage shed. Pop the plastic roof out of the metal body and paint flat or grimy black. The body can be painted a flat color like Pactra light or dark earth, or forest green. Paint just enough so that you can still see the original letters showing through. Reassemble the van and place it next to a building.

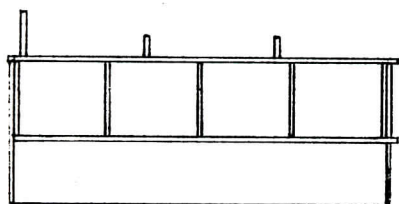


Fig. 3

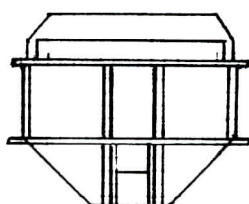
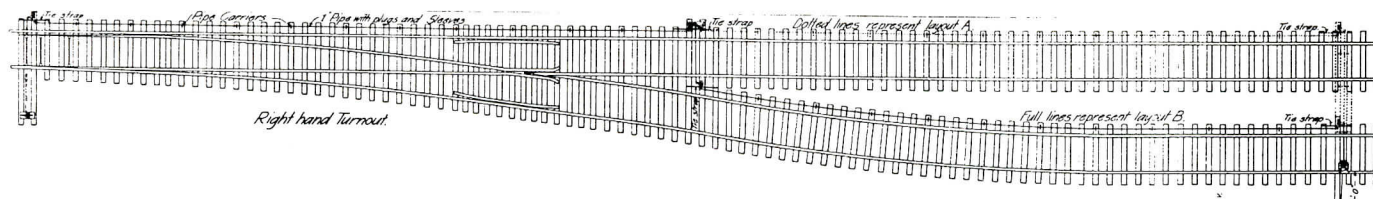
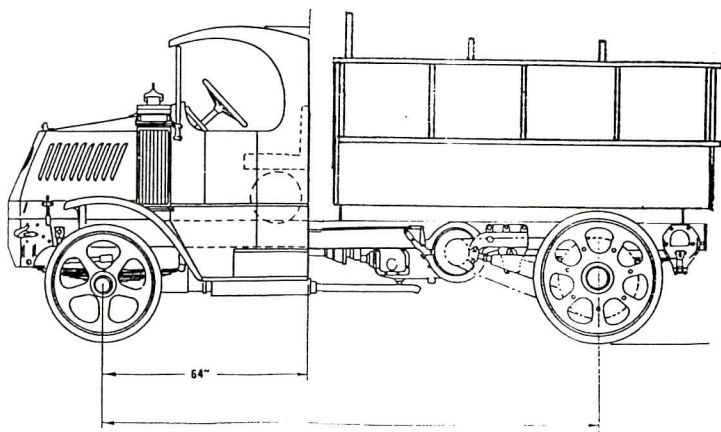


Fig. 4



SHORT & EASY

by Kent L. Singer

MOTORIZED CART

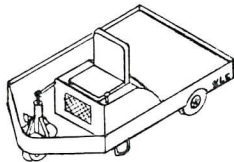
About a year and a half ago I was flipping through the (then new) Nov. 1984 Railroad Model Craftsman. When I got to Page 96, I saw a photo in Chuck Yungkurth's article "Freight Houses and Railroad L.C.L. Service." The photo shows a loading platform with dozens of motorized carts on it. S scale being the scale where patience is more of a necessity than a virtue, it has taken me until now to build the pilot models and write it up. I recommend using that photo as an additional guide when building these carts.

Start by shaping the motor housing from styrene or wood. If wood is used, apply several coats of sanding sealer. Next, form the seat from Plastruct 1/4" angle and center it on top of the motor housing. I used the embossed foil paper that comes in flip-top cigarette packs for the motor screen, but I'm sure that there are suitable substitutes. Anyway, the screen is centered on the front of the motor housing. Add the lever to the forward left corner of the motor housing.

Next, form the base and skirts from .030" and .010" styrene respectively. Start assembly by fastening the side and skirts to the base with skirts extending above the base by only an inch or so. Add the front skirt by first fastening on one side, letting the solvent dry and then wrapping it around the other side. A fast-drying solvent is a real asset during this step. The front skirt may have to be trimmed shorter or a gap may have to be filled in where it meets the second side; it all depends on how the front of the base is shaped.

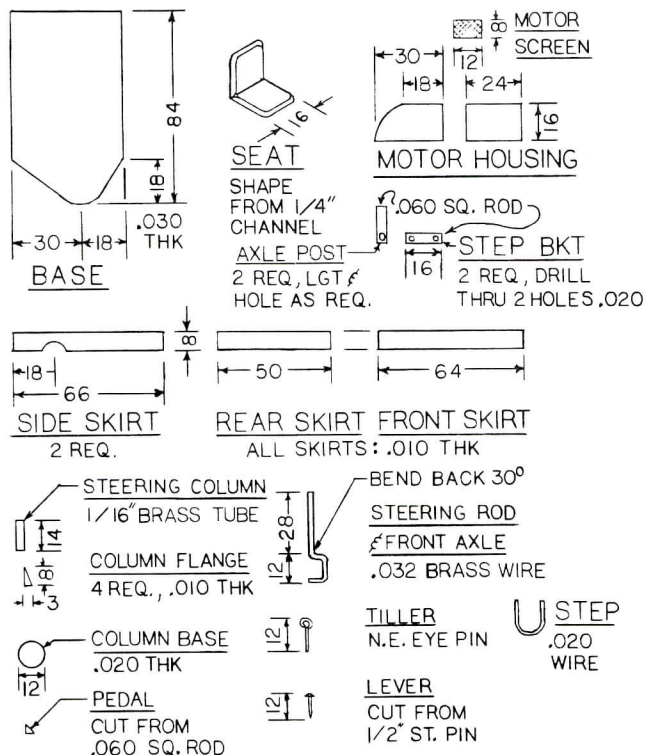
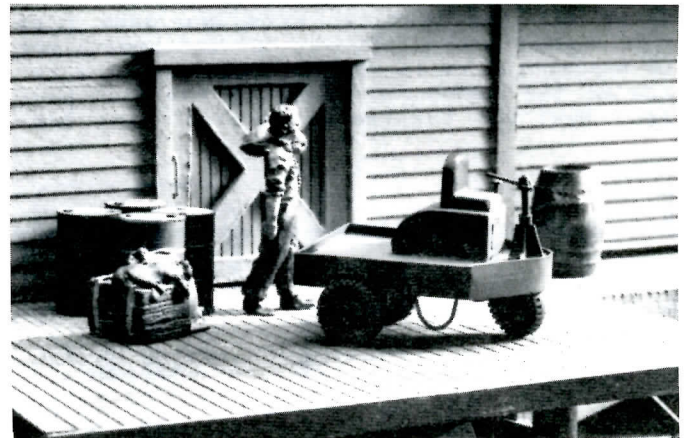
The steering column assembly is made up of a piece of 1/16" brass tube, a .020" circular styrene base, and four .010" triangular styrene flanges. I used three or four different glues and cements to get this combination to stay together. This would have been a lot easier if I had some styrene tube on hand. Once the steering assembly is together, fasten it at the front of the base with one flange facing forward. Then drill through the column base and the cart base with a .032" drill bit passing down through the brass tube.

MOTORIZED CART



NOTE:

WHEELS (12" DIA) &
REAR AXLE FROM
H-O OR N SCALE
VEHICLE.



Form the steps and step brackets and fasten them to the underside of the base at the forward end of the side skirts. Add the motor housing/seat assembly at the forward corner of the left side skirt. Add the pedal to the right of the steering column assembly.

Next, choose three 12-inch diameter wheels from a suitable HO or N scale vehicle. If all else fails, punch out a few more pieces of .020" styrene and stack them together. Assemble the axle posts and rear wheels on the axle and fasten them to the underside of the base.

Finally, mount the front wheel on the steering rod/front axle and push the straight part up through the base. Glue the tiller to the top of the steering rod. Spray the entire cart Pullman Green.

Mr. Singer has made the observation that his articles always seem to deal with material-handling equipment. He welcomes suggestions for future topics from the readership, especially if they deal with something other than material-handling.

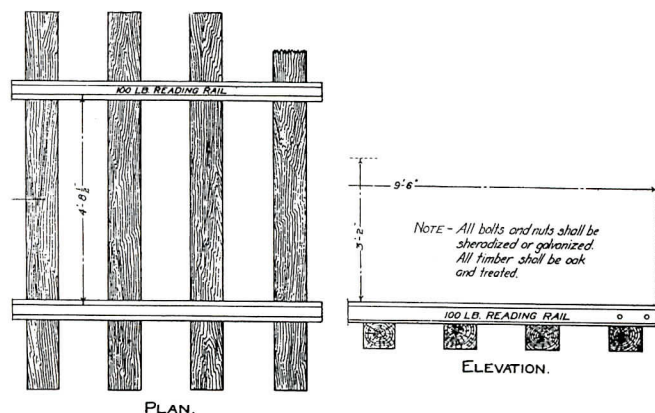
by Don Thompson

My column will be a little different for this issue of the Dispatch. The only new product that I will be listing is the return of the S Gauge Herald by our very own NASG past-president, Rollie Mercier. I guess you all know now that Rollie will be returning that trademark of S to the marketplace with his first issue out in July. It will follow the same successful formula carried out by Frank Titman and Wally Collins for so many years, but will also have a few extras. Please send your subscriptions to Rollie at 4600 Duke St., Box 427, Alexandria, VA 22304. Subscription rates are \$15 for 1 year (six issues), \$27 for two years and \$39 for three years.

However, I now feel that I can leave the new-product news to these magazines (the NEW S Gauge Herald and S Gaugian). They come out more often and have less lag time between article completion and delivery. Another source of Current S News (with only 7 days lag time) is the Hoquat Hobbies newsletter (Box 253, Dunellen, NJ 08812). Six issues will cost you only a buck. So, I'm trying out a theme format for spotlighting already-available products. This issue's theme is:

CURRENTLY-AVAILABLE S TRACKWORK PRODUCTS

Code 100 (i.e., .100" rail height) flex-track is now the norm on most new layouts and modules that are being built, and we are blessed with two sources. Tomalco (Box 158, McCracken, KS 67566) came out with Standard gauge flex track in 1979 a year or so after Swede Norlin produced his Sn3 code 70 flex track. This was the only game in town until Scenery Unlimited (310 Lathrop St., River Forest, IL 60305) came out with their flex-track this past winter. There are several differences between these two products. The Tomalco track has a smaller and more prototypical spike and comes in 36" lengths. Its plastic tiestrip is molded directly to the rail, and therefore it is quite difficult to form a smooth curve. Excess ties which you may want to remove are generally not re-usable, as the small spikes tear off. Scenery Unlimited's flex-track is much easier to curve, comes in 39" lengths, and the ties that you cut off can be reslid onto new pieces of code 100 rail.



When I lay Scenery Unlimited's track on a curve, I draw a pencil mark on the roadbed showing the outline which the ends of the ties will follow. I then flex it to the general shape and cut it to fit, put down three tracks of glue along the track's path on the roadbed (under the rails and down the center), then push the track into the glue and use push pins to hold it in place until the glue dries. I go over the freshly-laid track and make sure the ends of the ties match the pencil line. It is also easier to stagger your rail joints, as the rail from one piece of flex track can be pushed into the next. (Joint-staggering eliminates the tendency of flex-track to form kinks which are otherwise hard to avoid when both rails are joined at the same place.) Tomalco's track costs about 10 percent less than Scenery Unlimited's, \$0.09 per inch versus \$0.10. When laying Tomalco's track, beware. Part of the manufacturing die has become worn, leaving a little flash on the bottom side of the track which needs to be cut away to get level track. This is not a big deal, but I know several modelers who missed this.

There can be one small problem with both of these products. The tie spacing was made for branch line or yards, rather than for main line use. Also, the ties are only 8' long - a little short for those that are modeling modern methods of railbed construction (which use 8'-6" or 9' ties).

Of course the grand-dad of all S flex-track is Gar-Graves (RD #1, P.O. Box 255A, North Rose, NY 14516). This is almost exclusively used by hi-railers, as all forms of A.F. run well on it. When I had my hi-rail layout, I used this track. I made the curves by bending the track around my water heater. I am not sure whether scale brass with a code 110 wheel will run on this, but I think not.

Another tried-and-true form of S instant track is the Miller tie strip. I am not sure whether these are still available, but if they are, they are less expensive than flex-track. They cost about \$0.066 per inch when used with code 100 rail (Rail Craft, 1130 Eagle Dr., Fenton, MO 63026). The disadvantage to this product is that you have to slide the ties on yourself, the ties have no grain, and, instead of having spikes hold the rail to the ties, little spheres (the size of an S scale grapefruit) evenly spaced on the ties hold the rail in place. Compared to today's flex-track they do look a little odd. At one time a code 125 rail with the same base as code 100 was available to slide into these ties. The spikes were small enough to allow you to run hi-rail and older A.F. with scale. (Ed. note: Watch out here. Sometimes you can find older (15 yrs. or more) Miller tie strip which has flat rather than globular "spikes." This tie strip is a good slide fit for "standard" .125 rail, but will not hold ordinary HO .100 rail. It does, however, hold wide-base O scale .100 rail. You might still be able to get some from Right-O'-Way, 10672 Ohio Ave., Los Angeles, CA 90024.)



Nowadays most hirailers shun code 125. Those that don't use Gar-Graves can hand-lay code 148 (\$16.50 for 10 meters, or \$.085 per inch less ties, available from Old Pullman Inc., 2101 W. Atlantic Blvd., Pompano Beach, FL 33069), originally developed as a more realistic O scale rail. Although more expensive than the code 125 rail, it allows the operator to run both the old and new American Flyer as well as scale on the same track. Remember, if you have any turnouts at all in your track plan and you are running scale and hi-rail or A.F., YOU MUST USE CLOSED-FROG TURNOUTS. As far as I know, these are available only from Earl Eshleman (53 Maytown ave., Elizabethtown, PA 17022). He does not sell through dealers.

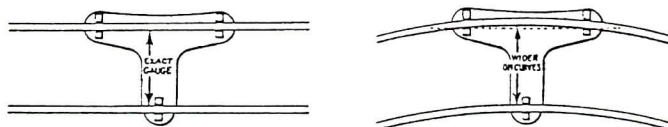
Many S layouts and modules have been built with handlaid rail. (Mine is done in code 70, but it was started before the advent of S flex-track in 1979.) First you need a source of ties. The cheapest way is to cut your own from Northeastern basswood strips. If you use 3/32" x 1/8" stripwood (producing an 8"-wide tie), the price runs about \$.013 per tie for an 8' tie. Kappler and Clover House (P.O. Box 62, Sebastapol, CA 95472) both sell pre-cut S and Sn3 scale ties. These are available in either pine or redwood.

The spacing of ties varies depending on how heavily the line is used (traffic volume, speed and weight). A 20" to 21" tie center for main lines and 22" to 23" for branch lines is common. (This calculates to a range of from 39 ties per foot to 32 ties per foot. The current S scale flex-track have 36 ties per foot, which is probably a fair compromise.)

Tie-laying is much easier if done with the aid of a tie jig. One can be made from an 18"x 1' x 4' pine board. With a radial arm saw, cut the grooves across the board about 1/16" deep and just a little wider than 1/8". Space the grooves so as to produce the tie spacing you want. The groove width allows the ties not to be perfectly straight. You can put main-line-spaced grooves on one side of the board and branch-line-spacing on the other. The jig can also be used to align ties for turnouts. If you do not have a radial-arm saw, you can make the jig by gluing half-height (1/16" thick) ties, properly spaced, to the board.

To use the jig, place ties in the grooves, line them up along one edge, and lay a strip of 1/2" masking tape from end to end down the centers of all the ties. Remove the ties from the jig simply by lifting up one end of the tape and peeling it off the jig. Once out, you have what looks like the backbone of a fish. I use either white glue, carpenter's glue or matte medium to glue the ties to the roadbed. You can either put the glue on the ties first (Yipe!! - Ed.) or the roadbed first. Once the glue has completely set, use sandpaper (120 aluminum oxide is nice) and a sanding block to even up the tops of the ties.

Be sure to use a three-point track gage to keep your rail aligned when spiking. They are available from Train Stuff (2821 Asbury Ave., Wayside, NJ 07712) for rail codes 70, 83, 100 and 125. To make one for code 148, take the 125 gage and file the outside edge of the three slots with a needle file until the head of a piece of code 148 rail just passes through the slot. Remember to lay one rail at a time. Use the three-point gage (with the two points on the in-place rail) to locate the other side. On curves I do the outside rail first. Remember that the single arm of the three-point gage points to the center of the radius. This assures a marginally-wider track gauge on curves, a desirable feature. (If you use the gauge backwards, you will have too tight a track gauge on curves, and your locomotive wheels may bind and derail.)



I believe that the Rail Craft small spikes are the best for every application in S. Once you get the knack of not bending them, they look a million times better than some of those "Live Steam" spikes Walthers passes off as HO. Rail Craft also makes nickle silver rail (both regular and weathered) for code 55, 70, 83 and 100 as well as rail joiners for the same sizes. When spiking, start the spike on one side of the rail, inserting it about half-way in. Then on the same tie, push the opposite spike in all the way, and finish by pushing the first spike home. On straight track I use a straight-edge after spiking at intervals slightly shorter than the straight-edge. Then I spike against the straight edge to keep the rail straight. When you are done every tie should be spiked, but every fifth tie is enough to check it out. After each rail is laid I check it for accuracy with the NASG check gage (NASG Clearing House, 141-B Gordon Rd., Matawan, NJ 07747).

You can get Kadee (720 South Grape St., Medford, OR 97501) spikers for code 70, 83, and 100 rail. Once the rail is tacked down (every fifth tie), the Kadee spiker can automatically put two spikes on either side of the rail. It works like a stapler, and is an expensive tool to buy.

EDITOR'S ADDENDUM

A variation of the "piano key" tie jig which Don mentions can be made by putting the tie-slots on one side only. This allows you to attach a 1" by 2" board along one edge as an aid in quickly lining up all the ties -- Simply tilt the jig backward slightly and tap it



a few times. You may also find it convenient to draw a pencil line lengthwise along the jig so as to be on the tie centerlines. I line up one edge of my masking tape along this line, which allows me to locate the ties on track centerlines drawn on the layout.

I have found the Kadee spiker to be indispensable, allowing me to lay many yards of track in a single evening. I get nice, solid track by spiking each rail at every second or third tie. Here's how I do it:

Straight track: Hand-spike both rails every 11" or 12". Sight along the rails and adjust their alignment accordingly. Do NOT use the Kadee spiker for this. Then, using the spiker, work on one rail at a time and drive a pair of spikes at the approximate mid-point (i.e., 5-1/2" to 6"). Continue in this manner, always driving the next pair of spikes midway between the last two pair. Check the alignment occasionally, and adjust as necessary. Stop when the spike spacing (every third tie?) is sufficient for your preference.

Curved track: Lay one rail at a time. The rail will form a smooth curve (a "spline") naturally; don't fight it. Spike the single rail with the same "interval-halving" spiking pattern used for straight track. Let the rail determine its own location between spikes, except where you need to "coax" it (e.g., where there's a reverse curve, or where a curve runs out into straight track). Do not put any intermediate spikes in the last 8" of rail until the next rail is attached to it. When laying the second (parallel) rail, use your track gauge to position the rail for every spike location. Spike every third tie. (Do NOT use the "interval-halving" technique employed for the first rail.).

Don't forget to relieve the ties under your rail joiners. (This can be done last, if you prefer, with a square-end X-Acto blade.) Be sure to tighten the adjacent spikes.

PRODUCTS MENTIONED IN THIS COLUMN

Clover House P.O. Box 62, Sebastapol, CA 95472
Earl Eshleman, 53 Maytown Ave., Elizabethtown, PA 17022
Hoquat Hobbies Box 253, Dunellen, NJ 08812
Kadee 720 South Grape St., Medford, OR 97501
NASG Clearing House, 141 B Gordon Rd., Matawan, NJ 07747
Old Pullman Inc., 2101 W. Atlantic Blvd., Pompano Beach, FL 33069
Rail Craft, 1130 Eagle Dr., Fenton, MO 63026
S Gauge Herald, 4600 Duke St., Box 427, Alexandria, VA 22304
Train Stuff 2821 Asbury Ave., Wayside, NJ 07712

That finishes this installment. Next time I will continue on with turnouts. All comments and suggestions will be greatly appreciated. Please send them to:

Don Thomson
2 Roberts Rd.
New Brunswick, NJ 08901

KITBASHING SCALE CARS
from
TOY BODIES
(Part 2)

by Dick Karnes

Introduction

In this installment we present easy conversions based on American Flyer gondola bodies. In the next issue we will cover tank car and hopper car body conversions.

The Ultra-Versatile High-side Gondola

The American Flyer 42-foot high-side gondola body is easily the most desirable for our surgery. The simplest alteration produces a visually dramatic change (Fig. 3). I did not even bother to repaint or reletter the car. Ace No. 02012 hopper-car bolsters, Kadee No. 5 couplers, and your choice of trucks complete the car.

Splicing two of these cars, cementing some Northeastern angle stock along the top outside edge of the sides and at each corner post, and scratchbuilding an Ajax brake housing at one corner produced the 65-foot mill gondola¹ shown in Fig. 4. Notice that all body cuts are made adjacent to the cast-on ribs. Thus, your cuts will be straight and will not show on your finished model.

For this car, I replaced the cast-on grab irons with No. 851 Northeastern grabs. Carefully shave off the cast-on grabs on the car sides with an X-Acto chisel-ended blade and drill holes for the new grab irons using the locations of the cast-on grabs to locate the hole positions. Use a No. 76 drill bit in a pin vise. Now remove all traces of the old grabs by sanding with 400-grit emery paper, push the grabs into the holes with needle-nose pliers, and nip off the ends on the inside of the carbody with side-cutting pliers. Remove all end detail and sand smooth. Replace only the grab irons on the end sill. Huff-N-Puff No. 2601 sill steps on the ends of the sides complete the car.

If you want a prototypical brake-wheel housing, refer to the accompanying sketch and the photo in the footnoted reference for the general arrangement. I made mine from a scrap of sheet brass, Liberty Models brake set parts, a Huff-N-Puff Ajax brake gear housing, and some scale chain. I soldered all this together with low-melting-point 60-40 solder, but this is a ticklish operation. I suggest you use ACC or fast-setting epoxy instead. Be sure to install an extra-length coupler on this end (as the prototype does). I used a Kadee No. 6 coupler in a No. 8 draft gear box here.

Now take a look at the modern-style 42-foot hydracushion boxcar in Fig. 5. Yep, it is really two of the same old A. F. gondola bodies with the top-edge flanges removed, then cemented together top-against-top. The roof is two sheets of plain .040 sheet styrene cut oversized, butted at the car centerline. Grind enough of the cast-on brake cylinder away to allow the roof pieces to rest on the center sill. Cement the roof pieces in place,

FIGURE 3

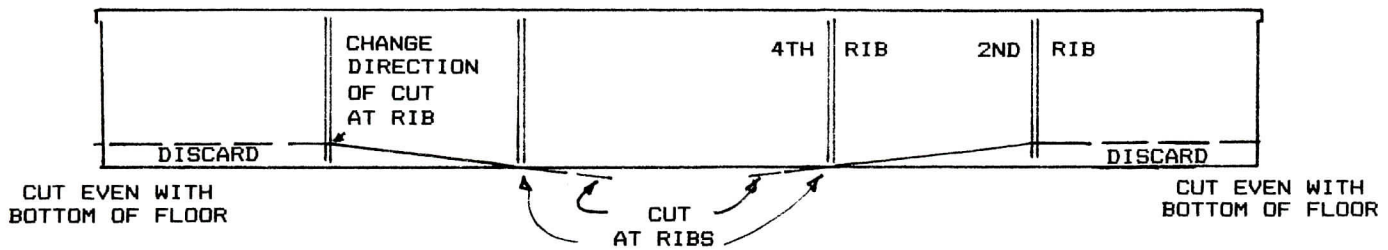
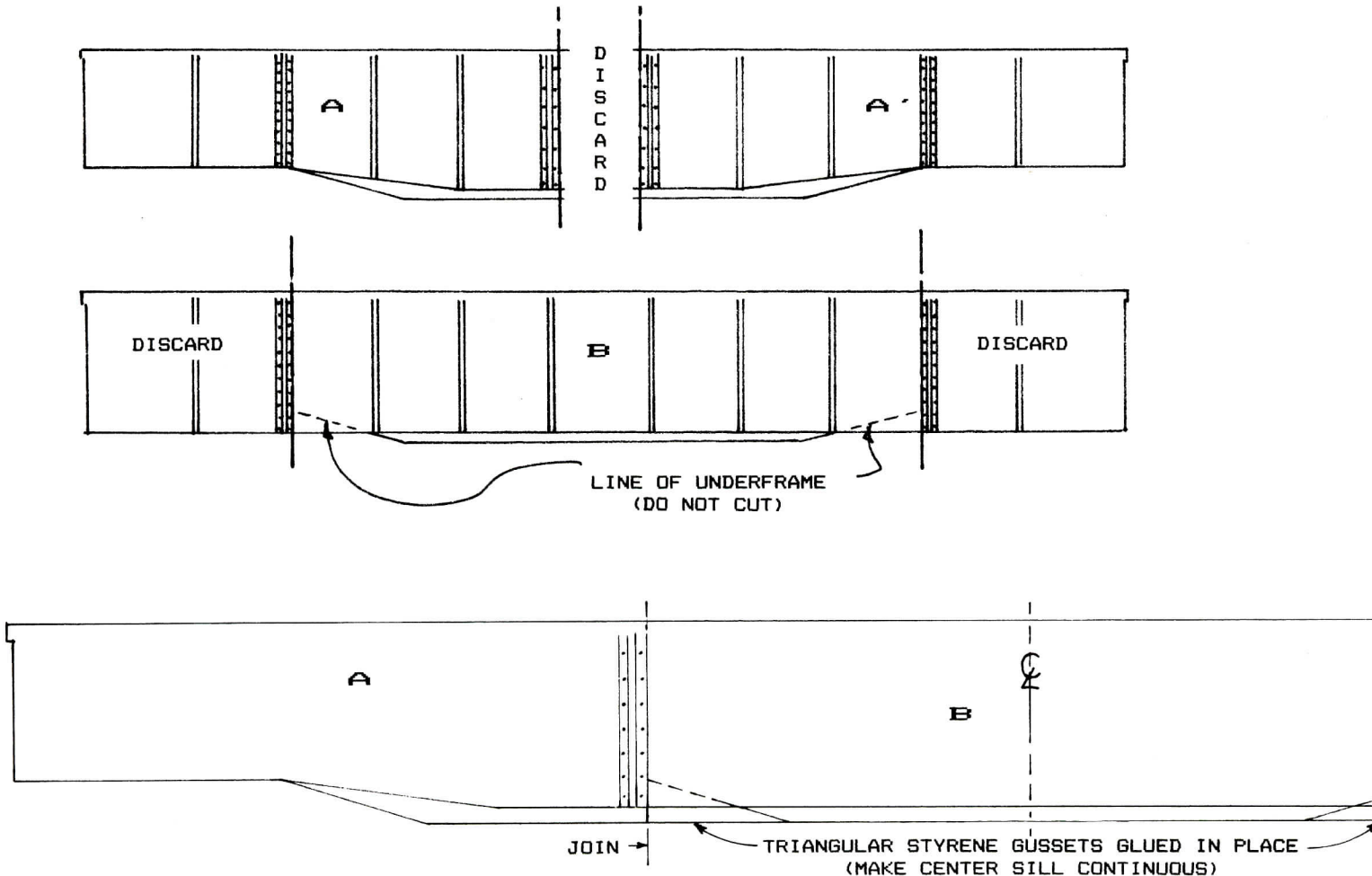


FIGURE 4



let dry, and trim and file in place to create the slight (1/32") overhang. The end platforms are from Liberty Models. For each end, epoxy one of these platforms to the top of a Kadee No. 4 coupler-draft gear assembly, against the front flange. This assembly is in turn epoxied to the end of the bottom of the car. The doors with their tracks are cut out from an old A. F. plug-door box car body. The photograph shows the finished result. (Save this cut-up boxcar body. We will use it later under the heading "Apples and Oranges" in a future issue.)

(Next issue: A five-dome wine car and a quad hopper.)

'Lucas, W. A., *Locomotives and Cars Since 1900*, Simmons-Boardman, New York, 1959, p. 98

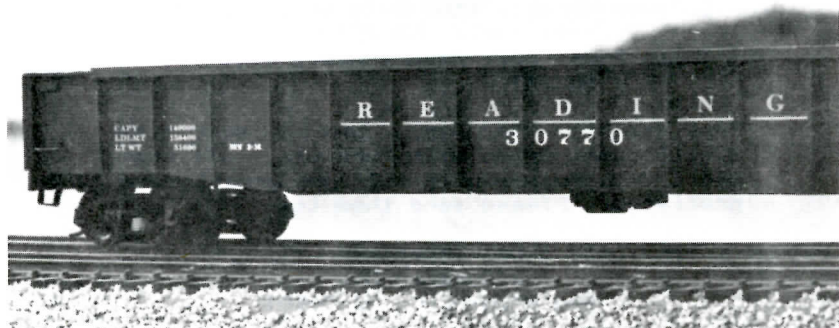
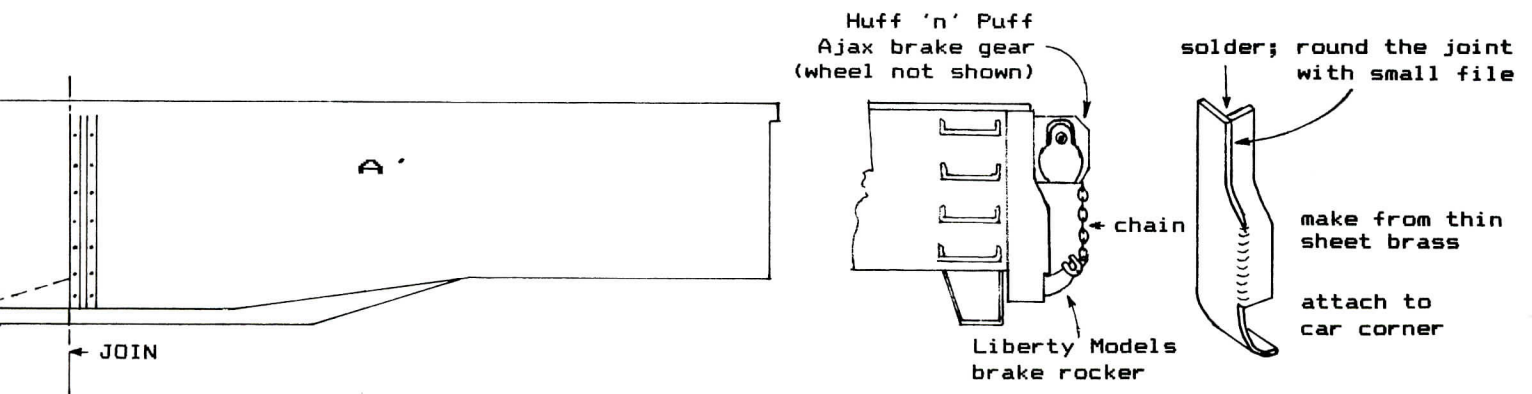
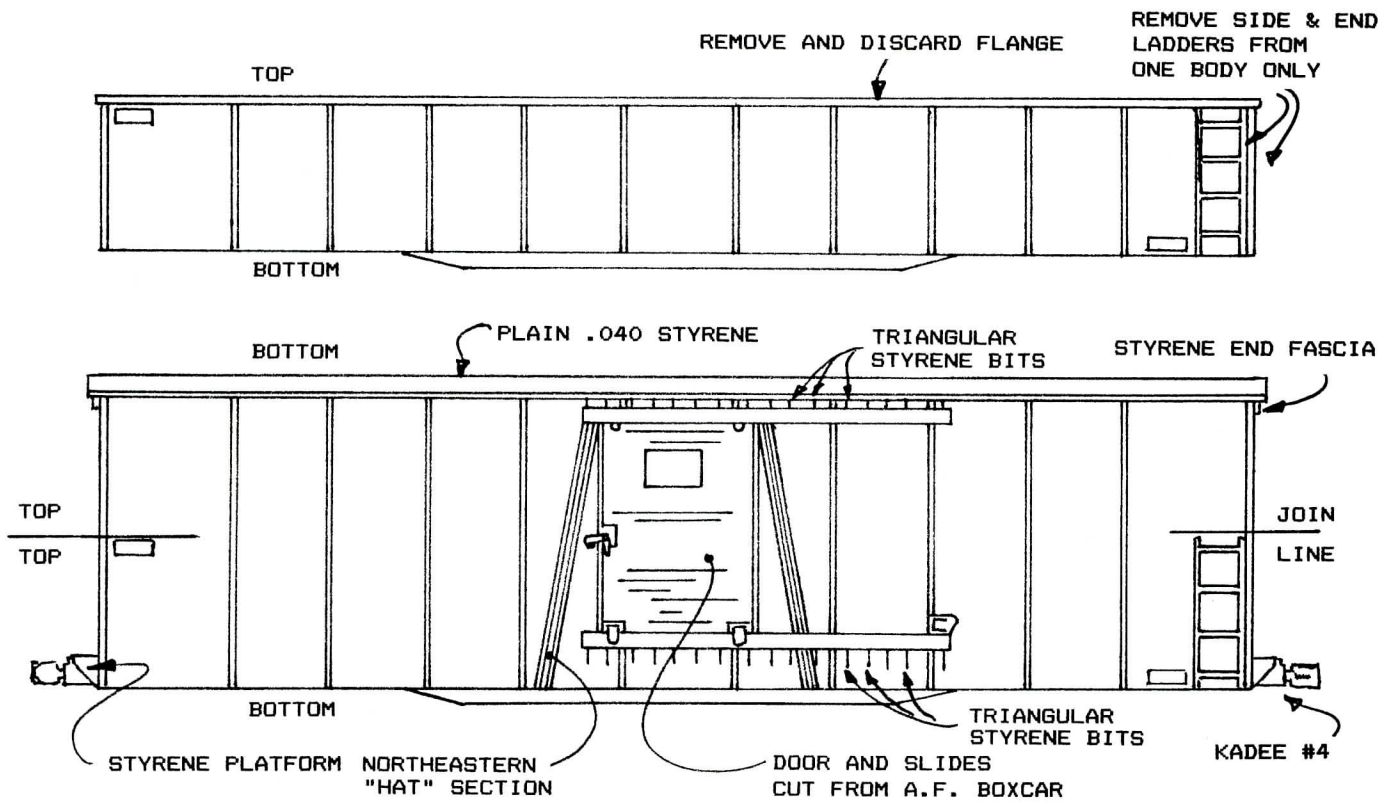


FIGURE 5



THE OLDEST "S" GAUGE MODULAR LAYOUT

by Lee M. Johnson

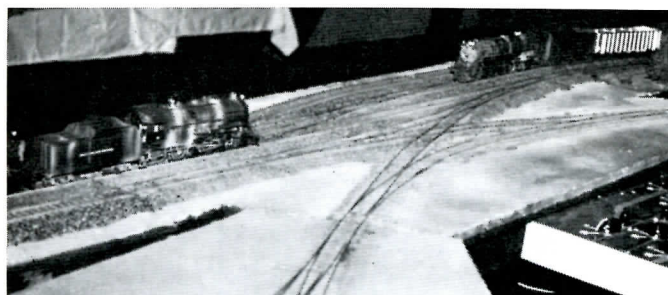
S gauge modular layout building and operation has increased dramatically in the last few years, culminating with the module "get-together" theme of the upcoming 1986 NASG Convention in Detroit. However, few realize that the roots of S gauge modules can be traced back to early 1972, when the Delaware Valley S Gaugers (Philadelphia-Allentown area) were trying to find ways to stimulate modeling activities within the club. Matt Lacko suggested that each club member construct a modular section of a layout as had been done by the O gauge traction group in the Philadelphia area. Matt reworked an article from the Sept. 1969 issue of *Traction & Models* entitled *Bring Your Own Layout*, by Everett F. Wood, which became the basis for the S gauge module specifications.

Straight double-track mainline modules measuring 15" by 4' were constructed by DVSG members Bob Christ, Merton Smith (both deceased), Burt Mahr, Cliff Brown, Frank Titman, and yours truly. All sections were built with trackwork laid to NMRA standards. We used a mainline track-center spacing of 2-3/4" and a floor-to-railtop dimension of 32-1/4". (This was later found to be too low, and was raised an additional 8".) The various modules were laid with code 100, 125, 172, and GarGraves rail.



LEE JOHNSON

Matt Lacko built this 13-foot yard and switching module by placing two hollow-core doors end-to-end. Locomotive pulling passenger train (upper center) is NASG #5567 4-8-2 built to test NASG wheel standard S-4.

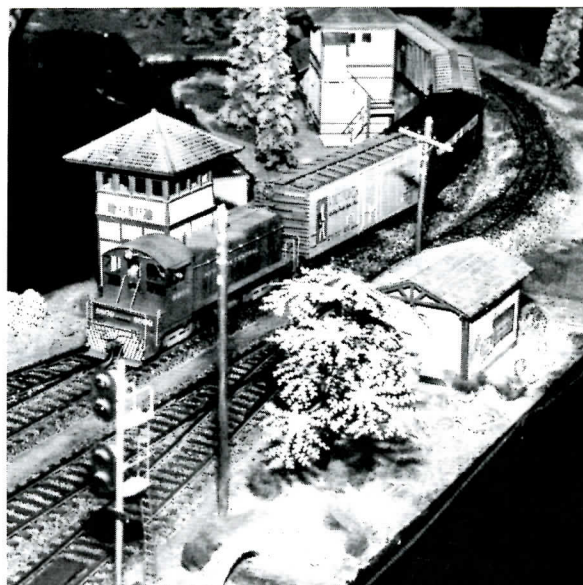


LEE JOHNSON

Frank Titman's S Scale Loco & Supply 2-8-4 and Lehigh Valley Models 2-8-0 are about to pass each other on Lee Johnson's yard-to-main-line module. All track and switchwork in the photo are hand-laid on wood ties.

The rail extended to the ends of each module (no filler track between modules). Although there were large rail gaps between some of the modules, the vertical alignment of the trackwork did not create a problem. It was eventually determined that the last five or so ties on the ends of each module should be wooden with hand-laid spikes in order that small horizontal adjustments could be made.

Since most of the DVSG members who had layouts used pneumatic switch machines, we decided that module switches would be either pneumatically or manually-controlled. For track power, bus cables were run the length of each module with feeder wires to each rail, with a single quick-disconnect used between modules. In 1976 Matt Lacko designed a simplified electrical intermodule connection using two-pin male/female connectors. This allowed the modules to be interconnected in any desired arrangement.



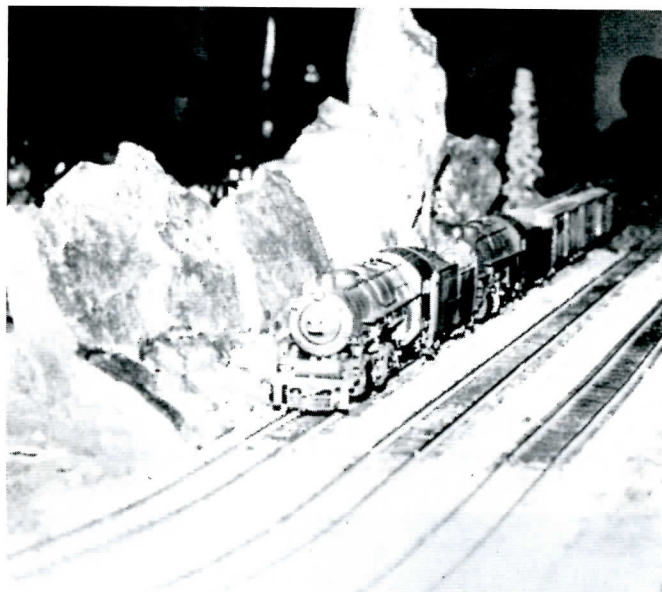
ED LOIZEAUX

Ed Loizeaux's Oriental NW-2 switcher and train on Frank Titman's module.

One of the most interesting modules was Merton Smith's, which had a two-track main line plus a third track as a passing siding. Its unique feature was its mountainous backdrop, which Merton constructed from real rocks! Have you ever tried to pick up a 40-pound backdrop? It usually took two people to set up Merton's module.

I installed cab control on my modules in order to increase operating flexibility. Although cab control complicates the wiring of a module, the improved operation of the total layout was worth it.

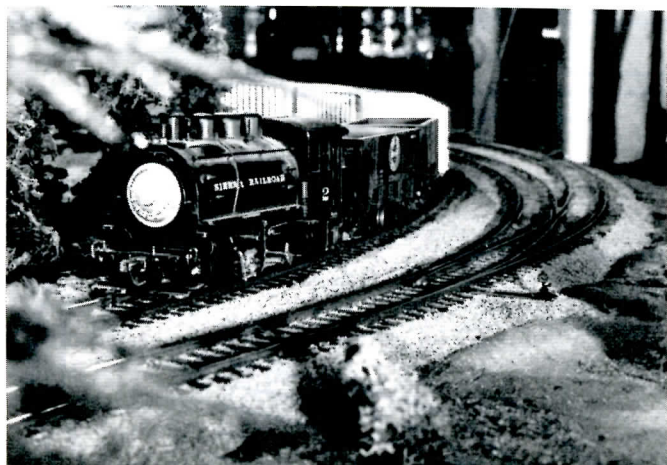
While building the modules, DVSG was planning the 1973 NASG Convention in Willow Grove (Philadelphia area). Because only straight module sections were being constructed, I decided to build corner sections in order to provide continuous running of trains on the modules during the convention. We were able to set up an 8' by 20' layout for the convention.



LEE JOHNSON

A long freight drag double-headed by Lehigh Valley Models 2-8-0s built by Frank Titman and Si Behrens traverses Merton Smith's module. The scenic background consists of real rocks bolted to the edge of the module. This is probably the world's heaviest module!

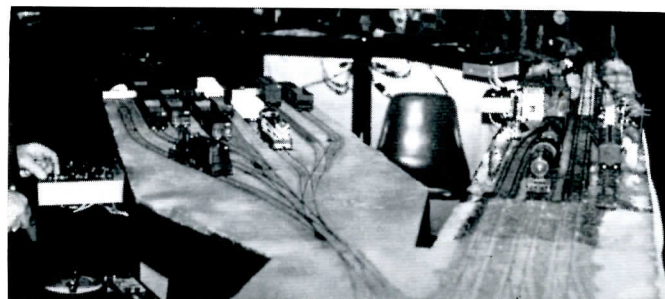
In 1974 Matt Lacko used two doors end-to-end to build a 13-foot long mainline and yard module. Using Matt's modules in conjunction with a yard and connecting modules which I had constructed during the same time period, we were able to set up a 12' by 21' layout with a yard on each side. This layout was operated during the 1974 NMRA Mid-East Region Convention at Valley Forge, PA, and at a two-day model railroad hobby show at Union, NJ in December 1976. The 1974 NMRA MER Convention became a set-up challenge, as our layout had to be set up in a third-floor meeting room, and some of our items wouldn't fit in the elevator.



LEE JOHNSON

Lee Johnson's Sierra Railroad #2 (a Rex Dockside) pulls a train over one of the curved turnouts. The curved turnout was hand-laid with code 125 rail on wood ties.

After the 1973 convention, Bert Mahr gave me his module, which allowed me to set up a small two-track oval with a passing siding in my basement. Later, after the 1976 show, Frank Titman gave me his module, which allowed me to expand the modular layout in my basement. The yard modules I had built utilized code 100 and 125 rail with Eshleman and home-built switches, along with some track and switches salvaged from a layout I built in the early '50s during my junior high school days. Completion of the yard allowed me to move some of my rolling stock out of boxes and onto the layout. The yard module and the yard-to-mainline connecting module gave me a chance to try my hand at building a lap switch and a rail crossing. In order to use the one-foot section I had built to make Matt Lacko's door sections fit in the layout, I decided to build another one-foot section to enable me to try my hand at building a bridge. By this time I had an 8' by 17' modular layout with two spurs, two passing sidings, and a yard to operate at home.



LEE JOHNSON

Bill Fraley switches the yard module with Matt Lacko's converted AF Baldwin switcher and Frank Titman's converted Kemtron Shay, while two Lehigh Valley Models 2-8-0s rumble by with a freight drag on the main line.

In late 1979 my company transferred me to the San Francisco area. Needless to say, the movers had quite a time packing the modular layout sections. Eventually the modular layout was set up in one stall of my three-car garage (you can forget about basements in California). However, it didn't take long for the layout to go on display again. This time the Bay Area S Scalpers pitched in to help move and

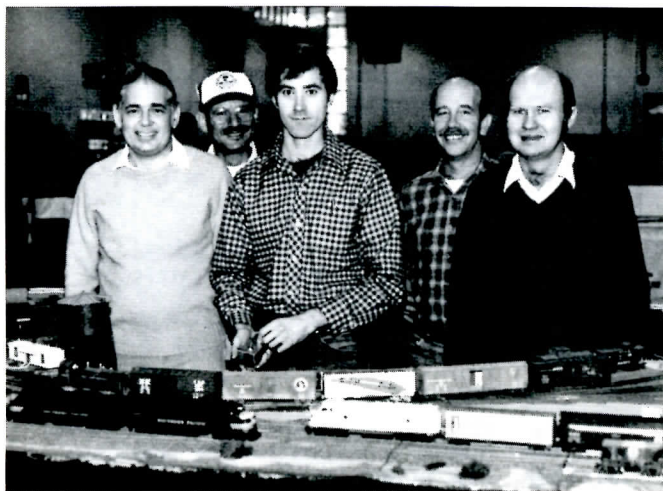


ED LOIZEAUX

Ed Loizeaux's NW-2 switches cars on the yard module.

operate my modular layout at the 1981 NMRA National Convention at San Mateo, CA. We were all exhausted after about four days of operating the layout, but we felt we had contributed considerably toward the promotion of S gauge. The BASS members showed the modular layout again in 1983 at the NMRA Joint PCR/PSR Convention in San Jose.

During the next couple of years, the locomotive terminal module and a caboose track were completed. Structures added to the locomotive terminal and yard area provided a more complete appearance. The modules as now completed were set up and operated at the 1985 NASG Convention in Sacramento, and in December 1985, BASS members Jerry Porter, Tony Perles, Bill Roberts, Arden Goehring, Ed Loizeaux, and I transported the modular layout to Napa, CA for a model railroad show.

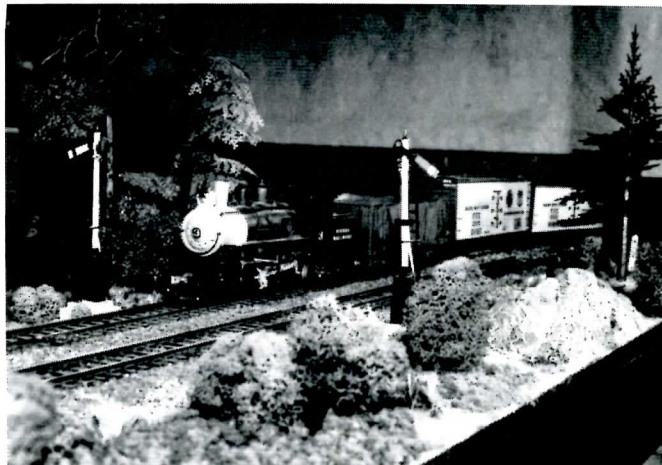


ED LOIZEAUX

Bay Area S Scalpers Lee Johnson, Tony Perles, Arden Goehring, Bill Roberts, Jerry Porter (left to right), and Ed Loizeaux (not shown) set up the modular layout at the Dec. '85 model railroad show.

The modules have been a true learning experience. Building ten of them myself has allowed me to try a variety of different scenery and building techniques. In addition, the good and bad points of the modules have been evaluated and have been input to the NASG module committee.

Responding to questions and statements from onlookers makes the effort of layout set-up and tear-down worthwhile. Their comments and questions invariably include "What gauge is this?" "Is this O gauge?" "That is a nice size to model." "Do you have to make your own equipment?" "I didn't know S gauge still existed." "I didn't know so much was available in S gauge." Modular layouts are probably the best promotional tool we have for S gauge.

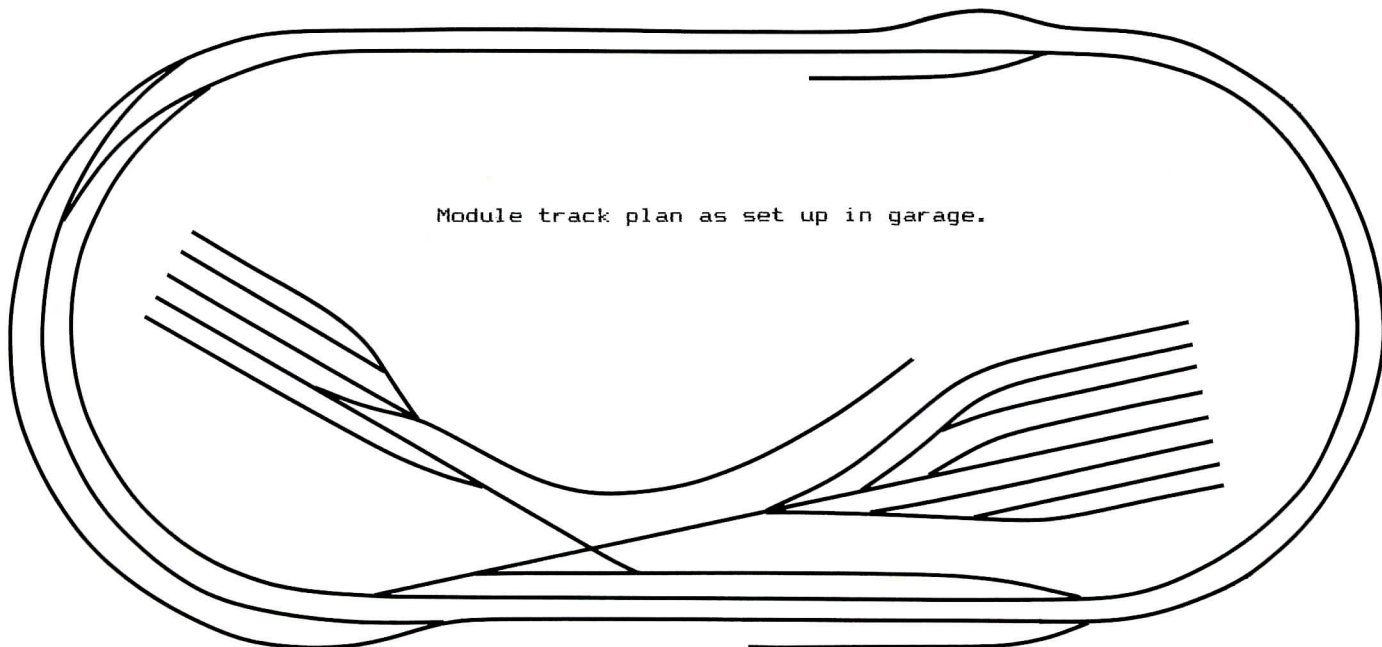


LEE JOHNSON

Sierra Railroad #3 (a Rex Suburban) leads a train on Bert Mahr's well-scrupled module. Track is code 100 rail in Miller tie strip.



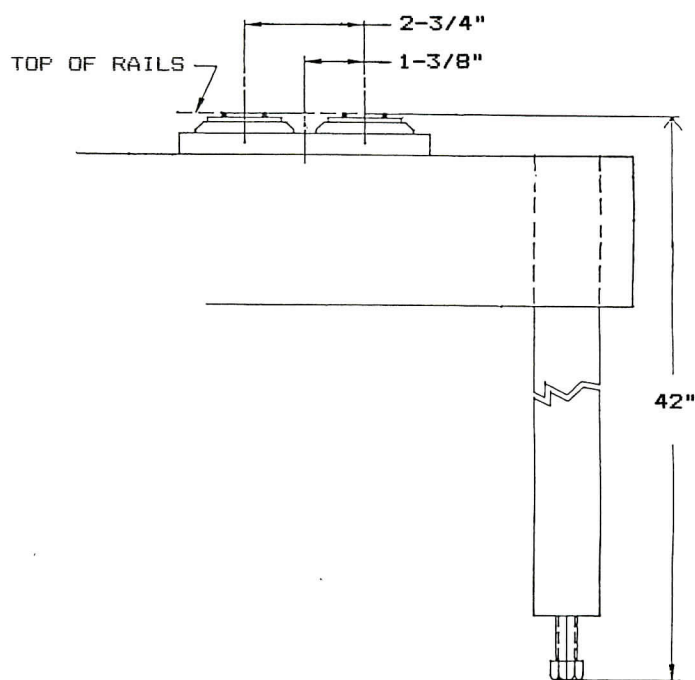
Module track plan as set up in garage.





LEE JOHNSON

Sierra Railroad caboose #12, the "Helen M" (named for Lee Johnson's mother-in-law), brings up rear of train on curved module section.



NASG S-10 MODULE STANDARDS

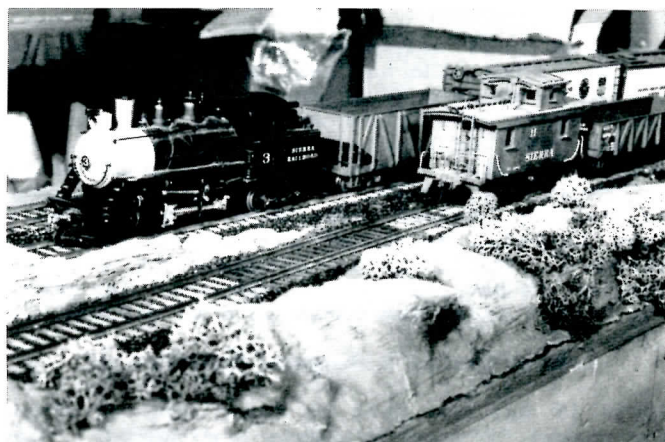
Passed July 1985

- A. When there are two mainline tracks, they shall be 2-3/4" apart, center-to-center, at the interface points.
- B. Railhead shall be 42" above the floor at the interface points.
- C. Track shall accommodate wheels and wheel-sets conforming to NASG Standard S-4.



ED LOIZEAUX

Ed Loizeaux's Oriental NW-2 switcher hauls a train around one of Lee Johnson's curved modules. Depot is a Mini-Structures kit.



LEE JOHNSON

Sierra Railroad #3 (a Rex Suburban) and train passes by another trailed by Sierra caboose #11 (Kinsman kit) on a Lee Johnson module.

RAIL JOINERS

News of local S Gauge Clubs
by Silas Kayle

Greetings -- We're back after too long an absence. Some of you have faithfully sent club news while others have understandably given up. Please send your club news to:

Rail Joiners
8900 Birchwood Lane
Bloomington, MN 55438

Included in the membership list just distributed is a list of all the clubs that have contacted Don Thompson or me. You may be interested in joining one of them or telling me about a group you belong to that is not on our list.

Southeastern Michigan S Gaugers

I thought we'd start off with the club that is hosting the 1986 NASG convention. They have an active membership of 29 strong! The SMSG collects dues of \$10.00 per calendar year and a donation of \$1.00 per meeting. They were formed in 1978 and rotate monthly meetings among the membership. The club owns a 6 x 6

portable display layout and four corners of a modular layout -- individual sections are owned by club members. In spite of their work on the convention they still have time for other activities including displaying at Ann Arbor and clinics at their monthly meeting. Recently clinics were given by Kent Singer on garbage cans from pencil tops, and by Kent and Tom Hawley on Tom's homemade resistance soldering unit.

State Line "S" Gaugers

Last April 19, there was a joint meet with the Hawkeye club. About 60 attended and enjoyed buying, selling and trading, watching videos, or just visiting. Stateline may host the Fall S Fest scheduled this year for October 24, 25, 26. Five layout tours are already lined up for Sunday. Their meeting on May 18 is at the home of Jerry and Bridget Dangelo in Rockford.

Bristol S Gaugers

The Club just welcomed its 26th member, Joe Lawless. The club has been busy participating in the Greenberg Show April 5-6, the Bolton show, April 26-27, and will have their layout at the NMRA convention in Boston July 24-27. Member Bob Wall writes a regular column about his Penobscot Central R.R. for their ten-page newsletter. Annual membership is \$7.00, but a dues increase to cover publishing costs is likely. The club is considering its own trailer to haul and store modules. The meeting May 18 is at Tom Coughlan's in Melrose.

Inland Empire S Gaugers Association

April 19 was the date of their meeting where the annual "S"ecret Projects are shared. They meet for a dinner in a private room of the Sutter's Mill restaurant with wives and guests, with displays, awards, and door prizes. I don't know where I've been, but in their newsletter was the first I'd heard of STEAMEXPO. STEAMEXPO brought at least 24 steam engines to Vancouver BC from May 23 through June 1, 1986. A grand parade of all engines operating proceeded to the downtown Burrard Inlet waterfront on May 23rd. Excursions were also arranged. A full-color 1986 calendar of 12 of the locos of STEAMEXPO is available for \$7.95 from STEAMEXPO, Box 34105, Station D, Vancouver B.C. Canada V6J 4M1.

Pines and Prairies Workshop

This small (13) but active group has four major S Scale layouts under construction. Dave Jasper, Ken Zieska, Chuck Brummond, and Tom Lennon are all busy making sawdust. They periodically meet at each other's homes to help move things along. Last May 10 they held the "S"pring Fling at Ken Zieska's.

* * *

See you next issue! S. Kayle

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LATE NEWS LATE NEWS LATE NEWS

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The ORIENTAL F-Units announced
in the last issue have been
CANCELLED.

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LATE NEWS LATE NEWS LATE NEWS

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Jerry Porter of Pacific Rail Shops (3205 Helms Rd., Grants Pass, OR 97527), the firm which will be producing craftsman-type plastic kits for steam-era freight cars, has expressed a desire for help from our members. Trouble is, Jerry has discovered inconsistencies in commercially-available lettering sets in S and other scales, and so would prefer precise data from real cars. So, he's asking for volunteers to do individual research on 1930-1950 lettering schemes for common cars built in the 1930-1940 era. A typical example would be a steel boxcar with double-sheathed wood sides. Pacific Rail is arranging to have accurate dry-transfer lettering made for their kits; the lettering sets would also be available as a separate product line to modelers and other manufacturers. Pacific Rail is interested mainly in major railroads, but will do some minor roads and even some locomotive and caboose lettering sets too if interest warrants. Jerry would appreciate any supporting documentation, such as photos, official diagrams, dates, etc. which would verify the accuracy of the data. Be sure to include lettering style, color, year seen, size and placement, as well as proper wording and numbers. Please write to Jerry at the firm's address if you are interested in helping out.

S SCALE

BRASS STREAMLINED PASSENGER CAR SIDES

Here's a potential new S scale product. Dennis Henry, who makes the popular "Brass Car Sides" line of HO gauge replacement sides for streamlined passenger cars, is willing to make them in S scale if he receives at least 50 orders for any one type of side. The S scale sides would have to have the same etched surface details and grabiron holes as the current HO sides and would probably be made from .012" brass stock. They would be made to overlay American Models sides, and could also be used on j-c or Chester-type bodies. Price would be between \$25 and \$30 per pair of sides.

Where to start? It seems logical to build on what is existing, and expand the consist of American Models' *Empire Builder*. (Ron Bashista has no plans to do so.) Possible cars are:

"Ranch" coffee shop	(GN 1240-45)
"Lake" diner	(GN 1250 series)
7-4-3-1 "River" Pullman	(GN 1260 series)
6-5-2 "Pass" Pullman	(GN 1370 series)

There are 15 other possibilities as well:

C&NW, NP, and GN narrow-window coaches
C&NW 16-3-1 "Northern" Pullman
NP 8-6-3-1 Pullman (350 series)
Milwaukee 1948 "Hiawatha" coach and parlor
Milwaukee "Pioneer Limited" 8-6-4, 16-4 Pullmans
NP "Travelers Rest" lounge
NYC-PRR-SP 13-bdrm. "County" Pullman
18-roomette "City" Pullman (used on many roads)
6-6-4 "American" Pullman (many roads)
4-4-2 "Imperial" Pullman (many roads)
10-5 "Cascade" Pullman (many roads)

With the agreement of Dennis Henry, I am collecting expressions of interest. Please let me know directly, not later than Sept. 30, 1986, if you are interested. List your first and second choice of brass car sides to be produced. Send no money at this time.

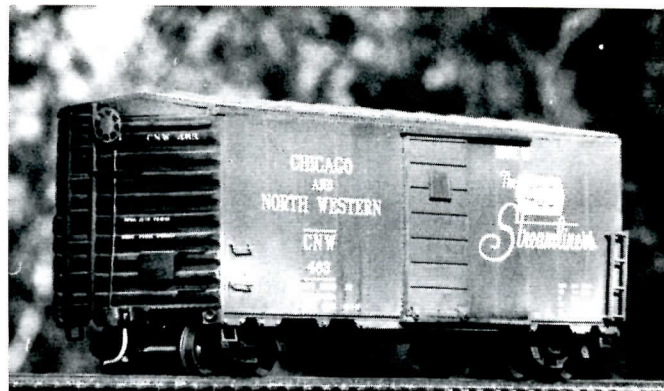
A specialty manufacturer willing to serve the S scale market is too valuable to ignore. Let's show him that there is such a market.

Tony Perles
4333 20th St.
San Francisco, CA
94114

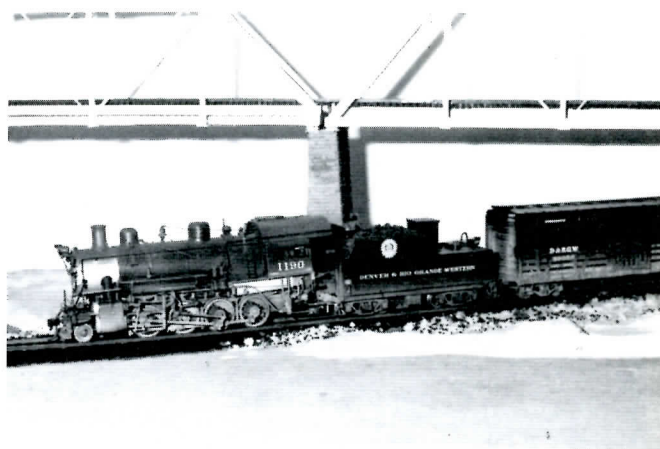
- - - If you hear of anything new on your grapevine, drop Tony a line. He'll be glad to check it out.



C. J. Brummond sent us a photo of his nicely-finished NASG covered hopper, lettered with Perles Pacific Products dry transfers. C. J. says he wishes companies like Overland would provide decals or dry transfers with their brass models, as proper decals (e.g., for the B&O M-53 box car and the PRR H-30/H-32 hoppers) are generally not available elsewhere. This should not be difficult; NorthWest Short Line included proper decals with its J&L tank car a decade ago.

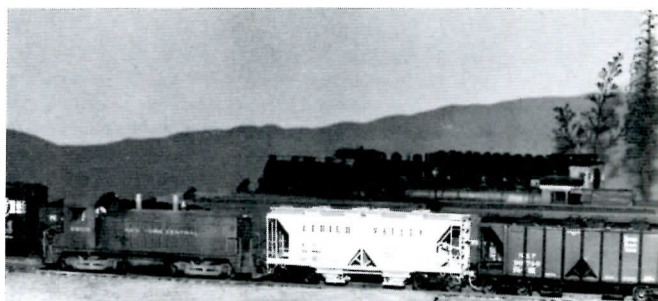


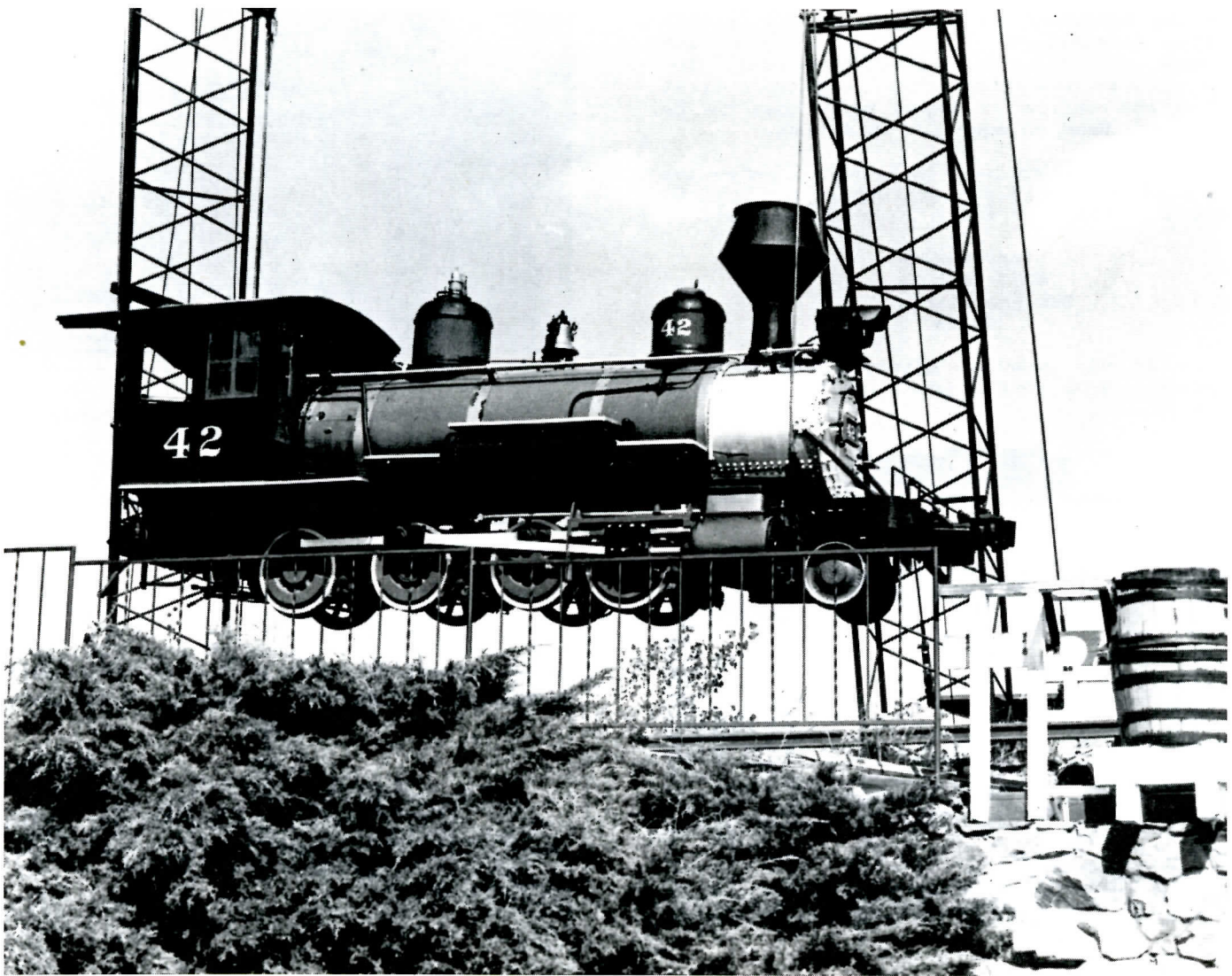
This Trainstuff 40' boxcar was built and finished by Ken Zieska of Plymouth, MN. It is modeled after a car he photographed at the C&NW yard in Minneapolis. The ends are black; dry transfers are from C-D-S.



Bob Werre

An S Scale Locomotive and Supply 2-8-0 kit and modified Lionel stock car by L. Houda.





G. Jordan

"It's that little lift." C-19 airborne at Heritage Square, Golden, CO.



Boland

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

REPORT to the MEMBERSHIP
from the
CONSTITUTION/BY-LAWS COMMITTEE

In order to keep the NASG Constitution up to date, several proposed amendments were recently discussed between this committee and the Board of Trustees (BOT). As a result, three of these amendments were put before the BOT as motions for approval to submit to the membership for a vote. The motions, their rationale, and the BOT votes are as follows:

MOTION No. 1

Article V, Section 1 of the Constitution of the NASG shall be amended from the present wording:

"All Regular and Honorary Members of the NASG in good standing shall be entitled to vote."

to the following wording:

"All Regular, Contributing, and Honorary Members of the NASG in good standing shall be entitled to vote."

Purpose: To allow Contributing Members the right to vote and hopefully increase the number of members in this class.

Voting FOR:	Voting AGAINST:
Danylak Loizeaux	Johnson
Ferraro McCarty	
Hawley Thompson	

Motion carried 6-1.

MOTION No. 2

Article IV, Section 6 of the Constitution of the NASG shall be amended from the present wording:

"The host organization of the annual NASG convention is understood to be responsible for all financial arrangements pertaining to the convention."

to the following wording:

"The host organization of the annual NASG convention and the NASG shall share all financial arrangements of that convention as provided for in the By-Laws."

Purpose: To more clearly define the relationship between the NASG and local clubs with respect to convention financing, and also to legitimize NASG's claim to a portion of the profits and/or losses of the annual conventions.

Voting FOR:	Voting AGAINST:
Danylak Loizeaux	none
Ferraro McCarty	
Hawley Thompson	
Johnson	

Motion carried 7-0.

MOTION No. 3

Article II, Section 1 of the Constitution of the NASG shall have the following wording added to it:

"D. Family Membership: Any individual upon becoming a Regular Member of the NASG may enroll additional direct family members under the Family Membership upon application to the Treasurer or his representative and payment of additional dues as set forth in the By-Laws."

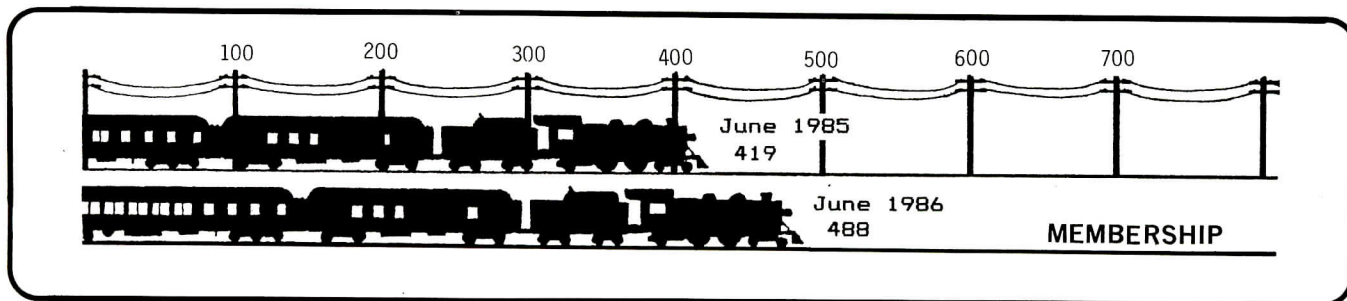
Purpose: To satisfy the membership's desire for this class of membership. It is understood that Family Memberships will not be entitled to more than one vote (that of the Regular Member) or more than one copy of any organization publications.

Voting FOR:	Voting AGAINST:
Danylak Loizeaux	Ferraro
Hawley McCarty	Thompson
Johnson	

Motion carried 5-2.

According to Article V, Section 5 of the NASG Constitution, "Amendments to the Constitution as the Board of Trustees shall decide, shall be submitted to the membership for a direct mail vote." Therefore, the official voting ballot pertaining to these constitutional amendments is provided as an insert with this issue of the DISPATCH. Ballots must be marked and returned to Michael R. Ferraro, 141B Gordon Road, Matawan, NJ 07747 within 30 days of receipt of this DISPATCH issue (i.e., July 31, 1986). Only signed ballots will be counted.

According to Article V, Section 4 of the Constitution: "A two-thirds majority of the votes cast on a question shall be necessary to amend the Constitution." Please study each motion and cast your vote as soon as possible. If you have any questions regarding these proposed amendments, contact your regional Vice President or any other member of the Board of Trustees.



Summaries of
NASG BOARD OF TRUSTEES MEETINGS

1. June 1985 (Sacramento)

S-10 modular layout standards were adopted (see elsewhere in this issue).

A profit of \$1400 from the brass covered hopper car project was reported.

By-Laws were amended to define the exact date of eligibility to cast votes (April 1 of the election year), and to eliminate the casting of ballots at the annual convention. All future balloting will be conducted via first-class mail between April 15th and May 15th of the election year.

2. October 1985 (New Jersey)

The budget as reported in Vol. VIII No. 4 of the DISPATCH was adopted.

Final approval was granted for the brass tank car project.

3. April 1986 (via mail)

A membership vote on three proposed NASG constitutional changes (reported elsewhere in this issue) was approved.

A policy of accepting paid advertising inserts to the DISPATCH was approved. Advertising will not be printed in the DISPATCH itself, but may be included in the same envelope.

President's Note:

It is our intention to publish the NASG constitution and by-laws during the fall of 1986 after the membership has voted on the proposed constitutional changes and the Board of Trustees has acted on several proposed by-law changes at the Detroit convention. Also, a complete set of modular standards will be published when adopted.

PROMOTIONS COMMITTEE UPDATE

by
Don Thompson

50TH ANNIVERSARY OF S - I was recently given a copy of an advertisement for C-D models from 1938 stating that they introduced S on May 25, 1937. A C-D display at a trade show is what inspired A. C. Gilbert to make American Flyer in 3/16" scale. Sam Powell has been in contact with Russ Larsen of Model Railroader about an article and maybe even a magazine dedicated to this anniversary.

MR AD - We now have over 100 respondees to our MR ad of March 1986. We will be working on getting another ad in MR for the fall. Several people have written back to me with positive responses to this program.

HOBBY SHOPS LIST - I am now compiling a list of all known hobby shops that stock, order and/or sell S products. If your hobby shop stocks S, please take a second and send me a letter or postcard letting me know where it is for our list.

CLUB PUBLICATIONS - Several S Clubs publish newsletters. I hope to compile a list of all of these clubs. Club secretaries or editors, please let me know if you publish, how frequently, if you will mail these to non-members and how much it will cost to receive your publication.

VOLUNTEERS - I could use some help in several areas for our promotions committee. Can you help write copy for ads? or do layouts? Do you own a computer with word-processor capabilities? If any of these apply and you would like to help promote S, Please drop me a line.

Don Thompson
2 Roberts Rd.
New Brunswick, NJ
08901

CONVENTION COMMITTEE REPORT

by
Ken Zieska

If you're like me, you look forward to the NASG conventions for many reasons. It's an opportunity to share good times with old friends, meet new friends with common interests, and to see what's new in products and techniques. This year's convention planned for Detroit is sure to be an outstanding chance to do just that, so I hope you will plan on attending.

Plans for future conventions are being developed. The 1987 meeting will be held in Chicago. Planning is progressing well, and Chicago promises to be an extravaganza we'll all enjoy. Beyond 1987 we have some interesting opportunities. In 1989 and 1990 the NMRA has invited us to hold our conventions in conjunction with theirs. For NASG, this allows us to share in the many clinics and tours the NMRA can provide which we cannot. We would get an opportunity to visit Houston and Pittsburgh, and to show the rest of the model railroad community the wide variety of interests that we enjoy in S. As for us, we can hold our own model contest, have private business meetings, and maintain our own unique identity within the larger convention. If this is as successful as we think it will be, we can look at more joint conventions, perhaps with TCA, mixed between our regular conventions.

As of now, we do not have any proposals for 1988 or 1991. If any club is interested in hosting a convention in either of these years, please contact me and I will help you develop a proposal. If you have a particular group or event with which you think we should consider holding a convention, please let me know.

Ken Zieska
11810 52nd Ave. N.
Plymouth, MN 55442



1985 GENERAL ELECTION RESULTS

President

Edward Loizeaux	163
Lee McCarty	153
write-ins	<u>2</u>
	318

Treasurer

Michael Ferraro	304
write-ins	8
no vote	<u>6</u>
	318

Pacific Vice President

Lee Johnson	32
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Central Vice President

Thomas G. Hawley	48
Joel Liebovitz	25
no vote	<u>1</u>
	74

Eastern Vice President

Don Thompson	101
Eugene Fletcher	84
Wm. (Bill) Geracci	<u>27</u>
	212

DETAILS-DETAILS-DETAILS

by
Lew Rennig

As time goes on, many of the common things become rare and obsolete. Traces of these items can sometimes be seen, or the item may still remain, either in a state of disrepair or even cleaned and painted as an antique reminder of our past.

This is the case with the cast-iron hitching post. Although not in use today, such posts may still be seen in some small towns where a homeowner may find pleasure in maintaining one in good condition at curbside. In front of the same house you may see a concrete street with a five-foot asphalt strip down the center. This is the remainder of the trolleys which once made scheduled stops in front of the town's general store at the end of the block. The store may not be there anymore, because it has long since been converted into apartments, but the large glass windows in front still identify it for what it once was. A small stretch of rail, shiny from all the auto traffic, may be poking through where the surface of the asphalt has been worn away.

Maybe a small trolley bridge, minus the track, can still be seen crossing over a nearby creek.

Along many rights-of-way you can see old foundations of things that outlived their need. Water tanks from the steam era are one. Another example could be the foundation for the scale house in a small freight yard.

Many parts of the Northeast had canals and there are small stretches still in existence today. Along with their mule trails, canals often came close to the railroad. Where a river drops at too fast a rate, locks had to be installed. These can be built in a crumbling condition, or you can make them like new with a few nearby benches to create a park and historical site.

Along some of the older highways can still be seen remains of old limestone furnaces. These are nothing more than a pile of stone with a hole, almost resembling a cave. This is another chance to make a historical site. In some rural areas old signs still may exist. You can still see old Mail Pouch Tobacco signs from the 1930s fading from many old barn roofs.

NOTICE !!!

S GAUGERS COOKOUT at BOSTON NMRA NATIONAL CONVENTION

All S gaugers who are attending the NMRA National Convention in Boston this July are invited to be the guests of the Bristol S Gauge Railroaders Club, "the World's Oldest S Gauge Club," for a cookout and S gauge mini-layout tour before departing Boston.

The cookout will be held on Sunday, July 27th, at noon, at the home of Ron Mistretta, in nearby Brookline. The Bristol Club will arrange a pickup at the convention site, or S gaugers can reach Ron's home directly via the Boston transit lines.

Following the cookout, attendees will be treated to a tour of Tom Coughlan's classic and well-known Berkshire Central S scale layout in Melrose. Another S layout is an additional possibility. The Bristol Club will then return you to the convention site by about 5:00 pm.

Complete details and cookout-registration will be available at the Hoquat Hobbies booth in the Convention Hall. Stop by and sign up!!

Questions about details may be addressed to:

Doug Peck
6 Storeybrooke Drive
Newburyport, MA 01958

(phone 617-465-8798)

Plan to join the members of the Bristol Club for this get-together while you're in "Beantown!"

Here Come the NASG "BOOSTERS!"

With the last issue we launched 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 1¹/₈" by 2¹/₄". 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.



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**      NASG PRODUCTS for SALE      **  
**      =====                    **  
**  
** TRACK GAUGES - $2.95 ea., or 2 for $5.00    **  
**      Incorporating NASG track standards      **  
**  
** TEE SHIRTS - $6.95 ea.                     **  
**      S, M, L, XL; small or large logo       **  
**  
** BRASS TANK CARS - $98.00 ea.                **  
**  
**      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). *** VERY LIMITED SUPPLY *** **  
**  
**      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. **  
**      *** VERY LIMITED SUPPLY ***              **  
**  
**  
**      NASG, Inc.  
**      c/o Michael R. Ferraro  
**      141B Gordon Road  
**      Matawan, NJ 07747  
**  
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