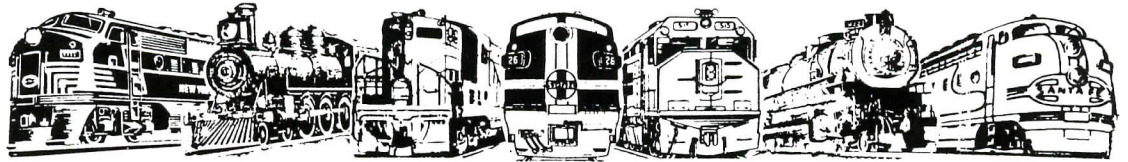




October 1996

Volume XIX Number 5

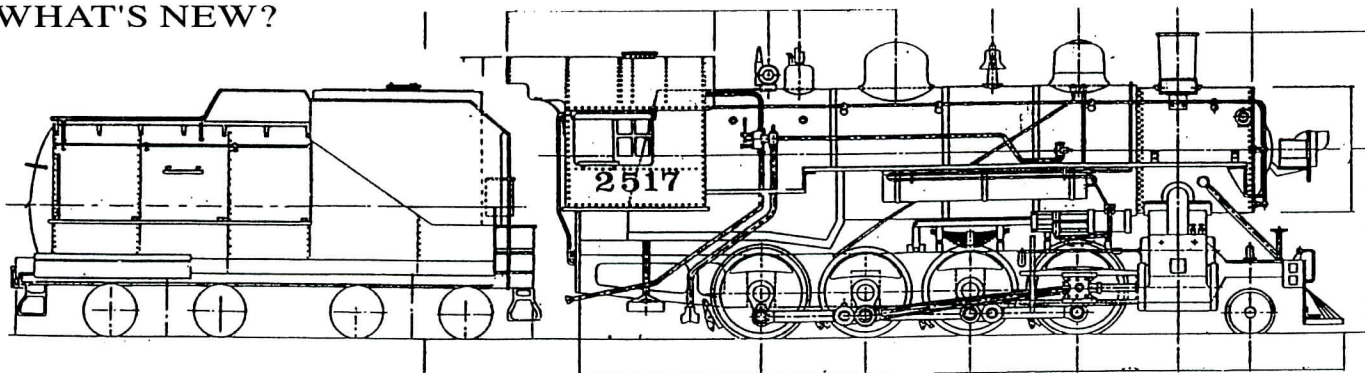
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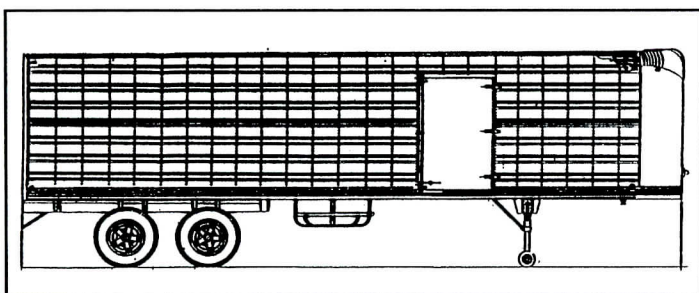
1996 Convention Wrapup
1996 Survey Results
Highway Underpass



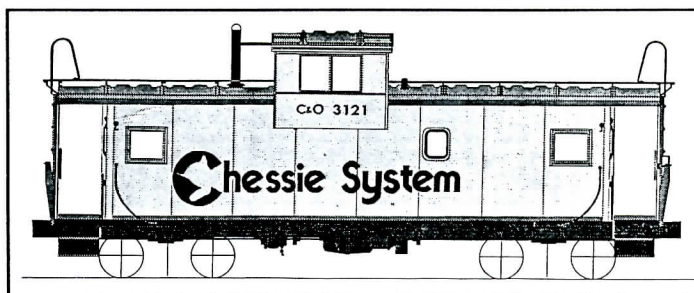
WHAT'S NEW?



SouthWind has a UP 2-8-0 coming in brass. Uniquely for a brass loco, this one will come in 3 versions: American Flyer compatible, hi-rail and scale. Price is around \$900.



From S-Helper will come this unique 35' round nose trailer which will come on one version of the upcoming 53'6" flat car. Many steam era roads will be featured.



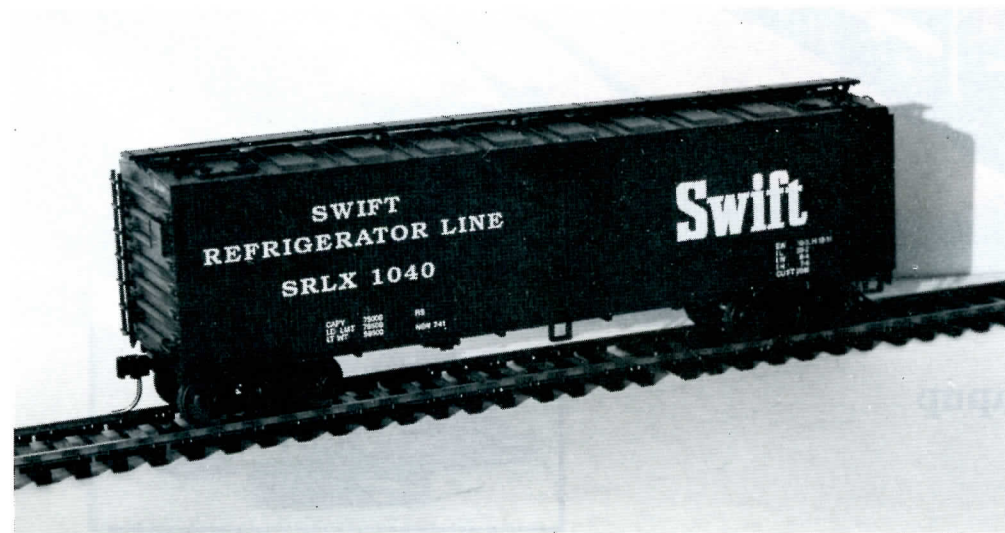
Also from S-Helper will be a wide vision caboose based on the Chessie C-25. Complete interior and 2 crew members will be some expected details.



Some new vehicles you can find. From left to right: Sir Topham Hat '36 Ford by Ertl, '57 Chevy by Edocar, Racing Champions '50 pickup, Corgi truck (from Amoco) and Racing Champions '64 Chevy. All very close to 1/64.



Shown with Littletown gas station are some of the limited edition series of 1:61 1950 pickups from Racing Champions. These are highly detailed. About \$5.00 each. Last truck on right is Hotwheels 55' Chevy "rod."



New Crown Swift reefer available from Port Lines is out now along with the Western Pacific scheme. Coming soon from Port Lines are Strohs and Hoods reefers and an A&W Root Beer stand.

On the cover: Like the above mentioned vehicles, the '57 Chevies by Racing Champions are at 1:61 scale and are highly detailed.

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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Wales, WI 53183
414-968-3729

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The Membership Secretary
NASG, Inc.
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9619 NW 71st St.
Kansas City, MO 64152-2403
816-741-1505

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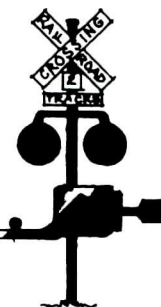
COVER:

"Evening Departure" is the title of this 1st Place color photo winner at the convention. Photo by Kelvin White on his "Finistere" Modular layout.

ORDER BOARD

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President's Message ...

Friends,

It seems to me that FALL marks the beginning of "Train Season" after a summer layoff. At least that's the case in the club I belong to since our portable layout is scheduled to appear at several train shows between now and Christmas. These shows take all kinds of "people power" to set the layout up, operate it, and then tear down.

In addition to the portable, we also built and operated a permanent S gauge display in a local hobby store. Building this layout six years ago helped members learn about layout planning, construction and scenery techniques. And the hobby store owner let us install American Models code 148 track so we could run both scale and hi-rail equipment. Since it was finished (it took 4 months to build), it has been a showcase for S to all visiting the hobby store. In subsequent years, between Thanksgiving and Christmas, the S layout (along with Lionel, Marx and LGB displays) were open to the public each evening and on weekends. The Saturday and Sunday operator requirement really taxed our membership's ability to cover both the hobby store and portable layout. During the non-holiday season, club members held weeknight informal meetings or held operating sessions on the layout.

This year is a bit different as the status of the hobby store layout is uncertain and most of the trains, vehicles, buildings and figures have been removed.

Members from other train clubs have indicated that our club was fortunate to have a permanent layout where we could meet weekly and run trains. We didn't own the building, so we didn't have to pay for insurance, nor worry about maintenance and security. But you can surmise that this situation had some disadvantages too. Our club lists 75 paid members, but, typically, only a core group of 25 are active. Owning a building would mean a dues increase to help cover expenses, so this might not be the best way for us to display S and retain lots of members. The list could go on.

Certainly, each club considering buying or renting building space has to weigh all the options, both short and long term, before making a decision. And it's not an easy one. Looking at the list of clubs in this year's membership directory, I'm sure each has considered the best way for it to display S to the public. Anyway, get back to operating those trains, and see you next issue.

-Alan

RAIL MAIL

Convention Appreciation: (A letter to Jim Kindraka, Dan Navarre and staff who put on the recent convention in Dearborn). I just wanted to drop you a line to thank you for putting on such an enjoyable convention. You folks really went out of your way for this event and it showed in the quality of the end result.

Luanne and I had a great time during our stay. All of the events that you planned kept us hopping. It was nice to get together and "play trains" with the whole S gauge group again.

Your choice of facilities was excellent. The Dearborn Inn had nice guest rooms, a great restaurant and large meeting rooms. The staff at the hotel, as well as your club members, were friendly, helpful and courteous.

Lastly, I would like to thank the people in attendance who thought enough of my Amtrak model to cast a vote for the Sudimak Memorial Award. I am truly flattered with receiving such recognition and consider it an honor to display this award.

I am looking forward to seeing you all in the future. Hopefully, it will be this Spring in Cleveland.

Gary Ippolito
Sheffield Village, Ohio.

Dear Jeff: I wanted you to know that S has established a firm foothold in Boise (Idaho). By the way, in response to your April editorial, I can't respond for other regions, but the type of meet/show you described as perhaps being an upper midwest phenomenon is THE ONLY kind we know out here — with the emphasis on display and operation. Some swapping and sales take place, of course, but the focus of our events are to generate interest and entertain the public.

Thanks for keeping the S flame burning.
John Eichmann
Boise, Idaho.

It's good to know these types of events are indeed in other regions. Any response from you guys in the east, south, etc.??

S Out West: Yes, the PCR/NMRA train show in California last May had a module S scale layout, AF hi-rail layout (very nice), and an AF layout on display. There were historical groups, toys, and other dealers with everything in between for modelers and railfans. Unfortunately, there were no leading S dealers.

That pretty much left myself and one or two others to answer questions about S, and there were quite a few inquiries. I gave everyone interested a list of the pro-S-active hobby shops that I knew about. But for many items available, I had to direct them to the manufacturers.

James (I lost the envelope with full name and address).

FROM AUSTRALIA: (From a letter to Barney Daehler of the Bay Area S Scalpers in June) Greetings from Western Australia! WINTER is finally starting to hit Perth, with some heavy rains and frigid temperatures - highs "only" in the 50s

FOR YOUR INFORMATION

Following the Detroit convention, I felt that the Manufacturers Advisory Group (MAG) committee had not been working with all the S gauge manufacturers. Therefore, I suspended its function until further notice. (The committee's 1996 Survey results obtained prior to the Convention were compiled and are included in this issue).

Continued on page 36

and 60s and lows to the 40s. Many here have never seen snow in WINTER. Just as in the Northern Hemisphere, winter here is a time to start thinking about model railroading. I follow the S developments through the *Dispatch*, *S/Sn3 Modeling Guide*, *CSS Quarterly* (Canadian) and the BASS newsletter.

I recently went to the local annual Model Railway Exhibition held in early June. There were two Sn3-1/2 modules on display. The local Western Australia Government Railways are 3-1/2 foot gauge, hence the interest in this scale. Last year an

Sn3-1/2 modular layout was voted best in show and probably did well again this year. Next to the layouts was a display of Railwest Models who make Sn3-1/2 models based on local prototypes. Some of these items I believe are manufactured by Railmaster of New Zealand. If you have any interest in these items contact me by mail or E-mail: das@wapet.com.au.

Dear Jeff: I really liked your *Make Something Happen* editorial in June. I belong to the Baltimore Area American Flyer

Rail Mail continued on page 36

Jeff's Junction

Conventions - Some Thoughts...

No, this isn't an editorial about the recent terrific convention in Dearborn, instead it's about conventions in general as they might relate to S.

I've now attended 3 S-only NASG national conventions and prior to that have attended 5 NMRA national and numerous regional NMRA conventions. One of the national NMRA national conventions (Pittsburgh) was also a joint convention with the NASG. I've also attended 5 S Sprees, Fests or whatever, which are basically regional S gauge get-togethers.

With S being a minority scale with a limited, yet diverse membership, national conventions and regional meets loom bigger than life for S gaugers than the more general NMRA and TCA type conventions and meets.

By their very circumstance, S gaugers revel at the chance of attending All-S meets and conventions for many reasons.

- * Members are more scattered.
- * It's a place to find S items, especially scale. At most of the general train meets and conventions there is an abundance of items for sale in Lionel and the smaller scales, and this is the case in most hobby shops as well, thus the attraction to S-only events.
- * Clinics can be tailored to S.
- * Contest models show what can be done in S.
- * Layout tours can emphasize S scale layouts — with one caveat: Many areas that host a convention or S meet might not have many S layouts available for tours.
- * Common interest in 3/16" scale.

So S conventions/meets can be Specific — and be good places for modeling rejuvenation and meeting like-minded friends.

But the opposite view is also worth pondering. It probably is worthwhile for S gaugers to make an effort to also attend non-S-Specific conventions such as NMRA national, regionals, TCA, narrow gauge, and even O scale.

And occasional joint NMRA/NASG conventions like Pittsburgh and Valley Forge are also good for S for two rea-

sons: 1. To learn general modeling ideas which are non-scale specific — such as scenery. 2. To spread the word of S to the non-S community. Some S manufacturers and S modelers are already doing this on their own, and the NASG helps out by sponsoring a booth at most NMRA nationals. And how about exploring joint NASG conventions with other groups where it might be convenient — TCA, narrow gauge, O scale...

By attending non-S-specific conventions on their own, S modelers can get enthused by many ideas that transcend all scales — scenery, electrical, benchwork, prototype backgrounds, technical clinics, etc. And, informally, they can share ideas with non-S modelers and maybe even win a few converts. S modelers can also hobnob with non-S manufacturers who might be coerced into trying some S products on a limited basis.

Getting back to S-only get-togethers — we need to encourage more regional S meets in some areas of the country and Canada where there doesn't seem to be much organized activity. Some come to mind: Baltimore/D.C.; Charlotte, N.C.; Atlanta, GA; Denver, CO; Dallas, TX; Florida; Minneapolis, MN; and some areas in Canada.

These should probably be fall or spring meets like some of the others which are already active. By having S-only meets, S gaugers in different geographical areas would have more convenient places to go to for fellowship, how-to clinics and buying and swapping model equipment. The more these regional S-meets pop up around the country, the more enthusiastic S gaugers from these areas would become, and, in turn, these gatherings would be magnets for attracting newcomers.

Regarding NASG national conventions, new active S groups and ones that have been around a while are always necessary to sponsor one. Currently, conventions are subscribed only for '97 (Denver) and '98 (Massachusetts). Beyond that we need groups that will get, together and sponsor a convention. Off the top of my head some choices, where there are active groups and which are in diverse areas of the country and (Canada) in which there hasn't been a national convention for a while, could be Frisco, Dallas, Florida, Baltimore/D.C., Jersey, Minneapolis or a Canadian city.

Where will we meet in the year 2000 to kick off the new century?

-Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Industrial Dr. South Lyon, MI 48178) has announced some new items. The D&RGW PA-1 ABA sets are available. AC w/sound are \$565 and DC are \$450. Matching 72' 5-car passenger sets which come lighted with silhouettes are \$565. An extra coach is \$59.95. There is still a limited number of Ann Arbor GP35s. AC w/sound \$189.95, DC \$164.95.

The AM sectional weathered curved track, code 148, is now available: S-42 21" radius, \$3.08 ea.; S-48 24" radius, \$3.28.

Some RTR 40' box cars with see-through stainless steel roof walks are now available at \$39.95 each (scale or hi-rail). Out now: BN (green), ACY (yellow), Burlington (red), IC (orange), and Burlington express (green).

As of Oct. 15 AM should have a color catalog on the internet. Address: www.amtrains.com.



BILLS TRAIN SHOP (P.O. Box 561 Seffner, FL 33584-0561) has acquired the Amity Star Models line of kits from Russ Mobley. Each kit will be evaluated and tagged with the BTS logo before being re-released. These kits will probably be upgraded some. First out will be the GN caboose. If you're interested in a sound version of the Coon Gap Sawmill kit — let Bill know. Also coming from BTS is a branchline water tank kit at \$39.95.

BUILDING & STRUCTURE CO. (P.O. Box 1296, Fenton, MO 63026) has released the "Big Box" load for flat cars at \$13.95. Coming is a 6 in 1 out-house kit collection (2 each of the 3 in 1 series). These are interior detailed as well.

DES PLAINES HOBBIES (1468 Lee



B&S Dallas Hotel

St., Des Plaines, IL 60018) has a new colorful Gulf Oil gas station/billboard sign decal set at \$12.00. This set is very colorful and will be useful for roadside signage.

DOWNS MODEL RAILROAD CO. (206 Lehigh Ave., Gloucester City, NJ 08030-1215, Phone 609-742-0790) has announced some Fall '96 paint schemes for their modern tank car series. Coming in the shorter High Iron cars (42') 16,000 gallon are Penn Salt and Celanese Chemical. New schemes in the 20,000 gallon Legend Series are: Procor "Casco", Georgia Kaolin, Thiele Kaolin, Engelhard Chemical, ECC American, Texaco and Flying A. Coming in the 23,000 gallon Legend Series are: Safety Kleen and Colfax Shortening.

The High Iron Series cars are available in hi-rail or scale. Hi-rail fixed couplers, \$38; working couplers, \$40. Scale High Iron cars with KDs are \$40. Prices for the Legend Series (long cars) are: hi-rail fixed couplers, \$35; working couplers, \$37. Scale Legend cars with KDs are \$37.

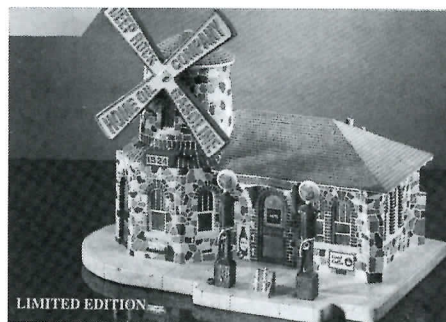
ERTL (Ertl, Inc., Hwys 136 & 20, Dyersville, IA 52040) has two new 1/64 classic tractor sets with 3 tractors in each — Farmall and John Deere. Also, if you look at the Thomas the Tank series of diecast items (mostly trains) you can find the Dick Tracy series 1936 coupe repainted in a bright blue as Sir Topham Hat's car. These vary in price from about \$4 to \$7 depending on where you find it.

HARTOY (See Bill's Train Shop above

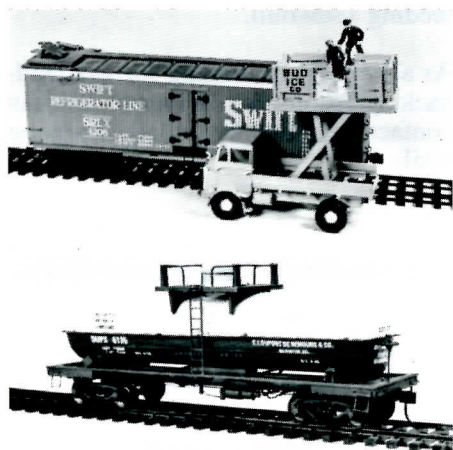
or through other dealers). Now available are some of the new '96 releases mentioned previously. Bill Wade will gladly send you an updated list, if you haven't got one already. Some sure to be popular ones with S gaugers are the Mack BM REA tractor-trailer (short trailer), the Ford F-5 (50s) Flying A delivery tank, the Mack CJ double short trailer in SP Daylight livery, and an Atlas Van lines moving van (32' trailer) with the newer Ford C flat nose cab. A Jack Frost short delivery truck with the Ford C cab is also new. The C cab is a totally new cab style (late 50s to now). A good candidate for repainting is the Hershey's series stake truck with the Ford F-5 cab. Prices range from \$9.95 to \$29.95 for the classic series. The more modern tractor trailers are in the \$40 range.

HOQUAT HOBBIES (P.O. Box 253, Dunellen, NJ 08812) has some resin cast Borden's tank style milk car bodies with decals. These can be added to a flat car to create a unique Borden car.

LEFTON'S AMERICAN GAS STATIONS (1-800-628-8492 or through nostalgia toy car dealers). These are fully painted and detailed ceramic replicas of 1920s-50s classic American gas stations. Almost all are HO, but two are S scale (or dang close). One is a Deep Rock stone windmill style service station circa 1920 based on one in Ellensburg, Washington. The other is Butch's Gold station which was in Findlay, Ohio, around 1913. These are not inexpensive — \$40 and up, but could be a scene stealer. There is also a diner series. These are limited edition type things, so you'll want to keep an eye out.



LEHIGH VALLEY MODELS (1225 N. Arch St., Allentown, PA 18104) has released a 1934 CJ Mack ice truck and a yellow and green Dupont Chemical tank car. The truck has a scissors lift mechanism to lift the truck body up to reefer height. This type of design was used when it wasn't practical to use a platform. Five blocks of melting ice are included with the kit. \$9.00 plus \$3.00 S&H. The tank car kit contains cast tank ends and saddles, precut and drilled PVC pipe with paper rivet overlay, precut wood parts, a cast platform, and the necessary detail such as hand grabs, railings, steps, etc. Three color decals are included. Scale or Hi-rail trucks (with couplers) are available. Price is \$37.00 plus \$3.00 S&H.



RACING CHAMPIONS, MINT EDITION (800 Roosevelt Road, Building C, Suite 320, Glen Ellyn, IL 60137. Phone 630-668-3507 or see your local discount store). These limited edition series of diecast vehicles are paradoxically labeled Racing Champions, but they should more appropriately be entitled Classic Cars and Pickups, because these vehicles come in plain paint schemes and not in racing schemes. Typical of the toy industry, the scale varies, but for S gaugers some are very close to 1/64. The best of the lot in my opinion are the 1950 Chevy pickups (1:61), the '57 Chevy (1:61), the 1964 Chevy (1:63) and the '96 Dodge Ram truck (1:61). Other releases already out include a 1968 Mustang, a '96 Dodge Viper, a '96 Pontiac Firebird, a '96 Chevy Camaro, and a '56 Ford T-Bird. Check the scales if you're interested — they are on the package card. Unfortunately, the T-Bird is oversize at 1:55 — will they ever learn? Coming are: '53

Corvette, '69 Pontiac GTO, '56 Ford victoria and a '70 Plymouth Superbird.

These are extremely well-detailed with interiors, window glass, working hoods and great tires. If you can find them in the discount stores, prices are around \$5 each. Each month some of the cars are released with new paint schemes. For example, so far the '50 Chevy pickup has been released in green, blue, red, black and tan. Thanks to Maurice Wooden of Roswell, GA, for sending some info on these.

RIX PRODUCTS (3747 Hogue Rd., Evansville, IN 47712) has some plastic molded steel tanks which can be used for oil or water storage. These are designed for HO but can be easily adapted to S gauge. These can be stacked or kept as is for S. Following are height comparisons and kit prices.

29' flat top to 22' in S...\$6.99.
43' flat top to 32' in S...\$9.99.
60' flat top to 44' in S...\$12.99.
29' peaked top to 22' in S...\$6.99.
43' peaked top to 32' in S...\$9.99.
60' peaked top to 44' in S...\$12.99.

S-HELPER SERVICE, INC. (2 Roberts Rd., New Brunswick, NJ 08901) has received test shots of the 53' flat cars. The cars are based on the UP F-70-1 flat car. They will come in basic flat, bulkhead with building materials load and TOFC with a 35' trailer. The trailer will be a cutie — round nose with corrugated sides, tandem wheels and a side door. Also coming in '97 will be an outside brace steel boxcar and a C&O/Chessie C-25 wide vision caboose. The box will be \$39.95 and the caboose will be \$49.95.

Coming in October '96 will be the third run of the PS-2 covered hoppers. New schemes include: GN gray, NKP black, P&LE black, SOO red, NH gray, WP red, Katy red, BN green, Penn Central green, Chessie yellow, C&NW green, Conrail red, Grand Trunk blue and Ready Mix Concrete.

For those interested in PRS reefers individually, instead of sets of three, you can order them from S Helper for \$42 each, scale or hi-rail.

SOUTHWIND MODELS (P.O. Box 9293, Plant City, FL 33566 — Phone 813-752-1636) is bringing in a UP 2-8-0 for under \$800 in 3 versions - scale, hi-rail and AF compatible. This will be the classic UP 2-8-0 with the Vanderbilt

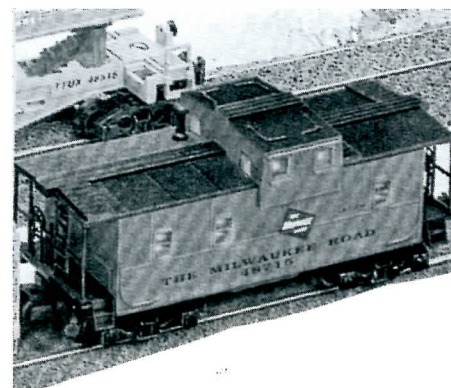
tender. All models will have stainless steel driver tires, two man painted crew, factory paint (UP, SP or unlettered) and a German motor. The AF version will have SHS couplers, large flanges, electronic reversing unit (OK with AC) and will run on AF track. The Hi-rail version will have KD 802s, large flanges, a DC motor and will be able to run on AF track. The scale version will be scale. Several Vanderbilt tender styles will be available - long, short, oil, coal. Well, the under \$800 price may not be available by the time you read this — that was an early order deal. Later prices are \$999 for the Hi-rail and scale versions and \$1020 for the AF version.

Also coming are two versions of the Pennsy T1 4-4-4-4. If you didn't get in on the early order deal, the Franklin poppet valve version will be \$2000 plus. For \$210 unpainted and \$250 painted you can get a standard steel ATSF caboose. The painted versions are available in mineral brown or bright red schemes.

LIONEL LLC (50625 Richard W. Blvd., Chesterfield, MI 48051). The just released 1997 24 page *Lionel Classic* catalog has the back cover devoted to early American Flyer releases.

Yes, the NKP Geeps and matching (new design) caboose are shown at the top of the page. The bottom half shows the early '97 releases which includes a Gilbert Intermodal TTUX set (two spine cars and two trailers), a New Haven flat with girder load, an ADM 3-bay covered hopper and SURPRISE -- a Milwaukee Road wide vision cupola caboose.

From first glance, the wide vision caboose appears to be the same basic body and window configuration of the older style NKP caboose but with a different roof and cupola used to create the more modern car. Maybe only the cupola is interchangeable?



The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

One of the pleasant side effects of writing this column, is that it has generated some correspondence with other S modelers. Usually, it seems the correspondent had some questions. If I can, I try to answer them. One topic that has arisen this way, is the question of using HO for Sn3-1/2.

Yes, HO gauge is used for modeling 42" gauge in S (Sn3-1/2 or Sn42). The error in gauge is less than 1/2 a scale inch. This is another choice for someone to try narrow gauge, maybe as part of a standard gauge layout. Sn3-1/2 was also used by some early S narrow gaugers who modeled 3' gauge railroads.

Our brethren in other parts of the world have been using this scale/gauge combination to model their local 42" gauge railroads. Many of the countries that were once British colonies have/had railroads built to this gauge. There were some railroads of this gauge in the United States, but they have been overshadowed by the more dominant 3' gauge.

What can you use for Sn3-1/2? Let's start with motive power, and for a change, diesels first. Any conversion of an HO locomotive that can be done

for Sn3 can be done for Sn3-1/2. In fact most will take less work, since you do not need to change the gauge. Railmaster makes some diesel kits that use HO diesel mechanisms for power. Some of these are actually of 42" gauge prototypes. The easiest conversion is of a Model Power small 4 wheel diesel. Its cab and hood are closer to S than HO, all you need to do is take it out of the box, and repaint it!

Believe it or not, several of Tomalco's first run of D&RGW C-16's (2-8-0) were gauged to 3-1/2'. This was imported sometime in the later 1960's. Otherwise, you will have to convert an HO locomotive. For rod engines, the Mantua 4-6-0 comes to mind first. This is another HO model with an oversize cab. You will have to change the details.

The MDC "old-timer" 2-8-0 is another possibility, but with more work. If you want something larger, the Mantua 2-6-6-2T can be used. If you want geared power, the V&T kits can be used for modifying the MDC Shay. The Heisler conversion I described in a previous column is another possibility. As a note, I spent more time on the work required for the gauge change than I did on the

superstructure.

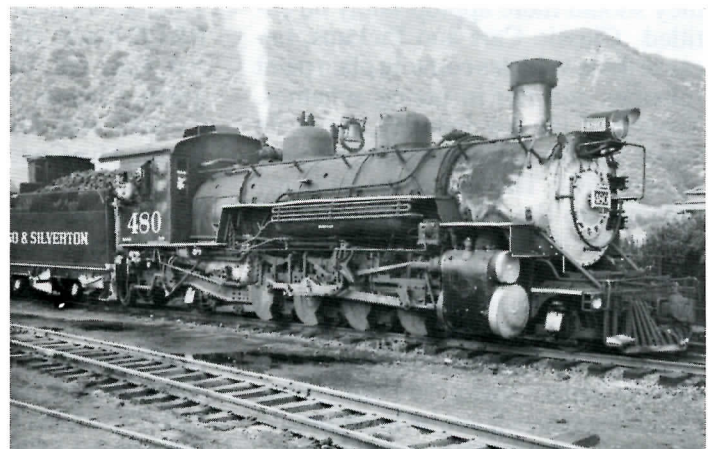
For cars, you could use Sn3 kits, and just use HO trucks. I have several older cars with regauged MDC archbar trucks under them. I know that I'm not the only one who has done this, and again, for Sn3-1/2 you do not need to regauge them. You can also convert some suitable HO cars. There are also several HO cars that dimensions close to that of narrow gauge cars. I will not get into specifics at this time, as this can be a large topic in itself.

For someone who wants to try S narrow gauge, or add a small feeder to an existing standard gauge layout, Sn3-1/2 is a feasible choice. An example could be a mine railroad feeding a mill on the standard gauge or a logging railroad feeding a sawmill.

As always, I am looking for any feedback, questions, or comments. You can contact me either by e-mail or regular mail.

**Contributions to this column
can be directed to:**

**David L. Heine
5758 Bel Air Drive
Coopersburg, PA 18036
E-mail: a322@lehigh.edu**



Narrow gauge modeling in the U.S. has a large grip on the S gauge community because of the working preservation of such lines as the ex-D&RGW Durango & Silverton.

1990 photos by Dick Wholf

Short and Easy

by Kent L. Singer

Converting the AF 740 Handcar to a reversing handcar

David Avedesian, who previously provided us with the useful project of quieting down the AF action caboose, ahs come up with another neat trick using the same Radio Shack #276-1152 Bridge Rectifier. As an AF operator in the mid-seventies, I first came across this concept in an article by Jim Juhnke in the *S Gauge building & Repair Manual*, *S Gaugian Magazine*, Tolono, Il 1974. Jerry Seybold and I, as the only Hi-rail members of the Niagara Frontier S Gaugers Association, wired our AF engines this way, enjoying the benefits of reversible DC operation. However, and mind you, that this was 20 years ago. But I don't remember either of us thinking to apply the concept to the AF 740 handcar. With one last comment, I'll relate Dave's conversion. It won't take much longer to actually convert the handcar than it takes to read the description of how to do it.

The Theory

Have you wished you could have your AF 740 handcar go in the reverse direction? The reason it doesn't reverse is because there is no way to reverse the polarity of the motor field with respect to the armature. The direction of the handcar is fixed because the unit is hard wired without an E-unit.

A long time ago, I decided to run my American Flyer on DC instead of the traditional AC method. As most of us know, the American Flyer open frame motors for the steam and diesel engines, including the handcar, are universal motors. A universal motor can operate on either direct or alternating current.

My primary objective in converting to American Flyer DC Hi-rail was to eliminate the four position E-unit and to improve slow speed performance. In order to eliminate the E-unit, it has to be replaced with a bridge rectifier. A bridge rectifier is four diodes pre-wired in such a fashion that it will take AC as an input and produce DC as an output. When a bridge rectifier is installed in-between the power feed from the track and the

motor field, you will be able to reverse the direction of the AF 740 handcar by reversing the polarity of the track DC feed, and hence the armature polarity, while the motor field polarity, within the bridge rectifier, remains the same.

The Conversion

Remove the AF 740 handcar shell and carefully examine the existing wiring. You will note that there are two wires that go to the field and two wires that go to the brushes for the motor. We will be installing the bridge rectifier in-between the wires.

I used a Radio Shack #276-1152, 100V, 1.4A, silicon bridge rectifier. This rectifier is small and is able to fit under the shell without much difficulty. Study the diagram on the back of the Radio Shack package. One lead is identified as positive (+). The other leads are in relation to the positive lead. The opposite lead is negative (-). The remaining two leads are AC. When wiring the rectifier, it is important to solder the correct wire to the positive and negative leads.* When making the AC connections, it will not make a difference which wire is soldered to the AC leads.

After you have studied the existing wiring and the new wiring scheme (figure 1), let's make the connections as required one step at a time. The following are the steps to convert your AF 740 into a reversing handcar.

- Un-solder the lead which goes to the insulated wheel pick-up at the pick-up solder point.
- Solder a new wire to the insulated wheel pick-up point.
- Solder the other end of the wire in the

above step to one of the AC leads on the rectifier.

- Un-solder the lead to the brush at the brush end of the wire which goes to the coil.

- solder a new wire to the other AC lead on the rectifier.

- Solder the other end of the wire in the above step to the end of the brush that was just unsoldered.

- Solder one of the field wires to the positive (+) lead on the rectifier.

- Solder the other field wire to the negative (-) lead on the rectifier.

- You should note that the grounded lead from the chassis to the other brush is not changed.

- Test the handcar action for forward and reverse. If the test fails, first check the quality of the connections. If it still fails, reverse the field connections on the positive/negative leads on the rectifier. You also can use a set of jumper leads to test the handcar before making the solder connections.

- Carefully tuck the rectifier and short wires under the shell and reassemble the handcar. If you are not careful, it is possible to lift the brushes away from the motor. This can be avoided if the wires are kept very short.

- Another suggestion is to use heat-shrink tubing to insulate all the connections.

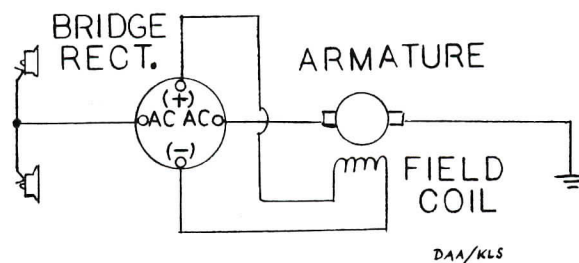
- Lubricate the bearings and gears as normal.

This is an easy project which will take about an hour to complete. The AF 740 handcar will now operate in each direction as the polarity of the track feed is reversed.

* Editors note: Please be aware that NMRA Standard S-9, Electrical, requires that positive potential on the right hand rail (the rail to the right of an observer standing between the rails in front of a locomotive with his back to the locomotive) shall produce forward motion. You may wish to make temporary connections to the positive and negative rectifier leads and check direction prior to soldering the connections.

Ideas: Write Kent Singer

FIGURE 1



BEST IN SHOW



4 photos, Bob Werre



Paul Raham of Marlbank, Ontario, accepts the Best in Show Award from Convention Chairman Dan Navarre. His model was the first place winner in the Master Craftsman category. This drop-bottom wooden gondola was built using an 1898 Car Builders Encyclopedia.

NASG ANNUAL CONVENTION

— Dearborn, Michigan - 1996 —



Above - This year's recipient of the Bernie Thomas Memorial Award was Doug Peck. Congratulations Doug!

Above right - Don Thompson of S-Helper Service receives the Charles Sandersfeld Award (Manufacturer of the Year) from Lee Johnson.

Right - Josh Seltzer presents Gary Ippolito the John Sudimak Memorial Award for his Best in Class Amtrak GE diesel kitbash. Contest Chairman Sig Fleischmann looks on. Note the T-shirt.



1996 NASG CONTEST RESULTS

National Convention, Dearborn, Michigan

Amateur Class:

First Place	scratchbuilt structures	Gale Irwin	"tax shelter"
Second Place	scratchbuilt structures	Earl Beegle	"Sellersburg, IN, Depot
First Place	kit and converted diesel locomotives	Gary Ippolito	Amtrak B32-8WH GE
First Place	scratchbuilt freight and MOW cars	Earl Beegle	steel mill "bottle cars"
Second Place	scratchbuilt freight and MOW cars	John Foley	B&O flat car with equipment load
Third Place	scratchbuilt freight and MOW cars	Earl Beegle	PRR ore car

BEST IN CLASS Amateur

Gary Ippolito kitbashed Amtrak B32-8WH GE

Craftsman Class:

First Place	dioramas	Walt Rogers	Packard Diner w/interior
Second Place,	diesel and electric loco:	Rusty Westermeier,	industrial "critter"
Honorable Mention	diesel and electric locomotives	Michael Sulzbach	C&O GP15
First Place	scratchbuilt freight cars	Michael Sulzbach	depressed center TTX 16-wheel flat
Second Place	scratchbuilt freight cars	Rusty Westermeier	trussrod 16-wheel flat w/crankshaft load
First Place	kit and converted freight cars	Walt Rogers	SP outside-brace boxcar
Second Place	kit and converted freight cars	Walt Rogers	Sn3 Westside oil car #5
Third Place	kit and converted freight cars	Michael Sulzbach	B&O bay-window caboose
Honorable mention	kit and converted freight cars	Colin Lockie	NKP outside-brace boxcar
Second Place	scratchbuilt passenger cars	Rusty Westermeier	Sierra Railway "shortie" combine

BEST IN CLASS, Craftsman

Michael Sulzbach depressed center TTX 16-wheel flat car

Master Craftsman Class:

First Place	freight and MOW cars	Paul Raham	drop-bottom gondola
Second Place	freight and MOW cars	James Miller	Colorado Midland "Hanrahan" reefer
Third Place	freight and MOW cars	Kent Singer	3-dome tank (Kansas City kit)
Honorable Mention	freight and MOW cars	Kent Singer	2-dome tank car (DMK kit)
Honorable Mention	freight and MOW cars	Paul Raham	flat car
Second Place	diesel-electric locomotives	Dick Karnes	GE 50-ton steeple cab electric
Second Place	steam locomotives	Paul Raham	CN 4-4-0
Third Place	steam locomotives	Paul Raham	CN locomotive

BEST IN CLASS Master Craftsman:

Paul Raham drop-bottom gondola

Open Class:

First Place	color photography	Kelvin White	"Evening Departure"
Honorable Mention	color photography	Kelvin Whit	"Work in Progress"

BEST IN SHOW:

Paul Raham drop bottom gondola

River Raisin "Well-Hole Flatcar Load" Contest Winners:

First Place	Bill Lane	transformer
Second Place	Jamie Bothwell	steel dish

Thanks to all entrants in this contest including:

Earl Beegle, Alvin Clapp, John Foley, Wayne Hills, Gary Ippolito, Gale Irwin, Richard Karnes, Bill Lane, Colin Lockie, Gordon Michael, James Miller, Tom Nimelli, Paul Raham, Walt Rogers, Kent Singer, Michael Sulzbach and Rusty Westermeier.

And thanks to Dearborn Contest Coordinator Sig Fleischmann and the judges for their time and effort at the convention.

Judges: Barry Snyder, Joe Kocsis, Bob Kitley and Ron King.

Compiled by Contest Chairman Jim Whipple.

Convention Summary

By Jeff Madden

This year's NASG National Convention was like a homecoming for me since it was in my old hometown, Dearborn, Michigan. Some family on my wife's side and some friends still live in the area, even though my parents moved to North Carolina.

But what was new and exciting to me was a stay at the Dearborn Inn and visiting several S gauge layouts I hadn't seen in person. Of course, visiting with fellow S gaugers and manufacturers at the convention itself was a highlight too.

Trade Show: Most of the usual S manufacturers were in evidence plus a few new ones like Banta Modelworks, Pennsylvania Heritage Models and Marker Light Productions. In brief, new on display were American Model's tank cars,

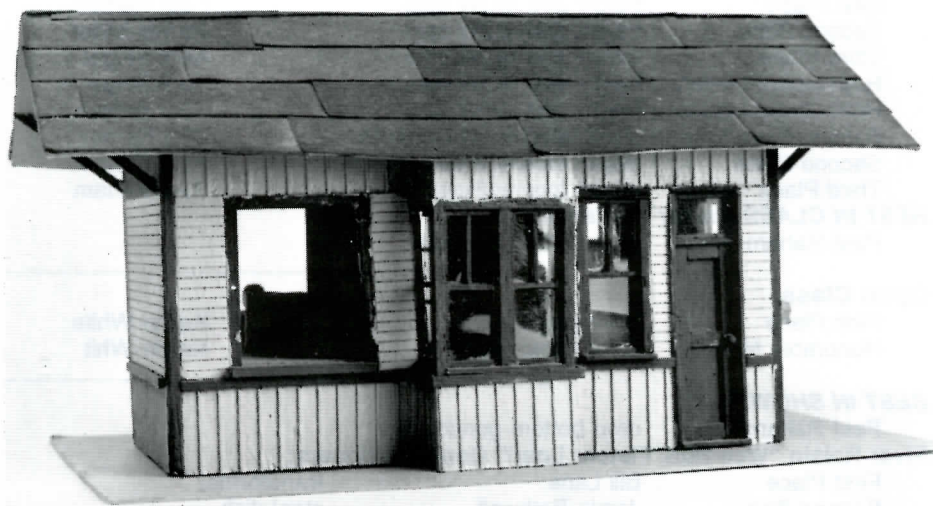
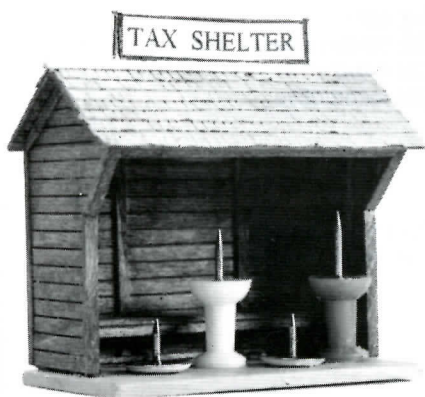
Text continues on page 17

CONTEST WINNERS



1st Amateur Kit and Converted Diesel went to Gary Ippolito for this GE Amtrak B32-8WH (Pepsi Can). The model also took Best in Class. See Gary's "How-To" in this issue.

Amateur Class



Shown above are the 1st and 2nd place Amateur Scratchbuilt Structure entries. First (left) went to Gale Irwin for his version of a Short and Easy article, and 2nd (right) is Earl Beegle's Sellersburg, Indiana, depot.



Gary Ippolito also took a 1st in Amateur Kit and Converted Freight Car for this B&O N10-f hopper. See the June '96 *S/Sn3 Modeling Guide* for how.

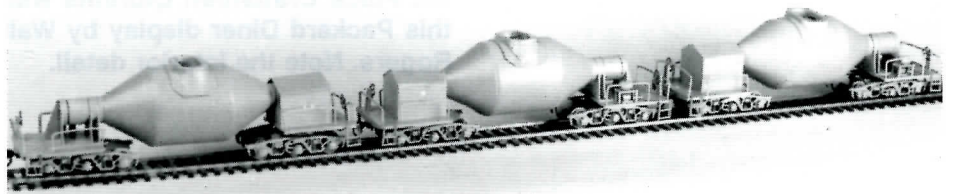
Photos by Bob Werre

Amateur Class

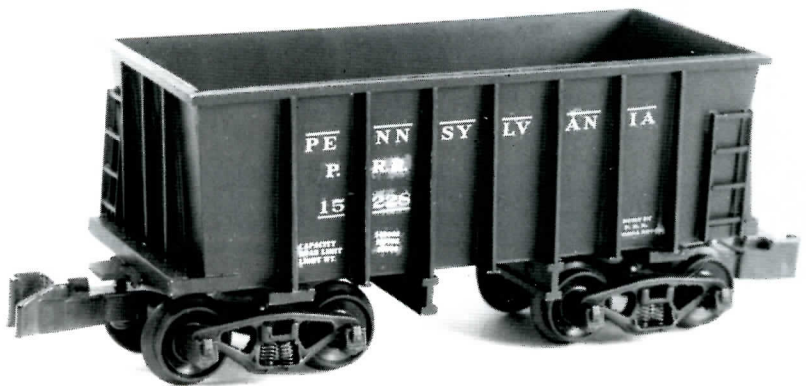
2nd Amateur Scratchbuilt Freight Cars is this B&O flat by John Foley.



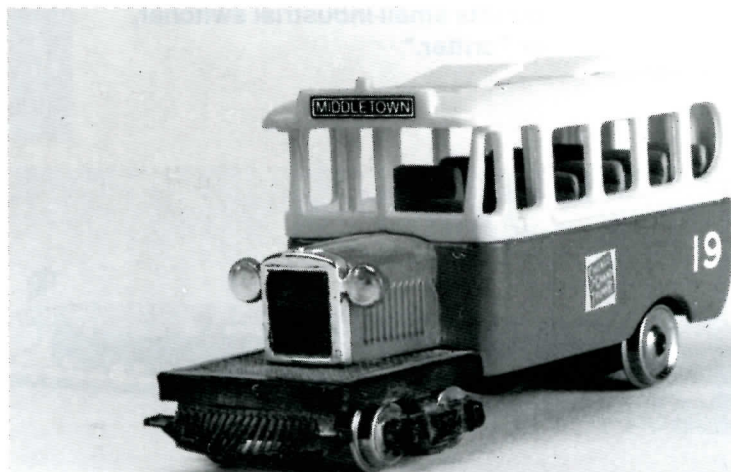
1st Place Scratchbuilt Freight Cars went to Earl Beegle for these steel mill "hot metal" cars.



3rd Place Amateur Scratch Freight Car is Earl Beegle's PRR ore car.

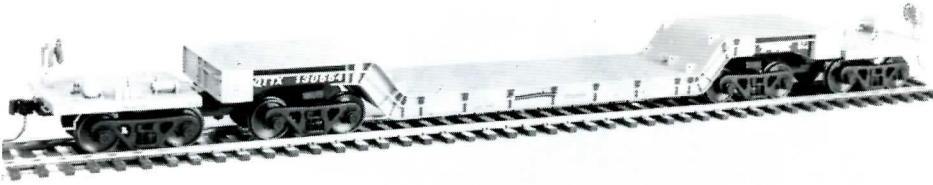


1st Amateur Trolley and Interurban Class to Gordon Michael for this freelance railbus made from a Lledo vehicle.



Photos by Bob Werre

Craftsman Class



1st Place Craftsman Scratchbuilt Freight Car is this depressed center TTX 16-wheel flat by Michael Sulzbach. This model also received the Best in Class Award.

1st Place Craftsman Diorama was this Packard Diner display by Walt Rogers. Note the interior detail.

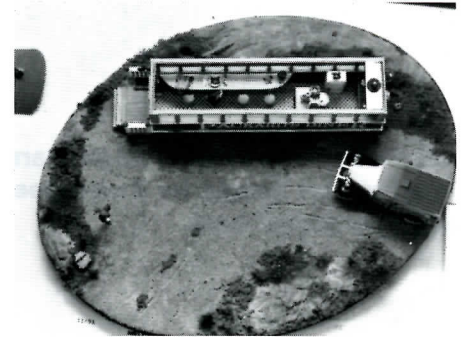


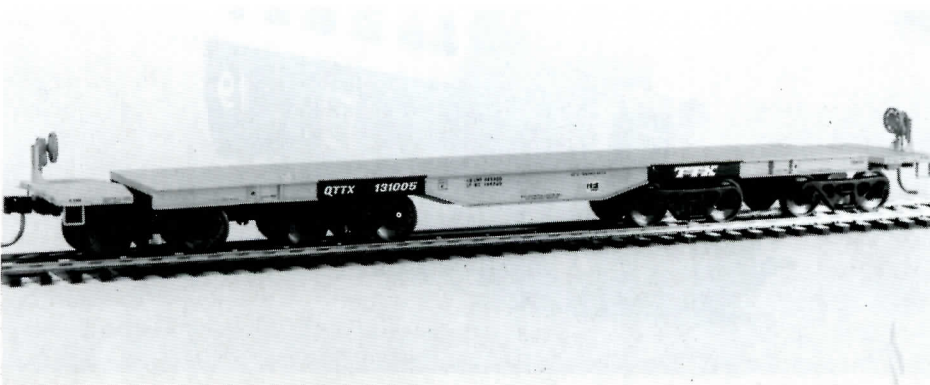
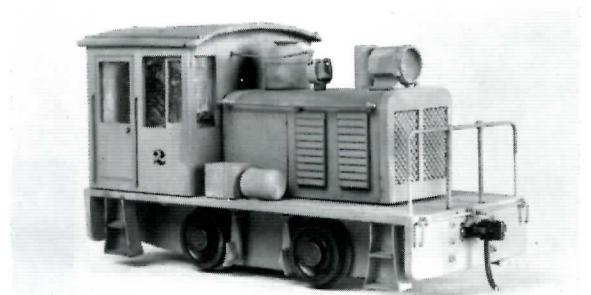
Photo by Jeff Madden

All photos by Bob Werre unless noted.



Honorable Mention Craftsman Diesel-Electric Locomotive was garnered by Mike Sulzbach for his GP15 conversion.

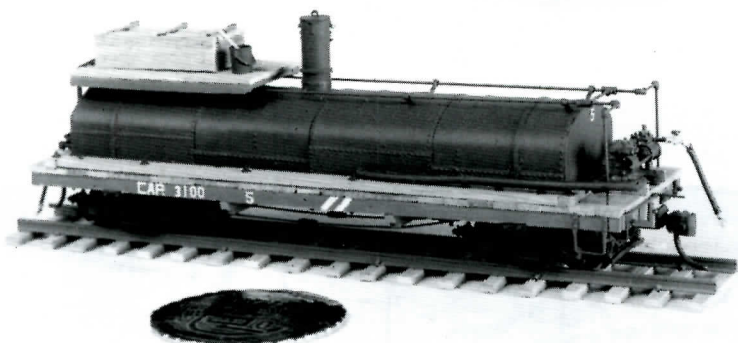
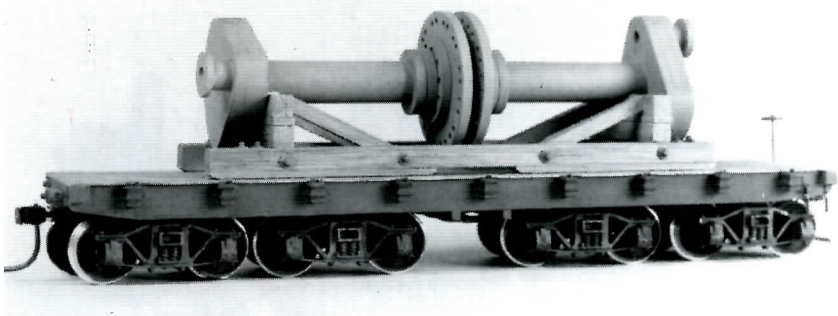
2nd Place Diesel-Electric was awarded to Rusty Westermeier for this small industrial switcher, or "critter."



This must be the Mike Sulzbach page. Here is his 2nd Place Craftsman entry in the Scratchbuilt Freight Car category. This flat is a flat top 16-wheel TTX. Mike was also awarded a 3rd Place in Kit and Converted Freight Cars for his B&O bay window caboose. See the April *Dispatch* for an article on this.

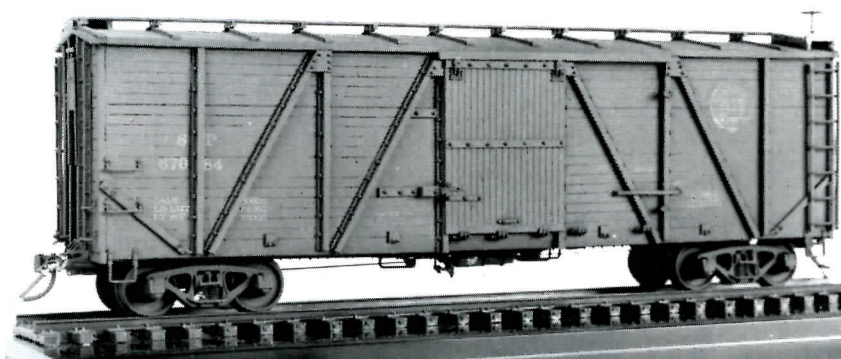
More Craftsman

Rusty Westermeier received an Honorable Mention in the Craftsman Class for his scratchbuilt flat car with load.



This Sn3 Westside Oil Car #5 received a 2nd Place Kit and Converted. Model is by Walt Rogers.

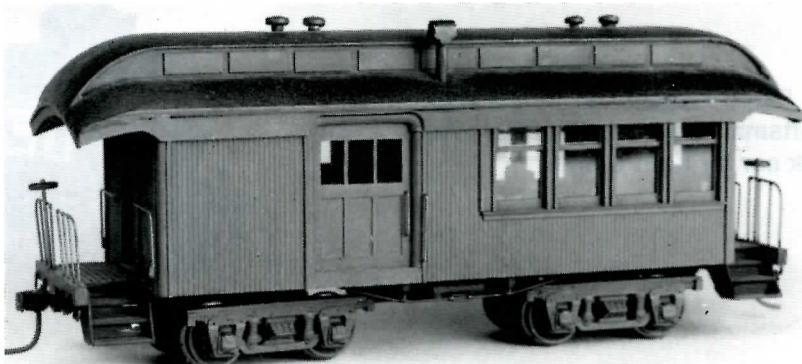
1st Place Craftsman Kit and Converted Freight Car was won by Walt Rogers for this SP outside brace boxcar.



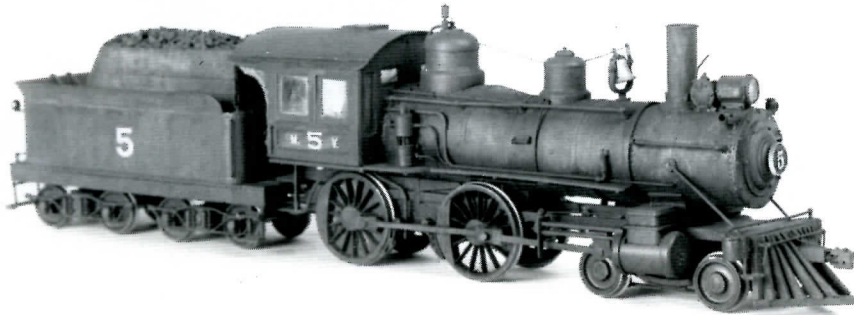
Honorable Mention Kit and Converted was awarded to Colin Lockie for this NKP boxcar.

Photos by Bob Werre

A Second Place award was given to Rusty Westermeier for this Sierra Railroad "shortie" combine.

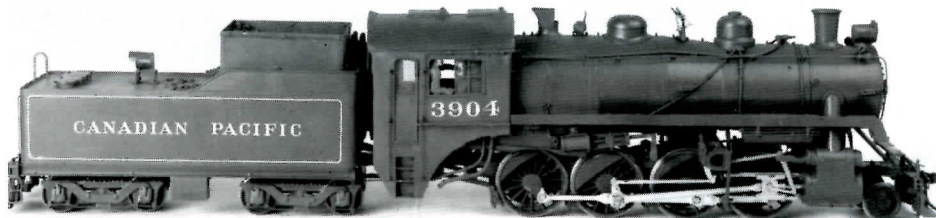


Master Craftsman



2nd Place Steam Locomotive was awarded to Paul Raham for this Baldwin 4-4-0

2nd Place Freight Car was this "Hanrahan" reefer modeled by James Miller.



Another steamer from Paul Raham was this 3rd Place CN 2-8-0 entry.

Photos by Bob Werre

3rd Place Freight Car in the Master Craftsman Class was this Deep Rock tank car by Kent Singer.



Southwind's Niagara, River Raisin's NYC Mike, Port Line's wood reefer and small structure kits. Des Plaines Hobbies had a test shot of their new coalporter hopper. S Helper had samples of their new wood boxcar and stock car. The PRS reefer showed up in pilot model form. Some new wooden crate flatcar loads were on Building & Structure's table. And there was much more to see and buy.

Layouts: At the convention hall at the Dearborn Inn two fine scale layouts were up and running. The Cuyahoga Valley S-Mod Plus layout was in fine form, and an Sn3 modular layout from the Ann Arbor area provided a nice contrast.

Clinics: The clinics were exceptionally varied and well spaced out. I snuck out of the dealer room several times to take in a total of 5. On Thursday I took in Brooks Stover's "The BC&G, Modeling A Prototype" which was a video presentation based on his own hi-rail layout. I hadn't seen a video clinic before, and it was a unique experience which allowed stills to be frozen, fast forwarding past slow spots, and transitioning stills with action and sound — neat.

I enjoyed Stan Stockrocki's "Operation in a Limited Space." His clinic showed scenes from his industrial shelf model. This showed S operating in a limited space, but with easy expansion possibilities. This was also a Thursday clinic. On Saturday I managed to take in "Kit Bashing & Scratch Building Structures" by Dennis Constable, "Track Planning for Realistic Operation" by Bill Neale and David Jakubiec's slide show "Black Diamond Highway." David's used two slide projectors with synchronized sound — very nice.

Sorry I missed the other clinics which I'm sure were just as informative and entertaining.

Model Contest: The contest room was mostly full of locomotives and freight cars. It was a bit curious that only 2 structures and 1 diorama were entered, and only 1 passenger car. Still there were plenty of entries to view.

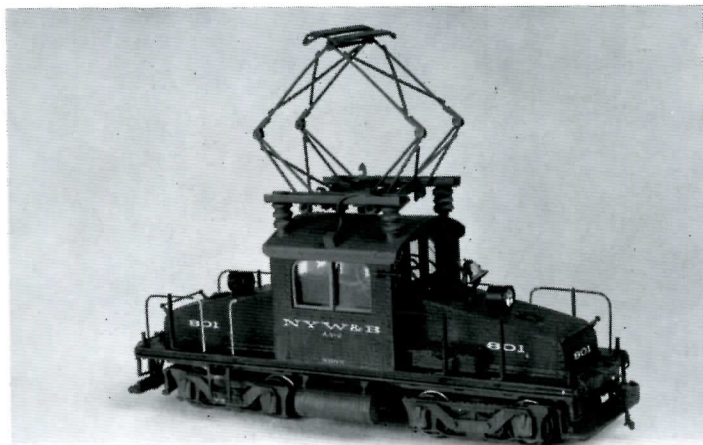
Layout Tours: I managed to take in 5 layouts on tours this year, 4 of which were S scale. Both Jim De Witt's and Gaylord Gill's S scale layouts were partially complete, but were quality layouts, and when complete will be "top notch." I liked the height of Gaylord Gill's layout — about 48". It was an around-the-wall steam era pike. DeWitt's layout included both D&RGW narrow and standard gauges. It is built island style in a horseshoe shape. Brook's Stover's hi-rail/scale BC&G based pike was a joy to see again. There's always something you miss the first time you visit a layout.

I ended up being a willing taxi to these layouts on thursday night for Bill Krause, Stan Stockrocki and Dave Friedman. We sort of followed the buses around, and everything went smoothly.

On Friday's bus tour the first stop was the Holly O Scale club layout which is located in this small town's former movie theater. I hadn't seen it for about 15 years. It appeared most of us S gaugers were comparing notes with fellow larger scalers.

Next stop, Durand's GTW station which housed the SEMSG modular layout on the second floor and an HO layout which

More Master Craftman

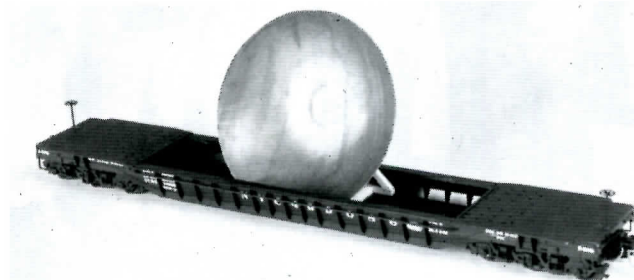
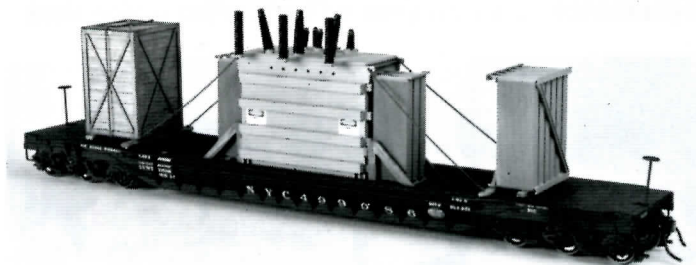


Dick Karnes' 2nd Place Diesel-Electric contest winner was this GE 50-ton steeple cab electric.

Bob Werre Photos



Honorable Mention in the freight car category was this Cities Service 2-dome tank car by Kent Singer.



The above 2 models were the winners of the River Raisin Well-Hole Flat Car Load Contest. 1st place went to the transformer load by Bill Lane. 2nd to Jamie Bothwell for his steel dish load.



Two veterans discuss the merits of S -- Jim DeWitt (left) and Bill Krause. Layout in foreground is Jim's.

Photo by Jeff Madden



During the American Models tour on Friday, Karen Bashista hustles along with a B&O cafe car - the significance - it's now your editor's. *Photo Moe Berk*



Former Bernie Thomas Award winners (L to R): Ron Bashista, Don Heimburger, Jim Kindraka, Bill Krause, Don Thompson, Kent Singer, Don DeWitt, Barbara Seltzer, John Bortz, Josh Seltzer, and Dick Karnes. They join Doug Peck (center) who holds this year's award.

Moe Berk Photo

is trying to duplicate the Durand area on the first floor. The station now is basically a museum/Amtrak station. We had a nice buffet lunch served to us there by our hosts. The only disappointment here — not one stinking real train went by at this normally busy junction where two GTW lines cross.

Our final tour stop was at the American Models plant in South Lyon. It was extremely interesting to see the locomotives and rolling stock components stacked neatly on shelves. We were even treated to a spray painting demonstration. Ron and Karen darted here and there trying to answer the many questions they were asked.

This was a very satisfactory tour, and we even returned an hour early.

I would have liked to gone on some other tours — but, you know, time!

Railfanning: Well, I didn't really do any — except waiting for the trains that never came at Durand. This contrasts with Altoona where the prototype trains were the focus. In Michigan the diet was more model oriented. Not complaining, mind you, because each convention was a joy — just a different emphasis.

Banquet: The Saturday night banquet, held in the Historic Alexander Room of the 1930-era Dearborn Inn (Henry Ford had it modeled after a ballroom in Virginia). The Southeast Michigan group surprised us with a banquet with some real twists to the usual sequence of events. First, the contest awards were given out in the contest room itself during the cocktail hour.

The elegant banquet followed with some of the special awards presented afterwards. But — then the attendees were treated to an unexpected musical surprise when The Music Box vocal quartet (which included Jim Kindraka's wife, Penny) sang various popular tunes from the 40s thru the 60s.

A lively auction followed the banquet, a highlight of which included Ed Loizeaux chipping in a buck so Ron Sebastian would have to take home an item he bid on.

Special Awards:

- The John Sudimak Memorial Award for the best "popular vote" model in the contest went to **Gary Ippolito** for his kitbashed Amtrak GE B32-8WH (Pepsi Can) diesel which received Best in Class in the Amateur Division.

- The Perles Award for an S article in a non-S publication went to **Gil Bennett** for his Mercur & Topaz layout story in the January '96 Model Rail-roading.

- The 31st annual Bernie Thomas Memorial Award for this year's outstanding S gauger



Convention Chairman Dan Navarre in a tux.

went to **Doug Peck**. He was awarded a lifetime membership in the NASG.

- The Charles Sandersfeld Memorial Award for the manufacturer who was in the forefront of promoting S gauge this year went to **S-Helper Service** — Mike Ferraro and Don Thompson.

Personal Observations:

Pluses: Great location and hotel. Great variety of tours. I liked the option to drive tours on your

own. I drove one, rode one. The number of S gauge home layouts was a real plus. I heard raves about the Carail museum, but missed it myself.

Minuses: A few major S manufacturers were absent, and it was too short.

In Conclusion: Convention Registrar Jim Kindraka reported the official registration at the convention as 357 which included about 80 spouses.

Chairman Dan Navarre (tux and all), Jim Kindraka and the Southeastern Michigan group deserve a hearty round of applause from all who attended for their efforts in coordinating a fine convention.

One final note: Gregg Miller of Altoona, Pa., found a Flyer steam boiler front with a high headlight on the floor of the dealer room after the tear down time. Anybody who thinks it's theirs can contact him - he's in the Membership Directory.

Thanks: The 1996 NASG Convention is now history and the Southeastern Michigan S Gaugers would like to thank the 357 people who attended and made it a great convention. We would like to give special thanks to all the S scale manufacturers and organizations who not only filled the exhibition area with an abundance of 3/16ths scale delights, but also contributed to over 70 door prizes. This list of door prizes included AF Alco PAs as well as brass cars. A total of 28 different manufacturers or groups, most of whom attended the convention, gave merchandise for door prizes.

The SMSG would like to publicly thank the following contributors: Ambrogio Locomotive Co., AF S Gaugers of St. Louis, American Models, Big Boys Toys, Bill's Train Shop & BTS Structures, Building & Structure Co., Cuyahoga Valley S Gaugers, Des Plaines Hobbies, DSL Shops, Finestkind Models, Gargraves Trackage Corp., Heimburger House Publishing, Kadee Quality Products, Kalmbach Publishing, Lionel LLC, Michigan Models, Modular Layout Systems, Mountain Empire S Scale Assoc., NASG, Inc., Pacific Rail Shops, Pennsylvania Heritage Models, Port Line Hobby Supplies, River Raisin Models, S Helper Service, S/Sn3 Modeling Guide, SouthWind Models, Timber Products and Tomar Industries.

The 1996 NASG Convention
Organizing Committee
Dan Navarre, Chairman
Jim Kindraka, Registrar



A non-railroad surprise that followed the banquet was *The Music Box*, a local harmonic vocal group. Front and center is none other than Jim Kindraka's wife, Penny.

Bob Werre Photo



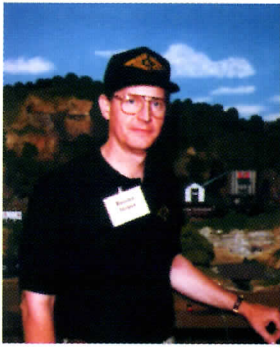
Greenfield Village Backshop tour. Steamer Torch Lake is in for repair.

Photo by Pete Mihelich



Colorado narrow gauge module from the Ann Arbor area was on display in the dealer room of the Dearborn Inn.

Bob Werre Photo



Brooks Stover in full BC&G regalia. Right is a scene on his BC&G hi-rail layout which was a hit on the layout tour.

2 photos Bill Lane

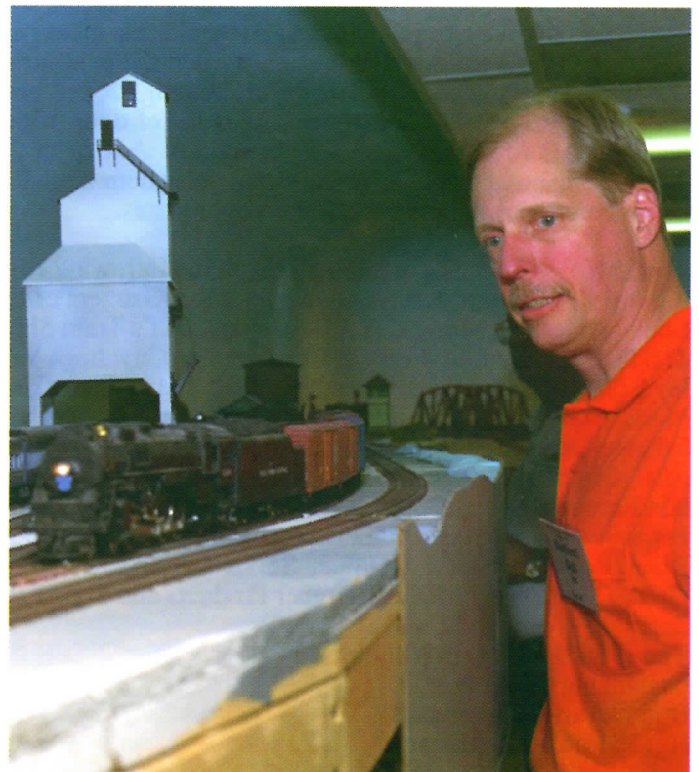


LAYOUTS SEEN AT



Left: A gorgeous West Virginia gorge on Brooks Stover's BC&G. Below: Gaylord Gill's 1950s era around-the-wall layout which is mostly unfinished but will be a beaut when complete.

2 photos Bob Werre





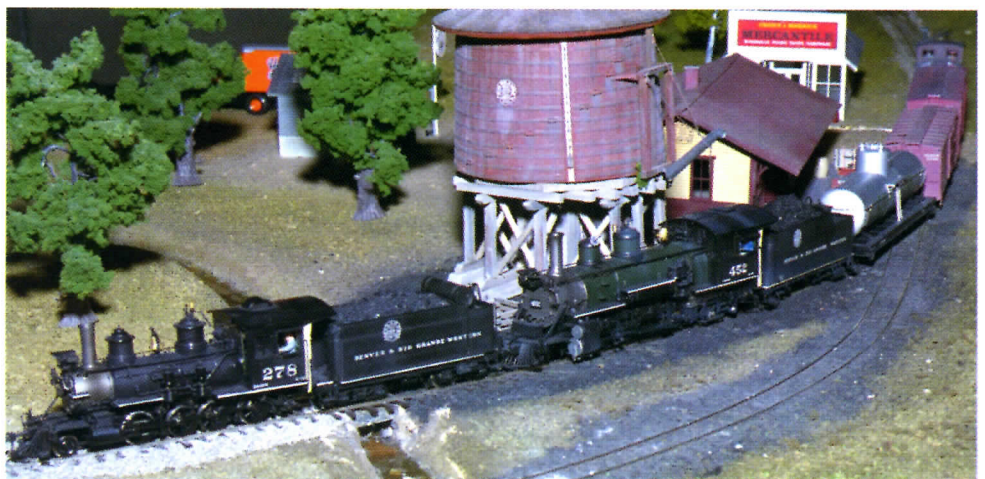
Don Gates
Photo by Bill Lane

**NYC FA pops out of a tunnel
on Don Gate's layout.**



DEARBORN

**A group from Ann Arbor had this Sn3
modular layout on display in the
dealer room.**



2 photos Bob Werre

**The modular layout of the host
Southeastern Michigan S Gaugers is
located appropriately in the Durand,
Michigan (GTW) depot which it shares
with a museum, Amtrak and an HO
layout.**

Module Corner

By Ted Larson

For a change of pace let's move from module construction and take a look instead at the purpose for having modules in the first place — **SHOWING OFF ROLLING STOCK**. I want to focus specifically on the open cars, flats and gondolas, which can be some of the more interesting cars to view, especially when they contain a load.

When I was a train watching kid, loaded flat cars were a favorite of mine to watch. When I went to the city for shopping, I considered it a great fortune to be held up near the Elk River, Minnesota, NP crossing for a long freight or to have my dad pacing a train on U.S. Highway 10. Some interesting open car loads I remember are 40 and 50 foot flats with trucks (Kenworth's coming from Seattle) and long utility poles. The poles were often too long for a single flat, so idler flats were used for the ex-

tra length. I also frequently remember seeing farm machinery on flat cars waiting to be unloaded on team tracks in rural Minnesota.

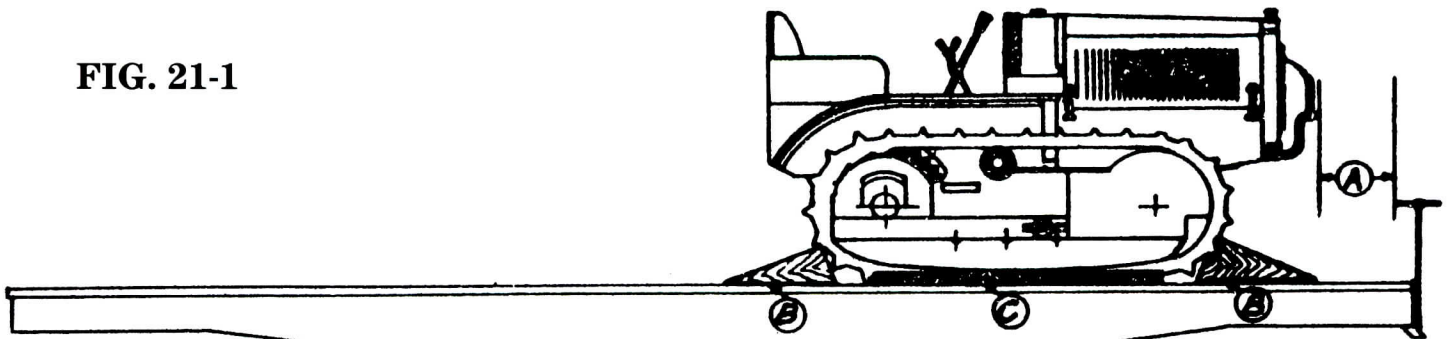
Unfortunately, I don't see many open cars on S scale model railroads, modular or modular. The vast majority of flats and gons I do see are usually empty, or if there is a load, it appears that it might easily fall often because there doesn't appear to be any strapping or blocking to hold the load down. To be fair to the modeler, not many of us have a chance to closely examine the loads we see, and any photos we get are likely to tell only part of the story. If we model a past era, this is even more difficult, because loads on modern cars are often secured differently, and we can't go out at see and photograph them in person.

I want my trains to include open car loads, and I want to model them accurately, so I have been filing any photos or information I come across that helps provide the details I am looking for. I had my first "Eureka" find at the Pittsburgh NMRA convention where my hotel room overlooked Conrail. The variety of steel shapes tucked inside the

gondolas was fascinating, and very few of those loads were high enough to extend above the sides. If you wonder about all the empty gondolas you see, the appearance might be deceiving. There might be a load tucked down below the sides which is not visible unless you are looking down. Heavy sections of steel plate, rods or bars might be loads out of normal ground level eyesight. When you see a gondola going by at ground level, check the springs on the trucks. If they're compressed, chances are there is a load in the gon.

An even bigger "strike" came at a recent railroad flea market. I found a publication by the AAR, *Rules Governing the Loading of Commodities On Open Top Cars*, 1945 edition. This book told shippers how to secure their loads for shipment. It contains a wealth of information for the modeler. There is information on the loads mentioned above plus others such as pipe, lumber, machinery, boxes, coal, cable spools, etc. Whether you plan to build a contest model flat or gondola which includes a load, or simply want to have accurate and interesting pieces of rolling stock on your layout, this book is for you.

FIG. 21-1



TRACTORS—CRAWLER TYPE, WEIGHING 35,000 LBS. OR LESS—FLAT CARS

Item No.	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	4	Wedge shaped blocks not less than 18 in., in length. Height at point of contact with crawler must not be less than 8 in., and width must not be less than 6 in. throughout its length. If 2 or more blocks are substituted for 6 in. x 8 in. block, they must not be less than 3 in. thick. Blocks should be nailed to 2 or more floor planks.
C	2	2 in. x 4 in. x 6 ft. If machine is too wide to permit placing on outside they must be placed on inside of crawler. Nail each to floor with five 40D nails.

Must be set in First Gear.

Pivoted wheels used for steering must be secured with 3 in. x 4 in. x 18 in. blocks lengthwise against outside of wheels, also 6 in. x 8 in. blocks placed diagonally fore and aft against each wheel, nailed to floor. Machines over 10 ft. high must be secured with rods, cables or wires to prevent tipping.

See General Rules for further details.

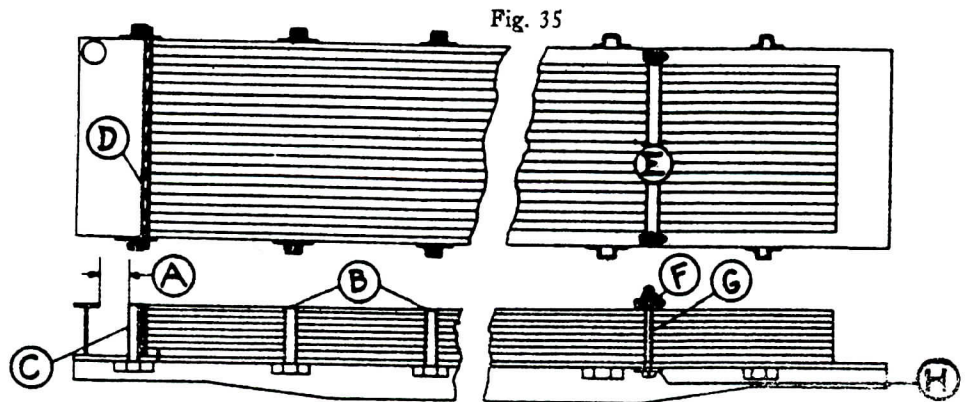
With the recent announcement of a 53' 6" flat from S Helper Service, I expect S gaugers will be tackling quite a few load projects.

Following are some samples from this interesting rule book. I hope this germinates some interest in checking out loads for open cars and how they are secured.

- Ted.

Note the several contest models in this issue which utilized loads such as Ted mentions above. The editors of *Model Railroading* and *Rail Model Journal*, especially issues in the late 80s and early 90s, used a lot of articles on modeling freight cars of the 40s-70s which included prototype information and modeling notes. Of course, most of the modeling was on HO cars, but the info is transferrable. There also is a historical group which publishes or did publish a special interest publication entitled *The Freight Car Journal*. If you can get hold of some of these, they should provide a wealth of information.

- Jeff



BAR IRON, CHANNELS, ANGLES, ETC.—FLAT OR GONDOLA CARS		
Item	Nos. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B		Pile 12 ft. to 30 ft. long, inclusive, 4 pr. Stakes, hardwood, or saplings. Add 1 pr. for each 6 ft., or less, in length over 30 ft. long
C	4	4 in. x 5 in., hardwood, length to suit.
D	2	3 in. thick, hardwood, height of load.
E		Pile 12 ft. to 20 ft. long, inclusive, 2; Pile over 20 ft. long, 3
F	2 ea. Item "E"	1/2 in. dia., with washers.
G	2 ea. Item "F"	1 in. dia. with washers.
H	1 ea. Item "G"	4 in. x 4 in. x 18 in., hardwood cleat, or 1/2 in. x 4 in. x 12 in. plate.

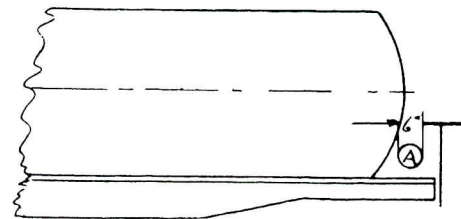
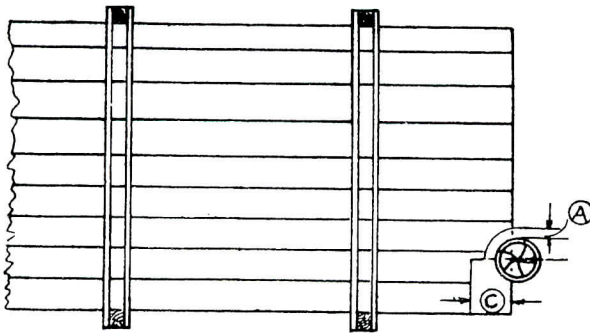


Fig. 2

BRAKE WHEEL CLEARANCE

Item	Description
A	6 in. clearance in back, on both sides of, and above brake wheel, except as shown for tanks and similar shapes in one piece.
B	4 in. clearance underneath brake wheel.
C	12 in. minimum clearance extending from center of brake wheel to side of car and 6 ft. above car floor.

For loads requiring use of more than one car, there must be at least one hand brake accessible and operative for each group of three cars or fraction thereof.

Brake wheel clearance should be increased as much as consistent with proper location of load.

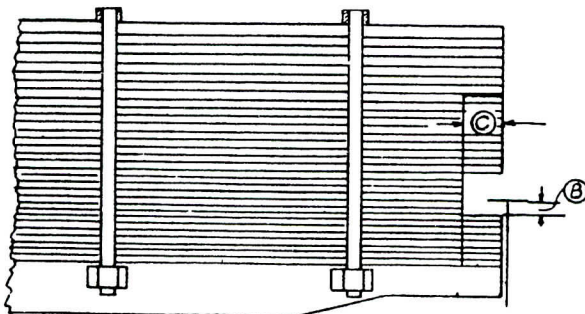
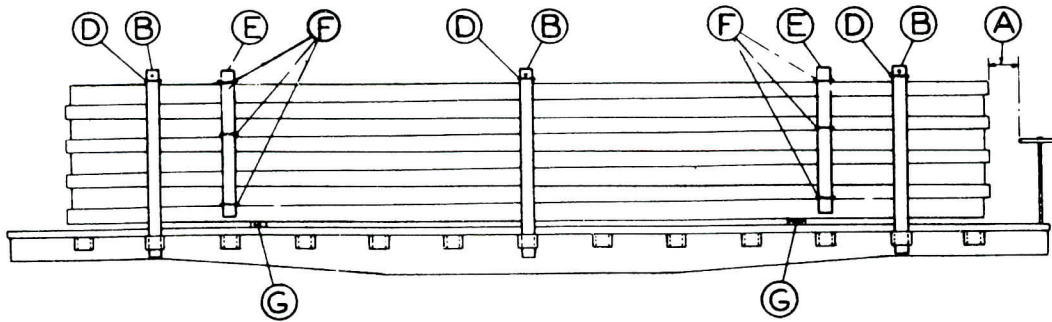


Fig. 27-A



ENTIRELY CREOSOTED AND OTHER POLES, 12 FT. LONG OR OVER — FLAT CARS		
Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	3 pr. per pile	Stakes, hardwood, southern pine, long leaf pine, Douglas fir, spruce, larch, hemlock, or saplings. To be equally spaced.
C		VACANT.
D	1 ea. pr. Items "B"	6 strands, No. 11 ga. wire.
E	2 pr. per pile	Stakes, hardwood, southern pine, long leaf pine, Douglas fir, spruce, larch, hemlock, or saplings. Locate above first stake pocket back of Item "B," toward center of car. Lower end must clear top of floor about 2 in.
F	Pile 6 ft. high or less, 3 ea. pr. Items "E" Pile over 6 ft. high, 4 ea. pr. Items "E".	6 strands, No. 11 ga. wire, twisted taut across top of bottom layer and across top of load. Space intermediate wire, or wires, as equally as possible and tighten only enough to remove slack. Substitute, if desired, at each location shown, 2 strands of high tension bands, or 2 strands of No. 8 ga. high tension wire, strength, 2,000 lbs. each.
G	2 per pile	1 in. x 2 in., softwood, length equal to width of car, secured to prevent shifting (Use optional.)

Nest poles fully and alternate butts to equalize load.

Longer poles should preferably be placed in the lower portion of the load.

See General Rules for further details.

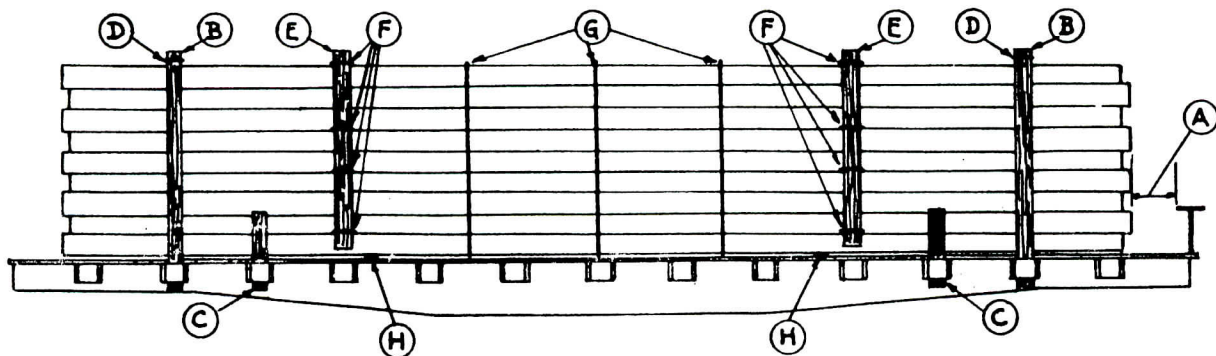


Fig. 27-B

ENTIRELY CREOSOTED AND OTHER POLES, 12 FT. LONG OR OVER, WITH HIGH TENSION BANDS OR HIGH TENSION WIRES — FLAT CARS.

Item	No. of Pcs.	Description
A		Brake wheel clearance. See Fig. 2.
B	2 pr. per pile	Stakes, hardwood, southern pine, long leaf pine, Douglas fir, spruce, larch, hemlock, or saplings.
C	2 pr. per pile	Stakes, hardwood, or saplings, long enough to extend to center of pole in second layer. Place in first stake pocket back of Item "B", toward center of car.
D	1 ea. pr. Items "B"	2 strands, $\frac{3}{8}$ in. x .050 in., $\frac{3}{4}$ in. x .035 in. band, or No. 8 ga. wire.
E	2 pr. per pile	Stakes, hardwood, southern pine, long leaf pine, Douglas fir, spruce, larch, hemlock, or saplings. Locate above first stake pocket back of Item "C", toward center of car. Lower end must clear top of floor about 2 in.
F	Pile 6 ft. high or less, 3 ea. pr. Items "E" Pile over 6 ft. high, 4 ea. pr. Items "E".	2 strands, $\frac{3}{8}$ in. x .050 in., $\frac{3}{4}$ in. x .035 in. band, or No. 8 ga. wire, across top of bottom layer and across top of load. Bands to be tensioned and sealed, wires to be tensioned and twist tied. Space intermediate band or bands as equally as possible and tighten only enough to remove slack and seal. Space wire or wires in like manner and tighten only enough to remove slack.
G	3 per pile	$\frac{3}{8}$ in. x .050., $\frac{3}{4}$ in. x .035 in. bands, or No. 8 ga. wire, equally spaced between Items "E". Substitute, if desired, two $1\frac{1}{4}$ in. x .035 in. bands, or one 2 in. x .050 in. band with two seals, located in like manner. Bands and wires to be tensioned and sealed, or twist tied, respectively, on top of load.
H	2 per pile	1 in. x 2 in., softwood, length equal to width of car, secured to prevent shifting. (Use Optional.)

Nest poles fully and alternate butts to equalize load.

Height of load to be measured from top of floor to top of load.

Longer poles should preferably be placed in lower portion of the load.

See General Rules for further details.

Meet an S gauger

John Foley

by Bill Fraley

What! You never met John Foley? Would you believe that "Big John" Foley started out modeling in "little" HO back in 1980. Like most of us, he wanted to put a train set under the Christmas Tree, and so he bought an old American Flyer train set. That was the catalyst - John liked the size, and around the same time he discovered some S gauge brass. He was hooked on mid-gauge.

At that time John lived on Long Island, New York, with his wife Mary and his daughter, Stephanie, and was always going into hobby shops and buying up all the S equipment he could get his hands on. Stan Stockrocki (a devout S gauger) noticed John buying S and invited him to a Connecticut S Gaugers' meeting. Then John Krause got hold of him, and John soon became an avid S scale modeler.

John never missed a Connecticut S Gaugers' meeting or activity even when he moved to Pottsville, Pa. In 1991 he discovered a closer group in that of the Lehigh Valley S Gaugers. He joined that group as well and now travels to both groups' functions.

I met John when he began attending the Lehigh group meetings. When the Lehigh group decided to give up displaying their modular layout due to some insurance problems, John volunteered to purchase it, and now it occupies a large room in the second floor of his home.

Being a NYC fan, you can guess what road's model equipment graces this layout for the most part. At the Altoona NASG Convention in '95 John won third place for his kit & converted NYC Sharknose diesel. He has the support of his family too as evidenced by his wife Mary buying up a large S collection and giving it to John for a Christmas present. It's rumored that she and daughter Stephanie ordered him a SouthWind Niagara too.

I don't think you can attend any S gauge function in the east or midwest and not find John there promoting the NASG

and S gauge. Since becoming Eastern Vice President in 1995 John has tirelessly attended train shows and conventions. As of June, 1996 he has signed up 40 new members, sent out 300 letters to expired NASG members, sold \$347.00 worth of Clearinghouse items, and peddled \$3574.00 worth of NASG AF cars.

This past summer John was a second place winner in the Amateur Class for his scratchbuilt B&O flat car with load.

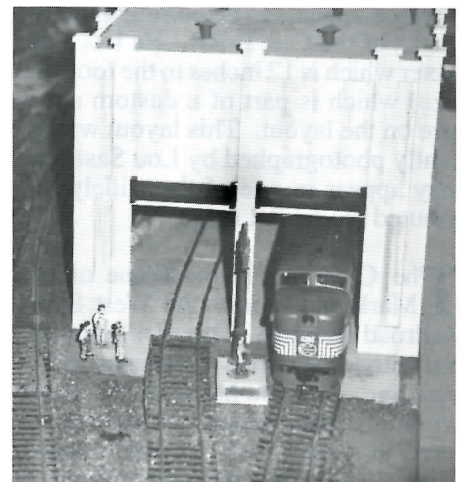
And is it any wonder that John's address is 164 W. Railroad Street in Pottsville?



"Big John" Foley



The Pottsville Central is now John's home layout. The 8'x20' modular layout was formerly owned and operated by the Lehigh Valley S Gaugers.



Little Mike Sitler is the engineer on John Foley's Pottsville Central. Lehigh Valley Models structures predominate on the layout.

THE CLUB SANDWICH

By Dave Pool

The grill is going for the fall food and as you read this the leaves are beginning to turn. Summer cook-outs are memories and many plans are being made for Fall railroad activities. The **Conn. S Gaugers (CSG)** had a good get together at the home of Charles Bettinger, Vernon, CT. Charlie gave a clinic on the use and available HO (Horrors!) buildings and structures which can make very useful and easy S gauge buildings. He brought examples of typical buildings and showed how they can be used in S gauge.

On his Charlestown & Pottsville Railroad (C & P-RR) Charlie uses many HO structures to excellent advantage. He has a backdrop with a train painted on it which appears to be coming onto the tracks of the C & P-RR. He has a gas meter which is 12 inches to the foot (full size) which is part of a custom structure on the layout. This layout was recently photographed by Lou Sassi and may appear in one of the widely distributed model RR mags.

The **CSG** met at the home of Bill Mark and "rode" the West Shore Railroad recently. This is a scale layout with large radius curves and lots of trackage. It is the home of the award winning station model which was entered in a past NASG model contest. The **CSG** are planning to attend and set up their modules at the upcoming Cheshire CT. High School train meet. This is a highlight of their fall schedule.

The **Central Jersey S Scalpers (CJSS)** planned and sponsored their annual Fall Get Together. This is held in South Amboy, N.J. and was a three day get together featuring S gauge. This was their 15th annual get-together and featured clinics, exhibits, modular layout, and a Saturday evening buffet. Don Thompson was the module coordinator and everyone was invited to bring S gauge modules built to the S-Mod System. Various dealers displayed their wares for the model rail attendees and tables were available for those desiring to display or sell.

The **Bristol S Gauge Railroaders (BSGR)** held their annual picnic at the home of Jerry & Jack Rivet, along the banks of the Merrimack River. Each member attending brought a salad or dessert and hamburgers, hot dogs, beverages and fixings were supplied. Election of officers took place, but your column editor is not privy to the results. I don't think that Ross Perot was a candidate.

Doug Peck of the **BSGR** was an attendee of a train show held in August at the Albertus Magnus College, New Haven, CT. This was a train show celebrating the 50th anniversary of A.C. Gilbert S Gauge. NASG's own John Foley was also in attendance with a booth/table advertising the NASG and good things we members do. In connection with the two day event, August 24 & 25, there was a tour of the old A.C. Gilbert factory, New Haven, CT. along with a get together dinner following at the Holiday Inn, North Haven, CT.

The **South Jersey S Scalpers (SJSS)** and the **Baltimore Area American Flyer Club (BAAFC)** both attended in force and brought their portable layouts to operate and display S gauge trains. The **SJSS** layout was set up in the lobby and featured scenery and a double header steam train with a custom built articulated steam loco (using AF parts and boiler). The **BAAFC** set their layout up on the main floor and had a wide variety of operating accessories, to demonstrate and show to the model railroaders attending. Both layouts featured a good supply of operating trains and accessories for those attending the show.

The **BAAFC** also operated their layout at the Greenberg Great Toy & Train Show, Timonium, Md. in August. They had their largest ever size at that show, 22 ft. x 22 ft. Members George Glover & Ron Oklavec each built two new modules and Joe Schmidt built a set of elevated sections which can be added to one-three modules, as desired. Members Lee Scott & Barry Berson built two scenery sections during the Timonium show on Sunday. Ron Kolb writes their newsletter and does an ex-

cellent job of keeping it all together. The **BAAFC** plans a field trip in October to Gettysburg, PA. to see a train collection and layouts of Don Carver. In Sept. they displayed their layout at two meets, one in Baltimore and one in Annapolis, Md.

The **Suncoast American Flyer Enthusiasts (SAFE)** recently met at the home of Bill Redlows, Pinellas Park, FL. Issue #165 of *The Flyer* shows a photo of a motorcycle about to run over the editor, Ed Bittman, while he was trying to photograph the carrying of the Olympic Torch on its way to the Olympic Games. Photographs of several members' trains and the members are also in this issue. There was also an article by Anna Spinella (wife of member Joe) who describes her trip to a York, PA., train meet with her husband. The article is entitled *The York Experience*. Bill Corder is to host the **SAFE** group get together in October.

The **Chicagoland Association of S-Gaugers (CASG)** led by Pres. Joel Lebovitz met in August with 20 persons attending. They are planning for the S-Fest in 1998, and Pete Jogle is searching out facilities that would be suitable. Dave Sengenberger (secretary) wrote minutes for the meeting which are included in their newsletter. The **CASG** planned their next meeting in Sept. at the Walther Lutheran High School.

The **CASG** newsletter included an article on the Electro Motive FP-7 diesel locomotive. The article includes a good description of the locomotive along with S gauge modelling notes and available decoration schemes and details that are available.

George Ricketts of the **Cuyahoga Valley S-Gaugers (CVSG)** is coordinating the bringing of their modular layout to the National Hobby Show in Chicago, IL., in October. This is a good way to showcase S gauge to the hobby world. Tim Simon from Rocky River is a new member of the group. The **CVSG** sponsored a flea market and train show in August, coordinated by member Kim Koschki.

They took their hi-rail layout to a Greenberg show at the Cleveland Convention Center in late September. Joe Jansky organized a picnic for the group in September. The **CVSG** is planning to bring both their scale and hi-rail layouts to the NMRA Division 4 train show

at the Berea fairgrounds on Oct. 5 & 6.

Editor of their newsletter, Vera Geerts, of the **State Line S Gaugers (SLSG)**, reported that the group celebrated the 50th anniversary of AF S-gauge at the annual picnic in August. The **SLSG** held their Sept. meeting with host Dave Oberholtzer. They are planning an annual holiday dinner at Cliffbreakers in Rockford, IL., in December. Vera reports that the largest railway museum in the country is at the Illinois Railway Museum, Union, IL. In early Aug. the museum had their annual Transport Extravaganza with operating steam locomotives, and displays of vehicles of all sorts.

The **Badgerland S Gaugers (BSG)** held their general meeting at the home of Dick Kloes on Sept. 15, in Milwaukee, WI. They are busy planning the 21st Annual **Fall S Fest** to be held on Nov. 22, 23, & 24 at the Ramada Inn Airport, Milwaukee, WI. John Wickland is handling registration, and the planned events include a model & photo contest, meet car (S gauge !), cloth patch, movies (from Andy Jugles collection), clinics, manufacturers displays, a banquet, swap meet tables, and an operating layout. The featured speaker at the banquet, David Baule, will describe the television series *Tracks Ahead* which he produces and directs. The Fall S Fest is sponsored by the **BSG, CASG, and the Stateline S Gaugers (SSG)**.

Editor of the **Canadien S Scale Quarterly (CSSQ)**, Brian Broadway, recently reported on the annual meeting of the **SOSG & CNYSGA**

which took place at Paul Raham's rambling country estate. The get together provided a day of railroad camaraderie, good fellowship, great food, wonderful people, and incredible models. Attendees travelled from Syracuse, Rochester, and Brampton to spend the day and talk S scale. Manfred Kooning brought along some S scale birds, made by Sheepscott Mfg. for HO. These were custom painted and can make excellent S scale birds for our layouts. A survey conducted by the **CSSQ** group indicates that they have 16 AF oriented members and 17 scale enthusiasts. Brian models in Sn3, and uses the White Pass & Yukon as his prototype. He has handlaid track, including turnouts, and operates on his home layout. Upcoming editors for their newsletter are Jim Martin (Sept.) and Joe Periera (March, 1997).

Dick Wholf reports for the **Kansas City S Scalors (KCSS)** that they are continuing their regularly scheduled round robin meetings held several times a month. James & Elaine Graham were married earlier this year and have moved and upgraded the Sheley Road to Lee's Summit, MO. The **KCSS** has given much support to the LCPA-Middle School S Model RR Club. This is a group of 12 sixth graders who have been building S hi-rail modules. The sixth graders set up and operated their modules at a two day mall show sponsored by eight local (Kansas City) model RR clubs. The group received a special invitation to display their modules at another mall next fall. Larry Ulses, a recent member of the **KCSS** group, has switched from HO to S scale. He is making layout plans. Shelley Levy is

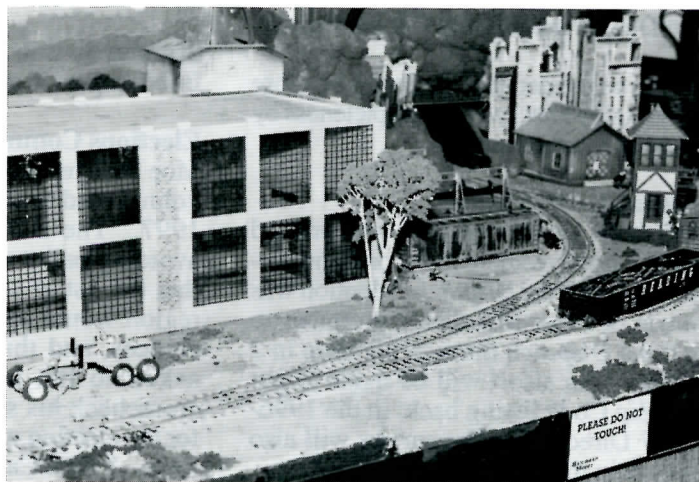
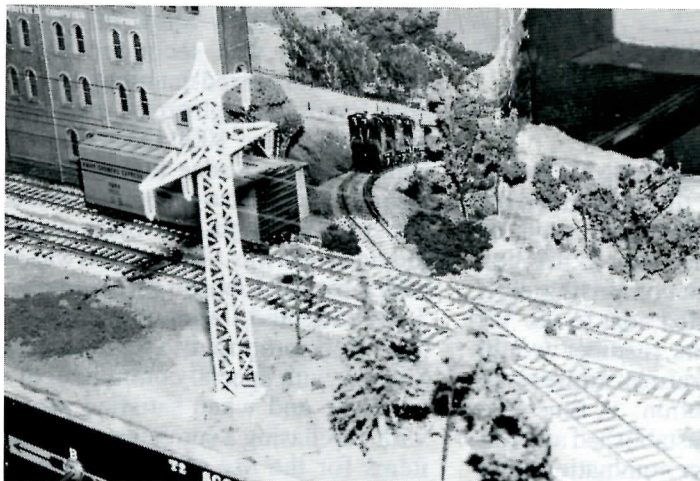
making a presentation on his ultra light S & O module system to local model RR clubs. His modular system was featured in a recent *RMC* magazine article. Larry Long is missed at their meetings and get togethers, and he is wished a speedy recovery.

Warren Chadbourne of the **Inland Empire S Gaugers Assoc. (IESGA)** hosted a picnic in August in St Maries, Idaho. Homemade ice cream was featured along with S gauge railroading. What a host ! The S Train Rail publication of the IESGA group gives tips on modelling. Easy to make back drops are described and Ernie Horr's Tinplate Road has these in use.

John Eichmann of the **Rocky Mountain Hi-Railers (RMHR)** developed a flyer to advertise and promote their group and activities. The **RMHR** received the People's Choice Award for their outstanding display at the 1996 Treasure Valley Train Show. Several possible new members were obtained at the show. The **RMHR** group is based in Boise, ID. and they are planning to display their layout this fall, possibly at the Festival of Trees, held annually at the Boise Center on the Grove.

Send you Club News to:

Dave Pool
11 Bittersweet Trail
Wilton, CT 06897



These two photos by Dave Pool are of Connecticut S Gauger Charles Bettinger's layout in Vernon, Ct. He has done a terrific job of blending a backdrop with track and structures. Look for a layout feature in one of the major magazines in the future.

NASG BOARD OF TRUSTEES (BOT) MEETING MINUTES - 1996

The BOT meeting was called to order at the Dearborn Inn at 8:05, July 5 1996 BOT Members present were Josh Seltzer, Moe Berk, John Foley, Lee Johnson, and Jamie Bothwell. Richard Wholf was absent. Alan Evans was also absent, but Donald L. Richards was sitting in as a proxy for Alan.

Committee Reports

NMRA Convention-Bill Wade

Bill reported that the NASG would have two booths at the NMRA Convention in Long Beach, CA, July 20-21, 1996. In addition several S manufactures were supposed to attend. Bill recommended getting one booth for the 1997 NMRA Convention in Wisconsin.

Josh asked about securing a layout for display at the Wisconsin Convention. Suggestions were made.

Promotions-George Ricketts

George said that the *This is S Gauge* Flyers were completely distributed. An additional 5000 are being printed, and George anticipated this supply would last until the end of the year. George had no firm budget, but would like to see an updated flyer replace the packets which seem to be a poor use of money. George discussed a proposal to be submitted to cover expenses of the CVSG sending a layout to the National Model & Hobby Show. See attached. He also stated an anticipated outlay of \$500.00 for postage costs.

Contests-Jim Whipple

Jim said that he had mailed contest guidelines to the host organizations of the Denver and Boston Conventions.

It was suggested that the forms be more thoroughly checked for completeness by contest room monitors.

Dispatch-Jeff Madden

Jeff both mentioned, and was praised for the improvement in the on-time performance of the *Dispatch*. Mention was made of Peter Mihelich's promises to get the *Dispatch* through his shop in 2 weeks. An effort will be made to put the Zip Code listing back in the 1996-1997 Directory. The survey will also go out in the August issue.

The Secretary was instructed to write Rollain Mercier, 11220 Wilburn Dr.,

Fairfax, VA, 22033, and acknowledge a postcard relieved from same including in the letter a notice of suspension of his subscription until a back debt with the *Dispatch* is paid.

Membership-Dody Stevens

Dody reviewed courtesy memberships. Two were removed. The latest count of the membership stood at 1600 members, but 300 were overdue. Postcards will be sent to the delinquent members by the Regional Vice-Presidents.

Proposals to scatter renewals throughout the year were discussed and it was determined that the present system is best for now.

Josh talked about an upcoming proposal to buy a computer for the Membership Secretary. The estimated cost would be \$1000.00 for computer, \$400.00 a printer, and another \$400.00 for software.

S Gauge Project Committee-Josh Seltzer

Josh discussed ideas for several projects. The BOT selected two to follow up on and complete proposals will be forwarded to the board when ready.

NASG Clearinghouse-Bill Mark

Bill's report is attached.

Alan Evans, through proxy, submitted a proposal to purchase 1000 coupler height gauges equipped with a Kadec #802 coupler to be sold through the clearinghouse. These have become the standard coupler used by scale modelers.

Standards-Bob Sherwood

Bob's report is attached.

Elections Committee-

Moe Berk reported that Doug Miller has volunteered to chair this committee for 1997. The BOT discussed ways of avoiding ballot errors. It was decided that the list of states comprising each region would be listed next to the VP choices, and that the member would be asked to list his return address to crosscheck his selection. A timetable for the election was established and follows. A First Call for nominations will be put in the August *Dispatch*. Another will appear in October. A third notice will appear in the December issue.

Nominations themselves are due in by December 31, 1996. Postcard Ballots will be sent out in April issue of the *Dispatch*. To be counted, the ballots must be postmarked by May 15, 1997, and received by June 1, 1997.

Convention Committee-Lee Johnson

Lee said that preliminary reports indicate that the Dearborn Convention had about 240 Registrants.

1997- Westminster, CO July 9-13 the Mountain Empire S Gauge Association will be the host club.

1998- Worcester, MA July 9-12 the Bristol S Gauger Railroaders will be the host club.

1999 & 2000 A call for bids for these two years has been issued. Two groups have expressed an interest in 1999, and one group has expressed an interest in 2000. No firm proposals have been received at this time from any of these groups. Dave Held will submit a full report.

AF Car Project-Doug Peck

Doug submitted a report on this year's car project and some changes at Lionel that might effect future car projects.

Moe Berk will write to Lionel about policy changes

John Foley submitted a report on his progress selling excess inventory of past cars at train shows throughout the northeast.

Proposals

Alan Evans, through proxy, purposed to reimburse the CVSG in the amount of \$1522.00 for expenses incurred in displaying their layout at the National Model and Hobby Show in Chicago. The motion was seconded by Lee Johnson and passed unanimously.

Alan Evans, through proxy, made a motion to purchase 1000 Coupler Height Gauge with a Kadec 802 coupler attached. It was also recommended that the color be bright, but not red as the previous one was. The motion was seconded by Lee Johnson and passed with 5 yes votes and 1 abstention.

Moe Berk proposed to authorize Josh Seltzer, with special committee, to investigate and when satisfied proceed with purchasing a computer and related items for the use of the membership chairman: for a total cost of approximately \$1800.00.

The motion was seconded by Lee

Johnson, and passed unanimously.

Treasurer's Report

NASG Annual Membership Business Meeting Minutes - 1996

The NASG General Business Meeting was called to order at 9:00 am on July 9th at the Dearborn Inn. Executive Vice President Moe Berk presided over the meeting. Board of Trustee Members present in addition to Moe were Treasurer Josh Seltzer, Eastern Vice President John Foley, Western Vice President Lee Johnson, and Secretary Jamie Bothwell. About 30 members attended the meeting.

Moe began the meeting with some ex-traneous comments. Kent Singer made a motion to accept the minutes of the 1995 General Business Meeting as published in the *Dispatch*. This was seconded by Gregg Miller and passed unanimously. Moe Berk then offered the correction that he had been elected executive vice president which was not listed in the election results.

Moe then outlined the agenda of the Board of Trustees Meeting. In summary, the NASG would pay for food, lodging, and travel expenses for five members of the Cuyahoga Valley S Gaugers so they can display their layout at the National Model and Hobby Show in Chicago. A computer and related software will be purchased for use by the Membership Secretary, and 1000 new coupler height gauges will be purchased for sale through the NASG Clearinghouse. These proposals are all outlined in more detail in the report of the BOT Meeting. Aged accounts to the *Dispatch* were discussed and action will be taken on several. The purchase of more promotional brochures was also approved. A listing of the membership by state should return this year's directory. The Manufacturer's Advisory Group will publish the results of the 1996 survey, and projects for the S Gauge Project Committee were given authority to proceed on a more formal scale.

Committee Reports

Treasurers Report

Josh Seltzer says his report is pending the June bank statement, but the budget is in good shape and has allowed much more money for promotions. Josh thanked John Foley for his efforts to

recruit new members, resign former members, and to sell off excess inventory of AF cars. Josh also praised the efforts of the *Dispatch* editor to reign in costs while not sacrificing the quality of the magazine. Josh mentioned the added income from the Clearing House because of the new products now available. The budget for 1997 looks good. Richard Eggertson made a motion to accept treasurers report. Gale Irwin seconded, and the motion passed unanimously.

Elections

Moe Berk reported that Doug Miller will chair the 1997 Elections Committee. Moe encouraged all present to nominate qualified persons, including themselves, for office. A formal call for nominations will be issued. A specific timetable for the elections is listed in the report of the BOT Meeting. It was decided that a members return address will be used to determine Regional VP choice if the member votes for candidates outside their own region.

Conventions

Lee Johnson reported for Dave Held. 1994-The final financial report for 1994 has been received. The BOT thanks the Vancouver group for this.

1995- A preliminary financial report has been received from the Altoona group. It shows 235 registrants.

1996- Preliminary reports from SMSG show 240 registrants and 80 spouses for this year.

1997-Next year's convention will be in Denver, and is to be hosted by the Mountain Empire Association July 9-13.

1998- This convention will be in Wooster, and will be hosted by the Bristol Club.

1999- Inquiries for the 1999 convention have been received from the Central Ohio S Gaugers and Pines and Prairies S Gauge Workshop in Minneapolis.

2000- Inquiry for the 2000 Convention has been received from the Bay Area S Scalpers in San Francisco. This would be a joint convention with the NMRA.

Art Doty of the COSG asked for a convention bid packet. Kent Singer asked about Joint Conventions and the intent of the NASG to hold more of these events in the future. Jeff Wilson pointed

A motion to adjourn was made by Jamie and seconded by Josh at 2:05 am.

out the convenience of a coordinated date for those members who go to both the NMRA and NASG conventions. Dick Karnes mentioned the high cost of plane tickets on holiday weekends and asked future convention planners to avoid the 4th of July if possible. Don Miholovich pointed out that many people take family trips on the 4th of July holiday.

Standards

Moe reported for Bob Sherwood. The committee is looking into updates of the present modular standards. They are working on Plate H clearance drawings that would allow the passage of double stack cars and other very tall equipment.

Model Contest Committee

Jim Whipple thanked Kent Singer for help provided in getting started as chairman of this committee. Jim discussed the possibility of changing the requirements for "bumping" members into higher categories. Richard Eggelston asked about sending an entry blank out in the *Dispatch* yearly. He was told he could send an SASE to the club hosting the convention requesting an entry and with they should send him one. Kent Singer reminded those present that the rules have been published several times in the *Dispatch*. Gregg Miller said that a yearly entry form in the *Dispatch* would be a good idea. Gale Irwin said that people need to see entry form to know that it is not a very difficult thing to fill out. Kent Singer asked if contest rules were still being mailed out to new members. Paul Stevens asked about the specific changes to upgrading, and was told that no final decisions have been made.

Clearinghouse

Moe reported for Bill Mark. Some other possible products are being investigated. Gale Irwin thanked the entire Mark Family for the fine job they have been doing. Gale was concerned that Bill Mark was getting all the credit when his wife and son deserve some also.

Promotions

Moe Reported for George Rickets. The layout that will be set up at the National Model and Hobby Show by the

CVSG was again mentioned. Gale Irwin said there will four S layouts at the NMRA Convention in Long Beach. It was also pointed out that the S dealers at the NMRA convention would all be grouped for the convenience of those attending. Guest Ed Loizeaux made comment that the DCC manufacturers noticed a better business when they were concentrated in a group at a convention. Josh Seltzer thanked other manufacturers for going to the National Model and Hobby Show in Chicago. American Models is going for the first time.

Manufacturer's Advisory Group

Moe Berk reported for Will Holt. The results of the 1996 Survey will be published soon.

Dispatch

Jeff Madden thanked everyone who contributed articles and photos and asked for more. Kent Singer said he had received several AF only *Short and Easy* columns and asked for more of any *Short and Easy* pieces that could be published. John Foley thanked Dave Heine for his new Sn3 column in the *Dispatch*. Moe Berk asked clubs to update their listings.

Membership

Moe Berk mentioned that Dody Stevens has taken over as Membership Chairman (Chairwoman, Chairperson?). Please send all membership correspondence to her. Postcards that are to be sent out to members late in renewing

were also mentioned.

AF Car Project

Doug Peck says inventory has been greatly reduced, which is good. The 1996 cars are selling very well. The planned cars for 1997 are two tank cars. Each would be lettered for Texas & Pacific. One would be lettered for Diesel Fuel and the other would be lettered for Diesel Water. The possibility of relettering several of the LV hoppers remaining in stock was mentioned, but no action was taken at this time.

Old Business

There was no old business.

New Business

Bob Sherwood has suggested that the words 'Narrow Gauge' to be added Article 1 Section 2 Paragraph a of the NASG Constitution. This requires a vote by the membership, so discussion centered on the wording that will appear on the ballot sent to the membership. Kent Singer stated that this will hurt no one and only help to attract new members. Josh Seltzer talked about getting narrow gauge modelers into their club and their view that they are different from standard gauge scale modelers. Mike Paschall moved to amend the wording by putting 'wide' last. The motion was seconded by Gregg Miller, and passed unanimously. Rick Smith moved that 3/16 scale be changed to 1:64 ratio. The motion was seconded by Bill Krause, but failed to pass. Bill

Krause moved to include 1/64 in parenthesis. The motion was seconded by Gregg Miller, and passed unanimously. Bill Krause proposed to accept the wording of the change to go the members. The motion was seconded by Howie Welder and passed unanimously.

As a point of information, Doug Peck mentioned that Roy Pinch had passed away.

There was some discussion about the recent lack of a large, truly modular layout with sections brought by members from several areas rather than a single club being set up at the conventions. Doug Miller asked if there was a Modular Chairman any more.

Lee Johnson asked if the current dismay is the result of lack of strong leadership. Doug Miller volunteered to be modular chairman

Motion to adjourn was made by Kent Singer and seconded by Howie Welder at 11:00am.

Depot Contest?? Hey, there were no takers on the Southeastern Michigan Depot Quiz which was published in the June *Dispatch*. Hint - one bus tour even went to the same town where the smallest one shown was. Even you folks living in the area are eligible. -Jeff

NOTE:

Bulletin. Terry Putt of Putt's Trains is now the owner of REX. Jack and Bob closed the deal in September.

S-GAUGE 'FLEX TRACK' \$9.95

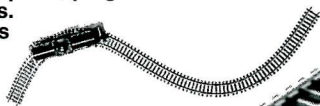
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PS Form 3526, March 1995 See Instructions on Reverse

Modeling AMTRAK's B32-8WH

By Gary Ippolito

Winner of the John Sudimak Memorial Award at the 1996 NASG Convention

After 30 years of producing diesel locomotives, General Electric produced only 93 passenger units. Of these, only the 32 U34CH units made for NJ Transit were considered successful. During this same time, GM's Electro Motive Division produced over 700 passenger locomotives for Amtrak including the FP45, SDP40F, F40C, three versions of the GP40 and the highly successful F40PH, F40PH-2 and F59. Therefore, it was quite surprising in 1991 when Amtrak placed an order for 52 new units from General Electric. Of these, 32 were the AMD-103 "Genesis" locomotive to be built in cooperation with Krupp of Germany. Because of the time needed to produce the AMD-103s, Amtrak in the interim ordered 20 B32-8WHs for immediate delivery.

The B32-8WH is essentially a freight locomotive adapted to passenger service. Originally, the idea was to add a train lighting and heating alternator to the popular Dash-8-40BW unit providing 4,000 hp from sixteen cylinders. Unfortunately, the addition of the H.E.P. alternator pushed the locomotive above Amtrak's weight limit for a B-B truck, and the prime mover had to be replaced with a smaller and lighter twelve-cylinder 3,200 hp unit. The locomotives were delivered on November 30, 1991 and were primarily used on the San Diegans and the Southwest Chief. Because of their colorful striping, they are known as "Pepsi Cans" and are a highly sought quarry by railfans across the country.

The model started as a Dash 8-40B urethane shell with underframe from American Hi-Rail which served as a good beginning for the kitbash. The first step was to begin the major structural changes to the shell.

The original standard cab was removed with a razor saw and tossed into the scrap bin. Edges on the remaining shell were filed smooth and squared. Because of the smaller prime mover than a regular Dash 8, it was necessary to remove

one of the six raised radiator panels. This was done with an X-Acto chisel blade. A hole was cut in the side of the shell to allow for relocation of the brake wheel. This hole was then backed by styrene and a grille insert was fabricated from HO detail pieces. The brake wheel was added after painting.

The underframe also needed attention. The original frame came with air tank/fuel tank/air tank arrangement which is incorrect for Amtrak. All of this detail was cut from the frame. The frame was then sanded flat before the pieces were rearranged. The two air tanks were moved together directly behind the front truck. The fuel tank was shortened and placed in front of the rear truck. A head-end power unit was placed between the fuel and air tanks. This was fabricated using HO scale GP9 cab sides, styrene, and sprues from model kits. Testor's liquid cement was used for all styrene bonds, and ACC was used to attach styrene to urethane.

The most time consuming portion of this modeling project was the building of the wide-cab. Railroad Model Craftsman published HO scale drawings for the Dash 0-44CW in their December, 1994 issue. These plans were enlarged 136% and numerous copies were made. I found that the easiest way to fabricate the cab was to glue sections of the copies directly to sheet styrene using rubber cement. These pieces were then rough-cut to the approximate size. Final sizing was done using small files and a ten-inch sanding table from Micro-Marc. Pieces such as the back bulkhead, floor, nose and roof were made from .080" sheet while the sides, windshield and hood use .040" sheet. All pieces were squared and glued with Testor's.

The cab was then set on the body using a small amount of ACC. Once the alignment was satisfactory, two-part epoxy was run along the joints to provide a permanent bond. The seams were filled with Squadron Green Putty and sanded using a progression of 150, 210 and 400 grit sandpaper to achieve the correct contour.

Cab and access doors were fabricated

using the same "rubber cement and sand" procedure as described above. Various grilles were found among HO detail kits, and bolt head castings were added using pieces from Detail Associates. Number boards and marker lights were scratchbuilt from styrene and attached. Headlights, also from Detail Associates, were added to both the front and rear of the unit. Holes for all of the grabs were also drilled at this time. Grabs are a combination of Pacific Rail boxcar parts, SouthWind details and scratch materials.

At this point, the model was ready for paint. The entire body was sprayed with white Scalecoat II paint. This provided color to the white stripes and gave a uniform base coat for the other colors. Fine-line tape from 3M was used to mask the area for the red, white and blue stripes. The body was then sprayed with Scalecoat II aluminum and allowed to dry. The sides were masked-off leaving only the cab roof and top of the long and short hoods exposed. These were painted with a custom color mixed from Floquil paints. When this was done, all of the masking tape was removed and the body was allowed to dry thoroughly.

The most difficult part of the whole project was the adding of the red and blue striping. Since no painting chart is available, photographs from Passenger Train Journal were used to calculate the dimensions of the stripes. These were cut by hand from Microscale sheets with a steel ruler and sharp X-Acto knife. Decals were set using a combination of Solva-Set and Microscale's Micro-Sol. Afterward, the body was sealed with a coat of Accuflex clear semi-gloss.

A front plow was made by modifying the plow from an American Models F40PH. The angle of the blade was changed and brass grab irons were added. At this time, all remaining grabs were added to the unit.



Whose appropriate license plate do you think this is? It was spotted at the Dearborn convention. -Jeff

EXTRA BOARD

NEW WHEELS AT LIONEL

Some new staff at Lionel LLC and some promotions have been announced. Joining the company as Senior Vice President, Marketing/Sales is Judy Hoffman, formerly Director of Marketing, Cereals Division, Quaker Oats.

Michael Thoresen, who joined the company as Marketing Manager, Corporate Partnerships, has been named Vice President of Sales. He was previously a partner at the J. Walter Thompson Advertising Agency in Detroit.

Jim Bunte has been promoted to Vice President, Design and Creative Services. A graduate of the University of California, Berkeley, Bunte previously served as Lionel's Director of Product Development. He will continue to oversee product selection, product design and the development of marketing materials, catalogs and collateral literature.

TRAILER WOES

The Cuyahoga Valley S Gauge Association's modular Hi-rail layout got to its own All-Gauge Model Train Show in Parma, Ohio, on August 25th a bit late. Kim Koschki's vehicle, which was towing the layout trailer to the show, broke down in Chardon, Ohio early Sunday morning, the day of the meet. George Ricketts received a 6 am wake-up call, and came to the rescue with his pick-up truck and got the trailer to the show late, but still ahead of the opening time.

Joe Jansky, CVSG

ALTOONA RAILROAD PICTORIAL HISTORY

For those die-hard Pennsy fans and those who were intrigued by the atmosphere around Altoona at the '95 NASG convention, the local paper in Altoona is publishing a new book called *Altoona Railroad Pictorial History*. The book will celebrate the sesquicentennial anniversary of the Pennsylvania Railroad and have 128 pages with over 200 photographs. Your editor is assuming black and white photos. Price will be \$34.95 after publication which is due in December '96. It may be possible to get in on the pre-publication price of \$24.95. A limited leather bound volume is available for \$60. Include \$5.00 S&H with orders. Pennsylvanian's must include

sales tax also.

Altoona Mirror

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AMERICAN FLYER TRAIN CASES

The July 21, 1996 *Chicago Tribune Magazine* had an article about Train Cases - luggage. According to the article, these small pieces of luggage were originally designed around 1854 when travel by horse and sailboat began to be replaced by steam trains and boats. They were made to be the smallest piece of luggage, in which a traveler (usually women), could pack jewelry, cosmetics and other toiletries. It was meant to stay with the passenger while journeying on train or ship, but the moniker "train case" is still used today in the air and automobile age. Originally they were designed as boxy or oval shaped pieces with flat tops - so they could be stacked easily on other luggage. The flat-top design was the 19th century creation of Louis Vuitton.

But what has this got to do with American Flyer you say? Well, it so happens that the feature included 8 color photographs, each with a piece of Flyer rolling stock or accessory beside a style of train case. Believe me, the Flyer stuff would be less expensive than any of the train cases shown.

- Jeff (*Thanks to Will Holt for forwarding a copy of this article*).

THOUGHTS...

On the Operation of the Modular Layout

Monte Heppe of the Baltimore Area American Flyer Club sent this article from a recent club newsletter which ties in with my June editorial - Jeff

The primary reason that organizers are interested in having our layout at their train shows is its entertainment value; that is, the entertainment of those attending the show. Consequently the operation of the layout should be focused more on the interests of the viewers rather than the operators. Fortunately these viewpoints are usually compatible. For example, we seem to like to see how long a train we can run, and most viewers also find this interesting. You can

see people counting the cars. However, that interest will quickly flag if we push it to the point where we are spending more time adding on cars in an effort to make the train a little bit longer, especially if there's nothing else running on the other loop of our double track.

Most viewers want to see action and lots of it. Our layout has features that can sustain a high level of activity if used effectively. The outside loop, though lacking space for accessories and having little access to sidings without blocking the inside loop, is a natural showcase for specialty trains such as the "long train", fancy passenger consists or the intermodal train. Any one train should probably not be run for too long a time, although changing engines can prolong interest in a particular train. When changing trains on this loop, the next train up should be unpacked and ready to go before the current train is stopped. If possible, at least two people should coordinate the change, one setting up the new train and the other removing the current train. The idea here is to minimize breaks in the action.

The inside loop has more operating possibilities. Here there is room for accessories and there are usually enough sidings to park two or three trains in addition to the one that is running. Except for long trains, there should be no reason to stop the action on the inner loop to change trains. On the inside loop we run one train for several laps, perhaps stopping at some accessories, then pull that train into a siding and bring out a new one from another siding. We have run two at a time on the inside loop, but we usually avoid that.

Accessories are always crowd pleasers and should be operated fairly often when viewers are in sight. I know it can get monotonous operating the same accessory over and over, but remember it's new to the viewer who just walked up. Try to reset accessories (like reloading the barrels on the oil drum loader) while some other action is taking place or there is a lull.

Try to avoid having both loops shut down at the same time. If a car or engine is causing problems, get it off the layout. Sure, you want to find out what's wrong, but again, it's better to wait for a lull.

It is best to have at least two, and preferably three, people operating the trains

(one to run each loop and one to answer questions and operate accessories etc.). If you have ever been left in charge of the layout by yourself, you know what can happen. I'm sure, while in the midst of conversation, you've heard a yell from a spectator, "Hey your engine is uncoupled!" We then go through a Keystone Kops routine where all the club members try to figure out which train has the problem. A big layout stopping "panic button" would be nice in this kind of situation.

During slack times test equipment, make repairs, reset accessories or just relax, but when the crowd comes back...

- Monte Heppe

Monte goes on to say that he wasn't criticizing his club members, and that usually they do a good job of entertaining. He said he was trying to remind members to keep up the quality showmanship. He even admitted he was the only one who dumped a train on the floor, his own. Oh yes, the September '96 *Classic Toy Trains* had a 4-page article with photos and diagrams about the Baltimore club's modular system. - Jeff

WANTED: LOCOMOTIVE AND SUPPLY!

Parts to complete Loco and Supply USRA 4-6-2. I need domes and boiler fittings. Hey, I'd consider buying out the guy who owns it now. I am also looking for S gauge scratch building parts — Northeastern wood floors, roofs, etc., for passenger and freight cars.

Col. N. Wedekind
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FOR SALE

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Marlborough, NH 03455

DEPT. OF CORRECTIONS

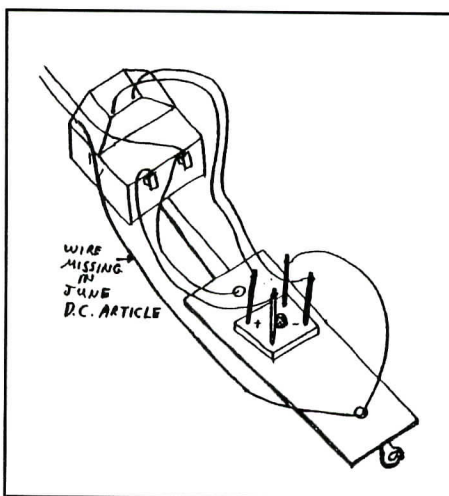
Figure 4 on page 14 of the Module Corner in the June issue has a wire missing. See below.

Captionitis struck again. On page 15 we see Barry Mertz holding his Lehigh Valley row houses, which won 3rd place in the Lehigh Valley S Gaugers' Secret Project Contest for 1996. Also a caption on page 16 was wrong - the freight cars are the work of Bert Mahr. The caption really refers to the photo of Dave

Heine's Heisler which ended up on the cover.



Lehigh Valley Models Rowhouses were Barry Mertz's 3rd place winner in the '96 Secret Project contest.



Corrected DC wiring diagram.

EXTRA! EXTRA!

Frank Titman's Spiral Hill layout will appear on an episode of the PBS series Tracks Ahead. Filming is to be done in November of this year, with airing to be later in the year. This is a done deal! I saw the letter.

John Foley

FAMOUS LAYOUT TO GO!

By the time you read this Sam Powell's well publicized Penn Creek Valley might be history. Plans are to disperse or tear down the layout following a September meeting of the Potomac Valley S Gaugers. According to the PVSG newsletter, Sam wants to spend more time modeling and less on maintaining a large layout. Sad. Jeff

S-CALENDAR

October 19, 1996: S Scale Society Golden Jubilee Celebration, Olwen Bettesworth Hall, Mount Vernon Hospital, Rickmansworth Road, Northwood, Middlesex, U.K. Contact Kelvin White, 54 Sunningwell Rd., Oxford, OX1 4SX, U.K.

October 25-27, 1996: Northeast Region NMRA 50th Anniversary Meet, Ramada Inn, Kingston, NY. Events include clinics, layout tours, fan trips, contests, banquet and a train show. Contact Pat and Charlie Bettinger, 29 foster Drive, Vernon, CT 06066 or call (203) 643-5925.

November 22-24, 1996: 21st annual Fall S Fest, Airport Ramada Inn, Milwaukee, WI., Co-sponsored by the Badgerland S Gaugers, State Line S Gaugers and the Chicagoland S Gaugers. Contact John J. Wickland, 2331 South 58th Street, West Allis, WI 53219. (414) 546-4689.

May 15-18, 1997: 10th Annual Spring S Spree. Holiday Inn, Richfield, Ohio (Cleveland area) sponsored by the Cuyahoga Valley S Gaugers. For registration packet contact: Gary Ippolito, 5311 New Haven Ct., Sheffield, OH 44054. (216) 934-0349. E-mail: gippolito@clev.frb.org

July 9-13, 1997: NASG National Convention in Westminster, Colorado (Denver area). The Denver Zephyr '97 convention will be held at the Denver Northglenn Holiday Inn, East 120th and I-25, on the north side. Registration forms will be inserted in the December *Dispatch*. For information contact Glenn Sponholtz, 4550 W. 90th Ave., Westminster, CO 80030. (303) 427-2976.

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

Bids Open for NASG National Conventions -- 1999, 2000 and beyond. Contact Dave Held, Convention Chairman, 6939 Yorktown Ln., Utica, MI 49318. (810) 739-2932.

LAYOUT GONE

Russ Mobley's A&P is already dismantled due to health and a personal situation. He has many individual items for sale. Contact him for details.

"Our news room is projecting a winner. . ." The Results of the 1996 Product Survey by Will Holt

This was a critical year for the annual surveys being conducted by the Manufacturers' Advisory Group committee of the NASG. There is concern over regular respondents becoming impatient over seeing any tangible results; i. e. seeing the new products you desired become available. Either by comments on a survey or by not returning one, many of you questioned the value of filling out another survey. Since the first small survey was conducted by the committee in 1993, it was stressed that any results from the surveys in terms of new products would be 2 to 3 years away. This has proven to be the case. While the 1996 survey was prepared and distributed (just under 3 years since survey results were distributed to manufacturers) manufacturers have introduced products they attribute to input from you via the surveys, and other activities of the Manufacturers' Advisory Group. Of these manufacturers, two are especially note worthy. Ron Bashista of American Models noted the desire for more modern locomotives and rolling stock in the survey results. Ron's commitment to adding contemporary items to his product line is based upon these observations. The Amtrak Superliner set, modern tank cars, SD-60, 3-bay PS-2 covered hoppers, spine cars, semitruck trailers and modern paint schemes on appropriate other items in his product line are evidence of this commitment. At Lionel, the 1996 Celanese and Gilbert tanks cars are a result of product suggestions routed to them through comments provided to the committee. The committee also provided the sample Gilbert tank car (thanks to Doug Peck) that allowed the matching of the paint colors precisely. Input from the surveys and the committee lead to the introduction of the new caboose instead of a re-tooling of the U. S. R. A. "northeastern" caboose (the #630/#930). These are examples of the value of continuing to respond to MAG surveys. And remain patient about purchasing the results from your dealer's shelf. Returns from the 1996 surveys distributed with the Dispatch were lower than from the 1995 Product Survey. 392 of 1,466 surveys were returned, with an additional 59 surveys returned from NASG members via committee members. Last year almost 500 NASG members re-

sponded. Once again committee members distributed surveys. 141 were returned via Moe Berke, Lee Durrence, Will Holt, Mike Hudek, Cliff Johnson, Jeff Madden, Doug Peck, Dan Ponzol, Rick Smith and Paul Stevens. The total return of 533 out of 2,056 surveys represents a 23.8% return. Although a lower percentage return than last year, this level response will still provide excellent additional information for the growing database on the S gauge market and your product preferences. Here are the results of the 1996 Product Survey. Not all of the questions will total 533 responses. Many respondents did not respond to all of the questions and several questions allowed for multiple selections.

1. Are you a member of the National Association of S Gaugers?

Yes	451
No	80
No Response	2

2. From the following list of prototype gauges, select the gauges that you model.

Standard Gauge	396
3 Foot Gauge	52
2 Foot Gauge	18
2-1/2 Foot Gauge	5
No Response	122

3. From the following list of periodicals, select those that you read regularly (each issue) and whether you receive the publication via subscription or over the counter.

S Gaugian	375
Classic Toy Trains	298
Model Railroader	233
S/Sn3 Modeling Guide	147
Railroad Model Craftsman	126
Mainline Modeler	75
Model Railroading	56
Narrow Gauge and Shortline Gazette	52
Sn3 Modeler	36
O Gauge Railroading	28
Garden Railways	26
Railroad Modeler	19
Outdoor Railroader	11
No Response	27

NOTE: Overall, the preference for obtaining a publication on a regular basis is by subscription. Percentages varied from 26% to 94% by subscription, but only 3 publication were less than 50% by subscription.

4-A. Do you purchase and assemble plastic, injection molded rolling stock kits?:

Yes	322
No	198
No Response	12

4-B. Would you purchase plastic rolling stock kits composed of flat, separate sides, ends, roof and underframe instead of a kit with one or two piece, three dimensional bodies if the cost for a freight car kit could be (only those answering "Yes" to 4-A answered this question)?:

Reduced by \$ 10.00	113
No	74
Reduced by \$ 5.00	62
Reduced by \$ 15.00	58
No Response	225

5. From the following list of modern era freight cars not currently available in S Gauge, select the 3 types you would like to see produced the most:

AVERAGE OUT OF 3	
50' Double Door Waffle Side Box Car	.6280
50' Single Door Waffle Side Box Car	.6011
50' Hi-Cube Box Car	.5526
40' Hi-Cube Box Car	.4474
60' Double Door Box Car	.3396
40' Single Door Box Car	.1294
No Response	162

NOTE: Points were 3 for selected #1, 2 for selected #2 and 1 selected for #3. In somecases a respondent did not rank all 3 choices; points were averaged for only those actually selected.

6-A. For an articulated steam locomotive in S Gauge, select the locomotive you would most likely purchase:

4-8-8-4	115
2-6-6-2	97
4-6-6-4	72
2-6-6-4	45
2-8-8-4	36
2-8-8-2	32
No Response	135

6-B. For a plastic and metal articulated steam locomotive in S Gauge, you would be willing to pay:

\$300.00 to \$399.00	143
Up to \$300.00	93

\$400.00 to \$499.00	90
\$500.00 to \$599.00	51
\$600.00 to \$699.00	22
\$700.00 or over	17
No Response	116

6-C. For an all metal (not brass) articulated steam locomotive in S Gauge, you would be willing to pay:

\$400.00 to \$499.00	128
Up to \$400.00	119
\$500.00 to \$599.00	58
\$600.00 to \$699.00	38
\$700.00 to \$799.00	37
\$800.00 or over	22
No Response	125

7. S Gauge needs a wider selection of structure kits for:

City Industrial Buildings	124
Railroad Locomotive Service Buildings	112
Small Industrial Buildings	104
Railroad Terminal	71
Rural Industrial Blds.	46
Railroad Rolling Stock Service Buildings	22
No Response	52

8. From the following list of material content that is currently available in S Gauge structure kits, select the category you prefer:

Injection Molded Plastic	318
Wood	95
Urethane Castings	44
Plaster Castings	14
No Response	61

Questions 9, 10 & 11 were intended primarily for those S Gaugers involved in Hi-Rail.

9. From the following list of streamlined passenger car types never before available Ready-To-Run in S Gauge, select the 3 that you would like to see produced the most:

AVERAGE OUT OF 3	
Duplex Pullman	.6706
Baggage/Railway Post Office Combination	.5697
Full Length Dome	.5523
Dome/Observation	.5134
Railway Post Office	.3472
Baggage	.2433
No Response	196

NOTE: Points were 3 for selected #1, 2 for selected #2 and 1 selected for #3. In some cases a respondent did not rank all 3 choices; points were averaged for only those actually selected.

10-A. Do you only purchase Ready-To-Run locomotives?:

Yes	295
No	107
No Response	130

10-B. Do you only purchase Ready-To-Run freight cars?:

Yes	206
No	195
No Response	131

10-C. Do you only purchase Ready-To-Run passenger cars?:

Yes	251
No	144
No Response	135

11. From the following list of Hi-Rail track products currently available in S Gauge, select the categories that you use for your train operation whether in temporary or permanent layouts:

A. C. Gilbert Code	220
Sectional Track	275
Gargraves Trackage Code	220
Flex Track	153
American Models Code	148
Flex Track	80
K-Line Code	220
Sectional Track	76
American Models Code	148
Sectional Track	63
Gargraves Trackage Code	220
Sectional Track	47
Custom Code	125
Track	21
Other	21
Out of Production Code	125
Flex or Sectional	18
NONE	17
A. C. Valu Code	220
Sectional Track	13
No Response	137

12-A. From the following list of locomotives, select the locomotive that you feel would be the most attractive to young people for inclusion in an S Gauge starter set:

Modern Diesel Road Switcher	122
-----------------------------	-----

Small Steam Road Locomotive	97
Modern Diesel Switcher	64
Steam Switch Engine	41
Steam Tank Locomotive	38
Early Diesel Road Switcher	21
Early Diesel Switcher	13
Early Diesel Cab Unit	12
Industrial Diesel Switcher	11
No Response	113

12-B. From the following list of freight cars, select the 3 types that you feel would be the most attractive to young people for inclusion in an S Gauge starter set:

Box Car	258
Tank Car	258
Hopper or Ore Car	190
Intermodal Car	146
Gondola Car	136
Flat Car	134
Stock Car	72
Refrigerator Car	50
No Response	109

12-C. From the following list of cabooses, select the caboose that you feel would be the most attractive to young people for inclusion in an S Gauge starter set:

Bay Window Caboose	168
Wide Vision Caboose	96
Cupola Steel Side Caboose	94
Cupola Wood Side Caboose	48
Transfer Caboose	12
No Response	114

13-A. Would a Lionel accessory for use with American Flyer be purchased if the Lionel catalog indicated the accessory was suitable for use with American Flyer?:

Yes	301
No	104
No Response	125

13-B. Would a Lionel accessory for use with American Flyer be purchased if the Lionel blue/orange packaging indicated the accessory was suitable for use with American Flyer?:

Yes	260
No	130
No Response	142

13-C. Would a Lionel accessory for use

with American Flyer be purchased if the package used dual brand labeling for both the American Flyer and Lionel brand names?:

Yes	295
No	104
No Response	133

Question 14 allowed open comment on products or other issues. It would be impossible to present the comments and suggestions made by the over 350 respondents who commented. It would also be unfair to select only some of the comments as representative of the commentary. All of the comments are equally important. Therefore, all comments are transcribed, unedited, and included in the comprehensive report that is shared by the committee and manufacturers.

Rail Mail Continued from page 5

Club. The club has a modular layout that we set up at 10 or 11 shows in the past year. You are absolutely right on all counts. You have to keep it entertaining. We are already using a number of your ideas and will see what else we can work in. We use lots of operating accessories and try to keep a train on the inside loop that we can use with them. Once this train makes a circuit of the accessories, it is moved to a passing track and another train is run while we reset the accessories. We usually have at least one each of a coal loader, log loader, sawmill, and magnetic crane.

On one of my modules, I have a highway crossing with a variety of AF, MARX and Colber gates, bells and lights that are triggered by an electronic trip. I also have some MARX block signals wired similarly. These really add a lot of attention-getting action. We are considering adding a staging yard.

Enclosed is a copy of an article on a similar topic we ran in our newsletter last winter (see Extra Board). Also check out the September '96 *Classic Toy Trains* for some coverage on our layout.

We enjoy the *Dispatch*. Keep up the good work, and we will keep "Making Things Happen" out here.
Monte Heppie
Pasadena, MD.

SLOW ORDER: Today after waiting over 2 months I have cancelled my or-

der with one of the major suppliers of S gauge materials. The supplier stated that the problem was the manufacturer's. It is frustrating to become fired up about a project, and then because of the unavailability of parts, the project never gets finished. I have been back in S gauge since 1988, and the difficulty in obtaining parts has been a constant problem.

I look with envy at the amount and easy availability of detail parts in the smaller scales. I would even be satisfied if the parts advertised and reported on in the S gauge press were available after a reasonable time, but NOT 2 months or longer.

Because I believe that S gauge is the perfect size to model in, I will soldier on and hope that things improve.

Tom Davis
Charlotte, NC

Tom, you don't state what kind of parts — loco, lost wax, trucks, etc., but that doesn't matter. I'm sure most S gaugers sympathize with you on this, but the fact is S gauge, especially scale, is still on the bottom of the totem pole as far as equipment availability. We have to be more patient with manufacturers and distributors I guess, but it is frustrating. And even in the smaller gauges, when items are produced overseas long delays seem inevitable. Manufacturers do need to heed messages such as yours, and S gaugers in turn need to support the manufacturers where they can.

-Jeff

DEAR CLUBS AND OTHER S GAUGERS who display S scale at train shows: The February 1996 *Dispatch* has a photo on page 29 showing a portion of an NASG banner which was produced several years ago and acquired by several clubs, including the Central New York S Gaugers who have been kind enough to loan us theirs several times. Now, the RASG would like to get its own banner. Due to setup costs, these would be much cheaper when purchased in quantity. Are there others who would like to purchase one? Please contact me. Any suggestions?

Ted Larson
Fairport, NY.
Sounds like a Promotions Project to me.
- Jeff

LOST FLYER? Recently I came across a die-cast steam locomotive of S gauge configuration that I believe to be

American Flyer. It bears the number "565" on the cab. However, I have been unable to locate this item in any of my old AF catalogs. Could this be an uncataloged engine? Any information would be appreciated.

P.S. Brooke, Jr.
830 E. 35th Ave.
Spokane, WA 99203-3162

For Your Information cont. from page 4.

Let me explain. At the Vancouver and Altoona conventions I sat in on the MAG meetings. The only manufacturer represented at these committee meetings was Lionel. I believe that we need to broaden our scope to include other S manufacturers at these committee meetings, if indeed they are open to ALL manufacturers -- hi-railers, collectors and scalers all need to be represented on the committee. American Models, S Helper, River Raisin, SouthWind -- these four combined have brought out more new products in the last year than Lionel, and they need to be represented if we (the NASG) want to be an "advisor" to the manufacturers.

The BOT voted at the Dearborn Convention to pursue purchasing an exclusive run freight car from an S manufacturer, in addition to the ongoing Lionel car project, and sell to members only. More information will become available as the details are worked out.

American Models has been authorized to manufacture an S scale coupler height gauge with Kadee 802 attached. It will be molded in a color other than the red of the Kadee #5 that we now sell. These will be sold through the Clearinghouse.

-Alan

LIONEL CATALOG:

Will Holt brought an interesting item to my attention. On page 25 of the new Lionel Accessories catalog there is a sidebar about a young model railroader, David Andrews. The inset photos show American Flyer along with Lionel O gauge trains on his home layout. The catalog is all O gauge Lionel. Are they trying to tell us something, or is it just coincidence? -Jeff

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CROWN MODELS REEFERS

The first of the Crown Models line of S-gauge wood-sided reefers has been released. Now available is the red-&-white SWIFT MEATS car. These reefers featured wood sides with metal ends and roof. Cars are injection molded plastic, R-T-R with either scale or highrail trucks from SHS. Undecorate cars also available. \$36.95 each, plus \$4.00 shipping per order.



TWIN WHISTLE STRUCTURE KITS

1/64 "S" scale kits are now available through Port Lines Hobby. All kits include templates and complete instructions, designed for the novice builder.

- "Packard's Diner": honors the founder of C-D Models and S-Gauge. Precut wood; cast-metal parts; interior detail; colorful graphics; 10-hour kit. **\$39.95**
- "White Tower Restaurant": precut white styrene plastic; cast metal parts; interior detail; complete graphics; 12-hour kit. **\$39.95**
- "Standard Oil Co." Gas Station/Grocery Store (30's era): precut wood; graphics; metal and plastic detail parts; 5-hour kit. **\$44.95**
- Roadside Billboards: precut wood supports; colorful graphics from original sources; Several different selections available. Each kit builds 2 different billboards; 1-hour kit. **\$6.50**
- Built-up billboards available at \$8.00 each.
- NEW this Fall: "A&W Root Beer Stand": precut white styrene plastic; cast metal parts; interior detail; complete graphics. Licensed by A&W and modeled after their unique design. INQUIRE for availability and price.
- COMING SOON: 3-stall brick-faced Roundhouse kit. Still in development; watch for details. Watch for details.
- ADD \$4.00 shipping per order.

(Massachusetts residents add 5% sales tax to all orders.)

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PORT LINES HOBBY is the exclusive distributor of the TWIN WHISTLE line of S-scale products.

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THE NASG OFFICERS AND COMMITTEE CHAIRMEN

Who and where they are.

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Convention Committee Chairman	Dave Held 6939 Yorktown Lane, Utica, MI 49318 810-739-2932



S Scale Well Represented at NMRA convention in Long Beach!

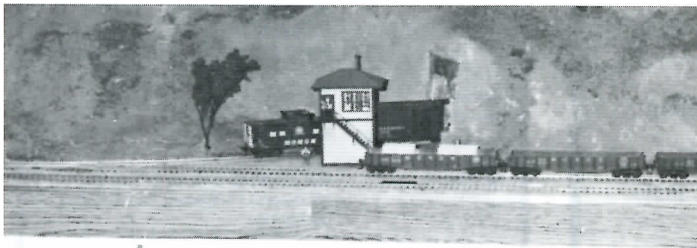
The west coast NMRA convention had 3 operating S layouts and several S dealers in attendance which enabled 23,000 convention goers to see S up close. A big favorite with the kids appeared to

be the American Models Amtrak set. The NASG had a booth which was manned in by various contingents under the direction of Bill Wade.

There were 3 layouts including the BASS modular layout and a scale lay-

provided by Gale Irwin and crew. Gale Irwin's layout is shown in the left photo below. Jami Nulton poses below in front of one of the scenes she detailed on Gale's layout.

Photos and information provided by Roger Nulton.



BUILDINGS TREES
VEHICLES PEOPLE BY
ROGER & JAMI NULTON

GALE IRWIN LAYOUT

ROLLING HILLS ESTATES, CA



PRR HIGHWAY UNDERPASS AT CRESSON, PA.



BIG BOYS TOYS

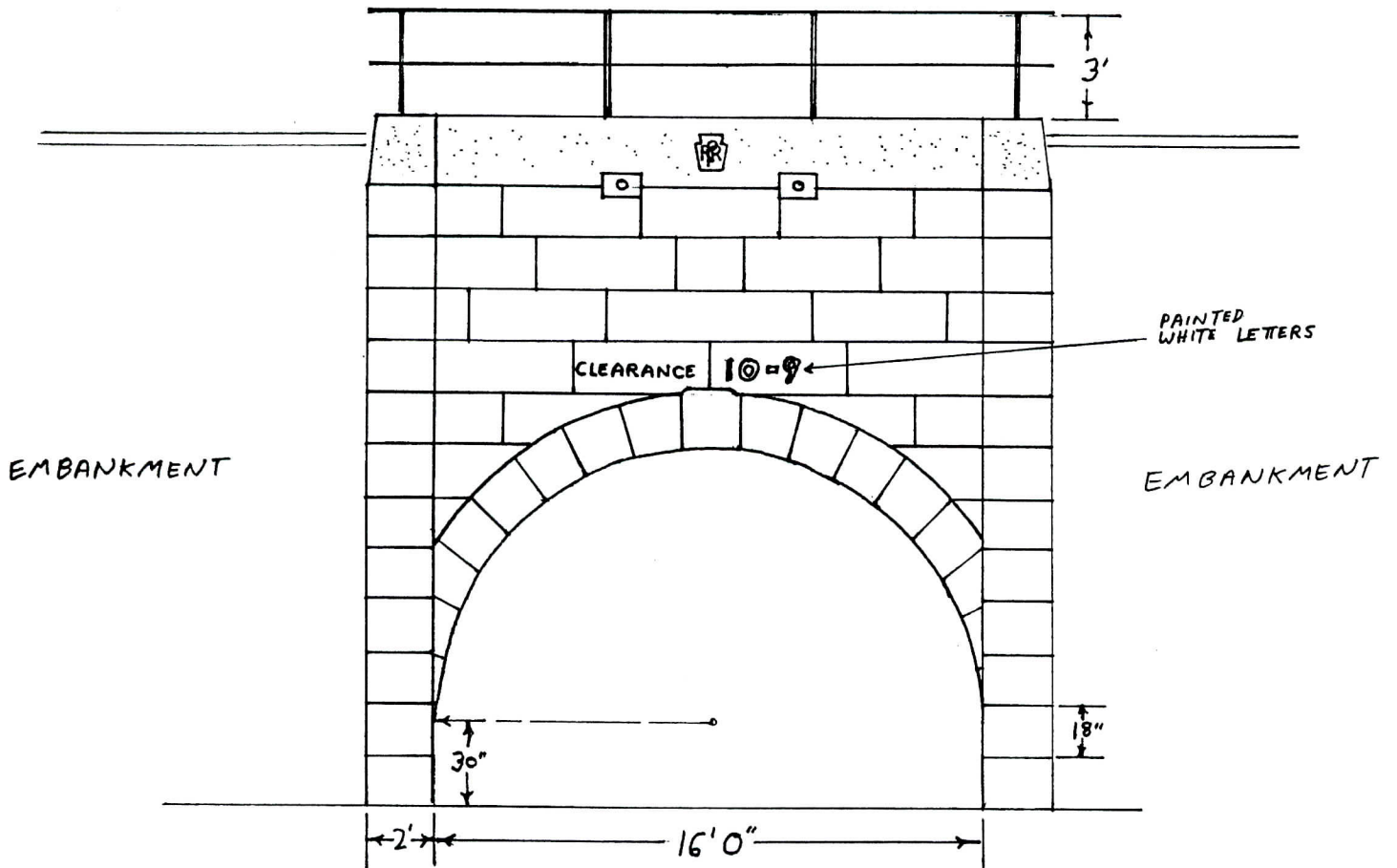
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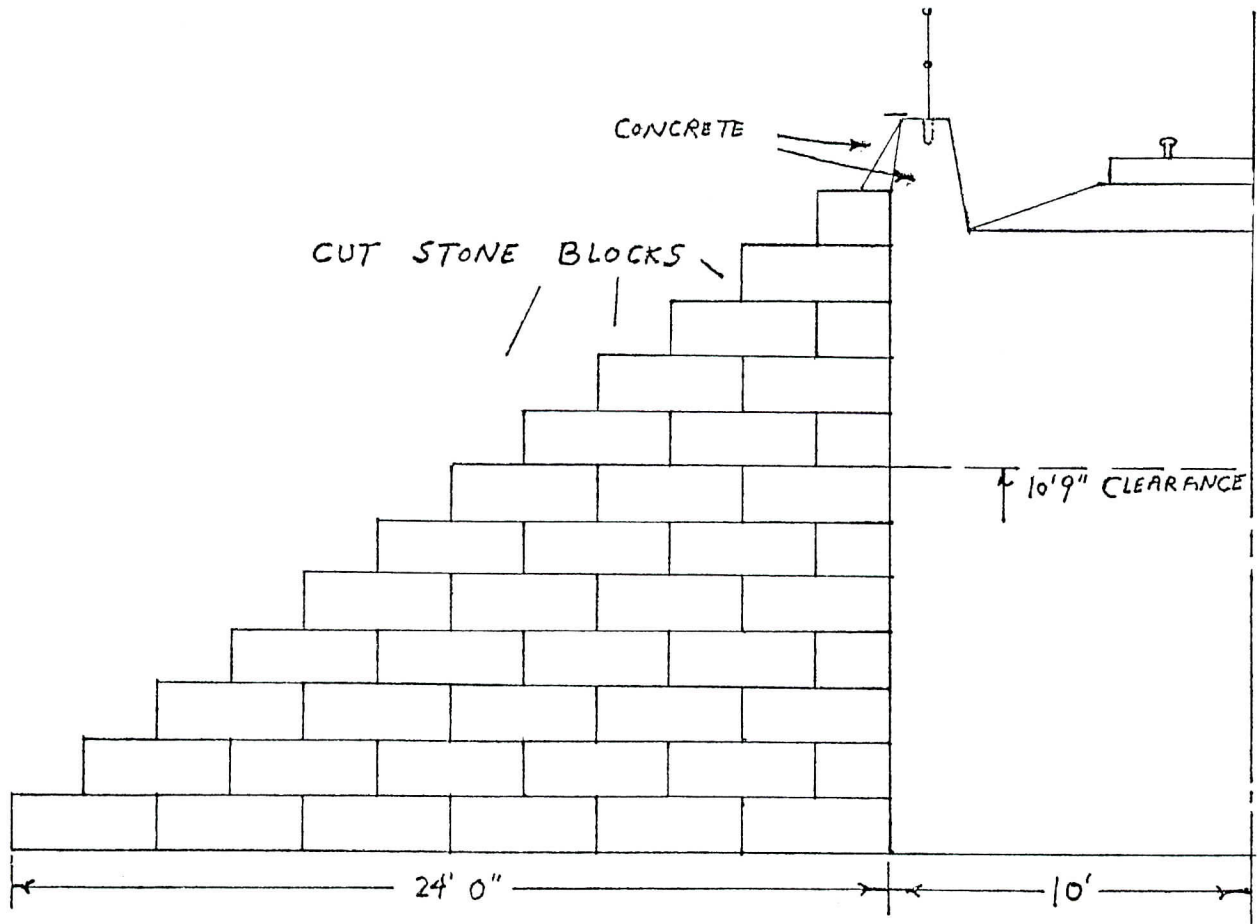
2127 E. Palmdale Blvd.
Palmdale, California 93550
(805) 273-6229

This cut stone highway underpass is located at Cresson, Pennsylvania. It may not be there anymore because the coal mine branch which ran above was abandoned. The engine servicing area is behind the photographer, and the mainline to Altoona is to the right about 100 yards. The plans at the right are full size for S. A variety of stone building materials and/or kitbashed tunnel portals could be used to create this underpass. Note that many layouts lack highway underpasses, but they really add a neat touch. Typical of Pennsy underpasses, clearances are narrow for two cars passing, and many trucks must center themselves when passing through. Main highways, of course, would have a larger opening. *Photo Jeff Madden*



NIA RAILROAD UNDERPASS
ON, PA. $\frac{3}{16}" = 1'0"$

Full size for S scale - $\frac{3}{16}" = 1'$



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