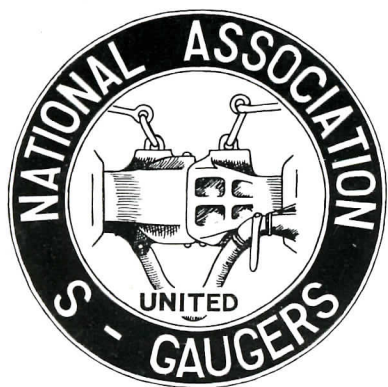




October 1995

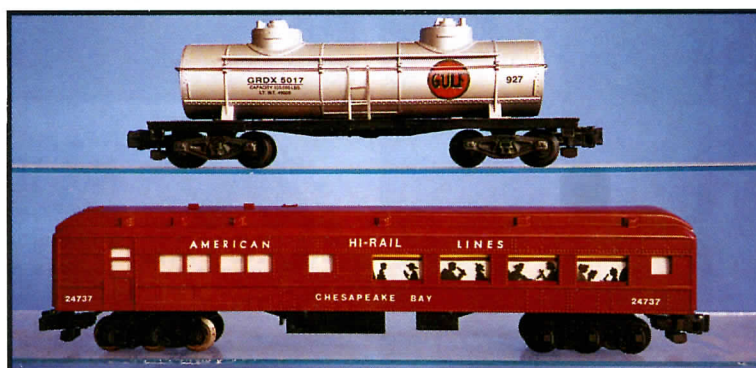
Volume XX Number 5

DISPATCH



Angela Trotta Thomas

1995 Convention Wrapup Corner Modules

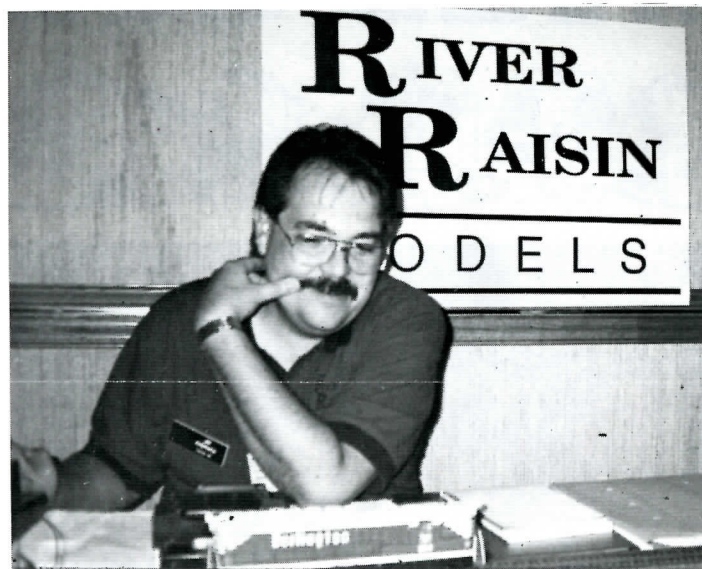
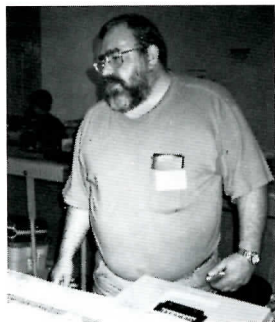


Tom Hodgson

FACES IN ALTOONA

George Ricketts (Right)

Jim Kindraka (Below)



NASG Clearing House

NASG tee shirts, American Flyer tee shirts and coupler height gages and track and wheel gages for scale rolling stock are available from **William Mark**, our Clearing House manager. Send Mark a SASE for more information at Rossway Rd., Pleasant Valley, NY 12569.



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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:

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
414-968-3729

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
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The **DISPATCH** — ISSN 10457178 is published bimonthly by Goellner Printing Company, 301 South Main Street, St. Charles, MO 63301-3498.

SUBSCRIPTION RATES: 1 year \$12.00, which is included in the \$17.00 annual dues. All subscriptions payable in U.S. funds. Second class postage is paid at St. Charles, MO. Printed in the U.S.A. All rights reserved. **POSTMASTER:** Send address change to **The Database Manager**, NASG, Inc., % John Metzger, Rt. 4 Box 326F, Troy, MO 63379.

COVER

TOP: Circus Train print by Angela Trotta Thomas famous for her class Lionel masterpieces.

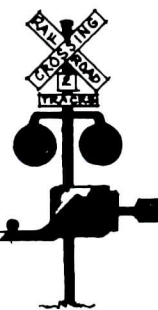
BOTTOM: American Hi-rail surprises.

— See New Products —

ORDER BOARD

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President's Message ...

Hello friends,

At the Atlanta NMRA Convention in July the buzzwords from Bill Wade and others working the S gauge area were "Augment" and "Supplement." This concept continues beyond the July convention.

We S gaugers were there to promote S, but we certainly and most definitely could not change the HO, N, G, or O scale people at that convention! They love their gauge just as much as we love ours. So we asked those who stopped to view the S display to consider "augmenting" or "supplementing" their favorite gauge with a second gauge: S. Most model train enthusiasts familiar with the gauges will admit that S is a nice size. But attempting to convert someone who already has beaucoup (that means lots) of N, HO or other gauge trains to S gauge is 180 degrees the wrong way. They have too much invested in their trains to warrant a switch.

I suggest we use these buzzwords the next time we talk to a train aficionado of another gauge. After all, love of trains is the reason we're in this hobby, and looking down our noses at another size isn't the way to approach other gaugers. The words "supplement" or "augment" might be an easier way to relate to other gaugers and could help to maintain a friendly relationship instead of an adversarial one.

-Alan

RAIL MAIL

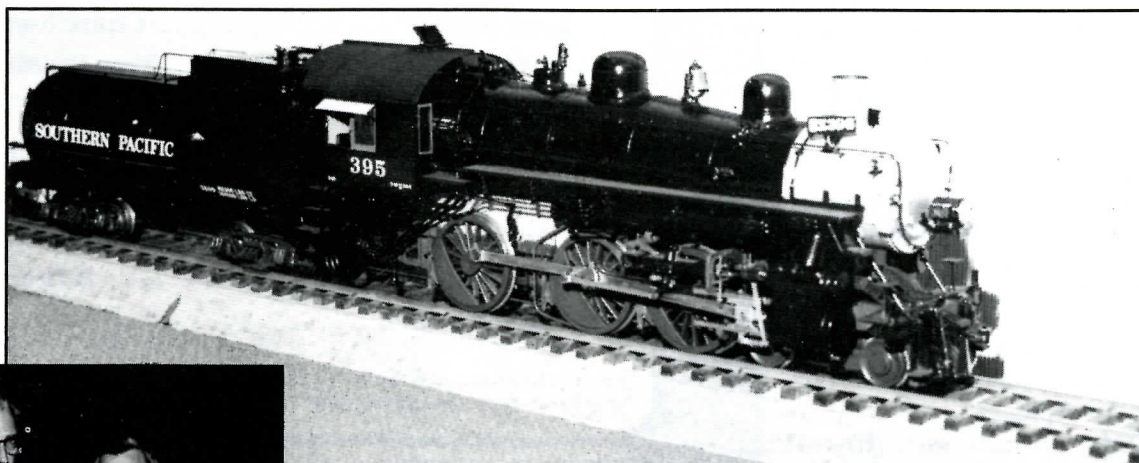
DEAR JEFF: I am glad that we had a chance to meet at the convention. The Altoona Area Train Collectors Club are to be congratulated for putting together a fabulous program of railfan and layout tours. So many great things to see and do, and this helped make this convention one to remember. William Moore, President SJSS.

DEAR JEFF: Ernie Horr has some comments on Will Holt's guest editorial in the April issue, *The Trouble With S Gauge*." I personally haven't experienced or seen S gaugers treating each other with disrespect. On the other hand, if a rivet counting S scaler doesn't get enthused over a collector finding that so-called elusive variation of an AF box car, is this disrespect? Or conversely, if a collector doesn't appreciate the many hours the scaler put in scratch building his articulated steamer, is this disrespect?

For years the Spokane, Washington area had a fairly large and active S gauge club. Membership types varied from arm-chair types to serious scratchbuilders. We all go along well, but we did have different opinions on operation, collecting, building and so on.

We just went on the assumption that the hobby was for fun and each was entitled to his own thing, with, of course, some good natured kidding and persuasion — but not bitterness. Ernie Horr, Spokane, WA."

Best in Show



Jack Troxell (left) of Houston Texas receives the "Best in Show" award for his T&NO (SP) ten-wheeler.

Photos by Larry Field

DEAR JEFF: I am a new member of the NASG, but not new to model railroading. I was in O, then HO and now some S. I received my membership card, patch and a letter of introduction from John Metzger along with a flyer about the Altoona convention car offer. I thought I might be deluged with information on S such as its standards, info on modules, a gauge, a membership directory and a list of S manufacturers. None of this so far.

Some comments on the Buffalo Creek and Gauley article, which I really liked. The B&O purchased two groups of hoppers from the BC&G after its demise. The caboose C1 is a I-1a, not an I-5. The Mack railbus A is alive and well at the Strasburg Railroad Museum in Pennsylvania. Railbus B was

a product of a four wheel drive truck manufacturer. The shot on page 18 shows the log flat cars and the log loader which were used on the Lilly Fork branch.

Is 36" radius ample radius for 2-8-0s and 2-8-2s as drawn on the BC&G track plans?

Edwin C. Kirstatter, Cuyahoga Falls, OH.

Welcome aboard the NASG and to S gauge. As to new member info — Our Promotions Committee is working on that. You have some good points. By now you should have received the manufacturers brochure and a couple back issues from me. Thanks for the BC&G update. As to the radius

Continued on Page 24

Jeff's Junction

In the June 1995 *O Gauge Railroading* I had an article about Lionel's *Model Builder* magazine which was published back in the 1930s and 1940s. Now, wait a minute Jeff! What are you telling S gaugers about an article in an O gauge magazine??

Well, I'm gettin' roun' tuit as to the relevancy of this editorial. What I'm getting at is that to see what the future might hold for S gauge, we all might benefit by taking a look at another larger size minority scale — namely O gauge.

Take a gander at some of the recent O gauge publications: *O Gauge Railroading* and *O Scale News*. Look at the variety of locomotives, structures, accessories, etc., mentioned in the publications.

Like S, O gauge manufacturers like Weaver, MTH and P&D offer rolling stock and locomotives in both scale and Hi-rail versions; and with locos they face an even greater challenge than S because O's Hi-rail is 3-rail.

In the early 1970s I belonged to two clubs which had both HO and O gauge layouts. A larger club in Hagerstown, Maryland, had HO and O scale (both outside third and 2-rail) A smaller club in West Virginia had an HO layout and a Lionel Hi-rail layout. I was mainly in HO at that time, but I helped work on both O layouts.

THE POINT — the 70s and 80s were growth years for O gauge, both Hi-rail and scale. I remember that my O gauge friends in the early 70s complained about the lack of equipment, especially scale. There was virtually nothing being offered and even Lionel was struggling. The club in Hagerstown existed virtually with vintage equipment from the 40s and 50s. And too, like S just a few years ago, O scale was strictly for scratchbuilders and Lionel operators were collecting and running vintage equipment.

But mid-way into the seventies some RTR injection molded equipment began to show up — AHM and Atlas; and Lionel began its resurgence. Then companies like Williams, MTH (Mike's Train House), MDK (K-Line), Weaver, Korber and P&D jumped on the bandwagon.

Today the offerings in O gauge (scale and Hi-rail) rolling stock, structures, track and accessories are pretty decent, and prices run the gamut from affordable to expensive.

THERE ARE MANY SIMILARITIES BETWEEN O AND S:

- There is an O scale annual convention.
- There are 2 "strictly O" commercial publications.
- On3 is a surging area on the scale side.
- Prices are comparable.
- O is a minority scale needing more space than HO or N.
- And like S, O scale, with the exception of narrow gauge, benefits from the popularity of Hi-rail.

SOME DIFFERENCES:

- There is no National "O" gauge organization which folds both Hi-railers and scalers together.
- There is no problem with a center rail in S Hi-rail.
- S doesn't have a large volume Hi-rail manufacturer to drive product development.

In conclusion — take a look at recent "O" publications to see where S could be in about 5 to 10 years. Our brothers in O and On3 faced the same obstacles that S faces now. S just isn't as far along — yet! And another thought, maybe S, especially the scale end, can carve out a special niche area like logging to attract more to our scale.

-Jeff

P.S. The Hagerstown Model Railroad Club layout eventually went all 2-rail O scale before succumbing to a building condemnation. The Lionel Hi-rail layout in West Virginia also went 2-rail O scale and still exists.

NEW PRODUCTS REPORT

By Jeff Madden

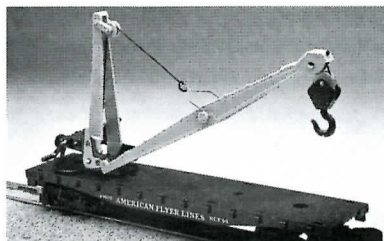
**NOTE! Send all New Product information to:
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Jeff Madden
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Wales, WI 53183**

LIONEL TRAINS, INC. (50625 Richard W. Blvd., Chesterfield, MI 48051-2493). The new mid-year Lionel catalog has about 2 pages of new Flyer items including the '95 "Stocking Stuffers" and some spring '96 releases.

The "Stocking Stuffers" include the 1995 Christmas boxcar in white with green ends, roof and doors to go along with the already announced Christmas diesel and caboose. The other two announced stuffers



Stocking Stuffers

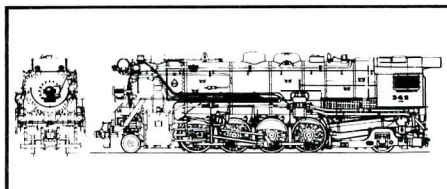


Spring '96 releases.

are the U.P. Vista Dome Dining Car and the Silver Flash PB-1 dummy unit.

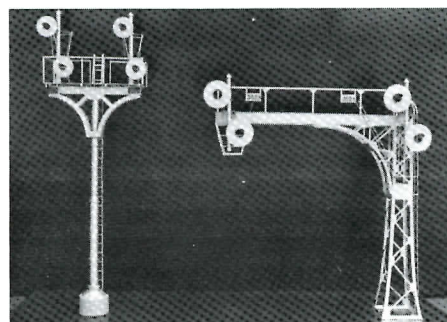
The early '96 releases include a Silver flash PA-1 dummy unit and a matching Vista Dome. Freight cars coming in '96 include a red and white 50th anniversary boxcar and a manual derrick flat car lettered American Flyer Lines.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48324). Maybe here by the time you read this — the C&O/Vgn Alleghenies which were displayed at Altoona. The NYC H10a & b 2-8-2 project announced in February is still going forward. The C&O/ NYC 65' flats are in stock, and as a bonus the fully equalized and sprung buck-eye trucks are available as a separate item.



OVERLAND MODELS, INC. (3808 W. Kilgore Ave., Muncie, IN 47304-4896, (317) 289-4257). AND, guess what? The "brass" EMD SD50/60 diesel WILL be going forward. Suggested price \$997.00 with a \$100 deposit. River Raisin will also be stocking these.

MODEL MEMORIES (P.O. Box 692, Bethel, CT 06801. PH: (203) 798-0544) has released two signals in S gauge. These will be etched brass items which will come assembled and painted. First, is a NYC prototype cantilever style twin signal

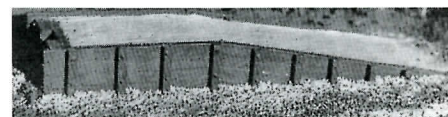


bridge which was used along the Hudson River from the 1920s to the present. This style bridge governed 2 tracks of NYC's 4 track line. Instructions are included for lighting. The bridges are pre-painted a flat black.

The second release is a single pole platform signal as used by the NYC, B&O, B&A, Erie and others. This signal has a see-thru mesh platform, etched ladders and number boards, and a cast concrete base. The platform signal is painted a flat silver.

The Cantilever signal is priced at \$68.00 and the platform signal is listed at \$70.00. An S scale flyer is available for a 32 cent stamp and return address. Write to the above address.

BILLS TRAIN SHOP (P.O. Box 561, Seffner, FL 33585, phone/fax (813) 681-7666). The BTS catalog lists a piggy back ramp kit at \$16.95, a wood loading dock at \$16.95 and a ballasted deck trestle kit at \$19.95. The ramp is Hydrocal plaster, and the other two kits use Kappler lumber and detail castings.



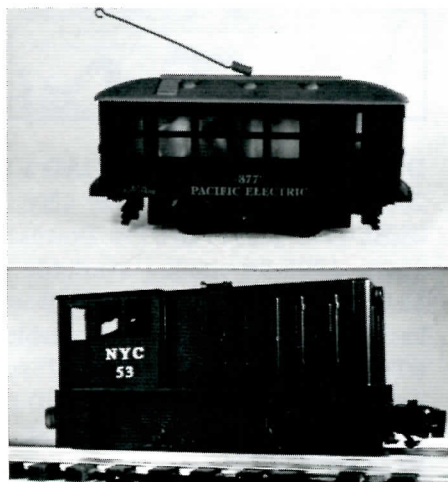
Also in the BTS catalog are several craftsman style kits in the TBA category including a trackside shed, an outhouse, a stock pen, a team track office, passenger sheds and the previously announced Elliot Sons Supply Co.

From Master Creations via BTS is "Junior's Shiner" which is wood and styrene kit of a mobil home at \$29.95. Down the road is a large sawmill kit.

PUTT TRAINS (P.O. Box 463, Orwell, OH 44076) has an injection molded single truck diesel industrial switcher (converted HO diesel) and a single truck Birney trolley. These can be equipped with scale or Hi-rail wheels.

The switcher has a DC can motor which

can be operated on DC or AC and comes lettered in NYC, U. S. Steel and undec. Prices range from \$69.95 for a kit to \$99.95 for RTR. The stubby trolley also has a DC can motor which can be operated on AC or DC but, unlike the switcher, operates only in one direction. These come lettered for Pacific Electric, Shaker Heights, North Shore and undec. The trolleys are also offered in a tandem powered set. Trolley prices range from \$69.95 for a kit to \$94.95 for RTR. For complete price list send an SSAE.



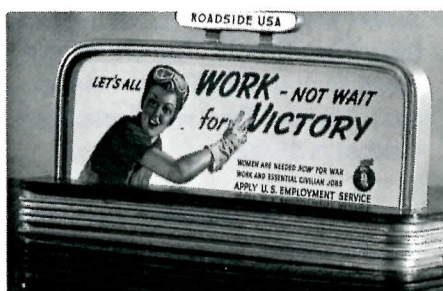
MARKER LIGHT PRODUCTIONS (P.O. box 750, Wilmington, MA 01887-2445) has some nickel plated brass passenger car sides designed to fit the American Models streamline coach by removing the original sides and replacing them with MLPs.

First offering — D&RGW and D&H. The sides match the 1950 lightweight "Prospector" and Royal Gorge" trains. By 1967 many of these cars found their way to the D&H. Car types available will include: baggage, baggage-RPO, baggage-dorm-combine, coach, dining car, lounge cars Royal Gorge or Eagle Canon, lounge car Castle Gate and a 10-6 sleeper. The sides will be manufactured by Concord Junction. First available will be the coach. Prices unavailable at press time.

ANGELA TROTTA THOMAS (1107 Clarks Summit, PA 18411, (717) 586-0774. For the first time famed poster and book cover artist Angela Trotta Thomas who is known for her depictions of nostalgic Lionel train scenes (Norman Rockwellish style) has done an American Flyer limited edition print. Her first Flyer

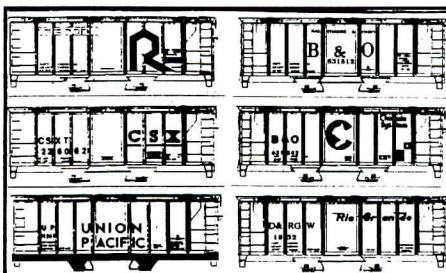
release is the Circus Train scene shown on the front cover entitled "The Circus Comes To Town." There will be only 353 prints available at \$65 plus \$5.00 S&H. Framed prints are \$180.00 plus \$15.00 S&H. Write or call for a complete list of other train and dollhouse prints.

BILLBOARDS OF YESTERYEAR (1-800-628-8492 for dealer listings) has full color model billboards depicting nostalgic advertising scenes from the 20s to the 50s. Approximately 6" wide these may be a bit large for S gauge, but you may want them anyway. Prices are around \$20.00 plus per sign.

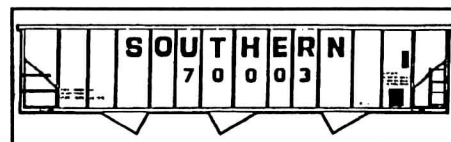


S HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901-1621, PH (800) 465-0303). Maybe by Spring '96 the USRA single sheathed boxcar and the S-40-10 UP stock car should arrive. Possible road names for the stock car are Boxcar red and yellow UP, PRR, NYC, D&RGW, GN and C&NW. Tentative boxcar roadnames are NYC, PRR, CB&Q, Maine Central, and B&O. Cars will come RTR as AF compatible but adaptable to scale wheels and couplers.

The Crown Model Products reefers will be stocked by S Helper. The first releases already reported on under Port Lines Hobbies are the Undec, Hoods and WP. A red and white Swift's should be out soon also. The SW-9s as reported in June should be along in '96.

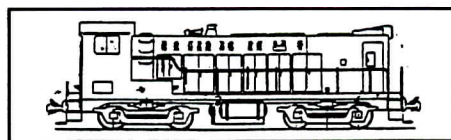


CHESAPEAKE MODELS (1220 Greystone Rd., Bel Air, MD 21015-8601, ph/fax (410) 879-6362). The 3-bay H-39 ribbed hoppers should be coming in at this writing. Besides the special convention cars which hopefully you'll have by now, road names available will be Penn Creek Valley (Sam Powell's private road), PRR (black), Conrail (red), L&N (red), EL (black), D&RGW (black), Chessie (black B&O or WM), Southern (black), NYC (black), C&O (black), Reading (black), and undec. Prices should be about \$29.50 per kit or \$37.50 RTR.



AMERICAN MODELS (10087 Colonial Industrial Dr., South Lyon, MI 48178-9151) is doing a plastic molded Baldwin S-12 switcher with die-cast frame. Road names to come. Scale/Hi-rail DC versions will go for \$169.95; AC for \$199.95. It also looks like the 4-6-2 project is a go with orders going over the 1,000 mark.

LEVANTON'S (P.O. Box 1525, Chehalis, WA 98532) will get the 1st production run of the American Models S-12 switcher in an exclusive New Haven paint scheme. Contact Ron for these.



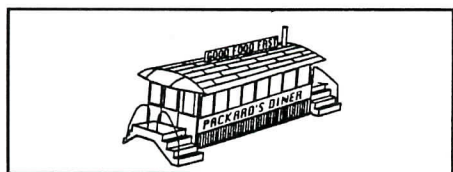
SOUTHWIND MODELS (P.O. Box 9293, Plant City, FL 34289). Pilot models of 3 new Pennsy passenger cars were displayed at the NASG convention. These were 2 styles of the B-60 baggage and the P-70 coach.

BERLYN LOCOMOTIVE WORKS (P.O. Box 9766, Denver, CO 80209). In stock — Sn3 2-6-6T Mason Bogies, brass, \$1495.00 painted. Coming — RGS Geese 2, 6 and 7 plus a plastic C&S/RGS truss rod boxcar kit at \$36.95. No prices on the geese yet.

RAILMASTER EXPORTS LTD. (209 Royal Road, Royal Hts., Auckland 8, New Zealand). To complement their C-16 kit, next for Railmaster is the Sn3 C-

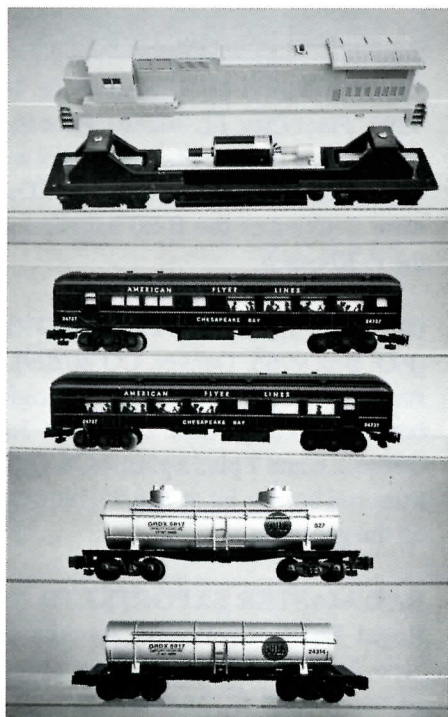
19 D&RGW 2-8-0 kit/RTR. The kit, like their last, will be white metal and brass castings and come with an assembled chassis. Kit \$495.00; RTR \$795.00.

PORT LINES HOBBY SUPPLIES (6 Storeybrook Dr., Newburyport, MA 01950). Crown wood reefers should be out any day. First releases Undec, Hoods, WP and Swift (red & white). Other road names rumored are Whittings Milk, Oppenheimer Sausage, Sheffield Milk, Stroth's Beer and Pacific Fruit Express; \$36.95 ea. plus \$4.00 S&H. And NEW, seen at the Altoona convention is a plastic, wood and metal diner (the roadside kind) called Packard's. The kit is \$42.95 plus \$4.00 S&H; RTR is \$125.00. A 3-stall expandable roundhouse is in the works.



BUILDING & STRUCTURE CO. (Box 1296, Fenton, MO 63026) An elevated C&NW crossing shanty is B&S's latest laser kit; \$26.95.

AMERICAN HI-RAIL, 37695 Jeanette Ct., Spring Grove, IL 60081. Ph: (708) 587-1116. The big surprise from Tom is new Hi-rail 2-dome tank cars which is



more or less professionally kit-bashed from AF 1 and 3-dome tank cars. The unpainted tank bodies are #30.00 each. AF chassis with ladder and pre-bent handrails are \$10.00 each. The painted Gulf cars are \$100.00 and supply is limited. You should be able to see them at the Fall S Fest.

American Hi-rail's new heavyweight diner is a new resin cast car meant to be compatible with the American Flyer heavyweight cars. The left and right sides of this car each have different window arrangements. Unpainted shell is \$30.00; chassis \$15.00.

A new resin cast GE Dash 8-40B shell (undec.) is \$35.00. The chassis for this diesel shell is \$30.00 (no motor or gear box). The cost for 8 side frames (set has 4 sides) is \$5.00.

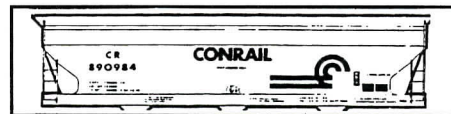
Add \$6.00 for shipping and handling when ordering. Delivery could be on the slow side, especially during the winter months.

MASTER CREATIONS (ne Laser Structures Ltd.) has a new address: 3970 N. Hwy 89, Prescott, AZ 86301. This outfit does quality craftsman laser kits, mostly in HO but also several in S. Most of the S ones are on a limited run basis.

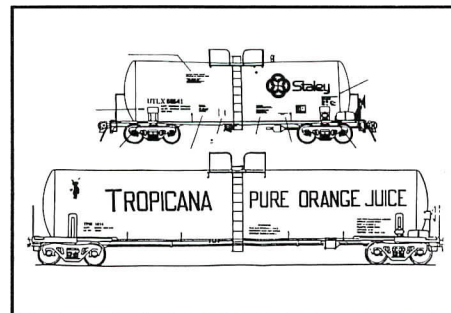


Some kits are available directly through the manufacturer or dealers. But some S kits such as those offered by Bill's Train Shop are exclusive to BTS. Recent S structures available direct in S are Kit #1400-S, a combo flagstop depot at \$24.95; and kit #1450, a backwoods enginehouse at \$39.95. Master Creations also offers several scratchbuilding items such as shingles, figures, and cast details. A catalog is available for \$5.00. Include \$3.50 shipping per order (not the catalog). Phone (520) 778-0374; Fax: (520) 778-7448.

CENTRAL JERSEY S SCALERS c/o Mike Cunningham, 2 Roosevelt Ave., Cranford, NJ 07016 are now taking reservations on the Conrail 70-ton 3 bay ACF covered hopper. The injected molded car is available in gray with black lettering and oxide red with white lettering. The scale version will come with SCL blackened code 110 wheel and Kadee couplers. The Hi-rail version will have Hi-rail wheels with SCL operating couplers. Cars are \$39.95 each. NJ residents add 6% sales tax.



DOWNS MODEL RAILROAD CO., 206 Lehigh Ave., Gloucester City, NJ 08030-1215. (609) 742-0790. Downs has a new 1995-96 catalog available for \$2.00. As part of the RUSTI line Downs has several modern tank cars available in RTR and kit form which come in 25 road names. RTR tank cars are (Hi-rail) \$35 or scale \$37.00). Undecorated tank car kits are \$20.00. The RUSTI line also includes flat cars and gondolas. Downs also carries the ACE product line.



UNITED STATES POSTAL SERVICE Statement of Ownership, Management, and Circulation (Required by 39 U.S.C. 3685)

1. Publication Title: DISPATCH 2. Publication No.: 3. Filing Date: 10-02-95

4. Issue Frequency: Six times a year 5. No. of Issues Published Annually: 6. Annual Subscription Price: \$12.00

7. Complete Mailing Address of Known Office of Publication (Not Printer) (Street, City, County, State, and ZIP+4): 301 S. Main St., St. Charles, MO 63301

8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not Printer): 280 Gordon Road, MATAMoras, NJ 07747

9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do Not Leave Blank):
 Publisher: GUELLNER PRINTING, INC. 301 S. Main ST CHARLES, MO 63301
 Editor: JEFF HADDER 438 BRON DERU CT VALLES, VI 53183
 Managing Editor: (Name and Complete Mailing Address)

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PS Form 3526, May 1995 (See Instructions on Reverse)

NASG MODEL CONTEST

National Convention, Altoona, Pennsylvania, 1995

BEST IN SHOW

Jack Troxell — SP ten-wheeler

MASTER CRAFTSMAN CLASS

- 1st-structures - *Randy Sappo* — scratched house
- 2nd-structures - *Randy Sappo* — scratched gateman's tower
- 1st - passenger cars - *Sam Powell* — PRR P85b coach
- 1st - freight and MOW - *Kent Singer* — NYC gondola
- 2nd - freight and MOW - *Kent Singer* — NYC outside-braced boxcar
- 3rd - freight and MOW - *John Porter* — CP Rail bathtub gondola
- Hon. Mention - freight and MOW - *Bill Fraley* — Jefferson Central work train
- 1st - diesel-electric - *Sam Powell* — PRR E-7 conversion
- 2nd - diesel-electric - *Bill Mark, Jr.* — D&H PAs
- 1st - steam - *Jack Troxell* — SP T&NO T-28 4-6-0
- 2nd - steam - *Ed Filer* — B&O 2-8-8-0
- 3rd - steam - *Ed Filer* — Coal and Coke 4-6-0

CRAFTSMAN CLASS

The following 2 entries tied for Best In Class:

- 1st - *Dave Bailey* — Conrail GE 8-40B
- 1st - *Hiram Graves* — Indian River combine and RPO
- 1st - scratch-built structures & dioramas - *J. Irving Hall* — church
- 2nd - structures - *J. Irving Hall* — house
- 3rd - structures - *Steven Myers* — C&O coal house
- Hon. Mention - *Tom Nimelli* — AF station shed
- 2nd - kit & converted structures - *Robert Barclay* — truck and dock
- 3rd - kit & converted structures — *Robert Barclay* — LVM station kit
- 1st - kit & converted diesel - *Dave Bailey* — Conrail GE 8-40-B
- 1st - kit & converted steam - *Bill Lane* — PRR M-1
- 1st - kit & converted freight car — *Bill Lane* — PRR FM flat car
- 2nd - kit & converted freight car — *Bill Lane* — PRR H-39 hopper
- 3rd - kit & converted freight car — *John Long, Jr.* — 40' outside brace box
- 1st - kit & converted freight car — *Hiram Graves* — REA express car
- 2nd - kit & converted passenger car - *David Pool* — AF combine

- 3rd - kit & converted passenger car - *Joseph Swift* — NP express reefer
- 1st - scratch-built passenger car - *Hiram Graves* — Indian River combine/RPO
- 2nd - scratch-built passenger car - *Joseph Swift* — NYC obs/ lounge

AMATEUR CLASS

BEST IN CLASS Amateur: *Walter J. Rogers* — sandhouse diorama

- 1st-kit and converted structures - *Joseph Ciarleglio III* — Lehigh Valley Models stationkit
- 1st - dioramas - *Walter J. Rogers* — Sandhouse diorama
- 1st-kit and converted diesel - *Alan Evans* — kitbashed Union Pacific DD35
- 2nd-kit and converted diesel - *Wayne Hills* — D&RGW EMD F-unit
- 3rd-kit and converted diesel - *John foley* — NYC sharknose
- 1st - Hi-rail freight and MOW - *Joseph J. Wozniak* — NKP caboose
- 1st - kit and converted freight and MOW - *Michael Sulzbach* — Linde tank car
- 2nd- kit and converted freight and MOW - *Michael Sulzbach* — DT&I caboose
- 3rd-kit and converted freight and MOW - *Gary Ippolito* — high way truck on flanged wheels.
- 1st - scratch-built freight and MOW - *Walter J. Rogers* — SP truss rod box car
- 2nd- scratch-built freight and MOW - *Michael Sulzbach* — P&LE wire-coil gondola
- 3rd-scratch-built freight and MOW - *Michael Sulzbach* — Conrail well-deck flat car

OPEN CLASS

PHOTOGRAPHY

- 2nd - *J. Irving Hall* — "Ready to Rumble."
- 3rd - *J. Irving Hall* — "Hot Hazy Day."

MODULES

- 1st - *John Porter* (posthumously) — Clinton Massachusetts gorge and RR bridge.

NASG ANNUAL CONVENTION -HORSESHOE CURVE 1995 -

Convention Summary
By Jeff Madden

TRAIN BLACKS OUT NASG CONVENTION!

While actually true, this electric outage really was the only glitch, and a minor one at that, in an otherwise excellent convention. To explain — on Friday evening about supper time a lightning strike knocked a power line loose over the conrail line west of Altoona. The power line drooped and was snagged by a horn on a passing Conrail freight. The resulting power loss blacked out the entire Altoona area affecting over 100,000 residents, the convention hotel and nearby eating establishments. Power was finally restored around 8 p.m. But, really, the timing couldn't have been better for us conventioners since all activities had closed for supper and power was



Alan Evans addresses the banquet crowd. Left is Convention Chairman Gregg Miller and center is John Lloyd.

Summary continued on page 16.

Contest Winners



Contest Judges.

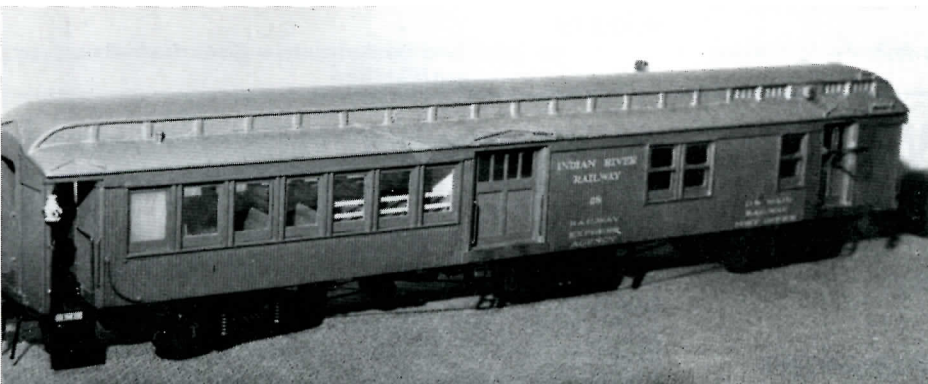


Craftsman Class

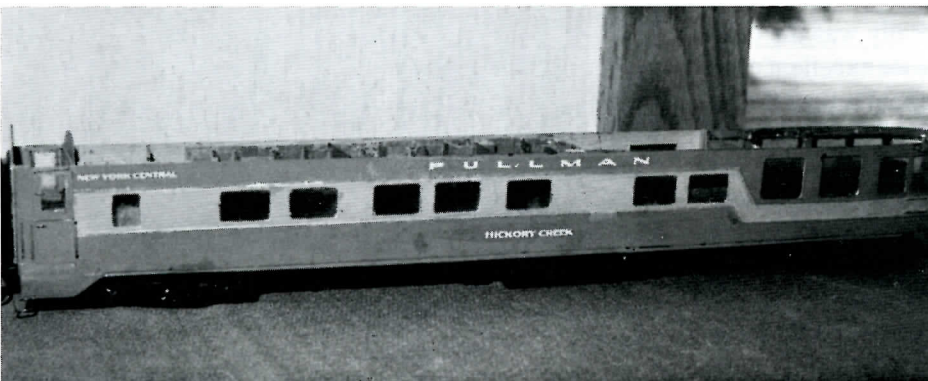
**1st Craftsman (tie):
Dave Bailey's GE8-40B**



**1st Craftsman (tie):
Hiram Grave's Indian River
Combine/RPO**



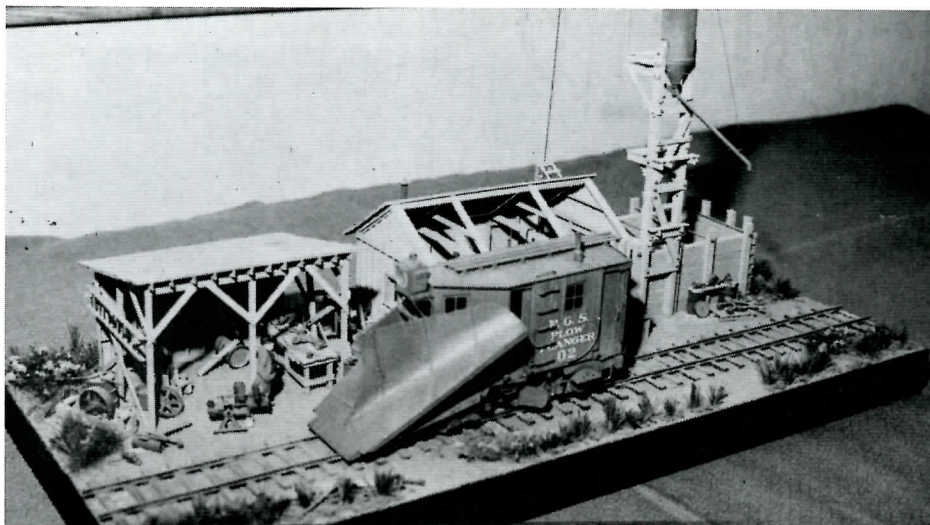
**2nd Craftsman:
Joe Swift's NYC Obs/Lounge**



Photos by Larry Field

Amateur Class

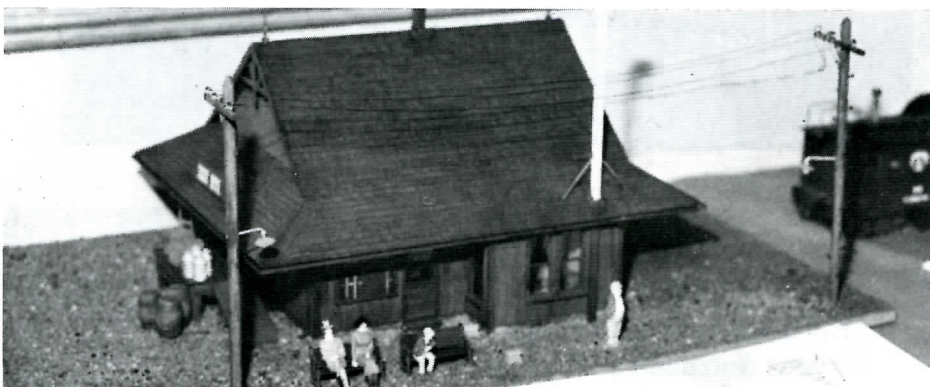
Best in Class:
Walt Roger's
Sandhouse diorama



1st Place
(Kit & Converted Diesel):
Alan Evans' DD35



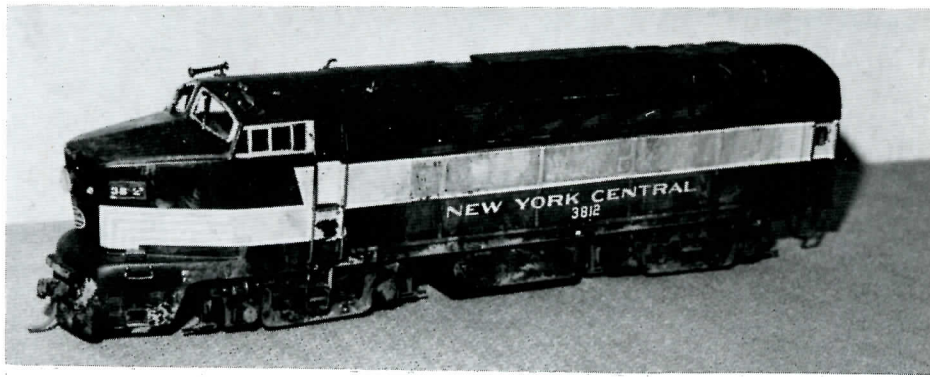
1st Place
(Kit & Converted Structure):
Joseph Ciarleglio III's
LVM Station



2nd Place
(Kit & Converted Diesel):
Wayne Hill's EMD F-Unit



Photos by Larry Field



Amateur Class

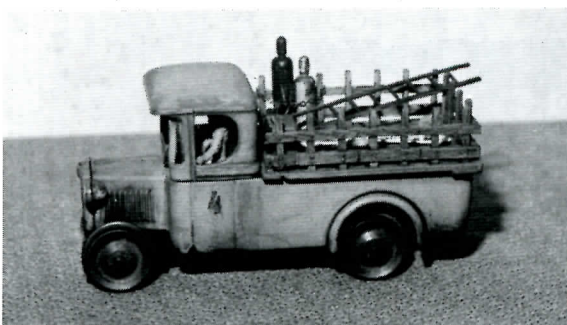
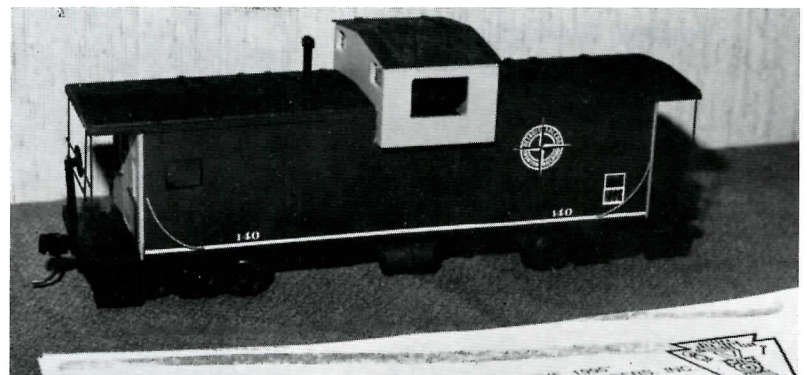
**3rd Place
(Kit & Converted Diesel):
John Foley**

**1st Place (Hi-Rail Freight Car):
Joseph Wozniak's NKP Caboose**



**1st Place
(Kit & Converted Freight Car):
Michael Sulzbach's Linde Tank/Boxcar**

**2nd Place
(Kit & Converted Freight Car):
Michael Sulzbach's DT&I Caboose**

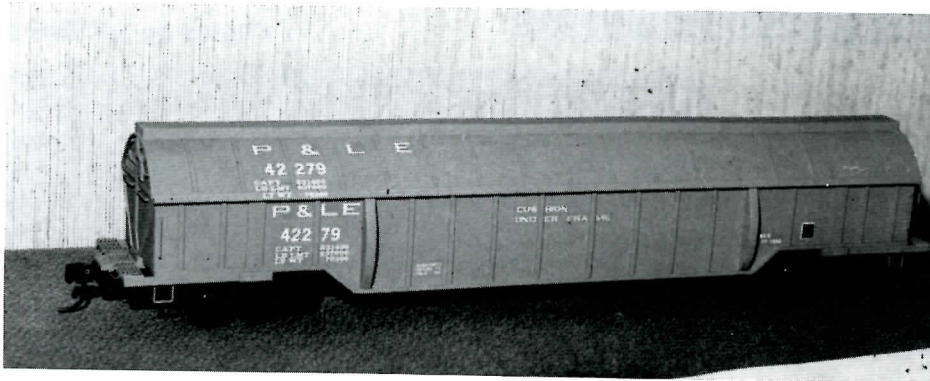
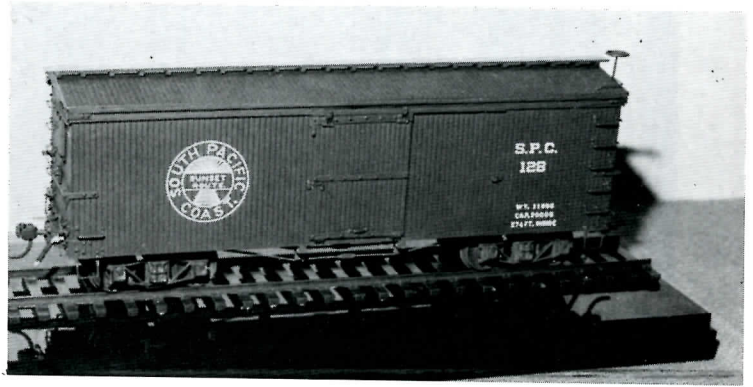


**3rd Place
(Kit & Converted):
Gary Ippolito's
Flanged MOW Truck**

Photos by Larry Field

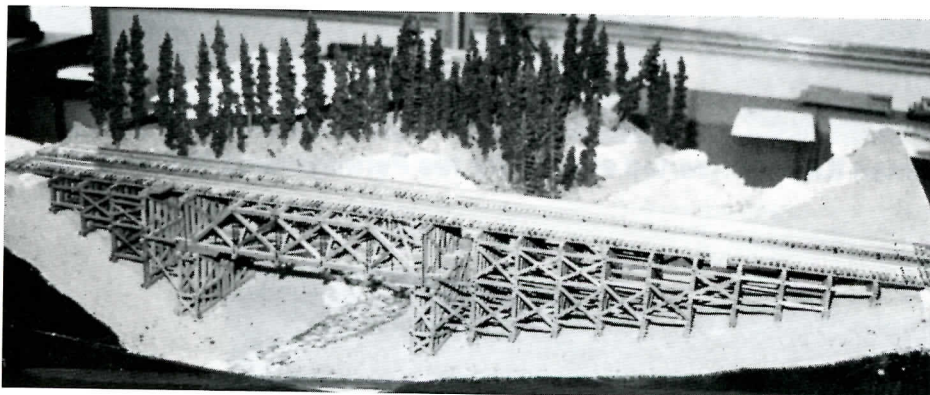
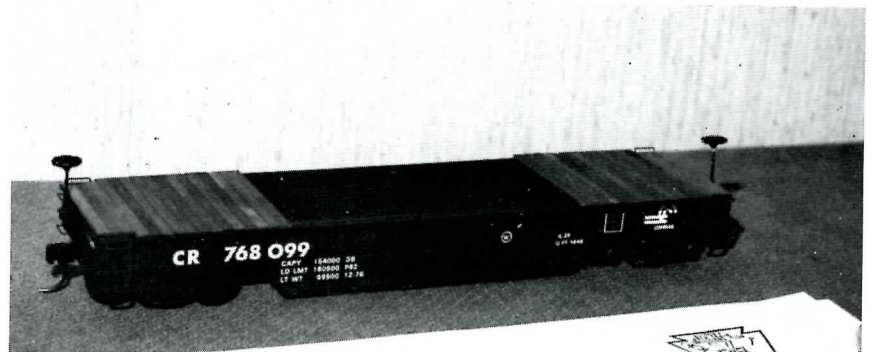
More Amateur

**1st Place
(Scratch Freight Car):
Walt Rogers' SP Truss-rod Boxcar**

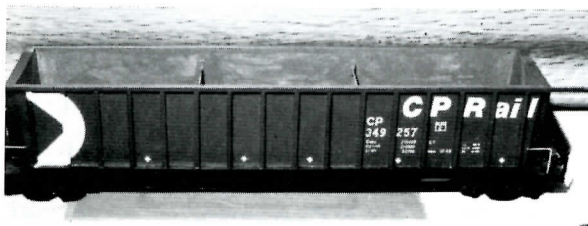


**2nd Place
(Scratch Freight Car):
Michael Sulzbach's
P&LE Coil Gondola**

**3rd Place
(Scratch Freight Car):
Michael Sulzbach's
Conrail Well-deck Flatcar**



**John Porter (posthumously)
received 1st Place for his
bridge module.**



**Another John Porter entry at
Altoona (3rd Place Craftsman).**

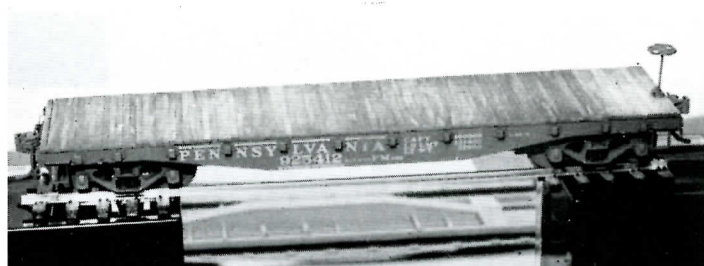
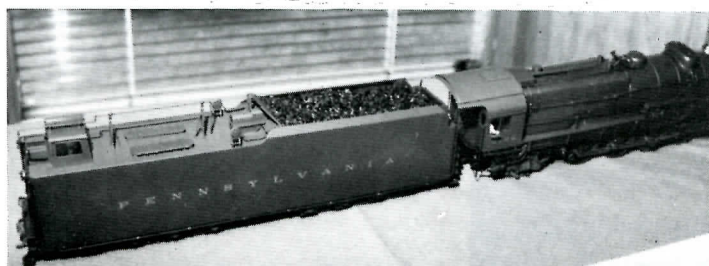
More Craftsman



**1st Place Scratch Structures:
J. Irving Hall**

2 Photos by Jeff Madden

**2nd Place Scratch Structures:
J. Irving Hall again**



Bill Lane won two 1st Place Craftsman Kit & Converted awards for his Pennsylvania MIA and flat car.



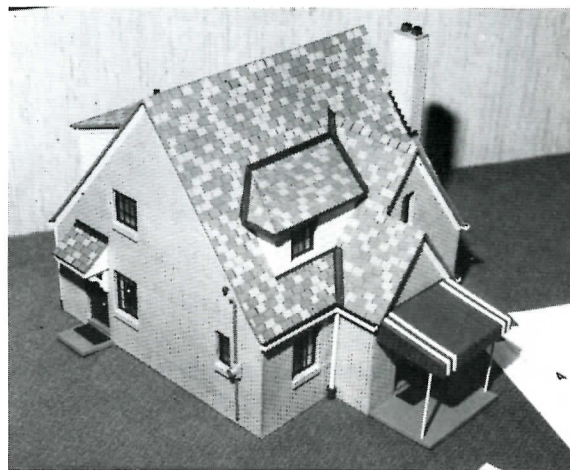
Hiram Graves gets a 1st Place Kit & Converted.

3 Photos by Larry Field

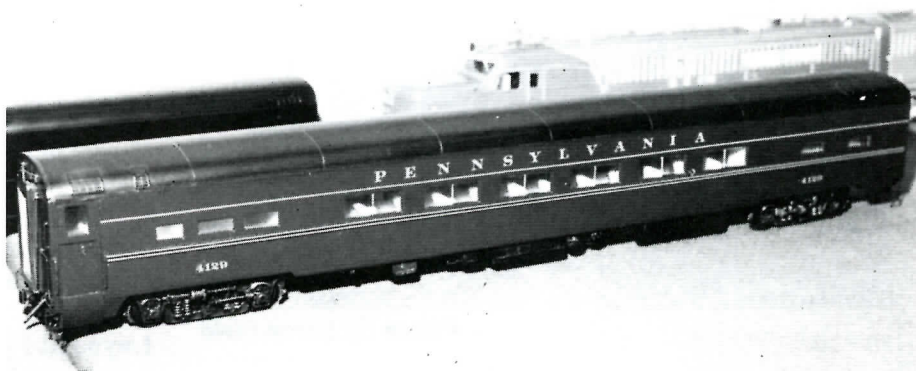
Master Craftsman Class



Randy Sappo garnered a 1st Place (right) and a 2nd Place (left) in the Master Craftsman Class.



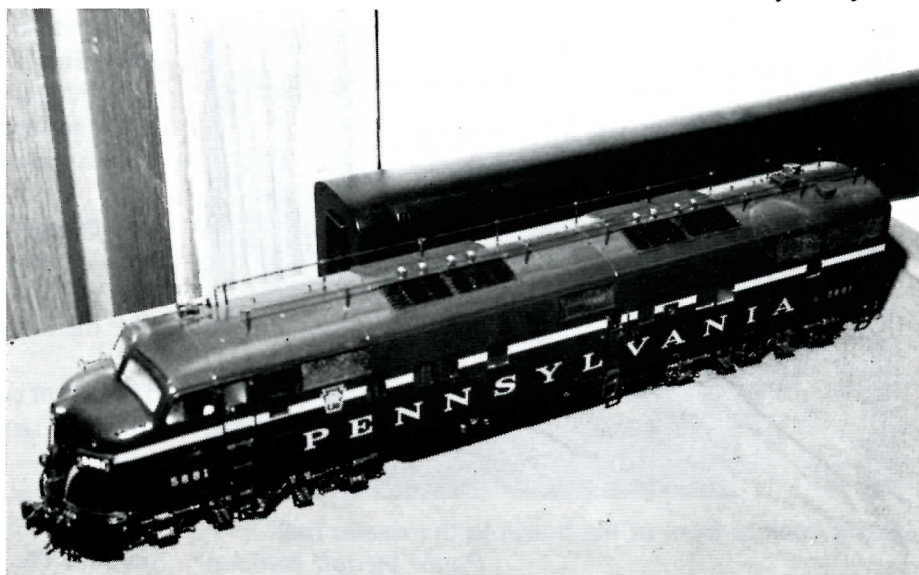
1st Place Master Craftsman award for passenger cars went to Sam Powell for his P85b coach.

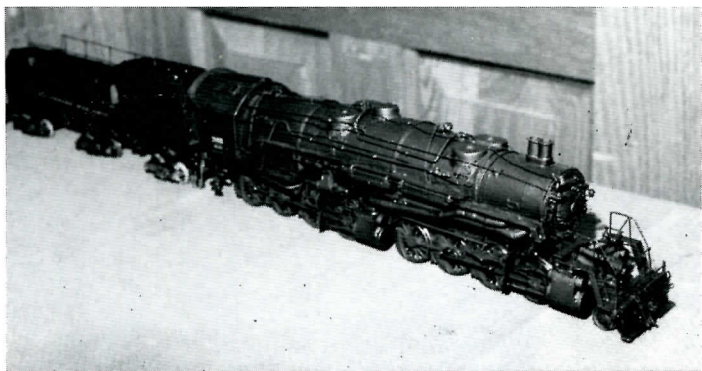


1st Place Master Craftsman award for freight cars went to Kent Singer for this NYC Gondola.

3 Photos by Larry Field

Sam Powell wins a 1st Place for his PRR E-7 conversion.



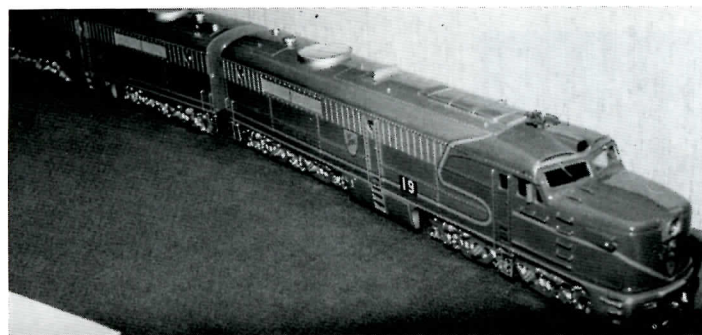


Ed Filer received 2nd and 3rd Place Master Craftsman awards for the B&O 2-8-8-0 and Coal and Coke 4-6-0.

Photo by Larry Field



Photo by Larry Field



Bill Mark Jr. has a 2nd Place Master Craftsman award for his efforts on these PAs.

Photo by Larry Field



Doug Peck in front of his booth in the dealer hall.

Photo by Jeff Madden

Summary continued from page 9.

restored for the late evening activities. Dinner was either delayed or you did as I did and drove 10 miles to find a restaurant.

Trade Show: The dealer and manufacturers area was open on and off Wednesday through Saturday in the Grand Ballroom area of the Ramada. Being closer to the midwest and east coast, this convention had more manufacturers represented than last year's. Present were Bill's Train Shop (BTS), River Raisin, Omnicon, Lionel Trains, Inc., SouthWind, LV Models, Triple S, Building & Structure Co., Port Lines Hobbies, Downs, Ballston, S Helper, Putt Trains, Terry's Model Railroad Supplies, Des Plaines Hobbies, EGRA and probably a few more I missed.

I understand American Model's Ron Bashista was there somewhere, but I missed him if he was.

New on display: Not much in the great surprise area except maybe the brass Allegheny at the River Raisin Booth and a couple of brass passenger cars shown by SouthWind. See New Products Report for details. S Helper had a full complement of their covered hoppers with the 2nd run paint schemes. Lionel had a display table with their newest releases.

Layouts: I personally didn't make the layout tour — I was arriving at the hotel about departure time. Maybe somebody who did make it could fill us in with a short summary.

In the foyer area of the NASG wing the S-MOD Plus layout from the Cuyahoga Valley club was outstanding in my opinion. It offered a good showcase for S scale and Sn3 to the conventioners. George Ricketts and crew deserve to be commended for their work transporting and operating this layout. It was nice to see Sn3 operating along with standard gauge and Hi-rail. Sn3 was noticeably absent at Portland.

The other modular layout on continuous display was the Altoona Area Train Collector's Club S Hi-rail layout. A variety of American Flyer trains and even an American Models GG1 puffed and hummed their way around the double track loop. This layout featured varying modular scenes including one circus and one winter. Structures were a mix of kitbashed, scratched and Plasticville. Thanks to this group for their major effort as well.

The Model Contest: By Saturday's judging, the model contest room appeared to be fairly solid with entries. My favorite was Ed Filer's scratched B&O 2-8-8-0 since I'm a B&O fan, plus the fact that he did a great job.

The mix of entries was pretty good with locomotives, rolling stock and structures well represented.

Tours: I was looking forward to the one official tour I signed up for, and that was the Conrail Shop Tour. I was not disappointed. The 4-bus tour was divided into 2 groups with 1 pair

starting at the Juniata Shops and ours at the Hollidaysburg Car Shops.

The Shop tours coincided with a 1 week annual shutdown, but this was a blessing in disguise since the shop areas on the tour were very quiet enabling us to get closer to manufacturing and repair areas and to hear our hosts easier.

Of the two, the Juniata Shops, I'm sure, was of greater interest to most attendees. Happily, cameras were allowed, and our Conrail hosts were very gracious and explained things thoroughly.

A complete HO (cough, cough) model layout of the Juniata Shops angled against a wall was the initial area we were ushered to. This gave us a quick overview as to the scope and size of these famous shops. Obviously the HO moive power and rolling stock depicted had to be glued on the canted platform or gravity would have sent them to the floor. John Kasun of Conrail did a great job explaining this layout and guiding the tour.

The highlight of the tour was, of course, the actual locomotive erecting shop building which has gone through a complete makeover from the steam era and now serves as a facility to build and repair modern diesel electric locomotives — mostly for Conrail.

Interestingly, as our host pointed out, EMD "kit" locomotives are being built here on a contract basis. And, the locomotives are for Conrail itself. In other words, Conrail is serving as a manufacturing facility for EMD to build the locomotives it will purchase itself. The shops also do contract work for other railroads.

Being fairly familiar with western Pennsylvania and the Altoona area already, I opted to tour the local areas on my own, although I heard nothing but positive comments about the bus and bus/rail tours. On Friday, my wife, daughter and myself did the self-guided tour of the Johnstown Flood Historic Site, The Johnstown Inclined Plane, Gallitzin and the Horseshoe Curve.

Altoona Hot Spot: Like Vancouver, Washington, last year, Altoona proved a hot spot for real railroad activity. I managed, and I'm sure most others did as well, to get lineside several times to photograph and watch the busy Conrail main.

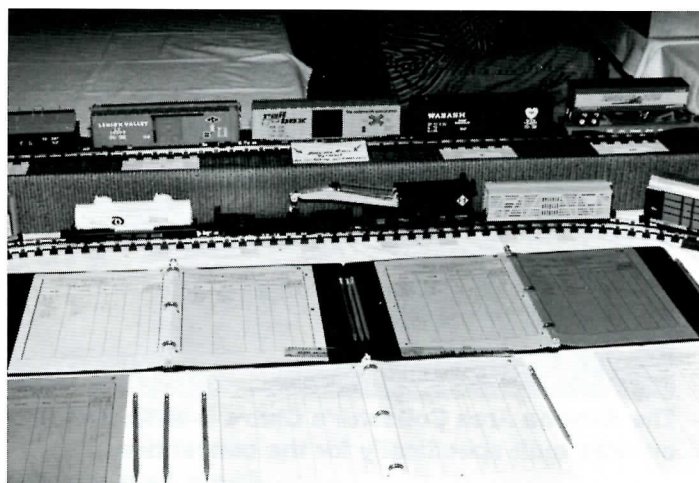
With the northernmost (westbound) track out of service (the aftermath of a train wreck a week or so before the convention in downtown Altoona) trains were being funneled both ways on the eastbound tracks near the Amtrak platform (I can't call it a station). With work equipment blocking the through platform track, eastbound passenger trains had to back over to the platform and westbounders had to pull in and then back out. This, of course, tied up everything and caused spurts of rail activity.

MAG Meeting: The Manufacturers Advisory Group meet-



Jetti Padgett of SouthWind Models at the manufacturers display area shows off his new brass Pennsy passenger cars.

Photo by Pete Mihelich



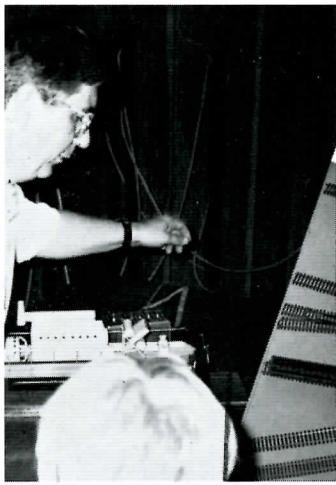
Manufacturers Advisory Group's display showing possible O-27 to S conversions.

Photo by Jeff Madden



HO (cough, cough) model of Conrail's Juniata Locomotive Shops.

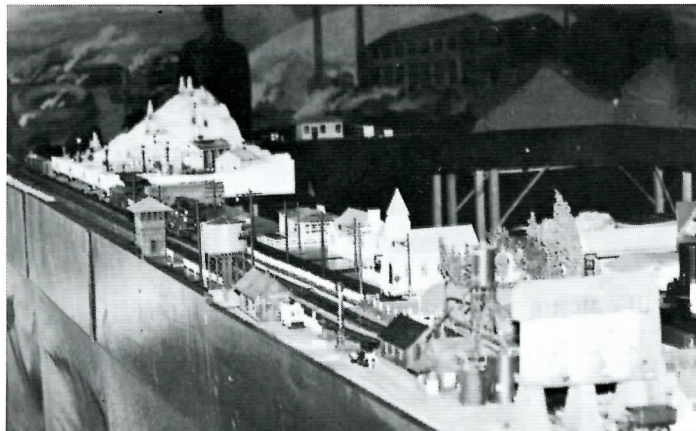
Photo by Jeff Madden



John Kasun (left), was the host of our Juniata Locomotive Shop tour. Loco on right is "kit" from EMD that Conrail is building for itself.



Photos by Jeff Madden



The Altoona Area Collector's Club's S-MOD Hi-Rail layout was built specifically for the convention

Photo by Gregg Miller



The three members of the British contingent are shown here at the Horseshoe Curve historic site. (Left to Right:) John Prior, Iain Bell and Kelvin White. They also toured Wisconsin during their visit to the States with the able assistance of NASG member Chuck Porter.

Photo by Jeff Madden

ing met on Thursday, July 27. Dan Bigda represented Lionel at this meeting and Carl Crosier, also of Lionel, participated via a conference call. The 1996 survey was discussed among other topics. See the official report in this issue.

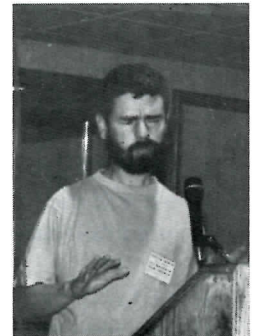
Banquet: The annual banquet held in the Ramada Ballroom was well attended and moved along very well. Our guest speaker Pennsylvania State Representative Rick Geist, who is also a railfan and has worked on the K4 project, gave an interesting talk on light rail. Of course, the state of Pennsylvania is pushing for a light rail corridor in Pennsylvania, but he made some good points such as describing the U.S. as a third world country when it comes to passenger rail service. He pointed out that a cross-state train pulled by a K4 Pacific in the steam era was 2 hours faster than today's Amtrak.



**Convention Chair
Gregg Miller**

He also emphasized the much better funding and performance of Europe's Hi-speed (and regular) rail passenger service.

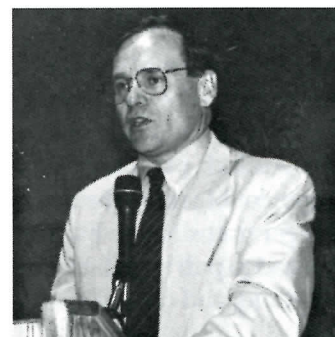
A point worth pondering by Representative Geist was his feeling that America was neglecting its transportation infrastructure overall — only 1 new airport has been built and that was Denver!



**Kelvin White from
England**

Altoona Convention Hosts 3 from the U.K.: The Altoona convention may have been the first NASG convention to host 3 S gaugers from Britain, or for that matter, any overseas visitors. Kelvin White, John Prior and Iain Bell attended the convention following some touring around the midwest.

Kelvin showed some slides on Wednesday night to early arrivals, and he also gave a brief talk on S gauge in the U.K. at the banquet. He said, that the U.K. has about 70 S gaugers, and that he, was a "black sheep" since he modeled U.S. railroads.



**Pennsylvania State Rep.
Rick Geist.**

An open invitation to this country's S gaugers was proffered for the 50th Anniversary of British S Scale to be held in Bletchley, England in October of 1996.

Jim Kindraka (River Raisin)

gave the Manufacturers' Panel report at the banquet and touted Chris Lane, the advertising manager of *Model Railroading* for his assistance with the 8-page S gauge insert in that magazine's June issue. A similar effort is underway to have another insert in another popular non-S magazine.

Dan Navarre gave a brief talk promoting next year's convention which will be in Dearborn, Michigan, on July 3-7, 1996.

Special Awards:

- The John Sudimak Award for the best "popular vote" model in the contest went to Michael Sulzbach for his Linde (gas tank) boxcar. This award was presented by Jack Sudimak.

- The Perles Award for an S article in a non-S publication went to Mike Martin for his "Great Smoky ??? article in the January '95 issue of *Railroad Model Craftsman*.

- The Charles Sandersfeld Award went to the manufacturer who promoted S gauge, and this year it went to John Verser of Pacific Rail Shops.

- The 30th annual Bernie Thomas Memorial Award for this year's outstanding S gauger went to Dick Karnes. He'll be awarded a "lifetime" membership in the NASG.

- Texan Jack Troxell received the "Best in Show" Award for his T&NO 4-6-0 which was entered in the model contest.

As for the food at the banquet — it was really decent. My wife and I had no complaints.

The auction followed the banquet as usual.

Personal Convention Observations:

Plusses: Great location again, good hotel at a reasonable price, excellent tours, above average banquet, solid contest participation, manufacturers and dealers room filled and good fellowship.

Minuses: Air conditioning in meeting rooms and banquet seemed wanting. Some meetings need to proceed more rapidly. I heard some complaints as to the hours that the manufacturer and dealer rooms were open.

In Conclusion: Chairman Gregg Miller reported the official registration at 244 with 5 cancellations, plus 91 spouses and children for a total of 330. An additional 450 attended the All-Scale Meet on Sunday (for which many of the S dealers hung around for). Some spouses and children are not tallied in the final registration count if they weren't pre-registered. It looks like attendance was pretty darn good.

Gregg Miller and crew deserve a hearty thanks from the NASG and attendees. As our British friends would say 3 times — Hip, Hip, Hooray! And a personal thanks to Blair County Sheriff Larry Field who photographed the contest models and the banquet.



Michael Sulzbach is awarded the John Sudimak Award for the best "popular vote" entry in the model contest; presenter Jack Sudimak (left).

Photo by Larry Field



The Bernie Thomas Award is presented to Dick Karnes for being this year's outstanding S Gauger. Lee Johnson (left) congratulates.

Photo by Larry Field



Cuyahoga Valley's S-Mod layout was a hit at the convention. Module had S standard and Sn3 on it.

Photo by Larry Field

PART I 48 Inch Corners

There is no S-MOD standard design for corner modules because the philosophy of the standards is to permit the modeler maximum design flexibility while maintaining module inter-connectibility.

At conventions I have seen people lying on their backs taking photos and measurements of corner modules, and as distributor of the S-MOD standards, I have been asked many times if there are standards for corner modules.

In a previous column I asked if any clubs had proven designs for corner modules that they would share. I have received three replies, each of which is well worth publishing due to the design concepts and ease of construction (most cuts are 90 or 45 degrees, and most of the required construction methods are the same as for straight modules).

Thanks to Bill Krause of the Connecticut S Gaugers and Jack Troxell of the Houston S Gaugers for plans for 5' x 5' corners. Thanks to Denis Fortier for sending the 4' x 4' MODU-RAIL module standards of the NMRA Division Alouette Quebec, which Denis used in constructing his corner modules featured in the April '95 issue. Jack's design uses plywood bent to form a curved frame. The other two use conventional 1x4 framing.

Due to the large amount of information, this topic will be divided up among several issues. If anyone is planning on building corners soon, I can furnish a complete set of copies; send \$3 to cover expenses.

Some aspects of the 3 designs are similar. The interface end of each design is 24" which matches many straight modules. 1"x4" lumber is used for most

CORNER

FIG. 1

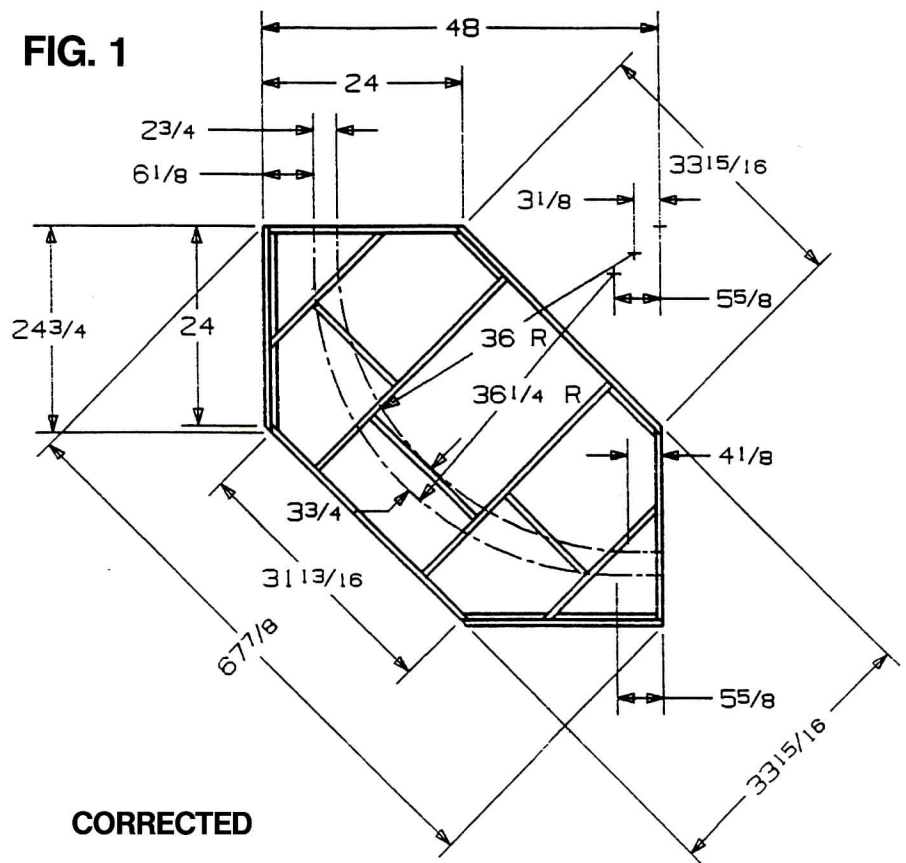
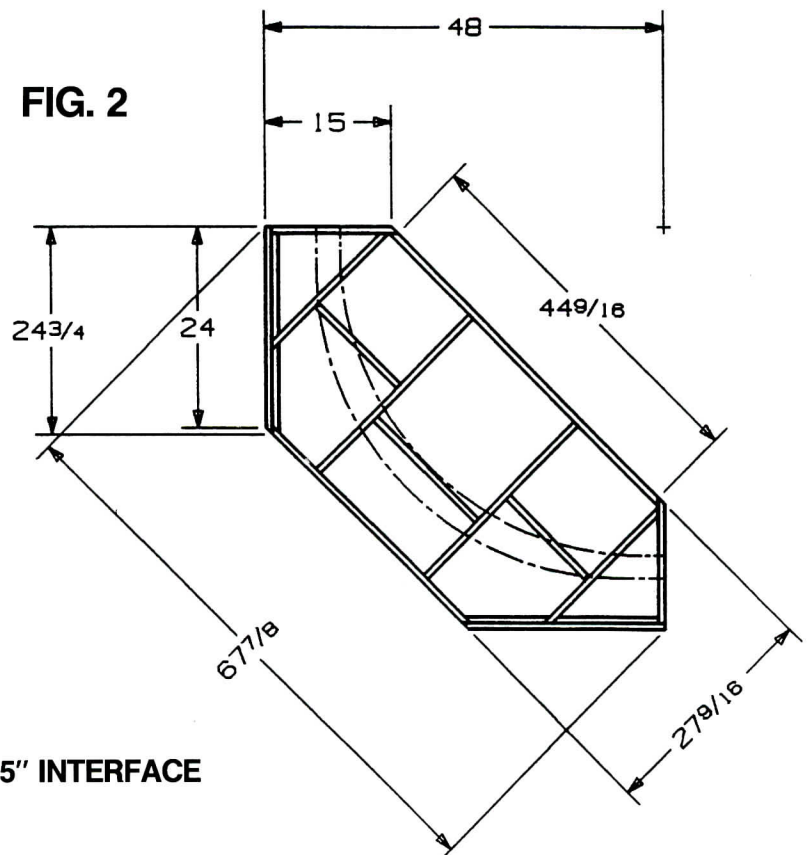


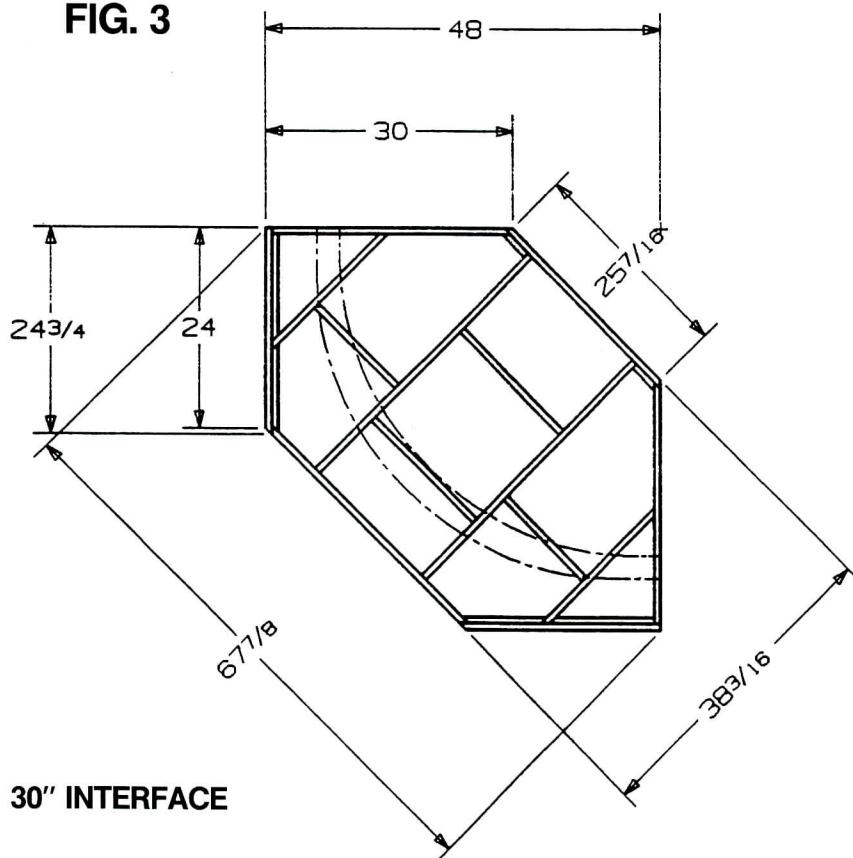
FIG. 2



MODULES

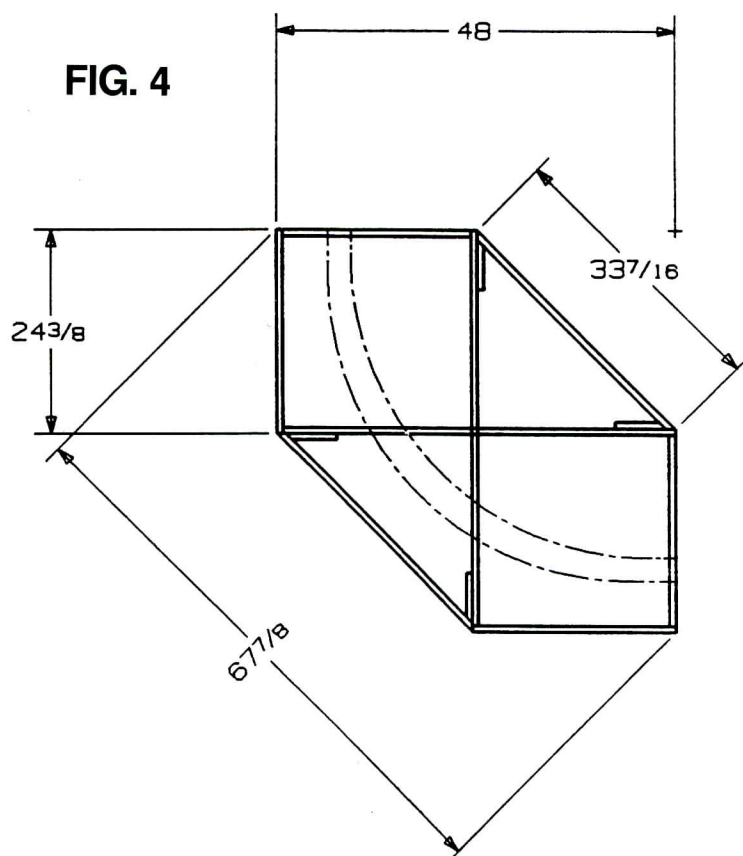
**Module
Corner**
By Ted Larson

FIG. 3



30" INTERFACE

FIG. 4



framing, and track centerline set-back distance is per S-MOD standards to match S-MOD straight modules. Since minimizing size and weight are concerns, each design will also be shown with 15 inch end interfaces. This is the minimum width that will provide S-MOD's 6 1/8" set-back distance on BOTH sides of a 2-track mainline. The modules can, of course, be built to match the width of any straight module (18, 24, 30 inches). All framing will be shown 3/4" thick, assuming use of standard lumber — 1x4, 1x6, etc.

Another aspect of size is storage and transportation space. Therefore, the rectangular length and width requirements of each design will also be shown. See Drawings.

Superimposed on the 5' x 5' plans will be the track centerlines used by the Connecticut S Gaugers. For the 4' x 4' corners, these centerline radii were scaled down and the centerline spacing increased per NMRA recommendations. Note that the track spacing must widen through the curves to provide clearance for the center overhang of long cars and the front overhang of engines. Also note that there is a 2+ inches of tangent track at each interface in addition to the 2 inches of tangent track at each interface in addition to the 2 inches of bridge rail.

No easement from straight to radius will be shown due to the relatively tight radii, however, easement at the transition from straight to radius. Allow for this when you lay out your centerline by bending a section of rail or thin wood as a spline to blend the straight and radiused zones. Trace along the edge of the spline to lay out the blend zone on your roadbed centerline.

The 4' x 4' Quebec plans are shown in this article as a follow up to Denis Fortier's recent article. The 5' x 5' plans will come in a future issue.

Short and Easy

by Kent L. Singer

Featuring Guest Columnist, Gaylord Gill

MAKING THE GRADE

Gaylord Gill wasn't able to attend the Altoona convention. So, to make it up to his friends for not getting to see them, Gaylord was thoughtful enough to write up a description of a neat little gauge he concocted. Without further ado here's Gaylord!

After years of dreaming and planning, I have finally launched a major layout-building project in my basement. Since my benchwork uses open grid techniques to develop changing elevations, I found I needed a tool at the construction site to help me apply the grades I had worked into my plans.

Grades, both prototype and model, are designated by percentages. The grade of a given slope is calculated by the change in vertical elevation divided by the horizontal distance it takes to achieve that change in elevation. For example, if your S scale track rises one inch while traveling 50 inches, your trains will be climbing a 2% grade (1 divided by 50 = 0.02).

The tool I developed is a step gauge that I can use with my carpenter's level. The illustration shows what it looks like. All you need to construct one is a sheet of .060 styrene, a ruler or straight edge, and a cutting tool such as a hobby knife.

The gauge I made works with a two-foot level, which is a pretty common size. If you intend to use a different length level you will need to adjust the height of the steps in the gauge. The nice

thing about a length of two feet, or 24 inches, is that a step height of .060 inches translates to a grade of exactly 1/4 % (.060 divided by 24 = 0.0025 = 0.25%).

I arbitrarily made my gauge 1 3/4" wide. I felt it should be wide enough that I could set it on a piece of roadbed or track without having to worry about the precise alignment of the gauge. The steps don't need to be any particular depth (I made mine 3/8" deep), but they should be consistent.

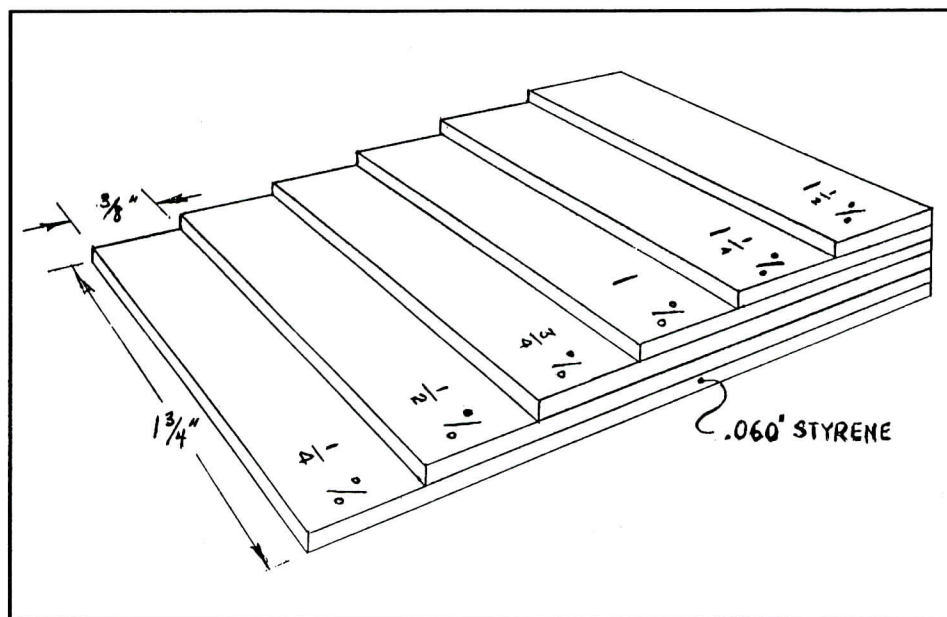
You'll need to determine how many steps your gauge will require. In my case I wanted to limit my maximum grade to 1 1/2%, so my gauge consists of six steps, starting at 1/4% and increasing in 1/4% steps. Out of the styrene sheet cut one rectangle per step, all the same width. The length of each rectangle will

be 3/8" shorter than the one below it.

Trim each cut edge carefully so there are no ridges. Starting with the longest rectangle as the base, and using liquid glue for styrene, build up the layers one at a time. Align the backs and sides of the layers, and weight the top layer to hold it perfectly flat while the glue dries. Be sparing with the glue — you don't want to add any extra height to the layers and thereby affect the accuracy of the gauge. After the gauge is constructed, use a pen or scribe to mark the steps with the associated grades.

To use the gauge for constructing a grade, simply set the level and gauge onto the roadbed you want to adjust. At the end that will be down-grade, place the level on the step that represents the desired grade. Adjust the roadbed risers until the bubble in the level is centered and you've got it. To measure the grade of an existing stretch of track, again set out the level and gauge and then test at various steps. When the bubble is centered you can read off the grade at that step.

Come visit me during the layout tours at the 1996 NASG convention, and I'll be glad to show you my progress!



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.

1995 GENERAL BUSINESS MEETING

The annual NASG General Business Meeting was held July 29th at the Altoona Ramada Inn. The meeting was called to order at 2:31 p.m. 40 members and seven officers were present.

Past Minutes: George Ricketts made a motion that the minutes of last year's meeting be approved without reading. Motion passed.

Conventions: 1996 - Dearborn, MI, July 3-7; 1997 - Denver, CO, July 9-13; 1998 - Wooster, MA, July 9-12; 1999 - open; 2000 - open.

Committee Reports:

Car Project - Doug Peck reported that sales of this year's cars were going well.

Manufacturers Advisory Group - The proposed survey will be revised to one page.

Dispatch - A budget crunch forced some recent cutbacks, but overall the *Dispatch* is in good shape.

Standards - The standards committee is working to update the S-Mod packet.

Freight Car Committee - This committee has been renamed the *S Gauge Project Committee*.

Old Business: Replacement of incorrect gauges was discussed.

Treasurers Report: Josh Seltzer reported that total income for 1995 was \$141,528.89 against expenses of \$217,326.51. He expressed concern over the fact that the *Dispatch* costs \$38,000 while the dues collection runs at about \$22,000.

Sam Powell made the comment that Ron Sebastian of DesPlaines Hobbies sold more at Atlanta than here at Altoona. Sam also asked about the current status of the NASG treasury.

Josh Seltzer reported that it was at \$70,000, but declining. He then gave an overview of how the budget works and pointed out that the budget is like a checkbook in that we do not count stock still held, i.e. unsold cars from the AF Car Project, against balance.

Doug Peck added that the quantity of cars still had a value of \$20,000 to \$30,000, and that much of this was a result of ordering larger quantities of cars in the past. This year the number ordered was returned to previous levels.

Gregg Miller suggested making the *Dispatch* self-sufficient. Several board members explained how this was being worked on.

Josh Seltzer stated that the main reason that the budget shows a large loss is the result of paying for two car projects in one fiscal year and pointed out that the organization is by no means in a financial crisis.

Joel Lebowitz pointed out rising paper costs and potential effect on the *Dispatch's* budget. John Long asked if the bookkeeping showed a profit from the Car Project? Josh Seltzer assured him that it did.

Sam Powell asked if we could expect the extra inventory of cars to be sold? Again Josh affirmed they would eventually. Doug Peck again stated that this year's car orders ('96) have been scaled back.

Bill Lane suggested a \$3 dues increase to keep the quality of the *Dispatch* where it is. Josh Seltzer responded that an increase was probably not necessary at this time. Gregg Miller also supported a dues increase. Josh again said that the current budget did not necessitate a dues increase. George Ricketts pointed out that a \$3 dues increase still wouldn't cover the current costs of the *Dispatch*.

Walt Danylak asked if the NASG compared printing costs? Josh responded that the Board had done this and Pete's (Goellner Printing) was very reasonable and had Pete Mihelich's personal input as well.

Ed Eggleston moved to accept the treasurers report. Seconded by Don Miller, the motion carried.

Publications Committee: Alan Evans announced the formation of a Publications Committee. Its mission will be to determine advertising rates, review content and encourage membership contributions.

John Long asked if the new *This is S* brochures could be inserted in products sold by Lionel. Josh Seltzer responded that this was being looked into.

Elections Committee Report: Alan Evans reported the results of the 1995 elections.

Lee Johnson remains Western Vice President

Doug Peck remains as Freight Car Committee chairman

Jamie Bothwell is the new secretary
Dick Wholf is the new Central Vice President

John Foley is the new Eastern Vice President

It was noted that Bill Mark is now chairman of the NASG Clearing House. Larger size T shirts, hats and other items are being looked at for restocking depleted supplies. The mis-stamped gauges are being offered at a sale price.

Outgoing officers and outgoing Clearing House Chairman Dave Bailey were thanked by Alan Evans for the efforts for the NASG.

Meeting Adjourned 3:20 p.m.

BOARD OF TRUSTEES MEETING

The NASG Board of Trustees meeting was held on July 28th at the Altoona Ramada Inn. The meeting was called to order at 8:10 p.m.

Current Convention Report: Gregg Miller reported that 290 members registered for the convention (244 actual final count) and with spouses and children the total attendees could have been around 500. Gregg suggested a larger discount for future early registrations. He also suggested a general convention guideline booklet by the NASG which could be passed on from convention to convention.

Alan Evans brought up the problem of the membership as a whole voting for regional officers. Ballot changes are being looked into.

Committee Reports:

1. Convention Committee - Dave Held
1997 - Denver. Dave has a signed contract and a request for seed money.
1998 - Worcester. Dave also has a contract from this group.

2. Clearinghouse - Dave Bailey
Dave gave an example of a typical budget using 1993-4 figures. This total was about \$200.00. Some items were suggested for production such as golf shirts, windbreakers and larger T-shirts. Discussion was held about selling gauges through the NMRA.

3. Standards - Bob Sherwood
Budget submitted.

4. Contest Committee - Jim Whipple
Jim entertained several suggestions to increase contest participation.

5. Manufacturers Advisory Group - Will Holt
Will spoke of the quality of the 1995 survey of which results have been sent to 27 manufacturers. He talked of how to get better response from people in S outside of the NASG for the 1996 survey. Budget submitted.

6. AF Car Committee - Doug Peck
Doug mentioned putting new brochures in Lionel packaging. Future car orders will be going back to 1000 cars due to excess inventory. Budget to be submitted.

7. Dispatch - Jeff Madden
Jeff explained how the recent budget crunch affected recent issues as to size and color. Discussion was held as to keeping the Directory to a minimum size. Lee Johnson made a motion that a Publication Committee to be comprised of the Editor, Publisher and one BOT member be formed to evaluate *Dispatch* ex-

Continued on Page 27

question — yes, I would prefer 40 inches myself, but 36 inch radius should work for most scale and hi-rail locomotives such as the ones mentioned in the article. 36 inch radius would be comparable to about 24" in HO. I will admit that my modular Horseshoe Curve track plan in the April issue should have 40 " radius as a minimum since this type of layout is intended for larger locomotives, passenger trains and long freights.

—Jeff

DEAR JEFF: I was looking forward to the NASG convention in Altoona, Pa., but unfortunately I was only able to register for Saturday. I was disappointed that the contest room and the manufacturers area was closed around noon. I hope that the NASG has not decided to cater strictly to the collectors and Hi-rail operators at the expense of the scale modelers?

David Felmley, Pittsburgh.

Let's take this in two parts, Dave. Sorry you couldn't have seen more of the displays, but unfortunately Saturday afternoon is the ideal time for contest judging, and the manufacturers area had to be shut down for the general meeting and to get ready for the banquet. As to the second part, the NASG really isn't favoring one side over the other in this ongoing scale-Hi-rail thing. As I see it as editor, the NASG is trying to promote all aspects of S because of the limited number of items manufactured in S and the limited number of S gaugers period. I'm a scaler myself, and I found plenty of scale items to purchase and view at Altoona. And it seems that most of the new items being produced today with the exception of Lionel Trains, Inc., are geared toward the scaler. Dave I'd like to see some of your EBT efforts in a future Dispatch.

—Jeff

DEAR JEFF: Is there a list of what the diameters are of MV lenses? Which lenses fit the various American Models diesels?

Ted Larson, Fairport, NY.

Ted, look at a recent Walther's HO catalog under MV lenses or write them for their catalog. The Walthers catalog lists individual headlight lenses in HO scale inches, but also in actual inches, and the drill size is given as well. The larger sizes should work.

—Jeff

DEAR JEFF: I hope you can help me about a subscription to the *S Gauge Herald* ...? I would also let you know that I really like the *Dispatch*. You are doing a great job and a great service to all S scalers and S Hi-railers alike.

Duane McDaniel, Topeka, KS.

Thanks for the compliment Duane, and as to the Herald, well, we know about as much as you do.

—Jeff

EXTRA BOARD

NASG American Flyer Service Committee Report Doug Peck, Chairman

All 1995 car orders have now been shipped, and the remaining inventory is still available (see end of this report). Response to both cars has been very positive, particularly to the SP TTX spine-cars. Many members have called and written to express their enthusiasm and to obtain additional units.

That is not, however, to say that the reaction has been unanimously favorable. We have had about four negative reactions to the TTX and two or three to the LV hoppers. Apparently, we did not make it clear enough from the start that the TTX was an O-27 item mounted on S gauge trucks. Nevertheless, the piece scales out closer to S scale dimensions than it does to O scale.

Take out your S ruler and check it out. Is it perfect for S? Definitely not, but it is quite close. If you think A.C. Gilbert was perfect, think again. How about the size of the cannon on the FY&PRR flatcar, or the size of the vans on the Monon piggyback flatcars? Check the length of the 40' flatcar itself. Shall we measure the track too?

I am not trying to put-down Gilbert items; I'm as avid a collector of Flyer as there is, but we have to realize that the prototypes today are in fact larger themselves! At this year's NASG convention we saw Conrail enlarging the Gallitzin Tunnels in order to accomodate larger, modern equipment. In my home state, tunnels, such as the famed Hoosac, limit modern rail traffic.

Let's look at the prototype TTX dimensions taken from the Oct. 1991 *Railroad Model Craftsman* — the 5-unit Bethlehem Steel cars of 1989.

	Prototype	NASG car
Overall length:	53' 9" (end units)	55'
Between truck centers:	48' 3" (end units)	50' 9" (all)
Note: prototype mid-units have 51' 6" truck centers		
Width across side sill:	9' 6"	9' 9"
Load: Trailer Length:	28' to 48'	44'
Deck height:	31.5"	75"

Result: The model car, without load, is 1/4" too long, 1/16" too wide, and 11/16" too high. Obviously, except for the height, this piece is remarkably close to S scale proportions. That's why many S gaugers have been converting O-27 cars for years. Height is the worst problem, but is dictated by the Flyer truck size.

Trailer comparison: Both Ertl and Hartoy trailers will fit, but the inner trailer wheels are closer together.

	Lionel	Ertl	Hartoy
Length:	44'	39' 9"	32'
Width:	9' 3"	8'	8'
Height:	15'	13'	12' 3"
Total scale height above rail:	20' 6"	18' 6"	17' 9"
Actual height above rail:	3 3/4"	3 1/2"	3 3/8"

I don't have prototype trailer dimensions available to cite, but these three trailers represent different sizes and different eras.

It would be nice if Lionel tooled up an exact scale TTX, but for a 1,000 car run that is unrealistic. It continues to be my opinion, and that of many others, that we need to look at these possibilities (converting O-27 cars) for expanding the American Flyer line, while at the same time encouraging Lionel to invest in new S gauge tooling.

Inventory Clearance Sale!!!

NASG members may now order any remaining NASG American Flyer Commemorative Cars in UNLIMITED QUANTITIES, while supplies last.

Cars available: 1994: NY,NH&H Boxcar.....\$39 each, postpaid
1994: MoPac boxcar.....\$39 each, postpaid
1995: LV covered hopper.....\$43 each, postpaid

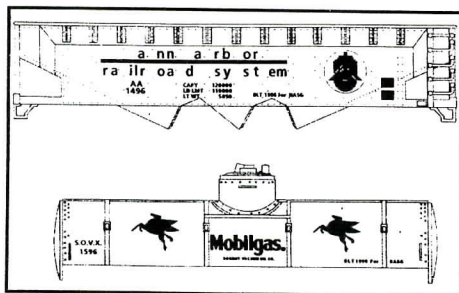
SPECIAL #1: 1 each, of the above —\$105/set, postpaid
SPECIAL #2: 5 (or more)each, of the above—\$500 or \$100/set

1995: SP TTX.....\$85/set, pospaid (limited; call first)

Multiple purchases are being encouraged in order to replenish NASG cash reserves (i.e. checkbook). In order to prevent cash flow problem next year, the 1996 car production numbers will be reduced by about 10%. This, hopefully, will reduce excess inventory.

NOW! we can announce plans for the 1996 cars. The Dearborn, Michigan, convention site will be "commemorated" with an Ann Arbor Railroad System long covered hopper. This car will be orange with black and white lettering and logo. The second car will be a silver

Mobilgas single dome tank car with the red "Flying Horse" logo. Photos and order form in the December *Dispatch*.



New Canadian S Gauge Organization: Canada now has a national S SCALE organization called S CANADA. The new body is starting out with a membership of 54 with a projected number of 100 by the end of 1995.

The decision to organize was based on results of a survey which produced a list of 129 active Canadian S scalers, almost 3 times the number on an earlier list.

Membership is open to Canadians actively interested in model railways of 1/64 scale, whether as modellers, operators, collectors or others, and whether or not their interests are scale, tinplate, standard or narrow gauge.

The fee for the first year is \$7, comprising \$1 for a life membership, \$1

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S-CALENDAR

October 27-29, 1995: The 20th Annual Fall S-Fest will be held at the Holiday Inn in Collinsville, IL (St. Louis area). This event is hosted by the AF S gaugers of St. Louis. Registration forms and details should already have been received via the *Dispatch* and club newsletters. Contact: David C. Stevens, #8 Castle Drive, florissant, MO 63034-1301.

November 4, 1995: First annual SJSS Train and Doll Show featuring S scale/hi-rail/American Flyer trains. Cumberland county Technical Education Center off Route 55 on Bridgeton Ave. from 10-3. Doors open for dealers at 8 a.m. Admission \$2.00, children under 12 free. Free parking. Sponsored by the South Jersey S Scalers. Contact: Chick Viggiano, 924 Berkley Road, Gibbstown, NJ 08027. (609) 423-0773.

February 16-18, 1996: Eleventh Annual Sn3 Symposium. Contact Mel Medhurst, 5384 E. Noche Way, San Diego, CA 92124. (619) 292-7787.

July 3-7, 1996: NASG National Convention in Dearborn, Michigan.

July 9-19, 1997: NASG National Convention in Westminster, Colorado (Denver area).

July 9-12, 1998: NASG National Convention in Worcester, Massachusetts.

LAST RUN: John Porter

One of S scale's foremost model builders and perennial winner at the NASG contests has left us, and only a few weeks prior to the Altoona convention which he had hoped to attend. John Porter, 58, of Clinton, MA, and member of the Bristol S Gauge Club passed away in June following an illness.

John was a perfectionist modeler, and his rolling stock and structures took many awards over the years including two this year awarded posthumously for a CP Rail gondola and a deck timber trestle. He was also instrumental in the R.S.S.V.P. line of craftsman freight car kits announced recently along with his friend Jerry Rivet.

John was often outspoken as you can readily see by reading some of the excerpts from a letter I received from him prior to his passing. "First, I am a scale S scale modeler in S standard gauge and Sn3. I am one of the rare ones who came to S in 1970 after having been in HO scale for 21 years."

"I have a funny feeling that the NASG has never run a clearly useful survey of the readership in order to find out what sort of readers join." *He's suggesting a demographic and interest survey here.* "The *Dispatch* should confine itself to being a catalyst for those transitioning from AF to scale."

Condolences to his family and friends. The S world will surely miss his modeling skills, his knowledge and his opinions. So long, John.

for annual dues and \$5 for a subscription to *Canadian S Scale Quarterly* (which until now has been the only nation-wide link between Canadian S scalers). Those interested can write 119 Oeming Road, Edmonton AB T6R 1L9 for more information.

Question from this editor?? Is membership open to U.S. or other members outside of Canada? Are your dues in Canadian \$?

S Shows Off in Atlanta: S gauge had a substantial presence at the annual NMRA convention held this year in July in Atlanta, Georgia.

Manning the booth area, handing out flyers and talking up a storm were folks from S Helper Service and River Raisin and NASG officials at their end. Other S manufacturers attending the show included Des Plaines Hobbies, PBL, Building & Structure Co., Del-Aire and Overland.

At least four previously unknown Atlanta-area S gaugers came forward and were introduced to the folks we knew in the area. By the time the weekend was over, there was even talk of creating an informal club!

Over 16,000 people attended the 2.5 day show and were re-introduced to S. How many will start modeling in S? It's hard to say. However, if the NASG had not been there promoting (and handing out the new all color brochures), it is easy to believe the number would have been zero.

P.S. Over 30 multi-color, foam core signs were created for this display by best friend and wife, Diane.
'Bill Wade

S Gauge Articles in Non-S Publications: The July *Classic Toy Trains* had an article called Recreating an S Gauge Masterpiece by Michael T. Kolosseus. This was about re-creating a department store layout he read about in the No-

vember 1993 *CTT*. The article goes on to show and describe how Pacific Northwest resident Scott McAbee set about constructing a similar Flyer layout for the Bon Marche Department Store in Seattle. TCA conventioners at the annual convention in June got to see the results.

In the August *Classic Toy Trains* there was 1 feature article entitled *Bring S Gauge To the West Coast* by editor Roger Carp about early AF sales efforts. The new products section mentioned Lionel, Lehigh Valley Models, and a couple of other S items.

The August *Model Railroader* had a photo and caption in Product News of the PRS UP double door 40' boxcar. The September *Model Railroader* has 2 S products listed in the New Products column — a Building & Structure Co. gold mine kit and the PRR craftsman flat car kit from R.S.S.V.P. Under Club News in this issue was a mention of the LVSG Reading 50' boxcar and the SJSS 40' double door PRR boxcar.

The October *Railroad Model Craftsman* had a full page color ad by Laser Structures Ltd. (Master Creations) which included two kits made for the general market in both HO and S. Also in this issue was a review of the Rico section car shed by Design Tech. Other S products mentioned under *Product News* were RSSVP, Port Lines Hobbies, Chesapeake Models and American Models.

The new Walther's O&S catalog lists many items. Some O gauge items might be worth looking at for converting to S.
- Jeff

MEMBERSHIP DIRECTORY: OK, OK. Now's your chance to give us some input on the membership directory since it should be hot in your hands. Realize we are trying to hold costs down on this directory so we can put more quality into the regular *Dispatches*, so that is why there is no constitution or

zip code listings. If you notice any corrections needed in the roster or club listings please let John Metzger, myself or Alan Evans know so we can correct them for next year. If you aren't listed chances are dues weren't paid in time.

Now would be a good time to communicate your desires to the above mentioned before next year comes around and everything is forgotten during the summer shuffle. Unlike the magazine format *Dispatches*, the Directory effort is a composite effort by the Membership Chairman, the Publisher, the Editor and the other officers.

-Jeff

LIONEL TO ROCK AND ROLL:

According to the Associated Press, rock musician Neil Young and the private investment firm of Wellspring Associates LLC is purchasing Lionel Trains, Inc. Wellspring will be the majority owner. Present owner Richard Kughn, who has been involved with Young in a joint venture called Liontech, will become a minority shareholder. Young has been involved with Kughn for several years in Liontech which is trying to perfect remote control technology for Lionel trains. Kughn bought Lionel in 1986 when the company was struggling and has since tripled revenues.

From Will Holt (who visited Lionel on the day of the announcement) comes more inside news. Will reports that current Lionel officials are confident of aggressive expansion under the new management and that this hopefully will include S. As far as anybody knew, says Will, the '96 line of S should remain as is. It is also reported that Lionel is working on a brand new S gauge cabooses and that the Lionel Railroaders Club publication will now have a regular S gauge column in it.

ALTOONA CONVENTION CARS: If you have questions about the

**NASG MANUFACTURERS'
ADVISORY GROUP
COMMITTEE MEETING
REPORT
JULY 25, 1995**

Members of the committee present were Walter Danylak, Will Holt (coordinator), Jeff Madden, Peter Michelich, Thomas Nimelli, Doug Peck, Rick Smith, Shawn Stauffer and Paul Stevens. Present as observers to the meeting were Alan Evans, NASG President and Daniel Bigda, of Lionel Trains, Inc. Dan is the team member of the American Flyer product team at Lionel.

After the '94 minutes were approved, there was a lengthy telephone conference with Mr. Carl Crosier of Lionel Trains. A number of issues regarding American Flyer S Gauge products were discussed. Some early prototype samples, that had been shipped to the convention by Carl, were reviewed by the committee. Among other items discussed during the tele-conference were the future applications of command control and Railsounds II_ to American Flyer. Carl provided updated information on a number of American Flyer projects that are under consideration by Lionel with input from the MAG.

The effect on prices of Gilbert originals when Lionel re-issues an item with the same number is being studied. To date, not enough evidence exists to make a case for any trends,

but the situation will be monitored by the committee.

After the telephone conference, the coordinator reported in detail on the results of the 1995 Product Survey. The number of individuals responding to the 1995 survey was about 20% higher than in 1993-1994. There still are significant problems in receiving surveys back from S Gaugers who are not members of the NASG. Various ideas were discussed to increase participation by non-NASG members to at least 1/3 of the total response.

The coordinator reported on the meeting between manufacturers and the NASG at the 1995 Spring S Spree. While not directly affecting the MAG, the members of the MAG will use the opportunities they have to encourage manufacturers to work with the NASG Promotions Committee. MAG members were also requested to be available to assist manufacturers and the promotions committee if so asked. No changes in the membership of the MAG have taken place since the 1994 committee meeting. There will still be a move toward a membership of 12 via attrition.

The committee reviewed the first draft of the 1996 Product Survey, which was 4 pages. The new survey will contain specific product questions, but will also have questions aimed at learning more about who S gaugers are and their purchasing habits. The MAG membership decided that until the problems with non-NASG participa-

tion can be solved, making the survey longer would be counter productive. The two page, self-mailer format will be retained. A second draft will be sent to committee members for final approval. Also, manufacturers currently working with the survey reports will receive a draft copy of the survey for input prior to publication.

The 1996 Product Survey will be distributed with the December, 1995 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 NASG.

When only a handful of manufacturers were working with the MAG, it was possible for the coordinator to maintain good lines of communication with those manufacturers. Now that the number of manufacturers is approaching thirty, this is no longer the case. In response to this positive growth, the committee membership will be divided into teams of 2 and each team assigned specific manufacturers from the current list. That team will be directly responsible for active communication between the manufacturer and the Manufacturers' Advisory Group.

The meeting adjourned after the establishment of the committee teams.

Altoona convention cars (Cambria & Indiana), please contact John Craft at Chesapeake Models. (410) 879-6362. Still available are the CM assembled PRR black hoppers at \$35.00 plus \$4.50 S&H. Both scale and Hi-rail versions are still available. First come, first serve. For these write Gregg Miller at RD5 Box 1031, Altoona, PA 16601. Make checks out to the AATC.

NEXT ISSUE: Part II of Modeling the Buffalo Creek & Gauley in S will feature operations on Brooks Stover's S gauge BC&G.

Meeting Reports continued from page 23

penses and present a program to the BOT to eventually lead to a self-sustaining publication. Motion carried.

8. Promotions - Russ Mobley
No report.

9. Freight Car Committee - Josh Seltzer
Josh related his experiences with the H39 project and asked for input on a future scale project. A motion was made by Lee Johnson to change the name of this committee to the S Gauge *Project Committee* and that a search be done to find a suitable future project. Motion seconded by Paul Stevens. Motion carried.

Other Business: A motion to add Sn3 to the statement in the Constitution was deemed a constitutional question and beyond the scope of the BOT.

Meeting Adjourned. somewhere after 1 a.m. the next day.

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