

October 1993

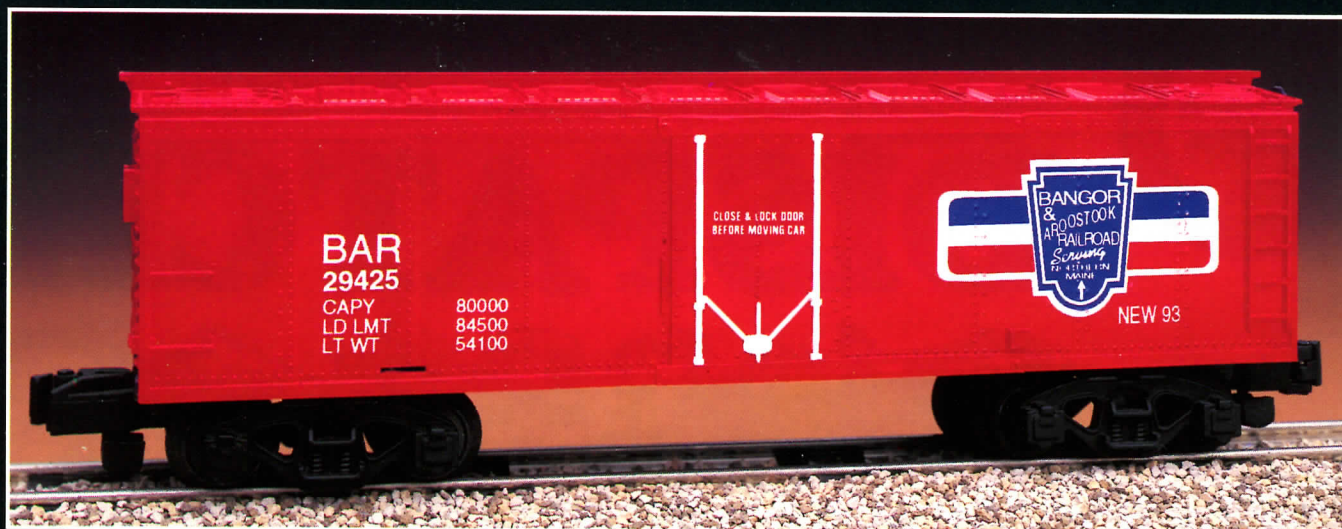
Volume XVII, Number 5

DISPATCH

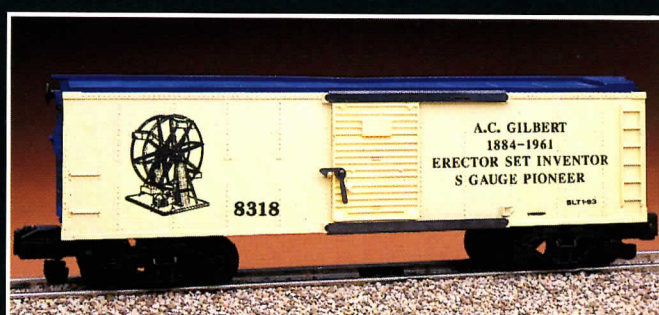


Photo by Bill Moore





Here's one good reason to buy American Flyer.



Here are four more.

Whether you're just starting a railroading empire or adding to an established layout, there are always good reasons to buy American Flyer. This year's exciting assortment of rolling stock gives you five great reasons to get into the American Flyer habit.

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NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

The NASG **DISPATCH** welcomes art, photographs, letters, articles and other S-scale-related materials contributed by the membership. Send all such materials to the editor:

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183

NASG membership runs from July through June, including all **DISPATCH** issues for the membership year, irrespective of enrollment date. All applications, renewals and membership questions should be directed to:

The Membership Secretary
NASG, Inc.
c/o John W. Metzger
Rt. 4 Box 326F
Troy, MO 63379

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COVER

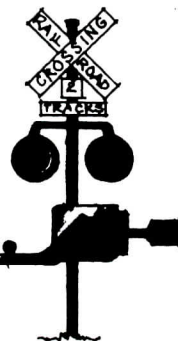
Ed Claypoole's American Flyer layout featured on tour at the Valley Forge Convention.
Photo by Bill Moore.

Bottom photo is of S-America's new 10,000 gallon tank cars.

ORDER BOARD

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OCTOBER 1993



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THE DEADLINES for articles are the 1st of February, April, June, August, October and December for issues dated April, June, August, October, December, February, respectively.

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President's Message

Gentlemen:

I'm honored to present my first message to the NASG membership. As a nine-year member who attended most of the conventions since 1984, I've had the opportunity to meet and talk with many of you, and certainly during the next four years I hope to get to know more of you. That's significant about S gauge -- our numbers may be small, but quality is number one!

Our new *Dispatch* Editor is Jeff Madden, a model railroader and train buff from way back. He's a journalism major and worked for Kalmbach Publishing. Jeff has a good "train" background, but he will continue to seek articles and pictures from our membership. His address and phone number are listed elsewhere for your information.

About Membership Cards! Look carefully in the envelope in this October issue for your card. A new card will be issued each year so you will be a legal NASG member -- you just need to fulfill your part of the bargain and renew your membership! (Latest word from John Metzger is 238 members did not renew for 1993-94, giving us 1299 paid members with this issue).

We plan to renew the S Gauge discount coupon page once again, so be looking for this sheet in the near future with discounts from various S gauge manufacturers.

One position I'd like to emphasize: we call ourselves the "National Association of S Gaugers," and in my opinion that encompasses the following areas (notice the "United" in our logo):

S Scale	Hi Rail
American Flyer	SN3

In upcoming issues of *The Dispatch* I'll review these categories in detail.

An item which NASG has in the hopper is a coupler height/wheel gauge for American Flyer. Through the efforts and research of Connecticut S Gauger Bill Krause NASG will be pursuing development of this gauge and hope to have it on the market by the 1994 Convention.

Yes, there is a lot happening in S gauge --- keep your eyes open!

Plan now to attend the 1994 Convention in Portland, Oregon!

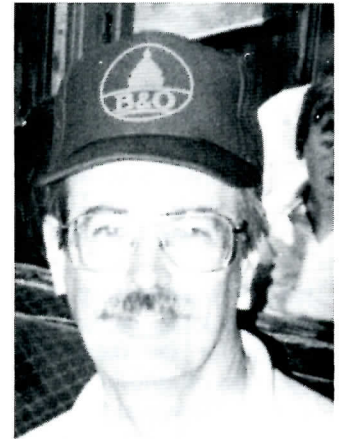
Keep thinking S Gauge!

Alan Evans
(614) 471-7701 or 471-7277, FAX (614) 471-3337

From The Editor

I am indeed thrilled to become the new editor of the *Dispatch*. I hope to continue the quality efforts of Mike Palmiter and Bob Jackson after a bit of a learning curve.

At present I am a fringe S Gauger -- which means that several times during my HO modeling years I have been tempted to model in S Gauge, either S Scale or Sn3. But I do consider myself a Flyer operator since I participate several weekends a year in an informal group who operate an elaborate impromptu American Flyer layout set up all over the floor of the host's home. I promise a future article on this.



So in essence I am an American Flyer operator, and I remember fondly owning a Flyer circus train when I was a youngster. Who knows, being editor and S Helper's wonderful heavyweight passenger cars may push me more toward modeling in S scale.

My input into the *Dispatch* will draw on experiences of many years of HO (cough, cough) modeling and railfanning. I also did some O scale modeling which gives me a good perspective about the challenges of modeling in scales larger than HO.

As to the content of the *Dispatch*, I hope to continue the excellent variety of articles and columns. Of course, the magazine is always open to new ideas, and I already see the need for more photos, layout articles and construction articles from members. I hope to please all elements of S Gauge, but again this often depends on membership input.

At present I see my own contributions in the areas of track plans, scenic ideas, operation and prototype information. My own personal prototype favorites are the B&O and the EBT. My previous HO layout was free-lance but drew on both of these prototypes for equipment.

The current issue has extensive coverage of the Valley Forge convention which I had to throw together pretty quickly due to the editorial changeover.

I do know several NASG members already, and am looking forward to meeting many more of you.

- Jeff Madden

MEET AN 'S' GAUGER

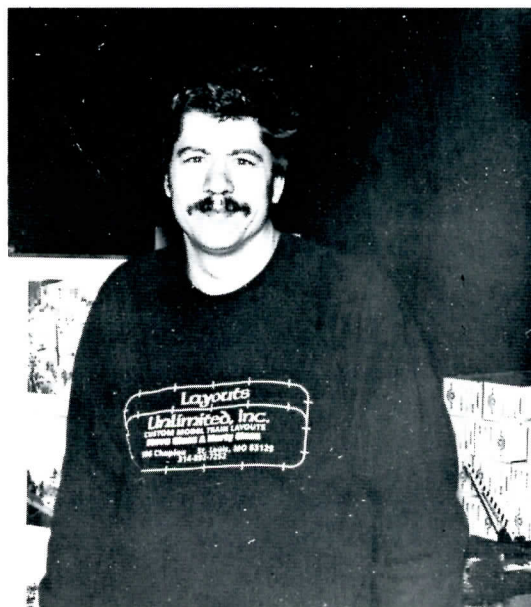
When Marty Glass tried to lift an old Ford 302 engine three years ago, his back decided it was time for Marty to get out of the auto repair business. It didn't take Marty long to find a suitable replacement profession which enabled him to combine business and his hobby — the construction of model railroad layouts, specializing in "S" gauge.

Marty's no stranger to S-gaugers in the midwest and increasingly across the country. His friendly smile can be found at most of the major midwest train meets, including the popular twice-yearly "Great St. Louis train Shows" he manages at a suburban high school. As president of the Ozark Division of TCA in 1992, Marty was instrumental in the success of the Association's convention in St. Louis, and he continues to coordinate the design and production of all TCA convention cars. Marty ran for the presidency of NASG...even though not finishing first, he hopes to establish a St. Louis regional federation of model railroad clubs to help promote the hobby, largely through presentations in area schools.

A relative newcomer to the NASG (another in the long line of Moe Berk converts), Marty has maintained an interest in S-gauge since receiving his First American Flyer set (a 325-AC Hudson freight set) in December 1950. For several years, the train was relegated to being a Christmas decoration, but it eventually migrated to the basement, where his grandfather and father constructed a 4 x 16 layout. Marty paid close attention to the project, his first experience in what was to become, in the 1990s, his full-time vocation.

The 325-AC drifted away from Marty for a number of years until he returned from the Army in 1976. His father was cleaning out the attic and reunited Marty with his two-rail friend. Since then, Marty's collection has steadily grown and the single 4 x 8 train board he built for his own youngsters gobbled up more than half of his basement. Marty finds the same dilemma in model railroading he experienced when repairing cars: His own layout (like his '70 Ford Torino) is the last to receive attention.

Marty was one of the early members of the American Flyer S-Gaugers of the St. Louis Area, whose monthly meetings rotate among members' homes and attract up to 40 S-gauge devotees. He also willingly volunteers his knowledge to those entering the hobby or in need of advice as they proceed to more advanced stages of model railroading.



Marty Glass

It was Marty's demonstrated ability to translate a would-be operator's dream into reality that led him to start his own business, (once his back injury dictated a change of careers). The founder of "Layouts Unlimited," Marty custom-builds layouts in all gauges for hobbyists, restaurant operators, department stores and even Lionel Trains, Inc. Marty first showcased his design and construction talents by coordinating scenery for the now legendary Christmastime window layout installed annually in the downtown St. Louis Famous Barr department store, a layout featured in the February 1989 issue of the *Dispatch*.

Not long thereafter a member of the St. Louis-area S-Gauge Club, having viewed Marty's Famous Barr efforts, sought him out to redesign an extensive 20 x 20 Flyer layout — and a new business was born. Specializing in mountains crafted from sculptured Styrofoam, Marty has applied his talents to layouts featuring every gauge including "Z" (which operates through his original client's miniature carnival).

Last spring, Marty refurbished the Toy Train Museum's Flyer Layout in Strassburg, PA.

Marty believes that one of the best ways to encourage greater involvement in S-gauge is to show potential operators what can be done in the scale...and he clearly wins a number of converts each year in his custom-layout clients and in parents who bring their children to see the Famous-Barr Layout...then rush home to dig their own 325-AC out of the attic.

NASG MODEL CONTEST

National Convention, Valley Forge, PA — August, 1993

BEST IN SHOW

John R. Porter - PRR Stock Car, C. 1909

MASTER CRAFTSMAN

Steam Locomotives

1st - Richard N. Karnes - NYC J3a Hudson

Diesel & electric Locomotives

1st - William Mark III - Conrail RS-3m

Freight & MoW

1st - John R. Porter - PRR Stock Car, C. 1909

2nd - John R. Porter - AT&SF Boxcar

3rd - Michael Elkin - Conrail 4 Bay Covered Hopper

Structures

1st - Randy Sappo - P&LE Water Storage Tank

2nd - Randy Sappo - Tan House

CRAFTSMAN

Scratchbuilt

Structures

1st - John H. Long - Ira Evans General Store

Kit & Converted

Diesel & Electric Locomotives

1st - Clifford Mark - Conrail GP-9

2nd - Bob Yahnke - NS GE locomotive

Freight & MoW

1st - Bill Lane, Jr. - PRR GRa Gondola

Structures

1st - William Mark, Jr. - Turntable Bridge

AMATEUR

Scratchbuilt

Structures

1st - Clark Kooning - SQ Water Tank

2nd - Clark Kooning - Summer Field Office

3rd - Joseph J. Wozniak, Jr. - Model of Gilbert's Car Washer

Kit & Converted

Diesel & Electric Locomotives

1st - Gary Ippolito - 25 Ton Sn3 Industrial Switcher

2nd - Vic Roseman - PRR F3 A-B w/Chicken Wire

3rd - John Foley - PRR RS3 #8445

Passenger Cars

1st - Vic Roseman - PRR Modified P-70F Coach

2nd - Vic Roseman - PRR MP-54 MU Cars

Freight & MoW

1st - Jamie Boathwell - RDG covered Hopper #79067

2nd - John Frazier - Polysar ACF 4 Bay Covered Hopper

3rd - John Frazier - MP ACF 2 Bay Covered Hopper

Structures

1st - Vic Roseman - "Slope" Tower Interlocking

2nd - Vic Roseman - Slick Willie's Service Station

Photos

Black & White

1st - Richard N. Karnes - Search For The Missing Coupler

2nd - Richard N. Karnes - Narrow Gauge Scene

CONTEST OVERVIEW

Thanks are in order to Dick Cataldi, Bill Daiker and Charles Leonard who gave up over ten hours of their convention time to judge the contest and determine the awards. Without the work of people like these generous fellows, it would be impossible to hold the contest. Thanks also go to Bill Moore and Roy Hoffman for their work in assisting Charles Leonard, who acted as chairman, checking in the models.

There were 39 models judged in the contest. Others were entered but were disqualified by the officials as either having insufficient work done from the original state, or by the same modeler entering more than two models in the same event.

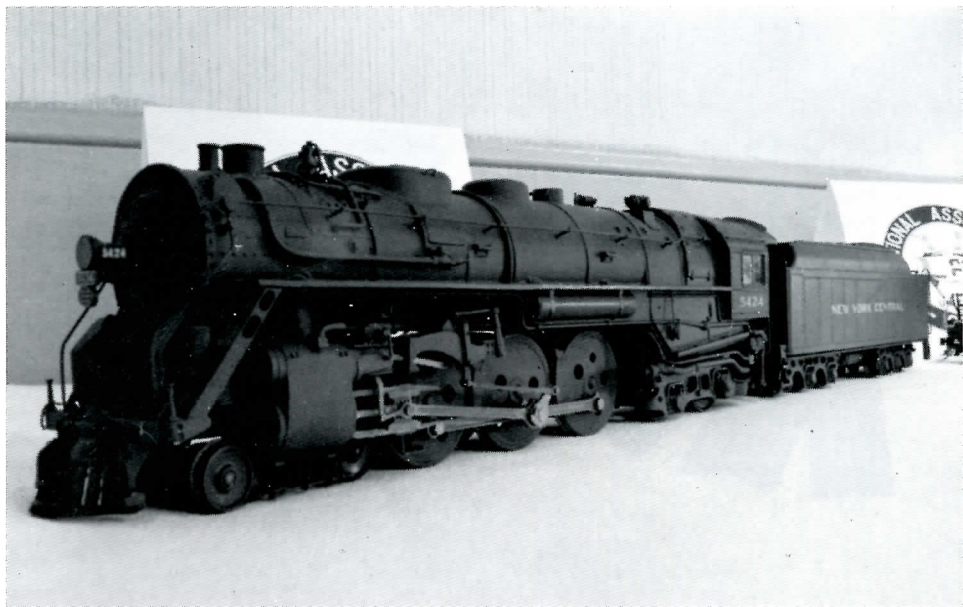
The most thought provoking model was Joseph Wozniak's model of the car washer that A.C. Gilbert might have produced. The judges scored this model against the same criteria as applied to all others

except in one area. Departing from the norm, they judged not how closely did the model compare to the prototype, but rather they went on the premise -- "If Gilbert actually built a car washer, would this model be what it would have looked like?"

The quality of Joe Wozniak's work and the depth of his research was certainly the close equal of any other seen at the contest. Perhaps those who restore American Flyer S Gauge model equipment will now take a second look when deciding whether or not to put their efforts in the contest. With sufficient documentation so the judges can determine the type and amount of effort expended to achieve the restoration, and with work of a high enough caliber, there is no reason to believe that such models couldn't compete successfully with true scale models. Perhaps we can introduce some new categories too.

Report compiled by Kent Singer, NASG Contest Committee Chairman.

Dick Karnes' 1st place J-3A Hudson in the master craftsman steam category.



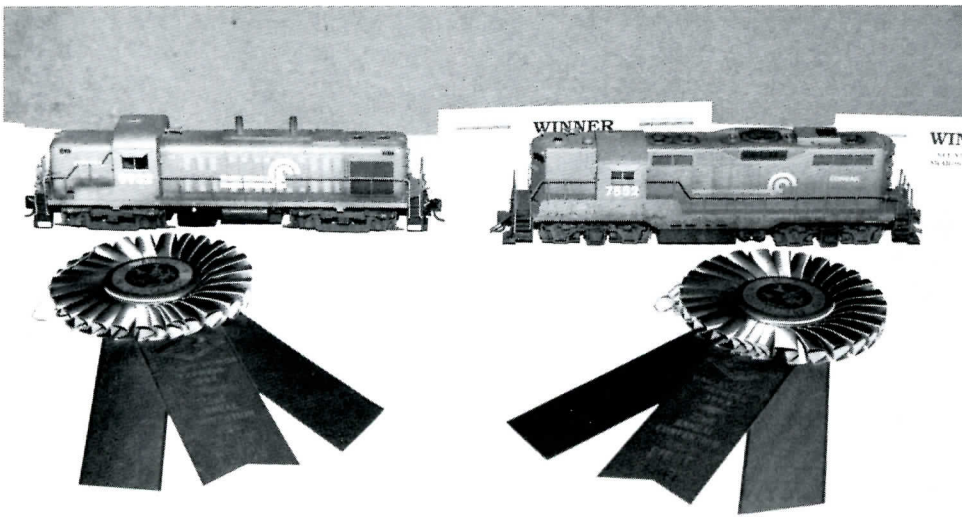
3 Photos by Vic Roseman

Gary Ippolito's 1st place, amateur kit and converted 25-ton Sn3 industrial diesel.



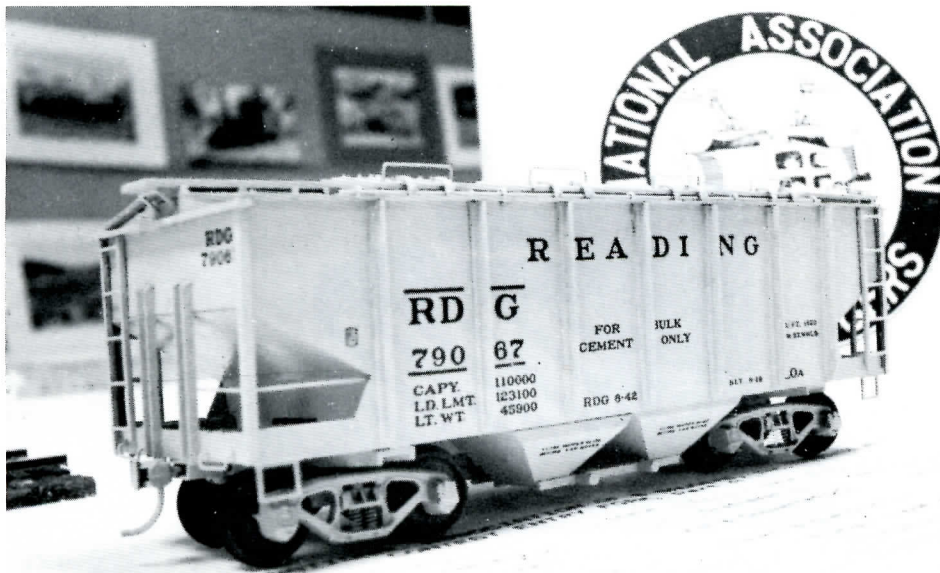
Bob Yahnke's 2nd place NS GE Dash 8-40B in the kit and converted category.





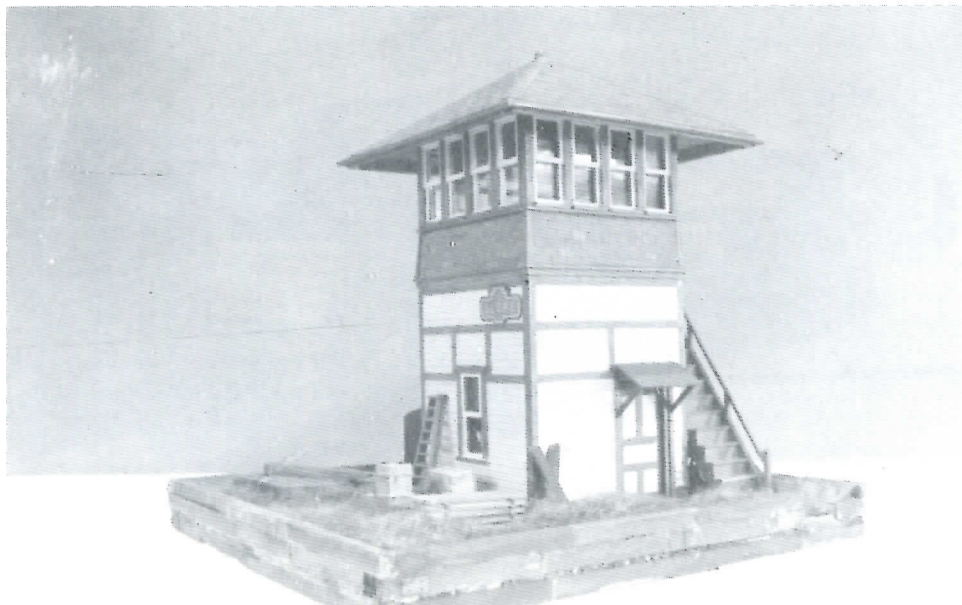
1st place diesel in the master craftsman category of this Conrail RS-3 went to William Mark, III.

Photo by Pete Mihelich



Awarded 1st place amateur kit and converted freight car was Jamie Bothwell for this fine Reading covered hopper. (LV Models).

2 photos Vic Roseman



In the amateur structure class was this 1st place tower by Vic Roseman. (Plasticville conversion).

The craftsman scratchbuilt structure award was captured by John H. Long with this neat general store.

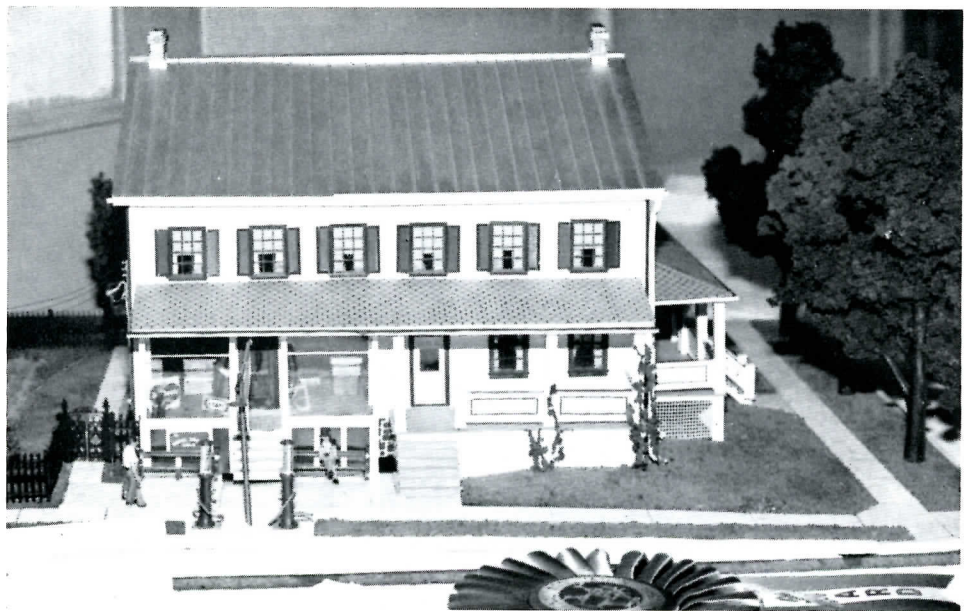
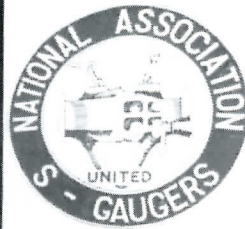


Photo by Bill Lane



2nd place master craftsman award was garnered by Randy Sappo for this farmhouse.

Photo by Vic Roseman.

In the craftsman kit and converted structure category this turntable captured 1st place.

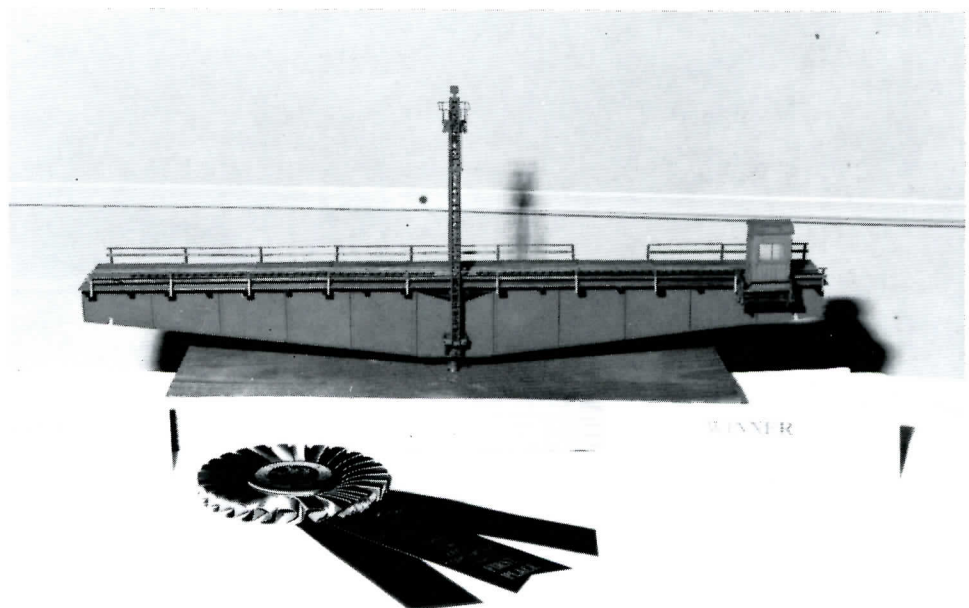


Photo by Bill Lane.



Jerry Smith's brass Cotton Belt tunnel motor.

Double stacks even make it to S scale at Allen Yard on the modular layout.



3 photos by Vic Roseman.



Kate's Diner (truck driver's heaven and railroader's too) by Mike Ferraro shown on the modular layout.

Paul Anderson's C&O F7 on the modular layout — comin' at ya.



Cleveland S-Gaugers got lots of attention with their fine Hi-rail layout.

3 Photos Vic Roseman.

Jerry Smith's GP35.
Note details:
wipers, horns, windcreens.



CONVENTION FACES

Photos by Bill Lane and Bill Moore



Ready to chow down. Standing L-R Pat Bigley, Roger Weiss. Sitting L-R Larry Hilley, Pat Bigley (son), Dan Navarre, Annette Navarre.



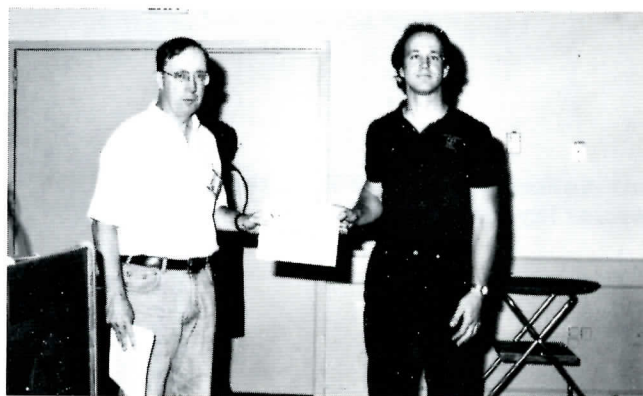
Jack Sudimak awards Bob Yahnke "The John Sudimak Memorial Award."



Swap meet — Alan Evans and Pete Mihelich.



Layout time — Tom Nimelli, John Flaherty and Bill Moore.



Charlie Leonard gives Bill Lane, Jr., his 1st place award.



"Best of Show" award received by Dick Karnes.



John Long receives 1st place scratchbuilt structure award from Charlie Leonard.



Speaker: Moe Berk.



Current NASG officers: L-R Moe Berk, Alan Evans, Paul Stevens (back), Josh Seltzer, Mark McFrederick, Doug Peck and Lee Johnson.



Kent Singer hands Doug Peck "The Charlie Stackpole Memorial Award."



Banqueteers: Standing L-R George Ricketts, Tom Nimelli, Ed Eggleston, Randy Sappo, Art Lofton. Sitting L-R Bob Yahnke, Jack Sudimak, Al Clapp.



Norm Schreiner at Scenery Unlimited's booth holds new UP shorty passenger car.



William Mark, III gets master craftsman diesel award, 1st place.



Marge Cunningham and Delores Daiker work on module section.



New president, Alan Evans.



Marge Cunningham decorates her farm module.

VALLEY FORGE CONVENTION SUMMARY

By Moe Berk

The 1993 NASG National Convention was held this past August 1-8. It was a joint convention, held in conjunction with the NMRA and N-Trak, as had been done in 1990 at Pittsburgh. The intent in again going with a joint convention was to expose the benefits of S gauge to a larger number of model railroad enthusiasts.

It was also the intent to provide NASG members wider exposure to the vast resources and features inherent with the conventions of larger organizations. Of course, this meant that the number of activities was almost overwhelming. This was a convention characterized by huge numbers.

Approximately 200 S gaugers were in attendance, but total registration reached about 3,500. In addition, the Train Show (which is open part of the time to the public) attracted over 30,000 and led to constant traffic jams near the convention center. The Train Show included around 1,000 dealers and manufacturers plus countless modular layouts including the S-MOD gem.

The convention program listed approximately 145 individual clinics with about a dozen of them being presented by S gaugers, and there were 50 layout tour opportunities with an average of three layouts per tour, more than anyone could possibly attend. In addition there was the Train show, numerous contest entries to view, prototype and industrial tours, a ladies program and even a golf event.

Since the resources of some six or seven area hotels/motels were utilized to house the attendees, present the clinics, and so on, it was necessary to take a 20-minute ride to virtually every event on one of the yellow school busses that drove the circuit - at times this was a nuisance.

There were several locations where the "family and friends" atmosphere, typical of most S gauge meets and conventions, was in evidence. First, there was the NASG Hospitality Room containing the Hi-rail layout furnished and operated by the Cuyahoga Valley S Gaugers. Second, NASG had a special area set aside at the Train show for all the S gauge dealers and manufacturers. And third, the S-MOD layout proved a delightful magnet for S fans and non-S fans alike.

I felt that some of the joint convention advantages were:

— We were able to expose countless model railroaders to the advantages of S-Gauge.

— We enjoyed a program of clinics, tours, etc. that was so expansive that no one could possibly take it all in.

— We were able to assemble, operate and enjoy perhaps the finest S-MOD layout ever.

— We benefitted from the comraderie of modelers of all scales, and, of course, many of the finest S scalers were there too.

Some disadvantages of the joint convention:

— The convention was just too big.

— It was difficult to enjoy home layout tours when you arrive at each layout with a bus load of people.

— At times it was difficult to locate fellow S-Gaugers. The hospitality room and the S-MOD layout helped, but generally everybody was scattered.

— A lot of time was wasted riding the yellow school bus shuttles from location to location.

Some specific NASG events and activities are reported separately in this issue of the *Dispatch*: NASG contest, NASG BOT meeting, NASG Awards Breakfast and Annual Meeting and the NASG Manufacturer's Advisory Group Meeting.

Next year the NASG National Convention will be held in the Vancouver, WA (Portland, OR) area. It is scheduled for Sunday, August 21, 1994 through Wednesday, August 24, 1994. This immediately follows the NMRA convention (August 15-20). This schedule promises the "best of both worlds" — NASG members can arrive early if they want to participate in some NMRA functions before beginning the more intimate "family and friends" style NASG activities.





Ira Evans General Store -- 1st place scratchbuilt by John Long.



Vic Roseman's Mack.



Randy Sappo's "tan house."

4 photos by Vic Roseman



PRR P-70 amateur 1st place kit and converted by Vic Roseman.



Convention scene



Layout trouble?



Lunch Time!

Photos by Bill Lane

NASG MANUFACTURER'S ADVISORY GROUP MEETING SUMMARY

**August 7, 1993
Report by Will Holt**

The NASG Manufacturer's Advisory Group met Saturday morning at the combined NMRA/NASG/N-Trak convention in Valley Forge, Pennsylvania. This NASG committee, previously known as the NASG/Lionel Joint Advisory Group, was renamed at the NASG Board of Trustees meeting. The name change was felt to be appropriate since the group should be available to any manufacturer interested in producing S products, particularly those for Hi-rail/Tinplate.

Moe Berk, the former coordinator of the group, introduced Will Holt as the new coordinator. In addition to those two individuals, group members present were Doug Peck, Tom Nimelli, Walt Danylak, Shawn Stauffer and Paul Stevens. Two representatives from Lionel Trains, Inc. were also present; Charles Leibrock and Lenny Dean.

Since the first meeting of the group in 1992, Chuck Leibrock has succeeded Jeffery Jones as Lionel's Product Planning Manager. He has been involved with American Flyer trains for many years, having started by repairing them about 20 years ago. He was employed by Richard Kughn in other Kughn businesses before being brought into Lionel.

The discussion during the meeting covered a variety of American Flyer topics, from accessories to locomotives. Moe Berk reviewed the 1992 meeting with those present. Chuck Leibrock requested the group's immediate assistance in a couple of areas: guidance in the selection of road names, feedback on quality control and dissemination of information on recalls.

Will Holt received copies of all the various surveys that had been distributed and returned after the 1992 meeting. He is compiling all of these and will share the results with the group membership as well as with the manufacturers. These surveys covered a broad range of topics and in some cases resulted in very diverse responses. The group, however, did see many common themes within these responses.

When the surveys are compiled, the results will also be used to prepare new surveys which should be distributed in 1994. The new uniform surveys will be distributed to members in all geographic areas of the country, which should provide both the advisory committee and the manufacturers with the most comprehensive feedback.



Layout tour at the Valley Forge convention included Ed Claypoole's colorful Flyer layout.
2 photos by Bill Moore.

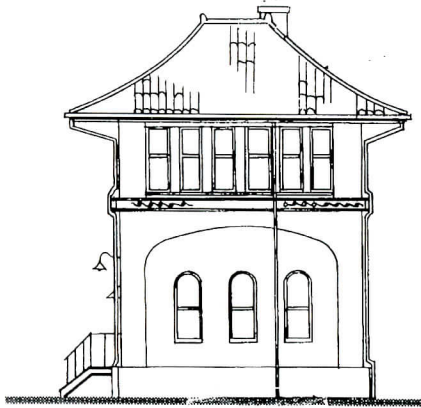


— NEW PRODUCTS —

By George Ricketts

Bill's Train Shop (P.O. Box 561, Seffner, Fla., 33584) has Old Pullman #10 turnouts available at \$19.50 each.

River Raisin Models (6160 Upper Straits Blvd., West Bloomfield, MI 48324) has the 44 ton diesel in production. Delivery is expected by the end of November. Hi-rail wheels will be available. Narrow gauge wheel conversions for the Burro crane are also available now. Their first structure kit in cast hydrocal is the two-story concrete interlocking tower shown below. Now shipping.



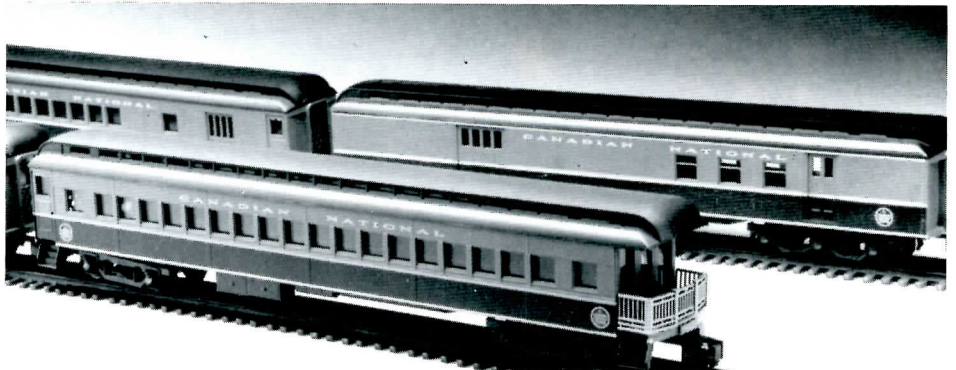
Railmaster Exports (209 Royal Road, Royal Heights, Auckland 8, New Zealand) is shipping 2 new narrow gauge diesels which include a prewar boxcab 23-ton industrial and 25-ton postwar end-cab industrial unit. Both are of white metal construction and come with NorthWest Shortline PDT power units. Price is \$129.00 each.

S-Helper Service (2 Roberts Road, New Brunswick, NJ 08901) has announced a new freight car. It is the Pullman Standard Co. PS-2 2-bay covered hopper. This car was first built in 1953 and is still seen in large numbers. The RTR car will come with operating Flyer-compatible couplers with Hi-rail wheels. Scale code 110 wheels will be included as will holes for Kadee #802 couplers. Decals will be provided for extra car numbers. Road names offered are C&NW, BN, SP, Chessie, Soo Line, Conrail, Wabash, Western Maryland,

Santa Fe, PRR, B&M and NYC. Prices are \$39.95 each and \$235.95 for 6 car sets.

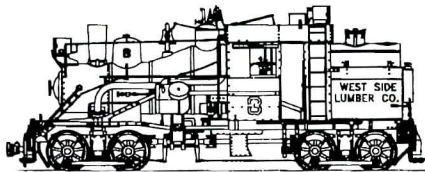
Lionel Catalog Features HOT New Accessories and Rolling Stock. Chesterfield, MI, June 25, 1993 -- This holiday season and the upcoming spring of 1994 will bring a series of hot new accessories and rolling stock from Lionel. In American Flyer, Lionel offers a special "Silver Platter" Dining Car as a continuation of the Western Pacific California Zephyr Set offered last year. The "Silver Platter" is designed in likeness to the dining car that operated in the actual consist of the famed California Zephyr passenger train. This fluted aluminum replica displays intricate detail and features an illuminated interior with passenger silhouettes, a metal chassis, die-cast metal trucks, and authentic markings. In the early spring of 1994, Lionel will release some exciting action accessories that have been Lionel favorites for years. The Oil Derrick is a free-standing accessory with plenty of interactive action. When activated, the walking beam rocks up and down "pumping oil" into a stand pipe which bubbles to simulate the oil flow. This realistic accessory comes complete with a hand-operated winch, ladder, and oil drums. With these hot new accessories, and a little touch of creativity and imagination, any train set will come alive with the "magic" of Lionel model railroading.

S HELPER SERVICE, (2 Roberts Rd, New Brunswick, NJ 08901) is offering of a new roadname for its S Gauge heavyweight passenger car fleet - a Canadian National 5-car set. The Canadian National started to use this paint and lettering scheme in 1954 until it was replaced by the CN noodle scheme in the 60's. The 5-car set includes railway post office, baggage car, combine, coach and observation. The cars feature one piece injection molded styrene bodies and roofs. These ready-to-run cars come pre-painted and lettered with CN green and black sides, weathered black roof and CN green ends. Lettering is Railroad Roman imitation gold and stripes with the two color maple leaf herald. Cars, as usual, include either scale or AF compatible trucks and appropriate couplers (Hi-rail comes with AF compatible operating couplers). The Hi-rail cars will negotiate AF curved track. The price for this limited run heavyweight passenger car set is \$260.00 ppd. Individual baggage car and coaches are available for \$52 each to those who purchase sets. Master Card and Visa are accepted. NJ residents please add 6% sales tax. Mail, phone and FAX (908-545-8303) are welcomed. A current newsletter listing all of our S Gauge products is available upon request. **For more information contact: Don Thompson, 2 Roberts Road, New Brunswick, NJ 08901, 908-545-0303.**



— AND MORE —

PBL (P.O. Box 769, Ukiah, CA 95482) is taking deposits on West Side Lumber Co. Heislars #2 and #3. Number 2 will be available in both narrow and standard gauges. Spare narrow and standard gauge trucks will also be available. Prices are \$945.50 unpainted, \$1097.50 painted and \$1297.50 foreground each. Contact them for a fact and reservation sheet.



Marion Union Station Assoc. Caboose Project (C/O Jerry Richie, 556 Fiesta Dr., Marion, OH 43302) have produced an S Gauge model of the Erie-Lackawanna caboose on display at the restored passenger station in Marion. This is a limited run by American Models of their bay window caboose painted in maroon and gray with yellow striping. These would match up well with American Models EL diesels. Price is \$35 each. This includes shipping. They are available in 2 road numbers, 306 and 307. Each comes with color picture, printed history and certificate of authenticity. Both Hi-rail and scale versions are available.

Amity Star Models (2059 Union Church Road, NW, Thomson, GA 30824) is releasing a wood craftsman style Great Northern caboose. This kit was originally designed for the Ambroid Co. in S Gauge during the 1950s. The kit includes Northeastern basswood, cast soft metal hardware, brass parts and decals. The ASM #14 Great Northern caboose (less trucks and couplers) is available for \$39.95 plus UPS shipping of \$4.50. Include your street address (not P.O. box) when ordering.

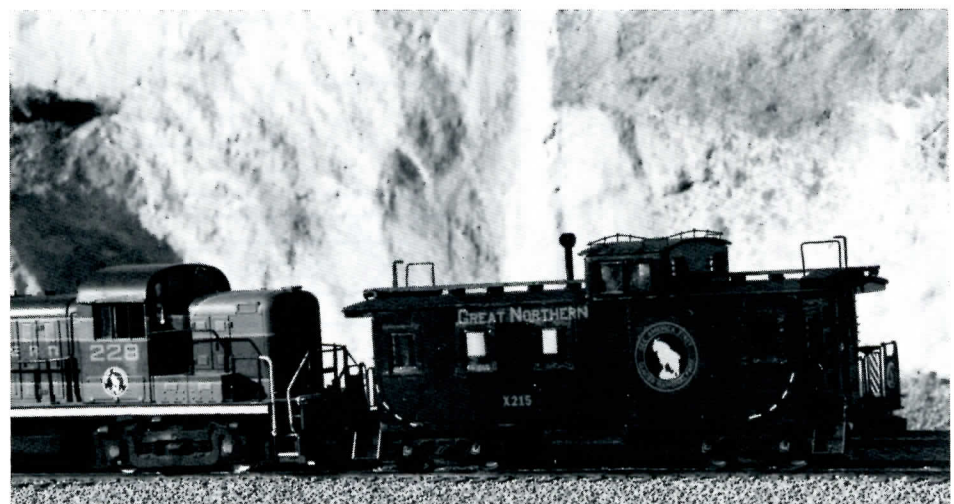
S-Scale America (P.O. Box 671, Kenmore, WA 98028) has a new kit of RTR tank cars. Initial orders sold out quickly. Cars are 10,000 gallon types from the 1930s-1960 era. They are available with both scale and Hi-rail wheel sets. A Kadec can be swapped for the AF compatible coupler provided. Undec. -- \$27.00, kit painted -- \$30.00, RTR -- \$40.00. See cover photo and photo on this page. More details on these cars were included in the June column.



LIONEL ...

We have discovered a flaw in last year's American Flyer #6-48313 Bangor & Aroostook boxcar. A number of these boxcars exhibit problems with paint adhesion. We are currently taking steps to correct this problem. We will be manufacturing new body shells which will be available in April of '93. At that time, we will be able to exchange any bad shells you may have in your stock. Should a

customer inquire about obtaining a new shell, have him contact us directly. We will keep his name on file and send him a return authorization, to return the bad shell, when the new ones are available. We will send him a check for \$3.00 to reimburse him for shipping charges back to us. When returning these products for replacement, return only the shell, not the entire car. — Lionel, Inc.



ATTENTION

Please Send New Product Announcements To

George Ricketts
34355 Park East Apt. B-5
Solon, Ohio, 44139

S LORE

Automatic Control For American Flyer Reverse Loops

The article in the April issue on reverse loop control prompted me to submit the enclosed write-up on my method. Bob Furtado's approach is certainly well thought out and should work extremely well. I've seen similar ideas involving modifications to AF switches. However, I'm one of those people who has a real aversion to cutting up original American Flyer Equipment of any type. So somewhere along the line I came up with the idea of using an Atlas snap relay in parallel with the track switch machine.

The relay is twin coil so it operates just like a switch machine and runs on 16 to 18 volts AC. Because of its low power drain compared to the coils in the AF switch, any power supply that can put out enough amps to throw the track switch can easily throw the relay at the same time.

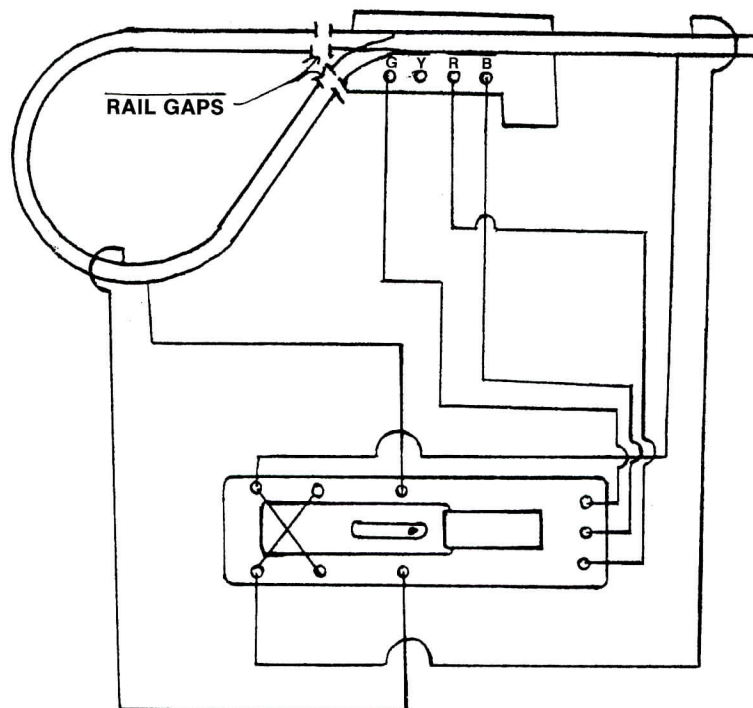
Over the past several years, I have seen a number of schemes for handling reverse loops for American Flyer. Some of these assume that the wiring must be the same as for DC operation, that is, the train must be in a different section of track from the one where the current is being reversed. Others require modification of AF switches.

I would like to offer *Dispatch* readers a relatively inexpensive system for wiring reverse loops using an

Atlas snap relay. This relay acts like a dpdt reversing switch, has twin coils just like the AF machine and likewise operates on AC. The relay is wired in parallel with the switch at the throat of the reverse loop. Every time the switch is activated, the relay also throws the dpdt contacts. The output of the contacts is connected to the track in the loop. Consequently, the current is reversed every time the track switch is activated. Since AF trains operated on AC, they don't care if the current is reversed under them as long as it happens quickly enough to keep the reverse unit in the engine from dropping out.

The diagram shows how to wire everything. The relay can be located anywhere, but I usually mount mine near the track switch to minimize wire runs. Any twin coil AC relay with dpdt contacts will work, but Atlas units are cheap and easy to find, new or used. The Atlas #200 Snap Relay usually sells new for under \$5. I suggest that you keep an extra one on hand as the coils aren't nearly as durable as those in the AF switch motors. As well, it's a good idea to keep your AF switches in good repair to eliminate the need for extra long bursts of current which may burn up the Atlas coils.

Good Luck, Monte Heppe



ATLAS #200 SNAP RELAY

THE CLUB SANDWICH

"Where We Make Tasty Sandwiches of Your Club News"

By Al Schoenberg

First up to report is a column that the **Lehigh Valley S Gaugers** put in their newsletter, "The Switchback," called "Rumor Humor" which is always entertaining. Frank Titman's latest projects usually show up as well.

When putting together the Club Sandwich I try to promote some club philosophies which seem to be good ideas for the entire membership -- I call these "Tootles" for the locomotive in the children's story about the little engine who always jumped the track to play in the meadow. So here comes a "Tootle."

For example, the Lehigh Valley organization's philosophy is never use the word "My" when referring to a club because it can trigger negative reactions. Instead they promote the use of "Our" for print or conversation in order to ruffle less feathers.

"Our" club, the **South Jersey S Scalpers** (SJSS) has a philosophy of open membership. Also to take pressure off the host of our regular round robin meetings, the members coming to the meeting bring snacks so that the host's wife does not have to prepare food for a houseful of hungry train nuts. In contrast, according to Bob Lovatt, the Lehigh Valley S Gaugers keep membership limited to about 16, and when they meet at a member's home, the host has dinner for the whole group including wives and kids.

Our club took a trip to Frank Titman's layout a couple of years ago and everyone except myself enjoyed seeing his fabulous layout. Unfortunately I was sick and couldn't go. I'm looking forward to the next trip. For those who don't

know about Frank, he is one of S Gauge's granddaddies who is well known in S circles going back to *S Gauge Herald* days.

The **Bristoliners** have a huge schedule of shows in their area. Doug is still awaiting word on rechroming plastic. I had thought that various people were re-aluminizing plastic so that it looks like chrome. The **Bristol S Gauge Railroaders** had a very successful 1993 Tracks and Trains show with paid admissions of \$1100. The **Bristoliners** also had an interesting article about buying old cabooses for vacation homes.

The **Stateliners** had a contest for an S Fest patch. They also had their club train races. My maturity will show here, but I wish our club had train races. For whatever reason I find train racing fascinating, and I believe it would be a good event at a train show even with the public, especially kids, allowed to handle the throttles and race Flyer junkers. I once had a 310 from 1946 which could really fly. If I still had it, I'll bet it would be called "The Checker Flag Flyer."

The **Badgerland S Gaugers** are modifying their club constitution. There was also talk of voting on revisions concerning running for offices. Many candidates often run unopposed. I imagine this happens frequently in most clubs, but the desire is to get more participation by having more compete in elections.

In reading though a couple of **Badgerland** newsletters, it seems that most meetings are accompanied by a slide presentation. Other clubs use this format too. A personal comment here -- From my own experience I

have found that there are two drawbacks: Too long and too repetitious. I once saw a slide show on circus cars which went an hour and 15 minutes and many slides showed the exact same car in various layout locations. My idea -- 15 minutes tops. How about one 80-slide tray or 3 loose boxes - editor.

The **Central Ohio S-Gaugers** (COSG) club will host the S Spree this coming April (1994). (See Post Its). Alan Evans, our current president, a member of the club, is putting in the artwork for an Erie-Lackawanna maroon and gray cabin car for American Models to produce. That scheme jumps right out at you.

The **Southeast Michigan S-Gaugers'** newsletter edited by Sig Fleishman talks about various club flea markets and several meets involving their club modules. An interesting non-train, family peacemaking activity the club participates in is an annual canoe trip.

According to Charley Taylor, the AFSGSLA editor, the **St. Louis S-Gaugers**, in their January meeting, appointed Paul Wehrle as their club representative to coordinate model train activities in the St. Louis area. I think this is an idea whose time has come all across S-Gauge land. I would also like to see S manufacturers coordinate among themselves so the same product isn't duplicated.

The St. Louis club is on track to host the 1995 S Fest which will be an awesome task. Good luck guys!

While we're talking conventions, Gil Hulin has been busy organizing the **Eugene, Oregon club** in preparation for the
(Continued on page 22)

The Club Sandwich

(Continued from page 21)

1994 convention. (See Post Its).

The **Connecticut S Gaugers** had their "Great Train Show" at Oronoque. More and more S Gauge shows are popping up all the time.

Finally our SJSS club is still recovering from the Valley Forge convention and many thanks go to Bill Lane, Bill Moore, Charlie Leonard and others for their long hours preparing for this event.

If you want your club highlights in the *Dispatch*, send me a copy of your newsletter or drop me a line.

A.K. Schoenberg
204 Moldoff Rd.
Glassboro, NJ 08028

1993 NASG BOARD OF TRUSTEES MEETING

The NASG Board of Trustees (BOT) meeting was held August 5, 1993 at the Valley Forge Convention Center during the 1993 joint NMRA—NASG—N—trak convention. Present were the following: outgoing President Mike Ferraro (MF), President-elect Alan Evans (AE), Executive Vice-President Morris "Moe" Berk (MB), Secretary Mark McFrederick (MM), outgoing Treasurer Davis Davis (DD), Treasurer-elect Josh Seltzer (JS), Eastern Vice President Doug Peck (DP), outgoing Central Vice President Dave Held (DH), Central Vice President-elect Paul Stevens (PS), and Western Vice President Lee Johnson (LJ). Guests of the Board were Pete Mihelich, *Dispatch* publisher; and Bill Lane, Jr., chairman of the 1993 NASG host club. (Members elect did not vote on any issue at this meeting.)

The meeting was called to order by MF at 7:50 PM. The minutes of the 1992 BOT meeting were approved as printed in the *Dispatch*.

Pete Mihelich informed the BOT that the 1993 NASG membership directory would be published in about 2 or 3 weeks and would be the 8½" x 11" size with a color cover and advertising included. The BOT also approved inclusion of the NASG Constitution and By-Laws but not to include "Model Contest" rules at this time. The next issue will be in October and will be the "Convention" issue.

Pete also asked the BOT to consider the appropriateness of the current advertising policy and fees. Current charge for inserts is \$160 for a printed single-sided sheet and \$200 for printing on both sides. Pete recommended \$100 for 1 side and \$150 for both sides. The Board took no action. The Board did approve restrictions of the \$10 booster ads to non-commercial supporters only and will offer classified ads, as space allows for \$25 per year.

The size of the *Dispatch* (number of pages) was discussed. The consensus of the BOT was to hold it to about 40 pages per issue, give or take a few pages. The BOT also asked Pete to work with John Metzger, membership secretary, to keep the membership directory to as close to 40 pages

as possible. Pete was asked to get the cost of the extra pages used in printing the NASG Constitution and By-Laws so that the BOT can consider publishing them annually with the membership directory.

Bill Lane was asked to be present to update the BOT on the status of the 1993 Convention, especially as it pertained to NASG. The BOT asked Bill why NASG membership had been told at the registration desk that the NASG Breakfast was sold out. Bill informed the Board that it actually was not sold out and that he would talk with the management to see if the registration deadline for the breakfast could be extended.

Convention Committee Report

The 1992 NASG Convention in Cleveland was a success with over 200 attendees. The host club (Cuyahoga Valley S Gaugers) donated \$2000 to the NASG as its share of the convention profits.

There is no information on the 1993 convention yet.

The 1994 NASG Convention will be in Vancouver, Washington August 21-24 (Sunday through Wednesday) hosted by the Oregon S Scalers. The contract between the Oregon S Scalers and the NASG has been signed. Details of planned activities will be forthcoming in the *Dispatch*.

The 1995 NASG Convention will be held in Altoona, PA hosted by the Altoona Area Train Collectors Club. The activities are still in the planning stages and will be announced at the 1994 convention.

The 1996 NASG Convention will be held in Dearborn, Michigan hosted by the Southeastern Michigan S Gaugers. Plans are inconclusive at this time.

Bids will be advertised in the *Dispatch* for the 1997 and 1998 conventions with formal proposals due by June 30, 1994 so they can be considered at the 1994 NASG BOT meeting.

JS proposed an "NASG Convention Packet" to include a convention

registration package with the needed computer software developed by the CVSG. MB proposed the Convention Committee evaluate several computer software packages before choosing one.

The need for a Convention Manual was again raised. The new administration hopes to work on this in the coming year.

Convention contracts were discussed. It was suggested that contracts for host clubs to use in negotiating with convention contractors be drawn up. The Convention Committee hopes to produce one in the near future.

Election Committee

Chairman MB reported the results of the 1993 BOT election. The election results were as follows: President-Alan Evans, Treasurer-Joshua Seltzer, Western Vice President-Lee Johnson, Central Vice President-Paul Stevens, Eastern Vice President-Doug Peck. Moe Berk chaired the Election Committee as MM was a candidate. MB stated that a total of 332 ballots were received.

Promotions Committee

MF reported that John Craft had verbally resigned as Promotions Chairman in November 1992 but had never done so in writing. The BOT accepted John's resignation. John has a computer belonging to the NASG and the BOT directed AE to approach John with an offer for him to purchase it from the NASG at a reasonable fair market value or to return it to the NASG. The BOT directed that John return all publicity materials still in his possession.

AE will be looking for a new Promotions chairman.

Finance Committee

DD reported beginning balance of fiscal year starting 7-1-92 was \$54,715.97. Net income was \$115,633.92; net expenses were \$119,517.72. Ending balance of fiscal year 6-30-93 was \$50,832.17.

BOT Con't.

Proposed fiscal budget 7-1-93 through 6-30-94 has net income of \$106,900.00; net expenses of \$83,108.00; with Proposed ending balance of \$74,624.17.

The cost of issuing membership cards was discussed and it was decided to issue new cards to all members to be included in the October 1993 issue of the *Dispatch*.

Raising annual dues was discussed. A suggestion was made of \$20 per year with all memberships being "family" memberships. After lengthy discussion, the issue was tabled and no action taken.

The matter of *Dispatch* editor was brought up; especially in regards to scope of responsibility, guidelines, and compensation. At this time MB moved to suspend the rules and allow AE, JS, and PS to actively participate in the discussions. MM seconded and it passed unanimously. The current policy of compensation is voluntary regarding editor of the *Dispatch* with a \$1000 bonus for the editor OR his designee to attend and cover the annual convention. this is not acceptable to the current editor. Discussion ensued regarding payment per issue of *Dispatch* publication. After lengthy discussion, DP moved the following: "The *Dispatch* editor shall be compensated at the rate of \$300 per published issue of the *Dispatch* (6 per year)." DD seconded the motion. Discussion followed with the point being brought up that the membership directory issue required no effort or involvement of the editor and the publisher and membership secretary were only compensated for incurred expenses throughout the year. MB then moved the following amendment: "The *Dispatch* editor shall be compensated at a rate of \$250 per issue of the *Dispatch* including the membership directory issue." No discussion followed. DD seconded and the vote was called on the amendment. The vote was 4-yes, 4-no. The vote was then called on the original motion with 3-yes, 4-no. The issue was continued in discussion. MB then moved the following: "The *Dispatch* editor shall be compensated \$250 per published issue of the five magazine-type issues of the *Dispatch*." MM seconded it the motion passed unanimously.

MB then moved the following: "The convention stipend of \$1000 for the editor or his designee be decreased to \$250 for attending the convention and is only applicable if the editor himself attends the convention." MM seconded and the motion passed 7-0.

The editorial policy of the *Dispatch* was discussed. The BOT expects the editor to follow the guidelines as listed in the NASG Constitution, Article I, Section 2. Also it is noted that the *Dispatch* editor has no business-aspect responsibilities. AE may convene a committee to establish goals and more specific guidelines for the editor.

American Flyer Car Committee

Chairman DP stated that he had some extra convention cars from previous conventions and what did the BOT want to do with them. MB moved that they be sold at \$5.00 above original price; MM seconded. MF moved to amend the motion to add only \$3.00 to the original price of the Ertl truck; MB seconded; both motions passed 7-0. The BOT authorized DP to advertise in the *Dispatch* and to devise a fair way to distribute them if he had more orders than cars.

DP also expressed concern that he had to mail all the checks for orders of A.F. cars to the treasurer creating further delay in check cashing and the possibility of loss in the mail. He asked about opening a checking account at a local bank for him to make the deposits as they came in. MB moved to authorize DP to open a non-interest bearing checking account under NASG for deposits of check orders for A.F. cars with the statements mailed directly to the NASG Treasurer allowing DP to only make deposits -- no withdrawals. LJ seconded and the motion passed 7-0.

Freight Car Project

Chairman JS advised the BOT that he has a contract with John Craft. JS is acting as trustee of Escrow funds and no money has been provided by the NASG.

Membership Committee

A report prepared by membership secretary John Metzger was reviewed showing a current total of 1487 NASG members. DP stated that manufacturers coupons will be included in the October 1993 issue of the *Dispatch*.

It was reported by AE that Kent Singer had resigned as Contest Committee chairman. AE will be looking for a new chairman.

MB reported that the name of the Lionel/American Flyer Advisory Committee needed to be changed to the NASG Manufacturing Advisory Group due to trademark registration conflicts. The Board had no objection.

The need for an organizational asset audit was raised. AE and JS will follow up on this.

MF reported that the IRS had audited the NASG and that the NASG may have to pay a fine. MB moved that the NASG authorize MF and his accounting firm to handle the IRS audit and resolve any problems. LJ seconded. The vote was 6-yes, 0-no, 1-abstention.

The BOT decided that the editor of the *Dispatch* be an independent contractor due to the non-profit status of the NASG.

At 11:20 PM, the BOT adjourned.

1993 NASG General Business Meeting

The annual NASG General Business Meeting was held August 8, 1993 in conjunction with the NASG Breakfast and Awards Ceremony. The following NASG BOT officers were present: Mike Ferraro (MF), Alan Evans (AE), Morris "Moe" Berk (MB), Mark McFrederick (MM), Joshua Seltzer (JS), Lee Johnson (LJ), Doug Peck (DP), and PAul Stevens (PS).

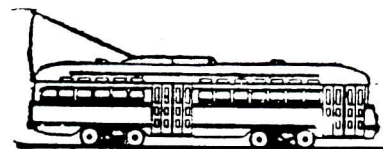
The meeting was called to order at 9:45 am by MF following the Breakfast and Awards presentations. MB, acting Elections Committee chairman for this year, announced the election results. President- Alan Evans, Treasurer- Joshua Seltzer, Western VP - Lee Johnson, Central VP- Paul Stevens, Eastern VP- Doug Peck. Continuing in his term of Executive VP is Moe Berk and as Secretary is Mark McFrederick. Mike Ferraro introduced each member of the BOT to the attending members.

AE welcomed the membership; voiced some of his goals, invited new ideas and asked that members consider greater participation in the functions of the NASG. He also introduced John Metzger, membership secretary and Pete Mihelich, *Dispatch* publisher, to the membership.

JS gave the financial report of a beginning fiscal year balance on 7-1-92 of \$54,715.97. Net income was \$115,633.92; net expenses \$119,517.72. Ending balance of fiscal year 6-30-93 was \$50,832.17.

Proposed fiscal budget 7-1-93 through 6-30-94 has a net income of \$106,900.00; net expenses of \$83,108.00; with proposed ending balance of \$74,624.17.

The 1992 minutes of the annual NASG General Business meeting had been published in the *Dispatch*. It was asked for a motion to approve them as published. LJ noted that a mistake was made in them regarding revenue from the 1990 joint NMRA-NASG convention in Pittsburgh. The balance should indicate a loss of \$1600 rather than a profit. With that correction, the minutes received unanimous approval.



Contest Committee

Kent Singer reported that contest categories and guidelines may need to be reconsidered and expanded as there is a growing group of modelers who have restored or altered or in some way detailed American Flyer or other S gauge product. These end products and their craftsmen do not have legitimate contest categories at this time and maybe they should. Kent then announced that he has resigned as Contest Committee chairman to let some new ideas and thinking infiltrate the contest direction. Kent also reported there had been 39 entries in the contest this year.

American Flyer Car Committee

Chairman DP reported that the 1992 Ertl loads all had been shipped to the buyers. The 1993 cars, the REA reefer (of which 1400 were ordered), and the Susie Q box car (of which 1000 were ordered), are in the process of being shipped. Susie Q is sold out with a few REA reefers remaining. Plans for the 1994 A.F. cars include a Northern Pacific box car with the NP logo and a Rutland box car. Plans for 1995 include getting away from boxcars, and if possible for Lionel to produce other choices. DP also has some A. F. cars from previous projects which the BOT has authorized him to sell at \$5.00 above original price and \$3.00 over original price for the Ertl trucks. An ad will be in the October *Dispatch* on how to order.

NASG/Lionel Advisory Committee

MB announced that the committee has changed its name to the NASG Product Advisory Group. MB also announced that the group's Lionel contact person is Will Holt of Downers Grove, IL.

DP will be heading the project of an A.F. wheel gauge and coupler height gauge, hopefully with the continued support of Bill Krause.

AE announced that NASG is in need of a new Promotions Committee chairman.

MM announced the new procedural policy approved by the BOT which reads: "At the NASG General Business Meeting, all matters to be voted upon must be submitted in writing to the president or secretary prior to or during the meeting."

MM also announced the new amendment to the NASG By-Laws, Article V approved by the BOT which reads: "Any NASG member in good standing is eligible to be elected to the Board of Trustees and must remain a member of the NASG to continue in said office. Any officer who does not renew membership or whose membership is revoked for any reason is immediately and automatically removed from office."

New Business

Bill Lane, Jr. addressed the audience regarding compensation for Mike Palmiter, *Dispatch* editor. Bill stated that he thought the NASG should raise dues to \$20.00 per year, give Mike Palmiter more than the \$1000 per convention attendance stipend as editor of the *Dispatch*, and that the Promotions Committee should handle advertising for the conventions rather than the host clubs.

JS responded to Bill's comments stating that the BOT had considered an increase in dues but had decided to table the idea for now since our financial status is "in the black." Also noted was that the BOT had already changed the compensation for the *Dispatch* Editor.

A member of the audience asked about the specifics of the compensation. MB responded with the BOT's decision and reinforced that the NASG is a volunteer organization and many people work very hard to keep it functioning.

Bill Lane, Jr. then made the motion to "raise dues to \$20.00 per year and give \$2000 per year to the *Dispatch* editor." After several others from the audience supported the role of the BOT in handling the situation as opposed to a general membership vote on the specifics of NASG management, the motion received a second and the question was called. It was defeated by voice vote lacking a single "yes" vote.

With no further business brought before the membership, motion was made to adjourn. Without objection, the NASG General Business Meeting adjourned at 10:30 a.m.

NASG Board of Trustees Special Meeting

The NASG BOT met in special session August 8, 1993 at 8 AM called by President-elect Alan Evans (AE). Also present were the following: Mike Ferraro (MF), Moe Berk (MB), Doug Peck (DP), Paul Stevens (PS), Lee Johnson (LJ), Joshua Seltzer (JS), and Mark McFrederick (MM).

John Metzger was present to review and clarify specific aspects of his job as membership secretary.

The AF wheel and coupler gauge project was discussed with DP offering to assume role of project facilitator. MB will forward all the information that he has on the project thus far.

AE had offered the computer to John Craft for \$500; John opted to return the computer to NASG.

Realigning membership dues was again discussed and again tabled; however, the general membership will be advised that the BOT is considering possible realignment of dues.

A Cuyahoga Valley S Gauger (CVSG) stated that Charles Leonard of the host club for the 1993 NASG convention had asked them to bring their portable layout from Cleveland to Valley Forge, however, no offer for reimbursement for expenses had been made. The BOT suggested that CVSG submit their expenses to the SJSS for reimbursement, and to notify the BOT if the SJSS did not reimburse them.

MM reported that a motion to amend Article V of the NASG By-Laws had passed 5-0 via a mail ballot. The amendment reads as follows:

"Any NASG member in good standing is eligible to be elected to the Board of trustees and must remain a member of the NASG to continue in said office. Any officer who does not renew membership or whose membership is revoked for any reason is immediately and automatically removed from office." MM also reported that another motion regarding procedure for making motions at the general business meeting had passed 4-2. The motion reads as follows:

"At the NASG General Business Meeting, all matters to be voted upon must be submitted in writing to the president or secretary prior to or during the meeting."

The freight car project by John Craft was discussed and the involvement of the NASG in it. No action was needed or taken.

The meeting was adjourned at 8:50 AM.

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13. I certify that the statements made by me above are correct and complete. <i>Jeff Hadden</i>		

— MAIL TRACK —

Dear Jeff:

Having attended the Valley Forge Express this summer, I have several points that might help in modular operation and the promotion of S. The convention was an experience. I enjoyed working with all the fellow S Gaugers.

As for the modular railroad, I felt the trackwork and electronics were for the most part excellent. The scenery and structures varied from the good, the bad and the ugly. Motive power seemed to run well.

The constructive criticisms I wish to make are as follows:

First: Most of the rolling stock and locomotives were equipped with either the Kadee HO or the Kadee S couplers, which in my opinion aren't always compatible during operation. Some of these couplers even had their "glad hands" removed which defeats their design. I hope everybody takes this as constructive criticism, and I propose that clubs establish a standard of working Kadee S couplers on all equipment. Exceptions could be unit trains, NG or other cars which run together. In line with the coupler ideas perhaps a minimum of 42" radius curves and 2 3/4" track centers for modular layouts could become a standard.

Second: Wobblies:

No, I don't mean AWOL's in the military, but all the underweighted and shaky rolling stock I see. I will make my standard \$2 bet that fully 1/2 of the rolling stock at the Valley Forge convention in operation was underweighted by the NMRA standard of 2 oz. plus 1/2 per linear inch. I'll give any club some of the lead weights from my wine bottles to correct this problem. An el-cheapo scale from your local drug store can be used for weighing cars. Realism is destroyed by wobbling, uncoupling, and derailling cars. If a car doesn't work, remove it from the layout and fix it.

Third: CCC -- Command, control and communications:

A card routing or similar system should be used to track cars. On and off times for operators should be scheduled, just like the real railroad. Communicate more with the public (modelers too) with a fact sheet which explains such points as type of track used, electronics used, materials used for structures and scenery. Explanations for the use of other scales such as HO or O converted to S would be helpful in selling John Q Public on the merits of S.

Gentlemen, we must sell S scale for it to continue to survive and flourish.

John Hall
Greensboro, NC

Editor's note: Some good points here. I saw one HO modular layout which put up neat and descriptive fact signs all around the layout to explain products used, operational concepts, prototype features and so on. This type of thing at a public show can be informative to both the public and experienced modelers.

Dear Jeff:

Further to the article in the *Dispatch* about rail heights. Following are the correct rail heights for some common rail sizes:

	60 lb.	4.25"
	75 lb.	4.81" 19th century mainlines and
	80 lb.	5.00" 20th century industrial spurs
	85 lb.	5.19"
ASCE	90 lb.	5.38"
ASCE	100 lb.	5.75" Early 20th century mainlines and
NYC	100 lb.	6.00" Late 20th century branchlines
NYC	105 lb.	6.00"
NYC	112 lb.	6.63"
	115 lb. RE	6.63" Early 20th century major mainlines
Dudley	127 lb.	7.00"
	131 lb. RE	7.13" Mid to late 20th century mainlines

Code 70 rail at 4.48 inches in S scale is appropriate for very light rail sizes. Code 83 is 5.31 inches which is almost right on for 90 lb. rail which is a common size. A favorite for S scalers, code 100, 6.40", is pretty good for moderately heavy rail. Ideally we need code 94 and 104 for the 6.00" and 6.63" prototype heights, which are also common.

The modern mainline modelers are stuck with code 125, which is really a little tall at 8.00" for 131 RE and the 132, 133, and 136 which are really only 7.13" high. Code 111 would be a nice size to have too. Of course, code 148 is way off the prototype at 9.47" high.

Jeff English
Troy, NY

A CALL FOR HELP:

Help is requested for visually impaired S Gaugers. An individual at the Valley Forge convention wanted to know if a means could be provided for him to receive recordings of the ads and articles printed in the *Dispatch*.

Can any of our members help: If so, contact Roger Weiss at 215-674-1323. Let's see if we can help Roger be an informed S Gauger along with anyone else who might need this special service.

Alan Evans
Gahanna, OH

Dear Jeff:

This letter was culled from a longer letter by Richard. He said that he would like to see the *Dispatch* cover more home layouts, have more scale

construction articles, maybe include a traction column, and have more construction articles which can be used by both Hi-railers and scalers. Remember the NASG emblem shows couplers joined and the word united, but I'm afraid a lot of people have forgotten what that means. Every bit of humor is encouraged too, whether cartoons, photos or written (like the April Foolery).

Richard Wholf
Lee's Summit, MO

AF SERVICE COMMITTEE REPORT

By Doug Peck, Chairman

The 1993 AF commemorative car project has gone much smoother than it did in 1992. As you read this, all 1993 REA reefers and Susquehanna boxcars have been mailed to you. If there is a problem, contact me soon. Both cars were received right on time from Lionel this year. We added about 100 new NASG members as a result of the 1993 project, and our total membership now exceeds 1500. This year we produced 1000 SQ and 1100 REA cars. The SQ sold out first, and some refunds had to be sent to members who waited too long to order. (note that there were adequate cars for those who ordered before the May 31st deadline).

Returning briefly to 1992. Since I last reported our problems with ERTL in the *Dispatch*, they have made good. After making contacts directly to the president's office at ERTL, I was finally contacted by a marketing executive who reviewed all our complaints with him, and within 6 weeks the 84 or so tractor-trailers which we had been shorted arrived. As a result, everyone who ordered flatcars and extra loads received their full orders. The flatcars are now sold out but not the extra loads.

That brings me to the next point -- remaining inventory. I presently have remaining a very small supply of 1991 Boraxo covered hoppers, 1991 NYC mechanical reefers, 1992 CB&Q boxcars and 1992 ERTL NKP tractor-trailers. At this year's BOT meeting. It was decided to liquidate the remaining inventory via this issue of the *Dispatch*. All freight cars are offered at original price, plus \$3.

Prices:	1991 Boraxo hopper	— \$38
	1991 NYC reefer	— \$42
	1992 CB&Q boxcar	— \$35
	1992 ERTL NKP diecast tractor-trailer	— \$25

The procedure for orders is as follows:

1. Sales limited to current NASG members only with 93-94 dues paid up.
2. Each member limited to 1 item of each.
3. You must write a separate check for each item requested, payable to NASG, Inc. The reason for this is that it will be easier to process refunds for over orders on an individual item basis. If you fail to do this, your order will be returned to you. On each check

include your mailing address and indicate item requested. Note: Massachusetts residents must include appropriate sales tax on each check.

4. Orders must be received by December 12, 1993. Send to Doug Peck, 6 Storeybrooke Drive, Newburyport, MA 01950.

5. On Dec. 13 I will determine who gets what. If there are more orders than cars, winners will be chosen by random lottery. This is not a first-come, first-serve sale due to the fact that not all members receive the *Dispatch* on the same day.

6. Items will be shipped shortly thereafter and extra checks will be returned to you. Note: no checks will be processed after Dec. 12.

This may seem like a cumbersome way to handle this sale, but it appears to be the fairest. We hope you agree.

The 1994 cars have been selected, but as I write, we do not yet have contracts with Lionel for these cars, so I will refrain from announcing them. An order form, should appear in the December *Dispatch*.

The car selection process for 1995 is already underway. One car, as usual, will be linked to the 1995 convention area, Altoona, Pennsylvania. The second car has no restrictions other than it must be a car style currently in Lionel's AF production history. Ideas???? Send them to me soon. Photos or diagrams are a big help; it's hard to pick a car that we can't visualize.

Once again, my last request is an appeal for AF-related articles for use in the *Dispatch*. We can't print what we don't receive, and the response from our AF membership has been disappointing.

Last, any questions please: for quickest reply include an SASE or Self-addressed postcard. Feel free to call me weeknights (except Wednesdays) after 7 p.m. EST 508-465-8798.

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UPCOMING EVENTS

November 19-21, 1993: Fall S Fest, Holiday Inn, South Beloit, Illinois. For more info write to 211 E. Franklin St., Rockton, IL 61072.

April 29-May 1, 1994: Spring S Spree, Quality Inn North, I-71 and Rt. 161, Columbus, Ohio. For more info contact: Central Ohio S Gaugers, c/o Art Lofton, Jr., 415 Granville Square, Worthington, OH 43085. (614) 888-1042.

August 21-24, 1994: NASG Columbia River '94 Convention, Red Lion Inn at the Quay, Vancouver, Washington. For more info contact: Dave Kleger, 2154 Golden Garden Street, Eugene, OR 97402. Note: This convention follows the national NMRA convention in the same area. Ideal area for a family vacation, plan now.

TRAINS STOLEN FROM S SPREE

Sadly John Wickland (BSG) and John Heck (dealer), both from Wisconsin report that 7 engines were stolen at the Spring S Spree in Cleveland last May 1st. The following engines were stolen and need to be recovered: Four 332s, a K335, a 296, and a K325. Some of the engines have been marked with 11/92 JW or 10/92 JW. The value of these engines was in the thousands of dollars so anyone who comes across these engines should contact John Wickland at 414-546-4689 or John Heck at 414-238-1885.

ARTICLES NEEDED

Layout and other articles from the northwest U.S. in anticipation on the Columbia River 1994 convention. Of course, any others including humorous one, track plans, construction, restoration, prototype, etc. Immediate need is for some Christmas under-the-tree layout photos, past or present or seasonal department store S layouts for the December issue.

IN THE NEXT DISPATCH

The December issue will have a nice photo feature on the Portland, Oregon, S-Scalers portable layout. Hopefully too some Christmas layout photos, as mentioned above, will appear.

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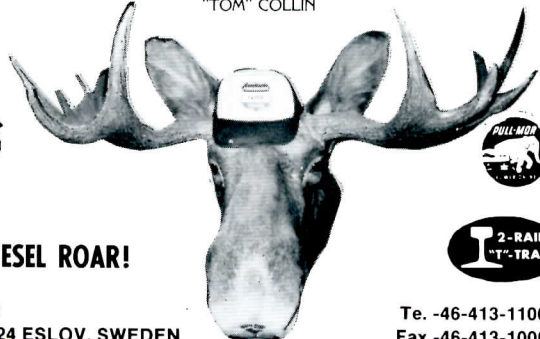
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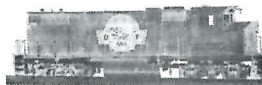


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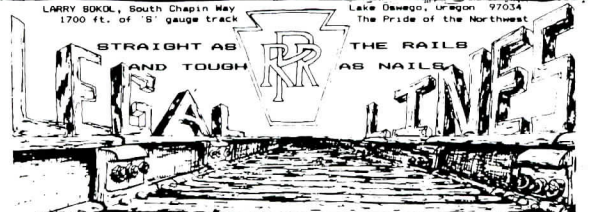
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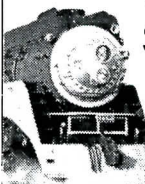
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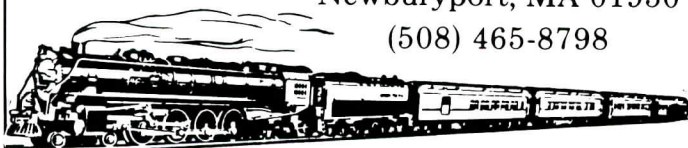
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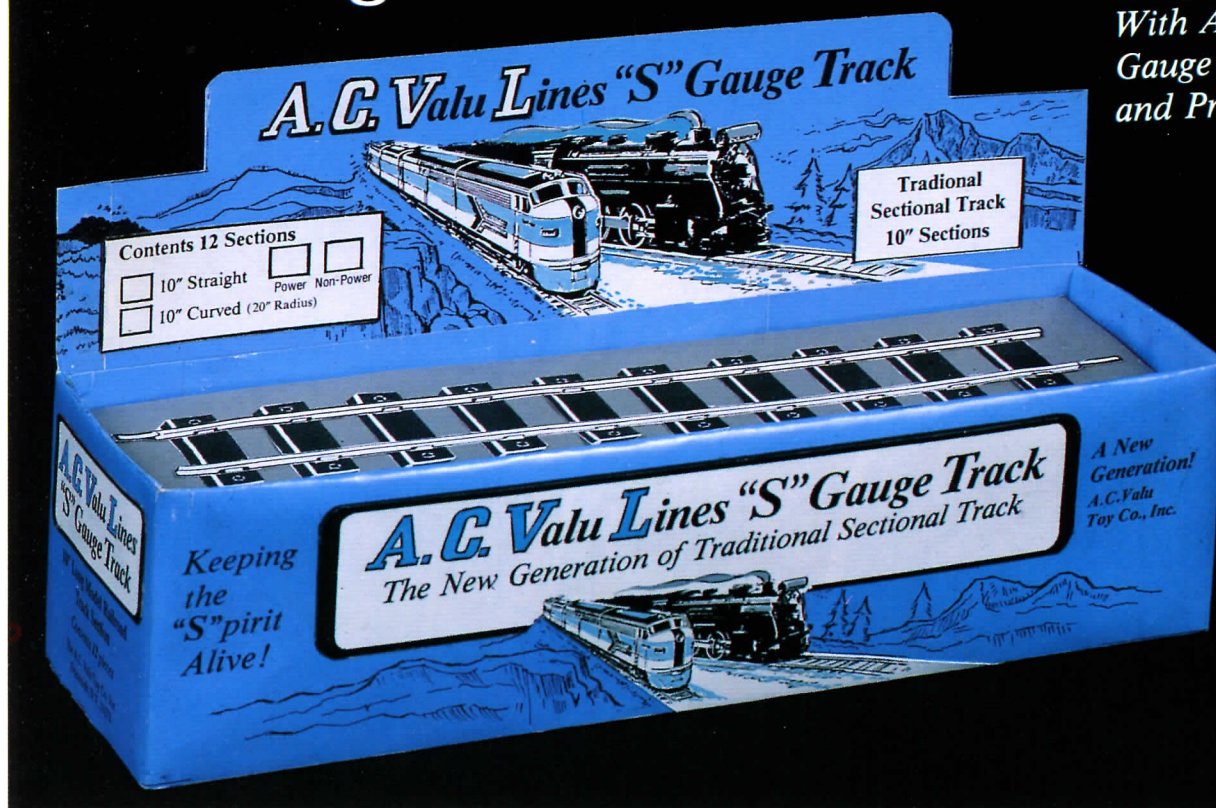
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