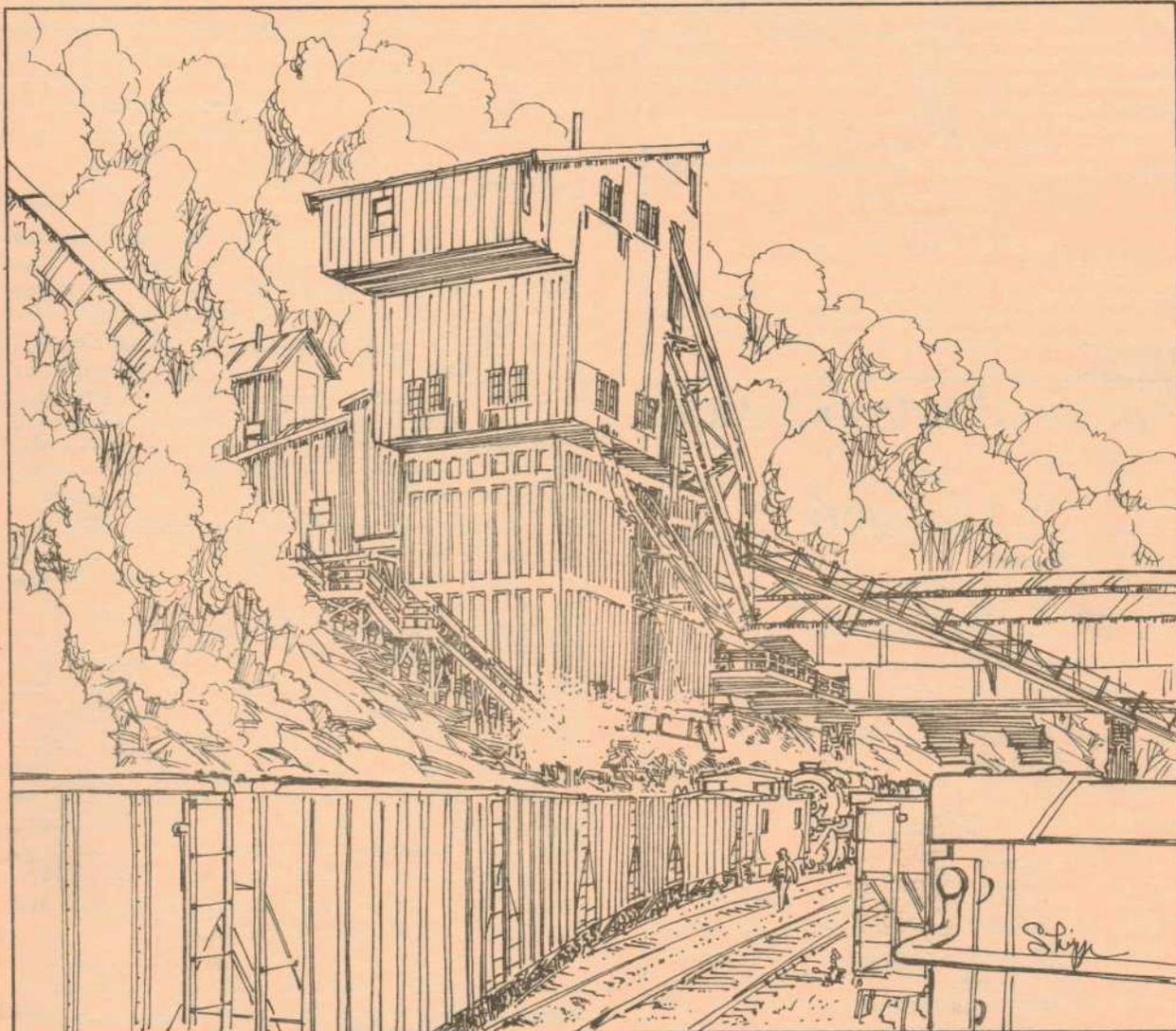


DISPATCH

Volume 5 Number 6

FALL 1982



Order Board

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DISPATCH

Official Publication of the
National Association of S Gaugers

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The 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 and light.

Contributions to the DISPATCH and correspondence to the DISPATCH staff should be sent to the Editor. Address changes and questions about membership should be sent to

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ELAINE'S ELABORATIONS

A woman editor?! A non-model railroader editor?! Yes, gentlemen, your new Dispatch editor is both. And since it's been hard for me to predict which of these facts might be considered the greater handicap, let's address these realities head on. For the female part, I can only say there will be no sex change operation, so I'll have to rely on the good sense and personal fairness I've always encountered in S gaugers and assume that with time we'll all adjust to this rarity in model railroad journalism. My guess is that my not being a model railroader may be viewed with more serious reservations, so let's examine this liability.

First, for those of you who may not be aware of the connection, I am Mrs. Sam Powell and have been married to a model railroader for over fourteen years. As such I've grown accustomed to steam engines on my dresser, a train lay-out instead of cars in our double garage, family vacations planned around train conventions, monthly club meetings, bi-monthly work or operating sessions, judging each suburban mall on the basis of the quality of its hobby shop(s), and occasional phone calls from complete strangers who are in town for the weekend and would really like to stop over to see Sam's layout. It is fair to say that during this time model railroading has influenced our choice of house, peppered our conversations, enriched our lives with close friendships, turned daddy into superman in the eyes of his children, and, yes, from time to time, caused some friction and strain. But this exposure has convinced me that model railroading is a good pastime, that its benefits as a hobby far outweigh its disadvantages, and that our family life would be considerably less colorful and exciting without its influence.

As for Sam, yes, he will be involved in work on the Dispatch, primarily as a resource consultant over-seeing the technical accuracy of the model railroading content. With one issue now to our credit we've discovered that we can work together in reasonable harmony although in great surprise that she is giving the orders in his hobby.

continued on p. 11

PREZ SEZ



Fall -- the time of year when a primeval urge beckons us, like bears in the woods, to return to our "dens" with renewed interest in our model railroads. The summer, with its fan trips and conventions, is behind us now and it's time to begin or resume that special project we didn't get to last spring.

The thought has occurred to me as I dust off this kit or unfinished model that I could jot down a few notes on what I encounter as I progress through the project for use in preparing a Dispatch article. It wouldn't need to be long -- it may even be a few lines for the "Tips" column. However, each of us has found something of interest that can be shared with our fellow S Gaugers on constructing S gauge models. Why not make a promise to do this and after your special project is complete, send your notes to our Editor for possible inclusion in the Dispatch. This way we can all share in your enjoyment (or frustration) of S Gauge model making.

Speaking of sharing, the discount coupon program is gaining wide acceptance and members are cashing in on discounts. Each one is worth up to 10% of purchases from participating suppliers. I purchased a roundhouse from Monon Shops and got a \$5.00 discount. This paid for my upgrade in membership on the first buy! There is a sign-up form included in this issue so you can participate.

With Cleveland now a pleasant memory, we look forward to next year's bash in Boston. To say that the Bristol Club has been hard at work on this affair is an understatement. As its southernmost member, I receive periodic mailings of progress and Chairman Paul Riley has a lot of work already done. New England conventions have always been remembered for excellent food, (especially lobster), and my mouth is watering already. Paul will keep us up to date on events as they become firm.



To conclude this column, I would like to share a thought as the holidays approach, and that is the fact that this hobby came to me at Christmastime nearly forty years ago with an AF Atlantic freight set. It was great fun until just running the train in a circle began to get boring. Another youngster I knew had AF too, but he had a pair of switchers. We would get together in his room and set up both sets for some real fun. Over the next few years my friend and a few other boys would meet to set up trains and run them. In effect it was a club, although we never called it that.

A lot of years have passed since then, and I must admit I lost touch with those young friends, but now I find myself getting together with new friends to do the same thing.

Perhaps the true meaning of that Christmas gift of so long ago is that the spirit of the holiday lasts a lifetime and the real gift is that of finding and sharing a common interest with friends throughout the year.

Happy Holidays.

Rollie

P.S. I've still got the Atlantic.

WHEN COAL WAS KING
By Frank R. Titman

If you are 30 years or older, you can probably still remember when a good portion of the basement of your home was filled with coal to feed the furnace which kept your house warm through the long winter. You may also recall those telescoping type coal trucks that brought coal to your house, and perhaps heard the radio news of mine cave-ins, or saw those choked railroad yards filled to capacity with hopper cars loaded to the top with black diamonds. That, indeed, was the era when coal was a necessary part of our lives ... coal was King!

Before the diesel replaced steam, coal furnished a large portion of the revenue for many railroads in the eastern part of the United States as well as fuel to power their locomotives and heat for our homes. Even industry was dependent upon it for power. Is it any wonder that model railroaders are fascinated by coal and its processing? It was a great part of railroading. Many of use are enchanted and thrilled at the sight of a steam locomotive pulling a long string of grimy hopper cars laden with coal whether it be real, a movie or a model. But so often the model railroad has no source for this type of tonnage, not even a poor resemblance of a mining complex. But things are looking up! Save room on your dream layout or make room on your present pike if you are a hopper fanatic.

A series of articles on hard coal by Chuck Yungkurth is appearing in Railroad Model Craftsmen beginning with the March 1982 issue, which covers all aspects of anthracite mining and even the equipment used by railroads to haul it. Therefore, I will not attempt to be explicit, but simply mention some of the most interesting points.

There were two types of coal ... Bituminous, a soft coal, which burned quickly, and Anthracite, a hard slower burning coal which also produced less ash. Most railroads used Bituminous coal mined in various parts of the United States; but eastern roads like the Lehigh Valley, Reading, Central New Jersey, Delaware & Hudson and Lehigh New England used Anthracite because it

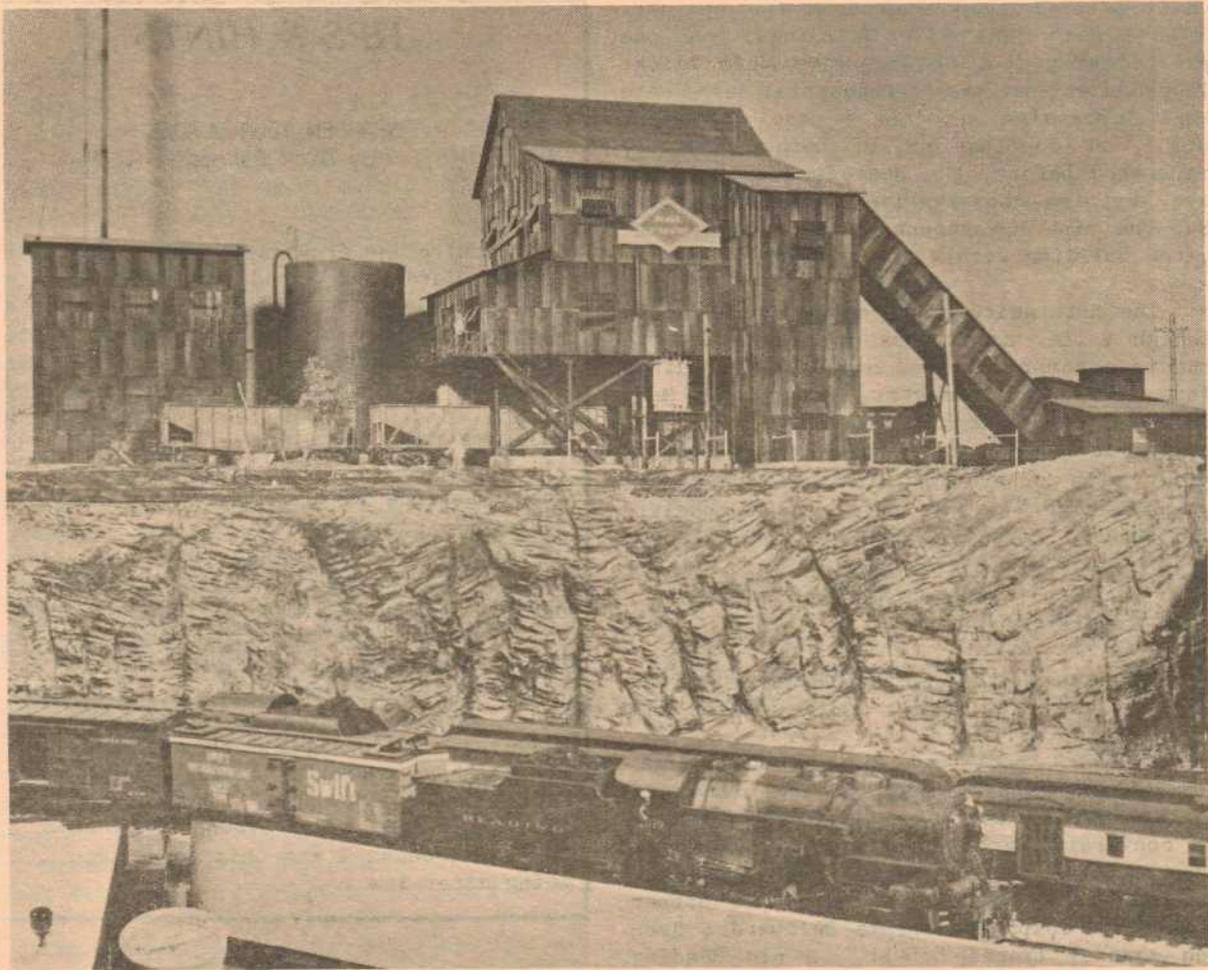
was readily available. Since Anthracite was slower burning, a larger firebox was needed to provide the heat to produce steam. The wide Wooten firebox on these railroad locomotives reflected their use of hard coal.

Coal had to be obtained from beneath the earth's surface by various mining methods. There are three types of mines: the strip mine, where the coal is uncovered with large power shovels whenever practical; shaft mines, where a shaft is dug straight downward to coal veins on different levels and removed by an elevator; and slope mines, where a tunnel is dug into a hillside or follows a vein downward from the surface. Coal is hauled out by diminutive cars either by electric locomotives or a winch.

Once the coal reached the surface, it had to be washed, cleaned of impurities, graded into different sizes, and loaded either into railroad cars or trucks. The cheapest way to accomplish all this was by using gravity. This resulted in large, high buildings called collieries or coal breakers. At first coal was hauled to the top of these buildings in the cars that were loaded below in the mine. This was accomplished by winching them up an incline to the top of the breaker. Finally the conveyor was put into use. When the coal reached the top, it was processed as it dropped downward by gravity and at the lowest level it was loaded in hopper cars according to size.

Naturally, a large colliery and its underground mine needed enormous amounts of power and since coal was available in abundant supply, it is logical that it would be used to provide power for blowers, pumps, compressors and all the other machinery. Usually the powerhouse was located close to the breaker so that coal could be moved into its bunkers easily.

As model builders, we realize that any large industry or building will take up all our available space, so selective compression is a necessity. Anyone who wishes to model the complex buildings that make up an anthracite mine and make it look realistic has quite a research job on their hands. To the best of my knowledge, no manufacturer in any scale has offered anything resembling the buildings representing this type of



This scene on Frank's Spiral Hill Railroad shows all three kits for the mine combined into a single large complex.

mining industry. Here, however, S gaugers are fortunate because Lehigh Valley Models now has an anthracite mine in kit form offered in three units. The coal breaker is the first and could represent the rest of the mine buildings, but it leaves a lot to be desired if used by itself. Then there is a minehead kit, which actually super details the entire unit. It is the entrance to a slope mine and houses the car dumper, blowers for ventilation, and covers the entrance leading downward. It could be butted against a hillside to act as the entrance leading into the mountainside. A conveyor and tower join this unit to the

breaker building. Dummy coal cars, track, electric locomotive, overhead wire supports, a large transformer and utility poles make this part extremely realistic. The last kit is the powerhouse, a tall building with a towering steel guyed stack and a large connecting watertank.

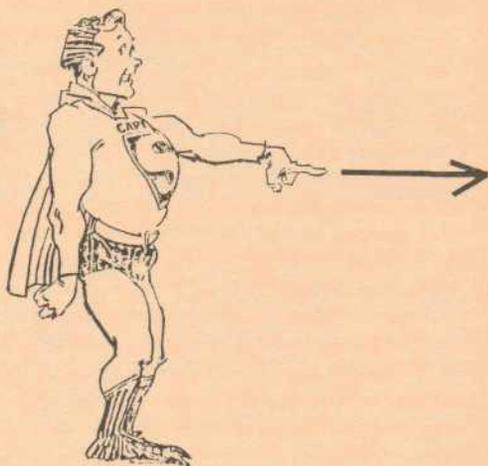
Since the mine underground was more important because that was the coal source, the buildings above ground were secondary and constructed as economically as possible. In most cases, the buildings were steel frameworks covered with corrugated steel sheets. These were painted with black roof

coating to protect them from the weather. I have seen red oxide buildings, and one painted grey, but the majority were black. Powerhouses for most industrial use were huge impressive structures made of brick, stone, or combinations of both. However, as stated before, the money was underground and anything conservative was built above. So, the mine powerhouse was a steel corrugated building with a steel stack.

The Anthracite mine complex produced by Lehigh Valley Models has no real prototype but is a compression of necessary buildings into a realistic industry. At a Train Meet in Allentown, our club exhibited S gauge equipment and the mine model was displayed along with other LVM kits. I was quite surprised at the HO and O gauge modelers who checked it out to see whether it could be utilized in their own respective gauges. This in itself shows the lack of such a model in all gauges.

Anyone who attended the NASG Convention at Cleveland this August could see the LVM Mine on display.

Being a hopper fanatic, your author is hoping he will have time to write a number of conversion articles which show how to make a number of interesting and different hopper cars from AF twin and triple hopper shells. A composite triple Delaware & Hudson channel braced hopper, an old Reading twin with channel bracing along the bottom, and a Pennsylvania with fish belly sides and dreadnaught ends are just a few that will be covered. So, if you have coal on your minds, there is a lot of new material in the future for S gaugers.



TIPS & HINTS

SHARPEN YOUR BLADES By Dick Cataldi

Nothing can frustrate the modeler in his use of cardstock, wood, and plastic quite like a dull knife blade. You can just obliterate the shape of those nicely milled Northeastern strips with a single crunch. Up until Sam Powell broke my old faithful exacto blade, I had been using the same decrepid-looking blade for almost ten years. All you need to do is occasionally sharpen the old blade with either a stone or wet-and-dry sandpaper. If you use sandpaper, 320 grit is about right, and you need to hold it firmly on a smooth flat surface. Raise the blade to about a 15 degree angle, and, holding the angle steady, draw the blade away from the cutting surface while you press firmly down. Repeat this step an equal number of times for each side. Your blade can be considered sharp when it will either shave your arm, or (if you don't want to risk that) when the blade edge will reflect no light when viewed from edge on. Now, as soon as I get this blade sharp, I'm going after Sam ...

INTRODUCING . . .

CAPTAIN "S"

In this issue we'd like to introduce our mascot, Captain S, from the talented pen of Wayne Shipp. (We're also grateful to Wayne for supplying us with the beautiful covers which have adorned the last two issues of the *Dispatch*.) Captain S is the modeler's modeler par excellence -- his locos never come off the tracks, every detail is always in perfect scale, his cars always stay coupled, his track stays clean and he always finishes every project! Captain S knows all and willingly answers your questions, provides consolation for your troubles and gives a lift to your spirits. Watch for Captain S in future issues. He'll be there to point out new products, comment on controversies, and correct your modeling confusion and mishaps.

FP-7 DIESEL ELECTRIC LOCOMOTIVE
BY AMERICAN MODELS
By Dick Cataldi

American Models released a ready-to-run FP7 locomotive in S scale in July 1982. It is a dynamic brake version with side skirts, warning light, and two single chime air horns. A generally standard production model, it is available unpainted and painted for the Union Pacific and Pennsylvania. The unpainted version is reviewed here.

The body is a one-piece plastic molding with clear plastic inserts provided for the windshields, number boards, and headlights, but not for the portholes and cab side windows. The horns are separate castings.

The frame is die cast in a light, hard metal like zamac. All four axles are powered through Hobbytown type drives from a rather large Sagami (#2835) can motor with a small flywheel. The center mounted can motor has a diameter of 1.115 inches and will not fit inside the hood of a GP or SD locomotive. The drive will negotiate an American Flyer curve or switch.

Kadee couplers are included (but not installed) and are easily attached to the frame. There is an operating headlight. The modeler may wish to rewire it for constant brightness or directional control.

The brass gearing is designed for 90 mph at 12 volts. The manufacturer cautions against any higher voltage. He also warns that no more than 3 ounces be added for extra traction. The unit is already quite heavy and pulls passenger length trains with authority. An AA set will pull the paper off the wall.

The wheels appear to be steel. The tread width on one sample locomotive ranged from 0.130 to 0.135 inches. That follows NMRA S4. The flange height of 0.035 inches meets RP25 for the 0.130 wheel. The flanges bounce along on code 70 spiked rail. The manufacturer recommends code 100 or larger, which is realistic for FP7 operations. Back-to-back distance on the wheelsets was generally 0.773 inches, which is less than the minimum specified (0.777 inches) in NMRA S4. If you experience trouble, you may be able to fix it by widening the back-to-back. Of course, the wheels do not meet the finer-scale NASG S4 specifications.

When a brace of 3 units arrived, the Master Mechanic complained that they were defective because all F units have humps in the roof just behind the cab -- and these don't! After he calmed down, he set about to find other defects to growl at the manufacturer about. There aren't many, but here's what turned up:

1. The sill steps are slightly oversized. Not objectionably so, and the extra mass may keep them from breaking off.
2. The nose is about 6 inches low but its angle of slope is correct. The effect is not bad.
3. The truck side frames are wrong. The roller bearing housings are wrong and the Blomberg arch is not there. The manufacturer is cooking up lost wax brass Blomberg sideframes for later this year. That will give him another chance to do it right. If painted black, these trucks will not be objectionable to most modelers.
4. The wheelbase of the model is 33.5 feet, while the prototype wheelbase is 34 feet. The striker-to-striker length is correct.

A number of details are left to the modeler, including: handholds at the doors, grabirons, M-U cables, air hoses and steam lines, uncoupling levers, lift rings and lugs, windshield wipers, cab details, radio antennas, and backup lights. Most of these items varied from road to road so leaving them off the production model is reasonable. The details that are cast on are very clean and good looking and appear to be correct.

Operation of the model is smooth and steady and slow speed running is much better than necessary for a passenger locomotive.

This model can be the starting point for several kitbashing projects. Model Railroader magazine (January 1959, page 68) had an article on splicing two FP7 bodies to make an E8A or E9A. An FP9 could be made easily if you are a CNR fan. F booster units, as well as F3A, F7A, and F9A units are all possible. The frame and drive could be modified for any F units. The motor would have to be replaced to make the drive fit a hood type of locomotive. The manufacturer sells bodies and other parts separately.

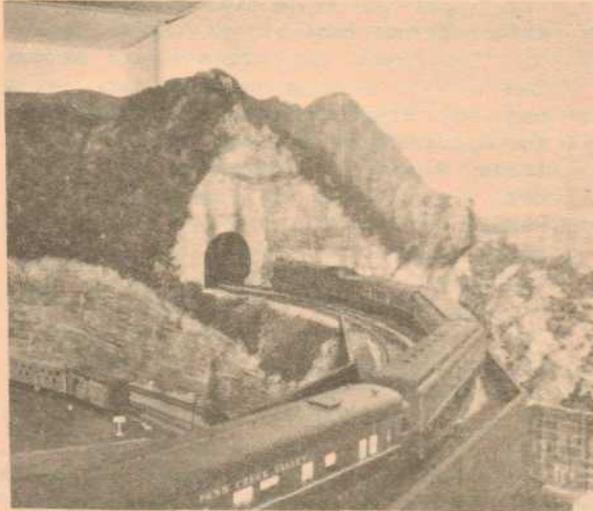
All in all, the FP7 is a welcome and worthy addition to the S market.

FP7 Diesel Electric Locomotive
from American Models and S dealers
Unpainted, UP and PRR
Price: \$129.95

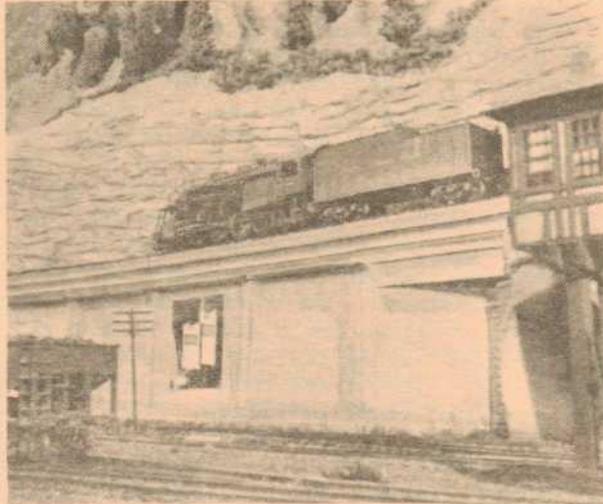
PICTURESQUE

GONE BUT NOT FORGOTTEN

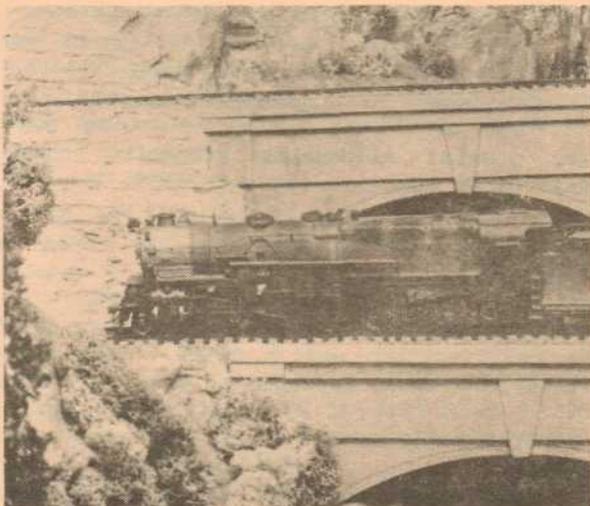
The original Penn Creek Valley Railroad of Editor-in-law Sam was only in existence for three short years and has been gone for almost six. But it seems like just yesterday that these pictures were taken.



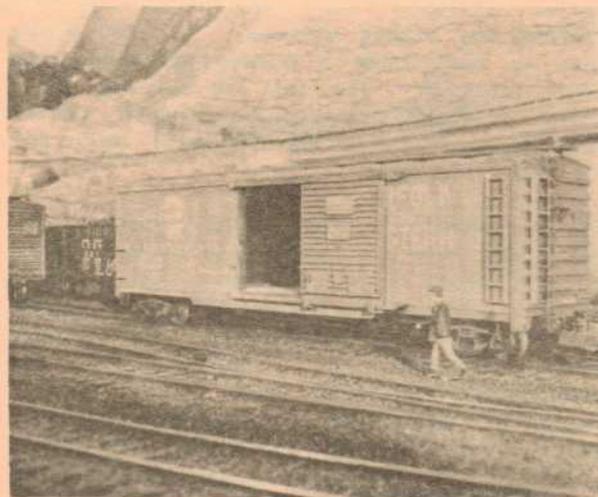
A converted A.F. K-5 Pacific pulls a string of converted A.F. heavy weight passenger cars around the bend.



This Flyer 4-4-2 became a PVC 2-8-0 back in 1970 and still chugs along with the best of them.



The PVC shops chopped up two A.F. K 5's to produce the massive Pennsy 4-8-2 Mountain.



The Sabastian freight yards are the scene as the brakeman checks out and heads home for dinner. The 50' box car is a Lionel car narrowed down.

BRANCH LINES

News of Local S Gauge Clubs

The annual picnic of CNYSGA was held at Ernie Carr's house, home of the magnificent Alpha & Omega Railroad. Secret projects were revealed at that time and many "swap-pables" changed hands. Other big events on the Fall schedule of the CNYSGA include:

October 31: the annual great Halloween train meet.

November 7: TTCS turkeyshoot in Rochester, N.Y.

November 14: The upstate train association Mohawk and Hudson chapter of the NRHS Giant Train Extravaganza. For more information contact Dave Halverson (518-371-9164).

The Fall meetings of the PVSGA began with a trip to Ed Schumacher's house on October 17. The new officers of the PVSGA are:

President: Sam Powell
Secretary: Dave Guilladieux
Treasurer: Wayne Shipp

The Chicago and Badgerland S Gaugers big event of the Fall was, of course, the Annual Fall S Fest held in October. This year's S Fest proved to be the best one yet, with a large crowd and enthusiastic participation in the many events. Keep up the good work, guys!

The Inland Empire S Gaugers Association of the Pacific Northwest held their September meeting at Jess Bennett's on the 19th. Jess's 14 X 42 foot Great Northern Pacific Railroad is a masterpiece and so detailed that everytime you visit you see something you missed the last time. This trip to Jess's layout made the perfect start to a busy Fall schedule for the Inland Empire S Gaugers.

The Bristol S Gauge Railroaders held their family outing and auction September 12, with Bob Wall as auctioneer. Election of officers was held at that time. The new slate of officers is:

President: Paul V. Riley
Secretary-Treasurer: Robert E. Brown
Co-Secretary-Treasurer: Reginald Smith, Jr.
Raffle tickets will be on sale at the September, October and November meetings for a drawing at the November meeting.

READER'S REPLY

Dear Editor,

Is there any way I can get a hold of old copies of the S Gauge Herald? I'm new to S Gauge and have borrowed copies of the Herald from friends from time to time, but I'd really like to have some of these articles for myself. I bet I'm not the only guy who missed out on some of the excellent articles in the Herald and would like the chance to get a hold of them now.

James Harris

Alas, we all miss the Herald, but there's hope! The Dispatch has received permission to reprint articles from the Herald. Plans are already underway for reprinting the 0-8-0 conversion series in coming issues. Just be sure to let us know what else you're interested in and we'll try to accommodate you.-----Ed.

Dear Editor,

I'd like to comment on a concern I've had since I became an S Gauger five years ago. I've attended the last four conventions, really enjoyed each one, and gained a lot from the clinics, tours, and especially from the friendships I've made with people all over the country during this time.

But as a family man with a limited vacation allowance, I've become concerned over the costs of transporting, feeding, and housing my family for these conventions. Why can't we have more conventions located at colleges and universities like the one at Princeton, Railcon '79? Motels are getting more expensive by the day. But anyone who attended Princeton knows that universities have facilities every bit as nice as many motels, parking isn't as much of a problem and they're usually not located in congested cities.

I want to keep going to S Gauge conventions and bringing my family, but unless something is done to hold down the costs of attending, I can foresee a time in the future when conventioning will be a luxury I won't be able to afford.

Name withheld by request

ENGINES OF AMERICAN FLYER
THE S-8 BALDWIN SWITCHER
By Roger Ingbreetsen

Very few railroaders or model railroaders are unfamiliar with the name "Baldwin". For over 60 years it was one of the "Big Three" builders of steam locomotives in the US. Some of the world's finest steam power was produced by this giant within the industry. However, Baldwin did not do well when it converted to diesel production. Westinghouse and Baldwin had long been partners but just could not come close to the team of ALCO/GE, which lagged far behind the dominant leader, the Electro Motive Division of General Motors. The Baldwin-Lima-Hamilton Corp. (a result of a merger in 1950) finally went out of business with the production of its last diesel in 1956. Notwithstanding, Baldwin did produce some very reliable diesels, the switch engine being one.

Baldwin started producing diesel switcher engines back in 1937. A few of the original units remained in operation as late as 1969. The car-body style of these dependable little engines went through several changes until 1946. In 1947 a standard style was settled on and remained in effect until the end of production of the switch engines built by Baldwin in 1956. The American Flyer version of the Baldwin switcher is modeled after the S-8. The DS-4-4-6, DS-4-4-7.5, S-8, DS-4-4-10 and S-12 were all built in the standard postwar (1947) car-body.

Although over 1200 standard car-body style switch engines were produced from 1947-1956, only a total of 61 S-8's were manufactured by Baldwin between 1950 and 1954. The S-8 had three exhaust stacks, the one dominating feature which differentiated it from the other models. The S-8 developed 800 horsepower from a 6 cylinder diesel engine, weighed 205,000 pounds and produced 25,000 pounds tractive effort. Overall length was 45 feet with a fuel capacity of 600 gallons. In later years many of the Baldwin switch engines were refitted with EMD diesel engines.

DEADLINE NOTICE

The deadline for articles, photos, and information for the next issue of the Dispatch (Winter '83) is January 20, 1983

The only cow and calf sets (one unit with cab/controls, the other without) built by Baldwin were S-8's. They were manufactured for the Oliver Mining Co. for use on the Missabe Iron Range in northern Minnesota. Nine sets were produced between 1951 and 1952. This author wonders if any model railroader has modeled a cow and calf S-8 in S gauge? It would certainly make an interesting project.

The AF Baldwin S-8, like the prototype, was produced for only five short years. It was a low-priced locomotive which did not become a favorite of too many Flyer fans, mainly because of its poor operating features. The main problem was the electrical pick-ups, which caused bad contact especially running through switches. Additionally, the light weight of the engine greatly limited its pulling power. Details such as side and end hand rails and rear headlights were omitted, however, the car-body itself was an excellent reproduction of the prototype. The only exception was the cab itself. It was slightly oversized (too long) to accommodate the models electric motor.

C&NW, M&S&L, Seaboard and T&P, were the only railroad names which American Flyer used on their production models. The S-8 had no historical significance in railroad history, a fact that AF seems to have used in the production of most of its models. The only reason this author can come up with for the production of this particular engine is, it represented one of the three major producers of diesels and AF had modeled EMD with the GP-7, and ALCO with the classic PA.



PRODUCT INFORMATION

Sunset Models has forwarded drawings and some photos to Korea (not Samhongsaa) for a quotation on 100 and 150 units. No response has yet been received back from Korea and it appears as though there might be some confusion over exactly what "S" scale really is. (Poor grammar, but you know what I mean.) To help clear up any problems, the proprietor of Sunset Models is planning a trip to Korea during the month of June. This trip is not for the sole purpose of explaining "S" scale to the builder, but it ranks high on the list of tasks to be accomplished. Upon returning from Korea in late June, Sunset will have a quote and we will be ready to start soliciting funds. An unofficial guesstimate puts the price at a very attractive figure -- perhaps as low as \$350.

All patterns and castings for detail parts will be made by Precision Scale Company (PSC) and forwarded to Korea for attachment to the locomotive. PSC is ready, willing and able to do all the patterns and castings for us. Quality will be first-class all the way.

If the quotation comes in as hoped, we should be able to get 100 orders based on the survey taken several months ago. I'd say the chances are 95% certain if everyone lives up to their previous statements. Cash or Letter of Credit will be required for payment in full at the time your order is placed. Delivery should be about six months later.

Sunset Models tells me not to be concerned over this delay since it is almost to be expected, given the language barrier, newness of "S" scale, and the distances involved.

In other news regarding the new B&O Lionel Flyer set, warnings are out to remove the rubber bands holding the piggyback trailers onto the flatcar. Apparently the rubber eats into the paint and plastic of the trailers. Also, this writer has observed similar ill-effects with the rubber tires of the trailer against the flatcar and against the trailers themselves. Barriers between rubber and plastic seem advisable. I have dipped the tires in Dope, sealing up the rubber, which seems to have stopped the deterioration while not spoiling the appearance of the unit.

Claude Wade of S Scale Loco and Supply has this notation to make in your catalogues:

S and Sn 3: Single phase compressors. #45.9 9-1/2" and #45.10 11". \$1.50 each catalogue price with boiler mount. If you don't already have a catalogue send \$2.00 cash to S Scale Loco and Supply, 7128 Oreon Drive, St. Louis, Missouri, 63121, and Claude will be happy to send you one.

Editorial, continued

It's also worth considering that there may even be some advantages for S gauge in having a non-model railroader for the Dispatch editor: someone who has no preference for steam over diesel, no fanaticism for a particular prototype ... someone who will not take sides in hi-rail versus scale debates ... someone with no pet peeves or projects ... someone with no political axe to grind ... someone with no prejudices to air, no grandstanding to do. But someone who does have a background in literature/journalism and the flexible schedule of a suburban housewife.

So what does all this mean to you, gentlemen? You are, of course, the reason the Dispatch exists and the ones we serve. This is your newsletter, your forum for debate, your means of communication with other S gaugers, your vehicle for giving and getting information about your hobby. We exist for your participation and involvement and we welcome that in any form -- letters to the editor, guest editorials on subjects which really concern or excite you, construction articles, information articles, club news, questions, modeling tips, photographs, cartoons, jokes, etc. with your help and involvement the Dispatch can be relaxed and informal but informative, humorous and fun but accurate. We would like to see it become a publication that reflects a group of modelers who enjoy their hobby and want to communicate that pleasure, who use the Dispatch to make and maintain friendships, to keep up with news of NASG and of local club activities, to grow in their skill and knowledge of the trains which excite them so. We challenge you to help us make the Dispatch this kind of newsletter.

**CLEVELAND '82
CONTEST WINNERS**

This year's annual S Gauge Convention, hosted by the Cuyahoga Valley S Gaugers, demonstrated that an interest in modeling needs no revival in S circles, as evidenced by the popularity of the contest room. There was a total of 57 models entered in the contest and approximately 30 other models displayed but not officially entered in the contest. The Dispatch congratulates all these winners:

Amateur Class

Kit & Conv. (K&C) Steam Locos

1st Jim Moore	Mikado
2nd Bob Petrosky	Hudson
3rd Charlie Stackpoole	Pacific

K & C Diesels

1st Fred Schlegel	A-B-A Units
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Scratch-Built Freight Cars

1st Jeff Wilson	Wood Box Car
2nd " "	C-N-J Box Car
3rd Bob Ristow	M-K-T Stock Car

K & C Freight Cars

1st Steve Butler	Road-Railer
2nd Charlie Stackpoole	Caboose
3rd George Lloyd	Flat Car

Scratch-Built Pass. Cars

1st Bob Petrosky	6-car 20th Cent. Lim.
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K & C Pass. Cars

1st Bill Krouse	Pullman Car
2nd Paul Geerts	4-Kinsman Cars
3rd Jim LaRoche	Baggage M/W Car

Structures

1st Joe Drozek	Loading Platform
2nd Jim LaRoche	Work-Car Shed

Dioramas

1st Joe Drozek	Loading Shed
2nd Bob Petrosky	Diner

Craftsman Class

K & C Steam Locos

1st Mike Ferraro	Hudson
2nd Martin Fiebke	Reading Pacific

Scratch-Built Steam

1st Mike Ferraro	N-Y-C 0-8-0
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K & C Diesels

1st Bill Geracci	Baldwin Switcher
2nd Bill Oertly	Diesel Switcher

K & C Passenger Cars

1st James Soberman	Combine
2nd " "	Milk Reefer
3rd Rollie Mercier	Borden Milk Car

K & C Freight Cars

1st John Medland	D&H Caboose
2nd James Soberman	N-Y-C Box Car
3rd " "	A-C-L Box Car

Scratch-Built Freight Cars

1st James Soberman	Va. West. Box Car
2nd " "	N-P Box Car
3rd Ed Treesh	Piggy-Back Car

Scratch-Built Structures

1st James Soberman	N-Y-C Section House
2nd " "	Crossing Watch Tower

Master Craftsman Class

Steam Locos

1st John Bortz	Pa. J-1 Loco.
2nd Joe Scales	#1462 Loco.

Diesels Locos

1st Jack Troxell	Diesel Switcher
2nd Stan Stokroki	GP-7

Freight Cars

1st Kent Singer	Steel Box Car
2nd " "	Wood Box Car
3rd Harold Morath	Wood Caboose

Passenger Cars

1st Paul Stevens	4-Pass. Cars
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Structures

1st Phil Hodges	Water Tank
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BEST-IN-SHOW: Phil Hodges Water Tank

Children's Model Contest

Freight Cars

1st Kenny Ristow	Rail/Tie Car
2nd Jimmy Nimelli	Box Car
3rd John McCarty	Box Car

Kit-Structures

1st Randy Sappo, Jr.	Tower & Shed
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Special Award -- C.A.B. Award (Cheap Ass Bastard) went to

Rollie Mercier for his Broom Handle Tank Car