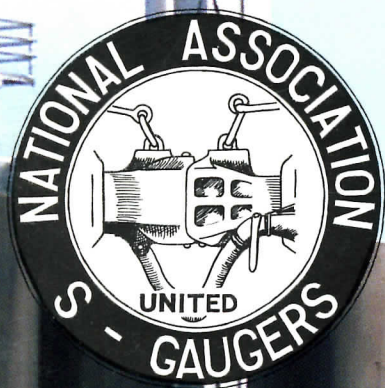




August 1999

Volume XXII Number 4

DISPATCH

MEMBERSHIP DIRECTORY
1999-2000



ALL ASPECTS OF S • Scale • Hi Rail • Narrow Gauge • American Flyer

PRR K-4 STREAMLINED 4-6-2



Photo is of similar HO model

PRR 3768 also known as the 1936 World's Fair engine due in January or February 2000.

Featuring: die cast boiler, pilot and cab. Authentic construction of tender with removable coal load. Removable drive wheel skirts, our tried and tested puffing smoke unit with real piston "chug" sound and authentic K-4 whistle and bell. Standard ® "Gription" front drivers for 100% more pulling power. Available in the "as delivered" bronze scheme or Brunswick green both with gold lettering and striping. AC flyer versions with sound \$429.95 and DC models \$349.95. Both AC and DC models come with smoke and piston sounds.

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Road names: AT&SF, B&O, C&O, CP, CB&Q, C&NW, D&RGW, Erie, Frisco, GN, IC, Lackawanna, Milw Rd., MP, NH, NYC, N&W, NP, PRR, RI, Southern, SP, UP and undecorated.

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NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
262-968-3729
E-Mail: nasgdispatch@hotmail.com

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

Michael G. Paschall
PMB 410
2300 Bethelview Road
Cumming, GA 30040-9474
770-205-4880
E-mail: michael@bakerstreet.com

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

SUBSCRIPTION RATES: 1 year \$12.00, which is included in the \$17.00 annual dues. All subscriptions payable in U.S. funds. Second class postage is paid at St. Charles, MO. Printed in the U.S.A. All rights reserved. **POSTMASTER:** Send address change to **Treasurer**, NASG, Bill Moore, 220 Swedesboro Rd., Gibbstown, NJ 08027-1504, wmoore@jnlk.com

COVER:

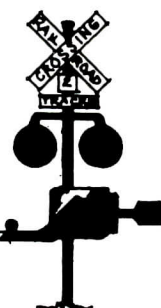
1999 NASG Union Pacific Boxcar made available for purchase by members. Manufactured by Pacific Rail Shops in long and short ladder versions. Scale or Hi-Rail.

Photo by Bob Werre

ORDER BOARD

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August, 1999



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

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FROM THE MEMBERSHIP CHAIRMAN

A brief reminder from your membership chairman - keep this issue handy. While it may seem at first glance something you'd want to put on the shelf and not read, I want to remind you of it's value.

A great deal of effort by several people goes into this issue, to provide you with a membership listing, both alphabetical and by zip code. It's purpose is to allow you the opportunity to locate others in S gauge. The membership lists and the club lists are valuable tools to do that - use them!

Should you need your membership number at any time, say to order a car, it is part of your listing in the directory. It's the last entry on the alphabetical listing.

Keep your directory handy!
William Moore, Treasurer
wmoore@jnlk.com

ABOUT THE DIRECTORY

The content this year will include both the alpha membership listing and the zip listing because we are not putting the Constitution and By-Laws in this year. Also in this issue are 6 updated and approved engineering standards. Again be alert for address errors in the member listings and the club listings. Let me (Jeff) or Bill Moore know.

RAILMAIL:

Reason to model the past: A modeler wrote on the internet "I don't know why so many of us want to stay trapped in a time warp of 30-50 year old stuff."

I'll tell you why, from this old (60) codger's point of view. I want to recreate the beautiful stuff I remember as a boy and young man, near where I grew up. I thought those NYC locomotives and trains were gorgeous. those first-generation diesels and their coexisting steam and electric brethren were awesome. And those passenger trains! Beautiful road-specific color schemes. The combination of passenger cars from different roads on Pennsy's main line was dazzling: Seaboard, ACL, Southern, PRR, New Haven, RF&P, LV, CofG, A&WP, T&P, all on the same line.

President's Message ...

Our **REAL** (actual) membership growth continues to be a serious matter of concern. Current membership (as of June '99) is approaching the 1800 mark. Two years ago I reported membership approaching 1700. Four years prior to that we had 1500 members. But this represents real membership growth of only 50 members per year. However, we have re-railed and added at least 150 new members each year.

But where are these missing individuals???

Some tend to procrastinate, while others forget to renew, often until reminded face to face. I've seen several '98 renewal forms in just the past two months, and yet the '99 forms were available during the same period. Tell your fellow S gaugers to get back on track if they haven't yet returned their renewal forms! (Remind them to send them to Bill Moore while you're at it.)

Jeff has begun listing new members under "Welcome Aboard" in the Extra Board column - let's add to the list!

I hope you will use the new membership directory throughout the year. Recently, I received an e-mail from a member on the west coast seeking a club contact and used the directory information to reply. Keep your directory handy, and **USE IT** throughout the year.

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

Today all you see is red blue-silver Amtrak, freight trains that look like multiple-tandem highway trailers and no caboose. Not for me, no thank you.

But I agree with the need for more modern equipment, even though I wouldn't touch it. Reason: Today's young people never saw what I saw as a youth. They love the trains they see now. And if interest in S, or -- in a larger sense, model railroading in general, is to be maintained, we'd better get on with offering contemporary stuff for contemporary modelers.

- Dick Karnes, Mercer Island, WA

Amen, see my editorial. One thing I do beleive, however, is that today's younger modelers are more sophis-

ticated than we were and have much more information available to them. Many can probably be educated to have an interest in different modeling eras. - Jeff

Re: April RAILMAIL on AF vs. scale: It seems this controversy rears its head every 4 years. I happen to think that if the world were a perfect place, all model railroaders would be in S scale and Ed Loizeaux's defunct magazine (*3/16 Scale*) would outsell *Model Railroader*. I don't really mean that, but it would be nice to have more people in S scale.

White, Hall and Mersereau have obviously done more thinking about this than I have. I agree with their comments. Guys, go back and really read what they said in the April issue. Sorry, Ed, old friend, but I think you are wrong -- not that I expect you to change your mind, but that's OK.

- Chuck Porter, Oconomowoc, WI

S/Sn3 Modeling Guide Calls it Quits!

Subscribers, including yours truly, recently learned that Bill Wade, Jr., is ceasing publication of the only all-scale publication that dealt with both "S" standard and narrow gauges. Loyal readers are deeply disappointed. The letter to subscribers listed increasing financial losses and declining advertising. Bill has graciously given each subscriber a credit memo to use on missing back issues or any other B.T.S. products. **Honorable move Bill.** Also in his letter and on e-mail, Bill hopes authors of quality articles destined for his publication will be forwarded to *RMC* or *Model Railroading*, two major general publications which have supported S recently. Again, good idea, in my opinion. I'll reflect more on the ramifications on the NASG and the remaining all-S pubs in future issues of the *Dispatch*.

Some immediate thoughts: The NASG can step up scale promotions efforts, especially aimed at scalers. The *Dispatch* can (and will) use scale articles, columns, advertising when submitted. Our only commercial pub now, the *S Gaugian*, could look at several options such as increased scale coverage, increased number of issues, more color, etc. As a minority scale we are forced to preach to the choir (our own S community) and preach to the non-believers (other gaugers).

- Jeff

S-CALENDAR

Oct. 3, 1999: Nutmeg Div., NER/NMRA annual train show. Windsor Locks, CT, Howard Johnson Plaza Hotel, 383 Center St., Exit 42 off I-91 north. 10am-3pm. Adults \$3, Seniors 60+ and children 6-12 \$2, Children under 5 free, Family \$5. Info: Joseph Sokol, 1170 Harford Tpk #E-51, Vernon, CT 06066. 860-872-2240.

Oct. 29-31, 1999: 24th annual Fall S Fest, Holiday Inn Westport, Missouri (St. Louis Area - 314-434-0100). Mention Fall S Fest to receive special room rate. Moe Berk, 39 Graeler, St. Louis, MO 63146, (314) 432-3417 or www.fallsfest.cib.net for info.

May 18-21, 2000: Spring S Spree, Holiday Inn Select South Park, Strongsville, Ohio (Rt. 82 and I-71. Lee McCarty, (440) 526-9864.

July 30-Aug. 6, 2000: NASG National Convention - Joint with the NMRA, San Jose, CA. NMRA HQ hotel is the DoubleTree near the airport. Other NMRA hotels - Hyatt San Jose and Wyndham. Hosts - Bay Area S Scalers. Bob Ferguson (805) 543-2213. E-mail: BobPCRC@aol.com. More details forthcoming.

Bids Open for NASG National Conventions -- 2001 and beyond. Contact Dave Held, Convention Chairman, 6154 Lanake Ln., Imlay City, MI 48444. (810) 724-5499.

Switch List

For Sale: Magazine collection of the late Ken MacKenzie: MNRA Bulletins from 1964, MR from 1953, NG&SLG from 1977, Model Railroading from Fall 1979, RM Journal from 1982, Sn3 Modeler, S Gauge Heralds, NASG Dispatch, 3/16 Scale, BRHS Bulletins and newsletters and more. Many complete years/volumes; some scattered issues. SASE to Chuck Porter, 4775 Gifford Rd., Oconomowoc, WI 53066.

Jeff's Junction

WHERE'S THE MODERN STUFF?

A note to the MPSG (Modern Prototype S Group): This dedicated group is currently on-line trying to drum up a group effort to promote the manufacturing of primarily modern locos and rolling stock in S.

Some initially even suggested a separate organization, but basically, and logically, this group is evolving into a SIG (Special Interest Group). This is good! We definitely need individuals taking the "bull by the horns" to help promote their specialized S interests. And yes, S does need more modern equipment, especially in the lower price ranges (read plastic). As I see it this group is primarily in the scale arena.

One of their premises is that if more modern equipment were available, then younger modelers in other scales who enjoy current "real" railroading could be encouraged into S scale - good point.

Now for a couple of Devil's Advocate questions:

1. How do we promote modern modeling for the hi-railers and Flyer folks (the biggest S market), especially involving locomotives? I suspect the answer is to ignore Lionel (they cut off their own noses) and push for interchangeable scale/hi-rail equipment from SHS, AM, others and even brass.
2. If modern (50'-80') freight cars and modern locos like Dash 8s, SD70Macs, etc., are produced, what would be the minimum radius and turnout #s needed to allow smooth operating? I suspect here that tight radius (below 36") would not work too well or look very good with the longer cars and 6 wheel truck diesels. If so, then the small layout operator will have a hard time utilizing the larger modern equipment. I suspect that modern modelers, whether they be scalers, hi-railers or tinplaters, will have to plan on larger radius layouts. The 4' x 8' or the 5' x 9' oval may not be practical.
3. What do you mean by modern? Is there a range of dates? Does the modern era begin in 1965, 1970, 1980,

1990? This is an extremely important question for manufacturers to know the answer to.

My own feelings on this - it begins during the 1970s when 40' boxcars became extinct, F units were retired, and Amtrak became the only passenger option. My question to the MPSG is what are the loco and rolling stock priorities based on widest usage over the longest time span since the '70s? For example, SD45s and U36Cs were more common over a longer time frame than say Dash 8s.

Again, my solution would be that "plastic" manufacturers begin with the most versatile, long running choices, such as those mentioned and maybe an SD40-2 (sounds familiar). As sales move along, then down the road manufacturers can move into the Dash 8s and Genesis Amtrak locos. Same thing with freight cars.

The MPSG probably needs to focus on prioritizing equipment which would be the most universally acceptable - and set aside personal "I wants." They are currently working on a modern gondola in brass which was built in large numbers. That's the right idea.

On a positive note about current modern equipment availability, MPSG folks should look back to what modern stuff was offered prior to 1985 - not much. Today it isn't really that bad. In plastic AM, SHS, Downs, Des Plaines and PRS all produce some modern freight cars. Am has its Amtrak passenger cars. For locos AM has the Amtrak FP40 and the GP35 (SD60 coming). SHS has an SW9 - plenty of real ones still around. There are still some modern brass diesels to be found which were produced during the '80s and early '90s by Overland and River Raisin. A GP30 in brass is still available, but in short supply.

Newer things will come eventually, but we all know that an S gauger needs to be both persistent and patient. The steam-diesel transition era is still the most popular, so my advice to the MPSG - "Damn the torpedoes, full speed ahead!"

- Jeff



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TWO NEW CHAIRMEN:

Please Note two changes in our committee chairmen list. First, Gregg Miller is now our Promotions Co-Chairman. He was offered the position by the BOT and accepted following the resignation of Joel Lebovitz. Joel is still willing to help with promotions but not as chairman. Our second change since the convention is the appointment of a new Membership chairman, Michael Paschall, by our Treasurer, Bill Moore. Michael will handle all the computer work involved and is well qualified to do so. Bill wishes to thank Dick Karnes for assisting in the membership work while the search was on for someone to fill the position permanently.

IN MEMORIAM

Ed Filer, a member of the NASG since 1976, passed away August 4, 1999, in Buckhannon, West Virginia. Ed attended the St. Paul Convention in July. Ed was an original member of the S Circuit Letters and had won several NASG contests with his scale models. He is survived by his wife Shirley.

THE NASG OFFICERS AND COMMITTEE CHAIRMEN

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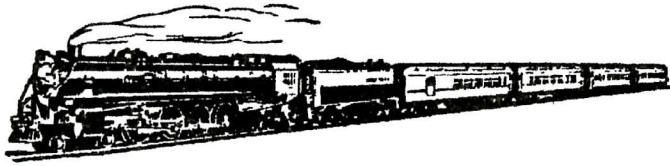
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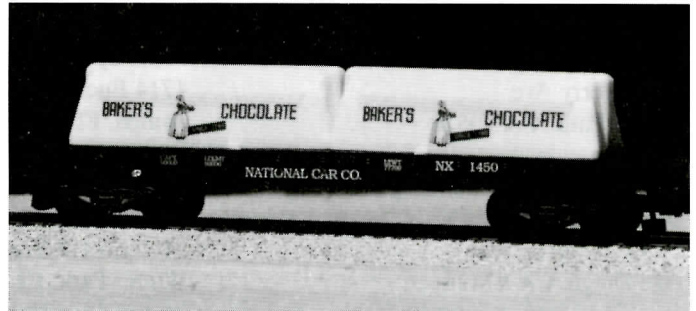
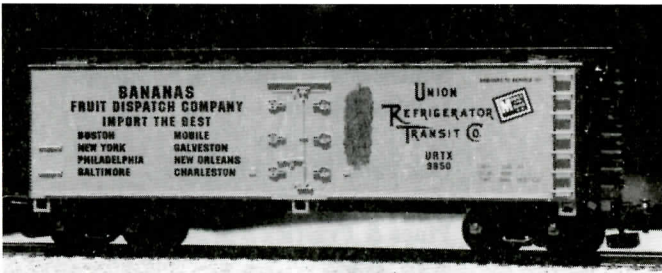
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The NASG's S-MOD standards have been accepted by the NMRA Engineering Committee as the basis for their proposed new NMRA S standard gauge module standards. If you do not have a copy of the S-MOD materials, for \$5.00 you get the following information: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

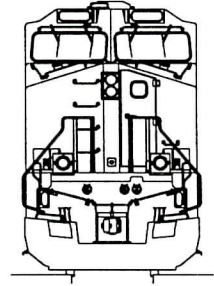
Package includes:

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

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

National Association of S Gaugers Engineering Group

Standard S3 Track - Standard Gauge



Track Gage minimum	Gmin	0.883"	22.42mm
Track Gage maximum	Gmax	0.905"	22.99mm
Check Gage minimum	Cmin	0.839"	21.32mm
Span maximum	Smax	0.798"	20.27mm
Flangeway maximum	Fmax	0.050"	1.27mm
Flange Height minimum	Hmin	0.030"	0.76mm
Point Spread maximum	Pmax (E) Electrical	0.819"	20.80mm

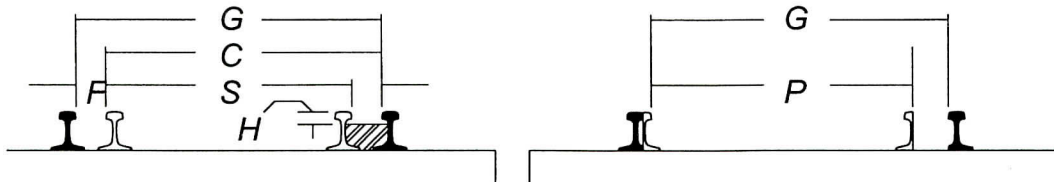
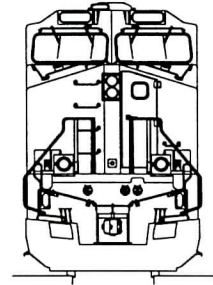
Notes:

- 1) For further information on Track & Wheels, see NASG Standard S3 & S4 Help File.
- 2) Recommended Wheel Contour is NMRA RP-25 code 110.
- 3) Adopted by NASG - September, 1998.

Drawn by Randy Wilson - 10/20/1998

National Association of S Gaugers Engineering Group

Standard S3.5 Track - Narrow Gauge



Track Gage minimum	Gmin	0.563"	14.30mm
Track Gage maximum	Gmax	0.585"	14.86mm
Check Gage minimum	Cmin	0.519"	13.18mm
Span maximum	Smax	0.478"	12.14mm
Flangeway maximum	Fmax	0.050"	1.27mm
Flange Height minimum	Hmin	0.030"	0.76mm
Point Spread maximum	Pmax (E) Electrical	0.499"	12.68mm

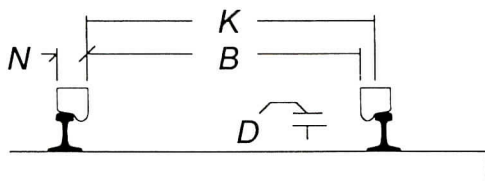
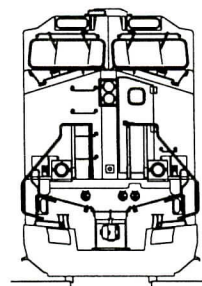
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- 3) Adopted by NASG - September, 1998.

Drawn by Randy Wilson - 10/20/1998

National Association of S Gaugers Engineering Group

Standard S4 Wheels - Standard Gauge



Check Gage maximum	Kmax	0.839"	21.32mm
Back to Back minimum	Bmin	0.800"	20.32mm
Tire Width minimum	Nmin	0.108"	2.74mm
Flange Depth maximum	Dmax	0.030"	0.76mm

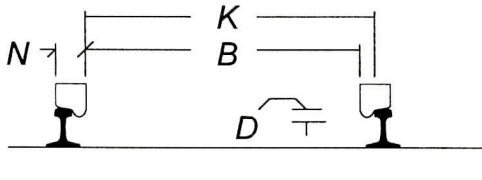
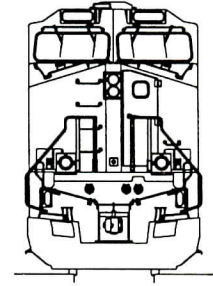
Notes:

- 1) For further information on Track & Wheels, see NASG Standard S3 & S4 Help File.
- 2) Recommended Wheel Contour is NMRA RP-25 code 110.

Drawn by Randy Wilson - 12/27/1995

National Association of S Gaugers Engineering Group

Standard S4.5 Wheels - Narrow Gauge



Check Gage maximum	Kmax	0.519"	13.18mm
Back to Back minimum	Bmin	0.480"	12.20mm
Tire Width minimum	Nmin	0.108"	2.74mm
Flange Depth maximum	Dmax	0.030"	0.76mm

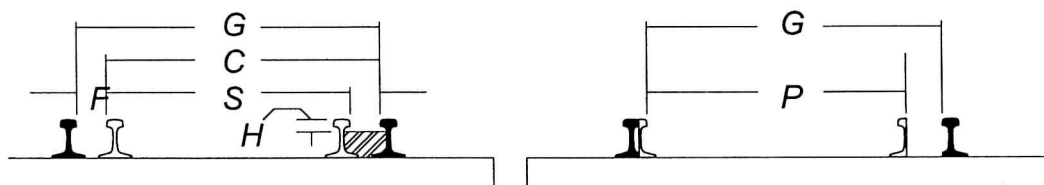
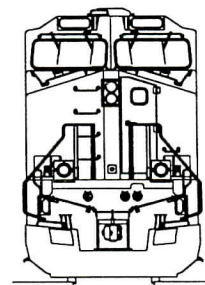
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- 2) Recommended Wheel Contour is NMRA RP-25 code 110.

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Recommended Practice RP3 Track - Proto:64



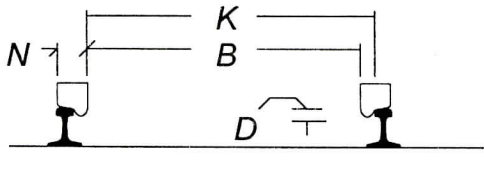
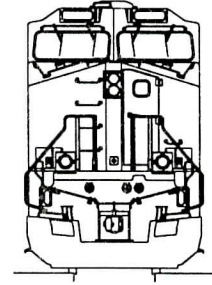
Track Gage minimum	Gmin	0.883"	22.43mm
Track Gage maximum	Gmax	0.909"	23.09mm
Check Gage minimum	Cmin	0.851"	21.62mm
Span maximum	Smax	0.822"	20.88mm
Flangeway maximum	Fmax	0.041"	1.04mm
Flange Height minimum	Hmin	0.026"	0.66mm
Point Spread maximum	Pmax (E) Electrical	0.838"	21.28mm

Notes:

- 1) For further information on Track & Wheels, see NASG RP3 & RP4 Help File.
- 2) Recommended Wheel Contour is Association of American Railroads.

National Association of S Gaugers Engineering Group

Recommended Practice RP4 Wheels - Proto:64



Check Gage maximum	Kmax	0.851"	21.62mm
Back to Back minimum	Bmin	0.824"	20.94mm
Tire Width minimum	Nmin	0.087"	2.21mm
Flange Depth maximum	Dmax	0.026"	0.66mm

Notes:

- 1) For further information on Track & Wheels, see NASG RP3 & RP4 Help File.
- 2) Recommended Wheel Contour is Association of American Railroads.

**Included in this Directory are 6 pages of (not to scale) drawings
reflecting the recently approved engineering standards:
NATIONAL ASSOCIATION OF S GAUGERS ENGINEERING COMMITTEE
Revised, Updated and Approved Standards: Approved Sept. 28, 1998**

**S3...Track, Standard Gauge
S3.5... Track, Narrow Gauge
S4... Wheels, Standard Gauge
S4.5...Wheels, Narrow Gauge**

**RP3... Track, Proto: 64
RP4... Wheels, Proto: 64**

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Drawn by Randy Wilson - 12/27/1995

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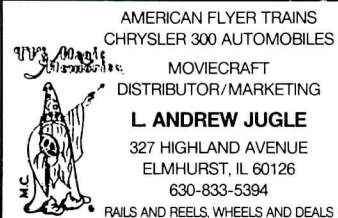
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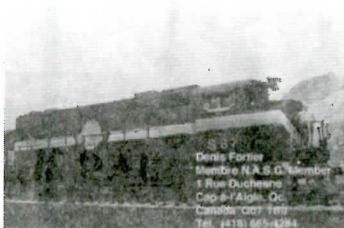


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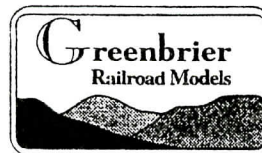
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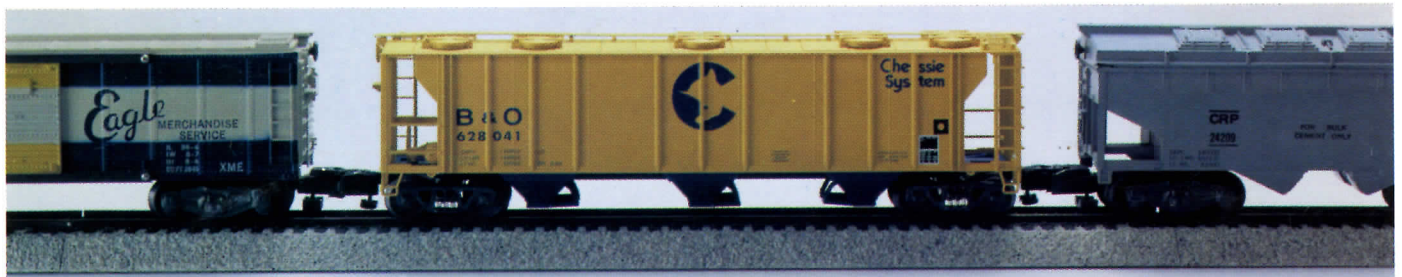
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