

August 2011

Volume XXXV Number 4



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NASG DISPATCH
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:

NASG Membership Secretary,
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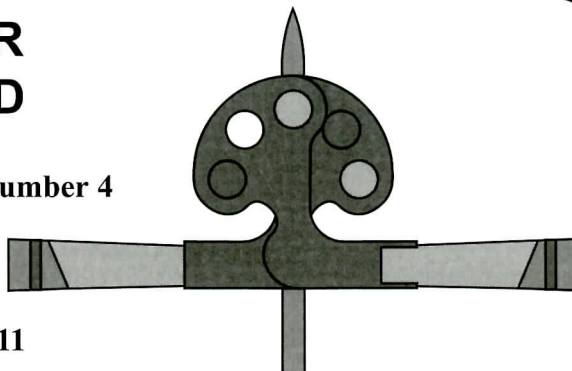
Cover:

PBL Shay is shown on the Sn3 layout built by the **McKenzie Brothers**. Locomotives and rolling stock is mostly PBL. The layout was one of 6 S layouts at the **National Train Show** in **Sacramento, California** in **July**.
Photo by Bob Werre

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August, 2011



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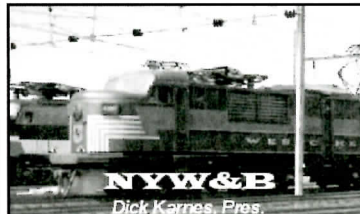
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Michael Greene
PROPRIETOR



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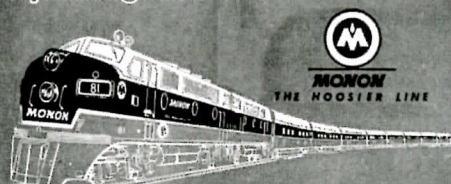
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NASG NEWS

We also need someone to gather the articles for the Perles award. It has to be someone with access to all the magazines, and maybe historical societies as well. It would be great if it were someone near to the NMRA headquarters, as they get ALL of that stuff. It might also be possible to go on line to their library which is being digitized, but I don't know what their priorities are – not to mention copywrite problems.

- Bill Winans



Calendar

Sept. 23-24, 2011: 30th Annual Fall S Get-Together sponsored by the Central Jersey S Gaugers. Christ Episcople Church, South Amboy, NJ. Check www.showcaseline.com for more details.

Oct. 28-30, 2011: 36th annual Fall S Fest, St. Louis airport Marriott Hotel. Rooms \$79 per night. Contacts: afsgsla@sbcglobal.net or try - www.trainweb.org/afsgsla.

Feb. 16-18, 2012: Sn3 Symposium, Sandia Courtyard Hotel, Albuquerque, New Mexico. www.Frolin.net/Sn3-2012/info/registration.

May 4-5, 2012: 25th Annual Spring S Spree hosted by the Miami Valley S Gaugers. Crossroads Expo Center (in EBEW Building) off I-75, Dayton, Ohio. <http://www.trainweb.org/mvsg>. Larry Beam 937-477-7712.

Aug. 7-11, 2012: NASG Annual Convention, Chattanooga Choo Choo Hotel, Chattanooga, TN. www.nasg2012.com. Dave Blum Pikesvillemodels@yahoo.com.

Bids open for NASG Annual Conventions 2013 and beyond. Contact Walt Jopke, 6611 Countryside Dr., Eden Prairie, MN 55346-2211. jopke@vic.com - 612-934-9183. Walt will pass on the convention info to the new chairman as soon as one is selected.



Message from the BOT

*From the palatial offices of
the Executive Vice President*

I am writing this at the end of July. I received a few e-mails regarding the NASG convention in Sacramento. Three of them complained that piggybacking with NMRA is not a good idea. They felt "lost" in the larger pond. Conversely, I also received three e-mails from extremely "happy campers." They loved the joint venture because it offered more activities and clinics. The only conclusion I could arrive at is "I wish I was there." This was the first convention I missed since attending the one in Oconomowoc in 2003. I do regret my absence.

And now we are a year away from the 2012 convention in Chattanooga. I won't miss that one. The web site (www.nasg2012.com) is up and running. Not all of the activities are listed, and the convention car contract is not complete. We are looking for more clinicians, so if you feel you are an expert and wish to share your knowledge or skill please contact me.

The Baltimore Area American Flyer Club will be present and operating in the hospitality room which is adjacent to the bar. We suspect the layout will be operating into the wee hours of the night. More will be reported as the year unfolds.

- Dave Blum, Executive VP

2011-2012

September '11	October '11	November '11
Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	Su M Tu W Th F Sa 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30
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S RAIL MAIL

Re: Chuck Porter: I met Chuck over 40 years ago in an NASG traction circuit letter. Then we were both part of the original S Gauge Herald staff. Chuck wrote me up for Personal Glimpse. I always looked forward to Chuck's Christmas newsletter. Sometimes I corresponded back to him at Christmas. In June I lost 3 other friends, two of them long-time train friends. I will miss Chuck.

- Tom Riddle

NASG Sacramento: Well, we made it back home from Sacramento. It was a nice trip. Our compliments & many thanks to Ed, Lee, and the other members of BASS and the volunteers who put on the NASG portion of the joint NMRA/NASG convention this year. A few notes:

1) Managing a joint convention with the NMRA is surely a challenge -- it creates a lot of complexity, but also offers the opportunity to learn from model railroaders in other scales, and expose modelers in other scales to S. It also creates a real challenge to maintain a sense of S among the S attendees while also giving other scale modelers a chance to see how many S modelers there are at the convention.

2) From my perspective, having the opportunity to enjoy the NMRA clinics and tours is a real plus for a joint convention. In addition to the expertise of modelers in other scales, it offers the opportunity to stay up to date on some of the newest work in model railroading like NMRAnet.

3) Although it is hot at this time of the year, Sacramento offers a lot of opportunity for the railroad enthusiast, especially with the California State Railroad Museum available for visits.

4) Our thanks to Ken, Jane and as always Jamie, for a really enjoyable evening of entertainment at the NASG auction. While I enjoyed bidding on a number of items, I took home only a few items, all of which fit nicely in my carry-on. (Un?)Fortunately side trips to the NASG Swap meet, the National Train Show, NMRA auction, Western Depot in Yuba City, CA and The Train Shop in Santa Clara, CA made up for the smaller number of items from the NASG auction :-) and sent me to the Post Office to use a few of their flat rate boxes.)

5) The National Train Show had a small number of S manufacturers -- the Sebastians from Des Plaines Hobbies were there with some really nice S goodies as previously noted. In addition Wild West Models <http://www.wildwestmodels.com> was there with a number of S scale structure kits, and Alpine Scale Models was there with their first S kit (Georges Feed & Grain) -- see it here

<http://www.alpinemodels.com/catalog/item/8207919/8899907.htm>

6) Having the banquet dinner at the California State Railroad Museum in the Roundhouse was a very nice finish to the week -- nice to be able to roam the exhibits and visit with friends.

7) The layouts on the S layout tour were excellent -- many thanks to Ed Loizeaux, Don Harper & Arden Goehring for opening their layouts to allow a number of us to visit. It was also nice to run into folks like Bob Hogan and Gil Hulin at the layout tour stops...

8) As Dick K. previously noted the National Train Show was awash in S layouts - far more than I have seen at any S only convention. Thanks to all of the folks who took the time out of their schedules to bring their layouts to convention, set them up, and let the rest of us enjoy them. I particularly enjoyed the San Diego S Gaugers layout including the detailed building interiors.

9) Perhaps it was the fact that it was not a S only convention crammed with just S events and/or perhaps it is because the NMRA has a week long clinic program with typically 3-8 clinics running simultaneously from early in the AM to late at night, but regardless of the reason I managed to get to a much larger number of clinics of interest than I normally can, including some but not all of those offered by S modelers like Dick Karnes, Roger Nulton and Bill Winans.

Many thanks to all for a very enjoyable convention!

- Michael Greene

More on Sacramento: My favorite event was seeing Ed Loizeaux's fabulous layout. The time we had there was short and I wish we could have stayed a couple of hours and had an operating session. I also enjoyed seeing all the "S" at the National Train Show. "S" was well represented with both scale and high rail moduler layouts.

The best module at the NTS was an HO club from Edmonton, Alberta, Canada. Their scenery was magnificent and there were lots of operating, lighted signals. There were lots of vehicles on the roads including two "Faller" moving vehicles (a bus and a DHL truck) which they said were very, very pricey. I hope that Utube videos will be available for all these modulers setups soon.

I have enjoyed all the NASG conventions I have been to but this was the best. I say this partly because of all the tours, both rail and non-rail, that the location provided, including SF Bay, the wine country, the CSRM, and lots of other attractions. My wife and I thoroughly enjoyed a bus tour to Portola with railroad historians to tell about the SP line across Donner on the first part of the trip and to tell about the WP Feather River line on the return trip. But the biggest advantage of having a joint convention with the NMRA is the

Railmail cont. on page 8

S OS from... TOWER

by
Jeff Madden



I have a couple of annual model railroad publications that are my must-buy-read list every year. They are *Great Model Railroads* and *Model Railroad Planning*, both published by Kalmbach.

Great Model Railroads (GMR) has published several S scale layouts over the years - both standard and narrow gauge. Usually only one or the other shows up per issue, and some issues skip S altogether. Regardless, there are many modeling lessons and inspirational ideas to garner from reading about any of these fairly complete model railroads even if not in S scale. Some track plans and scenery tidbits can always be adapted to S scale. Naturally, our goal as S modelers is to get as many S articles in this pub as possible, especially S standard gauge.

Model Railroad Planning (MRP), edited by Tony Koester, is also a must-read for me because it includes so many thought provoking ideas. Very few S-specific layouts or planning ideas have emanated from this pub, but almost every layout featured can provide lessons to the S modeler. The 2011 issue is a perfect example - one article is about an L-shaped layout with finished bookcases below - easily adapted to S or Sn3. Another article shows L-shaped modules designed as an industrial switching layout. Then there's an OO gauge L-shaped layout - OO is almost S. One feature is about modeling a specific industry and one is about an HO 4' x 8' layout with two extensions. A 4' x 8' layout computes to about 6' x 10' in S standard or is just about right for Sn3 or Sn2.

There are several articles on larger layouts aimed mostly at HO modeling. Then there's one on easement curves, one on an HO 10' x 11' L-shaped iron ore layout (again easily converted to S). There's an HO 8' x 18' multi-deck layout - just expand the dimensions about 35% for S. A lift-up bridge feature is adaptable to any scale.

Think about contributing S layout ideas to MRP as well. Tony is very open to S (our guest speaker at the 2010 convention in Duluth), but obviously would prefer ideas that are adaptable to all scales. He'd probably be open to ideas our modules, lift bridges, modeling an industry, modeling a junction, ideas for operation, control ideas, etc. Dick Karnes has had several articles published recently in the NMRA Magazine that would also have universal appeal to MRP readers (hint Dick). The one on mirrors comes to mind.

Now here's my idea to Tony for an issue that would have S featured a lot. No, an all-S (or all-O issue for that matter) would probably not be doable due to readership goals, but my thought might be acceptable. Here's the idea:

In an MRP there would be several plans of how to utilize 2 different scales - usually 1 larger and 1 smaller for those modelers who want to model in different scales and at the same time coordinate these two different scales operationally.

The theme would cater to those who want to model N and HO, Sn3 and HO, S and O, HO and O, HO and S, HO and On30, On3 and HO and so on. I can see how this would be a good stimulus for inspiring modelers to add S or Sn3 to their layout schemes. Sure, it might inspire say HOers to add O or On30 instead of S, but at least we'd get some more exposure.

Your job as S or Sn3 modelers is to give Tony some ideas on how to combine HO or O layouts with S - an HO guy gets to model a larger size; an O scale modeler gets to have a smaller scale that might allow him to do some things he couldn't do in O. One of the layouts on tour in Minneapolis during the layout tour part of the Duluth convention did just this. Dave Hamilton had a very large HO layout that was set up to operate as a mainline railroad with a crew running various trains, yards, etc. However, in an adjacent room there was an S standard switching layout that actually coordinated with the HO layout.

Ideas for S plus layouts would be:

1. Two levels - HO on bottom - S on top (HO buildings aren't as tall).
2. HO on bottom (larger layout) - Sn3 on top.
3. Larger HO layout in one room of basement and S or Sn3 layout connecting via unscenicked staging yard through the wall.
4. S larger layout with O or On30 layout in the other room.
5. S standard gauge layout with On30 as the connecting branchline on another level.

Operationally the larger scale most likely would be branchline or switching type layout feeding the smaller scale, but any combination could work.

I purposely did not mention AF in this article because AF layouts are rarely candidates for GMR or MRP. But the concept of 2 different scales can still apply with an AF or hi-rail layout - mixing and matching AF with Lionel 3-rail, Sn3, On30, HO or whatever.

I'm going to suggest this idea to Tony Koester (unless you beat me to it), but it's up to us to get him some articles! If anybody actually mixes S with another scale - this would be fine, but imagineering articles are often acceptable too.

- Jeff

Railmail cont. from page 6

opportunity to attend clinics presented by real experts, including some of our NASG guys. It was the DCC clinics that I tried to take maximum advantage of, especially those dealing with signalling. All of these clinics that I attended were outstanding. The guys really knew their stuff and they were great presenters. I would love it if the NASG planned all of their conventions joint with the NMRA. I know that cannot happen in the next couple of years but I hope the planners will consider that in the future. We will need to provide our guys (NASG) some special hats or shirts to help us identify each other.

Special thanks to Ed Loizeaux for a really superb job in chairing the NASG part of the convention. And to Lee Johnson, John Gibson, and others who helped make this event such a success. THANKS TO ALL OF YOU.

- Earl Henry, Nashville, TN

Letter to the Editor: I attended the 2011 NMRA/NASG Convention in Sacramento CA last July. I had a great time, thanks to the excellent planning of NASG convention co-chairs Ed Loizeaux and Lee Johnson.

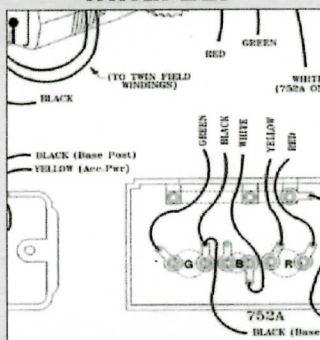
That said, I am thoroughly disappointed with our Board of Trustees. Only Monte Heppe (Eastern VP), Bill Winans (Western VP), and Michael Greene (outgoing Secretary) were present. None of the missing BOT members (President McCoy, Executive VP Blum, Central VP Jopke, Treasurer Kindraka) bothered to designate a proxy to act in their place. Thus, there wasn't a quorum for the required Board of Trustees meeting. This (lack of) performance caps two years of the BOT doing, well, nothing – except cancelling the NASG Library's periodical subscriptions.

I would like to think that individuals who run for office and happen

to get elected are interested enough in the NASG to either participate directly or designate a proxy who can participate. The job of an officer extends beyond just getting elected. If you are unwilling to serve, DON'T RUN!
- Dick Karnes

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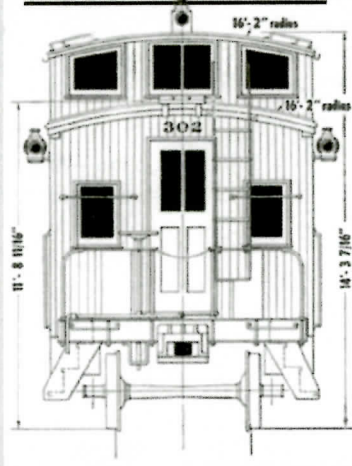


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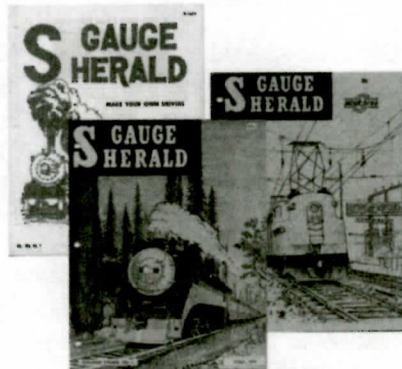
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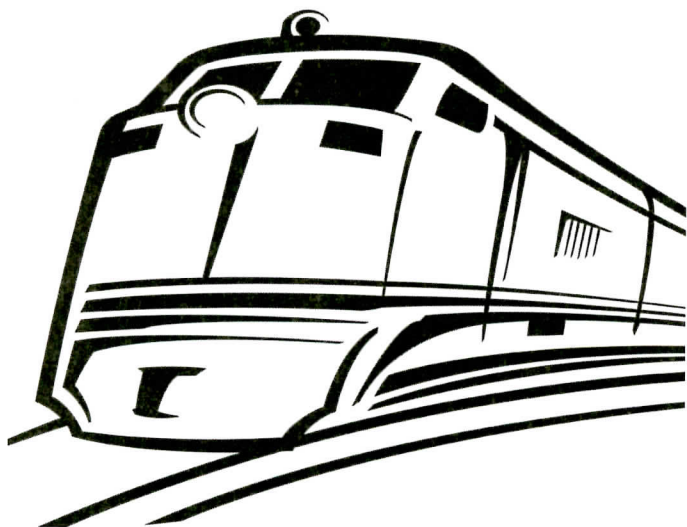
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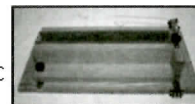
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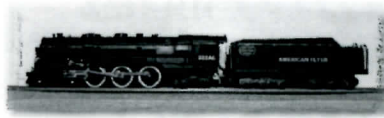
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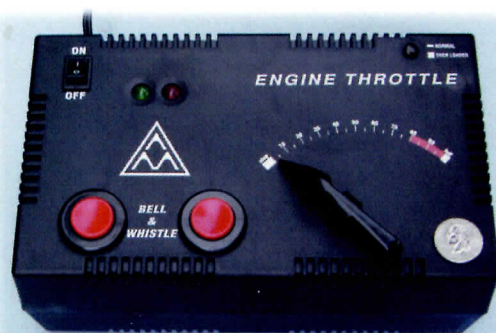
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