



October 1994

Volume XIX Number 5

DISPATCH



***1994 Convention Wrap-up/Contest Winners
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New Photos of the Spiral Hill Ry.
Part VI: John Long's Onboard Control***



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Photo by Bob Werre



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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-gauge-related materials contributed by the membership. Send all such materials to the editor:

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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:

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COVER

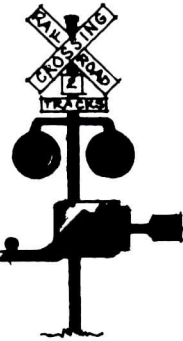
The Great Pumpkin plays
conductor on the Flyer
Central.

Photo by Ken Kemzura.

ORDER BOARD

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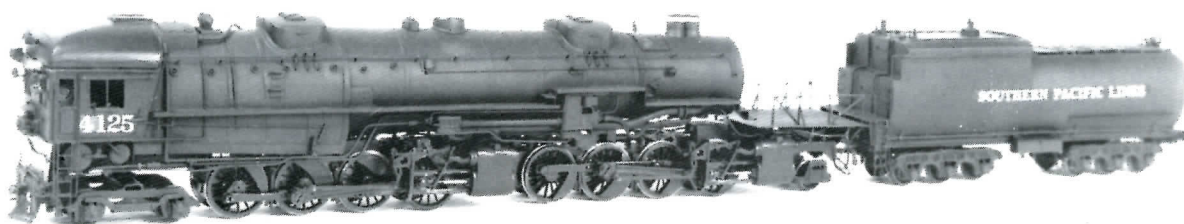
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THE DEADLINES for articles are the 1st of February, April, June, August, October and December for issues dated April, June, August, October, December, February, respectively.

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Best of Show



Gil Hulin presents Jess Bennett of Careywood, Idaho the Best in Show for his 1st place master craftsman steam entry at the NASG Annual Convention.

President's Message



In this issue we highlight the convention held in Vancouver, Washington, last August. I think more NASG members should attend and see first hand what happens at a national convention rather than receive the news two months later in the *Dispatch*. A lot goes on "behind the scenes" that never receives mention in articles published about the convention. And all the words or type printed

in this magazine can't replace actual participation. For those clubs or organizations who would like to host future conventions, attending a national is a MUST. How else can you determine the best way to handle registrations, schedule clinics and clinic rooms, organize layout tours, etc.?

It boils down to commitment: If you really want to attend, you'll do all in your power to succeed. When I asked several NASG members if they were going to attend the Vancouver Convention, many of the comments included "too far, too expensive." In the opposite light, I know several S gaugers who plan their vacations religiously around the Eastern Division TCA meets at York, PA -- attending not just once, but twice a year. And there's the narrow gauger who vows to attend each yearly

It's Commitment

meeting of the narrow gauger's convention come heck or high water. How long do these meets last? Three or four days -- same as our NASG national convention!

So where's the commitment to S gauge? We have 1250 members in the NASG, only about 150 attend the Vancouver Convention. And hey, there were S only vendors, S only manufacturers, S only layouts (both scale and Flyer) -- what more could you ask for?

Do you feel as strongly about the NASG as you do about the NMRA, TCA or narrow gauge? If your answer is "yes", then I hope to see your commitment materialize when you attend the Altoona Convention, July 26-29, 1995.

-- Alan



- RAIL MAIL -

Dear Jeff: Congratulations on the improvements in the *Dispatch*. I can already see the change. Your track plan for the Midwest Central is so great I'm going to build it. Mine will be a branch of the Pennsylvania though. Please don't print any more track plans though since every time I see a new one I want to build it. Three cheers for Robert Nicholson and his clever idea of widening Atlas turnouts. I contemplated such a project myself, but never experimented with it. I'm glad to see that it worked. I only wish you could have printed more details such as the methods he used to attach the ties to the roadbed and lengthen the throwbar. Maybe we can get a full report out of him in the future. Keep up the good work, and I'll try to be a more regular contributor in the future. *Bob, are you listening?*
Jamie Bothwell, Bethlehem, PA

More on Atlas Switches: Robert Nicholson's "Bashing Atlas HO Switches to S" article in the June issue was great. I applied his technique of filling the frogs with Epoxy to my American Models code 148 #6 turnouts. Some formerly troublesome turnouts now perform flawlessly. This has led to a renewed interest in my layout. Thanks for the great tip!
Doug Evans, Batesville, IN

MAG Survey Response: Yes, Rex does make an 0-6-0, but at last word it was not available with Hi-rail wheels. With scale wheels it may not track well on Hi-rail track. Also in response to last issue's Railmail about the cost of brass -- Rex makes an 0-6-0, an 0-4-0 and a 2-6-0. As well, Steam Depot may still offer some conversion parts from S Locomotive and Supply and possibly some complete running gear setups where the user supplies the body.
Mike Scivoletti, Franklin, NJ

More on Rex: I am fairly new at model railroading and just recently joined the NASG. To my knowledge, I am the only S scaler in the area so I don't have direct communication with anybody about S. Perhaps you could tell me where I might get some Rex equipment. I did try to contact Rex in Ohio, but haven't got a price list yet. Help!
Dan Mittelstaedt, 9324 Albert Way, Moses Lake, WA 98837

Welcome aboard Dan. Yes, there aren't S gaugers everywhere, and many manufacturers like Rex do so on a part-time basis -- a basement business if you will. I talked to Jack Sudimak of Rex and gave him your address. You should have a list by the time you read this. Other good sources for available S items: Bill's Train Shop (see ad June issue); Des Plaines Hobbies, 1468 Lee St., Des Plaines, IL 60018, Scenery Unlimited, 7236 W. Madison St., Forest Park, IL 60130.
(Continued on Page 31)

Jeff's Junction



It hits every year when the frost covers the pumpkins -- model railroad-itis. Oh yeah, we keep interest over the warmer months, but the big outdoors often calls us away from the railroad room and the workbench. And summer club meetings and work nights -- well, they quickly deteriorate to eating and shooting the bull.

But when leaves fall and you can see your breath, the traditional events of the fall and winter seasons draw us ever more into the mood -- clubs become more active, swap meets abound and regional conventions are held.

It's this time of year when the soldering gun, the boxed kit, and even the layout itself gets a thorough dusting off in preparation for some actual modeling efforts.

So, what's the point? The point this year could be SCENERY, yes scenery -- you know, carved styrofoam, Sculptamold, ballast, ground foam, trees, hills, rivers, bridges, structures, etc., etc.

Well, so -- big deal We with layouts or we who work on club modular layouts all know there has to be scenery -- SOME DAY! In my recent and past observations of S layouts, it seems that for S gauge, scenery disproportionately takes a back seat to benchwork, track, rolling stock and operation when compared to the smaller and more popular gauges.

But, SCENERY is how we can showcase S and make it attractive, even irresistible to other scale modelers and newcomers. Remember, we're the ones fighting the uphill battle -- not the HO and N guys. And, since 0 gaugers suffer the same malady, why don't we try to pull ahead.

So why not make this season one for completing or upgrading some scenery on even just a portion of your layout -- or just on one or two club modules.

If you're hosting a club meeting and have a home layout -- doesn't matter if it's Flyer, Hi-rail, scale or Sn3 -- why not have a scenery Blitzkrieg and have something new for the gang to see. Module groups -- why not a goal of upgrading two modules to the Nth degree to really draw some ohs and ahhs from the onlookers at the next meet.

Have some scenery sessions in between meeting nights (unless you're a lone wolf). If you or your group haven't tackled much scenery yet, Dave Frary's (Kalmbach) *How To Build Realistic Model Railroad Scenery* is probably the basic scenery Bible in use today. His methods are fairly quick and make use of basic materials such as Latex interior paints and cardboard.

By the way, after the first frost (like now) is when to harvest lichen, yarrow weed and goldenrod for those inclined to make their own trees.

If the truth were out -- When viewing our trains running around on barebones layouts, our imaginations will invariably transport us to scenes of big city terminals, green valleys, rural grade crossings or rocky cliffs. So why not make a little effort this season and bring this dream to life for ourselves and for those we wish to impress.

-- Jeff

NASG MODEL CONTEST

National Convention, Vancouver, Washington, August, 1994

BEST IN SHOW

Jess Bennett -- SP Cab Forward

MASTER CRAFTSMAN

Steam Locomotives

1st - Jess Bennett -- SP Cab Forward

Diesel and Electric Locomotives

1st - Mike Elkin -- BN SD40-2

Freight and MOW

1st - John Porter -- MA & PA gondola

CRAFTSMAN

Scratchbuilt Structures

1st - Glenn Spanholtz -- C&S water tank

AMATEUR

Steam, Hi-rail

1st - Steve Hayes -- Sierra Nevada 328

AMATEUR Continued

Rolling Stock, Hi-rail

1st - Steve Hayes -- Sierra Nevada passenger cars

Kit & Converted

1st - Gil Hulin -- Plywood car

Scratchbuilt Structure

1st - Arthur Knowles --mine building

Kit, Structure

1st - Jay Obenour -- Lehigh Valley Models water tank

Diorama

1st - Jay Obenour -- lake scene

PACIFIC RAIL SHOPS

WEATHERING CONTEST

1st - Mike Elkin -- 50' double door D&R GW boxcar

1994 NASG Columbia River Convention Summary

By Jeff Madden

Your editor did attend his first NASG national convention in Vancouver, Washington, and used it as an excuse to take my first Amtrak trip west of the Mississippi. It was also my first western train trip since one on the UP City of San Francisco in 1960.

On the way out I shared an economy bedroom (that's 2 single facing seats that convert to bunk beds) on a Superliner with our Prez Alan Evans. Across the aisle from us was another member, Art Doty, from Antioch, IL. The Superliner experience was positive and the meals in the diner (on real china most of the time) were first rate. Maybe there'll be some Superliners down the road in S??

Outbound to the convention on the tri-weekly Pioneer, we were scheduled to arrive Sunday afternoon at 3:02 p.m. at Vancouver, but an engine swap at Hinkle, Oregon, about 150 miles from our destination, resulted in a 2+ hour delay. To make the bus for the Columbia River cruise that evening, we abandoned Amtrak at Portland for a cab and made it in time. Ironically, we were bussed 45 miles back up the Columbia -- the way we had just come by train.



Having marveled at the Columbia River Gorge from Amtrak -- the Pioneer comes in along the southern bank -- the stern wheeler cruise proved an interesting contrast. We viewed the Bonneville Dam, the Cascade Locks, the spectacular Bridge of the Gods and a few trains on both banks (BN north, UP south). We also enjoyed a burger and dog buffet.

Monday morning after this kickoff evening of fellowship, it was on to regular scheduled NASG activities. For those not on a tour, and I was one, there were clinics, the trade show and contest entries to take in. I did.

(Continued on Page 13)

CONTEST WINNERS

Mike Elkin with his 1st Place Master craftsman Award. Mike converted an OMI BN SD-40-2 from Phase 1 to Phase 2. Mike's from Rancho Santa Margarita, CA.

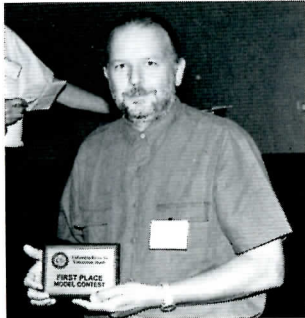


Photo by Jeff Madden.

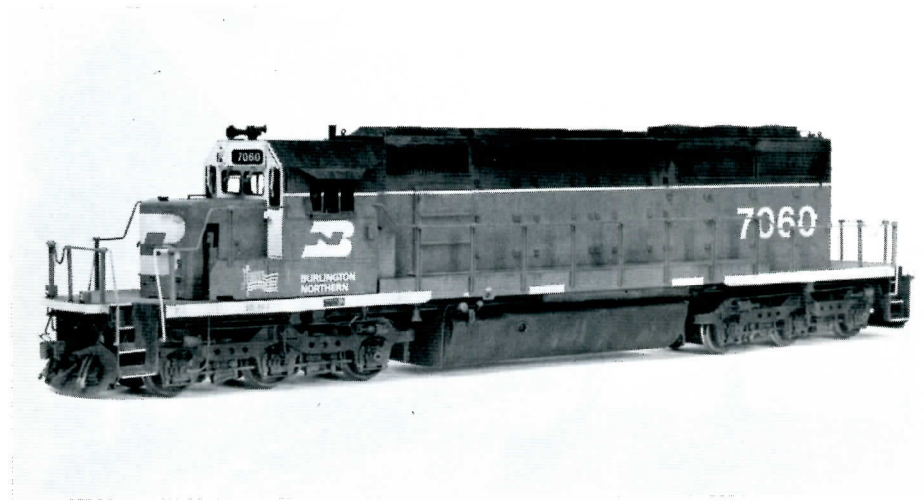


Photo by Bob Werre.

1st Place Amateur Hi-Rail Steam went to Steve Hayes for his Flyer Mountain converted from a Hudson. Steve lengthened the frame, reworked the valve gears, added new main and siderods. Steve's from Twain Harte, CA.

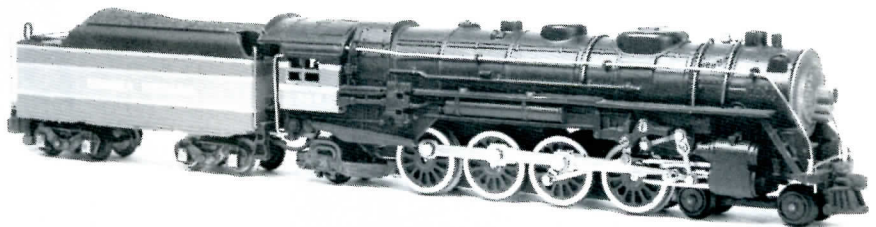


Photo by Bob Werre.

John Porter is at it again in the Master Craftsman department with a 1st Place Freight Car. John, of Clinton, MA, scratched this MA & PA wood gondola.

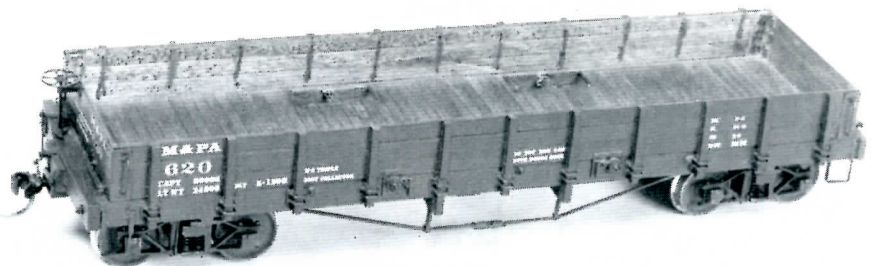


Photo by Bob Werre.

CONTEST

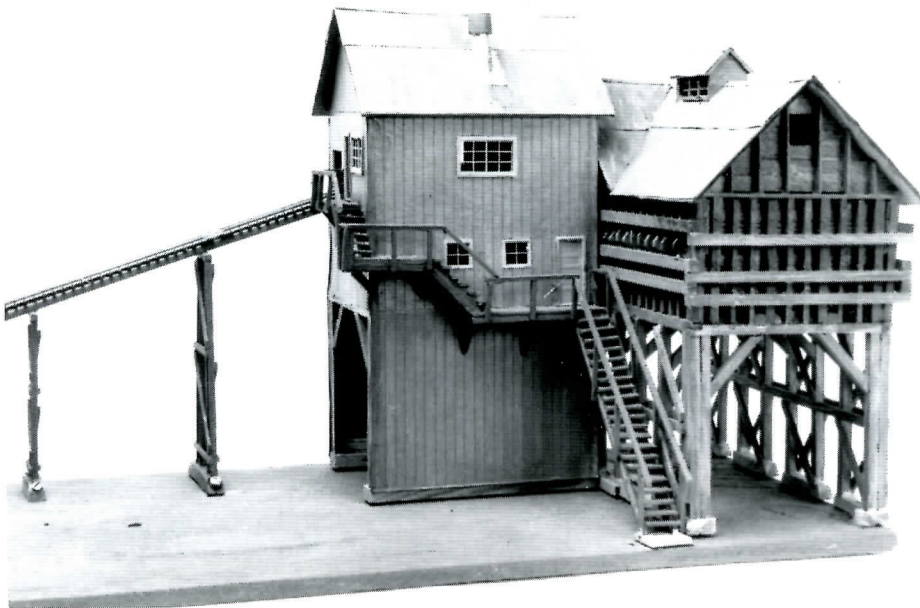


Photo by Bob Werre.

1st Place Craftsman Award for structures went to Glenn Spanholtz for his water tank.



Gil Hulin. Photo by Jeff Madden.



Photo by Bob Werre.



Gil Hulin's Plywood Car.

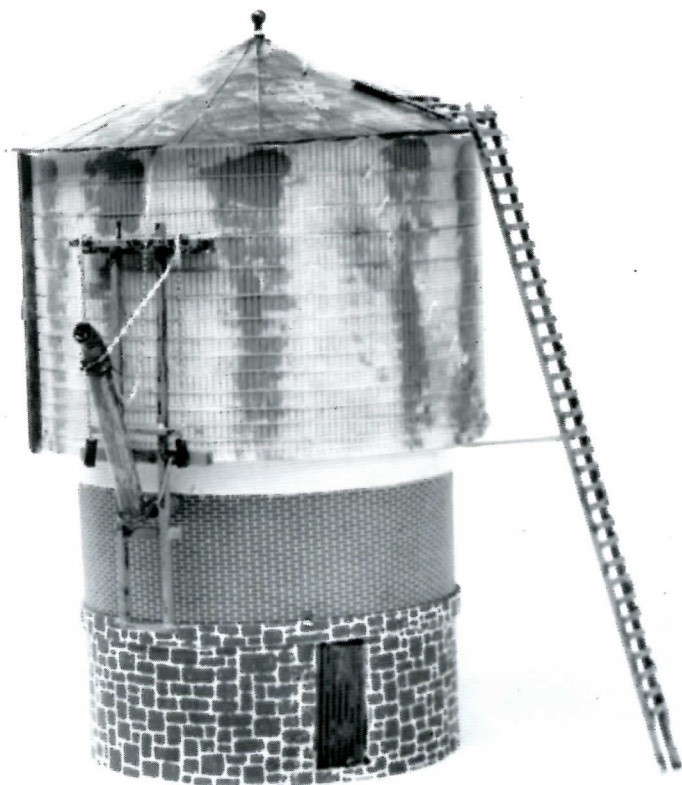
Photo by Bob Werre.

WINNERS

Steve Hayes garnered 1st Place in the Amateur Class for his conversion of New Haven 650 Flyer Cars. *Photo by Bob Werre.*



1st Amateur kit structure went to Jay Obenour, of Vancouver, WA, for this Lehigh Valley Models water tank.



Mike Elkin accepts Pacific Rail Shops weathering award from Bill Wade.

Photo by Jeff Madden.

Weathering Winner, D & RGW Box Car by Californian Mike Elkin. *Photo by Bob Werre.*



MORE WINNERS &

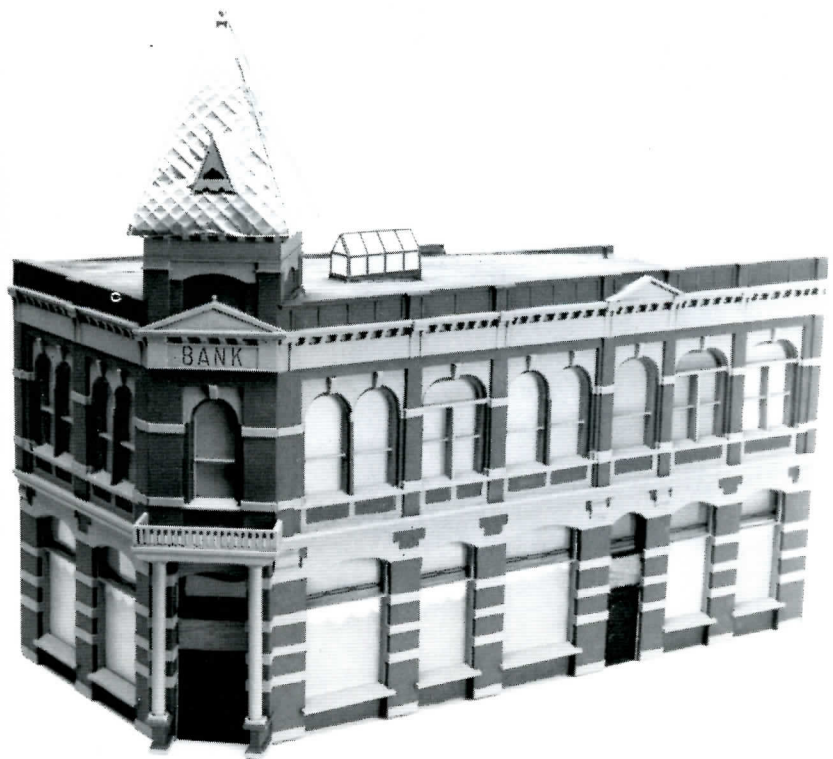


Jay Obenour's 1st Place Diorama.

Photo by Bob Werre.

Although not getting a 1st Place, Don Curtis's scratchbuilt bank in the craftsman category is a winner in anybody's book. Real structure was the Key Bank in Independence, OR.

Photo by Bob Werre.



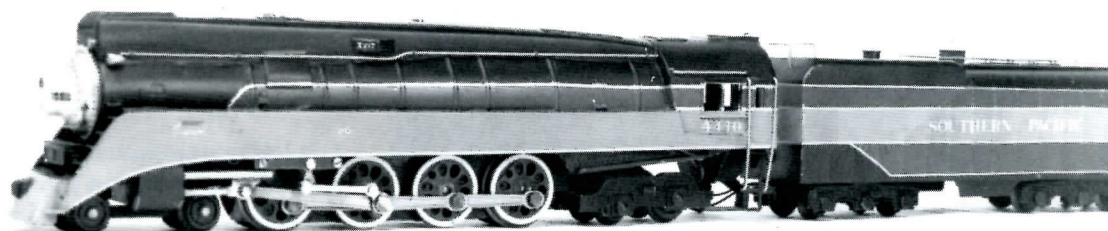
HiGeue Dovenbarger of Roy, Utah, reworked a Flyer Silver Bullet Pacific into this UP "Bathtub" version.

Photo by Bob Werre.





Karl Seller's craftsman entry was this baggage car converted from an American Models car. Notice rain gutters. Karl's from Arvada, Colorado. Photo by Bob Werre.



Dave Butterfield's Daylight deserves another photo. Dave's from Livermore, CA. Photo by Bob Werre.



John Foley's weathering entry. John made it to Vancouver from Pottsville, PA. Photo by Bob Werre.

The Awards Banquet



Doug Peck presents the A.C. Gilbert Award to 1/2 of S-Helper team - Mike Ferraro.



Lee Johnson presents the Bernie Thomas Award to Mike Ferraro (Don Thompson co-winner). They are both now Lifetime NASG members.



Will Holt (MAG) and Carl Crosier (LTI) at Banquet.

Photo by Jeff Madden.

Larry Sokol was "legally" our M.C.

Convention Summary Continued

Clinics: I'm sure most of the clinics were informative, but conflicts permitted only 3 on Monday and 1 on Tuesday.

Trade Show: The trade show held in the main Red Lion Ballroom featured several S manufacturers and retailers including Bill's Trains, S Helper, River Raisin, Pacific Rail Shops, SouthWind, Delaire, Railroad Hobbies and Port Lines Hobby Supplies. Greg and Steve Spence also displayed several Lehigh Valley structure kits.

A few notable manufacturers were absent, most likely due to the distance of the convention from the east and midwest. Overall there was decent participation.

New on display: The newest Lehigh Valley models offering, The Lehigh Lumber Co., was there to see. Coming in November will be a combination tower/station. From S-Helper there were several pre-production PS-2 covered hoppers. Paint schemes were SP, Wabash, SOO, CNW, BN, CR, BM, ATSF, Chessie (WM), and PRR gray. From River Raisin: C&O cabooses to see and buy; Allegheny and SD7s coming. PRS showed off their new 10'6" (taller) 40' box cars. Steve Spence had some interesting wooden bridge kits on display. Promised from Larry Jackman are Budd stainless steel passenger cars.

Layouts: On display on the ballroom was the Oregon S Scalpers' modular layout. This well done layout featured some nicely detailed western flavor trains, notably a brass Daylight and some AM GP9s custom painted in a black ATSF scheme. Scenery on the layout was typical arid western made mostly out of 4" blue insulation foam covered with Sculptamold. Structures were mostly scratched by members. Credit, in particular Rich Eggertson, Bob Boring, and Norm Strain for their efforts. Rich Eggertson gets credit for most of the structures and led the team with his scenery work. Bob Boring is the electrical guru.

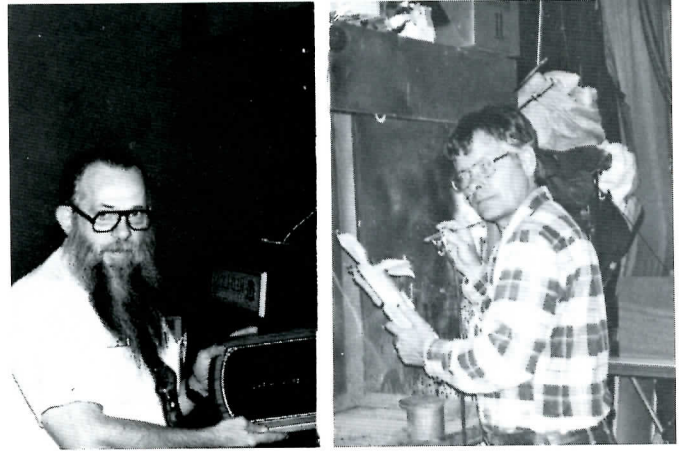
Although not built to S-MOD standards, the layout operated well and disassembled well. Track was code 100 Shinohara or Tomalco layed on 1/2" Homasote with cork added for the double track mainline. Of note -- the layout is for sale unless already cannibalized for a permanent layout.

A nifty L-shaped tabletop portable Flyer layout was also on display in the main hall. Gil Uhter and Scott McAbee built the layout and take it to various shows. Featured are mint versions of virtually every Flyer accessory.

In a smaller side room Al Bennett and Don Curtis managed the "Holidays at the Capitol" layout. Also L-shaped, this setup featured a winter scene of many historic structures of Salem Oregon. Most were scratchbuilt by Don Curtis. There's even a replica of A.C.

(Continued on Page 14)

Manufacturer Of The Year



Art Doty accepts the Award for Tom Hodgson.

Gilbert's childhood home. The loop of track and train on this pike are appropriately American Flyer.

This year's winner of the NASG Charles Sandersfeld Manufacturer of the Year Award was Tom Hodgson of American Hi-Rail, primarily for his steam and diesel conversion shells.

Even though Tom's main occupation is being a jet pilot for a private concern, he finds time to create and produce some resin-cast locomotive shells in S gauge.

Already popular is his streamline Hiawatha Atlantic locomotive superstructure and matching tender casting which drop right on to a Flyer Reading 4-4-2 mechanism. Tom has also produced some Shark Nose A unit shells which will fit an American Models chassis. His newest efforts include E7/E8 passenger diesel shells. Tom has developed his own power trucks for the E units which include a D.C. can motor mounted inside each 6 wheel EMD style truck. Each truck, however, will have only 2 powered axles with the center wheel sets being dummy idlers in order to work on Flyer track. The units are also compatible with code 148 track. Scale conversions should be fairly simple.

Down the road may be an S gauge 6-wheel steam mechanism which then could spawn some steamer shells such as Pacifics, ten-wheelers, Hudsons and 0-6-0s.

Tom doesn't plan on being a big-time manufacturer, as much as we'd like him to. He just produces things more for the engineering challenge than for business or hobby purposes. He said that friends pestered him to make some items in S, and he did.

Well, Tom, we in the NASG sure appreciate your efforts. Congratulations!



Convention Summary Continued

Also in this side room was a neat-as-a-pin tabletop "Pikemaster" layout operated by Homer Reed for owner and Builder Tom Popelka.

The Contest: As NASG Editor I was able to view and jot down info on the entries just prior to judging, my own private viewing if you please. PR S's weathering contest resulted in several entries besides those for the model contest. See contest winners on page 6. Thanks to Judges Ernie Horr, Gregg Miller and Bill Daiker with assistance from Kent Singer for their time and efforts.



A Tour: Not having signed up for an official tour -- several of us car-pooled over to lawyer Larry Sokol's fabulous S scale Pennsy empire. A modeler's dream setting -- Larry's layout is housed in its own full-size replica tower-station. The upstairs "tower" room serves as library and workroom. Scenery is next. Regrettably, I missed Lee Rainey's EBT style Sn3 layout, but I did see his clinic which included instructive tips such as converting HO Vulcan trucks and Athearn and Roundhouse rib-side hoppers to Sn3 EBT equipment. It's ironic to see eastern modeling on the Pacific Coast -- but remember, there are many eastern and midwestern transplants out there.

Tuesday morning, Aug. 23, for me, involved wandering around the displays and taking in Alan Evan's interesting clinic on photo enlarging or reducing structure renderings to match S scale. Alan's "Buildings From Copiers" involved photocopying building sides from say an A.G. Smith HO cardboard cutout book, to S, and then assembling, coloring and weathering these flat copies into 3-D structures or building flats.

Hopefully, an updated article on this process from the original in "3/16" Scale Magazine" will be forthcoming in the *Dispatch*.

Vancouver Hot Spot: Tuesday afternoon allowed me some railfanning time. I hiked over to the Vancouver station, which was wedged inside a Burlington Northern wye and adjacent to the BN yard, and spent time photographing Amtrak, BN and UP trains.

MAG Meeting: At 3 pm I was back at the model for a 3-hour marathon Manufacturers Advisory group committee meeting (MAG) which included guest Carl Crosier, the head of Flyer production group at Lionel. Discussion centered mostly around the results of the
(Continued on Page 15)



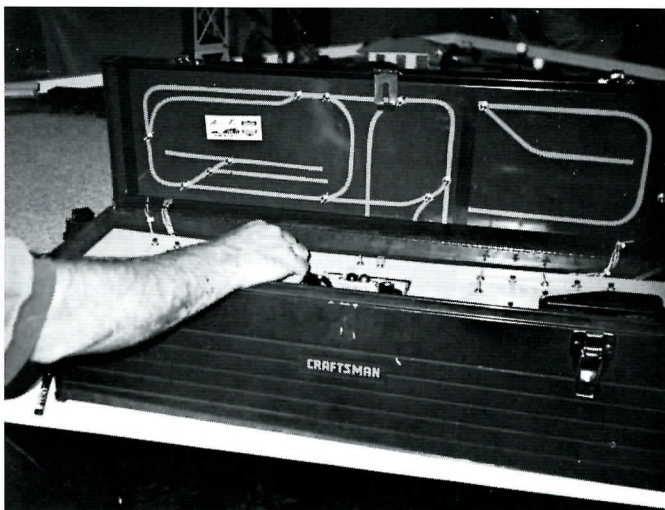
Gil Uhler's and Scott McAbee's portable layout.

Photo by Bob Werre.



Flyer Display Layout.

Photos by Jeff Madden.



Portable Control Panel in a Toolbox.

Convention Summary Continued

'93-'94 Survey and plans for the 1995 survey. With Crosier's presence the focus of the meeting was on Lionel's production and future AF plans. Overall reaction from Carl and LTI appeared positive, but he qualified the enthusiasm a bit by telling us that most of the older AF dies were unusable, and that any future project S had to be a moneymaker.

Heads generally nodded in agreement, including the LTI rep., when an S starter set was mentioned as a real need for the S gauge community. For a locomotive in the set, a diesel, was the consensus opinion.

Carl Crosier relayed LTI's appreciation for the MAG (NASG) surveys and indicated future heavy reliance on them. Promises from Lionel -- nothing concrete, but many positive hints at some upcoming items. Conversions of some 0-27 cars was bandied about quite a bit. Lionel did not rule out new dies.

Some requests to Lionel from the committee: Plastic structures, a circus train, a starter set, accessories and track. See the official report elsewhere in this issue.

Banquet: The banquet consisted of eating, awards, a manufacturers panel and an auction. Eating -- The meal was decent; a bit above average for a catered banquet. Awards -- See page 6 for the contest winners. 1st place winners who were present received their plaques. Other NASG awards presented at the banquet included: The A.C. Gilbert Award to Don Thompson and Mike Ferraro of S Helper for their S manufacturing efforts. The Charles Sandersfeld Manufacturer of the Year Award to Tom Hodgson of American Hi-Rail for his Hiawatha Atlantic castings and other work. The Perles Memorial Publishing award to R. Brooks Stover for his articles last winter in MR and CTT. This award is given to the best S article in a non-S publication.

Gregg Miller gave a little promo talk on the upcoming 1995 national convention in Altoona, PA, following the award presentations. Credit should be given to MC Larry Sokol for keeping things moving along during the banquet and for his wit which included many self-effacing lawyer jokes.

Manufacturers' panel: Not without a little controversy, the manufacturers' panel included Larry Jackman (Budd Buddies), Carl Crosier (Lionel), Jeti Padgett (SouthWind), Jim Kindraka (River Raisin). Californian Ed Loizeaux MC'd this portion of the banquet.

A response from LTI regarding AF tooling: "1995 and 1996 tooling decisions are coming soon. 1994 was the largest year ever for Lionel Trains."

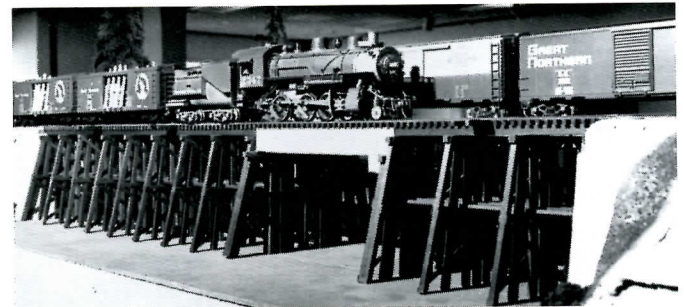
Responses from Ed's query about duplication of product offerings:

Larry -- Brass/plastic not a problem in HO or N. It is in S because of smaller volume.

(Continued on Page 16)



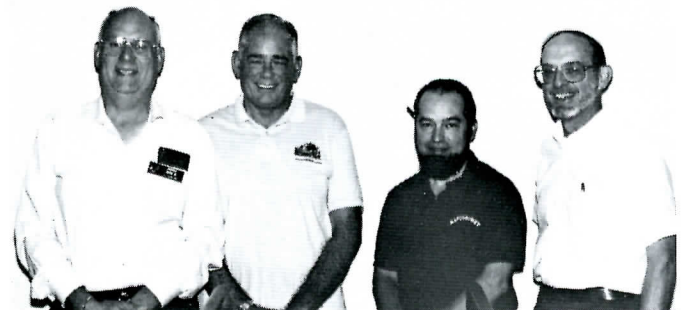
Jeff and Alan pose beside superliner sleeper.



Oregon S Scalers Layout. Photo by Bob Werre.



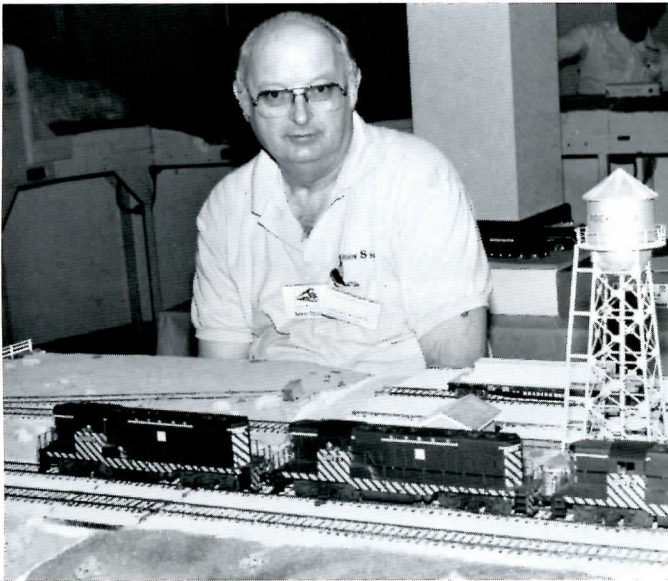
Oregon S Scalers Layout. Photo by Bob Werre.



BOT at the Convention. L. to R.: Morris Berk, Lee Johnson, Doug Peck and President Alan Evans. Paul Stevens slipped away. Photo by Pete Mihelich.



Foley and customers at the trade show. Photo by Bob Werre.



Norm Strain - Oregon S Scalers. Photo by Jeff Madden.



Al Bennett and Don Curtis with their historical "Salem" layout.

Photo by Jeff Madden.

Convention Summary Continued

Jettie -- Need growth in S for more brass.

Jim K -- Cited S growing pains.

Carl C -- Maybe a good sign...Manufacturers are listening at least.

Response from Lionel regarding starter set:

Carl -- Would like to see one if financially feasible. Shouldn't detract from the 0 gauge line -- hopefully pull from HO.

Response to question on stocking S in hobby shops:

Larry -- Direct discounts to consumers hurts hobby shop potential.

Carl -- Dealers need to be educated about S Flyer and scale products.

Response to question on how NASG can help expand S:

Jim K -- Need more manufacturing advertising. Maybe combined ads.

Jettie -- Advertising is expensive.

Carl -- Continued NASG and MAG support to manufacturers helps.

Larry -- S items must get into hobby shops.

Ed -- Manufacturers need to send items or news releases to publications including non-S ones.

Response to Moe Berk's question asking the manufacturers if they ever produced a product because of personal desires rather than market pressures:

Jim K -- C&O Allegheny.

Jettie -- NYC fishbelly milk car. It was a bow wow.

Carl -- He tries to let the consumer confirm any self desires before production.

Larry -- No. Any duds I had were my own fault for not reading the market right.

Annual Business Meeting:

The last official activity of the convention was the Annual General Business Meeting on Wednesday morning attended by a roomful of sleepy-eyed conventioners. Highlights:

-- Lee Johnson reported 158 of the 178 registrants to the Columbia River NASG convention were from the northwest -- a good showing.

-- Next year's annual convention will be in Altoona, July 26-30.

-- The 1996 convention will be July 3-7 in Dearborn, Michigan.

-- Bob Sherwood of Cheyenne, Wyoming officially appointed Standards Committee Chairman.

-- Doug Peck, chairman of the AF Car Committee, reported that the 1994 cars have been sent out. The 1995 cars will be a tandem articulated TTUX container car at approximately \$85 to \$90 and an LV covered hopper.

-- Moe Berk gave kudos to Will Holt (MAG chairman) for his survey efforts which will be an invaluable source of information for Lionel and other manufacturers of S.

(Continued on Page 17)

Convention Summary Continued

- Paul Stevens reported on membership and suggested that area VPs work on de-railed members.
- The new coupler height/wheel gauge is going out for bids.

Under New Business:

-- Promotion of S was the principle topic under new business. Regarding that, Alan Evans announced that a new "This is S" promotional brochure was ready for bids and should be available soon. Some members thoughts revolved around having more promotional items and perhaps having a promotions "committee."

The adjournment of the business meeting was the official end of the convention, but Pete Mihelich and I managed an afternoon of area railfanning since I had a ticket on the Empire Builder for Thursday and Pete would be visiting relatives.

By Thursday afternoon I was on the "Builder" returning home to Chicago and Milwaukee via the northerly route. The outbound trip on the Pioneer was the better of the two considering overall service and scenery -- this might be swayed partly because I had to sleep coach on the first night of the return trip. Highlights of the all BN route (to Chicago) were the Columbia Gorge, the Rockies in Montana and the BN Mississippi River line in Wisconsin and Illinois. The last a result of the CP Rail strike which detoured the Builder down the Mississippi instead of across the middle of Wisconsin. Happily, I had some NASG companionship on the return trip too, as Will Holt and spouse were on the same train. Naturally, we solved all of the problems confronting S -- ha, ha. Boy, wouldn't a long distance train ride provide the ideal setting for a long business meeting?

Personal Convention Observations:

Plusses: Good location. Well organized. Good railfanning, food displays and tours. Decent clinic variety. Fellowship. Enjoyable banquet and activities. Reasonable rates and pricing.

Minuses: Distance for most easterners and midwesterners. A few more S manufacturers and dealers would have helped. Weekday schedule could have discouraged some attendance.

In conclusion -- Gil Hulin reported the official attendance (full registration) as 158 with over 212 persons participating. He and those who put this convention together deserve a big thanks from those who attended for a job well done. S has received a big boost on the west coast because of this convention.



Jeff Madden, Alan Evans and Art Doty
"Guess where we are?" Photo by Bob Sherwood.



Elliot Supply Co. Photo by Jeff Madden.



Larry Sokol's layout. Some Vic Roseman items in evidence.

Photo by Bob Werre.



Salem Historical layout. Photo by Jeff Madden.

The Plateau Railway

By Bob Werre

My visit to the Plateau Railway of Len Giovannoli: In 1986 the Werre family gassed up the van and headed to the backwoods of Kentucky to visit one of my oldest model railroad friends (in more ways than one) -- a friend whom I had never actually met face to face.

I think I was in the sixth grade when I joined that rag-tag group called the NASG. I had no idea what I had joined, but after a few months I received a rather beat-up envelope stuffed with all kinds of wonderful information and letters from other S gaugers. Growing up in remote South Dakota, this communication was indeed rare.

In a few months I was assigned to a "circuit letter" called AF #6, and my circuit director was none other than Len Giovannoli, who, along with everybody else, was an adult. Most everyone had a decent layout or at least knew how to build one -- except me.

Like most of us in our younger years, trains were put on hold while discovering cars, women, college and the world of work. About 1984 I discovered that S gauge still existed. I inquired to my new-found friends in the Houston S Gaugers about a man named Giovannoli who had corresponded with me previously and who appeared to be a darn good modeler. The response was - yes, he was the quiet fellow with one leg who attended

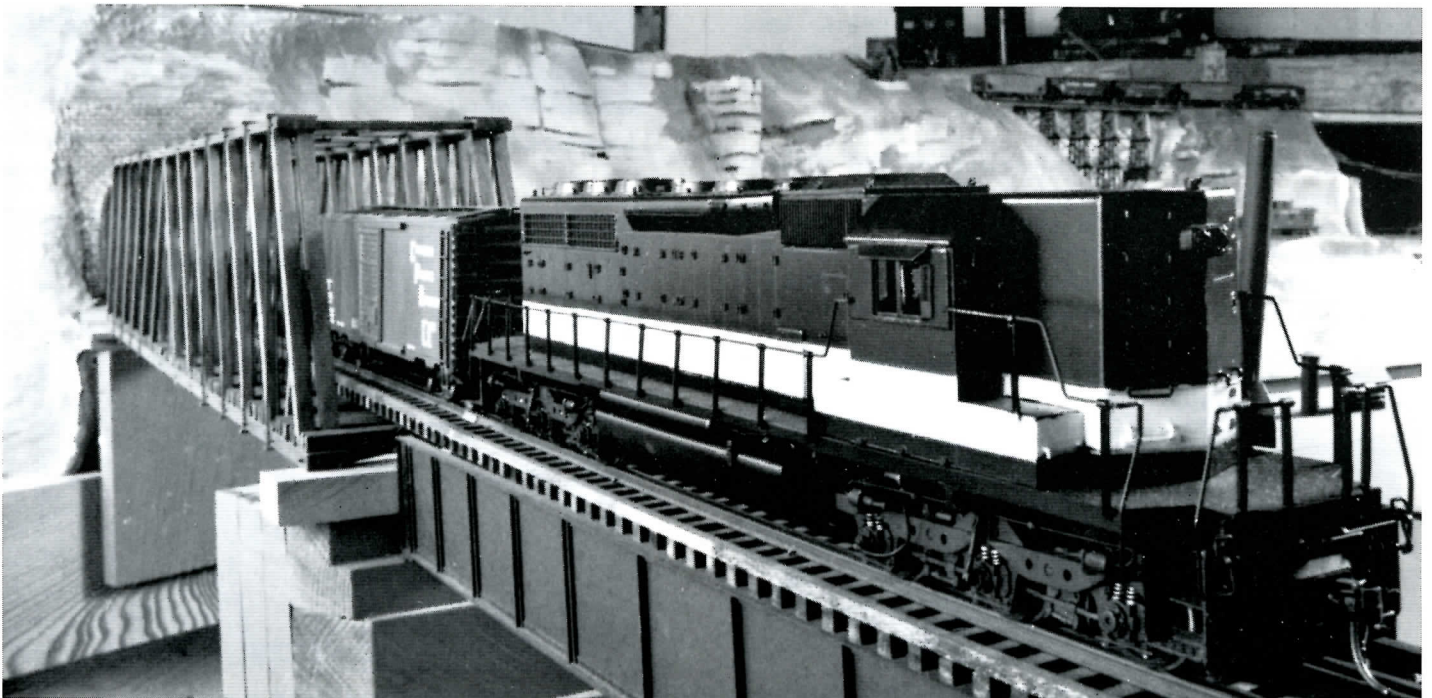
most of the conventions. Yes, he was still around. A phone call to Whitley City, Kentucky, brought back more memories ...

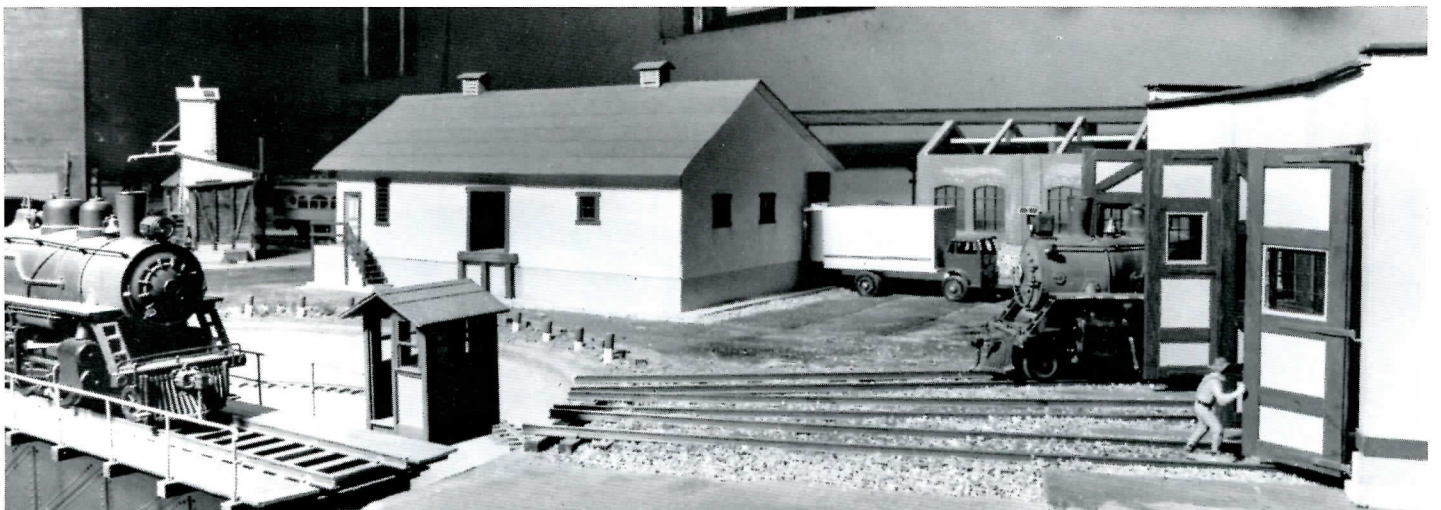
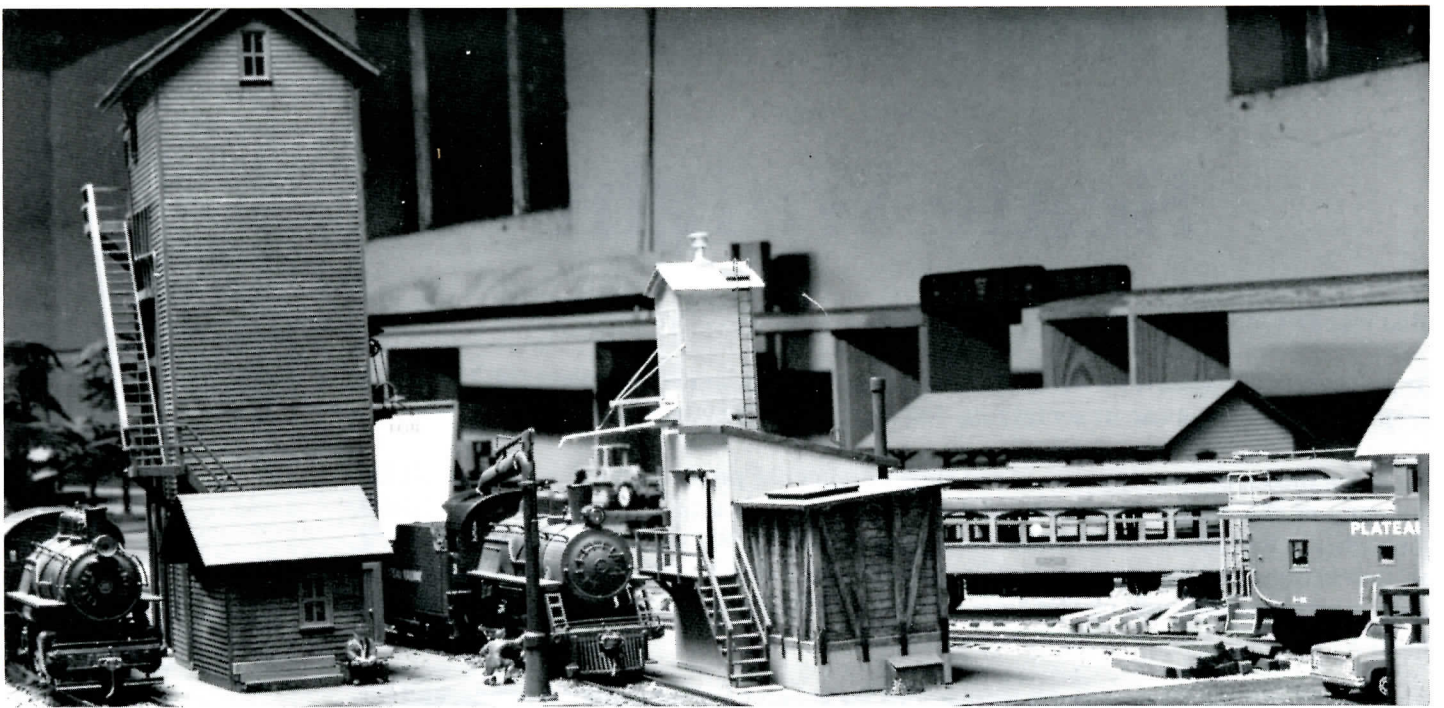
I remember the van rounding the last of probably 3000 sharp curves as we crossed into Kentucky long after dark and finally finding the country lane leading to his house. We were greeted by a kindly man with one leg. After a night's rest, we were given a grand tour of some of the scenic tourist areas near where he lived. I was amazed at how well he got around with his handicap, and I was even more impressed with this man's mind and his past experiences.

Later that day, we finally got down to the railroad room. The Plateau Railway, heard about by many, was presented with several apologies. True, it wasn't finished, and maybe the scenery wasn't breathtaking, but it looked fine to me. The track was handlaid, the bridges and structures were kits or scratchbuilt. Even the several Rex engines ran smoothly.

I marveled at this man, probably 6 times my age, who would spend hours helping a little kid from South Dakota with his S gauge problems. I was impressed to finally see his layout. Maybe these photos will help repay part of my debt to him. Len, we'll miss you.

Photo by Bob Werre.





Photos by Bob Werre.

SHORT AND EASY

By Kent L. Singer

Scale Weight

Idea inspired by John Long.

Or maybe the title should be WEIGHT SCALE. But if it was, somebody might think that the project was a scale house or something. Anyway, here's the story:

For some fifteen or twenty years, at the start of every car project, I used to dig around for my copy of the NMRA Standards and Recommended Practices. Then, I would thumb through it to find RP 20.1 which has the magic numbers for S scale car weights of 2 oz. + 1/2 oz. for each inch of length. Only building two or three cars a year, I can never remember these numbers (although by this time I've got a fairly good feel for what the car should weigh).

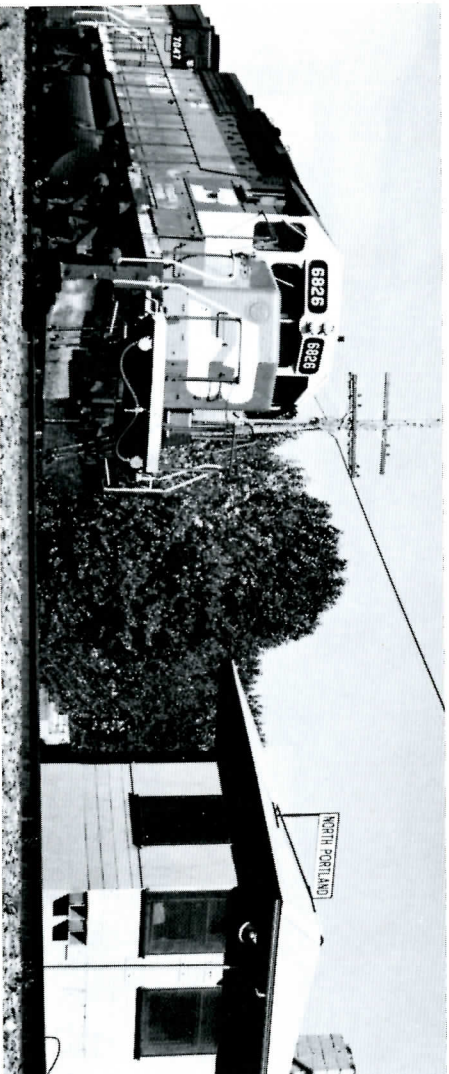
Well, John Long has come up with a great idea for keeping the information handy, and for quickly determining the optimum, recommended weight for the current car project. Here is what John has to say.

"Under my glass work surface where I had placed such handy data as drill number/wire gauge/inch/metric conversions, I also put a 15" piece of paper with 1/4" divisions and the corresponding recommended weight. Now, before final assembly, I gather all the kit parts, including trucks, and weigh them on a postal scale, measure the body on the ruler and calculate the additional weight required."

To get you started, we've included a scale along the side of this page. Although not long enough for all those S-Helper Service passenger cars that have become available, it should keep in you in business on anything up to a fifty footer.

GOT AN IDEA? Perhaps you've created some detail to stick along your right-of-way, set on a loading dock, dress up a building, etc., etc. We're always looking for fresh projects. If you'd like to contribute, the rules are simple: The project should be somewhat related to railroading and it should be capable of being completed in one or two evenings. You needn't worry about drawings or photographs. We can do the drawings and have photos taken. All that is necessary is a sketch of the project with some dimensions, a list of the materials and a short description of how to build it. Submit your ideas to Short and Easy, c/o Kent L. Singer, 912 North Rogers Ave., Endicott, NY 13760.

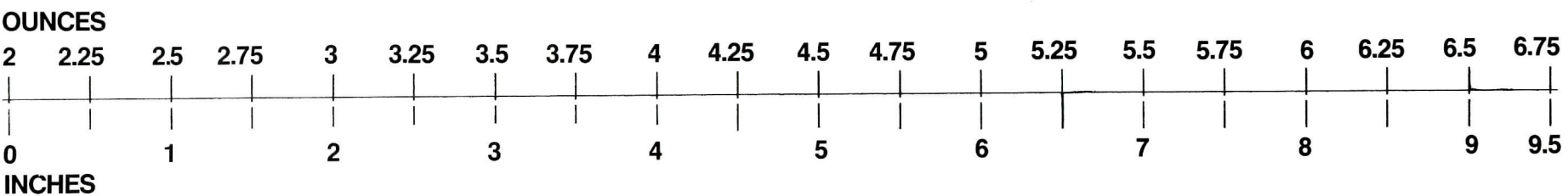
Convention Hotspot



Jeff Madden & Pete Milneich found the Seattle to Portland Mainline to be a great spot for rail fanning.

Photo by Pete Milneich.

SCALE WEIGHT GUIDE



Meet An S Gauger

By Jamie Bothwell

Frank Titman was going to be an artist. He was all set to go off to art school in New York City when WWII started. Frank joined the Sea Bees and served in the Aleutians and Iwo Jima. "After the war my priorities changed. I wanted to get married, and I couldn't have my wife waiting for me to finish college, so I went back to Mack Trucks where I had worked before the war," states Frank.

Frank's artistic talent is very evident in his modeling though. He painted the backdrops for a number of layouts including his own, and his modeling is very realistic because he possesses that artist's sense of what to put in to make the unreal look real.

Frank says his modeling philosophy is to be "good enough." And, because of this philosophy, he accomplishes much more than someone who seeks the perfect outcome. He often says, "I did such and such. It's not perfect, but it's good enough." Those of us who have seen Frank's work firsthand might disagree about the perfect part.

If there are any S gaugers out there who don't know Frank, he is surely one S gauger you should meet. Frank is one of the most well known modelers of the S clan since he helped run the *S Gauge Herald* for many years and was instrumental in the structure of the NASG we know today.

He was a founding member of our club, the Delaware Valley S Gaugers back in 1962 and was the driving force behind the changing of the name to Lehigh Valley S Gaugers in 1991.



Frank Titman

attends almost all the NASG conventions and contributes reviews and articles to current S publications.

With all these accomplishments in S, you might think that Frank was born with an American Flyer train in his hand, but actually he came to S by a round-about route which included Lionel and brief stints in both 0 scale and HO. He finally settled in S because of that ever popular reason that it is a good compromise between 0 scale's mass and HO scale's space saving.

Frank said that he took a liking to the Reading as a prototype because of the availability of AF Atlantic boilers to kitbash. Over the years he has built most of the classes of Reading steam power including a T1 Northern. His I-10 Consolidation was a Lehigh Valley Models kit and can be seen on many S gauge layouts around the country. Frank is thoroughly devoted to steam power. No diesels are to be found working on the Spiral Hill.

Frank's rolling stock is a veritable museum of S scale. Frank has built most of the kits that other manufacturers have produced in S as well as kits from his own line. He even scratched and Flyer converted other cars. You could spend hours listening to Frank's tales about S manufacturers who have come and gone.

The Spiral Hill Railroad (Frank's current S empire -- he formerly built and operated the Hi-rail Delaware and Western) serves as a vehicle to run his equipment and display many of his own structure kits. But, also to be seen on his layout (see following pages) are many scratchbuilt structures such as his recent prize winning church and a fantastic flat of the Reading's Philadelphia Terminal. The coal breaker that actually loads cars in another incredible piece of work.



A Reading Decapod switches the Red Dot Mine.

He also manufactures a line of structures and rolling stock kits under the Lehigh Valley Models name. He has twice won the Bernie Thomas Memorial Award for his contributions to S gauge. This means he is a life member in the NASG for the rest of his life -- and the next one. He

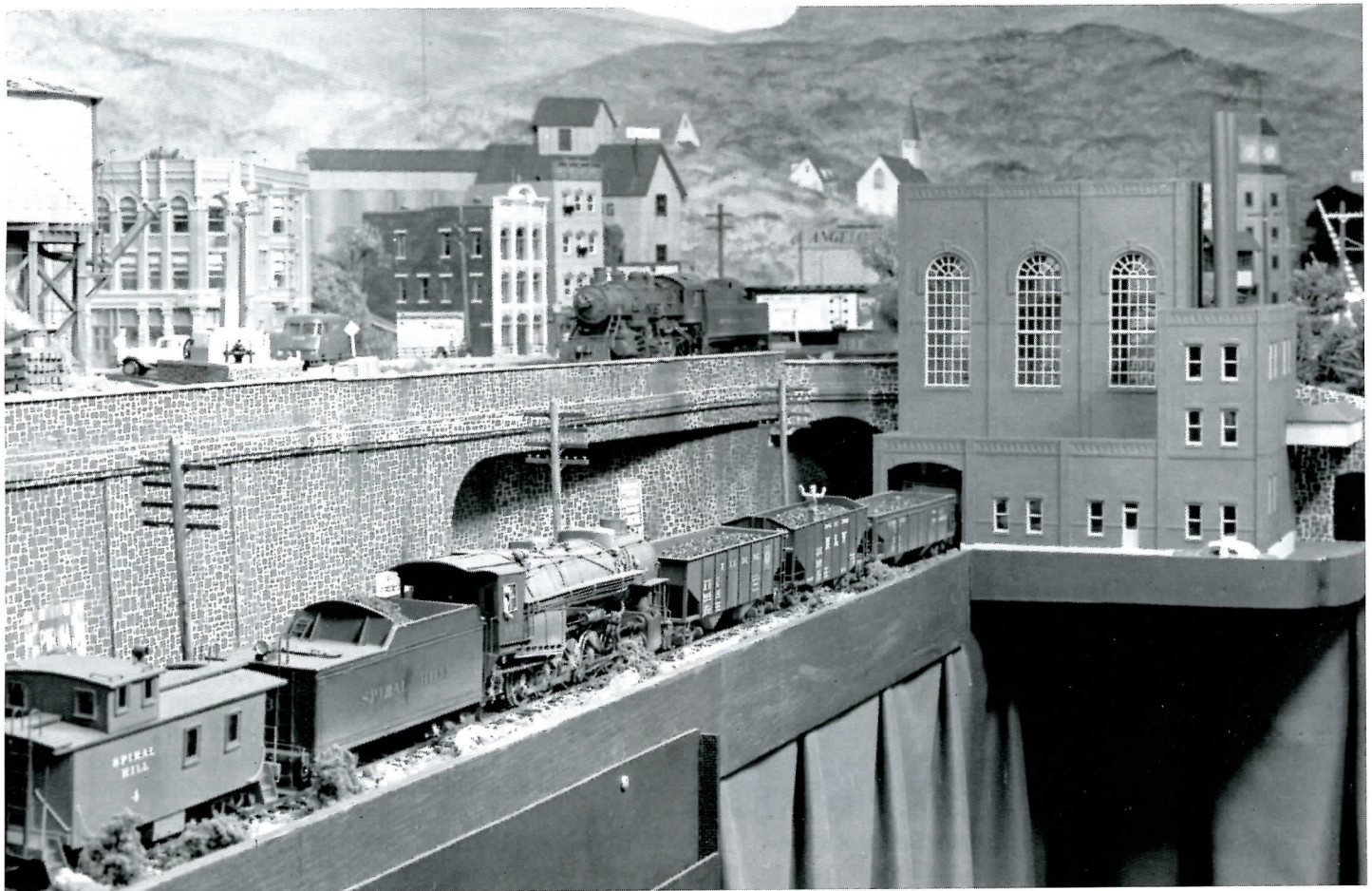
With all that Frank has done for the S gauge cause, you may have guessed by now that he is an outgoing, friendly person. You would have a hard time finding a nicer man anywhere. He is always willing to help a fellow model railroader. The only things he doesn't like are work and diesels.



A scene at Valley Fuel and Oil Company's truck loading facility. A Reading I-10SA can be seen drifting by with a freight drag in tow.

— SPIRAL HILL SCENES

Photos by Frank Titman.



Spiral Hill's recently acquired L&NE Decapod shoves a few loads of anthracite into the steam heating plant located below the town of Crystal Falls. This building is a Cornerstone HO model set upon a 1/2" foundation with the car door widened for S Scale cars.



Looking down the tracks at Lakeport where the Reading services it's locos beneath a large concrete coaling dock. Track on the left is the lead to the barge loading facility. An Atlantic type loco is pulling the King Kole Flyer down the mainline.

Folding Legs

As mentioned in a previous issue, the members of our local club were quite impressed with how quickly and easily a local N-Trak group set up their modules at a recent train show. The biggest part of their secret was folding legs attached to the module bases.

Their design is depicted in Figure 1. We were surprised to see that they used nothing to lock the legs in place. The N-Trakers told us that C-clamping the modules together provides all the stability they need. Since we in S are a bit nervous with that, Figures 2 and 3 show an idea for a leg lock using a 1/4-20 flathead screw and a mating tee-nut. Figure 2 also shows, in phantom view, the legs in the folded position.

Their leg construction was also of interest. They used 1x2s and 1x4s rather than 2x2s (see Figure 4), and their height adjusting screws provided 2 inches of range rather than only 1 inch. Their choice of lumber was because it is easier to get straight 1x4s than 2x2s. If you want to use 2x2s you could rip straight 2x4s. If you think the 1x2s and 1x4s are strong enough for S, they would make the modules a lot lighter than using 2x4s and 2x2s.

The N-Trak group uses the longer adjusting screws for two reasons. It is easier to get fingers between the floor and the legs for adjustments, and some floors require LOTS of adjustment. (Figure 4)



Fig. 1

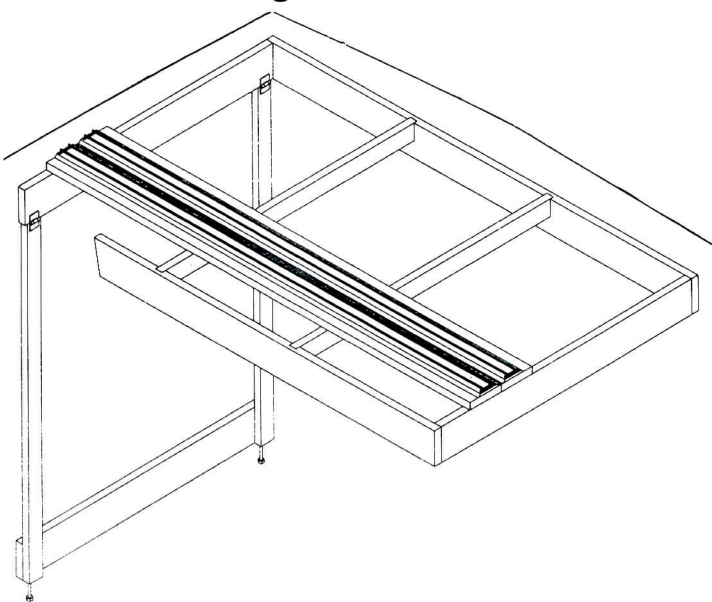


Fig. 3

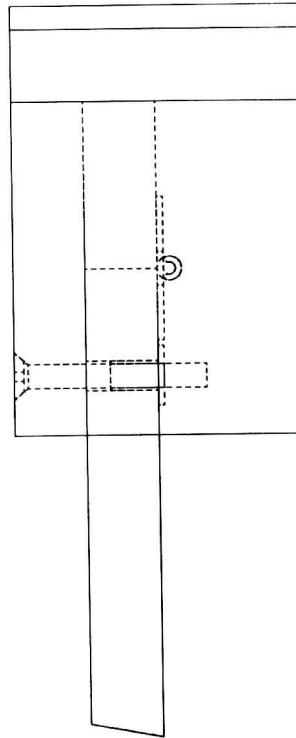


Fig. 2

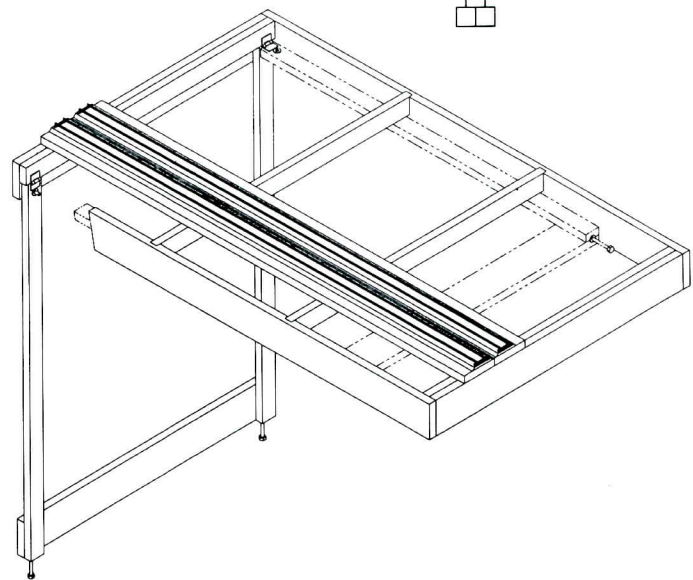
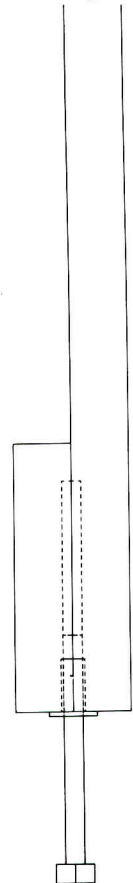


Fig. 4



**MODULE
CORNER
BY TED LARSON**

1994 NASG Board of Trustees Meeting

Vancouver, Washington

The NASG Board of Trustees (BOT) meeting was held August 22 at the Red Lion Inn during the NASG Vancouver convention. Present were the following:

President -- Alan Evans (AE)

Eastern Vice President -- Doug Peck (DP)

Central Vice President -- Paul Stevens (PS)

Guest of the board were Vancouver Convention Chairman Gil Hulin (GH), MAG Chairman Will Holt (WH), Dispatch Editor Jeff Madden (JM), and Dispatch Publisher Pete Mihelich (PM).

All of the above were gathered at 10 p.m., but due to the lack of a quorum no official BOT business was undertaken until two other BOT members returned from layout tours.

Long distance phone call was received in the meeting room by AE from Treasurer Josh Seltzer; 10:20-10:40 p.m.

The meeting began at 10:40 p.m. with guest presentations since a quorum still was not present. GH presented a preliminary 1994 convention report. Total registration was 172, including wives, children and complimentary; definitely above the 118 break-even point. He made reference to those NASG members who also attended the preceding NMRA convention in Portland as less than 10 of those registered for the NASG convention. GH tends to think four plus days for future conventions would be too long, further suggesting 3-4 days about right. PS commented that avoiding late May, early June and late August would be best for school related attendees.

WH presented the MAG committee report. The '93-'94 survey has been completed with 10 manufacturers, including Lionel, subscribing to the report. The overall response to the survey was just under 29%, making it the most sophisticated survey currently taking place in any scale. Included in the May 24, 1994 presentation to Lionel: actual survey presentation, market potential, latest membership breakdown by interest areas, conversion to scale of AF and 0-27 items, and broad car types for consideration. Although a warm response was received, AF remains a small part of Lionel's market effort, and the AF group at Lionel must show a profit. Perhaps a new effort is needed on Lionel's part to enhance the market effort.

BOT members now present: Western Vice President Lee Johnson (LJ) at 11:15 p.m., and Executive Vice President, Moe Berk (MB) at 11:18 p.m.

The meeting was called to order at 11:20 p.m. with five BOT trustees present. AE recommended that WH be set

up with an annual budget to compensate for survey compilation. Ongoing expenses have been approximately \$350 and WH asked that the budget allow \$500. WH was given a copy of a Bay Area questionnaire which seems to be counter-productive to the MAG effort. WH will contact the group to determine their reasons for creating the questionnaire.

DP - motion to allow a line item figure of \$500 for the MAG committee in the '94-'95 budget and that the survey include Hi-rail and Scale designations. (Besides Flyer)

LJ - seconded the motion.

MB - discussion of an amendment that no expense in excess of \$50 be incurred without BOT approval. Amendment withdrawn and changed to expenses in excess of \$100.

DP - Specific limits should be expanded to other committees.

DP - seconded the amendment. Motion with the amendment passed 5-0.

WH - the survey indicates a need for Hi-rail and scale coordination.

MB - suggested that MAG pursue all comments and present data in total (for all to use); not try to direct Hi-rail and scale issues.

AE - distributed the finance committee report with total revenues as of 6/30/94 of \$111,050.34 and total expenses of \$86,734.70 with net increase of \$24,325.64. Proposed fiscal budget 7/1/94 through 6/30/95 has income of \$123,650.00 and expenses of \$96,371.07.

A discussion followed concerning the \$1500 payment for the NASG manufacturers booth at NMRA conventions for promotion. It was concluded that we continue our efforts.

DP - stated that this year's AF car's cost went up 25%, and our price per car reflected this increase. NASG will, therefore, recover the costs and make a profit. The '94 cars (New Haven and Northern Pacific) were two months early, and we still have approximately 400 cars left. It is expected that the remaining cars will sell as there is demand beyond the two car limit, which have already shipped.

The '95 cars will be the 0-27 TTUX with AF trucks and a Lehigh Valley triple covered hopper. DP has prototypes on display at his table.

(Continued on Page 26)

MB - expressed concern over the '93 NASG REA cars left and the fact that Lionel has issued the same REA cars through dealers

DP - stated NASG had no exclusive rights to the REA car.

MB- suggested a two-year window in the future.

AE - opened discussion of Dave Bailey's letter to Ron Bashista over the SD50/SD60 project. He asked for suggestions to avoid such duplication. The MAG committee report should serve as a notice to all of what items are being considered.

MB - suggested Dave Bailey offer Tom Marsh escrow approach with reservations for the scale brass SD50/SD60.

AE - Standards Committee. Robert Sherwood has been appointed chairman as of January '94. Final approval of the NASG truck gauge standard is being pursued. NMRA has proposed a constitutional amendment to include narrow gauge. A letter from Sherwood suggested a promotional idea to obtain a computer listing of S gauge NMRA members for the purpose of doing a mass mailing of an NASG promotional piece.

MG - suggested more effort instead in our promotional material.

AE - discussed the new coupler height gauge for AF/Hi-rail. He has received the prototype with drawings and will send to the Clearing House for bids to manufacture.

AE - will instruct John Metzger to reissue the lists of derailed members by region to each vice president. Current membership has dropped by approximately 250.

JM - discussion of new promotional 8 1/2 x 11 4-page pamphlet. The new booklet is ready except for final photo selection. A new updated brochure of all current manufacturers of S products is also ready to be printed.

PM - *Dispatch* advertising -- we still need someone to make a concentrated effort to contact potential advertisers. There is competition from the *S/Sn3 Buyer's Guide*. NASG had a reciprocal ad policy with the former *3/16 Scale* publication.

MB - suggested approaching *S Gaugian* and *S/Sn3 Buyer's Guide* for reciprocal ad space.

DP - sending discount coupons for '94 promotions committee.

MG - suggested offering compensation for articles with photos submitted and published in the *Dispatch*.

AE - commented that he didn't think NASG could afford ongoing compensation for articles.

LJ - Convention Committee:

The 1995 NASG Convention will be held in Altoona, PA July 26-30.

The 1996 NASG Convention will be held in Dearborn, MI July 3-7.

The 1997 and 1998 Conventions will be confirmed in the new few months, with 3 cities in the running.

Meeting adjourned at 2:20 a.m.

1994 NASG BOT - Supplemental Meeting, April 23

Present for the supplemental BOT meeting were President Alan Evans, Executive Vice President Moe Berk, Eastern Vice President Doug Peck, Central Vice President Paul Stevens, Western Vice President Lee Johnson and *Dispatch* Editor Jeff Madden.

The meeting was called to order at 8 a.m. Alan Evan outlined the following areas:

A. NASG Financial Budget --

Several items to review, and with Josh Seltzer absent, Alan will contact to resolve. Furthermore, quarterly or bi-monthly reports will be requested from now on.

B. Review of General Business Meeting agenda including:

1. Executive Committee -- Secretary and Treasurer reports.
2. Other committee reports -- Service, Standards, Promotions, AF Car, MAG, Membership and Convention.
3. Old business -- AF coupler height and wheel gauge.
4. New business -- NMRA Atlanta '95.

C. Dispatch Editor -- need for better computer.

Authorized \$2200 for new CPU and printer. Current unit will be sent to Russ Mobley.

D. Moe Berk to contact SJSS regarding final report of Valley Forge and resolve discrepancies.

Meeting adjourned at 8:45 a.m.

NASG National Annual Business Meeting August 24, 1994 Vancouver, Washington

43 members in attendance, 5 officers present, 2 absent.

1. Introduction -- thanked Gil Hulin's group for onvention efforts.
2. Minutes of 1993 meeting approved as printed in the *Dispatch*.

3. Treasurer's Report:

	1993 Fiscal Year	1994 Fiscal Year	Ten. '95
Income	\$110,891	\$111,060	\$123,650
Expenses	\$72,412	\$86,734	\$96,371
Net Income	\$38,479	\$24,326	\$27,279

4. Convention Report:

1995 -- Altoona, PA, July 26-30, 1995.

1996 - Dearborn, MI July 3-7, 1996.

1997 -- Proposals due 10/01/94.

Future bids -- '97 - Minn./St. Paul; '98 - Boston and Denver; 2001 - CNYSG.

Discussion on Sunday to Wednesday convention format.

NASG presence at Atlanta NMRA ('95) discussed. Bill Wade to serve as local presenter. Tables and booths tentative committment (Michael and Ann Paschall). Get feedback from dealers on back-to-back conventions.

5. Standards Commitee (Bob Sherwood)

Looking for input/comments from members.

Alan Evans to put notice in the *Dispatch* so all the membership will be informed.

Bob Sherwood coordinating with NMRA.

NASG coordinating with NMRA.

Concept of "Introduction Package" to new members containing all information about gauge.

NMRA thinking about selling an S Gauge Standards Guide. We suggest they sell NASG.

6. Contest Committee Report:

New chairman needed. Kent Singer has continued to help as has Stan Stokrocki.

Contest room should be continously monitored. Does not have to be open full time, but should have hours posted ahead of time.

7. Service Committee: AF Car Project

1994 cars (1200 of each) all shipped. Lionel delivered 6 weeks early. Some still available.

1995 cars: Double TTUX car with 44' SP Golden Pig trailers. Anticipate 1000 cars at \$85-\$90 and Lehigh Valley long covered hopper.

8. Manufacturers Advisory Group

Lionel and American Models.

9. Membership Committee (1,500 members, end of July)

Will identify derailed members via regional areas.

Vice President's will be contacting their areas.

Club representatives to re-instate and/or end them.

A number of members have paid in advance.

Membership card renewal system.

10. Promotions (Russ Mobley)

Contacting last year's de-railed members (200+). Has number of proposals. See new business.

11. Old Business:

AF coupler height and wheel gauge up for bid. Drawings available. Coordinated with Lionel Trains, Inc. committed to adopt NASG's gauge. Suggested possible manufacturers -- American Models, Lionel, MLR, Rix.

12. New Business:

Promotions: Buyer's guide directory about 80% completed. A handout item.

S Gauge Promotion booklet being completed. Awaiting pictures.

Refer to NASG Clearing House for supplies such as old handouts, plastic bags, ads, white folder, back issues.

Where do you buy NASG items?? Need ongoing *Dispatch* ad.

Promotions Chairman Russ Mobley developing a strategy and will implement.

12a. Promotions continued:

Last night's panel discussion (Manufacturers' Panel Discussion at Banquet) discussed coordinating S advertising programs.

Promotion is everyone's responsibility and the NASG should forward the resources and central plan.

12b. Other New Business:

NASG has a committment to sponsor combined booths at NMRA Atlanta.

Adjourned 10:30 a.m.

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PS Form 3526, October 1994 (See instructions on Reverse)

THE CLUB SANDWICH

"Where We Make Tasty Sandwiches Of Your Club News"

By Al Schoenberg

Mike and Ike, the little guys who pump the American flyer Handcar for those not familiar with Gilbert products, are making a track inspection tour of some of our S gauge clubs to inspect the trackwork.

Paul Hadlow, of Calgary, Canada, the June (revolving) editor for the *Canadian S Scale Quarterly*, welcomes Mike and Ike to Calgary. Says Ike, "We just came from the Quebec area and saw the plans for the **Club Modulaire du Quebec S** modules. We can't wait to see the finished product."

"Speaking of Quebec, **The Southern Ontario S Gaugers** had their fifth annual joint meet with the **Central New York S Gauge Association** in Marlbank at the head offices of the Moira Valley Railway, where Jim Gibbons did a clinic on rock molding," Mike chimed in.

Paul Raham of the Ontario group told Mike and Ike, "There's one problem you guys can fix for us, and that is that Uncle Al wrote that our newsletter is put out by the SOSG club. Not so, it's a round robin publication put out by a different club in Canada each time, such as the *Switch Pack* in Edmonton. Gord English from Pictou, Nova Scotia, will now cover the Atlantic provinces." *Sounds like a good idea for some of the remote U.S. areas too.*

Mike and Ike pumped furiously and finally got to the area and run into Doug and Sue Miller at the station. Doug reports, "The September meeting at Tom and Linda Gannes was mostly a workshop on tinsplate modules, and the annual picnic was held in August at our house. Also you might note that my rotary coal dumper is ready for delivery in HO, Sn3, S scale, S tinsplate, or On3."

Mike and Ike pump west to St. Louis where they meet up with the **American Flyer S Gaugers of St. Louis**. Charley Taylor is the telegrapher at the station who immediately reports that the group is in for a busy fall and winter schedule. He says that besides traveling to the S Fest in Matteson, Illinois on Nov. 4-6, there will be a GATS meet in Collinsville on Nov. 26-27 and a TCA meet in December. Other future projects reported by Taylor are the Wagner special AF car project and planning for their own Fall (1995) S Fest.

Other news out of St. Louis is that the club met recently at the Frisco station

and saw a huge 0 gauge layout, and that their own layout was involved in a fire at the Famous Barr warehouse, but, fortunately was not damaged.

Mike and Ike pump back northeast to **Chicagoland** territory. Bernie J. Von Koller says that their club is getting ready for the Fall S Fest on Nov. 4-5 at the Holiday Inn on U.S. 30 (the Lincoln Highway). Prez J. Lebovitz reported that the club is 73 members strong with Mark Polleck listed as a newcomer. The Rock Island 40' Box Car Project is progressing right along. Note -- Will Holt, MAG coordinator is seeking to borrow any 0-27 cars which have been converted to S to present to Lionel for ideas.

Now our little handcar heads west a bit to the Beloit-Rockford area to visit the **Stateline S Gaugers**. Eric Sorenson tells Mike and Ike about the new Lionel offerings for '94 which are a Conrail GP7, caboose and a flat with Army tanks. Famous for its train races, Mike and Ike had to race their way out of town and finally ended up in the Milwaukee area for a visit to the **Badgerland S Gaugers**.

Ron Schlict mentioned that the Lincoln Funeral Train Lecture given by Wayne Wesolowski, far exceeded expectations. Wayne is scratching this historical train in Gauge 1 for eventual museum display. His molding techniques could have some neat benefits for S gaugers since he can do odd parts without a great deal of expense and effort. The club is considering whether or not to put in a bid for an NASG convention sometime in the near future.

The **Pines and Prairies Club** (Minneapolis) reported a good year. They are working toward possibly hosting the NASG convention in 1997. There is general cooperation between the various facets of S in that organization, and they have started a monthly newsletter.

Mike and Ike pump back down the BN to Chicago and then on Conrail to get to the Cleveland area and the **Cuyahoga Valley S Gaugers**. Gary Ippolito tells us that they just finished working on a trailer to haul the scale layout and that their sectional club layout is in need of repair and the addition of more scenery. Some \$300 was appropriated (Gary didn't say how) to finish work on four scale yard modules.

Time now to move back east. Mike and Ike pump over Horseshoe Curve (site of

the '95 NASG convention) to the home of the **Lehigh Valley S Gaugers**. Their August meeting was on the Blue Mountain and Reading RR. The club is still taking orders for their 50' PR S Reading boxcar. And, oops, we're informed that the June Club Sandwich had Frank Titman and Bob Barclay winning prizes at the Spring S Spree. Not true, they won the LVSG annual Secret Project prizes. Uncle Al must have been daydreaming. Al sends his apologies for this misprint and for referring to the Lehigh Club as the Delaware Valley Club - that was their old name." Ron Kolb, of the **Baltimore S Gaugers**, report to Mike and Ike that they have a new member, Lee Scott, who can take the place of founder, Tom Davis, who moved on to Richmond, VA. Several TTOS meets and meetings at Ed Slicer's and Monte Heppes are on the fall agenda for the Baltimore group.

Mike and Ike pump like mad up the "corridor" to Connecticut trying to keep ahead of the fast electric trains. Several times they are flung up against the overhead catenary where sparks flew. Stan Stockrocki of the **Connecticut S Gaugers** reports that he is celebrating the 10th anniversary of his layout by moving it so he can have his basement floor worked on. Another club member, Craig, has built a fully sceniced layout in 3 years. John MacSweeney hosted the September meeting featuring his vast empire.

Back down to Jersey to visit the **Central Jersey S Scalers**. Their Fall Get-Together should be over by now since it was back during the first weekend of October. They had to move it back from November to avoid conflicts with other events.

Finally, a weary Mike and Ike coast back home to the **South Jersey** area and to Chick's Hobbies for a lube job. Here, they find Chick Viggiano busy perfecting a moveable frog turnout in code 148 to accommodate both Flyer and scale equipment without modification. Chick still isn't sure if he'll put it into production. The South Jersey's club car project is at the ordering stage and its secret project contest is also underway. Member Russ Downs is recovering nicely from his operation.

Well, after many miles and 16 motors -- you don't think they really pumped all that way -- Mike and Ike are retired to the shelf of Uncle Al's home.

Send your club news to:
Al Schoenberg
204 Moldoff Rd.
Glassboro, NJ 08028

NEW PRODUCTS

M & R DISTRIBUTORS (P.O. Box 152 Dept.#MNCP, Circleville, NY 10919-0152 Ph. (914) 361-2611) Is selling Granular Rubber for use for ballast, coal loads and scenery. Available colors are black, gray, light brown, medium brown and cinders brown. packaged in one, five and fifty pound bags. Cost is \$3.50 for a one pound bag and \$15.00 for the five pound bag. The fiery pound bag is \$150.00. Shipping is \$5.00 for one to five pounds. Six or more pounds ship for free to the lower 48 states of the U.S.. Also available is a S-gauge ballast spreader for \$3.29 each. A scenery package of 1 1/4 pounds of each color is available for \$5.00. Terms of sale are Cash, Check or Money Order.

DECALS FROM JOHN HALL (2711 Pecksniff Road, Wilmington, DE 19808-2177) John has announced a new set of decals #192 for the Cambria & Indiana Railroad in Pennsylvania. They ran two bay offset and ribbed side hopper cars in unit trains until 1994. The American Models hoppers are correct. They also ran three bay hoppers similar to the Railroad Art hopper. The 70 ton data set from the Reading hopper set #101 is required for the 3 bay. The cost for a set is \$3.00. John has lots of good decal sets for PRR, READING, B&O and C&O cars.

S GAUGE HERALD The *Herald* is back! Rollie Mercier has begun publishing the magazine once again with the October issue. "However," says Rollie, "we cannot offer prior subscribers any complimentary issues since the prior corporation went bankrupt."

LEHIGH VALLEY "S" GAUGERS (c/o Bert Mahr, P.O. Box 531, Emmaus, PA 18049)

The Lehigh Valley club is offering a Reading 50 foot box car from Pacific Rail Shop. The color scheme is Nile Green with a Yellow band. The car will come unassembled and will be available in at least 3 numbers. Three option levels will be offered. Option #1 is without trucks or couplers at \$33.00. Option #2 is with scale trucks and couplers at \$37.00. Option #3 is with American Models AF compatible trucks and couplers at \$39.00. Shipping is \$3.00 for the first car and \$.75 each additional car. Make Checks payable to L.V.S.G..

GOLD COAST (P.O. Box 867, Coos Bay, OR 97420-0201 Ph: 503 - 267 - 6664) Has Announced a series of Brass Caboose models. They are the Southern Pacific C-30-1 wood cupola caboose, the C-40-1 steel cupola caboose and the C-30 steel bay window caboose. Also offered is the Union Pacific CA-1 wood cupola caboose. The prices and options for each version are numerous so contact them for details. Also coming is two versions of the Southern Pacific 2-8-0 with either a 7000 gallon or 9000 gallon Vanderbuilt tender and a Union Pacific with a 7000 gallon coal bunker Vanderbuilt tender. They will also produce extra drives and tenders.

ATTENTION

Please Send New Product Announcements To

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

THE BUILDING & STRUCTURE Co. (P.O. Box 1296, Fenton, MO 63026) Pete Smith has introduced two new station kits. First is the Lake Junction Station. The prototype for this small suburban station was erected in 1881 by the Missouri Pacific Railroad. It was located in Webster Grove, Missouri. The model is laser cut basswood and birch plywood. The shingles are laser cut crack & peel paper. The windows are double hung and can be modeled partially open. Pre-cut acetate makes window glazing a snap. The footprint including the roof overhang is only 4" x 4 1/4". The Lake Junction Station costs \$45.95.

The other new station kit is Cumbres Station from the Denver and Rio Grande Western narrow gauge railroad. This laser cut kit has basswood for the siding and roof. Peel & stick roofing strips, door and window assemblies. Press fit door and window assemblies and pre-cut window glazing. The footprint including the roof overhang is 6 1/4" x 9 1/8". The cost of this kit is \$89.95.

Installing Onboard Command Control In S Gauge

PART VI -- By John Long, Jr.

This is a continuation of a series by John Long and Bob Jackson which last ran in the August, 1992, *Dispatch*. -- Now you can all scramble for those back issues.

Well, I finally got around to the installation in an American Models Geep. This turned out to be most difficult. The narrow hoods and the AM driveline above the floor combine to present a real challenge. In addition, my son, the electrical engineer, persuaded me to add constant lighting, though not directional, in my locomotives.

I won't bore you with the details, but this is what I finally did. Several of the modifications may not be endorsed by American Models or Keller Engineering, but so be it.

I had anticipated a severe space problem, so I ordered the sound system with the optional square, end-ported speaker.

On the Geep body, I smoothed the inside of the shell to make sure that there would be nothing intruding into the cavity. I removed the portion of the running board that is hidden by the cab and added extra reinforcing along the running board line as a substitute (see Fig. 1). I did this only on the fireman's (left) side to make room for the speaker. If you aren't adding lighting, you don't need to do this since the speaker will fit where I've shown the battery.

I removed the lugs on the frame that help position the body. This isn't a must, but I had to place and remove the body so often, I got tired of fussing with them. I also drilled and tapped the holes in the sides of the bolster towers to attach the bracket (see Fig. 2) and ran a 2-S6 tap into the coupler mounting holes. This is much easier than trying to hold a self-tapping screw in position. I run

this unit short-end front. On the rear gear tower I filed down the shoulder, substituted a thinner washer, and filed the head of the mounting screw flat to gain space for the sound module (see Fig. 3). This is not required if you aren't adding sound. WHEN WORKING AROUND THE GEARS, TAKE SPECIAL CARE TO KEEP FILINGS OUT OF THEM.

On the throttle, I removed the factory applied foam tape and put on a single layer of good electrical tape. Because tolerances are so tight, I was careful to avoid a double thickness of tape.

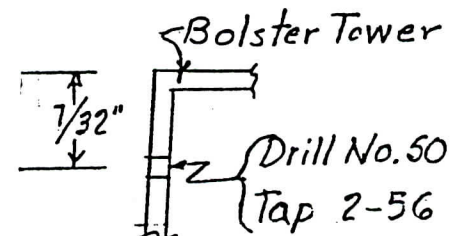
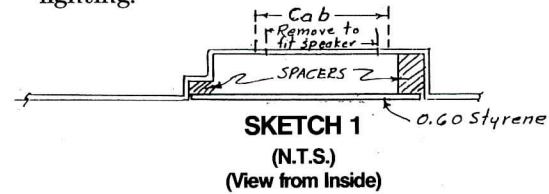
I like everything to be attached to the frame, and, of course, the headlights are in the body. To provide for mounting everything to the frame, I made a bracket to attach the components above the drive train. I made the bracket from 0.015 hard brass, but any stiff, thin material will do (see Fig. 4). Notice the offsets built into the bracket. This permits the components to be centered in the hood.

When dressing the wires, take advantage of the spaces in the quadrants between the motor and frame, body or other components. The more of these I do, the fussier I get. Also, be careful to avoid short circuits. Components leads or too-long pigtails can cause problems when they inconspicuously touch each other or the frame.

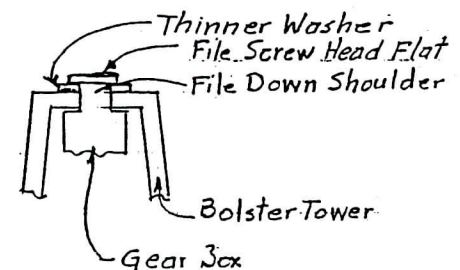
Fig. 5 shows the relative location of all the interior parts and those that I added. I used foam double-sided tape for the circuit board for insulation. The 2 resistors by themselves are fastened to the metal floor using it as a heat sink. Don't get the resistors close to the body or the plastic drive components will get HOT! A nice positive fastening to the floor by a screw into the floor and a washer over the top would work well here.

I hope you're having as much fun with this project as I did. Keller has made some recent changes. They now offer some smaller size components. I haven't seen any, so I can't comment on them.

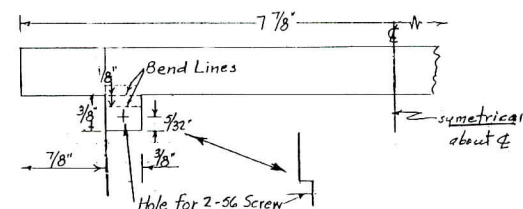
In Part VII we'll cover constant lighting.



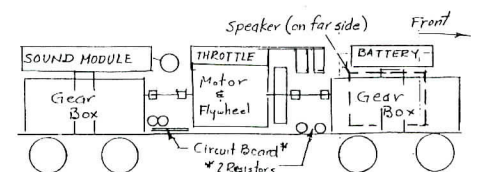
SKETCH 2
(N.T.S.)



SKETCH 3
(N.T.S.)



SKETCH 4 - Bracket
(Full Size)



SKETCH 5
(N.T.S.) * Required for lighting

National Association Of S Gaugers Manufacturers Advisory Group Committee Meeting Report

August 23, 1994 - By Will Holt

The Manufacturers Advisory Group (MAG) held its committee meeting at the convention in Vancouver, Washington, the afternoon of August 23.

Present were members Moe Berk, Lee Durence, Will Holt (coordinator), Jeff Madden, Doug Peck, Rick Smith and Paul Stevens. Present as observers to the meeting were Mr. Alan Evans, NASG President and Mr. Carl Crosier, of Lionel Trains, Incorporated. Carl is the team leader for the American Flyer product team at Lionel.

The meeting began by reviewing and approving the minutes of the 1993 meeting from the Valley Forge, Pennsylvania, convention. The coordinator then reported to the committee on the results of the 1992-1993 and the 1993-1994 product surveys. Also presented was a report on the presentation made by the coordinator on behalf of NASG to Lionel Trains, Inc.

Membership of the committee was reviewed. Paul McDonald has resigned. The committee, currently composed of 16 members, will reduce its size to 12 through attrition. Once the committee has reached 12 members, its permanent size will be kept at 12. In the future, all committee members will have a greater role in the activities of the committee.

The coordinator reported to the committee that the NASG Board of Trustees made no changes in the committee's structure or purpose. The BOT encouraged the committee to continue and expand the work it was doing.

The committee reviewed the first draft of the 1995 product survey. The new survey will contain product questions, but will also have several questions aimed at learning more about who S gaugers are and what their purchasing habits are. The committee made some wording changes, added one question and changed one question. After committee members who were not present have a chance to review the first draft, a second draft will be sent to committee members for final approval. The 1995 Product Survey will be distributed with the December, 1994 issue of the *Dispatch* as well as by committee members. All NASG members will be encouraged to respond on the *Dispatch* survey form so that committee members can concentrate on soliciting responses from outside the NASG.

The meeting concluded with a discussion of American Flyer products with Carl Crosier. The conversation ranged over many issues. Several samples of prototype American Flyer products were presented to the committee for reaction. Many are simply new variations on the existing product line, but others indicated possibilities of products going in an entirely new direction. Carl did request ideas for how Lionel could commemorate the 50th Anniversary of A.C. Gilbert's introduction of S gauge trains in 1946 which comes up in 1996. Persons with ideas on the anniversary, or any other product ideas, should contact committee members or the group coordinator rather than go direct to Lionel.

Mr. Crosier updated the committee on the AF die situation at Lionel. The tools for the Alco PAs have been repaired and returned to Lionel's active inventory. The tools for the northeastern caboose (like the #930) are completely worn out. Most other identifiable tools have passed all preliminary inspections and will receive a final stress test, perhaps over the 1994 Christmas holidays, to determine if these tools are still usable. Unfortunately, Carl had to report that none of the steam locomotive dies, except for a couple of tenders, have survived.

The meeting adjourned after the American Flyer discussion.

Rail Mail Continued —

And don't fret about being an S loner. If there are no S scalers in your area, hang around with some moderelers in the other gauges — model railroading is model railroading, no matter what gauge you're in. Maybe you'll win some converts to S. — Jeff

Chicago Hall of Science Layout? Does anyone have information about the track plan for the Chicago A.C. Gilbert Hall of Science layout. I would like to reproduce it one of these days. In *A.C. Gilbert's Heritage* (Heimbürger) on page 36 there is a view of the layout reflected in a mirror, but it's hard to determine the complete track design. I have already reproduced the No. 401 display (pages 102-103). The Hall of Science or the American Flyer Boy's Club Layout is next. Eugene A. Probasco, 1228 E. Royal Palm Rd., Phoenix, AZ 85020

1994 Survey Response: I am an American Flyer operator with only a few choice pieces. I have a regular layout, but I also operate a subway EL division with scratchbuilt 1902-1925 era multiple unit electric trains. I also have kit-bashed some odd diesels. But in response to the survey, I don't expect the manufacturers to make unusual things I like, but I do have some thoughts.

As to starter sets: Is there any reason why Lionel can't use their excellent "Scout" tank as the basis for a modern tank car and the 0-27 double door box for a starter set. For motive power, considering the present generation, a diesel is a must.

Now the growth aspect beyond diehard Flyer collectors and the 50+ generation: Manufacturers might think about GE and modern EMD diesels where available mass production in S is lacking. I feel the future belongs to those somewhat younger and those much younger whose tastes should be, and must be, accommodated for our beloved gauge to survive.

Finally, if we can get some new people into S and keep it afloat by having reasonable ready to run equipment younger people can relate to, we'll have won half the battle to keep S alive.

Ed Davis, Sr., Yellowstone, MT

S CALENDAR

January 26-29, 1995: 10th Annual Sn3 Symposium, Phoenix, Arizona. Contact Registrar Don Stewart, 2722 E. Bighorn Ave., Phoenix, AZ 85048. (602) 759-5019.

April 28-29, 1995: Spring S Spree sponsored by the Cuyahoga Valley S Gaugers. Holiday Inn at I-71 and Bagley Rd. (Cleveland area). Details next issue.

July 26-29, 1995: NASG National convention in Altoona, PA, sponsored by the Altoona Area Train Collectors Club. Contact Gregg Miller, RD 5, Box 1031, Altoona, PA 16501. (814) 942-1848.

July 3-7, 1995: Dearborn, Michigan.



EXTRA BOARD

NASG Buyer's Guide: Yes, with the help of several NASG members, an "S Gauge Buyers' Guide" has been printed. You should be receiving this handy foldout with this issue of the *Dispatch*. Additional copies can be secured from Russ Mobley, our promotions chairman. We plan to re-issue this publication yearly to keep members and newcomers current with what's available in S.

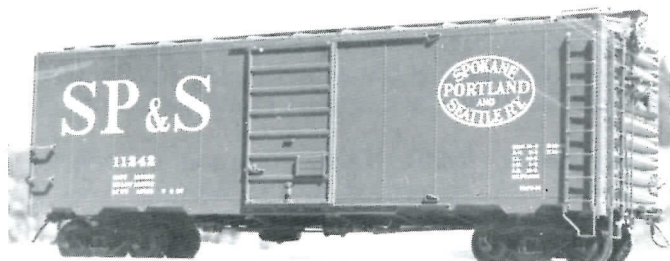
Additionally, a brochure promoting our gauge is in the works. Copy was done by our editor and Bob Werre is helping select the photos. By the way, publicizing and promoting our gauge was one the main topics head at the Vancouver convention. -- Alan Evans.

Extra Convention Cars Available: After a few days of recovery from the convention, I took inventory of the remaining convention cars and found that we sold 120 and had 80 left. Convention sales included 57% with scale trucks and 43% with Hi-rail trucks. We sold out of cars with the 1994 year data, but we have approximately equal numbers remaining of shipping. Post-convention orders should be sent to: Oregon S Scalpers, 3895 Colony Oaks Drive, Eugene, OR 97405-6211. -- Gil Hulin.

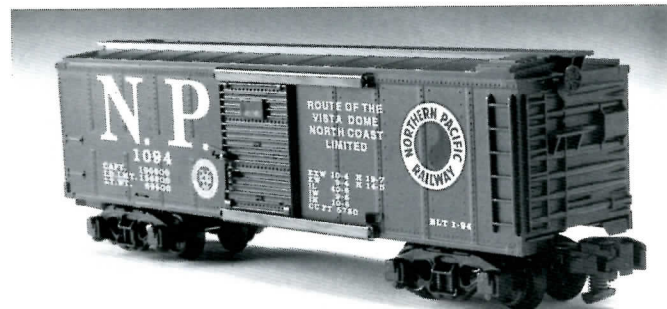
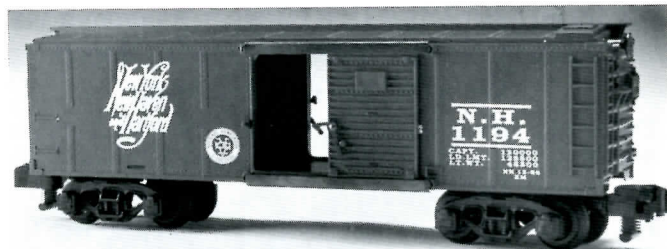
Extra 1994 AF Commemorative Cars also: Doug Peck reports there are still some 1994 NASG Flyer cars available for \$39 each. Only two (more) of each car can be ordered per member.

These exclusive cars are both tuscan red, opening-door, boxcars lettered for the New Haven (script style) and the Northern Pacific. Both have standard American Flyer trucks and operting knuckle couplers. A small percentage of each of these cars is being reserved for new members to the NASG (sort of an incentive). Car orders go to Doug Peck, 6 Storeybrooke Drive, Newburyport, MA 01950.

Needs Loco Parts: Help! I need the following for the NORD/Locomotive Workshop brass 4-6-0 kit: Instructions, 1 pair of drivers, 1 each -- crosshead, essentric crank, and linkages, pilot truck. Ted Larson, 5 Kenicott Circle, Fairport, NY 14450 (716) 223-0917.



Convention Car



'94 Commemorative Cars. Photos by Bob Werre.

Ted, you might be interested ... Claude Wade of S Scale Locomotive & Supply says he has several locos left that he used at conventions at reduced prices. These are all Hi-rail flange versions.

Brass Light Mike -- \$150

Brass Light Pacific -- \$150.

AF Hudson -- \$100 (includes brass castings, working valve gear, sprung trailing truck, white tired Scullin drivers, painted.

37' Vanderbilt tender with sprung trucks.

Assorted apinted figures at 35 cents each.

Claude says to add postage, so you might want to check with him on this.

New Products, Part II -- Des Plaines update: A visit by yours truly brought forth some items from Ron Sebastian. New Decals: Soo Line GP9/SD9, maroon and gold; Soo Line F3/FP7 maroon and golf (Dulux). Also new container decals: Santa Fe 48'/53', JB Hunt 48'/53', K-Line red body, K-Line gray body, K-Line 40'/45', and Southern Pacific.

Also new at Des Plaines: 33" finescale code 88 wheelsets (4 for \$5.00). That's enough for two trucks. Coming are 36" sets. Husky Stack molded lead weights are now available for \$3.00 a pair.

New tank car paint schemes (former S Scale America Line); Red Mobilgas in scale and Hi-rail and GATX black in Hi-rail.

Des Plaines Hobbies

1468 Lee Street

Des Plaines, IL 60018

S in Non S Publications: Some S gauge articles in recent model railroad publications that aren't S specific: The

May-June *Narrow Gauge Gazette* had a nice article on Bob Christopherson's Sn3 D&RGW layout, and the July-August issue had a good one on Jerry Wilson's Sn3/Sn2 Colorado area layout.

The July 1994 *NMRA Bulletin* has a colorful 2-page article entitled *S Scale Today* by Ed Loizeaux. This last is a semi-ongoing column, principally about S scale products. The September *Classic Toy Trains* did have the American Models PAs listed in their product news column along with a factory front from Scenery Unlimited. There were also three AF articles in this issue; one on the American Flyer Pony Express Set by Carl Byron, one about the UP (PA) passenger set of 1959, and a humorous article on the AF northeast cabooses.

The November CTT had a nice part I on how to clean Flyer rolling stock by John Heck. In addition, John Huster wrote about "Roar of the Rails," a rediscovered 1948 TV series featuring Flyer trains. Of note -- in this issue there were NO new S products listed. The September *Model Railroader* did have an S structure listed in its new products column, but S drew a blank in October and November. Hint, Hint to you manufacturers.

Some Unfortunate News! For those who haven't heard via the grapevine, Larry Hilley, 54, of Leesburg, Virginia passed away suddenly of heart failure on July 3. Larry was deeply involved in S. See the sidebar for more information. And a second unexpected passing was that of Wally Collins' son out in California. Our condolences to both families and friends.

A tragedy of a different sort struck Mike Anderson, a member of the Central Jersey S Gaugers -- his home burned in early August destroying most of his S equipment. He had no layout. Bill Lane reported that donations of spare S items (Mike likes Pennsy) can be sent c/o Don Thompson.



Whoops - wrong prices for "S" Mod Packages Again

The NASG's S-MOD standards have been accepted by the NMRA Engineering Committee as the basis for their proposed new NMRA S standard gauge module standards. If you do not have a copy of the S-MOD materials, and if you are an NASG member, for \$2.50 you get the following information: (Non-members \$5.00) Direct any module questions to Don DeWitt, NASG Module Chairman.

Package includes: NASG S-MOD Module Standards
S-MOD Concept Article
Handheld Throttle Construction Article
Checking Your Module Wiring Article

Orders to: Ted Larson, 5 Kenicott Circle, Fairport, NY 14450.

LAST RUN

Larry Hilley

Contractor Larry Hilley, 54, passed away suddenly from a heart attack on July 3. Born in Dallas, Texas, Larry was recently from Leesburg, Virginia. According to longtime friend, Dave Netherton, Larry was a lifelong model railroader most recently heavily involved in S scale. He was especially fond of the C&O, but was once awarded Model of the Month by Model Railroader Magazine for an IC Berkshire.

From Dave's own words, Larry was a good friend, had a delightful wit, enjoyed good food and drink, and was just fun to be around. He attended many S functions and used model railroading as his outlet from the stressful construction business. Larry was a co-founder of the Gang of 100 which was a group that banded together to import S locomotives under the Omnicon name.

Contact Dave Netherton at Omnicon regarding estate S items. All proceeds will go to Larry's family.

Another good friend of S has left us.

NASG CLEARINGHOUSE ALERT

A minor discrepancy has been discovered on some of the track and wheel gauges. (S-3 and S-4 respectively) as sold by the NASG Clearinghouse. The discrepancy lies ONLY with the labeling of the four segments of the gauge and NOT to the actual measuring/gauging segments themselves.

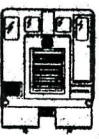
It seems that somewhere along the line the printing head was accidentally rotated 180 degrees which resulted in the edge of the gauge FOR wheels to be improperly labeled as 'points' and the opposite edge of the gauge FOR points improperly labeled as 'wheels' and the edge FOR track was improperly labeled as 'flangeway', the opposite edge FOR flangeway improperly labeled as 'track'.

This was brought to my attention by the Bay Area S Scalpers (BASS). I have since replaced their incorrect gauges. Even on the incorrect gauges, the gauging surfaces are still OK, but if anyone with a mislabeled gauge who would like a new one can return them to me for the correct replacement. I have found many more mislabeled ones in stock and have separated them out. My apologies from the NASG Clearinghouse for any inconvenience.

Dave Bailey
7571 Foxglove Place
Macungie, PA 18062-9341



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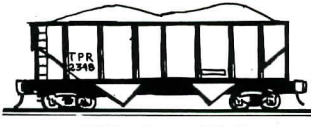
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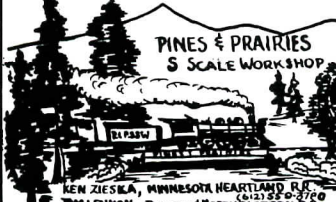
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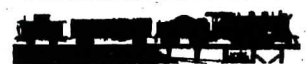
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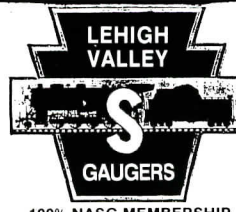
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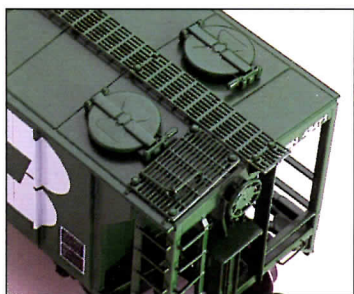
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