



DISPATCH

Serving the NASG for 25 years

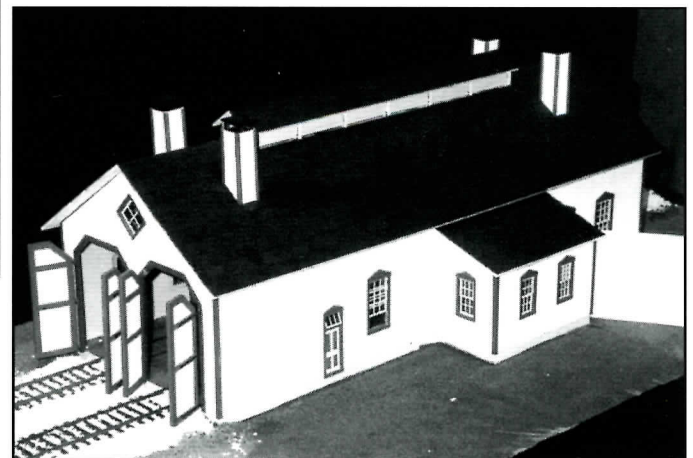
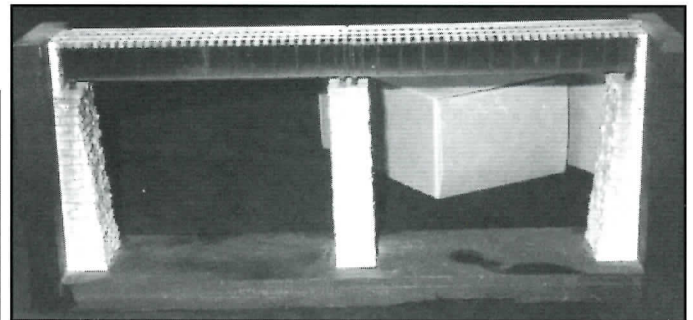
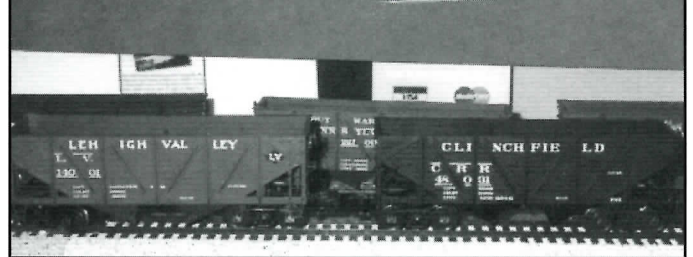
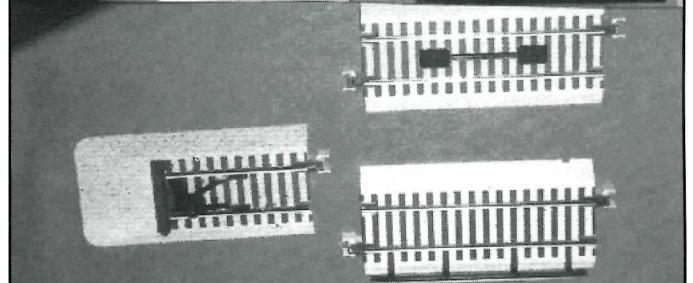
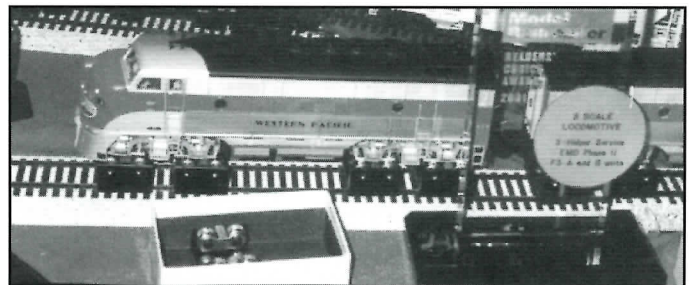
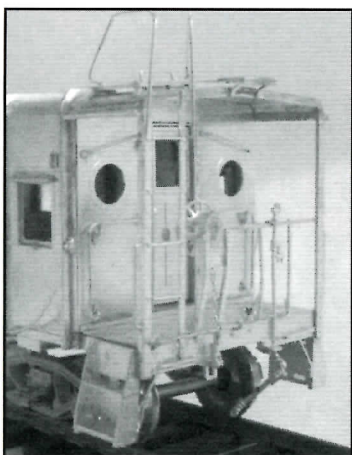
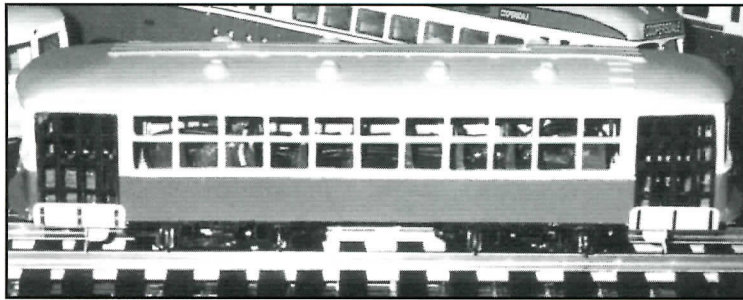


NASG 2002
Convention
Wrapup



Detailing a
C&O BL-2

What 'S' New



Left column - PHM 2-truck and true S trolley, AM Train Master, Banta Reader's Choice Enginehouse and SouthWind B&O caboose. **Right column** - Top are 3 S Helper products: F7 (Also a Reader's Choice Award winner), track accessories and composite hoppers. Next is a deck girder bridge with piers from Banta. Bottom right is the BTS enginehouse shown on Bill's layout at Cleveland.

Photos by Jeff Madden (except caboose)

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: Bob Werre photos of some of the top winners in the 2002 NASG model contest in Cleveland. Top is Gerry Evans's Grist Mill (Best of Show). Also shown are Mike Sulzbach's Chessie calf and Hiram Graves' gondola..

ORDER BOARD

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October, 2002



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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...

PROMOTING S IN THE 2000'S

Up until now, promotions has been a process that sort of took care of itself as individuals and clubs as well as the NASG tried various ways to get our message across. We've been in that mode for my first year and the results are mixed at best. We've done much to be proud of such as our joint Ads in *Railroad Model Craftsman* and *Classic Toy Trains*, our NASG S scale layout, and some projects geared to bringing new people into S. However, we can always make a good process better.

Now that we're in the 2000's, it's time to put a lot of the old promotion ideas to rest and formulate a plan of action for promoting S in the 2000's. We are beefing up our promotions committee by having the members of that team specialize in various areas of promotion. This will require mission statements so these folks have a clear agenda. A good team has to operate on the same page. There is also much that you, the members can do. Once we have a definite plan in place, we can provide specific tasks for everyone to work on.

There are many areas covering promotion including:

- Magazine Advertisements:
- Train Shows
- Portable layouts like the NASG layout and various club layouts.
- Hobby Shops
- Youth like scouting, etc.
- General Model Railroad campaigns like The World's Greatest Hobby (WGH), etc.
- NMRA, clinics, home layout tours, etc.
- The Internet

Within each of the above areas we must target specific aspects of model railroading like scale (HO,N), tinplate and highrail(O), narrow gauge (HOn3, On3, On30,etc.).

I'm sure there are more categories, but that's good for starters. You can probably see what I'm driving at. The promotional field is so complex that a concrete plan would be extremely helpful as we attack each area.

Each President's report from now on will tackle one of the areas I mentioned. The first item I'm going to describe is something I call: "The S-Friendly Hobby Shops Campaign". Now that we're in a positive growth cycle, it's time to address the old perception on the part of many hobby shop owners that there's no business in S.

continued on page 39

NASG NEWS:

RMC Ads: Co-Promotions Chair Terry Harrison is now in charge of coordinating the all-scale combo ad that is appearing regularly in RMC. Any scale manufacturers wishing to participate should contact Terry. See his listing in the Directory.

Convention Survey: Included with this issue is a post card with 4 questions about NASG conventions. We need your help in planning for future conventions, and we may include more questions in future issues. We hope the post card format will take less time for you than our last two-page survey. There are basically 3 types of conventions. 1. **"Stand Alone"**; this is an NASG family type of event where we mix with people of like-minded interests. During the last 10 years these have occurred at Altoona, Dearborn, Denver, Worcester, Scranton and Cleveland. 2. **"Separate but Related"** or **"Back to Back"**; the NASG convention is planned so that we can also spend some time at another convention such as the NMRA. These conventions have occurred in Vancouver and St. Paul. 3. **"Joint"** (usually with the NMRA); here the NMRA plans the events and the National Train Show. We have access to another world of model railroading experiences but still can have our own banquet and contest exhibits. Valley Forge and San Jose were of this type. Our last convention survey was in 1990 and was much more inclusive, but we hope you will help us with this shorter version.

- Glenn Ritter, NASG Secretary

NASG Sponsors Canadian Group: The NASG is sponsoring the Southern Ontario S Scale Workshop so that they can take their layout and set it up at next year's NMRA National Train Show next July in Toronto. They will have room for literature, so if you (manufacturers) want to provide them with some, please do. Send to Jim Martin, 13L85 Neff St., RR2 Port Colborne, Ontario, Canada L3K 5V4. Put no value on shipment. Display items or rolling stock will also be accepted. Jim's email is: farnhamhouse@inter-pc.com. Contact him for best way to ship.

- John Foley, Executive Vice President



John Foley (right) congratulates Bill Kissinger of Middletown, OH on winning the MRC Prodigy DCC system door prize at the Cleveland convention.

RAIL MAIL

CTT S Ad: I have just received my October *Classic Toy Trains* here in the UK today. I was pleasantly surprised to see the full-page advertisement on page 13 (lucky number or not) promoting S gauge by a number of well known dealers. I guess a full page ad with the cost split between eight people works out extremely well. It is much better than having them split all over the mag and lost in a forgotten corner. Well done to

those people who put it all together. I hope this is a semi-regular feature, cost being a consideration, of course.

- Neil Trump

Note from Mobley widow: Mrs. Mae Mobley, wife of the late Russ Mobley, would like everyone to know how happy she is that so many members wanted to have a piece of his collection of trains. She misses him greatly but feels good to know that all his trains are now running on other layouts. - Pete Silcox

Continued on page 38

Jeff's Junction



NEEDED STRUCTURES IN S

Suddenly, we are at a crossroads of need in S model railroading! And that is the need for reasonably priced, but accurate plastic structures to place on layouts. Even the NASG was prompted to follow through with two building projects - one a modern steel type utility building and one a brick 1920s style modular factory one. The "buzz" at the 2002 convention was about these NASG structures and that, of course, set off a flurry of chatter among members and manufacturers.

The real reason is - S has finally arrived at the point where the market is providing an adequate amount of locos, rolling stock and track. Layouts too are actually getting built by non-AF hi-railers and scalers. AF operators are expanding current layouts with new non-AF items such as scenic details, rolling stock and repro operating accessories.

With more layouts comes the greater need for easy-build plastic structures and bridges. The "laser" community is already providing us with quality craftsman structures and bridges - albeit many aimed at the narrow gauge market, but the VOID creating the buzz is the lack of reasonably priced plastic (including modular) structures and bridges. I know this is a mouthful and will enlist the typical responses from manufacturers - that there isn't enough demand - tooling expenses - etc. True, but regardless I feel we are at the point where more mass-produced structures and bridges might be feasible. With the demand out there, manufacturers will find a way.

From the "buzz" heard at Cleveland and other places here's some wish list items. Remember, I am basically talking plastic, maybe resin, easy-build and rea-

sonably priced - under \$75.00. So here goes:

- 1. Industrial brick structures:** Along with the NASG brick warehouse, just look at what DPM, Walthers, Korber, Kibri, etc., offer in O or HO structures. These include power plants, warehouses, canneries, foundries, and the like. Offer both full buildings and half buildings to be used for backdrop flats.
- 2. Railroad brick structures:** Again, mimic the offerings of the HO and O manufacturers regarding items like enginehouses, roundhouses, shops, depots and towers.
- 3. Concrete structures:** Looking again at the other scale manufacturers, we need grain silos, concrete coaling towers, block buildings, etc.
- 4. Commercial brick structures:** Injection molded stores or store fronts and again following the lead of other scale manufacturers. DSL is leading the way here in S, but pricing scares many off.
- 5. Wood structures:** Our wonderful craftsman kit manufacturers do offer us some great stuff. However, I do feel it's almost time for some common types of injected molded basic commercial and railroad structures to be offered in S such as farmhouses, barns, stores, general stores, switch towers, depots, water towers, handcar sheds, wooden factories, coal mines, etc., where tooling costs might be justified.
- 6. And my pet wish project - bridges:** * A close to scale (like Lionel's) thru truss (RTR or snap together) plastic bridge. Walthers double track HO bridge would be a kit example although S needs such a bridge in both single and double track. * A Central Valley HO type kit for a more detailed steel through truss bridge. This could be offered as On3/S standard gauge. * Foam cast stone or concrete arch bridges in single and double track. I believe an outfit called Pre-Size might be working on this. * True S single and double track thru and deck girder bridges. * A steel deck truss bridge like the Alas HO one. * Even plastic molded wood trestle bents of varying sizes are not out of the question.

Continued on page 37

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Colonial Industrial Dr., South Lyon, MI 48178) surprised us all with the new H-24-66 Fairbanks Morse Train Master which was produced in 1953-4. The model in S will have Gription wheel-sets, 5-pole motor with large flywheel, DX details, LED directional headlights, and free turning fans and see-through grills. According to the promos it should run on Flyer 20" radius track. Road names offered are: C&NW, TM Demo (2 #s), Lackawanna, Pennsylvania, Reading, SP and Virginian. AC Flyer units are \$269.95 or a two-pack for \$499.95 with 2 different numbers. DC versions \$20-\$30 less.

AMERICAN MODEL BUILDERS (1420 Hanley Ind. Ct., St. Louis, MO 63144 - www.laserkit.com) has two new laser craftsman S kits available. One is the #78 interlocking tower. Footprint is 4" x 3-1/2" and 5" high. Price is \$39.95. The second is #94 McCormac's Dry Goods which is a false front structure of the late 19th century. Footprint is 7" x 3-1/2" and 3-1/2" high. Cost is \$26.95.

BACKWOODS MINIATURES (www.backwoods.dabsol.co.uk/sn3kits.htm) is offering some unique motive power and rolling stock kits in Sn3 and S standard. For \$275 U.S. you can order a Mack AC Railbus in Sn3 or S. Another item is a conversion of a Bachmann HO 2-truck Class B Shay for \$695 to an Sn3 Shay. Other Sn3 loco kits include an Orenstein & Kippel 0-4-4-0 Mallet for \$320, several Porter 0-4-0 tank engine versions (some 0-4-2T) for \$180 each, and a 2-truck Climax for \$395. Also listed on the website are a Model A Ford railtruck for \$195, a vertical boiler steamer

for \$175, log disconnects at \$52 a pair, 4-wheel side tipping ore/ballast cars for \$120 a sixpack, and finally 4-wheel globe type logging disconnect cars for \$100 a sixpack.

CALIFORNIA ROADBED CO. New Address (3568 Balls Ferry Road, Cottonwood, CA 96022 - www.homabed.com) has lots of S roadbed available made from Homasote. A package of 32 pieces (42'6") of mixed straight and curved as an example costs \$35.36 for a package with 45 degree bevel. It's \$37.49 for the 60 degree bevel (more prototypical). Add \$9.00 for S&H. The top track width is 1.815" and sections are .240" thick. The curved sections are notched, but can be used as straight.

CUSTOM TRAX (P.O. Box 581, Indianola, IA 50125 - www.custm-trax.com) has 3' flextrack and turnouts available in code 100 in S standard gauge. As reported before these are hand-laid on wood ties and are on ballasted roadbed. Flextrack is \$18.00 per section or \$144.00 per 10. Turnouts come in #4, 6 and 8s. Fours are \$36.50, sixes are \$38.00 and eights are \$39.50. For quantities of five or more subtract about \$8.00 per turnout.

CRYER GRAY FOUNDRY (4351 Valley forge Dr., Fairview Pk, OH 44126 - www.cryergray-foundry.com) is offering several versions of a C&O steel 2-bay 50 ton hopper in brass. These are the ones with varying end treatments - radial, oval with notch, dreadnaught, angular and flat. NKP also owned radial and oval/notch ends. The Flat end was also owned by Erie, NP, M&STL, and C&I. For unpainted without trucks and couplers the prices are: 1-2 cars \$198 each, 3-4 \$194 each, 5-11 \$189

each, 12 or more \$185.90. Add \$25 per car for painting and \$10 per car for lettering. Detailed brass trucks are \$24.95 each. A minimum \$50 deposit for each car required.

DALLEE (246 W. Main St., Leola, PA 17450 - www.dallee.com) is now offering new steam whistle selections for the DC, DCC, Radio or stationary operation sound systems and Locomatic units. The sounds include steam whistle, bell, exhaust chuffs, air pumps, random air pumps, random safety valve and selectable cylinder blow down. The new roads offered are ATSF and UP. The DC sound systems are \$109.95 and the Type 3 Locomatic (recommended for S is \$119.95.

DSL SHOPS (23W008 Tamarack Dr., Glen Ellyn, IL 60137 - www.dslshops.com) will be offering two new flat type brick structures. One is a Cicero two-flat apartment building for \$35.95. It is 6-1/2" high x 4-1/2" wide by 1-1/8" deep. The other is the Sokevsky Building which is a 3-story store type structure for \$49.95. This structure is 8" wide and 9" wide.

JOHN HUSTER (3232 Burton Ave., Erie, PA 16504 - www.boysrailroadclub.com) has some new paint schemes available on SHS rebuilt steel boxcars. They are red CB&Q, tri-color State of Maine, blue L&N, orange and silver WP (feather), green and yellow GAEX, red and gray NYC Pacemaker. Each is \$39.95 plus \$6.00 S&H for 1st car and \$2.00 each additional car.

LIONEL LLC (Mt. Clemens, MI) has some more American Flyer items listed in their #2 2002 catalog. There are two more NYC pas-

senger cars (diner and coach) in the gray stripe scheme for \$139.95 for both. There are also three new freight cars for \$49.95 each - 3-dome Alaska RR tank car, NYC jade green flat with wheel load and CN gray covered hopper. For \$59.95 there is a brown Conrail flat with tractor load. A checker-board water tower is listed at \$89.95. Finally, the 2002 Flyer Christmas car will be a red and silver boxcar with snowman and Merry Christmas art for \$54.95.

MICROTECH SCALE MODELS (888-674-1233 or www.microtechscalemodels.com) has some laser cut windows and doors available. A three pack of windows is \$4.95 and a 3-pack of doors is \$5.95. See website for details. Also available are Track-Temps for full-size track planning help. These are available in Sn3 and S in both straight, turnouts and various radii. Prices vary for packs of certain items. Check it out.

M.L.W. SERVICES (71 Rabbit Lane, Etobicoke, Ontario Canada M9B 5S8) has several Canadian steam and diesel locomotive detail parts as well as some boxcar details. CNR etched brass number plates are \$25.00 for sheet of 50. A boxcar detail kit with accurate roof end platforms, cut lever brackets, etc. is \$7.00

MT. ALBERT SCALE LUMBER CO. (18647 Centre rd., Mt. Albert, Ontario, Canada L0G 1M0 - www.mtalbert.com) has a new line of plain and profile basswood sheet material which come packaged as 2 4" x 12" sheets. Plain sheets vary in thickness and price up to \$4.75 per pack. S scale 4" clapboard siding is \$4.25 per pack. Clapboard is coming. A bulk pack of clapboard siding (10) is \$32.50. Scribed siding is also available in S including 2.5", 4", 6" and 8". Two packs are \$4.25 each. Bulk packs (10) \$32.50.

PHM (paheritagemodels.com) exhibited their new two-truck S scale trolley at Cleveland. Take a look at the photos.

PUTT TRAINS (P.O. Box 463, Orwell, OH 44076) has S gauge Thomas The Tank Engine sets. (Thomas, Arnie and Clarabelle). Converted battery sets operate forward only. Hi-rail AC or DC.

S HELPER SERVICE (77 Cliffwood Ave. Suite G, Cliffwood, NJ 07721 - www.showcaseline.com) told us about a bunch of new stuff at Cleveland. The composite hoppers should be out by now as should the F7s. They showed off a new roller bearing test bed block for testing out locos. It cleans wheels too. You need two pair for diesels and 1 for steam - \$44.00. Speaking of track cleaning, if you want a motorized type (using either double sheath boxcar or flat) these are \$149.95 each. They include twin motors with 6 replaceable felt pads. Now to the never-ending freight car upgrades and paint schemes: There are some "modernized" wooden reefers coming. These have steel roofs, wooden platforms around the roof ice hatches, Ajax (end) brake wheels and no fishbelly underframe. Listed are two PFEs with double herald, 2 ARTs, an NRCC green banana, a Schlitz, 2 FGEX "double decks", and a Century Beer. Also announced are some new schemes for the steel rebuilt boxcar: undec, 2 MP Eagle Service, 2 CN, 2 SAL (Orange Blossom Special and Silver Meteor), and an ATSF Super Chief with curved map. List is \$42.95 each.

SOUTHWIND (P.O. Box 3175, Plant City, FL 33564-3175) is announcing the scheduling of the 2-10-0 Russian Decapods. Priority will be versions owned by the Erie, Susquehanna, Seaboard Air Line, Minneapolis Northfield and Southern, Alabama Tennessee & Northern, Western Maryland, DT&I, Frisco, and Quannah Acme

& Pacific. Optional production will depend on desires. These include: MP, Macon Dublin & Savannah, ACL, Charleston & WC, L&A, Gainesville Midland, PS&N and other versions of some of the first priority railroads. Models will be scale with a few in hi-rail DC. Plans are for most to come factory painted and lettered. Models are \$1475 after delivery or \$1250 with full payment received on or before November 1, 2002. Credit card orders can be made in 4 \$250 installments on pre-orders.

STANDARD RAILWAY CASTINGS (www.srcco.com). From Earl Tuson comes a new website showing his PRS cars which have special added components to make various prototype AAR postwar box cars. These kits have added polyurethane resin castings and CDS lettering. There are new ends, some new doors and running boards, depending on the prototype. Currently the cars offered with the improved Dreadnaught ends are CNW, NKP, NP, NYC and SP&S. There were 72,000 plus cars built in this style for U.S. and Canadian roads from 1945 and 1957. Also new is a kit for a GN double sheathed ARA boxcar. This kit has new urethane resin castings for the sides, ends and underframe. This prototype has been available in HO for years, and now in S. It was a significant GN series with 8,000 having been built between 1937 and 1942.

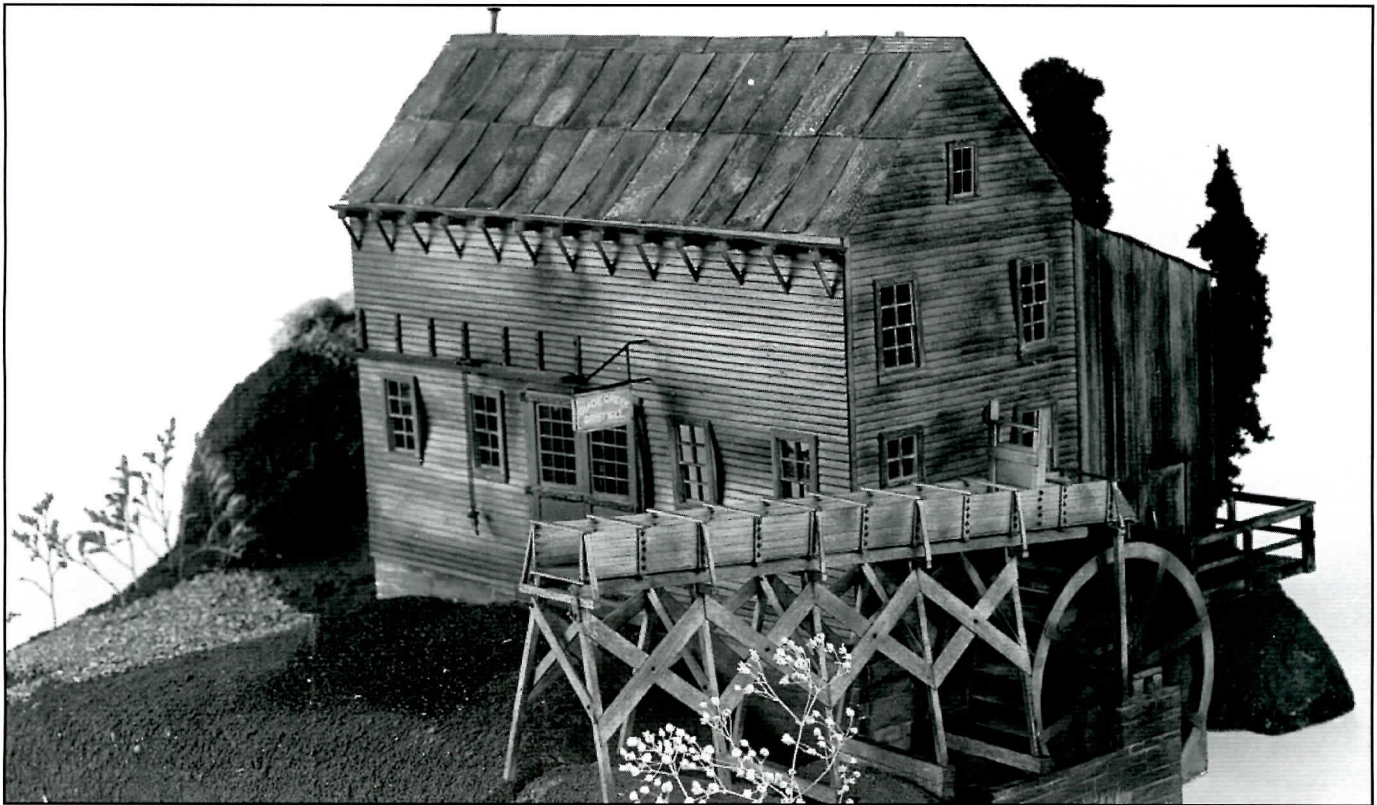
STANDI TOYS (www.standi-toys.com/products.htm - 252 Main St., P.O. Box 127, Somerset, WI 54025) has a ton of 1/64 farm toy items available including a lot of parts such as wheels and tires for various tractors and trucks. Some of the individual items you can order are grain bins, harvest equipment, forage equipment, farm animals, hay bales, tractor parts, wheels and rims, decals, etc., etc. Go online and he'll send you a catalog.



BEST IN SHOW

Grist Mill by Gerry Evans - 1st Place Craftsman, Structures

Gerry Evans (left) is congratulated by Tom Nimelli for his 1st place structures, craftsman and Best of Show for this grist mill.



The Glade Creek Grist Mill by Gerry Evans

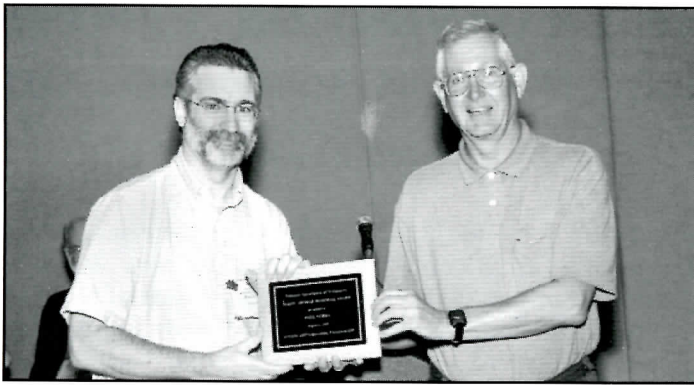
This model is of an overshot mill is loosely based on the Glade Creek Grist Mill located in Babcock State Park outside of Clifftop, WV. The real mill is only 26 years old having been reconstructed from pieces of three other mills. You may visit the mill at www.babcocksp.com. Construction follows typical Frank Titman framing. The entire mill is scratch-built with the

exception of Grandt Line windows, NBW castings (150) and JAKS front door, smoke jack, roofing and trolley. I had only the wheel-side elevation to work with so the remaining 3 sides are from my recollection of what other grist mills I had seen looked like.

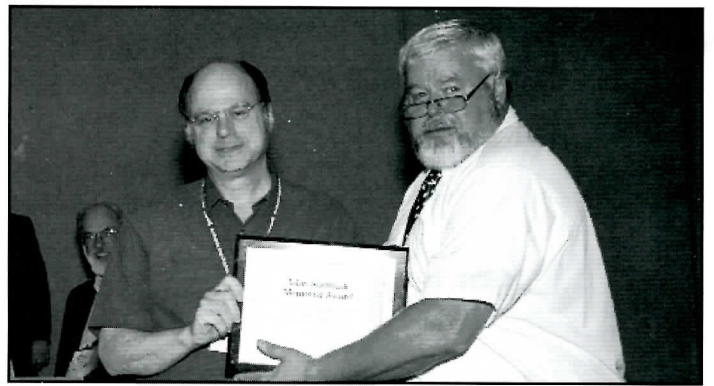
The biggest challenge was the hundreds of limestone blocks. Weathering was the next big challenge. The model was sprayed with 3 heavy coats of Min-Wax

and then heavily weathered with chalk and sealed with Dullcoat. The wheel is made from styrene. The roof is JAKS aluminum roofing cut into 48 4' x 8' sheets and weathered with ferric chloride. Other scratched features included handlaid battens, basswood trolley track, rear porch, sign, mill race gate, and wooden rain gutter.

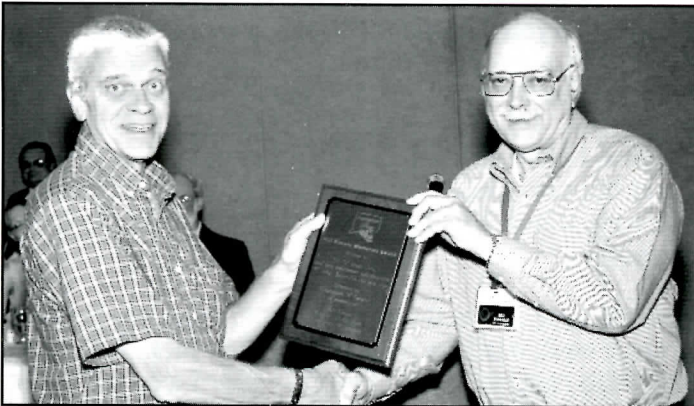
Note: The Individual contest awards were not available at press time. They will be listed later. -ed.



Paul Yorke (left) receives the 2002 Bernie Thomas Memorial Award from Gil Hulin for his outstanding promotion of S through the S-Trains list on the internet.



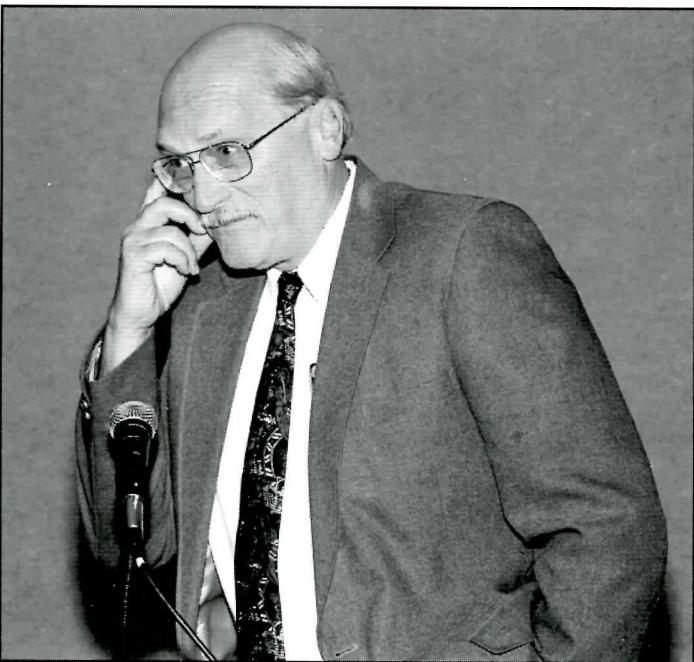
Lee McCarty (right) presents Dick Karnes with the John Sudimak Award for the most popular model in this year's contest. It was Dick's NYC 0-8-0 which also won 1st Master Craftsman steam.



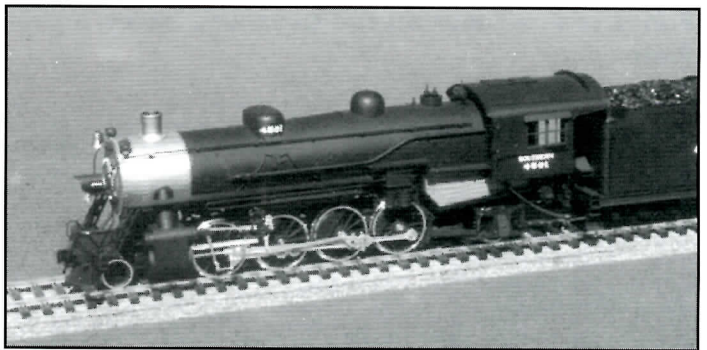
Paul Riley (left) is pleased to receive the 2nd annual Bill Krause Memorial Award from Bill Fuhrman for the layout displays put on by the Bristol (Mass.) Club.



Tom Davis (left) receives the Best in Class Hi-rail award from Tom Nimelli for his trailer train flat car.



Our President, Roy Hoffman, appears reflective at the NASG banquet while announcing something or other.



This is John Bell's 2nd place Master Craftsman winner at the 2001 convention. John explains that this was a scratchbuilt model of Southern 2-8-2 4501. He was rightly concerned that his model was listed as kit-bashed and a 4-6-2 at that. Not so says John. He was pleased with his second place finish, but not too happy about the confusion. John did the pattern work for the BTS BL2 and ATSF 4-6-4. Maybe we'll see this loco as a kit someday - hope so.

2002 CONVENTION REPORT

July 31-Aug. 4 Strongsville, OH

By Jeff Madden

Overview: The 2002 NASG Convention in the Cleveland area (3rd time there) is now history. Registration topped 360 (very good). Sales of S items on the trade floor seemed as hot as the 90 degree plus weather. This was another "family style" convention and everybody seemed relaxed.

The Cuyahoga Valley S Gaugers led by Josh Seltzer and Lee McCarty were our hosts and things went smoothly for the most part.

NASG Layout Tours: There were several layout tours with a variety from scale, to AF, to live steam. I went on the Purple Tour on Thursday evening. We hit 4 layouts - 1 Sn3, 1 scale S, 1 Flyer and 1 O scale. I think we enjoyed the cool basements and Josh's air-conditioned living room as much as the layouts as our school buses had none - and it was quite a steamy evening.

Several reports on the other layout tours were favorable as well, but I opted to jog over to Jack Sudimak's and Bob Yahnke's on Saturday afternoon with Alan Evans. I had seen many of the other layouts at a previous S Spree. It was a thrill to see the new River Raisin 2-10-4 and a RR UP Turbine cranking around on Jack's layout.

Accommodations: the Holiday Inn Select (location of the Sprees too) was fine. My wife loved the convenience of being next to a great mall. She spent almost 2 days there. That was my excuse to buy some toys in the trade room.

NASG Trade Show: Full sale tables and 6 layouts provided plenty of action for conventioners. Poor Pete Silcox tried to peddle the Russ Mobley collection with one table - fortunately some space became available on Saturday for him to spread out. Pete probably never dreamed of the avalanche of buyers he'd get. American Models provided a "bombshell" with their new Train Master FM units which were on display and for sale. That caught all by surprise.

The layout mix in the trade area was perfect - S Helper's promotional one, BTS's scale highly detailed one, Central Ohio's nice hi-rail multi-level one, NASG's new switching module and two from the CVSG club themselves (the scale and the AF one).

Manufacturers and dealers there included Banta, BTS, AM SHS, PHM, RR, S Scale Loco, SouthWind, Greenbrier, Heimburger, Putt Trains, Royal Trains,



John Foley (right) and your editor (left) demonstrate the MRC DCC control to an onlooker on the new NASG scale modular switching layout.



Some enjoyed the restored observation car during the Friday real rail tour on the Cuyahoga Valley Scenic Railway.



The host Cuyahoga Valley S Gaugers had their portable AF layout set up in the trade hall. Other layouts were scale and hi-rail, thus the makeup covered all bases. *Photos by Bob Werre*

Port Lines, Vanacores, Pennsy S Scale, the "custom truck guy" and many others.

New products worth mentioning that I remember:

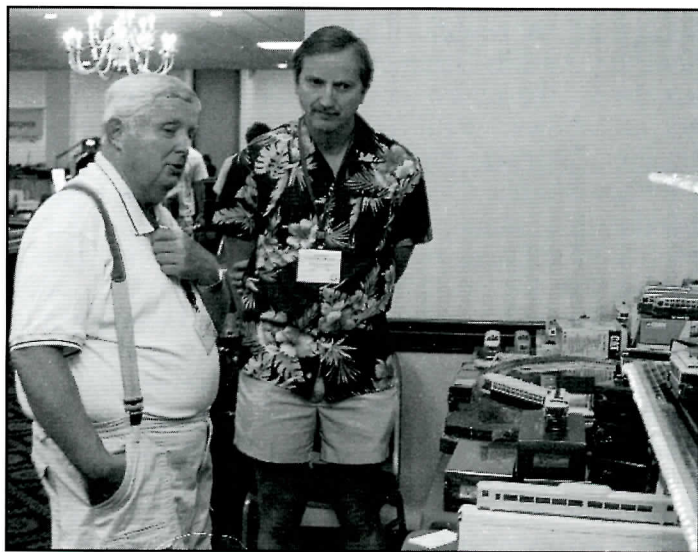
The AM Train Master obviously stole the show. SHS had some samples of the twin bay composite hoppers, F7s, track accessories and a new version of their reefer. This was a modified version with end brake wheel and different underframe. The DSL "Sears" house was there for sale and several left with new owners. River Raisin had the Pennsy J1. PHM had their new two truck trolley running on their test loop. BTS and Banta had several new structures to show off.

Other Tours: The most popular non-layout tour most likely was the Cuyahoga valley Scenic Railway one on Friday morning. The trade hall was closed for this one pleasing many dealers. Two Alco diesels pushed and pulled us a few miles up the valley for a few miles in "air-conditioned" coaches. Nice trip. Some of the general "ladies" tours didn't get enough support to happen, but my wife enjoyed an impromptu mini tour to Medina with 6 or 7 other ladies. Some managed on their own to attend the Titanic Exhibit and the Rock & Roll Hall of Fame in downtown Cleveland. I hit the R&R Hall myself on the way to the convention - half of it was OK, you know, the old stuff. The Trolleyville icebreaker tour was nice - a "last ride" on the unique museum whose tracks meandered through a trailer park. It's closing down. We had pizza in a park hall there and visited a club in North Olmsted which had two layouts (O and HO) in a restored NYC depot right next to the mainline. We did see a couple of real trains too.

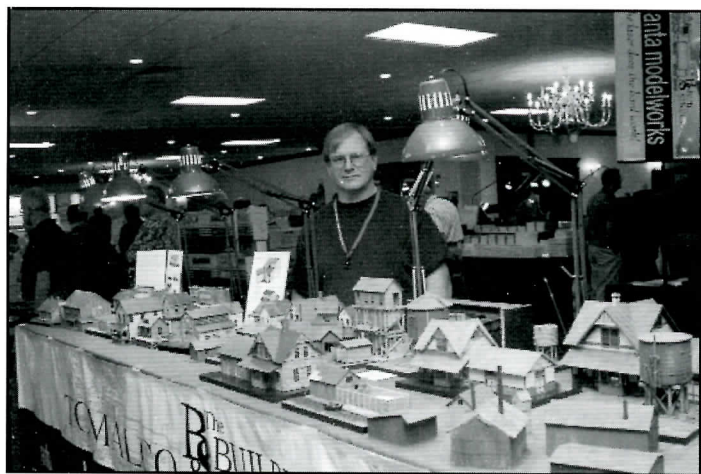
BOT and Annual Business Meetings: Some topics brought up and discussed were possible NASG providing more seed money for convention expenses like up-front money for cars. Event insurance was discussed. Dick Karnes was commended for getting the Russ Mobley Memorial Library up and running. The new NASG structure projects were discussed and reasons behind who is doing what, and why, were clarified by the BOT.

Clinics: As usual, I don't get to many clinics, but I did attend bill Fraley's Perma-Bilt follow up one. I did build the boxcar I received at Scranton for \$5, and I was rewarded with a Hershey Bar. Mine was built up per instructions, but most details including ladders, underframe, roofwalk and brakewheel were PRS parts.

Early on during the convention I was pleased to see our President, Roy Hoffman, leading newcomers around the trade hall as part of the "Newcomers" clinic. John Foley's "DCC on the Cheap" clinic was well-received I heard.

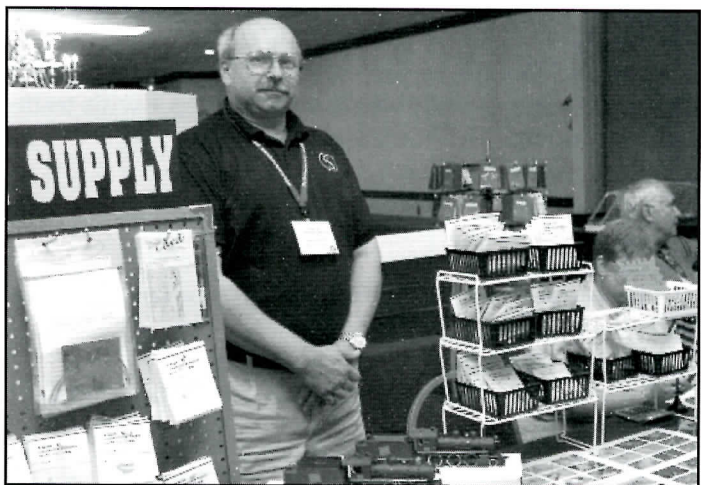


Tom Doherty (left) of Pennsylvania Heritage Models discusses a new trolley with Keith Thompson. Tom was awarded the Charles Sandersfeld Award at this year's convention for Manufacturer of the Year.



Bill Banta of Banta Modelworks had an impressive display of his structure kits in the trade hall.

Photos by Bob Werre



Fred Rouse of S Scale Loco & Supply was on hand with his array of parts and samples of the CN Mogul.

Banquet: A couple of hundred of us enjoyed the Saturday Awards Banquet where, along with the usual accolades, the major awards were presented. These are as follows: Paul Yorke (S-Trains) received the Bernie Thomas Memorial Award. Pennsylvania Heritage Models (Tom Doherty) received the Charles Sandersfeld manufacturer's award. Dick Roberts received the Perles Award for an S article in a non-S publication for *Joel Shanks RGS* in the Oct. 2001 *RMC*. Honorable mention for this award was given to Mark Edwards for his *11 Pieces of Christmas* in the Dec., 2001 CTT. The CVSG club presented the John Sudimak "Favorite Contest Model" award to Dick Karnes for his 0-8-0 entry. Bill Fuhrman presented the 2nd Annual Bill Krause Memorial Award to the Bristol S Gaugers for their contributions of promoting S - mostly involving toting around their layout to various events.

How about Tom Boldt prematurely hollering out "I won" for a door prize and then actually winning when the number was called out.

The Badgerland S Gaugers presented a slide show promoting the 2003 NASG convention to be held in the Milwaukee area on July 9-13. The usual auction followed the banquet.

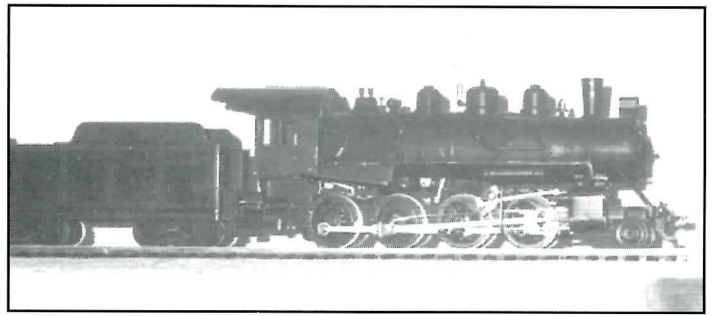
Contest: There were lots of entries in the contest. The top winners and photos can be seen in this issue including the cover. Gerry Evans took Best of Show with his weathered grist mill seen on the cover. A little tale to tell - Gerry moaned about the sides warping in traveling from no-humidity Arizona to super humidity in Cleveland. He forgot to paint both sides of the wood. Didn't matter, his efforts were rewarded anyway with 1st place Craftsman Structures and Best of Show.

Plusses:

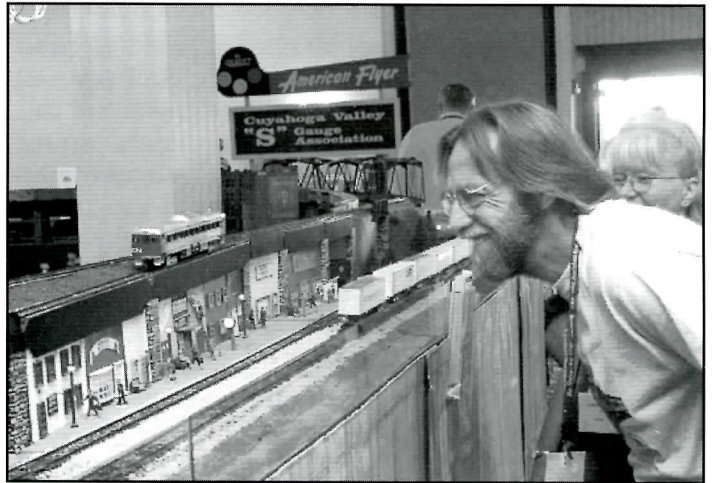
1. Family Style works
2. Nice trade area with lots of dealers, manufacturers and displays.
3. Plenty of layouts to see.
4. The Cuyahoga Valley Scenic train trip - with trade area shut down.
5. A concise BOT meeting.
6. Good variety of contest entries.

Negatives:

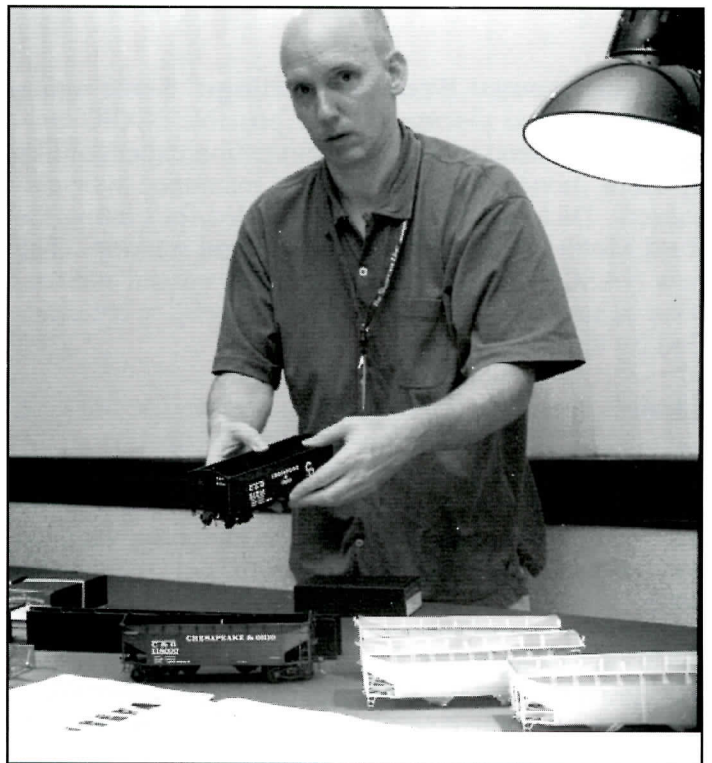
1. The un-airconditioned school busses (might have been unavoidable).
2. The heat - 90 degrees plus every day.
3. Low attendance at Sunday morning General Meeting.
4. Not too many items in auction.



Spotted on Jack Sudimak's layout was one of two Rex 2-8-0s (Jack is the former owner of the Rex line).



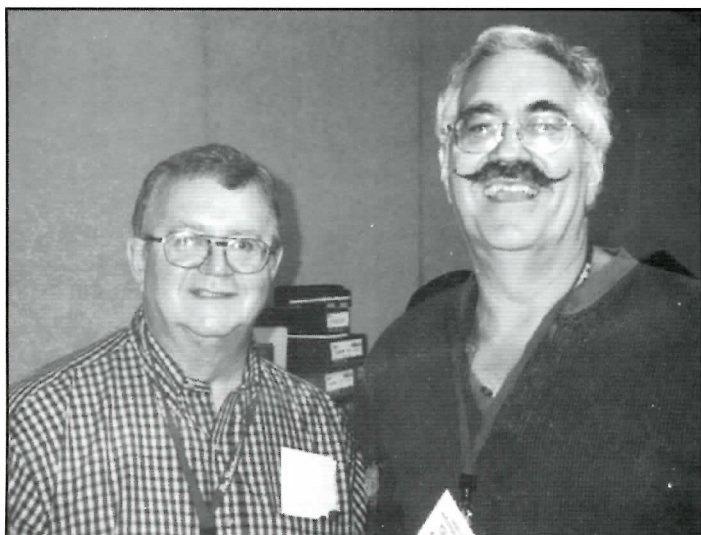
Roger Nulton eyes a PHM Budd car on the Central Ohio S Gaugers hi-rail layout. The COSG layout is unusual for a portable S layout in that it has two levels.



In the trading hall Jay Botten (Cryer Gray Foundry) shows off some brass hopper pilot models.

Photos - top Jeff Madden, others Bob Werre

CONVENTION FACES



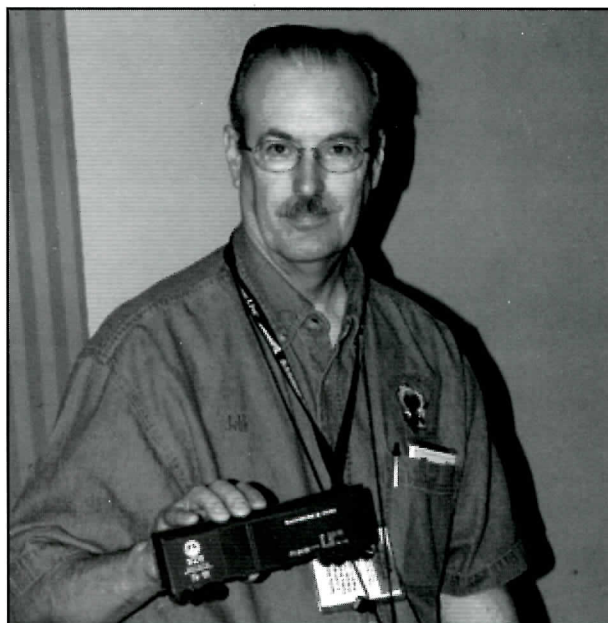
Next year's convention chair Dave Smukowski poses with an old friend of S, Bob Ristow (right). Bob had the Wisconsin Central Supply line of kits. He now supervises real historical trains at Greenfield Village.



Bill Fraley rewarded participants in his Perma-Bilt clinic with (what else) a Hershey Bar. The clinic was a follow-up from Scranton where attendees paid \$5.00 for a kit. Some came to Cleveland with completed kits.



Barrand Pazan of Michigan was a popular vendor in his first time at an NASG convention. His custom kit-bashed 1/64 trucks were a definite hit.



Yours truly explaining my Perma-Bilt kit. I used lots of PRS detail parts. I got my Hershey Bar.

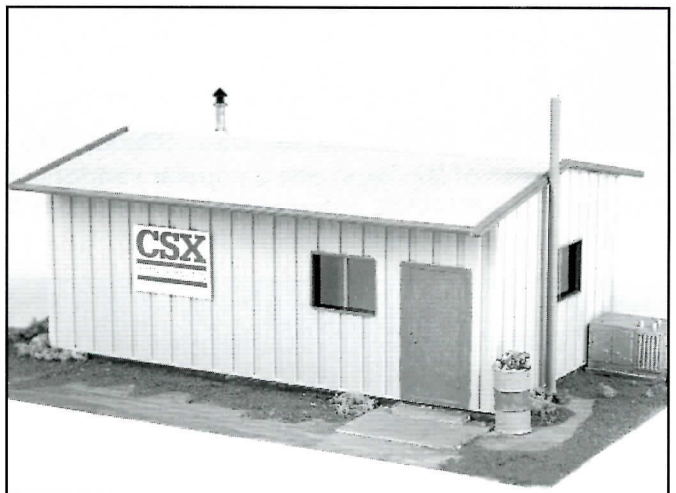
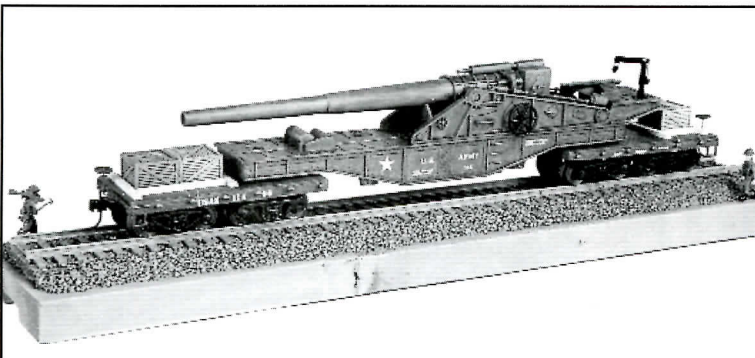
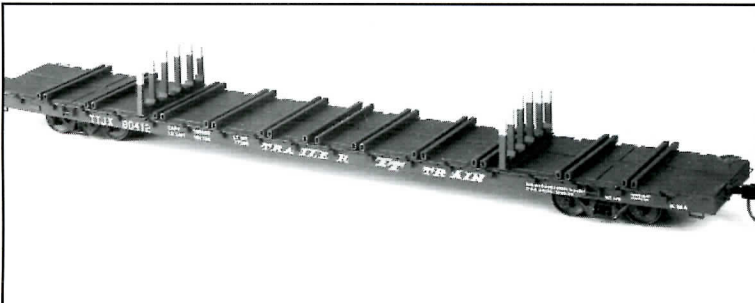
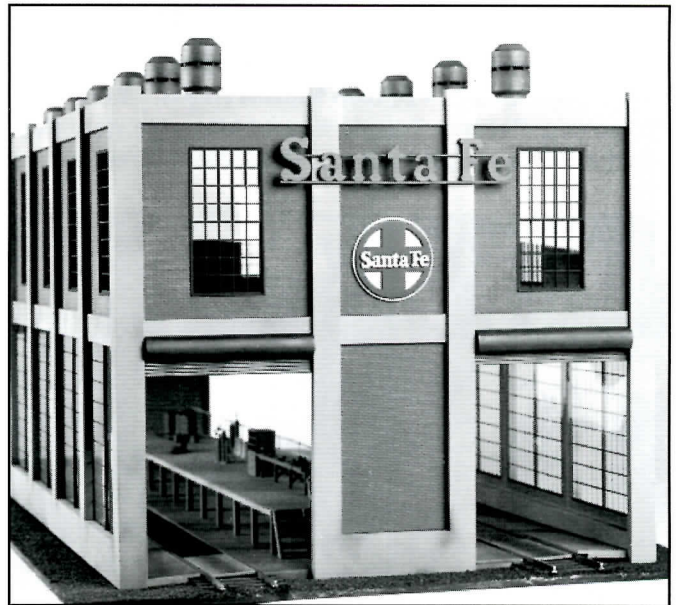
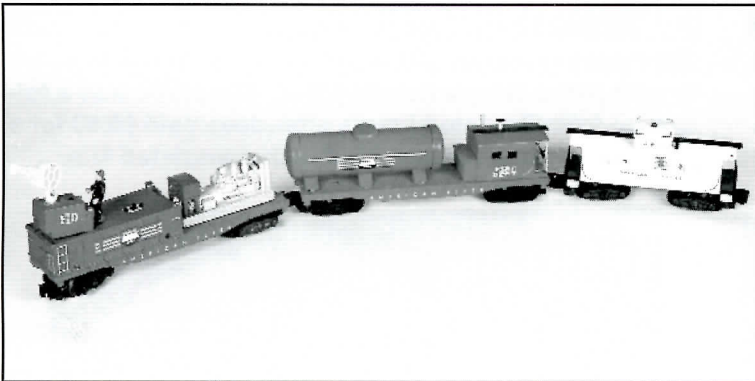
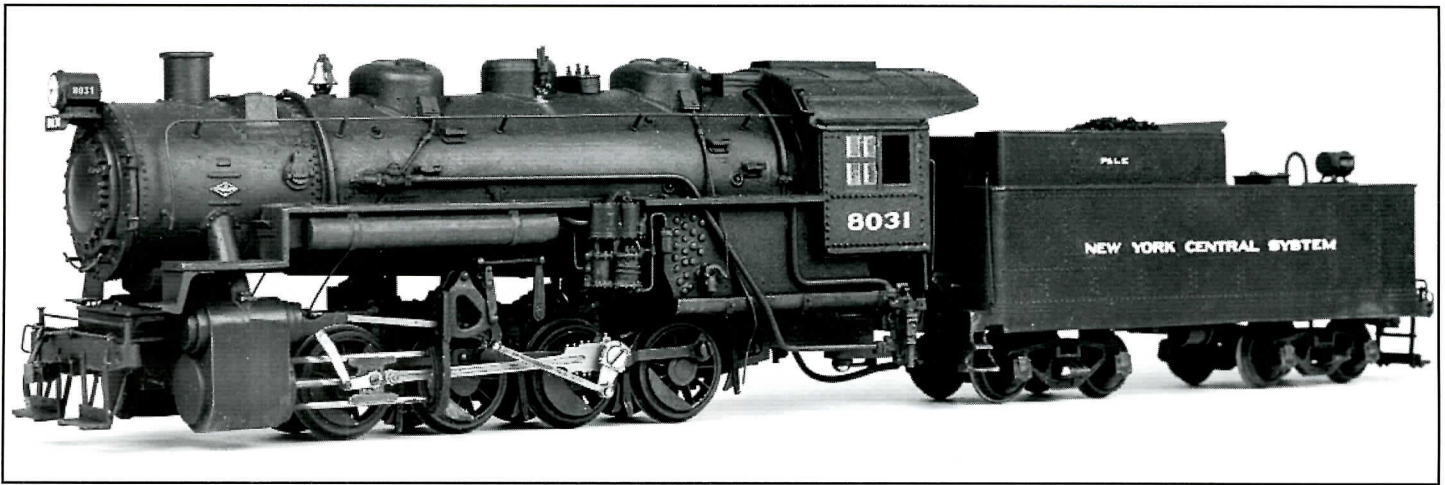


The Smukowki's (front), the Evans's (rear left) and the Marks's enjoy the air-conditioned car on the fan trip.



Which NASG member owns this "face"? He had some contest models and is from Michigan.

Contest Winners

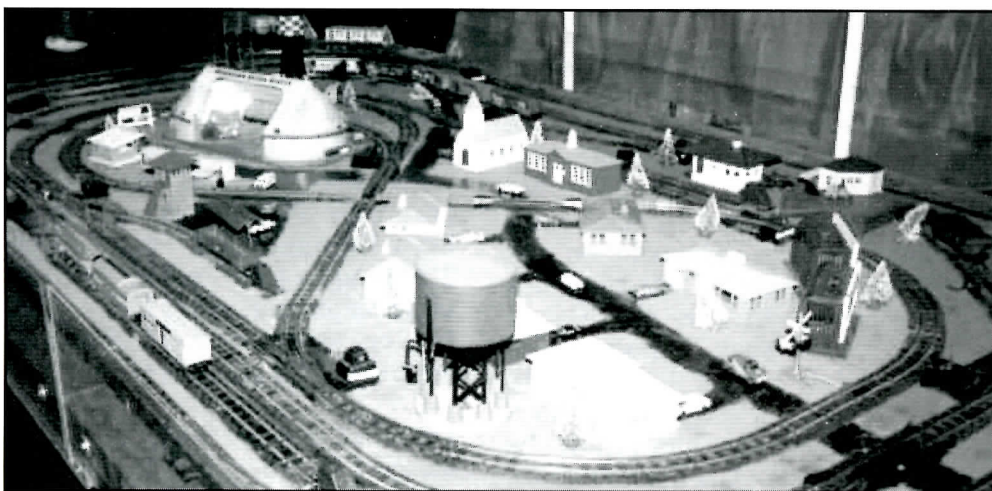


On this page are some top contest winners. The NYC 0-8-0 is Dick Karnes' 1st place steam in the Master Craftsman category. Gary Ippolito created this American Flyer fire train - ah that Lionel had such imagination. Brian Jackson's entry was this nifty upgrade of a LVM Enginehouse kit. The Trailer Train flat car is the 1st place Craftsman winner for Mike Sulzbach in the freight car category. John Frazier entered this neat U.S. Army Railway Gun. Pete Silcox must have crammed for the CSX modern yard office because it's one of the new NASG structure kits.

Photos by Bob Werre

LAYOUTS AT CLEVELAND

Bob Yahnke mans the controls at Al Clapp's S scale layout. Al's layout is long and narrow and has a nice flow. *Glenn Ritter photo*



The American Flyer layout of the Cuyahoga Valley S Gaugers was in constant motion during the trade hall hours.

Glenn Ritter photo

This stone narrow gauge round-house was one of several beautifully crafted structures on Nat Howard's Sn3 layout.

Jeff Madden photo



MY C&O BL2 MODEL

By Mike Sulzbach

I've always considered EMD's BL2 to be my favorite diesel. I know most people don't like them, but I do. A few years ago I started kitbashing a BL2 using an Omnicon F7. I had the underframe lengthened, the body cut into pieces, and had both scratchbuilt pilots finished. I worked on it from time to time, in between other projects and moving into my house. Then I saw an ad from Bill's Train Shop for their upcoming BL2 kit. I chalked my kit up to experience, placed my order with BTS, and waited patiently for the kit to arrive. I had already gathered my prototype information. The primary source was John C. Paton's book *Chesapeake & Ohio BL2 Diesels*. I also used the May 1984 issue of *Mainline Modeler*. I studied each unit pictured in his book and finally chose to build #82. Follow along and I'll tell you how I built my model of number 82.

Whenever I build a diesel model, I always make a list of any changes needed, all the details wanted, and any other pertinent information. I also try to have a few photos of the unit I want to build. Then I gather all the parts together before I start building. The list of details and materials used is included in this

article. BTS had all the generic details included with their kit. I only had to add C&O specific details. I won't cover every detail used as the BTS directions cover them very well. I'll just explain the modifications and additions I made to the kit.

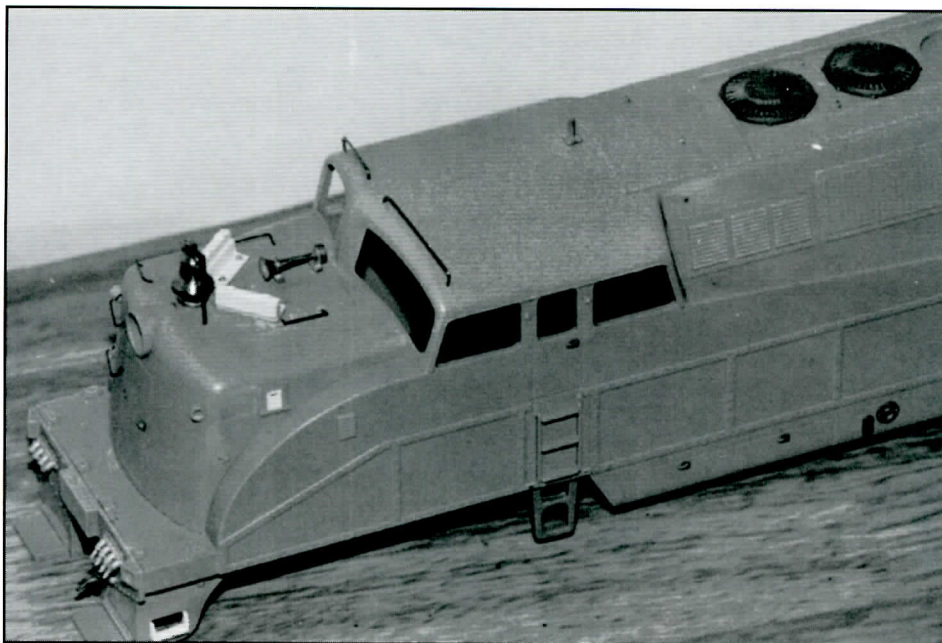
The first step was to clean all the flash and sprue marks from the body, pilots, underframe and miscellaneous parts in the kit. **Underframe:** Then I drilled and tapped the underframe for mounting holes for the fuel tanks. Next I drilled and tapped holes for Kadec 802 couplers using the two starter dimples and adding a third hole at the rear of the coupler. I'll add the couplers after painting.

I next epoxied the truck supports to the underframe and let them dry. The kit's directions tell you to drill the truck mounting hole out to 7/32", but I found this to be too big for the American Models' truck mounting boss. The solution was to use Evergreen 1/4" tubing which is a perfect fit over the boss. I redrilled the truck supports out to 1/4", lightly sanded the end of the 1/4" tube for a snug fit, and then cut two short pieces to fit into the truck supports. CA them in place,

lightly file the inside hole and there you have it - perfect truck bushings and no sloppy fit.

Detailing the body: Next I glued the end plates in place. File and sand each one for the best fit you can get, then epoxy them on. Be careful not to let excess glue run onto the body where the underframe fits or you'll have to remove the glue later. Once both end plates were dry, I started drilling all the detail mounting holes. Fortunately, BTS has the holes already started for us. I used a #78 drill bit for the 8 door handle locations. Note, the low nose door handle goes on the fireman's side, at least on C&O units. Just a dab of CA is needed to fill the left side hole; sand it smooth. The unit I chose has 4 ladder grabs on the front - 3 up and 1 over the nose. I left the bottom one off until after painting. There are also two grabs on the low hood area. I used a #78 drill and CA'd Huff and Puff grabs in place. The nose numberboards were sanded off and new angled ones were added. These are made from Evergreen 1/8" angle (each 2'3" long), a piece of 2 x 8 strip the same length and small tabs of HO 1x4 on top as seen in photos. I used CA and pinned in place.

I used a Cal Scale S bell removing the pull cord arm and leaving the clapper off. I soldered a piece of .020 brass wire on top for the air-line, then marked and drilled the mounting holes. Maybe I should have used an HO bell - this one looks a bit large. Next I added two 4' grabs above the windshields. A #69 drill bit and .020 wire were used for this. The nose horn was added, but the rear horn was relocated farther to the rear, centered above the first set of louvers. Fill in the original mounting hole with CA and sand smooth. Using CA to fill holes is a trick I learned from my military models as CA can be sanded easily if done within one hour. Wait too long and the CA turns rock hard.



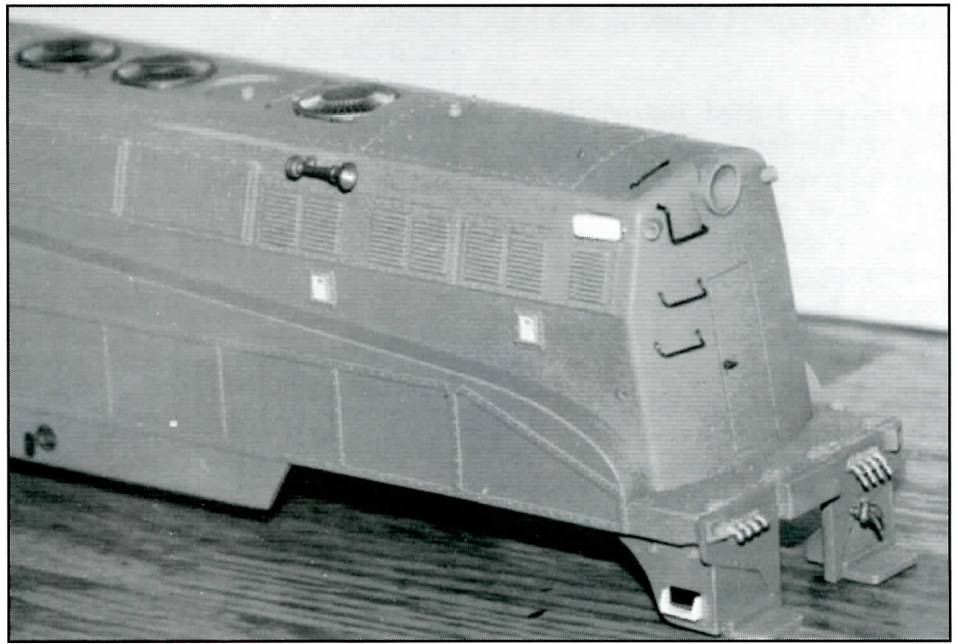
Other details I added pre-painting included fuel tank drain sumps made from short pieces of 4x10 strip and rounded to the fuel tank contours. A second piece of 1x6 is added on the bottom along with an NBW casting to complete the detail. Make one for each side. A second one is used on each side if the unit modeled had a steam generator and subsequent water tank.

The rear numberboards were modified next. The C&O angled these for better visibility by tower operators. I trimmed only the rear vertical lip off, then carefully filed the upper and lower lips to angle towards the rear, leaving the front lip the original thickness. I next beveled a piece of 4 x 8 strip, 18" long, and epoxied it on over the original numberboard. When dry, sand the new piece to match the outline of the kit.

On the long hood I added a grab-iron ladder, including an L-shaped one next to the light, and one grab on top of the hood. Leave the bottom two grabs off until the decal is applied (See photos). After painting I added a triangular shaped brass spark arrestor screen to each exhaust stack. You can add the cooling fans and fan guards after painting too.

Other C&O details added were extended steps at each corner. I used Evergree 1/8" angle styrene cut to 4" widths. You need two for each corner so cut at least 12 and use the best 8. I glued these with liquid styrene cement end to end forming a U shape. When dry, I CA'd these to the body and filed a small bevel on the top edge. I added separately purchased windshield wipers to the windows. I removed the lower steam line detail cast into the end plates as unit #82 didn't have a steam generator.

Handrails: The four end railings are straight for-



ward. I made 3 90 degree bends and soldered on the middle stanchion. I then soldered small sections of fine chain between the railings for the drop-step safety change. Lay each completed set on index cards and label. The 4 corner handrails were harder to do. I grabbed 3/16" of wire in a needlenose and bent it 90 degrees. I then bent the wire around an appropriate small file handle so the longer part is parallel to the short piece. This acts as a hook to hold the railing in the top hole. Then make a final bend to the bottom corner. You'll need two rights and two lefts. Set aside on card as above.

Painting: I chose the original paint scheme - Enchantment Blue, Venetian Yellow, and Imitation Stainless. I used Floquil for the blue, yellow and primer. The stainless was a Testor's spray can.

First, prime the entire body. Allow to dry thoroughly.

The yellow is next. To mix the yellow I used one bottle of Reefer White and 1/3 bottle of Reefer Yellow. It's best to give the model 2 light coats over two days, rather than one heavy coat. Paint the body sides, end plates, corner skirts, pilots, underframe ends, drop step bottoms and coupler boxes. For the 3 matching yellow stripes on each end I used white decal sheet trimmed to 15" widths and painted these yellow. I used two 1" decal strips painted blue to separate the yellow stripes.

When dry I painted the blue. I decided to use Dark Blue (better match to decals). I masked off the yellow sides and ends. I taped off the insides of all windows to keep the interior gray. Make sure to paint separate blue details at this



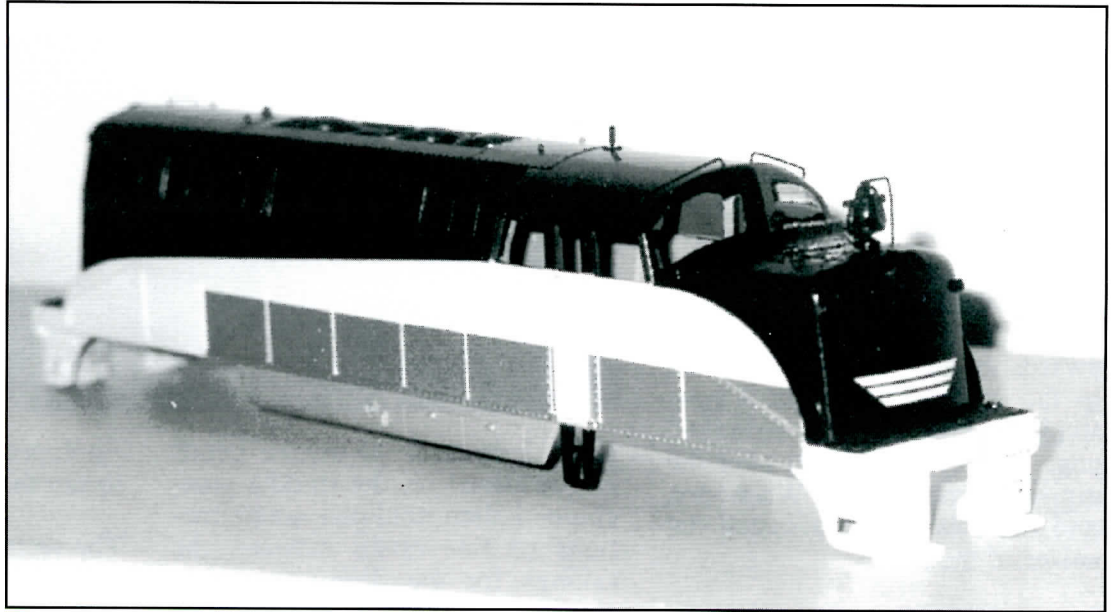
time too. Remove masking and let dry.

The silver: I used Testor's spray only on the fuel tanks and skirting preferring to use Microscale silver decal sheet on the body sides. Before decaling though spray on a coat of Testor's hi-gloss enamel and allow to dry. I cut the silver decal into strips 3'2" wide, then add the strips in sections, hiding the decal joints at the batten edges. I added a small rectangle of silver decal above the top step, below the door, for a kickplate. In between the lower steps I brush painted batten ridges, using several applications for the best result. I added the C&O heralds to the front coners - these came from a Walther's O

boards.

Final details: Next I added the left off details and the end handrails. Lastly paint the entire body with Testor's Dullcote.

Do a final check and touch up anything necessary. Now is the time for final assembly of the body, underframe, fuel tank and pilots. It took patience but was a pleasure to



scale passenger car set. the blue stipes are Champ 1/32" blue stripes. The spacing on the sheet is perfect. Trim the odd edges and cut out a 60 degree section for the herald. The script Chesapeake and Ohio is from a Walther's O scale passenger set - P-78. I added small blue Fs on the two front corners. The prepared front yellow trapezoids were trimmed and added. The top is 7' long and the bottom is 4'6". Now add the two 1" blue stripes to each trapezoid. I used white numerals for the number

I used a drive mechanism and motor from another kit I had, but you can get the drive unit from BTS. I drilled out the headlight housings with a #53 drill so I can add fiber optic headlights later. I added KD 802s at this point.

Final details: I added window glass and headlight lenses supplied. To attach the clear windows and lenses I used Formula 560 from the R/C days. It's a white glue that dries clear. Trainline air hoses, MU hoses were added to each end.

build. Thanks to BTS for bringing out this kit. Now, I wonder how one would look if I painted it Chessie.

BL2 Parts List:

Evergreen Styrene:

1. 1.4" tubing
2. 1/8" angle
3. 2x8, 4x10, 1x6, 4x8 strips

.020 brass wire
Huff 'n Puff grab irons

BTS details:

1. #02010 F-unit windshield wipers
2. #02026 Firecracker antenna
3. #02049 MU stand
4. #02062 drop steps

Decals:

1. Walther's: C&O O scale passenger car set P-78
2. Champ: 1/32" blue stripes
3. Microscale: Silver and white trim film decals



LAYOUTS AT CLEVELAND



Jim Zborowski's American Flyer layout offers lots of interesting trackage to work out his large AF collection. This layout was a real crowd pleaser.



This is the completed model from the story starting on page 16 by Mike Sulzbach. Mike took a 1st place in the Craftsman category diesel for this locomotive at the Cleveland NASG convention. Mike added details to the BTS kit to make C&O #82.

King of Steam *New Low Prices !*

New York Central Empire State Express Hudson locomotive



J3A

The Hudson locomotives were specially styled by Henry Drefuss with fluted stainless steel tenders and engine siding. The two J3a Hudsons- Nos. 5426 and 5429 were fitted with the Scullin disk drivers. The giant Hudson locomotives were built by the American Locomotive Company. In road tests, they have developed 4,725 cylinder horse power and 3880 drawbar horse power. The 5426 will be available separately, it was often seen in later years (after diesel headed the Empire State Express) pulling the Mercury out of Chicago.

AC Flyer with all sounds \$399.95

AC Flyer without horn & bell \$349.95

DC high rail or scale \$319.95

Available in real chrome or silver painted.

Queen of Steam *New Low Prices !*

Pennsylvania K4 Pacific steam locomotive.

In 1936 through the services of famous industrial designers, streamlining came to Pennsy passenger service. The elegant 3768 K4 was publicized at the opening of the 1936 Worlds Fair painted in a bronze paint scheme. Later the engine would be painted Brunswick green. Other streamlining treatments were given Pennsy's fleet, but number 3768 set the standard.



K46201



K46202



AC Flyer with all sounds \$379.95

AC Flyer without horn & bell \$319.95

DC high rail or scale \$299.95

USRA 4-6-2 Pacific Locomotives

New Low Prices !



46000 NYC

Now everyone can own a smoking heavy die cast steamer ! We now have a new category of engines which have no electronic sound in the tender (but still have the smoke and chug sound).

AC Flyer with all sounds \$379.95

AC Flyer without horn & bell \$ 319.95

DC high rail or scale \$ 299.95



Santa Fe, 46000 SF



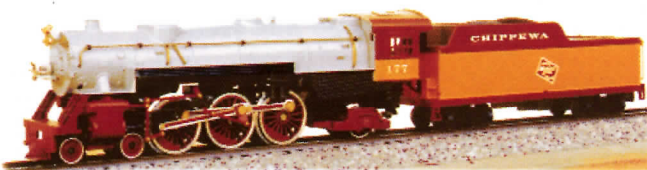
Northern Pacific 46000 NP



Great Northern, 46000 GN



Pennsylvania, 46000 PRR



Milwaukee Road, 46000 MILW



Southern, 46000 SOU



New Haven, 46000 NH



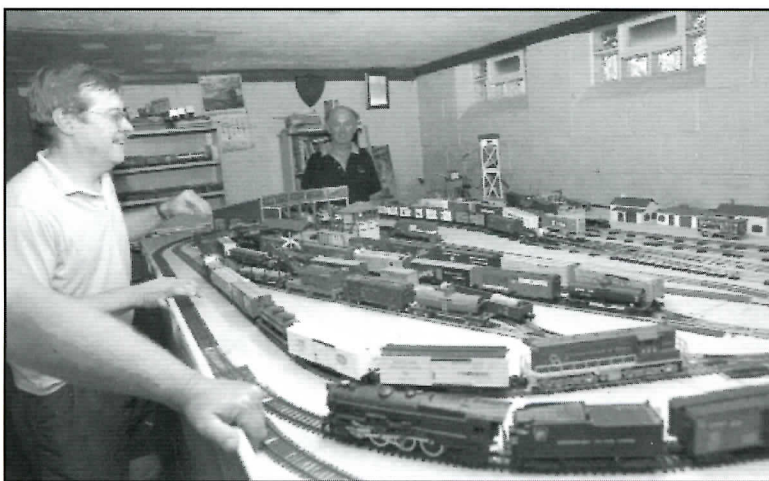
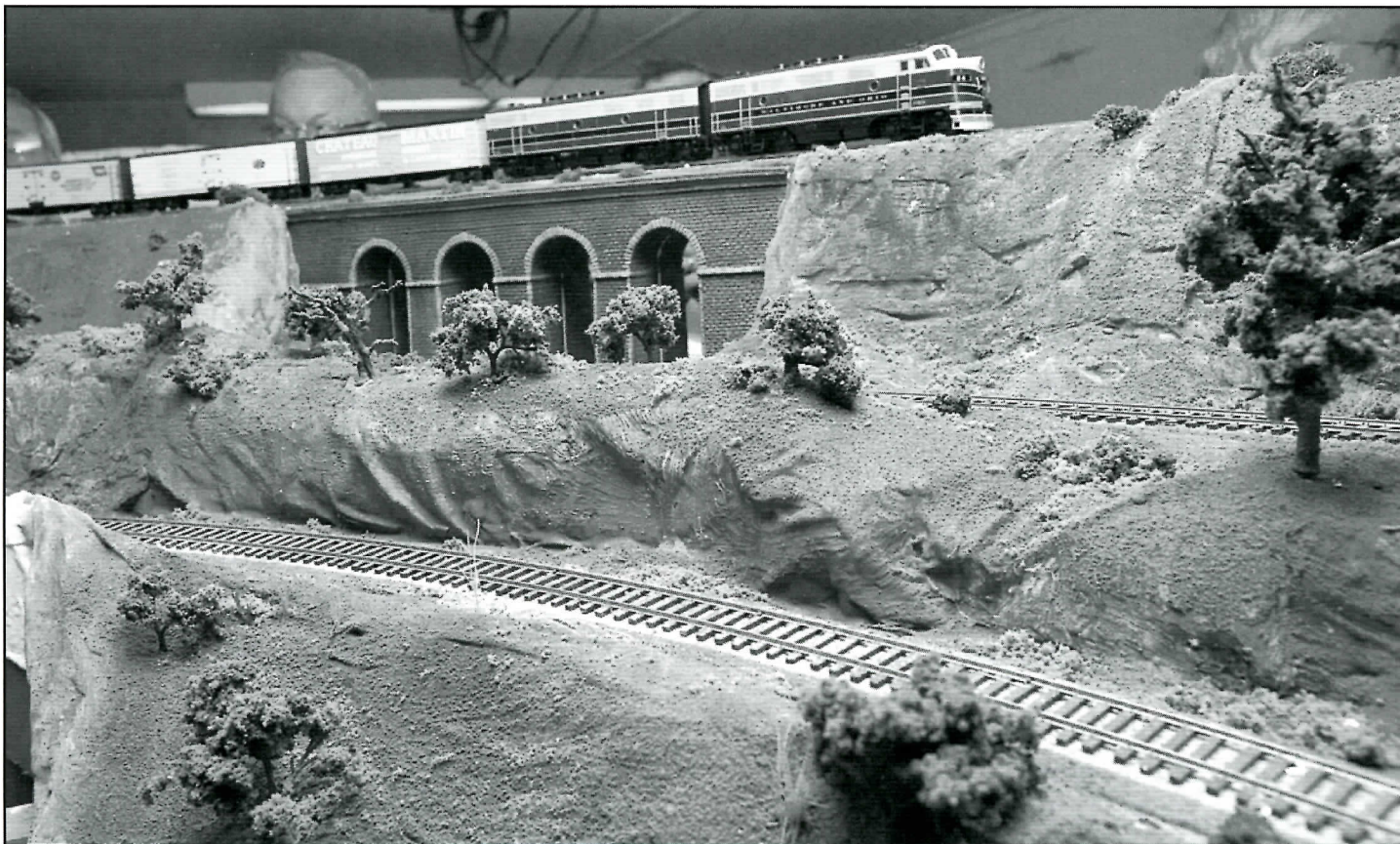
Southern Pacific, 46000 SP

American Models 10087 Colonial Industrial Dr. South Lyon, Mich. 48178 248-437-6800

Web site at www.americanmodels.com

E mail: info@americanmodels.com





Above is a scene on Jack Sudimak's scale layout. Jack was the former owner of the Rex engine line as was his late father, John. Chuck Fonda (left) provided lots of Flyer action on the Thursday night Purple Tour, including a working Gilbert Autorama. On the same tour Josh Seltzer's scale Zanesville and Lake Erie layout was viewed. Both layouts took up most of the owners' basements. And those basements were a welcome relief from the steamy summer heat outside.

Photos by Bob Werre



The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

The 22nd National Narrow Gauge Convention

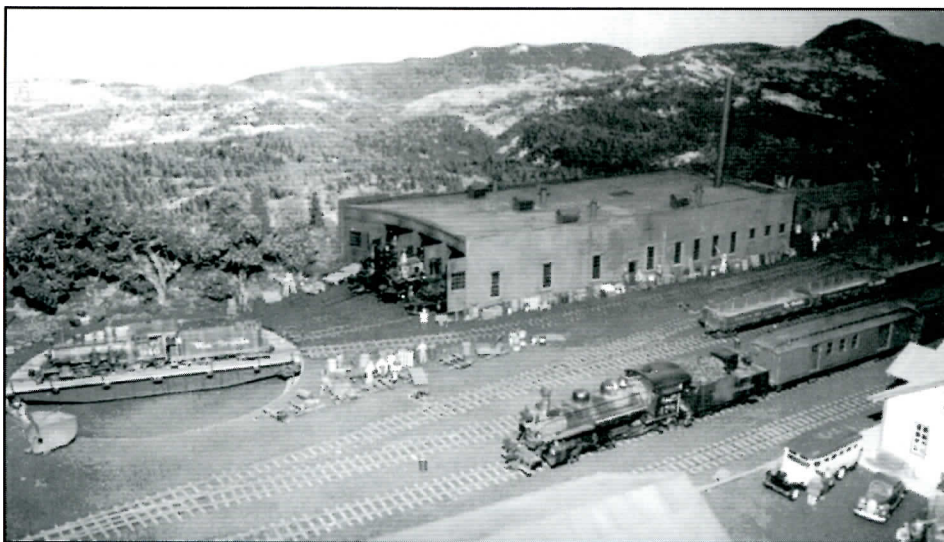
This year, the National Narrow Gauge Convention was held in Providence, Rhode Island from September 4, 2002 through September 7, 2002. This is the first time it was in New England, but it will not be the last.

For those of you who do not know about this convention, it is a get-together for narrow gauge modelers in all scales and gauges. Normally, in mornings and evenings, the manufacturers' area, modular layouts, contest room, and clinics are open. The afternoon is reserved for layout tours and local railfanning. Buses are not used on layout tours; instead the tours are self-guided. Each registrant is given a booklet with maps and directions to each layout and the schedule of layout open times. This way the attendee picks the layouts he wants to see the most and plans his visits accordingly. There is no banquet on

Saturday, but there is a general meeting for award presentations and selecting future convention sites (five years ahead), followed by an auction on Saturday evening. The convention is not associated with any organization, but is organized and run by a group of local modelers, who make bids for a future convention.

The model contest is a popular vote contest. Each registrant receives a ballot and can vote for the models, including the modular layouts, and also for the photographs. As usual, the modeling is excellent and rivals that of any other national convention. Sn3 models won three first place prizes plus several 2nd and 3rd place awards. The first place winners were:

Modular Layout - Silverton Central - A sectional layout with excellent Colorado scenery. Jon Addison from this group gave several scenery clinics.



A scene on Bob Hogan's Sn3 layout. Bob uses poster photographs of actual Colorado scenes. A standard S gauge layout is coming.

Photo by Dave Heine

Maintenance of Way - Jim Booth won this award for his model of RGS Goose #7 as it appeared during the railroad scrapping with the freight/passenger body removed and pulling a trailing flatcar.

Freight Car - Jon Addison won this award with his stock car model.

On Thursday evening, Don Heimburger ran a clinic entitled "Sn3 Today". It was essentially a panel discussion with much audience input. Don had three people on his panel, Don Romberger, Pete Smith, and Bill Banta. Don is an excellent modeler and has had several articles published in the model press. Pete was one of the founders of "The Building and Structure Co.", and is now "retired" to be just a modeler. Bill, of course, is the man behind Banta Modelworks and one of the primary sources of S scale structures. Don will be publishing a detailed report in his Sn3 Modeler magazine. Unfortunately, the clinic was interrupted by a false fire alarm, one of four during the convention.

The majority of the layouts were in neighboring Massachusetts, including George Sellios' Franklin and South Manchester. Some of attendees of the Worcester NASG convention saw this layout at that time. Because of the number of people who wanted to see this layout, visiting times were assigned during two days.

There was only one Sn3 layout to visit, but it was an excellent one by NASG member Bob Hogan. His scenery is excellent, and he uses poster photographs of actual Colorado scenes for his backdrop. He has moved around over the years, and said that parts of his layout have traveled 9000 miles. An earlier version of his layout had an article published on it in *Model Railroader*. He is planning to add a second layout in standard gauge S, with some Sn3, based on the Southern Pacific.



This is a scene on the Silverton Central, a sectional Sn3 layout which proved to be popular with attendees. Photo by Dave Heine

I did not feel too bad that there was only one Sn3 layout, since there was only one On3 layout open, which was very nice also. However, there were three On2 layouts and several HO, O and Gn3 layouts on the tours. The proximity to Maine and their two-foot gauge railroads explains the interest in two-foot narrow gauge.

Among the manufacturers, Sn3 held its own with the other scales, and I learned of some new and expected products. The manufacturers were spread among two rooms, except for PBL, who had a room of their own.

First, what was new from PBL. Because of the distance, Jim and Keren flew to the convention, and Bill and Maryann Peter stayed in California. The Chama portable layout was not there; instead, NASG member Dick Hosmer brought his Sn3 timesaver portable layout from New York and spent much of the convention operating it with one of BPL's sound system and promoting Sn3. They had some of their recent brass models there along with their rolling stock kits and trays of detail parts. PBL is taking reservations for another run of D&RGW and RGS K-27's, so contact them directly if you are interested. They had preproduc-

tion samples of the K-27's at the convention.

B.T.S. is promoting eastern narrow gauge prototypes. They announced that they will be doing an East Tennessee & Western North Carolina 4-6-0 for release in 2003. This is planned to be followed by some ET&WNC rolling stock and structures. In their East Broad Top Sn3 series, the laser-cut cabooses, wood boxcars, and the Saltillo water tank are next. As always, B.T.S. has several other S and Sn3 projects in the works.

Banta Modelworks had a preproduction model of their S false front building sets which includes eight plastic building fronts and two sidewalls. It should be available by October. The also had a preproduction laser-cut model of the Phillips, Maine station, that was

missing a few photo-etched details, but should also be available in October. Bill also has some additional plastic structures in the works in S.

Backwoods Miniatures was there with their etched brass kits. They had a preproduction model of an operating Sn3 A.H.&D. ditcher. It was loading some of their Sn3 side-dump ore cars from a pile of gravel. It will be available in a DCC version and a straight DC version. The straight DC version uses the outriggers for additional power/control pickups. The DCC version will not need that, but the outriggers are needed for stability when operating. The Sn3 version will be available at the Sn3 Symposium in February. They will also mail any other orders while they are in the United State at that time to save on shipping costs. One of these could be a real attraction on a layout.

The 2003 National Narrow Gauge Convention will be in the Denver, Colorado area on September 3 through 6. There will be more information at <http://23rd.nngconvention.com/> if you are interested. The National Narrow Gauge Conventions are good for anyone interested in narrow gauge modeling. As always, write if the mood strikes.

New address:
4161 Chestnut Dr.,
Center Valley, PA 18034
610-797-4075
email: davesn3@enter.net



Close up scene on the Silverton Central Sn3. Dave Heine photo

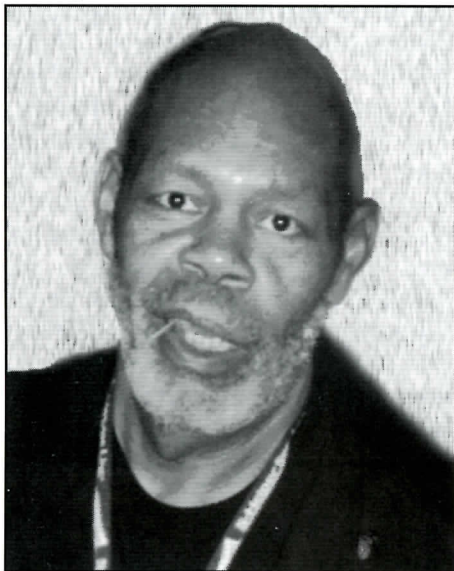
Meet an S Gauger

Hiram Graves

By Bill Fraley

For those of you who go to our National Conventions, this S Gauger is pretty well known. Hiram Graves is a guy with a big friendly smile and is really into S scale model railroading.

Hiram, 61, has always resided in Brooklyn, NY. He attended Pratt Institute for 2 years before starting a 29-year career in Civil Service.



He retired after 27 years as an officer at New York City's Brooklyn Battery Tunnel. You see, he has always loved trains.

"During WWII when metals were not available, my parents purchased wooden pull toy trains at Christmas time. The first train that I could run was a clockwork windup on track. My greatest Christmas was in 1947 when they gave me an American Flyer K-4 312 freight set with a searchlight car. A few others followed. I'm sure that is what increased my love of trains.

I started building HO kits and built a 5' x 12' layout in about 1953, and I continued building in that scale until I came back to S, about 1989

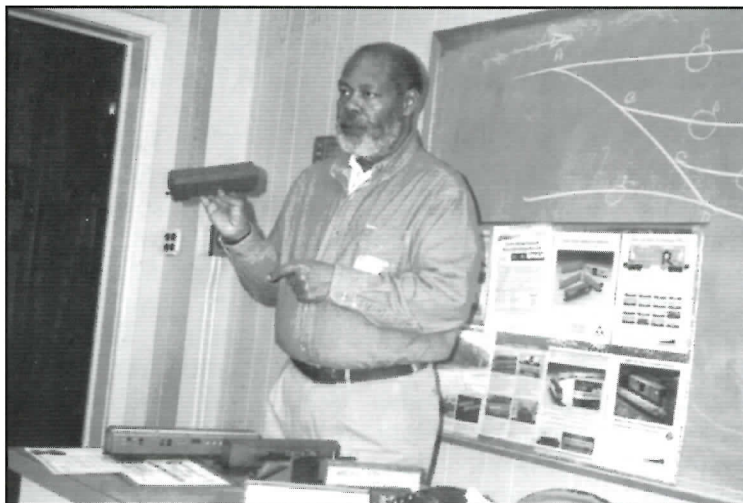
or '90, after seeing what I had evolved into and all the equipment that was at that time available. I attended the NASG/NMRA convention in Pittsburgh in 1990, and I was completely transformed into an 'S Gauger.'

Hiram met Kent Singer about 1980 when he saw an ad for, and then attended, an N M R A regional meet on Long Island. He had taken along a scratchbuilt HO combine (he replicated it in S using the same plans), and he won first place in that contest. Hiram had taken note at that time of all the beautiful models built in S that were entered in the contest.

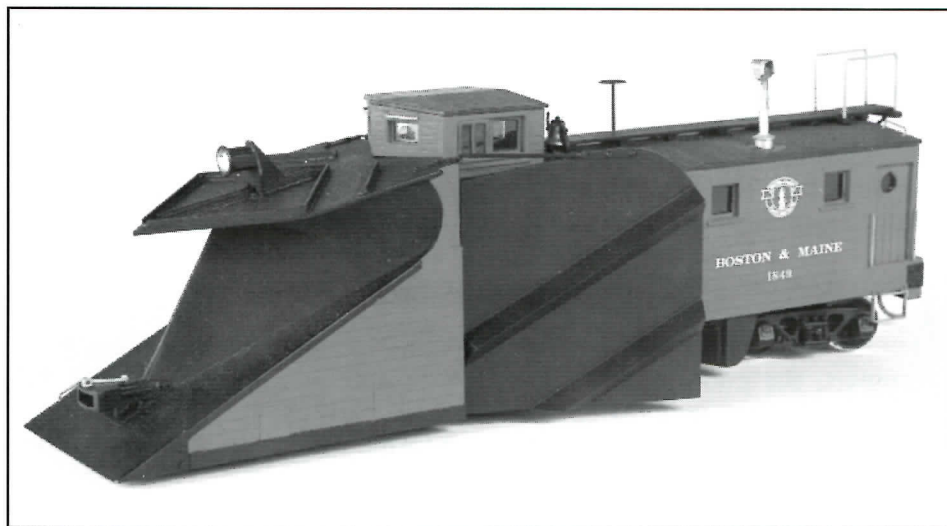
Hiram belongs to the NASG, NMRA, TCA, PRRHTS, Rutland (historical), B&M (historical), the NHRH&TA and the Sunrise Trail Division and the Northeast Region of the NMRA.

Hiram expects that S scale will grow, and with all the new products coming out every week, he sees all S gaugers being much happier in the future.

Hiram gave a clinic on S gauge at a Sunrise Trail Division meet that was very well attended by his model railroading peers. It was accepted very well.



Hiram gives a clinic on S gauge, oops pardon, S scale.



Hiram took 2nd place in the Craftsman category at this year's convention with this B&M snowplow model. Photo by Bob Werre

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gauge Railroaders (BSG)** had their annual picnic at the home of Jerry Rivet, in late June. The club is running a half-page ad in the *S Gaugian* magazine to advertise their club cars. The group brought their layout to the All Gauge Train Show held in the Yale field house, New Haven, CT. on Aug. 18. Member John Koraczuk held the Sept. meeting of the club. Elections for officers were held at the June meeting, and the present officers all agreed to serve for another term. Tom Robichaud is president of the club.

The **Conn. S Gaugers (CSG)**. On July 20, President Bill Fuhrman hosted the **CSG** at his home, in Bethlehem, CT. Bill has a very fine collection of AF trains and an operating Hi-rail S layout, that was originally constructed by the late Bill Krause. The club was hosted in Sept. by member Bill Mark, and his son, Bill. Both work at their fine S scale layout that operates trains without flaw. Bill models the New York Central RR prototype and has built and entered many models in the NASG model contests held at conventions. The **CSG** recently welcomed new members, Joseph and Andrew Bound, a father/son team that are modeling with S gauge trains. The club plans to set up their modular layout at the Cheshire High School Train Show, on Nov. 24

The **Western N.Y. S Scale Assoc. (WNYSSA)** held a picnic at the home of Gregg Mummert, the coordinator of the group, in August in Cowlesville, N.Y. Gregg set up the club modules in his garage, and those attending enjoyed the operations. The group is considering displaying their layout at the TTOS Train Show in late October, at the

McKinley Park Inn, Hamburg, N.Y. The club held a meeting at "The Lodge", a trackside restaurant in Elma, N.Y., on Sept. 28 where those attending had lunch. New member Art Shinaman of Niagara Falls, N.Y. was welcomed recently by the club. Harry & Norine Morath will hold the October meeting of the club at their home while Ron and Ginny Kemp are scheduled to host for the November meeting. The **WNYS-SA** is planning to attend the Train Display, Pendleton Historical Society, Lockport, N.Y. on Dec. 6, 7, & 8. and on Dec. 13, 14, & 15.

The **Lehigh Valley S Gaugers (LVSG)** held their Summer picnic at the Strasburg RR. in PA. in August. The members had such a good time that they voted to hold next year's picnic at the same place. The club recently welcomed new member Frankly Hart into their organization. Barry Mertz held the April meeting at his home, and members attending enjoyed operations on the host's layout. Barry has adopted the method devised by longtime member and experienced S modeler Frank Titman which involves the use of model RR barges supported on caster wheels which can be rolled around at will and store the many freight cars that most all operating model railroaders accumulate. Space on the layout need not be provided to store the freight car roster, but the cars are readily available for operation as desired.

Many of the **LVSG** members have S-oriented businesses, and the newsletter of the group includes information on the various products so offered. These include Lehigh Valley Models (Frank Titman), Del-Air Products (Gregg Spence), S Scale Loco & Supply (Fred and Dolores Rouse), and

Penn. Heritage Models (Tom Doherty). Club member Dave Heine won first place in the 2002 **LVSG Secret Projects** program for his BTS Saw Mill. Frank Titman won second for his LVM Mack Truck factory.

The **South Jersey S Gaugers (SJSG)** has had a change in the editorship of their newsletter *The Waybill*. Member Joe Sullivan is the new editor, replacing Ed Claypoole, the secretary of the club. Members of the club planned to attend the Central Jersey Sclalers Fall Get Together held on Sept. 28 in South Amboy, N.J. This is an annual event where modules are set up and the attending S dealers can have a table to display and sell their wares. Hank Worrell is President; Mike McConnell, V.P.; Joe Balcer, Treasurer; and Larry Gawlinski, Ass't. Treas. On a sad note, Dan DeSantis ex-President and active member of the **SJSG** relocated to the Williamsburg, VA. area in August. Dan was very active in supporting the club and activities, including design, development, and construction of the new club layout (still underway). Dan will be missed by the club members.

The **North Penn S Gaugers (NPSG)** had their annual picnic at the home of Glenn Ritter in Kulpsville, PA. on Aug. 17. The club held elections in late Spring and the following were elected: Jerry Miklos, Pres.; Alex Larkin, V. Pres.; Glenn Ritter, Corres. Sec'ty.; and Barry Simpson, Treasurer. The club is seeking to locate a suitable space where they can set up and work on their modules on a full time basis. Phil and Linda Williams had the Sept. meeting of the club at their home. The **NPSG** plan to set up and display their layout at the Grace Bible Church Train Show on Dec. 7-8, and the Greenberg Train Show on Dec. 14-15.

The **Baltimore Area AF Club (BAAFC)** plan to have a field

trip arranged by member Jim McMorro for Oct. 5. Three S gauge, one O gauge, and one OO gauge layout will be included in the trip. The **BAAFC** had its beginnings when Tom Davis made the switch from O gauge to S gauge. Tom was a member of the Tinplate Trackers, an O gauge club based in the Baltimore area. Tom hosted the first meeting of the club at his home after running an ad in the *S Gaugian* magazine. Ron Kolb, Tom and another person attended the first meeting of the club, and the "other" person has never come to any more activities that the club has held. Tom drafted the first standards for their layout, and the club has operated their layout at every TTOS meet held in Annapolis (now Earleigh Heights) for the past ten years. Membership in the club grew steadily with 27 members in the early period, 85 members in 1999, and 125 members today. On Oct. 13, the club plans to display their layout at the TTOS Meet in Earleigh Heights, MD. and on Nov. 9 at the Veteran's Hospital. David Avedesian will host the club meeting in November.

The Atlantic Coast S Gaugers (ACSG) includes several divisions, including the **Virginia Central, Washington & Old Dominion, Carolinas, Tidewater, and Delaware**. Wayne Beachy edits a newsletter which includes news from the various divisions entitled *The Champion*. The first electronic edition of the newsletter came out recently with input from the newsletter contacts from the various divisions.

The Virginia Central Div. (VCD) voted to meet bi-monthly during the fall, 2002 through the Spring, 2003 and not have meetings in the Summer. Member Sam Williamson hosted the club for their meeting in September. The club is considering use of the American Models C & O TOFC car as a club car, but the car is yet to be produced. Wayne Beachy

entered an AF fire train at the recent NASG Convention in Cleveland, OH. The train included a water tank car with a control button that operates an electronic siren and won first in the HiRail Imagineering category.

The Carolinas Division (CD) plans to display their layout at the Neuse River Valley Model RR Club show on Nov. 16-17, in Raleigh.

The Wash. & Old Dominion (WOD) division held a meeting at the home of member John Rodgers. The club displayed their layout at the Chantilly Greenberg Show on August 17-18.

The Tidewater Div. (TD) is building new modules for their layout and preparing for their second train show display. The new layout sections were operated for the first time at the GATS Train show in Richmond, VA. last Summer and also at the Tidewater Model Train Show & Sale held on Sept. 14/15 at the Virginia Beach Pavilion. The **TD** is hoping to display their layout at the new GATS show in Nov., 2003.

The Delaware Div. (DD) is the newest part of the ACSG organization, and is being coordinated by Bill Mixon and John Beck. Chris Johnson of the WOD has recently moved to the area of the DD and hopefully will become active with that group.

The Suncoast AF Enthusiasts (SAFE) are planning to display their 16' x 20' layout at the GATS show to be held in early December. The club is planning for their own show to be held on Dec. 7, at the Knights of Columbus Hall, Pinellas Park, FL. Anna Spinella is Secretary and editor of the club newsletters. She had help from members Gene Vrooman and John Phipps who assembled and took notes at the meetings to provide information for the July Issue of *The Flyer*. Member Dennis

McDonald held the Sept. meeting of the Club at his home in Tampa. Joe and Anna Spinella are planning to host the club for their meeting in early October.

The Southeastern Michigan S Gaugers (SMSG) held their annual picnic at the Crossroad Village and Huckleberry RR. **SMSG** set up their S layout and operated for visitors at the Railfan Days program. Members attending and helping with the operations enjoyed a free trip on the Huckleberry RR steam train, and a bar-b-que afterwards. Dale Baker coordinated the event with the Huckleberry RR. Jan Burdzinski is planning to have the October meeting at his home in Rochester, MI. The Club is planning to display their modular layout at the Lansing Model RR Club Show at the MSU Campus in November. Jerry Poniatowski is Sect'y. of the **SMSG** and edits the club newsletters. Gaylord Gill is Pres.; Joel DeWitt, Treasurer; and Dale Baker and Sig Fleischmann are Members-at-Large on the **SMSG** Board of Directors.

The Northern Ohio S Gaugers (NOSG) had a special edition of their newsletter in the Spring which was to congratulate George and Steffi on their upcoming wedding. In a second Special Edition of the club newsletter, Gary Ippolito and his bride Lilia were featured on the cover. There has been some good fun kidding going along in the **NOSG** social circuit, with two weddings in a short time span. Gary Ippolito wrote an interesting article on the Russian subway system in Moscow which was presented in a recent newsletter issue. Gary also wrote an excellent article on the construction on an S scale 'Big John' hopper car using two spliced American Models PS-2 smaller hopper cars. The article appeared in the Sept./Oct. issue of the *S Gaugian* magazine.

The Cuyahoga Valley S Gaugers (CVSG) organized and sponsored the NASG convention this Summer. The convention was the highlight of the S gauge season, and after barely completing clean-up of the event, the Club sponsored their 19th annual All Gauge Train Show held on August 25, at the UAW Hall, Parma, OH. The CVSG has decided to have a special Burning River box car made for those members of the Club that worked on the NASG Convention. This will be a limited distribution car for those who actively worked on the convention this Summer. On October 5/6, the Club set up all three of their layouts at the NMRA Division 4 Train Show, held at the Cuyahoga County Fairgrounds. The Club is considering an alternate to the Cuyahoga Valley Train ride for their annual Christmas party, as this ride was done at the NASG Convention this Summer. Josh Seltzer edits the Club newsletter, and Lee McCarty is the president.

Dennis and Brenda Lavender held the Sept. meeting of the **Central Ohio S Gaugers (COSG)** at their Western Star Rail Co.(1:1 Train Parts & Repair Shop, Newark, OH.). Election of officers was held, but the results were not available to the writer at the press time. Included in the Western Star Rail Co. offices and shop building is a large AF layout with lots of buildings and accessories. Member Jerry Richie is hosting and coordinating the October meeting of the **COSG** to be held at the Marion Union Station. Rob and Lynn Berridge will have the Nov. Club meeting at their home in Hilliard, OH.

Monty Kaufman of the **Northern Division of the COSG** set up a special private tour of the Stanley RR yard near Toledo, OH. All members of the Club were invited to the tour which was kicked off with a gathering at Noon to have burgers, hotdogs, potato salad, dessert, and drinks at Monty's

home prior to the tour.

The Chicagoland Assoc. of S Gaugers (CASG) recently lost a well-known former member, Ken Hein, of Munster, IN., Ken had a large AF collection, featured in the *S Gaugian*, which was sold at auction several years ago.

The **CASG** is busy planning and preparing for the Fall S Fest-2002 (27th Annual) held at the Tinley Park Convention Center & Holiday Inn Select, IL. on Oct. 11-13. L. Andrew Jugle is chairman of the event, which included a model contest, clinics, trading tables, banquet, auction, and layout tours a Great American Train Show, and other events. The scheduled speaker at the banquet was Mr. Bruce Watson, author of a new Viking-Penguin book entitled, *The Man Who Changed How Boys and Toys Were Made*. The event was hosted by the **CASG** in cooperation with other clubs including the AFSGLA, BASG, and SLSG. Joe Taylor and Will Holt coordinated the registration for the event.

The Badgerland S Gaugers (BSG) held their Sept. meeting at the home of Dave Smukowski, in West Bend, WI. Jeff Madden gave a report on the upcoming 2003 NASG convention, to be sponsored by the Club at the Olympia Resort on July 9-13, 2003. Member Don Goeke has been researching the possibilities for a convention car. The **BSG** Train Trade Shows will be held on Oct. 27, Nov. 24, and Dec. 22. The club welcomed Cal Krasonya from Plymouth, WI. as a new member to the club. The Club planned to set up and operate their layout at several train show events, including Mad City and Chocolate Fest. Ron Schlicht edits the Club newsletter, Dave Smukowski is Pres.; Jeff Madden, V.P.; and Jeff Young, Treasurer.

The AF S Gaugers of the St. Louis Area (AFSGSLA): Steve LaFata is scheduled to host

the October Club meeting in Fenton, MO. Steve has been working on the layout with other Club members, stored at the Famous-Barr warehouse, preparing the layout for the forthcoming Christmas season display. **AFSGSLA** coordinator Moe Berk and Barry Dolan are coordinating the set up and display of the club sectional layout at the History Museum, near Forest Park, St. Louis. This will be a first time one-day showing of the layout, which will be stored at the home of member Gary Brandenburger, Florissant, MO. after the show. Gary will hold the November meeting of the club at his home.

The annual display of the S gauge layout at the Famous-Barr Department Store is a major effort, which the **AFSGSLA** has undertaken for some years time. Scenery was installed or modified from last years display, in August and installation of the layout at the department store window is scheduled for Nov. 16. The layout must be tested and operational on a daily basis, which is no simple responsibility. On Sat. Dec. 28, the layout will be removed from the window of the store. The **AFSGSLA** is hosting the 2003 Fall S Fest, which will be held on Oct. 30, 31, & Nov. 1, 2003. The event will be held at the Westport, MO. Holiday Inn, the same location as the event in 1999.

The S Train Rail is the newsletter of the **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)** which is planning a club S car to celebrate their anniversary. Bud Chadburne had the July meeting of the group at his home in St. Maries, ID. A party/picnic was held and the host provided the makings. The Club is celebrating their 35th anniversary with dinner at the Old Country Buffet in Spokane, WA. on Sat., Sept. 21. Jon Kettner coordinated the event. Jon will host the regular Club meeting at his home in Spokane, WA. on Nov. 24.

The Rocky Mountain Hi-Railers (RMHR) held their Summer picnic on August 10 at the Owens Park, Boise, ID. The Club furnished hamburgers and hot-dogs, and members brought side dishes, beans, chips, relish, desserts, and beverages. On the same day at 8:30 in the morning, the members met to complete work on their layout, the Lookout Junction, in preparation for the upcoming Idaho Rails Train Show, held at the Vendome Convention Center in Weiser, ID. Karen Blackburn made skirting for the layout because there was an area which was skirt-less after the incorporation of the roundhouse and turntable. Member Greg Lewer repaired the Model 18B transformer which is used to power the track on the layout. Member Rich Ledyard hosted the **RMHR** for their October meeting, at his home in Boise, ID. Rich has an operating layout and AF train collection that was enjoyed by those attending.

The Golden Spike AF Club (GSAFC) met at the home of Gene Dovenbarger in Roy, UT. for their September Club meeting. A recent issue of the club newsletter included an article with step-by-step color photos on how to improve the operation of the MTH coal loader accessory. A replacement pulley is available from Port Lines Hobby Supply, which supplied the detailed instructions in

the newsletter. The repair is made by replacing the original small diameter brass pulley with a larger diameter pulley. The speed of the bucket operation is increased which results in a cooler clamshell solenoid, and smoother motor operation, according to the article. Al Rawdon edits the Club newsletters, Eddie Strong is President, Richard Meyer, V.P.; and Scott Leonard, Sect'y./Treasurer.

The Bay Area S Scalpers (BASS): A recent issue of the Club newsletter edited by Barney Daehler (the *Bass Waybill*) included an article by Lee Johnson which described several members S scale layouts. Bill McClung in Kersey, CA., has a layout with 130 ft. of hand laid track which he constructed in approx. five months time. The layout will be a point-to-point design. **BASS** member Bill Young in Mt. Shasta City, CA. has a double track mainline layout around the walls of a 9 ft. x 25 ft. room. There are numerous bridges, as before retirement Bill designed and built prototype bridges. Bill is in the process of ordering and delivering vests to be worn by members at show operations. The vests were purchased from a uniform supply, and Joe Visintine has helped with the project. The vests will have a NASG patch sewn on them. The Club is planning to display their modules at the forthcoming S-WEST IV on Oct. 25/26, in Stockton, CA. Member Ed

Loizeaux is coordinating the registration for the event and there will be an S gauge 40 ft. Western Pacific double door box car. The car will be supplied by Pacific Rail Shops, and will be Freight car red with yellow lettering.

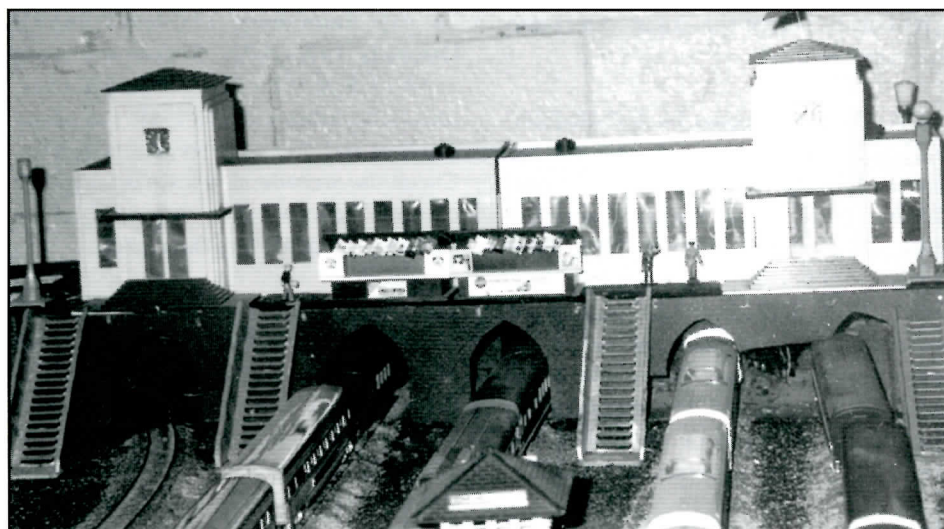
The **BASS** members met at the home of Joe Visintine, in Salinas, CA for their Sept. meeting. Joe has two loops of S track around the living room walls, and an HO layout in a spare bedroom. Joe has agreed to reconstruct the inside of his trailer to accommodate the Club train modules. The modules can be transported to shows in the trailer and stored in the trailer between show dates. The Club members are considering display of the club modules at shows in Carmel, CA. and Danville, CA. Adequate members are needed to support operation of the layout along with set up and take down. Bill Roberts demonstrated the elements of the NASG S-MOD electrical system at the Sept. meeting.

Your column editor wishes to thank those clubs and individuals who submit information on the activities and events that you attend and organize.

Please send newsletters and information for the column to David Pool, 11 Bittersweet Trail, Wilton, CT., 06897-3902. or e-mail at: ndpool@juno.com

Two American Flyer stations are better than one. Chuck Fonda created this overhead passenger depot by combining two depots and adding a viaduct in front.

Photo by Jeff Madden



2002 NASG B.O.T. MEETING

This year's NASG B.O.T. meeting was held on August 1, 2002 at the Holiday Inn Select in Strongsville (Cleveland), Ohio. The meeting was called to order at 12:35pm by President, Roy Hoffman. Present at the meeting were President Roy Hoffman, Executive Vice President John Foley, Secretary Glenn Ritter, Treasurer Michael Shea, Eastern Vice President Bill Fuhrman, Central Vice President Tom Nimelli, Western Vice President Gil Hulin, Lee Johnson (Convention committee), Alan Evans (Freight car committee), Jeff Madden (editor for the *Dispatch*), Jamie Bothwell (Election chairman), Bill Mark (Clearing House) and Richard Karnes (Russell M. Mobley Library).

The meeting opened with the following reports: The Secretary's report was noted as having been printed in the October 2001 *Dispatch*. Bill Fuhrman made a motion to accept the report as published. Seconded by Gil Hulin.

The **Treasurer's report** highlighted unsold cars & buildings on hand at \$20,962.03. These are largely GN Cabooses which have not reached a breakeven point. Net income for last year was \$8,511.10. Glenn Ritter made a motion to accept the report. Seconded by Bill Fuhrman.

Election Committee report by Jamie Bothwell. There was no election this year but the process has been set in motion for next year by a note in the *Dispatch*. Executive Vice President and Secretary plus the regional Vice Presidents are up for election. John Foley and Glenn Ritter are not running again. Bill Fuhrman made a motion to accept the report. Seconded by Mike Shea.

NASG Dispatch report by Jeff Madden. 2001 – 2002 was the 25th year for the *Dispatch*. August 2001, 1670 mailed. October 2001, 1590 mailed. December 2001, 1648 mailed. February 2002, 1900 mailed. April 2002, 1800 mailed. June 2002, 2000 mailed. MI Printing of Millersburg, PA has done well except for some turnaround time. Other publishers have been contacted for comparative costs and they were all more than MI Printing. Quality continues to improve.

Thanks was given to current columnists with praise to Bob Were, who provides photo assistance especially at the convention. American Models continues to be a good advertiser. More advertisers are needed especially since there is one less S magazine with the loss of the *Sn3 Modeler*. Jeff has plenty of articles to print. There may be a slight mailing cost increase as postal prices increase. There was a unanimous consensus that it is an excellent magazine. Bill Fuhrman made a motion to accept the report. Seconded by Michael Shea.

Clearing House Committee report was given by Bill Mark. Last year's sales were \$1139.93. Scranton sales last year were fantastic. The committee may need \$600.00/\$650.00 for hats and shirts. Bill Fuhrman made a motion to accept the report. Seconded by Michael Shea.

Freight Car Committee report by Alan Evans. This years project is an Armco Steel Building kit. A manufacturer had approached the committee to do this building. After last years Front Runner disaster it was decided to pursue a building. As of July, 107 had been shipped. John Foley has bagged each building. The buildings sell for \$20. We need to sell 346 buildings over the next year to break even. There will be a review of this building in an upcoming magazine. There are many details available from other manufacturers for this building. Bill Fuhrman made a motion to accept the report. Seconded by Gil Hulin.

Russell M. Mobley Library report by Richard Karnes. This is a new committee. Richard outlined all the materials available including back issues of 3/16 "*S*"cale *Railroading* 1989-1992, NASG *Dispatch* 1978-2002, *S Gauge Herald* 1960-1978 & 1986-1987, *S Gaugian* various issues from 1966 to 1999, etc. Many catalogs and drawings are also available. Check the website at www.nasg.org then click on "Library", then click on "Mobley Library". Donors were then listed.

The library had a start up budget of \$1,000 and may not need any more funds as items are paid for as borrowed. The library should be for paper and literature. Models for a museum should not be accepted. Bill Fuhrman made a motion that models will not be part of the library

function. Seconded by Michael Shea. There is only one S gauge periodical and it should be current in the library. John Foley made a motion to buy back issues of the *S Gaugian* using money from the start up budget. Seconded by Glenn Ritter. The S Gaugian has not offered new issues to the library, therefore the NASG should purchase a subscription each year for the library. Richard stated that he didn't know how to account for printer ink, because he uses it for personal purposes as well as for the Library. However the printing charge should yield enough return to defray library-related printer-ink costs. Some donors have asked for tax-deductible receipts for donations. The NASG is a social club and not a non-profit organization for tax purposes thus donors can't be given a tax-deductible receipt. Bill Fuhrman made a motion to accept the report. Seconded by Gil Hulin.

Convention Committee report by Lee Johnson. 2001: Last years convention at Scranton was a tremendous success and one of the best NASG conventions thanks to Bill Fuhrman and John Foley. Over 611 people attended the convention and open house. The convention car was a sell-out. The Connecticut S Gaugers are to be commended for hosting the convention. The Lehigh Valley S Gaugers provided great support by hosting the home layout tours. Also, the Cuyahoga Valley S Gaugers, North Penn S Gaugers, Neshaminy Valley American Flyer Club, Bristol S Gaugers and Tom Robinson had operating layouts and are to be commended for the extra effort they put forth to support the convention. 2002:

The Cuyahoga Valley S Gauge Association is hosting the 2002 Lakeshore Limited III Convention this year from July 31st to August 4th. There are 12 home layout tours as well as a Trolley Museum and Live Steam tour. Over 300 are attending the 2002 convention. Next year will be the first year the new handbook can be used. **2003:** The Badgerland S Gaugers have submitted a proposal for Oconomowoc (Milwaukee), Wisconsin on July 9-13, 2003. This will be a traditional NASG convention with dealer's tables and tours. **2004:** 2004 could be in Seattle, Washington as a back to back with the NMRA but no proposal has been put together to date. A chairman is needed for each convention and no

chairman has stepped forward. 2005:

A proposal has been received for **2005** in Altoona, Pa sponsored by the Alto Model Train Museum Association, Inc. This is still being reviewed. **2006:** The NMRA Convention and National Train Show will be in Philadelphia in 2006 if some local clubs can put together a proposal. In essence all NASG Conventions from 2004 and on are open. Insurance policies for each convention should be considered. To date local clubs have carried the insurance. There is a sample policy available for conventions. The NMRA has a policy and should be contacted for their experience. The NASG does not have a policy. The NASG BOT approved the convention handbook that was submitted in July 2001. A special thanks to Richard Karnes for his help in creating the handbook. Bill Fuhrman made a motion to accept the report. Seconded by John Foley.

Membership Committee did not have a formal report but it was noted that 245 memberships had expired on June 30 and we have 120 new members.

Promotions Committee sent in a written report by Co-chairman Tom Robinson. Tom has a portable layout that is displayed at 6 or 7 shows a year in the Southeast. He has eight modules which make up an 5' x 18' layout. Several manufacturers have provided rolling stock such as S-Helper Service, American Models, Terry Putt, etc. He also gives out literature such as This Is S Gauge, The Dispatch and the S-Gaugian. John Foley has also set up ads for the NASG in *Railroad Model Craftsman*, *Model Railroad Planning* and *Classic Toy Trains*. Articles are also written for *Model Railroad News* by Roy Hoffman and the *NMRA Bulletin* by Bill Fraley.

NASG Website director Michael Green is constantly updating to keep current. Trainweb is no longer the host thus we have our own domain at www.NASG.org. We now include the NASG Constitution, By-laws, 1980's History by Bob Jackson, Russell M. Mobley Library and many other features such as the building kits.

American Flyer Car report sent in by Doug Peck. The 2002 NASG AF Commemorative car was decided to be a

Cook Paint & Varnish Company triple-dome tank-car. As of July 8th, Doug had have received 396 orders totaling 567 cars. In addition, those orders also included sales of 41 PFEX reefers and 21 GN cabooses. 750 Cook Paint tank-cars will cost NASG \$36.50 per car, or \$27,375 plus freight. Current sales of the car have brought in \$28,350, so we have already covered the wholesale cost. In general Doug is very pleased with the sales of the 2002 car. He intends to repeat the ad insert in the next *DISPATCH*.

Inventory of prior cars is: PFEX reefers (\$45), 30; Ann Arbor RR hoppers (\$45), 28; LVRR hoppers (\$45), 2; Magnolia tank-cars (\$50), 14; GN cabooses (\$45), 352. With the agreement of the BOT, NASG has terminated the insurance policy on the car inventory, which Doug had stored here. With the diminishing inventory, it did not seem appropriate to be spending over \$1000 per year for that policy. It is also Doug's understanding that the new full-page group ad in CTT will include an NASG offer for the GN caboose. This should promote it's sale to a much wider audience than is probably already aware of it. For 2003, Doug expects to make a proposal to the BOT later this fall. He will probably suggest four or five different possibilities from which the BOT may make a decision.

Contest Committee had no report.

Engineering Standards and Realignment Committee printed report by Randy Wilson was published in last August's *Dispatch*.

There was discussion about forming a Structure Committee in addition to the Freight Car Committee. The new three story warehouse structure was presented by Gil Hulin. Jerry Porter had left messages for Gil that the components are in production. The brick castings are being

shipped to the convention. There are windows, brickwork, concrete frame and the roof. This may be available in September, 2002 and advertised in December. 300 will be in the first run.

Old Business:

Convention thefts have occurred in the past and should have been reported to the police but were not. If a member is caught stealing he will be reviewed by the BOT.

New Business:

The NASG layout can be driven to the NMRA convention in Toronto, July 2003. Sales of NASG products in Canada are difficult and displaying products was discussed with no sales. Manufacturers can ship to our booth at the Toronto convention. 3 booths cost \$930 and would measure 10' x 10' x 3'. This would be 4 days after our NASG convention in Wisconsin. Several members felt we can give out literature but not pay for displaying products. John Foley will do more research.

The 2002-2003 Budget was presented. Total income could be \$49,104 and expenses could be \$47,208 for a profit of \$1,896. These numbers are tentative and will be refined.

Motion to adjourn was made by Bill Fuhrman at 3:52pm and seconded by John Foley.

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Website and email were incorrect in Directory. Sorry.

2002 NASG GENERAL MEETING

This year's NASG General meeting was held on August 4, 2002 at the Holiday Inn Select in Strongsville (Cleveland), Ohio. The meeting was called to order at 10:04am by President, Roy Hoffman. Present at the meeting were President Roy Hoffman, Executive Vice President John Foley, Secretary Glenn Ritter, Treasurer Michael Shea, Eastern Vice President Bill Fuhrman, Central Vice President Tom Nimelli and Western Vice President Gil Hulin. 15 members were also in attendance.

The **Secretary's report** was noted as having been printed in the October 2001 Dispatch. Jamie Bothwell made a motion to accept the report as published. Seconded by Matt Lacko.

The **Treasurer's report** was cited as having \$112,246.59 assets and equity. Income was \$107,791.04 and expenses were \$99,279.94. Some of the assets are the unsold GN Cabooses.

The **Convention report** was outlined. The Badgerland S Gaugers have submitted a proposal for Oconomowoc (Milwaukee), Wisconsin on July 9-13, 2003. 2004 could be in Seattle, Washington as a back to back with the NMRA. Gil Hulin is trying to put together a proposal for the 2004 Seattle convention. A proposal has been received for the 2005 convention in Altoona, Pa sponsored by the Alto Model Train Museum Association, Inc. Conventions from 2004 on are still open for other proposals. Roy mentioned that there were some revisions to the Convention Handbook.

Josh Seltzer commented that this was the first year the convention handbook was available as a guide for running a convention. Some areas need more detail such as where more volunteer help is needed. Also convention cars should be elaborated on as it is unwise to order more than 300 cars and then not be able to sell them all. Ordering 300 cars cost \$7,500 and a club would have to put up more funds to order more cars. A mistake in these areas could wipe out any convention profit. Lee Johnson pointed out that the cars don't have to be paid for up front. Josh said that the cars have to be paid for by May of the

Convention year. Lee said that 306 cars were sold out at the Scranton convention last year. Josh then pointed out that running a convention involves about \$45,000 in expenses. 369 name tags were made for the Cleveland convention, which includes some family members. It was then discussed if the NASG could advance more money to a club to help set up a convention. Josh also suggested reaching out to non NASG members to attend the convention which he did. Insurance can cost about \$560 for the week for a \$1,000,000 policy. The hotel and bus companies carry their own insurance. The Cuyahoga Valley S Gauge Association is incorporated which protects officers from liability.

Roy then mentioned the new **Russell Mobley Library**. Richard Karnes has done a great job. Check it out on the NASG website at: www.NASG.org. The NASG is a multi-cultural organization. Most of the articles which have been loaned went to scale modelers. The library has material for all S gaugers and more hi-railers need to take advantage of this resource.

Jamie Bothwell of the Election Committee noted that all members should be willing to run for an office. Executive Vice President and Secretary plus the regional Vice Presidents are up for election.

Roy spoke with Jim Whipple of the contest committee and received a report from him. Jim had been Contest Committee chairman for ten years. He had understood that there would be a co-chairman as he is not always able to make conventions. We need a volunteer to work with Jim and help cover conventions. Prior convention results should be compiled for a permanent record. The librarian offered to go through back Dispatches and form a record. Josh suggested a monetary gift for best in show award. Jamie suggested a year membership for best in each category. If a monetary prize is made available for each category then a winner in amateur would have to move up to next category. If a convention has a special theme then there will be a category for that theme in scale and hi-rail.

Clearing House is in pretty good shape with materials on hand.

Jeff Madden mentioned that the NASG **Dispatch** is going well and asked for comments. Josh asked if there would be guidelines for advertising future conventions. Lee said there would be a set number of inserts paid for by the NASG. Jeff mentioned that articles can be published as part of the magazine. Jeff was applauded for his work as editor.

Alan Evans of the **Freight Car Committee**

stated that we have 700 Armco Steel Building kits to sell. We own the building molds. A clarification was asked as to why there are two buildings and why these were chosen. It was noted by the Board that the manufacturers approached us, we did not solicit the buildings. There is a need for commercial and industrial buildings. American Model Builders make laser cut buildings in HO and they could be approached to make larger buildings in S. AMB said they need to have a guarantee of 50 building. If the NASG wants certain buildings made then we would have to ask every manufacturer to submit a proposal. If a member wants a certain building then he should contact the manufacturer directly and then put an article about it in the Dispatch. Much discussion ensued.

The warehouse building should be in the hands of the NASG by October or November with advertising in the December Dispatch. It is a concrete frame building with brick panels and factory type windows with some opening sections. The brick panel samples were available at this meeting. 300 to 350 kits will be available. A ball park price would be \$40 to \$50 for the 3 story building. It was also suggested that we could have a category in the convention contests for models of NASG structures.

The **website** is very well set up and kept up to date by Michael Green. Michael stated that there are limitations using a free server and suggested going with a web hosting service. Alan Evans made a motion to go with a web hosting service. Seconded by Richard Karnes and approved by those present.

The Engineering Committee standards are going through the lengthy review process by the NMRA and are close to publication in the NMRA Bulletin. Several ques-

tioned how close we are to NMRA approval so Roy said he would contact Al Pollick the NMRA president.

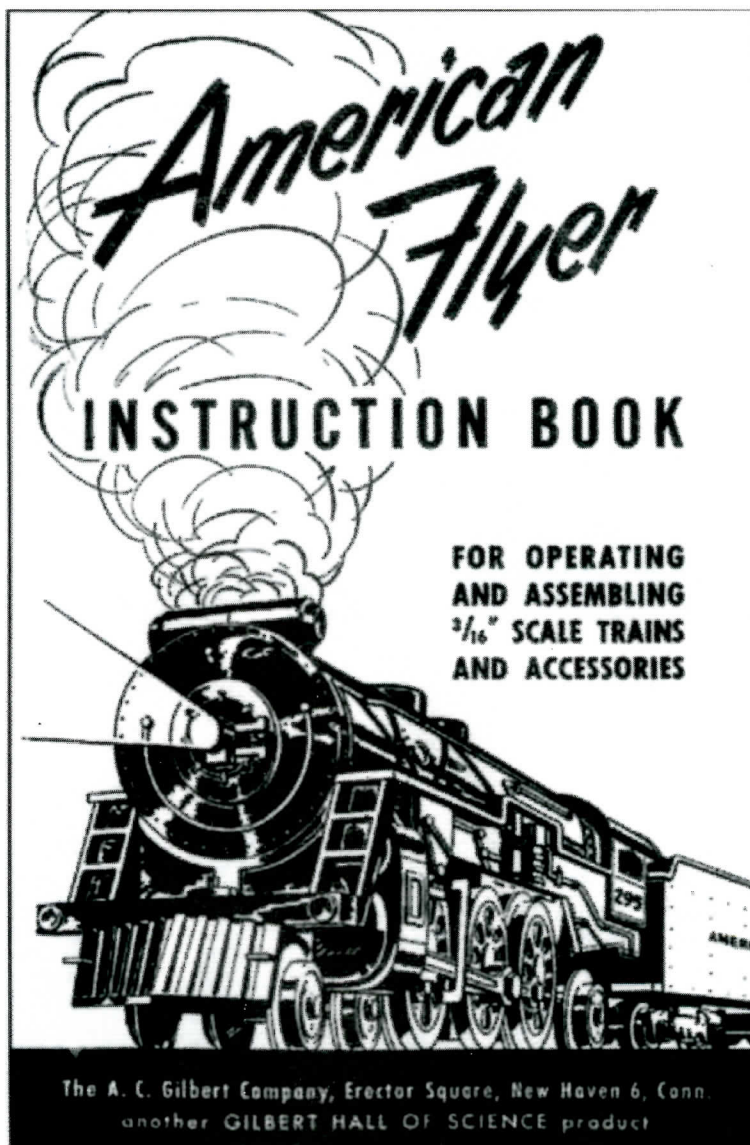
We are now promoting the NASG and S gauge manufacturers in *Railroad Model Craftsman* and *Classic Toy Trains*. John Foley had the NASG booth at the NMRA Train Show in Florida. We have updated the "This Is S Gauge" brochure. Roy Hoffman writes and article called S Curves for the *Model Railroad News*. Bill Fraley is writing articles for the NMRA Bulletin. Terry Harrison is going to take over the ads in publications. We are discussing how to promote the NASG at the NMRA Train Show in Toronto next year. We have also been working on being recognized by the "Worlds Greatest Hobby" promotion and Roy is registered as a speaker but has not been requested to speak as yet. We are mentioned in the WGH literature. Tom Robinson was awarded the Bernie Thomas Award for promoting the NASG in the Southeast in the past. Paul Yorke was given the award this year for his S-Trains community email site. S Helper and American Models give us great literature.

It was mentioned that the K-Line "Big Boy" is close to S scale and could be made S by a wheelset change. The suggestion was made that we approach other manufacturers to make S products. Some of these areas are already in the works.

The **S-Mod Standards** are part of the Standards committee. Many clubs now build to these standards and could be linked up at a convention. Someone would be needed to coordinate such a venture.

There is an "O" scale magazine in the works and John Foley is working to get it to be an "O", "S" Scale magazine.

Motion to adjourn was made by Richard Karnes at 11:53am.



You've seen this 1952 publication for for more, now buy it for less. \$3.80 plus \$1 shipping.

Make checks payable to "NASG Inc."

Russell M. Mobley Memorial Library

Dick Karnes, Librarian

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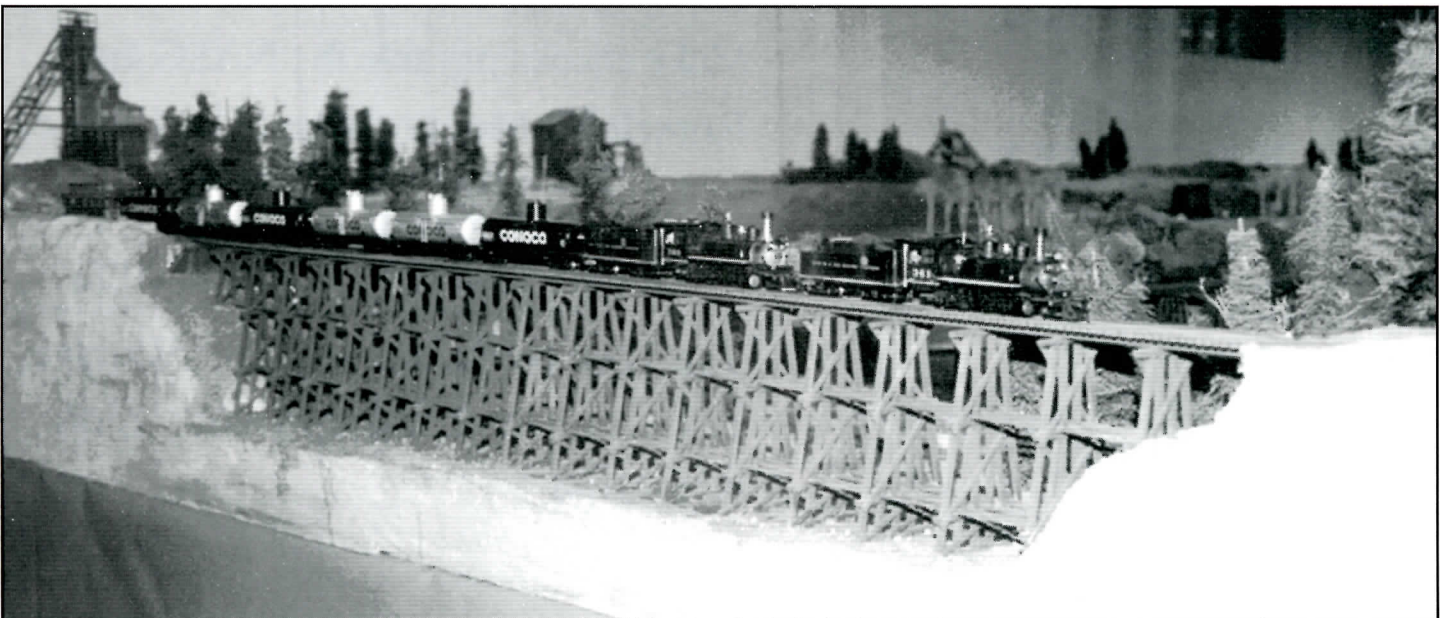
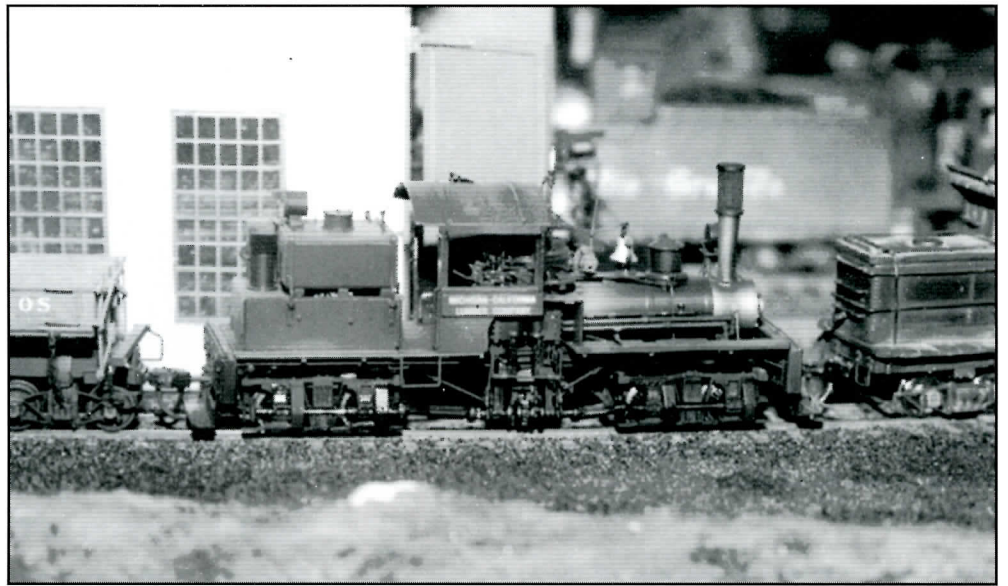
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Thanks to donors: *Tom Hawley, Ted Larson, Chuck Porter, Dale Reynolds*

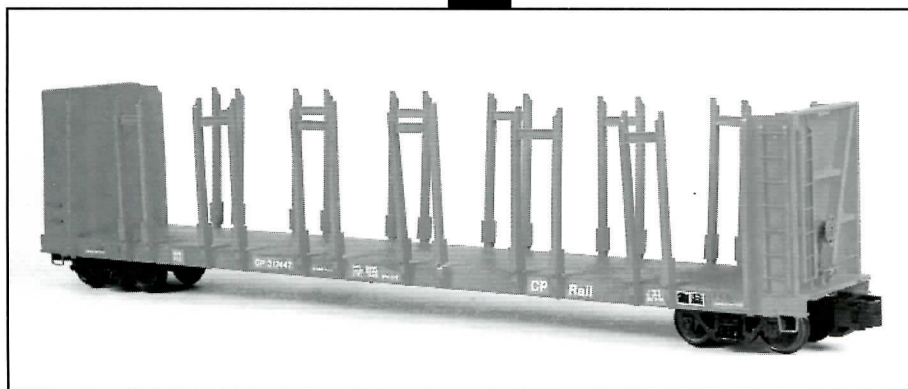
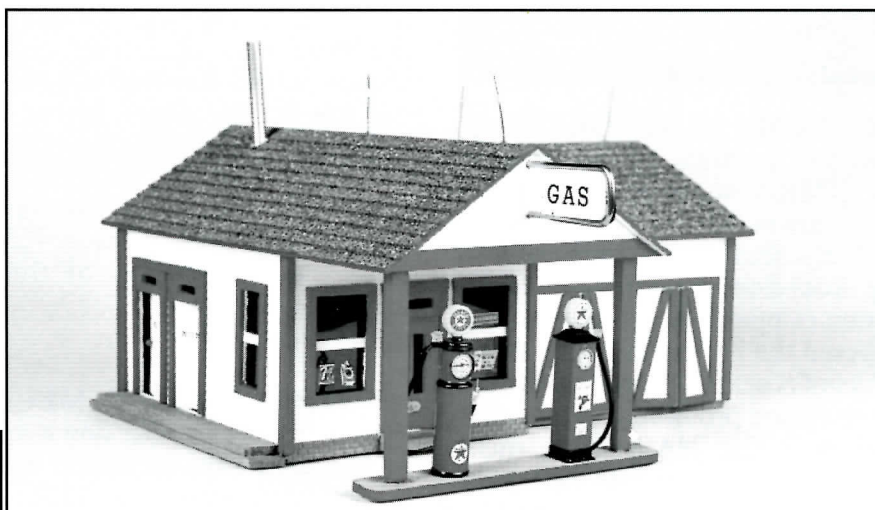


MORE LAYOUTS ON TOUR

Top - One of the layouts on tour was the American Central, a huge basement O scale empire. *Right* - and *bottom* are two photos of John Chelbowski's Sn3 layout. *The top photo is by Jeff Madden. Bottom photos by Dave Heine*



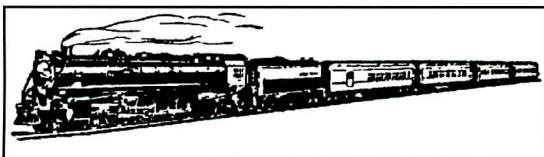
Cleveland contest model entered
by Donna Beyer



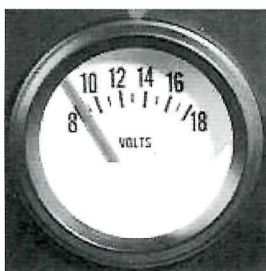
I think this is the car that Tom Davis won 1st place in the hi-rail category for.

Photos by Bob Werre

PORT LINES HOBBIES



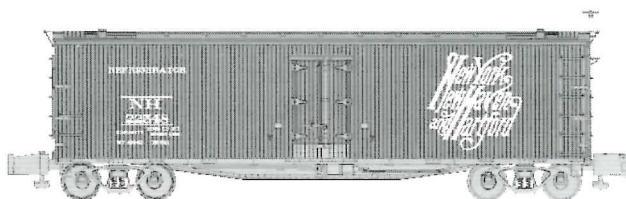
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EXTRA BOARD

S COLUMN IN NEWSLETTER

Another S article has surfaced in an NMRA regional newsletter. Ted Larson had a short article *S (1/64th) Scale, an Introduction* in the Rochester Model Rails publication (Upper New York area). He covered the basic what, where and whys of S scale. It seems more and more we are promoting to the other scalers. The NASG was mentioned, of course, as was the S publications, some major manufacturers, track, vehicles and so on.

RAILFANS BE ADVISED

Some time ago I copied a newspaper article that listed the 10 "deadliest" foods to eat while driving. I thought I'd embellish this a bit regarding our specific hobby as it relates to chasing real trains (which I do a bit). 1. Coffee: At least use a dribble cup with a lid. 2. Hot Soup: A definite no, no. 3. Tacos: Vehicle must not be moving while eating. 4. Chili: Ditto the last. 5. Juicy hamburgers: Hold the mayo. 6. Barbecued food: Only while stopped, and make sure your lens cap is on. 7. Fried chicken: Chicken legs only. 8. Jelly and cream-filled donuts: Donut holes only. 9. Soft drinks: Must have cup holder and lids and straws - cameras will not float in spilled coke and shutters will definitely stick. 10. Chocolate candy: Only when railfanning in below freezing temperatures.

GOLF MIXES WITH S

From Ken Zieska. In today's *Minneapolis Star and Tribune*, PPSSW member Steve Doyle was recognized as a visionary. This vision did not include S scale trains, but rather the creation of a memorial to Payne Stewart on Hazeltine Golf Course, the site of this year's PGA Tournament. Steve is also in a photo accompanying the article, and he received significant TV airtime during the dedication ceremony. For the S scale readers, Steve is currently building

a very nice layout to compliment the numerous craftsman quality models he has constructed over the last few years. Steve's layout is a Syllas Kayle design built to typical PPSSW standards (heavy construction), necessary to safely assure that mammoth River Raisin locos can pull strings of freight cars without a quiver.

- Ken Zieska

ANOTHER RAILFAN MECCA

This is from a member down south in Dixie. I saw an article in the Anderson Independent Mail that talked about a train watching site here in Georgia. The town is called Folkston and is located about 20 miles west of I-95 just above the Florida state line. CSX has two lines that merge just above Folkston which then head down into Florida. According to the article, 70 plus trains go through Folkston every day. The town has even built a train watching platform for the railfans. It has overhead fans, speakers tied into local RR scanners, and lights for night viewing.

- Dan Waskes *Yes, this idea is catching on. For those coming to the NASG convention in 2003 in Wisconsin you can swing through Rochelle, Illinois (just below Rockford near the Wisconsin line) and experience a similar facility with tons of trains. Here a BNSF mainline crosses a UP one at grade.* - ed.

AND YET ANOTHER

On the S-Trains list another train watching site was heralded. This one is an overlook in Cassandra, PA, in the central Pennsylvania area. Here an old iron bridge straddles three NS (Conrail) tracks heading east to west. The best time for photos is mid-morning to early evening. There is a quiet picnic area with tables and shade trees there. From Route 22 in Cresson go south on Route 53 through Lilly and then about 4 miles. As you descend the hill above Cassandra turn right at the Cassandra sign. Enter Cassandra via Portage

Street. At the "T" turn right on Main St. by the Post Office. Go to the end of the street for the overlook. Nearby in Cassandra at D's Quick Stop there are railroad souvenirs available. *Is there a possible NASG convention coming in nearby Altoona?* -ed.

STEEPLECAB ANYONE?

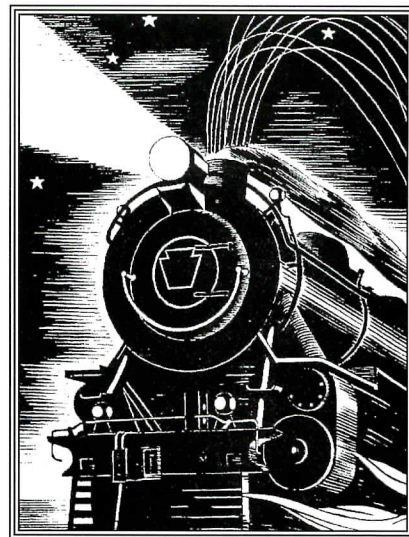
Is there interest in a 44-ton electric steeplecab, built up and RTR? These would be the Hoquat shell over a re-gauged Athearn mechanism. These would be much like mine in the recent *Dispatch* photo (thanks Ed). I'm thinking about building about 10 of the critters. They would be offered at \$350-\$400 each, painted, wired for DC (DCC would be extra). Options would be: AF or scale couplers, Ace hi-rail or scale wheels, pantograph or pole, side frames with or without 3rd rail shoes, DC or DCC (no AC). Paint would be North Shore or Iowa Traction.

- Thorin Marty email at thorin.marty@we-energies.com - he's also in the Directory)

FOR SALE

Overland Models NYC E7A in original box, partially airbrushed (only needs masking, dark gray spray and decals to complete). \$370 includes postage and insurance.

- Dick Karnes - see directory listing or library notice.



A note here: I mention double track a lot for a specific reason, and that is that many layouts, especially S-Mod and portable ones feature double track. I see many such layouts with few or no bridges at all.

Down the road, I could see all the LVM kits having plastic counter-parts. I have most of the LVM kits and love working in wood, but future layout builders most likely will prefer easier construction - or perceived so.

Here is where I think I'll challenge an entrepreneur or even a current other scale manufacturer of plastic structures to package up S conversion kits, especially for those O and HO industrial structures which many of us convert anyway. But these would be with "official" conversion packets made up of styrene pieces for base extenders, S-doors, platforms, and instructions. This would make kitbashing a little less daunting for some.

And yes, the laser folks are still providing us with great quality and

variety, but realistically, many of us can only afford time and money for just so many of these. I'm probably like most of you. I'll build some showpiece kits, I'll build several LVM kits, I'll kitbash from O and HO plastic, and I may scratch-build a thing or two. Like many S scalers, I actually get a "hoot" out of scrounging other scales for usable items. Yet, scrounging isn't for everybody.

I surely wouldn't kick though if I had some RTR or easy-build plastic items to help to save some \$ and time in getting my layout up and running.

One structure I do plan on scratch-ing (I do need brick siding - hint, hint) is the Mifflinburg Mill made famous by a George Allen MR article in the early '50s - unless a kit comes along - again, hint, hint. And to potential manufacturers - besides generic type kits, why not look back at the old model railroad publications for structure articles (plans provided) such as the one I mentioned and others by famous authors such as Ellison, Smallshaw, Rob Corriston, E.L. Moore, and so on?

S-CALENDAR

Oct. 25-26, 2002: S-West, Stockton Inn, Stockton, CA. Lee Johnson- 952-943-1590 - leemax@jps.net

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. 800-558-9573 for hotel reservations. Roy Meissner 262-538-4325 - www.trainweb.org/bsg. The theme is Circus - bring your circus contest models and displays. Eight plus S layouts, see a real interurban line, Great Circus Parade.

Nov. 30-Nov. 1: Fall S Fest, St. Louis. area - Westport Holiday Inn.

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

I WANT YOU TO RUN FOR OFFICE!

It is time for me to once again put on my Elections Chairman hat. We need people willing to step forward and help the organization. This year we are voting for Exec. VP, Secretary, Treasurer, and the three Regional Vice Presidents. Any member can run. At this time I have only two nominations. Send nominations to me. They should include a bio of 200 words or less, and you can nominate yourself. Now is the time to step forward. Elections Chairman, Jamie Bothwell

NASG COPY SERVICE

Note that the Copy Service is now in the hands of Dick Karnes who is in charge of the Russell M. Mobley Memorial Library. Copies of articles from back issues of the *NASG Dispatch* and other publications we have permission to copy are available from Dick per his instructions in the Library ad. We want to thank Kent Singer for handling the Copy Service for many years.

Kent still is available to work up any Short & Easy articles you want to send his way. Kent can be reached at 6516 Georgian Way, Columbus, GA 31909.

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Convention observations: 1. The layout tours were a treat. I thought the Lydecker Flyer layout was exceptionally and tastefully done. The McCarty collection was priceless. Excellent examples of benchwork on some other layouts in progress.. 2. Lots of new scale and hi-rail stuff to see. 3. Good clinic on getting started with DCC for about \$140. 4. Didn't see any Flyer parts dealers. A couple vendors had some incidental parts. 5. Looks like Timko stocks an improved can motor (OK that's parts). 6. People were friendly and enthusiastic. Lots of fun sharing ideas.

- Tim Brown

Regarding NASG Business Meeting: I like Alan's suggestions (Alan Evans). Bill Fraley mentioned having the meeting on Saturday afternoon since it's sort of dead time before the banquet. Friday night or Saturday morning or afternoon would be more agreeable to me than Sunday. The meeting would have to be tightly controlled as to topics, and the length of time to discuss them. Those people who won't wait to ask for the floor will have to follow procedures. But I also think that more members should be at these meetings to prevent having to put fires out on the internet.

- Roy Hoffman, President.

On Criticism: In personal relationships, there are different ways to give suggestions. One way that I don't like are suggestions that are prefaced by tearing down the process or people that the suggestions are meant for. I ran into this at the convention. I was beginning to turn a deaf ear to the suggestor, but I would have not considered what was actually a good suggestion if I had. Why can't we just appreciate the hard work for what it is, and if there are suggestions that we feel we can make to make things better, make them in a positive manner without starting out with negatives. People get listened

to more if they don't arouse defensive mechanisms.

And regarding a recent criticism of an NASG project - I think that we can consider a scale-only buyers guide as a separate item. But, we can leave the existing one just as it is as far as the target audience is concerned. Right now, because of the quality of the items being produced, hi-rail is just as close or closer to scale as it is to AF. For 11 years I had a layout that I considered to be AF/hi-rail/scale. When I ran the newcomers clinic (at Cleveland), all 10 attendees were AF/hi-rail. These folks were interested in items like Sn3 and hi-rail track heights, etc. An all-encompassing Buyers Guide would be preferable to folks like these. I believe in promoting S every possible way. A Buyers Guide that appeals to HO rivet-counters is fine, but that is only one avenue of many. Did anyone suggest an S narrow gauge guide yet?

- Roy Hoffman

Brick Buildings: Something like the DPM HO line can cover 100s (or 1000s) of different buildings and might be a great first step to reproduce one of their several series in S. If DPM has no interest in producing in S, then perhaps one of our structure companies might obtain the 'rights' for S scale copies. Why pick on a single "generic" building when the modules offer so many more alternatives. The modules can still be packaged in specific kits for marketing purposes.

- Josh Seltzer

Brick Buildings: Well, for starters look at DPM's line, City Classics line, Supply Line Models and Walthers Cornerstone series. Cornerstone series structures such as the Printer, furniture factory, Power plant, cannery, etc., are really needed in this scale. If overall size is an issue, borrow another leaf from Walthers and make them as low depth flats (1/2 of a building). Check out a website:

www.threadcity.com/gallery/index.shtml.

- Pieter Roos

Brick Buildings: ...we are always open to suggestions, and welcome your input, but unless you qualify those suggestions, you will never get the buildings you want. Send us drawings, sketches, photos, web references, magazine references, minimum sizes, maximum sizes, etc., to give us an idea of what the heck you do really want. B.T.S. can produce brick buildings, but we do not have the time to waste developing a brick building you will not buy.

- Bill Wade

Brick Buildings: *A little editorializing here: From info gathered over the net and at the NASG convention, I conclude that there are two strains of consumers regarding the brick buildings. One group will readily accept craftsman style kits like BTS, LVM and Banta provide or could provide. The other group (and I suspect the larger one) is looking for plastic easy-kits on the order mentioned by Pieter Roos above. Eventually both camps will get some things they desire. Read my editorial in this issue.*

- Jeff

Modernism and S: *Following are some excerpted astute observations made by "Down Under" Richard Snook regarding modern equipment in S: ...S scale is often accused of being stuck in a time warp - essentially the '40s-'60s. It is no coincidence that these were the halcyon days of Flyer. These are the times when many presently in S grew up. ...How long will S survive without more followers with new blood and interests? I'm not sure, but it is definitely a finite result. Nostalgia is fine; it's cozy; it's nurturing. But nostalgia by its very nature is but a reflection of a trip already made. The future of our scale lies in the journeys yet to be undertaken. Long term, yes, -ed.*

...Multiply or perish. Even to keep parity with current interest in S, we need more inductees. ...We need to arrive at a market size that enables manufacturers to consider the making of products a healthier bet. ... This, to me, should be the priority of our collective bodies, they being the NASG, various S clubs and interest groups. ...So why modernism? Why do we need modern products? We need them to ensure a healthy continuance of this scale. We need them to entice

new members, wherever they come from... other scales or freshmen to the hobby. Ironically, we need current, up-to-date product to continue the health and prosperity of the manufacturers...The next time you are at a model train show, go and look at the crowds that gather 'round the layouts exhibiting an Amtrak passenger consist... SD70s... Dash 9s. The kids love the stuff they understand.... I simply feel that if we had modern locos and equipment available that

we would have a better representation among the scales.

- Richard Snook, Australia *I agree mostly. We must offer modern items when feasible ala the SD60s - yet the youth of today I believe are more open to nostalgia, history and time period modeling as well. It's a delicate narrow barbed wire fence we must tiptoe across. - ed.*

President's Message from p. 4

What I and the promotions committee can do:

1- I'm putting together a package that will include a personal letter, the "This is S Gauge" brochure and a sample Dispatch to various hobby shops starting with the larger metropolitan areas. I will mention the S-Friendly campaign and how it will benefit them.

2- I or someone on the promotions committee will maintain a database of hobby shops that carry S and list the products that they stock. Some hobby shops use catalogs from dealers like Walthers and can place orders from them. We can keep a record of those hobby shops, too.

What you can do:

You could help immensely these ways:

1- By feeding us with data about the S friendly hobby shops that you know about.

2- Spread the word! Let other S scalers in your area know about these dealers. Many times on chat lists, S folks who are traveling to other cities ask the list what dealers are in the area that they are visiting. Myself and several promotions committee members are on lists such as these and the NASG can provide this kind of information to the person requesting it.

Let's descend on these dealers and support them once they become S Friendly. We can also feature them on our websites.

The above will also pertain to the dealers who work the various train shows. If you can get their names, addresses, etc. we can mail the promotions material directly to them. It would be nice to go to a train show and see lots of S items

available at the dealers tables.

As you can see, to make this whole thing work, it will require a team effort from everyone. The benefits will be to have hobby shops that a model railroader can walk into and actually see and buy S items. First-time model railroaders will have S as one of his choices. Either way, it will help us grow.

I'll be sharing other ideas and projects with you in future *Dispatches*.

If this appeals to you, why not get in touch with me or someone on the BOT and see how you can fit in with our promotions team? I don't have to tell you that promotions is the key to our survival as a scale and as a hobby.

Roy Hoffman, NASG President



Jerry Poniatowski of Michigan also had a BL2 decorated in C&O colors at the Cleveland convention. The coach is an AM heavyweight with interior. An article will come soon covering how to do this.

Photo By Bob Werre

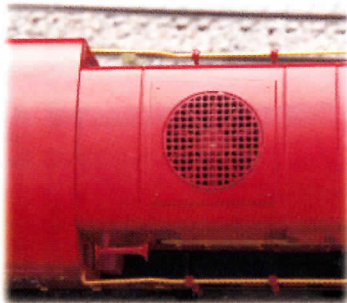


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Photo of actual S scale model by AM Studios

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