



# DISPATCH

To wds

VOLUME 5 NUMBER 1

NASG NEWSLETTER

JANUARY-FEBRUARY 1982

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THE DISPATCH is published six times per year by the National Association of S Gaugers for the benefit of S Gauge model railroading. All editorial material is contributed gratis.

All material for publication should be sent to the editor at:  
1412 Winding Way Lane  
Silver Spring, MD 20902

## INTERCHANGE YARD

SELL OR TRADE: The following Sn3 items PFM brass: C-16 loco, Pagosa Junction Car and Short Caboose. Tomalco kits (each includes a pair of Tomalco trucks): Sn3-1 Box Car, Sn3-8 Flat Car and Sn3-10 Hi-Side Gondola. \$400 or trade for Alco Models S scale RS-3. Walt Danylak, 115 Woodland Road, Syracuse, NY 13207 or call (315) 479-5879.

WANT: Old flat, gondola, or hopper bodies for conversion articles for DISPATCH. Can be AF or scale. Geoff Graeber, 1412 Winding Way Lane, Silver Spring, MD 20902

## FROM THE MAIL POUCH LETTERS FROM OUR READERS

R.F.D. 5, Box 5445  
Brunswick, ME 04011  
January 17, 1982

To the Editor, the NASG DISPATCH:

Here are some items that might be of interest Lindberg Products has some plastic kits in 1:60 scale. The one I found is an earth mover set: big tractor in front with scraper, loader unit behind. This one was about \$5.00. Lindberg has a catalog available.

Fleetwood models has a big Kenworth tractor (as used in "BJ and the Bear") for \$1.79 in a local discount store.

Sincerely,  
Gene Fletcher

HOQUAT HOBBIES  
BOX 253  
DUNELLEN, N.J. 08812

December 24, 1981

Geoff,

I am putting you in for a complimentary subscription to our newsletter to give you information for the manufacturer's column.

Thank you for the review. Considering that it was my first attempt, I can't complain too much about the so-so review. At least I learned a few things during the process that should improve the next kit (when I find the time to try again).

One note: We also offer a less expensive Michigan Central kit for \$13.95. This is basically a Scenery Unlimited kit with a set

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### CREATING A NEW YORK CENTRAL LOCOMOTIVE FROM THE ALCO MODELS RS-3

While I do not profess to be an expert on New York Central diesels, I have amassed a rather large amount of information on their RS-3's in order to detail my own and have them painted. Since I understand several other RS-3 owners are planning NYC colors I thought I would share some of it.

Internally the locomotive suffers from two faults; the motor is undersized and the frame sits too high off the ground. The motor is rated at only 1/3 to 1/2 amp so I would not recommend weighting the model. Several people I've spoken with have converted to larger motors, but as I haven't, I'll leave it to one of them to explain how. The high frame affects both coupler height as well as overall appearance. It can be solved by removing .035 to .040" from the shouldered washer between the truck and frame. To remove the truck it is not necessary to remove the base plate under the wheels. Remove the sideframes by taking out their two screws and carefully spreading them a bit to pop them off. Then take out the screws (4) holding the chassis on the superstructure and drop it out. Remove the large head screw in the gear tower to release the drive shaft and then take the truck off from the top. I also drilled and tapped the 4 chassis mount brackets (on the superstructure) to accept 2-56 screws. The use of 2-56 flat head screws for chassis mounting reduces the risk of the trucks shorting out against them on sharper radius curves.

Externally there are quite a few differences between the Alco Models unit and a NYC RS-3. Luckily, most are minor so it is up to the individual modeler how close he wishes to emulate the prototype. Alco Models own advertising photo of NYC #8257 (Jan/Feb 1982 S Gaugian, page 10) is a good reference for some of the differences. Close inspection reveals 5 items:

1. NYC RS-3's had classification lights at both ends.
2. Central units used twin sealed-beam headlights.
3. NYC engines were equipped for multiple unit (MU) operation requiring the "Y" endrail to be split in half. As

modeled the unit is not equipped with MU controls.

4. The endrail extends out as far as the siderail when viewed head on.
5. A train control motor-generator is mounted just above the engineer's side hand rail in front of the cab.

Some other external appearances (differences) not evident in the photo include:

1. The Central owned 135 RS-3's and 113 of these were equipped with steam generators when new. This dual service equipment required an air intake, steam exhaust port, and auxiliary boiler exhaust stack be located on the short hood.
2. Most NYC units had 3 cab windows not 2. The only group I can find with 2 cab windows when new were Class DRSP-6c, bearing numbers 8244-8280. All of these units were steam generator equipped.
3. As the units grew older many had two small windows over the short hood blocked. I do not know if this became general policy for all engines as they were shopped, but my suspicion is that steam generator equipped engines were treated this way as the generator exhaust rendered these windows useless anyway.
4. In 1966 the units were reclassified and renumbered from the 8000 to the 5000 series in anticipation of the Penn Central merger. By this time most of the steam generators and class lights had been removed, and the classier "lightning stripe" color scheme was long gone too.

Obviously these are only a few of the modifications. As with most locomotives there were enough individual locomotive to locomotive changes to allow a prototype for anything! I chose to model the units as delivered in 1950 to 1953. As a result, I had the following numbers to choose from:

Dual Service (Steam Generator Equipped,  
Units: Numbers 8223-8230; 8244-8280;  
and 8285-8352

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Freight Only Units:

Numbers 8231-8243; 8281-8284; and P&LE  
Units 8353-8357

Since my units were to be custom painted, paint color was no problem. The Floquil and Scale-cote people have that covered pretty well anyway. I made the modifications I wanted to the models external appearance and then began the long search for the correct decals. A NYC RS-3 has five major decaling areas: 2" lightning stripes, 2" safety stripes, 5" high "New York Central" on the long hood, 5" numbers on the ends, and 8" numbers under the cab window. The custom painter volunteered to do the lightning stripes with 1/32 (2" scale) decal stripes or pin striping. The safety stripes were more of a problem. To my knowledge no one makes true 1/32" zebra stripes so I compromised on Enhorning decal set #S-81. These are white zebra stripes that are about 3/64ths (3" scale) in width, but the effect is satisfactory. The 5" letters and numbers came from two Walthers HO sets: 71-01 and 71-93, the lettering from the latter. Both these sets also provide numerous detail decals useful on these diesels as well as other NYC decaling projects (I used the 71-01 set for the 5" numbers I needed to finish my Locomotive Workshop Alco FA/FB-2's). The only 8" numbers I have found to date that fit the correct NYC script style (check the shapes of 1's and 2's!) are from Enhorning box car decal set #'s SB-342 and SB-6231. These are available from Delaware Valley S Scale Supply.

If anyone has any questions or has found information that further expands on what I've said here, I would be happy to correspond with them. The book Diesel Locomotives of the New York Central System has some excellent pictures of RS-3's if you can get your hands on a copy. By the way, when you're searching for a number for your locomotive, please do not use number 8284 or 8305 - I already have! Enjoy...

- by James A. Kindraka

PLEASE REMEMBER TO START MAKING YOUR PLANS FOR THE 1982 NASG CONVENTION WHICH WILL BE HELD IN CLEVELAND, OHIO, AUGUST 19, 20, 21, 22, 1982. HEAD-QUARTERS WILL BE THE SHERATON-HOPKINS HOTEL. THE CUYAHOGA VALLEY "S" GAUGERS WILL BE THE HOSTS.

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of Michigan Central sides (no ends). The sides are slightly larged and the lettering is larger. It is really oversized when compared to the prototype which was a much lower car than the "S" kit.

- Jeff Wilson  
for Hoquat Hobbies

P.S.

With your permission, I would like to rerun the review in my newsletter. Let me know if it is O.K.

Editor's note:

It is fine with us if you rerun the review in your own newsletter as long as you give Ed Loizeaux the credit for it.

I have seen the kit and think it is a nice addition to the list of S Gauge kits. I think it is an excellent first effort.

Dear Geoff:

There is one item in the "notes" on the business meeting at Syracuse that perhaps should be elaborated on. My question as to whether the manufacturers would modify their products to conform to the NASG's newly adopted track and wheel standards was addressed to Jan Lorenzen. He had just a few minutes previously addressed the meeting as a spokesman for the manufacturers who had gotten together during the convention. It was Mr. Lorenzen who responded YES.

It will be interesting if it actually happens.

- Tom Hawley  
2311 Strathmore  
Lansing, MI 48910

P.S. When all of the corrections are in, will the status change from 'notes' to 'minutes'?

EDITOR'S NOTE: THE STATUS WILL CHANGE FROM "NOTES" TO "MINUTES" AFTER ALL CORRECTIONS AND ADDITIONS HAVE BEEN APPROVED AT THE ANNUAL MEETING THIS AUGUST IN CLEVELAND.

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REPORT ON PROGRESS OF THE  
NYC NIAGARA PROJECT

Dear NYC Niagara fan:

The vote is overwhelmingly in favor of seeking a lower cost quote from another manufacturer. I have contacted Sunset Models and they are very willing to cooperate with us. They will be glad to sell direct to us at the dealer net price as long as we have cash up front for the entire production run. He does not want the risk of unsold locomotives on his shelf. Since this loco is very unique and used on only one railroad, his concern is understandable. His unofficial (but knowledgeable) estimate is that the cost should come in at \$150 to \$200 below the first estimate from ALCO models. Until the quote actually arrives though, don't interpret this as a sure thing.

As of now, I've sent for 8 blueprints from the NYC Historical Society showing the Niagara in all its prototypical detail. Also, I've sent for several photos from ALCO Historic Photos in Schenectady. As soon as I receive these blueprints and photos, I'll rush them off to Sunset for a quote. He expects the quote in 4 to 6 weeks after he receives the materials. Thus, we could have a quote by the end of March quite possibly. If the quote is in the range of \$360 to \$400 as we unofficially expect it will be, then we have enough interest to commit for 100 units. However, we should all continue to talk up this project among our friends since if we get 125 to 150 orders, the price will decrease even more. I am still getting phone calls and letters on a slow, but steady, basis even now. Some 0 gauge collectors are expressing interest also. Sunset feels that we could get delivery in less than 6 months but again, we have to wait for the official quote to be sure.

Also, you will see a flood of brass imports in S very soon. A GP-7, GP-9, RS-2, RSD-4, RSD-5, and an FP-7 are all going to be available during the summer of 1982 from various companies. I now have concern that the interest of many folks will turn away from the NYC Niagara toward some other loco. Thus, when the time comes for the Niagara, some of us will have spent or obligated their ready cash for something else. Without Niagara orders, this loco cannot be built. The other locos do not require advance

orders, but will probably be in short supply. Please plan your cash flow carefully so that the Niagara is not jeopardized.

At this point, I'd like to ask you to reconfirm your interest in this project. Please write me NOW and indicate your definite willingness to purchase this loco IF the price is \$360 to \$400 approximately. Please also include a SSAE for me to help out with postage expenses. I've spent about \$80 for blueprints and photos already, and I'd appreciate your help on the stamps. I've marked below what your previous letters have indicated and I have shown in my records. Please confirm this number to me and, if possible, let me know if it can be increased. Many thanks. Also, do you want separate tenders?

One last note. Let none of the above be construed as criticism of ALCO. They have done S a giant favor and I, for one, appreciate it.

- Ed Loizeaux  
15611 Kavin Lane  
Monte Sereno, CA 95030

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Dear Mr. Graeber:

The first thing I noticed in the Sept-Oct issue of the DISPATCH was your request for Alco RS-3 road switchers.

I have just purchased one from a Florida Dealer and the Model is superb. This Dealer had one additional Model in stock and it may be of value to you to inquire if still available.

The Dealer is DeWitts R.R. Models, 857 South Orlando Avenue, Winter Park, FL 32789. The phone number is (305) 629-1365. I hope this helps someone to get one of these models. Really great!

I hope more such models come from Alco. Best wishes to the DISPATCH.

Sincerely,

Carl H. Mayer  
656 Cypress Road  
Vero Beach, FL 32960



## EXCERPTS FROM CLUB NEWSLETTERS

## SOUTHEASTERN MICHIGAN S GAUGERS

## Minutes of the December 13, 1981 Meeting

The S.M.S.G. corner modules, financed by the Club and constructed through the efforts of Gaylord Gill and Sig Fleischmann are standing on their own. When bolted together, the units are quite rigid and require a minimum amount of bracing. The actual number and size of any supporting members will be determined at a later date, dictated by future "set up" experiences. It was one year ago during the December meeting at Gaylord's house, that the Club decided to sponsor a Modular Layout. The end units, along with a 48 x 36 inch module built by Gaylord were the highlight of the December Meeting of the S.M.S.G.

Gaylord's Module, designed with an emphasis on scenery development, has the usual double track mainline passing over a not so usual scratch built deck girder bridge about 70 scale feet long. The framework is made up of 1 x 4 lumber, dropped approximately 50 scale feet below normal track level. It appears Gaylord is planning to take full advantage of the additional depth created by his "drop" construction. Incidentally I have it from reliable sources that this module is only the beginning of the Grand Valley Northern Railway System, now in the planning stage at the home of President Gill.

It was agreed that Gaylord could have the Code 126 Rail available as compensation for nuts, bolts and hardware he contributed for the fabrication of the end units.

Gaylord has also met with Mr. Dick Hait of the North American Railway Modelers, an HO Modular Railroad many of the S.M.S.G. Members enjoyed at the NCR Convention in the Troy Hilton, the summer of 1980. Gaylord is arranging a get together of the S.M.S.G. and N.A.R.M. in the near future.

Sig and Gaylord are still asking for help on these end units. They meet at Gaylord's home on Wednesday evenings.

Stelmach submitted a progress report on the display layout. It was decided the layout height would remain the same. The tunnels

at one end have been removed to allow for track reconstruction. The joiner portions are made up 10 inch long pieces of plywood, each end having P.C. board epoxied to the joiner. Rail will be soldered directly to the P.C. board. The joiner will be precisely located and secured at each end with a  $\frac{1}{4}$  or 5/16 flat head machine screw, epoxied to the joiner and bolted to the roadbed with wing nuts from below. Tunnels will be rebuilt in a much more realistic manner, also providing adequate clearance to run an A.F. Pacific or Atlantic. The castors that Gene Holob donated are now on site with display layout at Dave Held's home.

IN THE WHAT'S NEW DEPARTMENT:

Sig brought a set 6 "Road Champs" modern diecast vehicles (just right for S) purchased at K-Mart. The best part - all 6 for \$5.95. Dave Held displayed his recently acquired Alco RS3. Tom Hawley passed around his Michigan Central Refer Kit, partially completed, that he purchased from Hoquat Hobbies.

## OTHER BUSINESS:

Dan Pevos paid his 1982 dues and donated another five spot to the treasury. Note: Dan was the first and only member to pay. 1982 dues are DUE! Please plan to pay at the January Meeting. Dan also volunteered to host the March Meeting.

Since Joe Zewecki joined the Club in November it was decided to apply \$2.50 of his dues payment to the 1982 dues.

The January Meeting of the S.M.S.G. is at the home of the Port Huron and Northern Railroad, and sponsored by David Held.

Remember, January is election month and time to fatten up the treasury. Please plan to attend.

Respectfully,

David O. Held  
Secretary-Treasurer



SOUTHEASTERN MICHIGAN S GAUGERS  
MINUTES OF THE JANUARY 10, 1982 MEETING

It was a cold afternoon with temperatures hovering around the zero mark, when the SMSG met at the Port Huron & Northern Roundhouse on Sunday, January 10, 1982. The five attending members and one guest each took a turn at the throttle hauling assorted freight drags through the Michigan countryside. Motive power included one or both of the newly acquired Alco RS-3's on the point. I'd like to thank Bob Stelmach, Mike Coffman, and Tom Hawley for their help in completing the main-line tracking of the Port Huron & Northern in time for the Sunday meeting.

President Sig Fleischmann called the January meeting of the SMSG to order:

Modular layout update 0 sig reported that all legs have been attached and the modules are standing (see previous issues of newsletter). Present concern was to verify that all units when assembled were square within approximately 1/4 of an inch. Various methods to determine normality of the units by practical measuring techniques were discussed.

Display layout update - The display layout was set up in the Port Huron & Northern Roundhouse allowing attending members to inspect and comment on the progress of the rebuilding program. Bob Stelmach pointed out the various design features of the new track connections and scenery development.

1982 Election of Officers - Tom Hawley made a motion to retain the present officers of the SMSG, Sig Fleischmann as President and David Held as Secretary-Treasurer. The motion was carried by Dan Pevos and Robert Stelmach.

After the formal meeting was concluded the crew chowed down a large kettle of home made chili and corn muffins -- they devoured the whole thing!!

Mike Coffman, the SMSG guest for the afternoon and a Lionel tinplate builder, displayed his William's preproduction passenger car and a Marx Gondola he is converting to scale. Mike is building an eight foot highrail module using gargraves track. The module is partially scenic using repainted and kit-bashed commercial structures.

Coming Events (Submitted by Tom Hawley):

- Sun. 21 Feb 82 Model Railroad Flea Market  
Ann Arbor: Pioneer H.S.,  
Stadium Blvd. at South  
Main - 10 AM. The SMSG  
hopes to display its port-  
able layout.
- Fri. 7- Sun. 9 North Central Region (NMRA)  
May 82 Spring Convention, Perrys-  
burg (Toledo area) Ohio.  
Model railroading in all  
scales and gauges, clinics,  
layout tours, railfanning  
including trolley and live  
steam, etc. (This is not a  
flea market or "train meet")  
The SMSG would like to set  
up some display, perhaps,  
the portable display lay-  
out. NMRA membership is  
not required to attend.

Mid-August NASG Convention, Cleveland

NMRA Slide Clinic - Tom Hawley presented his monthly contribution -- a clinic explaining the workings and construction of a 10 stamp mill typical of the complexes built and used at the turn of the century in Colorado. Thanks for the show, Tom.

As noted in the last Newsletter, Gaylord Gill was arranging a get-together of the SMSG and Dick Hait's Modular Club, the North American Railway Modelers. Well, Monday evening, January 25th was the night. Dick and his club have built a 22' X 34' HO gauge modular layout used for display and enjoyment of the general public. Accurate assembly of the modules and the precise track work insure almost flawless performance at any show. This was evident when the SMSG members took a turn at the throttle. Dick and his colleagues were very patient during out performance??? and his general explanation of the club's function. Thanks Dick for a very enjoyable evening.

The next meeting of the SMSG will be held at the home of Tom Jenkins; 2:00 PM, Sunday, February 14th.

Respectively submitted,  
David Held  
Secretary/Treasurer



CENTRAL NEW YORK S GAUGE ASSOCIATION  
NOTES FROM JANUARY, 1982, NEWSLETTER  
NOTICE TO ALL MEMBERS

A regular meeting of the Central New York S Gauge Association, Inc., will be held Thursday, January 14th, 1982, at 8:00 PM and at the United Church of Christ, Mattydale, NY. Featured business at that meeting will be:

1. The Election of Directors and Officers
2. Proposals to change the Dues structure.

Members of record on December 10, 1981, are entitled to vote at this meeting and to seek an office in the Corporation. Special note should be given to the requirement that a quorum is essential to the conduct of business at this meeting. That means at least eighteen (18) members must be present.

THE CLUB GETS A CHRISTMAS PRESENT

Ernie Carr and his Alpha & Omega Railroad presented another of his magnificent creations to the club layout. This time Ernie built us a fine colonial house, complete with yard, foliage, trees and people. With all of the beautiful structures Ernie is constructing for us, we really should consider naming our budding metropolis Carrson City!!

OTHER LINE NOTES

Workshops, primarily for work on the club layout, will begin again with the coming of the new year. Al Collins and John Pearson will co-chair the operation of the sessions.

A total of \$30.00 had been collected from donors toward the club's purchase of a set of the Lionel/AF B&O freight cars. We still need benefactors.

In contrast to what we did last year, we will not be invoicing the NRHS local chapter for our expenses in participating in this year's Train Fair. We are, instead, just grateful to the NRHS for allowing us to be so visible in the model railroading world exhibited there. And, too, we are grateful for being able to sponsor a once-again-successful "white elephant" sale.

Further late word heard out of the NRHS local chapter is that rumored expansion of the Train Fair next year will not include the larger Center of Progress building or a train meet, in addition to the show.

Channel 24, our local Public Broadcasting System station is showing the program "Trains, Tracks & Trestles" at 2:30 Saturday afternoons. Our club is fortunate also to have some tapes of those programs for our private use.

Welcomes to Rick Lewis and Bob Laubach as full fledged members of our gang! Neither are by any means strangers to us, and we are proud that they have chosen to carry our cards. Both bring significant talents to our midst.

Dues are due. We urge prompt payment of them before they go up. Maybe.

Josh Seltzer and, apparently, a consortium of S Gaugers have purchased the well-known business of the late Howard Sandusky. S GAUGIAN magazine reports that after an extensive inventory and settling down time, some form of the business we came to know as Sandusky's will be continued.

TRAIN MEETS UPCOMING

- |             |   |
|-------------|---|
| January 17  | TTCS 2nd Annual Mohawk Meet: Union Station, Main Street, Utica, NY. 9 AM for members, 11 AM for the general public. \$1.00 at the door. This is a good show, and a very convenient train ride away on AMTRAK. |
| February 28 | Central New York S Gauge Association, Inc., MID-WINTER TRAIN MEET - Borios Restaurant 10 AM to 3 PM. Another great one!   |
| February 14 | TTCS at Leisureland   |
| March 14    | TTCS Shamrock Meet at Rochester   |

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May ? TTCS Meet at the War Memorial  
Syracuse

#### THE LITTLEST S GAUGERS

I can't resist writing about little 9½ month old Justin Steinbach, who will sorely miss his first exposure to Christmas and the magic of his first playtime with a toy train. Impatiently, he would wait trackside until Mom or Dad came along to get ol' reliable 290 rolling with its local Santa freight string of five colorful cars. Then, with an ease that astounded a delighted Dad, Justin operated the little transformer to make ol' 290 stop at his will (Dad says at the junctions along the right-of-way beneath the Christmas Tree). Justin, you ain't seen nuthin' yet!

VISIT THE NEW NORTH SYRACUSE BRANCH OF SYRACUSE TRAIN & HOBBY! Right in the village and staffed principally by Sandy Handley.

- Your Yarn Spinner  
John W. Steinbach  
Sec'y. CNYSGA, Inc.

#### CENTRAL NEW YORK S GAUGE ASSOCIATION NOTES FROM FEBRUARY, 1982, NEWSLETTER JANUARY MEETING REVIEWED

Last month's YARD YARNS noted that a quorum of members (simple majority) was absolutely required at the upcoming January meeting. By the membership list of December, that meant 18 members had to attend. We missed that figure by one; 17 attended. Previous meetings showed attendance at between 20 and 25. So who could have been there, should have been there, but wasn't for the January meeting?

The upshot is that very little was accomplished. The business slate included, most importantly, the election of Directors and Officers for 1982. Due to the lack of a quorum, this was postponed to the February meeting.

So the plea is renewed, but this time for the February meeting the 11th.

Every member should make an effort to be there. Not only will the election take

place, but also plans will be finalized for our annual MID-WINTER TRAIN MEET, February 28th at Borio's Restaurant. Too, we have invited a half-dozen people interested in our organization to attend as guests.

#### TOM CANNE'S HOTLINE

Tom usually is a terrific source person for things available, and now he has heard about a Cazenovia lady who has a complete loco bell for sale. Also, he got a call about a couple of Montreal priests who were selling their \$140,000.00 collection of toy trains - standard gauge, Lionel and AF. As of last month, some Flyer items were still available. Interested persons should contact Tom Canne for further details. His number is 668-6111 (a.c. 315).

#### WORKSHOPS

Co-chairman Al Collins has scheduled workshops for the first Tuesdays and the third Thursdays of each month. Efforts at the workshops, to be held at the club facilities will be concentrated on the club layout. Priority will be given to work on trouble spots on the layout, laying more track and constructing switches. For further details, Al can be called at 458-4111.

#### IN BRIEF . . .

John Steinbach announced his appointment as Club Car and Contributing Editor for S GAUGIAN magazine.

Bob Eves reported some problems he encountered on his new Lionel AF B&O set which others may want to watch for. He had difficulties with the new "E" unit in the diesel, and the light bulb supplied in his caboose was too large. That resulted in a partial melting of the caboose roof due to the heat generated by the bulb.

The club is still looking for benefactors who would like to donate toward the club's purchase of a set of the B&O freight cars.

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The club's scale layout, which has fallen into a state of some disrepair is now in the care and custody of John Brutcher. The consensus of the members at the January meeting regarding ultimate disposition of it was that it should be donated to John, no one else being interested in purchasing it, since it originated largely through him.

#### REMINDER

Next Meeting - IMPORTANT - FEBRUARY 11th, 8:00 PM at our HQ., the Malden Road United Church of Christ, Mattydale.

Also, the Mid-Winter Train Meet - February 28th, 10:00 AM at Borio's Restaurant, Lakeshore Road, Cicero.

- John Steinbach  
Secretary, CNYSGA,  
Inc.

#### BRISTOL S GAUGE RAILROADERS MINUTES OF MEETING OF NOVEMBER 22, 1981

The November 22, 1981 meeting of the Bristol Club was held at the home of Winston Brasor in Fairhaven, Mass. For most of us, it was our first visit to his beautiful home and his spectacular high rail layout. As members arrived, they quickly proceeded to the basement to observe the operation in progress on Win's large and well detailed layout. Among the many spectacular features of this railroad were a multi-stall roundhouse and turntable, an eight track passenger terminal, a multitude of bridges and double track mainline.

Win also had his own flea market and a display of more of his modelwork and an AF collection all laid out for inspection on the third floor.

We finally managed to tear ourselves away long enough to hold a very important business meeting. The meeting started at 3:25 and was attended by 14 members (an excellent turnout considering the distance) and 4 guests. The club was pleased to welcome past members Bill Henry and Bill Boucher. Joe Drosak was officially voted in as a new member (Welcome aboard Joe -- finally)!

After the past minutes and treasurers report were read, a letter from Geoff Graeber of NASG offering assistance with our upcoming convention was read by Tom Coughlin. We were invited to call on the NASG DISPATCH for any information or assistance we might need.

Correspondence from absent members (Gene Fletcher - soon to be married and Bob Wall in Japan) were read to the members. Bob sent many comments and suggestions concerning convention planning including developing a vacation package thru a travel agency; having an operating layout (possibly modular) at the convention; a visit to South Station terminal and yards; using Boston Light as our logo and possibly producing Bristol Club decal sets in lieu of printed car sides.

It was reported by President Riley that Walt Danylak of the Syracuse group had called and appealed for help in selling of the balance of the 1981 convention cars. Unfortunately, the members of the Bristol Club don't normally take table space or actively sell merchandise at the meets or local train shows, so it is doubtful we will be able to help liquidate his inventory.

The main topic of discussion was the time and place for our upcoming convention. After a quick debate, it was unanimously voted to hold the convention over the Memorial Day weekend in 1983, with registration to start sometime Friday; main events on Saturday; banquet Saturday night; full program of tours and clinics on Sunday, and elective layout visits on Monday for those able to spend the extra day. It was suggested that we should be able to get an extremely attractive room rate from the hotel for those able to stay Sunday night. The hotel committee (Tom Coughlin, John Medland & Bob Brown) reported on their visits to several possible sites and, in general, the results were very promising with several motels interested in our group. It seems that Memorial Day weekend is particularly attractive to area motels due to typically low patronage over this holiday. The committee was still awaiting formal proposals from several motels and the Club

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also asked that a few other sites be considered. Among the motels presently under consideration are the Radison Ferncroft, Inn on the Pike (Best Western) in Danvers, Holiday Inns in Lynnfield and Woburn, The Colonial, and the Ramada Inn in Woburn. We want to be able to make our final selection at the December meeting, so we can proceed with the balance of our planning.

The business meeting adjourned at 4:45 at which time we all went back to the basement to see more of Win's fine layout in operation. At 5:30, those of us able to stay, went to Skipper's (a nearby restaurant) and enjoyed an excellent meal complete with salad bar and private room.

For those members not able to attend, I strongly recommend that you make a special effort to make any future meetings at Win's home. The trip is well worth the effort!

BRISTOL S GAUGE RAILROADERS  
MINUTES OF THE MEETING OF DECEMBER 13, 1981

The home of Reg Smith in Wenham, MA was the site of this meeting, which was attended by eleven members and two guests. Arrival time was 2 PM and the members and guests immediately visited Reg's collection of model railroad equipment of various gauges. S Gauge is prominently displayed, but he also specializes in some fine O and Standard Gauge items. His operating railroad is HO Gauge which serves as a showcase for his excellent collection of European type locos. All of us S Gaugers were polite and spent quite a bit of time watching this HO Gauge line. Incidentally, it runs beautifully.

At about 3:05 PM President Paul Riley called the formal business meeting to order. The Secretary's and Treasurer's reports were read and accepted. A report by the committee on selection of a site for the 1983 NASG convention revealed that this committee had several more motels to visit and evaluate. Therefore, after general discussion regarding the requirements for running the convention, a decision was reached to defer the final site selection until the January meeting. Each motel under consideration will be revisited by entire committee prior to the next meeting.

The meeting adjourned at 3:50 PM and those present returned to the Smith railroad and collection. Reg has done track work on the HO layout since our last visit allowing for improved operation.

The Pewter Pot Restaurant in Danvers was the choice for our meal. All who had the time available to spend on such unnecessary activities as eating had a very enjoyable meal. We departed with many wishes for a Merry Christmas and a Happy New Year. The next meeting was announced for January 24th at Tom Coughlan's in Melrose.

BRISTOL S GAUGE RAILROADERS  
MINUTES OF MEETING OF JANUARY 24, 1982

This meeting was held at the home of Tom Coughlan in Melrose, Mass. The basement of this member holds one of the finest S Scale railroads in existence. As usual, with the Berkshire Central as the main attraction, we had a very large attendance at this meeting. There were 15 members and 3 guests who enjoyed the afternoon of operation on this railroad.

Among the highlights of the operating session were two of the new Alco RS-3s (owned by Bill Morris and Paul Riley) at the head end of a 20 car freight train. Everyone agreed that these are truly fine running models. We also observed a recently assembled Rex Suburban which got some break-in time on the long main line run this layout offers. Tom also ran several of his fine running locomotives (NKP Berkshire, Nord Mikado, Cleveland Ten Wheeler, 2 suburbans, etc.) in both freight and passenger service. We are all pleased to know that this layout will be one of the featured attractions at the upcoming 1983 national convention.

The business meeting was convened at 3:30 PM with Tom reading the minutes of our December meeting plus the treasurer's report. Bill Morris was officially voted in as a member of our club.

The main topic of discussion was the 1983 convention. The convention committee reported that the Holiday Inn in Woburn, Mass. will be the site for this event. It was reported that they offered us the best

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package of room rates, function room rates and special features. With May 27, 28, 29 and 30, 1983 as our set dates, we can now concentrate on developing a promotion campaign and begin to work out details of events, tours, etc.

The business meeting was adjourned at 4:15 PM and after our usual bull session, most members drove to Denny's restaurant in Stoneham, Mass. for an enjoyable supper.

Those who could, returned to Tom's to view some of Paul Riley's model and prototype movies.

Thank you Tom, for an enjoyable Sunday.

NASG DISPATCH  
1412 Winding Way Lane  
Silver Spring, MD

Dear Geoff:

Enclosed within are a group of photographs and short story about our informal S scale club, The Houston S Gaugers. Please feel free to use and/or edit the material for the NASG DISPATCH.

They have sent the S Gaugian the same story but the photographs are entirely different. This should avoid any duplication if both publications use some of this material.

If I can provide any additional information please contact me. I have enclosed a LSSAE for the eventual return of the photography.

- Bob Werre  
12707 Murphy Road  
Stafford, TX 77477

NEWS RELEASE TO THE NASG DISPATCH:

The Houston S Gaugers, an informal club in the Houston, Texas area, recently participated in the San Jacinto Model Railroad Club's Rail Jamboree. The event spanned the weekend of November 20, 1981, and was held at the Astroville Hotel.

Houston S Gauger, Jerry Brewer took a First Place in the steam locomotive contest with his detailed and weathered Suburban. He

also nabbed a Third Place for his two car passenger train carefully made from two AF body shells. A small two track module provided by Jerry displayed S scale rolling stock.

The Cheyenne Mountain RR., owned by "Rusty" Paulus was on the layout tour. The layout features a good sized yard situated in mountainous terrain. Main line trackage is in three loops on two levels. New trackage has been laid to a branch line on a third level. Rex Moguls and switchers operate on the sharp curves and steep grades. Converted Alco PA's and a SSL&S Mike are used for mainline service.

Jack Troxell opened up his under-construction Houston & Gulf Coast RR. for an invitational open house. Jack's layout occupies much of an extended double car garage and features a large freight yard, a separate passenger terminal, engine facilities with a turntable, and a long mainline. Jack's prototypical trackage is hand laid with several intricately built switches including a double slip crossover entering the passenger terminal.

Fred Little created quite a stir with his exceptionally detailed and largely scratch-built 2-8-2 based on the old Nord kit. Under all the super detailing was a PFM sound system. Fred's Mike pulled freight drags on both layouts during the weekend.

John Siller and Bob Werre provided detailed rolling stock and engines to help show the capabilities of S scale. Helping with the operating sessions were Karl Karnaky and Billy Click (of DMK Models) and family. Another big bonus to the event was the last minute arrivals of three new Alco Model's RS-3's.

EDITOR'S NOTE: The Houston S Gaugers have sent me an outstanding group of pictures along with this news release. The first of these pictures have been placed on the next page. We will continue our coverage of their fine work in the March-April issue of the DISPATCH.

I feel that the presentation of the work that certain clubs have completed will spur other groups to new heights. Won't you consider contributing some of your work?

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Fred Little's rebuilt Nord Mikado pulls a freight on the upper level main. On the lower level a streamlined passenger train emerges from a long tunnel as a newly acquired RS-3 switches empties into the yard. (Photograph by Bob Werre, Houston S Gaugers).

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