

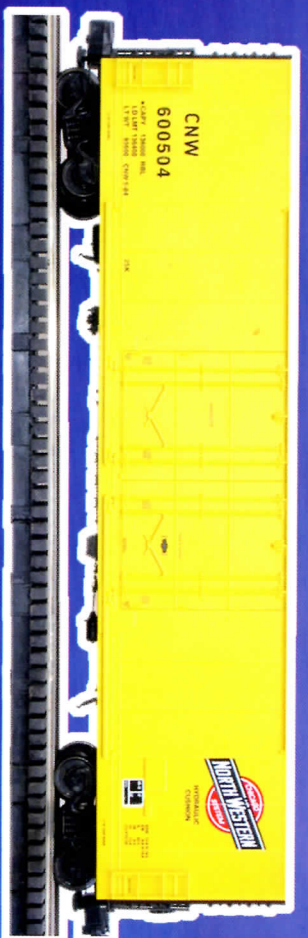


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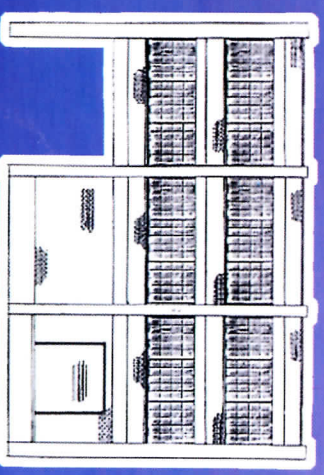


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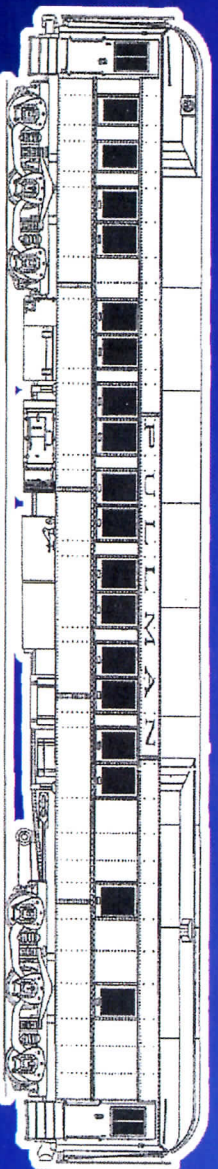
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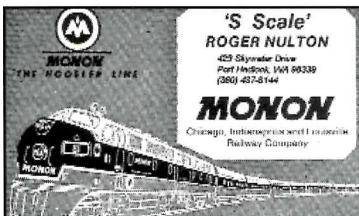
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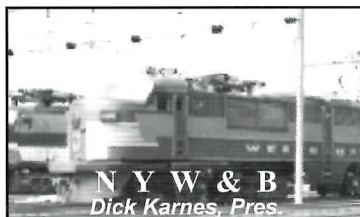
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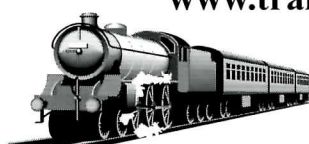
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Official Publication of the
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The NASG **DISPATCH** welcomes art, photographs, letters, articles and other S gauge/scale related materials contributed by the membership. Send all such materials to 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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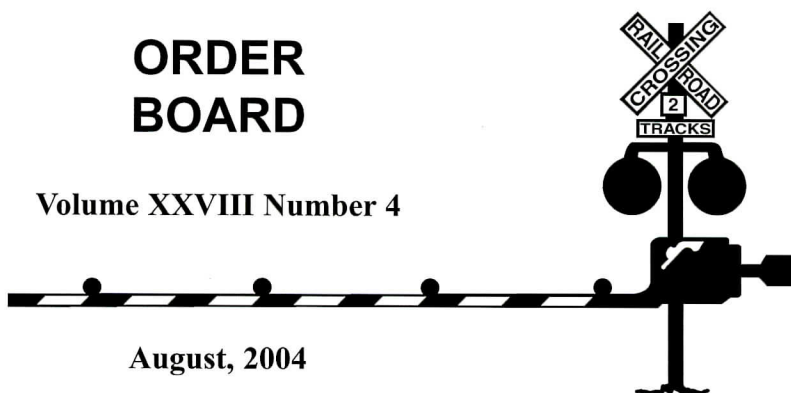
COVER: The NASG helps get produced and promotes projects throughout the years. The AF GE reel flat car is this year's AF project. The factory building is coming. The long Pullmans are coming back. Some 2004 NASG convention cars are still available from Des Plaines Hobbies.

ADVERTISING RATES: Inquire regarding B&W or color rates. For additional information, contact the NASG DISPATCH Advertising Manager.

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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...

My last message may have caused some to question the future of S. I feel that the scale has a bright future and just want the scale side of S to be a part of it. This time around, I would like to concentrate on the area that I feel will fuel the growth of S in the immediate future and that is the area of Hi-rail.

Hi-rail can be accessed and enjoyed by either side of it. The scalers benefit from needed products produced by folks like AM, SHS and DPH that can be easily converted to scale or run as scale right out of the box. However, far more of these items are purchased by those who maintain American Flyer layouts. Quoting Roger Carp from his article in November 2003, *Classic Toy Trains* on Lee McCarty's Flyer layout (which I was told won the 2004 Perles Publication Award): "But Lee wanted the freedom to choose among the best S gauge trains manufactured long ago and in recent years." "Today's products are too good to be overlooked" he contends." This shows that AF operators have the same desire for good quality new S equipment as anyone else.

Hi-rail has the ability to provide AF compatible equipment to run on layouts with track like AF or Gargraves. It can also run with AF compatible equipment on more realistic track like AM or SHS. I used to run Hi-rail and some AF engines on code 125 rail mounted in Miller tie strip. Many people run Hi-rail flanges and Kadee 802 couplers giving it yet another

step up in realism. As you see Hi-rail runs quite a gamut and can make almost all those modeling S happy in one way or another. Hi-rail's versatility explains why it is so popular.

Who knows: scale may take off some day. However, right now I would place my money on Hi-rail. Isn't it about time that we appreciate HR layouts and include them in the same breath as scale? If HO had the same definitions as S, it would mean that the percentage of HO layouts running on code 100 track is the same as the percentage of Hi-railers in S. There are HO purists who want to run with code 83 or code 70, but you never hear the term Hi-rail used. There's no need to even mention N scale when it comes to track or coupler size. So why are we so conscious of those differences?

In this society we are always dealing with labels. You hear of labels being attached to politicians or the people that they represent. Are you conservative, middle of the road or moderate, or are you a liberal? You could carry this over to S and say that conservative is scale, moderate is Hi-rail, and liberal is AF. I know that may sound a bit silly, but we do just that kind of thing when we apply labels to ourselves.

My biggest wish has always been that we bury the hatchet and start acting like 1:64 scale modelers and drop all those infernal labels.

- NASG President Roy Hoffman
email: rhoffman@innernet.net

NASG NEWS

Conventions Approved: NASG Annual conventions for 2005 and 2006. Altoona, PA, was approved at the 2003 BOT meeting and the Southeastern Michigan group was given the go-ahead at this year's BOT meeting for 2006. See S Calendar for dates and details. There also have been nibbles for 2007 and 2008.

Estate Survival Kit: Enclosed with this issue of the directory are two items which members may find useful for estate planning regarding their railroad collections. One is an explanatory booklet and one is a series of fill-in sheets. Executive VP Dick Karnes was instrumental in compiling the information with the help of others. Bill Fuhrman (Eastern VP) has been designated as administrator of the NASG's Estate Support Program.

Sold Out: The NASG green heavyweight Pullman's are sold out in both body styles. We still have some Canadian Nation, 2 tone gray, and Tuscan in both body styles. For more information go to, <http://www.nasg.org/hwpullmans.html>

Hi Folks: It is time for me to don my Election Committee Chairperson hat, (Actually it's more of a crown!) and remind everyone that this is an election year. (Do not confuse this with that other election to be held in November.) Yes it's time to do a little more work and get a little more involved. The NASG needs a new president as Roy has already told me he will not run again. The office of Treasurer is also up for vote as are the three Regional Vice Presidents. Even if you don't want to run, spread the word at your clubs. If you or someone you know is interested, e-mail, write, or call collect, and I will provide more details. Nominations need to be in to me by November 15th. It will be here before you know it!

-Jamie Bothwell

NASG Election Committee Chairman

RAIL MAIL

Ed's editorial: ... On a wider look, many of us are thinning out our inventories, but of course, we will thin fill them right up again. This thinning is a natural churning in the market... In the Pines & Prairies S Scale Workshop, we often load up the car for a trip to the flea market, unload on to the tables and then see what our friends had for sale. We then buy most of the neat things on their table while they are buying the neat things on our table, and then we load them into our cars and find that most everything we had brought to sell just came home in another trunk. The only bad thing is that the trunk is always full on the way to the show and more full coming back.

- Ken Zieska

Another: Your solution to the dilemma of "too much stuff" is one I arrived at too when I picked "the Monon in fall 1948" as my limit to acquiring more stuff. Unfortunately, it has not worked entirely, as the many cartons of unbuilt kits, etc., that we had to move from San Diego to Washington made clear. I offer the following excuses/rationalizations to myself and the group for consideration:

- Many kits have been replaced by RTR models that are superior.
- Items that are closer to my prototype have been produced.
- Several models bough "sight unseen" turned out to be junk.
- My interests have focused more as I learn more about my chosen prototype.
- Convention cars were bought as souvenirs, prototype or not.
- Items were obtained from estate sales for sentimental reasons.
- and lastly, I have tried to encourage our limited base of producers by buying stuff from them.

I've been seriously in the hobby for less than 20 years, and have moved twice, which tends to make one aware of the volume! Gale was in it for 50 plus years and had a stable residence to stash stuff, as well as the Inland Terminal Railroad building. He also, like many of us, liked the fun of interacting with sellers and showing his newly acquired goodies to others.

- Roger Nulton

More: Didn't know Gale, but bought one of his NYC engines. S scale is finally at a point where modeling a prototype seems do-able. So I think we're all starting to simplify our collections. I am just beginning. Will let a little time pass before I start selling some stuff off, but I am also, against my will, following the NYC. Not so against my will, I have focused on Kingston Jct. with the Wallkill Valley, Ulster & Delaware and NYO&W. Lots of action and an opportunity to rationalize. While there is much to regret in a man's dreams of idleness remaining unfulfilled, Gale must have enjoyed dreaming these dreams - and perhaps he had better things to do. His dreams put together a collection which will bring happiness to countless others - like me - he didn't even know.

- Skip Mersereau

Narrowing down: Thanks for the words of wisdom, and how true, how true. The child in all of us will talk the adult in all of us into some pretty cool, but illogical stuff. I recently went through a similar epiphany and narrowed down my collecting to only the railroads that ran through Union Station, Kansas City, circa 1930-65. Actually, most pieces are from the '50s, but like yourself (Ed), there are a few things for which I will make an exception like the UP DD40-AX which is about 1963ish.

- Roy Inman

Thinning: To add to Ed's discussion, I have thinned some of my stuff down to a reasonable level. Of course, I'm looking forward to adding a few items at the Chicago convention. I made up a loose rule - when I buy something, I then turn around and sell something. I'm not a believer in storage of 'someday' cars. Therefore, what fits on my layout is pretty much what I own - with about 60 exceptions! I run steam-diesel (up to '59) on my layout. However, I like to run '70s and up on our modules, so those cars and motive power are stored on display shelves and in 'transport' boxes.

- Bob Werre

Aftermarket stuff: Dave Engle suggested somebody make filler pilot fill-in kits for all those hi-rail diesels with wide coupler slots. A response: There is a lot of room in S for the small manufacturer or basement workshop type operations to come out with the small and not-too-complicated items that many of us need.

Cont. on page 7

Jeff's Junction



Guest Editorial - Ed Loizeaux

Sadly, Silently: As I sit here watching the parade of Gale Irwin's S scale equipment passing day by day on eBay, I was struck by a wave of sadness. Imagine years and years of accumulating stuff, much of it never built, never painted and never operated, and then moving along to the great roundhouse in the sky before putting it to serious use. I just got sad thinking about it and then got to thinking that Gale is not the only fellow who has accumulated more stuff than makes logical sense. Stuff from different eras, different road names, different gauges (standard and narrow), different quality levels, different everything.... just piles and piles of stuff. Sort of reminds me of my own attic -- before I saw the light.

For what it is worth, I recently embarked on a program to dispose of all things not related to an NYC layout in the transition era. Out went all the modern kits, the brass SD-whatevers, SP everything, non-NYC locos of all kinds, etc., etc. My atticpile is steadily dwindling. I still have a C&O articulated (TRO) that will need a new home (any volunteers out there?). Jamie Bothwell is getting the GG1. I also have several factory painted AM, PRS and SHS cars representing stuff beyond 1958 - my cutoff year (more or less, unless I r-e-a-l-l-y like something extra special). Some other miscellaneous stuff is also available, but I don't recall exactly what it is at the moment. Never mind, that wasn't the point anyway.

Interestingly, I feel a big load has been lifted off my back. A new sense of freedom has arrived. I don't really have to build all those kits, paint all that brass, make everything run, or any of that. I can sell or trade it off and simply relax with all the NYC stuff that I already have. I gotta tell ya, it is a fine feeling not to have all the pressure. Knowing that my wife and kids will only have to deal with half as much stuff makes me feel better also. My unbuilt kit repository is mighty small these days and the unpainted brass pile is extremely tiny as well (only 3 pieces left). A good feeling indeed, and I am enjoying it.

Why, oh, why did I ever buy all that stuff in the first place? Looking back on it, there is no logical explanation. Excuses and semi-real justification, yes. Logical reasons, nope. Anyway, I was thinking this would be a good time to suggest that other modelers

do something similar. Focus on a road, locale, era and simply buy only those things that "FIT". If'n it doesn't fit, don't buy it. If you don't have enough stuff, just wait a bit. More will become available eventually and it will "fit" your situation. Be patient. You don't really need non-fitting stuff anyway, and it will just sit around on some shelf for a decade or two or three before your widow sells it off. Why stick her with all the work?

Y'know it isn't just Gale Irwin's stuff that brought me to this point. Larry Sokols' huge inventory of S scale stuff is on the block so that he can concentrate on O scale. I'm not sure how this solves any particular problems for Larry, but it is his choice. Perhaps having two piles of stuff in two different scales didn't really make any sense to Larry. Kent Singer's stuff has recently been filling eBay pages as well. Good thing for Kent that he is also a NYC transition era fellow. Makes selling things to me a bit on the easy side. But here we all are, Gale's wife, Larry, Kent, me, etc., selling off S scale stuff that is excess to current needs. Kind of sad in a way. And nothing I can do -- except to buy some of it.

-Enjoy, Ed L. See *Railmail* for other responses.

Yes, losses of high profile modelers such as Gale and Josh Seltzer, cause us to reflect on our own accumulation of equipment. I did this in HO in the beginning. However, I was always wheeling and dealing and upgrading. I did focus on the B&O mostly, and by the time I switched from HO to S, I had a ton of stuff focused mostly on the transition era. I did that part right, but I still had too much stuff which ended up in boxes because of a move. Then I took two pieces of Ed's advice at once. I began selling off the HO collection (enough to stock a very large layout) and focused on accumulating S equipment in the transition era only (my year is also 1958). I also downsized my layout scope to a freelance coal and lumber shortline connecting to a B&O secondary mainline. My focus will be 10 or 12 locos tops for both segments and just enough rolling stock to fill a modest layout. And speaking of layouts, having one is a sure way to help focus your mind on what uses those piles boxes containing built and unbuilt locos, rolling stock and structures will be. My layout benchwork is underway, and I already have spotted a few surplus things that may eventually go down the road. And as Ed says, there is always some new thing that comes along that possibly can replace an item which currently is a keeper. And as we all work our way to the big roundhouse in the sky, it's always a good idea to have a friend or two in mind who could help dispose of an estate. A selling price range on the boxes is another good idea.

- Jeff

A thing to fill in that big hole those locos have to have for the AF talgo coupler would certainly be a candidate for this aftermarket. In fact, I think if all the energy contained in the hot air on this (internet) list could be channeled properly, we would have by now some good, scale replacement stanchions and handrails for the SD-60 and the U25B.

- Tom Hawley

Buyer's Guide in the Directory? An email response by me. *What about printing the manufacturing directory (S Trains Buyer's Guide) in the annual Directory? It should only take up about 2 or 3 pages at most - or we could insert it.* - ed.

Response to my response: I think this would be a good idea - it would at least remind people of the possibilities... Perhaps a dedicated email address for vendors to contact a keeper of the *Buyer's Guide* to keep it updated. This could have a printable output for the *Dispatch* and/or *Directory*.

- Art Armstrong. *I believe Guide is on the NASG website, and we'll see if the BOT thinks it's a good idea to include in a future directory for starters.* - ed

New York City - Looking for S Scalpers: I am interested in getting any type of group going in the New York City and/or Long Island area. I have a good friend and myself who are interested in scale 2 rail running and are looking for anyone with similar interests to meet. A long range goal, of course, is to have a 2 rail operating layout going in the area, but we have to start somewhere. Anyone interested please contact me, and I will try to get it all together, if just to share ideas and concepts. Hope to hear from anyone interested - Sn3 modelers are welcome into this group as well.

- David Friedman - dlfriedman@legal-aid.org.

S-CALENDAR

Sept. 17-19, 2004: 23rd Annual Fall S Get-Together, sponsored by the Central Jersey S Scalpers. Christ Episcopal Church, 220 main St., South Amboy, NJ. Mike Anderson, 973-334-1356, androgen@optonline.net.

Oct. 29-31, 2004: Fall S Fest, Waukesha County Expo Center, Waukesha, WI (Milwaukee area). Roy Meissner 262-538-4325 or rmeissner@wi.rr.com. Check the website: www.trainweb.org/bsg. Room info (various motels) - 800-366-8474.

Nov. 20, 2004: Sat. Only - 1st Annual Indianapolis S Show. Carmel Lions Clubhouse, 141 East Main St., Carmel, IN 46032 (5 miles north of Indianapolis). 10 a.m. to 3p.m.. Adm. and dealer tables available. Nearby layout tours Saturday eve. Earlybird dinner on Friday. Charles Malinowski (317) 566-1748 or bmry1905@yahoo.com.

Feb. 17-19, 2005: 20th National Sn3 Symposium, La Quinta Inn, 21338 U.S. 19 North, Clearwater, FL 33765. Registrar:, 7400 Delaware Dr., Spring Hill, FL 34607.

April 29-30, 2005: Spring S Spree, Dayton, Ohio. Holiday Inn Dayton Mall - 937-434-8030. spree Chairman: Denny White - 937-426-3616, dwhite@woh.rr.com.

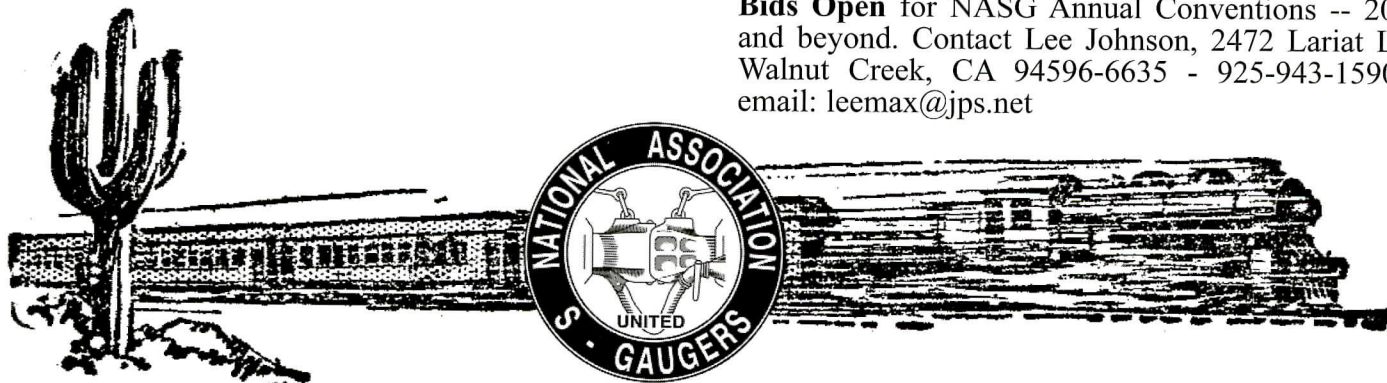
June 18-26, 2005: TCA National Convention, Seattle-Tacoma Washington.

July 3-11, 2005: NMRA National Convention and Train Show. Cincinnati, OH.

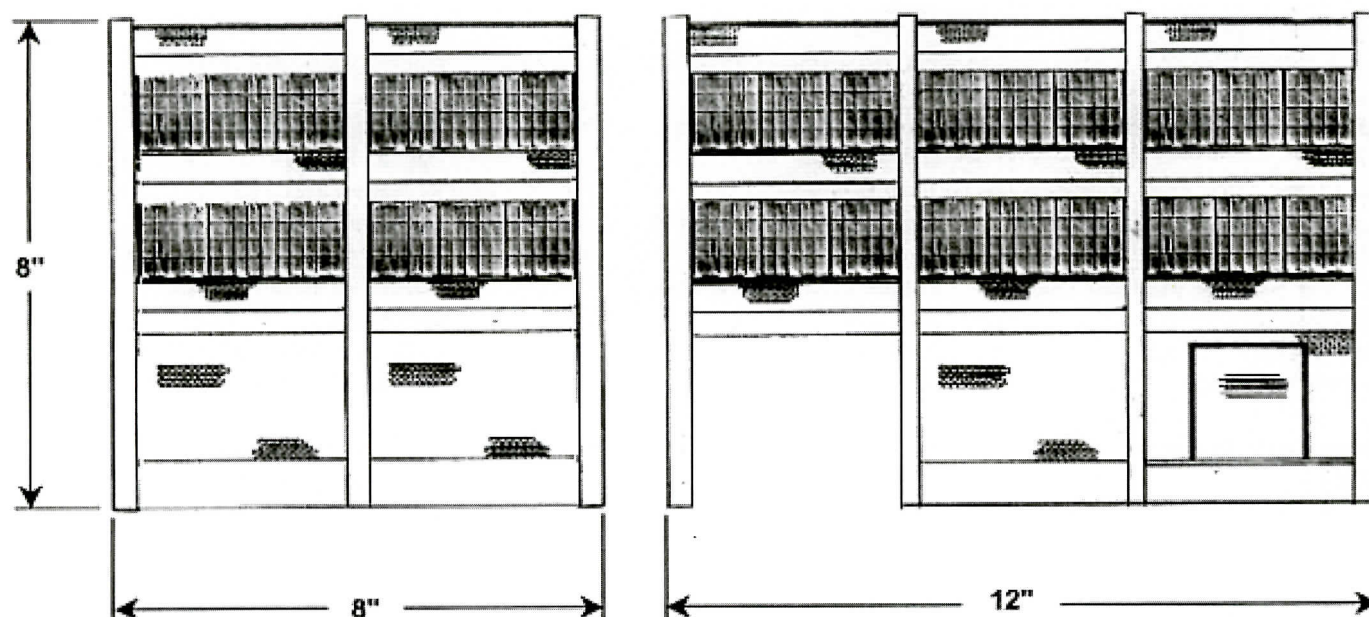
July 26-30, 2005: NASG Annual Convention, Altoona, PA - Hosted by Alto Model Train Museum Assoc., Ramada Inn Altoona, (814)-946-1631 for reservations. Info (814) 224-5414. www.amtma.org.

Aug. 2-6, 2006: NASG Annual Convention, Pontiac, Michigan (northern Detroit area), Details TBA.

Bids Open for NASG Annual Conventions -- 2007 and beyond. Contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635 - 925-943-1590 - email: leemax@jps.net



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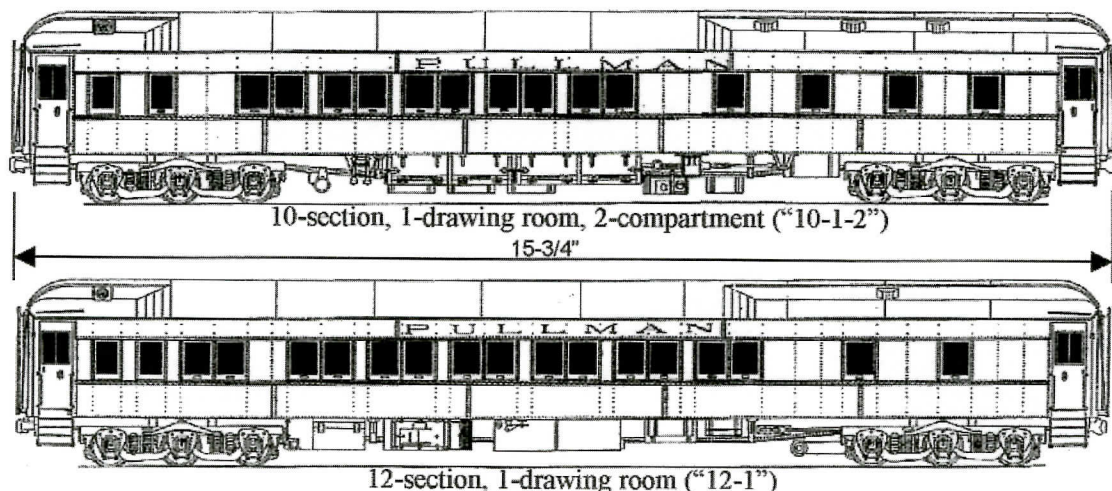
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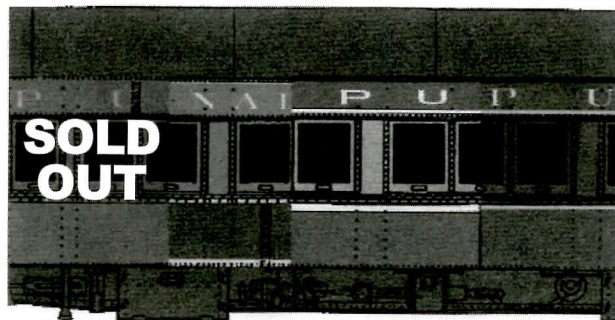
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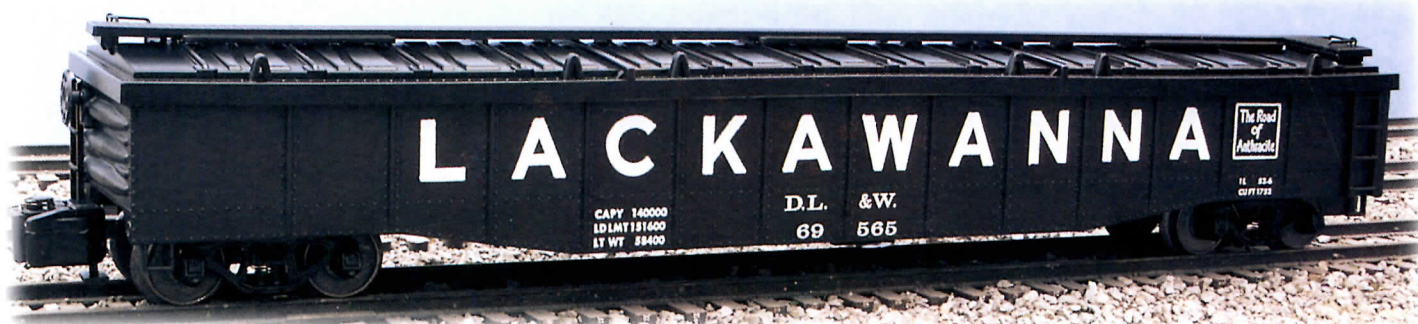
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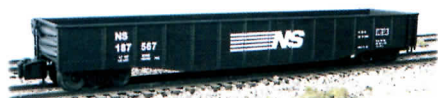
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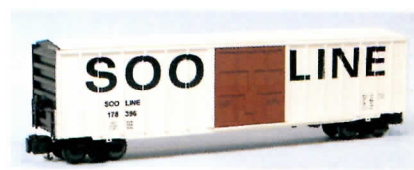
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