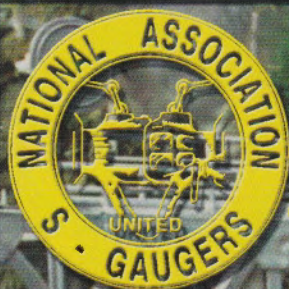
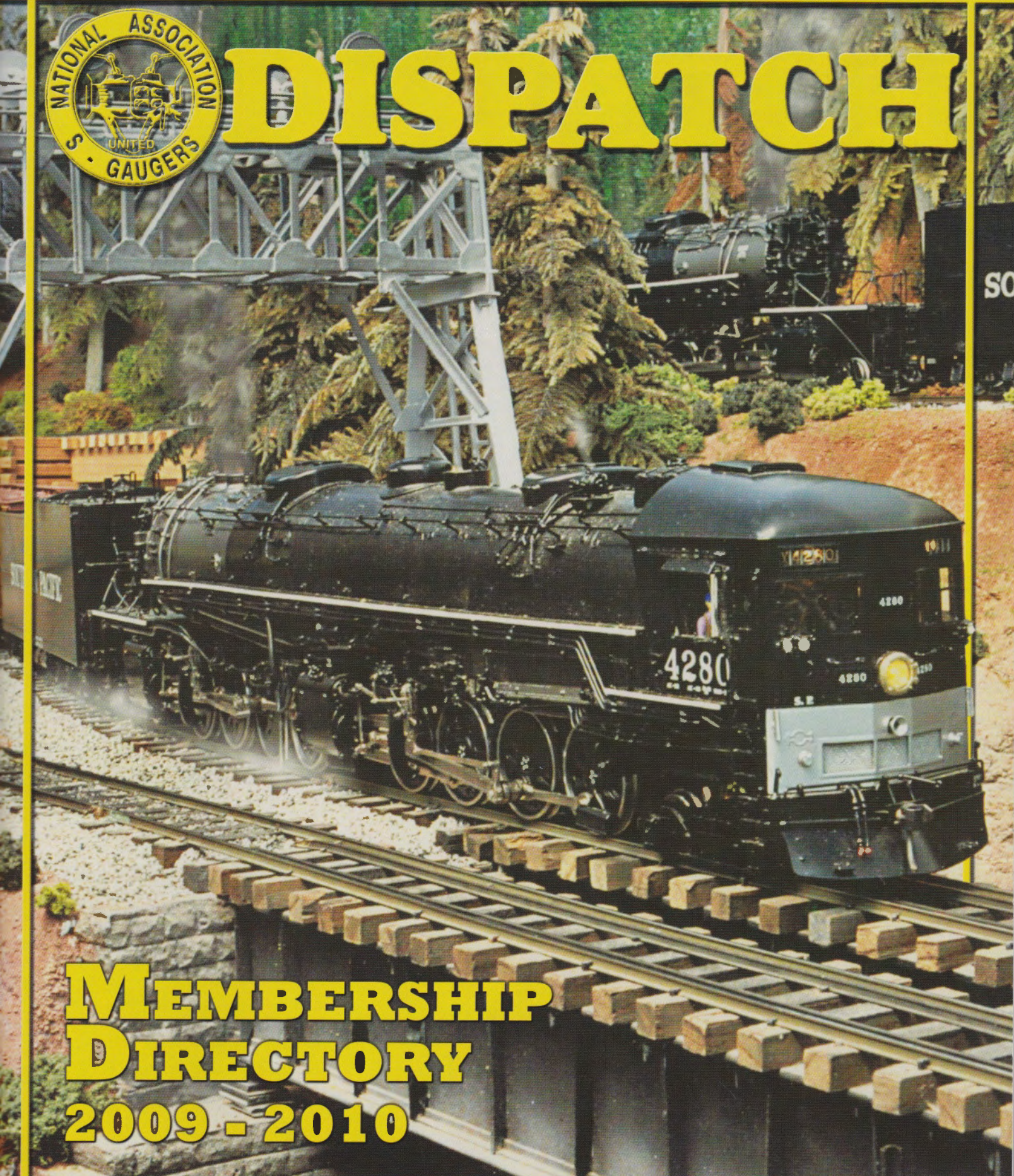


August 2009

Volume XXXIII Number 4



DISPATCH



**MEMBERSHIP
DIRECTORY
2009 - 2010**

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

Get 'Em Before They Are Gone!

Elliott and Sons Supply

While it is a freelanced structure, the Elliott & Sons Supply was based upon a tomato packing house in Sarasota, Florida. As for the model's use, well, that is up to you. The kit features laser-cut basswood, cardstock and plywood; tabbed, easy construction; loads of Detail Castings; laser-cut, self-sticking shingles & sashes; laser-etched nail holes; optional skylights; and a 40' x 60' Footprint.

#08106 \$ 199.95



Cabin Creek Coal Tipple

The Cabin Creek Coal Tipple is a freelanced composite of several different tipples located in West Virginia and Pennsylvania. Three tracks are serviced here. A power house, the place where a small steam engine generates electricity to run the machinery of the tipple, is provided as is a small storage shed. From the back of the headhouse at

the top, a covered conveyor runs up the mountain side to the drift mine.

The Cabin Creek Coal Tipple is laser-cut and engineered for easy construction. Adhesive-backed window sashes & shingles are included. Other features include positionable doors and window sashes, and positionable coal chutes. An ample supply of brass and white metal castings are included. Details will vary between scales.

#08105-L \$ 429.95

HO Models Shown above. Detail castings vary between scales.

McCabe MoW Speeder

This speeder was inspired by one that ran on the Oregon-American Lumber Company. The body kit consists of laser-cut basswood, plywood, cardstock, and brass & white metal detail castings. And the driver, load, and decals are included! The fully-assembled mechanism is American Made by David Hoffman. It features a sheet brass frame, lost-wax end beams and steps, NWSL gears and wheelsets. Sn3, Sn2, and Sn42 kits are also available.



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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.

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
262-968-3729
nasgdispatch@hotmail.com

Membership year is determined by the date you sign up guaranteeing 6 issues starting with the next issue after signup. All applications, renewals and membership questions should be directed to:

NASG Treasurer,
Michael Shea, 488 Stonewood Ave.,
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Phone: 585-865-4978
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The **Dispatch** - ISSN 10457178 is published bimonthly by
Studio G
PO Box 745
Jonestown, PA 17038-0745
Email: T.Chuck Garman at dispatch@tchuck.com

SUBSCRIPTION RATES: 1 year, \$20.00 which includes membership in the NASG. All subscriptions payable in U.S. funds. Postage is paid at Harrisburg, PA. Printed in the USA. All rights reserved.

Postmaster: Send address change to
Michael Shea
488 Stonewood Ave.
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MAILING: The Dispatch is printed in the issue month and is mailed by the 4th Friday of that month. Please allow 2 weeks for delivery.

Cover: Joe Visintine took the photograph of a SouthWind Cab Forward No. 4280 passing another Cab Forward on Bill Young's S scale layout in Mt. Shasta, CA. The signal system is operational on the scratch built bridge.

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August, 2009



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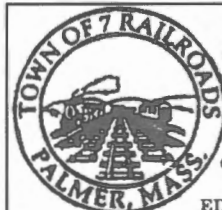
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for those
modeling in S

Michael Greene
PROPRIETOR



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NASG NEWS

NASG Banner: A reminder - the NASG is offering an NASG banner to clubs that are, or wish to be, active in promoting NASG. The banner is 2' x 4' and made of vinyl reinforced with nylon and has grommets for hanging. There are three options for qualifying clubs.

1. A free NASG banner as illustrated.
2. An NASG banner with your club logo on the right side, the NASG logo on the left and the text in between them for a charge of \$25.
3. If your club is getting a new banner or sign made, NASG will pay to have the NASG logo added to it.

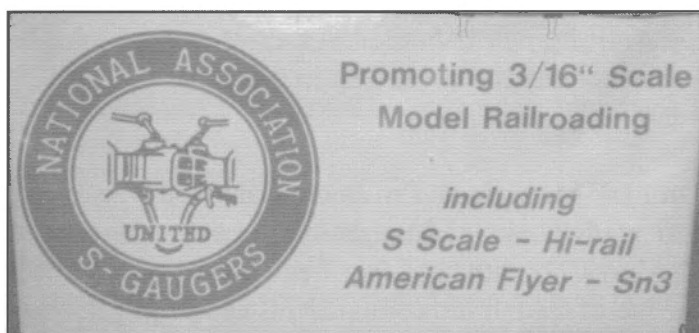
To qualify, a club must participate in a reasonable number of train shows/events each year and agree to

distribute NASG promotional materials. Promotional materials will be provided by the NASG.

Interested clubs should contact our new Promotions Chairman: Greg Klein, 39211 Bolington Rd., Lovettsville, VA 20180-3403. Phone: 540-822-5362. Email: moviemadness@verizon.net.

Multi-Year Renewals: It is now acceptable to renew your NASG dues for more than one year. It's still \$20 a year, but no multi-year discount is available at the present time.

New Clearinghouse Head: Also, decided at the convention, was the appointment of a new Clearinghouse Chair: Roy Meissner, Box 1, W287-N6459 Highland Ct., Merton, WI 53056. See form for added contact info. The Marks' decided to step down after many years of faithful hard work.




S Calendar

Sept. 19-20 (prob.) 2009: 28th Annual Fall S Get-Together sponsored by the Central Jersey S Scalers. Christ Episcopal Church, 220 Main St., South Amboy, NJ. Layouts, sales, and Sat. Eve buffet. Details TBA

Oct. 10, 2009: 6th Annual Indianapolis S Show, hosted by the Hoosier S Gaugers. A new, larger, location - Hamilton County 4H Grounds, Noblesville, IN (10 miles north of Indianapolis). Dealer tables, door prizes, operating layouts, clinics. www.hoosier-s.org or Charles Malinowski 317-566-1748.

Nov. 6-8, 2009: Fall S Fest, Clock Tower Resort, Rockford, IL, sponsored by the State-line S Gaugers. www.state-linesgaugers.org. New larger venue.

Feb. 24-27, 2010: Sn3 Symposium 2010, Houston, Texas. Hobby Airport Marriott Hotel. www.frolin.net/Sn3-2010 - Contact Craig Brantley 281-642-4189.

April 30-May 1, 2010: Spring S Spree presented by the SE Michingan S Gaugers, Ford Community & Performing Arts Center, Dearborn, MI. This is the first in Michigan. Clinics, layout, auctions, lots of space. AF and AM Spree cars. www.smsgtrains.org. Jerry Poniatowski 734-721-0772.

July 21-25, 2010: NASG Annual Convention, Duluth, MN. NASG 50th Anniversary. Details TBA.

July 3-9, 2011: NASG Annual Convention, will be hosted by the Bay Area S Scalers (BASS) held jointly with the NMRA in Sacramento, CA. The NTS is July 8-10, 2011. Details TBA.

Bids open for NASG Annual Conventions 2012 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net.

S RAIL MAIL

O Gauge (Scale) King of the Mountain? Having worked at a hobby shop for many years, I can assure you there are many more people into O scale than S scale. While in most areas HO has the biggest following, it is quickly losing market share to O gauge, 3-rail. N scale is also sinking fast. G is next in the hit parade. Then there are the "niche" scales. Z and S have leveled off, but On30 is rising rapidly, probably at the expense of O 2-rail (standard, On3 and On2). Why? It's much easier to get into and less expensive.

We have debated the reasons for my observations. First, we see very few people enter the hobby at any age that have the time or skills to build kits or scratch build. Second, with stress levels high in everyday life fewer people are interested in the regimentation of scale modeling and following the prototype. Third, as the hobby has aged, so have the modelers who are challenged with poorer eyesight, and less finger dexterity with the consequence that the smaller, more model oriented scales are losing ground to the larger, more ready-to-run scales. While some are converting to S, many more are going into O (including On30).

When changing scales or coming into this hobby, O gauge 3-rail is attractive because there is so much available to the hobbyist - not only trains, but structures, figures and vehicles. O scale at 1/4" to the foot is even easier to work with than 3/16" S scale. O is best positioned for the immediate future.

- Selling way more O than S. Stumpy Stone, Martins Ferry, Ohio. *My sentiments too, but what we can hope for and work for is to let S ride the coat-tails of the O boom, Ed.*

From O to S: I changed from O scale to S just because of the amount of room it took to build a layout. S really doesn't take much more room than HO, and you can still feel and see it. It is an easy scale to scratch build in, there are many products to choose from, and a lot of ready-to-run is available. For the present, the scale doesn't have enough following to have products to make everyone happy, but let's sup-

port what we have and hope for the best.

- Bert Cutler

S Will Grow: S Scale/S Gauge will continue to grow because you have 3 major manufacturers making trains - Lionel has been making S since 1979 - 30 years (Gilbert 20 years before that), S Helper has been making S items for about 15 years, American models has been producing S for 20 years. Lionel finally is producing steam engines in S again. Lionel took over K-Line; Bachmann bought out Williams. This means the "O" market was getting crowded. Considering that no one was mass producing "S" gauge trains in 1967, "S" has an open field.

- Tom Seccia

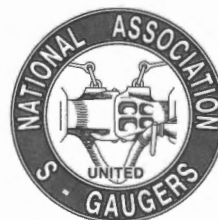
Dept. of Corrections: The wonderful pictures of Bill Young's bascule bridge (Dec. 2008) and the photo in the April *Dispatch* should be credited to Joe Visintine - that includes the cover shot in this issue.

- Jeff

On PDF Magazines: I'm an old fashioned type of guy that reads books and magazines mostly. However, I also buy CDs with books on them. It is less convenient for me to read at the computer instead of in my comfortable old chair, but I find myself on the computer more and more anyway. So both formats have their place. Still, you don't hear anyone saying they "curled up in bed with a good computer." A magazine or book is more convenient to have at the workbench too, especially if it opens flat. Why don't more how-to books have ring binders?

Remember how we were told that once everyone had a home computer, the use of paper would decline to almost nothing? Well, I'm afraid that didn't happen. Why, because electronics still leave doubt as to long-term trustworthiness. One wrong click and it's gone! There is a real possibility that toy trains and print will die with us. Even so, while print media is under attack, I think it's too soon to write the obituary.

- Stumpy Stone *Yes, we'll drag it out as long as we can. Ed*



Jeff's Junction



PROMOTING SCALE S IN A HI-RAIL WORLD

First, an admission - if we didn't have the AF and hi-rail side of S, there would be very little S scale modeling or scale products to buy.

That said, I have seen scale S grow a lot since the early '90s. When I started as editor of the *Dispatch* in 1993, the scale side had some brass locos; American Models had some freight car kits, some passenger cars, 3 diesels (FP7, RS3, GP9); and there were some structure kits (mostly Lehigh Valley Models). SHS had helped produce and promote passenger cars and the RS3 with AM doing the production. Putt Trains had taken over the old Rex Line of diecast small steamers. The only consistent production at that time in S scale was from Sn3 manufacturers. Basically, that was it.

Now, as a scaler, I marvel at what AM, S Scale America, SHS and River Raisin offer. Plus, there are several smaller manufacturers who produce some rolling stock, building kits, and detail parts that cater to scalers both narrow and standard - BTS, Smoky Mountain, Banta, KP Trains (old LVM), Pine Creek, etc. Many mainstream manufacturers who deal mainly in HO items have also branched out with S offerings, American Laser, Bar Mills, Grandt Line, NWSL, GC Laser, Arttista and many others.

Just check out the Scenery Unlimited catalog if you really want to see most of what's offered in the S Scale world.

Now, human nature dictates that we scalers will still whine and fuss over what's "not" offered. More will be offered if there is a demand for it. That's why we have to keep the AF and hi-rail guys as our allies. We even have Lionel thinking scale now with them offering scale wheels on their new U33C diesel.

I still feel S scale is a potential growth market for several reasons:

1. The perfect size for a modest home layout or a portable one.
2. Easy size to work with as far as adding details.
3. Good weight for operation and reliability.
4. Size benefit to older modelers.
5. Since S has only 2-3% of the market, the only way to go is up, unlike HO which is close to the sat-

uration point.

6. Now there is enough product out there to comfortably model the transition era. S narrow gauge has a solid manufacturing base. Modern era rolling stock and loco production is growing at a steady pace.

Who should we promote S Scale to:

1. HO and N scalers who want to see detail and want more reliable operation.
2. O 3-railers who see the 2-rail "light".
3. O scale 2-railers who need to downsize.
4. Any scale modeler close to retirement age.
5. Any age modeler when displaying layouts or models and train meets or NMRA conventions
6. And always those already in S as AF and hi-rail modelers who itching for more realism.

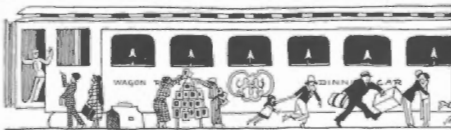
How to Promote S Scale:

1. Enter models in NMRA and NASG conventions.
2. Get your scale layout on layout tours
3. Do articles on your scale layout or models for the non-S press: MR, RMC, Scale Rails, MR News, etc. Dick Karnes recently had articles in Scale Rails and Gary Children's scale layout was also featured in a recent issue.
4. Coerce your non-scale S modelers (hi-railers and AFers in your S club or ones in your area to add detail to their equipment and layouts - incrementalism.
5. Give clinics on upsizing your scale choice to NMRA groups - here you need to be a little subtle because you want your HO & N audience to "not" think you are just promoting S - hopefully S scale will sell itself.
6. Make sure your S club (if you're in one) has a scale layout, or at least runs scale equipment. You might even have to build at least a diorama on your own if you're the only scaler in the club.
7. Operate locos and rolling stock that are currently available and make that clear to viewers.
8. Hand out magazines, catalogs and brochures.
9. Belong to organizations - NASG, NMRA, NMRA regions - so you can network S scale.

So if you're a scaler and you want that part of S to grow, mix with the other S type modelers and other gauge scalers, participate in organizations, and do many of the things mentioned above.

Happy S scaling.

- Jeff



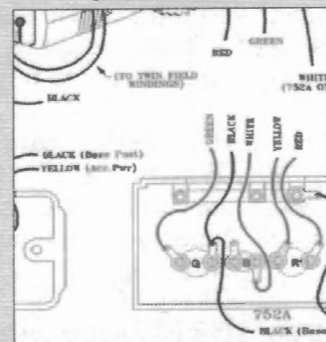
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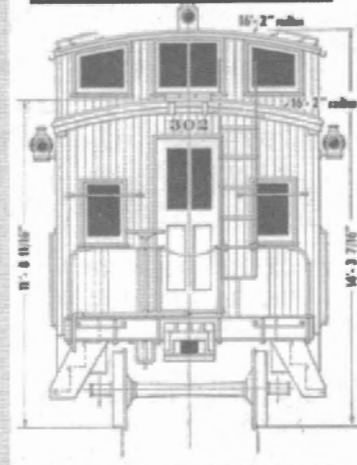


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2009 - 2010 Membership

Contact information not listed is at the decision of the member as indicated
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Please include \$2.00 or 15% (which ever is greater) for shipping and handling with each order. All items will be shipped parcel post. For priority shipping or exact shipping costs, call or email. In Wisconsin, include appropriate sales tax and county of residence.		SUB TOTAL >					> >
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6213 Seville Ct., Long Beach, CA 90803
jmcnm.vet@gte.net

Amer. Flyer S-Gauge Modular Club

Bill Phillips
6645 Berry Ave.
Buena Park, CA 90620

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Golden Gate American Flyer Club

Jake Jacobsen
310 Behrens St.
El Cerrito, CA 94530

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Lee Johnson
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Southern Tier S Gaugers

Doug Miller
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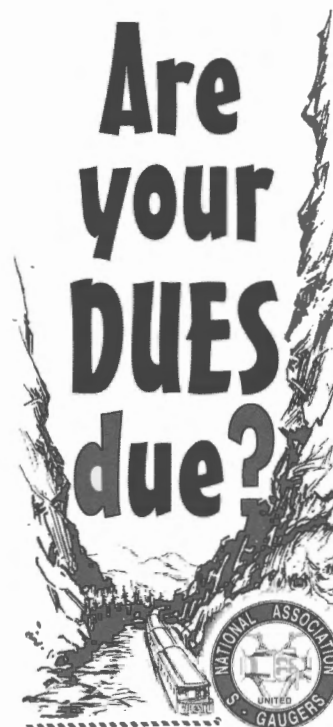
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kelvin@torteval.demon.co.uk



**Summary Minutes of the
NASG General Meeting
9 August 2008**

The 2008 NASG General Meeting was held at the NASG National Convention, Lowell, MA on August 9, 2008 at 3:30pm. Attendance at the meeting varied from 28-35 members (not including BOT members present) over the course of the meeting.

BOT Members Present: Sam McCoy, Michael Greene

Committee Chairs/Others Present & delivering reports: Lee Johnson (Conventions), Dick Karnes (Librarian, Russell M. Mobley Library), Jeff Madden (Editor, *NASG Dispatch*)

Minutes for the 2007 General Meeting were approved as written.

The General Meeting heard reports from those present (listed above), and Sam & Michael provided an update from the Board of Trustees meeting for the other areas of the organization without representatives at the meeting. (See Minutes from the 2008 Board of Trustees meeting below for details of the updates provided in each area.)

The Lowell Convention hosts, the Bristol S Gauge Railroaders, were given a round of applause for their work on an excellent convention. The meeting adjourned at approximately 4:15pm.

**Summary Minutes of the
NASG Board of Trustees Meeting
8 August 2008**

The 2008 NASG Board of Trustees meeting was held at the NASG National Convention, Lowell, MA on August 8, 2008.

BOT Members Present: (in person) Sam McCoy, Monte Hepp, Michael Greene, Dave Blum
(by teleconference) Gerry Evans, Walt Jopke

Proxies: none

Committee Chairs/Others Present for Committee Reports: Bill Mark, Jr. (Clearinghouse), Jamie Bothwell (Elections)

Minutes for the previous meeting were reviewed and accepted unanimously.

Committee Reports Made & Accepted Unanimously

Clearinghouse: Bill Mark, Jr. provided a written report on Clearinghouse activities. Highlights: (1) The supply of NASG track gauges is decreasing. Bill is talking with Dav Navarre, River Raisin Models to get a quote from RRM's builder, (2) Bill requested that there be a Clearinghouse Ad in every issue of the *NASG Dispatch*, (3) it has been proposed that the Clearinghouse carry the large NASG 10" patches that Dennis Hultay had made. The BOT made and approved unanimously a motion to purchase 25 of the patches from Dennis Hultay and sell through the Clearinghouse – the patches will be added to Clearinghouse order form, (4) Bill will be developing a form to be used by people handling Clearinghouse items at shows, said form to include what Bill ships to them for the show, what is sold, and what is being returned – also all checks from show sales need to be sent back to Bill Mark, Jr., (5) BOT made and approved unanimously a motion to drop the #5 height gauge from the Clearinghouse catalog and inventory.

Elections: Jamie Bothwell advised the BOT that elections are to be held in 2009 for: President, Treasurer, and regional VPs. To date Jamie has indications that Monte, Walt and Gerry are running for re-election, and is awaiting word from Sam & Mike Shea. Jamie has requested updated biographies from all candidates.

National Contest: Jim Whipple submitted a written report. Jim would still like a committee co-chair to be found and named as he has been in the position a long time. A motion was made and approved unanimously to add three categories to the Model Contest: Gilbert Imagineering, American Flyer Restoration, and American Flyer Modified Operating Accessories. Michael Greene was requested to post contest entry forms and rules to the NASG web site.

American Flyer Car: Doug Peck submitted a written report indicating that (1) the 2007 Car project was concluded successfully and represents the final car in the GE work train, and (2) the 2008 project is the Baldwin switcher engine to pull the work train and has been ordered – most have been pre-sold and only a few over the pre-sold quantity have been ordered due to the expense. Doug will begin looking at the 2009 Project post convention.

Membership: Stan Furmanak provided a written report.

Web Site: Michael Greene made a verbal report. There have been some changes & updates to the web site. Also post convention, Michael will be posting a number of convention related documents, templates, etc. from the Lowell convention to the NASG web site, in order that future convention committees have some documents that may assist in preparing convention materials.

NASG Russell M. Mobley Library: Dick Karnes, Librarian, submitted a written report. Dick indicated greater activity from non-members than members, and indicated that the Library continues to pay its own way.

2008 NMRA National Convention NTS NASG Exhibit (Anaheim, CA): Bill McClung and Gerry Evans provided written reports. Many thanks to Bill & Gerry & Paul Washburn for staffing and additionally to Don Thompson for arrangements regarding the booth. The event went well, and the recommendation from both Bill & Gerry was to add a small operating layout to the booth in the future. Don Thompson has agreed to coordinate similar NASG participation in the 2009 NMRA National Convention NTS in Hartford, CT.

NASG Dispatch Report: Jeff Madden provided a written report. No particular issues were reported. Jeff is also now providing the Mobley Library a copy of each *Dispatch* issue on CD for its collection. A new computer with appropriate software licenses has been acquired for the use of Jeff Madden in the production of the NASG Dispatch.

Convention Committee: Lee Johnson provided a report. The 2009 National Convention proposal for St. Louis, and the 2010 National Convention proposal for Duluth, MN have both been previously approved by the BOT. The 2010 Convention will include a 50th Anniversary of the NASG celebration. The BOT made a motion and it was approved unanimously to provide the 2010 convention hosts with funds for a 50th anniversary cake for the convention celebration. Lee Johnson indicated that he would like to step down and ask that a replacement be found. Given the lack of proposals for conventions beyond 2010, there was some discussion about forming a standing convention committee that would hosts conventions in place of or in conjunction with local sponsors. This discussion will continue. There was a question regarding the NASG liability insurance policy and it was referred to Lee.

Treasurer's Report: Mike Shea provided his usual thorough financial report. For the period July 1, 2007- June 30, 2008, NASG Inc. experienced a net income of \$88,778.36. As with previous years this is due to the cross-over timing between years of American Flyer car project pre-orders & payments vs. payments to Lionel. The data indicates that the NASG is on sound financial footing.

Engineering: no report provided. However it was noted that there is some work on a Sn3 modular standard underway, and work on revisions to the SMOD standards has slowed somewhat.

Old Business

NASG Logo: The trademark registration of the NASG logo was completed by Wally Collins and official copies of the documents reside with the National Secretary and the Mobley Library. It's a 10 year registration, but the **NASG MUST submit a declaration of continued use between the 5th and 6th years of registration to avoid cancellation of the registration.**

ARMCO Building: The ARMCO Building kits and tooling have been sold to Des Plaines Hobbies.

Brick Building Update: Gerry Evans provided an update. Banta Modelworks continues its efforts to complete the Brick Building project. Several changes have been made to the original kit plans to make it more useful to modelers, and Banta hopes to complete work on this project in 2008.

New Business

Promotions: There was continued discussion on increasing visibility of the NASG by sponsoring club banners which include the NASG Logo. The BOT had previously approved a pilot of this project, and agreed to expand it.

The meeting adjourned at 10:30pm.

Respectfully submitted,

Michael Greene
NASG Secretary

Members Who Welcome Visitors

If you wish to tour another members layout, please call ahead to arrange an appointment.

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National Association of S Gaugers

2009-2010 Calendar



September 2009						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
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November 2009						
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December 2009						
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January 2010						
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February 2010						
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March 2010						
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June 2010						
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
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29	30	31				

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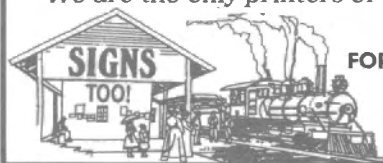
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