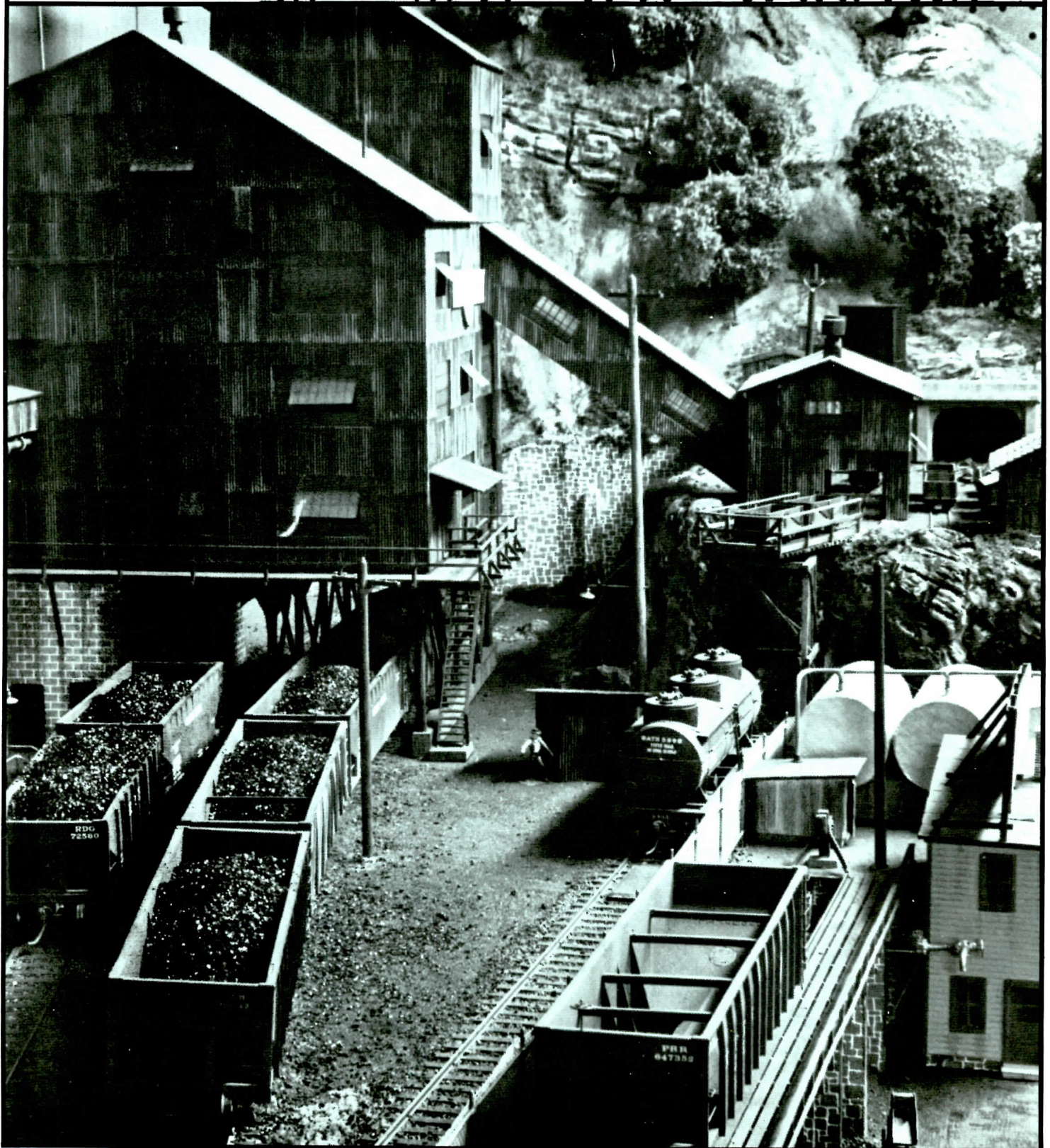




DISPATCH

Vol. X No. 2



Convention time is upon us again! Depending on the whims of the printer, the mailman, and the good Lord, you might actually receive this issue before (or at) the 50th Anniversary S Gauge Convention in Chicago. Let's keep our fingers crossed!

NASG members will be eligible for several prizes by entering the brass tank car contest and the membership contest. Details and prizes for both contests have been described in earlier issues of the DISPATCH. The membership contest will remain open right up to one hour before the banquet begins on Saturday evening. Brass cars, \$40 gift certificates, and more are offered as prizes.

See you all in Chicago!

Ed Loizeaux

Dick Kames

* * *

TIMELINESS

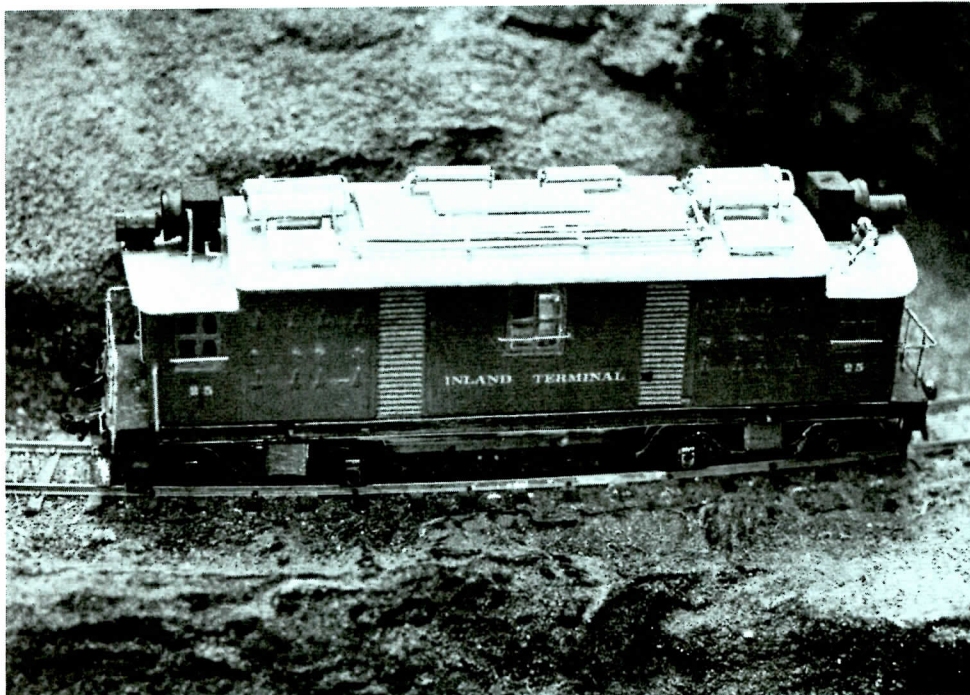
We got our March 1987 issue to our new printer on schedule, but then a combination of logistical errors, "help," and just plain bad luck got in the way.

We don't like late publication any more than you do. You pay for four issues between conventions, and that is what we try to give you. Lateness destroys the time value of real news, effectively stealing space which could have been used for other features. It also dampens our contributors' incentive to get their stuff in on time. If this happens again, anticipate a change in DISPATCH responsibilities.

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Here's a rarely-seen model in any scale. Fred Kahrs owns this NYC "three-power" (battery, oil, outside-third-rail) locomotive, lettered for the Los Angeles-area Inland Terminal S scale club. (We recollect from a 1965 conversation that Hansel Main did the artwork for the photoengraved superstructure.)

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

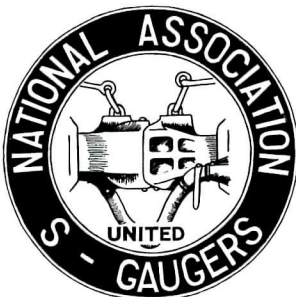
The DISPATCH welcomes letters, photographs, cartoons, articles, art, and other S-gauge-related materials contributed by the membership. Send them to the Editor:

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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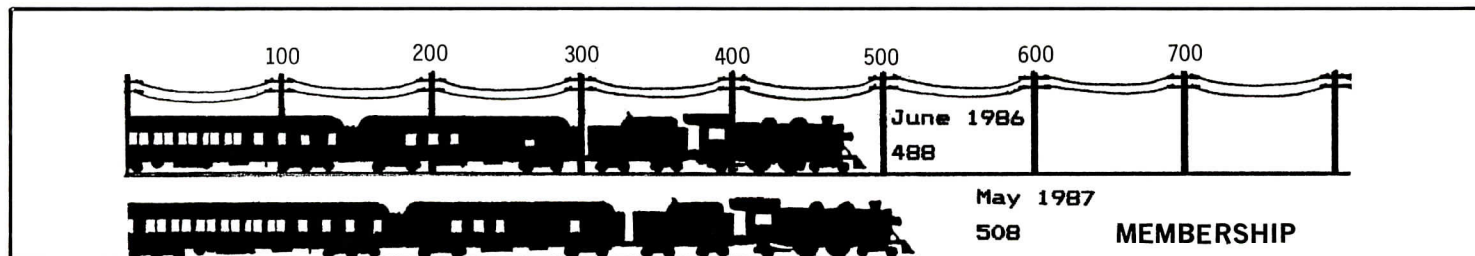
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Doug Smith	Artist
Dick Rosenbaum	Reviewer
Bob Werre	Photography
Gary Jordan	Publisher

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

COVER

The spectacular Red Dot Mine complex originates a lot of traffic on Frank Titman's Spiral Hill Railroad, Allentown, PA.



ANNOUNCEMENTS

DUES INCREASE

The NASG Board of Trustees has voted a dues increase by a 5-to-1 vote (no: McCarty; not voting: Hawley). Effective immediately, yearly NASG dues are \$17 per year for regular memberships and \$27 per year for sustaining memberships. The membership year runs from July 1 through June 30 of the following year.

1987 NMRA CONVENTION

Those of us who are NMRA members already know that the 1987 NMRA National Convention will be held in Eugene, Oregon from July 28 through Aug. 2. S gauge will be represented at the convention by both the NASG booth and Ken McKenzie's NMRA S Scale SIG booth. In addition, there are plans to have two S scale layouts at the convention. If enough people are interested in bringing S modules (including narrow gauge and hi-rail) to Eugene, there is a very good chance that additional space can be obtained to accommodate modular layouts made from them.

With the booths and layouts already scheduled, we will need manpower to help staff these displays. If some of you are planning to attend the convention and would like to help either by manning a display part-time or bringing a module, please contact me as soon as possible.

If enough S gaugers attend, we might arrange a special S gaugers meeting or function. Those planning to attend are urged to drop me a postcard so that you can be kept informed. A note on your postcard regarding your availability to assist at the displays would be appreciated.

As they say in the Pacific Northwest, "full steam to Eugene!"

Lee Johnson
2472 Lariat Lane
Walnut Creek, CA 94596
(phone 415-943-1590)

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. Umberland 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.

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.

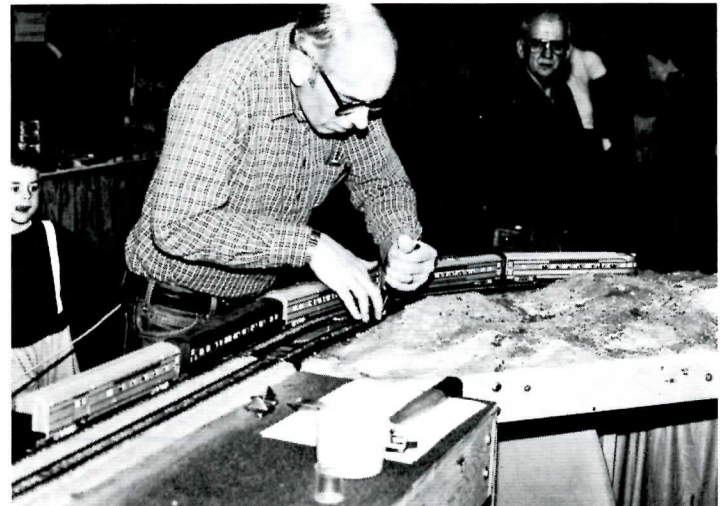
Make checks out to NASG Inc., and send with your material to:

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

WELCOME NEW MEMBERS...

Gary Bader
William Bakewell
David Bredemeier
Michael Bruce
Robert Byram
Leslie DeWald
J. Raymond Fitzpatrick Jr.
Rex Gaubatz
Stephen Gilbert

Garry Good
Gary Hance
David Heine
Bert Mahr
James Mesereau
Ted Michaels
Vic Roseman
Jon Stetz
Paul Weir



Ben Malin works on his part of the of the Miami Valley S Gaugers' (of Dayton, Ohio) modular layout during a March 1987 train convention. Any S gaugers travelling through the Dayton area or wishing to join the group should contact Tom White at 513-299-9601 (home) or 513-426-1040 (work).

by Vera Geerts

The 11th Annual Fall "S" Fest is history now, but everyone who attended seemed to feel it was well worth attending.!

Following are some of the highlights of the weekend event:

There were 221 men registered; they came from Illinois, Indiana, Iowa, Kentucky, Maryland, Michigan, Missouri, Ohio, Texas, Virginia, Washington, and Wisconsin. Adding the wives and children would approximately double that number.

There were 100 tables with S gauge train equipment, HO gauge, and some scale equipment. If you didn't find what you were looking for, you didn't look very hard or someone else beat you to it.

There was an excellent turnout of entries for the model contest, all of them very well done. What did you think of the model boat? Dick Kloes, of Badgerland S Gaugers, won "Best of Show" with his tank farm.

Mike Weinstock's operating module was one of the "Fall 'S' Fest displays.

The Kalmbach videos and movies were well attended, as was the live clinic on interurbans and trolleys given by Larry Scola, Chicagoland Assn. of S Gaugers.

Ken Hein and Rollie Mercier smashed a number of AF #630 caboose bodies.

There were numerous attendance and raffle prizes. Earl Bee-gle (Don's Depot) of the State Line S Gaugers won the AF oil drum loader donated by Lionel Trains Inc.

The Rillettes were kept busy with their activities. They enjoyed a demonstration of skin care products, a shopping trip, and a flower-arranging demonstration.

The buffet banquet was attended by 104 people. All the women were given a corsage, and those which had lucky numbers on them won door prizes for their wearers. Andy Jugle, Chicagoland Assn. of S Gaugers, showed two movie shorts before dinner. The evening's program was an outstanding presentation of the Chicago Great Western Railroad from Chicago to Delwein (Iowa) by Randy Garnhart of Rockford, Illinois.

Sunday featured the layouts of three State-Line S Gaugers.

See you next year in Chicago!!

NEW PRODUCTS DIRECTOR

Dick Rosenbaum has been named NASG New Products Director by President Loizeaux. He has reviewed products for the original S Gauge Herald, and was also its Trolley Editor. He is a former NASG Secretary and has served as a member of the NASG Standards Committee. In addition, he will be writing a trolley column for the new S Gauge Herald.

As New Products Director, Dick will be contacting the various hobby magazines to print announcements of what is newly available and what is planned for S gauge. This is essentially free advertising for S manufacturers and distributors, who are encouraged to take advantage of this service. There is no cost except the postage stamp needed to send the information to Dick. Dick will be using the same write-ups for both the DISPATCH "Manufacturer News" column and the material he sends to the other magazines.

With this issue Dick takes over as editor of the "Manufacturer News" column. Once he gets settled in his new home, he'll also handle "Reviewer's Workbench." Write to him.

Dick Rosenbaum
3307 Estrellita Dr.
Roswell, NM 88201



by Ken Zieska

The NASG Convention Committee is soliciting bids for the conventions to be held in 1989 through 1992. If your club or group is interested in hosting a convention, please contact me for information and bid procedures. Deadlines for bids are June 1, 1987 for the 1989 convention and December 31, 1987 for the remainder of the dates.

The 1988 convention bid has been awarded to the Central Jersey S Scalpers. Planning is underway on what will no doubt be an outstanding convention.

Speaking of outstanding conventions, plan on attending the 1987 convention in Chicago on July 2-5. The clinic list alone is fantastic, and the opportunity to take part in such exotic events as a tour of McDonald's "Hamburger University" will make this convention memorable. However, please be aware of one danger: There is a fantastic shopping mall across from the hotel, and this may be an opportunity to balance out all those brass engine purchases with the help of Nieman-Marcus, Saks Fifth Avenue,.....

WHYTE'S CLASSIFICATION SYSTEM

for
STEAM LOCOMOTIVES
- Answers -

Compiled by George Lloyd
and the DISPATCH Staff

We received only one entry, which was nearly - but not completely - correct. Therefore, no prize will be awarded. Correct answers follow:

0-4-0	4-wheel switcher
0-6-0	6-wheel switcher
0-8-0	8-wheel switcher
0-10-0	10-wheel switcher
0-10-2	Union
2-4-2	Columbia
2-6-0	Mogul
2-6-2	Prairie
2-8-0	Consolidation
2-8-2	Mikado
2-8-4	Berkshire
2-10-0	Decapod
2-10-2	Santa Fe
2-10-4	Texas
4-4-0	American
4-4-2	Atlantic
4-4-4	Jubilee

4-6-0	Ten-wheeler
4-6-2	Pacific
4-6-4	Hudson, Baltic
4-8-0	Twelve-wheeler
4-8-2	Mountain, Mohawk
4-8-4	Northern, Niagara, Pocono
4-10-0	Mastodon
4-10-2	Southern Pacific
4-12-2	Union Pacific
2-6-6-6	Allegheny
2-8-8-4	Yellowstone
2-8-8-8-2	Triplex
2-8-8-8-4	Triplex
4-4-4-4	Duplex
4-4-6-4	Duplex
4-6-4-4	Duplex
4-6-6-4	Challenger
4-8-8-2	Cab-forward
4-8-8-4	Big Boy
6-8-6	Turbine

Notes: Caribbean, Cornish, Liberty, Missouri, and Southern were not locomotive type names. "Four-coupled" refers to any locomotive with four driving wheels. Wheel arrangements not listed were not named in the published name list.



The late Tony Perles built this little 2-4-0 from a Rex Suburban kit and extra parts; the tender is a Kemtron kit.



Frank Titman built this rugged-looking Reading 2-10-2. We're guessing that he used a Flyer plastic cab and firebox, Nimco tender trucks, and a mechanism and lots of parts from S Scale Loco & Supply.

ED LOIZEAUX

SHORT & EASY

by Kent L. Singer

CROSSING SHANTY

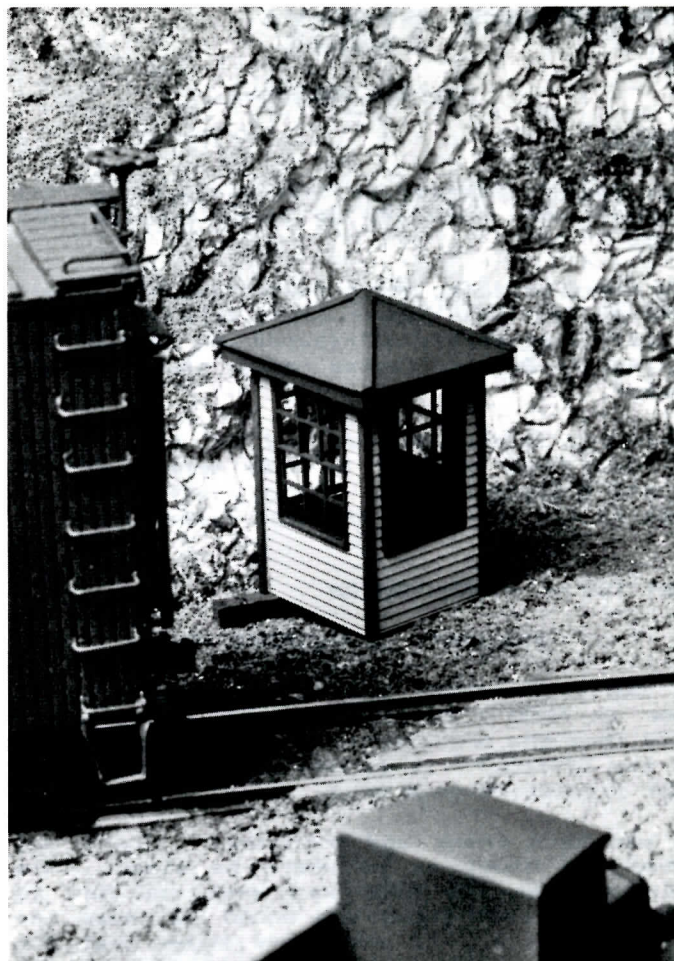
While on vacation in Alaska this past summer, I spotted a crossing shanty a few hundred feet away from the Anchorage station. Although I didn't get to measure it, I did take a picture. Not wanting to go to all the trouble of making the door and especially the windows, I chose to use the Grandt Line products which closely approximate what was on the shanty. The prototype didn't have clapboard siding either, but that's what was in the scrapbox. So, the model is merely similar to the real thing on the Alaska Railroad. If you want to know just how similar, go up there yourself and take a look!

With the exception of wood corner posts, all the parts are styrene, for easier part cutting and assembly. Start by cutting the front and sides. Cut the door and window openings undersize and then trim to fit the actual castings. Next, cut the roof and roof strips (to cover the seams). Leave the roof strips a little long. Now, make a subassembly of the roof and roof strips, trimming them to length. Also cut and make a subassembly of the fascia boards. This will be a rectangular frame with the long boards overlapping the short ones.

Paint the roof and the inside of the front and sides Floquil Roof Brown. I like dark trim on my model buildings, so at this point I painted the door and window castings, corner posts, and fascia subassembly Pactra Flat Green. I then painted the outside of the front and sides Floquil Weyerhaeuser Yellow/Olive. It looks pretty good once it's all together.

Glue in the window and door castings. Add the "glass" material at this point, if you're going to use any. Glue the structure together so that the sides overlap the front and rear. Add the corner posts. Glue the roof to the fascia subassembly and then to the shanty.

Finally, hold your breath and lightly overspray with Floquil Grimy Black, praying that you don't blow the window glass out!

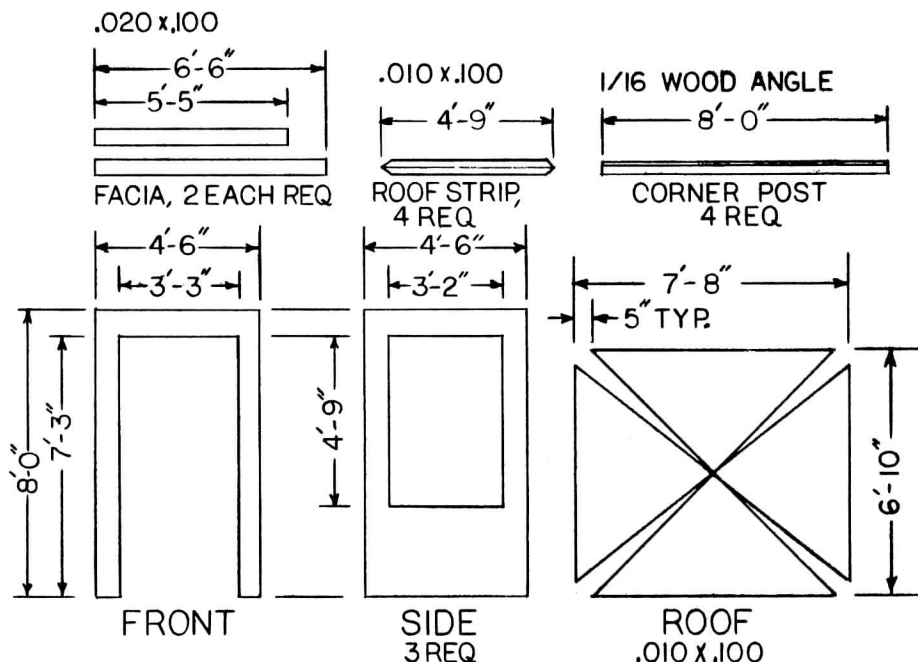
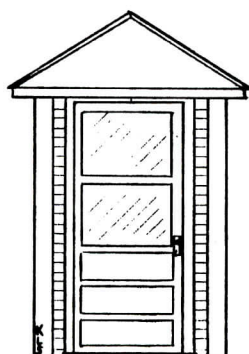
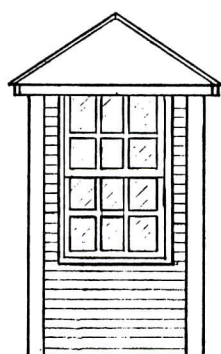


BOB WERRE

FRONT & SIDES: EVERGREEN #4061
CLAPBOARD .040 THK.
.060 SPACING

DOOR: GRANDT # 4025
WINDOW(3): GRANDT #4002

CROSSING SHANTY



THE NASG STORY: A History

By Bob Jackson

ERRATA:

Dave Jasper informed us that he is one of the unknowns who submitted an entry for the NASG logo.

The first article, which identified the finalists in the NASG logo contest (from coded entries), incorrectly attributed one of the final four to Bernard Thomas rather than Ed Schumacher.

Moreover, Schumacher did all of the artwork for the final entries as they were published in the S Gauge Herald. Today's official NASG logo is his rendering of Frank Titman's idea.

PART TWO -- INCORPORATION

PROLOGUE: A RESURRECTION

In September 1970, when Ed Schumacher took over as NASG's General Director, he bravely said that the organization's "obituary was not in the offing." It is now clear that he made that prediction come true.

Ed was both frank and outspoken. There was never any doubt as to where he stood. His opinion that the NASG was weak and had to change was well known and bound to cause instant conflict. Ed must have known that the organization still had the same problems which had bedeviled his predecessor. He was a member of the Board of Trustees under Mobley and knew the organization well. He understood the dissension and lack of cohesive purpose within the NASG. By 1970 many felt that the NASG was mortally wounded. No doubt those things were on his mind when, in the Winter 1970 S Gauge Herald, he appealed for more cooperation than the membership had given to Russ Mobley.

Although some would call him a "benevolent dictator," Ed had really been quite hesitant to assume the role of General Director. His reasons are not entirely clear. Perhaps it was because he suspected that the organization might fail despite his best efforts. Perhaps it was because the inevitable conflict was distasteful to contemplate. As a major contributor to the S Gauge Herald, Ed may have sensed that in some degree its success contributed to the NASG's weakness. In any event, the extra burden of the NASG directorship could only detract from his work for the Herald.

Some of Ed's reluctance may have been because he was appointed -- rather than elected -- as General Director. However, there was no elective mechanism at the time, so the Board of Trustees unanimously approved his appointment per Mobley's recommendation, and he accepted. ("The entire board fingered me," recalls Ed.)

Ed Schumacher brought some special assets to the General Directorship. He had been in model railroading since 1935, including 14 years in S gauge. He was a professional illustrator for the Smithsonian Institution¹, and his pro-

fessional talents, skills and experience served him well in model railroading and his contributions to S gauge. Ed was a staff member of the S Gauge Herald from late 1962 onward. He contributed much of its artwork and many articles describing conversion of American Flyer equipment.

In addition Ed was one of those people who may well have been most representative of the spirit and soul of S gauge in the 1970s: a hi-railer. The peculiar genius of the hi-railer lay in effectively disguising the tinplate nature of American Flyer equipment without fully converting to scale. Ed had few peers in that realm. Then as now, there was tension between the scalers and the tinplaters. A hi-railer, standing somewhere in the middle between the two camps, has some advantage in dealing with this problem, for he cannot realistically be regarded as specially favoring either side. This surely helped Schumacher reduce the "heat" surrounding the conduct of NASG business.

Ed was also tenacious. (He had demonstrated this in solving the universal space problem for his dream railroad. As described in an article in the Fall 1966 S Gauge Herald, Ed managed to build a fairly extensive railroad in a cramped attic.) This trait must have been an asset to the General Director of the NASG in the 1970s.

Finally, Ed was an early NASG member, a first-hand witness to the NASG's trials during the latter half of the 1960s. This provided him a perspective which none of his predecessors could have had. In terms of experience directly relevant to the NASG's problems, Schumacher may have been the best-prepared General Director yet. Ed's thorough knowledge of the NASG's affairs most likely accounts for the dual thrust of his actions during the early period of his tenure.

The Road Back

A number of Schumacher's first moves were as much symbolic as substantive. For example, he completely redesigned the masthead of the NASG column in the S Gauge Herald, calling it "The Extra Board." It bore the unmistakable mark of Ed's considerable artistic talents. He changed his own title from General Director to National Director, and announced a reorganization of the NASG in the January 1971 Herald.

The reorganization symbolized a strong intention to break from the past. However, it was also very pragmatic. The Board of Trustees (Wallace Collins, Frank Titman, John Sudimak, Gene Fletcher, and Ed himself) naturally remained. Reporting to the National Director as his immediate staff were Secretary-Treasurer Dave Laux and Administrative Assistant Dick Cataldi. Most important was the addition of an Advisory Council comprised of nine directors. Conceptually it appears that Schumacher believed that the National Director should be responsive not only to a council of directors but also to the membership. If this were to work well, a responsible and active membership was a must. Given the NASG's recent past, it took supreme faith in human nature to believe that it could work. But Ed did not rely on faith alone. He immediately began looking for

good people to fill the Advisory Council positions. In order to stimulate their acceptance and involvement, he opened up "The Extra Board" to members of the Advisory Council. In theory, that could have meant to any member of the NASG. While this action was mostly symbolic, a number of directors did in fact write columns during the next several years. The first was Dick Cataldi, who, as Contest Director, documented the NASG contest rules in the Spring 1971 S Gauge Herald.

The practical outcome of this approach was that it began the process of spreading some of the burdens and concerns of the organization to other shoulders, thus providing a solution to one of the more difficult problems of the past. By spring 1972 Ed could announce that the major positions on the Advisory Council were filled. These included Bob Campbell as Director of Standards, Chuck Porter as Contest Director, Tom Riddle as Director of Membership, Dick Schlott as NASG Sales Director, and Gale Hall as Director of Circuits. Most of these directors also had assistants. Thus, the number of people directly involved in conducting the NASG's business had increased substantially compared to the late '60s. Moreover, as we shall later see, this organizational approach provided the NASG with badly-needed stability and continuity of leadership.

Even as he was setting out on a new course, Schumacher was careful to nurture the roots of the NASG. In the January 1971 issue of the S Gauge Herald he called attention to the rotating-visiting ("RV") clubs and the circuits, characterizing them as the "operational bastions of S." He made a strong pitch for a renewal of interest in the circuits, and lectured on their proper conduct. It is significant that the only members of the newly created Advisory Council appointed up to that time were Director of Circuits Bob Campbell and Assistant Director of Circuits Gale Hall, plus Claude Wade, the originator of the circuits, who continued as Field Director of Castings².

Ed returned to the subject of RV clubs in the Summer 1971 S Gauge Herald wherein he outlined six major features which characterized the Potomac Valley S Gaugers Association, a highly successful RV club. He was boosting the formation of S gauge clubs in general, and pointed out that an RV club often made the most sense since local clusters of S gaugers were frequently a mixture of tinplaters, hirailers, and scalers, making operation on a single club layout difficult.

By fall 1971 Ed had set the NASG off in pursuit of a large number of projects and activities. Though some of these were new, many were ideas which had been tried earlier, particularly during Mobley's term. Schumacher evidently felt that the organization needed to make a serious attempt at as many projects as possible. He felt that the NASG needed an opportunity to determine whether it was really prepared to put aside its differences and pull together to ensure its success.

Items which both symbolized the NASG and provided modest income were given special emphasis. Among these were an official NASG logo patch, an NASG logo dry-transfer suitable for S gauge rolling stock, and an NASG calendar.

The patch and the dry-transfer were reasonably successful, but the calendar turned out to be a flop.

An S scale track and wheel gauge made up by C. D. Lasley was offered for sale. Schumacher took a number of these to the 1971 NESGA convention in Syracuse, N. Y., where they sold rapidly. Although small in scope, this project was quite successful. It was the forerunner of current practice in which the track and wheel gauge is a routine NASG offering.

A new photo contest, intended to become an annual event, was announced in the Fall 1971 S Gauge Herald. Although reminiscent of the contest held several years earlier, it had some new wrinkles like subject categories which distinguished between scale and tin-plate. The winners were to be announced at the national convention and their entries would be featured in the official calendar. However, like the earlier contest, response was poor and the contest failed. The calendar project died at the same time because its success depended on a good selection of contest photos.

The old notion of a newsletter resurfaced during this period. The idea reaches all the way back to "News, Notes and Flashes" instituted by Claude Wade. Although the need for a regular device for disseminating organizational news to the membership seemed obvious, the idea never took root. It arose once more toward the end of 1971, when Dick Schlott was assigned to head the project. However, it was not to be. Given the success of the S Gauge Herald and the S Gaugian, few S gaugers believed that yet another S gauge publication would find a niche. Moreover, the realization that considerable resources would have to be expended to publish the thing (*Tell me about it!!* -- Ed.) sealed its fate once more. A newsletter would have to await the passing of the S Gauge Herald almost eight years later.

Another early idea revived during this period was that of producing a history booklet. This was initially conceived as a promotional item to entice prospective NASG members. However, in order to write a history it is necessary to have enough history about which to write. The timing was obviously not right.

Yet another resurrected idea was a conversion manual. This publication would have drawn together all of the previously-published articles covering conversion of AF items to scale and hi-rail usage. Furthermore, with updating it could continue to serve as a collection for future articles. It would have been a boon to those newly considering or entering S gauge. However, as with previous attempts, the idea died aborning.³

There were still more efforts to create services for S gaugers during this period. A negative and film library was begun by Bill Dertly. Bill Fraley started a copying service which would provide members with reprints of articles. And finally, a "clearing house," the forerunner of today's, was started by Dick Schlott.

Turnaround

Many of these projects were only marginally successful and eventually were abandoned. Yet by the end of 1972 a betting man would have wagered that the NASG was going to survive. The primary reason was that the organization had begun to think like one. Though consensus on major issues was still lacking, a sense of commitment to the NASG was emerging. Much of this was due to the staff which Schumacher had drawn around him. But it was also due to an emergent feeling among the general membership that the NASG could not survive if it kept chewing on itself as it had in the late 1960s. Moreover, perhaps feeling a bit chastened by the experience of those years, the members were beginning to accept the fact that the ultimate burden of the success or failure of the NASG fell on themselves rather than on one or two people at the top. The era of the one-man show, so costly to the three previous G.D.s, had pretty much drawn to a close by the end of 1972.

Revenue -- that Chronic Problem

Given the new mood, Schumacher felt that it was time to address what was probably the most serious problem confronting the NASG -- the matter of sustained revenue. From the beginning of his tenure, Ed had maintained that the lifetime membership was a mistake and that annual dues were a necessity if the NASG were to remain a viable organization. Increasingly he saw the lifetime membership as an albatross which the NASG had to drag around, and determined to ask the Board of Trustees to do away with it at the annual NASG convention in Kansas City. However, the NASG was not yet ready to face up the the problem, and the resolution was defeated by the Board.

Nevertheless, the Board of Trustees recognized that something had to be done and established a dual dues structure. They increased the lifetime membership to \$5.00 for new members and established a second "participating membership" category with dues of \$3.00 per year. Participating membership was voluntary and was paid in addition to the lifetime membership. The new memberships took effect on April 1, 1973, and they did offer a small amount of relief to the funding problem. However, the number of PMs never quite reached 100, and the poorly-conceived scheme proved to be an unreliable source of income.

Burying the Torch

Meanwhile, the persistent problem of the relationship between the NASG and the NMRA had begun to abate. Though it remained a point of contention for many in the NASG, never again did the debate reach the level of rancor which caused such problems for Russ Mobley.

There appear to have been at least two reasons for this. First, both Thomas and Mobley believed that close association of the NASG with the NMRA was essential for the survival and well-being of the NASG. While this belief was solidly supported by many NASG members, there was an even stronger separatist view. Thus, as noted earlier, there was a crucial mismatch of goals between the NASG leadership and most of the general membership. Schumacher, by contrast, was regarded by many as strongly biased against the NMRA. In fact, Schumacher was a member of the NMRA, but during the 1960s and '70s he had come to feel that some of the NMRA's positions on S gauge standards were un-

informed and misguided. In any case, whatever the depth of Schumacher's feelings about the NMRA, the fact that he did not continue to push for close association with the NMRA defused the problem.

Second, the failure of the NMRA to activate its S standards committee and to appoint an S gauger to it for a number of years despite repeated requests to do so created a clear impression in the minds of many that the NMRA had a low regard for the NASG and for S gauge in general. Although some argued that the reason that the office was vacant for so long was because there were no qualified S gaugers to fill it, an increasing number felt that the inaction was a deliberate affront by the NMRA. Thus it was difficult for the pro-NMRA forces to muster much support. The issue, though destined to resurface in new forms in the future, receded into the background. This perceived NMRA failing provided the impetus for the NASG to become totally serious about establishing independent S gauge standards. With its own sanctioned standards, the NASG became the organization which spoke with unquestionable authority for S gauge.

Growth!

Meanwhile, the general success of the revitalized NASG was reflected in its growing membership. During 1971 a rather quiet but effective campaign to increase enrollment was underway. Large ads (bearing the unmistakable stamp of Schumacher's artwork) began appearing in the S Gauge Herald. These pointed to the services which the NASG offered. Some appealed to the sense of comradeship and fellowship which had always existed for the NASG member. In any case, whatever was being done seemed to work. In the Summer 1971 S Gauge Herald, Secretary/Treasurer Dave Laux reported a membership of 450. By January 1973, 18 months later, the enrollment had risen above 650 and by the end of that year exceeded 700 members. Clearly, a resurrection had occurred.

¹It is a historical curiosity that Ed became the Director of Visual Productions and Scientific Art at the Smithsonian's Natural History Museum in September 1970 and retired from that position in October 1977 after 31 years of service to the Smithsonian. His tenure at the helm of the NASG also began in September 1970 and ended with his resignation in April 1977, a span of time only six months less than that of his service at the Smithsonian.

²This role appears to have evolved to a strictly honorary status in recognition of Wade's pioneering effort at developing S scale castings. Recall that Claude had taken the castings project out of the NASG by this time and turned it into a commercial venture. Thus, the position served no evident purpose after 1965. Indeed, Claude has no recollection of ever actually performing any duties in this role.

³This is an idea with many lives, however. Even now Russ Mobley has privately put together an index of articles from the old S Gauge Herald and has hopes of bringing out a version of a manual in what he laughingly calls his "spare time." Also, Rollain Mercier sprinkles old Herald conversion articles in between new features in his reborn S Gauge Herald.

by Dick Karnes

How often have you wished that you could ease your way freight out of your yard while your switcher is parked motionless on an adjacent yard track? Or maybe you've wondered how you can switch both ends of a double-ended yard with two separate locomotives controlled independently? And without any electronics or toggles? Well, it can all be done with the standard contacts on your switch machines together with some plain old wire.

THE SINGLE-ENDED YARD

Fig. 1 shows a simple three-track single-ended yard. The simplest and most effective way to wire it is not to wire it at all! Let's assume that the only electrical contacts are the contacts made between the switch points and their adjacent stock rails. Follow the positive and negative traces shown in Fig. 1 and you will see that the only track which receives power (both positive and negative rails) is track 2. This is a direct cause of switches A and B being thrown to line up track 2 with the yard lead.

However, if you recall Stan Stokrocki's article on powered frogs in the last issue (Vol. X No. 1), you already know that simple rail contact is unreliable for carrying an electric current. Fig. 2 shows the frog-power wiring scheme for the simple single-ended yard which is consistent with Stan's article. Fig. 3 shows a somewhat simpler arrangement which is schematically equivalent but requires two fewer rail-wire connections. This scheme is easily extended to yards with any number of tracks.

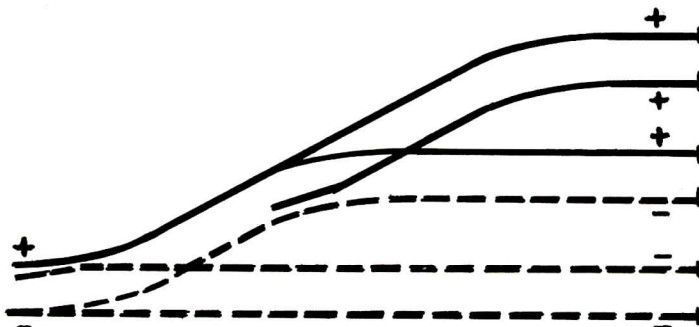


Fig. 1. A simple stub-ended yard. The electrical polarity automatically conforms to the turnout setting with no wiring at all!

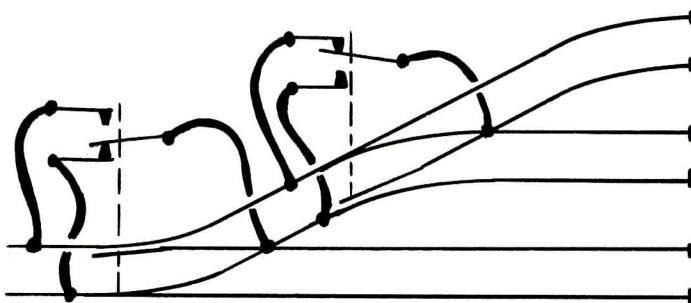


Fig. 2. The frog-power wiring scheme for the simple stub-ended yard.

THE AUTOMATIC STOPPING SECTION

Before we go on the the double-ended yard, it's necessary for us to understand the automatic stopping section. Consider the track arrangement shown in Figure 4. For the switch setting shown in the figure, a locomotive approaching the switch on track 1 from the direction shown will certainly stop before derailling when its front wheel crosses the rail gap marked "x" because of the short circuit thus created. This is hard on track, wiring, and any electronics you may have, and stops everything else on the layout too.

Using another pair of contacts on your switch machine solves the problem. Figure 5 shows how to wire an isolated length of rail on track 1 so that it is powered when the switch is set for track 1 but is neutral when the switch is set for track 2. So, when your locomotive approaches on track 1 it will stop without shorting.

I use these switch-activated stopping sections all over my layout, and they let me run two or three trains at a time from a single throttle (no blocks) without any danger of collision or derailment.

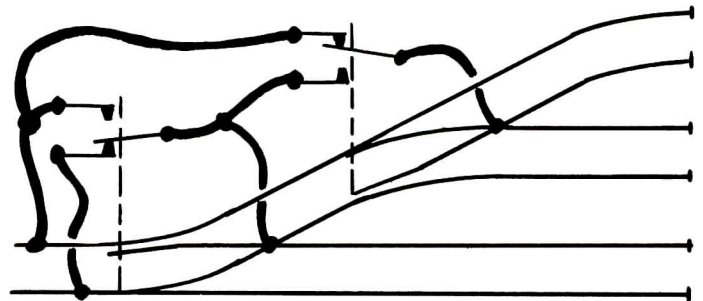


Fig. 3. A somewhat simpler arrangement is schematically equivalent but requires two fewer rail-wire connections.

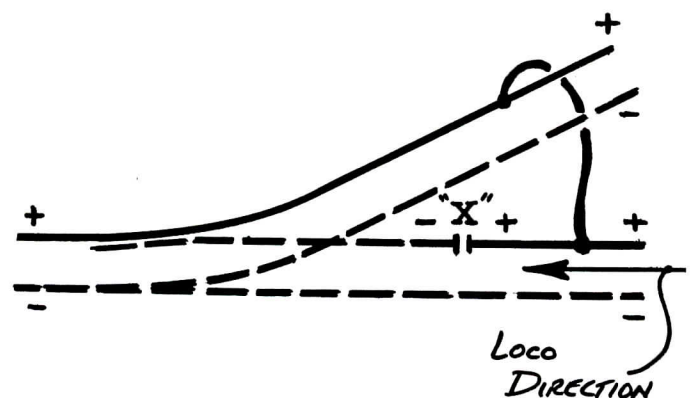


Fig. 4. A short circuit will occur when metal wheels cross the gap marked "X."

THE DOUBLE-ENDED YARD

At first glance it would seem that we can butt two single-ended yards back-to-back and get what we want. Fig. 6 shows this. But note that for certain switch settings (like the one shown) we have rail gaps "x" which create short circuits when metal wheels cross these gaps. (We have omitted the frog-powering wiring from Figs. 6 and on for clarity, but you should not omit it on your layout.)

Here's where the stopping sections we learned about come in. Let's apply them as shown in Fig. 7 on alternate sides of each yard track. A quick check will show you that there is no possibility of a short for any setting unless you push a cut of cars beyond the fouling point at the far end of the track. An additional bonus is the fact that all yard tracks are dead unless the switches at both ends are lined up for the same yard track. Note that no on-off toggles are required for any yard tracks. Locate your rail gaps just inboard of adjacent-track fouling points, and your uncoupling ramps at the rail gaps, and you've got a foolproof arrangement.

As another bonus, if you control each end of your yard with separate power supplies, you can work each end independently -- again without a short circuit. Thus, you can make up trains with your switcher at the west end of the yard while your road locos pull completed trains out of the east end.

SUMMARY

Yards and other track arrangements containing just about any combination of stub and through sidings can be wired using the examples shown above. Try them -- I think you'll be quite pleased with the results.

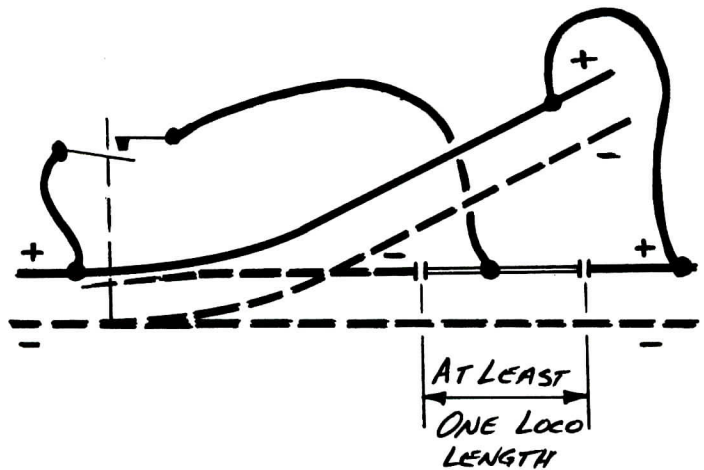


Fig. 5. The automatic non-shorting stopping section.

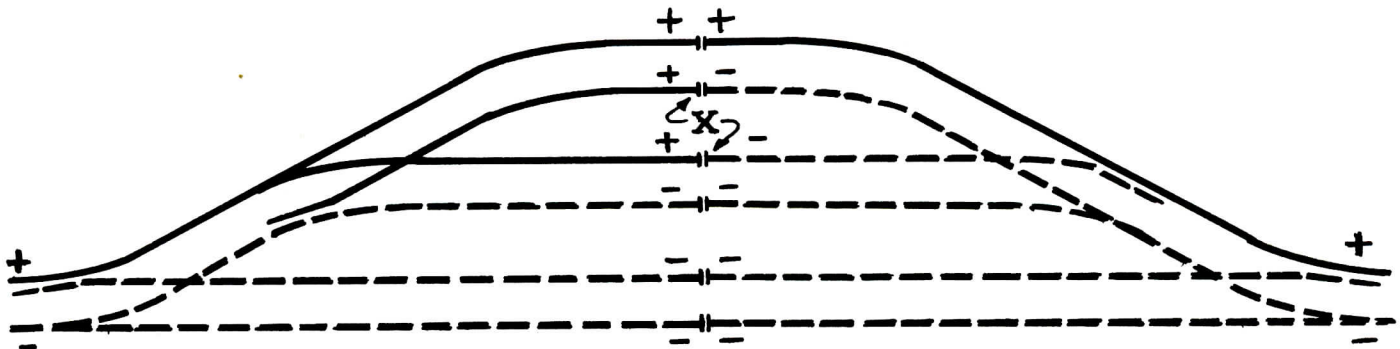


Fig. 6. The double-ended yard has inherent short-circuit problems without special wiring.

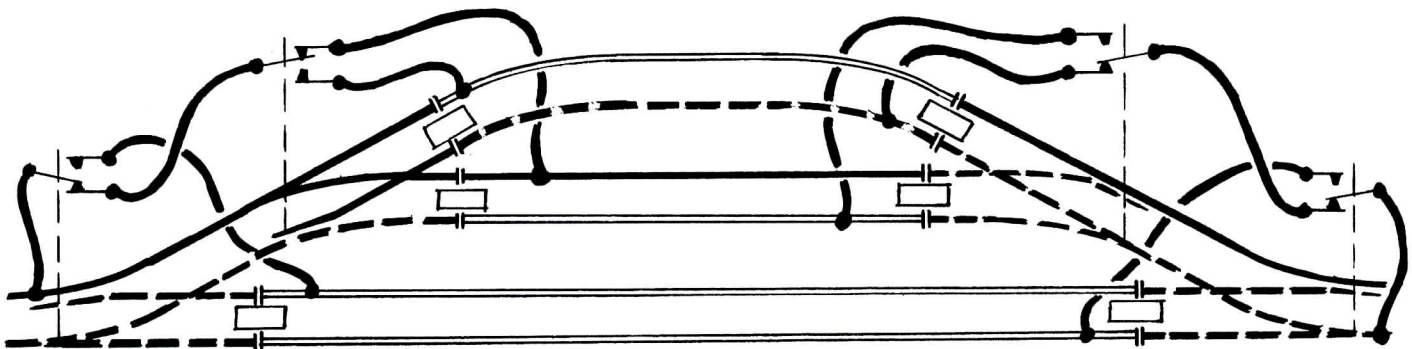
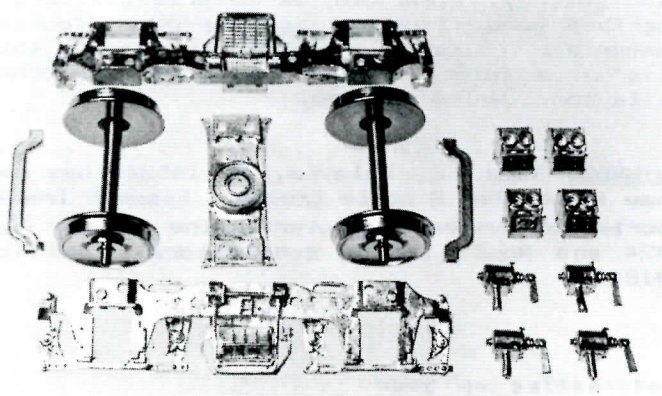


Fig. 7. A simple wiring solution for the double-ended yard.

Note positions of uncoupling magnets and rail gaps.

REVIEWER'S WORKBENCH

Unpowered Sprung Blomberg Trucks (Southwind Models, P.O. Box 9293, Plant City, FL 33566, No. SWT8 (square journals) or No. SWT9 (round journals), \$35.00 per set of four)



The parts in this kit are just as beautiful as in the replacement sideframe set reviewed above. The kit contains 4 sideframes, 8 journal boxes, 2 truck bolsters, 8 brake cylinders, 4 end beams, 4 wheel-axle sets (42"), a speed-recorder journal take-off, 16 springs, and 8 machine screws. Mounting the brake cylinders is the only part of the assembly which requires soldering or gluing. The journals are inserted into the sideframes from the outside. Tabs are provided on the inside surface of each journal, to be bent over to secure the journal in place on the sideframe. The bolster-mounting holes are already threaded, and the attachment of the bolster to the sideframes locks the end beams in place too. (You may wish to solder or glue the end beams in place, but this will prevent easy wheel removal should this become necessary.)

The presence of the speed-recorder take-off in my square-journal kit caused me to do some research in my railroad library to determine how it should be mounted. I could not find any example of a recorder cable mounted on a square journal. There appear to be three alternative journal arrangements:

All square (early diesels) except for the speed-recorder journal, which is round.

Left-hand journal on all sideframes round; right-hand journal square (intermediate diesel era).

All journals round (modern diesel era).

(Various combinations of these also appear as older locomotives are shopped.)

The square housings of the older round journals extend quite a bit outward from the sideframe; the modern round journals are more flush with the sideframe (as are the Southwind round journals).

The speed-recorder cable take-off is nearly always applied to the front left journal. If you are using the square-journal version of these trucks, I suggest obtaining a round journal from Southwind for the speed-recorder take-off. Trim the take-off's mounting lug to fit and solder or glue the take-off right in the center of the journal.

These trucks are advertised as dummy trucks. However, with homemade bolsters they would make dandy replacements for the later varieties of Enhorning sprung power-truck frames. I hope that Southwind will make these trucks available with the right speed-recorder journal for early diesels, and perhaps with the half-and-half mixture of square and round journals found on intermediate diesels.

MANUFACTURER NEWS

BART'S PNEUMATICS (1952 Landis V?ALLEY Rd., Lancaster, PA 17601) announces a 118-minute VHS videotaped movie, "American Flyer Trains at Their Finest." Sequences include the Seaboard coal loader, oil drum loader, operating sawmill, and Smitty the walking brakeman. Price: \$59. Other VHS titles available are "American Flyer Trains in Action" (\$19.95) and Joe McDoakes in "So You Want a Model Railroad."

DALLEE ELECTRONICS (P.O. Box 1291, Reading, PA 19603) has a new "Yardmaster" direct-response hand-held electronic throttle for \$59.95. The Yardmaster is small (4.4"x 2.4"x 1.2") and is fully-protected against overload and short circuit. Input power may be anywhere from 12.6 volts to 20 volts AC at 2.5 amps. Output is DC. Included is a ten-foot cable. Jacks and extra cable length are available.

Dallee's line of regulated lighting modules for American Models passenger cars and AF cars and cabooses has been augmented with the new RL-1 unit for locomotive headlights. Price: \$3.95.

Direct orders please include \$2.50 shipping.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48033) announces brass Airslide covered hopper cars in both the 1954 and 1965 versions. The models, due in the fall, will be built by Ajin Precision and imported through Overland Models. Detail photos of Airslide hoppers recently appeared in the Dec. 1986 and Jan. 1987 issues of MAINLINE MODELER.

Each model will come with a high level of detail including the correct trucks, friction or roller bearing, for the model year. A preproduction discount price of \$94 each is available and the pilot model will be on display at the NASG convention in Chicago.

Over 12000 of these cars were built for the B&O, C&O, CB&Q, CN, CNW, CRI&P, D&H, GTW, IC, L&N, LV, M&StL, MILW, MN&S, N&W, NKP, NP, PRR, SOO, SP, SRR, UP, WAB, and WM, as well as many private industries.

HOQUAT HOBBIES (P.O. Box 253, Dunellen, NJ 08812) has a new PCC streetcar body kit consisting of cast-plastic body, wood floor, plastic headlight lens, metal trolley pole hook, wood screws, and clear plastic window material. The \$22.50 kit does not include power, trucks, couplers, or detail parts. The instructions cover construction of the pole. The length, width, and height are accurate; the car appears to be patterned after the Pullman Car Company's PCC. The completed kit, without trucks, would make an interesting flat car load for an urban-oriented layout.

Hoquat is also offering an interurban gondola at \$7 and an interurban flat car at \$6.50, both less trucks and couplers. We know of no commercially-available traction trucks or couplers, but Ace archbars and Kadees would suffice for these cars.

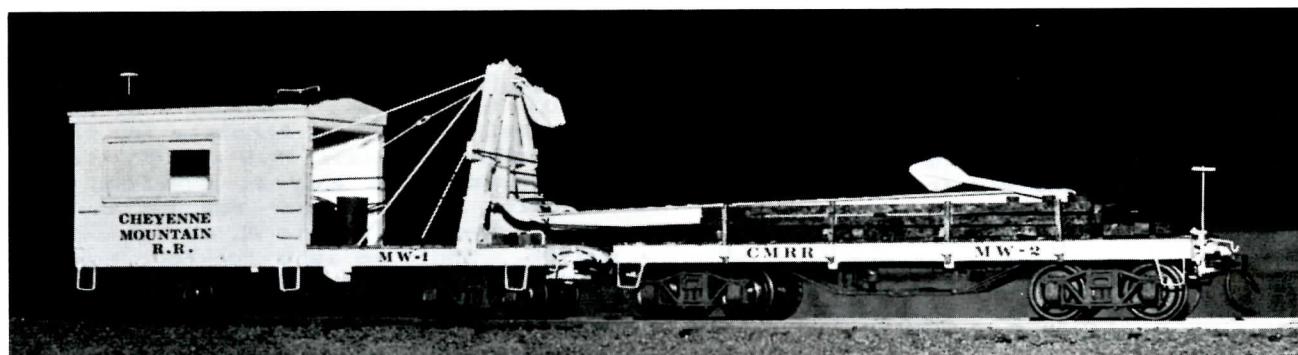
We just picked up an intriguing structure kit from **OROVILLE JUNCTION** (P.O. Box 1325, Woodinville, WA 98072-1325). It's their kit No. 2, a corner store with living quarters on the second storey. The kit consists of pre-cut milled clapboard siding with all door and window openings already cut out, wood trim pieces, Grandt Line cast-plastic doors, windows, and chimney, clear window material, interior scribed wood flooring, and tar-paper roofing material. Price: \$8. We'll be reviewing this kit in a future issue. Oroville has other kits too. Write to them.

WINROSS (Box 38, Palmyra, NY 14522) has two new 18-wheeler S scale trucks: Pioneer Transportation Systems cab-over-engine sleeper for \$24 and Route Canada conventional hood for \$18.

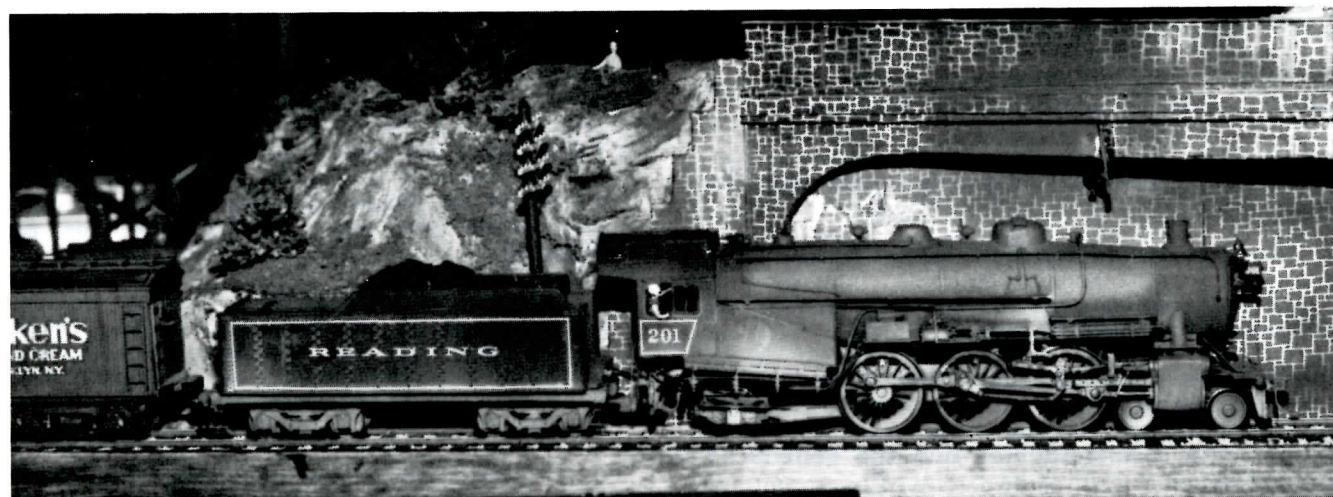
* * *

If you hear anything interesting on your grapevine, please write.

Dick Rosenbaum
3307 Estrellita Dr.
Roswell, NM 88201



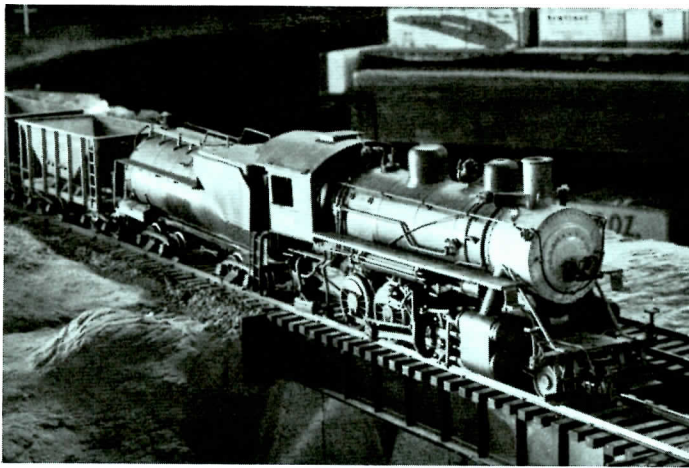
Fred Paulus' derrick and idler car combo, best-in-show at the 1985 Sacramento NASS Convention.



This sleek Reading Pacific was built by Frank Titman from AF and S Scale Loco parts.

Tender trucks are S Scale Loco's new Reading style, for which Frank did the patterns.

ED LOIZEAUX

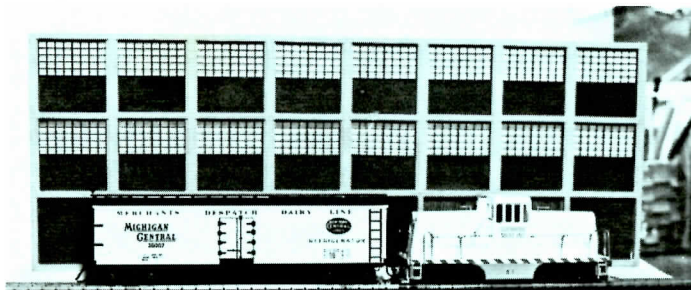
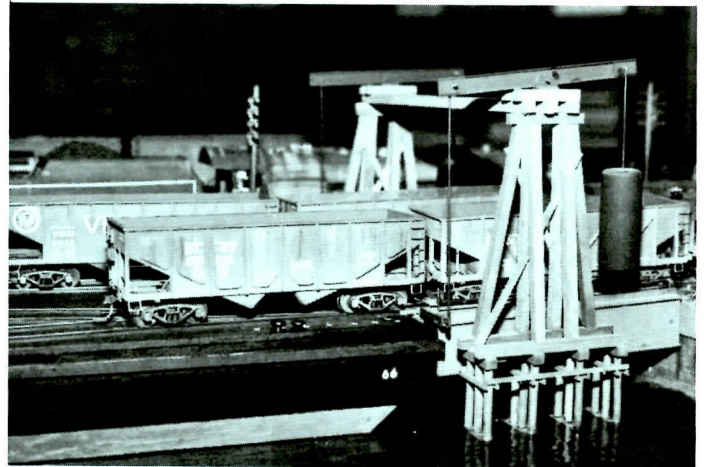


Sierra No. 27, of obvious Espie parentage, works an ore train on Lee Johnson's portable layout. Sam Powell built the 2-8-0 from S Scale Loco & Supply parts, and it runs like velvet.

ED LOIZEAUX

A Frisco panel-side hopper is being backed onto a rail barge on Frank Titman's Spiral Hill Railroad. Frank is well-known for his imaginative conversions of stock hopper cars.

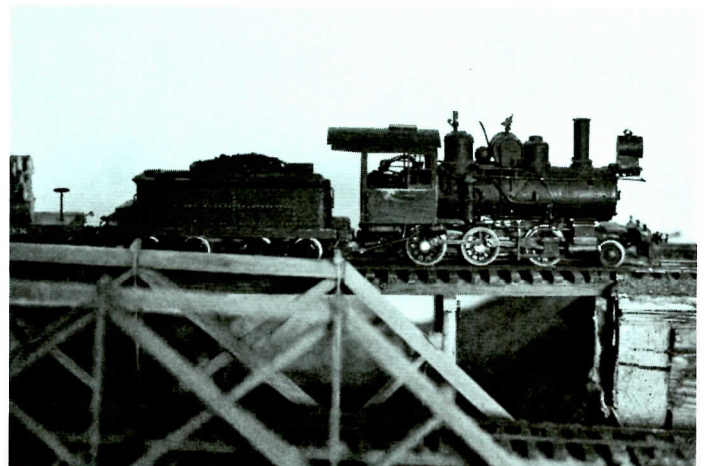
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Arden Goehring's handiwork. He built the reefer from a Hoquat Hobbies kit; the GE 44-ton switcher is a Locomotive Workshop kit (no longer available).

This cute little Sn3 teakettle was built by Californian Fred Kahrs.

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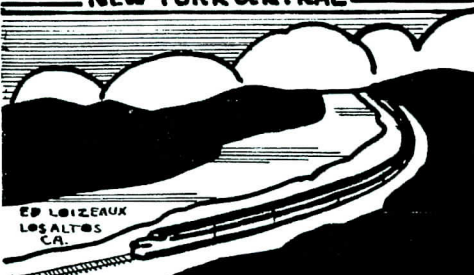
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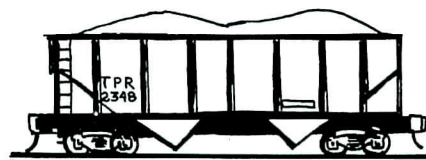
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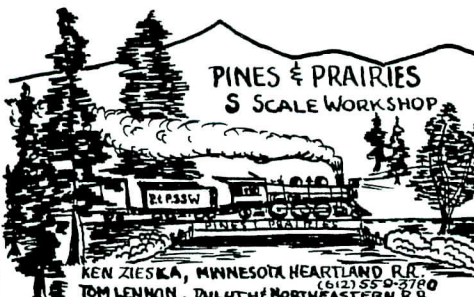
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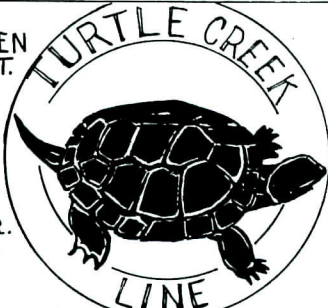


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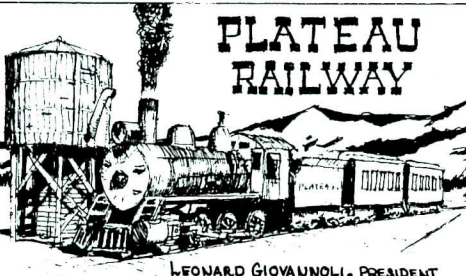


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