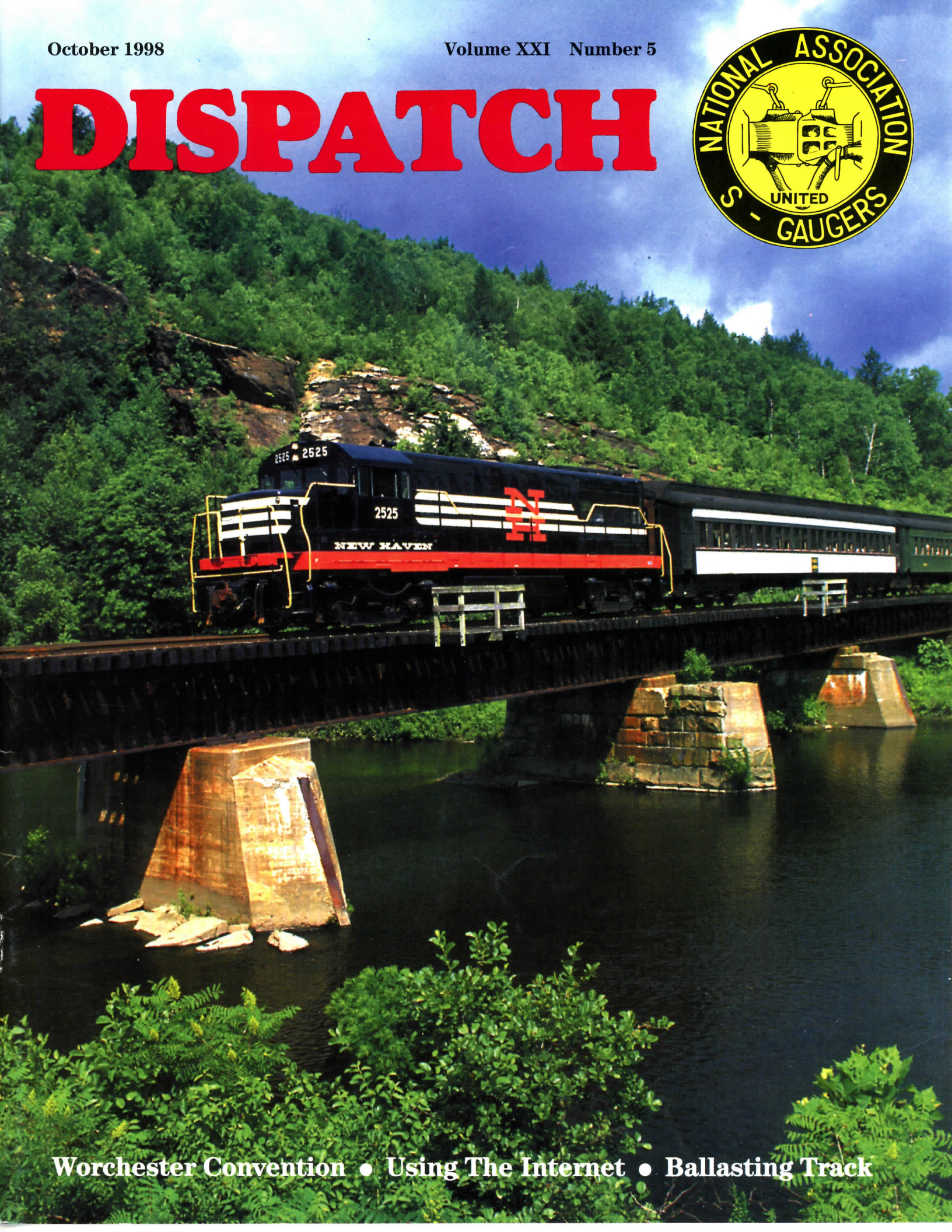
October 1998 Volume XXI Number 5

DISPATCH

NATIONAL ASSOCIATION OF S - GAUGERS UNITED



Worchester Convention • Using The Internet • Ballasting Track

WHAT'S NEW?

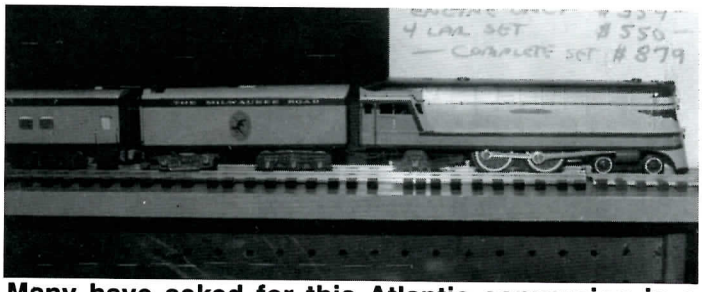




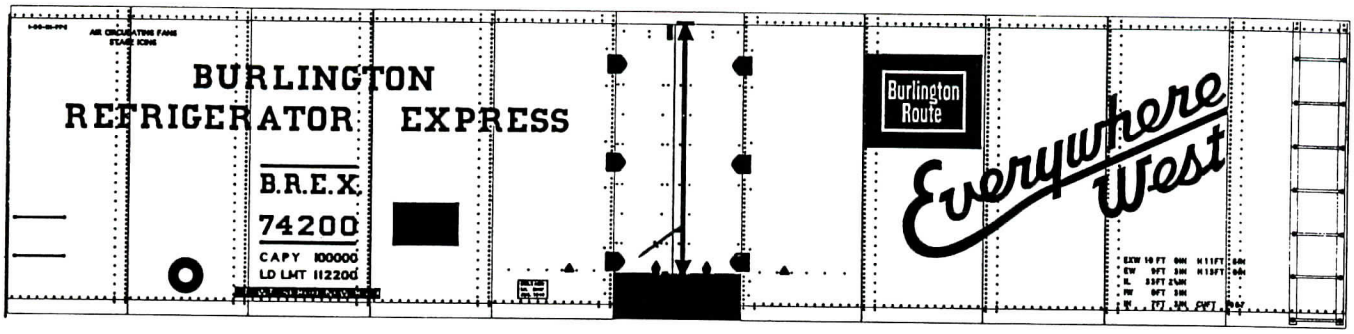
Two brick enginehouses. Left is Port Lines (Twin Whistle) 3-stall and right is the RGS Ridgway one.



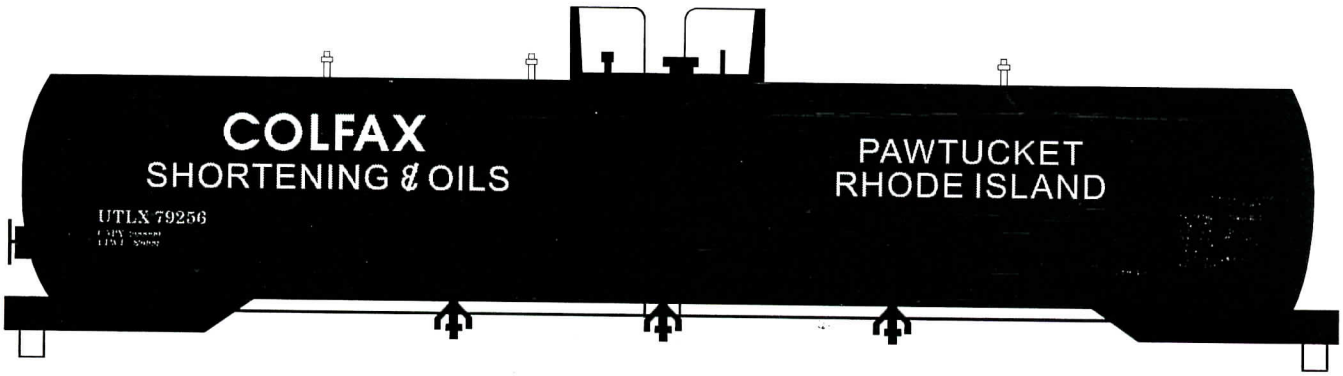
New from Banta is this little freighthouse. It's a laser kit for $47.95.



Many have asked for this Atlantic conversion in a painted version. Ballston Loco Works is complying.



The Mountain Empire S Scale Associates (Denver area) are offering a Pacific Rail Shops refrigerator car decorated for the Burlington. This will be a limited production car of only 200. Details in New Products Report.



This modern Colfax Shortening & Oils tank car produced by Downs is available from R.S.S.V.P. Models. See New Products Report for details.

NASG
DISPATCH
Official Publication of the NATIONAL ASSOCIATION of S GAUGERS

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

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

The Membership Chairmen
NASG, Inc.
c/o Dody Stevens
9619 NW 71st St.
Kansas City, MO 64152-2403
816-741-1505
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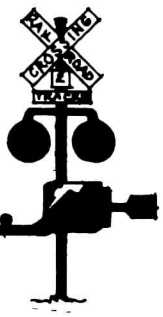
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COVER:

Fan trip run by on the Naugatuck Railroad during the 1998 convention.

Photo by Bob Werre

ORDER BOARD



Volume XXI, Number 5

OCTOBER 1998

What's New		**2**
President's Message		**4**
Rail Mail		**4**
Jeff's Junction		**5**
New Product's Report		**6**
NASG 1998 Convention		**8-21**
Short and Easy	**Kent Singer**	**22**
Straight & Narrow	**Dave Heine**	**23**
Module Corner		**24**
Why Internet?	**Paul Yorke**	**26**
Meet An S Gauger	**Paul Yorke**	**29**
Club Sandwich	**Dave Pool**	**31-33**
Extra Board		**34**
S-Calendar		**35**
NASG Bot Minutes	**1998**	**36**
NASG Business Meeting	**1998**	**37**

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

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President's Message ...

S GAUGERS TAKE OVER

After the long drive to Worcester, we (Dody and I) checked in and were immediately greeted by hotel employees in railroad hats and bandanas. Convention registration was a breeze - the registration table was the first thing we saw going in the front door. There were plenty of signs to inform and direct conventioneers, and these were updated daily. The only people who were confused were those few staying there who weren't in town for the convention.

There were more than a dozen layout tours. Two dealer halls were filled with exciting new products and parts. Three clubs brought modular layouts displaying the results of many hours work. Clinics covered a wide range of interests from tree construction, painting backdrops, Gilbert history and DCC operation, to name but a few.

A special highlight of the convention was the 50th birthday party of the host club with plenty of food and drink, and including a drawing for five lucky individuals to get a cab ride on the Naugatuck tour. I was fortunate to be one of the five names drawn for the cab ride. My father and I used to watch New Haven traffic on the Naugatuck branch for hours in the 1950s, so the cab ride in the U25B was a highlight of this year's convention for me! It's a small world, and while I was taking a ride into the past, I was brought back to the present when talking to the engineer. I discovered that the engineer has relatives in Kansas City, and the brakeman used to be a shop teacher at my old grammar school.

The convention offered me the opportunity to return to my boyhood home, Waterbury, CT, for the first time in more than forty years. Although the city has changed a lot, it was great to see the New Haven managing to survive despite the changes in the industrial base.

It was a record-setting convention with more than 450 registrants, plus a record attendence at the membership meeting, indicating more interest and active participation in the NASG. I would like to see both these numbers continue to grow. So make your plans NOW to join us at next year's convention in St. Paul, Minnesota.

Paul Stevens
President, NASG
e-mail: craftrr@swbell.net

Alive and Well . . .

KC S Gaugers Club missed in directory.

Kansas City S Gaugers
9619 NW 71st St.
Kansas City, MO 64152
Attn: Paul Stevens

RAIL MAIL

KC NMRA: The NMRA convention train show in Kansas City was a big success for us (S-Helper Service) with 19,000 paid attendees. We featured our S-Trax System with enough production samples to make a loop 20' x 9' that was a "C" shaped dog bone. It is 30" tall, and the little kids loved seeing our SW9s pull a train of 50 plus cars along the new right-of-way. We had Soundtrax install a new diesel sound system in one of the ASTF SW9s. I will admit that I never thought they would be able to fit one in, but they did. We were operating with the new Digitrax radio-controlled DCC throttles, and Mike was blowing the horn while the kids were glued to the plexiglass watching our "S" railroad operate.
- Don Thompson

Expanding NASG: Jeff, I like your idea about expanding the number of regions. You are right on about the benefits you list. I know it's always difficult to decide how to divide up regions, but the proposed division puts 7 of the 15 clubs mentioned in the Club Sandwich in the northeast region and another 5 in the midwest. I don't see any way around this, and maybe it isn't a problem. I also like your idea about affiliate organization status for clubs.
- Monte Heppe, member Baltimore Area AF Club
Yes, any way you cut it, the northeast and midwest will have a lot of clubs. In one way concentrated areas of S clubs is good in that visits and mini-meets are convenient. But looking at the club listing in the Directory there are about 25 clubs or organizations that would not be in the northeast and midwest. - Jeff

SouthWind 2-8-0s: Last year I, as well as others, placed a prepaid order for one of the PRR 2-8-0 steamers that SouthWind Models had announced. In the October, 1997 issue of the *Dispatch* it was reported that SouthWind was "backing off the...project" and "in its place will be a different 2-8-0 project." This seemed to imply that the PRR/B&O project was abandoned. However, I never received any communication to verify that.

In the April *Dispatch* it was printed that "the ATSF/D&RGW 2-8-0 project is coming along better than the previous PRR/B&O attempt." This again implied a moribund status for those of us who had invested in this project. I decided it was time to contact SouthWind directly to get a definitive statement, and I received the following answer:

"I have not cancelled the PRR and B&O 2-8-0s. Right now we are still building up the number of reservations needed to produce these models. I hope to build these in late '98 or early '99." This was dated May 19, 1998. Please clarify this to the membership.
- Dan Lundy *I'm hoping for the B&O 2-8-0 myself - Jeff*

Expanding the NASG: First, allow me to publicly thank Dody Stevens for her compliments on our new southeastern Pennsylvania Club (North Penn S Gaugers).

Over the last two years as the Neshaminy Valley American Flyer Club displayed its portable layout, many people and children would comment on the vintage Gilbert trains they

had in the attic, etc. While a member of this club I developed a flyer listing all the local hobby shops that carried "S", companies that made "S" and organizations like the NASG. From the Directory I circled all the non-affiliated NASG members in southeast Pennsylvania - about 50. Coincidentally, about this time the Neshaminy club agreed that the current 16 members would be the limit due to a by-law and layout size, etc.

I had visited the Lehigh Valley S Gaugers several years ago, but they were mostly scale operators and were over an hour

Railmail continued on page 30

Jeff's Junction

Convention Musings

Now that I have 5 national S gauge conventions under my belt (6 if you count the '90 Pitt NMRA), I thought I'd share some general observations. The strictly NASG conventions I attended were, in order: Vancouver, Altoona, Dearborn, Denver and Worcester. All 5 of these were well run, and I enjoyed each.

Naturally, each had its strongpoints and each a few shortcomings. From these experiences I'd like to again encourage organizational continuity from convention to convention. By this I mean that the previous convention's positives and negatives be passed on to the future conventions' sponsoring organizations. The NASG convention chairman could be the liason - and I'm sure Dave Held does this now the best he can.

I'd like to see a STANDARD post convention form which would be passed on to all future convention hosts, and a copy would be "permanently" kept in NASG files.

Always a given - each convention has unique circumstances involving location, hotel, layouts, etc. But it might be time to offer some continuity regarding activity scheduling from convention-to-convention. This is not an easy task - trying to please all interests: dealers, manufacturers, portable layout operators, those who like to tour and those holding layout open houses. Usually the biggest "sticking point" is the scheduled hours for dealer/manufacturer display area and trying to accomodate these demands around day and evening tours.

From my experiences at the above mentioned conventions and having a sale table at most of them, I offer the following thoughts:

1. Have dealer and manufacturer areas open only Thursday late afternoon and evening, Friday day and evening (accepting that Friday would be slow during the day) and Saturday day. Hours would be 3-10 Thursday, noon 'til 10 p.m. Friday and Saturday from 9 to 3 p.m.

The public would be offered one-day tickets for say $3 to $5 to get in on Saturday only. This, of course, should be "heavily" advertised to promote S beyond the NASG attendees. This could also increase the profits of the dealers, many of whom attend from far off. The host club could also add some gate money to their coffers. Note: I feel it's best to consolidate sales and displays in more concentrated time slots rather than have things so spread out that half the dealer tables are covered up a good bit of the time.

2. Clinics would coincide mostly with dealer room hours - non-dealers can easily go in and out of clinics and the dealer area, and dealers can usually use the buddy or spouse system to cover tables to attend a clinic.

3. Layout tours: Depending on the layouts involved, the best times for layout bus tours are usually the weekday evenings plus maybe a short one on Saturday. However, I would strongly urge to allow self-drive during the same times. Why? Many dealers, clinicians, etc., are on tight schedules and might like to see certain layouts and skip others within their own time frame. Numbers at the NASG conventions aren't usually prohibitive as to create great congestion at each layout. It worked to a tea in Denver. Sunday layout open houses are fine too for those who couldn't fit them in during the week, but I would start earlier when possible, say 9 or 10 a.m.

Railfan/Family Bus Tours: These pretty much need to be Wed., Thurs., Fri and Sat. days. But keep in mind my suggestion to have the heavy dealer day be Saturday. Ideally Saturday would make a good spouse/kids bus tour time slot. Also try to have bus tours returning by 2 or 3 p.m. so evening activities and meals can be worked in more easily. Not always possible, but a thought.

BOT Meeting: Thursdays starting at 3-4 p.m. or 8-9 p.m would be good choices. The early afternoon time would be good to have dinner as an incentive to wind up. The later start would allow most evening activities to be completed.

Annual Meeting: Puleeeze - 4 p.m. on Saturday. More members would attend pre-banquet. Sunday meetings cut into travel time for many. I'd rather see Sundays devoted to a farewell breakfast and layout tours.

The scheduling of the banquet and auction on Saturday evening has never been a problem.

So far all 5 conventions I've attended have been superbly organized and run, but it's an editor's perogative to give opinions - so I am.

I do feel a sort of standard format ought to be considered by the BOT, convention chairmen and host groups, principally to establish consistent dealer/display time slots and meeting schedules. Flexibility of course, and we can't please all the people all the time...

To me the prime goal of this piece is to generate the idea of having dealer/display prime times on Friday evenings and Saturday day with the public invited in on Saturday.

-Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Industrial Dr., South Lyon, MI 48178) The A.R.A. 50 ton 46' flat should be out by now. I saw the stake version at Worcester. Details were in the October '97 *Dispatch.*

BALLSTON LOCOMOTIVE WORKS (Mel Nielson, Box 50, Clifton Park, NY 12065). Mel had a couple of new Flyer conversion locos displayed at the Worcester NASG convention. Now you can get a 4-4-2 streamlined Hiawatha in shell form or RTR PAINTED. (American Hi-rail shells). Shell only and modifying parts - $259.00. Complete RTR loco and tender, smoke and choo choo (AF) version - $359.00; DC can motor version - $369.00. Allow 4 weeks delivery and include $4.00 S&H.

Also seen was an SP Atlantic in Daylight scheme and Vanderbilt tender on a Flyer chassis. A) AF version w/ smoke and choo $224.00; B) AF with electronic AC (QSI E-unit, OTT sound, Seuthe smoke unit) $279.00; or C) like B, but with DC can motor, $294.00. Two to four weeks del., $5.00 S&H. And a Dreyfus Hudson - coming.

Vanderbilt tenders are also offered individually: coal $34.50; oil $37.50. These are undec shells. Add $3.00 S&H. Scalers might have some interest in these tenders too.

BANTA MODELWORKS (411 Hopkins Rd., Dummerston, VT 05301 (802) 258-3869, e-mail: billbwks@sover.net) Banta had some new craftsman kits displayed at Worcester. They included Skillian's Store, $98.95; Ophir General Merchandise, $98.95; Ridgway Sandhouse $49.95; Ridgway Roundhouse, $289.95 and a Shortline Enginehouse, $109.95 (std. or ng).

BUILDING & STRUCTURE CO. (P.O. Box 1296, Fenton, MO 63126). New from B&S seen at Worcester were laser kits: Lizard Head Bunkhouse $26.95, Dallas Divide bunkhouse $28.95, Stone barn (with Hydrocal walls) $68.95. Also new was a wood floor conversion kit for S-helper flat cars for $24.95.

CODE 3 (toy stores). Expected in the fire/rescue series in 1/64 is a cut-a-way van with an ambulance back. Door will open and there will be a removeable gurney inside. Chevy Suburban will get a generic ambulance scheme also.

DES PLAINES HOBBIES (1468 Lee St., Des Plaines, IL 60018). Seen at Worcester were painted versions of the H-39 hopper which should be available now. Seen were Milw. Road, CSX, PC, CN, EL and L&N. More in Oct. These cars now include wire grabs. Cars $39.95 each. Separate wire grab sets are available to upgrade older cars. New! Test shot seen of FMC 50' (short ladder) "Plate C" double slide door boxcar. An "easy-kit." It should be out in October. It will have etched metal lower door channels and footboards. There will be a choice of two underframes - one with regular coupler pockets and one with extended coupler pockets. $TBA.

The revised tank car kits should also be out in October. Road names not set yet. The former S Scale America line will have re-done coupler pockets, new trucks with metal wheelsets, lower weight placement and have less flash to clean off. These "easy-kits" will be about $30.00. Maybe RTR later. Coal Porters expeceted in December with correct 100 ton trucks. Husky Stacks being revised with new etched metal walks. RTR in late '98. Hi-rail versions coming. The bulktainers are in stock. They come with UP or Alaska West decals for $9.98 ea.

HOT WHEELS (toy stores) A couple of new tooling custom street rods are about 1/64. One is a '32 Ford coupe sans fenders, and the other is a chopped and channeled '41 Ford coupe. They're tough to find but would be nice for that mini-scene at Port Lines A&W Root Beer stand.

JOHNNY LIGHTNING (toy stores). Also tough to find is the 1/64 Truckin' America pickup truck series. I had some at Worcester. They're already on the 3rd color series. Included are: 1929 Ford Model A, '40 Ford, '50 Ford F-1, '55 Chevy Cameo, '59 El Camino, 60s Studebaker Champ, '71 El Camino, '78 Dodge (Lil' Red), '91 GMC, '96 Dodge Ram. About $3 to $5 each.

LEHIGH VALLEY MODELS (1225 North Arch St., Allentown, PA 18104) has a new two-stall enginehouse kit. This kit, made up of cardstock, Northeaster stripwood, stone and brick paper, builds into a two-stall engine house with a 2-3/4" track centers and is 19" long. It can be made into an all-brick or a concrete building. Price $40 plus $3.00 S&H. Illustrated catalog - $2.00.

MARKER LIGHT PRODUCTIONS (P.O. Box 750, Wilmington, MA 01887) now has the D&RGW/D&H car sides for baggage, RPO and dining cars available. These car sides are natural finish unplated brass etchings. They have all holes for handrails and grab irons pre-drilled, and the dining car includes wire screening in the appropriate openings in the skirts. The car sides also come with separate doors and stirrups as appropriate for each car type. Cost is $79.95 per car, plus $5.00 S&H per order. Orders over $200.00 are shipped post paid. NYC and PRR car sides postponed until 1999.

MESA (Mountain Empire S Scale Assoc., P.O. Box 1201, Westminster, CO 80030). As a fund raiser to finish the large "Joint Line" layout they are offering a custom decorated PRS CB&Q 40 ft. steel regrigerator car in 4 numbers. These represent Burlington express cars of 1949-50. These will have yellow sides, red ends, black underframes and aluminum roofs. The run is limited to 120 cars (30 of each number). $42.00 each. Multiple car orders will get cars for $40.00 each. Add $5.00 S&H for up to two cars. Checks payable to MESA.

NORSCOT 1/64 DIE-CAST (Hobby shops who can order from Bev-Bel). This new product comes from an e-mail by Dave Agler of Georgia. He has found some models of modern Caterpillar

construction vehicles that list for $11.95 each. These include #55010 Cat 950F Wheel Loader, #55703 Cat 12G Motor Grader, #55705 Cat D6H Track-Type Tractor, #55706 Cat D25D Articulated Truck, #55708 Cat 613 Scraper, #55901 Cat 45 Agricultural Tractor and #55959 Cat 85D Agricultural Tractor. Both agricultural tractors are tracked. These more modern vehicles are nicely detailed with few unpainted parts and should make good flat car loads or fit into construction scenes.

PORT LINES HOBBIES (6 Storeybrooke Drive, Newburyport, MA 01950). Doug showed off some new paint schemes on the "Crown" wood reefer. Seen were the Stroh's, Clicquot Club, CV Milk and Post Road Ale. The latter is a new item never listed before - it's green and silver. Coming soon are PFE (3 versions SP/UP, SP/UP Overland, WP) and West India Fruit & Steamship Co. (yellow, black & white). $36.95 each. A nice detail part available separately are the 40s-50s style cast metal gas pumps with appropriate decals, globes and pump hoses. 3 kits are offered each having two choices of decals included: Standard/Shell, Esso/ Gulf and Texaco/Phillips 66. $7.50 each.

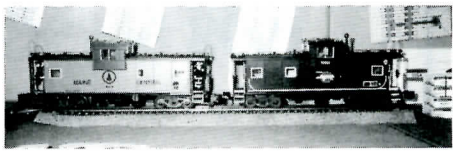
The Art-Deco gas station from Twin Whistle is available in two new versions - Flying A and Shell. Also available from Port Lines are quality reproduction rubber-stamps for AF restorations. These loco numbers, tender logos and tender lettering, some car lettering and accessory lettering. Prices range from $6 to $15.

RIDGEHILL SCALE MODELS (148 Pleasant Ridge Rd., Brantford, Ontario, Canada N3T 5L5 - (519) 756-1610 or (519) 753-9809 eves) Ridgehill has some newly released craftsman kits of mostly CP heritage listed in the Canadian S Scale Quarterly. #4001 - CPR #3 Foreman Office and Handcar Shed, $19.50; #4006 - CPR #2 Single Handcar Shed, $15.00; #4007 - CPR Double Handcar Shed, $19.50; #4101 Enclosed Truck Weigh Scale, $24.95. Four other kits also available. Add $5.00 S&H. If you are ordering from USA, you might check on exchange rate.

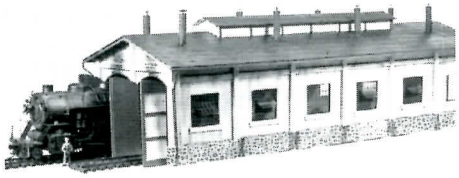
RSSVP MODELS (P.O. Box 345, Tyngsboro, MA 01879) will be offering a run of Colfax Shortening & Oils 20,000 gallon tank car (two different paint schemes). These are Downs' modern chemical cars. One will be a candy red color (#79256) and the other UTLX black with white lettering (2#s 79287 and 79289). Available in hi-rail or scale. Hi-rail has compatible Flyer wheels and couplers. Scale versions have code 110 wheels and Kadee 802 couplers. Cars are 37.00 plus $5 S&H. Also available is a Jack Frost PS-2 hopper in two numbers.

S-HELPER SERVICE (2 Roberts Road, New Brunswick, NJ 08901) had their beautiful cabeese on hand at Worcester and as usual the booth always had customers hanging around. Two items not usually mentioned in product reports but which are available are the separate AF compatible coupler with Kadee pocket (meant for the SW9) at $3.95 and the painted engineer and fireman in a bubble pack for $3.95.

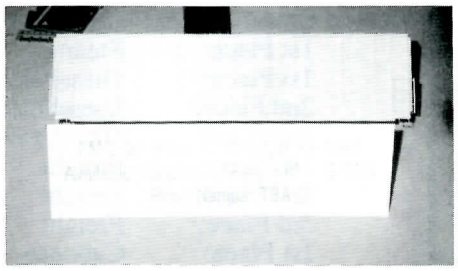
W.A. DRAKE & CO. (P.O. Box 801, Johnstown, CO 80534 - 970-535-4601). A fall 1998 delivery is scheduled for brass X-29 boxcars and ARA styles. These almost identical "low profile" cars will have PRR 2DF8 trucks or Bettendorf trucks. If enough reservations come in the C-29 versions will come painted for PRR (5 versions), W&LE, NKP, N&W, CGW and Reading,. ARA steel body cars will come in B&O, L&NE, MC, CNJ, B&M, PM and C&O. The 6,000 and 8,000 gallon tank cars reported on previously should be available. Contact them for availability and style. Also available are the SP style urethane type 23 stations. These kits are $125.95 for the long versions and $89.95 for the short version. A bottle of "Colonial Yellow" (SP) paint is available for the stations at $3.00 per bottle plus S&H.



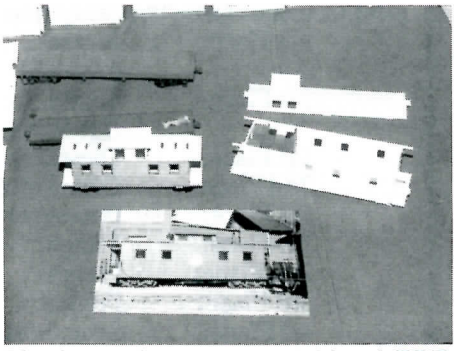
S-Helper Maine Central Christmas caboose and Missouri Pacific.



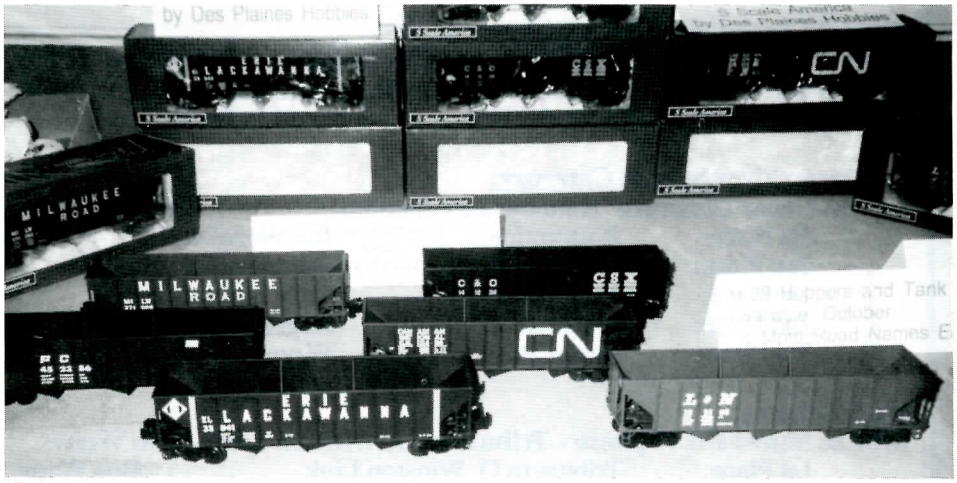
Lehigh Valley Models new 2-stall enginehouse.



Coming from Des Plaines is this injected molded Plate C boxcar.



Mockup of laser wood kit of EBT caboose from Bill's Train Shop.



H-39 hoppers are ready in these paint schemes from Des Plaines Hobbies.Now standard are wire grabs. $39.95 each.

1998 NASG MODEL CONTEST RESULTS

National Convention, Worcester, Massachusetts

Amateur Class:
Best in Class: Electric M.O.W. PRR Tower car by Keith Thompson

1st Place:	Diesel/elect.	Keith Thompson	PPR Tower Car
1st Place:	Freight	Gary Ippolito	Southern Cvd. hopper
2nd Place:	Freight	John Foley	Rdg. Cvd. hopper
3rd Place:	Freight	Edwin Eggleston	'74 convention boxcar
1st Place:	Structures	William Monaghan	Mason's Drugs
2nd Place:	Structures	William Monaghan	Station
3rd Place:	Structures	Joe Wozniak, Jr.	Transfer Table
1st Place:	Diorama	William Monaghan	Engine coal facility

Craftsman Class:
Best in Class: Nickel Plate Road boxcar by Jeff English

1st Place:	Steam	Joe Meagher	B&M 2-8-0
1st Place:	Diesel/elect.	Karl Seller	D&RGW PA-1
2nd Place:	Diesel/elect.	Gary Ippolito	SW1200
3rd Place:	Diesel/elect.	Gary Ippolito	CF7
1st Place:	Freight	Jeff English	NKP boxcar
2nd Place:	Freight	Bill Lane, Jr.	Wabash Hopper
3rd Place:	Freight	Bill Lane, Jr.	J&L tank car
1st Place:	Caboose	Bill Lane, Jr.	B&O wagontop caboose
2nd Place:	Caboose	Bill Lane, Jr.	Chessie wagontop caboose

Master Craftsman Class:
Best in Class: Gray two story house by Randy Sappo

1st Place:	Steam (scratch)	Ed Filer	Class A Climax
1st Place:	Steam (kit & conv.)	Bill Fraley	Reading 2-8-0
1st Place:	Diesel/elect.	Bill Fraley	Reading SW9
2nd Place:	Diesel/elect.	Bill Fraley	Reading RS-3
1st Place:	Passenger	Jay Rogers	D&RGW #212 combine
1st Place:	Freight	Al Clapp	Log car
2nd Place:	Freight	Bill Fraley	LV boxcar
3rd Place:	Freight	Bill Fraley	Composite Hopper
1st Place:	Structures	Randy Sappo	Gray house
1st Place:	Diorama	Jay Rogers	Mich-Del Logging Repair Fac.

BEST IN SHOW: Mich-Del Logging Repair Facitlity by Jay Rogers

Special Contest Awards:
SouthWind UP 2-8-0 to Keith Thompson for Best in Class, Amateur
SouthWind SF brass caboose for best caboose entry to Bill Lane, Jr.
S Gaugian Award of $100 for the Best in Show Award to Jay Rogers

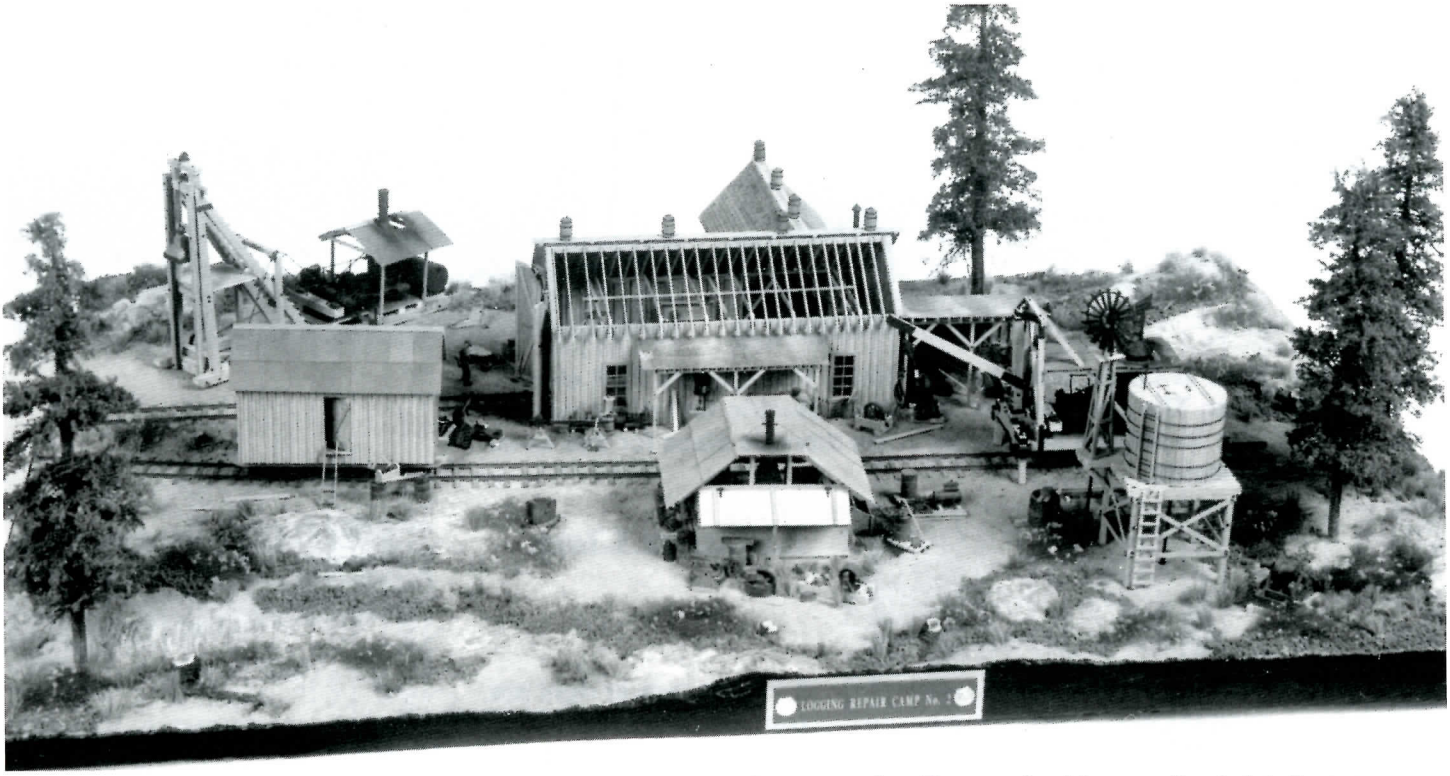
American Flyer Special Category:
Best in Class: Christmas Train by Gary Ippolito **Special AF Award:** Christmas Train by Gary Ippolito

1st Place:	Restoration	Joe Wozniak, Jr.	Branford Diner
2nd Place:	Retoration	Denis Fortier	NYC Hudson
1st Place:	Imagination	Gary Ippolito	Christmas Train
2nd Place:	Imagination	Roger Delthony	Dumbo's Flying Circus
3rd Place;	Imagination	Wayne Beachy	Little Oil Tank Car

Model Photos:
Best in Show: B&W photo - Tribute to O. Winston Link - Bob Werre

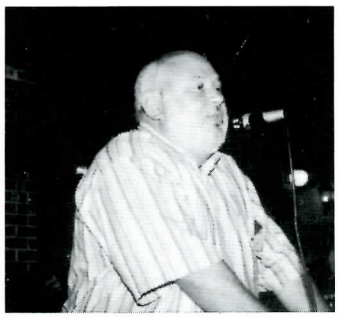
1st Place:	Tribute to O. Winston Link	Bob Werre
2nd Place:	Huff & Puff	Denis Fortier
3rd Place:	Easy Does It	Denis Fortier

BEST IN SHOW





Best in Show Award went to Jay Rogers for his excellent detailed diorama of a Mich Del Logging Repair Facility. This was also the Master Craftsman 1st place award for dioramas. Left - Jay receives a special "brass" award from Jim Kindraka and Dan Navarre.



Convention Chairman John Ciarleglio opens the banquet attended by 214.

Photos - Bob Werre



Alan Evans is presented this year's Bernie Thomas Memorial Award by Lee Johnson. The award represents the year's outstanding S gauger.

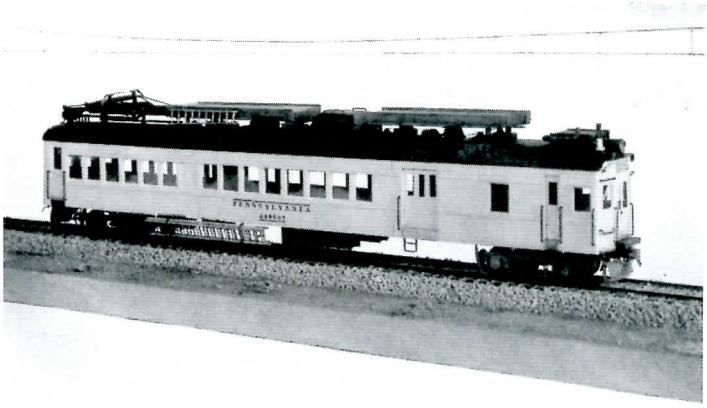
The Bristol S Gaugers would like to thank the following sponsors for "Best in Class" Plaques -
Amateur - SouthWind, Craftsman - S-Helper Service, Master Craftsman - S/Sn3 Modeling Guide, Best in Show - River Raisin Models, American Flyer - Lionel Trains, Photographs - American Models. Thanks also to the following judges who gave of their time: Peter Barney, Paul Brown, Gary Clark, Joe O'Neill, Randy Sappo, John Vanacor and Peter Watson. Jay Rogers chaired the contest for the Bristol Club.

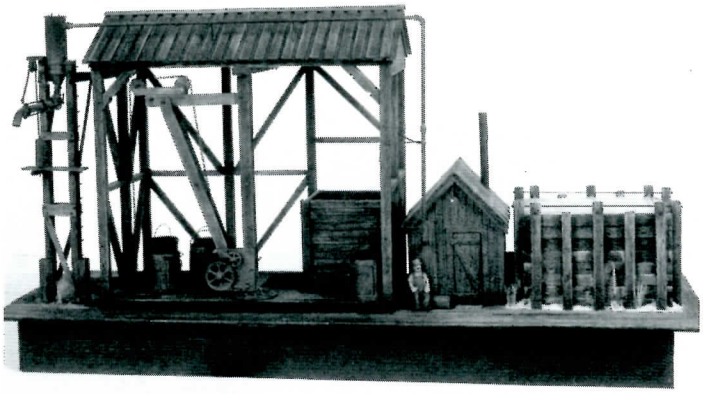
WORCESTER CONVENTION IMPRESSIONS
By Jeff Madden

As expected the 1998 NASG annual convention in Worcester, Mass., drew a pretty good crowd - 462 registrants including about 103 spouses and 48 children. I believe the attendees pretty much filled up the Holiday Inn, and we had the hotel almost to ourselves.

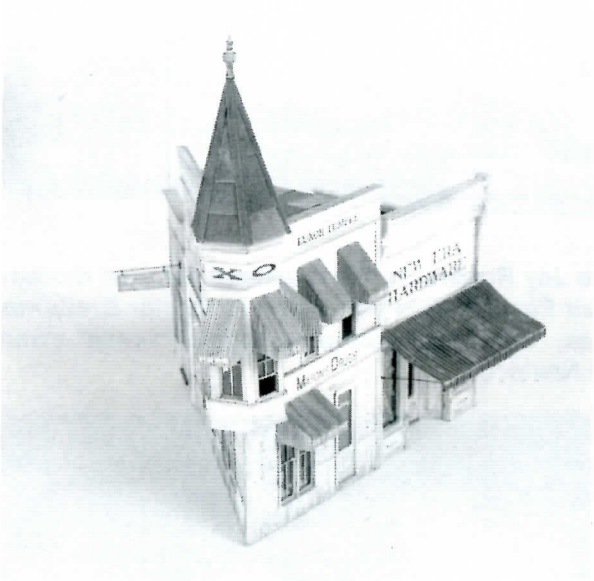
Continued on page 14

CONTEST WINNERS





Above left **- Best in Class, amateur, was Keith Thompson's PRR electric m.o.w. tower car. The car was also the diesel electric first place winner.**
Above right **- 1st to William Monoghan in the diorama class for this small engine coaling faciltiy.**



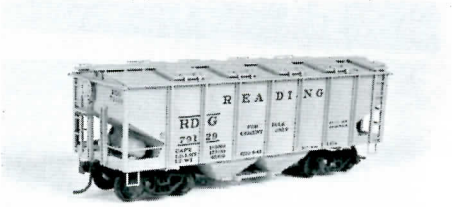
1st place amateur structures went to William Monaghan for Mason's Drugs

Amateur Class

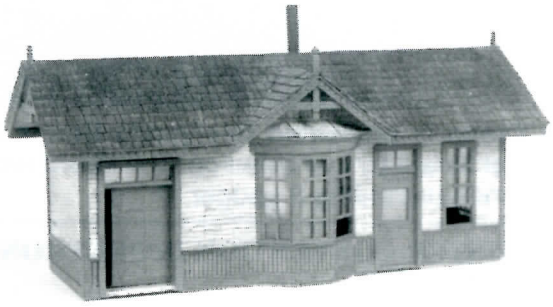
3 freight cars at right are *top to bottom:* Gary Ippolito's Southern covered hopper - 1st freight cars, John Foley's Reading covered hopper - 2nd and Edwin Eggleston's 3rd place 1974 NESGA convention boxcar.

Photos - Bob Werre

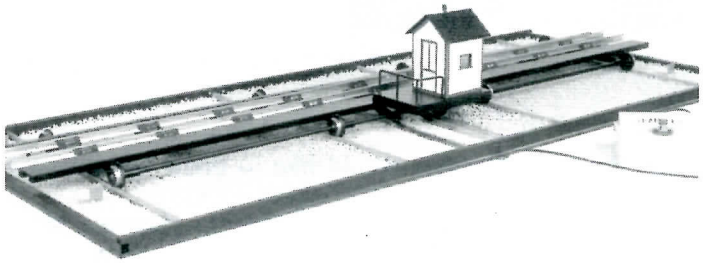








William Monaghan's depot received a 2nd place in the structures class.



This A.C. Gilbert transfer table entered by Joe Wozniak, Jr., received a 2nd place, structures.

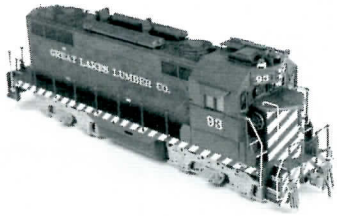
Craftsman Class

Right are the winners in the Craftsman Class. Top is the 1st place NKP boxcar winner in the freight car class by Jeff English. This car also took Best in Class. Next is Joe Meagher's B&M consolidation which took 1st place steam. Third down is the 1st place diesel-electric entry of Karl Sellers. Bottom right is Bill Lane's 1st place B&O caboose in the caboose category.

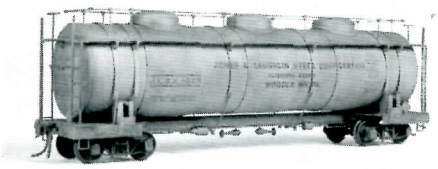


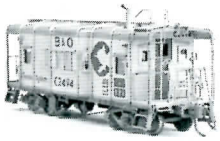








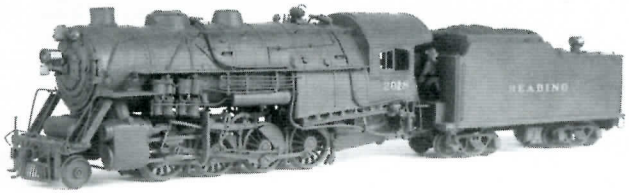


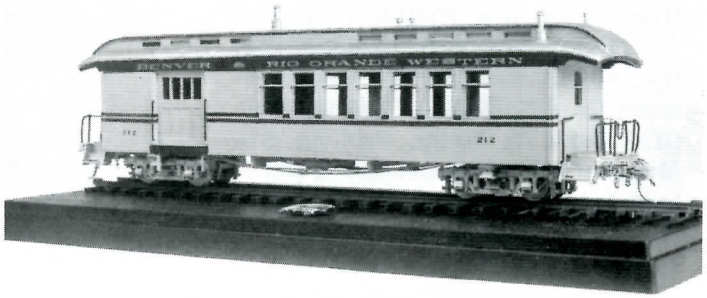


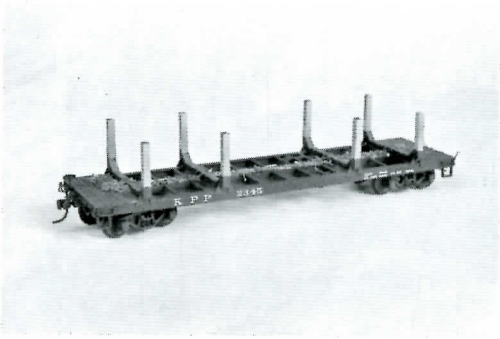


Above **- (top to bottom) - Gary Ippolito's 2nd place SW 1200 and 3rd place CF7 followed by Bill Lane Jr.'s 3rd place J&L tank car and 2nd place Chessie caboose.**

Photos - Bob Werre

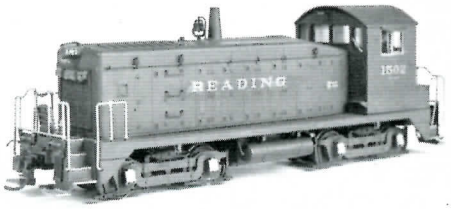






We'll start at the bottom left and go clockwise starting with Randy Sappo's Best in Class and 1st place structures house. Then it's Bill Fraley's 1st place SW9, Al Clapp's 1st place log car, Bill Fraley's 1st place Reading 2-8-0, Jay Roger's D&RGW combine, Bill Fraley's 2nd place diesel RS-3, Bill's Lehigh Valley Boxcar (2nd place) and his composite hopper (3rd). Bottom right is Ed Filer's 1st place steam Climax.

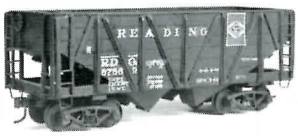


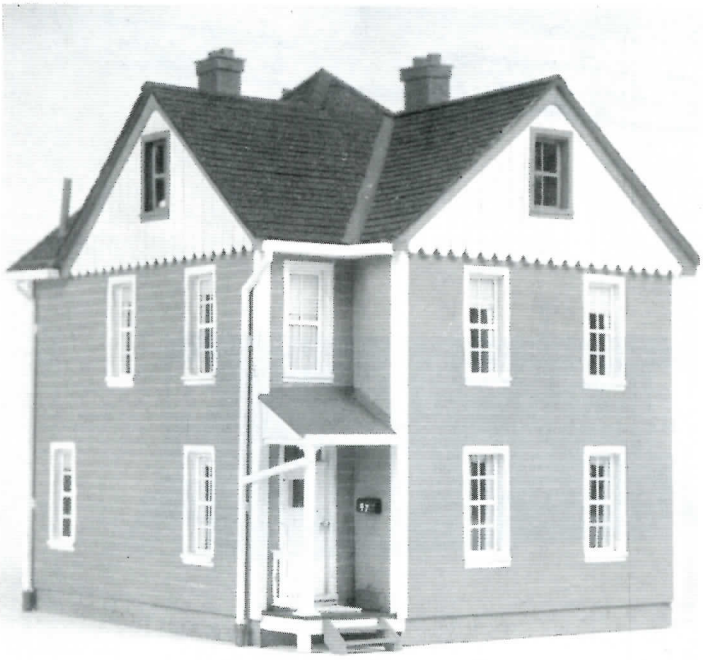


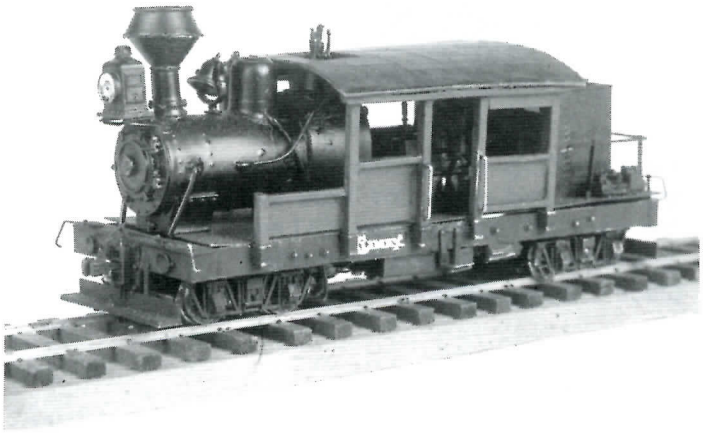


Special Structures award to Randy Sappo.



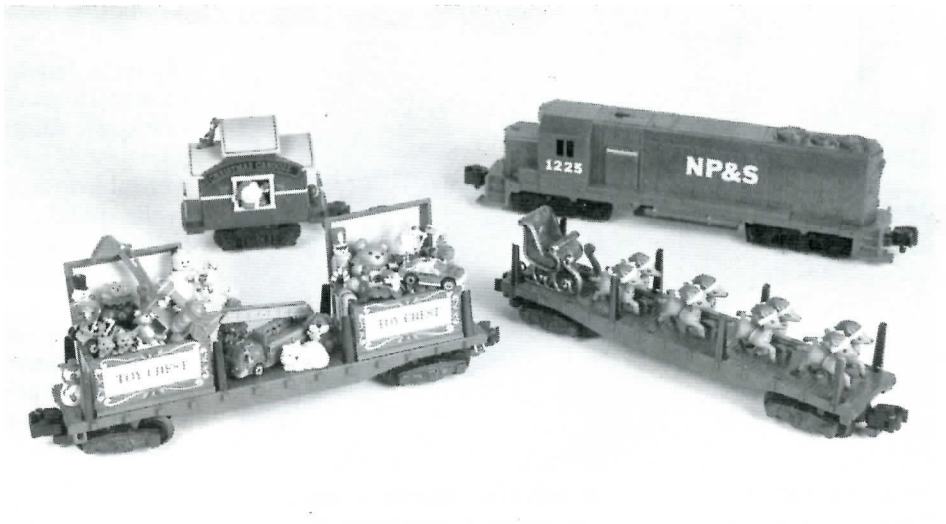


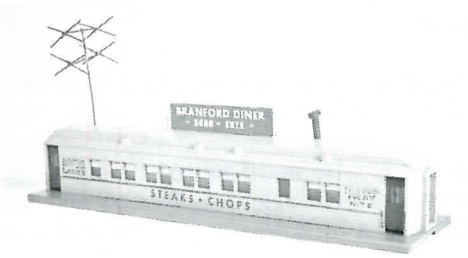


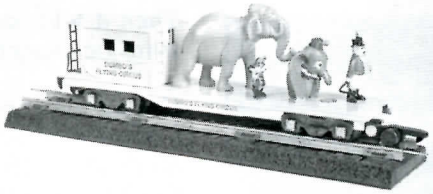


American Flyer Class

A special American Flyer class was initiated at the Worcester convention. Two categories were Restoration and Imagination. Right is Gary Ippolito's Christmas Train which took Best of Class and 1st place Imagination. Below left to right: 1st place Restoration is Joe Woziak Jr.'s Branford Diner. Gary Ippolito's 2nd place Imagination is titled Dumbo's Flying Circus. Denis Fortier's NYC Hudson received 2nd in the Restoration category









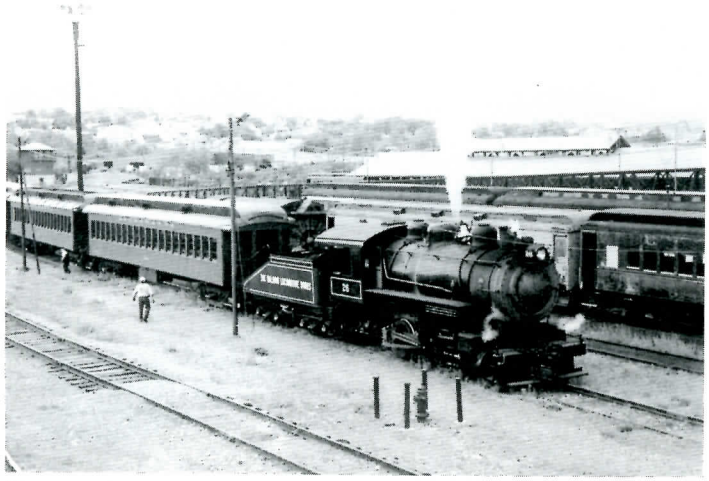




Some Awards: Above - Gary Ippolito receives an American Flyer loco from Contest Chairman Jay Rogers for his Best of Class entry in the AF category shown at the top of this page. Above right - Don Heimburger parts with a $100 Gift Certificate which was a special S Gaugian award given to Jay Rogers for his Best of Show entry. Right - Lee Johnson presents the Charlie Sandersfeld Award for Manufacturer of the Year to Diane and Bill Wade.



Continued from page 9



Your editor, as did some others, made a stop at Steamtown on the way to Worcester. A real treat. Rumor has it that a future convention might be based here.



Bill Banta mans his booth in the lower level display room. New kits include a freight house, enginehouse and small hotel.



Sn3 made its presence in this 2' x 8' module by Dick Hosmer. The track design is a mirror image of John Allen's Timesaver. It was formerly HO with track relaid to Sn3.

My wife, Janet, and I drove this year since we could stop and visit relatives near Pittsburgh, plus I was carrying a load of sale stuff. Another ulterior motive in driving was a planned visit to see Frank Titman's fantastic layout in Allentown. We were able to stop on Sunday, July 5, and while my wife stayed in the motel (a little under the weather) I visited the Spiral Hill and wasn't disappointed a bit. As a bonus Frank took me over to see Barry Mertz's Pennsy layout.

Another stop on the way was Steamtown on Monday, July 6, where we toured the terrific facility. I'm all for the National Park Service preserving our industrial heritage. I understand several S clubs are entertaining thoughts of basing a national convention in Scranton. Sounds good to me. A bonus that evening was the arrival of an NRHS special passenger train pulled by 3 E units and a Susquehanna SD45. Two of the units were fittingly restored in Lackawanna livery. Early next morning we viewed a double-headed steam train hauling NRHS overnight guests.

Then it was on to Worcester stopping only at a Vanderbilt mansion along the Hudson and a couple of diners on the way.

During the convention my wife and I toured on our own - Lowell (another industrial preservation), Boston and Old Sturbridge Village. It was a little less expensive and more flexible this way.

Convention Impressions

DEALER AND MANUFACTURER HALLS:

Unlike Denver, the sale items were mixed equally between scale and tinplate. Unusually, the manufacturers, dealers and display layouts were divided among two floors - main and lower level. It was a little inconvenient, but it worked out well and much better than having to limit space for dealers and displays. Reportedly over 100 tables were filled with S items.

Major manufacturers in attendence were BTS, B&S, Banta, Penn Heritage, Ballston, S-Helper, Des Plaines, SouthWind, River Raisin and Port Lines.

All 3 S editors were there - Bill Wade, Don Heimburger and yours truly.

New products noticed: Test casting of BTS EBT 3-bay hopper and mock-up of EBT caboose. B&S had several new craftsman kits on display as did Banta Modelworks. Des Plaines had a test shot of an injected molded 50' "Plate C" modern boxcar. A few of American Models' new flat cars surfaced for the attendees to scrutinize. S-Helper's wide vision caboose was on display, wow! Other new items are covered in the New Products Report in this issue. Majors missing in action were Lionel, American Models and Pacific Rail Shops.

DISPLAY LAYOUTS:

What a treat! Three large hi-rail layouts were present, two upstairs and one down. Fine scale was represented by Stan Stockrocki's industrrial modules (hooked to the Connecticut layout) and a small Sn3 switching module. The host club, the Bristol S Gaugers, took the basement location while the Connecticut S Gaugers and the South Jersey S Gaugers had their layouts upstairs.

The 14' x 26' Bristol Club layout featured code 148 mostly handlaid track. Charter member Bill Boucher's circus train was the big attraction most of the time. The South Jersey club had their 10' x 20' hi-rail layout in the main upstairs display room. Track is code 148 with custom made turnouts except for a token American Flyer siding serving some "classic" accessories. This double track loop layout can be operated in three electrical modes - D.C., A.C. or DCC.

The "show stopper" on the Jersey layout was Bill Moore's AF work train. Bill has converted the 0-8-0 and crane to operate from a remote Soundtrax DCC throttle. The 0-8-0 was converted to a D.C. can motor and had working headlight, smoke and other authentic steam sounds. From a dead stop Bill controlled the locomotive: first, the light would begin to glow accompanied by a steam generator sound, then the loco would start slowly chuffing along with smoke emitting from the stack. There was even an occasional glow from the firebox.

The big American Flyer crane can also be remotely operated from the Soundtrax throttle via small electric servo motors mounted in the crane. A chip board and battery in an adjacent boxcar power the crane's movements. On command the crane can swing left and right, the boom can go up and down and the hook can raise and lower.

The Connecticut S Gaugers 10-1/2' x 26' modular layout performed, probably for the first time, without the great mentor, Bill Krause, who was forced to stay home to recuperate from a serious illness. But like all good organizations, the members stepped in and put on a good show. The Connecticut club layout has 3 loops of code 125 track. Stan Stockrocki's industrial sections were attached to one end forming an L shape.

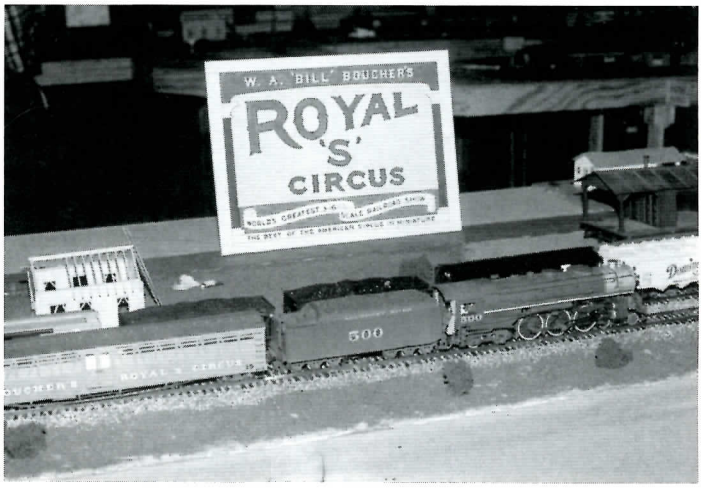
NASG BOOTH:
The NASG booth on the lower level was in full swing under the tutelage of Eastern VP John Foley and the (Clearinghouse) Mark family. Items and memberships were peddled mercilessly by the enthusiastic crew.

CLINICS:
Much to my regret, I again missed all clinics due to conflicts with tours, meetings and manning my own tables. I understand they were well attended.

MODEL CONTEST:
A nice variety of models were entered, and as usual, heavily weighted with roling stock and locomotives. A nice touch were the two American Flyer categories - "Restoration" and "Imagination."

LAYOUT TOURS:
Besides the pre-convention visit to the layouts of Frank Titman and Barry Mertz, I only made 1 layout tour. I took the Wednesday night bus ride to Charlie Bettinger's down in Vernon, Ct. I actually thought, as did some others, that we were going to see three layouts, but we only ended up going to Connecticut. But not disappointed. Charlie's layout was fully scenicked and had lots of kitbashed structures on it to get ideas from.

OTHER TOURS:
As stated before, I saw the sites on my own - Lowell, Boston and Sturbridge Village. I would have liked to gone on a couple



Bristol S Gauger charter member Bil Boucher had his spectacular, mostly scratchbuilt, circus train in operation on the club's modular layout.

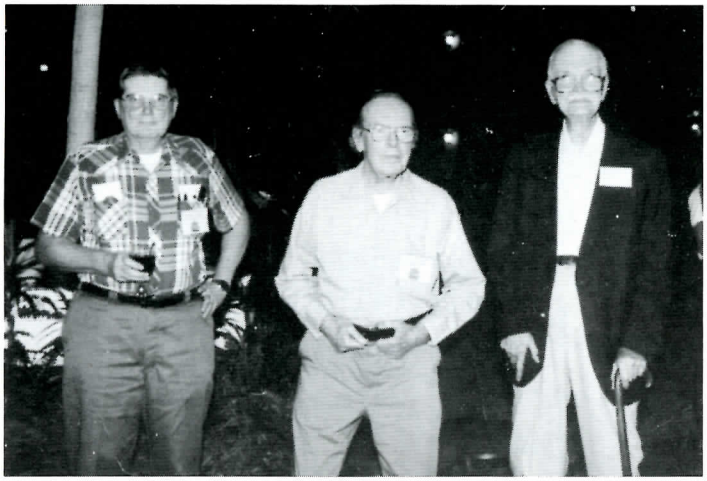


Operating car dump on the Bristol S Gauger's layout was a real attention getter.

Photos - both pages - Jeff Madden



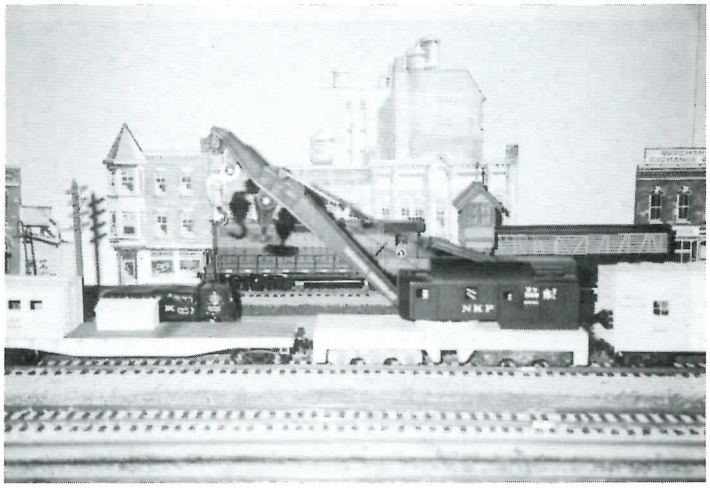
The NASG booth was manned by this tireless crew. L to R: Eastern VP John Foley, Irena Mark, Bill Mark, Jr., Harriet Mark and Bill Mark III.



Three charter members of the Bristol S Gaugers were honored Thursday evening at the 50th Anniversary Birthday Bash. L to R are Bill Boucher, Gene Fletcher and Don Riley. ***photo - Bob Werre***



The current Bristol S Gauge group who were present at Worcester. ***photo - Bob Werre***



Bill Moore's operating American Flyer crane was a hit on the South Jersey layout. Operated remotely by DCC with a Soundtrax throttle, the crane would turn left and right, the boom would go up and down and the hook would raise and lower. ***photo - Jeff Madden***

of the rail tours, but my wife and I had never been to eastern Massachusetts before and wanted to see some of the touristy things. I think we did pretty well considering. But what is with the horn beeping at intersections? Was this a friendly greeting to an out-of-state license plate or was my southern/ midwest pace too slow? Anyway, I just gave a friendly wave. I hear Paul Stevens is looking for a photo of himself hanging out of a New Haven loco cab window during the runby on the Naugatuck tour. There's so much to see in this area - I think we need another New England convention - Connecticut??

BRISTOL S GAUGERS 50TH BASH:
Thursday evening all were invited to the host club's 50th Birthday Party replete with ice sculpture and tons of goodies. Why did I foolishly eat dinner before? Original Founders Win Blake, Gene Fletcher, Don Riley and Bill Boucher were introduced, and then the entire current Bristol group posed for a group photo. Naturally, there was a specially decorated cake.

RAILFANNING:
Not as much as I would have liked, but I had to consider my wife too. Did see some commuter stuff in Worcester and rode into Boston from Framingham.

BANQUET:
Superb buffet style banquet attended by 214 got underway Saturday evening preceded by nervous moments when false fire alarms kept going off. No problems during the banquet though. A nice ice breaker was a trivia sheet which each table had to fill out - the winning table got prizes. Yes, the men and women at the winning table each received different items as prizes. There were a variety of questions including some historic S gauge ones.

John Ciarleglio and Jay Rogers Mc'd most of the after-eating announcements and awards. The Connecticut and South Jersey clubs were honored for their efforts in bringing their layouts. John C himself was honored with a plaque from his own club for his leadership efforts. Contest Chairman Jay Rogers presided over the contest awards.

Dave Jasper, Walt Jopke and Ken Zieska promoted the Pines & Prairies 1999 NASG convention which will be in the St. Paul, Minnesota area. The usual auction followed.

SPECIAL AWARDS:
The Bernie Thomas Memorial Award for this year's outstanding S Gauger went to past president **Alan Evans.** The Tony Perles Award for an S article in a non-S publication went to **Roger Nulton** for his Monon article in the 1998 *Great Model Railroads* magazine. The Charles Sandersfeld Memorial Award for the outstanding S manufacturer of the year went to **Bill and Diane Wade of Bill's Train Shop**. Special awards from *S Gaugian* editor and Publisher, Don Heimburger, went to contest entrants Gary Ippolito, Randy Sappo, Bill Monaghan and Keith Thompson. A "Grand Award" of $100 from the *S Gaugian* went to **Jay Rogers** for his logging repair diorama entry.

ANNUAL BUSINESS MEETING:
A couple of highlights of the business meeting are worth noting: First, the Standards Committee will now be known as the ENGINEERING COMMITTEE. Also of note was that as of July '98 there were 6,450 visits to the NASG website. It

was announced that a co-chair for the contest committee is being sought.

PERSONAL OBSERVATIONS:
Pluses: 1. Good New England location. 2. Well planned tours and plenty of nearby attractions. 3. Good hotel - reasonable rates, cooperative staff, good rooms, nice hospitality room with plenty of drinks and snacks. 4. Good roomy trade areas with THREE large layouts on display. 5. Good variety between Flyer and scale. 6. Host club was very accomodating and friendly. 7. Massachusett's Central railtour received rave reviews. 8. Clinics well-attended. 9. Well run contest with some added categories and lots of plaques and prize awards given out.

Minuses: 1. Maybe have an NASG (or local club director) coordinating women's activities with announcements, bulletin boards, etc. - got this thru the grapevine. 2. It would have been nice (heard from several sources) to have had a "public day" for the dealer room with lots of pre-advertising. 3. I would have liked to have been able to drive to some layouts during the week on my own.

MISSING IN ACTION:
Unfortunately 2 long-time well-known S Gaugers could not attend - Bill Krause and Tom Coughlan. Both did attend in a way. A Skip Readio video of Tom Coughlan's "Berkshire Central" was shown on a large-screen TV during the 50th birthday party, and Bill Krause had the Connecticut S Gaugers there with the layout he helped to build and engineer.

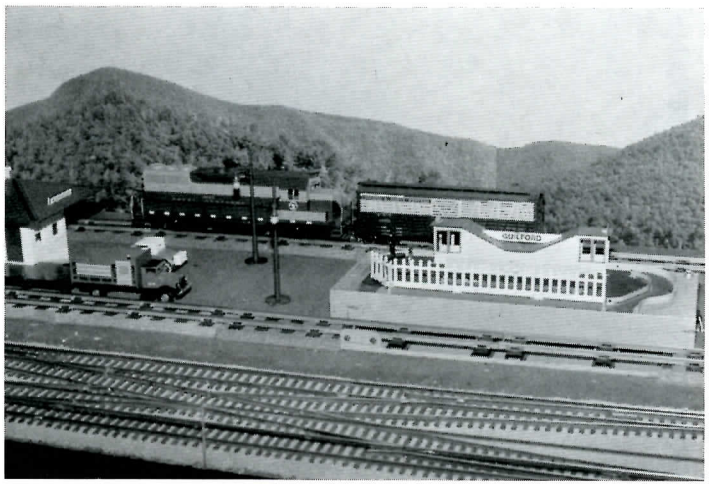
DINER UPDATE:
Yes, I followed my own advice and ate in 8 diners on the way and while at the NASG convention in Worcester.

First was breakfast on Monday, July 6 at a real silver diner in Jim Thorpe, Pa., just accross the street from the CNJ depot/ museum. Called the Sunrise Diner, it was decent, and my wife played the jukebox from the classic remote Seeberg machine in our booth. Later that day we passed 2 on Route 11 southeast of Scranton on our way to Steamtown. After visiting Steamtown most of the afternoon, we headed for the Northeast Diner near Scranton for din din. Closed Mondays, so it was the Lone Star Steakhouse.

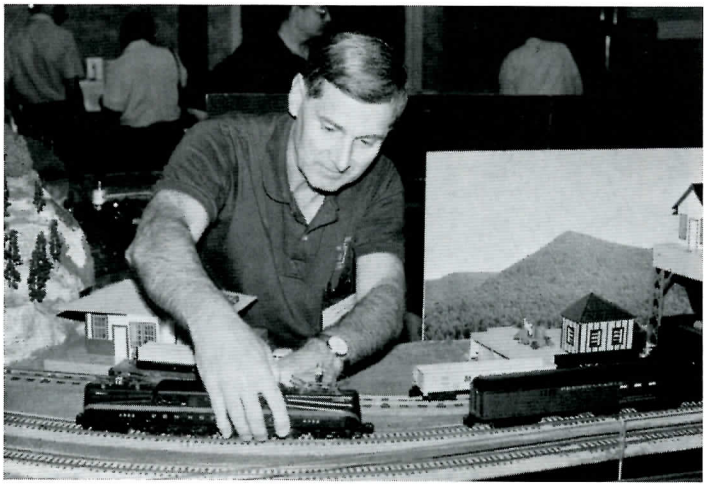
Next day breakfast in a Milford, Pa., diner (not a real one, but good) and then over to the Hudson Valley area where we hit the historic 1927 Village Diner for a burger and coke - good! Drove past 2 more closed diners (one in Millerton, N.Y. and one in Canaan, Ct.) on the way to Worcester Tuesday afternoon. Both closed, but not eating time anyway.

Wednesday daytime it was off to Lowell on our own to see the historic milltown. Breakfast at the Owl Diner in a real working class neighborhood - good. Across from the Visitor's Center and a B&M 0-6-0 on display is the Club Diner - another original oldie. Only had a drink in this one, but we can count the "stoolage". Food looked good, just not hungry.

Thursday evening we tried to hit another diner for dinner - passed two on Rte. 20, both closed, so ate at a steak house. Friday, after disembarking from a commuter train in Boston, we stopped at a diner we spotted from the train for our morning repast - this was a real greasy spoon with a rough looking staff. Food OK, just not too appetizing atmosphere. This was

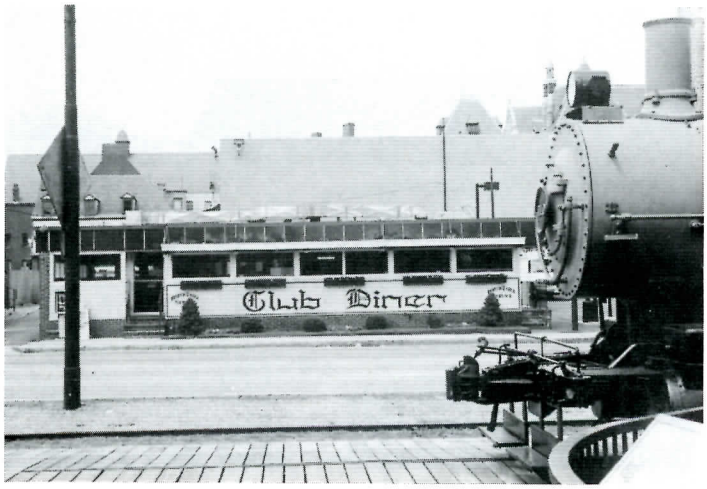


Scene on the Central Jersey layout shows the creative use of hi-rail and AF track. Mainline is code 148 and siding is Flyer track serving some classic Gilbert accessories.

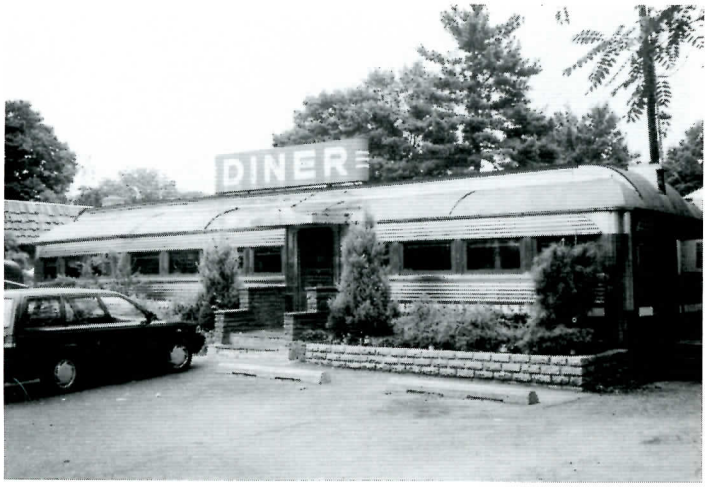


Hank Worrell puts some new power on the South Jersey Club modular layout at Worcester. How does that GG1 receive its power.

3 photos - Jeff Madden



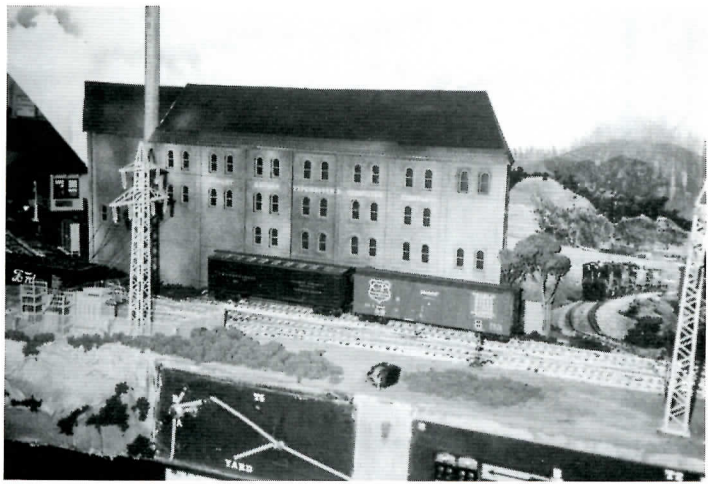
A real diner was a stop while visiting the Lowell Historic Mill site. The National Park operated complex includes a canal ride, trolley ride and mill tours. B&M 0-6-0 is on static display across from diner.



A real diner is this 1927 Silk City in Red Hook, N.Y. Your editor and wife stopped here for a burger and shake on the way to Worcester. Ummmm.



Symbolizing the NASG logo, an American Flyer Atlantic meets a hi-rail GG1 on code 148 track on the South Jersey layout at the convention.



Charlie Bettinger makes good use of Design Preservation HO modules to create this large industrial flat on his layout. Note blended backdrop.

6 for diner eating.

Numbers 7 and 8 were managed on Saturday, the last full day at the convention. Both were right in Worcester in the Italian neighborhood and both were right across the street from each other. Breakfast was in the Parkway Diner (covered over, but an original Worcester on the inside). This was a real authentic diner experience - stools only, you hollored out your orders, and reached over the counter for your own plates. Crowded with locals. French Toast, bacon and real potato wedges made for a delicious repast.

After a visit to Sturbridge Village, it was back to the Boulevard Diner across the street. This was another all original Worcester made diner outside, but was not covered over. Good grilled cheese, another "real" experience, did our own waitressing again. My wife fussed a bit about the cleanliness in this one though - her eagle eyes spotted a burnt piece of toast on the floor.

This ended the "diner experience". I'd hoped for more, but we did about as expected. Wasn't it coincidental that a "Branford" diner won a prize in the model contest. Oh, by the way, the magazine I mentioned in the April issue, *Roadside*, has a motto written on its masthead page - quote: "Eat in Diners, Put a Porch on your House, Ride Trains, Shop on Main Street, Live in a Walkable Community." I pretty much agree, except for the last. The magazine also switched their website as reported in the April issue. New one is www.roadsidemagazine.com.
- Jeff

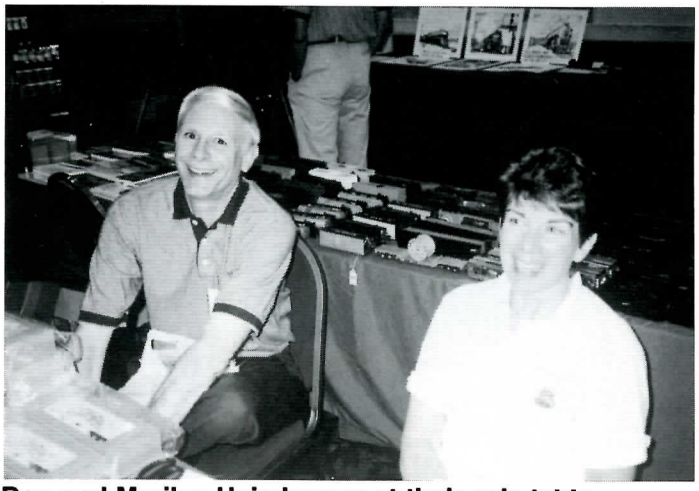


President Paul puts rare GG1 out on the sale table.

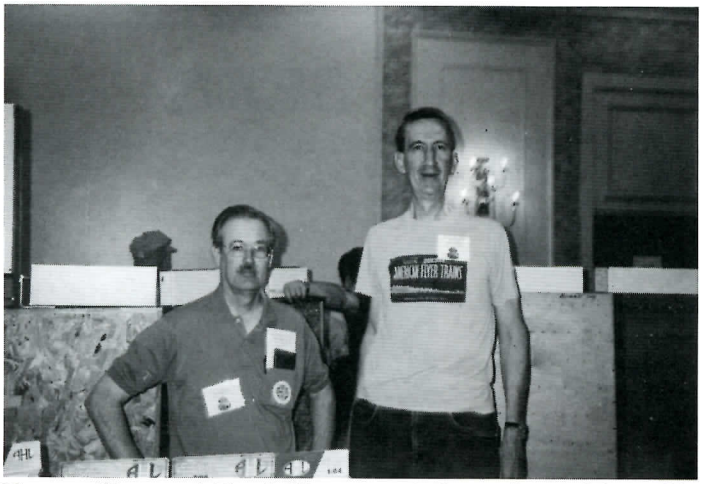
CONVENTION FACES...



Auctioneer Jamie Bothwell on Saturday night.



Don and Marilyn Heimburger at their sale table.



Your editor and Paul Stevens at the sales tables. Oh yeah, I'm 6'0".



Distant traveler winner was Gil Hulin of Oregon.



Tom Doherty of Pennsylvania Heritage Models.



John Eichmann of Idaho enjoys the banquet.



Tom Robichaud, Jr., operates on the Bristol S Gaugers' layout.





Doug Peck and his American Flyer Port Lines wonderama at right. Below is a view of the Connecticut Club Modular layout.

LAYOUTS SEEN





Paul Riley's scale Rutland.





Stan Stockrocki had his scale industrial module attached to the Connecticut layout.

Photos - Bob Werre except bottom 2 - Jeff Madden



Above - George Selios explains his stupendous HO layout shown at the right. George's business is manufacturing Fine Scale Miniatures kits. Below is Chet Brown's AF/hi-rail layout.

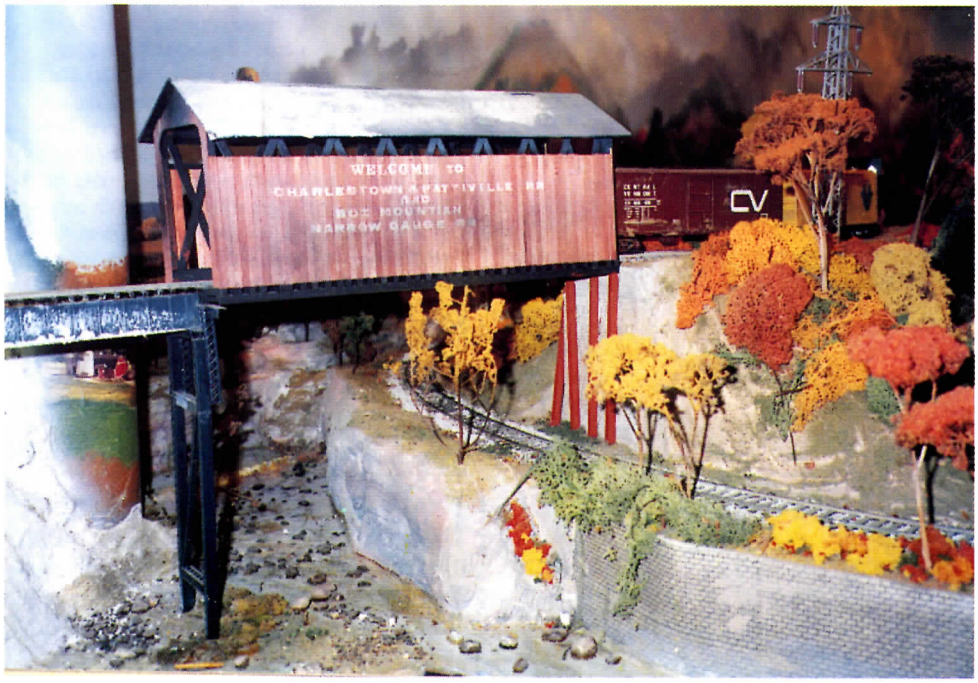


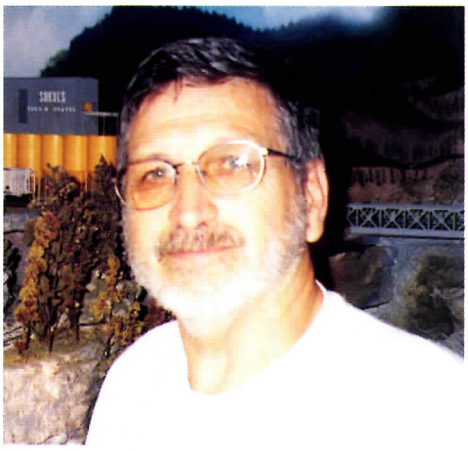
AT WORCESTER











The Charlestown and Pattiville is Charles Bettinger's scale layout. His layout makes good use of many scratched and kitbashed structures, many of which are HO or O.

Photos by Bob Werre except bottom 2 - Jeff Madden

Short and Easy

by Kent L. Singer

SIDEWALKS

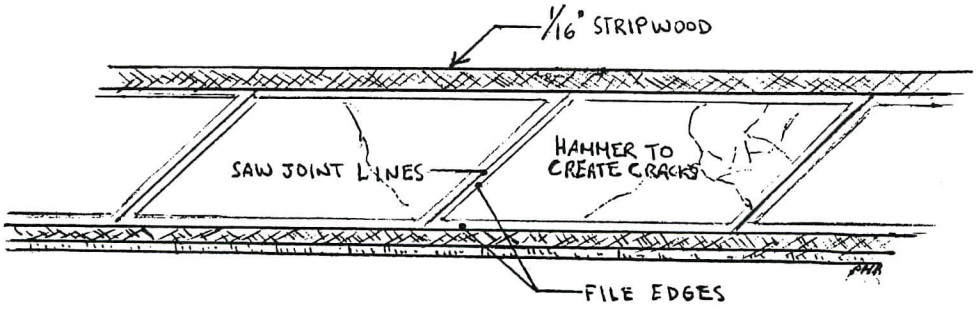
SIDEWALKS...

Our project this time comes from Paul Raham of Marlbank, Ontario. Paul correctly points out that while many of our layout town scenes call for sidewalks, it is difficult to create realistic looking ones. Since Paul does a fine job of explaining how to do it, we'll turn the rest of the coulumn over to him. With only very minor editing, what follows is Paul's description.

I form my sidewalks with 1/16" stripwood and pour plaster. A piece of wood laid across the forms and moved along with a side-to-side motion makes a "float." I use a sandable, fast setting drywall compound, "Sheetrock, 90." this is the same material I use for a general scenery plaster. After the plaster completely sets, I remove the forms. Then I use a razor saw to cut the sidewalk into appropriate and uniform-sized sections. With the edge of a 1/8" thick file, I file edging tool impressions into the walk along the joint lines and outside edges. Now comes the fun - I take a hammer and start beating up on the walk, creating cracks and broken sections.

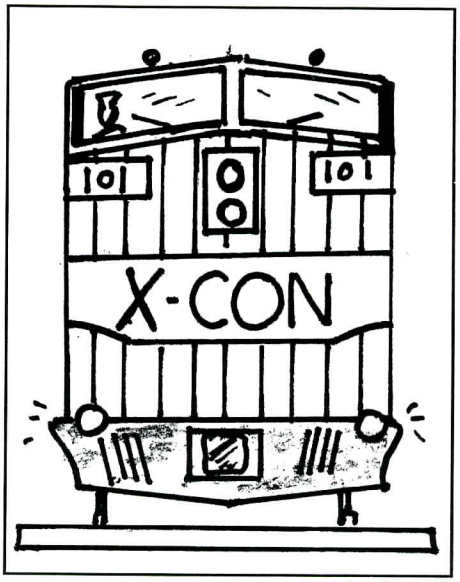
I paint the sidewalk with a thin solution, almost a wash, of light gray latex paint. Finally a very dilute wash of India Ink and gas lime anti-freeze highlights the cracks and joints. Avoid applying the paint and colouring too uniformly.

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.**





This is the kind of scene on Frank Titman's Spiral Hill where you need lots of sidewalks. Other techniques use scribed styrene, balsa wood or artist's board. ***Photo - Jeff Madden***



Possible new name for either Norfolk Southern or CSX after Conrail aquisitions. Paint scheme would naturally be black and white. - Jeff

Building & Structure Sold to Banta

The rumor is true. We sold the Building & Structure Co. to Bill Banta, Banta Model Works, effective 27 September, 1998. We will retain the track and switch business and market those products under the name Tomalco.

I don't plan to attend the Fall Fest at this time. If Bill goes up there I may join him behind the booth for old time sake.

Pete Smith

NASG NEWS

Moe Berk (NASG's Executive Vice President) has announced the availability of the new NASG Name Badges. David Cooper, Jr. (of Freeport, KS) suggested the project to Moe in a casual conversation, while they were at the 1997 Denver Convention. Moe then formulated the program, developed the details, found a supplier, established the budget, and obtained project approval from the other NASG Officers. The name badges will be an attractive 1 1/2" by 3 1/2", with black background, white letters, gold foil NASG letters and Logo, and a pin clasp on back. The name badges will be available from the NASG Clearinghouse, and the order form will be included as a flyer in The Dispatch. Moe reports the first NASG Name Badge will go to David Cooper, Jr., as a "Thank You" for a wonderful idea, which will contribute greatly to the NASG accomplishing its "UNITED" Motto.

Executive Vice President
Moe Berk

The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

NARROW GAUGE/STANDARD GAUGE INTERCHANGE

There are several advantages to having an interchange between two gauges on a layout. First, it is an interchange between two railroads, but with the difference that the cars are not normally interchanged. Generally, the loads are transferred instead, and the loads can be anything, not just coal, mineral ore and lumber. You can have as much or as little traffic as you want.

The second advantage is that it is an opportunity to try some modeling in the other gauge, while not taking up too much time or space. For example, if you have a standard gauge railroad and a little interest in Sn3, you can build a few car kits and have a place to put them on your layout. The standard gauge now has a new location to ship and receive.

You might be thinking that you do not have space for an interchange, but in reality an interchange does not have to take up much space at all. The most basic interchange is simply a narrow gauge siding next to a standard gauge siding at about the same grade. There is no need for a platform, crane, freight house, dual gauge trackwork or anything else. They can be there, but they are not necessary. If you already have a standard gauge layout with a bare siding, all you need to do is lay a piece of Sn3 flextrack next to it. The narrow gauge track can just curve off the layout or into the backdrop and be disguised just like you would do with an interchange between two railroads of the same gauge.

You should keep in mind that when most narrow gauge railroads were built, labor was cheap. All that was needed were wheelbarrows, planks, shovels and some men with muscles. Line up the boxcars so that their doors line up, put some planks from doorway to doorway, and have your make-believe labor force carry the cargo from one car to another. Need to transfer a gondola load of coal or ore? Shovels and laborers are cheap.

Interchanges were actually the Achilles heels of the narrow gauge railroads. The interchange problem became more costly as time went on. And then there was the problem of different car capacities. When narrow gauge railroads were first built, their cars were not much smaller than standard gauge cars, but over time standard gauge cars grew at a faster rate. Eventually this created an imbalance in capacity. For example, a standard gauge carload might require one and a half narrow gauge cars. This, while an inefficient practice on the prototype, is not necessarily bad in modeldom. After all we often like to create problems so operations will take longer.

If you have a little more space for the interchange, you can start adding some other things that will help out your S scale people. A platform with a canopy and/or a freight house would be a nice addition. The freight that needs to be transferred can be kept dry, and there is a place to store it if all the cars required are not available at the same time. Some available freight house kits: B&S #4070L, Lehigh Valley Models (LVM18) and the new one from Banta mentioned in this issue.

It would be nice if there were a crane of some type to help move loads such as heavy machinery from one flat car to another. Here a simple jib crane or a pillar crane will do the job. Lehigh Valley Models makes a pillar crane (LVM 18) that could be used to move heavy loads.

The East Broad Top's famous "Timber Transfer" crane describes its original reason for being. It was used to transfer timbers from narrow gauge cars to standard gauge ones. An overhead crane could be used for this or moving other heavy loads. Lehigh Valley Models made one at one time (LVM4), or you could adapt one of the HO ones. Cranes come in all sizes, so pick one that looks about right for the loads you want to transfer or your rolling stock can support. The EBT one was over dual gauge track and was also used to swap out standard gauge trucks for narrow gauge trucks so the standard gauge car could be hauled up the EBT line. A portable crane on a truck or a railcar is another option.

Transferring bulk commodities like coal or mineral ore is a lot easier and cheaper if gravity can assist. If one track can be brought higher than the other, gravity can be used to dump the car contents directly into the other gauge car or into an intermediary storage bin. A bin would require more vertical separation than the direct method, but it has the advantage of not needing an empty car right away. A bin can also control dissimilar load sizes. Railroad coaling stations operated on that principle. The D&RGW even had a rotary car dumper at Salida, Colorado. This was used to transfer limestone from the narrow gauge Monarch branch to standard gauge cars. This car dumper is claimed to have replaced 75 shovelmen.

Most of these bulk transfers were one way only, however the East Tennessee and Western North Carolina went one step further at Johnson City, Tennessee. They had a bulk transfer with both the upper and lower tracks dual gauge so that either gauge could deliver to the other.

Next time we will look at several prototype interchanges, along with some ideas for interchange modeling.

Some narrow gauge Internet news - The Sn2 mail list has picked up again and now resides on a list server, which means that everyone does not need to maintain a list of the members in their computer. Lately, there has been a lot of activitiy on couplers and coupler height. It seems that most of the active Sn2 modelers use the Kadee HO Old-Timer (711) or HOn3 (714) couplers, which are the same except for the glad hand. Also, the modelers who actually have something running all seem to cut the glad hands off and use manual uncoupling. For those modeling the Maine two-footers in Sn2, the consensus on the mail list is to use the prototype freight car height and live with a slightly low coupler height. This means that the Kadee 711/714 couplers can be used without major modifications to the car ends. Anyone with Internet access that is interested in this topic or Sn2 in general can check out the Sn2 Homepage at http://www.interlog.com/~3cats/sn2 and/or e-mail me at dheine@enter.net.

Dave Heine

Module Corner
By Ted Larson

LAYING CODE .148 FLEX TRACK ON THE ROCHESTER AREA S GAUGERS' MODULES

By Guest Author Chuck Smith

PART 2: BALLASTING THE TRACK

The Chemung Valley Lines laid a little over six feet of American Models' code 148 two-track mainline to connect the old layout with the Rochester Area S Gauge club corner modules. Now we were ready to ballast the track and with the help of several members of the RASG we photographed the process while we ballasted the track . The following describes how it was done.

Photo 1: We start by sifting the bird grit we use for ballast through a window screen and/or a collander to filter out the coarser stone. An acceptable alternative is to buy coarse HO ballast. Another alternative is canary or parakeet grit from a local pet store. The RASG has purchased a 50 pound bag of bird grit for $5 to use on club modules, and with many modules to ballast the savings are considerable.

1

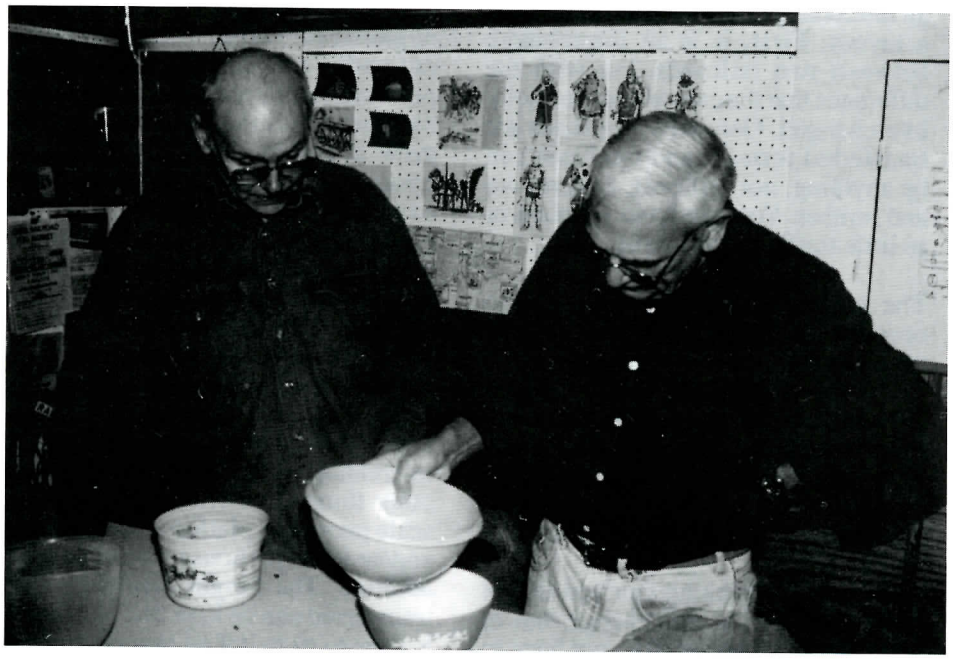


Photo 2: The ballast is now spread over the track using a small jar to distribute it. There are many techniques for spreading ballast but we found this manual method to be effective. The small jar allows fine control of how much ballast is applied. We were careful not to apply too much ballast, because there is a tendency to leave ballast on top of the ties which does not look good and is difficult to remove after cementing. Some shaping of the edges of the dry ballast also works well to provide a reasonably neat edge.

2

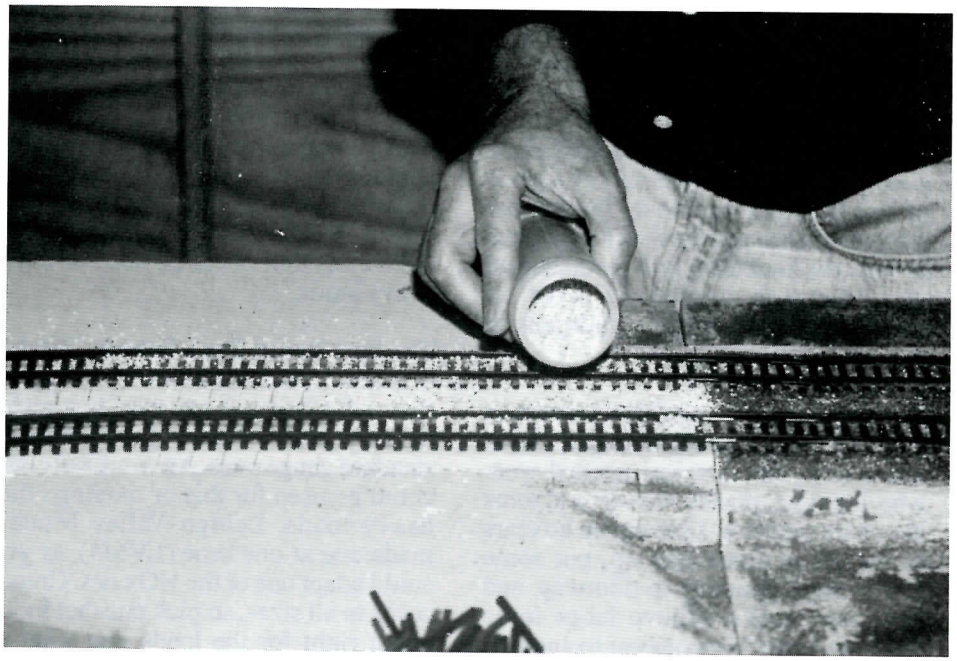
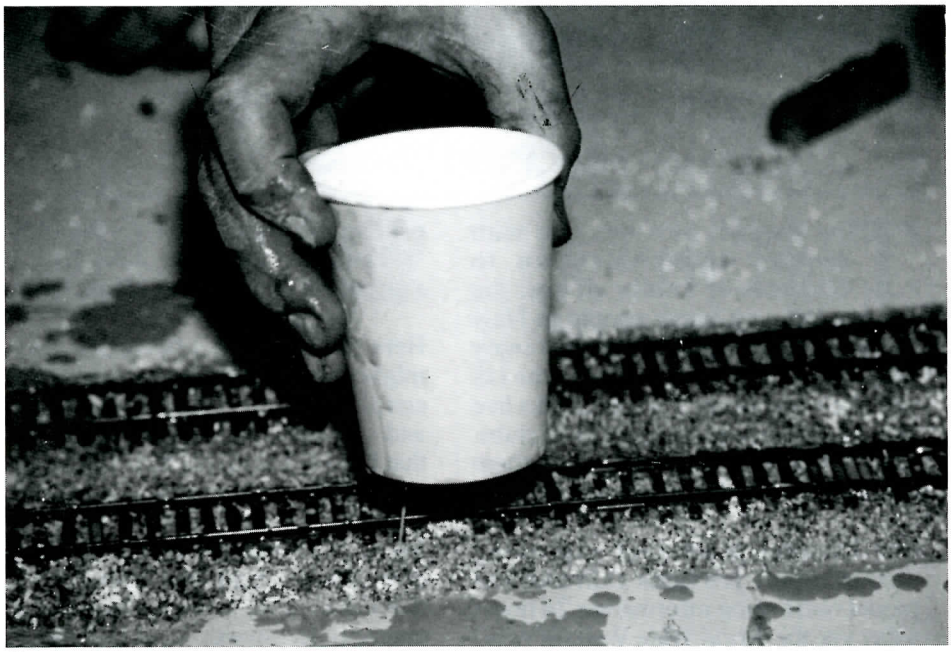


Photo 3: We apply a wet ballast cement over the installed ballast. The cement mixture is 1/2 to 1/3 Elmer's white glue with 1/2 to 2/3 water, plus a few drops of dishwashing detergent to make the mix "wetter" so it will flow into the gravel by capillary action. You can also use commercial wet ballast cement such as that made by Woodland Scenics. We also have used Woodland Scenics dry ballast cement which is mixed with the ballast and then wet after application. We chose the white glue merely because of the economy involved in ballasting many modules.

We applied the ballast cement using a paper cup with holes poked in the bottom by a small nail. This allowed the cement to "rain" onto the dry ballast as shown in the photo. We wet the ballast thoroughly with cement so the stones are all securely bonded to each other. The cement which runs off the sides finally gets absorbed back into the stones by capillary action.



3

4

Photo 4: Here the crew is inspecting the job after the ballast cement has been absorbed by the stones to reveal any spots where either the ballast has floated off the sides of the embankment or the cement did not cover as uniformly as desired. We replaced any missing ballast and then useda small Elmer's Glue bottle filled with bassast cement to hold the replaced ballast and touch up any poorly cemented spots. This allows eye dropper precision in applying cement to the exact spots where it is required. Although not shown, at this point it is also advisable to manicure the edge of the ballast a little by pushing loose stones back up against the edge using any available tool, such as a short piece of wood.

Chuck Smith is a member of the Rochester Area S Gaugers and the S Gauge Chemung Valley Lines.



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:

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

WHY WOULD I WANT TO BE ON THE INTERNET?

By Paul Yorke

The Internet provides you with **instant communication** to hundreds of S folks all over the world. Did you know people in New Zealand, Europe and South Africa enjoy 1/64 model railroading? Here in the US and elsewhere many S oriented folks live in places where there are not local clubs. They depend on the net to keep them connected to the S community.

The Internet is an ever expanding resource that provides railroad and model railroading information 24 hours a day via the World Wide Web (WWW) and the other **Internet resources**. Many sites on the web have archived information, as well as brand new information on techniques and methods. One can find tips on everything from laying track to repairing trains.

Many dealers have set up WWW sites with extensive lists of **new and used trains**. Because the Web is an inexpensive place for vendors to display their products, many are embracing this technology as a way to expand customer base. These web sites are easy for the dealers to update. As a result most sites are updated monthly if not weekly. On some of the manufacturer's sites they have links to retailers that handle their products. Some of the dealers on the web have connected themselves to an online version of the 'Walthers' catalog. Using this connection you can browse and/or order any products that are available from Walthers.

The web offers '**On-line chat sessions**' that allow real-time text based communications. When folks 'Chat' on the Internet, they use text to communicate with each other in a virtual meeting room. It is a good way to take advantage of the combined years of experience and knowledge. My group gets together Sunday night at 8pm EST. Anywhere from two to ten people usually log in. We are very informal and talk and joke about S trains, the old stuff and the latest releases.

Mailing lists are a very efficient way to deliver questions and answers on your favorite subject directly to your electronic mailbox. There are lots of mailing lists out there. They are all free. '**S-Trains**' is the name of my list. It is a question /answer /comments forum.

Here is how it works. Someone in Ohio might send a note to the list asking about couplers. His note goes to a computer and is combined with any other notes that have come in that day. These notes are combined and sent out to all the (200+)subscribers. Most subscribers log on daily and get their S-Trains as a note in their e-mail. Someone else reads the Ohio note about couplers and attempts to answer it, or he/she may have a question or comment of their own. There is usually between two and ten notes each day in S-Trains. There is also a list for SN3, and one called ToyTrains, as well as many railroad oriented lists. The content is different every day. Subjects often include repair, spare parts, new products, latest purchase, remarkable finds, upcoming events, track & turnout options, and kit bashing.

Using your computer and some **Track planning software** can save you time and money. There are several options for this type of software. There is a freeware program out there that is for track, but does not have all the fancy bells and whistles. Freeware means that the author is giving the software away. Shareware means you can download it for free, give it to your friends, but if you use it you are expected to send in a donation to the author. There are several commercial programs out there. You will find that at least one of the commercial vendors offers a demo. The demo can be downloaded and tried on your PC. If you have a CAD (computer aided design) program like Autocad, you may be satisfied with that.

On the Internet there are virtually thousands of model train and (full size) **train photos** for you to enjoy. If you are one of those people who cannot get enough trains and in particular train photos, then you may want to avoid the web for the sake of your marriage and job. (just kidding) There are so many train pictures on the web that you could never see them all. By the time you thought you saw them all there would be a bunch of new ones out there. Most of the model pictures are grouped by scale. The full size ones seem to be grouped by railroad or geographic region.

Train sound and animation files can be fun. Maybe you cannot afford to own that talking station, but you can still listen to it. You can download the sound files and add them to your desktop. There are animation files that show everything from endless freights to little trains that chug across your screen. There is a great screen saver that has random freight and passenger trains wiping past your screen.

The **S-gauge & S-scale manufacturers** have started using the web to maintain communications with their customers, retailers and the media. S-Helper / Showcase Line, American Models, Lionel/American Flyer, Hobby Surplus, Portlines Hobby, R.F.Giardina, PBL, and Bill's Train Shop are among the growing number of companies that maintain web sites that communicate their latest products and future product efforts. Some offer links to retailers while others offer direct sales.

The NASG developed a standard interface of building **S-Mod** standard **modular layouts**. On the web there is an 'introduction to S-Mod' that offers the newcomer an overview of what S-Mod is all about. Several of the clubs have sites showing modular layouts. There are at least two sets of modular layout pictures from the most recent NASG convention.

The **rec.models.railroad** discussion group (also known as **Newsgroup)** covers all aspects of railroading and model railroading. On the internet there is a section called 'Newsgroups'. It is not part of the WWW and its name is somewhat misleading. It really should be called discussion groups. There are thousands of these groups with topics that range from bird watching to support groups for terminal diseases. Among these groups is one called rec.models.railroad. This group is a very active and lively group that covers all aspects of model rail. It is not limited to S, but does include some S and also some none scale specific information (e.g. scenery). It is a basic bulletin board format. A person posts a note, "[S] A/F 312 Loco repair" . Someone else reads that note and posts a response [reply] to that initial posting. Others

can reply to the [reply] or to the original note. That group sees about 200 postings a day. Once you have read (or marked as 'read') all the notes in this group, it will only show you the new notes, or the notes you have not 'read'. Most of the postings have subject lines that save you from reading posts that would not be of interest to you. This information is also available through the web at a site called DejaNews. They put all postings, from most of the groups in a very large database. This allows you to search all the postings for words like "American Flyer".

Many S related **clubs and organizations** are now present on the WWW. They use their sites to post their club newsletter and other club information. These sites tell about the club, membership, dues, meetings, and events. Sites include pictures of group layouts, members, and competition wining models. South Jersey S Gaugers and the Connecticut S Gaugers both have great sites, chock full of great layout photos and other information.

Some of the fastest growing businesses on the web are the **on-line auctions.** I have seen everything from B&O china to that A/F accessory that you always wanted but could never afford. The prices seem high to me, but I hear from folks all the time telling me of the great deals they got from the auction. You can sell off the stuff you no longer want and buy more of the things you do want. Often on the web you will see people selling railroad memorabilia. I always see some Flyer sets, accessories, and other items up for bid. You can also look at past sales to get an idea of current values. Try not to get caught up in the bidding.

With most of our trains reaching the 40 year old mark, the importance of **repair tips and wiring diagrams** can not be over emphasized. A picture can be worth a thousand words (don't quote me) and the WWW is full of them. Many have been drawn in response to questions asked in the various lists. Wiring diagrams are especially helpful. On the web you will find several sets of railroad and model railroad 'frequently asked questions' (FAQ). In cyberspace when the same questions come up several times, they along with their answers are added to the FAQ file. There are several of these that just cater to S.

For me the greatest thing about the web is that it provided me with a two way communication link, a place to share my interest with countless others. All over the web there are various places for you to express yourself. Message Boards allow you to leave a message for others to read and comment on. As mentioned above there are discussion groups like rec.models.railroad and mailing lists like S-Trains. There are various tools that allow you to create your own web page. With a web page you can show and tell others about your interests. They can in turn respond to what they see on your page.

Web based classified ads can be found on several sites. Most sites offer their classified advertisement free of charge. These ads are usually sorted into categories that make them easy to search or browse. You may need this to sell, or you could use this to find that prized accessory.

Ever wonder if there are any Train Shows in your area or in the area near your next business trip or vacation? Most of the train show promoters and organizations that sponsor train shows now have complete lists on the Internet showing all the scheduled events.
There are lists of Hobby Shop on the web that have every shop in the country. Next time you travel these lists will clue you in to what shops can be found in the area.

Don't have a PC?....
One of the cheapest ways to get on-line is to find a community center or library that has public assess PCs. With these you can join the fun with little or no expense. You can set up an e-mail account on Yahoo or Hotmail. Ask the librarian for help.

One of the best ways is to find a friend, neighbor or relative that has a web account. Most folks remember when they got started and are more than happy to help others over those hurdles.

Web TV (1-800-GOWEBTV) is another low cost alternative. It is a dedicated black box that unlike a computer does nothing except provide access to the World Wide Web and E-Mail. The basic unit cost about $150 (with keyboard). The monthly cost (not available everywhere) is about $25. Do your homework, web TV is not for everyone. Most big electronic retailers sell them.

Computer owners are in the process of upgrading their PCs to the latest and fastest technology. If you know such a person, you can often get a older (**but** perfectly good) PC for next to nothing. Do not pay more than $500 for a used PC. Also do not get a used PC that needs repairs or a major upgrade, even if you get it for free.

Good (basic) PCs start at $700. More expensive ones have faster CPUs and bigger hard drives and screens. A basic unit with 2 meg of disk space and a 133 mhz cpu will do just fine.

Modem?...
In addition to a PC you will also need a modem. This piece of computer hardware is standard on most PCs. It allows your PC to talk to other computers over your existing phone lines. Your modem speed should be at lease 28.8K. This number represents the number of characters that will be transmitted each second under ideal conditions. I recently bought a 33.6K modem for $10 (after rebates). This is slow by today's standards, but my rural phone lines are only good for about 24.6K. There was no reason for me to spend the $80 for a 56K modem.

ISP — Internet Service Provider
Once you have a computer and a modem your next step is to find an Internet service provider (ISP). This is the person that has a computer that is directly attached to the Internet. They sell 'access' to the Internet. This access is a local phone number that you can call using your modem. Your modem acts as a remote network connection. Once that network connection has been established you can interact with just about any of the millions of computers that form the Internet.

How do I find an ISP?
You might start by asking your friends and relatives whom they use. Are they happy? How much do they pay? Most of the Long Distance companies offer Internet access as an inducement to sign up with them.

If you have access at work or library you could look at 'The List' http://thelist.internet.com/ it contains one of the most complete lists of ISP anywhere.. The yellow pages is another place to look. There are all types of providers. Some are very small one person operations. Others are middle

sized business that cover a county or state. Some provide a first class operation. Others may not have a local number for you to call. Some numbers may be busy most of the time. Others may want more than the typical $20 per month for unlimited connection time. That's why it is a good idea to find someone that is using a service and find out if it is dependable.

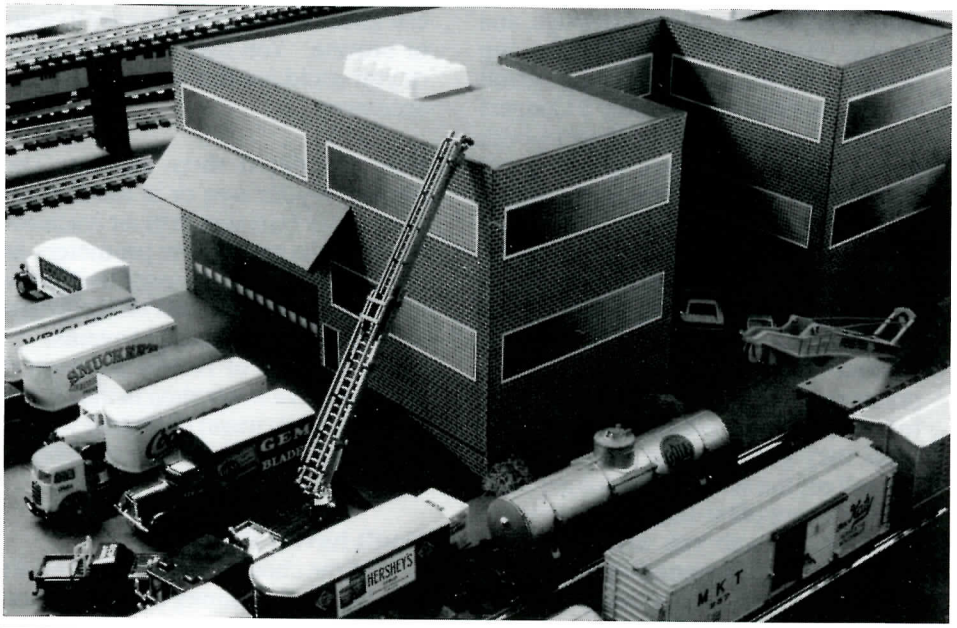
If can't find anyone in your area to help you can send me a self addressed stamped business size envelope and I will send you a printout of 'The List' for your particular area code. It lists all the providers for your area code. Send the SASE to 'The List NNN' c/o Paul Yorke 7501 Springhaven Ave Indiantown Fl 34956. Put your area code in place of the NNN

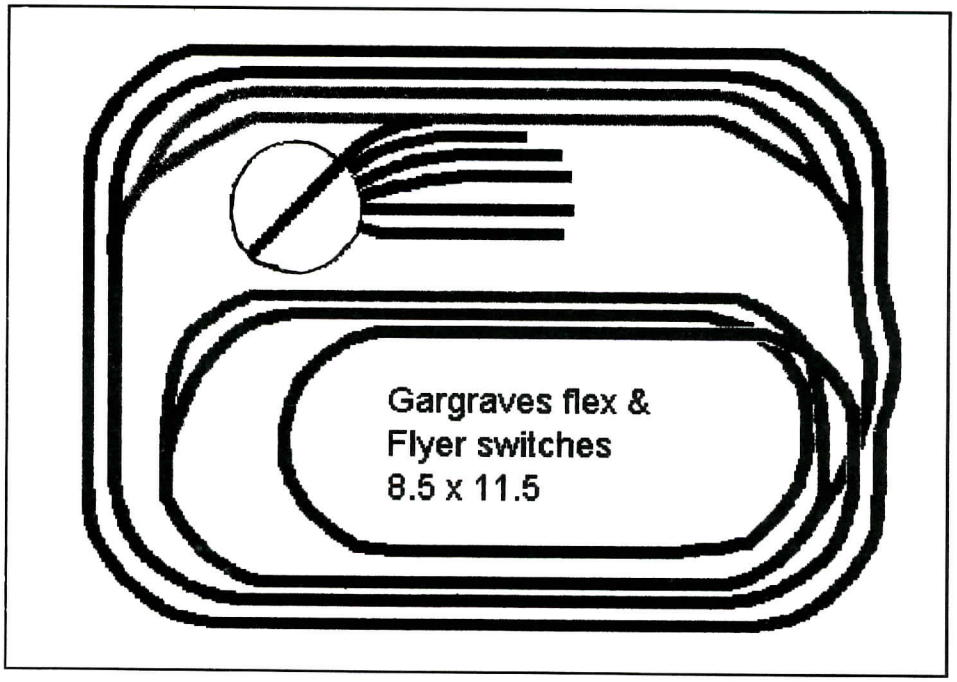
What Is a Browser?
The software that runs on your PC and allows you to interact with the internet is the 'browser'. There are currently two major brands. Netscape, the folks that invented the browser, make a great product called "Navigator/ Communicator" that can be downloaded free from the internet. The other browser is made by Microsoft and is called 'Internet Explorer' it comes with Windows 95. Either one of these products should be all you need to get 'On-Line'.

Getting On-Line
Getting all the above mentioned elements to mesh can sometimes be a problem. An experienced friend can be a big help. Most problems can be eliminated with help from your ISP. Part of what you pay for is support. Be patient with yourself and the people that help you. Remember that once you get it all working there usually is very little trouble.

E-Mail Only Option
Most of the advantages of the internet mentioned in this article are the result of growth of the World Wide Web. An E-Mail only option like Juno Mail would not provide access to Newsgroups like rec.models.railroad, www pages like Craig O'Connell's 'S-Scale Railroading' or my 'S-Trains' site. E-mail would provide access to the e-mailing lists. Juno Mail (800-564-JUNO) is a free e-mail service. You will still need a computer and modem. You also need to live in an area that has a local Juno access number.







Meet an S gauger

Paul Yorke



Paul Yorke (left) and John Foley meet at Worcester

About the author and his Web site

Paul Yorke lives in Indiantown, Florida (about 90 minutes north west of West Palm Beach). As a child in Rochester, NH during the 50s he inherited Flyer trains from his older brother. They had a 4x8 sheet in the attic and also set up trains around the tree at Christmas. Paul became more interested than his brother so he was given a new car or accessory each year, but by age 12, he lost interest. The trains went to the Salvation Army.

By the time the family moved to Florida in 1967 the trains were long gone.

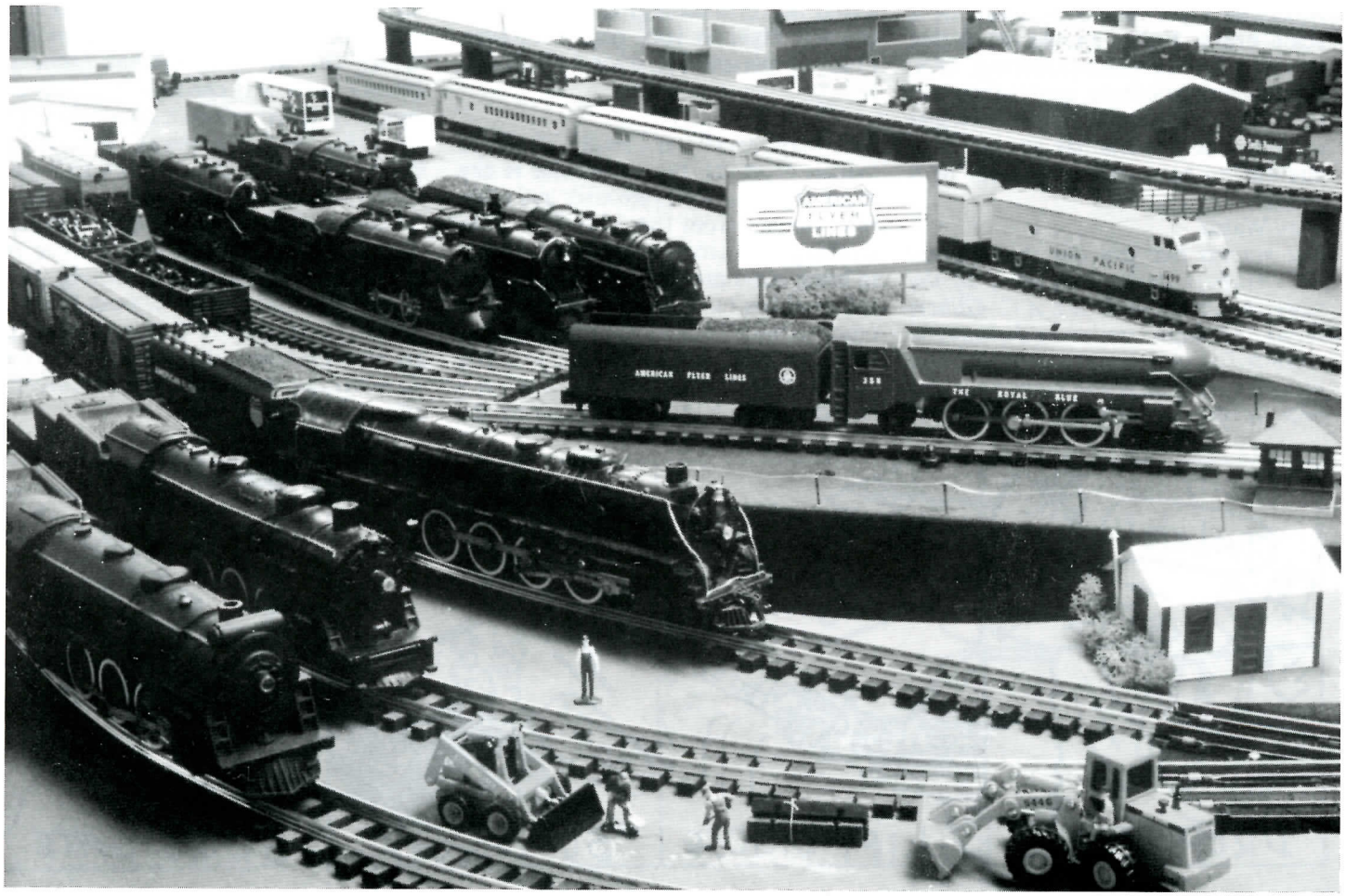
Flash to 1994. Paul was now married, no kids and working as a computer expert for a large corporation. He selects hardware and software, answers questions, designs databases and web sites and generally helps managers through the brave new world of computers.

A new 2-story home (unusual for Florida) provided a big room on the downstairs floor (no basements). About this time while visiting Paul's brother-in-law who had Lionel and HO, Paul mentioned he had Flyer as a kid. The brother-in-law stopped in mid-sentence and after rummaging around a bit, came up with a box full of Flyer including a 307 Atlantic, some track and some rolling stock.

Within minutes of returning home, the set was up and running. Since then Paul has collected about 16 locos and about 60 pieces of rolling stock. Most pieces are vintage AC Gilbert. Paul's web site is the result of restarting this hobby without being close to any clubs, collectors or operators.

The web site called 'S-Trains, Paul Yorke's S-Gauge/S-Scale Site' is located at **www.gate.net./~yorke.** It's function is to be a clearing house for information and links to all the S related Web resourses. The site has hundreds of links, pictures and diagrams.

Paul's layout is about 9' x 11', uses Gargraves flex track, and Flyer switches with miscellaneous wood, paper and plastic buildings.



Railmail continued from page 5

north of my target area for a new club. So the thought was born to invite people to a meeting located in the "North Penn" (Lansdale), Pennsylvania area. John Foley was very helpful in promoting the new club when he had an NASG table at the local train shows. In fact several members came out of the large Allentown Spring Thaw show which draws thousands.

My recommendation would be for members of one club who want to start a new club to retain membership in their present club so that ideas can be shared, compatible modules can be coordinated and so on. A new club can encourage more train owners to drag their stored sets out of the attic. Let's all support all facets of the "S" hobby - scale, hi-rail and tinplate.
- Glenn Ritter (founder of new North Penn club).

Standard Bearer of S? I don't accept or regard any American Models or S-Helper products to be a "standard bearer of S gauge." (Feb. *Dispatch*) The better-wiser investment of time, money and pride of ownership to me is in owning either genuine real A.C. Gilbert American Flyer (pre or postwar) or S scale brass. Either speaks of skilled trades, quality manufacturing, U.S. manufacturing heritage, quality toys, etc. I can't acknowledge that either S-Helper or American Models has any of these qualities to be a standard bearer of S gauge.
- Jay Walsh
Jay, sounds like you like the original A.C. Gilbert items and some of the newer brass engines. Yes, A.C. Gilbert is our "heritage" and should always be regarded as such. But it's unlikely those glory toy train days will come back and brass is often out of reach for many. My February and April editorials on standard S is sort of an observation about current "new" S offerings. If the new products aren't promoted, then S can't grow. Most S gaugers I know who collect or operate Gilbert Flyer also have an interest in the new items and mix and mingle items freely. - jeff

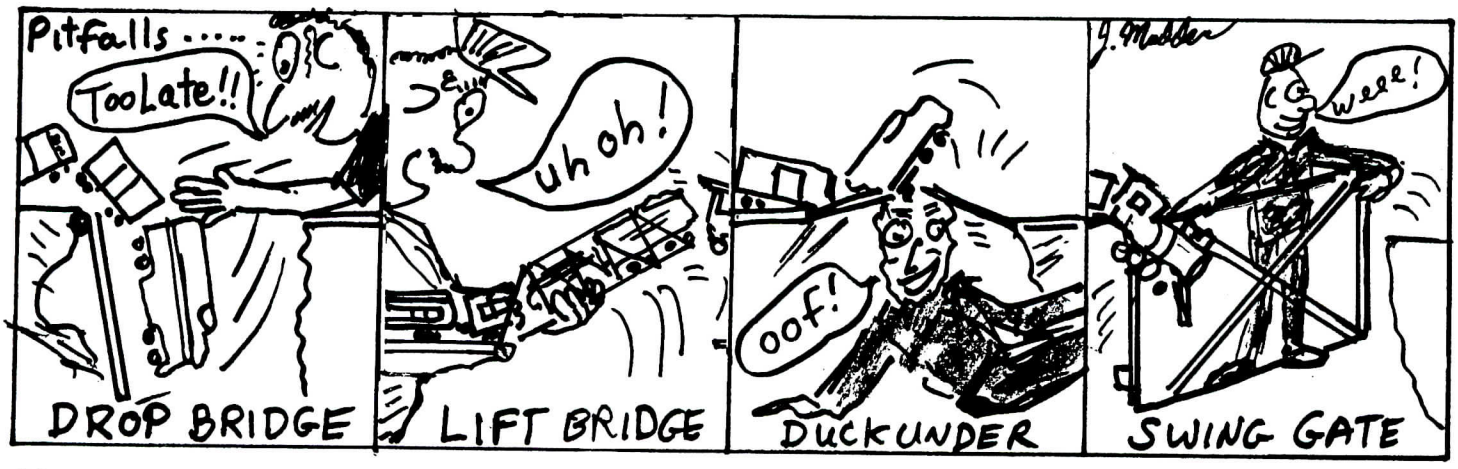
Outsider's View: As a resurrected Flyer fan, I believe a word or two is called for in response to John Eichmann's comments of June '98. I'll add a bit of personal experience on how I view the hobby also. My Flyer interest ended originally in 1959 when I joined the military and stayed that way until I retired in the early 80s. I knew that Gilbert went out of business, but I was off doing some uncomfortable things (usually out of the country). When Lionel started putting out re-makes of early Flyer sets, **THAT** eventually got my interest renewed, and that's how I got to this point.

I'll debate John or anyone else who thinks there are so many manufacturers out there. It isn't really so. Yes, American Models and S-Helper are there and are great. I buy their products to fill out badly needed gaps in freight and heavyweight passenger cars. But at the train shows I attend, all I ever see is grossly overpriced original Flyer in very poor condition. From my perspective, it's not much of a choice.

John may "yawn" at Lionel's efforts to market products, but where else is one to get the likes of NH electrics and other fine models from the 50s? I've been working with Lionel to try and get them to bring out more stuff. I hope the folks at Lionel don't take John's comments too much to heart because the one thing this "outsider" can see about S Gauge is that you need all the support you can get - and that does NOT include getting the guy who legally owns the A.C. Gilbert dies to think of your bunch as a pack of ungrateful brats. Not to re-live the 3-rail (O gauge) vs. 2-rail (Flyer) controversy from the old days, but that's the way I used to think about the 3-rail guys.

At any rate, my advice to John and others is not to poo-poo what Lionel has **NOT** done, but credit them for what they **HAVE** done. Lionel is like any other business; they are driven by economics. I believe the ratio of 3-rail Lionel fans to Flyer S is about 9 to 1. With odds like that, it's a wonder anything is produced in S.

I keep asking for re-makes on the trains and accessories I can't afford now. If the collective "we" doesn't support Lionel Flyer then they will figure there's no interest or market for Flyer. That would be a shame, because S is such a great size! The standards and realism issue my never be resolved. I am planning two separate layouts (O and S), because I can't see integrating the two scales. And things do come full circle - I'm planning to go hi-rail.
Joseph B Kmetz
304 Central Parkway
Newport News, VA 23606
Joe, your views reflect that of many NASG members, so we'd like to invite you to become an insider and join the NASG. Yes, we do appreciate Lionel's efforts, and we consult with them regularly about product, as we do with the other manufacturers. But train hobbyists are a fickle bunch who always want to see their particular interests fullfilled. The Lionel SD40-2 project was, however, a big letdown since it would have involved new tooling and proove a real commitment from Lionel. It didn't happen. We in S will always grumble and gripe about things, but we do really appreciate all manufacturers' efforts. - Jeff



"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gauge Railroaders (BSGR)** certainly outdid themselves with their planning and arranging of the annual NASG convention held in their area last July. A good time was had by all attendees and quests as far as this column editor could determine. Highlights included the many usual programs and clinics, model contest and banquet, etc. But the nice part of the manufacturer's and dealers exhibit hall was the attendance and display of modular and portable S layouts by three clubs. This included operation on a continuous basis of our favorite gauge trains, with a variety of equipment in operation.

BSGR members worked hard to have a smoothly run convention and keep everything "on track". Members Bob Murphy, Doug Peck, Don Hasenzahl, Gene Kelley, Jim Collins, and Skip Readio all offered to have their layouts available for convention attendee's to visit on the planned layout tours that were part of the convention program. The Bristol Group spent time and effort to upgrade their portable layout and now have an internal yard where trains can be made up prior to sending them out on one of the two main lines that the layout has. Trains being taken out of operation can be brought into the internal yard to be broken up while another train is brought onto the main line. Operation is enhanced by this internal yard, newly added to the layout set up.

The **BSGR** also took their layout to the New Haven Conn. Train Collector Show in New Haven,CT. on Aug. 23,1998. The layout has the ability to operate DCC, as the need might arise. They had a meeting hosted by John Korajczyk on Sept. 20, in Wilmington, MA. The group is planning to attend and bring their layout to the Greenberg Show, Wilmington, MA on Nov. 21 & 22.

The **Conn. S Gaugers(CSG)** also took their modular layout to the NASG convention in July and the New Haven Train Collector's Show in August. Members Bill Mark, Jr. and Son, Bill hosted the group in Sept. They have an extraordinary S scale layout with sweeping large-radius curves and plenty of detailed equipment to operate on the layout. The New York Central RR is the favored one at the household, and steam is not dead !

Mark Anderson hosted the **CSG** in October, with his Gitmo Lines layout. Members could travel to and from the get together via the Naugatuck RR, a tourist line (4 ft. 8 inches between rails) should they so desire. This RR was part of the trips on the NASG convention schedule, and runs between Waterbury and Thomaston, CT. Mark hosted the CSG for lunch. Craig O'Connell edits the group newsletter, which included a color photo on the cover for their July issue. The photo was of the **CSG** members at the NASG convention. **CSG** Pres. Bill Fuhrman's wife, Carol made special custom-engraved (on the sewing machine) caps for club members at the NASG Convention. The group has recently added several new members, including: John & Robin Vanacore,David Friedman, Jim LaRouche, Jack Bartman, and Tom Lambert, Jr. They are planning to set up their modular layout at the Cheshire Ram Band High School show in November. This is the first show at which the group ever displayed their layout years ago under the guidance of founding member Bill Krause.

The **South Jersey S Gaugers(SJSG)** were the third club to display at the New Haven show. President Bill Moore demonstrated his electronic controlled AF crane which operates using servo motors similar to those used to control model airplanes. The crane has radio control(remote) to a box car coupled to it, and can swivel in two directions, raise and lower it's boom and raise and lower the lift "cable". The crane was pulled by an AF 0-8-0 switcher which looked "stock" except for some minor weathering, but could stand on a siding and smoke, or move very, very slowly in a prototypical manor. Bill explained that he is working on some further improvements to the crane which will utilize smaller control components, to be installed in the future.

The **Central Jersey S Gaugers(CJSS)** planned and had their 17 th annual **Fall Get Together** in early October. Activities included setting up S scale modules, various clinics, including one on the new Soundtrax DCC diesel sound units. A buffet dinner was enjoyed by attendees on Saturday evening. Various S gauge vendors were in attendance showing their wares and answering questions regarding their products. **CJSS** members Mike Anderson and Don Thompson (among others) helped coordinate the event, which has always been popular with S gaugers.

The **SJSG** are having their Fall Train & Toy Show Sale on October 11, at the Bellmawr Fire & Rescue Hall, Bellmawr, N.J. This is the location of the club's regular meetings. They plan to have door prizes (drawn hourly), baked goods, snacks and lunches available. Charles (Chick) Viggiano coordinated the table registration. Chick hosted the group for one of the play trains get togethers, at his hobby shop in June. The group brought their layout to the Greenberg Show, Pennsauken, N.J. and the Train Collectors Show, New Haven, CT. last Summer. They are planning to attend the Greenberg Show in late October early Nov. in Pennsauken, N.J. and display the layout. A recent issue of the Waybill, the newsletter of the group had an article by Dan DeSantis on using the Atlas HO pony truss bridge for S-Gauge. Member Ed Claypoole does a fine job of editing the newsletter.

Member Joe Balcer is hosting the **SJSG** members to a "play trains" session on Oct. 23, in Voorhees, N.J. This is one of the sessions where members visit private homes and layouts instead of meeting at the Bellmawr Fire House. There is, according to the Waybill advertisement, a place in South Jersey called **Flyertown Toy Train Museum,** that has over 100 catalog sets of AF trains and a scenic model RR featuring miniature cities, villages, and industries, with passenger and freight trains operating all at once.

The **Neshaminy Valley AF Club (NVAFC)** held their 96th meeting (8th Anniversary) in May, 1998. Member Curt Johnson made up a checklist for use in setting up and taking down the group's layout. Ron DeWitt arranged a dinner meeting at Oliver's Restaurant in June. Mike Ramsey edits the newsletter for the group. Member Paul Fenn hosted the **NVAFC** in August, and has a G gauge layout in addition to a soft spot in his heart for S gauge. Paul and Rosanne had a great picnic dinner

for those members attending the meeting. Roger and Flos Weiss hosted the group in early Sept., for the group's 100 th meeting. The group planned a meeting at member Tom Keegan's house in October.

The **North Penn S Gaugers(NPSG),** a spin off group from the **NVAFC,** has been having meetings and planning the construction of an S gauge layout with Code .148 track. Glenn Ritter (corresponding secretary) has been instrumental in formulating and generating energy for the group. The **NPSG** were hosted in September by Mike and Janet Berus, Harleysville, PA. David and Pattie Heine hosted in October. Recent newsletters of the group include details of the modules under construction, including wiring diagrams and construction sketches for the module frames. Much planning is going into the project, and other S groups' opinions are being solicited.

A recent newsletter of the **NPSG** included a sketch for re-stringing an AF # 644/944 crane car. Very useful information for those with such a task at hand. The group is considering the display of their new modules during the Christmas holiday time, if they make enough progress. Member Joe Bolsar is cutting the wood for the module construction. Mike Berus is coordinating the purchase of the track.

The **Baltimore Area AF Club (BAAFC)** was hosted by Dave Blum in September Food was provided by the host, but each member was requested to bring a lawn chair. Sounds fair enough. The **BAAFC** brought their portable layout to the Greenberg Great Train & Dollhouse shows in Chantilly, VA. in July and Timonium, MD. in August. Everthing ran smoothly on the layouts according to the newsletter reports. Ron Kolb edits the newsletter and coordinates the group. Sept., 1998 marks the sixth year for the group. In addition to the monthly meetings and club newsletter, the group held a field trip, and hosted the **SJSG** group for a tour of their home layouts. This is an excellent idea for groups to invite "neighbors" for layout tours.

The **BAAFC** held a holiday dinner with speaker, and has a sponsorship from the Train Depot in Mt. Airy, MD. A new activity this year was the development and production of their first club car, the Crown Central Petroleum tank car, in S gauge. The tank cars were purchased from Downs and custom lettered to their specifications. In the past year the group operated their portable layouts at 12 train shows and made visits to two hospitals. In October the group was planning to attend and bring their layout to the TTOS Meet, Annapolis,MD.

The **Potomac Valley S Gauge Assoc.(PVSGA)** was hosted by Dan Vandermause in August. Dan writes the newsletter for the group. They are concentrating on developing new members in the forthcoming year. Member Bill Oertly and Tom Riddle hosted the group in September and Dick Cataldi is planning to have a regular meeting in Nov. The **PVSGA** has modelling workshops hosted and coordinated by Dan Vandermause in October and planned for Nov. The group is working to get together a mix of S modules that can be used for display at local shows and other places to advertise their activities and get new members. Member Steve Thomas is pushing to get the modular layout idea moving ahead. The group is trying to get members to construct straight modules by Spring,1999 so that a modular layout can be put together. Bill Oertly has offered to undertake construction of corner modules which could be used with the straight modules of other members.

The **Atlantic Coast S Gaugers(ACSG)** have two divisions to promote the finer points of our favorite gauge. The Virginia Central Division is coordinated by J. Wayne Beachy and the Carolina Central Div. by Joe Haenn. The group has a large modular S gauge layout which they operate 8 to 10 times during the year, according to their brochure. The ACSG began in central Virginia, but members come from other parts of Virginia and the Carolinas. The club's focus is S gauge trains, including AF and other manufacturers. Members enjoy collecting and operating S gauge trains, but invite persons with other scales and gauges to run their S gauge trains with them. The group has no dues, officers, constitution, bylaws, or "official stuff", according to their brochure. They plan to meet quarterly in Jan., April, July, and October.

The **Crescent City S Gaugers(CSSG)** are located in the New Orleans,LA. area, and Jay Mellon coordinates the group. They have a portable layout and try to attend 2 to 3 shows per year to promote S gauge. They have brought their layout to the local TCA division meet and a show put on by the HO club in Baton Rouge, LA. at a site about 80 miles away from their home territory. At a GATS show that they attended they won a money prize for their layout which they plan to use to improve the layout.

Thirty two members were hosted by Ed and Jeanne Bittman in June to celebrate the 16 th anniversary of the **Suncoast AF Enthusiasts(SAFE).** Under the coordination of Bill Corder, the group is constructing modules for a portable layout to be used at train shows and other display locations. Bill edited the July newsletter, The Flyer which described a meeting at Frank's Trains & Hobbies. The group will be hosted by member Bob Brown in October, and they plan to set up their entire layout to test it. They are making plans for their train show in December.

The **Altoona Area Train Collectors Club(AATCC)** had a picnic with the Horseshoe Curve Chapter of the National Railroad Historical Society, and the Altoona Photographic Club in June. Dave Seidel hosted the groups at his cottage. The **AATCC** participated in the Greenberg Toy Train & Dollhouse Show in July and won first place with their layout, with at least ten other layouts at the show. The group participated in a fund raiser for the Children's Hospital in Pittsburgh by displaying their layout at the Greengate Expo Center,Greensburg, PA.

Beginning on Oct. 11, the **AATCC** will start regular monthly meetings at the Memorial Hall of the Altoona Railroader's Memorial Museum. The group is planning to bring their layout to the Bedford Train Show on Nov. 1, and the Altoona Area Train Show on Nov. 8 at the Frankstown Armory.

Mike Shea of the **Rochester Area S Gaugers(RASG)** hosted weeekly work sessions to help build a module with Rich Israelson. The module will feature a small engine facility. Member Mike Holland's module was worked on as well, with Tortoise slow motion switch motors installed. The **RASG** attended and set up their modular layout at the GATS show in Sept. They plan to set up their

layout at the Batavia,N.Y. show in Nov. Member Harry Butler is soliciting news and other information to be used in their newsletter.

The **Southeastern Michigan S Gaugers(SMSG)** held a picnic in Lexington, MI in August. Bob Pardington, Taylor, MI hosted the group in Sept. and Dale Baker hosted in October in Owosso, MI. Member Dave Held is offering to set up a web page for the **SMSG.** They are considering attending the 1999 NASG Convention , St. Paul, MN. by train. Member Gordy Michael is looking into the possibility of renting a Blue Water private car for the trip.In June Betty and Sig Fleischmann hosted the group and they celebrated Jim DeWitt's birthday, an event which included chocolate-cherry cup cakes. The **SMSG** is planning for their flea market at Ann Arbor in November.

The **Chicagoland Assoc. of S Gaugers(CASG)** are planning for the 23 rd annual Fall S Fest, to be held on Nov. 6-8 at the Holiday Inn,Matteson, IL. Andy Jugle is chairing ,and Norm Schreiner is coordinating the registration. Activities include a Thursday tour of the newly-restored Zephyr and other train exhibits at the Museum of Science & Industry. Friday and Saturday will have manufacturer's displays and trading room. The agenda includes display layouts, swap tables, a model contest, silent auction, door prizes, clinics, train races, train hill climb contest; a banquet on Saturday with Homer Henry as speaker and a banquest auction. Self guided layout tours and a nearby GATS show are on Sunday. It is hoped that 500 S gaugers will attend and participate.

CASG meetings are held at 8:00 PM. at Walter Lutheran High School, Melrose Park, IL. in the cafeteria. Members often arrive early to talk trains, swap items, view videos and snack. The group met on Sept. 18, Oct. 16 and plan to meet on Nov. 20. Dave Sengenberger is the secretary and coordinates the newsletter. The newsletter lists current model railroad events.

The **State Line S Gaugers(SLSG)** held a pot luck picnic in August hosted by Dave and Carol Tanner. Mac McGrath coordinated the event Dave and Martha Pippitt have gone to England for a year, and will not be helping with the newsletters for this time. Mac McGrath sent out a recent issue which described the group's outing to the East Troy Electric RR Museum located in E. Troy,WI. The event included trolley and speeder rides. Carol and Terrry Dyer hosted the **SLSG** in September in Roscoe, IL. Terry and Jim Larson presented a clinic on Plasticville and Little Town buildings. Carol Dyer was seriously injured in an auto accident and appreciates the support that the group gave during recuperation.

The **AF S Gaugers of the St. Louis Area (AFSGSLA)** has a newsletter with masthead that includes the St. Louis Arch. Paul Wehrle edits the newsletter. Cliff Saxton hosted the group in Sept. in Des Peres, MO. It was planned that Jim Louis would host in October. In August, the **AFSGSLA** set up their sectional layout at the National Museum of Transport's annual open house. The group received an HO-scale static display which they are reviewing to possibly convert for use as a public display. Moe Berk coordinates the group. The group is thinking about an upcoming Fall S Fest which they will be hosting in the St. Louis area on Oct. 29-31, 1999.

The **Badgerland S Gaugers(BSG)** were hosted by member Dave Smukowski in West Bend,WI in September. The group has resumed their train meets at the Red Carpet Lanes, Waukesha, on a monthly basis. It was agreed that the club would host the Year 2000 Fall S Fest in the Milwaukee area. This will be the 25th anniversary of the Badgerland club as well as the 25th anniversary of the rotating S Fests. Dave Smukowski and Mac McGrath are co-chairing (Mac is also a Stateline member).The club is working on location, special car and other details. Member Roy Meissner is to host a meeting on Oct. 20. Dick Kloes is coordinating taking the group's modules to Trainfest '98 held at the Wisconsin State Fair Park, and sponsored by the Wisconsin Southeastern Div.,NMRA on Nov. 14 and 15.

A recent **BSG** newsletter included an editorial piece quoting Mo Berk of the AFSGSLA regarding his club's motto that " It's just for the fun of it" regarding our S gauge club activities. The **BSG** article explained that the only times that their club has not been fun is when there was too much of a "workload" put on different individuals in the club. The article concludes with the hope of : "let's all share too much of a 'funload' ". Ron Schlicht edits the newsletters. The group does not plan to meet in Nov. with their heavy activity load at the shows, etc. Dick Kloes is Pres.; Roy Meissner,V.P.; Jeffrey Young, Treas.

The **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)** displayed their sectional layout at the GATS train show in June at the Spokane County Fair & Expo Center. Ernie Horr coordinated the group's attendance at the third annual S West III, held on Sept. 17-19 at the Kootenai County Fairgrounds, Cour d'Alene, ID. The event was planned to accomodate hi-rail and AF operators as well as S scale modelers. The event included home layout tours and the sales hall was closed during these tours. Jess Bennett was in charge of the clinics presented at the event. Gil Hulin provided information to inquiries regarding the three-day event.

The **IESGAPN** group were hosted by Jess Bennett in July for some great operation on his layout. Dale Weiler hosted the group in August. Ernie Horr and Dale Weiler edit, assemble, and distribute the newsletter. Member Phil Slocum was hospitalized in late Summer in Cour d'Alene for treatment. Members wished him well. Tom Bangs, an S Narrow Gauge modeler, was installing a fence at his daughter's home when he was stung by a black wasp. He had severe reaction to the sting and had to be hospitalized. He is recovered and back doing camping and S gauging, thank goodness.

The **Rocky Mountain Hi-Railers(RMHR)** were hosted by Rich Ledyard, in August in Boise,ID. Rich has an AF layout and very nice collection of trains, according to reports in the S-Say, newsletter of the group. Sam and Debbie Rapp hosted the group in Boise, in July. Member Al Babbitt was awarded Best of Show for his Talache Mine at the fifth Annual Treasure Valley Train Show, held last May. Tom LaPointe enjoys repairing AF "mutts".

Al and Peggy Babbitt hosted the **RMHR** in Sept. The group have

Continued on page 35

EXTRA BOARD

FOAM CUTTER
I received information from the Avalon Company about their line of foam cutters, including several for the hobby industry. Looks like they might be useful for cutting ditches, roadbed, contours into foam. Prices start at $50. Contact them at 1-800-636-8864 or web site: **www.avalonconcepts.com.**
- Ted Larson

IT AIN'T PROTOTYPE
What major railroad in the '90s can be "prototypically correct" by running the following railroads' motive power? CN, Conrail, CSX, NS, Algoma Central, UP, CNW, Wisconsin Southern, CP Rail/ Soo Line, Grand Trunk, SP and Santa Fe. Also spotted on this road during the 90s were a SOO Line 2-8-2, a C&NW ten-wheeler and a Milwaukee Road 4-8-4.

The Wisconsin Southern should give it away. Yes, it's a railroad in my neck of the woods, the Wisconsin Central. Motive power of these roads plus the home road could be seen frequently, if not daily, on the WC. They would be grouped together, mixed and mingled or whatever. The frequency of the units would depend on which part of the '90s you were talking about. For example, Santa Fe units were mostly purchased units, now repainted, and SP/UP power hauled ore trains until about a year ago. So if you like to run a dog's breakfast of modern power, the WC is a modeler's heaven, and it is prototypical. The steam engines were, of course, fan trip power.
- Jeff

FOLEY'S FOLLIES
Hi all. On August 23rd John and Robin Vanacore put on a great train show in New Haven, Ct. This was their 3rd annual Train Collector's All Gauge Train Show. It was held in the James Moore Field House at Southern Connecticut State University. This field house was big, modern and well-lit. I, of course, had the NASG table set up. More importantly there were three S Gauge layouts in operation promoting S. Coincidentally, these were the same three layouts on display at the NASG convention in Worcester in July - Connecticut S Gaugers, South Jersey S Gaugers and Bristol S Gaugers. All layouts looked and operated wonderfully. I know that many onlookers were impressed. There were also some of our S dealers there selling everything from scale to AF. I had a lot of fun and this is good meet to mark on your calendar for next year.
- Eastern VP John Foley

Sn2 - YES OR NO?
This comes from a newsletter dedicated to 2' narrow gauge called *Train & Trooper.* Of course, there is no postcard included, so just send your own if interested.

"As some of you know the 'Ohio Mafia' (Gray Kohler et al) has been beating the drum about Sn2 for years. Yes, we agree that for the pure two-foot modeler S scale is the perfect size (the average Maine prototype freight car is comparable to an HO scale 40 foot car). This, coupled with the availability of HOn3 track, seems to say build it. So here goes--we've done some ground work and are hoping to produce SR&RL #6 in Sn2. To accomplish this we need your firm (as in moneys on deposit) support. It appears that a minimum run is 100 pieces, which would put the retail price in the $600.00 to $700.00 range.

With a run of 200 plus, hopefully the price would drop, and perhaps we could offer a variant, #5, #7. What *Train & Trooper* needs from you, the modeler, is a firm number of people interested. Please respond ASAP if you are interested using the enclosed return postcard.

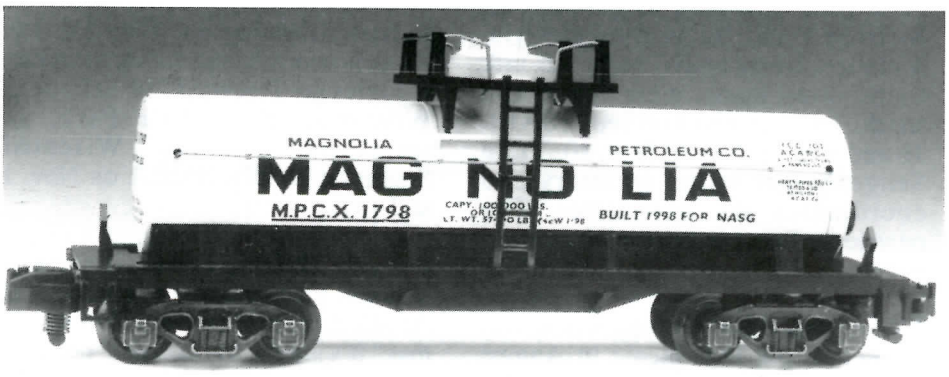
This project would be coupled with the release of SR&RL caboose #556 in Sn2. Portland Locomotive Works' Darryl Sleszynski has both common bolster and motion freight trucks already available which we have in stock. Also due are the Monson Combine and Bigelow Station in S scale. At *Train & Trooper* we are starting to gear up for S scale with Railmaster Export's S scale line of railroad equipment, vehicles and figures. The AA Ford fire truck was fun to build with extremely clean castings and a nice fit."
Train & Trooper
68 Memorial Highway
North Yarmouth, Maine 04097

AF CAR COMMITTEE UPDATE
Orders continue to arrive for the 1998 NASG Magnolia Petroleum tank car. These cars are available in AF-highrail version only. There are still a fair number of cars available, so order now if interested. There is no longer a limit on the number of cars, so you can order additional cars (even if you already purchased one or two previously). Cars are $49 each, ppd.

The "Special Offers" on the LV hopper, AARR hopper and/or PFEX reefer are still on while supplies last. Again, no limits on quantities!

The selection of the 1999 car is now underway and may be announced in the next issue.
Doug Peck, AF Car Comm. Chairman.

NO MORE HOMABED?
Bill Ohler, Jr., reported in the CT. S Gaugers newsletter that he can't supply HomaBed because he can't get the correct thickness from the manufacturuer anymore. However, Scott Grubbs of Scott Grubbs Trains and More is in the process of buying the line and hopes to be producing some in the future. Those interested in S roadbed should contact him at 13475 Bancroft, Ave., #302, San Leandro, CA 94578. Phone: (510) 614-7629.



There are still several of the 1998 NASG American Flyer cars available.

Club Sandwich continued from page 33

decided to re-do their Lookout Junction portable layout for future use and display at shows and conventions. A recent newsletter had an interesting article on the proper types of trucks to use under different RR freight cars. Don Thompson of S Helper Service was contacted and supplied information that would be most prototypical for various freight cars.

The **Bay Area S Scalers(BASS)** were hosted by Graham Henry in Berkeley, in July. The Swayzee Pacific Transportation Company, Attic Div. was operated. Richard Buike was welcomed by the group as a new member recently. Barney Daehler is building a water tank model of the Sierra, at Jamestown,CA. The prototype is depicted in the TV series Petticoat Junction. Lee Johnson has been converting an S-Helper Service SW-9 switcher to an SW-8 design, as operated on the Southern Pacific RR. Member Don Miller has been working on two American Models Pacifics, decorated to the Southern RR and the B & O RR. ED Peterman is in the process of super detailing a Southwind 2-8-0 to the SP Prototype. Michael Eldridge is studying the possibility of operating the S scale modules that the group displays with walk- around hand-held throttles. This would allow the members to be in front of the modules at showings, where they could explain the finer points of S scale to viewers.

Barney Daehler hosted the group in Sept., in San Lorenzo, CA. Barney has a scale S gauge layout with both standard and naerrow gauge trackage. The narrow gauge trackage is representative of the West Side Lumber Company RR. The track on the layout is fine scale/NASG standard specifications. The **BASS** had an order of various brass rolling stock painted and lettered by John Verser of Pacific Rail Shops. These included the SWM Harriman passenger cars, and W.A. Drake tank cars. These were delivered with the latest run of PRS plastic PFE refrigerator cars. Ed Loizeaux coordinated the distribution of various orders to the members. I wonder who ordered the Harriman passenger cars ? Barney Daehler edits the newsletter, the Bass Waybill, and Lee Johnson coordinates the group.

Your column editor wishes to thank those groups and individuals who make their newsletters and event information available for this column. Send your newsletters to me at the following address:
11 Bittersweet Trail, Wilton,CT., 06897-3902.

Thanks for the "Junket" dessert - Jeff



An appropriate ice sculpture at the NASG convention banquet in Worcester.
Photo by Bob Werre

S-CALENDAR

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.

Feb. 12-14, 1999: 14th annual Sn3 Symposium, Holiday Inn, 303 E. Cordova, Pasadena, CA 91101. Info: Jeff Smith, 1718 State St., #6, South Pasadena, CA 91030 - (626) 441-6272.

April 30-May 1, 1999: Spring S-Spree, Holiday Inn-Dayton Mall, Ohio, SR725 at I-75 (exit 44) sponsored by the Miami Valley S Gaugers. Info: Bob Guckian, 227 W. Spring St., Eaton, OH 45320 - (937) 456-1226.

July 22-25, 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 National (NMRA) trade show. Other NMRA functions will require separate registration. Hotel: Best Western Kelly Inn, St. Paul - Res: 800-528-1234. Convention info: CCS Assoc., 6611 Countryside Drive, Eden Prairie, MN 55346 - e-mail: mhrr@skypoint.com or Fax: 612-934-6741.

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

S IN NON S PUBLICATIONS
Sept. '98 CTT - Two articles on Plasticville commemorating the 50th anniversary of the toy train structures. November, 1998 CTT - A 4-page article by Ted Hamler covering the American Flyer offerings for 1948.

NASG Board of Trustees (BOT) Meeting Minutes - 1998

The 1998 NASG Board of Trustees meeting was held at the Holiday Inn in Worcester, MA on July 9. The meeting was called to order at 2:00 pm. BOT Members present were President Paul Stevens, Executive Vice-President Moe Berk, Treasurer William Moore, Secretary Jamie Bothwell, Eastern Region Vice-President John Foley, Central Region Vice-President Tom Nimelli, and Western Region Vice-President Lee Johnson. Committee Chairpersons present were Dody Stevens, Dave Held, Alan Evans, Craig O'Connell, Jeff Madden, and Joel Lebovitz.

Paul asked for a motion to accept the minutes from the 1997 BOT meeting as published in the *Dispatch.* This motion was made by Lee Johnson and seconded by William Moore.

Committee Reports followed, and are summarized below:

The Membership Committee report was given by chairwoman Dody Stevens. Membership reached a high of about 1,600 during the year. There are currently about 1,100 paid up members, and it is expected that there will be about 1,300 by the end of July. Dody recommended a realignment of the regions to better distribute the members across the regions. She also said that future *Dispatch* labels would have a bar code printed on them, and that this should save the organization about $100.00 per issue on postage. Bill Moore asked of Dody needed help with her duties and why it took checks so long to clear their Kansas City stop. Paul suggested that new members be informed at sign-up that the process could take two months. It was also suggested that this be added to the sign-up form.

The Convention Committee report was given by Chairman Dave Held. Dave reported that the 1999 Convention will be hosted by the Pines and Prairies Workshop in Minneapolis, MN. The convention car will be a M&St.L covered hopper. He mentioned that the NMRA wants an S scale layout for the National Model Train Show, and several suggestions were made to accomplish this. He also said that no formal bids have been received for future conventions, but at least one group has expressed interest for each of the years 2000, 2001, and 2002. There was some general discussion about the division of manufacturers at joint and concurrent conventions. No solutions were reached. Dave also stated that seed money for conventions should be forwarded through him. Moe Burke praised Glen Sponholtz for the concise report the board received from the Denver convention.

The Clearinghouse report was given by John Foley for Bill Mark, the committee chairman. John said that hats, t-shirts, and golf shirts were running low. An estimate of $600.00 was given to restock these items. Paul said that the board should defer to Bill Mark any decisions about stock resupply, and it was agreed to do that.

The Freight Car Committee report was given by Chairman Alan Evans. This year's car, a UP flat car with excavator, had sold 261 of the 300 cars ordered before the convention. The committee is looking into several cars for next year, and is seeking input for future projects.

The AF Car Project was given by Paul Stevens for Chairman Doug Peck. Paul reported that the Magnolia tank cars had arrived July 6th. Sales have been a bit slow, but they were expected to pick up now that the cars had arrived. Paul stated that the remaining inventory of previous years cars was down to about 125 Ann Arbor hoppers, 125 Lehigh Valley hoppers, and PFE refrigerator cars. It was moved that Doug be authorized to run a second ad in the *S Gaugian* and the *Dispatch* to promote sales of these remaining cars if he felt such an ad necessary. The motion was made by Moe, seconded by Jamie, and passed unanimously.

Web site Director Craig O'Connell reported on progress with the web site. He said that the web site was started to list the e-mail addresses of NASG members, the hard mail and e-mail addresses of NASG officers, and offer an application to new members. It now includes links to other S scale related sites, information on S-mod standards, and ads for the various car projects available to members. In the future it is hoped that it will expand to include a listing of Clearinghouse items. Craig asked for $250.00 as his budget for the next year. Paul thanked Craig for his work on the web site and stated that the money was a bargain for the benefits the organization gets. It was moved to appropriate Craig O'Connell $250.00 to cover web site expenses for the next year. The motion was made by Moe, seconded by John, and passed unanimously.

The Dispatch report was given by the editor, Jeff Madden. It was agreed upon by the board that to encourage adherence to deadlines that Jeff would work out a policy to charge a premium for late advertising changes. Paul brought up the subject of coupons for members. This was discussed, but no action was taken.

The Promotions Committee report was given by Chairman Joel Lebovitz. Joel discussed two incentive programs that will starting soon. One is a plaque or certificate for clubs that have 100% NASG membership. The other is a series of prizes for clubs that display layouts at train shows. His goals for the upcoming year are to implement the above programs, set up a booth at the 1998 National Model Train Show, and get a sectional layout to the Chicago Hobby Show. Joel submitted a proposed budget of $8,000.00. After some discussion, it was moved to budget $2,000.00 for promotional activities. This motion was made by Lee Johnson and seconded by Paul Stevens and passed unanimously. Another motion was made that any member, other than BOT members, who recruits a new member will receive $5.00 off their next renewal. Each member can recruit up to three new members for the discount. The motion was made by Moe and seconded by William. The motion carried 6-1 with Jamie being the lone dissenter.

The Standards Committee was given by Paul for Chairman Bob Sherwood. There was a question about some budget items on the submitted budget, and it was agreed that the Treasurer would contact Bob Sherwood to clear this up. Paul asked for a motion to change the name of this committee to the Engineering Committee. This motion was made by Jamie, seconded

by Lee, and carried unanimously. There was some discussion about the NMRA accepting the NASG standards, and it was recommended that Bob Sherwood contact Ed Loizeaux for further information.

The Contest Committee, the S-Mod Committee, and the Elections Committee did not submit reports.

William Moore submitted the Treasurer's Report. It was moved to accept the Treasurer's Report as presented. This motion was made by Moe, seconded by John, and passed unanimously.

The only item of **Old Business** involved a project to have engraved badges made available to the members. Moe gave an update on this. He said they should cost $10.00 each, and they will be available through the Clearinghouse. An order form will appear in the *Dispatch*.

There were three items of **New Business**. The first was a request from Lionel for a complete financial statement from the organization. After some discussion, it was agreed by the BOT that such a disclosure to them was not a reasonable request, and that we would politely decline to send it along. The next item involved Perles Publication Award. It was decided that BOT members could give the chairman of the selection committee up to two honorable mention choices that could be awarded certificates at the chairman's discretion. The last item was a letter from Bob Werre to several board members. It was discussed, but no board action was taken.

Motion to adjourn was made by Moe and seconded by Jamie at 5:20pm.

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NASG Annual Membership Business Meeting Minutes - 1998

The **1998 NASG Business Meeting** was held at the Holiday Inn in Worcester, MA on July 12. The meeting was called to at 9:20 am. BOT Members present were President Paul Stevens, Treasurer William Moore, Secretary Jamie Bothwell, Eastern Region Vice-President John Foley, Central Region Vice-President Tom Nimelli, and Western Region Vice-President Lee Johnson. Approximately 55 members were also in attendance.

Paul Stevens began the meeting by addressing the members gathered. He thanked those members present for attending, and noted that the number present was the largest in recent memory. He then asked for a motion to accept the minutes of last yearÕs meeting as printed in the Dispatch. This was offered and passed unanimously.

Paul summarized the **committee reports** given to the board as follows. The Denver convention made a profit of $3,146.00 of which the NASG gets half. The 1999 Convention will be in Minneapolis July 25 to the 28. The Clearinghouse reported that AF shirts can no longer be produced because of a large fee Lionel wants for the reproduction rights. Other items will be restocked and some will be offered in new colors. The 1998 AF car, a Magnolia tank car, has arrived, and most attendees had a chance to see it. Members who had ideas for future cars were asked to forward them to Committee Chairman Doug Peck. This year's car from the Freight Car Committee, a UP flat car with excavator, had sold 261 of the 300 cars ordered before the convention.

The current membership is over 1,200, and Paul reported that they were still receiving several renewals a day before they left.

The new web site has added 63 new members to the roles. The web site itself had 6,412 visits since its inception.

Future *Dispatch* labels will include bar coding which should save the organization about $100.00 per issue in postage costs while speeding up delivery time. As reported in the minutes of the BOT meeting, the Standards Committee has changed its name to the Engineering Committee. They are preparing to submit the S3 and S4 standards to the NMRA. The S-Mod standards are also being reviewed.

The *Dispatch* can use your submissions. Articles and modeling photos would be especially helpful. It was mentioned that Jeff could also use *Meet an S Gauger* pieces. Members were encouraged to write these even about themselves.

Promotions Committee Chairman Joel Lebovitz outlined three programs his committee has been working on. The first will reward clubs where all of the members are NASG members. The second will be a series of prizes awarded to clubs that display S gauge layouts at public shows. The third involved packets of information to be sent out to clubs doing shows that could be distributed to interested parties. More information on these will be published in a future issue of the *Dispatch*.

Paul Stevens finished the committee reports. The Contest Committee is searching for a Co-chairman. The Election Committee is calling for nominations. A notice to that effect appeared in the latest issue of the *Dispatch*.

Treasurer William Moore reported that last year he budgeted $100,000 and the income for the year was $99,700.23 against expenses of $97,722.22, so the organization was ahead $2,005.81 for the year. He has budgeted $100,000 again for this year. A motion was made from the floor to accept the Treasurer's report as read, and this carried unanimously.

There was no **old business**.

In the first item of **new business** discussed, Bill Lane asked whether a dues increase should be considered in light of the amount of our budget that comes from the various car projects we run. Members expressed concern that Lionel could restrict or curtail their project in the future causing a financial strain on the organization. Paul answered that for the present the Lionel car project seemed safe.

The Freight Car Committee has proved a resounding success, and would help ease the setback if Lionel were to pull out. Also there has been contact with another manufacturer who has expressed an interest in the S scale market. It was suggested that a letter to Lionel might be in order. Bill Lane asked Paul about the terms under which we do business with Lionel. Paul replied that the organization deals with Lionel on our terms as much as possible. Paul explained Lionel's request for a complete NASG financial statement, as

described in the minutes of the BOT meeting, and explained that the BOT voted unanimously not to send such information to them.

A member asked about the quantities of cars ordered through these projects. Paul answered that the NASG received 1,031 of the Magnolia tank cars, and said that at this time over half of these have been sold. Alan Evans, Freight Car Committee Chairman, reported that of 300 flat cars ordered, there are only 29 left. A member asked Alan if the Freight Car Committee planned to use various manufacturers because they have used S-Helper Service twice. Alan stated that they were absolutely planning to use different manufacturers. It was mentioned that the Ready-to-Run market needed to be served for this project to be a success, and that both the scale and Hi-rail markets needed to be served. Bill Fraley of the Lehigh Valley S Gaugers explained how that club, in a recent car project, had sold a large percentage of the cars in built-up form. Paul noted this and agreed.

He then explained that the organization was on firm financial footing, and that he saw no need to increase dues at this time.

A member asked if the BOT could change dues, or if it required a vote from the membership, and if such an increase could be carried out before the next renewal if necessary. Paul answered yes to both these inquiries.

A member asked if election ballot totals could be printed again in the *Dispatch.* There was some discussion about the merits of this, and Paul said that the organization would try to return to this policy in the future.

Bill Fuhrman started a discussion about public promotion by suggesting that we set up a plan to open the dealer room one day during a convention. Paul noted that this would be good for the dealers too. Kent Singer noted that members who paid to attend would not be happy if others were let in free. All parties agreed that some fee would be charged.

Gregg Miller told of the Altoona convention in 1995 where they ran a train show on the Sunday at the end of the NASG convention. He said that while attendance was great, not many of the S dealers stayed around for the show. It was asked if the NASG could do something to realign the format of conventions to promote better public participation and insure the dealers being in attendance that the public would be allowed to attend. Paul pointed to the closed dealer room on Friday at this convention as an attempt to help some of these problems.

A member said that he spent $30.00 to get two guests in to look at the layouts for an hour, and he felt that was expensive for what they took part in. It was suggested that the NASG look at the way in which other groups such as NMRA and the Narrow Gauge Convention are run. As a member of the Convention Committee, Lee Johnson addressed these concerns. He said that at this time there is no provision to impose a schedule on the host club. He said that the Convention Committee should have checked into the issue of public access to the convention, and will do so in the future.

It was agreed that Worcester had been a great convention for the membership, but further steps could have been taken to encourage participation from the general public. Another idea suggested was to give a free one day pass to anyone who joined the NASG that day.

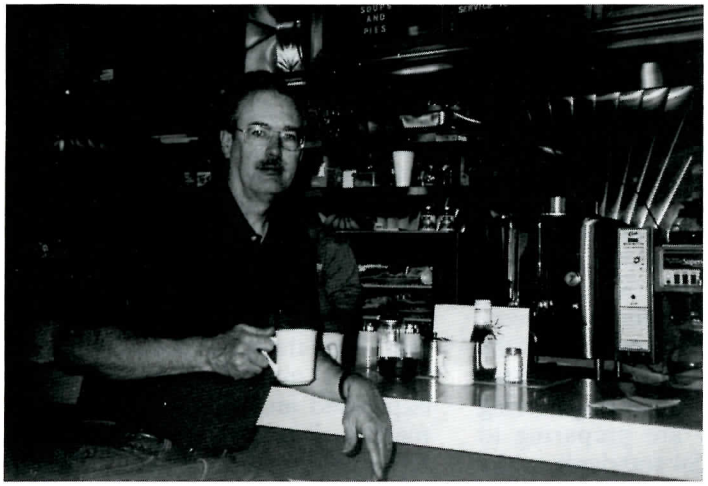
The project to produce engraved name tags for members was outlined. Members were told to look for an add in a future *Dispatch.*

Member Bill Fuhrman thanked John Foley for the outstanding job he has done recruiting new members and selling off NASG inventory. John in turned thanked the Marks' family for all their work on the Clearinghouse.

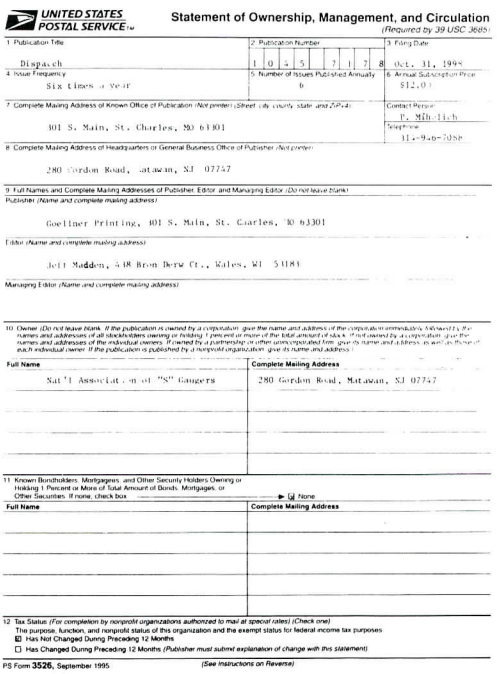
Bill Fuhrman also thanked Jeff Madden for the fine work he has done on the *Dispatch.*

Motion to adjourn was made by Gregg Miller and seconded Howie Welder at 10:20am.

#####



Your editor is enjoying a cup of Java at the Sunrise Diner in Jim Thorpe, PA. The depot there is a restored depot turned museum and a tourist line (diesel) runs on weekends. This was a stopover on the way to Steamtown and the convention. Who took the photo?



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

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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; interio r 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
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