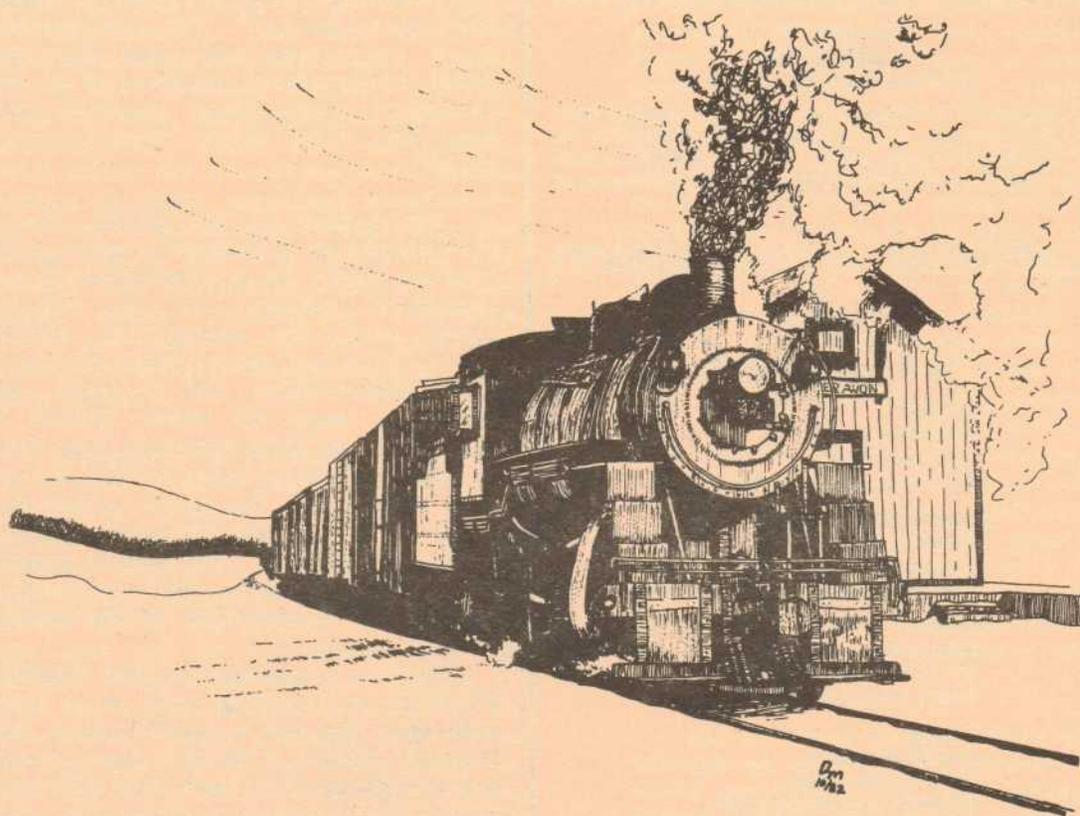


# DISPATCH

VOLUME 6 NUMBER 2

SPRING  
WINTER 1983



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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

The reactions of visitors to the Penn Creek Valley are pretty predictable by now. While model railroaders prefer to keep a low profile and ask questions about esoteric building techniques, the non-model railroaders are much more vocal in their admiration of Sam's pike. But inevitably when the compliments and/or questions have run down, someone will turn to me and say, ". . . and what do you think about all this?"

In all honesty, I often succumb to the temptation to go for the "easy out" quip: "Well, it keeps him off the streets," or, "At least I always know where he is." But the question is a perceptive one, and for many model railroaders touches on a very sensitive issue--just exactly what does his wife think "about all of this?"

For better or for worse, what a wife thinks of a husband's model railroading hobby is a tremendously consequential matter. As one who has lived with the hobby for fifteen years, I've had many opportunities to make observations and to form some opinions, many of which cannot be discussed in this space at this time. In future editorials we'll explore some suggestions for model railroaders whose wives are less-than-enthusiastic about the pastime. For now my purpose is simply to explain why I personally have become a supporter of the hobby.

My first exposure to the benefits of model railroading came as a young wife when Sam was a teacher in a junior high school. While I have nothing but admiration for those who willingly spend their working hours in this pursuit, it soon became apparent that this was a high tension job with much stress built in. Each evening when he came home, fatigue and tension showing in every muscle of his body, he would retreat to the train room and then emerge 30 or 45 minutes later, refreshed, relaxed, calm, and at peace with himself and the world. Clearly something was happening in the basement; and although I didn't

completely understand it, I liked the effect it had on my husband.

As time went on I came to see model railroading as the Renaissance man's pursuit: that is, there is something in it for almost everybody. There are those who enjoy it for its historical relevance and like researching a particular prototype they're scratch-building. Others are interested in geography and geology, both natural and obvious links to creating a miniature world in your basement or attic. Many have used model railroading as a springboard to artistic expression--painting backdrops, drawing pictures of train engines for Christmas cards (or covers for magazines!). Some have developed into crackerjack photographers. Still others have branched out into writing, editing, and other journalistic expressions of their love of trains. Then there are those who have become (often to their surprise) manufacturers and businessmen, supplying the items which are the heart of the hobby. And inevitably there are those whose model railroading interests have led them into the political realm, for all organizations must have leaders.

Eventually I realized that there were some hidden practical benefits to having a model railroader for a husband. The same man who can locate a short circuit in a train layout can apply that skill to electrical problems around the house. The husband who must put up a suspended ceiling in his train room can put one up in the new addition you're building on the house. There's always that gleam of satisfaction in Sam's eyes when he can say he's fixed something around the house "with one of my modeling tools."

But these advantages of model railroading by themselves did not begin to explain the whole story. Clearly there were some deeper needs being met in Sam's pursuit of his hobby, and it has been only gradually that I have come to understand what these are.

In the reading I've done about what life styles are most conducive to good mental health, always the same guidelines are stressed. Among other things, each day a person needs to spend some time (1) with others, (2) by himself, (3) doing something he really enjoys, and (4) doing something creative. (Obviously some of these may overlap). Almost any hobby or pastime easily qualifies for numbers 1 and 3, but finding space in your life for the other two is difficult and challenging. Our fast-paced society rarely acknowledges or allows the very human need for quiet moments of any kind. Indeed, in these days of cable television and vcr's, when so much of our entertainment is pre-packaged, passive, and addictive, anything which encourages a creative personal involvement is especially satisfying. Whether a modeler is scratch-building a steam engine, laying tracks, assembling a water tower, painting figures, or slapping plaster over chicken wire, he is participating in the uniquely human activity of creation. And unlike so many jobs, this hobby gives him a specific project to plan for, dream about, and point to upon its completion with a very justified feeling of accomplishment. It makes no difference whatsoever whether the quality of the finished product is of "Best-in-Show" caliber or a novice's first attempt. What is important is the process of creating itself, which not only leaves the modeler with a tangible object, but also can tap inner recesses and produce insight into himself and his world.

All of these thoughts pass quickly through my mind when visitors ask me their question. And, of course, it's almost never appropriate to launch into a philosophical treatise in response. So usually I just smile and say, "I think the trains are great!" . . . and somehow they seem to understand.

#### DEADLINE NOTICE

The deadline for the Summer '83 issue of the DISPATCH is July 15.

MAKING THE REX 0-6-0 AND 2-6-0  
LOCOMOTIVES BEHAVE  
by Sam Powell

During the years from 1965 to 1981 or so, the Rex steam engines represented one of the few locomotives in S Gauge that could be assembled by a modeler of less-than-heroic talents.

As such, they showed up on countless pikes across the country disguised in a myriad of wheel arrangements, in a multitude of prototype detail arrangements, and in a plethora of paint schemes. There seemed to be no limit to what the imagination could produce from these simple little beauties. More than once a Rex locomotive has placed highly in an NASG modeling contest.

One feature in these locos, however, that has been less than perfect, has been the tendency for all of them to sort of gallop their way down the track. Now I know that many small prototype locos can resemble a dog with a short leg when running at any kind of speed, but when you've worked hard to create your miniature thing of beauty, the perfectionist in you that drove you to work hard on the loco in the first place can leave you feeling mighty disappointed when your engine corkscrews its way around the layout. The good news: there is a cure. The Rex 2-6-0 and 0-6-0 suffer from several design problems which can be remedied by anyone handy enough to use a file and a tube of crazy glue.

The first problem lies in the crosshead and guide area. The screw (crank pin) that holds the side rod to the front driver can be just a tad too small. What happens as the front driver crosses top dead center is that the crank pin will tend to snag on the main rod. This is the rod which connects the rear-most driver to the piston rod. When assembling your locomotive, file the back of the side rod down slightly where it rubs upon the #1 driver and file the head of the screw down. Then, ever-so-carefully, counter-bore the hole in the #1 driver that the crank pin is threaded into with a drill slightly larger than the diameter of the should on the crank pin. This will allow the crank pin to turn a little farther

into the driver. You must not counter-bore the hole very much, or the crank pin will go in so far that it will tighten down the side rod and not allow it to turn freely. I have seen this problem masquerade itself quite convincingly as a driver out of quater and thus slowly drive up a wall the intrepid mechanic trying to solve the problem.

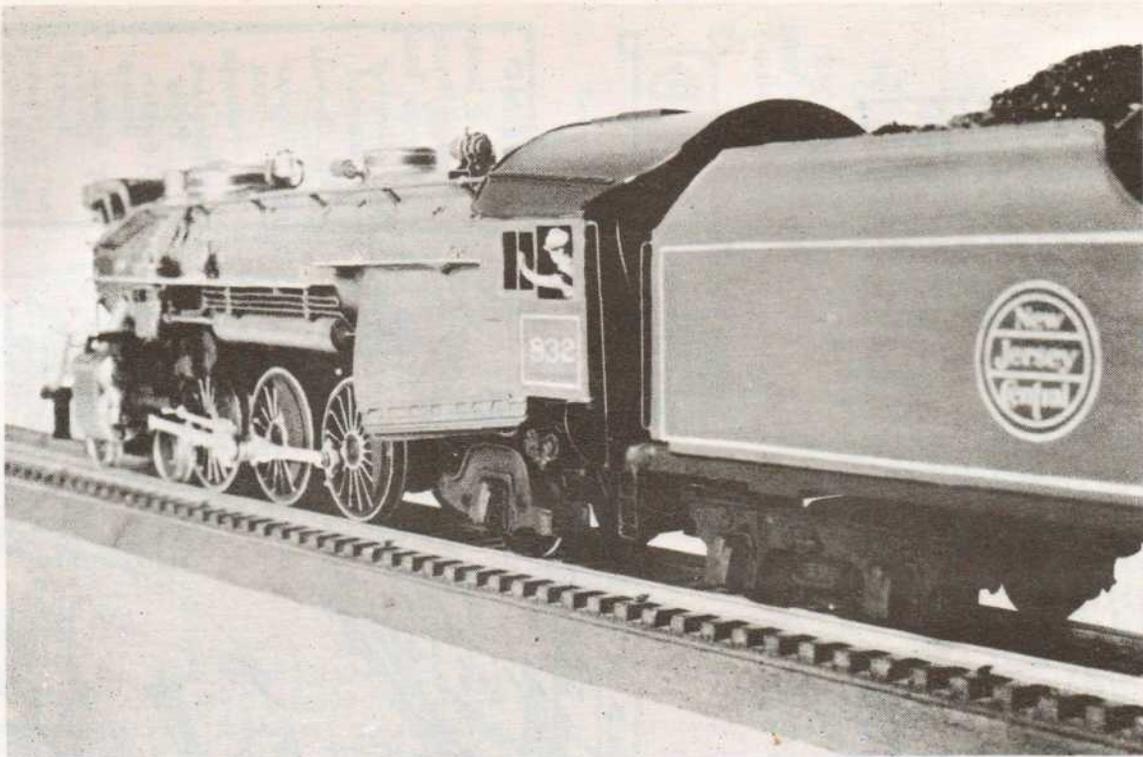
The next two problems are inter-related and must be solved together. The so-called equalization in the second and third drivers will not work without jointed side rods. I have seen jointed side rods applied to the Rex 0-6-0 and 2-6-0 with only limited success. What seems to work best is to take small shims of brass or plastic and glue them between the bearing blocks and the main frame in such a way as to eliminate their ability to rock from side to side or more up and down. I also like to file down the top edges of the bearing blocks so that the retainer plate tightens down closer to the driver axle and limits its ability to rock around in the bearing.

Now comes the coup de grace, which came to me from our much heralded brother down south, Joe Scales. He doesn't know this revelation came from him because I got it about eighth hand, but it's his tid-bit just the same. Here, folks, is the real solution to the Rex mystery: the side rods are just about .010" too long for the wheel base. You can file the side rod holes til the cows come home and all you'll succeed in doing is chasing that cotton-picking bind from one side to the other. The solution is very simple: With crazy glue just glue a piece of .010" shim brass to the front of the bearing block #3 and file the back of the same block until it slips back into its slot.

If you have one of these engines that gallops its way down the track and you haven't butchered the siderods yet in a vain attempt to smooth it out, give this a try. Then thank Joe.

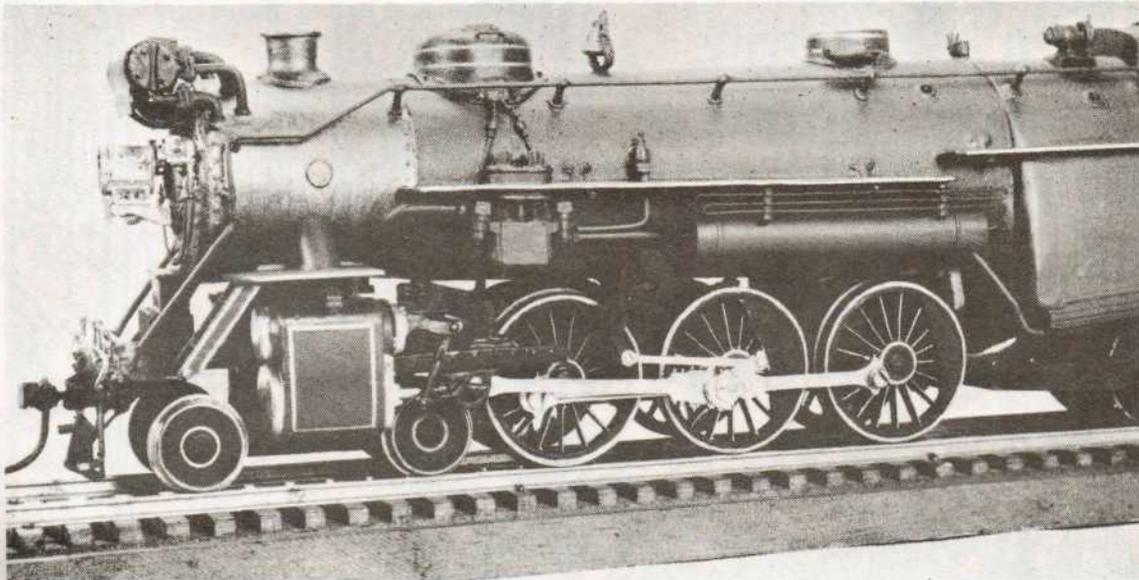
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The next issue of the DISPATCH will contain an article on how to scratch build a steam locomotive frame. It's not as difficult as you might expect and you can match exactly the plans of your favorite steamer.



## PICTURE SQUE

This handsome CNJ Pacific was built by Frank Titman from S Scale Loco and Supply parts--a Flyer Atlantic smokebox and cab and Marx tenders spliced together. The tender trucks are available from Train Stuff.



Here is a close-up of the smokebox. Notice the fancy stripes on the wheels, cylinders, and domes. That feedwater heater sure adds a beefy look to an otherwise slim and graceful loco.



## MODELING RAILROAD COMPETITION

Layout Designs of  
the NEW and the O & L D  
by Douglas Gurin

This layout design shows how you can portray railroad competition. It uses case studies of the victorious NEW and its losing competitor, the O & L D, to illustrate clear ways to add drama, character, and realism to existing or future layouts. The competition theme adds challenge to layout design, guides the selection of layout features, and permits several railroads to plausibly appear on the same layout.

### The NEW

The NEW is a freelanced, profitable railroad linking Buffalo and New York City. It has all the competitive resources to serve its 1947-vintage shippers and travelers--a high-speed right-of-way, good equipment, and progressive management.

The NEW segment shown on the trackplan serves three growing areas: the suburb of an old mill city (and a former helper base), a forest town near a state park, and a mountainside resort. Trains consist of high-value bridge, passenger, and mail traffic to and from the Midwest; hotshot Buffalo-NYC merchandise and LCL freights; and a number of short-haul freight, passenger and milk trains. Two branch lines add several trains. Minimal helper service is run since recent dieselization.

The trackplan shows many recommended design features. The NEW segment is part of a larger walkaround layout. Its peninsula track parallels the aisle. It has passing sidings, spurs, and four staging tracks for branch lines and interchange. Trains pass each point just once, with east always to the right. Curves and turnouts reflect excellent engineering practice. Space exists for realistic landscapes. Trackage can be built close to eye level, e.g., 55+."

The trackplan has many novelties. Track elements, geometry, and capacity are designed to look appropriate for

the former peak years of pre-CTC double track and busy steam helpers, even though the segment now has few helpers and CTC with realigned single track and high speed turnouts. Industry spur alignments reveal new installations, uses, and access to an O & L D shipper. Tracks leading into aisles imply foreground engine yards, a helper wye, and industry.

NEW's right-of-way reinforces its successful competitive image. Recurring improvements and recent maintenance are revealed in NEW roadbed, track, and facilities. Outdated steam facilities and pre-CTC towers are modeled as closed, converted, abandoned, or demolished. Lots of track-side signs and details imply high speed service.

Scenery and structures express competition and town character. Tracks skirt a congested city, take shortcuts beneath ridges, and parallel waterways high above flood levels. Roads add character by their designs, names, signs and traffic; they also reveal 5 NEW grade crossing elimination projects. NEW's truck fleet and billboard ads imply efficient, market-oriented services. Station designs and crowds reflect local types of passenger business. Industry and commerce are chosen to show some postwar products and services, growth, remodeling, and prosperity.

Operation is the key to the NEW's competitive aura. Mainline trains are frequent, specialized, named, fast, and conveniently scheduled. Branch trains, including an O & L D transfer run, emerge from staging areas and return. Other trains (e.g., for seasonal travelers, high-wide moves, inspections, weedspraying) reflect competitive management. Crews must handle trains smoothly, follow signals, and be on time.

The roster of NEW and foreign equipment carefully portrays its competitive and regional character. Each train includes locos and cars whose types, designs, loads, and make-up can best convey train origin and destination, speed, priority, connections, and historical evolution (e.g., a NEW-NKP postwar streamliner,

a train of NKP stock cars and NKP-NEW reefers). Contemporary NEW equipment design, decor, and details reveal innovative patterns of acquisition, use, customer service and efficiency, as well as advantages such as high clearance and weight limits.

#### The O & L D

NEW's competition, the O & L D, has the same terminals, approximate route, and traffic. However, the O & L D has none of the NEW's advantages. The O & L D has a conservative and anti-passenger management. Its traditional plant, steam locos, and cars are outmoded, unmaintained, labor-intensive, and inefficient. Its on-line industry, tonnage, passengers, and revenues are all declining.

The trackplan includes stretches of O & L D right-of-way that parallel the NEW, sharing urban corridors and valley paths. The O & L D's two-to-three track mainline contrasts with the NEW, as does its sharp curves, steep grades, tight clearances, street crossings, and higher summit.

O & L D track on the plan is non-operating. It displays a maximum variety of O & L D railroad and industry facilities, traffic, and operating problems. Track layout is kept simple, with segment ends diverging from the NEW and concealed from aisle viewing. One N scale segment heightens perspective illusions. Another stretch crosses the NEW at Newold Junction, with an unused interchange track (and a device that periodically sets NEW's crossing-signals to red).

O & L D's right-of-way, bridges, semaphores, towers, and street crossings look older, costlier, and less maintained than the nearby NEW's. Roadbed shows traces of erosion, derailments, and other operating problems. Lots of signs clearly identify O & L D property and reveal long route mileage and low speeds. Stations are empty, and vintage O & L D industry and spurs are abandoned.

O & L D operation is implied by modeled traffic and its poses. The make-up of O & L D trains portrays

slower versions of NEW trains. More local, drag, and maintenance trains are shown. Hotshots and streamliners are missing. Long drag freights are implied by hiding at least one end of each train and by several head-end locos, mid-train helpers, or pushers. Most trains are posed to imply stops for signals, breakdowns, or other problems.

Each loco and car on the O & L D helps tell the NEW-O & L D story. Equipment looks smaller, older, more outmoded, and dirtier than NEW's. Slow speed, weathered steamers abound. Car loadings are low-value, leaking, or shifting dangerously. Many cars are empty, littered, and damaged. Car lettering reveals poor connecting lines.

The display of non-operating equipment offers many advantages to modelers. Poor-running or cheap locos and cars can be used. Detailing is only needed when visible from aisles. Lighting, smoke, and sound effects can be added. Derailments, loco servicing, and other vignettes can be modeled, too.

#### Summary

One or more railroads can be modeled to look competitive to your crews and guests. If only one railroad is featured, portray the victor or an active competitor. Pick shippers, travelers, and connections with needs for good service. Use the competitive theme to choose traffic patterns and all other aspects of layout design--concepts, trackplan, right-of-way, scenery, structures, operation, and rolling stock. Provide many clear visual and operating examples of the modeled railroads all along their routes. Show maintenance and reinvestment patterns to indicate profits and competitors' management styles.

The NEW/O & L D layout includes other worthwhile design approaches. Consider right-of way, locomotive, industry, and train history. Include staged branch line traffic. Go beyond the state-of-the-art to include aisle edge tracks and buildings, and non-

operating or multiscale track and rolling stock.

No single layout element or design can convey competition. However, the combination of thoughtful selection, decor, placement, and operation of many layout features can create a fascinating, artistic, and dramatic statement.

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Doug Gurin is a long-standing model railroader who has a deep interest in layout design. He was much involved as a consultant in RMC's series on the V&O back in 1978 and 1979 and is a real thinker when it comes to contemporary layout design concepts. He is currently the coordinator for the NMRA Layout Design Special Interest Group (SIG). We welcome his contribution to the DISPATCH.--Ed.

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#### AMERICAN FLYER QUIZ by Mike Denuty

How much do you know about American Flyer and S gauge trains? Try this "true/false" test by circling T for true or F for false at the end of each statement. Answers on page . Seven correct is passing; nine or ten - you've been studying.

1. American Flyer invented S gauge. T F
2. A.C. Gilbert was related to D.C. Corbin of Spokane. T F
3. The last O gauge trains made by A.F. prior to World War II were actually S Scale. T F
4. American Flyer's first trains were wind-ups. T F
5. Ives experimented with S gauge in the 1940's. T F
6. Hafner & Coleman started American Flyer. T F
7. American Flyer "Wide Gauge" was No. 1 gauge. T F
8. Gilbert HO trains are still in production. T F
9. Lionel Corp. now makes American Flyer trains. T F
10. Electronic reversing units are featured in the new (1980's) A.F. diesels. T F

#### THE HISTORY OF THE NASG

You're a member of NASG and perhaps have been one for many years. But do you know how the organization began? The DISPATCH is grateful to Claud Wade for supplying us with this "behind-the-scenes" glimpse of the origin and history of the NASG . . .

According to Claud, it all started with his desire to get more American Flyer equipment for his AF layout from the classified ads of Model Railroader and Railroad Model Craftsman. In initiating this correspondence, he received letters from S Gaugers around the country interested in buying and selling equipment and the realization grew that, "there were quite a few of us around and quite a bit of equipment continuously for sale."

Claud continues: "I cannot remember how the idea was seeded, but eventually I started circulating a round robin letter involving about seven S Gaugers." From this letter and from other contacts made from those classified ads, other circuit letters began. One of the first, which started in March 1961, included Frank Titman.

Claud organized these circuit letters for almost two years, eventually building this organized correspondence to 26 or 27 circuits of 6 or 7 members each. Some circuits were Hi Rail and the rest scale. One specialized in scratch building. The plan was complex and involved much of Claud's time: each member was supposed to send him a post card when he sent his letter on to the next man in the circuit so that Claud could keep track of the letter's movement through the group. As with any such informal group, Claud would often have to send out post cards of inquiry and reminders and several circuits never completed their course and had to be started over. Obviously Claud was involved in a lot of record keeping.

For the first year or so, since there was no publication to unite the group, at the end of each letter there would be a list of helpful hints, information about where equipment could be bought and who wanted what,

etc. One of the members photostated this extra information so that Claud could include it with each circuit. "Others typed up this information and it was pretty bad, but is served the purpose." Then one day Dave Bulkin, one of the circuit members, proposed a publication to unify the members of all the circuits and to provide some information to all in a separate mailing and The S Gauge Herald was born. It existed as a mimeographed sheet for a while and then Wallace Collins took it over.

Running the circuits had been a strain on Claud. He spent many evenings after work writing letters until midnight; at the same time his own company, S Gauge Loco and Supply, was demanding more of his time and energies. So in November of 1962 Bernard Thomas took over as General Director of the circuits. "Before he did we had a vote on the name of the circuits and the name 'The National Association of S Gaugers' was selected." At this same time various people submitted their suggestions for a symbol for the organization. Frank Titman's symbol won and is the logo used by NASG to this day. Claud still has all of the original drawings that were submitted.

Bernard Thomas assigned numbers for the membership. Appropriately enough, Claud was assigned #00 as the originator of the NASG.

After Bernie's take over of the circuits there was more time available for Claud to make patterns and complete the Berkshire and other fine steam engine kits that followed. When Bernie died, a small organization in Florida, headed by Dick Schlott, started the "Bernie Thomas Award." If Claud's memory is accurate, Frank Titman received the first award, Wally Collins the second, and Claud himself the third.

From this point on the National Association of S Gaugers had a life of its own and grew in many ways Claud could never have envisioned when he began answering those classified ads so many years ago. Because so many S Gaugers today are unaware of Claud's role in originating our organization, we take this opportunity to thank and salute him.

## TRAIN NEWS & VIEWS

by Don Thompson

ACE MODEL RAILROAD CO. has sold its S Scale line to Russell Downs of DOWNNS MODEL RAILROAD CO. (606 Millbridge, Clementon, NJ 08021). Russ has taken the A.F. box car floor dies, hopper bolster conversion dies and the truck dies to Ace's original caster. He currently offers 154 varieties of repainted A.F. shells. Box cars, reefers, tank cars, flat cars, passenger cars, cabooses, open and covered hoppers are all offered with scale, hi-rail or A.F. trucks. A circus set is now being made with flat cars and (New Haven) passenger cars being painted silver and lettered in Barnum Bailey scheme. Send LSAE for free listing.

AMERICAN MODELS (22055 W. Brandon, Farmington Hills, MI 48024) has sold out of the 1st run of Bettendorf trucks, but they now have more at \$3.95 per pair. Ron has also announced additional roadnames of their 40'6" boxcar:

#	Roadname	Colors
100	Undecorated	
101	Boxcar red	
102	Baltimore & Ohio	boxcar red
103	Cotton Belt	boxcar red
104	Canadian Pacific	boxcar red
105	D&RGW	boxcar red
106	Grand Trunk Western	boxcar red
107	Grand Trunk Western	blue
108	Great Northern*	orange/green
109	Linde, Industrial Gases	green
110	Louisville & Nashville	boxcar red
111	Louisville & Nashville	blue
112	Soo Line	boxcar red
113	New York Central	boxcar red
114	Pennsylvania	boxcar red
115	Santa Fe	boxcar red
116	Seaboard Air Line	boxcar red
117	Southern Pacific	boxcar red
118	Union Pacific	boxcar red

Prices have increased to \$17.95 RTR, \$15.95 less trucks, and \$11.95 for the kit less trucks. This car is based on the 1940's AAR 40'6" box car with a 10'0" inside height.

AMITY STAR (Rt. 3, Box 140, Thomson, GA 30824) has released a 40'6" welded side box car. These cars are similar to the Permabilt cars so popular in the 50's and 60's. It has scribed steel sides, stamped steel roof and ends, a Huff-en-Puff (Stewart) 6' Youngstown door and brake castings. American models trucks are included in this \$21.75 kit.

C-D-S (Box 2003, Station D, Ottawa, Ontario, Canada K1P 5W3) will be expecting the following sets of dry transfer lettering in June:

274 INTERNATIONAL GRAIN PRODUCTS tank  
275 CN 40' steel auto car--boxcar  
276 CN 40' steel auto car--green leaf  
277 CP 40' steel auto car  
278 CN 40' insulated box--green leaf  
279 CN 40' insulated box--modern logo  
280 CP 40' steel auto car--boxcar  
281 PENNSYLVANIA T1 duplex steam  
282 PENNSYLVANIA H25 quad hopper  
283 CP diesel switcher, block letter  
284 CP diesel roadswitcher, block  
285 CP diesel cab unit--block  
286 CP single-sheathed box  
287 BAKER-WHITELEY COAL CO., Gla  
288 JAMISON COAL & COKE CO., Gla  
289 WESTMORELAND COAL CO., Gla  
290 PENNSYLVANIA Gla twin hopper

ERTLE has released their 1983 catalog. A new addition to the farm implement series in 3/16 scale is an anhydrous ammonia tank wagon (fertilizer). Missing in this year's catalog was the 3/16 scale tractor trailers. This might be the time to stock up for future needs.

G&W MODELS (115 Upland Road, Syracuse, NY 13207) will be producing a Southern Pacific decal set for hood units. They will make both a white and light grey set. As of June 1st all diesels decal sets will be \$3.00.

HOQUAT HOBBIES (P.O. Box 253, Dunnellen, NJ 08812) is now the exclusive distributor of Wisconsin Central's kits. The WC-102 Milwaukee Road composite gondola, WC-106 50'6" Composite box car, WC-108 Pennsy G-22 gondola are all being made now. Jeff also tells us that he has received three new Walp wood reefer sides--Domino Sugar, Cincinnati Abattor Co., and

Parrot Potatoes. These sides cost \$2.00 per set and are consecutively numbered for those who want to build several cars.

LOCOMOTIVE WORK SHOP (Box 211, Bl, RFD 3, Englishtown, NJ 07726) has come out with a 41' depressed center flat car, similar to a NYC car. The body is injection molded styrene and has a photoengraved brass sheet for decking. This car lists for \$15.95. Jan also tells us they have put an addition on the shop and increased the work space by 50%.

NJ CUSTOM BRASS (77 W. Nichols St., Hicksville, NY 11801) has received the brass outside braced open hoppers and is sending them out to dealers. These cars measure 30'6" in overall length and 29'8" inside length. The overall width is 9'0" and 7'8" inside width. The height from the bottom of the side sill to the top of the end is 6'4" and the height from the bottom of the side to the top of the side is 8'4".

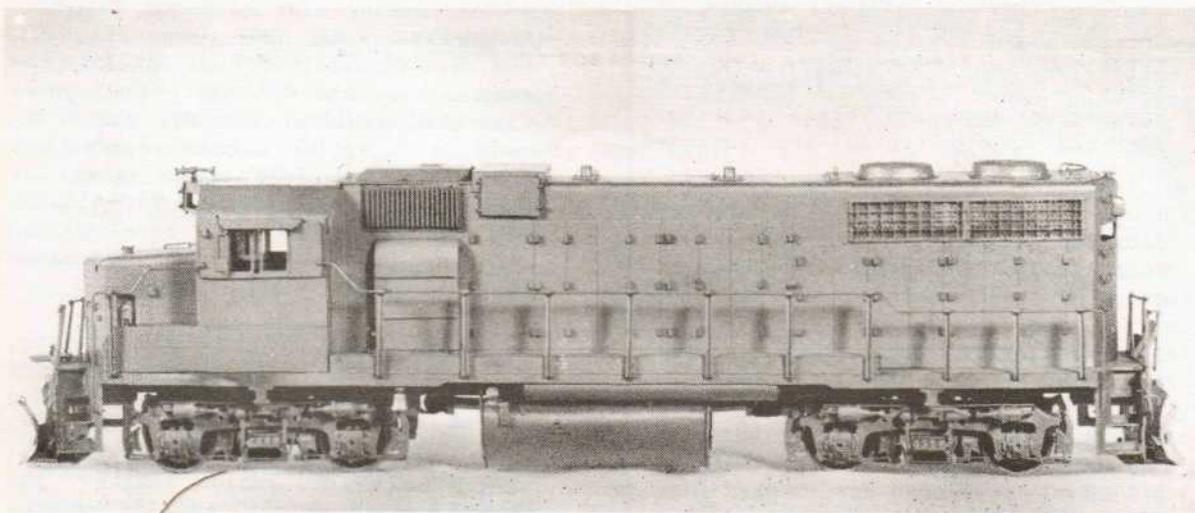
OVERLAND MODELS (R.R. 12, Box 445, Muncie, IN 47302) has 9 versions of the GP-38-2 (this is 6 more than we reported this winter). Dealers are taking deposits now for the GP's which are due in mid-May.

#1753 GP38-2, Low Hood, with Anti-Climber, Extended Range Dynamic Brakes. (FL, A. & W.P., GA, W. of AL, SECX, SP)

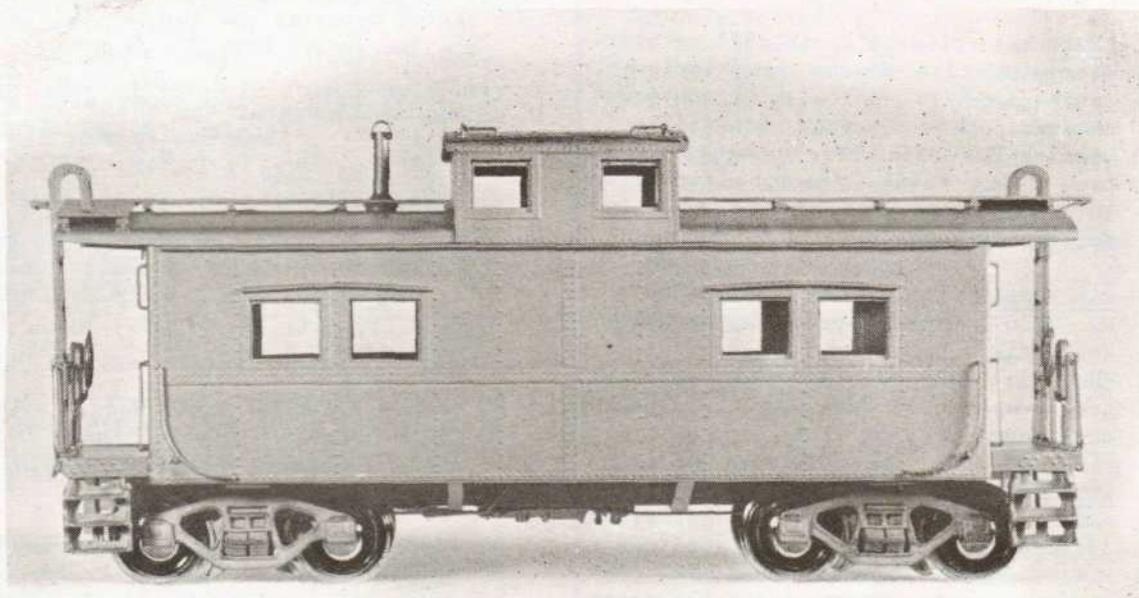
#1754 GP-38-2, Low Hood, with Anti-Climber, without Dynamic Brakes. (A. & N.R., C.S.S. & S.B., DEVCO, F.E.C., L.I., P. & L.E., R.I., SOO, TEX-MEX, T.P. & W.)

#1755 GP38-2, High Hood, without Anti-Climber, Extended Range Dynamics. (Southern Railroad) LIMITED - 10 UNITS!!

#1781 GP38-2, Low Hood, without Anti-Climber, without Dynamic Brakes. (AMAX, A. & ST. A.B., B.R. OF C., B&M, C.N.-G.T.W., D&S, D.T. & I.-G.T.W., G.M. & O, I.C.G., I.T., MISS, EXPORT, MILW, M.K.T., MoPAC, O.N., R.I.-G.T.W., TEX-MEX, V.R.)



Overland Models S Scale GP38-2. This engine has become the standard GP locomotive today, taking the place once held by GP 7's and 9's.



Overland Models S scale caboose for North Eastern roads--this model should be available by the time you read this.

OVERLAND MODELS continued

#1782 GP38-2, Low Hood, without Anti-Climber, with Extended Range Dynamics. (C & W., I.C.G., K.C.S., U.P.)

#1783 GP38-2, Low Hood, without Anti-Climber, with Small Dynamic Brakes. (CONRAIL, C.W., D&H, FRISCO, L.V., P.C., S.C.L.)

#1784 GP38-2, Low Hood, with Anti-Climber, with Small Dynamic Brakes (BN, CONRAIL)

#1785\* GM/DD GP38-2, Low Hood, Wide Cab (CN)

#1786\* BN GP38-2 B-Unit.

Also due in mid-May are the SD-40-2 without dynamic brakes (SOO), the wide cab version (CN), and a few tunnel units (SP & DRG&W). The response to the E's (E3/E4/E6/E7/E8/E9) has been good enough to schedule production for this fall. A new pilot model has been received, a 12-1 Pullman car. This and a surprise car will be displayed at the NASG convention in Boston. If anyone is interested in a Burro crane, one was listed in the last dealer sheet; so contact a dealer. Deposits are being accepted for both the standard and the Sn3 American Hoist and Derrick Co. steam ditcher.

PRECISION SCALE CO. (1120 Gum Ave., Unit A, P.O. Box 1262, Woodland, CA 95695) has sent a catalog of new products to dealers. It listed an EMD SD-9 standard gauge in S Scale. The price will be announced later. Also listed were 4 Sn3 tank cars: C.O.N.X. #10 & #11 (\$65); C.O.N.X. #8 (\$65); double dome T.C.X. #70 thru 73 (\$69); and single dome T.C.X. #74 thru 79 (\$69). Dealers are reserving these items now.

S SCALE LOCO AND SUPPLY (7120 Oreon Dr., St. Louis, MO 63121) adds these parts to the catalog: #45.9 & 45.10 (9-1/2 + 11") single compressor with boiler mounts, \$1.50 each; #60.4 Long Vertical Pipe Pilot, no price given (similar to one used on Southern PS-4); #166.1, #166.2, and #166.3--1", 2", & 3" piping joints one elbow, one tee and one union joint in each set. Price is 80¢ per set of one dimensional size.

WM. K. WALTHERS (5601 W. Florist Ave., Milwaukee, WI 53218) has changed all their decal number to fit into the computer. The old and new numbers are:

OLD	NEW	DESCRIPTION	COLOR
O31-			
34A	31341	CP hopper car	wt
38-			
96	38960	C&NW "EMPLOYEE OWNED"	grn
320-			
20	320200	50' steel railbox	blk
D10W	700101	Steam era boxcar	wt
D10B	700102	"	blk
D38B	700382	Tank car data	blk
D38W	700381	"	wt
D44B	700442	Steam era reefer	blk
D44W	700441	"	wt
D561B	705612	Covered hopper data	blk
D561G	705616	"	grn
D561R	705614	"	red
D561U	705618	"	blu
D561W	705611	"	wt
D561Y	705613	"	yel
D606B	706062	Steam era freight	blk
D606W	706061	"	wt
D606Y	706063	"	yel
D60B	700602	Passenger data	blk
D60G	700606	"	gld
D60W	700601	"	wt
D60Y	700603	"	yel
D681B	706812	Modern reefer	blk
D681W	706811	"	wt
D690	706900	FRA lube plates	blk
D86B	700862	Caboose data	blk
D86W	700861	"	wt
D86Y	700863	"	yel

SUNSET MFG. CO. (411 N. Humphrey, Oak Park, IL 60302) has raised the price of the former Miller tie strips to \$4.50/10 feet. The code 125 rail is now \$38 for a bundle of 99 feet. This would cost \$1.22 per foot of laid track.

SUNSET MODELS (138 W. Campbell Ave., Campbell, CA 95008) is taking deposits of \$50 for the 4000 class 4-8-8-4 Union Pacific Big Boy and the #3984 Challenger 4-6-6-4. They expect the Big Boy by late May. Both engines will be limited to 75 units each. Latest news is that the GP-7 and GP-9 are still on for 1983. The dealers

#### SUNSET MODELS continued

price has increased from last year. The drives may be made in the Orient instead of by American Models.

**TOMALCO** (Box 158, McCracken, KS 67556) has received another shipment of S & Sn3 Ready-to-Lay track. The new price for the Code 100 S standard gauge track is \$19.95 for six 3 foot sections (18'). This is \$1.10 per foot of laid track. The code 70 Sn3 track is \$17.95 for six 3 foot sections (99¢ per laid foot).

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

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#### AMERICAN MODELS AAR FREIGHT CAR TRUCK by Dick Cataldi

The line of delrin-based products from American Models continues to grow. They recently introduced a freight car truck that will be at home on any North American standard gauge railroad from the late 1930's to the present time. This truck is a self-aligning, spring-plankless, double truss plain bearing truck. Sideframes and truck bolsters for the prototype were manufactured by all truck suppliers, including such brand names as ASF, Bettendorf, Buckeye, Gould, and Scullen. There was little change in the design for its 28 years of manufacture from 1936 to 1964. Only roller bearing trucks have been allowed on new railcars since 1964.

The model is a good reproduction of the design with delrin bolster and sideframes. Wheels appear to be blackened steel. All wheelsets are insulated on one side and are mounted on steel axles with needlepoint bearings. The trucks are sprung with 2 springs on each side and come assembled. The model trucks have a wheelbase of 64.5 scale inches. The dimen-

sions appear to fit those for a 50 (later 55) ton capacity car. They fit within the tolerances for a 70 (later 77) ton capacity car.

The manufacturer identifies the trucks as the Bettendorf design and may have used Bettendorf drawings for the dies. But there are no markings cast onto the sideframes or bolsters, so you can use these trucks to represent those of any manufacturer of the general design.

The sample sideframes and bolster castings are very clean, with no noticeable imperfections except for where they were attached to the casting sprues. A sharp blade can be used to clean up these marks. The delrin is a dark brown color.

The wheelsets on a sampling of two pairs of trucks all meet NMRA S4 and RP25 specifications. Some flanges look thin but have correct measurements and have not picked any of my finicky switchpoints during testruns. Wheel diameter is about 34 scale inches, which is correct for fairly new 33 inch wheels, especially 2-wear and multiwear (2W and MW) wheels.

These trucks will roll on a 1% grade and need no lubrication. Some lubricating oils will attack delrin. Dry graphite or plastic-compatible oil from Labelle can be used if you ever have a problem with rollability.

These trucks have excellent equalization and should never derail if placed under moderately heavy cars operating on properly laid and maintained track. They are included with American Models freight cars and are sold separately. They cost \$3.95 a pair and are available from most S dealers and from the manufacturer. Once again our hat is off to the people of American Models for bringing us a quality product that utilizes state-of-the-art materials and manufacturing techniques.

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1983 NASG ANNUAL CONVENTION  
BOSTON-WOBURN, MASS.

MAY 27 - 28 - 29

## BRANCH LINES

News of Local S Gauge Clubs

The DISPATCH takes great pleasure in announcing the birth of a new club--the Pines and Prairie S Scale Workshop. The group grew out of informal meetings at Ken Zieska's house where several S gaugers met to help Ken work on his basement layout. Feeling they would like to increase their visibility to local model railroaders and to the national S Scale community, they decided to make the group a more formal organization. Already they have pooled efforts to construct and operate an S scale modular layout at this winter's shopping center train show. They are now contacting all S scalers they are aware of in the area with an invitation to be charter members of the group. Ted Larson (1420 Frankson Ave., St. Paul, MN 55108) has been designated communications officer and will keep the DISPATCH informed about activities.

The Feb. meeting of the Cuyahoga Valley S Gaugers was held at the home of Lee McCarty. The following were nominated for club offices: President, Lee McCarty; Vice President, Tom Nimelli; Treasurer, Josh Seltzer; Secretary, Mike Graham and Tim Simon. In March this busy group attended three train meets. The April meeting was the club's annual business meeting

The Southeastern Michigan S Gaugers held their Feb. meeting at the home of Dan Pevos. The March meeting was held in conjunction with the South Oakland County HO Club's open house at the Baker Community Center in Clawson, MI. The purpose was to set up the club's modular layout. The group enjoyed a pleasant day there and felt there was no doubt that S Gauge received some very favorable promotion. They left the show with a good feeling and more enthusiastic than ever to get back to work on the modules.

For the Inland Empire S Gaugers Association of the Pacific Northwest, Feb. 27th brought a swap meet and railroad show. The March meeting included a slide show and election time for the "top brass hats." Sat-

urday, April 16, was a big day for the IESGAPN, the annual secret project meeting and dinner.

Needless to say, the Bristol Club is hard at work putting the finishing touches on plans for May's convention. At the Feb. meeting in Paul Riley's house, club members checked out the latest work he's done on his large layout, now almost 2/3 complete. At both the March meeting (at L. Donald Riley's) and the April meeting, finishing touches were put on arrangements for the convention. There was also a video tape of "The Great Railroad Journey--Europe", which all enjoyed.

### ATTENTION ALL HI RAILERS

Sig Fleischmann would like to hear from all Hi Railers concerning what you are doing about layout design, trackwork, block controls, signals, reverse loops, motive power, wheels and couplers, operation, kit bashing, rolling stock, etc. "Let's exchange ideas and know-how. I'm always ready to help and pass along ideas and information." Send your comments to:

Sig Fleishmann  
22475 Violet Street  
Farmington, MI 48024

### THE COVER MIXED TRAIN DAILY

The crack flyers got all the press, with their comforts and limited stops. But they could not stray from the main line iron. For every limited there were dozens of little trains in the Official Guide that carried only the designation "Mixed." These little trains ambled down the branch lines, stopping to drop off a milk car here, or pick up a box car of furniture there. Little engines and hand-me-down equipment were the order of the day. But the crew was friendly, and the cannonball stove kept the coach toasty warm. When you arrived at your stop, the station agent was there with an armload of mail and a greeting. Deane Mellander.

## READER'S REPLY

Dear Elaine,

The second edition of the DISPATCH, under your leadership, arrived here on Monday, Feb. 28. Because this last issue--in my opinion--is the best issue I have received in a long time, I thought I should stir my stumps and tell my thoughts in writing.

First off, I was pleased to learn that someone talked you into taking such a job, even though you are a female non-model railroading editor. Your ability to write was obvious with your first editorial. Being married to an S model railroader is sufficient. While I'm not a writer, I sure have an appreciation for what it takes to assemble the contents and edit each item to publish an issue on a bi-monthly schedule.

I believe the Winter edition of the DISPATCH was the type of quality that NASG needs to make it worthy for people to join this organization.

I have been trying to organize what few S Gaugers there are in Connecticut during the past year. A good DISPATCH issue helps me in trying to get new members to join NASG. I have not enjoyed much success in the past because there was no apparent reason they should join. It's been my observation that newly introduced S Gaugers are eager to soak up all the information they can get on activities of S Gaugers, S products, etc. We need to expand our membership in NASG and the kind of quality your leadership has produced must continue to help fulfill that need.

Your thoughts as a wife of a model railroader are both interesting and refreshing. We need this point of view, particularly in the editorials. A glance at the editorials of the other model magazines reveals that editors, skilled in their respective fields, have nothing more significant to write about than you could say. The technical stuff belongs in feature articles. Your thoughts will go a long way toward getting my wife to take a little interest in my hobby.

Best wishes and continued success as our editor. May the DISPATCH grow to become another sought-after publication in S.

Bill Krause

Many thanks, Bill. It was kind of you to take the time to write.--Ed.

Dear Elaine,

First, I want to say that I like the new format of the DISPATCH.

Second, I agree with "Name Withheld by Request" (DISPATCH, Fall '82) about convention costs. That's why I'm writing. I'm looking for a roommate or two to share a room at Woburn, MA, at the convention this year.

Art Doty  
97 Ida Venue  
Antioch, IL 60002

Art's letter did not reach us in time to appear in the Winter issue and it may be too late to help him out for this year's convention (we hope not!), but it raises an important point: perhaps in the future the DISPATCH could serve as a means of communication between members of the NASG wishing to find others to share convention costs of transportation and lodging. Let us know your reactions to this idea.--Ed.

Dear Elaine,

I'm just writing to tell you that I am surprised and delighted with the new NASG DISPATCH. It's beautiful! With Sam near you for "advisor" duties and your obvious technical abilities, I think we will now have another device to sell S Gauge with. We can show prospective NASG candidates what a great magazine they will be getting for their dues money.

Keep up the good work.

Lee McCarty

ANSWERS TO QUIZ FROM PAGE 9

1-F, 2-F, 3-T, 4-T, 5-F, 6-T, 7-F,  
8-F, 9-F, 10-T