



DISPATCH

Volume 6, Number 3

Summer 1983



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DISPATCH

Official Publication of the
National Association of S Gaugers

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DISPATCH welcomes articles, photographs, art, cartoons, and other model railroad or railroad-related materials as contributions by the membership. Authors of articles accompanied by high quality photographs will receive \$10.00 compensation for photo processing costs. Photos should be a minimum 4" by 5" with good contrast. Contributions to DISPATCH and correspondence to the DISPATCH staff should be sent to the Editor.

NASG membership dues are \$10.00 per membership year, which runs from July 1 of one year to June 30 of the following year. Membership includes the four issues of DISPATCH dated during this period, regardless of the date you join. Address all membership applications, renewals, address changes and questions about membership to:

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ELAINE'S ELABORATIONS

THE YEAR WITH THE LONG WINTER
AND OTHER LESSONS WE HAVE LEARNED
ABOUT PUTTING OUT A PUBLICATION

In this issue's editorial we're urging you to fill out still another survey. It will take some time, some thought, and a 20 cent stamp, but your input will be vital in helping your editors make the decisions necessary to make the DISPATCH a quality publication. We found the convention in Woburn invaluable in enabling us to make and renew friendships with many of you and we returned home to Maryland full of ideas and enthusiasm for our job; but we'd like to increase the communication between us still further by having you fill out the enclosed survey.

Our over-all goals for the DISPATCH are clear: to communicate news and articles to and by the NASG membership; to provide a forum for debate and discussion of issues; and to help unify the many subgroups found among S Gaugers today. Interestingly enough, these goals, easy to state, often contradict one another when we are faced with specific decisions of what to include in each issue. For example, reviews provide much important information about new products, but they are potentially negative and divisive. Letters to the editor help us get to know another better but take away space from model railroading content. A well-written feature article must sometimes be postponed because the current news of NASG activities has to take precedence in a given issue.

We freely admit that we've made a number of mistakes in our first three issues. We've learned much about how to deal with typists, printers, photographers, writers, reviewers, manufacturers, politicians, etc. We've had to make decisions about everything from content to print type to paper size and they haven't always been the best decisions; but we've always had your interests in mind and quality as our goal.

Unfortunately we must honestly admit that for a few of the areas we're

questioning you about in the survey there is little chance that what you say will make any difference, at least for the present. How often the DISPATCH appears, for instance, is largely a budgetary and constitutional matter. How many pages there will be per issue is also related to budget and to the material available. And yet we still want to know what you think about all these matters. What are your hopes and dreams for the DISPATCH? What kind of publication would you like to see it become? Let your imagination have free reign now, and then some day in the future when money is no object we'll have an idea of the direction the NASG membership would like to go with their publication.

BRANCH LINES

News of Local S Gauge Clubs

The Bristol S Gaugers enjoyed their annual family picnic and cook out on Sunday, June 26 at the home of Bill Morris. At the business meeting following the picnic there was the annual election of officers and ideas were offered and discussed for the fall schedule of activities.

The May meeting of the Inland Empire S Gaugers of the Pacific Northwest was hosted by Don Colville and his Colville and Watkins Railroad. For those of you who may have missed hearing, Roger Ingbreetsen was selected IESGAPN's S Gauger of the Year at the annual Secret Project dinner on April 16. Roger was selected for the many hours of work he has spent helping to promote S Gauge. IESGAPN's club officers for the new year are: Ernie Horr, President; Del Wallat, Vice President; Ted Holloway, Treasurer; and Cliff Baxter, Secretary.

Sig Fleischmann hosted the June meeting of the Southeastern Michigan S Gaugers. This was the last scheduled meeting for this extremely active group until Fall. The June meeting was mostly devoted to slides and information of the Boston Convention.

At the June meeting of the Cuyahoga Valley S Gauge Association held at Tim Simmons' house, the group began discussion of their involvement with the S Gauge Convention in Buffalo next year. As Tom Nimelli says, the club is "available, experienced, and proved qualified" in convention management, so they will share the honor and responsibility with the Syracuse Club and with some individuals in Buffalo.

BERNIE THOMAS AWARDS

The DISPATCH is grateful to Jim Kindraka for supplying us with the following list of those members of NASG who have received the Bernie Thomas Memorial Award. Jim, Dick Cataldi, Rollie Mercier, and Frank Titman pooled their resources to establish this list and to be sure that it is correct. We're sure that new members will find it interesting and everyone will appreciate it as a follow-up to Claud Wade's history of the NASG in the Spring issue.

1966	Wallace Collins
1967	Frank Titman
1968	Frank Titman
1969	Ed Schumacher
1970	John Bortz
1971	Robert Blois
1972	Claud Wade
1973	Howard Sandusky (Deceased)
1974	Donald Heimburger
1975	Leonard Giovannoli
1976	Walter Graff (Deceased)
1977	Joshua Seltzer
1978	G. Richard Cataldi
1979	Donald Heimburger
1980	John Sudimak
1981	Ernie Horr
1982	Don & Robin Thompson
1983	Thomas F. Coughlin

THE COVER

"The meet" . . . a railfan's favorite, and made even more interesting by CTC and the passing siding. DISPATCH readers who remember the S GAUGE HERALD will recognize the style of artwork on our cover as indisputably Ed Schumacher's. Here Ed captures that brief moment called "the meet" one lazy summer afternoon

QUERY JERRY

In this issue we'd like to introduce "Query Jerry", a column written by Jerry, a trouble-shooting expert on modeling problems. Jerry is eager to answer any questions you have on all areas of modeling. For personal reasons he prefers to be known just as Jerry and to have questions for his column sent to the DISPATCH and then forwarded to him. So the next time you sit down to scratch build a boxcar or run trains around your pike and some difficulty emerges, sit down and write us a card or letter and we'll pass your problem on to Jerry.

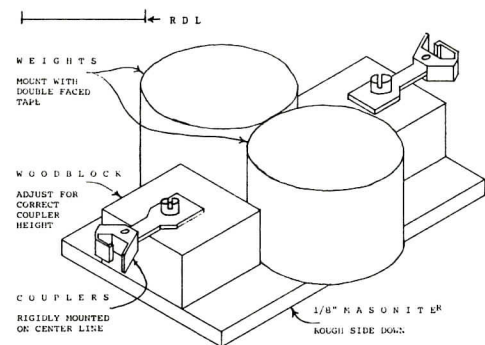
Q. I am having difficulty keeping my rails clean. Things seem O.K. to start but after a few minutes running I have to clean the rails before good operation can begin again. My R.R. must share its space with an oil burning furnace. Does this affect the running and if so, what can I do to prevent this?

S.P.
Maryland

A. There is no doubt that your oil burning furnace is contributing to your dirty rail problems. While I know of no way to prevent it, I have had good success with the following method (which has appeared in the model press before) of cleaning.

Make a sled (see drawing) from a piece of Masonite^R, some pine or similar scrap, a pair of couplers and some form(s) of weight. The exact dimensions and weight are not critical so long as it is within your set clearances and your motive power can drag it around your layout. (Mine measures approximately 1-1/2" wide, 2-1/2" long and weigh approximately 8 ounces.) Place a liberal amount of cleaning fluid (I use a typesetters type wash) on the rough side down part of the Masonite^R and couple it between your locomotive(s) and a fairly heavy, well tracking car. Drag it around your layout several times, clean it off with more

cleaning fluid and do it again. Then use the WAHL^R Hair clipper oil treatment as described in the June 1981 RAILROAD MODEL CRAFTSMAN. (I am told that kerosine and a product call NO-OX work also.)



Using this sled before and after each operating session combined with frequent running should greatly reduce your dirty rail problems. Sidings may still have to be done by hand. To help keep the rails clean, ban painted wheel treads on your R.R.. Nothing will produce dirty rail faster than the combination of oiled rail and painted wheel treads! So keep those wheels clean. This may not be a cure-all, but it should help prevent residual build up on your rail.

Q. When laying rail on a curve do I lay the inside rail first or the outside?

A.T
New Jersey

A. I have found that spiking both as you progress, using several 3 point track gauges and a NASG gauge or calipers set for your choice of gauge, will result in a better centering of the rails on the ties. Use of a small desk or high intensity lamp, placed to cast as little shadow as possible (as close to 12 o'clock high or as directly above the section of rail you are working on as you can make it), will not only assist in centering the rails but will greatly reduce the chances of your spiking the rail out of gauge. Aside from that consideration, I find laying the outside rail first results in a smoother curve.

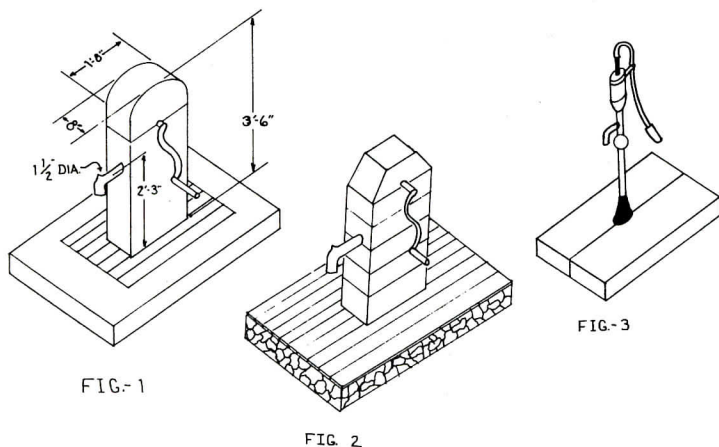
DETAILS, DETAILS, DETAILS

The DISPATCH is pleased to announce a new series of articles by Lewis Rennig, Jr., on detailing scenery. It's those little personal touches which bring a scene to life and give it personality and character, and Lewis plans to supply us with a tip or idea in each issue to come. Maybe this month's or next's will be the very idea you've been searching for to complete a scene on your pike.

Have you ever looked at a model railroad and thought it looked great, except there seemed to be something missing and you could not put your finger on it? It could be because many of the common items seen in everyday life are either overlooked or missing. Detailing can turn a good scene into a great scene for only pennies and a very small part of your time. Your junk box can generally supply you with all the things you need.

The purpose of this column is to help point out many of these items and give an idea of how to make them. Some may take a few hours to construct, while others may only take minutes or even seconds and will bring much attention to the overall theme of a model railroad.

One such item displayed on my Kenobi Valley was a hand pump. I was quite surprised at how many people commented about this detail. Although I am modeling in the late 1930's and a pump is needed for every home, it still



will look quite at home on any railroad, no matter what era you are modeling. Simply take a drive out in the country and you will be able to see many of these pumps still in existence on the country farms. If you look closely you may even see one standing in some of the older towns.

The pump I built was the "GEM" brand. All the items needed for the pump came from my junk box, as many items I model do. The Gem is a chain pump, the handle turns a gear to which a loop of chain is attached, and about every tenth link there is a small bucket which brings water up from the well.

The dimensions are guesses, but they are close enough so everyone will know what they are looking at.

The Gem came in two different types: the metal case being the most common and the one I built, which is shown in Figure 1. Figure 2 shows the same pump but built with the older wooden case. I built my pump from a scrap of wood and a few pieces of wire. Another type of pump can be seen in Figure 3. This is the Piston type pump and was probably the most common type used. It can be fabricated from a wood doll and brass wire or entirely of brass, using tubing for the basic pump and wire to form the handle and spout. Both types of pumps must be made from stone or concrete. If the base is built of stone, the top should be covered with wood planking. The concrete base will either be made in two pieces, so it can be pulled apart for access to service the pump, or it would have an opening with a small wood cover as seen in Figure 1.

I hope you have enjoyed this first article and that it will help you to achieve the detailing that you desire. If you have any details that you feel others may be interested in, please drop me a letter or a postcard. I may not be able to use all the items I receive, but they all will be filed for future reference.

SEND TO: Lewis H. Rennig, Jr.
33 South 8th Street
Coplay, PA 18037

HOW TO SCRATCH BUILD
A STEAM ENGINE FRAME OR,
THE STEAMER OF YOUR DREAMS
by Sam Powell

It is true that S Gauge is growing, and it is true that brass locomotives have been showing up in S Gauge lately, and it is true that the last main line, big-time steam in the U.S. was turned into Chevies and Fords by the early sixties (U.P. big boys were kept operable until '61 or '62), and it is true that kits are available for most common wheel arrangements for steam engines. In spite of all this, however, there are still those of us in the S Gauge world who are nutty enough to want to scratch build a steam engine. For some very difficult-to-explain reason, those drivers have got to be exactly the right distance apart. Never mind that the S Scale Loco and Supply kit frame is only 2" too short or too long or too whatever. There still breathes in some modelers the passion for exact scale; and now you will see how simple it is for you to scratch build the frame of your dream loco without spending much more than about five dollars (not counting drivers, gears, or motor).

First, you will need drivers that match your plan as closely as can be done. Sometimes you will be limited to a compromise of 1 or 2 inches. If you must err, do so on the small side, if possible. The flanges on model railroad wheels are much bigger than the prototype and this will make them appear bigger than their measurement. The bearing blocks I usually use are from Rex Locos, which have an axle diameter of .212". If you plan to use S Scale Loco and Supply drivers, which are .164", you will need to sleeve the axle with a piece of K & S .212 o. d. tubing drilled out to fit over the axle. (I have also turned the axles down to fit inside the K & S tubing.) Be sure to mark the axle end and the driver with an identifying mark to assure that you reassemble them in the proper quarter. Each notch in the knurling on the axle ends is approximately 20°, so if you're off it's very easy to see. This will unquestionably be the toughest part of the job and should perhaps be pawned off on a friend with a lathe, or perhaps Claud

Wade would be willing to sleeve the axles for you for a modest fee.

In any event, once you have your drivers in hand, you need to locate a cylinder block set. There are many to choose from, and I have always been able to find something close to what I needed. You can consider an SSLAS casting, Rex casting, all of the Flyer cylinder blocks, including the old Atlantic set, and don't forget the array of ON3 parts available.

Now that your cylinders are in hand, consider your crossheads and guides, as you cannot determine the placement of the drivers until you have the cylinders and crossheads psyched out. If you use SSLAS cylinders, their piston, crosshead, and guide parts are a natural. You will have to decide if the excessive width designed to accommodate Hi Rail wheels disturbs you. It doesn't bother me, but some have chosen to cut the cylinder head off and make new ones with centered holes. If you use Rex castings, their crosshead and valve gear are perfect. If you use a Flyer cylinder, then you can either enlarge the D-shaped hole for the piston rod and leave them wide (again, for the tinplate wheels), or drill new ones spaced inboard somewhat. You can fill the old holes with epoxy.

Now that you have your drivers, bearings, cylinders, and crosshead assemblies in hand, consider your frame stock. I have scratch-built 4 steam engines, including 2 Best-in-Show and 1 First Place winner, using shelf bracket stock for the frame. I am referring to the "U" shaped channel that screws to the wall vertically, with slots every 2 inches or so for a shelf bracket to slide in to. It is 5/8" wide and is available in either steel or aluminum. I have used both. I have had no problem with rust on the steel, but the aluminum has to be drilled and tapped for every fastening. The aluminum, on the other hand, is very easy to cut and machine; and steel requires more time and sharper tools to work. I prefer fastenings that can be disassembled, so 3 of my 4 are aluminum. In

either event, get a piece that has a black anodized finish. This will minimize painting problems and also the tendency for electrolysis between the aluminum and any brass parts you want to fasten to it.

Now your most important work begins: that of devising your own set of scale-sized diagrams for your loco, which takes into account your prototype plans and dimensions and the compromises which your real world parts are going to back you into. If you have a boiler and cab assembly which you intend to make use of, those must get into the act too. You must scrutinize carefully and plan thoroughly the locations of all your parts, so that they all fit, all work, and most nearly resemble the dearly beloved steamer that you have your heart set on. If compromise must be made, then here is where the artistic touch comes in to play. What is it that most characterizes your engine? Try to keep that special something. If it is the placement of the domes, make sure they relate properly to the rhythm of the drivers. If it is an oversized firebox, make sure the drivers are in the proper location for this. In some instances, you will want to cut an offending part off and replace it with a new one in the correct spot to achieve your goal.

You need to consider the placement of each driver under the boiler and also the height of the boiler above the rails. When building locos, I always mock up the engine ahead of time with

boilers, steam chest, pilot, cab, and drivers balanced on an assortment of boxes, buttons, rods, etc. so that I can visualize as nearly as possible what my model will look like before I make the first cut into the frame for a bearing.

Once you feel satisfied that you are headed down the right track, put all your measurements on paper and draw a plan of the frame as you expect it to look from the side. Remember that with a very few rare exceptions, the pistons line up with the center line for the drivers, and that the steam delivery tubes must line up vertically with the smoke stack.

Next issue we'll talk about how to transfer this plan to the aluminum channel and how to transform it into the motivator for an entire train.

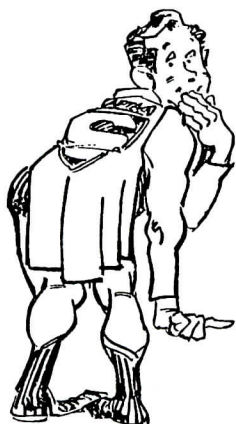
NOTICE

Starting with the Winter 1983 issue, the following are receiving the DISPATCH in an effort to keep the model railroad world informed about the NASG!

Model Railroader
Mainline Modeler
Prototype Modeler
TCA Quarterly
Fundimensions (Lionel)
Railroad Model Craftsman
NG & SL Gazette
NMRA Bulletin
TTOS Bulletin

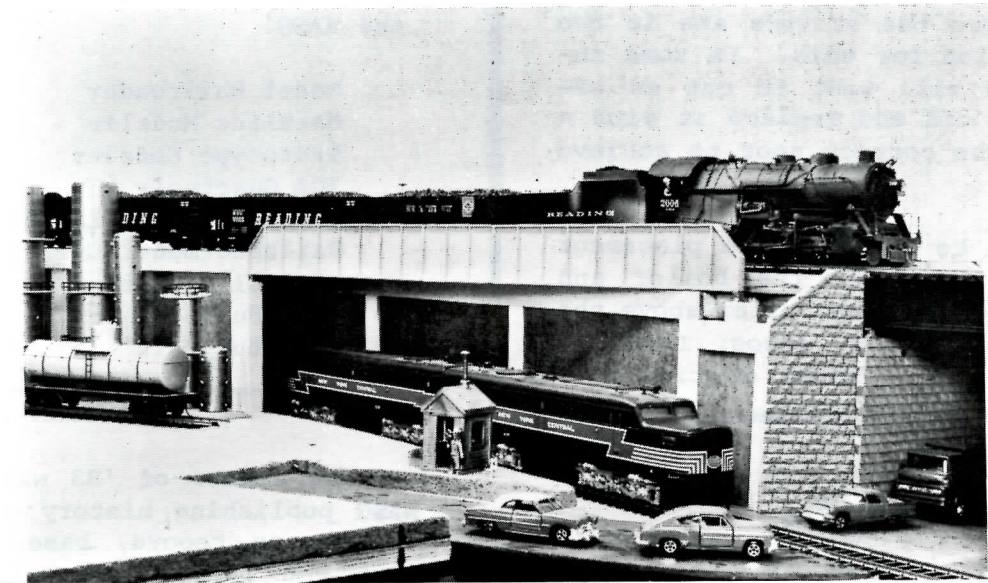
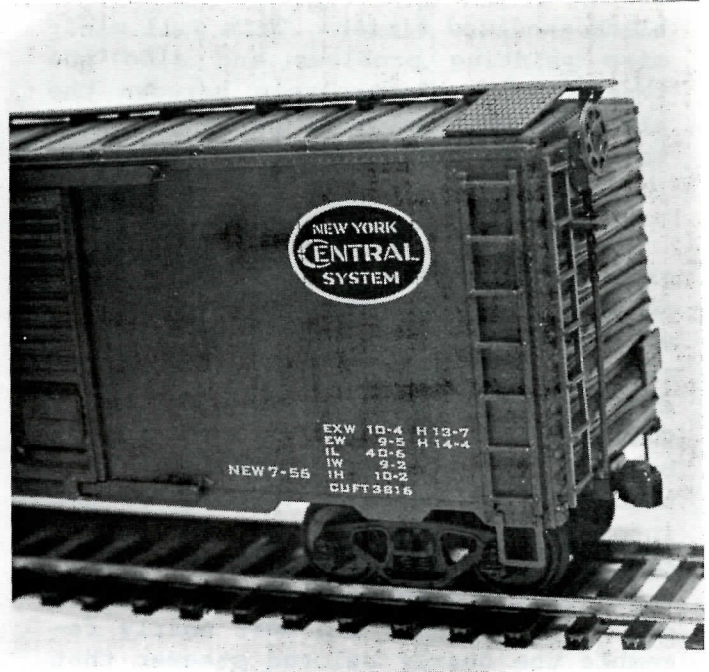
Correction

The winter of '83 will go down in NASG publishing history as one of the longest on record, based on the fact that you received two issues of the DISPATCH bearing the "Winter" identification. The error is completely the fault of the editor who was rushing a little too hard to get the "Spring" issue into your hands before the Woburn convention. Please take a moment to scratch out the "Winter" identification on the second one and write in "Spring" over it. It may help us all to alleviate some of the confusion generated by this mistake.



PICTURESQUE

If you haven't seen one in person yet, this picture of an American Models box-car shows off the trucks, nice hand-brake detail, couplers, clear lettering, correctly profiled ends, nicely molded roof, and ladder castings. Very impressive.



A scene on Ed Loiseaux's layout shows LVM's 2-8-0 and Ed's own Flyer PA con-

versions. Those Ertl autos add life to the scene too.

TRADE NEWS AND VIEWS

by Don Thompson

ACE MODEL RAILROAD (606 Millbridge, Clemington, NJ 08021) has in stock A.F. box car floors (\$3.75), Hopper conversion bolster (\$1.70/pr with screws) and blackened trucks with steel wheels. They again have light, medium, and heavy action truck springs, so specify your needs when order trucks. Send LSASE for latest catalog listing new prices and products.

We are saddened to announce that ALCO MODELS (P.O. Box 211, Port Jefferson, NY 11777) has decided to cease operation of their brass model importing business. ALCO was the first importer to take a chance on "S" when they brought the RS-3 into this country in 1981. ALCO's project currently underway will be transferred to other importers.

AMERICAN MODELS (22055 W. Brandon, Farmington Hills, MI 48024) has received another shipment of 40'6" box cars. Part of this shipment is the new classic series of box cars. These include multi-color bodies. They are the #121 NYC Pacemaker and the #122 Rutland. The kit price is \$18.95. Also, the Great Northern is in this series at the same price. Ron has decided to discontinue the RTR (ready-to-run) box car. The kits have sold 15 to 1 better than the RTR's. The price of the trucks has been increased to \$4.50/pr. Later this summer he expects delivery of the 40'6" mechanical reefers and plug door box car. Basic retail \$15.95. The following road names will be available:

- 200 Unpainted
- 202* Pacific Fruit Express
(U.P., S.P.)
- 203* American Refrigerator
Transit (Wab, UP)
- 204* Fruit Growers Express
- 205* Western Fruit Express (GN)
- 206* Dubuque Packing Co.
- 207 Western Pacific
- 208 Canadian National
- 209* DT&I
- 210* Santa Fe

- 211 Pennsylvania
- 212 Soo Line
- 213 Milwaukee Rd.
- 214 Delaware & Hudson
- 215* NYC Early Bird

* cars retail for \$1.00 extra

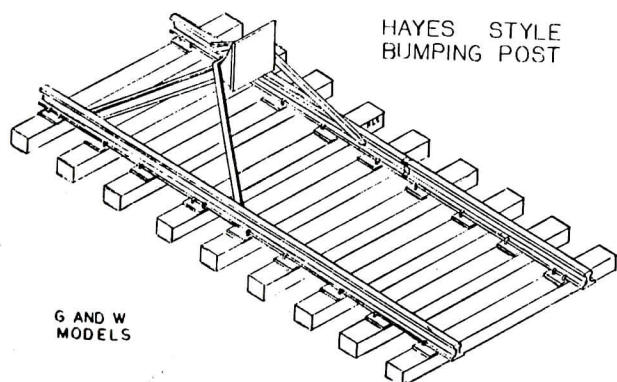
Tooling has started on a series of Great Northern "Empire Builder" passenger cars. These 80' cars will be scale length with equalized trucks and may be illuminated. Other road names will be available. The tentative price is \$29.95. These are due in 1984.

For over four decades "S" manufacturers have produced Reefers with no place to load them with ice. But now AMITY STAR (Rt. 3, Box 140, Thomson, GA 30824) has released an Icing Station that includes a platform (140' long), ice plant and office. This is a structure that has been needed for a long time. The kit comes with Basswood strips, card stock, corrugated aluminum, Campbell shingles, brick overlays, plastistrut ladders, Evergreen Styrene, Grandt Line windows and doors, lucite ice cubes, and even lamp shades. Full scale drawings and complete instructions are included for the \$49.95.

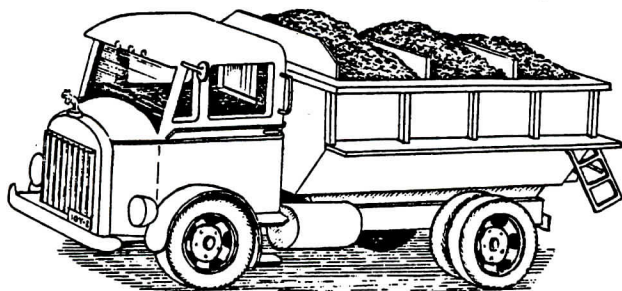
CENTRAL N.Y. S GAUGE ASSN. (c/o Walt Danylak, 115 Upland Rd., Syracuse, NY 13207) is pleased to announce that they have been licensed by both Carstens Publications, Inc. and Kalmbach Publications to produce a 50th Anniversary "S" Gauge boxcar for RMC and MR. Both a scale (American) and tinsplate (AF) version of the car will be available. The RMC car will be yellow with black logos and lettering. The MR car will be gold with black lettering and blue and white logo. Price for both will be \$29.95 ppd.

G&W (115 Upland Rd., Syracuse, NY 13207) has been busy making RTR Hayes style bumping posts. These are constructed of code 100 and soldered to a 3" section of Tomalco track. The price is \$3.95 ppd. Walt is also offering custom painted RTR American Models box cars. We saw these at the convention and they are beautifully decorated by Tom Boldt. The twenty different paint schemes are priced at \$29.95 ppd. Send

LSASE for list. With American Models out of the RTR box car business these should sell well. They are also making custom painted and super detailed FP-7's, BN, Family Lines and SP (grey & red). The price is \$175 to \$200, depending on the amount of detailing. Let us not forget the Woburn Convention car, B&M blue with black doors and the convention decals. Both an RTR scale (American Models) and RTR tinplate (AF) are being made for \$29.95 ppd.



HOQUAT HOBBIES (P.O. Box 253, Dunellen, NJ 08812) now has three additional Walp reefer sides. H.M. Noack & Son, Prima Beer and Clicquot Club. They are \$2.00 per set and are consecutively numbered. Jeff's July Newsletter (send LSASE or \$1.50/yr) featured an article by Kent Singer on brake rigging and a review of AMITY STAR'S Big John hopper by Stan Stockrocki.



LEIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) has in stock their 1934 Mack cab over engine 3/16" scale model trucks. Three styles are offered: LVM 8-C coal delivery truck, LVM 8-L flat bed stake truck and LVM 8-T fuel oil delivery truck. These kits sell for \$4.95 each plus 10% UPS (min. order--two). Also send \$1 for photographic catalog of other kits.

LOCOMOTIVE WORKSHOP (Box 211, Bl, RFD 3 Englishtown, NJ 07726) is now shipping the 4-6-0 steam engine. Price is \$279.50. Jan has told me that LWS is getting out of S, as his inventory is depleted. He has bought the Lobaugh O Gauge line and won't have sufficient time to devote to both.

It is very frustrating to try and build an "S" scale layout to any standard without a check gauge. But that is over now with NASG INC. (c/o Mike Ferraro, NASG Clearing House, 141-B Gordon Rd., Matawan, NJ 07747) coming out with the NASG S-3 & S-4 check gauge. They are made of steel and will sell for \$2.95 each or 2 for \$5.00. We still have a few unreserved covered hoppers left. Both the ACF type II (pilot model seen at the Woburn Convention) and the type III (side notched in middle) are available. We also will have covered hoppers available with American Flyer couplers and Ace Hi Rail trucks that will run on A.F. track. They are available for either type 2 or 3 cars. The price is \$85.00 for NASG members, \$95.00 for non-members. We have been able to extend the offering time due to a misunderstanding with the importer. We had understood a minimum order of 100 cars could be split between the two types. Right now Mr. Marsh of Overland is in Korea trying to get the builder to agree to this. If there is a problem a letter will be sent to those who ordered. This may be an opportunity to those who thought they had missed out to get one of these fine cars and help NASG.

OVERLAND MODELS (RR 12 Box 445, Muncie, IN 47302) has received the GP-38-2, the Northeastern Caboose, and both the Sn3 and standard gauge ditcher. They are now taking dealer reservations on the following E units (due in Sept.).

OMI #1770 E3/6 ACL, B&O, C&NW, CB&Q,
"A" Unit FEC, IC, KCS, L&N, MILW,
RI and SRR

OMI #1771 E3/6
"B" Unit
OMI #1791 E3/6 AT&SF
"A" Unit
OMI #1792 E3/6
"B" Unit
OMI #1793 E6 UP standard version

OMI #1794 E6 UP version with nose
"A" Unit door with built in head-
light side panel windows
replaced with side fil-
ter vents, air intakes
in roof, etc.

OMI #1772 E7 Standard unit with small
"A" Unit numberboards, plain and
slotted pilots for UP

OMI #1795 E7 Pennsylvania version
"A" Unit

OMI #1796 E7 New York Central version
"A" Unit

OMI #1797 E7 New York Central version
"B" Unit

OMI #1798 E8 Pennsylvania version
"A" Unit

OMI #1773 E7 Standard unit with large
"A" Unit numberboards, plain and
slotted pilots for UP

OMI #1766 E8/9 Standard units on most
"A" Unit railroads. Models fea-
ture SRR air tanks,
horns, antennas,
freights and passenger
pilots, special grills
and special UP snow
shields.

OMI #1769 E8/9
"B" Unit

They are also taking orders on the
following rolling stock:

OMI #1683 12-1 Pullman Sleeper	10/83
OMI #1684 PRR H32 5 Bay Covered Hopper	9/83
OMI #1685 PRR H30 3 Bay Covered Hopper	9/83
OMI #1689 B&O M53 Round-top Box Car	8/83
OMI #1690 B&O M53A Round-top Box Car	8/83

At the convention Overland said they
were going to make SP daylight steam
engines, GS 3&4 (4-8-4), and a model
#40 Burro Crane, but these might be de-
layed. Anyone who bought a GP-38-2 and
experienced a problem with them track-
ing, can either send the wheel set back
to Overland or regage them to .800. It
seems they made code 110 wheels (really
beautiful) and used the old gaging tool
(.770) on some of them in Korea.

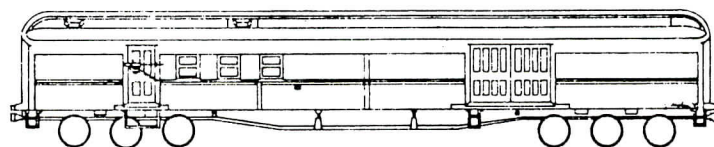
PFM (P.O. Box 57, Edmonds, WA 98020) is
accepting dealers orders for a series
of S scale people. They retail for
\$1.25 each, \$2.50 each for the painted
figures. They even have names: S-1
Hooker (female), S-2 the Switchman, S-3
the Drifter, S-4 the Boozer, S-5 the

Telegrapher, S-6 the leaner, S-7, Cow-
girl, S-8, Warehouse man, S-9 Old
Timer, S-11, Box man with crowbar and
crate, S-12, porter, S-13, Irate lady.
These are cast in pewter and are the
nicest model figures I have ever seen.
If these sell well, others are in the
planning stage and will soon be
released.

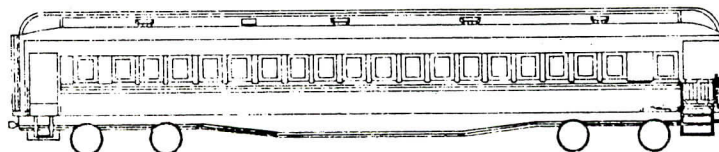
PRECISION SCALE CO. (1120 Gum Ave.,
Unit A., P.O. Box 1262, Woodland, CA
95695) has received the 4 SN3 tank
cars: C.O.N.X #10 & #11, C.O.N.X #8,
T.C.X. #70-73 and T.C.X. #74-79. You
can get these now through your deal-
ers. No news on the SD-9.

SUNSET MODELS (138 W Campbell Ave.,
Campbell, CA 95008) is still taking
\$50 deposits from dealers for the UP
class 4000 4-8-8-4 Big Boy. The dealer
pick up date was Aug. 15. Dealer or-
ders after this date have been signifi-
cantly increased. The "on again off
again" GP 7/9's has been postponed
until December, as well as the
Challenger.

I am very pleased to announce that
TRAIN STUFF (2821 Asbury Ave., Wayside,
NJ 07712) is back in business. Most of
the parts, passenger cars, freight cars
and trucks are now available. Wayne
has also released the #24911 Chessie
50'6" Welded side, plug door box car.
These kits have cast styrene parts,
basswood floors and pewter brake de-
tails. They sell for \$14.95 and in-
clude Herald King decals. This was a
kit that was advertised by the first
owners in 1978 but never produced.
Send LSASE for 4 page catalog of all
available products.



24950 70' RAILWAY POST OFFICE-BAGGAGE. ARA class MB



24955 DELUXE COACH OBSERVATION ARA class FO

TRIANGLE SCALE MODELS (P.O. Box 8483,
Long Beach, CA 90808) has released a
D&RG Sn3 Hi Side Gondola, TSM #100
(formerly the Chama Car Shop). The kit
includes Evergreen styrene, Grandt Line
trucks, and TSM injection molded brake

details. The kit retails for \$33.50. They also have Westinghouse brake sets TSM #200 for \$5.55, which includes split cylinder, upper & lower DRG&W brake staff bracket, chain rollers, ratchets & pawls (for flat cars), brake levers, air hose, brake wheel and retainer valve.

WM. K. WALTHERS (5601 W. Florist Ave., Milwaukee, WI 53218) has issued its O-S catalog. These are available at hobby shops now. The catalog has six pages of S-scale and sells for \$12.50. It lists 20 "S" scale manufacturers.

WINROSS MODELS (Box 23860, Rochester, NY 14692) is taking orders on a series of 3/16" scale tractor trailer trucks. There are 8 of these vehicles ranging in price from \$15 to \$20. They are also releasing a Ford type F cab. Send LSASE for collectors list #35.

If you know of any new S products, please contact Don Thompson (2 Roberts Rd., New Brunswick, NJ 08901) or call him after 4 p.m. (201-545-9306). When ordering products or requesting information from any of these manufacturers, please mention that you got your information from the DISPATCH.

CONTENT WINNERS
NASG CONVENTION '83
WOBBURN, MA

AMATEUR CLASS

Best in Class: Bill Krause
Diesel, K & C: 1st Daniel Navane
Structure: 1st Daniel Navane
Freight, Kit: 1st Daniel Navane
Freight, Scratch:
1st David Pool
Freight, Hi-Rail:
1st Charles Brown

CRAFTSMAN CLASS

Best in Class: Lee McCarty

Steam Engine, K & C:

1st Jim Moore

Diesel, K & C:

1st Tom Boldt
2nd Tom Boldt

Diesel, Scratch:

1st William Geracci

Structure:

1st Lee McCarty

Freight, Kit:

1st Dick Cataldi
2nd Don Thompson
3rd Charles
Stackpoole

MASTER CRAFTSMAN CLASS

Best in Class: John Bortz

Steam Engine:

1st John Bortz

Diesel:

1st Stan Stokrocki

Diorama:

1st Ed Filer

Structure:

1st James Soberman

Freight:

1st James Soberman
2nd Stan Stokrocki
3rd James Soberman

BEST IN SHOW:

John Bortz

OTHER AWARDS PRESENTED BY SPONSOR

Photo, B & W:

Charles Wingate

Photo, Color:

Charles Wingate

Drawbar/Slow Speed:

1st Lee McCarty
2nd Mike Ferraro

Junior Contest:

Best in Jr.: Matthew Riley

Sn3 Freight:

William Oertly

Hoquat Gift Certificate:

Charles Stackpoole

Loco Workshop Gift Certificate:

Lee McCarty
Dick Cataldi

C.A.B.:

Rollie Mercier

FIGHTING FATIGUE IN WOBURN
(1983 NASG CONVENTION)
Notes of an Amateur Host
by David Bredemeier

Since I just got started in scale model railroading and joined the Bristol S Gauge Club, I became a "helper host" at my first S Scale Convention. These informal notes, from a newcomer's point of view, attempt to chronicle the fun and fatigue of trying to keep up ...

Friday I zoomed off from work for the hour and a half drive to Woburn, extended by the slow traffic on rain-swept Route 128. Arriving at 6:30, I found Bristol Clubbers Bob Wall and Bill Morris preparing to videotape Tom Coughlin's S Scale History Clinic. We adjusted all the home photo floods we could muster and hoped for the best. The Display Room was already set up with the dealers, manufacturers, model display and modular layout on hand. The layout really became the heart of the convention for me because it was always in action, where you could "run what you brung", thanks to the efforts of the Southeastern Michigan S Gaugers. Bill Boucher ran his passenger train, Don Heimbürger ran the new PBL Shay, Overland ran their new Diesels, Dave Held ran his sound equipped Alco from the special cab in his module and so on -- what trains, what spirit!

I took a shine to the weathering job on Don Thompson's engine in the model display and went to the registration desk to ask John Medland if he had any idea where I could meet this fellow. This fellow himself was approaching from the other direction, offered his hand and we sat down to wait for the opening of Open Forum as Don explained how the weathering was done. Paul Riley certainly picked an articulate Forum Panel; I was impressed with Bob Giardina's comments about "Christmas tree" railroading as the necessary base of scale model railroading.

Saturday my assigned duties were to start and Paul gave me some real "tough" ones. First, I had to spell the fellows "working" the modular layout. I was even "forced" to operate

the sound system just like the one I'm building! Dave Held, Gaylord Gill, Tom Hawley and their cohorts were really great to me, and I talked with lots of visitors. Then Paul fetched me to sit in a dark room and watch movies. Well, the movie a few of us saw was a highlight of the Convention. It was Reg Bilidou's film showing his logging layout through the "eye" of a Bolex mounted on a depressed center flat car right on his Pike. I could hardly stay in my chair--this film is not only for model rails, it should be required for all those who sneer at "men playing with trains". I'd like to meet Reg and shake his hand, just in case some of that Craftsmanship rubs off. After lunch, I snuck out to the van for a little snooze so I could stay up for the whole auction. Also made sure I shopped for assorted parts at both Hoquat and "S"cenery Unlimited, playing all the favorites.

Climbed into my suit for the big banquet, with the tables set around the motel's giant swimming pool. "My" table filled up and I found myself between Dick Cataldi and Ed Filer. Playing the amateur host, I truthfully said to Dick, "I believe I've seen your name in back issue magazines relating to S Gauge affairs, though I can't recall exactly what I saw." Dick allowed as how he'd served as President of NASG, among other things! He modestly omitted reference to his recent controversial career as product reviewer for the DISPATCH. Then Paul called me away to keep his friend Frank company in the main display room until the banquet was over, so I missed seeing the Awards... On to the auction, and if you're already too tired to think clearly, so much the more fun. Yes, Virginia, NASG has Santa Claus; they made him President and he ran a jovial auction.

Sunday--first the NASG business meeting and then--LAYOUTS! First stop was John Bernard's AF collection, housed in a room over his 2 car garage, with floor-to-ceiling trains on neat shelves plus several intertwined pikes. AF collectors apparently get weak knees on the last steps to this temple, and we couldn't leave till a few transactions were made. Bill Marter treated the guests to his pike operation with

long AF trains consisting of many cars of a type, all in beautiful shape. Then on to Win Brazor's in Fairhaven. Winston's layout sparkled with all its scenery and signals. He is a very experienced host because he has many local school classes visit his pike. Meanwhile, our next stop, Henry Dunseith, had phoned to ask if we were still coming...Heck, we may have been an hour and a half from Boston AND an hour and a half late, but we weren't going to miss anything! Especially Henry's layout, which is Standard gauge (makes O look like N). Henry is working on Standard gauge turnouts, but since none exist yet, each train has its own track in a concentric arrangement. Henry introduced each train to us individually, and then added train to running train until 4 or 5 were thundering around at once--definitely an OSHA sound violation with the track laid directly on acres of bare plywood. One of these locomotives can weigh over 50 lbs., so you tend to stand back from the corners when Henry really juices 'em. As we were leaving, he was spinning the drivers on his 2-8-0 and trying to pop that elusive wheelie.

We arrived back at the motel about 7 pm, just in time to start the evening layout tour. Almost everyone wanted to keep going, supper or no, so what's a beginner host to do? We did manage to stop at Ho-Jo's before we made the short trip to John Medland's house. His good wife Edith was bringing plates of sandwiches down to the train room. Had we only known we could have eaten while watching trains! By this time Tom Nimeli and John Seltzer were navigating for me and they had to stay sharp to keep me on course. Of course this is a premier scale pike and there is a wealth of detail to see on it. But 3 days of this hectic pace and little sleep were beginning to take their toll. When I turned the wrong way onto Route 128, I realized I'd shot my bolt for this evening and this convention.

It's taken me days to come, down from the euphoria of the event, and I can't recall ever having so much fun on so little sleep. Thanks, everyone!

READERS REPLY

Dear Elaine,

Just a quick note--the DISPATCH is looking good under your leadership. The editorial from "Winter 1983 (actually the Spring issue--Ed.) ... is one of the most insightful looks at hobbies, not just model railroading, that anyone will ever write.

Bill Schaumburg
Editor, Railroad
Model Craftsman

Dear Elaine,

I think you're doing a super job as editor of the NASG DISPATCH. I believe that the quality has improved greatly.

Don Thompson's column is a great push in the right direction. I think it will be especially helpful to new S Gaugers. I hope someone will highlight one or two products in detail in future issues. As most of our manufacturers are small, they can not afford big advertising budgets. I feel we (NASG) should help them if at all possible. Hopefully free publicity of this kind might allow larger production runs which will allow lower prices for all of us.

Concerning the critical article about the American Models FP7, I believe that Ron Bashista has put his money in just the right place--a fine body and excellent running gear. Sure the side frames are not coined in brass, but they are durable and do not break. I do not think this fine locomotive should be compared to a hand built brass one, which in some cases may need a lot of work to get running and keep running. As Lionel has found out with their Erie Set, if it doesn't run well S Gaugers won't buy it. Many of us are operators. This is certainly evident by the fine layouts that are built and highlighted at each convention. I would like to say keep up the good work to Ron.

Tom Nimelli

Dear Elaine,

It was a pleasure to attend the NASG Convention in Woburn. It was even more of a pleasure to take part as a panel member in the open forum.

Many important topics of interest to "S" gaugers were discussed. I would like to express my views here for the many NASG members who did not attend.

The initial question put to me by Paul Riley concerned my opinions, as a manufacturer of American Flyer parts, of NASG. That is, how NASG, S manufacturers and magazines relate to American Flyer.

My opening response, which drew some audience distain, was that they were all doing a poor job. That assessment, as I explained, was based on the many thousands of people (approximately 60,000 in 1982) I meet each year at train meets.

I explained that there are many thousands of people who operate American Flyer who don't know about the NASG or any manufacturers or anything else. It is important to reach these people and to reach them with information that is relevant to them. One reason why many of them don't read Model Railroad-er or Railroad Model Craftsmen is irrevelence. These people read material that is, one, not over their heads, and two, which is related to what they are doing.

You might ask, why is it important to reach these people? The answer is, for "S" gauge or "S" scale to grow, you need more people. Indeed, down the road in years to come we'll need the children of today. With more "S" gaugers there will be more products sold and more attention paid to "S" gauge.

"S" gauge should be a family of scale and American Flyer people. Many scale manufacturers would benefit by American Flyer people converting some day to scale. But first you have to reach them and let them know you exist. No one is doing a credible job of reaching these people.

I'm not saying it's any easy job, but it is possible. There are 100 times the 350 NASG members operating American Flyer. No one is reaching more than a few percent of them.

The problem is made clearer by the fact that many people don't know that Lionel is still made and more people don't know what "S" gauge is. Unless more people are made aware of "S" gauge, we fall prey to the law of diminishing returns by attrition.

There are several solutions to the problem, all within easy reach. It will take greater cooperation and a willingness to work hard.

If the reaction of those present at the forum is any indication, we're in good shape. I was told by several people that their initial reaction of distain was replaced by agreement once they understood the full story.

My criticism is meant to be constructive. Beyond that I am not commenting without facts in support of my position, nor possible solutions. This I have done in the many other articles I have written for other magazines, which you may have read. My object is to stimulate and, hopefully, see some needed changes.

Robert F. Giardina

Dear Elaine,

Just a quick note to thank you for the terrific job you're doing with the DISPATCH. The editing, layout and graphics are most impressive. And Sam's article on the Rex engines was excellent.

Thanks again.

Charles McLarty

DEADLINE NOTICE

The deadline for material for the Fall '83 issue of the DISPATCH is October 15.

Dear Elaine,

Following the panel discussion at the Woburn NASG meeting I realized a real purpose the DISPATCH can serve S Gaugers that has been missing since the passing of the old Herald. That purpose is to have stories and pictures (if possible) about individual S Gaugers. I feel I know some current S Gaugers, whom I have never met, simply from published articles about them, which are a means of developing that unique bond that S Gaugers have.

It is with that spirit that I feel compelled to report the passing of Richard (Dick) Houghton, an old time S Gauger, on April 26, 1983. Dick lived alone these past few years at his home in Wood Acres Canyon, Santa Clara County, California. He had apparently been a member of the old circuit letter #172-S since December 1961, not long after Claud Wade started some 10 similar circuit groups.

Dick built his first model railroad in 1939 after seeing the model railroads at the Golden Gate International Exposition. Marion, his wife, and he moved to Belmont, California, in 1946 and started his first S Gauge layout. Old timers like me remember his "Pillar to Post" series of articles that appeared in Model Railroader beginning in January 1948. I will remember him best for articles on painting backdrops which appeared in Model Railroader issues of February 1944 and January 1964. MR also published a color two-page spread of his backdrop, which was a real treat for that period.

Dick had been a newspaperman since 1924 and a magazine editor of the "Southern Pacific Bulletin" from 1955 until he retired in 1959. His articles about model railroading began to be published nationally in 1940.

I never met Dick face to face, but I feel I knew him through his published articles and the many years as a member of circuit 172-S 1. I'm sure the other members of the circuit will remember the headings of his unique stationery, which carried his "Redwood Lines" in "Imaginationland."

Bill Krause
#76 R 0029

Dear Elaine,

I rarely write letters to editors since they always seemed like one-sided communications to me and besides that, the urge to write usually subsides by the time I get out the typewriter, paper, erasers, etc. However, I received my copy of the NASG DISPATCH (Spring '83) yesterday as a newly recruited member of the NASG (I've been in to O Gauge for a while). I was delighted with the format and size and with the content both of the articles and of the editorial.

You bring some fresh insight and new ideas into a hobby which for too long has been the stomping ground of the male chauvinist who inhabits the basement. While I find it hard to discard my feeling that "railroads and women don't mix," you certainly seem the exception--along with many others I have met recently at the Woburn Convention.

My congratulations on the fine job you're doing as Editor and on the first class product we receive as members--the NASG DISPATCH.

Ron Koch

Dear Elaine,

I had not expected to read the DISPATCH nor had I expected to see a woman's name when I opened the S Gauge bulletin ... but "Elaine's Elaborations" were a nostalgic trip...

I remember when Bruce would retreat to his train basement to get revitalized and unwound from the tensions first of finishing his doctorate and then of teaching political science. Eventually his advocacy became our business and I became involved in the day-to-day activities.

The only problem is that now Bruce can no longer enjoy trains as a hobby. It is our business and the challenge has become to promote the business and enjoyment of the hobby and to infuse both with enthusiasm.

Linda Greenberg
Vice President
Greenburg
Publishing Co.