

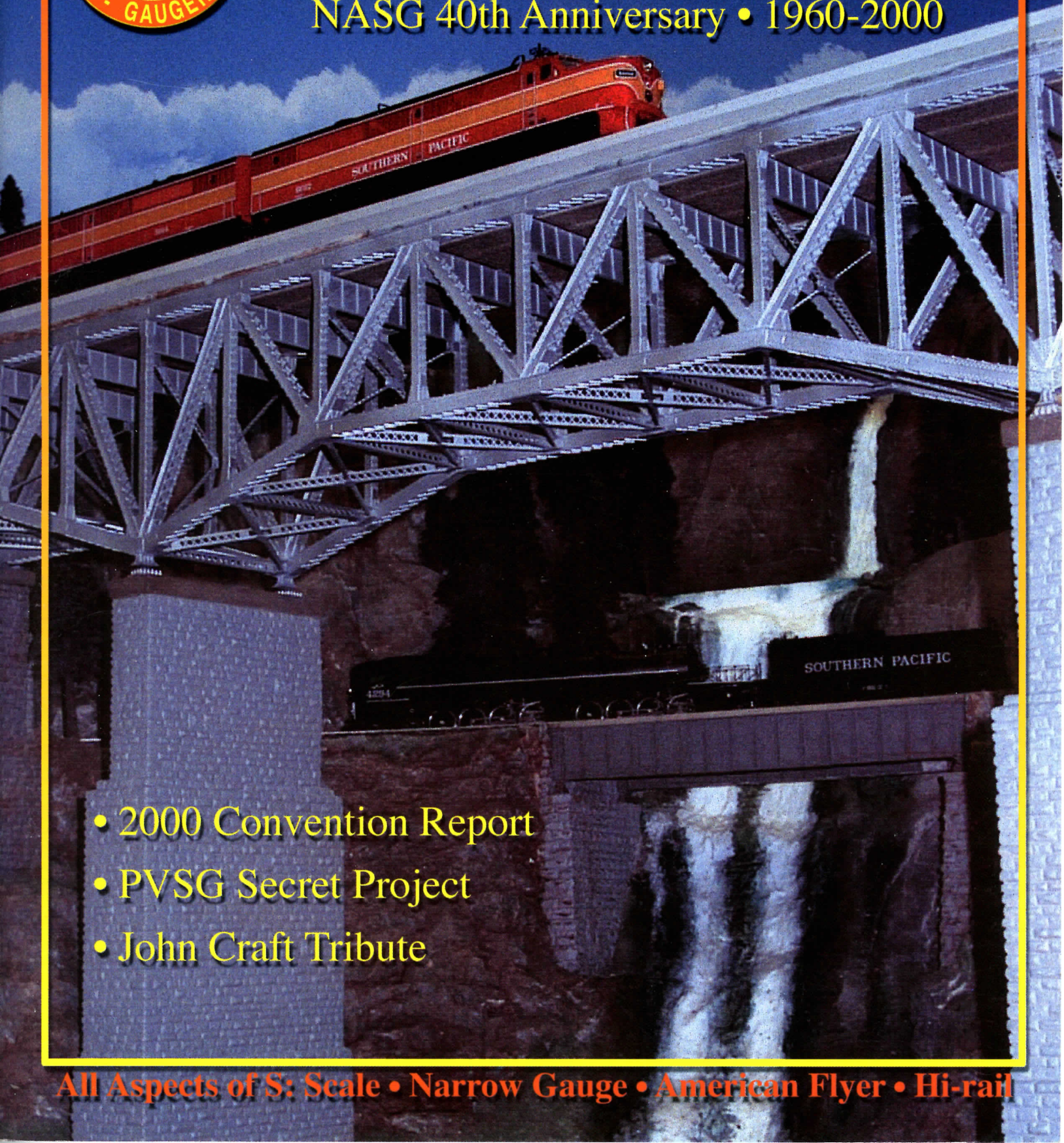
October 2000

Volume XXIII Number 5



# DISPATCH

NASG 40th Anniversary • 1960-2000



- 2000 Convention Report
- PVSG Secret Project
- John Craft Tribute

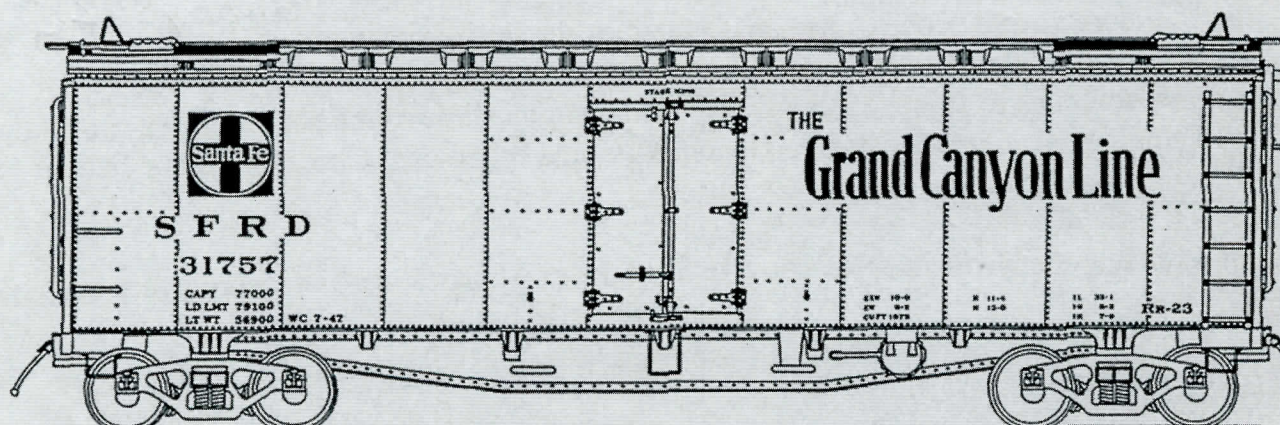
All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail



# WHAT'S NEW?



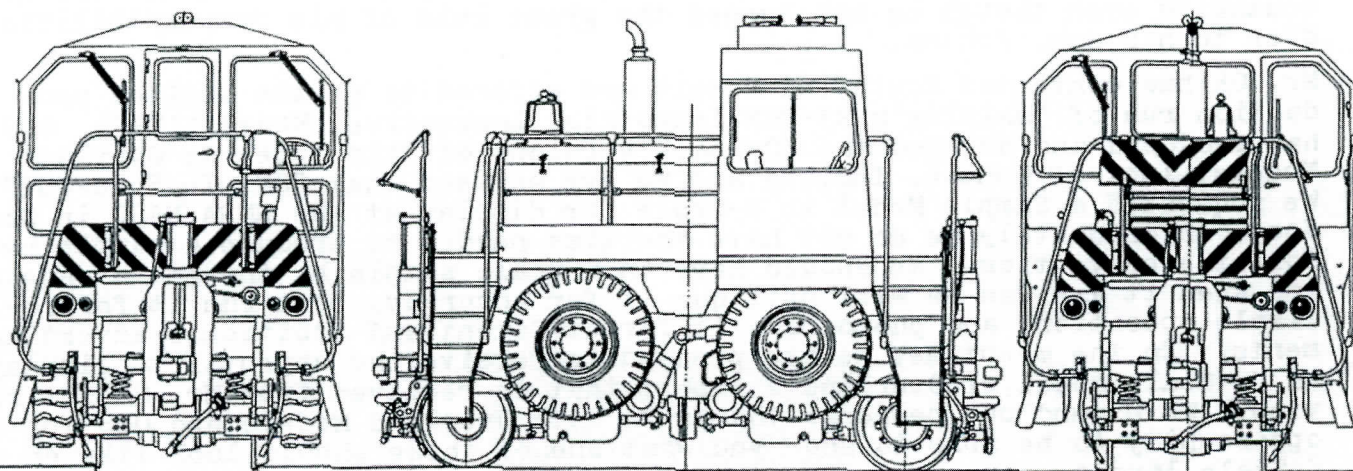
SANTA FE - THE GRAND CANYON LINE RR-44



WHITING 23-TON INDUSTRIAL LOCOMOTIVE (TRACKMOBILE®)

SCALE 3/16" = 1'

(S-Scale)



Three new products that were found out about at the San Jose NASG Convention. Top is the Super Turbine being offered by River Raisin. Center is a new limited scheme offered by Pacific Rail Shops. The opposite side of the reefer is lettered Ship and Travel with Santa Fe all the way. The car is yellow with black roof and ends and will come in 6 numbers. Bottom is the Whiting 23-ton Trackmobile being produced by SouthWind.



**NASG DISPATCH**  
Official Publication of the  
National Association of S Gaugers

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

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

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**COVER:** The SP reigns on Ed Loizeaux's layout. Ed's really a NYC fan, but detailed Daylight PAs and the pilot model of the SouthWind Cab Forward are seen here in this spectacular photo by Larry Hanlon. He used a Photo Smart 618 Digital Camera for this.

**ADVERTISING RATES:** Inquire regarding B&W or color rates. For additional information, contact the NASG DISPATCH Advertising Manager.

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October, 2000



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NASG Website: <http://trainweb.com/nasg/>

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

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## **President's Message ... ONE TO ONE...**

"S" gauge has seen a slow but steady growth over the past 60 years. The past ten years have seen the most phenomenal growth in ready-to-run and hi-rail products. Your BOT (Board of Trustees) is currently exploring several avenues of promotional advertising in non-S publications in order to accelerate NASG's growth and significantly increase our membership.

NASG membership for the past several years peaks at the 1600-1700 level in June and drops to an average of 1350 in July as many forget to renew. The regional vice presidents will be contacting those members in their regions who have not yet renewed.

I recently invited two fellows over to see my layout and to answer some questions about S gauge. One fellow pointed to a scratchbuilt wood-sheathed passenger car, stating, "Now that's built by Lionel?" I corrected him and explained the difference between ready-to-run, kits, and scratchbuilt. My point being, there's a need for education within our ranks as well as promotion to the outside world. While you are informing someone about S gauge, you are, in effect, promoting it. **So get out there and inform the uninitiated! the best promotion is one to one.**

Paul Stevens  
President, NASG

e-mail: [crafter@swbell.net](mailto:crafter@swbell.net)

## **NASG NEWS**

New Convention Chairman: Lee Johnson has been appointed as Convention Chairman replacing Dave Held who has decided to step down. Having just completed chairing the San Jose convention and working on the final draft of the Convention Manual, it seems Lee is the right man for the job. So ink a note in your Directory in the Chairman section that Lee Johnson is the new Convention Chairman. You can contact Lee at 2472 Lariat Lane, Walnut Creek, CA 94596-6635 - e-mail: [leemax@jps.net](mailto:leemax@jps.net).

# RAIL MAIL

**New Member Speaks:** Just got the new *Dispatch* (June) - my first as an NASG member. Great magazine! Lots of great information for us new guys. Seems to be lots happening in "S" scale. We need to sustain this energy level as this will make "S" scale grow.

Jeff, I agree with you - a new meet or get-together would be nice. March is good. Winter is getting old and spring is just around the corner. Cabin fever is usually at its peak. Be a great time to get loose for an "S" scale meet. Holidays, on the other hand, are tough. Families don't always understand. They tolerate us, but just don't get it. Maybe the Spring Spree could be moved up from the end of May, as I understand it's heavy on scale.

Ed's 32 *More Reasons* for attending the NASG/NMRA national meet was outrageous - nice job!

- Butch Holtgrieve *Welcome aboard Butch - ed.*

**DL&W Hopper Car:** On page 21 of the June *Dispatch* is a photo of DL&W 82209, a hopper car in the Steamtown collection. The caption suggests this car would be a good candidate for a 2001 convention car, and I would like to second the idea.

In 1922, the DL&W purchased 1500 10-panel 33' 3" IL twin hoppers from American Car & Foundry (ACF) and the Standard Steel Car Co. (SSC), numbered from 81800-83299. While the original cars cannot be modeled from a purchased car in S easily due to the number of panels, the prototype did rebuild many of these cars, perhaps in the '40s, and when doing so, reduced the number of panels to 8. Unfortunately, I do not know how many were rebuilt in this manner. Thus, these later, modified cars are quite modelable using the American Models rib-side twin hopper, which is otherwise not appropriate for most the road names it is sold decorated as. There were 1242 of these left in 1949, and some of this series even lasted on the roster until the 1960 EL merger.

If anyone is interested in seeing what the cars looked like originally, I do have a poor photo I could scan in. This is not an uncommon car and would be quite representative of the Anthracite region in which the 2001 convention will be held. It only makes sense to have a hopper as a convention car.

- Earl Tuson, [etuson@yahoo.com](mailto:etuson@yahoo.com)

Continued on page 37



# Jeff's Junction



Since 1993, when I first became an S scaler, I, like the rest of you, discovered that the only consistent places to purchase or sell S items live and in person, were at the S-only meets. These currently include the NASG annual conventions, the Fall S Fests, The Spring S Sprees, The S West meets and the Jersey Get-Together. As far as I know, this is it around the country.

With the exception of the annual NASG convention, these are all 2 to 3 day events that attract buyers, individual sellers, manufacturers and S dealers. Often these swap meets involve other activities like layout displays, layout tours, clinics and contests. These all-S events have naturally evolved from desire and necessity. Necessity because, even now, S modelers are hard pressed to find any S items available year-round, except by mail order. And desire because S scalers/gaugers like interacting with each other in person a couple times a year.

Upper Midwesterners have it the best with a Fall S Fest (4 rotating cities - Milwaukee, St. Louis, Rockford and Chicago, IL.) and a Spring Spree (so far all-Ohio - Cleveland, Columbus and Dayton). These are all within a day's drive for most who would attend, except for some dealers and manufacturers. Often these fall and spring events have more participation than the annual convention, depending on where it's held. When the NASG conventions are in the midwest and northeast, they usually garner more participation due to S demographics. This then points out a need for more spring and fall, maybe even winter, events, especially in certain underserved areas. We need more regional meets if you will.

I recently have been actively involved in the planning of the Milwaukee area Fall S Fest for 2000. There's a lot of work involved - arranging a hall or hotel, planning a banquet, determining the costs, arranging for tables, mailing or handing out registration forms, advertising, promoting on a website, etc. Usually a single club is involved in this direct planning - and usually about 25% or so members of that club are actively involved. Such is the case with the Badgerland S Gaugers who are responsible for the 2000 double silver anniversary Fall S Fest.

The BSG has a steering committee that did the bulk of the active planning. The entire club was then presented critical items like financing, dates, etc., to

vote on. Of course, all members are asked to help out during the actual event.

At the risk of sounding redundant, there are lots of considerations when planning such an event: lodging, a large enough sale and display area, banquet, layouts (home tours or at the event), non-rail tours, registration materials, and promotion. Additional planning is needed when a special patch or commemorative car is offered - such is the case at most Sprees and Fests. Car projects, especially, require some real pre-planning efforts and the need to work with manufacturers. These are usually money makers, whereas the events themselves often show only a little profit and, hopefully, not a loss.

Now, if you have never been involved in planning such an event, and the above responsibilities have you shaking like a San Jose modeler anticipating an earthquake, consider a positive aspect of the Ohio Sprees and the Fall S Fests - and that is that they are on a rotating basis. For one group to put on such an event on an annual basis most likely would end up eventually discouraging the members of the sponsoring club, but with 3 or 4 cities or regions splitting up the duties, members can look forward to traveling to another location for a relaxing time until it's their turn again. A note here: the Fall S Fest clubs have a steering committee made up of members from each area who coordinate such things as a common mailing list and go over plusses and minuses of each event.

Now, might I strongly suggest again that the 3 to 5 club rotation be established in each region of the country, and Canada, which doesn't already have such a set up or to the established area which desires expansion. A day's drive would be the general criteria for being in a rotation. OK here goes:

1. Fall S Fest - established - maybe add Minneapolis, St. Paul.
2. Spring S Spree: Add Detroit area, Indianapolis or Pittsburgh.
3. Jersey Get-Together: Fall time slot. Possible additions - Phillie, Allentown, Baltimore/DC.
4. New England/Upper Mid-Atlantic: Spring time slot. Boston, Rochester/Syracuse, NY, Connecticut, Albany.
5. Southeast: Atlanta, Charlotte, Jacksonville, Birmingham, AL.
6. S-West (Pacific Coast): Seattle, Portland, LA, Spokane, Frisco, San Diego, Boise.
7. South Central: Denver, KC, Texas, NM, Arizona. This area could do one in winter.
8. Canada: Probably one for eastern cities and one for western cities.

continued on page 39



# NEW PRODUCTS REPORT

By Jeff Madden

**AMERICAN MODELS** (10087 Colonial Industrial Dr., South Lyon, MI 48178 - [www.american-models.com](http://www.american-models.com)). Ron is up to his usual tricks and is springing some surprises. Now showing up in ads are the DX series (super detailed) of certain diesels. Besides the Rock Island ones shown in a previous ad, AM is offering FP7A and F7B unit combos with added details and new paint schemes. Paint schemes include ACL, B&O (blue & gray), C&O, Rio Grande and Southern. Added to the Rock FAs are a B&O FA and FB.

Added details include wire grabs, windshield wipers, glazed windows, nose placards (B&O, RI), lighted headlights and number boards on the EMD A units. AB sets are: DC \$309.95, AC Flyer w/sound \$359.95.

**JOHN HUSTER** (P.O. box 3043, Erie, PA 16508 - [www.boysrailroadclub.com](http://www.boysrailroadclub.com)). John is offering an exclusive limited run of B&O Time Saver boxcars produced by SHS. These blue cars with orange and white heralds are similar to the Gilbert AF #980 boxcar from the 1950s. Buyers have a choice of 2 different #s with one having blue roof and ends and the other silver. John is the person responsible for producing the video tapes of the A.C. Gilbert Company's *Roar of the Rails* from 1949, all six episodes of *Boys Railroad Club* from 1950 and 4 other videos made up of other Gilbert films.

**JOHNNY LIGHTNING** (discount stores). Keep an eye out for the military ambulances and vintage cars mentioned before. A new series called Monopoly showed up. I picked up a '40 Ford pickup lettered for the Reading Railroad. This ought to get Frank Titman going.

## MICROTECH SCALE

**MODELS** (888-674-1233 or [mail@microtechscalemodels.com](mailto:mail@microtechscalemodels.com)) is a new manufacturer spotted by Michael Greene at the San Jose NMRA show. Their website shows upcoming laser cut structures. One is an old west type saloon for \$42.95 and the other is a speeder shed for \$15.95. But even more interesting are 1/8" clear plastic track templates to be used in laying flex track. These will be available in S and Sn3 and come in straights and various radii. They will snap together and have a center slot to aid in marking centerlines. Starter sets for Sn3 include 1 11" straight and 1 each of 26", 28" and 30" radius sections for \$14.95. Three of each radius or straights are \$10.95 each. For standard S, the starter set is \$14.95 with radii of 32", 34" and 36" and the straights. Sets of three each are \$15.95 each. A little conflict here as Bill Roberts reported the standard gauge radii would be 38", 40" and 42". Website is [www.microscale-models.com](http://www.microscale-models.com)

**NWSL** (Box 423, Seattle, WA 98111 - [www.NWSL.com](http://www.NWSL.com)). Saw my old friend, Fred Hamilton at San Jose, and he handed me an all-S brochure full of S, Sn3 and P:64 wheelsets. Previous offerings were nickel plated brass, but now NWSL also offers S wheelsets in nickel-silver. These are listed as premium. For example, point style 33" wheelsets for AM or PRS cars in the NS premium series come in plain NS or weathered for \$7.95 a set. S/88 is the term they use for P:64 finescale. The regular S are listed as 110. NWSL also has the upgrade wheelsets for AM diesels for \$29.95 each in either finescale or 110 traditional.

**MTH RAIL KING** (hobby shops). After reviewing the latest

2000 catalog, I suspect a Greyhound Bus terminal and a scale semaphore (7" high) might be useful. Also check out the scale figures which actually measure out closer to S. These include painted sitting and standing figures - a dozen for about \$20.00.

**ORIENTAL LIMITED** (P.O. Box 4171, Evansville, IN 47724). From them you can order a GN O-8 2-8-2 in brass. Painted in Glacier Green, there will be a very limited number of these for \$2500.00 each.

**PACIFIC RAIL SHOPS** (P.O. Box 867, Coos Bay, OR 97420 - 541-267-6664 or e-mail: [gabby-suz@gte.net](mailto:gabby-suz@gte.net)). I saw John Verser at San Jose, and his latest catalog had some new paint schemes including a Santa Fe reefer with The Grand Canyon Line slogan Ship and Travel, a UP Road of Streamliners 40' box and the 1937 boxcar lettered for Indiana Harbor Belt, Monon and Illinois Terminal. These last may be limited. Now, John has a parts list available for the boxcars and the reefer. Examples include boxcar 8-rung ladders, \$4.00 for 4; 10' high Youngstown doors, (2) for \$2.50; and reefer or box 40' underframe details for \$5.00.

**PENNSYLVANIA HERITAGE MODELS** (R.D. 4 Box 139, Birdsboro, PA 19508) is offering a 1-screw replacement chassis for the AF Baldwin switcher. A new eight-wheel drive includes 2 motors, headlight and cab light, and pewter casting trucks. Kadee or hi-rail couplers are installed. DC \$120, AC \$170 with electronic reverse. The Trainmaster project is still underway. Both scale and AF/hi-rail versions powered versions will soon be available. And to celebrate the RDC being



named "Locomotive of the Year" PHM is making additional names available - GN, NP, DL&W, SF and PRR. Check the website: [paheritagemodels.com](http://paheritagemodels.com).

**PORT LINES HOBBY SUPPLIES** (6 Storeybrooke Drive, Newburyport, MA 01950). New items available: Repro blue and yellow boxes for Flyer rolling stock and locos - 10", 11.25", 15.5", . \$3.00 each or \$4.00 each if rubber stamped. Repro AF Dockside pickup shoes - \$6 a pair. Improved E-unit fingers, \$2 a pair. Auto Parts Store - simple cast resin kit for a one-story brick building with large showroom windows - \$42.95 with signs.

Firehouse facade only: Front walls, doors, windows, signs, alarm box, flag and fire-bell from full firehouse kit. - \$35.95. Deco billboards - choice of signs - built, \$9.50 each. Two different style service-station signpoles for gas stations of the '40s-'60s. Available in several different brands (Gulf, Mobil, Standard Oil, Sinclair, Texaco, etc.) These are a fine accompaniment to either of two Twin Whistle gas station kits. The signs are \$7.50 and \$8.50 each. Built (not kits). See ad for Portlines' website.

**RACING CHAMPIONS/ERTL** (discount stores). Under the Ertl umbrella I have seen the following 1:64 cars in the American Muscle series: '57 Chrysler 300, '58 Chevy, '69 Cougar and '63 Chevy. These list for around \$5.00 or so. Under the Racing Champion's Classified Classics series I have spotted a Dusenbergs SSJ convertible, a '53 Packard convertible and a '64 Plymouth. There are numerous other hot rod versions in this series.

**RIVER RAISIN** (6160 Upper Straits Blvd., West Bloomfield, MI 48324) is announcing 2 versions of the UP super turbines. The UP had 30 of these GTEL 8500 hp gas turbine electric locomotives. These 3-unit locos put in tons of miles on

long trains out west in the late '50s and early '60s. River Raisin will be producing the A and B units with 24 wheels of traction plus the trailing fuel tender. They will be built by Ajin of Korea and will be available painted, lettered and with lights. Two versions will be offered - the GTEL 8500 HHHI model with the original larger rooftop dynamic brake grid style and the later modified dynamic brake grid style. Deposits of \$300 are due Nov. 1, 2000 for the pre-production pricing: \$2099.00 for brass and \$2449.00 painted. Post production prices go up \$300 each.

**S SCALE LOCO & SUPPLY** (P.O. Box 550, Richlandtown, PA 18055) has a new website: [www.sscaleloco.com](http://www.sscaleloco.com).

**S HELPER SERVICE** (77 Cliffwood Ave., Cliffwood, NJ 07721) has a couple of new schemes on their rebuilt 40 box-cars. One is the colorful tuscan with white strip PRR Merchandise car, and the other is lettered Great Northern.

**SOUTHWIND MODELS** (P.O. Box 3175, Plant City, FL 33564-3175) also had a pre-production model of a whopper in San Jose.

This was one of the upcoming SP AC9, 10 and 11 4-8-8-2 Cab Forwards. It even got a test run on Ed Loizeaux's layout and the Bass modular layout. On a smaller scale SouthWind will be offering a 23-ton Trackmobile. These are modern switchers which can run on rails or on the road - sort of like a hi-rail truck. These will come in painted and lettered and painted and unlettered versions. The no-names will come in yellow with black stripes, gray with yellow/white stripes, black with yellow/white stripes, BN green with yellow/white stripes and red with yellow/white stripes. The one with the name will be yellow with black stripes. Included will be two crew members and kadee couplers. Pre-production prices for either is \$395.00. And don't forget about the 6-dome wine cars mentioned earlier.

**TM BOOKS** (P.O. box 279, New Buffalo, MI 49117 - [www.tmbooks-video.com](http://www.tmbooks-video.com)). The recent S Gaugian has a big color ad for a new American Flyer price guide and history written by David Garrigues and Robert Bubeck. Softcover, 6", x 9", 160 pages, 3000 items in color, \$19.95 plus \$3.95 S&H.

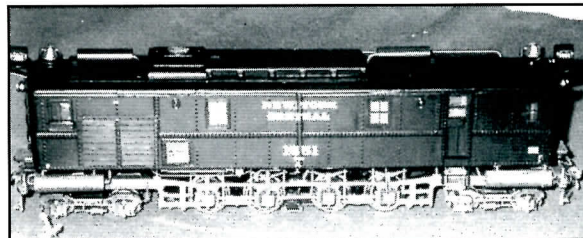


Dan Navarre of River Raisin proudly shows off the River Raisin all brass through truss bridge at the National Train Show in San Jose.

*Photo by Jeff Madden*



## BEST IN SHOW - SAN JOSE 2000



Dick Karnes receives award from contest chair Rusty Rustermier.  
Dick's model is a scratched 1928 NYC boxcab DEf diesel 2-C-2.

## NASG CONTEST AWARDS - 2000

Contest Chairman: Rusty Rustermier

### JUNIOR

|             |     |               |     |
|-------------|-----|---------------|-----|
| Greg Reiter | kit | GN 50' boxcar | 1st |
|-------------|-----|---------------|-----|

### AMATEUR

|               |     |                 |     |
|---------------|-----|-----------------|-----|
| Joe Visintine | kit | GM&O 40' boxcar | 1st |
|---------------|-----|-----------------|-----|

### CRAFTSMAN

|              |                |                   |     |
|--------------|----------------|-------------------|-----|
| Roger Nulton | kit, steam     | Monon 4-6-2 #450  | 1st |
| Gerry Evans  | kit, steam     | Rex 0-6-0         | 2nd |
| Gerry Evans  | kit, diesel    | LV GP9 #402       | 1st |
| Gerry Evans  | kit, diesel    | SCLS Alco         | 2nd |
| Fred Rouse   | kit, caboose   | OSS caboose       | 1st |
| Gerry Evans  | kit, freight   | wood chip gondola | 2nd |
| Gerry Evans  | kit, structure | speeder shed      | 1st |
| Gerry Evans  | kit, structure | water tower       | 2nd |

### MASTER CRAFTSMAN

|             |                    |                    |     |
|-------------|--------------------|--------------------|-----|
| Bob Hogan   | kit, steam         | SP 4-6-2 2484      | 1st |
| Bob Hogan   | kit, steam         | Sampson 2-6-6-2    | HM  |
| Dick Karnes | scratch diesel     | NYC box style 1551 | 1st |
| Bob Hogan   | kit, diesel        | SP Alco S-2        | 2nd |
| Bob Hogan   | scratch, caboose   | WP bay window      | 1st |
| Bob Hogan   | scratch, freight   | PFE reefer         | 2nd |
| Bob Hogan   | scratch, freight   | RGS stock car      | HM  |
| Don Harper  | scratch, structure | Blacksmith shop    | 1st |

### PHOTO

|            |           |  |     |
|------------|-----------|--|-----|
| Don Harper | prototype |  | 1st |
|------------|-----------|--|-----|

### SPECIAL HI-RAIL

|                  |             |                              |     |
|------------------|-------------|------------------------------|-----|
| Richard Ridgeway | kit & conv. | SP combine and coach from AF | 1st |
|------------------|-------------|------------------------------|-----|

### BEST IN SHOW

Dick Karnes for his NYC DEf box-style (2-C-2) 1551 diesel in the Master Craftsman category.



## 2000 NASG CONVENTION REPORT

### San Jose, joint with the NMRA

By Jeff Madden and others

The last "west coast" NASG convention was in 1994. That was my first as editor. The San Jose convention was my second. As was expected, NASG participation was down - around 75 or so compared to other years. I assume the distance and expenses for many kept the numbers down. It was also a joint convention with the NMRA which also kept prices a bit above average and attracted mostly scalers. On the other hand, it was a good convention for the NASG to be able to gain increased west coast exposure, especially at the National Train Show, which draws thousands.

Many NASG attendees, like your editor, worked in some vacation on the way to and from the convention. My wife, daughter and I Amtrak'd to Flagstaff, Arizona, rented a car, drove to the Grand Canyon, stopped in Vegas for a couple of days and then headed up to San Jose. Two mandatory stops (by me) along the way were the Roy Rogers Museum and the Tehachapi Loop. Fortunately, we only had to wait a few minutes to see 2 trains traverse the historic loop - you know, the women get a bit impatient. For me this trip can be subtitled the "public transportation" journey since, besides a rental car, we traveled on train, plane, shuttle bus, tour bus, commuter train, light rail and cable car. Yes, I was even on a ship, the Hornet aircraft carrier, for the NMRA banquet, but it didn't move. For sure, I'm driving to Scranton next year.

Jack Troxell and his grandkids had a bit of an adventure getting to San Jose from Houston by Amtrak. They were to transfer to the Coast Starlight at Los Angeles and head up to San Jose, but a sinkhole in the Santa Barbara Area caused the train to be canceled and resulted in a bus, train, bus situation up through central California to reach the convention sight. I hear that the problem was rectified for the return journey.

#### NMRA Portion:

Many NASG attendees were able to take in NMRA clinics, prototype tours, layout tours and the Train Show. The advantage was exposing S scale to other scalers and learning from other-scalers. I personally only did the train show and one clinic. I toured Frisco and the California State Railroad Museum on my own.

#### NASG Layout Tour:

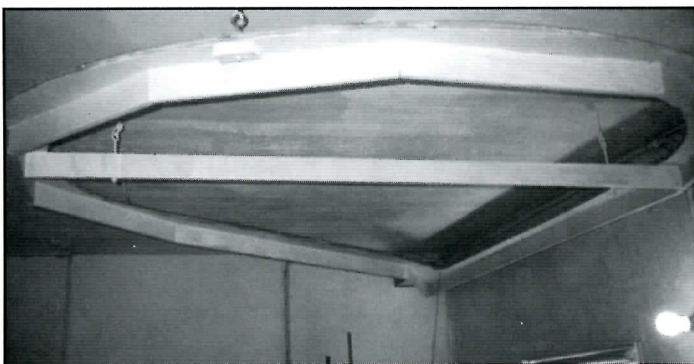
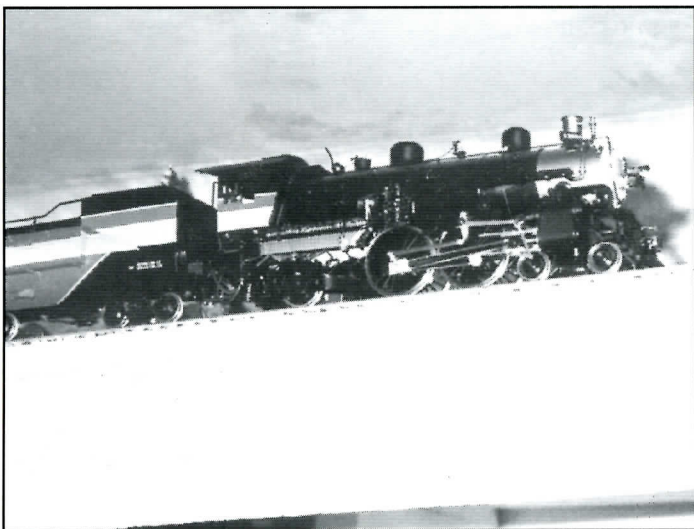
There were 2 all-S NASG layout tours - basically, one scale and one mostly hi-rail. I did the scale one on Wednesday which included 4 layouts and a lunch stop at the Golden Gate Bridge which I hadn't seen for 40 years. The first stop was Ed Loizeaux's fine 3 times around double track mainline layout. Supposedly NYC, but a Conrail SD something leading a freight



*Top* - Emblematic of our west coast convention is the SP PA on Ed Loizeaux's layout. *Center* - Bill Robert's home is a typical row-style home. The layout was up the steps. *Bottom* - Again, proof that we were in California is this pose by three on the layout bus tour at the Golden Gate Bridge overlook. Left to right are Dick Wholf, Bill Fuhrman and Dan Couture.

*Photos by Jeff Madden*





**Top two photos** - Jim Sweeney's multi-level layout takes advantage of an adjacent garage to reach the 2nd level (center photo). Top photo shows a SouthWind Atlantic hauling a passenger train around the top layout level - almost to the ceiling. With no basements, Californians need to be creative. The center photo shows a reverse loop suspended from the ceiling above the level of a parked car. **Bottom** - Jettie Padgett of SouthWind explains the details of the new Cab Forward to an onlooker.

and an SP PA duo lead passenger train in Daylight colors were featured. The spectacular waterfall gorge and bridges garnered the most attention. The second layout was Bill Roberts' San Francisco rowhouse layout. It was compact, but showed you could have a nice S scale layout in a 9' x 15' space.

Third was Jim Sweeney's multi-level SP. This layout demonstrated how Californians have to be creative to overcome a lack of basements. Jim's layout wound around the layout room walls and also out into the garage where unscenicked track was suspended above car level to gain elevation or for reverse loops. The fourth and final layout on this tour was Steve Anderson's compact room-size Sn3 Westside Lumber Company. This highly detailed layout was featured in a recent MR article.

For the other layout tour on Thursday we'll let Glenn Ritter tell us how that went. " Thursday we toured 4 S layouts in the morning. Dave Butterfield has an S hi-rail/American Flyer layout with a scratch built SP 4-8-4 Daylight. Beautiful engine. He has one and is building another cab Forward 4-8-2 (these are kit-bashed Flyer engines basically - ed.). Then it was on to Don Harper's Sn3 Harper Valley Lines. This has beautiful scenery and detailed scale equipment. Third was Jerry Wood's S hi-rail/Flyer layout with many interesting features."

"Most California layouts seem to be in garages or attics, but the 4th layout was Daniel Neumayer's S layout which is built around the perimeter of his 24th floor condominium. The real scenery is the view out the windows of the surrounding Oakland-Berkeley Hills area. He runs AF, SHS, AM and brass on code 148 track. A Thursday evening tour included Ed Loizeaux's expertly detailed S scale layout with the new SW Cab Forward cranking around. I also saw Bob Brown's On3 layout (Bob is the Editor of NG&SLG), Chris Holombo's O scale logging road and the West Bay club which includes scale layouts in 3 scales - O, S and HO."

#### **Accommodations:**

Most of the NASG folks were ensconced at the Hyatt, a secondary convention hotel. The main NMRA functions were at the nearby, within walking distance, Doubletree Hotel. Our NASG hospitality, layout, auction, swap meet, clinic room was there. The BASS club was responsible for a temporary foam layout which was there most of the week to demo some running S for the NMRA folks. The Hyatt was a real treat, and the weather was California great, especially after suffering 112 degree heat in Vegas. One of the regular feeding troughs was a nearby Cocos; a bit understaffed, but convenient.



### NASG Swap Meet and Auction:

As expected, it was very small and informal. The auction was the most fun with our traditional auctioneer, Jamie Bothwell, handling the chores. The brass didn't go, but the Bill Lane T-Shirt did, this time with Jamie's picture on it.

### BOT Meeting:

Nothing earthshaking here - 3 BOT members were absent for various reasons, but proxies served well in their stead. Hey, that was a pretty good "California Pun."

### NASG Awards Breakfast:

The annual banquet was replaced with a breakfast so as not to conflict with the huge NMRA banquet on Saturday night, which was held on an aircraft carrier hangar deck. 1,400 attended. I went, but would have preferred a smaller NASG banquet on a PT boat. This year's Bernie Thomas Memorial Award went deservedly to west coaster and convention chairman Lee Johnson, who had served over 15 years in elected office and was chairman for the NASG part of this convention. The Charles Sandersfeld Award (Manufacturer of the Year) went to Downs Model Railroad Co. and Russ Downs, even though the company has recently been sold to a new outfit. This, of course, recognizes Russ's many years of keeping the Ace and Downs lines in production. The Tony Perles Award for an S article in a non-S publication went to Frank Titman for his article in the 2000 *Great Model Railroads*. Bob Werre took the photos.

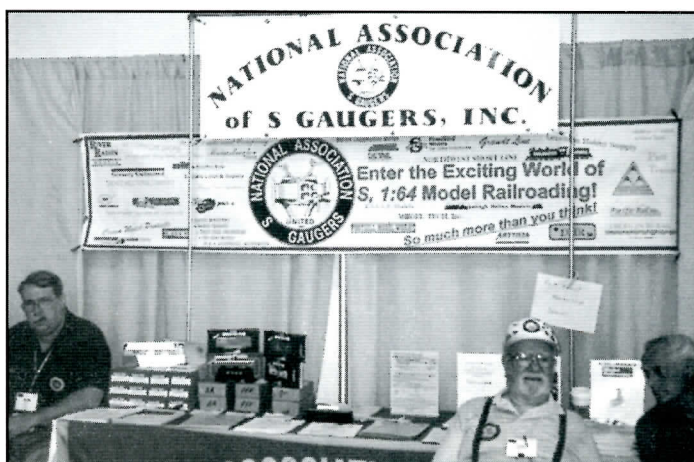
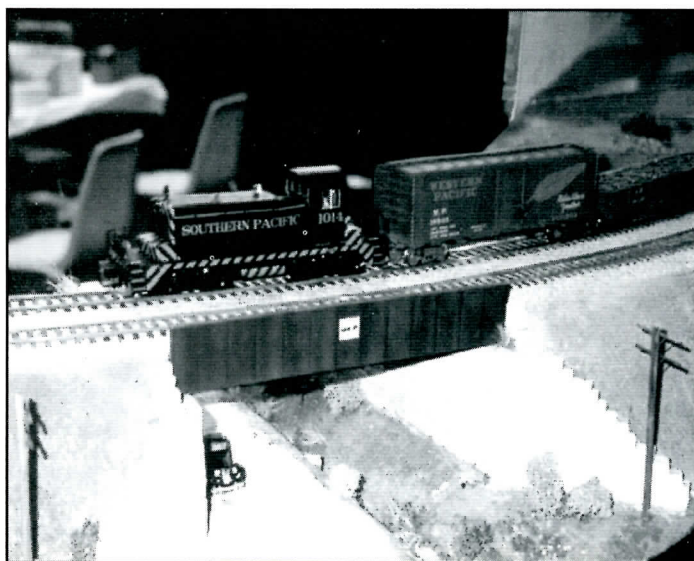
### The Annual Business Meeting:

This was short and sweet following the awards breakfast. Some heated discussions occurred about the slow selling GN caboose from '99 and about promotions ideas.

### National Train Show:

S was well represented by the NASG booth, 2 modular layouts from the Bay area and several dealers and manufacturers. The dealer/manufacturers represented were BTS, SHS, SouthWind, REM, PBL and BTS. Bob Winans of Palmdale hobbies had lots of S - his stock dwindled substantially. There were also a few general dealer booths which had some S including one with some old-time brass steamers from a collection. I know of a little 10-wheeler that was reserved by Bob Werre.

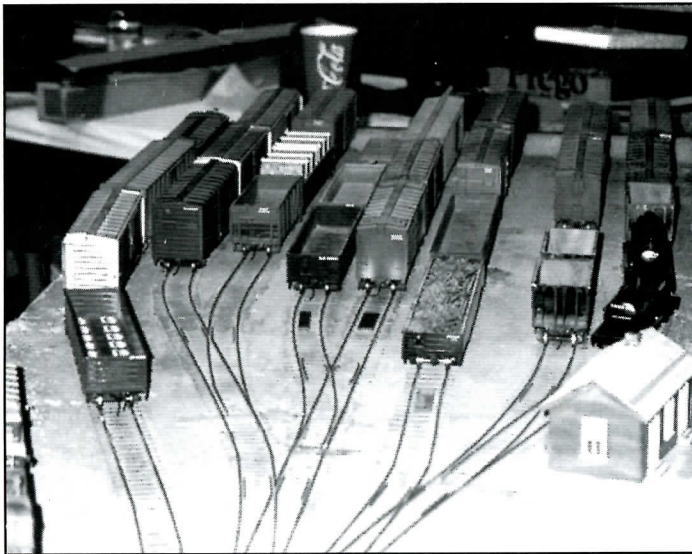
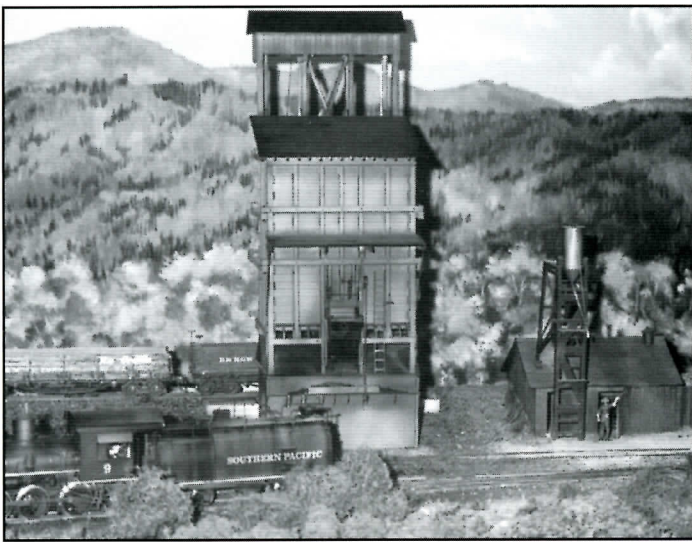
One of the modular layouts at the show has a unique background and is supposedly the oldest S modular layout in existence. This is the layout brought from Pennsylvania by Lee Johnson when he moved to California in 1979. It was originally built by the Delaware Valley S Gaugers in 1972-3. It has, of course, been upgraded and expanded a bit since then.



**Top** - Appropriately, an SHS SW1 lettered up in the SP scheme does duty on the BASS modular layout at the National Train Show. **Center** - Is there any doubt that this is the NASG booth at the show? Nearby were two layouts and several S manufacturers. Left to right are John Foley, John Bortz and Bill Mark, Jr. **Bottom** - Conventioneers made heavy use of the San Jose light rail system to get to and from the train show which was held at a downtown convention center.

*Photos by Jeff Madden*





**Top** - PBL's spectacular shelf display layout at the Train Show showed off some detailed modeling and showcased their narrow gauge brass such as this SP narrow gauge ten wheeler. **Center** - The Lee Johnson (BASS) modular layout mentioned in the report has this nifty staging yard angled into the center. **Bottom** - The mini-swap meet on Friday evening preceding the auction draws the attention of several including Hiram Graves (foreground) and Glenn Ritter (center). *Photos by Jeff madden*

See the original diagram of the layout, which is pretty much how it is today, in this issue.

#### **Positives:**

1. Lots of exposure on the west coast and to non-S gaugers.
2. Our hosts were friendly and helpful. Thanks much to Ed, Lee and others.
3. The Hyatt and Doubletree were first class.
4. Lots of vacation and layout variety for all who attended.
5. The weather was ideal.

#### **Negatives:**

1. Probably lower NASG attendance for previously mentioned reasons.
2. Lee Johnson led a moment of silence at the Awards Breakfast for the unusual number of members we have lost over the past year or two.
3. Only an informal swap meet replaced our usually larger sale areas.

#### **Thanks:**

I'm sure all of those in attendance are highly appreciative of the work that Convention Chair Lee Johnson and right-hand man Ed Loizeaux did in coordinating this event. As is often the case, a small group of our S fraternity took a lot on their shoulders to present the NASG with an annual convention. These leaders and members of the Bay Area S Scalpers and those who held layout open houses were most gracious and friendly. I recall one fellow from Virginia, who when viewing the S area booths and new products, verbally expressed his excitement about the overall friendliness of the S folks. Kudos to Contest Chair Rusty Rustermier, who even made the award plaques himself, and Joe Visintine who was the driving force in setting up the NASG room layout.

#### **Recommendations:**

No major glitches, but I think scuttlebutt is that most members would concur that conjunction or all-NASG conventions are preferred. We do seem to lose a bit of the "family" atmosphere.

#### **Upcoming Conventions:**

Next year's Annual Convention will be in the Scranton, Pa., area at the Steamtown National Historic Site from July 24-28. The following year, 2002, the event will be in suburban Strongsville, Ohio, near Cleveland. Feelers are being tossed out for a Seattle event in 2004. That means there is an opening for 2003. I think I've suggested a few places that are due such as Balt./Wash D.C., Chicago area, , Jersey, upper New York, eastern Canada and so on. Of note on this subject is the fact that Lee Johnson has the NASG Convention Handbook in its final stages of preparation. This will be an invaluable tool for any group planning to hold an NASG annual convention. Stay tuned.



## CONVENTION FACES...



Lee Johnson receives the Bernie Thomas Award for meritorious service to the scale from Gil Hulin.



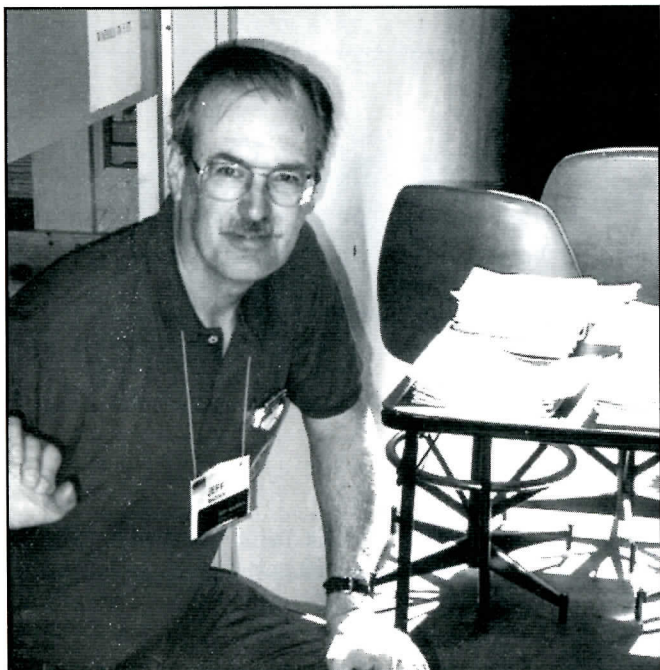
Jamie Bothwell, the ubiquitous auctioneer, tries to interest bidders in some boat anchors.



Jack Troxell and Dick Karnes await a train on Ed Loizeaux's layout.



"We came 3,000 miles for this?" say Howie Waelder (left) and John Bortz at the swap meet.



Above - your editor crawls out from under a short-door entrance to Ed Loizeaux's layout. There are no basements in California. Right - BASS member Arden Goehring mans a layout at the train show.





## SAN JOSE CONTEST WINNERS



Above is this scratchbuilt NYC boxcab style diesel which took the Best of Show and 1st Place Master Craftsman Diesel for Dick Karnes. Left is the 1st place Craftsman winner in the kit steam category. The builder of this MONON Pacific is Roger Nulton.

Bob Hogan took 1st place in the Master Craftsman for this kit and converted SP steam locomotive.

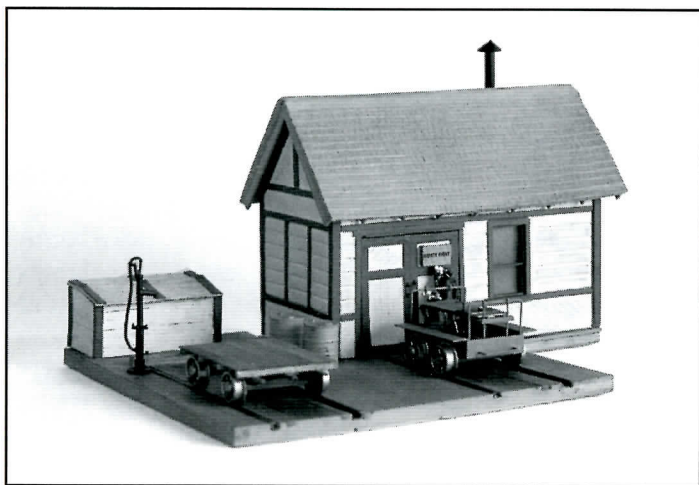


*Photos by Bob Werre*

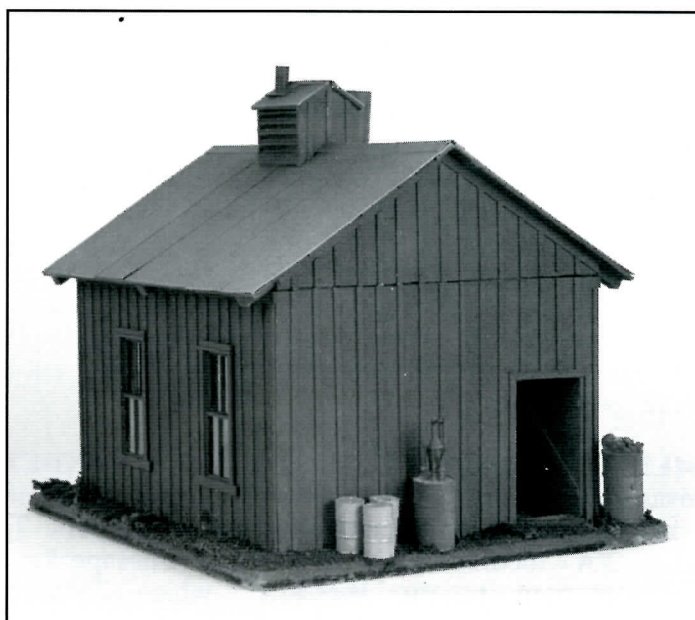


Gerry Evans took 1st place in the Craftsman diesel kit category with this LV GP9





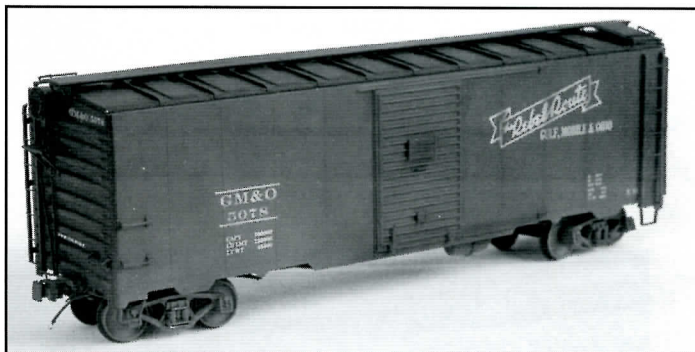
Gerry Evans took 1st place in the Craftsman Kit category with this Speeder Shed.



This scratchbuilt Blacksmith Shop by Don Harper took 1st place in the Master Craftsman category.

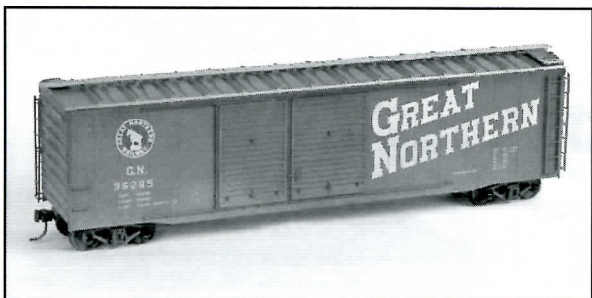


Above - Fred Rouse garnered a 1st place Craftsman award for the freelance caboose kit. I think this started out as a Steam Depot caboose kit. *Below left* - This GN 50' boxcar took 1st place in the Junior Division for Greg Reiter. *Bottom right* - This scratched WP caboose is the 1st place Craftsman winner by Bob Hogan. .



This GM&O boxcar took 1st place into the Amateur freight car kit category. The model was built by Joe Visintine.

*Photos by Bob Werre*





# POTOMAC VALLEY S GAUGE ASSOCIATION

## Some Results of the Club's First "Secret Model Project"

By the "Secret Member"

Recently, the Potomac Valley S Gauge Association (PVSGA) held their first "secret model project". Each member was given about one year to develop and construct a favorite modeling project. The attached photos show some of the members' secret projects:

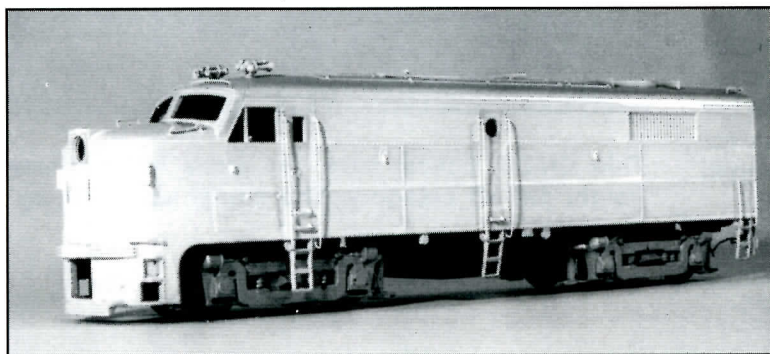
**BILL OERTLY:** Bill brought several models, including two boxcars and one partially-completed Alco FA locomotive. Bill's favorite road is the Western Maryland, and his models have been modified to reflect specific WM prototypes. The two boxcar models began as American Models kits. Bill added new doors using Athearn HO doors from 40' High Cube boxcars. These doors scale out to 7 feet wide for S-scale. New side sills and other detail parts were added to these two boxcars. CDS dry transfers were used for the lettering.

Bill Oertly also brought an under-construction Alco FA diesel, which is being detailed with parts from Southwind and Details Associates. Note the extensive modifications made to the rear of this engine, including diaphragm plates, cooling coils, cut levers, and other details.

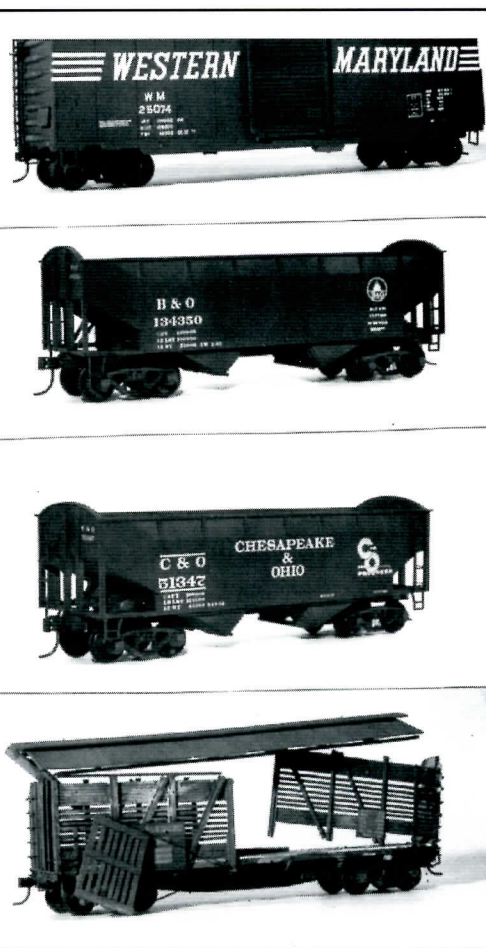
**DAN VANDERMAUSE** brought a pair of curved-end 50 ton offset side hoppers. These cars represent a Chesapeake and Ohio design, which allowed for a higher "heap" in the coal load, with less lading loss in transit. Dan constructed two hoppers, with one in the original C&O lettering, and one lettered B&O. Some of these cars were transferred to B&O ownership during the 1960's, after the C&O affiliated with the B&O.

Dan started with an American Models double hopper casting, and added a curved top styrene extension to each end. New L-bracing was added to each end, to the undersides of each slope sheet, and between the hopper doors. See-thru brake platforms were constructed using Details Associates HO boxcar roofwalk material cut down to proper size. Wire grab irons were added. The hoppers were lettered with CDS dry transfers, and were weathered with both acrylic washes and with chalks.

**JIM BASSETT:** Jim produced an example of "kit bashing" at its worst. Starting with a perfectly good Ambroid stock car, Jim accidentally dropped this veteran car, producing a convincing model of "wreck damage". Jim did no further weathering to the wreck, feeling that the car looked decrepit enough already. Believe it or not, Jim is actually a fine modeler, who dabbles in both S-scale and in live steam modeling.



Above - Bill Oertly is adding SouthWind and Detail Associates diesel details to this American Models FA unit to follow Western Maryland practices. Right - Bill also modified this AM 40' Western Maryland boxcar by adding an HO Athearn HI-Cube 7-1/2 foot door and a new side sill. Dan Vandermause modified the two AM hoppers at the right. The B&O 2-bay has styrene arched end extensions, new end bracing from Plastruct styrene angle and brass see-thru brake platform. The car is lettered with CDS dry transfers and weathered with chalks. The C&O 2-bay also has the end extensions, new angle bracing and a brass brake platform. It is also lettered with CDS dry transfers and weathered. The bottom right photo shows an example of kit-bashing at its worst. This Ambroid kit was accidentally dropped by Jim Bassett producing a realistic "wrecked" car. Photos Bill Oertly





# FORTY YEARS OF S GAUGE CONVENTIONS

Here's a list of the first 40 years of S Gauge conventions. They started off under the sponsorship of the NESGA (Northeastern S Gauge Association); the NASG was in existence at the time. The NESGA consisted of *S Gauge Herald* subscribers who mostly lived in the northeast. In 1972, the conventions began being sponsored by the NASG (National Association of S Gaugers). The last time the NESGA showed up as co-sponsor in the title was 1973. Milestone years are in boldface.

**1961 1st NESGA - April - home of Harry Dillon, West Nyack, NY.**

1962 NESGA - May - Woburn, Massachusetts.

1963 NESGA - May - Greenbush, New York..

1964 NESGA - May - Willow Grove, Pa.

1965 NESGA - April/May - Rochester, PA.

1966 NESGA - May, Toronto, Canada.

1967 NESGA - May - Tarrytown, NY.

1968 NESGA - May - Nashua, New Hampshire.

1969 NESGA - May - Alexandria, Virginia.

1970 NESGA - May - Hershey, PA..

1971 NESGA - May - Syracuse, New York.

**1972 1st NASG - Kansas City, Missouri.**

1973 NASG/NESGA - May - Willow Grove, PA.

1974 NASG - May - Worcester, MA (1st Minuteman)

1975 NASG - July - Chicago, Illinois.

**1976 NASG - Constitutional Convention, May, - Ottawa, Canada.**

1977 NASG - July - San Jose, California.

1978 NASG - May - Silver Spring, Maryland.

**1979 1st NASG/NMRA - Aug., - Princeton, NJ. This was joint with the Mid-East Region of the NMRA, (Railcon).**

1980 NASG - July - Milwaukee, Wisconsin.

1981 NASG - July - Syracuse, NY.

1982 NASG - Aug. - Cleveland, OH.

1983 NASG - May - Woburn, MA.

1984 NASG - Aug. - Buffalo, NY.

1985 NASG - July - Sacramento, CA.

1986 NASG - July - Novi, Michigan

1987 NASG - July - Oak Brook, Illinois.

1988 NASG - July - New Brunswick, NJ.

1989 NASG - June - Kansas City, Missouri.

**1990 NASG/NMRA , 1st Joint with the National Convention - July - Pittsburgh, PA. Largest Modular S layout.**

1991 NASG - July - Syracuse, New York.

1992 NASG - June - Cleveland, Ohio.

1993 NASG/NMRA Joint - Aug. - Valley Forge, PA.

1994 NASG - Aug. - Vancouver, Washington. Held following the NMRA Portland convention.

1995 NASG - July - Altoona, PA.

1996 NASG - July - Dearborn, Michigan.

1997 NASG - July - Denver, Colorado.

1998 NASG - July - Worcester, MA.

**1999 NASG/NMRA (1st conjunction), July - St. Paul, Minnesota. NASG had own hotel and dealer room.**

**2000 NASG/NMRA Joint, July/Aug. - San Jose, CA. This was the 40th convention.**

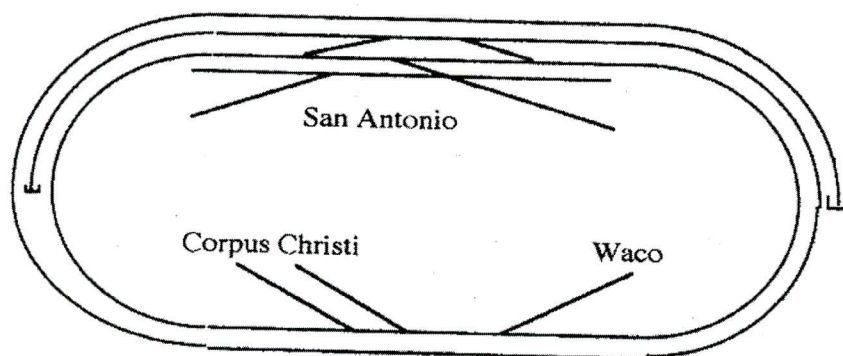
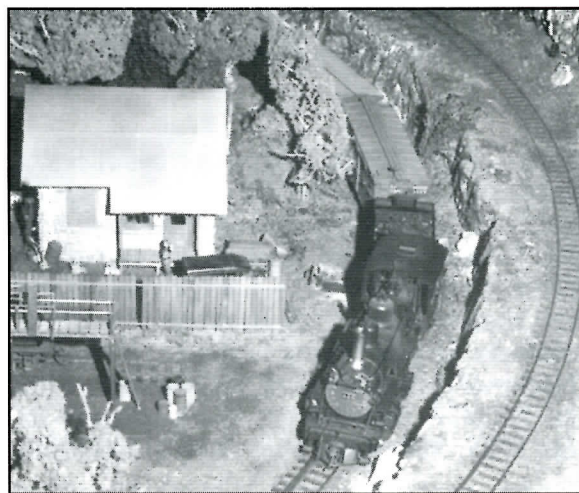
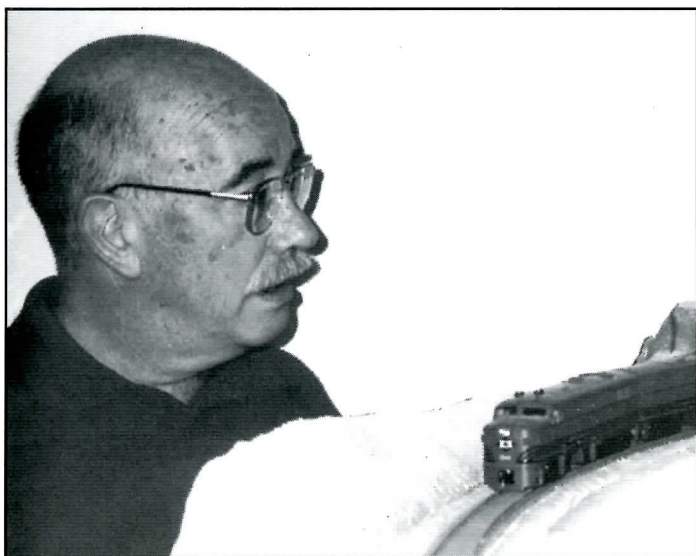
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## Future conventions:

2001 NASG - July - Steamtown Historic Site, Scranton, PA.

2002 NASG - July - Cleveland, Ohio (Strongsville)





Left is Bill Roberts with the track plan of his San Antonio & Aransas Pass Railway Co. His compact 9' x 15' scale layout takes up space on the middle level of a San Francisco row house. *Photo by Jeff Madden.* Above is the multi-level Sn3 layout of Don Harper which is called the Harper Valley Lines. Don's layout was an HO one which was relaid with Sn3 track. *Photo by Glenn Ritter.*



Steve Anderson's West Side Lumber Company is a highly detailed room-size Sn3 layout. The layout was featured in the February 2000 Model Railroader Magazine. Structures in this scene, which represents Tuolumne, are the old enginehouse, dispatcher's office and warehouse. *Photo by Bob Werre*





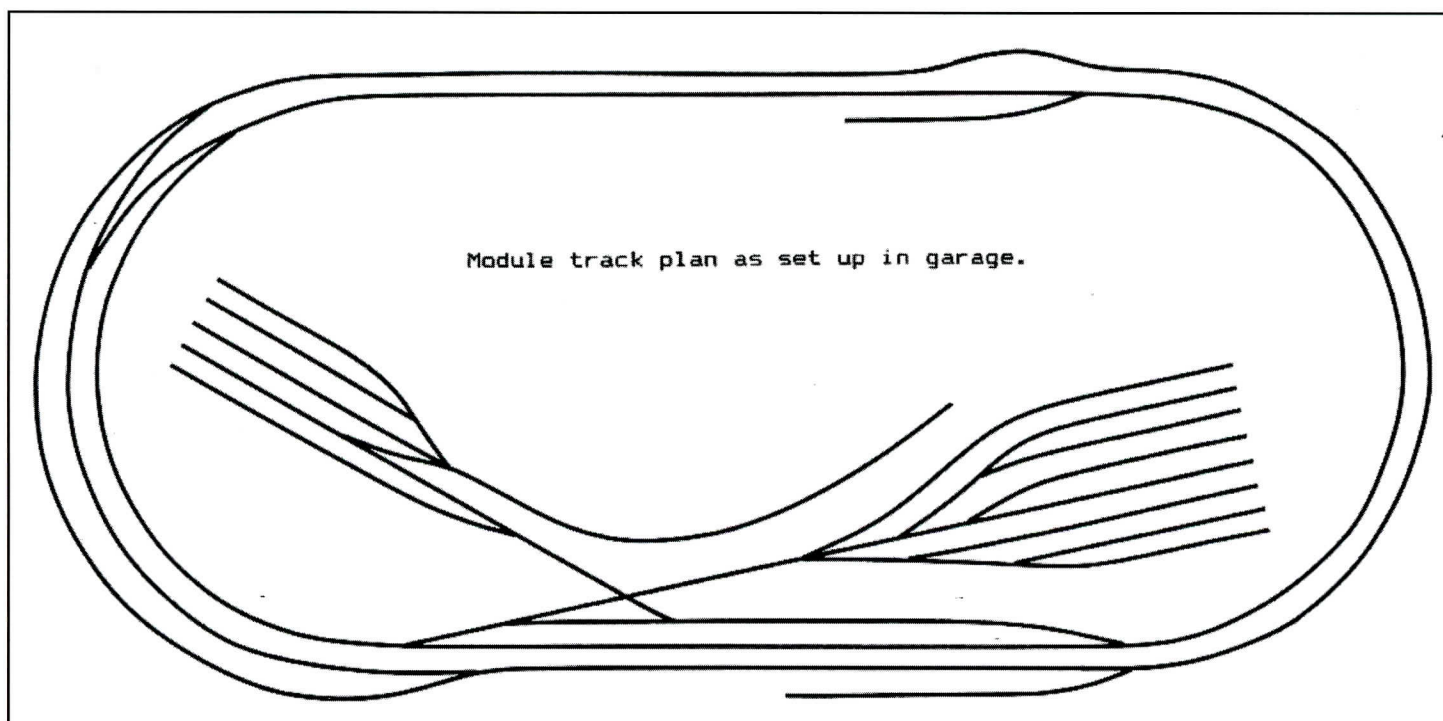
## LAYOUTS SEEN IN CALIFORNIA

Above is a view of Jim Sweeney and his Southern Pacific multi-level Southern Pacific. The F units on the truss bridges are on a second level above head height. Jim is at the right. *Photos by Jeff Madden*



This is the basic track plan of Lee Johnson's modular layout (one of two provided for the Train Show by the BASS Club). The actual layout is expanded a bit, but this clearly shows how staging yards were added to the interior. Supposedly, this is the oldest S scale modular layout in the country.

Glenn Ritter took this picture on the multi-scale West Bay Railroad Assoc., one of the oldest in the area. SP F unit is on S trackage and flanked by O and HO.







## LAYOUTS SEEN IN CALIFORNIA



Over 300 NMRA and NASG members saw Ed Loizeaux's fabulous S scale layout. Ed is a NYC fancier, but these scenes with guest locos appear all-California. Upper left are super detailed AM PAs crossing a spectacular gorge built in one corner of the the layout. Bottom left is the pilot model of SouthWind's SP Cab Forwards running on the middle level of the layout. Mainline is over 300 feet. Top photo shows Ed in the middle explaining things to guests and Gale Irwin. Above is MontClaire Depot, a scratchbuilt structure complete with interior. The detailed backdrop is by artist Mike Kotowski. *Bottom left photo is a digital image by Larry Hanlon, rest Jeff Madden.*





On this page a several scenes on young Steve Anderson's Sn3 West Side Lumber Co. The prototype is just outside Yosemite National Park. Steve's 10' x 10' layout tries to recreate actual scenes in the 1958-1959 era. Minimum radius is 30", so it proves you don't need a large space to model in S.



Top right and center show PBL Sn3 West Side Shay being showcased on a curved trestle and then by the detailed car shops. The lower photo is David Butterfield's Tinsplate layout. On the truss bridge is seen the 4-8-4 Daylight that Dave converted from a Gilbert UP Northern. *Top photos by Jeff Madden; bottom by Glenn Ritter.*





# Fixin' Flyer

By David Dewey

## Keep on Trackin'!

Trackwork--it's hard to believe that something that seems so basic can be so controversial, or cause so much trouble. At one time in S, there were only two choices for ready-made track (AC Gilbert's or Gargraves). Of course, you could hand-lay your own. Today, there are many choices and different types and sizes of rail. In keeping with this column's theme, "Fixin' Flyer," we will limit this discussion to the traditional S "tinplate" sectional track. This is not a commentary on the other choices; it is only a concentrated focus on one subject.

Traditional track is very durable. While some of it has seen decades of use, other pieces have seen decades of poor storage, yet most of it still functions. The trick is to make it not only function, but to do so with regularity, and without damaging the train's wheels that run on it. Let us begin by assuming you have just found a box of used track in your uncle's attic (or basement or local flea market, or maybe you were "Dumpster diving?").

The first step is to lay the pieces out on a clean surface and inspect them. First look for signs of deep rust, not the light surface stuff, but rust that actually forms pits, and can even go through the rail surface, creating holes. Second, look for damaged rails; dents, sharp bends, kinks. Third, check for missing ties, damaged ties, missing insulators. Last, look for missing or broken pins and for pins still stuck inside the hollow rail ends.

If the track looks fair after this initial inspection, there is one more item to check for; sagging rails. While the AF trestle sets are great, allowing one to elevate tracks to pass over other tracks, they only support the track at the joints.

While this track is tough, repeated use with heavy locomotives will cause the rail to sag between the joints. This leads to derailments. Take each piece of track and place it upside-down on a level surface (Hmm, I use the kitchen counter, but you never heard me make that recommendation!). Look for gaps between the rail top and the level surface. It is fairly simple to straighten the track; I use a piece of wood doweling, about one inch in diameter. Turn the track right-side up, place the doweling under the low spot, and push down on each side. Turn it over and check to see how much straighter it is (hopefully you didn't over-do the correction!). This will usually make a big difference in how your track lays out and reduces derailments.

Now, back to the original inspection. The first item was rust. There are many ways to remove the rust ranging from sandblasting to chemicals. If you sandblast, you will have to coat the track with something to keep it from rusting again. The track and ties originally have plating or bluing on their surfaces to prevent rust, and the sandblasting removes it. I have used spray cans of clearcoat or semi-gloss black to paint the track after sandblasting. Chemical derusting solutions include rust converters and rust neutralizing paints. As these seem to change with each passing month, I can only suggest shopping around your local hardware or automotive parts stores. With any of these choices, afterwards you will have to clean off the tops of the rails for good electrical contact.

There are many ways to clean off the tops of the rails, but one I will strongly recommend against! That is the use of steel wool. Steel wool does clean, but it leaves little pieces of steel slivers everywhere, and they wind up in places where they do more damage. Modern materials have replaced it, such as "scratchy pads" used by painters

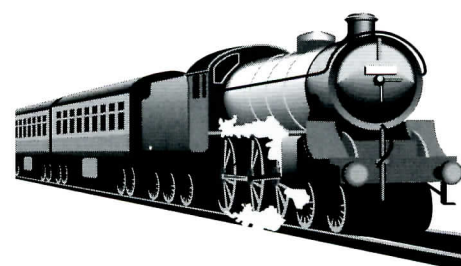
for cleaning odd-shaped surfaces. These come in at least three grades of "coarseness." I prefer the fine grade. Wet and Dry sandpaper is good too, but stay with the finer grits, 400 or higher (I usually use 600 and 1200). The tops and inside edges of the rails are where the electrical contact is made and they should be clean and smooth.

Speaking of smooth, there is one other important thing to look for when assembling your track. The track ends develop burrs from repeated assembling and disassembling as shown in illustration "B." These tear at the wheels, and trains run smoother and longer with them removed. You can use a small fine file, or a Dremel tool with a sanding drum to remove them. If using the Dremel tool, practice on a bad piece first until you have "the touch."

There are still loose insulators and ties along with those missing or #@!#! broken-off pins to take care of. However, we've run out of room this issue, so we'll discuss them next time.

We'll also talk about laying out track for optimum performance in the next issue as we prepare for the Christmas Layout! Until then, it's fall; time to tune up your equipment for the long winter's operating session! (Ah, a good excuse, you can tell your spouse that you are helping prepare for Christmas by working on your trains!)

**As always, your thoughts, suggestions, or questions are always welcomed. You can contact me at [djdewey@cncnet.com](mailto:djdewey@cncnet.com) or at 3435 Myers St. Oroville, CA 95966. Have fun with your trains!**





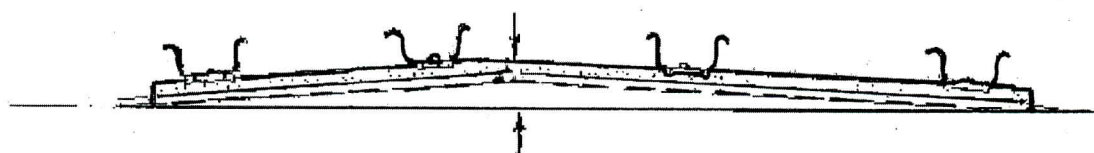


Fig A

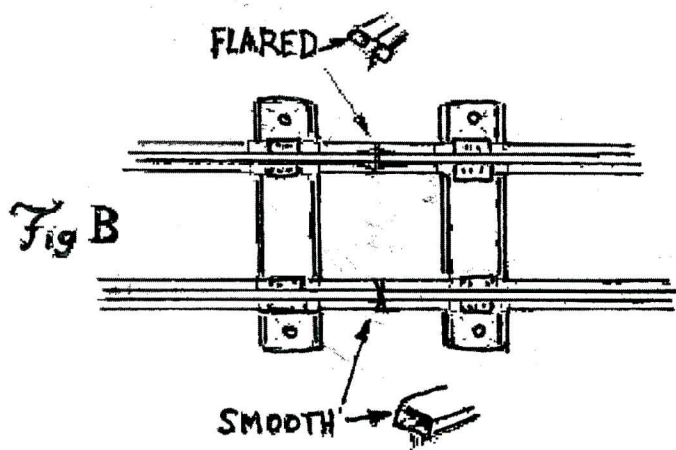
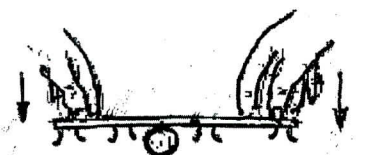


Fig B

## MODULE CORNER

### Table of Contents of the S-MOD Packet.

#### Section 1

Dimensional standards (2-track mainline), Wiring standards, Wiring for one cab per track, Wiring for block control and local cabs, Operational standards, Modular layout wiring, Cab selector wiring, Single track modules, Hand-held throttle design, Track clearances.

#### Section 2

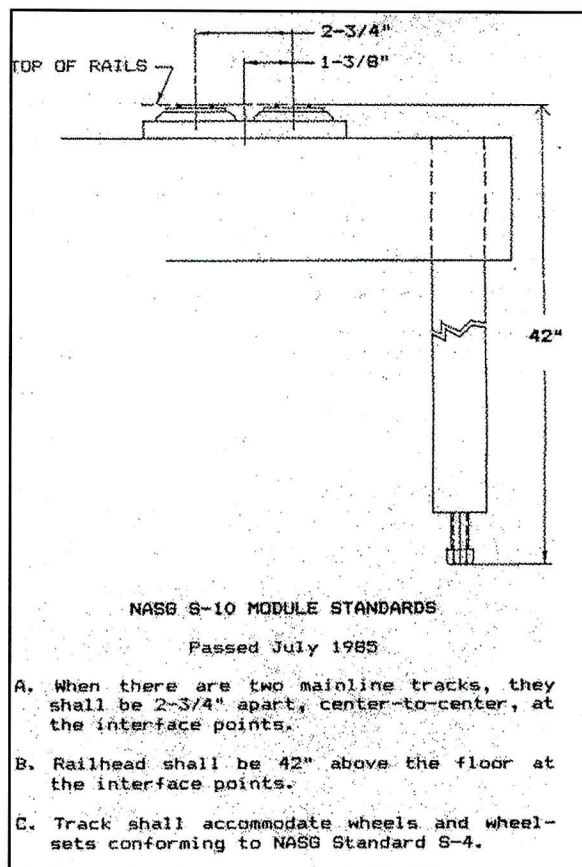
*The S-MOD System of Module-Railroading* by Don Thompson and Don DeWitt, in three parts, reprinted from *The S Gauge Herald* by permission of the authors.

*The S-MOD System, Checking the Wiring in Your Module* and *The S-MOD System, Building a Portable control Panel for S-MOD Railcab Layouts* in two parts, by Don DeWitt, reprinted by permission of the author.

#### Section 3

Photos of convention layouts, NASG recommended track work and wheels standards, *Coupler Height Gauges* by Kent Singer, Car weight recommendations, Switch (turnout) dimensions, *Basic Turnout Wiring* by Stan Stokrocki, Sample straight and corner module construction plans.

**S-MOD Packets:** \$9.00 (NASG members). **Corner module info only:** \$3.00 (NASG members). Stamps or checks to: Ted Larson, 5 Kenicott Circle, Fairport, NY 14450-9315.





# The 'S'traight & Narrow

By David L. Heine

## News and Reviews on the Narrow Gauge Front

### Modeling Narrow Gauge Locomotives of Different Eras in Sn3... Or What Era Is for You?

Lately, there seems to be more interest by narrow gaugers in modeling the earlier eras, including the turn of the twentieth century. In addition, I have been thinking of moving my own layout back in time somewhat. To do this realistically, some research needs to be performed. If you are modeling a specific railroad and there has been an accurate published roster, the task becomes much easier. Also, it is easier to model railroads such as the Rio Grande Southern, which have had much published on them over the year. Freelancers have some flexibility, however, such as in my case.

One sign of increased interest in modeling an earlier era has been the formation of a "turn-of-the-century" narrow gauge mail list on the Internet (TOCng on egroups), which by the way, includes several Sn3 modelers. Early on a survey was taken, and one thing that struck me was that a large percentage wanted to model an era that was earlier than what their current layout represented. I suspect that most modelers stuck to the newer eras because of more information and models being available for the later eras (1930's and later) than for the earlier times. But how feasible is modeling an earlier era in Sn3? This time we will look at locomotives, first by going over what was common in the prototype, and then what is available. In the future I plan to cover rolling stock and other items that are needed.

#### The Prototype

First, the heyday of narrow gauge

was really in the 19th century, and more specifically in the early 1880's. The narrow gauge movement took off in the early 1870's, with the peak in building occurring in the five years following the 1878 National Narrow-Gauge Railway Convention. In 1882, the peak of 2,677 miles was constructed or about 23% of the total railroad mileage constructed that year. In fact the construction percentage was even higher at 35% in 1877 and 1878. The peak year for total narrow gauge mileage was in 1885 at 11,699 miles or a total of 9% of the total American rail mileage. The concept of narrow gauge as general transportation came to a crashing halt by the end of 1883 with the financial failure of the Grand Narrow Gauge Trunk system. After that, narrow gauge fever abated, and many of the financially successful narrow gauges systems outside of Colorado were converted to standard gauge in the later 1880's and 1890's. In fact, in 1990 about 7000 miles of former narrow gauge was still incorporated in the American standard gauge system, or about 5% of the total. These 7000 miles represent about 38% of the total narrow gauge mileage constructed. Please note that all these numbers are for common carrier railroads and do not include other narrow gauge railroads dear to modelers such as logging railroads.

One consequence of the standard gauging of much narrow gauge mileage was that in the late 1880's and the 1890's there was a glut of used narrow gauge locomotives on the market. This meant that for most existing narrow gauge railroads it was much cheaper to buy used locomotives instead of new ones. New narrow gauge locomotive construction was slow until

about 1900.

In the February 1999 *Dispatch* I covered the different narrow gauge steam locomotive types and the various quantities manufactured. The prominent locomotive types in the 19th century were 2-6-0's, 4-4-0's, and 2-8-0's, followed by 4-6-0's and 2-4-0's. There was a trend of convergence of design with standard gauge locomotives. This meant that 4-4-0's were the most popular general-purpose type until the 1880's when they became the general passenger power of choice until about 1890. In the early 1880's 2-6-0's and 2-8-0's supplanted 4-4-0's for freight work. The 2-4-0's were small locomotives primarily built by Porter, whose niche was small locomotives, many of which were built for industrial use.

The next trend in narrow gauge passenger power was the 4-6-0. In the United States, narrow gauge passenger power never really developed beyond this point. Of course, we have seen that the D&RGW and other narrow gauged railroads use 2-8-0's and 2-8-2's to power passenger trains. While smaller 4-6-0's tended to be passenger power, larger ones especially were general purpose locomotives.

For fans of outside frame locomotives, the first narrow gauge one was a Baldwin 30" gauge 2-4-2 for the Antofagasta Railway of Chile in 1886. The Oahu Railway in Hawaii received an outside frame 0-6-0 in 1897. The first domestic outside frame locomotives were two 2-8-0's delivered in 1900 for the Crystal River Railroad in Colorado. These were later sold to the D&RGW and are more commonly known as the C-21's. This means that you could model outside frame locomotives in a setting as early as about 1900.

Narrow gauge 2-8-2's started being produced in the first decade of the Twentieth Century. In 1903,



Baldwin built the D&RG's K-27 class. As delivered they were Vulcan compounds with Stephenson valve gear and slope-back tenders. They could handle twice the tonnage of a C-16 on a 4% grade. In 1907-09 they were upgraded to single expansion with Walschaerts valve gear and standard tenders. This is the form that we are used to seeing in models.

In the east, the East Broad Top received its 2-6-2 in 1908. It received its first 2-8-2 in 1911 and its last in 1920. These all had inside frames. The White Pass and Yukon had some similar 2-8-2's and had the distinction of buying the last narrow gauge steam locomotives in the United States, their number 72 and 73 2-8-2's in 1947 from Baldwin.

The D&RGW continued the development of the outside frame 2-8-2's in the 1920's. In 1923 they bought the K-28's from Alco. These models saw service as passenger locomotives. In 1925, they bought their K-36's from Baldwin. The final development was the construction of the K-37's in the railroad's Burnham Shop in Denver. These were constructed by taking the boilers from 1902 vintage standard gauge 2-8-0's and placing them on new narrow gauge 2-8-2 outside frames.

Only two articulated narrow gauge locomotives were built for American use. These were the two 2-6-6-2T's built for the Utah in 1927 and 1928. Later they went to the Sumpter Valley and had their tanks removed and tenders added.

In the big three geared locomotive category, Shays were built from 1880 to 1945, Climaxes from 1888 to 1928, and Heislars from 1892 to 1941.

### Models in Sn3

Sn3 modelers have three choices for locomotives; brass, kits (including R-T-R versions), and HO conversions. The following

outlines the rod locomotives by type that I am aware of being either currently available or produced in the past. I have covered geared locomotives in previous columns, so they are not included. I am not guaranteeing that this list is complete. Some of the earlier models are from my memory, which is always suspect.

In general, most of the brass locomotives produced are as their prototypes appeared in the 1930's or 1940's, but there are exceptions. We are fortunate that some particular locomotives are available with details and lettering that match more than one timeframe. Some detailed for a later era could be redetailed for an earlier era, as long as you do not mind doing it. PBL is currently the major brass locomotive importer in Sn3. They usually do several different runs of locomotives in a year. Most of their models are of D&RGW or RGS prototypes, but they have branched out recently to include some models of SP narrow gauge. PFM (Tomalco) was the first importer of Sn3 brass models and imported some D&RGW/RGS locomotives in the 1970's and early 1980's. Overland produced some brass models, mostly in the early 1980's of Colorado & Southern prototypes. Berlyn Locomotive Works has imported brass models of Denver, South Park, & Pacific Mason-bogies. While brass is manufactured in batches, so new models are only currently available for a short time, there is a significant used market, so the patient can find what they want.

Backwoods Minatures makes etched brass kits of several small, more industrial locomotives. Some of these are also available R-T-R from Banta Modelworks. South Park Finescale makes some etched brass kits of DSP&P locomotives. Railmaster Exports produces kits with an assembled chassis while the superstructure is mostly pewter castings with some

brass detail and etchings. Railmaster kits are also available in several detail variations, and can also be purchased ready-to-run.

I have only mentioned HO mechanism conversions where no other Sn3 model exists. It is possible to build other models of many different wheel arrangements starting with some of the available HO kits and R-T-R locomotives.

0-4-0's, 0-4-2's - Backwoods Minatures makes etched brass kits for some small Porters. These are most useful for small industrial railroad use. These have also been available in a R-T-R version.

0-6-0's - While dedicated switchers were not common among common carrier narrow gauge railroads, the D&RGW did have nine 0-6-0's that were built from 1877 to 1891. They were all gone by 1903. EBT #6 is also close to this model. Railmaster makes a kit and R-T-R model of these locomotives. They also make a free-lanced modernized version.

4-4-0's - Railmaster has just started shipping kits for a Baldwin wagon-top boiler 4-4-0 model. The R-T-R version will be available by the time you read this. These can be built as either 19th century or modernized versions.

4-6-0's - Brass models of RGS (former Florence and Cripple Creek) and Southern Pacific narrow gauge 4-6-0's have been produced by PBL. In the earlier days of Sn3, PFM also imported some RGS 4-6-0's. Most of these models are detailed for the locomotive's later years of use. Railmaster makes 4-6-0 kits that can be built up into a D&RG T-12 in addition to 4-6-0's of other railroads for several eras.

2-6-0's - Overland produced brass models of several Colorado & Southern 2-6-0's in the early 1980's. Railmaster has just started shipping kits for a Baldwin



wagon-top boiler 2-6-0 model. The R-T-R version will be available by the time you read this. These can be built as either 19th century or modernized versions.

2-8-0's - PBL has imported models of every D&RGW C-class 2-8-0, including those used on the RGS. Most have been modernized versions, however, they did import some C-16's with turn-of-the-century details and paint. Overland has imported some C&S 2-8-0's. PFM (Tomalco) imported several C-16's and C-19's of D&RGW and RGS prototypes in the earlier Sn3 days. Railmaster makes several variations of 2-8-0 kits, with versions for several railroads. Again, these can be detailed to fit several eras. South Park Finescale makes kits for the 2-8-0's manufactured by Cooke for the DSP&P. Except for PBL's models of the C-21's and C-25, these are all inside frame locomotives.

2-8-2's - PBL has made all the D&RGW K classes over the years, most in several different runs. In the earlier days of Sn3, PFM imported several K-27's and Sunset imported K-28's. BTS is taking reservations for the first EBT 2-8-2 according to their website at this writing. Up until BTS's offering becomes reality, the only way to have an inside frame 2-8-2 was to start with an HO mechanism. There are no current 2-8-2 kits in Sn3 of which I am aware.

2-6-6T's - Berlyn imported models of the DSP&P's 2-6-6T Mason Bogies, which were used between 1878 and 1890. These models were produced in several colorful paint schemes.

2-8-6T's - South Park Finescale makes an etched brass kit for the DSP&P's 2-8-6T Mason Bogies.

2-6-6-2T's - A 90% model of these can be built using the Mantua HO locomotives. V&T makes a conversion kit for these.

Based on the above, it is now possible, from a general locomotive standpoint to model in any era of narrow gauge in Sn3. Actually, at this time we may be better off than the HOn3 and On3 modelers.

If you know of any additions or corrections, please let me know. As always, write if the mood strikes.

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### NASG CARS THROUGH THE YEARS:

1983 - #1 car was ACF brass covered hopper.

1985 - #2 car was brass ACF 8,000 gallon 1-dome tank car by Overland.

1986 - convention car - American Models Ford 2-bay hopper.

1988 - #4 Jersey convention car - CNJ 40' plug door boxcar.

1988 - (1st Lionel/AF) CNJ 40' insulated boxcar. Orange & tuscan.

1989 - Lionel/AF car - MKT chemical tank car (green).

1990 - Lionel/AF car - 3-dome Pennzoil tank car - silver w/black letters.

1990 - NASG brass car - 40' Milwaukee road rib side boxcar by River Raisin and Overland.

1991-1992 - 2 Lionel/AF cars: white NYC plug door NYMX boxcar and gray Boraxo GACX covered hopper.

1991 - NASG Convention car (Central NY) - NYC Early bird 50'

PRS double door boxcar (kit).

1993 - 2 Lionel/AF cars - REA plug door 40' car (green) and Susquehanna green 40' boxcar.

1994 - NASG convention car - SP&S PRS 40' boxcar kit.

1994 - 2 Lionel/AF: New Haven 40' boxcar (script letters) red; NP 40' boxcar, red.

1995 - 2 Lionel/AF: LV gray 3-bay covered hopper and TTUX double flat with trailers.

1995 - NASG convention car (Altoona): Cambria and Indiana H39 hopper (Chesapeake Models and Des Plaines).

1996 - 2 Lionel/AF cars: Mobilegas chemical tank car and Ann Arbor 3-bay covered hopper.

1996 - NASG convention car (Michigan): Orange DT&I covered hopper by SHS.

1997 - Lionel/AF: Orange PFE plug door reefer; SHS PRR flat with Ertl Road Grader load; Downs Trusweet 23,000 gallon tank car.

1997 - NASG convention car (Denver) - gold and silver PRS D&RGW 50' boxcar.

1998 - Lionel/AF - white Magnolia tank car. SHS UP flat car with John Deere Excavator load.

1998 - NASG convention car (Worcester) B&M SHS TOFC flat car with trailer.

1999 - Lionel/AF: GN caboose and PRS UP (yellow with herald) 50' double door boxcar (modem).

1999 - NASG convention car (St. Paul) SHS M&St.L 2-bay and 3-bay PS-2 hopper (gray).

2000 - Lionel/AF 3-dome Deep Rock tank car and SouthWind brass Front Runner TOFC car. NASG Convention Cars: SHS Chateau Martin Reefer and PRS 40' SP Silver box.

Have I missed any? Let me know.

-Jeff



# Meet an S Gauger

John Craft

## Last run for John Craft

**This Memorial Tribute to the late John Craft, who passed away on June 21st, is by Bill Lane...**

I was speaking with John's wife Sandy tonight. I was happy that she is in reasonably good spirits. We talked about many things, but more specifically what we wanted to have written as John's last memorial.

Some personal information- John and Sandy have 2 sons, Scott — 18 and Alex — 16. They would have been married for 11 years in August. He was a nurse for 15 years, starting out in the emergency room and most recently as a decision support manager. They met at work. (Sandy was John's boss!) He grew up in Dundalk MD, a Baltimore suburb, and spent 3 years in the army. Sandy mentioned that he was proud of his military service.

Other interests - John and I were "Canon Brothers". We both like photography and have Canon cameras. John's love of music was big and eclectic from Classical to classic rock. However, the Beatles were his favorite. He always had time to watch a football game with Sandy, the family football fan. He constantly complained about the Mayflower Moving Company because they moved the Baltimore football team. He was one of the most intelligent people that I ever met. Sandy said that someone recently called him a "real Renaissance Man". He knew a little about everything. John had a "Sahara Desert dry" sense of humor. He would deadpan a goof on you and you had to figure out why he was waiting for a reaction

from you. He liked to give people in group photos the "horns"

I agree with Sandy that John was an "Idea Guy." He was always thinking or dreaming of a project or product that he wanted to make. But he was better at thinking than execution. I was in many conversations with him when he was manufacturing his Chesapeake Models PRR H-39 plastic hopper car. John found out the hard way how much capitol it takes to be an "S" scale manufacturer, especially when you are running it from your basement. There were problems with the toolmaker to the painter and finally the shipping. Unfortunately, as a working class family there was not a lot of working capitol available to complete a train project. Just as John was about to get over the hump and start shipping, he decided to sell the project to Des Plaines Hobbies who now have the car on the market.

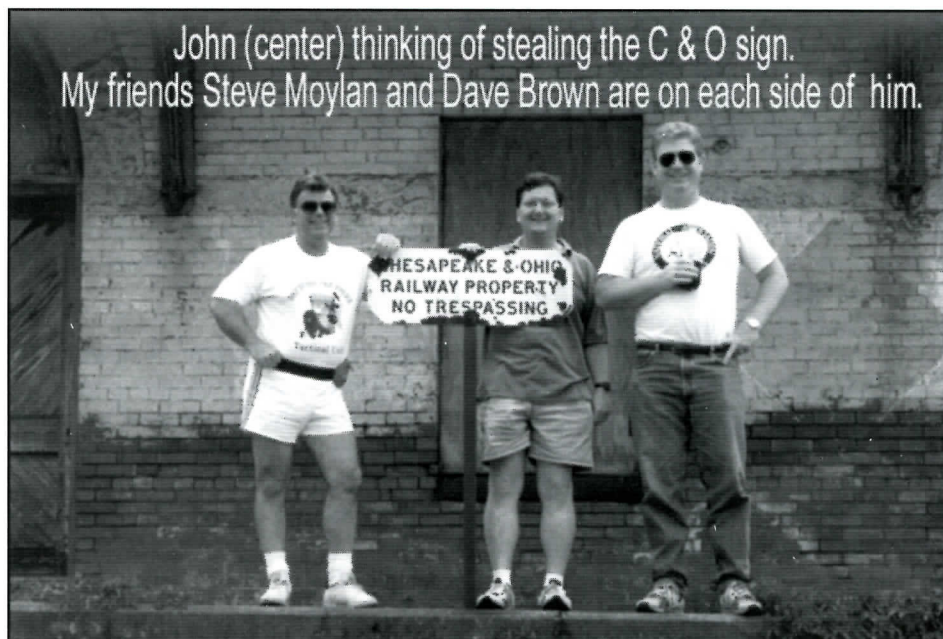
John and I had an ongoing friendly debate over which was the better railroad, the Pennsy or the C & O. The following is a post that I made previously. The trip made me realize what he saw in the C & O.

I have posted a few photos of John to my web space on one of the happiest days that I have ever seen him. John, myself, and my 2 friends Steve Moylan and Dave Brown went on a trip about 6 years ago to visit former C & O towns along the New River line. We left at 7:00 p.m. on a Friday night and wound up being awake for about 34 hours due to the lack of planning and available hotel rooms. We saw Hinton, Thurmond, Prince, and Allegheny just to name a few legendary New River Gorge railroad towns. It has since become known as "our C & O trip." John was in his glory. He shot 19 rolls of film in about 48 hours.

Please take the time to visit the 2 photo sites, allow them time to load, and remember our friend who left us too soon.

<http://users.snip.net/~billlane/john c1.jpg>

<http://users.snip.net/~billlane/john c2.jpg>





# **THE CLUB SANDWICH**

By Dave Pool

**T**he **Bristol S Gauge Railroaders (BSGR)** brought their modular layout to the All Gauge Train Show held on August 20 at the Payne Whitney Gym of Yale University. The show is organized by John and Robin Vanacore and is part of a weekend program including some event in memory of A.C. Gilbert and his company. The **BSGR** layout is always well received and includes a center island section where trains can be made up and coupled in preparation to bringing them out onto the main line for spectator viewing. More continuous running can be accomplished because of the use of the ready track in the center of the layout.

Skip Readio is President; Jim Collins, V.P.; Chet Brown, Treasurer; and Dick Connors, Sect'y of the **BSGR**. The group was hosted by Carl Byron in Groton, MA, on June 17, and participated in a trip to the Shelbourne Falls Trolley Museum. The **BSGR** has their own web site and advertise themselves as the oldest S-gauge club in America.

**T**he **Conn. S Gaugers (CSG)** also brought their modular layout to the sane All Gauge Train Show. Steve Kutash, V.P. in charge of modules, coordinated the attendance and set up of the modules. Club President Bill Fuhrman and member Larry Hally have worked on a module to be used with the club's layout displays, which made it's debut at the show..

The **CSG** met at the home of Jim LaRoche in Poughkeepsie, NY, on Sept. 16. Jim has been working overtime with John Foley, NASG Exec. VP, to formulate plans for the Year 2001 NASG convention at the Steamtown National Historic site, Scranton, PA. The

large S scale layout will be a feature of the meeting along with further discussion about plans for the NASG Annual Convention. The group will be planning to set up their layout at the Cheshire CT., High School Ram Band Train Show on Nov. 19. This is the first show at which the club ever set up their modules many years ago.

**T**he **Canadian S scale Quarterly (CSSQ)** is the newsletter for the Canadian S Modellers. Alex Binkley reported on the NMRA April meet in London, Ont. Paul Raham collected three achievement program awards at the meet. Joe Swift won second and third place ribbons for his scratch built passenger cars including a beautiful detailed NYC tail end car.

The recent newsletter of the group included a description of the S scale layout under construction at the Halifax & Southwestern Railway Museum, in Bridgewater, Nova Scotia. The layout has over 12 thousand ties, 50 turnouts which have been hand laid and spiked individually. The first train made a complete loop on Jan. 20 of this year. Curator Duane Porter and a group of rail enthusiasts are constructing the layout, which will include scratch built structures and buildings. The newsletter includes useful ads for various S and model suppliers. Member Manfred Lesser edits the Sept. issue of the **CSSQ** newsletter.

**T**he **South Jersey S Gaugers (SJSG)** have a layout committee that is in the process of making a mockup of a new club layout. The new layout is to include several features not in the present one. These will include rolling terrain, two levels of track, bridges, and hidden staging and recovery

tracks. Dan DeSantis is president of the group and organized a trip to Steamtown with the existing club layout. There was a salute to the military over Memorial Day weekend at Steamtown, in Scranton, PA. **SJSG** member Rick Wark is a military enthusiast and has restored more than one full size vehicle with a military past. The club meets in the Bellmawr, NJ Fire Hall on a monthly basis. They plan to have clinics at the meetings. Dave Pierce gave a clinic on modifying the turnout curve on AF switches (Turnouts). Wayne Schneyer gave a clinic on building with foamboard at another meeting of the group.

**SJSG** member Bill Moore has been active coordinating the establishment of a new model railroad club, in South Jersey. There are approximately ten members so far, and they refer to themselves as the **Black Sheep S Scalpers**. The group operates on scale track, using DCC with sound. They do not have a regular newsletter, but it sounds like they are directed and accomplished in S scale. Best wishes for a rewarding fellowship in our favorite gauge.

**T**he **Lehigh Valley S Gaugers (LVSG)** were hosted by Bert Mahr in May, where members could operate his fine layout. As part of the meeting, the group went to the home of Ron Patzer, in Sellersville, PA to tour his HO layout. Member Rich Barth hosted the group in August for their annual picnic. This is always a popular event with the members and friends especially because they invite their newsletter guest authors and columnists. Lottie Steamchester may have attended, but at this time your column editor was not advised. Bill Fraley will host the group in September, with the secret project note due, and the second annual Jefferson Central favorite S model contest to be held. Mike Pragheimer is scheduled to host the group in October. The **LVSG** newsletter is the



*Roundtable* and is edited by member Bill Fraley. The newsletter includes lots of RR stuff, and has good black & white photos of the club's activities and members. A recent issue has reprints of several articles from the now extinct *S Gauge Herald* magazine, including reports on the Delaware Valley S Gaugers. This predecessor group met at one time to excavate under the ranch house of John Bortz so as to make room for the S gauge Pennypack Valley & Western layout.

**The North Penn S Gaugers (NPSG)** brought their newly completed modules to the Greenberg Train Show in Ft. Washington, PA. in early June. Eight straight and corner modules were set up for running trains at the show. Member Mike Berus ran his two Conrail diesels on DCC control during the show. Pennsylvania Heritage Models loaned their RDC diesel rail car to operate during the show. Norm Lepping hosted the group in mid-June to view his Pennsy Zoo Junction layout that is under construction.

The group was hosted by Glenn Ritter in August for their annual picnic at the Belfry Station layout, in Harleysville, PA. This was advertised as Swimming, Volleyball, Horseshoes, Trains and NASG convention chatter; Fun for the whole family. The NPSG recently welcomed a new member, Jerry Miklosh. The club is considering bringing their layout modules to the Train Show to be held in Chalfont, at the Lenape Middle School on November. They are definitely planning to attend with their layout at the Greenberg Ft. Washington, PA. show in December 9 and 10 this year and the Family Heritage Show in late-January, 2001.

**The Susquehanna S Gaugers (SSG)** have been meeting and organizing under the capable guidance of Jim Ingram, with S gauge

fans in the central Penn. area. Howard Knouse in the Harrisburg/Liverpool area; Milton Scholley in Selinsgrove/Sunbury area; Bill Lukins in the State College/Bellefont area; and James Ingram in the Williamsport, PA. area are contacts for prospective members and interested parties. James Ingram can be e-mailed at [www.track2.com/ssg](mailto:www.track2.com/ssg). The group plans to meet on the second Sunday of the month at 2:00 PM, when workable by the host. The SSG was hosted by one of their members in Selinsgrove, PA. in Sept. Attendees could view and operate the host's operating AF layout with two mainlines, 8 sidings and 21 turnouts. The group plans another meeting in November to be at the time of the First Frost Train Meet show. They plan to visit Frank Titman in Allentown, PA, to view his fabulous layout and also attend the train meet.

**The Baltimore Area AF Club (BAAFC)** brought their layout to the Children's Hospital, Washington, DC in June as a public service. This is the fourth year that the club has brought and set up their layout at the Hospital. The group were hosted by Larry Ecker in May, and Larry has an AF layout that can operate two trains on one loop of track at the same time. The two-train operation is controlled by semaphores, and the trains automatically stop and start to prevent any collisions.

The BAAFC is planning their club car for 2000. It will be a Saval Foods reefer. Saval Foods is a local Baltimore meat packer, and the car will be black with red & yellow lettering, and silver doors and trim. Member John Flester is coordinating the ordering of the cars.

**The Potomac Valley S Gauge Assoc. (PVSGA)** have worked hard to complete their club layout for the Greenberg Train Show held in Upper Marlboro, MD. on Sept.

16 & 17. Members Bill Oertly and Tom Riddle displayed their layout at the Great America Train Show, Richmond, VA on August 19 & 20. Dick Cataldi hosted the group on the week before the Upper Marlboro show to do a final shake-down of the layout and equipment that can be run during the showing. The club ran equipment that is currently available, using Kadee No. 802 couplers or American Models dummy couplers. Member Dan Vandermause is planning to host the PVSGA in November, in Ellicott City, MD.

**The Suncoast AF Enthusiasts (SAFE)** held their annual train races in June, hosted by Mark Biggs. Heats were held in various categories including Northerns, EP-5, battery powered, pacific, and Franklin locos (no diesels?). The overall winner was John Phipps with his "Black Rat" dock-sider loco. This loco has had its share of race victories over past years. Dennis McDonald hosted the group in July, with his room sized layout and collection of AF on display. SAFE member Gene Vrooman made drawings for the re-creation of the historic Lutz train depot. Dedication ceremonies held on July 4 included the display of the club's portable layout for the open house held at the depot. The layout was put up in a building adjacent to the depot for the festivities. It was an honor to display the layout at the dedication ceremonies.

**The Houston S Gaugers (HSG)** participated in the annual train-show of the San Jacinto Model RR Club on the weekend of April 8 and 9. The HSG set up a modular layout in the configuration of 15 ft. x 44 ft., as shown at the NASG Convention held in Denver, in 1997. All of the club's modules are needed to make the large sized layout. Eight members participated over the two-day event, trying to give the show attendees a good exposure to S gauge. Steam era, streamlined, and very modern con-



sists were operated over the two-day show period. A large model of the San Antonio Katy RR station was displayed, and the model draws great interest. The club has prepared a handout called the Spectator that contrasts the popular model RR scales giving conversion tables for car length, curve radii, and identifies points of contact for additional information about S scale. Donald Hand of Houston provides information on the activities and escapades of the group. Sounds like they are on track.

**The Miami Valley S Gaugers (MVSG)** attended the GATS Train Show, held at the Hara Arena, Dayton, OH on July 15,16. The **MVSG** brought their layout to the show, and set up in an area 20 ft. x 42 ft. Although there was some problems with the arrangements to attend and display their layout, the layout took third place in the layout contest, including all the layouts at the show. Very good showing for the group and S gauge. The group plans to bring their layout to the NMRA show to be held at Hara Arena, Dayton, OH in November.

**The Southeastern Michigan S Gaugers (SMSG)** were hosted by Brooks Stover in Oakland, MI in June. Brooks is in the process of completing a new layout which replaces his original layout based upon the Buffalo Creek & Gauley RR. Brooks has carefully researched and recreated in S gauge, portions of a West Virginia shortline that hauled coal & lumber to the B & O RR. The new layout includes Code .148 rail, and scratch built structures with DCC-controlled engines. Jim Clower, Bill Murray, and Jan Burdzinski were guests at the meeting held at Brooks Stover's house. The **SMSG** held their annual picnic at Potter Park, Lansing, MI in July.

**The Chicagoland Assoc. of S Gaugers(CASG)** are holding their meetings at the St. Pauls

Lutheran Church, Melrose Park, IL. Member Bernie Von Koller suffered a heart attack in early May, and is doing well after a double bypass operation. Members of the **CASG** were supportive of him during his stay in the hospital and recovery period. A recent issue of the *CASG Flyer* newsletter of the group included photos of new S gauge products. Norm Schreiner is Pres.; Joe Taylor, V.P.; Dave Wise, Treasurer; and Dave Sengenberger, Sect'y. of the **CASG**.

**The Northern Ohio S Gaugers (NOSG)** had a field trip to the Mad River & Nickle Plate Museum, Bellevue, OH, and viewed newly-restored troop train cars. The group met at Betty's Restaurant for a meal after their tour of the Museum. A good time was had by all, according to the newsletter reports. In late July, the **NOSG** met at the Historical Engine Society meet in Burton, OH. The meet was held at Century Village in Burton. The group enjoyed a dinner at Belle's diner after viewing the festivities at the engine meet. Club member Joe Lanzer works with the Medina County 4-H Club, and invited **NOSG** members to visit the 4H Club's train layout at the Medina County Fair.

**The Cuyahoga Valley S Gaugers (CVSG)** brought their hi-rail layout to a flea market held at a local UAW Hall in late August. The group is planning to bring all three of their S layouts to the Berea, OH show in October. Josh Seltzer is building a web site to advertise the **CVSG** and their activities. The club has enlisted member-volunteers to build S building kits for their layouts. Lee McCarty coordinated a trip on the Cuyahoga Valley RR on Sunday, Aug. 13. The St. Lucie Sound observation car and another were reserved for approx. 90 members and friends attending the trip.

**The State-Line S Gaugers (SLSG)** held a special outing at Buck Guthrie's home near Attica, WI, in June. Members and guests attending enjoyed Buck's expanded home layout as well as side trips to interesting nearby RR sites. The Club welcomed new members Kevin Carpenter, Robert Schopf, and Halbe Wynstra. The group has been working on their modular layout and has added a new switching yard and expanded end sections to the layout.

**The Badgerland S Gaugers (BSG)** are planning for the upcoming S Fest 2000 to be held at the Waukesha County Expo Center on October 27-29. There are six conveniently located motels which attendees can choose from. The event marks the double silver anniversary of the Fall S Fest, as well as the 25 th anniversary of the **BSG**. Member Roy Meissner is coordinating registration for the event and Mac McGrath and Dave Smukowski are organizing orders and information for the commemorative car. The group has a web site ([www.trainweb.org/bsg](http://www.trainweb.org/bsg)) that provides up to date information on the activities of the club and the upcoming Fall S Fest.

**The AF S Gaugers of the St. Louis Area (AFSGSLA)**. On June 11 the Club held their annual picnic at the Wabash, Frisco, & Pacific RR. This RR is an amusement-park size RR operating live steam and diesel excursions along wooded bluffs of the scenic Meramec River Valley (Doesn't get much better, does it?). Member Larry Strassburger organized the club picnic, which included unlimited rides on the WF & P as well as the traditional picnic games and lunch. Family and guests were invited and a good time was had by all.

Member Cliff Saxton hosted the **AFSGSLA** in September for their regular meeting, in Des Peres, MO. Attendees enjoyed the operating layout and collection of the host.



The Famous Barr Project ( display in December at the Dept. store), attendance at the Fall S Fest, and other Club activities were discussed. David Stevens coordinates the meeting hosts, and is planning for the October meeting of the group. Craig Tarpoff is planning to host the group in November, in Granite City, IL.

**The Inland Empire S-Gaugers Assoc. of the Pacific Northwest (IESGAPN)** were hosted by members Bud & Joyce, in St Maries, WA. Dale Weiler hosted work sessions on Aug. 6, 27, & Sept. 10 in Otis Orchards, WA. to prepare their layout for the forthcoming GATS train show in December. The frames are constructed and roadbed is down, with track being readied to be laid. The **IESGAPN** is mourning the passing of their mentor and founder, Ernie Horr. Tom Bangs, Cliff Baxter, and Dale Weiler visited Ernie two days before he died and had some good S Gauge talk. Tom Bangs edits the newsletter, S Train Rail, and a recent issue included an article by Gil Hulin on his attendance at the recent NASG convention in San Jose, CA.

**The Rocky Mountain Hi-Railers (RMHR)** celebrated their fifth anniversary in June, 2000. The June issue of the club's newsletter, the S Say included a

timeline supplement of the history of the group and their activities. Dr. Greg Lewer read a letter to the S Gaugian magazine, which ultimately resulted in the formation of the **RMHR**. The group brought their newly modified S gauge layout to the Treasure Valley Train Show, held at the Boise Center on the Grove, Boise, ID. The train show sponsored by the Pacific Northwest Region of the NMRA, was held in conjunction with the Boise River Festival, and included a circus. The three day show has been the subject of the past months preparation for the **RMHR** with their portable layout. Sam Rapp made his shop available to prepare the layout called the Lookout Junction for the train show. The layout was the proud recipient of the "2000 Peoples Choice Award" at the train show. A vote of the modelers at the show resulted in the Lookout Junction layout receiving the "2000 Best of Show" award. There were 14 operating layouts at the large show which included 35,000 square feet of trains and layouts. Although the NMRA is not planning to run a show next year, there is the possibility of displaying their layout at a GATS train show in October, 2001. John Eichmann coordinates the group and writes their newsletter.

**The Bay Area S Scalpers (BASS)** worked hard on the NMRA/NASG convention this Summer, and should be commended for a job well done, according to accounts written on the event. Mikal Pruitt hosted the group in May, with members and quests enjoying the S scale layout Mikal is building. Member Michael Eldridge is working with Barney Daehler, newsletter editor to run a "model of the month" contest which will include a photo of the model in the newsletter. Members can send photos of their models to Michael in San Jose, CA. to be entered in the contest. The photos will be scanned and e-mailed to Barney to be included in the newsletter. Lee Johnson, coordinates the **BASS** group activities. Member Bill Roberts coordinates the modular activities.

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



The Houston S Gaugers pose over the backdrop of their layout at the San Jacinto Club Trainshow on April 8-9, 2000. Left to right are Jack Troxell, Bob Werre, Rusty Paulus, Ron Rohr, Don Hand and Jerry Brewer.

*Bob Werre photo*



## EXTRA BOARD

### R-R-ROCK ISLAND

Oh, the times that try men's souls! My June 2000, *Dispatch* arrived and there on the back cover was American Models' ad of its wares in the ever-beautiful, ever-enduring, ever remembered Rock Island color scheme.

I thought modelers in S scale might be interested in the background of some of the colors displayed in the ad. The "Rock" only bought 3 F7AB sets in the color scheme shown. They were 675-675B, 676-676B and 677-677B. A units 675 and 676 were running as an original set, if not colors, at the time of the 1980 shutdown. After buying these units, the road then bought 10 FP7s.

The rest of the F7s came in ABA sets. The A units were 100-127. The B numbers were 100B-109B and 120B-123B, and they carried the same color scheme shown on the FA-FB2 set shown in the ad. Rock Island never bought any FA2s, but they did buy eight sets of FA-FB1s (a little shorter). These were numbered 145-160 and 145B-152B. But only the most rabid CRI&P modelers will notice.

They also had a fleet of RS-2s (450-454) and a fleet of 28 RS-3s (455-474) and 15 commuter service RS-3s (485-491). AM's RS-3 has the correct #, 474.

I was never able to fulfill my desire to work on the "ROCK", ending up instead on the Santa Fe in 1964. In 1990 to 1993, however, I did get to work on the Keokuk Junction, which operated Rock

Island terminal trackage in Keokuk, IA. We had an ex-PPU NW-2, #405, which had a replacement battery cover door painted bright blue with a big "R" on it. Later on I operated ex-CRI&P SD-40-2s on the CC&P, after the IC repurchased it, but they were painted in somber black (#s 6040-6049). Now I work on Illinois Railnet with an ex-Rock employee.

Nothing, however, compares to looking at the "wobbly", now single track CSX branch through Illinois, and remembering the days when the Westbound mail train would fly through Utica around 10:15p.m. on the "High Side" of 90mph, on that same track.

- Bob Nicholson

### S IN NON-S PUBLICATIONS

- June/July, 2000 *Model RRing* - Converting a PS-2 covered hopper to a ballast car by Kelvin White.

- Sept., 2000 *CTT* - Two major articles of interest to S gaugers in this issue. One is an 8-page article about Gilbert American Flyer 3/16" O gauge by John Grams. The other is a 4-page layout story on Wisconsinite Ron Schlicht's American Flyer layout on which he features highly detailed Plasticville village scenes. His forte is using lots of vehicles and people to create mini-scenes such as parades, wrecks, etc.

- Oct., 2000 *RMC* - Dick Karnes station kitbash article.

### S GAUGE DISPLAYS OPEN TO THE PUBLIC

- Cincinnati History Museum - Cincinnati, Ohio.

- Crossroads America - Bethlehem, NH.

- Flyertown - Clermont, NJ.

- All Aboard RR (Dec. only) - Lancaster, PA.

- TCA Toy Train Museum - Strasburg, PA.

*Thanks to Roger Hind for this.*

### SPRING SPREE COUNT

Figures arrived after the June issue. Attendance at the Spree in May, 2000, was 209 registered, 40 dealers, with a total of 260 registered (including family).

### NEW S WEBSITE

I've been working on a new S-scale website. Why another S-scale website when we have some fine ones already? Here are some reasons. 1. I'm a software consultant by trade and consequently must keep up with all the latest technologies, and that, of course, includes internet development. 2. I love our scale and will do almost anything to promote it and help it grow. 3. I needed a "web hosting" site in order to get gobs of disk space and also be able to do what is known as "server side" programming, i.e. relational databases. 4. The more of a presence we build up on the internet, the more S-scale will benefit from the exposure as more and more modelers and potential modelers make use of it. In other words, there can't be too many S-scale websites. Drop in if you want:

[www.s-scalettrains.com](http://www.s-scalettrains.com)

- Roy Hoffman

### PLAN CONVERSIONS

Jim Hediger in the September MR listed a plan conversion chart. Here are the S ones.

|           |      |
|-----------|------|
| 1/2N to S | 500% |
| N to S    | 250% |
| HO to S   | 136% |
| O to S    | 75%  |



## NASG AF CAR SALES

Sales of the NASG American Flyer car for 2000 have been very strong. At this writing, less than 40 Deep Rock tank cars remain available. These cars are available to any member, but it is necessary that you call me (Doug Peck) at 978-465-8798, evenings after 7 p.m. EST, before you send a check in order to confirm availability and to reserve your car(s). This will save us from having to return excess checks for orders that cannot be filled.

We also have a very limited number of the following cars available: Lehigh valley hopper (\$36); Magnolia tank car (\$42); Mobil tank car (\$50). In order to obtain any of these cars, you must follow the same procedure of reserving by phone call before sending in a check.

Finally, the PFEX reefer (\$49), the Ann Arbor RR hopper (\$36), and the Great Northern illuminated caboose (\$59) are available in somewhat larger quantities. These cars may be safely ordered in any quantity desired, without reserving them in advance. All prices include shipping.

- Doug Peck

## NEED S GAUGE HERALDS?

Russ Mobley is willing to do copies of *Heralds* in book form in one or 5 year increments. Copies of single issues are also a possibility. Russ says that this is a no-profit venture of his, but would expect recipients to share expenses. Russ can be contacted by phone at 706-597-9783 or via e-mail at: lg-prrr@mindspring.com. His snail mail is in the Directory.

## NEW DOWNS OWNER

For your information, the folks who now own Downs Model Railroad are: Manheim Machine & Tool Co., Inc., 139 Nevin Street, Lancaster, PA. 717-295-4966

The line will be marketed under the Manheim name. Manheim will be running a special soon to introduce themselves. So keep watching.

-John Foley

# S-TIPS

## PRS Grab Irons:

I have not had a problem with the PRS grab irons used on the 40' boxcar. I did have some trouble with the grabs on the 50' car and more problems with the grab irons on the refrigerator car. Don't forget the grab iron on the 40' boxcar is a different design than on the other cars. The wire grab irons do solve most of the problems encountered with the plastic ones.

But why make a form and bend your own, unless you are into enjoying pain. the northeastern drop style (made of steel) should work fine. I believe the present day "Ye Old Huff 'n Puff" #2610 (sold by Scenery Unlimited) are the old Northeastern grab irons. Another alternative is the 18" grab irons (made of phosphor bronze) produced by Creative Model Associates (CMA). They are available in both drop (#3001) and straight (#3002) style. I purchased my CMA grab irons at Caboose Hobbies in Denver.

- Lee Johnson

## S-CALENDAR

**Oct. 27-29, 2000:** 25th Annual Fall S Fest. Special double anniversary event - 25th Fall S Fest and 25th anniversary of the Badgerland S Gaugers. Main location is the Waukesha County Expo Center (just west of Milwaukee). Plenty of nearby hotels. Participating motels - 800-366-8474. Registration details to come. Mac McGrath: 815-455-7571 or macster1@earthlink.net. Website: [www.trainweb.org/bsg](http://www.trainweb.org/bsg).

**Feb. 16-18, 2001:** 16th Annual Sn3 Symposium. Bellevue Hilton, Bellevue, WA. Jim Noonan, 6705 193rd St., SW, Lynnwood, WA 98036 (425) 778-6069.

**May 18-20, 2001:** Spring S Spree. Holiday Inn East, I70 East and Hamilton Rd., Columbus, OH. Info: John Gaffney (614) 764-3925. Regis. after Jan. 1, 2001. [jgaffney@columbus.rr.com](mailto:jgaffney@columbus.rr.com)

**July 24-28, 2001:** NASG Annual Convention - Steamtown Historic Site - Scranton, PA, Radisson Lackawanna Station Hotel. Hotel phone: 570-342-8300 direct or 800-333-3333 (mention NASG convention). Info: John Foley - 570-622-3413 or e-mail: [foley164@ptd.net](mailto:foley164@ptd.net) or check the web: [www.trainweb.org/steamtown2001](http://www.trainweb.org/steamtown2001).

**Summer 2002:** NASG Annual Convention - Cleveland, Ohio. Details TBA.

**Bids Open** for NASG Annual Conventions -- 2003 and beyond. Contact Dave Held, Convention Chairman, 6154 Lanake Ln., Imlay City, MI 48444. 910-724-5499.





## 2000 NASG B.O.T. MEETING

This year's NASG B.O.T. meeting was held on August 4, 2000 at the Double Tree Hotel in San Jose, California. The meeting was called to order at 8:15 am. Present at the meeting were Executive Vice President John Foley, Secretary Glenn Ritter, Eastern Vice President Bill Fuhrman, Western Vice President Gil Hulin, Lee Johnson ( Convention committee) proxy for President Paul Stevens, Alan Evans ( Freight car committee) proxy for Treasurer Bill Moore, Jeff Madden and Bob Werre representing the *Dispatch*, Election chairman Jamie Bothwell, Promotions co-chairman Gregg Miller and Contest Committee Jim Whipple.

The meeting opened with committee reports:

**Contest Committee** report was given by Jim Whipple. Jim needs a co-chair to help with the judging. Jim LaRoche will be the chairman for the 2001 convention. Josh Seltzer will be the chairman for the 2002 convention. The first NASG convention was in 1972 in Kansas City, MO. Sequence of modeling classes, Amatuer, Craftsman, Master Craftsman is qualified for the NMRA Contests. The NASG Contest Chairman temporarily modified the rules to judge while the room is open since it was also the NMRA contest room and could not be a closed for judging.

**Promotions Committee** report by Gregg Miller. *This is S Gauge* brochure was updated. An S Trains Buyer's Guide was prepared by John Foley and Alan Evans listing all known manufacturers of S Gauge products. While trying to focus on bringing in members from other scales the idea also came of bringing in younger people through a comic book with a train related theme. Someone in the NASG with artistic talents could do the artwork.

A small ad well positioned in *ModelRailroader* was in an issue for \$600. We had articles by John Craft in *Model Railroad News* alternating with an NASG application. MRN has a circulation of 20,000 per month and an ad runs \$113 per issue. With the loss of John Craft, Roy Hoffman may take over the *S Curves* article spot. The Altoona Area Train Collectors Club is a multi-gauge club that has a directory. The NASG could put an ad in the directory; full page at \$120 or 1/3 page at \$50.

Bill Fuhrman made a motion that the NASG place a 1/3 page ad in the Altoona Area Train Collectors Club directory not to exceed \$50. Second Gil Hulin. During discussion it was agreed that the NASG would only advertise in directories that reach more than S Gaugers. It was also agreed that each situation must be voted on by the B.O.T. Carried 4 in favor 2 opposed.

Further discussion included that local clubs should have a link to the NASG website. Greg will spend more time on getting prices for advertising in other publications. 2 additional banners were made for use by local clubs to promote the NASG. There are now 6 banners available. Local clubs can contact their regional vice president who should keep a record of how many times the banners are used. Ads could be placed in *Classic Toy Trains* to reach hi-rail operators and *Railroad Model Craftsman* to reach scale modelers. We could trade space with Don Heimberger in *S Gaugian*. We could also consider this idea with the *NMRA Bulletin*. Old *Dispatches* and *This is S Gauge* were sent to local clubs doing shows. Tom Robinson and Gregg Miller will pursue these ideas.

**Election Committee** report by Jamie Bothwell. In the year 2001, the NASG will hold elections for President, Treasurer and the three regional Vice Presidents. Notices will be placed in the *Dispatch* ask-

ing for nominations. Nominations of 200 words or less must be received by the election committee no later than November 30th, 2000 to meet the requirement of 6 months before the election. Bill Moore has submitted his name for President. As per the By-Laws the ballots will be mailed not published in the *Dispatch*. Qualifications for each candidate will be with the ballots.

Discussion on the membership application form as part of an S Gauge brochure then took place.

**2000 NASG Convention** report by Lee Johnson. 60 people registered through the NMRA for the NASG convention. The total was 73 including S scale manufacturers. Many local members came to the NMRA Train Show without registering. 41 tickets were sold for the awards breakfast. 64 Chateau cars and 48 Pacific Rail cars were ordered by registrants prior to the convention. The cars were open to anyone at the convention. 300 Chateau Martin cars were produced and by Friday morning almost all of the 48 cars at the convention were sold. About 100 of the 160 Pacific Rail Shops cars were sold including both those sold at the convention and those ordered by mail.

**NASG Dispatch** report by Jeff Madden. The Goellner Printing company did the *Dispatch* through October, 1999. MI Printing, Millersburg, PA has been printing since. MI Printing promised a two week turnaround but they have been running 6 weeks. The name *Dispatch* was started in 1979. Jeff is now working from a Gateway computer with a Laser printer. The editor has learned the Quark Express software. Thanks to columnists: Ted Larson, David Pool, David Heine, Kent Singer and David Dewey. Praise to Bob Werre, who provides some photo assistance. Thanks also to many authors. Still working to get the publisher back on track with dead-



lines. Advertising may increase now that we have one less S magazine. Directory issue was in to printer by August 1, 2000. Considerable discussion centered around working more closely with the publisher to get them back on schedule. Lee recommended that a flow chart be developed for the next year to get the printer on a schedule. Jeff will update the advertising rate sheet.

Lee raised the need for more advertisers and suggested that the B.O.T. seek volunteers for an advertising manager position to submit to Paul. Paul should then appoint an advertising manager. Jeff has put a lot of extra time into each issue. He hasn't asked for an increase to his honorarium for all his 7 years. Bill Fuhrman made a motion to raise Jeff's honorarium by \$50 per issue for 5 issues per year. The honorarium is separate from expenses. Second by Alan Evans and passed unanimously.

**NASG Website** director Craig O'Connell submitted a written report. Craig has resigned and Michael Greene is assuming responsibility for the website. The website is now in its third year and has had 36,100 visits since its inception averaging 45 visits per day. Visitors to the website come from 51 countries on 6 continents. Currently 569 NASG members have email addresses. Many members were encouraged to renew through the internet. You may now access the website through <http://www.NASG.org> as registered by Michael. The NASG site continues to be sponsored by Trainweb. Through Trainweb we receive considerable exposure at no cost. The secretary was directed to send a letter to Craig thanking him for a great job on the website.

**Convention Committee** report by Gil Hulin for David Held. Expenses for the 1999 convention in St. Paul were discussed. The 2001 convention will be in Steamtown in Scranton, PA spon-

sored by the Connecticut S Gaugers. The 2002 convention will be in Greater Cleveland, OH sponsored by the Cuyahoga Valley S Gaugers. Sites are needed for the 2003 and 2004 conventions. Possible future sites could be Baltimore/Washington and Houston. Dick Karnes has prepared a draft for the convention manual.

The secretary noted that under the By-Laws he should insure the proper upkeep of the NASG Archives. Jamie and Glenn had no archives of record given to them. John Eichman has acted as historian. Alan Evans will pursue older records. Frank Titman may have *S Gauge Heralds* to piece together past history.

**Freight Car Committee** report by Alan Evans. Front runner is being ordered by members. 67 of the 200 cars have been pre-sold. The trucks are being modified to pivot thus making them able to negotiate tighter curves. If the pivoting wheels can not be manufactured then the deposits will be refunded. There are still 80 Union Pacific cars unsold to date out of 296 ordered. There were 200 pair of hi-rail trucks made up and 100 are left. Inventory of UP cars and AF trucks totals \$2,737.50. The next car project may be a heavyweight Pullman car, but it is still in negotiation.

**Treasurer's Report** given by Alan Evans (proxy for Bill Moore). Total income for 1999/2000 is \$88,057.16 down \$3,442.17 from 7/98 -6/99 of last year. Total expenditures were \$102,628.00 which is \$19,959.37 over the same period of 7/98- 6/99. The GN Caboose AF car project from Lionel is not selling well in fact there were 485 unsold as of July 27.

The Deep Rock Tank Car should sell out by the end of August. The B.O.T. needs to review and vote on future AF car projects. The next

AF car will be on hold until more GN cabooses are sold.

There was considerable discussion about creating a \$500 stipend for each B.O.T. member to cover costs of travel to conventions. Many felt this would encourage men to run for office since travel to conventions at the ends of the country is expensive. The present B.O.T. agreed this should not be available to current B.O.T. members. This item was then tabled. Since all the figures are not in for next year's budget then the budget is tabled for a conference call. A motion was made to accept the Treasurer's report for 1999/2000 and it was accepted unanimously.

**Secretary's Report** as printed in the *NASG Dispatch* was accepted unanimously.

**BOT Item:** Since the Fall S Fest has grown to a regional event and this is their Silver (25th) anniversary. The B.O.T. voted to give a one time gift to this event of \$500. The NASG will be promoted in the Fall S Fest literature and tables will be available to the NASG.

**Engineering** Standards and Realignment Committee printed report by Robert Sherwood. NASG Standards review with the NMRA has slowed do to the death of NMRA Technical Committee Chairman, Ron Gains. The NASG Module Standards are being reviewed to simplify and reduce the number of pages. The Realignment Committee suggested that present Committee Chairmen become voting members of the B.O.T but then each committee member would have to be elected to represent his area of the country. This suggestion was not discussed.

**Old Business:** Ed Loizeaux has offered to prepare a brochure to be mailed to non-S manufacturers. This brochure will show the advantages of adding S product lines to their manufacturing process.



Motion to adjourn was made by Lee Johnson at 11:52 am and seconded by Alan Evans.

### **NASG Annual Membership Business Meeting Minutes San Jose, California 2000**

The 2000 NASG Business Meeting was held on August 6, 2000 at the Hyatt San Jose Hotel in San Jose, California. The meeting was called to order at 9:30 am. Present at the meeting were Executive Vice President John Foley, Secretary Glenn Ritter, Eastern Vice President Bill Fuhrman, Lee Johnson (Conv. committee) proxy for President Paul Stevens and Alan Evans (Freight car committee) proxy for Treasurer Bill Moore. Approximately 21 members were in attendance. Several members had to leave to participate in the NMRA National Train Show.

The meeting opened with committee reports.

**Freight Car Committee** report by Alan Evans. At this time no future car is planned. The Front Runner is being ordered by members. 67 of the 200 cars have been pre-sold. The trucks are being modified to pivot thus making them able to negotiate tighter curves. If the pivoting wheels cannot be manufactured then the deposits will be refunded to the members and another car researched. Next year's car may be offered in both scale hi-rail.

**NASG Website** director Craig O'Connell submitted a written report. Craig has resigned and Michael Greene is assuming responsibility for the website. Someone suggested that future T-Shirts have www.NASG.org embroidered on the back. The secretary will send a letter to Craig thanking him for a great job on the website.

**Treasurer's Report** was given by

Alan Evans for Bill Moore. Total income for 1999/2000 is \$88,057.16 down \$3,442.17 from 7/98 -6/99. Total expenditures were \$102,628.00 which is \$19,959.37 over the same period of 7/98-6/99. We had a net loss for the year of \$14,570.84. The next AF car will be on hold until more GN cabooses are sold. Motion to accept the treasurer's by Dick Karnes, second by Lee Johnson, approved. The GN Caboose AF car project is not selling well, in fact there were 485 unsold as of July 27. The BOT members present felt we should hold the next AF car project (after the Deep Rock one) until more GN cabooses are sold. Motion to accept the Treasurer's Report by Dick Karnes, second by Lee Johnson. Approved.

#### **American Flyer Car Committee.**

Doug Peck is resigning from this committee. The Deep Rock tank car may be sold out by the end of August. 700 were ordered. This is the first time Lionel was willing to run less than 1,000 cars. As mentioned before, the GN Caboose is not selling. The Magnolia tank car is sold out. The Lehigh Valley car only has 12 units left. Collectors of AF cars state that the cars do increase in value but as mentioned before there will be no new AF car until more caboose units sell.

**Dispatch** report by Jeff Madden. The Goellner Printing company did the *Dispatch* through October, 1999. MI Printing, Millersburg, PA has been printing since. The delivery time should improve by the end of the year. The new printer agreed to a two week turnaround time but this has often stretched to 6 weeks. New software is being used with internet capabilities. Some articles are coming in from former contributors to Bill Wade's magazine. We need to see more "Meet an S Gauger" articles with photographs. Articles can be sent in on the internet with pictures in the JPEG or TIF format.

**Membership** at the present time is

about 1600. This usually increases to 2000 with late renewals. A member suggested staggering renewals based on the date of joining to reduce the concentrated load on the Membership Chairman. The Membership Chairman reports to the Treasurer.

**Engineering Standards** printed report by Robert Sherwood. NASG Standards review with the NMRA has slowed do to the death of NMRA Technical Committee Chairman, Ron Gains. NMRA has-n't updated the S Standards guide nor has the RS 3 and RS 4 been updated.

**Realignment Committee** suggestion of giving the committee chairmen voting rights on the BOT was not acceptable as the committee chairmen are appointed by the President. This was not a formal proposal for realignment.

**Election Committee** report by Jamie Bothwell. In the year 2001, the NASG will hold elections for President, Treasurer and the three regional Vice Presidents. Notices will be placed in the *Dispatch* asking for nominations. Nominations of 200 words or less must be received by the election committee no later than November 30th, 2000 to meet the requirement of 6 months before the election. Bill Moore has submitted his name for President.

**Secretary's Report** as printed in the NASG *Dispatch*. Motion to accept by Dick Karnes, second by Howie Waelder, approved.

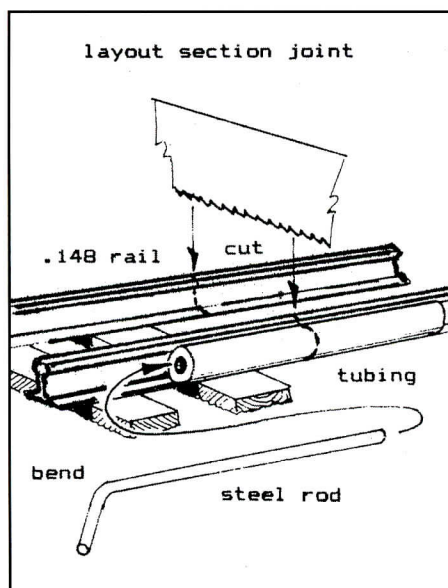
**Promotions Committee** report by Gregg Miller. Ed Loizeaux has offered to prepare a brochure to be mailed to non-S manufacturers. This brochure will show the advantages of adding S product lines to their manufacturing process. John Foley has located hundreds of non-S manufacturers to mail the brochure to. Jeff Kruger observed that there are many newer S manufacturers at



this NMRA convention and are we getting them exposure in the "S" community? There are also all gauge manufacturers with S product lines that need to be promoted. Alan Evans and John Foley have compiled a folder of manufacturers who have "S" products which was available in the NASG room of the Double Tree hotel and is available now. This will be included in an upcoming *Dispatch*. NASG members should request materials from their regional VPs to give out at local train shows. We are looking into a NASG page with manufacturers to be in the *NMRA Bulletin* and it may run alternating months in the *Railroad Model Craftsman* magazine. John Craft started a fine column in the *Model Railroad News* and we will continue this feature.

**Old Business:** Following are comments from the members: We need to mass promote to the outside world. We need a mission statement from the Promotions Committee. We should be in more than one or two issues a year of *Model Railroader* type magazines. We need a continuing presence in national magazines so that a person will know that we are a stable organization.

Motion to adjourn was made by Howard Waelder at 10:55 am.



Railmail cont. from page 4

**June Dispatch:** Regarding the latest *Dispatch*, Hats off to anybody connected with the numerous good articles in this issue. It is the best issue I have seen in a long time. This level of contribution and quality is fun, good for the NASG, and good for S. If you know somebody who had input, please forward my thanks. .... Down side with hopper cars as convention cars; they did not wander the country nearly as much as most other cars did.

- Ted Larson

**NASG Promotion:** I think that the NASG does a terrific job in promoting our scale and keeping those of us within happy. Folks tend to look to the organizations to lead the way rather than individual effort (don't want to get into politics here). I've mentioned before that all of us have to work on every front to advance S. Scalpers have a responsibility to be active in groups like the NMRA and be part of their layout tours, give clinics, etc. Hi-railers are the driving force behind new products. Their modular layouts at train shows bring a lot of folks over to or back to S.

Getting published in the major model railroad press is extremely important. Michael Lindsay of *Model Railroad News* told me that non-S scalpers were asking whether the *S-Curves* column will be continued. It all counts. Ed (Loizeaux) is doing it right. He has books and articles published, and as he said, he had about 300 over to see his layout during the recent convention. We should stand behind the NASG and its efforts, but we can all contribute in some way as individuals, groups or clubs. And you can't fight a war without ammunition; our intrepid manufacturers are taking care of that with more and more product coming out all the time. Hey, with the best scale going, how can we lose!

- Roy Hoffman

**More on NASG Promotion:**

Ah... promotions and whether the "S" really does stand for Secret... Years ago Sam Powell (anyone remember him?) shared that he promoted S scale by building a model and going to local NMRA division meetings. At first they chuckled, but he kept going and kept building models. Soon they stopped laughing and began getting interested... Sam's theory was that good modelers appreciated good modeling no matter what the scale.

Beginning after the first joint convention in 1990 (Pittsburgh), a group of us tried to maintain a presence at NMRA national events and have a large common S scale booth area. I recall that between 1991 and '95 we had areas of 5 to 7 booths at each NMRA national, though only one was a true joint convention. After that, many of those same people went with solo booths or dropped the NMRA in favor of "preaching to the choir" (but selling a lot more product) at the NASG convention.

The key was always having an operating S scale layout at the convention so people could see the trains run. That has gotten harder and harder to do at NMRA nationals that are not joint events; note that SHS has eliminated the problem by bringing their own layout - unfortunately at a cost (shipping and convention arena handling charges).

In any voluntary group, when the volunteers get energized, things happen. In the early '90s there were a great number of energized people. There needs to be a next wave. Personally, I think the NASG should show some really bold vision to help create that energy. Slick ads in MR and RMC might be neat, but it still gets down to people. I think the organization should be prepared to sacrifice itself to promote S scale. We seem to move in a sign wave and right now S scale may be in a bit of a



trough; a tremendous product array, but not enough infusion of new blood in the form of modelers. I will say though that Dan and I talked to a lot of new people in San Jose. Hope springs eternal that we are turning the corner.

- Jim Kindraka

**And More on Promotion:** AF, hi-railer, tinplaters, etc., or whatever group name is preferred, try to capture the look and sound of the product line produced by ACG. Collecting and operating near mint condition equipment with the fresh out-of-the-box look is a good thing. Never repaint a model. Use standard AF track. Watch for the rare car numbers. Save the boxes! S scale - the scale rivet counters, modeling to prototype fidelity, etc., modelers try to recapture the look of the real railroad. Weathering is a must. Adding detail parts to a piece of equipment is the norm. Kitbashing to make things closer to reality is a highly regarded skill.

So when promoting, it is best to talk in the language of the intended target. If the NASG puts an ad in *Mainline Modeler*, it had better show a scale loco, or it will be like passed gas in a church. An ad in the *Narrow Gauge Gazette* had better not show an ACG Silver

Flash, nor should an ad in *Classic Toy Trains* display a PBL Sn3 K27 if it is to be effective. Different groups, different mind sets, different desires, different requirements, and different goals with their toy trains each require different promotional approaches. At times, the only thing we have in common is the graduations on the ruler that are 3/16" apart.

- Bill Wade

**National S Scale Day?** Perhaps the NASG could declare National S Scale Day as being the closest Saturday to March 16th (3/16) and organize host volunteers to have open houses of all S scale layouts on that day. It could be promoted via some small ads in magazines as well as word of mouth and with flyers handed out at various train shows. S folks nationwide could bring their HO/N friends and show 'em S in action. An organized and coordinated event might be quite an interesting phenomenon.

- Ed (endless ideas) Loizeaux

**Peoples' Choice Award:** Hi everyone. The Rocky Mountain Hi-Railers did it again. The new and improved "Lookout Junction" layout took the Peoples' Choice award and Best of Show at the 7th annual NMRA Northwest Division show in Boise, Idaho, on June 23,

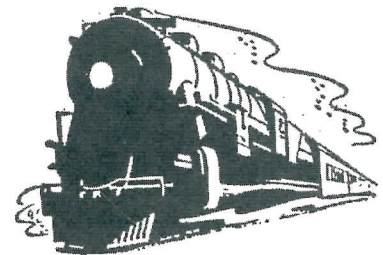
24, 25. It was held in conjunction with many, many circus theme displays and layouts. The club has never failed to win the Peoples' Choice award. It has to compete with HO, N, O and G scale layouts of some magnitude and numbers. It is just a plain fun layout that has "please push the buttons" and several operating accessories by ACG. The public obviously has good taste.

- Steve Blackburn, TCA, NASG, RMHR

**Need Reading Atlantic Plans:** A recent convert from HO sent in a request for these plans so he could convert a Flyer Atlantic to scale. Contact Jon Scott, 4405 Dove Lane, Knoxville, TN 37918 if you can help.

**Last Run:** James W. Phelps of Sedalia, Missouri (formerly of Kansas City) passed away on July 30. Jim was chairman of the 1989 NASG convention in Kansas City. His Ozark Southern Railroad, an adaptation of Mo-Pac and MKT operations in the Sedalia area, enjoyed national publicity on several occasions.

- Dave Engle

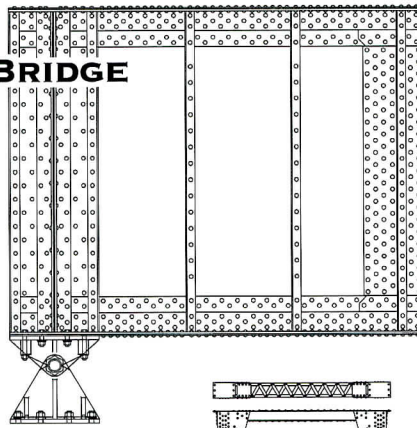
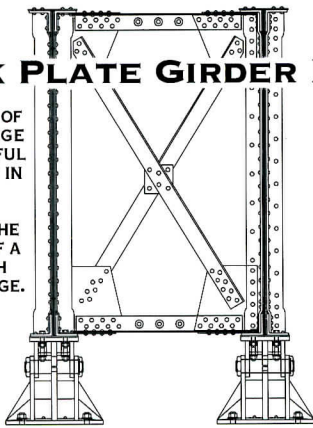


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Jeff's Jct. cont. from page 5

In implementing the above suggestions, regions should respect neighboring groups' dates during the same season in order to allow dealers, manufacturers and those S modelers who want to travel between regions. For example, if the Middle Atlantic states have a fall meet, it should not be too close to the midwest Fall S Fest. September would be a good

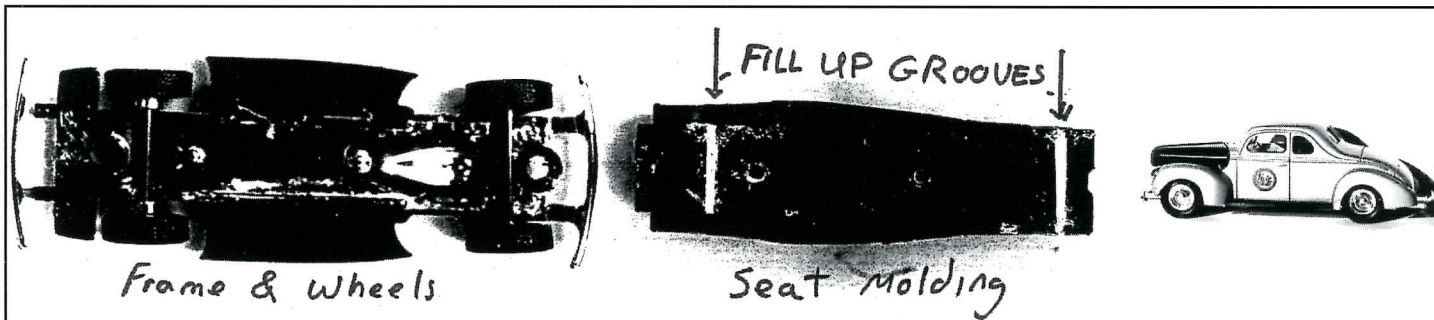
month for the middle Atlantic since the midwest fest is already established at late October and early November.

I'm not suggesting here that all new regions start out with larger events such as the Fests and Sprees. They could start out as little one-day meets, and if demand warrants, then expand. The bigger dealers and manufacturers certainly couldn't be dancing all over

North America if the above rotations magically burst forth overnight.

Here's a final point: Now that the joint NASG/NMRA convention in San Jose is history, it is critical that the S-West rotation be kept viable since there won't be a western state convention for several years.

- Jeff



Unlowering the Racing Champs 1940 Ford North Carolina police car. Idea should work with others. Just fill up the grooves with modeling putty to raise axles and wheels to a more normal looking level. - Jeff Madden

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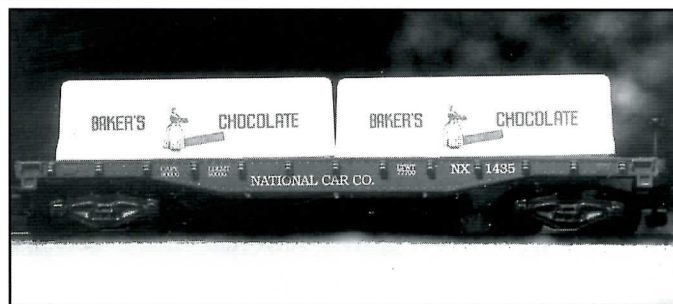
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