

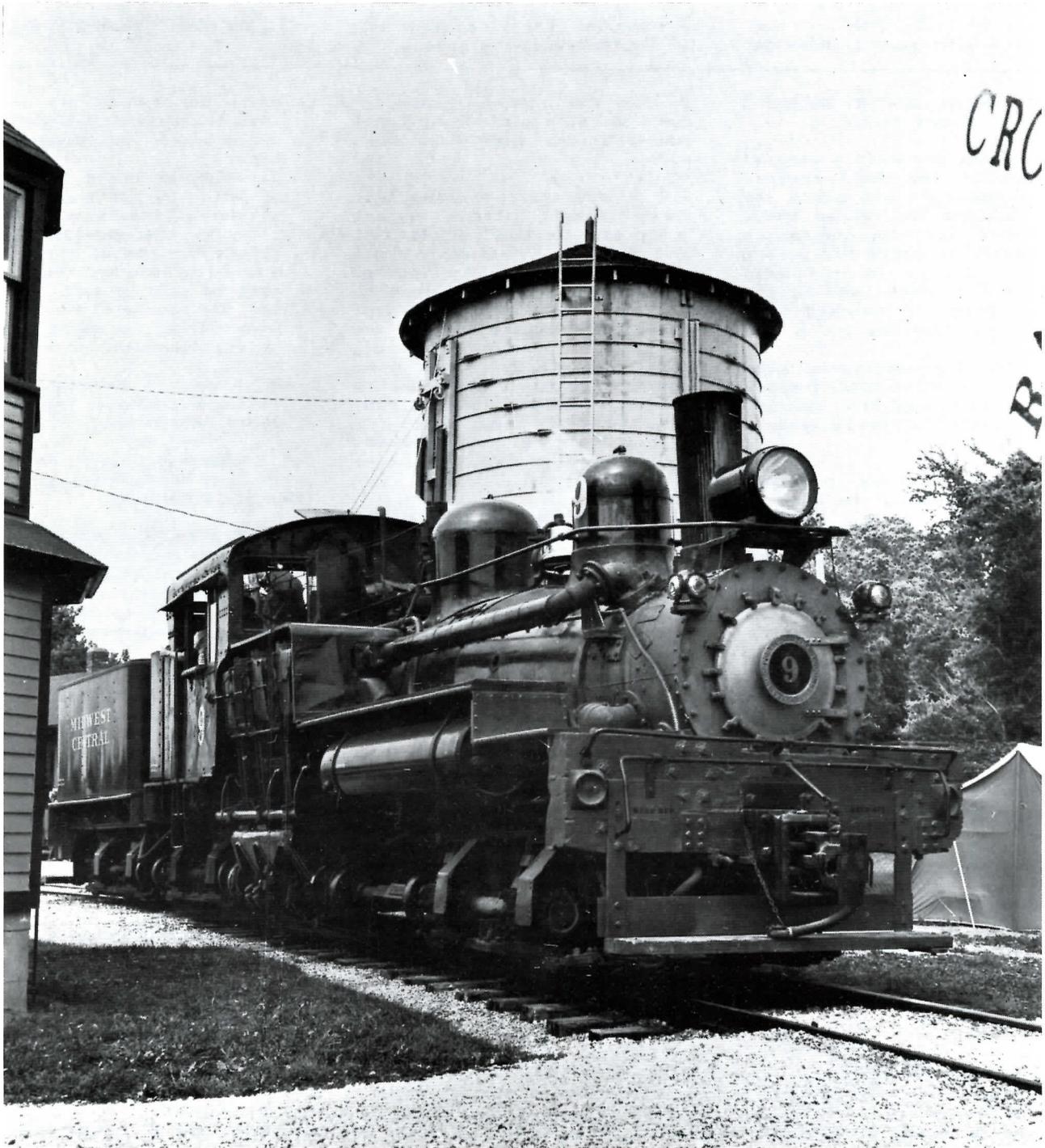


# DISPATCH

Vol. X No. 3

CRC

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**AGGRAVATION**

Joe Scales' minor problems with his new Sunset Challenger (see Reviewer's Workbench in this issue) are, alas, fairly typical for imported locomotives. Take my own experience: The gearboxes in my Alco RS-3 were noisy because they were assembled with over-length screws. The solder holding the idler gear to its shaft in one of my Overland E-7s broke loose and had to be resoldered. My Overland Hudson came with several easy-to-

fix detail faults. Others report similar situations -- i.e., the wheel sets on the Sunset Geeps have a habit of dropping out because the sheet-metal truck bolsters flex too much. And the G&W caboose cupolas are incorrectly detailed. Similar tales abound in other scales. Although all of these fixes are relatively easy to make, they are annoying. It is unfortunate that many importers do not pay enough attention to quality control.

I remember checking each one of NorthWest Short Line's J&L

tank cars and finding that there was something wrong with 65 of the 200 cars. I spent a month of evenings doing varying degrees of rebuilding in my basement. There were ten which could not be fixed without torching their frames; these we sold at \$10. each to a New York On3 club which just wanted the tanks. We felt that each buyer deserved a correct, functional model for the \$27.95 price.

*Dick Kames*

**NASG MODEL CONTEST RULES  
(Short Form)**

*These rules are only a partial summary of the NASG contest procedures. In all cases the NASG Contest Procedures shall supersede anything expressed or implied in these Short-Form Rules. Copies of the NASG Contest Procedures may be obtained from the Secretary or the Contest Chairman.*

1. All NASG-sanctioned contests are open to NASG members in good standing; this specifically includes family memberships.
2. Entries must be in 1/64th scale and made in the name of the builder. In the case of photos, the original negative or slide must have been made by the entrant personally. Fifty percent of a photo scene must be in 1/64th scale.

3. In the case of ready-to-run models, a minimum of three modifications must have been made.

4. Modelers are divided into three classifications (except juniors): Amateur, Craftsman, and Master Craftsman. All models simultaneously entered by the same contestant must be entered in the same class. Modelers may "step up" and are encouraged to do so. However, they may never step down again. Modelers are "bumped up" to the next class by winning Best-in-Show, Best-in-Class, two First Place awards, or a combination of other awards.

5. Categories of classes are:
  - a. Highrail -- Models using AF or "highrail" trucks and AF-type couplers.
  - b. Kit and Converted -- Models of which 50 percent or more of the materials

were purchased preformed. This includes "tinplate"/RTR conversions and almost all kits.

c. Scratch-Built -- Models of which 50 percent or more of the materials are fabricated by the modeler. This allows the use of commercial building materials which must be cut to size. Radical kit conversions may be considered to be scratch-built, depending on what was added.

d. Open -- No distinction is made between the above three categories.

6. NASG-sanctioned contests will have the events listed in the table below.

7. Events may be combined within the same class following a logical progression after registration is closed if only one entry is made in each of the combined events.

**UNCLASSIFIED**

- NASG Modules -- Open
- Junior -- Open
- Model Photos Color Prints
- B & W Prints

Note: Photos must be between 5"x 7" and 8"x 10" on an 11"x 14" rigid mount.  
Dioramas

**MASTER CRAFTSMAN-OPEN**

- Steam Locos
- Diesel & Electric Locos
- Passenger Cars
- Trolley & Interurban Cars
- Freight & MoW Equipment
- Structures

**CRAFTSMAN -- HIGHRAIL**

- Steam Locos
- Diesel & Electric Locos
- Passenger Cars
- Freight & MoW Equipment

**CRAFTSMAN -- KIT & CONVERTED**

- Steam Locos
- Diesel & Electric Locos
- Passenger Cars
- Freight & MoW Equipment
- Structures

**CRAFTSMAN -- SCRATCH-BUILT**

- Steam Locos
- Diesel & Electric Locos
- Passenger Cars
- Freight & MoW Equipment
- Structures
- Trolley & Interurban Cars
- Dioramas

**AMATEUR -- HIGHRAIL**

- Steam Locos
- Diesel & Electric Locos
- Passenger Cars
- Freight & MoW Equipment

**AMATEUR -- KIT & CONVERTED**

- Steam Locos
- Diesel & Electric Locos
- Passenger Cars
- Freight & MoW Equipment
- Structures

**AMATEUR -- SCRATCH-BUILT**

- Dioramas
- Trolley & Interurban Cars
- Passenger Cars
- Freight & MoW Equipment
- Structures

**DISPATCH**

Official Publication of the  
NATIONAL ASSOCIATION  
of S GAUGERS

The DISPATCH welcomes letters, photographs, cartoons, articles, art, and other S-gauge-related materials contributed by the membership. Send them to the Editor:

Dick Karnes  
4323 86<sup>th</sup> Ave. SE  
Mercer Island, WA 98040

NASG dues are \$17 yearly, from July through June of the following year. Membership includes the four issues of the DISPATCH published during the membership year, regardless of enrolment date. All membership questions, applications, renewals, and address changes should be addressed to:

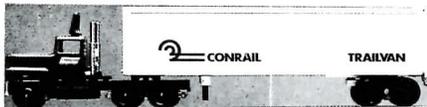
Michael R. Ferraro  
141B Gordon Road  
Matawan, NJ 07747

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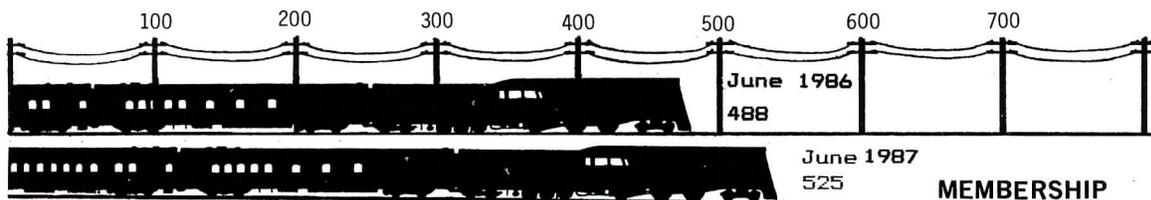
Ex-Westside Lumber Co. #9 running on the Midwest Central at Mt. Pleasant, Iowa, during the "Midwest Old Threshers' Reunion," Aug. 29-Sept.2, 1985. (Photo by Robert B. Nicholson)



**STAFF**

Dick Karnes	Editor
Bob Jackson	Associate Editor
Tom Nimelli	A. F. Editor
Silas Kayle	Club News Editor
Kent Singer	Contributing Editor
Jerry Perkins	Artist
Doug Smith	Artist
Bob Werre	Photography
-----	
Gary Jordan	Publisher

The deadlines for articles are the 15th of Jan., Apr., July, and Oct. for issues mailed in March, June, Sept., and Dec. respectively.



LETTERS.....

Editor:

I would like to make a comment on why increased NASG membership is desirable (Letters, DISPATCH, March 1987). I don't think it is a question of concentrating on NASG membership over trying to interest newcomers into S. I think all members of the S gauge fraternity would like to see a larger proportion of model railroaders working in S. Basically, I believe this is true for purely selfish reasons: the more S gaugers, the more products, lower prices, etc. I also feel however that NASG is and should be the primary vehicle in promotion of S gauge. Therefore, the larger NASG is in membership, the greater can be the promotion of S. This in turn can produce more S gaugers. NASG is really the only national organization which can do this.

Ernie Horr

Editor:

I received my issue of the DISPATCH (Vol. X No. 1) the other day. I want to thank you for allotting space in the previous DISPATCH to review the S Scale Shop's wheels and for the correction in this issue. Also ... there [were a few items in the last two issues which] I would like to address. First, according to the President's Mini-Message No. 2 in Vol. IX No. 4 he said an addendum to the NASG membership drive contest rules would be reported in the next issue. I looked high and low but did not find it.....

Secondly, Mr. Ken McKenzie made an interesting point in Vol. X No. 1. From his point of view one would be inclined to agree, but look at it from this angle for a moment if you will. Current S gaugers who do not belong to the NASG or the NMRA are, for the most part, not even known to exist. [However,] if they join the NASG they would now be known and could therefore be counted. I too would like to see "new" people come into the gauge....., but increasing the [NASG] membership number is the bottom line ..... in that manufacturers will see this increase and hopefully enter or expand the S market.

And last but not least, I would like to offer my solution to Mr. Schirra's problem with Kadee couplers and steel

wheels. I too had the same problem, but found the cure some time ago. After reading all the replies to this dilemma, I thought I'd offer mine. I use the 802 coupler exclusively and American Models trucks on everything that uses the Bettendorf style. I [simply replace] the heavy spring in the draftgear box with [one of the extra] light springs intended to be used for the knuckle. That's all there is to it! The light spring is sufficient to maintain centering of the coupler yet light enough to allow the HO No. 321 uncoupler to pull it off-center, thus allowing full functioning of the couplers. [The narrow and relatively weak No. 321 magnets do not appreciably attract the steel wheels.] I hope this works as well for Mr. Schirra and the others as it has for me. Happy railroading.

Dave Bailey

Editor:

I was puzzled by Ken McKenzie's logic in questioning the value of increasing NASG membership. It is true that our major task is to promote S, but what better way to start than to increase NASG membership? S gauge needs exposure -- advertising and promotion. This costs money, bucks, big bucks. A few of the manufacturers can advertise in the major magazines, but that is not enough. Individual S gaugers, dedicated though they may be, can't afford to provide the needed advertising. The efforts being made by the NASG are to be applauded, but only by increasing its membership and spreading the cost can this be continued and expanded.

Furthermore, even if we never get to a convention, in my opinion the DISPATCH is easily worth the cost of membership. By increasing the membership we enable Dick and his crew to keep up the great work and to keep improving.

Sure, it would be great to have 500 new S model railroaders, but think how much could be accomplished toward that end with 500 more NASG members, even if they are already in S. I think somebody once said "In union there is strength."

Keep up the good work.

Wallace E. J. Collins

ELECTED OFFICIALS

- President Edward M. Loizeaux  
2221 Via Maderos  
Los Altos, CA 94022
- Executive Vice President Michael R. Ferraro  
141B Gordon Road  
Matawan, NJ 07747
- Secretary James A. Kindraka  
44014 S. Umerland Circle  
Canton, MI 48187
- Treasurer Don Thompson  
2 Roberts Road  
New Brunswick, NJ 08901
- Eastern Vice President Douglas G. Peck  
6 Storeybrooke Dr.  
Newburyport, MA 01950
- Central Vice President Thomas G. Hawley  
2311 Strathmore  
Lansing, MI 48910
- Western Vice President Lee M. Johnson  
2472 Lariat Lane  
Walnut Creek, CA 94596

COMMITTEE CHAIRMEN

- A. F. Enthusiasts' Committee Tom Nimelli  
38564 French Creek  
Avon, OH 44011
- Contest Committee Kent Singer  
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Baldwinsville, NY 13027
- Convention Committee Ken Zieska  
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- Elections Committee James A. Kindraka  
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New Brunswick, NJ 08901
- Service Committee Michael R. Ferraro  
141B Gordon Road  
Matawan, NJ 07747
- Special Projects Committee Don DeWitt  
37 Snow Drive  
Mahwah, NJ 07430
- Standards Committee Wayne Pier  
2821 Asbury Ave.  
Wayside, NJ 07712
- Video Service Donald T. Ross  
1221 Old Waterbury  
Southbury, CT 06488

## ANNOUNCEMENTS

### TONY PERLES MEMORIAL AWARD

The estate of Tony Perles has endowed NASG with a fund which will generate a \$100 prize each year for the NASG member who writes the best S gauge article published in a general model railroading magazine. According to estate executor Bill Roberts, "Tony had been a published author and had written a number of articles of various types for the S gauge press in recent years, and consequently I feel such an award is appropriate. In addition, it would provide continuing recognition for the efforts of the NASG member who best presents the S gauge story to outsiders." The BOT will decide each yearly winner, and Lee Johnson will administer the award program. Rollie Mercier of the new Herald announced that he will match the prize, bringing it up to \$200 yearly.

\* \* \* \* \*

### ELECTION RESULTS

255 ballots were returned, of which 22 were disqualified for lateness or votes for more than one regional VP. As expected, all nominated candidates won. Details follow:

Executive VP:	Mike Ferraro	222
	Jim Kindraka	7
	others	3
Secretary:	Jim Kindraka	224
	Don Thompson	5
	others	3
Eastern VP:	Don Thompson	129
	Don DeWitt	3
	others	5
Central VP:	Tom Hawley	60
Western VP:	Lee Johnson	34

HOWEVER: Mike Ferraro's election as Exec. VP left us without a treasurer. When all the reshuffling dust settled, the new officers lined up like this:

Executive VP:	Mike Ferraro
Treasurer:	Don Thompson
Secretary:	Jim Kindraka
Eastern VP:	Doug Peck
Central VP:	Tom Hawley
Western VP:	Lee Johnson

\* \* \* \* \*

The S-MOD standards are available to each NASG member for \$1 (\$3 for non-members). Included with each copy is a "Concept Description of the S-MOD Electrical System" and a "Handheld Throttle" article. Write to:

Don DeWitt  
37 Snow Drive  
Mahwah, NJ 07430

\* \* \* \* \*

WHAT? NEVER SEEN A CONSTITUTION?  
DON'T KNOW THE RULES?

Copies of the NASG constitution, by-laws, and contest rules are available for the asking

from the NASG secretary:

James A. Kindraka  
44014 S. Umlerland Circle  
Canton, MI 48187

Please send Jim a stamped (\$.39) addressed 9x12 manila envelope, be sure to give him your membership number, and tell him which document(s) you want.

\* \* \* \* \*

### DISPATCH ADVERTISING

The DISPATCH accepts commercial advertising as separate 8-1/2" x 11" inserts. The rules are simple:

- o Advertiser supplies 600 copies of insert. Price: \$25 per single sheet per issue; \$35 if printed both sides.
- o Or, advertiser supplies camera-ready ad material and we make copies. Price: \$50 per single sheet per issue; \$85 if printed both sides.
- o No subletting of ad space without permission.
- o NASG reserves the right to reject any advertising.

Make checks out to NASG Inc., and send with your material to:

Dick Karnes  
4323 86th Ave. SE  
Mercer Island, WA 98040

### WELCOME NEW MEMBERS...

Marilyn K. Bailey	Arthur B. Marr II
Jim Baumhardt	Bill McArthur
David S. Bortz	Roy E. Pinch Jr.
Richard A. Bortz	Mikal Pruitt
Mark Dahl	Joe Roebuck
Glenn Erickson	Norm Schreiner
Robert Goldman	William E. Schuck
Bob Hadlow	James M. Seroskie
G. William Hammer	Phil Slocum
Jack Keiser	Doty Stevens
Jim LaRoche	Craig L. Thompson
Tom Lawell	Maj. John Tomlinson
Duane F. Lonz	Michael Tylick
David M. Macklin	Joe D. Williams
	W. S. Williams

### REVIEWER'S WORKBENCH

Union Pacific 4-6-6-4 "Challenger" (Sunset Models, 138 Campbell Ave., Campbell, CA 95008, approx. \$800.00 retail)

Several days ago my Challenger arrived via UPS. Nice big box, well packed. My first impression: a beautiful, well-thought-out, neatly-constructed locomotive. There were no loose parts in the wrapper, although one of the injector pipes was loose. Just a little touch of the iron with some solder took care of that. (Remember, if you have to solder a part on an imported loco, clean the clear factory-applied finish off the area to be soldered. I used a pocket knife to scrape the area clean.)

continued on pg.15

## "50th ANNIVERSARY OF S"

### 1987 NASG CONVENTION OBSERVATIONS

by Bob Jackson

In this 50th year of S gauge it was appropriate that the NASG national convention should highlight that fact in a number of ways. The S Gaugian, which was celebrating its 25th year, the Chicagoland Association of S Gaugers, and the S-Team presented an event which was truly notable.

The convention opened on Thursday, July 2, at the Marriott Hotel in the Chicago suburb of Oak Brook. It soon became clear that Don Heimburger, Joel Liebowitz, etc. had put together a convention with a much broader variety of activities than usual. Some 18 clinics were scheduled during July 2, 3, and 4. There was something for everyone from the Flyer enthusiast to the scale detailer. All of the clinics were well presented. Some of the best and most interesting clinics in recent memory were given by well-known authors Wayne Wesolowski and Art Curren. A special highlight clinic was "The C-D Models Story" in which Ed Packard described the genesis of S gauge in the USA.

Ed also had a display table showing the C-D models first available in the late 1930s. The display was appropriate to the 50th birthday of S gauge, and it was also interesting in this day of brass imports to see just how well done the wooden turnings of the C-D engines were. Ed Packard is an interesting person, and it was a pleasure to talk to this modest, self-effacing man.

The convention was well-balanced between tin-plate and scale. There were at least a half-dozen large collector/traders and AF reproduction parts purveyors. New products were displayed by River Raisin, Omnicon, G and W models, Southwind, Overland, Semaphore Locomotive Works, Modern Models, Finestkind MDLs, etc., etc. The old standbys Rex, S Scale Loco, Scenery Unlimited, Hoquat Hobbies, and Bill's Trains had a cornucopia of wares displayed. Four American Flyer layouts were operating for the pleasure of the enthusiasts. The New Jersey group modular scale layout played host to a number of scale trains.

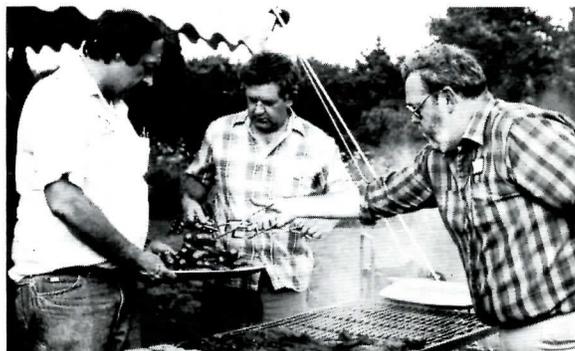
A veritable Chinese menu of movies was offered -- one of the most impressive collections of railroad movies around. A long list of the movie titles was posted outside the movie room. You had merely to ask and a showing would be arranged.

The model contest had some of the finest specimens seen in recent years despite the fact that entries in some categories were sparse. Few buildings were entered, but the one-stall engine house by Eugene Cox was superb. The number of cars was limited, but again the quality of workmanship was very high. This year's steam locomotive entries pitted the titans of S against each other. Frank Titman, Jesse Bennett, John Bortz, Joe Scales, and Tom Boldt all entered superb steam engines. The fact that Joe Scales' carefully detailed and finished Virginian Berkshire only took fifth place is indicative of the quality of the models. Many non-contest models were also on display, adding to the interest. A special

treat for S scale old-timers was the presence of Chicagolander Jim Konas. Jim is seldom seen far from Chicago, but veteran S scalers know his excellent craftsmanship. He brought three variations of Chicago Great Western's T-class 4-8-4. Jim built and carefully detailed each one to achieve authentic distinction between the subclasses.

The tours were excellent. The one to the Illinois Railway Museum exposed us to one of the finest such museums in the country. It was Trolley Pageant Day at the museum, and we got to ride some exquisite traction specimens.

An unscheduled highlight for those who attended was the Omnicon party held at Charlie Sandersfeld's house. On the way the entourage stopped at Omnicon to see the layout being built by the S-Team. It is approximately 50 feet square and features a number of unusual construction methods. The S-Team has made remarkable progress in only four months of effort. They will soon have one of the most impressive layouts in the country in any scale. At Charlie's house the revelers were treated to an excellent outdoor picnic. We also got to see Charlie's impressive collection of trains in several scales as well as his private S scale layout under construction.



Charlie Sandersfeld's chefs cook up a mess of locomotive-shaped hamburgers at the S-Team picnic.

The banquet was actually quite good as those things go. There was lots of speechifying about S gauge's birthday as well as the S Gaugian. Rollie Mercier, past NASG President and owner of the new Herald, got the Bernie Thomas award. He was stunned, speechless even -- truly a moment to witness. The auction which followed went slowly. One thing of note was the contribution of certain models and kits by the estate of Tony Perles. The proceeds will go to establish a memorial award.

The business meeting was mercifully uneventful.

A big thank-you is owed to the S Gaugian, the CASG, and the S-Team for organizing a very fine convention. Don Heimburger (and no doubt his wife Marilyn) deserves special appreciation for all of his efforts. He played host and emcee, and seemed to be everywhere making sure that things came off as planned.

*FOOTNOTE: Charlie Sandersfeld's RDC pilot model showed up exactly one day after the close of the convention!*



"Speechless" Rollie Mercier displays the Bernie Thomas Memorial Award just presented to him by Western V. P. Lee Johnson.

## "50th ANNIVERSARY OF S"

1987 NASG CONVENTION  
GENERAL BUSINESS MEETING MINUTES  
July 5, 1987

The general business meeting of the NASG Inc. was called to order by President Ed Loizeaux at 9:06 am July 5, 1987. Approximately 70 people attended including all 7 Board-of-Trustees (BOT) members.

Minutes of the previous (July 6, 1986) general business meeting were read by Secretary Jim Kindraka. No corrections were made and a motion to approve the minutes was seconded and approved by acclamation. Committee reports began with Modular Standards Committee Chairman Don DeWitt. Don thanked the 14 members who served on the committee and worked through the 640 pages of information to develop the S-MOD standards. These standards were approved by the BOT during the convention and are available, along with a hand-held throttle article, from Don for an SSAE and 56 cents postage. Don will begin working on a 60+ page S-MOD handbook, money for which was also approved by the BOT.

Convention Committee Chairman Ken Zieska reported that the 1987 convention was a great success. The convention line-up for the near term is as follows:

- 1988 -- Firm, New Brunswick, New Jersey
- 1989 -- Open
- 1990 -- Exploring joint NMRA/NASG, Pittsburgh, PA
- 1991 -- Open, Kansas City and Syracuse interested
- 1992 -- Open

The 1988 convention will be a modular convention with a dispatched operating railroad conforming to the S-MOD standards.

Ken plans to have convention sites firmed up through 1992 by year's end. Also, because of some problems associated with a joint NMRA-NASG convention, the BOT has decided to commit to only one at this time.

Kent Singer reported that his Contest Committee has streamlined and revised the rules,

reducing them from nine pages to five. A single-page condensation was also prepared [see elsewhere in this issue]. The new contest rules mandate the use of the NASG Contest Entry Form and also recognize family membership in contest categories. These changes are to become effective immediately following the Oak Brook [1987] convention. The Convention Committee has been provided with a guide for contests and a report was submitted to the BOT last summer on ways to increase membership participation in model contests. This year's contest drew increased participation over last year's.

Treasurer Mike Ferraro reported NASG's treasury contains approximately \$6000. The budget for fiscal 87-88 was approved by the BOT and is balanced for the year. The BOT voted just before the convention to increase the dues to \$17 annually. Contributing memberships are now \$27 annually. The BOT vote was 6-1 with Lee McCarty dissenting. The DISPATCH is the largest expense item in the budget. The general membership was urged to renew memberships as soon as possible so NASG's important work could continue. President Loizeaux thanked treasurer Ferraro for his hard work on budgetary and dues matters.

The Promotions Committee report was given by Chairman Don Thompson. The May 1987 Model Railroader featured a 50th anniversary article on S scale; Sam Powell, Jeff Wilson, Don DeWitt, and Bob Werre were thanked for their contributions to that successful article. Photos submitted with the article were also published in the June Model Railroader. NASG has obtained the color separations from the May article and will reprint them as promotional brochures for future use. The May issue also contained a one-third page S manufacturers' ad featuring 13 manufacturers, coordinated by the Promotions Committee. Over 150 S information packages have been sent in response to inquiries resulting from the Model Railroader effort.

The NASG display was used at six shows including the New York TCA meet. The display is available for train shows by contacting Don. The Promotions Committee also reported contacting all current S brass importers concerning wheel standards. Currently, all importers are using NASG standards for their wheel alignment.

Don Thompson also reported for the Standards Committee in Wayne Pier's absence. The committee reviewed and agreed with the S-MOD standards previously reported here. Also, the committee worked on NASG standard check gauges. These gauges will be redone and should be available early next year. The committee is working on standards for Sn2 and AAR1:64. Anyone wishing to help prepare these standards should contact Wayne Pier. A membership question was raised about highrail standards, and it was reported that these were considered at one time by the Hi-Rail Committee which has now been taken over by the AF Enthusiasts' Committee.

President Loizeaux then introduced NASG's official photographer, Bob Werre of Houston, Texas.

Membership Secretary Mike Ferraro reported that the recent membership drive was less than successful. The organization got 110 new mem-

bers which brought the total membership up to 525. Of that number, 50 were actually sponsored members. Dave Bailey won the individual member contest by signing up seven new members. Moe Berk and Ed Loizeaux finished tied for second with five apiece. The Central Jersey S Scalpers won the club competition with seven sign-ups. The Bristol and Badgerland clubs finished second and third respectively. Both individual and club winners were presented with their brass tank car prizes. The Service Committee, also chaired by Mike Ferraro, reported that the NASG brass tank cars were completely sold out at the Novi (1986) convention. Profit for the project was around \$1500. The T-section Bettendorf trucks imported with the tank cars sold well. Of the 150 pairs received, only ten are left unsold. The track check gauge mentioned previously is an anticipated Clearing House item in early 1988. The gauges will be made of stainless steel. A new coupler height gauge, probably plastic, is also being investigated.

Don Thompson's Special Projects Committee reported working with Lionel in Mt. Clemens, MI on an NASG-sponsored AF car. The production quantity would be limited to 500 units, which is a significant reduction from Lionel's previous 2000-unit minimum. The car could possibly be a Ballantine Beer reefer to commemorate the 1988 New Jersey convention, but it would not be a convention car. The car would have a Lionel AF series number but would be an uncatalogued item. Its sales, as per Lionel's stipulation, would be limited to NASG members only. The committee, comprised of Don, Doug Peck, Lee McCarty, and Tom Nimelli, continues to negotiate this project. President Loizeaux interjected that other future NASG special projects would also be limited to members.

Jim Kindraka reported for the Special Projects Committee concerning the contest for the best-painted NASG tank car. Stan Stokrocki won the prize of another brass tank car for his Guilford Oil car. The Brass Car Special Project Committee report was given by its chairman, Ed Loizeaux. The committee sought three competitive bids for cars in an effort to achieve a lower price. One bid has been received; the other two are due by August 1. The cars under consideration are the Milwaukee Road rib-side box car and the 1942 AAR box car. As many as four versions of each are under consideration.

Ed Loizeaux also reported for the DISPATCH Committee in Dick Karnes' absence. The committee reported that a regular publishing schedule had been achieved using a new printer in Pennsylvania. [Ed. Note: This is not correct. A regular schedule was achieved using a Seattle printer. That schedule was severely upset by the Pennsylvania printer, to whom we switched for cost reasons.] The DISPATCH is in need of material, especially AF-oriented articles.

Jim Kindraka reported on the spring election results, commenting that Dan Navarre, who ran the election, deserved a note of thanks for the hard work involved. 255 members cast votes, a good response considering that all seats were uncontested. The election winners and their offices and terms are:

Mike Ferraro - Executive VP, 4 yr.  
Jim Kindraka - Secretary, 4 yr.

Don Thompson - Eastern VP, 2 yr.  
Tom Hawley - Central VP, 2 yr.  
Lee Johnson - Western VP, 2 yr.

The complete election results have been submitted to the DISPATCH for publication. With Mike Ferraro's new office, the Treasurer's position became vacant and Don Thompson was unanimously elected by the Board to serve the remaining two years of Mike's term. This left the Eastern Region Vice-President office open, and nominations were received from the general membership. Don DeWitt, Tom Nimelli, George Ricketts, and Doug Peck were nominated. Doug Peck was elected. At the close of the installation of officers, Lee McCarty, the retiring Executive Vice-President, was publicly thanked for his years of service on the NASG's Board of Trustees.

Under New Business several questions were raised concerning NASG's by-laws, including family memberships and the annual meeting agenda. The BOT's Constitution/By-Laws Committee will review these comments and discuss possible changes with the Board.

Voices from the floor began with Chuck Porter reporting that DISPATCH booster ads would not help the organization a great deal financially, but contributing memberships would. He strongly urged members to consider a contributing membership. President Loizeaux reported that the BOT has formed a committee to investigate how that membership category can be enhanced. Several comments were made about the current convention's success. In answer to an inquiry, it was reported that 192 people attended the banquet, and about 330 paid registrants attended. A question was raised about the convention providing transportation from local airports and train stations. President Loizeaux pointed out that this was an issue for the local club sponsoring the event to consider.

Bill Krause inquired about NASG coordinating standards with the NMRA. President Loizeaux and Don Thompson reported on how the NMRA had adopted NASG's track spacing on modules and of historical efforts to work with NMRA both positive and negative. Members were urged to write the NMRA on standards discrepancies. Wayne Pier, NASG's Standards Chairman, is also the S Scale Standards Representative to the NMRA.

Josh Seltzer commented that NMRA conventions posed a big problem for small manufacturers because of high table-rental costs. He asked the BOT and the Convention Committee to consider some special accommodations to help. Chairman Zieska was aware of the problem and the committee is investigating alternatives. Moe Berk commented that he was pleased with the business-like, orderly manner in which the NASG had conducted itself over the year and that the hard-working, well-intentioned volunteers on committees and the BOT were sincerely appreciated.

Adjournment was moved, seconded, and voted at 10:35 am.

Respectfully submitted,

James A. Kindraka  
Secretary, NASG Inc.

# "50th ANNIVERSARY OF S"

## 1987 NASG CONVENTION MODEL CONTEST WINNERS

by Kent Singer  
NASG Contest Committee Chairman

Photography by Bob Werre

### MASTER CRAFTSMAN

#### BEST IN CLASS

Jesse Bennett GN "R2" 2-8-8-2

#### Steam Locomotives

1st, Jesse Bennett GN "R2" 2-8-8-2  
2nd, Frank Titman PRR "J" 2-10-4  
3rd, John H. Bortz Sr. NYC "Niagara" 4-8-4  
4th, Frank Titman and Tom Boldt RDG 4-6-2  
5th, Joe Scales VGN "BA" 2-8-4

#### Diesel and Electric Locomotives

1st, Stan Stokrocki D&H Alco PA-1  
2nd, Billy R. Wade Jr. ATSF F3 A/B

#### Freight and MOW

1st, Fred Paulus ATSF Foreman's Car  
2nd, Ladd Houda MP Caboose  
3rd, Billy R. Wade Jr. GN Flat Car  
4th, Billy R. Wade Jr. ACL Gondola  
5th, Lee McCarty RMX Pickle Car

#### Structures

1st, Dody Stevens Sawmill  
2nd, Michael Tylick Wayside Section House  
3rd, Ed Filer Lake Wobegon "Tomb of the Unknown Norwegian"

### CRAFTSMAN

#### BEST IN CLASS

Eugene J. Cox One-Stall Engine House

#### Steam Locomotives, Kit & Converted

1st, Norm Schreiner S00 4-6-2 #730

#### Diesel Locomotives, Kit & Converted

1st, David W. Howard RDG F3 A/B  
2nd, Douglas G. Miller SP F3 B  
3rd, Arden Goehring GE 44-Ton Switcher

#### Passenger Cars, Kit & Converted

1st, David Pool Two Pullman Cars

#### Freight & MOW, Kit & Converted

1st, George E. Ricketts GN 40' Bulkhead Flatcar  
2nd, Norm Schreiner S00 Caboose

#### Freight & MOW, Scratchbuilt

1st, Eugene J. Cox V&CC Caboose  
2nd, William R. Nielsen Land O' Lakes Wood Reefer  
3rd, John Medland Va. Western Wood Boxcar

#### Structures, Scratchbuilt

1st, Eugene J. Cox One-Stall Engine House

### AMATEUR

#### BEST IN CLASS

Tom Lennon NP Class G2 0-8-0

#### Steam Locomotives, Kit & Converted

1st, Tom Lennon NP Class G2 0-8-0

#### Freight & MOW, Hi-Rail

1st, Alan Evans NP Caboose

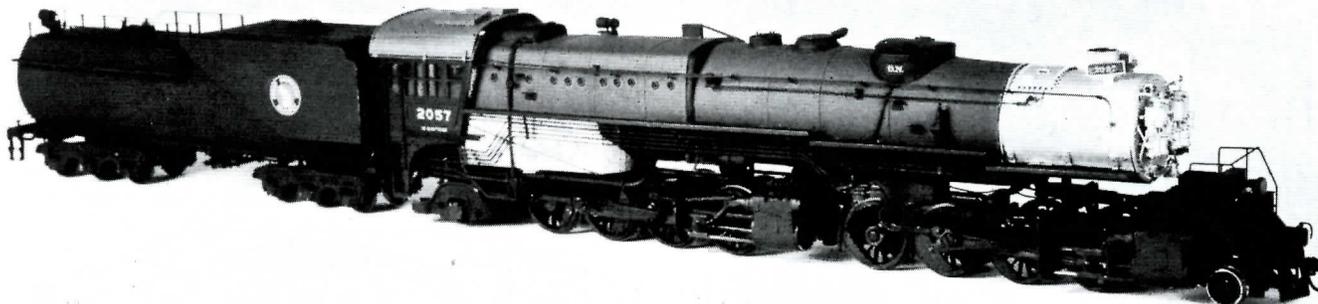
#### Freight & MOW, Kit & Converted

1st, John J. Siller MKT Steel Boxcar  
2nd, Robert D. Eves B&O Bunk Car

### JUNIOR

1st, Danny Click C&EI Steel Boxcar  
2nd, Mark Stevens Canada Dry Reefer

Thanks are in order to Ken Zieska and his organization for running the contest and especially to the judges: Ken Zieska, Rusty West-ermeier, Tom Lennon, Chuck Brummond, Bill Dai-ker, and Kent Singer. There were 34 contest entries, substantially more than in recent years.



Best-in-Class - Master Craftsman went to Jess Bennett for this Great Northern Class R2 2-8-8-2 #2057. The locomotive is completely scratchbuilt and features full cab detail.

by Don Seeburger  
(as told to Bob Jackson)

Photos by Thomas Seeburger

*S gaugers are an interprising lot. Oh, we have our share of sittin'-in-the-lobby hobbyists, but a high proportion of us find some way to run a railroad. In this era of modular railroading it has become easier because it is quite acceptable (and very satisfying) to have a single module as one's railroad. Of course, few of us ever expect that the single module will be our complete railroad. We usually think of it as a single vignette in the larger scope of a vast empire. Nevertheless, if a module is all that we ever finish we are still railroading.*

*The term "modular" has several different meanings in today's usage. The South Pacific Coast Railroad defines modular to mean physically similar modules which can, with certain restrictions, be substituted for other modules in the layout. The railroad uses this concept because its owner, Don Seeburger of Westminster, California, is a young professional who expects to move several times in the course of his career and doesn't want to construct, deconstruct, and repeatedly reconstruct layouts.*

*Californians often pay a price for all that scenery and fair weather. Houses and lots often tend to the small side. Carports are common but basements are not. Thus, the use of garages or modified carports, attics, and spare rooms for model railroads is more common than in the Midwest and East. The design of the SPC recognized these considerations, and so Don settled on a large but comparatively simple double-tracked oval with a sizable yard. The layout is intended primarily for making up and running trains. Here is Don's story.*

In its initial incarnation the SPC was constructed in the attic of my parent's home in Hillsborough, California while I was in high school. I, like so many S gaugers, got started with American Flyer equipment. Gradually, however, I became more interested in model



Fig. 1. Author Seeburger at west end of layout. The table height is a carryover from the days when the layout had to fit under the sloping ceiling of his parents' attic. Seven modules, including both yard modules, are visible.



Fig. 2. East end of layout. Modules 2, 3, and 4 have already been dismantled for moving. Module 2 was designed for easy removal when the layout was not in use to permit access to upstairs storage. The author is standing by the stairs.

building and operation and shifted toward S scale. Nevertheless, again like so many S gaugers, I did not want to part with my favorite AF equipment. Not being a collector, I did not want to just display it on a shelf. Therefore, I decided that any layout that I built would have to accommodate both American Flyer and scale equipment.

There are a few compromises that one has to make to achieve that goal. I chose to use code 126 rail, which is not really a compromise because it actually represents very heavy prototype rail, even though smaller rail would probably look better with scale equipment. It is true that some AF wheels will nick the spike heads with code 126 rail but that can be dealt with fairly easily. The only real trackage compromise is the necessity to use closed frog turnouts. From my point of view it was an easy compromise to make. I had Earl Eshleman roll me some #6 closed-frog turnouts. These were used throughout on the SPC.

Another area that requires some compromise is the selection of coupler type. Kadees, American Models and AF are in no way compatible. You could fit Kadees or AM snap couplers to everything or you could outfit several cars with different types of couplers on opposite ends. The latter would dictate running trains with strings of AF or AM or Kadee-equipped kit-builts linked to other strings with one of the doubly-equipped cars. I chose to avoid the problems and the expense that both of those approaches entail and simply fit-

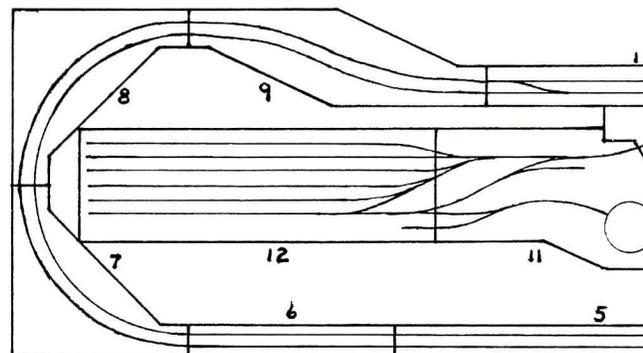




Fig. 3. Looking at the west end from the stairs. The planned location of the turntable is clearly visible.

ted all AF with knuckle couplers and all scale equipment with Kadees. Thus, although I can't mix scale and tinplate in the same train, I can operate both types of trains simultaneously. I have found this very satisfying and do not anticipate changing my equipment further.

When it came time to model the South Pacific Coast, I did not attempt a faithful reproduction. Rather, I wanted to capture its general flavor and style. The real SPC had to cope with the mountains between San Jose in the Santa Clara valley and Santa Cruz on the north side of Monterey Bay. However, my version focused on that part of the SPC mainline which ran down the east side of San Francisco Bay. The line between Oakland and San Jose fully justifies the use of dead-flat topography.

I had begun construction on the SPC in the late '60s and early '70s. However, all construction ceased during the period when I went to graduate school to study geophysics. I was an apartment dweller with no room for the layout, but I kept active in S gauge by building a few kits and by attending meetings of the Bay Area S Scalpers (BASS).

In 1982 I returned to the SPC with great seriousness. I salvaged the yard from my parent's attic and reconstructed the SPC in a spare room upstairs. The double loop mainline was constructed with a 40" minimum radius. The stub-end yard with a six-track ladder sits in the middle of the loop. All turnouts are operated by PFM switch machines.

It was at this time that the modular concept was fully developed. The SPC contains twelve

modules -- ten in the mainline and two in the yard (Fig 1). Note that mainline modules 4, 5, 6, and 10 are physically similar, while 1 and 9 are mirror images of each other. Corner modules 2, 3, 7, and 8 are essentially identical to each other. This approach greatly simplifies both initial construction and re-establishment of the railroad. The yard modules, by their very nature, are not so easily designed as repetitive modules.

Motive power on the SPC presently includes an Overland SP GS-4, a Sunset GP-9, a Miniature Machines Sierra # 19 2-8-0, an S Scale Loco NKP Berkshire, and numerous AF diesels and steamers. Scale rolling stock is primarily American Models box, hopper, gondola and passenger cars. There are also a few AF conversions using ACE conversion kits and a few wooden kits plus one NASG brass tank car. In addition, there are many AF cars all equipped with knuckle couplers.

The SPC was in operation at the September 1985 BASS meeting. At that time the trackwork was complete except for the turntable area. However, the wiring had to be jury-rigged for the meeting. Nevertheless, the SPC performed well and provided a clear demonstration of what closed-frog turnouts and code 126 rail can accommodate. Various scale engines, a Miniature Machines Sierra 2-8-0, and American Flyer engines all performed well on the SPC as did American Models boxes and hoppers, a Wisconsin Central gondola and assorted American Flyer equipment.

I did have one moment of extreme fright when Ed Loizeaux put his brand-new Overland NYC Hudson on the rails and took off. Everything worked well, however, and my terror soon subsided.

*Editor's Note: Predictably, Don was recently transferred to Southern California. The SPC was dismantled keeping each module intact. The accompanying photos were taken by Don's father just before the layout was taken apart for moving.*

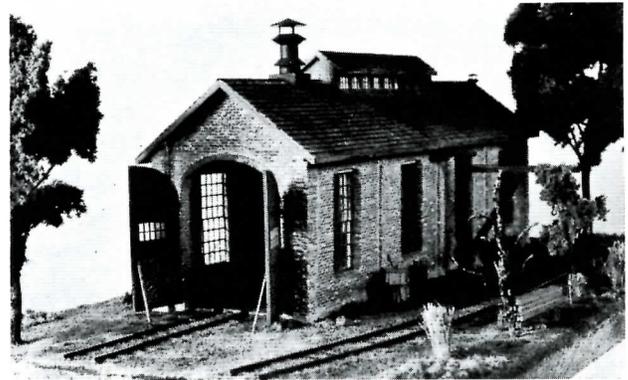
*The SPC is being reassembled in Don's new home in Westminster. It is not yet operational, but Don expects that it soon will be. It is clear to Don that the basic modular design concept has been proven fully by the move.*



Fig. 4. Looking north from the yard. Engines as in Fig. 2. Wisconsin Central gondola and American Models boxcars are also visible.



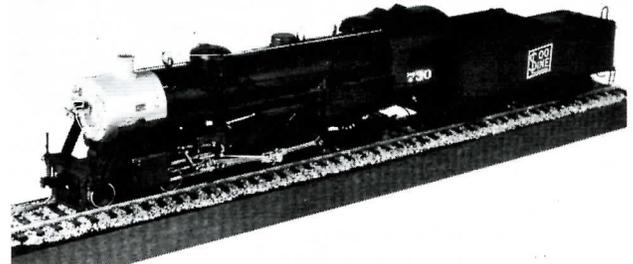
Stan Stokrocki reeled in First Place - Master Craftsman Diesel Locomotives with his D&H Alco PA-1 #18. It is based on an AF body, and features Omnicon drive, Southwind and Overland parts, a scratchbuilt roof, and painted stripes.



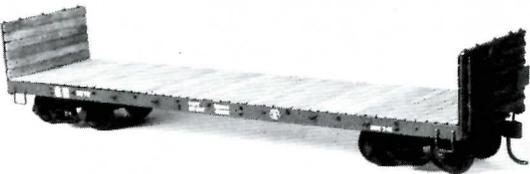
Eugene J. Cox was awarded Best-in-Class - Craftsman for his one-stall engine house.



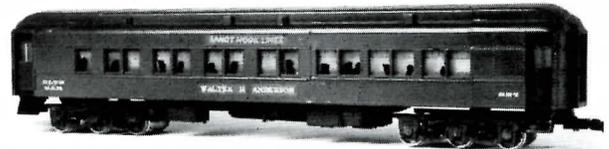
First Place - Master Craftsman Freight Cars was won by Fred Paulus for his AT&SF foreman's car.



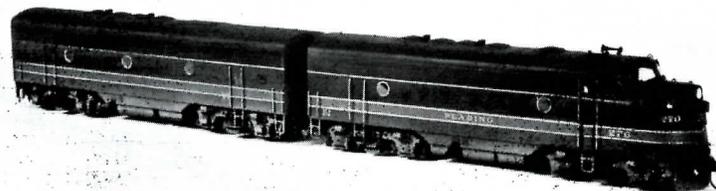
First Place - Craftsman Steam Locomotives was S00 Line Pacific #730 built by Norm Schreiner, based on an S Scale Loco & Supply brass kit with new sand dome, headlight, and other parts to match S00 prototype.



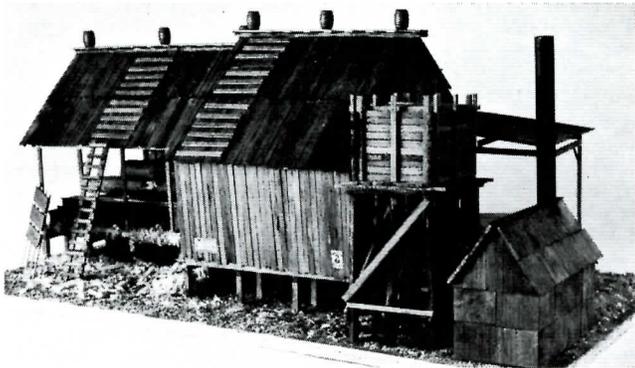
George E. Ricketts won First Place - Craftsman Freight Converted for this Great Northern 40-foot bulkhead flatcar.



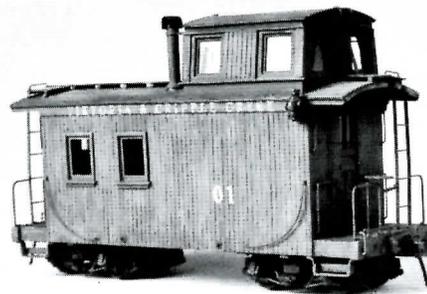
David Pool got First Place - Craftsman Converted Passenger Cars. Shown is his Sandy Hook Lines club car, the "Walter H. Anderson," based on a rebuilt, rewinded AF Pullman body.



First Place - Craftsman Diesel Locomotives was taken by David W. Howard for this Reading F3 A-B combination. David used Wabash Valley bodies, Southwind castings, and American Models drive.



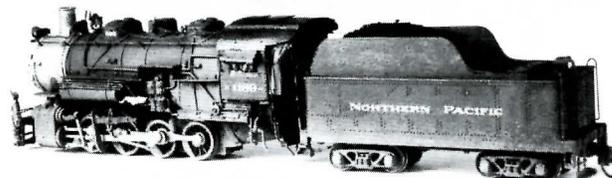
Dody Stevens captured First Place - Master Craftsman Structures for her rustic sawmill, which includes a water tower and steam house.



First Place - Craftsman Freight Scratchbuilt went to Eugene J. Cox for this Victoria & Cripple Creek #01 wooden caboose.



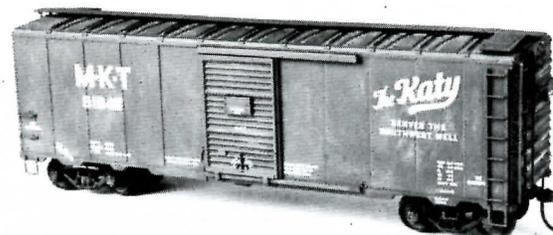
Alan Evans won First Place - Amateur Freight Hi-Rail for his Northern Pacific caboose.



Best-in-Class - Amateur was taken by Tom Lennon for his Northern Pacific Class 62 0-8-0 which combines AF and S Scale Loco & Supply parts. Impressive.



Danny Click took First Place - Junior for his fine C&E steel boxcar built from a Perma-Bilt kit.



First Place - Amateur Freight Kit & Converted was won by John Sillern for this Missouri-Kansas-Texas steel boxcar based on an American Models kit.

#### MANUFACTURER NEWS

NORTHWEST SHORT LINE (P.O. Box 423, Seattle, WA 98111), mindful of the discussion which Drake Schirra's problem with steel wheels and Kadee magnets stimulated, has run off some pre-production code 110 nickel-plated brass 33" wheel sets mounted on needle-point brass axles -- ready to drop into American Models' sideframes. These totally non-magnetic wheelsets will eliminate all magnetic uncoupling problems, no matter how light your cars are. According to NWSL's S scale tester, using these only on the "lead truck" of cabooses eliminates the accidental caboose-drop prob-

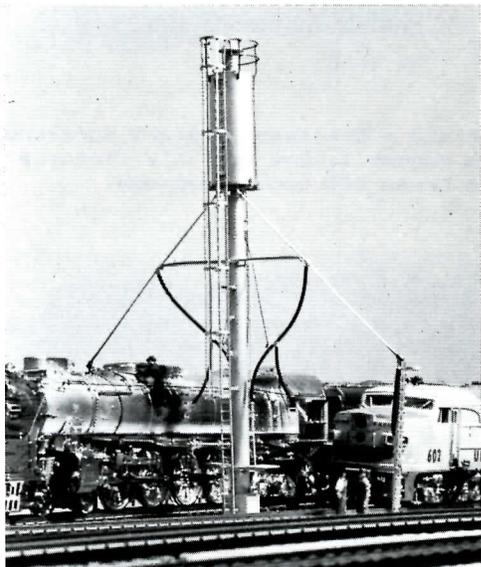
lem. (Of course, practical operating situations demand that both caboose trucks be so equipped, unless you have no wyes or reverse loops.)

Interested? Drop a line to NWSL and tell them.

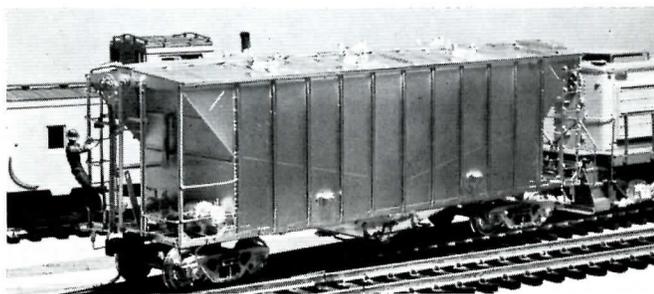
Charlie Sandersfeld of OMNICON SCALE MODELS (50 S. Lively Blvd., Elk Grove Village, IL 60007) tells us that he is very close (1988?) to producing his first steam and diesel kits of imported brass quality. These kits should beat the price of equivalent brass imports by 50 percent with no compromise in quality.

Omnicon's EMD F-unit kit should be available in September with a retail price of \$120. The mechanism, which has been redesigned using a NorthWest Short Line gear tower, will also be used for future releases such as a Baldwin RF-16 "sharknose" and maybe a BL-2 switcher.

**OVERLAND MODELS** (5908 Kilgore Ave., Muncie, IN 47304) has two imported brass Ross & White 10-ton sanding facilities available, made by M.S. Models of Korea. The #1611 double-track model (pictured) is \$159.95; the #1612 four-track version is \$420.



The pilot model of the **RIVER RAISIN MODELS** (6160 Upper Straits Blvd., West Bloomfield, MI 48033) Airslide hopper, announced in the last issue, is pictured below.



**SOUTHWIND MODELS** (P.O. Box 9293, Plant City, FL 33566) has some new castings and parts:

SWD-27	Radio antenna, Sinclair	\$1.50
SWF-10	Roofwalk, etched 40' (ea.)	3.00
SWF-10.1	Roofwalk, etched 40' (10)	25.00
SWP-12	Side grab irons (20)	2.00
SWP-13	End grab irons (20)	3.00
SWF-15	Perforated stainless material as use for caboose platforms and steps (2 lg. strips)	1.50

Owner Jettie Padgett tells us that by the time you read this the Pennsy R-50-B express reefers will have been shipped to him from the

Far East. Also, expect two versions of the PFE mechanical reefers (R-70-12 and R-70-20) from Southwind in Feb. 1988.

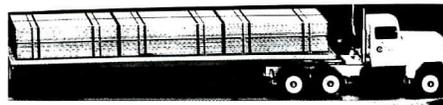
See your local **"TOYS 'R' US"** for a look at several notable new model automobile products from **Hot Wheels**, **Matchbox**, etc. For the modern modeler there are a Volkswagen GTI, Dodge Caravan, Ford pickup, and Jeep Cherokee, as well as many sporty cars. The vintage enthusiast will be delighted with the 1950-era Buick and 1930s Ford convertible from **Road Champs**. There is also an HO-scale Volvo van whose parts can be used to good effect in creating a small flat-bed and van from any of the several pickups available. Caution: some of the vehicles available look good at first glance but are too small (such as the Road Champs '57 Chev) or too large (such as the Matchbox Corvette - 1/58th scale is marked on its bottom).

Ted Larson

**WINROSS** (Box 38, Palmyra, NY 14522) has a brochure listing new releases:

No. 604	Trailer Marine Transport (TMT) coil transport	\$20.
605	TMT lumber	22.
606	TMT "tarp" (wrapped load)	21.
614	Jones Chemicals	23.
627	Pennsylvania Truck Lines (ConRail)	24.
632	Wheaton Van Lines cab-over (new cab)	18.
635	Mailboxes Etc. USA cab-over (moving-van body)	25.
644	Carolina cab-over (new cab)	18.

They also have the European-style Mack and the Ford Louisville tractors in their line -- very nice for the modern modeler.



Winross has several old-stock odds and ends vehicles selling in the \$12 range -- very good material for repainting. The "red Owl" van is especially good, an uncommon tractor with an uncommon reefer trailer. Call their "Collectors' Desk" at 800-227-2060 (315-986-3066 in New York State) for details.

Ted Larson

\* \* \* \* \*

Well, we're looking for someone to handle the Reviewer's Workbench and Manufacturer News columns again. One of you volunteered, and I can't find your name! Please write again!

-- Dick Karnes

## SHORT & EASY

by Kent L. Singer

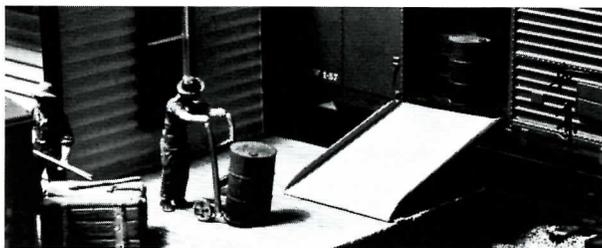
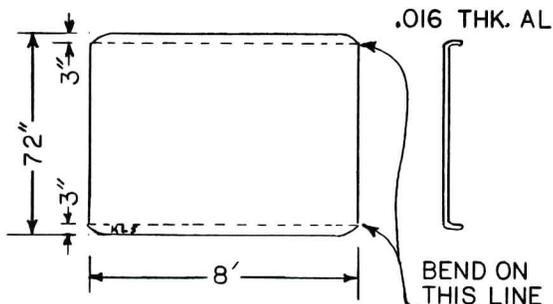
### FORK LIFT RAMP

We're back to the loading dock again! The project this time is a small ramp for fork lifts. These are used to span the gap between the dock and a boxcar.

Aluminum sheet, the type used for roof flashing, is used for this project. First, scribe the bend lines. Then bend the sides upward with a bending brake or by clamping in a vise and folding over. Next, file the corners to a gentle curve.

The aluminum may be left in its natural state or painted, typically safety yellow. Overspraying with Grimy Black paint will also be appropriate. The size is such that it will fit into an Americal Models boxcar door and will carry a Matchbox fork lift (once the wheels are changed to something that looks prototypical).

### FORK LIFT RAMP



continued from pg.5

Naturally, I had to see it run. Well, it did not! Oops, I thought -- here comes a nightmare. Wrong!! Six easy-to-get-at screws drop the whole chassis out of the boiler shell. There are two straight-slot screws holding the steam pipes into the tops of the front cylinders, two phillips screws in front of the rear cylinders, and two more phillips screws under the cab apron. At the front cylinders and smokebox is the spent-steam exhaust manifold. This is a swinging piece with a pair of flanges at the ell. The flanges straddle a slot in the bottom of the smokebox, and there is a large hole in front of the slot which allows the flanges to be removed.

With the chassis away from the boiler it was easy to see that the wire from the motor to the drawbar screw had come loose. I resoldered it and placed the mechanism on the track sans boiler and tender. Hooray -- It ran smoothly -- no binds! Noisy though.

The drive train consists of a worm gear box on the no. 2 axle on the front driver frame with the worm shaft supported aft on the frame. This shaft is connected through a pair of universal joints ahead of a shaft support on the front of the rear driver frame to the second gearbox on the no. 2 axle on the rear frame. This second gearbox accommodates an idler gear between the worm and the axle gear. A length

of flexible rubber tubing couples the worm shaft aft of the second gearbox with the Pittman motor shaft. This coupling was the source of the noise. Driver flexing over uneven track caused vertical and horizontal misalignment between the worm shaft and the motor shaft, preventing smooth running. Also, I noticed one of the white plastic universal joints was out of alignment. A little warmth from a soldering gun and finger pressure while cooling eliminated the front engine vibration. I did not disassemble the drive to do this. The rear engine roughness was solved by cutting the motor and gearbox shafts (eliminating the rubber coupling) and installing a pair of universal joints. NorthWest Short Line and Grandt Line joints were used. I used a short length of round brass rod to join the two universal joints. All vibration is now gone. While the locomotive was disassembled I installed the weight in the boiler.

Now, with the loco reassembled, a test run found several short circuits. Brake shoes on the insulated side hit the driver tires, creating a short. These were adjusted, eliminating the problem. Shorts were also found in the tender. Inspection showed that lead truck wheels were hitting the floor on almost perfect track. Four screws were removed to free the floor from the tender body. Hah! The floor had a warp in it like a humpback whale! All was well with the body, but there wasn't sufficient support for the floor. I cut two pieces of brass 1/16 x 1/8 x 1/4 and soldered them at the bottom inside of the tender body at the midpoint of the floor. They are recessed enough to accommodate the thickness of the floor. Now the floor was straight when reinstalled, but the wheels still contacted the frame.

Now I took off the rigid five-axle rear truck and checked it for problems. I removed four washers, one from each end of each truck bolster, and loosened the truck up so it could flex over uneven track. I also found that all tender wheels were gauged to the old NMRA wheel standards. These were regauged easily and installed back in their frames. Small spacer washers were inserted between truck bolsters and the floor to raise the floor enough to clear the wheels and allow the rear truck to flex. Now off we go again. Away we go! It runs! Quiet, smooth, no shorts.

Now off to the shop to install Kadee no. 802 couplers. A trial run handled 20 cars well on all but two-percent grades. Here help was needed, as virtually none of the cars are free-rolling or light in weight.

One thing worth mentioning is that this is one of the few "out-of-the-box" locomotives I have encountered which rides on its springs; i.e., with the loco on the track all springs are slightly compressed so all drivers really follow the track. What a difference that makes when out on the road! This is a big plus in my book.

Everything I have mentioned is a simple adjustment which can be done by anyone with medium experience and a little patience. For what it's worth, in my opinion the Sunset Challenger is a fine piece of machinery and I would not hesitate to buy another if it were needed.

-- Joe Scales

## 1987 NMRA NATIONAL CONVENTION NOTES

by Ed Loizeaux

There were two S layouts at the NMRA National Convention in Eugene, Oregon, both from the San Francisco Bay area. Jerry Porter (Concord, CA) had his portable 12'x 30' layout with yard and double-track main running challenges and 40-car freights. The layout is so large that it was set up on the stage in the exhibit hall. It so happens that the NASG booth with its highly-visible "NASG" tablecloth/banner was right next to the layout, so S was immediately obvious from any location within the hall! Because of its prominent position and the fact that there were no O gauge layouts at the convention, S was perceived by some as the largest scale!

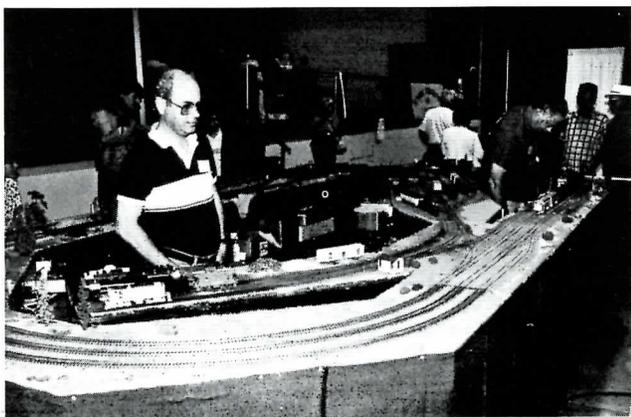
Lee Johnson's familiar portable layout from Walnut Creek, CA was there too. (Lee now has a trailer to transport the layout -- a quite satisfactory arrangement.) Ken Mackenzie's S Scale SIG booth was also at the convention.

S gaugers attending were Harold and Thelma Bortz, Barney and Ann Daehler, Arden Goehring, Gale and Pat Irwin, Dave Jasper, Lee Johnson, Fred Kahrs and wife, Ken Mackenzie, Ed Loizeaux, Jerry Porter, Doc Schuster, and John Verser.

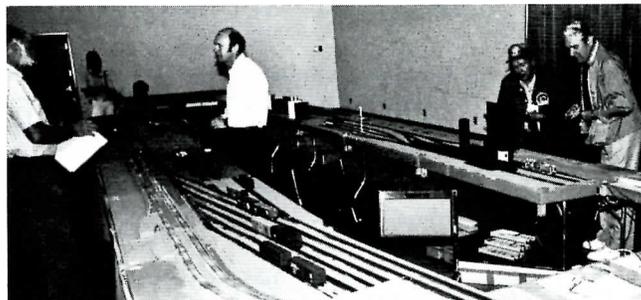
Two S scale locomotives did well in the contest events. John Bortz took second place -- steam locomotives in the model contest with his NYC Niagara. An Omnicon Pennsy K4s, right out of the box with no added lubrication and no run-in, won first place in the locomotive performance contest.

Jerry White, NMRA's Engineering Chairman, met with NASG President Loizeaux to discuss standards. Jerry wants to work with NASG to unify the standards between the two organizations. Therefore, Pres. Loizeaux has made it an official goal of the NASG to work with Jerry to this end.

One On3 NMRA member with absolutely no interest in S bought an NASG membership solely as an interorganizational fence-mending gesture on his part.



A sleepy Ed Loizeaux watches (?) over the yard on Lee Johnson's portable layout.



Here's Jerry Porter in the middle of his large portable layout, telling a bystander how he did it.

It is clear from talking with convention-goers that the vast majority of model railroaders have no knowledge of what's happened in S in the last four years. If they had this knowledge, we'd have more S gaugers. Therefore, NASG will emphasize exposure to non-S gaugers from now on. Advertising and magazine articles are not enough; apparently many people simply don't read or retain these things. Convention coverage is a must.

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### NASG PROMOTIONS COMMITTEE ANNUAL REPORT

by Don Thompson, Chairman

With this 50th anniversary of manufactured S gauge trains, the NASG Promotions Committee has been busy publicizing this to the rest of the model railroading community. The main effort was directed toward articles which appeared in the May issue of Model Railroader. Originally, three separate articles were submitted by Sam Powell ("50th Anniversary of S"), Jeff Wilson ("Current State of S Products"), and Don DeWitt ("S Modules"). In addition to these articles, over 100 color and black-and-white photos by Bob Werre, Vic Roseman, Ed Loizeaux, Bill Geracci, Stan Stokrocki, and others were included for use with these articles. Model Railroader decided to combine the articles into a six-page spread. This allowed us to use several more color photos and have a larger article on the 50th anniversary.

The NASG also ventured into a joint ad with several S manufacturers. Letters went out to all S manufacturers explaining about the May Model Railroader issue and asking them to advertise in that issue. We also suggested a joint ad for those who felt that they wanted to be a part of that issue but were not planning to advertise separately. We were able to get a one-third-page ad for the NASG and these manufacturers.

The June Model Railroader had two color photos of Stan Stokrocki's modules which were intended for the May issue. Space limitations inadvertently enabled us to benefit by having these run a month later.

Both the 50th anniversary article and the joint ad listed the address for the "S Infor-

mation Package." These were sent out in May and included a copy of the DISPATCH, Ron Lev-enton's AF catalog, PBL's "Sn3 Dispatch," Ho-quat Hobbies' S/Sn3 catalog, an issue of the Herald, the NASG brochure, and a listing of all S clubs, S manufacturers, and S publica-tions.

In conjunction with the NASG Standards Commit-tee, several S manufacturers were contacted about the NASG code 110 wheel. Through our efforts Russ Downs of Ace has made code 110 wheels in steel on American Models axles for American Models trucks. (Also, Russ made a run of high-rail insulated wheels on American Models axles for the passenger cars.) We also were able to get Sunset Models to use the code 110 wheel on the recently-imported brass UP Challengers. New manufacturers Modern Models, River Raisin, Southwind, and BK (turnouts) were also contacted about the standards with the three brass importers agreeing to use the code 110 wheel. The Promotions Committee's code 110 list is now three pages long. It lists all the code 110 products which have been produced.

This spring a report was made to the NASG Con-vention Committee about the promotional impli-cations of a joint NMRA-NASG annual convention in relation to the 1989 Houston and 1990 Pittsburgh convention sites. The five-page report gave the pros and cons of a joint con-vention in general and each site in particu-lar, as well as the impact on the S manufac-turers, the AF members, and NASG income.

We have started to put together a list of all the hobby shops which market S products. We hope to have this completed in the fall. Please send the name of any hobby shop which sells S to:

Dan Reagan  
7416 South Ivy Way  
Englewood, CO 80112.

Our NASG display went to more shows this year than ever before. In fact, several shows which asked for the display had to be turned down because of previous commitments. The display was at the Fall S Fest, the Spring York TCA Show, several NMRA shows, a Greenberg train show, and several all-gauge swap meets. If any club would like the NASG display for next year, please contact me. The display consists of the NASG table covering, several copies of the DISPATCH, and copies of S cata-logs and magazines. We will even pay the UPS charge for return shipping.

The NASG slide show was not updated this year, and that may explain why we had no requests to use it. However, three of the slides were used in the Model Railroader 50th anniversary article. We do have some new slides which will be part of the 1988 slide show. Most of these new slides are of the NASG S-MOD module system. If you would like to reserve the 1988 NASG slide show, please contact:

Tom Nimelli  
38564 French Creek  
Avon, OH 44011

## NASG STANDARDS COMMITTEE ANNUAL REPORT

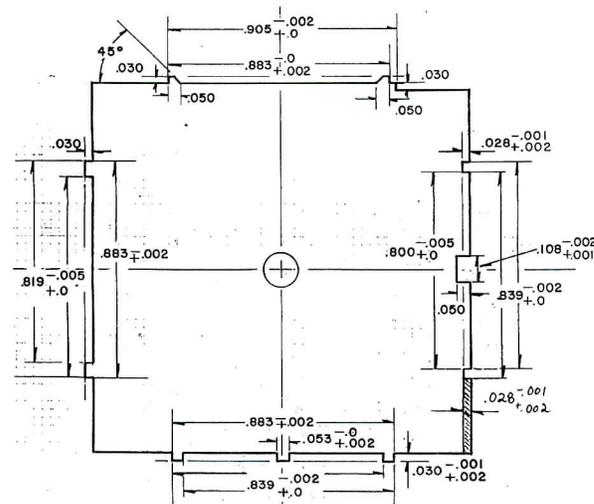
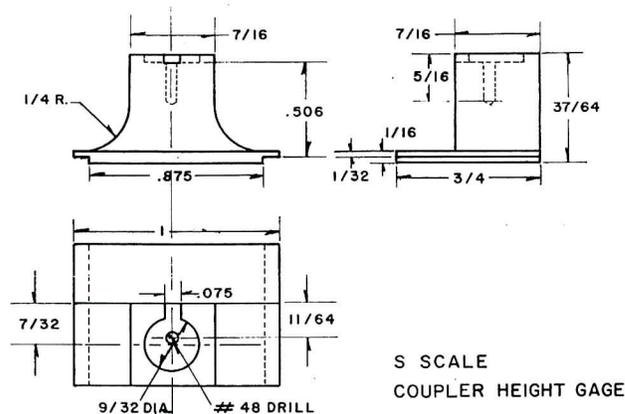
by Don Thompson, Treasurer

This year the standards committee supplied NASG check gauge and S coupler-height gauge drawings (see below) to the NASG Clearing-house. The check gauges will be made of stainless steel and the coupler-height gauges are to be made of injection-molded plastic.

Committee Chairman Wayne Pier reviewed and ap-proved the proposed modular standards supplied to us by Don DeWitt of the Modular Standards Development Committee.

Projects which are still pending are the pro-posed Sn2 standards and a set of 1:64 AAR standards. Anyone who would like to work on these projects should write to:

Wayne Pier  
2821 Asbury Ave.  
Wayside, NJ 07712



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"87 FOR 87"  
by Don Woods

Back in 1950, Maury Romer and the boys at Flyer came up with a slogan "50 New for 1950." In an effort to invent a lot of new products cheap, they combined off-the-shelf parts in new ways to fatten the catalog. For example, two tank car bodies were placed on a metal base with a little shack, and *voila* -- a 768 Oil Supply Depot was born. A heavyweight passenger car body in yellow was given graphics and an antenna: 767 Roadside Diner.

In the interest of rejuvenating this idea, I have come up with a few conglomerations for "87 New for 1987."

**ANIMATED STREET GANG SET** - Similar to the old track gang set. A button is pushed, and vandals throw rocks at passing trains.

**COW ON BRIDGE** - The molded cow from cow-on-track lurks suspiciously on a 750 Trestle Bridge. Passing train trips a device allowing

cow chips (included) to fall on train.

**BOSSIE THE LAMPLIGHTER** - Similar to Gabe, but same cow as above climbs light tower and turns on floodlights.

**ACOUSTIKOVICH TALKING STATION** - Similar to the prewar Akoostikin talking station; however, train departure information is given in Slovenian.

**REAGAN-ON-TRACK** - A molded rubber Reagan is placed on cow-on-track mechanism. Device swings out and stops all passenger service on layout.

**EXPLODING MO-PAC SET** - A silhouetted passenger terrorist triggers plastic explosives which blow up 1958 MoPac set.

**ANIMATED UNION TRACK GANG SET** - Approaching train triggers track trip. One man piles debris on track to stop train while others picket in circle on green base.

**OPERATING COWMILL** - Similar to 796 Sawmill, but log is replaced by cow from cow-on-track. As cow goes through saw, steaks and roasts are deposited in waiting refrigerator car.

## CORRECTIONS

Vol. X No. 2 (June 1987):

The cover photo was shot by Ed Loizeaux.

The reefer pictured on page 15 with Arden Goehring's GE 44-ton switcher was built by Ed Loizeaux, not Arden.

Claude Wade, not Frank Titman, did the patterns for the tender trucks on Frank's locomotive (p. 14).

We printed a picture of an RS-3 with the wrong caption. Following are the RS-3 with the right caption, and the caption with the right photo.



Jim Kindraka's NYC RS-3 poses on his branch junction module.

ED LOIZEAUX



Mike Weinstock's operating module was one of the "Fall 'S' Fest" displays.

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- MODEL CONTEST- This years model contest will feature plaques and **PRIZES** for all winning models.
- MANUFACTURERS EXHIBITS- The modules and manufacturers will share a 150' by 75' convention hall. You will get to meet many S dealers, brass importers and S manufacturers.
- CLINICS- Twenty clinics and workshops will be given by famous model builders, collectors, manufacturers and rail fans.
- SPOUSE PROGRAMS- A full schedule of clinics, workshops, tours and a hospital-ity suite are planned
- TOURS- We are planning tours to NJ Transit Meadow Shops, Strausburg (Pennsylvania RR Museum, TCA Museum), Flemington (Black River & Western RR Turntable Junction) and New York City (Statue of Liberty, Staten Island Ferry, South Street Seaport Museum etc.).
- S SWAP MEET- We have planned the biggest S ONLY Swap Meet in the east.
- LAYOUT TOURS- Many local layouts have been schduled for our convention including the Union Club.

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FOR ADDITIONAL INFORMATION CONTACT:

ROGER WEBSTER, 71 WHISPERING PINES DR., LINCROFT, NJ 07738

Route of the ALLEGHENY LIMITED

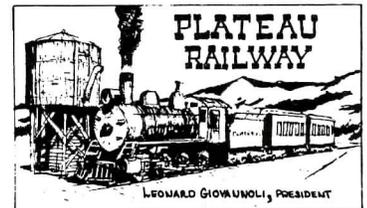
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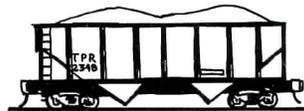
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**REFLECTIONS**

by Dick Karnes

While many of you were at the Chicago convention, my family and I were vacationing on the East Coast - from Maine to Georgia. It was my first visit back east in 10 years, and my first exposure to eastern railroads in over 20.

When I left the East in 1964 there were passenger trains with individual character and pizzazz, well-used but well-maintained freight equipment, and -- complete mainline electrification from New Haven to Harrisburg and Harmon to Alexandria. Everyone "knew" that mainline electrification is the most cost-effective form of locomotion in spite of the substantial initial cost.

But times must have changed. Gone are the wires (except on Amtrak corridor rights-of-

way). The RF&P Alexandria yard's wireless catenary towers stand like so many headstones in memory of what once was. The Pennsylvania (Conrail) high line past Philadelphia's 30th Street Station endures a similar fate. The New York Central (Conrail) freight line down Manhattan's West Side has lost its third rail. And while all this was happening, the only western electrified mainline -- the Milwaukee Road in Montana, Idaho, and Washington -- was abandoned.

I know of no Class 1 railroad in the U. S. which still has any electrified freight service. Yet electricity for passenger service is enjoying a tremendous resurgence -- new streetcars in major cities (most recent: Sacramento and Portland, Oregon), new trolley buses (e.g., Seattle), and new electric rail transit (D.C., Miami, Atlanta, and elsewhere).

While I take immense joy in riding these new electric lines, that doesn't come close to the thrill of seeing a PRR P-5 motor working a freight, a NYC Class R rumbling down the West Side, or an ugly-but-gorgeous old Milwaukee boxcab winding through the Cascades.

(P.S. -- As for passenger trains with individual character -- forget it. All Amtraks look alike to these old eyes. And whatever happened to open-air auto racks? -- cabooses with windows? -- cabooses at all?)

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