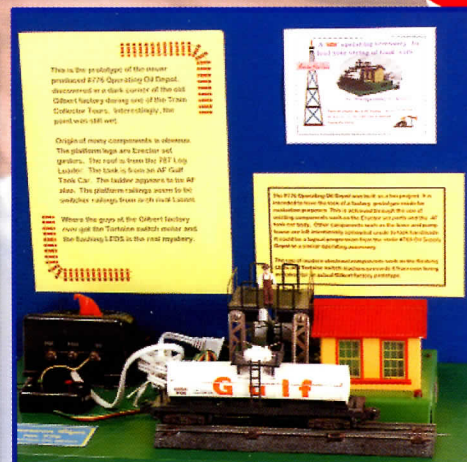




DISPATCH



2001 Steamtown NASG Convention Breaks Attendance Record

Last Run-Russ Mobley, 2nd NASG General Director

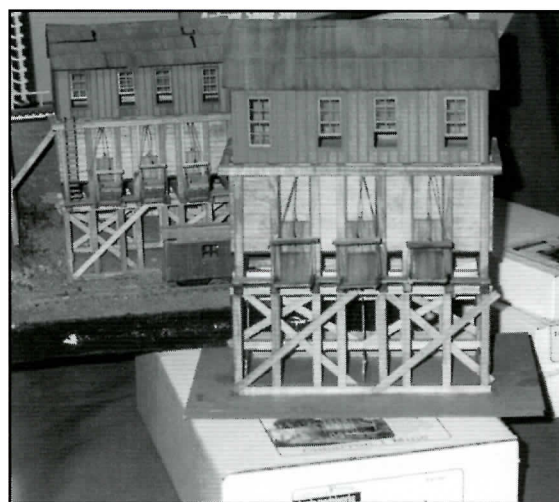
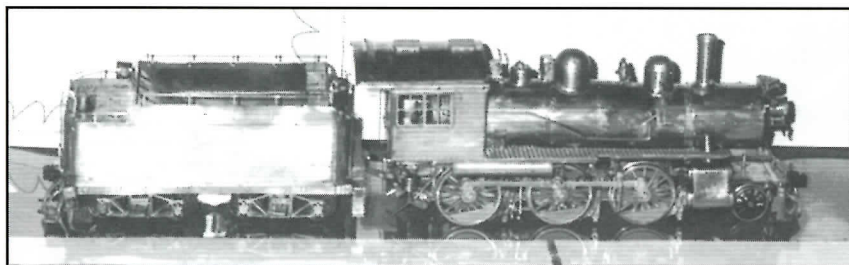
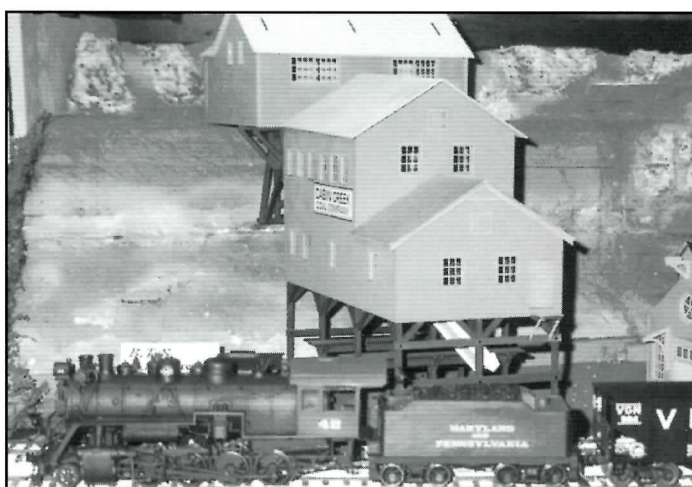
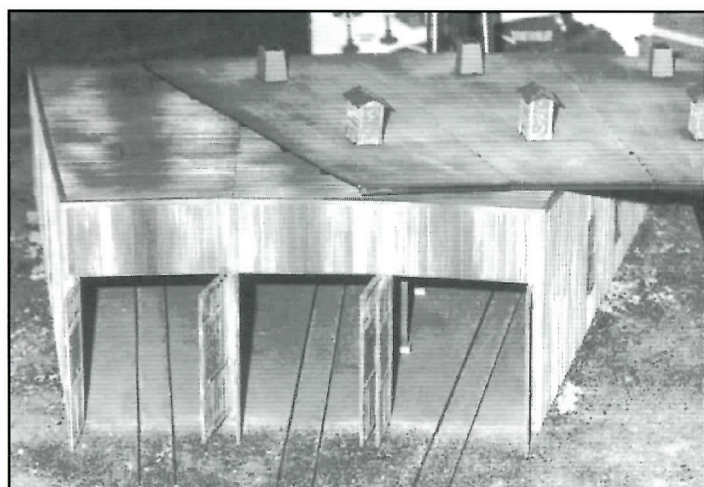
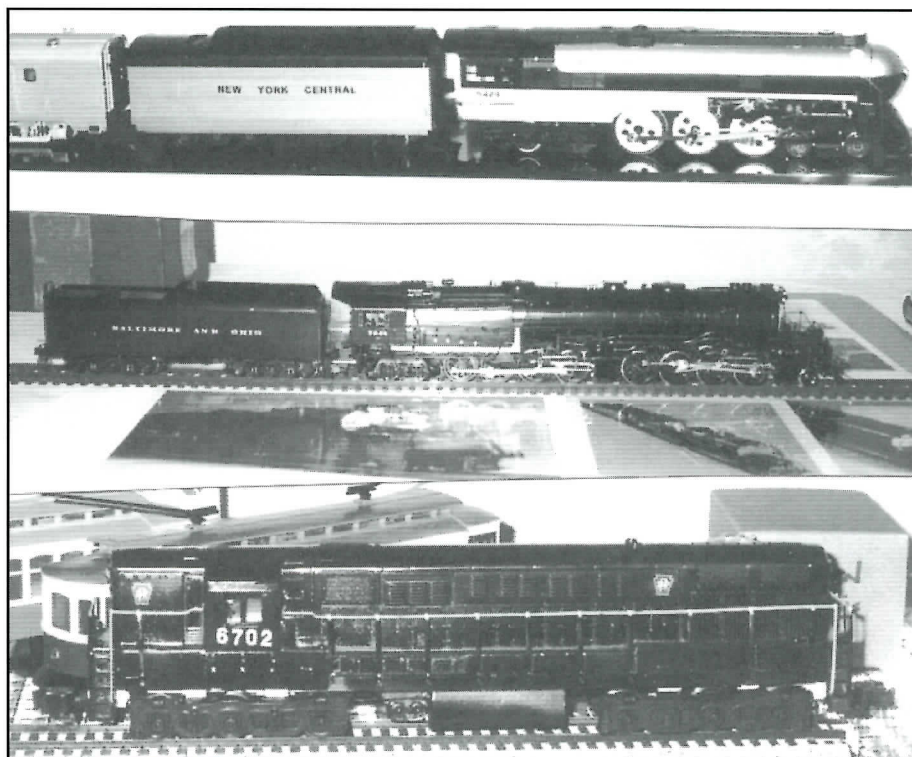


Remember September!



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

WHAT'S NEW?



Top left - MMT has some new tank car paint schemes after taking over the old Downs Line. **Top right** - Three new locomotives were seen at Scranton: AM Hudson, SouthWind EM-1 and PHM Trainmaster. **Center left and bottom right** - two new kits from Banta: Sargent roundhouse and Cimarron Mine. **Center right** - is a scene on Bill Wade's new portable 8' x 8' display layout. BTS was able to show off new Ma & Pa #42 2-8-0 and various kits like the mine shown. **Bottom left** - S Scale Loco & Supply's 1st loco is this CN 2-6-0. Simon Parent is responsible for a lot of the design work. Americanizing it would be a simple matter.

Photos by Jeff Madden

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: Contest Winners: Top is Best of Show and 1st place Craftsman Amtrak AEM-7 by Jerry Poniatowski. The PRR DD-2 by Keith Thompson took 1st place Master Craftsman. The "never built" by AF 776 Operating Oil Depot is by Monte Heppe. Bob Werre photos

ORDER BOARD

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

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President's Message ...

Back in the 1950s *Model Railroader* magazine ran an article in its December issue called the *Pine Tree Central*. It was a step-by-step process for building a small HO layout. It was aimed at folks who were new to the hobby and starting from scratch. It included a list of items and their prices to give the prospective builder a bottom line of what it would cost. It followed a definite track plan that included structures and scenery. It was so popular that many similar articles have run since. There's even a book out entitled *HO Layout From Start to Finish*. I once proposed to MR that I write such an article, but for S scale. They turned it down. They will, of course, continue putting them out for HO but obviously not for a minority scale that doesn't sell magazines. That is understandable. But, can we use such a tool? We would have to publish it ourselves in some form, but it could carry advertisements that would help defray the cost of publishing it. It could be made available to clubs and at train shows and be given out to scouting organizations that want to build a train layout for their merit badge program in transportation.

Along those lines, here are some highlights from a suggestion I received from Art Armstrong: "A simply printed collection of small layouts (definition of "small" to be determined). These would be in standard format, layout plans, details of operation, construction, rolling stock, etc. Nothing fancy, just browsing material for anybody who is interested in S scale. This should help sell the scale to those who have a space, want or need a bigger size, and are curious about what can be done. The layouts would range from shelf switching layouts to the size of a spare bedroom or a single car garage space. Present NASG members with appropriate layouts or previous layouts could fill out printed forms that would allow simple transfer to the booklet. Something like a loose-leaf binder to save production costs and allow easy updates"

Keeping it simple would allow us to produce booklets for each of the four major areas of S that would be similar in structure, yet unique as to its targeted audience. It would also show that S can fit into small spaces not much larger than HO. We would be as fair as possible in including our manufacturers in the booklets. A booklet like this could also become part of a much bigger enterprise, an NASG library.

Art also suggested videos of S scale layouts. He had this to say:
"How about having NASG members send in their
continued on page 39

RAIL MAIL

Promotion Suggestion: I asked Tony Koester (at Scranton for a clinic) for suggestions on how we as S gaugers could appeal to the masses. He stated that Kalmbach was in the process of trying to do that too. It seems the model RR industry has taken a hit over the last few years. Kalmbach is putting up \$150,000 over 5 years and Walthers is pitching in \$50,000 to fund a new program to draw in modelers. Tony feels we ALL are not marketing to the ones who put money in our jeans today - The Baby Boomers! Most all have kids out of school and gone so they have some extra money to spend.

Now, what I would like is some feedback on what mags we should consider running ads in to catch their eyes. Should we consider Modern Maturity, Golf, etc. I feel he is right. These are fertile grounds to be sown.
- Terry Harrison, new Promotions co-chair

First Convention: I enjoyed my first national convention; it was quite active, both the trips and the clinics. The location was great with a hotel that was a train station and being located next to Steamtown. I entered the model contest to see how I compared to other 3/16" modelers and was happy to see that I was in the acceptable range. The door prizes at the banquet were quite numerous and generous for all. I got the cordless Dremel Drill Set. I will include it in my traveling tool box with a kit as I travel around the southeast with my work.
- Peter Silcox, Kennesaw, GA.

An Accumulator: After reading your editorial in the June *Dispatch*, I finally understand why my S gauge layout is in the state it's in - I am now in the 23rd year of planning and accumulating! When we moved into our house in 1978 there was a nice 13' x 22' space set aside strictly for the train room. I began to build the benchwork about 25 to 30 inches wide all around the edge of the train room, and I drew an infinite number of tentative track plans. I never came up with one I was satisfied with.

Concurrent with the move into the new house, I began a job that required almost constant travel. As a result I was able to visit a lot of hobby shops all over the country and acquire whatever was available in S gauge at the time. Now, in the next year or two, we will probably be moving into a smaller house, and there probably won't be a "train room". But I still love S gauge and hope to be able to build all those kits I've accumulated. One son-in-law is interested in building a layout and would be happy to use my accumulated S gauge material for it.

Continued on page 38

Jeff's Junction



Convention Conflicts

Joint with the NMRA, some shout! No, we want a separate NASG convention, say others! Since we haven't had a totally separate NASG convention in 3 years (St. Paul in 1999 was same time and San Jose was joint with NMRA), some sudden realities dawned on many, mostly scalers, about having to attend 2 conventions in one summer (St. Louis NMRA and Scranton NASG). That meant 2 periods of vacation time, more expense and more travel. Or it meant sacrificing one or the other. Following is a very pertinent and well-written diatribe on this subject by Josh Seltzer:

"I did not want to get into a rant on the convention issue, but... I have been attending NASG conventions since 1973 and have attended most of them. I have attended most, if not all, of the joint NMRA/NASG conventions. I have been chairman or co-chairman both times our club (CVSGA) hosted NASG conventions in 1982 and 1992.

The fact of the matter is that joint NMRA/NASG conventions are rather poorly attended by S gaugers when compared to stand-alone NASG conventions. Check out the registration numbers! (This is especially true if in the eastern half of the U.S.).

What is the purpose of the NASG Annual Convention? You have to answer that one first. Is it the traditional "family" reunion of all S gaugers and our manufacturers and dealers with our own contests and events totally geared for all S gaugers? Or is the convention a promotional activity to show S scale to the "model railroading masses" to get new folks and manufacturers on board?

I guess the majority of existing NASG members have voted with their feet (by their attendance or lack thereof). We are trying to use one event for 2 distinct purposes that may in fact conflict. We tried (BOT) to propose a compromise where every so many years there would be a joint convention, but I repeat, the turnout of NASG members at the joint conventions was not great. We will host a great NASG convention in Cleveland in 2002 in the tradition of the past. We do plan to invite NMRA Division 4 and 5 members to visit on one of the days and be able to join some layout tours.

However, I really believe the NASG should be a

leader in having a credible presence at the NMRA national shows. I was the driving force behind my club's layout being at the NMRA National Train Show in St. Louis this year. Maybe the NASG booth (across from layout at St. Louis) could have samples and literature from as many S manufacturers as possible as most do not make it to the NMRA shows. Our layout, with scale S and Sn3 trains did attract a lot of attention as did and operating S Helper layout and Tom Robinson's hi-rail layout. The NASG should make an effort to involve any local S club in this type of event.

As to our Annual Conventions, I believe that facts and an examination of NASG member attendance should be the guide." - Josh Seltzer

As far as the NASG and future local convention sponsors are concerned, a consensus should be developed on this matter as Josh says. My gut feeling after San Jose and St. Paul was that the separate NASG conventions are preferred by most for many reasons. Briefly these are: the S family atmosphere, less expensive for individual sellers, usually less cost for conventioners (read smaller hotel and facilities and shorter time period), less vacation time needed, all aspects being devoted to S (inclusive with scale, hi-rail, narrow gauge), all-S clinics and mostly S layouts on tours. Naturally, hi-railers and tinplaters lean to this venue. Some scalers are more ambivalent since they must coexist with the hi-rail and AF portions of the convention.

The upcoming NMRA conventions are probably not good choices for a joint convention anyway. Cleveland already has 2002, but Ft. Lauderdale, FL (2002 NMRA) would probably not appeal because of climate and travel; and Toronto (NMRA 2003) has a big drawback for U.S. sellers traveling over to Canada. A back-to-back NASG/NMRA convention is a possibility for Seattle, WA in 2004, but most of the joint drawbacks are eliminated with this venue.

For scalers who are frustrated with the two separate conventions, compromise is the solution to the dilemma. Pick which convention is geographically convenient or maybe choose to just go to the NMRA Train Show (weekend only) and then attend the NASG convention. The NASG convention has always catered to scalers as much as possible, and if they want their input, they should be there. Contests, for example, are usually dominated by scale models.

I've cut back on attending the big NMRA annual conventions myself, but geography has favored me recently. I was able to attend Madison, Wisconsin; St. Paul (I really only got to the Train Show because

Continued on page 39

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN S GAUGE (18927 Colima Rd., Rowland Hts., CA 91748 - www.classictrains.com) now has their 5' code 172 nickel silver solid rail flex track out at \$15.00 per section. They are also accepting deposits on manual turnouts with 38, 54 and 72 inch diameter. Price is \$50, \$60 and \$70, respectively, per pair. Pre manufacturing price is \$10 less per pair.

BALTIMORE AF CLUB (c/o Dave Blum, 3315 Timberfield Ln., Pikesville, MD 21208). The club has a custom painted SHS reefer lettered for Saval Foods. The colors are black and red with yellow lettering. \$42 plus \$5 (1 car) S&H. \$2 S&H for each additional car.

BANTA MODELWORKS (411 Hopkins Rd., Dummerston, VT 05301) had some new structures to show off at the NASG convention - in particular, a 3-stall D&RGW Sargent roundhouse and a Cimarron 1 mine.

STEVE BLACKBURN (3239 Pepperwood Dr., Boise, ID 83704) now has a Vo. II of his S gauge videos out. This one runs about 90 minutes and covers 6 layouts and two collections. He titles this one "Utah-Ohio Connection. \$133 ppd. E-mail is Boss31@aol.com.

BTS (P.O. Box 561, Seffner, FL 33583 - www.btsrr.com). Folks at the NASG convention were able to see new BTS products on an 8' x 10' portable layout which made its debut. Besides live Ma & Pa 2-8-0s running around on a complete loop there were lots of new things to see such as castings of a P-54 64' passenger car, the pilot model of the EBT 2-8-2 #12 (Millie), test shots of a urethane boiler ATSF 4-6-4 and laser cut wood floors for the AM 52' gondola.

CUSTOM TRAX (P.O. Box 581, Indianola, IN 50125 - www.custm-trax.com) Here's an outfit you scalers who want ballasted RTR #6 turnouts will want to lobby. Several of us talked to Steve Miller at the St. Louis National Train Show. He's promising DCC compatible turnouts in S. Maybe some flex track too. Yes, this would be ballasted RTR flex track on thin cork roadbed. Turnouts would be in the \$20-\$30 range and the flex track (36") would be in the \$12 to \$15 a section range.

DIECAST VEHICLES (discount and toy stores). Some quality 1/64 (or close) vehicles are showing up from Matchbox. Around \$10 or so are some boxed fire trucks. Three are useable in S - a Mercedes ladder truck, a Model A Ford pumper and a Mack Bulldog pumper. I also picked up 1 of 5 boxed Elvis collector cars - a pink and white 4d hardtop Caddy. Four other Elvis vehicles appear to be 1/64 too. Again, around \$10. Also from Matchbox is a series of Texaco trucks, 4 of which are 1/64. These include a Model A panel, a '56 Ford pickup, a '37 Chevy panel and a more modern tow truck. Spotted in premium Hot Wheels were a pink '59 Caddy and a set with a '60s Cadillac wagon pulling an Airstream trailer. I think the trailer alone is almost worth the \$25. The '59 Caddy is about \$7 or \$8.

FUNARO & CAMERLENGO (RD #3, Box 2800, Honesdale, PA 18431 - 570-224-4989) has some nice S scale resin freight car kits: a NYC 40' 9-panel gondola, \$29; NYC Despatch covered hopper, \$32; and Erie Dunmore covered hopper.

KADEE (673 Ave. C, White City, OR 97503) will make the 802 S

coupler in a brown color as well as the black. The number for the brown color will be #808. Same price.

N-WAY PRODUCTS (3125 SW Christy Ave., Beaverton, OR 97005 - www.nwayproducts.com). Don't let the name of the company fool you, they have a set of lighted crossbucks in S for \$28.95 a pair.

DAN OLSON (16150 41st Ave., N.E., Seattle, WA 98155 - 206-365-1240) has a new website for his American Flyer, Lionel, catalogs, etc. www.olsonhobbies.com.

OREGON RAIL SUPPLY (avail. at Des Plaines Hobbies, 1468 Lee St., Des Plaines, IL 60018 - www.desplaineshobbies.com). Ron Sebastian let us know that ORS is producing S scale target signals. They are injected molded plastic and will take T-1 3.0mm LED's. #201 single light targets are \$6.95, #202 double light are \$7.95 and #203 triple light are \$7.95. These are 3 pack prices. Complete block signals coming.

PENNSY S MODELS (P.O. Box 5252, Deptford, NJ 08096 - www.pennsysmodels.com). The pilot model of the brass X29 boxcar was seen at Scranton. A 2nd project was also announced - a PRR G26 and G26a gondola.

PORT LINES HOBBY SUPPLIES (6 Storeybrooke Dr., Newburyport, MA 01950). Doug reported that the S-n-S can motor conversions (he's a dealer) went extremely well at Scranton. High interest and orders were also shown for samples of the new resin AF style heavyweight passenger car shells, especially the RPO version which Gilbert never had. Samples of steam loco Pullmor rims for rebuilding Flyer steamers

were available too. They should be in stock sometime this fall. Another piece that drew the attention of AF fans was a pre-production sample of an NCCX flatcar with two Baker Chocolate trailer vans. AF parts catalog should be on-line by now.

PRE-SIZE MODEL SPECIALTIES (305 8th St., P.O. Box 1087, Lusk, WY 82225 - www.pre-size.com) has a line of polyurethane scenery products in S including 3 tunnel portals, 3 bridge piers, a retaining wall and some culverts. Portals are \$16 each.

RIVER RAISIN (6160 Upper Straits Blvd., West Bloomfield, MI 48033). Coming besides the whopper 2-10-4s are brass Pullman troop sleepers. RR will do 3 versions of these WWII babies - an as built sleeper, a kitchen car and an express box. They will have unique Allied full cushion 5'6" trucks (new to S).

S HELPER SERVICE (New address! SHS, Inc., 77 Cliffwood Ave., Suites 7C & 7D, Cliffwood, NJ 07721). Out by now is the 2nd run of extended vision cabooses - ChessieSafety Special, Reading, ATSF (white cupola), Maine

Central, Chessie and C&NW. NP double sheathed Christmas boxcars should be out. Also, more reefers - ATSF Scout, CN, NP, Edelweiss Beer, Kraft Cheese; more rebuilt boxcars - PRR Merchandise, GN (orange & green). SHS will offer 3 3-car reefer sets: FGE, PFE and BREX (CS, FWD & CB&Q). The 40" flex track should be available now at \$7.95 each (\$7.50 each if you get a box of 24).

Tooling has begun on Phase IV F3s and F7s. Expected road names are ATSF (warbonnet), PRR, GN, B&M and D&RGW, plus??

SOUTHWIND (P.O. Box 3175, Plant City, FL 33564). On Jettie's table in Scranton was the pilot model of the big B&O EM-1 2-8-8-4. Delivery is scheduled for late January, 2002. Jettie offers credit card and layaway programs for big items like this one. Pre-production price (painted & lettered or painted only) \$2,550; post production \$2,995. These locos will reportedly take 38 inch radius. \$400 deposit required.

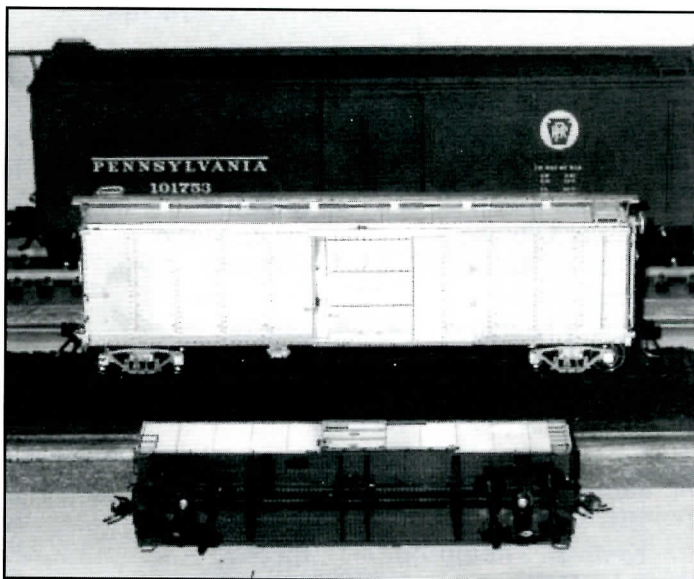
On the drawing board are SP Harriman MK-5 and MK-6 heavy 2-8-2s. These are pretty much a

given with a possibility of a UP MK-63 version and even IC and Georgia Central versions if interest is shown. A B&O I-5 wagon top bay window caboose to match the EM-1s is highly probable. Passenger car likely projects with limited production include diners (NYC, PRR, WP/D&RGW, B&O and SP/UP); coaches (B&O double window 1930 cars - Jettie needs photos and plans of air conditioned versions of these 5435 and 5458 coaches); SP/UP long Harriman coaches; SP long commuter coaches; long Harriman RPO; SP/UP long Harriman observations; Pullman 3-2 observations.

TM BOOKS (Box 279, New Buffalo, MI 49117 - www.tmbooks-video.com) has a new American Flyer video. American Flyer 2 features the 3-level pure gilbert American Flyer layout of Mike Kolosseus and the 6 mainline layout of Ed Filkowski. Ed's layout features Gilbert AF as well as hi-rail and scale equipment from the newer manufacturers. The 50 minute video will retail for \$19.95.

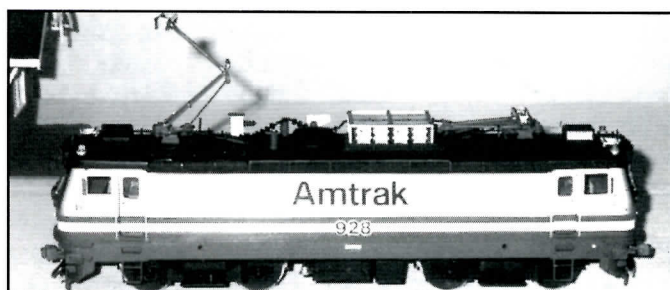


Pennsylvania Heritage Models offers this trolley which is basically an Industrial Rail O gauge trolley converted to run on PHM trucks.



The prototype for the brass X29 boxcar was on display at the Steamtown convention at the PennsyS booth. In case you haven't guessed, the S one is the one in the middle.

Best of Show Steamtown 2001



Jerry Poniatowski is shown here with Bill Wade receiving one of several awards. He received 1st place Craftsman, Popular Vote and Best of Show

NASG CONTEST AWARDS - 2001

Contest Chairman: Jay Rogers

JUNIOR

Danielle Thompson	Display	Stock pen	1st
Kurt Thompson	Display	Military tank	2nd

AMERICAN FLYER

Lamont Heppe	Imagination	#776 Oil Depot	1st
Dave Pool	Restoration	AF Peabody Hopper	1st
Gary Ippolito	Imagination	Ghostbusters	2nd
Jerry Poniatowski	Imagination	Milw. Rd. Pass. Cars	3rd
Paul Grigonis	Restoration	Oil Station	Hon. Mention

AMATEUR

Bill Frazier	Freight car	LV Airslide hopper	1st scratch
Wally Collins	Freight car	Ambroid MP stock car	2nd scratch
Bill Frazier	Freight car	85' auto rack	3rd scratch
Peter Silcox	Diorama	covered bridge	1st scratch
Wally Collins	Structure	2-track wood pony truss	1st kit
Wally Collins	Structure	Truss bridge	2nd

CRAFTSMAN

Jerry Poniatowski	Diesel-Electric	Amtrak AEM-7	1st scratch
Edwin Kirstatter	Steam	B&O 0-4-0T #897	1st kit&conv.
John Hall	MofW	Reading power car	1st scratch
Roger Nulton	Caboose	Monon C-325	1st kit
Oliver Clubine	Frt & MofW	PRR Gon	1st kit&conv.
Oliver Clubine	Caboose	CN 78569	1st scratch
Dave Pool	Structure	AC&Y station	2nd kit
Edwin Krstatter	MofW	B&O tool car	2nd scratch
Gary Ippolito	Rolling stock	CV PS-2 ballast car	2nd kit&conv.
John Hall	Freight	Reading Boxcar	3rd kit&conv.

MASTER CRAFTSMAN

James Rustermier	Steam	D&RGW 0-6-0	1st scratch
Bill Mark	Diesel-Elect.	NYC Pas	1st
Keith B. Thompson	Electric	PRR DD-2	1st
John Bell	Other	DC-3 Airplane	1st
Bill Fraley	Structure	Sandhouse	1st scratch
Walt Rogers	MofW	GN Russell Snow Plow	1st
Walt Rogers	Caboose	GN Caboose	1st

Bill Mark	Frt. MofW	Work caboose	2nd
John Bell	steam	AM 4-6-2	2nd kit & conv.
Wm. Monaghan	steam	North River Camelback	3rd kit & conv.

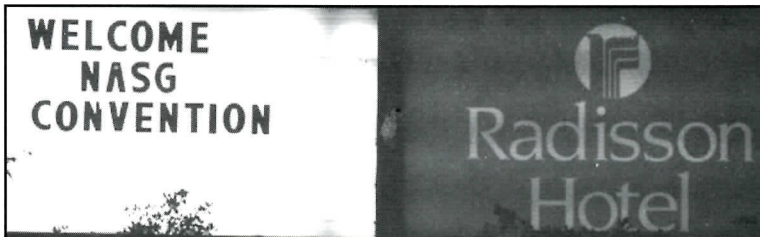
PHOTO

Greg Retter	prototype	Light Speed night	1st
Bill Mark	prototype	CN Cisco Bridge	2nd
Bob Ellis	prototype	Double head EBT	3rd
Bill Fraley	model	Camelback on Spiral Hill	1st
Bill Fraley	model	Jefferson Central scene	2nd
Ray Appler	model	AF layout	3rd

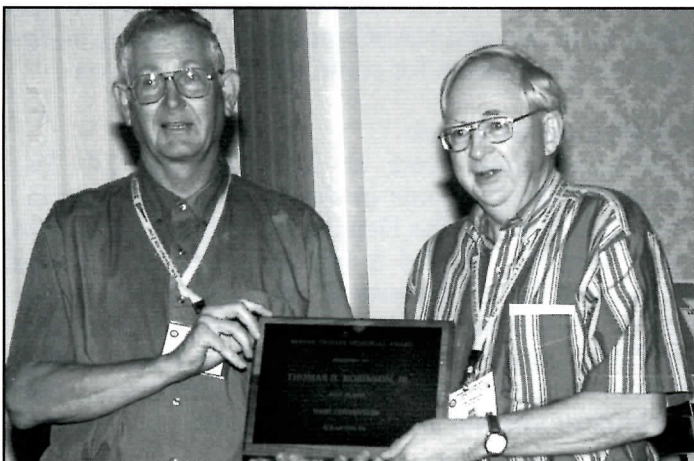
BEST IN CATEGORY

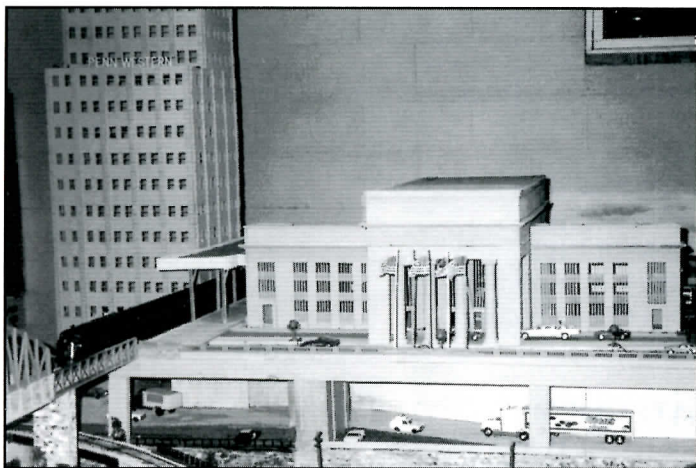
Junior	Danielle Thompson	Horse Display
Amateur	Bill Frazier	LV Airslide Hopper
AF	Lamont Heppe	776 Oil Depot
Craftsman	Jerry Poniatowski	Amtrak AEM-7
Master Craftsman	James Rustermier	D&RGW 0-6-0
Photo	Greg Retter	Light Speed

BEST OF SHOW: Jerry Poniatowski Amtrak AEM-7 Craftsman Entry



Left - the Connecticut S Gaugers presented honored guest Lois Krause with an encased locomotive which she originally gave to her late husband Bill. Bottom left - Gil Hulin presents Tom Robinson with the Bernie Thomas Award. Top right - Bill Mark III presents Bill Frazier with 1st place Amateur Freight Car award. Below right - The S Gaugian Award (Craftsman) is being presented by Don Heimburger to Roger Nulton. *Bob Werre Photos*

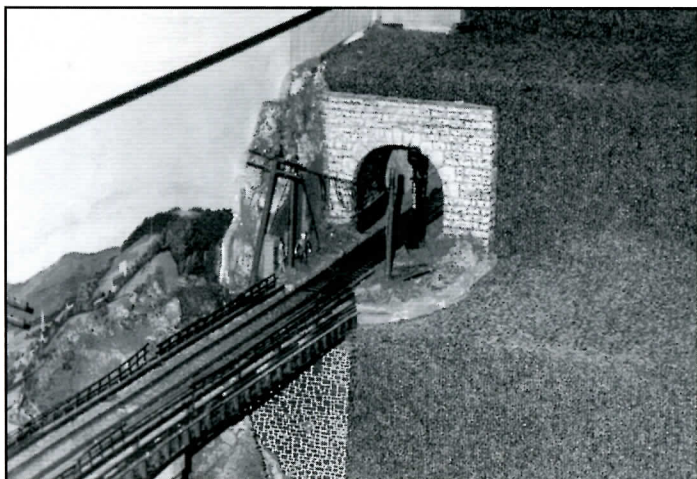




Hi-rise offices and Union Depot of the S scale Penn Western of Roy Hoffman's. Even though not on official tour, many conventioners visited.



Above is Bill Fraley operating his Jefferson Central. Bill crams lots of details into his modest size scale layout. Below note Bill's solution for getting from the main part of his layout to a staging yard and locomotive facilities. Photos this page by Jeff Madden



2001 CONVENTION REPORT July 24-28 Steamtown, Scranton, Pa. By Jeff Madden

OVERVIEW: The 2001 Scranton (Steamtown) NASG Annual convention is now history and should be noted for a couple of firsts, attendance and being tied in with a rail museum. Held from July 23 through July 28, it was headquartered at the historic 1908 Radisson Lackawanna Station Hotel. And we weren't the only big show in town. There was the big Nascar Pocono 500 race on the weekend and a National Chrysler Product antique car club in town at the same time. The Station Hotel was converted in recent years to a 6-story premier hotel.

For the first time in NASG convention history attendance broke the 500 mark. Most likely this was due to the northeast location and the draw of the Steamtown National Historic Park. Steamtown 2001 was also the first "family style" all-NASG convention since Worcester in 1998. In 1999 the NASG had a separate facility in St. Paul but tied in with the nearby NMRA convention. In 2000 the convention was joint with the NMRA in San Jose.

As I vowed in the last convention issue, I drove to Scranton loaded with sale items and suitcases, happily being free of the restrictions of public transportation.

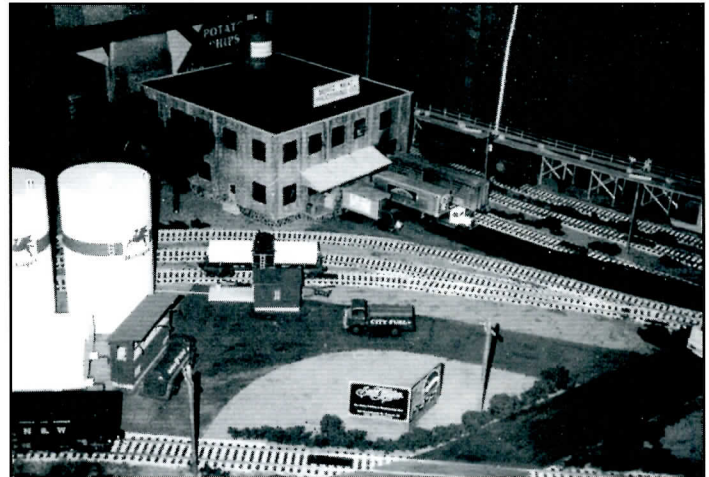
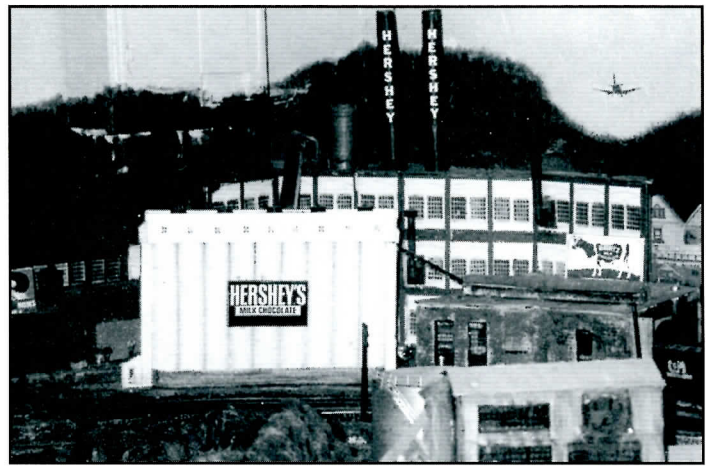
The Connecticut S Gaugers were the official out-of-state sponsors, but the club had substantial assistance from the Lehigh Valley S Gaugers and a few individuals not involved with either. Alan Evans helped with clinics and Bill Lane led a bus tour. Much praise goes to Jim LaRoche, John Foley, Bill Fuhrman, the Marks' family and many others of the Connecticut and Lehigh Valley clubs. Thanks too to those who hosted layout open houses and to the bus tour guides.

The convention activities even made two local TV stations, and a crew was there from Train Time. The print media was represented too by Marlene McGuirk of Kalmbach, Don Heimbürger of the *S Gaugian* and yours truly. Several NASG members are acting as foreign correspondents for some other publications.

NASG Layout Tours:

The layout tours were on Tuesday, July 24. Two busses hit three layouts in the Allentown area, and 1 bus made it out to the Hershey/Harrisburg area. Plus, many like myself, did a self-drive on Monday and Tuesday. I did so because of the route I was taking, and because I wanted to include new President Roy Hoffman's scale Penn Western (not on either tour) in central Pennsylvania, Bill Fraley's Jefferson Central in Hershey and the 3 Allentown layouts on a separate tour.

I left my former home in Martinsburg, WV, where my wife and I stayed Monday night with friends, and headed up to Roy's home about an hour away. Even at 9:15 a.m. there were already a few NASG visitors there. I thoroughly enjoyed Roy's great variety of kit, kitbashed and scratched structures. Then it was on to the Jefferson Central in Hershey. I've never seen so many interesting mini-scenes crammed into a modest duplex basement. Another hour took me to Frank Titman's fabulous Spiral Hill scale layout. He's added a small industrial section since I was last there in 1998. I arrived around 2 p.m. and the layout room was already packed with visitors - this even before any tour bus arrived. I left just as 1 tour bus pulled up and headed for Bert Mahr's two level scale Conrail layout. This layout was a definite study on how to build a multi-level layout in S. I followed a tour bus guided by "crash" Bothwell to Dave Heine's Sn3 layout. I'm glad I did as the route involved a detour in the hilly area south of Allentown.



Then it was on to Scranton. I heard later that those on the tour busses moaned a bit about the lack of a "real" meal along the way, but each home had snacks and drinks available. That was my lunch too. It was a 90 degree plus day so drinks were popular. I heard Bill Fraley provided subs for the Hershey tour bus.

Accommodations:

The Radisson Lackawanna Station Hotel located right next to Steamtown in downtown Scranton served as the HQ for the convention. My wife and I had a 4th floor room overlooking the tracks and a Scranton University field hockey court. Overflow demand forced others to stay at alternative hotels such as the Clarion a few miles away (positive reports from this one, and they had a pool). The Radisson is an architectural treat for modelers being a converted depot and office building originally opened in 1908 for the DL&W Railway. It was also the location of the trade show, clinics, meeting rooms and was within walking distance of a mall, Steamtown and two hobby shops.

Nothing but raves for the open-all-day hospitality room on the 5th floor where conventioners were greeted every morning by fresh coffee and Krispy Kreme Donuts. Soda and snacks were also available all day. I think I had at least 2 "Krispy Kreme Breakfasts" while I was there.

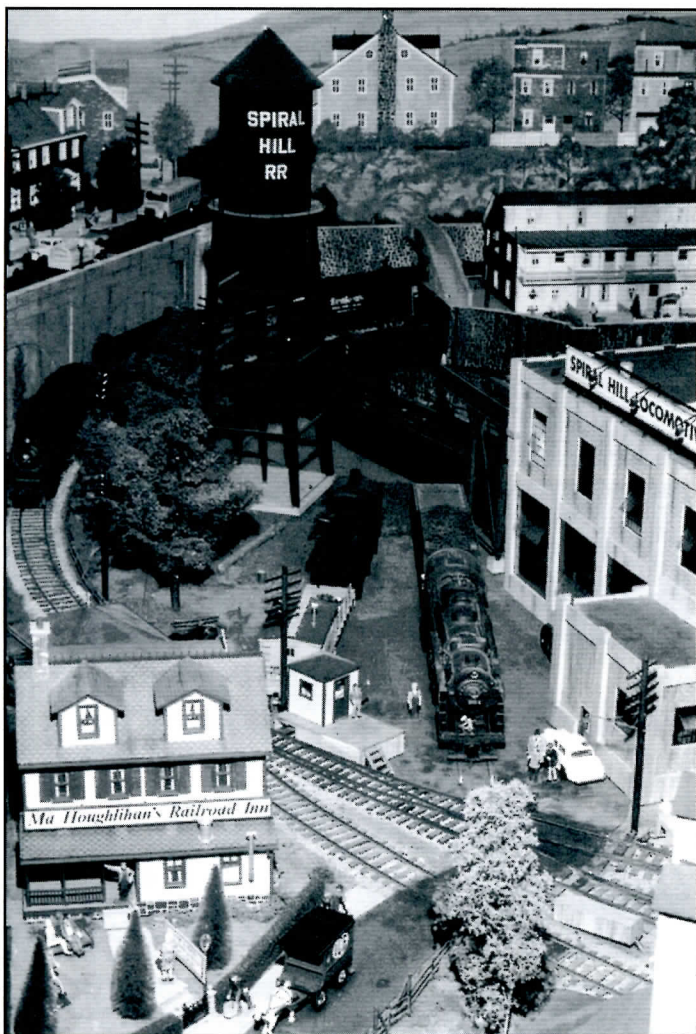
Service at the hotel was exceptional except for the grill on Wednesday night which was overwhelmed by a late tour bus.

NASG Trade Show:

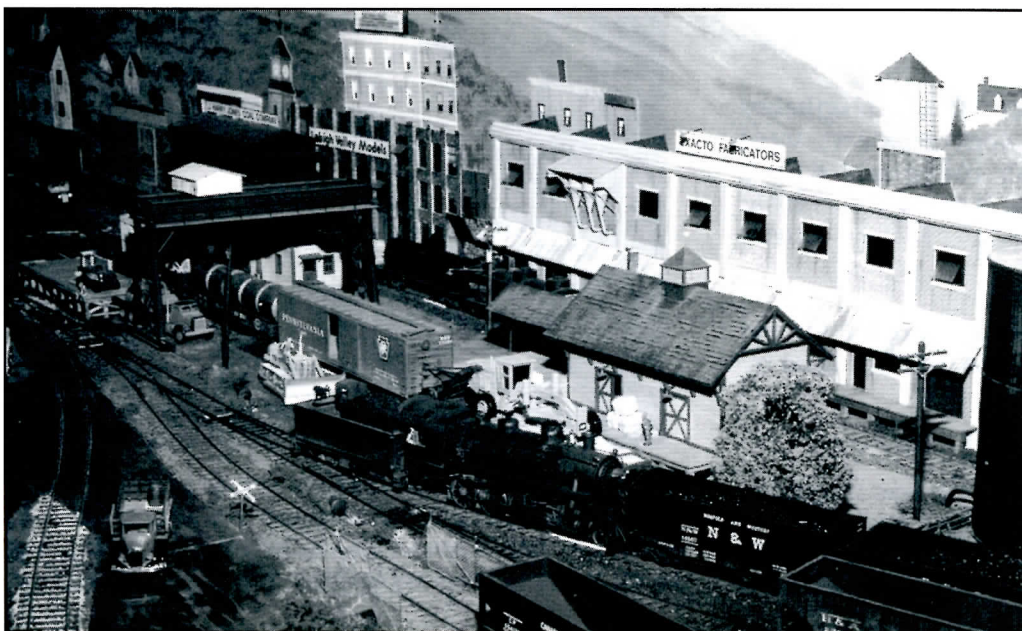
I had 2 tables at the trade show which was mostly in the large banquet hall. The main hall and adjacent open lobby area was filled with manufacturers, dealers, the CVSG layout and two display layouts by SHS



Top - Guess where Bill Fraley's layout is located. Next two photos show new addition on Frank Titman's Spiral Hill with Norman Maunz holding up a lift bridge which leads to the new section. *Photos Jeff Madden*



Two more scenes on the highly detailed Spiral Hill layout. See how many Lehigh Valley Model Kits you can spot. *Photos are by Ron Lang*



and BTS. The North Penn S Gaugers' layout, Tom Robinson's display layout and Jim Ingram's DCC display were in a separate room by the hotel bar and grill.

Manufacturers and dealers present included AM, PHM, SHS, Banta, BTS, S Scale Loco, Triple S, Pennsy S, Bill Paar, Port Lines, Putt Trains, River Raisin, SouthWind, Greenbrier, S Gaugian/Scenery Unlimited, John Heck, Steam Depot, Manheim Machine & Tool, Ballston, Royal Trains, Pre-Size, Vanacores, Gary Clark, Scranton hobbies and a few more.

New products worth mentioning: SHS had new wood boxcars and flex track on display. AM had a painted Empire State Hudson and some decorated E8s. BTS had a resin pre-production boiler assembly for a future ATSF Hudson. Pre-Size Model Specialties had a table full of new polyurethane tunnel portals, bridge piers and retaining walls. SouthWind showed off a pilot model of a B&O EM-1 2-8-8-4. Banta had some newer laser structure kits. S Scale Loco displayed the new CN 2-6-0. As a bonus they had Simon Parent's painted version there too (he's the one responsible for the plans). Pennsy S Models had their X29 Boxcar pilot model for all to see. PHM had a painted model of the Trainmaster. See New Products Report for other new stuff.

A negative: A couple of items walked off including (oddly) a badge and plaque dedicated to the late Bill Krause. Anyone with knowledge of these items should contact one of the BOT members or the Connecticut S Gaugers.

Steamtown & the Trolley Museum:

Just a hop, skip and a jump from the Radisson were the Steamtown and Trolley Museum sites. Attendees made liberal use of their free access (included in registration) to see the rail and traction exhibits including two S layouts (Bristol hi-rail and Neshaminy Flyer) located in the Steamtown roundhouse interpretive area. The Backshop tours were popular I'm told, but I missed out. I managed two visits - one to walk around the Steamtown roundhouse and another to visit the Trolley Museum and ride the trolley. I'd say the majority of our conventioners rode the Friday mainline steam trip up to Moscow and back behind a CN 2-8-2 - except Jamie "crash" Bothwell that is who met us at Moscow on his bicycle. I

don't know whether he tethered his bike to the rear car and bumped along the ties or whether he actually rode it up there?

Tours:

Besides the Tuesday layout tour, the Wednesday coal mine tour and the Thursday Strasburg area tour all proved popular. No lunch was a bit of a glitch on the coal mine tour with the result that the Radisson bar and grill was swamped around dinner time on Wednesday. Fortunately, I suppose, my wife and I did the coal mine and coal museum tours on our own and were back by 1 p.m. I skipped Strasburg too because of many previous visits. My wife was a bit disappointed in the womens' events. The outlet mall and the makeup one were fine, but a Houdini tour on Saturday didn't get enough participants. In addition, two craft clinics were canceled. But overall she did enjoy the convention. She loved the hotel, banquet and convenience to the mall.

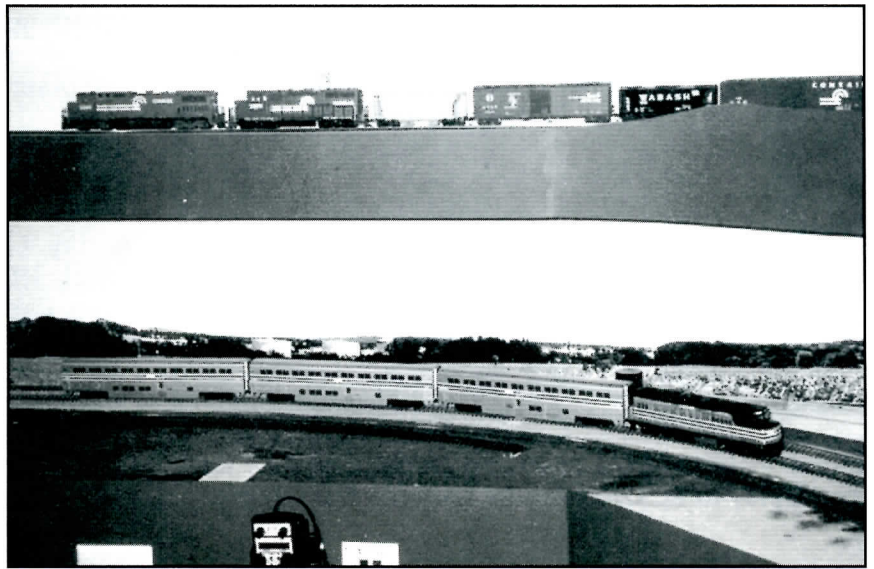
BOT and Annual Business Meetings:

Nothing out of the ordinary occurred (see report this issue). New President Roy Hoffman was in attendance at the BOT meeting and then presided over the general Meeting on Saturday morning. The recent survey coordinated by Glenn Ritter and Promotions dominated most conversation. At the Annual business Meeting Josh Seltzer stated there was a need for "small manufacturers" to provide items for the NASG to display at shows, in particular at the NMRA Train Show. For example at St. Louis this year smaller S manufacturers provided virtually no handouts or sample items. Come on guys, if you can't be there, send John Foley or the Promotions chairmen some current "stuff."

Along the same line, Dick Karnes suggested that the NASG buy or solicit a variety of "current" S items for display each year. After a year or so these items could be sold or auctioned off to finance future buys.

Clinics:

Most clinics were well attended including the two I went to. Very popular on Wednesday night was Bill Fraley's "Perma Bilt" car kit clinic. Yah paid 5 bucks for a kit, graciously donated by Wally Collins, and Bill generally explained the building processes needed. The object is to have completed models returned to Cleveland in 2002 for a separate mini-contest. I also attended a last minute clinic on Saturday afternoon given by Tony Koester (current editor of *Model Railroad Planning* and former RMC editor) on his current layout rebuilding project (Nickel Plate HO). But Tony gave lots of "S" comparisons during his presentation. Thanks go to another Nickel Plate fan, Terry Harrison, for getting Tony up to Scranton,



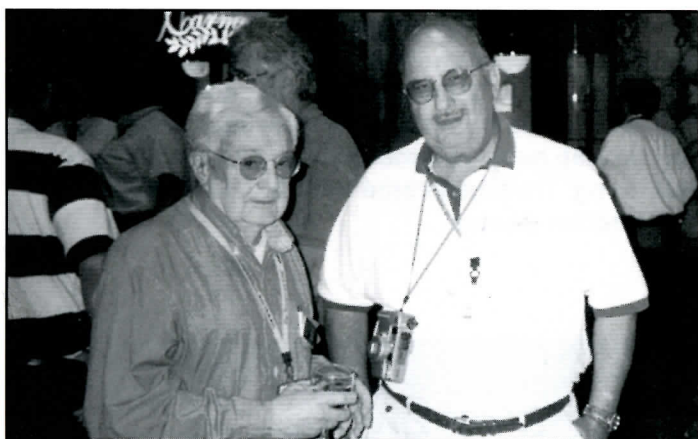
Bert Mahr's layout above is a great example of a two level layout in S. Below Dave Heine rerails his boxcab Sn3 locomotive on his high arch bridge. Bottom - The Sn3 boxcab has now proceeded onto a steel trestle farther along. Train has come from track below.

Jeff Madden photos





James Ingram's DCC operating display. He also took the display to St. Louis for the National Train Show.



Wally Collins and Bill Fraley enjoy social hour. I believe that's apple juice Wally has.



What else would these S gaugers be doing but waiting for a train. Yep, they were waiting for our special 8- car train pulled by Steamtown's CN 2-8-2 which hauled a couple of hundred conventioners and public up to Moscow and back. Left to right - Lee Johnson, Jim Whipple, Don Heimburger, Bob Werre and Walt Danylak Photos this page Jeff Madden

which gave us something to do during dead time before the banquet. I heard positive comments on all the other clinics too - except the canceled ladies ones.

Contests:

Wow! There were 37 models entered plus 16 photo entries, 6 displays and 7 AF category entries. Thanks to Jay Rogers for coordinating this and to judges Bill Mark III Bob Werre, Helen Linton, John Vanacore, Gary Clark Jeff English and Stan Stokrocki. Bill Mark III deserves a lot of credit for manning the room during most of the "open" hours. The Amtrak AEM-7 by Jerry Poniatowski and the Camelback Atlantic by Bill Monaghan struck me as exceptional. The Best of Show went to Jerry for the AEM-7 electric which was entered in the Craftsman category. Hey, there was even an "American Flyer" DC3 airplane entered in the contest.

Awards Banquet:

Congratulations to the Radisson and staff for providing us with a fantastic meal which was preceded by a 2-hour social hour. Most had the inch thick prime rib, but my wife raved over the veal. The only complaint my wife and I had, and it really isn't a complaint, was the "mountain" of chocolate on chocolate cake that was served for dessert. It was delicious, but you could see at least half or more of each portion returning to the kitchen - hey, maybe we were supposed to use it for scenery.

The Awards Banquet was dedicated to the memory of Bill Krause, the long-time leader of the Connecticut S Gaugers. A "new" Bill Krause Memorial Award was instigated in his name and will be awarded each year to the modular club which most promotes S that year. This year's first award was presented deservedly to the Cuyahoga Valley S Gaugers - whose layout was at the convention and 2 weeks prior was in St. Louis for the National Train Show. Most of the Bill Krause family was in attendance, and the Connecticut Club presented Bill's widow, Lois, a locomotive in a display case that she had originally given Bill in 1951.

Other major awards: The Charles Sandersfeld Memorial Award for manufacturer of the year went to American Models. The Bernie Thomas Memorial Award for 2000 went to Tom Robinson who has promoted S (mostly in the south) with his portable "This is S" hi-rail layout. His layout was at Scranton and St. Louis as well this year. The S Gaugian Award (\$100 gift certificate) went to Roger Nulton for his model contest entry. The SouthWind Brass Model Award went to Bill Frazier for his Airslide hopper model. The Perles Publication Award for an S article in a non-S publication went to Keith Thompson of Seattle for an article in MR - *S Scale Empire with a Narrow Gauge Past*. Honorable Mention went to Roy Hoffman for his *S Curves* column in *Model Railroad News*.

Ranger Ralph Coury, the Public Affairs Officer of Steamtown, was the key speaker, and he narrated the history of Steamtown, which was established as a National Historic Site by congress in 1986. He stated that the park gets 200,000 visitors a year with a \$350 million impact on the local economy which had long been going downhill with the decline of the anthracite coal industry and manufacturing. Ralph was presented appropriately with a Lackawanna convention car reefer for display at the museum.

Josh Seltzer of the Cuyahoga Valley S Gaugers presented a "Power Point" program on next year's convention in the Cleveland area. Looks good! The auction with Jamie Bothwell in charge concluded the evening and the convention.

Diner Update:

Yes, I and others managed to chow down at several "real" diners during the convention. I hit three nearby ones - Terry's, The Glider and Chicks. I also stopped at one on the way in Somerset, Pa., and three along scenic Rt. 6 in northern Pennsylvania on the way home. The Wellsboro diner in Wellsboro, Pa., was the real gem that "screams" to be modeled.

Next Year:

Next year's annual event looks to be promising as well. It will be in Strongsville, Ohio, (Cleveland area) at the Holiday Inn Select. Besides the normal events and trade area Josh promises over 20 layouts, at least 2 fan trips, a visit to Trolleyville USA and a tour down to Bellevue to see the NKP Museum. So let's "Rock and Roll" to Cleveland in 2002.

Positives:

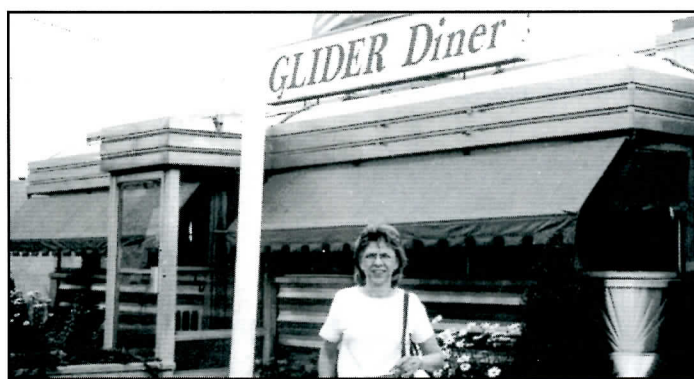
1. The hotel
2. Steamtown
3. Layout tours (although a bit early for some)
4. The Steam Trip
5. Busy trade show area - easy access
6. Well organized overall
7. Banquet food
8. Clinics
9. Tours
10. Contest
11. After initial problems scheduling trade show open times, things worked out great.

Negatives:

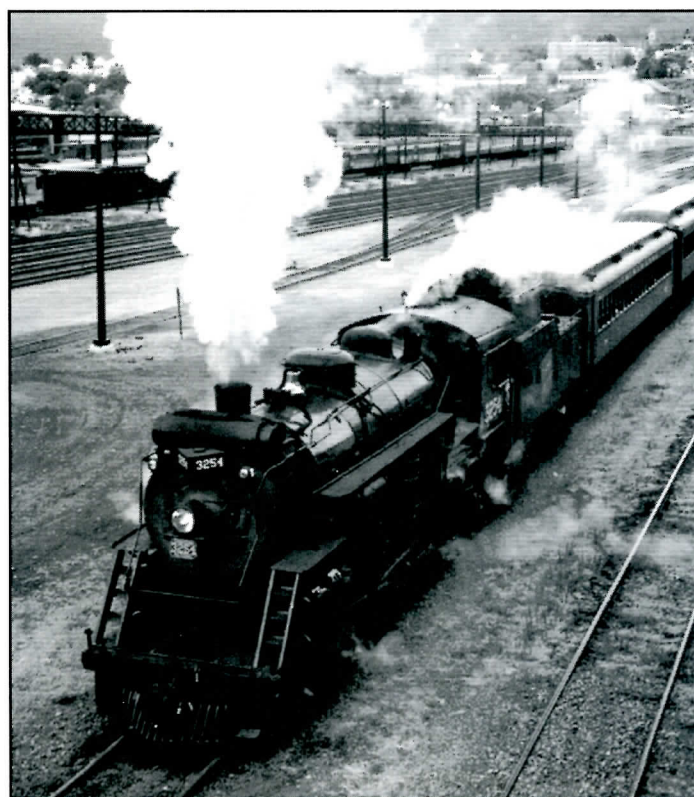
1. A couple of women's events fell apart
2. Lunch problems on two tours.
3. Hard to hear contest awards
4. Chuck Porter having his RV break down in Pottsville.
5. Paul Stevens had the fingers on his right hand smashed in a door. Nothing broken, but he had to miss the Business Meeting.



Steamtown Public Affairs Officer, Ralph Coury (center) receives a convention car. He is flanked by Dan Mastrobuono (left) and Hank Worrell.



Janet Madden poses in front of "real" diner.



Top two photos by Jeff Madden, bottom Ron Lang

Convention Faces

7. The missing awards and a few missing sale items.



Number 43 and Alan Evans. Photos by Jeff Madden except bottom right by Ron Lang.



Left to right: Kelvin White from England, Bert Mahr and "crash" Jamie Bothwell are all talking trains during a layout tour stop/



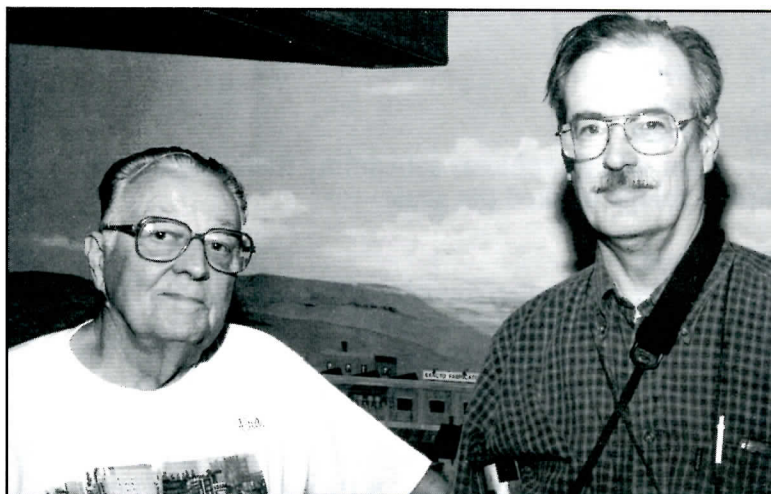
Mike Pragheimer mans the North Penn hi-rail layout.



Monte Heppe enjoys a trolley ride.



Tony Koester of *Model Railroad Planning* gives a clinic.



Two editors, Frank Titman and Jeff Madden.

First Place Master
Craftsman Diesel
entry by Bill Mark



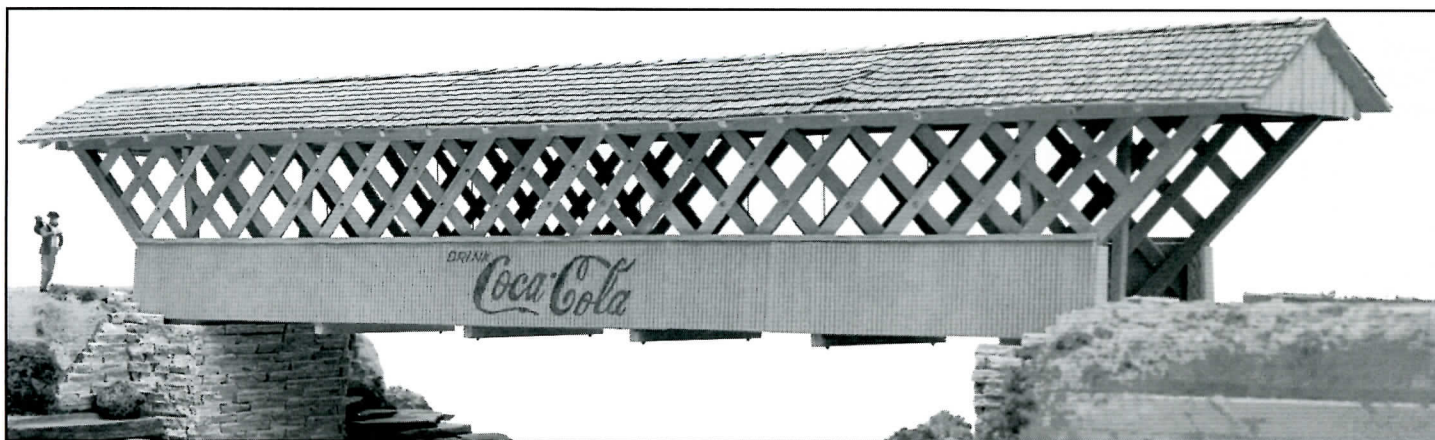
CONTEST WINNERS

Left is first place kit in the Craftsman Class by Edwin Kirstatter. Below is a third place Master Craftsman entry by Bill Monaghan. The steam category was especially competitive this time.



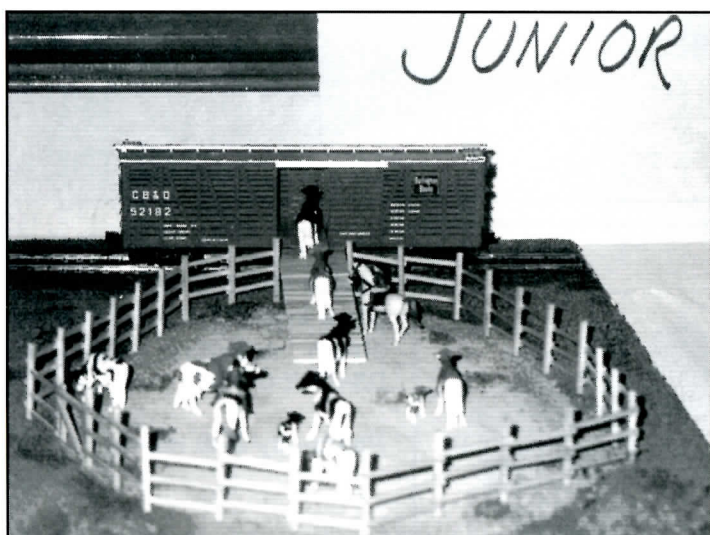
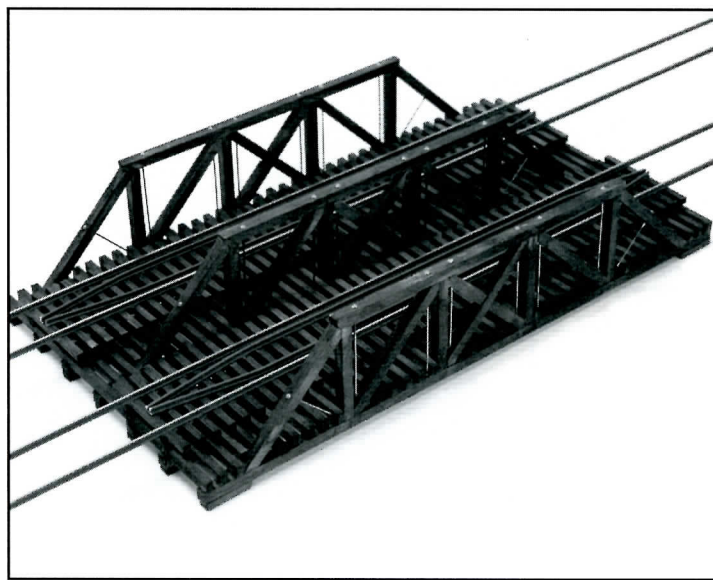
James Rustermier took first place in the Master Craftsman steam category with this D&RGW 0-6-0.

Photos by Bob Werre



CONTEST WINNERS

Winning Structures: Pete Silcox took first place amateur for this scratchbuilt covered bridge. Below - Bill Fraley took first place in the master craftsman class for the sandhouse, and Wallace Collins took first place kit for the truss bridge.

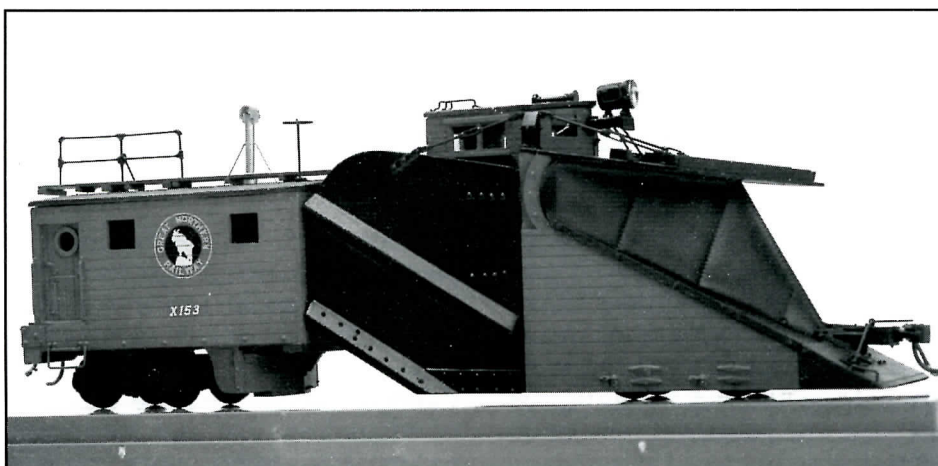


Left is the winning entry in the junior category by Danielle Thompson. Right is an unusual entry by John Bell. He took a first place in the "other" category for his true American "Flyer."

Photos by Bob Werre



CONTEST WINNERS



Top left is Bill Frazier's first place and best in class amateur winner freight car - an Airslide Lehigh Valley covered hopper. He took the SouthWind brass award. Top right is Dave Pool's first place winner for AF Restoration. Center is Jay Rogers' GN Russell snowplow which took first place master craftsman MOW. Left is Roger Nulton's Monon caboose which was kit-bashed from an AM wood cupola caboose. Roger took first place in the Craftsman Class and took the S Gaugian Award.



Gary Ippolito took 2nd place in the AF Imagination category for his Ghostbusters work train.

Photos on this page by Bob Werre

A VIRGINIAN PASSENGER TRAIN

By Wayne Beachy

S gauge passenger trains, particularly ones of local interest, are rare animals, and especially pre-Amtrak extinct ones. On a quest to have an S gauge passenger train pulled by other than a pair of Alco PA's, I discovered that the Virginian Railway had some unique and quaint passenger trains. The Virginian served primarily small rural towns with the exception of Roanoke and Norfolk, Virginia, and never had named passenger trains like neighbor Norfolk & Western. Virginian passenger trains carried only numbers, and they actually only owned 10 steel heavyweight coaches it purchased from Pullman in the 1920s. The state of Virginia even made them lease an air conditioned coach from the N&W during its last year of passenger service in 1956.

The Virginian ran several locals on branches. One particular photo of a Virginian passenger train that was

easily modelable was one of train #2 with a consist of a single Pullman standard steel coach and a baggage/express/RPO combine pulled by a 4-4-0.

To model a similar train I bought an American Models coach and RPO and got a Flyer 4-4-0 Casey Jones (21168) with smoke and choo choo from Ron Levanton. I also bought a surplus boiler and tender shell from Hobby Surplus Sales so I could leave the originals untouched.

Nothing fancy for the Virginian. I painted the passenger car roofs flat black and lined the inside with aluminum foil to reflect more light. The car bodies were painted Pullman Green. I ordered two sets of wipes from AM and connected Fallar 14v lights with plastic stands - 2 in the coach and one in the RPO. To frost the windows without ruining the clear plastic window inserts, I sprayed Dulcote

on some clear styrene sheets and inserted between the bodies and clear plastic part of the roof. For passenger car lettering I used some HO gold passenger car data. For Virginian and the numbers I used gold dry transfer letters. The road name was extended Railroad Roman.

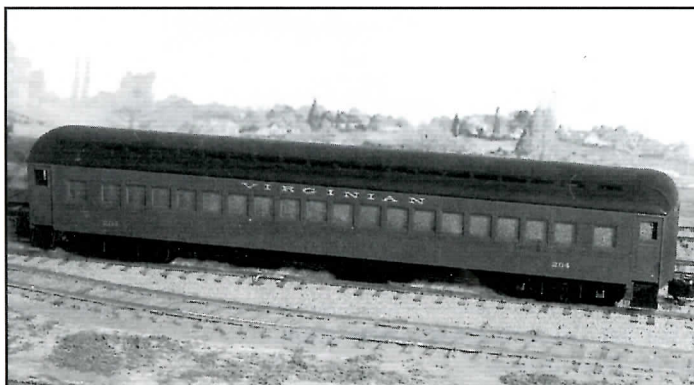
The engine and tender were painted engine black. The boiler front was painted graphite. Number 296 was lettered under the cab window using individual gold dry transfer letters. Gold dry transfer block letters were used to make Virginian on the tender. Note that letters are all caps, but the V is a bit larger.

It wasn't until I put the train together that I discovered the 4-4-0 has an oversized appearance (a typical complaint about this Gilbert steamer). Still, it is a good looking little train. It was a hit when run at the Virginia Science Museum. Currently, I am painting and lettering another AM coach and will soon repaint and letter a Pacific to make a longer Virginian passenger train.

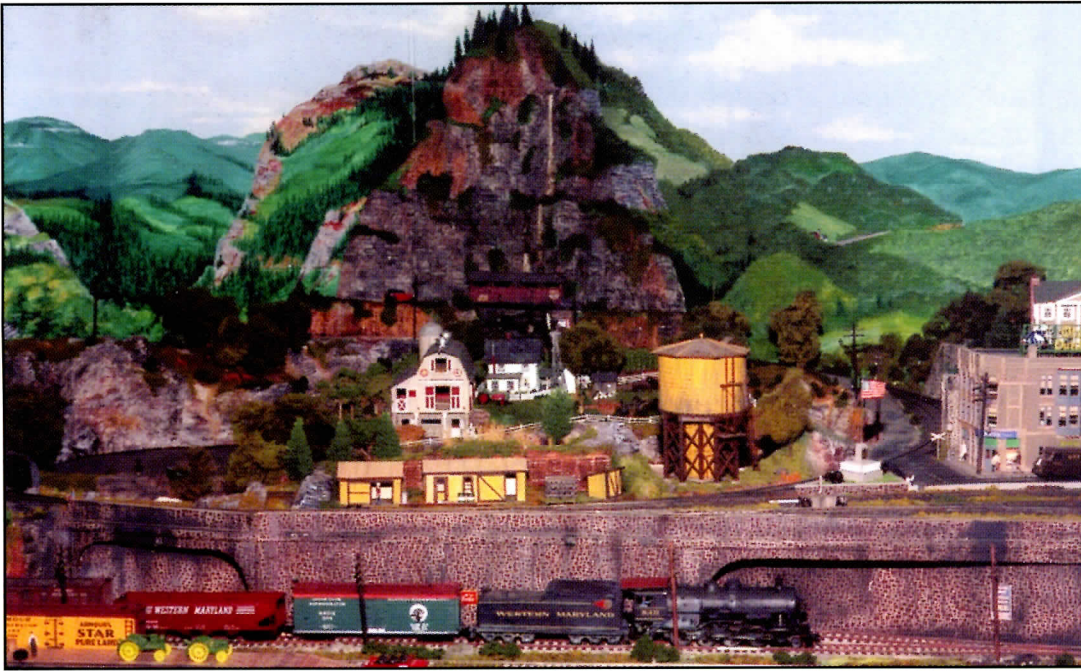


Wayne Beachy's branchline Virginian Train is made up of repainted and lettered AF Casey Jones 4-4-0 and two American Models passenger cars. All lettering was dry transfers except for RPO data. Wayne is working on another coach and a Pacific as well.

Photos by Bill Oertly



LAYOUTS ON TOUR



Frank Titman's Spiral Hill scale layout. How 'bout that backdrop? The Western Maryland 2-8-0 was built in the Spiral Hill Shops by Frank.
Photo by Ron Lang

The backdrop also gives Bill Fraley's Jefferson Central a larger than life look and feel. Detailed American Models GP9s lead a freight past a silk mill worked into the backdrop. *Photo Jeff Madden*



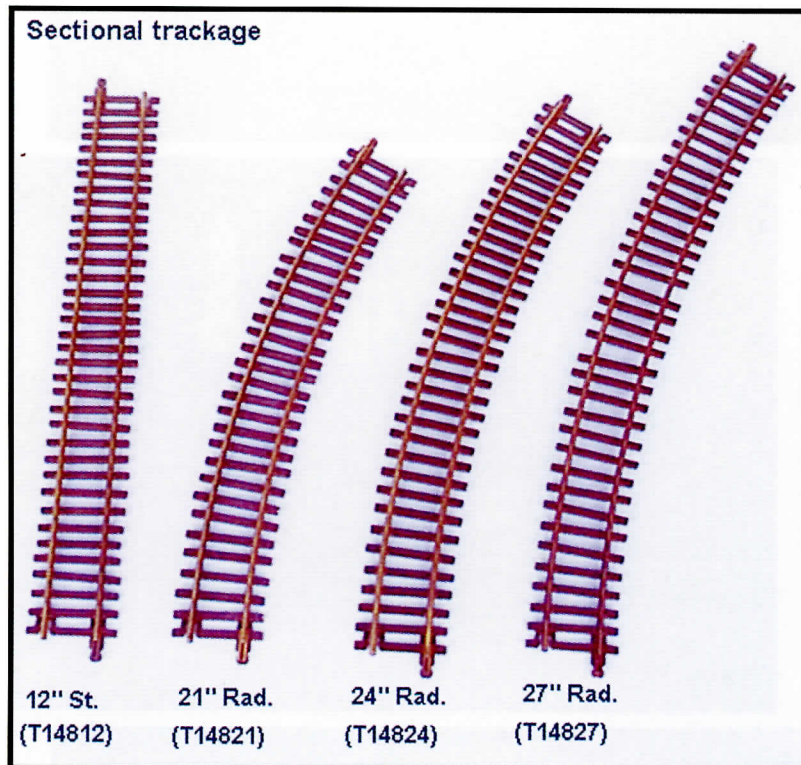
A Vintage Rex 2-6-0 works a way freight on the Jefferson Central. Shady Rest depot on the lower level is the work of Bill Fraley while switch tower is converted Plasticville
Photo by Jeff Madden

Universal Track System

Since 1993 the leading track system in S gauge railroading. Packaged in our train sets and sold separately. We and our customers believe this is the most realistic track system ever made in any scale. The reason is as follows.

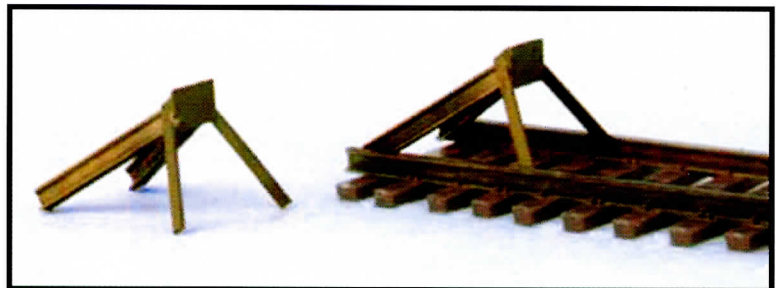
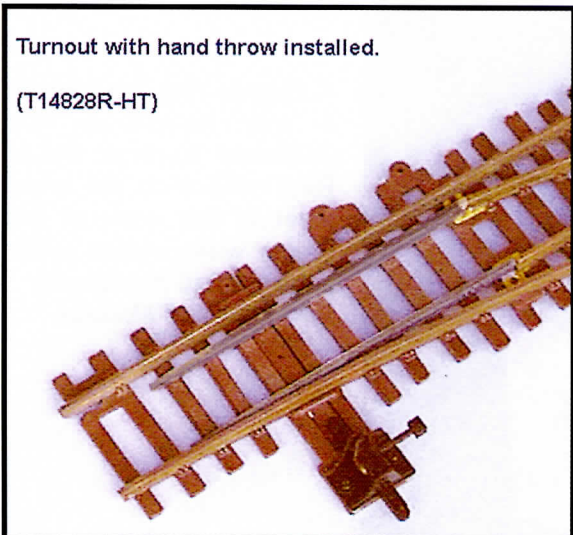
1. **Weathered rail.** On the real railroads the rail is rusted in various shades even when new.
2. **Tie height, width, length** and spacing between the ties are modeled from real main lines.
3. **Skewing of the ties**, which means the ties are not parallel with one another in fact real track ties are sometimes 10° skewed from one another.
4. **Spike plates, spikes**, wood graining and color are represented in a realistic fashion.

Non-corrosive rail and tough ABS plastic ties with stand drilling and soldering.



Turnout with hand throw installed.

(T14828R-HT)



New Bumpers ! Only 5.95 for two.

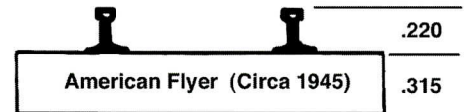
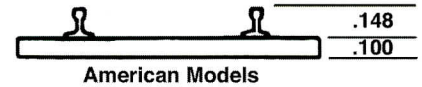


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Designed for maximum trackage on a 5 X 9 ping pong table. Three ovals are possible using 21", 24" and 27" radius track. Straight track centers are a realistic 3 inches.

(All curved track 12 used for a circle).

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T14824	24" radius curved sections.....	3.28 ea.
T14827	27" radius curved sections.....	3.48 ea.
T14812	12" straight track.....	2.98 ea.
T14636	36" Flex track.....	8.18 ea.
T148 R	Turnout 27" radius right hand.....	20.95 ea.
T148 L	Turnout 27" radius left hand.....	20.95 ea.

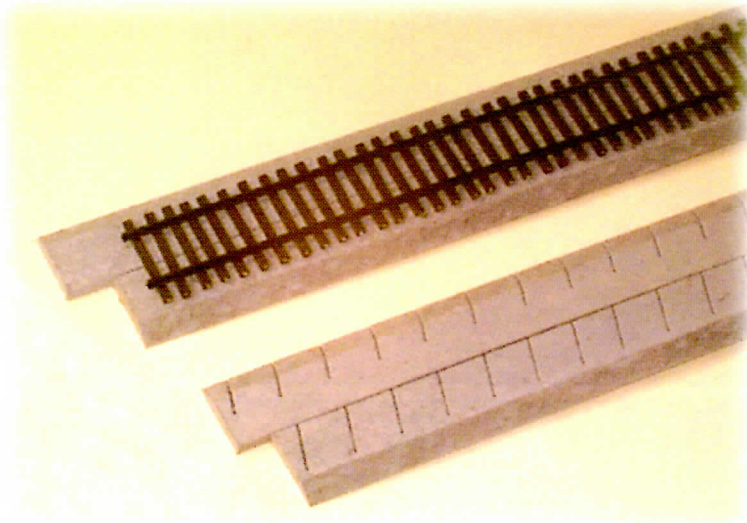


T148R-HT Turnout 27" w/ hand throw right hand throw installed.....25.95 ea.

T148L-HT Turnout 27" w/ hand throw left hand throw installed.....25.95 ea.

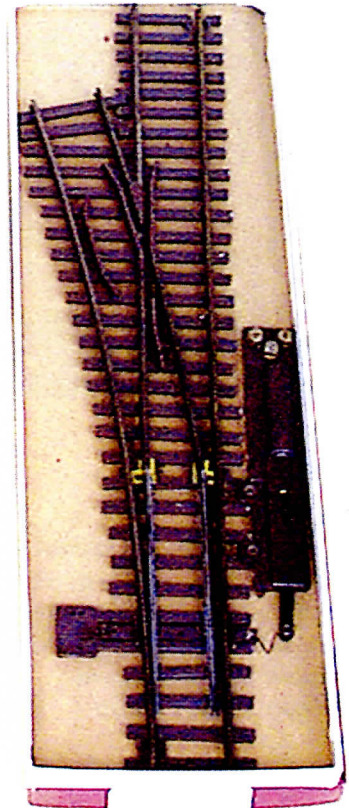
T148R-PW Turnout 27" Powered w/ control button and 6'wire.....34.95 ea.

T148L-PW Turnout 27" Powered w/ control button and 6'wire.....34.95 ea.



"HomaBed" road bed. The best road bed for holding spikes and ballasting, used by serious model railroaders for decades. This material is all pre-cut for S scale, about 1/4" thick and has a 60° bevel for realistic appearance. The curved sections have slots cut in for easy bending to almost any radius. The cost is about \$1 per foot.

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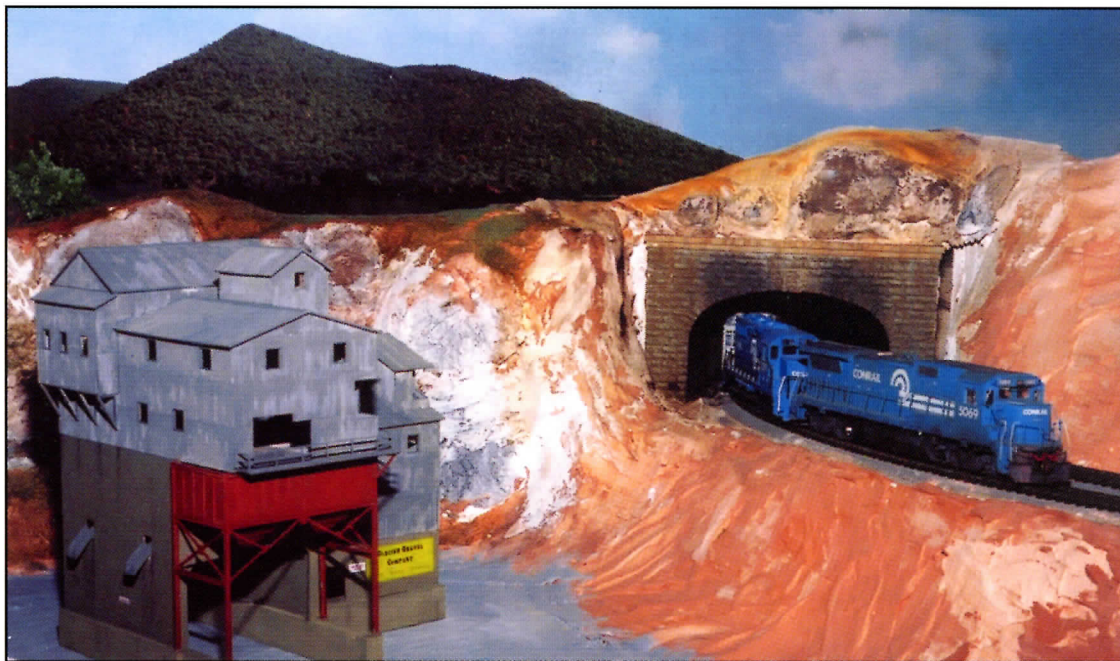


Left hand Powered Turnout

SCRANTON 2001

This ferry slip on Roy Hoffman's Penn Western is a good idea for a city waterfront scene. The rail ferry (not seen) is at another dock location across the aisle.

Photo by Jeff Madden



Modern Conrail freight units are usually featured on Bert Mahr's two-level layout. Photo mural backdrop is quite effective. Locos are working their way up to the 2nd level.

Photo by Ron Lang

Dave Heine's Sn3 layout only features a few complete scenes like this. Whose kits are these? Note that the out-house is unoccupied.

Photo by Ron Lang



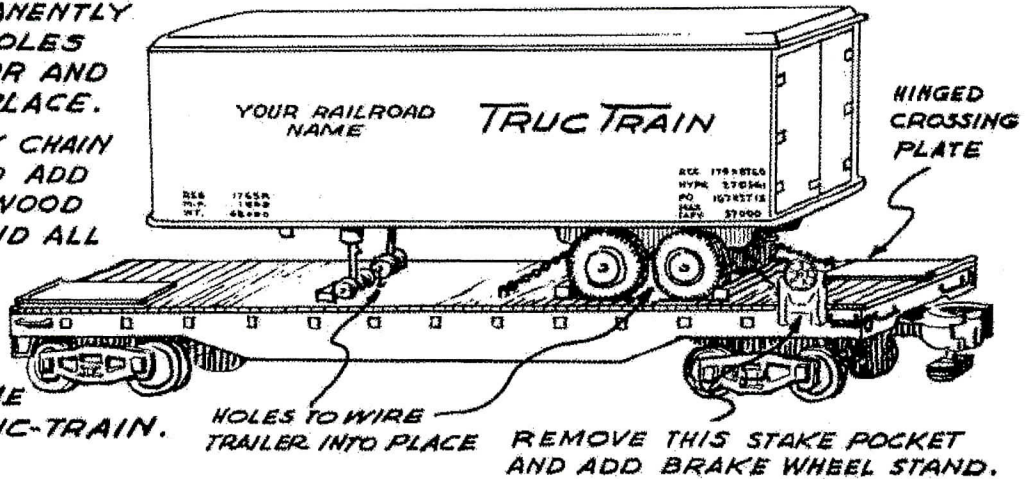
S GAUGE ONE EVENING PROJECT

1. CUT OFF A.F. BRAKEWHEEL STAND AND FILE FLUSH WITH FLOOR.
2. FILE OFF END CORNER STAKE POCKET AND EPOXY OR GLUE A STEWART S-114 BRAKE WHEEL STAND IN ITS PLACE.
3. COVER FLOOR WITH BASSWOOD STRIPS.
4. MOUNT WINROSS OR AURORA TRAILER ON FLAT CAR.
5. CUT $\frac{1}{32}$ " X $\frac{1}{2}$ " X 1" CROSSING PLATES AND GLUE AS SHOWN.

A.F. FLAT CAR TO A PIGGY BACK BY JAMES BALL

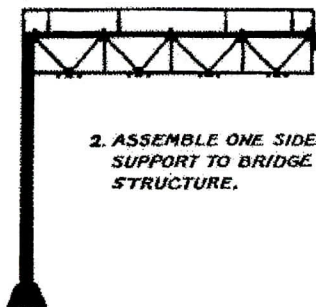
6. SECURE PERMANENTLY BY DRILLING HOLES THROUGH FLOOR AND WIRING INTO PLACE.
7. GLUE JEWELRY CHAIN AS SHOWN AND ADD $\frac{3}{16}$ " SQ. STRIPWOOD BLOCKS BEHIND ALL WHEELS.

8. PAINT TO SUIT AND DECAL WITH YOUR RAILROAD NAME ADDED TO TRUC-TRAIN.

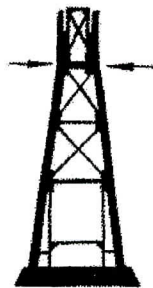


KELLY BRYANT

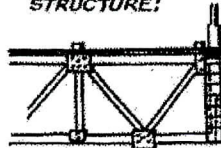
1. BUY 2 PLASTICVILLE SIGNAL BRIDGE KITS (H0).



2. ASSEMBLE ONE SIDE SUPPORT TO BRIDGE STRUCTURE.



3. CUT OFF TOP OF ONE OF REMAINING SIDE SUPPORTS AND ASSEMBLE TOP SECTION TO OTHER END OF BRIDGE STRUCTURE!



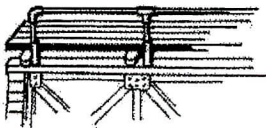
S GAUGE ONE EVENING PROJECT

SIGNAL BRIDGE CONVERSION

BY
ROGER PROTAS

4. REPEAT ABOVE PROCESS WITH REMAINING BRIDGE SECTION AND SIDE SUPPORTS.

5. ASSEMBLE FOOTBOARDS TO BRIDGE SECTIONS:



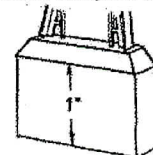
6. FILE OR SAND OFF INSIDE ENDS SO THAT WHEN PLACED TOGETHER, BRIDGE SECTIONS LINE UP STRAIGHT:



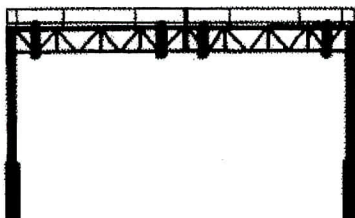
7. GLUE SECTIONS TOGETHER:



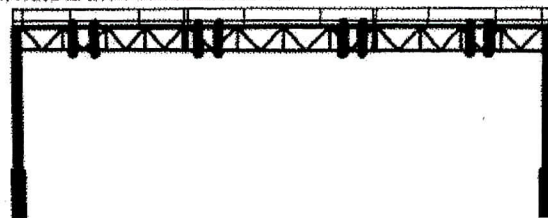
8. CUT OUT 1" WOOD RISERS TO SIMULATE CONCRETE SUPPORTS, GLUE TO PLASTIC SIDE SUPPORTS, AND PAINT:



9. ADD SIGNAL LIGHTS AND BRIDGE IS COMPLETE:



10. FOR 4-TRACK VERSION, SANDWICH AN ADDITIONAL BRIDGE SECTION IN:



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ROGER PROTAS

The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

The Rio Grande Southern A railroad you can model in Sn3

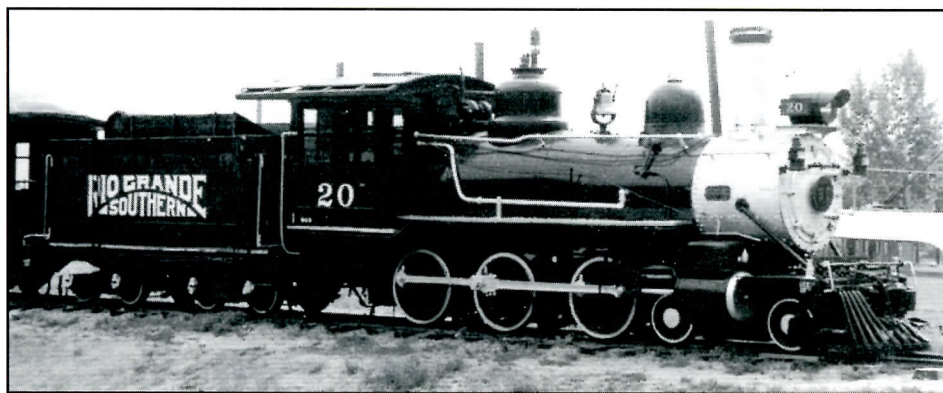
Prototype modeling has become more popular in recent years, including among narrow gauge modelers. There are several items that help make this easier. These are: Prototype Information, Motive Power, Rolling Stock for the specific railroad and Key Structures

From an availability point of view, the Sn3 modelers of the Rio Grande Southern are well off. The Rio Grande Southern is one of the more modeled narrow gauge railroads in any scale, including Sn3. The RGS had great scenery, sec-

Silver Panic of 1893 when the Sherman Silver Purchase Act was repealed. Since the region's prosperity was tied to the mines, the RGS's revenue also followed the mining industry's ups and downs. Of course, the RGS did have one mission important enough to require federal marshals as guards in World War II, and that was hauling uranium ore for the Manhattan Project. After its initial boom period, it was essentially in receivership until its end in 1951.

Prototype Information

The Rio Grande Southern is one of those railroads that follows the axiom that the less important the railroad to the overall nation, the more that it has published about it.



ond hand equipment, the Galloping Geese railcars, and somehow it managed to hang on through decades of receivership.

The RGS ran 162 miles from Ridgway to Durango in southwestern Colorado and was built to serve the mines of the San Juan Mountains. It connected with the Denver & Rio Grande (Western) at both Ridgway and Durango. It enjoyed prosperity for its first few years due to the booming silver mining industry and even issued railroad passes made of silver. This period came to an end in the

See the bibliography for a partial list of the books on the RGS. Some of the books are out of print, but can be obtained from used book sources. The series of books *The R.G.S. Story* is still not complete, and describes the railroad mile-by-mile. The series also includes information on the various towns and indus-

tries served by the RGS. The ninth volume in this series may be out by the time you read this.

Back issues of magazines, especially the *Narrow Gauge and Shortline Gazette*, are another source of information. For those with Internet access, the Model Train Magazine Index on *Model Railroader's* web site can be helpful in locating magazine articles on railroads. A recent query on the Rio Grande Southern listed 175 entries.

Many of the available pictures of the RGS are from the 1930's through the end of service. The railfans of the time recognized that this was a unique railroad and took the time and effort to travel to this relatively remote area to witness it firsthand.

Motive Power

Part of the appeal of the RGS was that it never purchased much of anything new. At the time it was being built, it purchased surplus narrow gauge locomotives from the Rio Grande Western, which was in the process of standard gauging its lines in Utah. However, some of what they received was essentially junk. Later, they received other used locomotives from the Florence & Cripple Creek and the D&RGW.

The RGS also leased locomotives from the D&RGW. During the period when the D&RGW was the receiver for the RGS, the D&RGW would rather lease them locomotives than repair the RGS locomotives. Because of the rail and bridges, the largest locomotives



used on the RGS were the D&RGW class K-27's, which were the earliest and smallest D&RGW 2-8-2's. RGS #20, an ex-F&CC 4-6-0, is still extant and can be seen at the Colorado Railroad Museum in Golden, Colorado.

All of the RGS locomotives used in the 1930's and later have been imported in brass by PBL with one exception. The exception is 2-8-0 #74, which came to the RGS in 1948 and was previously used on the Colorado & Southern and several other railroads. However, #74 was imported by Overland in RGS and C&S versions. PFM also imported some RGS locomotives in the late 1970's and early 1980's.

For other-than-brass modelers, Railmaster Exports has kits (and R-T-R versions), which can be built up into some of the later 2-8-0's and the earlier 2-8-0's, 4-6-0's, and even the lone 0-6-0T.

No model of the RGS later than 1931 would be complete without at least some of the Galloping Geese. These homemade gas-mechanical railcars allowed the RGS to make it through the 1930's. Other than the short-lived #1, these are still around. All, except #1 were imported by PBL in both as-built and rebuilt versions. Some were also imported earlier by PFM. They can still be seen at various locations, including the Colorado Railroad Museum.

Rolling Stock

The early rolling stock was ex-D&RGW. Since they interchanged with the D&RGW at both ends, D&RGW cars were more common than RGS cars. Kits for D&RGW/RGS cars are available from PBL in injection-molded plastic. Trout Creek Engineering also has rolling stock kits, which are mostly wooden with plastic and brass details.

In 1938, the RGS purchased cars from the Colorado & Southern.

Some of these were never relettered for the RGS. These cars can be modeled with some of the injection-molded plastic kits from PBL and Berlyn.

Structures

A prototype model of the RGS would not be complete without some of the specific structures involved. Banta Modelworks is producing laser-cut kits for some of the structures along the RGS, with additional ones in the works. Their current list includes the roundhouse at Ridgway, the depots at Ridgway, Dolores, and Ophir, and numerous smaller railroad structures, including a set of the smaller railroad buildings at Ridgway. They are also producing kits for some of the non-railroad structures that were located close to the tracks.

The RGS has appealed to many modelers in the past and it continues with its appeal half a century after its demise. With the abundance of readily available information and models, it will continue to entice models of it in Sn3.

Partial Rio Grande Southern Bibliography - Books

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Silver San Juan - Mallory Hope Ferrell, Pruett Press, Boulder, CO, 1973

Rio Grande Southern, An Ultimate Pictorial Study, Richard R. Dorman, RD Publications, Santa Fe, NM, 1990

Rio Grande Southern II,

An Ultimate Pictorial Study, Richard R. Dorman, RD Publications, Santa Fe, NM, 1994
The R.G.S. Story - Volume 1 - Over the Bridges - Ridgeway to Telluride - Russ Collman, Dell A. McCoy, Sundance Publications, Ltd., Denver, CO, 1990

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THE CLUB SANDWICH

By Dave Pool

The Bristol S Gauge Railroaders (BSGR) displayed their layout at the recent NASG Convention at Scranton. They had the opportunity to show off our favorite gauge to the public in the Steamtown roundhouse. A large number of people viewed the layout, including Steamtown visitors, staff, and NASG convention attendees. The layout ran very well and got good exposure to the general public. Skip Readio's two N & W Class 3 articulated engines, and Bob Hogan's two cab forward engines were popular with viewers. During the convention, smoking steam and diesel engines were able to be operated without setting off the building's smoke alarms.

The BSGR brought and set up their layout at the Train Collectors All Gauge Train Show held in New Haven, CT. in August. The *Bristoliner*, edited by Doug Peck is decreasing in size, but coming out with more frequency. The BSGR extended their sympathies to Paul and Maureen Riley and their family, with the death of Paul's father. Kay Coughlan, Tom's widow, recently passed away, and the club's sympathy was also extended to her family. Tom Coughlan was a charter member of the BSGR, and had a fabulous S gauge layout around his basement. The washer and dryer were under the trackage, and the layout boasted many innovative features, including a two level station.

Don and Ruth Hasenzahl held the BSGR club family barbeque and picnic in June at their house. The highlight of the barbeque was beef ribs, and those attending could swim in the swimming pool. The club members were guests of president Tom Robichaud, in September, in Fitchburg, MA.

The Conn. S Gaugers (CSG) are recuperating from their efforts at the recent NASG convention, in Scranton, PA. President Bill Fuhrman and members John Foley and Jim LaRoche are to be proud of their efforts in planning and scheduling a successful convention. Harriet Mark and Carol Fuhrman are to be thanked for their effort at the convention registration desk. Club member Bill Mark manned the NASG table in the lobby entrance. The club set up their layout at the Collector's All Gauge Train Show held on August 19, at the Yale Univ. Gymnasium, New Haven, CT. Bob LaRiviere hosted the group in Sept. in Plantsville, CT. Bob has a hi-rail layout which was operated for the attending members. Bob recently converted a Bachmann On30 steam loco to standard S gauge using replacement axles and spacers to re-gauge the wheels. Bill Mark and his son are hosting the next meeting of the CSG to be held in Pleasant Valley, NY, in October. The club plans to bring their layout to the Cheshire H. S. Ram Band Train Show, in November.

The Canadian S Scale Quarterly (CSSQ) recently published its Issue No. 40, marking the 10th anniversary of the group of Canadian S modellers. In the issue there was an article by Joe Pereira describing early activities of the group. It all started in Syracuse, NY, in 1990 when Paul Raham met Dennis Fortier at the NASG convention. Other early members included Colin Lockie, Tom Spaulding, Charlie Hicks, and Bill Ferguson. The newsletter was decided to be the best way to maintain contact between members. Paul Raham produced the first issue, and the group has spread around the responsibility of

the editing which divides the task around and gives variety to the newsletters. Dennis Fortier, the current S-Canada president operates three S scale modules with a portable Digitrax system. The handheld throttles are supported by plastic mouse supports which can be screwed to the modules and provide reliable and safe support for the throttles. The mouse supports can be purchased at computer stores.

Joe Pereira described a cylindrical grain hopper car which the CSSQ group is trying to produce for sale. The car would be S scale with an unusual shade of red and a choice of CNWX or CPWX road numbers. Member Don Seeberger described his "modular" layout, so named because of the various locations that Don has lived, and the layout (or parts thereof) have traveled. The layout was built in San Carlos, CA, and traveled to Southern Calif.; Calgary, San Ramon in the San Francisco area; and Perth, Western Australia; and back to San Ramon.

The CSSQ members attended the Niagara Frontier Region of the NMRA held in Ottawa. It featured a dinner served at tables set in between two famous steam engines: CNR's streamlined 4-8-4 # 6400 and CPR's 4-8-4 # 3100. Member Joe Pereira wrote an article on *A Challenging Problem-Modeling CN Passenger Cars*. Joe points up that in any scale, modeling passenger car prototypes is a problem because most of the cars were Canadian built and have never been modelled commercially. Suitable cars for scratch building are outlined in the article. A section of the newsletter is devoted to the *News Express* where various members can describe their layout or modeling activity and interests. Henry Mundell, Denis Fortier, Chris Abbott, and Doug Rochefort contributed to the recent issue of the *CSSQ News Express*.

The Western NY S Scale Association (WNYSSA) met in the end of April at the Kenen Center in Lockport, NY, for a train show. Harold Morath, Bud Rindfleisch, Ray Abbott, Torpy Barker, and Gregg Mummert attended. Greg edits the newsletter and coordinates the group. After attending the train show, the group met for lunch at a nearby restaurant and held a meeting. Revised corner modules for their portable layout were discussed, which could have a wider radius than the present modules, and still be portable.

The **WNYSSA** met in late June at the New York State Museum of Transportation and the Rochester & Genesee Valley RR Museum, both near Rochester, NY. The group met at the NYMT and looked at the exhibits, and then boarded a motor car for a ride to the R & G V. NYMT has a collection of freight cars, buses, and trolleys from the Rochester area. They also operate a trolley over a portion of the line to the R & G V Museum. The latter has switchers from the Nickel Plate, Lehigh Valley, U.S. Army, and Kodak. Member Ron Kemp hosted the club in July, in Tonawanda, NY. The group met in August at the Log Cabin Restaurant, in Elma, NY. Harold Morath, Mike and Cathy Barren, and Gregg and Colleen Mummert attended. The group met at the home of Harry Morath in Sept., in Lancaster, NY. The group discussed whether they would like to attend the Train Fair in Syracuse, in early November.

The Susquehanna S Gaugers (SSG) were hosted by members Jack and Nancy Maize, in Riverside, PA, in Sept. James R. Ingram coordinates the group and edits the newsletters. Interesting field trips and meetings have been arranged by James in an effort to formulate a group of S gauge train enthusiasts in the Williamsport, PA, area. The group has an ad in the *S Gaugian Magazine* to draw

new members who are interested in AF, hi-rail, and scale S gauge trains. Meetings are held in members homes on a rotation basis. Jim went to the Steamtown get-together organized by the **SJSG** on Memorial Day weekend in Scranton, PA. Jim operated his S Helper Service SW-9 loco on DCC at the get-together.

The South Jersey S Gaugers (SJSG) held their third annual meeting at Steamtown, on Memorial Day weekend. The usual layout set-up was modified to emphasize a WWII theme. Member Ray Farrell brought miniature vehicles painted in the Army scheme which were used on the layout display. A motor pool scene was set up including five quonset hut buildings, with two dozen tanks, jeeps, and trucks. The **SJSG** are in the process of building a new layout, and were excited to have an offer from Joe Jones of Flyertown to purchasing the layout if club members would set it up at Flyertown. This is a display of AF trains open to the public which has a comprehensive collection of AF and a layout for visitors to enjoy.

The **SJSG** displayed their layout at the South Jersey Expo Center on July 28 & 29. A new table module frame was constructed at the June meeting. Tom MacDonald brought all the parts to build a section of the club's layout. The section was assembled at the meeting as a clinic, with Joe Balcer and Tom MacDonald doing the assembly, and club president Dan DeSantis describing the process as the work progressed. The module employs top grade materials, with a carefully planned and engineered design, and good careful workmanship. Ed Claypoole edits the club newsletter, *The Waybill* and serves as the club Secretary. The club is planning for their own train show, to be held on Sunday, October 14, at the Bellmawr Fire House. The group meets at the firehouse on a regular monthly schedule.

Member Hank Worrell, VP, is coordinating the registration of tables for the event. There will be a change in the officers of the club, as President Dan DeSantis will not be able to serve past next Spring when he is moving out of the area to Virginia. Hank Worrell, VP, has agreed to serve as President for a one year term. Pat Bigley has decided to step down as Treasurer for the next election in the spring-time.

The North Penn S Gaugers (NPSG) were guests of Mike Berus who hosted the club in early July to check over and finalize scenery on the layout which would be taken to the NASG Convention in late July at Steamtown. It operated without problems. The annual picnic was scheduled to be held at Belfry Station in Harleysville, the home of Glenn Ritter, newsletter editor and corresponding secretary, but it was rained out and rescheduled as a planning meeting in September.

As part of the **NPSG** regular newsletter mailings, a copy of the hand-out used to describe and interest visitors in S gauge was sent out. This is the hand-out used at club layout showings and includes sources of trains in the geographic area of the club along with an application for membership in the club. It has black and white photos of members' layouts with a variety of S gauge depicted. The club is planning to display their layout at the forthcoming Limerick Train Tracks show in December along with the Greenberg Train Show in Fort Washington, PA, on Dec. 8 & 9.

The Lehigh Valley S Gaugers (LVSG) held their Secret Project Meeting at the home of Steve and Elaine Spence, in Allentown, PA. The idea behind the secret project is to get the club members to build S models over a year's time. A \$5.00 fine is charged to members that do not come up with a model. This year

first place was won by Bill Fraley's F1A-B Reading RR Alco diesels. Second place was garnered by Bert Mahr's massive power plant buildings. Third place was taken by Frank Titman's coaling tower model. Member Jamie Bothwell entered a shotgun house model, Mike Pragheimer entered a model auto carousel amusement ride, and Barry Mertz received honorable mention for an icing platform model. The **LVSG** met at the home of Bill Fraley, in June, in Hershey, PA. Preparations for the up-coming NASG convention were made and work was done on the Jefferson Central RR which is operated by Bill. The club's annual family picnic was held at the home of Rich Barth, in August. The club met at the home of Fred and Dolores Rouse, principals of the S Scale Loco & Supply, which has introduced an S scale Grand Trunk-Canadian National E-10A mogul steam locomotive model. The Rouses are one of several club members that operate S-related businesses. The club newsletter is edited by Bill Fraley.

Frank Titman will host the **LVSG** for their meeting in October, and Jamie Bothwell in November. Frank's Spiral Hill RR. was featured on the layout tours of the recent NASG convention. Other members that had their layouts open for visitors included Bill Fraley, Dave Heine, Roy Hoffman, and Bert Mahr.

The Altoona Area Train Collectors Club (AATCC) at a meeting in June, 2000, voted to spin off those members interested in starting a toy train museum in the Altoona, PA, area. That was the beginning of the **Alto Model Train Museum Association (AMTMA)**. In December, 2000, the **AMTMA** was approved for a 501(c)(3) not for profit corporation under IRS rules. The new club was incorporated in the State of Pennsylvania. In March, 2001 the **AATCC** voted to give the club's S modular layout to the **AMTMA**.

The detailed and scenic layout was at the Lakemont Park's Holiday Lights on the Lake Christmas display, from Thanksgiving until January, 2001, last year. Plans to display the layout this year are underway. The layout was also displayed and operated at the arts festival, held on the local campus of Penn State University. Gregg Miller's American Models K4s was operated and set off the smoke alarm at the arts festival display.

The **AMTMA** also displayed their layout at two train meets held at a local mall, and are organizing another train meet on October 6 & 7, 2001. The Station Mall of Altoona, PA. has given a room to display the modular layout on a permanent basis. This makes it possible to have the layout set up and displayed for a longer period of time than just at specific events during the year. Gregg Miller coordinates the groups and has set up a web site at: amtma.org

The Baltimore Area AF Club (BAAFC) held their June meeting at the home of Barry Berson, in Darnestown, MD. Members attending got to operate Barry's AF layout and view his extensive collection of trains. The layout features three independent loops on U-shaped table work. The layout is multi-level, and includes a number of sidings which have AF accessories. The **BAAFC** operated their layout at the Greenberg show in Chantilly, VA, this past summer. In June, 2001 the **BAACF** operated their layout at the Children's Hospital in Washington, DC. Nine club members participated in this display, which was the fifth consecutive year that the layout was displayed at the hospital. New this year was a portable layout that could be brought to the rooms of patients who could not visit the layout in the hospital lobby. The portable layout consists of four All Aboard modules mounted on a card table. Club members spent two hours carrying the portable

layout between individual rooms, wards, and the ICU. This was a truly service-oriented display effort by the club. Club member Monte Heppie attended and brought to the NASG convention a model of an imaginary AF prototype operating accessory. The model won "Best of AF" in the model contest. The "Best of AF" award was sponsored by the Train Collector (John & Robin Vanacore), North Haven, CT. The model depicted a factory prototype of a No. 776 Operating Oil Depot, made for evaluation purposes. AF parts were used for the roof, ladder, and oil tank; Erector set girders were used for the legs; and the sheet metal base was painted green with a Gilbert accessory sticker to make it authentic.

The Sept. issue of the **BAAFC** newsletter included an article on the club, entitled *The Year in Review*. This described the activities and highlights of the club's activities and accomplishments in the past year. The layout of the club has expanded over past years. The original layout consisted of the four corner units, and two straight modules. This layout was operated at three shows during the first year. At present, the club has four corner modules, four bridge modules, and 24 straight modules (including the four-module train yard). In the past year the club operated the layout at eleven train shows, and made visits to two local hospitals and one high school. The latter displays are ways that the club can provide service work to the community. Ron Kolb coordinates the activities of the club and writes the newsletter, obviously with the help of many club members and friends. The club plans to bring their layout to the Toy Train Operating Society meet in Earleigh Heights, MD, in October. The club plans to meet at the home of David Avedesian in November.

The Suncoast AF Enthusiasts (SAFE) were shocked by the

untimely accidental death of their immediate past president, Bill Corder. Bill was involved in a serious auto accident on June 20, 2001. He is survived by his wife Brenda, three children, and eight grandchildren. Bill was a dedicated husband, father, and grandfather, and the guiding light for the Club's modular layout. He built all four corner modules and developed details and measurements for the entire layout. He was a true S gauger, and also had a G gauge garden layout. The **SAFE** club met at the home of Fred and Nancy Rhyne, in June. Fred has recently added a control "desk" which has wiring and controls for uncoupling, block switching, and approx. 30 accessory controls. The control panel is built in a chest high cabinet similar to the old school desks with a hinge-up top and layout design on it. The club brought their layout to the historic train depot on July 4, in Lutz, FL. This was the first year celebration of the restoration of the depot. Club member Gene Vrooman made many of the drawings used in the restoration of the station. Gene organized the club's attendance at the station celebration, and provided an old-fashioned picnic for those attending to help set up the layout for display.

The **SAFE** club met in St. Petersburg, FL. on Aug. 9, at the home of Mr. and Mrs. Les Baynard. Club member Louis Blithe was welcomed back after some absence from club activities due to hip surgery. The club met at the home of Lynn and Marsha Keiter, in early Sept., in Tampa, FL. The club is planning on participating in a country jamboree to be held at the church which has loaned a trailer to move the club's layout sections on past occasions. The club will have their own train show on Dec. 1 where the layout will be displayed, and tables will be sold to dealers and persons wishing to sell trains or train-related items.

The Houston S Gaugers (HSG) participated in the Father's Day train show held at the Memorial City Hall. Club member Steve King met with the new Mall Mgr., who is a train collector, and showed pictures of train shows held at the mall in the past. The event was traditional until about 1995, when the mall mgt. decided to drop the train shows. Steve convinced the new mall mgr. to have the show this year and the **HSG** along with other local train clubs displayed their layout at the show. The event was very successful and the mall mgr. is already planning another show in the Fall. At the Father's Day Show, member Bill Green unveiled his two new modules which are built on the theme of a long PFE icing platform, it's ice plant, and a shipper. Bill filled the sidings of the module with models of refrigerator cars from S Helper Service, and Pacific Rail Shops. Three **HSG** members received cab-forward locomotives, recently, so there is much capacity to pull the reefers at future displays.

The Chicagoland Assoc. of S Gaugers (CASG) were guests of their president, Norm Schreiner for the July meeting. Member Roy Plotnick is webmaster of the club web page, which is up and running. The address is: **www.train-web.org/casg/**. The *Chicago Flyer* is the newsletter of the club, edited by Secretary Dave Sengenberger. The club meets at 8:00 P.M. at St. Paul's Lutheran Church, Melrose Park, on the third Friday of the month unless revised by announcement in the newsletter. Members start to arrive at around 7:00 P.M. to meet friends, sell, and/or trade equipment, view videos, have coffee and rolls, etc. Club member Joel Lebovitz was elected Midwest Director at Large for the NMRA.

The Southeastern Michigan S Gaugers (SMSG) held their May meeting at the Municipal Building in Durand, MI. Member

Dale Baker organized the meeting. This was the culmination of the Durand RR Days, where the club set up their layout for the three days of the event. Dale provided a deli style lunch, complete with soda pop, boiled eggs, fantastic baked beans, and an apple pie cinnamon pan cake. The June meeting was held at the home of member Tom Hawley, in Lansing, MI. Tom, Terry Dwyer, and Dale Baker set up a string of modules for display outdoors. New member Neil Becker was introduced to the club members attending. Neil is an AF enthusiast. The club is working out a plan to reimburse the members when attending and setting up their modular layout at shows where no payment is made by the show organizer. A formula will be made which includes the miles traveled, lineal feet of module transported, and a monetary factor, which will define the reimbursement amount for a particular member. Jim DeWitt has been filing the necessary paperwork to maintain the club as a non-profit organization.

The **SMSG** will bring their modular layout to the Lansing, MI. Show on Sunday November 11, 2001. Tom Hawley is coordinating this activity of the club. The annual Club picnic was held at the Rolling Hills Club in Oxford, MI. on August 19. Members got to view and ride on Bill Hayes Michigan Central 1.5 inch scale live steam RR. The RR covers 16 acres, and takes approximately one hour to ride to the end and back on the line. The track is signaled with block train control. It has passing sidings, a 22 stall roundhouse with 25 ft. turntable, car barns and other features. The RR is located about 3 to 4 miles from the picnic site, and was hosting a four day tri-state meet for live steamers when the picnic as held. Member Dale Baker coordinated the visit to the live steam layout. The **SMSG** provided the hot dogs, hamburgers, and toppings, and members were asked to bring a food dish to pass

which could serve 6 to 8 persons. The club furnished paper plates, cups, and silverware. The club visited the Huckleberry RR for their August meeting, and held their Sept. meeting in Maumee, OH, at a member's home. The club is considering bringing their modular layout to a swap meet to be held in Saline, MI, in November.

The Northern Ohio S Scalpers (NOSS) had one of their "Get out of the house" meetings in June where the club visited the Warther Museum in Dover, OH. The museum contains a history of steam with whittled and carved models depicting the 250 BC Hero's engine and the Union Pacific Big Boy of 1941. All models on display were created by Ernest "Mooney" Warther. A recent issue of the club's newsletter includes a review of the Microsoft Train Simulator program, as written up by Robert and Patrick Scoble. The train simulator program allows the user to view the train from outside at any angle, from inside the cab, with your head outside the window looking forward or back, as if you were riding in a passenger coach, or standing on the track and watching the train go by. The sound for the program is very realistic, according to the review. Gary Ippolito edits the newsletter and coordinates the activities of the **NOSS**.

The **NOSS** held another field trip meeting in August to Trolleyville, in Olmsted Township, OH. Founded in 1954 by the late Gerald E. Brookins, Trolleyville USA is non-profit educational corporation. The museum operates various trolleys that are restored and operated by members and volunteers of the museum. Jack Sudimak organized the club's participation in the National Rail Day as sponsored by Metroparks this Summer. Members brought brass and plastic locomotives and rolling stock to display at the event and show what is available in our

scale.

The Lakeshore Special is the newsletter of the **Cuyahoga Valley S Gaugers (CVSG)** and it is edited ably by Josh Seltzer. The club brought their scale layout to the NASG convention in July, in Scranton, PA. The club won the first **Bill Krause Memorial Award** for the club that best represented and promoted S gauge trains for the past year. The layout was also taken to the NMRA National Train Show held in St. Louis in July. The club has hats and shirts available to members from Greg Meltzer. Member Dave Davis was chairman of the club's All Gauge Train Show held on August 26 at the UAW Hall, Parma, OH. This was the 18th annual train show, according to the flyer included in their newsletter. Lee and Cindy McCarty had the July meeting of the club at their home in Broadview Heights, OH. Lee is president of the club, and writes a column in the newsletter issues that outlines the activities of the CVSG. Member Tom Nimelli had a heart attack in the Summer, but is progressing nicely with recovery. The club will host the 2002 NASG Convention, and they are making plans already. The August meeting was held at the home of member Don Woods, in Novelty, OH. The **CVSG** plans to bring all three of their layouts and display them at the NMRA Division 4 Berea Train Show to be held on October 6-7 of this year. The club has trailers for each layout and will operate the layouts at the show. The layouts include a tinplate layout, hi-rail layout, and scale layout.

The Miami Valley S Gaugers (MVSG) met at the home of member Bob Guckian, in June in Eaton, OH. Members were encouraged to bring covered dishes to help with the food served at the meeting. Jan Mason is a neighbor to the host, and held the meeting in his garage. Bob's layout and train collection were enjoyed by

those attending the meeting. In July, the club met for a tour of the Cincinnati in Motion exhibit that will be a part of the Spring S-Spree to be held in May, 2002. The club will have a table at the Fall S Fest to be held in South Beloit, WI., near Chicago on Nov. 16-18, 2001. The table will be used to promote the Spring S-Spree which they will sponsor and organize. The **MVSG** is planning their Christmas party for Dec. 7, to be held at the Manchester Hotel, in Middletown, OH.

The AF S Gaugers of the St. Louis Area (AFSGSLA) displayed their club layout at the Museum of Transport Celebration on Aug. 4-5. Barry Dolan coordinated this display. The Sept. meeting of the club was held at the home of Cliff Saxton, in Des Peres, MO. The club layout was again displayed at the Train Show held at the Bel-Clair Fairgrounds on Sept. 29-30. The October meeting is scheduled to be held at the home of Fred Vortmeier, in St. Charles, MO. The club is busy making plans to set up their layout at the Famous Barr Dept. Store for the upcoming holiday season. The layout will be set up on Saturday & Sunday, Nov. 10-11, in the store window. Gary Mueller newsletter editor was on vacation for the most recent newsletter, but Barry Dolan and Steve LaFata worked up a summary of the club's activities for the early Fall.

The **AFSGSLA** mourns the passing of long time member, Vernon Schaefer, Jr. on June 4 of this year. Vern was a very active and supporting member, and participated in the layout displays of the club with his U.S. One Trucking outfit. Moe Berk coordinates the club activities and the club has an active and productive group of members. The club is planning display of their layout at several upcoming train shows, including the GATS Show in Gateway Convention Center, Collinsville, IL., and the TCA Christmas Train Show.

The Badgerland S Gaugers (BSG) held their Summer picnic in August, at the home of Ray Puls, in North Prairie, WI. The BBQ chicken dinner was cooked by Ray. Members and friends brought various goodies to make the picnic a filling one. Ron Schlicht edits the newsletter and reported that the club had a record number of members this year with 63 on the roster. The club celebrated their silver anniversary this year. Steve Jones and Norm Rutkowski have developed a web site for the **BSG**: www.train-web.org/bsg. The Sept. club meeting was held at the home of Dave Smukowski, in West Bend, WI. The club sponsors all-gauge Train Trade Shows held at the Waukesha Expo Center 4-H Bldg. Shows were scheduled for Sept. 23, Oct. 28, Nov. 25, and Dec. 23. An operating AF and hi-rail train display is set up by members Don Goeke and Dave Smukowski which is a big attraction for those attending the shows. The club is still seeking a public relations director who could publicize the club's activities and programs, so as to expand their presence in the state and the Midwest. The **BSG** is planning to attend the 26th Annual Fall S Fest to be held in South Beloit, IL. The event is organized by the State Line S Gaugers (SLSG). David Pippitt of that club is coordinating the registration for the event.

The Northwest S Scalpers (NSS) displayed their layout at two major train shows in the Oregon area where the members live. The Portland Great American Train Show held in Portland, OR., and the Great Northwest Train Show, held in Albany, OR. were the places where the layout was set up. A 22 ft. point-to-point display was set up, but future plans call for building an oval with a hidden staging yard for the next display. The club is planning a large 46 ft. x 10 ft. display, and basic modules have been built. The group needs

additional membership to move, assemble, and staff such a large display. The layout was built with Code 100 rail. Gil Hulin reported on the activities of the club, and attended the NASG convention in Scranton, PA. in July.

The Rocky Mountain Hi-Railers (RMHR) have a portable layout which is named the "Lookout Junction". The layout has been displayed at eleven shows and is being worked on and improved by the members at their meetings. John Eichmann coordinates the activities of the club, and he sustained a heart attack on May 11. He underwent surgery to bypass an aneurism and a couple of constricted arteries on his heart. John is recuperating and getting stronger every day with the support of his family and S gauge friends. **RMHR** members Steve Blackburn and Sam Rapp have an enterprise known as S-n'-S Trains. They manufacture and sell can motors that can replace the drive motors in AF steam locos. Doug Peck of Port Lines Hobbies is their exclusive distributor. A recent issue of the club newsletter, the *S Say*, had a diagram of their layout made by Rich Gillett. The layout is multilevel with several loops to provide continuous operation of several trains. The **RMHR** is planning to display their layout at the Boise Toy Show to be held in November at the Western Idaho Fairgrounds.

The second annual Flyer Fest West was held last May 19. The **Sacramento Valley AF Club (SVAFC)** hosted this year's event, which was a joint meeting and social activity with the **Golden Gate AF Club (GGAFC)**. The event was held at the home of Don and Sue Rosa, in Elk Grove, CA. Over 70 AF enthusiasts attended. A clinic was conducted by Don on grading and pricing AF trains, and Greg Pasiuk led a discussion on the future of S Gauge. Dave Dewey, AF editor of the *NASG Dispatch*, was kept busy diagnos-

ing and repairing AF trains and accessories. Jerry Azzaro provided a unique display of the evolution of the AF Atlantic loco. Jake Jacobsen, coordinator of the **GGAFC**, is from the San Francisco area. It is the intention of the clubs to continue and expand the activity in forthcoming years. Don Rosa coordinates the activities of the **SVAFC**.

Joe and Denise Visintine held a meeting of the **Bay Area S Scalpers (BASS)** in April. Painting and weathering demonstrations were conducted along with operation on Timesaver layouts, a two-level HO layout and an S scale layout. The July meeting was held at the home of Ed Loizeaux, in Los Altos, CA. Ed has a large S scale layout on which he operates New York Central RR prototype models. It was planned to operate a train with 100 freight cars headed by three cab forward locomotives. The plan was to have each member bring seven cars so that if 15 members attended enough freight cars would be available. Two members would have to bring their cab-forward locomotives to complete the train. Lee Johnson coordinates the group's activities, Barney Daehler produces and distributes the newsletter, and Bill Roberts coordinates the modules and the display of same.

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

EXTRA BOARD

NEW NASG SERVICE

The NASG is offering a new service for those who need help in disposing of an estate of any member.

The NASG would be pleased to publish S gauge items for sale by the estate. All members should itemize their collections for their spouse to utilize this service as the need arises.

The only cost would be \$120 to publish a 1 page, 1 sided flyer and \$150 for a two-sided page. The seller would handle all price negotiations and shipping.

Mail information to:
John Foley, 164 Railroad St.
Pottsville, PA 17901
email: foley164@ptd.net
Phone: 570-622-3413

S IN NON-S PUBLICATIONS

- Aug. 2001 MR: Hey, a lead off editorial on S by Andy Sperandio. Then 2000 Readers' Choice awards. 1st place winners in S were SHS SW1 for loco, SHS reefer for rolling stock and River Raisin truss bridge for structure. Then a layout feature article by Paul Dolkos on Mike Fyten's Kaw Valley.

- Oct. 2001 MR: Several responses to the August issue regarding S in Railway Post Office.

- Oct. 2001 CTT: A 2 page positive review on the American Models streamlined K4. Yours truly also had an O gauge kitbashing article in the issue.

- Oct. 2001 RMC: Cover and 7-page feature story on Joel Shank's Sn3 layout.

- Sept. 2001 *NMRA Bulletin*: Five page color article on painting a brass Sn3 D&RGW 2-8-2 by Tom Troughton.

REAL ORIGIN OF S

Some sunny summer, several score since steam surfaced, seven surprisingly serious seniors sat seeking singularly superior scale.

Scientifically scrutinizing said scales, , serious seniors scorned strange, silly scales, selecting 64th silencing skeptics. Naming it was easy.

- Gary Ippolito

ERNIE HARR ESTATE

Harriet now has a list of S items from her late husband's Tinplate Road. For a 40 page list of mostly rolling stock items send \$5.00.

Harriet Horr
1307 W. Dalke
Spokane, WA 99205
509-325-0392

NASG MEMORIAL LIBRARY

I'm pleased to announce that the NASG BOT has approved the Russ Mobley Memorial Library. The library will eventually contain: 1. All S-only magazines past and present. 2. Mainstream magazines with S articles, drawings, etc., 3. Books like Marshall McClintock's AF books. 4. Catalogs, both past and present. 5. A video library of S related video tapes of layouts, clinics and interviews with our remaining old-timers, etc. 6. Other publications like brochures. 7. How-to and introductory booklets like *Getting Started in S*, etc. 8. Artifacts of S gauge's past.

This material would be made available to clubs and individual NASG members for free or loan depending on content. We could also be able to provide this material to NASG members involved with you educational programs. The library will also serve as a source of reference material to provide information to the members on various topics related to S. We would appreciate any donations of material for the library.

I am now pleased to announce that we have appointed a chairman for the Russell M. Mobley Memorial Library. He's a veteran S modeler who is well known to many of you; Dick Karnes. As the primary tending librarian, Dick will keep most of the material and artifacts with

him. We're still ironing out the fine details of how the library will be set up and how to best serve the membership. More will be published at a later date.

We have had several people answer our call for contributions so far. Russ's own collection of *Dispatches* will be one such donation. If you want to donate any S-related item to the library, contact:

Dick Karnes
4323 86th Ave. SE
Mercer Island, WA 98040-4124.
- Roy Hoffman, President NASG

JERSEY GET-TOGETHER

The Central Jersey S Scalpers hosted their 20th Annual Fall Get-Together the weekend of Sept. 22. It was the best attended FGT to date with 20% more attendees than last year. This year's clinic was on DCC given by Mike Greene, Tommy Robichaud and Helen Lenart. We would like to thank them for helping us out this year. One of the nicest things introduced this year at the FGT was the SSL&S SNR 2-6-0 operating with a Soudtrax DCC sound unit. It operated flawlessly and sounded great.

Other items of interest were Port Lines pilot model of their Brookside reefer (SHS), RSSVP Black Label and Knickerbocker beer reefers (SHS) and a painted and lettered pilot model of the Pennsy S X29 boxcar. SHS had test shots of new F7 A & B diesel units and painted samples of 3rd run on the reefers. We would like to thank all of those who attended and the dealers who displayed.

- Don Thompson *And I discovered that Bill Lane proposed to his fiancée on his knees in full view of fellow S gaugers. The engagement ring was placed on an SHS flat car and hauled around at the appropriate time.-ed.*

S TIPS

Improve AM Heavyweight Trucks:

From Ron Bashista himself - Due to shrinkage, molding variables and time, the 1/8" equalizing shaft may need adjustment to allow easier movement to 4 and 6 wheel sideframes.

A. Two basic adjustments can be made. Pry off one sideframe to expose a bolster end. If the sideframe does not sit level, file in a level plane the angled notch a little with the edge of the file. Now snap back into the bolster and check if its now level. If not, take note of what side to angle and file again.

B. If the sideframe does not swivel easily when connected into the bolster, you may want to free it up. Before doing this step make sure modification "A" above is completed if needed. Re-install before filing anymore or the sideframe may be too loose. If too loose, the wheels' axles now may be too loose also. If so, bend the sideframes from the ends in until they almost touch. Now install wheelsets. They should be tighter. For photos on this and other TROUBLE SHOOTING problems check AM's website - www.americanmodels.com.

Decal Film:

I've had 100% success using Microscale's liquid decal film to "save" old Enhorning sets. Just brush on 2 light coats with a sable paint brush. I use a flat tip tpe, about 1/4" wide. I brush one coat "north to south" and the second "east to west". It leaves a very smooth, semi-gloss finish that has a minimum thickness to it. They're ready to use in just a few minutes. - Tom Lennon

KD 802s on Baldwin Switcher:

I body mounted a set of KD 802s on my AM Baldwin and needed to lower the coupler height. I lowered it 1/16" with a piece of styrene. I needed to cut off about 1/8" from

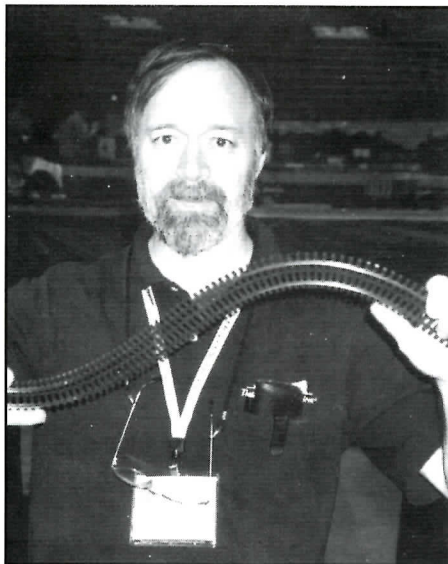
the rear of the coupler box (it now forms a wide topped "T". I then drilled and tapped the holes with a #56 wire drill (available from my local hobby shop). I used the two side "ear" holes on the coupler box and brass screws (2-56, 3/8"). Works well with all curves - even AF 19".

- Roger Zuerlein

Plastic Glues:

Has anyone tried Faller Super-Expert Plastic Cement? It comes in an orange bottle with brown cap and needle dispenser. John Verser put me on to it some years ago. He recommended it for attaching detail parts to the PRS boxcar kits. I have also found it to be far and away the best for bonding between styrene and ABS plastics, such as what PRS, American Models, etc., use. Specifically, I am filling in the pilots on an S-12 with styrene pieces to fill in the pilot steps, coupler opening, etc. It helps to use a piece of .010 styrene to back up the otherwise edge-to-edge joint between styrene and ABS.

- Dave Engle. *Michael Greene also recommends Faller Expert Glue which comes in a white bottle with a glue cap and a needle dispenser.*



Don Thompson of S Helper Service demonstrates his new code 126 flex track. It is really flexible. Photo by Jeff Madden taken at the National Train Show in St. Louis

S-CALENDAR

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.

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 Hts, OH 44118. Fax: 216-371-0498 or e-mail: jmssgauger@earthlink.net. www.cvsga.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

You won't believe...

www.americanflyertrains.com

or SASE to:
P.O. Box 681895
Orlando, FL 32869-1895

2001 NASG B.O.T. MEETING

This year's NASG B.O.T. meeting was held on July 27, 2001 at the Lackawanna Hotel in Scranton, Pennsylvania. The meeting was called to order at 8:10am by President, Paul Stevens. Present at the meeting were President Paul Stevens, Executive Vice President John Foley, Secretary Glenn Ritter, Treasurer William Moore, Eastern Vice President Bill Fuhrman, Western Vice President Gil Hulin, Central Vice President Tom Nimelli had a heart attack 4 days ago and was unable to attend, Lee Johnson (Convention committee), Alan Evans (Freight car committee), Jeff Madden & Bob Werre representing the Dispatch, Election chairman Jamie Bothwell, Promotions co-chairman Greg Miller, Clearing House Bill Mark.

The meeting opened with committee reports:

Clearing House Committee report was given by Bill Mark. Last years expenses were \$576.76. Bill Moore will order 1000 more patches. The committee needs \$500 per year for reorders. Bill Fuhrman made a motion to order more patches. Bill Moore seconded the motion. Carried.

Election Committee report by Jamie Bothwell. Some won and some lost. The election went smoothly. There was a good slate of candidates. The committee wants to thank those that ran. President elect is Roy Hoffman, Treasurer elect is Michael Shea, Eastern Vice President elect is Bill Fuhrman, Central Vice President Elect is Tom Nimelli, Western Vice President elect is Gil Hulin. Regional officers are elected every 2 years and officers are elected every 4 years. The next offices to run will be Executive Vice President & Secretary in two years along with the regional VPs. Motion to accept by Bill Fuhrman, second by Paul Stevens. Carried.

NASG Dispatch report by Jeff Madden. 2000 was the 24th year for the *Dispatch* although it was not actually titled the *Dispatch* until 1979. August 2000, 1340 mailed. October 2000, 1457 mailed. December 2000, 1503 mailed. February 2001, 1732 mailed. April 2001, 1647 mailed. Advertising brings in over \$5000 per year while printing costs are about

\$34,000 per year depending on the number of issues run. Costs run between \$5000 and \$6000 per issue. MI Printing of Millersville has done well except for some turnaround time. Quality is greatly improved. Thanks was given to current columnists with praise to Bob Werre. Bob Werre would like to step down as *Dispatch* and Convention photographer. Alan Evans suggested that the secretary send a letter to MI Printing, Millersburg, PA complimenting them on the printing quality but noting that we would like to see the *Dispatch* out by the cover date. Bill Fuhrman put this in the form of a motion. Carried. Letter should go to Larry Shade with a copy to Chuck Garmon. Gregg wanted a breakdown on advertising income by issue to compare. Bill Fuhrman made a motion to accept the report. Seconded and carried.

Freight Car Committee report by Alan Evans. This last year had good and bad times. We only have 19 Union Pacific boxcars in stock. Expenses for this car have been covered. The Front Runner car had many difficulties. 87 units were presold but after redesign and mockup corrections the builder had a problem with another car project, the builder went out of business before the Front Runner car could be done. When the builder went out of business, all the information on the Front Runner disappeared with the builder as did the pilot model so the project had to be canceled. The deposits were sent back. Future projects could be a scale California Zephyr passenger car or a special car from Des Plaines Hobbies. We desired to do a new project from the ground up. Gregg suggested a series of cars like the TCA where the cars would build toward a set. There was more discussion on a scale only offering. We could work with American Models. Future car not decided yet. Some American Flyer operators do buy freight car kits and cars. We could work with the manufacturers on the next run of cars to get a car exclusively lettered for the NASG. Motion to accept by Bill Fuhrman, second by John Foley. Carried.

Convention Committee report by Lee Johnson. Last years convention only had 67 S scalers registered but we had no expenses since it was in conjunction with the NMRA. The 2000 convention had a profit of \$3,489.59 mostly from sales of

the convention car. The 2001 convention has 472 registered as of Friday morning and may reach 500. The freight cars are sold out. John Foley noted that the Lackawanna hotel workers have done a great job. The hotel staff has been gracious and there were many positive comments about Steamtown as a convention site. Lee added that the 2002 convention will be in Cleveland, Ohio hosted by the Cuyahoga Valley S Gaugers from Wednesday July 31st to Sunday August 4th. For 2003 the Baltimore Area American Flyer Club has expressed an interest but they have not submitted a proposal while the Badgerland S Gaugers have submitted a proposal for Milwaukee, Wisconsin which could also be in 2006 if 2003 does not work out. 2004 could be in Seattle, Washington as a back to back with the NMRA. 2005 may be in Altoona, Pa sponsored by the Alto Model Train Museum Association, Inc.

The Convention Handbook was discussed. It is 104 pages long. Dick Karnes did most of the background work. A convention survey will be in next April's *Dispatch*. Lee has the survey form developed by Jim Kindraka in the April, 1991 *Dispatch*. Many members as a result of that survey would like to see a joint convention with the NMRA every three to five years. Glenn is to develop the new survey. Discussion followed on the Convention Handbook which most BOT members had not had a chance to read. We will read and vote on it after the convention. Dick Karnes outlined the handbook. Dick agreed to stay on the committee through the revisions. Bill Fuhrman made a motion that the Board thank the committee for a job well done. This will provide an excellent base. Paul Stevens seconded. Lee to give a statement to the *Dispatch*.

American Flyer Car report given by Paul Stevens since Doug Peck had to be on the sales floor. The new Gulf Tank car is selling very well. 400 people have ordered 600 cars. Only 750 were run so this car may sell out soon. There has been \$32,000 income from the American Flyer cars this past year. 350 cabooses are unsold. Bill Fuhrman made a motion to accept the report with a second by John Foley.

NASG Website director Michael Green is constantly updating to keep current. An index is being added for the *Dispatch*. An index for model railroad magazines may be brought on line from Kalmbach. A product catalog may be also brought on line. Trainweb is still the host with connection possible through <http://www.NASG.org>. An email address list for members is on the site. A master address list is being formed so that the BOT can send memos to all members that are online.

Membership Committee had suggested updating the method of contacting members as their dues run out. A postcard would be sent to members do for renewal. Also the membership renewal dates would be varied so that all would not come do at the same date. The BOT has voted to implement this procedure. Glenn is to contact Michael Paschall telling him that the B.O.T. has authorized him to proceed with member renewal procedures and bill the NASG for postage.

S-Mod had no report.

Contest Committee had no report.

Engineering Standards and Realignment Committee printed report by Robert Sherwood. The past year has been fairly quiet. NASG Standards review with the NMRA is included with several pages of gauges. The NASG Module Standards and the Region Realignment reviews are progressing slowly.

Treasurer's report by William Moore. Total income for the year was \$82,687.05. Total expenses for the year were \$83,580.28. Bill Fuhrman made a motion to reimburse Josh Seltzer for expenses for the 2001 NMRA convention. Carried. A discussion followed on the NASG banners. Net loss for Fiscal year 7/00 to 6/01 is \$893.23. Estimated budget for 7/01 to 6/02 is \$100,000. Bill Fuhrman made a motion to accept the Treasurer's report, seconded by John Foley. Carried. A request was made by the Cuyahoga Valley S Gaugers for a \$1000 advance on the 2002 convention. Bill Fuhrman made a motion to advance \$500 with a second by John Foley. Carried.

Survey report by Glenn Ritter. Less than

25% of the members responded. Hi-Rail is a newer category as new materials are brought onto the market. The survey rough draft was presented to the convention with many interesting statistics. The final copy will be published in the *Dispatch*. Gregg Miller made a motion to accept the survey with second by Gil Hulin. Carried.

Promotions Committee report by Gregg Miller. A NASG page in *Model Railroader* was proposed by Greg. A similar page was proposed for *Classic Toy Trains*. A long discussion ensued. Gregg believed *MR* would solicit S gauge manufacturers to go on our page. Gregg did not have a firm commitment from *MR* as yet. John Foley understood that we would get 11 advertisers to go on our page and share the cost. John pointed out that a page in one issue of *Model Railroader* should have color advertisements and would cost \$5,800. That would be \$500 per advertiser per issue. Greg mentioned that we need to make a decision of whether to be in one issue or several issues. John pointed out that a similar page in *Railroad Model Craftsman* would be \$1,095 per issue. If we had other S advertisers on our page in every issue then the cost per year for the NASG in RMC could be \$3,600. *Classic Toy Trains* has 9 issues per year and charges \$3,000 per issue. We are in *Model Railroad News* at the present time. We had been in *MR* with a very small ad years ago with little results. Many people sign up at train shows and the conventions. Gregg will bring a more complete report to the BOT. There was discussion of a video or book on *S. Train Time*, a local television show, is doing a video of the convention. This should be available to local clubs to promote the NASG. Promotion needs two more banners. An agreement should be drafted so we know which clubs have been loaned NASG banners. An article is needed in the *Dispatch* to promote the Fall S Fest. Moved and seconded to accept report.

Old Business:

Doug Peck had wanted to retire from the American Flyer Car Committee but his employment status has changed and he is willing to continue. Ed Loizeaux, do to health, will not be able to prepare a brochure aimed at interesting manufacturers of other scales in producing S as previously stated.

New Business:

Gil raised a question about future American Flyer cars. We don't know Lionel's future but don't listen to rumors. By-laws should be updated for dues by Jeff Madden. John suggested that the host group should be in charge of the convention. Gil will put out a proposal to update the Charles Sanderfield award to monitor the number of times a manufacturer can receive an award. Gil raised a question about motions made by email method of keeping these records. Glenn will coordinate this information with the new officers.

Motion to adjourn was made by Bill Moore at 11:00am and seconded by John Foley.

NASG Annual Membership Business Meeting Minutes 2001

The 2001 NASG Business Meeting was held on July 28, 2001 at the Lackawanna Hotel in Scranton, Pennsylvania. The meeting was called to order at 10:03am by Executive Vice President, John Foley. President Paul Stevens had injured his hand. Present at the meeting were Executive Vice President John Foley, Secretary Glenn Ritter, Eastern Vice President Bill Fuhrman, Western Vice President Gil Hulin. Central Vice President Tom Nimelli was absent due to a heart attack. Approximately 39 members were in attendance.

John Foley opened the meeting with the disturbing news that someone had stolen the Bill Krause Memorial Plaque and name tag, which had been loaned by Bill's widow. At another time a few trade room items were also stolen.

John called the meeting to order and introduced our new President Roy Hoffman. He also introduced our new Treasurer, Michael Shea.

Treasurer's Report: Roy Hoffman presented the report and noted that we had a slight loss last year. We had an income of \$82,687.05 and expenses of \$83,580.28 for a net loss of \$893.23 which is not serious. Roy noted that we have sufficient funds in the treasury to cover the shortfall this year. John noted that American Flyer cars and Freight cars in inventory are an asset.

NASG Survey: The survey was noted and even though there was a low return, about 25% of the members responded, there were a lot of useful comments. A summary of the survey will be published in the August Directory.

Someone mentioned from the floor that the *Dispatch* is still not arriving by the cover date. John Foley mentioned that the *Dispatch* is of very high quality and the publisher has apologized for being late. Bill Fuhrman pointed out that the *Dispatch* has a run of 2,000 copies while other orders may run 100,000 copies and many times are not treated as a rush item. Bill also noted that we are saving money with this printer and the quality is very good. Gregg Miller noted that a letter is going to the printing company.

NASG Dispatch: report by Jeff Madden. Jeff acknowledged that we have good columnists but that Bob Werre may step down as photographer. He also commented that the survey will be published noting that half of the responders want more scale articles in the *Dispatch* and half want more hi-rail articles so Jeff tries to do his best. Dick Karnes commented that email is quoted and advertising is getting paid up. Chuck Porter said that other small group publications also run behind and he encouraged each of us to write articles. He also appealed to serious members to donate a small amount of funds to cover the treasury shortfall.

Clearing House: Roy noted that more patches and shirts are being ordered. There are a few past year car issues available.

Convention Committee: Last years convention was in the black do to car sales. A Convention Handbook is being prepared by Dick Karnes and Lee Johnson giving a very comprehensive guide for future conventions. Bill Fuhrman complimented the efforts the Connecticut S Gaugers, Jim LaRoche, John Foley and Alan Evans for this convention. John and Bill commented on some of the problems with running a convention. Lee Johnson noted that the 2002 convention will be in Cleveland, Ohio hosted by the Cuyahoga Valley S Gaugers from Wednesday July 31st to Sunday August 4th. There is a proposal for 2003 and a club is exploring the 2004 convention. We have information on a

2005 convention. Hosts are needed for future conventions. John stated that layout tours this year were scheduled as available and geography permitted. Some tours were far from the convention but worthwhile.

Josh Seltzer reported on the 2002 convention. The convention will start on Wednesday and there may be a steam train ride. Three S gauge layout tours and a possible Trolleyville tour. Trips to other museums are planned. Josh noted that more information will be given at the banquet. Chuck Porter pointed out that many will travel 1 hour to see a layout, some will travel an hour and a half but few will travel 2 hours. Self-guided tours were posted on the Internet and there were stops for layouts possible along the way to the convention. The April *Dispatch* hinted at self guided layout tours.

Elections: Jamie said some won and some lost. Only one third of the membership voted.

Website: report by Michael Green noted that the NASG History by Robert Jackson has been posted on the web page. His history covers from the 1950s to the 1980s. Roy called for someone to bring the history up to date. The website has been re-designed so take time and visit it at: <http://www.nasg.org>

American Flyer Car Project: report by Doug Peck showed that the current tank car has 100 units left. Out of 750 most are sold.

Freight Car Project: Alan Evans explained why the Front Runner car was canceled. Freight cars are often bought by American Flyer and hi-rail operators. Most freight car projects can be sold to all facets of S.

Membership: Michael Paschall is updating the membership renewal process and follow-up. Membership dates will be established when a person joins. The Board has approved these updates. A note should be in the April 2002 *Dispatch* to alert members to the new procedure.

Promotions Committee: report by Gregg Miller. The main reason for the NASG is to promote S and related activities. This also involves recruiting new members. An

aspect of this is advertising in model railroad magazines. *Model Railroader* advertising is too expensive for most small manufacturers. We are looking into full page ads in *Railroad Model Craftsman* which would run in several issues not just one issue so the NASG can promote smaller manufacturers. We are also developing a video on S gauge to be used by local clubs. We are also looking into a new brochure. John said we had a presence at the National Train Show where 17,000 people attended. More help is needed to present S at regional train shows. John Bortz stated that we must be in the the public view not just model railroaders. Another person commented that we should promote S at charity events, hospitals and pediatric wards. John Foley noted that we are at public national train shows. The NASG will be at the NMRA convention in Florida in July 2002.

Tom Robinson had his portable layout at the National Train Show as well as this convention. John Foley pointed out that Roy Hoffman writes articles for *Model Railroad News* and he does a wonderful job. Hobby shops do not give S much exposure. Dick Karnes suggested that the NASG budget could include buying some small S items to show at train shows and then sell it. Gregg said we could approach manufacturers for samples but John said he has been trying that since 1995. Kelvin White said we need to show S running. Jeff Madden suggested we buy some products for display and then auction them at the next NASG convention. Hank Worrell said that running trains at children's hospitals or at children's Christmas parties is good for S exposure. Chuck Porter said there is no magic formula but that Greg should take all this information and work it into a program.

Bill Fuhrman noted again that the Bill Krause memorial plaque and name tag were stolen. We should work to get them returned, even anonymously.

John Foley tried to get *Model Railroad*, *Model Railroad News*, *CTT* and others to come to the convention. *Model Railroader* magazine sent Associate Editor Melanie McGuirk to report on the convention and what's new in S. John worked out a deal so Bill Fraley will be writing an article for *Railroad Model Craftsman*. Alan Evans will be

writing an article for Model Railroading and Roy Hoffman will be doing an article for *Model Railroad News*. CTT showed no interest in sending someone to the convention. John also worked with *Train Time* the TV show. They video taped the convention and what's new in S for promotion on 10 future TV shows. We may be able to use these videos for our own promotions. Two local TV channels covered the convention. Several local hobby shops visited the convention also. The public was exposed to two S layouts at the Steamtown National Park during the convention.

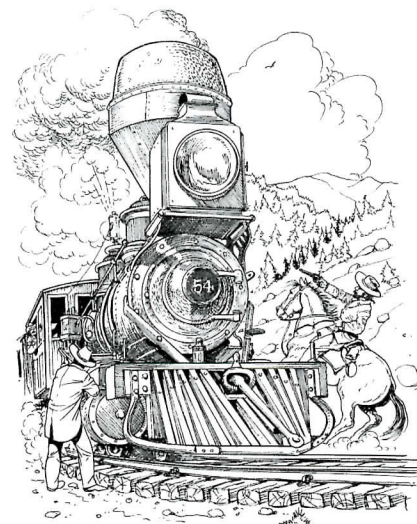
Old Business- none.

New Business-

Kelvin White mentioned that 5 years ago there were discounts given by manufacturers to NASG members. Perhaps the promotions committee could look into this. Someone suggested that there should be a manufacturers liason committee again. Chuck Porter suggested a short

postage paid post card size survey of maybe 6 questions placed in the Dispatch to be mailed back to us. Manufacturers could be asked to give us specific questions to ask on a survey.

Motion to adjourn was made at 11:29am.



Danielle Thompson receives the first place Junior award from Bill Mark III for her horse corral entry at the Steamtown NASG convention.

Photo by Bob Werre

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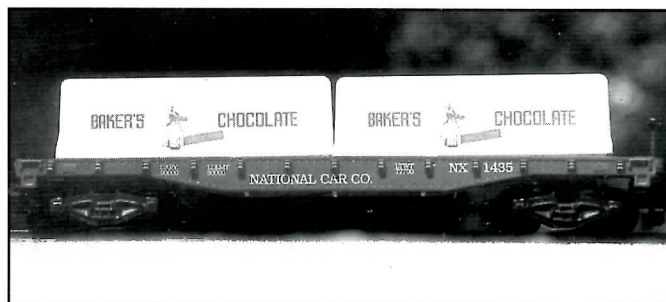
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Last Run...

RUSS MOBLEY

Comments on Russ were many after his passing on August 31, 2001. He was buried on Sept. 3 at the Savannah Valley Cemetery with military honors.

Bill Wade: Russ can never be replaced; he was a very unique individual and a good friend. I first met Russ via the phone in 1989 when he called and complained that I had not informed him about the new S magazine that was coming out that year. (3/16 Scale). Our first conversation lasted over 90 minutes, and I immediately knew this was a man who had 'been there and done that.'

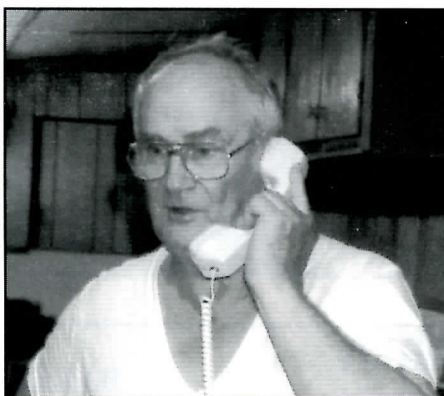
Russ was retired from the Air Force, and his military background was in data processing, the early days. After leaving the service, he became a professional truck driver until the early 1990s when he was sidelined with heart problems.

His model railroad was a free-lance pike called the Atlantic and Pacific. His father had worked for the A&P grocery chain, and Russ liked the name. I was fortunate to see and operate his seventh (I think) S layout. Visiting with Russ was like going to a museum of S scale where you could see some things that us new guys had only heard about. The best part about that layout was watching the fun in his face when he ran it and hearing the stories about each loco and freight car. How this one was built by 'Uncle Len' or how that one was a kitbash that used to be part of the kitchen sink.

Russ was a character that you could not help but love, and one who never met a stranger.

Bill Fraley & Lehigh Valley S

Gaugers: It is with saddened heart that we in the Lehigh Valley S Gaugers learn of Russ's demise. Russ was a regular contributor to our quarterly newsletter, *The Roundtable*, and was an associate member. Some of us in the club are pretty "long toothed". We go back to the early sixties when Russ was so instrumental in keeping our gauge afloat. Russ, along



with Claud Wade, formed an early organization, which is now called the National Association of S Gaugers. LVSG member Wally Collins said, "Russ was one of the *S Gauge Heralds'* contributors and wrote the NASG column for the *Herald* for years.

What Russ should really be remembered for is his enthusiasm for bringing non-modelers into our gauge and teaching them how to build kits. This was recently done by Russ who used some Perma Bilt kits contributed by Wally Collins. We do hope and pray that the group carries on in Russ's tradition.

Dick Karnes: I can provide a bit of information on Russ Mobley. Russ was the second "General Director" of the NASG, taking over from founder Claud Wade around 1970 or so. This was before the days of the NASG "Inc.". Life memberships were

\$3, and the treasury was always empty because of this.

Russ had been in very poor health for a long time. He had a bad heart, a lung problem and a third serious condition, I think diabetes. I know he thought he would soon check out; he began to file away some of the printed matter he had accumulated over his lifetime. He was kind enough to give me a lengthy reprint on the MDT refrigerator cars of 1935.

Pat Turner: I was fortunate enough to know Russ in person. After a brief chat by private email one day, Russ insisted that I come to his house. So I grabbed an S scale friend, and off we went for what we thought would be a 2-3 hour visit. Well, 9 hours later we left Russ's house wishing we could stay longer. If you think he is long-winded on the phone, you should have met him in person. I later visited Russ a few times and always enjoyed the time I spent with him. He did seem to know his time was getting close the last 2 times I was there. Up to the last day he was making plans for a new layout building as well as a new house and a separate On30 layout in the old railroad building.

S scale was his true love, the On30 was just to play with. Russ had enough railroad stuff to keep him busy for the next 20 years. I was shocked by his passing and will miss him and my visits to his house. Check out my website for some last pictures of Russ's layout - www.users2.ev1.net/~on30/, then go to Model RR page, then to S scale page.

Jay Mellon: I too was deeply saddened to learn of Russ Mobley's passing. I have enjoyed the various posts on the list recounting many interactions with Russ. On that basis alone, I would say Russ touched many

people, both inside the world of S and without. He will definitely be missed.

In the summer of 1994 I had called up Alan Evans (then NASG president) looking into the possibility of the NASG providing some information to promote S model railroading at local train shows. He directed me to give Russ, then Promotions Chair, a call. Well, an hour or so later, I had confirmation of the information I was seeking and a new friend. The promised info arrived within a week.

In the summer of 1995, Norman Maunz (another club member) and I had the opportunity to visit Russ. Whoever described Russ' train room as a museum hit the nail on the head. He delighted in showing us stuff that I had read about, but had never actually seen. Norman and I also operated the ultimate version of the A&P. We had a great afternoon using a little Rex 2-6-0 to pull over 50 hoppers. Russ liked hoppers a great deal and had over 150 of them. As far as I know, we were some of the last visitors (if not the last) to operate that version of the A&P.

Russ went through some tough personal and medical times in the mid-90s. A forced move caused the dismantling of the A&P. He sold off the Amity Star line to BTS (BTS may reissue some upgraded kits - none available now) and focused mostly on his RC model airplane interests. In the summer of 2000, his wife, Mae, rekindled his passion for S model railroading by giving him a new train building for his birthday. He was off and running. He made great progress on his new layout in the subsequent 6 months., though I don't think it was operational by the time he passed. I had the good fortune to visit Russ and Mae this past March. He had discovered the

internet and was having a great time. I agree that Russ's memory should be honored somehow.

Terry Harrison: This morning's mail brings great sorrow. I have lost a friend I didn't know. It was just within this last week that Russ was chewing me out and said I better not go through Georgia without stopping. His wit and experience will be missed. Sorry I never met him.

Alan Evans: In 1992 while recuperating from a detached retina, an unknown Southern accent voice on the phone introduced himself as Russ - he didn't stop talking for 45 minutes! I recovered from the eye surgery and gained a good friend.

I was fortunate in 1995 to visit Russ's home and his A&P layout in Georgia while attending the Atlanta NMRA show. He returned the favor by visiting me and attending the Spring Spree in Cleveland later. He volunteered to be NASG promotions chairman while I was president. During my term in office Russ and I had many long phone calls and lots of ideas and advice were shared.

He persuaded me to join his long-ongoing S Circuit letter chain. I did participate for a year, but the time required was too much. When he'd call my print shop during the day and my wife Pat would answer, Russ would say, "Hello, beautiful." Anytime he called he would always ask about her. The last several years had been hard on his health, so many proposed visits up north never materialized. Those of us who knew him personally will miss him, but I'm thankful that our paths crossed several times, and I believe God has a place for him in Model Railroad Heaven.

Bob Jackson: Last Monday (Aug. 27) Russ Mobley sent some of us on this list a message detail-

ing his most recent health problem. Among other things he experienced a loss of blood internally and had to be flown to Atlanta for emergency treatment. His message to those of us who knew him was "classic Russ." He described his latest brush with death in an essentially matter of fact way, but nevertheless with an off-handed, almost jocular manner. He was like that. He did not have a diseased heart, he had an ol' ticker that didn't wanna work too good. I read his message as kind of a farewell; I anticipated his passing, but I cannot express how saddened I was to learn that it had actually occurred. We have lost a most kind, generous person, always a contributor, always giving back more than he received.

Roy Hoffman: I met Russ via email in an interesting way. As a former NASG president (General Director) he shared many emails about not only his past experiences, but his ideas and aspirations for promoting S. His insight was invaluable for someone undertaking the responsibility that now falls to me. My big regret is that I won't get to know him in person.

One of his ideas was to have an NASG Library. I was going to push for one soon. If the NASG decides to have one, I know of the perfect name for it. *Thanks to the current BOT's quick action, the Russ Mobley Memorial Library is now a fact. - ed.*

Ken Zieska: When Russ was trucking, he made stops in Minnesota regularly and several times, I would go pick him up and bring him to the house. S has lost another of the guys who made up our foundation for 40 years. We are all challenged to step up to fill the void. He's probably talking God into allowing him to form an S scale Circuit with all the other "S"aints.

I also related to your "Git List". I have a box labeled "things to Ask For in S Gauge." It has photocopies of lots of scratchbuilding parts from O and HO catalogs. It gets rather lonely down here without any S clubs. I am no longer able to drive, but I may try to contact some NASG members and invite them to my house to see what we can create.

- Maurice Wooden - Roswell, GA. *See the above name and look up Tom Robinson in the Directory.*, ed.

Ignored at Scranton: Two first-time attendees to the NASG convention in Scranton, Steve Doyle and Paul Dougherty felt a little lonely while attending the activities. Many of us responded to them with some acknowledgement on the internet, but also with many suggestions for future hosts and individual members. After the responses by several, I think they both feel much better. Michael Greene: first-timers badge, first-timers' orientation or gathering point, special manufacturer gifts. Roy Hoffman hinted that he (new president) would check at future convention registration desks for "newbies." Lee McCarty says he tries to talk to any newcomer while he is manning the Cuyahoga Valley layout at the shows. In Cleveland he says there are plans to mark newcomers badges with a special sticker. *There are probably always a few newcomers who slip through the cracks at conventions, etc., but nobody in this interchange blamed anybody at Scranton (they did a magnificent job). And newcomers can't always feel they should be catered to. Normally we fall all over ourselves when encountering new recruits, but perhaps we let our guard down a bit. I feel this is something we as S minority gaugers need to constantly be aware of.* - Jeff

You can please some of the...
There is a group of us who prefer

joint conventions, and there is a group who don't attend the conventions when they are joint. I have been regularly attending NMRA National Conventions since the early '90s and NASG Annuals since 1998. One thing I have noticed is a steady increase in the number of manufacturers who historically have produced products in other scales, and who are now either testing the waters with a single S scale product or are entering the S scale market with more than one product. My gut feeling is that with the last two conventions (St. Paul - same time NMRA and San Jose - joint) that non-S manufacturers experienced an increase in S scale modelers looking for products at the National Train Show. This year (St. Louis - a separate NMRA) there appeared to be fewer S modelers running around. We need to keep the demand on for S products and be "in their face." I really appreciate the efforts of our "core" S manufacturing group ...my wallet can vouch for that.

This year I attended both conventions. But this is an unusual year. Next year I expect I'll be back to attending one convention in the summer. Which one? I don't know yet. Perhaps the NASG will consider officially organizing and supporting a mini S get-together in conjunction with the National Train Show each year. Make it a 3-day event (Friday thru Sunday), located in the same place as the National Train Show. Maybe some local layout tours and clinics scattered on Friday and Saturday and a dinner Friday night. Include show entry in any registration. Perhaps, the same ideas could be applied to the big Springfield, Mass., show in mid-winter.

- Michael Greene, Website Director. *Ah, the NMRA SIG rears itself again, ed.*

More Portable Layouts: A

few additions to your list of portable S gauge layouts. Tom Riddle of Richmond, VA, has a hi-rail layout that was displayed at a regional NMRA convention that I attended at Lynchburg two years ago. And don't forget the Rocky Mountain Hi-Railers' "Lookout Mountain" layout in Boise, ID. The Inland Empire S Gauge Association of the Pacific Northwest has a layout that is displayed at all-scale train shows in the Spokane, WA area. And Seabeck, Washington's Arthur Knowles has a circular hi-rail display layout that he transported nearly 400 miles to the S-West convention at Coeur d'Alene in 1998. I have not heard of this layout being displayed since then.

On the scale side, the Bay Area S Scalpers and Lee Johnson have two layouts that were at the San Jose convention a year ago. The Northwest S Scalpers' layout based at Portland, OR, is currently being expanded, and likely will be the principal S layout at the 2004 National Train Show in Seattle.

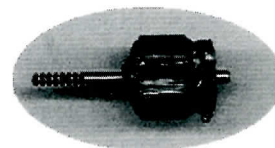
- Gil Hulin, Western Vice Pres.

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President's Message from p. 4

own home videos of their layouts, and edit and

combine these into a video that the NASG could distribute or sell. It's the same idea as the layout booklet above except not limited to any size or specific format and exchanging video over-views for printed details. It would be a lot of fun to make and to view".

Actually several clubs and individuals are already making videos of S gauge layouts. We should provide a central place for distributing these videos as well as produce new ones. The NASG library would suit that purpose well.

The idea of a library has been proposed by several people and is

worthy of consideration. A library could include copies of S periodicals like the *Dispatch*, videos of S gauge layouts, books like the one I just described, and brochures like *This is S Gauge*. The material in the library could be made available to the membership for free or loan depending on the material requested. If we decided to go with it, I could house the library until someone volunteered to be the NASG Librarian.

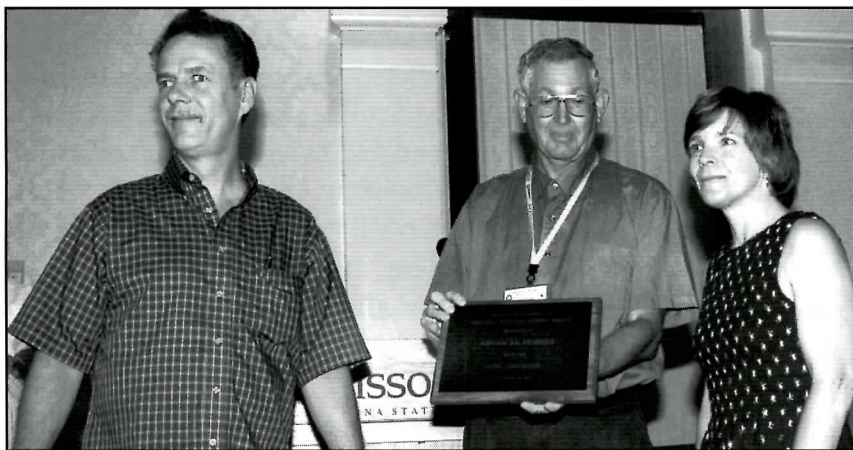
In conclusion, I think it's time for an "S Gauge Layout From Start to Finish" type of booklet to be published. What do you think?

I came across another idea for S Gauge promotion while reading the *Model Railroad News*, August issue. It was the Teen Association

of Model Railroaders column and it was about *Switch Games*. They have produced a small switching module for train shows to attract young people to the model railroading hobby. These modules serve to give the public something interesting to do besides watching trains loop around. The objective is to perform switching operations with the fewest moves and taking the least amount of time. The most popular switching modules follow the "Timesaver" design by the "Great Poobah" himself: John Allen. A full modular layout would be hard for the NASG to maintain, but perhaps a switching module would be another thing to consider. Also, I wonder if any S clubs out there would be interested. If so, please let us know.



Lois Krause (Bill Krause's widow) and the Connecticut S Gaugers present the first annual Bill Krause Memorial Award to the Cuyahoga Valley S Gaugers for the club that promoted S best for the year. Lee McCarty accepts for the club. Steve Kutash looks on.



Ron Bashista and his wife Karen don't seem quite ready to receive the Charles Sandersfeld Award for S manufacturer of the year. Gil Hulin, holding the award, is trying to get Ron's attention.

Jeff's Jct. from page 5

the NASG was in a separate hotel); San Jose (joint) and St. Louis (but only the weekend Train Show). If I had to choose, I'd attend the NASG.

I'm sure most scalers also are active in regional NMRA activities - often these long weekend mini-conventions are better and less expensive than a national (though admittedly without the big National Train Show). Read my previous editorials in the June and October 2000 *Dispatches*.

The only true solution would be to only allow retirees to attend conventions!

Bob Werre photos

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Production Model Photo - AM Studios

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