

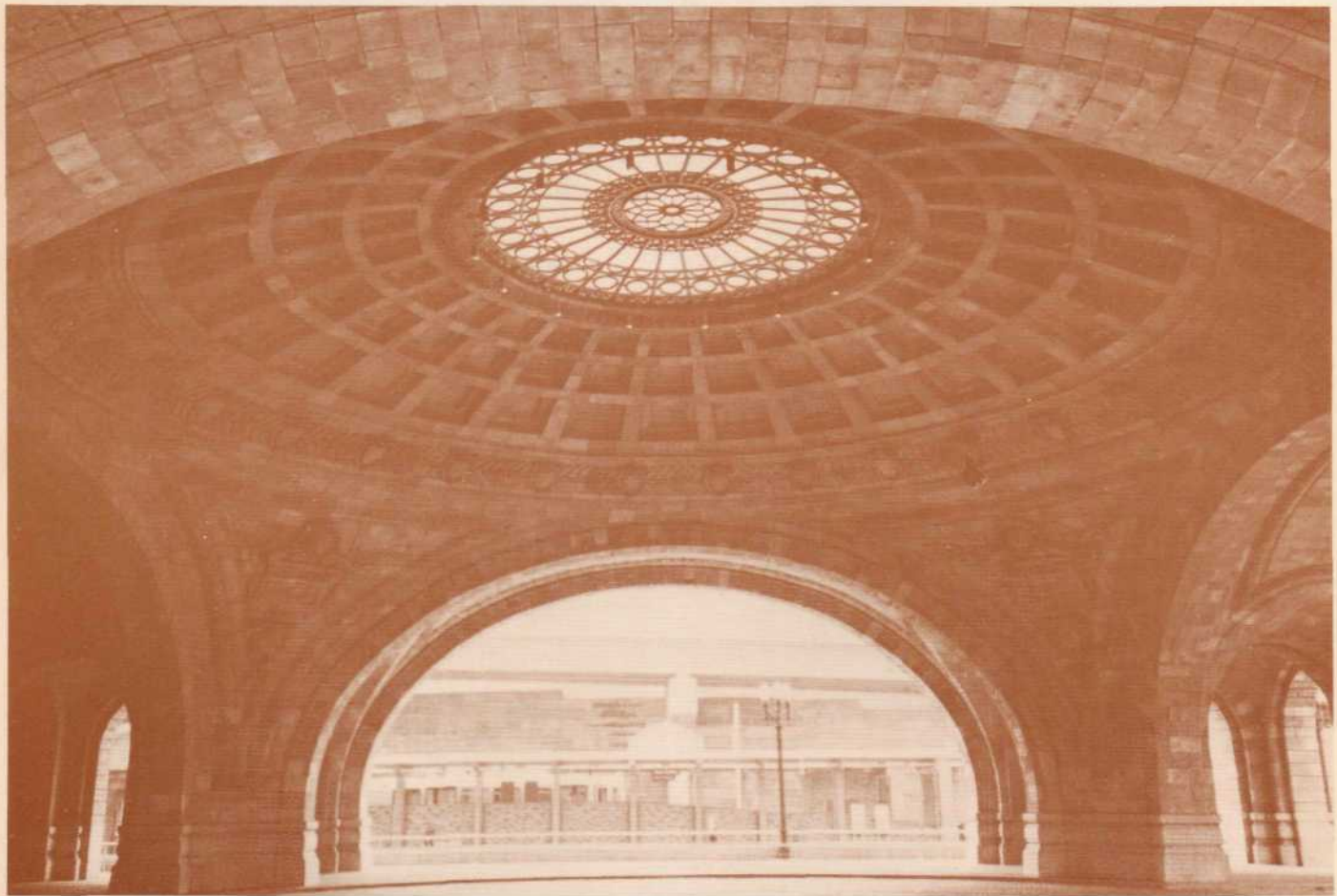
October 1990

Vol. XIII No. 5

DISPATCH



Pennsylvania Station, Pittsburgh, PA



Under the Porte' Cochere

Photo by Bob Jackson

NASG BRASS CAR COMMITTEE

PRESENTS

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ROAD
HORIZONTAL
RIBBED BOX



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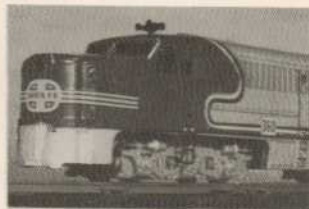
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S Gauge

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S Gauge Operating & Repair Manual
Second Edition



1945 - 1965

By Thomas B. Barker

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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:

Robert W. Jackson
2925 Glenmere Court
Springfield, IL 62704

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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— OCTOBER 1990 —

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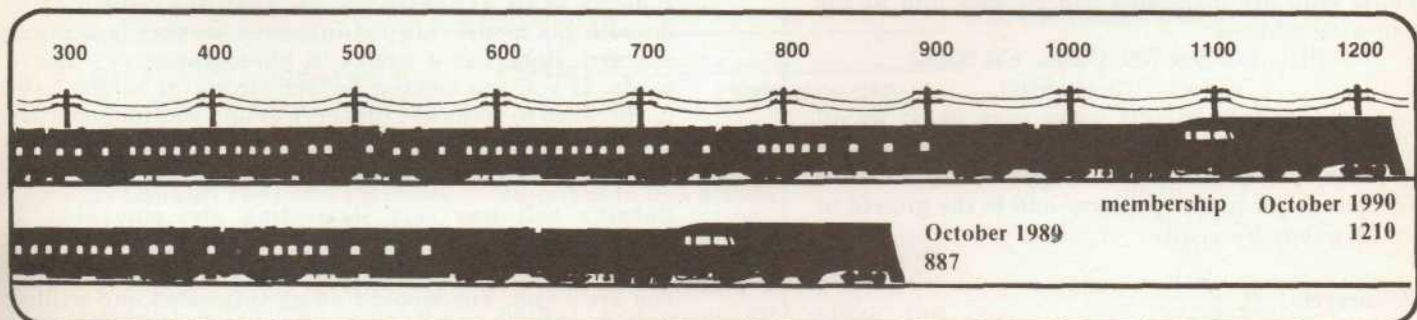
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THE DEADLINES for articles are the 15th of February, April, June, August, October and December for issues dated April, June, August, October, December, February, respectively.

COVER

Under the Porte' Cochere of Pennsylvania Station in Pittsburgh, Pa. Photographed at 1990 NASG Convention by Bob Jackson.



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

My central message this issue is a serious request for nominations. The previous issue of The Dispatch carried a notice of the elections and I want to reinforce the need for serious thought by the membership to provide a slate of quality candidates. This year's election involves the election for Executive Vice President, Secretary and the regional Vice Presidents. I feel that it is important that the nominees who seek to be elected are willing not merely to help administer the organization but also to strive to help promote 'S' Gauge and pursue the development of this organization to its fullest potential. To steal a phrase from the Marines: the NASG is looking for a few good men. Please think about it and join the team. Your tangible rewards as an officer in this organization are small but the satisfaction in seeing the NASG prosper and grow in itself is gratifying. So please give it some serious thought and seek election in this organization.

The second part of my message is to draw attention to Don De Witt's suggestion regarding the membership committee. (See his article in this issue.) Don has done an outstanding job as chairman but the job has grown too large for one person. We either need to reduce what we expect from this person or make some changes similar to those that Don suggests. Note that what he suggests includes two important departures from current practice: 1) elimination of the membership card and 2) establishing a committee of two persons who would be paid for their efforts. These are important changes that I, and I am sure the rest of the Board, would like to have lots of input from the membership. Please let us know what you think of these changes, preferably in writing.

Finally, I want to pass along some important information I have recently received from a good friend of mine, Billy Wade. Billy has informed me that Peter Built Locomotives (PBL) is contemplating importing a factory painted locomotive ready to run on American Flyer track; a scale version would also be available. This project would be similar to what Williams is producing in 'O' gauge. PBL is presently looking at producing a N&W 4-8-4 or a SP 4-8-4. Billy has requested we contact Bill Peter of PBL and give him our opinion on what locomotive to produce. Those who are interested can contact him at the following address:

PBL, PO Box 769, Ukiah, CA 95482
or call (707) 462-7680.

Let's not let this one get away from us. If we all write PBL and Bill Peter receives a positive sign from us, we may have the opportunity to have another major model producer add to the growth of the 'S' gauge fraternity.

"S"incerely,

Michael Ferraro

THE EDITOR'S DESK

We are working hard to bring you the six issues per year that is presently expected. That means that you will get three issues close together. With luck you will have all of them before the end of the year. However, the impact of Christmas on the mail could cause delay for at least some of you until after the First of the Year. This effort will still not catch us up to the usual schedule. That will take some more doing. But you will have the expected six issues.

We want to reinforce the need for the membership to give serious thought to the proposal being made by Don DeWitt regarding the Membership Committee. Please read his article on page 12 carefully and make your own position known to Mike Ferraro, preferably in writing.

We had a great opportunity recently to visit some members of the Bay Area S Scalpers. When we learned that we were going to be in San Francisco we determined to contact Lee Johnson but as luck would have it he called us about an unrelated matter. We made arrangements to get together as our time would permit. Lee arranged visits to Graham Henry and Barney Daehler. Lee also took the time to ferry us around and we want to acknowledge right here his great generosity and helpfulness. We also want to publicly thank him. Our only regret was not having time to visit others but that of course provides us an excuse to visit again. We will be sharing these visits with you in the near future.

Graham Henry is a retired electrician who worked for Southern Pacific. He is building a really neat layout in the attic of his home in Berkeley. He modified his attic to achieve the needed space. He is perhaps the only model railroader with a genuine wig-wag signal in his garden. It works too!

Barney requires that all visitors operate his railroad with him. After the operating session Lee, Barney and your editor had coffee in the kitchen. Our talk ranged over many things but at one point Barney was reflecting about his love of tinkering. We all agreed that the need to tinker was a strong component of our personalities and that model railroading was surely the best hobby for the addicted tinkerer.

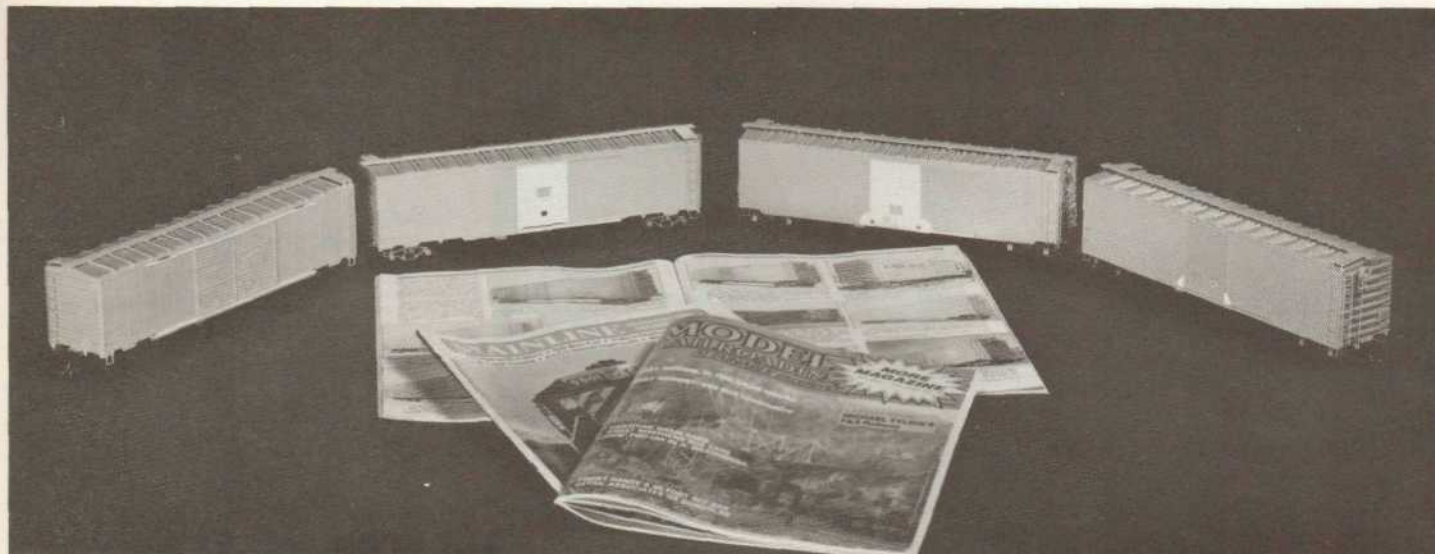
We had a surprise call the other evening from Robert Sherwood of Cheyenne, Wyoming. Robert is a relative newcomer to NASG. He has about 2 1/2 years to retirement from the Air Force. Meanwhile he is planning his dream layout. His dreams are big, like ours and I expect yours. But, why not? He plans a layout that includes both standard and narrow gauge but if reality forces it, he will concentrate on narrow gauge. Photography is among Robert's skills and interests and that has something to do with his model railroad interests; scenery is a prime concern. Robert is a source of photographs of western roads. If you are looking for something he might have it. He called to volunteer his services and was immediately given an assignment. He will cover the narrow gauge convention in February so look for his report.

Robert's call was very interesting and enjoyable. It prompts us to issue an open invitation to the rest of you. We would be interested to talk to you and learn of what you are doing. You would find an interested and willing listener. Of course, you might get a reporting assignment out of it but, what the heck, it's your magazine too.

RAF

MODIFYING PACIFIC RAIL'S 50' BOXCARS

by Jon Firpach



In this article I am going to take up one of the most rapidly developing aspects of railroad modeling, namely prototype freight car modeling. While it is more far ranging in other scales, 'S' now has a particularly good starting point with the introduction of the Pacific Rail Shops 50' steel box car kits. The PacRail box is a 1955 vintage of the 1942 AAR design and with some minor and some not so minor modifications can be rendered into very close representations of several different road cars. I would suggest that anyone wanting to build different versions should pick up a copy of the June 1990 *Railmodel Journal* as there is a very good article on these cars. This is the issue that I used for information about the cars that I will describe in this article. While we are at it I would make a plug for *Railroad Modeling* and *Mainline Modeler* as well. These three magazines have become the mainstays for those whose principal interests are in accurate modeling of the prototype. The high circulation magazines have just about abandoned this type of concern.

I will start with the simplest job first. This is an Atlantic Coast Line 1957 vintage box car. (See Photo 1) There are only two basic changes to be made to the PacRail car. The lower sill needs to be narrowed and reinforcements must be added to the lower corners of the door openings. Start by removing 1/32" from the bottom edge of the sill along its entire length. (See Fig. 1a), Next scribe a line the entire length of the car side just above the two rivets to delineate the new sill. Your done with the sill.

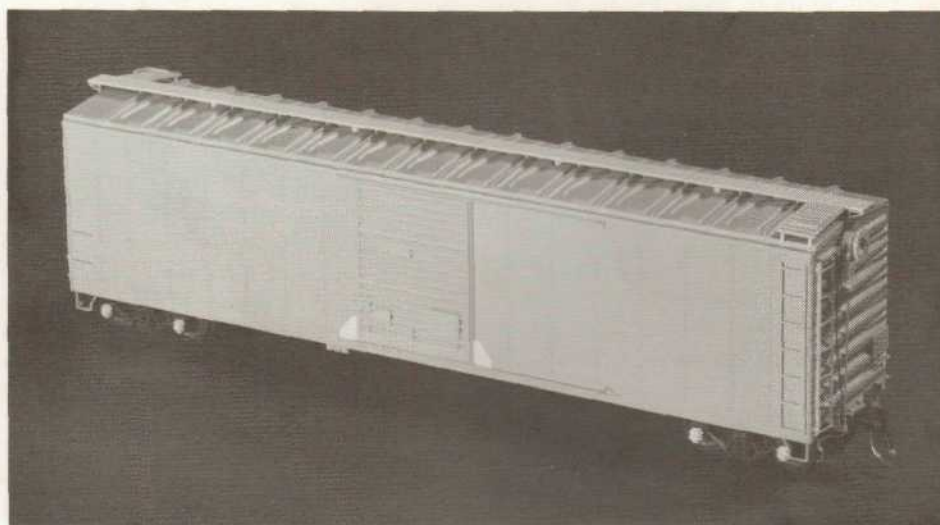
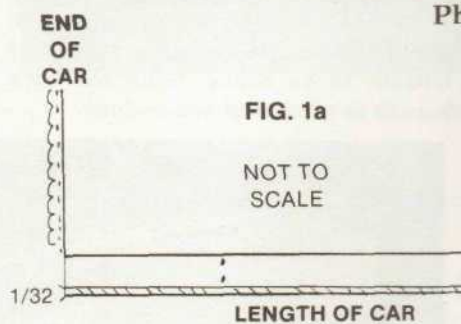


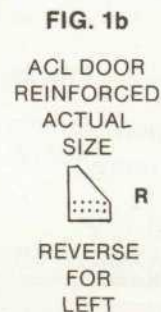
Photo 1



NOTE: These two changes will be made to the sills of all the cars described in this article.

Now turn your attention to the door reinforcements. (See Fig 1b.) Using the actual size templates make the reinforcements out of .010 Evergreen styrene and cement them in place. I embossed the rivets with a #78 wire drill shank end in a pin vice with approximately .010 inch protruding.

The piece was placed face down on card stock and the pin vice with wire drill pushed into the back of the reinforcement piece. For small parts I don't bother with a large tool but with large work I would use a NWSL riveter to emboss the rivets.



MORE →

Construct the remainder of the car according to the instructions included with the kit. I also added air hoses (Southwind SWF 2) and a retainer valve (Tomalco 03005.)

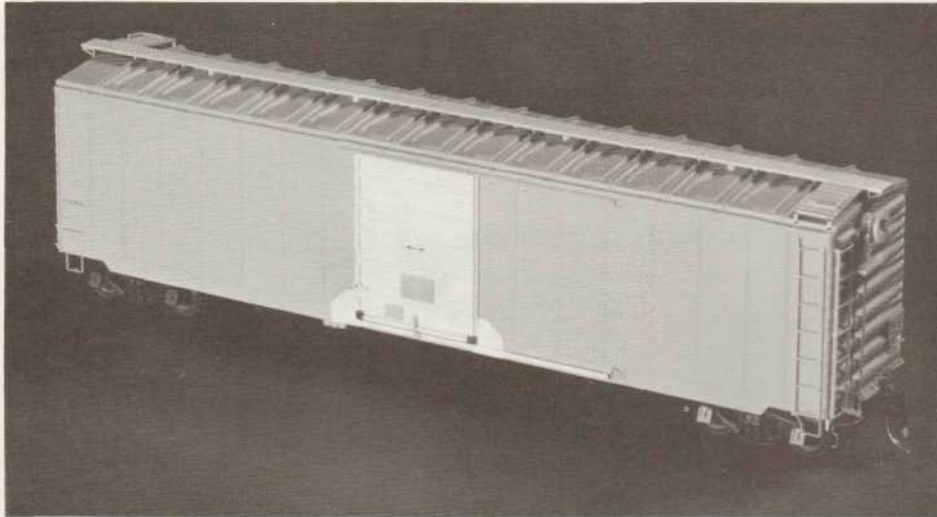


Photo 2

The next car is an Illinois Central box of 1956 vintage. (See Photo 2.) The lower sill has to be modified at each end. Reinforcements are added to the door opening. Superior doors have to be fabricated as does the lower door track.

Begin by scribing a line just above the rivets as above to delineate the sill. Then cut the ends as shown in Fig 2a removing the cross-hatched portion. Now remove the cast-on lower door guide. (NOTE: If you are careful you can remove these guides while saving the detail. It will be useful later on.) Make the reinforcements using the actual size templates shown in Fig 2b and glue them in place. To make the new door guide use a piece of Evergreen 7103, 'S' 1x3, 3 1/16" ell. To this glue 9 pieces of Evergreen 8404, 'HO' 4x4, cut to 4" lengths in HO scale. (In effect, these small pieces are 4" cubes in HO scale.) These cubes are glued under the ell with 5 of them equally spaced under the door opening area and the remaining four equally spaced under the extended portion of the guide. Set the guide aside until you make the Superior doors.

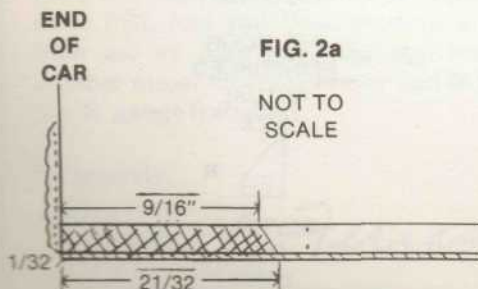


FIG. 2b

I.C. DOOR
REINFORCED
ACTUAL
SIZE



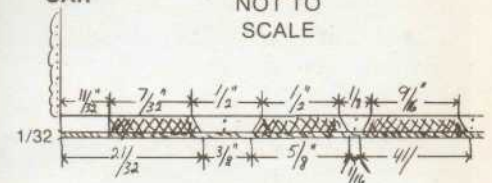
To make a Superior door cut a blank of Evergreen 9020, .020 styrene. This blank should be 1 17/32" by 1 7/8". (See Fig 5.) Cement a perimeter to the blank with Evergreen 132. The perimeter pieces should be flush with the blank on the top, bottom and left sides. The right side is set in 1/32" from the edge. The cross braces should be made from Evergreen 132 strip for earlier style doors and from Evergreen 134 strip for later style doors. The cross brace measurements are found in Fig 5. To finish the door make a rivet strip 1/32" wide and glue across the bottom panel flush with the top edge of the bottom cross brace. Glue the tack boards in place and you're done.

Attach the door to the car and add the lower guide rail. Finish the kit according to the instructions and add air hose and retainer valve.

END
OFF
CAR

FIG. 3

NOT TO
SCALE



The third car is a Chicago and Eastern Illinois box of 1953 vintage. Photo 3 shows an earlier version which did not have a full sill. (MKT, GM&O, LV and MEC were quite similar except for the doors. MKT had Superior doors whereas GM&O, LV and MEC had Youngstown doors.) For the C&IE (and MKT) version the lower door guide will be removed as above. It would remain as is for GM&O, LV and MEC versions.

As before, scribe a line above the two rivets on the sill to better delineate it. You will cut to this line as you modify the sill. (See Fig 3.) Note in Fig 3 that gussets cover the ends of the frame, the truck bolster and the cross-member. Place the frame on the bottom of the body and carefully noting the dimensions in Fig 3 mark off the areas to be removed. These are the cross-hatched areas in Fig 3. They should match and center on the bolster and 1st and 2nd cross members. Remove frame and with an X-acto or similar knife remove the areas corresponding to the cross-hatched areas in Fig 3. For the C&IE (or MKT) car remove the lower door guide and replace as with the IC car above after installing a Superior door.

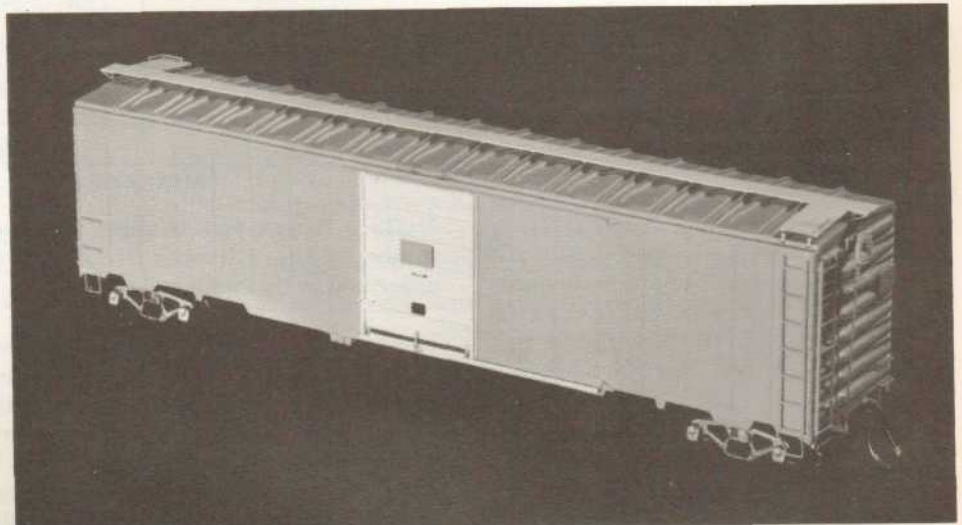
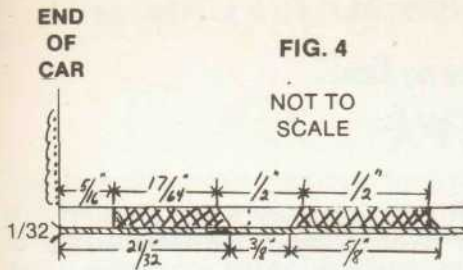


Photo 3

MORE →



Complete the kit according to the instructions included with it, add air hoses and retainer valve.

The fourth car shown in Photo 4 is a Mississippi Central box of 1952 vintage. (UP had similar cars.) It is unusual in that the double doors are centered. The principal changes in this case are to lower sill, the upper and lower door guides and of course the addition of a door. Once more start by scribing a line above the two rivets to delineate the sill. The changes made to this sill are different than with the third car and are illustrated in Fig 4. Place the frame on the bottom of the car and with careful reference to Fig 4 mark off the areas that are to be removed. In Fig 4 these are denoted by cross-hatching. Remove these areas with a sharp hobby knife.

Next remove with a sharp knife the lower door guide. Remove the upper door guide except for that portion just above the door opening. To make new lower guides cut two pieces of Evergreen 8204 6 1/8" long and glue them together to make an angle. Now mark the center of the body and glue the doors centered on the body. (If you made some of the Superior doors described earlier you have extra doors.

If you did not and don't intend to, extra doors are available from Pacific Rail.) I found that it helped to glue the doors together first using a piece of scrap styrene on the reverse side to reinforce the joint. Now attach the lower guide against the bottom of the door. Next, to make new upper guides cement a piece of Evergreen 8204 2 1/8" long on both sides of the short piece that was retained over the door opening. Take care to see that they are well aligned. When the cement has fully set up, sand the retained segment until it is level with the extensions that you added. Now add a piece of Evergreen 8103 6 1/8" long to form the upper angle. This completes the guide.

Complete the kit according to the instructions included with it and add air hoses and retainer valve.

The cars are now ready for paint and lettering. But that is another article.

Next time we'll whack one in two and make a 40 footer!

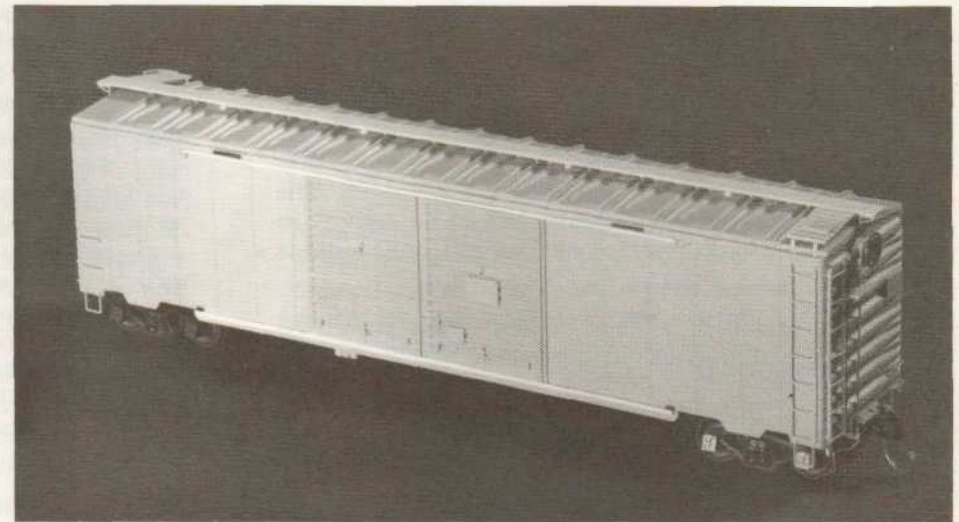
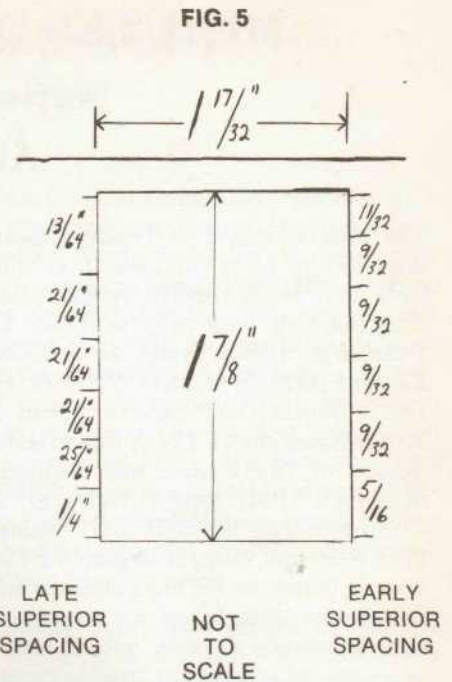



Photo 4

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MINUTES OF BOARD OF TRUSTEES MEETING

National Association of S Gaugers, Inc.

August 2, 1990 - Pittsburgh, PA

The annual Board of Trustees meeting of the National Association of S Gaugers, Inc. was called to order by President Mike Ferraro at 8:25 p.m. on August 2, 1990. The meeting was held in Dave Davis's room at the Pittsburgh Hilton Hotel. In attendance were: President Ferraro (MF); Executive VP Moe Berk (MB); Treasurer Dave Davis (DD); Secretary Jim Kindraka (JK); and Western Region VP Lee Johnson (LJ). Sitting in as invited guests of the Board were Dispatch publisher Pete Mihelich (PM) and Pittsburgh NASG Convention Chairman Jim Whipple (JW). Eastern Region VP Doug Peck (DP) and Central Region VP Paul Stevens (PS) were absent, however PS did submit a written proxy to LJ in case votes were taken on any of the previously stated agenda items. It was subsequently learned that DP encountered serious car trouble enroute to Pittsburgh and was absent due to being stranded in Hartford, CT, awaiting repairs to his vehicle. He provided AF car sales and enthusiasts committee reports in a letter to the Board dated 08-16-90.

There was no committee report on AF car sales or the AF Enthusiasts Committee progress. An AF article is included in the latest issue of the Dispatch but the Board wasn't aware if DP has reached a satisfactory arrangement with the Dispatch editor on inclusion of AF articles or if that still required some action by the Board. The Board reconfirmed its commitment to seeing quality AF-oriented articles published in the Dispatch. The Elections and Standards committees had no activity in the past year, MF is currently looking for a new Standards chairman.

JW and LJ presented a combined convention report. LJ reported, as in his previous written report, that the Kansas City Convention in June 1989 had been a financial success and profits in the amount of \$600.00 had been sent to NASG's Treasury. JW reported on the status of the current joint NMRA/NASG convention. NASG registration was 120 at the conventions beginning, however that does not include any manufacturers who registered as exhibitors rather than NASG members. Despite earlier organizational, political and communication problems, JW felt the convention was going well. The Board agreed and commended JW, LJ and Don DeWitt for all their hard work. The presence of the Cuyahoga Valley S Gaugers layout, the NASG Modular layout and the manufacturers displays provided a tremendously successful promotional effort for NASG and S gauge. LJ reported on better than anticipated convention car sales - requiring an increase in the original 200 car order from American Models, JW expressed personal thanks to Jim Sacco, the HO modeler who donated his time to prepare the correct artwork drawings for this car.

LJ felt the convention would prove profitable for NASG and reported that overtures had already been made by the NMRA for future joint conventions. The Board did express a concern that S gauge attendance would be below

expectations. Prior to making any future plans, it was decided to solicit feedback from the membership in attendance on their reaction to the convention, both positive and negative. Also to solicit feedback from members who did not attend and their reasons for staying away.

Next year's convention will be in Syracuse, NY, on July 18-21. LJ reported that a hotel contract had been signed and plans for that convention were progressing smoothly. At the BOT meeting, DD submitted to the Board a request by the Cuyahoga Valley S Gaugers (CVSG) to hold the 1992 NASG convention in the Cleveland area. The Board accepted the request and referred it to Dave Held (Convention Committee) to develop a formal bid. Future potential convention sites were discussed. LJ expressed his desire to have a Washington DC area convention in the future and also to have a convention on the west coast at least once every 10 years - the last being Sacramento in 1985. JK volunteered that the Detroit area might consider another convention in the mid-90's and DD explained that NMRA would be changing convention site selection policy after 1995. The new policy would bring conventions to the middle of the country every other year. Future NMRA sites include Valley Forge, PA, in 1993 and Portland, OR, in 1994.

The Board next discussed the original convention car project through Wabash Valley Models. These kits could not be delivered in time for the convention so the American Models car was substituted. The Board asked JW to contact Wabash Valley to see if they still wished to make the cars for NASG with an exclusive paint scheme and, if so, to obtain pricing. The Board would consider purchasing 200 cars in one or two exclusive schemes for sale by the NASG Clearinghouse. Cars would be offered with scale or Hi-rail trucks. The Board also asked JW to request a sample of any Wabash Valley product made the same way as these cars to examine quality.

The promotional advertising idea proposed by JK was discussed. JK reported on advertising costs in MR and RMC. The Board wondered why Mainline Modeler (MM) was not considered. JK said his original idea was based on reaching the widest market but there was no reason MM could not be used. However on further thought JK felt his idea premature because of the lack of good promotional literature to follow-up any advertising campaign. MF urged the Board to move on promotions funding since our Constitution stresses promotion and the treasury has a large surplus currently not being used for promotional efforts. The Board was concerned that promotional efforts be organized so expenditures are not wasted. This effort should be the major emphasis in the next fiscal year. MF will discuss developing a comprehensive promotional plan with John Craft of the Promotions Committee.

MF reported on some potential key staffing problems for the organization. Russ Collman may be burning out

(Continued on Page 10)

MINUTES OF THE GENERAL BUSINESS MEETING

National Association of S Gaugers, Inc.

August 2, 1990 - Pittsburgh, PA

The General Business Meeting of the National Association of S Gaugers, Inc. was called to order by President Mike Ferraro at 9:50 a.m. on August 5, 1990. The meeting was held in Ballroom 3 and 4 of the Pittsburgh Hilton following the NASG Breakfast and Awards ceremony. There were approximately 90 people, members and guests, in attendance. Five Board of Trustees members were present: President Mike Ferraro, Executive VP Moe Berk, Treasurer Dave Davis, Secretary Jim Kindraka and Western Region VP Lee Johnson.

The minutes of last year's General Business Meeting in Kansas City were read and approved without correction. The Treasurer presented the financial statement indicating the organization to be in excellent financial condition. The Elections Committee reported no activity in the previous year, but there would be an election in the 90/91 fiscal year. The following board positions will be up for election then:

Executive VP
Secretary
Eastern Region VP
Central Region VP
Western Region VP

The Convention Committee reported that the books were closed on the 1989 Kansas City Convention. It was a profitable convention for the organization. Jim Whipple and Don DeWitt were acknowledged for all their hard work on the 1990 Pittsburgh NMRA/NASG convention. The order for American Models 1990 convention cars had to be increased to 275 units because of better than anticipated sales. Jim Whipple publicly thanked Jim Sacco, an HO modeler who donated his time and expertise to do the artwork for the convention car. Thanks was also extended to the Cuyahoga Valley S Gaugers (CVSG), all the people who built and worked the S-MOD layout, and the S gauge exhibitors for making the convention a great promotional success.

The next convention of the NASG will be July 18-21, 1991, at the downtown Holiday Inn in Syracuse, NY. It was also announced that a formal bid for the 1992 convention would be coming from the CVSG club in the Cleveland area. No sites have been set beyond that and any organizations wishing to make a bid should contact NASG's Convention Committee chairman, Dave Held. A question was raised about why a true convention car wasn't offered. Lee Johnson responded that when this was tried in the past, the cars did not sell well. Finally, the membership was asked to provide feedback to the Board on their impressions - both positive and negative regarding the Pittsburgh convention. It was reported that some future NMRA convention organizing groups had already contacted NASG about possible S gauge participation but no decision on these requests would be made until the Board had an idea of the membership's response to this convention. It was also suggested that non-attending members be asked for specific reasons why they did not attend. President Ferraro said a survey would be run in the Dispatch.

Kent Singer began his Contest Committee report with a quick promo for the Syracuse convention. He said a tour of the Rome Locomotive Works had been arranged and there may be a steam locomotive being rebuilt there during the convention. Kent reported that the Pittsburgh model contest drew an all-time low of 15 models entered. Most of the entries came in the Amateur and Craftsman classes. On the positive side this year's contest had a fine array of prizes for category winners. The Contest Committee has also made some rule revisions in the past year and these were outlined. In response to a question about NASG membership participation in the NMRA contest, Randy Sappo reported he had entered the NMRA contest and finished with a 3rd place in structures.

There was no Standards Committee report, but it was announced that the NMRA had accepted NASG's S-MOD System Module Standards. Because these standards are based on NASG's Track and Wheel Standards, the net effect will be complete acceptance by NMRA of NASG's standards. In response to questions, Jim Kindraka said there had not been any significant progress on the production of a 3-point track gauge. Another member questioned whether marketing a 2 3/4" track centering gauge had been considered. Member Doug Miller volunteered that he had constructed such a gauge and it was suggested he prepare a short Dispatch article about it. The membership indicated that a 3-point gauge should be a priority and Josh Seltzer volunteered to chair a Track Gauge Subcommittee.

Mike Ferraro reported that the Promotions Committee would be developing a plan for new advertising and promotional efforts. This has been defined as a primary goal of the Board. Mike Ferraro also thanked Mike Bailey for taking over the NASG Clearinghouse and reported that Don DeWitt had resigned as Membership Secretary pending a replacement. He asked for volunteers for this job but also reported that the Board was investigating paying for the services of an administrative as this job was becoming very time consuming. Jim Kindraka announced that as part of River Raisin Models Milwaukee Road horizontal ribbed box car project, NASG had been approached about purchasing exclusive rights to one of the 3 versions. NASG's Board had agreed to this and would be the exclusive dealer of the 40' version with the 6' Superior doors. NASG's models would all be offered factory painted.

Several different comments were received during an open voice from the floor period. Member Roy Pinch commended the Dispatch for printing new member names. He suggested their home towns also be included so a person would be able to contact a new member in the area. Some members commented that if NASG was going to have future conventions involving transport of modules, the organization should consider paying mileage for transport and getting some hotel rooms to act as "crash pads" for the module operators. This method was employed by the CVSG for their layout operation at the Pittsburgh Hilton. There was also a suggestion that at future joint

MORE →

GENERAL BUSINESS MEETING

(Continued from Page 9)

conventions NASG rent a separate NASG-only reunion suite where members could meet away from larger crowds. Ed Loizeaux encouraged financing promotional efforts by the Board but cautioned that the money be spent intelligently to obtain the maximum for the dollars spent.

Although not present, Doug Peck's hard work and efforts on both the AF Car Projects and the AF Enthusiasts committee were recognized. Jim Whipple asked for a straw-pole of those members who liked the totally integrated joint convention format in Pittsburgh versus those who preferred a private convention within a convention format as done by NTrak. The vote was unanimous in favor of the open joint convention format. Whipple said this would

be very useful if such events were ever planned in the future. Member Art Doty invited everyone to attend the annual Fall S Fest. This year it will be sponsored by the State Line S Gaugers and held November 16-18 in South Beloit, IL.

There being no other comments or business to conduct, a motion was made and the meeting adjourned at 11:00 a.m.

Respectfully submitted,

James A. Kindraka
Secretary, NASG, Inc.

BOARD OF TRUSTEES MEETING

(Continued from Page 10)

as Dispatch editor and the Board was urged to investigate some possible replacements if that becomes a reality. Russ was not in attendance at Pittsburgh as specified in the honorarium agreement and therefore does not qualify for the \$1,000.00 honorarium payment. Also, Don DeWitt has resigned as Membership Secretary pending finding a replacement. The Board feels this position will be difficult to fill from the membership because it is very time consuming and requires knowledge of and access to a personal computer. NASG now has 1,100+ members. The Board discussed hiring an outside "administrative secretary" to handle memberships. The Board will request that Don DeWitt prepare a position description of all his current duties to aid in filling the position.

The Board next took up the subject of River Raisin Models proposal for NASG to obtain and sell one of the two 40' Milwaukee Road box car versions exclusively. After a discussion of brass car projects and their general history with NASG, the Board discussed some conditions to the original proposal. LJ moved and MB seconded a motion for NASG, Inc. to purchase the brass 40' Milwaukee Road horizontal ribbed box car project as proposed in JK's letter to the Board dated June 29, 1990, with the following conditions:

- 1) NASG will receive the 40' car with 6' Superior door, all cars to be factory painted.
- 2) River Raisin Models other 40' version (6' Youngstown door) will be offered only unpainted to further separate the versions.
- 3) River Raisin Models will investigate the feasibility of providing hirail wheels on some of the models.

MF said he has already contacted Dave Bailey at NASG's Clearinghouse and Dave is willing to take on the responsibility of handling these cars. JK said he would work on coordinating NASG's advertising for these cars. After the discussion the vote was taken. Five members (MF, MB, DD, LJ and PS - proxy vote) voted in favor of the motion, JK abstained from voting. The motion was passed. NOTE: DP registered a 6th "YES" vote in his 08-16-90 letter.

There was not time for MF and DD to prepare a formal budget for this meeting, however MF said one would be submitted soon. DD distributed the financial statement for the year ending June 10, 1990. A copy is attached. JK asked that \$1,000.00 be set aside in the fiscal year 90/91 budget for the upcoming election. The last election in fiscal year 88/89 cost \$600.00 and our membership has risen almost 50% since then.

The meeting was adjourned at 11:20 p.m.

Respectfully submitted,

James A. Kindraka, Secretary

NATIONAL ASSOCIATION OF S GAUGERS FINANCIAL STATEMENT as of June 30, 1990

Cash Balance as of July 1, 1989		\$24,752.96	
Income			
Due	\$15,561.00		
1990 AF Car Project	26,411.00		
Interest Income	1,011.07		
Clearing House	569.45		
Dispatch Ads	3,280.00		
Booster Ads	70.00		
Dispatch Back Issued	12.50		
Mailing Label Sales	420.30		
89 Convention Loan	600.00		
90 Convention Cars	2,783.24		
Total Income	\$50,718.56	\$75,471.42	
Expenses			
Dispatch	15,192.83		
1989 AF Car Project	14,533.16		
Advertising/Promotions	476.23		
Office Supplies	885.37		
1990 Convention	2,995.00		
Clearing House	569.80		
Bank Charges	241.77		
Membership Mailings	679.11		
General	658.70		
Total Expenses	\$36,101.96		
Cash Balance as of June 30, 1990			\$39,369.56

TENTH ANNUAL NARROW GAUGE CONVENTION

September 27 - 29, 1990 - St. Louis, Missouri

by Pete Mihelich

Since I have been an American Flyer enthusiast most of my life, "S" gauge is what I am most interested in. I always wondered what Sn3 was like and since the convention was to be held in my area, I definitely needed to attend.

The convention was held at the Holiday Inn in the West part of St. Louis County barely a fifteen minute ride for me. I had a feeling that narrow gauge railroading included the ability to lay track on mountain crevasses with many bridges, river crossings and canyons. In other words, squeezing a railroad into a very difficult location. Upon entering the display hall my worst fears were realized. This room was too small to adequately show off trains. I had difficulty deciding which way to go in order to see everything. The aisles were typically very narrow with backtracking required.

In order to be a narrow gauge modeler, there appears to be only four railroads which you can emulate and their road names were in abundance. The most popular by far was the Denver & Rio Grande Western followed by the Durango & Silverton. Pulling up the rear were a few White pass & Yukon and East Broad Top pieces.

Most of the vendors had other than S scale buildings and fixtures to choose from. Structures predominated the tables and since Halloween was only a month away, a country market with pumpkins



Figure 1

out front caught my eye. The Mill Creek Market was particularly well detailed with fruit baskets, watermelon and pumpkins on display. Arkansas Valley Models produces this fine specimen. (See Fig. 1.)

As far as powered engines were concerned, Overland Models had a large display of brass pieces.

Two display layouts attracted the most attention. Bill Peters PBL (Peter-Built Locomotives) "Chama" layout (See Fig. 2) was a shelf like display with Denver Rio Grande Western #456 chugging through the pines past a mine tower. It represents the terminus of the D&RGW at Chama, New Mexico.



Figure 2

The second layout was a Manufacturer's Co-Op layout brought to the convention by Finestkind Models. (See Fig. 3) D&RGW Engine #488 is shown passing a wye in the corner section of the layout. The Overland Models K-36 was custom painted by Don Stewart Locomotive Works.



Figure 3

The convention did provide for 2 layouts in a separate room of the hotel. Once again it was single file around the crowded room and if you stopped to take a closer look, you held up the line of interested convention-goers. Built by the "Mudhens" from St. Louis, this was a modular style HON3 layout filling most of the room. A beautiful 4-6-0 painted green with gold trim pulled a consist through the narrow gorges and passes. (See Fig. 4)

(Continued on Page 13)

THE MEMBERSHIP COMMITTEE CHAIRMAN PROPOSES SOME CHANGES!!

by Don DeWitt

Those of you who have renewed your membership, should have received your new membership card. **IF YOU HAVE NOT, PLEASE CONTACT ME.** If you found a yellow LAST ISSUE Warning in the envelope of the last issue, my records show that you HAVEN'T renewed your membership. We hope that you will continue to support the NASG with your membership. If you renewed your membership after October 1st, ignore this renewal notice.

I have toiled during the last several years to completely computerize the operation and to establish a member database that would allow analysis of several kinds. As this has been accomplished the membership has more than doubled and The Dispatch has gone from a quarterly to a bi-monthly publication. This has resulted in a workload too great for one volunteer to provide. Let me describe what is involved.

WHAT DOES A MEMBERSHIP CHAIRMAN DO?

Keeping up-to-date...

The major effort of the chairman is keeping the database up to-date. New members must be added and non-renewals deleted. For every new member all issues of that year must be included in a package together with an NASG patch and a membership card. Once per year, beginning in the March/April issue of The Dispatch, we add an insert calling for renewals. Because many have renewed early or through the AF freight car purchase, we can't include the renewal notice in everyone's Dispatch. So it necessary to sort the membership into two groups and then generate two sets of labels. The publisher then also must split the mailing into two groups. The only alternative is to mail a renewal letter out to every member. But that requires much more effort and expense. After this renewal notice goes out, around 10 to 15 renewals are received every day for about two months. Then it tapers off to two or three a day. The enclosed checks must be accounted for. Changes to the database must be made and changes of address recorded. All in all it is a fair amount of work.

A special effort is required to deal with the fairly large number who have not renewed when the year's end rolls around. We know that most of them want to renew but have lost track of time. To provide a last chance we send out a split mailing of the August issue and include reminders for those whose membership is lapsing. Most of those renewals will come in over the next two months extending the work described above. We do not cut off membership until the October issue. Many of those will renew in the course of the following year. Thus the

maintainance of the data base is pretty much a year around effort though there are definite peaks and valleys involved.

The membership database is a mixed blessing. It includes renewal information, addresses, membership numbers, and modeling preferences. The latter information about modeling preferences has been useful to a number of manufacturers who have wanted to contact members who are interested in steam era, or certain railroads, or scale modelers, etc. With all of the information that I have collected over the last few years, I have been able to advise manufacturers on a number of occasions about how many of a new product they are likely to sell. The accumulation of information has generated a large database that contains 42 columns of information about each member. That means that the database has over 42,000 cells!!! The maintenance of the database requires an MS-DOS computer with extra memory, a fast processor and an operator who is knowledgeable about databases.

Providing Dispatch mailing labels...

Every two months, the labels must be generated for the mailing of The Dispatch. This requires an effort of around two hours with a laser printer, assuming that the database is up to-date. When I used my dot matrix printer, I spent around 3-4 hours generating the labels. In addition, the publisher needs a breakdown of the addresses into nine mailing zones. This is required by the Post Office to send out The Dispatch by second class mail. How do you sort 1200 addresses into nine zones? It isn't easy because the entire zip code is broken down into 26 areas which are not adjacent. I wrote a BASIC computer program that reads a file that I generated from the data base that analyzes the zip codes. Needless to say, the program took considerable effort to make sure it works.

Who's Who...

Yet another major effort is the construction of the membership book which is sent out every June. This book has a listing of the membership in alphabetical order, and a listing by state with last name and zip code so that one can look for members in his

state and local area. This project takes around two weeks of evenings to prepare. We also add several pages of information about the NASG which takes additional time to prepare.

Issuing membership cards...

Finally, one of the largest consumers of time and effort is the membership card. The issuance of these requires making labels for the cards, labels for the envelopes and then labeling and stamping all of the envelopes. I have had three volunteers helping me but it still requires a large effort on my part.

In sum the job of membership chairman is the among the busiest in the NASG ranking only behind that of the editor of the Dispatch and the publisher of the Dispatch.

WHAT IS THE POINT OF ALL OF THIS?

I have secured the approval of the NASG leadership to put before the membership the following proposal. To decide what course to follow the leadership will need your thoughts on this matter. After thinking about it please let Mike Ferraro or other members of the Board know of your feelings, preferably in writing.

The NASG Membership Committee should include:

1. Membership Secretary (MS)

This person receives all correspondence from the membership. This includes having his or her name on the New Member Envelope, the Renewal Envelope, and on the return address of the envelopes used to mail the Dispatch. The MS sends all checks received from new members or via renewals to the NASG treasurer. The MS also handles the issuance of new member welcome packages, and renewal membership cards. The MS handles all changes of address and acceptance of returned Dispatch magazines when the address is incorrect. The MS would provide to the Database Manager a biweekly update during the busy periods and a monthly update at other times. The MS would also work with the Promotions Chairman to supply those who need Membership Envelopes for conventions and meets. All expenses are reimbursed. This person should have access to a typewriter, minimally.

2. Database Manager (DM)

This person receives a periodic report from the Membership Secretary (MS) who forwards the most recent membership information. The DM prepares the mailing labels for each Dispatch and prepares the Membership booklet. He or she also continues to maintain the membership modeling information and answer questions from manufacturers and generates labels for the manufacturers when requested. In addition, as needed by the MS, the DM will supply mailing labels and mailing zone analyses. All expenses are reimbursed. Obviously, this person must be very knowledgeable about computers, databases, mailing label generation, and

list processing.

Finally, each member of the committee is to be paid a modest sum in addition to expenses after one year of effort on a yearly basis. I would suggest at minimum of \$500 per year.

If these positions were to be created we would need a volunteer for each. (I am willing to give some thought to continuing as the Database Manager if this proposal is accepted.)

SOME ALTERNATIVES:

To reduce the amount of work we could cease maintaining the membership modeling information part of the database. That would reduce the size of the database by about 60% and would reduce the computer requirements in terms of power and memory. Then a Mailing List program could be used to generate mailing labels. I'm not sure how we would deal with the mailing zone analysis for the second class mailing permit. I still think that the effort would require two people to keep it within the bounds acceptable to most volunteers.

We could reduce the work still further by eliminating the membership card. Many organizations manage without one. The information about your membership is printed on each mailing label which diminishes the usefulness of the membership card. Failing acceptance of that idea I would propose that a membership letter be sent out once per year thus eliminating the repetitious and labor intensive nature of the present way of handling membership cards.

NARROW GAUGE CONVENTION

(Continued from Page 11)



Figure 4 (Les Walker's "Tweetsie")

An SN3 "L" shaped layout was on display from Belleville, IL through the courtesy of Pete Smith. All in all it was an interesting and educating experience for me. Narrow Gauge is definitely for those who wish to model rural mountain terrain. Since model railroading in general interests me, I enjoyed the convention.

THE S STARTER SET PROJECT

by Kent L. Singer

[Editors note: One of the prime concerns of many S Gaugers is with bringing young people into S gauge. When American Flyer was being manufactured it served that purpose. Today there is nothing to completely fill that void. In recognition of the problem a small group from Bristol S Gaugers came up with the idea of selling train sets made up of the less expensive AF used equipment. The idea spread and this article describes the experience of the Central New York S Gaugers with such sets.]

In the Spring of 1988, Paul Riley, Dave Bredemeier and Doug Peck, of the Bristol S Gaugers, upon considering that there are no complete, Ready-To-Run, S gauge train sets currently available, developed the idea for producing these sets from reconditioned, common American Flyer equipment. Their goal was to provide a competitive alternative to the sets available in other scales, and thus to build a basis for a future generation of S gaugers.

Their idea was shared with other clubs a number of which followed through. Doug Peck acted as the focal point, and along with Dave Bredemeier, helped the other clubs get started. They produced box labels, advertising literature and insert coversheets to which the local club's logo and data could be added. They established guidelines for a uniform package and S Starter Set content. The vast majority of sets sold thus far have pretty much followed these guidelines.

In 1988, S Starter Sets were produced by the Bristol S Gaugers, the Central New York S Gauge Assn., the Kansas City S Gaugers as well as others. Approximately 35 sets were sold that year. In 1989, these clubs sold over 40 sets. For 1990, production is gearing up to have sets ready for the traditionally heavy sales of Christmas season. The sets are sold by club members at train shows, and in several areas, through hobby shops.

The Central New York S Gauge Association believes that this approach is an important means of creating the next generation of S gaugers. The experience gained by the CNYSGA is provided in this article for those clubs who may wish to get into S Starter Set production themselves.

SPLITTING UP THE CHORES

Division of labor is important. There must be a coordinator who directs the activities of the others, and receives all the equipment, purchases supplies and parcels the materials out to the people who work on it. One person should be responsible for cleaning and checking all engines. A second takes care of all the rolling stock.

A third cleans the track, lock-ons and uncouplers. A fourth puts together the package with the instruction book, NASG membership mailer and other handouts, and prepares the box with the insert and label. A fifth checks out the transformers. After reconditioning, all the materials are returned to the coordinator who groups them together in complete sets and turns them over to the person who tests

them as complete sets and packages them.

The coordinator is also responsible to see that as nearly as possible the material is bought in the right proportions. This person has to keep in constant touch with those authorized to buy equipment to insure that the group doesn't end up with such mismatches as five engines and twenty five cabooses. Part of the balancing act includes the obtaining of the right mix of types of engines, transformers, uncouplers, and so-forth. Knowing at the outset what the organization has set as its sales goals will help in determining the proper mix of equipment purchases.

Needless to say, a number of these tasks end up falling upon the same few people, but the overall plan and workflow is there.

BUYING THE AMERICAN FLYER EQUIPMENT

Production of sets begins with the obtaining of materials. To reduce costs and labor, equipment is best purchased in running condition. In general, less labor is required and is better spent reconditioning and packaging running equipment than in repairing inoperable equipment prior to the other steps of production. The coordinator should consult with the people who do the reconditioning to define what is acceptable.

Purchasing should start as early in the calendar year as possible. Buy as much as your organization's budget will allow, and buy it far enough in advance to create a steady flow of work though the hands of those who are reconditioning the materials and packaging the sets.

Like gold, AF is where you find it. Train shows are usually good sources though not always at good prices. Equipment can often be purchased cheaper in larger lots than individually. Buying in lots also tends to provide a mix of smoking and non-smoking engines, lighted and plain cabooses, plain and (slightly) better grade cars, larger and smaller transformers, and manual and remote uncouplers. It may help to explain to the dealers why you want the stuff. The dealer may recognize that the sales of S Starter Sets will increase the potential market and be agreeable to making the common equipment available at reasonable prices.

READYING THE EQUIPMENT.

As soon as the coordinator receives the material he or she should decide what is to be worked on and in what order. In effect, the coordinator decides at the outset what the nature of the sets are to be and assembles the equipment before passing it on to the reconditioners. Here, as elsewhere, it should be borne in mind that the goal is not restoration and thus a starter set need not replicate those that were produced by A.C. Gilbert. Nevertheless, the way in which A.F. sets were put together sets convenient guidelines in deciding what starter sets should include. Rolling stock should be worked on in the ratio of three cars to one caboose and within that

ratio, the right mix of cars for the sets that are planned. Track has to be cleaned up in the ratio of 4 straight sections to 12 curved sections. An appropriate transformer has to be selected for each set. If accessories are to be included they must be identified at the outset. Of course, each set must have a suitable locomotive and at least one manual uncoupler. As the equipment is identified and assembled it should be passed on to those who are doing the reconditioning.

RECONDITIONING

All engines should be stripped down, cleaned and lubricated, including the reversing units. Care should be taken to insure that the engines work reliably. On both cars and engine, the bodies should be removed and washed in warm soapy water, using a medium brush to get the dirt out of the corners. Link couplers should be replaced with knuckle couplers. Rust must be removed from sheet metal floors, truck sideframes and axles. (A rotary wire brush in a drill press is handy for this chore.) The accumulated dirt should be cleaned off of the wheels treads. Used equipment doesn't imply dirty equipment and it must be clean when placed in a set.

Transformer reconditioning is a must. Be especially careful about checking the line cord to insure that there are no breaks or cracks in the insulation, especially around the plug. Knurled nuts (#8-32 and #10-32) cost about thirty cents apiece at the hardware shop, and should be put on the terminals if the original nuts are missing. Three foot lengths of #18AWG stranded red and black wire, with stripped and tinned ends, connected to the Base and 7-16V Posts are provided by CNYSGA with each transformer.

Engines do not have to have the correct "as built" tenders; they need only to run well and look like a proper combination. Cars with broken steps or roof walk ends are usable when the remaining steps or roof walk ends are cut off. Paint touchup, even if not exactly matching, is OK. Repainting and decaling, although it adds a little to the turnaround time, adds little cost and effort, especially if old or out of scale decals from the scrapbox are used. Track, lock-ons and uncouplers don't have to be near perfect, just cleaned up with a wire brush. On the other hand, it is important to avoid the appearance of schlocky, carelessly done equipment. Consequently it is important that those chosen to recondition the equipment know what they are doing and that they enjoy doing it. Furthermore, they should be recognized within the organization for the valuable contribution that they are making.

CHECK-OUT

Once all the equipment is cleaned up and grouped together into sets, each set, as a whole, should be checked out. The standard CNYSGA procedure is to put the track together (on a rather rough basement floor) and connect the transformer and uncoupler. The engine is placed on the track with the metal wheels of the first tender truck on the outside rail of the oval. The cars are then placed behind the engine, heaviest behind the engine, lightest just

before the caboose. The train is then run, at full speed, for three complete laps forward and three complete laps backwards. During this test, the headlight and all other lights are observed. If a lighted car flickers excessively, it is replaced or worked on until the light action is satisfactory. If the engine is equipped with a smoke unit, it too is observed to determine if it is satisfactory. Any other problems such as uncoupling or derailling are noted and corrected immediately, or the unit is replaced with one that does work (in which case the malfunctioning unit is returned to the person responsible for the reconditioning).

Next, the train is backed up so that the coupling between the first car and the engine is over the uncoupler. The train is uncoupled and re-coupled by moving the engine first forward and then backward. This is repeated for all couplings. If required, corrective action is performed and the test repeated until everything is in working order, especially the ability of the engine to cycle between forward and reverse without problems.

STARTER SET EQUIPMENT GUIDELINES:

All equipment must meet these guidelines prior to being packaged as a set.

General: All equipment must be clean, rust free, repainted or touched up. It must have only knuckle couplers or have been converted to knuckle couplers.

Engines: Smoking or non-smoking, Atlantic type or larger. Casey Jones engines are not acceptable. Full set of metal tender wheels. No broken wheels. All except the best smoking engines should have the smoking elements replaced.

Cars: Complete in the sense that there are no missing doors, railings, tank ends or tops, etc. Some reasonable fabricated or purchased replacement piece may be used. Must not be noticeably warped. If a step is broken, all other steps are removed. Or, if a roofwalk end is broken, it is squared off and the other end removed. Missing journal boxes are replaced. Lighted or action cars must be working and must include all action parts, i.e., full set of metal wheels, special track or clip, control button, wire, coal if dump car, auto if auto unloader, and so forth). No broken wheels.

Cabooses: Must have all steps and end railings. Must not be noticeably warped. If lighted, must be working with full set of metal wheels.

Transformers: Must be American Flyer. Power cord and plug must be in good condition or be replaced. All terminals must have thumbscrew type nuts.

Uncoupler: Manual or remote, if remote, pushbutton is included, wire is provided (3' yellow, 2' black & 1' black) and in good condition.

Lock-on: Spring clip only, split tab not acceptable. Supplied with two wires (approximately 2' long).

Track: Must have 4 ties per section. Bent ties are

straightened, extra or larger holes OK, but sharp edges of holes rolled or removed. Fiber insulation at all clamping points of ties to rails. All ties are tightened to rail. One pin per end in the correct rail and not loose. No kinks or bends.

Accessory Package: This contains 12 telephone poles, an AF billboard and a dummy crossing flasher. Purchased from Doug Peck.

Information Packet: This contains a copy of the 1956 AF instruction book, a Warranty sheet with list of local hobby shops dealing in AF, Registration card, NASG mailer, Dispatch copy, CNYSGA membership form and other flyers (typically magazine subscription forms).

Smoke Equipment: A bottle of Supersmoke and a funnel are provided for all sets with smoking engines.

PACKAGING

All CNYSGA sets are packaged as follows:

A folded insert with a cover sheet is provided for display and package strength. All equipment is mounted to the folded insert by wire "twist-ties" except:

1. Curved track is "twist-tied" into 3 groups of 4 sections per group. One group of 4 straight sections is "twist-tied". The track is placed under the insert.
2. The transformer protrudes through the insert. The power cord and track wire is tucked under the insert.
3. The information packet, in a manila envelope is placed under the transformer.
4. The packages containing the accessory set and smoke fluid & funnel (if the set is supplied with a smoking engine) are stapled to the insert with the staple ends bent back into the insert.

The set, complete on/within the insert, is overwrapped in heavy clear plastic. The price sticker, describing the features of the set, is placed on the top of the overwrap, in the lower left corner.

All sets are packaged in an "Under-The-Bed" box. The box is glued at all assembly points. The complete insert/set is lowered into the box bottom. The box top has a 17" x 11" label.

If you are interested in photos of the packaging used by CNYSGA, contact the author of this article.

CNYSGA S STARTER SET CLASSIFICATION AND CONTENT

S Starter Set: This basic low end set contains a non-smoking Atlantic, three plain freight cars, an unlighted caboos, a manual uncoupler and a 40/50W transformer. Price: \$75

S Smoke Set: This better set, produced in limited quantities and only when floodlight cars or lighted cabooses are unavailable, contains a smoking Atlantic engine, smoke equipment,

three plain or slightly better freight cars, an unlighted caboos, a remote uncoupler and a 50/75W transformer. Price: \$85

S Super Set: This best value set contains a smoking Atlantic engine, smoke equipment, three better freight cars, a lighted caboos (or a floodlight car substituted for one of the freight cars, in which case an unlighted or work caboos is supplied), a remote uncoupler and a 75/100W transformer. Price: \$90

S Special Set: This set, not in regular production but available only if the the engine is obtained within or near the budget price, contains a smoking Pacific engine, smoke equipment, three of the best/heaviest freight cars available at or near the budget price (and may include an action car), a lighted caboos (or a floodlight car substituted for one of the freight cars, in which case an unlighted or work caboos is supplied), a remote uncoupler and a 100W transformer. Price: \$110 and up.

THE OCCASIONAL SPECIAL

Occasionally, a Pacific type, smoking, engine will come in, either as part of a lot, or individually at a good price. Typically, this engine should be grouped with heavier, better cars such as a reel car, a better boxcar, one of the nicer hoppers with a coal load, and a lighted caboos. Or, a diecast floodlight car may be substituted for one of the others and a plain caboos used. This set ought to have the largest transformer (100W) and a remote uncoupler. If some of this equipment becomes available at the same low price as the rest, its worth the expense of a few extra dollars to purchase the rest of the better stuff since this set can be sold at a premium.

SELLING

Finally, once the sets are produced, they must be sold. This can be done at the same shows where the equipment is purchased. Most clubs seem to have members who are active in dealing in AF and typically have tables at shows. These people are invaluable because they are the ones who usually obtain the materials to begin with and will be selling the bulk of the sets at the other end of the process. Although there is some self interest involved in that they benefit directly from sales of additional equipment, most of the motivation stems from a sincere desire to make the project successful and help S gauge in general.

Other successful methods of marketing the sets includes club members telling their friends, relatives and neighbors, and by posting notices on bulletin boards. Approximately 20% of the CNYSGA sets are sold this way.

It may be that you can find a hobby shop in your area that will accept the sets without expecting a dealer discount and is therefore willing to forego the usual profit. That may be the one dealing the most in used trains. However, many shop owners will realize that the volume is not significant for a successful shop and will be willing to help your club out. He or she may also believe the sale of S Starter Sets can only help the business.

DECAL CORNER

by Jon Firpach

There is a changing of the guard with this article, my first since taking over from Don DeWitt. I believe that we should all extend our thanks to Don for the time he took from his schedule to shed light on what was available in 'S' decalcom. Thanks, Don!

I will try to do my best to learn and to inform you of what's available in decals and dry transfers. I thought also that you might appreciate my sharing with you some of my own "tips" in decaling and finishing from time to time. Likewise, if some of you have tips about decaling or dry transfers that you would like to share with others please send them to me in care of this column.

NEW AND FUTURE RELEASES:

MICROSCALE As of 10/30/90 per a telephone conversation the following have been added to their offering:

64-84	D&H Blue and Gray Road Units, 70-80 era. 2 sheet set.	\$6.00
64-86	N&W Blue or Black Road Units. 2 sheet set.	\$6.00
64-87	CB&Q E-5 Cab Units, 40-50 era. 2 sheet set.	\$6.00
64-88	CGW F Units Lettering and Heralds, 40's on. 1 sheet set.	\$3.50
64-89	CGW Stripes to be used with 64-88. 2 sheet set.	\$6.00
64-90	PRR PA Single Stripe, Early. 1 sheet set.	\$3.50
64-91	ATSF PA Warbonnet. 2 sheet set.	\$6.00

The following are scheduled for November release:

64-92	NYC PAA-PB Lightning Stripe, Early. 2 sheet set.	\$6.00
64-93	PRR PA-PB Five Stripe, Early. 1 sheet set.	\$3.50
64-94	SP PA-PB Daylight Lettering and Stripe, Orig. 2 sheet set.	\$6.00
64-95	D&H PA Warbonnet (ex-ATSF units), late. 1 sheet set.	\$3.50

Microscale is considering releasing C&EI F unit sets. If you are interested now is the time to let them know. You could help them make up their minds.

'S' DE'SIGN'S' reports the following new releases:

READING Grain Hopper. Gray/Black Lettering. LV '40 and '50 Box Car and Cabooses. Red w/flags. GTW Grain Hoppers. Blue. DEEP ROCK Tank Car. Blk/yel. (Due out in December.)

READING HIN: 79921 HIN: 79923 HIN: 79999 HIN: 79948
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 HIN: 79921 HIN: 79923 HIN: 79999 HIN: 79948
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READING ME 400 A DRAFT GEAR SING. D.S. 38 IN. I.W.W. STL. WHEELS 38 IN. I.W.W. STL. WHEELS CAPY 19900 LD. 12 LMT 19900 LT WT. 6300 L.D. L.D.
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 012345678901234567890 HIN: 79921 HIN: 79923 HIN: 79999 HIN: 79948
 NOTE: THIS CAR HAS THREE COMPARTMENTS WITH 1 WHITE BORDER

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 H-SOT
 COVID HOPPER

A NOTE TO REMEMBER

When applying a decal don't be afraid to use a lot of water. A big puddle where the decal is to be situated will help to minimize the entrapment of air bubbles under the film. When the decal is moist slide the film off the backing and directly onto this puddle. Contrary to a commonly held belief, blotting excess water from a moistened decal with towel or other cloth is not the best way. You are too likely to pick up lint which can get under the decal film and will increase the likelihood of entrapping air bubbles. This method can also make them too dry to readily slip off the backing and may require the use of additional water to properly position them. Adding water at this point also risks causing bubbles under the film.

After placing the decal film on the puddle of water dip a soft brush into your favorite setting solution. (I prefer Solva-Set.) Flow it along the top edge of the film but take care not to touch the film itself. You should come only close enough to contact the water. Then tilt the work-piece so that the excess will flow to the bottom. Blot away the excess water with a tissue or bibulous paper. With this technique the setting solution will become diluted enough not to soften the decal so much that it cannot be repositioned if need be. Moreover, it will help to flow any bubbles out from under the film.

If the decal needs to be repositioned at this point I use the same brush that I applied the setting solution with. I like the Pactra B-307 red sable brush for this purpose. The bristles are soft enough not to tear the film but firm enough to use as a probe to position it as well.

I hope that you will find this of some help. If any of you have other methods for decaling or applying dry-transfers that you would like to share please send them along to me in care of this column. "Sharing is Nice."

'til the next time, jon

Trade News & Views

~ BY DON THOMPSON ~

DALLEE ELECTRONICS (PO Box 1261, Reading, PA 1960) has a new product out. The "Flasher-DT" is a solid state variable flasher, variable detector and crossing gate control circuitry. This is the perfect way to detect trains as they move through a block for grade crossings. The price is \$34.95 and they are available for dealer sales.

THE GANG OF 100 (c/o Larry Hilley, 11 Ft. Evans Rd., Leesburg, VA 22075) has contacted all of their customers to let them know of the progress of the PRR I-1 Decapod project. At this time, they expect a pilot model for Feb 1991 and the production models in May. The next planned models are the NYC L3 and L4 Mohawks, due Jan 1992 followed by the C&O T1 and PRR J1 2-10-4s. These are planned for Jan 1993. Membership in the "Gang of 100" ends November 15th and requires a \$100 dollar deposit. Memberships can be shared.

PACIFIC RAIL SHOPS (3205 Helms Rd., Grants Pass, OR 97527) John has returned from his South American vacation and is starting to ship again. They are still waiting for the double door 50' boxcars to be made. Maybe later this winter we will see them.

RIVER RAISIN (6160 Upper Straits Blvd., West Bloomfield, MI 48033) The pilot models have been received and reviewed. They expect the E-8s in early 1991. A stock of Pfaudler milk cars is still available. Remember these come pre-painted and with decals.

S DESIGNS (37 Snow Drive, Mahwah, NJ 07430) has received the series 3 boxcars. They have extra which can still be purchased. Orders are now being taken on series 4 boxcars. A pre-painted 50' ICG boxcar is planned in the future. This will come with decals. The Reading decals for the three bay centerflow hopper have arrived. They have ordered decals for the LV 50' or 40' boxcar and LV caboose, and the EL maroon and gray caboose. A LSAE will bring the latest listing of products.

S HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901) The RS-3 test shots have been seen by Ron Bashista of American Models. The changes have been sent to the tool and die maker. The Great Northern units will now be in the original orange and green scheme with yellow lines and trim instead of the simplified scheme. At this moment, the GM&O units are the #1 best seller with the Cotton Belt, GN and Reading close behind. The limited run FA's are starting to sell out. The LV B-unit is gone and less than 6 A-units remain. The numbers are similar for CNW and WM. Because of their popularity, a few extra B&O and MP units were run. Again, the price for these is \$144.95 for scale, \$149.95 for hi-rail, \$179.95 for AF and \$99.95 for dummies. The RS-3 reservations on are \$50 each. They are expected in 1991.

SOUTHWIND MODELS (PO Box 9293, Plant City, 33566) should have the flat cars shortly. They were shipped from Korea in early October. The Pullmans are due in early 1991 as is the USRA 0-6-0.

ERRATA

I have a couple of "corrections" to the Aug/Sept '90 Dispatch. First, regardless of what Pete Mihelich claimed in his second paragraph on page 7, the Cuyhauga Valley modular layout was not the only S activity at the Hilton. The NASG Contest was held on the second floor as was the NASG Swap Meet (that Pete mentioned attending on page 8). Also, a number of S gaugers gave clinics at the Hilton.

Second, I regret to say that the person shown receiving the CNYSGA Charlie Stackpoole award on page 16 is (the recreant) Gordon Michael. Mark Waelder is an entirely different person.

Finally, a section of the contest winners was omitted from page 17. The right column should have read,

CRAFTSMAN

Scratchbuilt

Structures

- 1st Not Awarded
- 2nd J. Irving Hall - Branch Line Coaling Dock

Freight & MoW

- 1st William Mark, III - 2 RDG Covered Hoppers
- 2nd J. Irving Hall - Yore Mine II Caboose
- 3rd Bill Oertly - N&W 3 Bay Hopper

Kit & Converted...etc

Apparently, there was some confusion in that J. Irving Hall won two 2nd place awards, one in Scratchbuilt Structures in and one in Scratchbuilt Freight & MoW cars.

I realize that these things happen and I'm not at all upset and I think you've done a fine job. I would just appreciate it if you would include a correction in the next issue on the Charlie Stackpoole Award and on the contest winners. Being both CNYSGA President and NASG Contest Committee Chairman, I'd like to see the record set straight about these.

Best Regards,

Kent Singer

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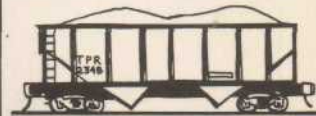
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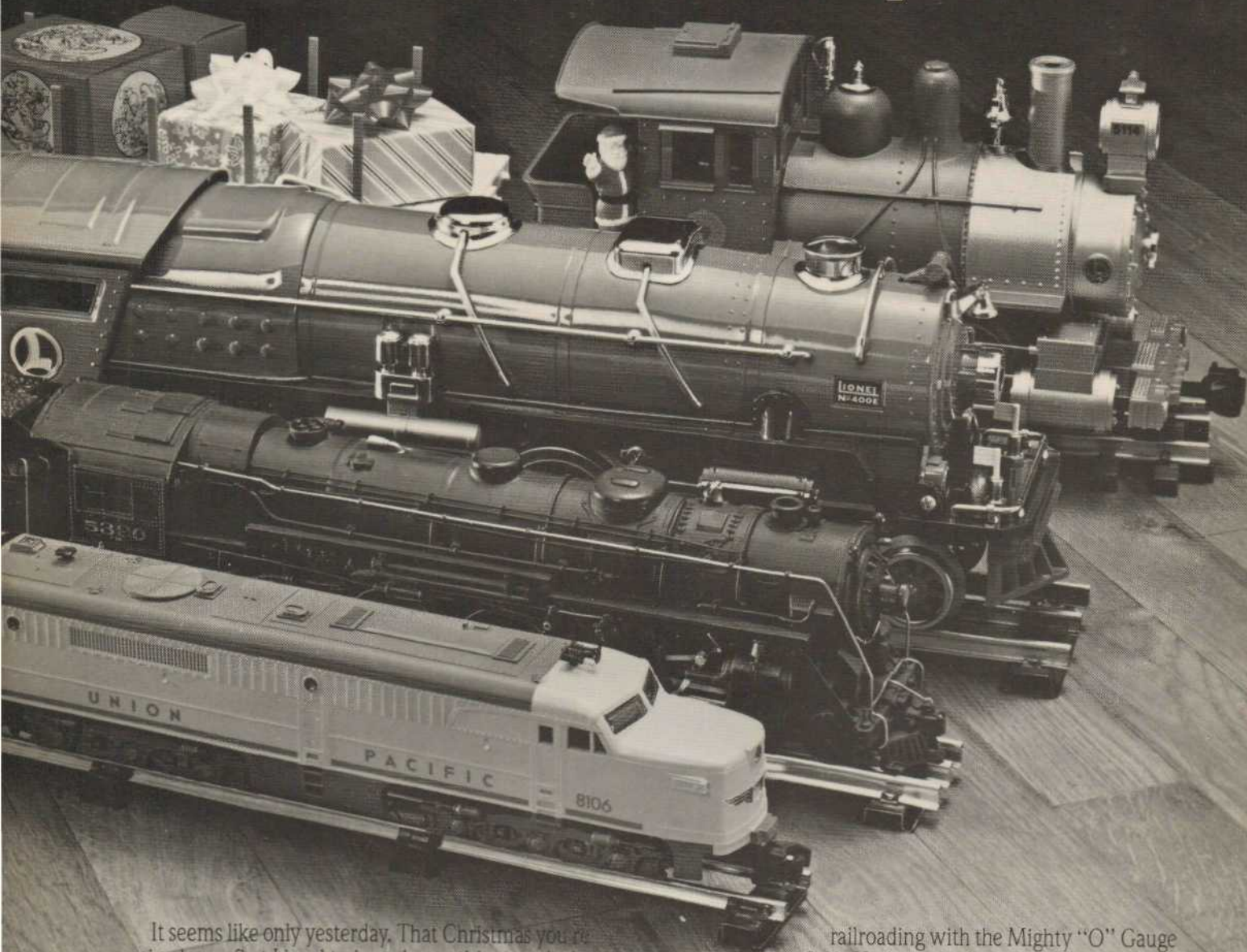


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