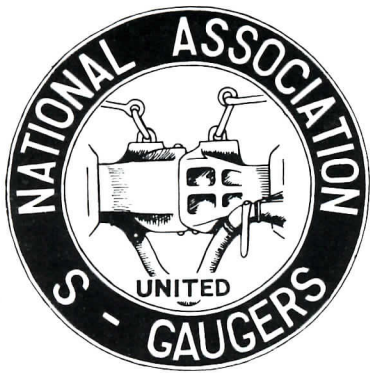




April, 1992

Vol. XV No. 2

DISPATCH



“Spring Thaw”

Photo by Denis Fortier

MODERN GE DIESELS - IN S SCALE BRASS

U33C - U36C - C30-7

G.R. Cockle Photo/
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S Gauge Gathering

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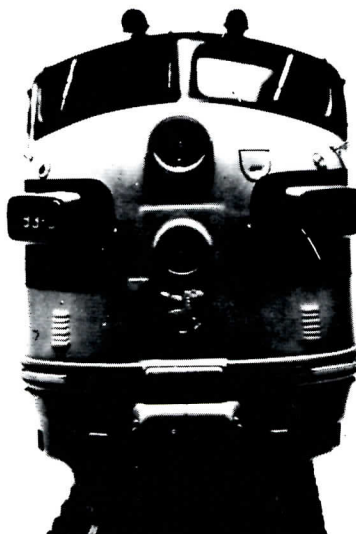
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- model contests
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NASG DISPATCH

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:

The Membership Secretary
NASG, Inc.
c/o John W. Metzger
Rt. 4 Box 326F
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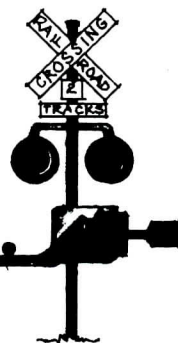
COVER

"Spring Thaw" won a second place in the color photograph category of the photo contest at the 1991 National Convention in Syracuse, New York, in July, 1991. The photo was taken by Denis Fortier who entered several photographs and did well with them.

ORDER BOARD

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THE DEADLINES for articles are the 1st of February, April, June, August, October and December for issues dated April, June, August, October, December, February, respectively.

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

Usually, as I sit down to write my message I have to think a while on what I should say. But, lately things in our organization are moving quite rapidly.

For the first part of my message I have to come to the organization with an immediate problem. Our editor, Bob Jackson, has recently tendered his resignation effective with the publication of the August, 1992 edition and upon completion of his report of the 1992 NASG National Convention in Cleveland. Bob has done an excellent job over the past two years. We will miss him and I hope that we can effect a smooth transition to a new editor. Presently, I do not have a replacement for him. I am earnestly seeking some one to volunteer their services. There is a small amount of remuneration for this position, but, quite frankly, this works out to about 50 cents an hour considering the amount of time required to be The Dispatch editor. The person taking over this position must have the time and enthusiasm necessary to be editor. So, gentlemen or ladies, please give it some thought and, if you are interested, please contact me as soon as possible.

I am also looking for volunteers to help out at the display-promotion booth at this year's NMRA convention at Columbus, Ohio. This event will take place August 5 to August 9. Last year our promotional booth was quite successful and I would like to keep an obvious presence at the NMRA convention. If you can help out please contact Jim Kindraka, our NMRA convention coordinator.

We also need volunteers to help out with our module display at the joint NMRA/NASG convention next year at Valley Forge, PA. If you can help out there contact our module display coordinator, Don Thompson.

Lastly, I have to comment about our Membership Directory. I recently received a bunch of mail commenting on the letter in The Dispatch which suggested changing the Directory to a loose-leaf format. The majority of the comments favored the suggested change. However, after discussing the matter with Don DeWitt, our Database Manager, I do not see the loose-leaf format as a useful alternative to our present format. Many of our members seem to move frequently and to send updates over the course of a year would prove to be very costly and would turn out to be much more expensive than our present format. Still, I would like to thank everyone who took the time to write me on this matter. It is important that I hear from the members on such issues and your opinions are much valued.

"S"incerely,



Michael R. Ferraro
President

From The Editor's Desk

I just now have a report from John Metzger which indicates that the NASG membership stands at 1200 as of date. What that suggests is that membership growth has probably leveled off because it has been hovering around that number for the last two years. It has to be true that the new American Flyer cars offered exclusively to NASG members has been the major boost to the growth in the last several years. Is the bloom off that particular rose? If growth is an objective of the NASG, then perhaps it will be necessary to explore other mechanisms to achieve even further growth.

It is curious how certain ideas gain currency without much to back them up. One of those ideas is the notion that unless we have train sets in S gauge, death will surely follow. I can't remember when I first heard that idea expressed, a long time ago for sure. I may have even held it back in the '60s. Don't really remember. Recently, I have read it forcefully presented in more than one place. It seems to me the notion has to confront the following: train sets have not been available in S gauge since the mid-60s, yet there has been growth in numbers and in product, especially in the last decade. Train sets have been available in O gauge for some time (and from more than one manufacturer) yet there has been no appreciable increase in the market share held by O gauge. Train sets were used to introduce both G gauge and Z gauge. G gauge established itself in third place (though a distant third place) behind N gauge but has leveled off and appears to be in a shake-out phase. Z gauge has never really gotten off the ground; it remains an expensive novelty. In short, it is possible to point to growth in the absence of train sets and to the lack of growth in the presence of train sets. So from whence comes the certainty that S gauge will die if there are no train sets? No question about it, it would be better if we had them. But, death without them? I have been around as an S gauger long enough to say, "Uhn huh, we are a lot more resilient than that."

Besides, who is going to make S gauge train sets? And, even if some body has the temerity to confront the very tiny S gauge market with S gauge train sets, how are they going to get them distributed to the Christmas-time market? Only Lionel is plugged into the traditional distribution network, but of course with their O and O-27 trains, and it is a certainty that they are not going to upset that with American Flyer trains. Train sets in S gauge are most highly improbable.

But, isn't the key not simply train sets, but exposure? S gauge has to be seen as a viable alternative to any of the other gauges. For that to occur it must be seen—and by a lot of people, a lot of the time. If the NASG wants to assist the growth of S gauge (and, hence, of itself) it should try to figure out ways to consistently enhance the exposure of S products.

MEET AN 'S' GAUGER



BILLY WADE

Billy Wade is perhaps the only NASG member to have been introduced to a Gilbert train set that was not S gauge. Trains have been a big factor in his life since the beginning. Born in the railroad town of Roanoke, Virginia to a father who was into model railroading himself and who worked in the ticket office of the Norfolk and Western, Bill was given his first Lionel train at the age of three. Later, in 1958, he became a confirmed HOer with a Gilbert HO train set, which, he says, became dust a long time ago.

Like many of us, Bill is also an avid railfan and takes his camera everywhere he goes in order to photograph trains. He and your friendly author spent some time prowling around parts of Denver last July, photographing the Burlington Northern and the Santa Fe. When asked what his favorite railroad is he hesitates before declaring it to be the Norfolk and Western and hastily adds that he has also to consider that the Southern ranks up there, too. He then quickly adds that he likes all railroads and picking a favorite is not easy. He finally goes with boyhood memories in choosing. Many who have attended the NASG conventions have marveled at the meticulously done F units in Santa Fe passenger livery.

More recently he has begun working on a Union Pacific passenger train. We hope it will show up at a convention soon.

In his early adulthood, Bill worked at retail sales in a grocery chain. Having also spent so much time (and so much money) in hobby shops, the urge to combine his retail experience with his railroading interests became overpowering and he determined to open his own hobby shop. He did so and ran it for about 4 years until family requirements caused him to look for a more lucrative undertaking. Remnants of his hobby shop experience remain, however, in what we all know as "Bill's Train Shop". BTS is a strictly mail order business, though; there is no store front. His hobby shop experience also shows in his astonishing and essentially encyclopedic knowledge of model railroading products. You want to know if something is or has been made, or when it was made, or who made it, ask Bill. That no doubt contributes to his fine performance in rounding up new product information for "3/16ths Scale Railroading" where he also serves as Advertising Manager.

Bill's hobby shop was important to those S gaugers who mark him as a friend for it was there that he was

introduced to S scale. As he tells it, "One day, in 1983, this customer walks in with an Sn3 locomotive and said watch this thing run. I did, and the next thing you know I was building an Sn3 boxcar, followed by a gondola, then a flat car and, first thing you know, I had built a 12 x 16 Sn3 layout in the back of my store. I had become a narrow gauger." He added, "Later people kept asking me about all those weird-sized buildings on my HO layout, so I added a couple of standard gauge tracks to the layout so that people would realize that it really wasn't HO. That led me to build an American Models box car and before long I was attending NASG conventions."

Bill works as a data processing manager for the public school system in Seffner, Florida when he can't get out of it. At other times, in addition to taking care of business, he indulges his other hobbies which include photography, a lot which is devoted to trains. He is also an avid reader, but he may not have too much time for that in the immediate future because he and his very understanding wife have recently purchased a new home which has an oversized garage which he can use to finally construct that layout he has dreamed of for so long...RWJ

Minutes of THE GENERAL BUSINESS MEETING

National Association of S Gaugers, Inc.
July 21, 1991 - Syracuse, NY

The General Business Meeting of the NASG was called to order by President Mike Ferraro at 10:05 AM on Sunday, July 21, 1991. The meeting was held on the last day of the 1991 national convention at the Holiday Inn in downtown Syracuse, New York. Board of Trustees (BOT) members present were: President Mike Ferraro, Executive Vice President Moe Berk, Treasurer Dave Davis, outgoing Secretary Jim Kindraka, newly elected Secretary Mark McFrederick, Eastern Vice President Doug Peck, Western Vice President Lee Johnson, outgoing Central Vice President Paul Stevens. Newly elected Central Vice President David Held had been at the convention but was not present at the General Business Meeting.

OLD BUSINESS

J. Kindraka announced that the 1990 General Business Meeting minutes had been published in October 1990 DISPATCH and suggested that reading them in entirety be dispensed with. The motion to accept them as printed was made by Roy Pinch and seconded by Doug Miller. The minutes were approved without correction.

Treasurer's Report — Treasurer D. Davis presented the financial report in rounded figures to save time with the precise figures to be published in The Dispatch. Joe Scales moved that the report be approved and Tom Coughlan seconded the motion. The report passed with one objection voiced in opposition to the use of "round" numbers stating, "that's no way to give a financial report."

Election Committee — J. Kindraka presented the election results as follows:

Dispatch — Editor Bob Jackson announced that the publication schedule is back on track. He also asked for assistance to edit the Branch Line News column of *The Dispatch*; anyone interested should contact him. Furthermore, he asked for a contact person from each club with whom he can correspond regarding history, activities, etc. He continued by stating that *The Dispatch* had arrived at a good balance of articles for American Flyer enthusiasts and scale

enthusiasts.

Syracuse Convention — A convention report was given by Kent Singer of the Central New York S Gaugers who hosted this year's convention. He reported that the convention had 216 registrants and 100 day attendees. Also, the convention cars were sold out. Kent presented the Model Contest Committee report with about 40 entrants this year. He said that he prefers to see more scratch-built and kit-bashed models entered.

NMRA Convention — Don Thompson reported on the 1991 NMRA Convention in Denver where 12 NASG members worked at a booth promoting S gauge. He showed the NASG promotional package distributed there for a \$1.00 donation. J. Kindraka will be heading the booth committee for the 1992 NMRA convention in Columbus, Ohio August 1-8.

Convention Committee — Lee Johnson reported for the Convention Committee. The Pittsburgh, PA convention was a "break-even" venture.

The 1992 NASG Convention will be held in Cleveland, Ohio hosted by the Cuyahoga Valley S Gaugers.

For 1993, the BOT is considering a bid from the South Jersey S Scalpers for another joint convention with the NMRA at Valley Forge, PA.

The BOT is open for bids for future conventions (1994 and beyond). Some NASG members in the audience expressed interest in places such as Portland, OR; Denver, CO; and Spokane, WA. Lee asked for a show of support (hands) for the west coast sites such as Los Angeles or San Francisco but a majority said, "no". Also, a majority of the audience indicated that they do not want back-to-back joint conventions with NMRA. Results of the written survey done after the 1990 convention were reiterated when the audience indicated that every 3 to 5 years was sufficient.

Don Thompson voiced that the joint convention with NMRA in Pittsburgh was for promotional reason only, not for convenience. Doug Miller countered that

the NASG should support local clubs who sponsor the conventions.

Dave Held is chairman of the Convention Committee. He and Jim Whipple are working on guidelines for joint conventions.

American Flyer Cars — Doug Peck announced that the New York Central reefer and Boraxo covered hopper cars should be shipped in August and that there are a few extras left if anyone wanted to order a third car. They will be sold while supplies last. Doug also stated that next years cars are being finalized.

The Old Business portion of the meeting was closed.

NEW BUSINESS

George Ricketts questioned the cost of The Dispatch publication. M. Ferraro answered that the cost was so high because of the color photographs/pages and that the BOT was definitely in support of the color photographs/pages in an attempt to improve the quality of the magazine.

M. Ferraro continued that more attention would be given to acquiring advertisements and the BOT is seriously considering increasing NASG membership dues, noting that NASG dues are the cheapest of all national train organizations.

Roy Pinch suggested that new members names, addresses be published in The Dispatch and that the telephone numbers for various contacts be published.

Don DeWitt noted that membership cards are no longer being routinely issued annually, but any member can receive one by contacting him. Also, multi-year membership is available.

Billy Click asked whether the membership directory could be listed by city and state.

Motion to adjourn was made by Kent Singer, and seconded by Mike Cunningham. The meeting adjourned at 11:15 AM without objection.

Respectfully submitted,
Mark McFrederick
Secretary, NASG, Inc.

Vern Chester's CASCADE WESTERN RAILROAD

Bob Jackson

I visited Seattle last August and had a most enjoyable visit. Seattle makes it easy to enjoy yourself, but my host for a part of the visit was Dick Karnes, who outdid himself and made the visit one of the best I have ever had any place. Among the things that Dick did was to set up a visit to THE CASCADE WESTERN RAILROAD owned by Vern Chester. The Cascade Western is a high rail operation of such accomplishment that it deserves to be better known.

The CW occupies an alcove off the basement room of Vern Chester's home in Seattle where Vern now lives alone since the passing of his wife. The setting employs railroad memorabilia in the general decor and provides a very pleasant place to operate the railroad. The CW was first organized as the Oreland Eastern in 1951 in Oreland, PA. It became the Cascade Western at its present location in 1956. Sometime later it acquired additional rolling locomotives and rolling stock following the liquidation of the Western American.

Vern lays his own trackage on milled roadbed which he fabricates himself. He employs code 172 brass rail which he bends to appropriate curvature; he makes all his own turnouts. AND, he makes his own switch machines and uncouplers, too!

The CW uses American Flyer locomotives and rolling stock. However, all locomotives are converted to

run on DC and the railroad is operated with two cabs wired for conventional cab control. The mainline, which is double tracked with crossovers at two points, is elevated above the passenger and freight yards.

There is considerable of the inventor in Vern. He made his own track cleaner car with a rotating drum suspended in front of the car. The drum is driven by a small motor mounted on the car body. He also made a dynamometer car which measures the force that a train exerts against a moving locomotive. With this he can calculate the amount of motive power a given train will require. Regrettably, my photographs of these two unique cars were ruined by the photo processor. As you can see in one photo, he also built an interurban car using an old Chester body and a Flyer switcher mechanism. Perhaps the most interesting of his inventions is Vern's turntable. It is entirely self-contained in that all of the turning and indexing mechanism is contained in the turntable bridge itself.

The control panel is also of Vern's own invention. The throttles are two large levers which control large rheostats. The direction of travel is determined by whether the lever is above or below the center position, the center position is off. As you can see in one of the photographs the wiring is all very neatly connected to terminal strips.

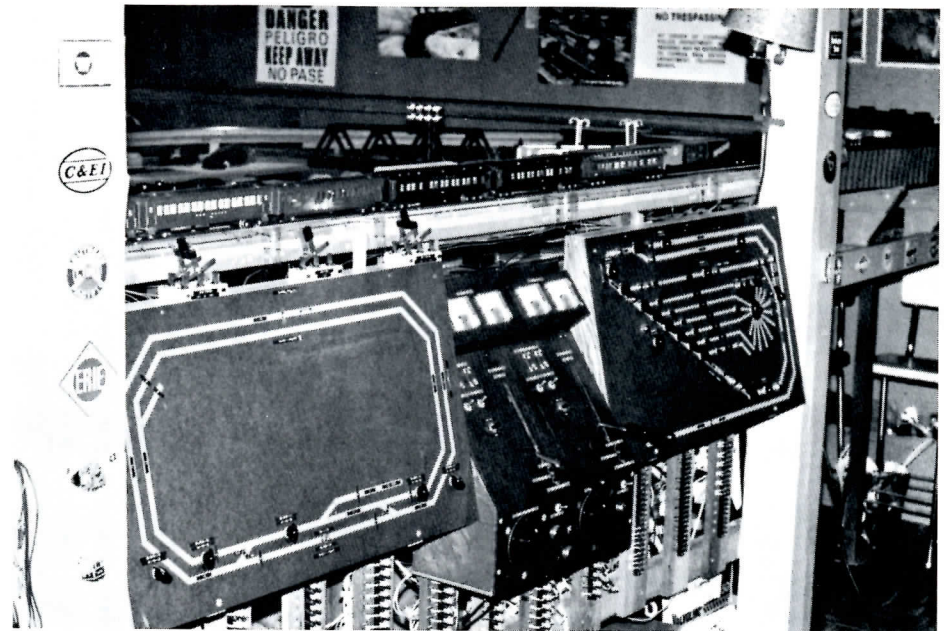
The scenery on the Cascade Western is rudimentary, but it is planned and may well be the last major project for the railroad. The fact is you really don't miss it because the general environment is so pleasing.

Vern's main interest is actually in operation of the railroad. It performs very smoothly but, as the dynamometer car would suggest, Vern aims at suggesting real operation and, to this end, he not only seeks smooth and reliable mechanical operation but also the feel of the management of a real railroad. To achieve this he has created performance tables for his locomotives and has a rule book which is provided all engineers (and visitors). Here's an example: Rule A: Locomotives will be operated only at specified load settings. Engineers will look up load settings for locomotives, set directional control in neutral ... and then set voltmeter at the specified setting. Lest you think that this is all too serious, consider the disciplinary action called for if Rule A is violated. Rule A violation calls for a Class II disciplinary action which reads, "Demotion of two places on the call board or suspension without pay for five minutes".

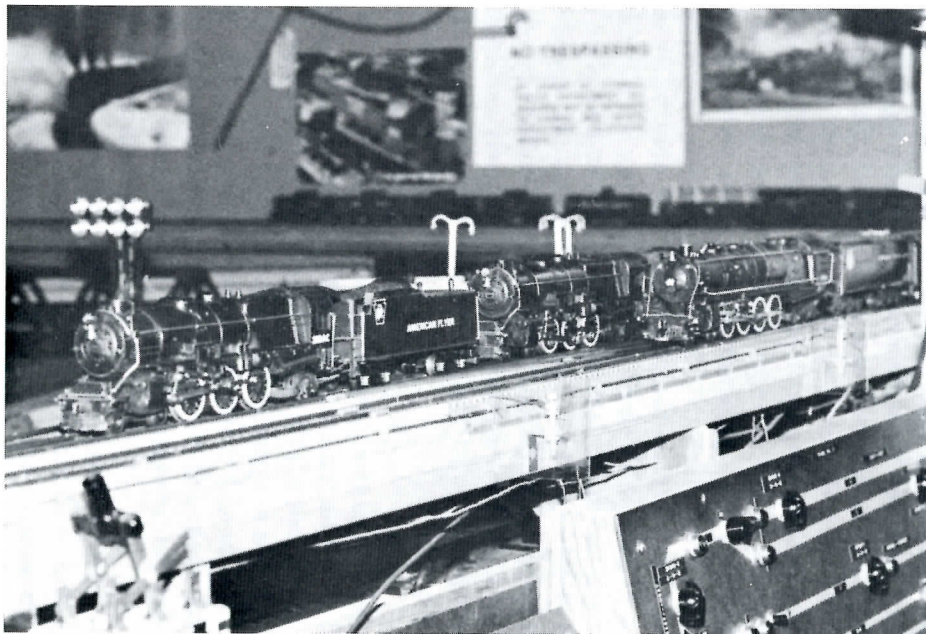
Vern has fun with his railroad. I have seen many private model railroads and in every scale, but I have never seen one which left me with a keener sense of accomplishment by the owner than the Cascade Western.



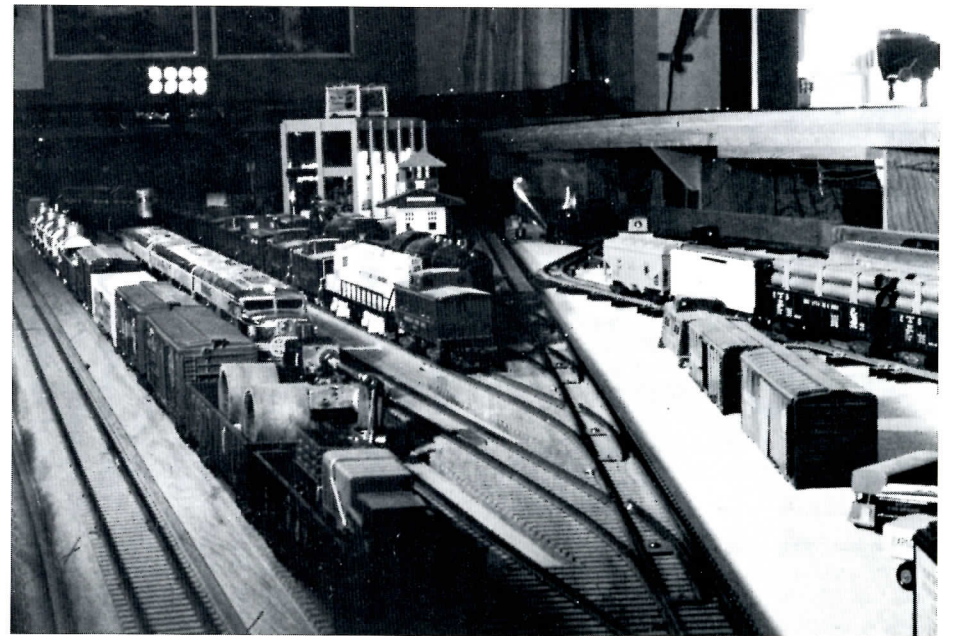
Vern Chester describes the Cascade Western Railroad to your author.



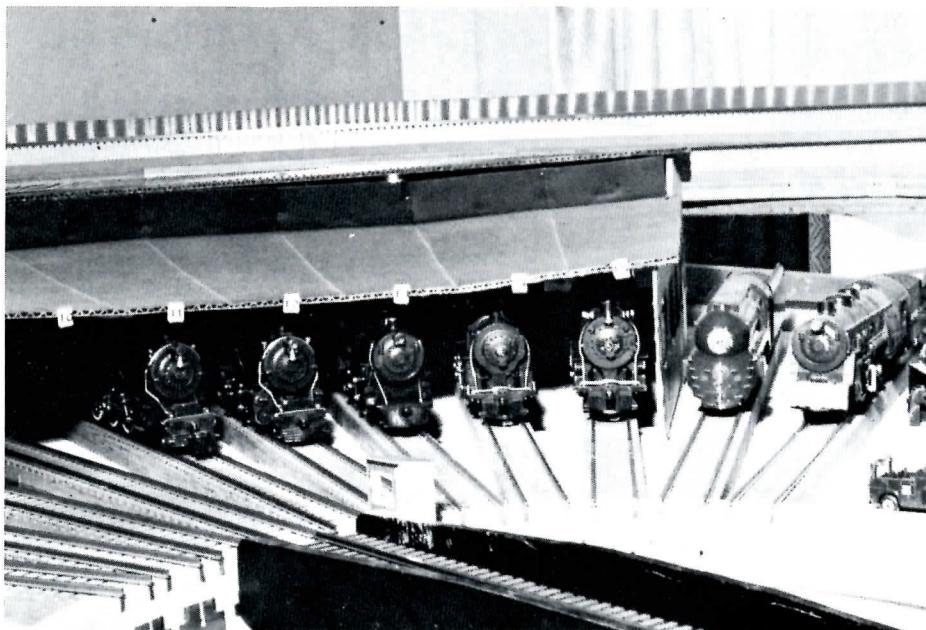
The two cab control panel of the Cascade Western. The throttles are in the center console below the meters. Note the extremely neat wiring below the control panel.



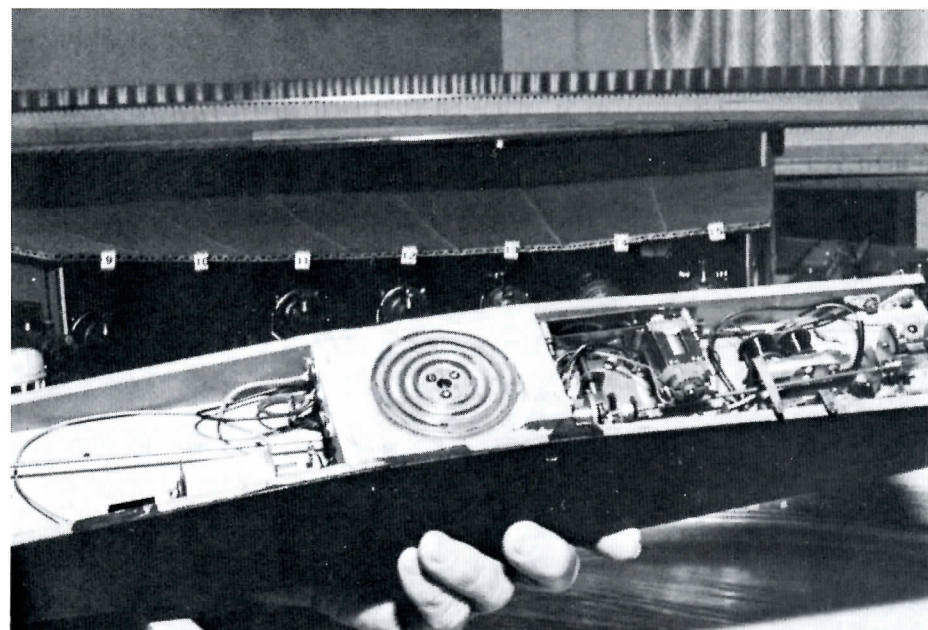
A passenger train headed by a 4-8-4 Northern overtakes a double-headed freight train with two Pacifics on the point.



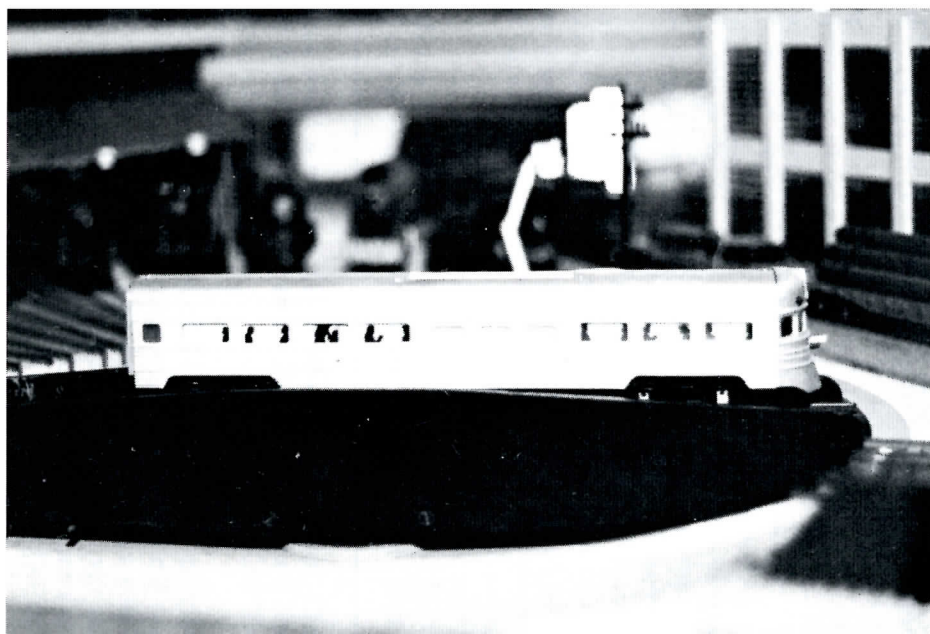
Looking down into the yard area. Note the neatly laid rail on Vern's own railbed. Note also the well fabricated turnouts.



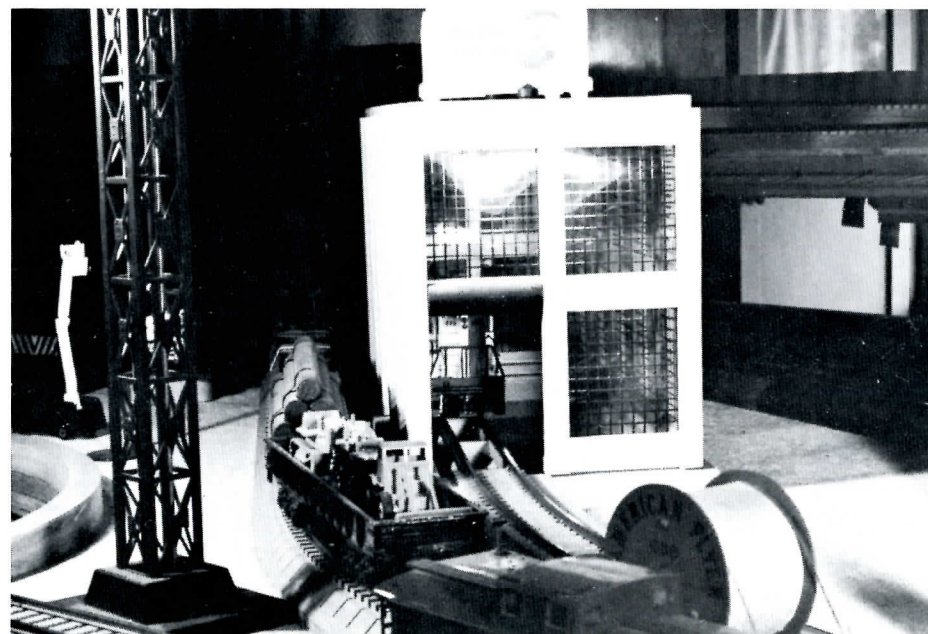
A glimpse of some of the Cascade Western's motive power resting in the round house. Vern's unusual roundtable is in the foreground.



The working innards of Vern's turntable. Everything is right here: the drive mechanism, the indexing, polarity reversing and table support.



Another of Cascade Western's unusual cars. An interurban made with a Chester passenger car body, a scratchbuilt nose and a Flyer drive mechanism.



The diesel service and repair shop. Note the carefully constructed pit inside underneath the Geep.

INSTALLING ONBOARD COMMAND CONTROL IN S SCALE

Part IV, The Omnicon F7 A&B Units

Part V, The American Models Geeps

John Long

Editor's Note:

The last issue of The Dispatch, the February 1992 issue, contained a number of errors that were due to the pressure of trying to catch up to deadlines that were already past. For the most part they were minor. There was one however, that was due to my attempt to present a technical matter in a non-technical way and it should be corrected. I was embarrassed when I realized how sloppy I had been. I referred to the ONBOARD and DYNATROL systems as employing sound frequencies as their signals. Technically, that is simply wrong. It is probably a testimony to the generosity of our engineering buddies that, to this point, no one has yet called me on the error. Sound is a mechanical disturbance that occurs in physical matter. The physical matter can be most anything, but it must be elastic such that it can be compressed (even if invisibly) by a sudden pressure and then rebound when the pressure is released. The rapid cycle of compression followed by decompression will propagate a wave motion through the physical matter. The result is a sound wave. The thing to take note of here is that the disturbance, which is to say the wave, is mechanical. The signals that are used by ONBOARD and DYNATROL are by no means mechanical. Instead, they are com-

plex electrical signals which are generated electronically. Whereas, in the digital systems, the signal is a series of electrical pulses which occurs as a defined number, the other systems employ a signal which is defined by its frequency range. These frequencies are analogous to tones, and receivers in the ONBOARD or DYNATROL equipped locomotives will respond only to those tones (frequencies) for which they are tuned. The signal never really employs sound, however, it could be heard as a tone if there were a device present which would convert the electrical signal into a mechanical one. Such devices occur in your touch-tone telephone and that is why you hear distinct tones for each digit of the telephone number which you "dial".

There is one more matter that requires clarification before we return to the meat of the subject. A reader might have gotten the impression that every ONBOARD installation has sound with it. Not so. The sound module is a separate part and is purchased separately at additional cost. Even without sound, ONBOARD is a first rate carrier control system and deserves to be considered on that basis alone.

Finally, I am delighted to tell you that Bob Werre has sent me a set of

photographs showing his installation of DYNATROL in a number of S scale locomotives. So, as soon as we complete the ONBOARD presentation we will take up DYNATROL. If any of you have others systems, please speak up. I would like to get them all covered, if possible. In fact, if we can get enough information, it would be desirable to provide a comparison of the advantages and disadvantages of each system as it is employed by S gaugers.

John Long has two remaining descriptions of installations of the ONBOARD SYSTEM in S scale locomotives. Both will be presented here. We will then follow in future editions with a discussion of layout wiring, lighting of command control equipped locomotives, a presentation of the physical components and a Q&A session. I have received a number of queries about command control and ONBOARD which I believe warrant inclusion as a distinct section of this series. Now let's let John Long resume his description of installation of the ONBOARD system. For those just joining us let me indicate that Parts I and II of John's series, describing installation in a converted AF PA-1 and a Rex Mogul, respectively, appeared in the June/July 1990 issue; Part III, installation in an AM FP7, appeared in the August 1991 issue...RWJ]

Now let's install the ONBOARD command control system with sound in an OMNICON F7 A&B unit.

I am very fortunate in that I have two sons who are engineers. One, who I have referred to previously, serves as my electrical adviser. The second is a mechanical engineer who insists on adherence to prototype. I

have a third son who is an accountant. At least he only insists that our operation stays in the black. The mechanical engineer thinks that if I have an A-B lashup, there should be sound emanating from both units. Because the units are both powered, the controls must govern two motors. Also, since there will be sound in both units, each must have

a speaker. The only complication here is that my scheme requires more wires between the units and that the units are permanently connected. You could install two throttles, one in each unit. ONBOARD will sell you a pair tuned to the same frequency if you order them that way. Otherwise it's like any double-header.

The drive units in these locomotives are similar to the one in the PA conversion discussed in Part I with the shafts below the floor. Therefore, installation is similarly uncomplicated. Because there are two units, I did not attempt to crowd the components. As you can see in the photos, the sound module is in one unit and the throttle in the other. I did rearrange the stock weights and there is room for more, if desired.

To ensure a separation of sound, I used one speaker that came with the unit and a cut-down one from Radio Shack. The instructions that come with the ONBOARD system explain how to drive two speakers so I won't go into that here. Also, ONBOARD does not recommend controlling two motors with one throttle. However, the drain of the two can motors used in the Omnicon locomotives does not exceed the two amp rating of the throttle module. I have not had any trouble.

One advantage of the coupled units is the positive electrical pick-up. You can have 16-wheel pick up spread over a long space. Short dead spots in the rails have no effect on train operation.

I began the installation by removing the glued-on weights. I then positioned the speaker enclosures near the power transmission cases, marked the outlines, and drilled the hole patterns. What you decide to use as speaker enclosures will have an influence on how the control and sound modules will be placed. Obviously, there must be enough space above the speaker to mount the respective modules. On my installations, I used a plastic icing cup from Pillsbury cinnamon rolls for one enclosure and a piece of cardboard tube from paper towels for another. Different types and sizes of enclosures also helps to separate the sound.

The units were wired in accordance with the ONBOARD instructions, except that I added the second motor in parallel with the first and used all wheel pick up for power. This is a very powerful locomotive which can probably pull just about anything on wheels.

Let's turn our attention to the AMERICAN MODELS GP7/9/18 locomotives. This turned out to be the most difficult of all installations so far. The narrow hood and the AM driveline, all above the floor, combine to present the biggest challenge. In addition, my son, the electrical engineer persuaded me to add constant lighting, though not directional, in my locomotives. This, of course, added to an already overcrowded situation.

I worked quite a while at planning this installation and during the actual operation made several changes. I won't bore you with the detours, but it does tell you that there was considerable trial and error in arriving at the final solution. This is finally what I did. There may be several modifications that would not be endorsed by American Models or Keller Engineering.

I had anticipated a severe space problem so I ordered the sound system with the optional square, endported speaker.

On the Geep body, I smoothed the inside of the shell to make sure that there would be nothing intruding into the cavity. I removed the portion of the running board that is hidden by the cab and added extra reinforcing along the running board line as a substitute (See sketch 1). I did this only on the fireman's (left) side to make room for the speaker. If you aren't adding lighting, you don't need to do this, as the speaker will fit where I've shown the battery.

On the frame, I removed the lugs that help position the body. This is not an essential step, but I had to place and remove the body so often that I got tired of fussing with them. I also drilled and tapped holes in the sides of the bolster-towers to attach the bracket shown in Sketch 2 and ran a 2-56 tap into the coupler mounting holes. This is much easier than trying to hold a self-tapping screw in position. I run this unit short-end forward. On the rear gear tower, I filed down the shoulder, substituted a thinner washer, and filed the head of the

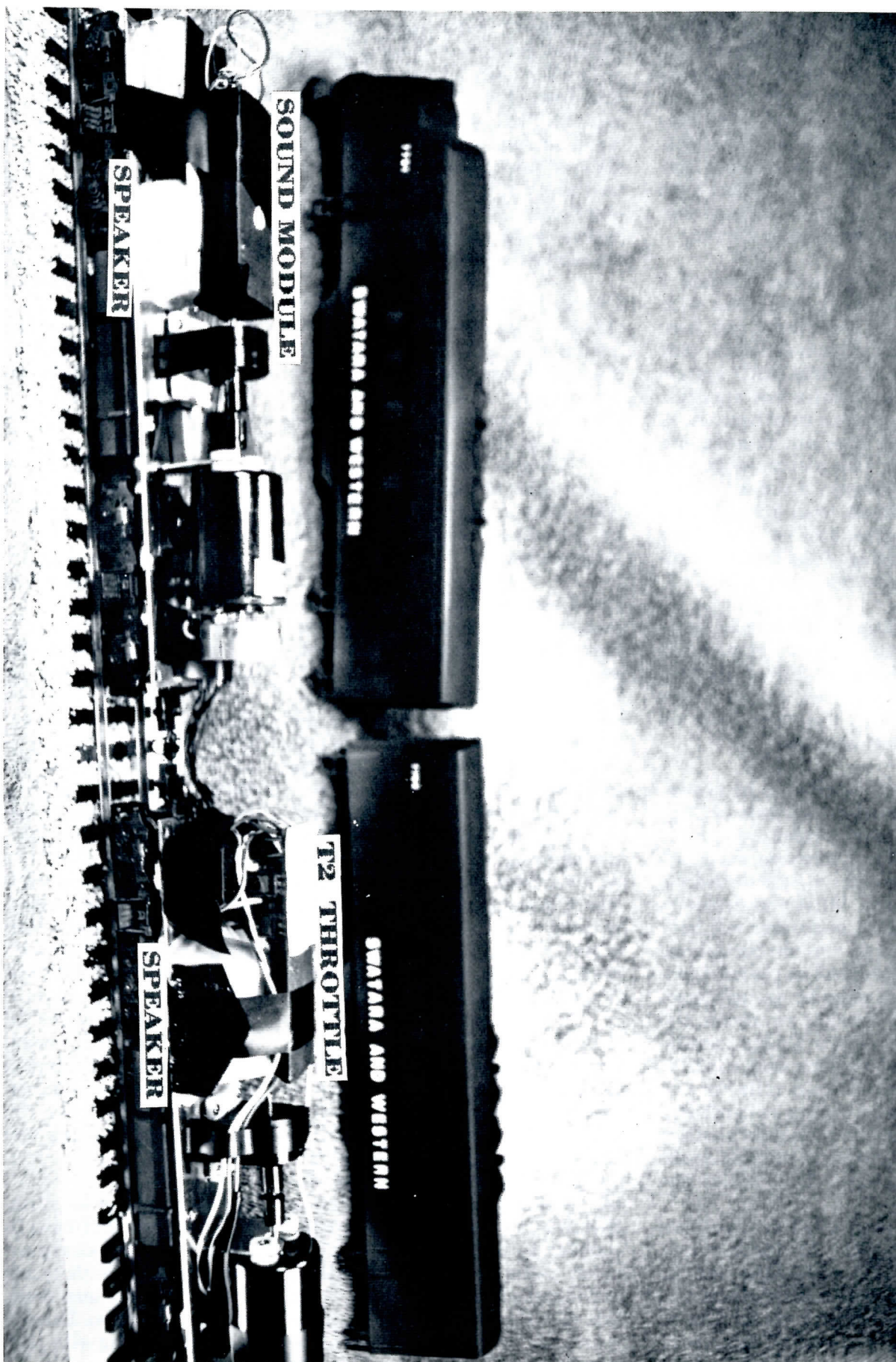
mounting screw flat to gain space for the sound module. (See Sketch 3.) This is not required if you are not adding sound. **WHEN WORKING AROUND THE GEARS, TAKE SPECIAL CARE TO KEEP FILINGS OUT OF THE GEARS.**

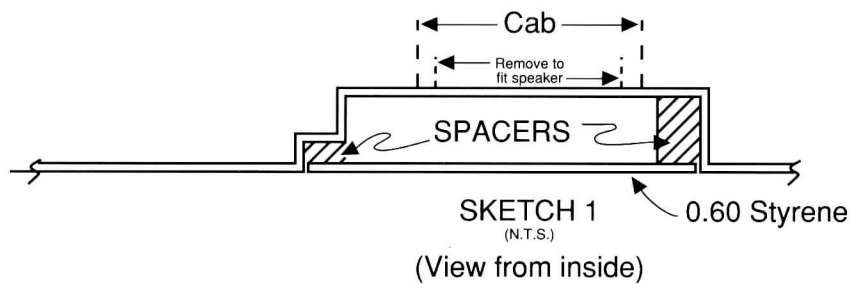
On the throttle, I removed the foam tape that is factory applied and put on a single layer of good electrical tape. Because clearances are so tight, I was careful to avoid double thickness of tape or any thing extra that would occupy space. As I stated in an earlier segment, I like everything to be attached to the frame. Of course, the headlights are in the body. To provide for mounting everything, I made a bracket to attach the components above the drive train. I made the bracket from 0.015 hard brass, but any stiff, thin material will do. (See Sketch 4.) Notice the offsets built into the bracket. This permits the components to be centered in the hood.

When dressing the wires, take advantage of the spaces in the quadrants between the motor and the frame, body or other components. The more of these I do, the fussier I get. Also, be careful to avoid short circuits. Component leads or too-long pigtailed can cause problems when they inconspicuously touch each other or the frame.

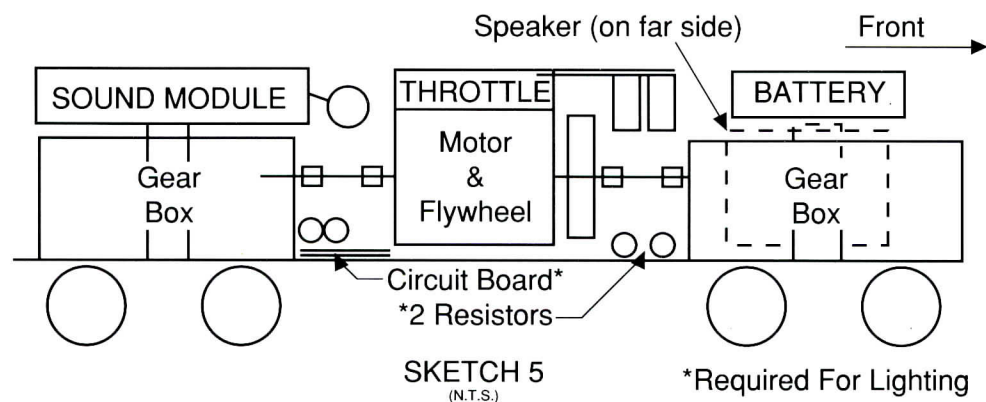
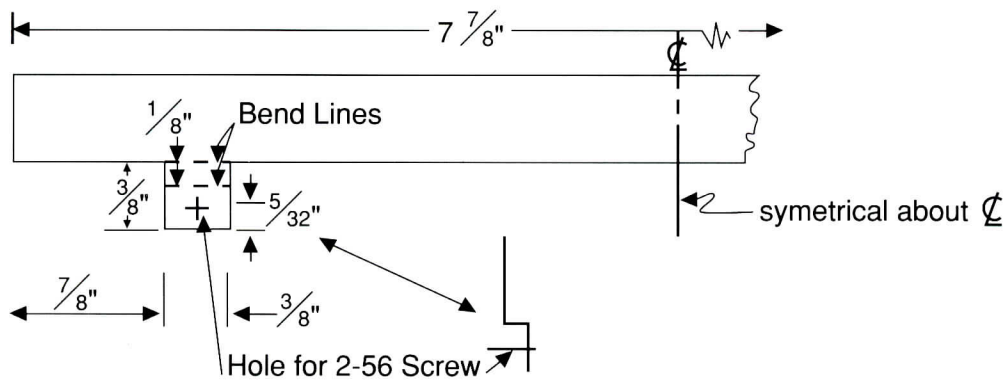
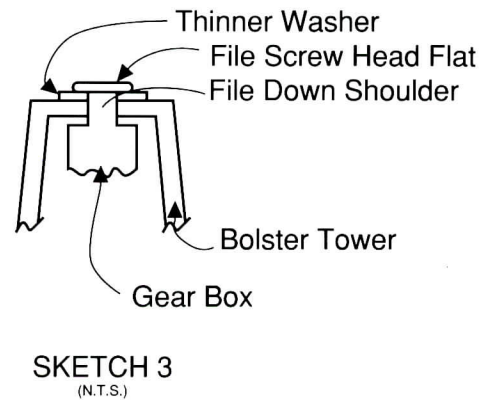
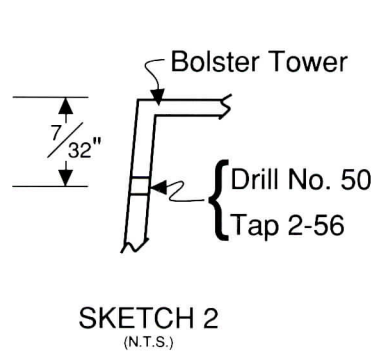
Sketch 5 shows the relative location of all the interior parts and those that I added. I used foam double-sided tape for the circuit board for insulation. The 2 resistors by themselves are fastened to the metal floor as a heat sink. **DON'T** get the resistors close to the body or plastic drive components - they get hot! A nice positive fastening to the floor by a screw into the floor and a washer over the top would work well here.

I hope you have as much fun with these projects as I have had. Keller has made some changes. They are improvements with smaller components. I haven't seen them so I can't comment on them. Later, I will comment on lighting with part numbers and hints. Someday, I will get around to the Lehigh Valley 2-8-0.





N.T.S. = Not To Scale



HIRAIL TOFC

Gary Ippolito

When Lionel began to mount trailers on their O gauge flatcars a few years ago, little did they know that they also gave the same opportunity to S Gaugers. By simply mounting the O gauge fifth wheel to an American Flyer flatcar, a 1/64 scale Ertl, Yatming, or similar trailer will fit perfectly.

I accidentally stumbled upon one of these fifth wheels at a local swap meet while looking for small 'Flyer pieces at a Lionel parts dealer. For a buck and a half, what did I have to lose? I mounted it and a trailer on a spare "New Haven" flat and it looked great. When I brought it to run at our Spring S Spree, it was a real hit. Since then, I have converted about a dozen flats to various road names and even managed to convince the NASG to use one for a convention car. For those of you who would like to make one for yourself, here's how to do it.

Go to a local train show some Sunday morning and scrounge around for "928 New Haven" flatcars. Usually, you can find all that you can carry for about \$10 each. Stop at a Lionel parts dealer and ask for part numbers 6308-15 and 6308-25. When these right and left halves

are glued together they form the fifth wheel. Keep your eyes open for any trailers to use as loads. I prefer the plastic Ertls as opposed to the cast metal ones since they are far lighter and less expensive.

When you get home, set the flats in the kitchen sink and liberally spray with "Formula 409" (tm) all purpose cleaner. Not only does it cut greasy dirt fast, but thirty-five year old 'Flyer paint doesn't stand a chance either. Any paint that does manage to hold on can be removed with a second application and a nail brush.

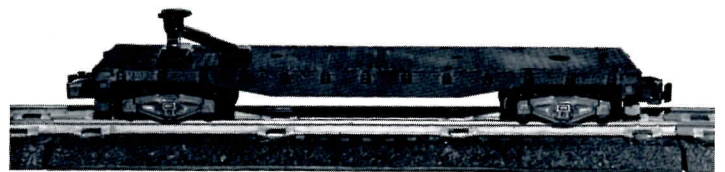
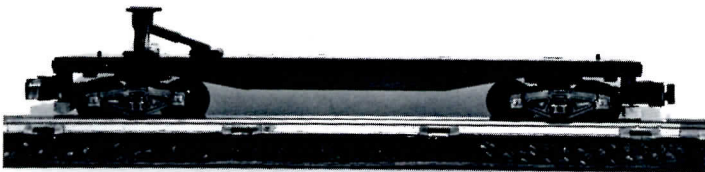
Next, cut the two halves of the fifth wheel from the sprues and glue them together. I found that "Wilhold R/C-56" (tm) vinyl glue by DAP works well. After letting the glue dry overnight, cut off the front locating pin. This is necessary since it will mount directly over the rivet holding the truck. You may also want to file the bottom of the pad flat for a better fit.

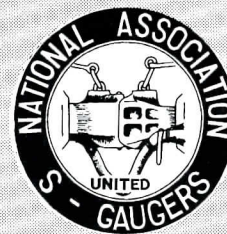
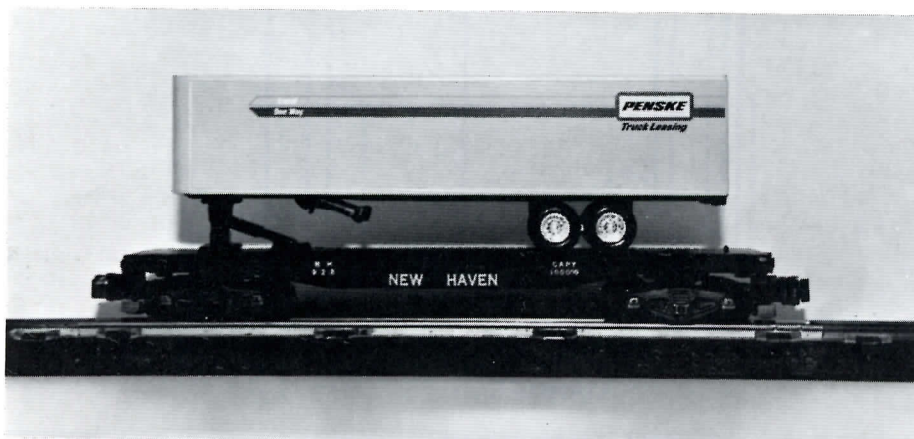
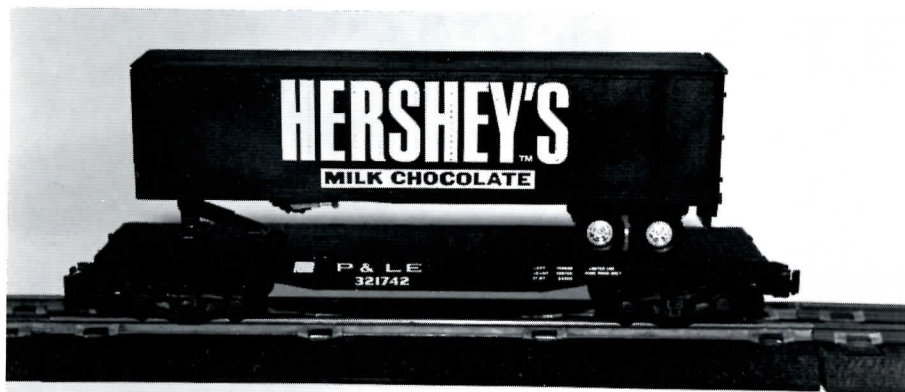
Drill a #40 hole one inch from the center of the rivet to properly locate the back of the fifth wheel. Glue the assembly to the flatcar and again allow to dry overnight.

This is the point where you can decal the flatcar. I have never been too concerned about prototypical accuracy and have found that decals for HO gondolas seem to fit well and look pretty nice. Once the decals have been applied, the flat should be sprayed with Testor's (tm) "Dullcote".

You are now ready to mount the trailer to the flatcar. I prefer to securely attach the load by using a .010" wide wire tie. I drill two #35 holes in the deck of the flat just inside of where the front tires will be located. Then I loop the wire tie over the trailer's leaf springs and through the holes. However, if you wish to have a removable trailer load, you might prefer to glue a block of styrene to the flat between the wheels in order to locate them squarely. I have tried the wheel chock used on Lionel's O gauge equipment and found that they are too bulky and look a little awkward.

That's all there is to it. With a little time and less than \$25 worth of materials, you can add modern rolling stock to your layout. One word of caution though: TOFC's can become habit forming!





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SHORT AND EASY

The Daiker Uncoupler

Kent L. Singer

Last December, Bill Daiker sent in a particularly good idea. Real life intruding upon our model railroad world, like it does, held me from being able to pass it along to you. What Bill did was to take a commercial product, available in another scale, and utilize its concept (and one of its parts) to develop an uncoupling tool. The commercial product is a RIX magnetic uncoupler. It is intended for use in HO scale and as manufactured, is awkward to use in S scale. And, I have a difficult time in believing that the magnets supplied don't drag the (light) HO cars off the track. The RIX uncoupler comes with two magnets. Bill (successfully) uses a half of one of the magnets to uncouple Kadee #4's, #5's, #802's or whatever, as long as the "glad-hands" aren't cut off.

I think that Bill must have gotten different magnets in his RIX uncoupler than I did in mine. He recommends placing the magnet halfway in a smooth jawed vise and giving it a short quick blow with a small hammer to break it in half. When I tried doing that, the half of the ceramic magnet left in the vise was usable, but the rest ended up as a bunch of crumbs stuck together by magnetic force.

If more than one or two of these is needed, you might try buying a bunch of small magnets and trying them out.

The handle assembly is built up of 1/16" X 1/4" styrene. Using Testor's cement (the clear liquid in the square bottle), the assembly goes together quickly (see the sketch). The only critical dimension, and I eyeballed it, is the lower overhang below the magnet. Its purpose is to act as a guide, allowing the magnet to be placed upon the railhead.

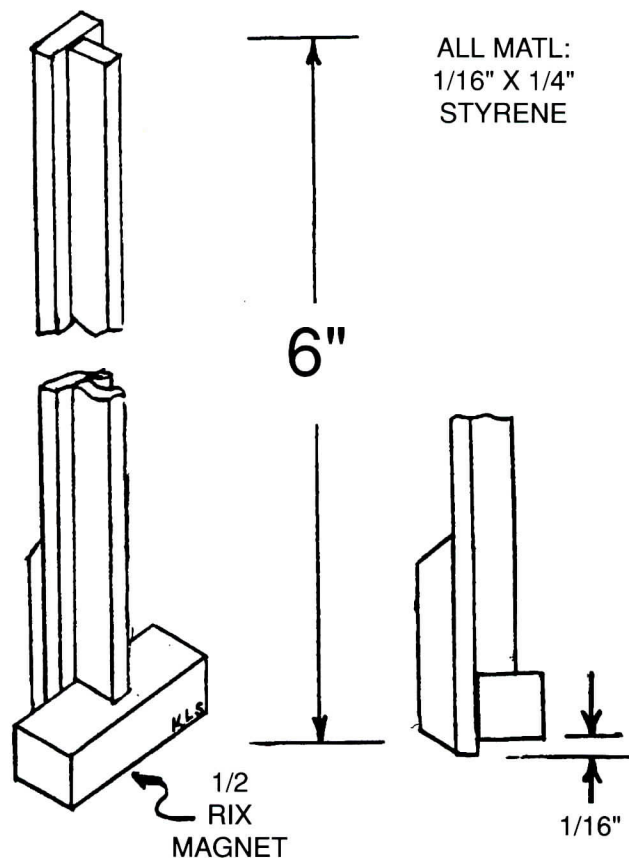
Hence, it has to be less than the height of the rail above the spikes. At 1/16", this should be suitable for all but code 55 or code 72 rail.

Glue the magnet to the handle with ACC Gel. Although this is a brittle sort of joint, the short web on the back side of the handle prevents the styrene from flexing in that region. Thus it ends up fairly sturdy. Lots of luck!

GOT AN IDEA? Perhaps you've created some detail to stick along your right-of-way, set on a loading dock,

dress up a building, etc., etc. We're always looking for fresh projects. If you'd 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. You needn't worry about drawings or photographs. We can do the drawings and have photos taken. All that is necessary is a sketch of the project with some dimensions, a list of the materials and a short description of how to build it. Submit your ideas to Short and Easy, c/o Kent L. Singer, 105 Highland Dr., Baldwinsville, NY 13027.

THE DAIKER UNCOUPLER



DEAR @#\$%&*!

Editor:

The purpose of this letter is to explain why I have chosen S scale and to give credit to the company that is partially responsible for it.

I purchased an OMNICON PRR L1 in 1986. When OMNICON announced the release of my favorite steam locomotive, the PRR M1, naturally I was interested.

I had many personal telephone conversations with Charlie Sandersfeld, and many personal responses to my letters during the planning stages of this project. Once, I asked Charlie if the M1 tenders were going to have the train phone antenna on the tender deck. Charlie said, "I never thought of it. I'll see what I can do for you." If you haven't noticed, all of the tenders are sporting Pennsy's trademark antenna system. Try that with Atlas or Kato and see how far you get.

I was having a shorting problem with my L1 at the 1988 NASG convention in New Brunswick, NJ. When I approached Charlie with the with the problem, he immediately stopped what he was doing and filed off a small portion of the frame. By the way, Charlie was eating dinner at the time and got brass shavings in his food.

It is 1992 and we all know of the problems with the M1, my M1 was no exception to these problems. Both Charlie Sandersfeld and Dave Netherton worked on my engine with the result of some improvements in performance. However, I was not completely satisfied.

I have just received my M1 back from Larry Hilley. The perfor-

mance now equals or surpasses anything that OMNICON has released, including the new Samhonga I1. I would like to publicly thank Larry and OMNICON for their dedication in total customer satisfaction.

I would like to direct my closing toward any doubters or nitpickers out there in "S-land". I would be willing to discuss contrary opinions to the following statement: The late, great Charlie Sandersfeld, Susan Sandersfeld, Dave Netherton, and Larry Hilley of Omnicon Scale Models live up to their word and stand behind their products 100%. Period!

Sincerely,
Bill Lane, Jr.

Editor:

Some national organizations promote local chapter newsletters by sponsoring contests for the biggest, the best, the most informative, etc, with a plaque or prize for the winners.

There are several top-quality newsletters in our S gauge community and others that might be stimulated if these efforts are acknowledged and rewarded.

Perhaps an S gauge manufacturer, supplier, or publisher would like the publicity of donating prizes.

Sincerely,
John Frazier

(Interesting idea, John. I will take it up with the powers that be. What does the membership think of this idea?...Ed.)

Editor:

We were saddened to learn that NASG member PETER J. JUGLE of Elmhurst, Illinois, died suddenly on 14 February 1992. We will always remember Pete fondly and with great appreciation for his starting and continuing the Chicago-area Fall S Fest, along with his brother (and NASG member) L. Andrew Jugle and with a few other "pioneers". That annual fall event has become a classic tradition since 1975. The pleasure it has brought to so many American Flyer Train enthusiasts is beyond measure.

NASG extends our heartfelt sympathy and condolences to his brother and family. Contributions are being accepted for the "PETER J. JUGLE TREE MEMORIAL", c/o Elmhurst Federal Savings Bank, 100 Addison Street, Elmhurst, IL 60126. Proceed will be used to plant a living tree as a memorial for Mr. Jugle at the Train Collectors Association Museum in Strasburg, PA.

Moe Berk

Editor:

Your request for profiles a while back included my name. While I doubt that I am worthy of even half a profile, I thought perhaps I should send an update of my (small) activities since my layout was written up in the September 1987 DISPATCH.

The DISPATCH article shows the layout as it existed in mid-'86 in San Carlos, California. The layout has moved twice since then, first to Westminster in Orange County in Southern California and this year (1991) to Calgary, Alberta, Canada. Presently, it is in pieces in the basement as I have had no time to get it going.

Because of the moves, most of my S activity in the last several years has been more of the armchair variety. I have built a few American Models and Pacific Rail Shops kits, lettering them with C-D-S dry transfers. I have made a few purchases and I read the S literature. I try to keep in touch with Lee Johnson and, occasionally, Bill Roberts of the Bay Area S Scalpers, with whom I used to be an active member.

The S scale community in Calgary seems to be quite small. I met one other S scale standard gauge enthusiast here. He is Bob Hadlow who has an ad in Helper Service. It appears that my arrival has doubled the S scale standard gauge population! Part of the reason for (my diminished activity) is related to my work. I am the Supervisor of Formation Evaluation for Chevron (and it keeps me quite busy). Part of the reason has to do with the fact that Calgary is such a fantastic place to live with many diversions (which I am still trying to explore.) The Canadian Pacific main line runs East-West through Calgary with subsidiary mains running North-South. They are quite busy and quite visible from downtown. I even take a light-rail system to work. So while the time for modeling is short, I do find lots of interesting railroading to observe.

As you can see, this isn't much of a profile, but I thought you might find an update interesting. I am having fun and I hope you are too. Keep up the great work with the DISPATCH.

Regards,
Don Seeburger

(It was good to hear from you Don. I am sure you will get back to the railroad once you have caught enough trout and hiked enough trails. I wouldn't be surprised to learn that Canadian Pacific exerts an influence on the future configuration of your railroad. You did build it originally with the idea in mind of having to move it a number of times as your career developed. It seems to have been a wise decision...Ed.)

POST ITS

HELP HELP HELP

THE SOUTH JERSEY S SCALERS are in desperate need for some S gaugers to present clinics at the 1993 convention. The NMRA is said to be about to hang the SJSS for lack of S clinics. At least four are needed. If you are willing to present a clinic contact Charlie Leonard, 12 Garner Lane, Willigboro, NJ 08046 or call at (609) 877-7887. (The clinics at the NMRA National Meeting are one of the very best reasons for attending it. We S gaugers should make every attempt to be at least as good as the rest in this regard. I called Charlie and volunteered to do a clinic on command control in S scale...Ed.)

NOTICE NOTICE NOTICE

NASG/LIONEL JOINT ADVISORY GROUP ANNOUNCED: Recent discussions between officials of The National Association of S Gaugers, Inc. and Lionel Trains, Inc., have lead to an agreement to form a NASG/LIONEL Joint Advisory Group. Morris (Moe) Berk III, NASG Executive Vice President and Jeffrey M. Jones, Lionel Trains' American Flyer Product Manager, announced the group will be comprised of American Flyer Trains enthusiasts, and is intended to advise Lionel on current production and future planning of their American Flyer product line. It is anticipated that the group will act as a liaison between the two organizations, and serve as a clearing house for ideas, concerns, and issues relating to Lionel's American Flyer product line.

NASG members interested in serving on the advisory group should write to MOE BERK. Applicants should include a brief description of their hobby background and any special interests or abilities. Individuals representing local hobby

clubs are especially encourage to apply:

MOE BERK
39 Graeler Drive
St. Louis, MO 63146

NOTICE NOTICE NOTICE

WINSLOW JUNCTION SCALE TRAIN AND RAILROADIANA MEET will be held on May 3, 1992 from 10 am to 3 pm at the Winslow Fire Hall, Hall and Hay Sts in Winslow, NJ. \$3.00 per individual, \$5.00 per family. 150 free passes for a free train ride on the Southern Railroad Co. of New Jersey (Formerly Shore Fast Line) to the early advanced ticket purchases. No discount for family ticket purchases. For information contact Bill Powell, 306 Broad St., Williamstown, NJ 08094. Phone 609-728-1327.

NOTICE NOTICE NOTICE

THE HELPER SERVICE FEATURE OF THE DISPATCH will adopt a renewal schedule that is the same as that for renewal of membership in the NASG. That is to say that all Helper Service ads will come due for renewal at the same time as your membership does. If you send in a Helper Service ad after the first of the calendar year, but before the membership renewal date, your renewal will not be due until a full year has passed and then at the time of your membership renewal. Thus you would actually get more than a one year run. If you send a Helper Service ad after the membership renewal date but before the end of the calendar year, the ad renewal date will still coincide with the next membership renewal date. If you currently are delinquent or are unsure what your ad renewal date is assume that it is this next summer and when you are notified of your membership renewal send in your ad renewal. The only exception to that rule would occur if you had sent in a Helper Service ad after Jan 1, 1992. Send your ad renewals to John Metzger, Rt. 4, Box 326F, Troy, MO 63379, and NOT to The Dispatch editor.

Lionel Trains, Inc. Opens NEW VISITORS CENTER in Mt. Clemens, Michigan

Moe Berk

Lionel Trains, Inc., the largest U.S. toy train manufacturer, announced the opening of their new Visitors Center in Mt. Clemens, Michigan. Tours will be available, by appointment only, beginning February 19, 1992.

A tour of the Visitors Center begins with a 10 minute film on the ups and downs of Lionel's 91-year history and a brief look at how Lionel trains are made. The tour continues with a display of current trains and manufacturing processes in addition to a 52-foot-long showcase of archival items tracing back to 1900, when Joshua Lionel Cowen went into business as a manufacturer of "electrical novelties." The archival showcase also features milestone events, such as the reintroduction of American Flyer S-Gauge trains in 1979.

The highlight of the Visitors Center is a 560-square-foot operating train layout, complete with activation buttons that allow visitors to start the various action accessories. The operating train layout is based on the Lionel Corporation's famous 1949 New York City Showroom display layout, and features many popular and "out of production" items, as well as newer items and accessories. Specifics on the layout include:

- 14-foot by 40-foot layout with over 1,000 feet of track and 7,775 feet of wire (almost 1-1/2 miles).
- 14-foot by 40-foot Homasote board for sound insulation.
- Five O-gauge trains and one Amer-

ican Flyer S-Gauge train run simultaneously.

- Over 5,000 hand-cut and painted track ties.
- Six gallons of liquid polymer, 3,000-square-feet of hardware cloth, 100-square-feet of foam styrene insulation board and a 4-foot-high stack of Wall Street Journals were used to create various rock formations of the scenery.
- Combination of five ZW and eight RS1 transformers power the layout.

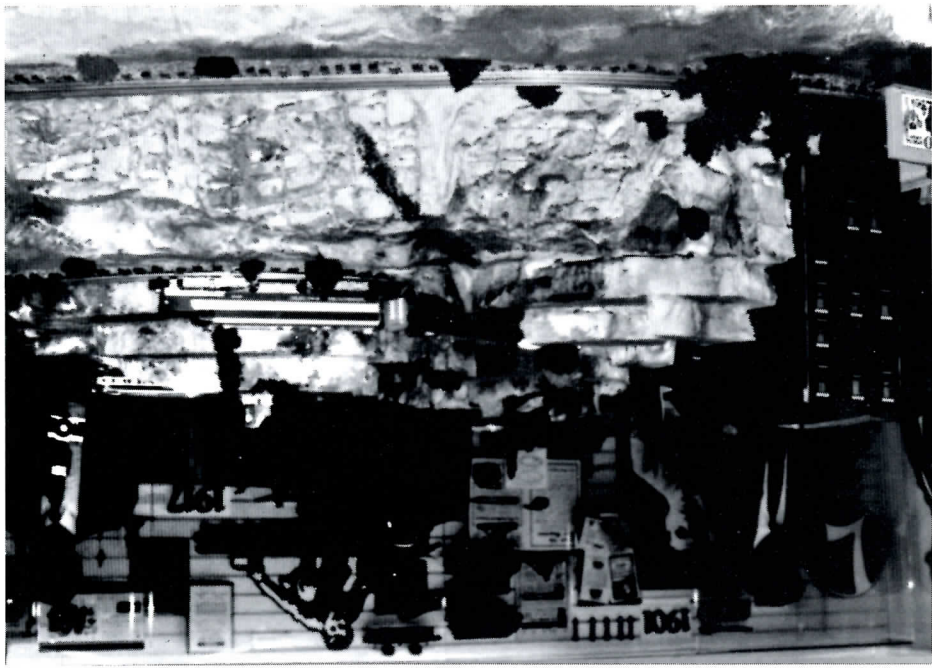
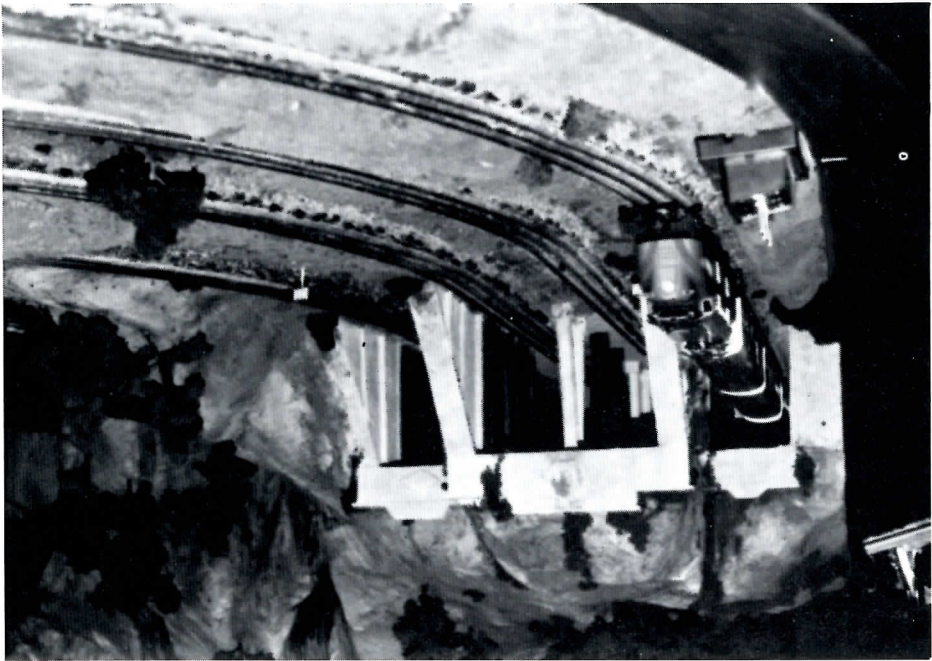
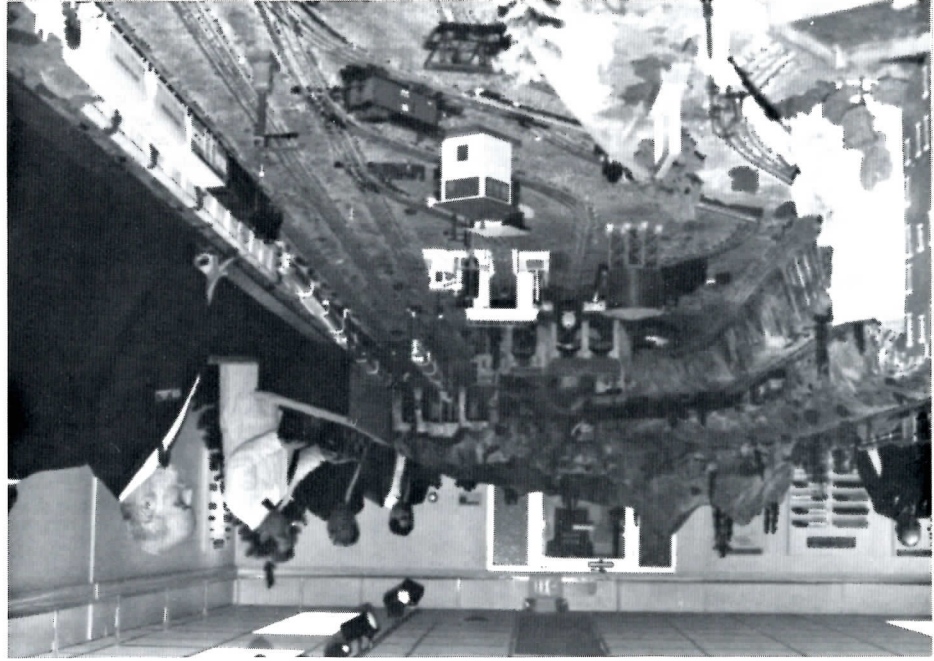
In addition, a Lionel Large Scale Train and a Standard Gauge train operate on tracks suspended from the ceiling around the perimeter of the Visitors Center.

Conceptual ideas and planning for the 2,000-square-foot Visitors Center were initiated July 3, 1991, and construction was begun September, 5th. The construction of the operating train layout was accomplished by Lionel employees, local hobbyists, and their families, all donating their time and talents.

The layout and displays will continually be changed and updated to entice visitors to return. Souvenirs will be available for purchase in the new "Sidetracks" store, which will carry such items as t-shirts, Christmas ornaments, and posters. Trains will not be sold in the "Sidetracks" store.

Tours are given by appointment only, and are limited to the Visitors Center; tours of the manufacturing facilities are not available. Contact Kathe Hock at Lionel Trains, (313) 949-4100, Ext. 1211, and reserve a spot for you or your group on the first available tour of the Lionel Trains Visitors Center.





Scenes From The 560 Square Foot Operating Layout In Lionel Trains New Visitors Center.

LIONEL TRAINS HOSTS A MEDIA EVENT AT THEIR NEW VISITORS CENTER

Moe Berk

Almost twenty invited model railroad publication and club representatives attended a Media Day event, on January 21, 1992, hosted by Lionel Trains, Inc. to formally open their new Visitors Center at their manufacturing facility in Mt. Clemens, Michigan. Three S gauge enthusiasts were present (Moe Berk, NASG Executive Vice President; Pete Mihelich, NASG Dispatch Publisher; and Don Heimburger, NASG Member and S Gaussian Editor/Publisher.)

Lionel Trains, Inc. has operated continuously since its founding in 1900, is the largest U.S. toy train manufacturer, and is the producer of American Flyer S Gauge trains. The Media Day began with a tour of their manufacturing facility, followed by the first tour of the new Visitors Center, then a stop in their Dealer Preview Room to see the 1992 product line, and ended with dinner and an evening of socializing at CARAIL, the personal automobile and toy train museum of Richard P. Kughn, Chairman and Chief Executive Officer of Lionel Trains, Inc.

The tour of the manufacturing areas was special, since those areas generally not available to the public. It was also most interesting to see a truly modern (1990's era) manufacturing facility utilizing a significant number of 1940s and 1950s era production machines to yield a seemingly endless stream of 1992 toy trains, tracks, transformers, and accessories. The group followed the production, painting, and assembling of a number of Lionel items, including the 1992 American Flyer Northern Pacific Passenger set, and was amazed at the realization of the huge number of parts, subassemblies, operations, and quality control testing required for the production of each item.

The S gauge contingent was pleased that the centerpiece of the layout in the new Visitors Center was the 1991 American Flyer Missouri Pacific Passenger set. That layout also had a number of S gauge operating accessories, including the 1986 Operating Oil Drum Loader and the 1986 Operating Saw Mill. Other visitors will find a wall display, with a model locomotive from each of the various scales, most informative. And finally, the wall display of Lionel items from the company's 92-year history, had several American Flyer milestones, including the 1979 resumption of production of American Flyer trains.

The next stop on the tour was the Lionel Dealer Preview Room, which replaces the now closed New York City Showroom. The entire 1992 product line is on display, representing all the scales that Lionel produces, and includes train sets, limited-edition trains, individual rolling stock, and accessories for hobbyists and collectors. The American Flyer enthusiasts were delighted by the reintroduction of the Northern Pacific "Vista Dome North Coast Limited", offered in the classic PA-1, A-B-A locomotive with five car consist. Also presented was the first "Railsounds" ever to be offered by American Flyer. It was incorporated in a separate PB unit of the 1992 Northern Pacific set. Another new offering for 1992 is the Milwaukee Road Electric (EP-5) locomotive and caboose set. Four individual cars complete the 1992 line. They are: Penn Salt single-dome tank car, Missouri Pacific boxcar, Domino Sugar covered hopper car, and Bangor and Aroostook boxcar.

The group and a considerable number of Lionel officials and staff were then taken to Richard Kughn's personal automobile and toy train museum (CARAIL) for dinner and a

full evening of surprises. Here the group was able to wander throughout and marvel at the many antique and historic automobiles on display. CARAIL also has countless shelves of toy trains lining the many corridors and filling several large rooms in the same manner that shelves of books fill our public libraries. One of the highlights of the evening was a special ceremony conducted by Richard Kughn to honor Lenny Dean for his 50 years of service with Lionel. Mr. Kughn had many nice things to say about Lenny Dean's service and the respect he enjoys from his fellow employees, and then encouraged Mr. Dean to recall noteworthy and enjoyable events from the company's past. That little ceremony was concluded with Mr. Kughn presenting Mr. Dean with a gold-plated O-scale model of a Lionel Hudson locomotive and tender. The ceremony was truly a touching moment for someone so widely known in the toy train industry, and was a most delightful conclusion to an eventful and surprising day.

POSTSCRIPT:

One lingering and lasting recollection of Lionel's Media Day is the genuine hospitality and gracious sharing extended by Richard Kughn and all of the Officers and Staff of Lionel Trains, Inc. There is no denying that staging such a day is a business promotional activity, but the personal involvement of each of the Lionel folks quickly raised the whole day well beyond a routine business event. Another truly pleasant aspect of the day was the time we spent with Richard Kughn. The unbroken stream of delightful, interesting, and entertaining stories he so expertly told the group throughout the day—and the obvious pleasure he enjoys in telling them—convinced your author that he must certainly be "a bit Irish!"



Richard P. Kughn, Chairman and CEO of Lionel Trains, standing in front of an American Flyer display case and holding one of the new 1992 AF releases.



Lenny Dean proudly holds aloft the gold-plated Lionel O-scale model of a New York Central Hudson presented to him in honor of Lenny's 50 years of service.



Lenny Dean receives a plaque and congratulations from Richard Kughn for 50 years of loyal and dedicated service to Lionel.



Moe Berk, Executive Veep of the NASC, with Richard Kughn at the controls of the operating train layout.

Jeffery M. Jones, Lionel's American Flyer product manager, and Moe Berk congratulate each other, in front of the American Flyer display, upon reaching the agreement to form a joint advisory group (see Post-Its.)



7

BRANCHLINE HAPPENINGS

Mike Palmiter

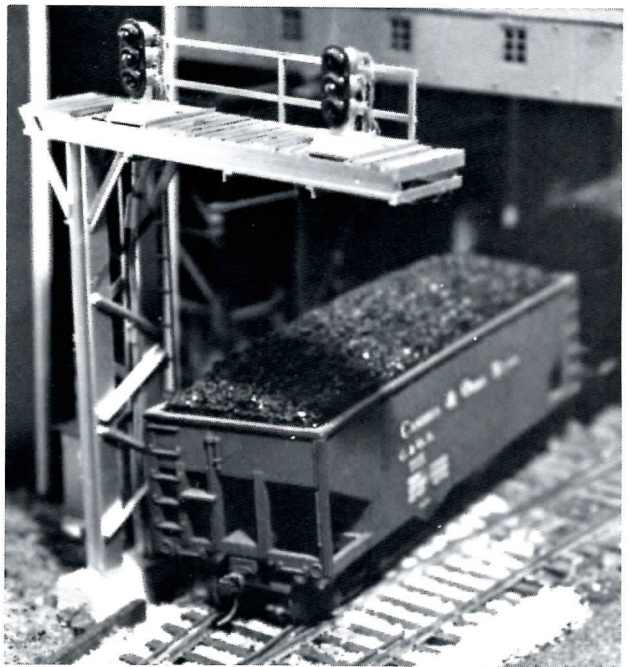
In the past two months since Editor Bob Jackson announced that I would be taking charge of the Branch Line News section I have received only one mailing, that being the Badgerland S Gaugers newsletter. Once more, I make an appeal for all organized clubs as well as individuals to send me material that you believe others will be interested to hear of or about.

As you can see above, I have changed the title of this section from Branch Line News to Branchline Happenings for the obvious reason that "news" frequently isn't by the time it appears in this column. News has to be timely and what appears here is better characterized as happenings. Reader input is essential to its success and interest, if this section is limited to my contacts, which include just three other S gaugers, it will soon become trite. So let me hear from you—all of you...Mike.

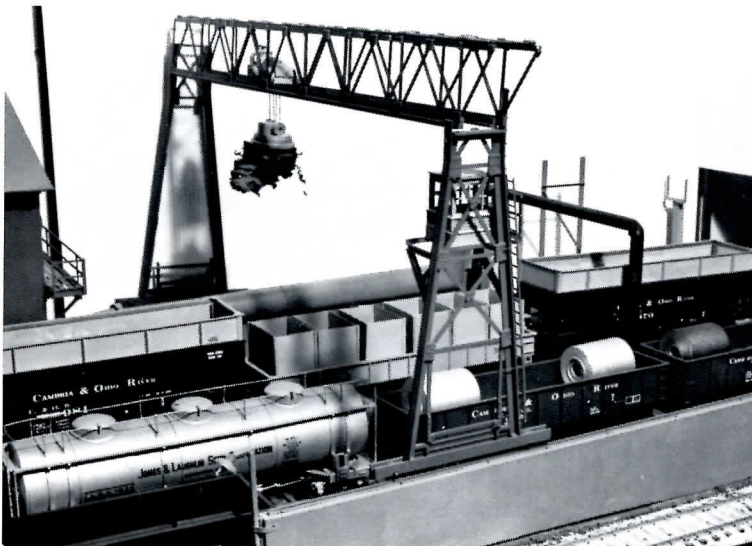
THE CAMBRIA AND OHIO RIVER RAILROAD is an S scale railroad owned by Jerry Schnur. The C&OR is an industrial setting in which Jerry has implemented some nice modeling techniques. One thing that catches the eye is a gantry crane made from an O gauge signal bridge. Although some S gaugers do use these O scale Plasticville structure for their signal bridges they are really too big to look just right. Jerry made good use of their over-size by fashioning it into a scrap iron hoist.

Another interesting railroad structure is Jerry's homemade cantilever signal tower which controls the division at his power plant. This is a simple structure to make as I have also done on my own layout with the use of spare parts from a Vollmer kit and a Bachmann HO signal bridge truss. Jerry and I both installed working signal lights to the scene life.

AMERICAN FLYER S GAUGERS OF ST LOUIS AREA: This group once again presented the Famous-Barr Christmas window display for the fourth season. The 1991 Christmas train display at Famous-Barr in downtown St. Louis opened on November 10 and ran through December 27, the longest season yet.



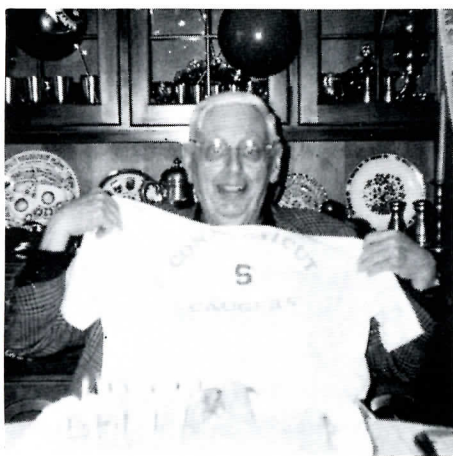
Jerry Schnur's Cantilever Signal Bridge



Jerry Schnur's Gantry Crane Made from an O Scale Signal Bridge.



Mike Palmiter's Cantilever Signal Tower



Bill Krause proudly displays his special T-Shirt. The birthday cake was brightly decorated with a train. Happy Birthday, Bill.

Significant this season was the debut of the new S Helper heavyweight passenger cars. Mike Ferraro and Don Thompson were kind enough to ship four test shots of their new heavyweights painted in Pullman green. Running behind a NYC Hudson (AF 326, modified to operate on DC current) the RPO, a baggage combine, a coach, and an observation car were a spectacular hit. These were the first heavyweight passenger cars ever to run on the display in its four year history.

Also new this season was an operating coal tipple running from a Leaverite mine to a dump site elsewhere on the layout. There was also a point-to-point trolley car. It was an HO car placed at the farthest point in the layout give a forced perspective of depth. HO scale Design Preservation buildings were also used in this setting and the attractive new feature worked very well in a 3/16ths setting.

The AFSGLA is hoping to negotiate a summer-time display at Famous-Barr during the TCA National Convention to be held in St. Louis this year from June 22 to June 28th. The layout would be part of the tour program...Charles Taylor.

CONNECTICUT S GAUGER'S monthly meeting was something special last February 22d. They held a surprise birthday party for Bill Krause, founder and president of the club. Bill, the 1990 recipient of the Bernie Thomas award, was 76 on February 25th.



The club members in attendance at Bill's Birthday party. L to R John and Ceil MacSweeney, Carl Contadini, Louie Abbondello, George Leidger, John Robertson, Charlie Bettinger, Bill Krause, Mark Anderson, Stan Stockrocki, Pete Prizzi, Don Ross, Jack Bartman, John Foley, Herb Wasserman and our host, Bill Fuhrman.

All members chipped in and bought Bill a great shirt with trains on the front and Connecticut S Gaugers on the back in bright yellow letters. Bill had absolutely no hint of the club's plans and was completely surprised. Bill Fuhrman hosted the meeting and the members had a great time operating Fuhrman's layout, The Southern Berkshire ...John Foley

SOUTHEASTERN MICHIGAN S GAUGERS. (We reached into our

archives to pluck out these interesting photos.) This club attended the Ann Arbor Model Railroad Show, held in February, 1989 with its NASG modular display. The SMSG has a number of superior modelers and displayed a wide variety of well detailed and finished S scale equipment. A very appreciative crowd viewed the display to the distinct advantage of S gauge. More groups (you don't have to be a formal club to display S gauge wares at model railroad shows) should adopt this strategy for exposing S gauge...RWJ



Dave Held's C&O FP-7s (American Models) pull a long mixed train down the main-line of the SMSG modular display layout at the Ann Arbor Model Railroad Show.



Sig Fleischmann's UP GP38-2 and Tom Hawley's CN Wide Cab GP38-2 wait for freight to clear on Jim Kindraka's interchange module.



Tom Hawley's NYC F7 (Enhorning/Dayton), and GP9 (American Models), and Dave Held's C&O FP-7 lead a freight around one of SMSG corner mod-

TRADE NEWS & VIEWS

By DON THOMPSON

AMERICAN MODELS (10088 Colonial Ind. Dr., S. Lyons, MI 48178) reports that the GP-35 project is reaching the final stage. The final detail parts are now being worked on (fuel tank, horns and windows). They expect delivery late this spring. The tooling for the PA's and GG-1's are also being worked on. Expect to see the test shots for these products later in the year. No price has been established for either of these products. The new AF compatible operating couplers should be available shortly. These will replace any AF compatible dummy coupler on their freight cars and diesels. These will also be available for the streamline cars once the truck tooling has been reworked. The prices for these upgrade kits have not been released.

CENTRAL JERSEY S SCALERS (2 Roosevelt Ave., Cranford, NJ 07016) has only a very few of the Suzy Q box cars. The price is \$25 ppd.

MICROSCALE INDUSTRIES (515 Placentia Ave., Newport Beach, CA 92663) is releasing three new decal sets for S Scale America's Gunderson stand-alone stack container cars. These are: 64-170, BN Husky Stack-single unit, \$3.50; 64-171, BN 3-unit Husky Stack (2 sheets), \$6.00; 64-172 Trailer Train Husky Stack, \$3.50; 64-173, TTX Husky Stack, \$3.50.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48033) is now taking reservations on 3 versions of the GE C30-7 diesels and a U33C. These are GE's competition for the highly successful EMD six axle SD series

of locomotives. GE built 1137 units of the C30-7 from September 1976 through February 1985. All of them are still operating. The 2 window cab version will come with or without anti-climbers. The third version will have the 4 window cab. The U33-C's were built from February 1968 through January 1975. 375 units were built and 30% of them are still operating. A \$200 deposit will reserve one of these loco's or \$150 each if you are planning to purchase more than one. The price will be \$550 for one unit and \$995 for a pair. You can mix or match versions. Hopefully we will see a pilot model at the convention and like the FT's, see the production models this fall. (Editor's note: River Raisin is very nervous about this project, fearing that there may not be enough S gaugers interested in the contemporary railroading scene. If too few reservations are received to make the project go they may well never attempt a "modern" locomotive project again.)

PACIFIC RAIL SHOPS (3205 Helms Rd., Grants Pass, OR 97527) has started the tooling for the 1937 AAR boxcar. They are hoping to have these ready for the 1992 NMRA convention in Columbus, Ohio this August. This is the most popular single freight car ever produced and we are all sure these will be a big hit on the market. This is the same car that Intermountain did in O scale (or is that zero scale?). Hopefully, we will all buy lots of the 37 AAR boxcar so that they can start the tooling on the PFE R-40-10 reefer. This car uses many of the same detail parts as the 37 AAR. By now, all of the 50' double door cars should have been sent to the dealers. The latest

offerings include: NH (orange), WP, NYC (jade green), GN (Chinese red with billboard lettering), BN, AT&SF (mineral red w/ yellow & black "stay off the roof" and safety slogan), and UP automobile car. The price for these cars is \$25 each.

S DESIGNS (17 Jonathan Ct., Warwick, NY 10990) Don has a new newsletter out describing the move from Mahwah to Warwick and all of their currently available products.

S HELPER SERVICE (2 Roberts Rd., New Brunswick N.J. 08901) Hopefully, they have started to deliver some of the roadnames of passenger cars. The hold up has been the trucks. The test shots needed to have the bolster revised so that the sideframes would lock correctly. The AF compatible operating couplers looked very nice but also needed a few adjustments in the tooling. The single color paint schemes of the passenger cars will be delivered first, followed by those needing a different color window strip (NYC, B+O etc.) and lastly those schemes requiring special masking (C+O, MILW, NH etc.).

SOUTHWIND MODELS (PO Box 9293, Plant City, FL 33566) is still taking deposits for the Santa Fe "El Capitan" passenger train and the PA's. The B+O caboose still needs a few orders to be a go. Yes, one or two cars can make a difference. Please send a deposit of \$50/caboose Now!

S SCALE AMERICA (PO Box 671, Kenmore, WA 98028-0671) has shipped the Gunderson stand alone container cars. The price for these cars is \$30 which includes trucks. The tooling for the containers is being worked on now. Hopefully,

these will be available for the convention. Another project just started is a conversion kit for the American Models GP-35 to make a GP-30. NASG member Bruce Bogart did a lot to get the ball rolling on this one. A tip of the hat to Bruce.

GREENBERG PUBLISHING COMPANY, INC. (7566 Main St., Sykesville, MD 21784) has released Volume II of Greenberg's Guide To American Flyer S Gauge. This new edition has been expanded into two volumes with the addition of new articles and extensively revised listings. Volume I begins with A.C. Gilbert's production, volume II continues with comprehensive listings and descriptions of the Gilbert Company production from 1946 to 1966 plus Lionel Trains production from 1979 to 1991. Volume II contains over 500 different items shown in color and 128 shown in black and white. It has 216 pages and is very handsomely bound. The price is \$39.95. Check your local hobby store.

DALLEE ELECTRONICS (4246 Oregon Pike, P.O. Box 280, Brownstown, PA 17508) has released its newest catalog, #10. The catalog now contains 36 pages and costs \$2.00 which includes postage. This catalog not only contains a description of each of the products that Dallee manufacturers or sells, but also has many wiring diagrams and a wealth of general information. The catalog itself is worth a couple of bucks, though of course Dallee hopes that you will buy some of its electronic gizmos as well. This is the catalog to have if you are interested in sophisticated throttles, or track detection devices or other signaling/automation devices.

CLOVER HOUSE (Post Office Box 62S, Sebastopol, CA 95473-0062) has issued its new Catalog No. 7. This 64 page catalog includes Clover House's listing of N-HO-S-O scale dry transfers and many other items of use to model railroaders.

There are more than 1700 items including 635 different Dry Transfer Lettering Sets. There are over 200 of these sets available in S scale. If you are a steam era modeler, especially turn of the century steam, Clover House offerings are for you. It is hard to do justice to this catalog because it offers such a variety of product and is interesting to read. A sampling of product includes: brass wire chain in seven sizes and either flat or oval links; both wooden and printed circuit ties; spring brass wire in multiple diameters; phosphor bronze wire; scale basswood lumber; barrels; and scale electrical insulators. All these are available in sizes appropriate to S scale. The catalog also contains several conversion tables which every modeler will find useful. The Clover House catalog #7 belongs on your reference shelf alongside your cyclopedias. Send \$4.00 for your copy.

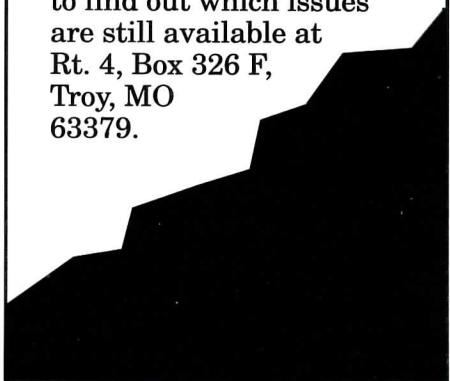
DESIGN PRESERVATION MODELS (Box 280, Crestone, CO 81131-0280) has released its famous Modular Wall System in O scale. These are surely going to find a use in S scale. They have not yet released as many different wall sections as are available in HO, but they have released the six most useful wall sections (see the photos below.) As in HO, each package contains 2 wall sections, 3 wide pilasters, and 2 narrow pilasters. All wall sections have a brick facade. The dimensions that follow are all in S scale. The wall section width is approximately 20'6" between pilasters; the height is approximately 16'3". The wide pilasters are approximately 18" wide, and the narrow pilasters are approximately 10" wide. Single windows are approximately 38" wide by approximately 9' tall. Double windows are approximately 6' by 9'. A single door is about 8' 9" tall by 3' 4" wide. A double "freight-type" door measures about 10' 8" wide by 10' 3" tall. Bricks measure about 8" by 2.5". Price is \$4.95 per package.

AMITY STAR MODELS has a new street address: 2059 Union Church Road, N.W., Thomson, GA 30824. ASM kits #9, 10, and 11, the SP 50' automobile box, the Wabash 40' autobox, and the ACL watermelon car, respectively, are in extremely limited supply and once these are gone there will be no more. This is because they use sides and ends made by Gene Walp. Russ is also working on three wood sheathed caboose kits which he hopes to release soon this year. These are for D&RGW, NYC, and UP.

C-D-S LETTERING LTD., (P.O. Box 78003 Cityview, Nepean, Ontario K2G 5W2) has released, as of February, 1992, many new dry transfers. S gaugers should check them out for transition and modern era dry transfers for CN covered hoppers and ore cars, for CP and CP Rail hoppers, and for an extensive selection of NYC boxcar, gondola and hopper cars ranging from the early '40s to the late '50s. C-D-S is probably not adequately appreciated by S gaugers for its quite large offering in S scale dry transfers.

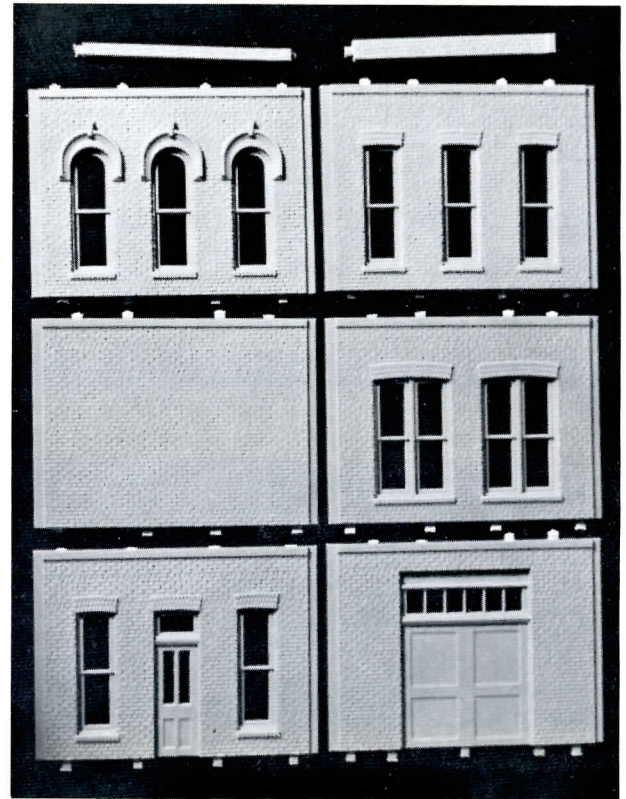
NASG Dispatch Back Issues

Back issues are available from the Membership Secretary, John Metzger. For a limited time, issues from the last two years are available at \$3.50 each, including postage. Please send John a SASE to find out which issues are still available at Rt. 4, Box 326 F, Troy, MO 63379.

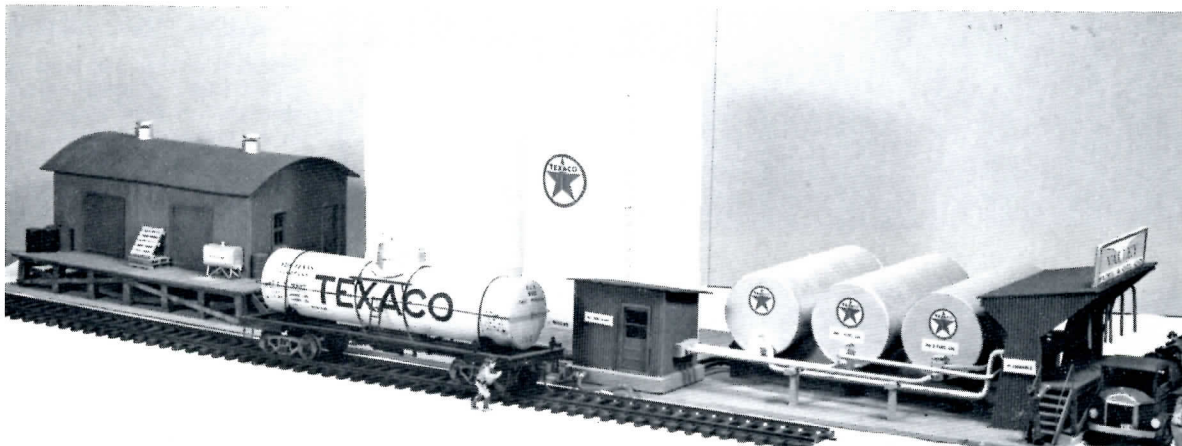




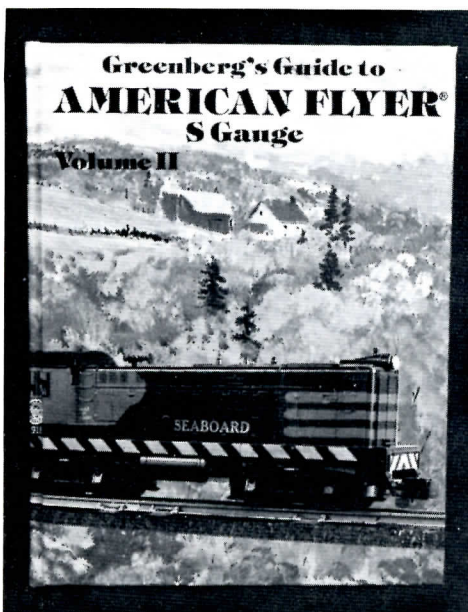
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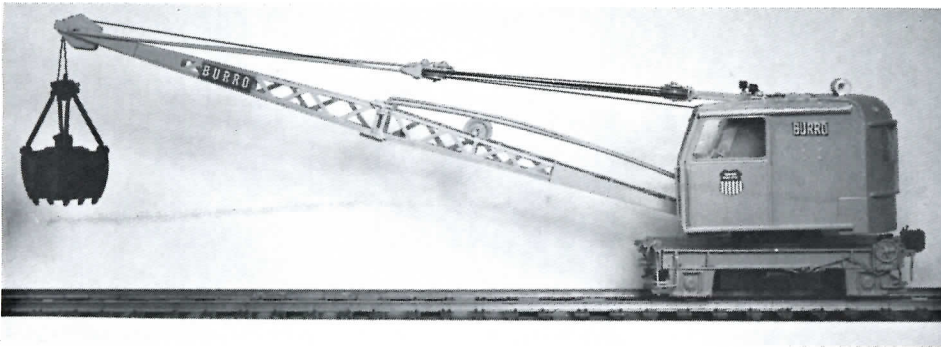
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PHOTO CAPTIONS:

- 1) THE FIRST FOUR PAINT SCHEMES OF PACIFIC RAIL SHOPS NEW 50' DOUBLE DOOR BOXCAR. THE LEFT DOOR IS SEVEN FEET WIDE, THE RIGHT ONE IS EIGHT FEET WIDE.
- 2) THE SIX NEW "O" SCALE BUILDING SIDES RELEASED BY DESIGN PRESERVATION MODELS. NUMBERS 901-2, 901-3, 901-4 IN DESCENDING ORDER IN LEFT COLUMN; 901-5, 901-6, 901-7 IN DESCENDING ORDER IN RIGHT COLUMN.
- 3) LEHIGH VALLEYS LATEST STRUCTURE RELEASE: A FUEL AND OIL DEPOT.
- 4) THE COLORFUL COVER OF THE NEW GREENBERG GUIDE TO AF S GAUGE.



River Raisin's Burro Crane.



S-MOD MODULE STANDARDS AND RECOMMENDATIONS

The NASG's **S-MOD** System standards and recommendations information is available to all members for \$2.50, or \$5.00 for non-members. Please send a check made out to **TED LARSON**, or stamps in the appropriate amount to the address below. (Questions about the **S-MOD** System should be directed to Don DeWitt, 17 Jonathan Ct., Warwick, NY 10990.) If you wish a written response, please send a SASE.

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Copies of articles that have appeared in past NASG Dispatch issues can be obtained from **Kent Singer** if you supply the following: 1) Name or description of article, 2) Volume and issue number, 3) Large stamped (\$0.53), self-addressed envelope, and 4) your NASG membership number (found on the mailing label of each Dispatch.) There is no charge for this service. Contact Kent at 105 Highland Drive, Baldwinsville, NY 13077.

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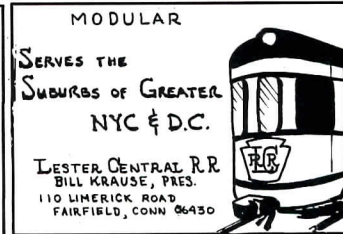
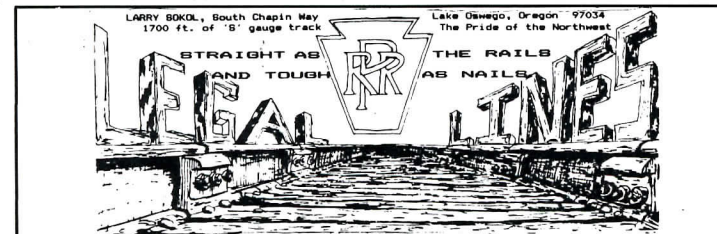
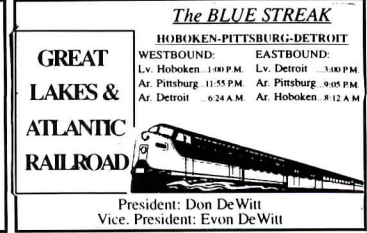
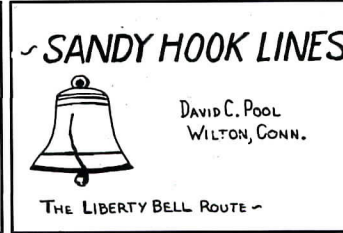
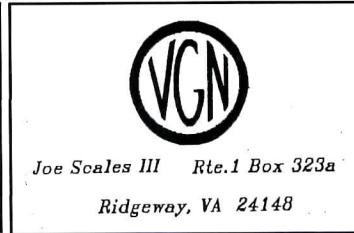
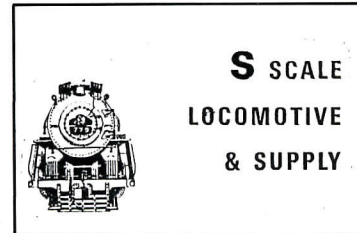
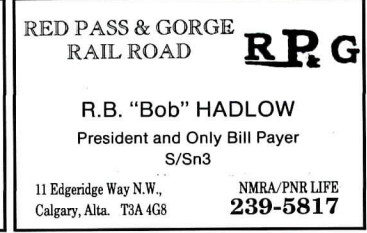
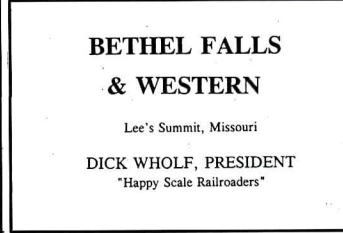
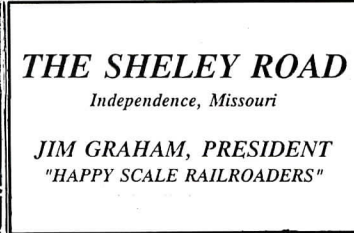
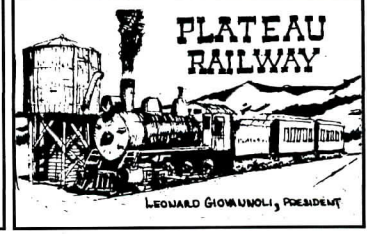
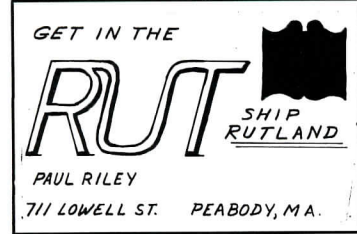
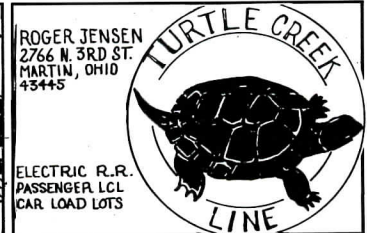
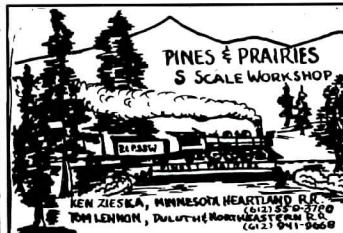
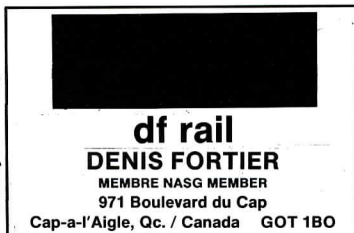
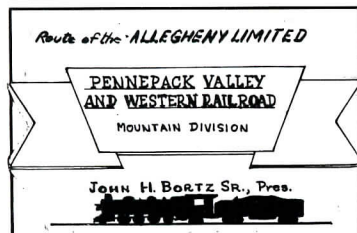
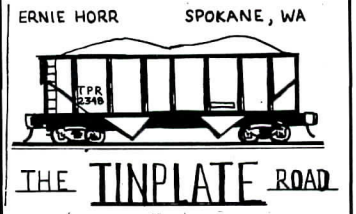
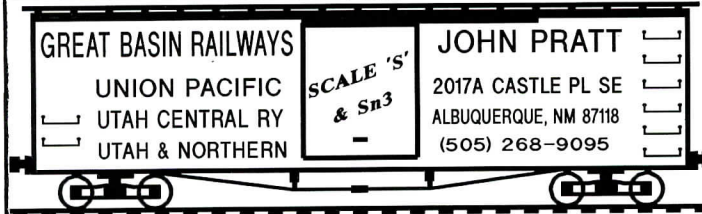
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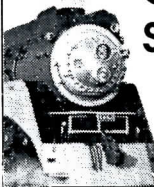


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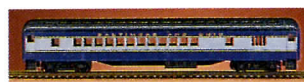
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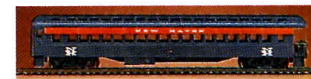
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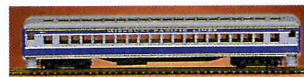
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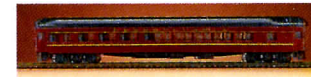
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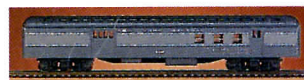
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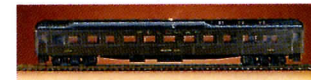
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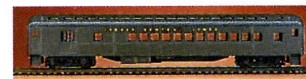
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