

NASG 40th Anniversary 1960-2000

DISPATCH



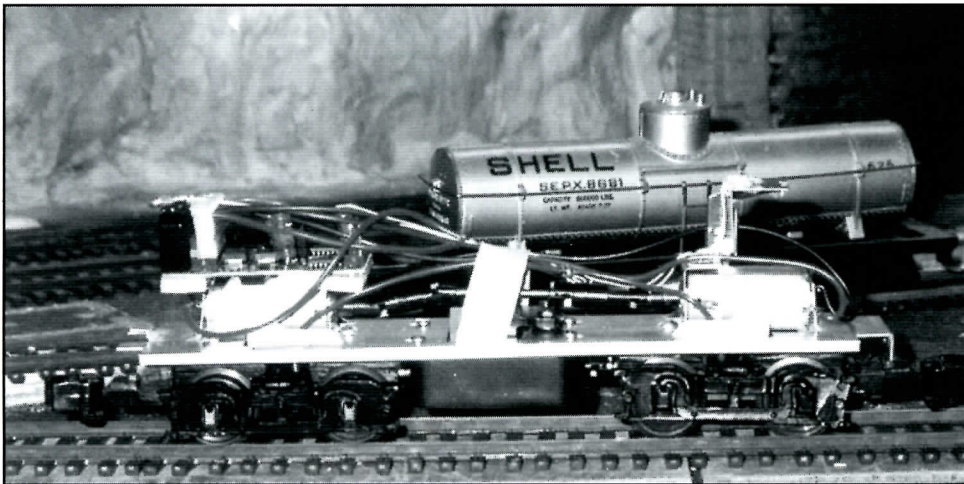
- ✓ Frank Titman Interview
- ✓ American Models Caboose Review
- ✓ Christmas Tree Layout Tips
- ✓ Hi-Rail Southern Passenger Train

Seasons Greetings

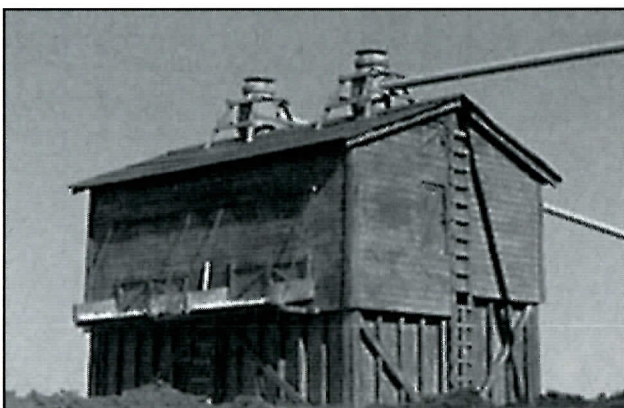
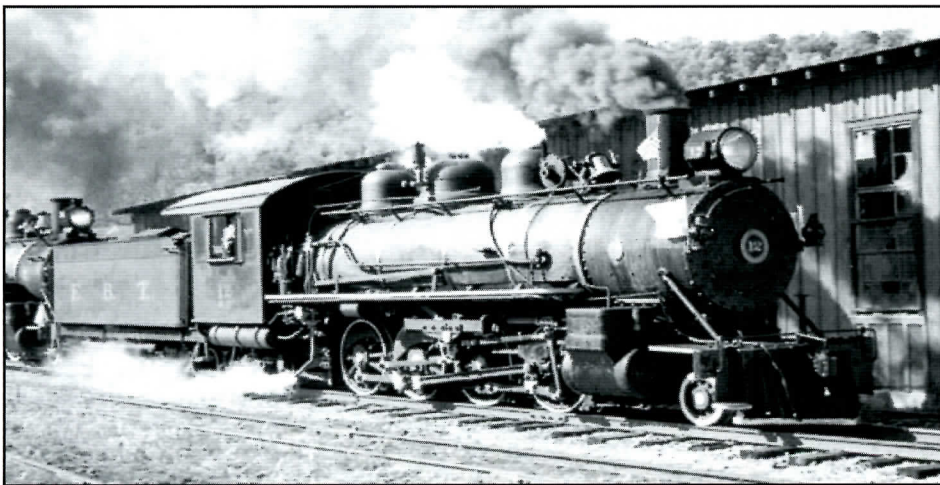


All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail

WHAT'S NEW?



Top left: Here's the real guts of the Pennsylvania Heritage Models' replacement chassis for the AF Baldwin switcher. Note the 2 motors, headlight, cab light, and pewter casting trucks. DC \$120, AC \$170 with electronic reverse installed. Center is the prototype photo of East Broad Top No. 12 which B.T.S. will now be making as a pewter and brass model in New Zealand instead of all brass. The other three structures are also from B.T.S. Bottom left is the McCabe Lumber Series Sawdust Bin. Just below is the New River Maintenance of Way Shed. The Bottom right photo is the way the Cabin Creek Coal Tipple will look downslope. Prices and details are in the New Products column.



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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COVER: This is the way it used to be done. Frank Titman converted a Flyer 0-8-0 for his own D&W in 1961. It is shown here on his newer Sprial Hill RR, but it is now owned by Bill Fraley. Jimmy Heine is being indocrinated on S by Frank at Barry Mertz's. Photos by Bill Fraley.

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President's Message ...

THINK BACK - THINK AHEAD

Christmas is the time of year to remember those people who started us in the wonderful world of "S". I recall my dad starting me in American Flyer because it was more realistic than the "out of proportion" 3 rail stuff! I remember him patiently taking me to the park at the station in Waterbury (CT) for hours to watch steam and diesel trains arrive and depart. My mother would take me to a department store where I would watch Flyer trains for hours. Even now, at the age of 94, my dad occasionally reminds me of our trips to the station.

Unfortunately, for kids to watch trains these days for hours, it most likely will be on a train layout (you could spend hours at a station today waiting for just one real train to come through). At a recent promotional setup by the Kansas City S Gaugers at Union Station, I was approached by two HO modelers who were assisting in the overall promotional effort. Each related to me how they had started in American Flyer. My thoughts later were "we had 'em, but we lost 'em" - since they moved over to HO.

During the three days of operation at Union Station we ran many cars and engines of two of our current largest manufacturers. Both of these manufacturers were approached (one 3 times) to send catalogs or literature for handouts. Each declined to even respond, so the handouts we did were limited to NASG website cards, NASG brochures and Dispatch back issues. Attendance for the 3 day show was estimated to have been 4,000 to 5,000, and dozens of people asked us, "What is S gauge? Where can I get that item? How expensive is it compared to other gauges?" And so on...

Many people asked where they could buy products running and displayed on our 10' x 42' layout. Case in point: There was a mother and son (about 5 or 6 years old) who were viewing the layout for over an hour. The mother told me that he watched train videos for hours at home. If we had some literature from S manufacturers, we might have easily recruited a future S gauger. You know - get 'em while they're young!

It has become increasingly difficult in this area to get anyone into S as products are not available in any local retail outlets; in fact there are very few train stores at all. The best we could do was to refer them to our website or tell them to call a phone
(continued on page 22)

NASG NEWS

Front Runner Progress: As chairman of the NASG Freight Car Committee I must add my 2 cents' worth following Jim Kindraka's experience with his NKP Berkshire. Last year our committee was given the OK by the NASG to produce a scale only brass "Front Runner" car. For the first time we are supporting SouthWind Models as an S manufacturer by having him produce the car. Our initial advertising consisted of a flyer with a line drawing of the car inserted in the *Dispatch*. Orders began to come in.

The pilot model arrived, and it was run on an S scaler's layout. Right away, Lee Johnson, past NASG Western VP, saw that some corrections needed to be made before it was a "go" and 200 produced. Unfortunately the problems noted were posted on the S Trains/S Scale e-mail list. Talk about e-bay knocking out sales! According to John Foley, Front Runner sales stopped immediately.

After reviewing the model, Lee contacted Jettie Padgett of SouthWind, listing the required modifications. The model then went to Randy Wilson (Model America and chairman of the NMRA Proto:Scale Committee) for his review. He too listed revisions. At the 2000 Spring S Spree the pilot model was on display. One member at the Spree had ordered 10 cars, so it was essential for him to be able to see what changes would be made.

The next stop for the Pilot Model was Stan Stokrocki's for reworking. He did the changes and forwarded the corrected model and comments to SouthWind. Other models were able to see the revised Pilot Model at the San Jose convention for final review.

SouthWind has emphasized to me and to the builder that if the corrections ARE NOT made in the requested second pilot model, the project will be terminated. The deposits made by the NASG members will be returned if the second pilot model is not made with revisions suggested.

Soooo.... As Jim K. said, one of the down sides of a hasty e-mail is "spreading damaging information wider and faster..."

This is just to let everyone know that Pilot Models are just the beginning, with the best yet to come!

- Alan Evans, NASG Freight Car Committee Chairman

RAIL MAIL

Re: Oct. '99 President's Message: Your October '99 President's Message (directed to Paul Stevens) is one of your best! The last sentence of the first paragraph..."You can expect to see a broader media approach and an emphasis on the use of layouts at

shows to demonstrate the ideal gauge"...is something that we all can help with, NOW! We don't have to wait on anybody else to get involved in showing off S scale to the public.

We constantly hear concerns that S scale needs this or that in order to grow. We have much that G gauge does not have, but G is taking off like wildfire. Why? I suspect because people see it and like it. To the best of my knowledge, it is stocked in hobby shops because of the

Continued on page 35

Jeff's Junction



Who'll Have the First Plastic Steam Locomotive??

Who will be the first manufacturer to mass produce a mostly plastic steam locomotive on the order of those coming out in HO? Remember when American Models introduced the first RTR painted diesel - the FP7? Well, the next breakthrough could be a plastic boiler steam engine with metal frame and drive with the detail and operating characteristics of the Bachmann HO 2-8-0. It would have a can motor, scale or hi-rail wheel choice, be RTR and priced under \$400.00. It could well have a working headlight, choo choo sound and whistle as part of the package.

Now to the candidates: the locomotive, not the manufacturer. A small to medium sized loco should be first out because it would suit more modelers and fit more layouts.

1. Generic 2-8-0, an exact copy of the Bachmann HO 2-8-0. (Loosely based on an IC locomotive).
2. NYC or B&O ten-wheeler. Both have clean simple lines.
3. PRR/B&O 2-8-0. The one SouthWind was trying to promote. Pennsy always sells.
4. MA&PA old-time 2-8-0. Has simple valve gear, clean lines. Works for small branch line. BTS doing this one in kit form though.
5. PRR E6 4-4-2, G5 4-6-0, H9 2-8-0 (Shared components might make this a winning combo).
6. USRA light 2-8-2. Yes, a newer brass offering didn't fly, but this loco could be a winner. Lots of roads used them or similar ones. Easily bashed.
7. PRR B6 0-6-0. The Flyer effect, and Pennsy always sells.
8. USRA 0-8-0. The Flyer factor and easily turned into a 2-8-0.

Now, let me be emphatic. This loco must have the scale detail and operating characteristics of the new Bachmann/Athearn HO plastic steamers. It must be reasonably priced. It must be RTR, painted and lettered. It must have some electronic enhancements - light, sound, etc. The manufacturer must design for scale standards first and then make adjustments necessary for the hi-rail version such as driver flanges, blind drivers, coupler cutouts and possible A.C. power.

A first choice, if successful, and I think it would be, could be followed up by other locomotives in my list. Note that a few of the first candidates would be able to have different wheel arrangements placed beneath the boiler. Another top candidate could be a basic 2 or 3-truck Shay (S/Sn3) that could appeal to those seeking to add a logging loco to their roster.

A freight steam locomotive or general purpose (such as a 4-6-0) is probably the best first choice. Why? Most modelers have more freight cars than passenger. Freight cars usually take smaller radii. If a freight or general-purpose steamer is successful, then a moderately sized passenger loco could be attempted. Now remember we're still talking plastic boiler here. Some passenger loco choices could be a PRR K4 (non-streamlined), PRR E6 4-4-2, C&NW 4-4-2, USRA light Pacific, NYC K5 4-6-2 or SP 4-6-2.

Once 1 or 2 plastic freight steamers and at least one moderately sized passenger loco are on the market, then more exotic steam engines with mostly plastic construction could be attempted such as a Daylight 4-8-4, PRR 4-8-2, N&W J, a C&O 2-6-6-2, streamlined B&O 4-6-2, and so on.

Back to the first choice (2-8-0, 4-6-0) - these should be marketed as individual items and in sets.

In my mind, STEAM, as I have laid out in this opinion piece, is a key ingredient in marketing S to others and to ourselves.

- Happy Holidays, Jeff

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN HI-RAIL (37695 Jeanette Ct., Spring Grove, IL 60081). Seen at the Fall S Fest were some new resin molds from Tom Hodgson. One was the GM Aero Train loco with 3 cars and one was a similar, but I believe free lance, talgo type trainset. There was also a 50' wood milk reefer, a gas-electric doodlebug, the Dreyfus Hudson and the Trainmaster.

AMERICAN MODEL BLDRS. (1420 Hanley Industrial Ct., St. Louis, MO 63144 - www.laserkit.com) announces 4 S scale laser cut wood craftsman kits. Included are #85 B&M Yard Office, footprint 4 x3 x 4h inches, \$35.95; #87 Country Barn with Gambrel roof, footprint 7.5 x 5.5 x 5.75h inches, \$69.95; Branchline Station, footprint 4.25 x 3.25 x 3h inches, \$19.95; Company House, footprint 4 x 3.5 x 2.5h inches, \$16.95.

AMERICAN MODELS (10087 Colonial Industrial Dr., South Lyon, MI 48178). Ron just loves doing this to us. At the Fall S Fest in Wisconsin guess what showed up? Suddenly appearing on AM's table were four silver 74' fluted style shorty Budd passenger cars with diecast sprung trucks and complete interiors. The cars are based on the late 30s Budd cars like Pennsy's "Congressional" and include four styles: baggage, coach, diner and round end observation. Features include lighted interiors, flush windows, all-wheel pickup, sprung trucks, separate diaphragms and separate grabs.

The cars will operate on AF curves. Bodies and interiors will be available separately for kitbashers. Cars are silver with color bands and lettering above the windows. Roadnames will be ACL, B&O, PRR, RI, SF and Southern.

Four car sets will be \$289.95 in silver and \$319.95 in chrome. Extra coaches will be \$74.95 in silver and \$83.95 in chrome. January delivery. AND there are rumblings that Ron might produce a set of full length 85 footers in the Zephyr style.

AMERICAN S GAUGE

(www.classictrains.com) is still planning to offer code 172 solid rail plastic track and turnouts. Track samples can be seen at <http://trainweb.com/crocon/strack.html>.

BANTA MODELWORKS (411 Hopkins Rd., Dummerston, VT 05301) reports that the turnouts now will only be made by special order with a minimum of \$600.00 for 20 - ouch!

BUFFALO CREEK GRAPHICS (Tom Gascoigne 716-836-1478) is offering a limited run Erie - Buffalo & Southwestern Crown Models wood-side reefer with yellow sides, boxcar red roof and ends, red and white Erie herald. Approximately \$40.00 each. Contact Tom for details.

B.T.S. (P.O. Box 561, Seffner, FL 33583 - www.btsrr.com) gives us a potpourri of news. Locomotives: The EBT 0-6-0s are back in stock. Final samples of 3 versions of Ma & Pa 2-8-0s are in hand. The Sn3 EBT 2-8-2 project has moved to the New Zealand builder. New prices for No. 12 this: kit - \$575, semi-kit - \$630, RTR - \$1050. I guess this means pewter and brass construction instead of all brass - pricing to come. A BL2 urethane kit is coming. Caboose: EBT and NKP laser caboose kits about ready. Ma & Pa brass bobber coming.

New structures being offered in S include the Cabin Creek Coal

Tipple at \$379.95 - silver edition is \$579.95 (that includes sound effects). The tipple and headhouse take up about 9' x 15' of space not counting the boilerhouse. The New River MofW shed (22' x 29') is a nice simple board and batten shed - \$34.95. The New River Yard Freight House is perfect for that local freight house (80' x 27' footprint), CB&Q prototype, \$119.95. McCabe Lumber sawdust shed (23' x 28') - \$79.95. Shotgun house 3-pack \$99.95.

DOWNTOWN DECO (2024 South Ave. West, Missoula, MT 59801) is backing away from O and S. Last chance to order the couple of kits they did in S.

GARGRAVES (8967 Ridge Road, North Rose, NY 14516 - www.GarGraves.com) has a new Flyer curve powered turnout....

KALMBACH PUBLISHING CO. (P.O. Box 1612, Waukesha, WI 53187) has new Greenberg's 2001 American Flyer Pocket Guides for \$9.95. These include American Models and S Helper Service listings.

LIONEL LLC (www.lionel.com) has their only late 2000 American Flyer car, the Christmas boxcar, sandwiched on page 36-37 of the Vol. 2 catalog between O gauge Christmas cars. Once you find it in the catalog it lists for \$54.95.

MIKE'S TRAIN HOUSE (Available from hobby shops and Scenery Unlimited) has announced Gilbert-like reproductions of Gabe the Lamplighter, \$149.95; Operating Crossing Gate (with shanty), \$79.95; Rotary Beacon, \$39.95; PRR 10" Girder Bridge, \$19.95; Floodlight Tower, \$39.95.; Log Loader, \$199.95. Prices are those listed by Scenery Unlimited

which is taking \$50.00 deposits.

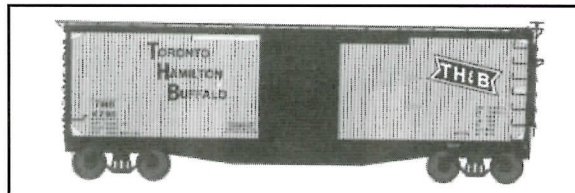
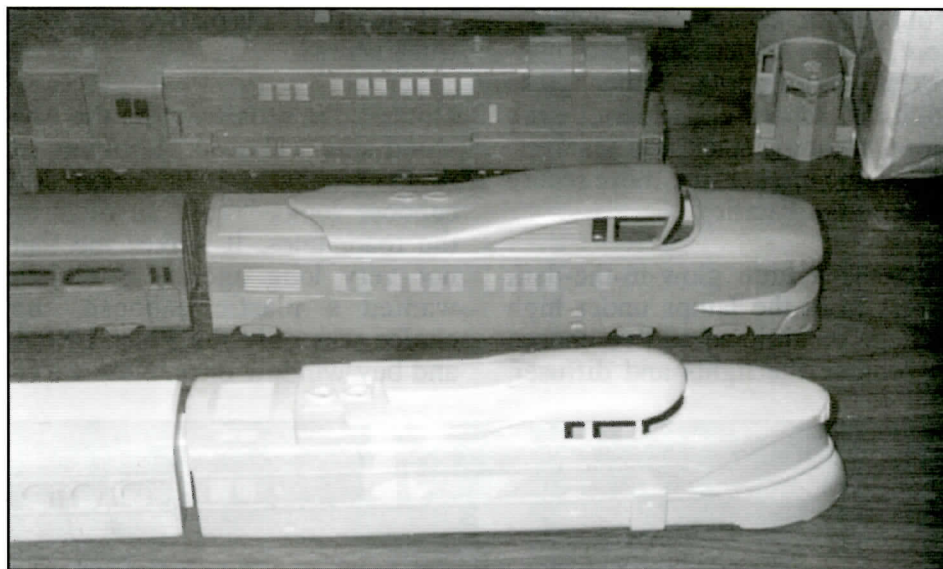
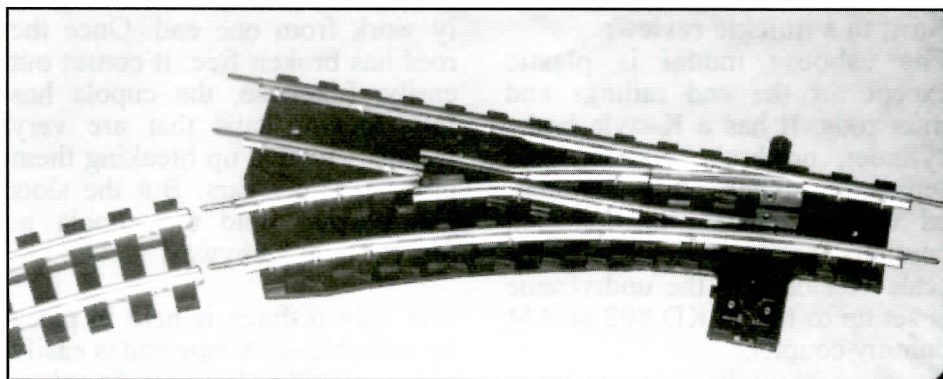
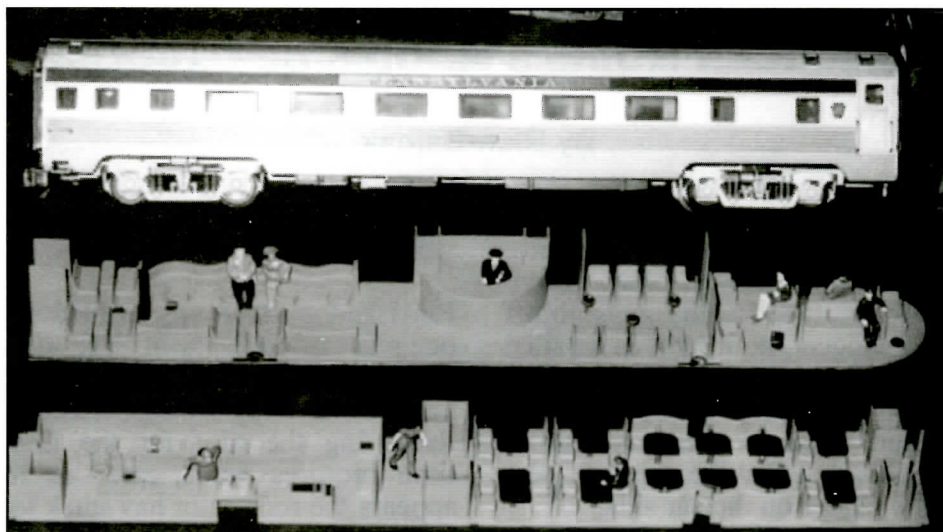
S HELPER SERVICE (77 Cliffwood Ave., Cliffwood, NJ 07721). Coming in the future are E7s and probably a choo choo. Don't know on the E7s if it's an AB setup. Seems like a good choice since this loco was the first EMD passenger diesel to drop the slant nose and it was the most prolific of all the Es with 428 units produced for many roads. Egads, if Don and Mike do the original blue and gray B&O scheme, I'm in trouble.

At the Fall S Fest SHS had roadnames for the upcoming double sheath boxcars and some new reefer schemes. Double sheath boxcars: TH&B, GN, ACL, C&NW and B&M. New reefer roadnames coming: PFE orange, LV (gray), Burlington (yellow), C&NW (gray) and SF Orange Grand Canyon. SHS also had samples of the new S-Trax turnout which has an illuminated switch stand.

S SCALE LOCO & SUPPLY (129 Woodstock Ln., Kinterville, PA 18930) displayed etched brass samples of frame parts for a CN 2-6-0 (the one at Strasburg). They also had a brass cab kit for the AM Pacific. This is not included in the detail kit. Cost is \$20.00.

TM BOOKS & VIDEOS, INC. (Box 279, New Buffalo, MI 49117 - www.tmbooks-video.com) is offering a new 160 page American Flyer history and price guide with many color photos for \$19.95. Note: 3000 photos in last issue was a typo - see review this issue.

WESTPORT MODEL WORKS (24 Cob Drive, Westport, CT - www.connix.com/~drawings - 203-227-2998) has S building drawings for \$5.00 each. These are backdrop factory and city buildings for the most part. A 60 page catalog is available for \$5.65 ppd.



Top to bottom: American Models new 74' Budd cars. Shown is a coach with PRR letterboard and interiors from observation and diner. Interiors will be offered separately. GarGraves AF compatible turnout with plastic base and optional motor. American Hi-Rail had an Aerotrain and a free-lance talgo style train on display at the S Fest. SHS double sheath boxcar.

AMERICAN MODELS WOOD-SIDE CABOOSE

By Rich Gajnak

Got my AM caboose recently (scale, 2 undec. and 1 painted). They're pretty nice. Now, before you prototype-fidelity guys go off on a tangent; no it's not as detailed as the SHS caboose. Based on photos I've seen, it is pretty close to a Grand Trunk Western caboose. I would argue that the windows be a little higher on the car side.

Now, to a quickie review:

The caboose model is plastic except for the end railings and truss rods. It has a K-style brake cylinder, no brake rigging, and separate roofwalk. It is illuminated with a separate diffuser. No couplers are included with the scale version, but the underframe is set up to take a KD 802 or AM dummy coupler.

Four major components include: roof, body, underframe/end platforms and cupola. Other parts include separate ladders, grab irons, railings, stack and markers. (Note, the markers are more secure than on the Pacific).

There is a little glow-in-the-dark effect from the lamps under high voltage conditions, so I've chosen to remove the lights and diffuser.

I'd probably leave them on hi-rail versions.

Roof and glazing are molded as one piece of clear plastic. The separate cupola slides over its glazing, held to the body by four screws. Removing the roof for the first time requires some care, as it appears the roof paint has stuck to body paint, so be patient and slowly work from one end. Once the roof has broken free, it comes out easily. Likewise, the cupola has four locking tabs that are very fragile. I wound up breaking them on one of my cars. But the slots and glazing hold the cupola in place securely anyway.

The light diffuser is held in place by a double-stick tape and is easily removed. The lighting board is held in using nuts on two very long truck screws.

Overall, I'm satisfied with the AM wood-side caboose. Looking at AM's brochure, their wood-side caboose looks "right" in most of the roadnames. It strikes me that not very long ago, if S scalers wanted a plastic caboose, the choice was only the Flyer USRA and bay window ones. Now we've

got those plus, the AM wood-side, the AM bay window, the SHS wide vision and the Industrial Rail Santa Fe style.

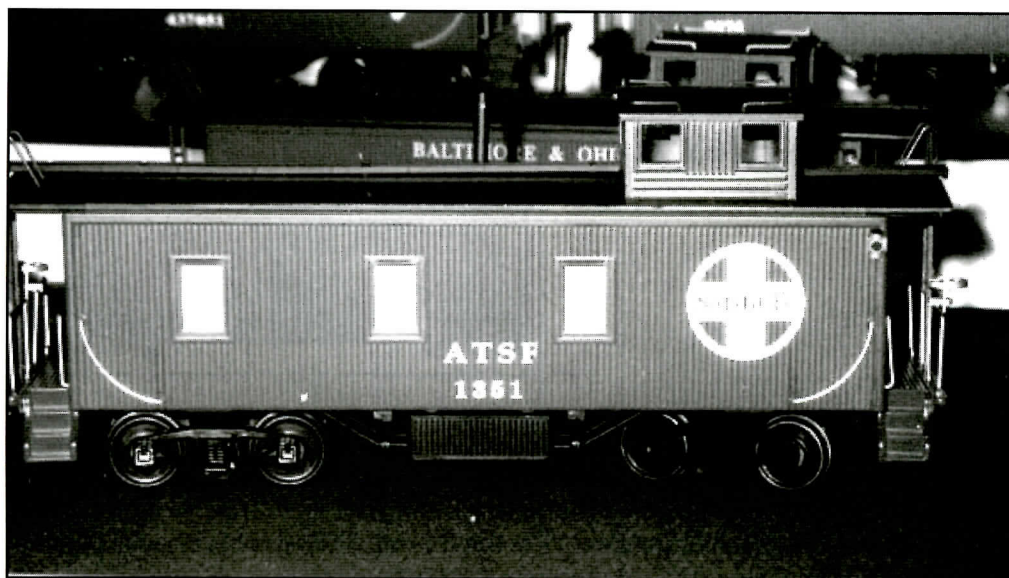
Following are some disassembly tips contributed by Bob Sherwood
Note: the trucks are attached with 11/4" long 8-32 screws, with two sets of nuts on the back side.

1. Remove all 4-corner screws on the underframe.
2. The roof is spot glued (lightly) on each corner. Gently rock the roof back and forth to break the glue joints.
3. After breaking the glue joints, pull the roof straight off as it also has the clear plastic for the windows attached (molded) to it.
4. Looking into the caboose shell, you'll find the lighting circuit attached to the caboose shell with the nuts from the long truck screws.
5. By removing the nuts, you'll release the lighting circuit card, the caboose weight and trucks from the frame. The frame and shell will then separate.
6. The roof ladders stay with the roof piece, and the handrails and brake wheel will stay with the body shell. With the exception of the roof ladder bottom, all handrails and brake wheels are glued in.
7. The marker lights are glued in as well.

Some basic dimensions:

Length - 35 feet
Width - 10 feet
Height - 15 feet

Prototype - GTW
Era of use - '20s to '60s



The American Models wood-side caboose is offered in 27 roadnames and undecorated. While the prototype is basically Grand Trunk Western, the variety of roadnames will please most modelers. Kitbashers should have a field day.

S-REVIEW

American Flyer S Gauge 1946-2000 Illustrated Price Guide and History

By Jeff Madden

This softback book is the first American Flyer guide published by TM Books & Video, Inc. This centennial edition is authored by Flyer experts Robert Bubeck and David Garrigues. Since the book is dedicated to the late Pete Jugle, I assume his brother, Andy, had some input into the publication as well.

I am reviewing the 5-1/2" x 8-1/2" softcover pocket guide version which I picked up at the 2000 Fall S Fest. TM was originally going to go with two guides - a larger pictorial book without prices and a pocket guide with prices, but economics dictated a compromise - a price guide with a 32 page color center section.

The listings are in number order, but grouped by type of equipment and also segregated into original Gilbert Flyer and Lionel American Flyer. For example, all A.C. Gilbert PAs are in number order. A third section lists catalogs and other paper items.

Unique features by TM Books, besides a pricing estimate, are rarity numbers and trend arrows. The rarity # is from 1-5 with 5 being the rarest. Up or down arrows indicate whether prices are tending to go up or down.

Using TM Books' sample on page 18 under the A.C. Gilbert boxcar section, let's see how that item is listed.

937 MKT 53-58

1. All yellow, 53, 54 ri (2+) \$50
2. Yellow and Tuscan, 55-58 (2) \$40

The + means that rarity is a bit higher than 2. If there is an up arrow or a down arrow by the price, this means the demand trend is up or down.

TM states, "This is a guide. The idea is to get you into the ball park, direct you to your section, but you must find your own seat."

The book, including color covers is 154 pages long, has 32 pages of items in color, is softcover and sells for \$19.95.

Known primarily for books and videos on Lionel O gauge, TM Books and Video does have a 55 minute Flyer video called "Fun & Thrills with American Flyer."

Now, let's do a direct comparison with the Greenberg Pocket Price Guide. Greenberg's lists items strictly in number order while TM groups by loco, rolling stock, accessories, etc. The TM book does have a quick reference by number at the back.



Greenberg's:

755 Talking Station 48-50

	Good	Exc
(A) Green Roof	\$	\$
(B) Blue Roof	\$	\$

TM Books:

755/755A Talking Station, sheet metal, gray base, 48-50 white walls with red trim.

1. Green Roof (3) \$
2. Blue Roof (3+) \$

Another example: The B&O 633 boxcar has 2 variations in the Greenberg guide: the TM book has 6.

The disadvantages: American Models and S Helper Service are included in the Greenberg Pocket Guide. The Greenberg guide, at timetable size, is easier to carry around. Greenberg's too, remember, has the more comprehensive 3-volume hardback books for more detailed reference.

The TM book is much more comprehensive as a smaller pocket style guide. I like the more thorough descriptions. It should be extremely welcome to Flyer collectors and operators. I'm sure TM will be following up this book with additional offerings on AF if this one does well. It should.

Not actual size.

TIRED WHEELS

By Ted Larson

In the April, 1999 *Dispatch*, we presented the Matchbox Kings K-4, a '60 (?) - '66 GMC heavy truck. As shown in the photos here, there are 2 more U.S. prototypes in this series; the K-16 early '60's Dodge heavy truck with twin dump trailers, and the K-18 early '60's Dodge light truck with horse van. Note that these trailers are attached to the tractors with rivets, but the rivets can be easily drilled out if you want to use the tractors with a different trailer, or even build a freight, construction, or farm body to install on the truck.

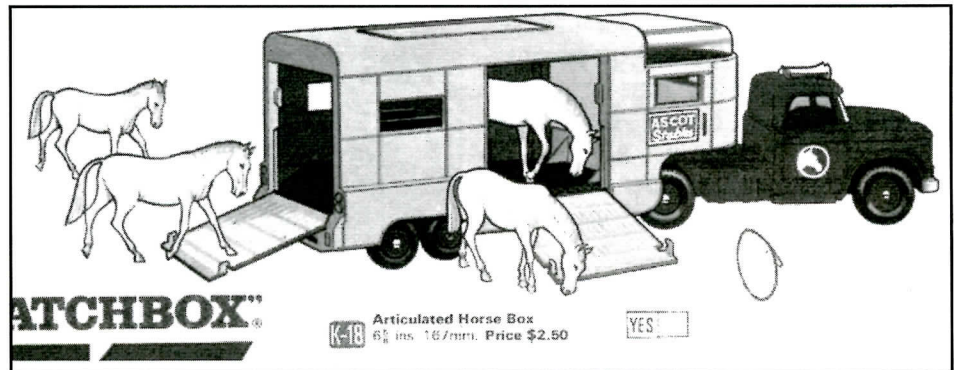
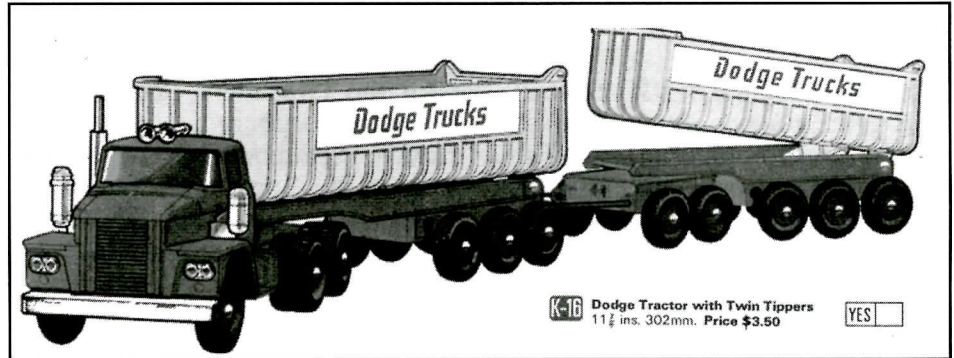
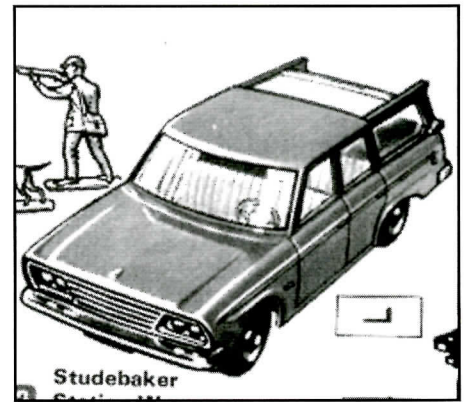
The K-18 is an interesting size truck, larger than a pickup but smaller than a heavy duty truck, excellent for a delivery, construction, or farm truck. The actual Dodge dump truck pictured is a 1970 A-300. Except for the grill and headlights, its styling is the same as the Matchbox truck, so I conclude that the Matchbox K-18 is a model of an A-300. The photo shows the size of this truck relative to people. The size of the actual truck is 6'-8" wide; 6'2" high. The Matchbox model scales out to 6'-9" wide, 6'-6" high. I measured the prototype loaded, so it would be taller when the springs are uncompressed. I conclude that the Matchbox K-18 is VERY close to accurate S scale.

Another U.S. prototype from this era of Matchbox production is the #42 early 60's(?) Studebaker Wagonaire with #43 "Pony Trailer" and two horses.

You might also consider using the Matchbox Kings K-12, Scammell mobile crane. This is not a U.S. prototype, but construction cranes have enough variety that I consider this a suitable stand-in. I will show this truck in a future column on construction equipment. If you have photos and information about any S scale construction equip-

ment that you would like to see included in a future column, please inform me at my e-mail address, or obtain my postal address from the *Dispatch* membership issue.

My source for vintage U.S. truck information is *American Truck Spotter's Guide 1920 - 1970* by Tad Burness, published by Motorbooks International, Osceola Wisconsin, ISBN 0-87938-040-3. He has also published car spotter's guides.



FALL S FEST...RECORDS BROKEN; FOUNDERS HONORED

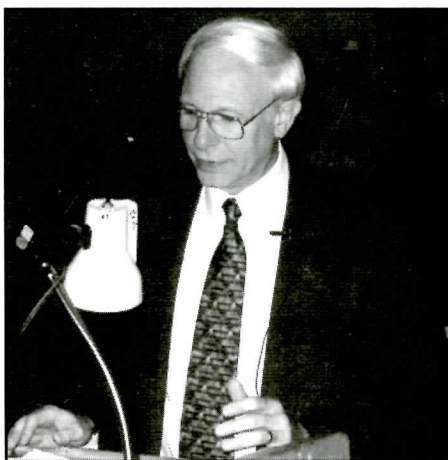
by Jeff Madden

The double silver anniversary 2000 Fall S Fest is now history - and it made some. The annual event, held this year in Waukesha, Wisconsin, served to commemorate the 25th year for the Fall S Fest as well as the Badgerland S Gaugers club. The event was held over Halloween weekend on October 27-29.

There was a record 521 registrations for this event in the southeast Wisconsin area. The total attendance, counting spouses and other family members, was estimated to be over 800 with 27 states and Canada being represented. Distant states with representatives included California, Arizona and New Jersey. One distinguished guest from New Jersey included Wally Collins, long time publisher of the *S Gauge Herald*. The number of dealer tables sold, 206, was close to a record for any Fall S Fest - and these were 8' tables.

The banquet attendance at 231 was also a record for the Wisconsin rotation, and attendees raved about the 3-meat home-style buffet served by a nearby restaurant. Several special silver spike and

rail **Benefactor's Awards** were given to a representative of each of the 4 clubs who sponsor the rotating event. Andy Jugle and his late brother Pete each were honored



Keynote speaker Don Heimbarger, publisher of the *S Gaugian*.

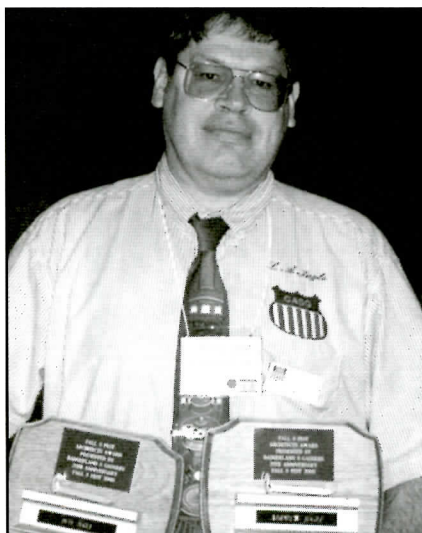
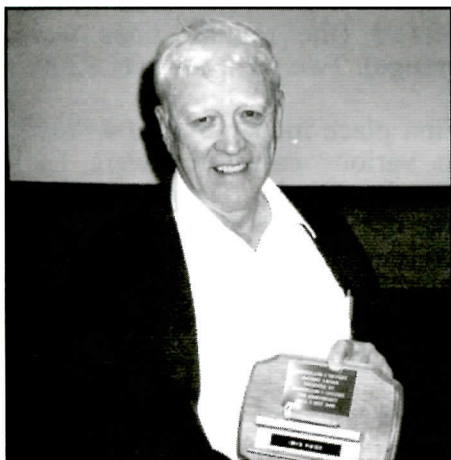
with a special Fall S Fest **Architect's Award** as was John Wickland. Badgerland member Chuck Porter was honored with a **Founder Award** for having starting the Badgerland S Gaugers 25 years ago. All banquet guests received a silver (painted) spike to

commemorate the dual anniversaries.

Don Heimbarger (*S Gaugian*) was the guest speaker, and he gave a talk accompanied by a slide presentation about the way S has grown in the past 25 years. One interesting recollection by Don was that the rooms for the 1st Fall S Fest were only \$18.00, and this was in the Chicago area. He mentioned some familiar faces who had attended that first S Fest in Northlake, Illinois - Andy Jugle, Art Doty and Moe Berk. Also mentioned were a few who are no longer with us like Bill Wyatt and Ben Wilbur.

Badgerland charter members who attended included Chuck Porter, Harold Immekus, Dick Kloes, Ron Schlicht, Dave Koehler, Roy Meissner, Brad Nelson, Jim Brown and Fred Vergenz.

As mentioned in the June *Dispatch* article, the Badgerland club broke some new ground by having the event at a separate facility (Waukesha Exposition Arena) instead of at a captive hotel. Because of this situation, club



The big awards went to those most instrumental in establishing the Badgerland S Gaugers and the S Fest itself. Left is Chuck Porter with a Founder Award for having started the Badgerland S Gaugers. Center is Andy Jugle with two Fall S Fest Architect's Awards with the second for his late brother Pete. Right is John Wickland who received the other Fall S Fest Architect's Award.

Photos by Jeff Madden



Don Goeke was the successful bidder for one of 5 special silver Fall S Fest cars at the live auction.

members, with the leadership of co-chairmen Mac McGrath and Dave Smukowski, put forth a lot of extra effort in planning for almost 2 years, and it paid off. Everything went as planned, responses were mostly positive, the weather cooperated and the banquet menu received high marks.

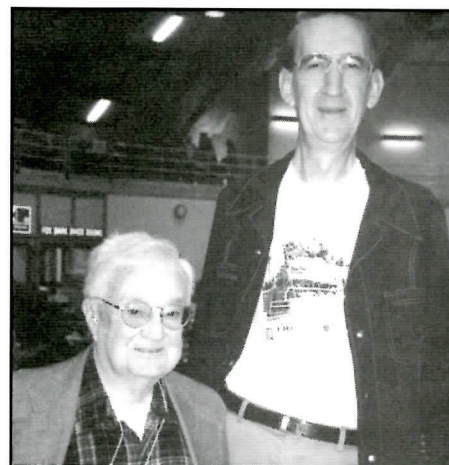
The only extra planning required was arranging special room rates

for a group of motels instead of just one and arranging for a food vendor to provide daily eats and handle the banquet.

Negative comments? Sure, a few. Some negatives heard were: no carpeting on the sale floor, having some sale tables in two balconies which weren't handicapped accessible, having to drive back and forth to hotels - but that's about it.



Your editor's wife, Janet, won the final door prize which was a frame containing all 25 years of Fall S Fest patches. John Wickland put it together.



Wallace Collins of New Jersey and NASG President Paul Stevens attended the Fest. Wally is the oldest living Bernie Thomas award winner, and he was the long-time publisher of the *S Gauge Herald*.

Photos by Jeff Madden

The positive feedback overwhelmed the negative, especially that overall costs were held down.

For new product's seen at the many manufacturers' tables, check out the *New Products Report*. There was plenty to see and do such as 6 operating layouts, 4 displays, trains races, incline, model contest, silent auction, live auction, banquet and Sunday layout tours. At the live auction following the banquet, John Wickland managed to get some pretty good money for 5 specially decorated "silver" Milwaukee Road Crown reefers (the regular ones were orange). Two went for over \$300.

First place model contest winners in various categories were Earl Beegle, Edwin Kirstater, Thorin Marty, Gerry Evans and Roy Meissner. Steve McKnight was tops on the incline. Roy Plotnick was the overall train race winner with his Blue Docksider.

All in all, lots of pre-planning, meetings and sharing the workload resulted in a fun packed weekend for S gaugers.

STEAMTOWN 2001

Hi Folks...

I am writing this letter to give you an update of the plans we are working on for the **NASG 2001 Convention AT STEAMTOWN USA.**

Jim LaRoche and I are the Co-chairs of this convention. We have made many trips to the Scranton, Pennsylvania area. The people at Steamtown and the adjacent Trolley Museum have been wonderful.

Registration:

As you probably know the convention will be held from July 24th to the 28th, 2001. The deal we worked out with the folks at Steamtown and the Trolley Museum I feel is great! All registered conventioners will have access to the museum, backshop and tours at Steamtown and the Trolley Museum for the entire 4 days we are there. They will honor the name badges that you will be issued. The cost to you is included in the NASG basic registration fee. Bill Fuhrman is working hard as our registrar collecting the monies and sending out receipts.

Clinics:

Alan Evans is our clinic chairmen. If you are interested in doing a clinic please contact Alan at 614-471-7277.

Layouts and Contests:

Stan Stokrocki will be handling the layouts for setup at the hotel. Stan will be speaking to various clubs about bringing layouts. Wayne Rogers will be running our Model and photo contests.

Tours:

Jamie Bothwell will be setting up our tours. He is looking into trips that the ladies, gents and the youngsters will enjoy. Ladies, we

do have some special trips in mind for you. On Jamie's agenda are trains, coal mines, museums, shopping trips and more.

Train Ride:

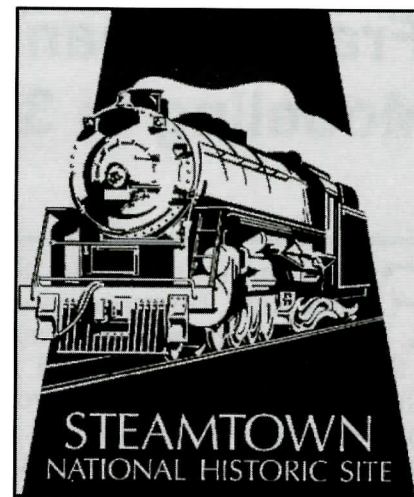
A special steam train ride is planned, and they are planning on picking NASG riders up at the main convention hotel, the Radisson Lackawanna Station Hotel. We have a nice banquet planned with four choices served at your table. Of course, the members of the Connecticut S Gaugers will be hard at work during the convention. Hopefully we will have all the trips with prices on a form in the February *Dispatch*.

And more:

Many more things are in the works; they should even have the trolleys running by them. With the BOT'S permission I have contacted *Model Railroader*, *Classic Toy Trains* and *Railroad Model Craftsman* to be our guests for a couple of days at our convention to see how far we in S have come progressed. Kalmbach has already agreed to send a representative.

Get a movin'.

So send in your registration form (please fill out both sides). Send in your car order form, Make your room reservation and be prepared to have a great time. You can call the main hotel at 800-333-3333 world wide or call the local # at 570-342-8300, and just say Steamtown USA July 24th-28th 2001. The rooms at the main Radisson Lackawanna Station Hotel are going fast. When that fills up, the main hotel will be working with two other hotels so you will be assured of a room, and they will have free shuttle service back and forth. All hotels have free pickup at the Wilkes-Barre/Scranton International Airport.



If you plan on taking a train, the closest station is Harrisburg, Pa. I would say it is about 150 miles from Scranton.

Manufacturers and dealer tables are going fast too. Don't wait to make your reservation.

I know I probably forgot someone or something, but if you have any questions, please feel free to call, e-mail, fax or write me, and I will be happy to help.

John Foley
164 W. Railroad St.
Pottsville, Pa. 17901
Phone/fax 570 622-3413
Email: foley164@ptd.net

Or check the web:
www.trainweb.org/steamtown2001

Frank Titman on "S" Scale and the NASG - or Modeling in 3/16th Scale Since the Beginning.

By Bill Fraley

Frank Titman is one of our "S" gauge icons. He started out in 3/16th scale modeling back in the late nineteen fifties and is still going strong. He has won many awards over the years and is a two time winner of the prestigious BERNIE THOMAS MEMORIAL AWARD. You can find Frank Titman's ideas on layouts all over the world, through his Lehigh Valley Model kits.

We were concerned that there would be many people and manufacturers missed in the writing of this article. For those of you who were missed, please do be offended, it was not intentional.

There is just no way that we can keep track of all the people who kept S alive during the lean years. Just recently, Don DeWitt mentioned on the "S list.com" there were aluminum passenger cars made by Sylvania Models in the late 1950's. It was interesting because AC Gilbert saw these cars at a train show and had a Bill Stewart, who owned the company, engineer the line for Gilbert. AC Gilbert in turn, gave Stewart, 100 K-5 locomotive and tender shells in which Stewart used to produce the Midgage K-5. Stewart's company went out of business in the 1950's.

I first met Frank Titman at a combined S Gauge Model Railroad club meeting in Pine Grove, Pa., back in 1965. The then Central Penna. S Gaugers invited the Delaware Valley S Gaugers to a summer meeting at John Long's home. This was also the first introduction for most of us CPSG members to scale model railroading.

Most of the CPSG members were

American Flyer collectors, a few hi-railers. Actually, the DVSG group were all scale modelers. I can remember the meeting well;



the kids played ball, and the women had a great time learning from one another fun things to do, while the men talked model railroading. It seemed like Frank and I hit it right off from the start and we became life long friends. Lucky Me!

So, when Jeff Madden asked me to interview Frank on the NASG and its beginnings, I said OK!

Frank and I currently belong to the Lehigh Valley S Gaugers (Formerly the Delaware Valley S Gaugers) so, I get to meet with Frank at least once a month. But, for this occasion, I made a special trip to Allentown to visit with Frank, ask questions and run his beautiful Spiral Hill model railroad.

The interview went like this:

Bill ... "We were supposed to

chronicle the forming of the NASG, but that has been beat to death, let's take a different approach. What was it like to model in S back in the fifties? How did you get started in model railroading?"

Frank ... "After Word War II, I lived in an apartment. I built an HO model railroad in a little attic crawl space."

Bill ... "Jeeze Frank, did they have HO back then?"

Frank ... "Heck Yes, not much ready to run, but lots of kits. Later, I moved in with my parents and built a rather large basement HO layout. I really liked to model trains and I really didn't like modeling in HO.. The stuff was always derailing and giving me all kinds of trouble. You know how basement model railroads were in those days - hot, humid, or cold and with a coal furnace, forget it!"

Frank ... I thought about going into O gauge which was very popular at the time. Up the street from me was a drug store-hobby shop. The store always had trains in the stores window display. Along with all the other models there were some "S" gauge stuff displayed! I compared the two and that is when I decided to go into "S" scale, all the way! But boy, was I downtrodden after I committed myself to S and found out what little there was available. But I thought to myself, what the heck, I love to build, so I'll build everything that I need." (Somewhat of an understatement!)

Bill ... "What was available then?"

Frank ... "You would buy American Flyer and convert it to

scale. Then along came Kinsman , Perma Built, Cleveland Model & Supply, Kansas City, Branch Line for your rolling stock. Locomotives were, American Flyer conversions, Nord / Stinson locomotives (2-8-0, 2-8-2), Rex 0-4-0 Docksider. Cleveland Model & Supply had wood and metal locomotive kits prior to the 1960's. Then came the Enhorning Diesels & Decals, Kemtron, Cal - Scale, Stewart products for scratch building and for buildings you converted Plasticville or used Mini Structure kits. I can't remember all the items available at the time, and I know I'm missing many, but while this sounds like a lot to choose from, everything was very limited. Most companies produced S material in their part time."

Bill ... "I remember your beautiful Delaware and Western hi-rail layout in the basement of your home on Franklin St. I believe it was built on code 172 rail and ran around the basement walls. Matter of fact, I'm pretty sure it wrapped around your hot water tank supported by wire lifts. When some-

thing went wrong with the water heater you simply raised the track. The plumber was astonished, right?"

Frank ...Laughing, "He sure was. That was a great model railroad with code 172 rail and you didn't have to worry about warping. That layout was 15' x 25' and the scenery was complete. I did have the track wrapped around the hot water heater. It was wired and hanging on a hook! Man what a nice layout. But I had to tear it down and move when mother and dad needed help. That's when we moved to Arch St. We (Delaware Valley S Gaugers) saved what we could in boxes. One day Florence said, Frank when are you going to start building a model railroad again? The layout on South Franklin St. was a good sized one and I didn't think I had the room to build one on Arch St. But I found a way and rebuilt the Delaware and Western Railroad."

Bill ... "It sounds like you really had to keep your eyes open for

items in other scales to convert to S. While we still do that today, S has so much now. You can now build a complete scale layout with the suppliers available. Lots of ready to run equipment in scale. Even tinplate is very true to scale now, and except for the knuckle coupler with the hi rail wheel sets, they look pretty good."

Frank ... "Yes, and I buy a lot of the new equipment. But, you reminded me of why and when we went to Kadee for our couplers in scale. I built a REX 0-4-0 Docksider kit back in the sixties, and when I put those knuckle couplers on, it just didn't look right. So we started to experiment and came up with a very nice coupler for scale, the Kadee # 5 coupler. Many S scalers are still using that coupler today on their rolling stock."

Bill ... "In the early sixties you were modeling in S scale, editing the *S Gauge Herald*, building Mack Trucks at work and raising a family. You did that until about 1978, then you said, "That's it!" The *Herald* was done. Why the

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KIT R40X6/1/9170
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Model Railroad Equipment

S GA. 3/16" SCALED MODELS
S AND O GA. TINPLATE FOR AMERICAN FLYER LIONEL (0-027-072)
CAT. NO. 58 PRICE 25¢

TRUCKS COUPLERS CAR SIDES

These trucks are fully detailed, roll easily and quietly and are built to withstand hard usage. All working parts are constructed of hard casting metal or steel. "Sprung" types ride on small coiled springs; "equalized" have the side frames pivoted. "Hook" type couplers are similar to American Flyer old style, previous to 1963. Knuckle type couplers will match new American Flyer and regular units furnished on Lionel. All knuckle couplers operate over a track ramp, installed between running rails.

BETTENDORF FREIGHT TRUCKS

1 GAUGE SCALED MODEL (small flanged wheels)	
Sprung, aluminum wheels, no couplers	T901
Sprung, nylon wheels, no couplers	T931
Equalized, nylon wheels, no couplers	T935
1 GAUGE TINPLATE (large flanged wheels)	
Sprung, aluminum wheels, no couplers	T941
Sprung, nylon wheels, no couplers	T961
Equalized, nylon wheels, hook couplers	T925
Equalized, nylon wheels, knuckle couplers	T944
2 GAUGE TINPLATE (large flanged wheels)	
Equalized, nylon wheels, knuckle couplers	T945

ADAPTORS
Coupler adaptor used for installing new type knuckle couplers on old style American Flyer hook coupler type trucks. Simple to install. 1162

COUPLERS
Knuckle coupler kit of parts, easily built into operating units. Lift bar type. Match both American Flyer and Lionel. 1163

WHEEL SETS
Assembly consists of two wheels and axle. All units except #1210 are insulated.

For S gauge scaled models: freight type:	
Nylon wheels, steel axle	1176
For S gauge tinplate: freight type:	
Nylon wheels, steel axle; similar American Flyer	1177
For O gauge tinplate: freight type:	
Nylon wheels, steel axle; similar Lionel type	1170
For S gauge scaled models: freight type:	
Aluminum wheels, steel axle	1201
For S gauge tinplate: freight type:	
Aluminum wheels, steel axle	1207
For O gauge tinplate: freight type:	
Powered metal wheels, steel axle	1210

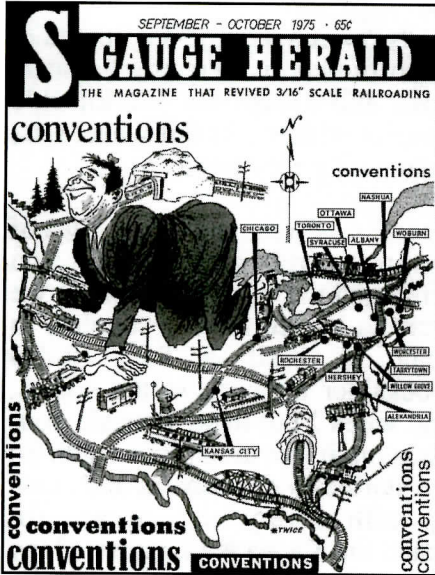
CAR SIDES
Car sides, painted, with or without lettering, are available separately. See price list sheet for full lines....

For prices of these items refer to price listing

Cover and page from an old Perma Built Catalog. How many of us have some of these?

end of the *Herald*?"

Frank ... "Actually, Wally (Wally Collins, publisher) said let's quit! I



know that our *Herald* was the "S Bible" in those days, but Wally spent a lot of money publishing the *Herald* and we were losing more than we spent. It was published for a cause, to make S gauge grow. Others thought we were making money and when they went into publishing, they found out real quick, it was a real money loser. Ask Rollain Mercier!"

"Nobody ever knew what Wally Collins did for the *Herald*. Out of his heart, his pocket, for the common cause, for the advancement of S gauge."

Bill ... "How did Mercier get started with the "NEW" *Herald*?"

Frank ... "Rollain contacted Wally, and Wally contacted me. I gave the go ahead, not realizing that it would cause such a flap in later years. Hindsight is always better, but, Wally and I wouldn't have given the go ahead, had we known that. It would have been better, had they used another name for their magazine. It was all meant for good in the beginning. Modelers still refer to the *Herald* for reference material today."

Bill ... "What about Don Heimberger and the *S Gaugian*?"

Frank ... "Don started the *Gaugian* as a kid. Grew up, went to college, got married, and now has a very nice publishing business, all the while still publishing the *S Gaugian*. The *S Gaugian* also grew in stature and today is a very nice magazine. Matter of fact, the only commercial magazine for S Gauge. Don has to operate the way he does because he wouldn't make it other wise. Hey, the *Gaugian* comes out on time and has a variety of informative S gauge material in it."

Bill ... "When you stopped the *Herald*, the NASG started the

Dispatch. Do you feel the *Dispatch* has helped fill the gap? (NASG *Dispatch*, first issue - April 1978 - August 1978)"

Frank ... "Yes, the NASG is doing a good job promoting within itself and the *Dispatch* has become a quality type magazine for the membership."

Bill ... "Do you remember when all this got started?"

Frank... "The first meeting of a group of S Gaugers that I can remember was in 1960. We called for a meet at my house in December of that year. The DVSG and the Bristol S Gaugers. We were going to form a group called



Branch Line Models of Memphis, Tennessee was an early distributor of S. gauge items

the Northeastern S Gauge Association. But we got a 14 " snowstorm and the meeting was canceled. But some modelers did make it and that is when we decided to put the *S Gauge Herald* into printed form. Prior to that it was mimeographed. Wally Collins became the publisher. Dave Bulkin remained the editor. This meeting is where we formulated the first NESGA convention. That convention was held in 1961 at Harry Dillon's home in West Nyack, NY.

Key players in all this were, Dave Bulkin, Wally Collins, Dick Karnes, John and Harold Bortz, Leon Walker, Bob Shafto and I'm sure I'm missing others who really helped get the early NESGA conventions started."

Bill ... "Frank, I remember when you tore down the Delaware & Western and said you were going to give up model railroading. I believe it was back in the late seventies."

Frank ... "Yes, I really had a bad year in 1977. I lost my Mother and Father, then six months later in June, my wife Floss died. I was lost, despondent and actually thought about moving to Hawaii. So, I put everything up for sale."

"Cy and Jay Behrens bought the Delaware & Western layout and took it apart in sections, moved it to their home in Bear Creek Lakes, Jim Thorpe, Pa. Cy passed on in 1992, but the layout is still in his home. His son Jay is still a member our club."

"I sold most of my rolling stock. I still see my early equipment running on layouts today. I think that is really neat! Later that year, I met Laura; we got married and have had a great life together. She has been very understanding about my time spent model railroading."

"Matter of fact, the same thing happened again. One day, Laura and her daughter Kay said, 'Frank why don't you get back into model railroading? You know you miss it!' So with the help of my friends, Bert Mahr, Bob Christ and many others, I started the "SPIRAL HILL" model railroad and resumed making the LEHIGH VALLEY MODEL" kits."

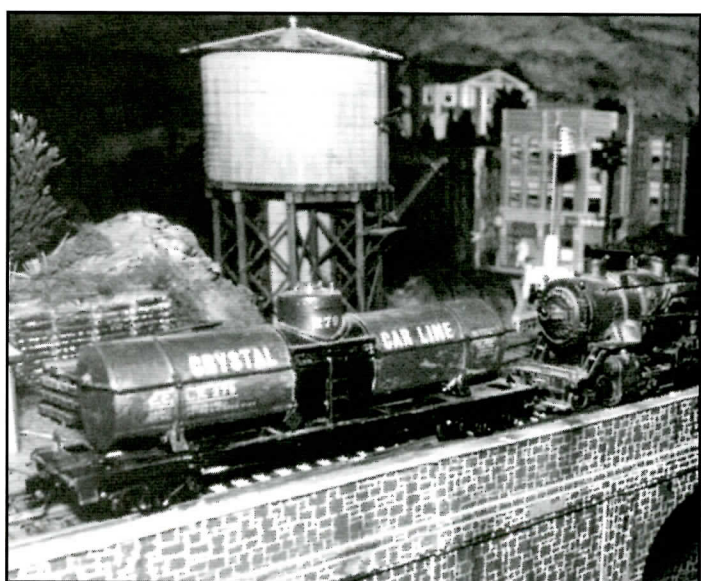
Bill ... "Frank, how did the Lehigh Valley Model kit idea get started."

Frank ... "Well, actually, the Delaware Valley S Gaugers started producing the kit back in the sixties. It was an ORE CAR. The

body was soldered together, then all you had to do was put the balance of the kit together. The price \$3.50 each or three for \$8.50. We also made a station and a water tank kit. The guys got tired of putting kits together at our meetings, so I said, OK, I'll build the kits myself. Then I expanded the idea into what is known today as the Lehigh Valley Models. I'm currently offering about 40 kits."

Bill ... "I know that you have scratch built many locomotives, rolling stock and buildings. Your locomotives in particular have always fascinated me. They have a brass frame, run real well, but you build superstructures out of plastic, metal from soft drink cans and whatever else you can get to fit in. After your airbrushing and lettering of the model, the locomotive looks like it is all brass and is really a beautiful showpiece. How many locomotives do you estimate that you have built for yourself and others over the years?"

Frank ... "Gee, Bill thanks for the compliment. I have built at least sixty locomotives and have repaired too many to keep count. I really enjoyed building, but my eyesight is very poor and my hands aren't as steady as they used to be,



Left is a Union Pacific American Flyer boxcar converted to scale sometime in the 1970s. It was superdetailed with Ace trucks added. Right is another AF conversion. It is a standard AF tankcar which was probably converted sometime in the 60s and decorated with Enhorning decals.

Photos by Bill Fraley

so I no longer build or repair locomotives."

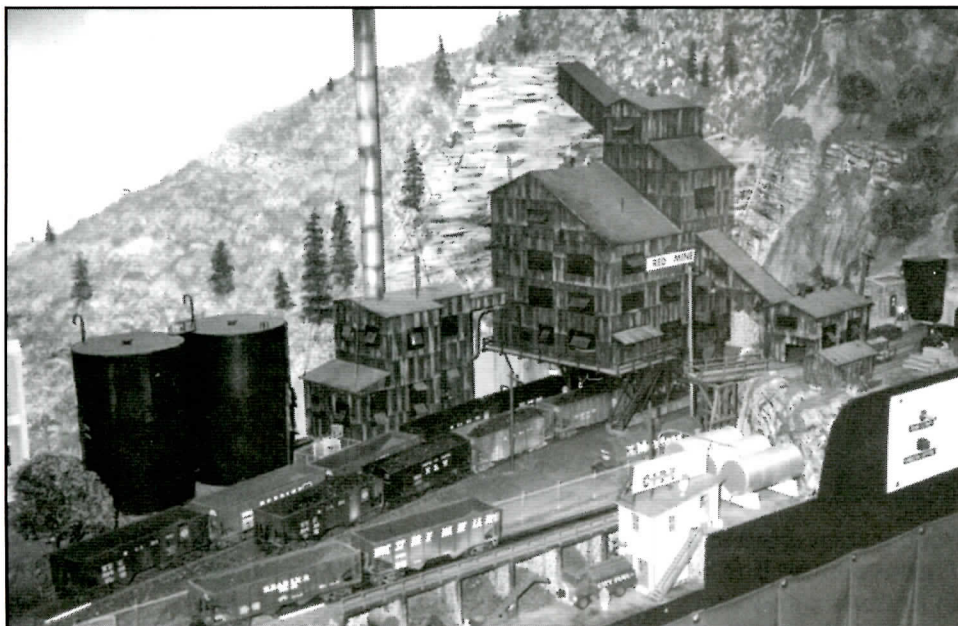
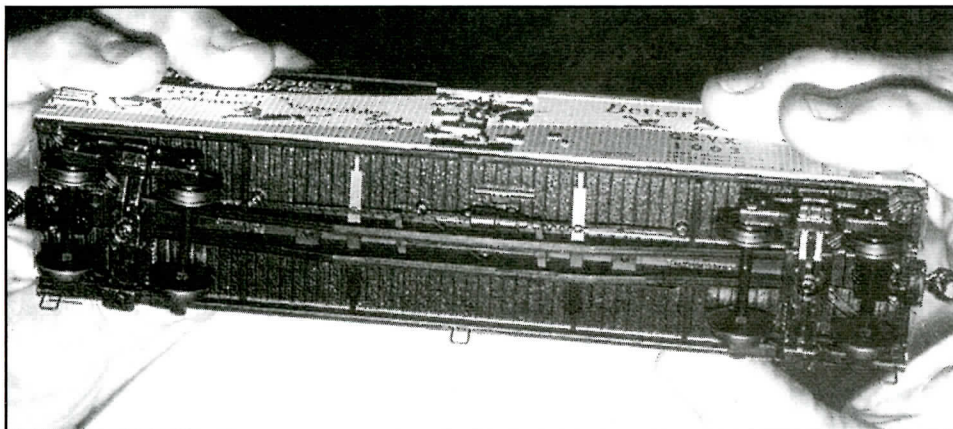
Bill ... "Frank, how do you think the NASG relates to all that we have talked about today?"

Frank ... "Dave Bulkin, Bernie Thomas, and Wally Collins really started off S gauge in the early sixties. American Flyer was all but gone. Wally and the *S Gauge Herald*, North Eastern S Gaugers Association, Walter Graeff, Wayne Riggle and his tank cars, Claud Wade and his S Scale Locomotive and Supply, Branch Line Models and so many other individuals helped us continue on in S in the lean years."

"Then in 1978 the National Association of S Gaugers organized and pushed us into the future. This brought about American

Models, S Helper Service, BTS, River Raisin, Doug Peck and his Port Lines Hobby & Supply and so many other fine companies. The NASG set up the standards, conventions and a reliable magazine in the *Dispatch*."

My final thought to all is, "To each his own, whether it is American Flyer, Hi rail, Scale or Narrow gauge. Remember our emblem, a set of couplers hand in hand. **"United we stand, divided we fall".**



How did "S" Gauge Originate?

At a time when O gauge was predominately the most popular there were many, who for reasons favorable to the less space-taking requirements of a smaller scale, began casting about for a scale size that would retain the features of O gauge yet one that would permit reasonably elaborate layouts in a smaller space. It was generally conceded that such a gauge would have to be "in-between" the then largest sized "O" gauge and the smallest HO. In its early development, the 3/16" scale was best known by the commercially applied symbol of "C-D" gauge, derived from the term "Cleveland Designed" (a trademark of the Cleveland Model & Supply Co.) since this firm was the first to pioneer and produce a substantial amount of 3/16" scale equipment.

At the 1942 NMRA annual convention the letter (S) was adopted as the official symbol for the scale as being sort of descriptive of Seven-eighths track gauge and three-Sixteenths scale.

Above left is the highly detailed underframe of a current production S Helper Service ready-to-run wood reefer which demonstrates the progress and quality of S gauge items today as compared to the days of converting American Flyer. Below left is a photo of Frank Titman's current layout which also demonstrates the level that S scale layouts have developed to. The Red Dot mine is a Lehigh Valley Models kit which is still available today. *Photos by Bill Fraley*



S Gauge is the Practical Size

FOR "FATHER AND SON" COMBINATIONS

Railroading parents in S gauge don't have to "join the birds" when junior pulls the throttle. S gauge (3/16" track, 1/8" scale) is rugged enough for the grade school child who shares the cab with dad for many hours of pleasure.

MIDGAGE

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REALISTIC MODELS, INC.

READY NOW . . . Three New Midgage Products

1. Conversion Kits. Everything you need to convert your American Flyer 1/8" die-cast freight cars to complete scale operation in S gauge. Kits contain coupler pockets and bolsters, N.M.R.A. scale dummy couplers, Andrews or Bettendorf trucks, additional hardware, paint, transfers and complete easy-to-follow instructions.

Box and cattle car conversion kits, complete . . . \$2.75
Hopper, gondola or tank car conversion kits, complete . . . 2.40

2. SCALE DUMMY Couplers. Die-cast in hard lead, tin, antimony alloy to N.M.R.A. standards. Well detailed. Pr. 13c. 2 pr. . . . \$.25

3. FULL WORKING PASSENGER Diaphragms. Molded in rubber to our own design. Extremely flexible, will not cause derailments. Prices not established.

IMMEDIATE DELIVERY ON:-

S gauge 152 lb. oxidized brass rail, 99 ft. . . . \$5.75
Precision punched fiber tie strip, 100 ft. . . . 4.25

Stained wood ties, 1000 . . . 1.25

Miniature spikes, square shank, steel, 1/4 lb. . . . 1.00

Accurately machined brass track gauges, 3-point type to locate 3rd rail, ea.50

Andrews & Bett. frt. trucks, die-cast frames, brass whls., insulated, pr. . . . 1.50

Built up Arch Bar truck kits, stamped sides, die-cast journ., insulated, pr. . . . 1.80

4-Wheel, fully sprung Commonwealth high speed pass. trucks, pr., about . . . 2.75

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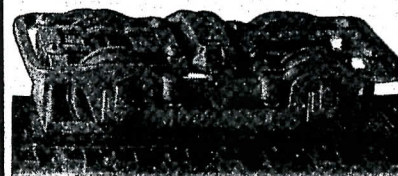
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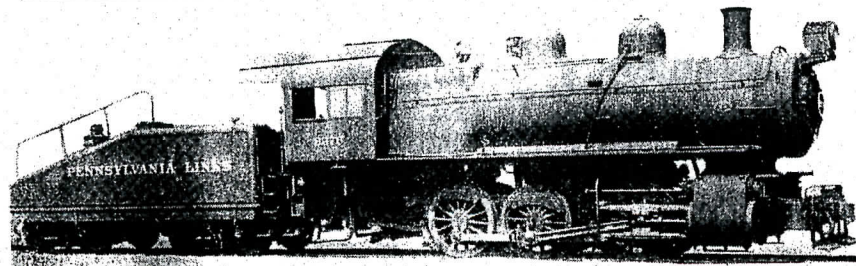
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This is a 1946 cooperative ad (I think from MR) which shows a number of early S manufacturers. None of these have survived to the present, but others have taken their place with much improved quantity and quality. There was a spurt of interest in S after WWII because of the introduction of American Flyer 3/16" scale trains to the toy market. Another spurt, as written about in this article, began in the '60s with the rise of new manufacturers inspired by such pioneers as Frank Titman, Wallace Collins, Don Heimburger, Bernie Thomas, Claud Wade and others.

Detroit Model Railroaders ATTENTION

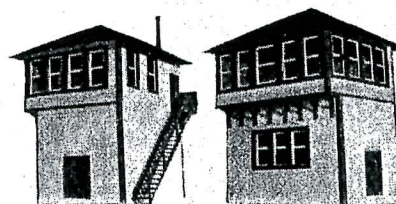
Visit us in our new home at 3410 Fort St., Lincoln Park. Operating layouts in all gauges. Come, see, compare. S gauge headquarters. Complete stock of new and used equipment. Custom work, conversion, machine shop service, prompt, reasonable. Lionel and American Flyer Sales & Service.

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Lots of detail in this scene on Frank Titman's Spiral Hill RR. Signs, figures, vehicles, fencing, crossing gate and trolley all serve to set the stage for the railroad.



One of the newer manufacturers, Pennsylvania Heritage Models, produces this scale/hi-rail RDC seen here on the Spiral Hill. Track is hand-laid code 100. Note how the figures add life to the scene.

A scratch built Reading camelback 2-8-0 was built by Frank Titman and attests to his unique ability at building and detailing models. Bill Fraley built the hopper kit.



Photos by Bill Fraley

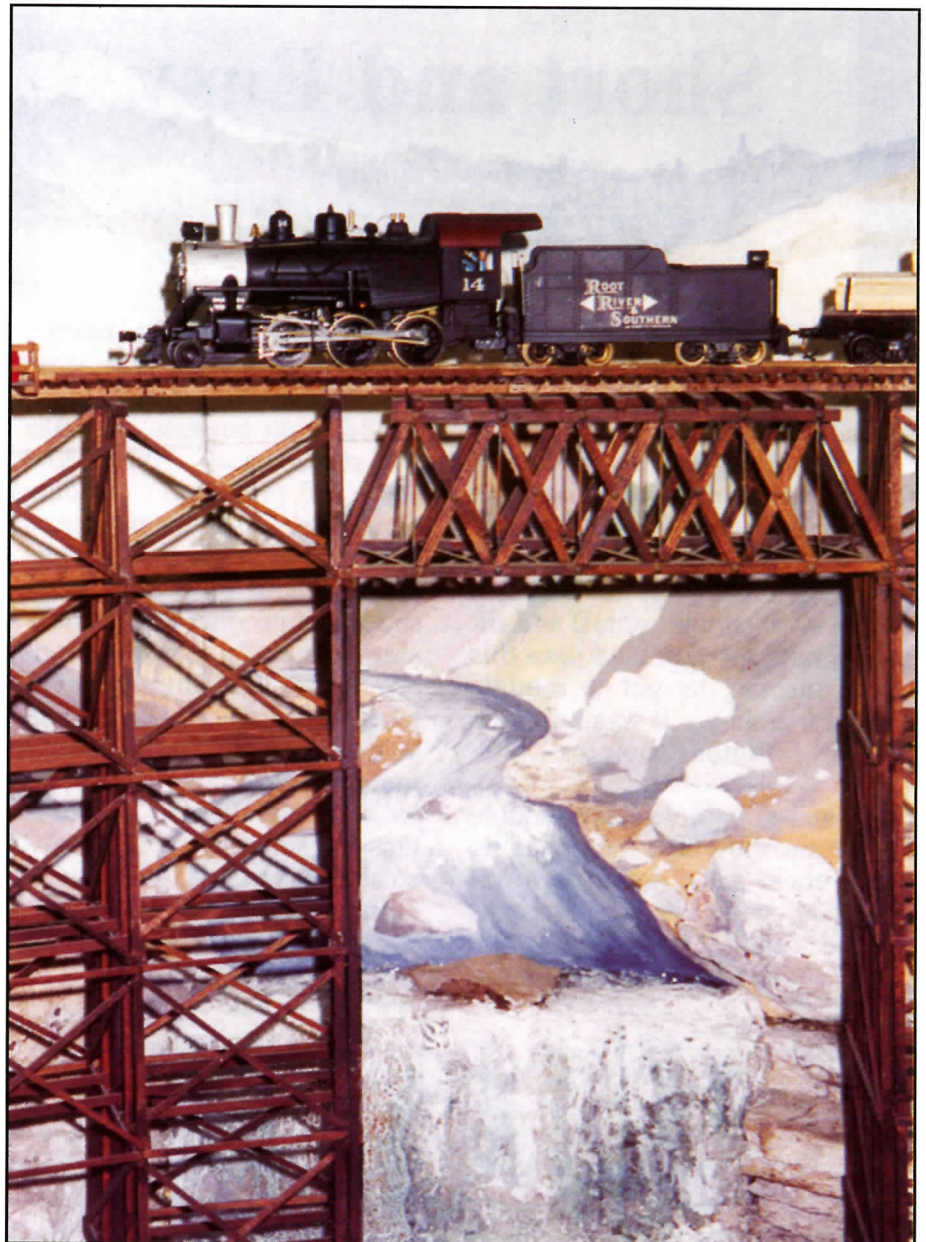
Root River & Southern



Dick Kloes

One of the layouts on tour at the 2000 Fall S Fest was Dick Kloes' scale/hi-rail Root River & Southern on which he has made much progress lately as evidenced by these photos. Dick uses hand-laid code 125 rail and turnouts so he can run both Flyer and scale equipment. As you can tell he loves trestles and bridges. Right is a spectacular scratchbuilt curved trestle built into a corner. Below is another scratchbuilt trestle with a deck timber bridge on another level above it. The loco in the top photo is a detailed Rex Mogul and below is an American Flyer Pacific lettered for the Milwaukee Road. Dick is also one of the charter members of the Badgerland S Gaugers.

Photos by Jeff Madden



Short and Easy

by Kent L. Singer

A Quick Muddy River

Richard Lind, under pressure to create a stream quickly, came up with the easy method described below. Not being ones to let (swamp) grass grow under our feet, we rushed this into print. The following description is Richard's.

"Here's a quick way to model a stream swollen with runoff and silt after a rain. I stumbled onto this when rushing to get a module ready for a show. It was half luck and half fortuitous choices.

"I needed to complete my module for a train show and there was no way I could get it done the way I imagined, with lots of big rocks stained orange with acid mine waste. Dick Cataldi opined that it

would be sufficient for many people to show what was intended with paint and mock-ups. Paint wouldn't do because the base for the stream was a nasty looking scrap of plywood. Thinking I should look for an appropriately colored construction paper or poster board, off I went to an art supply store the day before the show. Initially, I was disappointed. Some of the blues were OK for lakes, but my stream would be acidic and reflecting the surrounding trees and none of the greens looked right. Then I looked at the tans and selected a reddish tan construction paper: Canson Mi-Teintes Ref. 502 Bisque. The sheet was large enough to span the width of the module.

"After trimming the paper to size, I spread a thick (about 1/16") layer of white glue on the rough plywood base with a wide blade. I did this because I didn't want the rough, chipped plywood surface reflected on the surface of the stream. As soon as the construction paper was in place, the edges began to curl up, so it was necessary to gently press the edges down with my fingers. As soon as it was clear the edges would stay down, and before the glue dried, I dumped on some acrylic gloss and spread it smoothly and evenly with a two-inch wide foam brush. The acrylic gloss darkened the paper to an even better color, and the wet glue and acrylic caused the paper to expand, creating waves all over the place.

"It dried overnight and when Dick Cataldi saw it the next day, surrounded by reefs of lichen foliage, he said it looked just like a muddy stream after a hard rain. That felt good. Maybe I'll leave it that way."

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

(Presidents message con't. from page 4)
number. Somehow, I'm afraid we lost most of the people who wanted the convenience of going to a local store. Informational material they could have acted upon immediately could have made a big difference!

A local S gauger, Butch Holtgrieve, took some photographs of the Kansas City S Gaugers' modular layout in opera-

tion at the show. These can be viewed on Paul Yorke's S-trains website; the message is #10449 in the archived message.

Yes, we've come a long way in S, and we're offering more products than ever before, but let's **think ahead**. I sincerely hope that if you contact S manufacturers for promotional material for your S club to hand out at local shows you have better luck than we did. ANY

manufacturer, large or small, wanting -no willing- to promote his S products should immediately contact a member of the BOT for information on who to send material to so that it can be distributed to clubs for shows such as the one we did recently.

Paul Stevens
President, Kansas City S Gaugers
President, NASG
e-mail: crafterr@swbell.net

Since the beginning...

BERNIE THOMAS MEMORIAL AWARD WINNERS

This past summer at the Annual Convention in San Jose the 35th Bernie Thomas Memorial Award was given out. The most recent recipient was former Western Vice President and current Convention Chairman Lee Johnson of Walnut Creek, California.

Since we are starting a new millennium and this is the 40th anniversary of the NASG, let's review how this award came about.

In the early 1960s S gauge was in a far different situation than it is today. Manufacturers were few and S gaugers held a dim view of the future except for one Bernie Thomas who was always active and optimistic regarding S. He worked tirelessly to support newcomers with articles on American Flyer conversions and other simple projects. He became the NASG's second General Director. He developed the rotating-visiting club format which established many area clubs. He was active at the early NESGA annual events which eventually became NASG annual conventions.

Bernie lived in Ambridge, Pa., and was a metallurgical inspector for

the Jones & Laughlin Steel Corporation in the Pittsburgh area. He traveled to attend meetings and judge contests wherever S could be promoted. Bernie died unexpectedly and too soon at the age of 50 in July of 1965 - the day after attending an S gauge meeting with John Sudimak.

As a living memorial to this S pioneer, Dick Shlott and the Deep South S Gaugers (not a current group as far as I know) originated the Bernie Thomas Memorial Award in 1966. It has been presented every year since. The selection process is coordinated by the NASG Board of Trustees, and according to the Constitution reads: **"In recognition of their past accomplishments and meritorious service to S Gauge...This award shall be presented annually and carry with it conference of Honorary Membership in the NASG, which shall be good for life."**

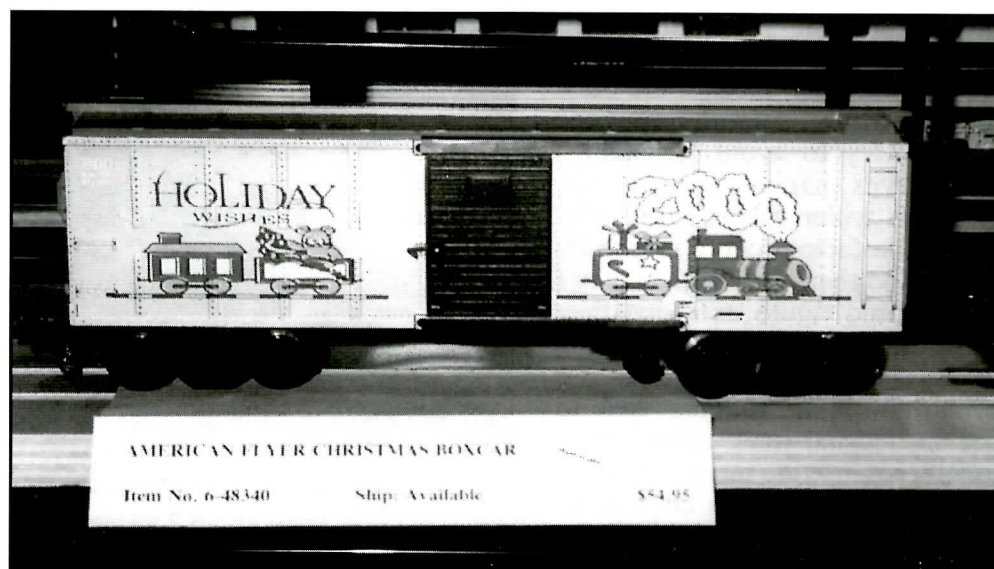
Previous Award Recipients:

1966	Wallace Collins
1967	Frank Titman
1968	Frank Titman
1969	Ed Schumacher - deceased
1970	John Bortz

1971	Bob Bloise - deceased
1972	Claud Wade
1973	Howard Sandusky - deceased
1974	Donald Heimburger
1975	Leonard Giovannoli - deceased
1976	Walter Graeff - deceased
1977	Joshua Seltzer
1978	G. Richard Cataldi
1979	Donald Heimburger
1980	John Sudimak - deceased
1981	Ernie Horr - deceased
1982	Don & Robin Thompson
1983	Tom Coughlan - deceased
1984	Sam & Elaine Powell
1985	Avery "Swede" Norlin
1986	Ron Bashista
1987	Rolain Mercier
1988	Don DeWitt
1989	Tom Marsh
1990	Bill Krause - deceased
1991	Kent Singer
1992	Josh Seltzer
1993	Jim Kindraka
1994	Mike Ferraro
1995	Dick Karnes
1996	Doug Peck
1997	Bill & Diane Wade
1998	Alan Evans
1999	Ed Loizeaux
2000	Lee Johnson

Nominations for future awards can be forwarded in written form to the BOT.

Ah, an S item from Lionel actually surfaced for the Christmas season. This is the lone S offering which is buried amongst O gauge holiday cars in the Volume 2 catalog. This boxcar is yellow with green door and red roof and ends. Artwork is green, red and white. The car retails for \$54.95



Fixin' Flyer

By David Dewey

'Tis the Season for Runnin' Trains!"

It is that time of year already, when we fill the house with pine scent and Choo Choo sounds (What, no Ho! Ho! Ho?). In the previous column we talked about cleaning and straightening track for reliable operation. That's only one part of the formula, however. No matter how clean the track, if not properly laid out, your trains will still "fail to perform to expectations." Or, in other words, your trains will spend more time **ON** the layout than on the track!

Like the real railroads, our trains prefer tracks that smoothly transition from straight to curve, and from level to up and down. If you are laying track right on top of your floor, this can be hard to check, especially with carpet. That's why I prefer a base of plywood, plus it protects the carpet from smoke fluid spills, etc. You can sight down the rails--remember doing this as a kid, to watch the train go sweeping by you on a curve? This time, however, you want to look along the rails; see if any rises or dips show up.

As I mentioned last time, you can slightly bend the rails to correct them. Look at your rails from above. Do the straight sections wander back and forth at the track joints? How smooth are the curves? Try to avoid "tweaking" the curves narrower or wider, although wider causes less problems. The factory curve is already almost too sharp (one reason why I never could figure out what they were thinking when they made Pikemaster track, the curves are even tighter), so "fudging" here to get an unusual track arrangement together is inviting more problems. If you have to, custom cut a piece of track to correct this. My tree layout uses a 1/3 long straight

because of a reverse-curve section at one end to clear the entertainment center.

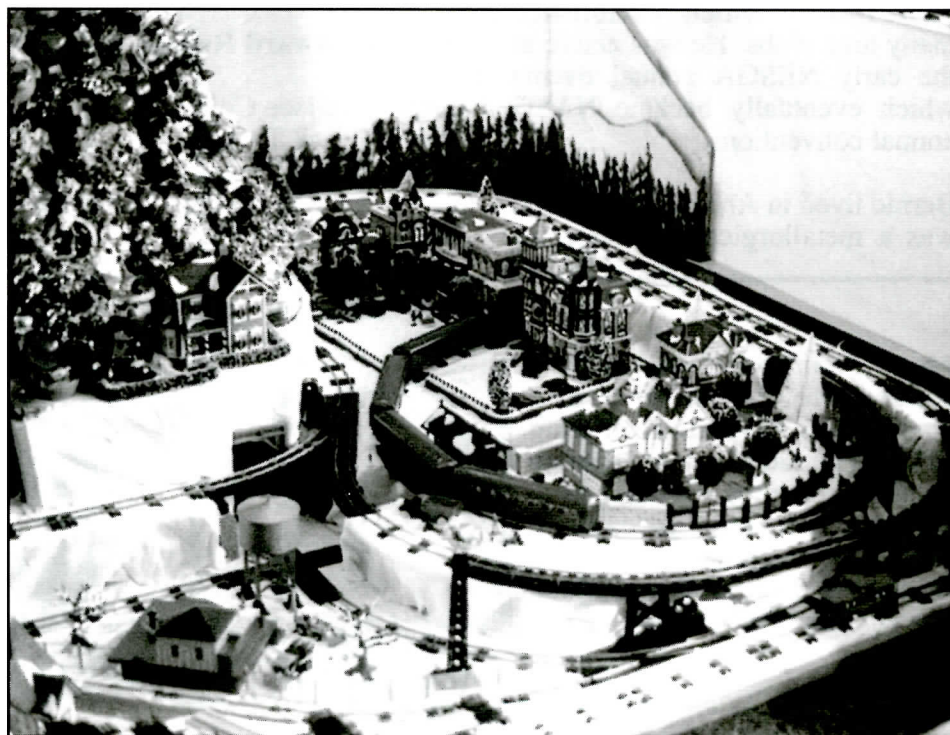
Now that I've mentioned reverse-curves (an "S" shaped curve), these can readily cause derailments if not planned carefully. It is best to not directly connect two curves together to form the S (although my layout does, and it gives me no end of problems). If you use at least a half-straight section between them, your trains will roll through it much more reliably. Grades and bridges add more visual interest and operating challenges. It takes more energy to pull a train around a curve than a straight line, so grades that are on straight sections can be a bit steeper than those on curved sections. This can be useful when you have space limitations.

Although the standard Gilbert trestle sets used 13 pieces of track to reach their top, 15 would be better with the first and last pieces being elevated only 1/2 the usual amount. This eases the grade tran-

sition, and helps prevent unplanned knuckle coupler openings. It is also critical to not change from up grade to down grade without a level section of at least one track length. Such a rapid grade change will invite leading truck derailments and random uncouplings.

If you need to put a switch on a grade, keep the switch and all three pieces of track connected to the switch on the same grade. If, however, one of the switch tracks has to change grade (switch on an upgrade mainline connecting a siding on a downgrade, for instance) then keep the switch itself level. If you have room, the connecting track sections should be level too, or at least at reduced grades.

Don't forget to add extra track terminals at the far side of your layout to improve electrical conductance. If you have sections of track you are isolating by using track switches, be careful you don't defeat their switching feature by putting an auxiliary terminal in the



Twisting loops highlight one of Mike Wright's living room Christmas layouts. It usually takes Mike about 2 weeks to set up his layouts. Train is on reverse loop and will come back to the switch in the center of the photo.

switched area (voice of experience here!).

Also, if this is an "under-the-tree" layout, you may want to consider a place to store the trains while they are not running so you don't get tree sap or other calamities on them. This can be a tunnel section, or sidings away from the tree. The sidings can run behind an entertainment center, or couch, or piano, and be out of sight. Happy Holidays everyone!

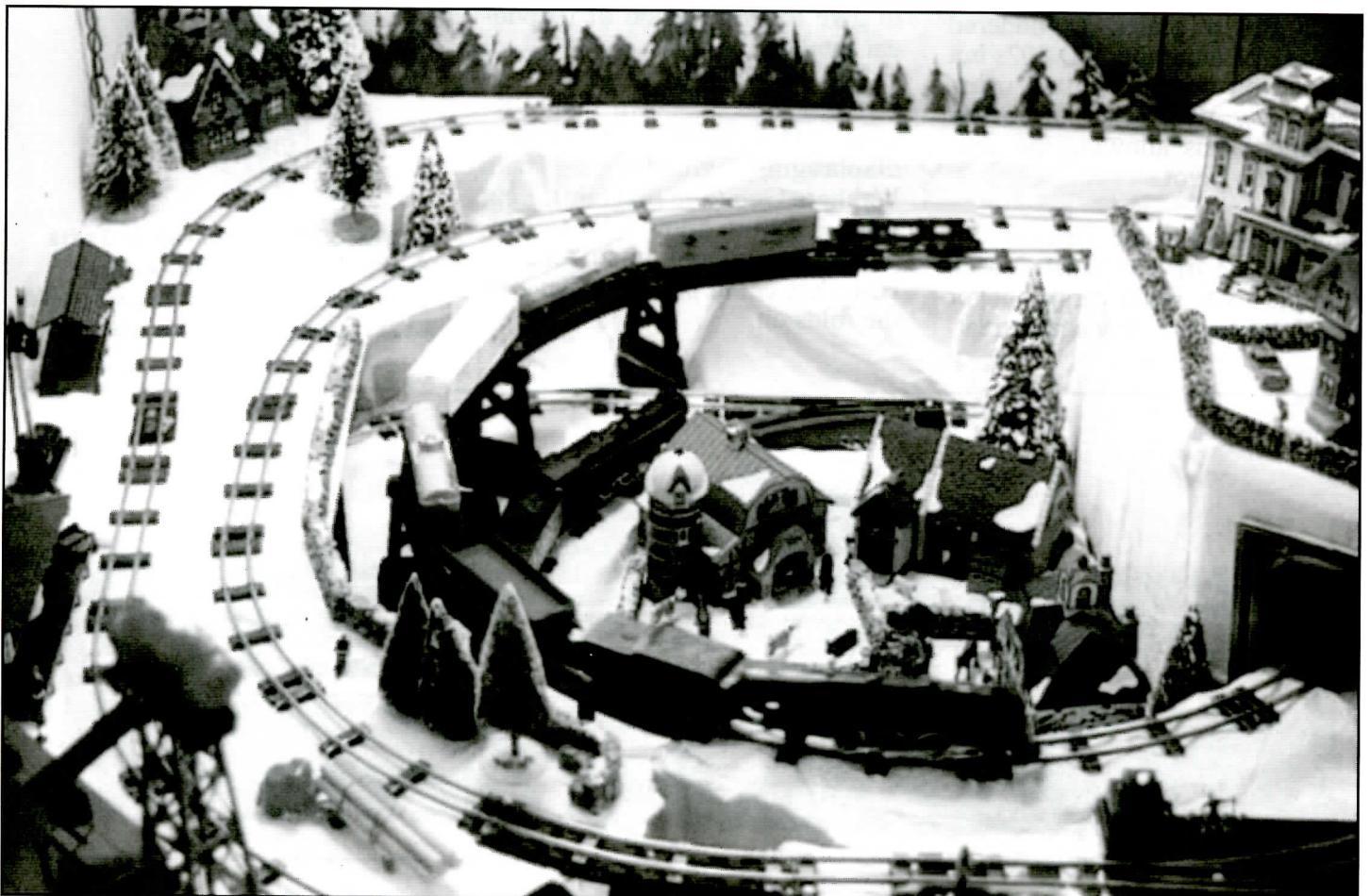
As always, your thoughts, suggestions, or questions are always welcomed. You can contact me at djdewey@cncnet.com or at 3435 Myers St. Oroville, CA 95966. Have fun with your trains!

Seasons Greetings



Another Mike Wright Christmas layout. Mike can have 3 trains running at once on at least two levels and a couple of reverse loops. Ceramic village buildings are featured throughout. Mike is shown at the right.

Another year, another Mike Wright design. The train is on one reverse loop. It will come around to the middle track, and the switch in front is to the mating reverse loop. Just under the tank car is another train on the bottom layer about to go over a yard access switch.



American Models Heavyweight Coach

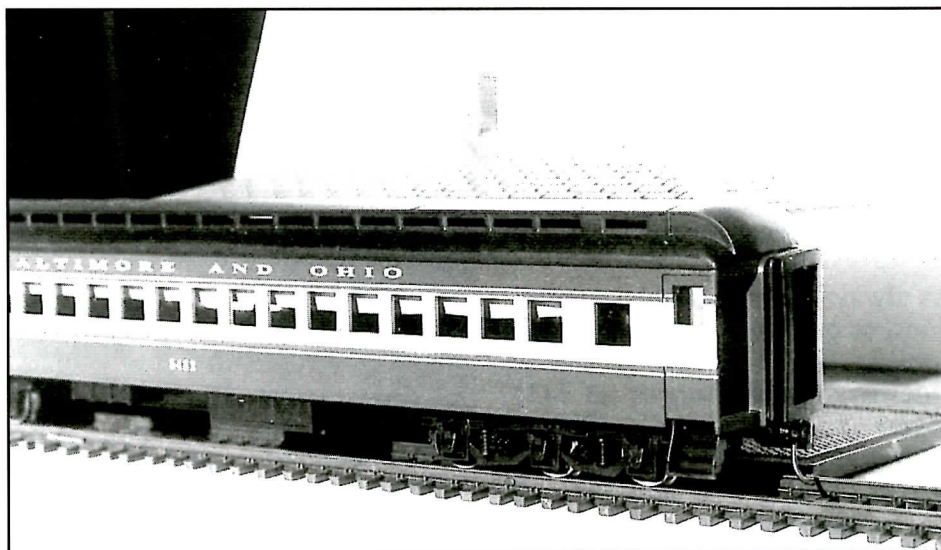
By Jeff Madden

All along I intended some minor improvements to the American Models heavyweight cars which came in the B&O steam engine set. The 5 passenger cars that came with the locomotive included an RPO, baggage, coach, combine and observation. These are all shorty 74 footers. Immediately I saw the need to add some detail to these fine cars.

First, I decided on using 6-wheel trucks for a more massive look on the cars which came with 4-wheel trucks, such as coach, combine and observation. The RPO and baggage car already have the 6-wheel trucks. I started with the coach. New trucks were purchased, and this turned out to be an easy swap out with mounting holes already in place.

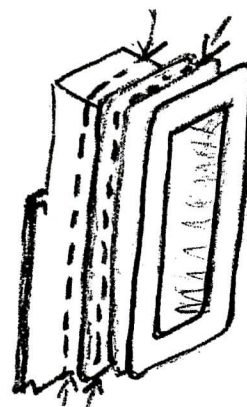
Since I'm a scaler, I pondered about talgo mounting KD 802s but decided on body mounting using one screw which is not totally tightened, thus allowing the coupler box to pivot.

Interiors may come (maybe I'll stick in one of AM's new coach interiors from Budd cars), but for now I did my window shade treat-



ment carried over from HO days. I simply used staggered cut paper from a brown envelope and held in place with Scotch tape. The staggered cuts should match the window frames, but they should vary to give the impression of individual shades.

Lastly, I used cut-down rubber K-Line O gauge streamliner diaphragms glued on with Walther's Goo (See diagram). I cut off one fold to allow KDs to couple easily without undo tension. Hi-railers could probably leave all the folds on.



Cut off 3 ribs for hi-rail or 2 ribs for scale. A little flash where trimmed is OK. Diaphragm should seat right into AM door opening.



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CREATING A SOUTHERN STREAMLINE PASSENGER SET

By Wayne Beachy

It's not that I am that big of a Southern Railroad fan. It's just that circumstances have led to a large portion of my train equipment being Southern.

I first bought a Lionel/Flyer Southern GP9, but I never was pleased with the way it ran, so I sold it. I next bought an American Models Baldwin S-12 and bay window caboose. I was very pleased with both of these. When American Models produced the Southern Crescent set pulled by their new heavy Pacific, I bought one of the first. What a great toy train that is! Next, S Helper Service announced that their new F3s would include the Southern, so I placed an order for one set of those.

Well, a few months ago I was talking with Ron Bashista of American Models on the phone when I mentioned I had the SHS set on order. Ron told me he was nearly ready to produce and ship the upgraded FP7 sets that would include more detail and a sound option for the new B units. He said one of the choices would be a Southern set.

In the past I have done repaints of Flyer passenger cars for Norfolk and Western, Atlantic Coast Line, and Seaboard Air Line. I started thinking how nice a Southern streamline set would look behind a matched set of FP7s with sound.

I began by searching stores, lists and on-line auctions for inexpensive passenger cars. I generally find that Lionel/Flyer cars are both cheaper, and in better shape than the same Gilbert cars. Since these cars will be silver, I try also to find cars that do not already have fancy paint schemes and will be simple to repaint. I generally try to hold

down the cost of cars for repaint to about \$50 each, but that is getting more difficult to do.

I already had my first two cars, a Lionel diner and a kit-bashed full baggage car, from previous projects. The baggage was from two junker Gilbert combines spliced together. The windows were filled in using sheet plastic and putty. New name boards were fabricated from plastic strips. I found filling and sanding the putty in the fluted top very difficult.

The Southern paint scheme of the 1960s seemed more interesting to me. The cars were originally all silver with simple black railroad gothic lettering saying Southern on the name board, the car number on both ends, and car name in the center under the windows if appropriate. By the '60s the Southern had painted most of the roofs black and added the green and yellow heralds on the ends near the doors along the window line.

The full baggage and sleeper car, which I will describe more later, were the only cars I kit-bashed. All other cars were simply repainted.

The entire factory-applied lettering and as much as the factory paint as possible were removed. I used Poly S paint remover. If the car is already all silver, I used the chemical sparingly and removed it fairly quickly. This allowed me to then cover the car with a single, light coat of silver paint. I used Testors German Metallic Silver. Don't forget to remove the floor and window inserts before painting. After allowing setting for a few days, I masked the line above the number board between the sides and the roof and sprayed the roof with a gloss black.

Prior to doing the observation car I removed the wire antenna and its wire rings. These will be returned after the car is finished. I tried to remove the dome on the vista dome car but could not do so without doing major damage. The alternative here was to mask the dome itself, allowing the horizontal area of the dome part, which attaches to the roof to be painted black with the roof. A little of the silver of the original roof will show through the plastic dome, but this is not too distracting. Again allow several days for the paint to set.

For lettering, I created my own decals on my computer and printed it on special decal paper, which works in laser printers and copiers. The paper actually works better in copiers so I print to plain paper then copy that on to the decal sheets. The simple railroad gothic letter is very easy for anyone with a computer to do. Simply experiment with lettering size and spacing until it fits the Flyer letter board and looks right. My lettering was about 9" high and the "Southern" is about 22.5' long.

For the herald near the doors, I used HO Southern diesel decals from Microscale that has about 5 sets of the herald in the set.

I used the appropriate names and numbers for the cars that I found in the color guidebook. Since I play with toy trains, the cars are not scale models. They are merely representative of the cars I am modeling. For example, Southern actually painted their vistas Olive Drab. I saw a commercial HO scale version in silver at a recent show and decided if they could do it in scale, I could do it as a toy.

Finally, I painted all of the truck side frames black, if they were not already that color. After all decals were applied, I covered all shells with a coat of Dull Coat. Do not insert the window material and do not remove the mask from the

dome until after this has been done.

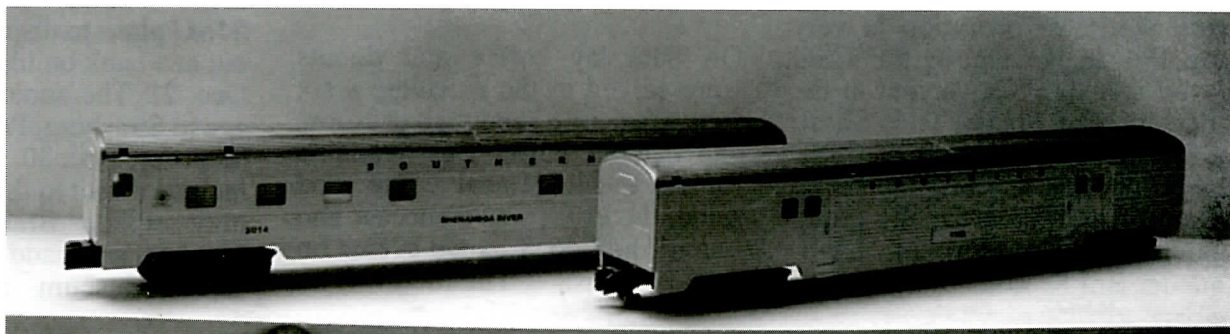
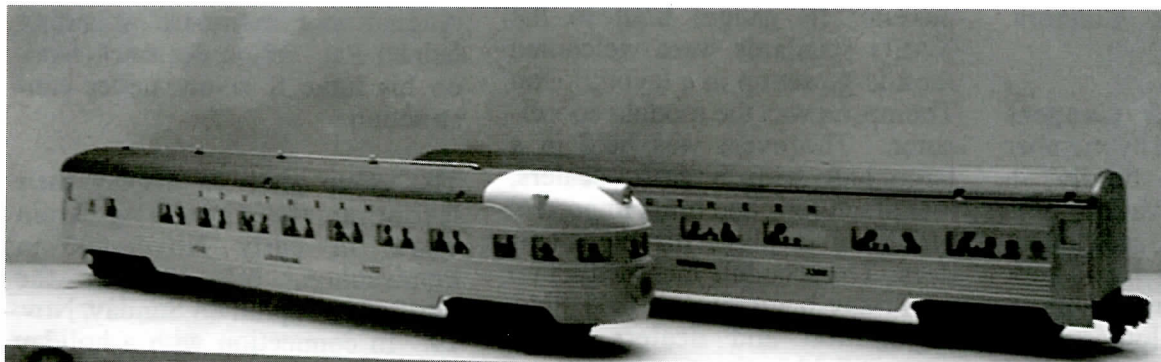
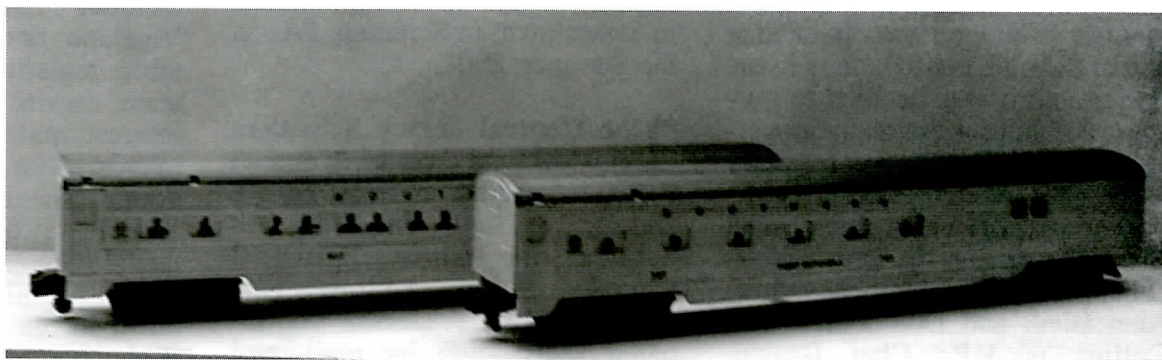
My only disappointment was the sleeper car. This I kit-bashed from the shell parts remaining after creating the full baggage car. These parts were in pretty bad shape to begin with, and were very hard to restore to any reasonable shape. To give the illusion of a sleeper, I again filled some windows with sheet plastic and putty. This is probably the only modern sleeper car with doors at both ends, another result of using leftover combine shell parts. As of this writing I am still looking for a scrap floor and trucks on which to mount the shell. After all painting and lettering was completed, I reassembled the cars just in time for my FP7s to arrive. What a great train set. The current consist is one baggage/express, one baggage/coach combine, two

coaches, one diner, one vista dome, one sleeper, and one observation/lounge. I pull the train with an ABA set where the B unit is equipped with sound. I first ran the set at a show with our Atlantic Coast S Gaugers, Washington and Old Dominion Division. Long trains like this are just made for large modular layouts.

Fellow Atlantic Coast S Gauger, Nick Colleran, has asked me to repaint a PA shell in the Southern scheme for both of us. Southern used PAs to pull their passenger trains on the parts of their line southwest of Virginia so a PA would look great pulling this train. I told Nick I was nervous about having to please someone other than myself. Nick assured me, however, if I made a mistake on one, that one could be mine.

The SHS F3s have not arrived as of this writing. When they do they will primarily be used for mainline freight, but during high traffic times one may find them pulling a streamline passenger train and easing into the station parallel to the American Models Crescent Limited with the FP7s sitting on a nearby track waiting to take out the next passenger train. All will have the sounds of diesels running, bells ringing, horns/whistles blowing, and air valves popping. I love toy trains!

Uh oh, Wayne. Would you take a gander at the American Models blurb on page 6 - yes, Southern Budd cars with interiors. Regardless, this is a project many may want to undertake - ed.



THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gauge Railroaders (BSGR)** brought their modular layout in August to the All Gauge Train Show at the Payne Whitney Gym of Yale University. The **BSGR** has their own web site, and proudly advertises themselves as the oldest S Gauge club in America. Membership in the club is by application upon the prospective member's attendance at three meetings of the group, and is by vote of the membership at the third meeting.

BSGR president Skip Readio operated a camera-equipped S gauge Alco PA diesel unit with color photo transmission to a TV monitor. The loco was operated at one of the club get-togethers in the Spring and it was decided to purchase the unit for use on their operating layout. Bob Hogan formerly a member of the Bay Area S-Scalers (BASS) was recently voted into membership in the **BSGR**. Other recent new members include Alan Bleik and Don Tyler. Jim Collins is V.P.; Chet Brown, Treasurer; and Dick Connors, Secretary of the club.

The **Connecticut S Gaugers (CSG)** were hosted by member Bill Mark and his family in October, in Pleasant Valley, N.Y. Bill has an excellent S scale layout on which he operates New York Central and other prototype S trains. The layout has long sweeping curves and well constructed track work, so operation is very smooth. In November, the **CSG** set up their modular layout at the Cheshire High School Train Show, in Cheshire, CT. This is the location of the first and original set up of a modular layout by the group under the direction of Club-founder Bill Krause.

Member Jim Daniels is scheduled to host the **CSG** in January, for the new year, in Amston, CT. Member Don Ross had both knees operated upon in Sept., and is undergoing recuperation. Members of the club wish Don well, and a speedy recovery. Don has in his basement a large S scale layout that was originally constructed by NASG member Joe Scales. When Joe moved to his present location some years ago, he sold the layout to Don. The **CSG** has a website that announces and describes activities of the group as edited by Craig O'Connell, club secretary. Club president, Bill Fuhrman is busy helping organize the upcoming NASG Convention to be held in Steamtown, in Scranton, PA., in the Summer, 2001.

The **Central Jersey S Scalers (CJSS)** held their 19th annual Fall Get-Together on Sept. 29, 30, and Oct. 1, 2000. The event was held at the Christ Episcopal Church, South Amboy, N.J. Member Mike Anderson coordinated registration by mail, and modules (S gauge) built to the NASG standards were welcomed for a large set up in a layout. Don Thompson was the module coordinator. The event was held in a large hall with S scale dealers, manufacturers, and brass importers providing displays for the attendees. The schedule included set up on Friday beginning at 1:00 PM., registration and dealers tables open at 7:30 in the evening.

On Saturday coffee and donuts were served in the morning, a six foot submarine sandwich at Noon, and catered buffet was available for the evening meal. The food aside, the event was a success and one of the best S gauge events on the East coast. The food was an

added attraction, but the S fellowship was supreme.

The **South Jersey S Gaugers (SJSG)** are working on their new layout, and progress is occurring. President of the group, Dan DeSantis is spear-heading the effort, and work is being done by the layout committee. Dan took photos of a mockup of the newly planned layout, which appears to be of styrofoam construction showing the track plan and scenery highlights. The layout will include Walt Mumie's city station scenery at one end, which depicts a large city RR station. There are at least two levels of track with overpasses and bridges. The **SJSG** meets regularly at the Bellmawr, NJ. Fire Hall on the first Wednesday of the month.

The group held their Fall Train & Toy Show Sale at the firehouse on October 15. Charles "Chick" Viggiano coordinated the dealer table registration. Door prizes were drawn hourly to maintain interest and keep the attendees interested in the event. Baked goods, snacks and lunch were available at the show and most of the **SJSG** membership participated in the planning, set up and take down for the event. Member Pat Bigley hosted a play trains event in August and members attending helped Pat refine the track work on his large S layout under construction.

The group plans to display their layout at the Greenberg Train Show in early November in Pennsauken, NJ, and at the Shriner's Hospital on Sunday, Nov. 19. In connection with a holiday home tour in Riverton, NJ, the **SJSG** plans to display the club layout at a bank building on Saturday, Dec. 2. The annual club pilgrimage to Strasburg, PA, is planned for Saturday, Dec. 30. This event may include a visit to the large train display at the Brandywine River Museum at Chadd's Ford, Pa.; the TCA Museum and the PRR

Museum at Strasburg, Pa.; the All Aboard AF display layout (Bob Board) in Lancaster and Isaac's Corn Crib. This an event not to be missed.

The Lehigh Valley S Gaugers (LVSG) were hosted by Richard and Mary Barth, in August, for their annual picnic and swimming pool party. In September, Bill and Mary Fraley hosted the group at a meeting which included the second annual Jefferson Central Bring Your Favorite 3/16 th Model Contest. The Jefferson Central is Bill's S gauge model RR. The contest included entries from many of the club members attending, and first place went to Fred Rouse for his truss bridge. Second place was won by Frank Titman with his model of a United Methodist Church, third to Tom Maurer for an Erie ten wheeler, and an honorable mention was awarded to John Foley for his milk express reefer car.

A recent issue of the *Roundtable*, newsletter of the **LVSG**, included a very good description of the operating sessions on the Spiral Hill RR, of Frank Titman. Frequent operators along with Frank are Barry Mertz and Bert Mahr. One operator is kept busy on each of the two divisions, the upper and lower divisions. Barges are used to store various RR rolling stock, and the layout presently uses some 13 barges, each which can carry or store 11 to 13 cars upon it (depending upon the size of the individual cars).

A card system is used to direct the operations, and there is always a barge on the layout to, be loaded or unloaded. The barges are stored under the layout in a custom rack, and when used on the layout are placed on a model waterway so that a siding can be used to access the barge, just like the prototype does at water front operations. Mike Pragheimer hosted the **LVSG** in October, and John

O'Ross is planning to host in November. In December the club is planning something special for the group, possibly a night out on the town.

The North Penn S Gaugers (NPSG) were hosted by Joe and Lucy Bolsar in Souderton, PA, in September. Joe has a new corner module farm scene which was on display for the membership to enjoy. Glenn Ritter is secretary of the group and keeps the club "staying on track" with the newsletter publication called *Trackside*. The group may set up their layout at the Chalfont show to be held at the Lenape Middle School on November 18, if the show organizers have room. A recent issue of the **NPSG** newsletter included photos of a layout tour that Glen Ritter took at this Summer's NASG convention. Glenn wrote a report in the newsletter which describes his attendance and activities at the convention.

The **NPSG** set up their modular layout at the Greenberg Show on Dec. 9 and 10, at the Fort Washington, PA, EXPO Center. In January the group will set up their layout at the Family Heritage Train Show, an event that members have attended in the past, before they had a layout to exhibit. Members Glenn Ritter, Mike Berus, Curt Johnson, and Mike Ramsey made a trip (separately) to the CJSS Fall Get-Together in late September. They were fortunate to have a tour of the S-Helper warehouse and store along with some of the other attendees at the event. The recent newsletter included photos of Joe Bolsar's layout and corner module. Joe's extensive layout features many AF operating accessories, and some of his trains are lettered for the Pennsylvania and the Reading RR lines.

The Baltimore Area AF Club (BAAFC) was hosted by member Russell Weaver in Easton, MD, in September. Fourteen members attended, and the hosting

member's layout under construction was on display. Benchwork and overall trackwork for the layout are completed which include three separate sections spanning two rooms. Two helixes are included, on opposite corners of the layout. Significant progress has been made on the layout since the last meeting hosted by Russell, approximately one year ago. The club has ordered Outer Banks cotton polo shirts in golden yellow with blue lettering. The **BAAFC** name circling a steam engine is embossed on one side with the member's name on the other side. The Club pays for half the cost of each member's first shirt. Rod Charlton is handling the shirt orders and Ron Kolb coordinates the Club activities.

At a recent meeting of the **BAAFC** the Club discussed the possibility of hosting an NASG convention. The group plans to discuss the idea with other local clubs and gather information on what is involved and how the group could host a convention. More consideration will be given at future meetings of the group. On December 9, the Club set up their layout at the Johns Hopkins Hospital. This is a favorite event that helps the patients and parents at the hospital. The **BAAFC** is planning their December Club Holiday dinner for Dec. 14.

The Suncoast AF Enthusiasts (SAFE) Members John and Derelene Jeter hosted the Club in August. Bill and Ann Russini hosted the group in Sarasota, FL, in September. On Sept. 30/Oct 1, the Club displayed their layout at the Manatee Convention & Civic Center, Sarasota, FL. The event was sponsored by the Sarasota Model RR Club. During the Summer the group had a cookout at the home of president Louis Blithe to assemble member's modules and check out compatibility for future use at shows. The event drew 32 modules which were successfully assembled and operated.

The **SAFE** is planning to set up their layout at the three day GATS show, on Dec. 15,16, and 17. Later in the month the club will set up their modular layout at the Gulfport Casino.

The Miami Valley S Gaugers (MVSG) held a meeting at the Great American Train Show (GATS) at the Hara Arena, Dayton, OH. in July. The club displayed their layout at the show. The club layout took third place in the GATS show layout contest, winning the group \$ 200. The group plans to display their layout at the NMRA show at Hara Arena, in November. They hope to work out some of the electrical problems that cropped up at the GATS shows, wherein train operating speed variations were encountered, and polarity problems were occurring. The club members elected to keep the trains going at the show as best they could rather than trouble shoot and diagnose the problems.

The Southeastern Michigan S Gaugers (SMSG) were hosted by Jim and Penny Kindraka in Canton, MI. in September. Member Sig Fleischmann hosted in October, in Howell, MI. Gaylord Gill is president; Gordon Michael, Secretary and newsletter editor, and Joel DeWitt, Treasurer. A recent issue of the club newsletter included an article describing prototype railroad operations that went afoul as a result of a clerical error in copying a log book for a relieving yardmaster. The problem arose when a string of hopper cars stored on a track were not recorded in the log and another freight train entered this track, blocking the passage of a crack passenger train, the B & O Capital Limited. In August, Bob Pardington and his nephew, Bill Murray set up a 4 ft. x 16 ft. S gauge layout at the student union building of the Univ. of Toledo. S gauge trains were displayed and operated for the non-model RR public.

The Chicagoland Assoc. of S Gaugers (CASG) meet on the third friday of the month at the St. Paul's Lutheran Church, Melrose Park, IL. Dave Sengenberger is secretary of the club and edits the newsletter. He was fortunate to go on a trip in early September to Alaska and ride the White Pass & Yukon RR narrow gauge tourist line. In a recent issue of the newsletter, Dave describes the Chicago Botanic Garden, which had a large garden railway on display until the end of October. In the Spring time there is a similar display at the Milwaukee Mitchell Park domes, according to the newsletter report. Norm Schreiner, is president; Joe Taylor, V.P.; Dave Wise, Treasurer; and Rich Ganjak, Officer-at-Large.

On Sunday Sept. 17, the Northern Ohio S Scalers (NOSS) met at the Penitentiary Glen Park, Willoughby, OH, to attend a live steam group get-together. Picnic pavilions in the park made it convenient to bring and enjoy a picnic at the outdoor event. Gary Ippolito edits the newsletter, and coordinates the group's activities. Sharron and Jack Sudimak hosted the group on October 22, in Medina, OH. This was a combined meeting with the Cuyahoga Valley S Gaugers (CVSG). The meeting included the "Annual Closet Clean Out Swap Meet and Sale-a-thon". This event is a tag sale of S gauge and related RR parts and trains by the members and for the members. The host sets up tables in his garage to provide a place for the swap meet/sale. Gary Ippolito had a photo of his kitbashed N & W SD35 diesel loco published in the Walthers Big Trains catalog. The photo was taken at the Berea tower with the Conrail trackage in the background. Member John Lanser won second place in the 1999 HobbyTown USA model contest at their Strongsville, OH. store. John is active with a local 4H Club and works with members of a modular train group.

The Central Ohio S Gaugers (COSG) were hosted by Dennis and Brenda Lavender in Newark, OH. Elections were held at the meeting and the new officers are: John Frazier, Pres.; Jeff Link, V.P.; Larry Robertson, Secretary; and Sharon Wisniewski, Treasurer. Congratulations to the new officers. The club sponsored their tenth annual Central Ohio All Gauge Model RR Show & Sale in early October at the Franklin County Fairgrounds, Hilliard, OH. The event featured two buildings, free parking, over 125 tables for vendors, and operating layouts in several gauges, including the COSG layout. John Frazier hosted the group in October. John has a multi-level layout with AF , Gargraves and Code 148 American Models track, along with scratch built buildings. Power supply for the layout is either AC or DC, for the different trains that can be accommodated.

The Cuyahoga Valley S Gaugers (CVSG) brought their four layouts to the NMRA Division Four train meet at Berea on the first weekend in October. The newest table top layout that the club has built is a Gilbert HO layout. The other layouts include an S-Mod scale one, an AF S gauge layout, and an S hi-rail layout. Dave Davis coordinated with the NMRA on the show details. Member Bill Newhouse had surgery this Fall, and is recovering. Gene Rominski is secretary, and Lee McCarty is president of the club. A recent newsletter included a listing of the CVSG video library, as coordinated by Paul Gerhart. The listing includes model railroading (various topics), and full sized and narrow gauge trains. This is a very useful library, which can be used by the membership of the club. The October meeting of the and was a joint one hosted by Jack and Sharon Sudimak with the NOSS described above.

The State Line S Gaugers (SLSG) were hosted in September by Jim and Andrew Larsen, in Roscoe, IL. The club displayed their layout at the 25 th Annual S Fall Fest, in Waukesha, WI, on Oct. 27-29. Member Dave Oberholtzer hosted work sessions to prepare the layout for the display. The **SLSG** displayed their layout at Midway Village in November.

The Badgerland S Gaugers (BSG) sponsored the 25th Annual Fall S Fest on October 27-29. The event was held at the Waukesha County Exposition Center, Waukesha, WI. See article this issue. Activities at the Fest included a tour of the Kalmbach facilities, Mitchell Park Domes Botanical Garden tour, and Pabst Mansion tour, along with the usual swap meet and train races. Six home layouts were made available for the attendees to tour on Sunday morning and afternoon.

The **BSG** held a picnic in September, hosted by Roy Meissner. Roy organized the event, which was a first for the club in a long time, according to the newsletter report. A recent meeting of the club was hosted by current president, Dave Smukowski, where members were treated to operations on the S gauge layout in the basement and the G gauge layout in the back yard. The G gauge layout includes over 800 linear feet of track, all ballasted with pea gravel.

The AF S Gaugers of the St. Louis Area (AFSGSLA) were hosted by Cliff Saxton in September for a monthly meeting. Gary Mueller edits the club newsletter, and Moe Berk coordinates the activities of the group. Don Borcharding hosted the club in October, in Waterloo, IL. Don has a new train layout which the members attending got to see first hand. Member Craig Tarpoff hosted the club in November. Craig's layout has a double helix,

which made operations interesting. On December 1, the **AFSGSLA** set up one of their layouts at the CNB Bank, Maplewood, MO. On this same day a meeting is scheduled at the home of member Bob Bretch. In past years the **AFSGSLA** set up an elaborate S gauge layout in the window of a large department store, in St. Louis, the Famous Barr Department Store.

The **AFSGSLA** had a picnic in June, organized by Josie and Larry Strassburger, in Glencoe, MO. According to their newsletter, Josie makes very good food and the event was enjoyed by the club members attending. The club set up their double helix layout at the transportation days celebration at the Museum of Transport, in early August. This was a good event to show the world S gauge trains. The Miniature Museum in St. Charles, MO. closed in late August, and S gauge trains on display supplied by the **AFSGSLA** were removed. The club The **AFSGSLA** marked its 25th anniversary this last fall, sharing this distinction with the Badgerland S Gaugers.

The **Kansas City S Railers (KCSR)** has a new contact person. NASG member Dick Wholf formerly of the Kansas City area, has moved to Pagosa Springs, CO. Dick advised your column editor that the contact person for the **KCSR** is Pete Bellos, in Shawnee, KS. Pete's e-mail is: petedy@earthlink.net Those in the Kansas City area might contact Pete to find out what is being done by the group. Dick Wholf had at one time a wonderful S layout with overhead wire to operate electric locomotives under. Dick is recruiting personnel as you read this to help build a new layout.

The Inland Empire S Gaugers Assoc of the Pacific Northwest (IESGAPN) held work sessions at Dale Weiler's in Otis Orchards, WA. to install roadbed and lay track on their dis-

play layout. The goal is to have the layout ready to display in early December. In October, several members of the group had tables at a train show at the local community collage. Harriet Horr had a table to sell some of the train items of her late husband, Ernie. The club was hosted by Tom and Shirley Bangs, in Spokane, WA. in November. Tom's S two-foot narrow gauge layout was featured. Backdrop painting and some three dimensional scenery are under construction with some completed. Tom edits the club newsletter, the *S-Train Rail*.

The S gauge Tinplate Railroad of recently-deceased Ernie Horr had to be partially dis-assembled to allow the installation of a new furnace. Ted Holloway helped Ernie's widow Harriet with this task. The layout was apparently built over joined tabletops with no sectional framing, so very little of the layout can be moved intact. The **IESGAPN** club may purchase some of the movable structures and equipment from the layout that might be for sale in the future. This would be a good way to remember Ernie with components of his layout on the club layout.

The Rocky Mountain Hi-Railers (RMHR) celebrated their fifth anniversary in June. Co-founders of the club were John Eichmann and Dr. Greg Lewer. The group displayed their S layout, Lookout Junction at the seventh annual Treasure Valley Train Show, held at the Boise Centre on the Grove convention center, Boise, ID. on June 23,24, and 25. They had a birthday cake cut into 64 pieces which was shared with other modelers, during the convention. A recent issue of their newsletter had a photo showing Boise Mayor Brent Coles operating the S layout when he attended the show. The group's newsletter is called the *S Say* and the 49th consecutive issue was published in June. John Eichmann edits the newsletter and coordinates the

group activities. A recent issue describes the home layout of Dr. Greg Lewer, which is a winding, climbing, folded point-to-point layout with reversing loops, a one-track 3.5 mile mainline, a yard, turntable, roundhouse, and several towns along the way. Dr. Lewer and his sons are active supporters of S gauge trains.

The **RMHR** were hosted by Sam and Debbie Rapp in September in Boise, ID. The club brought their layout to the two-day Boise Toy Show in November. They are planning on shows that they can display their Lookout Junction layout at, in the forthcoming year. The 76th Anniversary Celebration of the Boise Depot will be held on April 21-22, 2001 at the depot. The RMHR were invited to participate and plan to bring their layout to the celebration display.

The Bay Area S Scalpers (BASS) were hosted by Graham Henry in Berkeley, CA. in September. Graham's layout had some new hardshell scenery and three sidings added since he last hosted the group. The **BASS** hosted the July NASG convention in San Jose. Under the coordination of Bill Roberts, Module Chairman, a successful display and operating session was accomplished at the NMRA Train Show which was part of the convention. Member Ed Loizeaux had his layout on the tour circuit. Judi and Ed Loizeaux also hosted a special gathering for S scalpers which was well attended. The club welcomed new member Dean Claycomb, of Palo Alto, CA. recently. Barney Daehler edits the club newsletter, the *Bass Waybill*, and Lee Johnson coordinates the club 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



A friendly sign greets 1968 NESGA conventioners at Tom Coughlan's Berkshire Central layout. This annual event started in 1961 and preceded the NASG sponsoring the event entirely, which began in 1972. Actually there was a shared sponsorship with the NESGA in 1973, but after the NESGA sort of dissolved. This one was held on May 3,4,5, 1968 in Nashua, NH.

Bill Fraley Photo



Here's an historic sight to see. This is the Kinsman display at the 1968 NESGA in Nashua, NH. Some Kinsman kits are still available under the Scenery Unlimited banner.

Bill Fraley photo

demand for it that was generated by people seeing it at shows and in peoples' gardens, and then liking it and asking for it.

I hope to see you continue to promote this aspect of personal initiative. And don't forget to promote high quality layouts/modules. When 1:64th scale products are shown in a good setting, they give a better impression of the scale. I don't care what flavor of S scale that people are running; vintage AF, Lionel repros, hi-rail, Sn3, plastic model trains, or brass models; whatever you run, put it in a good setting, and it will receive a more positive response. In my area, that is where the G gaugers excel; their modules are gorgeously detailed. It creates a very positive impression for all of G. I suspect that this is a major reason for

G's growth in popularity. S can and should do the same - LOOK GOOD!

- Ted Larson

Does American Models have catalogs? Just had two couples in to see the Jefferson Central. The one couple is definitely going to start model railroading as a hobby in their new home. I sell (sold) the "S" scale idea. I always have plenty of giveaways, including some older SHS catalogs. I have come to realize that there are no American Models' catalogs. Does American Models have catalogs?

I get a lot of model railroading visitors. I'm always trying to convert them. I do believe this one couple in their fifties are going to go to "S" scale. This will put pressure on me and my time as they live here in Hershey. I'm retired but stretched to the limit for time.

I would like to suggest that all you modelers out there in "S" scale have packets ready for your guests to take along with them. (Some modelers have a registry; I do not). NASG brochures, *Dispatches*, S Helper catalogs, BTS sale sheets, old model railroad magazines and even photocopies of articles about your railroad or other S layouts.

- Bill Fraley. *No, American Models does not have the type like S Helper has, but they do have a black & white product listing (several pages) and various color brochures and single sheets. I did hear one is coming though.* - ed.

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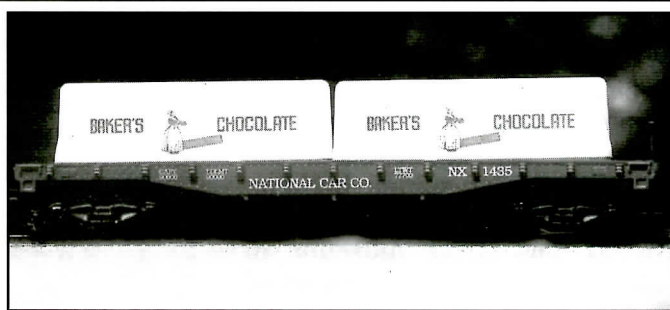
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EXTRA BOARD

SPREADING THE NEWS ABOUT "S"

I just returned last night (Oct. 1) from the NKP convention (Nickel Plate). I had entered the new PRS NKP car with Viking roof. I added Sergeant couplers and decals plus heavy weathering. And guess what? The car took first in freight car category! Anyone interested in seeing it can e-mail me, and I'll send to a digital picture back. Last year I entered an S Loco 0-8-0 which I did detail and weather. It won 1st in steam and "Best of Show." It looks as if I'm waking up some NKP people with the fact that S is out there and growing stronger.

- Terry Harrison - e-mail: terryharr@earthlink.net

FRAMELESS TANK CARS

The first frameless tank cars were built around 1905 by Union Tank. That design did not last very long because of problems with the rivets pulling apart. In the late '50s the idea of the stub sill (frame less) type tank car again came up. Union Tank Car started building them in 1957; one of the first is now at the B&O museum in Baltimore. By the early '60s all of the tank car builders had stub sill designs. In the early '60s the large 30,000 gallon cars for liquefied petroleum gas began being built. I have not checked it out completely, but the American Models tank car appears to be modeled after an ACF built car; it looks like a car used in clay service. The stub sill car that Downs offered (now Manheim Engineering) is a car built in the early '60s by General American. Both cars look good.

The riveted car that Des Plaines offers most closely resembles an older 1940s with frame design by General American. Frank Titman (Lehigh Valley Models) offers two frame style tank cars which both appear to be Union Tank Car designs. Except for one of the cars

that LVM offers, all of the tank cars currently manufactured in S are what we call general service designs; they are designed to carry liquids. The LVM DuPont tank chemical car is intended for carrying LPG or Chlorine.

As it happens, tank cars are still built with frames. Aluminum tanks will have a steel frame, and tank cars for Carbon Dioxide are built with frames. The last of the expansion dome tank cars were built in the early '60s, and very few are still in service.

- Bill Oertly

S IN NON-S PUBLICATIONS

Nov. 2000 *RMC*: Bob Hogan is noted as winning the UTU (United Transportation Union) Brass Lantern Award for his scratch built S scale WP bay window caboose (see Oct. *Dispatch*).

Nov. 2000 *CTT*: A Paul Nelson article about Flyer in 1950 and 2nd place S track plan.

Dec. 2000 *CTT*: Article about fake or real rare Flyer cars by Ted Hamler.

Great Model Railroads 2001 - Layout feature story on Roger Russell's Sn3 RGS.

LAYOUT TAPE

In the fall of 1998 I attended S West in Coeur d'Alene, Idaho. From a layout tour I have video of Ernie Horr's (now deceased) Tinsplate Road, Jess Bennett's fabulous Great Northern Pacific and the Rocky Mountain Hi-Railers SgGauge modular layout. It totals about an hour of tape. I would be glad to share it with anyone that wants to pay for a quality tape and the postage. It's all hand held, but the equipment was quality, and it is a pretty good video narrated by yours truly along with background sounds.

- Steve Blackburn, TCA, NASG, RMHR, Boise, Idaho
- Boss31@aol.com or 208-376-1159

PLASTICVILLE MAGAZINE

A friend at the TCA handed me a

copy of the *Plastic Village Gazette* recently. This is a new magazine about Plasticville and other buildings of the sort. This first issue is 16 pages long on gloss paper with a color cover. It's on the order of the *Dispatch*. Cover price is \$3.95. Subscription is listed as \$25.00 for 6 issues. There are 4 issues per year. It is published by Pinenickel Publications, P.O. Box 590602 Houston, TX 77259-0602.
e-mail: webmaster@plasticvillagegazette.com
www.plasticvillagegazette.com
- Eric Reis

NEW CONTACT

Take out your red pen and cross out Dick Wholf as the contact for the Kansas City S Railers on the club pages of the Membership Directory. Dick has moved to Colorado, and the new contact is Pete Bellos, 6925 Blue Jacket, Shawnee, KS 66203 - phone: 913-268-6542 - e-mail: petedy@earthlink.net. Dick's new address is correct in the alpha part of the directory.

CZ PASSENGER CARS

Wayne Hills is coordinating the California Zephyr FULL LENGTH passenger car project for American Models. If 100 folks kick in \$600 and sign up for two 5-car sets each, then Ron will make them. They will be of the quality of the shorties seen at the S Fest. The baggage will be the shorty baggage/RPO, but the other 4 cars will be full length. These will be a sleeper, diner, dome coach and dome observation. Ron says the cars will take 27" radius, so even some hi-railers might get in on the deal. Wayne's address and e-mail are in the Directory.

WRONG WHEEL TYPE

Dick Karnes' Best of Show boxcab diesel in the last issue should have its wheel arrangement listed as 2-D-2 instead of 2-C-2 since there are 4 larger wheelsets in the center.

- Rhett George

NASG AT FALL S FEST

Executive VP John Foley reported much success at the 2000 Fall S Fest in Waukesha, Wisconsin, this past October. The NASG had its booth there manned by John and Alan Evans. Eleven new members were signed up, 9 renewals were obtained and sales amounted to over \$1,000, not counting the dues money.

S-TIPS

KD 802s on AM Cars:

I have started going back to my old AM cars and converting them to KD 802s. Here are the problems: 1. The KD 802 mounting screw is too small for the AM mounting hole. 2. There is only one AM mounting screw hole. 3. On the AM gon, the edge of the body is slightly lower than the mounting plane of the frame.

Here's what I've been doing. Remove center post from KD 802 pocket. The AM coupler mounting screw is almost as large as the OD of this post, so I install the centering spring against the screw instead of against the post. Drill a

hole in the cover the same size as the AM mounting screw. Attach the assembly. For the gon, I install a track spike under the back part of the KD 802 so that it sets level. Because there is only one screw, I put a bit of Amroid adhesive between the KD cover and the frame to keep the coupler body from twisting. Crude, yeah, but it works.

- Ted Larson Another thought is to fill in the AM screw hole with some epoxy and redrill to a smaller hole. - ed

Derailing AM GP9:

I had an AM GP9 which derailed on curves wider than AF radius. I found the L bracket for the headlight was in backwards. I reversed it and things are fine.

- Nick Colleran

S-CALENDAR

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

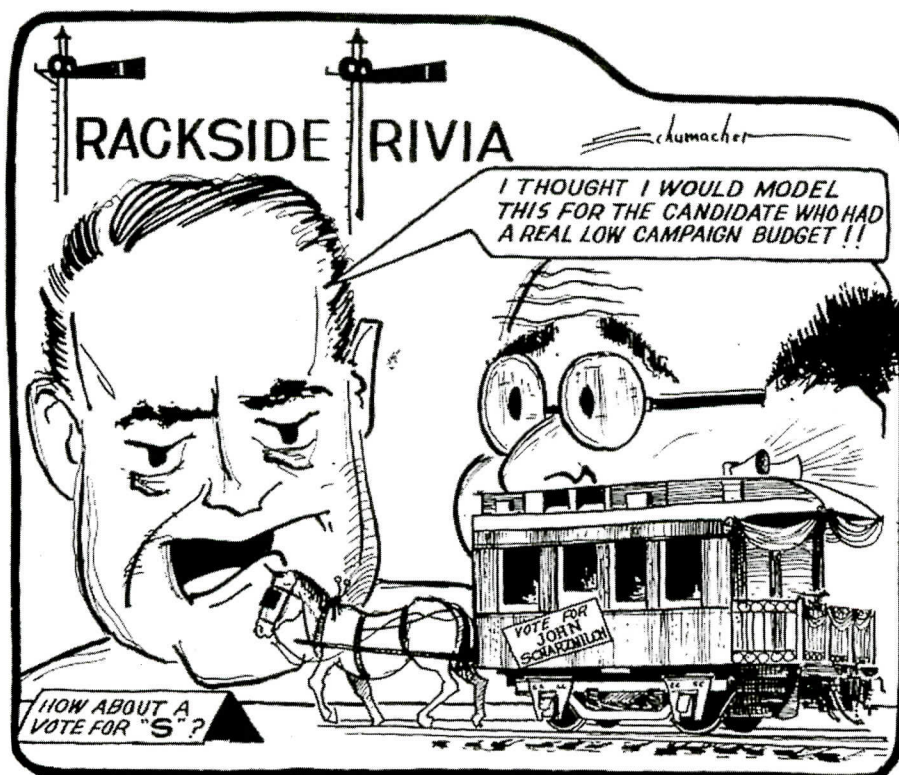
Mar. 25, 2001: NVAFC 10th Annual Trevoze All-Gauge Train Show, Trevoze Fire Co., Street Road (PA 132) and Trevoze Rd., Trevoze, PA 19053. 9 a.m. to 1 p.m., \$4 adm., \$13 table. Contact: Mike Hudek, 429 Taylor Ave., Newtown, PA 18940 - 215-860-8861.

May 18-20, 2001: Spring S Spree, Holiday Inn East, 170 East and Hamilton Rd., Columbus, OH. Info: John Gaffney (614) 764-3925. Regis. after Jan. 1, 2001. jgafney@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 or check the web: www.trainweb.org/steamtown2001.

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

Bids Open for NASG Annual Conventions -- 2003 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - e-mail: leemax@jps.net



ANNUAL CONVENTIONS

By Gil Hulin, Western VP

The NASG's Annual S Gauge Convention is a major event in the life of many S gaugers, yet more than half of our members have never attended a single convention. Reasons vary from "too much scale" or "too much Flyer" to "too far away." Nothing said in this column will convince some members to attend their first convention, but for those who do enjoy the annual reunion with the opportunity to visit other S gaugers' layouts or collections and be the first to see the manufacturers' new products, I'd like to discuss the next five or six years.

The NASG currently has its next two conventions confirmed: July 24-28, 2001, at Scranton, PA, and 2002 at Strongsville (Cleveland), OH. As Western Vice President, I serve as liaison between the Board of Trustees and the Convention Committee and have the job of soliciting potential convention hosts. In recent months I have contacted several eastern and mid-western clubs, inviting them to consider bids for the 2003 and 2005 conventions. Four of the clubs represent an area that has not put on the annual convention for nearly 25 years, while another club invited to bid has never before sponsored the NASG gathering. In the meantime, I am heading a group preparing the bid for a 2004 convention in Seattle, WA, another first-time locale.

Many organizations have their conventions booked five years in advance all of the time, and this is an invitation for *Dispatch* readers to say what features they would offer and where it would take place if they could chair a future NASG annual gathering.

The 2001 convention in Pennsylvania is being sponsored

by a Connecticut club and chaired by a New Yorker. Seattle, where I may chair the 2004 convention is 300 miles from my Oregon home. S-West III, the 1998 regional that I organized in Idaho, was even farther away. It is no longer necessary for a club to automatically assume that its sponsorship of a convention must take place in that club's city.

Neither should it be necessary for only organized clubs to consider convention bids. There are many well-qualified individuals within the NASG who live in small towns or cities whose clubs would never consider convention sponsorship. Also, very few convention tasks require their sub-chairmen to actually have to visit the hotel site in advance of the actual event. A clinics or contest chairman can live anywhere in the country, and with a little input from the general chairman regarding the layout of facilities, can successfully prepare their part of the event. The convention treasurer and registrar, similarly can fulfill their tasks without residing in the convention city.

I've never visited Steamtown or Scranton, but hear many comments that the 2001 convention should be one of the NASG's best ever. Not a single member of the organizing committee lives in Scranton, and the Membership Directory lists only one NASG member there. The area's prototype attractions are expected to make up for the lack of S gauge home layouts to visit.

Do readers know of other towns or cities with attractions around which an annual convention could be organized? I organized S-West III in the wilds of northern Idaho, primarily to be able to visit Jess

Bennett's fabulous Great Northern Pacific scale layout. Are there other first-rate layouts that would be worthy centerpieces for a convention, but may not be located in cities normally considered convention meccas? Are there cities with prototype attractions - streetcars, light rail, a rail museum or excursion steam - that could match Scranton? The NASG already met in Sacramento, but New Orleans and Toronto are other locales that might fit this description.

Perhaps by the time that this piece appears, we'll be looking for convention sites only for 2005, 2006 and beyond. Or we may still need a 2003 convention host. In either case, it won't hurt to have a file of location and activity ideas, as well as a list of volunteer participant interest.

I would like to hear from you: (1) If your club expects to bid for an NASG convention any year through 2010. (2) If you personally would like to participate on a convention committee (not necessarily as chairman) but don't belong to a club that wants to take on this project and would be willing to work with a widespread steering committee. (3) Just have ideas of areas that would make great convention locations (please explain why).

One reader may suggest Green Bay, Little Rock or Asheville as a great place for a convention; while other readers in Kansas, Kentucky or Delaware may say that they've always wanted to work on a convention, but will never have the opportunity through their local club. Perhaps we can combine these resources to come up with some non-traditional planning as an alternative to the Mudville S Gauge Club automatically staging the annual NASG gathering in Mudville.

Although many S gaugers enjoyed NASG's first joint convention with the NMRA at Pittsburgh in 1990,

the subsequent joint conventions - Valley Forge in 1993 and San Jose in 2000 - found S gaugers' attendance and enthusiasm diminishing. Convention Committee Chairman Lee Johnson and I have no plans to recommend another joint convention in the near future. However, the 2004 NMRA convention will be July 4-11 in Seattle, and tentative plans are to schedule the NASG gathering immediately following the National Train Show (part of the NMRA convention), similar to the 1994 Portland, OR/Vancouver, WA doubleheader.

Back-to-back scheduling will allow a small number of enthusiastic S gaugers to arrive three to seven days early to attend NMRA clinics, tours and activities, while far more S modelers will choose to arrive only one or two days early to attend the National Train Show. S gauge manufacturers and dealers can serve both national conventions' attendees with just one cross-country trip, but S gaugers who want nothing to do with the NMRA nor HO scale trains, can schedule their arrival just in time for the NASG activities and treat it as an S-only convention.

I would also welcome input regarding joint, concurrent and back-to-back convention scheduling in general. Some NASG members undoubtedly see no need ever to associate with the NMRA, but might support a joint gathering with the TCA or TTOS. Here, however, S gauge might be overshadowed by Lionel O gauge in proportions similar to HO and N scale dominance at NMRA events.

Why not just have completely separate and independent NASG conventions every year? NASG is committed to having a presence at the National Train Show that concludes each NMRA convention. Whenever possible this includes an S scale layout as well as an NASG recruitment booth and adjoining S manufacturer booths. Back-to-back scheduling, as tenta-

tively planned for Seattle in 2004, allows NASG promotions people, manufacturers of S products and numerous S gaugers to attend both events for the cost of only one trip. Otherwise, as will happen at St. Louis and Scranton next July, many S gaugers must make separate trips just two weeks apart.

Please direct your written response to Gil Hulin at ghulin@guardnet.com or 3895 Colony Oaks Drive, Eugene, OR 97405-6211. Hopefully, there will be some interesting proposals to report in a future issue of the *Dispatch*.

You won't believe.....

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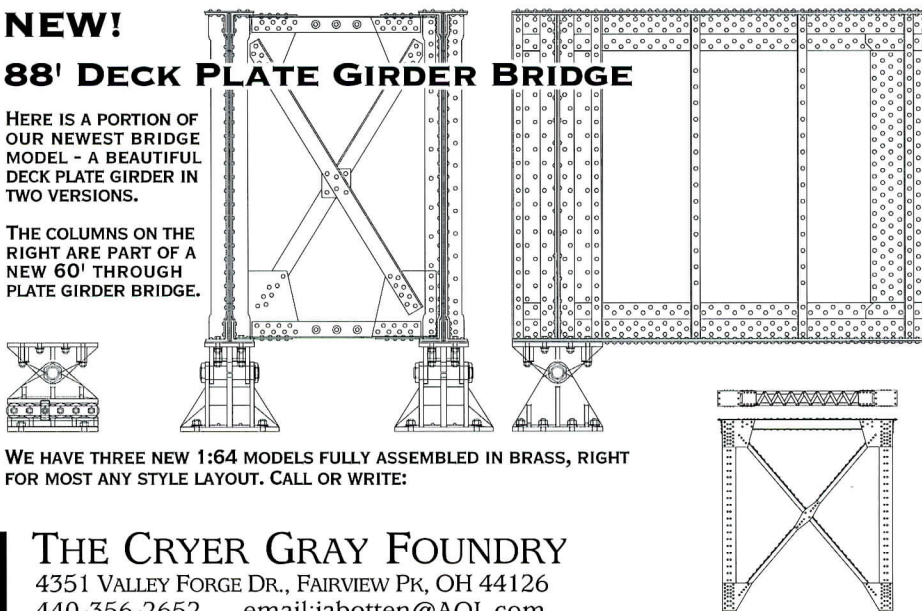
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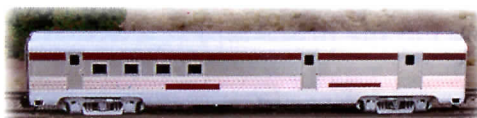
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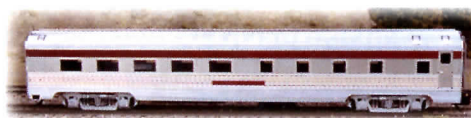
Coach

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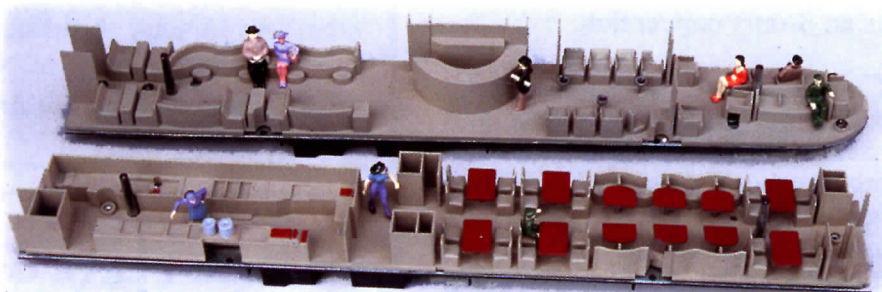


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