

August 2001

Volume XXIV Number 4



DISPATCH

MEMBERSHIP DIRECTORY
2001 - 2002



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

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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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COVER: Conrail is everywhere. SD60 is seen here on Ed Loizeaux's layout in California. Photo by Ed.

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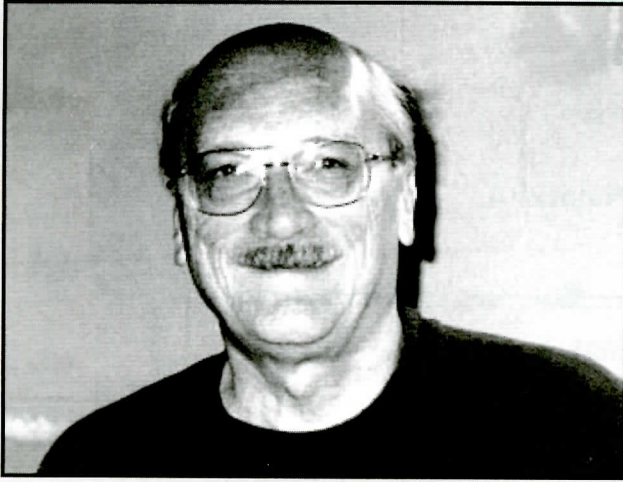
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President's Message ...

(My first)

First of all, I'd like to thank Paul Stevens and Bill Moore for their prior four years of service on behalf of the NASG and our scale in general. Like any freshman representative, I have lots of enthusiasm at the outset and many goals and ideas to try. I make good use of the internet and email and hope to share the plans and ideas from time to time with you. I also hope to communicate with those who choose not to use electronic means. This column will be a one good way to accomplish that. Plus, you can always send a letter to me, or the BOT by regular mail. The NASG, as always, stands ready to provide any assistance to individuals and clubs trying to promote S. I'm ready to accept criticism, but one thing I won't tolerate is an accusation that I, or the NASG for that matter, favor one branch of S over another. If we're to grow, that kind of stuff has to cease. In my campaign statement, I mentioned that I've modeled in every area of S and promised to apply an even-handed approach if elected. I intend to keep that promise. With that out of the way, I am looking forward to the next four years. It's an exciting way to start off my next 50 years in S. There are some great people in the NASG and it will be a pleasure to serve all of you.

I decided that a change of mindset is in order as I embark on the next four years. Since I was in S through all the lean years, I'd built up a siege mentality. "We're just hanging on and will never achieve the kind of growth that we need to survive". Well,

actually, there never has been a better time to be in S. The new products are rolling along with new announcements from our manufacturers almost every day, or so it seems. Since I'm writing this while basking in the afterglow of a great convention, it's easy to be optimistic. However, I really do believe in a great future for our scale. As you know, the primary task of the NASG is to promote S Gauge. In the past it was a difficult thing to do: something like fighting a battle with little ammunition. Well now we have plenty of ammo. We have ready-to-run train sets, track, locomotives, rolling stock, accessories, etc., and we're poised to break out and accelerate our growth. At the annual BOT and business meetings we discussed many exciting options for S promotion and soon we'll be going forward with them. I realize that each division of S has it's own unique concerns in finding ways of promoting S. On the AF/highrail side, some of the large O gauge manufacturers are seriously considering making S gauge items and the NASG can help to try to swing them over. The best approach for S scale is to go after HO modelers contemplating a change of scales. In that area, I'm very pleased to have Terry Harrison join us on the Promotions Committee. He'll be in charge of Scale and Sn3 promotion while Gregg Miller will handle AF and highrail promotion. We can grow Sn3 by encouraging more standard gauge modelers including AF, highrail and scale to include a section of narrow gauge. I have some Sn3 on my S standard gauge layout and it works out great. Sn3 itself is doing a great job of luring modelers from the other scales like those who realize that modeling in HOn3 is like modeling in N scale and therefore like the relative size of S. **And there lies the biggest selling point for S: The size!**

The NASG membership is at a healthy level and while we are striving for more members, we want to make sure that the present membership is well served. I have some ideas in that area that I'll be sharing soon. There's lots to do, but most of all, let's keep it fun while we enjoy the best scale in the world's greatest hobby.

- Roy Hoffman, President
e-mail: rhoffman@internet.net

RAIL MAIL

More new AF? According to an S-Trains survey on the internet by Paul Yorke 67 per cent voted yes to purchasing more “new” American Flyer products if made available. About 32 percent said they were not interested.

Convention dedicated to Bill Krause: The NASG 2001 convention was dedicated in memory of Bill Krause, founder of the club, by the Connecticut S Gaugers membership. His widow, Lois, was awarded with a plaque and also given back his very first locomotive which was encased in a display box. The Krause family was there to help accept the awards and were really thrilled in that regard.

An unfortunate event did occur during the convention. Bill Krause's name pin and a plaque were among a few items that turned up missing. Yes, there was a “lifter” at the convention. As of this time, I'm not aware of anything being returned or the person being caught.

- Bill Fraley

Report from TCA Convention: Just wanted to report on the results of the American Flyer Trains...Keep 'em Running seminar held last June at the TCA Convention in Chattanooga. Twenty two people attended the seminar. There were lots of door prizes donated by several vendors. There were 5 display tables loaded with AF and A.C. Gilbert books, manuals, videos. Each attendee took home about 4 pounds of bibliographies and indexes of most AF articles published for the last 20 years, cross referenced by subject matter and title. There were also lists of dealers, repair manuals, etc. These items were all courtesy of Fred Faist of Atlanta.

A lively discussion, lasting more than two hours, covered many aspects of American Flyer repair. We are sure that everyone left with new information on repair techniques. All in all, we felt this first effort went over well. We learned some lessons, and we would be happy to pass our experiences along to the American Flyer enthusiasts who might be interested in putting on a similar event at a future TCA Convention. How about Chicago?

- Steve Pendleton

Fall Get-Together Dates Changed: The CJSS Fall Get-Together has been moved one week forward to Saturday, Sept. 22nd to accommodate some of our dealers and members. If you are planning on coming please note this change in your calendar. It will be held in the Christ Church Hall, main St., South Amboy, NJ.

-Don Thompson

River Raisin Makes Detroit Paper: I wanted to let everyone know that the River Raisin Boys, Jim and Dan, were written up in July in the Detroit Free Press. It was a short article about their having received Model Railroader's Readers' Choice Award for their excellent brass arch-chord bridge they imported. The category was S Structure/Accessory. Way to go guys.

- Gaylord Gill *The other MR Readers' Choice Awards for S locomotive and rolling stock both went to S Helper Service for their SW1 and ACF wood refrigerator car.* - ed.

Former Treasurer Reflects: It is hard to believe that my four years of service as Treasurer have gone by; it seems to have gone by much too quickly. Having recently returned from the Steamtown USA 2001 convention, I am now taking a little time to sit down and reflect upon those past four years. I'll never forget the people I have met, the places I have seen, the events I have shared or the friendships I have made.

I want to take the time to thank the membership for the support they have given me, and for the privilege to serve the NASG and the membership as their treasurer. There are former and current BOT officers, committee chairpersons and others that I would like to thank at this time. They are: John Foley, Michael Paschall, Lee M. Johnson, Paul Stevens, Dick Karnes, Jamie Bothwell, Alan Evans, Gil Hulin, Glenn Ritter, Tom Nimelli, Wally Collins, Doug Peck, Mike Ferraro and Dody Stevens. My very best wishes to our new President, Roy Hoffman, and new Treasurer, Mike Shea.

I feel that it is important to encourage the members of this great organization to step forward! Please volunteer your services to help the NASG to better serve the membership. Please run for the different offices that become available from time to time! We need your continued help and support.

- Bill Moore *We thank you Bill - Jeff*

Jeff's Junction



SCALE PORTABLE LAYOUTS NEEDED

One of the challenges our new President Roy Hoffman has taken on is promotion and expansion of our gauge. Of course, that's the NASG's mission too. On the scale side he sees much opportunity in converting other gauge scalers. I agree. He has split the Promotions Committee into two giving Terry Harrison the reins on the scale side and Gregg Miller the responsibility for the AF/hi-rail side. Good idea as far as I'm concerned.

One thing I'd like to suggest to Terry and to Roy is to see if we can get some more portable S "scale" layouts shown around the country. Fortunately, we have a goodly number of hi-rail layouts including Tom Robinson's, and other club sponsored hi-rail layouts - Bristol, North Penn, Connecticut, Badgerland, Chicago, State-Line, Cuyahoga Valley, Central Ohio, Miami Valley, Rochester, Baltimore and several others I may have missed. This is a great boost for S, but terrific as these layouts are, they are not totally in the scale camp.

We have only 3 or 4 actual portable scale layouts that I know of: Pines and Prairies and Stan Stokrocki have portable switching layouts. The Potomac Valley group now has a scale oval layout of decent size. The Houston S Gaugers have a nice size one. The scale flagship of late has been the large (about 20' x 45') S and Sn3 layout of the Cuyahoga Valley S Gaugers. This layout has been many places this year including the Spring S Spree, the NMRA Train Show in St. Louis and the NASG convention in Scranton. Have I missed some other scale layouts?

Maybe Roy, Terry and the rest of us NASG members could encourage an increase in portable scale layouts around the country to match the number of AF/hi-rail ones. Clubs with a hi-rail layout who have some active scalers could do one as a project - even if just a small one or straight switching modules. Individuals too could be helpful in this regard (like Tom Robinson does for hi-rail) in areas of the country and Canada where few portable layouts get toted around.

Manufacturers also should be encouraged to produce portable scale layouts to show off their own product line. Bill's Train Shop (BTS) is doing just that. We commend

Bill Wade for this. The only drawback to a manufacturer sponsored layout is that other manufacturers are not represented much, if at all. Regardless, we need layouts like Bill's, and they can't help but promote S scale. The only ones I know of the BTS's and PBL's.

Where should these scale portable layouts be displayed you ask? Any event of course, but prime would be where other scalers are like NMRA regionals and nationals.

The biggest effort should be aimed at producing modest to small size, yet highly detailed, portable layouts specifically designed for ease of storage and transportation. A few more big ones like the CVSGA's or Houston's would be nice in various parts of the country to showcase the "bigger" stuff and long trains, but realistically, more little guys would do more damage.

I see the primary type of newer portable S scale layouts featuring mostly Standard S, with Sn3 being of less importance. Why, you ask? Because more new (especially RTR) items are being made in standard S than in Sn3. Sn3 is mostly aimed at Colorado niche modelers and pretty much sells itself to HOers who hate putting up with N gauge size motors and track problems in HOn3.

The club I belong to (Badgerland S Gaugers) has a typical double track hi-rail oval layout which runs both scale and hi-rail equipment. Compromises are made by using closed frog turnouts and code 148 rail (we even have some sections with straight Flyer track). Promoting S to scalers can be a bit of a problem though when presenting it to an other gauge scaler. Club members often stumble over explanations of hi-rail, closed frog turnouts and the mix of Flyer and scale on the same layout.

With an all scale traveling layout viewers could be told that they can build in hi-rail and still be able to use most of the newer scale equipment shown. With a hi-rail layout it's a tougher sell when scalers are viewing. My point is that to sell to scalers we have to build for scalers, and this includes detail, scenery, up-to-date electronics, sound, and so on. Gee, if we matched the number of scale traveling layouts to the hi-rail and Flyer ones, we'd have S scalers (gaugers) all over the place. Sure, we'd still have the friendly battles over modeling styles within S, but at least there'd be more of us and hopefully, more product.

- Jeff

S-CALENDAR

Sept. 22-23, 2001: Change! Jersey Get-Together. South Amboy, NJ. Don Thompson robin@show-case.com - 908-545-9306.

Sept. 29, 2001: 2nd Iowa Fall Get- Together. Country Jct. Restaurant, Dyersville, IA (20 mi. west of Dubuque on U.S. 20). 9:30a.m. -1 p.m. Registration \$5. Rich Luchsinger 319-556-8958.

Nov. 16-18, 2001: Fall S Fest, South Beloit, IL. Holiday Inn. Dave Pippitt, 1608 Benton St., Rockford, IL 61107 - 815-963-8773 eves. www.s-fest.com

Feb. 15-16, 2002: 17th Annual Sn3 Symposium, Holiday Inn Sunspree Resort, Scottsdale, AZ. Dan Pyzel, 4305 Wellsley Dr., NE, Albuquerque, NM 87107. (505) 883-0291.

Dept. of Corrections: I forgot to send you the credits for the photos in my article (*Missionaries for S* in the June issue, page 15). I did indeed take the photo on the left, but Norman Maunz was responsible for the photo on the right side. Larry Janeski came up with the track plan drawing with his CAD program.
- Jay Mellon

ABOUT THE DIRECTORY

A brief reminder from your membership chairman - keep the issue handy. While it may seem at first glance something you want to put on the shelf and forget, I want to remind you of its continuous value. You have in this issue both an alphabetical membership listing and a zipcode one. The zipcode listing is to assist in

May 10-11, 2002: Spring S Spree, Historic Manchester Inn, Middletown, OH. Hosted by the Miami Valley S Gaugers. Tour of Cincinnati Union Terminal and S layout planned. Info: John Clifford 937-836-0286 or e-mail: jclif4@aol.com. Website: www.mvsg.freehomepage.com. Hotel phone: 513-422-5481.

July 31 - Aug. 4, 2002: NASG Annual Convention - Holiday Inn Select, Strongsville, OH (Cleveland area) sponsored by the Cuyahoga Valley S Gaugers. Registration: Josh Seltzer, 3567 Antisdale Rd., Cleveland Heights, OH 44118. Fax: 216-371-0498 or e-mail: jmssgauger@earthlink.net. www.cvsgea.org. Hotel phone: 440-238-8800

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

locating fellow S gaugers in your area. Both lists, along with the club listings, are valuable annually updated references for you to use.

Should you need your membership number at any time, say to order a car, it is the last entry of the alphabetical listing. Keep your directory handy and use it!

Our membership chairman, Michael Paschall, has also asked to be allowed to renew members by actual date of membership instead of always starting with the August issue. He is programming things to take care of this and to allow for tracking of multiple year renewals.

- Jeff

2001—2002

September 2001	October 2001	November 2001	December 2001
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May 2002	June 2002	July 2002	August 2002
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THE NASG, 2001 AND BEYOND...

(A Work in Progress)

From a recent survey By Glenn Ritter, NASG Secretary

Over forty years ago the National Association of S Gaugers was conceived as a way to keep modelers of like mind in touch and together for personal growth and group recognition. Bob Jackson in the 1980s published a five part series of articles in the NASG *Dispatch* titled *The NASG Story*. This history is available at the NASG website www.nasg.org or you may purchase reprints from Kent Singer.

Several months ago as I was catching up on some back issues of the *Dispatch*, I came across an article in the October 1989 issue titled *The NASG- -Who Are We?* by Don DeWitt, who was the Membership Chairman at that time. Don had polled the membership of 862 and received responses from 583 members or 68% of the membership. With such a broad base of responses Don was able to draw a picture of the interests and activities of the NASG. Based on Don's survey, Jeff Madden and I thought it was time to update the complexion and projections of the organization thus 1747 surveys were included in the April *Dispatch* and 308 members responded from May 5th through July 5th. While answers from more than 50% of the membership would have been more definitive we still have some interesting statistics to work with.

Our survey was not set up in the same way as Don's because we sought some more information to guide the organization over the next few years. Some interesting trends were apparent early on. In 1989 the NASG primarily was promoting to scale, narrow gauge and American Flyer operators and collectors. That survey showed that 33% were in scale modeling, 10% were in narrow gauge, 17% were scale modeling with American Flyer collections and 40% were American Flyer related. Our survey revealed a growing trend toward hi-rail or scale modeling with higher wheel flanges. Most ready to run products today in "S" are more scale detailed than American Flyer but can run on track over code 100.

Our breakdown from the 2001 survey was 27% scale, 5% narrow gauge, 31% hi-rail and 37% American Flyer. These are not true numbers since many scale model railroaders still collect American Flyer but it is interesting to note the growth of a division called hi-rail. One of the benefits to scale modelers is that most of the new hi-rail products are more scale oriented and can easily be kit-bashed to scale operation.

We introduced another survey item at this point about **layouts** and found that 176 have layouts and 60 do not. 42 people noted that they had started bench-work

and another 88 had layouts in the planning stages.

The next item in Don's survey "**major modeling era**" showed that most members modeled the 1940s to 1960s. Don's conclusion was that most rolling stock that was available was from that era. Our survey showed much the same breakdown with 65 in the '30s to '40s, 197 in the '40s to '50s, 181 in the '50s to '60s, 88 in the '70s to '80s and 44 in the '90s up. We could also conclude that most of the rolling stock manufactured today still favors the '40s to '60s but this is true in any scale.

Our item number 4 indicated that 89 were running on freelance layouts while 61 had actually built layouts based on a prototype. 118 considered their layouts freelance and prototype, which would fit with hi-rail operation.

"**Favorite Prototype Railroads**" could lead us to write a book as almost every railroad ever operated was listed. 119 different road names were listed which would keep the manufacturers busy for many years. Don had narrowed the selection to 24 with the top five being PRR, NYC, UP, SP and B & O. Our top five were PRR, B & O, NYC, UP & SP. Hmmm, seems our interests haven't changed in that area.

Our next item tackled the question often raised on the *S-Trains Digest* internet group. Please list the items you would like to see produced or the "**NASG Want List**". We have about 20 pages of ideas for these categories. For the most part assume easy plastic kits or RTR.

Steam Locomotive: Lots of people chose 2-8-0 (28) but SHS already has announced their B&O E-27 so we assume this choice was made without this knowledge.

- a. 2-8-2 = 45 - mostly USRA types.
- b. 0-6-0 = 36 - mostly USRA 0-6-0, PRR 0-6-0 B6sb type with slope tender.
- c. Articulated = 30 - includes: 4-6-6-4 = 9 and Big Boys = 8
- d. Northern 4-8-4 (various including streamlined types) = 26
- e. 0-8-0 = 16
- f. Berkshire 2-8-4 = 12 mostly NKP type
- g. Shay or logging = 8
- h. Hudson =

Diesel Locomotive:

- a. GE Dash 8 and AC C44) = 13
- b. U25B = 8

- c. U23B or U-Boats = 9
- d. SD40-2 = 9
- e. SD40 = 10 Those who listed SD40 might have meant SD40-2.
- f. GP38, 38-2, 40: = 12
- g. E5-6: = 6
- h. Alcos = 6
- i. Doodlebug = 4

Electric traction:

- a. A Brill type or 1920s type 2-truck = 14
- b. PCC = 6
- c. Interurban = 6
- d. Steeplecab switcher = 6
- e. EP-3 = 3 Many listed EP versions which may or may not have been the accurate designation.

Freight Cars:

- a. 8000 gallon type tank cars = 11
- b. Steam era hoppers - 3-bay- 2 bay comp. = 7
- c. Ore cars = 8
- d. Cranes = 9
- e. MOW equipment less cranes (incl. plows, work cars, etc.) = 14
- f. PS-1 or similar box cars = 4
- g. PRR N5C caboose = 2
- h. B&O round roof box = 4
- i. Exp (50') reefers = 4
- j. 40' Gons includes GS = 7
- k. Depressed flat = 5
- l. X-29 box = 2
- m. Circus misc. = 3

Passenger Cars:

- a. Full length Scale Budd cars (CZ type) = 14
- b. Heavyweights = 23
- c. AF heavyweights (not included above) = 9
- d. Full length heavyweights = 14
- e. Smoothside lightweights = 17
- f. Wooden old-time = 5
- g. RDCs = 3

Plastic Structure:

- a. Commercial buildings = 26
 - b. Roundhouses, engine houses = 15
 - c. Passenger stations = 15
 - d. Factories & industrial buildings = 13
 - e. Various types of bridges = 11
 - f. Dwellings 2 or 4 story, Victorian, modern = 6
- How about some Icing stations for reefers, sky scrapers, Gilbert Hall of Science (NY City) replica, "White Castle" or McDonald hamburger stands and if your layout is very large Mt. Rushmore or a Space needle.

Operating Accessory:

There were many requests for more American Flyer reproductions. Plus new cattle loaders, coal loaders, turntables, cranes and crossing gates. Does anyone remember Louie the Loader?

Track Item:

Lets start this one with track codes 100, 125, 148, 172 (solid & Flyer compatible).
Switches/turnouts, closed frog/open frog were also big items.
Cross-overs, 30 deg., 45 deg., 60 deg., 90 deg.
Trackside signals, Re-railers and De-railers.
We can conclude that many wanted these items at a reasonable price.

Other:

Many structure and track items were repeated here. Other items do exist so the NASG may need to publish manufacturers in the future.
1940 to 1970 era vehicles
A good line of accurate, well-detailed proto-typical trucks.
Hearse, flower car, limo
S-scale figures
Every day items - mailboxes and benches.
Transformer (modern) capable of both AC & DC
Scale airplane (DC 3 or 747?)

49% indicated they had attended one or more conventions.

48% had attended other S events.

What can the NASG do for you? We have 8 pages of ideas here so just a few typical suggestions will be noted. The members of the Board are reviewing these as many good ideas were included.

Many cheered us up with: "Keep up the good work and interesting articles." "Continue to develop promotions and continue to emphasize unity of the fractions (glad you didn't include simple with short and practical). Continue to focus on product development with surveys like this."

Some were directed more toward the *Dispatch* and many will be reflected there "You are doing great." "More articles for the *Dispatch*, including grades-curve radius." "How about inviting layout development options (pros & cons) scenery, bridge building, etc.?" "Feature more home layouts in the *Dispatch*."

This is what we want to accomplish. The wish lists have been sent to some manufacturers already! "Try to do a survey that you can share with Lionel, S Helper, MTH that will help them decide what to make. Use this list to create a new survey and ask us to rate (i.e. the top 5 steam choices). Then do an article with each comparing (Lionel, SHS, MTS) reaction to what the hobbyists want."

This represents a lot of members and we are trying to reach this goal! "Keep up the great job of promoting S gauge. Support scale, AF and hi-rail and don't pit one

against the other."

What would you like to see in the *Dispatch*? We are digesting another 10 pages of ideas in this category.

Many had positive thoughts! *Jeff's Junction* is great! Sections of the magazine are devoted to certain mind sets." "Maintain seemly good balance." "A visit to S Gauge manufacturers with pictures and comments. More club pictures and articles. Keep up the wonderful job you folks do." "Thanks; it's good now." "I think Jeff Madden has been doing a good job! Would like to see results of this survey published." "The last issue was great!"

Many had constructive ideas! "Articles on detailing currently available motive power - AM, SHS, and Billy Wade's. How to add/improve lights, etc., to locos - what to use - sources for the materials to do above." "More of the same and in-depth articles on some of the major manufacturers, i.e., American Models, etc." "Articles on conversions or detailing locomotives or cars or "how to build" articles. Ideal article would be on converting BTS Ma&Pa 2-8-0 to

that of another railroad." "Reprints of *S Gauge Herald* articles and cartoons." "More pictures of layouts of members." "More info. on scratch building." "Home layouts - club layouts." "Basic wiring of layouts." "Need better product communication." "More product reviews. More praise, more space for Jeff Madden, more Kent Singer." "News from manufacturers, articles on use of current track systems, e.g. laying AM flextrack, article on basics of structure scratch building - (could be a series of articles), article series on loco and car scratch building basics to help someone like me get started (I haven't done it). Again - I'm happy with what I've seen in the *Dispatch*. Good mix of narrow, scale and hi-rail."

Which S Club (formal or informal) do you belong to? I think most were listed here and at some time we should publish the list. You can see the list by going to our website: www.nasg.org.

Other categories will be reviewed by the Board for further use or study but the above information should give you an idea of how valuable your input has been already. *Thanks to Glenn Ritter for his efforts - ed.*

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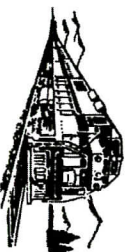
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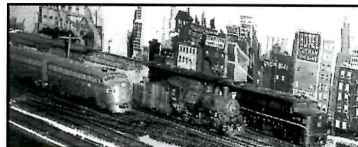
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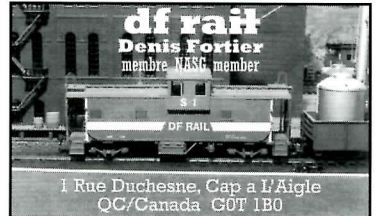
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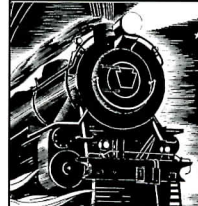
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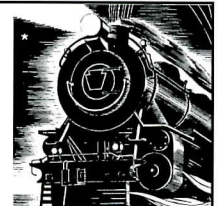
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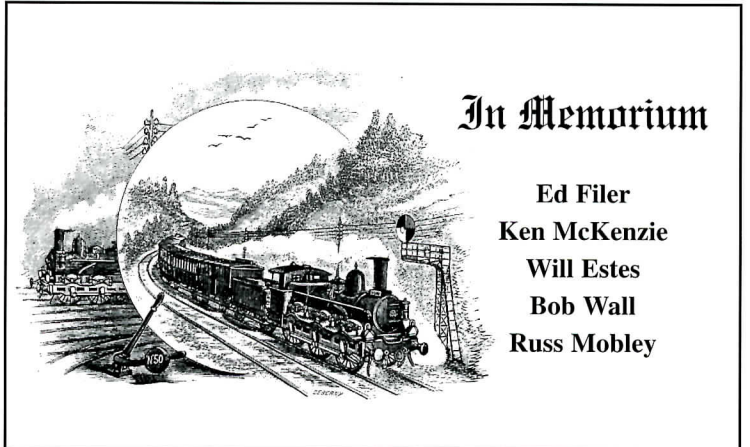
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