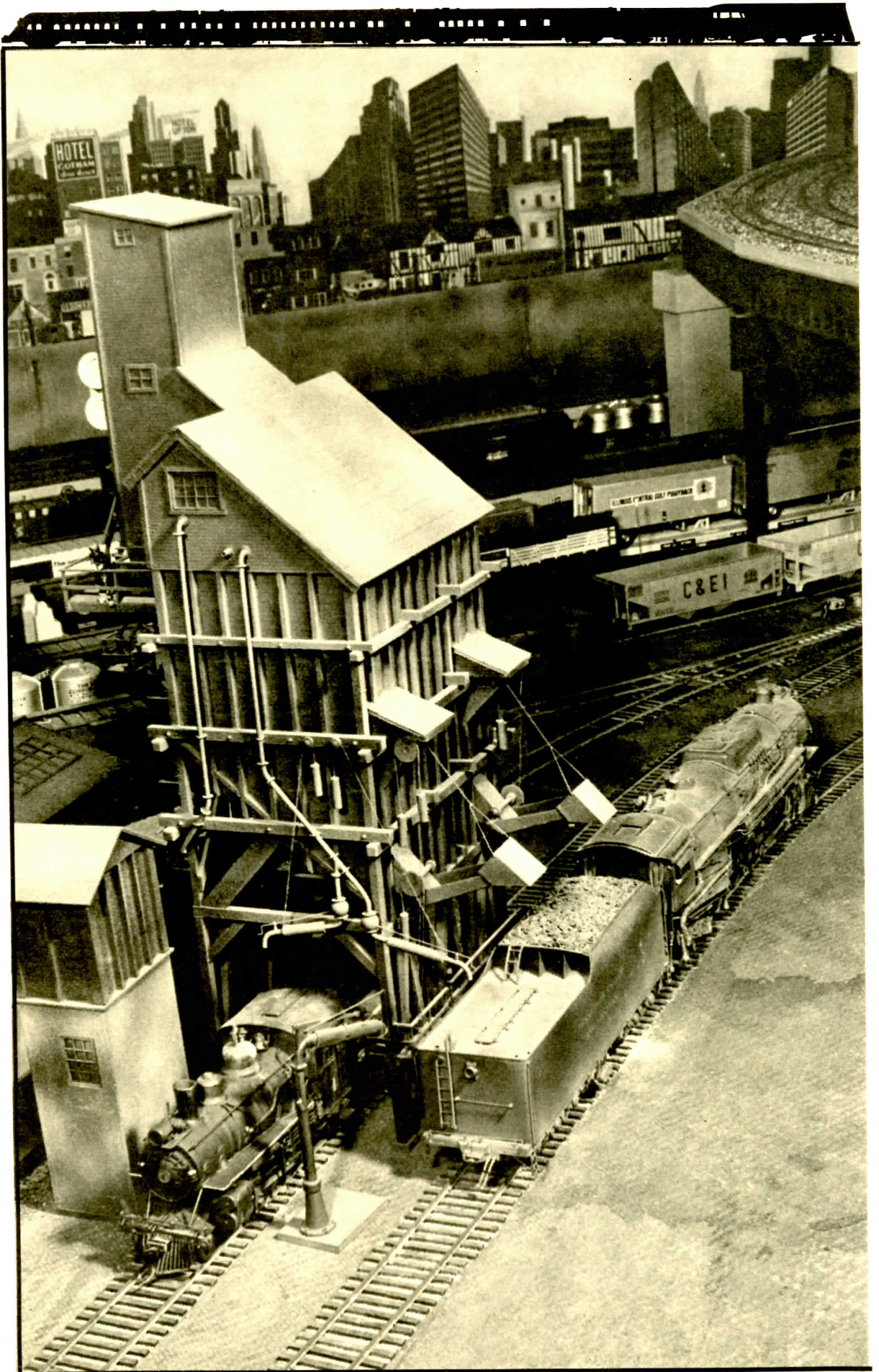




Vol. X No. 4

DISPATCH

December 1987



Editor:

Re your editorial and Joe Scales review of "minor problems" with the Sunset "Challenger" -- We pay \$800 for a locomotive that won't run and has a tender floor with "a warp in it like a humpback whale!" No wonder there are so many stamp collectors (and brass collectors rather than operators).

Regarding my "Helper Service" ad -- I'm going to follow my own advice and renew my membership at the \$27 Contributing Member rate -- If that's OK for "Helper Service" payment, OK. Otherwise my "Helper Service" ad can be dropped.

Chuck Porter

According to the rules, the H.S. ad is extra cost beyond any membership fee. But perhaps the BOT would consider including H.S. ads automatically with Contributing Memberships. Might attract quite a few more takers.....

Editor:

Your mention of the problems encountered by Joe Scales on his brass locomotive is certainly one of the reasons I have been wary of spending big dollars on one. The problems Joe had may seem minor to him but would be major to a modeler of my calibre. I have met Joe and been to his home a couple of times. He has a very well-equipped shop in addition to a super layout. He is a very nice person, well-versed in S scale and probably the best modeler of trains I have ever met. The problems he had with this engine may have seemed very minor to him, but I suspect many of us would not have had the parts or expertise to handle these repairs.

This brings me to the important part. When manufacturers produce products in the price range of the current brass models, they should not only look good but should run well too. -- Not just \$800 models, but models that sell for \$300 as well. This represents a large investment for many of us not capable of overhauling the product to get it to run.

I have a friend with a brass

H0 engine that he has tinkered with for several years without getting it to run well, so the problem seems not to be limited to S scale. Hopefully the NASG can work with the brass importers to get future models of better quality.

Stan Houghton III

Stan, you're right. The problem exists in all scales, and has since imports first appeared on the scene. I remember an O scale NYC Niagara from Max Gray in 1963 which had a top speed of 35 scale mph, about 40 percent of the prototype.

These days, operating quality problems are pretty much expected, sometimes with a grimace, sometimes with just a shrug. There is a basis of experience, however. Some importers are more quality-conscious than others; the same holds for the oriental builders. I suggest you ask the proprietor of a well-stocked brass outlet which importers and builders he prefers. You should get a pretty reliable answer once he realizes that you're an S gauger and he's not going to lose a sale by confiding in you.

EDITORIAL

A MANUFACTURER'S DILEMMA

Manufacturer Charlie Sandersfeld, owner of Omnicon Models, is by now well-known among us for his excellent brass locomotive imports. In fact, one of his recent PRR K-4s Pacifics won the locomotive performance contest, right out of the box, at the NMRA National Convention in Eugene, Oregon. Some of you know that Charlie has taken over the PRR M-1 4-8-2 project from Oriental Models. He has asked for reservation reconfirmations and deposits from those who reserved with Oriental. Quite remarkably, only 25 have been reconfirmed with him, even though over 50 locomotives were reserved through Oriental. The total run of 115 M-1 locomotives, representing three prototype variations, requires an investment of \$54,000. Frankly, Charlie is having trouble understanding how to market to S gaugers.

Charlie services only S scale, which has a relatively small

following. He has a lot of projects underway (see "Manufacturer News" in this issue) which require substantial development money on his part, like the F-unit kits. And he's exploring various combinations of countries and materials to bring us even more goodies, like a Ma & Pa 4-4-0 and 0-6-0.

What Charlie and the other manufacturers need most is an effective, economical way to get their products in front of S gaugers and those in other scales -- neophytes and veterans alike. The S scale press has too small an audience, ads in the "major" publications (MR, RMC) do not "register" with non-S readers, and convention-hopping by our manufacturers is hopelessly time-consuming. To top it off, S gaugers are used to buying by mail, so most hobby shops don't know about S and its market potential.

The time has come, I think, for us NASG members to get more serious about promoting S gauge. We have display-booth

equipment, slide programs, and a new NASG brochure (see "Announcements" this issue). We have a reasonable selection of fine products all over the price spectrum. We NASG members, about ten percent of S gaugers in general, are the activists. It is up to us to help Charlie Sandersfeld and his fellow manufacturers solve the product visibility dilemma. I urge all of you to contact Don Thompson, Promotions Committee chairman, give him your ideas, and ask how you can help carry them out.

* * * * *

This is the last issue for which I have primary responsibility. In order to reduce my DISPATCH obligations to a more reasonable level, I have asked President Loizeaux to appoint a production manager who will be responsible for paste-up, printer liaison, and business matters. I will continue to function as Editor, but will control neither the appearance nor the schedule of the magazine.

Dick Karnes

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 \$17 yearly, from July through June of the following year. Membership includes the four issues of the DISPATCH published during the membership year, regardless of enrolment date. All membership questions, applications, renewals, and address changes should be addressed to:

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

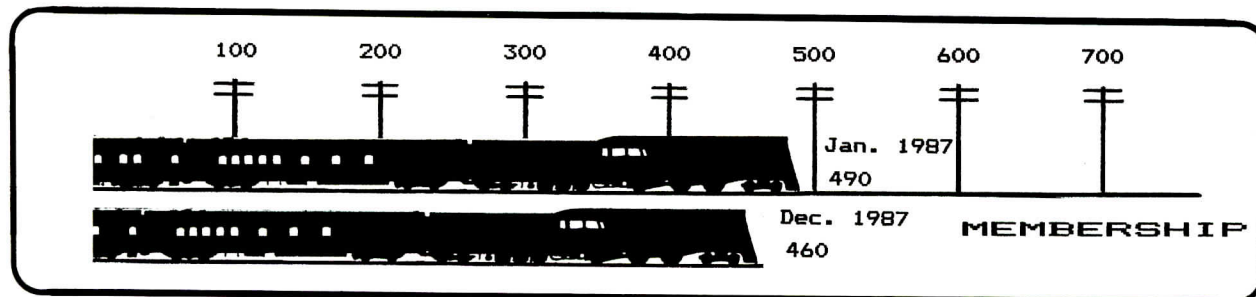
COVER

John Bortz' PV&W engine terminal. His Gold-Award-winning "freelance" C&D T-1 2-10-4 and a super-detailed Rex Suburban by Randy Brown are being serviced at the coaling station built from a Mini-Structures kit. (Photo by Dick Karnes)

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PRESIDENT'S MESSAGES

You didn't get a President's Message last time, so this time you get two of them. Thanks, Ed.

One of the more frustrating aspects of being an S gauger is the difficulty in telling other modelers what a great scale S really is. One-on-one conversations, though effective, seem puny compared to the power of the press exemplified by recent Model Railroader articles and other model railroad organizations such as the NMRA. Organizations like the NMRA certainly have the potential to effectively promote S to serious model railroaders who are prime candidates for entering S gauge-dom.

Unfortunately, the past decade or so has not resulted in the NMRA and the NASG working together harmoniously to improve the hobby for all of us. NASG has been frustrated over the seeming inability of the NMRA to adopt more realistic track and wheel standards, to produce a check gauge, or to assist S in any meaningful manner. The NMRA, on the other hand, has found us S gaugers to be more divided among ourselves and more cantankerous than modelers in any other scale. Strong personalities on both sides of the fence made true cooperation nearly impossible.

It now appears that those days can be relegated to the history books -- hopefully forever. New leadership in the NMRA and some gentle persuasion on the part of the NASG has resulted in the following agreements:

- The NMRA will adopt the basic dimensions of the NASG modular standards for purposes of a vote by its membership in 1988. Should the vote pass, then the modular standards of both organizations will be compatible.

- The NMRA will also adopt the exact dimensions of the NASG track and wheel standards for purposes of a vote by its membership in 1990. Should the vote pass, then these standards will be exactly the same for both organizations. The NMRA will use the NASG figures for both "regular" and "finescale" figures.

- The NMRA has agreed to run an S scale column in its publication, the NMRA Bulletin. This column will not run every month, but will be rotated with columns from other minority scales.

- The NMRA is cooperating on arranging for a joint national convention in 1990 in Pittsburgh. They have encouraged us to join them as often as we desire. Even though a lot of details remain to be worked out, the spirit of cooperation is very evident.

- The NASG is exploring the possibility of selling our check gauge through the NMRA to its membership and hobby store distribution channels.

Hopefully, this new relationship will continue on for many years to the benefit of us all. Let's foster good vibes at the grass roots level!

* * * * *

A Tale of Woe

Several issues ago, the late Tony Perles wrote a letter encouraging support for Omnicon's RDCs. Apparently enough encouragement was provided, since the RDCs are now a reality.

Recently, Peco River Brass announced a modern gondola in S. From all indications, this project was a definite "go" since there was no request for deposits, reservations, or any

other qualifiers. I seem to recall that a price and a date were even announced. Yet, the project was cancelled for "lack of interest." A few letters were written in protest claiming that indications of interest were never requested in the first place. Therefore, none should have been expected and the project should not have been cancelled. While the logic seems sound, the importer's decision has been made.

The current issue (Dec. '87) of Model Railroader contains a quarter-page ad for S brass heavyweight passenger cars from Sunset Models. It's a nice ad complete with a photograph, approximate price, eight styles, etc. It certainly caught my attention and my salivary glands started working overtime. Unfortunately, it appears this project will go right down the tubes along with the Pecos gondola. Why? Does the fellow at the bottom of the tubes like to run mixed trains?

According to Sunset, interest in this project has been very low. He has received very few orders and only one letter from anyone. Like it or not, Sunset uses ad responses to predict the success (or failure) of a project. Never mind, he says, if deposits or reservations weren't called for -- a winning project will always generate a couple dozen letters directly to him and numerous orders through the dealer network. 'Nuff said?

So what's an S gauger to do? I suppose we'd best get out the stamps and go to work on those items we really want. I can remember a bunch of NYC enthusiasts cornering Overland to plug for a Hudson. Then the Pennsy guys caught on to the technique and their cup now runneth over. Fellows, the method works! We have only ourselves to blame if a project gets cancelled.

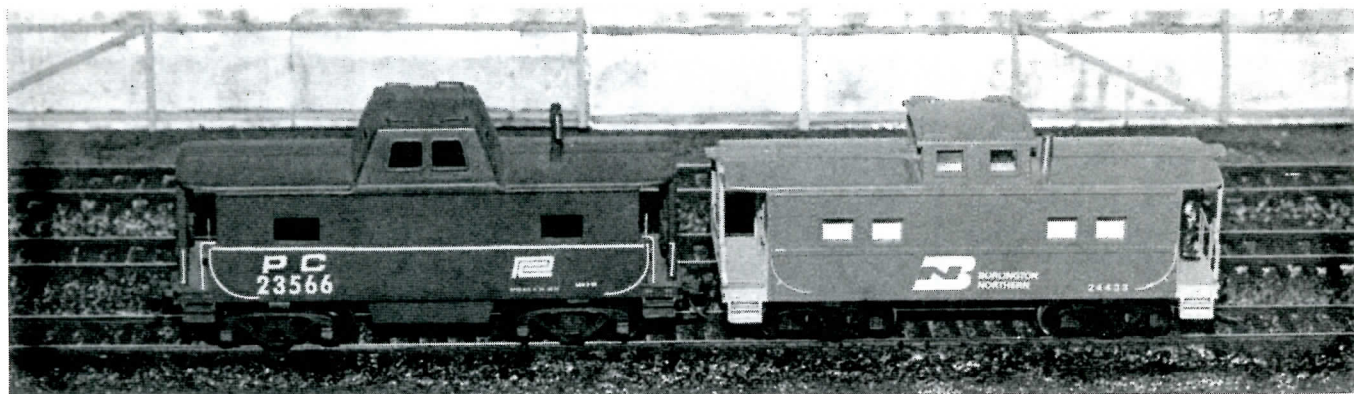
Ed Loizeaux

MANUFACTURER NEWS

OMNICON SCALE MODELS (50 S. Lively Blvd., Elk Grove Village, IL 60007) announced the arrival of the RDCs, which are being shipped to customers. They are, from all reports, magnificent. Omnicon is also separately offering the RDC trucks for powering Miller diesel switchers, AF Baldwins, and other projects. The price is \$40 per set, which includes two com-

plete geared trucks with RDC sideframes, wheels, and axles, plus four shouldered axles and eight 40"-diameter wheels (motor not included) for conversion to Miller sideframes.

The F unit kits, priced at \$129.95 including a powerful new Northwest Short Line mechanism, should be shipping to dealers and customers by Jan. 1. Baldwin RF-16 "shark" and GM BL-2 bodies are in the works for the same mechanism.



The completed PRR-style conversion (left) differs markedly from the standard Reading-style caboose shown with it.

A. F. PENN-CENTRAL CABOOSE CONVERSION

As built by Gale Hall

This dandy little Pennsylvania-style caboose, built by Gale Hall, was brought to the 1985 Novi NASG Convention by owner Paul Stevens. Its construction is simple and the result is very effective. The photo shows how remarkably different the caboose is from the "stock" AF body style*. Use the photo as a guide when following the construction steps.

Start with an American Flyer Reading-type (center-cupola) caboose and a spare (junk) bay-window body. Remove the floor from the Reading body. Take the Reading body and remove the side window frames with a chisel-blade X-Acto knife. Fill in the inner window of each window pair with a plug of .040 sheet styrene and cement in place. Widen each remaining side window toward the center of the body as far as the outside edge of the adjacent inner window plug. Fill the edges of the window plugs with Squadron Green plastic model body putty, and sand smooth when dry with 400-grit sandpaper.

Carefully remove (save) the cupola from the bay-window caboose. Trim the roof and side remnants neatly from the bottom edges of the cupola. Now remove (discard) the cupola from the Reading body, and remove (carefully!) and save the smokejack. Position the new cupola in the center of the Reading roof and trace its outline on the roof. Trim the roof carefully to just inside the traced outline, checking for fit. Cement the new cupola in place and fill the joints as necessary with body putty. Let dry and sand the putty joints

with 400-grit paper. Drill a new hole for the smokejack somewhat away from the cupola (see photo) and reinstall. Now round each roof corner with a file and remove the short roof-walk overhangs at each end of the roof.

Remove the cast-on quarter-circle handrails from the ends of each side, and add a 1/8" wide extension made of .040 styrene to the ends of each side as shown in the photo. The extensions should be as high as the top of the belt rail. Round the outside top corner of each extension. Make and apply new wire quarter-circle handrails per the photo.

Reinstall the floor. Fashion a toolbox from wood or styrene and apply between the trucks as shown in the photo. Now paint and letter your completed model.

* * * * *

For those who want a scale caboose, continue the conversion by applying a new wood or styrene floor, Huff'n'Puff caboose end sills and brake gear, and built-up end railings and posts. Remove the cast-on cupola grabirons and replace them with wire grabs. Install your choice of couplers and trucks. The model in the photo uses Kadees and leaf-spring trucks.

* The "other" caboose in the photo was converted and painted by Paul Stevens, and is now owned by his son Mark.

Other news: Omnicon should be well under way with the PRR M-1 project as you read this -- provided that 50 reservations will have been received by Jan. 1. Omnicon will also import a three-car CB&Q Pioneer Zephyr set, nickel-plated, RTR, for about \$750, IF 50 reservations are made. Other future brass projects include PRR I-1s 2-10-0, D&SL 2-6-6-0, PRR J 2-10-4, and PRR GG-1 electric.

Owner Charlie Sandersfeld is looking for a Korean manufacturer for the PRR P-70 coach, B-60 baggage car, and companion combine car. Quan-

ties will be 300 for the coach and 100 each for the others; prices are expected to be under \$150.

Oroville Junction, the maker of some nice wood structure kits we mentioned in the June 1987 issue, is no longer in business. We ran across the owner at a swap meet, and he's getting rid of his remaining kits at about \$5.00 each. Forget his old Woodinville, WA address. Try the following: A. Mensik, 1192 Havillah Rd., Tonasket, WA 98855. He'll be glad to get rid of his stock.

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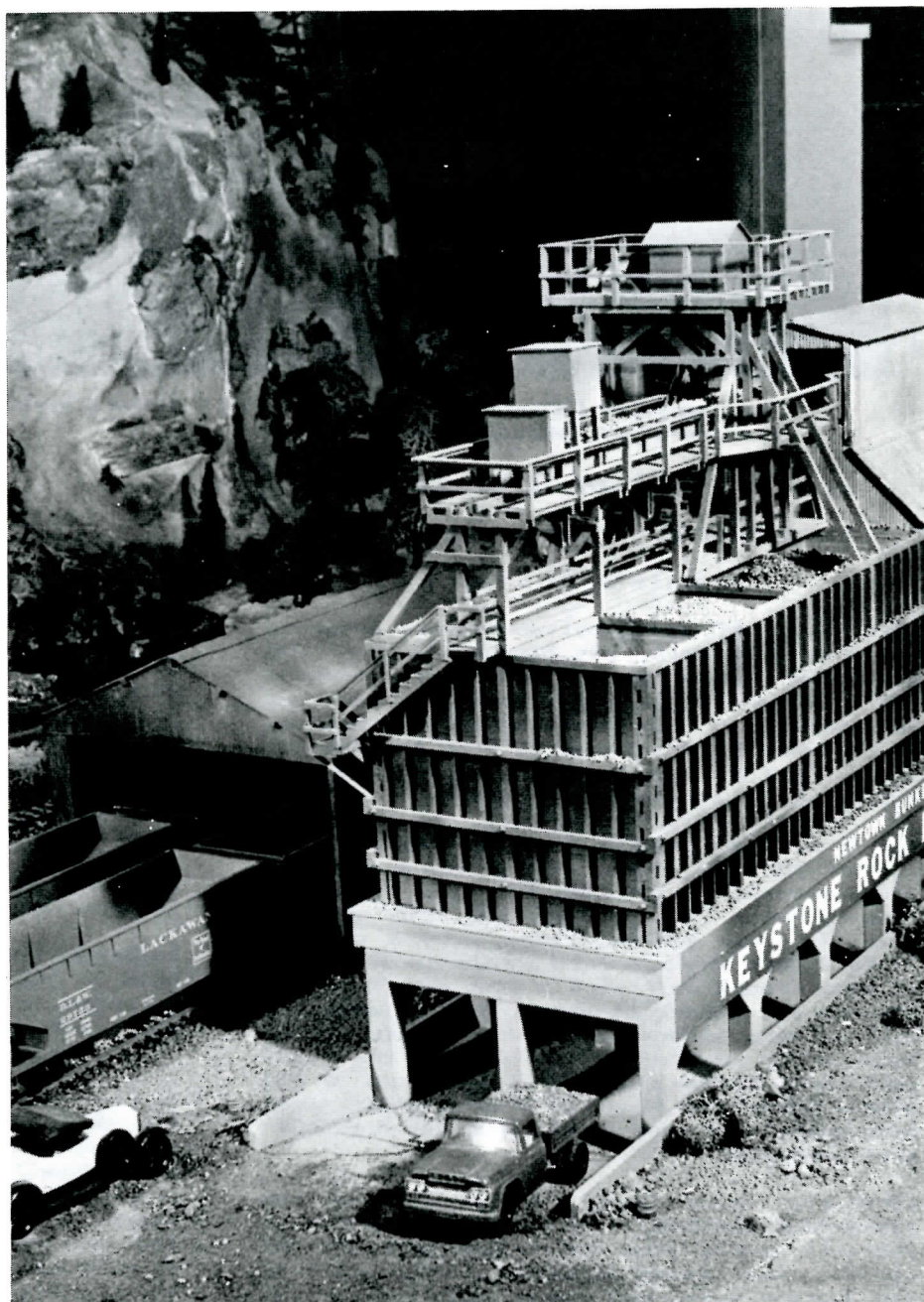
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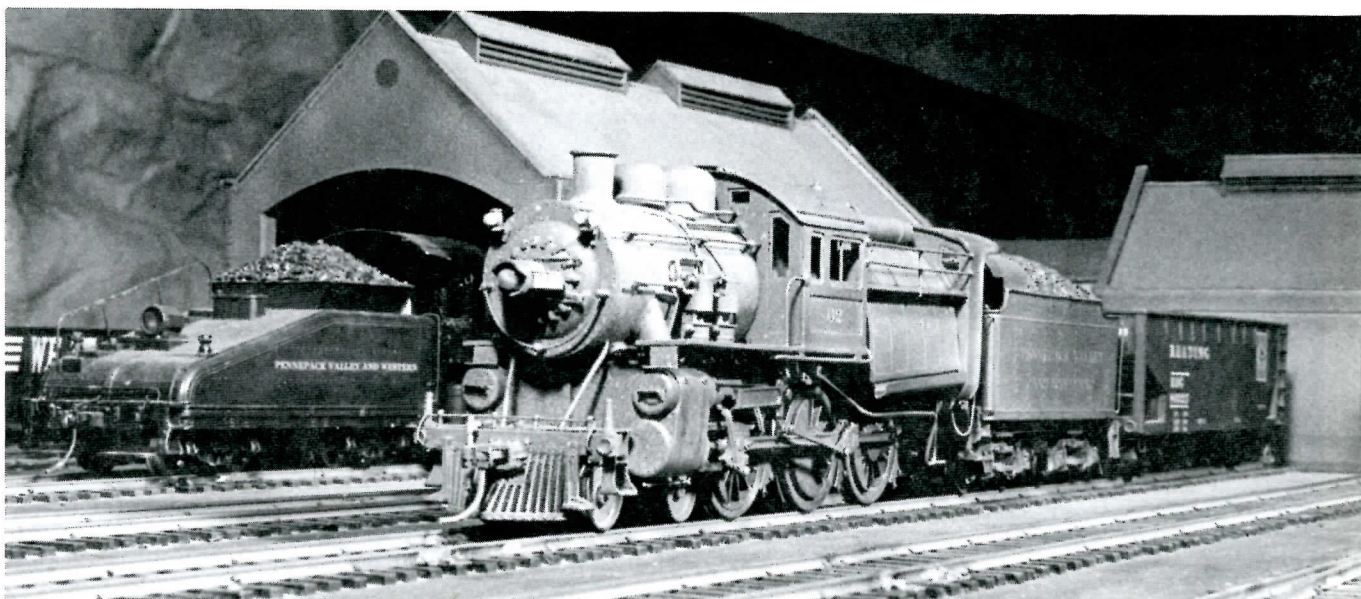
The "Keystone Rock Products" bunkers were scratchbuilt from a Model Railroader article.

A PHOTO VISIT with JOHN BORTZ

We -- Don Thompson (lights) and Dick Karnes (camera) -- visited John Bortz and his Pennepack Valley & Western Railroad in October. We didn't prepare any text, as John's layout has been amply covered in other publications. However, we can't resist showing you what we saw here and on the next three pages. Enjoy.

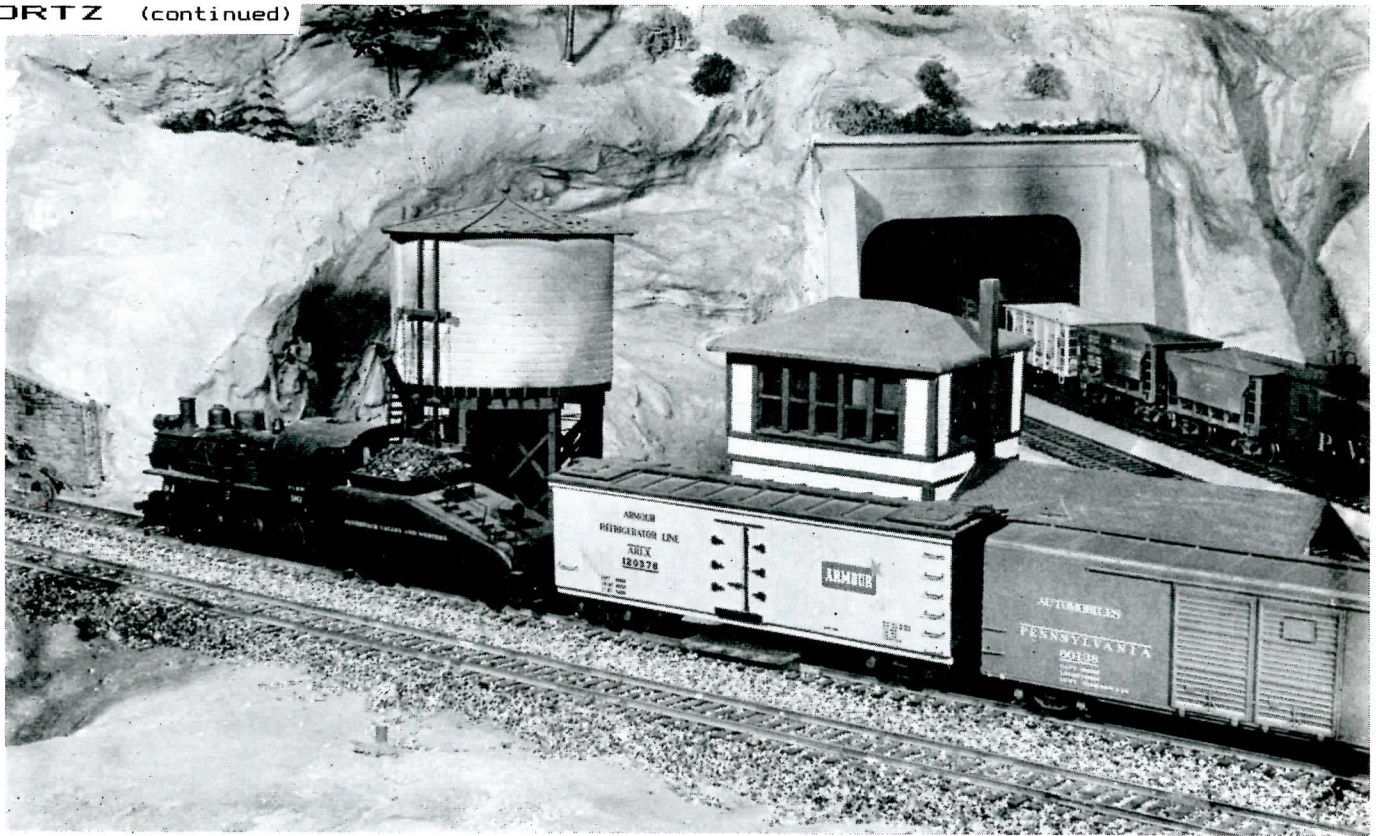


An Omnicon MP Consolidation bursts out of the tunnel as a streamliner disappears within.

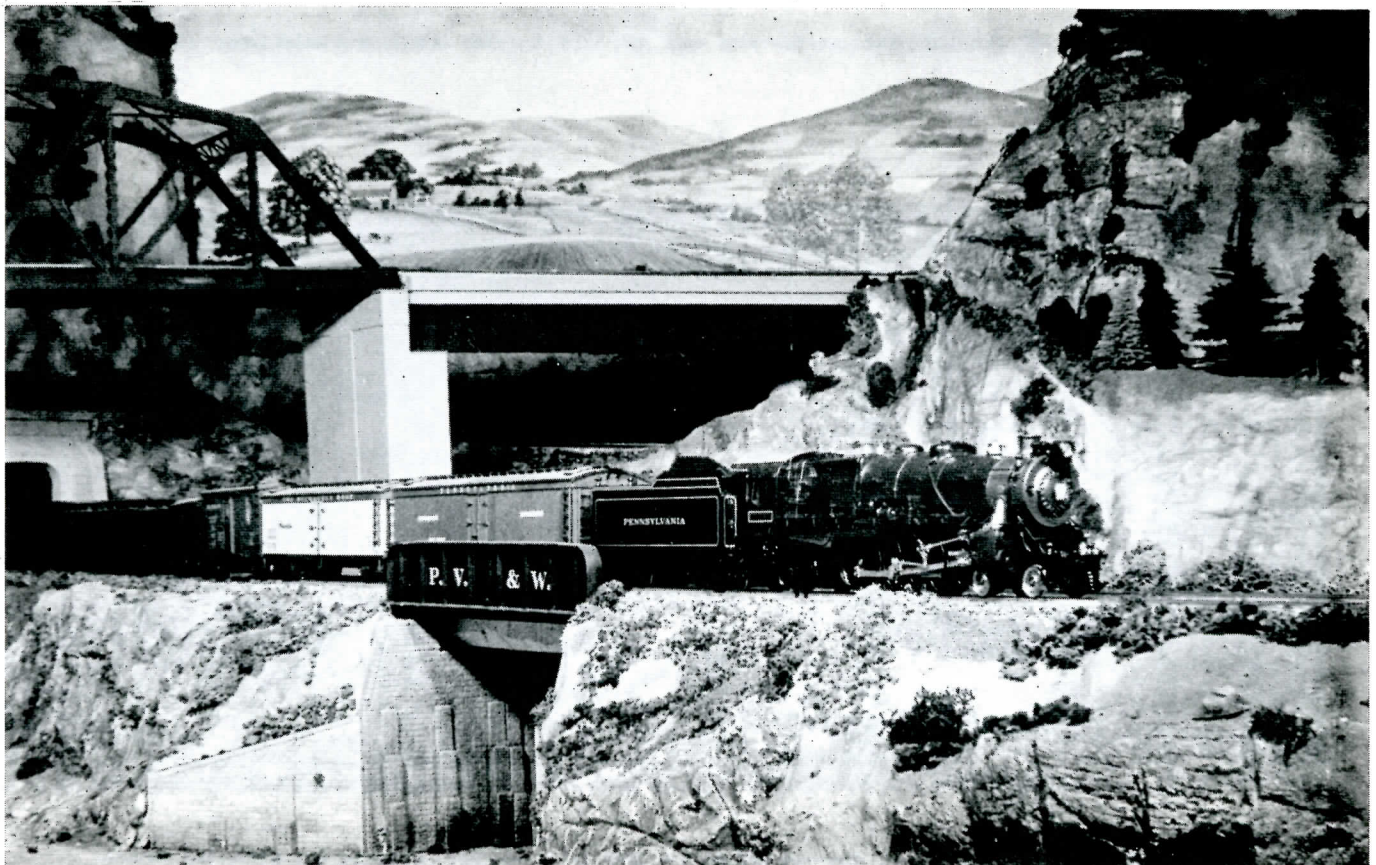


This beautiful camelback ten-wheeler is one of two built from scratch by Frank Titman (cabs, firebox, tender) and John Bortz (chassis, boiler, details).

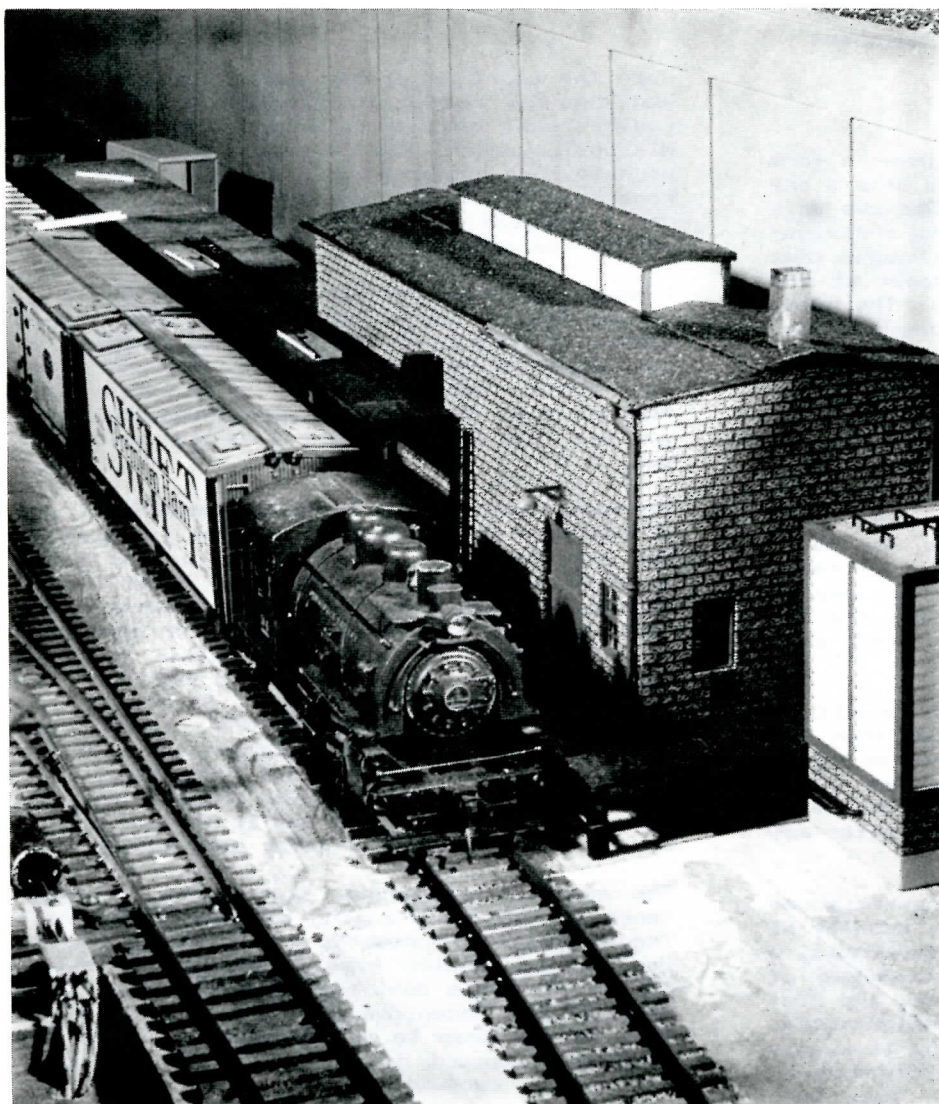
MORE



A Pennsy B-6 switcher hauls scratch-built ART reefer and PRR 50' wagon-top boxcar past the tower. (Switcher is Rex; tank: Delaware Valley; tower: Mini-Structures; reefer: unknown builder; boxcar: gift of Larry Sokol.)



An Omnicon PRR K-4s hauls a train of Kinsman express reefers along a river bank.



A cut of reefers is being iced at an icing platform while the tank switcher waits patiently. (Icing platform: scratchbuilt from a Model Railroader article; Dockside loco: Rex; reefers: scratchbuilt using old Cleveland Models (C-D) paper sides.)

WELCOME NEW MEMBERS...

Al J. Austgen
James Bizorik
Bradford G. Blodget
Richard F. Coffman
Paul Ettore
Dr. Jerry Gurkoff
William D. Lane Jr.
Harvey M. Marks
R. N. Michailof
Donald B. Stewart
Dr. N. V. Tyree
Robert Van Lanen
Arthur Weller
Joe Wozniak

WORTH THE MONEY.....

One life member sent \$17 for a year's membership anyway. He thinks it's great that NASG is doing what it's doing, and will continue to contribute annual dues in the future as long as we keep it up!

IN MEMORIAM

Well-known American Flyer collector James A. Reno of South Lake Tahoe, California, passed away last summer. Our condolences to his family and friends.



THE KENT SINGER SCHOOL OF MODEL-BUILDING

by Kent Singer

Over the last ten years I have enjoyed a form of model-building that I doubt many others are aware of, much less practicing. Because this method has numerous benefits both to individuals and to S scale as a whole, I thought that I would set the concept down on paper to encourage you to try your hand at it. The basic idea is to get together with somebody and build identical (or at least similar) models. Jay Soberman once called this the "Kent Singer School of Model-Building," thus the title for this article.

There are plenty of people around who would like to build craftsman-type kits or scratch-built models. However, they just never seem to get around to it. The reasons are many. They may feel intimidated by a boxful of castings and wood strips and pieces, they may be put off by a lack of knowledge, they may not have the incentive to work on the model at a given time -- the list is endless.

The trick is to link these people up with a more experienced modeler. The two then get together on a regular basis to work on their models. Club meetings and shows are ideal places for people to get in contact with each other. A short blurb in a club newsletter may also serve to get people together.

The two usually meet at the more-experienced person's place. That way, there's usually at hand a wider selection of specialized tools, a well-stocked scrapbox, existing examples of the end-product, reference materials, and other miscellaneous model-building paraphernalia. A typical schedule for such sessions is weekly or biweekly, although I've participated in work sessions which occurred much less frequently. What counts is that the schedule is comfortable for both people.

The choice of models should be something that both people are interested in. My favorite for a beginner is the Milwaukee Road composite gondola. This kit has been (more or less) continuously available over the last 20 years. Surprisingly, it has barely changed between the old Regal Kits version and the currently-available Hoquat Hobbies version. The attraction is that it can be built very simply or superdetailed to a high degree. Either way, it builds up into a nice model. This allows the novice to choose a level of detail with which he/she (both Jay and I have conducted model-building "classes" with women) is comfortable.

SHORT & EASY

by Kent L. Singer

A FLATCAR LOAD

For some time now I've been saving those plastic cores from Scotch Tape. The trouble was that, up 'til now, I could never think of anything to do with them. Fortunately, as the deadline for this column approached, I came across a box full of these cores. My mind

Over the years I've also used Kinsman freight and express reefers, PermaBilt boxcars, AF conversions, and, as a second time around, a Wisconsin Central Soo Line stock car. Most of us have some basic kit on hand of which a newcomer can still find another copy, or can order a currently-available duplicate from one of the dealers.

I have also held sessions in scratchbuilding, in one case truss-rod boxcars using Gene Walp sides. I'm currently working with somebody on some early milk-tank trailers on express flatcars (TOFCs, you might say). What really matters is that the model is something that both you and the novice would like to build and own.

Building similar or identical models is one of the keys to the system. The novice gets to see just how each step is done, learns where to plan ahead, and -- just as important -- gets to see how a more experienced person corrects or hides his/her mistakes. An appreciation is gained for what is critical (such as coupler height in relation to body-bolster height, etc.) and what is not. By seeing what is being done and asking why, the novice learns how to anticipate problems and plan for their solutions. All in all, the benefit to the novice is working with someone who has done it before and can treat it as just another project instead of a major undertaking.

The experienced person also gains. First, there is the satisfaction of passing on knowledge, helping somebody. Then there is the regularly-scheduled time to work on a model, to get off one's butt and do something. There is also the incentive to build one of those kits we all seem to accumulate. We promote S scale and support our manufacturers by building models, consuming¹ kits and materials, and showing others how to do the same.

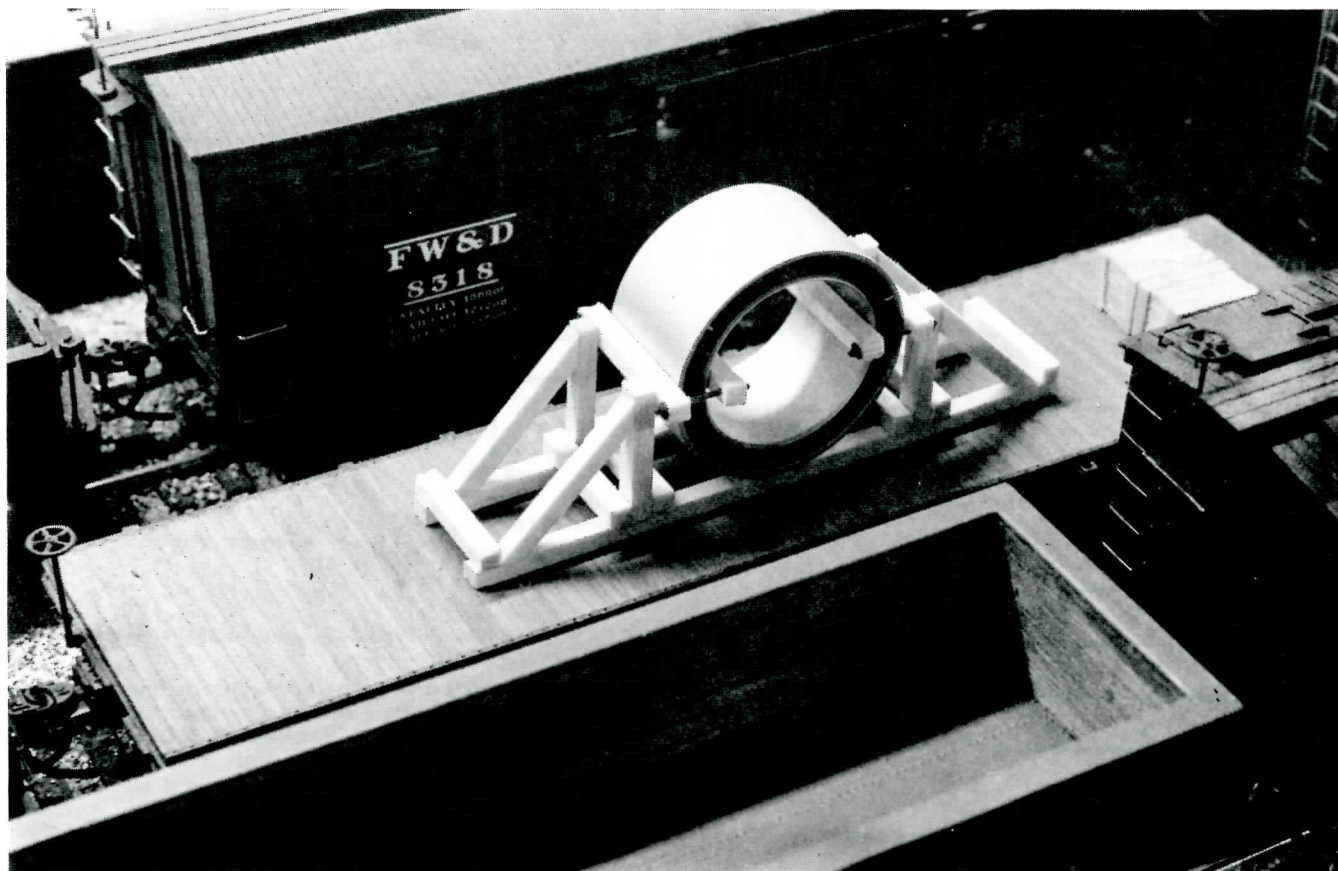
The last benefit, for both parties, is the best of all -- the fellowship! It's the friendship that forms while working on a project, getting to know each other. It especially promotes that attitude for which S scalers have been known more than any other modelers -- that of helpfulness.

¹ It is the consumption that counts. Simply buying kits and not building them means that in 1, 5, or 20 years these kits return to the market to compete for S scale hobby-budget dollars.

(never too stable to begin with) took off in a new direction and the result is this project.

The materials are typical scrapbox items: some 6"-square wood, 6" nut-bolt-washer (NBW) castings, 2"-diameter rod, and a 3/4"-wide cellophane tape core.

Start by painting the core(s) aluminum. Since I had it handy, I sprayed them with Scalecoat Aluminum, using some double-sided tape to hold them down to a piece of cardboard. (Don't for-



Kent's flatcar load is sure to catch any onlooker's eye.

get to turn them over after the paint dries and paint the other side.)

Mark the centers on the two 20'-0" beams (item 1) and locate the third and fourth (the inner two) 4'-0" crossties (item 3). This is the only really critical part. Check the spacing by seeing that the core just fits between the crossties when lying on its side. Then add the 4'-4" uprights (item 5). Next, glue on the second and fifth 4'-0" crossties to help support the uprights.

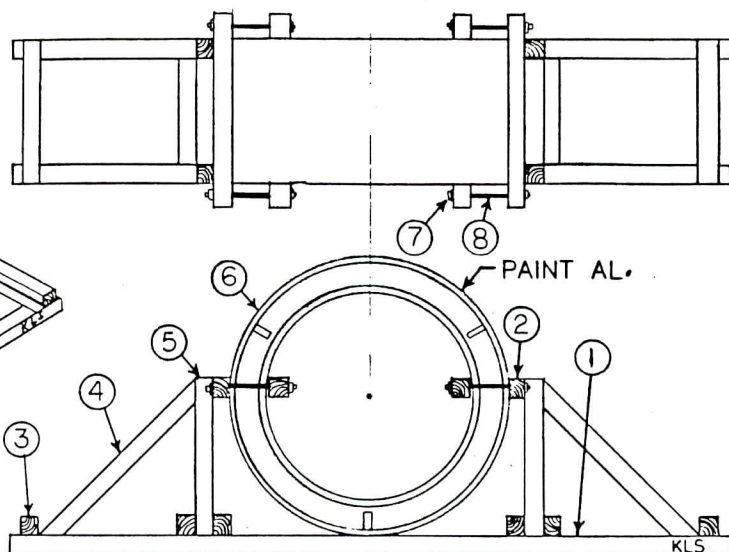
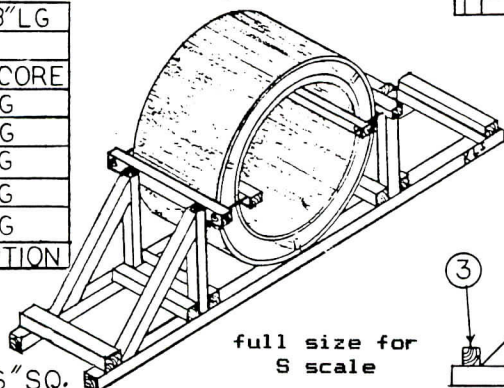
Drill through all four 5'-4" horizontal braces (item 2) with a .032" bit, 3" from each end. Then glue one of these to each pair of uprights. The 6'-0" diagonal braces (item 4) have their ends mitered on a NorthWest Short Line "Chopper". (I cut all the wood on one of these -- it's a handy tool.) Glue these on next and add the outer two 4'-0" crossties.

Finally, add the NBWs to the horizontal braces, slip the core into the assembly, and add the 2" rods (item 8) and the second pair of horizontal braces.

We are always looking for ideas for this column. If you have suggestions, or would like to do a guest column, please write to me. We can always help with the photos or sketches. The criteria are simplicity, low cost, and easy construction.

Kent Singer
105 Highland Dr.
Baldwinsville, NY 13027

8	4	2" ROD x 18" LG
7	8	6" NBW
6	1	3/4" TAPE CORE
5	4	4'-4" LG
4	4	6'-0" LG
3	6	4'-0" LG
2	4	5'-4" LG
1	2	20'-0" LG
ITEM QTY DESCRIPTION		



ITEMS 1-5: WOOD, 6" SQ.

ENGINE TERMINAL WIRING

by Dick Karnes

Ever wonder how to set up your engine storage tracks to switch locomotives like you would cars? How difficult is it for you to get that RS-2 at the end of Track 3 out to your ready-track when there are two other locomotives ahead of it and a third on the turnout from Track 2? We'll show you a simple way to do your engine-terminal wiring so such maneuvers are easy.

REQUIREMENTS

Let's assume that we want to wire the engine terminal trackage shown in Fig. 1. Tracks 1, 2, 3, and 4 hold three locomotives each. Tracks 3 and 4 are additionally the access track between the roundhouse and the main line.

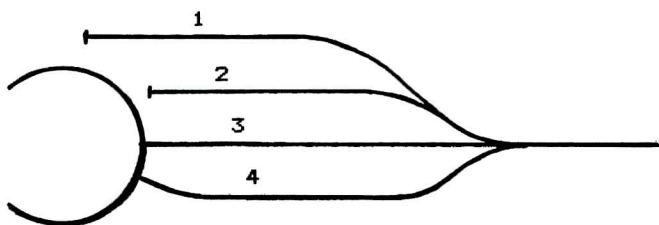


Fig. 1. Engine terminal trackage.

Our requirements are simple. We want to be able to "switch" locomotives in and out of storage tracks 1, 2, 3, and 4. We also want to be able to move locomotives off the turntable onto track 3 or 4 without every other locomotive on that track moving at the same time. And we want to do all of this without having to worry about a bunch of toggles and without having to push more than one button at a time.

SOLUTION

We divide each track into three storage blocks as shown in Figure 2. We can let each turn-

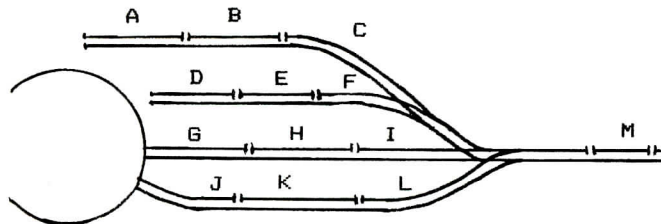


Fig. 2. Arrangement of electrical blocks.



out's switch-machine contacts control blocks C, F, I, and L immediately adjacent to the turnouts (see Vol. X no. 2, pg. 11). We control the remaining two blocks on each track with one normally-closed pushbutton and one normally-open pushbutton (see Figure 3). The

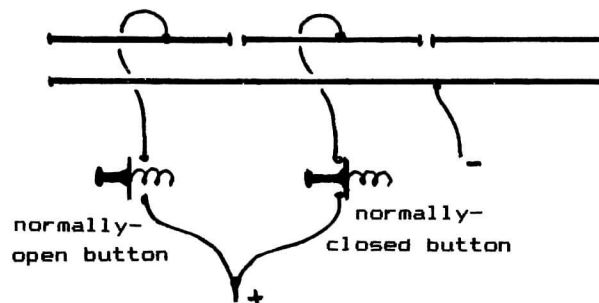


Fig. 3. Typical pushbutton wiring.

normally-closed pushbuttons will control blocks B, E, H, and K; the normally-open pushbuttons control blocks A, D, G, and J. In addition, the terminal lead track has a single block M controlled by a standard on-off toggle switch. Note that a common-rail system is used here, wherein we need to gap only one rail rather than both.

Now let's see how this works. If we have a locomotive on the terminal lead and want to put it in track 1 which is empty, we throw the turnouts to track 1, push the button energizing block A, and run the locomotive all the way in. With our finger off the button, the locomotive won't move.

Now let's say we have another locomotive that has just come from the roundhouse waiting in block G, and we want to store it in Track 1 also. Push the button for block G, run the locomotive onto the terminal lead, set the turnouts for track 1, and back the locomotive into Track 1's block B. No track-1 buttons need be pushed for this operation.

If we want to put a third locomotive in track 1, we just push the button for block B (to turn it off) while we back the locomotive in.

The toggle-block on the terminal lead is to allow for holding a locomotive there while switching another one in and out of the storage blocks.

Note that no locomotive will move no matter what storage-block button is pushed unless the terminal throat turnouts are set for the desired storage track. This built-in safety feature prevents derailments and short-circuits.

One final note: Just as conventional yards need a make-up track without stored cars, flexible engine-terminal operation requires at least one track to be clear of stored locomotives. Otherwise, you will find locomotive switching to be more like solving Rubik's Cube than having railroading fun.

THE CENTRAL JERSEY "S" SCALERS PRESENTS



THE 17th ANNUAL

NASG NATIONAL CONVENTION

JULY 7-10, 1988

**THE HYATT REGENCY HOTEL,
NEW BRUNSWICK, NJ 08901**

INTRODUCTION

As the host club, The Central Jersey "S" Scalpers welcomes everyone to join us at this year's annual NASG "S" Gauge National Convention.

LOCATION

THE HYATT REGENCY HOTEL

2 ALBANY ST.

NEW BRUNSWICK, N.J. 08901

201-873-1234

Room Rates \$59 (up to four occupants)

MODULAR LAYOUT

Over 4 scale miles of modules running scale, highrail, **American Flyer** and narrow gauge. If you would like to bring a module to our convention contact:

Don DeWitt, Module Coordinator

37 Snow Dr.

Mahwah, NJ. 07430

The deadline for requests to bring modules is March 1st. Modules should be to the NASG **S-MOD SYSTEM**. If you are not able to bring a module, you can still be a part of the operations. Prizes will be awarded to the top three selected in the peoples choice award and the module coming from the furthest distance. Commemorative plaques will be given to all modules that participate in this event.

MODEL CONTEST

This year's model contest will feature sponsors for many of the categories with **PRIZES** for all winning models. Some of the sponsors and prizes for the contest are; Lehigh Valley Models (complete Mine kit), Hoquat Hobbies (3 Gift certificates), Amity Star (freight car kit), Train Stuff (passenger kit), Tomar Industries (drum head kit), SSL&S (brass loco kit), Southwind, Huff & Puff, Down's Model Railroad Company (Ace), Finest-kind and the list is still growing. See a list of all the classes, sponsors and prizes in the next **Dispatch**.

EXHIBITS

The modules and manufacturers will share a 150' by 75' convention hall. Meet many S dealers both Flyer and Scale, brass importers and S manufacturers. See prototype transit displays by Amtrak, Metro North, NJ Transit, Path, NYC Transit Museum, etc.

CLINICS

Over Twenty clinics and workshops will be presented by famous model builders, collectors, manufacturers and rail fans. We have commitments from Bill Schaumburg, editor of **RMC**, Mike Braga of **Lionel**, Sam Powell, Stan Stockrocki, John Bortz, Jettie Padgett, Claude Wade, Dick Cataldi, Don DeWitt, Tom Boldt and many more.

SPOUSE PROGRAMS

Featuring a full schedule starting with a get acquainted luncheon on Thursday afternoon, a Chinese Auction, Go Shopping Bingo, clinics, workshops, tours and a hospitality suite are in the works.

TOURS-INCLUDED

Strausburg - Deluxe Air Conditioned Motor coach to the Pennsylvania RR Museum, TCA Museum and Strausburg R.R. (travel time approx 2 hrs each way).

Flemington-Deluxe Air Conditioned Motor coach to Turntable Junction's 88 shops and discount centers. Also all day use of Black River & Western Railroad's doodlebug (ex PRR 4666). Travel time approx 45 min.

TOURS-EXTRA FARE

NJ Transit Meadow Shops in Kearny N.J. These are the newest passenger car and locomotive (both diesel and electric) shops in the country. We'll also tour the recently restored Newark's Penn Station and the Newark City Subway with its ex-Minneapolis-St. Paul PCC's. (Tentatively planned)

New York City by Deluxe Air Conditioned Motor coach and ferry. See Statue of Liberty (boat ride included), South Street Seaport Museum, World Trade Center, Wall Street, etc..

S SWAP MEET

We have planned the biggest S ONLY Swap Meet in the East. We have over sixty reserved tables for Dealers to sell American Flyer, S Scale, Highrail, Narrow Gauge and any other 3/16th model items.

LAYOUT TOURS

Many local layouts have been scheduled, including **The Model Railroad Club** of Union, NJ.

SCHEDULE

WEDNESDAY, JULY 6

NOON MODULE SET UP-EXPO HALL
7-9PM EARLY BIRD REGISTRATION

THURSDAY, JULY 7

8AM MODULE AND MANUFACTURER SET UP
10AM BRUNCH FOR HELPERS
NOON REGISTRATION OPENS
1PM FAN TRIP LEAVING TO MEADOW YARD
1PM SPOUSE PROGRAM LUNCHEON
5-7PM SUPPER
6-11PM MANUFACTURER AND MODULE
ROOM OPEN-EXPO HALL
7-10PM CONTEST ROOM OPEN-TRACK 3
7PM SPOUSE CLINIC
7-9PM CLINICS
8PM CHINESE AUCTION

FRIDAY, JULY 8

9AM REGISTRATION
9AM FAN TRIP LEAVING FOR STRASBURG, PA
10AM FAN TRIP LEAVING FOR BLACK RIVER &
WESTERN RR
12-1PM LUNCH
6-11PM MANUFACTURER AND MODULE ROOMS
OPEN-EXPO HALL
5-7PM SUPPER
7-10PM SPOUSE CLINIC
7-9PM CLINICS
7-10PM CONTEST ROOM OPEN-TRACK 3
8PM NASG BOT MEETING-BOARD ROOM

SATURDAY, JULY 9

8AM REGISTRATION AND DEALER SET UP
9-5PM S SWAP MEET, MANUFACTURER AND
MODULE ROOM OPEN
9-12 CLINICS
9AM TOUR LEAVING FOR NEW YORK CITY
9-12 CONTEST ROOM OPEN
12-1 PM LUNCH
1PM JUDGING IN CONTEST ROOM
1-4PM CLINICS
6PM PRE-BANQUET HOUR
7PM BANQUET-REGENCY BALL ROOM
9PM MODULE AND MANUFACTURER ROOM
OPEN-EXPO HALL
9PM GO SHOPPING BINGO
10-12PM AUCTION-REGENCY BALL ROOM

SUNDAY, JULY 10

8AM MANUFACTURER AND MODULE REMOVAL
EXPO HALL
10AM NASG GENERAL BUSINESS MEETING
NOON LAYOUT TOURS

DIRECTIONS

AUTOMOBILE

FROM NORTH: Go South on New Jersey Turnpike to Interchange 9 (New Brunswick). Take Route 18 North to Route 27 South (Princeton). At the first traffic light turn left. The large white building on the left is the Hotel. Free parking is available at the second left in their parking deck.

FROM SOUTH: Go East on Pennsylvania Turnpike to where it joins the New Jersey Turnpike at Interchange 6. Follow the New Jersey Turnpike to interchange 9 (New Brunswick). Take Route 18 North to Route 27 South (Princeton). At the first traffic light turn left. The large white building on the left is the Hotel. Free parking is available at the second left in their parking deck.

RAILROAD

AMTRAK: If your train does not stop at New Brunswick Station, change trains for NJ Transit at Trenton (South) or Newark (North). Take NJ Transit to New Brunswick Station. The Hotel is two blocks North on Albany St.

NJ TRANSIT: The Northeast Corridor line will take you to New Brunswick Station. Trains run every hour and during rush hour every few minutes. The Hotel is two blocks North on Albany St.

AIRPLANE

FROM NEWARK AIRPORT: Take NJ Transit Airlink (\$3) to Penn Station in Newark. Take the Northeast Corridor trains to New Brunswick (\$3.90). The Hotel is two blocks North on Albany St.

INFORMATION

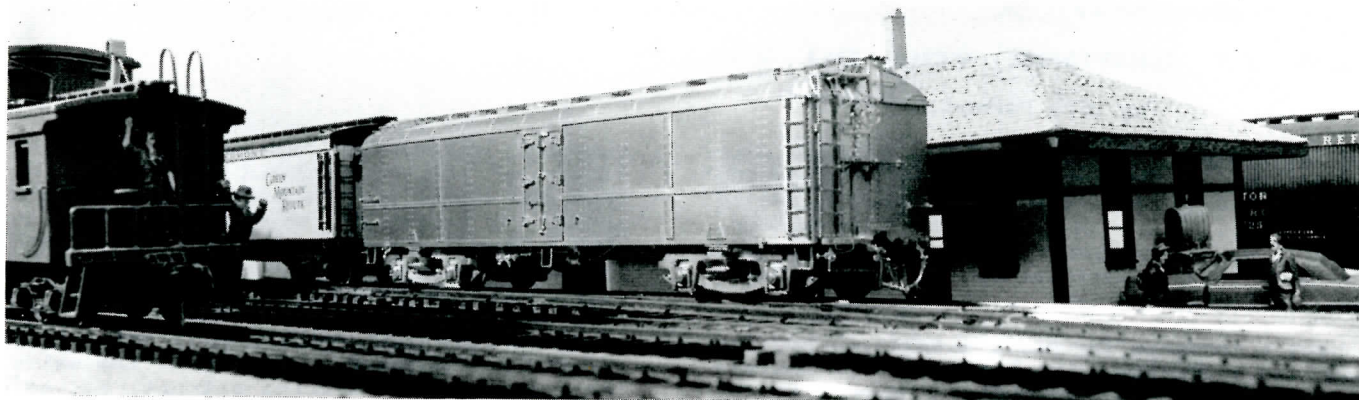
For additional information concerning this convention, please contact:

Roger Webster
71 Whispering Pines Dr.
Lincroft, NJ 07738

REGISTRATION FORM

(Please fill in ALL Applicable information)

WED	THR	FRI	SAT	SUN
6	7	8	9	10



Southwind's Pennsylvania Railroad R50B express refrigerator car is a fine example of metalworking art.

REVIEWER'S WORKBENCH

Pennsylvania R50B Express Refrigerator Car
(Southwind Models, P.O. Box 9293, Plant City,
FL 33566, \$110.)

I'm not really a Pennsy fan, but I have a fondness for unusual passenger train head-end equipment, so I just had to have one of these cars. Its distinctive roofline and thoroughly Pennsy trucks set it apart from all other reefers. The model, made by Daiyang of Korea, looks impressive right out of the box. The all-brass car is cleanly assembled from the usual sheet and formed shapes, with an abundance of lost-wax brass castings specially made for this particular car. The metalwork is outstanding. The rivets are embossed, not photoengraved, so each rivet head is rounded rather than flat. Roof panel overlap seams are also correctly done -- neither scribed nor raised lines, but actually offset. The standard PRR four-wheel passenger-style drop-equalizer outside-bearing sprung trucks, complete with brake shoes and end beams, are beautiful. (These trucks, correct for PRR P-70 coaches, are also available separately.) Caution: The wheels are gauged for the "old" (1960-1970 era) NMRA standard.

The original version of the reefer appears in the 1940 Car Builders' Cyclopedic. It was apparently built for on-line service only, as it has no ladders at the ends of the sides, the end ladders are on the right side of the ends, and the brake wheel is mounted low on the end. This configuration is incompatible with interchange requirements. The model represents a modernized version. It has roller-bearing journals (rather than plain), interchange-compatible ladder and brake-wheel placement, high brake-wheel mounting, body reinforcement, and various detail changes. Only one minor detail flaw is apparent. The stirrup steps beneath the side doors should be attached to the outside, rather than the inside, of the side sill. The tops of these steps in fact have the necessary rivet detail.

Getting the car ready to actually run required some work. Out of the box, it consistently derailed when pushed by hand. An eye-ball check showed that one truck's sideframes were skewed. This was easily fixed by twisting the

sheet-metal truck bolster, but that did not solve the problem. The real difficulty was lack of squareness precision in factory assembly of this particular specimen. One of the truck kingpin mounts was laterally about ten degrees out of perpendicular with respect to the floor; this contributed substantially to the tracking problem. I rounded the bolster-contact surface of this kingpin mount and reattached the truck without the kingpin spring so the truck could rock freely from side to side. (I retained the kingpin spring on the other truck.) This produced excellent tracking of the underframe-truck subassembly.

I then turned the carbody upside down and sighted across the bottoms of the sides. The carbody was twisted by about 1/8" from end to end. This had to be fixed, or else the floor would just assume a warped shape again when reattached to the carbody. Very careful hand-twisting squared up the body. A few swipes with a file on diagonally opposite corners of the floor were then required in order for the floor to fit, and after reassembly the skewness was impossible to detect.

The coupler mounting pads came drilled and tapped for Kadee S scale couplers. Mating machine screws are included with the model. However, about 1/8" had to be removed from each end of the center sill to provide enough room for the coupler draft gear box. I used a Dremel motor tool with an abrasive cutoff disc for this. A bit of train-line piping also had to be removed from one end where it crossed over the centerline next to the end of the center sill. An alternate fix would be to remove the rear 1/8" from each coupler draft gear box, but the train line segment would still have to be removed. Some "readjustment" (creative bending) of the three air and heater hoses surrounding the coupler was necessary to permit adequate space for the coupler to function.

All of these adjustments, including coupler installation, were completed during a two-hour TV-watching session. I consider the Southwind R50B to be an excellent value. Buy one or two -- you'll love them.

-- Dick Karnes

KITBASHING:

SEE IT BEFORE YOU DO IT

by Dick Karnes

Ask an inveterate kitbasher how he knew what to do and you'll probably get a frustrating answer like "I just did what looked right to me." Well, this old kitbasher (AF-basher, really) uses some basic paper-doll techniques to help this visualization process. Maybe they will help you too.

I have a fondness for heavy electrics, and the American prototypes for these did not include the look I wanted. However, I knew I wanted two pantographs, four two-axle power trucks as found underneath Virginian's gigantic GE jobs, cabs on both ends like the New Haven recifier electric, and nose contouring like a UP turbine -- sort of like an Alco FA diesel, except more rounded.

I also knew that all of this had to be put together with available parts if I wanted to finish in my lifetime! So, I resolved to see what I could do with some junk AF Alco PA bodies, a plastic pill jar from the local drug store (for the rounded noses), Walthers O-scale "short" pantographs, siding from an old Plasticville interlocking tower (for louvers), and Locomotive Workshop Alco RS-1 sideframes.

The next step was to locate S scale plans for the PA and the RS-1. These were found in an old Herald and the May 1969 Model Railroader respectively. (Most published locomotive plans are already in S scale.) A trip to the office electrostatic copier (Xerox or equivalent) armed me with several copies of each plan. I did the Alco on 11"x 17" paper because I figured I was going after a long locomotive and might need the extra space. (I was right.)

Then I literally played paper-dolls. I cut out four copies of the RS-1 trucks, two Alco bodies without the noses, and two separate noses (cut from the bodies just behind the cab doors). One nose was shortened by three scale feet (to match the FA's nose length). The other nose was thrown away -- it was facing the wrong direction! To get the left-facing nose, I turned the right-facing nose over, taped it and a plain-paper overlay to a window pane, and traced the outline against the sunlight.

Then I decided what to do on the basis of what fit as well as what looked good. Of course,

overall wheelbase determined the minimum length of the locomotive. My desire for a door and steps in the center of the carbody spread the second and third trucks apart somewhat. Then I amputated the forward portion of one of the Alco bodies just forward of the center door and placed that door right over the center of the line-up of the four trucks. Looked pretty good, extending to the left over the trucks, although a portion of the skirt by the door (partly covering a truck) had to go. Next, I positioned the traced nose over the left-most truck so that it overlapped the body.

Then I repeated the process for the right half of the body. Not bad. However, the body still looked like an Alco PA because of those darned radiator shutters. I decided to delete the shutters by overlaying box-cab-style louvers. Now it looked right!

The only remaining task was to locate the pantographs. For this, the roof had to be recessed to the top of the sides in order to provide the proper locked-down pantograph clearance.

I made a separate line drawing of the side view of a pantograph (just a simple five-sided

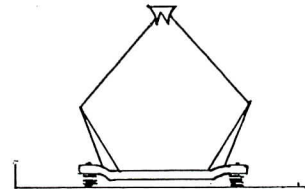


Figure 1. This simplified pantograph overlay allows several pantograph positions to be examined.

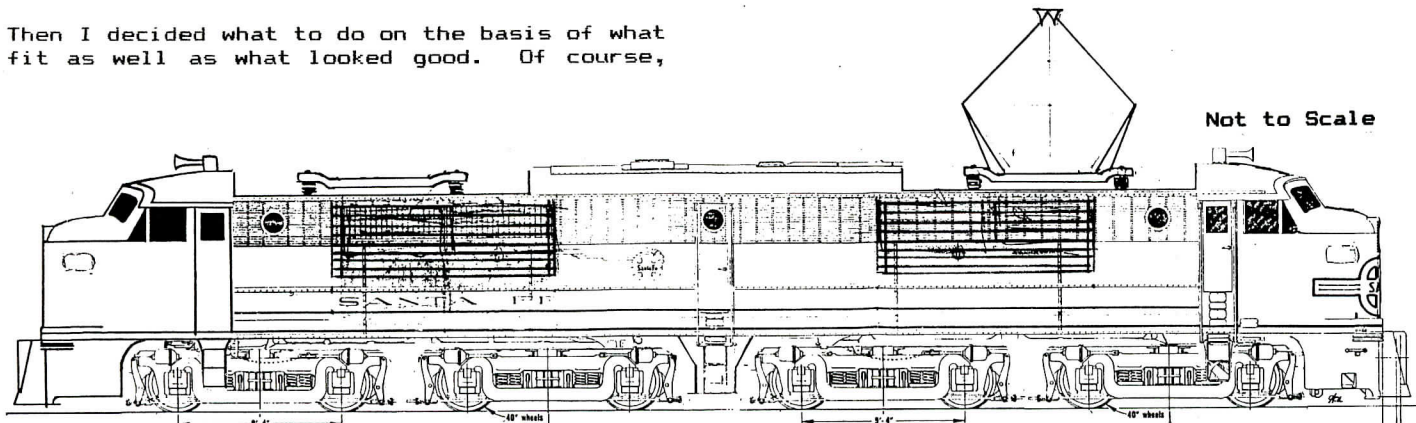


Figure 2. The finished "paper-doll" locomotive.



Here's the finished model. Compare it to the "paper-doll." The only major differences are the extended pilots, which in turn lengthen the center skirts.

diamond turned upside-down) sitting in a roof recess (like a sardine tin) just long enough to accommodate the pantograph in the locked-down position (Figure 1). Of course, the Xerox furnished a copy of this too. Now I simply slid these pantograph cutouts along the top of the body side until their positions looked okay to me. It turned out that, to my eye, they looked best when the roof cutout began exactly at the rear of the cab door. The portion of the original roof outline remaining in the center of the locomotive was permitted to stay. We can probably assume that some resistor grids are hidden by this roof shrouding.

Figure 2 shows the finished paper-doll locomotive.

POSTSCRIPT

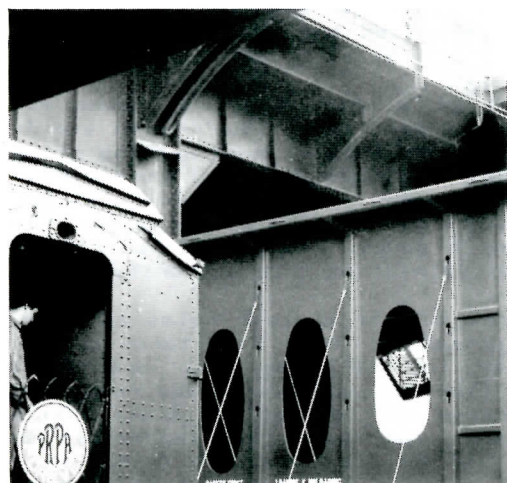
This was not intended to be a construction article. However, for those who are curious, here is a description of the running gear.

The two frames are built up of sheet brass and brass shapes. Each is shaped somewhat like a shoe-sole to minimize the frame overhang at the center of the unit when on a curve. Power

is supplied by two Cascade Models GP-7-style units with the largest Sagami motor powering each end truck. The center trucks are fitted with Cascade's Alco FA-type drive tubes and gearboxes, and are powered from the end trucks via flexible neoprene tubing in tandem with single sliding ball joints from Hobbytown. The two separate mechanisms are synchronized via a Hobbytown universal shaft connecting the two center-truck drive shafts. Thus, all 16 wheels are powered.

The trucks are attached to the frames so as to provide full equalization. In turn, attachment of the frames to the body is designed to provide three-point frame equalization for trouble-free operation through uneven or superelevated track.

All wiring is done through "Jones plugs" whose mates are located in the locomotive body center section. A three-way slide switch, concealed between the short center skirts, enables the locomotive to be set for 2-rail pickup or overhead pickup in conjunction with either the left-hand or right-hand rail as the common power return. The two powered chassis can be completely removed from the carbody and electrically connected through their own Jones plugs for bench testing without the carbody.



Contrasts in steel at Portland (OR) Union Station.

Member Larry Sokol and son Max posing with the Portland MAX trolley.



Dick Karnes

THE NASG STORY:

A History

By Bob Jackson

ERRATA:

Bill Fraley wrote to correct an error in the last installment (Vol. X no. 2, June 1987). He reminded us that Tommy Riddle and Chuck Porter started the NASG copy service sometime in 1972. On request, they provided members copies of S Gauge Herald and Slim Gauge News articles. In 1974, Fraley visited Ed Schumacher to see his layout. Ed asked Bill if he would be interested in providing some relief for Chuck by accepting the responsibility for the copy service. Bill agreed, whereupon Chuck sent him the copy service material. Bill recoded the six pages of information and produced a new copy service catalog. The last edition was dated 2/75. Bill notes that the service saw reasonable activity for the next five or six years and then tapered off until it was essentially unused by 1983.

INCORPORATION

As we saw earlier, by the end of 1973 the NASG — had undergone a resurrection. A mere three years earlier it seemed mortally wounded. Many had bailed out. Many had thought that the NASG was largely irrelevant and did not count for much. But by the end of 1973 much of that mood had dissipated and membership had risen to its highest point ever.

Curiously, the resurrected organization was very like the one that had earlier teetered on the brink of demise. Very few fundamental changes had occurred. Although many additional services had been tried (or-retried), few succeeded. All consumed precious resources and almost none paid for themselves. The circuits remained the principal offering of the NASG to its members. The voice of the organization was still a column in the back pages of the bi-monthly S Gauge Herald. Moreover, the concept of the NASG as the sanctioning body for official meets, established at the 1970 NESGA meeting in Hershey and consolidated by the first national convention at Kansas City in 1972, was blurred by a series of NESGA events sanctioned as dual purpose meets. The second "pure" NASG convention did not occur until 1975, hosted by the Chicagoland S Gauge Association in Elk Grove Village, Illinois.

Most important, the NASG was still saddled with a dues structure which could not provide the funds for either basic services or major initiatives. There was no hope of major advertisement of the NASG, let alone S gauge. There could be no brass import project. There could not be a newsletter. Indeed, there was not even sufficient funding for a mass mailing to the entire membership. Thus, the NASG was totally dependent on the Herald to communicate to the membership. Ironically, without the means for mass mailing, the NASG could not even update its membership files and thus did not really know who its members were.

What had been clear to Schumacher, his lieutenants, and a few others for some time became

increasingly clear to the general membership. Fundamental change had to occur. The final four years of Schumacher's tenure were devoted to this change.

Social change, even on so small a scale as within an organization like the NASG, never comes easily; a price is always paid. Neither does it come straightforwardly in neat logical little steps. What follows is an account of the major changes in the perspective of the time but with no attempt to link them in a logical sequence. An account of the price will come later.

The Seeds of Change

Actually the seeds of change had been planted back in 1969 when, as we saw earlier, Mobley asked Schumacher to come up with a new set of contest rules. Schumacher had turned to Dick Cataldi who, with Jon Watson, devised a well-received contest with new events for the PVSGA-hosted NESGA meet in Alexandria. Cataldi codified those rules, which were printed in the Spring 1971 Herald. They were the first set of printed S gauge contest rules, and they were used at the 1971 NESGA convention in Syracuse.

We have previously noted that the development of the contest rules together with the sanctioning of official meetings were a benchmark clearly indicating the determination of the NASG to become the authoritative voice for S gauge. The process, of course, took some time. The contest rules themselves were further revised by Cataldi in October 1972 and published in the March-April 1973 S Gauge Herald. A further revision was made in March 1974.

Interestingly, one of the principal concerns that lead to the development of NASG contest rules was that the NMRA rules did not provide for a situation in which tinplate and hi-rail played so big a part. The newly added events were developed to acknowledge this and were intended to promote model-building by all types of S gaugers, unlike the NMRA where the contest is principally aimed at the top craftsmen. Thus the 1969/1971 NASG rules were farthest from the NMRA rules. However, revisions became necessary to avoid misinterpretation of the intent of the rules. As these occurred the rules (but not the events) procedurally came to resemble the NMRA rules more closely and permitted the use of NMRA-qualified judges.

Establishment of a uniform set of rules was important in its own right. Such rules avoided the previous problems of each hosting group modifying the NMRA rules to local conditions. But the greater importance of these rules lay in the emergence of the NASG as the authoritative body for S gauge. Each revision of the contest rules reinforced this authority.

The importance of the contest rules as rules per se was obvious. Their importance to the maturation of the NASG was also understood even at the time. Less obvious and requiring the perspective of time was the significance of these events for the future leadership of the NASG. The efforts showcased Dick Cataldi's special talents and were a harbinger of

the dominance that the Potomac Valley S Gauge Association was to assume. For more than 15 years the PVSGB provided the top NASG leaders.

Standards

Of all that took place during the mid-'70s, nothing validated the NASG as the undisputed representative of S gauge as completely as the establishing of S scale standards. Like everything else in the NASG, achievement of this status was difficult and somewhat costly.

To understand the significance of the achievement, it is helpful to review the history of standards used in S gauge.

As usual, reference to American Flyer must be made. Obviously A. C. Gilbert Co. made Flyer wheelsets and trackage to its own proprietary standards which were appropriate for toy-train operation. These standards had no bearing on the development of S scale standards and they probably had no bearing on the NMRA T-13 hi-rail standards. Indeed, it seems most unlikely that any S gauger ever modeled to T-13 standards. However, A. C. Gilbert's proprietary standards did have an impact on the development of S Hirail standards. Many hirailers simply altered AF wheels to reduce their massive flanges. Some also reduced the tread thickness. Such wheels were then regauged to some personal standard which worked. However, an important objective of standardization is the interchange of equipment from pike to pike. Personal standards rarely permit such interchange to occur. While interest in this goal was highest among the scalers, it was also present in the hirailers. Although hirail wheelsets had been produced since the immediate post-war era by several companies (Rex, Miller, Nixon, as well as others) these were not made to any generally-accepted standard. The development of a specific set of hirail standards was essentially a solo effort by Ed Schumacher. They were adopted by ACE Model Railroad Equipment Company and were the basis for the many hirail wheelsets and trucks produced by that company.

Although it was generally thought that the NMRA S3 and S4 standards which existed in the 1960s were the result of scaling up HO standards, Barney Daehler pointed out that Ed Packard was using standards very similar to those NMRA standards in his production of C-D gauge engines. Thus it appears possible that the NMRA S3 and S4 actually go back to the late 1930s. HO gauge did not become dominant until well after World War II. Before that, O gauge was king. Thus, it may be that S3 and S4 were influenced by O scale, although O was in some turmoil itself over whether to use 17/64" or 1/4" scale.

The need to develop better standards for S scale had several roots. Code 125 rail, which was regarded as standard for S scale, was expensive and becoming difficult to obtain in the 1960s. It had not yet become widely accepted for use in O scale, and since there were only a few hundred S scalers at best, many of whom used code 148 rail, the demand for code 125 was low. Consequently, its production fell off. Moreover, S scalers were beginning to experiment with code 100 rail, reducing demand even further. Another factor was that S4 wheelsets were no longer being made¹.

Ironically though, the most compelling development was the increasing use of an HO scale item, namely the Kadee coupler, in S scale operation. The Kadee, a bit large for HO and a bit small for S, provided a vast visual improvement over the gigantic American Flyer coupler. Moreover, it was leagues ahead of other couplers in terms of operational reliability. The use of the HO Kadee in S scale probably began in the late fifties or very early sixties. Its acceptance was accelerated when John Bortz adapted the Kadee by replacing the gladhand with a longer version better suited to automatic uncoupling in S scale. Bortz produced the modified Kadee as a commercial venture, and it rather rapidly became the accepted standard in S scale railroading. By the early 1970s few S scalers used anything else.

However, unless track and equipment were maintained to very close tolerances, the Kadees could slip by each other when coupling was attempted. Track gauge, back-to-back wheel gauge, and bolster pin clearance contributed to the problem, but the slop between the truck sideframes and the axle ends was generally regarded that the chief culprit. This permitted the car ends to be far out of alignment with each other.

There was a lively debate over what to do to cure those ills. Some argued that simply shimming the axles to diminish the play was all that was required. This seemed to work for some. Others argued that S scalers should just model to higher standards which would eliminate the problems. It became clear, however, that for most S scalers the NMRA standards simply were too crude at too many points for simple adjustments to solve all problems. For example, maintaining wheel spacing at the maximum allowable very often increased problems at turnouts. Thus the sentiment for changes grew.

Nevertheless, by the early 1970s there was no clear consensus on the matter. Some long-time S scalers like Jesse Bennett were strongly opposed to any change, arguing that changes would put existing S scalers out of business. Jesse himself modeled to higher standards than the average S scaler. Despite that, he lobbied hard through the Finescale Circuit and through correspondence with other S scalers and the NMRA engineering committee against changing the S3 and S4 standards. At the other end of the spectrum was Ron Whaley who modeled in 1/64 AAR standards -- an exact-scale reproduction of the prototype. (Ron may well be the only Proto-64 modeler in existence.) Whaley did not propose that 1/64 AAR become the official standard for all S scalers. He did, however, call for a graded sequence of standards with each successive standard coming closer to the perfect 1/64 reduction. He also argued vigorously against "paper engineering" where individuals proposed a set of standards from completely untested calculations. He called for rigorous testing before the adoption of standards. This thinking undoubtedly had its effect in the testing that later ensued. In between these poles were people like Barney Daehler who proposed the use of Code 110 standards for S scale. Daehler had begun his S scale modeling in 1/64 AAR but concluded that it required that all construction be to such exacting standards that it was not generally

practical. (As an example, Ron Whaley silver-solders all of his rail joints and meticulously adjusts all of his trucks and locos to effect perfect equalization.) Daehler shifted to code 110, arguing that since it had become the accepted standard in HO it should function even better in S. Daehler presented his views in both the NMRA Bulletin and the Herald.

During the 1970s two sets of events involved the development of S scale standards, those within the NMRA and those within the NASG. Some of the same people were involved in both sets of activities but, in general, the action within the NMRA was cautious and conservative and happened far too slowly to satisfy the need as seen within the NASG.

Schumacher, responding to the building pressure within the NASG, appointed Bob Campbell as the first NASG Standards Director. Campbell had been Circuits director earlier and was also an NMRA member. Ed charged him with surveying the scene and making a summary report and proposal for further examination by the NASG. He made such a report which was presented in the Summer 1972 Herald. However, Campbell had difficulty with the NMRA in establishing his qualifications to comment on such technical matters as standards. Bob had built and operated a modest interurban layout which in the eyes of many, including some S gaugers, did not give him the background and experience to assess the general standards. Such standards are usually regarded as reflective of heavy mainline operation. Campbell resigned as Standards Director, and Schumacher appointed Jim Peters as his replacement in mid-1972.

Peters was not only a model railroader, but also a real railroad man and had a better time of it than did Campbell. In early 1974, Barney Daehler was appointed Engineering Committee Chairman in the NMRA, and very shortly thereafter he appointed Peters as the S scale Standards Committee chairman. In fact, Daehler had considered several S gaugers for the position. These included Ron Whaley, Dick Cataldi, and Del Amerine in addition to Peters. Barney had particularly explored Whaley's interest, but Ron rejected the idea and eventually Daehler settled on Peters. Thus Peters occupied the same position in both organizations, and it was widely anticipated that he would be able to effect peace and cooperation. It did not work out that way.

Peters, working with the proposal originally made by Campbell, felt the sense of urgency that existed in the NASG. Moreover, the environment within the NASG was heavily influenced by the fact that there had been no NMRA S Standards chairman for some three years before Peters had been appointed. The NASG simply did not trust the motives of the NMRA. Thus, when Daehler's cautious approach became evident, many S gaugers tended to take a dim view of it; some felt betrayed by one of their own. Daehler believed that what the NASG wanted was too radical a change from S3 and S4. He proposed that S3 and S4 be left as is and that the changes proposed by the NASG be made "Recommended Practices" (RPs). If after a few years of use they proved out, they could replace S3 and S4. This was not an acceptable approach to the NASG.

Given what was interpreted as non-responsiveness by the NMRA, Schumacher gave Peters the green board to proceed with a testing program to validate the proposed NASG standards.

Peters set about making scores of wheel sets to the proposed standards and installing these in trucks made by the various manufacturers of the period. In some instances he also reworked the trucks to reduce sideplay and in others he narrowed the truck frames to a more prototypical thickness. In the end he produced multiple sets of trucks that provided a controlled comparison of the proposed standards with the older standards. The trucks also permitted the controlled examination of the effect of reworking the trucks.

These trucks were then distributed to S gaugers around the continent who were requested to use them in a variety of ways under many different conditions, and then to report the results back to Peters. This testing program took place over approximately a two-year period. Though there were a few dissenters, a clear majority of the testers strongly favored the new standards.

Near the end of this testing period a further test took place. An S scale steam loco was built to the proposed NASG standards. This loco was a B&O T-36 class 4-8-2 built by Tom Beresford². Dick Cataldi donated some Nord parts, Jim Peters donated some others, and the remaining parts were purchased with NASG funds from S Scale Locomotive and Supply. Upon completion, the T-36 was numbered NASG 5567 and was sent to and operated on a number of S scale pikes around the continent. The locomotive was considered a rousing success. It had, for example, successfully backed through a double slip switch on Dick Arthur's layout at 100 scale miles per hour.

Given NASG 5567's stunning success and the general success of the truck testing, approval of the proposed standards was assured. Thus, in December 1976, the NASG Board of Trustees approved the new standards. More chapters to the S scale standards story were to be written in the following decade, but by the end of 1976 it was no longer debatable who authoritatively spoke for S gauge.

Meanwhile, during the same period under Barney Daehler's guidance, the NMRA had moved in its own groove. Standards had been developed for Sn3. Changes had been made to RP12.2, 24.1 and 24.3 in regard to S scale and S finescale. The NMRA paid scant attention to the NASG activities, and S3 and S4 remained unchanged. The two organizations had never been farther apart.

Breaking Away

Without question the single most important event of the mid-70s was the legal formalization of the National Association of S Gaugers.

On March 4, 1976, NASG Inc., a non-profit corporation was legally established in the state of New York. Incorporation was the end result of a long struggle for self-realization which the organization had gone through since the early '60s. Claude Wade first responded to

the need for further organization by creating the Director's Circuit. Russ Mobley completed the more formal organization scheme which Bernie Thomas had only partially implemented at the time of his death. However, Russ' effort was crippled by too few real contributors to the management of the NASG. Had help been forthcoming, it is possible that there might have been no need for an NASG Inc.

Ed Schumacher pushed formal organization still further. However, his scheme differed from Mobley's in one important way. He introduced the concept of an Advisory Council, separate from the Board of Trustees. This provided both a means of spreading the management burden and access to others' energy and insight. Ed had the good fortune of acquiring several first-rate lieutenants to share the management burden.

Given Schumacher's success in the first half of his stewardship, why was there interest in creating a new NASG? Was success not enough? Actually, what had begun in the early '70s and became manifest in the mid-'70s was a struggle for the very soul of the NASG. While the arguments took various forms, they all came down to whether the NASG would continue to be the "shoebox" operation, as Schumacher called it, or whether it would become a shaping force for S gauge.

Nearly everyone could be placed in either of two camps: conservatives saw little reason to consider changes; those who were more visionary strongly felt the need for a more activist role for the NASG. But action requires resources, principally money and human effort. While there were increasing amounts of the latter, money, as always, was in short supply.

For those who wanted the NASG to take a more active role, the situation was increasingly intolerable. They insisted that the lifetime membership needed to be scuttled and replaced by annual dues. However, they met strong resistance from those who reminded them that a lifetime membership meant exactly what it said. The latter group argued that life members could not be required to pay annual dues. Since at that time all members had lifetime memberships, only new members could be charged annual dues. The result would obviously have been unacceptable. The NASG once again moved into a period of intense internal debate.

However, unlike in Mobley's days, there was not merely a single soul to act as the lightning rod for discontent. Additionally, no conservatives had important positions in the NASG under Schumacher. Thus, they were hampered in their efforts at lobbying for their views. Moreover, activism had begun to carry the day. More and more members became convinced that redirection of the NASG was essential. Hence, the debate, although often fierce, never became debilitating to the organization.

The logic of lifetime membership could not be avoided. It meant what it said, and was therefore a box from which there was no escape. There was no satisfactory solution to the problem from inside the NASG. The only solution available was to walk away from the NASG and found a new organization. Thus, incorporation was not the inevitable consequence of years of development, as some argued. Instead, it was nothing less than a putting to

death of the old NASG in order to be free of the confinement of the lifetime membership.

The decision to incorporate was reached slowly and evolved throughout most of 1974. By the beginning of 1975, Ed Schumacher could confidently announce in the Jan.-Feb. Herald that in the near future the lifetime dues would be replaced by a modest annual dues. Ironically, even as he made the announcement he found it necessary to plead for an increase in the number of participating members in order to raise more revenue.

With the decision having been reached, Ed convened a meeting at Dick Cataldi's home in Vienna, Virginia on January 4, 1975 to organize the effort to develop a constitution for the proposed new organization. Jack McGarry and Bill Oertly were also present. Schumacher appointed McGarry chairman of the Constitution Committee and directed him to draft a constitution and by-laws using the NMRA constitution as a model, but to make it simpler and shorter. The specific charges to this committee were published in the March-April 1975 Herald³. The Committee was also charged with overseeing the incorporation of the new organization and for effecting the transition from the old organization. The first target of the transition effort was the lifetime membership, the provision of which was eliminated effective July 1, 1975. For the following year all new members were accepted as Participating Members. Annual dues were accepted effective January 1, 1976 and were five dollars for individual members and ten dollars for contributing members (usually clubs and manufacturers). Incorporation and ratification of the new constitution was scheduled to be completed by July 1, 1976.

Jack McGarry was the constitution's principal author. He suggested most of its provisions and literally wrote the constitution and its by-laws. Cataldi and Oertly served as the critical sounding board, suggesting changes and clarifications. As the Committee considered the matter of how the new organization was to be politically organized, Cataldi pressed for the formation of midwestern and western regions. His views prevailed and the new organization was given the three regions known to us today, each with a vice president. Schumacher had also wanted a Canadian region with its vice president, but there were simply too few Canadians in the organization at that time to justify it. Initially the boundaries of the regions followed the time zones with the mountain and pacific zones lumped together in the Pacific Region, but this proved cumbersome to administer. Later the boundaries were changed to include only whole states or provinces.

Selection of a name for the proposed new organization was a real challenge. Many different ones were considered, some with humor from the resulting acronyms. However, after lengthy discussion, the Committee concluded that it could not really do any better than adding "Inc." to the old name⁴.

While McGarry and company were preparing a constitution, Wally Collins, strictly gratis, did the legal footwork to incorporate the new NASG in the State of New York. The new NASG was legally established as a non-profit corporation on March 4, 1976.

What remained was to gather up the members in order to approve what had taken place and ratify the constitution. Originally there had been some hope that this could be accomplished at the Chicago convention in 1975. However, the pace of progress made that impossible. Moreover, the symbolism of ratifying the NASG constitution during our nation's bicentennial year entered the thinking of the planners. Thus, the "Constitutional Convention" took place on Memorial Day weekend, 1976.

The convention, held at the Talisman motel in Ottawa, Canada in order to take advantage of cheaper rates, ratified the constitution and the NASG Inc. became a reality.

Simultaneous with incorporation came the announcement in the May-June 1976 Herald that the Circuits had been "cut adrift" from the NASG effective January 1, 1976. Symbolically the break-away was complete. A new bird took flight from the scattered bones of the old.

* * * * *

Next: *Going It Alone*

¹ During the Sixties, S gauge sometimes seemed beset by difficulties on all sides. For a number of years the availability of trucks was seriously curtailed, principally due to diminishing supplies of wheelsets. The cost of manufacturing wheelsets had risen dramatically, and some truck manufacturers were very hesitant to try to sell trucks at the prices necessary to cover the costs of new wheelsets. Just when this problem seemed to signal the final blow to S gauge, a white knight in the person of Walter Graeff rode into the scene. Walter, who liked to refer to himself as a street-walking lawyer, had operated a hobby shop in Lebanon, PA as a sideline for a number of years. In 1968, he announced his intention of bringing out a full line of S

scale trucks and formed the Ace Model Railroad Equipment Company to do this. Although production did not get under way until 1969 with the production of S4 wheelsets, he did in fact during the next several years bring out a very complete line of freight trucks with both scale and hiraill wheelsets. Thus, Walter Graeff single-handedly ended S gauge's wheel-set crisis.

² Tom Beresford lost all of his possessions including his model railroad in one of California's canyon fires in 1976. Therefore, the NASG BOT, following Schumacher's suggestion, presented 5567 to Tom in appreciation for his having built it. Dick Cataldi delivered the engine to Beresford while on a business trip. Sometime later Tom sold the loco to Ed Filer who had been on the NASG Standards Committee under Jim Peters. The present whereabouts of 5567 is unknown as of this writing.

³ The specific goals which the Advisory Council set for the Constitutional Committee were:

- a. Establish the NASG as a non-profit organization incorporated in one of the states.
- b. Provide a constitution and by-laws for the organization.
- c. Firmly define the goals and the limits of the NASG.
- d. Establish annual dues to provide funds for meaningful projects.
- e. Provide all members a chance to vote on the leadership and policies.

⁴ It is a curious fact that the old NASG was never formally disbanded. Neither were the lifetime memberships formally abrogated. Hence, in theory, all of the former lifetime members could band together and resurrect the former NASG.

MINUTES of the
NATIONAL ASSOCIATION OF S GAUGERS, INC.
ANNUAL BOARD OF TRUSTEES MEETING
Oak Brook, IL July 3, 1987

The annual Board of Trustees (BOT) meeting was called to order at 8:35 pm by President Ed Loizeaux. Present were President Loizeaux, Executive VP Lee McCarty, Treasurer Mike Ferraro, Secretary Jim Kindraka, Eastern Region VP Don Thompson, Central Region VP Tom Hawley, and Western Region VP Lee Johnson. Also present were two invited committee chairmen: Ken Zieska of the Convention Committee and Don DeWitt of the Modular Standards Committee.

The minutes of the previous meeting were reviewed and one correction made. Lee Johnson's name was inserted for Lee McCarty's in line 7. A motion was made by Lee Johnson, seconded by Mike Ferraro, to approve the 1986 meeting minutes as amended. The motion carried 7-0. Mike Ferraro reported the treasury contained approximately \$5700, about the same as last year at this time. To the best of his knowledge, all bills for fiscal year 86-87 have been paid.

Committee reports began with the Modular Standards Committee. Don DeWitt gave a synop-

sis of his committee's activities and the proposals before the Board. He asked for approval of the S-MOD system as official NASG standards. The proposal consisted of electrical, physical, and operational standards. A motion was made (Tom Hawley/Jim Kindraka) that the question be divided and each of the proposal's three parts be considered separately for a vote. The motion to divide passed 7-0. Don Thompson reported that the proposed S-MOD standards have been reviewed by NASG's Standards Committee and the Committee had no reservations about their approval. Motion was made (Tom Hawley/Lee Johnson) to approve the S-MOD electrical proposal as an official NASG standard. Motion carried 7-0. A motion was made (Tom Hawley/Lee Johnson) to approve the S-MOD physical proposal as an official NASG standard. Motion carried 7-0. A motion was made (Jim Kindraka/Lee Johnson) to approve the S-MOD operational proposal as an official NASG standard. Discussion on this motion centered on Tom Hawley's feeling that operational rules should not be adopted as standards. Don DeWitt agreed in concept but felt the standards were necessary to implement the S-MOD system. The motion carried 6-1 (Tom Hawley). Don DeWitt raised the idea of commemorative plaques for those modules at the convention. Ed Loi-

zeaux pointed out that this was a local issue better taken up with the convention host. The committee's next assignment is to prepare a modular handbook; Don DeWitt will coordinate this activity. Ed Loizeaux thanked Don DeWitt and Tom Hawley for all their efforts over the years to bring these standards to reality.

Ken Zieska gave an update on Convention Committee activities. The proposed budget for the 1988 convention (New Brunswick, NJ) was distributed. The signed contract had not yet been returned. The host (Central Jersey S Scalpers) requested that, should the NASG wish to share in 50 percent of the convention car profits, the BOT put up 50 percent of the money necessary. The amount requested was \$1295. There was further discussion on how this request related to Article III Part 9 of the By-Laws. Jim Kindraka pointed out that the By-Laws do not stipulate a set amount of advance money to be provided. A host organization may request any amount. The BOT approves the amount based on justification and money available. Following the By-Laws discussion, the following motion was made (Lee Johnson/Lee McCarty): "The NASG will put up \$1295 in two equal payments for a convention car for the 1988 NASG Convention sponsored by the CJSS." Jim Kindraka/Tom Hawley then moved that the Lee Johnson motion be deferred to the portion of the meeting dealing with the budget. The deferral was approved by acclamation.

Ed Loizeaux reported that in informal discussions with convention-goers, these seemed to be the main areas of concern and discontent: not enough good activities for the women, host doesn't shut down exhibits so manufacturers can go on tours, and security in general. Ken Zieska said a convention manual was in the works but, at this time, it was not possible to estimate a completion date. Lee Johnson reported that the Chicago (Oak Brook) convention looked good financially and could result in a \$1000-\$1300 profit for NASG.

The discussion then turned to the 1989 and 1990 conventions and the proposal that they be joint conventions with the NMRA. Ken Zieska asked for a decision from the Board on where to direct his efforts, and it was decided to first address the issue of doing two joint conventions in a row. Don Thompson's position statement on joint conventions was briefly discussed (statement attached). A motion was made (Lee Johnson/Tom Hawley) that NASG have two joint NASG/NMRA conventions in a row in 1989 and 1990. After discussion and voting, the motion failed to carry. The vote was 3-4 (Jim Kindraka, Don Thompson, Mike Ferraro, Lee McCarty). The discussion then turned on which of the two proposed sites to pick. A motion was made (Lee McCarty/Mike Ferraro) that NASG pursue Houston in 1989 as a joint NASG/NMRA convention. Several reservations about Houston were voiced and Ed Loizeaux suggested the motion be voted and then the reservations be listed as negotiating items for the committee. The motion carried 4-3 (Jim Kindraka, Don Thompson, Tom Hawley). The major reservations listed by the BOT were:

1. Adequate space for manufacturers
2. High cost of manufacturer tables
3. Whether a break-even budget could be prepared
4. The level of module participation

Ken Zieska asked for specifics to negotiate with NMRA. Manufacturers' space of 3000-4000 sq. ft. was proposed and also a separate room where table costs could be shared by NASG or reduced. Tom Hawley objected to too much separation as defeating the purpose of a joint convention. The point was raised that if the idea for a joint convention was for maximum promotion of S, why choose a site that was remote from the major concentration of our membership. Jim Kindraka asked if a modular display the same size as the one at the Milwaukee NMRA Convention (10'x 70') could be done in Houston. General concurrence was that this was a remote possibility because of the travel distance. Pittsburgh (the 1990 NMRA site) is more centrally located to major concentrations of modules. Don Thompson raised the point of order that, referring to Roberts' Rules, any person voting in favor of a motion can move to reconsider that motion. Lee McCarty/Mike Ferraro moved that there be another vote on pursuing Houston in 1989 as the site of a joint NASG/NMRA convention. The motion failed 2-5 (Lee McCarty, Tom Hawley, Don Thompson, Jim Kindraka, Mike Ferraro). The Convention Committee was directed to pursue Pittsburgh in 1990 as the preferred joint convention site and also seek an alternate site for 1989. It was the consensus of the committee and the BOT that the Houston Area S Gaugers be given right of first refusal toward holding their own S gauge coinvention (separate from NMRA) in 1989. Ken Zieska planned to have all convention sites through 1991 firmed up by January 1988.

At this time Ken Zieska and Don DeWitt were excused from the meeting and the BOT continued in closed session. Ed Loizeaux, reporting on the DISPATCH, notified the Board that Editor Karnes was not happy with the new printer and may wish to either change printers or resign. Don Thompson wanted it noted that the last DISPATCH was 16 days late reaching the printer and he completed the job in 10 working days. No action is required of the Board at this time.

The Promotions and Standards Committee reports were presented by Don Thompson. Current estimates for track clearance gauges from Southwind Models are \$1.80 to \$2.00 each, delivered. Money has been requested in the budget to complete the project. The coupler height gauge cannot be made by Southwind's manufacturer, so Ron Bashista of American Models will be contacted. Discussions are underway with Lionel about an AF car to be done exclusively for NASG. Lionel still has not quoted a price for 500 units, but they have stipulated that such a run must be sold to NASG members only. Lionel suggested a reefer and Don Thompson confirmed from Lee McCarty that since AF's reintroduction by Lionel, a reefer has not been produced. The Board felt this was a very promising project to pursue and Don Thompson should continue to seek the 500-unit price.

The revised contest rules were mentioned and Jim Kindraka pointed out that these could be changed by the Committee with no BOT review. The BOT was uncomfortable with this lack of control and referred the matter to the By-Laws Committee for investigation.

Ed Loizeaux reported that the Brass Car Committee currently had no firm price quotes for

bids sought from Overland, Omnicon, and Southwind. Ed stated that his intent in pushing the bidding plan was to obtain a lower price and he apologized for any hard feelings this had caused on the BOT. Four versions of both the Milwaukee Road rib-side box car and 1942 AAR 50' box car are still planned. Ed wanted to give Omnicon and Southwind another 30 days to submit bids before any action is taken.

After a quick break the BOT reconvened to consider setting up the Tony Perles fund. It was decided that the two major items (OMI GS-4 "Daylight" and OMI American Hoist Ditcher) would be auctioned via mail in bids announced in the DISPATCH. Other items were to be auctioned at the convention auction Saturday night. Ed Loizeaux suggested using NASG general funds to insure the cash award each year was \$100. To clarify things, the following resolution was made (Ed Loizeaux/Lee Johnson): "The proceeds from the auction of the Tony Perles donated items will be considered as the 'Tony Perles Fund' and shall be restricted funds, the interest from which plus general funds (if necessary) shall provide a \$100. cash award for the best S gauge article appearing in a non-S publication between June 1st of each year as determined by a majority vote of NASG's Board of Trustees." The resolution was adopted by a 7-0 vote.

MF reported that 75 membership renewals had been received at the convention with virtually no complaints about the dues increase. The question of family memberships and their inclusion in the By-Laws came up. Jim Kindraka volunteered to prepare wording for this as part of the By-Law Committee's work. Don Thompson mentioned that, under the Constitution, Contributing and Honorary members cannot become family members.

MF presented the proposed budget for the next fiscal year. The budget was modified to include \$1000 estimated profit from the 1987 convention and \$200 in extra postal expenses as contingency for a postage increase. The deferred motion for the convention car presented earlier was voted into the budget by a 5-0 vote with Don Thompson and MF abstaining. The motion was made to approve the budget with the previously-mentioned changes. The motion carried by a 7-0 vote.

Because of the late hour, the issue of guidelines for BOT business through the mail was deferred to a committee of Jim Kindraka and Tom Hawley.

Ed Loizeaux brought up the question of Board vacancies brought about by the election. With Mike Ferraro's election as Executive VP, the Treasurer's position was open. Discussion indicated a current BOT member might best fill this position as he would already have some understanding of the BOT's and NASG's operations and accountabilities. Don Thompson was nominated (Tom Hawley/Jim Kindraka) to fill the position of Treasurer. There being no other nominations, Don Thompson was elected Treasurer by a vote of 5-0-1, Thompson abstaining. Don Thompson's election to fill the remainder of Mike Ferraro's term as Treasurer, two years, left the Eastern Region VP's position open. A motion was made (Jim Kindraka/Ed Loizeaux) to defer any action on filling that position until after the general business

meeting of the organization. The motion carried 6-0. Lee McCarty did not participate in the discussion or voting since he was retiring from the Board.

There being no further business to conduct, a motion was made (Lee McCarty/Tom Hawley) to adjourn. The meeting was adjourned at 1:35 am on 4 July 1987.

Respectfully submitted,



James A. Kindraka
Secretary, NASG Inc.

ANNOUNCEMENTS

The S-MOD standards are available to each NASG member for \$1 (\$3 for non-members). Included with each copy is a "Concept Description of the S-MOD Electrical System" and a "Handheld Throttle" article. Write to:

Don DeWitt
37 Snow Drive
Mahwah, NJ 07430

* * * * *

The new NASG promotional brochures are available for handouts at shows, swapmeets, and conventions. To get a supply, write to the Promotions Committee chairman:

Don Thompson
2 Roberts Road
New Brunswick, NJ 08901

* * * * *

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

A HISTORY OF S GAUGE NATIONAL CONVENTIONS

Don Thompson has put together the following list of past S gauge national conventions, and would like to complete it for historical purposes. Any readers who have additions or corrections or can supply missing information are urged to write to Don:

Don Thompson
2 Roberts Road
New Brunswick, NJ 08901

* * * * *

WHAT? NEVER SEEN A CONSTITUTION?
DON'T KNOW THE 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. Umlerland 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.

YEAR	CITY	STATE	DATES	HOTEL	NO. REG.	--PRE-REGISTRATION PRICES--			-----REGULAR PRICES-----							
						RATES HOTEL S/D	BANQ.	MEMB.	NON- MEMB.	SPOU.	KIDS	CUTOFF DATE	MEMB.	NON- MEMB.	SPOU.	KIDS
1988	New Brunswick	NJ	July 7-10	Hyatt Regency		\$59/59	\$22.	34.	39.	25.	14.	Jun 1	39.	44.	30.	19.
1987	Oak Brook	IL	July 2-5	Marriott	385	44/49	20.	32.	35.	21.	14.	May 1	37.	40.	26.	19.
1986	Novi	MI	July 3-6	Hilton	160	53/53	22/11	35.	38.	23.	--	Jun 1				
1985	Sacramento	CA	July 4-7	Capitol Plaza Holiday		60/60										
1984	Buffalo	NY	Aug. 9-12	Sheraton-East		42/42	14/13	25.	28.	15.	5.	--	--	--	--	--
1983	Woburn	MA	May 27-30	Holiday Inn		52/52		26.								
1982	Cleveland	OH	Aug. 19-22	Sheraton-Hopkins		35/40	15/7	26.	26.	15.	5.	--	--	--	--	--
1981	Syracuse	NY	July 16-19	Marriott		46/52	18/5	25.	25.	10.	free	Jun 15	30.	30.	10.	free
1980	Milwaukee	WI	July 18-20	Red Carpet	131		14/7	15.	15.	15.		Jul 1	16.	16.		
1979	Princeton	NJ	Aug. 1-5	Princeton Univ.		25/29	incl.	40.	40.	40.	15.	Jul 1	42.50	42.50	42.50	17.50
1978	Silver Spring	MD	May 26-29	Sheraton	160	29/32		24.	24.			May 1	26.	26.		
1977	San Jose	CA	July 1-4	Hyatt House	166			25.	25.			Jun 1	28.	28.		
1976	Ottawa	Can.	May 28-31	Talisman Seaway	145	25.50/28.50		19.50	19.50	16.50	free	May 8	21.50	21.50	18.50	free
1975	Elk Grove Village	IL	July 3-6	Holiday Inn	266	20/23.50		17.50	17.50	14.50	free	May 1	18.50	18.50	16.	free
1974	Worcester	MA	May 24-26	Yankee Drummer	150	28/28		15.	15.	10.	10.	May 10	16.	16.	11.	11.
1973	Willow Grove	PA	May 25-28	Treadway Fiesta	218	15.50/20	(1)	16.	16.	16.	14.	May 25	18.	18.	18.	16.
1972	Kansas City	MO	July 7-9	Stadium Inn U-Smile	187											
1971	Syracuse	NY	May 14-16	Gotham Inn		12/16	6.	8.	(2)	(2)	(2)	May 1	10.	(3)	(3)	(3)
1970	Hershey	PA	May 15-17	Cocoa Inn	178	11.50/18	5.50	6.	(4)	(4)	(4)					
1969	Alexandria	VA	May 2-4	George Mason Hotel	90	9/16		14.								
1968	Nashua	NH	May 3-5	Olde Coach Inn				11.50								
1967	Tarrytown	NY	May 26-28	Hilton	70 ⁵	15/20	incl.	20.		27.						
1966	Toronto	Ont.	May 7-8	Canadiana	60	10/14	incl.	9.				Apr 23				
1965	Rochester	PA	Ap 30-May 2	Penn-Beaver	68 ⁶	6/12	incl. ⁷	8.				Apr 1	9.			
1964	Willow Grove	PA	May 2-3	Fiesta	50	9/15	incl.	7.				Apr 1	9.			
1963	East Greenbush	NY	May 18-19	Mt. Vernon	43											
1962	Woburn	MA	May 12-13	494 Main St.	25?											
1961	New York	NY	April	David Bulkin's home												

¹ \$5. ticket available WITHOUT banquet & fan trip

² \$12. registration for an entire family

³ \$15. registration for an entire family

⁴ \$10. registration for an entire family

⁵ Plus 16 wives

⁶ Banquet-only ticket for \$3.50.

⁷ Plus 12 wives

Route of the **ALLEGHENY LIMITED**

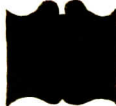
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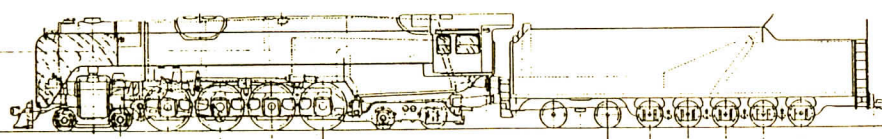
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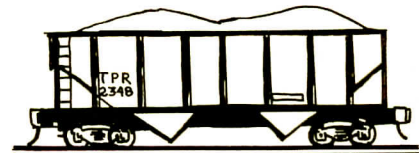
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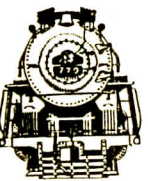
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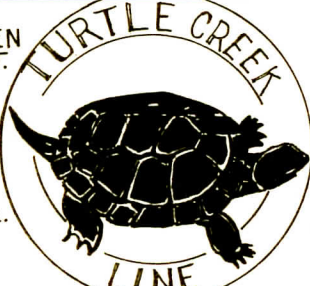
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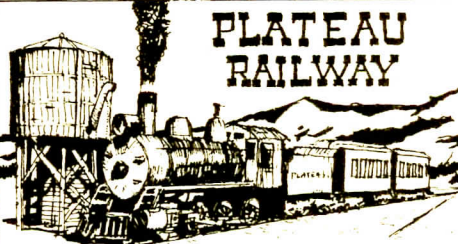
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