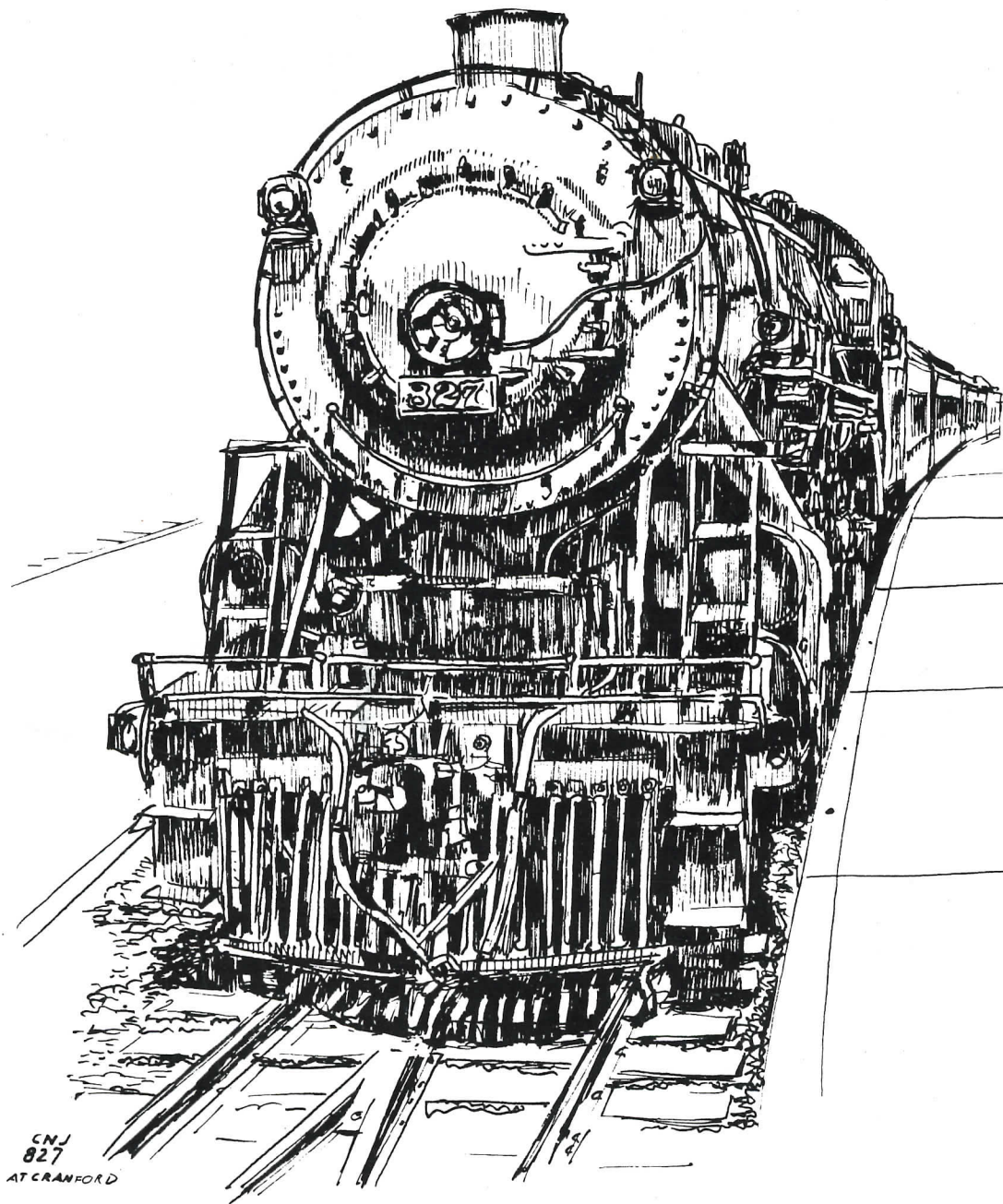


# DISPATCH

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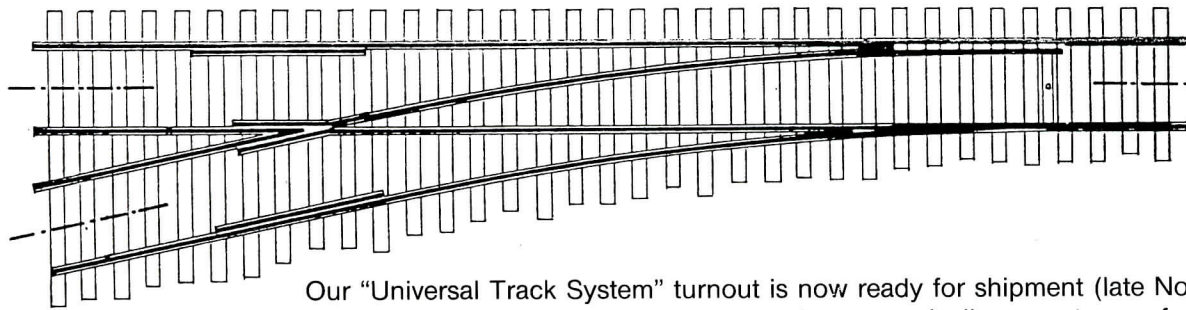


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# NASG DISPATCH

Official Publication of the  
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of S GAUGERS

The NASG *DISPATCH* welcomes art, photographs, letters, articles and other S-scale-related materials contributed by the membership. Send all such materials to the editor:

Russ Collman  
212 Lincoln Street  
Denver, CO 80203

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## ORDER BOARD Volume XII, Number 6 December 1989

President's Message .....	Mike Ferraro	4
Editorial Comment .....	Russ Collman	4
Principals of Railroad Ownership .....	Paul Riley	5
Passenger Car Modeling .....	Stan Stokrocki	8
Along Narrow-Gauge Rails .....	Russ Collman	12
Minutes of the BOT Meeting NASG, Inc., Board of Trustees Meeting ...	Jim Kindraka	17
Central Jersey S Scalpers 8th Annual Fall Get-Together .....	Don Thompson	19
Trade News and Views .....	Don Thompson	21
Letters to the Editor .....	From Our Readers	24
Helper Service .....	DISPATCH Art Staff	28

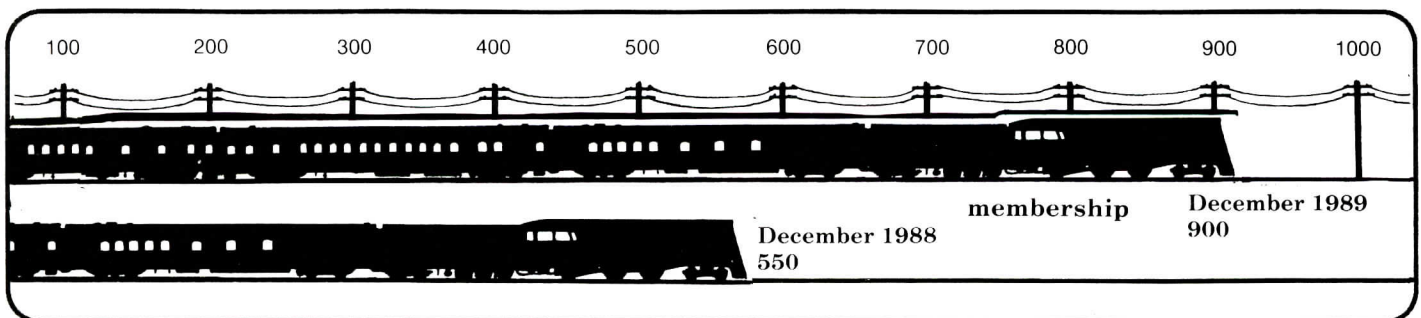
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**THE DEADLINES** for articles are the 15th of March, May, July, September, November and January for issues dated May/June, July/August, September/October, November/December, January/February and March/April, respectively.

## COVER

The cover illustration for this issue is a pen-and-ink drawing of Central of New Jersey 2-8-2 No. 827. Artwork produced by Vic Roseman.



**ADVERTISING RATES:** Full page \$200; half page \$100; each halftone furnished by the *DISPATCH* from advertiser's B&W prints \$25 additional; unscreened negatives \$40 each. Inquire regarding color rates. For additional information, contact the NASG *DISPATCH*, c/o Goellner Printing, 301 S. Main, St. Charles, MO 63301.

## PRESIDENT'S MESSAGE...

**THIS ISSUE** begins with our new editor, Russ Collman. I wish Russ the best of luck and success as our new editor of the *DISPATCH*. Along with my regards I ask that all of you help support his new position by writing articles for the *DISPATCH*. With the well diversified group the NASG has become, I am sure Russ could receive some very good articles on all phases of "S" scale. We like to hear from you. In my opinion there can be no greater satisfaction than seeing your own accomplishments in print and admired by fellow S-scale modelers. So, after reading this issue of the *DISPATCH*, sit down at your desk or easy chair and write to Russ.

As the new year begins, I look forward to an exciting year for the NASG. The American Flyer interest group has another unique AF car to purchase and be proud to own, thanks to Doug Peck and his committee. For the scale members, we hope to produce a three-point track gauge. This gauge will be so helpful when you are laying track on a layout, or when you are putting the bridge rails in a module setup.

Speaking of a module setup, the joint NMRA-NASG-NTRAK convention this coming summer will be in my opinion the most exciting event for our organization. We have the unique opportunity to display and show the railroad-modeling public what "S" scale is all about. This convention in Pittsburgh will probably be one of the largest conventions that the NMRA/NASG will ever have. I suspect that over 30,000 people will see what the NASG and modular railroading is all about.

For this convention to be successful, it will take a huge effort on everybody's part. The Lawrence Convention Center will be open Thursday through Saturday, and we will have to display and operate our modular layout. This means that people bringing modules will need help to set up, and more importantly, they will need help to operate them. I hope we can depend on our members to bring their models to run and to help operate the modular layout.

Unlike our own convention, which may draw a few hundred people, this combined convention will be a new experience for all of us when many thousands of people will be observing us. I hope to see that we present ourselves in a professional manner, and that we will impress the modeling public with our S-gauge modular layout and equipment.

If you are interested in helping out at the convention, please contact our module chairman, Don DeWitt. This will enable us to better plan the operating sessions at the convention center.

Lastly, the AF/hi-rail enthusiasts will not be left out in the cold at this convention. The Cleveland club plans to bring their hi-rail layout and operate it at the hotel. Also, we plan on an S-scale flea market at the hotel on Saturday, so I hope to see our AF/hi-rail members at the convention.

Finally, I urge everyone to register early for the convention, and most importantly, register at the Hilton Hotel as soon as possible. The space at the Hilton will fill up quickly, and I would like the NASG members to be at the same hotel.

Very truly yours,



Michael R. Ferraro, President

P.S. I wish everyone all the best during this Festive Season and a Healthy and Happy New Year.

## EDITORIAL COMMENT...

**AS 1989 ENDS** and the new decade of the '90's begins, we are beginning to realize that we have entered a period of change in the world of model railroading. And as I begin my new task as editor of the NASG *DISPATCH*, my thoughts inevitably have become focused on the new state of affairs in our hobby.

Many of us have zeroed-in on the effects that changing circumstances are having on S-scale modeling without realizing that dramatic changes are taking place throughout the entire hobby. Years ago, when I first became seriously interested in scale-model railroading — during the late 1940's — the most popular model locomotive kits were all HO standard gauge, with Varney's little 0-4-0T "Dockside" saddletank switcher in evidence everywhere. Of course, model railroaders had very few reliable engines to choose from in any other gauge or scale.

During the 1950's, imported brass locomotives entered the picture and rapidly became an important part of the hobby. PFM's HO Santa Fe 2-8-0 became an overnight smash hit, with over 5,000 of these chunky oil-fired Consolidations going out to modelers all over the country. As a small hobby-shop owner during this period, I witnessed the tremendous impact Japanese brass engines had on our hobby.

Except for the rather limited narrow-gauge and electric-traction segments of the hobby, the '50's and '60's saw very little specialization. Then, more-or-less with the advent of the '70's, the generalized nature of the hobby dramatically changed. Not only did the hobby take on a more specialized look as far as models were concerned, but the number of scales and gauges began to proliferate, also.

As every area of specialization formed in the hobby, each one became a rather narrowly defined *limited market*. This is just as true for HO and N scales as it is for S scale. Unfortunately, the modelers working in S scale are considerably fewer in number than in HO or N — exaggerating the effects on our scale. Years ago, for example, nearly *any* S-gauge boxcar kit was acceptable to just about everyone who was a 3/16"-scale modeler. Today, this is no longer true because of specialization. An old-time wooden truss-rod boxcar is entirely out of place on a layout based on a modern railroad. Likewise, with narrow-gauge Sn3 modelers. In the beginning, one was happy to get a PFM/Tomalco C-16 2-8-0, or any other narrow-gauge engine one could get their hands on. Not so today. Specific locomotives for specific prototype narrow-gauge railroads are required.

Pricing is the most important part of the new circumstances — complicated by factors other than the growing specialization of modelers (such as unwanted import tariffs). Of course, pricing is directly related to the size of the market group — making S scale especially vulnerable because of its minority status. And even though Sn3 is now a very popular scale for modeling narrow gauge, with more products available than in any other narrow-gauge scale, it is nevertheless still a minority segment of the model-railroad market.

S-scale modelers — more than those in any other scale — will have to adjust their often constricted budgets to conform to increased prices and limited availability of certain products. No doubt, 1990 (and beyond) will be an adjustment period in our hobby. However, by working toward encouraging growth in both S and Sn3, as well as by seeking new answers for problem areas, we can benefit from the new era.

Cordially,



Russ Collman, Editor

# PRINCIPALS OF RAILROAD OWNERSHIP

BY PAUL RILEY

**ALTHOUGH I DO NOT** consider myself a purist or nit-picker, when it comes to modeling a specific prototype I do like to maintain both the flavor of the genuine article and reasonable accuracy with respect to types of motive power, rolling stock, structures, etc. To some degree in all scales, but especially in S scale, with the limited amount of equipment available (although it is getting better all the time), any road other than the Pennsy or the NYC is going to be difficult to model without a lot of scratch-building, or at least significant modifications to existing equipment. To overcome this obstacle, while at the same time maintaining my stated goals, I have come up with a system of logic I call "retroactive adaptation of imaginary logic" — or "RAIL" for short.

To explain this "RAIL" approach to prototype modeling I will use my own re-engineered history of the Rutland Railroad for an example. The approach I will describe here applies to any number of abandoned or absorbed — "fallen flags" — railroads. The Rutland ceased operations in 1963 due to a labor strike and was purchased by the State of Vermont, which hoped to find a viable operator for the line. Eventually, parts of the line were abandoned — between Burlington, Vermont, and Rouses Point, New York, as well as most of the trackage in New York — but the line from Burlington to North Bennington Junction (through Rutland) was taken over, and it runs to this day as the Vermont Railway. Also, the line from Bellows Falls to Rutland was reactivated as the Green Mountain Railroad and has been a marginally successful carrier ever since.

## WHERE THE "RAIL" APPROACH TAKES OVER

This is where the "RAIL" approach takes over. Going back in time to 1963, instead of the above scenario, Paul Riley — a wealthy popsicle-stick tycoon and railfan from Peabody, Massachusetts — purchased all existing trackage in Vermont, except for the line north of Burlington, and all remaining locomotives and rolling stock. After new contracts were arranged with the existing labor force, he began a program of modernization, upgrading of fixed plant, and soliciting new business. At the same time, much of the obsolete rolling stock was retired and replaced with new and used equipment as increasing traffic conditions dictated. Many of the existing locomotives — ALCO RS-3's — were traded-in on second-generation power, and remaining units were demoted to local freights and yard duty. With a subsidy from the State of Vermont, limited passenger service was reactivated throughout the state, and a through train to Boston was also started, via a trackage-rights agreement with the Boston & Maine Railroad. Used RDC's (Omnicon) were purchased from the B&M to accommodate this subsidized service.

To allow all this "RAIL" history to be incorporated into a model railroad, I have chosen to model a timeframe five years after the original purchase. This allows great flexibility when trying to justify missing structures, new structures, different track arrangements, new locomotives, new paint schemes, etc. Even though modeling a new version of 1968, I have tried to keep the changes logical with respect to the real history of the area. The connecting lines

available — the B&M, D&H and CV — the geographical location of towns, feasible on-line and bridge-line traffic, and the standard railroad practice of the time have been carefully studied.

## MOTIVE POWER AND ROLLING STOCK

With respect to motive power, this meant that the RS-3's would have logically been traded in on new ALCO engines. I am still hopeful that Overland will eventually make available the long-awaited DL-701 since this is an ideal choice for my timeframe and the above logic. If it never happens, I will have to imagine a reason why I switched to EMD power — GP-7, GP-9, GP-18, GP-38, and SW-1 units, etc. — or upgraded existing power and purchased used rebuilds — S-1-S-4, PA and FA units. Piggyback was a strong force in 1968, and the new Rutland certainly would go after its share of this traffic. I have converted an old secondary yard in Rutland to exclusively handle this type of traffic.

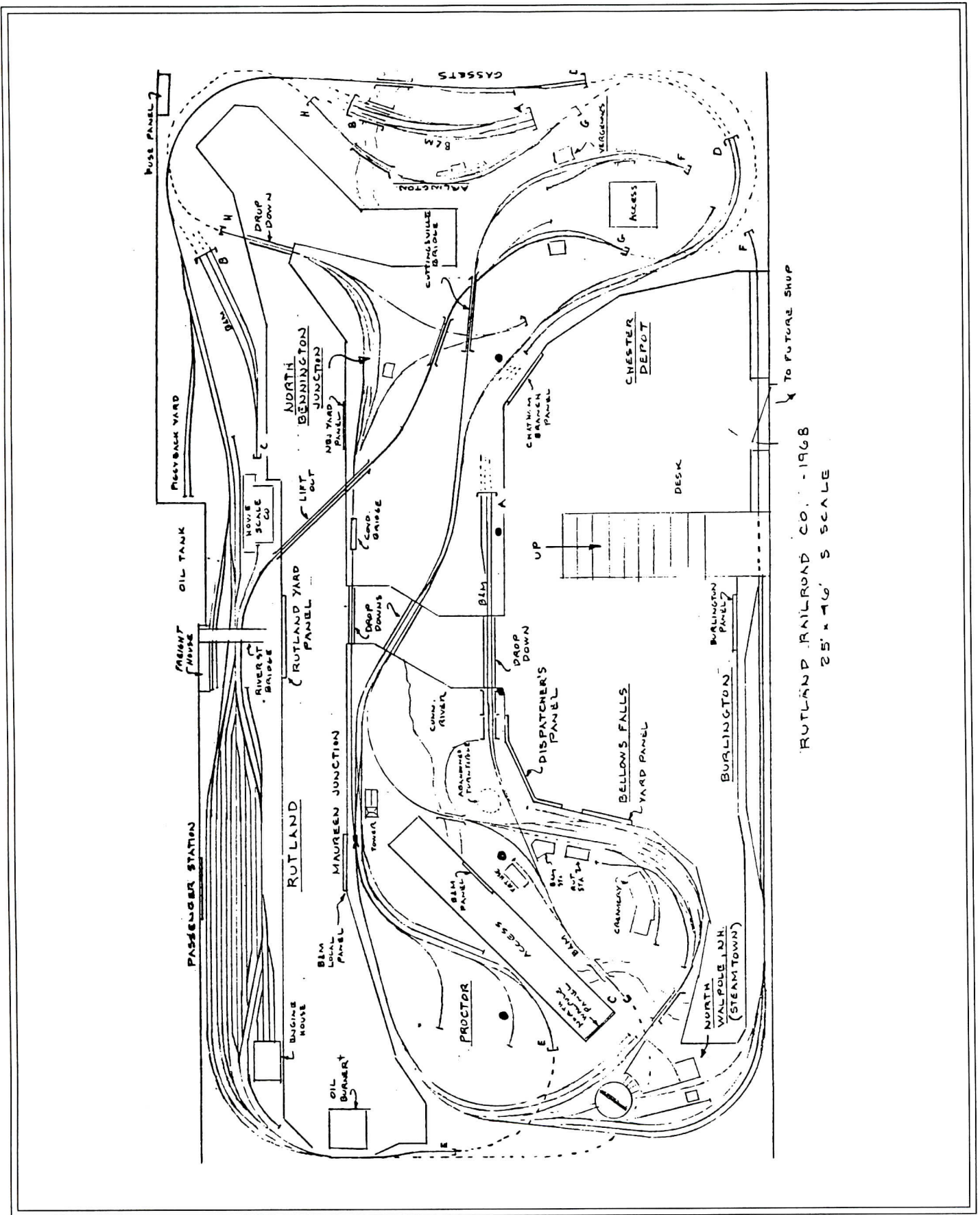
Under the heading of rolling stock, I can selectively keep any piece of appealing equipment that was on the roster in 1963, but I can also add new and used equipment at will. The Rutland had started purchasing the International Car Company's wide-vision cabooses through an arrangement with the D&H. The intent was to add two units each year until the old fleet was replaced, but there were only two on the roster at the time of abandonment. After purchase of the Rutland, we continued this practice until all mainline freights were so equipped. Modern Models, a joint venture of mine in real life, took care of the S-scale version I required. The Rutland also spent many years under the ownership and operation of the New York Central, and it was lucky for me that the G&W just happened to bring out a NYC caboose that is a dead ringer for an earlier version of a Rutland caboose.

Depending on your choice of prototype, you might not be as lucky trying to duplicate an existing caboose. The wide-vision style became popular for several railroads during this era, so you might just imagine a devastating fire which destroyed all existing cabooses, and this will justify purchase of new (Modern Models, please!) ICC cabooses. Passenger equipment was gone from almost all roads by this time, but I have at least two ways available to maintain at least some of the flavor of this aspect of prototype operation. As the "RAIL" history indicated above, the state decided to subsidize a modest rail service, and we also happen to have Steamtown just across the river from Bellows Falls in North Walpole, New Hampshire. Since traffic density improved so much on the Rutland, Steamtown never made the move to Riverside — just north of Bellows Falls on the Rutland mainline — but instead, improved and enlarged its facilities at North Walpole.

## STEAMTOWN PASSENGER RUNS

For several years, Steamtown operated open-platform passenger cars (Kinsman) and a variety of steam locomotives with daily round trips over the Rutland during the summer and fall months. Since the new owner of the Rutland is a railfan at heart, trackage rights for fan trips were

*Continued* —————>



THE RUTLAND RAILROAD COMPANY – 1968  
 Layout Space 25' x 46' – S Scale

## PRINCIPALS OF RAILROAD OWNERSHIP

### Continued...

easy to arrange, and we only had to pay off a few B&M officials to allow Steamtown trains to cross the diamond at Bellows Falls. With five years to play with, it is not inconceivable that whatever railroad prototype you choose could have made a deal with one of the many steam operations looking for a home. A steam museum and/or fan-trip operation is valid within the context up to and including the present day.

## TRACKAGE AND STRUCTURES

When it comes to trackage and structures, things become a little more involved. In general, if you do not have the time to model a particular depot or structure (that existed in a locale that you chose to model), let history show that it was demolished or burned. Replace it if you wish with a new structure, which represents the architecture and construction techniques of the era modeled. This opens up the possibility of an available kit or pre-built model from an earlier layout.

### Basic Rules For Trackage...

Track arrangements are the most difficult aspect of the prototype to duplicate because of scale length, and in many cases, the width of multiple tracks. We have to compromise here, but I prefer to follow these basic rules for designing my track plan:

[1] The towns I choose to model are in geographical order on the track plan. This means that a prototype timetable will still work for my abbreviated version of the Rutland.

[2] I try to maintain the same mainline track arrangement — single or double track, passing sidings, etc. — although shortened for any given town.

[3] Industrial sidings can be added or deleted as my "RAIL" history dictates. Some abandoned industries (the tough ones to model) are deleted and replaced with simple structures that house industries which generate logical traffic for my Rutland.

[4] Yards can be reduced to a passing siding if required by space limitations (and you could say the land was sold for its real-estate value), but those yards you decide to keep — and every layout has yards — should maintain the general track arrangement, according to the prototype. It would take a drastic stroke of "RAIL" history to justify building whole new yards or relocating mainlines.

[5] Off-line connections should be prototypically accurate, both by railroad — the B&M, CV and D&H for the Rutland — and geographically correct — the B&M at Bellows Falls and North Bennington, the CV at Burlington. The amount and type of traffic to and from these connections should be dictated by your "RAIL" history, plus the logical traffic of the region modeled.

[6] Bridges, grade crossings, highway overpasses, etc. — where you choose to model them — should be accurate representations of the true prototype structures that existed. Some variations here include highway bridges that were replaced with newer structures or were relocated, or grade crossings that were eliminated, and railroad trestles that were replaced by either stronger bridges or earth fills.

### See the Accompanying Track Plan...

The accompanying track plan is my solution to all the parameters I have outlined above. This ultimate solution is the result of many years of careful planning (I started the first version of this plan in 1969), much research on the real Rutland right-of-way — many enjoyable trips to Ver-

mont — and a couple of false starts at building the layout. If you have access to a map of the Rutland Railway, circa 1960, you will see that my towns (the ones I chose to model) are all in geographical order. I am fortunate enough to have the space to model four yards — at Rutland, Bellows Falls, Burlington and North Bennington Junction — and connections to feeder lines at three locations. I also managed to fit in the Steamtown facility in North Walpole (subject of an article in a recent issue of *Model Railroader* magazine).

## TRAFFIC ON AND OFF LINE

In order to get traffic on and off line, I have cheated on my connections by creating artificial links between Bellows Falls and North Bennington — both B&M — and Burlington — actually CV, but B&M engines were frequent guests. I can move cars between these points with a B&M switcher (an NW-2 by Oriental) and from the right geographical directions. I have also incorporated a large, mostly hidden (do not put turnouts inside tunnels) loop for B&M / CV traffic on the Connecticut River Line. This line passes through the diamond at Bellows Falls, and it allows operation of long freights for added interest and operating problems (for the dispatcher). Since it is typically the lowest trackage on the layout, it will be the first loop finished — this year, I hope — and I will be able to run some long trains while concentrating on the completion of the Rutland. The only non-prototype location on the layout is Maureen Junction (named for my wife), and this is where all the loose ends are tied together. Running through this junction allows the B&M switcher to get through Rutland (continuous running for shows) and some other more complex variations when desired.

### Some Other Advantages...

In closing, some of the other advantages of this "RAIL" history approach permit you to do the following:

[1] Design and employ your own paint and color schemes while keeping what you like from the past.

[2] Use available structures, if of the proper era and design.

[3] Completely revise traffic, piggyback, bridge route, major on-line industries, etc.

[4] Place headquarters — shops, main yards, etc. — at a location of your choice.

[5] Give you the ability to tell the nit-pickers and detail nuts where to go!

[6] Model as much, or as little, of the prototype as space allows, as long as you maintain one prototype connection to the outside world.

Try it; you may like it!



# PASSENGER CAR MODELING

BY STAN STOKROCKI

**EVERY SO OFTEN**, I come across an article in which the author confidently states that "the only correct way to ..... is to ....." As a novice modeler, I used to be intimidated by the sudden revelation that I had been doing things "wrong." It took experience to realize that, for any given project, the methods used have to be tailored to fit both the modeler and the model itself.

Though it is not really the subject of this article, this story starts with my Delaware & Hudson PA-1 diesel. After recontouring the nose, replacing the roof and redetailing the sides of an American Flyer body, I fitted it to an Omnicon chassis, and placed it on the tracks. Suddenly, I needed a D&H passenger train for it to pull. Accurate D&H cars are not abundant in any scale. S-scale cars definitely require a bit of work, despite the availability of some nice kits which beg to be bashed.

At this point, I have completed a three-car train, which is prototypical for a single D&H PA unit. Each car uses different methods of construction. At the time, the techniques I chose seemed to be the easiest means of achieving my goal. Another modeler might make different choices. If I were to start over again, so might I. I went with the methods which seemed to work best for me at the time. These range from totally "correct" to highly unusual.

All three cars do have some things in common. The diaphragms on the coach and dome car were inspired by the ones which were cast into the baggage car's JC Models ends. The folded canvas effect was simulated by building up a styrene sandwich of small square strips, separated by wider flat ones. A faceplate was cut from flat styrene sheet, and springs were added. The dome car's coil spring was simulated by a truck spring, while the coach's leaf spring is plastic strip. To my taste, these look more realistic than working diaphragms. My coupling system allows them to almost touch as the train is being pulled. If the slack in the couplers is run in, the train can be posed with the faceplates actually touching.

The secret in coupling is to allow the couplers to pivot on the truck kingpins, but swing independently of truck motion. Truck-mounted couplers tend to steer the trucks off the track, while the truck swing decreases the separation between cars on a curve. This is exactly the opposite of what is desirable. On the other hand, body-mounted couplers require an unprototypically wide spacing between cars. By mounting Kadee couplers on a brass strip which swings around the truck-mounting screw, extremely close coupling is possible; yet the cars track well. These cars will traverse No. 5 crossovers. Some lower end detail may need to be sacrificed to allow the coupler sufficient swing, but I believe that this is a reasonable compromise. The only place I did not make this compromise was on the drumhead end of the dome car. Since nothing is normally coupled there, I did add detail which restricts the coupler's lateral motion.

In addition, one truck on each car was left slightly loose so that it could follow track irregularities, while the other screw was tightened to keep the body from rocking. A small spring placed between the screw head and truck bolster is a useful means of regulating truck and body motion.

All of this, combined with a sufficient amount of weight, makes operation very reliable.

Underbody details were added, using a combination of prototype photographs, typical car plans and guesswork. SouthWind brake details were a big help. Otherwise, I tried to duplicate major shapes without worrying about specific details. For instance, a generator was made from an appropriately sized capacitor, while the steam traps are finishing nails.

Incidentally, I made sure that the floors could be removed without damaging the cars. I maintain some type of interior access on any car with windows. If the glazing gets pushed in or damaged on a sealed car, all of that careful work is headed for the scrap heap.

Finally, the American Models passenger trucks were detailed, using photographs as a guide. None of this is exact, but the presence of free-standing detail effectively fools the eye.

As you may have guessed, I enjoy working with plastic. I find that it has most of the advantages of other materials, with few of the drawbacks. The wood roof and metal ends from a JC Models kit were combined with scratchbuilt styrene sides to form the baggage car. Of the three, it uses the most conventional construction methods.

After assembling the ends to the roof, new sides were built to fit the JC carbody. Rather than attempting to cut large, plumb rectangular openings out of a single styrene sheet, I assembled each side from separate styrene pieces. I cut the three full-height sections of each side first, then trimmed and measured the pieces which span the top and bottom of each door opening. Before assembly, I pencilled out the door windows on plastic sheet, drilled four holes to form the rounded corners of each window, and then "connected the dots" with a sharp knife blade. I cut the doors out of the sheet so that they would overlap the edges of the openings in the sides.

Each side was assembled from the seven pieces previously cut, using the doors as reinforcement for the backs of the joints. The sides were installed in the body, and a styrene floor was built to fit. Since the doors extend down inside the body to reinforce the lower door sills, I had to notch the floor to fit around the door bottoms. This oddity is not readily apparent, and I was willing to tolerate it in return for increased strength.

The floor ventilators started as plastic laminations. I glued thin strips together until I attained the desired cross section, then sanded the surface smooth. I then chopped the laminated strip into individual units. These were glued to the roof. Frames cut from HO brass ladder stock were cemented to each, and brass mesh grilles were installed in the frames. I improved the cast diaphragms by adding styrene striker plates. The rest of the work was a matter of detailing, which can be as simple or complex as you care to make it.

At first glance, the coach appears to be a straightforward kitbash of the American Models car, but the project does have an unusual twist. The D&H (ex-Lackawanna) prototype has 10 windows, while the AM coach — an

*Continued* —————>

Bob Werre



*ABOVE: This action scene portrays Stan Stokrocki's kit-bashed Delaware & Hudson passenger train rounding a curve on his layout in Poughkeepsie, New York. His modified American Flyer ALCO PA-1 diesel is on the point.*

*BELOW: Stan's kit-bashed American Models dome car will set off his D&H passenger train as a leased Canadian Pacific car, in keeping with the prototype's operation. This car started out as an American Models kit and was transformed into a car with fluted sides and a new window arrangement.*



Bob Werre

## **PASSENGER CAR MODELING**



Bob Werre

*A head-end view of Stan Stokrocki's modified American Flyer PA-1 diesel locomotive.*

accurate Great Northern car — has seven full windows and several smaller ones. Since the proportions and spacing of the windows were close to what I needed, it seemed as though I would only have to alter three windows per side. Simple, until I realized that all of the windows were in the same places!

Conventional wisdom would dictate filling and recutting all of the window openings, or complete replacement of the car sides. There had to be a better way. All I had to do was shift all the original windows over by about six scale feet. So, that is exactly what I did.

After removing the skirting, I cut the blind end from the body with a razor saw. This cut was made flush with the inside surface of the end. Six feet in from the end of the vestibule, I scribed a mark square across the car. I sawed along this line, removing the vestibule. After opening up the vestibule doorway (most cars do not have a door there), I glued the vestibule onto what was formerly the blind end of the body. Similarly, I installed the blind end opposite its original location. Magically, all of the windows were now located in the right place.

Seven windows were perfect as is. Two of the smaller ones were lengthened to match. After filling the remaining small windows, one additional opening was cut from scratch. The original windows are surrounded by a recess which represents the gasket. A little scoring and scraping with a fresh knife blade acceptably matched my alterations to the originals.

I used styrene strip to add about nine scale inches to the bottom of the body, since this car sits a little higher than the AM car does. After reinstalling the original end skirting, I added a styrene roof hatch and ventilators. The bulkhead, which separates the vestibule from the coach interior, was cut from sheet material, while the belt rail below the windows is a simple styrene strip.

After painting, the AM window material was added. Since I needed some extra glazing, I cut down some of the windows not used in my dome car to match those supplied with the coach. Interior detail consists of window shades, cardboard partitions, which block the view at the restroom locations, and a weight.

The dome car uses a highly unorthodox form of con-

struction. The American Models dome car was the obvious starting point, since it is the only Budd dome car we have in S scale. Once again, the AM car is a smooth-sided GN prototype, while the D&H car (leased from the Canadian Pacific) is fluted, and has different windows.

After an abortive attempt to plug and recut all of the original windows, I decided that new sides were called for. Still, cutting and shaping all of those windows was not something that I looked forward to, and — simply stated — the answer proved to be the use of paint.

I chopped a slot into each side of the body. A little over an inch high, this opening ran the entire length of the body. Into this, I fitted and glued some .100 Plexiglass, being very careful to keep glue away from the window area of the car. After once again adding some height to the body, I installed the fluting. Evergreen Styrene's simulated metal siding (.080 spacing) does a reasonable job of simulating the stainless-steel fluting. The only drawback was that the material had to be spliced — behind the nameboard — to get the needed length. Evergreen now offers this material in longer pieces, so this is no longer a problem.

The upper joint was concealed by the letterboard, made up of styrene sheet bordered by thicker strips. I added some new skirting, detailed the ends with strip material, and generally finished off the detailing in a manner similar to that of the coach.

At this point, I had an unpainted dome car with a completely clear body where the windows and pier panels should be. This is where the painting came in. I cleaned the window area, being careful not to scratch the Plexiglass. The windows were then masked off, using self-adhesive labels. I found some that were the proper height, and proved — in tests — to be fairly easy to remove. I stuck each one to the back of my hand before applying it to the car, rendering the adhesive a little less powerful.

Each of the large windows was masked with two pieces of label, cut and butted against each other to achieve the correct length. A small piece of label was then placed over the joint in order to seal it. This allowed me to use the rounded corners of the labels to simulate the corner radii of the windows. The small window masks were pieced together from four pieces of label — one for each corner — plus the seal for the joints.

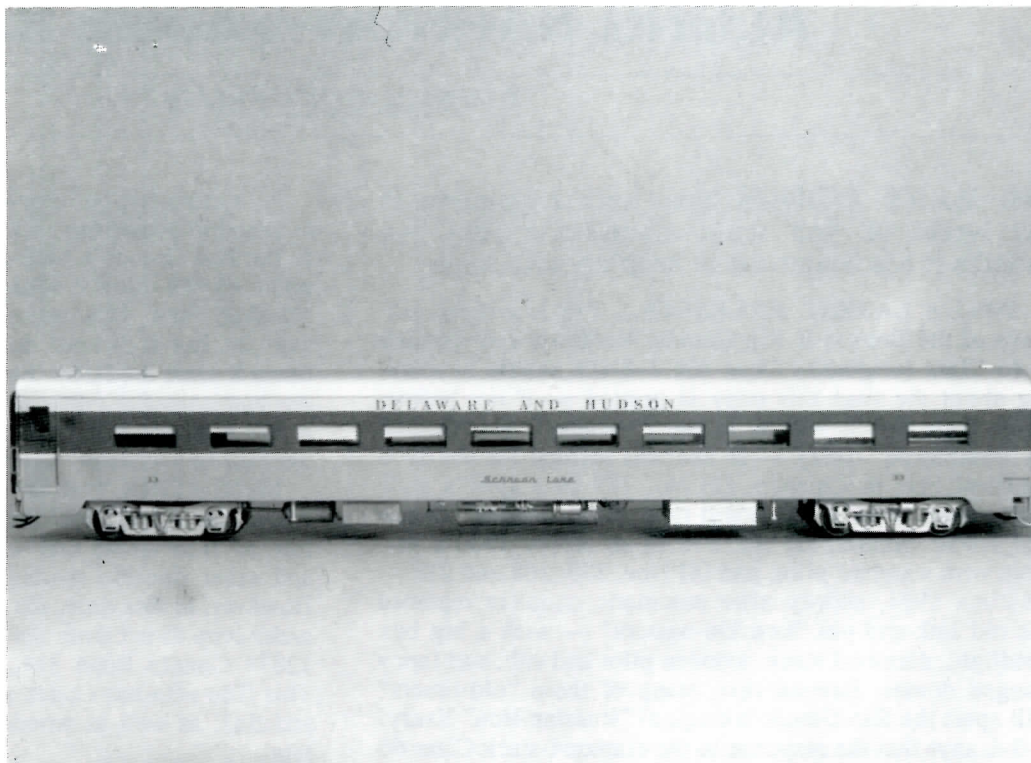
I made sure that the inside of the windows were thoroughly protected against stray paint as I carefully air-brushed the car. A very light amount of paint was applied on each pass in order to avoid a heavy buildup along the edge of the masking.

Upon removing the masking, I now had my windows where I wanted them. Pikestuff green tinted-window material was added to the inside of the car, along with shades. The backs of the lavatory windows were frosted through the use of sandpaper. Black cardboard inside the base of the dome completed the interior detailing, although I may eventually add dome seats. Final detailing included a Tomar drumhead and flashing marker lights. The "C" battery which powers these devices is a definite case of overkill, but it does eliminate the need for additional weight.

While I do not expect you to go out and build these cars, I hope that I have provided some food for thought. On the other hand, if I thought about most of my projects for too long, I would realize what I was getting into, and never attempt them! So, try to look at that next project with an unprejudiced eye, grab a knife or saw, and take the plunge. Good luck!

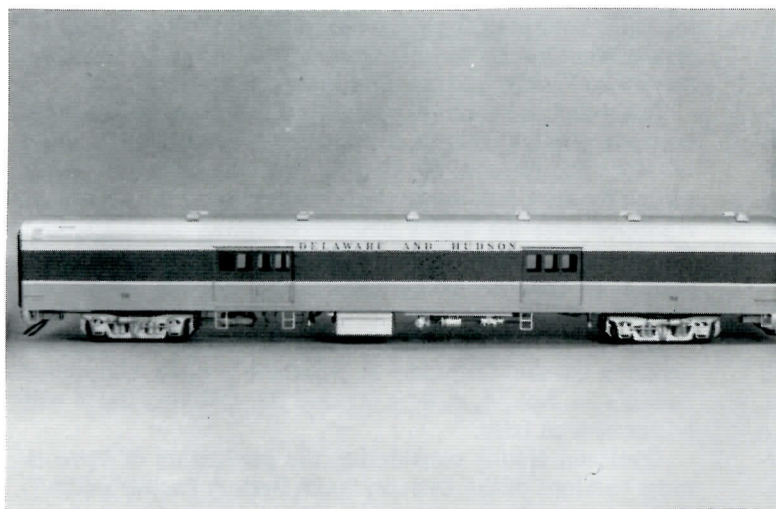
**Passenger car  
kit-bashing  
can be fun!**

Bob Werre



**ABOVE:** Although Stan Stokrocki's streamlined D&H coach appears to be a more-or-less straightforward kitbash of an American Models car, the windows were shifted over by about six scale feet. In addition, two of the smaller windows were lengthened and a new one was cut out.

Bob Werre



**LEFT:** The car shown here is Stan's extensively rebuilt D&H two-door baggage car. Of the three streamlined cars Stan kitbashed, this one received the most conventional construction.

**BELOW:** A rear-end view of Stan's dome car, showing the Tomar drumhead sign.



Bob Werre

## **PASSENGER CAR MODELING**

# ALONG NARROW-GAUGE RAILS

BY RUSS COLLMAN

**SO MANY THINGS** have been happening in the world of Sn3 scale models the past few months it has been hard to keep up with it all.

**P-B-L's LATEST RELEASES...** P-B-L's older versions of the Denver & Rio Grande Western's ever-popular C-16 Class (originally Class 60) 2-8-0's should be arriving about the time this copy is printed — if not before. These little jewels will be in four "variants": [1] No. 268 in "bumblebee" livery — as she was painted for the 1948 Railroad Fair in Chicago, [2] No. 278 in a 1940's style appearance, with a footboard-type pilot, original domes and cinder catcher, [3] No. 278 in an earlier 1930's version, with standard pilot, and [4] Nos. 206, 268 and 278 — all circa 1904, shortly after automatic couplers replaced the old link-and-pin "knuckle-busters" — with a big box headlight, diamond stack, wooden pilot and cab, and fancy flanged domes. Beyond that, many of these "old-timers" will sport the Rio Grande's original "Russian-iron" livery! P-B-L says that the response to the diamond-stack Class 60 version was "almost overwhelming," allowing them to produce models representing three different numbers.

In line with the response P-B-L got for the c. 1904 2-8-0's, they promise to produce several "turn of the century" plastic Sn3 kits over the next two years.

Also in the works for 1990 is the West Side Lumber Company's tankcar No. 2, as well as the D&RGW's 9600-series "pipe gon."

Reservations are now being accepted for the following Sn3 locomotives coming in 1990: [1] Rio Grande Southern's No. 42, originally a Class C-17 2-8-0 (No. 420 on the D&RG), [2] D&RGW C-17's Nos. 300 and 302 — and maybe turn-of-the-century versions, Nos. 417 and 422, if the demand warrents. Also tentatively slated for production in 1990 is [1] the D&RGW's T-12 4-6-0's, Nos. 169 and 173, the road's "standard" Tenwheeler for many years, and [2] three versions of the Southern Pacific's little 4-6-0's, Nos. 8, 9 and 18.

Coming from SAMHONGSA in 1990 will be P-B-L's long-awaited Crystal River / D&RGW C-21 outside-frame 2-8-0's, Nos. 360 and 361. These "Little Mudhens" will be available in both a late '30's and a mid-'40's version. P-B-L has already mailed out "upfront letters" requesting a down payment of \$200.00 for each model ordered by advance reservation. Because of the type of advance payments required, the availability of these popular Consolidations on a non-reserved basis may be rather limited due to the high cost of production.

Later in 1990, P-B-L will be importing two versions of the D&RGW's largest type of narrow-gauge engine, K-37 outside-frame 2-8-2's, Nos. 492 and 497. These husky Mikados will be produced in both 1930's and 1940's versions — and P-B-L is accepting advance reservations now (no money required yet).

Reportedly, P-B-L has located a new builder who is willing to produce high-quality short-run brass models, thus enabling the importer to give the green light to several locomotive projects that otherwise would not be "in the works" for 1990 and 1991.

A super-detailed S-scale structure kit was also announced in September. This is P-B-L's urethane-plastic kit of the Rio Grande's little Sargent depot — long the focal point of the road's helper station on the west side of Marshall Pass. This depot measures only 9-1/4" x 5-3/4" over the hip-style roof, making it an attractive model for many S-scale modelers. By the way, the Rio Grande Southern had a similar depot at Placerville, Colorado, although it had a longer freight section and a relatively low tower over the bay window. Kit-bashers might take note.

**MINI-STRUCTURES S-SCALE CUSTOM KITS...** About the end of 1989 the long moribund Mini-Structures line of 3/16"-scale kits — including depots, water tanks and other lineside structures — will again be available. However, at this time, the kits will be available *on special order only* direct from the producer, **BK ENTERPRISES**, 12874 County Road 314, Buena Vista, Colorado 81211. This firm also has Codes 70, 83 and 100 switch frogs in S and Sn3, as well as wooden ties and nickel-silver turnout kits.

**NEW Sn3 KITS COMING FROM OVERLAND...** During the recent ninth National Narrow Gauge Convention in Durango **OVERLAND MODELS** announced the advent of a new line of Sn3 styrene plastic kits. OMI, in cooperation with **GRANDT LINE** of California, will be offering styrene craftsman kits of Colorado & Southern's standard coal car (gondola), boxcar and reefer. Presumably, the correct Bettendorf trucks will be available, too. By the way, several of the C&S boxcars and reefers wound up on the Rio Grande Southern, as well as in the far north on the White Pass & Yukon, after the demise of the C&S.

Brass Sn3 locomotives currently due from OMI are three versions of the Colorado & Southern's Class B-4d 2-8-0's — Nos. 65, 69 and 70. No. 70 was the only oil-burner owned by the C&S, while the 65 and 69 were coal-burners, equipped with the highly unusual Ridgway spark arrester. The models of these Baldwin-built narrow-gauge Consolidations of 1890 are being handcrafted by **M.S. MODELS** of Korea.

During 1990, Overland plans to release no less than six versions of the Colorado & Southern's once ubiquitous 2-6-0's — Nos. 5, 6, 8, 9, 21 and 22. Delivery dates will be announced later.

Overland also is considering the production of three or more versions of the Denver, South Park & Pacific's (C&S) 2-6-6 Mason Bogies. However, this is dependant on solving certain mechanical problems.

**RAILMASTER EXPORTS ANNOUNCES NEW S-SCALE KITS...** At the top of the RAILMASTER list is their little Sn3 Southern Pacific 50-ton GE diesel engine, No. 1 on the SP roster — called the "Little Giant" by SP men and railfans. This 3-foot narrow-gauge diesel was built for the SP in 1954, and was similar to several other slim-gauge 50-tonners that went to Central America. No.1 was operated on the SP's Owens River Valley line between Laws and Keeler in northern California. Interestingly, this kit is also available in a center-cab version.

This colorful kit needs an HO-scale Athearn, Kato or

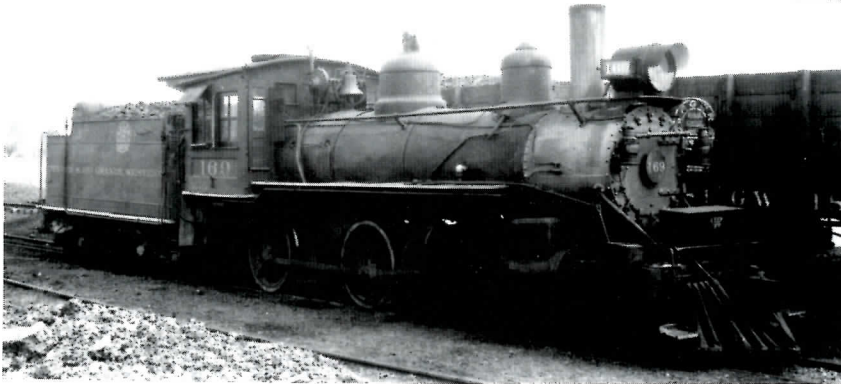
*Continued* —————>

# DENVER & RIO GRANDE WESTERN Narrow-Gauge 4-6-0

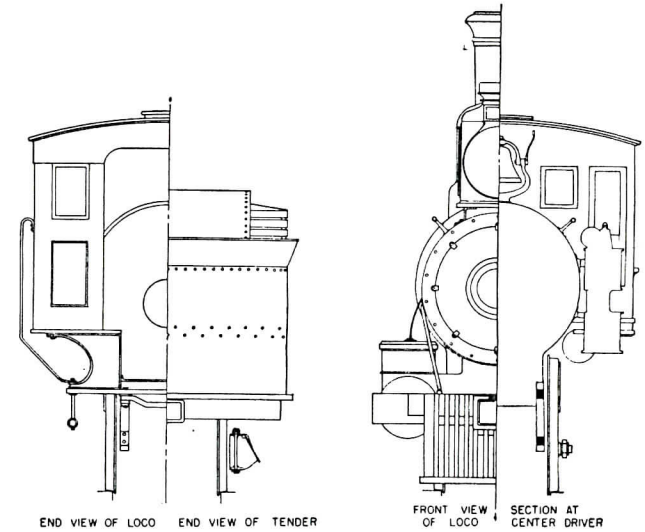
*THE RIO GRANDE'S 4-6-0 No. 169, a Class T-12 (originally Class 47) engine, was a Baldwin product of 1883. In the view (at right), she was working on the Santa Fe Branch when Otto Perry photographed her on April 17, 1933. Barred from pushing steel south into Santa Fe by an 1880 agreement, the D&RG got around this restriction by purchasing an independent short line in 1895 — the Santa Fe Southern. Later, this line became a part of the Rio Grande system. The passenger train was No. 426, and it was photographed not far from the southern terminus.*



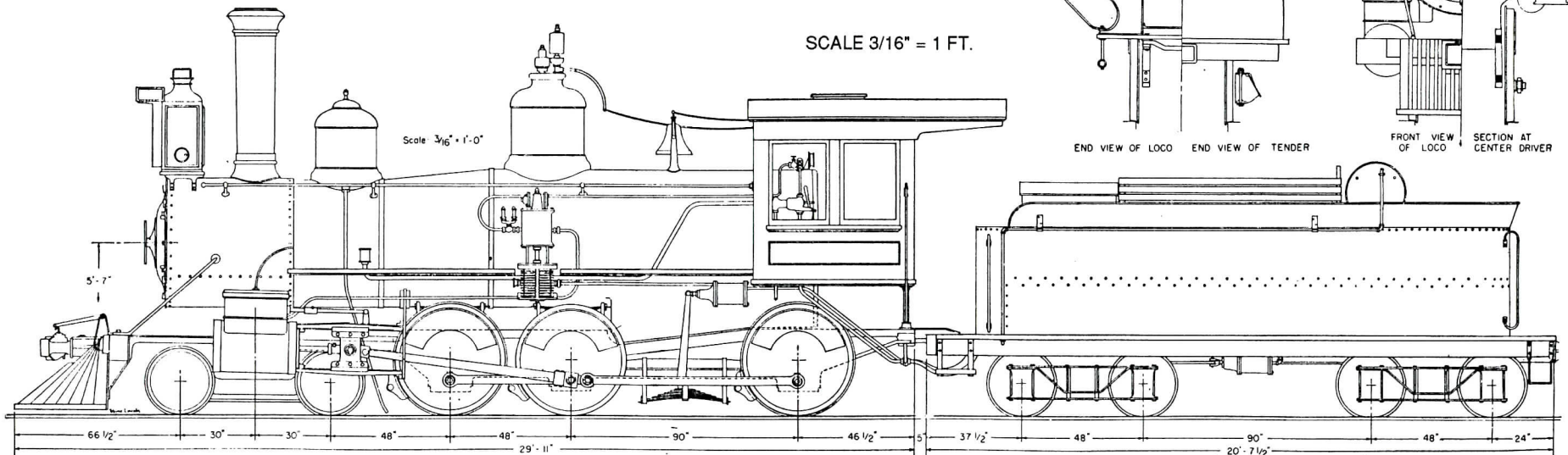
PHOTOS BY OTTO PERRY — COLLECTION OF DENVER PUBLIC LIBRARY, WESTERN HISTORY DEPT.



*IN THE VIEW at left, 4-6-0 No. 169 was resting in the yard at Santa Fe, awaiting a run back up the branch to Alamosa. P-B-L has tentatively scheduled this Ten-wheeler for production in 1990.*



SCALE 3/16" = 1 FT.



FROM THE FILES OF THE NARROW GAUGE GUILD

## ALONG NARROW-GAUGE RAILS *Continued...*

Bachman diesel-switcher chassis for motive power and trucks.

Previously, Railmaster had announced the availability of the General Motors G-8/G-12 diesel road switcher in either Sn3 or Sn3-1/2. The G-8 kit is based on the six 1955 G-8 units operated by the Canadian National's 3'-6"-gauge line in Newfoundland. The G-12 kit is based on a 1960 GM export model, equipped with dynamic brakes; however, it can be adapted to match the two units purchased by the London & Port Stanley Railroad — which ended up on the CNR's Vancouver Island line, primarily serving lumber mills (both standard-gauge operations). Railmaster will make-up a kit (or kits) to suit the modeler's wishes *at no extra cost*.

Both the G-8 and G-12 kits require an Athearn SD-9 chassis, or can be purchased with a Sagami-powered custom chassis at a slightly higher price.

**NEW "PERIOD" ROAD VEHICLES...** Railmaster also has several new S-scale road-vehicle kits — including a 1930's Ford sedan, a 1938 Chevrolet coupe, a 1940's Woody ranch wagon, as well as Dodge, Ford and International (IH) trucks, with either flatbeds or low stakebeds. A Ford Model A sedan with the top down, a Model A taxi, a Model A delivery van and a Model A pickup truck will join the above 3/16"-scale vehicles within about a month. And a little later, Railmaster will release a range of period Ford Model AA trucks. Incidentally, if you are interested in obtaining older S-scale cars and trucks, John Agnew of Railmaster would like to hear from you. He needs photographs and/or drawings of classic vintage vehicles. He also is looking for someone to serve as his patternmaker, capable of doing S-scale human figures and animals. Railmaster is located at 4 Karamu Street, Te Atatu, Auckland 8, New Zealand.

**A NEW DIESEL IN STANDARD GAUGE...** Also coming from Railmaster in 1990 is an ALCO RS-2 (3/4/5) DIESEL ROAD SWITCHER in S scale — *standard gauge*, that is. You will be hearing more about this S-gauge kit as time goes on.

Railmaster is also considering a "generic" Sn3 kit for Rio Grande's Class 60 (C-16) 2-8-0. Could a Roundhouse HO 2-8-0 chassis be used as the basic mechanism for this type of kit (milled down to fit Sn3 specifications)? Do you have any ideas?

**TRIANGLE SCALE MODELS' NEW NARROW-GAUGE CARS...** For some time now Triangle Scale Models has been producing a growing number of older Denver & Rio Grande narrow-gauge car kits and newer Colorado & Southern / Rio Grande Southern cars. This has included the 4000-series D&RG boxcar and the somewhat newer C&S/RGS boxcar and reefer. These Sn3 cars are craftsman kits and definitely of high quality.

Without any fanfare, Triangle has offered a new craftsman kit of the D&RG's 700-series NATIONAL COAL DUMP CAR. This series of drop-bottom dump cars was built for the Rio Grande by the American Car & Foundry in 1904. Over the years, several mechanical changes were made on these interesting wooden gondolas, the first one being in 1918, when the winding arrangement of the door-release mechanism was rebuilt. At this time the cars had a large "D & R G" (with a matching number) stenciled on their sides and no herald.

In 1924, the D&RG merged with the Rio Grande West-

ern of Utah, and the Denver & Rio Grande Western Railroad was born — with a standard-gauge mainline between Denver, Pueblo, Salida, Glenwood Springs, Grand Junction, Provo, Salt Lake City and Ogden. And at this time the "Royal Gorge Route" herald was applied to freight cars, along with the new "D & R G W" initials. The narrow-gauge cars also got the new lettering scheme, including the drop-bottom gondolas. Most of the freight cars remained standard "freight-car red," a slightly darker oxide red than the color used by the C&S.

The gondolas retained the oxide-red color after being shopped in 1926, and kept this color until the end of narrow-gauge operations. During the third rebuilding — in 1936 — many changes were made to the cars, including a heightening of the sides and ends (on most cars, that is) by the addition of a six-inch board. In 1940 the last change was made, when the railroad began applying the famous "flying" *Rio Grande* lettering (or is it a herald?) to all of its freight cars. The Triangle kit represents the 1936 version of this workhorse gondola.

By the way, toward the end of D&RGW narrow-gauge operations, in the 1960's, the drop-bottom gondolas outnumbered other types of gondolas, and were the third most numerous kind of freight cars — after boxcars and stock cars.

Another new release by Triangle is a two-in-one kit of a 21-foot SKELETON LOG CAR — similar to cars operated by the New Mexico Lumber Company. This kit is simplicity itself, especially when compared with the complex drop-bottom gondola kit. Nevertheless, this is an attractive log car, and it will make your Sn3 logging operation more interesting.

These diminutive log cars were common on Western logging lines, and many were "home-grown," or were built by such firms as the Russell Company. The cars basically consisted of little more than a center sill with heavy wooden bunks (to hold the logs).

**MORE NEW S-SCALE STRUCTURE KITS...** Several new structure kits have been added to the growing ranks of these buildings and bridges in S scale. We cannot list them all, but some of them are: [1] CIBOLO CROSSING'S Blacksmith Shop, [2] THE BUILDING & STRUCTURE COMPANY'S "Hodges Hardware" (a limited production run of 100 kits), and [3] TAURUS PRODUCTS' Colorado & Southern Forks Creek Depot. Incidentally, both TAURUS and FINESTKIND have recently released kits of Western lineside ore-bin structures, while the Building & Structure Co. has stone bridge abutments of two or three different kinds. Cibolo Crossing also has an interesting HO model of the "Salida Coal Company" building which can be modified for S-scale use.

**ODDS AND ENDS...** KAPPLER MILL & LUMBER COMPANY, 1760 Monrovia, A-15, Costa Mesa, California 92627 is offering a new catalog for \$4.00. PRECISION SCALE COMPANY also has a catalog available — in S scale — for \$3.50. Write to PSC at 1120-A Gum Avenue, Woodland, California 95695.

PSC also wants input regarding whether or not modelers want three new Sn3 rolling-stock projects. These are: [1] the D&RGW "San Juan" passenger train (consisting of an RPO car, baggage car, vestibule coach and a parlor car), which would be painted and lettered, have working diaphragms, interior partitions, a drumhead sign on the rear end of the parlor car and sprung trucks, [2] the Nevada-County narrow-gauge side-door caboose No. 1 — available

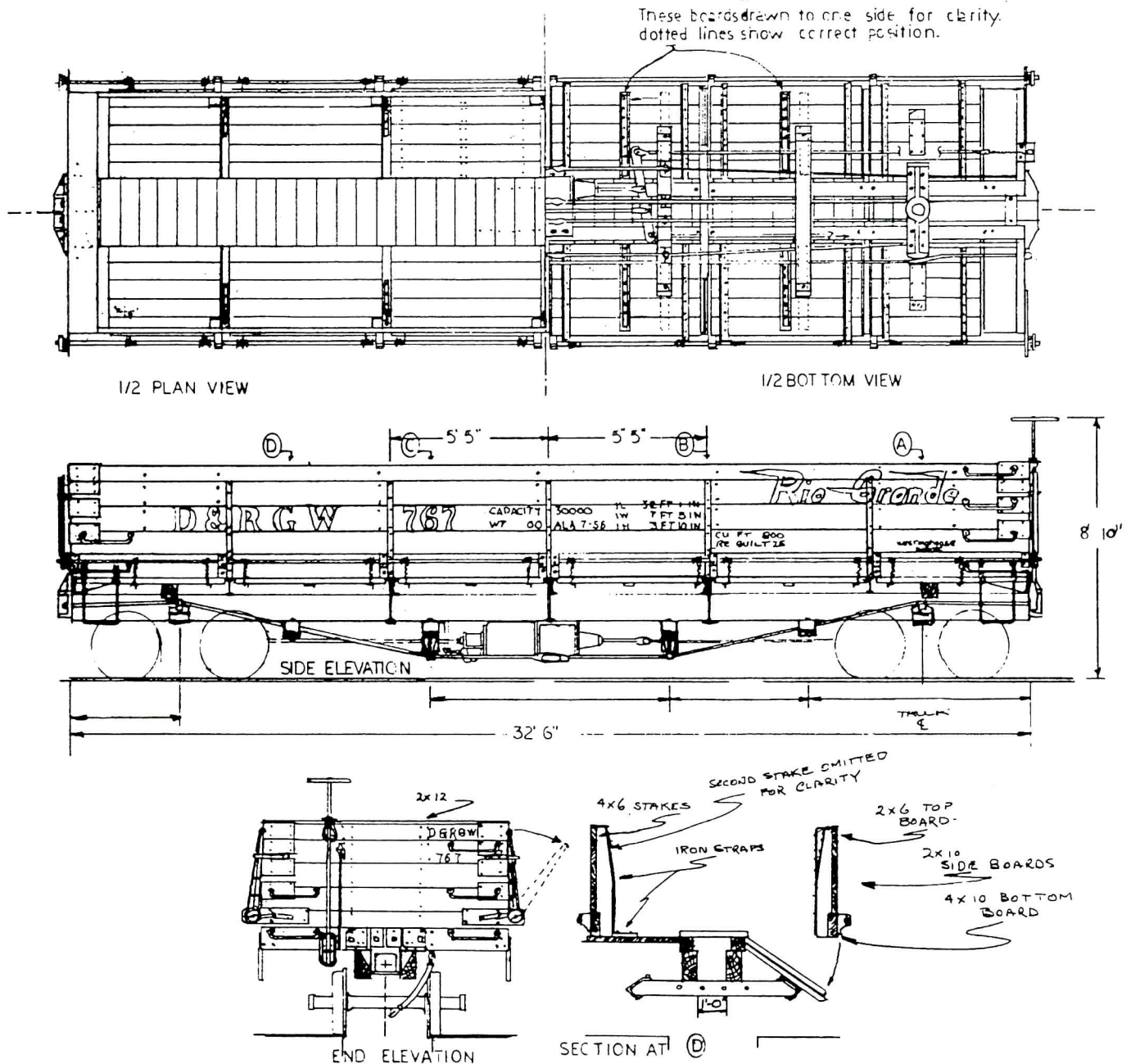
**ALONG NARROW-GAUGE RAILS *Continued...***

This caboose will be available either in a painted-and-lettered version or unpainted and unlettered. And lastly, PSC wants to know if there is sufficient interest in a West Side Lumber Co. caboose (No. 1) and a tankcar to warrant production. As with the NCNG caboose, these models would be available either painted and lettered or unpainted. Let PSC know at the above address.

**CHICAGO EXPRESS PRODUCTS** presently is taking orders for their Sn3 EAST BROAD TOP two-bay hop-

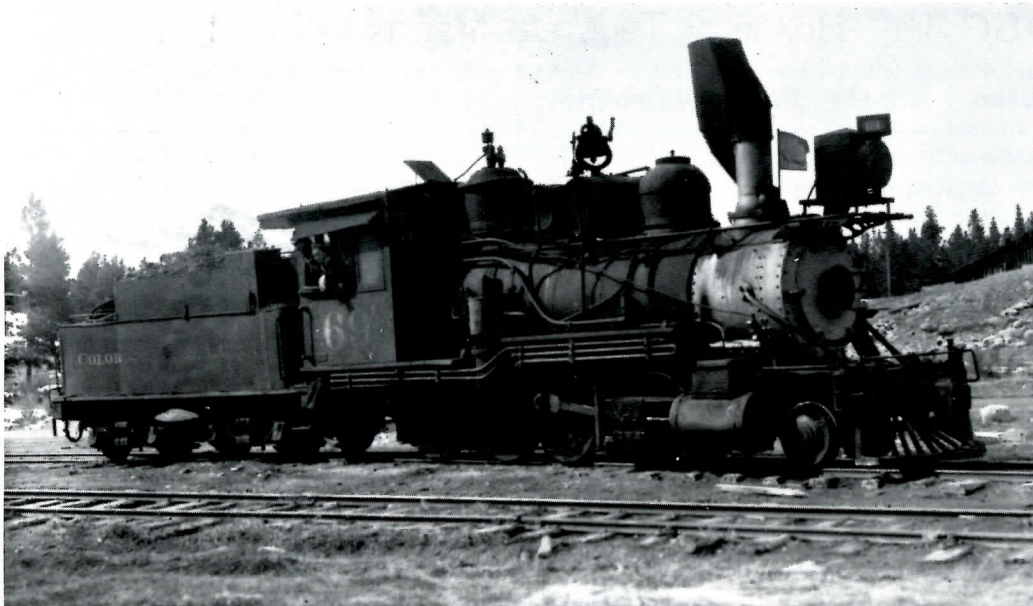
per car. This twin hopper will be available direct from the manufacturer only. Contact them at 6301 North Canfield Avenue, Chicago, Illinois 60631. (Other East Broad Top cars are available through this firm, too, including an unusual outside-frame boxcar.)

**THE FIFTH NATIONAL Sn3 SYMPOSIUM** and Narrow-Gauge Convention will be held on February 17, 18 and 19, 1990, at the Red Lion Inn in Costa Mesa, California. For information send a stamped, self-addressed envelope to REGISTRAR, 5861 Compass Drive, Los Angeles, California 90045, or telephone 213 / 645-4814.



**DENVER & RIO GRANDE WESTERN RAILROAD  
700-SERIES DROP-BOTTOM GONDOLA  
("NATIONAL COAL DUMP CAR")**

A new Sn3 craftsman kit now being produced by  
Triangle Scale Models, P.O. Box 26654, Dallas, Texas 75226



## ALONG NARROW- GAUGE RAILS...

*LEFT:  
Colorado & Southern  
2-8-0 No. 69  
will be one of the  
next Sn3 engines  
produced by  
Overland Models.*

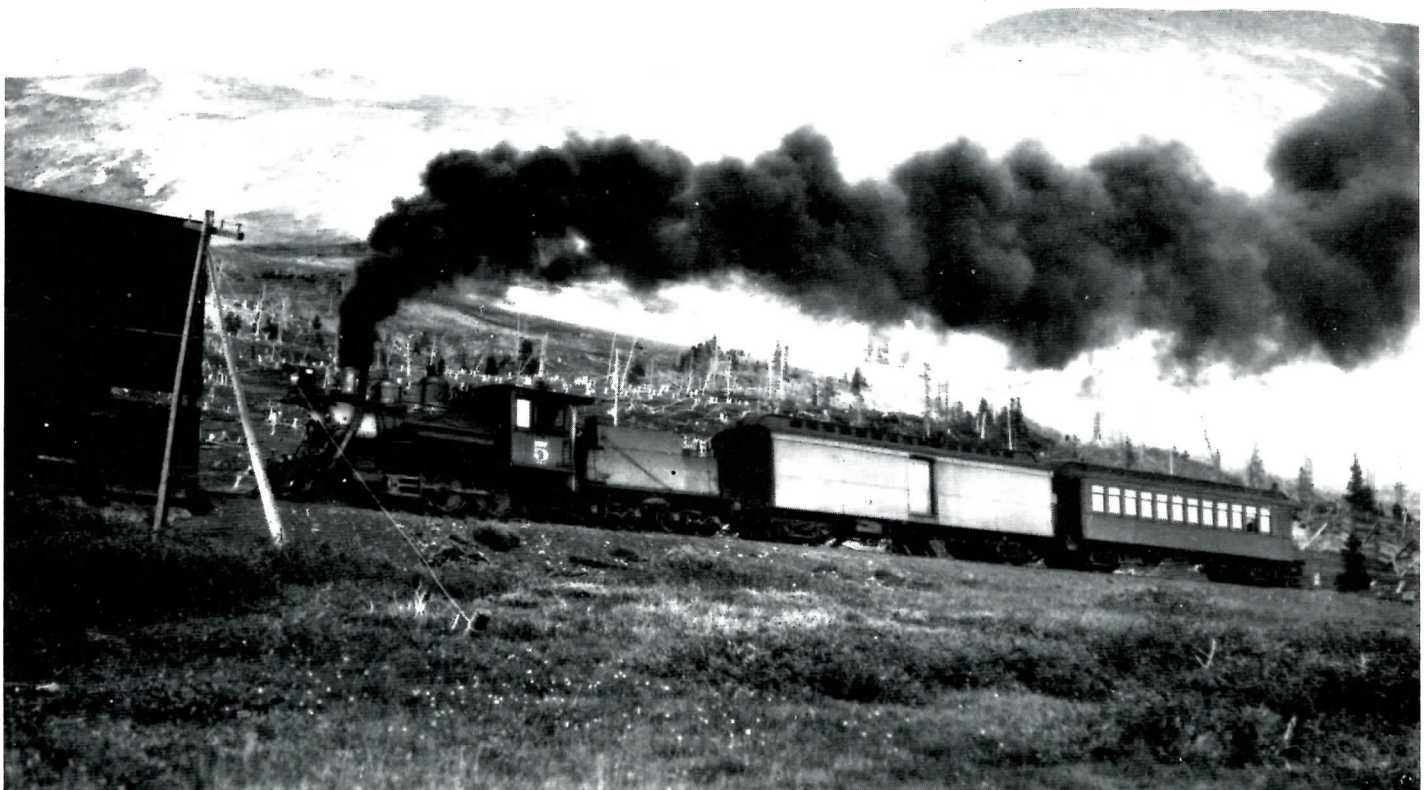
SP DIESEL PHOTOS COURTESY  
RAILMASTER EXPORTS

*RIGHT: Railmaster Exports of  
New Zealand currently is offering the  
Southern Pacific's 50-ton GE diesel  
switcher No. 1 in Sn3. This little diesel  
operated on the Owens Valley line of  
the SP.*



*BELOW: During 1990 Overland  
Models plans to produce six versions  
of the Colorado & Southern's colorful  
2-6-0's. Here No. 5 is near the summit  
of Boreas Pass on the South Park's  
"High Line" to Leadville.*

C&S PHOTOS BY OTTO PERRY — COLLECTION OF THE DENVER PUBLIC LIBRARY, WESTERN HISTORY DEPT.



# MINUTES OF THE BOT MEETING

## NASG, INC., BOARD OF TRUSTEES MEETING

BY JIM KINDRAKA

**THE MEETING** was called to order in the Park Place Hotel in Kansas City, Missouri, at 8:15 p.m. on June 16, 1989. Present were President Ed Loizeaux (EL), Executive VP Mike Ferraro (MF), Secretary Jim Kindraka (JK), Eastern Region VP Doug Peck (DP), Central Region VP Tom Hawley (TH) and Western Region VP Lee Johnson (LJ). Treasurer Don Thompson (DT) was absent, and incoming Central Region VP Paul Stevens (PS) arrived later. Kent Singer (KS) and Jim Whipple (JW) were invited to address the Board on the subject of conventions.

LJ reported that the Kansas City convention was beyond the break-even point and registrations would be 140+, spouses and children not included. Convention-car sales were slow, but again, beyond the break-even point. There was some Board discussion that future convention cars should not be "just another paint scheme on the American Models 40' boxcar." LJ has begun preliminary work on the Convention Handbook and targeted 1991 as the completion date. KS pointed out that the convention section of the book was completed in 1987. After some discussion, it was decided the handbook should also include a section on joint conventions.

The report on plans for the joint NASG/NMRA convention in Pittsburgh in 1990 was given by JW. The dates in 1990 are July 30 thru August 5. The clinics and banquet will be in the downtown Hilton and the exhibition in the Convention Center approximately six blocks away. Promotional hand-outs detailing rates and convention activities are available on the NASG table in Kansas City (copy attached). Set-up of modules in the Convention Center will be Wednesday, August 1. Breakdown of the modules cannot begin before 5 p.m. on Sunday, August 5. Don DeWitt is Layout Manager for the event, and his concerns were presented to the BOT by MF in written (attached) form.

JW indicated no problem with Don's desire to communicate with NMRA directly. However, he explained to the Board that all Convention Center planning and activities are run from an NMRA office in Washington, D.C., and the process is very bureaucratic. JW will also investigate the possibility of renting stanchions in the Pittsburgh area. The Board reviewed the difference between "fire-proof" and "fire-retardant" drapes for modules and requested a clarification of which is required.

The convention banquet will be Friday night and NASG will participate in this as a joint event. A totally separate banquet would be logistically a problem for the local committee and also much costlier than the planned affair. Model contest entries will be displayed in the same room as NMRA entries, but judging will be at different times. Because of the Convention Center activities, the BOT asked the committee to investigate an NASG only breakfast meeting on Sunday morning for awards presentation and the annual general business meeting. This would have to be coordinated with the Sunday opening time for the convention center.

JW and LJ continued with a discussion of a convention car. Wabash Valley kits of Heinz billboard cars were preferred by the committee. Two schemes and a total of 200 cars were suggested. The Board concurred, but recommended a backup in case these could not be delivered. An American Models P&WV gondola was favored by JW. Also, an idea of building the Wabash Valley kits to provide R-T-R sales was discouraged by the Board as consuming too much time from the limited manpower in the Pittsburgh area.

Discussion of a manufacturers' subsidy to bring out the maximum number of manufacturers/dealers followed. A 10' x 10' display booth will cost \$150.00. This includes a \$35.00 "no frills" registration. Booths can be shared by more than one manufacturer. The Board considered a 50% subsidy. The suggestion was made that S-scale booths be grouped together for maximum impact. A motion was made and seconded (by JK/EL) for NASG, Inc. to offer a \$75 subsidy for S scale or gauge booths at the 1990 NMRA/NASG convention. To receive the subsidy, the manufacturer/dealer would have to agree for the booth to be located in the general S group. This provision was specifically made to encourage any Sn3 manufacturers to become part of the S group display. The motion passed unanimously.

Following the detailed discussion, there was a general discussion of lines of communication. JW is to remain as the primary contact person for all items associated with the Pittsburgh convention.

The next item was a discussion of the 1991 convention site. A written bid was submitted from the Syracuse area for this convention. KS presented the bid and there followed a brief discussion of certain aspects of it. KS pointed out that the budget portion was still under negotiation and the local Chamber of Commerce had offered assistance. A motion was made (by JK/LJ) to approve Syracuse, New York, as the site for the 1991 NASG Convention. As part of this motion, the BOT requested the organizing committee to work to present a budget that was reasonably improved in the areas of room and convention space rates. The motion passed unanimously. KS presented the Contest Committee report (copy attached). KS and JW were then excused so the BOT could meet in closed session. There followed a short discussion of future goals and directions for the Convention Committee. LJ reported he expected to finalize a replacement for outgoing committee chairman Ken Zieska during the convention. The BOT also agreed to present the BTMA at noon on Saturday since the recipient would not be attending the Saturday evening banquet.

DP reported that the 1988 A/F car was sold out and fewer than 25 units of the expanded 1989 car order remained. Delivery of the 1989 A/F cars is expected on July 1st. The next A/F car is in the planning stages with nothing definite to report. DP then outlined to the BOT his idea to combine the A/F Car and A/F Enthusiasts Committees into one committee. Each A/F-oriented club would be asked to provide one member for the committee and an additional

*Continued* —————>



## AMERICAN FLYER "S" GAUGERS OF THE ST. LOUIS AREA

*AFSGSLA members shown meeting at Jim Louis' home. Left to right: Jim Louis, Marty Glass, Chris Leonhardt, Gary Bohn, Bob Keith, Mark Wallace, Jim Wagner, David Svehla with son Brian, David Daniels, Eric Leonhardt, Morris Berk III - coordinator, Gary Mueller and Pete Mihelich. The club was asked to modify the Famous Barr department store layout for Christmas. May Company executives wanted more trains and more action. More on this next issue.*

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### BOT MEETING *Continued...*

goal would be to provide at least one A/F article for each *DISPATCH* issue. DP volunteered to head up this new combined committee. Incoming President MF approved the idea and the entire BOT concurred this represented a positive step. EL reported that the brass car project could not be pursued further owing to the importers withdrawal from the project. He encouraged the Board to actively search for an S-scale-oriented project to replace brass cars.

The *DISPATCH* report was given by EL. Current editor, Dick Karnes, will do one more issue and DT has volunteered to do the one after. No new editor has been found to take over following the October issue. The advertising inserts have begun costing NASG more in increased postage and handling than they are bringing in. A motion was made (MF/LJ) to increase the cost of a single side *DISPATCH* insert to \$75.00 and a double side to \$100.00. Regular *DISPATCH* advertising rates would remain unchanged. The motion passed with five yes votes, EL abstained. EL asked the Board to establish a price for the membership mailing list since it has expanded to over 900 names. A motion (by JK/EL) was passed unanimously to set the price for

NASG's mailing labels at \$50.00.

The Board next discussed providing an honorarium to the future *DISPATCH* editor to help in recruiting. A motion was made (by MF/DP) to provide a \$1,000.00 annual honorarium to the *DISPATCH* editor, provided that editor attends and reports on the annual NASG convention in the *DISPATCH*. This will take effect with the 1990 Pittsburgh convention. The motion passed unanimously.

The 1989/1990 budget was discussed. PS said auction profits would be combined with overall convention profits for Kansas City and should not be shown as a separate line item. The budget was modified for changes made during the BOT meeting and moved for passage (by MF/LJ). The budget passed unanimously.

EL reported that the idea of changing NASG's charter from a fraternal to an educational organization for tax-deductible donation status had been investigated, but was not feasible. The organization will always be viewed as fraternal. EL also took the opportunity to welcome the BOT's newest member present, Paul Stevens.

A motion to adjourn (by TH/LJ) was made and approved. The meeting ended at 11:30 p.m. on June 16, 1989.

*Respectfully submitted, James Kindraka, Secretary*

# CENTRAL JERSEY S SCALERS

## 8TH ANNUAL FALL GET-TOGETHER

BY DON THOMPSON

**THE CENTRAL JERSEY S** Scalers held their 8th Annual Fall Get-Together on the weekend of November 3rd, 4th and 5th. Over 60 S Scalers attended this year, with just about everyone staying for the banquet.

This year also had the largest number of dealers, with Walt Danylak of **G & W**, Russ Downs of **Ace**, Jeff Wilson of **Hoquat**, Don DeWitt of **S Designs**, Charlie Brown Sr. and Jr., Dan Navarre and Jim Kindraka of **River Raisin** and Mike Ferraro and myself for **S Helper Service**. Several new products were introduced. **River Raisin** displayed pictures of two versions of a Phaudler express milk car, both a 40' and 47' will be available, as well as their painted H-30's and H-32's in PRR and ConRail. **S Designs** had literature on its latest project, series No. 3, which included four 40' **American Models** boxcars and two 50' **Pacific Rail Shop** boxcars (see insert in the last *DISPATCH*). Also, they had the 1952 Ford tandem trailer trucks for sale. The newest company, **S Helper Service**, had flyers for the new ALCO FA-2's and FB-2's that will be made for them by **American Models**. The flyer had an order blank for all the different versions, as well as undecorated (see insert in the last *DISPATCH*).

Although this was not the largest modular layout at a Fall Get-Together, it did go up the easiest, with only one change needing to be made. But, that is the beauty of the modules, if it does not work right, just replace it. We had modules from five states, with the furthest arriving from Michigan. All the modules had arrived by early Friday evening, and for the first time, everything was running by the time the doors opened on Saturday. To give anyone who wanted a chance to operate their railroad equipment, an hourly schedule was kept for both mainlines on the loop and the years on the branch lines. Even though every hour was not reserved, trains ran continuously on the loop and

the majority of the time on the branches. Some of the more interesting equipment seen was Vic Roseman's New Haven EP-5's (three units), and a pair of green-and-yellow PA's, with a string of NH coaches painted in the black, orange and white scheme, as well as a set of stainless-steel cars; Jim Miller's N&W Articulated "A," that was imported by **Overland** and operated around the loop; Don DeWitt's freshly painted **American Models**' D&RGW GP-9 in black-and-orange "flying" Rio Grande livery; and Stan Stockroki's fleet of front runners. There was more, but I am unable to remember all of it.

This year's clinic was presented by Doug Miller on how — without going broke — to use expandable urethane foam for scenery. Doug has found an alternate source other than **Mountains in Minutes**. Apparently, this product is used by taxidermists and can be purchased through them or their supply houses.

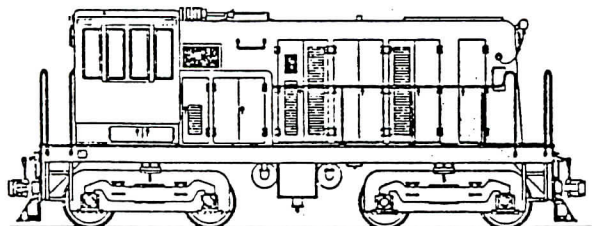
As always, we had a twelve-foot submarine sandwich for Saturday's lunch, and a buffet dinner with the usual fare, plus Beef Bourguignonne and Lemon Chicken. Don DeWitt's after-dinner talk was about the latest S publication, *The S Scale Modelers*. Don showed us out-take slides of future stories and features from the magazine. He also had a sample of an S-Scale decal set made by **Microscale** of a Lehigh Valley '60's-'70's era diesel set that is correct for the GP-9, GP-18, RS-11 and GP-38-2. This set is to accompany an article on how to paint these models and is to appear in the second issue. After that, we all heard from Vic Roseman, appealing to everyone to consider joining **Omnicon's** "gang of 100."

Sunday was spent operating the module, visiting the local hobby shops and doing some local railfanning.

We would like to thank all the dealers, S Scalers and module owners that attended. We are planning commemorative placques for this event. These are presented to all those who brought their modules.

PLEASE SEE THE FOLLOWING PAGE for a drawing of the modular layout of the Central Jersey S Scalers.

### NEW! Sn3 Railmaster Diesel



SOUTHERN PACIFIC No. 1 — "Little Giant" — the GE narrow-gauge 50-ton diesel engine used on the SP's Owens Valley line — — In Kit Form..... \$100.00  
(REQUIRES HO KATO OR SIMILAR SWITCHER CHASIS FOR MOTOR AND TRUCKS)

### S and Sn3 Brass Steam Locomotives and Diesel Kits IN STOCK From All Major Importers and Producers

- Freight-Car Kits, Including Log Cars, Tank Cars and Caboose
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- Scale Road Vehicles
- Brass and Plastic Detail Parts

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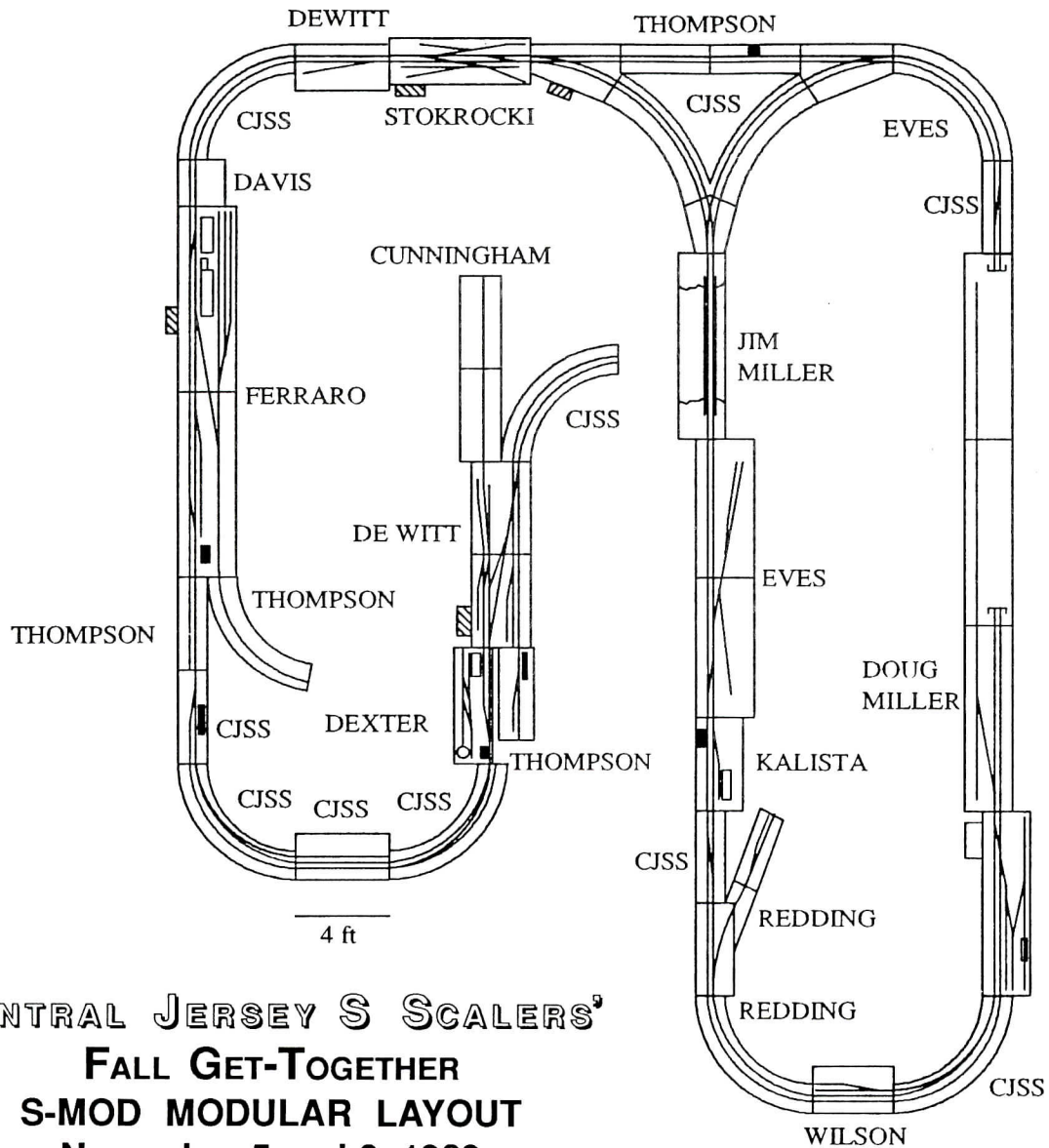
### THE COLORADO S-SCALE CONNECTION

THE RETAIL HOBBY SHOP OF...



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**CENTRAL JERSEY S SCALERS'**  
**FALL GET-TOGETHER**  
**S-MOD MODULAR LAYOUT**  
**November 5 and 6, 1989**

**WELCOME TO NEW NASG MEMBERS...**

Andrew J. Angyal  
 Warren Baldwin  
 James L. Caimano  
 Oliver Clubine  
 Bill Chaika  
 Kjell Collin  
 Clark Cone  
 Donald J. Fitzpatrick  
 Charles Hansen

David Holebrook  
 Don Jeffers  
 Robert Marchbank  
 Robert A. Marino  
 Clifford H. Mark  
 David Sapadin  
 Neil Vitek  
 Steve Weisenborn  
 Leroy Woodwell

**S-MOD QUESTIONS:**

Contact Don DeWitt, 37 Snow Drive, Mahwah, NJ 07430  
 Phone 201 / 529-8090

**S-MOD STANDARDS:**

Contact Ted Larson, 5 Kenicott Circle, Fairport, NY 14450

**MEMBERS:**

**\$1.25** for Standards  
**\$1.25** for Reprint of *DISPATCH* articles on wiring modules' control panels, April and June, 1989

**NON-MEMBERS: \$5.00** for complete package

# TRADE NEWS AND VIEWS

— BY DON THOMPSON —

## AFP PRODUCTS —

P.O. Box 480, Utica, Michigan 48087-0480

AFP Products is a company that sells wholesale American Flyer parts. Send for their price list. There is a minimum quantity on parts of 25.

## C-D-S LETTERING, LTD. —

P.O. Box 78003, City View, Nepean, Ontario K2G-5W2, Canada — *please note that this is a new address*

C-D-S has their 1990 catalog just about ready for distribution. The price is \$6.00 Canadian and about \$5.50 in U.S. dollars. They have announced a bunch of new sets: New Haven — 36' OB XM, 40' script XM, USRA black 2-bay hopper, red quad hopper, 36' double-sheathed XM 1937. Ann Arbor — four different PS-1 XM, twin hopper, three different two-bay LO's and a caboose set. Bangor & Aroostook — 40' and 50' XM. Canadian National — 40' aluminum XM and stock car. Canadian Pacific — steam-engine set and stockcar. Colorado & Southern 30' XM, 30' GS and 30' reefer, all narrow-gauge 1899 era. Rio Grande (D&RGW) 30' narrow-gauge drop-bottom gondola.

## CENTRAL JERSEY S SCALERS —

2 Roosevelt Avenue, Cranford, New Jersey 07016

The Central Jersey S Scalers have not yet received the Erie bay-window caboose. The delay at American Models is due to Ron working on the Code 148 trackwork. The tooling for the floor of the caboose was completed by an outside tool-and-die maker. The cost of this ran over budget, so that Ron will have to finish the body tooling himself. The good news is that Ron has agreed to make swing-motion Bettendorf trucks for the scale version. Hopefully we will see these by April.

## DOWNS MODEL RAILROAD COMPANY —

206 Lehigh Avenue, Gloucester, New Jersey 08030

Downs is working on his 1990 catalog. This 16-page catalog will include all of Russ' products, including his custom-lettered "Rusti" 50' Pacific Rail Shops boxcars and 40' American Flyer reefers, as well as Ace trucks and parts. The price is \$1.00.

## JOHN HALL —

2711 Pecksniff Avenue, North Wilmington, Delaware 19808

John has announced two new Pennsy freight-car decal sets. No. 128 is for a 40' boxcar and has the large 1950's-era PRR herald. This set also has the logo, "Don't stand me still." Set No. 127 is for a 50' car and has the same 1950's-era logo. The price is \$2.50 per set.

## PACIFIC RAIL SHOPS —

3205 Helms Road, Grants Pass, Oregon 97527

Pacific Rail Shops have finished-up the announced lettering schemes for their 50' boxcar. They have finished the Burlington Route (CB&Q), and they are working on the Texas & Pacific and Northern Pacific (boxcar red w/ small circular "yin-yang" [moon-sun] herald). They will finish with three schemes for Conrail (oxide red, green and blue

car). They are also matching the boxcar red for each prototype. Once these cars are finished, additional lettering schemes will be announced — Chessie, Atlantic Coast Line and Illinois Central. This spring they hope to have the double-door version of this 50' boxcar. On January first, the tooling for the 40' Pacific Fruit Express (PFE) R40-10 steel reefer will start. Delivery is expected in six months.

## RIVER RAISIN —

6160 Upper Straits Blvd., West Bloomfield, Michigan 48033

River Raisin is now taking deposits for the Phaudler milk cars — \$30.00 each. The new price for these cars is \$139.95 for the 40' car and \$149.95 for the 47' car. These cars will come pre-painted, with decals included, for all 13 lettering schemes. They are hoping to offer a Bakers Chocolate car as well; however, due to the larger size of the lettering, these may be a little extra. These guys are also working on Erie decals for the EMD F-7 and GP-9 diesels, and later, the ALCO FA units, as well as Pere Marquette and Chesapeake & Ohio EMD E-unit decals. Dan Navarre would like to trade a PRR E-8, with antennas, to anyone for a standard E-8, even-up. He has two PRR E-8's. Jim Kindraka has recently discovered that the **Overland** Rio Grande Leslie-type rotary snowplow, built in 1889 by Cooke Locomotive Works, was originally standard gauge, and was then regauged by the D&RGW. The models include both sets of trucks, and the cost is \$299.00. The tender is narrow gauge and does not come with standard-gauge trucks.

## S DESIGNS —

37 Snow Drive, Mahwah, New Jersey 07430

S DeSigns has less than five of the New Haven (orange) and three of the Western Maryland 40' American Models boxcars left. They are now taking reservations on Series B3 boxcars. These include standard 40' AM boxcars in Western Pacific (Tuscan red w/ orange feather emblem and yellow lettering), Southern (boxcar red w/ white lettering), and 40' plug-door boxcars in Santa Fe (reefer orange w/ black roof and black lettering on the sides) and Reading (reefer orange w/ black lettering on the sides and a blue diamond emblem). The 50' Pacific Rail Shops boxcars include a Pennsylvania green GAEX car, with yellow lettering and a Delaware & Hudson boxcar-red car, with yellow lettering. Only 100 of each car will be available, and the deadline for ordering is January 31, 1990. Don DeWitt needs 70 orders of any car to "make it a go." The price is \$20.00 per car, or \$19.00 if more than one is ordered. Shipping is \$2.25 per car, but only \$1.50 per car is three or more are ordered. Don has received the pilot models of the International (IH) Metro step vans. These trucks were built during the 1950's and '60's. The price will be \$7.50 each, plus \$1.50 shipping. The molds are being made for the tanker trailer. Thanks to John Bortz a virgin kit was located. The price has not yet been set for this trailer.

*Continued* —————>

### S HELPER SERVICE —

2 Roberts Road, New Brunswick, New Jersey 08901

S Helper Service has announced the second half of their plastic diesel project in S scale. As soon as the first run of the ALCO FA's is sold out, the tooling for **ALCO RS-3 road switchers** in injection-molded plastic will begin. If all goes well with anticipated sales of the FA's, they expect to have these new units in the fall of 1990. The price is expected to be the same as the American Models Geep's. Several people have asked about group orders or club discounts. If you reserve four or more units, a 10-percent discount will be applied to the cost of each diesel. You can mix or match units and road names. Incidentally, Ron will not sell dummy A units. S Helper Service expects to receive test "shots" of the A- and B-unit shells in December.

**Correction** — The insert for **S Helper Service** in the last issue of the *DISPATCH* had the wrong phone number. The correct number is: 1-201 / 545-9306.

### SOUTHWIND MODELS —

P.O. Box 9293, Plant City, Florida 33566

SouthWind has announced several new products for 1990. These include two versions of the finned Bordens Milk tankcar — \$110.00 per car with deposit, \$125.00 per car without — and five different oil tankcars, produced in conjunction with John Smith of **Pecos River Brass**. These include: [1] a Santa Fe TK-K class 12,500-gallon car built in 1918, [2] a Union Pacific 0-50-6 class 12,500-gallon car built in 1937, [3] a Southern Pacific 0-50-12 class 12,000-gallon car built in 1928, [4] a Southern Pacific 0-50-13 class car built in 1942, [5] a Western Pacific 12,000-series car built in 1929. All of these tankcars have AB brake systems. The prototypes all lasted through the "transition era," with many still in existence today as M-O-W cars, or possibly still hauling crude oil or gasoline products. Although these tankcars were often used in company service, they were also used in interchange service over Eastern and Southeastern roads.

The prices on these tankcars will be: A. Five-tankcar set "special edition," \$475.00 (with a \$250.00 deposit per set). One car of *each type* is packaged in one box for this set. B. Three-tankcar set "limited edition," \$315.00 (with a \$105.00 deposit per set). Three cars of the *same type* in each of these sets (five different sets). C. Single-tankcar "regular issue," at \$115.00 each (with a \$55.00 deposit per car). Deposits must be received on or before January 15, 1990, to qualify.

Prices for models listed above — without a deposit — or purchased after February 1990 are: \$575.00 for the five-car special-edition set, \$360.00 for the three-car limited-edition sets, \$125.00 for each individual tankcar (regular edition).

SouthWind's Pullman project has been re-negotiated. The new price is \$197.50 per car, with a \$75.00 deposit. Once these cars clear customs, the price goes up to \$224.50 each. The two cars that Jettie Padgett will be doing are Plan 2410 D and E 12-1 (DL&W, C&EI, B&M, NYC and PRR) and Plan 3997A (PRR and NYC). Both cars used the ice-activated air-conditioning system. Also, a price has been reached for the NYC diner. It is going to be priced the same as the Pullmans. Again, to obtain these prices, deposits must be made by January 15, 1990.

SouthWind also reports that they have a few RPO cars that have not been reserved, as well as NYC three-axle coaches and observation cars. The price for these cars is \$169.95 without a deposit.

The PRR hopper cars should be here about the time you read this. Jettie has some of these available, also, for those who have not reserved cars. Check with SouthWind for prices.

### NASG COPY SERVICE

Copies of articles that have appeared in the NASG Dispatch may be obtained, by members, upon request. To order a copy, the following should be sent to the NASG Copy Service, c/o Kent L. Singer, 105 Highland Drive, Baldwinsville, NY 13027:

1. The name or description of the article.
2. The volume and issue number which contains the article.
3. A large stamped, self-addressed envelope.
4. Your NASG membership number.

Until such time as the volume of requests becomes large, there is no charge or fee for this service.

Unfortunately, at the present time, neither a listing nor an index of the articles exist. In cases where the specific article and/or issue is unknown, research will be undertaken only as time permits.

If you are willing to help create and maintain a listing or index, your assistance will be greatly appreciated. Please contact the service committee at the above address.

### RUSTI

#### MODEL RAILROAD EQUIPMENT

- Custom-Painted Pacific Rail Shops
- 50-foot Boxcars
- Custom-Painted Gilbert Flyer Refrigerator Cars
- Lists Available Upon Request

### S SCALE

#### LOCOMOTIVE AND SUPPLY

- Claud Wade's Catalog — \$2.00
- New Price List — Free Upon Request

### ACE S GAUGE

- New ACE Fixed Hi-Rail Coupler
- Spacers for Code 110 Wheelsets
- Catalog — \$1.00

————— AVAILABLE FROM: —————

### DOWN'S MODEL RAILROAD COMPANY

206 Lehigh Avenue  
Gloucester, NJ 08030

**STEAM DEPOT —**

The Steam Depot of Pennsylvania has announced that they will be selling ALCO RS-1 (2, 3, 4 and 5) diesel road switchers with soft-metal cast bodies, produced by Railmaster of New Zealand to use modified Omnicon F-7 drives. The price is expected to be about \$200.00.

**TOMALCO —**

P.O. Box 158, McCracken, Kansas 67556

Tomalco is now offering both S standard-gauge and Sn3 flex-track with weathered rail. The new price is \$22.95 per bundle, with six three-foot lengths per bundle. This comes to \$1.28 a foot, and it is the lowest-priced flex-track in S scale. Swede also offers his track to dealers with a full dealer discount. So, if your local hobby shop does not sell it, tell him about it.

Tomalco also has a few D&RGW C-19 2-8-0's available. The price for this Consolidation — a little larger than the C-16 class — is \$375.00. These Sn3 engines were built by PFM. Swede also has drivers with gearbox for this 2-8-0, priced at \$45.00 for a set of four.

**3/16 "S"CALE RAILROADING —**

1446 Fremont Avenue, Los Altos, California 94024

This new S / Sn3 magazine should be at your hobby shop by the time you read this. I have seen a sample issue, and it is super! It is full of color photographs and articles by many famous S-scalers. I recommend that you not miss this first issue. A one-year subscription (five issues) is \$27.50.

Here are some of the upcoming features of the second issue in February...

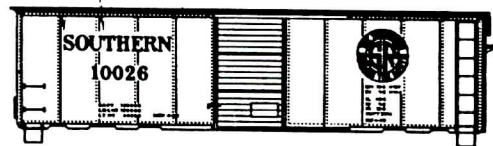
*The Berkshire Central* by Tom Coughlan — a pioneer S-scale layout — *Rio Grande Southern* by Gabe Bradford — remembering the prototype — *A Chop-Nose GP-9* by Stan Stokrocki — from an American Models kit — *Build an SP AC-11 Cab-Forward* by Jesse Bennett — Part 1, the running gear — *A One-Car Mixed Train* by Frank Titman — converting a Scenery Unlimited kit into a drover's waycar — *Sound For Rio Grande No. 50* by Bruce Herzog, MD — adapting electronics to a small Sn3 diesel locomotive — *Realistic Rust Without Chemicals* by Don Davis — achieving the right look with paints.

**— HELP ME! —**

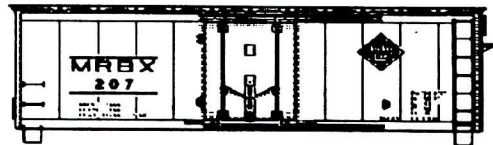
**I NEED INFORMATION** on new S and Sn3 products for the "Trade News and Views" column!

If you know of a new S-scale product, please let me know:

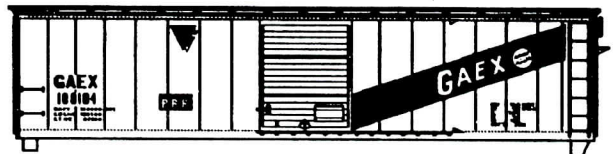
DON THOMPSON  
2 Roberts Road  
New Brunswick, NJ 08901  
Telephone (201) 545-9306



*S DeSigns AM 40' Southern Railway boxcar*



*S DeSigns AM 40' insulated boxcar for the Reading*



*PRP 50' boxcar custom painted for the PRR / GAEX*



*AM 40' plug-door boxcar painted for the Santa Fe*

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## LETTERS to the EDITOR...

## DAVID L. LAWRENCE CONVENTION EXPOSITION CENTER

Dear Sir:

Where is the new, revitalized HERALD that Rollie [Mercier] was going to publish? He's had my money for five months [as of May, 1989] - no magazine, no note, just my cashed check. I - and I will guess many others - got a copy of a two-page list of S items he had for sale. The real question? WHERE'S ROLLIE?

It's sad that this letter can't be more cheerful - there is a lot to cheer about in S - however, it is [this sort of problem that hurts,] maybe even more than a GP-9 can make up for. I left S five years ago because of the squabble and problems of 7/8" versus something else, etc. I'm back to stay now, but I just might have to turn the "noise" down!

One comment/suggestion for the future - print one article each issue from the old *S Gauge Herald*. This would add some additional technical content.

L. C. "Steve" Stevens

Dear Steve:

In 1985 Rollie Mercier purchased both the name and republication rights of the old *S Gauge Herald* from W. E. J. Collins, the last *S Gauge Herald* publisher. Therefore, the *NASG DISPATCH* cannot legally republish any *S Gauge Herald* articles without Rollie's permission (which we have not sought).

Rollie has published eight issues thus far since 1986. The first three were dated July-August 1986, October-November 1986 and December-January 1987. Then, he shortened the magazine's name to **The Herald**, and he began including some non-S stuff as well. By this time, **The Herald** was about five months behind its cover date, so in 1987, the magazine ceased carrying an issue date. The sixth (undated) issue was printed on lightweight uncoated paper, including the cover. The seventh issue, in a new large format (about 9" x 14"), appeared toward the end of the first half of 1988. The eighth issue - this time in small format (about 9" wide x 7" high) was out in October of 1988. I know of no issues since.

The "new" **Herald** appears to have been the victim of financial difficulty. Rollie used a variety of innovative attempts to attract S gaugers, non-S-gaugers, as well as attention at the magazine stand, apparently with little success. But it looks like we have seen the last of the **Herald** for a while.

— Editor

TO: The Membership of NASG and NMRA

The staff at the Lawrence Convention Center is honored that you have chosen Pittsburgh, PA, and more specifically, our facility, as the site for your joint national convention in the summer of 1990.

Pittsburgh is a city rich in railroad history, featuring trackage from the Conrail east-west mainline, Chessie, Norfolk Southern, P&LE, Union and Bessemer. In fact, the Amtrak station, which was formerly the Pennsy passenger station, is right across from the Convention Center on elevated track for your viewing pleasure.

For traction fans, Pittsburgh's new light-rail vehicles will provide a pleasant trip to the southern suburbs in a new articulated triple-truck car, operated from overhead catenary. A roundtrip takes about two hours.

The Lawrence Convention Center is a new, modern facility, occupying an entire city block. Be advised that Pittsburgh's city council supports a clean environment, and has passed an ordinance prohibiting smoking in all public places within city limits. Consequently, we ask that convention attendees comply with this ordinance so that a clean air environment in the various exhibit areas can be enjoyed by all.

I am looking forward to seeing you next summer, and will do everything in my power to make your visit to Pittsburgh a pleasant, memorable experience.

Sincerely,  
James M. Kiesel  
Executive Director

Dear NASG:

Just a quick thank you for your involvement with S scale, and wishing you all good health and prosperity through the new year.

Mike Sulzbach  
Orlando, Florida

**ARE YOU WORKING ON YOUR ARTICLE  
OR A PICTURE STORY FOR THE  
NASG DISPATCH ???**

# NASG CLEARINGHOUSE

## CURRENTLY AVAILABLE ITEMS

**COUPLER HEIGHT GAUGE** — These coupler height gauges were made for us by American Models. They are injection molded in bright red ABS plastic. They come complete with a Kadee® coupler and a mounting screw. Made to the 17/32" center-line coupler height.

The price is..... \$3.95 each, or 2 for \$7.50

**NASG S-3 and S-4 TRACK-AND-WHEEL CHECK GAUGE** — The NEW and IMPROVED NASG S-3 and S-4 Check Gauges are made of stainless steel, and they are engraved with the words "Track, Flange, Points and Wheels" for the appropriate side. Instructions are included with each check gauge.

The price is..... \$2.95 each, or 2 for \$5.00

**NASG TEE SHIRTS** — Our tee shirts are 100-percent cotton. The NASG logo is black on a white tee shirt.

The price is..... \$6.25 for child and \$7.50 for adult

**AMERICAN FLYER® CAPS, SWEAT and TEE SHIRTS** — Produced for us by RAIL SCENE Sportswear, both types of shirts are made of 50-percent cotton and 50-percent polyester, and they feature a crew collar.

The price of the tee shirt is..... \$7.25 for child and \$8.50 for adult

The sweat shirt features long raglan sleeves.

The price of the sweat shirt is..... \$11.50 for child and \$13.50 for adult

The caps have a polyester seamless front panel with nylon mesh front and back. Adjustable size to 7-7/8.

The price of the cap is..... \$7.50

**ADDRESS CHECKS AND RETURN TO:**

**NASG CLEARINGHOUSE**

Mr. David Bailey  
7571 Foxglove Place  
Macungie, PA 18062

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_  
ZIP \_\_\_\_\_ NASG Membership # \_\_\_\_\_

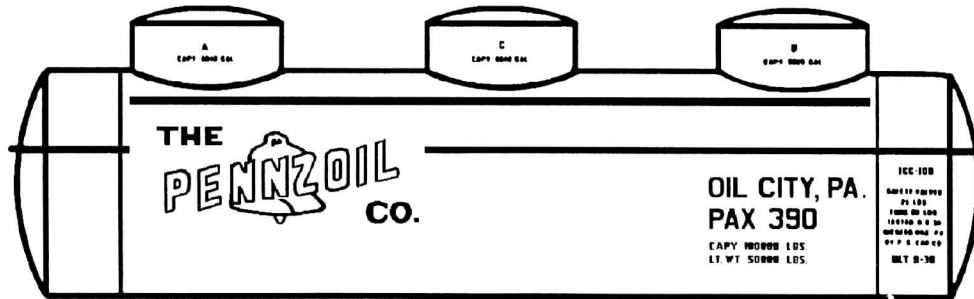
SIZE	2-4	6-8	10-12	14-16	S	M	L	XL	TOTAL
NASG									
A. F.									
COUPLER HEIGHT GAUGE — \$3.95									Quantity
S-3 and S-4 CHECK GAUGE — \$2.95									
CAPS — \$7.50 ea.									
SWEAT SHIRTS — \$13.50									
TEE SHIRTS — \$8.50									
SUB-TOTAL									
SHIPPING — 10% of Total									
<b>TOTAL</b>									

Allow 4-6 weeks for delivery

The National Association of S Gaugers Presents

# 1990 American Flyer™ Commemorative 3-DOME TANK CAR

Produced by LIONEL™ for NASG Members Only



**ORDER DEADLINE: MARCH 30, 1990**

The NASG has contracted with Lionel to produce a limited run of American Flyer 1990 Commemorative tankcars. The 1990 car, third in an annual series of NASG cars, will be a Pennzoil 3-Dome tanker used in the 1950's. The car, like the prototype, will be silver with black lettering. It will carry the black, yellow and red Pennzoil emblem and will have handrails and ladders. Trucks and couplers will be the normal American Flyer style.

We are limited by Lionel to sell these cars **ONLY TO CURRENT OR NEW NASG MEMBERS**. At least 50 cars will be reserved for NEW NASG members. **Current members: If your membership expires on 6-30-90, or later, you are already eligible to buy this car without additional membership dues.** You must be a member to be able to purchase this 1990 Commemorative car. This offer will last only until March 30th, or until the supply of cars is exhausted. At this time, we will accept paid orders for no more than two (2) cars per member. If you wish to obtain more than two, you can commit to additional cars, but **DO NOT** include payment for more than two cars. If the total run is not sold-out by the time of delivery, the unsold cars will be available to those who have committed to them, **ON A FIRST ORDER, FIRST SERVE BASIS** and you will be so notified.

The price of \$29.95 per car includes delivery, which is anticipated to be in August 1990.

**ORDER DEADLINE: MARCH 30, 1990**

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**NASG 1990 AMERICAN FLYER CAR**  
c/o DOUG PECK  
6 STOREYBROOKE DRIVE  
NEWBURYPORT, MA 01950

If you would like to buy more than 2 cars, please indicate how many EXTRA you wish to buy in the box: **DO NOT INCLUDE PAYMENT FOR EXTRA CARS.**

QUANTITY (circle number)

TOTALS

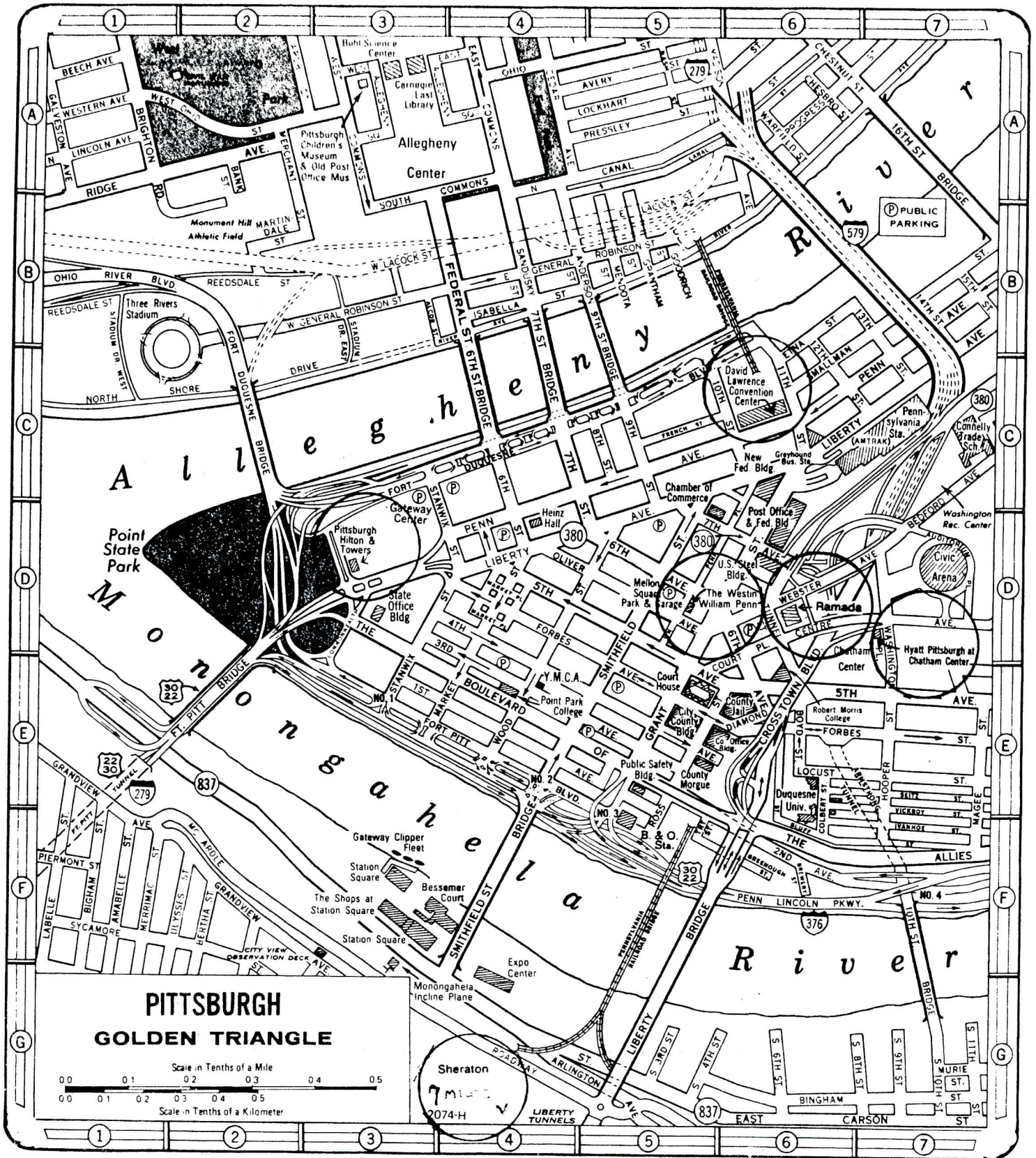
1	2	NASG CAR(s) (MAX.=2, @ \$29.95)	\$ _____
		NASG NEW Membership Dues (\$17)	\$ _____
(Current Member: DO NOT RENEW USING THIS FORM)			
(If Massachusetts resident, 5% SALES TAX:			\$ _____
<b>TOTAL:</b>			<b>\$ _____</b>

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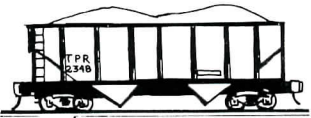


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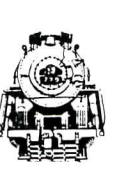
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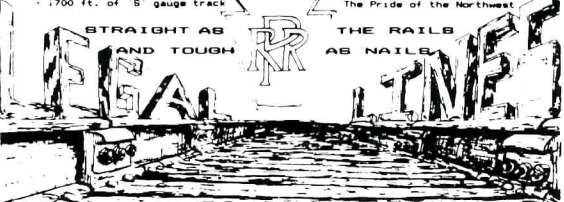
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