



DISPATCH



PRESIDENT'S MESSAGE

"Whadoo I get for my ten bucks?" is a familiar question for most of us as potential members inquire about NASG membership. Broadly speaking, NASG's primary purpose is to promote S gauge in the belief that through greater numbers we will all benefit in many ways. Given this underlying philosophy, NASG advertises in Model Railroader using both classified and regular ads. Our Promotions Committee has assembled a two-pound package of S catalogs, data sheets, advertisements, and other information which is mailed to non-members who respond to these advertisements.

NASG usually has a booth at NMRA national and some regional conventions, thanks to the efforts of various local clubs around the country. The NASG official tablecloth and hand-out brochures are available to clubs for display and promotional purposes. NASG is a member of the NMRA and is also a "SIG" (Special Interest Group) within the NMRA.

Thanks again to the efforts of NASG members, the May 1987 issue of Model Railroader will feature three (yes, three!) articles pertaining to S in

celebration of our scale's 50th anniversary. Hopefully, the existence and growth of S gauge will become well known through this exposure.

The NASG Convention Committee is currently negotiating with the NMRA to hold joint national conventions in both Houston and Pittsburgh. While financial arrangements have not yet been conclusively negotiated, the two organizations have agreed that joint NASG/NMRA conventions are a good idea to be pursued. We are hopeful at this point.

Finally, some NASG products, such as the track gauge, are being sold through hobby dealers. In addition to promoting S, these sales will help NASG to finance future projects.

Needless to say, your sawbuck is what pays for all of the above activity. However, for some potential members, more tangible benefits are required for them to part with their money. For these folks, NASG has direct membership benefits such as the DISPATCH which is easily worth ten bucks all by itself. In addition, NASG distributes discount coupons which provide substantial savings on the products we purchase. With creative use of

these coupons, one might calculate that NASG membership is actually free!

NASG's brass cars have proven successful in the past, and the next one will probably be announced prior to the Chicago convention. Since these cars are sold only to NASG members, they should certainly be viewed as a tangible benefit of membership. In addition, we are working on a coupler-height gauge and new track gauges as well.

Modular standards, track and wheel standards, conventions, and contests with valuable prizes are all additional benefits of membership. Speaking of contests, remember the membership contest? Yes, the membership contest!!

The results so far are very discouraging. Only six NASG members have recruited new members as of February 1987. That means about 484 readers of this publication have not yet made an effort to recruit one of their S buddies to join us. I can assure you that it is not difficult -- if you try. Have you tried? Need I beg?

Ed Loizeaux

EDITORIAL

POTPOURRI

NASG history author Bob Jackson has been taking special care to coordinate the text of each installment with those who actually were a part of the NASG's history. Only in this way can he be certain of accuracy. Because of this, we cannot guarantee that his coordination will be complete in time for each installment to appear on schedule. This is why there is no NASG history installment in this issue. We expect to resume the history in the next issue.

* * *

Last issue's letter from Drake Schirra sparked a number of suggestions from the readership. Apparently his problem is a common one. Therefore, we are devoting article space to the various replies to his letter.

Some of you have observed that the time between the mailing date of the current DISPATCH and the due date for material for the next DISPATCH is too short to respond. Actually, the due date is always predictable: material for each issue is due on the 15th of the first month in each quarter-year. The mailing date for each issue is the 25th of the third month in each quarter.

* * *

Those of you who have written in to oppose holding NASG conventions on July 4th (and other holiday) weekends will be pleased to know that future conventions which have not yet been "locked in" will not be held on holiday weekends. However, the 1987 convention is already planned for July 2-5. The planning for 1988 is locked in for either the first or second weekend in July; however, July 4th falls on a

Monday, so you can all be home on that day. The 1989 and 1990 conventions will likely be held jointly with the NMRA which sets its own dates independent of our wishes. However, these are generally held in August. So you see, the Board of Trustees has full control only over convention dates from 1991 on. C'est la vie.

* * *

We promise that there will be no more uncaptioned photos. Honest.

* * *

With this issue we are trying the services of a new printer, Crusader Press of Conshohocken, PA. Let us know what you think.

Dick Kamen

DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

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

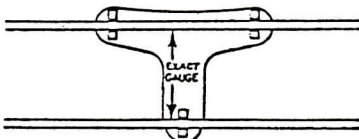
NASG dues are \$10 yearly, from July through June of the following year. Membership includes the four issues of the DISPATCH published during the membership year, regardless of enrolment date. All membership questions, applications, renewals, and address changes should be addressed to:

Michael R. Ferraro
141B Gordon Road
Matawan, NJ 07747

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COVER

Here's AF Editor Tom Nimelli adjusting a Flyer PA. Tom's portable workbench features test tracks in several scales, an electrical outlet, a soldering iron, and various hand tools. Special features include a choice of AC or DC, external electrical terminals for test leads, and a rope handle attached at the workbench's center of gravity for carrying ease. Tom does tear-down, cleaning, lube, and minor fixes at home and at meets with this rig.



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The deadlines for articles are the 15th of Jan., Apr., July, and Oct. for issues mailed in March, June, Sept., and Dec. respectively.

LETTERS.....

Editor:

I really enjoyed this last issue (Vol. IX No. 4). It filled in even more on the S history I wasn't aware of. I only knew bits and pieces, mostly from John Sudimak over 25 years.

I do understand that CVSG [the Cuyahoga Valley S Gaugers] came up with half the seed money for the hoppers - I have one.

Both my wife and I have been in the graphic arts field for years (I have 80+ Fortune magazine ads to my credit). So tell Jerry Perkins he's better than many 40-year-olds I've known. Put him on the front cover again. Not many artists know how to stay "loose."

John Armstrong

Editor:

Why is increasing the NASG membership a desirable goal? NASG exists to promote S - not the other way around. A goal of 500 new S model railroaders is more desirable than 500 new NASG members who are already in S.

Ken Mackenzie

Hmm...Food for thought. - Ed.

Editor:

As much as I dislike having to disagree with the Editor, I feel that a correction is called for. The comment in the Editorial (Vol. IX No. 4) that the Annual Business Meet-

ing is "open to all conventioners" is totally wrong! The NASG by-laws, article III.7, state "only members in good standing shall be in attendance at the Annual Business Meeting..." Presumably, this is because the membership, at the meeting, has such vital rights as taking the initiative and changing the by-laws by voice vote (and other privileges - consult your copy of the by-laws to see what else). So, list that as one more benefit that members receive for their dues.

Because so few members know what is contained in the constitution and by-laws, they don't realize what they can accomplish. Just a few people, with a little planning, can catch the administration unawares and push through enough changes to reshape the organization. Or, on the positive side, five or ten of us could possibly have exercised the above-mentioned right and pushed through a dues increase at the last business meeting. This could have been done right after the "straw poll" indicated that a wide majority of members would prefer a dues increase..." Had I been more conversant with the rules and by-laws, I might have attempted it myself.

Keep up the good work with the DISPATCH.

Kent Singer

Editor:

We - Marion and I - got our DISPATCHES yesterday. I am really into the history of our group. Keep up the good work.

Editor:

I have really enjoyed Bob Jackson's "NASG STORY." My original letter of application was sent in about the same time Bernie Thomas died. (A lady - his mother? - returned it with a note to that effect.)

I'm very happy to see Russ Mobley finally get the credit he, in my opinion, has long deserved. It was truly amazing to me how many people were willing to argue why they felt no obligation (or motivation) to send in three lousy bucks!

Chuck Porter

My family had the great pleasure of attending the Central Jersey S Scalpers fall get-together in South Amboy, NJ. I have no idea how many modules finally came and were set up, but by early Saturday morning all were hooked up and working. The rector at Christ Church, where we were set up in their beautiful hall, was so impressed with the whole setup that he extended our stay through Sunday!! (We were originally to be out by church time Sunday.) My wife, two sons Bill and Tom, two locomotives, and about 15 coal cars and I flew up from Virginia. Those that missed the event have no idea what a good time 30-some-odd model rail"s" had. My hat is off to the New Jersey group.

Joe Scales

ELECTED OFFICIALS

President Edward M. Loizeaux
2221 Via Maderos
Los Altos, CA 94022

Executive Vice President C. Lee McCarty
8727 Broadview Road
Broadview Hgts., OH 44147

Secretary James A. Kindraka
44014 S. Umlerland Circle
Canton, MI 48187

Treasurer Michael R. Ferraro
141B Gordon Road
Matawan, NJ 07747

Eastern Vice President Don Thompson
2 Roberts Road
New Brunswick, NJ 08901

Central Vice President Thomas G. Hawley
2311 Strathmore
Lansing, MI 48910

Western Vice President

Lee M. Johnson
2472 Lariat Lane
Walnut Creek, CA 94596

COMMITTEE CHAIRMEN

A. F. Enthusiasts' Committee Tom Nimelli
38564 French Creek
Avon, OH 44011

Contest Committee Kent Singer
105 Highland Dr.
Baldwinsville, NY 13027

Convention Committee Ken Zieska
11810 52nd Ave. N.
Plymouth, MN 55442

Elections Committee Daniel J. Navarre
6160 Upper Straits Blvd.
West Bloomfield, MI 48033

Membership Committee Michael R. Ferraro
141B Gordon Road
Matawan, NJ 07747

Modular Standards Committee

Don DeWitt
37 Snow Drive
Mahwah, NJ 07430

Promotions Committee

Don Thompson
2 Roberts Rd.
New Brunswick, NJ 08901

Service Committee

Michael R. Ferraro
141B Gordon Road
Matawan, NJ 07747

Special Projects Committee

Dick Cataldi
626 Welles St. SE
Vienna, VA 22180

Standards Committee

Wayne Pier
2821 Asbury Ave.
Wayside, NJ 07712

Video Service

Donald T. Ross
1221 Old Waterbury
Southbury, CT 06488

BRASS MODELS WITH CODE 110 WHEELS

Compiled by the
NASG Promotions Committee
as of 15 Jan. 1987

Legend: Each "bullet" (•) represents a different model. Abbreviations: lh-low hood; hh-high hood; db-dynamic brakes; ac-anticlimber; nb-number boards; fv-filter vents; w/-with; w/o-without; ins-insulated; 1d-single-dome; 2d-double-dome; 3d-triple-dome

G&W MODELS (Samhongsan)

NYC 19000-Series Caboose:
• Tongue-and-groove
• Plywood

MODERN MODELS (Ajin)

Int'l Wide-Vision Caboose
• Std.
• D&RGW

NASG, Inc. (Ajin)

ACF Covered Hopper:
• Phase II
• Phase III

ACF 10,000-Gal. Tank Car
• Low-Pressure Ins. 1d
• High-pressure Ins. 1d
• Low-Pressure 1d
• Low-Pressure 2d
• Low-Pressure 3d

OMNICON SCALE MODELS (Samhongsan)

MP # 152 Consol'n (2-8-0)

ERIE G-15 Ten-Wheeler (4-6-0)

ORIENTAL LTD. (Samhongsan)

NW-2:
• Phase I/II
• Phase III
• Phase IV
• Phase V

SW-1:
• Phase II
• Phase III
• Phase V

SW-7

SW-9

SW-1200

OVERLAND MODELS (Ajin)

SD40-2:
• lh
• DD/EMD wide cab (CN)

SD40-T2:
• D&RGW lh
• SP, lh, 83" nose
• SP, lh, 116" nose

GP38-2:
• lh, ac, ext. range db
• lh, ac
• hh, db
• lh
• lh, extended range db
• lh, small db
• lh, ac, short db
• BN cabless
• DD/EMD wide cab (CN)

E3/6:
• A unit
• B unit
• AT&SF A unit

E6:
• UP A unit
• UP B unit

E7:

• A unit, large nb
• A unit, small nb
• A unit, antennas (PRR)
• A unit, special fv
• B unit
• B unit, special fv

E8/9:

• A unit
• A unit, antennas (PRR)
• B unit

B&O Round-Roof Box Car:
• M53 (plain door)
• M53a (corrugated door)

SP GS-4 Daylight Northern
(4-8-4)

USRA Light Mikado (2-8-2)

Alco FA-2/FB-2:
• A unit
• A unit, antennas (PRR)
• B unit

NYC J-3a Hudson (4-6-4)
• w/std. 12-wh. tender
• w/long-dist. PT tender

USRA 0-8-0 Switcher
• w/std. tender
• w/clear-vision tender

Alco Diesel Switcher
• S-1
• S-2
• S-4

PRR N5 Cabin Car (caboose)
• N5 w/o antenna
• N5b w/antenna
• N5c w/antenna
• N5c w/o antenna

EMD F-units
• F-3A
• F-3A, antennas (PRR)
• F-3/F-7B
• F-7A
• F-7A, antennas (PRR)

CODE 110 TRUCKS & WHEELSETS TO NASG S-4 STANDARDS

Compiled by the
NASG Promotions Committee
as of 15 Jan. 1987

Legends: Each "bullet" (•) represents a different model. Abbreviations: w/-with; w/o-without; rb-roller-bearing; wh-wheels; sw-switcher

ACE MODEL RAILROAD EQUIPMENT CO.

Wheelsets with 3/32" axle
• 33"
• 36"

4-Wheel Sprung Trucks
• rb, 33" wh.
• rb, 36" wh.
• Bettendorf, 33" wh.
• Bettendorf, 36" wh.

Equalized Trucks
• Arch-Bar 33" wh.

OVERLAND MODELS

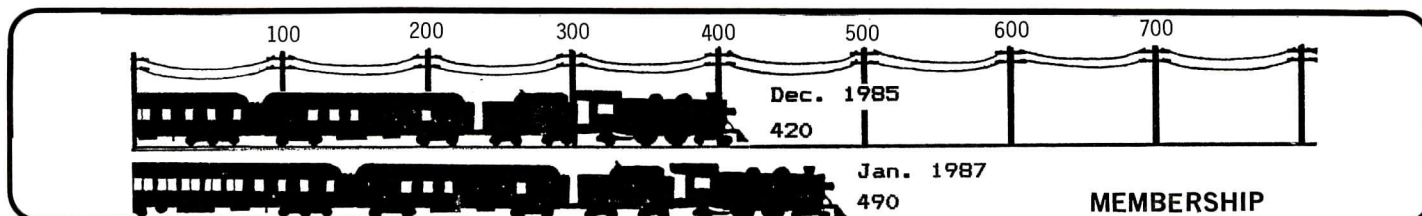
Sprung Trucks
• Buckeye 6-wh. rb 36" wh.
• Blunt 4-wh. sw. w/40" wh.
• AAR Type A sw. w/40" wh.

OMNICON MODELS

Arch-Bar Leaf-Spring Tender
w/33" wh.

NASG INC.

Bettendorf "T"-Section
Sprung, 33" wh.



**TRACKWORK TO NASG S-3 AND
NMRA RP-3 FINE SCALE**

Compiled by the
NASG Promotions Committee
as of 15 Jan. 1987

**AMERICAN MODELS
(OLD PULLMAN)**

Ready-to-lay code 100 NS-
rail turnouts with ties:

#4 L & R
#5 L & R
#6 L & R
#8 L & R
28"/40"-radii curved
#6 Double-Slip

Ready-to-lay code 100 NS-
rail crossings with ties:

9-1/2 degrees
19 degrees
45 degrees
90 degrees

SCENERY UNLIMITED

Code 100 NS-rail std. gauge
flex-track, 39" (1 meter)
long

TOMALCO

Code 100 NS-rail std. gauge
flex-track, 36" long

TRAIN STUFF

Three-point track gauges:

Code 70
Code 83
Code 100

G & W

Hayes bumping post on NS-
rail flex-track

NASG INC.

S-3 and S-4 track and wheel
standards gauge

**LIONEL SHOWS COMMITMENT
to S GAUGE**

by Dan Navarre

It took some coaxing by the 1986 Michigan Interchange convention committee henchmen, but representatives from the Lionel Corp. made an appearance on Friday evening of the convention. Mr. John Brady and Mr. Mike Braga of Lionel were impressed by the enthusiasm of the gathered S gaugers and by the operating modular layout. They discussed the upcoming product lines and listened to ideas and points of view from the conventioners. They were so impressed that they returned the next day to mingle with the conventioners and absorb any and all information they could about the current needs and state-of-the-art of S gauge. At that time we were informed

of their donation of three sawmills and three oil-drum loaders for our door prizes. Many thanks to Lionel for a fine donation to the Michigan Interchange.

Shortly after the convention, members of the Southeastern Michigan S Gaugers were asked to attend a meeting at Lionel headquarters to discuss the future of American Flyer. We enjoyed their hospitality and tour of the factory. We all came away with a good feeling that Lionel has a definite commitment to American Flyer, and are positive that there is a place for it in the S gauge world.

Some of our suggestions that were offered to Lionel:

Offer a starter set with
track and transformer for
less than \$100. to make it

available to the younger
generation.

When a new model is introduced, make sure it follows a prototype and is scaled accurately so scale modelers would be interested.

Produce a heavyweight passenger set which is accurately scaled.

A steam locomotive would be well-received by collectors and modelers, especially if it were accurately scaled.

Lionel welcomes any comments and concerns regarding American Flyer products. Please address comments to:

Mr. John Brady
Lionel Corp.
26750 23-Mile Rd.
Mt. Clemens, MI 48085

DETAILS-DETAILS-DETAILS

by
Lew Rennig

Modelers spend much time trying to make buildings come to life on the outside, but when you look inside that large open freight door the illusion is shattered by a huge empty void! Why is the railroad putting rolling stock in front of an empty factory?

I don't believe in interior detailing that isn't seen; likewise it is not necessary to detail the complete interior of a structure just because it has large open doors or lots of large windows.

Boxes and crates can be stacked a few feet behind the door. An aisle can easily be made out of sheet styrene by scribing lines on it and fastening one on either side of the door running towards the opposite side of the building

to represent rows of stacked boxes. A view-block may be installed somewhere inside the structure and disguised as a wall. Remember, not much detail is required, just something to hide the building's interior. Large windows can often be weathered to a point where they are no longer transparent. However, this cannot be done with every industry. A knitting mill, for instance, may not have grimy windows. In this case a central view-block can be painted light brown, and a light weathering on the window would prevent seeing the windows on the opposite side. If the building is lighted, this would give the illusion of a wall or a high stack of boxes. The viewer's imagination will fill in the details.

In the case of large store windows, it may be as simple as building a small box behind

the window and making a window display from a few figures.

Another trick used to hide empty interiors is window shades and curtains. Shades are easily made by painting 3 x 5 cards and mounting them behind the windows. When mounting shades, don't attach them directly to the inside walls; they should stand back a little so there is space between them and the glass. A great material for curtains is crepe paper of the sort used to make party streamers. It's available in many colors and has a texture which resembles pleats. These curtains look good and are easy to install. Cut to size and tape to the inside of the wall. They can even be gathered in the center with a fine wire.

Remember, it's as important to make a building look lived-in as it is to make it look lived around.

SHORT & EASY

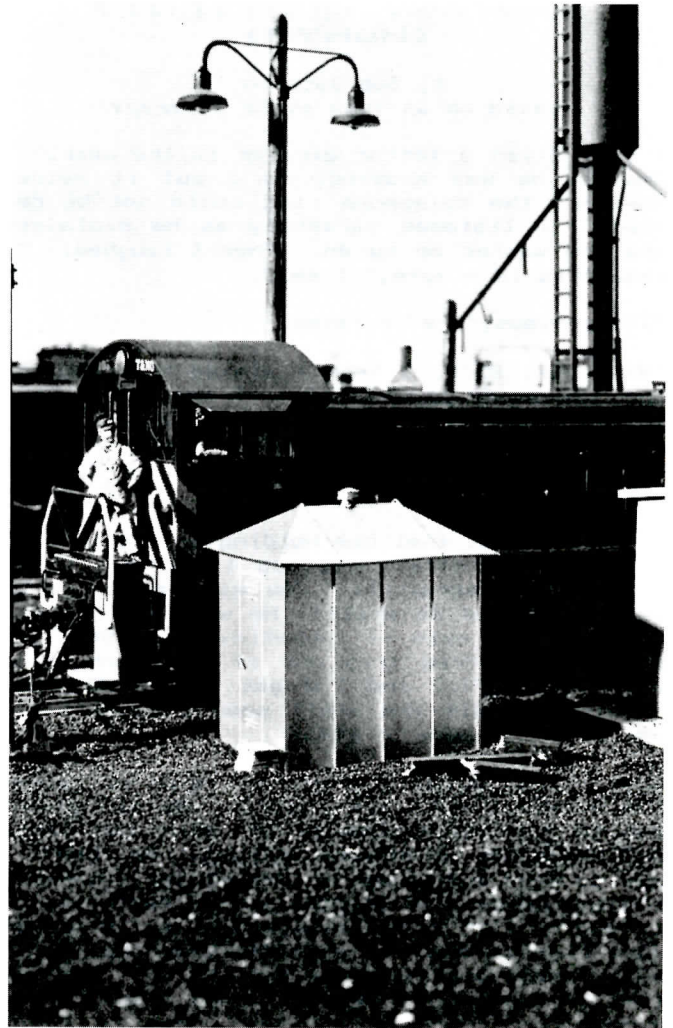
by Kent L. Singer

LINESIDE ELECTRICAL ENCLOSURE

My recent move to the Syracuse area resulted in frequent trips past a rusty old enclosure on a spur. I didn't think much about it until the day I needed to come up with a fresh idea for this column. A quick trip out to measure it and an evening's worth of modeling produced the project described here. These electrical enclosures are found near signals. A photo of a similar unit appears in New York Central System, Gone but Not Forgotten, by H. F. Cavanaugh, N. J. International, 1983, on page 117.

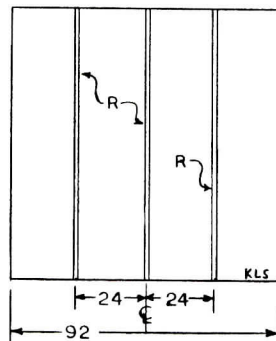
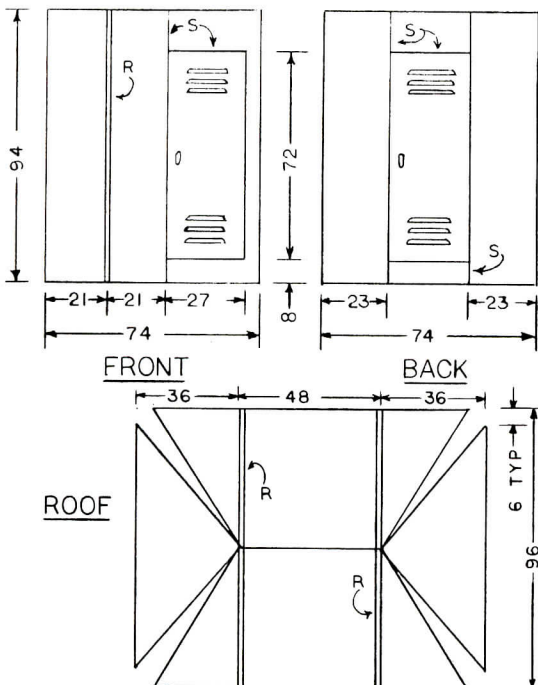
On a sheet of .020 styrene, draw the sides, front, and back of the enclosure. Scribe the flat seams and door openings for the front and back before cutting the parts out of the sheet. Next, attach the ribs (which are actually folded-over seams on the prototype), narrow edge against the sides. Note that the front also has a rib. Cut the .010" styrene rod for the louvers to length and attach to the doors. The front and back overlap the sides to form the edge ribs. Therefore, to attach the sides, front, and back together, lay each side, ribs down, on the work surface, place the front or back of the enclosure on edge, butt the side up against the front (or back), and glue the joint. No measuring is necessary for this.

Draw the roof on .010" styrene sheet, cut it out, and scribe the underside of the bend line at the ridge. Glue the roof together and join the roof to the rest of the enclosure. Add the roof ribs, globe vent, and .015" wire door handles. Spray the finished model with Floquil Old Silver (#110100) and lightly overspray with Floquil Grimy Black (#110013)



BOB WERRE

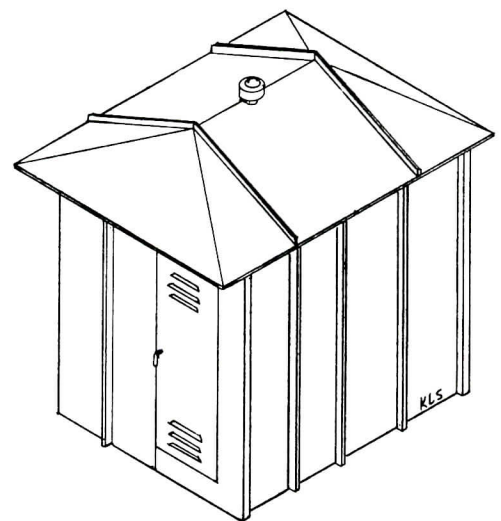
Picture this electrical shack on your pike.



SIDE
2 REQ.



ALL DIMENSIONS IN INCHES.
FRONT, BACK & SIDES - .020
ROOF - .010
R = RIB - .010 x .020
S = SCRIBED SEAM
LOUVERS - .010 DIA ROD
ALL MAT'L STYRENE EXCEPT:
DOOR HANDLES - .015 WIRE
GLOBE VENT - DELAWARE VALLEY
CASTING



WHAT'S YOUR FANTASY QUOTIENT? (Huh??)

by Bob Jackson
(based on an idea by Ed Loizeaux)

I had gotten a letter earlier in the week. I thought he was kidding, so I put it aside. However, the telephone ring could not be denied. I listened carefully as he explained what he wanted me to do. Then I laughed. "I know this is a joke," I said.

"I'm serious," he insisted.

"Now look, Dick, I know I missed the deadline and I'm sorry about that. I know also that you've been working very hard and that your frustration level as editor must be very high. But get ahold of yourself, man. You're requesting the ridiculous!"

I could almost feel him holding in his irritation, so I politely resumed listening. "Let me get this straight. You want me to go to California and do what?" He was really serious! It was nuts -- unbelievable. Still, I might get a free trip out of it [that'll be the day -- Ed.] and I'd get to see the old homestead again and visit some S gaugers I'd met at Sacramento in 1985.

So, I found myself in the Bay Area to gather the material for this report. My assignment was to talk with some of the guys out there and learn how to measure fantasy. No joke! I was to find out about a concept for determining the balance of fantasy versus reality. If it sounds like I was skeptical, you've got it just right. Now I'm a Californian myself, so nutty ideas are very familiar to me. But the idea of measuring fantasy seemed itself to be a fantasy. Makes me Disney just to think about it.

I'm not sure who invented the idea -- I think it was Ed. The concept is called "FQ," which stands for "Fantasy Quotient." FQ is defined as the ratio of reality to fantasy. If the reality exactly duplicates the fantasy, then the FQ equals 1. Likewise, if the reality is small in relation to the fantasy, then the FQ is less than 1 and may become vanishingly small. I actually yawned when Dick explained all of this on the phone. He's one of those engineer types (I don't mean the railroad kind), a sucker for an equation.

I wondered if there were ever a case in which the reality exceeded the fantasy. My mind tends to work that way when someone throws equations at me. But I didn't push the point. You see, I had begun to warm to the thought of a California trip, and if I pushed too hard he might drop the whole idea. Besides, I figured I could always ask the Californians.

I took a taxi from the motel. As we approached my destination I hoped my skepticism wouldn't be too obvious. I did have to write a report for Dick, and if my doubts put a damper on things I would have no way to justify my trip.

Ed answered the door. (Not too surprising, really, since it was his house.) "Come in," he said, "We've been expecting you." Ed introduced me around. "Hi, Lee." "Hi, Jerry."

(They had both driven over from Walnut Creek.) "H'lo, Don." (He had come in from Livermore.) "Hi, Arden." (Arden had trekked all the way from Lodi.) "We're just cooking up some of Goehring's finest," Ed said as he handed me a delicious-looking hot dog and a beer.

I sat down in a big easy chair. "Tell me, what is this "FQ" thing?"

"What do you want to know?" Ed asked.

"Well," I said, "Dick didn't give me much to go on, so maybe you can give me some idea of what it's all about."

Ed began, "It's an idea that we've been discussing around here for some time."

"C'mon, Ed," Arden interjected. "It's an idea that's been discussed mostly by you. Some of us think think you're about one brick short of a full load."

I looked around. I wasn't sure whether they were just teasing Ed, or whether they seriously thought he was a little unbalanced. I couldn't tell yet, so I said "Please, go on." Ed took a deep breath and launched into the topic. "Everyone knows there's lots of fantasy in a model railroad. In fact, in a sense the whole thing is a fantasy. We pretend that it's like the real thing, but pretending is just another word for fantasy. Now we can have big fantasies or we can have little fantasies."

I caught Lee out of the corner of my eye nudging Arden with his elbow. "Here he goes, it's take-off time. Into the wild blue yonder."

Ed ignored them. "A big fantasy would be modeling Horseshoe Curve in complete detail with 240-inch curves inside your own indoor basketball court attached to your house next to the Olympic swimming pool. A small fantasy would be having a time-saver shelf layout running over the back of the toilet in your Pullman-style apartment." Ed must have seen the skepticism creep over my face. "I know", he said, "I know. You're thinking 'so what else is new. And what does this have to do with model railroading?' Well, if 'reality' is defined as the part of the fantasy that has been completed, then the ratio of reality to fantasy is a measure of the degree of completion. That is, your FQ is an indication of how close you are to realizing your fantasy."

Everybody but Arden was looking at Ed. Arden was examining his left thumbnail. He looked up, and with the air of a Cajun about to gig a frog, said, "Ok, Ed, tell us how you calculate the FQ."

It was obvious that Ed had been speared with that one before. He shrugged his shoulders and said, "It's easy, really, if you don't try to get too literal-minded, like some people I know. What you do is divide the fantasy into major areas like framework, track plan, electrical wiring, and scenery, for example. You could divide it into different categories than I have used. It doesn't matter. Divide it any way you like. Once you've decided what these major categories are, you then have to determine how much of the whole task has been completed for each category. Then you add them up to get the fraction of the entire fan-

tasy that has been completed."

Clearly, Arden had a straightforward analytical mind (like Dick). He was fidgeting throughout Ed's explanation, and could no longer sit still. "Blast it, Ed, how many times have we been through this? All you've done with that explanation is to multiply the problem three or four or five times depending on the number of major categories that are selected. You still haven't told us how to measure the degree of completion of even one of your major categories." I could see that these guys had spent many an hour arguing over this, and that I needn't have worried about my own skepticism. Arden was expressing it for me.

I wanted them to get back to their discussion, so I said, "If I understand correctly, I suppose that if I wanted to estimate the completion of my trackwork I could count the number of turnouts that I had installed and divide that by the number I intended to install which would give me the FQ for turnouts."

"Right, right, you have the idea," shouted Ed. "And if you measure the length of the track completed and divide that by the total amount planned you will get an FQ for track length. The sum of both will give the FQ for trackage as a whole."

Arden sat with his arms folded, shaking his head slowly. Before I could ask what his problem was, Lee spoke up. "What if I roll my own? I have a lot more to do than just install them. I have to make them first."

"True," exclaimed Ed, "and your FQ would be different from everyone else's because it has to measure the accomplishments that are necessary for your personal fantasy. Every FQ is different and unique to the individual."

Then Arden pounced. "Ed, you have your head wedged. If I were to follow through what you just said, the FQ would be a sum of all the FQs I determine for each category. But at first you said the FQ is a quotient, not a sum of quotients."

Ed froze, speared again. He slowly turned to Arden and sighed heavily. "You see what happens. You give these kids a little education and they think they know everything. OK, so I got carried away with my own enthusiasm. You're right, so how should I do it?"

Smart move, Ed, I thought to myself. Get him involved, get him hooked.

"At the outset you said that if reality exactly fulfilled the fantasy then the FQ would be equal to 1. That means that all parts of the fantasy must add up to 1. Therefore, if you have 5 major categories in your fantasy then each is equal to 1/5 of the whole fantasy."

"Wait a minute," Jerry exclaimed, "Who says all categories of a model railroad are equal? It doesn't make sense to compare scenery with trackwork. And what about rolling stock? You certainly can't compare that with building the framework of the layout."

"Hold on," Arden replied, "we are talking about the fantasy. You can divide it in as many parts as you want and since it is a fantasy, you can call all of them equal."

Aha, I thought, he was hooked.

"I have to admit, Arden," Jerry responded, "when it comes to scenery your layout is pure fantasy."

They all laughed.

Arden looked a bit irritated. I felt sorry for him. He had taken up Ed's challenge, and now the guys were ribbing him instead of Ed. Undaunted, he continued. "Take my layout. I run full-length UP passenger trains around the walls of a bedroom so small that the control panel has to be in the closet."

"A real closet case," jibed Don.

Arden ignored him. "My trains come close to chasing their tails. I don't have any scenery to speak of and neither do I have any yards yet. What I want is a much larger layout with big broad curves where the UP passengers look right at home. It should be fully scenicked, of course."

"Would you have any freight operation?" asked Lee.

"Yes, I would expect to have a reasonably extensive freight operation, even though my interest in passengers is greater."

"Well then," Lee responded, "It's obvious that there's no reality to your yards at all, and therefore they are completely fantastical."

"Regrettably true."

"Arden, haven't I heard you say that you wanted a layout about twice the size of your present one?" asked Ed.

Arden nodded.

"Well then, your FQ couldn't be any greater than 1/2. And since you don't even have any of the yards that you envision and very little scenery, it must be considerably smaller than 1/2. Perhaps 1/4."

While Arden was chewing on that, I decided to put in my two cents worth. "It seems to me that Arden has not really even started his dream layout. What he has now is something very different from what he hopes to have. No matter how much he adds to it, it can't possibly approximate his fantasy. Even though he may get a lot of fun and satisfaction out of his present layout, he can't reasonably expect to calculate an FQ based on another layout which may exist in the future. His FQ has to be based on the plans he has for the layout he presently has. If he doesn't have very many plans for it, then reality already comes close to the fantasy and the FQ would be close to 1."

"You're right," Jerry added, "and it's interesting that Ed and Arden may both have very similar FQs. Ed has a humongous railroad that is fully operational, completely scenicked, and so close to what he originally dreamed of that the fantasy has become almost fully realized. That means that his FQ would be also be very close to 1."

Don said, "You know, I've been thinking about my road. It is largely complete too. But not too long ago I converted it to Sn3 from HO

while keeping the original concept. It is the concept that I am really pursuing at this point."

"Yeah, we read about that. How are things down at Ma's Place?" Ed chuckled.

Don smiled. "Why, things are just great. Business has never been better. Just what is the nature of your interest in Ma's Place, Ed?"

Ed suppressed a smirk and said, "OK, OK, back to your point. You were pursuing your concept."

"Yeah, what I was trying to get at is I'm at a stage with my railroad where for all intents and purposes it is physically complete. That being so you'd want to say that my FQ is equal to 1. But what I'm finding is that with each operating session I'm challenged to find different and more interesting ways to operate it. In other words, there's more to the fantasy than I imagined and I probably shouldn't calculate my FQ as being equal to 1."

"Doesn't that mean your fantasy is changing?" Jerry rejoined. "If that's true then your case may be something like Arden's."

"You're trying to calculate an FQ on something different than really exists," Lee added.

"I don't think so," Don replied. "The concept hasn't changed. If I ever get an SP oil burner and find a use for my oil plug, then the concept will have to change, at least a little, and I'll have fun trying to decide what my FQ would be in that situation. But right now the fantasy is still the same. I'm just finding more in it than I realized. That's wonderful, of course, but how do I determine what my FQ should be?"

"What do you think it should be," I asked?

Don stared at his feet and then slowly answered. "Well, I suppose that it has to be close to 1. It's true that the possibilities keep expanding, but each new possibility presents its own solution so I'm not shooting at a moving target. I suppose that what it means is that even if your FQ is 1, the railroad is never complete -- which ain't exactly a new idea."

I looked at my watch. It was getting late. "Well, guys, it's been a great evening. I need to get back to my hotel. I have an early flight to catch."

"Hold on," Ed said. "I think we found the general rules for determining the FQ for a model railroad in tonight's discussion. You shouldn't leave without them for your report. Let's write them down."

"If we're going to do that, I need to be fortified with another of Goehring's finest," Don exclaimed. "Arden, pass me another sausage."

The rules, which I recorded, are:

1. Your railroad has to have a concept. It has to have a reason for being. That concept should be the complete expression of your dream; that is, it is your fantasy.

2. In determining your FQ you must consider only what really exists. You can't use the reality of an existing railroad regardless of how big or small, or how complete or incomplete, to determine the FQ of a railroad that might exist in the future.

3. Decide what the major categories of development are for your railroad. Assume that each of these is equivalent. The sum of these categories is 1, and therefore the fraction of the FQ that each represents is $1/N$ where N is the number of categories that you have decided upon.

4. To determine what your FQ is, first determine how closely what you have accomplished in each category comes to what you had planned (fantasized). Then add each fractional FQ for each category to determine your total FQ. The total FQ cannot be larger than 1.

An example: You have decided that your railroad has the following eight categories of development:

1. Planning and conceptualizing
2. Construction of basic benchmark
3. Installation of trackage
4. Wiring
5. Installation of background scenery
6. Construction of buildings
7. Construction and/or detailing of rolling stock
8. Painting and detailing of motive power

Each of these categories represents $1/8$ of your FQ. You have completed all of your planning and therefore that category is equal to $1/8$. You have also completed all of the basic framework and thus that category is also equal to $1/8$. Your mainline is complete but you have only about $1/4$ of the sidings and yards complete. Your mainline represents about $1/3$ of the total trackage so it represents $1/3$ of $1/8$. The remaining $2/3$ is only $1/4$ completed so it represents $2/3$ times $1/4$ times $1/8$. Your wiring can't be complete until your trackage is, and therefore is probably about as complete as the trackage. You haven't constructed any background scenery or buildings, so they contribute nothing. You plan to have 100 cars but only 24 are built, so that represents $24/100$ times $1/8$ (which is close enough to $1/4$ of $1/8$ to call it that). You also plan to have six engines, but so far only have two that are painted and detailed. Therefore, this category contributes only $1/3$ of $1/8$. Summing up by category gives:

planning etc.	$1/8$
benchmark	$1/8$
trackage	$1/16$
wiring	$1/16$
scenery	0
buildings	0
rolling stock	$1/32$
locos	$1/24$
Total =	$43/96$ (or 45 %)

Thus, your FQ is 45 percent, which means you are not quite halfway to realizing your fantasy.

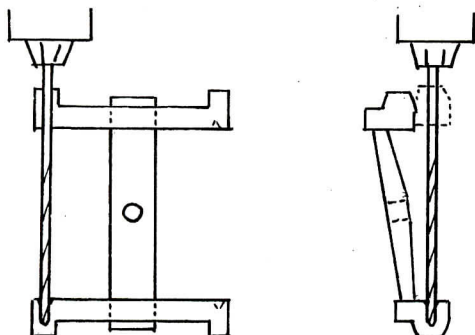
Later, as I was preparing my report for Dick, I reflected that my skepticism sort of dissolved as I listened to those guys out in Cal-

KADEE COUPLERS AND STEEL WHEELS --

In the last issue, reader Drake N. Schirra described the difficulties he was having using Kadее under-the-track uncoupling magnets with cars equipped with American Models steel-wheel trucks. The reader response has been heavy enough to present here in a special section.

"I solved the problem by changing out the wheelsets in American Models trucks with old Sunset/Miller wheels or by using Grandt Line On3 wheels gauged out to S standards on a new brass axle. The Grandt Line and Sunset/Miller axles are the same diameter. Therefore, I simply remove the trucks from the offending car and slip out the wheels by flexing the Delrin-plastic side frames. Now I chuck a drill bit in my drill press which is just slightly larger than the 1/32" axle. Set the stop so the drill will not go through the journal. Distort the truck, still intact, to the point where the drill bit will pass by the upper side frame and drill into the lower axle hole (see sketch). Rollability is so little affected that I doubt if the average man will notice the difference. I don't on my Virginian Ry., which has several AM-trucked cars."

-- Joe Scales



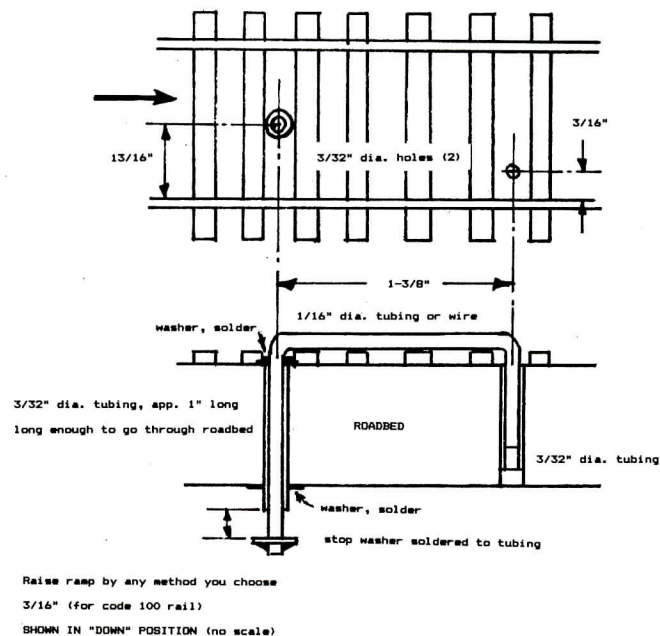
"The answer to Mr. Schirra's problem is to use HO converted couplers with the HO magnet 'twixt the rails. If the coupler doesn't open wide enough, snip the end of the gladhand off a bit. Since the magnet will always attempt to pull the end of the gladhand toward the edge of the magnet, by making the gladhand shorter the knuckle will open wider. This worked well on my former layout, although I haven't tried it with the Kadее S couplers. Under-the-tie magnets simply are not needed."

-- Ed Loizeaux

"I model in Sn3, and, as you can imagine, my cars are small and light. I use between-the-rails Kadее magnets, and have had to retrofit all my rolling stock with nonmagnetic wheels and axles. Simply using nonferrous wheels without replacing the steel axles did not solve the problem. Fortunately, replacement non-magnetic wheel/axle sets are commercially available for Sn3 trucks."

-- Gary Jordan

"I would like to share the solution I use on my railroad. First I would like to say that the only real solution is for Kadее to market a wider permanent-magnet between-the-rails ramp, probably one that could be used for S and On3 scales. But cars with steel wheels may still be drawn into the magnet."



"I solved my uncoupling problems by making a simple mechanical ramp that will push the gladhand to one side, thus uncoupling the car. It is made from 1/16" and 3/32" telescoping tubing (see sketch) and is a one-direction-only uncoupler, useful when backing into a spur to drop a car. I had originally planned to use a ramp at every place I wanted to drop a car, but found out that I can delay-drop a car by pulling ahead slightly and backing into the uncoupled car while the ramp is still raised."

-- C. J. Brummond

"The problem with steel wheels (and axles?) referred to by D. N. Schirra has arisen here also. Is hand-uncoupling the only practical answer? Electromagnet uncoupling would seem to be an expensive alternative."

-- Chuck Porter

(Editor's comment -- Having tried Ed Loizeaux's method myself, I can say it worked for me only on perfectly straight track. Shortening the gladhand has the effect of putting the end of the gladhand very close to the track centerline. Curved-track uncoupling is therefore impossible even on extremely broad curves (8-foot radius or even more), because the magnet will pull both of the mating couplers to the outside of the curve. For me, under-the-track magnets are the only answer, because 95 percent of my track is constructed as flowing curves - yards included. Unfortunately, I have no original suggestions to add.)

KITBASHING SCALE CARS

from TOY BODIES (Part 4)

by Dick Karnes

Introduction

In this concluding installment we take parts from several dissimilar car bodies to produce a Virginian-style rotary coal car and a typical transfer caboose.

Apples and Oranges

The combination of parts from dissimilar car bodies can produce very pleasing results. Remember the boxcar body we mutilated to obtain the hydracushion boxcar doors? Now (see Fig. 12) we have removed and discarded the roof and the center 32 feet, leaving just two pieces consisting of the ends with four feet of attached sides. To these we add a scratch-built 50-foot underframe and four 21-foot slabs (two on each side) cut from the sides of suitable hopper cars. (I used Marx toy hoppers, purchased some years ago for 39 cents each at



An AF box car, two Marx hopper cars, and S Scale Loco and Supply trucks were used to construct this 100-ton rotary coal car.

WERRE

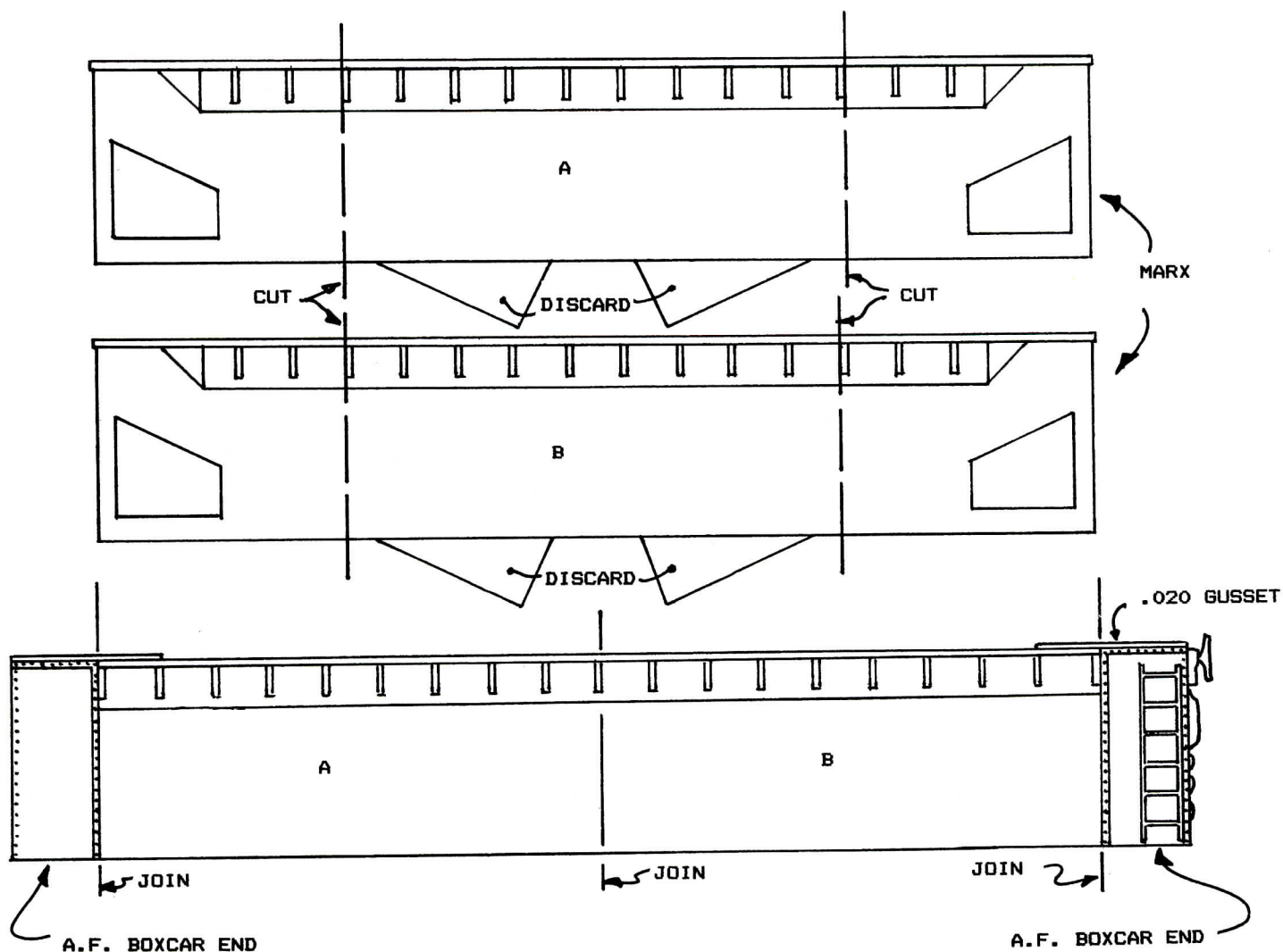
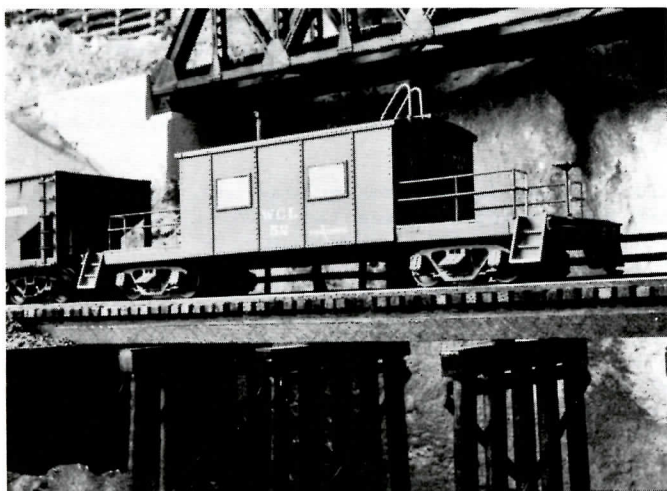


FIG. 12



This transfer caboose was kitbashed from an AF bay-window caboose body and an older metal AF tank-car frame. Trucks are S Scale Loco & Supply.

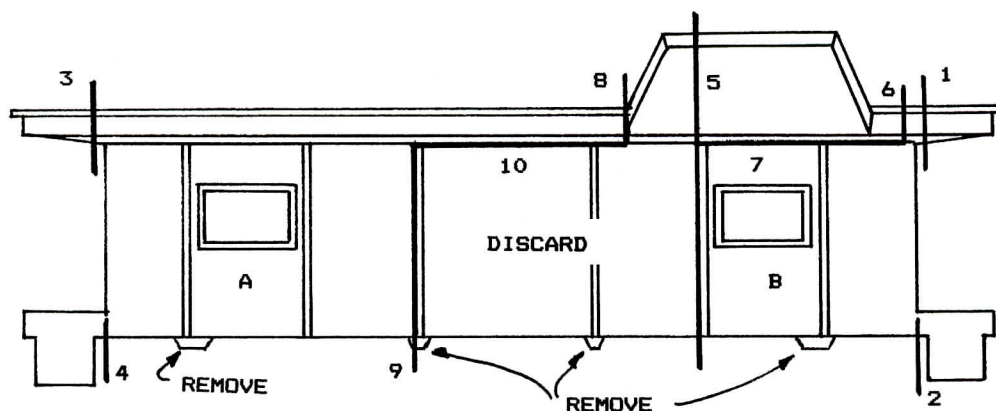
WERRE

Goodwill.) The result is remarkably similar to the Virginian Railway 100-ton rotary coal car. Sprung Buckeye trucks from S Scale Loco and Supply Co. complete the model.

The last car presented is the transfer caboose in Fig. 13. The cabin is made from a bay-window caboose with the center section removed and the roof overhangs cut off. The 40-foot frame is an American Flyer tank car frame (remember the tank for the wine car?), planked over with stripwood. Steps, brake wheel, ladder, end sills, and smoke jack are Stewart. Brass leaf spring trucks are from S Scale Loco and Supply. Railings and awnings are home-made.

Ten-Four

Perhaps some of the ideas presented here will help you think of an easy way to approximate that prototype car you always wanted to model, like - well, how about a modern wood-chip car from three gondolas spliced and stacked? Or a bi-level auto rack car made from a Lionel tri-level plus parts from a gondola? Or.....??



-- Numbers indicate order of making cuts --

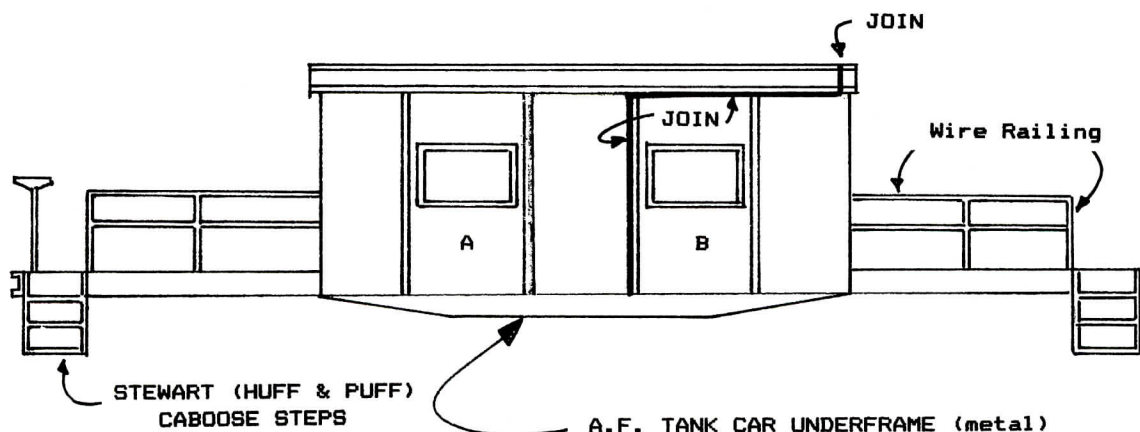


FIG. 13

BASIC TURNOUT WIRING

by Stan Stokrocki

As otherwise perfectly-running locomotives begin to sputter and die, almost every model railroader learns the hard way that the points of a turnout do not make reliable electrical contacts. Many switch machines have contacts which can eliminate this problem, but if you are using hand throws or a machine without auxiliary contacts, another solution is required.

Radio Shack sells a subminiature lever switch (No. 275-016 at \$1.19) which neatly fills the bill. It can be mounted exactly as illustrated in the accompanying schematics, although a wire extending down from the throwbar of the turnout makes an under-table mounting very easy. An extension soldered to the switch's lever will even permit a vertical mounting.

Electrically, the principle is simple. When there is no pressure on the lever, the circuit between the normally-closed (NC) and common (C) lugs is completed. When the turnout is thrown in the opposite direction, the throwbar pushes on the lever, connecting the normally-open (NO) lug to common instead. Adjust the switch mounting so that the contacts click when the points are in the approximate center of their movement.

Both the American Models and the Shinohara turnouts are manufactured as continuous-rail turnouts, as seen in Figure A. They have no gaps in the closure rails, and the tie bar connecting the points need not be insulated. (Of course, the throwbar, which connects the

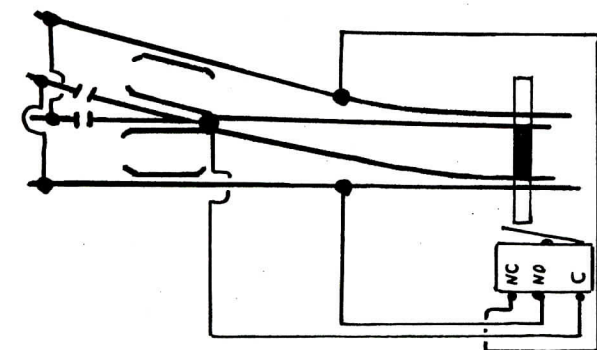
points to your switch throw, must not provide a current path between the right- and left-hand rails. The Shinohara turnout comes with a plastic throwbar already mounted.) Figure A shows how to wire the switch in this situation.

While I have found continuous-rail turnouts to work well, they do have two drawbacks. First, the open point is always opposite in polarity to its adjacent stock rail, creating the possibility of a short circuit should a wheel contact both. Second, if the turnout is constructed with a point clearance large enough to prevent shorts, the clearance can be visually excessive. Many people build gapped-frog turnouts to eliminate these problems (see Figure B).

In the gapped turnout, the lever switch is used only to power the frog. Each point is wired to its adjacent stock rail, eliminating the possibility of a short. Note however that the tie bar between the points must be insulated in order to prevent a short circuit. While the two popular brands of S scale turnouts are not constructed with gaps, they could be converted if you so desire. The exception is the American Models double-slip switch. Due to its construction, it should be treated as two overlapping gapped turnouts.

I'll leave the mechanics of lever-switch mounting to your ingenuity. Both Railroad Model Craftsman and Model Railroading have shown ways of mounting these switches. If you try this wiring method, throttle down your switcher and watch it crawl through your trackwork without hesitation. I think you'll agree that the results are worth it.

FIGURE A
CONTINUOUS-RAIL TURNOUT



OR

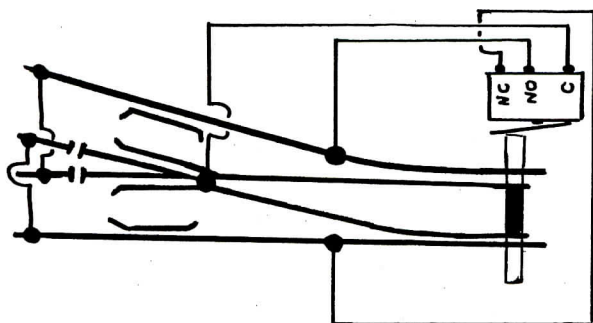
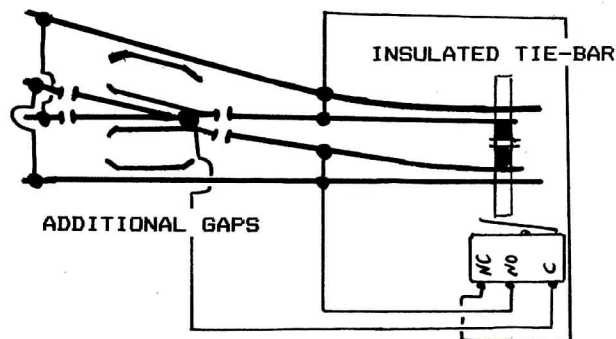
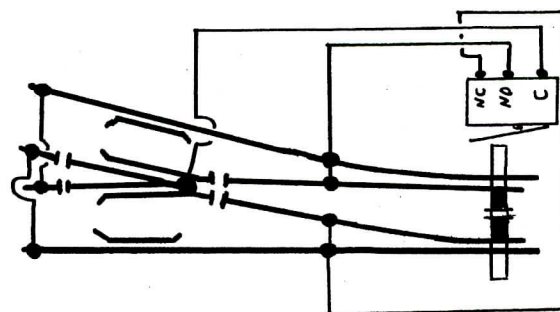


FIGURE B
GAPPED-FROG TURNOUT



OR



DRAWINGS BY STAN STOKROCKI

MANUFACTURER NEWS

Dennis Henry of Brass Car Sides (715 S. 7th St., St. Peter, MN 56082) says that S scale passenger-car sides are not likely due to the poor response to Tony Perles' column in Vol. IX No. 2. This possibility therefore appears to be gone unless there is a sudden groundswell of interest.

Downs Model Railroad (Ace) (206 Lehigh Avenue, Gloucester City, NJ 08030-1215) is thinking of manufacturing code 110 wheel sets for American Models trucks.

Grandt Line (1040 B Shary Ct., Concord, CA 94518) has two new parts:

- #4059 C&S 6-spoke brake wheel (4/\$1.50)
- 4060 Smoke jack (2/\$1.50)

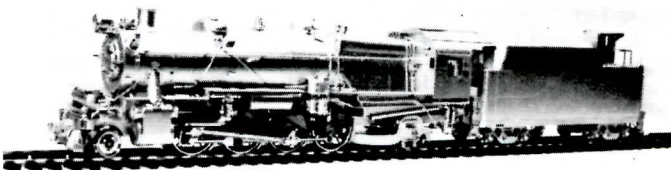
In addition, watch for the following items, coming soon:

- #4057 Westinghouse A-B brake set
- 4058 48"x 96" masonry 24-pane window (Rico engine house)
- 4061 S scale order board

Hoquat Hobbies (P.O. Box 253, Dunellen, NJ 08812) announces their new 1987 catalog. Get it, plus a year's worth of newsletter updates, for \$5.

Charlie Sandersfeld of Omnicon Models (900 Lunt Ave., Elk Grove Village, IL 60007) has literally deluged us with news of things he's working on! Kits for EMD F-3 A and B units (one A or B per package) will be a reality by the time you read this. These will feature a powered chassis (using Omnicon's PA drive) with sprung trucks and nickel-silver wheels, Wabash Valley Phase IV body shells and Southwind detail parts. These are inexpensive kits with superior running qualities. Prices are competitive with existing plastic diesels.

As of Jan. 19th, 40 of the 45 L1 Mikados and 50 of the 100 K4 Pacifics have been sold. The photo below is a "composite" pilot model - a K4 superstructure mounted on an L1 chassis. It nevertheless gives you an idea of how nice these models are. Incidentally, the mechanism is free-rolling -- a first in S scale!



Omnicon's Pennsy pilot model.

OMNICON

Charlie tells us that the RDC cars will be his next brass project. He'll start on them as soon as the PRR K4s and L1s sell out. The planned production run will include 100 RDC-1s (90 passengers), 25 RDC-2s (74 passengers plus baggage compartment), and 25 RDC-3s (baggage, mail, and 49 passengers).

However, Charlie doesn't believe that expensive brass models are going to get modelers to switch scales. He thinks that high-quality kits are what will make S gauge grow. He and some of his business associates (one of whom is in the injection-molding field) are planning PRR P-70 coach and matching baggage car kits in plastic with brass trucks by Samhonsa. These would be just right behind his K-4! A Pullman and dining cars would follow. If all goes well, an observation car would be next (brass rather than plastic because of anticipated low sales volume). Other kinds of plastic passenger and freight cars might follow.

Charlie is also beginning a project to do a GP-40 in plastic, based on the Enhörning dies begun years ago. The dies are apparently in good condition, but must have the body detailing added.

Further out in the future: A series of S scale plastic building kits which would make a complete engine terminal -- roundhouse, add-on stalls, water tank, sand tower, yard office, etc.

And one final note from Charlie -- Atlas has designed S scale sectional track, but has not yet committed to production. Charlie is following up. (Could ready-to-run S scale sets be far behind?)

Oriental Limited (4001 N. St. Joseph Ave., Evansville, IN 47712) will be producing the PRR 4-8-2 Mountain in three versions (M-1, M-1a, M-1b) both painted and unpainted. Reserve through your dealer; deposits may be required.

Overland Models Inc. (5908 Kilgore Ave., Muncie, IN 47304) says they may do a Reading 1500-series I-8sa Camelback Consolidation (2-B-0) by fall 1987. Write to them.

Precision Scale Co. (1120-A Gum Ave., Woodland, CA 95695) will be releasing the following narrow-gauge brass cars (prices are suggested retail):

March:

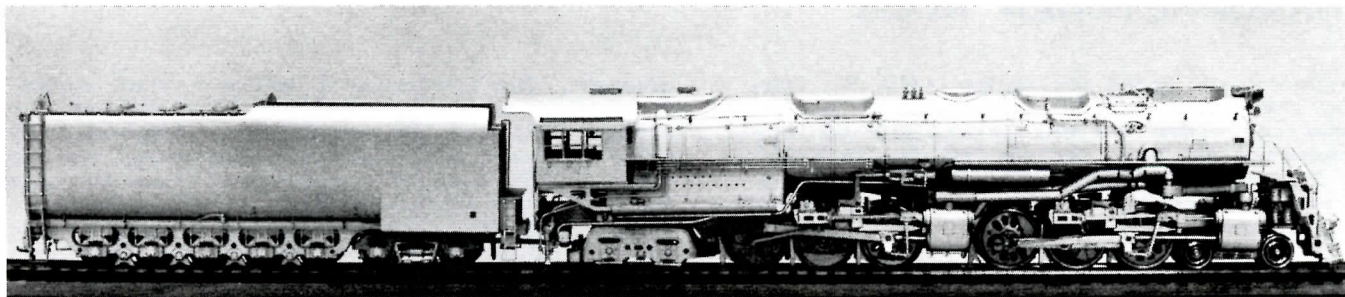
- D&RG 6500-series bulkhead flat car (\$89)
- D&RG 6500-series steel flat car (\$84)
- D&RG long baggage car (San Juan) (\$106)
- D&RG long RPO car (San Juan) (\$106)

April:

- RGS short caboose (\$89)
- D&RG short caboose (\$89)

Sunset Models (138 Campbell Ave., Campbell, CA 95008) will have the UP Challengers in March. The accompanying photos show the S scale pilot model. Production models will have full tender rivet detail, running-board slots, and other miscellaneous details missing on the pilot model. Retail list price will be in the \$900-\$950 range.

In addition, they have scheduled the following locomotives for 1987:



Here's a shot of Sunset's Union Pacific 4-6-6-4 Challenger pilot model.

LOIZEAUX

PRR M-1a Mountain (4-8-2) with long tender, due in June. Reserve yours at your dealer with a \$30 deposit.

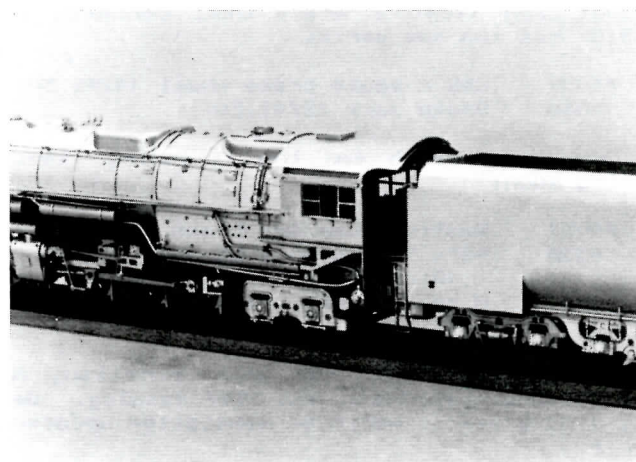
PRR H-10 Consolidation with high-side tender. Give your dealer a \$25 deposit for this one.

Good news -- Sunset has asked for an NASG track/wheel gauge for their Korean imports.

* * *

Dick Rosenbaum (ex of the old HERALD's "Trolley Fare" column) has volunteered to take over this column and the Reviewer's Workbench. Our thanks to Dick. Please write to him:

Dick Rosenbaum
c/o Karnes
4323 86th Ave. SE
Mercer Island, WA 98040



Left side cab detail of Sunset's Challenger.

LOIZEAUX

NASG VIDEO SERVICE

We are pleased to announce that Don Ross has volunteered to serve as NASG's Video Director. Don has a two-hour S gauge master tape already, and is soliciting additional videotaped material (VHS only, please) of S gauge layouts, conventions, meets, etc. on an on-going basis. He will return all volunteered tapes once he copies them.

Any S gauge club, NASG convention, or NASG member may purchase copies of the master tape. Send Don \$15. (or \$10. and a blank tape) to cover his costs and he'll send you back a copy (VHS only).

This is not a lending library service or a rental service; nor will Don duplicate commercially-available tapes for you. Purchases only, please.

Don will compile two master tapes. As more material flows in, he will edit it into two separate tapes (one tinplate/hi-rail, one scale). Don will continually enrich the two master tapes with newly gathered material.

Don will travel to your layout, club, or function to videotape it if it is within 400 miles or so of his home. Just give him 45 days advance notice.

Donald T. Ross
1221 Old Waterbury
Southbury, CT 06488

BOARD OF TRUSTEES ACTIONS

The NASG Board of Trustees has taken the following action:

A motion to accept the bid from the Central Jersey S Scalpers (CVSS) to host the 1988 NASG National Convention passed 5-0, with abstentions from New Jersey members Ferraro and Thompson.

A motion to accept the 1986/87 fiscal-year budget as presented by Treasurer Ferraro passed 7-0.

DISPATCH ADVERTISING

The DISPATCH accepts commercial advertising as separate 8-1/2" x 11" inserts. The rules are simple:

- o Advertiser supplies 600 copies of insert. Price: \$25 per single sheet per issue; \$35 if printed both sides.
- o Or, advertiser supplies camera-ready ad material and we make copies. Price: \$50 per single sheet per issue; \$85 if printed both sides.
- o No subletting of ad space without permission.
- o NASG reserves the right to reject any advertising.

Make checks out to NASG Inc., and send with your material to: Dick Karnes

4323 86th Ave. SE
Mercer Island, WA 98040

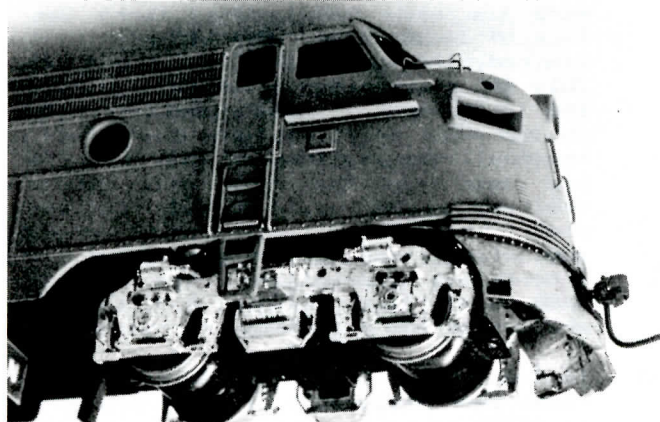
REVIEWER'S WORKBENCH

Correction -- The automobile wheels from The S Scale Shop which we reviewed in the last issue (Vol. IX No. 4) are \$3.00, not \$2.95. There is also a shipping charge of \$2.50 per order if ordered direct from The S Scale Shop. Each package contains enough wheels for three four-wheel vehicles.

Replacement Blomberg Sideframes for American Models FP-7 Diesels (Southwind Models, P.O. Box 9293, Plant City, FL 33566, No. SWD9, \$12.00 per set of four)

Replacement sideframes for the American Models FP-7 are a long-awaited product. These brass investment ("lost-wax") castings fill the need beautifully. The kit contains four complete sideframes ready-to-mount on the American Models power trucks and eight separate brake-cylinder castings. The brake cylinders are cast with mounting lugs which fit in holes in the sideframes. I soldered them in place, but an alphacyanoacrylate (ACC) glue will do just as well.

The assembly as described above takes less than half an hour. However, I strongly recommend quite a bit of preliminary fussing and fitting before you begin soldering or gluing. The reason is that clearances between sideframes and wheels are small, and the steps just aft of the rear porthole limit the rear truck swing once the brake cylinders are in place.



WERRE

continued from pg. 10

ifornia talk about the FQ. It did seem possible to determine how much of the fantasy had been realized, provided one did not get too literal-minded or take the matter too seriously. Like model railroading, calculating the FQ should be fun. Still, the whole trip had such an imaginary quality to it that I was left wondering. It was great though -- I enjoyed it a lot. Too bad that, right now, I have to return to another kind of reality and go out and shovel some of that Illinois snow.

* * * * *

We'd like to hear from you about your own railroad. Tell us about your FQ. Explain your fantasy beginning with the concept. Then tell us how you calculated your own FQ using the rules above. If you can, include clear

First of all, be sure that the sideframes are perfectly aligned. Don't assume that they are right out of the bag; large thin investment castings such as these are usually somewhat twisted. You will find that the necessary alignment can be achieved with your fingers. If any of the brake-shoe hangers need adjustment, I recommend pliers with jaws padded with cardboard.

Attach the sideframes to your American Models chassis. (You will have to shorten the sideframe mounting bolts with a file to do this, as the Southwind instructions recommend.) Check the mechanism for short circuits by applying track power and watching your ammeter. If you have any trouble, minor bending of the offending sideframe (on the insulated-wheel side) should cure it.

Now remove the sideframes from the chassis. You can go ahead and fasten the brake cylinders to the two sideframes which will be mounted on the front truck. However, the rear-truck sideframes require special treatment. The rear brake cylinder on each rear sideframe must be canted forward so that the piston-and-lever part of the cylinder casting passes behind the body step when the truck swivels. Do this by bending the mounting lugs, and then solder or glue the cylinders in place. (Be careful; the rear cylinder is on the right on one side and on the left on the other side!) You may have to undo and repeat the process until the proper clearances are achieved. The result will look pretty bad when viewed from the top. However, once mounted, you can only view the sideframes from the front, side, and rear, and the skewness of the cylinder is not readily noticeable.

Additional adjustments may still be necessary. You will find that the main body of the rear brake cylinder hits the back of the step on curves much smaller than 40" radius. Careful shaving of the back of the step should provide enough clearance to allow an operating radius of 32" or so.

This is a fine product well worth the price (excellent!) and the fussing (quite tolerable). Those who have used the American Models chassis for other projects will like them too. In addition, because these sideframes come with axle holes already in their journals (not needed for the American Models trucks), they can be used on the old (1950s/1960s) enclosed-gearbox equalized Enhorning power trucks.

- Dick Karnes

black-and-white pictures (prints and negatives) together with a track diagram, but these are not essential. We will publish your material if you furnish enough to construct an informative, entertaining story. It doesn't matter whether you are a tinsmith, hi-railer or scaler. It doesn't even matter whether you have begun construction of your dream railroad. It is only necessary to have a reasonably complete concept to which you have given some thought. It will be interesting to the rest of us to see how you approached solving your problems.

One of our goals at the Dispatch is to present a representative sample of S gauge railroads. We have seen some dandies out there, and we're sure that there are many more in various stages of completion that would be interesting to us all.

NASG SURVEY RESULTS

compiled by Larry N. Sokol

1. Do you feel it is important that the NASG constitution and by-laws be printed and mailed to every member each year?

yes: 13 no: 110

2. Would it be satisfactory to mail out the NASG constitution and by-laws only when requested by a member except for brand-new members who would automatically receive one copy upon receipt of their first year's dues?

yes: 114; no: 6

3. Do you have strong objections to the use of 3rd-class mail for the DISPATCH?

yes: 9; no: 114

4. Would you be willing to pay a first-class surcharge of \$4 per year to receive your DISPATCH and other NASG materials via first-class mail?

yes: 34; no: 89

5. Do you feel that the NASG should continue the DISPATCH in its present form or change to an inexpensive "house organ" newsletter-type publication?

present: 101; change: 15

6. Would you be willing to accept a dues increase in order to maintain the DISPATCH at its current, or an improved, caliber?

yes: 86; no: 25; maybe: 7

7. If NASG decides to reduce the expense of the DISPATCH, please rank in order of preference the items you would like to see reduced (1 = reduce first).

1. fewer layout articles	(score: 265)
2. fewer photos	283
3. lower quality photos	287
4. less internal NASG news	324
5. less "Trade News & Views"	342
6. fewer pages	342
7. fewer construction article	344
8. fewer product reviews	346
9. fewer issues	427

8. If NASG decides to maintain and possibly improve the DISPATCH (along with a dues increase), which of the following would you most like to see (1 = most desired)?

1. more topics	(score: 217)
2. more construction articles	348
3. more product reviews	365
4. more current events	385
5. more photos	395
6. more layout articles	396
7. more "Trade News & Views"	400
8. more pages	424
9. more frequent issues	425
10. more internal NASG news	445
11. more club news	475
12. color photos (\$\$)	574

9. How did you first learn of NASG?

The results uniformly showed that people were introduced to NASG through one of the S gauge magazines or conventions or through personal contact with an S gauger or an S gauge club.

10. Specifically what motivated you to join NASG?

The answers varied from things like "I'm already an S gauger" and a desire to support the constructive articles and unifying influence of such an organization, to wanted more information, wanted to support S gauge, wanted to learn more, wanted to participate in conventions, wanted to join a group, wanted companionship, wanted to promote S gauge, wanted to make a contribution, wanted to learn the location of other S gaugers, saw a copy of the DISPATCH, etc., etc.

11. What do you like best about NASG?

Friendship, product information, conventions, the DISPATCH, brass freight car projects, promotions, learning experiences, the standards, Flyer information, free coupons, fellowship, S gauge news, and a volunteer organization that works.

12. What do you like least about NASG?

There is too much scale or too much AF, depending on the perspective of the writer. Some said there was not enough information for beginners, that there was resistance to change, that it took six months to get a membership card, there were too many freeloaders, there was a lack of local clubs, the DISPATCH is too limited, the DISPATCH is too broad, that July 4th conventions occurred, that smoking is allowed at NASG functions, there is too much politics, and there were no thumbnail descriptions of clinics. People complained that there was too much election bickering, too much politics, poor communication, too many internal squabbles, and not enough clinics. One interesting observation: The fact that NASG exists tends to keep S scale modelers out of the mainstream of the hobby.

13. If dues were increased by \$5 would you renew your membership if the improved DISPATCH is maintained?

yes: 91; no: 13; maybe: 9

14. How can NASG best recruit new members?

Personal contact was the most chosen response, along with more advertising through existing NASG members and the pushing of club information. Some suggested encouraging a more modular concept, more appeal to narrow-gaugers, more appeal to tinplaters, more publicity, more attendance at train meets, and the manufacture of youth train sets. Word-of-mouth and club shows were popular but, overall, the most interesting responses were those that suggested that awards ought to be given for the S gaugers who wrote articles which are published in non-S magazines. Some felt that displays at conventions, such as the NMRA regional conventions, would be helpful.

15. Any other general comments?

Some said there was not enough magazine coverage, whereas others said that "we do not need three more-or-less equal magazines." Others noted that the less empire-building the better, there were too many big egos involved, they enjoy the swap shop, they enjoyed the brass cars best but that it made it difficult to buy from local dealers. Some people said that the DISPATCH was too big but most people said the DISPATCH was too small. Some people said there was simply not enough coverage of AF and tinplate, and others said there was too much AF and tinplate and not enough coverage of

scale. Others expressed a hope that there would be cheaper NASG rolling stock, and many people said they were tired of July 4th conventions.

16. My primary interest area is:

a. S scale std. gauge	41
b. Sn3 narrow gauge	1
c. A.F. operation	3
d. A.F. collecting	0
e. both "c" and "d" equally	9
f. hi-rail	6
g. socializing with S friends	4
h. <u>DISPATCH</u> -reading	2

PROMOTIONS COMMITTEE UPDATE

by Don Thompson,
chairman

50th ANNIVERSARY OF S - Model Railroader now has three S articles for the May 1987 issue. One is by Sam Powell telling about some of the important events that have shaped S over the past 50 years. Another is by Jeff Wilson of Hoquat Hobbies fame, updating Frank Titman's "S Scale Today" article of a decade ago. The last is by our New Modular Development Committee chairman, Don DeWitt, explaining the rise in popularity of S gauge modules.

HOBBY SHOP LIST - I now have a coordinator for our hobby shop list. Please drop him a card telling of any local hobby shops that stock or will order any S items. It can be scale, narrow gauge, American Flyer parts, service, or trains. A comprehensive list like this will be a plus for promotion of the gauge. His address is:

Dan Reagan
7416 South Ivy Way
Englewood, CO 80112

NASG DISPLAY - The NASG Display appeared at five different shows this fall. If your club will have a table at a show this spring, you can help promote the gauge by setting up this

display and explaining S to the public. The display consists of the NASG tablecloth, literature, and brochures; you supply the models. All we ask is that you send the display to the next person on the list and keep it staffed during the show. Write to me for details.

NASG SLIDE SHOW - I am sorry to say we have no new slides for the slide show. If anyone has any S slides they would like to lend us so that we can make copies, please send them to me. If your club has not seen the slide show in the last several years, it can be reserved from:

Tom Nimelli
38564 French Creek
Avon, OH 44011

ADVERTISEMENTS - If anyone would like to help write copy for NASG ads, please contact me with your ideas. Maybe we should have a "design an NASG ad" contest.

1987 NMRA CONVENTION - We're looking for volunteers to staff the NASG booth. We didn't have enough volunteers last year in Boston, so we had no display. If interested, contact:

Lee M. Johnson
2472 Lariat Lane
Walnut Creek, CA 94596

MODULAR STANDARDS COMMITTEE UPDATE

by Don DeWitt

Good news. The electrical subcommittee has unanimously approved an electrical system for S modules. Because the Board of Trustees (BOT) has not given final approval of our plan (mainly because I haven't presented it to them yet), I must delay presentation to the NASG membership until the next issue. Hope-

fully the standards and recommended practices will have been presented to the BOT by the end of January. Without giving away the details, we hope to call our modular system the S-MOD system a la NTRAK. Our electrical standard provides two-tiered system which will allow for simple control for continuous display running or for operation-oriented running using cab control and a block system. Finally, both systems will be compatible so modules

wired to either system can be used together. More details next time.

Whether or not there will be modules at the 1987 NASG convention is still unanswered as of January 15th. If you are interested, please contact Don Heimbürger and me.

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

1986/87 DISCOUNT COUPONS

Your discount coupons appear elsewhere in this issue. Be sure to enter your membership number and sign each one before using them. To compensate for their lateness, we have extended their expiration date to the end of 1987.

IN MEMORIAM

Louis H. Wollin of Sylvania, Ohio, passed away on Jan. 6, 1987. He was a long-time member of NASG and the Southeastern Michigan S Gaugers.

RAIL JOINERS

Thanks Fellas for all the News! This fall and winter have been active.

BADGERLAND S GAUGERS

Jim Brown hosted the annual Christmas meeting. His layout is nearly complete. A secret model contest produced a display of model railroad gauges by Art Doty. Ken Krahn made an operating reproduction of the very rare AF track gang set. Ron Schlicht built a 'cat' house for first place. Their modular layout uses a new four-foot, four-legged, free-standing end module.

BRISTOL S GAUGERS

The group is regauging their modular layout (to NASG?). They are considering "mass-producing" modules, framework, legs, and wiring as St. Louis and other clubs have done. Individual members then finish and detail the module. Home meetings have been hosted by Paul Riley, Bill Marter, and Reg Smith in January.

Of course there was a lot more said in the newsletters received. It is very noticeable how much club activity has increased in just the past few years since I've been doing this column. Many clubs have a modular or sectional layout that travels to 3 to 5 shows per year. Round-robin visiting at homes is another principal activity. Keep the news coming.

CENTRAL JERSEY 'S' SCALERS

This group not only has a modular layout; theirs includes a "T" section (double-wye in track arrangement). This group has so much going on it takes a 16-page newsletter to cover it all! The active group is bidding for the 1988 NASG National Convention. Home meetings through the summer included Roger Malinowski, Kevin Ross, Lou Wasserman, and Jeff Wilson's Hoquat Hobbies. Fall hosts were Frank Taylor in October, Mike Ferraro, and Don Thompson in December. If you need to contact this group try Don DeWitt at 201-529-8090.

CENTRAL NEW YORK S GAUGE ASSOCIATION

Another modular layout club is on display promoting S in the Syracuse/LaFayette area on a schedule that is almost weekly. A show of S scale creeping without stalling amazed many non-S gaugers. A recent election produced John Steele, President; Bob Eves, V.P.; Charlie Brown, Sec'y.; Ralph Hodson, Treas.; Dusty Mann, Meet Chmn.; Walt Danylak, News Director and Car Chmn.; and Tom Canne, Librarian. Paul Besser and Linda Canne were key salespeople in a White Elephant Sale that grossed nearly \$1700 and netted nearly \$500 for the club.

DELAWARE VALLEY S GAUGERS

The DVSG just overhauled their 10 x 24 sectional layout. A new section, rearrangement of Sn3 tracks, and more scenery top the list. Dave Bailey is keeper of the layout between shows. An identity crisis? At public affairs their group has been introduced as "S Goug-ers," "S Goggers," and even "Matt Lacko's friends." Cy and Jay Behrens have developed a diode system to improve smoke unit performance at slow speeds. Members are sought. Contact Frank Titman at 215-432-3909 in the Philadelphia area.

HEARTLAND S RAILS

Like others, the club has a modular layout and plans for a trailer to transport it. Jack Keiser's basement is the temporary home for the modular layout between shows. The large setup provides both AF and S scale operation enhanced by radio-headphones. Several home layouts are progressing with an eye toward the 1991 national convention. Contact Jim Graham or Richard Wholf, 512 S. Douglas, Lee's Summit, MO 64063.

IESGAPN

John and Lucy Kelley hosted the annual Christmas gathering. John has a new layout - the Duckworth and Pacific. The January meeting was hosted by Bob Beshore at his place of business. Bob has a large collection of toys, autos and trucks; many are close to 1/64 scale. Mike Denuty is gathering Great Northern items. His collection is steadily growing but he seeks more.

MIAMI VALLEY S GAUGERS

Down in Dayton, Tom White, Tom Hartram, Dennis White, Don Munsey, Ben Malin, and Rick Smith from their group helped show their Code 140 modules at a November meet. Their 22-ft. straight line setup ran perfectly. Their next show is March 7 & 8 at the Great America Dayton show. "S" gauge visitors are welcome - call Rick Smith at 513-445-3809.

PINES AND PRAIRIES S SCALE WORKSHOP

This informal group has a modular layout under major rework at Tom Lennon's. Members Ken Zieska, Chuck Brummond, and Dave Jasper also have large layouts under construction. Over 100 NMRA Division members visited Ken Zieska's layout after several frantic work sessions to get more done succeeded. Call Ken Zieska (612-559-3780) to visit or join.

SOUTHEASTERN MICHIGAN S GAUGERS

The NASG is seeking to produce a tangible object (coupler height gauge, track gauge, etc.) with the proceeds from the successful convention this club hosted. The club is seeking a site to set up their modules for long time periods. A proposal to share a building with the Redford Model RR club is under consideration. An interesting S Scale mystery model contest has been initiated, with a \$75 gift certificate at P & D going to the winner. That should boost participation! Sealed envelopes describing the model are submitted in January for the judged contest in May.

STATE LINE S GAUGERS

Their Fall S Fest was quite a success. A number of S scalers infiltrated this meeting from Milwaukee, Alexandria, VA, Chicago, and the Twin Cities. Great fun for all, in spite of the caboose shuffle. The SLSG modular layout is on a busy schedule. Newly elected: Terry Price, Pres.; Andy Geerts, VP; Nick Segalla, Secy/Treas.; Dave Shenk, Asst.; Dave Tanner and Art Doty, Directors.

Sylas Kayle

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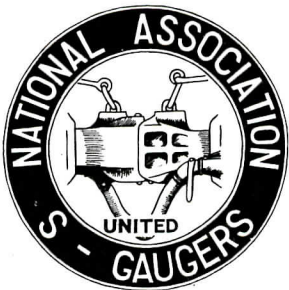
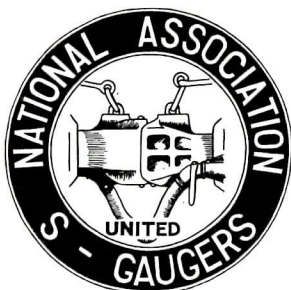
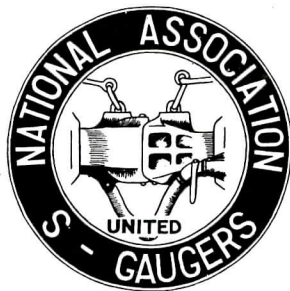
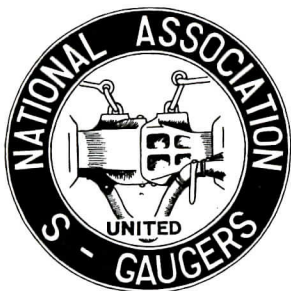
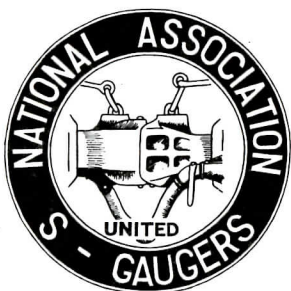
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Sponsored by the S Gaugian, National Assn. of S Gaugers, Chicagoland Assn. of S Gaugers, the S Team and the State Line S Gaugers.

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NASG Member	\$32.00	\$37.00
Non-NASG Member	\$35.00	\$40.00
Women	\$21.00	\$26.00
Children (ages 12-17)	\$14.00	\$19.00
Children under 12	free	free
Banquet	\$20.00	\$20.00

Extra Fare Tours

(These tours are all limited seating—first come, first serve)

1. Chicago & NorthWestern Rwy. Proviso Yard & Enginehouse Tour and JMC International hobby wholesaler tour

We'll spend several hours visiting the C&NW's very busy Proviso Yard in Melrose Park, Ill. Then our buses will take us to see JMC's warehouse and manufacturing facility in Bensenville, IL. Tour leaves about 1 p.m. Thursday, July 2. \$6.00 per person.

2. Downtown Chicago Loop and Magnificent Mile Tour

Ladies, gentlemen, children are all invited to visit Chicago's Loop area to take in the sights on your own. An optional boat trip on Lake Michigan is available, at an extra charge (about \$5.50 per adult on the 1½ hr. tour, or \$4 on 1 hr. tour; \$2.75 children for 1½ hr. tour or \$2.25 for 1 hr. tour). On your own, see Sears Tower, Buckingham Fountain, Tribune Tower, Daley Civic Center, Marshall Field's, Merchandise Mart, Marina City, Apparel Center, Famous Gold Coast, Wrigley Building. Tour leaves morning of July 3, Friday. \$6.50 per person.

3. Illinois Railway Museum Tour

Everyone will enjoy riding steam and trolley cars on this 4-mile (20-minute) line over former Elgin & Belvedere Rwy. Probably the largest railroad museum in the country, featuring hundreds of cars, locomotives (225 pieces of equipment—17 steamers, 16 diesels). You'll have three hours to tour the grounds and ride the trains. Trolley Pageant will be celebrated the day we're there, and they'll

be unlimited rides! The grounds feature a picnic area and a gift shop. Tour leaves 9 a.m. Saturday, July 4, returns mid-afternoon. \$13.00 per adult; \$11.00 children, includes bus transportation to museum and return and museum ticket price.

SWAP TABLES: These will be sold at \$6.00 each, first come, first serve. (Tables available for set-up Thursday morning 9 a.m., down Saturday afternoon.)

CONVENTION BOOKLET ADS—Open to manufacturers, individuals, clubs. 8½"x5½" wide; full page \$60; half, \$40; ¼ page \$25.00; includes typesetting and make-up; no photos.

Make all checks payable to: "S Gaugian-NASG 1987 Convention"

The convention hotel is the Oak Brook Marriott, Oak Brook, Illinois. Estimated room rates will be \$44-49 per room, up to 4 in room. For reservations call 312-325-8555 directly or 1-800-228-9290 toll-free; or in Canada, 1-800-831-1000. Tell them you are part of the S Gaugian-NASG Convention to obtain best rate!

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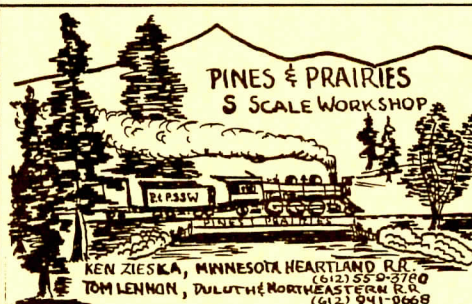
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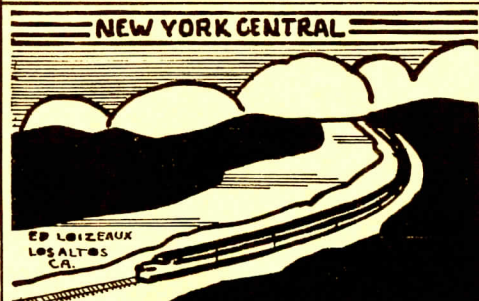
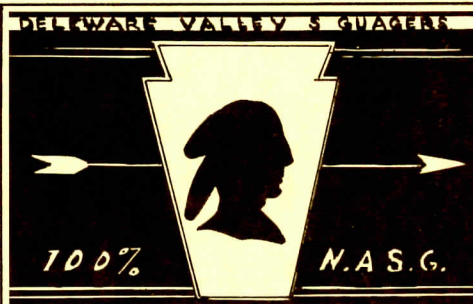
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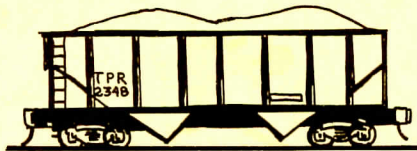
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