



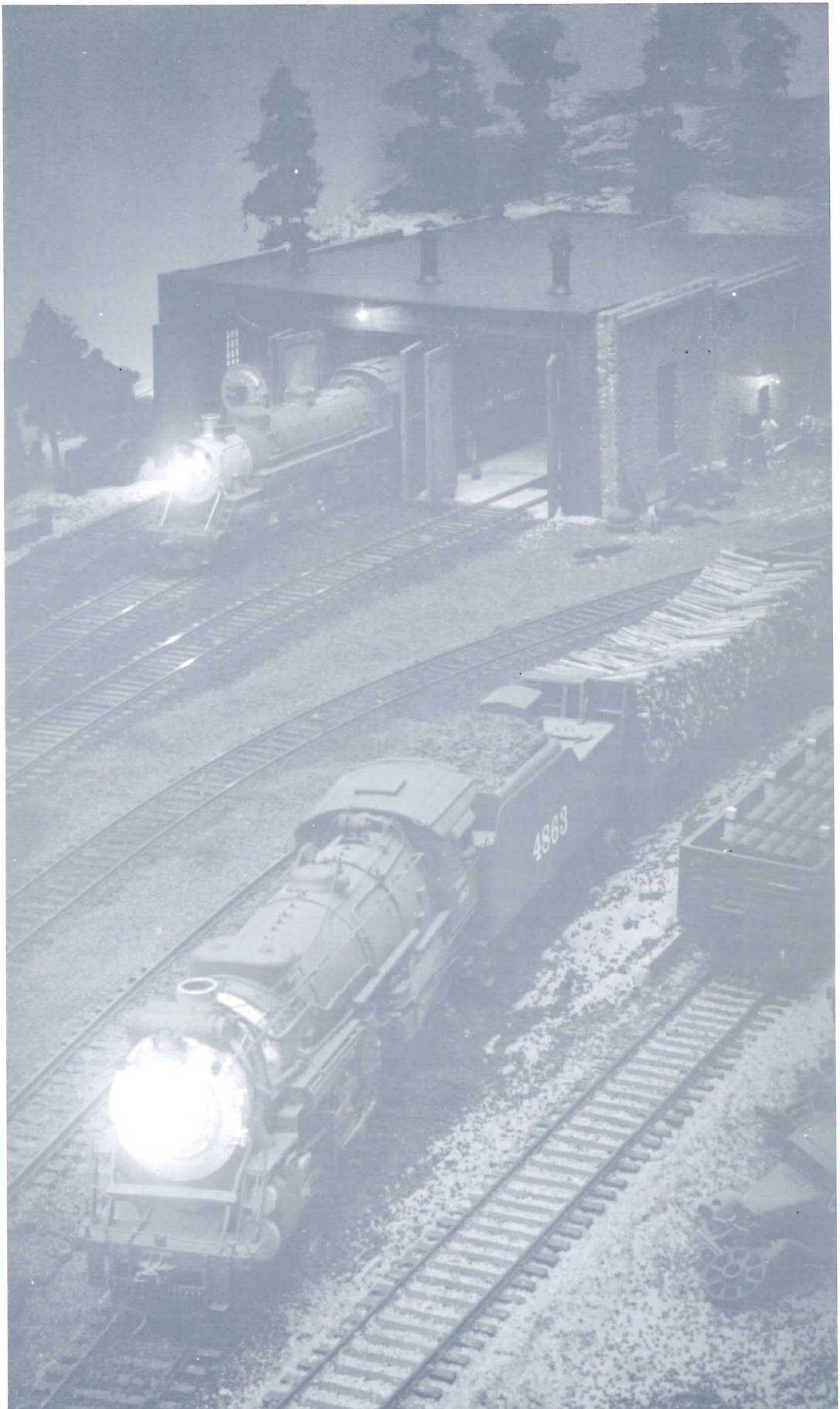
Vol. XI No. 5



DISPATCH

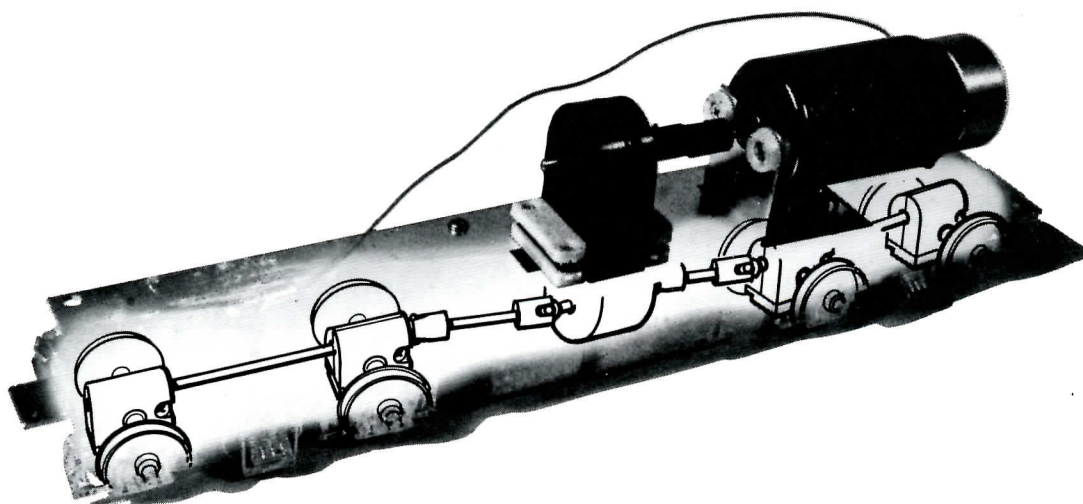
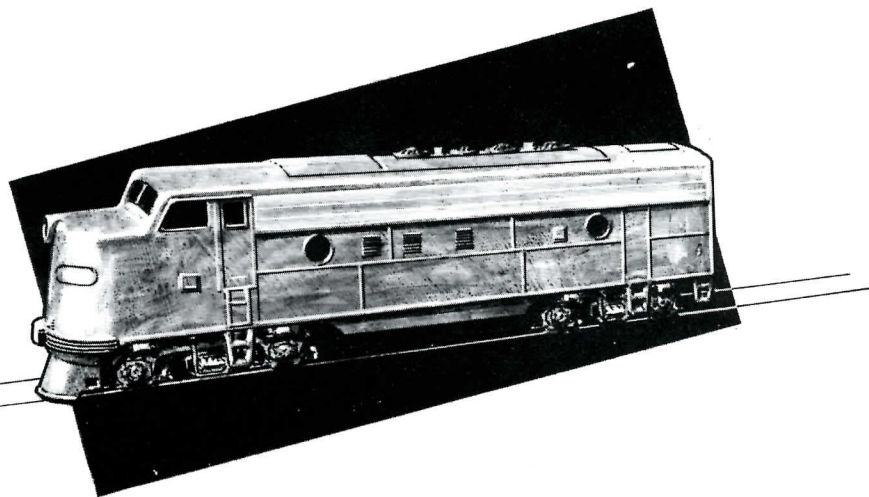


December 1988



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DISPATCH

Official Publication of the NATIONAL ASSOCIATION of S GAUGERS

The **DISPATCH**, published bimonthly, welcomes art, photographs, letters, cartoons, articles, 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, including all issues of the **DISPATCH** for the membership year irrespective of enrolment date. All applications, renewals, membership questions, and address changes should be directed to:

NASG Inc.
c/o Michael R. Ferraro
280 Gordon Road
Matawan, NJ 07747

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COVER:

Bob Werre won first prize in color photography at the 1988 NASG Convention with this photo, printed here in black-and-white. A Southern Ry. MS-2 mikado, custom-built from SSL&S parts, rolls by while an Overland 2-8-2 rumbles out of the enginehouse built from a Village Depot (now Finestkind Models) kit. Bob and fellow Houstonian Rusty Paulus have held open houses throughout November, National Model Railroad Month, for local model rails.

ORDER BOARD Vol. XI No. 5 December 1988

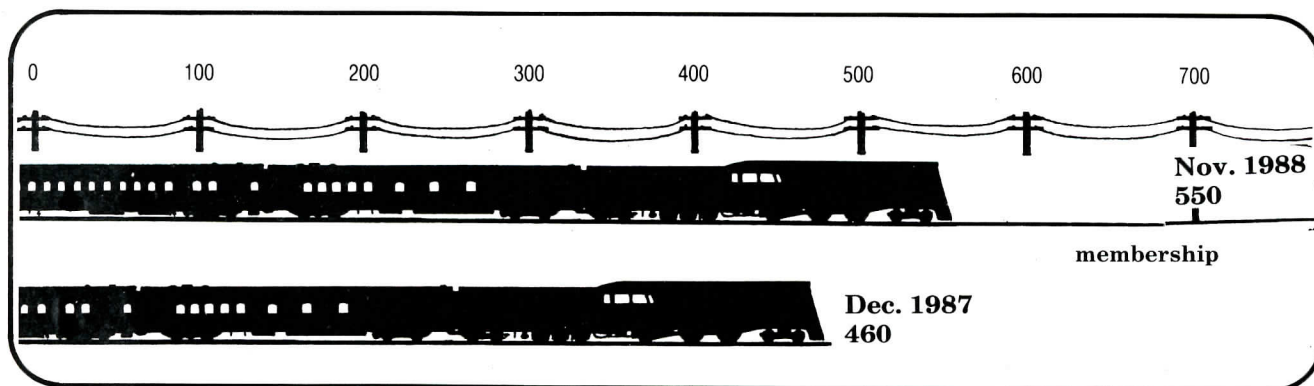
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The deadlines for articles are the 15th of Feb., Apr., June, Aug., Oct., and Dec. for issues dated Apr., June, Aug., Oct., Dec., and Feb. respectively.



ADVERTISING RATES: Full pg \$200; 1/2-pg \$100. Text and art must be sized for 25% printing reduction. Half-tones furnished by us from advertiser's B&W prints are an additional \$25 each; unscreened negatives \$40 each.

LETTERS...

Editor:

In the August 1988 issue, Ed [Loizeaux noted] that Stan Stokrocki wrote an article on converting American Models' FP-7 to AC operation. When is this going to appear?

In [the same issue] you wrote on the publishing process. It might be nice to continue this on the preferred method to submit articles. Since you are using a PC, would an IBM PC disk with unformatted text be the best method?

The NASG tinplate car, which I purchased, I hope helps the treasury [rather than] raiding it. Also, if there is a large percentage of tinplaters out there, publishing article and producing a car certainly does **not** cater to them.

Stewart L. DeJournett

[Ed. Note: In answer to your questions, the FP-7 conversion article appeared in the DISPATCH, Vol. VIII No. 3, Fall 1985. Contact the NASG Clearinghouse (see ad this issue) to inquire about back issue availability).

All members are encouraged to send us material in whatever form and format they are comfortable with. If there's something basically appealing there, we will do whatever is necessary (write, rewrite, draw, photograph, etc.) to polish it. And yes, if you want to take advantage of computerization, an unformatted ASCII text file on a 5-1/4" floppy disk is the best way to get your material to us.]

Editor:

I want you to know that the Connecticut S Gaugers think [the DISPATCH] is currently the best of the S gauge magazines and a good reason for joining NASG. We use [the] magazine as the reason new members should get in, or join, NASG.

Bill Krause

Editor:

After spending several weeks working on an Oriental SW-7, trying to get it to run smoothly and painting it, the following thoughts occurred to me.

Why does nearly every diesel locomotive that I buy in S, besides the American Models FP-7, force me to spend a lengthy period of time getting it ready to run for a show? By getting it ready to run, I mean mechanically and a paint job. I will admit that the SW-7 has been around for a few years and that most of the currently-produced S brass runs better. **The main concern that I am dealing with in this letter is the issue of a paint job.**

Let's look at the overall situation. Overland Models has stopped importing any S brass, mainly due to the associated costs, but also because the diesels that have been imported have not sold out. I overheard someone say at the NASG convention that the Omnicon F7 kits aren't selling like hotcakes either. I will admit that I am only stating a rumor, but let's compare these two situations to the American Models diesel. Obviously, the FP-7 is less expensive than the brass F-3/F-7s but is about the same price as the Omnicon F-7. So why isn't the response equally as intense as it was for the FP-7 when it hit the market? Why haven't the brass F-3/F-7s sold? There are probably several factors. One obviously is there was nothing before the AM diesel, and now with the others there over 2000 FP-7s out there. Has the market been saturated? I suspect not, because most people would rather have F-3s and F-7s than FP-7s, so what is the problem?

The problem for the Omnicon diesel is the same as for all of the brass diesel locomotives that have come in lately — NO FACTORY-PAINTED MODELS AVAILABLE. It is true that Overland has offered a few brass diesels factory-painted, but it has always been after the models have stopped selling well, and very poorly advertised as to their existence. With regard to the Omnicon kits, it is difficult to factory-paint them because there are so many details that need to be added or changed on the Wabash Valley shell that comes with the kit. What about the American Models FP-7? It probably isn't selling very quickly anymore either. Is it saturation? Or is it a lack of painted versions??

This desire for painted models is supported by a recent poll taken by Mel Medhurst as published in the September issue of the **S Gaugian**,

where Mel stated that half of his respondees indicated that they wanted factory-painted models.

It is difficult to predict which railroads should be done, but there are at least the obvious choices of NYC, PRR, ATSF, and UP for the F-3 and F-7 diesels. Perhaps the wisest choice would be to paint the models for the roads that run through the major S gauge regions of the US. For instance, about half of the membership of the NASG lives within 600 miles of Pittsburgh. Perhaps American Models' FP-7 would sell even better if more than two out of seven factory-painted versions were for eastern roads (PRR and NYC vs. BN, UP, GN, NP, and SP)!!

SO WHAT IS THE ANSWER?

Recently I came across an ad by Enhorning for their S gauge F units. This ad was published in a 1952 **Model Railroader**. In this ad, [the F units were shown] grouped together and painted for several different roads just like a recent Omnicon ad. I am not sure if they ever sold factory-painted models. *[Yes, they did — about 24 versions — Ed.]* I do know that Enhorning made LOTS OF DIFFERENT DECALS!! In my humble opinion, the future success of S is dependent upon the ability of the purchaser to operate a painted locomotive. At this time, other than the seven railroads offered by AM, this is almost impossible. I know of only one set of S diesel decals available (Reading diesels by John Hall). There are NO other S decals or dry transfers available for F units from any source!! The recent importers of brass S freight cars have taken it upon themselves to produce some decals or have the models painted. This is a major step in the right direction and I applaud River Raisin Models and Southwind Models for these efforts.

Until the situation changes so that diesel locomotives have a way to be painted correctly, I am very pessimistic about S. I urge those who are in the position financially to talk to the decal makers. I personally have been trying to get Erie diesel decals made for over a year without success. I am now trying other sources and would also like to produce Lehigh Valley diesel decals. The major problems are financing and coming up with the artwork.

I believe that the NASG should make

a major effort to talk to Walthers, Champ, Microscale, or Accu-Cal about using their artwork for S diesel decals. If we had decal sets for diesels, I am sure that diesels in S would be selling much better. As it stands now, I have purchased at least one of every F unit available. I can't even get these painted, so why should I buy any more?

Don DeWitt

[See Manufacturer News this issue for some modest relief. — Ed.]

Editor:

Where was NASG!! The only S gauge display [at the NMRA National Convention in Birmingham, Aug. 1988, was Southwind's], where 8000 people passed in three days. Where was NASG???

John Bortz

Editor:

I would like to make one comment on the write-up on the "Track and Wheel Check Gauge" [Oct. 1988 **DISPATCH**]. This [is] the most important tool to check all track and wheels that are purchased or track laid. The last paragraph [says] "we have no equipment of the sort necessary to check the accuracy of the gauge, so we've assumed that the dimensions are correct." This really important piece **should** have been checked and I cannot believe that anybody would have let this through without any inspection. All dimensions could have been checked in less than half an hour to make sure they are correct.

Is there any interest in kit passenger cars with brass sides and wooden floor and roof parts? I've been thinking of doing some in S.

Bob Newbegin
23 E. Quinobequin Rd.
Waban, MA 02168

[Ed. note — Please be aware that checking a precision gauge requires measurement of a number of randomly-obtained samples of the gauge and calculating both the average and the probable deviation of each of the dimensions. Is there anyone out there with a micrometer or comparator and a statistical background who would be willing to check the gauges and report back to us?]

Editor:

The American Flyer S Gaugers of the St. Louis Area (AFSGSLA) have an S gauge train display in the May Company's Famous-Barr Department store window at 7th and Locust in downtown St. Louis, MO. The display was placed in the window on Nov. 25, 1988, and will be resident throughout the holiday season.

The three-level four-course layout was constructed by members of the St. Louis club with the help of Famous-Barr craftsmen. Famous-Barr underwrote the construction of the layout and all of its components. After the display is dismantled it will become the property of the AFSGSLA.

This is the first time since 1974 that a working train display has been shown in a downtown St. Louis storefront. The American Flyer S Gaugers of the St. Louis Area cordially invite any and all train enthusiasts who find themselves near St. Louis during December to stop by Famous-Barr to view the layout.

Charles Taylor

Editor:

It's truly amazing how bashing S manufacturers has become so fashionable lately. Reference the Oct. **DISPATCH** "Letters" column in which criticism is aimed at excessive production of NYC and Pennsy models. The manufacturers were publicly zapped for selling models that were requested by S consumers, supplied by cooperative suppliers, and have sold remarkably well. SouthWind's NYC 4-axle coaches are all sold out. Omnicon's Pennsy M1s are almost gone. If this is "bad," I'd sure like to see something "good." Thank goodness for the 6-axle NYC coaches since everyone now has a second chance.

It should be rather obvious that the NYC-ers and SPFs (Slobbering Pennsy Freaks) are numerous, well-organized, disciplined, able to spend, have common interests, and forcefully communicate their desires to various manufacturers. This is bad? Quite the contrary, I think it is great!! I think it would also be great if the Southern Railway fans got themselves organized and arranged for a factory-painted Ps-4 to be imported — a beautiful green-silver-gold model if there ever was one. American Models

could probably be persuaded to paint up some Southern passenger cars if approached properly. C'mon you Southern guys, let's get with it and end the criticism of our beloved manufacturers who are doing their best in a small, ill-defined, and terribly-fragmented marketplace.

Ezra Maxwell Doud

Editor:

Do you know of anybody who has an "Onboard" sound system? Do they get. . . EMD or GM diesel sound [through] with their large S gauge motors? A friend of mine has an HO model and it seems to me that his sound is truer to reality than my S diesels. . .??

Denis Fortier
1097 Boulevard du Cap
Cap-a-l'Aigle
Quebec, Canada G0T 1B0

[Can anyone help Denis?]

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

Western Vice President Lee M. Johnson
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Walnut Creek, CA 94596

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MINUTES OF THE BOARD OF TRUSTEES MEETING NASG INC.

July 8, 1988

New Brunswick, New Jersey

The meeting was called to order at 8:25 pm on July 8, 1988 by President Ed Loizeaux. In attendance were the following Board members: Executive VP Mike Ferraro, Treasurer Don Thompson, Secretary Jim Kindraka, Eastern Region VP Doug Peck, Central Region VP Tom Hawley, Western Region VP Lee Johnson, and two invited committee chairmen — Kent Singer (Contests) and Ken Zieska (Conventions).

Ed Loizeaux presented the Board with a matter of Old Business, that being Don Thompson's motion of April 26, 1988 stating:

I move that the NASG BOT appropriate \$600 from the general treasury for the NASG CLeainghouse to be used for the coupler height gauge, the check gauge, and the AF car project.

To date Ed Loizeaux had received mail-in votes from only Doug Peck, Tom Hawley, and Lee Johnson — all affirmative. The motion failed for lack of a four-vote majority. Don Thompson reported he had returned his affirmative vote in a letter to Ed Loizeaux. Ed counted this as the fourth vote for acceptance and the motion carried. Ed Loizeaux, Jim Kindraka, and Mike Ferraro did not return mail-in ballots.

Committee reports began with the convention committee. Ken Zieska and Lee Johnson presented reports, Ken Zieska's on the committee work in general and Lee Johnson's on the 1990 convention in particular. The future convention line-up is as follows:

- 1989 — Kansas City — firm
- 1990 — Pittsburgh, joint with NMRA — firm
- 1991 — Syracuse — tentative, other bids solicited
- 1992 — open — Minneapolis possibly interested

Ken Zieska asked the Board to make a policy statement on financial goals for conventions as this has been at issue for the last few years. Ed Loizeaux surveyed the Board's opinions. The sentiment was heavily against any specific monetary guidelines. Don Thompson pointed out that it was more important for conventions not to lose money and that convention profits were significant portions of our operating budget. Tom Hawley felt that obtaining more bids for each convention would help. A majority of the Board felt some sort of policy statement was necessary and agreed on the following wording to the committee:

The NASG Board is concerned with the level of profitability of conventions. The Convention Committee should work to define convention budgets that reflect the goal of a modest profit. The committee should determine this from previous (two to three years) convention experience. Problems should be brought to the BOT by the committee on a case-by-case basis.

The majority of the Board was in favor of this statement. Both Ken Zieska and Lee Johnson felt it provided the

committee with the necessary direction. Ken Zieska stated that the Kansas City group would be redefining their budget. The Board discussed the fact that the Kansas City convention is scheduled for mid-June and in certain parts of the country schools may still be in session. This could adversely affect attendance both among members with children in school and members who are teachers. Article III, #3 of the By-Laws allows conventions to be held between May 20th and September 15th. A motion was made and seconded (Mike Ferraro/Tom Hawley) to alter this by-law wording to allow conventions only between July 1st and Labor Day with the exception of the Memorial Day weekend. Discussion followed. Don Thompson felt the By-Laws needed to clearly define when conventions could be held; Lee Johnson felt that this was a job for the committee with the BOT providing guidance. Jim Kindraka pointed out that in his area, school is opened two weeks before Labor Day. The motion failed to gain the two-thirds majority necessary to amend the By-Laws and was therefore defeated. Tom Hawley, Mike Ferraro, Doug Peck, and Don Thompson voted in favor. The motion and discussion did indicate that there was strong sentiment on the Board that the Convention Committee should work to steer organizing committees to July 1-August 20 convention dates if possible. Don Thompson reported that the New Jersey five-day convention had a very successful turnout.

Discussion turned to the joint NMRA/NASG convention in Pittsburgh (1990). Lee Johnson reported that there is some room for a profit from the joint venture, but it will be low. The committee is working on a three-day registration package. Dealer table space (selling and non-selling) will cost \$100, which will include complete registration. There was some discussion of the fact that, there being no local Pittsburgh club, individuals in the area were acting as agents for NASG and were willing to invest their money. To clarify this situation, the following motion was proposed (Jim Kindraka/Don Thompson):

As a matter of policy, the Board states that NASG Inc. is the sole sponsor of NASG's portion of the 1990 convention. NASG, through the Convention Committee, takes sole financial responsibilities for costs surrounding this event.

The Board's feeling was that individuals in the Pittsburgh area would act as part of the committee and not as official agents of NASG. Lee Johnson and Ken Zieska were to resolve this with the people involved within 30 days. The motion as stated passed by a 6-1 majority (Lee Johnson). There was discussion as to whether NASG should subsidize manufacturers' space. No decision was made, and Ed Loizeaux asked Lee Johnson and Ken Zieska to poll manufacturers on their intentions. Don Thompson reported 29 manufacturers/dealers were in attendance at New Jersey. The Contest Committee's function in relation to Pittsburgh was also discussed. NASG will offer a separate contest from NMRA's, and this will have to be coordinated by Kent Singer through the Convention Committee and local people.

Ken Zieska and Lee Johnson proposed that Syracuse be accepted for the 1991 convention as no other bids for that year have been received. Details and budgeting have yet to be worked out and no action was taken by the BOT. Ed Loizeaux asked Ken Zieska about rumors of his

wanting to be replaced. Ken confirmed this, asking that a replacement be found to work with him and take over permanently after Pittsburgh. Ed Loizeaux thanked Ken Zieska for all his work on the committee. Ken then excused himself from the meeting.

Committee reports continued with the Contest Committee's report given by Kent Singer. The committee has been working on the convention manual in areas beyond the contest chapter. A complete rough draft of the manual is planned in time for the Kansas City convention. Kent also expressed some concern and frustration trying to coordinate the 1990 contest with no active local club. Following his report, Kent excused himself from the meeting.

The Service Committee reported that both the coupler-height and check-gauge projects had been completed, and both tools were available for sales to the membership. The brass car project had faltered badly at this point; though discussions continue, resumption is not imminent. Ed Loizeaux wondered if a current dealer might take over the project for NASG. The Lionel/AF cars are available now for shipping. There are some still available and the project has developed a number of new memberships. No current sales figures were available. Ed mentioned the possibility of an exclusive agreement on these projects with Lionel but the idea was dropped. Doug Peck and Don Thompson felt that one offering a year was probably the most NASG could handle and the market could bear.

Don Thompson, reporting for the Module Committee, pointed to the successful operation of all the modules in New Jersey using the new standards. The new standards have been published as part of the new membership list and will be distributed to all current members.

The Constitution and By-Laws committee reported on wording for a by-law change to make family memberships a reality. This wording was contained in Jim Kindraka's January 29, 1988 letter to the BOT. A motion was made (Jim Kindraka/Mike Ferraro) to approve this wording and amend Article XI of the By-Laws by adding the following two sections:

Family Memberships: Any Regular Member of the NASG may enrol additional direct family members under the Family Membership upon application to the Treasurer or his representative and payment of five dollars (\$5.00) in additional dues. The Regular Member will be entitled to all benefits of Regular Membership as set forth in the By-Laws. Direct family members will be entitled to Regular Membership benefits at any officially-sanctioned NASG convention except voting rights at the Annual Meeting.

Election to Honorary Membership shall entitle that member to all benefits of Regular and Family Membership.

Discussion concerned the fact that Contributing Members could not become Family Members. This would require a change in NASG's Constitution. Ed Loizeaux pointed out that 1989 is an election year and the logical time for such a constitutional change vote to be taken. The motion to amend the By-Laws was approved 5-2 (Don Thompson/Tom Hawley).

Jim Kindraka and Ed Loizeaux then made the following

motion:

Moved that the Board approve presenting the following constitutional amendment to the general membership during the 1989 election. Article II, Section 1.D. of the Constitution be amended from its present wording:

D. Family membership: Any individual upon becoming a Regular Member of the NASG may enrol additional direct family members under the Family Membership upon application to the Treasurer or his representative and payment of additional dues as set forth in the By-Laws. (Adopted 7-86)

to the following wording:

D. Family Membership: Any individual upon becoming a member of the NASG may enrol additional direct family members under the Family Membership upon application to the Treasurer or his representative and payment of additional dues as set forth in the By-Laws.

The motion was passed 7-0 with no further discussion.

Ed Loizeaux reported for the **DISPATCH** committee. The printer is currently working to obtain a second-class permit to cut postage. This should be in place for the next issue. Overland Models has not renewed their full-page ad, and Ed has not contacted them to discuss. Ed feels that the space can be sold to others if Overland wants to discontinue. Ed Loizeaux reported Editor Karnes is happy with the current format and plans to continue it. Don Thompson asked if any policy had been generated to deal with an advertising demand greater than the current level. No policy was stated. Don also felt that the current insert price of \$25 was too low. In his opinion, numerous inserts are pushing postal costs up without generating enough revenue to cover those costs. Ed Loizeaux wanted Don to provide more information on how many inserts have been used in the last year and the number necessary to increase weight one ounce. One suggestion presented was to limit each manufacturer to two or three inserts per year as a means of reducing total pages of inserts.

Don Thompson presented the Promotions Committee report. Copies of the **Model Railroader** article reprint have been received and are available as promotional material. Only 70 information packets were sent out, owing to the lack of a new Hoquat Hobbies catalog which is usually the centerpiece. Don Thompson has made arrangements to supplant this with a Scenery Unlimited catalog for future packets. Membership envelopes have been printed and proved very successful. Several manufacturers have agreed to insert the envelopes in products they ship. Don also informed the Board of his desire to resign as committee chairman, feeling promotions could use "new blood." Don Thompson will act until Ed Loizeaux finds a replacement. Ed thanked Don for all his hard work in NASG promotions.

Lee Johnson presented an outline of the rules governing the Perles Publication Award created last year by the BOT. Timing of articles for submission was changed to April 1 each year. Lee Johnson moved the rules, as changed,
(Continued on Page 8)

continued from pg. 7

be adopted and the motion carried 7-0. The Board then discussed and voted on the initial recipient of the award. Lee Johnson also presented a similar outline of rules governing the Bernie Thomas Memorial Award. The subject of some sort of manufacturing award was brought up by Ed Loizeaux. Ed and Don Thompson moved that

NASG establish an Outstanding Manufacturer of the Year Award. The award would be administered by Lee Johnson and determined by a majority vote of the BOT. The motion carried 7-0. The board then discussed and voted on the initial recipient of the award.

After a short break, the Board was presented the next fiscal year's budget by Treasurer Don Thompson. The projected income for the year was based on 625 members. During discussion, the income from **DISPATCH** advertising was reduced by \$400 to reflect exactly three pages per issue of ads. Also, the 1989 convention car projected profits were added. Total expected receipts for FY 88/89 are estimated at \$35,250. Expenses for FY 88/89 showed \$11,500 for the **DISPATCH** which included provision for first class postage. This was left in even though a second-class rate is being pursued by our printer. Money was added to the budget for AF car advertising, extra postage, and for plaques for the Perles and Outstanding Manufacturer awards. A line item in the budget to purchase an umbrella insurance liability policy for \$1000 was questioned by Ed Loizeaux and Jim Kindraka. Don

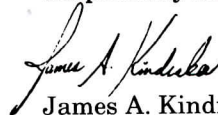
Thompson felt the policy might be of some value in getting regional gatherings sanctioned by NASG. Questions about specifics of the policy could not be answered and the money was stricken from the budget to possibly be taken up at a later date as a separate item. Total projected expenditures in the next fiscal year were pegged at \$33,770. Don Thompson will make the necessary changes and send reprinted budget copies out for a BOT vote.

Ed Loizeaux began a discussion on setting a policy for reimbursing long-distance telephone calls by BOT members. After some discussion it was the consensus of the BOT that calls among BOT members are too difficult to separate on a business/personal basis and therefore represent a personal cost of serving on the Board. Calls with outside dealers, suppliers, etc. are reimbursable against the particular projects they involve.

Ed Loizeaux and Jim Kindraka made a motion to reimburse Dick Lind up to \$50 for photographic work done for the brass project. Reimbursement has been held up since this project was never funded by the BOT. The motion carried 7-0.

A motion to adjourn (Lee Johnson/Tom Hawley) was made and approved at 1:00 am.

Respectfully submitted,


James A. Kindraka

Secretary, NASG Inc.

MINUTES OF THE GENERAL BUSINESS MEETING NASG INC.

July 10, 1988
New Brunswick, New Jersey

[Jim Kindraka, NASG Secretary, expresses his gratitude to Moe Berk, who recorded these minutes in Jim's absence.]

The general business meeting of the National Association of S Gaugers Inc. was called to order by President Edward M. Loizeaux shortly after 10:00 am on July 10, 1988. Approximately 60 members were in attendance, including the following elected national officials:

Ed Loizeaux, President
Mike Ferraro, Executive Vice President
Doug Peck, Eastern Vice President
Tom Hawley, Central Vice President
Lee Johnson, Western Vice President

In attendance at the convention, but excused from the general business meeting, were the other two elected national officials:

Jim Kindraka, Secretary
Don Thompson, Treasurer

INTRODUCTIONS

President Ed Loiozeaux then introduced the following committee chairmen:

Tom Nimelli, AF Enthusiasts' Committee
Kent Singer, Contest Committee

Ken Zieska, Convention Committee
Don DeWitt, Special Projects Committee
Moe Berk, Temporary Secretary, to record
meeting minutes

OLD BUSINESS

Ed Loizeaux called for old business; there was none.

COMMITTEE REPORTS

DISPATCH

Ed Loizeaux reported that under the direction of Editor Dick Karnes, the **DISPATCH** is being published (on schedule) six times per year, averages 24 pages, has limited paid advertising, and is no longer merely a newsletter, but is considered a high-quality magazine. The new publisher is NASG member Pete Mihelich of St. Charles, MO. Ed indicated that the **DISPATCH** needs and wants more articles from AF people.

CONVENTION

Ken Zieska reported the 1988 convention was a great success. The preliminary estimate is that there were approximately 300 attendees. The future conventions are as follows:

1989 — Kansas City, MO (June 15-18)
1990 — Pittsburgh, PA, with NMRA
1991 — Negotiations are progressing with a
prospective host club
1992 and following — open

Ken Zieska acknowledged that, in their planning, the Convention Committee considers the number of schools

that remain in session until mid-June each year. They also attempt to avoid both the Memorial Day and Independence Day holidays.

CONTESTS

Kent Singer reported the 1988 convention contest was the largest ever, with 67 entries. Interim rules were adopted that changed the Junior category from age 12 to age 16 years, and made advancement automatic after winning two first prizes. For future conventions, the committee will consider increasing junior status eligibility to 18-year-olds, in response to a suggestion by Paul Stevens, discussion by the membership, and a favorable show of hands from the floor. In addition, the committee will attempt to provide future contest rooms with the best quality lighting and with higher display tables.

COMMEMORATIVE CAR

Doug Peck announced that the 1988 issue AF commemorative car sales have been good; about 12 of the 500 cars remain. The scale cars sold first, and were about 230 of 500. It is expected the 1989 issue will be an MKT Chemical Tank Car. The NASG contract with Lionel allows one issue per year at a minimum of 500 cars.

AF ENTHUSIASTS

Tom Nimelli reported that a number of repair type articles have been presented in the **DISPATCH**, with many more planned. The NASG slide show is also available and the committee is seeking slides of operating layouts along with copies of the track plans.

SPECIAL PROJECTS

Don DeWitt reported that the modular layout at this convention was a success; the modules all worked!

WESTERN VICE PRESIDENT

Lee Johnson announced the awards program was a success, with many more awards than usual presented at this convention. He called for volunteer clubs to host future conventions (especially 1992 and 1993).

STANDARDS

Wayne Pier and Ed Loizeaux reported that NMRA has agreed to adopt the NASG standards data, for the purposes of a vote in 1990 or 1991. A new check gauge is available from the NASG Clearinghouse, and will soon be available through NMRA. Also available is the new NASG coupler height gauge.

TREASURER

Ed Loizeaux reported for Treasurer Don Thompson. The treasurer's report will be published in the **DISPATCH**; the current bank balance is between \$5000 and \$7000. It is anticipated that next year's operating budget will be approximately \$34,000. Next year's budget has an anticipated profit of \$1000 to \$2000, to provide a cushion against the 1990 convention in conjunction with the NMRA in Pittsburgh, which may be a break-even event.

SECRETARY

The minutes of the 1987 general business meeting were published in the **DISPATCH**, and Moe Berk had a copy available at this meeting for review. There being no

additions, corrections, or comments presented from the floor, the 1987 minutes were accepted as published.

MEMBERSHIP COMMITTEE

At present there are approximately 600 NASG members. It was noted that a number of new members were realized because of the commemorative car project. In addition, a special new membership envelope was distributed through the NASG promotion package and approximately 50 to 60 new members used that envelope to join.

PROMOTIONS COMMITTEE

The Promotions Committee developed and distributed the previously-reported membership envelope. In addition, they have obtained approximately 5000 reprints for distribution of the May 1988 **Model Railroader** magazine article on S scale's 50th anniversary. NASG is looking for a replacement for this committee chairman. The Promotions Committee's annual budget is approximately \$2000. The NMRA national convention will be in Birmingham, AL later this month, and John Bortz volunteered to staff the NASG promotion booth. The AF starter set project is an opportunity for NASG promotions, and literature will be developed for that purpose. Paul Riley announced that a videotape of the AF starter set clinic is available from him.

BOARD OF TRUSTEES MEETING

A number of items were reported out of the BOT meeting, as follows:

Outstanding Manufacturer Award was presented for the first time this year to Omnicon Scale Models. Charles Sandersfeld accepted the award with appreciation and indicated Omnicon intends to win it again next year.

Family Membership has been changed with a by-laws revision. Consideration is being given to a constitutional change. On a motion by Lee Johnson, a discussion was held on Family Membership. The consensus was that Family Membership would be offered, at \$5 per year, to the immediate families of Regular and Honorary Members. It was noted that a separate Contributing Membership class is available for clubs as well as individuals.

Convention financing was discussed, and it was established that the goal of the convention budget is to realize a modest profit to be shared with NASG. It was repeated that profit is not a major objective, but merely a consideration.

GENERAL ANNOUNCEMENTS

Mike Ferraro announced that discussions are continuing with Southwind Models for the brass car project. Only two versions, 40-foot and 50-foot, are now being considered.

Gale Irwin announced that the Lomita Railroad Museum southwest of Los Angeles is open Wednesday through Sunday, 10 am to 5 pm, and promotional literature was available from him. Contact Gale Irwin for additional information.

Chuck Porter announced the 13th Annual S Fest will be November 18-20, 1988 in the Milwaukee area. This year's

continued on pg. 10

continued from pg. 9

theme is unity, compatible with the NASG coupler logo. Consequently, scale model enthusiasts are specifically invited and the agenda is being planned with additional consideration for them. Contact Chuck Porter or Art Doty for additional information.

Ken Zieska announced a UPS shipment from Omnicon Scale Models was recently stolen off a member's front porch, and asks all members to be on the lookout.

Charlie Brown announced that the CNYSGA Club is having a problem with the Burlington Roundhouse of Iowa. At last year's convention, the club bought and paid \$250 cash for a sandblasting unit. To date, Burlington Roundhouse has failed to make delivery in spite of repeated requests by CNYSGA. This is the unit recently reviewed by Bill Schaumburg in **Railroad Model Craftsman**, and frequently advertised in **Mainline Modeler** and **O-Scale Railroading**. Since the order was paid in full, in cash, the usual recourses are not available, such as the Postal Inspector, credit card agencies, etc.

Gale Irwin announced that Mini-Structures was sold and later repurchased by Hansel Main. He is back in production with limited quantities, and promises to resolve any problems caused by the interim operator.

Ed Loizeaux announced that the NYC Mohawk engine project was progressing nicely; there are currently 50 firm orders and 25 verbal orders. An additional 25 orders are required for completion. Watch for the **DISPATCH**

announcement.

Ed also announced there would be an NASG election this year, and a nominating committee will be formed. Descriptions of, and statements from, the various nominees will be presented in the **DISPATCH**. Ed announced he will not run for re-election.

Josh Seltzer expressed his thanks to the BOT for the AF enthusiasts considerations. He proposed that a standard, or at least guidelines, be established for the back-to-back distance on AF wheel sets; a gauge is needed. Tom Nimelli indicated his committee will look into it. Jack Troxell indicated there is a need for a three-point track-laying gauge, and asked NASG to consider it as a special project. It was reported that Miller Engineering has three-point gauges available in several codes, and will advertise them in the **DISPATCH**.

Jack Troxell announced the 1989 NMRA convention will be held in Houston, TX, and invited all NASG members to attend.

Kent Singer moved for adjournment; it was seconded and implemented at 11:10 am.

Respectfully submitted,



Morris Berk III for James A. Kindraka, Secretary

1988-89 NASG BUDGET

PROJECTED INCOME:

Beginning Cash Balance — 7-1-88:	4000	
Dues:		
Existing Members (525 @ \$17)	\$8925	
New Members (100 @ \$17)	<u>1700</u>	
	10625	
Service Committee:		
Track Gauges (125 @ \$3)	375	
Coupler Hgt. Gauges (150 @ \$3)	450	
AF Cars	15000	
Modular Book (50 @ \$5)	250	
Misc. (T-shirts, patches, etc.)	<u>400</u>	
	16475	
Convention Committee:		
Profit	1500	
Auction	200	
Head Tax (20 @ \$5)	<u>100</u>	
	1800	
DISPATCH:		
Booster Ads (20 @ \$10)	200	
Inserts (10 @ \$25)	250	
Advertising	<u>4000</u>	
	4450	
Promotions:		
MR Ad Requests (100 @ \$5)	500	
Miscellaneous items:		
Interest Income	500	
TOTAL RECEIPTS:	38350	

PROJECTED EXPENSES:

DISPATCH:		
Postage	4000	
Printing	<u>7500</u>	
	11500	
Election Committee		
1989 Election:	500	
Membership Committee:		
Directory	500	
Dues Renewal	500	
Coupons	<u>200</u>	
	1200	
Service Committee:		
Modular Book	500	
Convention Committee:		
Convention Advance	500	
'89 Convention Car	<u>1450</u>	
	1950	
Promotions Committee:		
Miscellaneous	1000	
Advertising	750	
Booth	2000	
MR Package	<u>500</u>	
	4250	
Clearinghouse:		
1989 AF Car	11000	
1989 AF Car — Advertising	1000	
Miscellaneous	<u>1000</u>	
	13000	
Awards:		
Bernie Thomas Memorial	50	
Tony Perles Publishing	65	
Manufacturer's	<u>50</u>	
	165	
Miscellaneous:		
Postage/Stationery	600	
NMRA Membership	40	
Corporate Registration	<u>65</u>	
	705	
TOTAL EXPENDITURES	33770	
Ending Cash Balance — 6-30-89:		\$ 4580

RETURN TO THE HEARTLAND

The 18th Annual NASG National Convention June 15-18, 1989

LOCATION

Park Place Hotel I-435 & Front Street
Kansas City, Missouri 64120
Phone 1-800-821-8532

Room Rate \$59 (single or double occupancy),
\$69 (triple), \$79 (quad), children under 12 free.

IN-HOUSE LAYOUTS

A potpourri of Scale, Hi-Rail and AF operation will be offered through the display layouts which so far include the Greater St. Louis American Flyer Club, and The Heartland S Rails.

MODEL CONTEST

The traditional model contest will be featured with prizes and recognition.

EXHIBITS AND MANUFACTURERS

There is 5000' of convention floor space plus additional rooms for clinics and model contest. Meet many of the S dealers-both Flyer and Scale, S manufacturers and brass importers.

CLINICS

Clinics include: How About Traction?, Collecting American Flyer, Modeling *Realistic Water*, Converting American Flyer Heavyweights to Scale, Quick Scenery, Prototype Practices for Modeling Tank Cars, Making Ground Throws for Gargraves Switches, Realistic Weathering and Painting. Clinicians include Dody Stevens, Tom Nimelli, Newt Brown, Bill Oertly, Paul Stevens, Jack Keiser, Jack Casner, Jim Kreuzberger and others.

AUCTION

Of course we're having the traditional auction

S SWAP MEET

We have forty reserved tables for Dealers to sell American Flyer, S Scale, Highrail, Narrow Gauge and any other 3/16th model items.

LADIES PROGRAMS

Ladies activities include: a tour of the Hallmark Visitor Center, tasting freshly-made candy at the Green Mill Candy factory, riding the Missouri River Queen riverboat, and a tour of the Truman home and Library. Evening activities include a microwave cooking class, and a hands-on candlewicking demonstration.

PROTOTYPE TOURS

All tours will be in air-conditioned coaches. Register early as space may be limited on some tours.

COMET INDUSTRIES

Tour the airbrake rebuilding facilities, and general plant. See also the equipment of the Midland Railway being rebuilt.

BURLINGTON NORTHERN TECHNICAL / TRAINING CENTER

Visit this fascinating modern railroad center for training signal and mechanical departments, communication, maintenance of way, dispatchers and engineers. The scenic ride to this suburban facility will take you through some of the outstanding areas of the metropolitan Kansas City Area.

AMERICAN CAR FOUNDRY (ACF)

See these interesting car rebuilding facilities.

LAYOUT TOURS

A number of local layouts have been scheduled, including those belonging to members of The Heartland S Rails.

CONVENTION CAR

Wabash "Serving the Heart of America"
Numbers 6189 and 1989

American Models 40' Boxcar

Scale/Hi-Rail • \$20.00 + \$3.00 Postage and Handling

FOR ADDITIONAL INFORMATION CONTACT

Jim Phelps • 8432 North Virginia
Kansas City, Missouri 64155

A VISIT WITH DAVE SMITH

by Dick Karnes
Photos by Ed Loizeaux



Here's Dave Smith himself, smiling contentedly behind Ed Loizeaux's prize-winning NYC Niagara, built by John Bortz. That's the rear end of the Pacemaker freight heading westbound past the tower. The caboose is a G&W model painted in Pacemaker red and grey colors. The interlocking tower where four tracks converge to two is a Hansel Main Mini-Structures kit. The Oriental NW-7 on the lower level pulls a brass N&W triple hopper scratch-built by Dave.

Dave Smith has been in S gauge since he became a model railroader in Vassar, Michigan, in 1965. Dave's father was an engineer on the New York Central in Michigan, so it's understandable that his favorite railroad is the NYC. When Dave wanted to build a railroad for his kids, he found an S scale locomotive plan in one of the model magazines and liked the size. He also found an ad in the same magazine for the **S Gauge Herald** and sent away for information, and — presto! — he became an instant S scaler. Dave started model-building the hard way — he purchased and built one of Claud Wade's NKP Berkshire kits.

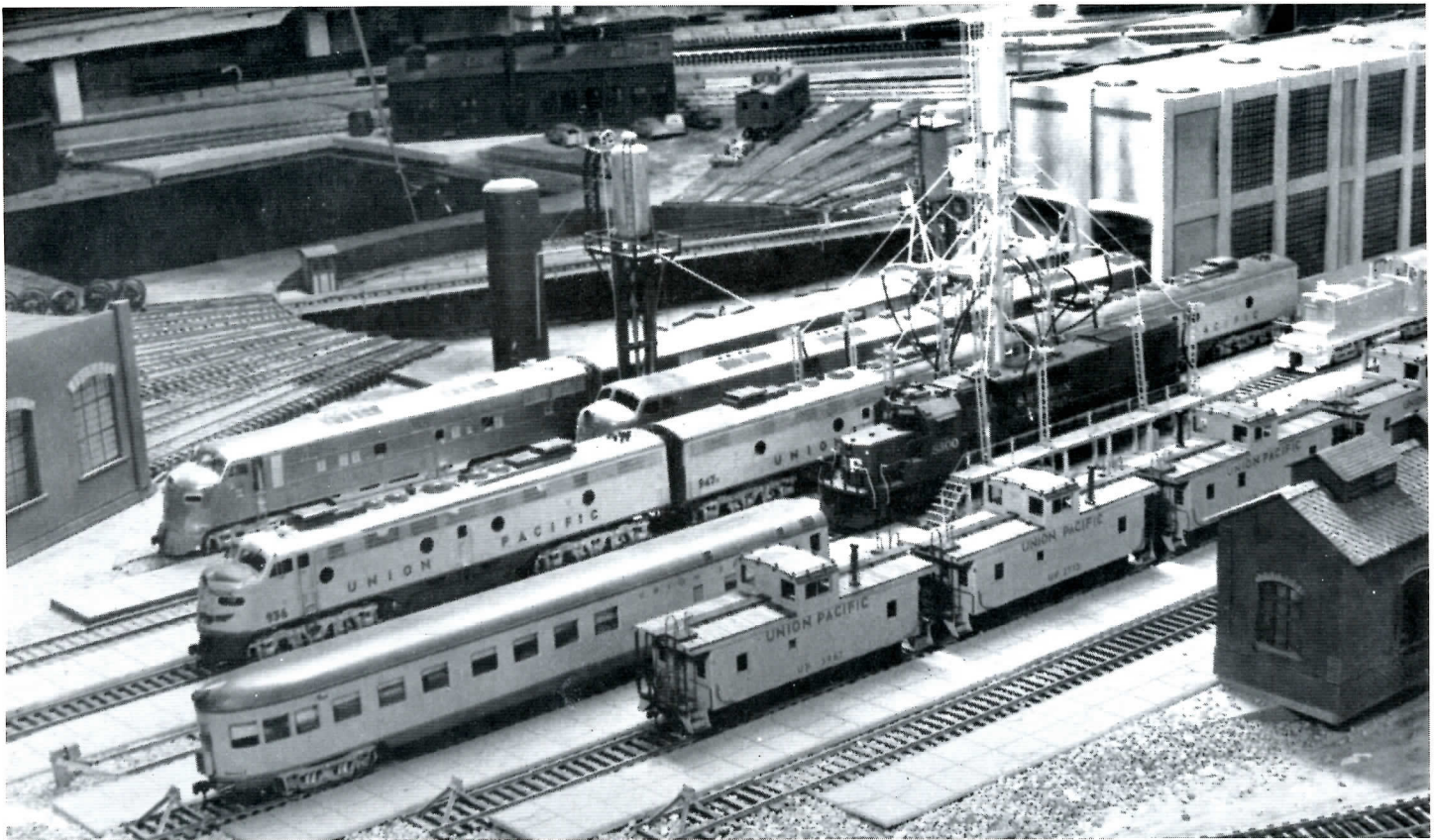
Dave later went to Stanford University in Palo Alto, CA for his masters' degree. While there, he met local S scalers Barney Daehler, Ed Loizeaux, and Henry Sprague. Dave credits Henry's beautiful scratchbuilt UP Challenger and Big Boy with stimulating his interest in big UP steam.

While he was in California, Dave went out and measured typical SP rail and found it to be 8" high, a perfect match with .125 model railroad rail. So, he proceeded to build a mess of turnouts from .125 rail for his next railroad. But when he went back east on a visit, he found the local Michigan rail was only 6" high — a good match with code .100 rail. So, when Dave moved to Iowa in 1972 and built his second layout, .100 rail was used for the track

and the .125 turnouts were used anyway. Newer turnouts are all .100.

Dave operates Union Pacific as well as NYC equipment on his layout both because of his newfound love of UP steam locomotives and as a concession to the local Iowa railroad scene. The layout is basically a double-tracked folded dogbone, located in a 30' square basement room shared with a furnace and a hot-water heater. Mainline standards are two percent maximum grade and 54" minimum radius. The railroad was first built with .100 rail spiked to individual ties with a Kadee spiker. Roadbed is Homasote, and the track gauge was the old NASG/NMRA standard. Dave later switched to Miller tie strip with .100 rail for additional trackage, but found that his 12-pound Big Boy hauling 100-car trains gradually spread the rails and distorted the tie strip. Dave then switched to Tomalco track, eventually replacing almost all his older track. Thus, Dave has track made to the new NASG standard, whereas his older turnouts are still to the old NMRA standard. His equipment, a mixture of old and new standards, has no trouble with this mixture.

So, enjoy these photos of Dave Smith's layout. You'll find many interesting ideas and details which might be easy to incorporate in your own layout.

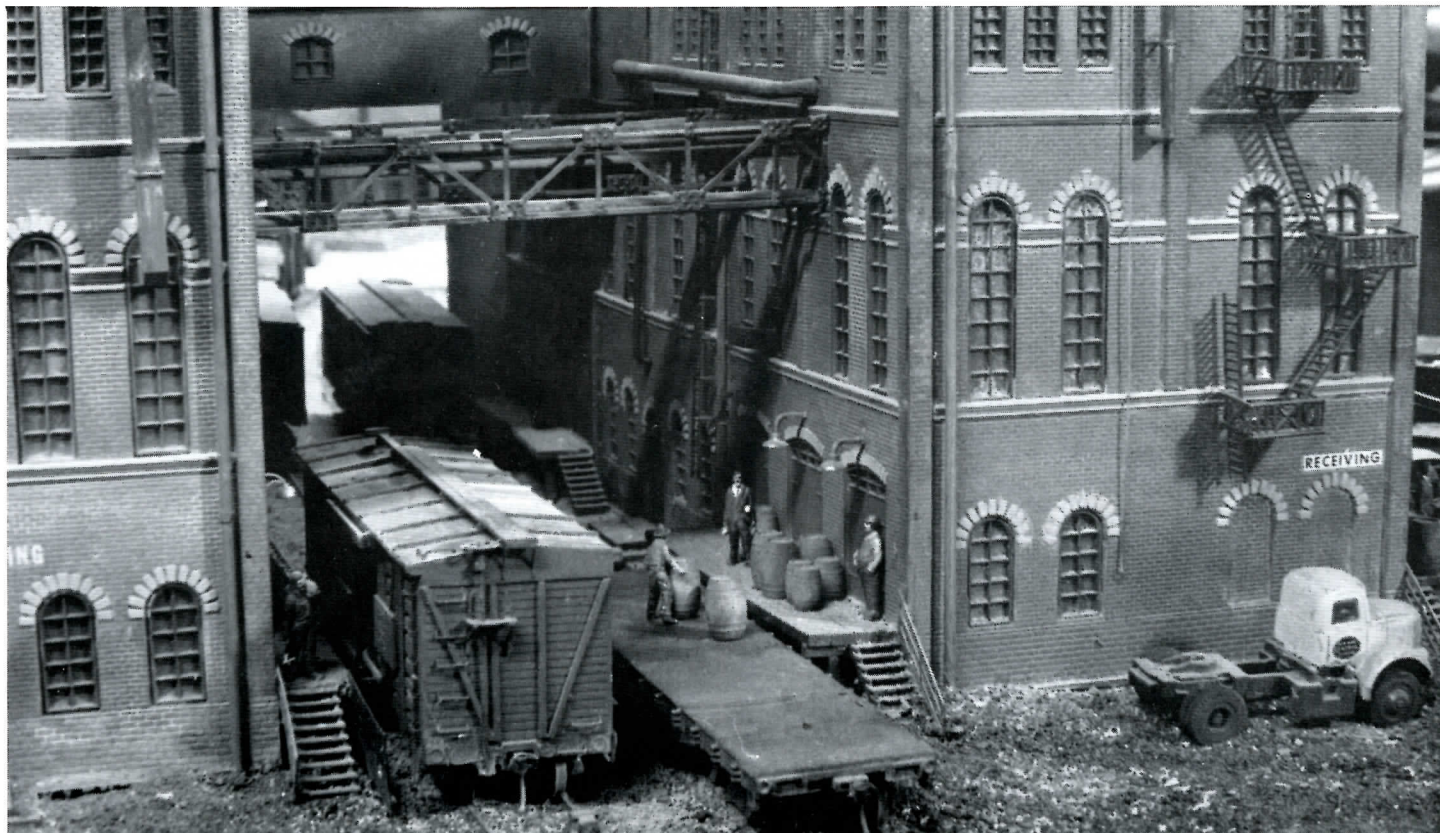


Here's the UP engine terminal, one of two on the layout. (The other is the NYC terminal.) The cabooses, E units, and sanding towers are Overland. The visiting Espee SD-40-2 is Ed Loizeaux's, also by Overland. The SW-1 is Oriental, the UP observation car is American Models, and the diesel engine house is a Lehigh Valley Models kit. Dave scratchbuilt the brass turntable and the dynamometer car in the distance. Bumpers are G&W.

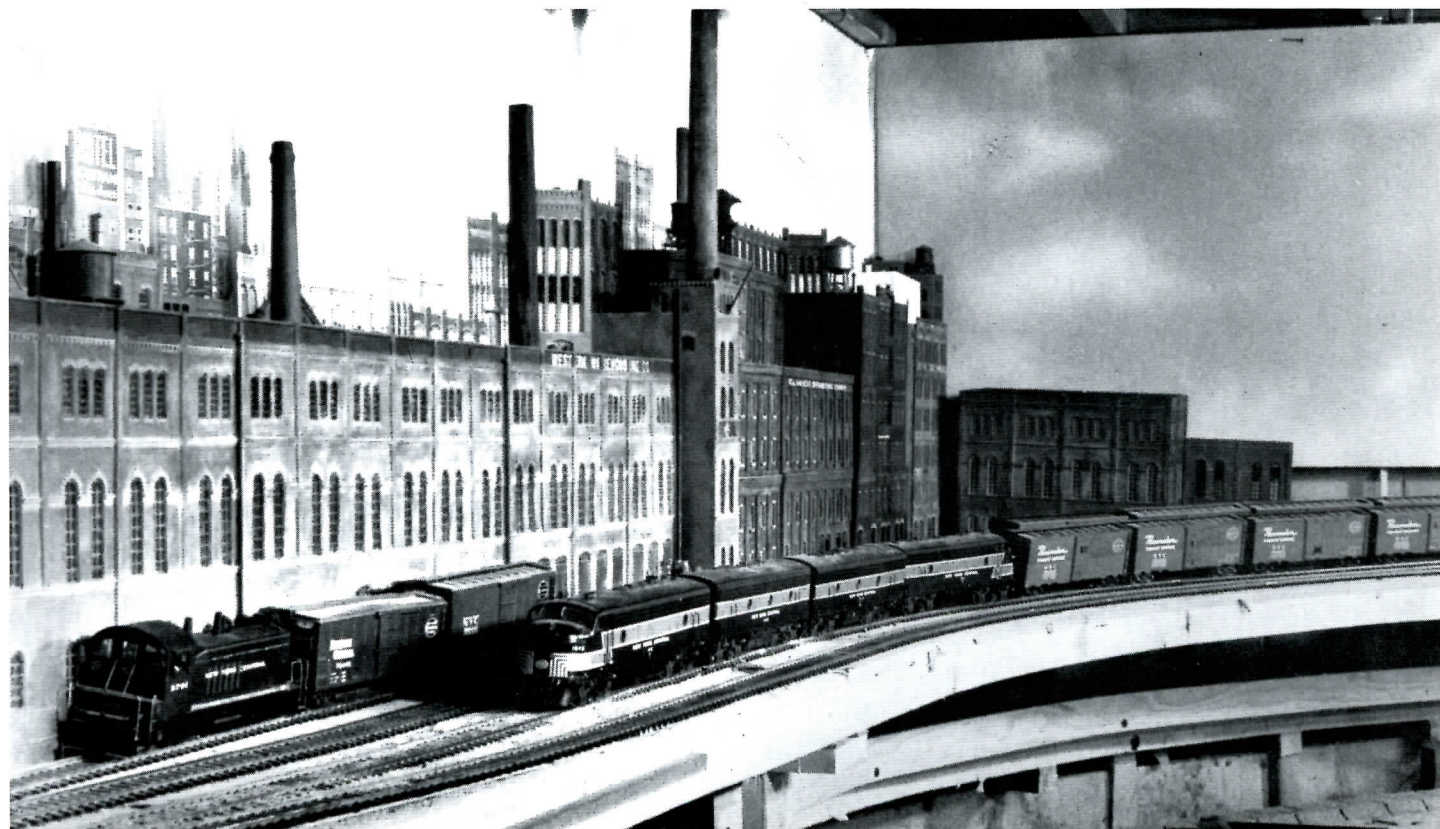


Wilson's Packing Plant was built with the pieces left over from the Heljan brewery kits. The roof detailing came out of the scrap box. Vehicles are Ertl and Efsi. The stock cars peeking out from behind the plant are Ace floors and American Models trucks.

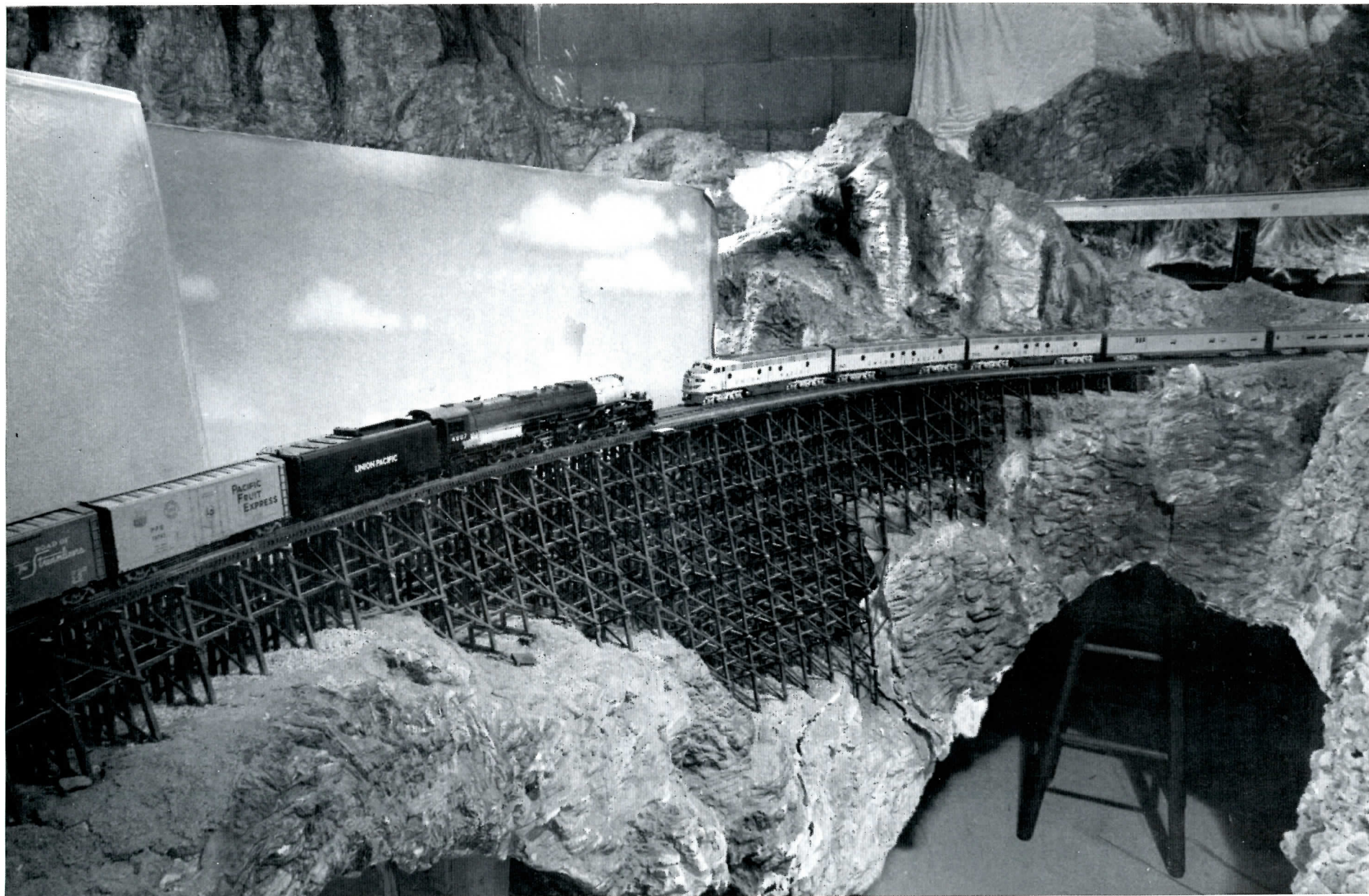
continued on pg. 14



The alley between buildings of Wilson's Packing Plant is a beautiful study in detail. The stock car is a Mainline Models kit. The scratchbuilt flatcar utilizes AF sides. The overhead pipe rack is made of parts from an O scale Plasticville signal bridge. The truck tractor is Winross. Note how all the pipes, railings, and fire escapes make the scene come alive.



A NYC hotshot Pacemaker freight glides past an NW-7 switching the warehouse district. The "F"s are all American Models, including the B units, which were converted from standard A units. Each diesel body is lined with lead for weight. The switcher is an Oriental import, and the warehouse complex is kitbashed from HO Heljan brewery kits.



UP E-8s by Overland and a Sunset Big Boy meet on this gigantic curved double-track trestle which Dave scratchbuilt from 1/8" square model aircraft spruce. He made jigs for the bents, and built the whole thing in one winter. Dave has another Big Boy, built by Jess Bennett, loaded with lead to 12 pounds!

Dave Smith has observed quite a few negative comments about Sunset's S scale models from DISPATCH readers. Dave says he's never had any trouble with the Sunset steamers — just the usual minor tweaking. Sure beats building them from scratch. When we asked Dave about the Sunset Geeps, he fairly twinkled — even over the phone! He says all they need is repowering, and boy is that simple. Here's his prescription:

Throw away the entire Sunset drive train — trucks, gears, motor, shafts. Obtain an American Models FP-7 chassis. Measure the butterfly-shaped power truck cutouts in the AM floor and reproduce these cutouts in the Sunset Geep floor. (Half of each cutout

is already done for you by Sunset.) Then cut both ends off the AM chassis, and remove the Sagami motor, flywheel, and motor shafts. Plunk the AM chassis right in place from underneath the Sunset floor. Attach the chassis with silicone glue or, if you're a mechanical purist, drill and tap for four screws through both mating floors.

Glue the Sagami motor and flywheel back in place with silicone glue, and reinstall the motor shafts. The shafts may have to be shortened just a bit. Discard the AM sideframes and replace them with Southwind's F-unit sideframes.

Easy! Sure beats building from scratch!

MANUFACTURER NEWS

Central Hobby Supply (Suite 10, Burnet Plaza, 3056 Burnet Ave., Syracuse, NY 13206) announces special sets of S scale brass roofs, sides, and doors for PRR round-roof stock cars by Red Ball. The prototypes were rebuilt in 1957 from round-roof box cars at PRR's Fort Wayne shops, and saw service through the 1960s. The Wabash also operated some of these cars. Chief spotting feature was the distinctive silver roof painted to reflect the sun. Price is \$75 per set, with a 10 percent discount for multiple orders. It should be easy for an experienced modeler to add ends and floor to complete the car.

G and W Models (115 Upland Rd., Syracuse, NY 13207-1119) sends us news from Overland: "Contrary to the many rumors that Overland would not be importing any new models in S scale, they have just announced that they will import the Alco DL-701 series of diesels next March (scheduled date) and the USRA Light Pacific (4-6-2) later in 1989. Quantities of both models will be limited to 100 each.

"We have made arrangements with Overland to include a NYC (PC/CR) version of the Alco DL-721 (RS-32) when they import the Alco DL-701 series next march. The major difference is that the NYC units didn't have dynamic brakes (no small rectangular screened openings over the tall hood doors and no dynamic brake assembly on the roof). The DL-721 was also used on the C&NW (C&NW purchased a number of ex-NYC DL-721s from CR) and it is nearly identical to the low-nose DL-701 (RS-36), without dynamic brakes, purchased by Nickel Plate

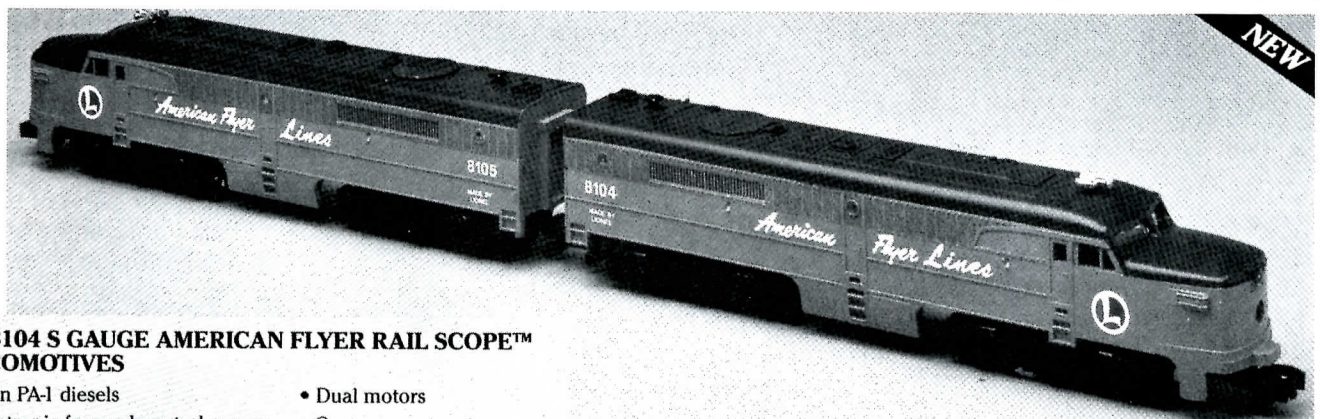
(N&W), Tennessee Central (L&N), and Atlantic & Danville (NFD)."

G&W's announced reservation date (Dec. 10) for the NYC version will have passed by the time you read this, but perhaps you can get in at the last moment. Send a \$100 deposit with your reservation.

We just received the new 1989 "Pre-Toy Fair Edition" catalog from **Lionel** (26750 Twenty-Three Mile Rd., Mt. Clemens, MI 48045), and it has some nice goodies in it for American Flyer fans. First off, there's the "Rail Scope" system in S gauge. For those unfamiliar with Rail Scope," it is a miniaturized videocamera mounted in a locomotive. The lens is positioned at headlight height, so you can receive an engineer's view of the track ahead as your train travels your pike. The system includes a stationary receiver which connects to any standard TV set.

In the S gauge version, the camera is mounted in a twin Alco PA A-A diesel which features a two-tone bluish-grey color scheme. It features twin motors and electronic forward-neutral-reverse.

Another item in Lionel's 1989 line is the "Historic American Railroad #7" set, a C&O passenger train which includes blue-and-yellow Alco PA A-A diesels and four blue, yellow, and grey streamlined cars (combine, coach, dome, and observation). The powered locomotive will have twin motors, Pullmor traction tires, and electronic reversing. The dummy unit will have an electronic diesel horn which operates only when the train is run on AC current. Both units will have illuminated number boards. The cars will all have passenger silhouettes in the



6-48104 S GAUGE AMERICAN FLYER RAIL SCOPE™ LOCOMOTIVES

- Twin PA-1 diesels
- Electronic forward-neutral-reverse
- Eight wheel drive
- Dual motors
- One year warranty

Pack: 3 Wt.: 14 Cube: .6

windows.

Rounding out the new line are a Pennsylvania RR GP-9 and companion "northeastern" caboose in PRR colors and lettering.

Mainline Modules (4324 W. Saginaw, Lansing, MI 48917) is offering its new "Proto Bed" one-piece high-profile flexible roadbed made of ground vinyl in S scale. Proto Bed is extremely pliable and won't dry out or harden over time. It is available in two thicknesses — 1/4" and 3/8". Write for details.

The 1989 American Flyer car from **NASG** (280 Gordon Road, Matawan, NJ 07747) is underway. The pilot model is in hand, and looks very nice. It is an MKT (Katy) single-dome Pullman-green tank car, lettered in yellow and white. The car features a dome platform and ladders. Its prototype was used for shipment of "edible oils" in the 1950s. The selection of this car was based on responses to the AF car survey last spring, followed by an open discussion session at the 1988 convention. The car will be as shown on page 21, but the car number will be different. Price is \$29.50 (limit of two per customer);

purchasers must be current or new NASG members.

By the way, less than 20 of the 1988 American Flyer CNJ reefers are left. Get yours before they're gone!

Pacific Rail Shops (3205 Helms Rd., Grants Pass, OR 97527) will have their new 50' boxcars in your hands by the time you read this — provided you've ordered them. Owner John Verser says interest is running pretty high since his ad appeared in the Sept./Oct. **S Gaugian**.

River Raisin Models (6160 Upper Straits Blvd., West Bloomfield, MI 48033) expects delivery of their PRR hopper cars in early March 1989. Three versions will be available: **H-30 3-bay with flat riveted-steel roof (\$104)**, **H-30a 3-bay with raised-ribbed roof (\$104)**, and **H-32 5-bay (\$110)**. River Raisin will also offer two different decal versions for these cars.

David W. Smith (4307 Aspen Dr., W. Des Moines, IA 50265) had sets of decals made up for his New York Central EMD E- and F-unit diesels, and has a dozen sets left over. They are available from him at cost — \$10.00 a set — as long as they last.

PRESIDENT'S MESSAGE

When Ed asked me if I wanted to take over his column for this issue, I jumped at the chance. It's getting close to election time again and this forum will give me the chance to both make the official announcement and also "wax philosophical."

This will serve as general notice that nominations for the following positions in NASG are open:

President	4-yr. term
Treasurer	4-yr. term
Eastern Region VP	2-yr. term
Central Region VP	2-yr. term
Western Region VP	2-yr. term

All nominations should be forwarded to me in care of the Elections Committee. The address appears elsewhere in this **DISPATCH**. Ballots will go out on April 15th. Any member can place his name or another name in nomination, but please be sure you have that person's approval beforehand. Any nomination must include a summary

of the candidate's qualifications **not** to exceed 200 words.

The duties and responsibilities of the offices vary. Certain specified duties are outlined in the By-Laws (Article IV, #1-5), but much depends on how energetic the individual is and the general plans the President has. The only real qualifications are enthusiasm for S, a willingness to volunteer a few hours a week, and the ability to write a letter every now and then. (Anyone wanting a Constitution/By-Law set may get one from the Secretary (me) or the Elections Committee (also me) by sending a 45-cent SSAE.)

Over the last several years, NASG has enjoyed and benefited from a very active board. Board members volunteered a lot of time to work on committees that culminated in increased promotions, brass cars, AF cars, standards and coupler-height gauges — the list goes on. Now it's time to elect another Board. Our current President, Ed Loizeaux, is not running for re-election, so I think it's a good time for "fresh blood" to think

about getting involved. Many of us on the board have accomplished the goals we set when first elected and this election brings the chance to set new goals and new directions. Think about getting involved — This is, after all, the members' organization, and whether it goes forward or remains stagnant is a direct result of the members' input.

No discussion of NASG elections can be complete without some mention of the rather fractious affair during the last presidential election four years ago. S gaugers certainly don't lack passion toward their causes! But seriously, everyone regrets the feelings that were hurt four years ago. NASG's Board made several by-law procedure changes to tighten up the process and eliminate situations that led to problems in 1985. So many positive things have happened in S scale since then, any future election should be an affirmation of that. There is no future in being negative about individuals who volunteer their efforts for a leisure time hobby organization!

Think about getting involved, setting goals, and making things happen. NASG is looking for a few good, capable people to keep the organization positive and moving forward.

MEMBERSHIP DIRECTORY UPDATE

Please send in your membership updates so we can record your prototype interests, whether you have modules, etc., even if your address is OK in the directory. Also, we need club information! Write to:

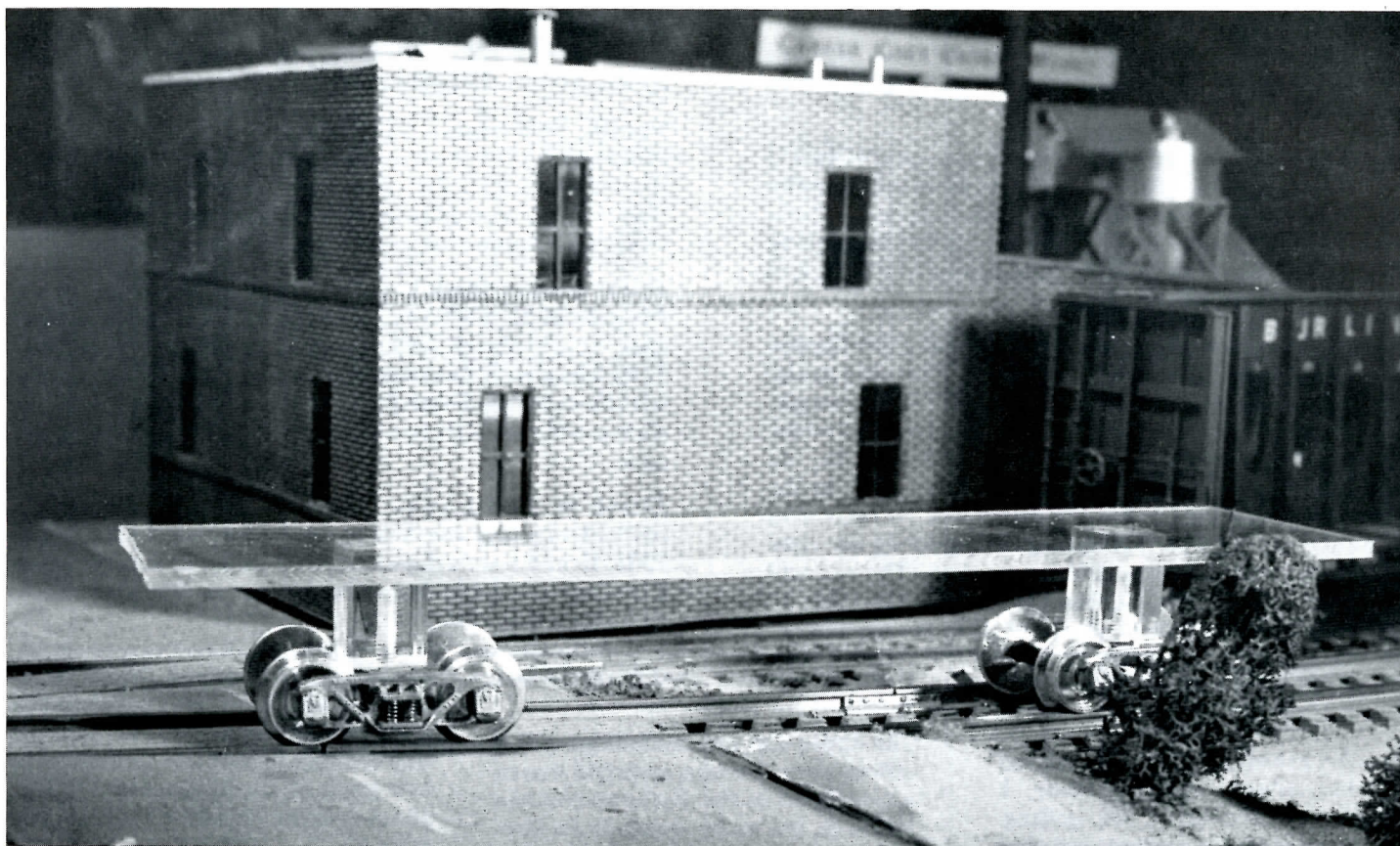
Don DeWitt
37 Snow Drive
Mahwah, NJ 07430

MODULAR STANDARDS

Non-members can obtain copies of the S-MOD standards from Don DeWitt. Price is \$3, including a "Concept Description of the S-MOD Electrical System" and a "Handheld Throttle" article. Members can get these two extras from Don for \$1. Write to:

Don DeWitt
37 Snow Drive
Mahwah, NJ 07430





The completed inspection car sits on a grade crossing on The Tinplate Road.

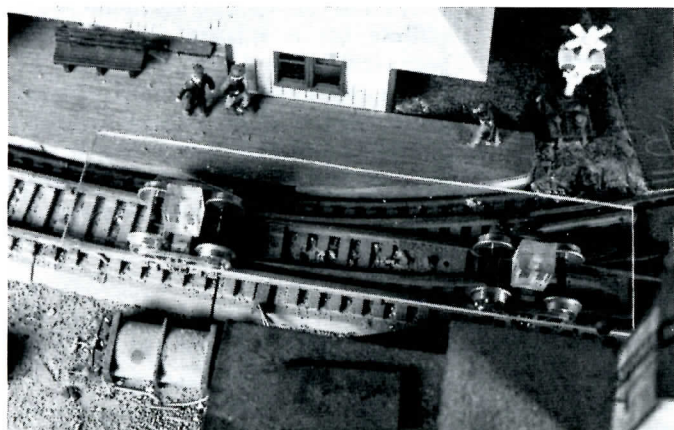
A PRACTICAL RAIL INSPECTION CAR

by Ernie Horr

(Reprinted from the "S-Train Rail")

To those of you whose track gangs laid your S gauge rails perfectly and now never have a derailment or even a wobble as your equipment rolls on, this article will be of no interest. Unfortunately, the Tinplate Road did not have an expert track gang, so the trackage resembles an unused branch line more than the mainline of a well-maintained first-class railroad.

While browsing at my favorite hobby shop, I spied something that could help to track down the bad spots



Here, the car is used to check tracking through a turnout.

so they could be fixed. Unfortunately, it was made for HO (what isn't?). But, with a little work, one of these can be made for use on an S gauge pike. I guess you could call it an inspection car, but it's really just a piece of clear plexiglass with a pair of your favorite S gauge trucks fastened to it. The measurements given here provide a car whose dimensions are similar to a 40' freight car. (If your 40-footers don't give you trouble but your longer ones do, then make the car as long as your most troublesome car.)

I cut a 1/4" thick piece of plexiglass 1-3/4" wide by 7-1/2" long. The measurements do not have to be exact, and the piece doesn't have to be perfectly square, except the more care you take, the better your "car" (??) will look. Then from some 1/2" square clear plastic I cut two truck mounting pads 1/2" long. (Round stock will do as well as square.) The cuts here need to be square. Fasten these about 1-1/2" from each end, centered crosswise on the plexiglass sheet. I fastened the pieces together with Elmer's *Wonderbond*, a cyanoacrylate glue. You can use your own super glue or whatever your favorite is, but I have found *Wonderbond* to work the best for me.

Drill the mounting pads to accept whatever screw size you want to use to attach your trucks. Screw the trucks on, running the screws in far enough to eliminate excess slop in the truck mounting.

Now you are ready to use this creation. I merely push it along my trackage and, without squinting or trying to look over or under the trucks, I can simply look down, right through the car, and see how the wheels track. The effects of any irregularities in height, gauge, switch points, frogs, etc. is readily seen. Now all I have to do is fix 'em!

THE AMERICAN FLYER ENTHUSIAST

by Tom Nimelli

SMOKE UNIT REBUILDING

The smoke unit is one of the most clever and dependable units made. It will run for years without trouble. The only problems usually come from age and non-use.

The fluid is a scented mineral-oil-base suspension. (Remember, this was made for kids and they will drink anything. It had to be something safe. And if you get in a real bind, it makes a good laxative.)

The smoke unit burns the mineral oil and then blows the resulting smoke out the stack. It also makes a rather unbreakable sound unit.

Now, there are flaws in this system. The nichrome wire (40 gauge) will burn out, the wick can harden into a solid mass if all the fluid has evaporated, and the air holes will get plugged up, blocking the smoke path.

In troubleshooting a non-working smoke unit, the first step is to unsolder the wires. Check for a resistance of 35-40 ohms. A reading under 35 ohms will indicate a unit that will still smoke for a while, but then burn out. NOTE: If you run DC with low voltages, 35 is the reading you want. For trains that are run by

kids, young or old, the higher reading of 40 ohms will give better results.

If the reading is open (zero or infinity), you will have to rebuild the unit. Buy a smoke unit element replacement kit. One source is Leventon's Hobby Supply, 1411 SW Johnson Ave., Chehalis, WA 98532. At last check they cost \$1.50, but you may want to check Leventon's current catalog before ordering.

STEPS IN REBUILDING A SMOKE UNIT

1. Remove the smoke unit from the chassis. Usually there are one or two screws and two solder connections.
2. Remove the six screws on the top and the four screws on the bottom of the unit.
3. Take the old smoke unit wick out, being very careful to leave the paper insulator on the top of the unit in one piece!
4. Clean out the smoke holes and the fluid holes.
5. The kit has the nichrome wire already wound around the fibreglas wick. With a multimeter, check the resistance for a reading of 35 to 40 ohms. The lower resistance will result in more smoke, but a shorter life of the unit.

Now — here's a little trick. On

installation of the wick, use glue. It doesn't matter what kind — we'll cut the part with the glue off soon. Glue the ends of the wick together, form them to a point, and let the glue dry.

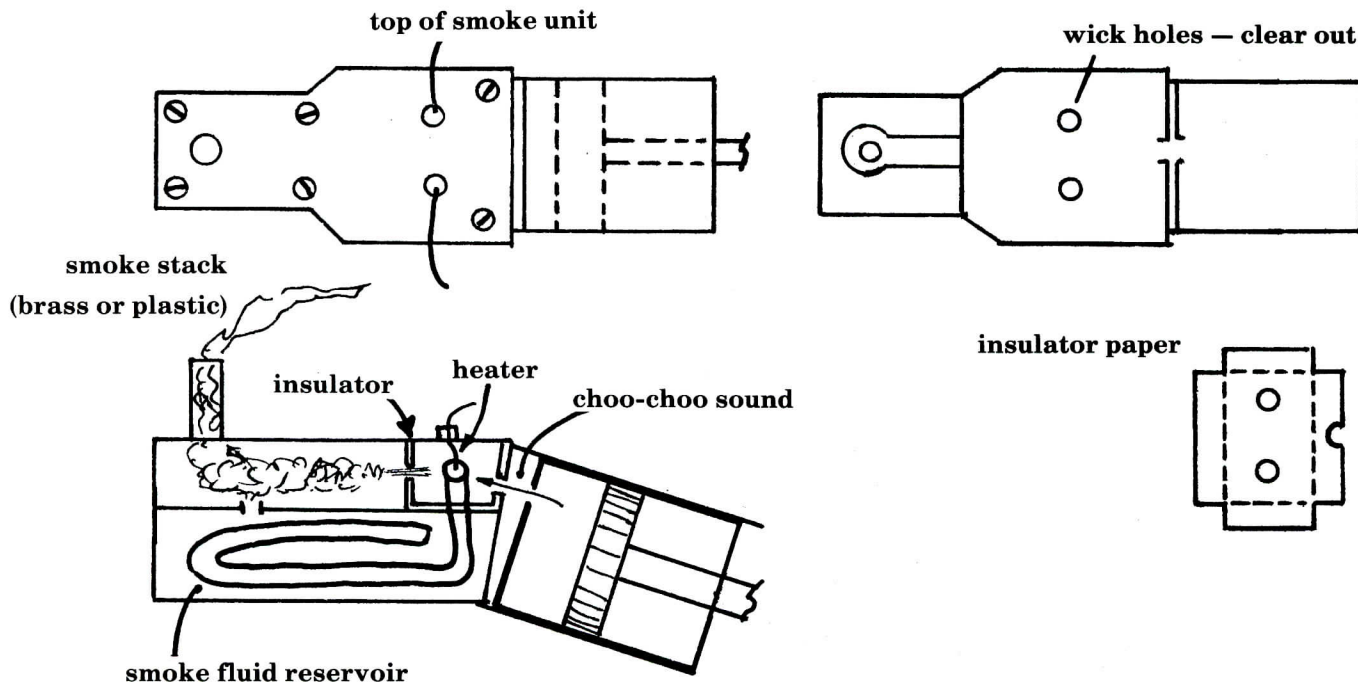
6. Holding the pointed, glued end, insert both sides through the insulator and through the smoke unit. Do not pull the wire down to the bottom. Leave an air space for better smoke production. Now, fold the wick in the bottom of the unit. Usually there is more than enough. Cut off the glued ends and discard.

7. Screw the bottom back on. Be careful not to have the wick between the bottom edges. This will cause fluid to leak.

8. Clean any solder out of the wire holes on top by heating and tapping the top. Remove any old nichrome wire from the top lugs.

9. Insert the nichrome wire through the holes and screw down the top. Wrap the wire around the lugs. Remember, nichrome wire cannot be soldered. A mechanical connection must be made. Then be sure to check the resistance.

10. Reinstall the unit into the engine. Resolder the two electrical connections and fill the holes with solder. Fill the unit with fluid and let it sit to give the wick action time to work. Give it a test run, and be prepared to be smoked out!



EDITORIAL

APPEALING TO THE TINPLATER

In 1948 at the age of nine, I gave my well-used Lionel 2-4-2 set to a local Chinese refugee family. I had resolved to buy an American Flyer set — when I could afford it. But was I surprised when my parents gave me a brand new AF set on my 10th birthday! It had a 322 Hudson, MoPac stock car, side-dump coal car, C&NW searchlight car, and Reading caboose. The improvement in realism over my old Lionel set was amazing!

Over the succeeding years I added more and more equipment. But I also became more and more interested in realism. I painted my caboose and highlighted its grabirons with yellow. Pleased with the results, I did more repaints, each better than the last. My first kit was a Chester 85' baggage car, but I was so intimidated by it that I saved it until after I built my first wooden kit model at age 13 — an Ambroid watermelon car.

AF's unrealistic track was the next

to go, replaced by TruScale roadbed with .172 rail. Wheels followed. I began equipping my AF cars with Northeastern trucks and hirail wheels. (Yes, I am one of those who went through **two** wheel conversions on my way to scale modeling!)

However, today most tinplate fans are driven not by realism, but by nostalgia. Consequently, their primary interest tends to be the quest for "purity" of the equipment — condition (trading "up"), authenticity (weeding out repaints, replicas, and "restorations"), and completeness. This gradual transformation to collecting is reinforced by the escalating values of old Flyer items (and the escalating prices of new ones). These days, increasing a tinplate model's fidelity to scale reduces its value to near-zero.

So why am I telling you all this? Because it is difficult to maintain an appropriate scale/tinplate balance in the **DISPATCH**. AF-to-scale conversion articles are more likely to make AF fans cringe than applaud. So what does that leave? Layout stories — yes. Tom Nimelli's "AF

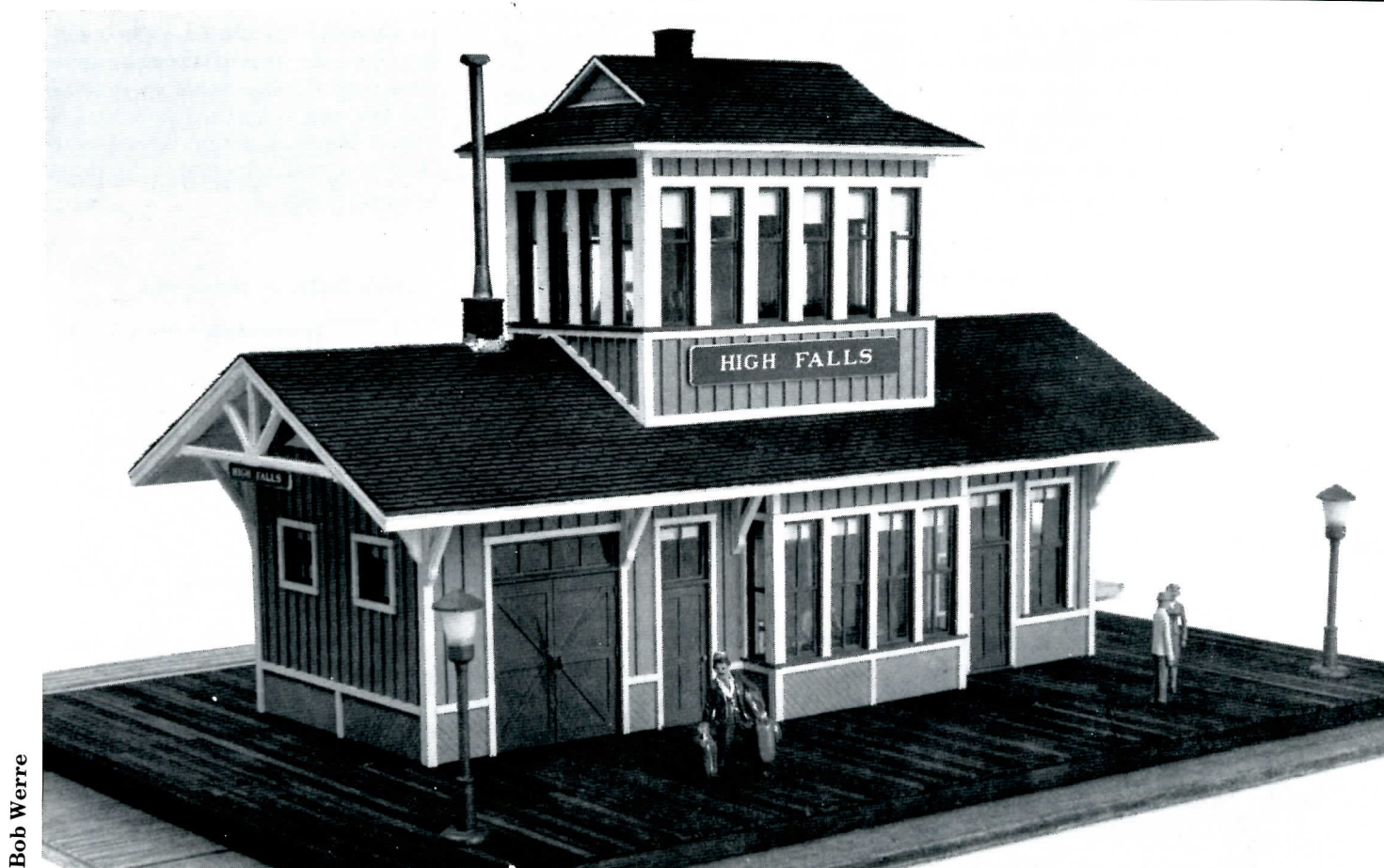
Enthusiast" column helps. But little else comes to mind unless we "copy-cat" other publications (e.g., Greenburg and Heimburger).

So tell us, AF members. What would **you** like to see in the **DISPATCH**? Let us know.

Dick Karmos

CLARIFICATION

The recent mailing of a solicitation of interest for a NYC Mohawk project along with the NASG call for nominations has touched off some controversy. The fault is ours. Project sponsor Ed Loizeaux, in his capacity as private citizen and NYC fan, prepared and paid for the Mohawk announcement as a **DISPATCH** insert. However, it was inadvertently omitted from the October **DISPATCH** mailing. Because of the time value of the insert, it would have been unfair to further delay its mailing. Ed paid half the postage too, saving the NASG over \$100.



Bob Werre

High Falls Station won second place in the scratchbuilt structures division of the amateur class at the 1988 NASG convention. This absolutely gorgeous model was built by William H. Mark III.

THE NATIONAL ASSOCIATION OF S GAUGERS PRESENTS

AMERICAN FLYER™ CAR - 1989

PRODUCED FOR THE NASG BY LIONEL™



NASG has contracted with Lionel to produce a limited run of American Flyer 1989 NASG Commemorative tankcars. The 1989 car, second in an annual series of NASG cars, will be an MKT tankcar similar to a prototype KATY tanker used in the early -mid 1950's for the shipment of "Edible Oils". The car, like the prototype, will be pullman green with yellow lettering, including "For Edible Oil Loading Only". It will carry the KATY emblem, and include a chemical-car platform and ladders. Trucks and couplers will be normal American Flyer style.

We are limited by Lionel to sell these cars **ONLY TO CURRENT OR NEW NASG MEMBERS**. At least 50 cars will be reserved for NEW NASG members. By joining now, you will be able to purchase this 1989 commemorative car. This offer will last until the supply of cars is exhausted.

At this time, we will accept paid orders for no more than two (2) cars per person. If you wish to obtain more than two, you can commit to additional cars, but do not include payment for more than two. If the total run is not sold-out by the time of delivery, the unsold cars will be available to those who have committed to them and you will be so notified.

The price of **\$29.50** per car includes delivery via UPS, following the 1989 NASG convention. (7/1/89 or sooner)

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Stephen Marschke
F. J. McQuaide
Edward Peterman
Robert Vitale
Frederick Whitley Jr.

RECOVERING...

Member and avid AF fan Art Doty is recovering from a recent heart attack. Many of you know Art from the Chicago-area S meets which he helps to stage and publicize. Get well soon, Art!

HELPER SERVICE

Help finance NASG special projects. 1 yr. of ads (your art or ours) for \$10. NASG Inc., Dick Karnes, 4323 86th Av. SE, Mercer Island, WA 98040.



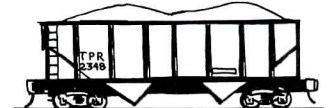
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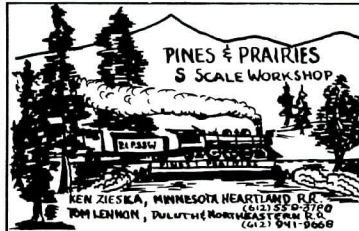
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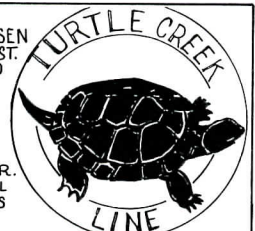


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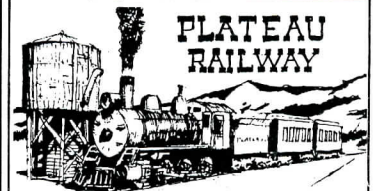


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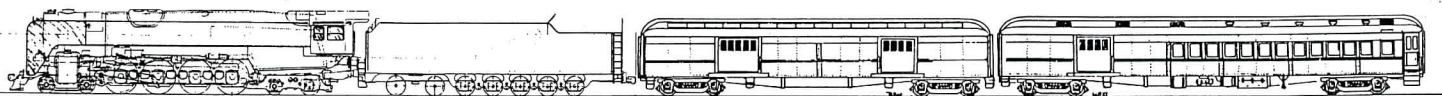
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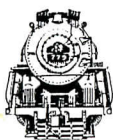


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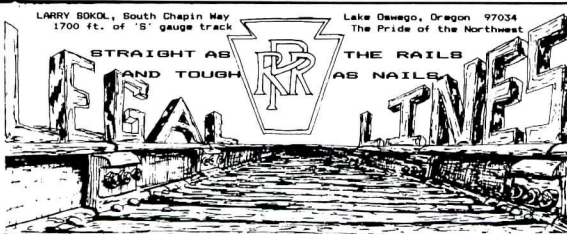
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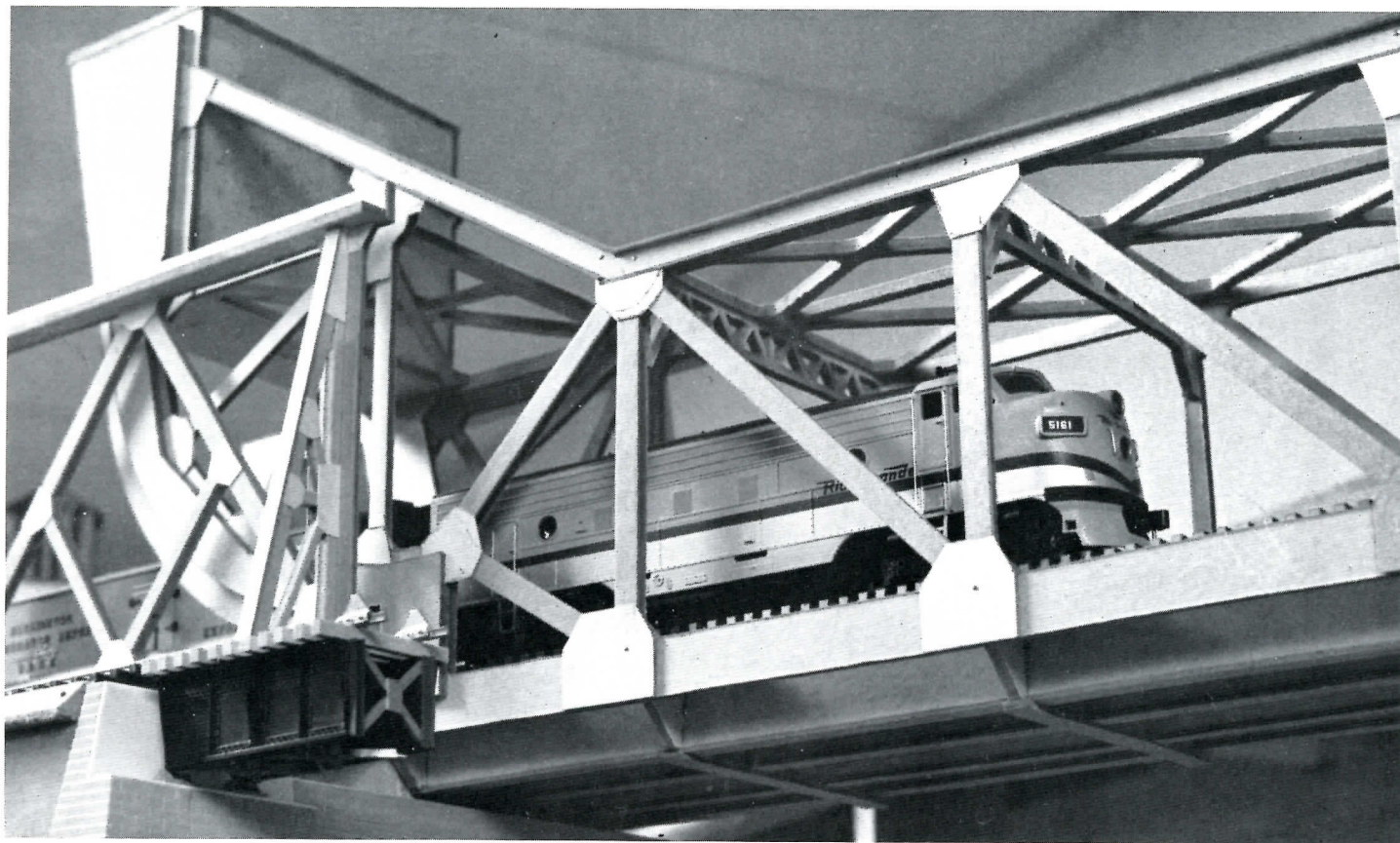
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Gary Jordan's Rio Grande FP-7 rumbles over a rolling lift bridge on Dick Karnes' Westchester Connecting Line. Gary detailed, painted, and lettered the American Models locomotive. He also built and installed a CTC-16 receiver in it. The bridge, not yet finished, is a Russell Mobi-Models cardboard kit from the early '70s.

GP-9 IN S-SCALE (COMING THIS SUMMER)



Our GP-9 Locomotive is based on the GP-9 Phase II Model. Included with each model are 48" fans, 36" fans and grillwork inserts to model the GP-9 phase III (pictured above) or the similar GP-18. This locomotive can be easily modified to many different prototype models from the GP-7 to the GP-20 high hood. See our line of locomotives, passenger cars, box cars, reefers, hoppers, gons, trackwork, etc. at your dealer. If there are no dealers in your area order direct. Send a 45¢ LSSAE for free information.

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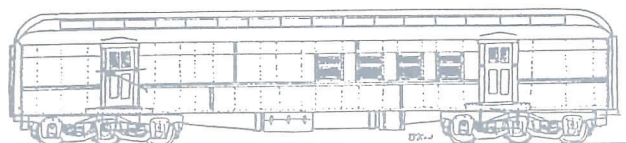
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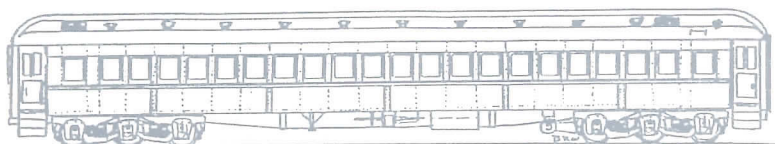
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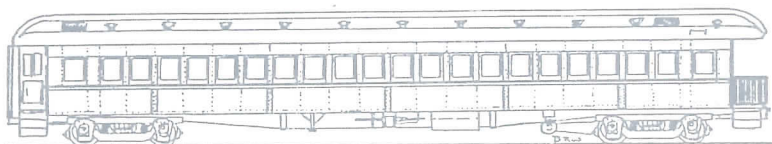
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NEW YORK CENTRAL OBSERVATION
PRICE W/DEPOSIT\$147.50

PRICE WITHOUT DEPOSIT\$164.50

These passenger cars, our "NEW YORK CENTRAL - SECOND SECTION" will be produced for sale in November, 1988. Our prices for these cars will be \$147.50/car, with a \$75/car deposit required to 'lock-in' the pre-release price. All cars that are not secured by a deposit received on/before 31 October, 1988 will be priced at \$164.50 and sold on a "First Come - First Soid" basis. In fairness to all, there will be no exceptions to this requirement.

Technical data provided by the "N.Y.C.S.H.S.", and "THEIR HELP HAS BEEN PRICELESS!" I highly recommend that you consider joining this society. Fill out and return the form below to secure your "RESERVATIONS". Deposits will be called for shortly. We need "RESERVATION DATA NOW" to determine production quantities. YES, we are planning "OTHER HEAVYWEIGHTS AT OUR PRESENT PRICES!"



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