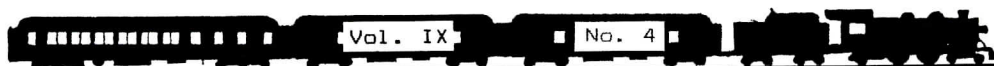




DISPATCH



WEYERHAEUSER TIMBER CO. No. 108

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PRESIDENT'S MINI-MESSAGE

"I'm tired of all the politics" was a very frequent comment on the NASG questionnaire. Thus, this message is brief so that space can be devoted to more interesting topics.

The upcoming election is inevitable and my message is simple: If you are running for office, please be prepared to commit about three hours a week to NASG affairs, be prepared to spend time on written correspondence to a wide variety of people, and be prepared to do this at your own expense.

This message is not intended to discourage anyone from seeking office, but will better prepare you for what lies ahead. NASG does not benefit from those who win at elections and then proceed to do little if anything for their organization.

End of political message. We now return you to your favorite show.

PRESIDENT'S MINI-MESSAGE #2

Our energetic Eastern VP, Don Thompson, has been burning up the rails in pursuit of additional incentives for the NASG Membership Contest. At this point in time, Don has arranged for donations from several leading S manufacturers to be used as awards for those recruiting the most new members.

NASG's is sincerely appreciative of the following prize donations:

Gift Certificates:

Omnicon Models: \$40
American Models: 25
Hoquat Hobbies 25
Lehigh Valley Models: 25

Quartz railroad wristwatch or a \$25 gift certificate from Ace Model Railroad Products

5 one-year subscriptions to the new S Gauge Herald

We anticipate many more donations which will be reported in the next DISPATCH along with the rules on how all these goodies will be awarded. Some slight revision to the previously-announced rules will be needed due to the numerous prizes in addition to the NASG brass tank car. Hopefully, you didn't forget about the brass tank car.

Have you recruited your new member yet? Have you ever tried? Remember, our goal is 1000 members by the time of the 1987 Chicago Convention celebrating S gauge's 50th anniversary. Each of us has a personal objective of recruiting at least one new member. And everyone has a chance to win a prize! So far (as of Nov. 3), the leading person has only five sign-ups, and the leading club only three. Go for it!

Ed Loizeaux

EDITORIAL

THOSE 4TH OF JULY BLUES

Elsewhere in this issue you will find a rather bland statement that "some of the members" at the NASG convention "expressed problems [with the] July 4th weekend." The facts are that most of the members at the annual business meeting (open to all conventioners) supported the notion that conventions should not be held on what is generally conceded to be a family weekend. Only one member genuinely pre-

ferred the July 4th weekend, and that was because his wife always went to a convention on the 4th, leaving him with nothing else to do!

I also recall general agreement among the officers present to hold conventions subsequent to 1987 (which is already locked in to the 4th) on non-holiday weekends.

WHAT'S THAT, YOU SAY?....

You will find some very strange things in the Board of Trustees meeting minutes in

this issue. The minutes say that there will be several things printed in the DISPATCH prior to Aug. 30th (1986). This was not possible, as the issue following the BOT meeting was published in September -- on time. And -- the minutes themselves, which constitute the requisite announcements, did not arrive in time to be printed in the September issue. Oh, well -- There's always next year.

Dick Kames

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of S GAUGERS

The **DISPATCH** welcomes articles, photographs, art, cartoons, and other S-gauge-related materials as contributions from the membership. Contributions and correspondence should be sent to the Editor:

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Mercer Island, WA 98040

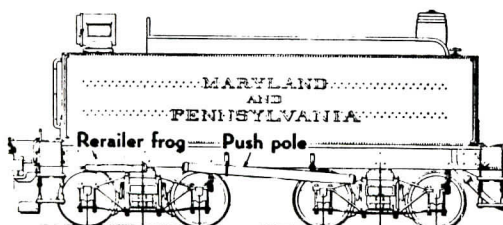
NASG dues are \$10 yearly, from July through June of the following year. Membership includes the four issues of the **DISPATCH** published during the membership year, regardless of enrolment date. All membership questions, applications, renewals, and address changes should be addressed to:

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COVER

12-year-old Jerry Perkins of Seattle did this pen-and-ink sketch of Weyerhaeuser 2-6-6-2T #108 among the weeds at the Puget Sound Railway Museum, Snoqualmie, Washington. Jerry has always loved to draw. His grandfather is an artist and several other relatives were architects. Jerry has avidly pursued model railroading and scratch-builds many of his buildings for his layout, which he shares with his father.



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The next deadline for articles is Jan. 15, 1987

THE AMERICAN FLYER ENTHUSIAST

by Tom Nimelli

COMPARING WHEEL SETS IN TINPLATE

If you get easily bored reading about details and figures, you may want to skip from here to the last paragraph -- That's "the bottom line."

All American Flyer freight wheels roll, but modern plastics and needle bearings improve rolling capabilities by removing friction. Lionel has angled the tire and added needle bearings on their newer Lionel trains. This reduces rolling friction, especially on curves. On the American Flyer Line, however, Lionel has done nothing except to redesign the side frame mounting to the truck. (Check the latest catalog to see this change.)

American Models has released its tinplate wheels and non-operating couplers. The rolling ability of American Models scale wheels is legendary. These are really the best of all scale wheels. Just try to set an American Models car on any grade without it rolling downhill.

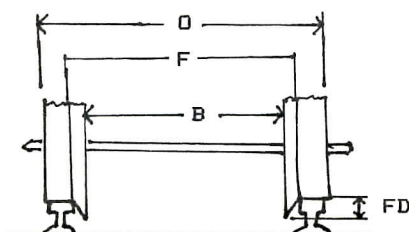
American Models tried to make their original wheel sets compatible with American Flyer track, but the test layout they used did not have any Flyer switches on it. The Flyer switch is where you run into trouble with the scale wheels. The Flyer switch's problem is where the frog points meet the rails. The rails have been indented to allow the frog points to fit.

TRACK WIDTH (gauge)

American Flyer	.872
K-Line (S Gauge)	.858
GarGraves	.900
AF at Switch Points	.952

WHEEL TYPE

	WD	FD	T	F	B	O
American Models Scale	.515	.055	.092	.854	.785	1.038
American Models Tinplate	.517	.080	.128	.834	.724	1.090
Ace - Downs Tinplate	.506	.070	.113	.850	.730	1.076
American Flyer Tinplate	.515	.106	.140	.829	.668	1.109



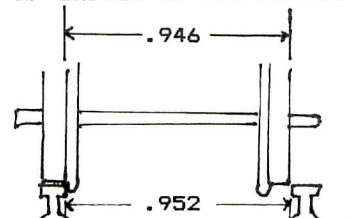
Because of this, the track is way out of gauge at this point. However, the tinplate wheels have wide tires and ride on top of the rails. The American Models scale wheels are exactly .946 inches wide from the outside of the flange on one wheel to the outside of the tire on the opposite wheel. The gauge at the frog points on the American Flyer switch is .952 inches. You can see the wheels just fall between the rails at this point and derail. This is why the American Models scale wheels derail on American Flyer switches. The wider and deeper flanges of the tinplate wheels compensate for the loose AF track tolerances. The scale switches, on the other hand, have a much tighter tolerance.

Now for "the bottom line."

The new American Models tinplate wheel sets do work. The new couplers match up well with Flyer. A good friend of mine, Kyle Snyder, said he will now consider American Models cars, since his layout is all American Flyer track and switches. Any of you with all AF track and switches can now get American Models trains and know that they will run on your layout with no problems. All of this boils down to a difference of about .05 inches on the tire width. That small difference means that one wheel set will work and the other will not work on tinplate track and switches. In other words, the difference between the car staying on the track or falling to the floor is .05 inches! I hope all these facts and figures help you. For me, I only care that the trains stay on the track and off the floor.

T	Tire width (tread)
F	Flange-to-flange width
WD	Wheel diameter
FD	Flange depth
B	Back-to-back width
O	Outside tire-to-tire width

AF Switch at the Points



Cuyahoga Valley's TRACK JOINTS for PORTABLE HI-RAIL LAYOUT SECTIONS

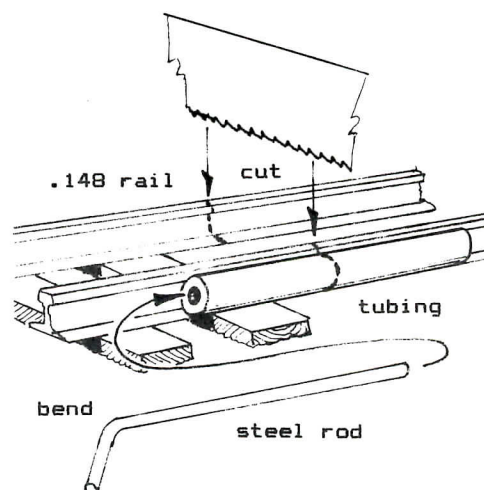
The Cuyahoga Valley S Gaugers had their portable hi-rail layout running at the Novi NASG convention, and it was quite impressive. Both scale and American Flyer equipment ran equally well, thanks to the club's use of .148 rail, closed-frog turnouts, and skillful tracklaying.

Their layout was set up rapidly, thanks in part to their ingenious fool-proof track joints. Here's how they did it. You will need a supply of 1/8" outside-diameter brass tubing and some steel rod which provides a snug (but not tight) fit inside the tubing. Coat-hanger wire should be just fine.

First, set up adjacent sections and lay your track continuously across the section joints. Then solder a two-inch length of the brass tubing to the outside of each rail, centering each piece over the section joint. Now cut through the track right over the joint with a razor saw.

Clean up the burrs on the tubing at the saw cuts. Now cut 2-1/2" pieces of steel rod and bend the last 1/2" at enough of an angle (60 degrees or more) to serve as a handle. Slip the wire into the tubing, and -- presto! You have perfect alignment, positively secured. The layout can be put together and taken apart with both ease and speed.

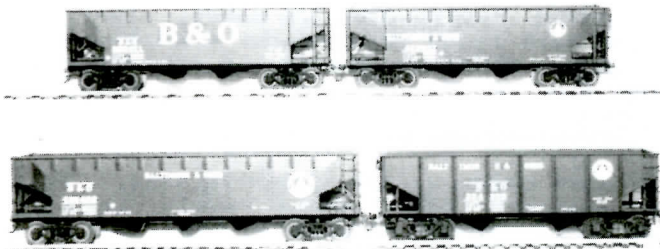
layout section joint



MANUFACTURER NEWS

Ace "S" Gauge (Downs Model Service, 206 Lehigh Ave., Gloucester City, NJ 08030-1215) announces both a new product and a reprise of an old product. The new one is code 110 36" wheelsets (#4036), insulated one side. These are \$2.80 per set of four, and are also available with all truck kits. The old product is the code 125 self-gauging plastic ties, at \$15.00 per 1000, which is enough for about 28' of track. The ties have molded-in woodgrain, tie plates, and spikes. Ace has made other changes in their product line too. Ask for their brochure.

John W. Hall (2711 Pecksniff Rd., Wilmington, DE 19808) is offering a new set of B&O hopper car decals for \$3.00. This set contains enough material to letter two of a variety of B&O hopper car types from a wide variety of time periods. Either two 50-ton cars or one 50-ton and one 70-ton car can be lettered with this set, with lettering styles representing the 1920s through the 1970s. Each set is packed with complete instructions which contain all applicable lettering diagrams and all prototype numbers for each. A nice touch. Ask for set No. 111.



Charlie Sandersfeld of Omnicon Models (900 Lunt Ave., Elk Grove Village, IL 60007) is seriously planning to do an RDC car and the PRR GG-1 electric in 1987. Drop him a line if you are interested.

Overland Models (5908 Kilgore Ave., Muncie, IN 47304) has Blunt truck sideframes for Alco diesel switchers at \$35 a set.

Overland's Tom Marsh showed the pilot model of his next S scale steam locomotive, the Union Pacific FEF-3 Northern, at the Omaha MRA show. According to S scale modeler and eyewitness reporter Dave Smith, it's the best model of any prototype ever in any scale!

Southwind Models (P.O. Box 9293, Plant City, FL 33566) has been very busy lately. They have over 20 F-unit detail castings available now, including sideframes for the American Models drive and complete underframes and trucks for the Wabash Valley F-3/F-7 A and B units. The following parts are new since our last issue:

#SWD1	Single-chime air horn (2)	\$1.50
SWD2	Triple-chime air horn	1.95
SWD3	Five-chime air horn	1.95
SWD5	48" dynamic fan	2.00
SWD6	MU hoses (16)	2.50
SWD9	Blomberg sideframes (4)	12.00
SWD10	F-unit Windshield wipers (4)	1.00
SWD12	Steam generator set	2.00

SWD13	Pyle backup light (2)	1.00
SWD15	36" cap-top fans (4)	4.95
SWD16	FT/F2 number boards (pr.)	1.50
SWD17	Nose door light	1.00
SWD18	EMD door handles (6)	1.00
SWD19	GP/SD Windshield wipers (4)	1.00
SWD20	Fuel filler/sight glass (pr.)	1.00
SWT8	EMD sprung Blomberg trucks (dummy), square journals, 40" wheelsets (pr.)	35.00
SWT9	EMD sprung Blomberg trucks (dummy), round journals, 40" wheelsets (pr.)	35.00
SWF2	Air hoses (4)	2.50
SWL1	EMD "F" A-unit dummy under-frame with trucks	50.00
SWL2	EMD "F" B-unit dummy under-frame with trucks	50.00

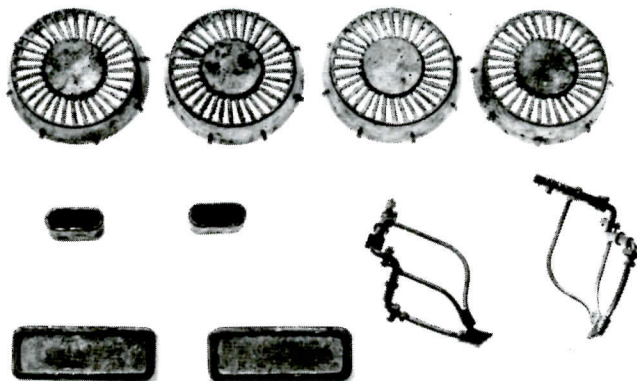
(Shown below are the fans, stacks, number boards, and hoses mentioned in the last issue.)

Now you can build almost any F-unit with a combination of American Models drive, Wabash Valley body shell, and Southwind parts.

Example: F-7 A-B:

American Models drive	\$110
Wabash Valley F-7A shell	17
Wabash Valley F-7B shell	17
Southwind dummy frame with sprung Blomberg trucks	50
Basic F-7A/B detail kit (including fans, stacks, air hoses, MU hoses, wipers, horns, number boards, and replacement sideframes for powered unit)	35
TOTAL	\$229

See your dealer. Coming soon: Freight and passenger car detail parts.



* * *

We need someone to take over this column and the Reviewer's Workbench. Please write. In the meantime, send input to:

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



REVIEWER'S WORKBENCH

Don Thompson's TRADE NEWS AND VIEWS

Clarification - Regarding hopper car ladders, some additional research shows that the prototypes exhibited extensive variety over the past half-century, and the American Models hopper ladder dimensions fall within the prototype range of rung spacing. My apologies for misleading you.

- Tony Perles

Scale Automobile Tires with Wheels, 3 versions (The S Scale Shop, 7571 Foxglove Pl., Macungie, PA 18062, \$2.95 per pkg. of 3 sets of 4 wheels each)

S Scale vehicles have always been close to my heart and the problem with using most of the ones that are now on the market is the ugly unprototypical "Hot Wheels" on which they ride. This product should eliminate having to look at magazine pictures of Ertl cars on grade crossings which all have mag wheels that are sticking out wider than the car.

Upon inspection, you will find that there are three different types of wheels in each package -- two with hub caps and one just a plain wheel. It was very easy to take a little file or a piece of sandpaper and remove the sprue, and then drill out the back of the hub with a #60 drill (per instructions). I then washed all the wheels and used Floquil's metal etch. This leaves a rough surface to hold the paint. When the wheels were dry, I mounted them on my electric drill and shined the hub caps with "00" steel wool. I then used the neat trick (in the instructions) of painting the wheels while they are turning on the drill. I painted the wheels first (leaving the hub caps silver) and once that dried, I painted the tires with Testor's rubber-colored paint. At first this looked a little too brown to me in the bottle, but once the paint on the tires dried, they seemed O.K. For detailing three Mattel 1940 Ford tudor coupes, I cut the axles in half and redrilled the holes in the chassis with a #59 (.041") drill and removed the nubs with a small jewelers file so that the wheels fit closer to the car body and don't stick out. I used Super T gap-filling ACC to attach the wheels to the axle and the side of the frame.

I must say that these made the cars look 100 percent better. I was able to do the three cars in a little over an hour. I recommend these to anyone who wants to improve the looks of their S Scale vehicles.

- Don Thompson

I just returned from the Detroit NASG convention and feel sorry for all those that missed out, because it was a good one. A big tip of the hat is due to the Southeastern Michigan S Gaugers for all the work that they did.

Last time I had just finished up the article on trackwork and promised the follow-up on turnouts. But first, let me relay a few comments that I received through the mail. Most of these were about the Miller tie strip. It seems that the last run made was not able to keep the rails in gauge, but the earlier runs are O.K. So you may want to stay away from this and use the newer flex-track. The second problem has to do with the NASG check gage. It seems that some of them were made 0.004" undersized in the G dimension. Instead of being 0.883", the ones I measured were 0.879". This is really not a big deal, but is being rectified. The NASG Clearing House is getting a price on new ones to be made out of stainless steel. There will be an exchange policy when we get them. They are also working on a coupler height check gage.

S SCALE TURNOUTS

For model railroading purposes, there are three main types of turnouts available to S gaugers. Which you use may be determined on what type of equipment you are planning on running on your pike. There are advantages and disadvantages to both types.

The most common is the open-frog type. These are available from American Models (actually packaged by Hoquat Hobbies and imported by Old Pullman), Scenery Unlimited (Shinohara), Earl Eshelman, and Darr's Scale Models. These are the most common prototype used in North America. The disadvantage to this type is that American Flyer and hi-rail wheelsets will not run through the flangeways.

The second type is the closed frog turnout that both Flyer and Scale will run through. These turnouts are available from Earl Eshelman and a similar type of turnout from Right-O-Way Industries (NOT the Right-O'-Way in Los Angeles mentioned in the last issue). These are sometimes used by the prototype in this country but are extremely popular in Europe. The disadvantage to this type of turnout is that they are more difficult to build and lay as well as keep in alignment, but when they are working right you should have fewer derailments. Again as I noted last time, if you do plan to run Flyer you will have to make sure that you have the proper rail height, and now code 148 rail seems to be the rail of choice.

The last type is the stub switch. These were used prior to World War I and are mostly seen on narrow gauge model railroads.

Not only do turnouts come in these three different styles, they also come in different lengths, and what you plan on doing on your railroad and how much space you have will dictate what length of turnout you will use. The length of a turnout is called the lead. This is the distance from the toe (tip) of the point to the point of the frog. Turnouts are measured by the number of the frog. The frog number is determined by the ratio of diver-

gence of the curved side vs. the straight side. In other words a #6 frog has rails that diverge one unit for every six; mathematically this works out to 9.5 degrees.

FROG NUMBER	DEGREES	FROG NUMBER	DEGREES
3	18.4	12	4.8
4	14.0	13	4.4
5	11.3	14	4.1
6	9.5	15	3.8
7	8.1	16	3.6
8	7.1	17	3.4
9	6.3	18	3.2
10	5.7	19	3.0
11	5.2	20	2.9

There are further classifications of turnouts. The normal turnout has one straight route and the diverging route goes to the left (left hand turnout) or the right (right hand turnout). If both routes curve to the same direction, it is a curved turnout, and if each route curves in the opposite direction it is a wye.

#4 - All traction to 64' long, motive power including steam engines with 4 drivers (0-4-0, 4-4-0, etc.), 4-wheel diesels, passenger and freight up to 40' long.

#5 - All traction, MUs to 60' long with two four-wheel trucks, steam to 14' wheel base, diesels to 50' with two four-wheel trucks, passenger cars to 50' without diaphragms, all freight cars.

#6 - Steam locos to 24' rigid wheel base, diesels and electrics to 70' long with two six-wheel trucks, all cars 80' long with diaphragms, freight to 85' long.

#7 - Steam locos to 28' rigid wheelbase, all diesels, electrics, passenger, and freight.

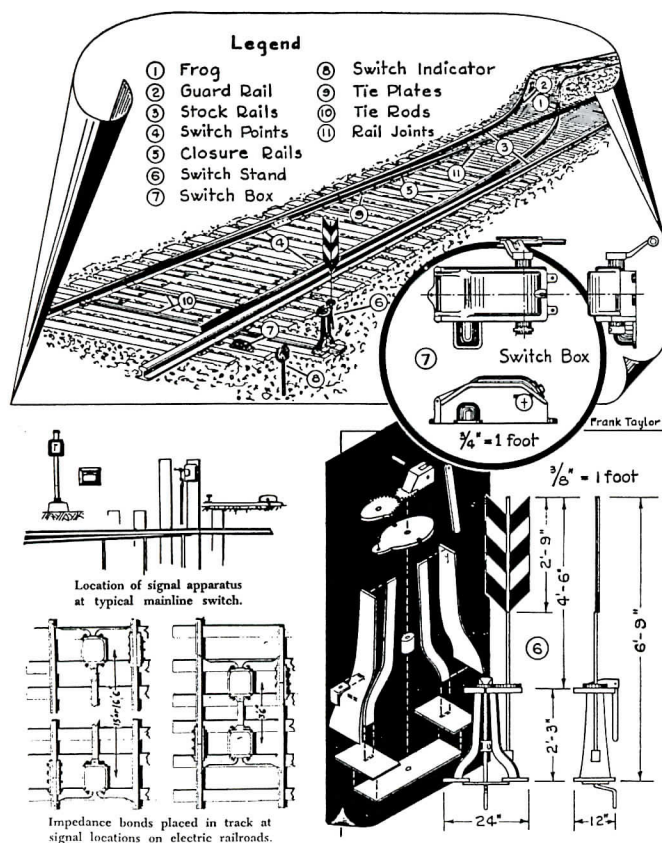
Now that we know which turnout to use where, the next decision is whose. In S we now have at least five commercial sources of open-frog code 100 #6 turnouts, and each one has advantages and disadvantages over the others.

The oldest continuous source of turnouts is Earl Eshelman. Poor Earl has been a little left behind with the advent of imported turnouts. This is mostly due to the fact that you can only buy direct from him (NO HOBBY SHOP SALES), and it may take a few weeks to get delivery as many turnouts are custom-made. He offers the least-expensive ready-to-lay #6 turnout in S at \$8.50 each. Earl will also make your turnouts to either the NASG standards (NMRA fine scale), the old NMRA, or the new NMRA. If you do not state what standards you prefer, Earl will assume you want the old NMRA (a standard that is not recognized by any model railroad organization, but was used on almost all S scale model railroads begun before the 1980s). It is important to state your preference. Remember, more brass steam engines have been imported with code 110 drivers than have been built up from all the brass kits. You may want to specify the NASG/NMRA fine scale standards.

Earl's turnouts do not come with ties or a diagram. They are kept in gage by brass straps soldered to the head of the rail which makes them a little easier to install.

The next in price is the Darr's Scale Models #6 turnout. These are made with Railcraft weathered rail and come in code 100 as well as code 83. The price is the same for both, \$12.50 each. The flangeway is 0.063" (consistent with the old NMRA standard) with the guard rails separate so that you can set these yourself. They come with no ties or diagram. They are not pregauged and must be installed with a check gage. Darr's also has a turnout that can be used with the Miller plastic turnout strip. The price for this is \$12.50. The Miller tie strips are \$4.00, available from both Hoquat Hobbies and Scenery Unlimited.

The Shinohara #6 turnout (imported by Scenery Unlimited) is the only ready-to-run turnout in S. Its price is \$13.95 each and matches the Shinohara and Tomalco flextrack. I must admit I am very reluctant to review this turnout because all the numbers don't seem to add up. I have seen these in layouts and they worked all right. I saw a string of American Models pas-



As I stated before, the length of turnout (we will refer to turnouts by frog number from here on out) you use is dependent on speed and what equipment will be using the siding. While you may not use a #4 turnout for a high speed mainline crossover, it would be acceptable for a mainline siding going to a coal unloading trestle restricted to 0-4-0 switchers. The following is a synopsis from the NMRA minimum recommended turnout numbers for various railroad use.

senger cars go both forward and backwards through a pair of these used as a mainline crossover without a derailment. (I am not sure how the cars were gauged). This turnout does have a #6 frog, but the lead is too short, equivalent to about a #4-3/4 frog. If you sight down the turnout from the point rail you can see a kink in the heel of the point. As far as standards go, its guard rail is too far from the stockrail (as much as .070"), exceeding all known standards. I know of several modelers who have removed some of the ties beyond the frog and inserted them between the frog and the heel of the point. They then make new closure rails and regauge the guard rails.

The "American Models" turnout, a ready-to-lay turnout with ties and diagram included, is the most expensive #6 at \$15.00. These are now made in Switzerland, imported by Old Pullman, and packed by Hoquat Hobbies. They are still carried by American Models. The flangeways for the frog and guard rails are 0.054", an acceptable 0.001" larger than the NASG/NMRA finescale standard. They are strapped on the bottom; these straps must be cut before you turn on the current. It is easiest to try the turnout on the tie bed before the glue is dry and adjust the ties slightly so that the gauging wires do not sit on the ties. I hope that future shipments have these wires on the railhead so that this adjustment is not necessary.

There are also two sources of #6 closed-frog turnouts -- Earl Eshelman (code 125 at \$12.75 and code 148 at \$14.00) and Right-O-Way Industries. Earl's use the same specifications as his open frog turnout. Right-O-Way Industries' is ready-to-run and comes on its own tie bed. The point of the frog swings so that it is considered closed frog. I am not sure of the price or the rail size, but I will try to find out for the next column.

There are two less-expensive alternatives to making turnouts -- using frog-and-point assemblies and scratchbuilding (about a buck per turnout). I have used both of these methods and recommend them to anyone that has the inclination. Once you learn, it takes about an evening to build and another to install (frog-and-point assemblies take just one evening). I figured that if you can't build a #6, how can you build the difficult ones. With my layout I knew where I was going and made the trackwork fit. If I needed a #7 or #9 turnout, that's what I built. Once you build half a dozen turnouts, you are on your way and can use the frog-and-point assemblies to save time. Earl also makes frog-and-point assemblies for #4, #5, #6 (\$5.50) and #8 (\$6.25). I have been using B & K HO frog-and-point assemblies (\$5.10). Once the frogs are laid, I cut off the closure rails, cut off the point rails to length, and then add longer pieces for the closure rail so that I have an S gauge turnout.

Here's a summary table.

code	#4 WYE	#4	#5	#6	#8
American Models					
100		\$14.25	14.75	15.00	15.75
Darr's Scale Models					
55 ng	9.50		9.50	9.50	
55stub	10.50		10.50	10.50	
70 ng	9.50		9.50	9.50	
70stub	10.50		10.50	10.50	
83 sg				12.50	
100 sg				12.50	

Earl Eshelman

100		8.50	8.50	8.50	9.75
125		8.50	8.50	8.50	9.75
125 cl. frog	11.50	11.50	11.50	12.75	
148 cl. frog	12.75	12.75	12.75	14.00	
100 frog-pt.	5.50	5.50	5.50	6.25	

Scenery Unlimited

70 ng		14.25	
100		13.95	

Let me recommend that you purchase a copy of Paul Mallory's book "Trackwork Handbook for Model Railroads," published by Boynton and Associates. It is 300 pages long and costs \$6.95. It is a must for anyone who plans on building a layout or modules.

PRODUCTS MENTIONED IN THIS COLUMN

Darr's Scale Models

Box 81
Hawthorne, NV 89415

Earl Eshelman

53 Maytown Ave.
Elizabethtown, PA 17022

Hoquat Hobbies

PO Box 253
Dunellen, NJ 08812

Right-O-Way Industries

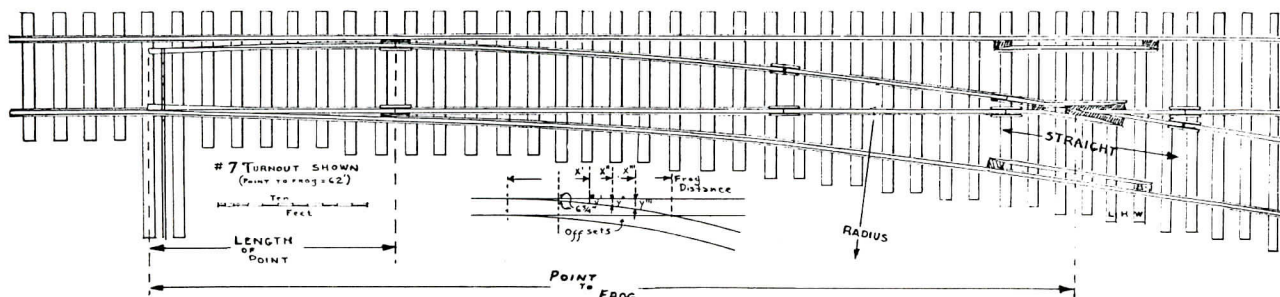
PO Box 13036
Akron, OH 44313

Scenery Unlimited

310 Lathrop St.
River Forst, IL 60305

My next installment will be on electrical and mechanical systems for operation of your turnouts. Again if you have any comments or see a mistake that Dick missed, please let me know.

Don Thompon
2 Roberts Rd.
New Brunswick, NJ 08901



THE NASG STORY:

A History

By Bob Jackson

ERRATA:

In the first article (Vol. 9, no. 3), the last paragraph on page 6 states that Wallace Collins wanted to drop the NASG column from the Herald because Bernie Thomas had become a Herald Associate Editor while simultaneously serving as the NASG General Director. However, we intended to indicate that even though earlier relations had not been smooth, pacification was probably achieved for Thomas's appointment to have occurred. This likely contributed to the emergence of the Herald as the national voice of the NASG.

Russ Mobley informs us that the "old-timers" circuit includes members who were in the initial circuits. Moreover, at age 53 he is the "baby" of the whole lot of them.

Russ adds that, according to his documentation, the name "National Association of S Gaugers" was adopted unofficially in May 1960 and officially in October 1960. This is the most precise dating of the official start of the NASG that we presently have. It would be helpful if others would come forward with corroborating records.

Finally, Russ recalls that he also submitted an entry to the NASG logo contest. Therefore, he suspects that he is one of the "unknowns." (It would be interesting if the other unknowns would identify themselves.)

PART ONE -- THE BEGINNINGS (cont'd.)

Bernie Thomas's Legacy

On the morning of July 12, 1965, the bell tolled for Bernard Thomas. Within a few weeks Russ Mobley was tapped to be the third NASG General Director. Several others had volunteered but Russ appeared to represent stability and continuity. He had just been appointed Associate Director - Clubs on June 3, 1965 by Thomas as part of a plan to develop a more formalized structure for the NASG. (Thomas had simultaneously appointed Ambie Hennek as Associate Director - Trolley.)

Russ had been very active in S gauge for quite some time and had been involved in the development of the NASG since 1960. Russ was also a member of the NMRA. While stationed in Wichita Falls, Texas with the Air Force in the early 1960s, he wrote S gauge promotional material for the NMRA. During that same period he helped development of the Southwestern S Gaugers Association. Later, after moving to Georgia, he initiated the formation of the Southeastern S Gaugers Association. Clearly his credentials as a promoter of S gauge were well established. Furthermore, he knew Thomas and his goals quite well and identified with them very closely. Thus he seemed to be a natural to succeed Bernie.

Given his background, it was natural that Mobley would set out to push forward with those goals that had already been articulated by Thomas and apparently accepted by the general

NASG membership. He signaled his intentions in the NASG column of the winter 1965 issue of the S Gauge Herald. He wrote, "As a friend of Bernie Thomas, I would very much like to continue where he left off." Almost immediately he began to reap the storm that had been gathering in the distance for some time. To understand this, it is necessary to examine the forces and influences that played within and upon the NASG from its inception.

Seeds of Dissension

Claud Wade's recognition that S gauge could be organized around "round-robin" circuits was probably a stroke of genius. Although everything that could be found in S gauge could also be found to some degree in other gauges, none had a mix of interests parallel to that of S gauge. American Flyer collectors were not as numerous in the late 1950s as they are today, but collecting was still serious business. The majority of S gaugers at that time were tinplate operators. Hi-rail operators, very rare in other gauges, were quite common in S gauge. And, of course, those geniuses who converted toy trains to scale operation by every imaginable means were a breed peculiar to S gauge. They, with the scratch builders and kit assemblers, comprised the S gauge scale operators. Not even the NMRA encompasses such a wide range of interests.

Spontaneous association of these diverse interests is virtually non-existent in any gauge. Merely sharing the same track gauge does not provide an automatic basis for kinship. Indeed, there may be cause for antagonism in some cases, as between the collector and the converter: One man's junk is the other man's gold.

What type of organization might appeal to all these interests? A loose federation of small units, each organized around a specific interest and linked through a more general common interest might. Within each small unit the great diversity disappears. The more general common interest provides both a reason for association of the small units and a sense of belonging to something larger and therefore more enduring. The loose federation ensures that no single interest can readily dominate the others and tends to prevent the central governing body from placing its own interests ahead of those of the small units.

Paradoxically, this principle of organization that so brilliantly got things started had inherent weaknesses which, with time, would become troublesome.

The very success of many of the NASG circuits (see Footnote 1) led to an organization that, when viewed collectively across all of the circuits, was by nature inward-looking. The circuits generally worked quite well and served the needs of their members nicely. Given this, there was no widespread perception that a strong national organization would be anything other than a distraction. Many members saw no need for anything beyond the circuits to which they belonged. The circuits were comfortable and useful, and they worked.

Mismatch of Goals: Leadership vs. Membership

Meanwhile, the NASG leadership had for some years seen the necessity for S gauge to ex-

pand, and had spent great effort in that direction. S gauge promotion had been one of the distinguishing features of Bernie Thomas's stewardship. It was also to become one of Russ Mobley's. The leadership was not alone; many individual members agreed. For some, promotion was equated with survival and this was linked immediately to association with the NMRA. Bernie Thomas had stumped strongly for formal association of the NASG with the NMRA. Toward the latter part of his tenure as General Director, he was urging members of all clubs to belong simultaneously to both the NASG and the NMRA. This was fundamentally an outward-looking view.

Moreover, at the national level the NASG was nearly a one-man show. Although each of the General Directors had assembled a panel of advisors, assistants and helpers, those arrangements were informal. This small group furnished manpower, effort, and money. However, the primary source of all these was the General Director himself. The burdens placed on the personal and financial resources of the General Director were too much for any one person to endure over a long period of time. Leadership was isolated to those few who were doing the most to support the NASG at the national level. The general membership really had very little invested in the NASG. Without a formal organization structure spanning all the interests of the membership, the clash between the outward-looking view of the leadership and the inward-looking view held by much of the membership was inevitable. It was not long in coming.

Surrogate Focuses: The S Gauge Herald.....

This phase of NASG history was closely intertwined with the success of the S Gauge Herald (see Footnote 2). (Perhaps someday someone will write the history of the Herald in its first incarnation.) The Herald had carried the national voice of the NASG since 1962. It is quite probable that the NASG would not have survived beyond the early sixties without this support.

Wallace Collins and Frank Titman's explicit goal was to extend the appeal of the Herald to all S gauge interests. It is startling therefore to recognize that the Herald, quite unintentionally, posed two kinds of problems to the development of the NASG as a national body that could speak with meaningful authority for S gauge.

First, the NASG had never developed a "house organ" publication of its own. "News, Notes and Flashes" was meant to serve that purpose, but it never succeeded at that level. In 1965 the national voice of the NASG was the column that appeared five times a year in the back pages of the Herald. Thus, despite the Herald's generosity, the effect was to down-grade the NASG. In fact, most S gaugers of that period looked to the Herald rather than the NASG for information and guidance. The Herald's subscribership was larger than the membership of the NASG throughout the sixties and most of the seventies.

.....and the NESGA

Second, the Herald's influence was felt in quite another and, in some respects, more sig-

nificant way. This resulted from the Herald's promotion of The Northeastern S Gaugers Association (NESGA), a group that was made up principally of its staff and early subscribers. Like the NASG, the NESGA (see Footnote 3) was informally structured; however, it was far stronger than the NASG.

The NESGA grew out of a meeting at Frank Titman's home in Allentown, PA in January 1961. It rapidly came together as a group filled with energy and vigor. The "fathers" of the Herald were also the founders of the NESGA. It is not surprising, therefore, that early NESGA activities were featured in the Herald.

The NESGA's first convention, held in Woburn, MA in 1962, included contests, layout visits, and a banquet. It can be regarded as the prototype for the NASG conventions, the first of which would not be held for another 10 years in Kansas City.

The NESGA's success must be viewed against the fact that in the early Sixties 50 to 60 percent of the known S gaugers resided in Pennsylvania, New York (including metropolitan New York City), and New England. Thus, the NESGA could tap the resources of the largest concentration of S gaugers in the country. These included many of the most skillful and dedicated modelers to be found in any gauge. All that was needed to stimulate this group was the desire and organizing energy. These were provided at that initial meeting in Allentown.

The problem that all this posed for the NASG was the fact that so many of the services that would have been natural for a national organization to develop for its members were already being successfully provided by the Herald and the NESGA. Moreover, the NESGA, encompassing as it did such a large fraction of the known S gaugers, siphoned off energy and initiative that, under other circumstances, might have gone to the NASG.

Russ Mobley's Stewardship

With Bernie Thomas's death, Russ Mobley became the faithful battlefield lieutenant who seized the flag from the fallen captain. The stresses within the NASG had already begun to surface in the last months of Thomas's tenure. Russ had barely been installed when the first serious rupture became public. A vigorous debate among the leadership between those who felt the future of S gauge was best served by further and more aggressive development of the castings project and those who wanted a broader-based approach stressing increased membership had been raging for many months. The debate was resolved when Claude Wade, feeling the need to unshackle the project from the NASG, announced in the Winter 1965 Herald that the castings project was going "completely commercial." A private company called "S Scale Locomotive and Supply" subsumed the project. This left the NASG with no substantial membership benefit beyond the circuits.

If the need for a formal organizational structure had ever been doubted, it was now clear that the time was already late. Russ set the achievement of such a structure among his highest priorities within the first few months of his tenure. Bernie Thomas had earlier conceived a formal organization plan but it was never fully implemented. This plan served as the starting point for the one that Mobley later announced.

The chief obstacle to the acceptance of formalization had always been the revenue needed to support it. For five years the NASG had lived on handouts and the willingness of the leadership to fund operations from their own pockets. For much of the rank and file there seemed to be nothing to be gained by the payment of dues. The NASG had nothing to offer beyond what they already had been getting essentially free.

After months of discussion and argument, Mobley was finally able to announce in the Winter 1965 Herald that a formal scheme of organization had been achieved and would take effect on July 1, 1966. From that time forward, the NASG was represented by a General Director whose activities were overseen by a seven-member Board of Trustees. A staff including Field Directors, Circuit Directors, Regional Directors, and Treasurer assisted the General Director.

Russ Mobley continued as General Director. The first seven trustees were Frank Titman, Wallace Collins, Richard Karnes, David Engle, Eugene Fletcher, Edward Schumacher and John Sudimak.

To solve the problem of revenues, an initiation fee of \$3 was assessed against each new member. For this the member received a lifetime membership and an official NASG patch. This was an obvious compromise, as existing members were not required to pay the fee. Mobley had recommended that all members be required to pay the fee. However, some Board members argued that this would drive away the old members, in effect changing the entire foundation of the NASG. This compromise was accompanied by the suggestion to the existing members that it would be most beneficial to the organization if they would also choose to pay the fee. In an apparent effort to stimulate many to do so, the holders of the first fifty membership cards were given the "Charter Member" status.

Membership card number 000 was presented to Claude Wade in recognition of his status as the founder of the NASG.

Membership under the new scheme grew rapidly in the first few months and then slowed to a mere trickle. Approximately two-thirds of the old members never paid the initiation fee. Since it was possible to retain membership in the circuits without paying the fee, many saw no reason to pay. In less than a year following its institution, it was clear that the \$3 lifetime membership fee had failed to solve the revenue problems of the NASG.

With the failure of the initiation fee to raise the expected revenue, fund raising became even more necessary. During the next three years, Mobley pursued special fund-raising activities with a series of proposals to the Board of Trustees. Chief among these was the idea of an NASG-sponsored car kit. However, the S kit manufacturers were split in their views. Kinsman, for example, was opposed, fearing that an NASG kit would compete with the already narrowly-based manufacturers. Regal Kits, on the other hand, supported the idea on the premise that the NASG-sponsored kit would be unique, and therefore would not duplicate anything offered or planned by any of the manufacturers. Even if the disagreement between the manufacturers could have been

resolved, the problem of financing the project remained. Len Giovannoli offered to finance a major part of the project out of his own pocket if the Board could devise a matching scheme to produce the rest of the needed funds and a plan whereby he would eventually recover his money. However, neither the Board nor Mobley could assure Giovannoli that he would ever recover even a fraction of his investment. That, together with the probability of affronting an important kit manufacturer, caused the Board to reject the proposal.

Other proposals included the marketing of NASG hats and calendars and a compilation of the best conversion articles from the Herald. Some of these ideas were carried fairly well into the development stage but most never got to market. One that did was the proposal to sell NASG dry-transfer sets for lettering undecorated cars. In the fall of 1968 they were sold for \$1.25 per set. This was a reasonably successful venture and pumped some much-needed revenue into the NASG coffers. However, it was another short-term fix which did not address the fatal flaw: there was no reliable, renewable set of resources with which to conduct the NASG's business. A fundamental solution was not in the cards during Russ's tenure.

In a sense, a more troublesome outcome of the initiation fee was what it did to the social structure of the NASG. Because the fee was required only of new members, it divided the NASG into those who payed and those who did not. The organization was already seriously divided between those that saw salvation in association with the NMRA and those that saw the NMRA as useless and threatening. One more serious division was too much. Whereas prior to July 1966 (the date of imposition of the fee), increased enrollment in the circuits precipitated a shortage in circuit directors, by 1968 many circuits were dying out for lack of interest. American Flyer circuits appeared to be hit the hardest. Mobley announced the consolidation of several AF circuits; others simply languished.

With this decline, the argument between the pro- and anti-NMRA forces became strident; no other issue was so divisive or so corrosive to the spirit of the organization.

Despite the problems of trying to lead a dispirited and cantankerous organization, Mobley was making some gains in achieving his stated goals. One thing that the NASG always offered its members was fellowship, which was less sensitive to the dissension of the times. Russ, perhaps instinctively moving to succeed where success was possible, spent much effort developing the social fabric of the NASG. Like his predecessor, he promoted the development of rotating-visiting (R-V) clubs. His new emphasis was to get these clubs to achieve 100 percent NASG membership. Several did in fact achieve that status.

In the same vein, Russ promoted increased family involvement in the NASG. This he accomplished by establishing the "S"ettes for the wives of S gauge model rails. Furthermore, he began a Beginners Circuit for the children of S gauge families. This circuit was intended to assist youngsters with modeling problems. The central idea of the circuit was to get the young members involved in a project on which they all could work simultaneously, a car kit for example, which could also serve as a family project.

KITBASHING SCALE CARS

from TOY BODIES

(Part 3)

by Dick Karnes

Introduction

In this installment we present a very simple chop-and-glue quad-hopper, followed by a more complex wine tank car conversion. Both are based on American Flyer bodies. In the next issue we will take parts from several dissimilar car bodies to produce a Virginian-style rotary coal car and a typical transfer ca-boose.

Two Plus Two Equals Four Plus Zero

Now we move on to the ubiquitous American Flyer AAR twin hopper body. If one cuts these apart as indicated in Fig. 6 and rearranges the parts as shown in Fig. 7, an attractive quad hopper car¹ (Fig. 9) results.

Once the body is completed, AF fans who have left the trucks on are ready to roll. Scale modelers can now add the details. With an X-

acto chisel-blade, remove the cast-on grab irons, corner steps, and brake handle. Then drill .020" (#76) holes for Northeastern grab irons. The grabs should be trimmed shorter before installation so their "stems" will not show on the inside of the bracing. Use a Huff'n'Puff Ajax brake wheel and housing (#2515 and #2516) to replace the AF brake handle. Attach Ace hopper conversion bolsters (set #02012) and Kadee #5 converted HO couplers (from Delaware Valley S Gauge Supply).

Now is the time to install corner steps. Use Huff'n'Puff corner steps (#2601) re-formed to the shape shown in Fig. 8. Drill .020 holes and pin the steps in place on the underside of the corners. Your choice of trucks completes the car. I used Ace #2001X sprung Bettendorf trucks.

The leftovers can be put together to create a tongue-in-cheek "hopperless" sand car (Fig. 9). Detailing can proceed the same as for the quad hopper, but I cheated. Only the corner steps were replaced, and I used Ace #0130X equalized Bettendorf trucks.

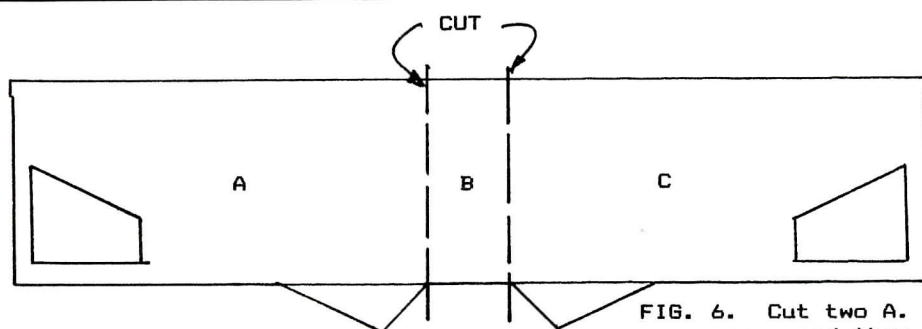


FIG. 6. Cut two A. F. hopper bodies with a razor saw, and then true the cut edges with a large file.

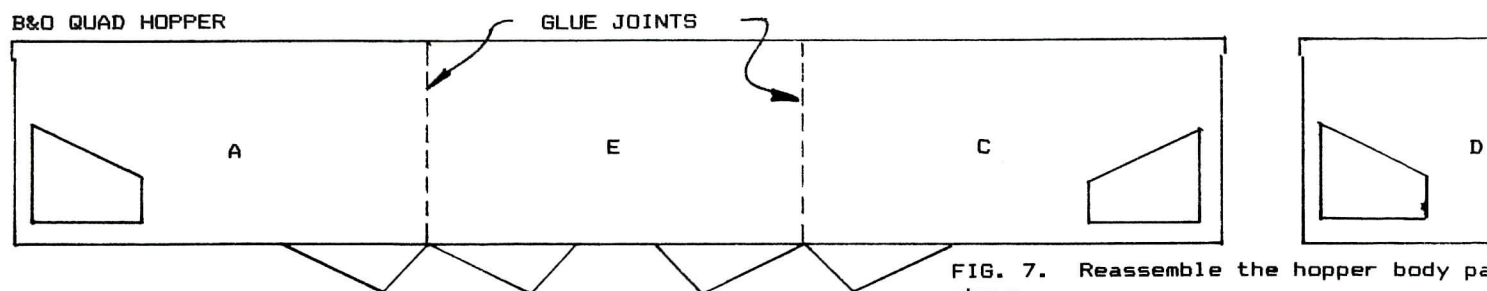


FIG. 7. Reassemble the hopper body as shown.

FIG. 9. The finished quad hopper.

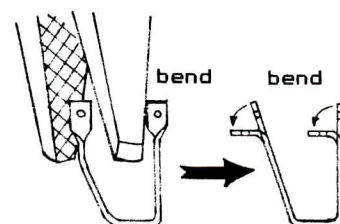
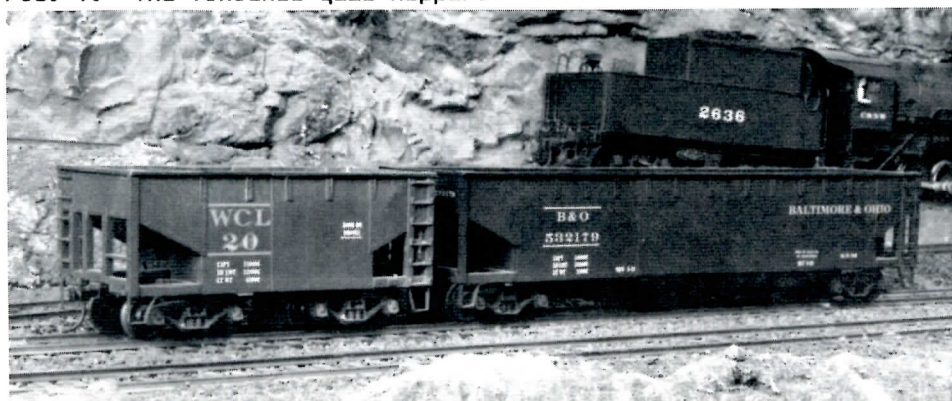


FIG. 8. Re-form the corner and attach as shown.

Vino Fino

The most exacting conversion presented here is the five-dome wine tank car shown in Fig. 10. Fig. 11 shows the tank reconstruction details. The tank started as a three-dome American Flyer job. The extra two domes are scavenged from damaged single-dome tanks. Carve away the remainder of the damaged tank from the periphery of the flange of each dome. If you're a scale modeler, carefully pop out the plastic tank ends and shorten the tank by two feet (3/16 in. from each end). If you intend to re-use the AF underframe, don't shorten the tank -- The underframe is already too long for the tank, and shortening the tank will only emphasize this. Carve the two holes for the extra domes, frequently testing for fit until the domes settle in perfectly, and glue them in place.

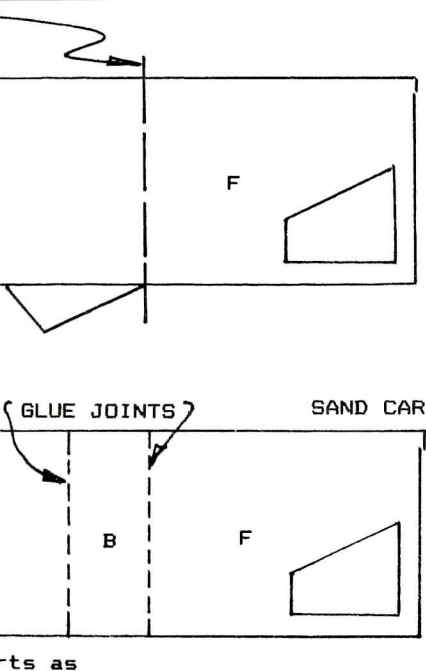
Remove all cast-on grabs and handrail brackets. Replace the grabs with Northeastern grab irons, and use locomotive handrail posts for the handrails. (I used a mixture of Rex and Nord posts, but any brand -- even HO -- will do.) Trim two Huff'n'Puff or Permabilt (Ace) ladders to length and crimp their upper ends around the handrail.

AF fans can now remount the tank on its original underframe. The tough part is the complete scratch-building of a new ICC Class 103 frame². I built mine of Plastruct, and epoxied Stewart, Ace, and Liberty hardware in place. Ace #02060 5-foot conversion bolsters and Huff'n'Puff #2511 end sills were fully integrated into the frame construction, which was done upside-down on an S scale print of the plan covered with a sheet of waxed paper. The placard-holders are squares of styrene sheet attached to plastruct angle. The brakewheel is Huff'n'Puff #2515 on a brass staff. Grabs are Northeastern, corner steps are Huff'n'Puff, trucks are Ace #2001X sprung Bettendorf, and couplers are Kadee converted #5. (I'll not cover the frame construction details here; experienced scratch-builders will have no trouble following the plan in the footnoted reference.)

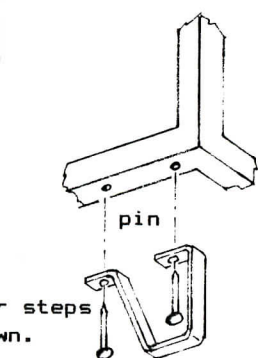
(Next issues: We conclude with a twelve-wheel rotary coal car and a transfer caboose.)

¹Lucas, W. A., Locomotives and Cars Since 1900, Simmons-Boardman, New York, 1959, pp. 101-102

²Car Builders' Cyclopedica, 15th edition, Simmons-Boardman, New York (reprinted by Kalmbach, Milwaukee, 1973), p. 306



ts as



steps
wn.

FIG. 10. The completed wine car.



Insert two domes and flanges

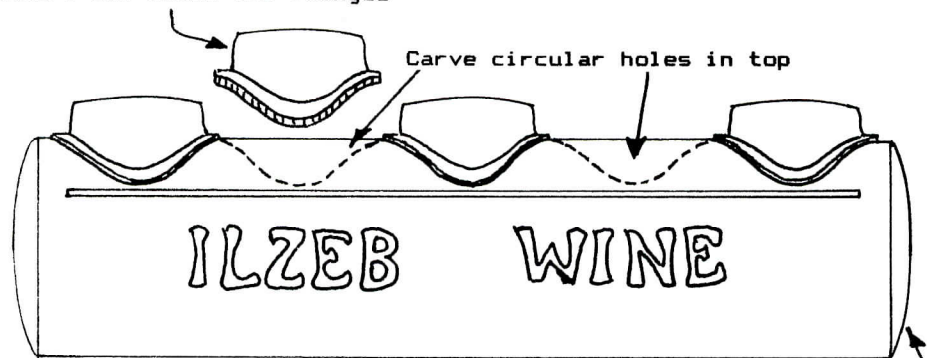


FIG. 11. Wine car tank construction detail.

Remove end cap,
remove 3/16" from each end,
replace end cap.

Formalization of Contest Rules

One of the more important achievements during Mobley's stewardship was the development of a set of contest rules to be used in judging entries at officially-sanctioned S gauge meetings.

Contests were a standard feature at all NESGA conventions since the first one at Woburn in 1962. However, the rules governing these were determined by the local club hosting the convention. Usually they were some variation of the NMRA rules. Unfortunately, the lack of uniformity in the rules led to confusion and conflict. A controversy resulting from the 1967 NESGA convention contest in Tarrytown, N.Y. set in motion efforts to produce a uniform set of contest rules. In the fall of that year, the NASG Board of Trustees concluded that the NASG, being the only nationally-based S gauge organization, should develop such a set of rules. Mobley announced the undertaking of the project in the fall 1967 Herald. The rules were to be adapted from the NMRA rules. Progress, however, was slow.

Meanwhile, the Potomac Valley S Gaugers Association was preparing to host the 1969 NESGA convention. PVSGA president Ed Schumacher had assigned Dick Cataldi to be contest chairman. This task included writing a set of rules under which the contest would be conducted. Cataldi, together with Jon Watson, developed a set of rules which worked very well and which were well-received by the attendees.

Later that year, Mobley asked Schumacher to formalize the 1969 NESGA convention contest rules for proposal to the NASG Board as the official NASG contest rules. Schumacher again turned to Cataldi, who produced a version that was subsequently approved by the Board. The new rules were published in the spring 1970 issue of the Herald, and were first used at the 1970 NESGA convention at Hershey, PA.

The Turning Point

At the Hershey convention, the NASG Board, having no separate national meeting of its own, decided that the NASG would sanction the future regional meets of the NESGA. Thus, in effect, it adopted the NESGA meets as the NASG national meetings. This simple stroke of the pen signaled the restoration of the NASG as the dominant S gauge organizational force.

Although it would take many years and several starts to complete, Russ in 1970 asked Jim Peters to undertake the development of a set of standards. The outcome of that story, however, belongs in another installment of this series.

Farewell.....

During his five years as General Director, Mobley was moved by the Air Force from Ohio to Alaska and then back. He was also trundled around to several schools for short periods of time. These moves seriously hampered his ability to follow through on a number of projects. His frustration was at times visible in the NASG columns in the Herald. Moreover, he had had a troubled marriage, and almost immediately after his retirement from the Air Force on August 1, 1970, was divorced. At that time he suggested to the Board of Trus-

tees that he be replaced by Ed Schumacher. The Board accepted, and that winter Russ passed the gavel to Ed. With the passing of that gavel the "Beginnings" of the NASG had come to an end.

Summation

Three people linked in time and experience had defined and articulated the cause of the NASG; the last had the fate to lead as the NASG went through the convulsions of intense self-examination. What took place in the NASG in the last half of the sixties was a socio-political struggle not unlike many others which have occurred in the American culture. In a small sense, the NASG was like the USA in that it had tried to absorb all manner of interests. By 1965 it was clearly having trouble digesting them all. The ensuing bickering was symptomatic of an organization trying to work out its differences and determine where it was going. At times the frustration became intense, and in one known case resulted in a fist-fight. If there is anything at which to marvel in those years, it is the very survival of the organization. There were many who were sure that it could not. During that period the NASG had no mechanisms for resolving conflict or achieving consensus. Thus, there was no possibility of real governance. However, to his everlasting credit, Mobley tried and tried again. What is now clear is that he functioned as the NASG's conscience during an especially difficult time. Nearly all of the NASG columns in the Herald contained messages about the decline in the spirit of the organization, pointing out that the membership could and should do better. Russ was the preacher expounding the sins of the congregation.

For those who felt that the NASG was dying if not dead, Ed Schumacher had a strong message: "My fellow model rails and S gauge compatriots -- An NASG obituary is not in the offing." With that he had set the agenda for the middle period.

NEXT: Incorporation.

Footnote 1: The Circuits and Their Impact

As noted earlier, the NASG initially developed around circuits. (Len Giovannoli has generously provided us his records for circuits AF-6, 172-S-6, 125-S-6, and 125-S-8, for which he served as director. He was also a member of Director's Circuit #1. These provided some valuable insights to the workings of the circuits.) Each circuit was a small group of S gaugers with similar interests centering around the type of trackage on which they operated. There were also a number of special-interest circuits (trolleys, circus trains, etc.). Each circuit usually had six to eight members, one of whom served as its director. The director was responsible for keeping a record of the circuit members and of the whereabouts of the "circuit letter," which was really a collection of individual letters written by each member. The circuit director initiated each new letter. As each member received the letter, he was supposed to send a postcard to the director so he would know where the letter was. The member would then replace his old material with a new note after reading the entire package. If all worked as intended, a typical letter would take about two months to "make the circuit" to each member.

However, things often did not work as intended. Most circuit letters experienced delays for one reason or another. The record almost surely goes to Tom O'Connor who kept circuit 125-S-8 for nine years and seven months! Seems he went off to join the Navy in 1967 and somehow did not get around to opening the letter until November 1977.

The circuit letter was intended to share technical data and experience. For example, a member might be having difficulty assembling a kit, or perhaps could not get his AF GP7 to reverse properly. He would describe his problems in the circuit letter and, as it passed around the circuit, others would reply with descriptions of how they had solved similar problems or with suggestions as to how to get help. The best circuits would contain information on every conceivable aspect of the hobby.

In practice, the letters were intensely social. The members would comment on any matter of their choosing whether it pertained to model railroading or not. At one level much of it was gossip; at another it was the very pulse of S gauge. The circuit letters reflected S gaugers' moods on virtually every topic of contemporary interest. Even the letters full of technical pointers and advice were written in a highly personal and social way. Claude Wade commented that the circuits were like people: each had a unique personality. Giovanolli's records clearly support that view. This striking social aspect of the circuits was an important factor in the NASG's development.

Footnote 2: The S Gauge Herald

Like many others, Dave Bulkin, founder of the Herald, believed fervently that a nationally-based magazine which provided product information, how-to articles, and an advertiser base was the best way to promote S gauge. Such a magazine would succeed or fail in direct relationship to the value placed on its services by the readers. Herald readership grew rapidly to more than 200 subscribers in about nine months of operation, which showed that it was filling a strongly-felt need.

The earliest Herelds heavily emphasized conversions to scale and prototypical operation. Because the Herald was highly dependent on its readers for material, one could conclude that most of its original readership consisted of a fairly narrow spectrum of S gaugers.

The very success of the S Gauge Herald soon proved burdensome to Bulkin. He found himself unable to carry the extra burden of publishing and mailing resulting from such a large group of subscribers. Moreover, he experienced a serious pinch for new material, evidently because the readers were not keeping it flowing to him.

In a rather bitter note in the May 1961 issue, Dave announced that he would have to stop publication with the September 1961 issue unless someone could be found to take over as publisher of the young journal. In June he announced that a new publisher had been found; the fall 1961 issue listed Wallace Collins as the Publisher and Bulkin as the Editor-in-Chief. Frank Titman's name appeared for the first time as the Hi-Rail Editor. Titman continued in that position until January 1962

when he was listed as Assistant Editor. In the following issue, Frank had become the Editor-in-Chief and Bulkin was listed as "Editorial Consultant". Thus emerged the publisher/editor team that would make the S Gauge Herald a magazine that not only served as the voice of S gauge, but was respected by the model railroad publishing industry.

Footnote 3: The NESGA

The NESGA's first meeting, organized by Dave Bulkin and Frank Titman, was held in Frank's house at 330 S. Franklin Street in Allentown, PA on January 29, 1961. This "first meeting of S gaugers in the Northeast" was attended by Wallace Collins, Bob Shaffo, John Bortz, Harold Bortz, Leon Walker and Dick Karnes in addition to Bulkin and Titman. Bob Blois had represented some of the S gaugers from the Massachusetts area when he telephoned to say that they could not make it because of a snow storm.

This meeting was followed by another three months later on April 22, at Bulkin's home in New York City. On the following day the group went up to Nyack, N.Y. to visit Harry Dillon's large American Flyer layout. This was a roadside layout that was open to the public. It was featured in "S Pikes Pix" in the January 1962 Herald.

A year later, on May 12, 1962, the NESGA held its first convention complete with contests, layout visits and the like at Woburn, MA. The organizing committee, headed by Leon Walker, included Bob Blois, Win Blake, and Gene Fletcher. Frank Titman reports that the convention was held in Leon Walker's linoleum store. The banquet was held in some long-forgotten restaurant down the street. The convention was considered by the attendees to have been highly successful. It surely should be regarded as the prototype for the NASG conventions, the first of which would not be held until 10 years later in Kansas City.

MINUTES of the NASG BOARD OF TRUSTEES MEETING July 4, 1986

The meeting was called to order at 9:40 pm by President Ed Loizeaux (EL). In attendance were Trustees Mike Ferraro (MF), Tom Hawley (TH), Lee Johnson (LJ), Jim Kindraka (JK), Lee McCarty (LMC), and Don Thompson (DT). Also present were guests Dick Cataldi (DC), Dick Karnes (DK), Tom Nimelli (TN), and Kent Singer (KS).

No minutes were available from the previous meeting due to the previous secretary's resignation. LJ will forward his personal notes to the current secretary (JK) so these minutes can be reconstructed if necessary.

The Membership Committee (MF) reported the corporation to have about 500 members. New membership cards are at the printer's; 5000 are being printed for economy's sake. Discount coupons will become the responsibility of the membership committee. It is to be announced in the DISPATCH that August 15th will be the end of the membership renewal grace period. No DISPATCHes will be mailed to unpaid members after August 30.

KS, reporting for the Contest Committee, indicated that no new work was underway. Contest entries in general have declined for several years. The Board of Trustees (BOT) voted unanimously that NASG should push the contests more. KS will submit a report with ideas for accomplishing the goal.

The Service Committee (MF) reported that 193 of the 205 brass tank cars were sold to date. A survey has been distributed with ideas for future brass car offerings. The check gauge supply is getting low and plans should be made to restock. There is also an opinion that coupler height gauges are needed. The BOT voted 6-1 (TH) not to reorder the jewelry sold through the Clearinghouse when the current supply runs out. The Service Committee was also charged with investigating the production of NASG patches.

DT reported no action by the Standards Committee. The current check gauges have been reported to have a G_{MIN} dimension that is .004" too narrow. This problem will be remedied on the new check gauges. A motion was made and seconded (DT/JK) that the Service Committee would announce the problem at the general business meeting and in the DISPATCH and offer a trade-in policy on old gauges when the new ones are available.

Ken Zieska (KZ) arrived and reported for the Convention Committee. The 1987 convention will be in Chicago, co-sponsored with the S. Gaugian, on the July 4th weekend. The break-even revenue will be \$5000. NASG will receive a free 1/2-page promotional ad in the S. Gauge Herald. A resolution on doing a convention car was defeated by a 4-3 vote (against: MF, LJ, DT, JK). There are no bids for 1988, but Kansas City and New Jersey have both expressed interest. For 1989 and '90, joint NASG/NMRA conventions are proposed in Houston and Pittsburgh respectively. No firm commitments have been made, and some reservations were expressed about having two joint conventions in a row. A motion was made and seconded (LJ/MF) to direct KZ to pursue both joint convention possibilities and report back to the BOT. The motion passed 6-1 (JK). A motion was made and seconded (EL/?) to pursue the possibility of a joint NASG/TCA convention. The motion passed unanimously, and LMC volunteered to follow up.

The AF Enthusiasts Committee (TN) reported work on DISPATCH articles and slides of AF layouts. EL asked about direct NASG participation in an AF-oriented program. TN and LMC reported that the Cuyahoga Valley S. Gaugers club is considering reprinting some AF blueprints and color catalogs. Money from NASG could possibly help underwrite this project. No information was available on required funding; TN will report to the BOT on the future progress of the idea. The BOT consensus was that this could be a very worthwhile project for the NASG.

The DISPATCH editor (DK) reported that each issue is currently costing about \$1800 to produce. This is for a 25-photo issue and a press run of 800 copies. Advertising insert service is available for \$25 an issue. The "Booster Ad" idea has thus far not been very successful.

DT's Promotions Committee report was presented in writing and is attached. There was some discussion of preparing a separate AF slide show of collection pieces.

The meeting recessed for ten minutes, after which the 7 BOT members resumed the meeting in closed session.

The examination and changing of the by-laws began with an effort to reconstruct changes made in Sacramento (July 1985) but never put in writing. Article V, covering nominations and voting, had sections 1, 4, and 5 altered and a new section 7 added. These changes were provided from the personal notes of LJ, DT, and JK. All changes passed unanimously and appear in exact wording in the updated by-laws.

Several other by-law changes proposed in the Constitution Committee's report (dated 6-1-86) were acted upon as follows:

1. Article III, Section 3: Wording modified by LJ to read "The annual convention shall be held no earlier than 20 May and normally no later than 15 September each year. The annual convention shall not be held on the same date as the annual conventions of the NMRA and TCA, except in the case of the NASG convention being held in conjunction with either the NMRA or TCA national convention." This change was adopted unanimously.

2. Art. IV, S. 1C: Change the region name from "Pacific" to "Western." Adopted unanimously.

3. Art. VI, S. 4D: Change to read "to present the annual budget to the Board of Trustees." Adopted 6-1 (LMC).

4. Art. VI, S. 4E: Change to read "to issue membership and to keep the membership records of the organization or supervise his designated representative in these duties." Adopted unanimously.

5. Art. VI, S. 4G: Add the wording "to be a member of the Service Committee." Adopted unanimously.

6. Art. VI, S. 5B: Combine with S. 5F to read "to be a member of the Elections Committee and to ensure proper preparation and distribution of the ballot as set forth in these by-laws or supervise his designated representative in these duties unless the Secretary is a candidate for re-election." Adopted unanimously.

7. Art. VI, S. 5G: Renumber to S. 5F. Adopted unanimously.

8. Art. VII, S. 5: Change to read "The Service Committee shall be a standing committee and shall establish and coordinate services to be rendered to the membership." Adopted unanimously.

9. Art. VII, S. 8: Motion to delete this section was withdrawn.

10. Art. VII, S. 10: Change to read "Each committee chairman shall report to the President or his designate on the operation of his committee. If requested, a written report of the activities of the previous year of any NASG committee shall be forwarded to the President or his designate within thirty days of the annual convention." Adopted unanimously.

11. Art. VII, S. 11: Delete the entire line. Adopted unanimously.

12. Art. VII, S. 12: Renumber to S. 11. Adopted 6-1 (TH).

13. Art. VIII, S. 2: Add word "entire" in front of "Board of Trustees" in the last phrase. Adopted unanimously.

14. Art. VIII, S. #: Change word "yearly" to "annually." Adopted unanimously.

15. Art. VIII, S. 3A: Change to "Membership Card." Adopted unanimously.

16. Art. VIII, S. 3B: Change to "the organization's magazine, the DISPATCH." Adopted 5-2 (LJ and ?).

17. Art. VIII, S. 3C: Change to "NASG patch, membership list, and constitution/by-laws (first year only)." Adopted 5-2 (JK, MF)

18. Art. XI, S. 4: Delete entirely. Adopted unanimously.

19. Art. IV, Ss. 1A & 1B: Move Ohio from Eastern to Central region of NASG. Defeated 2-3-2 (MF, JK for; LJ, DT, TH against; EL, LMC abstain).

Several other by-law changes were proposed by LJ and discussed. Most pertained to convention procedures, and the general feeling was that they belonged in a convention handbook and not the by-laws. LJ withdrew the motions.

The budget presented by MF was not felt to be representative owing to the increased DISPATCH costs. The readjusted budget contained a \$2000 deficit. LMC will speak with Mike Graham about a quote for printing the DISPATCH and report back to the Board. EL also will investigate with DK methods of cutting DISPATCH production costs. A new budget and also a tally of 1985 expenses and receipts will be available to the BOT by the end of July, as without a budget no one has the authority to spend any money.

It was moved and seconded (MF/EL) that a \$500 advance be made available to the 1987 convention organizers in Chicago. The motion carried unanimously.

TH asked for further time to investigate new modular wiring standards proposed by Don DeWitt. TH's earlier resolution from the Modular Standards Committee was withdrawn. The consensus was that the modular electrical standards need to be acted upon as soon as possible.

There was discussion about holding future BOT meetings either earlier in the day or in two segments to prevent marathon late-night sessions. Also, committee reports and guests should be limited only to those requiring urgent BOT action.

The meeting was adjourned at 2:35 am on 7-5-86.

Respectively submitted,
James A. Kindraka

MINUTES of the
NASG GENERAL BUSINESS MEETING
July 6, 1986

The 1986 General Business Meeting of the NASG Inc. was called to order at 10:10 am on July 6, 1986. The meeting was held in the Forum Room of the Hilton Hotel in Novi, MI. NASG Board Trustees present were Treasurer Mike Ferraro, Secretary Jim Kindraka, President Ed Loizeaux (presiding), Western Region VP Lee Johnson, and Eastern Region VP Don Thompson. There were approximately 45 members in attendance.

Committee reports began following introduction of the Board of Trustees (BOT). Don Thompson, chairman of the Promotions Committee, cited several accomplishments including production of a new version of the NASG slide show, a display-booth table-covering promoting S gauge and NASG, a display booth and 10'x 70' modular layout at the NMRA Milwaukee convention, and two promotional ads in Model Railroader which brought over 250 inquiries. A complete written report of the committee's activities is available on request directly from Don.

Convention Committee chairman Ken Zieska reported the following line-up for future conventions:

1987	Chicago (firm)
1988	open. Kansas City & NJ interested
1989	Houston, joint with NMRA (tentative)
1990	Pittsburgh, joint with NMRA (tentative)
1991	open. Minnesota interested.

Constitution Committee chairman Jim Kindraka reported that three constitutional amendments had been proposed and explained in a previous DISPATCH. Voting on these would end on July 31. Several by-law changes had been made by the BOT and a new up-to-date edition of the by-laws would be available in September.

Don Thompson, reporting for Standards Committee chairman Wayne Pier, indicated that a current S manufacturer will soon be selling 36" wheelsets made to NASG's code 110 wheel standards. Also, a list of current products compatible with NASG's S-3 and S-4 track and wheel standards has been prepared.

Mike Ferraro reported for the Service, Membership, and Finance Committees. The Service Committee has sold 198 of the 205 NASG brass tank cars, and will be exploring making another run of NASG patches. The sideframes for the Bettendorf "T-section" trucks, imported with the tank cars, did not show the 'T' section relief correctly. They are being redone in Korea and will be distributed at a later date. A survey has been circulated to determine the next brass car project. The track check gauges need to be rerun. An exchange policy will be offered when the new gauges are available because the G_{MIN} dimension is .004" too narrow on some of the old gauges. Membership lists are out and discount coupons should be in the mail by the end of the summer. Membership cards are currently at the printer and will be out in 30 days. The 1986 financial statement and the 1987 budget will be available in August. The corporation currently has about \$8000 in assets.

Ed Loizeaux, reporting for the DISPATCH, indicated that the publication timing was now under control. Costs, however, have risen dra-

matically and an effort is underway to control them. Ed also reported that the DISPATCH is in need of material for publication. Letters to the editor are always welcome.

Contest Committee chairman Kent Singer reported that his committee will be researching ways of more actively promoting the model contest at the annual convention. The Detroit (Novi) contest drew about 25 entries. This is down about 50 percent from five years ago, but is in line with 1984 and 1985 participation. Members were reminded that "modules" is an official contest category.

The Modular Standards committee, as reported by Don Thompson for chairman Tom Hawley, was extremely pleased with the Detroit turnout and the fact that 250 feet of railroad was assembled and operated from modules from four states. The committee's most pressing problem is unifying the electrical systems into a standard. This is being worked with all possible haste, and should be completed this fall.

Tom Nimelli, chairman of the AF Enthusiasts committee, asked that anyone interested in helping promote AF contact him. He reported that the committee is looking at involvement in reproducing AF blueprints and color catalogs.

No other old or new business was discussed.

Voiced from the floor:

The constitution and by-laws should be distributed to the entire membership and not just on demand as proposed by the BOT. It was pointed out by Ed Loizeaux that new members will now automatically receive a copy of each.

Some members expressed problems with annual conventions continuing to be centered around the July 4th holiday.

One member commented that a portion of the convention should be open to the general public. It was stated that this, along with the convention date, is a local issue decided by the convention sponsor and not the national organization. Also, there are security issues connected with public access.

NASG should have more involvement and presence at regional shows. Josh Seltzer volunteered to pursue and coordinate this.

Chuck Porter has volunteered to be the facilitator for DISPATCH booster ads and inserts.

A drive to double NASG's membership was announced. The prize for the member signing up the most new members will be a brass tank car. Details of the contest will be printed in a DISPATCH issue. Increasing the membership will help a great deal in defraying the increased cost of publishing the DISPATCH.

A straw poll indicated that a wide majority of members would prefer a dues increase to a reduction in DISPATCH quality as a means to control costs.

Members present suggested the BOT consider adopting a new-member initiation fee, life memberships, and/or five-year memberships.

Someone asked about the relative proportions of the various S gauge interests among the membership. Lee Johnson, Western VP, reported that in April 1985 the proportions were as follows:

53%	Scale
34%	Tinplate
9%	Hirail
4%	Narrow Gauge

Mike Ferraro will update the numbers based on this year's membership.

There being no further questions, comments, or business, the meeting was adjourned at 11:20 am.

Respectively submitted,
James A. Kindraka
Secretary, NASG Inc.

1986 PROMOTIONS COMMITTEE ANNUAL REPORT

by Don Thompson, Chairman

50th ANNIVERSARY OF S - Sam Powell has just finished an article for Model Railroader about the important events that have helped shape S gauge development. We are hoping to get several more articles to MR about S modules, a recent S layout, and an overview of what is now available in S.

ADVERTISEMENT - The S gauge promotions ad was run in the July '85 and May '86 issues of Model Railroader. We had a combined response of over 250 inquiries to these two ads. The last ad required \$2 postage per response because of the volume of material in the package. This promotional package included the current NASG Dispatch, Ron Leventon's A.F. catalog, a copy of PBL's last newsletter, Hoquat Hobbies' 1986 S Scale Catalog, NASG's brochures, and inserts from manufacturers not represented in this material. We also had two ads in the S Gaugian (50 responses), and should have a full-page ad in the first issue of the reborn S Gauge Herald.

NMRA 50TH ANNIVERSARY CONVENTION - NASG had a 10' x 70' S gauge modular layout with modules from several S clubs. This was coordinated by Tom Hawley of the Module Development Committee. The promotions committee helped by financing the transportation costs of the corner sections from Detroit to Milwaukee and back again. We also had a booth for the promotions committee. Ken Zieska manned this for us with the help of Bill Gerraci and other volunteers.

NASG DISPLAY BOOTH - The NASG table covering has been completed and is now available. It is being used at shows to Promote S and the NASG. We have used it at the spring York TCA meet and other shows this year. We also had a video tape of the slide show made. Unfortunately the quality was not very good.

NASG SLIDE SHOW - The 1986 version of our slide show has been reserved by more clubs than last year. It has been updated from the last show with the addition of 10 new slides.

These include Bill Geracci's Milwaukee Road FP-7 and Vic Roseman's slides of current products. Also, the show has been listed on a computer so that additions and deletions can be made easily without retyping.

MICHIGAN INTERCHANGE CONVENTION COMMITTEE REPORT

by David O. Held

It is my pleasure to inform the membership of the outcome of the NASG-SMSG Convention, the Michigan Interchange, held on the July 4th weekend, 1986, at the Novi Hilton in Michigan. Based on opinions expressed by attendees as well as information received after the event, we feel that the Michigan Interchange was an outstanding success.

We also feel that the convention's main theme, the modular layout assembled with modules from Kansas City, Milwaukee, New Jersey, and Michigan, proved that the S gauge module concept is alive, workable, and growing.

I am happy to report that the convention was a financial success as well. The final profit statement is still under audit with a few last-minute items being added to the expense column. A "ball-park" estimate of net convention profit is around \$1500, half of which will be given to the NASG.

While on the subject of profitable conventions, I would like to pass on a few of the basic operating rules we adopted when we took on the obligation of presenting the 1986 NASG national convention.

A four-member Convention Committee was formed whose responsibility was to organize and run the convention. Other volunteers from the club contributed in various important functions, i.e., registration, clinics, contest, etc. It was the Committee's responsibility to collect and distribute all funds relative to the convention. A separate bank account was opened to keep convention funds separate from club funds.

A budget was proposed at the very beginning. It was accepted by the committee and revised as needed at our biweekly committee meetings. Although the Convention Committee had full power concerning convention matters, club members were encouraged to attend Committee meetings and offer their input. A full report of the Convention Committee's activity was presented at each monthly club meeting.

There were no free rides. Each and every person who attended the convention and/or the banquet paid full price. This included any day-passes issued Friday and Saturday. If we were to do it over again, the day-pass price would be around \$10 to \$15 per day, and would include all hotel activities for that day.

As soon as the final bills have been paid, we can close the books on the Michigan Interchange and convey the official results to the membership.

MICHIGAN INTERCHANGE POSTSCRIPT.....

by Jim Kindraka

I'd like to report on some additional awards presented in conjunction with the Michigan Interchange convention. The first two were omissions from my original story (Vol. IX, no. 3) on the convention. Paul Stevens, representing the Heartland S Rails, accepted the \$25 cash prize for the module travelling the

furthest. The Heartland S Rails, based in Kansas City, travelled over 800 miles to bring their modules to the convention.

The "people's choice" \$50 cash award went to Don DeWitt of the Central Jersey S Scalpers. Don's fine engine and passenger terminal module is pictured in the last issue of the DISPATCH on pages 7 (left middle) and 13 (right bottom).

In addition, 3"x 5" brass plaques were presented after the convention to the individuals and clubs which brought modules to the convention. The convention modular layout contained 250 lineal feet, mostly double-track. There were 45 individual modules owned by 17 individuals and clubs. Without their work and dedication in preparing, transporting, and assembling the modules in Novi, the Michigan Interchange would not have been the resounding success it was. The 17 module recognition plaques were awarded as follows:

Badgerland S Gaugers	Milwaukee
Central New Jersey S Scalpers	New Brunswick, NJ
Don DeWitt	Mahwah, NJ
Sig Fleischmann	Farmington, MI
Gaylord Gill	Detroit, MI
Tom Hawley	Lansing, MI
Heartland S Rails	Kansas City, MO
Dave Held	Utica, MI
Jim Kindraka	Canton, MI
Skip McDonald	Ann Arbor, MI
Jeff Nelson	Staten Island, NY
Gene Simmons	Kansas City, MO
Southeastern Michigan S Gaugers	Detroit, MI
Bob Stelmach	Oxford, MI
Dody Stevens	Kansas City, MO
Paul Stevens	Kansas City, MO
Don Thompson	New Brunswick, NJ

A copy of the plaque is reproduced below.



*This Plaque is Presented in
Recognition of the Participation
of this Module in:*

MICHIGAN INTERCHANGE

1986 NASG NATIONAL CONVENTION

JULY 3 - 6

NOVI, MICHIGAN

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

Copies of the NASG constitution, by-laws, and contest rules are available for the asking from the NASG secretary, James A. Kindraka, 44014 S. Umler Circle, Canton, MI 48187. Please send Jim a stamped (\$.39) addressed 9x12 manila envelope, be sure to give him your membership number, and tell him which document(s) you want.

MODULAR STANDARDS COMMITTEE UPDATE

by Don DeWitt

Recently Tom Hawley decided to hand over the reins of the committee to me. The committee continues to be run as a democratic group, gathering opinions from all members. The members are Mike Ferraro, Gaylord Gill, Dave Held, Jim Kindraka, Matt Lacko, Gene Simmons, Paul Stevens, and Ken Zieska.

In addition, a subcommittee was created to deal with the challenge of devising an electrical standard which will be flexible enough to handle the demands of those who wish to build a layout with a simple control system as well as those who wish to use a cab-control system. Subcommittee members are Don Fick, Sig Fleischmann, Jim Graham, Tom Hawley, Lee Johnson, Dick Kloes, Bill Krause, Ken MacKenzie, Skip McDonald, Don Thompson, and myself. The subcommittee is very close to meeting its goal of finishing the electrical standards by the first of the year. Hopefully, we will be able to provide the details in the next DISPATCH.

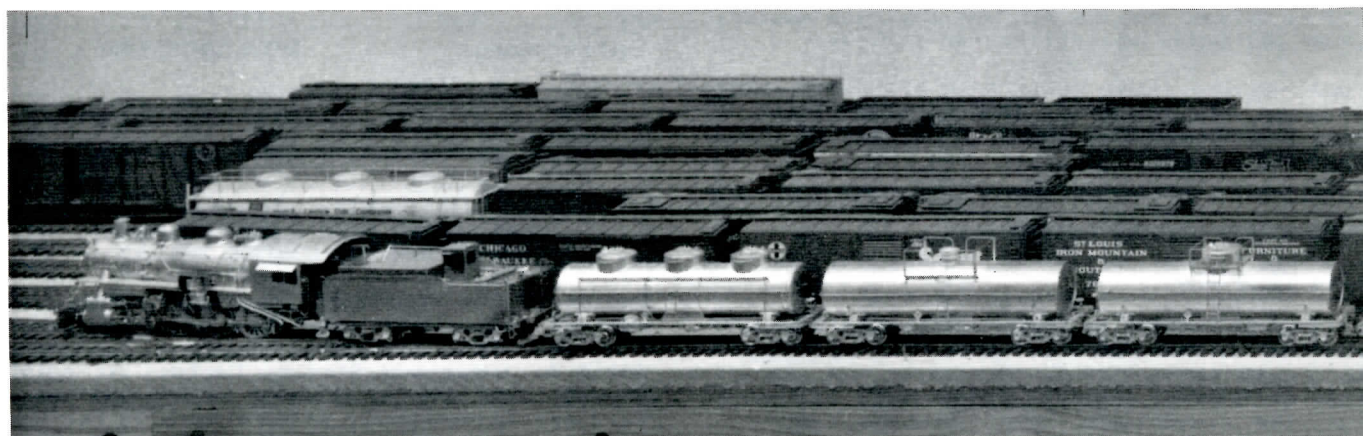
We are interested in polling the membership on the desirability of a modular layout at next summer's convention in Chicago. Please let me know who could bring modules and who would like to help organize the event.

Don DeWitt
37 Snow Dr.
Mahwah, NJ 07430
201-529-8090

WHYTE'S CLASSIFICATION SYSTEM for STEAM LOCOMOTIVES compiled by George Lloyd and the DISPATCH Staff

Some of the younger DISPATCH readers may not be totally familiar with Whyte's classification system for steam locomotives. According to the 1941 LOCOMOTIVE CYCLOPEDIA, "numerals are used to represent the number of wheels in each group starting at the front end, the first denoting the number of wheels in the leading truck, the second the number of drivers and the third the number of wheels in the trailing truck. In articulated locomotives [and rigid-frame locomotives with two sets of drivers] a numeral is used for each group of drivers. The numerals are usually separated by hyphens." We have attempted below to list all the different types of prototype tender-type locomotives we can think of according to Whyte's system. Next to these is a column of names which correspond to most - but not all - of these. We'll send a prize to the NASG member who sends us the first postcard with the correct correlation of names with Whyte's classification. (Example: 4-4-0 = "American.") Warning: There are some "ringers" in the list too - names which no self-respecting locomotive ever had. There are also some examples of more than one name per locomotive wheel arrangement. Be careful!

Whyte's Classification	Names
0-4-0	Allegheny
0-6-0	American
0-8-0	Atlantic
0-10-0	Baltic
0-10-2	Berkshire
2-4-0	Big Boy
2-4-2	Cab-forward
2-6-0	Caribbean
2-6-2	Challenger
2-8-0	Columbia
2-8-2	Consolidation
2-8-4	Cornish
2-10-0	Decapod
2-10-2	Duplex
2-10-4	Four-coupled
4-4-0	Hudson
4-4-2	Jubilee
4-4-4	Liberty
4-6-0	Mastodon
4-6-2	Mikado
4-6-4	Missouri
4-8-0	Mogul
4-8-2	Mohawk
4-8-4	Mountain
4-10-0	Northern
4-10-2	Niagara
4-12-2	Pacific
0-6-6-0	Pocono
2-6-6-0	Prairie
2-6-6-2	Santa Fe
2-6-6-4	Southern
2-6-6-6	Southern Pacific
2-6-8-0	Ten-wheeler
0-8-8-0	Texas
2-8-8-0	Triplex
2-8-8-2	Turbine
2-8-8-4	Twelve-wheeler
2-8-8-8-2	Union
2-8-8-8-4	Union Pacific
2-10-10-2	Yellowstone
4-4-4-4	4-wheel switcher
4-4-6-2	6-wheel switcher
4-4-6-4	8-wheel switcher
4-6-4-4	10-wheel switcher
4-6-6-4	
4-8-8-2	
4-8-8-4	
6-4-4-6	
6-8-6	



DETAILS-DETAILS-DETAILS

by
Lew Rennig

While building some structures for sale at an upcoming train meet, I was faced with a unique problem that I could usually work around: If I substituted commercial windows for the ones in the plan, the entire character of the building would be lost. The method I used to solve this was very simple and the results were stunning!

Step one is to draw the building a wall at a time on a good sheet of drafting vellum. Draw doors, windows, and any other openings that may be required. This drawing will become your master (see Fig. 1), so make it neat. The window mullions must be dark and sharp; this can easily be done with a #2 pencil. I use a mechanical drawing pencil because it sharpens to an extremely fine point. Where it will not show, write on each wall which wall it is. This will not only help to identify the finished piece, but will also tell you which is the front and which is the back of the piece.

When the drawings are complete, fasten them to a heavy piece of card stock. I use #80 artist board and glue it with 3M SUPER 77 spray adhe-

sive. You are now ready to copy your master on a copy machine. First obtain some clear acetate plastic from an office supply store; it is used to make overhead projections ("viewfoils"). You copy onto the plastic just like paper.

Step two is to make and draw the walls. The #80 artist board you used for the backing on your pattern is ideal for this. It is important to take the dimensions from your copy because if there are any mistakes, or if the copy machine caused any difference in size, this will ensure that all the pieces will fit. It is not necessary to draw the windows in detail; only the total opening is required as in Fig. 2.

You can now cut out your walls, put them together, and brace them on the inside.

It's now time to draw the walls for the last time. This time you will have to draw the windows as shown in Fig. 3. Draw them on a very thin sheet of card stock. Again, take your dimensions from your copy so any errors will be transferred.

Step 3 is to cut out the acetate copies and fit them to the wall sections from Fig. 2. When the pieces fit properly, spray the outside of the

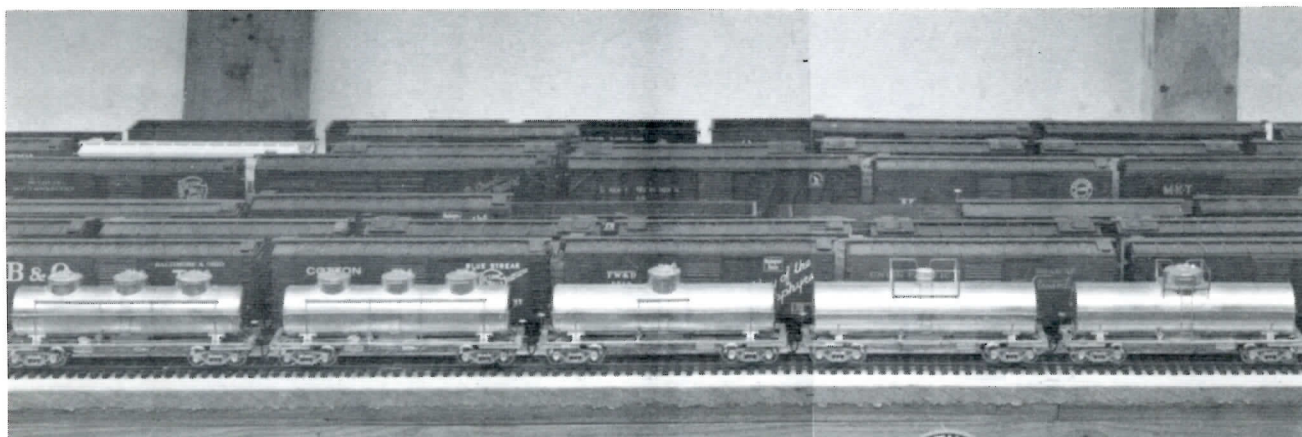
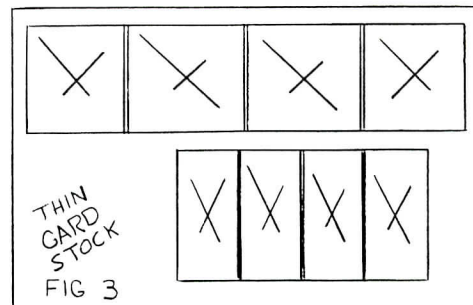
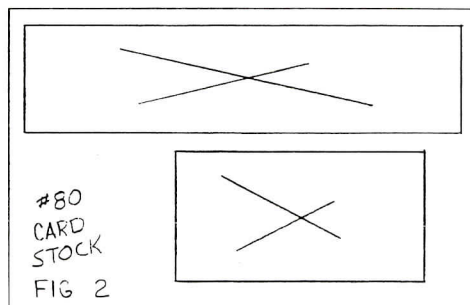
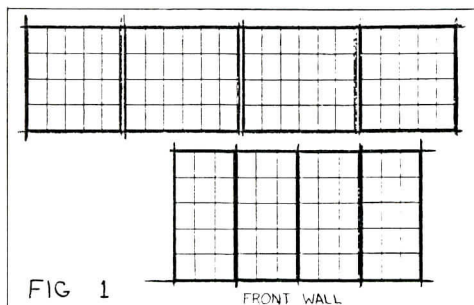
building with the 3M SUPER 77 spray adhesive and lay the acetate sheet on top. Make sure it is right; once in place it cannot be moved!

Now it's time to cut out the last walls, the ones in Fig. 3. The structure I built has corrugated steel siding. To make the siding, wrap a piece of aluminum foil over some corrugated siding material used as a pattern and draw a piece of soft wood along the grooves. Next, remove the foil from the pattern and cut it into scale 4'x 10' pieces.

To finish the walls, lay them on a sheet of paper, spray-glue the outside, and apply the aluminum pieces dull side out. When the walls are all finished, turn them face-down on a clean sheet of paper and spray-glue the backs. Then install them on the outside of the structure.

The roof is the next thing to be installed. The #80 artist board works well for this. The finish I use is no secret, and I know several other modelers who use it. Cut strips of tissue paper a scale 4' wide (you'll need sharp scissors for this) and paint them to the roof with Floquil "weathered black" paint.

The only thing left to do is to weather the building and place it on your railroad.



LETTERS.....

Editor:

I'm proud of the job you are doing with the DISPATCH. Each issue is an improvement over the preceding one. And I think the approach of having Don Thompson write on handlaying track with extensive editorial addition, giving two perspectives, is great for a topic like this one.....Like the old adages: "Two heads are better than one," or "there's no single right way to do this," etc.

By the way, I was delighted - no - thrilled, by the brilliant way [Tom Nimelli] will deal with hi-railing. Limiting discussion to the use of products made since 1977 (or so) will.....show hi-railers how to use contemporary products, thus supporting current manufacturers.

Keep up the great job on the DISPATCH.

Oscar Kimsey

Oscar wrote a much longer letter than this, not particularly intended for publication. However, we just couldn't resist printing the above portion. -- Ed.

Editor:

In your [NASG history article, in] the "Bernie Thomas is larger than life" paragraph, you mention that I received the first award. Then you go on with "In establishing the award the club recognized his devotion....." Please change "his" to "Bernie's." Otherwise it reads as though you were referring to me.

Wallace E. J. Collins

Sorry, Wally - Your letter reached us too late, so we're printing it here. We have changed our record copy of the NASG history per your wishes, in case reprints are required at some future time. -- Ed.

Editor:

I've got the bugs pretty well worked out of my trackwork, and all my Kadee couplers function just fine. I'm nearly finished converting all my cars from the old Kadee MK (non-delayed) series to the newer delayed-action MKD HO series and, for long cars, to the even newer S scale Kadees.

Like many others, I have found that the usual HO permanent-magnet uncoupling ramps between the rails are inadequate for delayed-action uncoupling, as they are won't pull the S scale coupler glad-hands apart sufficiently. Therefore, many have switched to the powerful under-the-ties Kadee permanent magnets. These work beautifully -- except for one very unpleasant phenomenon. They attract steel wheels from three inches away.

There was a time when I wouldn't have cared, because nearly all my cars had Miller aluminum wheels (typical for Northeastern and Kinsman trucks). Now, American Models' beautiful free-rolling trucks have invaded everyone's layouts, including mine.

Have you ever tried to haul a train equipped with American Models trucks over an under-the-ties Kadee magnet? Each car near the end of the train begins to accelerate toward the magnet as it approaches, while simultaneously the car which just passed is tugged

back toward the magnet. Result: bunched (slack) couplers and -- a parting of the train! I invariably lose my cabooses over these ramps unless I remember to accelerate each train fiercely as its caboose approaches the ramp.

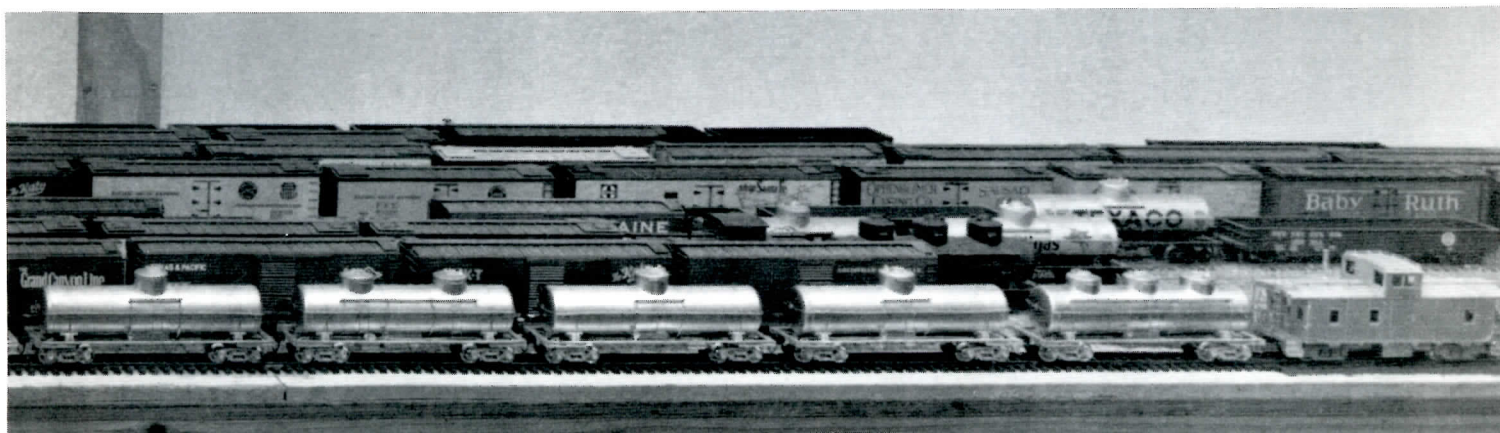
There is a solution -- simply weight each caboose and provide it with trucks with lousy rolling qualities in order to keep the train's couplers taut. However, intentional degradation of performance is not particularly appealing.

Have you ever tried to switch cars equipped with American Models trucks? You uncouple, pull away from the car, and -- the wheels immediately accelerate toward the magnet! The car comes rocketing into the locomotive, immediately recoupling! Some of our club members have developed skill at a rather weird, thoroughly non-prototypical "boomerang" maneuver designed to foil this effect.

It would be nice to have American Models-compatible non-magnetic metal wheel-axle sets. Unfortunately, none of the other common S scale wheel sets have the tapered axle ends necessary to function in American Models' trucks. I would imagine that there's a pretty good market developing out there for such an item, and I'd like to urge Ron Bashista of American Models to consider switching to a non-ferrous metal for wheels when his present supply runs out.

Drake N. Schirra

I know what you mean -- I have the same problem. What about the rest of you? -- Ed.



RAIL JOINERS

The leaves fall and the air cools, but S Gaugers rise and activity heats up this time of year. Club Secretaries! I need more material. Please send your news directly to:

NASG Rail Joiners
c/o S. Kayle
8900 Birchwood Lane
Bloomington, MN 55438

On with the news:

State-Line S Gaugers

This group coordinates the annual Fall S Fest. This year, I believe, is its tenth anniversary. They have produced a commemorative Fall "S" Fest gondola. They also participate this time of year in the Cherryville Mall model railroad show.

The September meeting was at Earl and Joyce Beegle's. Earl showed everyone his workshop where he creates beautiful American Flyer reproduction parts under the trade name of Don's Depot.

Hawkeye S Gaugers

This group met in Des Moines where they selected Dubuque for the Spring meet. The ubiquitous Art Doty, Terry Price and Rich Luchsinger from the SLSG were also present.

Central New York S Gauge Association

This group has the Great Halloween Train Show at the Valley Legion Post. They decided to reschedule the annual tour of members home layouts to next Spring. The meets, train shows, club show and holidays fill their calendar for 1986. Mark Waelder of Syracuse is their most recent member. Mark's interest is in scale. He plans to build modules that represent Cortland, NY in the 1940-50s. John Steele, the club president, is enthusiastic about a recent visit to the East Broad Top in Orbisonia, PA. He admires the authenticity of that period railroad display frozen in time.

The club is pondering hosting the 1991 NASG Convention. They also are pondering the eternal question of one or two separate display layouts for scale and tinplate/hirail.

Pines and Prairies Workshop

A recent gathering at Tom Lennon's saw work progressing on the modular pike. New straight sections are being added and the subroadbed is being reworked. The goal is to have it all operational for the Greenberg Train Show in St. Paul later this fall.

In this issue we are highlighting the Greater Seattle S Gaugers:

Dick Karnes reports "We started as a rotating dinner club of four couples. After several months, the impracticality of this mode began to surface, so we changed to rotating/visiting.

"In the Fall of 1971 we decided to build a portable 5 x 12 manufacturers display layout for the NMRA Convention in Seattle (1972). We designed and built the layout over eight months; first monthly, then weekly, then daily the last two weeks. All layout work was done first in Bill Barr's basement, then in mine. This convinced us that we'd enjoy our hobby and each other much more without a club purpose, and we've been happy ever since. We never did find anyone to give the layout to. No manufacturers, no club, no convention committee was interested. Two years ago we gave it to one of our members, Paul Perkins -- his first venture into Scale (from tinplate)."

Of their 17 members, three are O gauge; the rest are mixed S scale and AF builders, 1/3 operators, 1/4 collectors, and 10% armchair. If interested contact:

Virgil W. Crosby
8011 Ravenna Ave. NE
Seattle, WA 98115
(206) 522-2520

PLEASE SEND NEWS!!

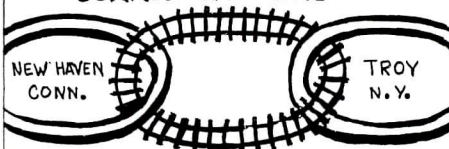
-- Syllas Kayle

WELCOME NEW MEMBERS...

Charles A. Aylward	Gerard M. McVeigh
Glenn Berg	Joseph G. Molner
Jon R. Beveridge	Charles G. Pecsok
Jerry Brewer	John L. Piantadosi
Charles S. Brown	Joseph P. Pistorio
Ed Cartwright	Roy Raymond
Raymond C. Celli	Eric Reis
Eugene J. Cox	George M. Ricketts
Margaret Cunningham	Pat Savignano
John E. Darling	George M. Schiltz
Edward C. Davis Sr.	Marland Schuler
Stewart DeJournett	Joseph P. Scilla Jr.
Robert Dexter	Craig A. Smith
Dale Greer	Frederick E. Smith III
John W. Hartmeyer	Ellen Soberman
Edward B. Havens	Ian Staub
Charles Hicks	Charles Taylor
Steven W. Kay	David W. Tusing
David R. Koehler	Warren G. Ude
Chris Leonhardt	Ronald Walker
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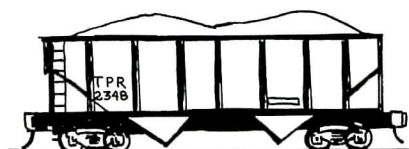
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We received just one entry for naming the "booster" ads, and President Loizeaux has therefore declared Gary Jordan, our publisher, the winner. Henceforth, they will be called "Helper Service," and Gary wins a year's worth of free ads.

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The funds thus generated will be used to help finance future NASG special projects.