



DISPATCH

2003 NASG Tank Cars



NASG 2003 American Flyer® Commemorative Car

NASG 2003 Convention Car



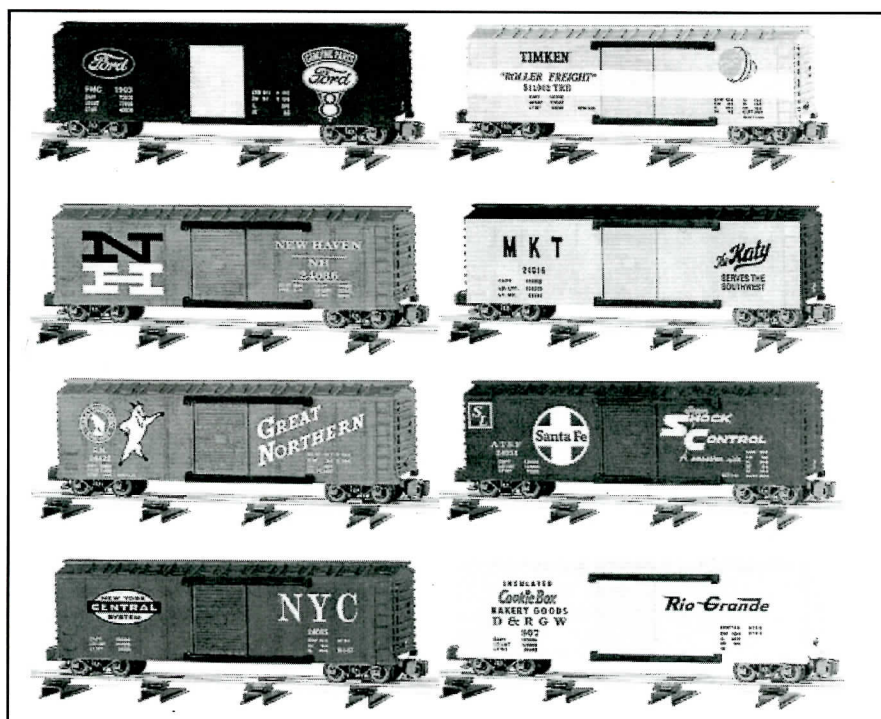
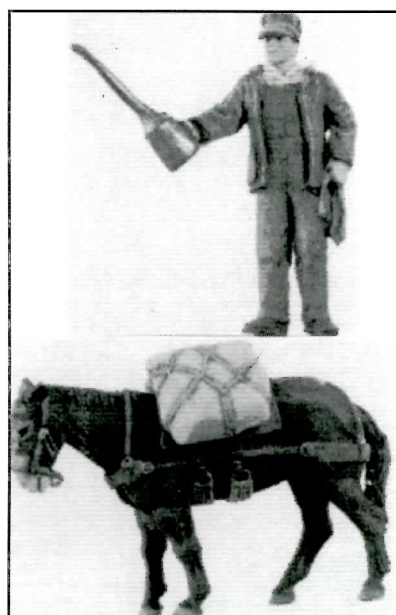
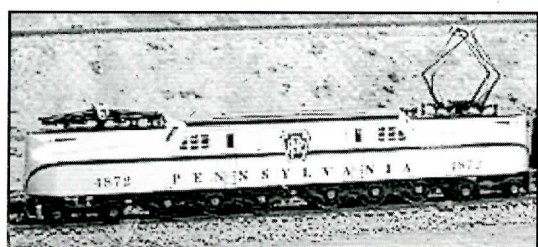
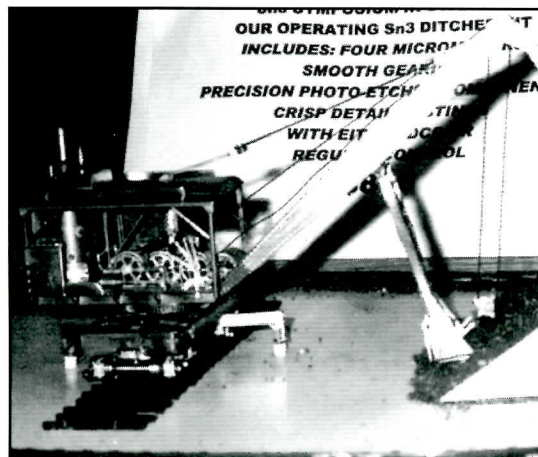
Sn3 Symposium Report

Josh Seltzer

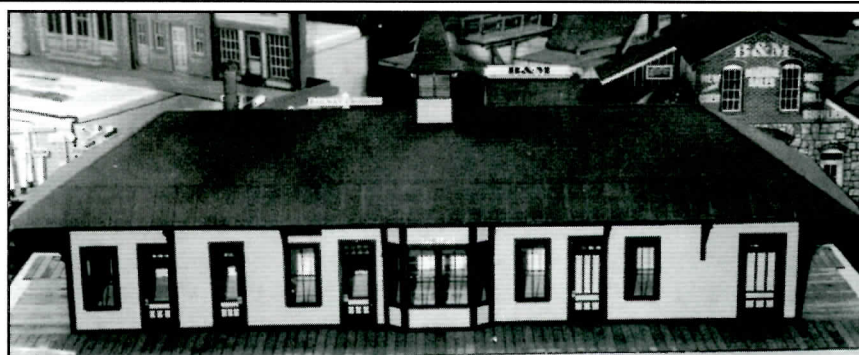
Remembered



What 'S' New



Clockwise: Aspen Modeling Co. figures, American Models GG1 in Congressional paint scheme, Backwoods Miniatures Ditcher, groupings of K-Line freight car offerings, and Banta Sandy River & Rangely Lakes Phillips depot.



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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NASG membership runs from July through June, including all **Dispatch** issues for the membership year, irrespective of enrollment date. All applications, renewals and membership questions should be directed to:

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COVER: Tanks a lot - Top is the paint scheme for the 2003 NASG American Flyer car by Lionel. Shown is the O gauge version. The NASG 2003 convention tank car, a pre-production version, being produced by Des Plaines Hobbies. Josh Seltzer is remembered in this issue.

ORDER BOARD

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April, 2003



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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...

COMPETITION

The hi-rail side of S has had some exciting things happen to it lately. It all seemed to begin with those MTH pseudo American Flyer operating accessories. Suddenly Lionel was making them, too. Then a greatly expanded Lionel car and locomotive line that continued this year in a big way. Now there's buzz about Lionel bringing out steam in 2003. It would be a mid-sized engine (no word yet on the exact one), never before produced in S. All of a sudden, Lionel is excited about Flyer.

Then came the announcement by K-Line of 12 box cars and 4 tank cars in S hi-rail. Both the scalers and the hi-railers have been analyzing this event and as usual, have many diverse opinions. In my opinion, the cars offered have covered a big hole in S. They are priced at under \$20 apiece and are very affordable for those of us who have been starved for inexpensive trains to give to our children and grandchildren. Could an inexpensive train set be next? I have several kids in my own family waiting for one whenever I can get something affordable.

OK, what's caused all this? Well, we all knew that there was a pent up demand by thousands of hi-railers for hi-rail or AF compatible products. We've been twisting those same manufacturers arms for years. Why all of sudden do we have this burst of new products? The answer may lie in the good old American system of capitalism.

Most companies keep track of what their competitors are up too. The fastest ones to get to the market place with something new that will prove to be a good seller will gain the most business. All eyes must have been on MTH when they announced "Gabe" and the other accessories based on the A. C. Gilbert AF accessories. They probably noticed the sales that were garnered, too.

S has some friendly competition like SHS and AM. I say friendly because there is a conscious effort to avoid stepping on each other's toes with duplicate products. For example, the selection of AM locomotives and rolling stock fits nicely with the SHS offerings

There's one area where I wish there was more competition and that is in the elections of officers for the NASG. Our elections chairman, Jamie Bothwell, has to practically plead for candidates every two years. With an organization as large as ours, that should never present a problem, but does. Another chronic problem is getting volunteers for

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NASG NEWS:

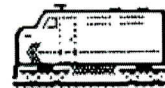
NASG Layout: As you may know, the NASG is building a layout to be sent around the country for use at train shows and conventions. The layout is being built by members of the Lehigh Valley S Gaugers in a building provided by Fred Rouse of SSL&S. Jamie bothwell is building the structure kits, Dave Heine is working on the DCC system and Fred Rouse and Bert Mahr are also contributing. The layout itself will consist of many donated items including code 100 track, a DCC system, structures, figures and many miscellaneous scenery items. This note is to publicly thank the manufacturers for their generous donations to get this project going. Thanks to: American Models, American Model Builders, Bill's Train Shop, California Roadbed, Custom Trax, Great Northern Sand and Gravel, Michigan Models, Mt. Albert, New Zealand Fine Scale, Pennsylvania Heritage Models, Portlines, Scenery Unlimited, S Helper Service, Soundtraxx, S Scale Loco & Supply, Tomar, W.A. Drake and Wangrow System One. The NASG also thanks the members who donated cash and products.

- John Foley, Executive Vice President

NASG Library: Have you checked out the NASG Library page on the NASG website lately? Michael Greene, our webmaster, and Dick Karnes, our librarian, have done a first class display. It's at www.nasg.org/mobleylib.html.

- Roy Hoffman

WANTED

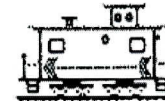
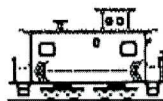


**Circus theme models
for the NASG 2003 Convention in
Oconomowoc, Wisconsin:**

Scale

Hi-rail

American Flyer



**Enter
the
NASG Contest!**

RAIL MAIL

Promoting S in Canada: This past weekend (Feb. 22-23) I had a couple of tables at our annual area train show to sell off my remaining HO equipment (and a few surplus S cars). As part of my table setup, I decided to display some S scale. At another show last year I had a static display with some of the newer pieces and their HO counterparts. This year I decided on some action!

I made a 42" x 60" table with an S-Trax oval (19" radius). Inside that was an oval of HO track used for display and for a test track for my locomotive sales. The table did not have legs as I planned (and succeeded) in resting it on the ends of two selling tables. This placed the table at a height easy for the kids to see. On Saturday I used an SHS SW9 and DC control. Rolling stock was a matching cabooses and an assortment of SHS, AM and DPH cars. On Sunday, it was my AM FA pair with DCC control and Soundtraxx Alco sound. Rolling stock this day was a 4-car set of SHS 35' cov-

Continued on page 31

Jeff's Junction



GET OUT THE SCISSORS!

What's a good length for an average S scale freight train? And how does this effect layout size? How does this effect the type of operation you desire?

First, using a little guesstimating, compare a typical 10-car freight with one diesel loco and caboose between HO and S. One loco, caboose and 10 40' cars in HO - about 5' long. In S - about 8' long. One loco, caboose and 10 60' cars in HO - 7-1/2' long. In S about 12' long.

You can do your own figuring by estimating 40' freight cars at 5" in HO and 8" in S. In HO 60' cars would be about 7-1/4" and in S about 12-1/4". Air space between cars is guesstimated to get overall train length. Using the train lengths as a guide, you can immediately grab a tape measure, run down to basement and visualize how much space a typical freight might occupy on your yet unbuilt layout. For example, if all your walls are 10' long, then a typical standard gauge S freight with 40' cars would take up most of the straight surface along that wall. A freight with 60' cars would be bending around the corners.

So with tape measure you can walk your available layout space and see if a typical S train will work in your case. Here's where you need to get realistic! What will work best? If 40' car trains are desired, you will use less space, both linear and radius wise than if you choose to model 12' trains (or longer) with 60' freight cars. Likewise, long passenger trains will require more space. Being realistic, if your space is limited, then shorter trains and cars are the way to go.

Another thing you can do to verify space needed is to set up your typical trains, both freight and passenger, on the floor and measure the varying lengths. Then with a helper holding one end of the marked off tape, measure, walk around available layout space. This will give you a full dimensional look at how your trains will fit in and how long passing sidings or yard tracks might need to be.

You could even go further and use flat rectangular outlines (top view) of each locomotive and car in a typical train to judge space. In other words, make yourself some full-size paper trains.

Now you can decide if your trains or desired trains will work in the space provided. The next step is where you decide on how much track, radii, aisle width, short or long trains, etc. The balance is usually crucial to the overall appearance of your layout. If you insist on ABBA F7s with 20 freight cars with a 5' x 9' space for a layout, the results will be ugly. With that space you're better having a small switching layout or going to Sn3. If you like longer trains and wider radii - then try to go around the walls of your space as much as possible, even if you have to dodge or bridge utilities and doorways.

Well, you say this is fine for scalers and hi-railers, but I'm an AF guy so this doesn't apply to me. Not so - the same formula applies, only you can move tighter into corners and use smaller loops on a peninsula or tabletop. Your trains will still look better on long straightaways without too much track clutter. It's always a good idea for Flyer folks to hide some of the tighter radius curves in tunnels. You can stick a mountain in the corner with tunnel or hide one end of a curve on a tabletop by elevating a town above the curve. Gradual gradients will look better on an AF layout as they will on a scale layout.

In the same vein, track templates (buy 'em or make 'em)

Continued on page 30

NEW PRODUCTS REPORT

By Jeff Madden

AMERICAN MODELS (10087 Colonial Industrial Dr., South Lyon, MI 48178) has just released the Congressional Version of the GG1 in chrome for hi-railers and silver for scalers. Pennsylvania Budd cars are still in stock to order with them. Other GG1 paint schemes including the single and 5-stripe models in either Tuscan or Brunswick Green have also been re-issued. \$324.95 for AC, \$249.95 for DC. These are Flyer compatible and come ready-to-run. AM also has some new RTR boxcar and gondola paint schemes out such as Virginian and NS.

ASPEN MODELING CO. (11855 Craig View Dr., St. Louis, MO 63146 - www.theaspenmodelingcompany.com) offers some nice diecast figures aimed at the Sn3 market but usable anywhere. They also have a couple of nice horses and a pack mule. Prices - figures \$5, animals \$6.

BACKWOODS MINIATURES (www.backwoods.dabsol.co.uk). I met these folks from the UK in person at the Sn3 Symposium. They have some very interesting rolling stock available. As of now all are Sn3, but there are plans to introduce some standard gauge. The Mack Railbus, mentioned previously in the Oct. 2002 *Dispatch*, for example, can probably be converted without much trouble. This kit is \$275.00. They had an Sn3 Ditcher that actually operated via many minimotors and radio control. The kit including a baziillion parts is about \$800. It was one of the highlights of the Symposium.

BANTA MODELWORKS (www.bantamodelworks.com) was also at the Symposium showing off some new laser kits including the town block from Blackhawk, \$114.95; and the Granite City

bank/Stone Café, (\$36.95). Coming soon are some log camp car kits in On30 and Sn3 designed to fit the Bachmann On30 flatcar and Sn3 PBL flatcars.

BEST OF SHOW (www.bestof-showmodelbuilders.com). Our prize-winning model Gerry Evans is going into the model building business. With over 15 years of experience he'll do all kinds of modelbuilding to suit such as, building kits, scratch building, figure painting, super detailing, weathering, lighting, custom circuit boards, wire bending, special effects and vehicle modifying. Contact Gerry for further details and pricing - he's in the Directory.

BLAIR LINE (www.blairline.com). Ted Larson suggests we check these folks out for billboards, some of which should be suitable for S.

B.T.S. (P.O. Box 561, Seffner, FL 33583 - www.btsrr.com) is reporting Greenbrier Models will be offering RTR BL2s with the proper decals: B&M, C&O, RI, Monon and WM. BTS will be selling the decals as separate items as well. Check the website.

CLOVER HOUSE (P.O. Box 62, Sebastopol, CA 95473) still sells S scale PCB tie strips that you can use to make a throw bar. The ties are .062" thick and come in two widths, 8" (item 268) and 9" (item 269). A package of 10 12-inch long costs \$4.00. S&H is \$3.50. You might want to order a catalog for \$5.00. Thanks to Lance McCold of Knoxville, TN for this one.

K-LINE (www.k-linetrains.com), yes K-Line, is producing some S gauge freight cars. From the scutlebutt these appear to be O-27 type cars with S Flyer compatible

trucks. They look reasonable in the pictures, especially for those who want less expensive and more durable cars. The retail list price is \$19.95. First offerings are 12 40' boxcars and 4 triple dome tankcars. Roadnames for boxcars: Ford, Timken, NH, MKT, GN, SF, NYC, Rio Grande (cookie), B&O (silver), L&N, MP Eagle and PRR. Tanks: Penn Salt, Hooker, Texaco and Citgo.

MAINSTREETER TRAINS (3895 Colony Oaks Dr., Eugene, OR 97405-0201). Gil Hulin wants to tell folks who saw the two gondola articles in the Feb. *Dispatch* that he has ribbed panels in three widths. He will work with kitbashers to provide the number needed. E-mail: ghulin@guardnet.com.

MINI-MOTORS (www.minimotorsonline.com) has many custom 1/64 vehicle parts. Many metal parts are hot rod parts that can be added to the various diecast cars. But probably of more interest to S scale modelers are other parts such as convertible tops and boots, bicycles, mini-bikes, police and fire details (sirens, etc.), trailer tongues, tandem axle flatbed trailer. He soon will be handling some S structures like the Twin Whistle line as well.

MMT MODEL RAILROAD (New address: 311 South Broad St., Lititz, PA 17543 - 717-627-3980, Mmttrains@aol.com). Manheim Machine & Tool is the Downs, Ace line run by Marlin Becker.

MT. ALBERT SCALE LUMBER (www.mtalbert.com) now has available packets of 2 pieces of 6" x 12" clapboard siding sheets. These are MA750P12 3" boards, MA751P12 4" boards, and MA

752P12 6" boards. Each packet is \$8.95. Board and batten sheets coming soon.

PACIFIC RAIL SHOPS (P.O. Box 867, Coos Bay, OR 97420 - sleepyhollowmodels@hotmail.com) has two new 40' boxcar paint schemes: 1940 P&LE (NYC) and the 1945 version.

PBL (P.O. Box 769, Ukiah, CA 95482 - www.p-b-l.com) has a new structure coming, the Chama Lube House. This is a brick structure with about a 3-1/2" x 8" footprint. Price TBA.

PORT LINES HOBBIES (6 Storybook Dr., Newburyport, MA 01950 -ad this issue). Now available are replacement Pullmor diesel wheels featuring vulcanized rubber face and tread, \$21.95 pair. Steam still available at \$15 pair. Two new exclusive Flyer type flat-cars: B&M black with two Maine Central piggyback trailers and a New Haven with two Erector piggyback trailers - each is \$38.95 plus S&H. Newest structure kit is NY City 2-story brick and concrete fire house. A Wilson's wood milk SHS reefer will also be an exclusive from Port Lines, \$45, 2 numbers.

PUTT TRAINS (P.O. Box 463, Orwell, OH 44076 - www.putt-trains.com) is proud to announce the production of the Rex Mogul and 0-6-0 switcher. Delivery is

scheduled for Sept. 2003 in RTR or kit form. Roadnames available on each will be B&O, PRR, NH, SF and painted undec. Features include: diecast metal engine and tender, Mashima 5 pole can motor, operating couplers, precision gears, directional lighting, electronic reverse unit (AC version), optional valve gear and optional smoke unit. RTR pricing follows: The Mogul is \$405 in AC hi-rail and \$375 in DC hi-rail and scale. The 0-6-0 is \$385 for the AC hi-rail version and \$355 for the DC hi-rail or scale unit. Optional valve gear for either is \$25 and smoke unit \$20. Prices include shipping. Accepting \$150 deposits. Kit prices TBA.

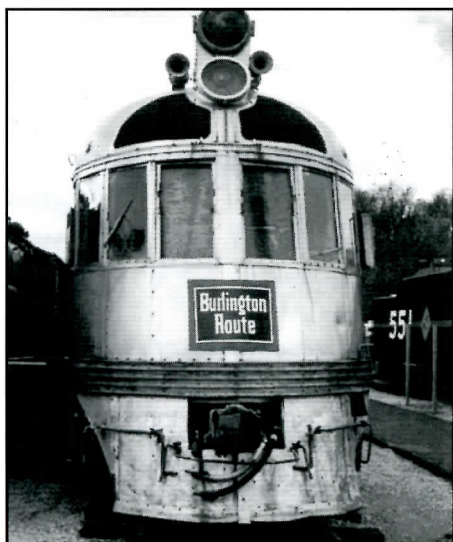
RIO GRANDE MODELS (P.O. Box 4463, Santa Clara, CA 95056 - www.railwayeng.com/rgm/index) has some new Sn3 laser freight car kits. These have a laser cut body with holes pre-drilled for grabs, trucks and decals included. #3354 is an F&CC reefer, #3355 is an NCO reefer and #3367 is an SP boxcar (ex-F&CC). \$30.00 each plus \$5.00 S&H.

RIVER RAISIN MODELS (6160 Upper Straits Blvd., West Bloomfield, MI 48033 - www.riverraisinmodels.com) is reviving the Budd Shovelnose diesel trainsets. The following are planned in brass: #9900 the original 3-car CB&Q Pioneer Zephyr,

#6000 the original 3-car B&M Flying Yankee, and the #9901-02 3-car Twin Cities Zephyr. The Pioneer Zephyr can be expanded to four cars with Budd chair car #525. The models will be correctly detailed in brass with interiors. The lettering will come from railroad drawings, and the colors will be accurate. They will be wired for DCC and a version with hi-rail wheels will be offered. Pricing and delivery TBA.

TOMALCO (NEW OWNER: 356 Conrad Circle, Columbia, SC 29212 - 1-866-620-6202). The standard gauge track line is now in new hands down south. The Sn3 line of track and turnouts have been taken over by PBL.

TROUT CREEK ENGINEERING (12874 County Rd. 314B, Buena Vista, CO81211 - www.routcreekeng.com) has acquired the Classic Miniature line of structures which includes many narrow gauge types such as the Grand Central Gold Mine, the red light district cabins, York's Store, Fork's Creek Station, etc. These are wood craftsman structures. The 5-building red light cabin kit seems to me to be a good choice for modeling a small 1930ish roadside motel that were found all over the country.

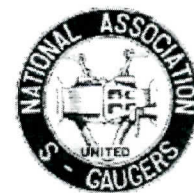


Left - River Raisin has taken over the challenge of producing the Shovel-nose Budd trainsets. These will be 3-car sets with an option for a fourth car and will include a Flying Yankee version. **Right** - A kit replicating the main street of Blackhawk, Colorado, is being produced by Banta. This is a front only series of structures for \$114.95.



The Great "S" Show On Earth

Come One!!! July 9 to 13, 2003 Come All!!!



Oconomowoc, WI (Milwaukee area) 2003 NASG National Convention

Hosted by the Badgerland S Gaugers

TENTATIVE CLINIC SCHEDULE:

Wed., July 9:

7 p.m.- Gary Children - The Wisconsin Southern slide show.
8 p.m. - Chuck Porter - The Great Circus Train slide show

Thursday, July 10:

9 a.m. - Roy Hoffman - beginners clinic and tour.
10 a.m. - Chuck Porter - The Great Circus Train slide show
11: a.m. - Dick Karnes - Scale Turnouts.

7 p.m. - Bob Nicholson - the Chicago Central slide show
8 p.m. - Jeff Madden - kitbashing structures.
9 p.m. - Dayna Warner - weathering.

Friday, July 11:

9 a.m. - Ken Zieska - DCC.
10 a.m. - John Foley - Building the ARMCO steel NASG building
11 a.m. - Bob Gallegos - TBD
- Terry Harrison - Operations on Your Layout.

7 p.m. - Joe Russ - Scenery
- Bob Nicholson - CC&P
8 p.m. - Ingrid - trees
- Don Heimburger - TBD
9 p.m. - John Heck - minor repair and cleaning of American Flyer

Saturday, July 12:

9 a.m. - Terry Harrison - operations on your layout.
10 a.m. - Ingrid - trees
11 a.m. - Dayna Warner - weathering or structures.

Banquet: 2004 convention presentation - Gil Hulin

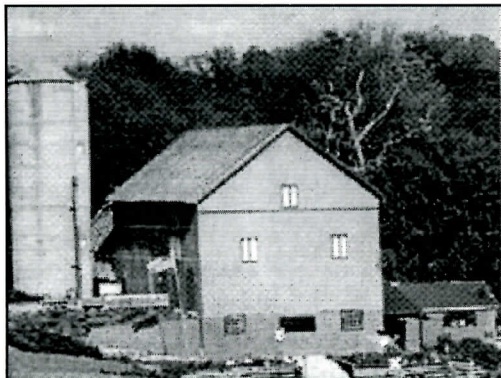


If you visit the circus display at the Milwaukee lakefront area you can get your measurements for an S scale model first hand. Wagons like these will be hauled to Milwaukee by train. A slight correction from February's article - the display will only be open from Thursday through Saturday and not Wednesday as previously reported. Hours are 9 a.m. - 10 p.m. with four shows daily plus ongoing activities besides the displays. Yeah, that's your editor and a family friend in the photo.

To keep yourself updated, check the websites mentioned in the last issue: www.trainweb.org/bsg or www.nasg.org. By the end of April or thereabouts, tour signup forms should be online. You should also be getting such forms in the mail if you have pre-registered for the convention.

The registrar is Roy Meissner, P.O. Box 1, Merton, WI 53056 - 262-538-4325.





The Toy Train Barn

Argyle, Wisconsin

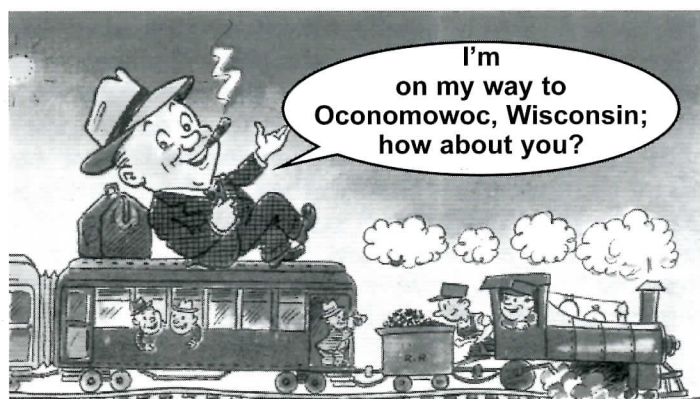
Sunday, December 22, 2002 - 08:44:28 PM

Operating Model Train Layouts

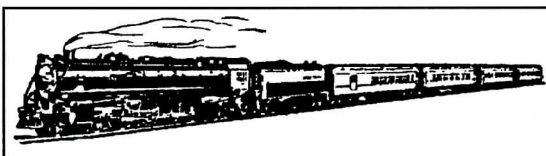
- All Scales -

This barn at left is now the Toy Train Barn, a museum owned by ex-Wisconsin & Southern Engineer Buck Guthrie who is a lifelong collector of American Flyer trains as well as other toy trains. Hours are daily 10 a.m - 5 p.m. This is south of the Madison area for conventioners who can make it.

Look For The Bright Orange Barn

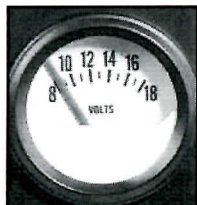


PORT LINES HOBBIES



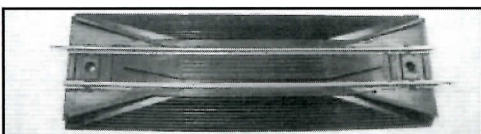
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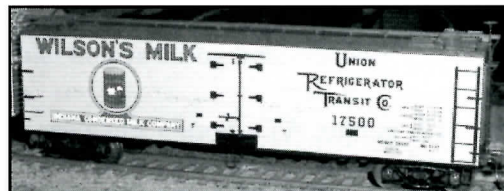
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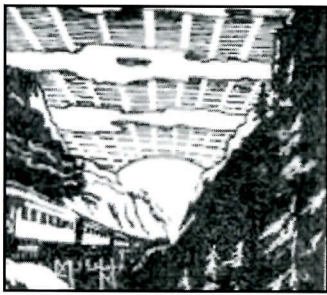
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E-mail: doug@portlines.com

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Wilson's Milk (Indiana Condensed Milk Company) on
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and 17501. We are now accepting orders, for delivery
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LAST RUN

Josh Seltzer

Ironically, or perhaps appropriately, I was attending the Sn3 Symposium in St. Louis helping to man the NASG tables and gathering

up some material for the *Dispatch* when the news was reported to us early Saturday morning in the trade area by Gerry Evans who had checked the internet on Friday evening. Naturally, the news of Josh's passing the day before (Feb. 14th) put a pall over the event for those of us who new him personally. The news was pretty much the conversation for the rest of the day. It's tough to write a last run when I've known somebody personally for 10 years and when I knew he meant so much to his family, the Cuyahoga Valley S Gaugers, the NASG and S scale itself. And sadly, I feel he went before his time. Following are excerpts from the March *Lakeshore* newsletter and appropriate comments by some other fellow S gaugers.

- Jeff

IN MEMORY OF JOSHUA SELTZER

By Lee McCarty

Many years ago when we were all younger, the old *S Gauge Herald* used to occasionally have a picture in it of a little caboose on the end of a train, headed away from us into the sunset between two high mountain peaks. Whenever we saw that lonely little caboose, we knew that S gauge had lost another of its brothers. It was always a sad occasion because in this hobby most of the members know each other personally. The loss becomes very personal.

Last Valentine's Day that little caboose set off once again with one of our own, long time S Gauger Josh Seltzer. Josh was known to just about every person in S gauge. As a young businessman in the '60s, he and his wife, Barbara, went into business making ready-to-run freight cars (converted and repainted AF bodies), the only person making cars for the hobby at the time. You will see some of his cars on layouts and at flea markets around the country even now. Later, Josh was the inspiration or the designer of many of the S scale projects and equipment that we all

now enjoy in this hobby.

He was one of the people that revived the Cuyahoga Valley S Gauge Association in 1975 after it had been dormant for several years. He led that group for 28 years, and in fact was about to be re-elected President when a heart attack ended his life at age 52.

I first met him at the 1975 NESGA (pre-NASG) Convention in Chicago. We immediately struck up a friendship and decided to see if anyone else back in Cleveland was also into S gauge trains. When we got back we found that there were 12 guys who were willing to form the club again. Under his leadership it has been active ever since.

One thing we all soon learned about Josh - he was a devoted family man who adored his wife and his four sons, Hillel, Yitchak, David and Peretz (Paul). They and his religion were first and foremost to Josh. After that though, he was a walking encyclopedia of railroad knowledge that amazed us many times over the years.

One of our favorite stories of the early days in the CVSGA was about our trips to York for the big train meets there. Josh would give us one hundred dollars each at the beginning of the meet, and we would spread out over the various halls looking for the cheap two-dollar knuckle coupler gondola or hopper cars which would go back to his basement later and be sacrificed for the trucks. We would carry trash bags with us, and the guy who got the most cars for the hundred got his dinner free. We probably drove the price of those cars up all by ourselves.



Josh Seltzer shown here at an S Spree in 1996 operating his "baby", the CVSGA scale DCC controlled layout which he coordinated and traveled with for years.

Josh could talk anybody into anything, and often did. His last venture was when he talked us into taking our very large scale layout to the NMRA National Convention in St. Louis in 2001, nearly a 12-hour drive

dragging that huge trailer. We were there for a full week. That shows his powers of persuasion. He was also the driving force behind three NASG National Conventions, our Sprees and three display layouts the club uses to promote our gauge.

Josh was also our conscience, our father confessor, our

nagging mother, and our brother. He took our harassment, our jokes and our sarcasm with the kind of honest and non-confrontational humor that made him the center of our organization. In him, we had not only a common interest in trains, but a personal friendship that surpassed hobbies.

Josh has now joined our other brothers John Sudimak, Randy Sappo, Jack MacDonald and all the other men from around the country who formed and kept this hobby alive on a last ride on that lonely little caboose. They are now members of the heavenly S Gauge Hall of Fame. They are all missed.

- Lee McCarty, CVSGA

MEMORIES OF JOSH:

1970s -First meetings at Sports & Crafts Hobbies on Taylor Road in Cleveland Heights and Jaye & Jaye on Euclid Avenue. First time to the "Basement"; trips to Toledo, Pittsburgh and other TCA shows. The trip to the NASG convention at Silver Springs with Lee and John Sudimak; the Bedford Model Railroad Club on Sunday afternoons in the fall; finishing Seltzer RTR cars while listening to Browns games; building of the first club layout; the Brisses of the four children.

1980s - Thursday sessions in "the Basement"; building the main club layout in the summer of 1984 in the back of the driveway; Bar Mitzvahs of the four boys; the Sprees begin; our first NASG convention; the layout goes on the road; Sunday dinners and discussions about the club and the NASG; buying tank cars and gondolas for repainting projects.

1990s - Rebuilding the club layout in the driveway and at the Temple; Sprees are expanded to Columbus and Dayton groups; Thursday work sessions; rebuilding the "dream" layout; Sunday morning Spree brunches and operating sessions; visits to Don Thompson; weddings of the four boys; working on club newsletter in the computer room.

2000s - Working on our layouts for the 2002 convention; the Scranton 2001 convention; the invasion of the grandchildren in the basement; planning and working on the 2002 convention and 2003 Spree; there is a sci-fi show better than Star Trek called Babylon 5, check it out, he was right; spring York 2002 trip and visit to Frank Titman's home and layout.



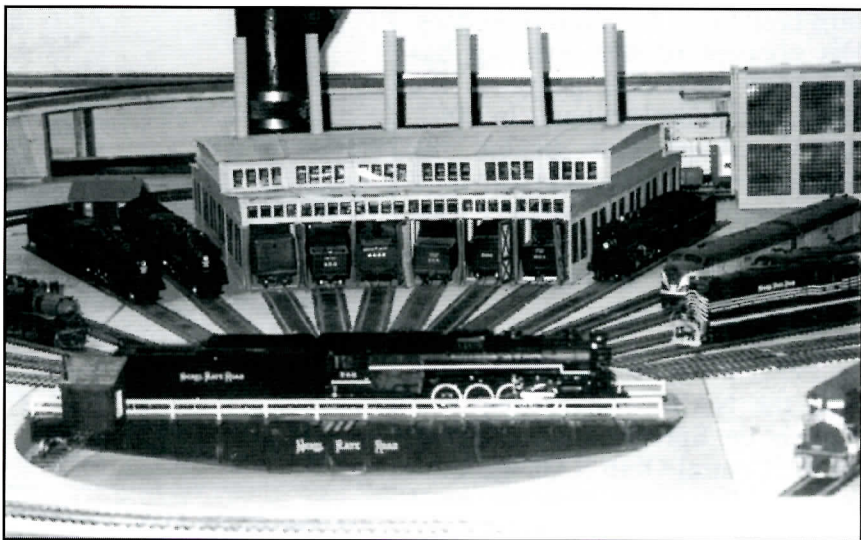
At the 1996 Dearborn, Michigan, NASG annual convention Josh and Barb were in good company with other Bernie Thomas Memorial Award winners who were present at that time. Left to right are Ron Bashista, Don Heimburger, Jim Kindraka, Bill Krause, Don Thompson, Kent Singer, Doug Peck, Don DeWitt, Barb Seltzer, Bob Jackson, Josh Seltzer and Dick Karnes. Now, Bill Krause and Josh are sadly no longer with us.

So many happy and treasured memories. Thank you Josh.

- Chuck Fonda, CVSGA

FROM ALAN EVANS, CENTRAL OHIO S GAUGERS

As most of you know by this time, Josh Seltzer, one of the driving forces of the Cuyahoga Valley club, died of a heart attack on Friday, Feb. 14th. He was in charge of this year's (upcoming) S Spree, edited the club newsletter, managed their website and programmed their DCC layout. Additionally, he had a fabulous scale layout with many historical S cars and engines.



Josh's large scale layout took up most of the basement of his Cleveland Heights bungalow which was open for many open houses and operating sessions. Note NKP, NYC and home road power.



Josh's freelance private was the Zanesville & Lake Erie. His paint scheme was a green with yellow lettering and striping. He also modeled hometown Cleveland area roads Nickel Plate and New York Central.

I met Josh in 1982 before our club was formed. After driving to several of the Cuyahoga Valley meetings and train shows in the Cleveland area, I relied heavily on Josh's experience and knowledge to form a club in the Columbus area. Josh never belittled me for my lack of experience - always encouraging me with a straight look-in-the-eye, "you can do it , Alan." I appreciated him for that confidence. When I served as NASG president Josh was my treasurer and handled that organization's finances in a professional manner.

In 1987 Josh asked me to meet with him and Dave Davis at the Victoria Station Restaurant (remember those?) in Worthington where he proposed that Ohio should host a regional S gauge meet and call it something like the "Spring S Spree". That was the start in 1988 of the S Sprees we have today. Josh's familiarity and influence with the S companies (most on a first name basis) was a big plus for bringing in dealers and manufacturers, which in turn brought in the show attendees. His concept of that meeting has definitely helped S gauge in the Ohio area and elsewhere. In 2002, the Cuyahoga club hosted the NASG annual convention (the third time) and American Models used that occasion (with Josh's promise to keep silent) to introduce the Train Master diesel.

In 1992, when the Cuyahoga club held the NASG convention, Josh thought the Spree should be hosted by the Central Ohio S Gauge Club "to give us some regional meet experience." We in the COSG agreed. Since then the Miami Valley club (Dayton area) has

become involved in the Spree rotation, once again with Josh's persistence paving the way. I was impressed with Josh's involvement in the Cuyahoga Valley club, his knowledge of the early S gauge history, and his love of the New York Central. If you had any question about S gauge after American Flyer (post 1966) and before American Models, Josh usually knew the answer. He and his wife Barb produced some re-painted American Flyer cars as part of their business.

I enjoyed visiting his home and learning what he had added to the layout since I saw it last, whether it was DCC, TV monitors, or a new track configuration. One time he let me browse through his wide assortment of S scale parts when I needed a particular item. I felt like a kid in a candy store.

Our S gauge community has lost a valuable promoter, a vital reference for S history, and a good friend. Our condolences go to Barb, his four sons and other members of the family.

- Alan Evans, COSG.

FROM DON THOMPSON (Also in the CVSGA newsletter)

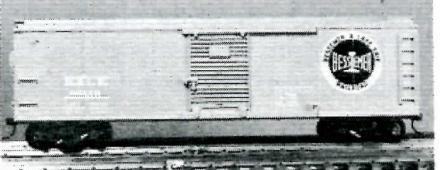
Robin and I met Barb and Josh at our first NASG annual convention, held July 4th weekend, 1977 in San Jose, CA. We had so much in common. We were both husband and wife teams with S gauge manufacturing, we were in our '20s with young boys in school,



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OVER 50 ROADNAMES

This was an ad in an early '70s *S Gauge Herald* of the Flyer car conversion business that Josh and Barb ran for years. This was pre-American Models and SHS - the days before any RTR rolling stock was available. Many of these quality repaints are sought after today.

and enjoying the California experience. I guess we all got along pretty well during the convention as we decided to extend our stay together and visit San Francisco. We stayed at a little hotel downtown called the Raphael. It had an open elevator and each floor and room was decorated differently. Josh had maps and schedules for all types of mass transit for the area. One thing we learned about Josh is that he was always well prepared. We took cable cars, trolleys, trolley buses, buses and BART all over the city. Josh introduced us to Kosher cuisine, and he taught us a valuable lesson of the differences in Kosher eating establishments. Josh found Solomon's Kosher Style Deli just around the corner from the hotel. While he and Barb dined on motza ball soup and potato pancakes and other Kosher treats, I had a nice ham and Swiss on rye.

After that trip a life-long friendship developed. When Josh would come to New York City for computer shows or jewelry conventions, he and Barb would always make a trip to our house to talk "S" while visiting our local Kosher restaurants. An experience with Josh that maybe no one knows about: When we were still in the planning stage of the passenger car proposal we were about to send to Ron Bashista of American Models, the original plan had called for him to build 4 cars for us - two Pullman sleepers and two coaches (a paired window NYC and the PRR P-70). After telling Josh of my idea, he suggested that I rethink this concept and go with cars that would be more AF curve friendly as none of the 4 would negotiate the tight 20" radius. From that conversation came the baggage, RPO, combine, coach and observation that American Models still has in its line.

- Don Thompson, S Helper Service

VARIOUS TRIBUTES:

I first met Josh and his wife Barb at the first NASG convention I attended - Railcon in Princeton, New Jersey. I have counted Josh as a friend ever since. ... He was a big supporter of NASG's first car project - the brass ACF covered hoppers. The project was fundamental in establishing NASG's "new" wheel standards back in 1981-82. ... Josh always had an opinion and stated many here on this forum (internet). Whether you agreed with him or not, his answers were always thoughtful with a lot of good insight. ... He was one who always seemed to genuinely enjoy the hobby. He will be missed.

- Jim Kindraka

Josh was one of the real spark plugs for S model railroading. He will surely be missed by many. I will miss Josh's friendship and wisdom. I would like to add condolences from my family to wife Barbara and the family. Goodbye my dear friend.

- John Foley

A LITTLE BIO:

There was an obituary enclosed in the *Lakeshore* newsletter. I'm not sure which paper. The following are some excerpts from it...

Josh Merves Seltzer, senior vice-president of LaRich Distributors, the parent company of Alson Jewelers, and also a model railroad buff, died on Feb. 14 at age 52....he was associated with the firm for 22 years. He was the first student at the Hebrew Academy of Cleveland to complete his studies there from pre-kindergarten through 12th grade... He belonged to Oheb Zedek-Taylor Road Synagogue nearly all his life. He earned a degree in accounting from Case Western Reserve University.

BERNIE THOMAS AWARD WINNER

Josh Seltzer was awarded the Bernie Thomas Memorial Award in 1977. That's the big award for significant contribution to the scale. In 1992 when Cleveland hosted the annual NASG convention for the second time an unusual thing occurred regarding this award. The Bernie Thomas Award was reissued (at Josh's encouragement) in both his name and his wife Barbara's.

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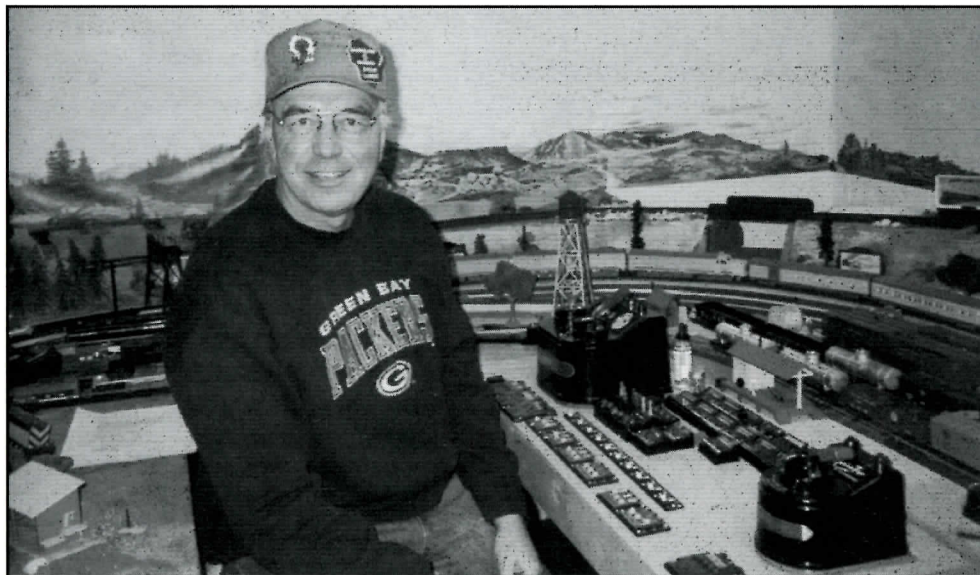


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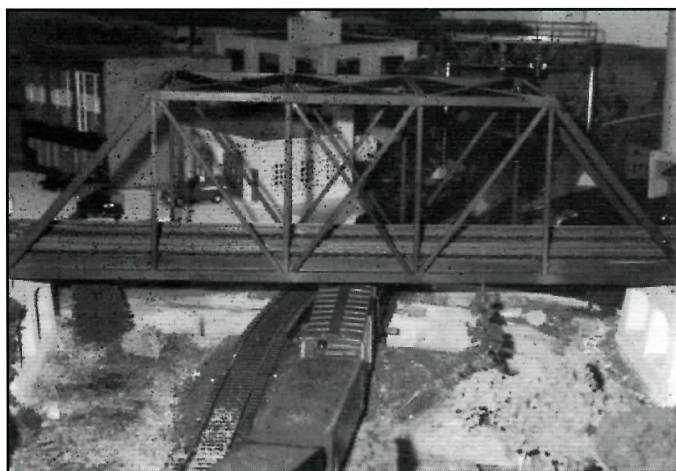
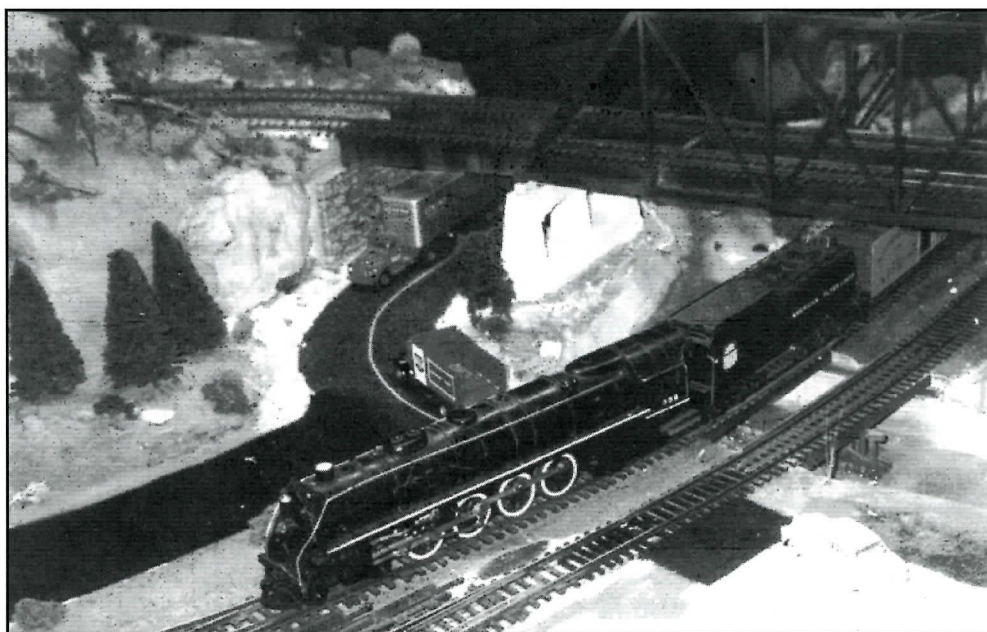
Above is another Seltzer ad from a mid-seventies *S Gauge Herald*.

Hi-Rail Layout of Steve Lunde

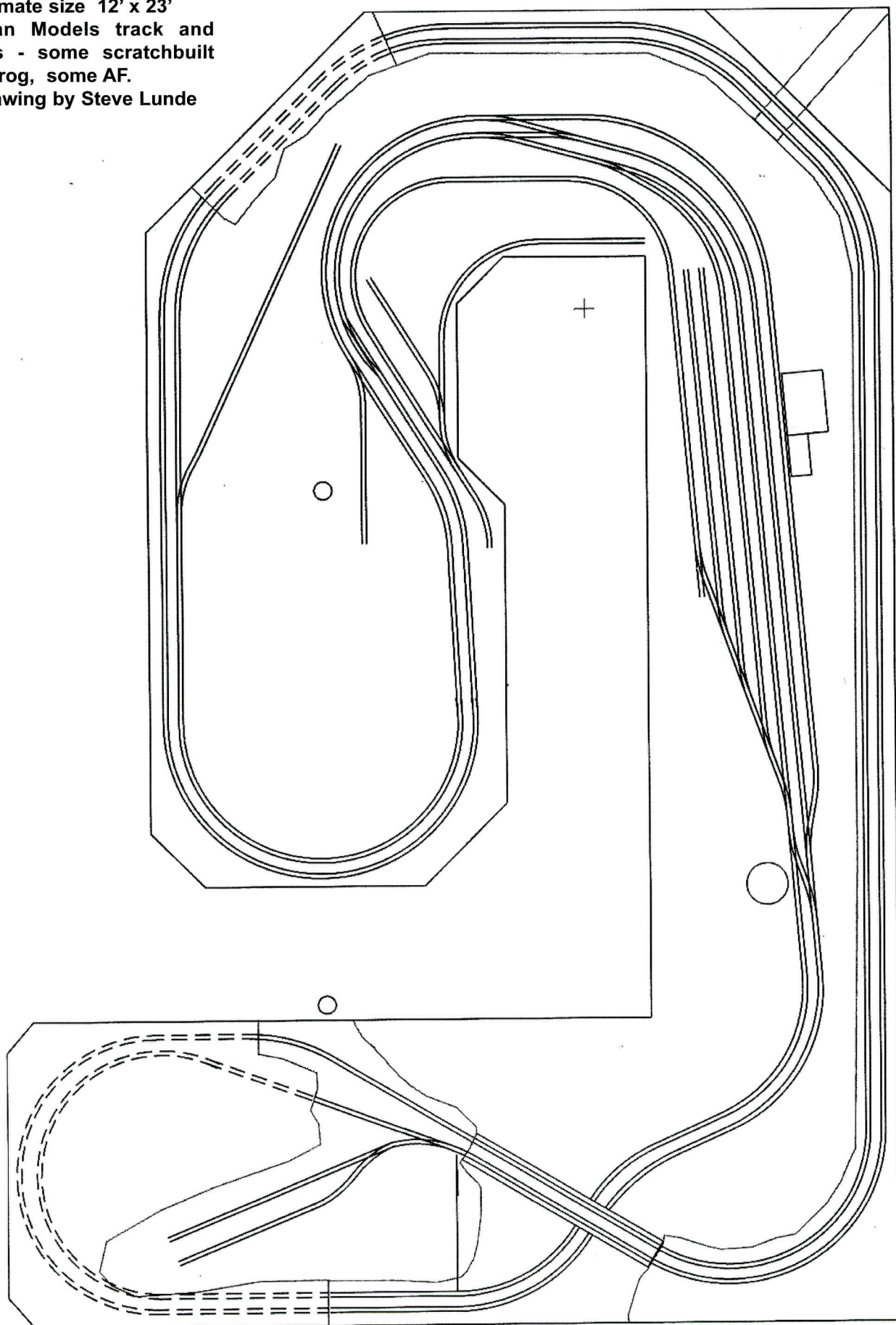


Badgerland S Gauger Steve Lunde will be your host for this 12' x 23' hi-rail layout during the annual 2003 convention in the Milwaukee area. Steve is a builder: - Most track is American Models code 148. Turnouts are a mix of AM, AF and scratchbuilt closed frog. The through truss bridge seen in two of the photos was kitbashed from an HO Central Valley bridge. The coal loader is set up to act as a mine. Structures are a mix of kit built, Ertl, Plasticville and others. Foam is used extensively as a scenery material.

all ABOARD!



S Hi-rail layout of Steve Lunde
Approximate size 12' x 23'
American Models track and
turnouts - some scratchbuilt
closed frog, some AF.
CAD drawing by Steve Lunde





S PIKES



Top - Steve Lunde's hi-rail layout will be open for the NASG convention this summer. *Bottom* - There were many large Sn3 layouts on tour for the Sn3 Symposium in February in the St. Louis area. A common thread on many of them were spectacular backdrops by Greg Gray. This is John Kalin's Sn3 layout. *Photos by Jeff Madden*



Above are two spectacular scenes on Craig Wright's Sn3 Cumbres, Toltec and Western Sn3 layout which will be an open house layout during the NASG convention.

Photos by Jeff Madden

Meet an S Gauger

Craig Wright

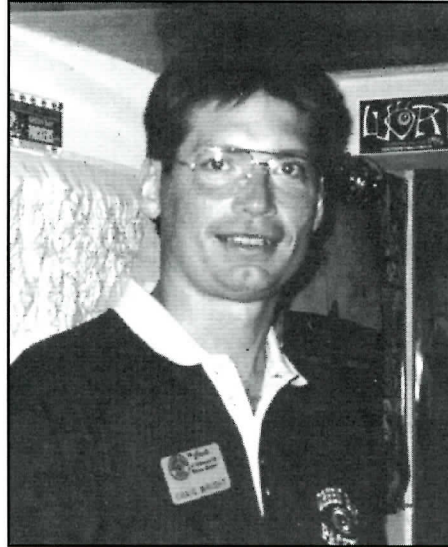
and the Cumbres, Toltec and Western RR.

Craig Wright lives in the Madison, Wisconsin, area and has built a beautifully detailed Sn3 layout based on the Cumbres & Toltec line in Colorado and New Mexico. The layout will be open on Sunday, July 13, for those able to swing through the Madison area.

Layout Highlights:

The layout incorporates various prototype scenes, as well as the locomotives and rolling stock of the D&RGW 3' narrow gauge set in the time frame of 1950. So it's the C&T line pre-dating the current tourist line. This time frame allows operating the narrow gauge's first class passenger train, The San Juan, which was discontinued January 31, 1951. The layout most closely portrays the operating and scenic portions of the D&RGW between the division point of Chama, NM and the 14

miles of 4 per cent grade east to the



Craig Wright

summit at Cumbres. Other prototype scenes have been included such as the Cascade trestle, and



K-28 2-8-2 #476 hauls a freight on Craig Wright's layout which features scenery reminiscent of southern Colorado and northern New Mexico. Craig is working on a standard gauge interchange for the future.

Photo by Jeff Madden

Toltec tunnel/gorge the series of wooden trestles on the RGS's "high" line at Ophir, and the steel box truss at Tacoma on the Silverton branch.

Locomotives and rolling stock:

Standard power in 1950 were the class K-37, K-36 and K-28 outside-frame Mikados (2-8-2) which are all represented on the layout (490, 487, 484, and 476). My roster also includes a K-27, a C-16 2-8-0 #278 (Railmaster kit), C-19 2-8-0 RGS #40, C-18 2-8-0 #319, and two of the RGS Galloping Geese. All painted locos are equipped with constant intensity directional lighting, PFM type sound, microscope-cover cab glass, cab lights and crews.

Design:

Design criteria for the layout included recreating the prototype operations and scenes previously noted, eye-level operations with walkaround control; and where practical, vertical scenery that extends from near floor to ceiling. Scenery was also used to visually separate and channel viewing.

Scale plans were developed for each construction phase: room construction, lighting, benchwork, track and scenery. A partially hidden reverse loop turns west-bound trains back into Chama and provides hidden staging. The orientation of some of the modeled scenes are mirror image or flipped relative to the prototype to fit them on the layout.

Room Preparation:

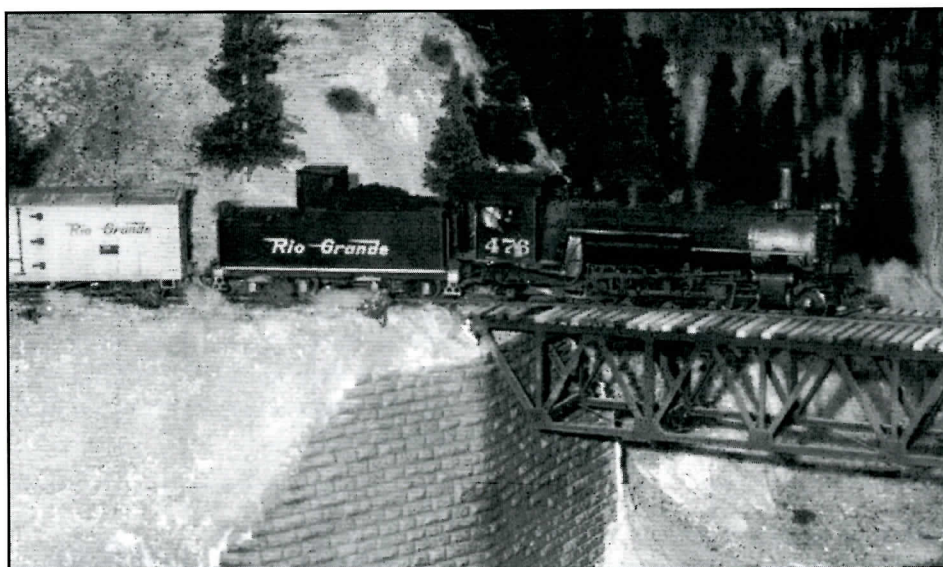
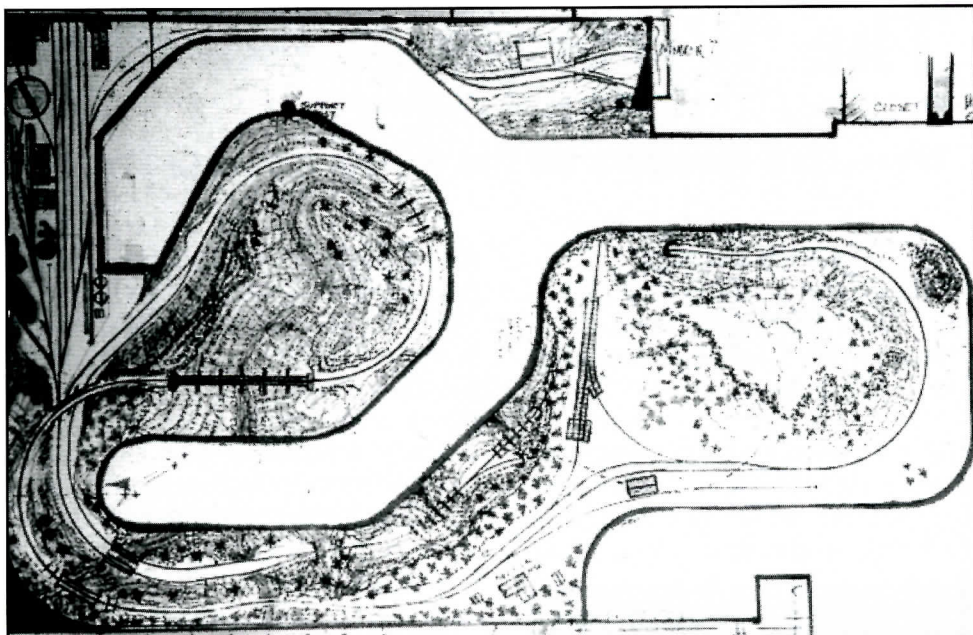
The first year of construction (1990) was spent installing drywall, lighting, and a suspended ceiling in the layout and workshop area of my basement. Lighting consists of incandescent, rheostat-controlled track lights to highlight scenes. Color-bal-

anced 3500k flourescents provide general lighting. Additional lighting was added after some of my mountain ranges created some unexpected shadow areas.

I painted the backdrop prior to the building of benchwork. Open-grid and L-Girder benchwork was constructed with 1x4 and 2x4 lumber fastened with drywall screws. The roadbed is 1/2" Homasote glued and screwed to 3/4" plywood.

Scenery and Structures:

Photos of prototype scenery were used in my effort to miniaturize its real world counterpart. The scenery hard shell was formed using screen covered with Gypsolite plaster. Rock molds were made and dental plaster castings were applied wet to the sceneryshell. I paid special attention to blending castings together and avoiding the look of a series of random individual castings. The castings were colored using a technique described in an issue of *Narrow Gauge and Shortline Gazette* by John Campbell. The basic technique involves various washes of thinned water soluble latex paint with a spray of black hoe-dye diluted with rubbing alcohol. I estimate that I've used over 500 pounds of plaster to recreate the San Juans. Real dirt, sand and a variety of weeds/grass were applied with diluted white glue. Many more trees will be required before the scenery is complete. Structures are scratchbuilt except for the beautiful laser kits by the Building & Structures Co. (now Banta Modelworks mostly).



Center - It's 476 again crossing a deck truss bridge. **Bottom** - A heavier Mike, 484 with snowplow pilot heads a freight across a recreation of Cascade Trestle which is based on the real thing on the C&TS. *Photos by Jeff Madden*

The 'S'traight & Narrow

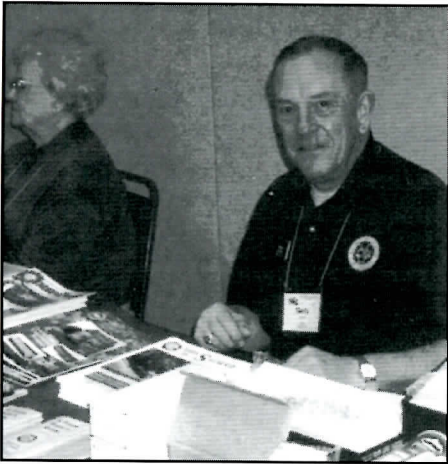
By David L. Heine

News and Reviews on the Narrow Gauge Front

NASG At the Sn3 Symposium for the 2nd Straight Year.

Guest author: Jeff madden, photos by the author.

For the second straight year the NASG had a booth at the Sn3 Symposium, which is a an annual February event held by a niche



Gerry Evans made the trip to St. Louis to help man the NASG table at the Symposium.

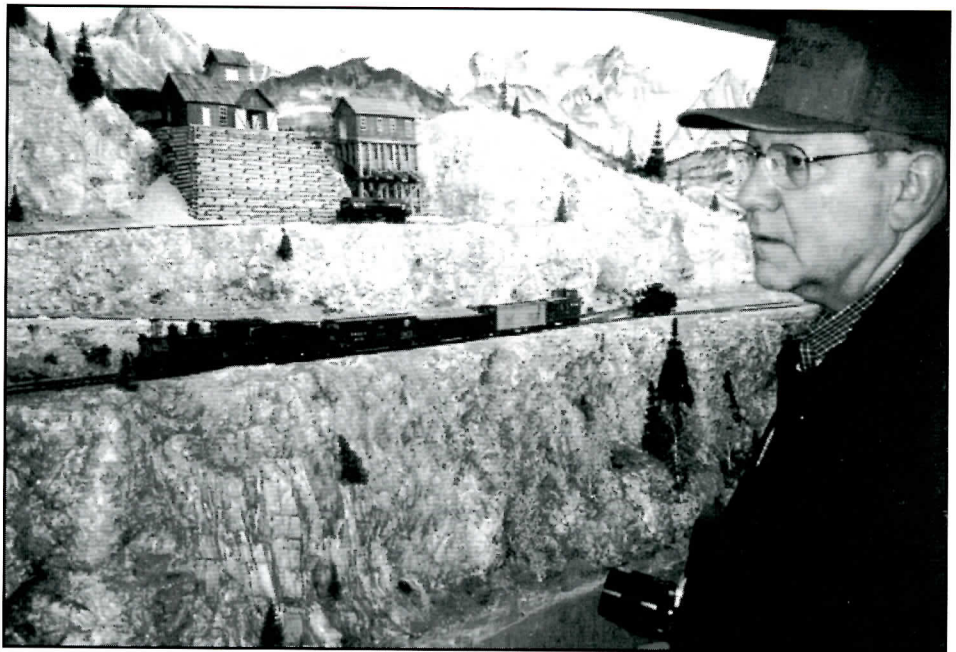
group of S narrow gauge modelers. The majority of these events are out west for obvious reasons, but this one was in the midwest in St. Louis, possibly because this mid-western city boasts of more Sn3 layouts than any other city - 8. This 18th annual event was held this past February 14-16 at the Holiday Inn Westport, the same location as the past and upcoming Fall S Fest.

As a first-timer to this event, two things stood out - lots of layouts to see and the homey atmosphere of the trading hall. The main organizer for this year's Symposium was Pete Smith who reported that there were about 158 registrants. He said that was a high average.

I drove down from Wisconsin with

Roy Meissner on Friday morning just ducking under a snowstorm. We were hosted at the home of NASG member Luther (Steve) Stephens, who, ironically, is building a standard S scale layout - actually rebuilding one since he moved from Pennsylvania with his wife Sue for her job transfer. They were very gracious hosts, and Roy and I reciprocated by kibitzing with Steve about his layout plan and doing the driving on the layout runs.

Also traveling a distance to help out with the NASG booth were Gerry Evans from Arizona and Terry Harrison from Florida. Our local assistant was Jim Bresnahan of the St. Louis AF club. We signed up a member or two and handed out many *Dispatches* and *This is S* brochures. Roy and I also set up a display for the NASG convention upcoming in July and promoted that.



Roy Meissner, another NASG helper, actually operates DCC/sound on Randy Meyer's 54' x 26' Sn3 Canyon & Rocky Mountain Railroad. Layout was designed by John Armstrong. Background by Greg Gray.

Photo by Jeff Madden

Dealers and manufacturers in the cozy trade area included some regulars plus some that only come to the narrow gauge events. In attendance were: Scenery Unlimited, PBL, Banta, BTS, Rio Grande Models, Mt. Albert Lumber, Backwoods Miniatures (from England), Western Car Shops and a couple of individuals.

David Keith had a modular Sn2 modular layout set up in the trade area. It is based on the SR&RL. Dick Hosmer of Melrose, NY, had a 2' x 8' Sn3 straight module with mine which is based on the Timesaver. There also was a large mountain module made of Geodesic Foam (mentioned last *Dispatch*).for us to gawk at. There was a clinic on how to use it too, plus others on various others on scenery, structures, Hawaiian narrow gauge, and so on.

Model Contest Winners:

Best in Show: Cimmaron Mine by Tom Troughton

1st Motive Power: Railmaster kit of C-19 #346 by Tom Troughton

1st Freight: Stock car #5605 by Steve Anderson.

1st Passenger car: REA baggage

cart by Jerry Thompson.

1st Structure: Silver Plume House
by Tom Troughton.

1st Diorama: Crossing shanty with
light by Jerry Thompson.

1st Model Unfinished.: Tomalco
combine by Mike Van Hove

1st Complete train: Elk Creek Log
Train by Don Smith.

1st color model photo: Ken Ehlers.

1st color proto photo: Randall Lee.

1st b&w model photo: Jeff Boeck.

1st b&w proto photo: Jeff Boeck.

The Layout Tours:

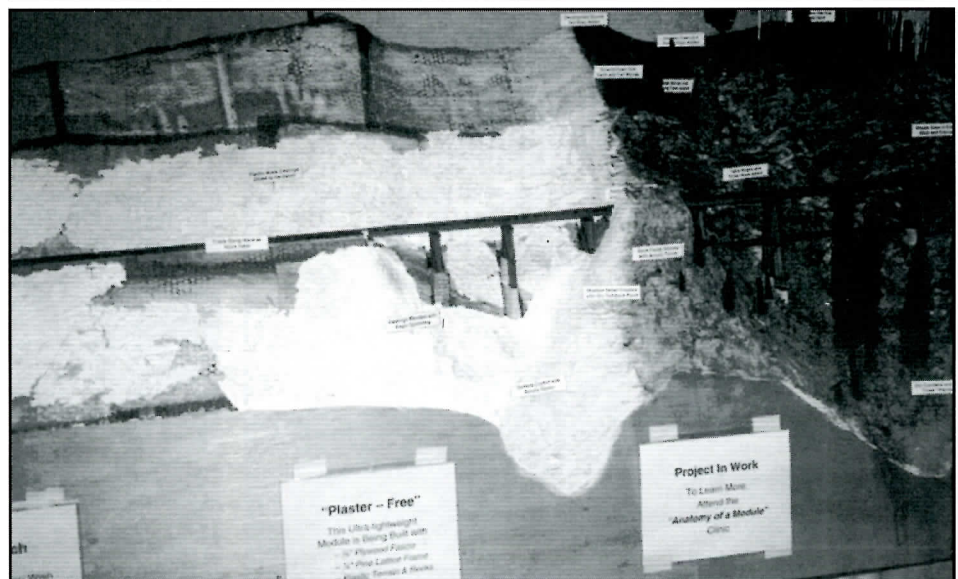
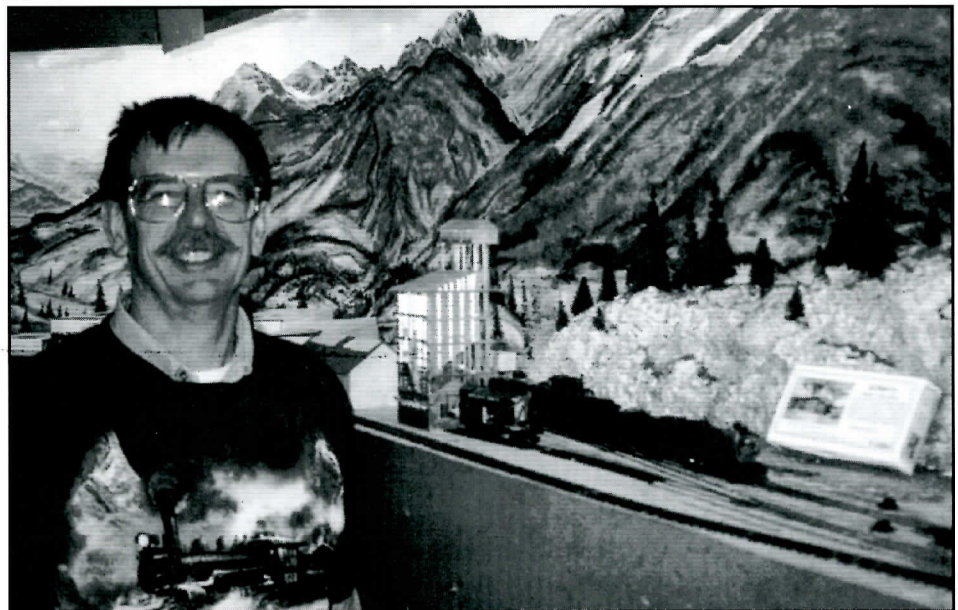
The big highlight of this long weekend mini meet was the layout tour. Layouts were open at various times from Thursday thru Sunday. There were 14 layouts open in the area - all narrow gauge. Eight were Sn3, two were On3, 3 were HOn3 and one was Gn3.

Roy, Luther and I saw 6 of the Sn3 layouts and one On3 on Friday and Saturday afternoons. A second snowstorm snuck in on us Saturday night, but fortunately, the layout tour part was over. The snow did prevent Roy and I from going out to see Tom Troughton's layout in Jefferson City on Sunday - we just headed slowly out of St. Louis instead. A common theme on several of the narrow gauge layouts was backdrop painting by Greg Gray.

This was a very well put together event and was enjoyable. Besides a bit of sleet and snow on Saturday and Sunday, the only sour note was the tragic news about Josh Seltzer passing. It was the type of event he would have enjoyed.

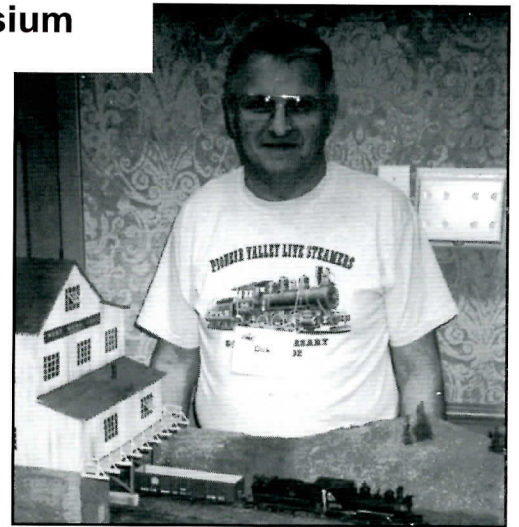
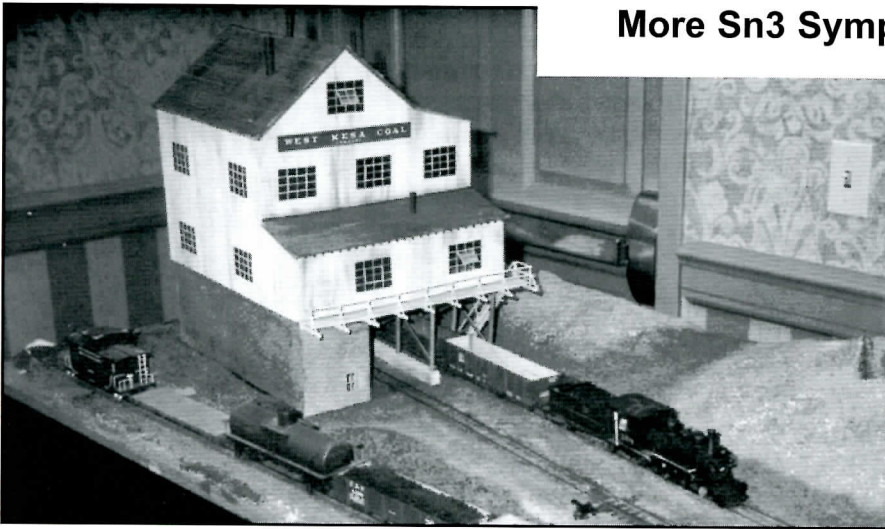
Next year's Symposium will be hosted by the Slim Gauge Guild on February 13 and 14, 2004 in Pasadena, Calif. you can check out the web page at:

<http://home.pacbell.net/smith/sn3symposium.htm>. or e-mail: sn3symposium2004@sbcglobal.net.

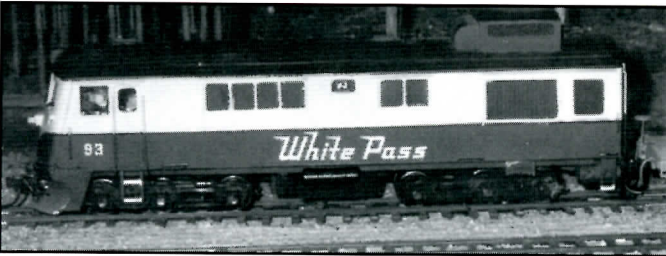


Top - Ore Mill on Randy Meyer's Sn3 layout. **Center** - Randy Meyer poses in front of Greg Gray backdrop. **Bottom** - Geodesic Foam scenery module was self-directed scenery clinic on display. There was a presentation too.

More Sn3 Symposium



Above - NASG member Dick Hosmer had his Sn3 Timesaver layout on display. Left - Not all was Colorado.



Left is John Kalin's Sn3 layout and above is the host (left) and Luther Stephens, a standard S gauger. Below left - Pete Smith's Loon Lake Ry & Navigation Co. Sn3 is well underway. It represents a Pacific Northwest logging line. Below is Tom Troughton's Best of Show Cimmaron mine and Jerry Thompson's 1st place diorama crossing shanty.



LIFE MEMBERSHIP - THEN AND NOW

By Dick Karnes, Librarian
Russell M. Mobley Memorial Library

The NASG looks a lot different now than it did in its infancy. Originally, when you sent in your \$3 to join the NASG, you were "privileged" to be a member for life. But a life membership wasn't all that special. Here's what you got in 1970, when the NASG was ten years old.

- Membership card
- Cloth patch
- Set of NASG dry transfers
- Welcoming letter from Russ Mobley

You also got to read the six-times-a-year NASG column in the *S Gauge Herald* - if you were a subscriber. And if you were a brass locomotive builder and were interested in a Berkshire, you could purchase parts and kits developed by NASG founder Claud Wade for an NKP, C&O, or Pere Marquette Berkshire. You didn't have to be a member to receive this benefit, but it was the NASG that sponsored the development of the Berkshire kits.

First class postage in 1970 was six cents (27 cents in today's dollars). The dollar was worth four and a half of today's dollars. Your \$3 dues were the equivalent of \$13.42 today.

These days you can't buy a life membership. When the NASG incorporated in 1976 the life membership was reserved for the yearly recipient of the Bernie Thomas Memorial Award for outstanding service to the NASG and the S gauge community.

However, today your nearly \$20 gets you:

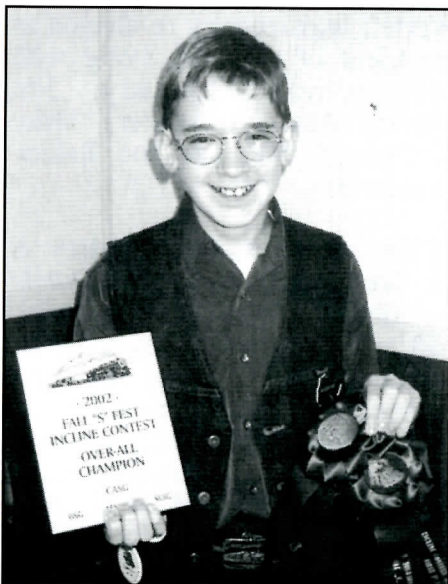
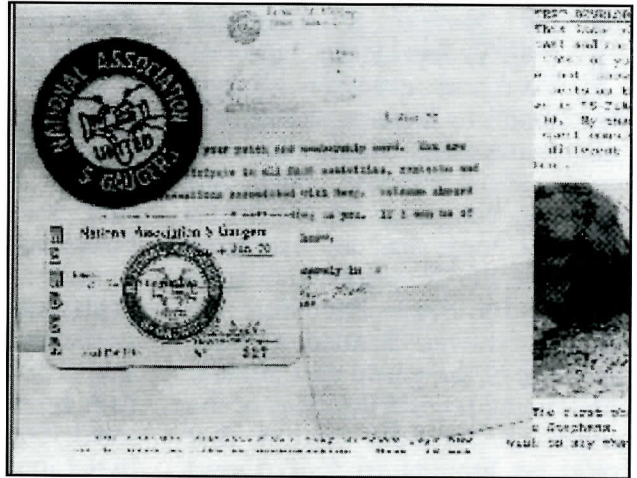
- Membership card
- Six-times-a-year magazine (this one) without having to subscribe separately.
- Scale standard-gauge wheel and track standards

In addition, the NASG sponsors a yearly national S gauge convention; track, wheel and coupler height gauges; and periodic spe-

cially-run rolling stock. In addition, the membership has working for it the manufacturing lobbying power of a well-funded national organization. The Armco building kit is the first in this series.

You no longer get the welcoming letter, the patch, or the dry transfers. But hey, some things just gotta be sacrificed.

The artifacts in the accompanying figure are just a few examples of the resources of the Russell M. Mobley Memorial Library. See the ad elsewhere in this magazine for Library contact information.



Donald Goeke left is the proud winner of the "incline" contest at the 2002 Fall S Fest. He and his family belong to the Badgerland S Gaugers. At right are youthful S enthusiasts cheering on a blue steamer climbing the incline.

Photos by Jeff Madden

THE CLUB SANDWICH

By Dave Pool

The **Maine S Gaugers (MSG)** met at the home of Rockport member George Marcopulos in January, and eight S gaugers attended. Those attending brought show and tell items and operation was done on the host's layout. George has an extensive collection of AF trains which were enjoyed by those attending the meeting. It was decided to have meetings of the group on a regular basis on the second Saturday of the month. A modular layout that could be brought to train shows was discussed on Feb. 15. A group of members attended the train show in Augusta, ME. The members attending brought along information supplied by the NASG to promote S gauge. Tom Stoltz hosted the February meeting in Dresden, ME. Tom has a DC hi-rail S layout with two-cab control. Both scale and AF can be operated on the layout. Tom is instrumental in organizing and planning the club activities.

The **MSG** is considering a poster which could be placed in hobby shops to advertise the club activities and meetings. A possible new member of the group is Dave Spicer, from the Yarmouth area. Joe Meager of Rockport, ME hosted the club meeting in March. Joe has an S scale layout which provided operational entertainment for the members attending the meeting. The layout will unfortunately be torn down because of an impending move. A former member of the Bristoliners group is Gene Fletcher who currently resides in Brunswick, ME. Gene has been recently hospitalized because of injuries from a fall. Gene is planning to participate in the **MSG** activities when he recovers.

The **Conn. S Gaugers (CSG)** met at the home of Larry Hally in Branford, CT in mid-January. Larry is an excellent AF repair person and has preserved and repaired various AF accessories, operating cars and locos. President Bill Fuhrman showed the NASG Armco steel building and explained how they were made available. Pieter Roos showed several S scale gondola cars that he had fabricated, painted and lettered. One car was spliced from two Lionel O gauge cars that are the correct width for S gauge. Art Ferguson also showed two converted gondolas. Bob Ritchie showed some O gauge people made by Artista that are suitable for use in S. Using them as seated passengers helps disguise the oversize.

The **Canadian S Scale Quarterly (CSSQ)** is the newsletter of the **Canadian S Modelers**. Manfred Lesser, Parkhill, ON is coordinating the newsletter with Alex Binkley of Ottawa. They receive and gather material for the publication. Final setup will be made by Manfred. This is a change from the previous method of rotating editors. The **CSSQ** includes interesting tips for modeling in S, and a recent issue advised of the "Sizzix" product sold with a die cutter by Michaels Craft Stores. This included pads of paper that can be used as scale wallpaper.

CSSQ member David Mehew had an open house in Peterborough, ON to sell his S scale layout. It was hoped that complete sections would be sold before the locomotives, rolling stock and structures would be offered separately. Canadian S modelers lost an early member of the club recently when Arnold Korfman of St. Alberta, AL

passed away. Arnold ran a business called Arnold's Toy Repair which he advertised in the **CSSQ** newsletter.

The **Western NY S Scale Assoc. (WNYSSA)** is coordinated by Gregg Mummert, and they met for their January meeting at his home. Emil Suda from Amsterdam, NY brought ads and articles on the ALCO locomotive shops in Schenectady, NY. New members Don Webster and Frank Schenk were welcomed at the meeting. The club met at the home of Bud Rindfleisch in February in Hamburg, NY and watched a video of the Cleveland NASG convention. Recently, Stan, the owner of the Wanakah Grill, passed away, and the restaurant may not remain open thus depriving the club of a regular meeting spot which was right by the tracks. New member Don Webster is hosting the April meeting.

Joe Sullivan edits *The Waybill* newsletter of the **South Jersey S Gaugers (SJSG)**. Don McGinniss hosted a "Play Trains" meeting in December where his layout is being converted from HO to S - WOW! The last Friday of each month is being set aside to work on Don's layout conversion. Member Pat Bigley held the March meeting at his home and Jim Oliver hosted the one in April. The current club layout is at Jim's home for scenery repairs. Hank Worrell was recently re-elected as president of the club along with Joe Sullivan, Secretary; Jim Oliver, Asst. Treasurer; Mike McConnell, VP; and Joe Balcer, Treasurer.

The recent **Lehigh Valley S Gaugers (LVSG)** Roundtable newsletter, edited by Bill Fraley had an article on his own layout which is celebrating its 40th anniversary. The Jefferson Central Bill explains, has recently been taken over by the Reading. Club members all pitched in to help member Dave Heine move his Sn3

Lehigh & Western layout from Coopersburg to his new ranch style home in Center Valley, PA. Yes, it has a big basement. The April meeting was held at the home of Barry Mertz where members present their annual "Secret Projects".

A regular columnist in the **LVSG** newsletter is Lottie Steamchester, who hosts a Q&A column. She must be from a warm climate because here caricature wears skimpy clothing. Many members of the club have S businesses including S Scale Loco & Supply, Del-Aire Products, Lehigh Valley Models, Pennsylvania Heritage Models and others.

The North Penn S Gaugers (NPSG) met at the home of Norm Lepping in February where they viewed Norm's Zoo Junction layout. In March the club met at member Phil Williams' and displayed their layout at the East Coast Hobby Show.

The Neshaminy Valley AF Club (NVAFC) held their 153rd meeting at the home of Mike and Jacki Ramsey in January. Jim Duffy brought his MTH Gabe and Mike Ramsey had a Lionel one to compare. The **NVAFC** met at Joe and Nancy Fisher's in March.

The Baltimore Area AF Club (BAAFC) was looking forward to participating in the "Fair of the Iron Horse 175", a festival to be sponsored by the B&O Museum in Baltimore, MD. The "Fair" was to include modern and historic locomotives, special displays, etc., and was to run from June 27-July 6 this summer. Unfortunately, there was severe damage to the roundhouse that occurred this past winter as a result of snow on the roof which caused a collapse. The whole celebration has thus been cancelled. The club had thought about hosting an NASG convention in conjunction with this celebration, but fortunately they didn't follow through. The NRHS convention will still

continue, however.

On March 22-23 the **BAAFC** set up at the Greenberg show in Timonium and at the TTOS Swap Meet in Earleigh Heights, MD on March 30. A note here: the Greenberg Shows have recently been sold to the GATS organization.

The Carolinas Division (CD) of the Atlantic Coast S Gaugers (ACSG) set up a display layout at the Peachtree Plaza GATS show in Atlanta, GA in mid-March. The layout was a 39' x 39' monster. Joe Haenn coordinates the activities of the **CD** and resides in Rougemont, NC where he operates Joe's Train Repair. It was hoped the Atlanta show might form the impetus for a new "division" in that area. A total of 89 invitations were sent to S gaugers in Georgia who have been identified as S gaugers through NASG or TCA membership. Maurice Wooden is coordinating these efforts.

In February the **Southeastern Michigan S Gaugers (SMSG)** had a meeting at Jerry Poniatowski's and displayed their layout at the Ann Arbor Train Show. Jerry is a top notch modeler and recently had an article on a scratchbuilt AEM7 electric in the S Gaugian. Ken Garber is a member who recently converted from HO. The March meeting was at Dave Belanger's where members enjoyed his large S layout.

The **SMSG** is upgrading their layout. Layout corners will be modified with S Helper code 125 track to allow operation of hi-rail trains. New straight modules will be 5'5" long to allow the use of a 6' x 10' trailer. Closed frog turnouts will be used throughout. Track plans are currently under consideration. At recent meetings Dan Moser brought AF locos converted to can motors, and Bob Stelmach showed off a home-made resistance soldering unit which he made from a microwave oven transformer. The

April meeting will be at Dave Held's and at Gaylord Gill's in June. In May the club attends a show in Durand, MI.

The Northern Ohio S Scalors (NOSS) has agreed to host the upcoming S Spree "Picnic" on Saturday of the May 18-21 event. The club plans to develop a switching module using NASG standards.

The Central Ohio S Gaugers (COSG) has their layout temporarily set up at the Central Ohio Model RR Club in some extra space so they can work on it during Tuesday evening work sessions. Jeff Link is coordinating the club website at cosg.org. The March meeting was held at the home of Mike McPherson of Upper Sandusky, OH. Rob and Lynn Berridge will host in April in Hilliard, OH.

In early April the club displayed their layout at the Springfield Train Show and at the Golden Spike Show at the state fairgrounds in Columbus. The Club plans to bring the layout to the S Spree in May. Alan Evans edits the newsletter and had a tribute to friend Josh Selter in it (see article this issue on Josh). Josh originally helped Alan get the **COSG** going and later sponsoring some Sprees. Larry Robertson is the current president.

The Cuyahoga Valley S Gauge Association (CVSGA) lost its leader recently. Josh Seltzer at age 52 passed away suddenly in mid-February of a heart attack. The club and the entire S gauge community mourns the loss of a good friend and supporter. Josh was very active in **CVSGA** activities as well as NASG events and programs. Josh had many ideas about S promotion and products and was instrumental in helping the gauge grow. Josh worked closely with current president Lee McCarty to plan and schedule **CVSGA** club activities. The **CVSGA** will go on

with the upcoming S Spree, an event that Josh started.

The Chicagoland Assoc. of S Gaugers (CASG) recently lost member Robert H. Pichler of Skokie, IL who passed away in mid-February. Bob was an esteemed member and attended regularly. He was interested in old time S scale kits. Will Holt reported on the 2002 Fall S Fest which they hosted. There were 334 general advance registrations and 18 manufacturer's registrations. The registered attendance was recorded as 745 people representing 31 states and one Canadian province. As of the December meeting, the **CASG** is incorporated. This was designed to help protect the club and its members from legal action, especially at conventions and train shows. Norm Schreiner is the current president.

The Badgerland S Gaugers (BSG) are busy planning the upcoming NASG convention to be held July 9-13, 2003 at the Olympia Resort & Conference Center, Oconomowoc, WI. The convention is billed as "The Great 'S' Show on Earth" and will feature many events and special activities for those attending. Art Pratt hosted the club for the March meeting. He has just finished a roughly 6' x 18' hi-rail layout which uses S Helper track. The club also set up their layout in March at the Society of Model Engineers Show in downtown Milwaukee. Ron Schlicht edit's the club newsletter.

The AF S Gaugers of the St. Louis Area (AFSGSLA) met at the home of Bob Bretch in March. Bob has a fine AF collection. Jack and Cathie Riely held the April meeting, and hopefully, the host had his layout running.

The club is planning for the 2003 Fall S Fest to be held in St. Louis on Oct. 30-Nov. 1. The event will be held at the Holiday Inn Westport, in a suburb of St. Louis.

Charles Albeitz is coordinating the layout tours and is seeking members and friends who could open their layouts for the tours. Member Steven J. LaFata passed away suddenly in January. He will be missed by the club members.

The S-Train Rail is the official newsletter of the **Inland Empire S Gauge Association of the Pacific Northwest (IES-GAPN)**. Larry Baker of Colton and Tom LaPointe from Moscow, WA, were recently welcomed as new members. The club displayed their layout at a swap meet in February, and Robert Bowen and Brent Nicholl brought and operated a 25 foot long spline/grain train using three diesels as power. The club recently made Harriet Horr an honorary member of the **IES-GAPN** in memory of her late husband, Ernie, who was one of the founding fathers of the club. Member Jess Bennett is scheduled to hold the April meeting at his home. Jess has a fabulous S scale layout which operates his custom built locomotives over many bridges and through spectacular scenery. Tom Bangs will hold a barbecue and meeting at his home in May.

The Rocky Mountain Hi-Railers (RMHR) are preparing to set up their layout at the Boise Depot Celebration to be held on April 19-20. Members have been working hard to improve the layout. Shane Jibben installed some doorbell buttons for the audience-operated whistles. Rich Gillett and Al Hayden brought a new plywood control panel that they have been working on. Their next show will be the GATS one on June 21-22 at the Western Idaho Fairgrounds.

And after much deliberation, the **RMHR** has decided to display their layout at the NMRA National Train Show, to be held in Seattle next year (2004). This will be from July 9-11, 2004 (Fri.-Sun.). This is a bit of a conflict with the

annual 2004 NASG convention which will be in nearby Tacoma from July 10-14. But, coordinator Gil Hulin will arrange a bus tour to visit the Train Show. Stay tuned.

The club celebrated National S Gauge Day on March 16 - this is 3/16.

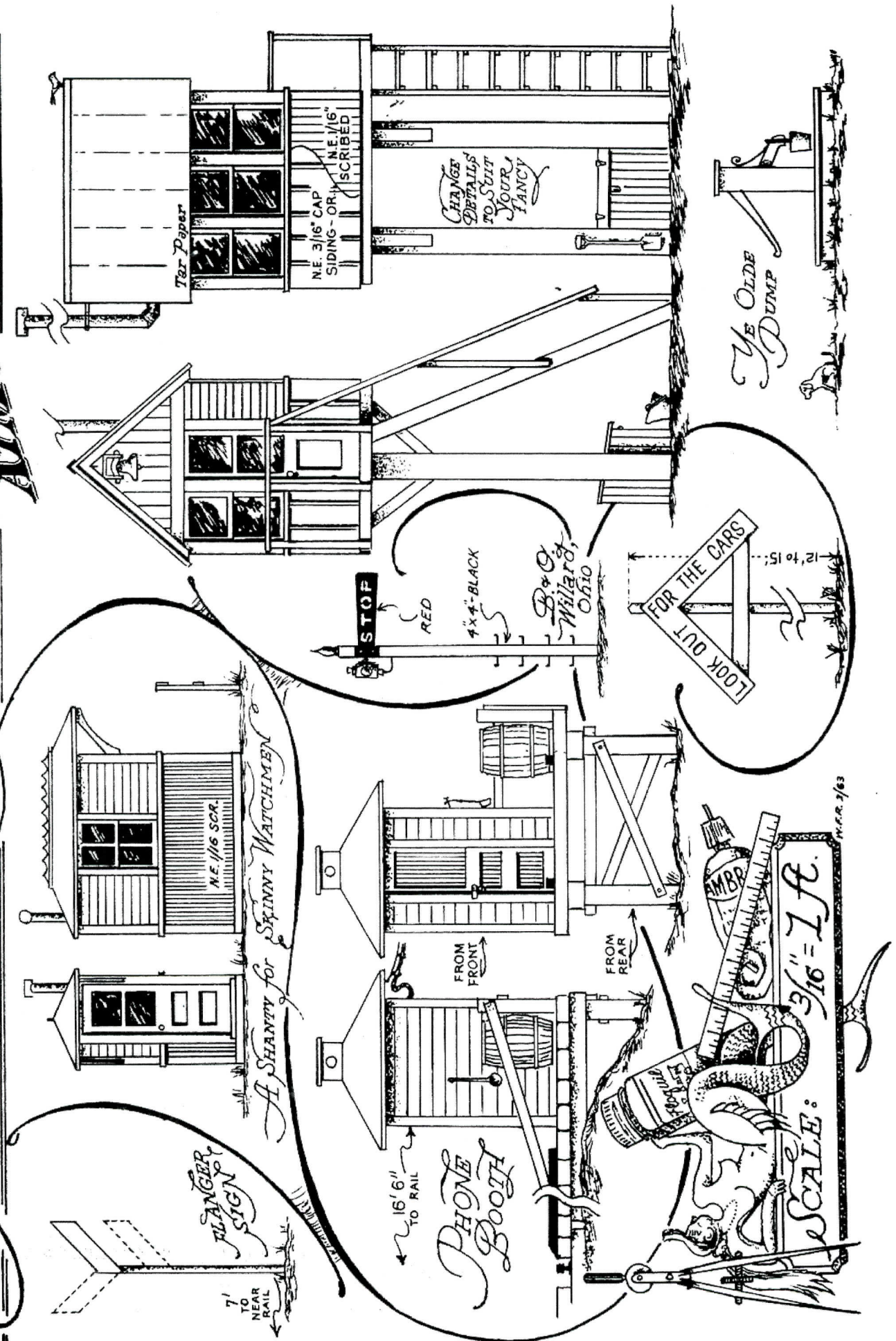
The Golden Spike AF Club (GSAFC) met at the home of member Fred Alles in February. The March meeting was hosted by Al Rawdon. At the January meeting elections were held and the new officers include: Richard Meyer, President; Orvil White, VP; and Treasurer, Scot Leonard. Orvil is scheduled to host the April meeting. A recent newsletter included color photos of the Lionel S gauge trains being offered, photos of the Eagle Rock Railroad Historical Society's train show and photos of Wayne Broadhead's layout and AF collection. Wayne also has Gilbert HO trains in his collection.

The Bay Area S Scalpers (BASS) met at the home of Don and Barbara Harper in March in Livermore, CA. Don has an excellent narrow gauge layout that is undergoing urban renewal. Ed Peterman hosted the January meeting with Keith White's assistance at the Santa Clara Historical Society. The event was in the Santa Clara freight shed. The **BASS** modules were set up for operation and approximately 20 members attended. John Gibson of Rocklin, CA joined the club in January. On April 19 member Joe Visintine is having an open house for enthusiasts at his home in Salinas. Visitors may bring S scale equipment to operate.

Submit newsletters and info to:

**Dave Pool,
11 Bittersweet Trail,
Wilton, CT, 06897-3902
e-mail: ndpool@juno.com**

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AN EXCUSE FOR DCC

Our bunch did a two-day show in a mall over a recent weekend. We had a blast except for the take-down. One of our group who owns a gas-guzzling Suburban that holds seven modules had to attend a funeral, so that left us scrambling for people and transport. We also smoked an MRC pack. We have been discussing the purchase of a club DCC system - guess we will now. We have been operating one main on DCC with a borrowed setup with the other analog. I think the guys are getting comfortable with the system now, so I guess the time is right to make the change for the club.

- Bob Werre, Houston S Gaugers

S IN NON-S PUBLICATIONS

- Dec. 2002 *Mainline Modeler*: Article on scratchbuilding an S scale Hydrocal structure by Phillippe Coquet. Good techniques. Courtesy Ted Larson.

- Feb. 2003 *CTT*: Feature on Richard Arsenault's hi-rail layout.

DEPT. OF CORRECTIONS

The size of the layout of Dick Kloes in the Feb. issue was incorrect. It should be about 17' x 24'.

NEW PAUL YORKE E-MAIL

S_trains@yahoo.com is my new primary address. My old yorke@gate.net account is being shut down after years of faithful service. They eliminated the local dialup number.

- Paul Yorke

WEBSITE REMINDER

Here are the four major S websites:
www.nasg.org
www.trainweb.org/crocon/sscale.html

www.trainweb.org/s-trains

www.s-scaletrains.com

- Roy Hoffman

MY FIRST AF

My Santa Claus was a step father who took on 4 kids (2 of them

teens) and showed us what a family means. My first AF came from a military base exchange in 1955 and was a Silver Flash set. Then came a 326 set, but I can't remember what was in it. I remember saving like crazy to buy extra cars from a shop in a basement on Virginia St. in Reno, NV. Then to Germany and more military bases where a few more goodies came. Now Santa comes every time I open packages from my S suppliers.

- Howard Sheffield

MY FIRST AF

My cousin got a Flyer set for Christmas 1947, and I fell in love with it because all I had ever seen to that time was three rail stuff. I badgered my parents ceaselessly from that point on for a Flyer train set. It never happened. They were too poor to afford it. A year later I got a Marx Monon diesel set for my birthday. I ran it to death in about a year's time, and that was that. One day in 1959, just after being discharged from the Air force, I was walking down a street in my neighborhood and saw a bunch of junk out in a guy's front yard. It was the first "yard sale" I had ever come across. In the middle of it all was a huge cardboard box with some two rail track sticking out of it. I peeked, and behold, a whole bunch of Flyer stuff was in there. There was a 293 and 13 cars making up the uncataloged Sears "Near Miss" set from 1956-7. There was also a barrel loader, fueling depot, water tank, some Plasticville, 6 floodlight towers, about a mile of track, a pair of 720A switches and a 40 watt transformer. There were a few other pieces that escape me now, but I bought it all for \$20. The rest is history. I still have all the stuff I bought that day except the floodlight towers.

- Steve Blackburn

THE ELECTRONIC WAY

The new issue of the *Canadian S Scale Quarterly* has been transmitted to subscribers who have inter-

net access as an e-mail item - not only the text, but the illustrations, two of which are in color. This definitely brings S Canada into the 21st century. This issue announces that subscription money should now be sent to the fellow who keeps the mailing list, which will streamline CSSQ operation. On top of those two developments comes the news that Kaslo Shops Distributing is producing a PS-1 boxcar and Ridgehill Scale Models is preparing to release rolling stock produced in Canada. These will be the first items of S scale rolling stock produced in Canada for more than 15 years. Tally ho the little red maple leaf!

- Joe Pereira

HELLO S SCALE;

GOODBYE HO? (abridged)

With an arresting title such as that, I will get right to the point: I am poised to become an S scale modeller, and my days of involvement in HO scale are numbered.

Having turned 40 a couple of years ago, I am at the age where eyesight has become an issue. For the first time, I need to use an Opti-Visor in model construction. This deterioration in vision is common at this stage of life. In the words of my eye doctor, "too many birthdays"...

Standing in my layout room, looking at the HO locomotives and rolling stock which surround me, I find it requires too much effort to see the details. All the time I have spent on full underbody detail has been for naught. Same goes for the reweigh dates. The engines and cars look ridiculously small.

For a couple of years anyway, I have been considering one of the larger scales such as S or O. During visits to Aberfoyle Junction and the Copetown Show, I have come to appreciate the heft of 1:48 and 1:64 models. They do not require as much effort to appreciate, and their larger mass makes a better approximation of the prototype.

...With the popularity of HO scale, I find not only that I have become overwhelmed in trying to keep up with the available products, but that the sheer number of choices in mind-numbing....The idea of a fresh start in a scale which has relatively few items available is appealing.

Given that I was intersted in S and O scales, it only took about an hour of research to determine the more attractive choice for a CNR steam modeller. While there are more products in general available in O scale, the existence of a fine brass kit for a CNR Mogul (S Scale Loco & Supply) and the promise of a CNR K-3 Pacific kit later this year (from Andy Malette) were enough to sway me in that direction. Upcoming resin kits for CN wood cabooses, flat cars and Fowler boxcars (Ridgehill Scale Models) only added icing to the cake.

As with any positive change in life, opening a new door is fun, but closing an old one is not. While I am embracing the prospect of working in S scale, I am not happy about leaving HO scale. After 30 years as a serious modeller in HO, I have aligned my thinking toward this scale. Over the years, one becomes accustomed to the things which are available - certain brass models, resin kits,It is not easy to part company with such pieces.

Yet part company I will, with at least some of my HO scale equipment. A large numbr of structures

created for past layouts will be on the way out the door. I have purchased dozens of resin kits of foreign road cars ...these will be assembled and flogged on eBay. I will hold on to my CN locomotives and rolling stock for the time being...

And what of the layout? I am the father of two young boys now, and somehow the construction, operation and maintenance of a medium sized (350 square feet) home layout is a chore which I can do without. ... In the immediate future, I will dismantle the benchwork for the two branchline towns on the layout. For the foreseeable future, I will enjoy running trains around the room with my sons. When I have completed that first S scale engine, however, I will need a place to run, and the HO track will likely be lifted.

In terms of modelling direction, in HO scale or S scale, I envision creating specific scenes, one to one. In that regard, there will still be a place for HO scale in my modelling life. .. In S scale, I will likely choose a place like Harriston, and put the Mogul and Pacific to work pulling branchline trains on the Owen Sound Subdivision.

In a conversation a few days ago, Al Lill playfully warned me that a purchase of an S scale steam locomotive kit would be a dangerous step... which is precisely why I am going to take it.

- Ian Wilson

S-CALENDAR

May 3, 2003: 4th Annual Flyer Fest West hosted by the Sacramento Valley American Flyer Club (SVAFC), Chabolla Community Center, Galt, CA. Don Rosa, (916) 682-6961, P.O. Box 1914, Elk Grove, CA 95759 - email: af2rail@att.net

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

July 9-13, 2003: NASG Annual Convention - Olympia Resort, Oconomowoc, WI. 800-558-9573 for hotel reservations. Roy Meissner 262-538-4325 - www.trainweb.org/bsg.

Oct. 30-Nov. 1, 2003: Fall S Fest, St. Louis area, Holiday Inn Westport, Craigshire Rd., 314-432-3417 or Moe Berk, 39 Graeler, St. Louis, MO 63146.

Bids Open for NASG Annual Conventions -- 2005 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - e-mail: leemax@jps.net

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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Pres. Message from page 4

our various committees. That doesn't fit the theme of competition, but is worthy of mention.

I might close with the fact that our very existence as a scale is based largely on competition. When I was a kid it was AF vs. Lionel. I remember having the Lionel kids make fun of our "whitewall wheels" while we always derided the 3-rail track. It was all the harmless competition of childhood. However, we are still competing for modelers in a hobby that is slowly shrinking overall. Today we compete with O and O-27 on the hi-rail side and with the likes of HO and O on the scale side.

Competition is what makes promotion exciting. Competition means scanning each new hi-rail catalog to see what S items they're adding. It means having HO scalers over to see and get a feel for S by viewing our S scale layouts. Competition means fighting to get mention of S in the national model railroad press. It means clubs taking their portable layouts to train shows where folks in other scales can see what S has to offer.

It will be exciting to see what happens next in the competitive world of model train manufacturing and what it could mean for S.

Hello S Scale; Goodbye HO

This is the actual title of a webpage found on the internet at <http://members.rogers.com/canadianbranchline/hellos.htm>. S scale has bagged some big names lately including this well-known and much published model railroader. (see Extra Board this issue). Hank Worrell of the South Jersey S Gaugers told me of a very prominent HO modeler there who has converted a multi-deck HO layout to S. More and more HO scalers are being attracted to S as our product base grows. Sometimes it gets frustrating when trying to promote S, but when I hear stories like these, I'm encouraged to keep up the good fight. This coming convention is going to begin a whole new approach to promoting S and I hope it results in a whole bunch of new S scalers to report on some day.

Promoting Sn3

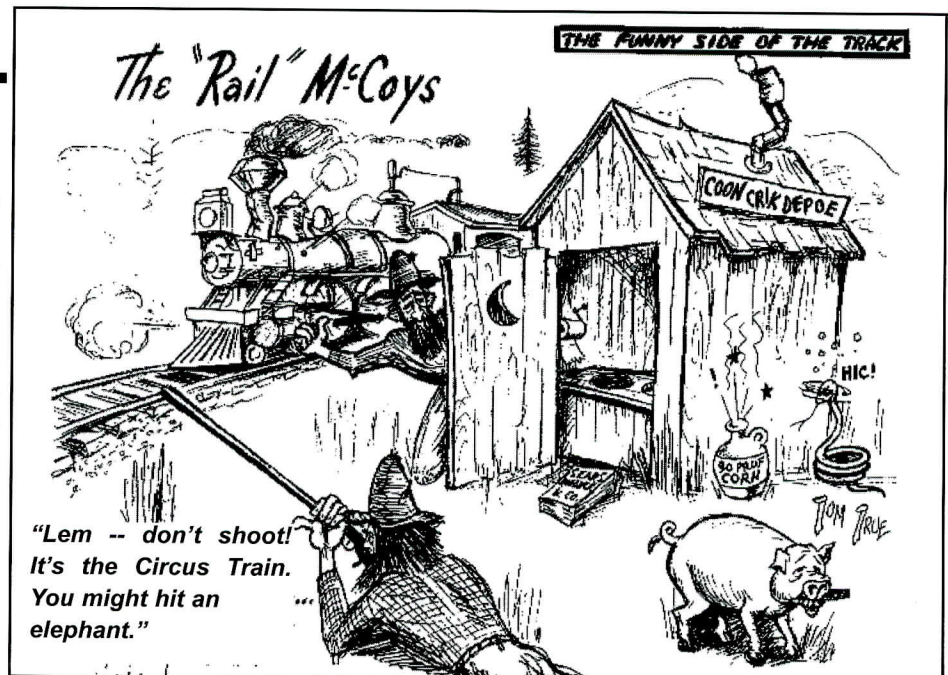
The NASG has had a table at the last two Sn3 Symposiums. We've gained some new members but more importantly, we are trying to sell the Sn3 modelers on the fact that there is a large and growing number of S finescale modelers several of whom have both S and Sn3 on their layouts as well as other S narrow gauge scales such as Sn2, etc.

But increasing our number of narrow gauge members also means that we must make a larger commitment to serving the narrow gauge sector of the NASG and find ways to promote narrow gauge as well as the other aspects of S. Ideally, if we had a promotions committee at-large member specializing in narrow gauge promotion, it would be an important step in promoting S in the 2000's. Joint ads such as the S scale ad in *RMC* could be investigated. Magazines such as the *Narrow Gauge and Short Line Gazette* could be good targets for such ads. The committee could also look into NASG projects like cars and/or structures to offer to the Sn3 community, thus building up the range of products like we are doing for scale and AF/hi-rail.

I would be happy to entertain any ideas or suggestions that you members have in this area. In particular, it would be great to hear from our narrow gauge members. Narrow gauge is an area of S that's been largely untapped and as we gain members we have to look for ways of making them more inclusive.

Jeff's Jct. from page 5

em yourself out of cardboard) can help you visualize a future layout. And with your cut out trains you can really visualize your future empire. Templates of the footprints of structures and accessories can further this visualization. In conclusion, if you are procrastinating getting started on that layout, just get out some scissors and start cutting. You most likely will find that doing this will inspire you to get moving on the real thing.



Railmail cont. from page 5

ered hoppers with an SHS caboose.

In the middle of the table were handouts from the NASG and CSSQ along with application forms and a short list of URLs for the web surfer. For what I had, it seemed to be a popular display - lots of comments (mostly favourable) and several people picked up some of the paperwork. There were a couple of disasters over the weekend. First, a nice little snowstorm moved in Saturday resulting in 8" of snow by Sunday morning. Even with the weather, I ended up selling more on Sunday than Saturday, but understandably attendance down from past years. Second, was the DCC booster. You know Murphy - he dropped by and popped mine. It suffered from an internal short causing no output. Fortunately, I borrowed a friends for the rest of the day.

The only problem with the sound was that I had to compete with two Lionel setups with about 7 noisy running trains. You had to listen carefully to hear the bell and whistle in my FAs. Hearing the prime mover was even more of a challenge. Another observation: I had 5 or 6 piles of handouts with varying degrees of "taking." I

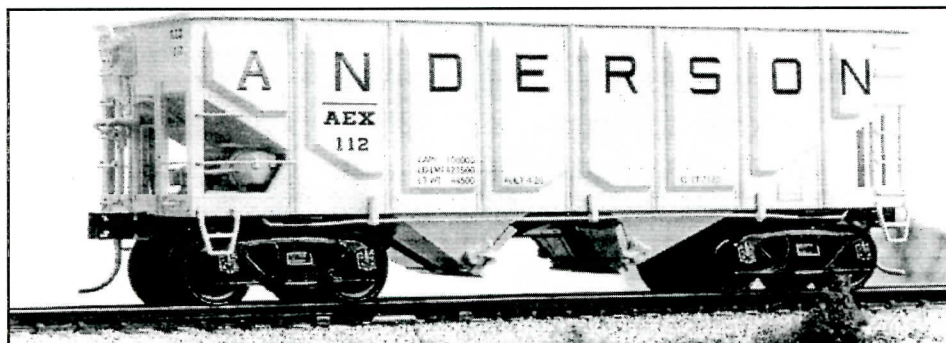
think that next time I may put everything into information packets using large Ziplock type bags so the guest only has to pick up one item. And yes, now I can afford to obtain more much-needed S equipment.

- Ken Garber, Ontario.

Welcome: I think we should welcome all manufacturers entering the S gauge market. Several years ago when I thought about getting an S gauge set for my grandkids, I watched them play with my trains and realized that the new S gauge cars were too fragile or expensive for playing with. It was not good for my blood pressure. It was original Gilbert cars or nothing. K-Line is offering to fill that need for more "robust" and attractively priced "toy" trains. We should be thrilled to have them offering products that may help to interest the youngest generation in trains to fill the ranks as us old codgers start to leave the scene.

Yes, this could mean competition for current S gauge manufacturers, but if this attracts new younger members into the hobby, this could mean a greater market in the future for the more sophisticated products. With Lionel pumping up their offerings and K-Line coming into S, can MTH be far behind?

- Roger Delthony



Well now, it looks like SHS is sneaking another 2-bay hopper in on us with this 55-ton panel side style. The model is based on the Union Metal Products Co. pressed steel panel sides. NYC rebuilt 1500 cars with panel sides. The PRR and NH rebuilt only one car. Other roads like the Wabash, Frisco and CN rebuilt thousands. First run roadnames are Anderson (above), Ann Arbor, Frisco, D&H, Grand Trunk Western, NYC, NH, PRR, Wabash and undec black or red. RTR retail list - \$39.95.

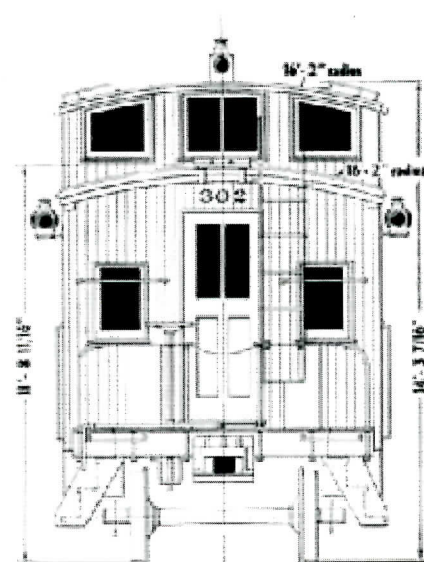
Remember When? Bill Fraley recently commented that he picked up a Lionel Wheaties boxcar from the Russ Mobley estate tables at the Cleveland convention in 2002. The car that Bill got was part of Lionel's 6040 or 9040 series (O-27). They are marked as such on the high tack board on the A end. You had to file an Ace floor a little to get it to fit in converting it to S. These were double door boxcars, and their overall dimensions (H, W and L) were right on for S scale 40-foot boxcars. Some refused to use them because next to AF boxcars they were higher. And some of us used to take Lionel's 9600 or 9700 series (O-27) cars, narrow them down a little, and use them for S scale 50' boxcars. Back in the old days, beggars couldn't be choosers.

- Tom Hawley, Lansing, MI.

Thanks to donors:

*Steve Blackburn, Chuck Porter,
Sam Rapp, Pete Silcox*

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