

August 2002

Volume XXV Number 4



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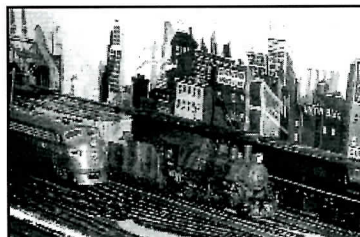
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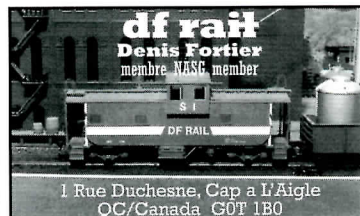
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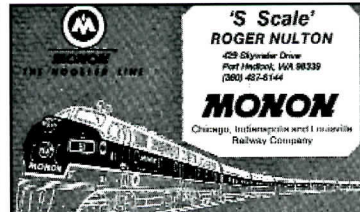
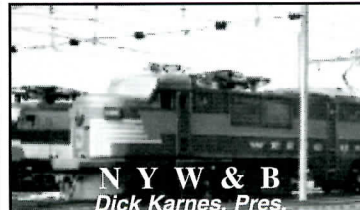
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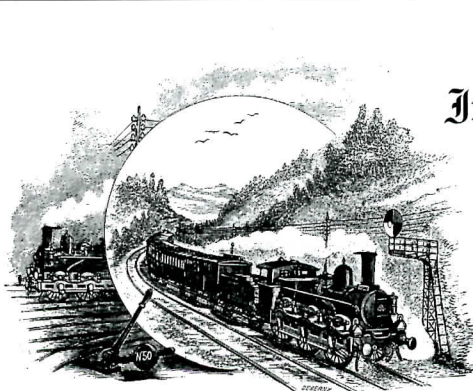
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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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COVER:

FTs crawl through industrial scene created by photographer Bob Werre.

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President's Message...

This message should accompany the annual *NASG Directory*. I invite you to take advantage of the complete listings of members and services. A large vote of thanks goes to Michael Paschall, our Membership Chairman and Jeff Madden, our *Dispatch* Editor and all those who assist in producing this vital publication. The directory is a great way to reference the names, addresses and even email addresses of the NASG membership. Back in the 1980's I rejoined the NASG after a short lapse (shame on me). Another S scaler who wanted to start up a club in New Jersey spotted my name and called me up. I agreed to join and even though I have since moved to Pennsylvania, the club has thrived and now has over 50 members. It all started with the directory. So why not make use of it and get in touch with other 1:64 modelers in your are

HELP WANTED

Our NASG expansion has created some new positions such as Web Master and Librarian, and there has arisen some other needs for some folks to fill. These are all volunteer positions, of course, but will give you, the members, some neat opportunities to serve our scale. They are:

Contest Co-Chair:

Jim Whipple, our Contest Committee Chairman needs someone to Co-chair with him. The responsibilities of the travel to meets and conventions are hard on Jim due to his occupation. It would entail making sure that the contest rules and guidelines are correctly interpreted. You would get to scrutinize some excellent models and perform a valuable service in the meantime.

Module Coordinator(s):

This person would provide guidance and a focal point for any individual or club that might want to integrate their modules with others at train shows and

meets. When the NASG established the S-MOD standards for modules so that compatibility could be attained we were fortunate to have a module coordinator. This position has lapsed in recent years and some members asked that the position be recreated in order to aid in setting up layouts using the S-MOD standards. Many of you have seen the huge modular layouts that the N-Trak folks can set up. We can certainly do the same since we have the standards to go by.

Promotions Committee:

I'm in the process of doing something that I've often thought about and that is coming up with a concrete plan for the process of promoting S. As this plan gets formalized it will open up some opportunities to serve on the promotions committee. Our co-chairs, Terry Harrison and Tom Robinson would welcome the help. Since the model railroading hobby is such a broad area to cover in promoting S, we would need folks to target such areas as youth or the internet, to mention a few. If you would like to volunteer, we could work out an area in which you would like to serve. These areas will be clearly defined when I finish the plan and get it approved.

Our organization is only as strong as the membership can make it. Those of us in S love our scale and want to see it survive and grow. By volunteering to serve S through the NASG we can achieve both. I hope you'll get in touch with myself, the Board of Trustees or the Committee Chairmen and help us fill these needs.

It would also be a good time to thank the many people who serve already. Their hard work and devotion is what makes today's NASG the vital and growing organization that it is. You can find out who they are in this directory. Why not get in touch with them and thank them for their service.

- Roy Hoffman, NASG President
rhoffman@innernet.net

NASG NEWS

Bill Fraley has been asked by the NMRA folks to move his column from the *MER Local* to the *NMRA Bulletin*. NMRA President Alan Pollock asked Bill to move his S Scale Modeling column to the national magazine. President Pollock is quoted to have said, "I believe one way to show the rest of the model railroading world that our membership is more than HO modelers is to have articles written and published by

those in other scales." Bill's Local column began in March of 2001. He has been involved with S scale since 1962 when he started with AF tinplate. Bill is active in the local NMRA and edits the *LVSG Roundtable* newsletter. I'm sure Bill will appreciate any input you can feed him to support his column. This is action guys; this column moves from a couple thousand readers up to 20,000 plus. Thanks to Alan Mende, *MER Local* editor.

- Jeff

RAIL MAIL

Original Lifetime Membership Explained: Back in 1967 or so I paid my \$3.00 "Lifetime" NASG dues and received my card (#65 I think). The NASG of the '60s and early '70s is NOT the NASG, Inc. of today. In the mid-'70s the NASG evolved into another entity in which annual dues were required from all (well almost all except for honorary life members like me), and the *Dispatch* magazine was then included with the membership. The (original) NASG evolved from circuit letter groups from the '50s and '60s and loosely knit regional groups like NESGA into an organization in the '60s. By the '70s it became a NEW incorporated non-profit group. In my opinion no one was "booted out". The old group ended and its role was assumed by a new corporation. This new NASG, Inc., had increased costs (a magazine, etc.) and was created and voted in by the "old" NASG membership at an annual meeting based on the premise of annual dues. I remember, I was there. I guess the details have been fogged by the mists of time as I do not remember the exact details and must check my archives on this.

- Josh Seltzer, 1977 Bernie Thomas Award Life Member NASG, INC. *Hope this clears up some things for many old timers, but couldn't we just tell them that the decimal point was in the wrong place, and the Life Membership should have been \$300.00? Just kidding, Jeff.*

Wanted Brick Buildings: S flat out needs brick urban structures of S scale brick material. The original old structures were mainly built from the 1890s through the mid-1930s and are still prevalent in every urban setting throughout this nation. Many, refurbished or not, are still in use. So it's perfectly fitting to see them depicted on almost any model railroad of any era having a town of more than 100,000 population. *I'd move that down to about 10,000 - ed.*

- Dennis Conway

Same here. We need brick buildings. No more narrow minded stuff. I personally think it's saturated. Here is an idea for laser cut manufacturers. Use brick sheets like the Holgate and Reynolds which can be laser cut. A laser cut wood (as back support) and brick sheet kit would be a hit. Manufacturing (no die cutting) cost should stay low (and kits as well). I kind of remember

that H&R brick dies were damaged or lost, but it could be worth while to have them redone.

- Simon Parent

I would like to see brick building flats or modules that could be made as flats - or build a kit that is 2-4" deep and 14-24" long by 4-8 stories high. Flats interest anyone else? I'll dig out pictures to send BTS and Banta.

- Terry Harrison

Looks like it's time to let you all know that we will be doing a modular style brick wall system similar to DPM. I hope to have kits, or at least samples, ready in the spring of next year. Be patient and good things will come.

- Bill Banta, Banta Modelworks.

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Rod Cornwall, Ted Larson, Mae Mobley

NEW! NEW! NEW!

• **American Flyer Instruction Book for Operating and Assembling 3/16" Scale Trains and Accessories, A. C. Gilbert Co., 1952, reproduced by NASG Inc. - \$3.80 ppd. wiring**
• grades • reverse loops • scenery • automatic action cars • operating equipment • track trips
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• **182 1/64 scale plans from Model Railroader, 1937-1962, 10¢ per page. List: 75¢ ppd., free via e-mail. structures • steam • diesels • electrics • passenger • freight • traction • narrow gauge**

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Russell M. Mobley Memorial Library

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Note: Price increase.

Jeff's Junction



"Think Small, Start Small"
QUALITY, NOT QUANTITY

S is a nice scale in which to "think small". Whoa hoss, what do you mean "small"; I thought a benefit of S was its bigger size? Don't worry, I'm thinking about small in scope, not the size of the model equipment.

I feel that for some (not all), but especially newcomers, it might be beneficial to think in terms of an S scale or hi-rail layout without big locos, long freights or long passenger trains. The actual physical size of S is ideal for detailing, so if you don't have space for a large layout, why not take advantage of this fact and go for a small, but superdetailed one? This way you only need a minimal amount of locomotive, rolling stock, track and scenic accessories.

Some overall themes for small layouts would be: branchline, industrial switching, narrow gauge branch, short logging line, and last but not least, the expandable layout.

Reasons to consider a small yet highly detailed layout in S: Space, cost, modeling time available, limited variety of proto equipment available. Let's take one at a time.

1. SPACE - You don't need a lot of space. Let's examine a few "small space" layout types. Small layouts in S usually dictate around the wall or possibly a 5' x 9' peninsula or rectangle connected to some shelves along the wall for say - staging yards or an industrial area. It's easier to do "point-to-point" small layouts than ones which demand turnback loops, but a small tabletop oval (5' x 9') could be worked in.

The styles recommended: a. There are several around the wall styles to recommend. There is the L shaped, the O shaped around the wall loop (with lift bridge if necessary), U shaped, E shaped, etc. Often a peninsula or rectangle can be worked in (5 or 6 feet by 9 or 10 feet) with around the wall wings attached. Any of the above ideas can be used for an expandable layout idea. The model press has been rife with these designs over the years.

2. COST - Naturally, if you only need a loco or two and 10 to 30 cars, your costs will be less. Even 1 or 2 brass locos at say \$500 to \$800 each might be in reach of those with a tight budget. In plastic diesels there are plenty of choices from the Baldwin S-12 to a GP35. Putt Trains, BTS or Railmaster offer reasonably priced steam kits. A small layout will also require fewer structures, less track and less wiring.

3. MODELING TIME - By building a smaller layout, quality modeling time is more available. You don't have to worry about building kits for a big yard, a big city or a large passenger terminal on a small layout. You can spend more time detailing, hand laying track (or not), scratchbuilding, kitbashing. Even if you are into totally scratching everything, your layout dream is at least reachable.

4. VARIETY OF EQUIPMENT - In S especially, it's often hard to have a large roster of locomotives and matching caboose for your favorite prototype. But with a small in scope layout it's possible to have an accurate assemblage of prototype locos - or at least a freelance roster with a family look. For example, in standard gauge steam you could use BTS MA & PA locos or SouthWinds SP types for exact prototypes. Not into these prototypes? Change a few details for a freelance family look. Just drop the numberboards on the SP locos or change a headlight, etc. For shortline diesels you have your choice of BL2, GP35, GP9, RS3, SW9, SW1, 44 tonner, Baldwin S-12, GP30 and probably a few others. All you need is a paint scheme here for prototype or freelance.

Narrow gauge modelers have "thought small" for years. By design, American Flyer layout builders can "think small" if they want to. But often, standard S gaugers (scalers) get a bit too grandiose with layout ideas and then never get too far or give up in frustration.

In conclusion, "thinking small and/or starting small" may be just the ticket to get yourself actively involved in S without breaking the bank or having to add an addition onto your home.

I'd like to welcome any newcomers to the NASG at this juncture - Happy S Scaling.

S in Non-S Publications: Did you see the August 2002 issue of *Railroad Model Craftsman*. Check out the inside front cover for the "Group S" page featuring S ads. The first ad in July *RMC* was an NASG promotion mostly, but the August issue has bonafide ads too.

Readers Choice Awards: Also check out the August 2002 *Model Railroader* for the annual Reader's Choice Awards. In the S **Rolling Stock** category 1st went to the AM Budd streamlined passenger car set. 2nd was SHS's 40' double-sheath boxcar. 3rd was the BTS Ma & Pa truss rod flatcar. **S Loco** - 1st to SHS with its A&B F3s. 2nd AM EMD E8s, 3rd BTS EBT 2-8-2 #12. **Structure/Accessory** - 1st to Banta Modelworks for backwoods locomotive and repair shed, 2nd BTS Cabin Creek coal tipple, 3rd Banta's Silverton depot.

Lionel Car Project Report: The 2002 NASG AF Commemorative car is a Cook Paint & Varnish Co. triple-dome tank car. Advertisements have appeared in both the *Dispatch* and the *S Gaugian*. Orders have come in very well. As of July 8th, I have received 396 orders totalling 567 cars. In addition, those orders also included sales of 41 PFEX reefers and 21 GN caboose (all of which) I have already shipped out). We have already covered the wholesale cost of the Cook Paint & Varnish car.

The Cook Paint & Varnish car unfortunately will not be delivered to us by Lionel until late September. Members should not expect cars before October.
- Chairman, Doug Peck

Department of Corrections: The steeple cab electric locos in the June *Dispatch* should be listed as the work of Thorin Marty, not Marty Thorin. Ed got it wrong, and I missed it, even though "Thorin (first name) Marty (last name)" lives right here in Wisconsin. Also, the Trainstuff website in the June issue New Products column was incorrect. It should be: www.trainstuffllc.com.

Ernie Horr Estate Items Update: Many remaining items from Ernie Horr's collection of S Gauge cars, engines and other items are still for sale. Send \$5.00 for list to Harriet Horr, 1307 W. Dalke, Spokane, WA 99205 or call 509-325-0392.

For Sale: NKP S-2 Berkshire by River Raisin. Painted and lettered #748, \$1,775.00 plus shipping. Ed Kirstatter, 1130 Taft Ave., Cuyahoga Falls, OH 44223-2242 - 330-928-0371.

S-CALENDAR

Sept. 20-22, 2002: Change! Jersey Get-Together. South Amboy, NJ. Don Thompson robin@showcase.com - 908-545-9306.

Sept. 28, 2002: 3rd Iowa Fall Get-Together. Country Jct. Restaurant, Dyersville, IA (20 mi. west of Dubuque on U.S. 20). 9:30a.m. - 1 p.m. Registration \$5. Rich Luchsinger 319-556-8958.

Oct. 11-13, 2002: Fall S Fest, Sponsored by the Chicagoland Assoc. of S Gaugers. Tinley Park Convention Center, 18501 S. Harlem, Tinley Park, Illinois. Holiday Inn Select - 708-444-1100. Joe Taylor 847-677-2586 - www.trainweb.org/casg/sfest.html

Oct. 24-26, 2002: S-West IV, Stockton Inn, Stockton, CA - 800-528-1234. Info: Lee Johnson - 952-943-1590 - leemax@jps.net. AF and Scale layouts, swap tables, clinics, displays.

Feb. 14-16, 2003: 18th Annual Sn3 Symposium, Holiday Inn Westport, Craigshire Rd., St. Louis, MO. Pete Smith, 618-277-5518 or psmith@apci.net.

May, 15-18, 2003: Spring S Spree, Strongsville, OH, Holiday Inn Select (Cleveland/Akron area). www.cvsga.org. NASG convention deja vu, especially if you missed it.

July 9-13, 2003: NASG Annual Convention - The Great "S" Show on Earth, Olympia Resort, Oconomowoc, WI (Milwaukee area). 800-558-9573 for hotel reservations. Roy Meissner - 262-538-4325 - www.trainweb.org/bsg or www.nasg.org.

Bids Open for NASG Annual Conventions -- 2004 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - e-mail: leemax@jps.net. We got some nibbles at Cleveland, so get crackin'. Gil and Lee are expecting calls from Baltimore/D.C., Houston, Michigan, Connecticut, Massachusetts, New Jersey, Minneapolis, Seattle, Upper New York and

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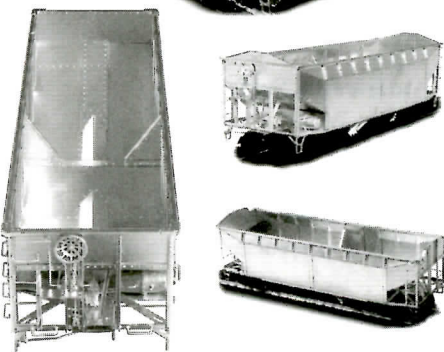
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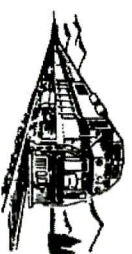
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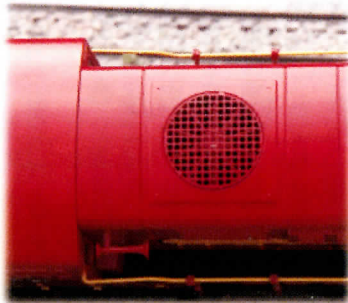
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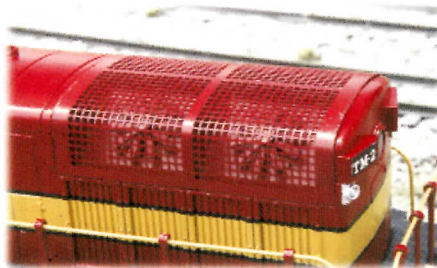
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