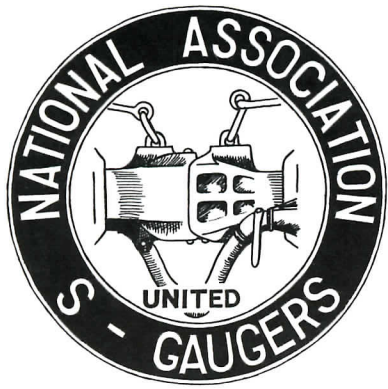




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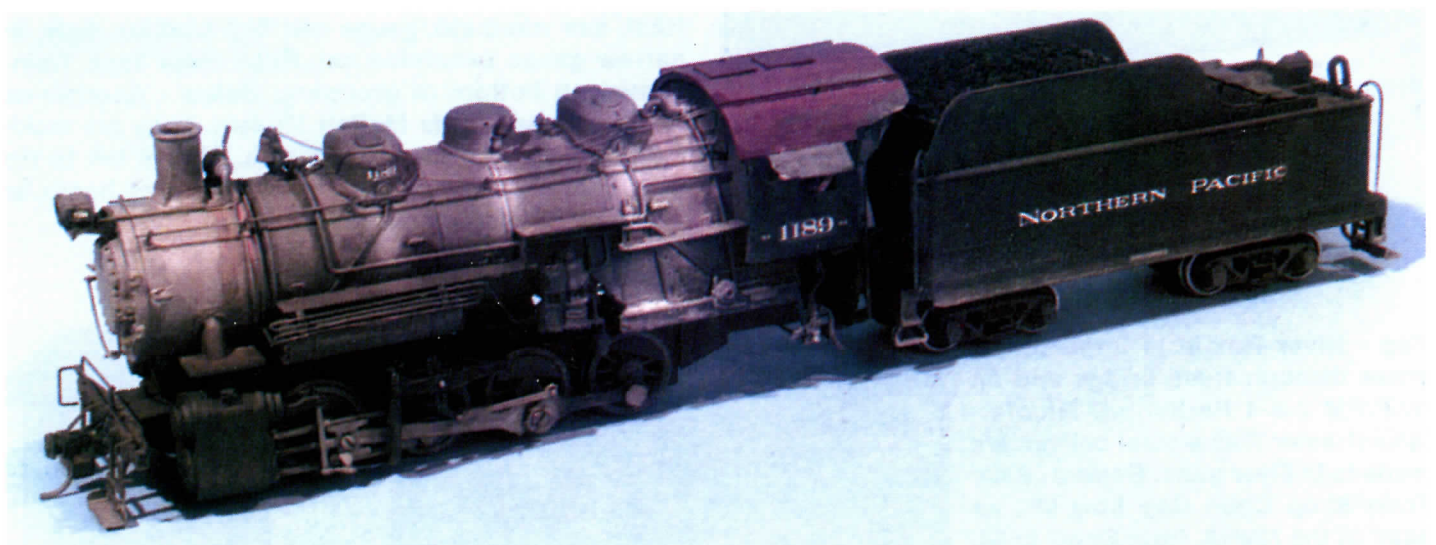
Volume XXII Number 5

DISPATCH



Build this Sn3 Snowplow

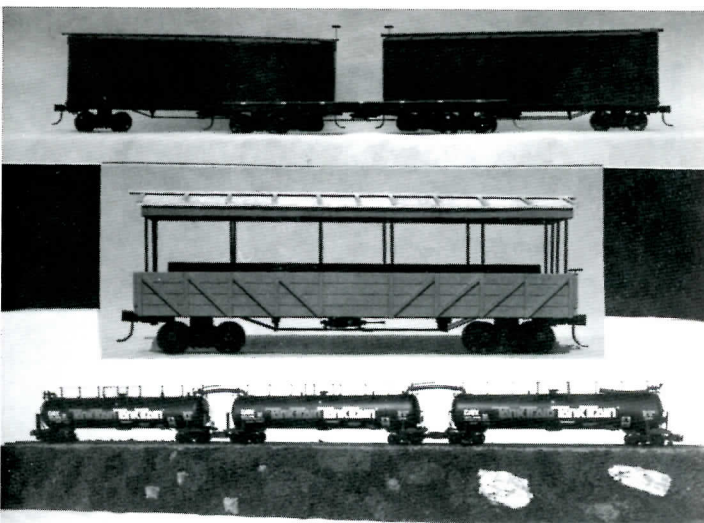
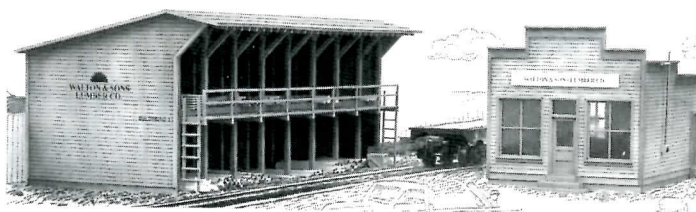
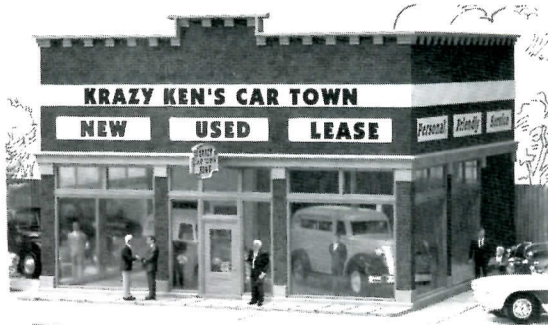
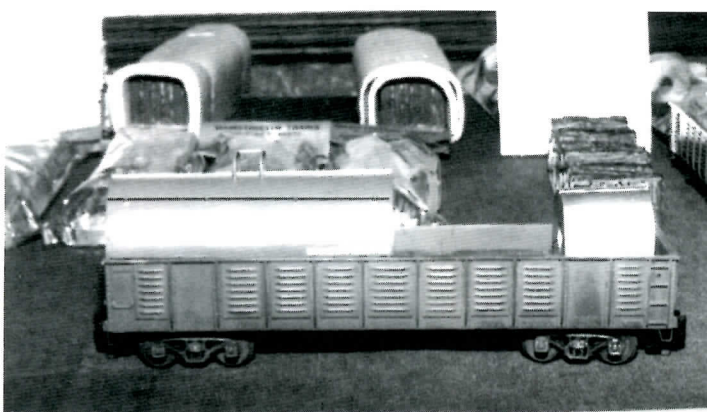
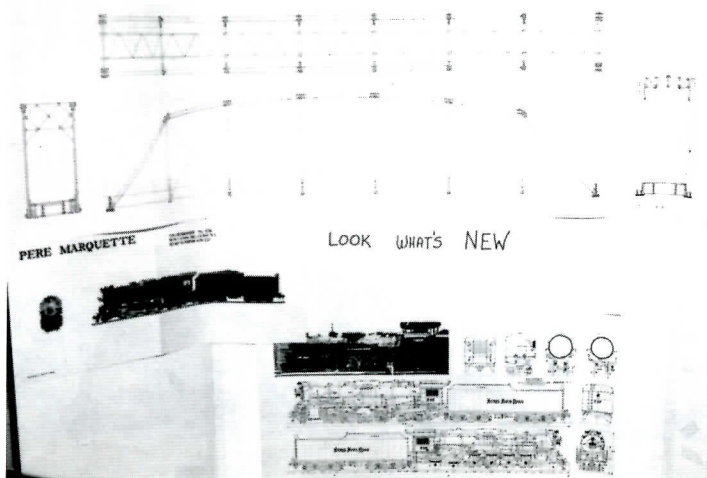
NMRA Brass Bell awarded
to Tom Lennon



NP 0-8-0 photo courtesy of the National Model Railroad Association, copywrite 1999, all rights reserved.

All Aspects Of S • Scale • Narrow guage • American Flyer

WHAT'S NEW?



Top - Walthers O/O27 car dealership and lumber yard should work well in S. If the roofline of the dealership were lowered about 3/4" and the people door changed, it should be about perfect. The lumber yard should also be easily adapted. *Middle* - New S freight car producer, REM, has wood std. gauge and Sn3 boxcars, flats, and narrow gauge excursion car. Rusti Rails Tank Train is shown on bottom of grouping. *Below* - Another new manufacturer in S is Moffett Models. They are making resin shanty type kits and details. Shown left to right are Chama scale track, Coxo, NM telephone booth, and Cresco, CO telephone booth.

Top - River Raisin is importing a brass through truss bridge and an NKP/PM 2-8-4 Berkshire. *Middle* - Mainstreeter Trains steel coil covers made to fit Flyer gons. *Bottom* - Bill's Train Shop Coon Gap Saw Mill as seen at the NMRA Train Show in St. Paul.



NASG DISPATCH

Official Publication of the
NATIONAL ASSOCIATION
of S GAUGERS

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

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COVER:

Snowplow is an Sn3 project by Dave Heine.

The NP 0-8-0 is a converted AF loco by Tom Lennon who was awarded the Brotherhood of Locomotive Engineers Brass Bell Award at the 1999 NMRA Convention in St. Paul Find out more about the NMRA — 423-892-2846 or www.NMRA.ORG.

ORDER BOARD

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

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President's Message ...

As we go into the fall season, I want to encourage you to focus on promotion of the gauge we all enjoy. The August issue of the *DISPATCH* announced Gregg Miller as our new Promotions Co-Chairman. The other individual who has accepted the corresponding Co-Chairman is Tom Robinson. The BOT spent considerable time at the convention in St. Paul discussing the direction of promotions to maximize the growth of S. You can expect to see a broader media approach and an emphasis on the use of layouts at shows to demonstrate the ideal gauge.

I'd like to take this opportunity to emphasize your individual approach to promotion. Our most significant growth can be achieved by promoting "outside" S, to individuals in other gauges and to those who are new to the hobby - by you. Our co-chairmen are willing to assist you, but this is a national organization and they can't be everywhere or attend every show. Recognize the knowledge that you have and spread the word. Whether it's in the area of Scale, Hi-Rail, Narrow gauge or Tinplate - it's in "S".

I received an e-mail just recently from an individual on the east coast in another gauge who had acquired some S motive power and needed information regarding the choices and sources for track. Many of us take for granted the knowledge we've acquired, but remember, the people you will be talking to know even less. Surprise yourself - promote from within to the outside - you may just convert someone in another gauge to S.

While it may be too late to set up a show yourselves (it's really never too late, just think positively) before the holidays, you will probably be attending at least a couple on your own. Check with the show promoters - you just might be able to set up a layout to promote S. Shows do have cancellations, you might fill a gap. Even if you can't set up a layout, you CAN take S promotional material to a show. Most shows have promotion materials on the table where you check in or purchase a ticket to get into the show. Take some S promotion materials and ask to put them out. Before you say, "but I don't have any", let me remind you that your Promotion Co-Chairman does - contact Gregg or Tom for them - get out there and promote S!

Paul Stevens, President
email : crafterr@swbell.net

NASG NEWS

From Executive VP John Foley. Let me introduce Gregg Miller as a new Promotions Co-Chairman. Gregg is president of the Altoona Model Railroad Club and he chaired the '95 Altoona NASG convention. I will be working with Gregg on this committee. To all you S gauge manufacturers and dealers: even though Gregg will chair Promotions, I will be the NASG distribution point for all the literature that you can send that in turn will be forwarded to clubs who do shows. Many of you know that I have done lots of train shows on behalf of the

NASG and S (all of S) and signed up many, many new members. So if you will send me handout material, they will get into the hands of clubs on a timely basis. We will include NASG applications with these materials.

Also clubs! Please keep in touch with me. Let me know if you do shows, what shows and when. If your club does not have a layout, we can get free tables from GATS and Greenberg's to promote S gauge. I have done this since '95, mostly on my own, and it does work. Also, I like the idea of portable NASG S layouts. I think this can be done. As a BOT member I think the most important job is to promote. Portable layouts WOULD be great to send to clubs or individuals who are willing to display them. So let's look into it. Bill Furhman (our new Eastern VP - I was the former one) and I did a GATS show in Danbury, CT. Bill set up one of his modules and it got a lot of attention. So here's my motto: "LET'S DO IT!" John Foley, 164 W. Railroad St., Pottsville, PA 17901. Phone/Fax 570-622-3413, e-mail: foley164@ptd.net.

From Treasurer Bill Moore. It is with great pleasure that I announce to all that I have appointed a new Membership Chairman, Michael paschall of Cumming, GA. His qualifications are excellent - he writes and understands computer programs and is willing to do whatever he can to help the NASG and the membership. I feel confident that he will be a big asset to our organization. I would also like to give a special thanks to Dick Karnes for all that he has done, and probably will continue to do for the NASG. Without his contribution, the membership transition would truly have suffered. It was a time when this man's tireless, selfless and meticulous devotion to the membership duties was needed.

From Doug Peck: All NASG Flyer car orders have been shipped - the GN caboose. No quantity limits on future orders.

RAIL MAIL

Great Convention: The Pines & Prairies S Scale Workshop did a great job putting together a fine convention! I'm from the Bristol Club which did the convention last year. The Bristol Club is much larger than the P&PSSW, and we found that hosting a convention was a mammoth effort for us; the pressure on the much smaller P&PSSW must have been incredible! But they did a great job and stayed helpful, pleasant and enthusiastic through the whole thine! Great Job!

I enjoyed the relationship with the NMRA convention: a mile away, shuttle busses, but our own hotel and show. Nice balance. I was over at the National Train Show twice asking vendors about products for S, and I got lots of positive responses. Seems a lot of us were doing the same thing. Waiting for the train back, I overheard a group of HO modelers discussing S - that it seems to be an ideal size and there are some great products available. Neat!

Mike, Helen and I did our traveling DCC clinic and had good fun with that. Don and Mike (SHS) loaned us some of the new 29" radius SHS S-Trax to run our demos on, so we had a bigger layout at the clinic than I have at my house. The track looks really great, and several people were very interested

Railmail continued on p. 29

Jeff's Junction

Conjunction, Joint or Solitary?



Well, now that the St. Paul "conjunction" convention is over, what's the consensus on this format which was a first for the NASG? To explain, the NASG had its own hotel, activities, tours, sale room and traditional Sunday thru Thursday schedule. In contrast, next year's San Jose convention will be a "joint" one, with the NMRA. Basically, you'll be going to the week-long NMRA convention and various NASG functions will be sprinkled in, which will consist mostly of meetings. There will be no NASG hotel (maybe room blocks in one or two), no real permanent all-S sale area, and only a few all-S tours. You pay the NMRA registration fee to attend 8 days or 4. Some one-day fees are available, but aren't inexpensive. After next year's convention in San Jose we will be able to compare directly between the "conjunction" (St. Paul) and the "joint" (San Jose).

I've formed somewhat of an opinion already and have heard from many others who echo mine. There is also another combo format which should be mentioned at this juncture, and that's the "back-to-back" which is really in the "conjunction camp" since there are separate facilities. This is where the NASG convention is the week before or after an NMRA convention (Vancouver in '95).

Now that the "Conjunction" St. Paul convention is history, I am feeling that this might be the best answer for any future NASG convention which coordinates with the NMRA or other large group like the TCA, O Scale, etc. (San Jose excluded, of course, since it's already in place).

The reasons which seem to favor of the Conjunction:

1. The "family" atmosphere of being in one hotel is retained.
2. The smaller dealers can afford to sell and trade.
3. Meetings, clinics, contests, etc, can be kept convenient to attendees.
4. Parking, shuttles and bus tours are "right there".
5. The NASG usually doesn't require as expensive or as large a hotel as the NMRA.
6. You have the option (if one convention is longer than the other) of just staying for the NASG scheduled time or attending for a longer time.
7. Fewer decisions have to be made regarding things to do.
8. Hi-railers and Flyer folks would probably feel more comfortable with the NASG having its own facility and events. An example at St. Paul were the layout tours which were divided into Scale and Hi-rail ones.

Saying this, there are many benefits for a "true joint" convention like next year's in San Jose, and I do not want to discourage anybody from attending. On the contrary, I would highly encourage attending. It will be a great way to tie in a vacation. Benefits would include that S gaugers

can concentrate their time at the multitude of events, tours and clinics offered by the NMRA without having to juggle back and forth. Yes, there will be some specialized S functions and tours at San Jose and any future "joint" convention, but these are usually spread out during the week. At a "joint" convention many will want to take the opportunity to concentrate on larger big name clinics, visit layouts of many gauges, and go on some big-time rail tours.

A "joint" convention is also a huge opportunity for S to "show off" layouts (in mixed tours) and products to the "unwashed" masses. A joint convention is a good way to hobnob with other scalers (do some subtle recruiting), and to bend some ears (encourage S production) of the many non-S manufacturers at the National Train Show which is now a standard feature at NMRA annual conventions. San Jose should also be a wonderful opportunity for west coast S gaugers to get together who are reluctant or can't afford to travel back to the midwest and east.

These positives stated, what do I feel the NASG should strive for regarding scheduling future mixed annual events? My opinion is based on much input from others, and seems to favor the "conjunction" over the "joint" every few years.. This conjunction can be either Thurs.-Sunday (traditional), or it could even be Sat.- Wed. (Starting at the end of the NMRA or other longer convention).

Why so? By looking back at all the plusses of either format, mentioned above, the "conjunction" seems to have the added benefits of a separate, more personal, facility with less overall expense for our members and most dealers.

Yes, the big dealers like Banta, S Helper, BTS and Des Plaines would be at the National Train Show in either case if coordinating with the NMRA, but at least the conjunction format allows the little guys to participate. I didn't find it a problem at St. Paul to shuttle bus over to the NMRA show to see our bigger S dealers and even our own NASG Promotions booth. The NASG booth usually appears at both coordinated and non-coordinated NMRA conventions and is a promotional effort to let the masses know we exist. Additionally at St. Paul, the Pines & Prairies S Scale Workshop portable switching layout was displayed at the NMRA Hotel and then moved over to our own dealer area on Thursday. I'm sure most who saw it (see photos this issue) will agree that it would be a good smaller portable layout which "should" be seen at other future NMRA meets and conventions. Hail to this inspiration of the P&PSSW.

My final opinion: I think any future coordinated convention should have the "conjunction" format given first consideration over the "joint" format. A parting note though: Those of us who can, whether hi-railer or scaler, should still take advantage of attending the San Jose convention. It's a great place to work in a vacation, and I'm sure our S hosts will make us feel at home in every way they can.

-Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Colonial Dr., South Lyon, MI 48178 - info@americanmodels.com). Steamlined K4 will come "as delivered" bronze or Brunswick green, both with gold lettering and striping. Delivery - Jan/Feb., 2000. AC with sound \$429.95, DC \$349.95. Both will have smoke and piston sounds.

Road names for the freelance woodside cupola caboose due Dec./Jan. for \$39.95 each. ATSF, ACL, B&O, CP, CB&Q, C&O, C&NW, D&RGW, Erie, Lackawanna, Milw. Rd., MP, NH, NYC, N&W, NP, PRR, RI, Undec, UP, IC, GM&O, SP, GN, Southern and Frisco. Caboose have brass details, 2 bulb lighting board and window glazing.

Some update on reissued AM freight cars: 34' 2 bay hoppers - new printing or new #s NKP, PRR, WM, RDG., SP, VGN, LV, Milw. Rd. All new schemes for D&RGW, NH, L&N, ACL, GM&O, Rdg (offset). 40' boxcars - new #s or printing on PRR, SF, NYC Pacemaker, C&NW, B&O, C&O, CP; all new Southern (green light) and MP. 40' reefer - new # Burlington Express; new paint - CP and Frisco. 50' ribbed modern box - all new - Miller Beer, PRR (Cushion). Bay Window Caboose - N&W, Milw. Rd., Frisco, MP and CSX. 40' boxcars and reefers in RTR are \$39.95 each; RTR hoppers are \$29.95 each; RTR Gondolas \$30.95; modern 50' boxes RTR \$36.95.

BANTA MODELWORKS (411 Hopkins Rd., Dummerstown, VT 05301) continues to provide new products for S. The #6 assembled standard gauge code 100 turnouts are now available at \$26.95 each. Number 8s are coming. Structure wise coming in an S laser kit is the RGS Ridgway Depot for \$279.95. If you're on a budget just get the outhouse for \$24.95. The depot footprint is 9" x 28".

C-D-S LETTERING LTD. (P.O. Box 65074, Nepean, Ontario, Canada K2G5Y3 fax 613-226-5747.) has S dry transfer lettering sets at \$4.00 each plus \$3.00 S&H per order. Most North American roads covered.

DES PLAINES HOBBIES (1468 Lee St., Des Plaines, IL 60018 - www.desplainseshobbies.com) has received the new upgraded 10,000 gallon tank cars. Each car comes RTR with wire grabs, trucks with metal wheels. Flyer compatible trucks and couplers or scale trucks - KD ready. Paint schemes include UTLX, GATX, SHPX, Belcher Oil, Gulf Oil, US Army, US Navy, Pan Am Oils and CGTX (Canadian) and Frontenac. \$39.98 plus \$5.50 S&H. For \$2.95 Ron will provide KD 802s with special screws needed to mount draft gear.

DOWNS MODEL RR CO. (314 Lehigh Ave., Gloucester City, NJ 08030 - new area code 856-742-0790). The code 110 ACE Bettendorf and rollerbearing sprung trucks now use non-magnetic brass 33" wheelsets instead of steel. Per pair - unblackened sideframes \$6.70, blackened \$6.95. Ditto for unsprung versions at \$6.45 and \$6.70. Ditto for code 110 trucks with 36" wheelsets. Tanktrain sets should be available now at \$150.00 per 3-car set or \$50.00 per car. (\$5.00 S&H per order). Specify scale or hi-rail.

New Rusti tank car schemes include Englehard Chemicals, Atlantic Gasoline, Atlantic Imperial Gasoline, Sinclair gasoline, White House Apple Juice and Domino Sugar. The Englehard and White House cars are all 20,000 gallon long cars. Those and the white House car are \$39.00 each for hi-rail or scale. Not sure on prices for other two. Ace catalog \$1.50, Tank Car Catalog \$3.00.

HOBBY LOADS (936 Moyer Rd., Newport News, VA 23608 - 757-877-7152). Wilson Harrell has coal loads for hoppers: AF 34' and 40' and AM 34' and 40'. Each load is \$7.00 plus S&H. Loads are wood base with real coal sprinkled on. 10% discount on 10 or more. He's been in business for 10 years.

LEHIGH VALLEY MODELS (1225 North Arch St., Allentown, PA 18104-2811) has a new 40' Milwaukee Road horizontal ribbed box car kit. All parts

are precut and include step by step illustrated instructions. Assembly is easy. Price is \$39.00 plus \$3.00 S&H for either hi-rail or scale versions. LVM illustrated catalog of cars and buildings is \$2.00.

MAC'S TRAINS AND TRUCKS (238 Lincolnshire Dr., Crystal Lake, IL 60014 - macster1@earthlink.net) Besides having a good stock of AHL (Hartoy) 1/64 trucks, Mac has created some custom versions of these vehicles.: Mack CJ Mobilgas 3 axle tanker, Peterbilt Esso 3 axle tanker, Mack BM Consolidated Freightways 3 axle stake truck, Peterbilt Sinclair 3 axle tank - \$32.00 ea.; Peterbilt Coos Bay Lumber 3 axle log truck with load - \$34.00. Peterbilt Shell Ernest Holmes style wrecker - \$39.00; Peterbilt SP or Milw. Rd. 3 axle dump trucks - \$27.00 each; Peterbilt Sinclair Opaline with van body - \$30.00.

MOFFETT MODELS (7 Jolie Ct., St. Catharines, Ontario, Canada L2M6V5 - e-mail: pta104@falls.net). Newly into simple urethane kits in S which were spotted at the NMRA train show. Looks promising and kits are reasonably priced. Available are D&RGW Coxo, NM or Cresco, CO telephone booths for \$7.95 (\$19.95 3 pack). A Chama, NM scale house kit is \$19.95. A standard gauge scale house kit is also \$19.95. All can be obtained for higher prices assembled and painted.

MIKE'S TRAIN HOUSE - From Paul Hartman comes a report about brass crossing signals (No. 6381 - 2 for \$15.00). They are about the size of AF 760, but slimmer. They have thermal bulbs. MTH has also reissued the AF 579 and 580 street lamps at reasonable prices.

MT. ALBERT SCALE LUMBER CO. (18647 Centre Rd., Mt. Albert, Ontario, Canada L0G 1M0 www.mtalbert.com) has S scale lumber in 24" lengths plus crossties and switch ties. Stripwood runs the gamut from 1x2s to 12x24 inch. There is a minimum \$50.00 retail order, but bulk orders at a discount are available. Sample retail

price of 8' crossties - \$12.95 for 500.

NJ INTERNATIONAL (P.O. box 99, East Norwich, NY 11732 - www.njinternational.com) is producing crossing gate signals in S scale brass with bi-directional LED lighting and movable "A" type wood gates for \$49.95 a pair. signals to come.

NWSL (P.O. Box 423, Seattle, WA 98111 - 206-932-1087, e-mail: info@nws1.com) has replacement/upgrade kits for American Models S scale diesel-electric locomotives. #2534-6 - proto 40" code 88 nickel plated wheelsets with precision Delrin axle gears and brass bearings. Or #2535-6 - scale 40" code 110 - same material. \$29.95 for 4 wheelsets to do 1 loco. See review this issue.

NYC DECALS (c/o Ed Loizeaux, 2221 Via Maderos, Los Altos, CA 94024). For the first time, NYC enthusiasts in S scale can purchase prototypically correct zebra stripe decals for use on diesel yard switchers and road switchers such as Geep and RS types. These new decals have the correct 2" wide white stripes separated by 3" clear spaces. With the correct angle of 45 degrees, modelers will no longer have to laboriously apply each individual stripe to the pilots of NYC switch engines. These decal sets include only the safety stripes (front and rear) and do not have any lettering or numerals. Send one SSAE and \$3.00 for each set to: Edward Loizeaux at the above address.

PORT LINES (6 Storeybrooke Dr., Newburyport, MA 01950) has released its new Baker's Chocolate flatcar with double container load. Modeled after the prototype car which operated in the 1940s and '50s, the flatcar is lettered for National Car Co. and is available with either the 1435 or 1450 prototype numbers. White container loads are decorated for Baker's Chocolate and include a multi color lady logo. RTR, highrail trucks and couplers, \$49.95 plus \$4.00 S&H. Next reefer up from Crown is a multi-color Schlitz Beer with 3 different numbers.

REM'S RR MODELS (536 E. Perry Rd., Suite #6, Grand Blanc, MI 48439 - e-mail: remheck@juno.com) is expanding into S from an HO only line of craftsman old-time wood freight car kits. The cars are free-lance design based on early rollingstock that was

used from the mid-1800s to mid 1900s. Currently in S there is a double sheathed wood boxcar, outside braced wood boxcar and flatcars in both standard and narrow gauges. Rem also produces the only kit available for the Durango & Silverton excursion gondola (decals included). Retail Prices: 40' flat std. gauge - \$29.95, either boxcar - \$37.49, excursion car - \$34.95, 30' narrow gauge flat - \$19.95, narrow gauge boxcars - \$29.95 each. Quantity discounts are available and dealer inquiries invited.

REX-PUTT TRAINS (P.O. Box 463, Orwell, OH 44076). Terry Putt is busy finishing up a shop addition so he can have room for REX production. A current parts list is available with over 170 steam loco, tender and freight car diecast parts. Most are available now. Illustrated catalog is \$3.00.

RIVER RAISIN (6160 Upper Straits Blvd., West Bloomfield, MI 48324). Reservations are being taken for a 175' Warren truss bridge and NKP/PM Berkshires. The single track Warren arched pin-truss bridge was very common in railroading in the transition era and many still exist. The model will have complete girder and gusset and rivet detail. Reservations require a \$150.00 deposit. Price - \$699.00 with deposit, \$799.00 after delivery without. The Berks can be reserved for \$250.00. The Pere Marquette versions will be limited.

S SCALE LOCO & SUPPLY (P.O. box 550, Richlandtown, PA 18055 fax-610-346-9178) now has an illustrated catalog for \$1.00.

SCENERY UNLIMITED (7236 W. Madison St., Forest Park, IL 60130) has a new tinplate arched thru truss bridge available for \$69.99 plus \$8.00 S&H. Bridges are painted "New England Green" like the old Gilbert bridges. 26"L, 5-1/2" wide and 6-3/4" high at the center.

SIGNALING SOLUTIONS (40 Laughton St., Upper Marlboro, MD 20744 - www.wsaeng.com/signaling_solution) has several electronic gizmos. These are mostly pc boards for controlling signals and grade crossing signals with gates and block occupancy detectors. For example, H-863 for \$149.95 includes a pair of Tomar crossing signals and gates with motors. Grade crossing circuits are

additional. Check the website. Also what might be useable in S are 3 large structures made of laser cut acrylic parts. One is a 12" high brewery for \$150.00; another is a city block station tower with clock which is 36" high for \$200.00 - these might work in a city scape.

S HELPER SERVICE (2 Roberts Rd., New Brunswick, NJ 08901). Wide radius S-Trax (24" and 29" R) should be in stock. #3 highrail electrically powered turnouts should be in by Christmas.

TOMAR INDUSTRIES (9520 E. Napier Ave., Benton Harbor, MI 49022). Besides their signature drumheads which can be adapted to S, Tomar has a couple of diecast detail parts for S: S-803 Hayes Wheelstops at 2 pr. for \$2.35; S-808 Bumping Post code 100 at \$6.25 each. Their cast crossing gates mentioned above sure look a bit oversize for HO?

TRACK TOOLS (11424 Julian St., Westminster, CO 80031) has a 6-pack of varying radius metal "track sweeps" for Sn3. One group has radii from 22 to 31" and another 28 to 38". These are spacers that help form the right curve when handlaying track. \$24.99 a set. Standard gauge coming.

WALTHERS: Two new O/O27 Cornerstone buildings are ripe for S pickin's. One is a brick car dealership at \$49.98. I figured if you lowered the roofline about 3/4" and stuck in an S people door, it'd be perfect. The 2nd structure is the Walton & Sons Lumber Co. which could be easily re-worked, especially the lumber shed - \$59.98. You should be able to find sales pretty easily.

WESTERN CAR SHOPS (2837 Olive Dr., Cheyenne, WY 82001 - westerncarshops@yahoo.com) is producing tubular flex track transporters in S and Sn3. These are basically constructed from PVC pipe with a removable end. TBA. A back filled loading dock is coming.

WHITEOAK MODELS (c/o Kelvin White, 16 Brogden Close, North Hinksey, Oxford OX2 9DS England) is offering #6 and #8 LH and RH turnouts at \$30.00 each. Many saw these at St. Paul. These are RTR with code 100 rail on PC board ties. But there are shipping

continued on page 38

NASG CONTEST AWARDS - 1999

Chairman: Steve Monson

AMATEUR

Jerry Poniatowski	Scratch built	Diesel/Electric	Pennsy RDC	1st
John Foley	Kit & Convert	Freight	Pennsy Box	1st
Walt Jopke	Scratch built	Structures	NP Tower	1st

CRAFTSMAN

Keith Thompson	Scratch built	Diesel/Electric	Pennsy B1 Switcher	1st
Gary Ippolito	Kit & Convert	Diesel/Electric	SD 35	2nd
Michael Eldridge	Kit & Convert	Steam	Rex 2-6-0 Mogul	2nd

MASTER CRAFTSMAN

James Rustermier	Scratch built	Steam	Rio Grande Pacific	1st
Bill Daiker	Scratch built	Steam	Ma & Pa 2-8-0	2nd
Ed Filer	Scratch built	Steam	4-4-2 Atlantic	Hon Men
Richard Karnes	Kit & Convert	Steam	Rex 2-4-4T	1st
John Tilts	Scratch built	Diesel/Electric	GE U50 B-B-B-B	1st
John Tilts	Scratch built	Diesel/Electric	C B & Q SW-1	2nd
John Tilts	Scratch built	Diesel/Electric	UP DDA 40X	Hon Men
James Rustermier	Kit & Convert	Freight	Rio Grande Box	1st
Tom Lennon	Kit & Convert	Freight	Soo Line Box	2nd
Tom Lennon	Kit & Convert	Freight	NMRA Gondola	Hon Men
Geoff Graeber	Kit & Convert	Freight	B & O Box	Hon Men

AMERICAN FLYER

Jerry Poniatowski	Imagination	Rolling Stock	Shell Dbl Dome Tank	1st
Jerry Poniatowski	Imagination	Rolling Stock	Combine #656	2nd
Jerry Poniatowski	Imagination	Rolling Stock	GTW Box	Hon Men
Gary Ippolito	Imagination	Action Accessory	Jurassic Park Trans	1st

PHOTO

Kelvin White	S Scale	M I N S 602	1st
Kelvin White	S Scale	Kerneek w/Gon	2nd
Gary Cychoz	Prototype	Leaving Dresser	1st
Geoff Graeber	Prototype	CSX GP 40	2nd
Gary Cychoz	Prototype	Baggage Car/Child	Hon Men
Geoff Graeber	Prototype	CSX Helper Team	Hon Men

THE 1999 NASG CONTEST REPORT

by Steve Monson

A person walking into the NASG contest room this year first was startled by Gary Ippolito's Jurassic Park Dinosaur Transport. This was the first place entry in the Action Accessory event of the American Flyer Imagination contest. I heard some people comment that A. C. Gilbert living today would never make such a thing, but then on second thought with today's competition between the major toy manufacturers he just might have. And actually it was much more creative and fun for the young railroader than the old "Cow On Track" ever was. Also, in the American

Flyer Imagination category Jerry Poniatowski entered three very nice freight cars, all of which Mr. Gilbert would have been delighted to have produced. First place went to his superbly crafted Double Dome Shell Tank car with link couplers and details that all went together splendidly.

Passing the American Flyer table people would stop at the Photo exhibits. Deciding that it was way too hard to try and judge these wonderful but completely different photos, we asked everyone over a 6 hour period on Friday to cast their votes for their favorites. Gary Cychoz came away with first place for a beautiful steam passenger train photo shot not very far from the

convention site and Geoff Graeber received second for his bright and flawless photo of a CSX GP 40. In the S Scale photo contest Kelvin White came from England with two photos of a train on a bridge with fabulous rocks and water below. Incredible modeling along with crystal clear photos made for lots of nice comments from the people walking through.

Across the room in the Master Craftsman Class was a fabulous display of scratch built diesels built by John Tilts of Nebraska. A gigantic GE U50B, a beautiful C, B & Q SW-1 and a monstrous UP DDA 40X. First place went to the U50B built out of brass and with all 16 wheels powered. To complement his display John brought along large detailed posters showing photos and drawings of the prototype and of his models as they were being built.

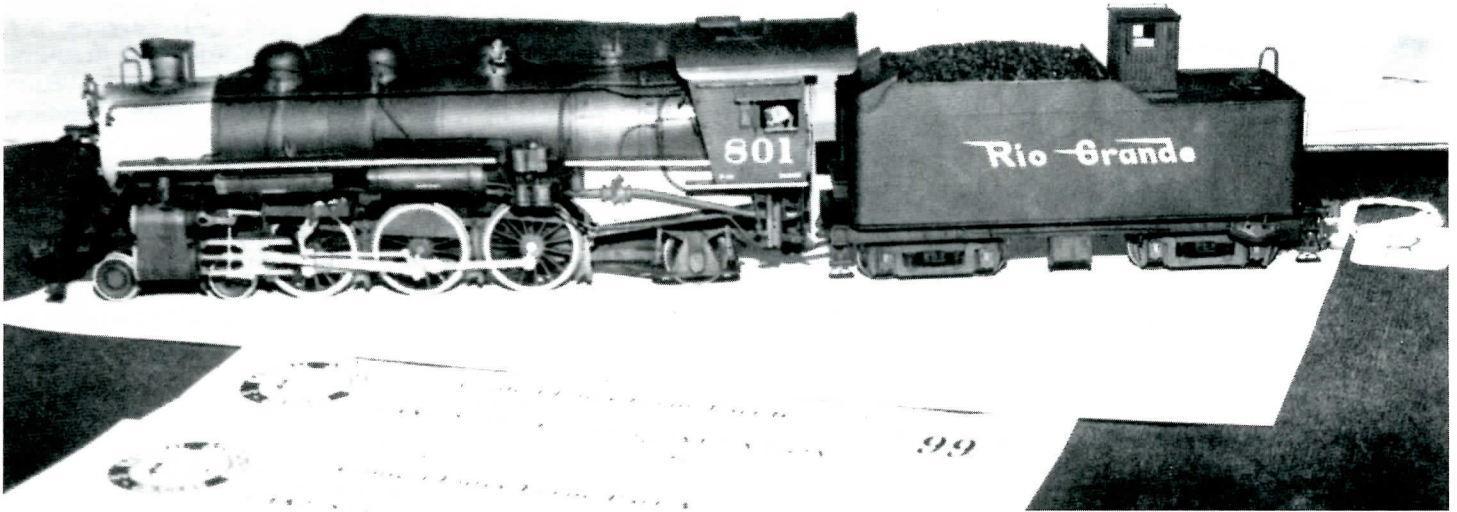
Across the isle on the Amateur table was a scratch built Pennsy RDC built by Jerry Poniatowski. This model drew much praise during the week being fabricated from scratch mostly out of styrene. Jerry's precision work with styrene was certainly beyond anything I had ever seen. Also on the Amateur table and receiving first for their events was a beautiful old Northern Pacific Interlocking Tower built by Walt Jopke from plans out of a NP journal and a neat Pennsy Box car built by John Foley.

The Rex 2-6-0 Mogul is the work horse of many an old S scale pike, and Craftsman Michael Eldridge entered a neatly constructed kit with added details. Also in the Craftsman class Gary Ippolito built a great looking SD 35 that he made by combining parts from other diesels.

The real eye catcher and first place winner in the Craftsman class, however, went to a super detailed little Pennsy B1 Switcher scratch built by Keith Thompson. Keith used resin castings, along with brass and wood to make a terrific model. The judges were glad it was entered in the Craftsman class as it would have made judging that much more difficult if it was competing with the locomotives in the Master Craftsman class.

This year most of the models were entered in the Master Craftsman class. In addition to John Tilts' diesels there were several nice freight cars from Tom

BEST IN SHOW



The Best in Show Award went to Rusty Rustermier of San Jose, Ca., who also took 1st Place in the Master Craftsman category, for his scratchbuilt D&RGW P44 Pacific.

Photo by Jeff Madden

Lennon, Geoff Graeber and Rusty Rustermier. And of course, the ultimate scratch project being steam locomotives, we had several. Master Craftsman Tom Lennon, upon seeing the competition and not wanting to come in 5th place, took his locomotive over to the NMRA contest where he was able to win first place! S gauge really does have some terrific modelers.

Dick Karnes brought his Rex 2-4-4T Suburban which was entered in the Kit & Converted division. This was absolutely the finest Rex loco I have ever seen. He stripped down the kit and then added new castings for almost everything including the domes. New coal bunkers in the back, front and rear marker lights, new headlights, new valve gear hanger, and a lot more made it look very close to a NYC loco from the twenties of which he brought plans and pictures. Being a Rex fan, and a small steam fan, this was the model entry that drew my attention.

There were three scratch built steam locos. A beautiful little Atlantic was entered by Ed Filer. This was a free lance loco and probably smaller than any prototype Atlantic ever was. But it was cute and caught the eye of small steam fans. Bill Daiker entered a super Ma & Pa 2-8-0. He made most of the parts except for the drivers. The model was beautifully detailed and had an exceptional finish. For certain this

would have been the first place winner in any other contest, but this time he was up against what would be the Best In Show, a Rio Grande Pacific built by Rusty Rustermier from San Jose. Rusty made his own lost wax castings of nearly everything including the drivers. He displayed some of his molds and described the steps he took to make the castings. He had plans of the prototype and photos of the construction process. Even under the judges magnifiers they could find no flaws. The paint and lettering was absolutely beautiful. The bell and whistle cords and countless tiny fine details made it the most accurate model the judges had ever seen.

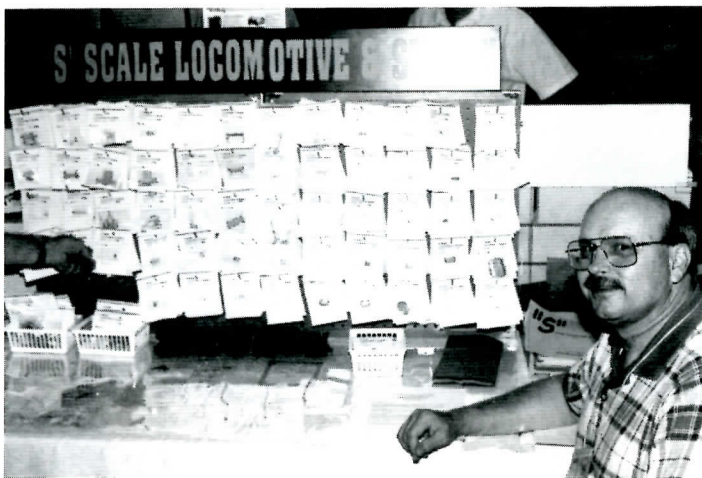
I had a wonderful time as contest chairman and judge. It was fun showing off the models to all the people coming through, and I could tell they felt proud to be S gaugers. Judging was both more fun and harder than I had expected. When someone has spent months building a model it doesn't seem right to only spend a few minutes judging it. But actually the models were so good and many came with detailed write ups making it enjoyable and interesting. I want to thank Bob Fann for his meticulous judging of all of the models. Bob also made sure every thing was judged consistently and made sure I could explain apparent inconsistencies, such as in assigning points to a kit model compared to a scratch built model. Thanks to James Rustermier for his

critical judging of all the events except those he had entries in and also to Tom Lennon who provided the extra person we needed when he was not over at the NMRA picking up his trophies.

Next years convention is only 10 months away. It is time now to start thinking about what you could enter in the contest. I saw this year that having a model or two entered in the contest certainly added to a person's convention fun. And all who entered were eligible for several nice door prizes not available to the general convention attendees.

The rules even allow you to enter models that you built years ago, as long as they have never won a first place award. So get out a couple of kits that you have never built, maybe add some details to an old model you did years ago, or maybe think of a creative entry for the American Flyer Imagination competition.

Also guys, encourage your wives to bring railroad related crafts that they have made. This year Mary Lou Ehmann displayed a beautiful and meticulously crafted steam locomotive needle point that she had sewn. Wonderfully made and interesting to see. By bringing items that you have built or photos of your favorite hobby areas you will have more fun at next year's convention and others will get to see what is happening in S gauge.



After a long absence, S Scale Locomotive & Supply returns to the fold. New owner Fred Rouse mans his booth in the NASG market area. A detail kit for the AM Pacific is coming.



Stateliner Gary Cychosz and Walt Jopke check out the portable switching layout built by the host Pines & Prairies S Scale Workshop. It was displayed at the NMRA hotel and at the NASG hotel.



Ken Zieska's Minnesota Heartland Ry was seen either Wednesday evening or at the Sunday Picnic.

Photos by Jeff Madden

1999 CONVENTION REPORT

St. Paul "Conjunction" Convention Impressions by Jeff Madden

Who woulda thunk it - Dang near 100 degrees in the northwoods of St. Paul, Minnesota - a rarity even in summer. Regardless of the heat though, it was a good convention. Most of the time I ducked the heat by being air conditioned indoors or in my minivan, so it was bearable.

For the benefit of those not in attendance, this was the 1st **"Conjunction" convention** - that is the NASG portion had its own hotel, sale room, banquet, clinics, contest, etc., with the option to attend the nearby NMRA events and the National Train Show at our convenience. I felt this aspect worked well, yet our convention remained a "family affair."

According to the P&PSSW hosts there were 239 total registrants including spouses. The count should probably include some additional members who registered only for the NMRA. These were supposedly tracked by the hosts, but still, some might have slipped through.

This year I went with the guys. There were 4 of us from the Badgerland S Gaugers (all scalers) who headed northwest on Wednesday. Chuck Porter drove his RV with Dick Kloes as passenger and towing a car. Roy Meissner and I followed in my Windstar. En-total I counted 6 Badgerlanders at the convention, John Nugent and John Heck being the fifth and sixth. I think the Stateline S Gaugers beat us out with 7 or 8 for the biggest attending club contingent??

Dealer and Manufacturer Hall:

Well yes, our own market area at the Kelly Inn was smaller than usual due to the fact that several regular large dealers were set up at the nearby NMRA Train Show - Banta, BTS, Des Plaines and S Helper. The NASG, of course, had its own booth there manned continuously by Promotions Chairman Joel Lebovitz and Will Holt. The display was first class and included a glass showcase of brass locos, a variety of rolling stock on tiered shelves, a constant video presentation and plenty of handouts.

Back at the Kelly Inn on Friday and Saturday, the market hall was full of some regulars like SouthWind, River Raisin, Scenery Unlimited, W.A. Drake, Greenbrier, EGRA, Western Car Shops, John Heck and others. New stuff: River Raisin announced a new brass through truss bridge and an NKP/PM Berkshire. SouthWind is said to be looking at a Frisco 2-10-0. Bill Lane was there peddling his upcoming X29 boxcars. In the hallway John Foley, Alan Evans and the Bill Mark Family continuously manned the NASG table and the Clearing House table.

New items discovered at the NMRA show included lighted crossing gates from NJ International with signals to come, some new wooden car kits from REM and some resin shanty type structures from Moffett Models.

Display Layouts:

With a much smaller host group this year, and a much smaller display room, there was only a modest sized modular switching layout built by the Pines & Prairies S Scale Workshop. But - a real treat this was, full of inovative ideas. This little layout

also entertained the NMRA folks earlier in the week. Important to note too, is the fact that this is a scenicked switching layout and not a "Timesaver" type contest layout. To me this scale switching layout pioneered several ideas. It was a switching layout designed with an interchange and several small industries. It also contained some unique construction features like portable curved backdrops, lighted valences and foam core construction (see article).

Layout Tours:

I managed to see all the scale layouts and the O scale club at Bandana Square. I would have liked to go on the hi-rail tour too, but it was at the same time as the S scale tour. The fully scenicked O scale layout replicates prototype scenes in the Minneapolis and St. Paul areas including many gorgeous bridges and a model of the former St. Paul Union Station. Those who saw it will agree that the structures, track, bridges and scenery were first class and should provide many ideas for S scale layouts.

It was extremely hot (almost 100) Thursday, so it was a blessing to have an air conditioned bus for the evening scale tour. Being that the short-handed P&SSW folks couldn't provide a tour guide on each bus, each bus recruited a volunteer map reader. Ours was Badgerlander Chuck Porter who occupied a front seat near the driver and was quickly recruited. No problems were encountered except where we ran into a late NMRA tour and had to leap frog our first layout stop. Walt Jopke's layout became 1st and was the least scenicked yet displayed some unique ideas such as a future helix, riverfront factory mockups, a two level design and tracks running across a fireplace in a rec room.

Joe Herrick's Sn3 colorado freelance layout was completely finished and the scenery was spectacular. Featured earlier this year in RMC, it lived up to the photos. Last visited was Dave Jasper's (Sylas Kayle's) moderately large, artistic standard gauge layout. The around-the-wall plus peninsula style layout is based on a freelance New England theme, thus camelbacks and Hudsons paraded around the layout as the visitors darted from aisle to aisle to take in one spectacular scene after another. We hung around as long as we could because there were so many details to be taken in. On this tour there were two methods of staging visitors so it wouldn't be too crowded in the layout areas. Just enough sprung clothespins were used for one and paint paddles for another.

Ken Zieska's Minnesota Hartland standard gauge S scale layout was visited on Wednesday evening by some and at the Sunday picnic by others. Since I got there with the Badgerland contingent on Wednesday, that was our choice. Ken's is an around-the-wall, 2 level layout with some nice river valley scenery.

Clinics:

If you could work them in, there were a buzzillion clinics at the NMRA and several at the NASG hotel. Between manning a sale table, layout tours, meetings, and the NMRA Train Show, I managed a half a one - by that I mean I attended what was supposed to be a Proto 64 clinic which ended up in a "roundtable" discussion when the clinician couldn't make it.

Model Contest:

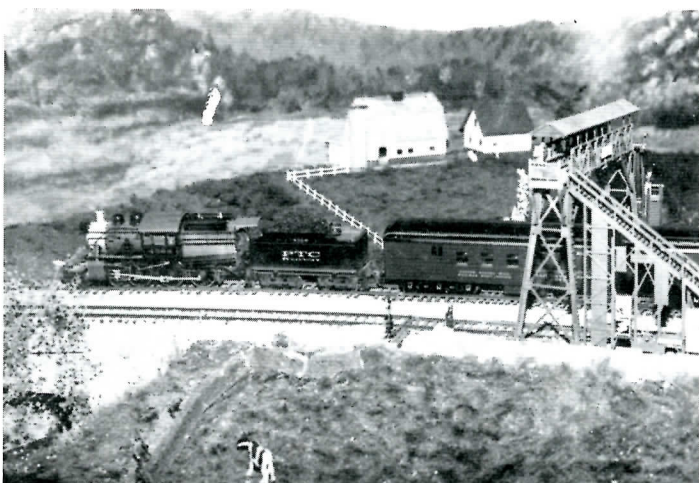
A nice variety of mostly locos and rolling stock filled the contest room. Structure entries were sparse and there were no



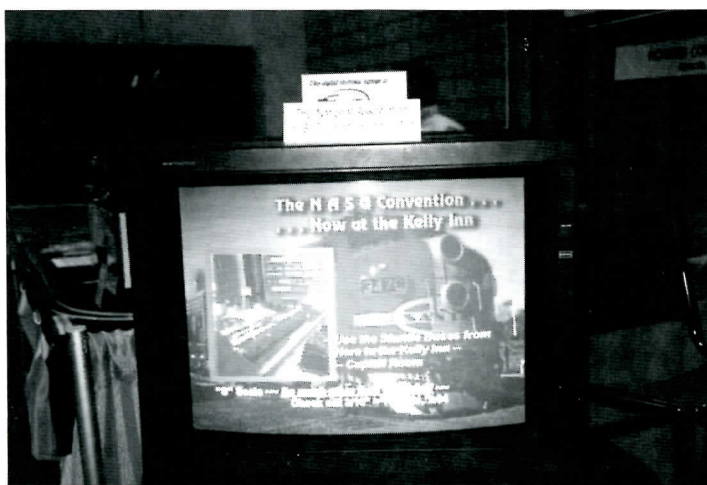
Walt Jopke made creative use of his rec room by running two levels of tracks above the fireplace between two main layout rooms.



Joe Herrick's Sn3 Colorado style layout featured great scenery and lots of neat narrow gauge rolling stock and locomotives.
photos by Jeff Madden



Dave Jasper's New England style standard gauge layout featured Hudson's and Camelback's rolling through pastoral scenes. The 3 layouts on this page were on the scale bus tour on Thursday evening.



The NASG Promotional booth at the NMRA National Train Show featured a continuous video presentation which was created by Will Holt.



Promotions Chairman Joel Lebovitz mans the NASG booth which featured the video above and a showcase of S rolling stock and locomotives. Joel and Will worked the booth for most of the show and handed out many pieces of S literature.



Back at the Kelly Inn, the NASG had their own market area. As you can see there was plenty to buy.

Top photo Jeff Madden, bottom 2 Bob Werre

dioramas (Where were you Randy Sappo?). Best of Show went to James (Rusty) Rustermier for his scratchbuilt D&RGW Pacific. Steve Monson was the convention contest chairman. The Flyer Imagination category was brought back from last year and had a few interesting entries.

Other Tours:

Reports from those who attended the various prototype tours were positive.

Railfanning:

Thursday for me was a railfan day. Chuck Porter, Roy Meissner, Dick Kloes and myself railfanned in the late morning and afternoon after registering and dumping sale items in the market room. After a brief stop at the layout in Bandana Square and the hobby shop there, we managed to visit Dayton's Bluff (near St. Paul), the Amtrak Depot, the Minnesota Commercial engine yard (still some Alcos around) and the areas around Northtown and Shoreham Yards in Minneapolis.

At the Dayton's Bluff area, which is a funnel of trackage leading to BNSF's Pig's Eye Yard, there was a narrow parking area near the tracks filled with NMRA and NASG fans, but shortly a CP maintenance truck pulled up and asked us to leave. We did, but still managed to get three trains. At the Amtrak Depot and the Minnesota Commercial yard we photographed a few moving and a few still Alcos. Another popular railfan spot we stumbled into was a spot called University - parked the van in the shade of a building and saw a couple of trains. Then sans lunch headed back to the hotel for din din followed by the layout tours.

The Hotel:

Well, it was OK. It was an older type ex-Holiday Inn but was convenient for shuttling or hiking to the NMRA hotel and convention hall, parking was free, and rooms clean. Unfortunately, and through no fault of our host group, the hotel restaurant had closed three weeks prior. The P&PSSW bunch scrambled to provide us with catered lunches and dinners at reasonable prices.

I roomed with John Foley and Alan Evans for 3 nights. First night was in Chuck Porter's RV. Our hotel room was fine, but we did have to beg for some extra soap and towels. I don't know if the TV worked, because I don't think it was ever on the whole time we were there.

Diner Update:

Alan Evans, Bill Moore and myself did manage a good burger and fry meal at the landmark Mickey's Diner while hiking back from the NMRA Train on a hot and sticky Friday evening. It was air conditioned.

Banquet:

One hundred ten attended a pleasant banquet. The food was adequate, awards were brief and we had an entertaining speaker. Barry Karlberg, a real railroader and an N scaler, entertained us with the story of his rail career. He did tie in some early childhood American Flyer memories. Lee Johnson, retiring Western VP, promoted the "joint" 2000 convention in San Jose. One interesting tidbit about that - the NMRA banquet there will be on an aircraft carrier. The humorous event of the evening (besides the auction) was the reading of many extra names at the banquet just to give away door prizes.

Special Awards:

The Bernie Thomas Memorial Award for this year's outstanding S gauger went to past president and former 3/16 publisher Ed Loizeaux. Ed wasn't able to attend due to recent heart surgery. We hope this award hurries along his recovery. The Tony Perles Memorial Award for an article in a non-S publication went to Dave Jasper for his layout story which appeared in the January '99 issue of *Model Railroader*. Ed Loizeaux received an Honorable Mention for his article on conventions in *RMC*. The Charles Sandersfeld Memorial Award for outdanding S manufacturer went to Bill Banta of Banta Modelworks for his growing lines of craftsman structures and track.

After the banquet, the indomitable Jamie Bothwell led the traditional auction. Hey, who has the Bill Lane T Shirt?

Annual Business Meeting:

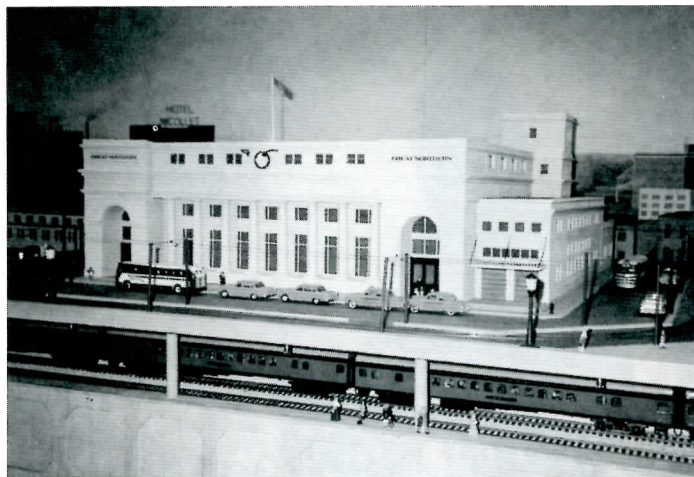
The annual Business Meeting was held on Sunday morning as usual. Some highlights: Special thanks from the BOT to retiring Western VP Lee Johnson for his 15 years of continuous service in that office. It was reported that the 1998 convention in Worcester netted \$3,000 profit. It was announced that Joel Lebovitz is resigning as promotions chairman, but he is still willing to assist in any way. Gregg Miller of Altoona has agreed to co-chair the position. The BOT is looking for others willing to help. The new S3/S4 standards were announced as approved.

Other items of note: The Clearing House reported making \$863.00 in the last fiscal year. It was also reported that there were 19,000 hits over 22 months on the NASG website which is shepherded by Craig O'Connell. Seems like we have a good recruiting tool here! Total NASG income above expenses for '98-'99 was \$8,830.70. A motion was brought by Bill Lane under old business to have the BOT make a dues recommendation by next year. Another motion under old business was to request the BOT to investigate region expansion. Under new business Jim LaRoche stressed more 1 on 1 promotion and more regional (all S) train shows.

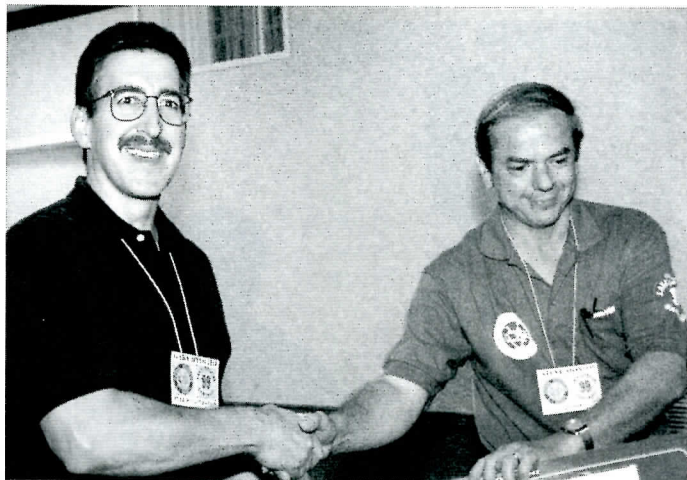
Official Report from Walt Jopke

The Lake Special '99 NASG National Convention was hosted by the Pines and Prairies S Scale Workshop in St. Paul, Minnesota. The Lake Special '99 was held at the Kelly Inn, July 22 through July 25 as a concurrent (conjunction) convention with the Northstar '99 NMRA National Convention. Shuttle bus service was provided to the NMRA activities at the Radisson Hotel and also to the National Train Show held at River Centre. The S enthusiast could opt to spend all of his or her time at the S only train show, clinics and layout tours. All joint activities were available to Lake Special registrants for no extra cost, except for those associated with the NMRA prototype and non-rail tours (the same fees for these were required of NMRA registrants).

The Lake Special '99 was chaired by Sylas Kayle (aka David Jasper). Steve Monson was the contest chair. Ken Zieska coordinatd the banquet, convention car and clinics. Tom Lennon was the switching module coordinator. The P&PSSW designed and built this switching module which was used as the switching contest layout at the NMRA convention and then was displayed at the S only Train Show in the Kelly Inn. Dave Jasper was responsible for the layout's design and switching contest rules. It was built as a group effort consisting



The O scale layout at Bandana Square was a hit for S gaugers. The layout featured beautiful scenery, long trains and many recognizable St. Paul area buildings such as this replica of the St. Paul Union Depot.



Gary Ippolito receives a 1st place award from contest chairman Steve Monson for his Jurassic Park Transport American Flyer Action Car.



Glen Sponholtz and Bob Sherwood peddle wares at the Kelly Inn sale room which was all S. The NMRA train show nearby was a huge hobby shop with some S too.
Top photo Jeff Madden, bottom two Bob Werre.



Lee Johnson, Western VP for 15 years, passes the baton to Gil Hulin.



President Paul Stevens congratulates newly elected Executive VP John Foley.



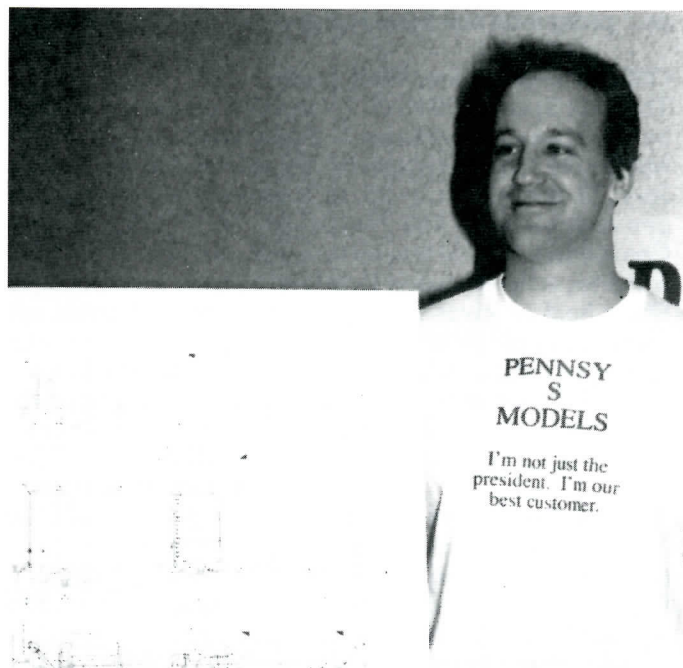
New officers: Gil Hulin, Western VP; Glenn Ritter, Secretary; Bill Fuhrman, Eastern VP.

of Dave Jasper, Tom Lennon, Ken Zieska, Joe Herrick, Ben Trousdale, Bob Fann, Steve Monson, Jim Brown and Walt Jopke. Tom also helped out with the convention cars, promotions and manufacturer liason. Walt Jopke handled registration, finance and the Market Area.

The "Concurrent with the NMRA Convention but at a Separate Facility" concept appears to have worked very well, particularly for the participants. Those S enthusiasts who enjoy all aspects of model railroading and prototype railroads received an excellent return for their registration dollar, and we received many positive comments. Because the Pines and Prairies is such a small group, we would have had much difficulty putting on the convention without the nearby NMRA resources being available. On the other hand, those whose interests are more narrowly defined were able to spend all of their time focused on their specific activities without being crowded by the NMRA registrants. The only possible "negative" we could see with this concept was from difficulties caused to the manufacturers and dealers who had to make a choice between the NMRA show and the NASG show because they did not have the resources to put up displays simultaneously at both.

Convention statistics: Purchased registrations - 173. P&PSSW members - 10. NMRA registrants - 6. Family registrations - 55. Banquet Speaker - 1. Cancelled reservations - 6. Total Registrations: 239. Hi-rail S only layout Tour - 43. Scale S Tour - 65. Banquet attendees - 110. Convention car sales to those who did not attend - 62.

Convention car statistics: All 111 PRS Soo Line Potato Reefer kits have been sold (46 hi-rail and 65 scale). We are continuing to sell the SHS M&STL 2 and 3 bay PS-2 hoppers. To date, we have sold 117 2 bays and 135 3 bays. These cars are still available for purchase at \$39.95 each with \$5.00 per order S&H. ###



This is not "the" T-Shirt, it's another one Bill is wearing at his X-29 booth at the Kelly Inn.

CONVENTION FACES...



A new NASG member, Craig Wright of Madison, Wisconsin, emerges from a layout tour.



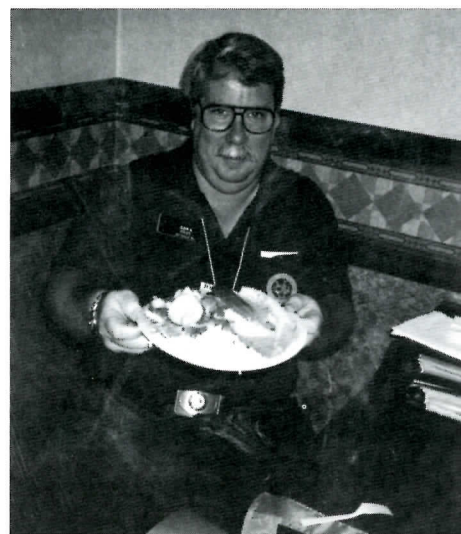
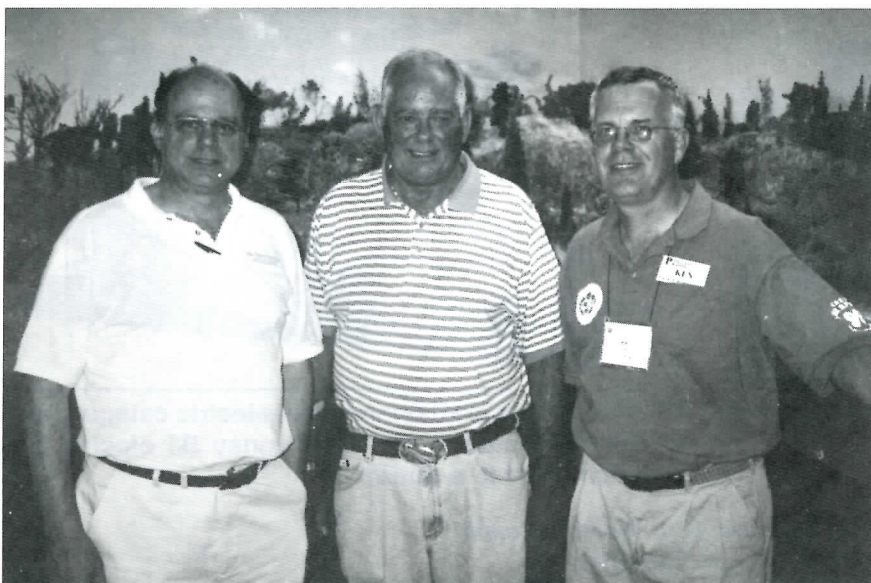
Two of our hosts, Tom Lennon and Dave Jasper (LtoR) are keeping an eye on things.



The Stateline S Gaugers (Beloit, WI/Rockford, IL area) could have had the most club members in attendance. LtoR are Earl Beegle, George Sorenson, Gary Cychosz, Jim Larson and son Andy Larson are shown here. I think a total of 7 or 8 members were at the convention.



Your editor didn't miss a chance to have a burger and cherry phosphate at Mickey's Diner. I'm on the left and Treasurer Bill Moore is at the right. Alan Evans took the photo.



Left - Dick Karnes, Lee Johnson and Ken Zieska on Wednesday evening at Ken's home for the earlybird open house. Above John Foley lunches while he works at the NASG booth at the Kelly Inn. Photo at left is by Bill Lane, others Jeff Madden

CONTEST WINNERS



1st place scratchbuilt amateur structure. NP Interlocking tower by Walt Jopke.



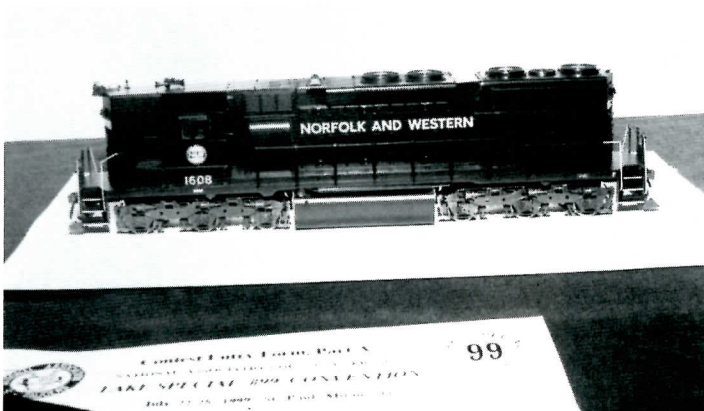
1st place amateur kit and converted PRR round roof boxcar by John Foley.

Amateur Class

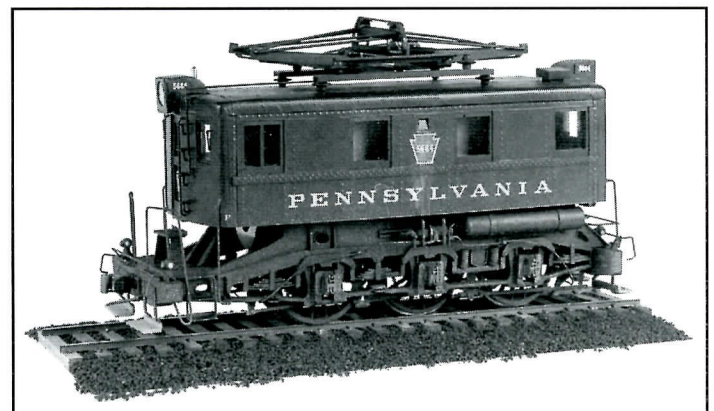


This scratchbuilt Pennsy RDC by Jerry Poniatowski took 1st place amateur diesel-electric.

Craftsman Class

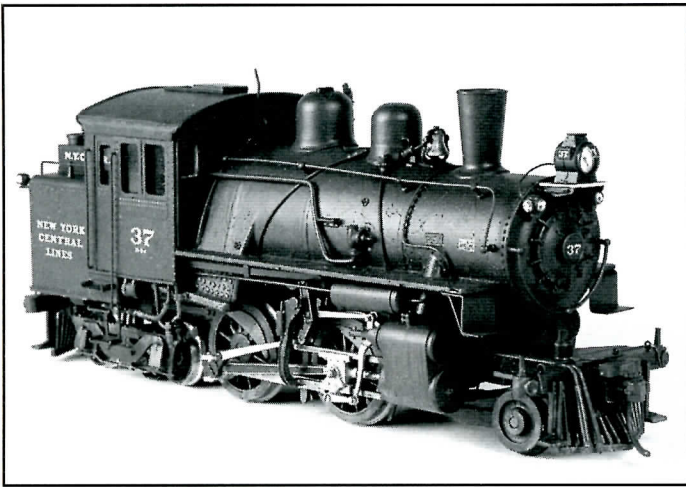


Gary Ippolito received a 2nd place kit and converted award for his diesel-electric category SD35.



1st place in the craftsman diesel-electric category went to Keith Thompson for this Pennsy B1 electric type switcher. Ain't it a cutie?

*all photos, 2 pages, Bob Werre, except
bottom left p. 16 - Jeff Madden*

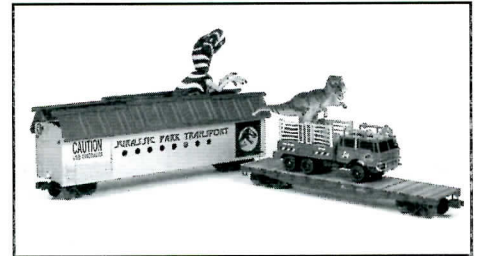
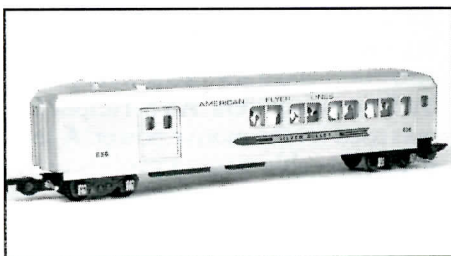


Master Craftsman

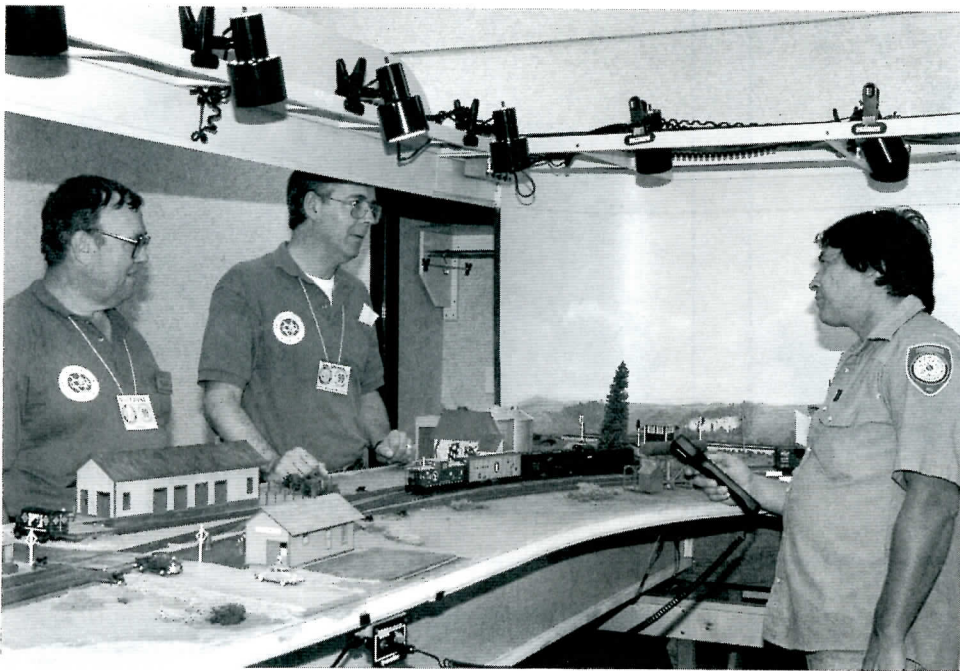
Dick Karnes' Rex Suburban took a 1st place kit & conv.



Clockwise starting at above left: 1st place scratch steam for Ma & PA 2-8-0 to Bill Daiker, 1st kit & conv. freight car for D&RGW box to James Rustermier (Rusty), 1st scratch diesel-electric for GE U50 to John Tilts and 2nd place scratch diesel-electric for CB&Q SW-1 also to John Tilts.



AF Category: Left to right: 2nd 656 Combine, 1st Shell tank, both by Jerry Poniatowski. Car at right is 1st place action car "Jurassic Park Transport" by Gary Ippolito.



Switching Contest Layout Entertains the NMRA and the NASG

The Pines and Prairies S Scale Workshop decided that with the NMRA and the NASG in town at the same time for the "conjunction" convention last July, they would create an S scale switching contest layout.

The results were the approximately 15' x 7' L-shaped layout that was used at the NMRA area earlier in the week and from Thursday through Saturday at the NASG Convention at the Kelly Inn.

Dave Jasper pointed out that this was not a "Timesaver" type switching contest, but rather was a switching contest layout based on a fictional interchange called Lake Wobegon Junction with some actual industries.

Instead of the typical contest where car A, B and C are moved here and there, the Lake Wobegon Jct. layout used prototypical rules, and the track plan was that of a typical interchange. See next page for diagram and rules.

The layout was built in 3 portable sections with the joints being covered by flat scenic panels with roadway, terrain, etc., used to hide the cracks. The flat panels that contained the track and roadbed were constructed of lightweight Luan panels which sandwiched a foam insulation core. This provided stiffness, besides being light. Further support is provided by Portable wood I-Beams which run lengthwise under the panels.

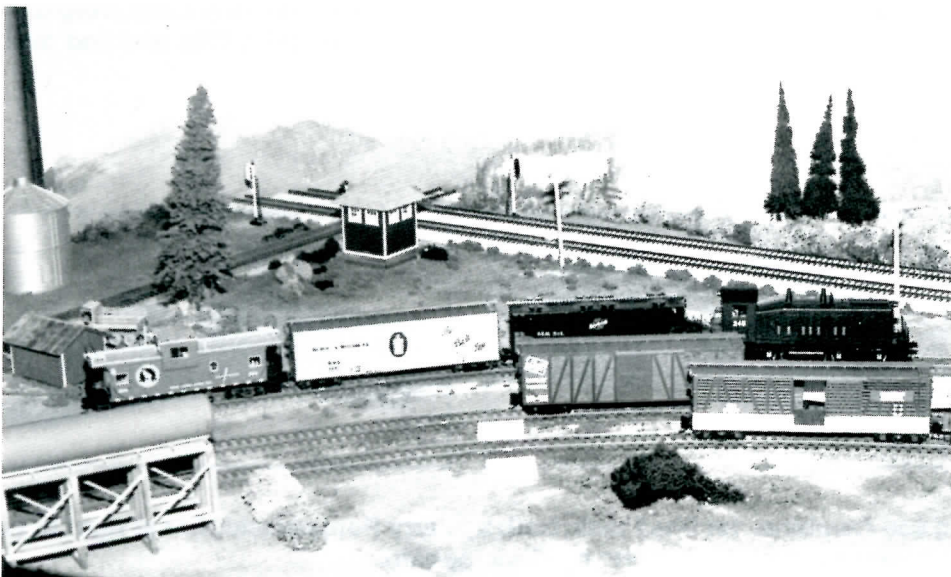
Another unique feature was the shadow box effect created by the use of portable backdrops and overhead valances with lighting. The light grid is detachable, and the backdrops fold out flat. The whole shebang fits in 2 vans.

A donated command control Wangrow System 1 was used to operate the layout, and most of the rolling stock, structures and track items were donated by S manufacturers. An S-Helper SW9 was used for the motive power. A sector plate (movable staging yard) is used to feed into the layout.

P&PSSW builders included: Dave Jasper, Ken Zieska, Bob Fann, Jim Brown, Andrew Brown (son), Walt Jopke, Ben Truesdale and Joe Herrick.



Pat Royal is the engineer. Top photo Bob Werre, others Jeff Madden



1999 NMRA NATIONAL SWITCHING CONTEST

Lake Wobegon Junction is in S scale provided by the Pines and Prairies S Scale Workshop

- Least number of moves wins. In case of a tie in the Conductor contest, a run-off will be held Thursday at 1 PM.
- A change of direction, coupling, or uncoupling, constitutes one move. Judges decision is final.
- Cars moved in the yard must be re-spotted on the same track and all turnouts must be aligned for the main before departing.
- Penalty moves will be assessed for illegal use of hands. Backing through a closed switch(1). Missing a spot(2). Leaving any cars on the Main(4) or leaving cars blocking the grade crossing(1). Your turn will be terminated for passing the semaphore protecting Great Northern junction crossing.
- A reduction bonus of up to two moves for proper use of the bell at grade crossing and whistle: 2 short before forward direction start-up; 3 short before backward.
- Time limit is 15 minutes for Brakeman contest; 20 minutes for Conductor contest
- You are facing south, and everyone is watching you.... have FUN!

BRAKEMAN - BEGINNER CONTEST

(This is a local arriving from east with 3 cars)

box car	XM
refer	R
c'd hopper	LO
tank	T
gondola	G

PICK	SET	CUSTOMER	CAR	INITIAL	CONTENTS
UP	OUT	/TRACK	TYPE		
X		FRGT HSE	XM		EMPTY
X		YARD S/O	XM		HARDWARE
	X	FRGT HSE	XM		HARDWARE
X		GRAIN MILL	LO	M&SiL	EMPTY

Local must depart facing West with 2 pick-ups,
Caboose on rear, engine on front.

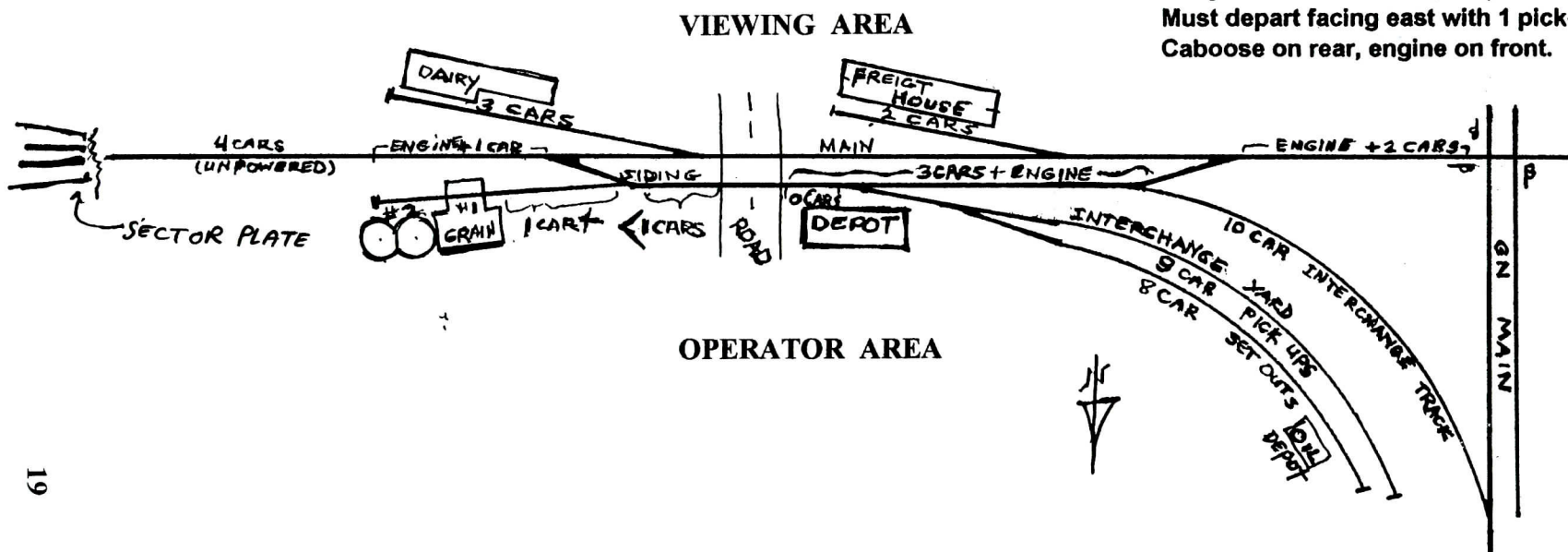
CONDUCTOR - ADVANCED CONTEST

(This is a 'turn' arriving from east with 3 cars)

PICK	SET	CUSTOMER	CAR	INITIAL	CONTENTS
UP	OUT	/TRACK	TYPE		
X	X	FRGT HSE	XM		LCL
X		YARD S/O	LO	M&SiL	CORN
	X	GRAIN #1*	LO	M&SiL	CORN
X	X	DAIRY #1	R		MILK
	X	YARD P/U	LO	M&SiL	CEMENT
X		YARD S/O	T		EMPTY

*spot #'s are from sw.

Dairy and LCL must be on spot for at least 10 mins.
Must depart facing east with 1 pick-up, LCL, milk.
Caboose on rear, engine on front.





Ken Zieska was the host for a picnic on the final Sunday of the Convention. At right is a contest winner operating on his Minnesota Heartland Ry. John Tilts built the U50. Photo at right by Tom Nimelli



LAYOUTS

SEEN



Above- Walt Jopke points out ideas to Dick Karnes. Bottom photos - Joe Herrick and mine on his Sn3 layout. Photos by Jeff Madden



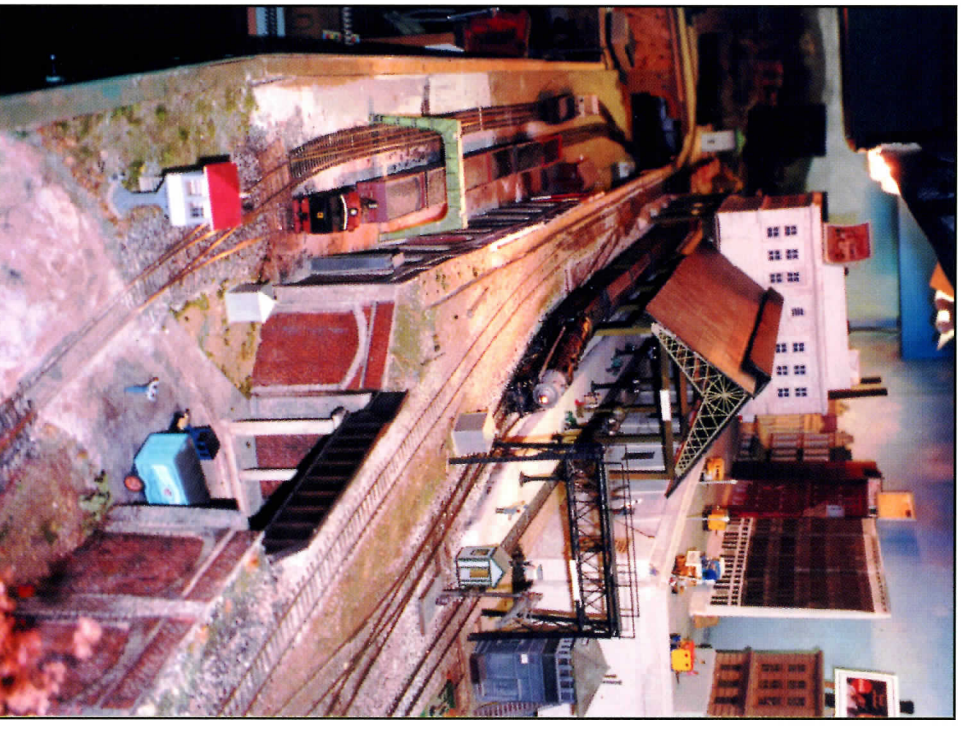
Terry Didion's Flyer layout - Photo by Tom Nimelli





Dave Jasper and his Central New England Ry are shown in scenes on this page. Above scene is on a sweeping curve on the large multi-level layout. *Left middle* - A doodlebug stops at rural Mackenzie River Jct. *Bottom left* - Stone arch bridge is a scenic highlight. *Bottom right* - shows the ornate turn-of-the-century trainshed at Cameron. *Bob Werre took the top right and bottom left, Bill Lane the bottom right, and Jeff Madden the others.*

IN MINNESOTA



FIXIN' FLYER

By David Dewey

Trucks 101B

Ah, another two months have gone by, having left you with trucks that will sit "square" on the track, but won't couple or stay coupled. If you're not frustrated now, you're not running your trains enough! But, before we get on to couplers (yeah, I snagged you, and then I'm letting out the line a bit...), I have realized I missed a few basics that might be important! My apologies; when you're around Flyer a long time, you forget that not everyone "knows" all this "stuff." AF axles come in two lengths; the ones for the link coupler sheetmetal trucks are shorter than the knuckle coupler axles by 1/8 of an inch. Original axles are nominally 1-11/32" or 1-15/32" long. Also, wheels sometimes move on the axles and need to be re-gauged. As Illustration "A" shows, the "back-to-back" dimension should be 11/16" plus or minus 1/64". If a wheel is too loose on its axle, a DROP of CA glue will hold it in place. These dimensions are based on measuring many original wheel sets.

I also mentioned cleaning wheels. A black, or grey, "grunge" builds up on wheels, affecting their rolling ability. Illustration "B" shows a typical build-up, and also the way I hold a dull screwdriver against the wheel to "pop" most of the grunge off the wheel. Hold the screwdriver against the wheel, and turn the wheel towards the screwdriver by turning the wheel on the other end of the axle. After you get the main stuff off, you can do a really nice cleaning job by applying a little tuner cleaner to the wheel, and wiping the wheel with a soft cloth. Don't forget to check the axle bearing for stuff wound around the axle ends, or wadded into the truck bearing recesses.

Okay; clean wheels, clean axle bearings, aligned trucks, now what? Oh yeah--couplers! For S gauge Flyer, there are basically two trucks, link coupler (LC's) and knuckle coupler (KC's). The latter do have some design changes by the reproduction people and "Big L," most of them minor. The link couplers underwent three design changes. The early ones have no round weight and thinner shanks. This design was dropped in early '47 production, the new design

having a thicker shank, and then shortly afterwards (months) a round weight was added of brass, then black. The plastic "hook" is held onto the truck by a special rivet/pin. The pin part should be parallel to the wheel axles. If it's not, this can be corrected by carefully bending the sheetmetal bracket by gripping it with the needle-nose pliers. Bending the pin should be avoided, as that often loosens it in the truck. The hook's top surface should be parallel to the rail, and the lowest point on the coupler (just under the weight) should be at least 1/16" above the top of the rail. This can be done by carefully bending the truck itself, or the mounting arm part of the truck. Note Illustration "C."

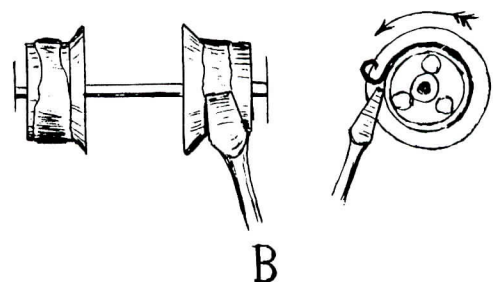
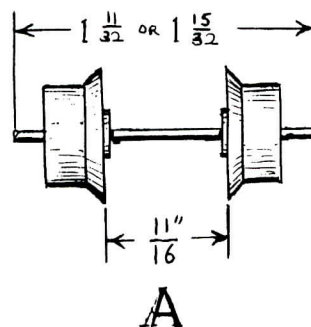
Before I forget, I should mention that on some locomotives and some streamlined passenger cars, these couplers have a return spring to help keep the coupler in the "closed" position. At this time, these are not available (RATS!). Many of these couplers have developed the nasty habit today of not pivoting freely. Fixing the pivoting can be frustrating! First, I attack the coupler with a hair dryer until the white residue has melted, then quickly brush it off with an old toothbrush. I also wiggle the coupler while it is cooling. Sometimes it takes many "treatments" (what do I look like, a chiropractor?). Another known trick is to heat the head of the metal pin with a soldering tip and wiggle the coupler. When it's loose, dip it in cold water (this removes the heat quickly). However, sometimes you have to give up, press the pin out, clean the surfaces, and then re-assemble the coupler. The pin is held in place by crimping. To remove it, you need to drive it out. This is more easily done by supporting the coupler hook with a piece of tubing, just large enough to go over the pin's head, then driving the pin out. You may have to straighten the truck afterwards a bit. Now you can clean all the residue off the pin and the plastic hook, and then re-install. The special

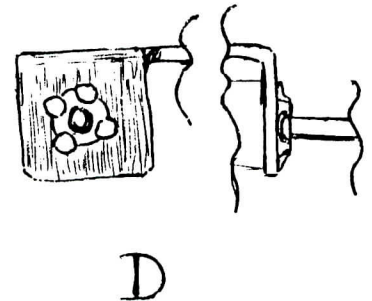
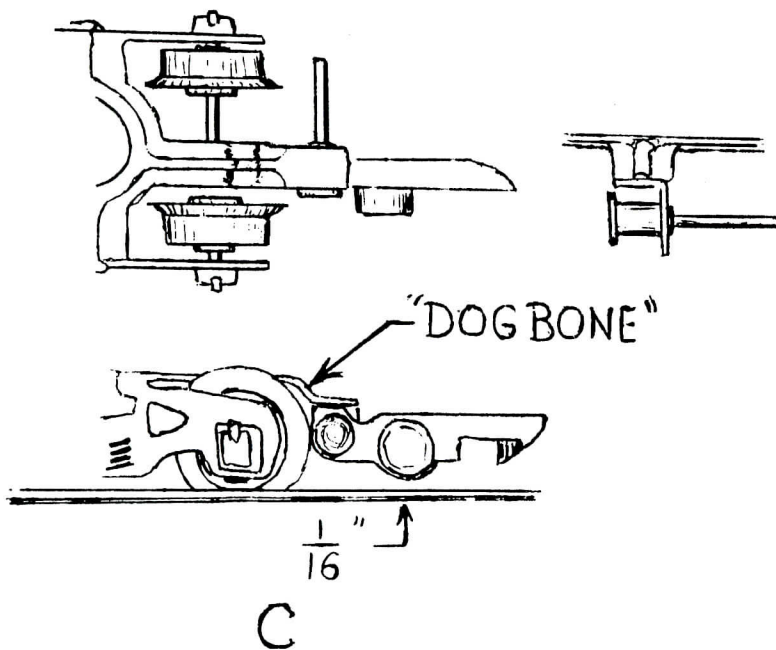
tool for this helps a lot, although one can do it with just a sharp punch. Support the head of the pin on something solid, and punch over the shoulder of the pin in four spots, so it is secure again, as in Illustration "D."

The KC's are actually fairly complicated units, consisting of six parts! Something can go wrong with almost any one of them, but the most often failed parts are (in order of failure) broken knuckle, bound pivot pin, bad/broken knuckle spring. Sometimes the lift weight falls off the J-bar too. Knuckle couplers require the same alignment specs as the link couplers: square with the truck, weight in coupled position at least 1/16" above the rail. When LC cars are converted to KC, one usually needs to straighten out the "dogbone" offset on the mounting arm, to raise it a bit so the KC will be "level" when it's adjusted. Also make sure the vertical part of the arm is flat and at right angles to the horizontal parts before attaching the KC. KC's work best when they operate freely; when you lift the weight, the knuckle should "pop" open. Also, the weight should lift easily. I use aerosol tuner cleaner on sluggish units; again, it sometimes takes a few "treatments." I hold the truck (or entire car) upside-down and spray, then work the knuckle in and out until it works freely. Then turn it over and open and close the coupler repeatedly, lifting the weight to open the coupler.

Since we're out of space, we will discuss dismantling and repairing the coupler itself at another time. It's not too difficult, but that danged spring is tiny! Your comments, suggestions, and questions always welcomed. My email is: djdewey@cncnet.com My "snail mail" is: David Dewey, 3435 Myers St. Oroville, CA 95966

You can always post questions on Paul Yorke's S-trains at: S-Trains@onelist.com





WELCOME NEW MEMBERS

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 Chuck Ansell
 Thomas Arndt
 Robert L. Atkinson
 Robert A. Baratta
 Richard P. Barth
 W. R. Barton
 Larry E. Beam
 Christopher Begeman
 Marl Bell
 Eric Bense
 Dr. Beschenbossel
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 Robert Kult
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 Sam Lane
 Joseph E. Leach II
 A. L. Levy
 Bob Little
 Kelly Lloyd

To be continued...

The 'S'traight & Narrow

From David L. Heine

News and Reviews on the Narrow Gauge Front

A Rotary Snowplow for the Lehigh & Western

Like many of the other narrow gauge railroads, my Lehigh & Western Railroad has the need for some snow fighting equipment. Luckily, it's never been past October on the railroad, but it pays to be prepared so the line can be kept open in winter's worst weather. Until this year, the only snow fighting equipment the railroad had were some steam locomotive pilot mounted plows.

The ultimate snow fighting equipment in the steam era was the rotary snowplow. Although some later ones were diesel powered, these were steam powered, like most other heavy equipment of the era. They consisted of a steam boiler, like that on a locomotive, but instead of driving the wheels, the cylinders were connected to gears and shafts to drive a rotary blade in the front. The blade's direction could be changed, and by changing the blade direction and the chute outlet snow could be discharged on either side of the track. The whole thing rode on a heavy frame and was enclosed. The earlier ones had wooded enclosures while later ones were steel. These were not self-propelled, but had to be pushed by locomotives. Most of the time several locomotives were used to push the snowplow.

Although the rotary snowplow was the heavy-duty snow fighting equipment, they could get bogged down at times in deep snow. Then the shovelers were needed to shovel the snow down to the plow, and let it blow the snow away. After all, these were really a large snowblower, just a lot larger than the ones some of us use to clean snow off our driveways. These rotary snowplows did not like rocks and trees in the snow, which unfortunately were common when there were snowslides across the tracks. At least they had bolted on cutting blades so they could be replaced if damaged by a rock.

There were several narrow gauge railroads that had rotary snowplows. The Denver & Rio Grande Western, Rio Grande Southern, Denver, South Park & Pacific, and White Pass & Yukon all owned them. The Swayne Lumber Company in California also had one that was a very unusual homemade design. Some of these snowplows were converted several times between narrow and standard gauge by changing the trucks.

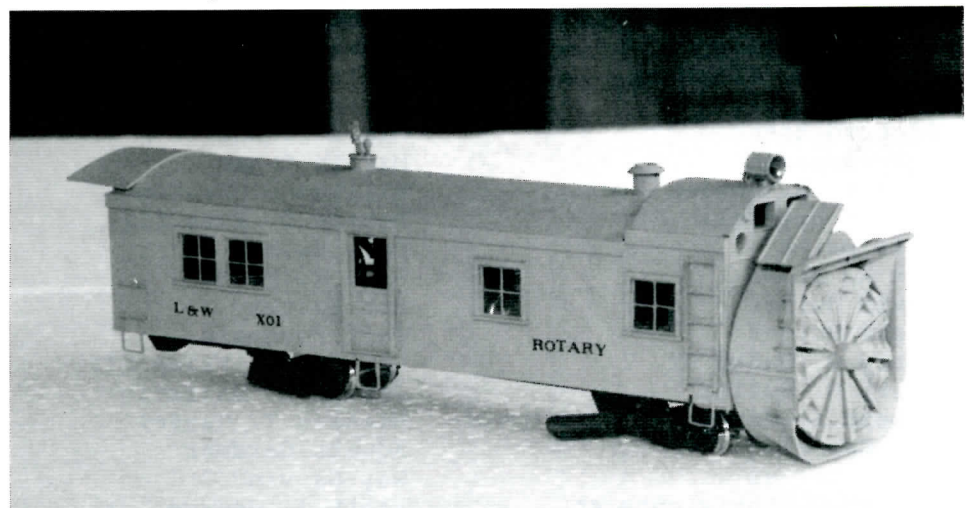
In Sn3, there have been several brass models produced of D&RGW and RGS prototypes. However, the L&W management would not justify the cost of this approach, so the shops had to build their own. This project was intended to be a fun one, and one requirement was that the blade had to be powered. It was not intended for this to be a model of a specific prototype at a certain time in its career.

Some reference material I had for this project included a series of articles and plans for D&RGW OM in the July and August 1977 *Railroad Model Craftsman* and the *Narrow Gauge Pictorial*, Volume VII, Denver and Rio Grande Western Work Equipment-OA to OZ. One thing I discovered early in this project was that the appearance of some of the snowplows changed greatly

with time. Windows, doors, ladders and other details were modified several times. I soon concluded that this was going to make my project easier, since this was supposed to be a model of snowplow modified by the L&W shops. Other things that changed with time were the tenders. Some of the plows also had a dedicated auxiliary water tender or tank car. The L&W rotary snowplow consists of the plow itself, a tender, and an auxiliary water car.

The basis for the snowplow itself is the Athearn HO model. This is a model of a later steel version, and it is actually is a little long for a model of a wooden narrow gauge rotary snowplow. However, feeling lazy, I did not choose to shorten it.

The Athearn model's blade is designed to turn using a rubber band drive powered by the axles of a Fox type truck included with it. I knew immediately that this had to change. The blade on my plow barely turned, so I bored out the holes where the shaft rides in the metal frame/weight with a drill until it turned freely. I put a Northwest Short Line brass flywheel on the shaft of a small can motor and used a NWSL universal set to connect it to the shaft. This worked, but the blade could move front to back. I used some extra universal pieces and placed them on the shaft with a thrust washer between the universal pieces and the shaft supports. Now this worked fine, but pieces of styrene drilled for the shaft diameter with the thrust washers would have worked as well. I used some bathtub caulk to mount the motor to the chassis. I did add the Athearn flanger, which is



An Athearn HO rotary snowplow kit formed the basis of the Lehigh & Western Sn3 plow. Original HO sides are beneath layer of Evergreen siding.

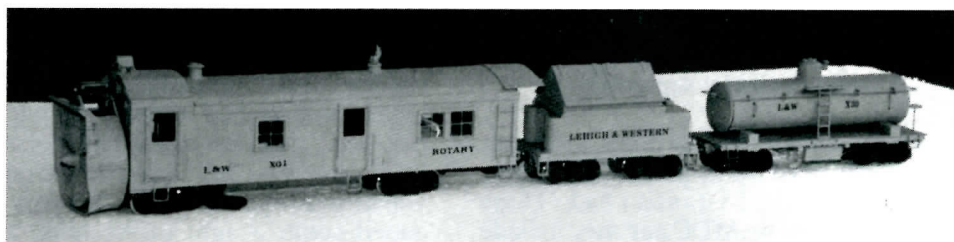
a blade mounted below the body, and installed a Kadee coupler on the rear using the mounting that came with the plow.

At first glance, the body of my L&W plow looks completely scratch-built, but the Athearn plow body is hidden underneath. First, I removed the smokebox casting on the rear of the body. Then I used a large file to remove all the molded on detail on every side except the front where it meets the blade casting. I left this part alone.

I built new sides using Evergreen S scale passenger car siding and Grandt Line windows and doors. The doors were modified to make them shorter by removing part of the door above the window, and then shortening the frame the same amount. Don't worry, the doors are shorter on the D&RGW plow OM of which I had plans. After I had the sides made, but before I glued the windows and doors on, I marked the Athearn shell where the openings for the doors and windows were located and cut the openings out. For this job you don't need to be neat, just make sure the openings are large enough so they do not interfere with the back of the window and door castings. Then I glued the new sides to the Athearn shell. I added a fascia strip to the top of the sides using some strip styrene.

I used the Athearn roofwalk, since it is wide for HO, but turned it around end for end so I could use the top of the steam dome that was molded into it. The Athearn plow model is oil fired since the smokebox is in the rear. Because the boiler is turned around, the steam dome is towards the front rather than the rear. I then used the old standby, masking tape, to simulate a canvas roof. I added Grandt Line ladders and stirrups, wire grab irons, a brass headlight casting, and some other details to the model.

I installed two Model Die Casting HO arch-bar tender trucks with regauged metal wheels on the model. For the rear truck I used a piece of styrene tube to fill in the truck mounting hole so it would be correct for a screw that fit the MDC truck. I installed the MDC wipers for power, and wired them to a DCC (Digital Command Control) decoder. By using a DCC decoder I can control the speed and direction of the blade independently of the speed and direction of the locomotives pushing it. Independent control such as this is one

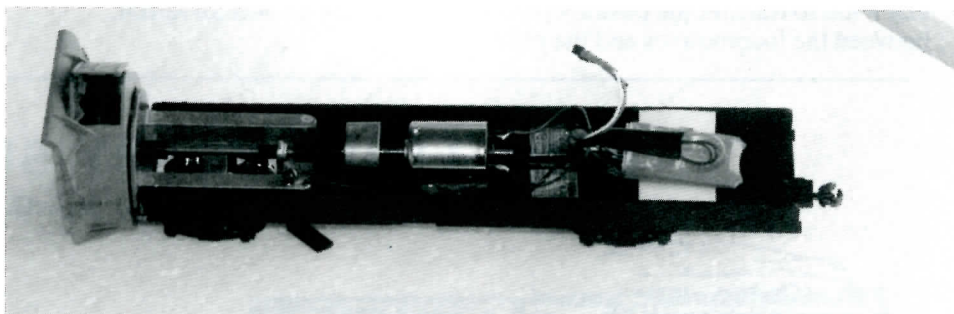


The complete snowplow hookup is shown here - rotary snowplow, fuel tender and auxiliary water car. MDC HO parts made up most of needed items for the tender and the water tank car.



MDC HO 3-in-1 kits provided much of the materials for the tender. Frame is a shortened MDC HO caboose frame.

All photos by Dave Heine



A can motor and a NWSL flywheel replaced the original rubber band drive. Speed and direction of blade are DCC controlled. With a decoder, the power can be routed to the plow motor separately from locos pushing plow.



Equipment is painted MOW gray with black lettering. Windows and doors on plow are Grandt Line.

of the features of using DCC. I also wired the headlight to the DCC decoder so I could control it separately.

For the tender and auxiliary water car, I mostly used some pieces from some MDC HO 3-in-1 kits that I had. These kits are made by MDC and they include some of their standard kit pieces along with some instructions on how to kit-bash them into something else. While intended for HO, they are also useful for S narrow gaugers for building maintenance of way cars and other kit-bashing projects.

The tender body is an HO MDC one, with an underframe made from a shortened MDC HO caboose underframe. The major change was to fabricate a wooden coal cover from some scribed styrene. These covers were installed on the prototype to help keep blowing snow from freezing in the coal. I modified the stirrups for S and installed some regauged MDC HO archbar trucks. I used brass wire for the handrails and coal cover handles. I did include some extra weight in the tender for better operations. Remember that it has to transfer the pushing forces between the locomotives and the plow.

I used another MDC HO caboose underframe from a 3-in-1 kit to make a flat car for the auxiliary water tank. I glued some scribed styrene onto it for a new deck. I made a pair of tank bolsters from some styrene strips to fit the tank, which was another 3-in-1 kit part. I added some weight to the tank, and installed the toolboxes that came with the underframe, along with Grandt Line stirrups and a brakewheel. After adding another set of regauged trucks and Kadee couplers, the car was basically completed.

After everything was built, the L&W shops painted the equipment with Polly S MOW gray, and lettered them using custom decals along with some dry transfer numbers. The Lehigh & Western Railroad is now prepared for its first heavy snowfall.

Other narrow minded news:

The good news for East Broad Top fans is that the three bay hopper cars are now available from BTS. EBT modelers can use trains of them. In recent years some of these also were sold to other railroads including the White Pass and Yukon and the Durango and Silverton.

Other news is that the PBL passenger car trucks are now available with brake details. I have not seen one of these first hand yet, but the opinion of the users on the Internet Sn3 mail list is that they are very free rolling. These are supposed to be the first step in some injection-molded plastic passenger car kits from PBL.

By the time you read this there should be some laser-cut wooden Sn2 kits available from a new manufacturer. The first offerings will be a Wiscasset, Waterville and Farmington boxcar and flat car, and a Sandy River and Rangeley Lakes pulpwood car. More information will be forthcoming in the Dispatch when it is available. These will be the first Sn2 rolling stock kits available that I know of since Sandy River Car Shops stopped making their Sn2 kits several years ago. Interest in modeling in Sn2 seems to be increasing.

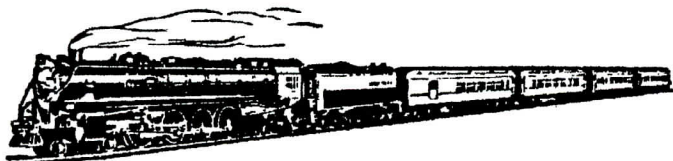
As always, feel free to write, if the mood strikes.

Contributions or comments:

David L. Heine
5758 Bel Air Dr.
Coopersburg, PA 18036
e-mail: dheine@enter.net

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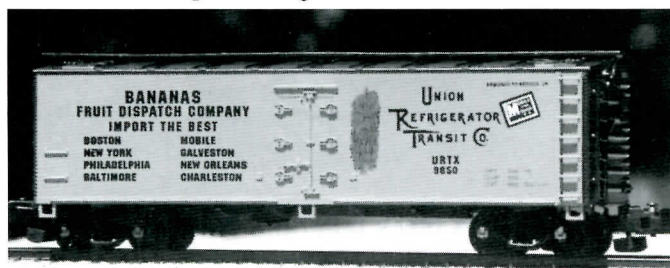
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Short and Easy

by Kent L. Singer

FOR THE BIRDS

It's got to be admitted that every once, a project gets presented here that requires a lot of work. Not for the Short and Easy project itself, but for the rest of the scene in which the Short and Easy project resides. Gaylord Gill, an S Gauger whose contributions to this column go back quite a ways, has come up with a neat way to dress up a residential scene and give it that added touch of looking "lived in". Gaylord can write at least as well as I can, so what follows is his description.

"My contribution to this column is something I had just worked up for a farm scene on my Grand Valley Northeastern Railroad. It's an S-sized "structure" that should fit in with both rural and urban locales. My idea is a birdhouse, more specifically a purple martin house on a pole. This is a classic large birdhouse, typically a two-story version designed to accommodate a number of inhabitants. The technique

came to me as I was working with one of the computer programs designed to help you draw, using pre-formatted shapes such as rectangles and circles. You can use this approach as easily with a pen and paper, or if you want to duplicate what I used, just take your *Dispatch* down to the local copy center.

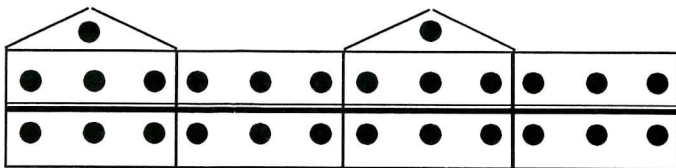
"I didn't do any research into what the dimensions should be for a birdhouse like this, so if you're really into accuracy you can probably improve on my design. By the time I went through a couple of reductions on the copier, my house was 14 scale inches on each side. Simply reproduce the opened-out house on standard copy paper.

"To assemble the house, cut it out with scissors or a hobby knife (leave the four sides connected to each other). Cut a cube of balsa or basswood with sides the same dimensions as the paper sides. This will provide some substance to the birdhouse and will also form the bottom. Next, select a length of stiff wire, such as piano wire, to represent the pole. Chemically blacken the wire, or paint it, and drill a hole of the appropriate size in the center of the wooden piece. Fold the paper house at the lines to form the four sides and glue around the wooden piece, butting the two free ends together. For the roof, cut a piece of black construction paper so that when folded in half, it overhangs the house by a couple of scale inches. Glue the roof on, glue the wire pole into the hole in the bottom and install your finished birdhouse.

"Mine now occupies a prominent spot in the yard of a farmhouse I've just built. Somewhere inside the farmer's wife is peering out the window, watching for the martins to arrive and take up residence."

Got An Idea? Perhaps you've created some detail to stick along your right-of-way, set on a loading dock, dress up a building, etc., etc. We're always looking for fresh projects. If you'd like to contribute, the rules are simple: The project should be somewhat related to railroading, and it should be capable of being completed in one or two evenings. You needn't worry about drawings or photographs. We can do the drawings and have photos taken. All that is necessary is a sketch of the project with some dimensions, a list of the materials and a short description of how to build it. Submit your ideas to: **Short and Easy**, c/o Kent L. Singer, 6516 Georgian Way, Columbus, GA 31909. Note: This is a new address!!

4x actual size



S scale size



Almost Cancelled:

Sunset's 3rd Rail Division is about ready to cancel the Zephyr project as well as the light and heavy 2-8-2s. They have, however, extended the deadline for reservations (no money needed) until early November. If you were procrastinating and just got this issue in the mail, best grab the phone or jump on the internet - www.3rdrail.com/sscale.htm. - John Foley.

Just Announced:

Bill's Train Shop has just revealed the planned production of three cast metal standard gauge scale steam kits. Locos will be Maryland & Pennsylvania 2-8-0s (41 and 43) and the EBT (standard gauge) 0-6-0. These will be available in 3 versions: kit, partial kit and RTR. Prices TBA.

LAST RUN - ED FILER

Friends: Wednesday, I received a call from a fellow in West Virginia reporting that Ed Filer had passed away August 4th from pneumonia. Ed had returned from the Convention (he had a dealer table at the Kelly Inn) on Monday, July 26th. On August 1st he was admitted to the hospital in Buckhannon, and died on Wednesday.

I had briefly met Ed at several other Conventions, and in June he said he wanted to go to the St. Paul Convention. He drove to my shop in Columbus and met others for our expedition to St. Paul: John Foley, Jim

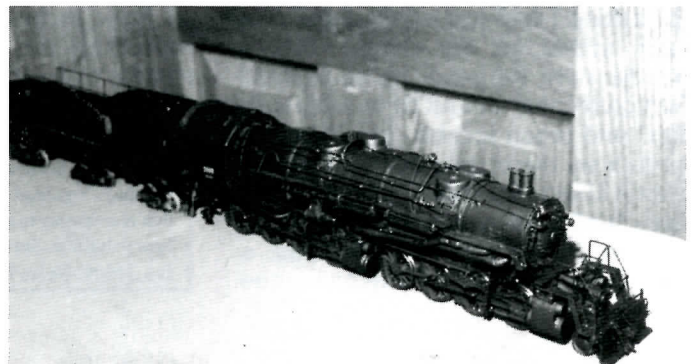
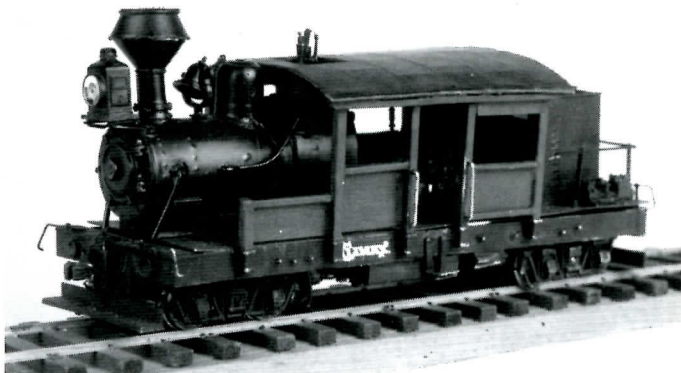
LaRoche, Gregg Spence and me. Riding up to Minnesota in the camper I had the opportunity to talk to Ed and learn about his scratch building and some of his techniques (he'd won several awards for his entries at the NASG Conventions). I suggested he should write a few of these techniques down and submit them for publication. (If I'd known he would pass away 10 days later, maybe I should have written down some of this as he told me!)

Ed had open heart surgery probably a year ago and was taking medication and had to use an inhaler. He had to give up smoking and trips to the bar. I was concerned about him in the heat in St. Paul and his helping load the camper when we left Sunday evening. Driving straight thru to Columbus (808 miles) was hard on all of us, but Ed never

complained when I asked if he was feeling ok.

He then wanted to drive from Columbus back to Buckhannon (3 hours) without rest, and I'm sure that didn't contribute to maintaining his health. That's the last time I saw Ed - I feel fortunate that I did enjoy going to the NASG Convention with him. I'm sad that we in S have lost another old time, scratch building scaler who kept S going in the lean years. I for one appreciate the craftsman who begins with a lot of pieces and parts and assembles an award-winning engine, car or structure.

Thanks for knowing you for a short time, Ed.
- Alan Evans



Above left - Just this July Ed is shown flanked by Jonn Foley and Alan Evans. Left - This backwoods Climax by Ed took 1st in the Master Craftsman category, steam locomotive, at the Worcester Convention in 1998. Above - He also had the B&O EL articulated on display there. Locos are Bob Werre photos

From the "OLD TIMERS"

Ed and I had been friends for about 50 years or better, and he was truly one of the best of my friends. Ed was one of those with an extremely big heart and would give you the shirt off his back... He was also one of the best craftsmen and especially noted in "S" as he attended almost all of the NASG National conventions. I am sure now that he will be sorely missed, and those magnificent entries in the contests will be sorely missed also.

I met Ed through some of the Circuits that we belonged to back in the 50s. There is only one of these Circuits left now, and that one has been named the

"OLD TIMERS" Circuit as it contained most of what was left of all the other circuits from back in the 60s and 70s. Ed and I along with Al Sonnenberg, Jess Bennett, and Gene Fletcher comprised the "older" of the group. Along the way we acquired Ike (John) Eichman and John Beck, the two young-uns. With the passing of Ed, we will be missing one of the oldest of the "OLD TIMERS". For all of the "OLD TIMERS", I would like to express our sincerest condolences to his family in their time of grief.
- Russ Mobley, NASG past president.

Ed was truly a world-class craftsman, and to view his deliciously detailed S scale locomotives and rolling stock was

a rare treat. I'm thankful I got to finally meet Ed at the 1998 NASG convention in Worcester.

Not only did Ed have a lot of talent and information to share, he had a great sense of humor. I'll always remember his project of converting "O scale squirrels to S scale beavers."
- John Eichmann ##

I talked to Ed a good bit, because he was a fellow West Virginian. He was surprised that I'd heard of the Coal & Coke line lettered on one of his locomotives. I'm glad I chatted with him in St. Paul. I even bought a car from him. - Jeff

Railmail from page 4

to see the wider radius. Also, I got to run my AF K5 Pacific with an MTH smoke unit (with blower) which smokes up a room faster than you would believe. We had a lot of fun presenting and demonstrating DCC, and the folks that came to the clinic were great, with lots of interest and good questions.

Kelvin White had an excellent clinic on modeling in the UK, which I enjoyed immensely. He is a really good modeler. The NASG train show was excellent, even though a couple of the regulars were over at the National show. I easily spent my budget. So thanks again to the P&PSSW; you did a wonderful job.

- Bill Clark, Chelmsford, MA

Linn County Co-op: I hope the Linn County Co-op article in the June issue inspired S modelers who read it. However, while the photos of the Type B depot in the article would "work", that particular depot is (was) at Rockwell City and is unique as a four-sided structure without the operator's bay window that the majority of the Type B depots had, as either "right-handed" (bay window on the left) or "left-handed" (mirror image versions).

- Bob Nicholson, Ottawa, IL

NASG Does Help Scalpers: Amongst all the griping that the NASG never does anything for scalpers, I have yet to see one mention (on the net) of the latest NASG project car. A brass "Front Runner" that the so-called "Hi-railers on the NASG BOT approved, even though it cannot be produced with large flange wheels. If the details work out this could also be the first production model to contain Proto 64 wheelsets. Let me also say that I am currently working on another project with the NASG that is targeted primarily at scalpers. By the way, the two people who selflessly manned the NASG booth full of scale equipment at the St. Paul National Train Show (Joel Lebovitz and Will Holt), while the rest of us scalpers were out shopping deserve commendation. *Jamie mentioned they were Hi-railers but really they are mostly scalpers - ed.*

As for the strange notion that the NASG is targeted toward one faction or another, it is pure bunk! If you don't like the content of the *Dispatch*, write an article! If you are on this list (S-Trains Digest) you must know how to use a word processor. I have yet to attend an NASG convention where I was bored because it was a "Hi-rail

convention", and I'm a scaler. In my estimation, the people who attend the Business Meeting to hear Bill Lane make his yearly plea to increase the dues are mostly scalpers, so we do have a voice in the organization.

Lastly, if you folks think that the 90 of you (number on S - Scale list of the Paul Yorke's Digest as of mid-August) on the list can make a decent (separate) organization, go ahead. But the NASG really can use your help. Any volunteer organization can. Some of you sit back and say that the hi-railers won't bend to your suggestions. In St. Paul we discussed several ideas to increase our visible presence in the mainstream RR magazines. So we are on the same page as many on the internet. The BOT is currently revamping the Promotions Committee. If any of you are serious about helping the scale grow, here's your chance. I have to warn you though, you might have to do more than write e-mails! Fight for change within, not separation! I believe Ben Franklin said, "We must all hang together, or we will surely all hang separately."

- Jamie Bothwell, recently NASG Secretary, now just auctioneer.

Comment on new Lionel CEO: Richard Maddox has his work cut out for himself. A reinvigorated Flyer would be great for both the Flyer enthusiasts and us scale guys, regardless of its adaptability to scale. However, Circle L's primary market is "O", and Mr. Maddox will have to deal with the hemmoring there first. Even the blurb on CTT's web page says: "Among Maddox's challenges at Lionel will be intense competition from MTH Electric Trains, a rejuvenated competitor in K-Line, and the need to resolve customer dissatisfaction over delayed products such as the long-awaited Odyssey motor. Notice no mention of competition from American Models and S Helper Service. Right now, it appears the only thing keeping Lionel alive is the electronics. Railsounds II is probably the best sound system on the market, plus their TMCC System appears to have a loyal following. Unfortunately, the trains are mediocre. There's always this rush of optimism when there's a management change at Lionel. But, Lionel's problems are systemic, and don't forget, Wellspring Associates still owns the place. *The new Lionel CEO has moved over from Bachmann where he developed an extensive model railroad background. - ed.*

- Rich Gajnak, Westchester, IL

S/Sn3 Modeling Guide End Stirs

Reactions: The two Bills (Banta and Wade) have submitted posts (to the net) which are rather cogent about the need to get people to actually do something rather than complain. I could not agree more with this, and it's getting tiring to have the continual traffic suggesting wholesale realignment of the publishing world just to satisfy our beloved minority scale. That said, I will reiterate my belief that there is no way any single mainstream magazine is going to capture enough S scale readership for S manufacturers to justify paying their rates for advertising. This does not mean that the majors like SHS will not continue the advertising only they can afford, but don't look for a small time operator such as Wayne Hills (Marker Light Productions) or even Pacific Rail Shops to be advertising in *Model Railroading* any time soon. *Some scalpers on the internet are promoting Model Railroading as the magazine of choice for S articles and ads. - ed.*

Only the *Dispatch* will be able to fill the role of low-cost information disseminator to those who are already committed S scalpers (committed enough to join the NASG anyway). This is where small-time ads can (and should) be found, as well as "freebie" new product announcements (FNPA). FNPAs might occasionally show up in the mainstream rags, but don't ever expect to be able to count on them for comprehensive coverage of breaking S scale news.

It probably makes sense that articles of mainstream publication quality should be published in the mainstream rags (and not necessarily one in particular) rather than in the *Dispatch*, but many of the folksy articles in the *Dispatch* could not, and should not, be published elsewhere. I'd be happy to see the *Dispatch* stay pretty much the way it is (Jeff Madden has been doing a good job), understanding that most in-depth articles (especially those with expensive color photography) ought not to be submitted to our organization's publication.

As for the receptiveness of different editors toward publishing S scale articles, some are going to be better than others, but none are going to shut out all consideration and none are going to publish anything that gets submitted to them. I believe the most benefit to the growth of the scale would come from appearance of articles in multiple magazines, which is the most likely outcome anyway.

- Jeff English, Troy, NY

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** were hosted by members John and Pat Ciarleglio in Wayland, MA. for their annual family picnic in July. The club members attending got a chance to see John's newly-installed DCC system operating on his layout. The officers were re-elected for the ensuing year, with Skip Radio, Pres.; Jim Collins, V.P.; Chet Brown, Treasurer; and Dick Connors, Sect'y. Doug Peck very ably edits the newsletter, and apparently last Winter experienced a total database collapse. According to Doug, he is in the process of reconstructing the data including the mailing info for the *Bristoliner*, newsletter for the **BSG**. Member Ben Perry came to the picnic. He was welcomed back by the group after having angioplasty treatment in the Spring.

The **BSG** brought their portable layout to the Fourth Annual Train Collector's All-Gauge Train Show, held in New Haven, CT. on August 22. Trains were operated for the crowd attending, and the yard located inside the layout is a useful feature which allows trains to be stored or set up and prepared for operation, out of the hands of the spectators. The layout set up was such that spectators could walk around the entire layout. The **BSG** held their first meeting of the Fall season at member Tom Robichaud's, Fitchburg, MA. The most recent issue of the *Bristoliner* included E-mail notes on S gauge train related repairs and other items of interest, including rewinding AF smoke units, rebushing AF diesels, and a comprehensive report of the recent S-Spree as hosted by the Miami Valley S Gaugers (MVSG) written by Don Thompson.

The **Conn. S Gaugers (CSG)** were hosted by Stan Stockrocki in Poughkeepsie, N.Y. in June. Member Bill Mark showed and explained the installation of a constant lighting system in an S Helper Service passenger car. The car included a drumhead, and used Christmas tree lights for the car lighting, according to Craig O'Connell, newsletter editor for the group. On August 14 the the CSG visited the Peters Railroad Museum, Wallingford, CT. in the basement and home of David Peters.

The museum features an HO scale layout which can be controlled from a real RR throttle and engineer's seat. There is live air to operate real RR whistles, and displays included examples of RR patent models including trackwork designs that date back before 1900. Bill Mark, Jr. is hosting the group in September, in Pleasant Valley, N.Y. Bill has a fabulous S scale layout complete with large radius curves to operate models of his favorite railroad, the New York Central.

The **CSG** attended the Fourth Annual All-Gauge Train Show held in New Haven, Ct. on Aug. 22. Members Bill Fuhrman, Craig O'Connell, and your column editor manned a table for the NASG promotion of track gauges, shirts, S models, etc. Many NASG members purchased numerous items on sale at the table. Member Mark Anderson is tentatively scheduled to host the **CSG** in October, if plans can be finalized, and they plan to set up their modular layout at the Cheshire Ram Band High School Train Show in November.

The **American S Scale Circle (ASSC)** is a newsletter "...of rambling thoughts concerning American S Scale modelling" published by Kelvin White. Kelvin constructed a simple Sn3 layout named Blackwater Southern to try out this scale/gauge combination. The layout was exhibited at the Purton show in May of this year. Friend Bill Hutchings loaned Colorado & Southern rolling stock to Kelvin so that the layout could be operated for display. The Blackwater Southern layout depicts a simple interchange with a standard gauge spur. This allows the size of standard gauge and narrow gauge cars to be compared and contrasted. The majority of action is trains moving through the diorama, with the occasional freight car being spotted for interchange. The modelling of a swamp (South Carolina) complete with 'gators' is proving to be an interesting challenge.

In addition, the **ASSC** announced the organization of Whiteoak Models, a primarily mail order-only hobby supply. Kelvin plans to have a display and sales stand at NMRA meets (In England) to

offer his goods to the modelling public. All this including the construction of the Blackwater Southern display layout. In the recent issue of the **ASSC** Kelvin included a useful listing of New England RR books covering the 1970's to 1980's, and photos of the D&RGW layout of Michael Denonfaux. One photo included a very detailed model of the Monarch mine. To get information about Whiteoak Models, Email Kelvin at: kelvin@torteval.demon.co.uk

The Spring Issue of the **Canadian S Scale Quarterly** was edited by Oliver Clubine and Charlie Hicks. Alex Binkley was scheduled to edit the next issue. In the Spring issue, Gary Marnoch wrote a comprehensive report detailing step by step how to resurrect a Nov. 1962 AF plastic-bodied steamer and train cars. Gary explains that "...Most of the readers of the (newsletter) are into high cost, high man-hour realism." He goes on to site some examples of the award-winning scale detailed models of Ken Macmillan, Paul Raham, Dave Mehew. Gary obtained the AF S gauge trains by accident, and proceeded to clean and lubricate as needed to yield an operating, AF train. In reading the description of the renovation it becomes clear that Gary is no inept all-thumbs modeller, but skilled in the cleaning, painting, lettering, and weathering of the miniature trains. The AF steam loco was resurrected and lettered for the Newfoundland Rwy., an On3.5 narrow gauge prototype. The oversized cab and AF plastic boiler are easily explained away as being of narrow gauge prototype. The project ended with a restored AF loco which ran as designed, or better. It seems that soldering those broken wires to the plastic AF trucks for repair of the power source is no easy matter.

The **Southern Ontario S Scale Workshop (SOSSW)** is reported on by Jim Martin in the *Quarterly*. They have a portable 10 ft. x 20 ft. oval, with wye and staging tracks called the Ridgehill Central which is displayed several times a year. The layout recently had added a background flat molded in yellow foam and sold by Mountains in Minutes. Painting and weathering transformed it into an impressive background model that enhances the layout. Oliver Clubine edited a column on new S products and some other products useable in S. One source of S gauge details is the often overlooked British RR models manufactured in OO scale. A yard crane is offered by a manufacturer named

Wills. Ratio Plastic Models also makes items that are used on the Ridgehill Central S gauge RR. The *Quarterly* is reprinting an article by Joe Scales entitled "Making Steamers Perform" The article is continued in several issues of the newsletter. Paul Raham coordinates the CSSQ.

The South Jersey S Gaugers (SJSG) came out with one of the most detailed, informative and well put together S newsletters of all time. The publication was assembled by various members of the group, including newsletter editor Ed Claypoole and member Dan DeSantis. It included color photos, and a description of the club and it's 10 year history from the first meeting on July 29, 1989. Bill Lane sent out letters to S gaugers in the South Jersey area to promote the formation of the club. He was supported by the Central Jersey S Scalpers (CJSS), which had Don Dewitt editing a newsletter at that time. The commemorative issue of the Waybill, newsletter of the **SJSG**, includes a year-by-year description of the memorable events and milestones of the group. As early as 1993, the group hosted the NASG-portion of the NASG/NMRA convention in Valley Forge, Pa. In 1994, they were featured in the Gloucester County Edition of the Courier Post newspaper, with a cover photo and full center spread in the *TODAY* tabloid of the newspaper. In 1995 Pat Tentarelli sold his modular layout sections to the club and the beginning of the first sectional layout (10 ft. x 20 ft.) was achieved. In Nov., 1997 the **SJSG** held their first train show at the Bellmawr, N.J., firehouse. Member Hank Worrell contributed to the photos of the commemorative issue, and Steve Politowski worked with Ed Claypoole on the Club history write-ups.

The **SJSG** set up their portable S layout at Steamtown for the Memorial Day weekend festivities. Member Hank Worrell, active in a military vehicle restoration group (full size, 12 in. to the foot) saw to it that the S gauge layout was outfitted with appropriate military encampment scenery, and exhibited for visitors at Steamtown. **SJSG** members Dan DeSantis, Ray Jones, Dan Mastrobuono, Ray Farrell along with Pres. Bill Moore helped Hank set up and operate their layout. The group brought their layout to the Fourth Annual Train Collector's All-Gauge Train Show, held in New Haven, CT. in August and the two-day Greenberg Train Show held at the South Jersey Expo Center. They also

brought their layout to the East Coast Large Scale Train Show held on August 28/29 at the Garden State Expo Center. This is a first time show organized for modelers, collectors and operators with S gauge and larger trains. Meetings of the group are held monthly at the Bellmawr, N.J. Fire House.

The Baltimore Area AF Club (BAAFC) was hosted by Mike Coles for their meeting in June. They brought their portable layout to the Children's Hospital, Washington, D.C., to operate for the public and patients. In July, the group displayed their layout at the Greenberg Train, Toy, & Dollhouse Show, in Chantilly, VA. In August they had their layout at the mid-Maryland Train Show, Damascus, MD. The **BAAFC** are planning to attend as a group a B & O Museum tour of the railroad's old main line. This will be in November, and wives, family and friends can participate in the tour. The tour is by reservation and if 40 **BAAFC** members do not sign up, the general public will be allowed to fill in the group. Ron Kolb coordinates the **BAAFC** and edits the newsletter. Meetings are held in members homes on a regular basis, and are suspended until Sept. for the Summer vacation period.

The Altoona Area Train Collectors Club (AATCC) took a bus trip to the Hamburg(PA.) Toy Train Show & the Lower Anthracite Model RR Club in June. They also had a recent meeting at the Memorial Hall in the Railroaders Memorial Museum, Altoona, PA. In July, they attended the Greenberg Train Show at the Expo Mart, Monroeville, PA. A well-formated newsletter called the *AATC Signal* brings news from the **AATCC**. It includes a membership application and self-addressed envelope for respondents to use. The group's trip to Hamburg was described in the newsletter, along with a description of the Lower Anthracite Model RR Club. The club originally used a 10 ft. x 22 ft. HO portable layout to exhibit at local train shows. In 1983 the club began building a permanent layout over a local hobby shop. Bob Balent a member of the **AATCC** designed a track plan for the 20 ft x 60 ft. layout. Unfortunately, the building in which the layout was located was sold and the club had to relocate to their present location in Shamokin, PA. They are in a community center which houses a senior citizen's center, library, the Model RR club, and a basketball court on the third floor !

Eugene Bettwy, a member of the **AATCC** was selected as the Altoona Railroaders Memorial Museum Volunteer of the Year. Gene is the treasurer of the **AATCC**, and donated over 750 hours to the Museum in past years time. Gregg Miller is Pres. and coordinator of the **AATCC** which sponsored a very successful NASG convention some years ago. On Sept. 12 the group held a regular meeting at their normal place of meeting, the Railroaders Memorial Museum, Altoona, PA.

In June the North Penn S Gaugers (NPSG) were hosted by Ray and Pat Nase for their regular club meeting. The group has a modular layout ready for display and are encouraging members to undertake the construction of additional modules so that they have a good supply to insure display in the future. They were scheduled to make their first display at a show in Harleysville, PA. on April 25, however, the show was cancelled because of lack of dealer support. So the **NPSG** will display at some other venue in the future. The group was hosted by Sect'y Glenn and Lin Ritter in August for a picnic. The picnic was held at the Ritter's residence, Belfry Station, where members could swim, volleyball, throw horseshoes, operate S gauge trains (using a solar panel), and have NASG convention chatter. A recent newsletter of the group included an editorial by Chris Zizzo explaining the author's views on nostalgia and model or toy trains. He explained that todays children nostalgic for today's toys will go to the closet in 40 years and pull out a big box filled with beanie babies and computer games. In a very informative and humorous article, the author explains why beanies and computer games will not have the lasting interest the toy and model trains have (well, hopefully).

The **NPSG** were hosted in Sept. by Phil and Linda Williams, in Plymouth Township, PA. Phil has a layout with three main lines for operation. Norm and Carol Lepping will host the group in October, for the regular club meeting. A recent issue of the **NPSG** newsletter edited by Glenn Ritter, included a description of the NASG convention held in St. Paul, MN. in July. Glenn was officially welcomed at the convention as the new secretary, with other new officers of NASG: John Foley, Exec. V.P., Bill Fuhrman, Eastern V.P., and Gil Hulin, Western V.P.

A good turnout of S gaugers attended a meeting in June of the Central Carolina Division of the **Atlantic Coast S Gaugers (ACSG)**. The meeting was held at the residence of Andy Angyal, where a refurbished tobacco barn houses a quality AF layout. The layout includes several large switching yards and a manually controlled Bowser turntable. Gargraves trackage and turnouts (controlled by choke cables) are used for the operations. Andy is planning the construction of a new layout to replace the existing one. A newsletter/report, mostly distributed by E-mail was sent to some 25 members and interested parties.

The Central Carolina Div. has three straight modules and is actively planning to build more so that they have four corners and ten straights to make a very respectful layout. They are considering the purchase and use of the MRC 100 Watt transformer for a power source at displays. The Central Carolina Div.(CCD) will be hosted by member Rhett George in late Sept. or early October for their next meeting. Joe Haenn, coordinator and newsletter editor of the CCD, operates Joe's Train Repair, and he is a licensed dealer for the new Gilbert Reproductions, a line of AF reproduction accessories. Contact Joe's Train Repair at : joestrainrepair@yahoo.com for more information.

The CCD of **ACSG** is planning to set up or help the Central Virginia Division set up at least two S display layouts this coming Fall and Winter season. The two divisions help each other and support the activities of the other group. Wayne Beachy coordinates the Central Virginia Division.

Anna Spinella is secretary to the **Suncoast AF Enthusiasts(SAFE)** and edits the newsletter of the group. The group held their "Nationals" - train races that are a tradition with the group in May. Blue ribbons were awarded to the fastest engines in various categories including: Casey Jones, camelback, pacific, northern, 0-6-0, docksider, GP7, Alco, Franklin, handcar and Milwaukee. Member John Phipps' "black rat" docksider was the grand champion. This is the fourth year in a row that John has taken the honors. **SAFE** members Joe Spinella and Charlie Klingel prepared and operated an exhibit at the Southern Div. TCA show held at the Florida State Fairgrounds. They

received a five star blue ribbon for their efforts. The Sarasota Model RR Club invited the group to show their layout at a show held in June. They have 14 modules that can be used to create a portable layout.

The **SAFE** were hosted by members Larry Heffelfinger and Gene Vrooman in June. Seems the two live across the street from each other and host the club. Gene had just completed a new two-car garage where the meeting was held. Larry had his layout operating for the group. Fred & Nancy Rhyne hosted the group in July, in Lutz, FL. Fred has a sectional S layout in the center of his train room with display shelves around it. Nancy has a "wonderful sewing and craft room with windows all around", according to the editor of The Flyer, newsletter for the group. Frank Jackson hosted the group at his shop of Frank's Trains in late August. Joe Flora will host in October.

The Southeastern Michigan S Gaugers(SMSG) were hosted by member Dave Held in April. Dave's RR is an extensively scratch built first class model of choice parts of the Detroit, MI., area. He has expertly modelled the Fort Street Union Depot and the St. Antoine corridor of the Grand Trunk RR., where the tracks are ten feet below the street level with a viaduct every city block. Old maps and photos (some taken by Dave) serve as reference for the railroad construction. The **SMSG** was hosted in June by Brooks Stover, in Oakland, MI. Brook's original fantastic layout was featured in *Model Railroader* and *Classic Toy Trains*. He used high rail track and modified AF rolling stock, along with scratch built items. An article describing the construction of his motor car used for passenger service would be an interesting and useful one. Brooks is in the process of building a new layout with a good amount of scenery and trackwork in place for the **SMSG** meeting. Commercial 'Scotch-Lok' type wire taps and splices are used for the layout wiring.

The **SMSG** held their annual club picnic at the Rolling Hills Club, in late August. Joel DeWitt coordinated the event which included family members. The newsletter advised that members could bring their wives or girlfriends (but not both) and any kids they intended to bring home after the event was over. Gaylord Gill is president of the group.

At the July meeting of the **Chicagoland Assoc. of S Gaugers (CASG)** Dave Sengenberger, Sect'y, and editor of the club newsletter, announced that he has a new computer and that it will be put to use shortly. He requested articles or information that could be included in the newsletter. Mac McGrath is organizing bus transportation to the St Louis Fall S Fest. The bus will travel to the event and then provide transportation to the layouts as scheduled for those that sign up. The **CASG** meets on a regular monthly schedule, at the Walter Lutheran High School, generally on the third Friday of the month. Meetings were held on June 18, July 16, and Aug. 20. The August meeting was held at Dora's Pizza, on Lake Street because of a conflict at the high school. Joel Lebovitz is Pres. and normally conducts the meetings.

Each newsletter of the **CASG** includes a listing of: "Railroad Events of Interest" which includes train shows; RR museum events; train, toy, and collectible meets. Many newsletter issues list the paid-up members of the club. Member Will Holt usually presents the manufacturer's report on new products and newly- available useable-in-S items at the meetings. Art Doty presents the report on train shows and events of interest to the members, at the meetings. These are referred to as the "Art Report" by the members of the group.

The Northern Ohio S Scalpers (NOSS) welcomed four new members in May, including: Bob Yahnke, Joe Webb, Doug Fink, and John Greenwood. Member John Armstrong hosted the group in the Spring and presented a clinic on casting urethane parts. Gary Ippolito edits the club newsletter, Northern Ohio S Scale News. In June, the group went on a field trip to the Mad River & Nickel Plate Museum, Bellvue, OH. Luanne Merner is treasurer of the **NOSS**. Member George Ricketts wrote an article in the July issue of the newsletter describing the term fallen flags, and the importance of supporting manufacturers and dealers, editors and publishers. An interesting concept is presented by George in the article. It is that the purpose of the club is to promote the conversion of kits to models. The **NOSS** met in July at the Historical Engine Society meet in Burton, OH. As part of the get together, there was a clinic

on measuring and taking photos of old structures. In late August the group held their meeting at the Pufferbelly Restaurant, in the old Berea Depot. Several members brought their modules and set them up in the parking lot to have a clinic on photography, with real trains in the background(NS/CSX mainline).

The Stateline S Gaugers (SLSG) have recently enjoyed a significant increase in membership, due according to the newsletter of the group to the following: the Club's emphasis-on-the-family style; and the popularity of the Club's modular layout with its focus on fun and Flyer as well as scale. New members recently welcomed to the group include: Gary Doersam; Betty Gibbs; John Heck; Mike Kroepe; Jon Sevall; Ed, Kay, and Linda Stetzenbach; Dave, Janet, and Karen Wilma; and Shane Wynstra. Mac McGrath edits the club newsletter. In August the **SLSG** had their annual picnic hosted by Carol and Dave Tanner, Roscoe, IL. Jim Larson is Pres. of the club and coordinated the raffle prizes for the picnic.

The Central Ohio S Gaugers (COSG) held their annual club picnic at the Apple Valley Lake, hosted by Lowell and Carlene Henthom, 50 miles Northwest of Columbus. Lowell has a 13 ft. x 18 ft. hi-rail layout using Code 148 rail, AC powered. He models the Pennsylvania RR. Fishing, boating, swimming, and eating were the order of the day. The **COSG** held no meetings in July or August, but were hosted in Sept. by Larry Robertson for a train slide show. John Frazier will host the club in Delaware in October. The **COSG** is busy planning their All-Gauge Model RR Show and Sale, to be held October 10, at the Franklin County Fairgrounds, Hilliard, OH. As part of the show the group will have for sale an American Models 50 ft. boxcar lettered for the Toledo, Peoria, & Western RR. with exclusive lettering: "leased to **COSG**". The group will set up and operate their portable S layout for the train meet. Alan Evans edits the newsletter, and had the opportunity to operate a real model SD7 diesel locomotive, in Monroeville, PA, and had a cab ride in a BL2 in WV.

The AF S Gaugers of the St. Louis Area (AFSGSLA) are busy planning their 24 th Annual Fall S Fest to be held on October 29,30, & 31 in

the Holiday Inn, St. Louis (Westport). The event is co-sponsored by the CASG,BSG, & SLSG, but the host club (**AFSGSLA**) is doing the organizing, coordinating, planning and handling the details. There will be a special S gauge car manufactured by AF/Lionel as a Monsanto three bay covered hopper car. As part of the promotional effort of the group, they issued a 16 page program and booklet (5.5 x 8.5 inch format with glossy paper) describing the events planned for the S Fest. Moe Berk coordinates the **AFSGSLA**, and he is being helped by the members of the group to organize and coordinate the S Fest.

The **AFSGSLA** were hosted by John Nosari in Springfield, IL. to have lunch and check out the RR attractions in that area. Member Gary Mueller edits the newsletter for the group. Cliff Saxton hosted the group in Sept., in Des Peres, MO. Cliff has an operating layout and collection of trains that were enjoyed by members attending. Craig Tarpoff is scheduled to host the group at his home in November, Granite City, IL.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) has their newsletter, the S Train Rail edited by Tom Bangs. Dale Weiler distributes the issues. Shirley and Tom Bangs hosted the group in late June. Dale Weiler hosted the group in July in Otis Orchards, WA. Two additional sections of their portable layout were constructed along with re-laying rail on existing sections. Ernie Horr built and operates his home layout, the Tinsplate Road. Plans were made to have an operating night on the Tinsplate Road on the first Wed. of each month in addition to the **IESGAPN** regular meetings. In order to expand the group, they have decided to advertise in the *S Gaussian* magazine, and make flyers as handouts to be distributed at hobby shops and local shows. The construction of an S-Sn3 display that could be brought to local train shows is being considered, to advertise their group. A description of the recent NASG convention as written by Gil Hulin was included in the recent issue of the *S Train Rail*. Editor Tom Bangs is considering a column called SHOP NEWS that would have input from local hobby shops to highlight items that might be of interest to S gaugers. Another proposed column would be called WORKBENCH NOTES and give tips on fine scale modeling, scale

and narrow gauge projects and related items. Tom is a narrow gauge modeler and planned to attend the 19 th Annual Narrow Gauge Convention on Sept. 15 to 18, in Portland, OR.

The Rocky Mountain High Railers (RMHR) coordinated by John Eichmann brought their new Lookout Junction portable layout to the Treasure Valley Train Show, sponsored by the Pacific Northwest Region, NMRA on June 12 & 13. The group is rightly proud because the layout received the People's Choice Award and the Best of Show Award. There were eleven operating layouts in five different scales displayed at the show, held in a 25,000 square foot hall. The Lookout Junction layout had three trains running continually on two levels, over four bridges, with many operating accessories, lights and action. The group had literature available for interested partys who might become members. The layout has scenic backdrop facades painted by Max James, a friend of the group, that includes 63 feet of hand painted background. The layout is stored at spare space arranged by Steve Blackburn, but the group is seeking an area where it can be set up and worked upon. Carol and John Eichmann hosted the **RMHR** in July for a victory party and to review the show and layout set-up.

Greg Lewer and Steve Blackburn helped create photos of the Lookout Junction layout which are on an Internet page linked to Paul Yorke's *S-Trains* website. The **RMHR** is planning to work on the Phase II portion of Lookout Junction completed in time for display in November at the Boise Toy Show. In a recent issue of the *S-Say* newsletter for the group, John Eichmann included an article he wrote about the various hats that S gauges wear. These include: The Collector Hat, The Operator Hat, The Craftsman Hat, The Converter/Kitbasher Hat, The Buyer Hat, The Seller Hat, The Layout-Owner Hat, The Santa Hat, The Recruiter Hat, and The We're # 1 Hat. We all need to wear the last two hats to showcase our favorite gauge and engage others who might join our ranks as S gauge enthusiasts (scale, hirail, AF, narrow gauge, or whatever). Bill Sandrus wrote an interesting and heart warming article describing his ride with friends and family aboard the

continued on page 39

EXTRA BOARD

MODERN S SCALE:

The Modern Prototype S Group (MPSG) is planning a modern-era brass freight car project. Of the several very interesting prototypes suggested by the membership, the car that took the #1 slot by having the most repeat requests for, was the Greenville Gondola. The prototype was built by the Greenville Steel Car Company in 1979 and 1980. Of the 750 cars built, 500 went to Mopac while the remainder went to CNW and SP. *Latest word though is that not enough subscribed so order is temporarily canceled.-ed.*

For those that may not be aware of our group, we are enthusiasts dedicated to the advancement of modern diesel era railroading and subsequent equipment in S scale. We believe, through encouragement, the production and availability of additional modern/contemporary equipment will provide a more complete selection to cover all the modeling eras which would better suit today's S modeler and would add considerable potential to the S market overall.

Obviously most MPSG members prefer and do model the modern to contemporary era prototypes, which could represent any time frame from the 1960's to the present. Some are advocates of the pure scale true-to-prototype aspect while others are enthusiasts to freelancing or HI-Rail / AF. There's also "multi-era" members, that is they like to model modern as well as steam and even some narrow gauge. Then we have the truly appreciated members whose only purpose of belonging lies in their belief of our goals to support and promote S scale in general by recognizing as we do, the need to increase the availability of modern prototype equipment in S scale.

So, if after reading this, you find yourself interested in the MPSG's goals and/or our Greenville Gondola Project, please take advantage of this invitation to join us. There are no fees or obligations other than your desire to assist in the growth of S scale through modern prototype S equipment. Our MPSG Coordinator is Alex Binkley and he can be reached with

questions or for more information VIA postal mail at: 152 Ivy Crescent-Ottawa K1M 1X6,- Canada. Or by E-mail at: alex.binkley@sympatico.ca

Our MPSG Brass Car Project Chairperson is Dave Bailey and he can be reached at: 228 Forest View DR., Kutztown, PA , 19530 or by E-mail at: patndave@enter.net.

YORKE WEBSITE UPDATE:

S-Trains, the website, continues to expand and do its best to support all of the S community. We have recently added a second electronic mailing list called S-Scale list, currently with about a 100 subscribers. It was added in response to several of the scale guys' request for a less Flyer oriented venue. We have a weekly IRCnet online chat every Sunday night. For information on the chat, visit the website. www.trainweb.org/s-trains. - Paul Yorke

RUSS DOWNS RETIRING:

Now is the time to place your orders for Ace products or Rusti Rails tank cars because Russ has made the decision to retire. All current held orders will be filled as will all current contracts. Tank cars will still be made as long as inventory parts and lettering sets hold out. As the present inventory and ordered parts become depleted, hopefully by the end of 1999, we will phase out that particular product.

Credit card orders will be accepted, but checks and money orders are being discouraged. Orders can be billed, so refunds can be avoided for items not in stock. At the present time we will accept inquiries for the purchase of the name, molds, dies, machinery and equipment. It will be sold in one lot. Serious inquiries only. Downs Model Railroad Co., 314 Lehigh Ave., Gloucester City, NJ 08030. - Russ Downs.

PLASTIC SEATED FIGURES:

In response to an inquiry about inexpensive seated figures. There are no domestic, cheap lightweight seated figures, writes Ed Loizeaux. I began looking over the water and discovered a company in New Zealand with a product that works. It is seated 3/16 scale passengers, and you get 20 figures for NZ \$5.50 in a plastic bag. These are people kits made in flat molds so that the parting line is vertical right through the bellybutton. So all you need to do is to glue/cement two halves together. They do need painting points out Ed, but the

price is right. South Dock Models, 28 Irvine Rd., The Cove Dunedin R.D.2, New Zealand. e-mail: southdock@es.co.nz.

By the way, S scale is the "HO" of New Zealand because the NZ prototype runs on narrow gauge track (compared to the USA) and the modelers use standard HO track products which measure out to be prototypically correct for NZ in the 1:64 proportions. Thus, S scale structures, scenery, figures, rolling stock, etc., running on HO track is the most common size of model railroading in that country, and there is quite a bit of stuff available. - Ed Loizeaux

NMRA CAR WEIGHT:

The proper freight car weight in S is 2 oz. per inch of car. Thus, a 40' car at 7.5" should have weight of 5.75 oz. - Bill Clark

HEAR THIS BILL LANE:

A Pennsy S website: www.pennsymodels.com - from Scott at schaer@eastweis.com

CHAMP DECALS IN S:

Champ has bought their own ALPS printer (the high-end one) and are offering to make decals of any of their sets. Granted the decals will not be the quality of printed decals, but the ALPS 5000 1200x1200 resolution should be pretty nice for S.

- Keith B. Thompson

PROTO LOADS:

Whilst cruising along the river and down the tollway heading for Cape Cod, I spied a short train headed towards me on the opposite bank. I shoulda stopped and gotten my camera out. 'Twas a Conrail engine pulling two loads on flats and looking very similar to the photo on page 8 of the June *Dispatch*. Important note to anybody building one of these models: the loads were spliced by hopper cars, and there was another hopper between a load and the engine. I suspect that the hoppers were there to spread the load for bridge safety. Possibly also to add braking.

- Ted Larson

S IN NON-S PUBLICATIONS:

- July '99 CTT - An article called the Tale of Two Trainmen by Jeff Faust about maintenance tips for Smitty the Walking Brakeman and the Action Caboose.

- July '99 NMRA Bulletin - color feature on redetailing a 1st run PBL Sn3 K-37.

- July '99 RMC - an extensive 2 page article by Keith Wills covering the history of S - mostly old-time stuff. The newer S isn't really covered.

- Aug. '99 MR - 2nd annual favorite products awards lists SHS SW9 for S loco, SHS caboose for S rolling stock, and W.A. Drake SP Depot kit for S structure.

- Sept. '99 RMC - Definitely S friendly with 3 S articles. One was a feature article on the Sn3 San Juan Southern layout. Another by Tom Troughton was a bridge construction article. 3rd was an article by Ed Loizeaux about displaying an unfinished layout. Naturally all photos were of Ed's layout and other S layouts.

S-REVIEW

Northwest Short Line Replacement/ Upgrade Sets for American Models Diesels

by Keith Thompson

NWSL #2534-6 — Proto S 40" code 88 wheelsets and Delrin axle gears and brass bearings. or NWSL #2535-6 — Code 110 wheelsets with Delrin axle gears and brass bearings.

Kit Instructions follow: Turn the loco over and remove the two screws holding the cover to the gear case. Remove the original equipment wheelsets from the truck.

Insert the new NWSL upgrade wheelsets, making sure the insulated wheels are on the side of the gear case with the wiper assembly. Also make sure the wipers go behind the wheels as the wheels are dropped into the gearcase. Screw the cover back on the gearcase.

Set the locomotive, wheels-down, on a flat surface and check that the axles are square in the truck. We've found that in most cases the locomotive truck rocks because the cast-metal case isn't square to start with. If you find this is a problem, determine which gearcase axle opening is too deep, allowing the truck to rock. Remove the gearcase cover and the wheelset in the offending axle opening. Place a small brass or other appropriate shim into the deep axle opening. Reassemble the truck and check again for rock.

When you're sure that everything is properly fitted and shimmed as needed, you may wish to secure the bronze bearings into the gear case with a small drop of CA. **WARNING:** be especially careful not to get cement on the inside

surfaces of the bearing. The cement will insure the bearings don't turn in the gearcase, wearing on the cast gearcase.

Lubricate the gears and bearings with gear and bearing oil such as Labelle, Woodland Scenics, Bachmann or other type designed for plastic model railroad equipment. Avoid over-lubricating, or the use of heavy grease.

Now you can enjoy the benefits of better appearance and precision made parts for reliable operation. ###

S-REVIEW

Aztec Track Cleaning Car

by Ken Zieska

One of the purchases I made at the NMRA National Train Show in St. Paul, was an Aztec track cleaning car. It is an SHS 2 bay covered hopper modified to have a track cleaning roller between the bays. I have been using it since the convention and am very pleased with how well it works and how easy it is to use. Because it looks like a freight car, it is easy to run at any time. It tracks great and cleans the rail. As an added feature, it has a magnet mounted just over the rail and that picks up loose spikes that have gone into sub orbit while I was hand laying track.

The car I have has a roller like a Brite-Boy erasure. I understand they also make a roller that will take cleaning fluids. I don't know what additional benefit I would get with the cloth roller. They suggest a train with the brite boy car first, a cleaning fluid car second and a cloth rail drying car third. Is this massive overkill?

Bottom line. I like the car, I think it was about \$80.00, which is a little expensive, but the way it helps keep the rail clean, I think it was money well spent.

Some additional comments by Michael Greene: I have one of each — one with the Cratex roller (Brite Boy type) and one with the canvas roller (cleaning fluid one). The really nice thing about the Aztec cars is that they look like regular cars. I typically just have the Cratex car running in one of the trains. Periodically I'll run the car with the canvas roller, with one of the various cleaning fluids — I typically use Goo Gone, and I've heard of folks using Simple Green as well. My technique when I run with a cleaning fluid is to wipe up the remainder so the fluid doesn't stay on the rail. If

S-CALENDAR

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.

Feb. 18-20, 2000: Sn3 Symposium, Denver, CO. Layout tours, clinics, manufacturers area. Winter Park Ski Train trip. e-mail Doug Junda at djunda@csn.net.

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

June 21-25, 2000: Northwest 2000 NMRA PNRC & Circus Model Builders National Convention, Boise Centre On The Grove, Boise, Idaho. Tom Waters twaters@cyberhighway.net. Rocky Mountain Hi-railers will be there.

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 Scalpers. 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.

other fluids were used like denatured alcohol, Rail Zip or LPS-1 this might not be necessary. Just like regular SHS cars, either scale or hi-rail wheels can be used and either hi-rail or KD couplers. ###

SWITCH LIST

Trade: Near Mint Nimco converted AF K5, 50 years new, runs perfect, D.C. by diode. Looking for Nord basketcase or what have you? J. Meagher, 11 Lawn Ave., Rockland, ME 04841 (207) 596-7203

1999 BOT MEETING

The 1999 NASG BOT Meeting was held on July 23rd in the Kelly Inn in St. Paul. The meeting was called to order at 2:10 pm. Present at the meeting were President Paul Stevens, Treasurer Bill Moore, Secretary Jamie Bothwell, Eastern Vice President John Foley, Central Vice President Tom Nimelli, and Western Vice President Lee Johnson, officers elect Bill Fuhrman, and Gil Hulin, Jeff Madden and Pete Mihelich representing the *Dispatch*, Convention chairman Dave Held, and Alan Evans of the Freight Car Committee.

Paul Stevens asked for a motion to accept the minutes of the last meeting as printed in the *Dispatch*. This was made by Lee Johnson and seconded by Bill Moore. It passed unanimously.

Dave Held and Lee reported for the Convention Committee. The 1998 convention in Worcester had 460 attendees and made a net profit of \$3800.00. This convention (St. Paul) had 144 paid attendees with about 50 more signed up through the NMRA. On the financial side, it should break even. Dave stated that he thought the host club did a good job covering unforeseen circumstances, such as the closing of the restaurant, although maps to other eating establishments could have been provided. The 2000 convention will be a joint convention with the NMRA in San Jose, CA from July 30th to August 6th. Registration will be \$100.00 for the entire week. Specific events will be held throughout the week. There are no official bids for the 2001 convention, but a conglomerate of eastern clubs has expressed an interest in hosting the event at Steamtown in Scranton, PA. The Cuyahoga Valley S Gauge Association has submitted a convention proposal for the 2002 gathering that would be held in Cleveland. In other news from the convention committee, the first draft of a convention handbook is being reviewed, and a final draft should be ready soon.

Bill Moore, reporting on membership, said that there are currently about 1750 members.

Bill Mark sent in a report that the Clearinghouse sold \$862.90 worth of merchandise and another \$820.00 in new NASG name badges. Paul expressed his thanks for the fine job the Marks have done with the clearinghouse.

Alan Evans reported that the new UP boxcar has been selling well. He mentioned that

this is the third different company that the Freight Car Committee has worked with fulfilling the committee's initial desire to move this project around to different manufacturers.

Craig O'Connell sent in a report on the NASG Web Page. The site is averaging 30 visitors a day, and they have logged on from 36 different countries. A suggestion was made to make a more visible display of open convention dates on the web site.

Jeff Madden reported for the *Dispatch*. Jeff feels the quality of the magazine is being maintained and that they are keeping close to budget and getting the issues out in a more timely fashion. He also thanked his regular columnists and asked for articles from other people. He said he would like track plans. There was some discussion about updating the *Dispatch's* computer system. A detailed list will be presented later. Pete Mihelich asked about Booster Ads in the *Dispatch*. It was agreed that Dick Karnes will provide the names for the *Dispatch* Membership Directory, and that Pete would have these by August 1st.

Paul reported that Promotions Committee Chairman Joel Lebovitz had resigned. Several names were mentioned as possible replacements. There was some discussion about how to get more S exposure in the national magazines.

Bob Sherwood sent a report from the Engineering Committee stating the S3 and S4 standards have been accepted by the NASG BOT, and that NMRA approval should occur by mid year. The Plate H diagram is still undergoing some changes. Look for updates to these in future issues of the *Dispatch*. Alan Evans suggested that a copy of these standards be sent to new NASG members.

Bill Moore presented the Treasurer's report. For fiscal 1999, the organization had income of \$91,499.33 against expenses of \$82,668.70. The net profit then was \$8,830.70. The estimated budget of the organization for 2000 is \$100,000.00. Bill thanked John Foley for his help in selling Clearinghouse items at train shows. There was also some discussion about getting some outside storage for Doug Peck to handle the Lionel cars, but no action was taken. John Foley made a motion to accept the Treasurer's report. It was seconded by Lee and passed unanimously.

There was no old business, but it was reported that Bill Fuhrman was trying to get a CT sales tax license for the

organization, and the Marks were trying to get one for NY since the Clearinghouse runs out of there.

The first item of new business concerned promotions. Lee said the organization needs a strong promotions person. He suggested that we formulate a business plan and set criteria for a chairman. He also suggested the possibility of paying someone to do promotions. Bill Fuhrman asked how the web site could be used more effectively for promotions. John explained how he promotes at GATS shows. Jeff Madden said the NMRA Bulletin would be a good place to send S articles. It was agreed that the BOT would have a phone conference within a month to review progress on this topic. It was also agreed that Tom Nimelli would take on the position on a temporary basis. Tom mentioned restarting the Manufacturer's Advisory Group. John stated that if this is done that the group should never be able to withhold any information from the NASG BOT. Lee suggested that the organization find an advertising manager for the *Dispatch*.

Alan Evans proposed a car for the Freight Car Committee for 2000. It would be brass Front Runner car to be offered painted and lettered through Southwind Models. John moved that the NASG accept the proposal to take delivery of 200 cars. The motion was seconded by Bill Moore and passed unanimously.

Lee moved that the committee consider the possibility of a special trailer to go on the car. The motion was seconded by Tom and passed unanimously.

John presented samples of work done by a printer near him who believes that he can save \$800.00 per issue on the *Dispatch* costs. The board agreed to review this idea and discuss it further in the next phone conference.

Motion to adjourn was made by Lee Johnson at 6:25 pm and seconded by Jamie Bothwell.

A supplemental meeting was held Sunday, July 25th before the general meeting to vote on the 2002 convention proposal presented by the Cuyahoga Valley S Gauge Association. John Foley expressed his concern about the cost of the hotel, and Lee Johnson asked about budget numbers. Tom Nimelli answered these concerns. A motion to accept the proposal was made by John and seconded by Lee. It passed unanimously. ####

NASG ANNUAL MEMBERSHIP BUSINESS MEETING MINUTES 1999

The 1999 NASG Business Meeting was held at the Best Western-Kelly Inn in St. Paul, MN on July 25, 1999. The meeting was called to order at 9:06 AM by President Paul Stevens. Current Board of Trustees officers present were President Paul Stevens, Treasurer William Moore, outgoing Secretary Jamie Bothwell, outgoing Eastern Region Vice-President John Foley, Central Region Vice-President Tom Nimelli and outgoing Western Region Vice-President Lee Johnson. Approximately 40 members were also in attendance.

Paul Stevens introduced the new incoming Board of Trustees Officers; Secretary Glenn Ritter, Executive Vice-President John Foley, Eastern Region Vice-President William Fuhrman and Western Region Vice-President Gil Hulin. He then asked for a motion to accept the 1998 Business Meeting minutes as published in the NASG *Dispatch*. Gregg Miller offered the motion and it was passed unanimously.

COMMITTEE REPORTS were given as follows:

Convention Committee report by Lee Johnson: The Worcester, MA convention had 460 registered and netted \$3,000.00. St. Paul has 140 registered with an additional 40 members who registered through the NMRA. The funds paid to the NMRA by the 40 will not be credited to the NASG. Next year's convention will be in San Jose, CA from Sunday July 30 to Sunday August 6. This will be a joint function with the NMRA. The 2001 convention may be at Steamtown near Scranton, PA but no proposal has been formally offered as yet. The 2002 convention may be at Cleveland, OH, but this is pending local confirmations.

Freight Car Committee report by Alan Evans: The Union Pacific cars from Pacific Rails which were 50' scale or hi-rail presold 155. An additional 14 were sold at the convention out of 300 ordered. Next year a scale only, brass, modern TTX trailer hauler by Southwind will be offered. This will be a run of 200 cars with 5 numbers available for around \$155.00. Scale only is being offered to reach out to our scale membership. Josh noted that the brass car of ten years ago has become a treasured rare collectors item. A member suggested that future loads be cast in resin or plastic for use on flat cars. Jim suggested we poll members for future road names. Alan suggested we include with future cars the

option for Proto 64 wheelsets. Another suggestion was that the NASG logo be printed on all boxes. John Foley stated we still have Union Pacific cars which have not sold out. These are very good looking and were printed in seven colors.

Dispatch report by Jeff Madden: A special thanks to columnists and photographers. The articles are very much appreciated. Do to the loss of the S/Sn3 magazine the *Dispatch* would like to add more scale articles. More in-depth S gauge articles would also be appreciated. Please send in a friends layout or your own "Meet an S Gauger" article. Send in photographs of yourself or your layout. We still welcome personal sale items but not from dealers. More ads from manufacturers and product reviews would build up the magazine. David Heine could use more Sn3 and Sn2 articles. Club news can be E-Mailed to Jeff Madden for David Pool's "Club Sandwich". Josh asked if there is a special format for photographs. Jeff said slides, color or black and white prints are acceptable. Another member asked how many people are directly involved with the magazine. Jeff answered that 8 to 10 people are on staff as listed on page 3 of each magazine but many members write freelance articles. We have great people writing columns the newest being David Dewey whose column is "Fixin Flyer". Send David any ideas you have. Another question raised was "why are *Dispatch* mailings often late"? Jeff explained that we are all volunteers. Sometimes issues involved with mailing delay us. There is also more communication needed between departments. In August the membership list may be late do to refinements. Dick Karnes is now helping with the database. This will help speed things up.

Promotions Committee: Joel Lebovitz has resigned and our president is looking for a co-chairman to work with Gregg Miller.

Standards Committee (Engineering): Paul gave an overview. 4 or 5 pages of standards will be printed in an upcoming *Dispatch*. The NMRA has accepted our standards S-3 and S-4 for Wheels & Track. The next area for their approval is the clearance standards.

Clearing House Committee: \$863.00 of traditional items have been sold and \$820.00 of new badges have been sold.

Website: The NASG website has been visited 19,500 times from people in 36 countries. 379 NASG members have E-Mail addresses listed on the website.

American Flyer Car committee: The Great Northern caboose has arrived.

Contest committee: S-Mod committee and the Elections committee did not have a report.

Membership Committee: Bill Moore stated that as of 6/99 we have 1,830 members with 1,610 of those being renewals. More are still coming in for year 1999/2000.

Treasurers Report for 1998-1999::

Income \$91,499.33

Expenses 82,668.63

Profit 8,830.70

Budget for 1999-2000: \$100,000.00 Lionel has not billed us to date for the caboose project which will be \$53,000.

OLD BUSINESS:

Bill Lane opened his suggestion from last year that dues are not enough. Bill then made a motion that dues be raised to \$20.00 per year. After some discussion, Josh said that a committee should report on what is needed. Bill's motion was seconded. Gregg Miller stated the promotion committee could use extra funds. Josh also asked what our income would be if the Lionel car project ever ceased to exist as Lionel seems to be backing off on American Flyer cars. Pete Mihelich asked what our savings have been. Bill Moore said we have \$119,108 in the bank. John Foley said our dues have been \$17.00 for 10 or 13 years. Others raised the issue at what point we would lose our non-profit status? Bill Lane revised his motion to read as follows: The Board of Trustees shall review the constitution and by-laws and report to the membership prior to next years meeting what is required to raise the dues and be prepared to vote on raising the dues at next years meeting. As part of this motion withdraw the previous motion. Seconded. Carried. The Board will pursue the motion.

Dick Karnes made a motion to have the treasurer perform an analysis of the need for more revenue and publish his findings in the *Dispatch* prior to next years meeting. Seconded by Kent Singer. Carried.

Robert Schmoll opened a discussion on the need to increase the regions to 5 as mentioned in last years meeting. It was noted that the greatest concentration of members is where regional vice-presidents are able to promote the association. Paul Stevens said this is slowly in motion with a Board recommendation due before next year's meeting. Chuck Porter asked when these findings will be published? Do regions

keep records of new sign-ups? John Foley noted that he renewed 269 members last year that had lapsed. Jeff Madden asked if the Board would appoint new regional vice-presidents or would we wait for elections? Board to take action. This would add more regional meetings.

NEW BUSINESS:

Jim LaRoche said we all should be promoting NASG and looking for new members. John Foley noted that we have taken in \$1,486.00 at the convention. At the NASG tables 10 new members signed up and 15 members renewed for \$615.00 plus cars sold for \$871.00.

There was discussion about the cost of NASG booths where memberships or products are sold. Most train shows give the NASG free space. John Foley noted that GATS and Greenberg will provide tables to promote the NASG locally. The booth or table is valuable to give seekers options. Membership forms could also be included in manufacturers catalogs. Gregg Miller said we should all try to promote the NASG at train shows and local club shows. Pete asked if banners are available for clubs to use? Many more will be needed. Robert

Schmoll wanted ways to update the public. Literature should be available at regional levels for clubs to use to promote the NASG. Josh said we should have S gauge operating layouts at national train shows. Gregg said the local club is negotiating for an operating layout in the Altoona museum. Bill Lane noted that funds for the museum layout came from volunteers.

At the invitation of our President, Jamie Bothwell made a motion to adjourn the meeting. Seconded by Kent Singer. Carried Meeting adjourned at 10:15 AM.

Respectfully submitted,
Glenn Ritter
NASG secretary.

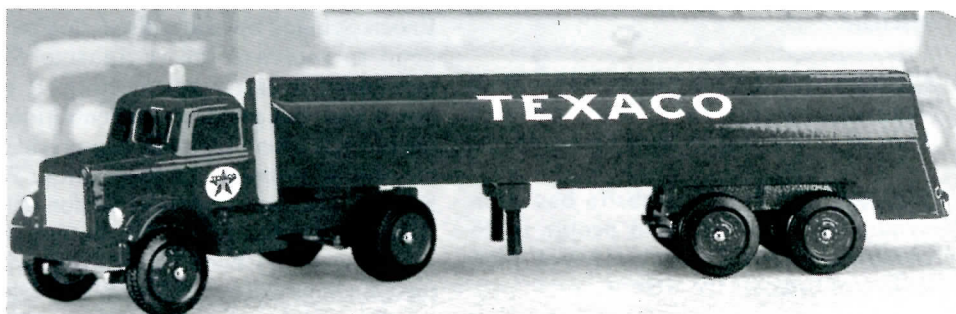
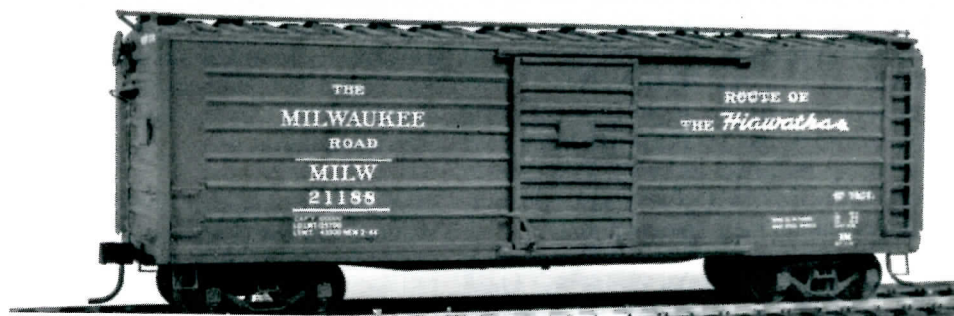
Lee Johnson asked for the floor to discuss future conventions. This was done informally and off the record but it was of value to the convention committee and those present. Lee said each type of convention has it's advantages and disadvantages. Our S Gauge national conventions seem to be preaching to ourselves. We held a back to back convention in Vancouver. This convention (St. Paul) was held in conjunction with the NMRA. What type seems to work best for us and the public?

Josh noted that at a joint convention like next year at San Jose, we have a breakfast and then the general meeting. Vendors can't be at the banquet and train show simultaneously. Gregg likes it separately to be with our NASG family. Vendors can always go to the national shows. We get lost in the big crowds. Several members had pros and cons to the above. The NMRA convention is the largest hobby shop in the world so we can enjoy both at one location. More shuttle buses would help. The local NASG club has more work without the NMRA. A joint or conjunction convention should give us access to all functions of the NMRA. Lee pointed out the differences. Back to Back means taking down at one convention and resetting up at the other. Conjunction means we have ours while still being able to go to theirs. A joint convention means we go to theirs but have our own breakfast and meetings. Some would like a conjunction convention again. More coordination is needed when we register for our convention at a conjunction meet. We lose the smallness of an NASG family reunion. We need to communicate with the the convention committee as to our ideas to improve the NASG convention. ###

New Products from page-7

charges: 1-4 \$22, 4-8 \$28, 8 plus (inquire). Somebody in the U.S. might end up distributing? If ordering from Kelvin, make checks out to him, not Whiteoak.

WINROSS (box 23860, Rochester, NY 14692 - www.winross.com) is releasing monthly limited editions of older model 1/64 tractor trailers and short trucks including both 50s/60s White cabs - the long nose and the COE. These seem to be selling out quickly at over \$30.00 each. Check the web. So far I've seen semis with tanker trailers and 40' box trailers plus a short dump truck.



Left is one of limited run Winross Nostalgia Series. Above Lehigh Valley Models newest boxcar craftsman kit is this Milwaukee Road ribside.

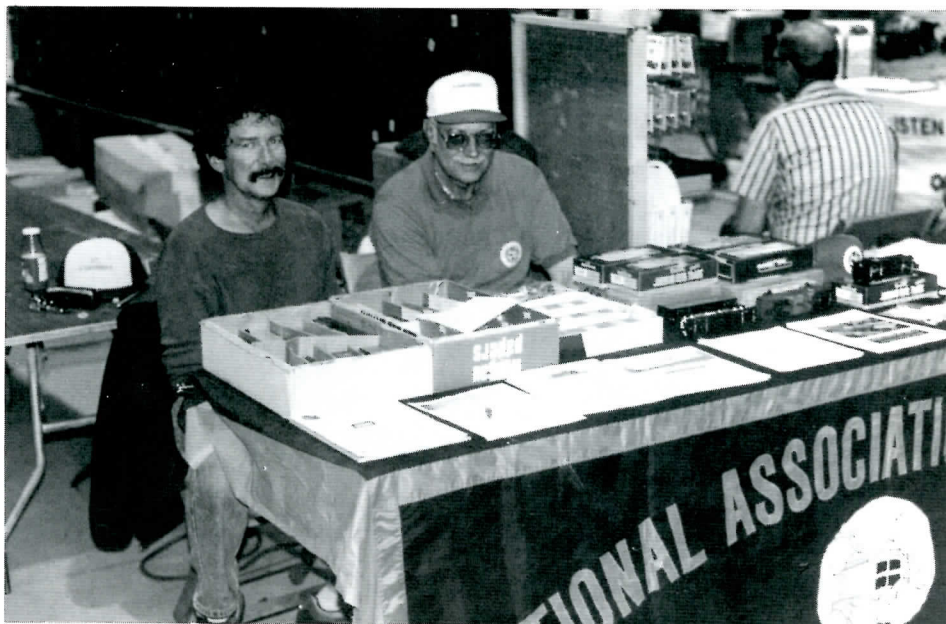
Club Sandwich from page 33

Sumpter Valley RR, in Baker City, OR. He was given the opportunity of riding in the cab of the steam engine on one leg of the trip. The article was included in a recent issue of the S-Say. The **RMHR** met in August hosted by Steve Blackburn.

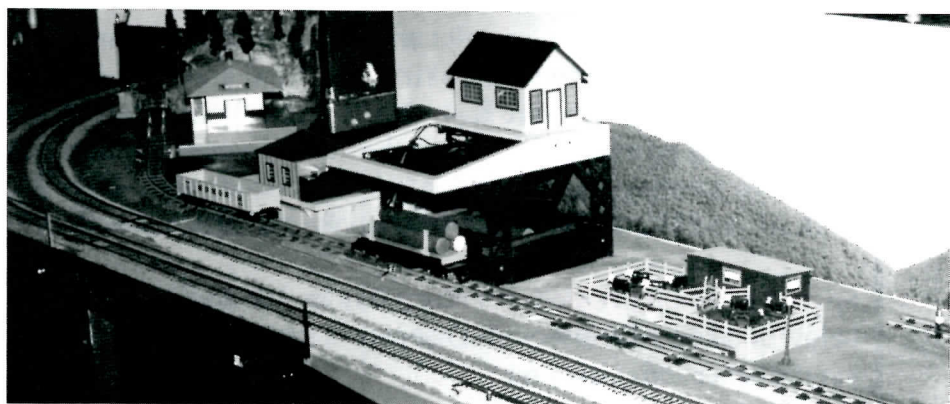
The **Bay Area S Scalpers (BASS)** welcomed a new member, Richard Buike, of Burlingame, CA. The group was hosted by Ed Loizeaux in Los Altos, CA. in late July. Ed has packed away his rolling stock, so members were encouraged to bring equipment to operate. The group is busy planning their role in the forthcoming NASG/NMRA 2000 convention planned for San Jose, CA from July 30 to Aug. 6, 2000. Tentative assignments included the following: Promotion-Ed Loizeaux; General Chairman-Lee Johnson; Contests-Rusty Rustermier; Clinics- Jim Sweeney; Layout Tours-Vic Cherven, Jr.; Hospitality Room-Graham Henry. In addition, the group is planning for a convention car that might include one of the following: 2-bay open hopper painted and lettered for the Granite Rock; SP "Overnight" box car in silver with orange emblem and black lettering; or a 3-bay PS-2 covered hopper in the SP livery. Members of the RMHR are encouraged to make their wishes known so that the procurement of the convention car can move forward.

Bill Roberts edits a column in the Bass Waybill newsletter which describes the module news of the **BASS**. Bill explained (I think jokingly) that he has enough S gauge car kits to last through the inauguration of Chelsea Clinton in 2017. He went to the NASG convention in July to look for more kits. Bill hosted the group in May, and members attending could operate equipment on his layout. Arden Goehring is working on his layout and adding a second level to the hidden loop. Arden has been working with Barney Daehler in the design and building of some wye turnouts for Arden's center tracks on his layout. Barney publishes and distributes the newsletter from San Lorenzo, CA. Lee Johnson coordinates the **BASS** group from Walnut Creek, CA.

Your column editor wishes to thank those clubs and individuals who send information on their activities as used in this column. Send your club newsletter or information to : Dave Pool, 11 Bittersweet Trail, Wilton, CT., 06897-3902.



Website Director Craig O'Connell and Eastern VP Bill Fuhrman man the NASG table at the New Haven, Ct., all-gauge train show.



South Jersey S Gaugers layout at the recent New Haven, Ct. Show. Note - Flyer siding.
3 photos Dave Pool

Dear Friends,

It is with a deep sense of bereavement and personal sadness that I report the loss of a friend, mentor and fellow S gauger Bill Krause. Bill died October 4, 1999 after fighting a long and courageous battle with cancer. Bill was a veteran of S gauge, winner of the NASG's prestigious Bernie Thomas Award, co-author of the NASG S MOD Standards and founder and long time President of the Connecticut S Gaugers. I join Bill's family, friends and fellow S gaugers in mourning the loss of this great leader, an inspiration to us all.

Memorial donations can be sent to the Fairfield Grace Methodist Church Memorial Fund
1089 Fairfield Woods Road
Fairfield, CT 06430

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.

Special discount pre-delivery offer: Pay in full now and get a free wood sided caboose shown below or take a 10% discount. Discount is available direct or from your dealer. The discount offer may be cancelled at any time.



At last for S gauge a wood sided caboose. Featuring brass details and grab irons on ends, roof, sides, and cupola roof. A two bulb lighting board is standard with window glazing. Shipping in December or January, \$39.95 each. Photo is of similar HO model.

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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