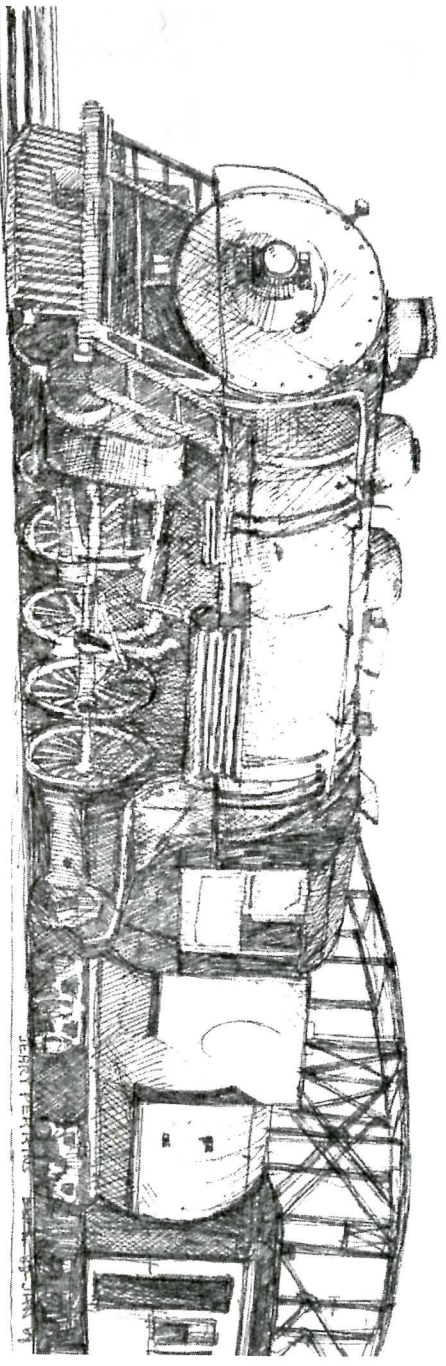
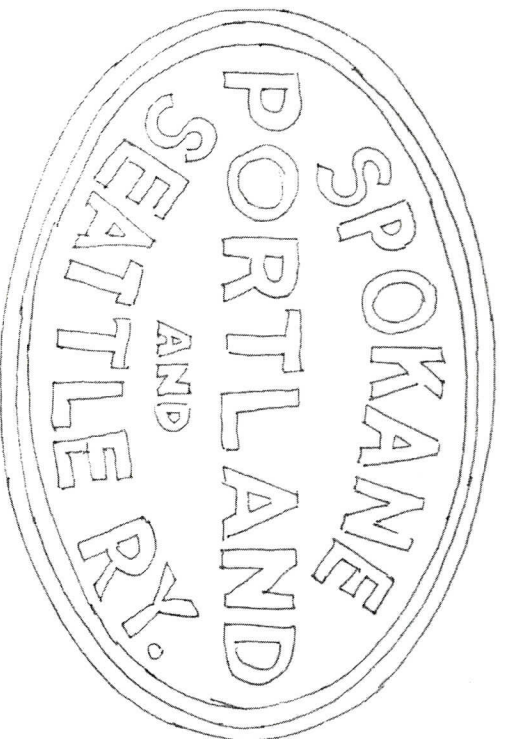


March 1988



DISPATCH

Vol. XI No. 1



LETTERS.....

Editor:

Your current (June 1987) issue of the DISPATCH is really great and I hope that you stay at the helm of the magazine for a long time. I'm working on several articles to send to someone, including black-and-white photos of ideas I've used in building my current S scale layout.

Bill Fraley

[Ed. Note: We don't usually print such "bare-naked" testimonials, and in fact Bill's letter was much longer. However, it occurs to me that our regular contributors don't have a way to get this sort of positive feedback unless I share it with them. I don't make the DISPATCH "great," my contributors do.]

-- And Bill, if you don't know what to do with those articles, well.....]

Editor:

Concerning the *President's Message* entitled "A Tale of Woe" (Sept. 1987) -- I tend to view the world from a different perspective. Perhaps both of these dealers aren't getting any response because S scalers really don't care if these cars are built; i.e., the majority of us don't really want the items. In S we've had two other instances of brass passenger cars being floated for response -- both Overland's heavyweight 12-1 Pullman and Oriental's NYC 20th Century died on the vine. I view it that S scalers don't want to buy brass passenger cars.

Pecos River and Sunset, in my opinion, have other problems too. Sunset has produced S scale before, but all three projects have been literally years late. I believe Sunset suffers from a lack of confidence by S scalers. Personally, I'd like a few of these cars, but Sunset's previous performance does not incline me to buy sight unseen. You know all brass importers want us to "trust" them and buy before we see. When you are dissatisfied, your tendency to do that in the future diminishes. Perhaps S scalers are becoming more discriminating buyers, or the marketplace is catching up with Sunset!

Pecos River is another story. They have no track record in S, except to advertise a bunch of things and promptly back away. That's not a real confidence-builder either. I think they would do better to advertise and produce one car at a time. I told them so in a letter -- a letter that also reserved two tank cars! Their response was rather tart, once again including a lot of "S bashing." It's not S scale's fault no one wants Greenville gons!

If these guys want to sell in S, I feel they need to do two things:

Take out a \$25 insert in the DISPATCH to get to the heart of the S scale market. I don't subscribe to Model Railroader and have never seen Sunset's ad for heavyweights. (And I feel I'm a "mainstream" brass buyer!)

Come to conventions and "press the flesh." I don't know what 1/4 or 1/2 a page in Model Railroader costs, but I imagine it would go a ways in offsetting expenses to attend an NASG affair.

The Airslide hoppers by River Raisin Models are 75 percent sold out. Part of the reason may be that the model is a better choice than others. But the point is, it doesn't take expensive ads. The right model will sell, the wrong ones will never get enough advance deposits to sell!

Lest you think I'm down on Sunset and Pecos River, I think Overland has made plenty of mistakes too. The O-8-0 should have been an O-6-0, and the F-units shouldn't have been at all. The difference is that Overland brought the models in and then complained because they were slow to sell. But they did sell -- eventually. Perhaps there's a lesson there -- the right model sells, the wrong model sells eventually, models never built never sell, and models promised and then withdrawn lower confidence. That's S scale. If importers want to sell in it, they need to recognize reality. Someone who is interested in S will probably do it eventually! If the US dollar keeps sliding, all future brass is going to be history anyway!!!

In Pecos River's letter, they said another importer told

them they were crazy for considering S. That's kind of ironic, considering the bucks S gaugers have spent on brass.

There's plenty of interest in S for the "right" items. Knowing that is the key, a key few (if any) importers own...

Keep the faith.

Adam A. Krajenski

Editor:

One suggestion I have for the manufacturers is to provide us with some references about the items they plan to import. River Raisin Models recently provided Mainline Modeler references for their airslide hoppers. I hope other freight car importers follow suit. For instance, Pecos River could have provided us eastern boys with some info about those western tank cars they wanted to import. I also had a devil of a time finding many references or pictures of the Southwind R50B express reefers. For those of us with small libraries, prototype info is hard to find. Finally, decals or dry transfers should be available, or made so, for the models. I applaud Southwind for referring to Clover House for the R50B dry transfers and River Raisin for arranging for Golden Leaf and Wabash decals for the airslides.

Now Southwind wants to bring in pulpwood cars and a mess of hoppers. Where is the prototype info, and are there decals or dry transfers available? This is important when I make a decision about buying.

Enough said.

Don DeWitt

Editor:

I propose we call S scale "Secret Scale," because most of the modelers out there don't know of S. Now we know what a great size S is, and we also know it's an inbred family. So... lets really band together and quit picking nits, get some of the essential needs taken care of, get some layouts built, and join the NMRA as a highly-dedicated modelers' scale. That's where the growth will come from and nowhere else. So let's take advantage of our anonymity, put our house in order, and become SE scale -- Super Exclusive, but willing to share.

Ed S. Flanders

DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

The DISPATCH welcomes letters, photographs, cartoons, articles, art, and other S-gauge-related materials contributed by the membership. Send them to the Editor:

Dick Karnes
4323 86th Ave. SE
Mercer Island, WA 98040

NASG dues are \$17 yearly, from July through June of the following year. Membership includes the six issues of the DISPATCH published during the membership year, regardless of enrolment date. All membership questions, applications, renewals, and address changes should be addressed to:

Michael R. Ferraro
280 Gordon Road
Matawan, NJ 07747

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COVER

Staff artist Jerry Perkins comes through for us again with this pen-and-pencil rendering of a vintage Spokane, Portland, and Seattle passenger train pulling into the Portland (Oregon) station to gather a load of passengers for points east.

ORDER BOARD

Vol. XI No. 1

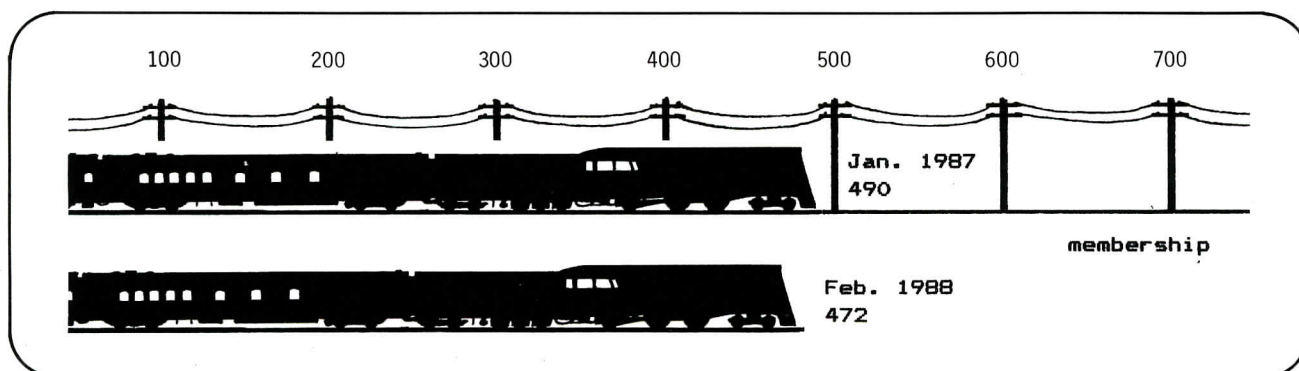
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Doug Smith	Artist
Bob Werre	Photography
Pete Mihelich	Publisher

The deadlines for articles are the 15th of Mar., May, July, Sept., Nov., and Jan. for issues mailed in May, July, Sept., Nov., Jan., and Mar. respectively.



ADVERTISING RATES: Full Page \$200; 1/2 Page \$100. Text and art must be sized for 25% printing reduction; Halftone negatives and screened photostats must be actual finished size. Half-tones furnished by us from advertiser's B&W prints are an additional \$20 each; negatives \$40 each.

PRESIDENT'S MESSAGE

Criticism -- Good or Bad?

One of the more enjoyable aspects of our hobby is opening boxes from Korea. We have parted with some hard-earned money and we have eagerly awaited the arrival of a finely crafted model. The big moment arrives -- and the lid is lifted.

What happens next is of some concern. Unfortunately, some of us immediately start looking for defects. The search for errors is conducted with great scrutiny and has been known to include a magnifying glass, micrometers, prototype photographs, and the like. "Aha," it is exclaimed, "that bracket is out of place." Or, "it runs too fast." The list of shortcomings is truly endless.

With specific regard to S scale brass models, the following comments have reached my ears over the years:

- There was a hair under the laquer finish.
- The model had fingerprints on it.
- The brass gears wear out prematurely.
- Slow-speed operation is terrible.
- Can't stop the train on a downhill run.
- The tires come off the drivers.
- It runs too fast.
- The pilot is wrong.
- The wheels fall off the tender on curves.
- Screen mesh size was lousy.
- Model didn't operate at all.
- U-joints broke.
- Operation is noisy.
- They didn't have any like that.
- Parts fall off when operated.
- It was a basket case.
- Parts are missing.
- Wheels are not properly gauged.
- Threats of class-action lawsuits.

If we accept the above complaints as indeed valid, what have S scale importers done about them? In most cases the serious problems have been remedied to the customers' complete satisfaction. For example, the major S importers have provided solutions as follows:

- Exchange of models with cosmetic defects for blemish-free replacements.
- Replacement of brass gears with tough slippery plastic (nylon?) gears.
- Replacement higher-ratio gearboxes to improve slow-speed operation.
- Replacement gearboxes to eliminate any chance of a downhill runaway.
- Replacement drivers with tight-fitting tires.
- Replacement screens with the proper mesh size.
- Replacement U-joints that are much more rugged.
- Exchange of "basket cases" for good models.
- Replacement spare parts are usually available.
- Replacement wheelsets gauged to NASG standards.
- Offers of complete refunds.

It appears to me that importers of S scale products are indeed concerned about providing quality products and will make great efforts to ensure our satisfaction. Should nothing else suffice, I suspect that obtaining a refund would not be all that difficult.

So what is the point of this President's Message? The point, my friends, is that criticism is frequently and excessively publicized by word-of-mouth and various club newsletters. All too often, a review is critical and the defect is magnified and communicated to everyone within shouting distance without first contacting the importer to see if a solution is readily available. In some cases, there is a failure to understand that these are hand-crafted models and not all of them are exactly alike. For example, not every model has a hair. As another example, a recent letter was received from a modeler thanking the DISPATCH for an interesting review of Sunset's Challenger. Yet he stated that his particular model did not have any of the problems discussed in the review. In another case, the brass gears appear to have worn out on only one layout. No one else ever had any problems. To the best of my personal knowledge, the same engine won the locomotive performance contest at the NMRA National Convention in Eugene -- beating out all other comers from all scales.

I would never advocate a whitewash of product defects. I do, however, advocate a more intelligent and effective use of criticism. If the importer will correct a problem upon request -- is it really a problem?

Couldn't the solution be mentioned in the same paragraph as the defect? Shouldn't some effort be made to see if all models have the reported defect or if it is a one-in-a-hundred flaw? How about expending the same degree of effort on the model's finer qualities? How about discussing the problem with the importer before entering the broadcast mode?

Undoubtedly, this message will create some controversy. None of my comments should be taken personally since they are only meant to illustrate a hobby-wide problem -- not to discredit any particular individual. I will readily agree that quality control at the factory, importer, and dealer levels could be improved upon. I also feel that thoughtful criticism directed to the importer is perhaps the best means to obtain quality improvements.

In closing, I have one suggestion: Why doesn't someone (manufacturer, importer, dealer, or all three) put the train on a circle of track and actually run it for one minute? That simple step would certainly improve the operational quality of all models ultimately received by us consumers.

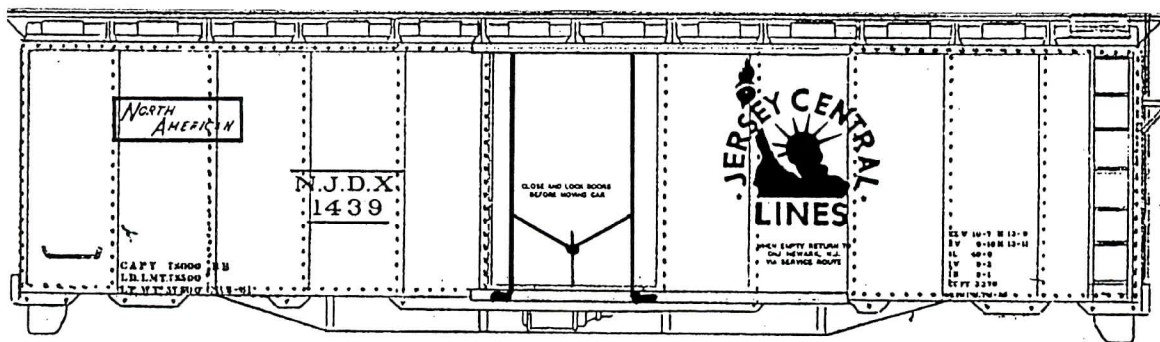


One of our readers suggests that we consider doing occasional "theme" issues, like a "passenger car" issue, "trackwork" issue, "U.P." issue, etc. Our opinion is that a magazine with diverse content has wider appeal than one with a single theme, but we're open to suggestion. What do you think?

*You don't have to go to the convention
to buy a convention car*

NOW AVAILABLE 1988 Convention Car

PRODUCED FOR THE NASG BY AMERICAN MODELS™



AMERICAN MODELS will be making 200 cars for the convention. The 1988 NASG Convention car will be a 40' insulated plug door boxcar. The prototype (NJD X 1400-1499) was leased by the CNJ from North American Car lines for shipment of Ballantine Beer from their brewery in Newark, NJ. These "S" Scale Models will be available in a choice of Scale or Hi-rail (A.F. compatible) wheels and couplers.

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Price per car is \$18.00 Two car numbers are available, the prototype number and the year. Add \$1.50 per car shipping and handling (no shipping charges for cars picked up at the convention)

1988 Convention Car #1439 \$ _____

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SHORT & EASY

by Kent L. Singer

COUPLER HEIGHT GAUGES

Three events occurred almost simultaneously this past fall. First, I promised to make a coupler height gauge for Bob Eves. Then, the dimensions for what looked like the DMK gauge were published in the DISPATCH. Finally, only hours later, Bill Daiker showed me a couple of gauges he had made. Bowing to the inevitable, and mindful of the approaching deadline, I decided on the next Short & Easy project.

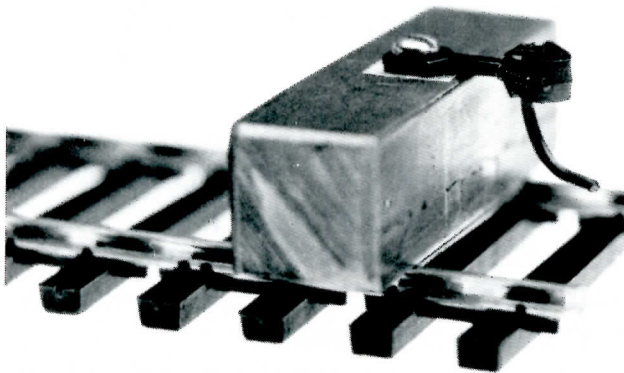
Although I made some minor modifications, the concepts and designs are those of Bill Daiker, and are used with his permission (and my thanks). There are two basic types of gauges, a centerline height gauge and a height pass/fail gauge. Each have their advantages and drawbacks. Both are designed for use with Kadee couplers, the HO #5 and the S #802.

The centerline height gauge is fairly simple to make. Since it's based on checking the coupler centerline (17/32" above the rail-head), it can be used to check the height of almost any coupler. The basic problem is that the method of checking the centerline is only as good as the sighting taken of the gauge

shim to the bottom of the insulated gauge, or set the brass shim on the top. Do a final check of the thicknesses, adjust accordingly, and glue or solder the 0.025" spacer to the bottom (as appropriate). Mount the #5 coupler with a #2-56 screw and that's it.

The version for the #802 coupler (Fig. 2) requires a little more careful work. The shank thickness is 0.082". Thus, the mounting surface becomes $0.531 - (0.082/2)$ or 0.049". This requires a slot to be milled or filed into the basic gauge body. If an insulated version is desired, deepen the slot to account for the plastic shim to be added to the bottom. The rest of the assembly is the same as for the #5 coupler. Since the plastic is more subject to wear, I prefer the all-metal versions.

The pass/fail gauge (Figs. 4A and 4B) depends on a slightly different principle. In this case, if the coupler jaw clears the lower step but doesn't pass the upper step, then the coupler is at the right height plus or minus 0.010" (5/8 of a prototype inch). The advantage is that there is less chance for error -- either the coupler passes the test or not. An accurate, subjective sighting doesn't have to be made. The drawbacks are that it's harder to make (requiring some accurate milling), it's good only for the couplers upon which its dimensions are based, and automatic couplers are subject to some "jaw droop" (most noticeable with the #802). The heights of the steps are derived from $0.531 - (\text{jaw height}/2) \pm 0.010$.



Bob Werre

coupler in relation to the one to be checked. However, this can be fairly accurate and is the one I prefer.

Two versions are shown for the #5 coupler, an insulated one (Fig. 3A) and an all-metal one (Fig. 3B). The dimensions are based on a centerline height of 0.5312" (17/32") and a coupler shank thickness of 0.050". The mounting surface of the coupler thus becomes $0.531 - (0.050/2)$ or 0.506". The thickness of the 1/2" square steel bar (commonly called 1/2" key stock) and the coupler shank dimension should be checked, and the (.006" nominal) styrene or brass shim chosen (or altered) to provide a total of 0.531" centerline height. A difference of one or two thousandths really doesn't matter, 0.001" being about a prototypical 1/16 of an inch.

First, cut, drill, and tap the basic gauge body (Fig. 1). Then either glue the styrene

First, mill out the 5/16" x 1/2" opening for the uncoupling wire. Then mill the steps. When the dimensions check out, add the 0.025" brass spacer to the bottom.

The real interesting part comes when the gauge is finished and used to check the heights of your couplers. Hint: The coupler heights on American Models boxcars (probably the most common cars around) tend to be a little bit low.

Have fun!

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 completion in one or two evenings. You needn't worry about drawings or photos -- we can do them for you. All that's 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 & EASY
Kent L. Singer
105 Highland Dr.
Baldwinsville, NY 13027

COUPLER CENTERLINE HEIGHT GAGE

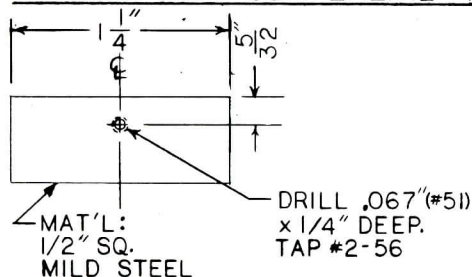


FIG. 1
BASIC GAGE BODY

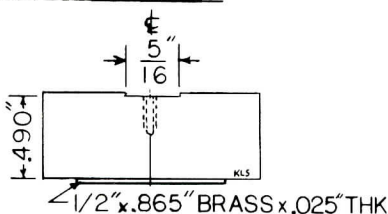


FIG. 2
SLOT FOR
#802 COUPLER

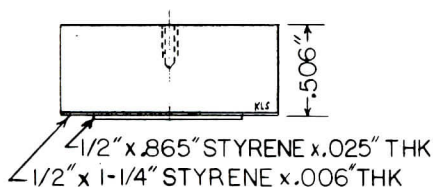


FIG. 3A
INSULATED FOR
#5 COUPLER

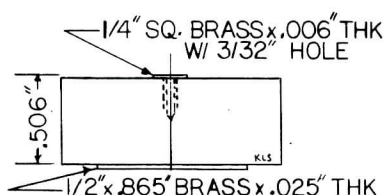
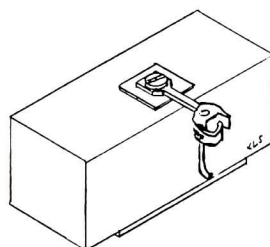
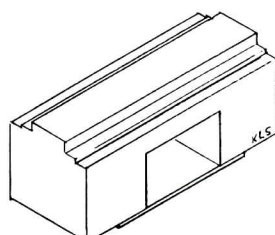


FIG. 3B
ALL METAL GAGE
FOR #5 COUPLER



COUPLER
CENTERLINE HEIGHT
GAGE



COUPLER HEIGHT
PASS/FAIL
GAGE

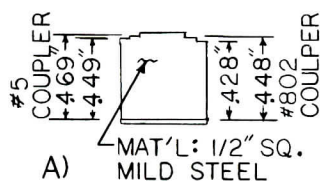
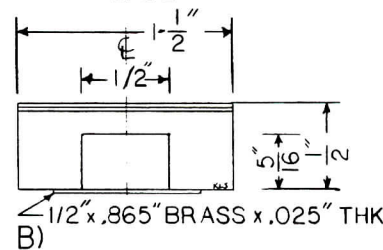


FIG. 4
COUPLER HEIGHT PASS/FAIL GAGE
WITH THANKS TO BILL DAIKER



ELECTED OFFICIALS

President Edward M. Loizeaux
2221 Via Maderos
Los Altos, CA 94022

Executive Vice Michael R. Ferraro
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Southbury, CT 06488

MANUFACTURER NEWS

Charlie Sandersfeld of OMNICON SCALE MODELS (50 S. Lively Blvd., Elk Grove Village, IL 60007) would like some membership input on Pennsy P-70 passenger cars (and combine and baggage cars to match) to go with his beautiful PRR K-4s. The PRR P-70 coach is a handsome standard heavyweight windows-in-pairs coach, about 80' long (70' plus vestibules). The baggage car is 64' long. In S scale, the coach would measure about 15".

Charlie's been trying to decide between doing them in brass in Korea versus doing them as easy-to-build plastic kits. He figures he could probably sell two or three for each of the 100 K-4s he imported, or about 250 total. In brass, this quantity would probably need to fetch a price over \$150 each. Alternatively, if done in plastic, the price would be (also!) about \$150 each, assuming that, again, only 250 would sell. The reason, of course, is the high cost of the dies for plastic cars. And a plastic car at \$150 would not have nearly the appeal as a brass car for the same price.

The DISPATCH expressed the opinion that a plastic model would have much broader appeal than a brass one for this series of cars. Charlie asked us to poll you, assuming a plastic kit price of about \$50. Following is your editor's reasoning.

The overall lines of the P-70 are very appealing and quite generic. Such double-window coaches with monitor roofs, loaded with rivets, abounded major eastern railroads (e.g., B&O, TH&B, WRYA, NYC) in the 1920s, 30s, and 40s; many lasted in local service through the 50s and 60s. Were it not for two obvious and peculiarly-Pennsy details, the car's appeal would be as broad as American Models' streamliners. These two peculiarities are the short 3' ducts over each vestibule door and the outside-bearing body bolsters. In brass, these would be fairly difficult to change. In plastic, the ducts would be separate castings which could be left off, and the bolsters could be modified easily. Plastic lends itself to further kitbashing -- such as rearranging windows, using a different roof style, etc. Some of us have been waiting for such a plastic kit for a long time, and would jump at the chance to buy half a dozen or more -- Pennsy fans or not. On the other hand, non-Pennsy fans would be unlikely to purchase a brass model at \$150. They would not be happy with it as is, and would not want to invest that amount of money for an item requiring a fair amount of modification to "de-Pennsify" it.

Now that you've seen Ye Olde Editor's views on the subject, please let Charlie Sandersfeld know exactly how you feel -- no matter whether you agree with us or not. He needs to know how you feel so he can make the right business decision. Write to him -- a postcard will do. Tell him at least three things:

1. Would you prefer brass or plastic?
2. If brass, would you buy any at approximately \$150-200? How many (optional)?
3. If plastic, would you buy any at approximately \$50? How many (optional)?

Remember, send your cards to:

Charlie Sandersfeld
OMNICON SCALE MODELS
50 S. Lively Blvd.
Elk Grove Village, IL 60007

Don't send them to the DISPATCH. (Your responses will not commit you to any purchases.)

Charlie also tells us the following:

"I believe in S scale and propose to do the following if supported by the membership:

a. Produce any model, steam, diesel, or electric, as long as there are orders for at least 60 percent of a production run. Production quantities of steam engines to get a favorable price are between 110-125 units; diesels, 150-200.

b. Import models with a selling price close to dealer net for direct Omnicon Scale Models sales. This protects dealers like Hoquat, G&W, Southwind, and others who have served the scale for so long. While I would like to see S grow in hobby shops, the reality is that hobby shops are falling victims to mail order houses. Just look at the current railroad magazines for proof.

c. Design, import, manufacture kits. O.K., I know kits are out of favor, but what we have in mind is something a little different. Example: Many people have asked for smaller locomotives. We have, together with English, Korean, and American firms, come up with methods that would combine the best of casting, chemical milling, drive train, etc. for quite a few models. Granted the production runs would have to be around 250 units, but the price could be one-half to two-thirds that of Korean ready-to-run imports.

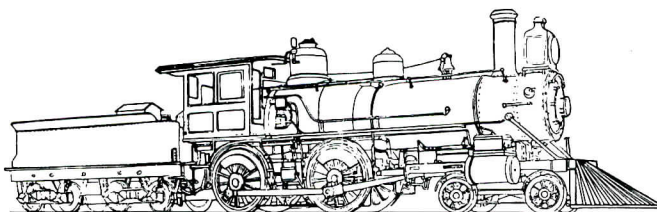
We have studied the following models:

1. Ma & Pa 4-4-0 (unsprung)
2. Ma & Pa 0-6-0 (unsprung)
3. PRR 2-8-0, 4-6-0, 4-4-2 (sprung)
4. GE 44-ton electric

All of these 'kits' could be sold either completely kitted, or assembled ready-to-run for an additional price.

"We at Omnicon Scale Models (Kits) have also contacted several producers of interesting building and bridge kits and found that runs as few as 50 units could be affordable."

Drop Charlie a line.



REVIEWER'S WORKBENCH

We usually base our major reviews on models purchased in the marketplace. This practice provides us with samples which have not been hand-picked for review. Therefore, there is a random chance that our test specimens may contain "sample defects" -- defects in the particular model reviewed which probably will not appear in most similar models, and therefore should not dissuade you from purchase of such merchandise.

The lack-of-squareness of the Southwind PRR R50B express reefer body reported last issue is an example of a sample defect. We contacted Jettie Padgett of Southwind before printing the review and discussed the problem with him. He thereupon picked ten cars at random from his stock and found that one of them was similarly distorted. Jettie therefore told me that the problem should indeed be reported in the review, and he offered to replace any defective R50B that you might happen to receive.

We have gradually evolved to a policy of furnishing the vendor with a prepublication copy of our major reviews. Thus, if we find something wrong, the vendor has an opportunity to devise a remedy. Our objective is to present you with realistic reviews which do not surprise the vendor. He is your friend. He values your business and-- above all else -- is anxious to please you, and he welcomes the opportunity to get his merchandise before you in columns such as this one.

We feel that there is value in reporting sample defects. Therefore, beginning with this issue, we are reporting such defects specifically under the heading "Sample Defects." This gives readers who may encounter similar circumstances a realistic idea of the kinds of difficulties which might be encountered occasionally and how to remedy them. However, if

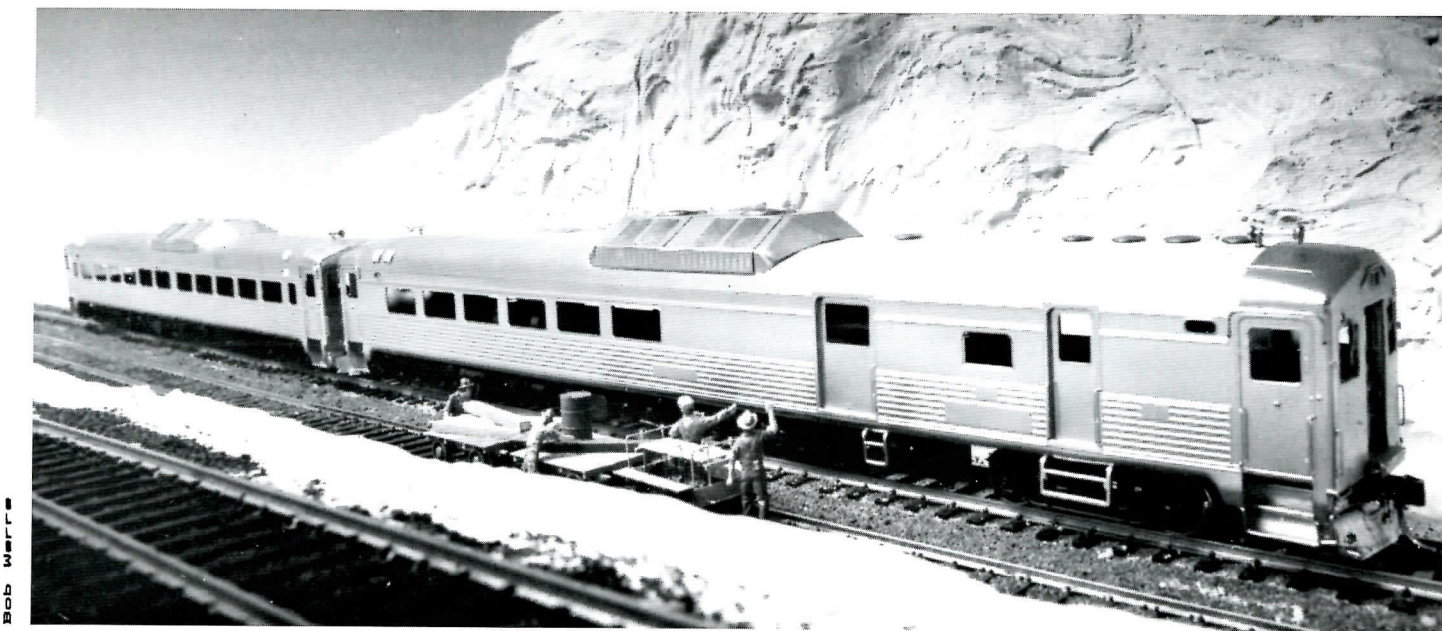
you receive a model with a defect of any sort and you don't want to repair it yourself, you should feel free to contact the manufacturer or importer. I have never heard of an instance in which replacement was refused.

RDC Cars (Omnicon Scale Models, 50 S. Lively Blvd., Elk Grove Village, IL 60007. Powered RDC-1, -2, -3: \$385 list; unpowered RDC-1 \$335 list. Discounts are generally available.)

In the early 1950s, when American railroads began to realize the seriousness of declining passenger-train revenues, the Budd Co. introduced the Rail Diesel Car (RDC). Three versions were initially produced -- the all-passenger RDC-1, the RDC-2 with a small baggage compartment forward, and the baggage-mail-passenger RDC-3. Later, Budd added the RDC-4 (baggage-mail only, no passengers) and the cableless RDC-9. These popular, economical cars slowed the decline of rail passenger service by many years.

Early RDCs had pilots mounted on the trucks rather than at the ends of the carbodies. Later versions had body-mounted pilots of several styles. Minor detail variations abound; particularly noticeable are variations in rain gutters and vents.

I received two RDC-1s and an RDC-3 for review the other day. (Omnicon has imported 90 RDC-1s (half powered, half dummy), 20 RDC-2s, and 20 RDC-3s.) These handsome, well-constructed, well-detailed models are made by Samhongsu in Korea. The models have body-mounted pilots with a small step on the outboard end of each pilot. Bodies are nickel-plated, and underframes are factory-painted semi-gloss black. Soldering is neat and clean. Some of the finer touches include actual fan blades behind the roof grids, profuse underbody appliances and piping, and photoengraved door details.



Omnicon's gorgeous RDCs get a wave from the track gang.

Prototype RDCs were not intended to pull trailers. However, Omnicon's models are quite powerful and -- due to the large number of underbody castings -- heavy. Their pulling power is rather amazing. I found that one of them would easily start a 19-car freight train on a curving 2 percent grade!

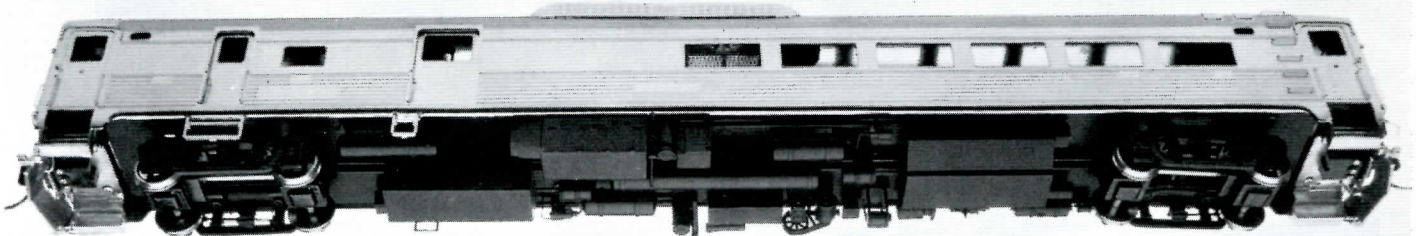
The floor is held in place by six easily-accessible machine screws. The detailing on the underbody should not be reversed, so it is important to remember to reinstall the floor in its initial orientation. (The screw tabs on the body make it possible to install the floor backwards on the RDC-1.) Each truck's small gear tower is separately powered by a small chassis-mounted Canon Precision motor. Torque is transmitted from motor to gear tower via a plastic telescoping double universal. Truck rotation is flexible enough for toy-train curves (less than 20" radius). The coupler pockets are drilled and tapped for Kadee S scale couplers, which fit perfectly. There is a plastic envelope provided with extra screws and springs, including sufficient screws to mount the couplers.

The truck sideframes are finely-detailed castings. The trucks themselves are rigid, but the units track very well. Speed control is excellent at all voltage settings; maximum speed is about 83 mph (without trailers), irrespective of grade, at 12 volts d.c.

Operationally there are two things to watch out for. For one thing, the units are long, and the underbody boxes are very low. On perfectly flat track, there is only about 1/16" (4 scale inches) clearance above the railhead. My test cars bottomed out on convex vertical curves (summits) and some uncoupling magnets. The pilots, about 3/32" (6 scale inches) above the railhead on level track, shorted out on some concave (valley) vertical curves. A check of the car's height shows that it match-

es the prototype's 13'-1/4" rooftop height above the railhead, but the coupler pocket is about 3 scale inches too low. Additionally, all the prototype pictures I could find show a good deal more underbody clearance than the model has. So, I removed the floor from the body, unsnapped the universal couplings from the gear towers, and unscrewed the truck screws, releasing the trucks. I added 3/64" worth of washers between each truck bolster and the plastic washer already present between the floor and the truck, and reassembled the entire unit. This solved the bottoming/shorting problems, and placed the couplers at the right height too. (You may have to shorten the kingpin spring to get enough truck-mount flexibility; I did, by removing about one and a half coils with end-nipper pliers.) Visually, the change is nearly imperceptible, even when parked next to an unmodified unit.

Secondly, the full pilots tend to prevent coupling with Kadee-equipped rolling stock, because the adjacent unit's uncoupling pin strikes the RDC's pilot. This is a common problem whenever scale proportions are maintained, and should not be regarded as a shortcoming of the model. Alco Models avoided it on their RS-series by omitting the small pilots between the end-beam steps. On the other hand, Overland's E-7 made no compromise with the prototype, and the modeler had to either omit the front coupler (i.e., keep the coupler doors closed), use an extended-shank coupler (ugly!), or remove a portion of the bottom of the pilot (as some prototype roads did). You have your choice with the RDCs. If you want to run single units, then there is no problem; the couplers are just for looks. Or you can semi-permanently couple two or more units with dummy couplers. Or you can use a prototype pilot variation such as removing the lower center portion of the pilot, or using truck-mounted pilots.



The Omnicon RDC underbody is particularly well done.

A footnote: I had not planned to purchase an RDC, but on seeing and running these, I have fallen in love. The RDC-3 is the most appealing to me. It's a one-car mixed train!

Sample Defects

One of our test models would not run. A motor wire connection to the truck kingpin was broken and easily resoldered.

CAN MOTOR ADVICE

One hears a fair amount of grouching about the "poor" low-speed characteristics of some imported locomotives. Virtually all the motive power appearing on the market over the past five years or so comes equipped with high-efficiency can motors which exhibit excellent low-speed performance. However, some modelers have difficulty controlling these motors because of their con-

trol systems.

Old-fashioned open-frame permanent-magnet motors draw five to ten times more current than can motors because of their high electrical resistance. Thus they are easily controlled by resistance devices like rheostats, which "soak up" excess amperes from the track power. However, can motors have very little resistance, typically drawing only a couple tenths of an ampere under load. Because of their very low current demand, can motors are relatively unaffected by track power resistance. They are properly controlled by varying the voltage rather than the resistance. A toy-train transformer in series with a bridge rectifier will do nicely, as will any transistorized throttle. But avoid resistance-control devices like rheostats, which provide very poor low-speed control for can motors.

BOT DECISIONS

Moved: that \$2700 of NASG general funds be committed to the NASG Clearing House for the express purpose of obtaining 2000 coupler-height gauges from American Models and 700 Kadee #5 HO couplers from the cheapest source available. This money would be in addition to the \$700 in the budget already committed to this project. *Passed unanimously.*

Moved: that the NASG Clearing House order 504 (84 cartons) of the 1988 Commemorative Cars from Lionel and that we allocate up to \$1500 (\$1100 for the purchase of 50 cars for the Clearing House to be sold to new members, and \$400 to print and mail notices to all NASG members and S gauge clubs and other promotional costs) from the general treasury to pay the portion of the bill not covered by money collected from orders. *Passed 6-1 (Loizeaux).*

CONTEST COMMITTEE UPDATE

by Kent Singer

NOTICE:

Due to the facts that:

- the NASG has yet to define Family Membership to the membership at large, and
- the age limit (12) expressed in the NASG Contest Procedures Section VIII, Note 4.1 is under consideration for change,

the eligibility requirements in Section VIII, Note 4.1 are suspended until further notice! In the interim, the following rules will be in effect:

Section VIII, Note 4.1:

The Junior event shall be open to all those who are 16 years old or less, are registered at the convention, and whose parent or guardian is an NASG member (meeting the requirements in Section II) and also registered at the convention.

NOW AVAILABLE BACK ISSUES OF THE DISPATCH

Volume 9 #1 Spring 1986 - Scale flat cars from A.F. bodies, Short n' easy ("S&E") - garbage cans, Reviewers Workbench (RWB)- Overland's 0-8-0, CJSS 4th Annual Get-Together, AF enthusiast column.

Volume 9 #2 Summer 1986 - Mack Bulldog coal truck construction article, Scale gondos and boxcars from AF bodies. TN&V's Currently available S Scale track work, "S&E" - Motorized carts, RWB - American Model's Ford Hopper, White Ground Model's Ice company, Oldest S gauge modular layout, BOT meeting summary.

Volume 9 #3 Fall 1986 - History of the NASG (part 1), Michigan Interchange Convention Wrapup, model contest winners, 11th S fest schedule.

Volume 9 #4 Winter 1986 - History of the NASG (part 2), Scale tank cars and hoppers from AF bodies, AF enthusiast-high rail wheels and standards, TN&V S Scale turnouts, RWB - S Scale Shop's auto tires and wheels, minutes of BOT and general Business meeting.

Volume 10 #1 Spring 1987 - Scale hopper and transfer caboose from toy train bodies, RWB - Southwind's replacement Blomberg sideframes, Code 110 product list, "S&E" - lineside electrical enclosure, "Whats your fantasy quotient?(huh??)", Kadee couplers and steel wheels. Dispatch Survey results.

Volume 10 #2 Summer 1987 - History of S (part 3), 11th S fest report, "S&E" - crossing shanty, Yard wiring, RWB - Southwind's unpowered Blomberg trucks.

Volume 10 #3 Fall 1987 - Chicago NASG/ S Gaugian convention wrap-up, model contest results, BOT meeting summary and election results, Model contest rules (short form), RWB - Overland's UP 4-8-4, "S&E" - fork lift ramp.

Volume 10 #4 Winter 1987 - Photo visit with John Bortz, A.F. PC Caboose Conversion, "S&E"-A Flatcar Load, Engine Terminal Wiring, History of S (Part 4), BOT minutes-Chicago, History of S conventions, RWB - Southwind's PRR R50B express referee, 1988 Convention 4 page insert with registration form.

The price for these back issues is \$1.50 each.
Please include \$1.00 to each order for shipping.

(NJ Residents must include 5% sales tax)

NASG CLEARING HOUSE
141 B Gordon Rd.
Matawn, NJ 07747

THE WORLD'S BUSIEST LAYOUT BUILDER

Story and photos by Ed Loizeaux

Rich Lenart of Lafayette, CA builds an entirely new AF layout each year for the Christmas season. Construction starts around October 1st, with completion generally about December 20th. Tear-down takes place in the last week of February, and the kids take over the rumpus room until the next layout starts the following October.

This has been going on since age two, when he and his father jointly built layouts each year in Pittsburgh, PA. At age eight, Rich began building his own layouts without fatherly assistance. He has been doing so every year ever since, except for a short stint in the USAF. This amounts to 25 layouts done alone, plus another six with Dad's helping hand.

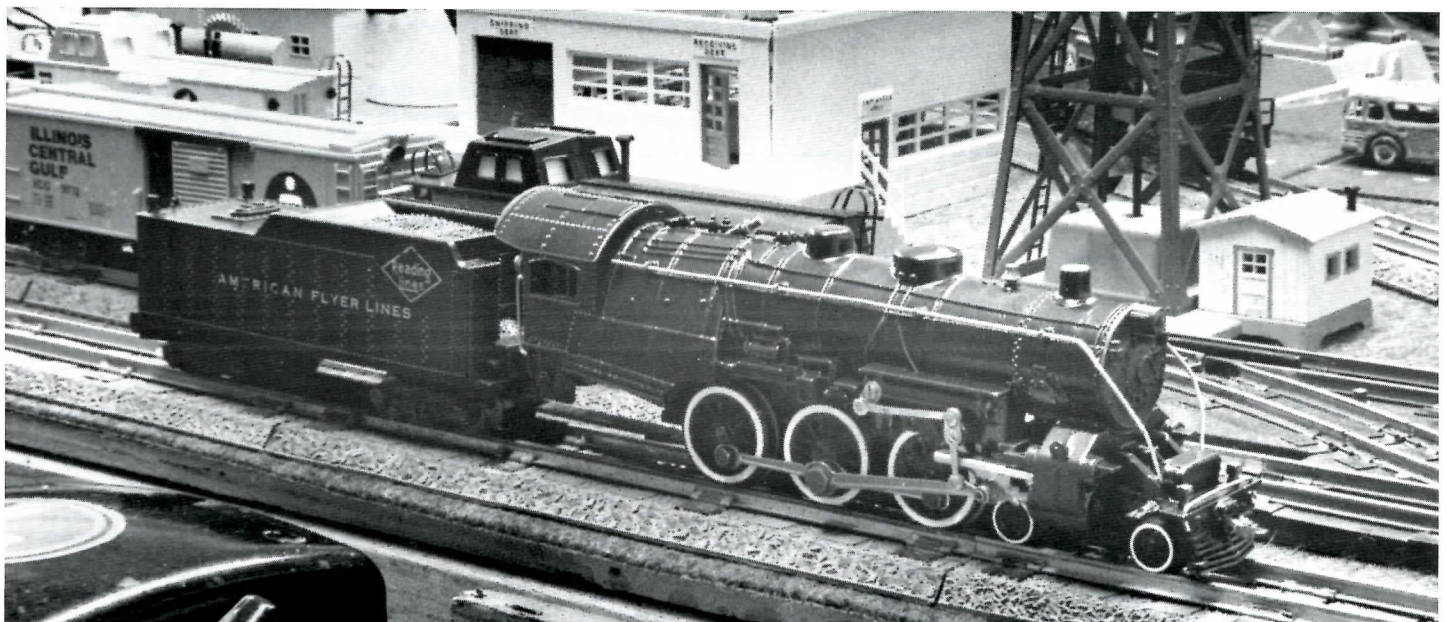
The 18'x 22' layout room is generally filled up with each year's layout. Each layout has a special theme to emphasize a particular aspect of AF collecting and operating. Themes have included the following:

- Operating Accessories
- Plasticville Structures
- Lionel mixed in with Gilbert
- Lionel "AF" only
- Gilbert "AF" only
- Operation Controlled by Semaphore

Obviously, Rich enjoys the actual planning and construction as well as the operational aspects of AF model railroading. Rich still has his first train set with AF PRR K-5 loco no. 314AW, which was his Christmas present at the ripe old age of two.



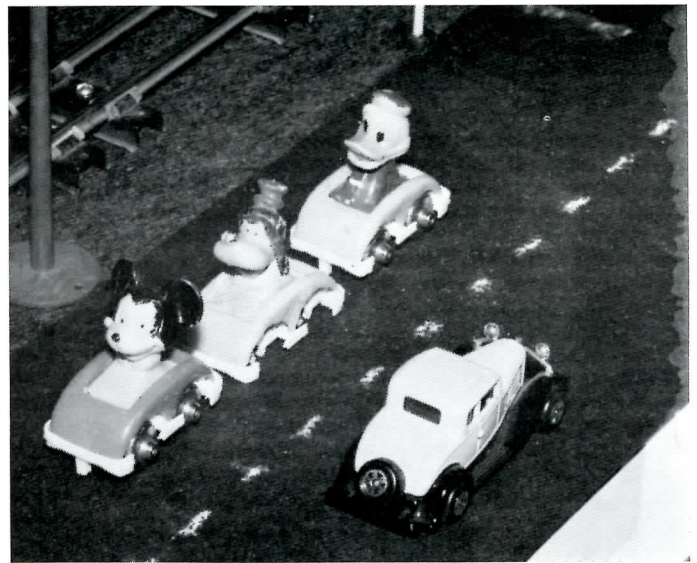
The Lionel transformer runs only the accessories. Only AF transformers run the trains.



This neat-looking ten-wheeler is an unusual "kit-bash" using an AF Reading Atlantic boiler on a K5 chassis.



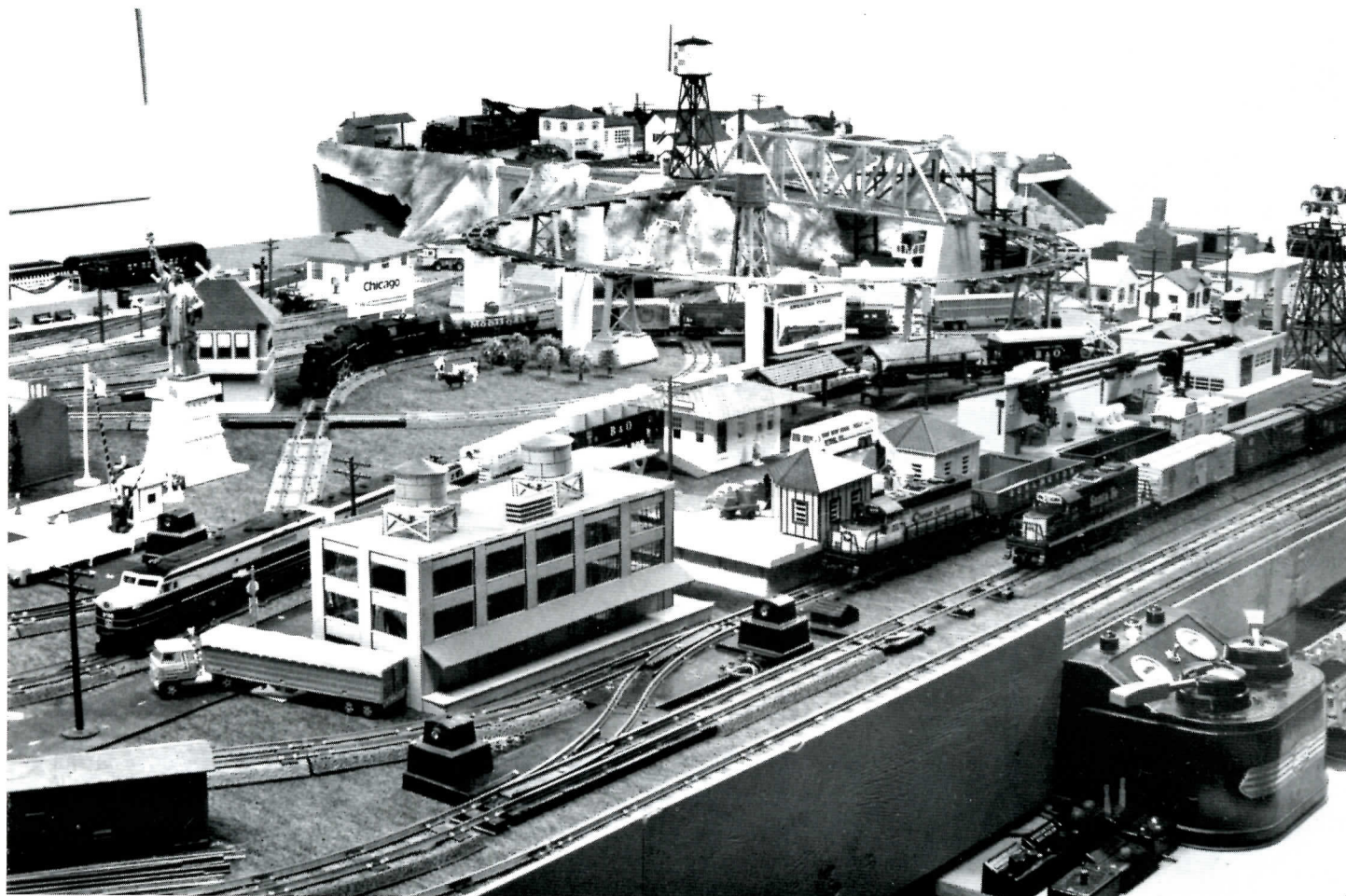
"Girder and Panel Bridge" built by son Jeffrey from a Kenner construction toy from the '50s. The railroad bridge is out-of-the-box AF.



These cars are from a Disney roller-coaster toy the kids wore the wheels off. They've been used on every train layout since 1977 -- a family tradition. The Ford is Ertl.



There's lots of action in the industrial district. Notice the twin sawmills.



Overall view shows off a factory built from a 1950s cardboard kit.

NOTICE

The following magazines are available from:

Dorothy Reno
P.O. Box 13311
South Lake Tahoe, CA 95702

Mrs. Reno is the wife of late member James A. Reno. She has not priced the magazines, but is willing to take offers and negotiate a fair price.

<u>Blow-Smoke</u>	1938-40
<u>The Collector</u>	V.1-V.10 #3
<u>The Columbia River & Pacific Timberperson</u>	1983
<u>Crestline News</u>	1938
<u>DISPATCH</u>	V.8-V.10 #3
<u>Finelines</u>	1967-75
<u>Garden Railways</u>	1985
<u>The HO Monthly</u>	V.1 #1 (5/48)-7/52
<u>JMC Source Book</u>	V.1,2,3, & 6
<u>The Lion Roars</u>	1976-87
<u>Lion Tracks</u>	1976
<u>The Lionel Magazine</u>	1933
<u>Lionel Railroader Club-The Inside Tk.</u>	1983-87
<u>Model Rail News</u>	1949 & 52
<u>Model Railroad Collector</u>	1983-84

<u>Monthly Train Swapper</u>	1973
<u>Nat'l. Model RR Newsletter</u>	1968-74
<u>NMRA Bulletin</u>	1971-87
<u>O Scale Railroading</u>	1969-87
<u>Pacific News</u>	1964-83
<u>Railroad Magazine</u>	1947-62
<u>Railway Modeler</u>	1985
<u>The Santa Fe Magazine</u>	1939
<u>The Scale Coupler</u>	1987
<u>S Gauge Herald</u>	1960-87
<u>The S Gaugian</u>	1970-87
<u>Short & Narrow Rails</u>	V.1 #1-V.19
<u>Short Line Times</u>	1985
<u>Slim Gauge News</u>	1972-74
<u>Sn3 Modeler</u>	1984-87
<u>Southern Pacific Narrow Gauge Society</u>	1983
<u>The Switcher</u>	1986-87
<u>1001 Model Railroad Ideas</u>	1969-73
<u>Traction & Trolleys</u>	1978-87
<u>Train Collector's Quarterly</u>	1964-87
<u>Train Shed News</u>	V.1 #1 1972
<u>Trains</u>	1941-68
<u>Trolley Talk</u>	1970-87
<u>TTOS</u>	1966-87

* * * * *

-- Also have reference and how-to-do-it books, and catalogs. Lists are available.

FROM THE EXECUTIVE SUITE

(There was so much overflow from the Presidential Pen that we decided to give him a second column. Here goes...)

GOOD NEWS OR BAD NEWS?

Whenever someone asks which I want to hear first, I always reply "Give me the good news first -- that way the bad news won't seem so bad." With that thought in mind, here is some good news and a piece of bad news too.

Good News #1

The new improved NASG check gauge is nearing reality at this time. The preproduction samples have been approved and our Korean friends are busily producing these precision measuring devices at this very moment (4:36 pm, 22 Jan. 88). By the time you read this, they will probably be available. Keep your eyes peeled for an announcement.

Good News #2

The first official NASG coupler-height gauge has been quoted by name brand manufacturers and the prices are being evaluated at this time (4:37 pm). We hope to have these produced and available prior to the convention in New Brunswick this summer.

You can help the NASG in our efforts to market these two items through hobby stores, dealers, and distributors. While our prices and policies have not yet been established, we would like to know of appropriate business enterprises (not clubs) that may be interested in stocking these items for resale. Please let us know of dealers in your area. Thanks.

Good News #3

Your most favorite magazine, the NASG DISPATCH, will be arriving at your mailbox a little more often in the near future. Under the direction of Editor Dick Karnes and his very capable staff, we are now planning to publish six issues per year. The expense of these extra issues will be financed through the acceptance of paid advertising. The quantity of advertising in each issue will be carefully controlled to prevent an overdose as has occurred in other model railroading magazines. Please bear with us as we be-

gin this new S adventure. Nothing like a challenge to keep us all on our toes!!

Good News #4

NASG has arranged to reach out to purchasers of S products who may not be aware of NASG's existence. Surprisingly, several brass importers report that perhaps 50 percent of their sales are to non-NASG members. Firms such as Overland, Omnicon, American Models, Southwind, and Finestkind have agreed to insert an NASG promotional membership envelope (designed by Don Thompson) into all boxes of S products. Thus, the advantages of NASG membership will soon be communicated to existing S gaugers and, hopefully, our membership will increase as a result. Don will also be contacting other S manufacturers and importers such as River Raisin, G&W, Modern Models, Hoquat Hobbies, Lehigh Valley, Tomar, etc. to see if they are also willing to help promote NASG. If you know of any companies willing to help in this effort, please contact Don Thompson.

Now for the Bad News...

The brass car project is not progressing nearly as well as expected. The competitive bid concept has not yielded the expected results (much lower prices), and considerable time has elapsed since this effort was started. During this period, several things have happened as follows:

- A new S manufacturer is nearing a test shot for a plastic 50' boxcar to sell for under \$20. The mold is essentially complete at this time (4:39 pm) and an air of optimism prevails. Marketing products in direct competition with S producers is not NASG's policy nor, in this specific case, would it make any business sense at all. NASG's brass model might well gather dust in Mike Ferraro's basement while the plastic version would sell like hotcakes.
- The costs associated with importing products from Korea are about to change. Our grapevine indicates the Korean government may impose a tax on all exports to help finance the upcoming Olympics. The figure of 15 percent is mentioned as being most likely. As if that weren't enough, our own government is contemplating a

change in Korea's "most-favored-nation" trading status. Now that Korea is no longer a "developing country," the possibility exists for an import tax (duty) on all products manufactured in that country. Something in the neighborhood of 6 percent is considered probable. Taken together, a price increase to the importer of over 20 percent is very likely in the next few months. NASG's project could easily end up being the most expensive S boxcar ever produced! As an aside, this might be a most opportune time to buy brass -- before existing inventories are depleted.

Considering these factors, the NASG 50' brass boxcar project has been temporarily shunted to a siding. Perhaps next year the economic factors will have changed enough to consider a non-competitive model of some sort. We will take a very serious look at the situation a year from now.

Although we are disappointed over this turn of events, it should be noted that NASG's role in stimulating production of S brass freight cars has been a rousing success. Our original covered hoppers of several years ago were the first to use the code 110 wheel (thanks to Don Thompson) which is now an industry standard. Our projects have certainly helped motivate Walt Danylak of G&W Models to import a brass NYC caboose. Walt was followed by Paul Riley with Modern Models' D&RGW caboose. After NASG's tank car project, Jim Kindraka of River Raisin Models produced another covered hopper. To some extent, each of these new companies took the plunge after observing NASG's successful projects. Perhaps the trend will continue.

Your understanding is appreciated.

Ed Loizeant



MODULAR STANDARDS COMMITTEE UPDATE

by Don DeWitt

The accompanying computer-generated drawing illustrates the current plan for the modular S scale layout at the 1988 NASG convention in New Brunswick, New Jersey.

I have strong indications from individuals in Michigan, New York, New Jersey, Pennsylvania, Massachusetts, and Connecticut that they will be in New Brunswick in July to participate in the world's largest S Modular layout. It is approximately 50'x 90', and contains over 60 modules varying in length from 4 ft. to 32 ft. The modules include hump yards, rotary dumpers, industrial scenes, huge trestles, standard gauge, Sn3, and Sn2. In addition, two loops (at the bottom) are being built using code 125 rail (Connecticut S Gaugers) or code 148 rail (Bristol S Gaugers). All modules will be built in conformance with our new S-MOD physical and electrical standards.

In addition to watching the action, convention registrants are encouraged to bring their scale, hirail, Sn2, Sn3, and American Flyer rolling stock and locos to operate on the layout. We also hope to have several operating sessions guided by a computer-generated waybill system.

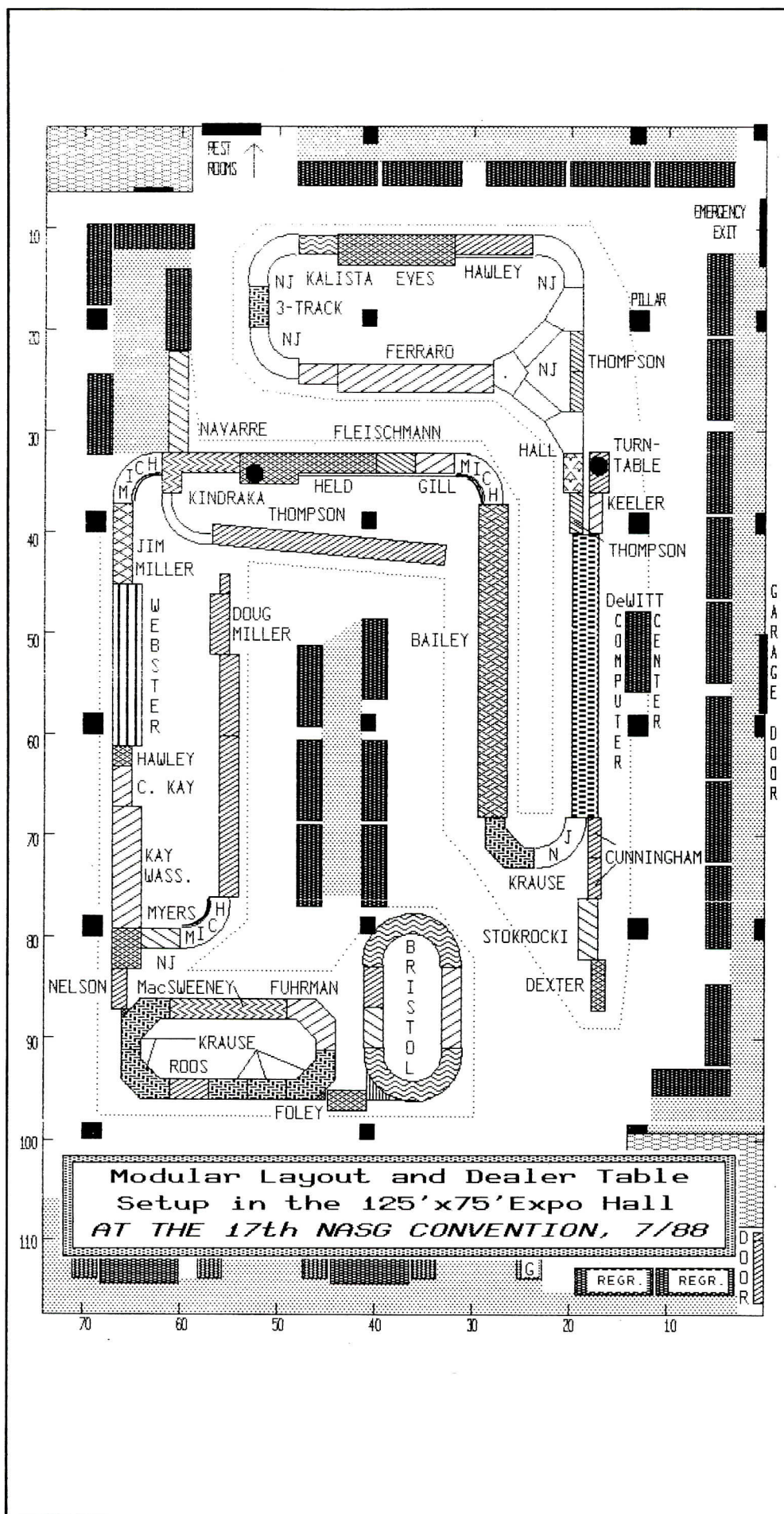
We invite all "S" enthusiasts to join the fun!!

* * * * *

Another note: The proposed NMRA module standards just arrived today. As NASG Module Committee Chairman, I encourage all NASG members who are NMRA members to vote YES.

WELCOME NEW MEMBERS

Ron Aboussafy
Guy Brooke
Central NY S Gauge Assn.
John Ciarleglio
William P. Davis
Dr. Kenneth S. Gerwin
Larry C. Hilley
Leroy A. Hoffman Jr.
John P. MacSweeney Sr.
Joseph A. Mannix III
Peter J. Mihelich
Dennis J. Morris
Spencer W. Rawlins Jr.
Gerald R. Rivet
Marcel M. Thomas
Daryl W. Wells



CONVENTION UPDATE

News of the 17th Annual NASG Convention - July 7-10, 1988 - Hyatt Regency ,New Brunswick, NJ

PRIZES, PRIZES, PRIZES

This years NASG Model Contest will feature prizes for all winning models. It is not too late to start building a model to enter. There will be prizes for all classes and some of the best prizes have been especially donated for the amateur modelers. In addition to these prizes, some winning models will receive plaques and ribbons. All models will get a model contest certificate suitable for framing. This years' Junior class will be open to the children of members of NASG. The following is a list of some of the prizes and sponsors of this years' NASG model contest.

Lehigh Valley Models - A complete coal mine kit

Highest point total Amateur Structures

Precision Scale Models - Imported Brass

DRG&W Sn3 Flanger

Highest point total Narrow gauge

S Scale Loco and Supply- Brass Steam locomotive mechanism kit

Highest point total Amateur Steam Locos

Southwind Models- Fully detailed and assembled

F-7 A & B Diesel

Highest point total Diesel and Electric locos

Omnicon Scale Models- Imported brass steam locomotive mechanism

Highest point total Master Craftsman Steam Locos

American Models- Assorted freight car kits

Junior contest

Amity Star Models- Freight car kits

Highest point total Amateur Freight and MOW

Dallee Electronics- Walk around throttle

Performance contest winner

Tomar Industries- Drumhead kits

Passenger cars

S-Gaugian- 3yr, 2yr and 1 year subscriptions

Model Photos

Hoquat Hobbies- Trolley kits, Deluxe Bus kits, &

\$10 gift certificates

Trolley and Interurban & Dioramas

TrainStuff- Passenger car kit

Passenger cars

Downs- \$25 gift certificate

Freight and MOW

Also Prizes from **Finestkind**, **Huff n Puff**, & etc.

NASG CONVENTION CAR

Orders for this years' NASG convention car are now being taken. American Models is in the process of filling our order of 200 cars. This years' model is the North American Car Lines 40' insulated plug door boxcar (NJDX 1400-1499). These cars were leased by the Central Railroad of New Jersey for the shipment of Ballantine beer from their brewery in Newark, NJ. Our car will be available in a choice of two numbers, the year (1988) or a prototype # (1439). These cars were decorated in reefer orange with tuscan roof and ends. The lettering is black and the North American herald has a red border. They can be ordered with Scale wheels & couplers or Hi-rail (A.F. compatible). The price is \$18.00 each. If you would like your car shipped, please add \$1.50 (no shipping charge for cars picked up at the convention).

EARLYBIRD REGISTRATRION

This year we will have the registration table open for several hours on Wednesday evening. This will allow convention goers who arrive on Wednesday to avoid the rush at the registration booth which usually opens the same time as the first fan trip leaves on Thursday.

DELUXE MOTOR COACHES

This year we will be hiring Deluxe Air Conditioned Motor Coaches for all of the convention trips. On the two longest trips, Strausburg and New York City, the Motor Coaches will be equiped with rest rooms.

JUNIOR CONTEST CHANGES

The Junior contest will be open to all children of NASG members. There will be prizes for the first three finishers in the junior contest.

HOTEL ROOM LOCATIONS

Unless otherwise stated, all rooms reserved for the convention will face Amtraks' Northeast Corridor.

WE BEGIN A CONSTRUCTION SERIES.....

Those of us who attended the 1986 Novi convention were treated to some fine contest models. Among the more unusual was an electric substation built by Steven Myers, which won First Place in the Craftsman Structures division (*DISPATCH*, Vol IX, No. 3, Sept. 1986, pg. 10). We asked Steve if he would write an article on how to build the substation, and he generously agreed to do a three-part series. The introductory article is presented below.

In the United States today, electricity for general use is generated in large power plants which are often distant from the communities that are served. The large generators, which resemble in principle the small ones found in automobiles, are usually driven by large turbines which are themselves turned by either high-pressure water or steam. The steam is produced by heating water with conventional fuels or nuclear fuels. In earlier times, mostly before WWII, generators were usually driven by huge stationary diesel engines.

When electricity is transmitted over long distances, a substantial power loss occurs due to the resistance of the wire unless currents are low. This in turn requires voltages to be high, and that is why power plants transmit electricity at high voltages. It is not uncommon for electricity to be transmitted at 110KV (KV = thousands of volts) and even higher in some cases. Because users need only a few hundred volts at most, voltage reduction is required. This is done within local distribution systems by a series of substations

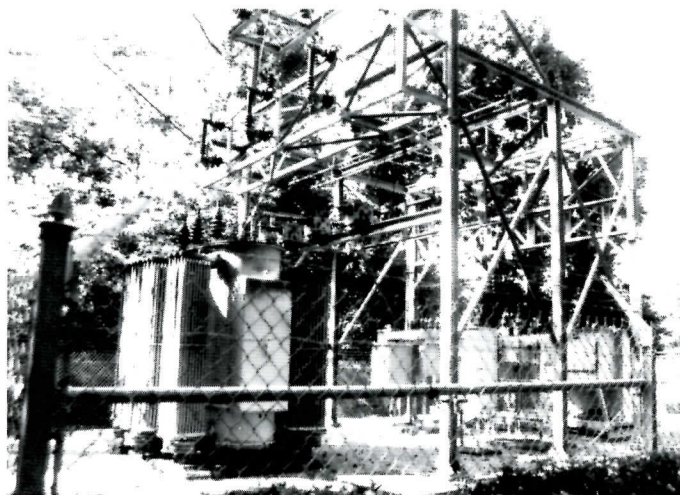
which progressively reduce ("step down") the voltage by means of banks of transformers. A substation may provide a single stepdown or a multiple stepdown, depending on local requirements.

Electricity is distributed from the substation at moderately high voltages, usually 12KV and 4KV. These are further stepped down by single transformers — the grey pots hanging on power poles outside your home, or the green boxes at the corner of the lot where underground distribution is used. These transformers receive electricity from a substation similar to the one that Steve will be describing for us.

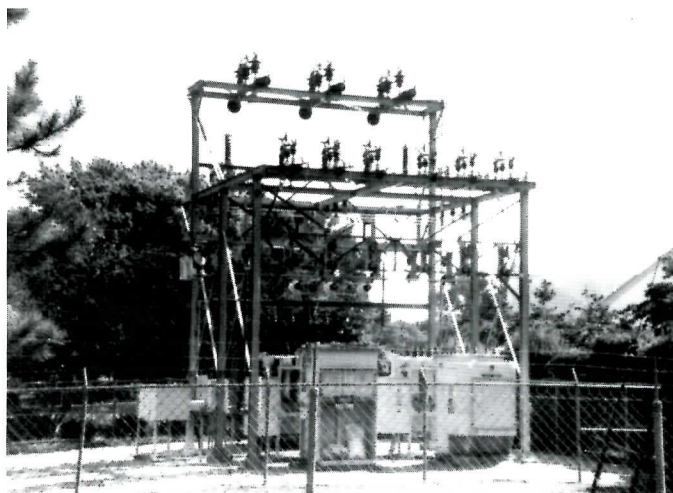
We recently took Amtrak to Syracuse, NY and back to Illinois, and the number of electric substations alongside the track surprised us. While we could not discern the purpose of each one, there were so many of them that they are common lineside features. An industry of any size whatever might well have its own electric substation feeding power to it. Thus, the average modeler can find a reason to have at least one of these interesting structures. They come in various sizes and complexity, but Steve's is probably most generally suitable. Although Steve modeled his substation from one in the Tidewater area, it is similar to substations all over the U.S.

We intend to build along as Steve presents the articles. You are invited to join us. Perhaps the "Dispatch" could later present a collection of substation models showing the innovations added by readers during their build-along sessions.

-- Bob Jackson



Steven Myers



Steven Myers

Two views of the prototype substation.

ELECTRIC SUBSTATION

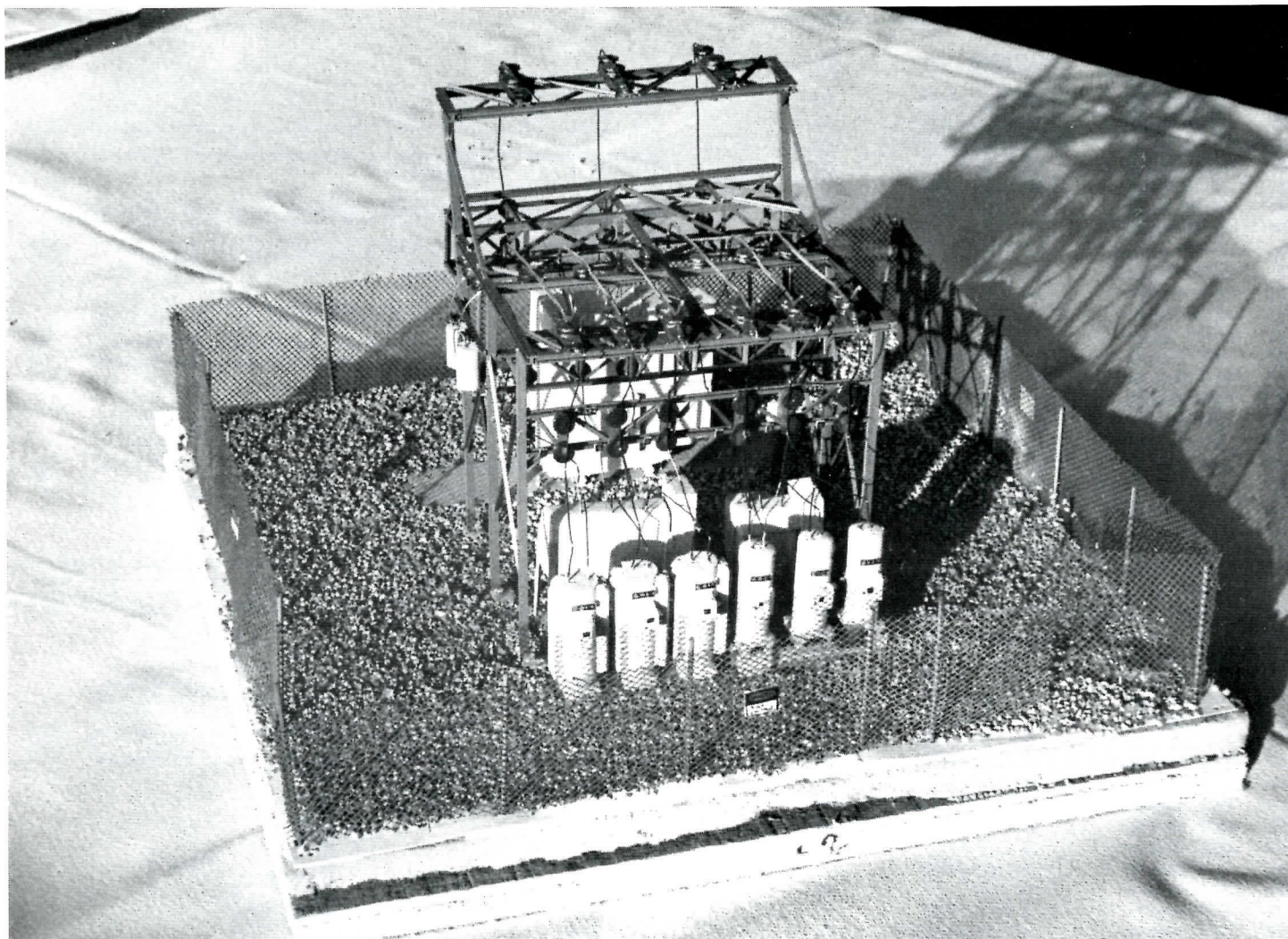
by
Steven Myers

An often-overlooked area in model railroading is the electric distribution system. The average modeler adds electric poles and wires, maybe a transformer or two, but not much else. But where does the power come from? Maybe from a line going over the hill or behind a

building.

This three-part article describes the use, location, construction, and detailing of an electric substation for the power distribution to your model city.

The particular substation I modeled is a simple stepdown type (34.5KV to 13.2KV). The photographs show several views of the prototype. This type is found throughout Virginia



Ed Loizeaux

Here's our author's prize-winning model as exhibited at the 1986 NASG convention.

and North Carolina, in the middle of residential areas, in industrial areas, and -- most importantly -- beside a railroad track whatever the area. My model was built from actual construction blueprints drawn in 1953, and requires an area of ten by ten inches and stands six inches high. The substation was first used in the early '40s and is still in use today. Therefore, it can be used with either steam- or diesel-era motive power. Before the 1940s a wooden structure was used.

Construction is fairly simple if you work slowly. The detail is quite accurate. All parts specified on the blueprints were included except for bolt details and parts which are less than six inches long. The extra detail may have been nice, but I decided that the extremely small parts could be sacrificed without seriously degrading the appearance of the

finished product. Plastruct shapes were used for all metal structural parts. I used the shape closest to the scale dimensions; however, if it is a little oversize it will still look good.

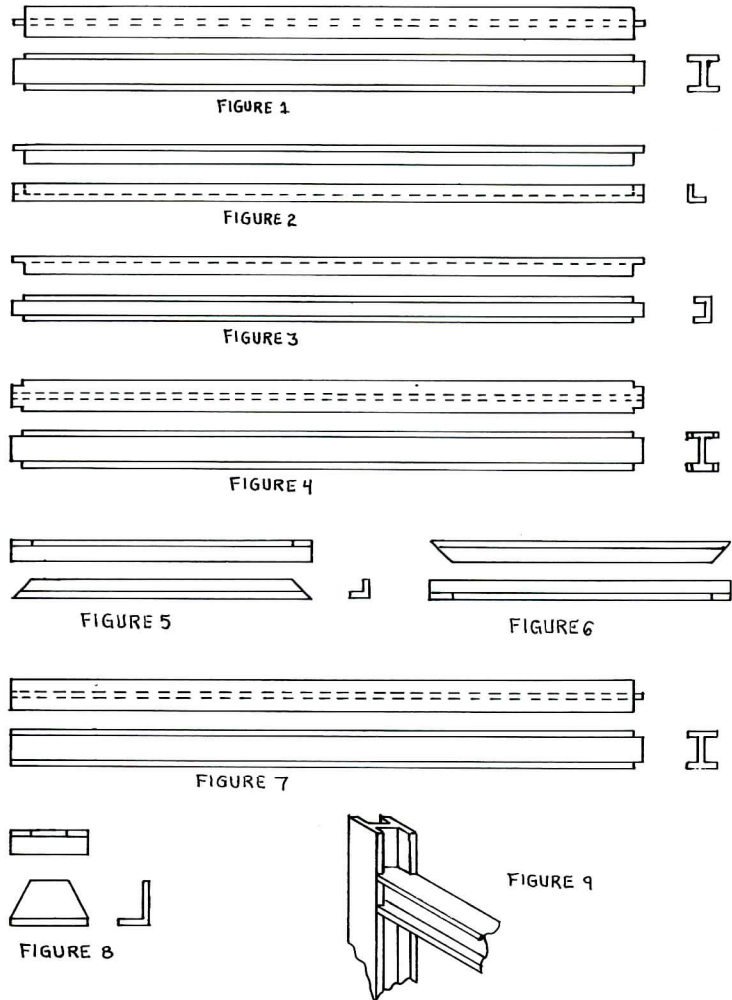
The intent of this first article is to allow you to determine the area and size requirements and whether you want to build the substation. If you do decide to build it, you should obtain the construction materials and shape the parts so you are ready to assemble the structure. See the bill of material (list of parts) accompanying this article.

The next article in the series will describe the assembly of the structure. Part three will cover details such as transformers, regulators, oil circuit breakers (OCBs), and insulators.

continued →

BILL OF MATERIALS FOR SUBSTATION STRUCTURE

P/N	TYPE/SIZE	LENGTH	Qty.	Fig.
S1	6" H Beam	27' 5-1/2"	2	
S2	6" H Beam	18' 11-1/2"	4	
S3	6" H Beam	19' 11-1/2"	5	1
S4	4x4 Angle	19' 10"	2	2
S5	6" H Beam	17' 6-7/8"	2	
S6	6" H Beam	8' 2-5/8"	1	7
S7	6" H Beam	6' 11-1/2"	1	7
S8	6" Channel	19' 11-1/2"	4	3
S9	4x4 Angle	20' 6"	2	
S10	6x4 Angle	20' 6"	2	
S11	6" H Beam	19' 11-1/2"	1	4
S12	6" H Beam	4' 6"	2	
S13	3x3 Angle	7' 5-3/4"	2	
S14	4x4 Angle	3' 4-1/4"	2	5
S15	4x4 Angle	3' 4-1/2"	2	5
S16	4x4 Angle	2' 10-1/4"	1	5
S17	4x4 Angle	2' 10-1/4"	1	6
S18	4x4 Angle	2' 9"	1	
S19	2.5x2.5 Angle	12' 6-1/8"	2	
S20	2.5x2.5 Angle	12' 8-1/16"	8	
S21	2.5x2.5 Angle	8' 11-3/4"	4	
S22	2.5x2.5 Angle	3' 9-7/16"	2	
S23	2.5x2.5 Angle	2' 3-7/16"	4	
S24	2.5x2.5 Angle	5' 8-1/2"	4	
S25	2.5x2.5 Angle	2' 5-3/8"	4	
S26	2.5x2.5 Angle	4' 4-5/8"	4	
S27	2x2 Angle	4' 10"	4	
S28	2x2 Angle	6' 1-1/2"	4	
S29	2x2 Angle	3' 10-1/2"	3	
S30	2x2 Angle	2' 7-5/8"	8	
S31	2x2 Angle	3' 1-3/16"	8	
S32	2x2 Angle	2' 5-1/2"	8	
S33	2x2 Angle	4' 1-1/2"	4	
S34	2x2 Angle	5' 9-9/16"	4	
S35	2x2 Angle	2' 9"	5	
S36	2x2 Angle	4' 5-5/8"	4	
S37	2x2 Angle	6' 0-1/2"	4	
S38	2x2 Angle	3' 3"	2	
S39	2x2 Angle	2' 8-1/2"	1	
S40	2x2 Angle	3' 8-11/16"	4	
S41	2x2 Angle	2' 3-5/8"	4	
S42	2x2 Angle	2' 5-1/2"	4	
S43	2x2 Angle	3' 2-1/2"	8	
S44	2x2 Angle	1' 10-13/16"	14	
S45	2x2 Angle	4' 6"	6	
S46	2x2 Angle	3' 1"	12	
S47	4" Channel	2' 2-1/2"	2	
S48	6x4 Angle	1' 2"	12	8
S49	1/2" plate	1' 2"x 1' 2"	6	



Foundations:

Description	Size	Qty
OCB	4'6" x 3'0" x 0'6"	1
Transformer	25'0" x 5'0" x 0'6"	1
Regulator	9'0" x 3'6" x 0'6"	2
OCB	7'6-1/2" x 3'5" x 0'6"	1

NOTES:

1. All lengths are overall length.
2. All parts without figure numbers have square ends.
3. While the dimensions for end cuts are not given, the intent is for the parts to fit together as shown in Figure 9. All the dimensions are in the 2- to 3-inch range.
4. Recommend that part S49 be made from 1/16" or 1/32" stock.
5. Foundation heights are heights above ground.

The New

NASG CHECK GAGE

Are Now Available

The New and Improved NASG S 3 & 4 Check Gages are made of Stainless Steel and are engraved with the Association logo and the words (track, flange, points and wheels) for the appropriate side. Complete instructions are included.

Price \$2.95 each, 2 for \$5.00

(NJ Residents must include 5% sales tax)

NASG CLEARING HOUSE

141 B Gordon Rd.
Matawn, NJ 07747

ANNOUNCEMENTS

WE GO TO SIX ISSUES A YEAR!!

The DISPATCH will be printed six times a year beginning with this issue. We have a new publisher, Pete Mihelich of St. Charles, Missouri, who is handling all the aspects of DISPATCH production. We are also accepting paid advertising in the magazine itself. Rates are printed below and at the bottom of page 3.

* * * * *

HAVEN'T GOT A CURRENT MEMBERSHIP CARD??

Membership cards were included as inserts in the last DISPATCH mailing. Didn't find yours? Threw the envelope in the garbage without looking? Send a stamped, addressed envelope to:

Michael R. Ferraro
280 Gordon Rd.
Matawan, NJ 07747

* * * * *

CHECK GAUGES

The BOT unanimously voted to make \$900 available to have an additional 1000 check gauges made. This means we will not have to raise the prices and we will be able to sell them to dealers. The NASG Clearing House (see their ad for address) will exchange new check gauges for the incorrect old ones from now until July 15, 1989. (Dimension "6mm" is a few thousandths too small.) If you want to take advantage of this offer, either give us your old gauge at the 1988 or 1989 NASG convention, or send in your old gauge and \$1.00 (shipping and handling). Or, you could keep your old gauge and use it to dig out excess solder from your turnout flangeways. (This works great -- Ed.)

* * * * *

"ANNOUNCEMENTS" POLICY

We have lately been asked to print show notices from various railfan and modeling groups. Please understand that the DISPATCH will print notices only for NASG-sanctioned events. Of course, we are willing to accept them as paid advertisements, as long as the material is railroad and in good taste. See terms elsewhere in this column.

* * * * *

MODULAR STANDARDS

The S-MOD standards are available to each NASG member for \$1 (\$3 for non-members). Included with each copy is a "Concept Description of the S-MOD Electrical System" and a "Handheld Throttle" article. Write to:

Don DeWitt
37 Snow Drive
Mahwah, NJ 07430

PROMOTIONAL BROCHURES

The new NASG promotional brochures are available for handouts at shows, swapmeets, and conventions. To get a supply, write to the Promotions Committee chairman:

Don Thompson
2 Roberts Road
New Brunswick, NJ 08901

* * * * *

SEE CONTEST COMMITTEE UPDATE FOR REVISED RULES FOR JUNIOR MODEL CONTEST ELIGIBILITY!!

* * * * *

WHAT? NEVER SEEN A CONSTITUTION? DON'T KNOW THE RULES?

Copies of the NASG constitution, by-laws, and contest rules are available for the asking from the NASG secretary:

James A. Kindraka
44014 S. Umlerland Circle
Canton, MI 48187

Please send Jim a stamped (\$.39) addressed 9x12 manila envelope, be sure to give him your membership number, and tell him which document(s) you want.

* * * * *

DISPATCH ADVERTISING

The DISPATCH now accepts commercial advertising in its pages, as well as separate 8-1/2" x 11" inserts. The rules are simple:

PRINTED in the DISPATCH:

- o Advertiser supplies camera-ready ad material. Text and art must be properly sized for 25 percent reduction in the printing process; halftones must be actual finished size. Prices: full page \$200; half-page \$100.
- o Half-tones furnished by the DISPATCH from advertiser's B&W prints are an additional \$25 each; negatives \$40 each.

INSERTS:

- o Advertiser supplies 600 copies of insert. Price: \$25 per single sheet insert per issue; \$35 if printed both sides.
- o Or, advertiser supplies camera-ready ad material and we make copies. Price: \$50 per single sheet insert per issue; \$85 if printed both sides.

The NASG reserves the right to reject any advertising. Subletting of ad space without permission is prohibited. Make checks out to NASG Inc., and send with your material to:

Dick Karnes
4323 86th Ave. SE
Mercer Island, WA 98040

The NASG VIDEO PROGRAM

by Tom Hawley

Do you have a layout, or know of one in your area that other S gaugers would be interested in seeing? Or do you or someone you know have some ability or talent that can be shared with the rest of us?

OR

Would you like to see some layouts of other S gaugers around the country, or get help on some modeling project from someone who has figured out the problems already? And without leaving the warm glow of your TV set?

HERE'S HOW!

Under my supervision, the NASG has established a video swap service directed by Don Ross. Of course, to be successful, we need to add to our library. To be a contributor, you will have to own, borrow, or rent a video camera. Then start shooting. Give us what you think would be interesting to other S gaugers. There are only a few brief rules for making it interesting, and they're mostly common sense.

VHS format only, please.

Keep it fast-moving and brief.

Have one person explain what's going on.

Choose a narrator with good grammar and enunciation.

Use solid camera support.

No background voices.

Probably about 15 minutes would be enough of any one layout, but feel free to shoot more with the understanding that some may be edited out. If you're doing an instructional program, make it as long as necessary. Send the resulting tape to Don.

Don already has a number of tapes available on various subjects, including:

1. "American Flyer Boys' Club" and "Lionel Toy Trains in Action" movies
2. Greenberg Train Show, Phila. 1985
3. Bill Hoffman on scratchbuilding
4. Tom Coughlin on early S scale products and modeling
5. 1985 Train Fest, Perth Amboy, NJ (with very large S modular layout)

6. Connecticut S Gauge Club layouts and meetings

7. Mar. 1987 Cheshire (CT) Train Meet with Connecticut Club's first modular layout set-up

8. Steam in India

9. The Zambia Express (steam)

10. The Orient Express

11. Impressions of a Rail Chaser (steam in England and Scotland)

Please help. We definitely need to balance our current concentration of East Coast material. And we will be watching for exceptionally good footage of S gauge subjects that we can use to make a promotional tape that can be distributed outside the S gauge community to show off our chosen scale.

To obtain tapes or more information, send an addressed, stamped (or \$.25 if outside the US) envelope with your inquiry to:

Don Ross
1221 Old Waterbury Rd.
Southbury, CT 06488

EDITORIAL

.....A GOOD 5-CENT CIGAR

While some may argue the point, to this old-timer's mind S gauge has pretty much arrived. At least there isn't anything really basic, like wheels, ready-to-run locomotives, or flex-track, that we can't get any more. We've finally come to the point where everyone's equipment doesn't look like everyone else's. There is enough good stuff out there to give us real choices.

This being the case, I think it's time to print ye olde editor's "5-cent-cigar" list of items which would make an already-satisfying hobby even more delicious. Here goes:

A good \$5 switch machine

Have you tried to find one lately? There are very few twin-solenoid machines around, and the newer, widely-available motor-driven machines are all \$9 or more.

A plastic tank-car kit

Yes, I know we had the NASG tank cars. But I remember the solid trains of tank cars in the '40s and '50s. How could I afford to represent these in brass?

A generic R-T-R Pacific

Pacifics were the workhorse passenger locomotives from the '20s to the '50s. Yet the only one offered so far is obviously out of place except on the Pennsy and the lines it influenced.

A different A.F. steam loco

Marvelous what Lionel's been doing with diesels -- turning GP-7 dies into GP-20s. It sure would be nice to see them do something different with steamers. One of my favorites would be the old multipiece 302 Atlantic superstructure on an 0-8-0 switcher chassis with two-wheel pilot truck added -- Voila! A neat consolidation!

A plastic bridge kit

Yes, we can generally get away with HO and Lionel bridges, but a nice straight-chord through-truss bridge can't be adapted from another scale.

Standard heavyweight passenger cars

Now that we've got some excellent scale steam passenger-service locomotives (UP FEF-3, NYC Hudson, PRR K-4s), should heavyweight coaches and sleepers be far behind? Each person who bought one of these engines would probably want several.

Let's hear your thoughts.

Dick Kames

ADD VENT WINDOWS TO YOUR FP-7

(AND LEARN A USEFUL TECHNIQUE FOR MODELING ANY WINDOW SASH)

by Bill Geracci
(Reprinted from The Lake Shore Special)

Detailing a railroad engine is much like painting a person's portrait -- the more correct the features are, the better the likeness. American Models' FP-7 is the perfect example of how adding vent windows can really change the expression of the FP-7 and give it a more realistic appearance.

The windows are made from .010 styrene sheet. Cut the styrene to match the contour of the FP-7's window opening. Don't try to cut out the window openings into the frames yet. Keep them as solid pieces. Once you have the shapes right (it takes some trimming and fitting), glue the windows in place with Plastruc cement. Make sure the windows are recessed slightly. Do not use "super glue" because it will prevent adding the window glass later.

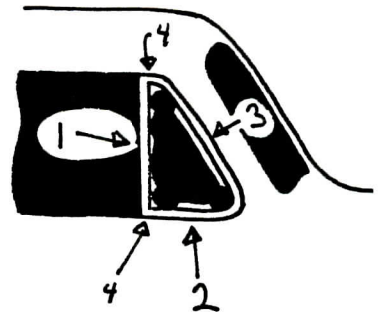
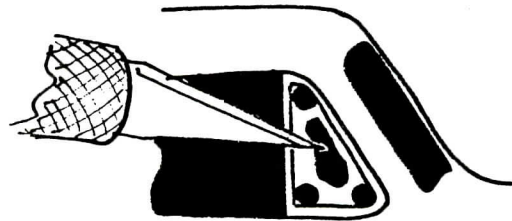
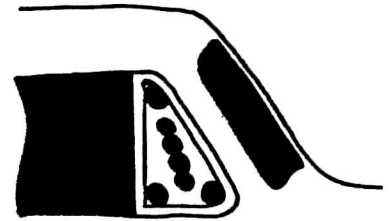
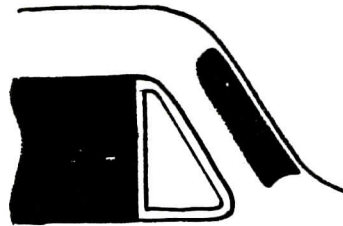
Always glue from the inside. Use a little cement to tack the part in place, then brush evenly over the front and bottom edges. Do both sides at the same time and let them dry overnight.

Draw the outline of the window frame on the window using a water-base felt-tip marker pen (easy to wash off). The outline does not have to be super-perfect, but the straighter the line the better guide you'll have for trimming.

With a pin vise and a no. 60 drill bit, drill out the three corners of the window frame. This will provide the correct rounded front corner and aid in trimming the two right-angle corners. Drill three or four holes in the center too.

Now, with a new X-Acto blade (don't try to sharpen your old one, get a new one!), start from the middle and work your way toward the edges. If the blade starts to drag, change it. Follow the order in the fourth sketch for the final trim. The long side of the window frame is the most delicate, so it is done first. Work slowly.

Add the window glass from the inside, setting it in place with diluted Elmers' glue or "GOD." If you use "GOD," apply it with the special "GOD" applicator tip, available at five for \$1 at your local hobby shop.



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HELPER SERVICE

Help finance NASG special projects. 1 yr. of ads (your art or ours) for \$10. NASG Inc., Dick Karnes, 4323 86th Av. SE, Mercer Island, WA 98040.

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AND WESTERN RAILROAD**
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JOHN H. BORTZ SR., Pres.


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"La route des G P38-2 W sur la route 138"
"The Route of the G P38-2 W on Route 138"

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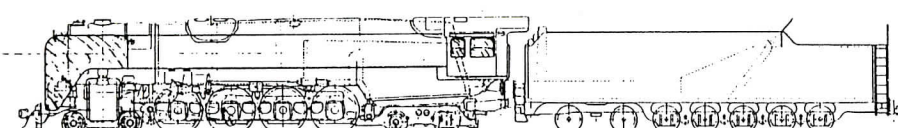
JEFFERSON CENTRAL RR.



WILLIAM J. FRALEY, JR.
150 W. CARACAS AVE. 717-533-7336
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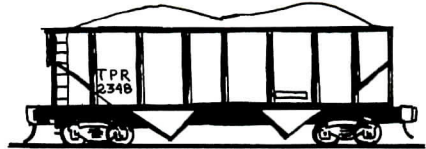
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& SONS
3567 ANTISDALE AVE.
CLEVELAND, OHIO 44118
ALLEGHENY DIVISION



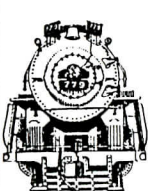
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Joe Scales III Rte. 1 Box 323a
Ridgeway, VA 24148

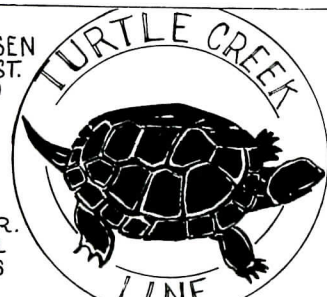
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FOR INFO CONTACT:
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**GOLDEN GATE
AMERICAN FLYER
CLUB**



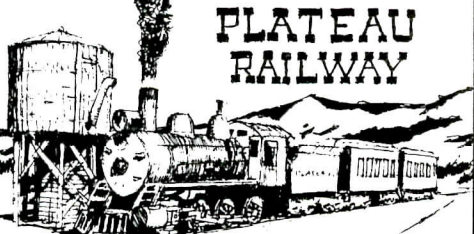
3756 FAIRFAX WAY
SAN FRANCISCO, CA.
94080



**WESTCHESTER
CONNECTING - LINE.**
"THE BERKSHIRE ROUTE"

DICK KARNES
MERCER ISL, WA

**PLATEAU
RAILWAY**



LEONARD GIOVANNOLI, PRESIDENT