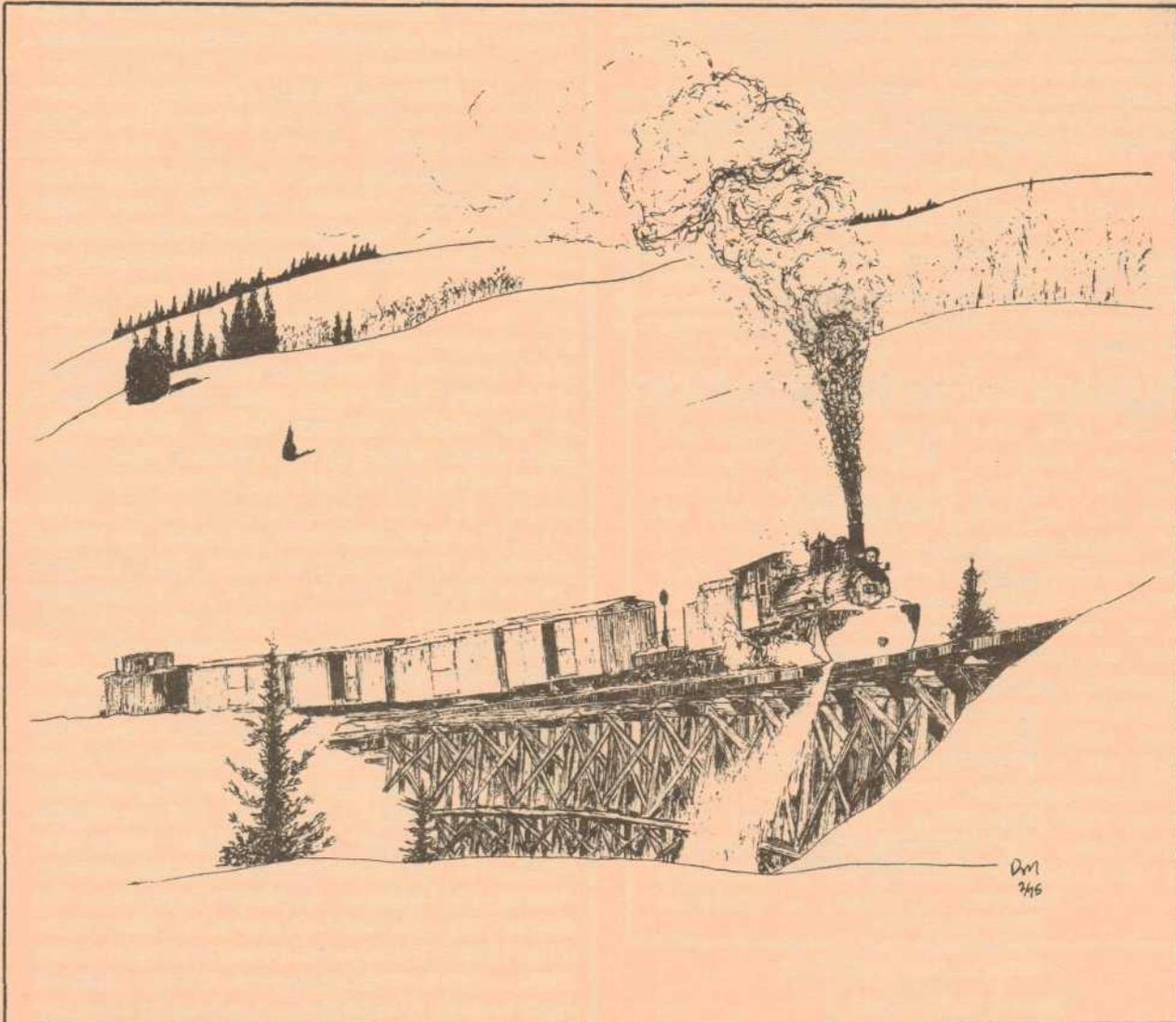


DISPATCH

VOLUME 6 NUMBER 1

WINTER 1983



Order Board

Editorial, p. 2

1983 NASG Convention, p. 4

Installing Sill Steps and Couplers, p. 6

Branch Lines, p. 7

Train News and Views, p. 8

Clearing Up That Coupon Confusion, p. 11

Picturesque, p. 12

FP-7 Diesel Locomotive Prototype, p. 13

Readers' Reply, p. 14

Contest Rules, p. 16

DISPATCH

Official Publication of the
National Association of S Gaugers

Editor

Elaine Powell
20900 Goshen Road
Galthersburg, Md. 20879

Editorial Consultant

Sam Powell

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

Walt Danylak
115 Upland Road
Syracuse, New York 13207

The DISPATCH is published quarterly by the National Association Of S Gaugers, Inc., 20 Sunset Drive, Alexandria, Va. 22301, as a benefit of membership. All rights reserved, including reproduction, in whole or in part, without permission of NASG, Inc.

National Association of S Gaugers

OFFICIALS

President

Rollain E. Mercier
20 Sunset Drive
Alexandria, Virginia 22301

Executive Vice President

James A. Kindraka
3813 W. Rochelle Avenue
Milwaukee, Wisconsin 53209

Secretary

Matt Lacko
501 N. Providence Road
Media, Pennsylvania 19063

Treasurer

Michael R. Ferraro
141 B Gordon Road
Matawan, New Jersey 07747

Eastern Vice President

C. Lee McCarty
8727 Broadview Road
Broadview Heights, Ohio 44147

Central Vice President

Thomas G. Hawley
2311 Strathmore
Lansing, Michigan 48910

Pacific Vice President

Edward M. Loizeaux
15611 Kavin Lane
Monte Sereno, California 95030

ELAINE'S ELABORATIONS

I remember going to my first S Gauge convention in Hershey, PA, in 1970. Frankly the models made little impact on me but I was certainly impressed by the chocolate factory!

In Syracuse '72 we celebrated my birthday at dinner the first evening with members of the PVSGA. Later I was introduced to a lovely lade wearing hot pants, the latest style, and carrying a beautiful black Burmese cat.

In Silver Spring '78 (our convention), someone pulled the fire alarm late Saturday evening and the motel guests trooped downstairs to the lobby in varying stages of day and night dress while the fire department checked the motel and finally pronounced it safe.

I spent most of the '81 convention in Syracuse lounging beside the pool and chatting with Mrs. Merton Smith about their camping trip. The weather was spectacular, but then I've always been partial to upstate New York. . .

If these memories of some of the S Gauge conventions of the last twelve years are a little short on references to contests, layout tours and clinics, that doesn't mean I enjoyed them any less. On the contrary, I look forward to them and as a family it's always a challenge to see how we can creatively incorporate an S Gauge convention into our vacation plans. I am an enthusiastic supporter of them for a number of reasons: for the modeler they provide an invaluable educational experience (clinics), a chance to see the prototype of another part of the country (fan trips), an opportunity to see what other modelers are doing (layout tours and displays), a chance to purchase items he might otherwise miss (at the manufacturers tables and flea market), and a pleasant opportunity to get away from it all and just talk trains. In addition, they're located in different parts of the country and the host club always makes available tours of the most interesting local attractions in the form of other trips.

But as a non-model railroader, the thing that fascinates me most about conventions is the people and their interactions. A convention is, after all, a mental concept: it exists because a group of people come together at a particular time in a particular place for a specific purpose. And apparently I'm not alone in this firm belief that people make a convention. According to a survey done by the Bristol Club, the single biggest reason S Gaugers attend conventions is to see other S Gaugers. For S Gauge, a "minority" scale, these friendships cement both business and personal relationships necessary to the scale's survival. For S Guagers conventions are not only educational and fun, they're also a necessity.

So, like many of you, the Powells are busy making plans to attend the Massachusetts convention on Memorial Day Weekend and speculating about who we'll see and what's new in their lives since the last convention. And yet there is in the back of our minds the ominous concern raised in the last issue of the Dispatch in a letter to the editor which can be summed up in one word--money. As the anonymous author pointed out, motels are becoming more expensive and the cost of transporting, housing, and feeding an individual, let alone a family, is sobering indeed.

With great insight into the financial realities most of us must deal with the Bristol Club has done a superb job in making decisions which will help to alleviate some of the economic stress generated by a convention. The registration fee is a modest \$26 for an adult male. The motel site was chosen specifically because a number of moderately priced eating establishments are close by. No one can argue that the dollar savings of feeding a family of four ten meals at McDonalds rather than ten meals at a fancy restaurant is significant.

Yet the nation's economy is likely to continue to pose a threat to the future of S Gauge conventions. In the next five years the NASG membership needs to collectively do a little soul-searching on the subject of changes in

the conventions to insure that they are financially within the grasp of the majority of the members. A key issue which should be debated is the location: Must a convention be held at a motel? Are there other sites which can be just as effective? Colleges and universities come to mind immediately but perhaps there are other possibilities. Some creative brainstorming seems appropriate here.

What needs to be addressed is a long-range philosophy for convention reform to keep the cost of attending within the financial reach of almost all S Gaugers. To ignore these economic realities means we risk becoming elitist and exclusionary and allowing a small clique (those with the most money) to speak for all S Gaugers. . . or just simply to be the only ones to enjoy the pleasures of convention life.

DEADLINE NOTICE

The deadline of the Spring '83 issue of the Dispatch, just like for tax returns, is April 15. Fortunately the penalty for being late will not be as severe as it is for late tax returns, but this is a deadline we must be firm about. Our goal is to have the Spring Dispatch in your hands before the Massachusetts convention. Typically we need a week to get our material typed, at least a week to do layout, and another two weeks to have the magazine printed, the envelopes stuffed and labeled and into the mail. Obviously, these realities will make it challenging for us to get the Dispatch to you before the convention, even assuming all goes well, but we're determined to try and we need your cooperation in getting material to us as early as possible.



1983 NASG NATIONAL CONVENTION

The members of the Bristol Club would like to bring you up to date on our upcoming NASG National Convention. It is our hope that this will be one of the best conventions ever held. Your active participation will help make this a reality. We have carefully studied the events, programs, and procedures of many earlier conventions (including our own of 1968 and 1974) and we aim to avoid previous pitfalls while expanding on the best points of each.

We firmly believe that an S gauge convention is rather unique and much more like a family reunion than a typical mixed gauge convention. It seems that the predominant reasons for attending an S gauge convention are 1) to see old friends, 2) to meet the manufacturers and inspect/purchase their products, 3) to visit the S gauge railroad empires in the host area, 4) to observe and/or participate in the excellent model contests, and 5) for collectors to look for that special item which is most likely to turn up at this kind of event. We know that there are other reasons that could be suggested but with the above ideas in mind, the 1983 convention is going to be heavily biased towards a timetable of events which will allow maximum exposure of the above topics.

There will be a courtesy lounge get-together for both children and adults (separate room with supervision for children) on Friday night. This will be a good chance for all guests to meet each other and welcome any new faces into our S gauge family.

The manufacturers will be in their own display room and plenty of free time will be made available so that everyone can review new products, meet the manufacturers, and spend lots of money. For collectors, this same free time can be used to negotiate prices in the flea market room.

Several home layouts (scale, high-rail, tinsplate, O scale, On3, and even some HO overhead wire) will be open during the convention and ample time will be allotted Saturday, Sunday, and

Monday to visit any and all layouts desired. While the serious modelers are off visiting the layouts, others will be transported to two of the best indoor/outdoor shopping malls in the Northeast. Our railette committee has also scheduled a craft clinic (other clinics possible), a valuable raffle, and items to be included in the traditional auction which will be of special interest for the ladies.

The contest this year has been expanded and to promote participation, there will be a guaranteed \$150 cash prize for the model selected 'Best-in-Show'. If our budget allows, there will be additional cash prizes awarded for other major winners. In addition to the traditional NASG model contest, there will also be a special narrow gauge loco/rolling stock model contest, a junior (14 and under) model contest, a model photo contest, a drawbar-slow speed contest, and two very special awards by our generous manufacturers. Hoquat Hobbies has offered two \$25 gift certificates for the best models built from their new box car kit. One prize will be awarded in amateur and one in craftsman/master craftsman. Loco Workshop has also offered two \$100 gift certificates. One will be awarded to the best model built from their new plastic box car kit as determined by points in the standard NASG contest. The second gift certificate will be awarded for the best model (by popular vote of all guests) built from any present or past S gauge kit produced by Loco Workshop. These two prizes will be presented by Arleen Lorenzen at the banquet.

In order to have adequate time to devote to all the above events plus the usual banquet, auction, door prize awards, side trips to local hobby shops (Charles Ro, for example, is 15 minutes by car), prototype visits, etc., we have decided to limit or eliminate the following events, 1) prototype steam/diesel tours, 2) guest speakers. Anyone wishing to visit and/or photograph the local prototype railroads on their own will be adequately briefed on where to go for the best train watching in the local area. The Boston & Maine New Hampshire division is within walk-

ing distance of the Holiday Inn and in fact, can be seen from the 5th floor windows on the west side of the motel.

By trying to keep most events simple and close to home, we are also keeping the registration costs down. Our total budget allows us to charge a maximum of \$26 for an adult male with proportionately lower rates for ladies and children. (See rate structure on registration sheet.) In this same effort, one of the deciding factors for choosing the Holiday Inn in Woburn, MA, is the proximity of several alternative eating places within walking distance from the motel (McDonalds, Howard Johnsons, 99 Club, and others). The motel is also adjacent to a medium-sized indoor shopping mall with a typical variety of shops and chain stores. By convention time, Massachusetts will have eliminated our Sunday 'blue laws' and most of the shops should be open throughout the weekend.

What better way to finish off a family reunion than with a picnic! For those who have the time, Monday will highlight a family picnic to Edaville Railroad in South Carver, MA. Edaville is the home of 99% of all the surviving two-foot gauge equipment that once roamed through the back woods of Maine. Transportation will be supplied for those who come by public transportation but admission will be paid at the gate by each individual. (See Edaville brochure for prices and additional details.)

Please spread this information among your fellow S gaugers and start making plans to be in Woburn, MA, on Memorial Day weekend 1983. For additional information or specific requests, call John Medland or Paul Riley as listed below.

See you in the Spring,

JOHN A. MEDLAND
1 Crescent Ave.
Lynnfield, MA 01940
(617) 334-3466

PAUL V. RILEY
711 Lowell St.
Peabody, MA 01960
(617) 535-1215

Captain S offers a preview of some of the layouts available for viewing at this year's S Gauge Convention.

BERKSHIRE CENTRAL RAILROAD

Tom Coughlan's Berkshire Central Railroad is located between the Boston and Maine and the New Haven Railroads. It also connects with the Boston and Albany. It is located in Northern Connecticut, Western Massachusetts, and Southern Vermont. The Berkshire Central can boast of 600 feet of code 125 track with 74 turnouts, three freight yards and one passenger yard. A second passenger yard is planned. Steam and diesel storage and servicing facilities are provided. The B.C. is largely scenicked and has several industrial and railroad structures.

THE OXFORD CENTRAL

Will Gelineau's railroad, The Oxford Central, is more-or-less a belt line that is folded dog bone design with a lot of switching if so desired. There is not much scenery as yet, but it is so designed that it will never be finished. It will always need some work and bring pleasure to him. It has 48 motorized switches, five hundred feet of code .100 nickel silver rail and one hundred feet of code .125 nickel silver rail, one 4-6-4- Steam engine, an 0-8-0 switcher, one FP7, two PA'S, four Baldwin switchers, a few industrial buildings, one double-slip switch, one tunnel, and one double cross over. There is also a seven-track double ended yard that can hold one hundred freight cars and a fourteen track single ended yard with twenty-one switches that will hold one hundred twenty cars. There are two control panels, each with variable speed controls.

BOSTON & WORCESTER RAILROAD

The Boston & Worcester Railroad of Don Riley consists of approximately 300 feet of code 172 ballasted rail arranged for operation of both scale and high rail wheels by using twenty Tru-Scale closed frog turnouts. Buildings are a combination of scratch construction and available kits. Elec-

trical system is the Linn Westcott two-cab arrangement with common ground. A Paul Mallory solid state throttle is used for one cab with a Variac controlled circuit for the other. Signals are fully operational on the main line actuated by a series relay circuit designed by Don. Minimum radius 36", maximum grade 2.9%.

WINSTON BRASOR HIGHRAIL LINE

The layout of Winston Brasor in Fairhaven, MA, is a large highrail layout featuring lots of main line operation and many yards and industrial spurs. The layout has many bridges and a wide variety of bridge (mostly built from kits). There is a major passenger terminal, 6-stall roundhouse with turntable, a multitude of structures adapted from several scales, a wharf scene complete with 3/16th scale boats, and good viewing aisles around the entire perimeter of the layout. The layout uses code 172 rail on true scale roadbed, closed frog switches (we have run 5 RS3s coupled together around the whole system), many modified AF freight cars, a large fleet of passenger equipment. There are two mainline cabs, block control, completely lighted signal system, several control panels, and 95% of the switches are powered.

INSTALLING SILL STEPS AND COUPLERS ON REX CAR BODIES by Richard Lind

I had a Rex flat car (no longer available) and two Rex gondolas with missing sill steps. They sat for years, unpainted, while I dithered about making sill steps like Bob Nicholson, out of flat wire (Nov./Dec. 1978 S Gaugian, p. 21).

One day, while procrastinating, I picked up a Grandt Line sill step casting that I got from "Scenery Unlimited and held it up to the Rex flat car body. It was almost perfect! I forgot the important task at hand and started working on the Rex bodies.

FILING OFF THE OLD STEPS

I put the flat car casting in a vise and started removing the remnants of the Rex sill steps with files. It was slow work because the cast-on grab irons were in the way and limited the stroke of the files to 1/8 inch. I was working with a square X-acto file and pressing down hard to cut as much metal as I could with each stroke. Suddenly the file snapped, and what remained in my hand was the very tool I needed. The end of the file was now about 1/16 inch wide and acted like a chisel. Now the work went quickly, with pleasing results. An X-acto knife was used to clean out the chips and square off the cuts under the offending grab irons.

Next, I went to work on a gondola, using the same technique. The Grandt Line sill step is a little wider than the original Rex sill step, so a small remnant of the Rex step had to be removed above the cast-on grab iron with the X-acto knife.

DRILLING HOLES

The mounting pins for the Grandt Line sill steps are directly opposite the lower rivet on each side. That made them easy to locate because the lower rivets on the steps should line up with the bottom row of rivets on the car sides. I made pilot holes with a scriber.

The first pilot hole for each step was located by eye at the corner of the body. It was centered on the bottom row of rivets where the Rex step strap had been. I tried locating the second hole for a step by eye, also, but I was off by a hair. Thereafter, I located the second hole for each step with a divider from my drafting kit.

The holes were drilled with a pin vise and a number 73 drill for a snug fit. I removed the burrs around the holes with a file and drilled again to clear the holes. After pushing the sill steps home, I dabbed ACC cement on the protruding ends of the sill step pins to secure them.

The draft gear box of a Kadee number 5 coupler almost fits on Rex car bodies. Only the bosses for mounting the Rex draft gear boxes get in the way. I filed one side of each boss just enough to allow for a snug fit for the Kadee draft gear box. After centering the draft gear box on the car body, I used its center hole as a template to make a pilot hole with a number 42 drill. Then the draft gear box was removed and a tap hole was drilled with a number 52 drill for the 2-56NC screws I planned to use. I didn't have a bottoming tap, so I drilled all the way through the body on the flat car. While tapping the holes, I made a spastic move and broke the tap. At first I thought I had ruined my expensive new tap. Actually, I had created the very tool I needed-- a 2-56NC bottoming tap!

On the gondolas, I drilled the tap holes slowly with a number 52 drill in a pin vise. As soon as a pimple appeared on the opposite side in the floor sheet, I stopped drilling and planished down the pimple. The holes were tapped with a regular 2-56NC tap as far as it would go. Then I used my new bottoming tap to finish the threads in the bottom of the holes.

The couplers were installed on the gondolas with single 2-56NC screws 3/16 inch long. Longer screws were used on the flat car and filed flush with the decking.

Now I had the beginnings of some very good scale models. The Grandt Line sill steps improved the looks of the Rex car bodies, which are accurate models of cars that really existed.

THE COVER

This issue's cover comes from Dean Mellander, a model railroad friend of the editors, who models in On3. Even though he models Pennsylvania's East Broadtop, he can't resist taking pen to ink to portray the scenic splendor of the western narrow gauge cousins. Man against the elements was never more thrilling than on the RGW in wintertime.

BRANCH LINES

News of Local S Gauge Clubs

The SOUTHEASTERN MICHIGAN S GAUGERS, an active and fast-growing club, held their December meeting at the home of Tony Gonzales and the "Funny little railroad in the basement." January is election month for the S.M.S.G. Nominations for the President and Secretary-Treasurer were accepted at the December meeting. Those nominated for President are Sig Fleischmann and Vic Kowachak; for Secretary-Treasurer are David Held, Gregg Kreft, and Gaylord Gill. The January meeting will be held Friday the 14th at the home of Gregg Kreft. February 13th is the date for the February meeting at the home of Dan Pevos.

The INLAND EMPIRE S GAUGERS ASSOCIATION OF THE PACIFIC NORTHWEST starts their 1983 S Gauge year with a trip on "The Tinplate Road" of "top brass hat" Ernie Horr on Jan. 16th. The deadline for nominations for IESGAPN's S Gauger of the year must be received by Ernie before February 28.

The CUYAHOGA VALLEY S GAUGERS ended the '82 year in grand style with their annual Christmas Party held at John and Helen Sudimak's. More than three dozen people (including Santa!) had a great time.

The SAN FRANCISCO NMRA BAY AREA S SCALERS are sponsoring an extra fare program for modelers interested in S scale in conjunction with the Pacific Coast Region annual convention being held April 28 through May 1, 1983 in San Jose, California. S scalers throughout the country are invited and they need NOT be members of the NMRA to attend the convention or the extra fare program. Both standard and narrow gauge will be featured. S scalers may register for only the extra fare program but they would not have access to other convention activities. A flat fee of \$34 will be charged for rails, Railettes and Juniors for the special program. Deadline for registration is April 1, 1983. To get on the list for further information and registration forms, send an SASE to Barney Daehler, 16041 Penn Ave., San Lorenzo, CA 94580.

TRAIN NEWS & VIEWS

Editor's Note:

The Dispatch is pleased to announce that Don Thompson has agreed to edit the "New Products" column. We're really excited to have Don on the staff, and a glance at this page should convince everyone that he is a valuable person to have in this position! If you know of any new "S" products, please contact Don Thompson (2 Roberts Rd., New Brunswick, NJ 08901) or call after 4 p.m. (201-545-9306). When ordering products or requesting information from any of these manufacturers, please mention that you got your information from the Dispatch!

ALCO MODELS (PO Box 211, Port Jefferson NY 11777) will be importing a GP-35, SD-45 (#SD-130) & SD-35 (#SD-187). These will be made in Korea by Samhonsa. Dealers are now taking reservations. They still have in stock all varieties of RS-2's and RSD-4/5. Some are in short supply. **NOTICE:** The Feb. MR incorrectly reported in their "S" scale column that several steam engines were to be made in "S". Alco will be making these in HO, not "S".

AMERICAN MODELS INC. (22055 W Brandon, Farmington Hills, MI 48024) expects to release a 40'6" AAR boxcar later this month. These will be made out of injection molded styrene. They will be offered three ways: RTR \$15.95; kit \$14.95; and kit less t/c \$10.95. They will also be available undecorated, Boxcar red, and with the following roadnames: PRR, NYC, UP, DRG&W, B&O, SOO, Santa Fe, SP, CP and L&N. Available separately: freight trucks \$3.95, and couplers \$2.95/pack of three pairs.

AMITY STAR MODELS (Rt. 3, Box 140, Thomson, GA 30824) is back in business and has rereleased 3 kits: the 58' ACF bulkhead flatcar, \$10.95; the 63' PFE mechanical reefer, \$14.95; and the Southern Big John hopper, \$14.95. Russ is also the dealer of several "S" lines. Send a LSAE for the latest brochure.

C-D-S (Box 2003 Sta. D, Ottawa, Ontario, Canada K1P 5W3) has some new dry transfer sets: #244 M&STL 40' boxcar "Gateway to Peioria"; #245 to 48 CB&Q 40' & 50' boxcar sets; #249 to 54 SP 40' & 50' boxcar sets; #264 to 73 CNJ/CRP covered hopped, diesel and steam sets. Send LSAE for latest info. Prices S-\$1.75, C D S just released a new diagram book, \$4, with illustration to set #284.

CLOVER HOUSE (P.O. Box 62, Sebastopol, CA 95472) has a new #4 catalog (effective 1/1/83 to 12/31/83). Many hard-to-find items fill this 34 page catalog, like eye bolts with rings, scale electrical insulators, phosphor bronze wire (0.010"), brass rod, scale lumber, ties and dry transfers (PPP). Nearly every page is illustrated with a turn-of-the-century drawing.

CRUMMY PRODUCTS (P.O. Box 157, Houston, TX 77096) now has a 32' wooden trestle available in "S". It sells for \$14.95.

DARR'S SCALE MODELS (P.O. Box 81, Hawthorne, NV 89415) is now making a code 100 and code 83 ready-to-lay "S" scale #6 turnout. These will retail for \$12.50 for the right or left turnout. They also have a catalog of S and SN3 products for \$1.

GRANDT LINE PRODUCTS (1040 B Shay Ct., Concord, CA 94518) has a new 0-S catalog. It lists plastics parts for structures, rolling stock and locomotives. The cost is \$3.

HELJAN CONCOR/JMC (1025 Industrial Dr., Bensenville, IL 60106) has re-released the REVELL #9037 Superior Bakery and the #9038 Weekly Herald, nicely detailed plastic HO structure kits suitable for "S". Available at hobby shops and "S" dealers at \$8.95 each.

HOQUAT HOBBIES (P.O. Box 253, Dunellen, NJ 08812) has released their 1983 catalog. It is 8-1/2" x 11" and has 42 pages of "S" goodies. It's a real bargain at \$2.50 each. Jeff still publishes his bi-monthly newsletter at \$1.50/year.

J.C. MODELS (P.O.Box 30111, Cincinnati, OH 45230) again has all models of their "S" streamline passenger car kits: S-10 18 roomette, S-101 diner, S-102 coach, S-103 coach-dormitory-baggage, S-104 RPO, S-105 baggage-mail, S-106 baggage. These are all corrugated. To order smooth side, add the suffix "S" to kit number. New price is \$23 less t/c. For \$2 extra, the skirts can be removed. Send LSAE for brochure.

LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) Frank Titman is now building his LVM 10-Reading I10a 2-8-0 locomotive kit to be ready to run. The prototype was one of the largest consolidations ever built. The models are made from an A.F. Atlantic boiler and tender with a SSL&S brass frame and mechanism. They are completely detailed with lost wax brass castings. The built-up engine price is \$415, (\$225 labor + \$195 kit price). Painting and sound units will be an additional charge. Write to Frank to order and find out completion date.

LOCOMOTIVE WORKSHOP (Box 211 B1, RFD 3, Englishtown, NJ 07726) has released three welded side 40'6" boxcars to go with its riveted and wood side cars. The kits include injection molded styrene parts. Prices for these kits: 1960-with superior door, \$15.95; 1961-double door, \$17.95; 1971-with short ladders and no roof walk, \$15.50. NOTICE: some of the first car kits used black plastic parts that had some defects. Locoworkshop will replace these with new high impact white plastic parts.

MIDWEST LOCOMOTIVE SHOP (R.R. 1, Box 174B, Morroco, IN 47963) has added "S" to its custom painting and building line. He will custom paint stock or built up units. He also carries the American models FP-7.

MINIATURE MACHINE (16041 Penn Ave., CA 94580) is again taking reservations on the Sierra #18 standard gauge 2-8-0. This engine is mostly brass with the tender and some detailed parts cast in epoxy. If interested, send LSAE. Price for this ready-to-detail engine

is \$410. This engine will operate through switch frogs made to NMRA S-3 narrow gauge and NMRA RP-3 standard gauge.

MONON SHOPS (R.R. 1, Box 115, Reynolds, IN 47980) has moved. They have a good stock of S scale kits but please be patient with your orders as they are still getting straightened around in their new quarters.

N.J. CUSTOM BRASS (77 W. Nichos St., Hicksville, NY 11801) is importing 70+ outside-braced open hoppers. These are about 55 tons and approximately "S" scale. They were made in Japan several years ago and never shipped. Have your dealer contact N.J. Brass, as supplies are limited.

OVERLAND MODELS (R.R. 12, Box 445, Muncie, IN 47302) Dealers are now taking reservations for three versions of the GP-38-2 diesel engine. Write Overland for nearest dealer or order through the mail from "S" dealers. Some models of the SD-40-2 are still available. Five versions of the NE (Reading) caboose should be here by March. The new UP cabooses (CA5 + CA6) are now at the dealers. Some new pilot models have been received (E-7, RS-11 and FA-2). If you are interested in seeing these produced or a E-3, E-6, E-8, & E-9, please write Overland or contact your dealer. All models made by Ajin of Korea.

PETERBUILT LOCOMOTIVE WORKS (P.O. Box 749, Chama, NM 87520) publishes the SN3 Dispatch, a newsletter about narrow gauge and S scale products mainly oriented to narrow gauge. Send SASE for an issue. The Westside Lumbe Co. Shay #12 will be delivered in March. Price for the narrow and standard gauge shay is \$595 (if the order is not received 30 days prior to delivery). P.B.L. is also marketing adlake marker lamps cast hollow for mini bolts. Bracket and ring base are cast as one part. The lamp body is a second part and attaches to the base. That way it can be rotated for your modeling needs. Price is \$5.98 per pair. P.B.L. is also selling some parts from their imports. Write for information.

PRECISION VINTAGE CLASSICS (P.O. Box 80014, Seattle, WA 98108) has SN3 #2 RGS in stock. The caboose is equipped with constant lighting and cab seats. The model is factory painted with decals included. Price is \$265.

S SCALE LOCO AND SUPPLY (7120 Oreon Dr., St. Louis, MO) has released a craftsman kit of Southern P S 4 Heavy Pacific (1393-1407) engine only. This brass kit includes parts and checklist only. Price is \$184.10.

V & T SHOPS (P.O. Box 5597, Reno, NV 89513) has two new S products: S-11 hex roof D6 RGW for \$40 and S-12 D RGW combine for \$40. The kit is urethane and white metal castings.

NEW YORK CENTRAL 4-8-4 NIAGARA

Edward Loizeaux and Associates has announced that production has already started on the NYC Niagara locomotive by the leading model manufacturer in Korea. This steam will be the first brass imported steam locomotive in S scale standard gauge. Quality will be first-rate since the builder is working from genuine NYC factory erection drawings and factory photographs provided by Alco Historic Photographs from negatives once owned by the American Locomotive Company. Accuracy and detailing will be outstanding.

Only 100 units are being produced and over 40 have been reserved as of December 1, 1982. Locomotives will be complete and ready for shipment at the Boston NASG convention on May 28, 1983. Unreserved models will be sold on a first-come-first-served basis beginning immediately. Retail price is \$500 each with a \$100 deposit required. Dealer inquiries are invited.

Table 1. Comparison of "S" scale couplers with the prototype

	Type D	Type E	Amer. Models	Kadee S	Kadee HO	Stuart	Devore
Face	9.0"	11.0"	11.4"	12.0"	9.1"	10.5"	8.5"
O.A. Height	15.2"	16.6"	13.5"	12.0"	10.2"	15.9"	16.0"
O.A. Width	15.3"	15.6"	18.0"	19.8"	16.9"	15.7"	14.7"

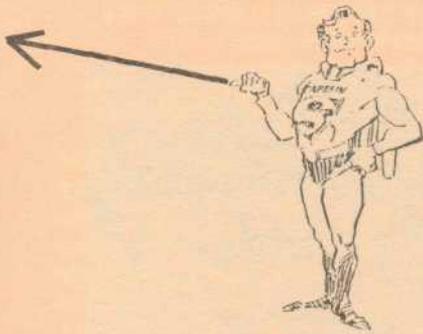
TWO NEW COUPLERS IN 'S' (reprinted from the "Hoquat Hobbies Newsletter")

Two new 'S' scale couplers have recently been marketed. Kadee (720 S. Grape St., Medford, OR 97501) has come out with the #802 S scale coupler. It is a scaled down version of their 0 scale coupler. It has delayed magnetic uncoupling and a coil centering spring similar to the #4 HO Kadee coupler. This feature allows for slack between the cars as the train pulls out. Operation of this coupler is better than that of the HO Kadee, with fewer misalignment problems and uncouplings on uneven trackwork. Although this coupler fits in the Overland SD-40-2 Coupler mounting, it does not fit on any of the Ace products without major modification. The cost of this coupler is \$3 per pair, as compared to \$2.55 for two pairs of the HO Kadees.

American models (22055 W. Brandon, Farmington Hills, MI 48024) has introduced a brown Delrin S scale coupler. The coupler itself has no working parts, but the resilience of the Delrin allows it to couple and uncouple. This coupler looks more like the prototype than the new Kadee. Another prototype feature of this coupler is that it is not self-centering. To couple, you may have to align the couplers. To uncouple all you do is put the pointed end of a pencil between the couplers and they release. The coupler box is similar to the Kadee HO and with minor modification fits in the Ace or Trainstuff coupler pocket. The price of these couplers is \$2.95 for three pairs.

Any new product in 'S' is appreciated by all of us. And admittedly the HO Kadee is undersized in its overall height (O.A. height). A table has been included showing prototype dimensions and scale dimensions of the Kadee HO and S, American Models, Stewart dummy and Devore couplers. With this information you can decide how your railroad can best equip its rolling stock and locos with couplers.

"S"EE YOU IN BOSTON IN MAY



AMERICAN FLYER

The Central New York S Gauge Association, Inc. is pleased to announce that arrangements have been made to have an American Flyer 'S' gauge box car produced in the colorful D&H 'I Love NY' scheme. The car will not be decorated by Fundimensions.

The box car has blue and white sides, blue ends and a white roof with black and white lettering with a red heart. In addition, the car will feature die cast trucks with knuckle couplers, sliding doors, and a specially marked box. The car will be available in October 1982.

The price is \$30.00 with a shipping charge of \$2.00 per car. You may order as many cars as you wish. All orders must include full payment and a stamped, self-addressed envelope. With the envelope we will either confirm your order or return your check when the cars are sold out. Total production will be limited to 300 cars.

FUNDIMENSIONS (Lionel) will offer a Boston & Maine freight set this year. It will consist of a GP-7, 3 Dome Tank Car, Flat Car w/ logs, Long Hopper, Box Car and Caboose. All items will be lettered for B&M. In addition, the Oil Drum Loader will also be available.

SUNSET MODELS has cancelled plans for an S scale Big Boy for lack of orders. If you really want an S scale Big Boy, contact the Northwest Model Railroad Co. (HCR 68, Box 259D, Carywood, ID 83809). They will custom build one for you, but it will take a while. No word as to when the GP-7's and GP-9's will be available.

CLEARING UP (WE HOPE!) THAT COUPON CONFUSION

by Walt Danylak

In an effort to clear up the confusion that exists concerning the discount coupons, I will explain how the program works.

The discount coupons entitle you to a predetermined discount on a purchase from a participating manufacturer or dealer. Generally the discount is 10%, but not in all cases. Each coupon clearly states what its discount is and any special conditions for honoring the coupon.

Currently the following manufacturers and dealers are participating in the program:

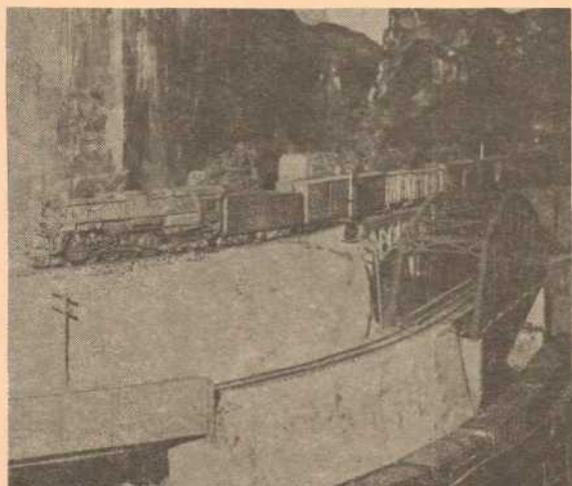
Custom Trains
G and W Models
Lehigh Valley Models
Locomotive Workshop
Mid-America Scale Models
The Monon Shop
The Northwest Model RR Co.
S Scale Locomotive & Supply
Ye Olde Huff 'n Puff

To receive the discount coupons you had to renew your NASG membership after July 1, 1982. The Second Section in the May-June 1982 issue of the Dispatch gave complete details on how to do this. In addition, new members who joined the NASG after July 1, 1982, also received the discount coupons.

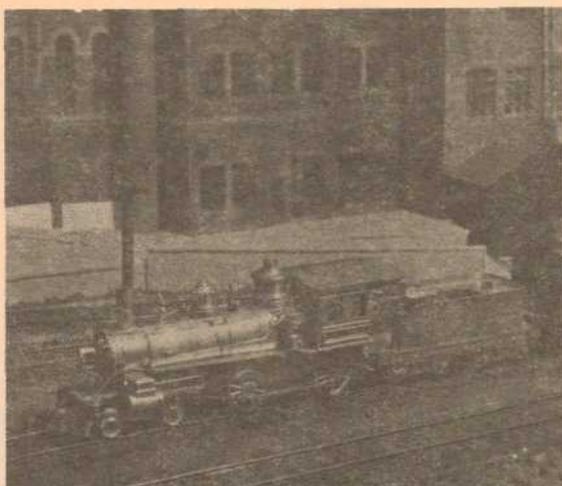
To use the discount coupons, cut out the coupon for the manufacturer or dealer you are ordering from and include it with your order. To figure your discount, total your purchase less any shipping charge or tax. The discount coupons DO NOT apply to shipping charges or taxes. Now subtract the discount percentage printed on the coupon from your total purchase. For example: If your purchase totals \$50, and the coupon states 10% discount, your discount would be \$5, and your purchase would cost you \$45.

A new set of discount coupons will be issued each membership year and you will receive them along with your new membership card in the Summer issue of the Dispatch.

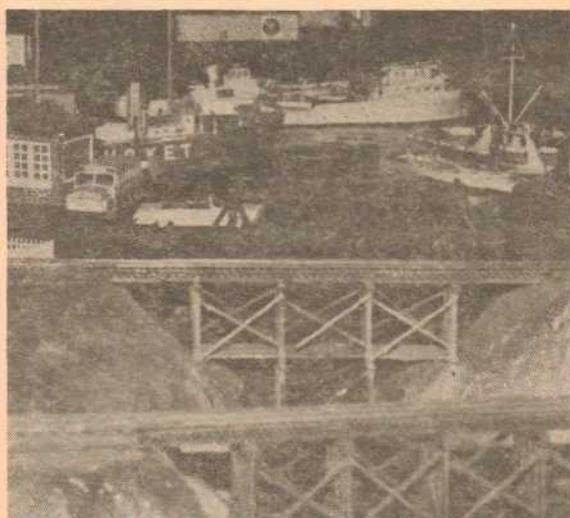
PICTURESQUE



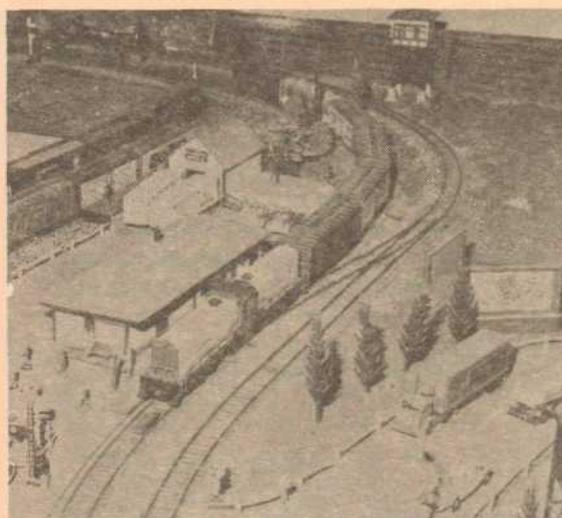
The convention at this point has four fine S layouts on tour. Tom Coughlan's Berkshire Central is alone worth the trip if you're into grand scenery, long trains, and some very fine structures.



This dandy little S gauge 4-4-0 was built by Joe Scales from an ON3 kit. It now belongs to our valiant leader, Rollain Mercier, who obtained it in one of his many business transactions. This picture hardly does justice to the engine as it has cab detail, can motor, and runs as well as it looks.



Win Brador's high rail layout includes this marvelous harbor scene. Most of these boat kits are out of production but the sailboat to the right of the picture is a 3/16th" model of the Willie Bennett, a Chesapeake skipjack currently produced by Model Shipways of Bogota, New Jersey.



Don Riley's Boston and Worcester Railroad will be on tour at the convention in Boston this May. Don's layout is high rail in the truest sense in that he mixes scale couplers with .172 rail that has been nicely laid with individual small ties.

FP-7 DIESEL ELECTRIC LOCOMOTIVE:
THE PROTOTYPE
by Dick Cataldi

Railroads in the United States began dieselizing their passenger trains in the 1930's with the much celebrated E-units. Those long, sleek growlers very soon became synonymous with passenger trains. But the E's had limitations that drove some buyers to other models. Primary among these was the fact that two entire 12-cylinder engines with separate generators, blowers, etc., were required to generate the 2,000 horsepower that provided the E's mainline muscle. The two prime movers required a very long locomotive frame and resulted in a heavy unit requiring 6 axles. Since 2,000 horses couldn't keep 6 traction motors supplied with power at high speeds, the E had to use A-1-A trucks. A lot of horsepower was wasted dragging around dead weight.

The Santa Fe and others decided that EMD's F-unit could do the job on passenger trains. Its 16-cylinder engine put out 1,500 horsepower (F3, F5, and F7) and didn't waste any of it lugging around dead weight. A 4-unit set of F's and a 3-unit set of E's were each rated at 6,000 horsepower. But the F's would outperform the E's and cost less to maintain with 4 prime movers versus 6 with the E's. Besides, F's look like passenger locomotives too.

The F3 had two major disadvantages when used in passenger service: (1) small capacity for fuel and water, and (2) small capacity for generating steam.

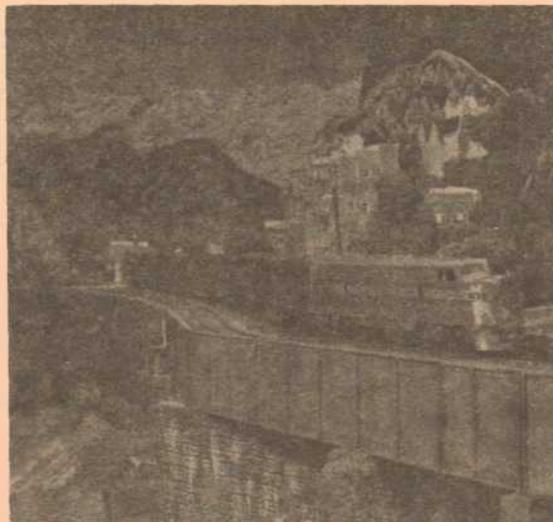
When the "7 Line" was introduced by EMD on 1949, it included a hybrid that combined the best of the F and the E. The F7A unit was lengthened 4 feet and given larger fuel and water tanks and increased steam generator capacity. This new unit was dubbed FP7. There is no need to put an "A" on this model because no booster was offered. F7B's were used as boosters by those railroads that wanted boosters.

Hybrids in the railroad world have

much less resilience than vegetable hybrids. The successor FP9 had zero sales in the U.S. It did well in Canada (54 units) and Mexico (25 units). As passenger service died in the U.S. in the 1960's, FP7's rolled in for trade-ins and material for Chevys and Fords. A few are still operating and at least 2 have been preserved: MILW 103C at Sioux Falls, SD and Southern 6133 at Spencer, NC.

Contrary to popular belief, EMD does not just offer optional paint colors. Most of their models have a plethora of factory and railroad applied options. The FP7 was no exception. Exterior variations existed on headlights, warning lights, backup lights, horns, bells, dynamic brakes, number boards, and recepticals, winterizing hatches, skirting, side panel arrangement, grabirons, and M-U cables and hoses. If you look at your pictures long enough you'll find some other variations too.

The FP7 was produced from 1949 to 1953, a time period which will appeal to most S scalers. It was relatively popular, with sales of 301 units in the U.S., 57 in Canada, and 18 in Mexico. That compares with 421 E8A units sold in the same time period. Anyone know how many F7A's were bought for passenger service? The FP7 was found on at least 28 U.S. railroads (some through resales)



American Models FP7 growls its way past the mountain town of Elizabeth on the new Penn Creek Valley.

READER'S REPLY

Dear Editor,

We were pleased to see our locomotive reviewed in the Dispatch. However we were disappointed that the reviewer (Dick Cataldi) has a distorted and prejudicial perspective on our locomotive. Why?

No other reviewer starts with such a negative view. He says he "set about to find other defects to growl at the manufacturer about." Instead of comparing our loco to any other in any scale he compares it with his own idea of a good loco. But the height of egotism was reached when he states, "the truck side frames are wrong." The side frames are not the best and are the weak point on the model, in our opinion, but 99% of our customers feel they are good. It is not possible for the side frames to be wrong, not a good model maybe, but they are a model of the correct type of side frames. Someone reading that review may think we are so stupid as to put the wrong type on the model. Everyone we talked to thinks that the side frames are 1000% better than AF Blomberg side frames. Why didn't he say something like that?

We are saddened by the negative reviewing method of the NASG.

One more item that is almost too much to bear is the unbelievable remark that the "nose of the loco is not bad." Well, which model is better? We have at least 8 letters from customers who say the nose is the most accurate one they have ever seen in any scale.

We have over 100,000 dollars in this locomotive and it is the only production RTR scale loco on the market. This is what the NASG has to say about it? We can hardly believe it.

Ron Bashista
American Models, Inc.

The NASG has no official reviewers. We, just as the commercial press does, depend upon the talent, time, and efforts of recognized modelers in the

field. The integrity and credibility of the reviewer has to be respected and protected by any editor. What appears in print must be an honest reflection of the reviewer's opinions. We see this review of your FP7 as an objective description of something everyone in S Gauge is already sold on, and very excitedly so. It was within the context of this general euphoria that a few minor flaws were pointed out. We will admit that the backhanded compliment through a vague allusion and comparison to defects in old Enhorning diesels was confusing to anyone not familiar with S Gauge history. We apologize for any hard feelings that were generated. Ed

Dear Editor:

I must say, after reading the Dispatch Vol. 5, No. 6, I like your style! I am with you all the way. Keep it up and I for one thank you.

I purchased an American Models FP7 and I think it's a great affordable engine for a man who is on a fixed income. You don't have to give up eating to buy an engine for the railroad (the Oxford Central). This engine may have its faults, as Mr. Cataldi says, but I can't see them. (I'm not really looking.) It runs super and I like it fine. Besides I am in S Gauge to enjoy myself, so I can overlook a lot of things that aren't just so!

Thanking you for a good start on the Dispatch.

Wilfred Gelineau

Dear Editor,

Thank you for your first Dispatch. I appreciate well-written copy and welcome that element to our hobby. It seems to me that writing about model railroading is as valid an involvement as any other, as is recognized in the NMRA Achievement Program. If others' involvement can be narrowly defined by building locomotives, photographing layouts, etc., so can yours by helping us stay in touch with each other. You have nothing to apologize for.

I hope further that the visible presence of a woman in NASG will help us overcome some of our sex-stereotyped behavior: besides women feeling at home in the hobby we need to have programs for "spouses" or, better, "accompanying persons" and not "wives" at conventions, and the presence of women should be presumed in our publications.

For a variety of reasons, model railroading as a hobby does not cut across as many recognizable barriers as it should or could. Your presence amongst us is a proper gesture across one of them, and I am certain it is not a token appointment. All best wishes.

Bruce M. Shore

NASG CLEARING HOUSE SALE

The following items are in stock for immediate delivery and reduced to sell. As you know, the profits derived from the Clearing House help the NASG to promote S gauge. Order now so you will have them in time for the 1983 NASG Convention.

NASG Key Fob	\$4.50
NASG Lapel Pin	3.00
NASG Key Chain	4.00
NASG Money Clip	4.50
NASG Belt Buckle	7.50
NASG Marble Base Pen Set	7.50
NASG Marble Base Paper Weight.	4.75
NASG Note Paper with matching envelopes	3.50
NASG T-Shirts: Adult (S, M, L, XL)	6.95
NASG T-Shirts: Children (S, M, L)	5.95
NASG Tie Pin	4.25
NASG Stick Pin	4.00
NASG Cuff Links	5.00
NASG Slatter Pin	4.00
NASG Letter Opener	4.50
NASG Leather Belt (S, M, L)	6.50

Please include 75¢ for postage on all orders.

NASG CLEARING HOUSE
c/o MICHAEL FERRARO
141 B GORDON ROAD
MATAWAN, NJ 07747

NASG COMMITTEE CHAIRMEN

Promotions:
OPEN

Contests:
Kent Singer
181 Norwood Avenue
North Plainfield, NJ 07060

Clearing House:
Mike Ferraro
141 B Gordon Road
Matawan, NJ 07747

Hi-Rail:
Sig Fleischmann
22475 Violet Street
Farmington, MI 48024

Convention:
Lee McCarty
8727 Broadview Road
Broadview Heights, OH 44147

Modules:
Tom Hawley
2311 Strathmore
Lansing, MI 48910

Membership:
Walt Danylak
115 Upland Road
Syracuse, NY 13207

Standards:
Wayne Pier
2821 Asbury Avenue
Wayside, NJ 07712

Elections:
Rob Moore
1314 Forest Hill Drive
Mobile, AL 36618

Surveys:
Steve Butler
32 Elsom Parkway
South Burlington, VT 05401

NOTICE

The Board of Trustees of the NASG is now accepting applications for convention host cities for 1984 and beyond. Interested clubs should contact Lee McCarty, 8727 Broadview Rd., Broadview Heights, OH 44147.

CONTEST RULES

- 1) 1983 NASG Model Contest: Standard NASG rules - Limited to current NASG members - Kit and conversion will be separated into two categories - point scoring and classification will be the same as previous years.
- 2) Narrow Gauge Contest: Open to all registered guests - only 3/16th scale models of narrow gauge (Sn3-1/2, Sn3, Sn2) Locomotives and rolling stock (no structures or dioramas) will be eligible. Entries by NASG members will qualify for both this and the standard NASG contest. Entries in this contest will qualify for the Best-in-Show award, only one class (Craftsman) and two categories (Loco/rolling stock) will be awarded. Judging will use NASG point system format.
Prizes: 1st, 2nd for each category.
- 3) Junior Model Contest: Any S scale model or diorama entered by an individual 14 years or less will be eligible. Judging and points will be by NASG rules. If contestant is NASG member and the point total is adequate, the entry will also be awarded the appropriate prize in Amateur category of the NASG contest. There will be one class (Junior) and 4 categories (Loco, rolling stock, structure, diorama). This event is only open to junior modelers registered for the convention. Awards will be made at the banquet before the meal.
- 4) Photo Contest: All registered guests are eligible. Photo must have been taken during previous 10 months (since Cleveland Convention). Contest is limited to S Gauge model railroads (scale, high-rail, tinsplate) and photo must include at least one piece of S Gauge motive power. The minimum following information must accompany each 8x10 entry: Name of railroad, owner's name, railroad's location (city and state), description of principal rolling stock and structures. There will be two categories (Black & White, and Color). Entries must be 8x10 print. All entries will become property of NASG after completion of contest.
- 5) Drawbar/Slow Speed Contest: Open to all registered guests. Each locomotive to compete for best combined point total of slow speed operation and maximum drawbar pull on level track. Slow speed will be based on time to pass between two points on level track. Drawbar pull will be determined by progressive weights added to rolling load. Point system and exact scoring procedure still to be determined.
Prizes: 1st & 2nd place (Trophy for 1st place).
- 6) Special Awards:
 - a) Best-in-Show: All models entered in NASG, Narrow Gauge, or Junior Contests will be eligible. Prize is \$150 cash. Winner determined by point total. In the event of a tie for points, the 3 judges will cast votes.
 - b) Best conversion: A special award will be given for the best conversion of an American Flyer loco or car to S Scale. Conversions from Marx, Lionel, HO, etc. will not be eligible. Only entries in the 3 above model contests will qualify. Prize to be determined.
 - c) Hoquat Hobbies: Two \$25 gift certificates, one each for best model built from their new box car kit in Amateur and Craftsman/Master Craftsman.
 - d) Loco Workshop: Two \$100 gift certificates, one for best model built from their new plastic box car kit (must be entry in NASG contest) as determined by point total. Second award for best model built from any past or present S scale Loco Workshop kit. Winner to be determined by popular vote of all registered guests. Qualifying models will have special means of identification and ballot box will be located in a prominent location.