



DISPATCH



2012 NASG Convention Coverage



50 Years of S: Scale • Narrow Gauge • American Flyer • Hi-rail

NASG CLEARINGHOUSE

CURRENTLY AVAILABLE ITEMS

ORDER ONLINE AT WWW.NASG.ORG

AVAILABLE ONLY TO NASG MEMBERS							
DESCRIPTION	PRICE	S	M	L	XL	2X	TOTAL
NASG T-SHIRT Ash color with blue logo	\$8.00 (2X \$11.00)	n/a					
NASG GOLF SHIRT Dark Blue with pocket	\$22.00 (2X \$24.00)	n/a					
NEW! NASG DENIM GOLF SHIRT Short Sleeve	\$20.00 (2X \$22.00)	n/a					
NASG NAME BADGE	\$10.00 ea.	QUANTITY >					
NASG CLOTH PATCHES	\$2.00 ea.						
NASG LAPEL PINS	\$3.00 ea.						
NASG CAPS Polymesh, dark blue with white NASG logo and NEW khaki and denim with color logo and blue bill!	\$12.00 ea. either style						
AVAILABLE TO MEMBERS AND NON-MEMBERS							
NASG 10" PATCH	\$13.00 ea.	QUANTITY >					
NASG #802 KADEE COUPLER HEIGHT GAUGE Gauge measures car on track for proper 17/32" height	\$3.50 ea. or 2 for \$6.75						
NASG S-3, S-4 TRACK & WHEEL GAUGE Stainless steel, instructions included	\$5.00 ea. or 2 for \$8.00						
CLEARANCE GAUGE 2 Pack- 1 laser cut wood, 1 plastic	\$10.95 per package						
AMERICAN FLYER INSTRUCTION BOOK A.C. Gilbert Co.	\$4.00 ea.						
REFRIGERATOR MAGNET 50th Anniversary Logo	\$2.50 ea.						
Please include \$2.00 or 15% (which ever is greater) for shipping and handling with each order. All items will be shipped parcel post. For priority shipping or exact shipping costs, call or email. In Wisconsin, include appropriate sales tax and county of residence.						SUB TOTAL >	> >
						SHIPPING >	> >
						GRAND TOTAL >	> >

**Address Checks
and return to:**
NASG CLEARINGHOUSE
 c/o Roy J Meissner
 Box 1
 Merton, WI 53056
 1-262-538-4325
 rmeissner@wi.rr.com

or order online at:
www.nasg.org

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ EMAIL _____

NASG MEMBERSHIP NUMBER _____

Please allow 4 to 6 weeks for delivery

10/2010

NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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

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

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

NASG Membership Secretary,
Claude Demers
29 Redwood Terrace
Flemington, NJ 08822

Copyright 2011 NASG, Inc. All rights reserved. Reproduction in whole or in part is prohibited without permission of the NASG, Inc.

The **Dispatch** - ISSN 10457178 is published bimonthly by
 Studio G
 PO Box 745
 Jonestown, PA 17038-0745
Email: T.Chuck Garman at
 dispatch@tchuck.com

SUBSCRIPTION RATES: 1 year, **\$25.00** which includes membership in the NASG. All subscriptions payable in U.S. funds. Postage is paid at Harrisburg, PA. Printed in the USA. All rights reserved.

ADDRESS CHANGES:
Claude Demers
29 Redwood Terrace
Flemington, NJ 08822

MAILING: The Dispatch is printed and mailed in the issue month. Issues received by 15th of next month depending on region.

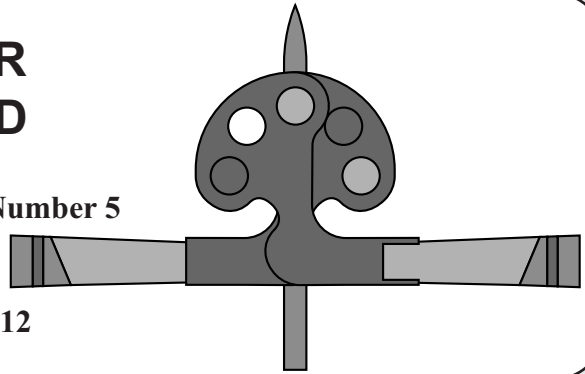
COVER: Large photo - a scene on Jerry Holmes' C&O with AME8s. Bottom left - Best in Master Craftsman Class in model contest was Gary Ippolito's Amtrak RS-3M. Bottom right -First place Hi-Rail Steam in Craftsman class is Southern Ps-4 by Jim Schall.

Jeff Madden photos

ORDER BOARD

Volume XXXVI Number 5

October 2012



NASG News, RailMail	4
OS from S Tower	5
New Products Report	6
2012 NASG Contest Winners	8
2012 NASG Convention Coverage	9-19
Meet an S Gauger (Peter Vanvliet)	20-22
Branch Lines	Dave Pool 23-25
Awards Banquet	26-27
Extra Board	28
S-Calendar	35
NASG Budget Report	Jim Kindraka 30

NASG Website: <http://www.nasg.org>

NASG Website Director Peter Vanvliet: email: peter@fourthray.com

STAFF

Jeff Madden ----- *Editor*
Terry Madden ----- *Graphics Editor*
Gerry Evans ----- *Contributing Editor*
Jeff Madden ----- *New Products Editor*
David Pool ----- *Club Editor*
Ted Larson ----- *Module Corner*
David Heine ----- *Narrow Gauge Editor*
Bob Werre ----- *Staff Photographer*
Jeff Madden ----- *Advertising Manager*
Bob Jackson ----- *Editor Emeritus*
David Dewey ----- *Amer. Flyer Editor*
Bill Fraley ----- *Contributing Editor*
Sam Powell ----- *Contributing Editor*

The DEADLINES for articles are the 1st of February, April, June, August, October, December, for issues dated April, June, August, October, December, February, respectively.

NOTICE TO READERS: All warranties and claims made by advertisers in the **DISPATCH** are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material which it feels is not reputable. The selection and/or use of the products or services and the application or results obtained from these advertisers is the sole responsibility of the reader.

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



NASG NEWS

From the palatial offices of the executive VP:

It's been almost a week since the NASG convention has ended. I am still playing catch-up with both my real job, and my hobby job. I want to thank (in no particular order), Greg Klein, Joe Glenn, Monte Heppe, Earl Henry, Jim Bresnahan, Bill Jackson, the Atlantic Coast S Gaugers, (Coastal and Atlanta divisions), the Crescent City S Gaugers, Jerry Holmes, and the staff at the Choo-Choo - and of course the conventioners.

I have received a few e-mails thanking me for my work on the convention (my hat size is growing), and a couple raving about the location. Let's face it, the star of the convention was the site. I am looking forward to going back and seeing and doing the things you guys did.

Oh, there were other stars too. The modeling contest was amazing. I feared no one would enter, but my fears were unwarranted. We had over 40 entries. All better than I could produce. The layouts on the tour were out of this world (and it may have seemed that way in mileage as well as quality).

All the tours were well populated. The Riverboat Luncheon was chosen so the women might have their non-train event. I expected 20-30 women and 10-12 men to attend. We had 94 conventioners (evenly split among the genders) on this tour. I hadn't realized what a romantic group we were.

S RAIL MAIL

Re: Directory Issue: I am a charter member of the NASG; I still have membership card No. 003 from the Claud Wade days. One of the primary advantages of belonging to the NASG over the years has been my ability to find other S gaugers via the yearly Directory. The directory was first published as a regular issue of the "S Gauge Herald." Then, after incorporation of the NASG, the directory has been published as a special yearly issue of the *Dispatch*.

Now you have deleted the Directory issue of the *Dispatch* in favor of an online directory. You have done this despite the fact that, with an average member age over 60, the likelihood is that only half our members even have a computer. And once exclusively online, you have disabled ordinary members' access to it! You say that you've done this because of the possibility of being sued if the electronic version of the Directory falls into a spammer's hands. The end result is that we are unable to network with our fellow S gaugers except via last year's increasingly obsolescent printed Di-

We had pre-sold over half the convention cars and sold more on site. (Greg is responsible for these beautiful prototypical cars) There are still some left. Pictures should be on the web site. If you haven't purchased the car (or cars) yet, please do so. I cannot finish the convention accounting until they are sold. Specify hi-rail or scale wheels. So, as Dick Vitale would have said if he was into "S"; See you in Scranton, baby.

- Chattanooga convention Chairman - Dave Blum

Left Over 2012 Convention Cars: Inquire with Dave Blum. Here is the address, Dave Blum, 3315 Timberfield Lane, Pikesville, MD 21208-4425 . Actually all of the convention info has been moved to the past conventions section of the website. Just click on Chattanooga convention in this section and all of th forms with addresses are still there.

I am the newly appointed **Model Contest Chairman**. The former Chairman Jim Whipple has graciously agreed to stay on as a committee chairman. I would like to have several additional committee members so we have a broader input as to what we might due to improve the contest.

I would also like to develop a list of individuals willing to act as contest judges if they are at a convention. Anyone interested in volunteering as a committee member or a contest judge may contact me at monte-heppe@me.com.

I also solicit suggestions from the general membership on changes/improvements to the model contest.

rectory. Had any of the BOT members done a bona fide risk assessment before making its decision? I think not. We have all checked the boxes on our membership blanks to indicate whether or not we wanted certain personal data to be withheld from publication. This should be enough to satisfy anyone.

I suspect that the real cause for deletion of the printed directory is an arbitrary decision of a BOT that simply wanted to slash the budget by the stated yearly directory cost of \$4000. But this number is spurious; it will cost most of that \$4000 to publish a regular sixth issue of the *Dispatch* And with a budget of approximately \$100,000 and a yearly *Dispatch* cost of around \$50,000, how is another \$4000 going to break us? PRINT the Directory until you actually HAVE a replacement e-version!!

- Dick Karnes

NASG founding member (1960)

Life Member No. 91L0001W

At the BOT and General Business Meetings at the convention, the BOT did address this and is working out some complicated issues regarding website access and legalities. Ed.

Jeff, Jim Schall Here: I just want to squash a notion that I spent my winter building contest models for the Chattanooga conven-

Continued on page 31

S OS from... TOWER

by
Jeff Madden



We need to support hi-rail S, both modelers and manufacturers!

No, no, no, scalers shout out! Hi-railers want to run American flyer with those monster jaw couplers and use HIGH rail that is bigger than code 100. Throw the bums out – we only want modelers in S serious about scale and realism – rivet counters if you will!

Well, I know some of the S scalers feel this way, but if the NASG were strictly for true scale S only, those folks would gather like the 3 Stooges in a crowded posh hotel. Sorry, but without hi-rail we wouldn't have enough support. S Scale America, AM, SHS (Now MTH), Lionel LLC all know that the hi-rail modelers are their main support.

And, S modelers for whatever reason have the numbers over the “true” scalers. Rivet counters must come to grips with the fact that they are outnumbered. What to do? Form their own little scale organization, ban hi-rail and AF, have separate swap meets....

Think, about it. You'd end up with a group of about 50 to 100 nationwide – not enough folks for manufacturers, publishers, etc., to give any support to. So – not really a winning idea.

Instead, scalers need to embrace hi-rail and tolerate AF tinplate. Our logo says it all – united. We've beat this mule before, but here's why:

1. Hi-rail and AF provide the majority of S customers to manufacturers.
2. Scalers can't really escape the American Flyer heritage.
3. Newcomers to S tend to be Flyer and hi-rail folks due to RTR products available.
4. Lesser number of newcomers come from HO or 2-rail O scale.
5. Most veteran hi-railers have transitioned from an AF background, and a minority of these move even further to true S scale.

So, let's get back to embracing hi-rail. The scalers need to remain strong in voice towards our S manufacturers, towards newcomers to S and towards current hi-rail and AF operators – you know the old “friendly persuasion.” thing.

Scalers need to continue to lobby our S manufacturers

to provide or keep providing detailed locos and rolling stock, the dual scale-hi-rail wheelset offerings, realistic track, more gradual turnouts. Actually AM and S Scale America already do this. Hopefully, MTH will continue the dual offerings with the SHS line. Lionel is starting to see the light by offering scale wheelset choices for their newer diesels.

Efforts for more gradual turnouts in all code ranges from our manufacturers – 100, 136, 148 – would be a good choice for heavy lobbying. The ammunition here is to convince the manufacturers that more gradual turnouts will make operating engines, longer cars (read modern and passenger) easier and more reliable. Yes, I know we have some turnout manufacturers who can “custom make” gradual turnouts, but that's still a hard sell to many S folks.

Scalers need to be in S clubs and be around hi-railers. You're a voice in the crowd. If you run off and hide in a hermit cave, how can you influence any hi-railers to work toward more realism.

Getting the most scale fidelity out of our manufacturers can be a tedious process, but all the new and improved quality products being produced just can't be resisted by hi-railers, even many died in the wool AF operators. How many S layouts these days have you seen that don't have products from all the manufacturers besides Lionel? Not many I bet. It's the “gradual creep” philosophy where modelers start liking the more realistic track, more realistic scenery and eventually even scale couplers. Thus, we often create semi-scalers.

Be willing to be the educator. Most scalers have some background and skills in the more complicated aspects of the hobby. If you're in a club give direct assistance to non-scale S folks on scenery, track, electronics, scratchbuilding, kit building, kit bashing, etc. If you go to S meets or NMRA meets give clinics on the things that might excite hi-railers and AF operators to move toward more realism. Many will welcome this approach. Of course many S gaugers will want to stick to pure AF, claw couplers, non-scale accessories, etc., and this is fine – just encourage them to keep on doing what they do and don't worry about converting.

So, experienced scalers, your place is to keep the door open to all of the S fraternity, give assistance to those who want it, give clinics, lobby manufacturers for scale fidelity, show off your layout or models, enter contests, publish articles. Don't forget that the S Scale NMRA SIG (www.sscale.org) is another outlet for communicating the scale side of S to the many other-scalers out in the world. And no, the goal is not to encourage AF collectors and operators to abandon their passion - it's just to widen the scope of S in general.

NEW PRODUCTS REPORT

By Jeff Madden

CREATIVE LASER DESIGN, (514 Leroux Rd., Lyndonville, VT, 05851 www.creativelaserdesign.com) has several structure kits offered in S. These are of laser cut wood and plastic. Examples include 3 New England small barns for \$43.95, Vern's Repair for \$43.95, 2-story wood hotel for \$51.95, a motor car shed for \$15.95, and a log cabin for \$38.95. I believe this outfit would produce other structures offered in HO in S if orders were forthcoming.

HOQUAT HOBBIES (P.O. Box 753, Greenbrook, NJ 08812) announced that they have increased their inventory of mostly SHS and AM rolling stock by buying much of Michigan Models stock. Seems Tom Hawley is winding down.

IRON RAIL MODELS (www.ironrailmodels.com) was at the convention and announced they have suspended production of its tank cars and flat cars. Hmmm, we just had them in the June issue. Seems Hoquat has purchased most of the remaining supply. Not sure if this is a permanent thing or temporary.

LANES TRAINS (www.lanes-trains.com) Lanes Trains in cooperation with S Scale Loco & Supply announces a new urethane freight car in S Scale. It is the PRR F33 well-hole flat car. Bill has been working with Fred Rouse throughout the year to get the open for business sign hung up. Fred would benefit from by supplying the trucks. The F33 project was born.

This will be a little different than previous projects. It will be a la carte with just the body being sold. You would get the trucks directly from SLS. If there is sufficient body sales Bill will look at making a brass detail parts tree in Solid-

works which will include the difficult to make side stirrup steps, draft gear and a few other details. Otherwise it really is a very simple car. Bill's friend John is already on tap to make decals. Smaller details wire grab irons etc will not be furnished.

No prices for the what the total package cost of the car are known yet but the target is to close to or below other recent S Scale urethane cars. If this project is successful there are other cars in line to be made. No need to send money or emails yet - just stay tuned. We are just getting started. - Bill Lane

MTH (www.mthsgaugetrains.com) did have a display and brochures at the NASG convention. Many of us signed up for a free newsletter. They are advertising scale and hi-rail wheel configurations, scale and hi-rail couplers, etc. It appears they will be keeping the SHS legacy moving forward. The rather odd locomotive announcement is a modern SD70Ace diesel in many heritage paint schemes. Sound familiar? You'd think either MTH or Lionel would do the GE unit.

PIKESVILLE MODELS (www.americanflyertrains.com) has a new (his own) Flyer compatible chemical car. It's green with lettering for a liquid fertilizer company based in Chattanooga. It has the chemical platform around the dome.

PINE CANYON SCALE MODELS (www.pinecanyonscalemodels.com) was also at the convention and progress is being made on reintroducing brick structure kits. Soon to be released is kit #602S, the Canyon County Firehouse for \$129.00; Kit # #376S the East Branch Freight Terminal for \$129.00 and kit #377S small freight

terminal for \$99.00.

RAILROAD CROSSING (www.yourhomeonyourlayout.co) had a table at the convention, and they will build to your plans. They did have some actual S structures for sale as well. Check out the website.

RIVER RAISIN MODELS (www.riverraisinmodels.com) announced a couple of S scale brass projects - Espee S-12. D-14 0-6-0 and a C&O F19 heavy Pacific (the one with the pumps hanging on the smokebox). To be produced by Boo Rim, the 0-6-0 will be priced at \$1349 unpainted or \$1399 painted. The Pacific will be \$2049 unpainted and \$2099 painted. Either require a \$300 non-refundable deposit.

SCENERY UNLIMITED (www.sceneryunlimited.net) has a new laser cut factory kit - Miracle Chair Co. - 3 pieces total \$192.85 plus S&H.

S SCALE LOCO & SUPPLY (6721 East Blue Heron Lane, Inverness, FL 34452 - www.sscaleloco.com). Yes, Fred has resurfaced and was at the convention selling his parts. Check the website for the latest.

TOMALCO TRACK (289 Orchard Circle, Hendersonville, NC 28739 - 828-694-3858) also had a presence at Chattanooga. I bought some code 83 insulated rail joiners and a bumper post. Tomalco has many track products - flex, turnouts, crossings, etc., in codes 70, 83 and 100. They also will do code 125 on special order. Larry Morton was touting a track accessory called "Gapmaster" which is designed to facilitate track connections between modules.

WHAT'S NEW



C&O F-19 #491 w/16VC Tender - Detroit 7/17/88 - RJ Foster



NASG MODEL CONTEST
2012 - Best in Show Bob Hogan's SP Passenger Cars



NASG CONTEST RESULTS FOR 2012 IN CHATTANOOGA TN

AMATEUR

- FIRST PLACE, KIT AND CONVERTED STRUCTURES**
- Art Weller, Oil field tank battery
- SECOND PLACE, KIT AND CONVERTED STRUCTURES**
- Michael Warman, model train store
- FIRST PLACE, SCRATCHBUILT STRUCTURES**
- Michael Warman, Barber shop
- FIRST PLACE, DIESEL LOCOMOTIVES**
- Rob Berridge, industrial switcher (critter)
- FIRST PLACE, STEAM LOCOMOTIVES**
- Rob Berridge, A5 steam switcher

CRAFTSMAN

- FIRST PLACE, SCRATCHBUILT STRUCTURES**
- Jim Schall, gas station
- SECOND PLACE, SCRATCHBUILT FREIGHT & MW**
- John Griffin, Seaboard fishbelly hopper
- FIRST, SCRATCHBUILT FREIGHT & MW**
- Jim Schall, LNE bobber caboose
- FIRST PLACE, KIT & CONVERTED FREIGHT & MW**
- Jim Schall, LV container gondola
- FIRST PLACE, HIRAIL PASSENGER CARS**
- Jim Schall, LNE combine
- THIRD PLACE, KIT & CONVERTED DIESELS**
- John Griffin, CNW Alco DL109 diesel
- SECOND PLACE, KIT & CONVERTED DIESELS**
- Tom Robinson, Tennessee Central Railway Alco ABBA FA2 lashup
- FIRST PLACE, KIT & CONVERTED DIESELS**
- Jim Schall, LNE FA2 AB lashup
- FIRST PLACE, KIT & CONVERTED STEAM LOCOMOTIVES**
- Jim Schall, Reading RR 2-8-0
- SECOND PLACE, HIRAIL STEAM ENGINES**
- Jim Schall, Southern Railway streamlined Pacific
- FIRST PLACE, HIRAIL STEAM ENGINES**
- Jim Schall, Southern Railway PS-4 Pacific

MASTER CRAFTSMAN

- SECOND PLACE, STRUCTURES**
- Nelson Steinmetz, Sante Fe depot
- FIRST PLACE, STRUCTURES**
- David Jasper, Em's Millinery
- THIRD PLACE, FREIGHT CARS & MW**
- Alvin Clapp, NKP "war emergency" outside-braced box car
- SECOND PLACE, FREIGHT CARS & MW**
- Bob Hogan, T&NO outside braced box car
- FIRST PLACE, FREIGHT CARS & MW**
- Bob Hogan, WP wood caboose #602
- FIRST PLACE, PASSENGER CARS**
- Bob Hogan, SP Lark 3-unit diner/lounge
- THIRD PLACE, DIESEL LOCOMOTIVES**
- Bob Hogan, SP GE 70-tonner
- SECOND PLACE, DIESEL LOCOMOTIVES**
- Gary Ippolito, CN GS-413B switcher
- FIRST PLACE, DIESEL LOCOMOTIVES**
- Gary Ippolito, Amtrak RS-3M
- SECOND PLACE, STEAM LOCOMOTIVES**
- Bob Hogan, Sierra-Nevada Lumber Co. 2-8-2 in Sn3
- FIRST PLACE, STEAM LOCOMOTIVES**
- Alvin Clapp, Nickel Plate 0-6-0

AMATEUR BEST-IN-CLASS

- Rob Berridge, A5 steam switcher

CRAFTSMAN BEST-IN-CLASS

- Jim Schall, scratchbuilt gas station

MASTER CRAFTSMAN BEST-IN-CLASS

- Gary Ippolito, Amtrak RS-3M

BEST-IN-SHOW

Bob Hogan • SP Lark 3-unit diner/lounge

submitted by R. James Whipple, NASG National Contest Chair

CHATTANOOGA CONVENTION REPORT

by Jeff Madden

For years BOT members, your editor and various scattered members have been floating the possibility of an NASG convention in the southeast. It finally happened on Aug. 7-12 in Chattanooga, Tennessee and at a most logical location – the Chattanooga Choo Choo hotel complex.

Give credit to our executive VP, Dave Blum, for almost single-handedly organizing everything initially and then following through with the details. Several southerners and other NASG members stepped up to help out, especially Greg Klein, Earl Henry, Jim Bresnahan, Bob Hogan, Jerry Holmes, Monte Heppe and others.

Us rail enthusiasts couldn't have asked for a more "railroad" venue. The Choo Choo is the old refurbished Chattanooga Terminal owned by the Southern Railway until 1973. Then, with great foresight, the city fathers saved it at the last second for a convention center. And here we are or were. The Terminal headhouse is the focal point of the complex with reservation desk, restaurants and lobby, but the actual hotel rooms are in a couple of other buildings on the grounds. Even some stub-end station tracks remain replete with umbrella sheds. Several preserved passenger cars sit on these tracks and are used for deluxe sleeping rooms. Two are even used for dining. An ex-New Orleans trolley occasionally operates on one track. The banquet rooms, conference rooms, concert hall (we used for vendor hall) and hotel buildings are scattered in a several hundred yard radius.

Layout Tours

As is becoming common at many of our recent conventions, layout open houses that aren't actually near the convention city are being held pre and post the actual event dates. This worked out well for the most part as Bob Hogan (Madison, GA), Pete Silcox (Kennesaw, GA) and Tom Robinson (Dahalongea, GA) all had their S layouts open for folks traveling to and from the convention (Tuesday before and Sunday after). Basically, these were all within two hours of Chattanooga. George Courtney (Kingsport, TN), unfortunately, had some last minute flooding and had to cancel his open house.

The scheduled Friday layout tour included 3 layouts, 1 HO, 1 Sn3 and Jerry Holmes' S standard gauge C&O. Two buses handled most of the crowd, but some of us opted to GPS it and just go to Jerry Holmes' layout. We did miss two layouts, but we had more time to get back for dining and the vendor hall. The buses were a bit pokey making the rounds, so maybe we made the right choice.



Your editor's wife Janet gathers in the General at the Southern Museum of the Civil War. A side stop for many.



Janet Madden and Bob Hogan pose at a pre-convention layout tour. Bob has his own building for his Sierra Northern layout.



Another pre-convention layout stop was at Pete Silcox's Georgia Railroad in Kennesaw, Georgia.

Photos by Jeff Madden



This spectacular sign rises above the headhouse of our convention hotel - the Chattanooga Choo Choo which was the former Southern Railway passenger terminal.



The Incline Railway in Chattanooga heads to the top of Lookout Mountain. This was a tour, and many did on their own.



Yes, Chattanooga, Tennessee, is the home of one of your editor's favorite snacks. This kind of replaced the diner mania for me.

Photos by Jeff Madden

Other Tours

Pre-Convention: Not sure how the Tuesday night baseball game turnout was. Myself, I opted to use Tuesday to travel from Wilmington, NC (my son lives there) to Chattanooga via Georgia in order to visit Bob Hogan's Sierra Northern and Pet Silcox's Georgia RR. My wife and I actually hoteled in Madison, GA (Hogan's), a quaint southern town that was mostly spared during Sherman's Civil War march through Georgia. Because of a couple of heavy rainstorms between layouts we opted to stop at the Southern Civil War Museum (the one with the actual General of the famed Great Locomotive Chase) as it was close to Pete's layout in Kennesaw. I wanted to try and work in Tom Robinson's layout, but due to the rain delays (frog stranglers) we wouldn't have made it anyway. We even skipped lunch and didn't arrive in Chattanooga until about 9 p.m.

Local Attractions (Wed.): On Wednesday there was a tour for earlybirds to some local Chattanooga attractions including the Incline Railway and Ruby Falls. My wife and I opted to do these on our own, and then in the afternoon went over to the TVRM (Tennessee Valley Railroad Museum) and rode a short diesel trip there. No, I didn't find any real diners, but the consolation prize was the visit to the Moon Pie General Store.

Icebreaker (Wed. eve): The evening time on Wednesday was filled with the "meet and great" icebreaker party which actually worked out as dinner replete with BBQ chicken, etc. Very nice. Several did comment that maybe more announcements about the upcoming convention week could have been made.

Rail Fan Trip (Thursday): The location of the real rail tour was switched at the last minute from a shorter Chickamauga turn to a day-long Hiwassee Loop trip over the more scenic (ex-L&N) line which included the Hiwassee Loop with a lunch stopover in Copperhill, TN on the Georgia border. This was due to trackwork. There were pros and cons to this unintended switcheroo. The ride proved to be much more interesting, but was a couple of hours longer and included about two hours of bus time thus eating into evening dining and vendor hall time.

In his defense though, poor Dave Blum only had about a week to reschedule. In retrospect maybe just a trip to the TVRM for a shorter trip might have worked out better. Those interested actually had to do the TVRM ride and museum on their own. It was only about 15 minutes from the hotel. This trip only takes about an hour, and there are displays at both ends and an operating turntable at the west end. They even had 630 (a 2-8-0) under steam on the weekend – I made a second jaunt over to the TVRM on Sunday to watch this loco under steam.

Lunch Cruise (Friday): The surprise tour of the convention was the lunch cruise on the Southern Belle on the Tennessee River. Originally thought of as mostly a non-rail tour, about 100 men and women went. This proves that some non-rail tours can be more popular than anticipated. After the cruise, the buses used were to continue on the layout tour after a 15 minute potty break, so some of us dreading 5 hours on buses opted for GPSing it to any layouts. That worked out as crowds were spread out, especially at Jerry's highly publicized layout.

Vendor Hall

The vendor hall was in a building called Track 29 which often hosts music concerts. The spacious hall was pretty well filled with vendors – probably over 100 tables that included SHS (clearance sale), Royal Trains, River Raisin, SouthWind, S Scale Loco & Supply, Hoquat, Pikesville Models, Michigan Models, American Models (they did the convention cars), Tomalco, Pine Canyon, Supply Car, Port Lines, MLW, Des Plaines, etc. There were also 3 layouts at the vendor hall – the Crescent City (New Orleans) hi-rail layout and two modular switching layouts. The Blue Ridge S Scalers had one and the other was the NASG one. Note that two divisions of the Atlantic Coast S Gaugers (NC and GA) had a combined modular hi-rail layout in a room in the Terminal headhouse. These layout had the push buttons which many enjoyed – big kids and little kids and the women.

Clinics

Egad, I missed them all due mostly to manning my own table at the vendor hall, and the fact that the clinics were a “hike” to another part of the complex. I understand they were good and well attended though.

Contest

Gee, at first only about a half dozen models showed up, but then, low and behold, over 40 models ended up being entered. This was a nice variety and included locos, rolling stock, structures, American Flyer and display only entries. See results on page 8 and photos in this issue. The Best of Show was a Bob Hogan SP diner.

Banquet

The banquet was well attended by about 150. Food was good. Dave Blum didn't tell too many bad jokes. The award presentation moved along. The “Jamie” auction was entertaining as usual – even a few Moon Pies and Zombies got auctioned off.

Overall it was a “Great Convention” in my mind. I heard nothing but positive comments – oh sure, a few gripes on some things, but that's to be expected from our “senior” group. Overall attendance was _____? Why we even had John Prior from England and few of those Canadian boys present.



This is a replica of the Chattanooga Choo Terminal as it looked in real passenger days prior to 1971. This is part of a large HO layout on the hotel complex.



The Southern Belle hauled about 100 conventioners on Friday for a luncheon cruise on the Tennessee River.



Wayne Bartelt points to the removeable bridge connection on Jerry Holmes' C&O layout. Most times it's an easy duckunder. *Photos by Jeff Madden*



MTH did have a presence at the convention in the form of this display which included handout brochures and a box for inclusion in future emails and mailing lists.



Another Pre-post-convention layout was Tom Robinson's Tennessee Central hi-rail layout. Tom calls this location Emory Gap. *Photo Robert Scorsone*



The Choo Choo has it's own trolley, an ex-New Orleans streetcar. It only ran on weekend. *2 photos Jeff Madden*

Pluses and Minuses:

Pluses:

1. Great "railroad" venue
2. Plenty of vendors
3. Good clinics
4. Re-scheduled train trip (more scenic)
5. Luncheon Cruise – more popular than thought
6. Variety of tourist attractions to visit on tour or on own. These included Ruby Falls, Incline, Rock City, Tow Truck Museum, Civil War sites, Carousel, attractive downtown, TVRM. Jamie and others even found a bridge over the Tennessee River to bike on.
7. Jerry Holmes' spectacular C&O layout and home
8. Pre and post convention layout tours
9. Surprise steam engine running at TVRM on weekend

Minuses:

1. Things too spread out – a hike to get to and from clinics and contest areas from the vendor hall.
2. Re-scheduled train trip maybe too long.
3. Bus layout tour ran behind.

Headin' Home: On the Sunday following official convention activities my wife and I managed to see the steam engine at the TVRM, visited Rock City, and the Chickamauga Civil War site. Then the next day in a stopover in Bowling Green, KY, we toured the Corvette Museum and the Railpark Museum.

See you next year in Scranton - Steam Town - Jeff

Jay Mellon Convention Report

Vendors/Exhibitors:

Altoona Model Works - Bob Spaulding has recently thrown his hat into the S ring. He produces a line of craftsman structure kits. I picked up his engine house and depot kits. These are nice kits with clear instructions.

American Models - They presented a nice selection of some of their latest releases.

DesPlaines Hobbies - Ron Sebastian was there with a great deal on S Microscale decals (\$0.99 each). I succumbed to several sets. Work on the SD45 model is progressing with drive train production details being resolved.

Great Decals - Bill Mosteller had S scale coupler gauges (resin) and S decals (mostly Southeastern roads).

Hoquat Hobbies - Jeff Wilson had his usual good selection of S equipment which also included a set of AM PAs that I have been searching for about 20 years. They now have a new home.

Iron Rail Models - These are the folks who acquired Downs Models and are actively producing modern tank car models. *See my note in New Products - ed.*

Michigan Models - Tom relayed that he intends to curtail his long distance trips and stick closer to home in the future.

M.L.W. Services - Andy Mallette was promoting his

CN reefer kit. There were some delays to correct details on this kit. Kit production should begin later this coming Fall.

NASG Clearing House - Roy Meissner was present with his usual collection of gauges, hats, shirts, etc., plus his custom truck (vehicle) kits.

Pikesville Models - Dave Blum had a very large selection of AF items present. He is also developing a coil steel cover model that the scale folks should be interested in.

Pine Canyon Models - They have been busy bringing older kits back into the inventory, as well as developing new kits. These kits are very nice.

Port Lines Hobbies - Doug Peck did not have his usual display of S goodies, but, instead, brought a large selection of S items obtained from estate acquisitions.

River Raisin Models - Dan Navarre was taking deposits on orders for his SP 0-6-0 and C&O Heavy Pacific projects. He also displayed a nice selection of currently available models (love those SP beauts!).

S Helper Service - Don, Robin, and Mike were there, selling off inventory, following the company sale to MTH. If you need additional parts for SHS models, better act now "while the gettin' is good." It was sad to think that this may be the last time we see SHS at a convention.

The Railroad Crossing - Richard Krieg offers a service for custom-built structures, as well as his own line. I picked up a small depot model.

The Supply Car - I finally caved and ordered one of the Bob McCarthy custom passenger car kits (MoPac "Eagle Height"), having been inspired by Bob Hogan's clinic presentation.

S Scale Loco and Supply - After a LONG absence from the convention scene, Fred Rouse appeared with a whole bunch of S parts (drivers, etc.). His focus currently is to get a complete line back into inventory (see his website for a list).

Union Station Products - Mark Meeks is the fellow producing the car sides for these Supply Car custom passenger car kits. Be nice to him.

Lionel and MTH did not have representatives there, but MTH did have an introductory brochure available and a sign up sheet for their S line (www.mthsgauge-trains.com). There were also several vendors present selling AF equipment, in addition to Dave Blum.

Welcome Reception

This was a relaxing affair that included a barbeque chicken dinner, allowing attendees the opportunity to catch up with old friends and meet some new ones. It was good to catch up with Tom Robinson, whom I had not seen in several years.

Convention Layouts - Some Southeastern clubs (Atlanta, NC?) combined efforts to produce a room-filling layout that featured an amazing array of AF accessories and train activity. Plus, it was situated adjacent to the hotel bar, so we could view trains and "wet our whistle" simultaneously. I got a good view of the new Lionel



Jay Mellon of New Orleans poses by the Crescent City modular (hi-rail) layout at the vendor hall.



Another view of the Crescent City S club layout. Oil depot built by Jay Mellon. Note the Iron Horse tank cars.



Paul Aldrich of Indiana oversees the NASG switching layout in the vendor hall.

Photos by Jeff Madden

U33c models, as well. Our club (Crescent City S Gaugers) brought our display layout to this convention (set up in vendor hall). We hope everyone who visited the vendor hall had a chance to enjoy it. We were happy to contribute to the convention by providing some S entertainment. The NASG switching layout was also in the vendor hall.

Tours - The rail tour that we took (Copperhill, GA) was substituted for the planned Chickamauga event, due to some rail maintenance issues. The ride was very scenic through heavily forested terrain, complete with its own "loop" to gain elevation in a short distance. Norman Maunz and I had an informative discussion with some folks from the Northern Ohio S Scalpers during the trip. Plus, we got to experience a serious "gulley washer" during the return rail trip.

The layout tour took in the HO layout of James Bailiff, the S standard/Sn3 layout of David Wheat, and the S scale layout of Jerry Holmes. D.Wheat's layout is a work in progress, but included some nice narrow gauge scenes. Jerry's layout models the C&O with some excellent scenes that included serious coal trains using Berkshire head-end power. A very nice layout. In addition, Jerry's view of Chattanooga off his back patio area is simply "breath-taking". A hearty thanks to all of our hosts, allowing us to visit their layouts.

Clinics - There were several that I was interested in attending, but only made it to one...Bob Hogan's presentation on The Supply Car custom passenger car kits. Bob's presentation was well done and thorough. Plus, following the clinic, we got to view Earl Henry's custom SR passenger cars (from these kits) up close. Very nice! I am interested in modeling a MoPac stream-lined train. So, I "bit the bullet" and ordered one of these kits to give it a try.

Other 'Stuff' - I was late to the General Business Meeting, as we were packing our club layout, following the closing of the vendor hall. Apparently, there was much discussion regarding the cessation of publishing the annual membership issue of *Dispatch*. I do find

them to be a valuable resource, even if they are not current. I would be in favor of publishing a special "layout issue" in lieu of the membership issue. Also, NASG elections are coming up this Fall...a plea was made for officer nominations.

I had the pleasure of meeting John Degnan of Sergeant coupler fame in the vendor hall. He provided an up-close comparison of the Sergeant coupler with the Kadee 802 coupler used by many S scalpers. Then, he was off to Knoxville to discuss the production efforts of the "new and improved" coupler with Frank Sergeant himself.

As has become their custom and our benefit, we were serenaded by Andy Mallette and Dave Heine during the pre-banquet "happy hour." Food and company during the banquet were excellent, and made some new friends (Hello Charlie!). I never did get to see the contest models. Apparently, there was a considerable greater submission of model entries at this convention, as opposed to last year's joint NMRA/NASG event. And, as usual, the antics of auctioneer Jamie Bothwell were very entertaining. Not to be disappointed, Jamie provided a new batch of "S scale zombies" for some lucky winners. And, my donation of a collection of "whacked" SHS hirail couplers brought a whopping \$0.10 into the NASG treasury. Hey, just doin' my part. :)

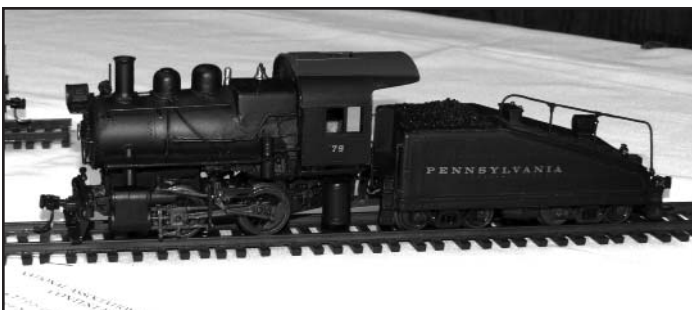
Post-Convention Layout Tour - Pete Silcox and Bob Hogan graciously opened their layouts for visitation on the Sunday following the convention.

Next Convention - It was announced that the 2013 NASG convention will take place in Scranton, PA ("Steam Town"). Rumor has it that there will be a special event there...the "Tour de Jamie" bike race. So, for all you Lance Armstrong wannabes, the time to start training is NOW. I had a great time at this convention. Isn't that what it's all about? We need to profusely thank Dave Blum, Jerry Holmes and all the others who helped put this convention together. Until next year.
- Jay Mellon New Orleans, LA

NASG 2012 CONTEST MODEL

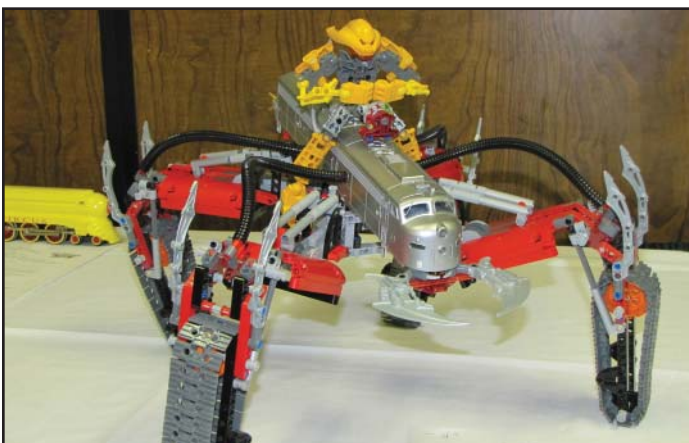
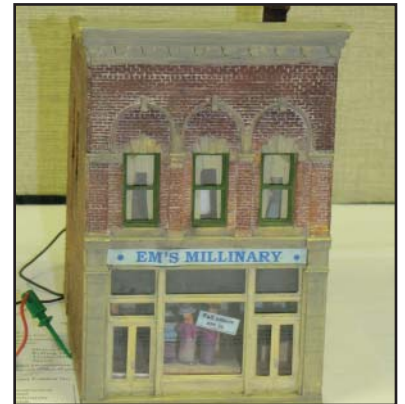
THIS PAGE, COVER AND NEXT PAGE:

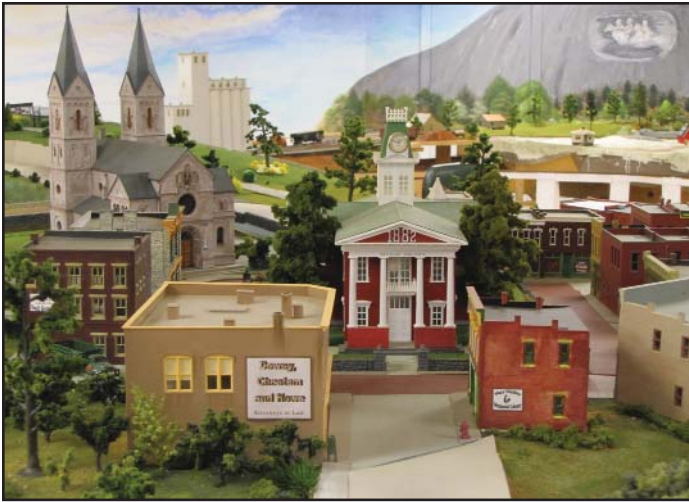
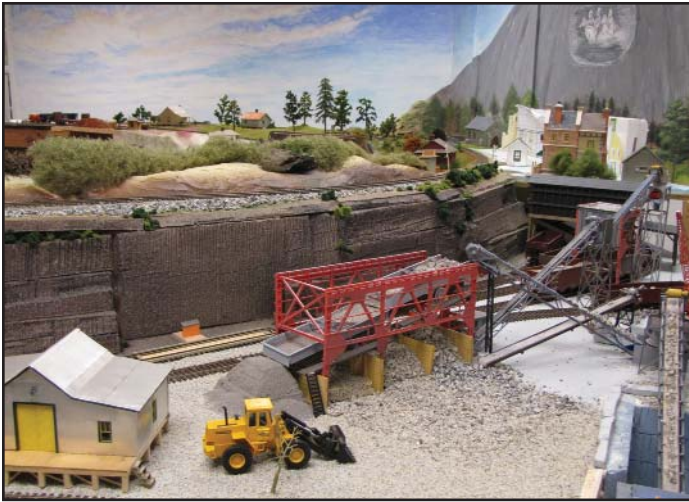
Photos by Jeff Madden





Contest Models -
Match them up with list on page 8

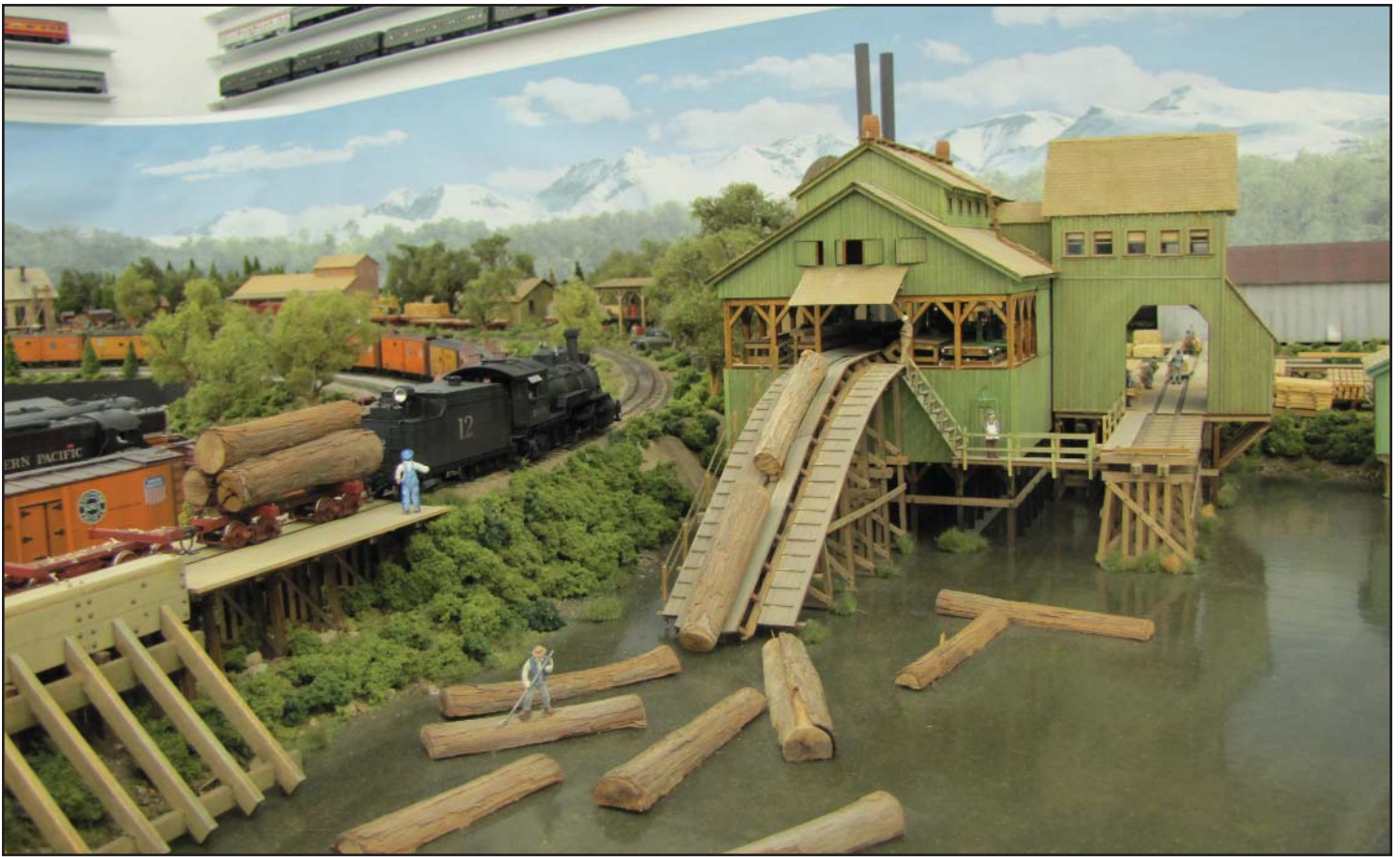




Top photos and middle left - Scenes on the Georgia Railroad in S scale of Pete Silcox. Other two photos are on Bob Hogan's Sierra Northern S scale. These were pre-post convention tours. Photos by Jeff Madden



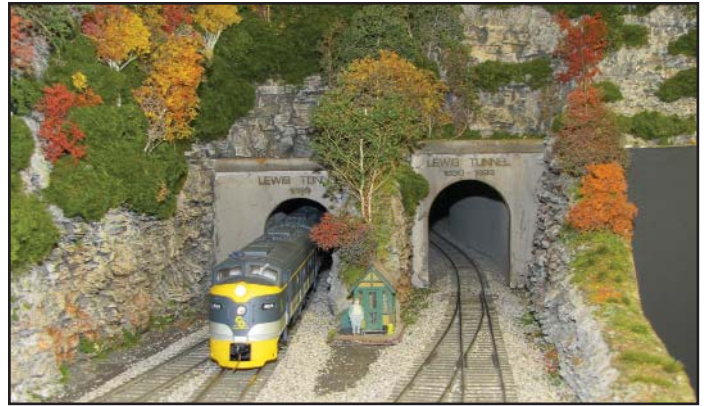
SPIKES
AT THE CONVENTION



Above - A scene on the narrow gauge (Sn3) portion of Bob Hogan's Sierra Northern. Below - What would a C&O layout be without a Pullman parked by the White Sulphur Springs (WV) station - Jerry Holmes' layout.

Photos Jeff Madden





More scenes on Jerry Holmes' C&O. *Above left* - is Ronceverte, WV depot. *Right top* C&O E8s emerge from split tunnels. *Middle photos* - depict typical scene and Pete Silcox eyeing the hidden staging yard which serves as end points, Hinton, WV and Covington, VA. *Photos by Jeff Madden*



Below - An SHS 2-8-0 lettered for the C&O emerges from a tunnel and crosses a deck girder bridge over a typical West Virginia muddy river. *Photo by Jeff Madden*



Convention Faces



Your editor in phone booth.



Chairman - Dave Blum



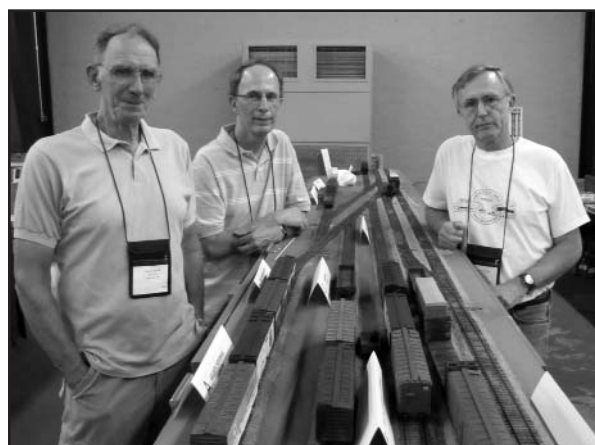
Bud Rindfleisch, and Wayne Bartelt at Jerry Holme's mountaintop home.



Dave Bulkin of *S Gauge Herald* fame.



Left - is our after-banquet auctioneer, Jamie Bothwell, trying to peddle a Plasticville kit. *Above*, our Canadian modeler, Andy Malette, was the lucky bidder on this Moon Pie. Yes, some zombies showed up too.



Blue Ridge S Scalers (L-R) Jim Schall, John Am-burgey, and Lance McCold pose by their switching modules in the vendor hall.



Right - Bob Ristow and Roy Meissner enjoyed the "Tow Truck" museum.



Left - Jerry Holmes was a gracious host to most conventioners. His C&O layout was in the April issue and more photos in this issue. *Right* - Pete Silcox poses in front of his replica of the Stone Mountain, Georgia, Confederate Memorial. It's part of the backdrop on his layout.



Meet an S Gauger

Peter Vanvliet



our webmaster

His own words, coordinated by Bill Fraley



Although I now model in S-scale, I didn't have the same start that most people have who do any kind of "S" modeling, be it American Flyer, scale, or narrow gauge. I got my start in the wonderful world of model railroading in N-scale (1:160). I was born and raised in The Netherlands (Holland). There, as in much of Europe, space is at a premium. When I was around 13 years old my parents bought me a Fleischmann N-scale train set. My starter set had a small, European-style, steam switcher engine and several freight cars. Not having much space, I "borrowed" a 2ftx4ft sheet of wood from my Dad and proceeded to make that my model railroad. I also bought some turnouts and additional track as allowance money allowed. I bought a couple of small kit structures that I built, and even tried my hand at "scratchbuilding" using some left-over pieces of wood, and a good-sized dose of imagination. At that age I was also into building electronic circuits, and building plastic model kits of airplanes, cars, and motorcycles. Both of these last two I shared with my Dad. My Dad never got into model trains, but he sure is a steady visitor of my model railroad web site these days.

In 1980 we moved to Houston, Texas. I fell in love with this country, and eventually became a naturalized citizen. Several years into my marriage, in 1999, my then wife and I were watching a TV show on the History Channel about Lionel trains. This led us to talking about our model train experiences. My wife grew up with her Grandfather setting up elaborate Christmas train displays (apparently with scenery and the works). I fondly

remembered my N-scale experiences. So, the next weekend off we went to a local hobby shop and bought a Bachmann N-scale starter set, to see if we would be interested in the hobby. Well, the experience with a Bachmann starter set was less than stellar, but our two cats sure had a blast knocking the train off the track!

It was, however, enough to get me interested again. I built an N-scale 4ftx8ft layout using one of the Atlas track planning books, and using their track products. Everything went well, but there was this annoying kink under a mountain which always caused my engines to derail. I got frustrated with it, so I trashed it, and built a new layout out of sectional tables. My hobby before getting back into model railroading was woodworking, specifically building cabinets, desks, and bookcases. So building benchwork came easy to me. **However, track planning was brand new to me, and so I learned the hard way that a 5.5% grade on the mainline isn't going to work!** I also learned that I preferred code 55 track over code 80.

After I took that layout to the dump, I decided to build a simple double-loop layout around the perimeter of the spare 10ftx10ft bedroom I was using. I thought it would be great to come home from a stressful day at work to just watch trains run around. After I got the track work up and ran two engines in opposite directions for about 20 minutes, I realized that this was quite boring. Another lesson learned. So, I decided to expand the layout by adding benchwork and several spurs. By now I was firmly interested in modeling the Pennsylvania Railroad, and had acquired a substantial number of engines and cars. Generally anything that fit the PRR in 1954 was on the "to-purchase" list! I wanted to be able to actually have all of that equipment on the layout, but with a 10ftx10ft room, that was going to be hard. I came up with the idea of building a helix and build a large storage yard under the layout. I spent 6 weeks building the ten-level helix. I had a blast doing the woodwork, and it was wonderful to be able to bring up any engine to the top of the layout and run it. However, the layout had effectively two duck-unders. One day I bent the wrong way trying to get into the layout room, and hurt my back. Yet another valuable lesson learned. I spent a week on the couch (I couldn't even lay flat on the bed). During that time I decided that the layout was causing me more pain than a hobby should! After I recovered, the layout went to the dump.

The next N-scale layout was even more ambitious. We merged two neighboring bedrooms into one train room. I did all the remodeling work first, making for a very nice environment complete with Oak wood trim and ceiling lights. The reason why I've described all these N-scale layouts in this article is that I learned a lot from them, and I discovered that I was spending a lot of modeling time and money on building benchwork. I came up with the concept of re-usable benchwork in the form of storage cabinets. Each cabinet was 4 feet tall and the

same 18 inches deep, but of varying widths. Inside, some of the cabinets had drawers, some had shelves, and some had open space. Lots of storage. I completed one bedroom's worth of cabinets by the time my wife and I decided to separate. I moved out, and eventually remarried.

After a divorce, I struggled for a while with what I wanted to do with the hobby. I built several N-scale modules and even attempted a small layout. However, none were as exciting as my previous efforts. I was now also hand-laying code 40 rail as my layout standard. However, the satisfaction of the hobby wasn't there anymore. I was now into my 40s, and the eyesight was starting to wane. During the 2008 July 4th weekend I made the decision to switch scales. I had been debating it for about three months. I briefly looked into O-scale, **but S-scale appealed more to me.** HO never had any appeal to me. The proportions just don't feel right to me; it almost feels like a toy scale to me. However, like most non-S model railroaders out there, I firmly associated "S" with American Flyer and that there was no such thing as "scale" S. **Over the years, though, I had seen the Houston S Gaugers club layout at local shows. I made a mental note at one point that, should I ever want to change scales, it would be "S" because it just looked right to me.** The layout was built using code 100 hand-laid track, and all equipment on it is "scale". This club layout was the one thing that sold me on "S". And that is why I am now involved with the club as well, helping others see the light as well!

As luck would have it, the storage cabinets I had built for my last serious N-scale layout, just fit perfectly within the 10ftx10ft spare bedroom that I have available in the current house. **On July 21, 2008 I officially started working on my S-scale layout.** Changing scales invigorated my interest in the hobby like I never expected. I was very nervous about making the change, but I have not regretted it since. Although, instead of being able to model the 4-track mainline of the PRR between Pittsburgh and Harrisburg, Pennsylvania, I now had to find something else. **I decided to research various PRR branch lines. I eventually settled on the Chartiers Branch. It split off from the PRR mainline in Carnegie, PA (just southwest of Pittsburgh). The branch line ran mostly south and slightly west from there to Washington, PA.** It is only 23 miles long (it still exists today), but it provided so much scenery in that space. I have never been there, but I have studied all the resources I have been able to find on it. I decided to model the Summer of 1950, because that was just before the decline of the line (passenger service ceased in 1952), and a good portion of the line was still double-tracked (that is how much traffic it received!). It was originally a coal branch, of course, but many industries developed along the line. Even when coal ran out in the area around 1955, there was still substantial traffic from the online industries that the PRR, the Penn Central,



Conrail, and now the Pittsburgh & Ohio Central Railroad (owned by Genesee & Wyoming, Inc.) continue to operate it. One of our own S-scale modelers, Gary Carmichael, used to run real trains on that line. He's has been a tremendous resource for me. I do hope to be able to spend some vacation time in the area some day.

So how do you fit a 23-mile branch line in S-scale in a 10ftx10ft bedroom? Very carefully, and very compressed. I decided to model only two of the many towns served, namely Canonsburg, PA and Washington, PA. I built a U-shape layout on top of those cabinets, with the right-hand side being Canonsburg, and the left-hand side Washington. The middle section is just scenery to convey the open area the branch line covered. The purpose of this layout, for me, was to not only get up to speed on S-scale modeling, but also to build my first serious switching layout. I get to operate on several layouts here in Houston from time to time. I discovered that operations is a part of the hobby I really enjoy as well. I get bored watching a train run around and around. Now that the track work on my layout is finished, I get to fire it up, spend a leisurely 30-45 minutes moving some freight cars around, and just relax.

Having been an active modeler since 1999, I have learned a few things about myself with regard to the hobby. The first and foremost joy I get out of the hobby is the scratchbuilding aspect. I love the concept of taking some raw materials and making something that resembles the real thing out of that. All my track is hand-laid using code 83 rail. I make my own ties and even my own spikes! From my computer software development world I learned that you always need to keep your application code in a "shippable" state. What that means is that the code needs to be of such quality that the application works and that it could, theoretically, be distributed to end-users at a moment's notice. I kind of treat my layout in that same way. I want my layout (and the room wherein it resides) to always look "finished" should I have visitors drop by unexpectedly. So, after I got the track work finished and took

some time to “debug” it, I put a basic scenery shell down to hide all of the wiring and exposed benchwork. I can now focus on building structures and freight cars. At any time a visitor can come by and see a “finished” layout (although most of the “land” looks like it is undeveloped!).

Part of deciding to model a real location is the challenge of building structures. I am now in the middle of building an exact scale copy of the Canonsburg, PA passenger station (it still exists). However, my layout is only 18 inches deep, so I will have to compress it depth-wise. My thinking now is that if I have information about a prototype structure, I will attempt to duplicate it in miniature. If I don't, I'll take some modeler's license and freelance something. If I eventually do get real prototype information about a particular structure, I will rebuild it.

Since I just have a small switching layout, I have no need for a large collection of engines and cars. My layout's tight curves restrict my equipment to 40-foot cars only. I have an S-Helper Service NW2 that is my main switcher. I also built the Railmaster Hobbies kit of the RS-1. This is my second engine. In 1950, the Chartiers branch still had quite a bit of steam engine service, so I will restrict my diesel inventory to just those two engines. I hope to eventually add one or two steam engines, especially 4-6-0 and 2-8-0 configurations. You can see a lot of my modeling efforts on my personal web site, which can be found at <http://pmrr.org/>.

Shortly after changing scales in 2008, I joined the S-scale Yahoo Group, where Bob Werre got a hold of me and invited me to the next Houston S Gaugers club meeting. I had previously been heavily involved in a local multi-scale club and got really turned off by the internal politics. So, my wife, Ria, and I cautiously attended the HSG meeting and discovered a very relaxed group of like-minded individuals. We joined right away. In 2009 we decided to create a web site for the club, <http://www.houstonsgaugers.org/>, of which I am the webmaster. We have three or four shows each year. Although members have individual interests in American Flyer, hi-rail, scale, and narrow gauge, our club layout is scale standard gauge only. Since joining the group, I have completed a set of double-track wye modules originally built by Jack Troxell, and build three additional 2x4 modules to go on the third leg of the wye.

In December 2011, I was approached by the N.A.S.G.'s Board of Trustees to entertain the idea of taking over as the NASG's webmaster. I thought about it and accepted the assignment. In February 2012, together with the input and advice from several people, we launched the new version of the web site (<http://www.nasg.org/>). **The feedback has been very positive and I am so appreciative of all the fantastic e-mails.** I hope that everyone enjoys the site as much as I enjoy maintaining it.

Professionally, I am a computer programmer. After graduating from college I spent 10 years as a C++ computer programmer working for a local consulting firm. I spent 8 of those years consulting at Exxon developing various software applications, with the last one being a large 3D reservoir simulator where I played the role of the lead user interface designer. However, I wanted greater control over my projects and be more creative, so I took the big leap and started my own company. I called it Visual Sage, which we eventually incorporated. However, after my divorce, I renamed it to Fourth Ray Software. At the moment, the company is just me. I design, create, and maintain all of the software products that are sold. I only sell via my company's web site, <http://www.fourthray.com/>. I enjoy writing utility-type of software. You might be interested in checking out FRSFileMgr and FRSLibrary (you can download them and try them out for free). I also have several freeware products.

My future plans for the Chartiers Branch layout are to go “big”. I would really like to have a dedicated building that would house a basic woodworking shop and the layout (separated, of course). If that is to be a permanent layout, I would not use the cabinets I have built. Building those was time-consuming and expensive. I'll probably use those in the shop. My future layout would model the full 23-mile branch, but with sections compressed out of it. I am really motivated by building a miniature version of the real thing.

As to my scale change to S? I have not regretted it. Whenever I got stuck, I asked the S-scale Yahoo group list members and I always got an answer that helped me move forward. I enjoy the challenge of modeling in S-scale, but now after four years, looking back, it hasn't been as difficult as I originally feared. I hope to continue to contribute, in my own ways, to the scale. S-scale has revitalized my interest in the hobby, so I hope to help others in the same way.

- Peter
(peter@fourthray.com)



BRANCH LINES

News and Notes from S Gauge Clubs • By Dave Pool

The Connecticut S Gaugers (CSG) held their Sept. meeting at the home of Stan Stokrocki in Poughkeepsie, N.Y. The host has a detailed scale S layout located around the basement walls. Club member Dick Kramer edits and distributes the club newsletter via mail and e-mail. Club member Bob Comstock is in charge of planning activities for the club related to the members interest in S gauge trains and trains in general. The club held a meeting at the home of their president, Larry Hally, in Branford, CT. on October 13. Club members attending rode the Shoreline trolley before the meeting at Larry's house.

The Pioneer Valley S Gaugers (PVSG) met at the home of Gary Lacroix, in East Hampton, MA. for their August 22, 2012 meeting. Dave Plourde coordinates the club activities and Steve Allen plans and ably edits the club newsletter. The club has celebrated their tenth anniversary this year. Much has happened over the past ten years including constructing a holiday train display at Look Park. The display will again be set up this year as in several past ones. The Look Park project was coordinated by George Reneris. It was an ambitious project by any standards. The management of Look Park hosted the club members for dinner on Sept. 15 as a thank you for the display set up by club members. The dinner was held at the Steaming Tender Restaurant. Drinks were paid for by the members. The S scaled layout was constructed on six 6 ft. x 30 inch modules separated by backdrops which were painted by Dave Plourde

The Western N.Y. S scale Association (WNYSSA) held their August 29, 2012 meeting at the home of Paul Wachowicz in North Tonawanda, N.Y. Some of the club members were planning to attend the Can-Am S scale Social held at the Lowbanks Community Centre, Lowbanks, ONT, Canada on Oct. 21, 2012. Don Webster coordinates the club module set ups and Gregg Mummert coordinates

the club activities and edits the club newsletter, which is distributed via e-mail.

The club was planning/considering the display of a layout at the TTOS Train Show, to be held on Oct. 21, 2012, at the Leonard Post, Cheektowaga, N.Y.

The Pittsburgh S Gaugers (PSG) held a Coffee and Trains get-together at the Kings Restaurant, in Harmerville, PA. on Sept. 13, 2012 at 8:00 P.M. A regular meeting of the club was held on Sept. 30, at the Kennedy First Alliance Church, McKees Rocks, PA. The July club meeting was at the Greenberg Train Show, on July 21/22. The August club meeting was held at Dick Fornwalt's shop in Tarentum, PA. where the club hi-rail layout was set up to operate the members trains. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The club has two operating layouts, including a high-rail layout and a modular layout both of which can be used to display and operate trains at shows and events. The club members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics. The club members discuss the activities that they might enjoy at their meetings so a desirable schedule of activities can be planned. The club recently received eight boxes of S gauge train kits, built up and scale-converted AF trains donated to them by Bob Waller (last active in S scale in the mid 1960's period). The club members are deciding how to properly use the donated train equipment, some of which may be sold to club members.

The Baltimore Area AF Club (BAAFC) members held their annual Summer picnic at Leakin Park, in Baltimore, MD. on July 22. The live steamer club operates trains at the park and shared the picnic. The RR at the Park includes a two track main line with over three miles of track. For eight years (including this one) in a row, the club has operated a layout at the B & O RR Museum. In December, 2012 the club plans to set up their

layout at the Museum. Club members set up a layout at the Greenberg Train & Toy Show held on August 4/5 in Timonium, MD. David Avedesian has been coordinating the design, construction, and preliminary operation of an S gauge (AF) layout in the home of Ron Kolb, who coordinates the club activities, and edits the club newsletters. Ron is very appreciative of the effort made by the various club members to complete the layout in his basement. The club has developed a new web site as built by club member David Blair. The address is: <http://baltimoreamerican-flyerclub.org>. The club agreed to help the NASG staff organizing the convention held on August 7-11 in Chattanooga, TN. Ron Kolb coordinated the club's activity at the convention. On June 16 the club set up their layout at the Children's Hospital, Washington, D.C. for patients at the hospital to enjoy.

The Cuyahoga Valley S Gaugers (CVSG) have a newsletter entitled The Lakeshore Special that includes the column of the club coordinator, Lee McCarty. The September meeting of the club was held at the live steamers outdoor layout along Route 18, in Medina, OH. Mike Udolph coordinated the club member's attendance at the meeting and visit to the live steamers layout. The club planned and set up and operated a layout at the Berea OH. Train Show in October. The club recently organized and ran a train show of their own on August 25, at the UAW Hall, Parma, OH. and are scheduled to operate another show in 2013. They are hosting the 2013 Spring S Spree – see calendar.

The Chicagoland Assoc. of S Gaugers, Inc. (CASG) set up and displayed their layout at the Great Midwest Train Show held on June 3, and Sept. 9, in Wheaton, IL. Loren Critchett hosted the club members for their monthly meeting on July 14, 2012 in Park Forest, IL. The club met at the Hinsdale Village on June 15, 2012. The club is hosting the 2014 Fall S Fest and planning is underway for that event. Possible locations and an event car are planned. The web site of the club is: www.casg-trains.org The club was planning to set up and operate their layout at the Southland Model RR Show on Oct. 21, in Hinsdale, IL.

The Miami Valley S Gaugers (MVSG) set up and operated their layout at the Carillon Railfest on June 23/24. The club planned to display their layout at the NMRA Train Show on Nov. 4 at Hara Arena. Tom Hartrum is Recording Secretary for the club meetings. Officers of the club recently elected include: Jon Goins, president; Tony Garza, corresponding secretary; Bob Guckian, treasurer; and Jan Mason, one member of the board of trustees. Ray Garbee was elected to serve as Recording Secretary, and will take over recording the club meeting minutes from Tom Hartrum. Bob Guckian hosted the club members for their meeting on August 18 and 17 members attended.

The Southeastern Michigan S Gaugers (SMSG) held their July 1, 2012 meeting at the home of Earl Carlsen, in Oxford, MI. The meeting was a Pot Luck/Picnic with a work session on the club's modules. The SMSG club has 41 paid up members as reported several months ago at a club meeting by Earl, club treasurer. 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 & Tom Hawley serve as Members-at-Large on the club Board of Directors. The club brought and operated their display layout at the National Train Show on Aug. 3-5, 2012. in Grand Rapids, MI. The Train Show is 2-plus hours away from the general area where the club members reside and usually display their layout. Club member Tom Hawley agreed to tow the layout with trailer to the show. Club members planned to display their layout at the St.Louis Social Hall, Clinton Township, MI. Proceeds from the show were to benefit the Underprivileged Children of Southeast Michigan.

The Northern Ohio S Scalpers (NOSS) held their July 29, 2012 meeting at the home of Al Clapp in Spencer, OH. Jack Sudimak coordinates the club activity. Ed Kirstatter has taken over the club newsletter duties and he does a fine job of it. The newsletter includes a column called "Ed's S Kinks" that includes tips on S scale modeling. Some of the club members attend the meetings of the NMRA Division IV, which welcomes guests. Chris Borgmeyer hosted for the June 27th meet-

ing. The latter meeting included a tour of the Cleveland area including the "flats". The club meeting on August 26 was hosted by Wally Pausch, in Perry Township, OH. A recent newsletter issue included notices of various train and model RR related activities in the area where the club members reside.

The Kansas City S Gaugers (KCSG) attended the Kansas City Train Show as sponsored by the Turkey Creek Div. of the NMRA and set up their 4 ft. x 8 ft. layout for the event on July 14. The show was held at the Shawnee Mission North High school in Overland Park, KS. with Bill Hutton coordinating the display and bringing the layout to the event. Bill coordinates the club activities, and ably writes the club newsletter which is distributed via e-mail. Paul Stevens is president of the club. The club has a permanent layout featuring three loops of S track that is maintained year around by club member Roger Ketterman at the Power & Light Gallery at the Union Station, Kansas City. Roger has purchased the new Lionel S gauge track that he plans to replace the existing S Helper Track with. Club members Roy Inman & Bob Agne are in charge of the separate Christmas display at the Union Station this year, and the layout will be expanded using new track that the Station management has purchased.

Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) has a club newsletter, The S Train Rail now ably edited by Jon Kettner. Club members have been discussing the idea of having an S gauge RR car produced, possibly one in commemoration of the club's 45th anniversary in 2012. The car that could be produced was discussed, and whether the car would be for the club members primarily or as a money making project with sales to other than members of the club. No final description of a car was made, but Bob Bowen has volunteered to coordinate the club's 45th anniversary car project. Recent elections have resulted in the following officers: Bruce Taylor, Supt.(Chairman); Robert Bowen, Ass't. Supt; Bud Chadburne, Freight Agent(Treasurer); Pat Spino, Station Agent; Cliff Baxter, Div. Engr. ; Dennis Wendlandt, Train Master; and Jon Kettner, Dispatcher (Bulletin Author). The club members met on Sept. 8, 2012 at the River City Modelers train layout (HO)Spokane, WA. for their Septem-

ber meeting. The club has located a permanent room to set up and store their display layout, located at the Messiah Lutheran church, Spokane, WA. The room is 24 ft.x 36 ft., so it should be very adequate. Club members were planning to attend the Oct. 14 train show as sponsored by the Inland Empire RR Historical Society and the River City Modelers clubs. The show was held at the Spokane County Fair grounds and Expo Center.

The Rocky Mountain High Railers (RMHR) Several club members are owners/employees of a company called Trusscraft, Inc. where club work sessions are held to work on their portable layout. Club members held a work session at Trusscraft, in Boise, ID on July 21. The club was approved to be part of the Boise Community Education program with a "course" on "Rediscover the Fun of Model Railroading". The plan was, by presenting such a course, the club might meet potential new members. The class consisted of two sessions, on Tuesday, May 1 and a week later on May 8. The classes were held at Timberline High School, Boise, ID and were well received by the organizers of the adult education program such that they are being asked to present an additional set of classes for the Fall/Winter session. The club celebrated their 17th anniversary this year.

The Southern Calif. S Gaugers (SCSG) set up and displayed their layout at the Fullerton RR Days Show held on May 5/6, 2012 at the Fullerton Train Station. Don Stratton is President of the club and he hosted the Feb. 11 meeting of the club in West Covena, CA. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via e-mail.. The club plans to host the 2013 S Fest West show, and plans are formulating for the event. Election of officers was held at the July,2011 club meeting, and Jeff Kruger was elected president. James MacAuliffe is the new club secretary, and Fred Ruby the club treasurer. Newly elected club officers will take over at the August, 2011 club meeting. Sheila Blaise hosted the club members for their March meeting at the California State University, Los Angeles and morning workshops on model RR electronics were provided, after which those attending the meeting visited the Pasadena Model RR Club.

The San Diego S Gaugers (SDSG) celebrated their first anniversary of residency in Liberty Station(former Navy Training Center) by holding an open house May 12 (National Train Day). The open house was an off-site exhibit in coordination with Amtrack. On June 14, the club had a layout display for the Southern California Layout Tours. The club members planned to bring their layout to the San Diego Model RR Museum in Balboa Park, over the Labor Day weekend. This will be the fourth year of participation at the Park for the club. The clubhouse is open to the public Sundays and Wednesdays from noon to 3:30 P.M. The club has a website: <http://sites.google.com/site/sdsgaugers/>

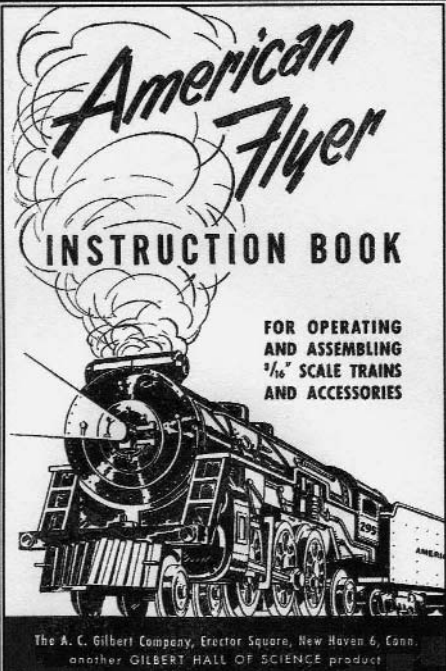
The Golden Gate AF Club (GG AFC) has a secretary John Dalton and President Paul Guaraglia who have provided info on the club's activities recently. Club member Ken Wilson hosted the members for their June meeting in San Jose, CA. Club members decided to purchase club shirts for the individual members which are yellow with blue letters. The club is to sponsor the 2014 Flyer Fest West, and plans are being formulated. The meetings

of the club include a raffle wherein participants are given tickets to enter by bringing a "Show & Tell" program to the meeting. Raffle tickets are also sold at the meetings, but the pris(es) have not been described in the recent news letter issues.

The Bay Area S Scalers (BASS) held a meeting at the home of Bill Young in St.Helena, CA. on Sept. 22 , 2012. John Rolston explained about the work that he did on the club layout. The work included layout supports, electrical system, and the new module with a swing-up section to allow easy access to the center of the layout. Lee Johnson coordinates the club meetings and events. The club set up and displayed their layout at the Dunsmuir RR Days on June 8-10, 2012. Recent discussion of the club members and info presented by Lee Johnson in a recent newsletter issue indicates that the members are not satisfied with the present club meetings and plan to implement some changes in the club activities. Meetings will have a planned program including a work session or clinic, or video presentation for those attending to participate in. Every other month or quarterly meetings are to be considered. Club members can have separate regional "meetings" or informal get-togethers where several local

members could get together at their convenience as desired. The idea of having a "secret model " meeting to complete a model and display it at a designated club meeting was discussed and might be implemented in the future. The club recently welcomed two new members: Andy Thomas from Valley Springs, CA., and Michael Vergino from Livermore, CA. Both have interest in Narrow gauge trains, and Andy plans to build a layout to model the Michigan-California Lumber Company narrow gauge operations and some full sized railroads.

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. If your club was not mentioned in the above column, you should send a description of your club recent and future activities to the column editor.



You've seen this 1952 publication for for more, now buy it for less. \$5 postpaid.

Make checks payable to:
NASG Clearinghouse
 c/o Roy J. Meissner
 Box 1
 Merton, WI 53056

Russell M. Mobley Memorial Library
Magazine Resources

3/16 "S"cale Railroading Essence – the NMRA "S" SIG newsletter, 1985-1988
Mainline Modeler (1980-1997)
Model Railroader (1937-1961)
NASG Dispatch
S Gauge Herald
S Gaugian
S/Sn3 Modeling Guide
Sn3 Modeler

Need an article? Need an article search? We'll find it and send you a print or lend you the magazine.

Russell M. Mobley Memorial Library
 Michael Greene
 167 Westford St.
 Dunstable, MA 01827
library@nasg.org

NEW LEADERSHIP EMAILS

president@nasg.org
exec_vp@nasg.org
secretary@nasg.org
treasurer@nasg.org
eastern_vp@nasg.org
central_vp@nasg.org
western_vp@nasg.org
insurance@nasg.org
membership@nasg.org
election@nasg.org
contest@nasg.org
dispatch@nasg.org
promotions@nasg.org
clearinghouse@nasg.org
engineering@nasg.org
carproject@nasg.org
specialprojects@nasg.org
smod@nasg.org
convention@nasg.org
library@nasg.org
webmaster@nasg.org

Awards Banquet



Monte Heppe is now the new Contest Chairman. Here he presents awards left to Art Weller and right to Michael Warman.



Photos Jeff Madden



Rob Berridge gets Amateur Best in Class for his PRR A-5 0-4-0 switcher



Tom Robinson took a 2nd place in the Craftsman category for his Tennessee Central FAs.



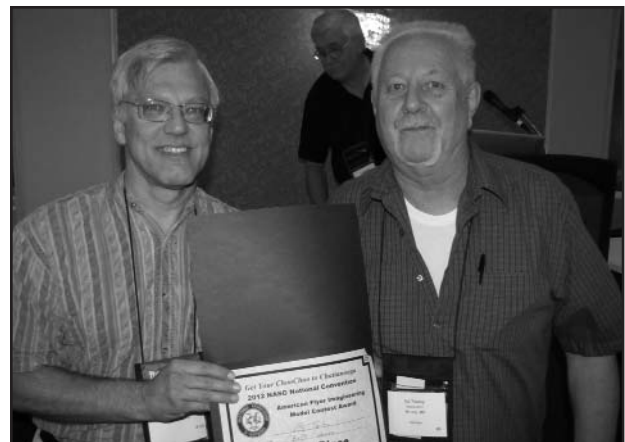
Nelson Steinmetz receives a structure award for his Santa Fe station.



Alvin Clapp won First Place steam, Master Craftsman Class, for his NKP 0-6-0 switcher.



Dave Jasper took First Place structures in the Master Craftsman category for his Em's Millinary Store.



Jim Whipple presents to Ed Tooley for his B&O cabooses.



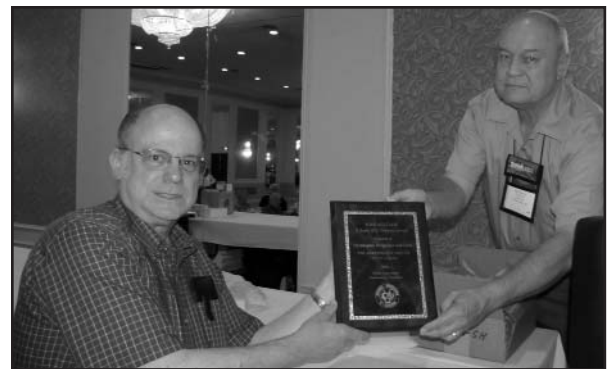
Kyle Russell receives award from Jim Whipple



Granddaughters receive a couple of awards for Kyle Russell. Presented by Jim Whipple, last official year as contest chairman.



Gary Ippolito to awards for is Transformer and his Amtrak RS-3.



Dick Karnes accepts the Bernie Thomas Award from Bill Winans for Bill Peter of PBL

PORT LINES HOBBIES



Specialists in S-Gauge Railroading
AMERICAN FLYER PARTS SERVICE
 ON-LINE CATALOG, OR \$6.00 BY MAIL.

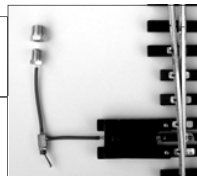
6 Storeybrooke Drive Newburyport, MA 01950 (978)-465-8798

VISIT OUR WEBSITE: INVENTORY & PRODUCT LINES !



"NEW ENGLAND CONNECTED HOUSE" from Mount Blue Models. In stock \$98.95

SVR Pneumatic Air Control System Components



S-scale "Cranberry Warehouse" kit from Mount Blue Models. In stock \$58.95



Supply Shed kit from Motrak Models - New, and now in stock.

RP-CYC REFERENCE BOOKS

New: Vol. 24. Volumes 1-24 Most in Stock.

RAILWAY PROTOTYPE CYCLOPEDIA

RPCYC 14

Models - Data - Photos

ANIMATED SIGNS: Large selection available! See them all "in action" on our website.

On-line Inventories of our SHS, Am Models, "Flyonel", Used AF, Tools, AF Parts, Electronics, Structure Kits, 1:64 Autos, and other S-scale supplies!

Lionel S-scale U33, and "Challenger" engines in stock !



BACHRUS S-gauge Roller Display & Test Stands: only \$91 complete !

American Flyer Repair Service available. Guaranteed work.

VISA, MASTERCARD, DISCOVER, AMEX, & PAYPAL ACCEPTED.

VISIT US AT: www.portlines.com

E-mail: doug@portlines.com

EXTRA BOARD

MINUTES of the NASG BOT meeting on Aug 8, 2012

Meeting called to order at 8:26 pm

Present at the meeting: Sam McCoy, President
Absent: Vic Cherven – no proxy

Dave Blum, Exec. VP

Jim Kindraka, Treasurer

Jamie Bothwell, Eastern VP

Gerry Evans, Central VP

Bill Winans, Western VP

Because the Secretary was unable to attend, Bill Winans took the minutes for the meeting.

The minutes of the April 25, 2012 conference call were approved.

Greg Klein, **Promotions** Chairman, gave his report on the status of the promotions committee. He presented an accounting of the RMC inside front page ad. He also wants to generate real job descriptions for the various committee assignments. The committee is also looking into putting out a new, improved manufacturer list hand-out, including 1:64 diecast vehicles and the like. He asked for a \$3000 increase in his budget to cover this and other projects.

Jamie Bothwell, **Elections** Chairman, gave his report reminding the BOT of the schedule for nominations and voting for next year. He would also like to eliminate the general election voting when there are no

uncontested positions, such as the last election. To do this would require a Constitutional change to be placed on the next ballot.

Jeff Madden, **Dispatch** Editor, gave his report on the status of the “special issue” which is running late. He was asked by Sam McCoy what it would take to get the *Dispatch* back on its cover date schedule. Jeff replied that now that he was retired, he hoped to bring the magazine back to its correct publication schedule, but could not provide a time line for it.

Jamie Bothwell gave his 2013 **convention report**. The place, date and contracts are all but fully set, and Jamie had no reservations about proceeding with signing the hotel contracts. There was another group that had also mentioned putting on the 2013 convention, but they were not present

nor did they have a firm proposal. Jim K. motioned that we go ahead with the 2013 convention in Scranton, PA with Jamie in charge. Bill W. seconded and the motion was passed unanimously. Conventions for 2014 and 2015 were mentioned, but no firm proposal has been presented. There is a high likelihood that the 2014 convention site and management is in the works, including two possibilities.

The transition of the **NASG website** ISP provider was mentioned and that Peter Vanvliet and Mike Greene have it well in hand.

The BOT approved getting a card for Rusty Westermeier who was in the hospital with a serious lung infection.

Bill W. opened the discussion about making changes to the **Constitution and By-Laws** that reflect the new technologies of communication. It was proposed that adding Email to the ways of doing NASG business be added to the other forms of communication already in the documents. No resolution was made, but it is likely there will be a ballot measure for this on the next ballot.

The **on-line membership directory** was discussed. Any action was tabled until Claude Demers, Membership Chair, and Peter V. have time to work out the bugs in the system. This won't happen until the new ISP handling the website is running smoothly. It was announced that Claude Demers is looking to leave the Membership Chair position because of his real job workload. A mention of making this a paid position did not generate any discussion.

The meeting was adjourned at 11:09 pm. Minutes of a 2nd BOT meeting held on August 10, 2012 All BOT members from the first meeting were present. The meeting was called to order at 9:25 pm.

The second meeting of the BOT was called because the first meeting ended before all business could be finished.

Jim Kindraka, **Treasurer**, presented the Profit and Loss statement for fiscal year 2012 (July 1, 2011 to June 30, 2012). The rather surprising bottom line numbers were that the NASG actually made money for the year for the first time in four years.

Because of the way memberships were renewed when the NASG was founded, the actual amount of money for the fiscal year was somewhat clouded, but it was thought to be about \$3,500 to the good, maybe more. Jim K. then presented the proposed budget for FY2013. In light of the increased bank account, the budget was modified to give Greg Klein's promotions committee half of their increased budget request, and the new budget is BALANCED with no deficit.

There was a brief discussion about the performance of the **Russ Mobley library**. It was agreed that there would be a personal conversation with Mike Greene with a report to be provided at a later date.

The AF annual **special car project** was discussed. Doug Peck will have been handling this project for 25 years when he retires from it in 2014. The discussion then centered as to the need for the project to continue or be terminated, or be changed to a different style of manufacturer, particularly MTH should they make cars as SHS did with both hi-rail and scale capabilities. It was decided to look at this again when MTH actually starts producing S products. Also discussed was how to handle dead inventory from the AF car program. It was decided that as this was a “collector” car program, reducing the prices significantly and therefore undermining the value of already sold cars was not an option. The possibility of repainting the cars to an “undec” was mentioned, but most of the BOT felt it was going to add more cost to the cars while reducing their value. It was decided to get Doug Peck into the conversation before any decisions were made.

Walt Jopke's report on the **2010, 2011 convention** was passed around, and the future convention portion was looked at. As there was nothing the BOT could do about the report, the meeting was adjourned at 10:31 pm.

- Respectfully submitted,

- William “Bill” Winans, Western VP

S SCALE SIG NEWS

Now that the S Sig website has a respectable amount of content, it is time for us to inform the outside non-S world that it exists. Our goal here is not to merely have a web site. The objective is to encourage folks to switch to S. In order for that to

happen, we need to motivate non-S'ers to come visit the web site and read the material.

We are contemplating the details of an on-going advertising campaign in various model railroad magazines. Small ads with great frequency. Sort of like the Kadee ads which are always in every issue no matter what.

Ads cost money. The S Sig has many hard-working volunteers, but not a lot of money. As you already know, there are no dues, no subscription fees, nothing financially is required of anyone. But we want to begin an advertising campaign. So what to do.....??

I'd like to ask everyone to consider making a contribution to this effort. We all will benefit -- no matter if you are a manufacturer, hobbyist, magazine publisher, club member, or whatever. If we all make a contribution, the total amount available for this campaign will be large enough that S will be noticed -- BIG TIME!

The easiest way to help out is to click on the large green spoked wheel on our Home Page at <http://sscale.org/>. Using PayPal is quick and easy. Or, you can send a check to our Treasurer, John Gibson. We are not fussy about how the funds arrive.

100% of all contributions will be used strictly for S scale promotional purposes.

Your help will be greatly appreciated. - Ed Loizeaux, S Sig Coordinator <http://sscale.org/>

S CLUBS UPDATES

Since we aren't having a printed directory this year I have some updates you might want to pencil in to last year's copy:

- State-Line S Gaugers website is www.state-linesgaugers.org. Org is the change.

- Pittsburgh S Gaugers has an update on their contact email: Jonathan Knox at - jonknox@fullservicenetwork.net.

Three new clubs:

- **Panhandle and Palouse Model Railroaders**, Vic Cherven, Spokane, WA - rockdoc@gotsky.com

- **S Gauge Wisconsin**, Madison, WI, Tom Detmer - detmer@charter.net.

- **Valley of the Sun S Gauge Club**, Phoenix, Arizona area; Chuck Eral at: cerall@cox.net. Here's their website: <http://sgaugers.com>

S Calendar

Sept. 29-30, 2012: 31st Annual Fall Get-Together sponsored by the Central Jersey S Scalers. NEW LOCATION: SHS/Hoquat Warehouse, 77 Cliffwood Ave., Suite 7C, Cliffwood, NJ. S-Mod modules, dealers, manufacturers. Contact: SHS at 732-441-0555 or Hoquat - 732-752-0707. www.stacktalk.com

Nov. 2-4, 2012: 37th Annual Fall S Fest sponsored by the Badgerland S Gaugers. Marriott Hotel (HWY F just off I-94) Waukesha, WI (Milwaukee, WI area) www.trainweb.org/bsg Roy Meissner: 262-538-4325 - rmeissner@wi.rr.com

May 3-5 2013: Spring S Spree, Quaker Square Inn, Akron, OH. www.quakersquare.com. Contact: Mike Graham 216-398-9313 mograham@hotmail.com.

Dates not firm: 2013 NASG Annual Convention, Steamtown (Scranton, PA), www.nasg.org. Jamie Bothwell -

Bids open for NASG Annual Conventions 2014 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.



At the banquet the BOT, represented by Treasurer Jim Kindraka, presents the first (new) Trustees Award to Claude Demers (Membership), Greg Klein (Promotions) and Peter Vanvliet (Webmaster). Peter was not present. *Photo by Jeff Madden*



An enlarged view of the new Trustees Award.

NASG Budget Summary

Approved by BOT: 08-10-2012

	FY 2012 Budget	FY 2012 Actual	Approved FY 2013 Budget	Notes
Income				
Membership Dues	\$34,000.00	\$41,100.00	\$39,000.00	1
Dispatch Ad Revenue	\$4,000.00	\$4,745.00	\$4,500.00	
Fund Raising Projects	\$40,000.00	\$25,850.00	\$30,000.00	2
RMC Co-op Ad Revenue		\$11,800.00		
Conventions	\$1,000.00	\$12,200.00	\$6,500.00	3
Clearing House	\$1,200.00	\$660.00	\$1,000.00	
Misc.	\$800.00	\$700.00	\$800.00	
TOTAL	\$81,000.00	\$97,055.00	\$81,800.00	
Expense				
Bank Fees	\$100.00	\$165.00	\$200.00	
Clearing House	\$500.00	\$80.00	\$600.00	4
Conventions	\$1,500.00		\$1,000.00	
Insurance	\$4,600.00	\$5,060.00	\$5,000.00	
Dispatch Publication	\$40,000.00	\$39,100.00	\$41,000.00	
Fund Raising Projects	\$22,000.00	\$18,000.00	\$20,000.00	
Library	\$300.00			
Promotions	\$8,500.00	\$3,600.00	\$7,000.00	5
RMC Co-op Ads		\$11,600.00		
Internet Presence	\$1,000.00		\$1,000.00	
Administration:				
Postage & Office Expense	\$2,800.00	\$2,180.00	\$4,000.00	6
Taxes & Franchise Fees	\$1,000.00	\$360.00	\$600.00	
Professional Fees	\$1,200.00	\$1,350.00	\$1,400.00	
TOTAL	\$83,500.00	\$81,495.00	\$81,800.00	
	-\$2,500.00	\$15,560.00	\$0.00	

Notes:

1. Dues income is based on 1560 members, which would be a slight increase over our current number.
2. Income amount based on selling the entire 2012 AF project plus \$4 to 5k pre-existing AF inventory.
3. Based conservatively on Dave's best estimate of Chattanooga income and zero income from Sacramento and Duluth conventions.
4. Just submitted a major reorder of shirts.
5. Decreased Promotions budget but still almost double Promotions Committee spending for FY12.
6. Increased due to costs of running election in 2013 and potential membership costs.

Railmail, cont. from page 4

tion. I have been a member NASG for at least six years but this was only my second convention I have attended and only the first with models entered in the contest. I may have strayed from the path a bit after receiving my first Flyer in 1948. From the mid-70s to 2005 I was an avid N scaler and have been a twenty year member of the NMRA. After a few scratchbuilt hi-rail cars got bombed in regional NMRA contests, I moved into S scale proper and represented S scale rather successfully. The highrail models presented at the convention contest are part of the "great backlog" of built stuff in the closet.

Three of us from the Knoxville Area Model Railroaders had one of the two 12 foot switching layouts at the convention as well. You got by our layout and caught all three of us there at the same time (which was a pretty good trick since all three of us seemed to be shopaholics for the weekend!!)

I have already started campaigning for at least one road trip for next year --- the NMRA convention in Atlanta, GA or the NASG in Steamtown -- its going to be a tough call!!

- Jim Schall *Jim seems embarrassed a bit about having several awards for his many contest entries - don't be. We all enjoyed seeing your models, and you earned the awards. - Ed.*

Bernie Thomas Winner reply: Got your "surprise package" yesterday... 'Told Keren I wasn't expecting anything / hadn't ordered anything recently so I had no idea what it could have been...???' 'Sure was a surprise tho! A very nice, very classy "trophy" indeed. It says so right on the plaque: "30 years in the business..." (It's actually been 33 years, Can you believe it?) My thanks to all those responsible for presenting it !

- Ol' Bill... Bill Peter of P.B.L.

Editor: I want to protest the awarding of the Bernie Thomas Award to Bill Peter of P-B-L. I have no quarrel with the fact that Mr. Peter is perhaps the single individual who is responsible for evolving Sn3 from a tiny niche to a dominant narrow gauge scale/gauge (only recently eclipsed by On30, a bastardized scale/gauge with no known domestic prototype). Mr. Peter was certainly highly deserving of the Charlie Sandersfeld Award – but not the Bernie Thomas Award.


We (the NASG) have had internal struggles in the past over whether individuals versus vendors should receive the Thomas Award. The problem was supposedly resolved once the Sandersfeld Award was established.

The Thomas Award, as I see it, is reserved for individuals in S who have contributed substantially to both the scale and the NASG over the years, beyond the level of most members, and indeed, most officers. Such individuals should be of the caliber that would continue to serve the scale and the NASG subsequent to receiving the award. On the other hand, the Sandersfeld Award is a perfect fit for Bill Peter, whose efforts have resulted in S having, in addition to Sn3 locos and rolling stock, an array of 1:64 scale structure and detailing items envied by those in other scales.

If there are two competing Sandersfeld candidates, it is the BOT's job to decide between them, not to co-opt the Thomas Award as a substitute. Perhaps the Thomas Award could have been bestowed on one of the winners of the new Trustee Award. If the Thomas award had no really suitable nominees, it should not have been awarded to anyone.

- Dick Karnes
Member No. 91L0001W

A. C. Gilbert's
American Flyer Trains
Bob Iannacone
615 371-0948 cell: 615 429-8292
biannaco@bellsouth.net
www.americanflyertrains4u.com

Lights4Models.com
614-296-8691
Trains • Cars
Boats • Planes •
Doll Houses

NMRA and NASG member.
LED Lights & Animated Signs 4 Models

GOLDINHANDS
www.goldinhands.com
American Flyer - Lionel
- Train Repairs
- A/F Chassis Re-bushing
TMCC and D.C. CONVERSIONS
Custom Built Maintenance Cradles

Edward Goldin
Phone: 847-727-0857
Fax: 847-884-9285
Member NASG #05R0025C


AmericanFlyerTrains.com
Dave Blum
PIKEVILLE MODELS
3315 Timberfield Lane
Pikesville, MD 21208-4425
410-653-2440
ALL THE FLYER YOU DESIRE!
E-mail: americanflyertrains@gmail.com


Budd & Heavyweights cars for S scale



- Operating AF compatible couplers. • Full lighted interiors (three bulbs) • Flush prototype windows (three bulbs) • All wheel electrical pick up
- Die-cast and composite trucks • Fully operating sprung trucks • Die-cast frame with fine detailing • 74 foot scale length
- Operates on AF curves • Separately applied diaphragms • Separately applied steel grab irons • AF hi-rail versions in 3 step chroming finish (Santa Fe and NYC Empire State Express).

Budds available in these road names: Baltimore & Ohio (silver painted) Burlington (silver painted), New York Central (silver or chrome), Pennsylvania, Santa Fe, Southern (silver painted), Missouri Pacific, Southern Pacific, Union Pacific & Illinois Central. Extra Coaches sold separately in different names or numbers. 4 car sets include RPO, Diner, Coach & Observation cars \$319.95 (Scale sets and coaches also available). Ask about our Katy sets w/ E8 engines. Call or see web site for details and pricing.



American Models, 10087 Colonial Industrial Dr., South Lyon, MI 48178
Phone 248-437-6800 Fax 248-437-9454 www.americanmodels.com

