



DISPATCH



Vol. XIII, No. 2
April / May
1990

NMRA / NASG National Convention
July 30 - August 5, 1990 • Pittsburgh, Pennsylvania

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**RIVER
RAISIN**
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**EMD E 8/9 A UNITS
DUE NOVEMBER 1990**

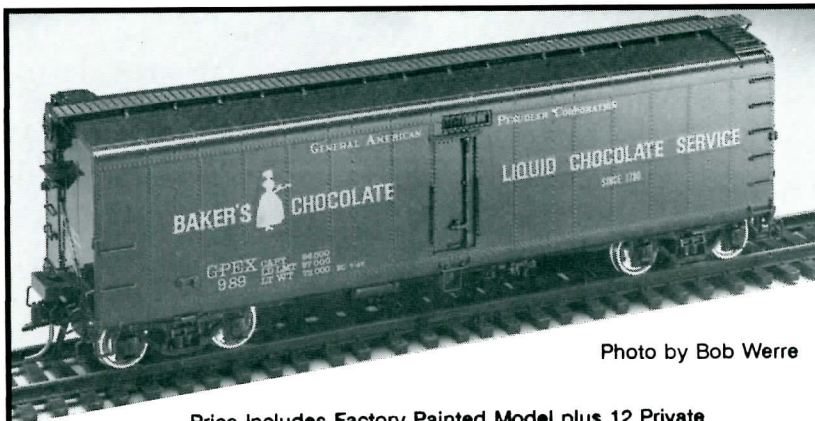


Photo by Bob Werre

Price includes Factory Painted Model plus 12 Private
Road Name Decals, Bakers & Milky Way decals not included.

Pfaulder Milk Cars IN STOCK NOW!

40' Version - \$149.95
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Optional Decals -

Bakers Chocolate - \$ 2.00

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**RIVER
RAISIN**
MODELS

6160 Upper Straits Blvd.
West Bloomfield, MI 48033



THE PITTSBURGH LIMITED 1990

Dear S-Gauge Modeler:

The forthcoming NTrak/NASG/NMRA joint convention and trade show promises to be the largest event of this kind ever held. The location of the convention, combined with the planned activities and events, should draw record attendance.

The model contests associated with this convention will no doubt be the finest exhibit of models ever presented. This will be the first time so many S-scale models will be viewed by NMRA and NASG members at a national event.

The NASG members of "The Pittsburgh Limited 1990" Convention Committee would like to strongly urge participation in the model contest. Early response from the S-scale suppliers indicates an excellent array of prizes will be donated. Models of all categories are invited, particularly for the Junior Event (16 years old and under) and the "High-rail" categories. This convention is a great opportunity to prove that S scale is the ideal modeling scale.

The NASG contest will be held in conjunction with the NMRA contest, but with a separate viewing area and separate judging. The contest room is a secured area, and it will remain so throughout the convention. There will be an area in the contest room for those who wish to bring models for display only.

Contests will be held in all categories if there are sufficient models, as outlined in the NASG Contest Rules. As the judging of the NMRA contest precedes the NASG judging, it will be possible for models to be entered in both contests if the entrant has dual membership. The judging will be Saturday morning, August 4, 1990; the awards will be presented on the following morning at the NASG Awards Breakfast.

If you have questions concerning the contest or need additional contest entry forms, please write to me at the address shown above with the convention logo.

Sincerely,

Dave Felmley

Dave Felmley
Chairman, NASG Model Contest
Pittsburgh Limited 1990 Convention

P.S. A Model contest entry form (Part A and B) for NASG members has been inserted in this issue of the *DISPATCH*.

NASG DISPATCH

Official Publication of the NATIONAL ASSOCIATION 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

NASG membership runs from July through June, including all *DISPATCH* issues for the membership year, irrespective of enrollment date. All applications, renewals and membership questions should be directed to:

NASG, Inc.
c/o Don DeWitt
37 Snow Drive
Mahwah, NJ 07430

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ORDER BOARD Volume XIII, Number 2 — April 1990 —

President's Message	Mike Ferraro	4
S-Mod System Modular Layout Plans	Don DeWitt	5
The Decal Corner	Don DeWitt	7
Charles D. Sandersfeld, 1934 - 1990		14
NASG Business Report	Jim Kindraka	16
Short-and-Easy	Kent L. Singer	17
Beware of Alleged A.F. Mail Scam	Doug Peck	18
Trees — Cheaper	Bill Fraley, Jr.	19
Trade News and Views	Don Thompson	22
Letters to the Editor	From Our Readers	26

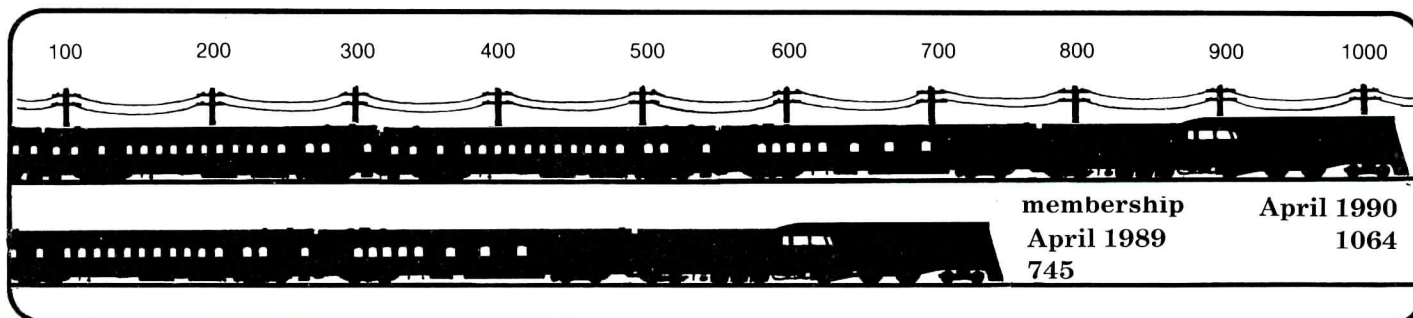
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Don Thompson	Contributing Editor
Bob Werre	Photographer
Pete Mihelich	PUBLISHER

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

Two photographs are featured on this cover: [1] a detail view of the S Helper Service's new ALCO FA-2, and [2] American Models' new Great Northern 40-foot boxcar livery - *Bob Werre Photos*.



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 South Main, St. Charles, MO 63301.

PRESIDENT'S MESSAGE...

AS YOU PROBABLY KNOW by now, a good friend of "S" scale has passed away. Charles Sandersfeld was a special person. He always was at our conventions or at meetings with a smile and a handshake. I surely will miss Charlie's presence at our convention this year in Pittsburgh.

Charlie always strived to please us with the S-scale models he imported, and he seemed to obtain a higher level of railroad modeling with his fine brass imports. During the past year, he was not just planning to import models for fine-scale modelers, but also for hi-rail people to enjoy. I hope the "Gang of 100" can keep up his plans, so all members of our organization can benefit in what Charlie was trying to do.

I am confident that the torch Charles Sandersfeld was carrying for S scale will be passed on. That we will continue in his footsteps — promoting S and Sn3 — is important, too.

On this note of promoting S scale, I propose that 1990 be considered the Year For Promoting S Scale. Each of us should attend a local train show, or at least show up at the local hobby shop with S-scale models, or modules, to display. Nothing could be a better advertisement than for modelers to see S scale and learn about our organization.

I would also like you to pass a copy of our publication and a membership form to a friend or train modeler who does not really know about our scale. There can be no better communication than one-on-one contact and spreading the word about S and Sn3, as well as to fellowship with others active in model railroading.

If anyone is interested in obtaining extra copies of our magazine and membership applications, please feel free to contact me or Don DeWitt. I will gladly make sure that you — and possibly your local club — can have these items to promote our scale and our fine organization.

Sincerely,



Michael R. Ferraro
President

Make 1990 the Year To Promote S-Scale!

It's up to all of us
to help promote
S Scale!

If you have
promotional
ideas, please
contact our NASG
Promotions
Chairman...

John Craft
702 Reddy Circle
Bel Air, MD 21014

S-MOD SYSTEM MODULAR LAYOUT PLANS FOR PITTSBURGH

BY DON DeWITT, LAYOUT COORDINATOR

We're Going to Knock Their Socks Off !!

After over eight months of negotiations with the NMRA Convention organizers, we have settled on the amount of space that we can use to build our S-MOD System Modular Layout (I think!?!). We have been given an "L-shaped" area that is shown on the next page. The plan shown is Version 18 and is current as of April 1st. By the time that you are reading this article, we may be thinking about the layout as version 20 or so. Hopefully, any versions after #18, will be due to internal rearrangements, additions or deletions of modules, and not due to changes imposed by the NMRA. This layout will be set up in the Convention center along with three N-trak and five HO modular layouts, and 530 dealer and manufacturers booths!! This should be the NMRA Convention that model railroaders will be talking about for years to come. It is going to be one exciting week!!!

As you can imagine, after taking a peek at our layout, we are going to make a profound impact on anyone who enters the convention hall. To do this however, we need your help. In recent issues of the *Dispatch*, several NASG members have debated how best to promote S scale on a national level. Let me assure you that the upcoming NMRA/NASG joint-convention is one of the most important opportunities that we have ever had or will have. Most of the major manufacturers in model railroading and all of the model railroad magazine editorial staffs will be present in Pittsburgh. Seeing is believing and when these people see S scale on the tables of our S manufacturers and of course, S scale in action on the S-MOD layout, they can not help but be impressed by what they see. I am willing to predict now, that several manufacturers of HO products can be convinced to add S scale to their product line. Wow, now that's what I call progress!!

So how do we ensure that all of these lovely ideas will come to pass?? WE MUST ORGANIZE AND TREAT THIS ENDEAVOR AS A CAMPAIGN!!!

This is not going to be your typical leisurely NASG convention. There will be many opportunities for you to attend clinics and go on trips. I hope you will take advantage of these, however, I hope you will sacrifice some of your time to help us promote S scale. You can help by helping us operate the S-MOD layout.

Helping Hands

We need you to bring your best S scale trains and locomotives to operate on the layout. We need you to help run the trains, either at the throttle, or as a switchman, as a watchman or as someone who can talk to the many inquiring minds standing on the opposite side of the tracks. We also need help in setting up the layout on Wednesday, August 1st and taking it down on Saturday night and Sunday morning (August 4th and 5th).

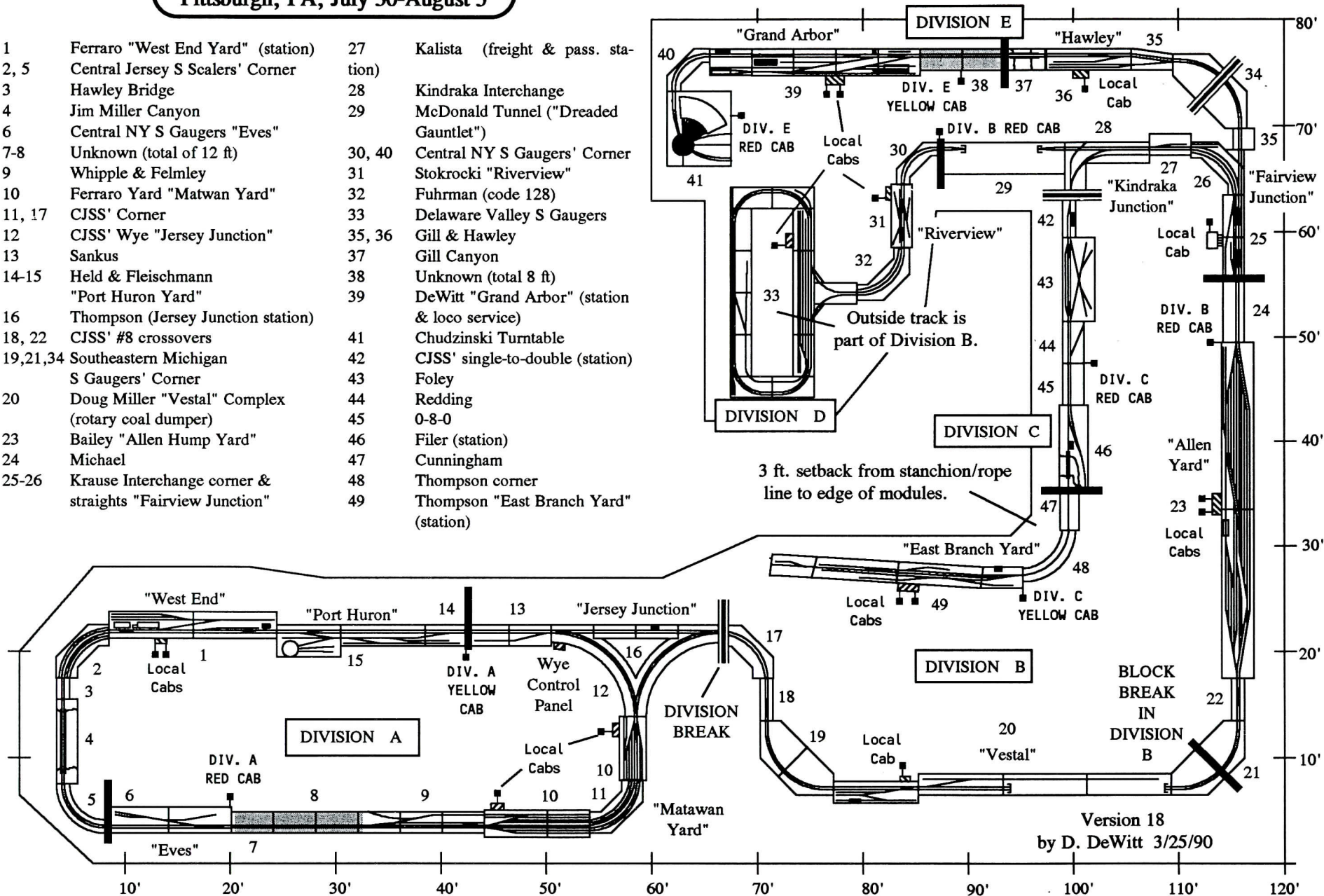
We have from 8 am on Wednesday until 9 pm to setup the layout. We also have some time during Thursday morning to finalize our preparations. On Thursday at noon, the doors to the convention hall open for the convention registrants. This operating session lasts until 6 pm. On Friday, we must operate from noon until 9 pm to registrants in the afternoon and the general public during the evening. Finally, on Saturday, we must operate from 9 am until 9 pm. Tear down begins at 9 pm and lasts until midnight.

If you are planning to bring rolling stock to operate on the layout, please be advised that the layout is for scale equipment only, and all locomotives and rolling stock must be gauged properly for wheel spacing and coupler height.

Finally, I need to know who is going to help, so please write to me and tell me how you can help. We have a newsletter, called S-MOD NEWS that we are mailing only to participants to keep you up to date.

PROPOSED S-MOD LAYOUT
1990 NMRA/NASG CONVENTION
Pittsburgh, PA, July 30-August 5

1	Ferraro "West End Yard" (station)	27	Kalista (freight & pass. station)
2, 5	Central Jersey S Scalpers' Corner	28	Kindraka Interchange
3	Hawley Bridge	29	McDonald Tunnel ("Dreaded Gauntlet")
4	Jim Miller Canyon	30, 40	Central NY S Gaugers' Corner
6	Central NY S Gaugers "Eves"	31	Stokrocki "Riverview"
7-8	Unknown (total of 12 ft)	32	Fuhrman (code 128)
9	Whipple & Felmley	33	Delaware Valley S Gaugers
10	Ferraro Yard "Matwan Yard"	35, 36	Gill & Hawley
11, 17	CJSS' Corner	37	Gill Canyon
12	CJSS' Wye "Jersey Junction"	38	Unknown (total 8 ft)
13	Sankus	39	DeWitt "Grand Arbor" (station & loco service)
14-15	Held & Fleischmann "Port Huron Yard"	41	Chudzinski Turntable
16	Thompson (Jersey Junction station)	42	CJSS' single-to-double (station)
18, 22	CJSS' #8 crossovers	43	Foley
19, 21, 34	Southeastern Michigan S Gaugers' Corner	44	Redding
20	Doug Miller "Vestal" Complex (rotary coal dumper)	45	0-8-0
23	Bailey "Allen Hump Yard"	46	Filer (station)
24	Michael	47	Cunningham
25-26	Krause Interchange corner & straights "Fairview Junction"	48	Thompson corner
		49	Thompson "East Branch Yard" (station)



THE DECAL CORNER

— BY DON DeWITT —

MICROSCALE

GREAT NORTHERN fans should be happier now, after the recent release of two 40-foot box-car sets. The first is a late 1940's-era scheme with the round standing Rocky Mountain goat herald, with "SEE AMERICA FIRST" and "GLACIER NATIONAL PARK." This car was built in 1945 and is painted GN *Empire Builder* orange, with black lettering, ends and roof. The second GN car is more modern — from the late 1950's — with the herald that reads "GREAT NORTHERN RAILWAY" and is painted caboose red with white lettering.

SANTA FE fans who like piggyback trailers should be delighted as the set has red and white decals for 25-foot piggyback vans and tractors. EMD F-unit fans who like the classic **READING** black-and-green scheme, can start painting an American Models FP-7, as the fourth set is for Reading F units. If you like Western big-time steam engines, then two new **UNION PACIFIC** and a **SANTA FE** steam engine decal sets may be for you. The UP sets can be used on the Overland Models UP FEF-3 4-8-4's or the brass "Big Boy" 4-8-8-4's from Sunset, which have been around for a few years.

Finally, Microscale has released a **SOUTHERN PACIFIC Daylight** scheme decal set for E-unit diesels or **ST. LOUIS SOUTHWESTERN (Cotton Belt)** F units. The Cotton Belt pieces of this set could be used on an American Models FP-7, and the SP E-unit pieces could be used on the E-7, E-8 or E-9 brass imports, which have been around for awhile from Overland Models. Or they could be used on the E-8 diesels that River Raisin Models has planned to import this coming fall.

In a recent conversation with Mr. Krasel of Microscale, I was informed that they are working hard to bring out more decal sets. If you have some favorites, you should write to them and tell them. They are very busy, so do not expect to get a personal reply. They also pointed out that the instruction sheets included in the S-scale sets are copies of those used in the HO sets, and they

often show more cars than are seen on the S-scale decal sets. This comes from the fact that the HO sets are smaller, and thus more can be fit on the decal sheet. If you are interested in any of the other sets shown on the instruction sheets, you should let them know.

My suggestion is that you should organize your writing efforts with others, as one letter here and another one there will not be as effective as several people writing in for the same product. Although I am pleased to see availability of Western-road decals, so that we can increase the number of NASG members in the Western region, I suggested to them that they need to balance their offerings with a few more Midwestern and Eastern offerings. In addition, I emphasized that we need decals for EMD Geeps, ALCO FA/FB-2's, EMD F units, ALCO RS-2's, 50-foot boxcars, ACF "CENTER-FLO" hopper cars, and 8,000-gallon and 12,000-gallon tankcars (AF, Lehigh Valley Models kits and brass imports from NASG, SouthWind and Miniature Locomotive & Car Shop).

S DESIGNS

Speaking of tankcars, **S DeSignS** will soon be offering seven decals for 1930's-1950's tankcars. These sets are for **TEXACO, DEEP ROCK, MOBILGAS, WARREN PETROLEUM, ANCHOR PETROLEUM, SINCLAIR** and **DOW CHEMICAL**. Send a stamped, self-addressed envelope for prices and availability.

Those of you who have been waiting to paint your River Raisin H-30 or H-30A covered hopper, can now start painting your car grey for the **NORFOLK & WESTERN HC-1** or **HC-2** hopper. This set is available for \$3.30 including postage. Only 50 sets were made. In addition, the set can be used for HC and HC-4 class covered hoppers, similar to the Lehigh Valley Models covered hopper kit, or the American Flyer covered hopper.

In the caboose line, the NKP set announced in the last issue has been canceled and replaced

Continued —————>

DECAL CORNER *Continued...*

with **LEHIGH VALLEY** and **WESTERN MARYLAND** sets. The LV set is a 1960's-1970's three-color set, so it is expensive and priced at \$5.00 including postage. Only 50 sets for each caboose were made.

In the boxcar line, a 1970's-era **READING** set for 40- and 50-foot bright green cars, with large yellow RDG is available at \$4.55 including postage. Also coming are a **LEHIGH VALLEY** and a **DELAWARE & HUDSON** 50-foot set.

Finally, to help G&W Models with their new undecorated ACF Center-Flo hoppers, a **DELAWARE & HUDSON** set for a red car, with yellow lettering (\$4.55 including postage) and a **DETROIT, TOLEDO & IRONTON** set for a grey car, with large black lettering (\$5.00 including postage) are available. **GRAND TRUNK** and **WESTERN MARYLAND** sets are coming next. Only 50 sets are being produced.

DELAWARE VALLEY S SCALE SUPPLY

John Bortz of **Delaware Valley S Scale Supply**, 3377 Papermill Road, Huntingdon Valley, Pennsylvania 19006, has "thousands of S decals" made up of a large supply of Enhorning Decals. You should write to John for what he has available. When you write, however, you should include a SASE, and ask for specific sets. John is very low on private-name reefers, tankcars, CRI&P, D&W, DL&W, Erie, LNE, LV, M&SL, MP, Monon, NYC NP, T&P, WM and WP. Most locomotive decals are sold out, as are decals for ATSF, ACL, B&O, B&M, CB&Q, CGW, MILW, FEC, GM&O, Rutland, NH, SLSF and SSW.

These decals are from a company that went out of business many years ago, and they are based on Champ artwork from the '50's and '60's.

G&W MODELS

Walt Danylak of **G&W Models** has recently announced a close-out sale on his modern-era hood-diesel decal sets for the **ROCK ISLAND** ("The Rock"), **SOUTHERN PACIFIC** (white or grey lettering), **FAMILY LINES** (L&N, SCL, CRR, A&WP, Georgia), **CHESSIE** (WM, B&O and C&O) and the **BURLINGTON NORTHERN**. In addition, G&W has yellow 1940's-1960's dimensional data on sale. All sets are in limited supply

and are priced at \$1.50 each, plus \$1.00 shipping per order. This is a golden opportunity for you if you are remotely interested in these road names. You will never be able to obtain diesel decals from anyone again for this price. In addition, it is unlikely that anyone will run these again. Some of these sets could be used American Models Geeps. Some sets contain herald and special lettering that will be useful on other things, such as hopper cars or cabooses, or even on signs associated with railroad facilities or vehicles (piggyback trailers?).

Remember that one of the unwritten rules in any minority scale, and especially in S scale, is to *Buy It Now, As It Will Be Gone Tomorrow!*

A BOOK REVIEW...

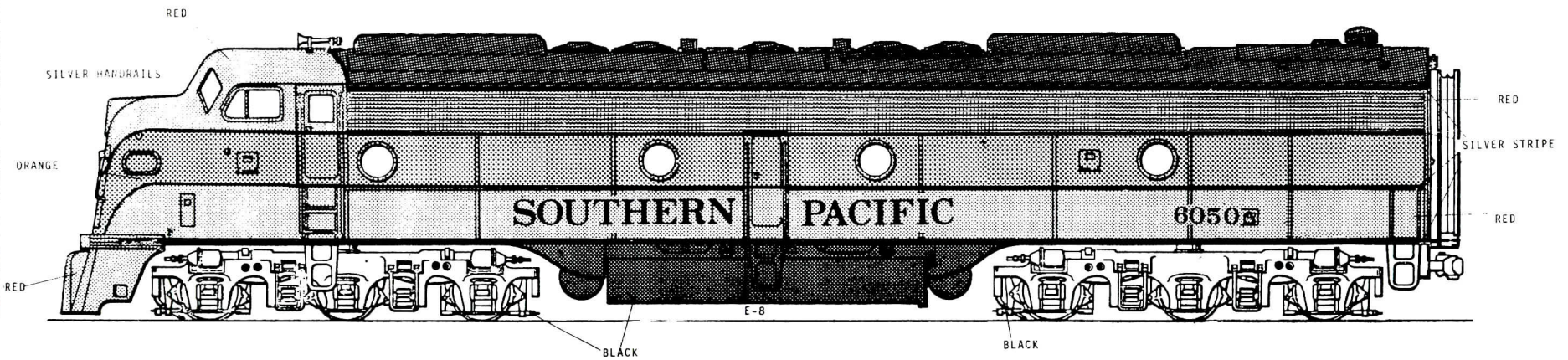
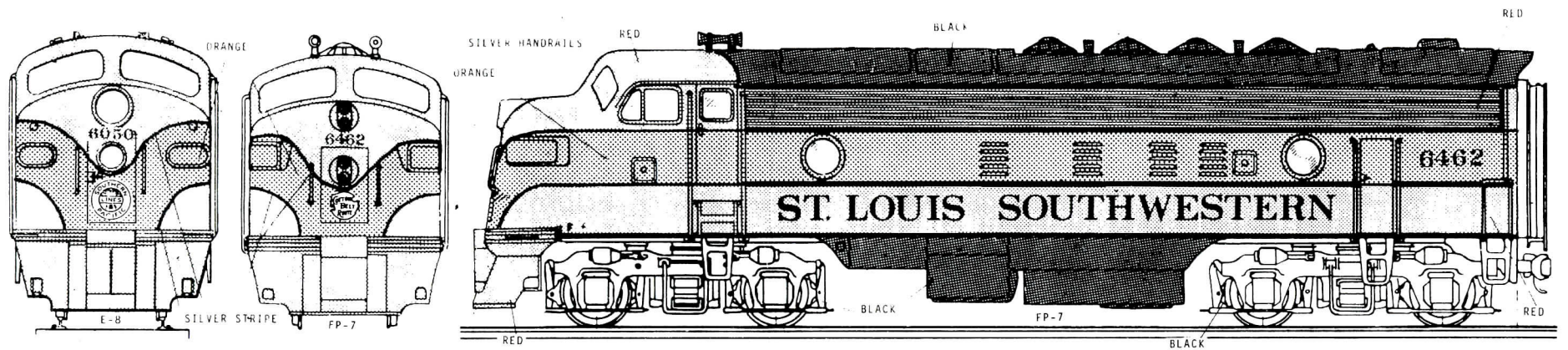
TRAINS OF AMERICA by Donald Heimburger, published in 1989 by **Heimbürger House Publishing Company**, 7236 West Madison Street, Forest Park, Illinois 60130.

On a recent trip to my favorite S-scale hobby shop in Detroit, P&D Hobbies, I was browsing through their fine selection of books. As I came across a group of Don Ball's railroad books, I thought, "Boy, I sure hope that someone continues Don's series of colorful photo books." Then, placed next to Don Ball's books, I spied a book called *Trains of America*, by fellow S gauger, Don Heimburger.

Don has put together a beautiful collection of photographs, taken by a number of photographers, including another S gauger, Bob Nicholson. There are nearly 400 photographs, covering the period between 1940 and 1965, including 50 shots of steam engines. This reflects the overall transition from steam to diesel power during the 1940's and 1950's. With the book's primary focus on diesels, it is an extremely colorful book.

Does the book have photographs of your favorite railroad? It should, as Don has covered 86 different roads, from the big ones like the Union Pacific and Pennsylvania down to the tiny ones, like the Aurora, Elgin & Fox River. The only significant roads that seemed to be overlooked were the Lehigh Valley and Atlantic Coast Line. The quality of the pictures is excellent, and Don's book continues a fine tradition.

— Don DeWitt



MICRO SCALE DECAL

MC-4037
SANTA FE 25' PIGGY BACK VAN & TRACTOR

- COLORS:** RED - FLOQUIL OR SCALECOAT SANTA FE RED
 CREAM - NO COMMERCIAL COLOR AVAILABLE. MIX TO MATCH DECAL
 SILVER - FLOQUIL OR SCALECOAT SILVER
- TRAILER** TOP HALF OF TRAILER IS CREAM
 BOTTOM HALF IS RED
 ROOF AND WHEEL CENTERS ARE SILVER
- TRACTOR** AREA ABOVE BOTTOM OF CAB WINDOWS IS CREAM, REMAINDER OF
 TRACTOR IS RED
 WHEEL CENTERS ARE SILVER



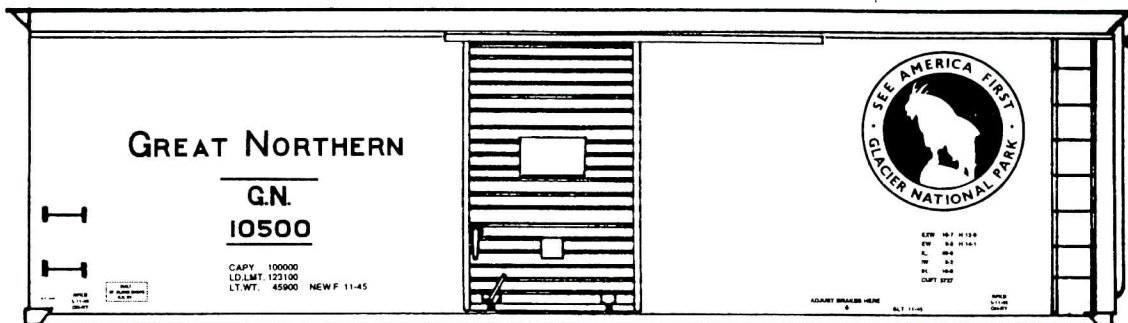
MICROSCALE DECAL

CONTRIBUTOR CHARLES SLATER
 RESEARCH COORDINATED BY DALE MARTIN

MICROSCALE DECAL NUMBER 87-185 REVISED
GREAT NORTHERN 40' BOX CARS

CAR #1

**SIDES - ORANGE, CLOSE TO FLOQUIL GN EMPIRE BUILDER ORANGE.
ENDS, ROOF, TRUCKS AND UNDERFRAME ARE BLACK
LADDERS, GRAB IRONS ON SIDES AND DOOR PLACARDS ARE GREEN
CLOSE TO FLOQUIL GN EMPIRE BUILDER GREEN**



UPPER RIGHT
CORNER,
BOTH ENDS

C.N. 10500

**CENTERED
BOTH ENDS**

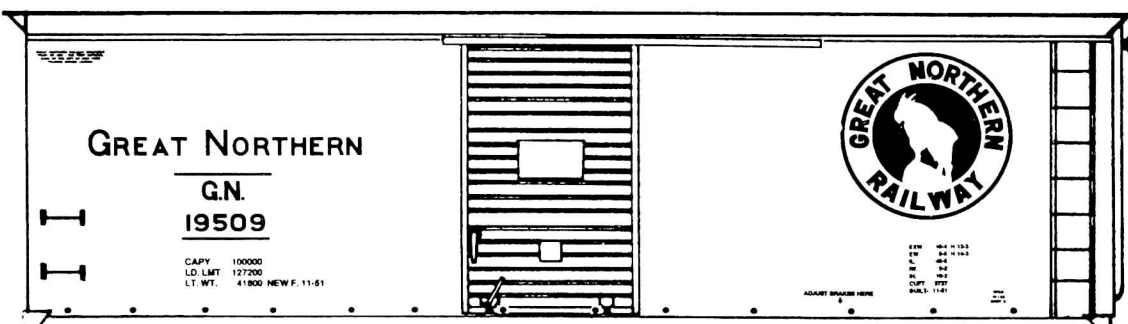
CORTEX STEEL

G.N.
10500

ON EACH BOLSTER
TOWARD END OF CAR

CAR #2

ENTIRE CAR IS PAINTED BOX CAR RED, CLOSE TO FLOQUIL BOX CAR RED
TRUCKS AND UNDERFRAME ARE BLACK



GN 19509

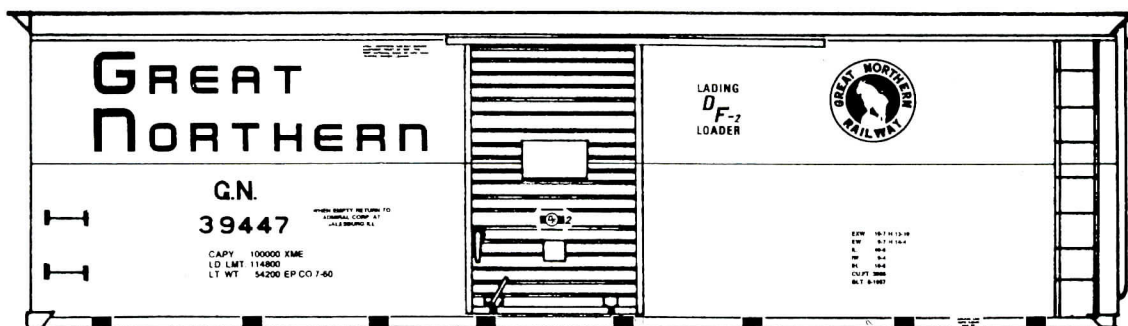
UPPER RIGHT
CORNER,
BOTH ENDS

COAST STEEL
3 1/4 TRUCK SPRING TRAILER
1 W WROT STEEL WHEELS

**CENTERED
BOTH ENDS**

CAR #3

ENDS, ROOF, SIDE GRAB IRONS & LADDERS AND LOWER HALF OF SIDES
ARE DARK GREEN. CLOSE TO SCALECOAT GN EMPIRE BUILDER GREEN
TOP HALF OF SIDES ARE ORANGE, CLOSE TO FLOOR. EMPIRE BUILDER
ORANGE
TRUCKS AND UNDERFRAME ARE BLACK



UPPER RIGHT
CORNER,
BOTH ENDS

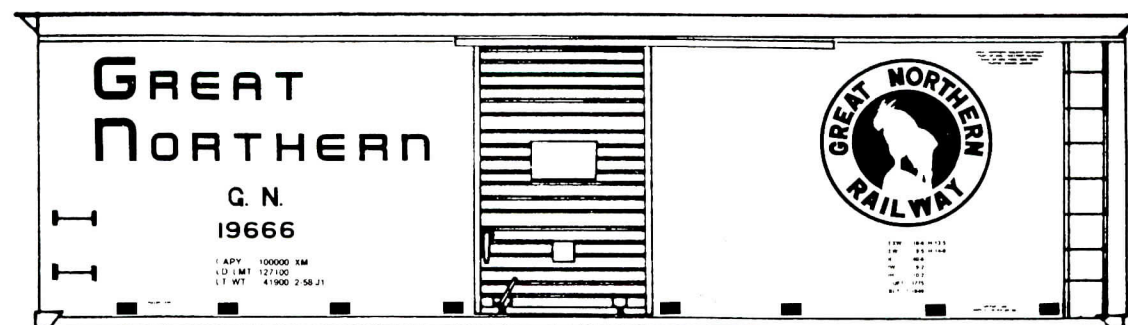
GN 39447

CON-TEN STEEL
3 1/4" TRACK SPINDLE TRAY
1 W WROT STEEL W-2000

**CENTERED
BOTH ENDS**

CAR #4

ENTIRE CAR PAINTED BRIGHT RED, CLOSE TO FLOQUIL CABOOSE RED
TRUCKS AND UNDERFRAME ARE BLACK



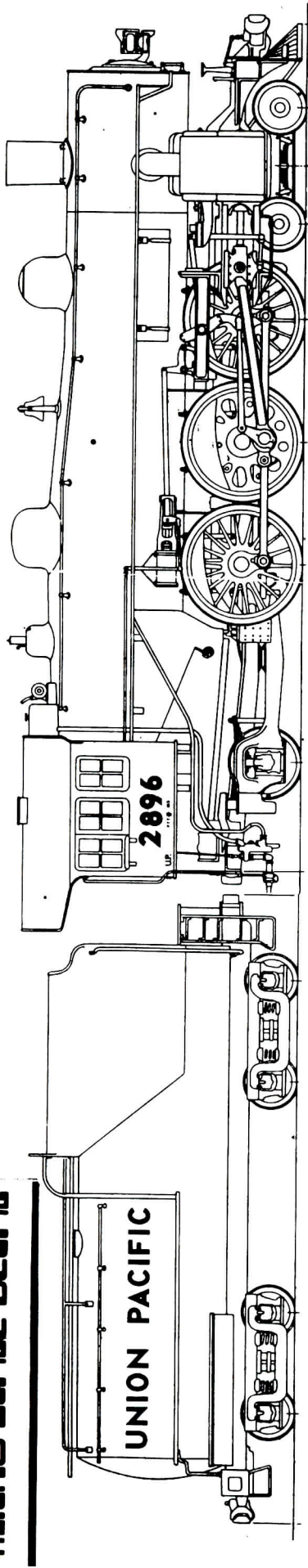
UPPER RIGHT
CORNER,
BOTH ENDS

CN 19666

1/2000 FROM STARS

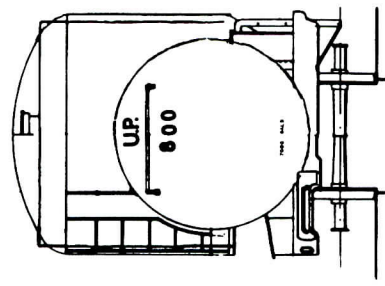
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RH-63 UNION PACIFIC STEAM LOCOS
MICRO SCALE DECAL

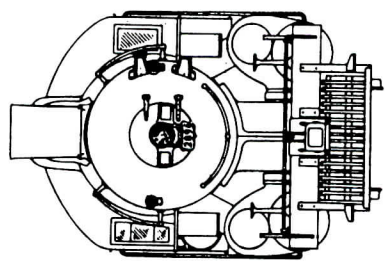


4-6-2 PACIFIC OVERALL BLACK FLOQUIL #RR10

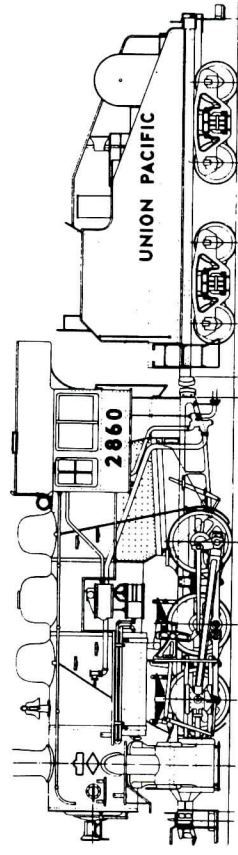
THESE DRAWINGS REFLECT TYPICAL PAINTING AND LETTERING SCHEMES, AND DO NOT NECESSARILY REFLECT ALL POSSIBILITIES FOR FURTHER INFORMATION REFER TO SPECIFIC PHOTOS OF THE PROTOTYPE.



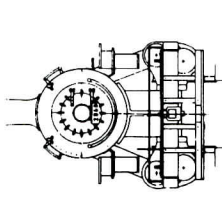
PACIFIC END MARKINGS



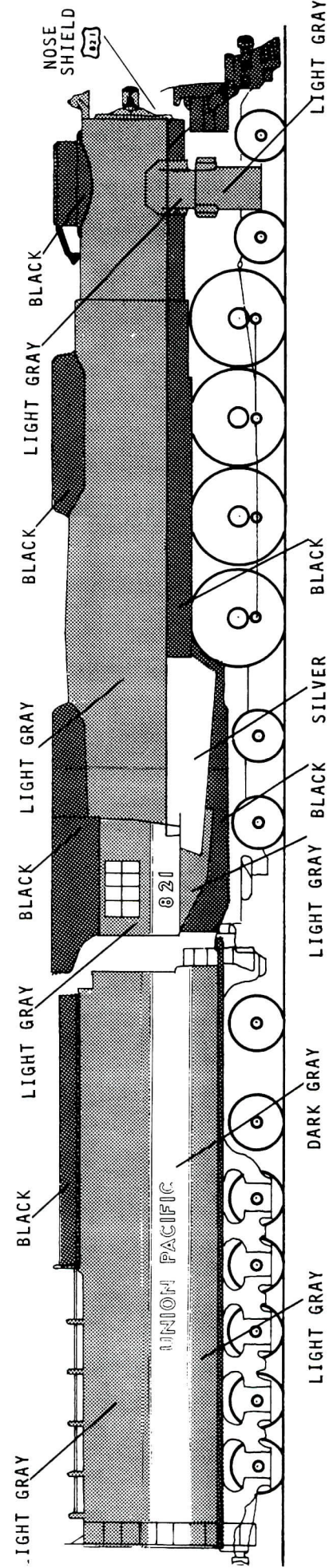
PACIFIC NOSE MARKINGS



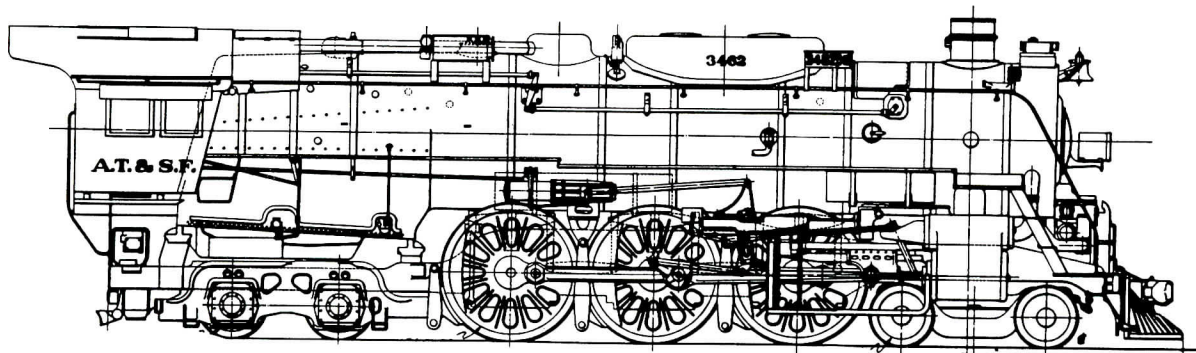
0-6-0 SWITCHER OVERALL BLACK FLOQUIL #RR10



SWITCHER NOSE MARKINGS

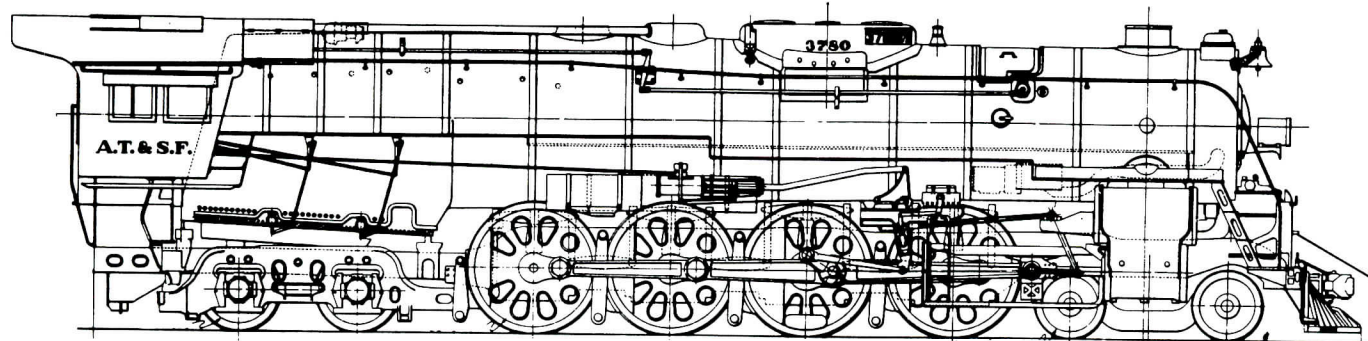


4-8-4 NORTHERN



4-6-4-Class 3460

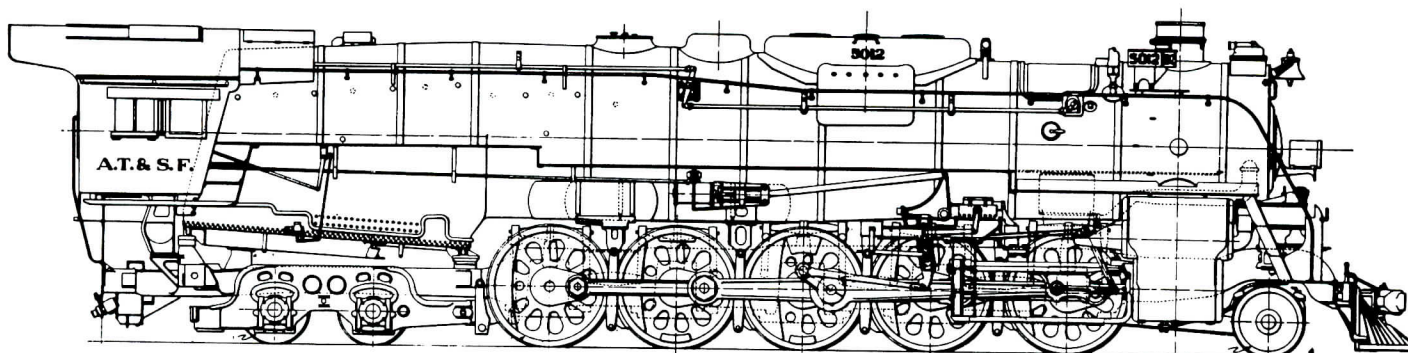
Road Numbers 3460-65



4-8-4-Class 3776

Road Numbers 3776-3785

FOR THIS MARKING A FAIRING WAS USED ABOVE THE PILOT, AND THE HERALD WAS MOUNTED UPON IT.



2-10-4-Class 5011

Road Numbers 5011-35

NOTE: THE FOLLOWING INFORMATION IS A REPRESENTATIVE SAMPLING OF POPULAR SANTA FE LOCOS, AND IS APPLIED ON THE REAR OF THE TENDER AS INDICATED ON THE DIAGRAM. COMPLETE INFORMATION FOR ALL SANTA FE STEAM LOCOS CAN BE FOUND IN THE BOOK, IRON HORSES OF THE SANTA FE TRAIL, BY E.D. WORLEY. PUBLISHED BY THE SOUTH WEST RAILROAD HISTORICAL SOCIETY.

TENDER DATA:

4-4-2 CLASS 1480 ROAD NUMBERS 1483-1498
9,000 G.W.
12 TONS

4-6-2 CLASS 3400 ROAD NUMBERS 3400-3449
20,000 G.W.
7,000 G.O.S.

4-6-4 CLASS 3460 ROAD NUMBERS 3460-65
20,000 G.W.
7,107 G.O.S.

4-8-4 CLASS 3776 ROAD NUMBERS 3776-3785
24,500 G.W.
7,000 G.O.S.

2-8-2 CLASS 3160 ROAD NUMBERS 3160-3287
15,000 G.W.
20 TONS

2-10-2 CLASS 3800 ROAD NUMBERS 3800-3940
15,000 G.W.
5,000 G.O.S.

2-10-4 CLASS 5011
24,500 G.W.
7,000 G.O.S.

CHARLES D. SANDERSFELD

1934 – 1990

ON MARCH 8, 1990, S-scale model railroaders all over the country lost a friend with the passing of Charlie Sandersfeld. Charles Dietrich Sandersfeld died from complications of cancer after a short illness.

Already an avid collector and dedicated S-scaler, Charlie attended the 1984 NASG Convention, expressing his intentions to produce brass S-scale locomotives. Always good to his word, one locomotive — the Missouri Pacific 2-8-0 — was already on the market by the following year, and another was on the way. Charlie founded Omnicon Scale Models and became the first importer/manufacturer dedicated solely to S-scale standard gauge. His steam locomotives from Samhongs set new standards in the scale for quality and operation. Later, Omnicon's Pennsylvania K-4 4-6-2 models became the first factory-painted brass locomotives in S standard gauge.

These Omnicon models remain a true collector's item for anyone lucky enough to have one. A modeling perfectionist who carried that over into all he produced, Charlie's efforts were recognized in 1988, when Omnicon received the inaugural Outstanding S Gauge Manufacturer Award from the NASG.

Charlie realized early on the problems of marketing and distribution, especially to those not in S scale, and the urgent need to target new converts to the scale. More people modeling in the scale meant more products and sales for everyone — not just for him. He also established the S-Team in the Chicago area, both as a model railroad club and a group to assist in marketing S.

A successful businessman in his own right, Charlie created professional displays for other businesses. He brought that professionalism to S, especially in the Omnicon and S-Team displays at shows. The attention he got taught other S manufacturers that how a product was marketed and displayed was as important as the product itself. It is a lasting credit to Charlie that displays at S-scale conventions have begun to look more professional, like the trade shows they really are. He was actively involved in planning for all the manufacturers' displays at the upcoming NMRA/

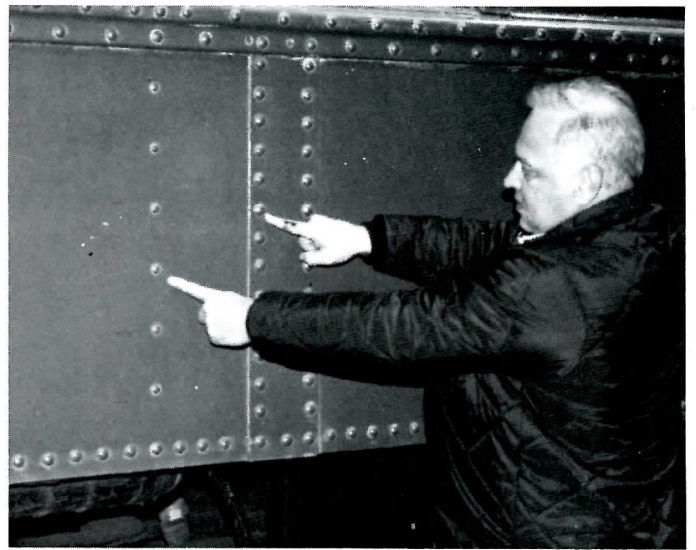
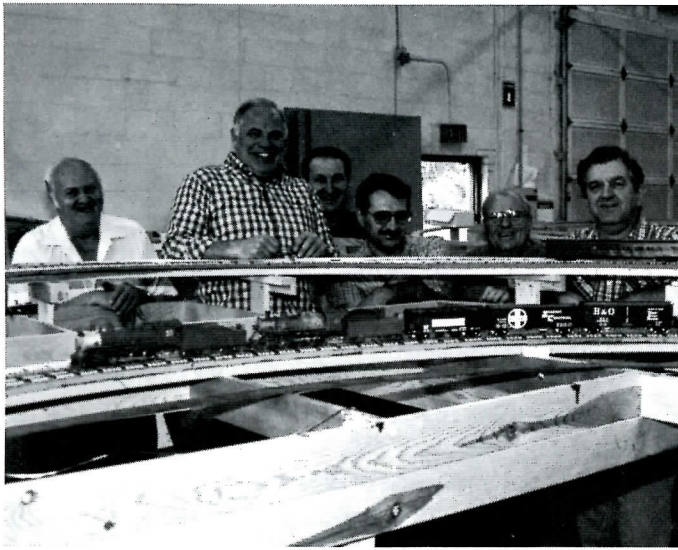
NASG convention in Pittsburgh.

Concerned with marketing S scale, not just selling Omnicon products, Charlie wanted all the booths to look attractive at the 1990 national convention. The plans he developed were devised to maximize the impact of all individual S-scale booths, while unifying them under one common banner. It is truly unfortunate he did not live to see his work reach fruition.



Charles D. Sandersfeld... showing pride in his products at the LaGrange Model Railroad Show.

Although a tough, opinionated professional, Charlie had his warm and humorous side, too. That fact was evident to anyone greeted by his warm smile and handshake. To those fortunate enough to be around him at a convention, conversations were jovial and always interesting. Never content to do anything in a small way, Charlie was one of the few manufacturers to find a balance between his business and his love of modeling and collecting. He continued to collect trains that appealed to him in all scales. He also lead the S-Team through the construction of two layouts.



PHOTOS COURTESY DAVE NETHERTON

Four candid views of Charlie doing what he loved... having some fun with the S-Team... getting the details right on PRR P-70 rivets... helping a customer with repairs at a show... and trying out the right-hand seat in a derelict Baldwin "Shark" diesel.

The first layout was of sectional construction to travel to shows both for promotion and enjoyment, and it has since been sold to a private individual. The second, still under construction, fills the warehouse area at his place of business in Elk Grove Village, Illinois. The latter fills an area 45 feet by 55 feet, and it is quite probably the largest S-scale layout under construction in the world.

Charlie's generosity extended beyond opening his business to S scale. No one in attendance will ever forget the day Charlie opened his beautiful home to "a few hundred friends" for the S-Team picnic during the 1987 NASG Convention in Chicago. The good times that afternoon became far more than just another convention event and a sumptuous meal with hamburgers shaped like steam locomotives! It undoubtedly became the high point and most lasting memory of the convention to all present.

Anyone who came in contact with Charlie has an anecdote to describe the man. Consistent in all of them

will be his concern more for individuals and the future of S scale than for his own business. Before the actual failure of a Pennsylvania dealer, Charlie telephoned several manufacturers he knew were involved, and warned them to take steps immediately to protect themselves. His concern was for others, even though he knew financially he would be hurt the most. A few days before his death, he made a member of the S-Team promise to handle any customer problems with any Omnicon engines. Not many men would have given any thought to future customer obligations at a time like that. Since his death, plans have been made to keep Omnicon Scale Models in business and continue with the "Gang of 100" project.

Charles D. Sandersfeld was laid to rest on March 10, 1990. On that day he would have been 56 years old. He is survived by his wife, Susan, and two daughters. The NASG extends its condolences to his family.

We shall all miss Charlie, but we should know we are all better off for having known him.

NASG BUSINESS REPORT

BY JIM KINDRAKA

THE NASG'S BOARD of Trustees recently took up the issue of establishing a new policy relative to inserts in the *DISPATCH*. The policy review became necessary because of an erosion in regular advertising revenue and increased costs to maintain the quality of the *DISPATCH*.

In separate votes, the Board decided to maintain a policy of allowing inserts in the *DISPATCH* and to increase the rate for them. The new rate will be 80 percent of the full-page regular-ad rate for a one-side insert and 100 percent of the regular rate for a two-side insert. The cost, at the current rates, would be \$160.00 and \$200.00 respectively. The fee is due with the insert. This new

policy will go into effect with the May/June 1990 issue of the *DISPATCH*.

The vote to allow the continued use of inserts was unanimous. All seven BOT members voted to continue the policy. The vote on insert ad rates was 6-1. Board members Mike Ferraro, Moe Berk, Dave Davis, Jim Kindraka, Doug Peck and Lee Johnson voted in favor of the previously described rate. Board member Paul Stevens voted for a higher rate; however, this was defeated.

In unrelated business, the Board of Trustees is working on a motion to rename the Outstanding Manufacturers award in Charlie Sandersfeld's memory.

NASG's Board of Trustees

CURRENT ELECTED MEMBERS of NASG's Board of Trustees, their addresses and the year their current terms end are as follows:

President (1993)

Mike Ferraro
280 Gordon Road
Matawan, NJ 07747

Executive Vice-President (1991)

Moe Berk
39 Graeler Drive
St. Louis County, MO 63146

Secretary (1991)

Jim Kindraka
44014 South Umberland Circle
Canton, MI 48187

Treasurer (1993)

Dave Davis
9316 Snow Road
Parma, OH 44130

Eastern Region VP (1991)

Doug Peck
6 Storeybrooke Drive
Newburyport, MA 01950

Central Region VP (1991)

Paul Stevens
9619 NW 71st Street
Kansas City, MO 64152

Western Region VP (1991)

Lee Johnson
2472 Lariat Lane
Walnut Creek, CA 94596

S-MOD SYSTEM INFORMATION

AN S-MOD Information Packet is currently available from...

TED LARSON

5 KENICOTT CIRCLE
FAIRPORT, NEW YORK 14450

Please request the S-MOD SYSTEM INFORMATION PACKET, and include the following:

NASG members — \$2.50
Non-NASG members — \$5.00
(Stamps preferred)

Short-and-Easy

BY KENT L. SINGER

Power to the Modules — the SMSG Power-Pack Tether

THIS TIME AROUND, Gaylord Gill is our guest columnist. Gaylord was nice enough to not only suggest an idea and provide a sketch, but to also submit a finished article, suitable for publication. Gaylord's sketch was just fine, but I reworked it to improve its reproduction characteristics. So — in his own words — here is Gaylord's description of the SMSG Power-Pack Tether...

The Southeastern Michigan S Gaugers have been constructing modules since 1982. We have evolved through several changes in the standards, both mechanical and electrical, with the goal of continually improving what we have.

One recent improvement in our electrical system is an item we call the SMSG Power-Pack Tether. The function of this unit simply is to connect a power pack to the S-MOD electrical system.

Basic elements in the S-MOD system are the pairs of two-pin plugs and sockets, which provide standard electrical connections between modules. Using these same components, we can insert the tether into any one of the cab lines and between any module.

Of the few items in the parts list, probably the most difficult to locate will be a piece of plastic tubing with the appropriate inside diameter. The piece I located at a surplus store measured 3/4-inch outside diameter and 19/32-inch inside diameter. Cut off a length of approximately two inches, making sure the ends are cut squarely.

Pull the retaining pins on a male-female pair of two-pin plugs, as we will be working only with the inside parts of the plugs. If the size of the plastic tube is correct, the insides of the plugs should just fit into the ends of the tube. Mark and drill holes through the sides of the plastic tube so the retaining pins can be inserted when it is time to assemble the pieces. (Actually, I replaced the retaining pin with a finishing nail cut to side, in order to get enough length to reach all the way through the tube.)

Another operation that is needed on the tube is to drill a hole midway on the side for the power-pack leads. This can be approximately 1/4-inch in diameter. Insert an appropriately sized rubber or plastic grommet — available from Radio Shack — to protect the leads.

To make the power-pack leads, obtain a length of electrical "zip" cord, also referred to as lamp cord.

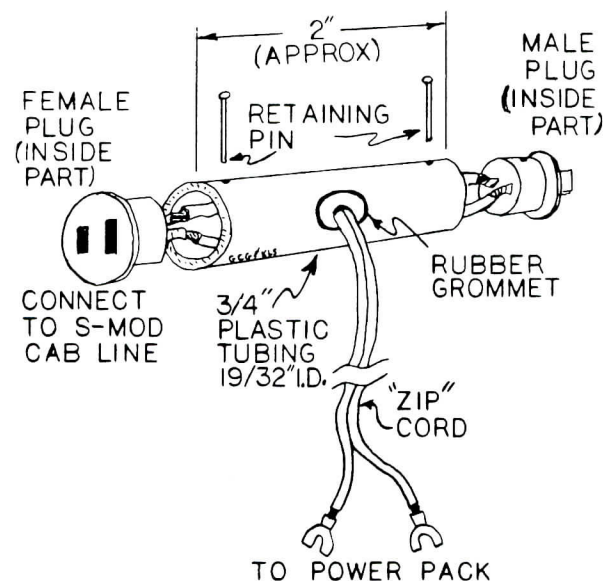
Note that S-MOD standards call for a minimum of 16-gauge wire, whereas the zip cord most commonly sold is 18 gauge. The length of wire is your choice; it needs to reach from the interface connectors under a module to wherever your power pack will be positioned.

Cut an additional length of zip cord approximately one-inch longer than the piece of tubing. This will serve to connect the two plugs together inside the tube. Insert the long length of zip cord through the grommets hole and out one end of the tube. Solder this end, plus one end of the short cord, to one of the plugs. Push the free end of the short cord through the tube and secure the soldered plug into the tube with the retaining pin.

At the other end, solder the remaining plug to the free end of the short cord. Make sure the corresponding pins of the two plugs line up — large pin to large, and small pin to small. Secure the plug into the tube as before. As a last step, attach the appropriate power-pack connectors to the other end of the long cord.

Insert the Power-Pack Tether into one of the cab lines between any two modules, attach the end of the tether to your power pack, and you are ready to move out a train.

SMSG POWER-PACK TETHER



Beware of Alleged American Flyer Mail Scam

From *The Bristoliner*, April, 1990

Publication of the Bristol S-Gauge Railroaders

COMPILED BY DOUG PECK, EDITOR

AMERICAN FLYER collectors are warned to beware of an alleged mail-fraud case out of Nevada. A "Linda Benson" of Henderson, Nevada, has advertised desirable S-gauge items during the past several months, has accepted orders, processed checks, but apparently not filled them as ordered.

One of several "victims" of this apparent scam, I am presently out \$1,500, and have a carton of 11 pieces of cheap MARX equipment to show for it!!! A week ago, when my suspicions first became aroused, I contacted an officer of TTOS (where Benson's first advertisement appeared). It was then that I learned there were already several known apparent victims, and that

the total "take" was nearly \$20,000 already, and growing. This past weekend, at the 1990 Greenberg Show, I encountered several others who had heard of her and/or had received her list in the mail. Unfortunately, I also learned of another apparent "victim," from Rhode Island. We called him immediately, and informed him of this situation. It was the first he had heard of the alleged problem, and he had sent over \$2,700 two weeks ago.

The postal inspector in North Las Vegas is investigating the case, and TTOS will be pursuing it. If you know of this person, or — even worse — have sent her any funds, please call me for further details!

GOT AN IDEA?

PERHAPS YOU HAVE created some detail to stick along your right-of-way, something to set on a loading dock, dress up a building, etc., etc.

We are always looking for fresh projects. If you would like to contribute, the rules are simple: The project should be somewhat related to railroading, and it should be capable of being completed in one or two evenings (or as a weekend project). You need not worry about drawings or photographs. We can do the drawings and have photographs taken. All that is necessary is a sketch of the project, with some dimensions, a list of the materials used and a *short* description of how to build it.

Submit your ideas to...

SHORT-AND-EASY
c/o Kent L. Singer
105 Highland Drive
Baldwinsville, NY 13027



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, New York 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.

TREES ——— CHEAPER

BY BILL FRALEY, JR.

PHOTOGRAPHS BY THE AUTHOR

WELL... HERE I GO AGAIN!

Sometimes I wonder what goes through model railroaders' minds when we start to change everything around. "I didn't like the look of that mountain." "Not enough sidings on the mainline." "It just didn't look right." We come up with more excuses than when we were a kid, and Mom caught us with our finger in the icing on a devil's food cake.

Well, I do not mind saying that my handmade trees could stand some improvement. "They just don't look right." So, what are you going to do about it, Bill? After much experimenting, this is what I found worked best for me, and it is so easy.

Go to your hardware store and buy a roll of wire. I used No. 18 Galvanized, made by Dispens-O-Wire, Anchor Wire Corp., which I bought at K-Mart.

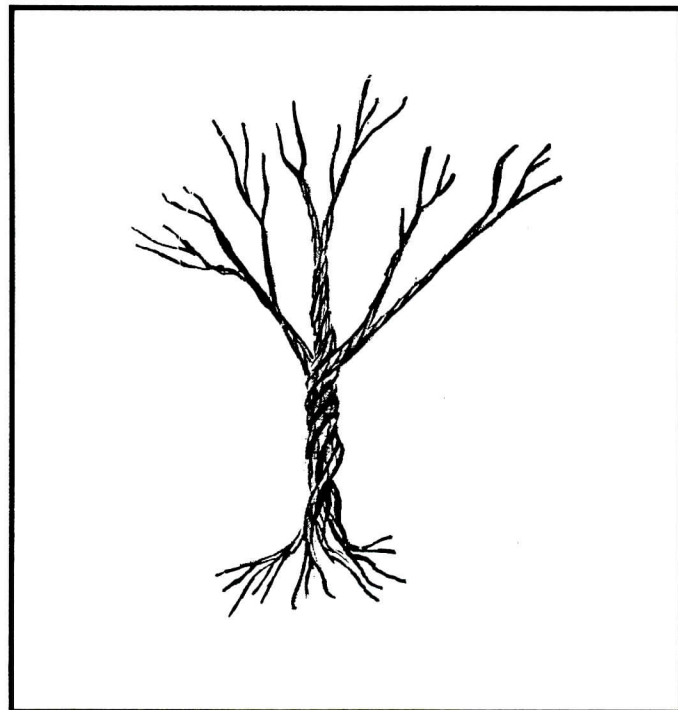
Cut seven or more pieces into the length — height — of the tree you would like to have. I would suggest that you cut at least a dozen bundles, so that you mass-produce the trees, rather than do them one at a time. My tree is 30-feet tall in S scale.

The next process is to place the bundle in a vice, leaving a little bit on the lower end to show the roots of the tree. Then take a pair of pliers and twist the main trunk as high as you desire; my base trunk measures eight feet. I then spread out two of the branches. Then twist again for a scale foot or two, and then top the tree.

You can be as versatile as you wish and have branches coming out all over the place if you wish. The main thing to remember is to have some branches at the top, so that you can finish off the tree. The more branches, the more pieces of wire you will need.

The next step is to take heavy tweezers, and dip the completed wire tree into a can of dark-brown Latex paint. Then, set each tree aside to dry. I used a quart of Tru-Value AG-116 "TRU-BROWN."

Now... for the Fun Part. Cut a piece of Woodland Scenics' Conifer Foliage — Conifer Green F-54 — and carefully pull it apart, as thin as possible. Put little dabs of white glue on the tips of each branch, and place the thinned-out foli-



This sketch shows the stranded wires as they are twisted together to produce the basic tree trunk and branches. This can be painted as-is, or masking tape can be wound around the main part of the trunk for a smoother finish prior to painting.

age on the tree. This takes a little practice, but once you are on to it, it becomes very easy.

For the final touch, sprinkle different hues of landscaping green on the tree, and then spray with an inexpensive hair spray.

Viola! Beautiful trees all over your layout... and for only pennies apiece.

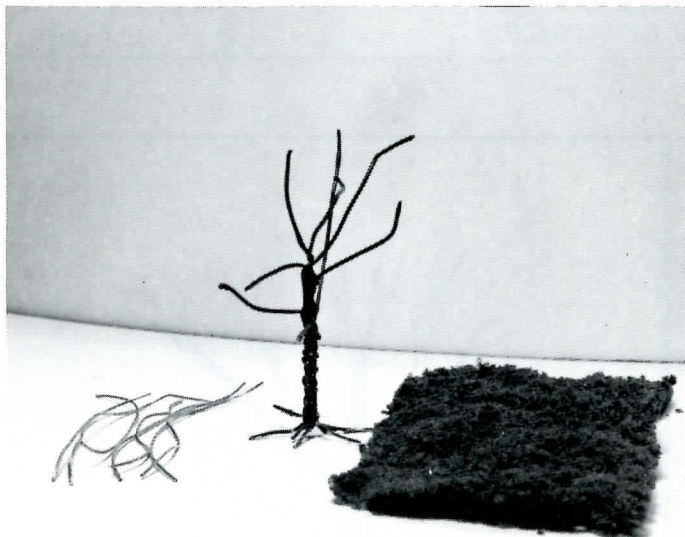
In conclusion — you are only limited by your imagination. You may use different colors, heights, sizes of wire, or use florist tape to wrap your tree trunks before you paint them. However, the bottom line is that you will have reasonably authentic trees just by using the principles described herein. *Have fun!*

MATERIALS REQUIRED:

Roll of No. 18 wire	Can of Latex brown paint
White glue	Inexpensive hair spray
Woodland Scenics' foliage (various greens)	
Fine Landscaping Material (Ground Cover, Medium Texture)	

TREES ——— CHEAPER

Continued...



ILLUSTRATIONS...

From left to right,
top to bottom:

Photo 1 — Tree put together,
showing wire clippings and
foliage.

Photo 2 — Completed tree,
with S-scale figure under it.

Photo 3 — Materials.

Photo 4 — A finished tree in
place on Bill Fraley's S-scale
layout.

THE NMRA/NASG NATIONAL CONVENTION IS FOR EVERYONE !

**JULY 30 - AUGUST 5, 1990
PITTSBURGH, PA**

If you love trains, you're invited to share in the fun at the 1990 NMRA National Convention! We have activities scheduled for everyone in your family. You don't have to be a member to participate in the many events co-sponsored by the National Model Railroad Association, National Association of S-Gaugers and N-TRAK.

Our theme is "Learning From the Prototype" and it is reflected throughout a full schedule of activities which includes: tours of local railroads, industries and historic sites, visits to local model railroad layouts, presentations by prominent hobbyists, model contests, and a train show featuring a manufacturers display.

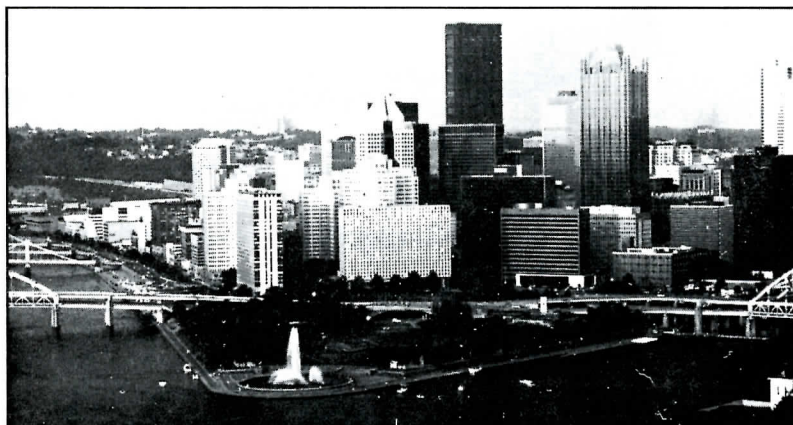
You will not want to miss this special event in one of America's most livable cities! Call or write us for complete details on the Pittsburgh Limited 1990.

Highlights:

- ★ Shop and yard tours of area railroads
- ★ Fan trips
- ★ Tours of area industries, including a steel mill, brewery and coal mine
- ★ Historic tours
- ★ Tour of GE's Erie, PA locomotive plant
- ★ Rides on Pittsburgh's famous inclines and trolleys
- ★ Shopping and restaurants within walking distance
- ★ Pittsburgh Pirate baseball
- ★ Model displays and contests
- ★ Riverboat rides
- ★ Model train show featuring manufacturers, layouts, hobby dealers and railroadiana
- ★ Model train auction
- ★ Movies, slides and video programs



THE PITTSBURGH LIMITED 1990



For all the details on the
Pittsburgh Limited, call or write:
THE PITTSBURGH LIMITED 1990
P.O. BOX 17034
PITTSBURGH, PA 15235 (412) 795-7668





PHOTOS BY BOB WERRE

PHOTOS BY BOB WERRE



Trade News & Views

~ By DON THOMPSON ~

CENTRAL NEW JERSEY S SCALERS, 2 Roosevelt Avenue, Cranford, New Jersey 07016 —

The CNJSS should be getting ready to start shipping their cabooses. Ron Bashista has finished the body and is working on the trucks and detail parts at this time.

G & W MODELS, 115 Upland Road, Syracuse, New York 13207-1119 —

G&W will be offering styrene injection-molded ACF Centerflow three-bay covered-hopper kits. They will be made by Pacific Rail Shops and initially marketed exclusively by G & W MODELS. Six road names, as well as an undecorated kit, will be offered. They are: NYC, grey with black, white and red cigar-band herald. Great Northern, green with white, black and red Rocky Mountain goat herald. Chicago & Northwestern, yellow with black-and-white herald. Louisville & Nashville, blue with yellow lettering. Southern Pacific, light grey with black lettering. Santa Fe, red oxide with large white "Santa Fe" on side of car. These cars will be offered less T/C (trucks and couplers) for around \$20. Don DeWitt of S DeSigns will be offering decals for these units, they are: DT&I, WM, GT and D&H.

LEHIGH VALLEY MODELS, 1225 Arch Street, Allentown, Pennsylvania 18104 —

Frank of Lehigh Valley Models is working on a 8,000-gallon tankcar kit. The kit will come with a PVC body and a cardstock wrapper. The two-part domes, heads and brake-detail set will be made of soft-metal castings. The frame will be made of stripwood, and the handrail posts will be brass turnings. At this time seven different decal sets from CDS and S DeSigns will be offered as part of the kit. The three-dome version will be for "Deep Rock." The kit will come complete with trucks (American Models) and operating couplers. At this time, the price has not been determined. Frank's next project is a Reading-style signal tower in four- and seven-window versions.

OMNICON, 50 South Lively Blvd., Elk Grove Village, Illinois 60007 —

Due to the passing of Charlie Sandersfeld, his wife Susan will be handling the business of Omnicon.

She is still selling F-7 drives, RDC-1's, M1a's and the parts they still have in stock. The "Gang of 100" is still a "go," and they are still accepting \$200 reservations on the PRR decapod. The technical co-ordinator for this project is David Nether-ton. We have also been asked to announce that part of Charlie's vast S-gauge collection will be sold at the proper time. Full-page ads listing exactly what is available will be placed in all the major S-scale publications. **DO NOT CALL SUSAN SANDERSFELD ABOUT THIS!**

PACIFIC RAIL SHOPS, 3205 Helms Road., Grants Pass, Oregon 97527 —

Pacific Rail Shops has announced two new 50-foot boxcars. They are [1] the Western Maryland, in B.C. red, with a white speed lettering scheme, and [2] a Northern Pacific version.

RIVER RAISIN, 6160 Upper Straits Blvd., West Bloomfield, Michigan 48033 —

River Raisin now has the pilot model of the Pfudler milk car. Shipment from Korea is expected in May. At this time they have only five of the 47-foot version left. The price for the 47-foot car is \$159.95 and for \$149.95 for the 40-foot version. These are available from dealers or direct. They accept VISA and MasterCard. They are taking reservations on four versions of the E-8's: without dynamic brake, with dynamic brake, PRR antennas, and nickel-plated. The price is \$389 for reservations before May 1st. Due to the delay in our readers getting this column, River Raisin has agreed to move our deadline back to May 31st. This offering may be withdrawn if not enough E-8's are reserved. It may not be too late to place an order for one of the most popular passenger diesels ever made.

SCENERY UNLIMITED, 7236 West Madison Street, Forest Park, Illinois 60130 —

Don of Scenery Unlimited has remade the Andrews coil sprung truck in soft metal, using the Northeastern Scale models sideframes as patterns. The price is \$7.95 less T/C of \$11.95 with Downs Code 110 (to the NASG standards) wheelsets. Don is also working on a "shorty" ore car that will be made of urethane.

S DeSIGNS, 37 Snow Drive., Mahwah, New Jersey 07430 —

S DeSigns has five more Erie-Lackawanna Geeps left. The price is \$130 for either scale or hi-rail and \$150 for the American Flyer version. Please add \$3.00 for shipping. Series B3 is a "go," with only the Southern 40-foot boxcar being cancelled due to a lack of response. Don has about 20 cars of each left, and the price is \$20, plus \$2.25 Shipping. They also come in either scale or hi-rail versions.

S HELPER SERVICE, 2 Roberts Road., New Brunswick, New Jersey 08901 —

S Helper Service will be making all 11 roadnames of the FA's. Hopefully they will be shipping the FA's by the time you read this magazine. A few interesting notes: The B&O is the most popular roadname, with about 20 percent of the orders. The PRR has caught up with the rest of the pack and is now in fifth place. The NYC units will be in the black-and-grey freight scheme and not the two-tone grey as previously stated. WM units will have the speed lettering and not the red "fireball." Also, the UP will not have a black outline on the red lettering as Ron is not able to hold the tolerances on a line that is a scale 1/4" (0.004").

SOUTHWIND MODELS, P.O. Box 9293, Plant City, Florida 33566 —

The new SouthWind tankcars should have been received by those who have ordered them. The Bordens car is about two weeks behind the tankcars. There are still a few remaining, so you had better get them soon. The two Pullmans, #3997 and #2410, are due in June or July.

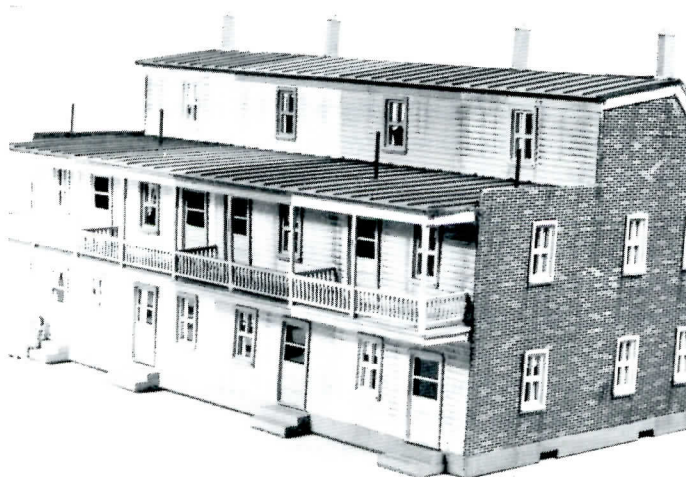
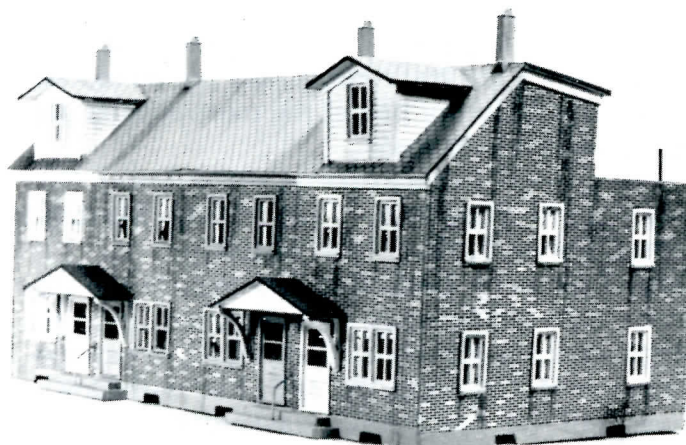
Jettie is now taking reservations on "Program C" — the NYC Milk Car (\$40.00 deposit, \$124.50 before April 30th, \$139.50 after), Express Reefer (\$40.00 deposit, \$124.50 before April 30th, \$139.50 after) and Diner (\$75.00 deposit, \$197.50 before April 30th, \$224.50 after).

Since you will not receive your *DISPATCH* until after April 30th, Jettie will extend the deadline to mid May, but you must send in a copy of this part of my article. Jettie has also received a pilot model for a PRR D78 Diner. He will be offering two versions of this diner (different window arrangement in the kitchen and hallway) at the same price as the NYC Diner. If these sell well, he will be doing a PRR PC70 Cafe Coach and an M70 Mail Car, with either a round or clerestory roof. He will also have 25 pairs of the PRR six-wheel trucks for sale. If you are interested, please contact him as these are in very short supply. Speaking of parts, 90 percent of the Geep parts have arrived and Southwind has completely re-stocked the inventory of F-unit parts.

B K ENTERPRISES, 12874 County Road, Buena Vista, Colorado 81211-9708 —

B K Enterprises now has a complete line of Truscale roadbed in S standard gauge and Sn3. These include straight, radius, wye blocks, turnout blocks and #8 crossover blocks. The radius roadbed starts at 14" for Sn3 and 22" for S standard gauge, and there are 24 different curved roadbeds up to 72" radius. This adds to their complete line of assembled turnouts, kits, stub turnouts, and point and frog assemblies in S and Sn3. BK also has five different crossings from 90 degrees to 19 degrees — track-template sets and frogs only available.

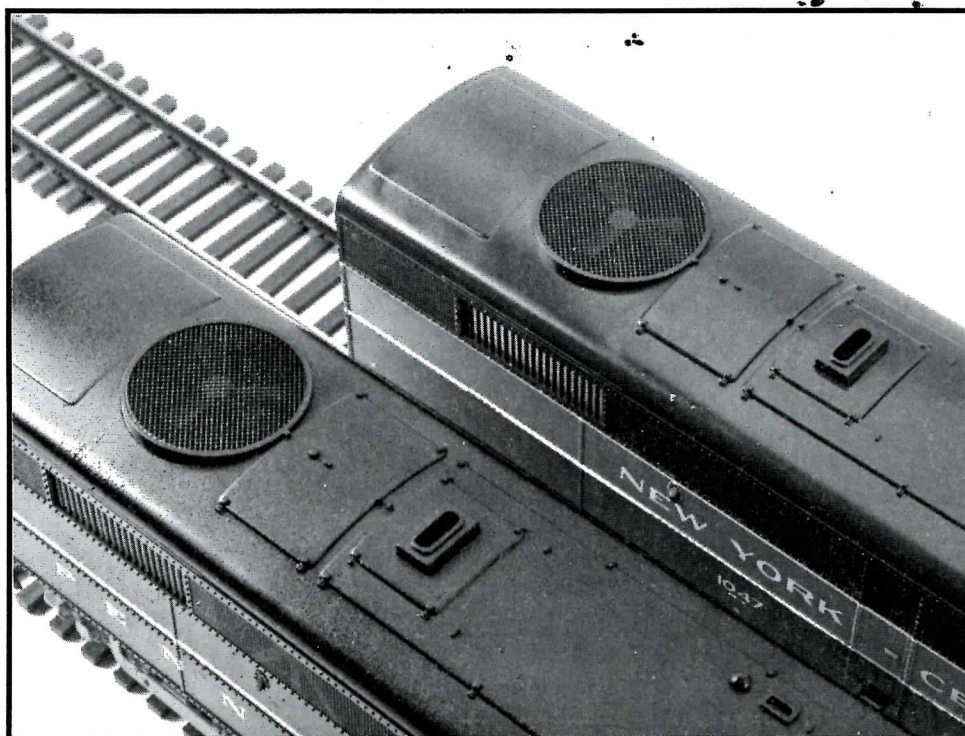
BELOW — Two views of one of Lehigh Valley Models' new row-house kits.





THE VIEWS on this page are detail shots of the new S Helper Service ALCO FA-2 and FB-2 diesel-electric road units in S scale.

**The ALCO
FA-2 Diesel
In S Scale
From
S Helper
Service**



LETTERS to the EDITOR

Dear Editor:

During the beginning of 1989 I attended my first meeting of the Connecticut S Gaugers. Being impressed with seeing S-scale trains for the first time, hearing new and different terms to describe the trains and track, I started to ask questions. My involvement prior to the meeting was with American Flyer trains ... my father bought in the '50's and '60's.

After numerous phone calls and meetings with different members of the CT S Gaugers concerning S-scale kits, I purchased my first set of boxcars. After unpacking the kits, I again spoke with members of the group to get assistance on glue to put the kits together. When I obtained the modeler's glue I read the instructions and attempted to put the kits together. My prior experience with models was in the '60's, when I put model jets and cars together.

Now the fun began - how do I separate the tiny thin parts from the plastic mold without destroying any parts? Problem Number 2 - the factory holes in the main body mold are too small for the parts to fit without again breaking parts. Problem Number 3 - some of the factory-mold parts have excessive plastic around the edges; again, how do you remove this without destroying any parts? There is no guidance in the instruction paper that addresses these problems or suggests tools to assist with the construction. Remember seeing the finished product that other S Gaugers did, I realized there have to be a few procedures - "tricks of the trade" - that will overcome my problems.

More phone calls and a meeting with an experienced kit builder, and I was given the guidance and a list of tools that would get the job done. After obtaining the tools, I proceeded to put the kits together. One final problem - on the hopper cars there are parts, and no one in the Connecticut S Gaugers seemed to know where they go... **HELP!**

If S scale is to grow, either through bringing back people who were American Flyer operators in the past, or new model-railroad operators, all the kit-makers and manufacturers are going to have to include instructions for the novice, or [provide the names of] groups in the nearest area to contact for assistance.

George Leidinger
Waterbury, Connecticut

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April 20, 1990

Dear Editor:

Please be advised the Vista Hotel [operated by Hilton International] has recently offered the Pittsburgh Limited a room rate similar to other hotels for the upcoming convention here in Pittsburgh.

The Vista is located across the street from the Lawrence Convention Center, and is connected to it by a skywalk.

Their quotation is as follows:

Room rate - \$69.00 per night, single or double occupancy, on a space-available basis

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To make a credit-card reservation from out of town, call 800 / 367-8478; in the Pittsburgh area, call 281-3700.

Thanks,
George Lloyd
The Pittsburgh Limited

P.S. - The Hilton Hotel is five blocks from the Convention Center. (I just got this offer.) Please note: If you call the Vista Hotel, please identify yourself as being with the National Model Railroad Association in order to secure the rate.

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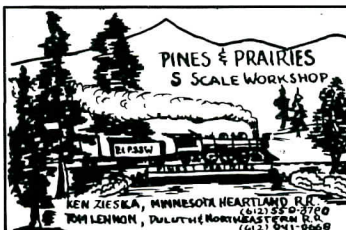
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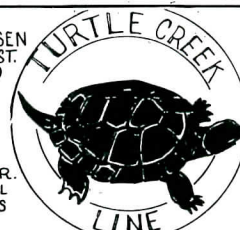
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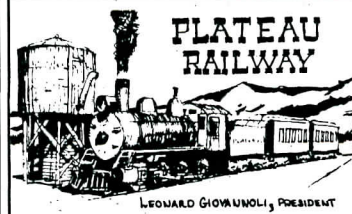


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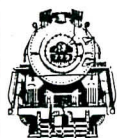
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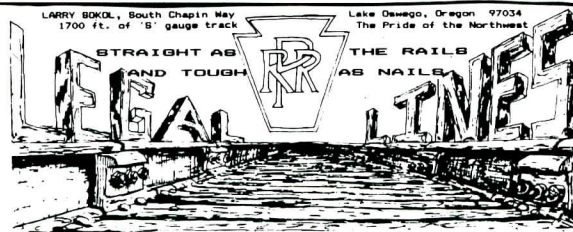
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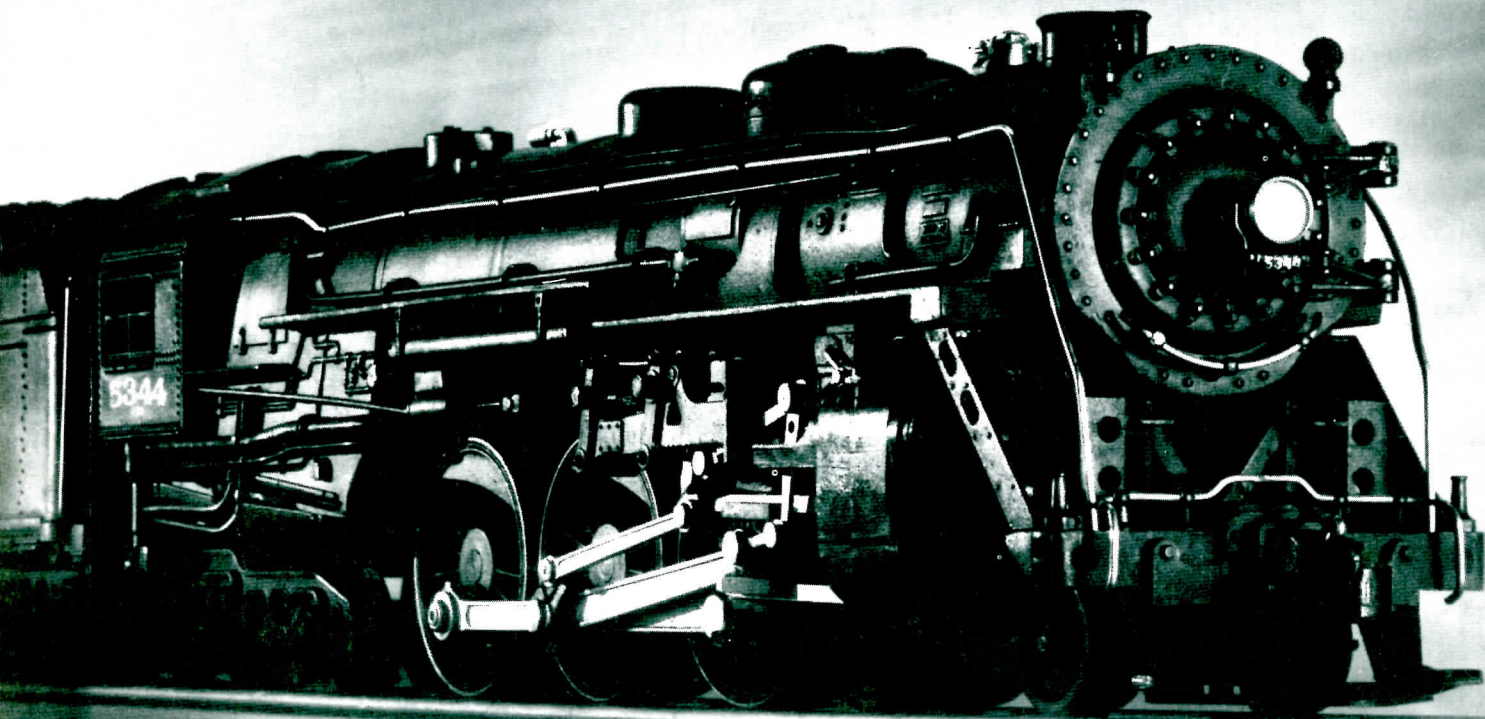
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