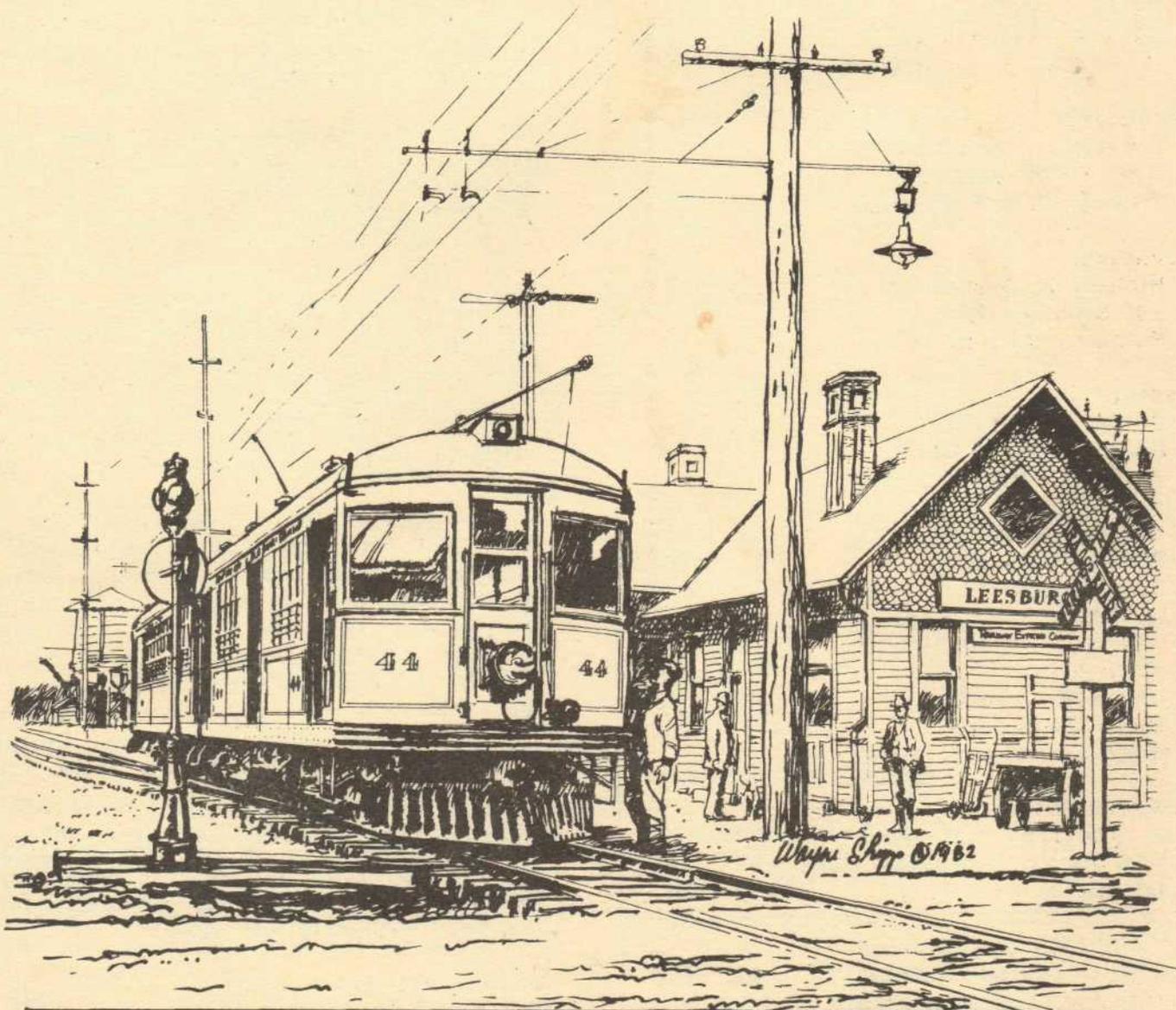


DISPATCH

Volume 5 Number 5

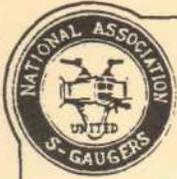
May - June 1982



WASHINGTON & OLD DOMINION RAILWAY - LEESBURG, VA.

Order Board

Article: Dayton Freight Motor P.4
Freight Motor Blueprint P.5
Editorial P.2
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Observation on a change in role.

With this issue I shall join the ranks of the retired- retired editors, that is. In all fairness to the membership, this must take place for a number of reasons. Most of which are directly due to my chosen profession and the duties it entails. Hence, if I had stayed stayed on as editor, DISPATCH issues would have invariably been late, and that would not be fair to you, the membership.

My career demands that I wear three hats- that is: as a chest surgeon at Walter Reed Army Medical Center with both patient care and research responsibilities, as a field grade officer in th U.S. Army and as an assistant professor of surgery at the Uniformed Services University of Health Sciences, the new military medical school.

With the above demands, and my devotion to my wife and children, there is little time left to this exciting hobby and the DISPATCH is often sidetracked

I have enjoyed being your editor over the last year and a half and look forward to contributing to future issues as much as my schedule will permit. I know that all of you will continue to give your support to the DISPATCH's new editor, Elaine Powell. With Elaine's editorial background and the technical expertise provided by her husband and associate editor, Sam, the DISPATCH will be back on the right track and on schedule!

I want to thank all of you who contributed time and information to this newsletter, as your help has made the job much easier and more enjoyable and say-

So long for now.
Geoff Graeber
Editor

Note: Elaine Powell begins as editor with the next issue. Address all DISPATCH correspondence to:

DISPATCH c/o Elaine Powell,
Editor
20900 Goshen Rd.
Gaithersburg, Md.20879



**PRESIDENTS
COLUMN**

The DISPATCH has a new look- and a new schedule! With the next issue, the DISPATCH becomes a quarterly publication issued during each of the four seasons. An additional semi-annual newsletter will keep you informed of NASG business news, standards and will contain the long awaited membership roster. These will be sent out in September and March each year.

There are more surprises!

No doubt you may have heard a rumor that the annual dues will increase this year. On this subject, there is good news and bad news.

First the bad news: Beginning July 1st, 1982, NASG annual dues are \$10.00 per year for regular membership and \$20.00 per year for sustaining members. This decision was based on rising costs which threatened to deplete our treasury as well as stifle our efforts to improve the Association and fund promotional programs. Your Board of Trustees felt that Ten Bucks would not be a significant burden on you, the membership, but would give the Corporation breathing room for the foreseeable future. This is, incidentally, the first increase in six years, (wish we could say that about gasoline)!

That's the bad news- now for the good news.

NASG, with the cooperation of a group of manufacturers and dealers, (spearheaded by Jan Lorenzen of Locomotive Workshop), will offer discount coupons for S products available from S manufacturers and dealers. Each renewal or new membership at \$10.00 received after July 1st, 1982, will receive this coupon package. These coupons are worth much more than the cost of a membership and we feel that this will be the best deal that S gaugers have had in years.

We also have a special deal for members who have renewed at the old rate prior to July 1st and who want to obtain the coupon package without having to wait 'til their renewal date. For an additional sum, your membership will be extended to June 30th, 1983 and you will receive the coupon

package. This is the most fair and equitable way to distribute these coupons in a timely manner so that all of you may participate in this discount program. A form is included with this issue which further explains the dues increase based on your membership renewal date. We hope you will all take advantage of this and renew early.

As the renewal pamphlet explains, all memberships will be renewed on July 1st of each year. This will save the Corporation 6% of all of the dues collected in a year. A tidy sum which can be directed to other worthwhile projects. You will receive your renewal notice with the Spring issue of the DISPATCH and, upon payment of dues, receive your new membership card with the Summer issue. This is so simple, we should have thought of it years ago. Walt Danylak, Membership Chairman deserves well earned credit for this improvement.

We hope you will all join with the Board of Trustees in offering our thanks to Dr. Geoff Graeber for his part in bringing out the DISPATCH. His ideas have been innovative and energetic in improving the DISPATCH and making it an interesting platform for communication amongst the membership

Thanks Geoff, from all of us.

See you all in Cleveland!
Rollain Mercier
President

MEMBERSHIP IS GROWING

THIS YEAR- THIS TIME	314
LAST YEAR- THIS TIME	281
INCREASE OF-	<u>33</u>

NASG Inc. is a non-profit organization dedicated to the furtherance of S Gauge, from fine scale to tinsplate. all adherents of 1/64th proportion model railroading are welcomed as members. Dues are \$10.00 per year regular, \$20.00 sustaining. Send membership payment to:

NASG INC.
C/O Walt Danylak
Membership Chairman
115 Upland Rd.
Syracuse, N.Y. 13207

DAYTON FREIGHT MOTOR

BY MARTIN K VAN HORN
WITH ILLUSTRATIONS BY THE AUTHOR



HISTORY:

Between 1947 and 1954, Dayton Model Products Co. produced a complete line of S Gauge Interurban kits. These included Freight, Combine, and Passenger Coach Motors, (which, of course, could also be built up as trailers), and Flat and sand or gondola Freight Trailers.

THE MODEL:

The Freight Motor described here was given to me by long time friend and "O" Traction Modeler, Charles F. Buschman. Charlie had assembled and painted the body many years before. He altered it from the plans, mainly by cutting off the "fishbelly" sides under the doors. Also, he had decided to replace the original high arch roof and had misplaced the roof stock before the model came to me.

I used a piece of Northeastern "S" Caboose Roof Stock. This is a low, almost flat arch similar to roofs on freight motors used by the Hagerstown & Frederick Ry., Lehigh Valley Transit Co. and other Eastern traction properties. Northeastern Roof Walk stock was mounted on 1/16" x 1/32" risers at 5 scale foot centers. A lateral roof walk, (also N.E.), was mounted on a line leading to one side just ahead of the rear window. A "ladder" of N.E. grab irons runs down the side at this point.

(Note that the prototype of this kit was a midwestern single-end car, probably Cincinnati & Lake Erie prototype, with a back-up pole. It has the motorman's door only on one side: that is the side on which I installed the "ladder". I am completing my car as a double-ender, obtained second-hand and rebuilt in the Baltimore & North Western Electric Ry. shops to meet local operating conditions).

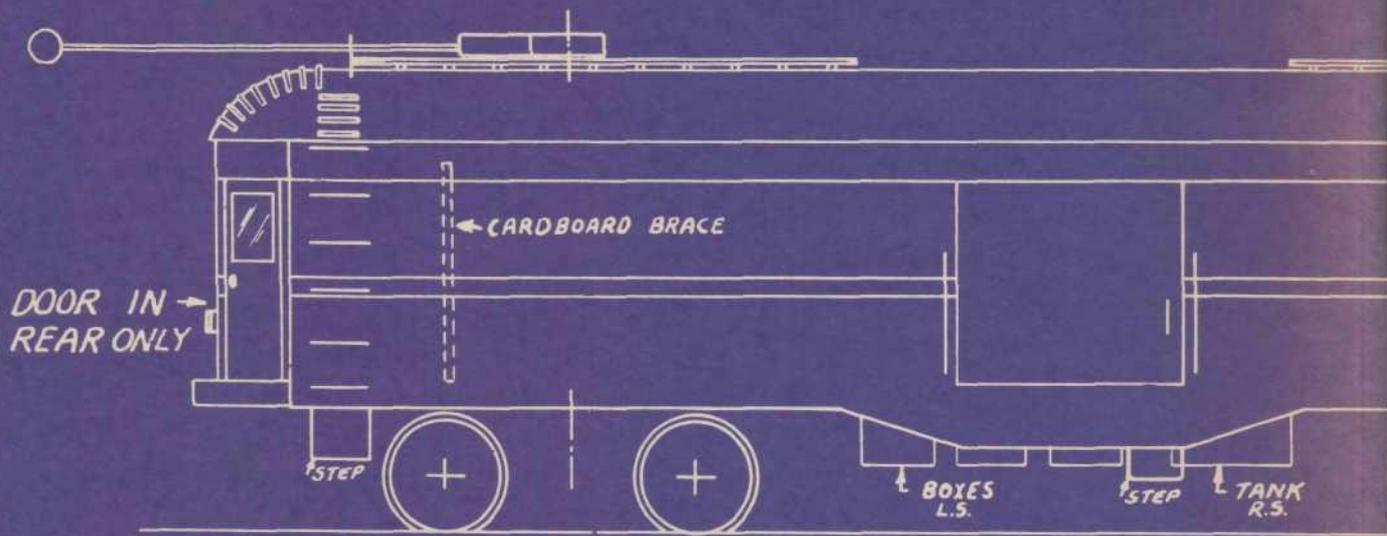
The power-trailer trucks are the familiar Mantua-TYCO conversion described several years ago by Dick Rosenbaum in the S Gauge Herald, and by the late Francis Patten in the S Gaugian. The latter article also appears in Heimburger House S Gauge Building & Repair Manual. Unlike these conversions, I used Miller 36" brass wheels in place of the original HO wheels. The insulated wheels were used minus the plastic insulating bushing which gave a ready-made 1/8" axle hole for mounting on the new, S gauge-length 1/8" axles!

It should be obvious that this model will be a fully grounded, overhead operated car. Also, the axles received a "poor man's knurling" where the wheels and gears would reside. Two 1/8" wide files with teeth on the edges were used; one clamped in my bench vise, the axle on this and the other brought to bear from above. The top file is "sawed" back-and-forth to roll the axle while light hammer taps impart the tooth marks or "knurling".

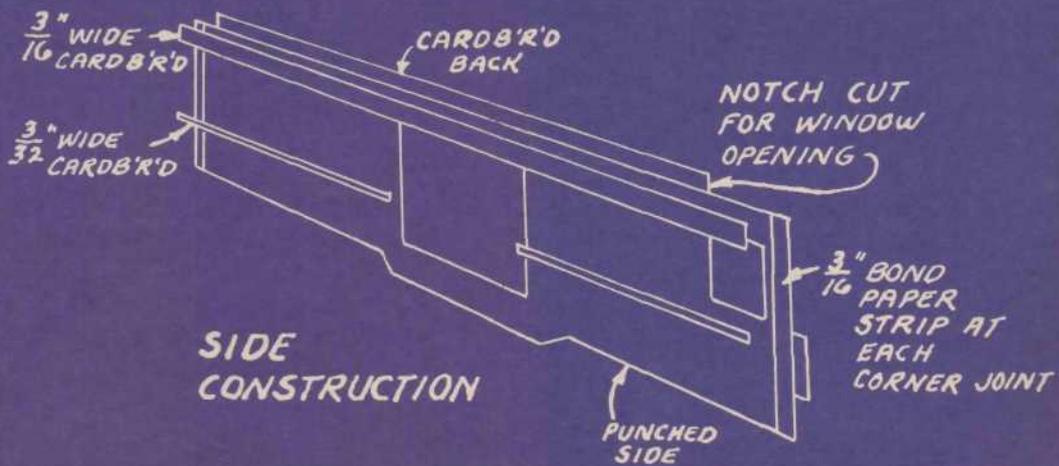
Three hands would help for this operation but it can be done with two in a pinch!

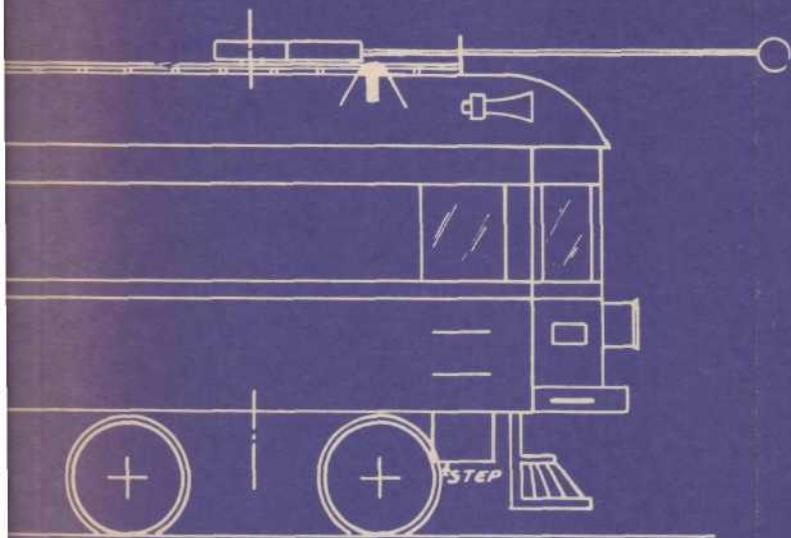
Sideframes are Q Car Company "O" gauge no. 3201, St. Louis #50, (available from Walthers). This "O" gauge city streetcar sideframe makes a good Interurban truck in "S". The old HO mounting angles were adapted for "S" use. These are 1/8" angles turned up from the truck cover plates. Flatten these down carefully in a vise and then bend a 1/16" angle or flange down. Now sideframe can be mounted to this flange with 5-Minute epoxy. This flange lies behind the equalizer bar of the sideframe. There is a cylindrical mounting lug cast into the back of the sideframe that fits Q Car's "O" gauge bolster. Flatten this somewhat on the bottom and run a little epoxy here, too, for a stronger joint.

cont'd page 6

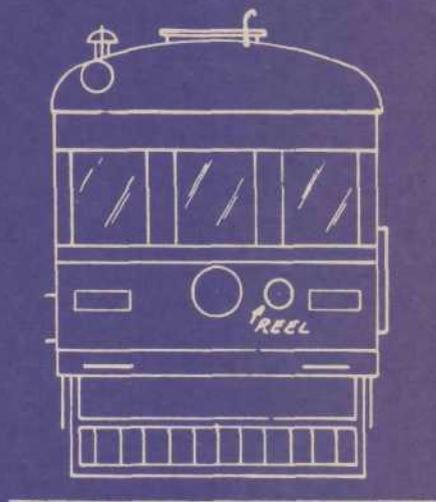


↑ WINDOW ON OPPOSITE SIDE.





DOOR ON OPPOSITE
SIDE. - NO WINDOW IN DOOR



Dayton
Line

DAYTON MODEL PRODUCTS CO.

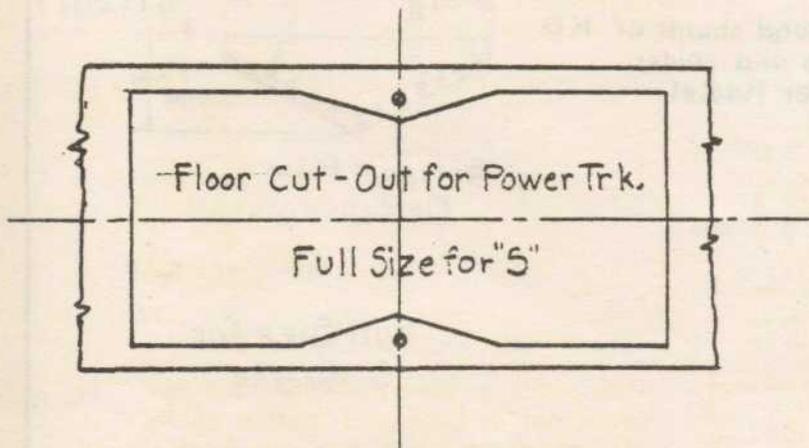
$\frac{3}{16}$ " SCALE - S GAUGE

INTERURBAN MOTOR FREIGHT CAR

Full Size

No. S-775

Accompanying drawing show how to modify floor for trucks. Note that the bolsters are to be mounted from the inside of the car with small conical wood screws down into the wood floor. (The Dayton floor stock is 1/8" thick and all dimensions assume a floor of this thickness is being used with 36" wheels on the trucks for a proper car height).



Two Radial Coupler-Pilor assemblies were installed (see drawing) by drilling no. 72, (.0250"), hole through the floor and force-fitting the extended end spokes, (.0257"), in these holes. The space blocks folded on to the ends of the coupler hangers should be hard up against the floor. Secure with epoxy or acetate cement from inside the car after snipping off the excess length of mounting pins.

Since the Dayton kit was practically scratch-built from cardboard and wood, anyone with a set of X-acto knives or single-edge razor blade can duplicate these efforts from the drawings in so far as the basic carbody is concerned.

Finally, the trolley poles! I was lucky enough to get the Dayton originals with the kit. These were installed in brass tubing bushings inserted in holes drilled in the roof. For future traction projects, I intend to use HO bases by Bowser and/or Walthers with longer poles inserted and Kemtron shoes. The Dayton 1947 pole bases are a little coarse even for "O" scale, so the HO bases should be a great improvement in appearance.

I still have a lot of little details to add as well as to paint my car before it is complete. Happy "S" Traction Modeling.

(Martin K. Van Horn has been an S Gauger for many years. He is a member of the Potomac Valley S Gauge Association and the Baltimore Trolley Museum. An article on his railroad, The North West Terminal RR Co., appeared in a recent issue of the S Gaugian.)

DON'T MISS THE NEXT THRILLING ISSUE OF THE DISPATCH!

- AN ARTICLE BY FRANK TITMAN ON BUILDING A DELAWARE VALLEY COAL MINE!
- A PHOTO SECTION ON MEMBER'S PIKES!
- BRASS IMPORT NEWS!
- CLUB NEWS!
- MANUFACTURER'S UPDATE!—DEALER DOINGS!
- MUCH MORE

—LOOK FOR THE SUMMER ISSUE SOON—

Call for articles!

The dispatch will pay \$10.00 as compensation for articles written on S Gauge subjects. Drawings can be retouched but photos should be minimum 4X5 and light. Dark pictures look nice but do not reproduce well. Articles need not be typed but should have sufficient space between lines for editing. Send all articles to the editor.



1982 NASG ANNUAL CONVENTION
"THE LAKESHORE SPECIAL"

CLEVELAND, OHIO

August 19, 20, 21, 22

1982 NASG ANNUAL CONVENTION "THE LAKESHORE SPECIAL"



August 19, 20, 21, 22

at the Sheraton-Hopkins Airport Inn
on the grounds of Cleveland Hopkins Airport.
Home of the Port Brittany Restaurant and the famous
"Final Approach" nightclub.
Call 216-267-1500 for reservations.



The 4070, a pre-USRA light Mikado, pulls out of Cleveland Station on its Saturday roundtrip run to Akron's Quaker Square, home of the world's largest O scale layout.

"TERMINAL TOWER" CLEVELAND, OHIO

As the host club of the 1982 National Association of S Gaugers Annual Convention in Cleveland, Ohio, the Cuyahoga Valley S Gauge Association invites you and your family to join

us for a fun-filled four-day vacation of rail-roading and sightseeing. Below are listed some, but not all, of the activities we have planned for your visit with us.

THINGS TO SEE:

- NASA Home Museum of Space Exploration; "Working" clinics on the history of C.D. Models, the founders of S gauge; Structure building by Randy Sappo; AF collecting by Ken Hein, Pete Jugle and Dave Garrigues; Dry Transfer lettering by Josh and Barb Seltzer; and others yet to be announced.
- NASG Modeling Contest and business meeting.
- Visits to the Cuyahoga Valley Lines (featured in the S Gaugian); Chatham Northern (scale); Allegeny & Ohio (scale); Comtstock Lode (tinplate); and the Pennsy "Eerie" Division (scale) layouts.
- Rex S Gauge Models Open House
- S Gauge Manufacturer's Displays

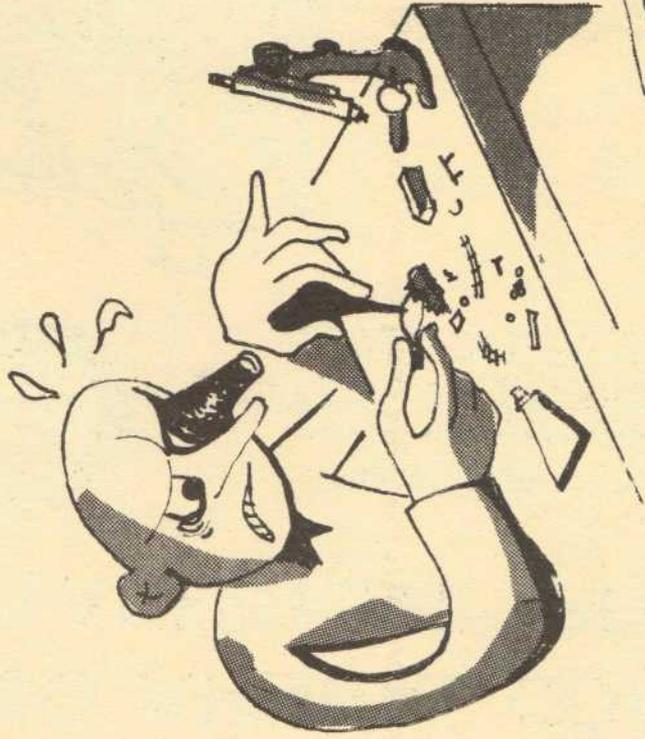
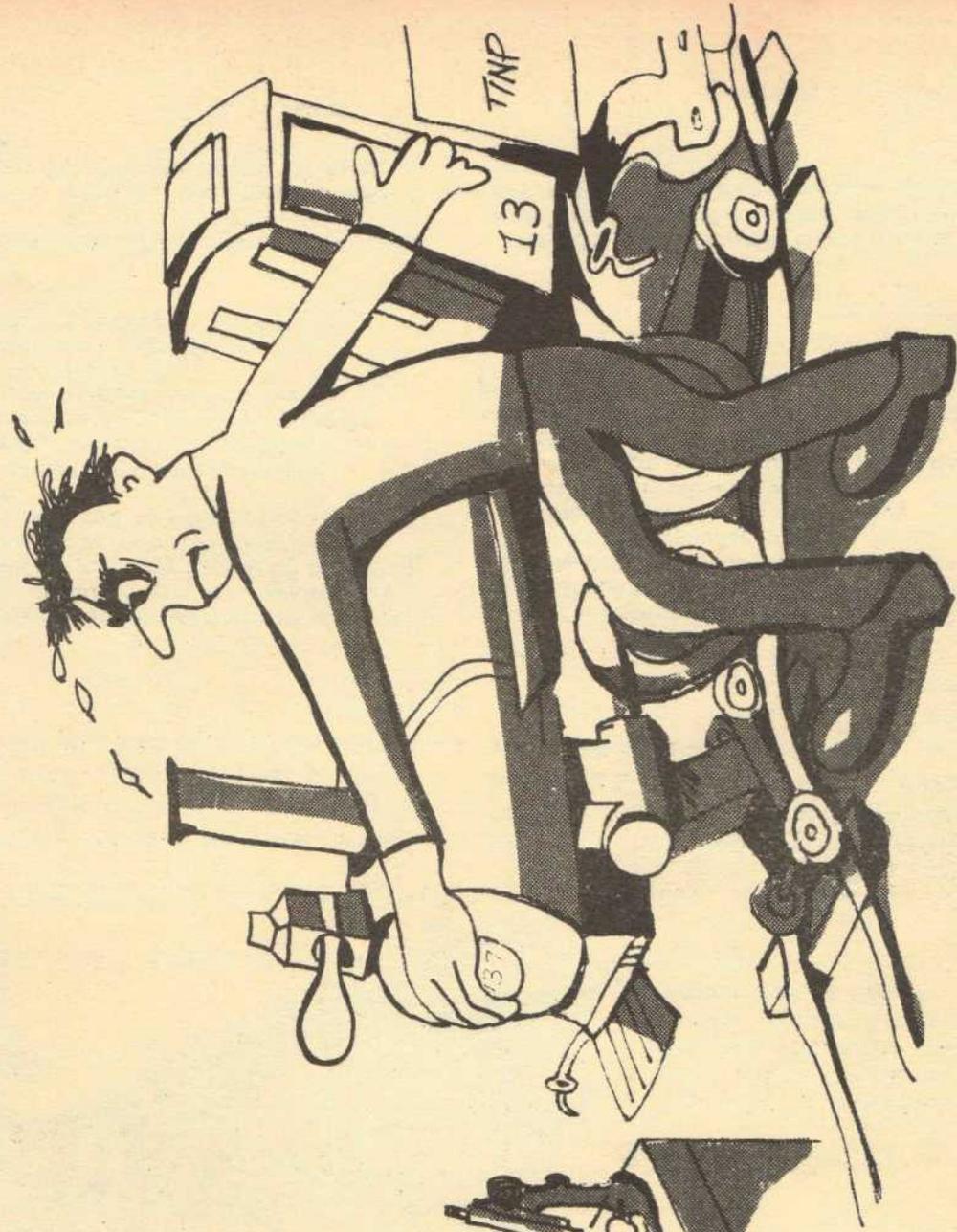
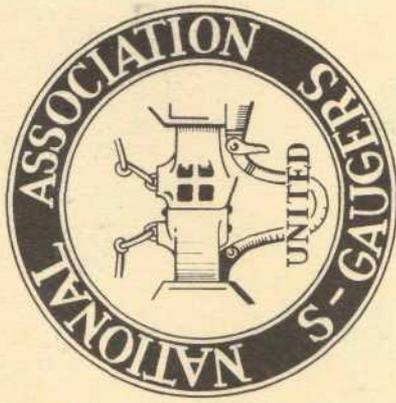
Registration: Men \$26.00; ladies, \$15.00; children, \$10.00; steam tour tickets, \$15.00.

For registration forms or information write: Cuyahoga Valley S Gaugers, 8727 Broadview Rd., Broadview Heights, OH 44147; or telephone 216-526-9864.

THINGS TO DO:

- B&O Yard sunrise tour
- 4070 Steam tour
- Bonnie Bell Cosmetics factory tour
- Terminal Tower sightseeing tour
- Sheraton "Final Approach" nightclub
- Goodtime II Riverboat tour
- Saturday night Awards Banquet (with separate kiddie banquet, mom!)
- Sunday all-gauge flea market open to the general public.

The NASG National Convention is open to anyone with an interest in model railroading, and all are welcome. NASG membership is required only for entries to the modeling contest and admittance to the annual business meeting.



**SMALL ENOUGH
TO USE**

**BIG ENOUGH
TO WORK ON**