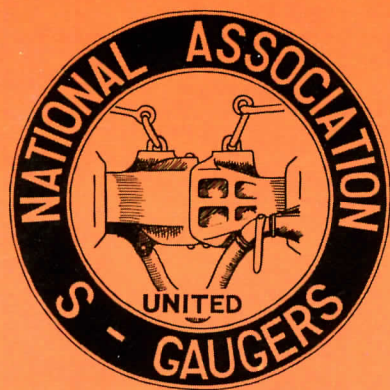




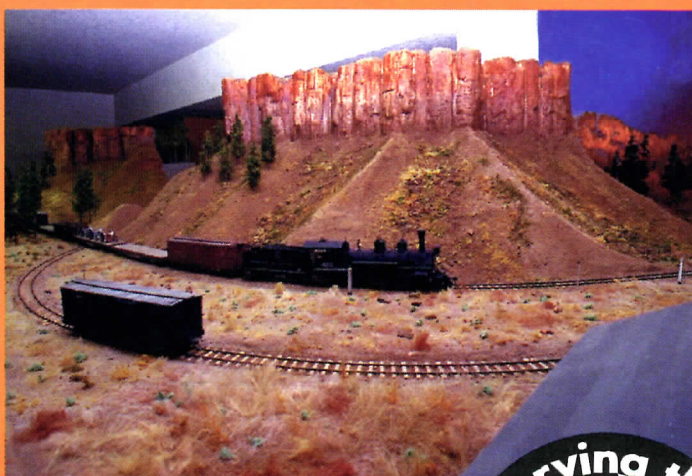
October 1997

Volume XX Number 5

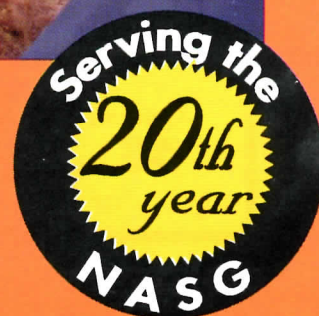
DISPATCH



Memories of Denver



Denver Convention Coverage
The Story of the Bristol S Gaugers



PORT LINES HOBBY SUPPLIES

"Specialists in American Flyer Trains & S-Gauge Railroading"



E-mail: Port Lines@aol.com

Doug Peck
6 Storeybrooke Drive, Newburyport, MA 01950

508-465-8798 Phone/Fax

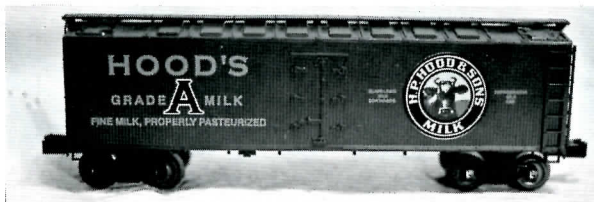
WOOD-SIDED REEFERS

The line of S-gauge wood-sided reefers from CROWN MODELS is growing! Now available are

the red-&-white SWIFT MEATS, the silver W.P. ICE SERVICE, green HOODS MILK, orange STROH'S BEER, and green A&P FOODS. 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.

\$36.95 each

Plus \$4.00 shipping per order. Dealer inquiries invited.



TWIN WHISTLE STRUCTURE KITS

1/64 "S" scale kits are now available through Port Lines Hobby, designed for the *novice* builder. All kits include the necessary precut wood or plastic parts; cast-metal and/or plastic detail parts; colorful graphics; templates & complete instructions.

- Roundhouse, 3-stall: Brick-faced; plastic and wood; available in either 16" (\$115), or 21.5" (\$129) depths. 8-hour kit.

(Operating motorized turntable also available; SASE for details.)

- "A&W Root Beer Stand": white styrene plastic; interior detail; full-color decals. 8-hour kit. **\$44.95**

- "Packard's Diner": wood kit with interior detail. Honors the founder of C-D Models and S-Gauge. 10-hour kit. **\$39.95**

- "White Tower Restaurant": white styrene plastic; interior detail. 12-hour kit. **\$39.95**

- "Gas Station/Grocery Store" wood kit: ('30s era). 5-hour kit. **\$44.95**

- Roadside Billboards: wood structure; colorful graphics from original sources; Over 20 different selections available (SASE for list). Each kit builds one billboard. 30-minute kit. **\$5.50/kit; \$10 built.**

SPECIAL: Order any 3 kits, and deduct \$15!

• COMING NEXT •

Greyhound Bus Terminal; Reefer Icing Platform & Icehouse!

• ADD \$4.00 shipping per order. • Dealer inquiries invited!

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

AMERICAN FLYER: Nearly 1500 different top-quality repair items. Original & Reproduction.

Quick next-day service! MASTERCARD/VISA phone orders accepted.



Complete set of Parts & Sales Catalogs: \$5.00

PORT LINES HOBBY is the exclusive distributor of the TWIN WHISTLE & CROWN lines of S-scale products.



THE NASG OFFICERS AND COMMITTEE CHAIRMEN

Who and where they are.

OFFICERS:

President	Paul Stevens 9619 NW 71st St. Kansas City, MO 64152 816-741-1505
Executive Vice-President	Moe Berk 39 Graeler Drive, St. Louis, MO 63146 314-432-3417
Secretary	Jamie Bothwell 805 Hayes St., Bethlehem, PA 18015-3613 610-868-7180
Treasurer	William Moore 220 Swedesboro Rd., Gibbstown, NJ 08027-1504 609-423-0198
Eastern Vice President	John Foley 164 W. Railroad St., Pottsville, PA 17901 717-622-3413 Phone & FAX
Central Vice President	Tom Nimelli 7867 Bellevue St., Grosse Ile, MI 48138-1812 313-675-1955
Western Vice President	Lee M. Johnson 2472 Lariat Lane, Walnut Creek, CA 94596 510-943-1590

COMMITTEE CHAIRMEN

Dispatch Editor	Jeff Madden 438 Bron Derw Ct., Wales, WI 53183 414-968-3729 Phone & Fax
Membership	Dody Stevens 9619 NW 71st St., Kansas City, MO 64152 816-741-1505
Promotions	Joel Lebovitz 1340 W. Greenleaf Ave., Apt. 1-N, Chicago, IL 60626 773-262-5668
Standards	Bob Sherwood 410 E. 24th St., Cheyenne, WY 82001 307-638-2918 E-Mail: Softmoods@TCD.Net
Lionel/NASG Car Project	Doug Peck 6 Storeybrooke, Dr., Newburyport, MA 01950 508-465-8798
S-Mod Info.	Ted Larson 5 Kenicott Circle, Fairport, NY 14450 \$5.00 per packet (stamps OK)
NASG Clearinghouse	William Mark, Jr. Rossway Road, Pleasant Valley, NY 12569 914-635-8553 NASG track gages, coupler height gages, patches and pins
Contest Chairman	Jim Whipple 1719 Middle Rd., Glenshaw, PA 15116 412-487-3364
Election Committee Chairman	Doug Miller 371 Castleman Rd., Vestal, NY 13850 607-754-8260
Convention Committee Chairman	Dave Held 6154 Lanake Lane, Imlay City, MI 48444 810-724-5499

NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
414-968-3729
E-Mail: TLMADDEN@execpc.com

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

The Membership Chairmen
NASG, Inc.
c/o Dody Stevens
9619 NW 71st St.
Kansas City, MO 64152-2403
816-741-1505
E-Mail: Craft.RR@genie.com

Reproduction in whole or in part is prohibited without permission of the NASG, Inc.

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

SUBSCRIPTION RATES: 1 year \$12.00, which is included in the \$17.00 annual dues. All subscriptions payable in U.S. funds. Second class postage is paid at St. Charles, MO. Printed in the U.S.A. All rights reserved. **POSTMASTER:** Send address change to **The Database Manager, NASG, Inc.,** % Dody Stevens, 9619 NW 71st St., Kansas City, MO 64152-2403.

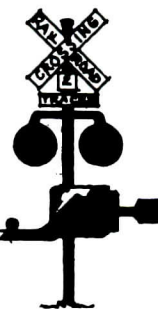
COVER:

Four Denver Convention Photos:
Top 2 are contest entries — bottom left Denis Hagan's Sn3 and Mark Kramer's Sn3. Photos — Bottom left Pete Mihelich — rest Bob Werre.

ORDER BOARD

Volume XX, Number 5

OCTOBER 1997



President's Message	Paul Stevens	4
Rail Mail		4
Jeff's Junction		5
New Product's Report		6
Denver Convention Coverage		8-17
What's New		19
Layouts at Denver		20-21
Straight & Narrow	David Heine	22
Short and Easy	Kent Singer	23
Module Corner	Ted Larson	24
Bristol S Gauge History		28-30
Club Sandwich	Dave Pool	31-33
Extra Board		34
S-Calendar		35
Annual Business Meeting		36
NASG 1997 BOT Minutes		37-39

STAFF

Jeff Madden	Editor
Terry Madden	Graphics Editor
Kent Singer	Contributing Editor
Jeff Madden	New Products Editor
David Pool	Club Editor
Ted Larson	Module Corner
David Heine	Narrow Gauge Editor
Bob Werre	Staff Photographer
Jeff Madden	Advertising Manager
Bob Jackson	Editor Emeritus
Pete Mihelich	Publisher

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

NOTICE TO READERS: All warranties and claims made by advertisers in the **DISPATCH** are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material which it feels is not reputable. The selection and/or use of the products or services, and the application or results obtained from these advertisers is the sole responsibility of the reader.

ADVERTISING RATES: Inquire regarding B & W or color rates. For additional information, contact the NASG **DISPATCH**, c/o Goellner Printing, 301 South Main, St. Charles, MO 63301.

President's Message ...

OUT TO PROMOTE!

I recently had the experience of helping to resurrect the 10' x 46' sectional layout which belongs to the Kansas City S Gaugers. The sections had been in storage for six years and required a major overhaul. It was rewarding to see the enthusiasm of those members who worked on the layout for twelve weeks.

Skills were shared to reconstruct backdrops, add ground cover, build new structures and install new security stanchions for the perimeter. All the efforts culminated in a successful weekend mall show Labor Day weekend, running tinplate, hi-rail and scale. At least one new member was recruited and many questions were fielded.

Beyond this, some of the members are suggesting a complete replacement of the main yard and passenger terminal. One member called me the other night to say he was building a full size crossing flasher to be elevated above the layout for crowd attraction. We are planning to do at least one more show this fall as the enthusiasm continues to build.

Promotion to the general public is critical to our growth. Sparking interest from the past and converting individuals from other gauges is becoming easier as we show off the new products from our manufacturers. The amount of skill required is minimal to get started or reacquainted with S as more rolling stock is available ready-to-run. Furthermore, many will hopefully surprise you with their enthusiasm - as they did in my club - by continuing to contribute and promote S.

-Paul
e-mail: craft.rr@genie.com

NASG NEWS

From the Membership Chairman: As I promised last issue, we now have an Internet website. Craig O'Connell has taken on the job for the NASG and has been busy getting the homepage set up for us. Here is the address:

<http://trainweb.com/crocon/NASG/html>

Please direct all inquiries to Craig. I lack the means at present of accessing the website and probably couldn't answer your questions anyway. When I do get there, I will be the greenest of greenhorns.

-Dody
craft.rr@genie.com

Your Favorite Prototype: A suggestion from Dody is that the members write the *Dispatch* about their favorite prototype, why they picked it to model, why they got interested in it, what era they model, and so on. These could be in the form of *Railmail*, *Meet an S Gauger* or even incorporated in a *How I Built My Layout* article. -Jeff

RAIL MAIL

Dear Jeff: I received the April issue of the *Dispatch* on May 14. It is a good issue. All the articles are interesting. I do have one small problem... the April issue arriving in the middle of May. I subscribe to another S gauge publication that is also bi-monthly which has a policy to get it in the mail by the end of the first full week of the cover date. Could the issues be mailed a little closer to the cover date. Regardless, keep up the good work on the magazine.
Michael Scivoletti, Franklin, N.J.

*Mike, it is a struggle to get the issue out on time. We have mailed the last several issues (April and June) in the month of the cover date, but there are several reasons why delivery is not always timely. Your geographic location could be part of the problem. The magazine is pre-bundled at the printer in St. Louis, and then the post office routes these to various regions around the country. But as a non-profit publication, the *Dispatch* is mailed at a periodical rate which is not the highest priority of the Post Office. I understand it is helpful to have the additional 4-digit zip on the mailing label. If yours doesn't, send it to our Membership Chairman.*

*The commercial S gauge magazines that you see on the newstand have a definite printing deadline by a printer and a definite mailing schedule. With a commercial magazine such as *S Gaugian*, it is to the publisher's benefit to have the magazine on the rack in the early part of a month prior to the cover date. The reason-- Many newstands (maybe not hobby shops) will only leave issues on the shelf until the end of the cover date month. So if a magazine is late it might not sit on the shelf as long. *S Gaugian*, for example, is also distributed via Kalmbach Publishing, and I'm sure their deadlines must be pretty regular. Secondly, a commercial magazine is more sensitive to advertiser timing since they are paying much of the freight.*

*A small circulation, non-profit publication, like the *Dispatch* does not end up on hobby shop shelves for sale, and advertising is usually minimal. And too, the *Dispatch* depends on a volunteer staff, who are scattered and work on their contributions in between busy family and work schedules, as does your editor. As an example, the August Membership Directory, was late for several reasons, the main one being computer problems at the membership chairman's end where it was found that the data base couldn't be formatted to column format. My son was able to convert it, but because of the way it printed out, I had to manually go in and delete a line in each address and delete some names and add in some others - this took a week of evenings. We are working on this. I normally don't even get involved in doing the page formatting for the directory issue. Ads sometimes are late too, but their revenue does help our bottom line, so sometimes we're patient.*

Technology is gradually speeding things up. Most pages are now camera ready except for the photos, which have to be stripped in manually. Our goal, of course, is to be on a regular schedule, but remember, we are a different beast than the commercial press - and they sometimes have their problems too. - Jeff

Jeff's Junction

AN S GAUGER IN NMRA LAND

How many of you belong to the NMRA? How many of you have attended a regional or national NMRA convention? How many of you have even attended the National Train Show - usually held along with the annual national NMRA convention, but open to the public?

My point for these queries - regardless of the S niche you're in (scale, hi-rail, Flyer, Sn3), is that you should attempt to attend at least one of the above sometime. You don't have to be a member to attend the train show, but you might have to pay a couple extra bucks to register at the conventions if you're not.

I'll relate my recent experiences this summer, when it was convenient for me to attend the NMRA National held here in Madison (Wisconsin) this past July, which is about 60 miles from my home.

I hadn't attended a "National" since the 1990 Pittsburgh convention where I was treated to my first views of the "large" S-MOD layout. Even in pre-NASG days, I was impressed.

I only attended the Madison convention from Thursday to Saturday as time off from work was precious after a week out in Colorado for the NASG convention earlier the same month. My dual purpose for attending was to give a couple of clinics and to see how S was faring in the scale world so dominated by HO.

Besides giving a clinic on "planning highways into your layout", I visited 2 Sn3 layouts (among others) on layout tours, attended several other modeling clinics and enjoyed the nearby National Train Show.

Many S compatriots were encountered including Promotions Chairman Joel Lebovitz and Minnesotan Dave Jasper. On one layout tour coincidentally on my bus were fellow S gaugers Chuck Porter, Ken MacKenzie and Roy Meisner. I was also able to visit with the operating crews of the S layouts on display at the National Train Show - you know, Josh Seltzer, George Ricketts, Dick Kloes, Gary Children, Art Pratt, among many.

As far as S-only manufacturers at the train show - S Helper, Bill's Train Shop and PBL were there. Booths with some S were Model Tech, DesPlaines and Overland. B&S shared a booth.

The layouts on display included the Badgerland and Cuyahoga Valley modular layouts and a portable American Flyer layout sponsored by the Four Lakes S Gaugers from Madison. I was there on Friday and Saturday and there appeared to be lots of interest in the S layouts. PBL also had their superdetailed Sn3 showcase layout in operation, complete with sound. The Four Lakes Flyer layout was the only tinsplate layout in a pretty much scale event.

Although some national train shows draw in more of the general public than this one did, still 10,000 or so visitors is not to be laughed at, especially in a smaller market like Madison. The NASG, thanks to Bill Wade, Joel Lebovitz and others, had our booth prominently positioned and manned in the midst of most of the S activity. Our updated *This is S* brochure was on hand and many saw their way into the hands of non-S gaugers. This is a good thing! Besides at the NASG booth, the brochures were strategically placed on or near the S layouts.

So, should the NASG be involved in the mostly scale oriented

National Train Show and conventions that the NMRA hosts? Absolutely! Where better to catch the eye of large numbers of non-S (or S gaugers) who might be impressed with the current S product availability and S modeling abilities they see. Where else to actually be able to talk with non-S gaugers and hand out promotional literature. And remember, many of the HO and N crowd cut their teeth on Flyer and may have their latent S fires rekindled.

And why should YOU attend the National Train Show as an individual S gauger - regardless of your bent in S? Well, naturally, to examine the S layouts and visit with S manufacturers, but also to keep in touch with the hobby in general, see what's new in the more prominent scales, to see what HO or O items can be converted to S and even to bend the ears of non-S manufacturers about producing some S items.

I noticed, for example, that Walther's and Atlas have some new "O" scale plastic structures which might have bashing possibilities. Several new HO plastic structures might also be useful. I checked out other multi scale accessories such as electronics and scenery. I also had the opportunity to talk with the editor of the NMRA bulletin and their advertising/new product director regarding the visibility of S in the Bulletin (24,000 circ.). For you manufacturers reading this, new product announcements can be sent to: Advertising Manager Hank Kraichely, 716 Reinke road, Balwin, MO 63021 (e-mail: hknmmra@anet-stl.com). He'll forward it to Jim Ruisinger, who does the product column.

Terry Bacus, the editor, seemed willing to print S articles - layouts, reviews, etc. We just have to keep him supplied.

Remember! The National Train Show is almost always held in conjunction with the National NMRA convention, and it is open to the public one weekend. NMRA conventioners can attend sans public on Friday afternoons. Many S gaugers, however, are seen, as I have already related, at the convention activities as well.

Maybe when it is inconvenient for you to attend the NASG convention, you can maybe instead check out the NMRA conventions and/or National Train Show when they are near your locale or can be included in your travel plans. The next two will be in Kansas City ('98) and Minneapolis ('99). During the '99 convention and show in Minneapolis the NASG will hold its convention nearby with access available to both conventions' activities.

Could S have had more of a presence at Madison? Well, certainly, but it's hard enough for manufacturers to schedule all the other S and Sn3 get-togethers (The National Narrow Gauge Convention was in Cincinnati in August, for example), and it costs them booth space and travel expenses. But some specific high profile manufacturers were missing — Lionel, American Models, SouthWind, Scenery Unlimited, River Raisin, and Pacific Rail Shops to name a few. Again, this is not meant as criticism because of the above mentioned reasons, but maybe some large S dealers who carry the whole gamut of S products could be encouraged to attend - maybe with some shared expenses??

Beyond the manufacturers, there should be a continuing effort by the NASG to encourage the most detailed of S layouts, displays, contest models and members to attend large NMRA functions and shows such as the "National." In other words, let the other gaugers see the best that S has to offer!

-Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Industrial Dr., South Lyon, MI 48178 - www.americanmodels.com). A surprise announcement is the newest freight car from AM. It will be an RTR 1930 USRA 46' flat car. The car will have real spruce planking and a diecast underframe and underbody detail. Heavy duty sprung trucks will be included for heavier loads. There will be 3 pricing/load options: (1) Flat w/ stakes, \$34.95; flat w/decorated Patton Army tank, \$44.95; flat w/decorated trailer of your choice, \$44.95. There will be 21 different road names and 3 number variations. Operating Flyer or scale couplers included.

Flat car road names include undec, B&O, CB&Q, BN, CR, C&NW, C&O, CSX, CP, D&RGW, GN, IC, NH, NYC, NP, N&W, MP, PRR, SF, SOU, SP and UP

The steam engines should be here by the time you read this, but AC sound boards and passenger cars will be added at South Lyon. A \$10 deposit is required to reserve any locos or sets that remain unsold: 4-6-2 loco AC version - undec, B&O or Southern, \$429.95; DC version, \$349.95. AC sets with passenger cars \$699.95; DC \$619.95.

And in stock are the PS-2 3-bay covered hoppers and the 4-bay open hoppers. The PS-2 has an ABS plastic body, separate grab irons and ladders, and an etched metal (see thru) roofwalk. The 49'4" car of the 60s to present era comes in the following roadnames: ADM, BN, Cargill, CNW, CR, GN, IC, PRR, Pillsbury, Rio Grande, RI, SF, UP and undec. - check the website for the details. The coal hoppers were covered in June.



ATLAS O, LLC (603 Sweetland Ave., Hillside, NJ 07205) has a new plastic O scale interlocking tower which might be workable in S.



BACHMANN (1400 East Erie Ave., Philadelphia, PA 19124) has their 50th anniversary 1997 catalog out now. Of interest to S gaugers is the Plasticville line which includes some new structures and some old favorites reissued. New structures which will most likely be useable in S are a farmhouse, a station, a switch tower and a pedestrian bridge. From the original line listed in the catalog are the thru truss bridge, Union Station, loading platform and crossing shanty, apartment building, coaling tower, cathedral, water tower, log cabin, hobo jungle, airport terminal, airport hanger and covered bridge. Some other accessories are listed also.

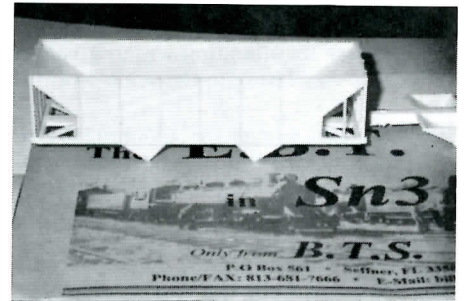
BTS (P.O. Box 561, Seffner, FL 33583 - e mail: bill@btsr.com). Bill's Train Shop has announced a complete East Broad Top Sn3 line of locomotives, rolling stock and structures. Finally eastern narrow gaugers will have something to crow about in Sn3. Bill's plans are first to re-release the two-bay urethane coal hoppers - after major revisions of details including hollow hoppers. A new freight car kit will be released about every two months with the #100 series flatcars due in October. To follow will be the 3-bay hoppers, steel boxcars, tank cars and passenger cars. Caboosees and wood boxcars will be museum-quality laser kits to come later. Laser cut wood structures such as

the Orbisonia Depot, water tanks, etc., will be released on a gradual schedule.

Oh yeah, EBT brass locomotives will be coming too, with the first in '98.

BTS has picked up the West Side Lumber Co. brass skeleton log cars which was dropped as a project by SouthWind. These will be available in standard gauge or Sn3. Send SASE for pre-delivery price and further details. A single painted car is \$139.95 and unpainted, \$119.95. There also is a quantity discount for 6 or more cars.

The Greenbrier Railroad Models GP30s are selling fast. Check with Bill.

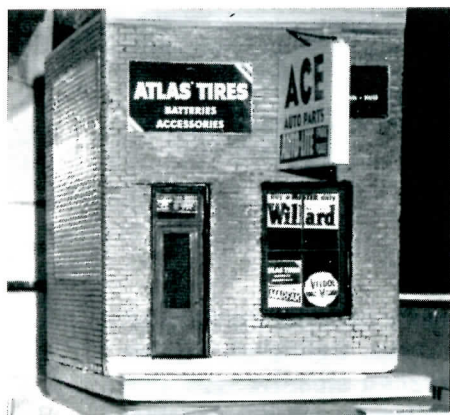


BUILDERS IN SCALE (P.O. Box 460025, Aurora, CO 80046) has some nice items available for scratchbuilding structures: metal corrugated siding, laser cut, self adhesive shingles in various styles including city, rustic, several Victorian styles and some slate styles. Other detail items include chain, snow, kelp/seaweed, tar paper, lace curtains, venetian blinds and weathering materials. This line is also available from Caboose Hobbies in Denver.

CODE 3 COLLECTIBLES (Your local discount toy store). Diecast 1/64 modern Seagrave pumper. Nicely detailed in diecast and plastic. About \$18.95. I saw them at a Target store. I hope they do some older styles.

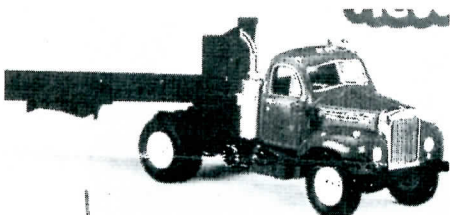
CORONA FLEX-TRACK (P.O. Box 1867, Corona, CA 91718 - 909-735-3417). The makers of the Code 172 flex track with plastic ties now has some flexible rubber roadbed in various colors. Each 1/4" thick, 40" long section sells for \$6.95.

DOWNTOWN DECO (2024 South Ave. West, Missoula, MT 59801) has a couple of S scale structures which consist of detailed Hydrocal castings, with Grandt Line windows and doors. So far available are the Blue Angel Smoke & Tattoo building (small stone store type) and Ace Auto Parts Store. These are western style stone buildings typically found in mining towns.



DSL SHOPS (23W008 Tamarack Dr., Glen Ellyn, IL 60137) now has 6 S scale resin structures listed on a flyer. These are: 2-story hobby shop, \$39.95; 1-story brick Pershing Bakery, \$39.95; 2-story brick corner store, \$49.95; Al's Body Shop, \$35.00; Berwyn Bungalo, \$75 and a bank storefront only for \$36.00.

ERTL (Dyersville, IA) has some new 1/64 items to report on. First and of most interest to me in a 1960 Mack tractor and flatbed trailer. This truck can be backdated into the 50s. In the farm vehicle category recently listed as 1/64 are a cotton picker, a skid loader, an 8400T John Deere tractor, an 8200 John Deere tractor, an AGCO-Allis 9695 tractor and a White 6175 tractor. Most of these are of a more modern vintage. But back from the past is the 1/64 Dukes of Hazard 3-car set including the Gen'l Lee - yahoo!



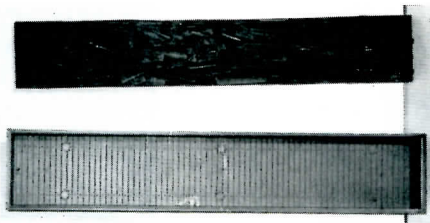
LEHIGH VALLEY MODELS (1225 North Arch St., Allentown, PA 18104) has 2 new structures added to the line. One is the Angelo Bova, a cinder block wholesale produce warehouse which has a 4" x 12-1/4" footprint, \$25. Second is

a sandhouse with a 3-1/4" x 6" footprint for \$20. Kits are mostly pre-cut wood. Add \$3.00 for postage. Illustrated catalog is \$2.00.

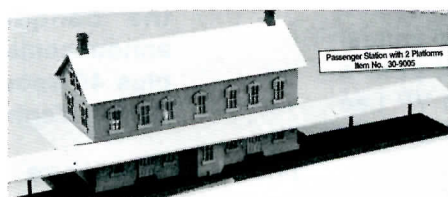
And a new vehicle: A concrete mixer truck using a Hartoy '34 Mack COE body can be built from kit LVM8-M. Included are diecast wheels and precut wood parts besides the truck body. \$10 each. Kit without truck is \$6.00. Include \$3 S&H.

MAINSTREETER TRAINS (3895 Colony Oaks Drive, Eugene, OR 97405 97405-6211). Gil Hulin's new enterprise is starting out with some custom produced gondolas with loads and resin scrap loads which are designed to fit Flyer or American Models Gondolas. The S standard gauge gondolas are reworked Flyer 42' cars with different loads and Gil's custom touches which include corrugated side panels, new brake wheels and new stirrups. The choice of loads in these cars include 2 steel coils or metal scrap. Scale cars come with SHS trucks and Kadee #802 couplers, hi-rail cars include SHS trucks and couplers. The cars come with different heralds - 2 different Mopac ones and the UP shield. Two scrap load cars, \$68. A three car set includes one coil car and two scrap load cars for \$99. Include \$4.00 shipping per order.

Resin scrap loads only are designed either for the 42' AF gon. or the 52' AM gon., \$6.75 each.



MTH ELECTRIC TRAINS (Columbia, MD). From a catalog garnered at the NMRA convention are some plastic structures which appear to be closer to S than O, like the farmhouses (which are now available in 2 new colors). A brick station with canopy platforms has interesting possibilities as does a brick firehouse.



MODEL TECH (7289 Westfield Rd., Medina, OH 44256 - 800-264-9845). This line of craftsman wood kits is moving into S. First up is the Sterling, Ohio (B&O) interlocking tower at \$79.95. A TBA list handed out this summer lists a dairy barn, a coal mine, a 2-stall engine house, 2 covered bridges, a section tool house and some other items which include some grade crossings.

PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, OR 97420-0201) has a recent newsletter which updates the product line. A second version of the PFE reefers is in the works. These will be the 47203-47702 series built by General American. Lettering schemes will be similar to the first series. This is a one time offering at \$84.00 per each set of two cars. Three series will be available for a total of 6 different numbers. The U.R.T.X. Dubuque reefers should be available. These also are available in 3-series, 2-car sets. One set has one white and one orange car, and the other two have 2 white or 2 orange cars. Again, \$84.00 per pair.

Two D&RGW "Cookie Box" paint schemes are available on the 40' boxcar. One is white with black lettering and red "Cookie Box.", and one is silver with black lettering and red "Cookie Box." Cars are \$36.00 each. Less than 2 cars add \$5.00 shipping.

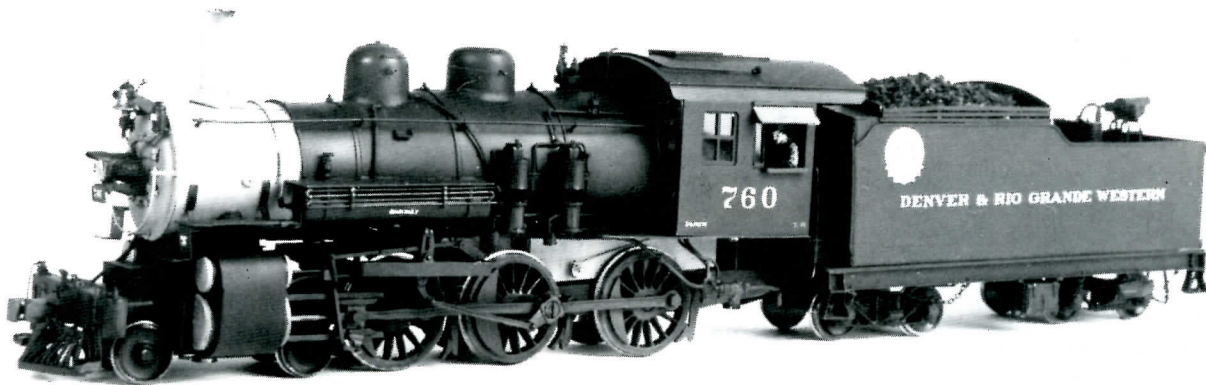
Coming: an X-29 PRR boxcar with riveted ends as owned by PRR, B&O, MC, Seaboard and others. Dreadnaught end X-29 styles will come later.

PENNSYLVANIA HERITAGE MODELS LTD. (R.D 4 Box 139, Birdsboro, PA 19508) would like to do an RDC. This would have a resin body with brass chassis and DC drive. Anticipated price \$200 to \$220. A decision on production was scheduled for September '97, so you might check with PHM to see if the project is proceeding: 800-238-0072.

PORT LINES HOBBIES (6 Storeybrooke Drive, Newburyport, MA 01950). Yes the Hood's wood-side milk reefer is finally in stock. The Crown manufactured car is dark green with gold lettering and a multi-color logo. Price is \$36.95 per car plus \$4.00 S&H. Next up this fall in the reefer series will be Strohs, A&P Foods, Clicquot Club Beverages and Central Vermont Milk.

Continued on page 18

BEST IN SHOW



The Best in Show award at this year's national convention went to Rusty Rustermier of San Jose, California for his D&RGW T-10 4-6-0. This highly detailed steamer was also the 1st place winner in the Master Craftsman category, motive power.

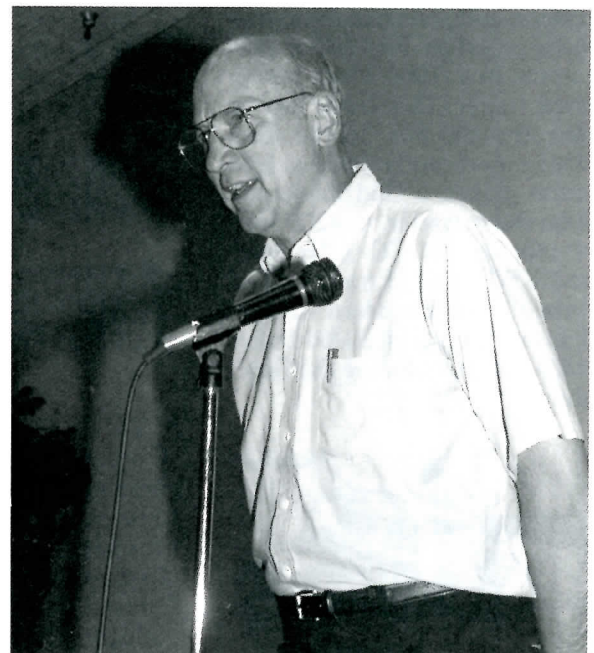
Photos by Bob Werre

NASG ANNUAL CONVENTION

— Denver, Colorado - 1997 —



Bill Wade of Florida receives the 32nd annual Bernie Thomas Award for this year's outstanding S Gauger from Western VP Lee Johnson. The award was given to both Bill and his wife Diane.



Glen Sponholtz, convention chairman, opens the banquet on Saturday night with announcements. There were 250 registrants plus 40 spouses who officially attended the Denver Zephyr Convention.

photos by Bob Werre

1997 NASG CONTEST RESULTS

National Convention, Denver, Colorado

Amateur Class:

First Place	Freight/MOW	Dour Junda	DSPP gondola
Second Place	Freight/MOW	Doug Junda	DSPP gondola
Hon. Mention	Freight/MOW	Doug Junda	DRG Flanger
First Place	Structures	Earl Tuson	Suncook Valley Bridge
Second Place	Structures	Roger Nulton	Crossing Shanty

BEST IN CLASS Amateur

Doug Junda - Denver South Park & Pacific Gondola

Craftsman Class:

First Place	hi-rail-scratch freight/MOW	Pat Ahieri	Milw wood chip hopper
Second Place	hi-rail-scratch freight/MOW	Pat Ahieri	PFE reefer
First Place	Freight/MOW	Walt Rogers	NP caboose
Second Place	Freight/MOW	Walt Rogers	B&M snowplow
Hon. Mention	Freight/MOW	Bill Lane, Jr.	PRR X32A boxcar
Hon. Mention	unclassified	Wayne Hills	D&RGW Diner-Lounge

BEST IN CLASS Craftsman

Walt Rogers - Northern Pacific Wood Caboose

Master Craftsman Class:

First Place	Motive Power	Rusty Rustermier	D&RGW T-10 4-6-0
Second Place	Motive Power	Mike Elkin	D&RGW SD50
Hon. Mention	Motive Power	Bill Mark III	Conrail SD50
First Place	Freight/MOW	Fred Paulus	ATSF stock car
Second Place	Kit & Conv. freight	Mike Elkin	BN 2-bay hopper
Hon. Mention	Freight/MOW	Fred Paulus	Pile Driver

BEST IN CLASS AND BEST IN SHOW

Rusty Rustermier - D&RGW T-10 4-6-0

Unclassified

Hon. Mention	Tractor Trailer	Wayne Hills	DRG motor truck
--------------	-----------------	-------------	-----------------

Photography

First Place	Model Color Print	Bill Lane, Jr.
Second Place	Model Color Print	Wayne Hills
Hon. Mention	Model Color Print	Wayne Hills
First Place	Proto. Color Print	Wayne Hills
Second Place	Proto. Color Print	Doug Junda
Hon. Mention	Proto. Color Print	Doug Junda

BEST IN CLASS

Wayne Hills - Byers Canyon prototype photo

NASG Convention Impressions

By Jeff Madden

Two hundred and fifty registrants including myself, wife and daughter attended the 1997 Denver Zephyr NASG Convention. While not numbers matching some previous annual conventions, you've got to remember the distance and expense in traveling to the near west. As well, Denver is not a noted tinsplate haven, as is say Pittsburgh or New England.

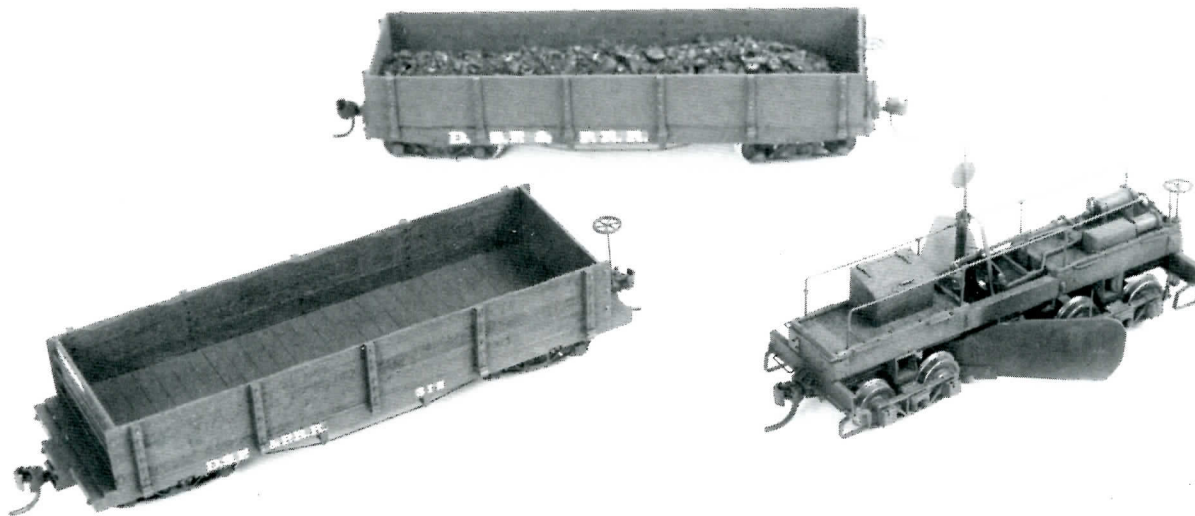
And this bore out in fact - I would say the Denver Zephyr basically served the scale wing of the NASG, at least as far

as layout tours, display areas, contest and clinics were concerned. Nothing negative mind you, it's just that S scale, especially Sn3, is more heavily represented in the Denver area than is S tinsplate or hi-rail.

And as a scaler myself, and having ridden and/or photographed the spectacular narrow gauge tourist lines in southwestern Colorado earlier in the week prior to the convention, I can understand the huge influence of these quaint railroads on the Denver model community. As expected, 5 of the 9 layouts on tour and one of the display layouts were Colorado Sn3. The other layouts on display or tour were scale S standard gauge.

Not to say that the hi-railers and tinplaters didn't enjoy these

CONTEST WINNERS

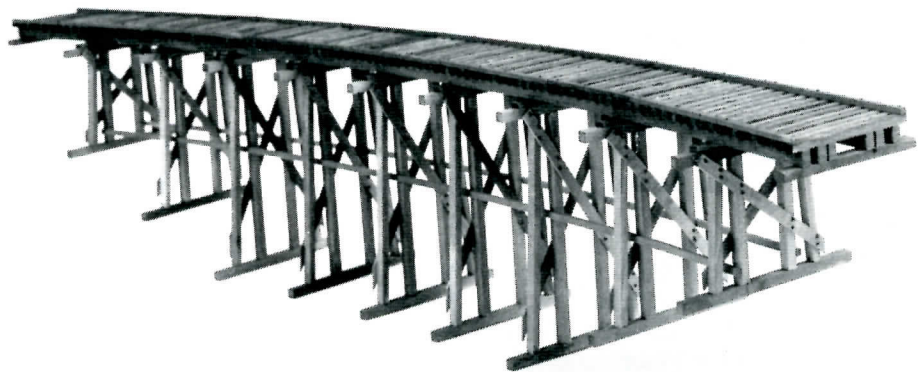


Doug Junda won First, Second and Honorable Mention in the Amateur Class category, freight and MOW for this rolling stock trio. The Denver, South Park and Pacific narrow gauge gons took the first two places and the D&RG flanger received the honorable mention. Doug's 1st place also won Best in Class.

Amateur Class



Photos by Bob Werre



Two of the winning structure entries in the amateur class were Roger Nulton's 2nd place elevated crossing shanty (left) and Earl Tuson's 1st place Suncook Valley trestle.



Left is Pat Ahieri's 1st place craftsman class (hi-rail) kit and converted Milwaukee Road wood chip hopper.



Craftsman Class



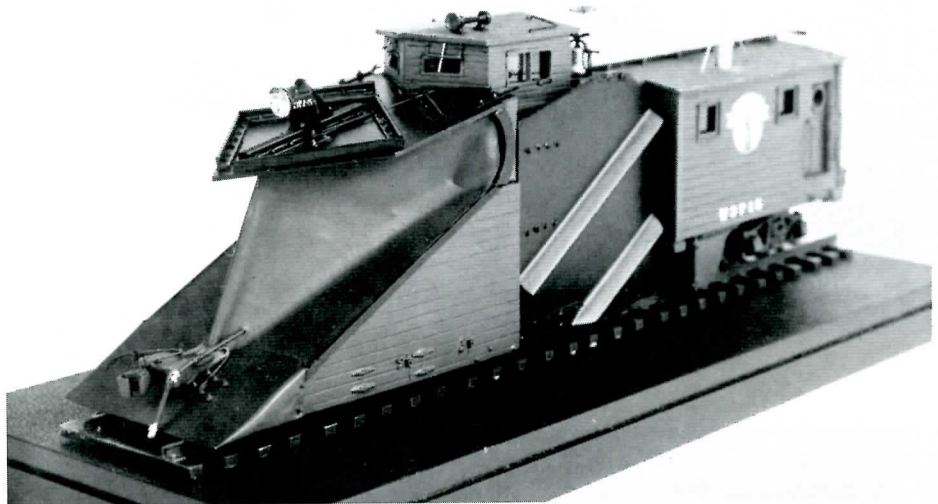
First place in the craftsman class freight and MOW went to Walt Rogers for this NP caboose. This model was also chosen Best in Class and received the Sudimak Award.



Second place hi-rail freight and MOW went to Pat Ahieri for this PFE reefer. His first place craftsman class award is on the opposite page.

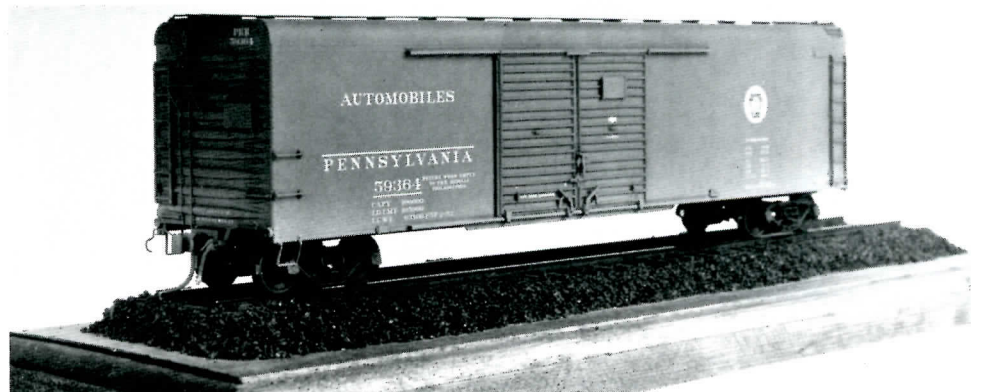


This Boston & Maine snowplow is Walt Rogers' 2nd place winner in the craftsman class for freight and MOW.



Photos by Bob Werre

Bill Lane, Jr., received an honorable mention in the craftsman class freight and MOW class for this PRR X32A auto boxcar.



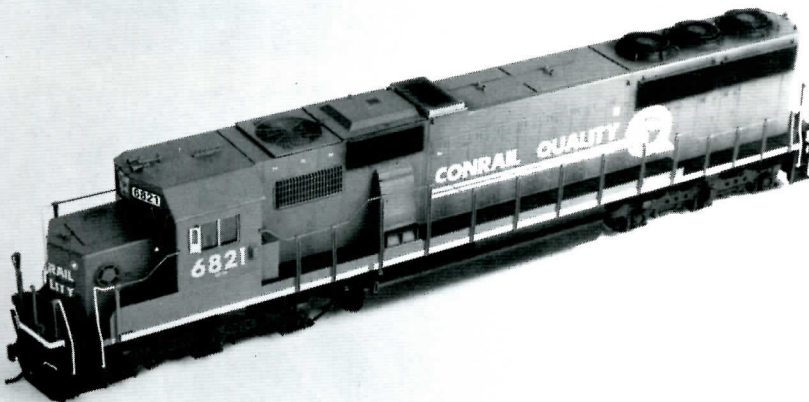


Master Craftsman Class

Mike Elkin garnered 2nd place motive power in this class for his D&RGW SD50. Below he receives his award from Bob Sherwood. Model also was a popular vote winner.



The first place freight and MOW car in the craftsman class went to Fred Paulus for this scratchbuilt ATSF stock car.

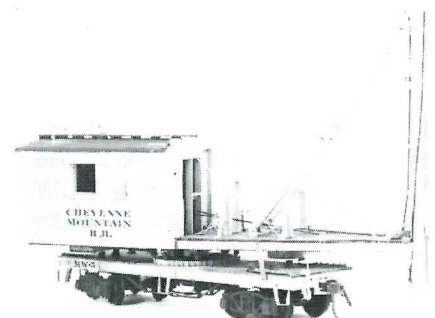


Honorable Mention, craftsman class motive power, went to Bill Mark III for this Conrail SD50.

Photos by Bob Werre



Mike Elkin received a 2nd place kit & converted award for his BN 2-bay covered hopper (below left). Fred Paulus received an honorable mention for the Cheyenne Mountain MW-5 pile driver (below).



Other Contest Entries

Honorable mention in an unclassified grouping was given to Wayne Hills for his D&RG tractor trailer which is a detailed and relettered AHL truck.



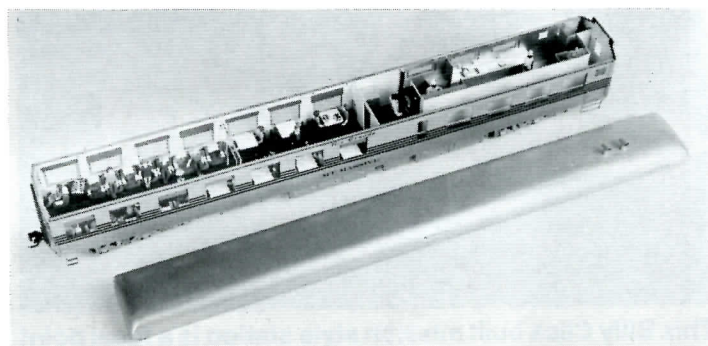
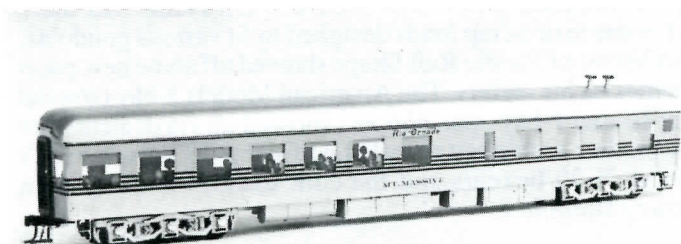
Tom Lennon's weathered Conrail boxcar. Note the extended cushion coupler pockets.



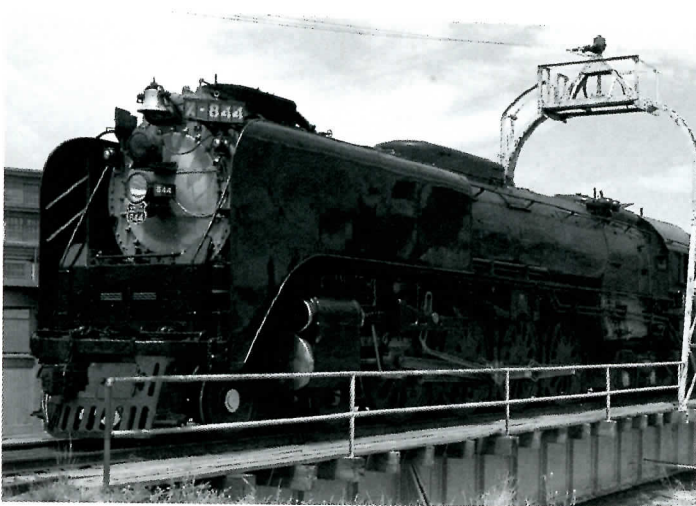
A nice looking Katy boxcar is this entry by Jerry Brewer.



Photos by Bob Werre



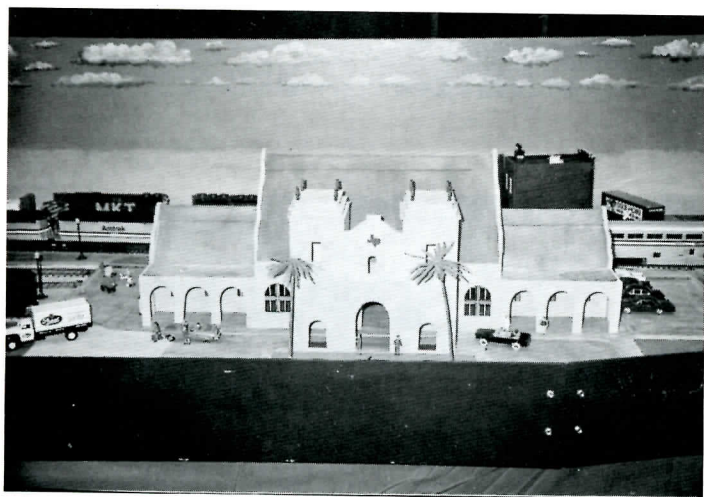
Wayne Hills is responsible for the interior and exterior modeling of this D&RGW diner-lounge. This model received an honorable mention in the craftsman class. Wouldn't it be nice if American models offered a one-piece plastic molded interior for each of their passenger cars. These could then be detailed further and could provide some additional weight. These might well be an add-on money maker as well..



Popular UP shop tour on Wednesday included 844 on the table.



Three classics. Howie Waelder of NY and John Bortz of PA shown here in a cab portrait in the big Challenger on the UP tour.



This Billy Click built mission style station is a focal point on the detailed scale layout of the Houston S Gaugers. The club trailered their 15' x 44' modular layout to Denver from Houston. This layout and the Colorado Springs narrow gauge layout made up the two operating layout at the convention hotel.

Photo by Jeff Madden

Continued from page 9

layouts - I'm sure they did, and I'm sure they picked up some tips on benchwork, scenery, trackwork, etc. And many, I'm sure, as I did, worked the Denver NASG convention in as a family vacation.

Interestingly, the NASG Denver Zephyr Convention turns out to be a 20th anniversary for my wife and I. It was 20 years ago in July that I attended another model railroad convention in Denver - the 1977 NMRA one. That year my then 4-year-old son Terry was along. This year my 18-year-old daughter, Jeannette, came with Janet and I. We even returned to some of the same attractions but skipped others we had seen before.

We managed all modes of transportation except water: car, plane, train and horseback. In this Deja Vu vacation after flying to Denver on Midwest Express (first flight for wife and daughter) we basically toured via rented Sable the old Narrow Gauge Circle route from Salida to Antonito to Durango and then from Montrose back to Salida. Along the way we hit many popular tourist attractions - Garden of the Gods, Royal Gorge, the Mesa Verde Indian ruins and the town of Silverton. Train-wise we rode the entire Cumbres & Toltec line from west to east - a must for any railfan - and managed only a few photos of the Durango & Silverton since my wife and I had ridden this line on the earlier trip. Both lines are ex-D&RGW which once connected with each other as part of the Narrow Gauge Circle.

Our arrival day at the convention hotel was Wednesday, but it took us 'til 9:30 at night to leisurly drive from Durango via Silverton, Monarch Pass and the high South Park plateau.

My convention impressions follow:

TRADE SHOW:

My overall impressions of the manufacturers/display are was that scale was dominant. The hit of the show, as far as new products is concerned, was the test run of the American Models Pacific on the Houston S Gaugers layout. The electrical power was even temporarily switched from D.C. to A.C. to accomodate the 4-6-2 motor. It ran fine from what I could tell - the sound system hadn't been hooked up yet though.

Other new products in evidence were River Raisin's NYC Mikado, S-Helper's flat cars and samples of their SW9 and caboose, W.A. Drake's brass gondola plus some new resin depots and B&S's new Sn3 turnouts. Gil Hulin was there with some resin scrap loads designed to fit various gondolas. John Verser of Pacific Rail Shops showed off some new paint schemes on his reefers. The American Models 3-bay covered hoppers and 4-bay open hoppers showed up via dealers. The new product scuttlebutt revealed AM's new 46' flat car, PRS's coming X-29 boxcars and the cork roadbed coming from Scenery Unlimited.

DISPLAY LAYOUTS:

The very finely detailed modular layout was hauled from Texas and operated by the Houston S Gaugers which includes the likes of Bob Werre, Jerry Brewer, Rusty Paulus, Jack Troxel, Don Hand, Bill Green, Earl Tuson and Bill Click. All deserve a hand for their modeling and traveling efforts. The Colorado Springs Narrow Gaugers also had their highly detailed Sn3 straight modular layout on display.

CLINICS:

Well, gulp, I didn't see even one - family touring took precedence. This included a Thursday junket to Central City where my wife won \$100.00 in the casinos and later a stop for some gold panning - no, we didn't strike it rich. Friday during the day we were off to Georgetown. I rode the loop and the women shopped.

MODEL CONTEST:

Like last year model entries were mostly rolling stock and locomotives. I guess structures and dioramas are harder to transport. A thought crossed my mind - why aren't contest viewing tables closer to standing eye level. It would make it much easier to view and judge the models.

LAYOUT TOURS:

For me the layout tours were the highlight of the convention. I made 8 out of 9 either via bus or on my own. As expected Sn3 was well represented with 5 of the tour layouts being Sn3. Thursday evening I drove around to Lee Kliden's Sn3 Mineral Point & Pacific. His 16' x 38' layout was a lesson in benchwork. I can't wait to see it in the scenery stage. Then it was over to Convention Chairman Glen Sponholtz's new Rock Island and Burlington standard gauge. A helix allows the layout to have a decent run in a moderate space. I was the last guy that night to visit Tim Meyer's C&NW standard gauge. Very similar to Glenn's with a helix to add another level. Partial scenery.

On Friday it was by bus to see Mark Kramer's and Dennis Hagen's Sn3 layouts which were top notch as evidenced in the pictures in the April issue. The final stop was the impressive, though unscenicked, Buckingham Mall layout of the host club. The theme is the Colorado joint line between Colorado Springs and Pueblo.

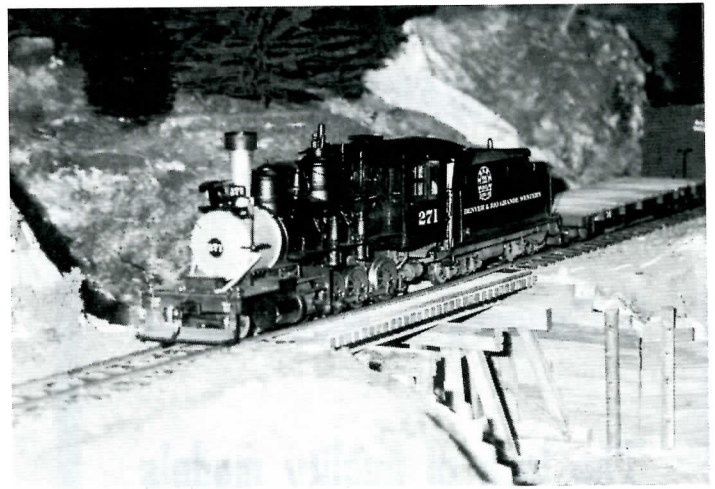
Saturday I headed north for two of the 3 layouts on tour. Wife and daughter were dropped at the outlet mall, and I drove out west of Loveland to find Jim Wild's Sn3 Colorado & Southern. His split level house appropriately faces the Rockies and inside he models these mountains. About half of the layout is spectacularly scenicked. Dwayne Easterling (who has since moved away) is responsible for much of the scenery and structures. Jim also markets some Sn3 structure kits under the name Rocky Mountain Model Works. The last stop was in the little mill town of Johnstown to see the layout of Caboose Hobbies Manager Bill McClung. Here's a guy who manages one of the biggest hobby shops in the world - with tons of HO in stock, and low and behold, he models in S standard gauge. His Northwest Pacific will be a beaut. It's point-to-point with staging tracks, and Bill is working with styrofoam scenery.

TOURS:

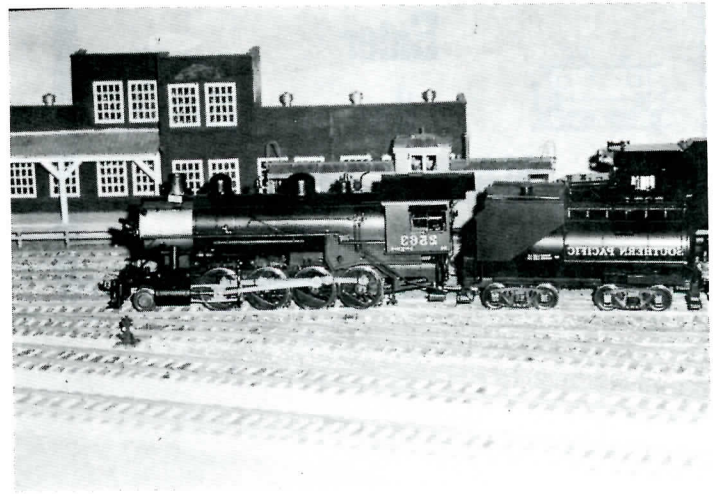
I pretty much did tours on my own, but I understand the Cheyenne trip was a hit.

RAILFANNING:

I didn't get to do as much prototype railfanning as I would have liked. My family and I rode the Cumbres & Toltec - what a thrill - scenery around every twist and turn mixed with that echoing steam exhaust sound. I chased a couple of trains on the Durango & Silverton. Last time I visited Durango in 1977, the 2-8-2s all had those fake cabbage stacks, now gone. They were installed during the early 50s for the Hollywood movies that were made on the line.

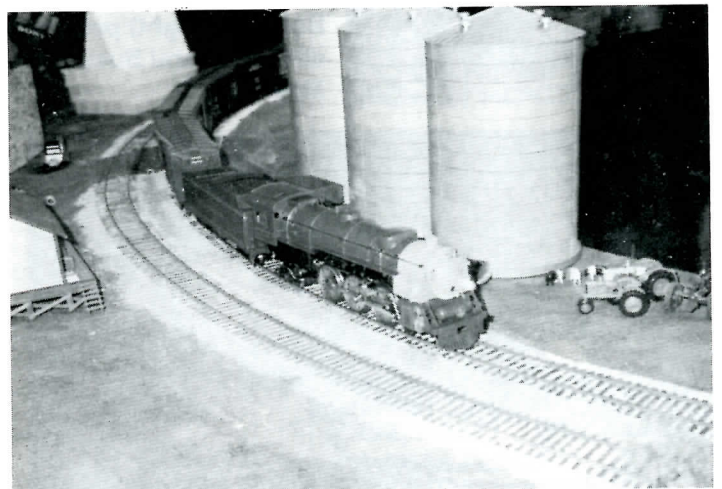


Sn3 is naturally a heavy favorite of Colorado S gaugers as evidenced by a scene on the Colorado Springs Narrow Gaugers' modular layout which was displayed at the convention.

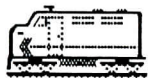


New S steamers above and below get a workout on the Houston S Gaugers' modular layout. Above is the SP version of SouthWind's 2-8-0. Below is probably the first public trial run of the American Models Pacific. It had an AC motor, so the Houston Club had to jury-rig a power supply to crank it up. It ran just great, but did not yet have the sound system installed.

3 photos by Jeff Madden



WANTED

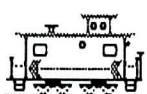


S Gaugers to build models.

**The lack of quality models
makes S Gauge look easy.**



**Enter
the
NASG Contest!**



Left Denver area entertainer Roz Brown delighted the banqueteers with some lively railroad songs. **Below** - New President Paul Stevens flanked by VP Moe Berk (left) and Secretary Jamie Bothwell (right) preside at the General Business Meeting.



The Georgetown Loop narrow gauge was a goal of mine for this trip since in 1977 the loop wasn't complete. As far as modern day railroading, I managed to shoot 2 trains around Palmer Lake and a couple of shots in the Arkansas River Canyon west of the Royal Gorge. I would have liked to gotten to the Tennessee Pass area since that line will be axed soon by parent Union Pacific.

BANQUET:

The banquet on Saturday night was a winner in my book, especially for our table of 10. We garnered 5 of the door prizes - I got two, Moe berk 1, Betsy Holmes 1 and Gregg Miller 1. The buffet was great, especially the ribs. The railroad songs of Roz Brown was a nice touch as the banquet began. But the hit of the banquet, to everyone's surprise, was the professionally done video by the Massachusetts contingent promoting their Minuteman Convention in Worcester for next year. You usually expect a "yawner" with promotional videos, but this one, which included Star Wars characters, was an entertaining hit.

SPECIAL AWARDS:

- The John Sudimak Memorial Award for the best "popular vote" model in the contest went to Walt Rogers for his B&M snowplow.
- The Perles Award for an S article in a non-S publication went electronic this year with the award going to Craig O'Connell for his Internet S Information efforts.
- The 32nd annual Bernie Thomas Memorial Award for this year's outstanding S gauger went to Bill and Diane Wade. They will become life members of the NASG.
- The Charles Sandersfeld Memorial Award for the outstanding S manufacturer of the year went to American Models - mostly for the effort it took to produce the 1st RTR non-brass steam engine in S gauge since Flyer days.

PERSONAL OBSERVATIONS:

Pluses: Ideal location for family vacations. Decent hotel near restaurants and convenient to most attractions and layouts. Spacious convention rooms. Excellent banquet. The food was well worth the wait in line, especially the ribs. Manufacturers displays pretty good. The Houston S Gaugers and Colorado Springs Narrow Gaugers had quality layouts to see.

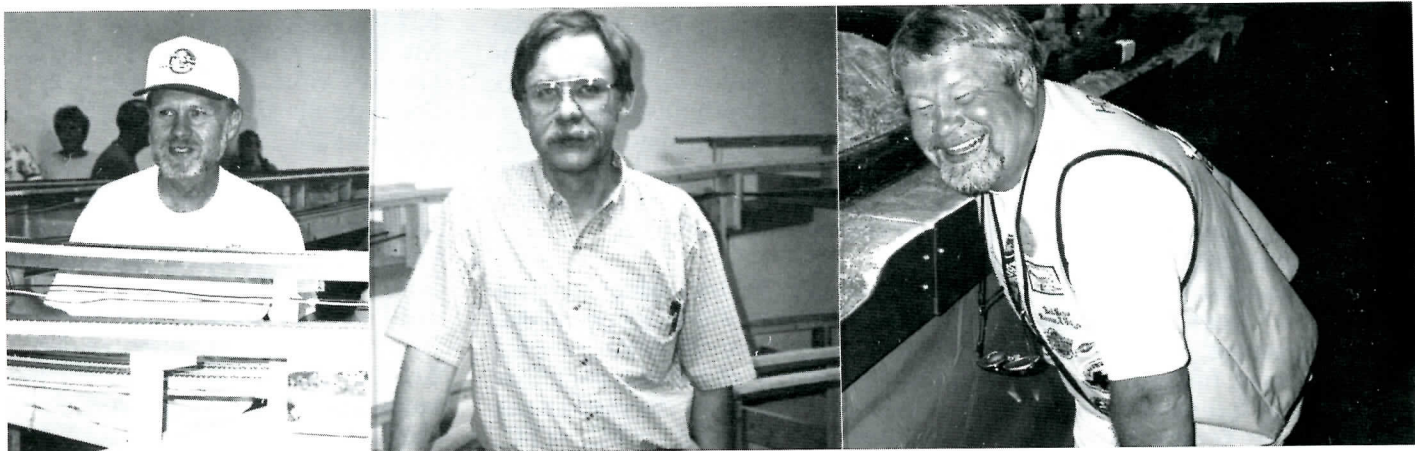
This basically was a scale convention, and Flyer wasn't much in evidence. All the layouts were scale and most of the sale items were scale or hi-rail. To some this might be considered a minus.

Minuses: Hotel elevators (but I did get exercise on the stairs). The political undercurrents. A lack of ladies evening activities. It was also suggested by several that the General Business Meeting be held on Saturday (perhaps just before the banquet) so that attendance could be higher.

Some dealers would have liked to have had a pre-convention manual. These same dealers would have liked some input into the hours that the trade room is open. They feel the trade room should be closed, especially during the daytime, when popular tours virtually left the dealers in the trade room by themselves.

By pre-convention manual -- this means a manual that is passed on from the previous convention to the upcoming one which would help each NEW organization eliminate some of the problem areas of the preceeding convention.

.....



The top photo shows a montage of S faces at the convention. From left to right are Jerry Porter, Lee Kliden (Sn3 layout on tour) and Bob Werre. The middle 3 photos are of Dennis Hagen's turn-of-the-century Colorado narrow gauge layout. Dennis is shown at right. My daughter, Jeannette, peaks in from the aisle above and to the right is a mock-up town. This is a good way to visualize a scene prior to adding detailed structures. Below is the layout of Bill McClung, manager of Caboose Hobbies. He's working on a standard gauge S layout. His layout is 24 x 40 feet and represents the Albon Branch of the Northwest Pacific, a free-lance line. Note wide aisles and terrain supports. Bottom photo is by Bob Werre, the rest are mine - Jeff.



Continued from page 7

Still available are the Swift and WP cars.

The latest Twin Whistle structure kit from Port Lines is a "deco-style" gas station of the 50s-60s era. This kit is made up of precut styrene pieces which are numbered for easy identification and assembly. The station features a clear, curved "glass" front under a canopy roof, S-scale pumps, interior detailing, 3-D roof lettering, full instructions and a large sheet of full-color decals. Five versions include Texaco, Mobil, Gulf, Sinclair and Esso. Kits are \$44.95 plus \$4 S&H. Cast metal pumps can be ordered separately.

To go with the roundhouse kits announced earlier is a 22" turntable with zinc-plated steel pit and oak bridge. The table is assembled with a .45 rpm motor. SSAE for details on this. Also note Port lines e-mail and new website. E-mail: Port Lines@aol.com; website: <http://trainweb.com/crocon/portlines.html>. And Doug's area code has changed - phone: (978) 465-8798.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48324 - new phone and fax: 248-366-9621). River Raisin has a new brass car project in the works. It's for 2 versions of the USRA 55-ton twin bay coal hopper. In 1920 22,000 of these cars were made for 23 different railroads. And the design was duplicated by the AAR and many more were produced. These lasted into the late steam/early diesel era. There will be an as-built version and a 'panel side' version. The cars will be made in China, a first for RR. Cost is \$169.00 each in unpainted brass.

SCENERY UNLIMITED (7236 W. Madison St., Forest Park, IL 60130 now has 3 foot sections of cork roadbed. The beveled roadbed sections are 3/16" deep and 2-1/4" wide. A box of 75 feet is \$36.95 (that's 25 sections). Shipping is \$8.00. The roadbed is compatible with Shinohara, Flyer, AM, GarGraves, Corona-Flex, K-Line, Tomalco and other standard gauge track.

S-HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901). The TOFC trailers and flats should be in stock by now. Complete car with trailer is \$59.95. Most of you should have the newest newsletter so I won't repeat all the road names. The SW9s should also

be showing up soon. Test shots of the C-25 wide vision caboose have been received and were seen at the NASG convention in Denver this last summer. There will be 14 roadnames: BN, C&O, CB&Q, Chessie, Conrail, D&RGW, GN, ICG, MoPac, NP, SF, Seaboard, Soo and undec. \$69.95 each.

In stock are the individual vertical ribbed 35' trailers. The injection molded plastic trailers have rubber tires, a spare tire cage, reinforced bumper, mud flaps and landing gear. First run road names include: C&NW, NH, NYC, NYC, REAX (green or silver trailer). Each trailer is priced at \$15.95.

SOUTHWIND MODELS (P.O. Box 3175, Plant City, FL 33564-3175) appears to be backing off the PRR H6sb/B&O E-24 2-8-0 and B&O L-1a 0-8-0 project. In its place will be a different 2-8-0 project. The pair now being tentatively scheduled (again depending on orders) will be an ATSF 1950 style and a D&RGW C-48. Pre-delivery prices for each will be \$777 for scale on hi-rail D.C. and \$799 for Hi-rail A.C. Orders will be tallied on Dec. 31, 1997 with production scheduled for the spring of 1998.

Also coming will be the 3rd version of the C&O caboose - this time the wood side versions including a 1971 B&O merger version. There will be 2 versions with 2 cupola variations. Check with SouthWind for price and schedule.

Also coming are 6 different SP/UP 60' Harriman passenger cars. These will be available with Hi-rail wheels and Flyer type couplers or scale wheels and couplers. The NYC streamlined Hudson project is also proceeding steadily, according to Jettie.

SUNDANCE PUBLICATIONS (Colorado S-Scale Connection, 250 Broadway, Denver, CO 80203 - 303-777-2880). Sundance has branched into an S-only shop in Denver. Almost any S line is stocked including both Sn3 and S standard gauge items. If you're looking for some S items, you might check them out.

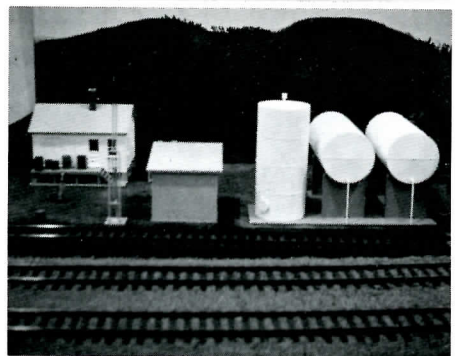
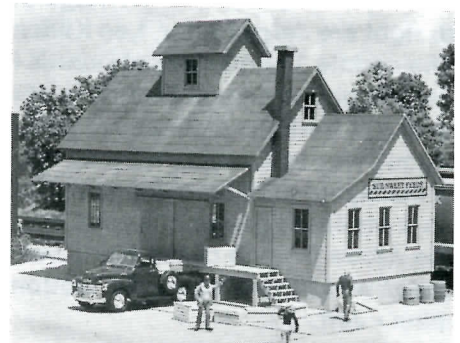
TAURUS PRODUCTS (P.O. Box 6534, Orange, CA 92863) has some S structures and detail items listed under the Classic Miniatures line. There are 6 craftsman structures listed: Virginia City ore bin, \$29.95; Silver Plume Store, \$39.95; Red Light District,

\$27.95; Forks Creek Station, \$36.95; Mt. Princeton Station, \$29.95 and Grand Central Gold Mine, \$36.95. Some details and caboose ladders are also available.

W.A. DRAKE & CO. (P.O. Box 801, Johnstown, CO 80534). Some new non-brass products are being introduced by W.A. Drake. These are urethane kits of SP stations. First up will be the SP No. 23 common standard station at \$125.95 per kit. The No. 23 (short version) will be \$89.95. Add \$5.00 shipping per order. The No. 22 2-story station will be down the road. The brass General Service gondolas reported on in June can be ordered in 17 different paint schemes or unpainted. These cars are \$215.00 each unpainted or \$235 painted and lettered. Painted and lettered sets of 2 are \$460 and 3 are \$660.

WALTHERS

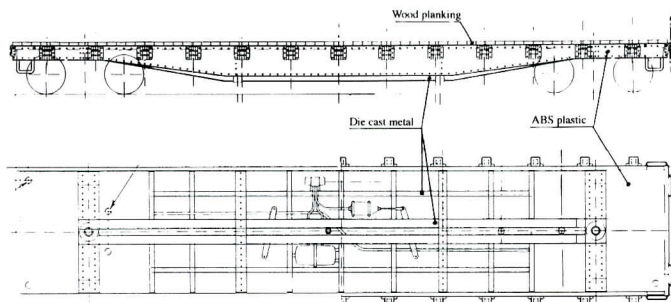
(<http://www.walters.com>) or just check your local hobby shop. At the NMRA Convention this summer I saw the new O scale plastic station and feed mill. These are basically copies of their HO counterparts. The feed mill seems to be the easiest to convert. By playing with the platform and the door sizes, this should work for S.



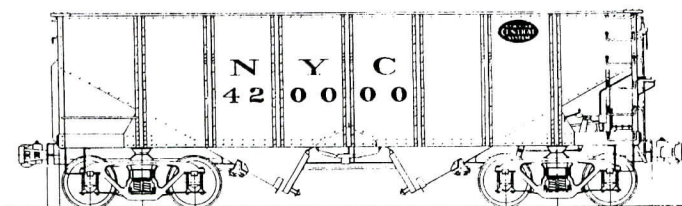
This is the Walther's O scale oil depot shown on an O scale layout. Looks a bit small to me. It should fit right in on an S layout.

WHAT'S NEW?

1930 USRA 46' Flat Car



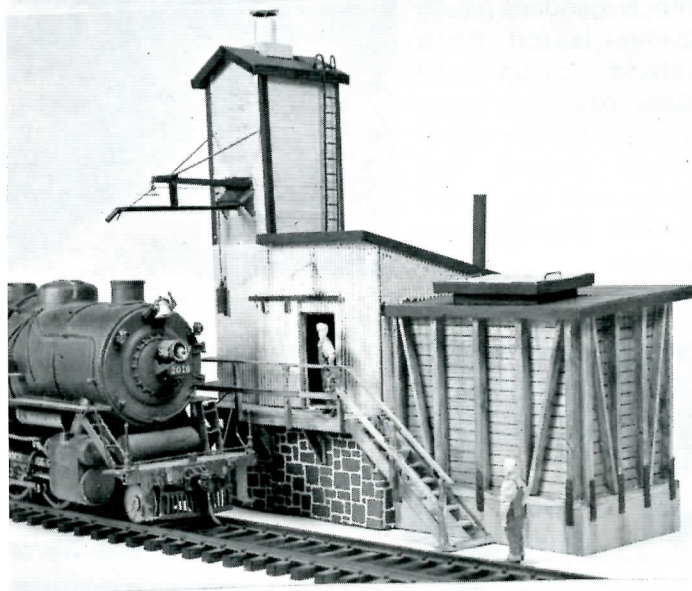
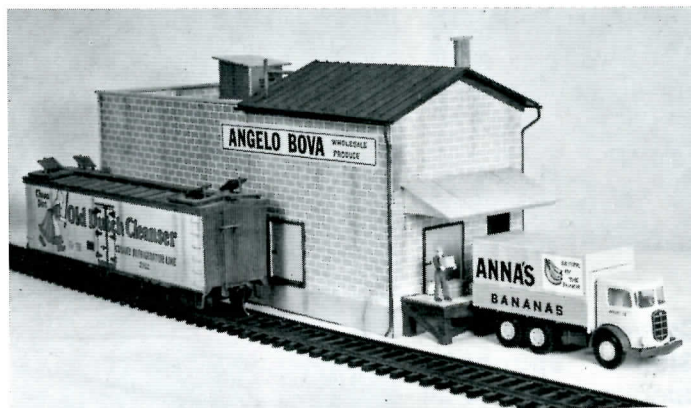
American Models



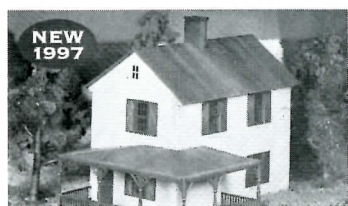
River Raisin



S-Helper



trio from Lehigh Valley Models. Note from LVM on the Angelo Bova kit. If you received this kit, a few items were left out. Write the address on page 7 to get them.



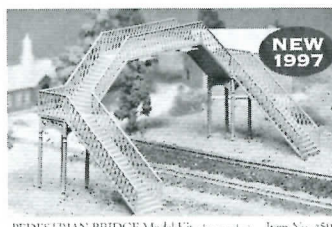
RURAL TWO STORY HOUSE Item No. 45971 \$20.00



RURAL STATION Item No. 4597 \$20.00



SWITCH TOWER Item No. 45973 \$20.00



PEDESTRIAN BRIDGE Model Kit glaze included Item No. 4597 \$16.00

Bachmann 50th Anniversary Plasticville



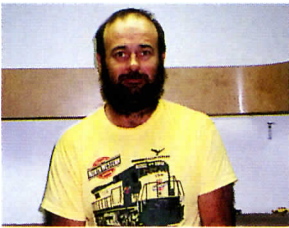
Is this the first test run of the American Models Pacific in the U.S.? Shown here cranking around the Houston S Gaugers' layout at the Denver NASG convention last July. It ran without a hitch. Photo by Jeff Madden



Convention Chairman Glen Sponholtz operates his 11 x 34 foot S standard gauge 2-level layout. Rock Island chop-nose Geep rounds a curve in a cut on the upper level. Below Tim Meyer and his 2-level C&NW 50s-60s era layout.



LAYOUTS SEEN



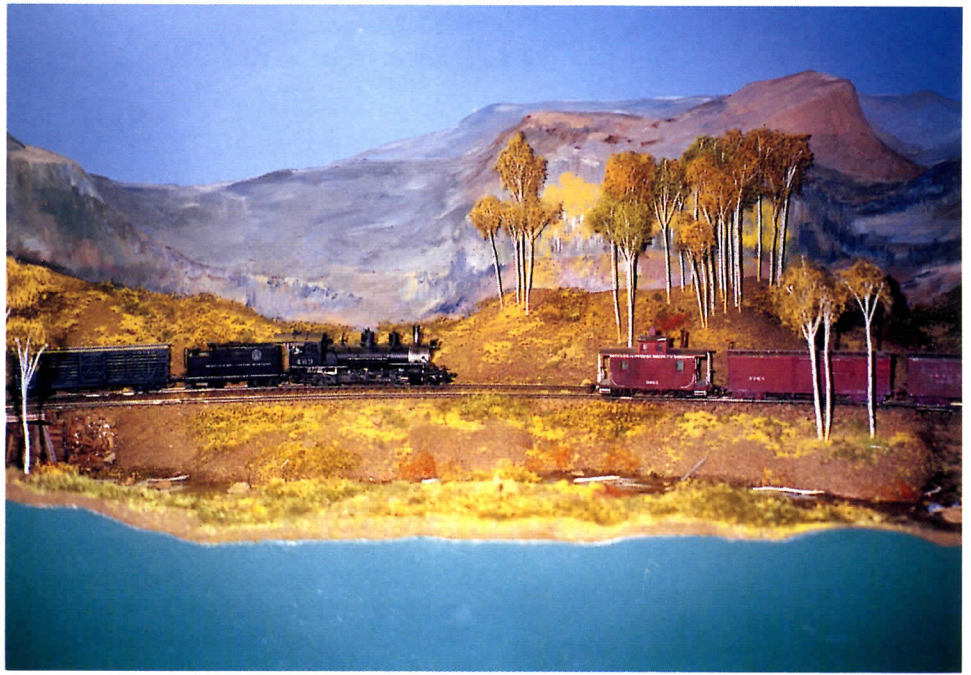
Layout photos Bob Werre





On this page is a shot of Mark Kramer's Sn3 Rio Grande Southern layout (right) featuring scenes from southwest Colorado, and below is a view showing typical 50s era power on the Houston S Gaugers layout.

Top 2 photos Jeff Madden



AT DENVER

Bob Werre Photo



The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

Dual Gauge Trackage

One of the consequences of two different gauge railroads meeting is dual gauge trackwork. This did not occur in every instance, some interchanges were just two adjacent sidings. However, there were other cases where entire yards were dual gauge.

Dual gauge (three rail) trackage was not limited to yards and terminals. There were also cases of it running between different towns. In most cases separate narrow gauge and standard gauge trains were run. An example would be a narrow gauge logging railroad hauling logs to a sawmill while the standard gauge railroad was a common carrier. They shared "trackage rights", but they were of different gauges.

The D&RGW actually operated dual gauge trains between Alamosa and Antonito. These were mixed standard and three-foot gauge cars, generally pulled by narrow gauge locomotives. They used an idler flat car on either side of standard gauge cars. These idler cars had the necessary couplers to accommodate both narrow and standard gauge cars. Rio Grande Models makes a S scale model of these cars (Kit 3377), which have standard gauge trucks.

Coupling between narrow gauge and standard gauge cars on three rail trackage was a problem. The centerline of the narrow gauge did not line up with the standard gauge, plus the coupling height of the narrow gauge cars was generally lower than that of the standard gauge cars. The result was usually switch locomotives or idler cars that had three couplers. The narrow gauge needed two positions depending on which side of the track the narrow gauge was on. Sometimes the narrow gauge coupler could be moved between its two positions. For example, the standard gauge East Broad Top standard gauge 0-6-0's that were used to switch Mount Union had this three coupler arrangement with the narrow gauge coupler being able to be moved.

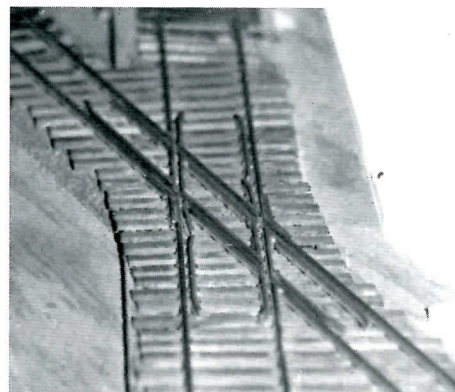
If you want dual gauge trackage handlaying is a must. Also a "full" dual gauge turnout, with both gauges able to go both ways, requires three frogs. Some modelers will have no qualms about laying the "plain" trackage, but the turnouts are another issue. Some of our manufacturing friends have helped us out. Railway Engineering makes dual gauge S/Sn3 turnouts in Code 70 rail in all the variations. Their turnouts are accurately gauged on PC board ties. You add the other ties and spike them in place. BK Enterprises also makes dual gauge S/Sn3 turnouts in Code 100 and Code 70 rail. Their turnouts are roughly held in gauge by metal straps soldered to the tops of the rails which must be removed as the turnout is installed on wood ties.

Sometimes it is necessary to switch the narrow gauge from one side to the other using something called a transition track. These are required on a dual gauge wye. These transition tracks do not have any moving parts. They just shove the narrow gauge over to the other side using guardrails. Both Railway Engineering and BK Enterprises also make these transition tracks.

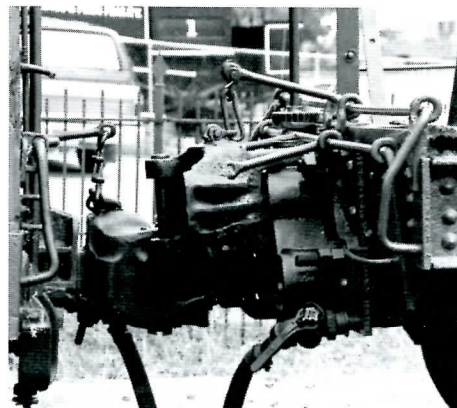
There is also the case where dual gauge track ends, and splits into two separate tracks. This can also be done with something that looks like a turnout, but with no moving points. I built one of

these as part of the Sn3/Sn2 interchange on my layout, and it does work.

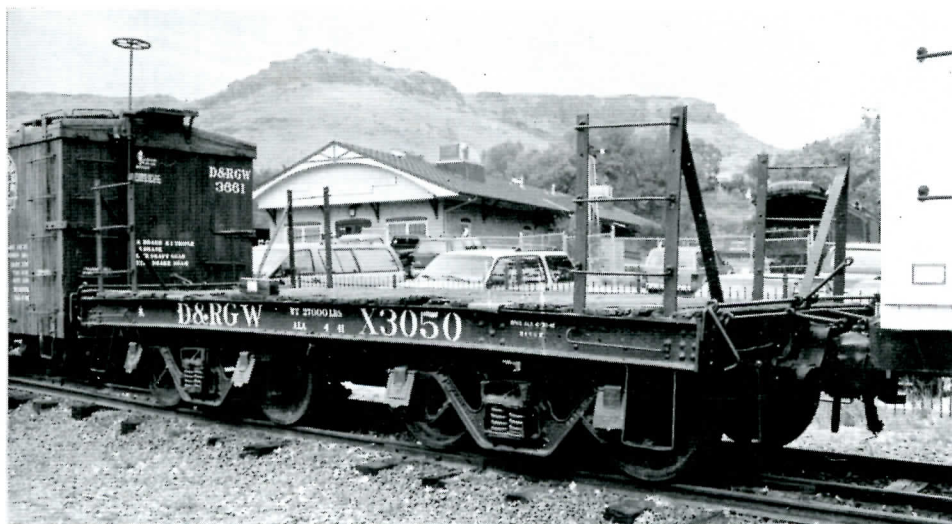
Dual gauge trackage can also be a space saver on a model railroad. One track can possibly do the work of two separate ones. If you build any of this "fancy" trackwork, you will want it in the front of your layout where all your friends can admire it. Its worth the effort.



A narrow gauge/ standard gauge diamond is an eye catcher.



An idler car coupler setup. Narrow gauge car is left and idler car to the right is coupled to a standard gauge car.



Standard gauge idler car on D&RGW 3-rail track.

Photos Dave Heine

Short and Easy

by Kent L. Singer
Half a Loaf

Photos by Bob Werre

HALF A LOAF IS BETTER THAN ONE...

Bob Werre, our NASG staff photographer, sent in this pretty nifty idea of cutting vehicles in half to accomplish several desirable goals. What follows is a paraphrase of Bob's explanations and methods. As can be seen in the final result, the half car hardly looks any different than the full size one.

Like a number of us, Bob has some compressed city streets on his layout. When putting cars and trucks in such crowded scenes, he ran into space problems. A full size vehicle just took up too much depth. Then he got the idea of cutting vehicles in half to work them into busy scenes between buildings. Of course, this only works well in broadside views, close to eye level, or in scenes several feet away, but if you look closely at a layout, especially in an around-the-wall design, a goodly number of possible locations will probably turn up. And it doesn't take a rocket scientist to figure

out that this technique has the added benefit of halving the cost of the vehicles.

Bob's first try at halving was on an Ertl "Dick Tracy" car. Its construction is typical of most diecast vehicles used on S gauge layouts, so the method can be universally applied. Bob says to drill out the "rivets" on the underside of the car and separate each part. Using masking tape, divide each casting in half lengthwise. With a jeweler's saw, using the tape as a cutting guide, cut each casting apart. A dremel tool with a cut-off disk should work on the axles.

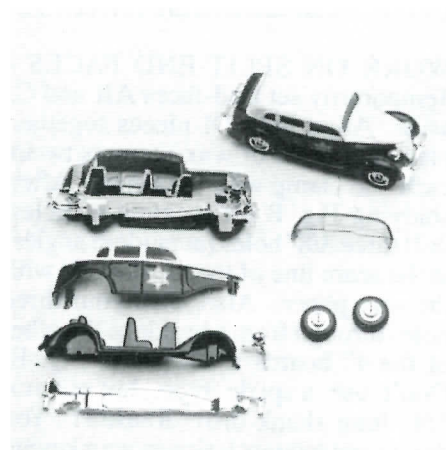
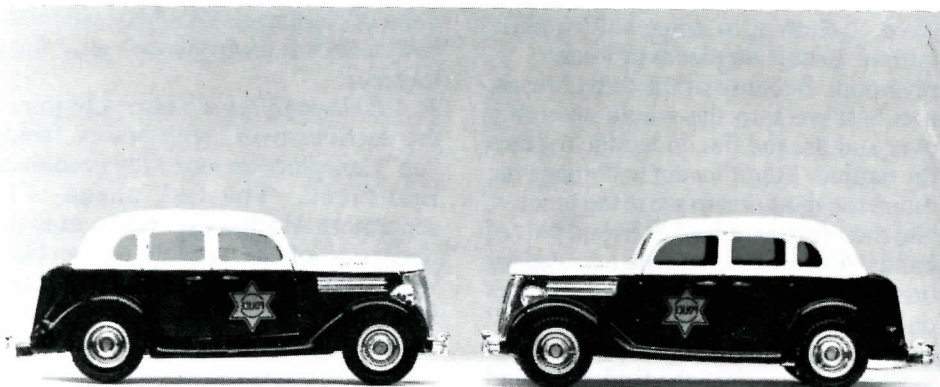
If you're going to re-paint the vehicle, this would be a good time to do it. It would probably be a smart idea to paint the two halves different colors to add to the visual effects of there being two different cars. Then again you might want a fleet of the same kind. After the paint dries (or, if you're impatient like I am, handling very carefully - Kent), use an ACC cement to reassemble the car.*

A couple of plastic scraps glued to the axle stubs of the half cars form sort of a peg leg to keep the vehicle level (see the cut-apart photo). If the car is supposed to appear to be moving, add a driver. If it's to be a parked car, you might want to avoid putting a couple "necking" in the back seat as you don't want anybody scrutinizing the car too closely.

You now have two cars - one going north, and the other south. Or one going left, the other right, or east and west, etc. You get the idea. An alternate concept is to cut the vehicles in half width-wise. The front or back half then could be used to stick out from behind a building or be posed in the garage door of a narrow building flat. Or how about the back end sticking up out of a river? I suppose we could use diagonal cuts too for some situations.

This same principle could also work for freight and passenger cars, such as a boxcar sticking out of factory building.

**This might be a good place to mention that you can avoid the whitish film that ACC leaves on clear plastic or glass by using "crystal cement" to glue windows in place. "Crystal cement" was developed to fasten watch crystals in place and is available from jewelry and watch material supply houses.. - Kent.*



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

PART II:

STEPS I FOLLOWED TO BUILD THE SPLIT- CORNER FRAME

See Part I for drawings.

MAKE ALL FOUR END-FACES ALIKE AND AT THE SAME TIME - Starting with 1"x4" #2 Pine lumber, purchased at HOME DEPOT because the price is right, cut four equal pieces, four feet long (see Fig. A). As the drawing shows all pieces should be identical in size and lie flat with each other. These are End-faces AK, CJ and both Split-end faces DI. *(Bill makes the point that it is not necessary to have fancy tools or expensive wood to build these modules. In my experience however, local lumber yards sell a better*

grade of wood, less prone to warping, for only slightly higher cost {sometimes at LOWER COST}, and the better wood makes it much easier to achieve accurate dimensions and assembly. Also, many lumber yards will cut plywood and dimensional lumber to your dimensions at nominal prices. In either case, make sure that the CRITICAL dimensions are correct. TL)

WORK ON SPLIT-END FACES - Temporarily set End-faces AK and CJ aside. Align both DI pieces together, placing a piece of wax paper between each and clamp with C-clamps. After studying Fig. B for location of holes, drill three 3/8" holes (at random angles) at the seam line of the two boards with the wax paper. Also, drill your three holes through from one side to the other of the 4" boards as shown in Fig. B. Don't use a spade type, but rather a 3/8" long shank drill. Reason? You don't want too much slop in your keying method!

Cut three pieces of 3/8" dowels - about 3-1/4" long, and take apart your two DI pieces. Remove the wax paper. Now remove any burrs in the holes and the ends of the dowels.

Place the three dowels in the three holes

CORNER MODULE ENHANCEMENTS PART II

CONNECTICUT S GAUGERS 90 DEGREE SPLIT-CORNER CONSTRUCTUION GUIDELINES

Issued February 9, 1993 and Revised August 1, 1996

Bill Krause (203) 259-6576

with the two DI pieces held together. If the surfaces come together and fit as well as they did prior to drilling, you are on your way to a successful operation. If OK, glue (I use Carpenter's glue) the dowels to the slots on ONE of the DI faces. If you are careful to glue only one half of each dowel pin, you can clamp both DI faces together and allow dowels to dry for 24 hours. Oh yes, be sure the dowel pins do not extend beyond either the top or the bottom DI surfaces.

CUTTING OUT TWO PIECES OF PLYWOOD TO FORM MODULE TOPS - In line with Fig. C, I joined two 4'x4' pieces of 3/8" plywood (temporarily together) with 2x4s and screws. Be sure end surfaces of both sections butt together properly and that the top edges form a straight edge for Module edge surface EDF. This plywood surface, with the three braces screwed into it, will eventually become the top module surface. Therefore, use the best side up for this operation.

Now, I choose to trace the module outline on the two pieces of joined plywood. Because of the three braces, it is best we turn the whole assembly over and use the flat underside to trace the outline. I didn't want to damage the future top module surface in the process, and therefore acquired a second pair of hands. I'm sure some who are reading this are asking: "Why not put the braces on the underside surface and avoid all of this?" All I can say here is: "Wait until we try to attach the End-faces and hope you will better understand why we do it this way." Now trace the module outline to the two module plywood underside surfaces. Finally, make sure your traced points of K and J are 49-1/2" apart. Make the same check for points A and C, being 83-7/16", from each other.

Saw the module outlines using a straight edge. Here is where a radial or table saw would come in handy. Me, I used a Saber saw with a straight edge as a

guide. Suggestion: "Don't push your saw too fast to hog out big chunks of wood. I find that accurate cuts can be made with this type of saw by making slow cuts AND using a proper saw blade (for the job) that is also sharp. When you are finished, check the two critical dimensions. If you are off, make the corrections now! By now, you should also be aware that the third brace is no longer needed. Remove this brace and all of the excess plywood lumber. The remaining joined module surfaces, with two braces, should be a bit easier to handle.

ATTACHING END-FACES TO THE PLYWOOD SURFACES JUST CUT OUT - This is your last critical task! Here are the steps I followed:

1. Tape the full sized paper template to the erecting surface. For me, it was the 4x8' table top.
2. Place End-faces AK and CJ on the template at their designated locations. Also, place End-faces DI, with dowel pins glued in place, at their respective location on the template. For point of clarity, this should be where the two sections of plywood are joined together.
3. As shown in Fig. C, turn your joined top sections over (with braces facing "up") and place on top of the positioned End-faces. The task ahead is to accurately attach these end-faces to the underside of the module top sections with Carpenter's glue and screws. First, I chose to fasten the joined DI End-faces to the two top plywood surfaces, as shown. In doing this operation, I spread Carpenter's glue to the top DI surfaces before positioning them and before driving some screws into both DI and plywood sections. If this is not too clear, please go back to Fig. C, around the DI area, and reread the previous sentence. For screws, I used 1-1/2", #8 wood screws, because I had a gross of these. Naturally, I pre-drilled and countersunk each hole before driving each screw by hand. Again, many of you could make light work of this operation with power tools. A final point about fastening the

DI End-faces: the location of the two DI sections is not nearly as critical as the AK and CJ End-faces. The location is important to the extent that the two top surface sections are joined together to form a perfect 90 Degree corner outline.

If you have followed my steps this far, you will note that you can't drive all of the screws through the top surfaces into the DI End-face sections because there are two braces (holding the two plywood surfaces together) in the way. You can come back here later on and finish the job when you remove the braces.

ATTACHING END-FACES AK AND CJ - This, without a doubt, is your most critical task. As stated before, your task is to have both end-faces perpendicular to the module's plywood surfaces AND exactly 83-7/16" apart, at the top as well as the bottom. Your paper template should prove to be a big help in this respect. Also, I made a simple holding fixture for both end-faces, to help hold them perpendicular to the underside of the plywood surfaces. Lastly, I applied Carpenter's glue to all surfaces that are being joined, **BEFORE FINAL POSITIONING. PLEASE NOTE THAT I DIDN'T APPLY ANY SCREWS AT THIS POINT. WHEN I WAS FINALLY SATISFIED THAT THESE END-FACES WERE PROPERLY POSITIONED, I ALLOWED THE WHOLE ASSEMBLY TO DRY FOR 24 HOURS.**

Now, after the 24 hour drying period, check again that everything is still OK. If not, break your bonding, and repeat the operation until you get it right. If satisfied, pre-drill and countersink each hole before driving in screws to secure the end-faces to the module plywood surface.

FINISH THE REST OF MODULE FRAMING - A piece of cake from this point on. Also, remove the two temporary braces shown in Fig. 3, and install therest of the screws. From this point on, you will be will be working on each half of your split-corner separately.

Looking at Drawing No. 2B, Drawing No. 3 and Fig. D, you can determine what is still needed to complete each half of the module framing. I followed the framing of half AEDIGK, in this order: I installed Sections KGP, ALE, LG, IG and ED, in that order. Please note that some sections being joined require a 45

degree cut. My Saber saw could make this adjustment. If yours can't, make your own Miter-box to accomplish this. Also, I guess that I don't have to remind you that each section is joined together, mostly to the top section of plywood, with screws and glue for structural integrity. About the only area you might challenge as a "weak zone" is where AE and ED join. Some would suggest another cross- brace. I object, mostly because I need this area underside for wiring, terminals, etc. I chose to place a leg brace (see "making legs", below), with a 45 degree surface on one side, to stabilize the area as shown in Figures D and F. (See Fig. D. Cross-brace LG (item 3) is offset about 1 inch towards the end face to enable installing screws for LG (item3) and GI (item 4) through frame member KGP (item 1). TL)

REPEAT THE SAME SET OF OPERATIONS FOR THE OTHER HALF SECTION OF THE MODULE FRAME, DFCJHI.

MAKING LEGS FOR COMPLETE CORNER - I used four 2"x2", wood legs in which 2 were applied to each half section. I located mine in the areas of E, F, H and G (see figures C and D). From actual practice, we have learned that only one carriage bolt is required per leg if some extra bracing is introduced. I used 1"x2" blocks of wood, shown in Fig. F. The bolts were 2-3/4" length, 1/4" carriage bolts with washers and wing-nuts.

HOW TO FIGURE THE LENGTH OF YOUR LEGS - Remember that NASG Standards state the tops of your module rails should be 42" above the floor level (Fig. E). For example, here is how I determined my leg lengths: 42" minus 3/4" (top of the rail to top of the module surface), minus 3/8" for the plywood table top, minus 5/8" for an adjustable glider attached to the bottom of the leg. This glider measurement was taken with the glider being extended less than half of its full extension. That comes to a measurement of 40-1/2"! Yours may be a bit different, depending how you build up your track.

One final point about giving your final module that professional look: Finish all cracks and screw holes with some kind of wood putty. Also, sand all top, frame surfaces and sharp edges.

PAINTING THE MODULE - I gave both assemblies a full coat of White primer paint. I personally think that this is essential, particularly when I used rather green (cheap) lumber to keep it from twisting. Later on, I gave all module sides and legs a finish coat of black-satin enamel. However, I do not paint any end-face with enamel. We find this type of coating causes sticking when joined with other modules. (*The Rochester Area S-Gaugers use polyurethane on all surfaces instead of paint and have had no sticking problems. TL*)

NOTE: The S-MOD ordering block in the Directory is incorrect.

ORDERING THE S-MOD STANDARDS

The NASG's S-MOD standards have been accepted by the NMRA Engineering Committee as the basis for their proposed new NMRA S standard gauge module standards. If you do not have a copy of the S-MOD materials, for \$5.00 you get the following information: Direct any module questions to NASG Module Chairman Ted Larson.

Package includes:

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

Orders to Ted Larson, 5 Kenicott Circle, Fairport, NY 14450. Make checks out to Ted Larson. e-mail: mhrreast@juno.com

Correspondence regarding the elections at the Denver General business Meeting as referred to on page 36.

Letter read at the meeting by Bill Fuhrman on behalf of the Connecticut S Gaugers which was penned by Bill Krause. Dated July 1, 1997.

Attention: The Board of Trustees of the NASG,

As a club, we believe that the strength and vitality of our membership is that the cross section is made up of "S" Gaugers who like to operate, Scale, Hi-rail, A.F. and even Narrow Gauge Trains. Today at local train shows, we like to boast that our modules are built according to NASG Standards and that they are capable of running both Scale and Hi-rail trains simultaneously. Because we owe so much to the NASG for promoting growth in all aspects of "S" Gauge, we urge all new members to join this organization as soon as possible.

At our last regular club meeting, held on Sunday, June 22, 1997, our faith in that ideal was shaken when we collectively discussed the procedures that were followed in electing some of the officers for the next term. It appears to us that a "special interest" group has taken over and maneuvered this election with no regards to the NASG Constitution and By-laws. For all the grave implications involved here, I have agreed to write this letter on behalf of the members in our club.

Before outlining our specific complaints and recommendations, we should point out that Mr. John Foley, Eastern Vice President, running unopposed in this election, is considered an active member of this club dating back to 1985. While moving to Pottsville, Pa., John has maintained his membership and keeps in constant touch with us. Most importantly, he has kept us posted of the events and facts pertaining to this last election. To that end you should know that we strongly support John, believing that he has done a magnificent job in recruiting new members and representing NASG at the many train shows held throughout our country. Above all, we believe all of his assertions regarding improper handling of this last elections are true!

Specifically, we believe the NASG

Constitution and by-laws were violated by one or more of its officers as follows:

1. The manner in which candidate names were compiled and somehow later changed before the final ballot was issued.

2. The secret way the ballot was prepared until released. Persons authorized by the Constitution and By-Laws were kept in the dark.

3. The ballot, this time around, was included with an edition of the *Dispatch* containing an alleged paid advertisement for the candidates favored by Will Holt. This single third step provokes a number of other questions regarding our claim of violations.

a. The by-laws state that the ballots shall be mailed (to the members) not later than April 15, each election year by first class mail.

b. The President and Regional Vice Presidents were not made aware of the balloting process until the information appeared in the *Dispatch*.

c. Jeff Madden, Editor of the *Dispatch*, was totally unaware that his prepared edition had been supplemented with this ballot information. Who gave authorization to the printer of this publication? How much did all this extra supplement cost?

There are many other details we could include here but think we have made it crystal clear that some individual, or individuals, within NASG hierarchy took matters into their own hands.

Before any newly elected officers are installed at the Convention, we strongly urge that a thorough investigation be conducted of the whole series of events in the presence of ALL NASG officers. In turn we hope this same governing body will make recommendations for correcting any willful misdoing by any officer, or officers, involved. While we realize balloting dates set forth cannot be met, we expect all other aspects of the new election be conducted in accordance with the Constitution and By-Laws.

For years we have been urging club members to join the NASG because this organization's objectives were the same as our club's in that we do everything to support the interests of ALL "S"

Gaugers. Please don't permit a small group of S Gaugers to destroy that image we have worked so hard to promote.

Respectfully,
Bill Krause
Connecticut S Gaugers

###

Letter from Moe Executive Vice President Moe Berk to Bill Krause and the Connecticut S Gaugers dated July 19, 1997, regarding the previous letter.

Dear Bill,
My wife Rita and I have just returned home from extended travels throughout Colorado following the NASG Annual Convention in Denver. As a consequence, this is the first opportunity I have had to write to you. First, I want you to know that both Rita and I were disappointed we didn't get to visit with you and that you were missed by many folks who all expressed concern for your welfare. In general, the Denver fellows did a fine job of hosting the convention, and I believe everyone enjoyed themselves. Aside, I concluded long ago that conventions are very much like children, each one is very different and it just isn't right to compare one to another.

I am also writing you as a friend and acquaintance to respond to the letter you sent to NASG regarding the recent election. By-the-way, Bill Fuhrman read the entire letter to the membership at the Sunday morning business meeting and did an outstanding job of representing the Connecticut S Gaugers. I did not receive a copy of the letter, and I hope a copy was given to Jamie Bothwell (NASG Secretary) so he can incorporate it into the minutes. As a consequence, my response or comments are based on the cryptic notes I was able to make while Bill was reading the letter.

In my opinion, you were only told a part of the story or some of the facts about the recent NASG election, when you were prompted to write that letter. While it is true that not all of the Constitution and By-Laws provisions were strictly or technically followed, their intent was fulfilled. Furthermore, most -- if not all -- of the deviations had been developed as an expedient at the 1996 Dearborn Board of Trustees (BOT) and membership meetings and reported in

those minutes as published in the *Dispatch*.

On Wednesday evening, July 9, 1997, Alan Evans presided at a meeting of the outgoing NASG BOT members who were still officially holding office. At that meeting all aspects of the election were thoroughly examined, and it can safely be said that the outgoing NASG BOT knew as much about the election as was humanly possible.

As a result of that investigation the NASG BOT developed a number of conclusions as follows:

- There was no special interest group who manipulated the election process. The only people who had anything to do with the election were Doug Miller (Election Committee Chairman) and me (as a committee member).

- All submitted candidates were named on the ballot and their personal information reported. This was in spite of the fact that one submittal was quite tardy and there were other serious doubts about the sincerity of some of the candidates.

- Extra effort was expended by the Election Committee and yielded excellent results as there were no disqualified ballots in this election. (Recall: the great number of disqualified ballots in the last election, which was a very serious concern.

- The deviations to the Constitution and By-Laws provisions that did occur were all election neutral. That is, not one of those deviations had any effect on the results of the election, one way or the other.

At the conclusion of that meeting, which examined all aspects of the election, the outgoing NASG BOT passed a motion, "to accept the results of the election as valid and binding." The following night (July 10, 1997), Alan Evans presided at a combined meeting of the outgoing and incoming NASG BOT members. In essence, Alan reminded the gathering that the NASG motto was "United", stated that he had confidence in Paul Stevens' ability to lead the organization, and then made a strong plea to all of us to forget what might have been and move forward into the future united!

It is my personal opinion that Alan Evans has given us the very best

possible advice at the end of his 4-year term of service. It is my personal opinion and strong conviction that to do anything else would be just plain wrong and totally unjustified.

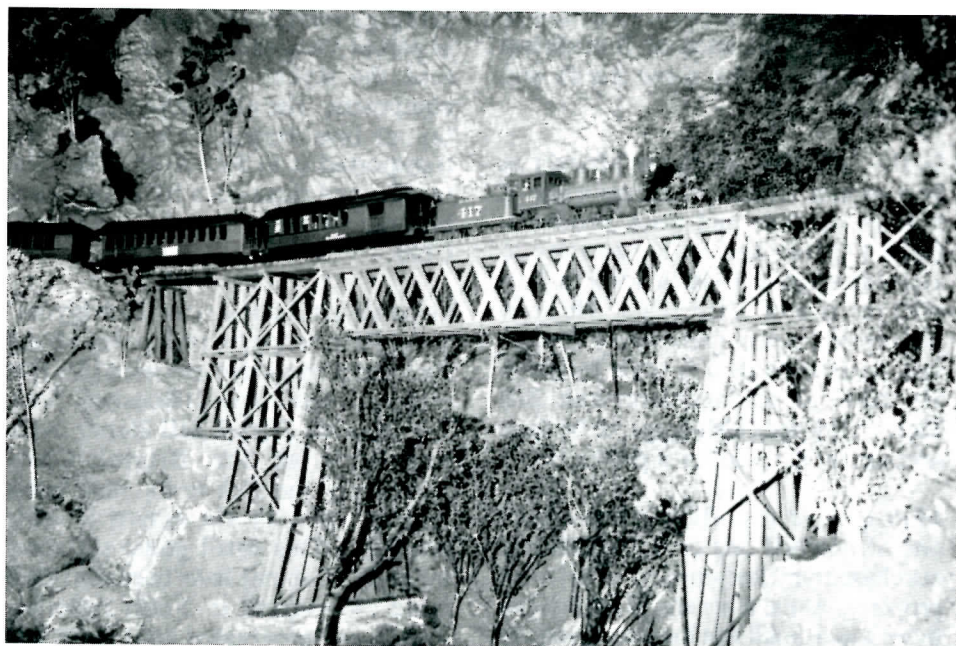
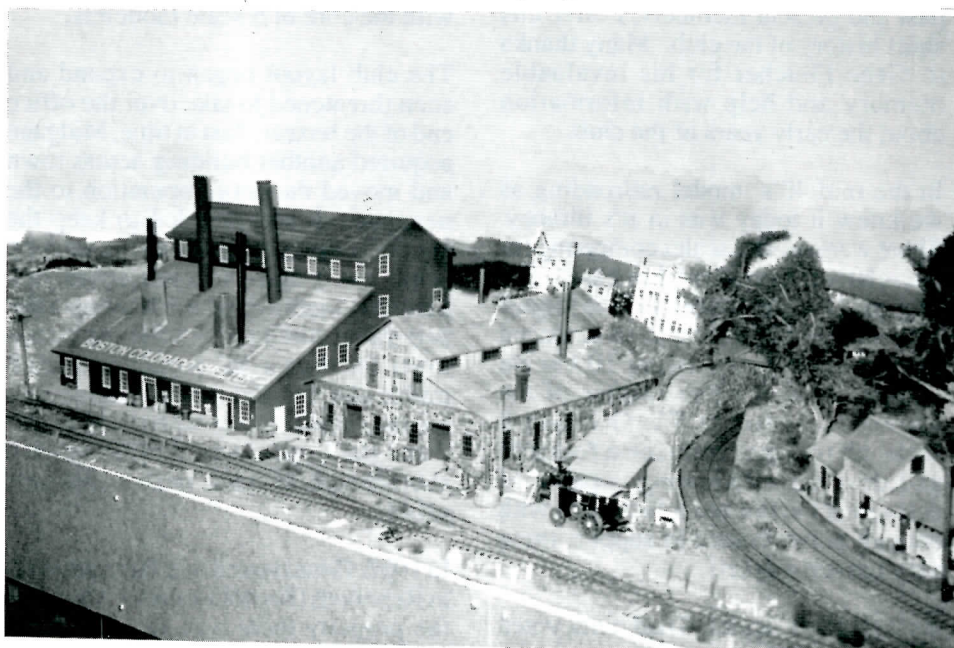
Morris Berk III
NASG Executive Vice President

###



Note: Bill Krause was in the hospital for an operation on a recurring problem in mid-October. He should now be at home recuperating. Get well cards would be appreciated.
- Connecticut S Gaugers.

Even more tragic than the above note is the sudden passing of Jim Wild (left) who had his Sn3 layout open for the Denver conventioners and owned Rocky Mountain Modelworks which produced some S gauge structure kits. I was most impressed by this partially finished layout, and besides being a personal loss to his family, it's also a loss to the s gauge world. *Photos Jeff Madden*



An S gauge club for 50 years!

THE BRISTOL S GAUGE RAILROADERS

A short history by Paul Riley

Next Year, the Bristol S Gauge Railroaders will be 50 years old. In recognition of this milestone, next July we will be hosting the 1998 NASG Convention in Worcester, MA.. In the last half century, we've made many S gauge friends around the country and we hope that they will all be able to join our celebration of 50 years of S gauge brotherhood.

For all our friends and especially for all past and present members, I offer this short history of the club. Many thanks to Gene Fletcher for his invaluable memory and help with information about the early years of the club.

In the mid 40's, model railroading as we know it today was in it's infancy. There were several scales competing for the relatively small market base. The original O scale market had the largest following but was soon to be outpaced by the rapidly expanding HO scale market segment. The balance of the market consisted of TT, OO, and S scale, all trying to maintain a foothold and develop a following capable of sustaining the few manufacturer's with enough perseverance to support these very limited markets.

As with all the scales, S had it's devoted followers and soon there would be enough interest to support some sort of loose knit organization of S modelers who all shared the same needs and problems.

In the late 40's, Midgage Models in Portsmouth, RI was producing a line of S scale car kits and track products. Gene Fletcher had an opportunity to visit Midgage in 1946 and fell in love with the size of 3/16th scale. He soon liquidated his accumulation of O scale and became an avid S scale modeler. He made an arrangement with Bill Stewart, owner of Midgage, to be their accountant in trade for S products.

Midgage had it's office in one end of one of two NH box cars that Bill had purchased and had moved to his own property. At the other end of the boxcar, there was a small test loop and yard. In

1946-47, the size of S scale and this small layout were starting to attract more attention and there were soon enough participants to organize a club. The club that evolved out of this association in 1948 was originally called the Mt. Hope Bay Lines (after an area in Bristol County, RI.) but later the name was changed to Bristol S Gauge Railroaders. In these early years the club had up to 16 members but it included O scalers, tinplaters, and HO scalers along with the core of S scale modelers.

The club layout began to expand and soon threatened to take over the office end of the boxcar. Just in time, Midgage acquired another building across town and moved the entire operation to the new site. It was decided to keep the layout in the boxcar due to the novelty (club car!) and the club spent one Saturday loading and off-loading a flat bed trailer hired to haul the car across town. Hauling a 38' boxcar on a 20 ft trailer can and did produce some hair raising moments and with the help of a crane the boxcar was finally set on a short length of track next to the new office.

In 1950, Gene moved to a farm property in Rehoboth (Bristol County), Mass. On the property there was an old barn in reasonable condition. At this same time, Midgage was going out of business and as part of a wages due settlement, Gene took the layout and it's' associated equipment. The club helped cut up the layout into manageable pieces and transported it to Rehoboth. The club then helped clean out a 50' long area to become the new home for the Bristol Club.

Gene advertised this new "club layout" in the Providence Journal and in Model Railroader magazine and one of his first responses was from Bill Boucher. Soon Bill and his friend Bill Henry were member's of the Bristol Club. Ultimately, the club in it's' new home wound up with six active S scale modelers. This small group set about building what may have been the first S scale club layout in North America. Trackwork progressed until there was

a long dogbone mainline. At one end of the layout, they built a large mountain almost to the ceiling. Of course the entire mountain was molded out of asbestos plaster (before we knew any better) which was the usual weapon of choice in those uninformed days.

The club continued to meet and work on the layout for several years until Gene again had to move in 1958. He move to the Cape Cod where his new cape style house didn't afford enough space to set up anything more than a test track. The original club layout had been dismantled and the original yard throat (from the days in the boxcar) was removed intact. The whole layout remained in boxes for the two years that Gene lived on the Cape. Club members still managed to keep in touch by correspondence and an occasional visit and they kept each other up to date on the latest news about S gauge.

In 1960, Gene moved to Hudson, NH where he had enough room to start a new basement layout. Bill Boucher and Bill Henry were still very much a part of the club and soon after Gene moved to New Hampshire, he put a notice in the local paper as well as in RMC and MR soliciting new S gaugers to join the Bristol Club. He was rewarded in his efforts by enlisting new members Tom Coughlan, Win Blake, Bob Bloise (Kinsman Models), Leon Walker, and Don Riley. From that point, things started to get more organized. The group began holding regular meetings and officially adopted the name Bristol S Gauge Railroaders in part because the original club started in Bristol, RI and continued in Bristol County, Mass.

In January 1961, the club planned to attend a mini S gauge convention at the home of Frank Titman in Allentown, PA but severe winter weather canceled their plan at the last moment. They were able to attend a later spring meeting at the home of Dave Bulkin in New York.

The first ever S gauge convention held outside a modeler's home was hosted by the Bristol Club on a Saturday in May of 1962. Leon Walker had received

permission from his employer to hold the "convention" in the back room of a linoleum store in Woburn, MA. There were at least 40 S gaugers in attendance from Pennsylvania, New York, New Jersey as well as the local contingent. The S Gauge Herald had been in circulation for about two years and the group was pleased to meet Wally Collins (Publisher) and Frank Titman (editor) who were both very instrumental in keeping the S gauge movement alive. Paul Riley, an 18 year old recent convert to S gauge (from HO) gave a clinic on scratch building with paper, cardstock, and wood. The first S gauge "banquet" was held in a small restaurant which was across the street from the Linoleum Store. On Sunday, Al Hall the operator of an S gauge hobby shop in St. Albans, VT., arrived with a car load of S gauge items for sale.

After this first convention, a convention was held every year by rotating the responsibility between S gauge clubs on the east coast. As the group became more organized, it became known as the Northeastern S-Gaugers Association (NESGA).

In 1968, the Bristol Club hosted it's second "national" convention in Nashua, NH (not far from Hudson, NH). At that time, the NESGA was still the closest thing to a National organization that we had, but work was under way to establish a true national organization of S gaugers which ultimately became known as the NASG. These annual conventions were the only time most S gaugers had a chance to get together. For many who were not comfortable with mail order, it was also the only time to do some serious S gauge shopping. These gatherings took on the feel of a family reunion and many a lifelong friendship has developed from these modest beginnings.

By 1968, the group was much too large for a linoleum store and a medium sized motel with some function space was the typical site for a convention. The Bristol club alone had over 20 active members by this time and these began to include not only the scale and highrail modelers, but also tinsplate operators and collectors. Members of our club were active in all aspects of S gauge promotion and manufacturing. Bob Bloise was the largest manufacturer of wood kits (Kinsman Scale Models), Gene Fletcher had been involved in producing the Sylvania line of extruded

aluminum passenger car kits, Paul Riley produced a timber trestle kit (PVR Kits), Gene was also active with Ed Shumacher and the group working to establish a true national S gauge association (NASG).

During the next few years the club continued to grow and added new members from all aspects of S gauge as well as all age groups. The club established a standard rotating visit type of meeting schedule with usually eight to ten meetings each year held as an all day event on a Saturday or Sunday to allow travel time for members as far from each other as Maine and Rhode Island. There has never been another attempt to create a permanent club layout since the club has been so spread out, but in recent years, we have built and expanded a modular high-rail layout which we display at several train shows each year.

Our next convention was planned for Auburn, MA in 1974 but this one was almost canceled due to the then current concerns about the gas crisis. Calmer heads prevailed since we knew that S gaugers would find a way to attend the annual event. After serious debate, it was decided to continue with plans and as it turned out, by the time of the convention, the fuel crisis was over.

Our 1983 convention in Woburn, MA was one of the last regional conventions as by that time NASG was a reality and future conventions would include mid-America and west coast locations. These were the first really national conventions and in most years the Bristol Club was well represented.

Over the years, there have been several excellent private layouts which became the focal points of club meetings at the homes of the industrious members. The most notable and well known scale layout was the Berkshire Central of Tom Coughlan of Melrose, MA. Due to his failing eyesight, advancing age, and a deal he just couldn't refuse, Tom recently sold this layout and all of the rolling stock. We are in hopes that the new layout owner (the rolling stock has gone elsewhere and just recently surfaced for resale on the used market) Bruce Russell will be able to have a modified version of this railroad in operation for our 1998 convention.

Two highrail layouts were prominent during our "formative years" as an

inspiration to newer members (usually AF collectors and/or operators) who were encouraged that they too could advance beyond the limitations of American Flyer's limited production runs, escalating prices, and fixed radius trackwork. The earlier example was the Union Valley railroad of Win Blake. Although Win has been out of S gauge for several years, He once was one of the most ardent advocates of our scale and his highrail layout offered club members many hours of flawless card order operation with a large mixture of AF, converted AF, and scale equipment operating on tinsplate trucks and code 172 rail. Another Win (the late Win Brasor) was a mystery to the club for several years. We knew through Bob Bloise and other S gauge manufacturers that this Brasor gentleman from Fall River, MA was usually buying two of every new item that came out in S gauge. When we finally had the privilege of meeting him (and later adding his name to our club roster), we were all extremely impressed to find a large, 95% complete (including scenery), operating highrail layout in the basement of his home. Those who attended the 1983 convention had an opportunity to visit this layout before Win's passing and the subsequent dismantling of an empire.

Another early example of a fine highrail layout was the Boston & Worcester of Don Riley in Auburn, MA. This layout was included among the tours of both the Auburn (74) and Woburn (83) conventions. Don's real specialty was locomotives and power drives. Everything on his railroad ran smooth as glass with his introduction of DC conversions, flywheel shafts, and diode circuitry. Unfortunately, by 1983 Don had become contaminated with an obsession to collect and operate European HO scale models. We had to virtually hold him at gunpoint to prevent dismantling of his S gauge railroad prior to the 83 convention. Needless to say, in a classic example of mid-life crisis (Don at that time was in his 70's) his basement is now full of strange looking undersized railroad things.

As with any S gauge club, we always had our share of members with tinsplate layouts, usually with an AF collection adorning the surrounding walls. One good example was the layout of John Medland in Lynnfield, MA. John is not as active as he used to be but he still maintains his membership and the layout is still in operation.

The membership was approaching 30 members and among the newer contingent were several major contributors to the S gauge movement. Doug Peck first found mutual S gauge interest at our 1983 convention and has gone on to become a president of the Bristol club, Eastern Vice President of NASG, Chairman of the NASG sponsored Lionel American Flyer car project, and has now entered the mainstream of S gauge manufacturers with his Crown Models line of plastic rtr cars. Bill Morris produced a line of decals. Paul Riley imported the brass D&RGW wide vision caboose under the name Modern Models. Skip Readio is marketing a powered turntable kit complete with stainless steel pit. Jerry Rivet markets custom RTR freight cars under the RSSVP label, and Wayne Hills sells replacement overlay sides for streamline passenger cars under the name of Marker Light Productions. Other active members have been instrumental in developing some of the many new S gauge products that have arrived in recent years.

In the late 80's, with past member Dave Bredemier as the driving force, the club collected, reconditioned, and packaged American Flyer used train sets to market at the local shows and hobby shops. During the 3 years that this project was in full swing the club assembled and sold over 30 starter sets to families who would have otherwise purchased HO or Lionel train sets. We not only got some young model railroaders started in the right direction, but we also gained new members from the club info packet we included with each train set.

Speaking of information, the club has almost from the beginning had some form of printed communication. Rollie Mercier expanded on this idea in the 60's and developed a club newsletter which was and still is circulated under the name Bristoliner. These days, the Bristoliner is issued at least 8 times yearly and Doug Peck (in his spare time!) collects the information, assembles the issue, prints and mails it to all club members, all known S gauge clubs, and many other subscribers around the country who want another good source of up to date S gauge information.

Although the club has changed over the years from a predominantly scale and highrail group to a 35 member mixture more recently favoring the highrail /

tinplate persuasions, there has never been anything more than good natured teasing when one religion conflicts with the others. The best example of this is our modular layout which can best be described as scale scenery and structures with highrail (code 148) track, and a mixture of scale, highrail and tinplate motive power and rolling stock. All the members work together to make this layout a show piece of S gauge model railroading and the talents and knowledge that individual club members have to offer. For those of you who have not yet had a chance to view this layout, be assured that it will be one of the focal points of our upcoming 1998 convention.

The most recent major endeavor by the club has been four years of hosting our own all scale train show held every Spring in a 40,000 square foot athletic facility in Topsfield, MA. We have over 200 dealer tables and usually 6 or 7 operating layouts (including the Bristol Club modules) of all the different scales. The Show's proceeds have helped defray the expenses of our ever expanding modules and new club trailer. It has also provided the seed money and a financial comfort level for hosting a National NASG convention. Even though next year will be a busy time coordinating the convention, we still plan to have our train show in mid March. If you really want to come to our convention early, you can help us with our Spring show as we promote S gauge to the "heathen" public.

This short history is not intended to be an exhaustive study of the Bristol Club. We hope it does whet your appetite to get to know us better. So come to

Worcester in July of 1998 for the NASG Minuteman Express and help us celebrate our 50th anniversary.

Over the years the Bristol Club has been proud to count as members a number of prominent S gaugers.

Bernie Thomas Award Winners:
Best in Show (NASG National Convention)

Robert	Bloiss
William Boucher	
Thomas	Coughlan
Ronald Koch	
Rollain	Mercier
Paul Riley	
Doug Peck	

NASG Officers:

Eugene Fletcher (Eastern VP)
Rollain Mercier (President)
Doug Peck (Eastern VP, Lionel / NASG projects)

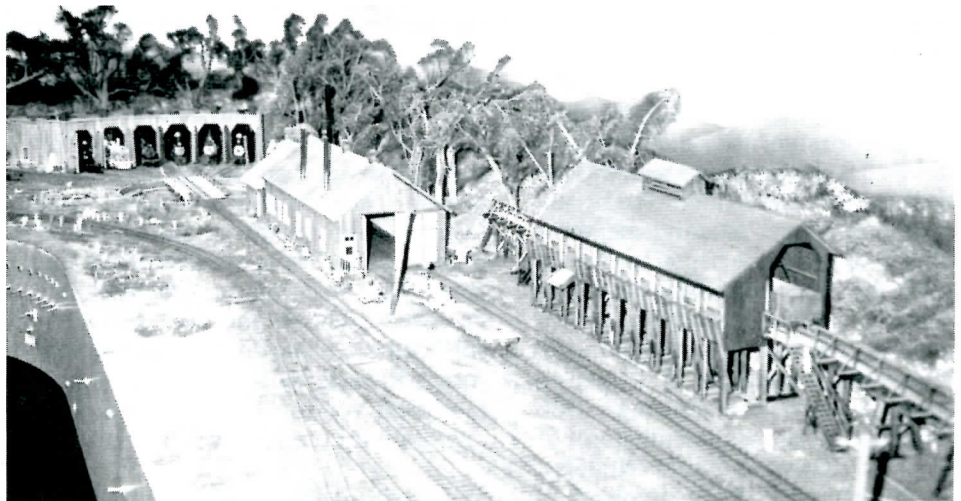
S Gauge Authors:

Carl Byron (2 books and several articles in S Gaugian)
Rollain Mercier (Editor of new S Gauge Herald)
Robert Wall (Penobscott Central in S Gaugian)
Gene Fletcher (club car editor for old and new Herald)

For 1998 Minuteman Express Convention information contact:

Chet Brown
14 Lindsey Ave.
Beverly, MA 01915
(978) 927-3918

e-mail: ctrain707@aol.com
Or visit this special website:
<http://trainweb.com/crocon/NASG1998.html>



Another view of Jim Wild's Colorado & Southern Sn3 railroad showing the engine terminal and coaling facilities.
Photo by Jeff Madden

THE CLUB SANDWICH

By Dave Pool

The largest event in the East for S gauge in the late Summer was the Second Annual Train Collector's all gauge train show held at the Southern Conn. State University James Moore Field House held on August 24. This event was coupled with a tour of the ex-A.C. Gilbert properties and factory area where the AF trains were made. A picnic followed at the A.C. Gilbert's Paradise Park. Although billed as all-gauge, S clearly dominated, and there were no less than three operating S scale and AF layouts to further promote our favorite gauge.

The Bristol S Gauge Railroaders (BSGR) attended the above show with their portable layout which runs scale and AF trains with ease. It has scenery including the module built by John Porter which includes a detailed hand built trestle bridge. Members Dale Hasenzahl and Doug Peck, among others, were in attendance to keep the layout running. The layout includes Code .148 track (hand laid) and a working hopper car dump accessory which rotates to dump the contents of an S gauge hopper car.

Other S layouts at the show in August included those of the **Baltimore Area AF Club (BAAFC)** which features AF track and trains along with hi-rail trains, and the **South Jersey S Gaugers (SJSG)** who brought their hi-rail layout and operated scale and hi-rail S trains for the public display. Dealers at the show included many specializing in or partial to S gauge.

The Conn. S Gaugers (CSG) held a meeting at the home of Steve Kutash in July. He had a 10 x 18 ft. modular layout in operation with S scale equipment. Bill Krause, coordinator and club president of the **CSG** group was encouraged to know that he has a member who can scratch build a quality turnout such as used on the modular layout that Steve has built. On Saturday Oct. 11 the **CSG** group members helped member Stan Stockrocki move his Hudson Central S scale layout from the basement of his parent's home to the basement of his new residence. The **CSG** group is planning a meeting at the

home of new member Bob Lariviere, Plantsville, CT., in late October. The group is planning to display their modular layout at the Cheshire High School train show. This is the first show that the group ever set up modules and ran trains for the promotion of S gauge approximately 12 years ago.

CSG and **NMRA** member Charlie Bettinger lost his wife Patti recently. Patti was an active model railroader's spouse and friend. She was executive assistant to the president of the New England Region of the **NMRA**, and helped host the **CSG** group about a year ago when their fabulous layout was operated and enjoyed by the group. She was a partner with Charlie in the J & E Train Depot (a hobby shop), and was active in the Vernon, CT. Union Congregational Church. She was a supporter of model railroading, a true friend, and active participant in our lives.

The Central Jersey S Scalpers (CJSC) hosted their 16th annual Fall Get-Together on Sept. 26-28. The event was held at the Christ Episcopal Church, South Amboy, N.J. and there was a modular S gauge layout coordinated by Don Thompson. Interested S gaugers traveled from near and far to enjoy the exhibits, modular layout, and manufacturers and dealers displays. The event included a Saturday evening buffet with several entrees from which to choose. The **BSGR** made a special presentation: "1998 NASG Convention".

The South Jersey S Gaugers (SJSG) recently changed their name to reflect their all-encompassing approach to our favorite scale/gauge. Ed Claypoole edits *The Waybill*, official newsletter of the group. The **SJSG** has committees which include: Trips, History, Layout, Club Train Show, Projects, and Hospitality. From reading their newsletter these committee activities are active, and can help provide a smooth running and interesting club. They provide a way for many members to actively participate in the works of the group. The **SJSG** have a fine layout which

includes scenery to showcase their S gauge trains. The group displayed their layout at the Sterling Productions show, Glazer Hall, Phila. Pa. in Sept., and the same groups' Millcreek Fire Hall Show, Wilmington, DE. in late October. In Nov. they plan to show the layout at the joint **SJSG** and **Cumberland County Tech Ed. Student Council (CCTEC)** show, Bridgeton, N.J. Later in the month they will be at the Greenberg Show, South Jersey Expo Center, Pennsauken, N.J. Whew!

Glenn Ritter, Kulpville, PA. writes a newsletter for the **Neshaminy Valley AF Club (NVAFC)** describing their activities and announcing upcoming events. The **NVAFC** portable layout was operated at their train show held in April at the Trevoise Firehouse. In Nov. the group plans to display their layout at the Chalfont Train Show and The Holy Family Toy & Train Show. The group met at Curt Johnson's house in July, and Glenn Ritter's house in August for a picnic and get-together. The **NVAFC** Sept. newsletter included a good coverage and description of the August 23 factory tour and picnic described above. They held their Sept. meeting at the home of Ron & Priscilla DeWitt, in North Wales, PA.

The Altoona Area Train Collector's Club (AATCC) held a meeting in September at the home of member Charles Lafferty. In October the group displayed their S gauge layout at the Railfest show at the Railroader's Memorial Museum, Altoona, PA. and the Bedford Train Meet- Fairgrounds, Bedford, PA. They are planning to exhibit the layout at the **AATCC** Train Meet, Frankstown Armory, Altoona, PA. on Nov. 2. Greg Miller, Pres. reported that the group won first place among all modular layouts at a recent Greenberg Show at the EXPO Mart, Monroeville Mall. This show included modular layouts from other groups modelling in other gauges than S (what are these?).

The Call Board is the newsletter of the **Potomac Valley S Gaugers (PVSG)**, and is edited by member Richard Lind. Dan Vandermause has been pinch-hitting for Richard as Nancy Lind has been seriously ill since the Spring. The **PVSG** held a meeting at Sam and Elaine Powell's in October and plan to meet in Nov. at the home of member John Craft, Bel Air, MD. It seems that since the fabulous Penn

Creek Valley layout of Sam Powell's has been torn down, and he is now busy sanding fenders on, of all things, a Dodge Dart. A recent **PVSC** recent newsletter included a description of the East Broad Top RR excursion trips, in October at Orbisonia, PA. Four of the EBT three foot gauge 2-8-2 engines operated, including single and double headed trains. The narrow gauge M-1 gas electric car made a rare trip on the two days of the excursions.

The Lehigh Valley S Gaugers (LVSG) publish the *Switchback*, their newsletter, which recently had an ad for their Lehigh Valley RR box car in S gauge. Barry Mertz was coordinating the sale of these at the NASG convention in July. John O'Ross of Whitehaven, PA., hosted the group in July, and provided a tour of his area. This included the Lansford Mine Museum and a collapsed tunnel on the once Lehigh & New England RR. right of way.

The Baltimore Area AF Club (BAAFC) was busy in September taking their portable layout to the TTOS meet in Annapolis, Maryland and to the Arbutus Train & Toy Show. In October they were at a train show in Brunswick, MD. October marks the five year anniversary of the **BAAFC**, when Tom Davis held the first meeting at his home. Ron Kolb met with Tom to form the beginning of what is now a very active and happy group promoting our favorite gauge. The original portable layout consisted of four corner and two straight modules which were operated at three shows during the first year. Today they have four corner and 20 straight modules including the 3-module train yard. They operate the layout at 12-15 shows per year, and have operated at two local hospitals. The **BAAFC** holds monthly meetings and takes one or two field trips per year as they desire. On Nov. 2 the group plans to operate at the Alexandria, VA., TTOS Meet, and on Nov. 15 at the Hartly, Delaware, Train & Toy Show. Member David Avedesian will host the group in November. Ron Kolb edits the newsletter which always has a nice print of a giant 4-8-4 steam loco at the top of each page.

Ted Larson of the Rochester Area S Gaugers (RASG) edited a newsletter which has a very good copy of a photo (courtesy of Bob Werre) showing the **Houston S Gaugers**

(**HSG**) modular layout. Highlights of the 1996 S Fall Fest are presented, including a description of the home layout of Andy & Vera Geerts, in Rockton, IL. which was visited. In November of this year the **RASG** plan to display their modular layout at the TTOS Show, Batavia, N.Y.

The Suncoast AF Enthusiasts (SAFE) had a 15 th anniversary meeting hosted by Ed and Jeanne Bittman in St. Petersburg, Florida. Member Bill Corder will assume the role of Meeting Chairman, and Last Meeting column writer for the newsletter of the group, *The Flyer*. In June the group held a meeting at Franks Trains, Oldsmar, FL. **SAFE** is coordinated by Mark Briggs and Ed Bittman.

The Chicagoland Assoc. of S Gaugers (CASG) publishes the *CASG Flyer*, edited by Michael Kroke. Officers of the group have concluded their second consecutive terms at the end of 1997, and nominations are being requested for members who could serve the group in the ensuing years. The group is planning for the Fall S Fest which they will host in 1998. The possibility of an E-8 diesel body painted and lettered for the S Fest might be made by American Hi Rail. Members Rich Gajnak, Norm Schreiner, and Mike Kroke are working on this project.

The **CASG** held a meeting in September at the Walter Lutheran High School, Melrose Park, IL. The group is marketing a 40 ft. Rock Island express boxcar, and Joel Lebovitz is handling orders on this. Rich Gajnak wrote a pep talk editorial for the newsletter encouraging membership not to get bogged down on S projects. He builds confidence by explaining that today's super glue can be de-bonded and water-based acrylic paints can be stripped within an hour of painting using soap and water. One would have to make up their mind quickly if they had messed up, to make use of the paint stripping.

Rick Smith of the Miami Valley S Gaugers (MVSG) of the Dayton, OH. area sent a description of their group's attendance at the '97 Spring S Spree. The group brought their modular layout in a newly-purchased and renovated trailer. Member Bob Guckian was the coordinator of the effort to unload, erect and dis-assemble the layout. Members

Jim Syphax, Norman Haas (sect'y), Tom Hartrum, and Rick Smith (Pres.) also helped with the effort. Wives of the members, including Ms. Guckian, Syphax, and Hartrum were applauded for their efforts in getting the layout up and running, and down again in a timely fashion.

On July 26 the Southeastern Michigan S Gaugers (SMSG) held a picnic at Potter Park, Lansing MI. The group also had a family canoe outing in Ann Arbor in August. They apparently got back on the S track with a meeting at member Terry Dwyer's, Owosso, MI., in September. A summary of the survey was published in the July newsletter issue. A report of the NASG Convention was included in the September issue of the group's newsletter. Gaylord Gill is president of the **SMSG**. Their modular layout can operate both hi-rail and scale S trains.

Vera Geerts edits the State Line S Gaugers (SLSG) newsletter. The group held a picnic on July 20, hosted by Dave and Carol Tanner. Thirty five members and guests enjoyed the wonderful feast, door and raffle prizes and viewing the host's wonderful layout and collection. Gary and Penny Cychosz hosted the group in September. The **SLSG** is planning the Fall S Fest to be held at the Holiday Inn, S. Beloit, IL on Nov. 21-23, 1997. Dave Tanner is the general chairman and Wayne Wesolowski, builder of the Lincoln Funeral Train model, will be the banquet speaker. The group is trying to have as many S gauge layouts on tour for visiting as possible. Andy Geerts is in charge of pre-registration, and George Sorensen is organizing the model contest. Donna Busjahn is organizing the children's activities. Raffle, auction, and door prizes are being coordinated by David Pippett.

A F S Gaugers of the St. Louis Area (AFSGSLA) had to cancel their plans for a family picnic at the home of members Randy & Mary Zbaren, Rolla, MO. for this September. Problems with new home construction made the meeting impractical, and it has been postponed to a later date. Rather than waste the scheduled time, the group met at the Famous-Barr warehouse to work on the layout which will be displayed at that store. The group has a workshop/store room in which the sectional layout crew has been

improving and fine tuning their sectional layout. Warren Ude, Barry Dolan, George Preusser, Steve Lafata and several other members have worked on the layout, and on Sept. 18 the group members and their friends could visit and enjoy the improvements with trains running. On October 10 the group was hosted by Cliff Saxton in Des Peres, Missouri, to enjoy his train layout, and have a meeting. Member Bob Bretch will host the group in November in Ferguson, MO. Bob apparently has a good collection and display of AF trains.

The **AFSGSLA** plans to display their sectional layout at the TCA Christmas Train Show at the Lutheran South High School. Coordinator Moe Berk has been trying to work out some problems with the GATS for their show in late Nov. at the Gateway Convention Center, Collinsville, IL. The group has displayed their layout at that show in the past.

The Badgerland S Gaugers (BSG) swap meets held monthly are beginning again with the cool Fall weather. Dick Kloes is coordinating these with the help of members. Work on club modules was reported on by Art Pratt at a recent meeting of the group. The **BSG** met in September at the home of Dick Kloes in West Allis. Ron Schlicht writes the newsletter, and member Thorin Marty is in charge of the one inch thick bead board. Thorin at one time had an excellent layout with operating overhead wire. Jim Brown is president, Jim Maslowski, V.P. and Jeffrey Young is secretary of the group.

The Kansas City S Scalpers (KCSS) publish *The Switchstand*, and member Jim Bizorik hosted the group in September in Raytown, MO. They hold two meetings per month and Mike Fyten and Dick Wholf hosted in October. New modules are under construction, and Dave Paulsell has several in various stages of completion. Bob Cooper, Jim Bizorik, and Dick Wholf are working on modules measuring 6 ft. long x 30 inches wide.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) group has a newsletter published by Dale Weiler. The group had a barbeque hosted by Bud, Joyce, and Natasha Chadbourne in August. Dan Mittlestaedt organized a visit to the museum and wrecking yard of Monte Holm in September. The

group has a sectional layout and Dale Weiler has provided space to set it up. Member Cliff Baxter is recuperating from a recent operation.

The Rocky Mountain Hi-Railers (RMHR) AF S gauge layout was displayed at the Treasure Valley Train Show and was chosen as the Peoples Choice Award in July. The award was given in connection with the fourth annual train show sponsored by the NMRA at Boise Centre on the Grove. There were seven other operating layouts at the show, according to John Eichmann, coordinator of the group. The layout took third place ribbon in the module category during the NMRA modeler's meet. Karen Blackburn ironed the fabric skirting for the layout. Members Jim Deroin, Steve Blackburn, Greg, Paul, Philip and Aaron Lewer, Shane & Mathew Jibben, Rich Ledyard, and Chuck and Chris Stenzel all contributed to the effort of creating an entertaining and popular layout.

The Bass Waybill stoked by fireman Barney Daehler is the newsletter of the **Bay Area S Scalpers (BASS)**. The group was hosted by Lee Johnson in July, for a last operation of the layout before moving to a new address. **BASS** will be participating in the International Railfair at the Placer County Fairgrounds, Roseville in early November. The group has a modular setup which is easy to transport and quick to assemble. It has seen trouble-free operation at San Rafael, Long Beach, and San Mateo.

Michael Eldridge is scratch building a sawmill on two tables of his modules. He is adding landscaping materials including trees and shrubs to his modules. Member Don Harper is renovating his layout by taking out some of the old structures and replacing them with new ones. He has eight depots and not one passenger car!

Forward your club news to: Dave Pool, 11 Bittersweet Trail, Wilton, CT 06897.



George Glover of the Baltimore Area American Flyer Club stands guard over the club's portable layout. The layout consists of four corner and 20 straight modules including a 3-module train yard. Check out that kit-bashed Royal Blue.

EXTRA BOARD

CUYAHOGA LAYOUT TO MADISON

At the end of the NMRA National Convention each year they hold a BIG three-day train show. The manufacturers of model railroad equipment and larger dealers come with their new products and other fun stuff. This train show is open to the general public as well as the convention attendees.

This is a good place to promote S gauge. The Badgerland Club was scheduled to take their code 148 layout, and it was felt that another scale layout was needed. The NASG asked us to take our scale layout to the convention and were willing to underwrite the expenses. Several club members volunteered to go: Josh and Barb Seltzer, John Armstrong, Don Richards, Dave Davis, Gene Raminski, Joe & Danny Jansky and George Ricketts.

We left for Madison, Wisconsin, on Thursday, July 31, early in the morning. Due to road construction and traffic congestion, the road warriors arrived at the convention center at 8 p.m. We unloaded and started setting up the layout. We finished setting up the next morning and the layout was ready by the noon opening of the train show.

S-Helper was selling their new flat cars and showing prototypes of the new switcher and caboose. BTS was showing the GP30 and new building kits. BTS is also going to produce East Broad Top equipment in Sn3. Digitrax announced new DCC decoders for hi-rail AC motors. We spoke to several vendors who were interested in producing items for S gauge.

We had a good time and took the layout down and packed up Sunday evening. Monday was another long trip back home. We had a good trip and showed S gauge to a lot of modelers, but it was good to get back home.
-George Ricketts

E-MAIL IN THE DIRECTORY?

Considerable interest has been expressed by several members in having e-mail addresses put in the directory.

However, it was correctly observed at the recent BOT meeting in Denver that people frequently change their e-mail addresses and some might even change before publication of the directory. Therefore, it is suggested that a common website might be a better location for maintaining a list of NASG members e-mail addresses. I will be happy to add them to the database if you'll just e-mail me with your current e-mail address.
Dody Stevens: crafft.rr@genie.com.

FLYER WEBSITES

I thought I'd let everybody know about a source of information regarding tinsplate trains that Flyer fans will probably find very useful. The following website information is from Lloyd Gibson clgibson@pop3.newriver.net:

Chris Coleman's Tinsplate Train frequently Asked Questions (FAQ) includes much information about track cleaning, building grades, layouts and many other tinsplate topics. While much of the information centers around those 3-rail trains made by "L", those of us operating the more realistic trains that operate on 2-rail track (just like the real ones) will find plenty of useful information in Chris' FAQ. Chris' FAQ has existed for some time now, but I find a lot of folks don't even realize it exists.

I highly recommend this FAQ as "required reading" for the folks that are new to the genre of Flyer model railroading, and this is one reason why I maintain a copy of Chris' FAQ (with the author's permission) here at the URL: <http://www2.newriver.net/tinsplate-faq/>

A text version of Chris' FAQ is available for downloading from this page (also with the author's permission). Many folks may find having a personal copy of this info handy on your PC will serve you better than reading the information from a web site, etc. You can download the text version of the FAQ via the URL: <http://www2.newriver.net/tinsplate-faq/tp-faq.zip>. Use "PKZIP", etc. to extract the files from this archive. Anyone who does not have www access can e-mail me and I'll send a copy of the text version to them via an e-mail attachment.

I hope some who find this FAQ useful will e-mail Chris Coleman at colemanc@infonet.com and take the time to thank him for his effort to produce and maintain this FAQ —

getting such "atta boys" will probably encourage Chris to keep up this project!

Also, Chris maintains another web site - the Webville and Hypertet Railroad Co. - which is a HUGE source of information/links about both prototype railroads and model railroads. There is a new URL for this site which is: <http://www.spikesys.com/webville.html> — check it out and note the new address.

To receive the latest list of vintage American Flyer trains for sale via e-mail. Send an e-mail to aftrains@newriver.net (The subject and body of your message can be blank — the reply is automated — allow up to 30 minutes for reply). Flyerville Station on the WWW at: <http://www2.newriver.net/flyerville>.
-Ted Larson mhrreast@juno.com

S CANADA

In a recent *S Canada* newsletter: Alder Models will produce an S switchstand. It will be either CP or CN style. Members are trying to coordinate bringing in a brass CN H-6 4-6-0 which saw use in Canada and the U.S. (CV, GTW, GT and DW&P). In the recent issue (last spring) Paul Raham makes an interesting observation regarding the "Tinsplate vs Scale" issue. He states that tinsplate collecting and model railroading are two totally distinct and separate hobbies that happen to both be in S scale, but there are "a lot of individuals who dabble in both."
- Info gleaned by Ted Larson

NEW PENNSY BOOK

Normally I don't do prototype book mentions in the *Dispatch*, but since there are inordinate number of Pennsy fans in S plus the fact that I had a few pictures published in it, I thought I'd give a brief review.

The book is *Triumph I, Altoona to Pitcairn, 1846-1996* by Charles S. Roberts. Those who want to read about the mainline segment of the "Pittsburgh Division" from Altoona to Pitcairn via Johnstown, Greensburg and Trafford will not want to miss this book. This is an historical coverage which uses lots of photographs, track charts, maps and graphs to illustrate the line from east to west in geographic order. A little over half the book is devoted to Horseshoe Curve and the Gallitzen/Cresson area. But even so there were many historic pictures I hadn't seen before. Even with all the previous Horseshoe coverage,

there was plenty of new info, diagrams and photos of this area I hadn't seen before.

What was of most interest to me was that almost every structure which ever appeared on the line is depicted, even if by blurry photo - a few of which were mine. Included in the photos by your editor are a couple of the station in Jeannette, Pa., the town my daughter was named after. This is a hardcover book with 400 pages and 688 maps illustrations and photographs. Many of the photographs have never been published and 159 are in color. Format is 8-1/2 x 11". To researchers dealing with the old PRR and its transition to the modern, but more sterile, Conrail era, this book is invaluable. It's not cheap though - \$65 plus \$5.00 S&H. Maryland residents add \$3.25 tax. You might compare prices in some of the magazines or at the train shows. Available direct from Barnard, Roberts & Co., Inc., 2606 Willow Ave., P.O. Box 7344, Baltimore, MD 21227. (410) 247-2242.

MORE S ON THE NET

As mentioned in the convention report, Craig O'Connell of Connecticut won the Perles Award for his presentation of S gauge on the internet. His e-mail address is crocon@connix.com. The website is <http://trainweb.com/crocon/sscale.html>. The NASG website (URL) on the world wide web (via Craig) will be: <http://trainweb.com/crocon/NASG.html>.

-Relayed by John Foley

BUYER BEWARE!

An outfit called United States Model Co. is reported to have solicited various S clubs as a source of discounted American Models products. This outfit has not been endorsed by the NASG and American Models has no knowledge of the company. The address used was Suite B, 224 Aqawan, Stratford, CT 06497 - 203-378-3356.

-Will Holt

NOTES FROM THE PAST

While re-reading a December, 1943, *Model Railroader*, coincidentally the year I was born, I noted that an American manufacturing company advocated that 7/8" scale be called H-1 gauge, a term originated in England standing for half No. 1 gauge (1-3/4").

In some circles what we now know as S was also called AA gauge. In the same year the NMRA adopted the term S for the 7/8" gauge because it stood for

Sixteenth, Seven eighths and Sixty fourth. - Jeff

S IN NON-S PUBLICATIONS

The November *Classic Toy Trains* has an article on the 1957 American Flyer line and one on 10 Years of Great Products by Bob Keller who names The American Models GP9 as one of the significant products. S-Helper rolling stock received an honorable mention.

-Will Holt And the Sept./Oct. issue of *Narrow Gauge and Short Line Gazette* has a nice layout story by Paul Scoles on Bob Christopherson's Sn3 Columbia Valley & Western. Check out the ads in the Fall issue of *Vintage Rails*. Among the advertising in this prototype magazine are American Models, S-Helper and River Raisin. - Jeff

NASG AF CAR COMMITTEE REPORT - OCT. 1997

The 1997 PFEX reefers have all been delivered at this time. Additional cars remain available at \$55 each, without quantity limitations. Although the NP and NYNH&H boxcars have now sold out, there are still Lehigh Valley and Ann Arbor RR covered long hoppers available. Hoppers are \$80 per pair (one of each), or \$43 for the LV and \$44 for the AARR. These are also available without limit. Finally, we have six SP "Golden Pig Service" TTX double units remaining at \$85 per double unit. If you are interested in a TTX double unit, I would suggest you call to reserve one (or more) before sending a check. For the other cars, calling ahead is not necessary.

We are about finished with the process of selecting the 1998 commemorative cars. For 1998, the BOT has approved a return to two annual cars. At least one of the two will be linked to the New England area, site of the '98 NASG convention. -Doug Peck, Chairman

WHERE'S THE ZIP?

If you're looking for the Zipcode Directory in the August membership issue, it isn't there. It was deleted because of space constraints. A substitute insert will be included with the December issue of the *Dispatch*. -Dody

NEW FLYER POCKET GUIDE

I just received a 1998 *Greenberg's Pocket Price Guide (14th edition) for American Flyer and other S Gauge Manufacturers*. Read that title again folks. Included in this issue, besides

S-CALENDAR

Nov. 21-23, 1997: Fall S Fest at the South Beloit (Wis.) Holiday Inn. Call (815) 963-8773 for room reservations. Sponsored by the Stateline S Gaugers. Banquet speaker will be Wayne Wesolowski. For further information contact Vera Geerts (815) 624-7025.

May 1-3, 1998: 11th annual Spring S-Spree, Columbus, Ohio, sponsored by the Central Ohio S Gaugers. Info: contact Alan Evans.

July 8-12, 1998: NASG National Convention in Worcester, Mass., Lincoln St. Holiday Inn. Contact Chet Brown, 14 Lindsey Ave., Beverly, MA 01915 - (978) 927-3918. E-mail: ctrains707@aol.com.

Sept. 17-19, 1998: S-West III in Coeur d'Alene, Idaho. Will include a trip to Jess Bennett's S scale Great Northern Pacific. Final arrangements are not definite at this point, but you can contact Gil Hulin at 3895 Colony Oaks Dr., Eugene, OR 97405-6211 for an update.

Oct. 31 & Nov. 1, 1998: National Model and Hobby Show, Rosemont, IL (Chicago area). Info. (847) 526-1222.

Nov. 6-8, 1998: Chicagoland Fall S-Fest, Holiday Inn, Matteson, IL. Andy Jugle, (630) 833-5394.

July 21-24, 1999: NASG National Convention, in conjunction with the NMRA, will be in St. Paul, Minnesota. In conjunction means at separate facilities with the option of attending the functions of either organizations.

Bids Open for NASG National Conventions -- 2000 and beyond. Contact Dave Held, Convention Chairman, 6154 Lanake Ln., Imlay City, MI 48444. (810) 724-5499.

Gilbert and Lionel Flyer, are American Models and S-Helper.

The 80-page Guide lists only description and prices, no photos. AM and S-Helper prices are basically catalog current prices, but the important thing is that these manufacturers have really been acknowledged. The timetable size softcover guide is available from Kalmbach Publishing or hobby shops for \$8.95.

NASG Annual Membership Business Meeting Minutes - 1997

The NASG 1997 General Membership Meeting was held July 13 at the Holiday Inn in Northglenn, Colorado. At the request of outgoing president, Alan Evans, the newly elected board members assumed their responsibilities prior to the meeting. Present were Paul Stevens, Moe Berk, Jamie Bothwell, Bill Moore, John Foley, and Lee Johnston.

Moe Berk called the meeting to order at 10:05 a.m. At that time there were 30 members present. Moe thanked the outgoing officers for their contributions to the organization.

New president, Paul Stevens, called for a motion to accept the minutes of the 1996 General Meeting. This motion was made by Gregg Miller and seconded by several members. It carried unanimously. Paul gave a general recap of the BOT meeting. Bill Moore gave a summary of the treasurer's report. There were no questions.

Bob Sherwood reported that the Standards Committee had discovered a minor flaw in the pmax electrical standard. He talked about the Kadee coupler height gauge, and mentioned that modular standards were being reviewed.

Paul gave a report on the NASG Clearinghouse. He mentioned the success the clearinghouse had in the past year, and that the BOT had voted funds to keep items stocked.

Pete Mihelich reported for the *Dispatch*. Pete stated that the *Dispatch* came out on time and under budget for the year. He outlined some of the problems that can hold up the magazine.

Joel Lebovitz reported for the Promotions Committee. He said he wants a true committee and asked for volunteers to serve on it. Gregg Miller volunteered on the spot. Joel also detailed some of his plans for future promotions. He will also be taking over as the NMRA contact. If you have a promotions idea or question, call Joel, and leave a message if he's not there. He will get back to you. Gregg Miller suggested leaving a good time to return a call when leaving a message.

Lee Johnson gave the Convention Committee report for Dave Held. The Dearborn convention was a huge success. The final numbers for the Denver convention were 250 members and 40 spouses. The 1998 convention will be in Worcester, MA, Wed. July 8 to Sunday, July 12. The 1999 convention will be in Minneapolis July 21-24. The Bay Area S Scalpers have stated their intent to submit a proposal for 2000, and several other clubs have asked for packages to submit proposals for future conventions.

Paul paraphrased the report of the Elections

Committee. Moe reported on the call for the constitution change regarding the timings of nominations and elections. The BOT action regarding campaign advertising was outlined to the membership. Doug Miller then moved that the NASG prohibit paid or unpaid campaign advertising in any official NASG publication or mailing associated with the NASG election. Doug also wanted the candidates to write their own nominations. Dick Karnes said that the candidate should be able to defer to someone else if they so desired.

Doug Miller added that we should limit campaign advertising to the one notice provided by the NASG. Bill Lane suggested that this issue be decided by a vote of the membership. Dick Karnes called for a vote on the question. This was seconded by Rick Smith and the motion carried unanimously.

Paul reported for the Membership Committee. The "Return Postage Guaranteed" label has been changed to "Address Correction Requested" to save time, money and trouble. The membership application is being revised. Joel Lebovitz described the new membership application. There should be a note in the August *Dispatch* asking for members e-mail addresses. The current membership stands at 1700.

Paul reported for the American Flyer Car Committee. He described the current car, and projects for past years. AA and LV hoppers are all that remain of previous years' cars. Paul also described a committee currently being called the Highrail/Scale Car Committee. Alan Evans will chair this new committee. John Foley reported that of the 600 cars that made up this committee's first project, 276 flatcars and 230 tankcars have already been sold, so the projects are doing very well.

Paul reported on the Contest Committee. He said chairman Jim Whipple wants a co-chair. Contact Paul if you can help.

Old Business:

Bill Fuhrman read a letter from Bill Krause and the Connecticut S Gaugers (See page 26) This led to a general discussion of the election. Doug Miller talked about his part the election. He outlined his conversations with Moe Berk. He compiled a ballot in January, and Moe asked for this information in late January. This was mailed to Moe. Moe referred to discussions at Dearborn in regards to timings and procedures for the election. Moe denied the allegations these procedures were followed to allow him or any one else to control the election. He said that intent was to expedite the election process. He said the BOT at Dearborn agreed to these arrangements. Moe apologized for not reminding Doug to report to the entire board. Moe restated that in his opinion that the intent

of the discrepancies were not bad and that they had no effect the election.

Bill Fuhrman complained about having to put a return address on the ballot.

Moe said that the constitution did not prohibit that, and he talked about the disqualified ballots from the last election which prompted the request for a return address. Dick Karnes suggested the future use of the NASG membership number only. He also stated that, in his opinion, unethical procedures were allowed. Bill Fuhrman restated his belief that there was a lack of ethics of the elections, and asked how Moe became involved. Moe stated that he became involved as a member of the Elections Committee. Doug said he felt that he worked for the board, so when he was asked by Moe, a board member, for information, he sent it. Doug also said one nomination was made by phone. Bill Lane said he didn't see a problem with the return addresses as it would stop potential ballot box stuffing. Oscar Kimsley stated that there was no basis for confidence in the elections. He proposed a new election. Moe said the BOT meeting covered concerns of the elections, and that the BOT had voted to accept the results as valid and binding.

Bill Fuhrman moved to strike the results of the decision of the board with regards to accepting the election results as valid and binding. This was seconded by Oscar Kimsley.

Pete Mihelich stated the with regards to ethics and procedures that these types of things happen in all elections. Pete said he did not feel he could not tell other candidates about a campaign advertisement as a matter of course. He judged the insert in the *Dispatch*, on the fact that it had been paid for, and that it was not attacking any candidates, only promoting others, that there were no by-laws preventing such advertising, and that the effected parties had enough time to respond. John Foley asked Pete how he could have thought there was enough time to respond. John said said he thought Pete made a mistake.

Karl Seller said he believed that there were mistakes made, but he did not think there was intended deception. He reminded us all that this is a hobby, and he stated that he opposed a new election. Gregg Miller voiced his support for Karl's statements. Oscar Kimsley stated that this has hurt our organization.

Moe called on Alan Evans to address the members about the election. Alan said he called a meeting Wednesday night to discuss the election procedures.

Alan said that he had heard about the *Dispatch* insert on a Monday. He did not respond because he thought he would stand on his record. The cost of a response was not a factor. He also felt it was too late to respond. He said he believed that we don't need this kind of split in the organization. John Foley asked Alan when it became known to him that Moe was working on the elections. Alan replied that it was before

the ballot came out, and that Moe had read the ballot to him some time in February. Bill Fuhrman called for a vote on the question. There were 10 members in favor and 16 opposed, so the motion failed.

Bill Fuhrman then moved that a new election be held for all challenged offices run under the guidelines in the constitution and by-laws with exceptions made for the affected dates to be completed by September 30. Doug Miller seconded the motion.

Bill Lane asked how we can overturn the results if we had just voted to accept them. Bill said we should move on. Bob Sherwood stated that he felt a motion for a new election would not be out of order. Paul Stevens declared the motion out of order.

New Business:

Bill Lane moved that if the NASG feels a new product is necessary, it shall consult with manufacturers to see if they will take on the product in their own line. If this is not possible the NASG shall proceed to have the product manufactured. He mentioned the Kadee coupler height gauge as an example.

The motion was seconded by Bob Sherwood. Alan Evans said that these projects help the NASG, and the coupler height gauge was needed. Stan Stokrocki reminded everyone that the car projects are an important source of revenue for the NASG. John Foley pointed out

that dealers can get the NASG coupler gauges at a reduced price. Bob Sherwood claimed that car projects and projects like the coupler gauge are not the same. Gregg Miller clarified Bill Lane's comments by saying the NASG should not initiate manufacturing products when we can proceed in a different direction. The motion passed.

Bob Sherwood moved that the NASG appoint a permanent Elections Committee Chairman. The motion was seconded by Greg Miller. Pete Mihelich asked how this would differ would differ from the present situation. Moe Berk pointed that this is a constitutional change, so the motion was withdrawn, and it became a suggestion to the president.

Rick Smith suggested the possibility of splitting the Eastern Region to better balance the membership. John Foley had some questions as to the method. Bob Sherwood moved that we establish a committee to study the question. Rick Smith Seconded the motion and it passed by a vote of 10 to 8.

Paul Stevens said he would see to it that a committee was formed, and Bob Sherwood volunteered to chair it.

Motion to adjourn was made by Dick Karnes and seconded Gregg Miller at 11:10 a.m.

John did not accept this answer. A discussion ensued as to whether any other nominations were edited. It was revealed that some others were not edited even though they were over 200 words. Josh again suggested that some clear guidelines for the nominations be voted on.

Josh motioned that it be clearly stated on the call for nominations that any nomination over 200 words will be edited by the Election Committee chairman.

Moe also defended his editing of any nominations as minor and inconsequential. Moe said he didn't want Bill Moore's nomination to read like *an S Gauger of the Month* article. Moe said he did not want the election to be ruined by politics. Moe felt that incorrect nominations should be returned to the candidate, or person, who submitted the nomination.

Doug asked Moe about an earlier statement Moe had made regarding problems with Alan Evans' nomination. Moe responded that Alan submitted his write-up late, and he exceeded the 200 word limit. John and Alan asked about David Stevens' information, and if his information was temely - it was.

Richard Wholf said he feared allowing a third party to edit a nomination.

Josh amended his motion to read that any nominations that are over 200 words or not conforming to the requirements shall be returned promptly to the submitter for corrections to be resubmitted before the deadline. The motion was seconded by Jamie and carried unanimously.

Moe then moved that we accept the results of the election as valid and binding. Josh seconded the motion. In discussion Moe said that he would be the first to admit the the election was not perfect, but it was his belief that the results were not flawed. John asked how he could say that. Moe said that keeping the mismarked ballots was done. Jamie outlined procedures used in counting the ballots. Doug asked how family ballots were done.

Jamie answered that he perceived no discrepancy in that regard. Doug asked if any one had a current roster. Moe said no. Jamie reported that all ballots were checked to assure the legality of the member.

Doug addressed the question of the membership chairperson being related to a candidate. Josh summarized that all people on the ballot had sent in nominations, and that no one was left off the ballot. Josh suggested that we vote and move on. In a roll call vote Moe Berk, Lee Johnson, Josh Seltzer, and Jamie Bothwell voted in favor, and Dick Wholf, John Foley, and Alan Evans were opposed. The motion carried four to three.

Josh stated that ballots should never have been

NASG Board of Trustees (BOT) Meeting Minutes - 1997

The BOT of the NASG met on July 9, 1997 at 9:30pm in the Holiday Inn in Northglen, CO. BOT members present at the meetings were Alan Evans, John Foley, Josh Seltzer, Lee Johnson, Dick Wholf, Moe Berk, and Jamie Bothwell.

Doug Miller also attended because he served as Elections Committee chairman.

Alan asked Doug Miller to outline his part in the elections. Doug said that as of January 27th he had received nominations from Alan Evans, Will Holt, William Moore, John Foley, Richard Wholf, Tom Nimelli and Lee Johnson.

On the 27th these names were sent to Moe Berk because he called and asked for them. Paul Stevens' complete nomination arrived the next day and was forwarded along with the others.

Alan mentioned the problems with mismarked ballots in previous elections.

Moe said that election procedures were developed by the board at the Dearborn convention and reported at the 1996 Membership Meeting. Doug said that he thought Moe was going to take care of the further mailings to the BOT and Moe said he

thought Doug was going to do so.

Josh Seltzer asked if every one who had been nominated appeared on the ballot. Doug answered that they had. Josh asked who submitted David Stevens' name. After some discussion it was suggested that David Stevens' nomination was called in over the phone. Josh said he thinks new standards are needed. He suggested a checklist of procedures for the Election Committee Chairman to follow.

Moe reiterated the procedure that was set up to run the election, and how the timetable was agreed upon at the BOT Meeting in Dearborn. John Foley asked Moe why he had taken part in the election when his job description does not include such duties. Moe said that he was a member of the elections committee and the senior national officer (Alan could not participate as a candidate), and he did it for expediency. Josh said that he felt that Moe was fulfilling his perceived role. John asked why the ballot was not forwarded to the secretary. Moe answered that he had faster access to the *Dispatch*. John Asked why the nomination for Bill Moore was edited, and Moe claimed that editing was inconsequential to the election.

sent in the *Dispatch*. In his opinion, it is the worst mistake made in the election process. Alan said the ballots had been sent in the *Dispatch* before because it was more timely at that time. Josh said that ballots are too important to send any other way than first class mail. The distribution of ballots should be carried out as the bylaws say.

Josh said he had worked out a transition program for the new treasurer.

Josh and Moe mentioned problems with the membership database.

At this point, the meeting was adjourned until 9:45 the following night.

The BOT reconvened at 9:58 on July the 10. Present at this session were BOT members Alan Evans, Lee Johnston, Richard Wholf, John Foley, Jamie Bothwell, and Moe Berk. Also present were officers elect Bill Moore, and Paul Stevens, and committee chairpersons Bob Sherwood, Dave Held, William Mark, Joel Lebowitz, Dody Stevens, and Jeff Madden.

Committee Reports:

Bob Sherwood, Standards Committee, said that the Plate H clearances were ready. The NMRA is working to accept our standards. Bob explained an error found in the pmx electrical standard. Alan asked if manufacturers knew about this. Bob replied that they are already in compliance. Bob said that his recommendation would be for adoption of the new standards. Lee asked for clarifications as to the changes. Bob explained that it involved flangeway widths, etc. Alan said notice should be made in the *Dispatch*, and Moe recommended a notice to NMRA members.

John Foley, Eastern Region Vice President, gave a breakdown of sales of the new car projects. He said the cars are selling well. Alan said that a member asked for three different cars because of the three numbers available.

Moe asked about the results of a motion proposing that John open a separate bank account. He was told it had passed. Moe suggested sending the statements to Bill Moore. Moe reminded John to alert Bill as to any payouts from the accounts. Josh stated that this method of collecting funds works very well for the treasurer, and he suggested that other sources of funds try to set up similar arrangements.

William Mark, NASG Clearinghouse, said that the new t-shirts were a big hit at Dearborn, and about \$700.00 of the year's income came in from that convention. Alan asked if we could find a new source for AF goods. Bill said we are out of pins, and that patches are low. Tom Hawley was suggested as a point of information for new patches. Josh moved that we authorize Bill up to \$900 for Clearinghouse supplies to replenish supplies that he sees fit.

The motion was seconded by Jamie and carried

unanimously.

Jeff Madden, Dispatch, See attached. Josh asked about a discrepancy in check totals specifically for the April issue. (See notes.) Jeff pointed out changes in the mailing procedures that may be speeding the postage. Jeff thanked his columnists for the fine job they are doing. The Constitution and By-laws will be printed in August issue if approved. Jeff mentioned an anticipated postal increase, but he was not sure if it would affect us.

Richard Wholf asked if printing costs included postage costs. Jeff gave a breakdown of the cost involved in producing an issue. It was agreed the postage was included in the totals stated. Josh asked how we know what we are getting paid for, and suggested that Jeff Madden handle the advertising more closely. Josh was concerned about a source being a provider and a provider being a source. Moe reminded us that we used to have an advertising manager. Moe asked Jeff Madden if he was prepared to handle this position. Jeff asked how manufacturers would know who to pay. Moe proposed that the printer bill the advertiser with copy of the invoice going to treasurer, and have payments sent to the treasurer. Moe summarized that the editor, president, and treasurer should get reports. The treasurer would then update the records periodically. Jeff asked about the percentage of the add money that goes to the NASG, and who gets money for inserts. Jeff asked for a description of the duties of the add manager. Jeff mentioned timeliness as a factor if he had to forward adds to the printer. It was suggested that this discussion be tabled until finding an add manager.

Joel Lebowitz, Promotions Committee, presented a potential membership application. He asked about the duties of his office. Joel asked questions about projects that are underway. Josh tried to explain some ways to get a jump on the matter. Joel asked about his a budget. Josh said money had been budgeted last year. Alan tried to explain some recent actions in the promotions realm. It was agreed that Joel would undertake to coordinate all promotional activities including the space for manufacturers at NMRA conventions. Moe advised Joel to write a job description and present it to the board. Joel said the form could show a better track of who buys what items from the clearinghouse. It was suggested that prices be left off the final copy. Dick Wholf asked about adding "Traction" to the form. John asked how the money will be divided. Josh says that if documentation is provided is no problem.

Dave Held, Conventions Committee, Received \$3,406.79 from Dearborn, half of the profits. Denver had 290 registered, including 40 spouses. For 1999 in Minnesota the NASG convention will run from Thurs. to Sun. Buses to all activities. Ala carte pricing for layout tours. Traditional NASG activities will be preserved. John asked if Joel can help in promotions of future conventions. Lee asked if the Bay Area Club were to propose a joint

convention with the NMRA in 2000, would the board support it? No members said they would oppose it solely on the basis of it being a joint convention.

Lee Johnson, Western Vice President, Report attached. Alan said that any vice-president should talk to Joel about future activities that could be promoted.

Jamie Bothwell, Secretary, described how the ballots were tabulated in the election to keep track of the regions of the members. Alan talked about membership reaction to the election. He said that we need to present a positive, unified front to the membership about the election. John listed a number of significant accomplishments that took place in the last four years.

Josh reaffirmed the need to hold the organization together and to stay "United". Josh suggested that the board members state our intentions at the board meeting. John said that we have to address the questions of the membership. Josh said he felt that we have recognized and discussed the problems, and made changes to prevent these things from happening again. At this point, 12:52 a.m., the meeting was adjourned until the following night.

The NASG BOT reconvened July 11 at 10:30 p.m.. Present were Alan Evans, Lee Johnson, John Foley, Josh Seltzer, Moe Berk, Richard Wholf, and Jamie Bothwell. Officers elect present were Bill Moore, and Paul Stevens. George Ricketts sat in for Tom Nimelli. Dody Stevens attended as Membership Chairperson.

Jamie made a motion that a review of campaign advertising in the "Dispatch" be added to the duties of the Elections Committee Chairman. In addition to being solely responsible for the content of such advertising, the chairman would have the responsibility of informing other candidates for the effected offices, so that they may have the option of responding in kind. The Election Committee Chairman will stipulate and enforce deadlines and guidelines for the submission of said advertising. All campaign advertising must be free of demeaning remarks in reference to other candidates and, or other innapropriate remarks as determined by the Election Committee Chairman. In the event the Election Committee Chairman determines that innapropriate content exists, the submitter shall be promptly notified, and the content revised by the submitter and resubmitted by the stated deadlines.

All campaign advertising must have a header in at least 14 point bold type stating "Paid Campaign Advertising", and identifying the payer of the advertisement. The decision of the Election Committee Chairman shall be final. Josh Seltzer seconded the motion. In discussion Lee asked if the board had decided to accept such advertising. Josh questioned the practicality of a paid, personal mailing. Dody Stevens asked what the cost of an insert is, but

no one could provide a definitive answer. It was mentioned that different types have different costs. The motion carried six votes in favor, one opposed.

Dody Stevens, Membership Chairperson, read a letter from a member who asked for a dues increase. She asked for a motion to refund dues from John Long. There was some discussion about sending his membership to his son. It was suggested that Bill Fraley contact the Longs and inquire as to what they would like done. Dody suggested dropping the unpaid booster adds. Josh asked who was responsible for billing and suggested they notify the involved parties. Some questions were asked about who owed money for Booster Adds.

Moe suggested using one space to state the Booster Add policy. Dody discussed postage problems with nonexistent address labels. She said a stamp reading, "Address Correction Requested" works better. Moe suggested that we keep the "Address Correction Requested". Dody asked about costs of foreign subscriptions. Moe suggested that we use the same cost if for nothing else than to help promote the organization. The Membership Directory in the August *Dispatch* will have State listings by zip codes. Dody asked about the possibility of changing the regions for a more equal distribution of the membership. Josh suggested an announcement saying a committee will be formed to study the issue. Dody asked who should get the Lionel issue of the *Dispatch* Moe said to send it to Charlotte Montgomery. Josh suggested adding E-mail to the membership form. Dody said she envisioned it as a separate page. Dody said that she would maintain it until it is printed. George said a website could provide all the addresses. It was mentioned that the computer used by the membership chairperson could use more memory. Josh said that should cost very little. Moe asked if the computer can do what we need; not wanting to put more money in if it would not solve the problem. Josh said that if the user knows how to use it that it can do anything needed. Moe asked about data back-up. Josh said the software works to back it self up automatically, but a tape back-up could be added for around \$200.00. Richard strongly suggested doing this.

Josh made a motion that the president be authorized to approve money for tape back-up and memory upgrade for the Membership Committee chairperson's computer. The motion was seconded by Dick, and passed unanimously.

Doug Peck, AF Car Project, Josh and John asked about the back inventory of American Flyer cars. Alan talked about discussions with Doug Peck about car orders. Alan decided that one car would be good because of a time crunch. Josh stated that he felt that this is too important not to be decided by the entire BOT. John said that Doug's first choice was the reefer.

Josh talked about the problems with holding so much inventory. He suggested putting the back inventory on sale. John mentioned the

numbers of Lehigh Valley and Ann Arbor hopper cars still in stock. Moe said that dumping the cars would be a mistake. Several members agreed. He said John's suggestion to set a bargain for signing on members is a good idea. Moe said \$15,000 in inventory. Moe cautioned about putting cars in the auction because of "setting a value". Moe says that Doug Peck suggested adding MC/Visa. Josh mentioned the high percent that we would have to pay out. Other problems with this were discussed. John suggested checking into the questions with several banks. Alan said John should push forward on that issue.

Dick Wholf, Central Region Vice President, Dick showed one of two notebooks of promotional items that he loaned to hobby shops to promote S. He said that these have already helped several hobby shops to sell S products. It was suggested that Joel Lebovitz contact Craig O'Connell about an NASG web page. George suggested refining the notebook to make it thinner. Dick said he had talked to Joel about the NMRA convention in 1998 in Kansas City. He also talked about the S presence in Kansas City. John asked if the Module questions were discussed. Would the layouts be S-Mod compatible. Some discussion ensued. John also brought up some of Joel's concerns about a banner and other supplies. Moe asked if we need a new banner. John said there are several around. It was suggested that we might want to buy a few new banners. Josh voiced concern about having literature for the NMRA convention. Alan said he thought he could get some printed. George suggested we print 5000. Josh said we should get a year's supply. Alan clarified the numbers we have had printed in the past. Moe asked about the name on the flyer (This is S gauge). Some suggestions were made to get flyers to Madison.

Jim Whiple, Contest Committee, not present, report turned in.

Doug Miller, Elections Committee, Josh reminded us of the first class mail requirement for ballots. Moe defended the *Dispatch* mailings. Josh moved that we affirm our determination to follow the Constitution and the by-laws regarding first class mailings of ballots in future elections. The motion was seconded by Dick Wholf and passed 6 in favor and 1 abstention. Changes to the constitution with regards to the time requirements for ballots were discussed. Moe and Josh think that BOT should propose a change to the membership. It was decided that Moe would call for a motion from the floor at the general meeting.

Jamie moved that BOT unanimously propose and support a constitutional modification regarding the time frame for nominations for elections, Article 6 Section 1 would be changed to three months and Section 2 would be changed to two months. Josh seconded the motion and it carried unanimously.

Josh Seltzer, Treasurer, (See Attached) explained that he felt the low amount of incoming dues was directly related to the timing

of the AF car project. In addition, there has been a lack of new members lately. He said the new car projects have been successful. Moe asked if we got any reports from Mike Ferraro as our accountant. Josh said he thought Mike would do so if we asked. Moe asked if we got a tax return, and Josh said yes, and that the president signs it. Moe asked where the 1995 convention money was in the budget. Josh said it came in for the next year. John gave an updated report on the new car project. John suggested including postage, and dropping non operating AF coupler equipped cars.

It was decided that two AF cars for a given year is a good idea if they can be kept under \$50. We should put out another special car project. Josh suggested that Paul appoint Alan Evans to chair a committee to work on such projects.

Joel recommended that any money to send layouts to gatherings be voted on. Josh said we have a good "Module per mile" formula that has worked in the past. John Foley explained how he works train shows. He says GATS is a good outfit. Paul asked about contest/payment with GATS. Josh suggested a cap on the the mileage formula that Joel could approve. Moe voiced concern about paying too many clubs to do something that could be done for free. Josh cautioned the need for a detailed accounting of expected expenses. He also stated that profits should be discouraged. Moe stressed that accounting of value of expense should be considered.

Conventions:

Josh talked about how the new treasurer has been learning the accounting software. He recommended that we buy supplies for Bill. Moe was concerned about updating the old computer. Josh says anything we buy could be used on a newer computer.

Josh said he feels that our revenue goals are reachable if we have a good year. Josh publicly thanked his wife for all the help she has provided in the completion of the treasurer's duties. Jamie moved to accept the budget as reviewed. The motion was seconded by Dick and carried unanimously.

John moved that we reimburse Lee Johnson \$940.65 for taking two layouts to the Long Beach Convention. This was seconded by Josh and passed unanimously. Several members stressed the need for prior knowledge before expending such funds in the future. Moe moved that the NASG establish a policy that there will be no reimbursement for expenses incurred without prior approval of the BOT, the promotions committee chairman, or notification to the president. The motion was seconded by Dick and passed unanimously.

Moe Berk motioned to adjourn at 3:04am. The motion was seconded by Lee, and passed without further discussion.

##

S Gauge Train Sets 1/64 scale



The most realistic Amtrak set made in any scale and the only accurate Superliner set available in any scale \$369.95. Extra lighted coaches and dining cars available separately; \$49.95. Our "Trailer Hauler" set is the best value in model railroading, just like getting the track and the lighted caboose for free; \$299.95. All our locomotives carry a lifetime warranty. And now we are offering an even better incentive; for a limited time only each diesel set entitles the buyer to a free 50' "Railbox" car ! Just mention this ad when ordering direct or from your dealer. All sets are Flyer compatible and dc sets (scale or hi-rail) include a powerful power pack and Amtrak sets come with a diesel horn power pack ! Amtrak sets are available in phase II (pictured) or phase III schemes. "Trailer Haulers" are available in Southern Pacific or Conrail.



Our new steam set features real "chug" sound geared with the driver (two chugs per rev.) not a speaker sound but real piston compressed air sound. Nothing so realistic has ever been made in model railroading before! Real Puffing smoke as the photo shows, not "wiggling" cotton or other trick photography but as it actually is and will appear on your home layout. Guaranteed! AC Flyer versions come with the most realistic whistle, bell and other sounds ever made! Includes five lighted "Madison" type passenger cars and over 20' of track. Beautifully packaged and numbered "a real collectors set". AC Flyer set \$699.95, dc sets \$80 less. Available in B&O president or Southern Crescent schemes. Visa and MasterCard accepted.

American Models, 10087 Colonial Industrial Dr., South Lyon, MI 48178

Visit our web site @;< www.americanmodels.com > Phone 248-437-6800 Fax 248-437-9454