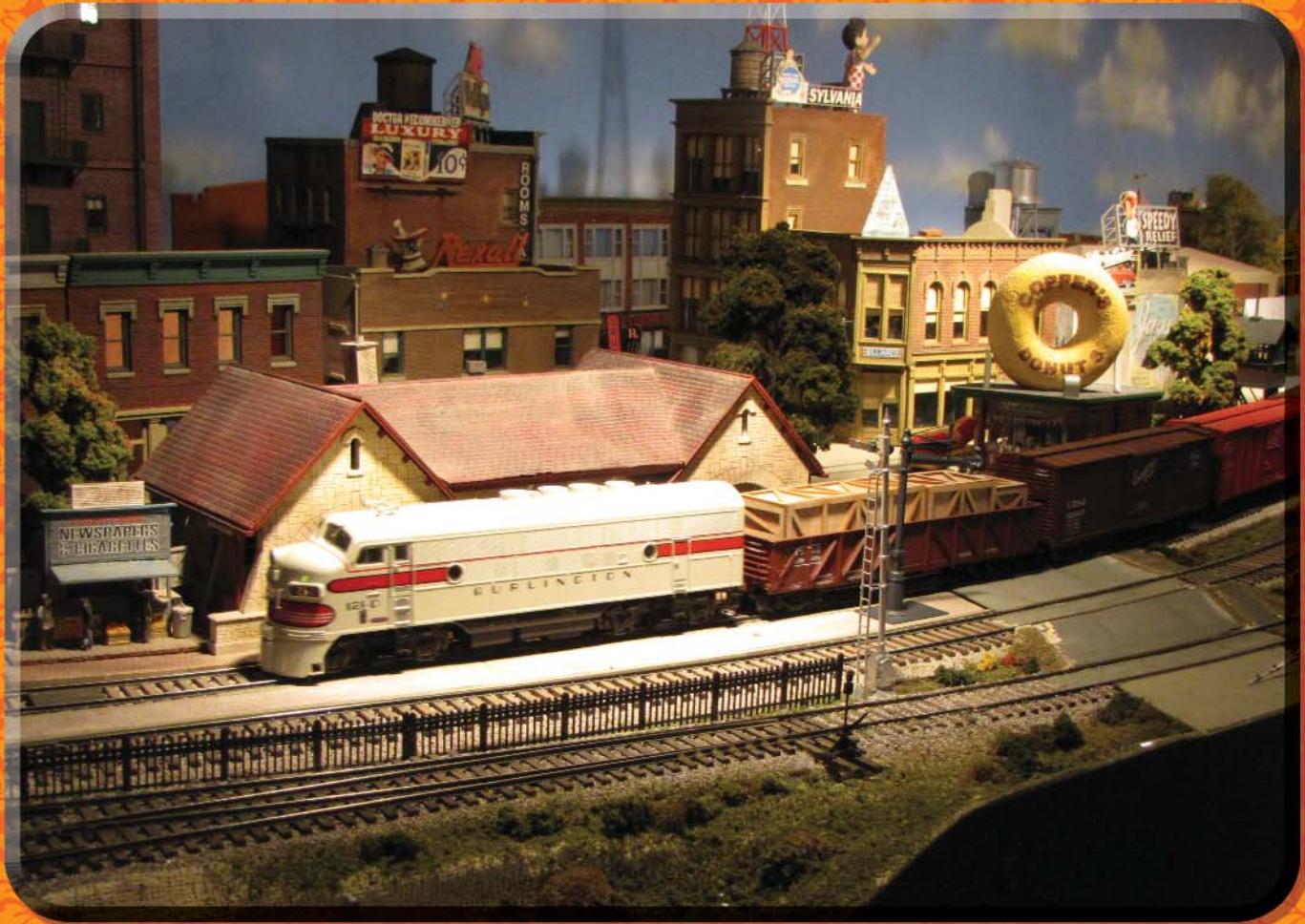


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Official Publication of the
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The NASG **DISPATCH** welcomes art, photographs, letters, articles and other S gauge/scale related materials contributed by the membership. Send all such materials to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

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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:

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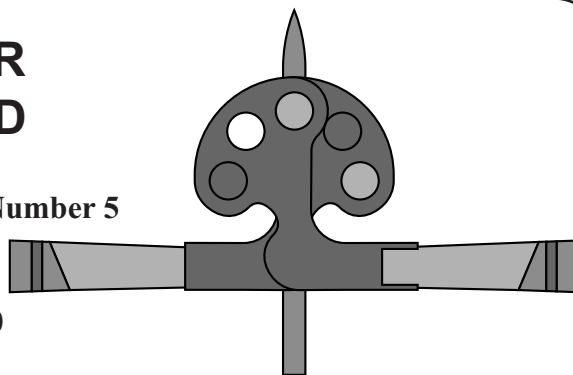
MAILING: The Dispatch is printed in the issue month and is mailed by the 4th Friday of that month. Please allow 2 weeks for delivery.

COVER: A Burlington F unit-cruises by the depot on Steve Doyle's S Scale layout. As is obvious, a lot can be done on a narrow shelf. How about 316 for a number on a 1 to 1 loco? Photos by Jeff Madden Bottom right is Ore Boat entering Duluth Harbor. Bob Werre photo.

ORDER BOARD

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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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NASG NEWS

We Need a New Librarian: I have resigned as Librarian for the Mobley Library. While my resignation is immediate, I have offered to Sam McCoy that I am willing to stay on until he finds a replacement, but under no circumstances will I retain the position beyond Dec. 31, 2010. Effective immediately, the NASG's Mobley Library is suspending loan activity. This affects those who wish to borrow books and certain magazines, specifically *1:64 Modeling Guide* and *S Gaugian*. Requests for copies (hardcopy or electronic) of specific articles from other periodicals and instruction sheets will still be honored. The reason is this: I have no idea when the transition to another librarian will be made; therefore, the return address for loaned materials is indeterminate. Once the identity of the new librarian is revealed to me, loans will resume.

- Dick Karnes

S RAIL MAIL

Are We Too Self-Centered: As a relative newcomer to S modeling, and an even more recent newcomer to the "business" side of S, my opinion is that it's not so much that S scalers/gaugers or whatever don't see themselves (ourselves) as part of the larger model railroading community, but rather that's the impression the modelers in other scales have of S. I've heard both HO and N scalers tell me that the S community seems too self-contained, too closed a group. Perhaps, and I only throw this out for contemplation, this is why the scale is not growing like we think it ought to.

As to private road names, I think they are fine, as long as they are not overly silly or "cutes-y", much the same way I think industry names on layouts should avoid the Gorre and Daphetid syndrome (even John Allen ended up regretting the name).

My club's main railroad, the Hudson, Delaware & Ohio, (HO, sorry--I can't get the other members to widen the gauge of the track) has been operating under that name since 1951 (longer than many prototype railroads were around!). The name looks and sounds realistic, and it describes generally where the railroad goes. In addition, it has a realistic logo - so private road names can work.

- Bob Nalbone

Editor & Publisher

1:64 Modeling Guide Magazine

NASG Budget Details: Take time to review the note from our treasurer, Jim Kindraka, and the following profit and loss statements (see pages 34-35). This will help explain the recent dues increase and shed some light on some budgetary concerns.

Here are the 2010 Duluth Convention statistics:

| | |
|---|-----|
| Total Attendance (Primary, Single Day, Family Members, Vendors) - | 183 |
| Primary Registrants - | 109 |
| Family Registrations - | 44 |
| Single Day Registrations - | 22 |
| Vendors (not including PPSSWS Sales) - | 15 |
| Welcome Reception Attendees - | 158 |
| Banquet Attendees - | 97 |
| Iron Range Tour Attendees - | 56 |
| Industrial Tour Attendees - | 55 |
| Non-Rail Tour Attendees - | 7 |
| Train Ride Attendees - | 105 |
| - Walt Jopke, Convention Chairman | |

NASG News continued on page 16

Pushing the scale side is good: Frequently I've been in conversations with a group of modeler-stranger type folks. I'll mention being in S - and of course, one of the group will say that they had Flyer as a kid and that's where the interest seems to die. I later find out that most are really the RTR blue box types, so they're no better than most of us. Locally our largest all-scale model club is probably 75% HO, 15% N, 5% G, one or two token O guys and yours truly in S. We once had another S guy besides me, but he switched to On3 and later passed away. He had been president of the group for a while, and now they asked me to take that position. So, S guerillas can infiltrate groups and influence them from that perspective. Of course, those who know me might be worried that I might be run out of office for 'high crimes and corruption.' We'll see. Actually, our guerilla tactics have worked to the point that I believe we might have three members who are S friendly.

- Bob Werre, Texas

Reply to NASG Skeptic: There is no doubt that sometimes our diversity is a millstone around our necks! That being said, the NASG itself has sponsored several successful scale projects over the years -- some plastic, some brass and a couple that worked for the hi-rail bunch at the same time. I do have a few of the Gilbert engines on display, not to push AF/hi-rail things, but to remind myself and others where model trains came from -- perhaps away of showing respect. After all during the era of Gilbert was also the era of Mantua couplers, motors that stuck out of the cabs of HO engines, etc. If part of our membership wants to stick with the olden days, that's their choice, but those

Continued on page 32

Jeff's Junction



It's "Model" Railroading! Let's not take the "model" out of model railroading.

This hobby has always been predisposed to the idea that those who take it up are supposed to be model engineers and model builders. Even in the early days (1920s-1930s) toy trains were often meant to be a learning toy teaching mostly young boys to educate themselves about real trains, electricity, engineering, geography, and so on.

As youngsters with toys trains in the olden days you had to set up a table, lay track, wire things, oil engines and repair broken parts. You had to learn to run trains slow enough so they wouldn't de-rail. You learned to operate accessories – loading or unloading barrels, cattle, logs, coal. These were all learning experiences and not always fun experiences. Youngsters of old were educating themselves for possible future careers in railroading, engineering, electricity, city planning, etc. Mostly dad or an older brother became the teachers. You all were children of the Industrial Age. Just a simple exercise of making sure an empty hopper car is under the coal loader taught small tots not to dump the coal on the track and train table, unless you were just mischievous.

Many of you went from this stage to becoming adult modelers and layout builders. Even in the 1930s "toy trains" were the stepping stone to adult modeling. Of course, in those days more skills were required including crafting locos from brass, or converting 3-rail track to outside third rail or 2 rail. Most structures and rolling stock were kits that required cutting, gluing, painting, decaling and sometimes soldering. Track had to be hand-laid. Bridges had to be built from plans. Scenery had to be formed from screen wire. Layout tables had to be constructed out of wood.

Fast forward to today's model railroading and you see technological advances giving us more detail, better electronics, reasonable prices and many more ready-to-run items. The hobby has grown so that it can support many conveniences that were previously do-it-yourself things. Now many modelers handicapped in a skill or two can create a nice model railroad without machining drivers or scratchbuilding all structures.

I fear though that some newcomers to the hobby might naively expect a highly detailed layout to fall

into their laps. Not so, even today it still takes modeling and engineering skills to build a decent looking operating layout – scale or hi-rail. It's just that technology has allowed many shortcuts to building a complete layout. Today we have to deal less with hand-laying track, building all rolling stock from kits, building locomotive kits, and so on. But, we still need to keep the "modeling" in model railroading. The new era skills would be adding details to RTR rolling stock and locos, building the newly designed laser kits, working with DCC, laying flex track, and adding scenic details. We in S have an additional challenge to scrounge things from other scales that will work. With flex track, RTR turnouts, and the myriad of scenic details available, a layout can progress more quickly to a finished state. This is what keeps the hobby going.

In the early days there were many more dropouts who never got beyond the benchwork stage because of time, money and skills needed. Now it's not such a daunting task and there are lots of clubs and organizations to assist. But again, actual model railroading still separates the men from the boys. Modelers still have to do things.

In S you can see this directly with the growth of scale and hi-rail layouts. With new S products such as RTR locos, RTR rolling stock, a good variety of structures, flex track, RTR turnouts, etc., those in S aren't as easily classified as modelers with shelves full of kits and no layout as they once were. Even many AF folks are taking advantage of the products of the newer manufacturers – SHS, Des Plaines, AM - and are turning AF layouts into hi-rail layouts. They've discovered the best of both worlds, and the result is an increase in layouts that are more complete. This is a good trend for the hobby as this stimulates purchases on non-rolling stock accessories, structures and materials for finishing up a layout.

Even those adults of us who are modeling traditional "toy" American flyer for nostalgia purposes, the modeling factor doesn't disappear. Upgrading electronics such as re-motoring locos and installing command control systems automatically throws you into modeling. Many AF folks are upgrading track, kit-bashing Plasticville, adding more scenery, etc. So see – you're not immune from modeling either.

In conclusion, keeping the "modeling" in model railroading is an integral part of our hobby. Some just do it differently, and we all certainly do it differently than the model railroad pioneers. In S we need many more complete layouts though – home, club, modular, (especially scale and hi-rail) because that stimulates buying more products and gives our scale more exposure. We still have things to build!

NEW PRODUCTS REPORT

By Jeff Madden

ENGINE HOUSE SERVICES (www.enginehouseservices.com). As spotted at the NMRA National Train Show this outfit has an (over-size HO) operating lighted wig-wag grade crossing signal. Pair - \$340.00. Neat, but price is high.

HALLMARK (your local Hallmark store) has a pretty close to S scale 1951 Ford F-7 pumper fire truck in their 2010 Christmas ornament collection. It's lettered for the Leawood, KS fire department, but lettering is small and could be easily changed. You can even make the lights flash. It's not inexpensive, however, at \$18.95.

HOWARD S TRAINS (P.P. Box 430 Fort Bragg, CA 95437 - 707-961-0186) has two styles of truck scales. These are laser cut wood kits for \$49.95 ea.

IMAGINE THAT (www.imaginethatlaserart.com) had several S wood laser kits on display at the NMRA National Train Show. You'll need to check the website for the kits available in S. I saw an elevated trestle type set that was in S.

IRON RAIL MODELS (www.ironrailmodels.com) At last the MMT (Downs) line of modern tank cars is resurfacing thanks to Greg Berndtson of New Jersey. See photo this page of Koppers chemical car - \$79. Scale or hi-rail. Others are at a price range of \$60 plus. See web and ad this issue.

LIONEL LLC (www.lionel.com) has some S AF items in their 2010 Christmas catalog. There's a Blue and white Flyer boxcar with Angela Trotta Thomas art on it. There's the AF holiday boxcar, red roof, door and ends. Finally there's an REA red flatcar with two REA trailers. There's also a candy shop hopper. Each car lists for \$69.99. One neat

accessory offered is an AF animated billboard that switches back and forth from an AF sign to a holiday sign - \$44.99. The last AF holiday item is an illuminated station platform for \$34.99.

And some surprises in the Vol. 2 2010 catalog: The U33Cs (scale and hi-rail note) will be offered in 4 new roadnames with matching paint schemes on the NE caboose: See photos on page 7. Engines list for \$439.99 and caboose are \$69.99 each. **And even bigger news - a Challenger 4-6-6-4 for \$999.99** in 3 UP schemes and a Rio Grande scheme. These should be popular. Check out the website for all the Flyer options coming out for Christmas and 2011. Rumor has it that the Challenger will be of more scale proportions than the Big Boy was. It comes with Legacy Rail-Sounds too. It seems like Lionel LLC is finally heeding their customers wishes by coming out with a variety of paint schemes. They are starting with 4 Challenger schemes and adding 4 schemes to the U33C.

M.L.W. SERVICES (Andy Malette 416-626-8395 - www.mlwservices.ca) released a new passenger car kit at the Duluth convention. It's the CNR Colonist Car which is a paired window coach built by CC&F and Pullman in 1919. Price is \$180 U.S plus S&H. Also on display were resin boxcar and reefer samples of Canadian prototypes.

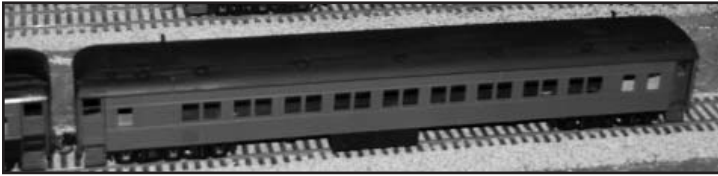
MONROE MODELS (www.monroemodels.us). This was another Train Show vendor that says to check their website for some limited S laser kit structure offerings.

PINE CANYON SCALE MODELS (www.pinecanyonscalemodels.com) is finally back. The following kits are available in the Back Alley series - Full kit - \$125, low relief - \$99, short 1 building with 1 dock - \$59 and short 2 buildings with 2 docks - \$79. The Cruising Main Street series is also available including brick row stores, a brick firehouse, Doug's diner, Copper's Donuts, Howard's Drive-in, the Motor Court, Kathy's Greasy Spoon and two stucco gas stations. There are also a couple of larger firehouses and some industrial buildings. Michael Greene handed out some new flyers at Duluth.

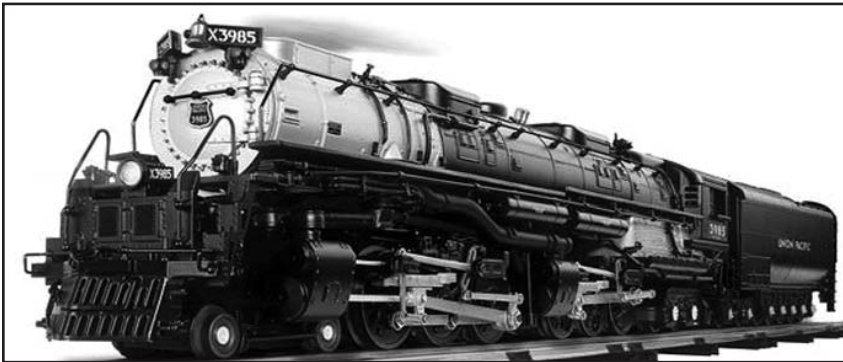
SUPPLY CAR LLC (www.the-supplycar.com). This was covered in the June issue, but check out the photos of the described kits.

WILD WEST MODELS (www.wildwestmodels.com). Another NMRA Train Show vendor, Wild West Models is producing laser structure kits in S. Naturally, most are geared for the Sn3 crowd, but several are generic enough for any layout including some outhouses, the Pitkin two-story house, and some small cabins. I actually purchased a two story outhouse for \$14.95.





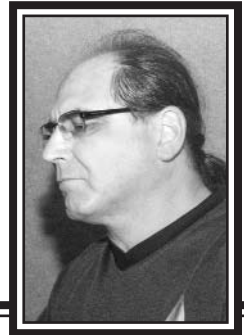
WHAT'S NEW



Best in Show

Duluth 2010

Andy Malette



NASG 2010 MODEL CONTEST RESULTS

AMATEUR CLASS

Kit & Converted freight and MOW

1st – Thorin Marty,
traction flat car with crane

Kit & Converted Traction

1st - Thorin Marty,
PA Heritage Models trolley car

Kit & Converted Passenger Cars

1st – Thorin Marty, *UP diner*

Kit & Converted Steam Engines

1st - Thorin Marty,
MILW “water bottle” tender

CRAFTSMAN CLASS

Kit & Converted Structures

1st - David Heine,
BTS two-stall enginehouse
2nd – David Jasper,
Trainstuff depot Dioramas
1st - David Jasper,
cooling tower & water tower scene

MASTER CRAFTSMAN (OPEN)

Structures

1st – Rusty Westermeier,
scratchbuilt crossing tower Freight & MOW

1st – Rusty Westermeier,
scratch built PRR G25 gondola

Passenger

1st – Rusty Westermeier,
scratch built wooden baggage/RPO

Steam Locomotives

1st – Andrew Malette,
*scratchbuilt CN 4-6-2 on Am. Models
mechanism*

BEST-IN-CLASS

AMATEUR – Thorin Marty, *crane car*

CRAFTSMAN – David Jasper,
cooling tower/water tower diorama

MASTER CRAFTSMAN –
Rusty Westermeier, *PRR gondola*

BEST-IN-SHOW

Andrew Malette, *CN 4-6-2*

Thank you to the judges: Ben Trousdale, Michael Evans, and Tom Lennon.
Submitted by R. James Whipple, NASG national contest chairman

2010 DULUTH CONVENTION REPORT “A TALE OF TWIN CITIES AND TWIN PORTS”

By Jeff Madden and friend..

Our 50th Anniversary convention was unique in that it actually took place in two locations - Minneapolis and Duluth, Minnesota. The Minneapolis area featured many layouts of the convention sponsors, the Pines & Prairies S Scale Workshop. This part earlier in the week was titled the Pre-Convention.

Pre-Convention Layout Tours: This idea was really creative and involved two picnics and 8 layouts to tour on Monday and Tuesday. Some layouts were also open on the following Sunday for those who couldn't make the pre-convention. The two evening picnics, Ken Zieska's and Steve Doyle's, were convenient and doubled as layout tours. My wife and I arrived at Ken's on Monday evening along with 30 or 40 others. Steve Lunde and I made a quick dash to see Dave Hamilton's HO and S layouts and musician/hunter Jim Malone's S scale layout. Then it was back to the picnic to partake of some brew and brats and view Ken's Minnesota Heartland S Scale layout. And it's brats (pronounced brawts), a sausage popular in the upper midwest.

On Tuesday Steve Lunde and I added Chuck Porter to our layout tour car, and we sent the women off to the Mall of America and other attractions. Before our final evening destination at Steve Doyle's lakefront home with picnic and layout, we toured 4 other western Minneapolis area layouts. First was Ron Kemp's hi-rail, then Jeff Saine's hi-rail. Then it was back to Jim Malone's nicely done scale layout. A bonus was viewing Jim's stuffed animal collection. The talented Jim Malone is actually an O scaler who thought an S layout fit better in his home space. He was also the folksinging entertainment later on in Duluth at the Welcoming get-together. The last layout before heading over to Steve Doyle's was a surprise HO scale layout owned by the late Bill Briggs, but graciously hosted by his widow and layout builder Doug Hodgdon. Chuck Porter noted that this fully scenicked layout had about 4,000 feet of track with hidden staging for up to 28 trains. It is set in the mountains of western Montana and featured most of the transition era transcontinental railroads of the northwest U.S. The railroad room was completely finished with coved ceiling backdrops and took up about a 50' x 50' space. Plus, there was a huge railroad library, office and lounge on the same lower level floor. Doug Hodgdon is a professional layout builder who helped Bill build this spectacular layout. The three of us walked out of there mumbling to ourselves.

We reunited with our spouses and headed to Steve Doyle's home on Lake Minnetonka where we had some brats, dogs and burgers and enjoyed viewing his layout. A bonus was the authentic Irish pub where some of us sampled some real Guinness. Steve's historic house itself is over 100 years old and was once owned by a



Walt Jopke, convention chair, welcomes all to the Zieska cookout and the convention. *Bob Werre photos*

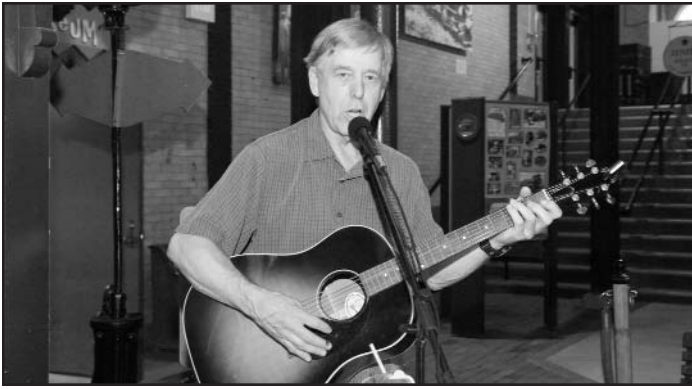


The imported Guinness bar at Steve Doyle's cookout was popular. Don Thompson and Tom Lennon approve.



Steve Doyle's layout was enjoyed during the cookout too. Below the Welcome Reception in Duluth.





Modeler-singer Jim Malone entertained the ice-breaker party crowd with some railroad songs.



Bob Nicholson provides power to the 1 to 1 316.
Above two photos by Bob Werre



Bill Lane operates the 316 from the inside.



The William A. Irvin was in view of the hotel and convention center. Many toured her. Photo Jeff Madden

sister of the famous railroad tycoon James J. Hill.

On Wednesday morning many went on the all--day iron mine tour. I kind of wish I had gone, but instead I went to Ben Trousdale's layout and then headed north for Duluth. Oh yeah, back on Monday my wife and I managed to see the beginnings of Dave Jasper's new layout in a separate building next to his house which is perched overlooking the Mississippi River. He has lots of creative plans for a museum and layout.

At the Convention - Part II: Things kicked off Wednesday evening with a welcome buffet at the Duluth Lake Superior Transportation Museum. This is a well-done museum with a fine collection of railroad rolling stock located in the former Duluth Union Station. We were treated to a very good buffet, free access to the whole museum and the singing of P&PWS member Jim Malone. Some of us took a short narrow gauge trolley ride to the shop where Soo Line Pacific 2719 is stored. Others opted to take a turn running the Duluth Missabe & Iron Range SD18, appropriately numbered 316. Other big engines on display in the museum were a Milwaukee Road box cab electric and one of the 2-8-8-4 Yellowstones.

Tours: The two rail oriented tours, the non-rail tour and the train ride were well attended, and from what I could tell well received. My wife was happy with the mansion tour. I heard the iron range tour was popular, and the Superior industrial tour was excellent - I went on this one. We started with a tour of the display ore boat, the William A. Irvin. That was an exceptional tour. After this the bus rode us through UP's Pokegama Yard, the Alouez Taconite storage facility, the Hallett Dock (taconite loading) and the Midwest coal port. At the dock we were able to see an empty ore boat pulling in.

As an explanation, taconite is not raw ore, rather it's ore mixed with limestone or clay into pellets about the size of golf balls. The reason is that the higher grade raw ore is depleted and this makes use of the remaining iron ore. Lunch was at a Culvers. The Midwest Energy Facility (BNSF) coal port was fascinating. Coal is brought here from Montana on BNSF unit trains where it is unloaded by rotary dumpers. We were able to see a BNSF train actually being shunted through the rotating dumper. We donned hardhats to actually view the dumper close up. The coal is then conveyed to storage piles and eventually onto huge lake boats for transhipping to other Great Lakes ports.

The Two Harbors train ride left from the Museum on Friday morning, again the 316 SD18 was utilized. Some paid extra to ride a SOO Line caboose, but I stuck with riding in the RDC (it does run, but was pulled on this trip). At the Two Harbors destination we grabbed some lunch and were able to see the CN pushing ore cars onto the dock there. The depot there is preserved and another Yellowstone articulated was protected by a roof.

Sale and Display Area: It was kind of topsy-turvy from last year's convention in St. Louis. In 2009 I'd say at least 2/3 of the sale tables had AF. This year it was the reverse with about 90 percent of tables with scale items - or at least hi-rail. There were only about 40 tables or so due to various factors such as the perceived remoteness of Duluth and the economy. A nice silent auction was going on simultaneously with the sales and clinics. I bought a bridge. See Jay Mellon's report for details on the dealer tables.

Displays included Kent Conklin's S scale ore boat, a large modular layout and the recently refurbished NASG switching layout.

Clinics: I managed three - Tony Koester's one on multi-deck layouts, Dave Jasper's about building up a city scene with flats and Jamie Bothwell's passenger car "show and tell" one. I actually brought a car for this one. These were well attended and interesting as I'm sure the other clinics were too.

Hotel and Duluth Entertainment and Convention Center: The Holiday Inn, where most stayed, was very reasonable and within walking distance of the Duluth Convention Center and the Lake Superior Transportation Museum. At the convention center it was a short walk to restaurants and the famous lift bridge that is the gateway for boats coming into the harbor. Some actually saw an ore boat come through. Several of us ate at the famous (or infamous) Grandmas. It used to be a cathouse 100 years ago or so.

Contests: Not a lot of entries, but there sure was some talent on display. Best of Show went to Any Malette for his CN 4-6-2. See page 8. Thorin Marty also won some awards at the NMRA convention the week prior with some of these same models. Congrats to him.

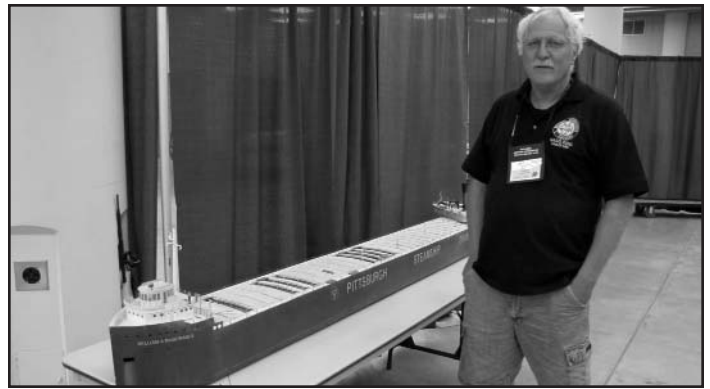
Special 50th Panel: The panel included myself, Dick Karnes, Ed Loizeaux, Bob Jackson and Lee Johnson. Dave Jasper facilitated the event as we discussed history, humor and what the NASG can do for the members.

General Meeting: The big news here is good news and bad news. The bad news is that the dues are going up to \$25 a year. The good news is that you can renew for as many as 5 years ahead at the old rate if you renew by Dec. 31, 2010. Costs are the usual suspects and the coming postal rate hike. The last increase was in 1999. Next year is an election year for the VPs, Exec VP and Secretary. There was some discussion about the Brick Building and future projects.

Jay Mellon's Version:

Vendors/Exhibitors:

- Alan Evans - The NASG "modular" factory kit is still available.



Kent Conklin showed up with his ore boat and some layout modules. *Photo Jeff Madden*



Steve Doyle coaches grandson Kiernan on operating DCC on the NASG layout. *Photo Jeff madden*



On the Wednesday Iron Mine tour. *Bill Lane photo*



How neat is that? The SD18 real engine featured at the convention is numbered 316. *Photo Jeff Madden*



Above - Alan Evans works on the NASG modular layout.
 Alan and Prez McCoy - What's this button do?



Dan Navarre and the River Raisin booth.



Bob McCarthy and the Supply Co. display.
 Photos by Bob Werre

- Banta Models has discontinued production of this kit. If you want one, better act fast (15 or so left).
- Car Supply - Bob McCarthy had examples of the new streamline passenger car kits and was taking orders. He also had "2-foot" kits of freight cars, I received my own personal "clinic" from Bob on kit building techniques for the streamline passenger cars.
- Hoquat Hobbies - Jeff Wilson had a large selection of SHS/SSA cars and 1/64th scale vehicles.
- Jeff Madden - Had his usual selection of 1/64th scale vehicles and some "good stuff" of Chuck Porters.
- MLW Services - Andy Malette had his Canadian prototype passenger car kits, as well as his "famous" Pacific steam engine model on display.
- NASG Clearinghouse - Roy Meissner had the new hats and shirts, as well as fridge magnets and coupler/track gauges. He also had his own truck (vehicle) kits.
- 2011 NMRA/NASG - "Uncle" Ed Loizeaux was promoting next year's convention, as well as taking orders for the convention cars (SP gondolas).
- Pine Canyon Models - They are back into production. The "Main Street" structure kits and new versions of the Back Alley kits were available.
- PPSSW - Steve Doyle and Ken Zieska had some excess inventory they were selling.
- River Raisin Models - Dan Navarre had all those gorgeous SP steam engine models on display (2-10-2, Mike, Mountains). He was starting to sound like an Espee modeler. He was also taking reservations for the new 0-6-0 (multiple road names) steam project. Let's hope this one does better than the N&W J project.
- Scenery Unlimited - Don had his usual display of books, kits, and other S stuff.
- SHS - Good to see Don, Mike and John again (Robin couldn't make it). They had a reduced presence at this convention (no layout). I wish them good fortune in locating a new builder.
- Southwind Models - Jettie Padgett continued to sell off his S brass inventory.

There were also two vendors who had a good selection of AF inventory, but there seemed to be a low level of AF activity at this convention. In general, there was a reduced presence of S vendors at this S convention. Michigan Models, PortLines Hobbies, American Models, BTS, and DesPlaines Hobbies were all absent. And the vendors there were less than happy about the lack of visitors present during rail tours. I am sure BOT (and convention planners) have addressed this issue before, but closing the vendor room during the day to allow vendors to join us on tours, with the vendor room open before/after tours, would seem an equitable solution to this problem.

Layout Tours: I was able to view most of the available layouts in Minneapolis/St. Paul on the Monday thru Wednesday before journeying to Duluth. There was a nice selection of scale/hirail layouts available for visiting. Ken Zieska continues to make progress on his lay-

out. And where were those live 12" to the foot trains in your "backyard" that you have been promising us for months?) Jim Malone is an O scaler who has done some nice adaptations of different O-scale structures for his S-scale layout. Need any taxidermy done? He's the guy. But, if you are in the area, don't miss Steve Doyle's layout. It is "fantoostic"! Nice work, Steve. And I would be remiss if I didn't thank both Ken Zieska and Steve Doyle (as well as ALL those who helped) for the great evening get-togethers they hosted for us layout tourists. That evening at the Doyle's abode was perfect...S trains and brewskies. You had me pining for my sailing days, too.

Welcome Reception: This was quite the Doux (translation: event) at the Lake Superior RR Museum. Lots of full size railroad displays to enjoy. Good food with good fellowship. We even got to ride on their historic trolley to listen to Dave Peterson give us a tour of their operational 4-6-2 Pacific steam engine (ex Soo Line). As an added bonus, Dave had recently acquired one of the late Henry Sprague's S live steam engine models (4-6-2) and had it on display. I have read about these remarkable models, but have never seen one. I also enjoyed the passenger car china display (they wouldn't miss the MoPac setting, would they?).

Clinics: I caught some of the clinics. Bob McCarthy did an overview of the streamline passenger car line that he and Bob Hogan have developed. Roy Meissner gave us the "lowdown" on some of his favorite truck (vehicle) models. Jamie Bothwell presided over a composite presentation by several modelers on their passenger car efforts. It is amazing what can be accomplished with some information and basic materials. Rusty Westermeier gave us a history lesson on S-scale rolling stock (freight/ passenger) kits. I eat this stuff up. Jeff English gave a very thorough presentation on freight rolling stock of the "Transition Period" (NYC box cars, Part Deux). Bob Werre emphasized the importance of utilizing "raw" files in your digital model photography. Finally, Tony Koester (Editor, *Model Railroad Planning*) gave us a delightful and very useful presentation on layout planning.

Rail Tours: I missed the mine tour. The Duluth industrial tour was fun and very informative. And to think the "William A. Irvin" is a SMALL ore boat by today's standards. The taconite and coal transfer facilities were both impressive. I have read about rotary coal dumpers, but had never seen a full size one in operation. Very interestink! (Apologies to Arte Johnson). The train ride to Two Harbors was a relaxing, fun trip. Lunch in a Superior Culvers was enjoyable, as well.

Other 'S'tuff: This year's General Business Meeting included an extended discussion regarding the tremendous financial loss suffered at the 2009 NASG convention in St. Louis. This debacle has resulted in some



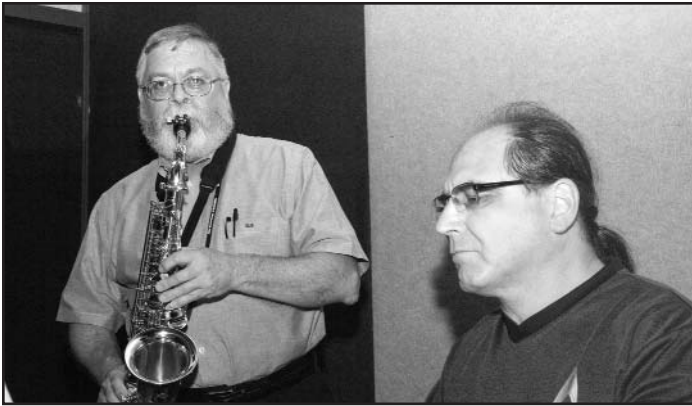
On the Lake Superior Industrial Tour an ore boat is shown docking at the Alouez dock. Hard hats were donned to see rotary coal dumper
Jeff Madden photos this page



This is how the Alouez facility scoops up taconite for transferring to conveyers to go to the docks.



Roy Meissner and Jay Mellon pose by our fan trip engine - yes the 316 SD18.



Dave Heine and Andy Malette entertain.



Jeff English and Tony Koester at the banquet. Tony was the guest speaker and also did a clinic.



At the banquet - who's the dummy?



revisions being instituted for convention planning by the NASG.

Banquet: The banquet was another Delightful Doux. Andy Malette and Dave Heine serenaded us again at this year's banquet "Happy Hour". Food and company were great. Ed Loizeaux made an entertaining "pitch" for the 2011 joint NMRA/ NASG convention in Sacramento, CA. (I think Ed has a future as a "snake oil" salesman.) Tony Koester is definitely an excellent public speaker and a great spokesman for the hobby of model railroading. He gave us some of his thoughts on S scale's place in the overall hobby and how we can enhance it. I am sure the NASG awards and model contest awards will be covered elsewhere.

I got "skunked" in the silent auction this year. And, as usual, Jamie kept us "in stitches" during the live auction (post-banquet). For those who missed out last year, Jamie came up with additional "S scale zombies" for the bidding. Price of the convention...about 60 bucks. The look on Andy Malette's face as Jeff English aggressively bid on and won an AF caboose...Priceless! This is the reason I attend NASG conventions.

Well, another convention is in the books. The Pines and Prairies S-Scale Workshop folks deserve our thanks and congratulations on putting together this convention in Duluth. I had a great time! Isn't that what it is all about?
- Jay Mellon, New Orleans, LA

Plusses:

- Having the convention in two locations.
- Well planned layout tours in Twin Cities plus the two cookouts hosted by Ken Zieska and Steve Doyle.
- Convenient hotel and convention area
- Excellent Welcome Reception in a railroad museum.
- Superb tours
- Very good banquet
- Having Tony Koester there.
- The weather
- Good clinics
- Humor by Ed Loizeaux and Jamie Bothwell
- Well organized by the Pines & Prairies S Scale Workshop.

Minuses:

- Having the convention in two locations
- Not the best attendance
- Smaller than usual sales area
- The downer news about the dues increase and the financial problems from last year's convention.

Left John Prior from the UK and Don Thompson. Right is Ed Loizeaux promoting the 2011 convention at the banquet.



More Convention Layouts



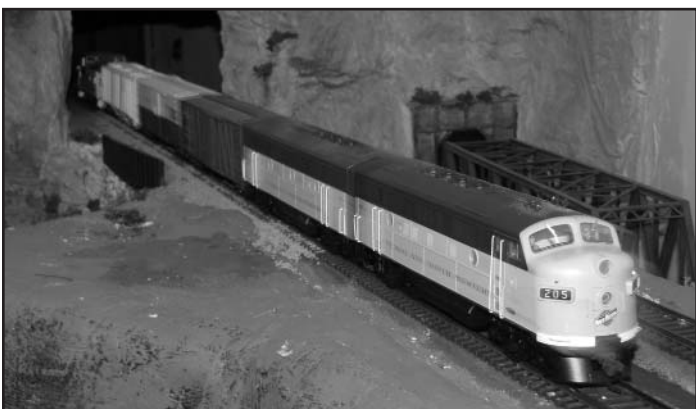
Ron Kemp has a hi-rail layout with an industrial wing shown at the right. Main layout is about 5' x 9'.



More scenes on Steve Doyle's - Rt. 66 motel and diner. See there's even a diner in Minnesota.



More scenes on Jim Malone's layout. Speeding Rock Island diesels whiz past Reddy Kilowatt and station.



Left is SHS F3s popping out of a tunnel on Jeff Saine's hi-rail layout. Photo at right shows spectacular mountain scenery on the HO layout of the late Bill Briggs
Photos by Jeff Madden

THE NASG AMERICAN FLYER CAR PROJECT Part VI

By Doug Peck

As we near the end of this series, we'll take a look at the first NASG American Flyer Commemorative cars of the 21st century.

In 2000, we initiated a series of four tank cars for NASG. Based upon prior history, tank cars had proven to be the most popular cars offered by the organization. The choice for the 2000 car was a Deep Rock triple-dome tank car. The car is painted black on a black cradle-style frame with black knuckle-coupler trucks. The frame includes the usual plastic brake wheel and two plain plastic marker boards. All lettering on the car is yellow, and the car carries the number "1900"the 19th car in the NASG series, and released in the year 2000. Plated handrails hold black tank car ladders on the sides.

"DEEP – ROCK" appears in large serif letters on the center of each side, and smaller **"CUSHING OKLAHOMA"** underneath.

To the left of center, in six lines, is printed **"D.R.X."**; **"1900"**; **"CAPY 80,000 LBS"**; **"LT. WT. 47,500 LBS."**; **":BUILT 2000"**; **"FOR NASG"**. The top two lines are a larger font size than the lower four lines.

To the right of center, eleven lines of extremely small print appears, beginning with **"UNITED STATES"**; **"SAFETY APPLIANCES"**. I won't bother citing the rest of the lettering here....you'll need a magnifying glass to read it anyway!

There is no lettering on the tank ends or domes.

Due to declining sales in prior years, the 2000 production quantity was reduced to 700 cars; 735 were re-

ceived. The car sold for \$49, postpaid, and 90% of the cars were sold prior to delivery. The remaining 75 cars sold out soon afterward, making this a very successful sales project. The car occasionally turns up for resale around \$100.

In 2001, we followed up with another tank car.....the **GULF OIL** single-dome tank car with chemical platform. Unlike GULF tankers of the Gilbert era, this car is painted deep blue, mounted on the usual black cradle-style frame with black knuckle-coupler trucks. Plated handrails, black chemical platform, and black chemical car ladders are mounted on the tank, while the standard black plastic brake wheel and two plain marker boards are mounted on the frame. All lettering on the blue tank is white, except for the word **"GULF"** which is orange. There is no lettering on either of the tank ends.

Small lettering just right of the ladder reads **"BUILT 2001"** and **"FOR NASG"**, in two lines. The far left end of the tank reads **"GULF OIL"**, **"CORPORATION"** in two lines of large white print. Beneath that, **"G.R.C.X. 2001"**, **"CAPACITY 100,000 LBS."**, **"LT. WT. 46500 11-35"** appears. And on the far left, in three lines: **"ARA SPECS"**; **"A.C.&F."**; **"CO 5-23"** is printed.

Based on the sales of the 2000 car, 750 of the Gulf tank cars were produced, and again sold for \$49 postpaid. The car sold out within a very few months after delivery. Today, although not seen too often, it usually brings around \$100-\$125.

In Part VII, we'll review the 2002 and 2003 tank cars, the last NASG cars prior to the initiation of the GE Work-Train set, a five-year project. *See color photos by Doug Peck next page.*

NASG News cont., from page 4

Board of Trustee Change. NASG Board member Gerry Evans, Western Region Vice President, has relocated to the St. Louis area, necessitating his resignation as the region's VP. The Board would like to thank Gerry for his service and the wise guidance he has provided NASG. Bill Winans of Prescott Valley, AZ, has stepped forward and agreed to complete Gerry's term; which ends at the Sacramento NASG Convention in July, 2011. Pursuant to NASG's Constitution, Bill was nominated and approved by majority vote of the Board. He brings considerable experience to NASG's board. As a former hobby shop owner and modeler in S Scale, his current layout, the St. Louis Eastern & Pacific, combines both standard and narrow gauge S. Please welcome Bill, his contact information is in the August 2010 NASG Membership issue. His corrected email is: scalesonly@cableone.net

NASG Board Elections. The announcement concerning Gerry Evans and Bill Winans provides the opportunity to talk about the upcoming NASG elections. In the spring all three regional Vice Presidents, the Secretary and Executive Vice President roles will be open for election. Nominations can be sent to NASG's Secretary, Michael Greene. You may nominate yourself or others, just be sure you have that member's approval. I do not know which current Board members are standing for re-election; Michael Greene has indicated he will not, so the Secretary's role is wide open. If you are concerned about or wish to have an impact on NASG's future direction, this is your opportunity. Better yet, get some of your NASG friends together and run a slate! Regional VP's serve two year terms, Secretary and Executive VP serve four year terms.



The famous Francis Lee Jacques layout at the Minnesota Museum of Mining was seen by those on the mine tour on Wednesday. Layout used old AF and early S equipment. *Bill Lane photo*



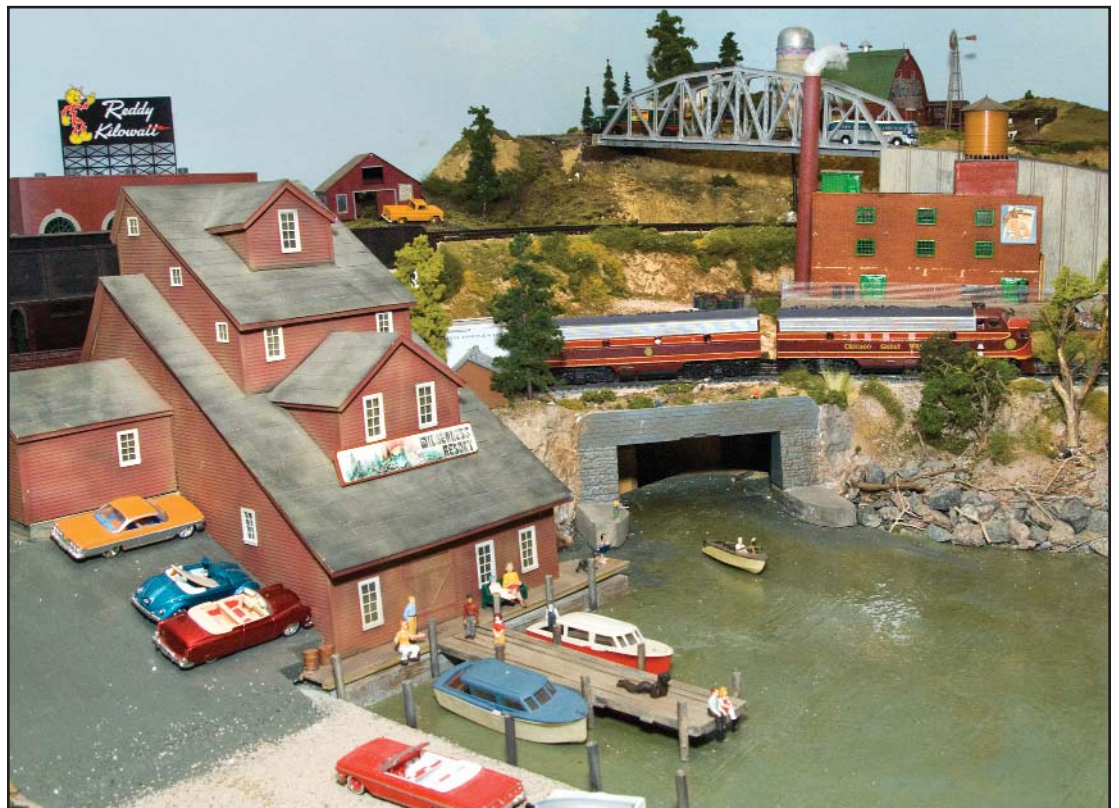
Two scenes on Steve Doyle's S Scale layout. Obviously city-scapes are an emphasis on Steve's modest sized layout. It shows how smaller areas can loom large. *Bob Werre Photos*



S-PIKES AT THE CONVENTION

Here's what an O scaler can do with S scale. Jim Malone could't fit an O scale layout in his Minnesota basement so he built an S layout. He's done a pretty good job don't you think?

Photos by Bob Werre





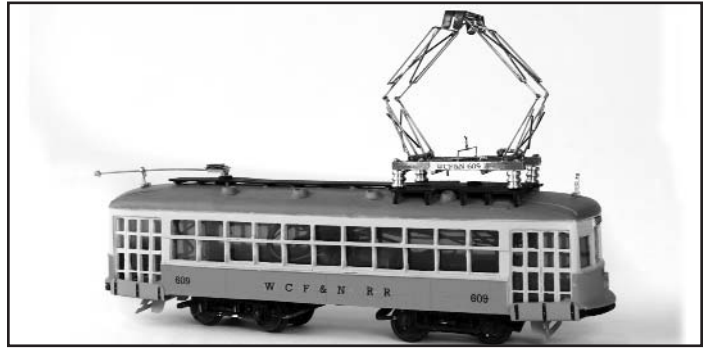
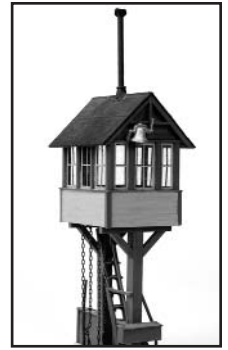
Above is a train operated by your editor on Ken Zieska's Minnesota Heartland Railway during the layout tours. Below is another scene on Steve Doyle's layout. Backdrop is the work of Dave Jasper. *Photos by Jeff Madden*



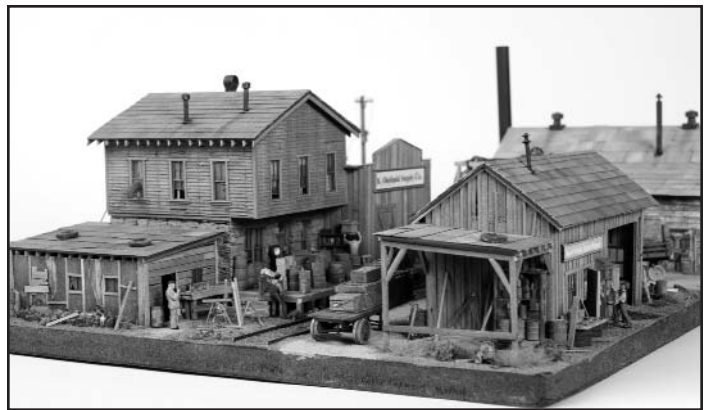
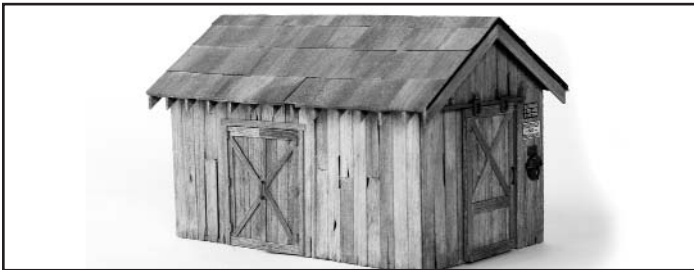
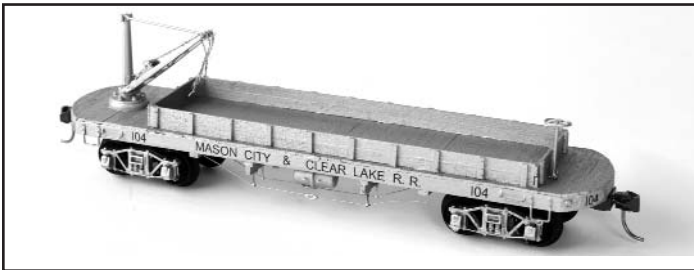
Below and right - CONTEST WINNERS - From left - Andy Malette, Rusty Westermeier, Dave Jasper, Tom Lennon (chair), Thorin Marty, Dave Heine

Your job is to match up the models below and at the right with the names on page 8 - hee, hee.





CONTEST WINNERS
Match on page 8 • *Bob Werre photos*



the **S** NARROW GAUGE NEWS & REVIEWS
**STRAIGHT
& NARROW**
by *David Heine*

**2010 National Narrow Gauge Convention
St. Louis, Missouri**

The 30th National Narrow Gauge Convention was held in the St. Louis area on September 1-4, 2010. This is in the same area that the 2009 NASG convention was held, but this time it was actually across the Missouri river in St. Charles.

The convention format was clinics and vendor room open in the evenings and mornings from Wednesday evening through Saturday morning. The modular railroads were also operational during those times. The annual awards/business meeting was Saturday evening. The afternoons are left open to visit layouts, etc. on your own. Everything was in the convention center except that some of the clinic rooms were a few steps away in the main convention hotel. The total attendance, including attendees, vendors and guests (spouses, etc.) was approximately 1350, with 42 states and 12 countries represented.

There were 23 layouts open in the St. Louis area, of which five were Sn3, and of those three also had operational standard gauge. We managed to visit all the S scale layouts, plus others. Eight layouts in the Columbia and Jefferson City areas, west of St. Louis, were open on Wednesday and Sunday, for viewing before and after the convention. We drove there on Wednesday and managed to visit six of the eight layouts, including the three in Sn3. The layouts were all high quality, but in various states of completion, as if any layout is really complete. The layout tour book did



The Sn2 Crew had a Fremo portable layout in the vendor room. Yes, Sn3 was more prevalent, but Sn2 made a good showing.

have a summary description of the layout, in addition to maps, which helped us decide which layouts we didn't want to miss.

Micro Engineering also gave tours of their facility on Thursday and Friday afternoon. We went there on Friday and found the tour quite interesting. They also do injection molding and casting for others, including some S scale suppliers. They were making HO_{N3} flex-track and turnouts during our tour, but there was a pile of Sn3 turnouts waiting for the points to be installed for PBL.

There were 45 different clinics on all sorts of prototype and modeling topics. There were five clinics going on simultaneously with three time slots per morning and afternoon, for a total of 90 time slots. Each clinic was given twice to help with scheduling. I managed to attend eight of them.

There were several modular layouts on display, including two in S scale, the McKenzie brothers Sn3 layout and the Sn2 Crew's layout. Both these layouts were in the vendor room as were all the vendors this year. Only some of the modular layouts were not in the vendor room. The Sn3 modular layout is planned to be at next year's joint NMRA/NASG convention in Sacramento, California. The Sn2 Crew layout is somewhat different in that it uses the Fremo format that allows different arrangements. It is single track with a reversing loop at each end, and set up for automatic operation during shows.

In case you didn't know, Sn3 finally has some ready-to-run rolling stock in plastic, due to PBL. They started with D&RGW 3000 series boxcars last year, and this year has a second run of boxcars, plus D&RGW 5500 series stockcars. There are two variations of the boxcars, dependent on the door type and several variations of the stockcars, which depends on the side board arrangement and whether or not there is a second deck. (The second deck was used for hauling sheep). PBL was handing out a thirty-two page "The Inside Track" for updates on what is new or proposed. If you are on their mailing list, you should receive one by the time you read this. Their next "Ready-to-Operate" car will be high side gondolas, and the rumor is cabooses will follow.

For those who want something different, Cimarron is planning to come out with more Colorado and Northwestern cars after coming out with the boxcar kit last year.

In motive power, Railmaster was there with their kits. *Railhead Publications* had a laser-cut superstructure kit for a Sn3 center-cab diesel that will fit on an HO chassis. PBL is still waiting for the hybrid D&RGW/RGS K-27 2-8-2's. Their handout said that they are expected at the end of the year. PBL is still taking reservations



A scene on Tom Troughton's Sn3 layout. Interestingly, many of the convention layouts were Sn3.

for the brass 3-truck Shays, which are scheduled for next year. Some variations will also be available gauged for S standard gauge. They are also taking tentative reservations for a run of brass D&RGW K-36/K37's.

As usual, the laser-cut structure manufacturers were in attendance with S scale models including Ragg's...To Riches!, Wild West Scale Model Builders, Turner Model Works (FinestKind), and some others.

Some other interesting new items, not necessarily just for narrow gaugers, were new from Rio Grande Model and Ragg's...To Riches! RGM introduced a mostly white metal kit to build a Lorain shovel. Ragg's introduced an injection-molded plastic kit for a tank body that is designed to fit PBL's 1934 Ford "AA" Stake Body Truck (MSA-103). It may also be usable with other S scale trucks and includes decals for Conoco. There seemed to be an increase in the number of models in the popular vote model contest this year. Again the quality was outstanding, and it was not easy to vote in any of the categories.

After viewing models in various scales, it confirms that S is the best scale for me. The HOn3 stuff is just too little and the O scale buildings just are too large. And



Pete Smith's Sn3 Loon Lake Railway features lots of smaller motive power such as this Shay.



John Waite's Sn3 doesn't follow typical Colorado narrow gauge theme. Instead John is modeling the Eastern Tennessee & Western, better known as the Tweetsie.

All photos by Dave heine

Don Heimburger summed it up when he was giving his Sn3 Modeler award to the best S scale model in the model contest on Saturday night when he referred to S scale as "God's scale".

Carla and I both had a good time on this trip and too soon had to return home. The next NNGC will be in Hickory, North Carolina, September 7-10, 2011. Attend if you have the chance. I'll see you there.



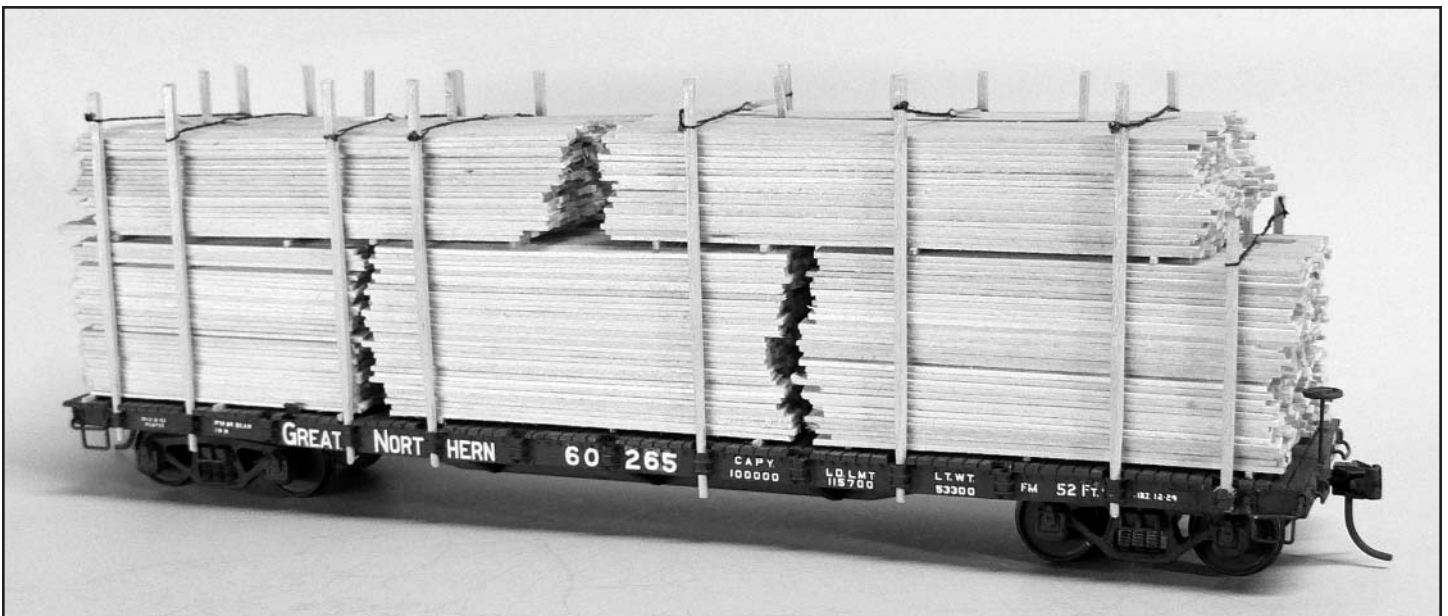
Loon Lake Ry Sn3 diesel is one of the few non-steamers on Pete Smith's layout.

MORE LOADS FOR S SCALE OPEN TOP CARS

By Edwin C. Kirstatter Photos by the author



Note: The above photo is a correction from the June issue for No. 2 on page 10. Another crossover load may be this Lionel GM diesel driven generator set. It has been seen on some Flyer flat cars as a load. I have placed it here on a Rex scale 40' flatcar that I had painted and lettered for a PRR Class FM. I painted the deck with Grimy Black to represent a creosoted deck. The Gen set was also painted with Model Master's Fifties Aqua to represent that color we have seen on GM diesel motors. This was cemented onto the flatcar deck and wood cribbing and blocks made from Northeastern 1/16" basswood were cemented next to it. A box was built up from scribed sheet stock and placed at the brake wheel end to be spare parts. A GM logo was downloaded from the Internet and printed on paper then cut out and pasted onto scrap wood to make a sign.



This is a new one: Many other lumber loads may be made using many sizes of basswood or pine loaded on flatcars such as this Flyer plastic 46ft flatcar converted to scale operation, painted and lettered for the Great Northern. To conserve wood and weight the load of lumber may be made hollow. Or you could hide weight inside if you need it. Besides cutting off the fish belly sides of this model, cast on Grabirons were scraped off and replaced with those made from wire and the sill steps were replaced also. The deck of this car was milled down and replaced with wood. A cast brass brake wheel was added and trucks from SHS.

THE CLUB SANDWICH

By Dave Pool

The **Canadian S Modelers** were planning on attending the CanAm S Scale Social, to be held at the Lowbanks Community Hall, Lowbanks, Ont. on Sunday, Oct. 17. The event was designed to bring together S-scalers (AF, Hi-rail, & scale) from Ontario, Canada and Western N.Y., USA . There will be tables to display models or S items to sell or swap, and the **CSM S Scale Workshop** display layout will be assembled and operating. The program was to include a lunch as part of the nominal per person cost for persons attending (\$ 8.00). Jim Martin was coordinating attendance at the event.

The **Connecticut S Gaugers (CSG)** club members met at the home of Vincent Manjoney in Stratford, CT. on August 28, 2010 for their monthly meeting. Vinnie's cousin manned the grill and club members enjoyed a picnic in the rear yard of the host. Vinnie has an extensive collection of AF trains and an AF layout that was operated for the members attending the meeting.

The **CSG** held their June meeting at the home of Stan Stokrocki, in Poughkeepsie, N.Y. The meeting was held at the home of the host and members went on an excursion to the Poughkeepsie/Walkway bridge over the Hudson River. Club members sent a bouquet to Harriet Mark and son Bill Mark, III because of the recent death of Bill Mark. Bill Mark and his son built a wonderfully detailed N.Y.C. prototype layout in their basement. The layout is S scale, and operates mostly N.Y.C. prototype trains. Bill was a skilled modeler who entered and won with train models in recent NASG train convention model contests. Bill will be missed by the club members and NASG members who knew him. Club member Peter Roos has agreed to host the club members for a meeting in October, in Willimantic, CT. Bob Davis has agreed to hold a club meeting at his home in Old Lyme, CT. on December 4, 2010.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of Dave

Plourde, on Aug. 28. Twelve members attended. The host showed examples of model trees that he made using branches of an azalea bush. Club member Charlie Bettinger brought a small module to the meeting that demonstrated connections of bridge track using S Helper Service S Trax. Dave coordinates the club activities and Steve Allen plans and edits the club newsletter. Four of the **PVSG** members (Dave Plourde, George Reneris, Frank Grano, and Steve Allen) do volunteer work at the Holyoke, MA. Soldiers Home. The home has a moderately sized HO/DCC layout that is maintained by the club members, and operated with the residents. Pioneer Valley Hobbies, W. Springfield, MA. has graciously made donations to the club to support their activities. A recent issue of the club newsletter edited by Steve Allen included an article on railroad history and the narrow gauge railroads of Maine. The September club meeting was held at the home of George Reneris, in Sunderland, MA. George has built a layout with animation scenes and features that help the visitor become involved in the layout details. The Snoqualmie, Mohonk, & Panguitch RR was featured in a recent issue of this magazine, Vol. XXXIII, Number 1 (Feb. 2009) as part of a “Meet an S Gauger” article featuring George Reneris. The club is working on and planning an S scale train layout display that will be set up at Christmas time at Look Park. The project is being coordinated by George Reneris. and involves a budget to cover the cost of supplies for the layout construction, trackwork, and models to be operated on the layout. It is an ambitious project by any standards. The October club meeting is to be held at the home of Dave Sullivan, in Bloomfield, CT.

The **Western N.Y. S scale Association (WNYSSA)** has been planning to attend and set up a layout with the Rochester Area S Gaugers at the GSME Train Show to be held at the Batavia Downs, Batavia, N.Y. on Nov. 14, 2010. Bud Rindfleisch coordinated attendance by **WNYSSA** club members to the Social Event to be sponsored by the CSSQ on Oct. 17, 2010 at the

Lowbanks Community Center, Lowbanks, ON., Canada .(see description above on the CSSQ activities). The club planned to set up and operate a layout at the TTOS Train Show, on Oct. 31, at Leonard Post, Cheektowaga, N.Y. and another train show sponsored by the TTOS on Dec. 13, 2010 at the Knights of Columbus, North Tonawanda, N.Y.

The **South Jersey S Gaugers (SJSG):** Club member Ron Schon has hosted the club members for a Play Trains meeting and operation of his layout in Berlin, N. J. The new club layout recently underwent re-wiring. Work sessions on the club layout were moved to the home of Ron Schon. The club recently welcomed new member David Blask who is an AF operator who has interest in changing to Hi-rail operation. The club set up and operated their layout at the Train Show held on June 26, at the St. Thomas Church, Glassboro, N.J. and the Vineland, N. J. Veteran's Home on August 28, 2010. The latter display was a community service type of event, and the train operation was enjoyed by the residents of the Home.

The North Penn S Gaugers (NPSG) plan to set up and operate their layout at the Nov. 13/14, 2010 Train Show in Allentown, PA.

The **Pittsburgh S Gaugers (PSG):** Club member Lou Templeton hosted the club members for their meeting on August 28, 2010 in Hickory, PA.. The host provided lunch for those members attending the meeting. Lou has a hi-rail layout under construction, which can operate trains. Club members were invited to bring trains that could be operated on the layout, particularly scale S trains to test the track work on the layout. The club members decided to use the DCC control system with their DCC-equipped SW-9 diesel loco on their modular layout. The layout will be powered by an NCE Power Cab, which is now in use on the NASG modular layout, and is light and portable. There may be some track turnout issues with the new power system that the club members must work out. The club held Coffee & Trains get-togethers on Sept. 14, and August 17, 2010 at the Harmerville Kings restaurant off PA Route 28. These events get good membership support and are enthusiastically attended by the club members and friends.

The Baltimore Area AF Club (BAAFC) were planning to set up a layout at the Brunswick RR Days on Oct. 2/3, in Brunswick, MD. Club member Lee Scott hosted the club members for their July 17 meeting in Greencastle, PA. Club member Al and his wife Liz (Passman) hosted the club for their Sept. 18 meeting in Finksburg, MD. Ron Kolb and Howard Zane hosted the June club meeting, and the club set up and operating their layout at the Train Collectors Assoc. National (TCA) Convention on June 25/26, 2010. This event, held in Baltimore, MD., was an excellent place to showcase S gauge trains. The BAAFC operated a joint layout with the Atlantic Coast S Gaugers (ACSG) at the convention. The annual club picnic was held at Leakin Park, with the Chesapeake & Allegheny Steam Preservation Society who operate over three miles of 1/8 full size RR track with coal burning steam locos. The event was held on Sunday, August 22. Members of the S club rode on the live steam RR and held a joint picnic with the host club. Greg Klein coordinated the event for the BAAFC club members.

The Chicagoland Assoc. of S Gaugers, Inc. (CASG) is planning for the Fall S Fest to be hosted and run by them on October 22/23, 2010. The event is the 35th annual event and is being held at the Tinley Park Convention Center with hotel accommodations for overnight guests at the Holiday Inn Select, Tinley Park, IL. Committees are formed and members serve on them to make The Fall S Fest event a success. Joel Lebovitz is handling the reservations for the event. The S gauge freight cars for the event are an Elgin, Joliet & Eastern RR box car in green over orange, or one with green with orange lettering paint scheme. The E J & E RR was operated as a subsidiary of the U.S. Steel Corporation for many years. It was sold to and has been absorbed into the Canadian National Railway. The Fall S Fest is billed as the largest annual exclusively S, 1/64 scale model RR event. It will feature 5200 sq. ft. of layout room, plus 17,000 sq. ft. of display area for manufacturer's booths and sales tables. The event will feature clinics, a model contest, video room, train races, and raffle drawings with door prizes.

The club planned to hold their club outing to visit the S scale layout of Bob Jackson, in Springfield, IL., in August. However,

arrangements could not be made for this year, and the event was cancelled until next Summer, when Bob Jackson has agreed to host the club for a visit to his layout and a picnic, details to be arranged. Club member Andy Jugle agreed to fill the vacancy of trustee for the balance of the scheduled term.

The Miami Valley S Gaugers (MVSG) set up and operated their layout at the Tractor Show held at the Butler County Fairgrounds on Aug. 12-15. Member Larry Beam agreed to serve as chairperson for the upcoming Spring S Spree to be held in May, 2012. Club member Jan Mason is coordinating the supply/purchase of club shirts. The club set up and operated their layout at the Carillon Park Rail Festival, in Dayton, OH. on June 26/27. The Summer club picnic was held on Sept. 4, at the home of Charles Heistand, The club paid for meat and drinks, and those attending were requested to bring a pot luck dish.

The Stateline S Gaugers (SLSG) had a Family Picnic on August 8, at the Stuga Shelter in Roland Olson Forest Preserve, Roscoe, IL. Unfortunately, there was heavy rain on the date of the picnic and the event was cancelled. Dave and Pam Oberholtzer are scheduled to host the club meeting in September. Dave and Martha Pippitt are scheduled for the October club meeting, and Steve and Cindy Davidson are scheduled to host the club in November, 2010. A recent newsletter issue edited by Vera Flood included an interesting article on the history of the Sanda Kan manufacturing company that has produced many of the S gauge trains that we all enjoy..

The Central Ohio S Gaugers (COSG) are planning on bringing, setting up, and operating a layout at the Dalton Train Show, on Nov. 14, 2010 in Dalton, OH as well as attending and displaying a layout at the Buckeye Train Show on Nov. 20/21, 2010. David and Liz Stilp held the Sept. 26 club meeting at their home in Lewis Center, OH. The club recently welcomed new member Mark Klemens, from New Albany, OH. Mark is not new to the NASG activities, and has an S gauge layout in his basement. Mark also is interested in OO gauge trains and is building a portable OO gauge layout with scenery depicting an English village on the Great Western Railway, in England.

The Southeastern Michigan S Gaugers (SMSG) will have their October meeting at the home of Dave Held in Imlay City, MI. Gordon Michael ably edits the club news via meeting notes. Bob Stelmach is the president of the club at the present time. Gordy Michael is Secretary; Earl Carlsen, Treasurer; and Tom Hess, Bill Bartlam and Tom Hawley serve as Members-at-Large on the club Board of Directors.

The Badgerland S Gaugers (BSG) are preparing to attend the Fall S Fest in Tinley Park, IL. The first meeting of the fall season was held at the home of Dick Kloes. A committee has already formed for when they host the Fall S Fest in 2012. Ordering a car is a priority especially with the manufacturing situation overseas. After the S Fest the club will plan to set up two layouts at the Milwaukee TrainFest which is sponsored by the WISE Division of the NMRA. It will be held on Nov. 13 and 14 at the Wisconsin State Fairgrounds in West Allis, WI. This show attracts around 20,000. The club sponsors and organizes Train Swap Meets at the Knights of Columbus Hall, Greenfield, WI. The meets are from 8:00 A.M. until Noon. The last meet scheduled for this year was held on March 28, 2010.

S Gauge Wisconsin, Inc. (SGW) is the second S Gauge club in Wisconsin, originally formed in Dec. 2007. The club now has approx. 10 members who contribute trains and other items to support advertising of S gauge at various programs and events at libraries and museums. The club sponsored a train show called the Gandydancer in Madison, WI. last December. The club has set up and displayed a layout at the Madcity Train Show, Madison, WI., in February, and the Delavan Train Show in March of this year. Club members include those who model in other scales than S scale. Jim Sanborn in Madison, WI coordinates the club activities (sgaugewis@modswis.com)

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their Sept. 10 meeting at the home of Cliff Saxton in Des Peres, MO. The Oct. 15 club meeting is scheduled to be at the home of David Stone, in Lake St. Louis, MO. Moe Berk coordinates the club events and Gary Mueller edits the club newsletters. The club recently established an e-mail ad-

dress, at: afsgsla@sbcglobal.net Club member David Stevens coordinates the club meeting locations and times, to help reduce the work load of Gary Mueller and Moe Berk. The local Lionel Train club agreed to let the AFSGLA club use space in their club house to re-furbish their layout. The layout measures 12 ft. x 28 ft. and the Lionel club would be paid a monthly reasonable fee to allow the set up and repairing of the AFSGLA layout. The club has been planning for the Fall S Fest, to be held on Oct. 28 through Oct. 30, 2011. Location and details are to be determined. The club is building a new sectional layout and the frames are assembled at the Lionel club's garage, with roadbed, track work, scenery, buildings, etc. to be installed. The frames were purchased by Mark Heiger and Bob Muehling and additional frames may be required once a track plan is decided upon. Club members Gary Brandenburger and Jim Anderson have agreed to be team leaders for the electrical work on the new layout. The new layout will hopefully have three main lines and three passing sidings, with possible additional sidings for operating accessories. The existing old layout will be stored in the trailer that the club has.

The Kansas City S Gaugers (KCSG) set up and operated their modular layout display at the Leavenworth Carousel Museum in October. Club member Paul Stevens is selling the inventory of trains from the Newt Brown collection, and has recently had knee replacement surgery from which he is recovering. Paul is the president of the club. On Sunday, August 8, the club members set up and operated their portable layout at the Front Street Train Meet, in Kansas City, MO. with Roger Ketterman coordinating the display, and bringing of the layout to the event.

The Golden Spike AF Train Club (GSAFTC) displayed a layout at a Train Show on August 6-8, in Evanston, WY and planned to display at the Wasatch Rail's Salt Lake Show at the Salt Lake City Fairgrounds on November 12-14.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) took their layout to the Missoula Train Show & Meet held at the Big Bend High School on Sept. 19, 2010. Brent Nicholl brought the layout to the show and Nick Pickolick coordinated the club layout

set up and operation at the show. The recently written club brochure will be printed and brought to the show for passing out to visitors, thanks to Bruce Taylor who wrote the brochure and Brent Nicholl printing them. Bruce is recovering from a broken hip. /[^]

The **IESGAPN Club** is implementing the awarding of a door prize at each meeting to one of those members attending the meeting. Members must attend two meetings after they win a door prize before they can be considered for another door prize, to insure that all the members have a reasonable chance to win. The club plans to bring, set up and operate their layout at the October 10, 2010 train meet at the Spokane City College and the Great Northwest Train Festival in Ritzville, WA. on Oct. 30. Vic Cherven is scheduled to host the club meeting on Nov. 13, in Bonners Ferry, ID, and Bob Bowen on Dec. 11, 2010, in St. Maries, ID.

The club celebrated their **15th year anniversary** on June 5, 2010. The club exhibited their layout at the Treasure Valley Train Expo, on Sept. 10, at O'Connor Field House, Caldwell, ID. ; and the Treasure Valley Train Expo on Oct. 9, at the Idaho Falls Rec. Center. The latter event on Oct. 9, 2010 the club is planning on setting up and displaying their layout at the Railshow 2010. At the present time the next display of the layout will be scheduled for July 7-10, 2011 at the National Train Show in Sacramento, CA. Club member Glenn Hadden has been working on locating a pin hole camera in an S gauge loco or a house that would be part of the scenery on the layout to get a view of some layout visitors. Details of this project were not clear at press time.

The August 14, 2010 meeting of the **Southern Calif. S Gaugers (SCSG)** was held at the home of Gene Capron in Pomona, CA.. Dennis Bagby hosted the club members on Sept. 11, for their meeting in Altadena, CA. It was reported that the recent May S Fest West hosted by the club was very successful. Comments from attendees and sellers were very favorable. The banquet speaker, Ted Hamlin, was entertaining and the banquet was well attended.

The Bay Area S Scalers (BASS) held a meeting at the home of Michael

Schwab, on Aug. 7, in Santa Cruz, CA. Graham Henry edits the club newsletter, called the *Bass Waybill*, and he hosted the Sept. 18 meeting of the club in Berkeley, CA. The host is planning to move to a smaller quarters, and will have to down-size his model RR activities. Operation on the Swayzee Pacific Transportation Co. layout may be the last at the present location. Lee Johnson coordinates the club meetings and events. Lee wrote articles describing recently available S products from various S suppliers that appeared in recent newsletter issues. The club is the official host group for the joint NASG/NMRA convention to be held in 2011, in Sacramento, CA. Ed Loizeaux is chairman for the host group, and he is seeking committee members to help organize and carry on the event. The club layout was displayed at the O Scale National S West Convention in Santa Clara, CA. on June 30-July 3, 2010. The S scale car for the convention is an S-Helper Service re-built 40 ft. box car lettered for the Southern Pacific RR, representing the SP class B-50-12A prototype. Four road numbers were planned, and the cars did not arrive until the second week in August.

The San Diego S Gaugers (SDSG) held their August meeting at the home of Peter Gagnon. Five members including the host attended the meeting. Peter had a temporary layout module that was designed and built to balance the club's layout set up, done on Labor Day weekend at the San Diego Model RR Museum. A more permanent module was planned to be part of the normal layout set up in the future. The club modules have full S Mod electrical and mechanical standards. Peter Gagnon coordinated the club module set up at the Labor Day weekend train exhibit. The club members were considering attendance and set up of their layout at the Great Train Expo, to be held on December 4/5, in Del Mar, CA. The club members planned to have meetings in late Sept. and October, at locations to be determined.

Your club column editor wishes to thank those club members and clubs that submit information on the activities and events that you organize and attend. Please submit information and newsletters for the column to David Pool, 11 Bittersweet Trail, Wilton, CT, 06897-3902 or e-mail at: ndpool@juno.com.

NORTH CAROLINA PORTABLE SWITCHING LAYOUT

Story and photos by Monte Heppe

Our local club, the Intracoastal Model Railroad Club located in Brunswick County North Carolina, is a multi-gauge club with everything from Z to G, and scale to tinplate. It has a number of portable and modular layouts that are set up

large gauge. The result is a portable S gauge switching layout serving six industries and a team track in a 2' by 8' space.

It is built in three sections that are hinged together. The center section

switches. Since this is an industrial area, I did not use any roadbed. The track layout maximizes the number of industrial sidings and makes switching interesting. I intended the lead parallel to the WB & S interchange to hold 2 cars and an engine, but it turned out to be a little short. This makes run around moves even more complex.



at few local train shows, but mostly at a variety of community events. This exposes lots of non modelers to the hobby. Unfortunately the only gauge not represented among the layouts is S. Obviously there was a need for a layout to introduce S gauge to the area. As there are only two other S gaugers in the club, I didn't want to take on a modular layout.

I wanted a layout that would be easily transported and set up by one person; be able to demonstrate the advantages of S gauge; feature state of the art components; and show the ability to have an interesting layout in a small area with reasonably

is approximately 24" by 48" and fits over a folding table. The end sections are about 24" by 23" and fold on top of the center section. The ends of the folding sections are supported by removable legs that screw into base. The frame sides are 1" X 4" boards. The scenery base is 2" foam set 1" below the top of the frame. This gives a 2" clearance between the sections when folded for track and low scenery elements. Mounting the hinges 1" above the scenery base allows the track at the section joints to separate when folded. 1" by 3" boards were used for the frame ends at the joints between sections. These match in height with the recessed foam base. As shown in the pictures, 3/8" holes were drilled through the end pieces and 3/8" dowels were glued into the holes in the center section ends. These insure alignment of the sections when unfolded.

Track is a mix of S-Helper and American Models flex track (it's what I had on hand) with American Models

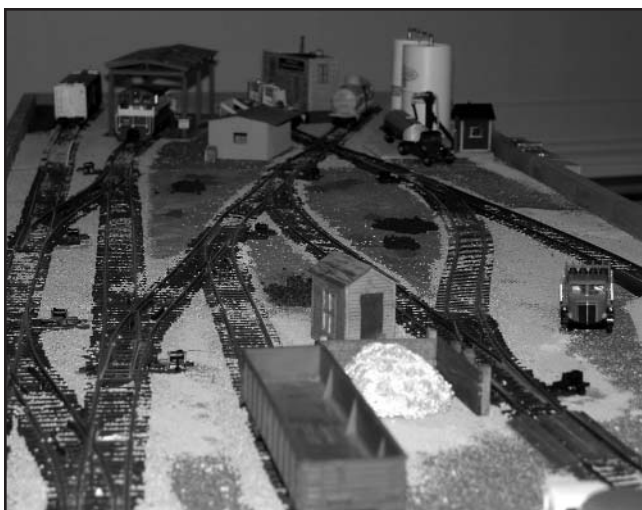
Motive power is an S-Helper SW-9 with DCC and Tsunami sound. Control is via a Digitrax Empire Builder starter set. The system components are housed in a fan ventilated box that attaches to the back of the layout with interlocking plate picture hangers. I chose DCC as it would provide good control for a switching layout and it is something I've wanted to try.

Track power leads for each section are separate so there are no wires between sections. The track leads are routed underneath the layout to the back of each section and terminate in a polarized two pin connector. Three corresponding connectors from the system box plug into each section.

Buildings are a mix of kits and scratch built:

- McPherson's Tool and Machinery - Twin Whistle kit
- CTRR office - NASG Armco kit
- Midnight Oil - plastic pipe couplings, Walther's pipe detail kit and AF accessory shed.
- South County Distributors - foam core and brick paper
- H&K warehouse - foam core, brick paper and sheet plastic.
- Engine shed - Plastruct shapes
- Oyster shell bin, wharf and team track ramp - strip wood

The wharf and warehouse are intended to represent structures that extend beyond the layout. I wanted to include the oyster shell recycler



to keep things local, but this presented the problem of how to model 1/64 oyster shells. A request for suggestions to the S Yahoo group seemed to have everyone stumped or wondering why anyone would want to model oyster shells. About two weeks later, Joe Haenn, of Joe's train Repair, suggested Quinoa, a grain that goes back to the Inca's. The grains have just about the right size and shape. I carved a foam block to the right shape for a pile, covered it with spray adhesive and rolled it in the grain. I then sealed the grain with multiple coats of Floquil Figure Flat (the grain swells if it absorbs water), I dusted it with flat white spray paint and dabbed it with a black alcohol wash for highlights.

Ballast and ground cover are Woodland Scenics products. Roadways are Valspar Stone spray paint applied directly to the foam base. Even though the can says enamel, it does not affect the foam. There are several colors indicated only by the cap color. I used one that is mostly gray with white and black flecks.

The only club layout that has a theme is the HO Wilmington, Brunswick and Southern named for a real road that ran from Wilmington, NC to Southport. The HO version expands the line along the coast of Brunswick county to the towns of Shallotte and Calabash. I named my railroad the Calabash Terminal RR to keep with the local theme and included an interchange with the WB&S. Calabash bills itself as the Seafood Capital of the World. I chose a shrimp as the CTRR logo which can be seen on the engine and the CTRR office sign.

Operations are via a switch list made up before each session. Cars on the interchange track can be changed to add variety. So far it typically takes me about 30 minutes to switch 6 cars. DCC provides great control for switching and the Tsunami sound really adds to the experience.



Calabash Terminal, huh? Jimmy Durante would be proud.



EXTRA BOARD

ON CONVENTION CARS

I read the June issue of the *Dispatch* with my usual rapt interest, but this time it was the very last page that got my attention the most. You had a list of convention cars from 2010 all the way back to 1985, but there were some holes in the time scheme and you asked if anyone could fill in the blanks. I might be able to help with a few of those holes.

The first true NASG Convention car was made by the Syracuse S Gaugers in **1981**. This was an orange plastic car made by the Lionel Corp. It said "21st National Convention, Syracuse NY, July 1981" in the upper left and "NASG 0700" in the lower left. On the right of the car was a single large NASG logo. Then the club had to buy 2000 of those cars for Lionel to make them, which they did. They learned that in S gauge that is a lot of cars, and it took years to sell all of them off.

The Syracuse Club was so strapped financially by this huge expense that they instituted for the first time another event which has become a staple of the NASG tradition, the late auction. They sold off anything that didn't move, including the prototype car made by Lionel to show the club what the finished car would look like. As any true Lionel prototype, it is only painted on one side and has many other hand-made features. I paid \$40.00 for that car at the auction and still have it in my train room. It really is nothing like the later production models being hand-made, but it does make an interesting conversation piece.

The **1982** Convention, Cleveland, Ohio: We were not about to get caught in the same trap that Syracuse got into in 1981, so we decided to make our own convention cars. We bought eighty boxcar shells from Hobby Surplus, all we could find, and painted them tuscan

red in Josh Seltzer's basement paint booth. The original color of those boxcars was green plastic as I recall. We made our own decals and decaled them right on Josh's kitchen table over the course of several days.

The car says "The Lakeshore Special Cleveland Ohio 1982" in the top left in white with the NASG logo in the lower left with the words "National Association of S Gaugers" beside it. On the right hand side was our club's logo and the words "Cuyahoga Valley S Gaugers" around it.

Although we started with eighty shells, only sixty survived the construction process. Our decalers were getting ahead of our painters one evening, so Josh and his wife, Barb, put the still wet cars in the oven at low heat to help the drying process. Barb's notion of low heat was different from Josh's and when the oven was opened, there were twenty molten lumps of plastic where cars used to be. The surviving cars were offered as shells only – you put your own frame under them to complete the cars.

The convention cars sold out well in advance, and we never got around to making more after the convention. It is my understanding that they have become very collectable. In fact, one sold recently on E-Bay for over \$140.

1983 was hosted by the Boston S Gaugers (Bristol Club). 1984 was held in Buffalo, NY, but since Buffalo did not have a club, and only Tom Boldt living there to do all the local contact work, most of the convention work was done by the Cleveland club. No car was made for that convention as I recall.

1992: The car that year was an American Models 52' gondola car, painted green with the yellow letters of the Cuyahoga Valley Railroad, a real short line industrial railroad in this city. The car came

with two floor rails and five plastic steel coils which you had to glue to the rails to complete the car.

2002: There were two cars in 2002 for the Cleveland NASG Convention. There was a Nickel Plate SHS reefer for the scalers and an SHS PS-2 covered hopper in green with yellow lettering again lettered for the Cuyahoga Valley Railroad. The number of that car was 2002.

I hope this fills in a few blanks in your list of convention cars. Don't forget that many of our clubs over the years have produced their own cars and sold them as representative of their home areas. Perhaps in the future some of us old-timers from various club could tell about and list these cars.

- Lee McCarty, Cuyahoga Valley S Gaugers

CONVENTION CAR UPDATE

Another update of the Convention Car list in the June *Dispatch* is for 1993. Here you can pencil in a PRR 50' Merchandise boxcar made by Pacific Rail Shops. Anybody come up with 1987 yet?

OUR ALASKA MEMBERS ?

It seems in the new Directory that Alaska has two members according to the Membership by Location and Postal Code section. Gee, and one of the members has the appropriate last name – Snow. But on checking the city names of the two members – Birmingham and Huntsville, I did a double think! **Aren't those Alabama cities?** And isn't the acronym AL the postal symbol for Alabama? Ahhh yes, and Alaska's is AK. I guess we have two Alabama members and not two from Alaska. So, Farley Snow and Bruce Willis you don't have to trade in your shorts for parkas just yet. Members, go to page 45 of your new directory and cross out Alaska and write in Alabama. Hey, aren't they ranked No. 1 in the college football polls? Well they're in first place on this page.

S IN NON-S PUBLICATIONS

- Aug. 2010 *NMRA Magazine* (formerly *Scale Rails*)- has an article *So You Want to Run a Railroad*-about S scale operations by Dick Karnes

- Sept. 2010 *NMRA Magazine* - Article called *The Time Factor* by Ed Loizeaux that also previews his layout for next year's convention.

- Sept. 2010 *CTT* – has an article by Ben Stiles on his L-shaped Flyer layout.

- Nov. 2010 *CTT* – has an article about Ray Palumbo when he worked for Gilbert's display department.

DEPT. OF CORRECTIONS

It seems I got an address correction for the Lehigh Valley Models (K&P Brick Building business card ad in the directory. It came too late for the printer schedule. The e-mail and phone are OK, but there is a new address: 79 Hidden Hill Farm Lane, York, PA 17403.

Flyertown business card ad missed the Directory issue. So, you can see it in this issue. Sorry, Jeff

State-Line S Gaugers booster ad has some corrections. the Website is www.state-linesgaugers.org and Dave Oberholtzer's email should read: trainnuts@frontier.com. It's a good idea to pencil these in on the Booster page of the Directory.



Jan. 27-29, 2011: Annual O/S Scale West, Hyatt Regency, Santa Clara, CA - swap, contest, layout tours, clinics, etc. - www.oscalewest.com

Feb. 17-21, 2011: Sn3 Symposium in Monrovia, CA - www.sn3-2011.com.

April 29-30, 2011: Spring S Spree, hosted by the Central Ohio S Gaugers. Hilliard, Ohio (Columbus) at the Franklin County Fairgrounds. www.cosg.org for details.

July 3-9, 2011: X2011 NASG (NMRA) Convention, Sacramento, California. This will be a joint convention with the NMRA. www.x2011west.org.

Aug. 7-12, 2012: NASG Annual Convention, Chattanooga, TN. Details TBA.

Bids open for NASG Annual Conventions 2013 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net. Lee will pass on the convention info to the new chairman as soon as one is selected. Ed.



Bill Lane was our roving reporter for the Central Jersey Get-Together held on Oct. 1 and 2. The Box cab shell is a new product soon to be available in a resin casting. There will some other resin items in S surfacing soon. By adding trucks and details you get a model of CNJ 1000. Below is Bill's Reading I1sa (old kit conversion) on the Central Jersey layout shown at the bottom right.

Photos by Bill Lane



Railmail cont., from page 4

of us who count rivets (when it suits me!), hand lay track and solder brass do so because we want to, and the only a strong organization we have is the NASG. As the dude who travels to every convention to photograph contest models that just happen to be mostly 'scale', I can say the quality of many of the models is as good as anybody, simply because they frequently win in other contests or are displayed with other scales with favorable comments. In the past we had John Bortz, Jesse

Bennett doing that, now we have Stan Furmanak, Hiram Graves and others kicking butt! Of course, if you don't belong to the organization and receive its *Dispatch* you probably have no way of really knowing.

- Bob Werre
BobWphoto.com


On the NASG: When I switched to S two years ago, I immediately became a member of the NASG. Besides showing support for the organization, I wanted to receive the *Dispatch*. I was expecting lots of Flyer type stuff in the magazine, but I don't really find that. It is an enjoyable magazine to read (and the only S-specific one I get).

The way I see it the way to change an organization is to "infiltrate" it with people of a differing view (like the "Tea Party" is reforming the Republican Party). We, who strongly prefer "scale" modeling, can infiltrate the organization and eventually make it be more of a scale group. In about 20 to 30 years we are going to be the "old guard" and will still be modeling S "scale" (I turned 46 today). I believe we can change the NASG to be more scale by having more scale people join. By not joining, the organization would remain "toy train" focused. Of course, if the NASG didn't have the *Dispatch*, I probably wouldn't have joined. It is the same reason why I let my NMRA membership lapse, because the mag wasn't that good.

The recent thoughts on having the *Dispatch* only go out every quarter would make me seriously reconsider remaining a member, unless the same number of articles that would have appeared in the 3 months are included in the one issue (i.e. each issue would be thicker). I think the NMRA has realized that members' biggest benefit of joining is the magazine. Without the magazine, far fewer people would join. Just my \$0.02 worth,
- Peter Vanvliet

Basically, many of the above comments are our sales pitches to other gauge scalers and S rivet counters to join the NASG. Ed

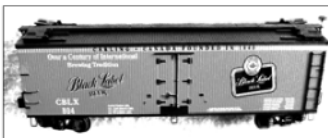
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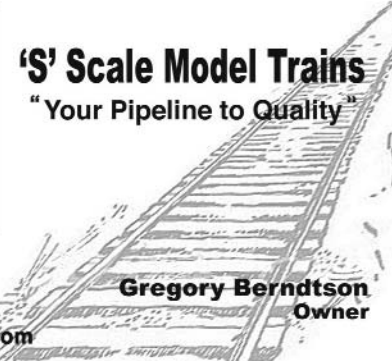
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NASG Treasurer's Commentary...

This P&L Statement for Fiscal Year 2010 (FY 2010) along with the approved FY 2011 Budget are attached for publication in the *Dispatch*. For FY 2010 NASG ran a negative cash flow; a \$6900 loss on income of just under \$94,000. NASG membership has declined every year from its peak of 1,886 members in 2004 to today's 1,620 membership count. I have also attached a summary of the last 6 years of NASG spending to provide additional perspective.

The *Dispatch* continues as the organization's largest single expense. In FY 2010 it cost \$40,000 to produce, publish and mail. This includes the Editor's expenses and Honorarium. Membership dues do not cover this cost. Dues (including advance dues payments) totaled \$36,500. However the *Dispatch* generated about \$6,600 in advertising revenue. More advertising in the *Dispatch* would certainly help! The *Dispatch* remains a significant expense and will need to be watched closely for opportunities to cut costs.

The Flyer car project is the organizations major fund raising effort. The 2010 car is on track to be another successful project.

Sales of the NASG Building are wrapping up with only a few dozen remaining in inventory. The project was too long in duration and financially unsuccessful. Projects of this nature are not a good fit for the organization without strong, stable volunteer owner/leadership.

The Clearing House lost money for the year; however significant dollars were spent rebuilding the inventory. The budget for next year allocates no money for Clearing House purchases, the focus will be on selling what we have. In a related note, we were all saddened by the recent passing of Bill Mark, Jr. For many years Bill was the Clearing House. He and Harriet were a pleasant fixture at most all NASG conventions and their presence will be missed. NASG has made a \$100.00 donation to a charity of the family's choice in Bill Mark, Jr's. honor and memory.

Next years budget proposes more money to Promotions and puts more ownership in the Promotions Committee led by Greg Klein. The Board also voted to increase the "per ad" price for the RMC coop ad to \$83. This is the amount the organization is actually paying Carsten's Publications

for the ads. That still means NASG internal advertising for things like the Clearing House and Library are an expense to the organization.

I would like to personally commend Claude Demers and Doug Peck for the great volunteer work they do for NASG. They spend a great deal of personal time and effort on their representative functions and continue to do excellent work. Quite honestly, this organization could not function without them. Be sure and thank them personally the next time you see them. I am sorry I could not attend the general business meeting in Duluth. A previously arranged family function in Minneapolis required me to leave mid-day Saturday. If you have specific financial questions not addressed here, please send them to me and I will compile FAQ's for a later issue of the *Dispatch*.

Respectfully Submitted:
 Jim Kindraka
 Treasurer

July 25, 2010

**National Association of S Gaugers
Profit & Loss
July 2009 through June 2010**

Jul '09 - Jun 10

| | |
|---|-------------------|
| Income | |
| Miscellaneous Income | 75.00 |
| Membership Dues | 36,443.00 |
| Dispatch Ad Revenue | 6,585.00 |
| Fund Raising Project Income | |
| 2010 Flyer Car Sales | 14,963.10 |
| 1999 Flyer Car Sales | 337.66 |
| 2007 Flyer Car Sales | 303.95 |
| 2008 Flyer Engine Sales | 280.79 |
| 2009 Flyer Car Sales | 19,153.03 |
| Brick Building Sales | 4,010.44 |
| Fund Raising Project Income - Other | 477.91 |
| Total Fund Raising Project Income | 39,526.88 |
| Cooperative Ad Programs | |
| RMC | 9,206.00 |
| Total Cooperative Ad Programs | 9,206.00 |
| Convention Income | 212.04 |
| Clearing House Sales | 1,431.25 |
| Russ Mobeley Library Income | 188.28 |
| Interest Earned | 179.30 |
| Sales Tax Collected | |
| MA Sales Tax | 92.87 |
| Total Sales Tax Collected | 92.87 |
| Donations | 10.00 |
| Total Income | 93,929.62 |
| Expense | |
| Bank Fees | 230.31 |
| Clearing House Expense | |
| Cost of Inventory | 3,346.96 |
| Show Attendance | 306.00 |
| Total Clearing House Expense | 3,652.96 |
| Convention Expense | |
| 2009 Convention | 1,567.62 |
| Total Convention Expense | 1,567.62 |
| Dispatch Expense | |
| Editor's Expense | 3,950.99 |
| Publish & Mail | 36,259.62 |
| Total Dispatch Expense | 40,210.61 |
| Fund Raising Project Expense | |
| 2010 Flyer Car Expense | 370.03 |
| 2005 Flyer Car Expense | 861.01 |
| 2008 Flyer Engine Expense | 261.27 |
| 2009 Flyer Car Expense | 21,150.98 |
| Brick Building Expense | 2,636.92 |
| Total Fund Raising Project Expense | 25,280.21 |
| Insurance | 4,614.00 |
| Office Expense | |
| NASG Election Expense | 2,328.62 |
| NASG Website Expense | 150.12 |
| Treasurer | |
| Postage & Shipping | 24.75 |
| Supplies | 523.03 |
| Total Treasurer | 547.78 |
| Total Office Expense | 3,026.52 |
| Professional Fees | 1,014.78 |
| Promotion Expense | |
| Printing | 1,830.07 |
| NASG Layout Expense | 553.89 |
| Show Attendance | 1,940.79 |
| Postage & Shipping | 2,095.24 |
| Cooperative Ad Programs | |
| RMC | 13,003.00 |
| Total Cooperative Ad Programs | 13,003.00 |
| Advertising Expense | 1,415.35 |
| Total Promotion Expense | 20,838.34 |
| Russ Mobeley Library Expense | 261.15 |
| Taxes & Franchise Fees | 132.47 |
| Total Expense | 100,828.97 |
| Net Income | -6,899.35 |

**National Association of S Gaugers
Profit & Loss
July 2004 through June 2010**

Jul '04 - Jun 10

| | |
|--|-------------------|
| Income | |
| Tax Refunds | 688.46 |
| Returned Check Charges | 23.00 |
| Miscellaneous Income | 191.00 |
| Membership Dues | 210,005.00 |
| Dispatch Ad Revenue | 38,179.48 |
| Fund Raising Project Income | |
| 2010 Flyer Car Sales | 14,963.10 |
| Unknown Flyer Car Sales | 256.48 |
| 1998 Flyer Car Sales | 179.50 |
| 1999 Flyer Car Sales | 4,904.78 |
| 2001 Flyer Car Sales | 495.00 |
| 2002 Flyer Car Sales | 120.00 |
| 2003 Flyer Car Sales | 994.12 |
| 2004 Flyer Car Sales | 17,447.44 |
| 2007 Flyer Car Sales | 26,272.35 |
| 2008 Flyer Engine Sales | 93,479.59 |
| 2009 Flyer Car Sales | 30,797.10 |
| Brick Building Sales | 5,125.34 |
| 2004 Pullman Car Sales | -23.00 |
| Fund Raising Project Income - Other | 125,608.04 |
| Total Fund Raising Project Income | 320,619.84 |
| Cooperative Ad Programs | |
| CTT | 7,544.00 |
| RMC | 39,206.80 |
| Great Model Railroads | 1,107.00 |
| MR Planning | 850.00 |
| Total Cooperative Ad Programs | 48,707.80 |
| Convention Income | |
| 2007 Convention | 7,125.00 |
| 2004 Convention | 588.63 |
| 2004 Western Regional | 10.00 |
| Convention Income - Other | 19,876.43 |
| Total Convention Income | 27,600.06 |
| Clearing House Sales | 7,069.06 |
| Russ Mobeley Library Income | 783.47 |
| Interest Earned | 4,240.96 |
| Sales Tax Collected | |
| PA Sales Tax | 3.30 |
| MA Sales Tax | 516.54 |
| Total Sales Tax Collected | 519.84 |
| Donations | 128.50 |
| Overpayments Received | 30.00 |
| Total Income | 658,784.47 |
| Expense | |
| Bad Debts | 2,478.50 |
| Bank Fees | 600.19 |
| Clearing House Expense | |
| Cost of Inventory | 4,947.79 |
| Printing | 107.06 |
| Show Attendance | 346.13 |
| Clearing House Expense - Other | 3,970.29 |
| Total Clearing House Expense | 9,371.27 |



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**National Association of S Gaugers
Profit & Loss
July 2004 through June 2010**

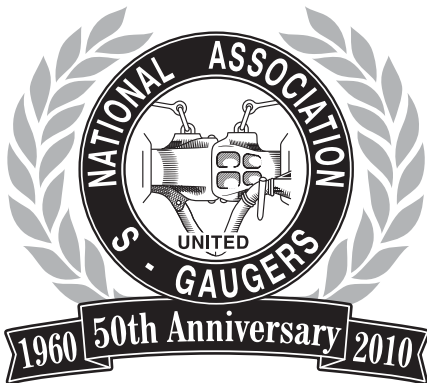
**National Association of S Gaugers
Profit & Loss
July 2004 through June 2010**

| | Jul '04 - Jun 10 |
|---|-------------------|
| Convention Expense | |
| 2009 Convention | 1,567.62 |
| 2008 Convention | 2,755.28 |
| 2007 Convention | 1,854.16 |
| 2006 Convention | 2,347.05 |
| 2005 Convention | 2,336.10 |
| 2004 Convention | 1,537.45 |
| Total Convention Expense | <u>12,397.66</u> |
| Dispatch Expense | |
| Computer Expense | 1,749.05 |
| Editor's Expense | 15,927.63 |
| Photography | 304.22 |
| Printing | 5,039.38 |
| Publish & Mail | 189,524.98 |
| Total Dispatch Expense | <u>212,545.26</u> |
| Fund Raising Project Expense | |
| 2010 Flyer Car Expense | 370.03 |
| Buffalo Creek & Gauley RR DVD | 519.50 |
| 2004 Flyer Car Expense | 28,276.13 |
| 2005 Flyer Car Expense | 32,970.98 |
| 2006 Flyer Car Expense | 44,344.12 |
| 2007 Flyer Car Expense | 20,317.56 |
| 2008 Flyer Engine Expense | 75,309.81 |
| 2009 Flyer Car Expense | 21,428.98 |
| Brick Building Expense | 4,384.59 |
| 2004 Pullman Car Expense | 28,089.41 |
| 2005 Coach Seat Project | 427.84 |
| 2006 Coach Interior Project | 2,383.95 |
| 2006 Fruit Packing Shed | 2,430.85 |
| Total Fund Raising Project Expense | <u>259,253.75</u> |
| Insurance | 30,244.00 |
| Miscellaneous Expense | 36.67 |
| Office Expense | |
| BOT Members | |
| Printing | 147.75 |
| Total BOT Members | <u>147.75</u> |
| NASG Election Expense | 5,586.06 |
| NASG Website Expense | 508.40 |
| Treasurer | |
| Software | 215.99 |
| Postage & Shipping | 1,368.61 |
| Printing | 154.10 |
| Supplies | 560.34 |
| Telephone | 0.69 |
| Total Treasurer | <u>2,299.73</u> |
| Membership Chairperson | |
| Office Supplies | 976.65 |
| Part Time Help | 235.50 |
| Postage & Shipping | 6,503.04 |
| Printing | 3,006.45 |
| Hardware | 1,324.33 |
| Software | 98.98 |
| Membership Chairperson - Other | 1.80 |
| Total Membership Chairperson | <u>12,146.75</u> |
| Total Office Expense | <u>20,688.69</u> |
| Overpayments Returned | 30.00 |
| Professional Fees | 4,804.78 |

| | Jul '04 - Jun 10 |
|--------------------------------------|--------------------------|
| Promotion Expense | |
| Phone | 23.72 |
| Office Supplies | 1,919.36 |
| Printing | 7,016.14 |
| Photography | 626.53 |
| NASG Layout Expense | 1,974.40 |
| Show Attendance | 26,333.27 |
| Postage & Shipping | 7,801.49 |
| Cooperative Ad Programs | |
| CTT-2 | 8,199.60 |
| RMC | 55,382.94 |
| Modeling 1950's Railroads | 453.15 |
| GMR - 2005 | 1,593.53 |
| Total Cooperative Ad Programs | <u>65,629.22</u> |
| Advertising Expense | 8,846.04 |
| NMRA Membership | <u>295.00</u> |
| Total Promotion Expense | <u>120,465.17</u> |
| Russ Mobley Library Expense | 2,099.83 |
| Sales Tax Paid | |
| MA Sales Tax | 415.60 |
| Total Sales Tax Paid | <u>415.60</u> |
| Taxes & Franchise Fees | <u>2,360.92</u> |
| Total Expense | <u>677,792.29</u> |
| Net Income | <u><u>-19,007.82</u></u> |

NASG Budget for FY 2011, Approve by the Board 07-23-2010

| | |
|--------------------------|--------------------|
| Income | |
| Membership Dues | \$35,200.00 |
| Dispatch Ad Revenue | \$6,000.00 |
| Fund Raising Projects | \$37,500.00 |
| RMC Co-op Ad Revenue | \$9,800.00 |
| Conventions | \$1,500.00 |
| Clearing House | \$2,200.00 |
| Misc. | \$300.00 |
| TOTAL | \$92,500.00 |
| Expense | |
| Bank Fees | \$300.00 |
| Clearing House | \$400.00 |
| Conventions | \$3,000.00 |
| Dispatch Publication | \$40,000.00 |
| Fund Raising Projects | \$21,000.00 |
| Library | \$300.00 |
| Promotions | \$12,000.00 |
| RMC Co-op Ads | \$12,000.00 |
| Administration: | |
| Insurance | \$4,800.00 |
| Postage & Office Expense | \$3,200.00 |
| Taxes & Franchise Fees | \$500.00 |
| Professional Fees | \$1,200.00 |
| TOTAL | \$98,700.00 |
| | -\$6,200.00 |



Notes:

- Clearing House travel at \$0.16 per mile to a maximum of \$250.00
- Price increase on RMC ads to \$83.00 per 1/12 page
- Freeze Clearing House inventory expansion and show travel, sell what they have
- Dues based on average of \$22 per member and drop in membership to 1600
- Dispatch ad revenue based on current advertisers and 8 paid inserts

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