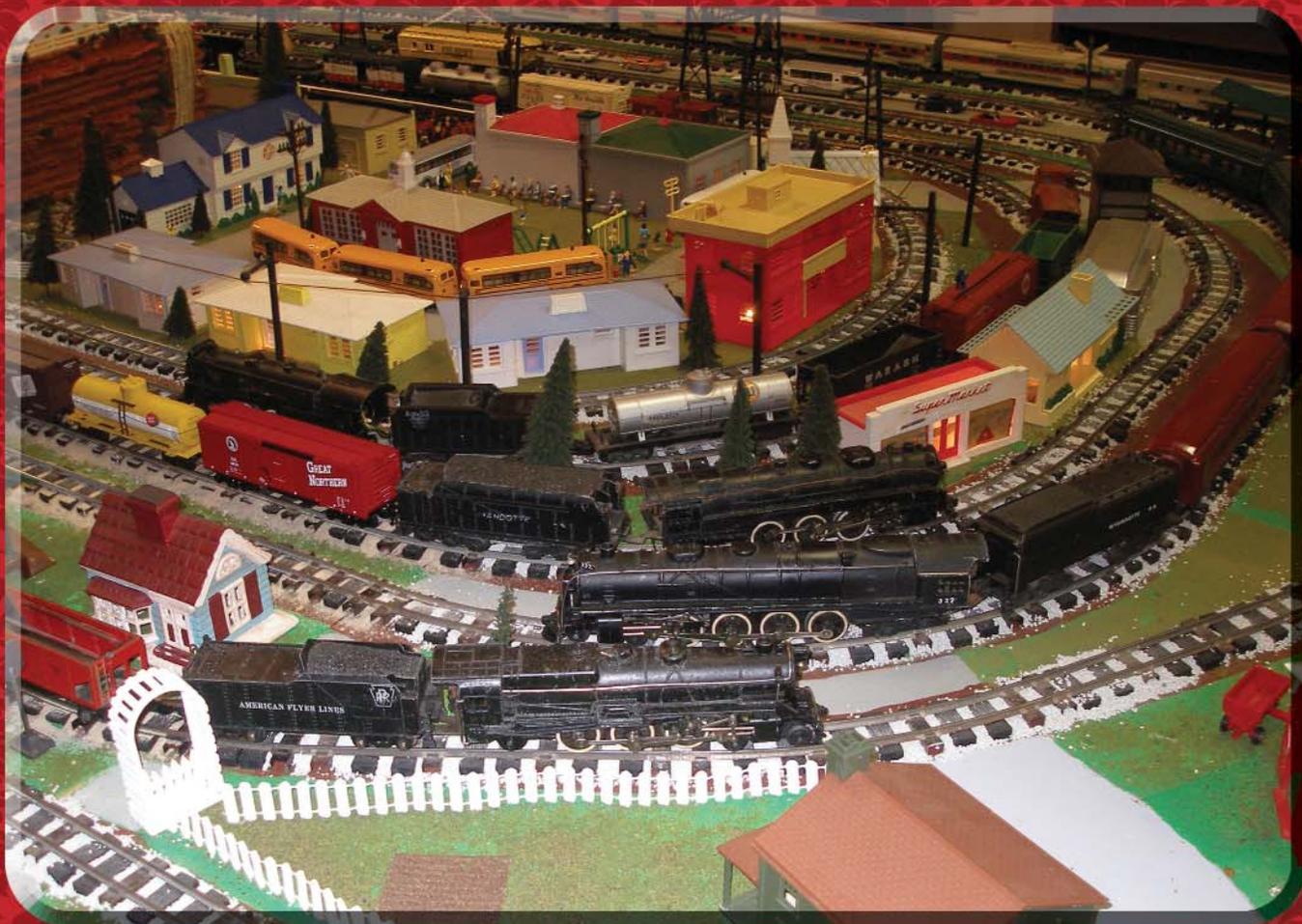


DISPATCH



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EXTRA 2011 WEST

X2011

JULY 3-9, 2011 SACRAMENTO, CA
2011 NMRA NATIONAL CONVENTION

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.

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

NASG Membership Secretary,
Claude Demers
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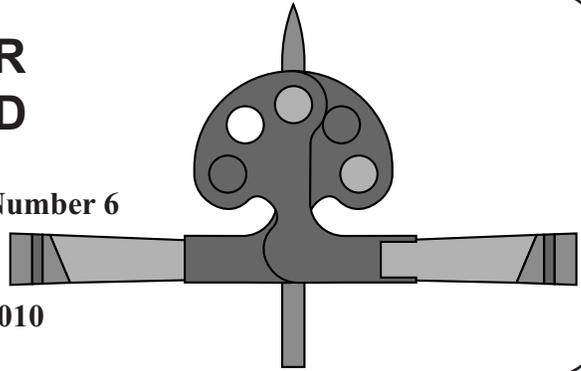
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COVER:The big photo shows 5 loops of American Flyer on a part of Glenn Miller's S layout. Photo by Glenn. The cars shown are the two versions of the SP gondola available as the 2011 convention car. The high side car is for hauling sugar beets.

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

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WGH Promotions: At the 2010 NASG Convention the Promotions Committee's comprehensive program for the promotion of S model railroading was approved by the Board of Trustees. The promotion efforts will focus on the marketing of the S model railroading community which will need the active involvement of clubs and individual members to showcase our scale to the general public. We also hope to increase the recruiting of new members to the NASG. Our efforts will focus on major train shows such as the World's Greatest Hobby on Tour (WGH) show. The committee is again planning to contact clubs that could set up a layout for the WGH shows. The upcoming shows for the 2010-11 season are: St. Paul River Centre, St. Paul, MN on Nov. 20-21; 2010; Greater Columbus Convention Center, Columbus, Ohio on January 8-9, 2011; Quest Center, Omaha, Nebraska on January 15-16, 2011; Cobb Galleria, Atlanta, GA on Feb. 12-13, 2011; New Jersey Expo Center, Edison, NJ on Feb. 26-27, 2011; and Tampa Convention Center, Tampa, FL on March 19-20, 2011.

The committee will be arranging for S model railroading representation at the National Model Railroad Association's National Train Show in 2011 which will be held in conjunction with the joint NMRA/NASG 2011 Convention in Sacramento, CA on July 3-9, 2011.
- Greg Klein, Promotions

NASG Banner: Continuing with S promotions here is an update on the NASG Banner program. This program has proven to be very successful since its inception in 2008 and will continue. The NASG has distributed 13 NASG general banners and three special order banners with club logos. The purpose of the club banner program is to provide free of charge, an NASG

2 foot by 4 foot vinyl banner to any S club and association that requests it. If a club wishes to it can add its club logo and website address to the banner at a cost of \$25.00.

Again, to qualify, a club must participate in a reasonable number of train shows/events each year and agree to distribute NASG promotional materials. Promotional materials currently consist of prior issues of the *Dispatch* and NASG membership forms. The Promotions Committee is working on renewing and updating information on S model railroading for future handouts at shows. Interested clubs should contact the Promotions Chairman, Greg Klein, 38211 Bolington Road, Lovettsville, VA 20180-3403. Phone: 540-822-5362. Email: moviemadness1@verizon.net.

Below are samples of the banners.




Continued on page 26



Promoting S: Tony Koester (MR columnist and former *RMC* editor) was the featured banquet speaker at the 50th NASG Convention in Duluth, MN last summer. One of his main points is that we (model railroaders in general) should stop dwelling on youth as a primary potential source of new hobbyists. My personal belief is that there is a large subset of older people who are already model railroaders for whom switching to S would be to their benefit. These include HO and N

people whose eyesights are not what they used to have, and O and G people who have to downsize their living quarters.

- Dick Karnes

Some Positive Thoughts: I am glad to say that this year's NMRA British Convention had an Sn3 display layout by Peter Woodland. I was not able to attend myself, but he kindly displayed some S-scale standard gauge models which I had posted over. In honour of the NMRA's 75th Anniversary year, the British Region will also have a series of displays, including Peter demonstrating S scale, at the Warley National Model Railway Exhibition at the Birmingham Exhibition Centre on the 20th of November. These will expose S scale in Amer-

Continued on page 30

Jeff's Junction



Two Camps:

Over the years I have observed that S has two “camps” of followers regarding displaying layouts at shows – one is the “entertainment” faction and the other is the “modeling-educating faction. Neither philosophy is bad for the hobby and S scale, but the two camps represent two different ways of looking at the hobby and the building and operating of S modules or portable layouts in a public venue.

The “entertainment” displayers are the ones that enjoy setting up American flyer or hi-rail layouts that are meant to attract adults and children who enjoy seeing flashy trains and lots of animation. These layouts often have interactive ingredients such as push buttons that operate accessories. Since kids gravitate to this style layout, they are often built at only a 3' high level. Scenery is usually minimal with lots of Plasticville buildings and Gilbert accessories. For adults these types of layouts are meant to evoke nostalgia. Grandpa will get all excited and try to have his enthusiasm for trains of his youth rub off on his grandkids. Here you will see circuses, amusement parks, lots of vehicles, humorous mini scenes (Batman, fire fighting, etc.). Trains and rolling stock include American Flyer or AF compatible equipment from newer S manufacturers. This faction hopes the entertainment value of their display will motivate grandpa to drag out his AF trains from the attic and stimulate kids to ask for S trains. Or perhaps, dad or grandad will have their own interest rekindled.

Now to the other faction: “modeling/education.”

Here we have scale or hi-rail layouts being set up at shows for the purpose of presenting realism to aspiring modelers with the hope they choose S scale to start with or switch to. These layouts are supposed to be realistic in all phases – trackwork, bridges, rolling stock and scenery. You might see and hear DCC with sound here. You might see weathered rolling stock. You might see realistic tunnels and bridges. Vehicles are always 1/64 (not oversize 1/43rd). Animation is limited to loco sounds and realistic mini scenes (hobo campfire, lighted buildings). No push buttons here, instead, many operators will let some bystanders, including youngsters, run a DCC throttle.

There is usually an attempt to show off different types of scenic treatments from “urban canyon” scenes, to mountain scenes, to small-town America.

Trains are run at slow to moderate speeds. Kadee scale couplers predominate

So there you have it – two philosophies of promoting S at shows. Both “camps” have great ideas and appeal to viewers. Both camps try for the most part to run rolling stock that is currently available, yet both “camps” are looking to attract different enthusiasts. One wants to attract mostly youngsters and nostalgic oldsters. The other aims to impress more serious modelers who value realism.

Nothing wrong with either philosophy as long as “S” is promoted. Both “camps” benefit because the more S that is produced, the more product will find its way into modelers homes. Both sides of S need to be out there. The only suggestion here would be to tailor the layout to the show. If you're doing an NMRA show – a realistic scale or hi-rail layout would be the ticket. If a club is setting up at a TTOS swap meet, then AF/hi-rail would seem more appropriate. For huge shows, conventions, etc., it might be the thing to have various styles of layouts displayed – Trainfest, Fall S Fests, Sprees, NASG conventions.

As a side note, the recent Trainfest in the Milwaukee area had 25,000 folks attend the two-day event. Only a couple thousand of these were participants. The Badgerland S Gaugers had two layouts - their hi-rail one and the 3' high AF one. There was also the S scale diorama there belonging to Larry Blank - the one shown on the cover of the directory. Actually this is like 3 “camps” isn't it?

Either way, promoting S is good. This sounds like a good New Year's Resolution

– **Happy New Year.**
Jeff

And speaking of resolutions, how about some for 2011:

- ✓ Work on your layout or club layout
- ✓ Be involved in displaying S in public
- ✓ Support your S manufacturers
- ✓ Support the NASG and S publications by joining, subscribing, contributing.
- ✓ Enter a contest
- ✓ Attend the NASG convention, or at least a Spree or a Fest or a Get-Together
- ✓ Build a structure
- ✓ Join an S club, or start one.
- ✓ Write an article for a non-S publication.
- ✓ If you have a layout, host an open house
- ✓ Oh yeah, and for Lent, give up whining and complaining about S.

NEW PRODUCTS REPORT

By Jeff Madden

ALTOONA MODEL WORKS (www.altoonamodelworks.net) is a new producer of S scale laser structures. These include in S a water tower at \$TBA, a car maintenance shop building at \$175, Pickler's Warehouse at \$165, a single stall enginehouse at \$145, a branch line station at \$65, a station/tower combo for \$99. Coming are a six stall roundhouse and a three-stall add-on. These products are also available from Scenery Unlimited – www.sceneryunlimited.net. Many saw some built samples at the Scenery Unlimited tables at the recent Fall S Fest.

BILL'S TRAIN SHOP (www.btsrr.com) has listed the McCabe MOW speeder on the website. It is a kit that consists of laser cut basswood, plywood, cardstock and brass and white metal detail castings. The mechanism is fully assembled and features a brass frame and NWSL gears and wheelsets. It is available in S, Sn3, Sn42 and Sn2 versions - each slightly different. The S version is \$199.95, the Sn3 is \$179.95, the Sn42 and Sn2 versions are \$139.99 each. If you model a road such as mentioned in the book below, this critter might be just the ticket.

ELK RIVER COAL & LUMBER CO. BOOK (by Brooks Stover). I don't review too many books here, but this one seems appropriate since Brooks' BC&G S layout has been featured so much lately and reflects the history of this road that is the actual parent company of the BC&G. Brooks has had several articles in the S and non-S pubs. I featured the BC&G and his layout in a two part series in the *Dispatch* several years ago - as the perfect steam railroad to model in S. If you like modeling in S along the lines of a heavy-duty coal mine branch line with a log-

ging component interchanging with a larger road, then this book will give you photos, maps, history, rosters and the scenic atmosphere for such modeling. The hardbound book has lots of b&w photos, track maps and is 216 pages long. The book is \$32.95 ppd. Send check to Brooks Stover, 2870 Plum Creek Drive, Oakland, MI 48363. Email is: buffalocreeksteam@comcast.net

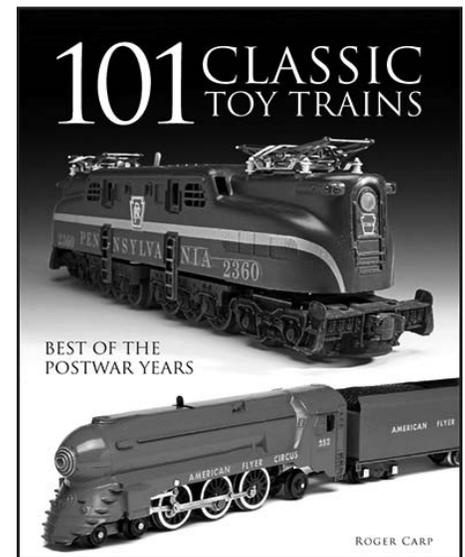
E-Z ENGINE TRAIN STATION (1888 3rd Ave., Chetek, WI - daba@chibardun.net - 715-837-1427). This outfit was spotted at the Fall S Fest selling some motorized turntables ready to install. The diameters range from 22" to 32". Pricing example - 24" diameter to 30" pit with reversing DC motor - \$440. Same with stepper motor and touch pad **controls - \$925.**

GREAT DECALS (www.greatdecals.com) has many S scale railroad decals. Check the web for prices and offerings. This is Bill Mosteller (new address) – P.O. box 994, Herndon, VA 20172.

KALMBACH PUBLISHING CO. (www.kalmbach.com) has issued the updated 2011 (Greenberg's) *American Flyer Pocket Price Guide* covering AF from 1946-2011 including American Models and S Helper Service. List is \$15.95. Also a new full size soft-bound book entitled *101 Classic Toy Trains* by Roger Carp might be of interest to American Flyer enthusiasts as the 128 page volume covers top toy train accessories, locomotives, and rolling stock. Each of the 101 items features color photos and collectable information. About 25 American Flyer items are covered. Many of the rest are Lionel O, but other manufacturers are represented too – like Mini-Craft and Plasticville which should interest S readers. \$24.95 list.

LAKE JUNCTION MODELS (www.lakejunctionmodels.com). A laser structure kit maker discovered at the Fall S Fest, Lake Junction Models had a sample of the Roadmaster Office on the portable layout of the Hoosier S Gaugers. That's the one that looks like a little freight depot on page 7. It's about 4" x 5" and sells for \$38 in S. The tool shed is a C&NW prototype and sells in S for \$16.98.

MODEL TECH STUDIOS (www.modeltechstudios.com) is yet another laser kit manufacturer dabbling in S. There are several offerings including two warehouse flats, a lunch wagon, vehicle trailer, coal unloader conveyer and a few other things. Two different warehouses about 14" by 1" deep sell for \$49.99 each. The coal unloader is \$34.99 and the lunch wagon is \$17.99. Thanks to Will Holt of the CASG for the tip.



WHAT'S NEW



S Std.



Sn3



Sn2



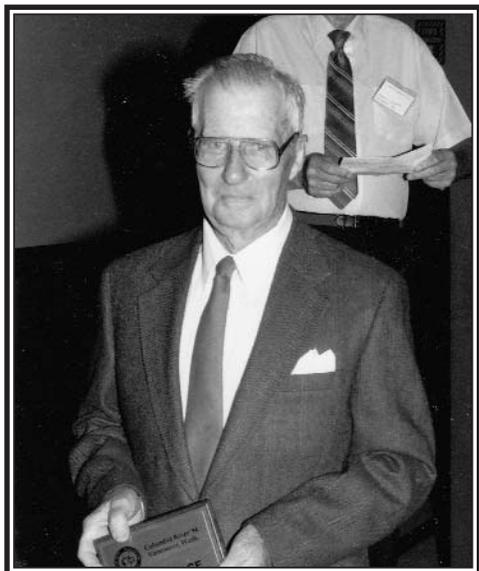
Sn42





Last Run

Jesse Bennett



Jesse Bennett
(Jesse is pronounced Jess)

Perhaps the oldest practicing S scale modeler was lost to us recently when Jesse Bennett, 96, passed away in early November. As recently as July 2009 (photo in Oct. 2009 *Dispatch*) the Inland Empire S Gauge Association threw him a surprise 95th birthday party at his home in Careywood, ID. His large S scale Great Northern Pacific (20' x44') has been featured in many publications including the *Dispatch*, *3/16th Scale*, *the Herald*, *Model Railroader*, *RMC* and others. His scratchbuilt brass steam locomotives are legendary and the winners of many a contest. I met him only once, I believe, at the 1994 NASG convention in Vancouver, Washington. According to Bob Jackson's and Lee Johnson's article in the June 1998 *Dispatch*, Jess had emigrated to California and then moved on up to Idaho to a less crowded scene where he became a rancher and wheat grower. He scratchbuilt his real house along with most of his model railroad. He was very self-sufficient, not even having a telephone until the 1980s. -Jeff

Yes, an Icon of S-Gauge has gone to the yard. My partner Sam and I were privileged to know him. We were able to do a video interview with him just a short time ago. It will appear in volume 8 of "S-Gauge Model Railroading" in the future. In that vein, we have a few copies of some of the other volumes 1-7 available on VHS and all are still available on DVD. All are \$10. Jess also appears on one of them from some years ago. His layout is featured in two of them.

- Steve Blackburn, SnS Trains, Boise, ID

My memories of Jesse (with second "E", but pronounced without) are numerous and interesting. My first visit was a several-day

camping experience in his so-called back yard in my VW camper with wife and three kids. His back yard was some huge number of acres that was larger than anything around the San Francisco area. Not sure how large exactly, but he raised timber, cattle, wheat, and lots of grasshoppers on his land. Going from an aged memory, here are my recollections:

Jesse started out in the midwest somewhere as a young man and migrated to Orange County in southern California back in the days before many people were there. I seem to recall he "rode the rods" out here, but that could be inaccurate since many decades have passed since that conversation. He bought land and raised oranges and was a happy man. As time went on, Orange County (just east of Los Angeles) became very popular and more settled and, in Jesse's opinion, too crowded. So he sold out and moved to rural Idaho.

Again he bought land and lots of it. I am vague on the details, but he either raised wheat or leased out the land to a wheat farmer. Not sure which, but what the hey -- he had lots of trees and cut some of them down himself, dragged them in to town to the local sawmill, had 'em cut up, dragged the wood back to his property and built himself a house. Living space on the ground floor with the entire second floor dedicated to an S scale empire with a small shop area at one end. Jesse carried the hobby of "scratchbuilding" to new levels since he grew the trees, cut 'em down, cut 'em up, and made his own wood ties for his model railroad. Anyone else ever do that?

Jesse was active in several of the S scale circuit letters of the day. He was very independent and never felt a strong need for a telephone. Thus, snail mail was the only way to communicate with Jesse. He finally got a telephone very late in life -- somewhere in the late '70s or early '80s if I remember correctly. Why so long?

Well, his house was very rural -- at the end of a many-miles-long dirt road and then he had a so-called driveway (ruts in the field grass) that went another half mile or so. The phone company tried hard to have him sign up for a phone, but they wanted \$1,500 or more to run the line out to his house. He never felt the cost was worth it and so he turned down the opportunity many times. Eventually, the phone company lowered the price (maybe to free?) and Jesse gave in and the phone was installed. He then knew happiness in a way he never knew it before. If he were a younger person in this age of the I-net, he would be an active participant.

He treated us well during our visit. We all got to use the hot water shower, eat meals in his house, go hiking, went fishing, and chased grasshoppers all over his backyard. My three kids had never had a wild grasshopper experience before and this was the highlight of the trip for them. Thousands of 'hoppers would jump up in front of you as you ran through the fields - almost right up there with a locust plague. But it was a hoot to be sure.

Jesse liked visitors and always went out of his way to make sure they had a good time. I went back many years later and, for better or worse, not much had changed since my first visit 20 years earlier. I was told that Arden Goehring is his adopted second son because Arden spent so much time up there in the summer. Both Arden and Jesse were UP fans and had much in common. Jesse's

biological son had little interest in trains and so Arden filled that void very nicely. Many of the rocks on Arden's UP empire (to be on tour at NASG's 2011 convention) are from Jesse's back yard. How's that for authenticity?

For photos of his layout and a track plan, I would suggest that the NASG library be contacted for a loan/copy of a past issue of *3/16 S'cale Railroading* magazine. Great Bob Werre photos, interesting text and Editor Karnes used one of the photos on the front cover. A really neat shot of a long UP train trundling over an S-shaped trestle that was probably 15 feet long in total. Only Jesse would build a l-o-n-g trestle in the shape of an "S". Anyone else ever do that?

- Ed Loizeaux

Bob Jackson and Lee Johnson had an article printed in the June 1998 Dispatch – also available from the Library when it's up and running again. – Jeff

Several of us were privileged to be able to visit his rather isolated layout. I was there on two occasions to photograph his layout for *Model Railroader* and *3/16ths*. Jess always insisted on my bunking in because of the lengthy drive. On my first visit Jess and his first wife picked me up at the Sandspoint depot at some ungodly hour in the morning in the dead of winter. A couple of days later I had to catch the return train at 2 AM. He certainly was a hardy fellow at that time and a generous host. I had always hoped to get back out to Idaho to see him without the pressures of the photo session but obviously it'll never happen--one of my regrets!

- Bob Werre

Well we lost another great S scale champion. Jess Bennett of Idaho passed from this world last Friday. He had been fighting cancer for some time now. His was one of the finest layouts you could ever see. It was featured in several S publications over the years and he will be greatly missed. Jess scratchbuilt most of his layout including the brass engines he loved to run. They were so accurate that you could even compare the rivet placements and sizes and be in awe. As they say even the bean and rivet counters would be amazed.

- Warren Chadbourne

I remember Jess from reading my *S Gauge Herald*s when they came in the mail. He was a real genius, and from those who knew him personally, a super nice guy. I know he's out of pain now, but a true loss for those of us still on this plain of existence. I'm glad he was able to see S grow into the "minor league" player that it is today--we've come a long way, baby--and Jess was one of the ones who helped make it happen. Godspeed, Jess!

- David Dewey



A Great Northern articulated crosses the "S" Curve trestle on Jess's Great Northern Pacific



Above - A rare U25B diesel operates on the GNP. Below - Lots of steam most of which were likely built by Jess. Photos by Lee Johnson



X2011

UPDATE ON THE EXTRA 2011 WEST THE UNCONVENTIONAL CONVENTION.

“S”acto - the unconventional convention.....

DISPATCH Editor Jeff Madden recently conducted an interview with the Chairman of the 2011 NASG convention, Ed Loizeaux. Here are some notes from his conversation:

MADDEN: What is Sacto? Is it some new kind of modeling knife just for S gauge?

LOIZEAUX: Y’gotta be kidding, Jeff. “Sacto” is the nickname for Sacramento, the capitol city of California. It is the home of the California State Railroad Museum and the Southern Pacific steam locomotive shops. “Sacto” is to Sacramento as “Frisco” is to San Francisco. Got all that? By the way, call me Ed.

JEFF: What is so unconventional about the 2011 NASG convention?

ED: To start with, this is a joint convention co-hosted by the NASG and the NMRA. That alone makes it somewhat unconventional compared to most years. In contrast to past joint conventions, this one will have all of the special events and activities that are typical of the traditional standalone NASG convention. In addition to this joint convention, the Train Collectors Association (TCA) will be having their annual convention just one week earlier in the same city. Thus, you can attend all three model railroad conventions – TCA, NASG, and NMRA – with one trip to Sacramento. Not to mention having three days at the National Train Show (400+ sales/display booths) included with your NASG/NMRA convention registration. If you like trains, this is the place to be in 2011. Bring the entire family for a fun vacation.

JEFF: Is it necessary to be a member of the NMRA to register?

ED: As I said, this is an unconventional convention. Nobody has to be a member of anything in order to attend. You do not even have to be a member of the NASG in order to attend this annual NASG convention. This easing of the membership requirement is a first for both the NASG and the NMRA. The old rule book has been tossed out!

JEFF: How is this convention similar to the typical NASG standalone event?

ED: All of the S-oriented events that we enjoy at the usual NASG conventions will be available. No exceptions! We S folks will have our own separate banquet, our own swap meet (\$25 per table), our own auction (with Jamie), our own S-only home layout tour, the usual NASG model contest, two new model contests (\$200 prize), our own welcoming gathering, our own NASG business meeting, our own S gauge convention cars and so forth. Most of the S-oriented activities are scheduled for the evenings so that participants will have all day to enjoy many NMRA-organized clinics and tours. Nothing will be left out due to this being a joint convention with the NMRA.

JEFF: When will all this happen?

ED: In early July of 2011. I’d suggest looking at our web site for exact times and dates for the major S activities. Here are a couple of URLs complete with color pictures:
<http://www.x2011west.org/nasg.html> (S activities only)
<http://www.x2011west.org/index.html> (Other activities)

Note the page for the Advance Section which is a 3-day long opportunity to drive yourself to home layouts and other interesting places without the cost of paying for a bus tour. In total, the activities stretch out over a 10-day period.

JEFF: All of this must cost a fortune!

ED: The basic registration fee is \$139 which entitles you to enjoy all ten days. This works out to \$14 per day. Check out the Registration page on the web site for details and other costs. Spouses and children are cheaper. The registration fee remains the same regardless of how many

days you actually attend.

JEFF: What if someone does not have access to the internet? How do they learn about this convention?

ED: I would suggest folks without a computer find a relative, friend, club member or neighbor who is willing to show them our web site and all the information on it including photos of the official convention cars. Or, they could go down to their local public library learn how to enjoy the internet for free. No need to buy a computer. Save that money to purchase our official convention car with load.

JEFF: Why is using the internet so important?

ED: The registration process for most folks will be handled online using your credit card for payment. As an alternative, you can download and print the registration form on paper and mail it in with a check. Either way, you will need to use the internet.

JEFF: Sounds like you are making it very easy for us. Anything else we should know regarding the internet?

ED: Yes. The process of signing up for railroad tours, banquets, S-layout visits, swap meet tables, convention cars, hotel rooms, and just about everything being offered will be handled by an online shopping cart system. The menu of choices will be extensive and you can click your way to happiness very easily. Yes, you could download and print out the menu and send in a check. But that requires a lot more time and events might be sold out by the time your check reaches us.

JEFF: What do you mean “sold out”? How can that happen?

ED: There will be dozens and dozens of tour buses of various sizes ranging from 24 seats to 50+ seats. When all the seats have all been sold for a specific tour, the next person who attempts to sign up for that tour will find a “sold out” sign waiting for him. Certain events, like the speeder rides and diesel engineer opportunities, have a very limited capacity and are expected to sell out quickly. The tour of a large cardboard box factory can only handle 24 people. Similarly, the “NASG Roundhouse

Revue & BBQ too!!” has a limited seating capacity since the roundhouse can only accommodate a certain number of tables. The only way to squeeze in more tables would be to move locomotives outside – and we sure don’t want to do that! With over 1,200 expected registrants, spaces for all events are likely to sell rapidly and might be sold out if you delay in making your reservations. If you act promptly, there should not be any problem signing up for S-oriented events. The online shopping cart will indicate how many tickets are still available for each event before you sign up for it.

JEFF: It sounds like the early bird gets the worm?

ED: That is not far from the truth. Let me explain in a bit more detail. The online shopping cart is expected to “go live” in early January 2011. Once it goes live, you can register and sign up for events and purchase merchandise. We have made special arrangements for S folks to be able to sign up for S-oriented events prior to non-S folks. Thus, there is a window of opportunity during which only S folks will be able to sign up for the S-oriented activities such as the S home layout tour, NASG banquet, S swap meet tables, and so forth. After about two or three weeks, this special opportunity will expire and anyone can sign up for anything. Once the window of opportunity closes, all the HO and N guys could sign up for an S activity. There is a chance the sold out sign might appear very quickly. My advice is to sign up for things promptly in order to be assured of getting what you want.

JEFF: How will the Registrar know who is an S-guy or a non-S-guy?

ED: The registration form has a box labeled “NASG”. If you check this box, our trustworthy computer will know you’re an S guy and you will have early sign-up privileges for S events. If you do not check this box, you will have to wait until after the window of opportunity closes in order to sign up for an S event. Note that it is not necessary to be an NASG member in order to check this box.

JEFF: Give me some prototype railroad events and tours of interest.

ED: Here is a brief list of some fascinating

activities and tours:

- speeder rides (2 hours each)
- wine train ride (ALCO FA locos and full length dome car)
- Drive a WP diesel (about 20 minutes each)
- cardboard box factory (24 people only)
- California forest fire Aerial Tanker Maintenance Facility tour
- Jamestown, CA steam train ride
- Niles Canyon steam train ride
- Jelly Belly factory tour
- Modesto & Empire Traction Co. (working short line RR)
- Central California Traction (working short line RR)
- Sacramento River Train (BBQ dinner train ride)
- Gold mine tour
- Rio Vista (traction museum)
- Virginia & Truckee RR steam train ride
- Sacramento Live Steamers (ride to hill-top and view fireworks)
- Minor league baseball game (with BBQ and fireworks)
- Western Pacific museum (in Portola)
- Northwestern Pacific (NWP) restoration shops
- Southern Pacific locomotive backshop tour
- Research & Archive Techniques presentation by the staff of the California State Railroad Museum (CSRM)
- Signaling presentation and train ride to view prototype signals in action
- Photo opportunity at the CSRM before it opens to the public. Bring your tripod.
- Two culinary events with chef presentations, lunch and kitchen tour
- And more to be elaborated on later..... You will not be bored or idle.

JEFF: What is the best way to get to Sacramento?

ED: If driving, go to the intersection of I-80 and I-5. You will then be in Sacramento. If flying on most any of the major airlines, aim for the Sacramento airport and take the shuttle downtown to your hotel. Amtrak serves Sacramento and the hotels are within a 15-minute walk from the railroad station.

In my opinion, the BEST way to get to Sacramento is to fly into Reno, Nevada and stay at the Silver Legacy resort/casino which is about two blocks away from the Amtrak station. Enjoy the dinner show and the nightlife and then catch the Amtrak

train the next morning heading west. Travel over the Sierra Nevada mountain range, enjoy the scenery and arrive in Sacramento in the mid-afternoon. Amtrak’s California Zephyr is a neat experience for sure. Travel in style!

JEFF: What if I have questions?

ED: Many questions have been anticipated and are already answered on the web site. Please read the web site carefully and send an email to the appropriate responsible person. You will get an answer.

Thanks for the opportunity to discuss all this with you. Do appreciate that. See you in “S”acto.....

Guru Ed adds, Now you can register online. Tours, convention cars, banquets, activities will all be added to this online shopping cart later as our costs become known with greater precision. The store is UP! Click on the "REGISTER" button, or other "X2011 Store" links on the "Registration" page:

<http://www.x2011west.org/registration.html> *I’m sure many of you have seen this online, but this is a reminder for you folks not married to your computers.*
- Jeff

Register now and receive an early registration number which will give you an earlier opportunity to register for other events. Visit our web site for Sscale details:
<http://www.x2011west.org/nasg.html>
- See you in "S"acto...Ed L.

Here is a special travel discount just for the "S"acto convention. American Airlines, Inc. offers you the discounted air travel to X2011. A discount of 5 % off the lowest fare posted at the time the reservation is made. Travel discounts are available from 28 June through 13 July 2011 Travel is valid to SACRAMENTO and to also nearby to SAN FRANCISCO and SAN JOSE The discount can be booked online at www.aa.com/group without a ticketing charge The discount code is A9861DF Members of the group, traveling together or individually to X2011, can contact American Airlines Meeting Services Desk at 1-800-433-1790 for assistance with reservations and ticket purchase.

S TRACKS

by
Sam Powell

Bridging the Gap

We are talking about bridging the aisleway that we chose to leave open for human passage, where the track design calls for trains to cross as well. This calls for some sort of swinging, raising, dropping, or lift out layout section. One of my rules when designing the Penn Creek Valley was no duck-unders. So far I have been true to this rule. And, the layout is pretty easy on the operator's backs. So far there are 3 such bridges, and all of them can be moved rather easily. These bridges go across door openings that lead to a storage room, a spare bedroom, and the pump room for our well. Each bridge design is different because of the requirements of the scene.

There are three fundamentally different approaches to bridging the aisle with a railroad bridge.

1. Prototype bridge only. This has the bridge looking real, but with no scenery below or around it. This is the suspension of disbelief that we all engage in when we view our model railroads with ceilings, floors, and even people and large hands in the scene. One disadvantage of this design is that the bridge itself is vulnerable to people bumping into it and damaging it. Another disadvantage is that the trains are more likely to hit the floor if they come off the tracks, since there is no layout below it to catch the trains. The advantage is simpler construction, and in general this takes less space out of the room. Aisles remain more generous when the bridge stands alone with no supporting scenery.

2. Non bridge like support structure. Another closely related bridge is one that makes no attempt to look like a real bridge in any way. It can be just a chunk of plywood if that will work. This design is strong, and again imposes the least on the floor space for people. It does however require the greatest suspension of disbelief. The eye simply skips over this and in a sense the mind does not see it at all. It is just like the ceilings and floors.

3. Prototype Bridge and Scenery. The third design includes scenery with the bridge. It may not model a bridge at all, but simply be a piece of folding or swinging scenery. Or, it may indeed look like a bridge, but have the valley floor modeled with water, roads, or whatever we decide fills the scene the best.

Reliable Track Alignment. The most important element of all three of these designs is that the track must align well enough that the trains do not come off the track when entering and leaving. I cannot over emphasize this. I have seen designs in layouts under construction that I just knew were not going to work. There just has to be some sort of positive locking mechanism to keep the tracks reliably aligned. This is accomplished by providing a positive index of some kind, by having the track well fastened or spiked to the substructure, and by shaping the ends where the rails meet with a slight inner taper on the inside edge of the rail. This is done with a file, and you just nip off the sharp edge of the rail on the inside edge or the rails on the bridge and on the fixed scene.

Substructure design. Here is a fact of life with model railroads that cannot be ignored. In most parts of the US, the layout changes shape and size with changes of season. In the Winter the layout will shrink. In the Sum-





mer it will grow. This creates a real challenge when we are designing a removable insert for the layout, (called a bridge sometimes) which must accommodate this shift in size. One end of the opening must be anchored as firmly as can be reasonably done, while the other end must be free to float just a bit. This is not much mind you, but it is real, and has to be dealt with. The floating end can then move a bit to adjust to the slight shift in size of the layout. Interestingly enough, because of the design of the Penn Creek Valley's, benchwork, one of the drop "bridges" has the hinged end on the slightly flexible section. On the other two, the bridge swings from the layout section that is more firmly fastened. Since these bridges all are where doors are, the firmly fastened side is anchored to the door jamb on one side.

Leveling the scene. We must make the two sections we are joining with the bridge the same height on each side of the aisle. This is made simpler if we put levelers on the bottom of the legs. I used T nuts in the bottom of the legs in which carriage bolts are threaded, with the bolt head down towards, and resting on the floor. It is a simple matter to thread this bolt in and out to get the required height.

Lift Out vs Swinging. This is personal choice. If the moving section is very large, it is best to make it swing so it hangs there out of your way, and you don't have to be strong to move it. All my bridges swing. And from this point on, we will be discussing this type.

Indexing the bridge to the layout. . In order for the track to line up reliably, there must be some sort of device that makes the sections align the same every time. At one end, we have some kind of hinge, which will work pretty well to keep things lined up. But the opening end presents more of a challenge.



1. A Second Hinge. One easy way to index the open end is with another hinge that has a removable hinge pin. The hinge pin is in place any time the trains are running, and simply removed when we wish to open the bridge for human egress. These pins will make sure things are aligned exactly the same way when closed and the pins are inserted. It is perhaps harder to disguise this type of index, but it is mechanically sound.

2. Index Pins. Another type of bridge index utilizes pins in either the bridge or static layout section which go into corresponding, mating holes in the bridge to align things. These can be concealed a little easier than the hinge/latches, but might be a little harder to design.

3. Sliding Bolt. A third indexing device, and one which I used on one of my bridges is a standard sliding bolt. I found one in the kitchen cabinet hardware section of the hardware store which was very tight in its design and employs machining instead of folded sheet metal, so things go together pretty reliably. This indexes the sections both vertically and horizontally.

Regardless of the indexing you design and use, the trick is to install all hinges and indexing devices before any track is laid. Road bed can then be leveled precisely by sanding ties, or shimming roadbed to match from section to section.

Vertical Swing vs Horizontal swing.

You can design your bridge to swing up, down, or sideways. What you chose to do is determined by the space you have, the kind of bridge you are modeling, and the scenic considerations. One of my bridges swings sideways, and two of them swing down. The bridge that swings sideways has a Styrofoam mountain on it. It is not heavy, but if it were swung down the mountain would still be in the aisle. And you could not swing it up, since there are more hills the mountain would run into when raised. In order for a bridge to swing sideways, you must support the free end with a 45 degree brace of some kind. (See photo) The lower end of the diagonal brace will be on the hinged side and will have a hinge of its own. The static part of the layout with the hinge must be very sturdy, and well anchored.

If you have a drop, or raising bridge, no extra bracing will be needed.

Making it Open and Close

If the bridge were two dimensional, it would be simple to open and close it. But it is three dimensional, and there is a plane that is 90 degrees to the hinges. For the time being let's limit the discussion to the swinging bridge. All of the photos are of this type of bridge. Let's discuss a bridge from the perspective of having it swing towards us to open, and away from us to close, with the hinges on the left side.

If the upper surface (the one with the tracks) is rectangular in shape, it will not close. The right rear corner away from the hinge is going to hit the front edge of the layout section to the right, and not close. This is because it is larger on the diagonal than across the front. You could slide the bridge into place like a drawer, but this is impractical for our purposes. We want the bridge to swing open and hang there while we walk in and out.

This seems to be a real challenge until you realize the secret to making this work. To make it work, neither the bridge nor the opening can be a true rectangle when viewed from above. To make your bridge section swing nicely into its opening, simply make the dimension opposite the side with the hinge shorter than the front

side. Measure the length of the opening across the front. The dimension from the hinge on the front left corner to the right rear corner cannot be any longer than the opening across the front. The photos should make this clear.

Electrical

I must confess, I have not dealt with this with any level of sophistication. You can see the wires dangling in my photos. These are not too noticeable in normal viewing, and the PLAN is to upgrade these some day. Right? I simply have alligator clips transferring power from one section to the next. This suits my wife fine, as she can open the bridge without worrying about unplugging anything. In practice she simply opens the bridge (mountain) and walks in. The alligator clips simply pop off and hang there until such time as I want to run the trains. There are sophisticated circuits that will protect the trains, and prevent them from running if the bridge is out. I have not done this, but it is kind of a case of do as I say, not as I do. You can design your circuits so that the track on both sides of the bridge lose power when the electrical leads to the bridge are broken. I recommend this if you have any electrical aptitude at all.

Bridges that Raise and Lower

The principles are the same as with the swinging bridges. If your bridge raises, then the bottom edge of the bridge section must be shorter than the top. If the bridge lowers out of the way, the upper deck must be shorter than the lower one, and the edges of the construction must be tapered to match.

The Over View.

Make no mistake about it, this is a major project. They were among the more difficult construction tasks associated with this layout. In every case, I procrastinated building them. And in every case, it was a giant breakthrough to get them done, as it expanded the horizons of the layout immediately upon completion. They were absolutely worth the effort. They afford the layout designer much greater flexibility. You will get more trains in, and will not have to stoop down to get in or out of a section of the layout. If there are rooms on the far side of the layout that you need to retain access to, you can still take your tracks across the opening with bridges like this.

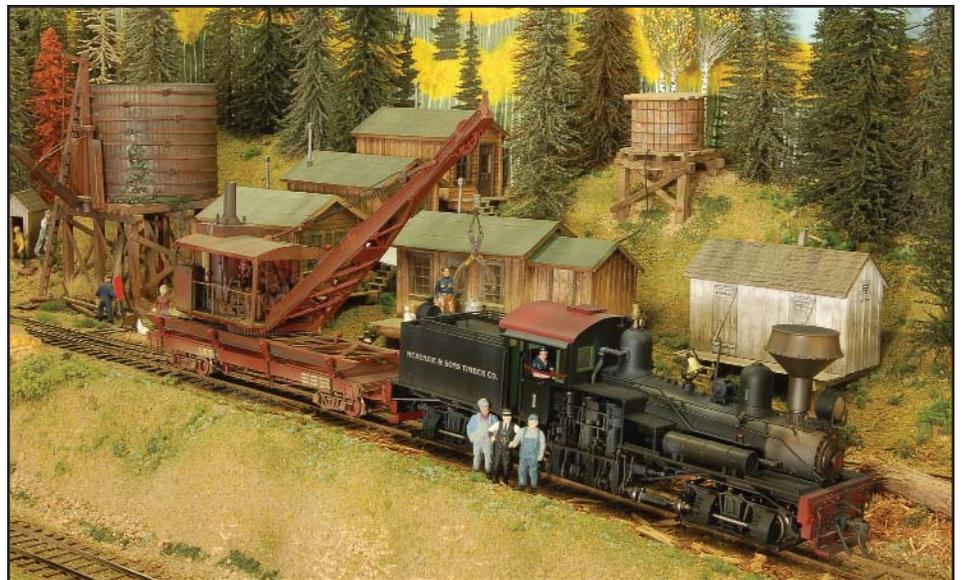
I hope the photos and text here spark your creative instincts and help you solve a design problem you have been mulling over. More later. Sam



S-PIKES AT

X2011

Above - NYC themed layout of Ed Loizeaux that will be open during the convention. Layout is fully scened. Photo by Michael Kotowski and Joe Visintine. Right is a portable Sn3 layout that will be at the "S" acto convention site. Photo by John McKenzie. Below is scratchbuilt UP diesel you can see if you visit Arden Goehring's large S multi-level layout. Photo by Arden Goehring.



GRANDPA'S MODEL TRAINS & TOY MUSEUM

by Glenn Miller

Here's a fun layout built by Glenn Miller of West Unity, Ohio. It's actually a multi-gauge layout with the majority being American Flyer S gauge. The layout contains approximately 420 feet of AF hi-rail track, 42 feet of HO, 10 feet of N, 22 feet of O and 20 feet of O-27. The majority of the buildings are Plasticville and most of the figures are Artista. About 98% of the scenery was created by my wife, Nancy, with some minor help from our 8-year old granddaughter.

The Civil War display area features a military train and a hospital train using re-decorated Franklin engines. The cars on the military train were made from the suggestions of an article in the *Dispatch* by Monte Heppe. In addition I made a Rifle Car and a Monitor Car after I did some further research. The hospital train has repainted Franklin passenger cars. A more modern military train is pulled by custom painted AF Baldwin.

A frontier town features a DeWitt Clinton passenger train (HO) with Flyer tracks circling around the area. The multi-level layout consists mostly of various loops featuring different trains such as the ones mentioned above. The majority of the loops on the main level feature American Flyer trains such as the freight train pulled by an AF Hudson, which was my first American Flyer train in 1947. On a third level I sneak in a circle of O-27 track with a copy my first toy train - a red Lionel Vanderbilt.

Two boards on the main level feature a gravel pit, an amusement park and a circus. Of course, the circus is circled by an American Flyer circus train. An amusement park train uses an N gauge engine and two cars. The gravel pit is looped by track. One has an AF hand-car on it and the other uses a Lionel AF Docksider.

Those wishing to visit, just call ahead to let us know you are coming and see if we are available. I can give you directions then. We aren't too far from Toledo. Phone: 419-924-5624 or cell 419-262-2187 - gdm-buick@hotmail.com.

Glenn Miller.



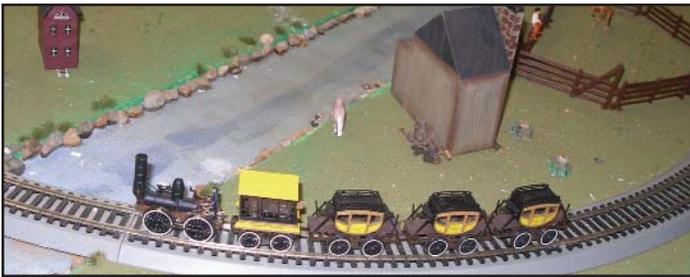
Looks like a fun layout. Glenn Miller of West Unity, Ohio has around 420 feet of American Flyer track on this multi-level tinsplate layout. Different areas of the layout are themed - gravel pit, civil war, circus, city, etc. Photos by the author.



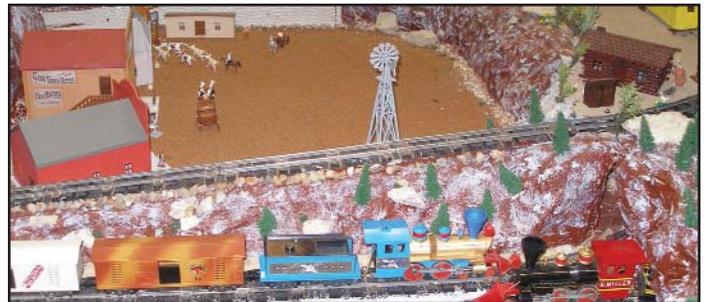
Antietam Battlefield scene and Civil War train



Lots of Flyer and Plasticville



Historic DeWitt Clinton train



Re-decorated Franklin engines and western scene.



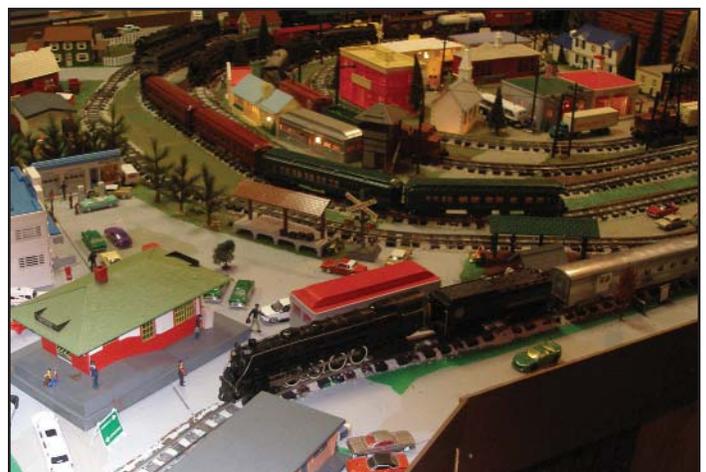
What would a Flyer layout be without a circus train and a circus.



It's HO, but it's American Flyer.



Modern military trains pulled by AF Atlantic and Baldwin.
Photos by Glenn Miller



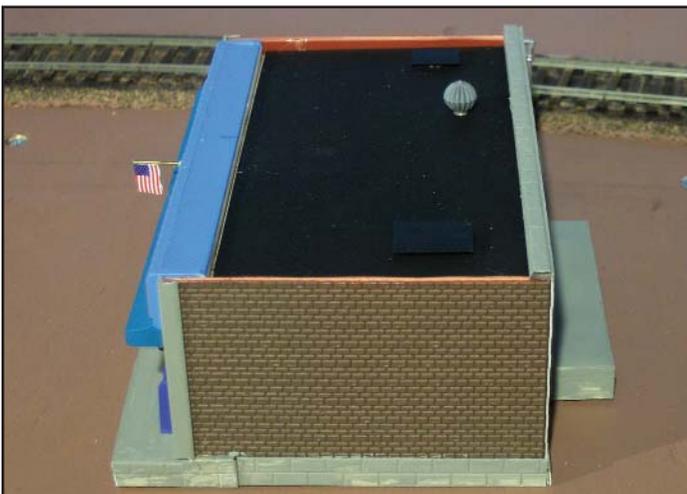
Wow, 5 loops of American Flyer.



**Another Motormax
Diorama Conversion
of a 1/64 Diorama
to a full size S Structure**

By Jerry Schnur
Photos by Charles Malinowski

Here is the third kitbash of a Motormax 1/64 diorama by Jerry Schnur of Indianapolis. Again, basically add sides, back and roof to extend the structure to 3 dimensions. It looks like a block base was added on the sides and back, and some S doors and a drain pipe were scavenged from the scrap box. More roof vents and other details like chimneys, etc., can easily be added to the roof.



FALLS FEST REPORT - 2010

by Jeff Madden

The 2010 Fall S Fest in Tinley Park, Illinois was good as usual and reportedly had over 600 attend. Flyer guys had a field day, but scale guys could find enough things to spend money on too. It was nice to see Iron Rail Models (Greg Berndtston) with his former Downs' line of tank cars and Phil Kehr with the Lehigh Valley Models structures make it from out east. Other major dealers there including John Royal with Royal Trains, Don Heimbürger with Scenery Unlimited, Dan Navarre with River Raisin, Ron Bashista with American Models. Others included Bill Clark, Steve Blackburn (SnS), Joe Taylor, Doug Peck (Portlines) and many others.

Layouts included the Clang narrow gauge, the CASG hi-rail layout, the hi-rail layout of the Southeast Michigan S Gaugers, the NASG modules, the replica Flyer layout brought by the Buckages, and several small portable layouts - Hoosier S Gaugers, Will Holt, etc. Lotsa trains were running in the spacious lobby.

There were plenty of clinics, but I didn't attend any as I was selling and buying most of the time. The banquet was good as usual. Whoa - no Joe McDoke's film - wha' happened? The speaker was a friend, Mike Shafer, who presented two slide shows - one on the S Fest theme railroad, the EJ&E, and following that a shorter one on Flyer Fests. That's where several of us used to meet around New Year's Day at somebody's house of office to run American Flyer trains on a giant connecting loop with passing sidings. Usually around 6 trains ran at a time - 3 each way. Wrecks were to be avoided, but they happened anyway. Several in the audience chuckled all the way through the show. Well, it kind of is like Joe McDokes with S. I skipped the auction, but I understand it wasn't quite as active as prior times.

There were the usual Train Races and Model Contest. Layout tours were on Sunday for those who didn't have to bust it home. Note, because of the Sanda Kan thing overseas, the two EJ&E S Fest cars being produced by S Scale America will be delayed - but you'll get 'em eventually. The patch was really neat.

In 2011 we go back to St. Louis for the 36th Fall S Fest. It will be at the St. Louis Airport Marriott Hotel again with room nights guaranteed at \$79 per night. The dates are Oct. 28-30, 2011.



The Hoosier S Gaugers from Indianapolis sent the Fall S Fest 3 Supermen. *Left to right* - Mick Hinkle, Charles Malinowski and Jerry Schnur. Below is a closeup of their small scale layout. *Photos by Jeff Madden*



Below is the "work in progress" American Flyer replica display layout being put together by Clay and Charles Buckage. The original was in a Philadelphia department store.



50th Anniversary NASG Timeline

1957 – Claud (often spelled Claude) Wade of St. Louis advertises in *Model Railroader* for S gaugers to join a letter writing “Circuit”.

1957 – Claud Wade initiated the first “Circuit” letters under 3 categories: code 125, code 172 and AF. These were all based on popular S rail sizes of the time.

1959 – 30 circuits are in operation and the National Association of S Gaugers is chosen by members as the organizational title. The organization is still informal and voluntary.

1960 – The *S Gauge Herald* is started by David Bulkin and there are 200 subscribers in 9 months.

1960 – *Notes, News and Flashes* a column gathered from Circuit Letters were published in the new S magazine, the *S Gauge Herald*. This then is the “official”, “unofficial” beginnings of the more formal NASG. Claud Wade is the first General Director.

1960 – Claud Wade begins the detail parts casting project – mostly for steam locomotive conversions. The first full engine kit didn’t appear until 1963.

1961 – Wallace Collins becomes the *S Gauge Herald* publisher.

1961 – The NESGA (Northeastern S Gauge Association) evolved from a meeting at Frank Titman’s home in Allentown.

1962 – Bernie Thomas of Pittsburgh, PA develops and promotes the concept of “rotating-visiting” S gauge clubs.

1962 – First NESGA Convention in Woburn, Massachusetts.

1962 – Bernie Thomas becomes the 2nd General Director when Claud Wade decides to concentrate on castings. Claud becomes Field Director of Castings.

1962 – Frank Titman of Allentown, PA assumes the editorship of the *S Gauge Herald*.

1965 – Bernie Thomas passes away at age 50.

1965 – Wally Collins receives the first Bernie Thomas Memorial Award for outstanding contributions to S at the Toronto, Canada, NESGA meet.

1965 – Russ Mobley becomes General Director

1965 – S Scale Loco & Supply formed by Claud Wade as a private company.

1965 – Only circuit letters held the NASG together at this point in time.

1966 – NASG begins as a “formal” organization with a General Director and a 7-member board of trustees. Russ Mobley continued as General Director. Initial trustees were: Frank Titman, Wallace Collins, Richard Karnes, David Engle, Gene Fletcher, Ed Schumacher and John Sudimak.

1966 – The infamous \$3.00 Life Membership took effect.

1966 – Membership card 000 was presented to Claud Wade in recognition as the founder of the NASG.

1970 – NASG contest rules adopted at the 1970 Hershey, PA NESGA convention.

1970 – Also at the Hershey convention the NASG adopted the NESGA meets as that of the NASG. Now the NASG was

again the dominant S gauge organizational force.

1970 – Ed Schumacher becomes General Director. There are 208 members and \$104.00 in the bank.

1971 – Ed Schumacher begins the NASG reorganization. The column in the Herald is changed to “Extra Board”. The General Director title is changed to National Director. There were many other initiatives in 1971 regarding revenue and the NMRA.

1971 – Membership goes to 450.

1971 – The last all NESGA convention was in Syracuse, NY.

1972 – First all NASG convention in Kansas City.

1972 – Dick Cataldi works on revising contest rules and Jim Peters works on standards.

1973 – Keystone convention in Willow Grove, PA is listed as NASG/NESGA. The NESGA was totally dropped after this year.

1973 – Over 700 members.

1974-5 – The B&O T-3 4-8-2 is built to proposed NASG standards, and number 5567 operated around the country. It successfully backed through a slip switch on Dick Arthur’s layout at a scale 100 mph. It was built by Tom Beresford.

1976 – NASG approves new standards.

March 4, 1976 – The NASG, Inc. as a non-profit corporation was legally established. Jack McGarry authored most of the constitution. Wally Collins did the legal legwork.

1976 – The Constitutional Convention was in Ottawa, Canada where it was ratified. The “Circuit Letters” were cut adrift from the NASG. Under the new constitution the NASG now had named officers in the BOT – President, Executive Vice President, Eastern VP, Central VP, Pacific VP, Treasurer and Secretary.

1st President – Ed Schumacher

1st Exec VP – Dick Cataldi

1st Eastern VP – Allan Craig

1st Central VP – Gale Hall

1st Pacific VP – Ed Loizeaux

1st Treasurer – Jack McGarry (Bill Oertly shortly took over)

1st Secretary – Dick Rosenbaum

1978 – Dues \$10 and first elections: Ed Schumacher re-elected as President, but shortly resigns due to stress and various politics.

1978 – Dick Cataldi named acting President

1978 – Dick Cataldi starts first NASG *Newsletter*.

1978-9 – Bob Ristow edits Newsletter.

1979 – Ernie Horr becomes editor and renames *Newsletter* to *Dispatch*.

1979 – First official *Dispatch* – June 1979.

1979 – First convention with NMRA (a regional) at Princeton, NJ.

1980 – 20th Annual S Convention (NASG) in Milwaukee, WI – July 18-20.

1981 – Rollain Mercier elected president in 1981.

1981 – Geoff Graber becomes *Dispatch* editor with Vol. 4, #2 in April.

1982 – Sam and Elaine Powell become editors of the *Dispatch*

1983 – First NASG sponsored car – brass covered hopper.
 1985 – Ed Loizeaux elected president.
 1985 – 2nd NASG sponsored freight car – brass 8000 gallon single dome tank car built by Overland.
 1985 – Dick Karnes becomes *Dispatch* editor (1985-89)
 1987 – Dues raised from \$10 to \$17.
 1988 – First NASG sponsored Lionel (AF) car – a 40' insulated boxcar. It was a CNJ orange car with Tuscan color roof. Inspired by George Ricketts.
 1989 – Bob Jackson's History of the NASG in the *Dispatch* ends with August 1989.
 1989 – Mike Ferraro elected president.
 1989 – Don Thompson had a short stint at the *Dispatch* editor.
 1989-90 – Russ Coleman becomes *Dispatch* editor.
 1990 – First joint NMRA/NASG (national) convention in Pittsburgh, PA. . Largest S modular layout to date – 7,200 square feet.
 1990 – Omnicon founder Charles Sandersfeld dies – founder of first brass standard gauge importer.
 1992 – SHS (AM) produces 8 heavyweight passenger cars in plastic injected molded.
 1992 – 93 – Mike Palmiter *Dispatch* editor.
 1993 – Alan Evans elected president.
 1993 – Jeff Madden becomes *Dispatch* Editor (1993 – present).
 1995 – AM first non-Flyer RTR steam engine since Rex and AF. It's a USRA heavy Pacific available in scale and AF compatible hi-rail. AM also introduces a landmark set –

the Amtrak FP40 and Superliner passenger cars.
 1997 – Paul Stevens elected president.
 2000 – Membership at 1650
 2000 – Dues raised from \$17 to \$20.
 2001 – Roy Hoffman elected president.
 2001 – AM introduces shorty Budd passenger cars
 2003 – Josh Seltzer passes away – founder of Cuyahoga Valley S Gaugers (Ohio) and long-time S producer of repainted and converted Flyer cars
 2003 – Lionel introduces new AF USRA 2-8-2 and SHS comes out with RTR B&O 2-8-0
 2004 – First NASG sponsored building kit – plastic utility building.
 2004 – Larry Morton takes over Tomalco line of scale track
 2005 – Sam McCoy elected president.
 2006 – Lionel adds 4-6-2 USRA steam loco to the AF line and some new die heavyweight passenger cars. AM also comes out with the RTR Santa Fe 4-8-4.
 2007 – Des Plaines Hobbies (S Scale America) expands its modern standard S freight car line and purchases Pacific Rail Shops line of car kits.
 2010 – NASG 50th Anniversary Convention in Duluth, MN. Tony Koester guest speaker.
 2010 – Lionel introduces U33C diesel with optional scale wheels.
 2010 – Three S pioneers pass away – Bill Mark, Jr., Jesse Bennett and Stan Furmanak.



Twenty years ago this large (maybe the largest) setup of S modules was displayed at the joint Pittsburgh, PA NMRA/NASG convention. This had a huge impetus on S and created a lot of interest in our scale.

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

**Sn3 Guest Column:
 By Jeff Madden**

**Some Sn3 Thoughts.....What is
 needed in Sn3 is
 “A Leap of Faith.”**

Questions first – Is Sn3 still popular among narrow gauge modelers or is it losing ground to other scales – O, On30, Hon3, etc.? Is Sn3 losing ground because of cost or just barely growing? By cost I mean mostly brass engines for motive power. Does Sn3 limit itself to skilled modelers with some bucks because most scenic items beyond locomotives are craftsman kits?

Regardless of the answers, a “stimulus package” for Sn3 might be in order. How might that be? Well, manufacturers might need to take a “leap of faith” and follow the lead of Bachmann with their On30 line. Note too that Bachmann created a whole new market here with a new untried gauge and didn’t just add more choices to the huge HO market. True, the niche scale might also appeal to O gaugers wanting to add novelty and variety to their standard 2-rail O layouts.

Why they didn’t just do On3 is beyond me. I don’t think they thought they’d have the success they had, and they wanted to utilize their HO track with out tooling up for On3 track. Just look at some of the On30 locos and car prices available from Bachmann:

0-4-0T	\$100 or less
0-4-2T	\$100 or less
2-truck T boiler Shay	\$300
2-6-0	\$175
2-8-0	\$294
Climax	\$475 DCC sound
Gas switcher	\$120
2-6-6-2T	\$395
4-6-0	\$365
2-4-4 Forney	\$300

4-4-0	\$345
Rail Truck	\$ 165
Caboose	\$50
36’ box car	\$39
36’ stock	\$39
Gondola	\$36-39
Log car or mine car sets (3 cars)	- \$80-90
Tank car	\$39
Hopper	2 for \$90
Reefer	\$39
Flat	\$36
Passenger cars various wood baggage, combo, coach, obs	– \$55

And what engine did they start this line with? It was the Tweetsie 4-6-0. Yes, it was not the expected Colorado narrow gauge locomotive.

All this proves to me that some manufacturers might try to emulate the On30 idea in Sn3 and create a true affordable line in a more common prototypical narrow gauge – 3’ gauge, not 30” gauge.

An affordable Sn3 line could appeal to many modelers – “wanna be” narrow gauge modelers, Sn3 modelers who want to expand their roster, S standard scalers and hi-rail modelers who want to add narrow gauge, newcomers and rubber gaugers. And remember too that Sn3 flex-track and RTR turnouts are already produced – no new track tooling needed here.

And, if Bachmann is a source to imitate – look at the non-Colorado engines and equipment they are producing: Tweetsie, Porter critters, Sumpter Valley, etc. If you add Colorado and East Broad Top locos and equipment to this formula – wow, Sn3 might really take off.

If this dream scenario would ever occur I think that the non-rolling stock manufacturers of primarily structures and details aimed at the Sn3 and Sn2 market might benefit heavily – BTS, Finest Kind, Banta, PBL, RailMaster, Wild West Models, etc. Our S publications would most likely benefit too.

I think Sn3 has the potential to be the next On30. It might behoove somebody to jump on this idea before somebody gets the idea for a true On3 line on the order of Bachmann’s On30 line. Yes, it would be a “Leap of Faith” and involve a considerable investment. Standard S would also probably benefit in the long run. Any takers?



Above are two Bachmann On30 steam locos. The Tweetsie 4-6-0 sells for \$365 DCC equipped and the 2-6-0 sells for \$175. Sn3 anybody?

THE CLUB SANDWICH

By Dave Pool

The *CSSQ* is the newsletter of the **Canadian S Modelers** who submit descriptions of their recent train modeling activities to the editors of the newsletter, for publication in same. Charles & Helen Hicks edit the newsletter. The *CSSQ* members attended the CanAm S Scale Social, held at the Lowbanks Community Hall, Lowbanks, Ont. on Sunday Oct. 17. The event was designed to bring together S-scalers (AF, Hi-rail, & scale) from Ontario, Canada and Western N.Y., USA. There were tables to display models or S items to sell or swap, and the *CSSQ* S Scale Workshop display layout was assembled and operating. The program included a lunch as part of the nominal per person cost for persons attending (\$ 8.00). Jim Martin was coordinating attendance at the event.

The **Connecticut S Gaugers (CSG)** set up and operated their modular layout at the Cheshire High School Ram Band Train show on November 21, 2010. The set up was coordinated by Steve Kutash, V.P. of the club, in charge of the module displays with the help of other members who bring modules to the layout displays. The club layout normally includes tracks operated with AC, DC and DCC power supplies. Bill Fuhrman is **CSG** club President, Steve Kutash, V.P.; Craig O’Connell Sect’y/Editor; and your column editor is Treasurer of the club. The **CSG** is in the process of collecting dues from its membership, and the dues have been reduced this year because the cost of newsletter distribution has been reduced by distribution of the newsletter via e-mail. Craig O’Connell, V.P. edits the club newsletter and he has begun to distribute it via e-mail to many members. Craig recently made known that he intends to “step down from his position as the Secretary of the **CSG** after producing the newsletter since late 1997”. The last news letter that Craig will author is the November, 2010 issue. Club member Dick Kramer of Middlebury, CT may be taking over the writing and distributing of the club newsletter.

Club member Peter Roos hosted the club members for a meeting in October, in Willimantic, CT. Bob Davis held a club meeting at his home in Old Lyme, CT. on December 4, 2010. Bob has a very well-sceniced layout with large radius curves that can operate long trains without derailments. The layout includes a cemetery, coaling facility for steam engines, carnival, large mountains, custom wood bridges and other scenic details.

The **Pioneer Valley S Gaugers (PVSG)**: A recent issue of the club newsletter edited by Steve Allen included an article on the new locomotives that are being purchased by Amtrak. Amtrak plans to add 70 new electric locomotives to its fleet so as to improve service along the Northeast corridor. The new locomotives will be purchased from Siemens, and built at plants in Sacramento, CA., Ohio and Georgia. The November club meeting was held at Look Park, to work on the 6 table modular layout that is part of the display being made by the club. A kick-off gala is scheduled for Dec. 9, to include club members, park staff, volunteers, participating vendors and sponsors, and local print & TV media. The following evening will be the kickoff of the “Santa’s Trains at Look Park” display. The display will be open nightly through Christmas. The project is being coordinated by George Reneris. and involves a budget to cover the cost of supplies for the layout construction, trackwork, and models to be operated on the layout. It is an ambitious project by any standards.

The **Western N.Y. S scale Association (WNYSSA)** set up their small layout display on Nov. 14, 2010 along with the Rochester Area S Gaugers (RASG) at the GSME Train Show in Batavia, N.Y. Club members brought their trains to operate at the show. Don Webster constructed an S scale model of the Buffalo, N.Y. Lehigh Valley RR terminal/station. Don coordinates the club module set ups. Gregg Mummert coordinates the club activities and edits the club newsletter, which is distributed via e-mail. The club members met

for lunch at the Pegasus Restaurant, in Hamburg, N.Y. on Sunday, Nov. 21, 2010 in connection with attendance at the WNYRHS Train Show at the Agri Center, Hamburg, N.Y. The club set up and operated a layout at the TTOS Train Show, on Oct. 31, at Leonard Post, Cheektowaga, N.Y. and planned to set up at the train show sponsored by the TTOS on Dec. 12, 2010 at the Knights of Columbus Hall, North Tonawanda, N.Y.

The **Rochester Area S Gaugers Club (RASG)** has a web site managed by member Bill Johnson, and it is used to display photos of recent events that the club has planned and attended. The club set up and operated a display layout at the GSME Train Show, held on Nov. 21, at the Batavia Downs, Batavia, N.Y. (see description above). The club has set up jointly with the WNYSSA club members at other train shows and it works well for both groups.. The club website includes a scrapbook and schedule of events page. The club rented a classroom in a local Catholic school that was closed. The rent is nominal and covered by donations the club receives from displaying their layout at train shows. The classroom is used to set up the clubs modules with a space to work on them and save time putting up and taking down the layout. The possibility of constructing a permanent layout in the classroom is also being considered.

The *Waybill* is the official newsletter publication of the **South Jersey S Gaugers (SJSJG)** and the club meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. The club newsletter is now distributed via e-mail. The club meetings typically have clinics related to the construction and maintenance of S scale trains, or other topics of interest to the members. Mike McConnell gave a clinic on model photography at the June club meeting, and Walt Mumie gave a clinic on Erector Sets. at the July meeting of the club. The club plans to set up their layout at the World’s Greatest Hobby Show, on Feb. 25-27, 2011, in Edison, N.J. The club recently celebrated their 21st anniversary, having their first meeting on July 29, 1989 in Cherry Hill, N.J. at the home of Roy Hoffman. Bill Lane, Jr. and Roy Hoffman were the organizers of the club when it first started.

SJSG Club member Greg Berndtson described his trip to the Fall S Fest with product to display at the Holiday Inn Hotel & Convention Center, in Tinley Park, IL. on Oct. 22/23, 2010. This was the first showing of the Iron Rail Models, a business purchased recently that includes the ACE Model RR parts and supplies used to convert AF trains to scale or high-rail operation. The first offering of the business was ready to run modern S tank cars decorated in several logos. The club planned for their annual holiday auction and hobo dinner, to be held on Dec. 10, 2010, at the usual meeting place of the club. Proceeds from the raffle items are split between the club and the seller. This year the club will auction off the specialty skills of the members as a service to other members. That will help the club and allow members to help other members at the same time. The raffle is one of the most successful sources of income for the club layout fund.

The North Penn S Gaugers (NPSG) displayed their layout at the Greenberg Train Show, in Oaks, PA. on Dec. 11/12, and at the Schwenkfeld Manor Train Show on Nov. 20/21. In addition to the leased space where the club can store their layout, they have a trailer in which to transport the layout. The club members set up and operated their layout at the First Frost Train Show on Nov. 13/14, 2010 in Allentown, PA. Club members are considering the purchase of a DCC system and Lionel Legacy control system for use with their layout.

The Pittsburgh S Gaugers (PSG) has two operating layouts, including a hi-rail layout and a modular layout both of which can be used to display trains at shows and events. The club members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics. Club member Mark Skertich hosted the club members for their meeting at the Sacred Heart Parish on October 29, 2010 in Shadyside, PA. The club held Coffee & Trains get together on August 17 and Sept. 14, 2010 at the Harmerville Kings restaurant off PA Route 28. These events get good membership support and are enthusiastically attended by the club members and friends. The November regular club meeting was held at the Kennedy First Alliance Church, on Nov. 28.

The Baltimore Area AF Club (BAAFC) celebrated its 17th anniversary last year, and Tom Davis and Ron Kolb were instrumental in starting the club with a meeting at Tom's house. Ron Kolb was a co-founder of the club which now has 154 permanent members, and 12 prospective members. The club has operated their layout at various events in the past year, including nine commercial train shows; the B & O Museum Holiday Model RR Days; two local hospitals; Frederick, MD. October fest; Baltimore Museum of Industry; Hampstead, MD Days; and the Union Bridge Depot Days.

The **BAAFC** has recently installed commercial backdrops on their layout set up. The club members set up a layout at the Brunswick RR Days on Oct. 2/3, in Brunswick, MD. For the seventh year in a row, the club will operate a layout at the B & O RR Museum. This year the club will operate their layout on Thursday, December 2 to Sunday, Dec. 5, 2010. The club will support the Museum with their "Breakfast with Santa" program, by operating their layout at 8:30 A.M. on Saturday and Sunday. The club is planning their holiday party for Dec. 16, in Westminster, MD. and to set up their layout at the Johns Hopkins Hospital in Baltimore, MD. on Dec. 18.

The Suncoast AF Enthusiasts (SAFE) have an updated contact person in the form of Fred Rhyne, in Lutz FL. The club has a new club-owned S gauge modular layout that can be set up and operated at various events. The club had their first layout showing at the Golden Spike Train Show at the Florida State Fairgrounds, Tampa, FL. on Dec. 19/20, 2009. The layout can be set up in a variety of ways from a small 8 ft. x 8 ft. square to a full ell-shaped layout with 28 modules. There are three mainlines around the layout with crossovers between them.

The Chicago Flyer is the official newsletter of the **Chicagoland Assoc. of S Gaugers, Inc. (CASG)** that meets on Friday evenings on a monthly basis. The **CASG** was founded in 1969, and incorporated in 2008. The club hosted the Fall S Fest hosted on October 22/23, 2010. The event was the 35th annual event and was held at the Tinley Park Convention Center, with hotel accommodations for overnight guests at the Holiday Inn Select, Tinley

Park, IL. The Fall S Fest was billed as the largest annual exclusively S, 1/64 scale model RR event. It featured 5200 sq. ft. of layout room, plus 17,000 sq. ft. of display area for manufacturer's booths and sales tables. The event featured clinics, a model contest, video room, train races, and raffle drawings with door prizes. It is estimated that over 600 attended the event.

The **CASG** is planning on setting up and displaying their layout at both the High Wheeler Train Show (sponsored by the Fox Valley Div., NMRA), at Harper College on March 5/6, 2011, in Palatine, IL. and the All-American RR Show (sponsored by the DuPage Div., NMRA) on March 28, 2011 at the field house of Lyons Township High School in LaGrange, IL.

The Miami Valley S Gaugers (MVSG): Larry Beam agreed to serve as chairperson for the upcoming Spring S Spree to be held in May, 2012 in the Dayton area. Club member Jan Mason is coordinating the supply/purchase of club shirts. Club member Paul Rinehart was wished well by the club members because of health issues that he has had recently. The club layout was set up at the Eaton Christmas Show at the Preble County Arts Center, Eaton, OH. on Dec. 11 (followed by a meeting, dinner and operation from 6:00-9:00), and then open to the public on: Dec. 17, 18, 19, and Dec. 26.. The club's Christmas dinner is scheduled for January 8, 2011 to be held at the Yankee Trace Golf Club, at Middletown, OH. Details will be announced to the club members as the date approaches. The **MVSG** is planning on setting up and operating their layout at the World's Greatest Hobby Show, on January 8/9, 2011 in Columbus, OH. The show will be held at the Convention Center, Columbus, OH.

The Stateline S Gaugers (SLSG): Steve and Cindy Davidson hosted the club on November 21, 2010. A recent newsletter issue edited by Vera Flood included an interesting article on RR way-bills and freight classification. The club has scheduled their Christmas party for December 18, at the Thunder Bay Grill, in Rockford, IL. The event will have the usual \$ 15.00 gift exchange, with cocktails at 6:00 and dinner at 6:30. Those attending will order from the menu of the restaurant. The club set up their layout for a train show at the Keen Age Center, Belvidere,

IL. on Dec. 3/4, 2010.

The Central Ohio S Gaugers (COSG) set up and operated a layout at the Nov. 20/21 Buckeye Train Show held in the Lausche Building, with set up on Friday Nov. 19. David and Liz Stilp held the Sept. 26 club meeting at their home in Lewis Center, OH. The club set up, and operated a layout at the Dalton Train Show, on Nov. 14, 2010 in Dalton, OH. **The club is hosting the 2011 Spring S Spree on April 29/30, 2011** at the Franklin County Fairgrounds, Hilliard, OH. The event will include two buildings with over 13,200 sq. ft. of dealer trading space, and a 4800 sq. ft. layout room with multiply operating displays (free to public). The Spree S car is a limited run Timken TOFC flat car with wooden deck. Art Lofton is the Spree chairman. There is a website for the event at: www.COSG.ORG

The Southeastern Michigan S Gaugers (SMSG) has been invited to bring their layout to the S Spree for 2011, to be held in Columbus, OH. The **SMSG** club has 41 paid up members as reported at the March 2010 club meeting by Earl Carlsen, club treasurer. Bob Stelmach hosted the club members for their meeting on Oct. 17, in Oxford, MI. The Nov. club meeting was hosted by Earl Carlsen in Oxford, MI. Gordon Michael ably edits the club news via meeting notes. Bob Stelmach is the president of the club at the present time. Gordy Michael is Secretary; Earl Carlsen, Treasurer; and Tom Hess, Bill Bartlam & Tom Hawley serve as Members-at-Large on the club Board of Directors. John Kane was scheduled to host the December club meeting.

The Northern Ohio S Scalers (NOSS) held their Nov. 28 meeting at the home of Joe Jansky, in Bedford, OH. Jack Sudimak coordinates the club activity, and Chris Borgmeyer ably edits and distributes the club newsletter. Some of the club members attend the meetings of the NMRA Division IV, which welcomes guests. A recent meeting of the group was held at the Church of the Redeemer, in Westlake, OH. Eight or nine club members attended the Spring S Spree, held in Dearborn, Michigan, and attended on Friday and Saturday. Those attending came back with stories of the layout visits that they enjoyed, and word about a new B & O caboose kit in S scale. Club member John

Lanzer recently lost his father, and the NOSS Club sent flowers to the funeral as a sympathy note. The annual club party will be held on Jan. 2, 2011 at the home of Jack and Sharron Sudimak. Steffi and George Ricketts will co-host the event, and John will be the game master again.

The AF S Gaugers of the St. Louis Area (AFSGSLA) held their Nov. 19 meeting at the home of Jim and Cathy Anderson, in St. Charles, MO. The club recently established an e-mail address, at: afsgsla@sbcglobal.net Club member David Stevens coordinates the club meeting locations and times, to help reduce the work load of Gary Mueller and Moe Berk. The local Lionel Train club agreed to let the **AFSGSLA** club use space in their club house to re-furbish their layout. The layout measures 12 ft. x 28 ft. and the Lionel club would be paid a monthly reasonable fee (rent) to allow the set up and repairing of the **AFSGSLA** layout. The club is building a new sectional layout and the frames are assembled at the Lionel club's garage, with roadbed, track work, scenery, buildings, etc. to be installed. The frames were purchased by Mark Heiger and Bob Muehling and additional frames may be required once a track plan is decided upon. Club members Gary Brandenburger and Jim Anderson have agreed to be team leaders for the electrical work on the new layout. The new layout will hopefully have three main lines and three passing sidings, with possible additional sidings for operating accessories. The existing old layout will be stored in the trailer that the club has. The club has been planning for the Fall S Fest, to be held on Oct. 28 through Oct. 30, 2011 (see S Calendar).

On Friday, Nov. 26 the club set up their layout at the Citizen's National Bank, Maplewood with a social supper afterward at Steak n' Shake. The club set up and operated both their layouts at the Great Train Expo, Collinsville, IL on Nov. 26/27, 2010. The really good news from the **AFSGSLA** is the fact that they are operating the layout at the Macy's store window, which was the Famous Barr Dept. store in the past where the club started in 1988 to set up the display. Club members are on alert to be available to respond to any operating problem with this year's layout. The club displayed their double helix layout at the TCA Train Show on Dec. 4, at Immanuel Lutheran Church, Olivette. Club member

Gary Brandenburger hosted the club in North St. Louis county on Dec. 10 for their monthly meeting. The club was planning to hold their annual holiday party on January 7, 2011 at the home of Norm Pilarski, with the take-down of the Macy's layout on January 8, 2011.

The Kansas City S Gaugers (KCSG) set up an AF/Christmas tree S layout at the entrance to the Kansas City Power & Light Gallery at Union Station. Roger Ketterman continues to maintain, tweek, and add to the S gauge portion of the Union Station layout (separate from the AF/Christmas tree layout). Club members can run their trains on the layout. The layout was operated for some time and maintained by the club members. Club member Paul Stevens is selling the inventory of trains from the Newt Brown collection, and has recently had knee replacement surgery from which he is recovering. Paul is the president of the club. On Sunday, November 28, the club members set up and operated their 4 ft. x 8 ft. portable layout at the Front Street Train Meet, in Kansas City, MO. with Roger Ketterman coordinating the display, and bringing of the layout to the event. The club planned to set up and operate a layout at the Schmeltz Body Shop, in Kansas City, KS. before Christmas so the club members can come by and enjoy the trains and toys after work.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN) has a club newsletter edited by Vic Chervan, Jr. who recently took over the editorship from Jon Kettner. Vic Chervan, Sr. and Jr. hosted the club for their meeting on Nov. 13 in Bonners Ferry, ID. Ron Tilton is scheduled to host the club members for their January 15, 2011 meeting in Spokane, WA. Vic Cherven does an excellent job of editing and distributing the club newsletter, The S Train Rail. One of the celebrated members of the club passed away on Oct. 29, 2010. Member Jesse Bennett (96 years young) had been in failing health since early this year, according to the club newsletter, and had been in hospice care since late Spring 2010. He was one of the seven founding members of the IESGAPN club and was famous throughout the USA as one of the premier S modelers of the world. His scratch built S steam loco models were contest winners at national conventions, and he was the 2006

recipient of the Bernie Thomas Award, as given by the NASG. Ten club members attended the memorial potluck luncheon for Jesse, held on Nov. 6, 2010, and the family planned to hold a private burial ceremony at a later date.

John Eichmann, coordinator of the **Rocky Mountain High Railers (RMHR)**, sent out an announcement recently describing the activities of the club and the status of their portable layout. Their newest layout has two levels, the lower of the two is 30 inches above the floor to accommodate the view of children, and the upper level is 5.5 inches higher than the lower level. The layout includes a twelve track double-ended yard for train assembly/storage. Shane Jibben is the club treasurer. The club layout is named Look-out Junction III, and it requires a space of 22.5 ft. x 26 ft., about the same as the previous layout. Plans call for a DCC/AC loop on the lower level. Several club members are owners/employees of a company called Trusscraft, Inc. where several club meetings were held to work on their portable layout.

The club celebrated their 15th year anniversary on June 5, 2010. The club exhibited their layout at the Treasure Valley Train Expo, on Sept. 10, at O'Connor Field House, Caldwell, ID and the Treasure Valley Train Expo on Oct. 9/10, at the Idaho Falls Rec. Center. At the latter event on Oct. 9/10, 2010 the club is set up and displayed their layout at the Railshow 2010.

The **Southern Calif. S Gaugers (SCSG)** met on Nov. 10 at the First United Methodist Church, El Monte, CA. Sixteen members attended. The club is concerned about the membership becoming too large to be accommodated at the member's homes, where their meetings have been held in the past. Jeff Kruger suggested that those members planning to host a club meeting in the forthcoming year should investigate alternate locations for the club meeting in their homes. This is a good problem for the club to have. It means that there are many people in the area where the club meets that are interested in becoming active in the club activities. The club displayed their layout at the South Coast Botanic Garden Show on Oct. 23/24. The show was sponsored by the LA Div. of the NMRA, and the club was awarded first prize for the best Halloween-themed layout at the show. The club met at the home of Jeff Kruger, for their December 11 meeting. The annual holiday social meeting of the club was scheduled for January 8, 2011 at some restaurant to be determined.

The **Bay Area S Scalers (BASS)** are the official host group for the joint NASG/NMRA convention to be held in 2011, in Sacramento, CA. Ed Loizeaux is chairman for the host group, and he is seeking committee members to help organize and carry on the event. The club layout is to be displayed at the O Scale National S West Convention in Santa Clara, CA. on January 27/29, 2011. The January, 2011 club meeting was scheduled

to be at the home of Lee Johnson, in Walnut Creek, CA. on the 15th of the month.

The **San Diego S Gaugers (SDSG)** held their November 20 meeting at the home of Alex Sibbald, in San Diego, CA.. Peter Gagnon constructed a temporary layout module that was designed and built to balance the club's layout set up, done on Labor Day weekend at the San Diego Model RR Museum. A more permanent module was planned to be part of the normal layout set up in the future. The club modules have full S Mod electrical and mechanical standards. Peter Gagnon coordinated the club module set up at the Labor Day weekend train exhibit. The club members set up their layout and attended the Great Train Expo, held on December 4/5, in Del Mar, CA., at the fairgrounds. The club members had meetings on November 20th hosted by Alex Sibbald, and on December 18th hosted by another club member. The club had discussions on the development of a working consensus on layout operations at recent meetings, to accommodate the variety of the members equipment that is run on the layout at exhibitions and display events.

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.

News...continued from page 4

Update on the 2010 NASG Convention Car:

Regretably the Pines and Prairies S Scale Workshop was not able to ship the NASG National Convention cars (CGW X-29 boxcar with reverse Creco doors) by the end of 2010 as hoped.

Shortly before the start of the 2010 NASG National in Duluth, Sanda Kan of China had announced it would continue plastic mold injection business with only 20 of 80 companies; Des Plaines is one that was cut.

Des Plaines moved the project from Sanda Kan to another company hoping to minimize any delay of the CGW box cars. Larger companies also transferred projects and, due to volume, had priority for the Christmas season. Communication is difficult at the factory, complicated by Des Plaines lack of a representative there. They are committed to our project; here is the status:

The high volume rush is over and will allow Des Plaines projects to get underway. They have projects in multiple scales including a new run of the PRS box cars, requiring only assembly and paint, they are ex-

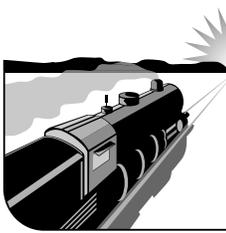
pected to ship by the end of Jan. 2011. The X-29 project should follow.

The "Reverse Creco" style door, unique to the CGW and not used on other X-29 cars is a priority to Des Plaines for our convention car. They believe that the door will be completed and the cars arrive by the end of the first quarter of 2011!

Costs in China are rising quickly. The cost of our car to Des Plaines will be increased, and to date, this has not been passed to the Convention. It is our intention that any increases to us not be passed on to you. Possibly making the convention car the most reasonably priced piece of rolling stock to be produced in 2011.

Finally, the money received for all 2010 NASG National Convention Cars continues to be held in escrow. All who have ordered will either receive cars or a full refund.

*-Pines and Prairies S Scale Workshop
Convention Car Committee*



Last Run

Stan Furmanak

Comments and photos by Bill Fraley

Fellow S scalers, Stan Furmanak passed away in his sleep on Dec. 4, 2010. Stan was a 1978 graduate of the University of Scranton with a bachelor's degree in English. He was a 1982 graduate of Catholic University with a masters degree in English literature, and finally a 1984 graduate of Southern Connecticut State University with a masters degree in library science. Stan was a systems and reference librarian emeritus and web programmer for Lebanon Valley College, Annville, PA.



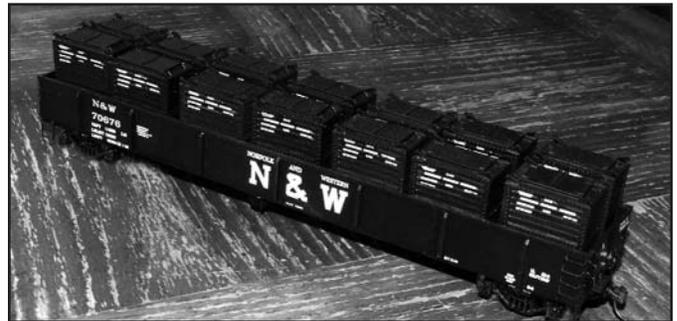
Stan and Linda Furmanak

Stan was a member of the Lehigh Valley S Gaugers model train club and was the NASG membership secretary for several years. He was awarded the most prestigious Bernie Thomas Memorial Award for meritorious service for his work in 2007. He took a first and second place in the Master Craftsman category in the model contest at the 2008 NASG convention in Lowell Massachusetts.

To quote former NASG President Roy Hoffman, "Now would be a good time to share some good news. The NASG has gained some 180 new members. This is due largely to several factors. The hard work put in by our promotions committee and our local clubs at train shows and meets, and more aggressive advertising. But perhaps the biggest reason is the work that acting Membership Chairman Stan Furmanak and Treasurer Mike Shea have put in, making the whole membership process more painless and streamlined. We were used to many complaints and cancellations, but they have virtually ceased to exist."

Stan was a modeler extraordinaire. His work was very thorough and prototypical. Stan did a lot of modeling for himself but also for fellow S gaugers across the USA. As a personal friend's comment, being accurate came very easy for Stan whether he was modeling or working on a computer.

To quote Stan himself, "I'm a former Flyer guy who recently joined the ranks of scale modelers. As a native of the Philly suburbs right on the old B&O Philadelphia Division (CSX now), my main interest is in modeling the Chessie/B&O era of the late 1970s." For more on Stan Furmanak please refer to the Feb. 2005 *Dispatch* and read the *Meet an S Gauger* column.



Two gondolas show some of Stan's modeling skills. The 1970s Chessie was the road he loved to model.

EXTRA BOARD

S IN NON-S PUBLICATIONS

- Dec. 2010 *NMRA Magazine*: 6-page article by Brooks Stover on the how to scratchbuild a grocery warehouse.
- 2011 *Great Model Railroads*: 10-page feature on Brooks Stover's BC&G layout.
- Jan. 2011 *CTT*: 1 pager on the American Flyer Gilbert Chemicals tank car.
- Dec. 5-11, 2010 *American Profile* (nationwide news magazine) has a short color feature called *Erector Protector* on Andy Jugle. It's about his historic Gilbert Erector Set collection. He is mentioned as the nation's premier historian on Gilbert.

DEPT. OF CORRECTIONS

The October *Dispatch* had many issues with duplicate pages and some missing pages. Hopefully by now all these have been replaced. Mine was one of them, but my advance extra copies were fine – weird.

The *Club Sandwich* column under the Southern California S Gaugers had Ted Hamler's name misspelled. It was spelled Hamlin, but Ted assures us he is not related to NASCAR's Denny Hamlin.

NASG AWARDS

It seems I forgot to mention the non-contest awards given out at the NASG banquet in Duluth. Well, here they are:

Bernie Thomas Memorial Award for meritorious service to S - went to Ron and Sue Sebastian (S Scale America).

Sandersfeld Award for manufacturer of the year went to Barry Silverthorn and his Grand River Models company.

The Perles Award went to Paul Scoles for an S article in a non-S publication.

TOP 10 REASONS that Railfanning is better than deer hunting:

1. Train lovers don't get mad at you for shooting Thomas the Tank Engine.

2. You can't use a scanner to tell when deer are getting close.
 3. No arguments when two people shoot the same train at the same time.
 4. No boring deer hunting stories.
 5. Nobody cares if you use a railroad crossing sign to "sight in" your camera.
 6. Three words: "Hunting License Fees."
 7. SD90MAC's don't need to be field dressed.
 8. Working models of deer? Yeah, right.
 9. there's no limit on how many trains you're allowed to shoot.
 10. Unless they're dumb, your buddies won't mistake you for the Southwest Chief.
- This came from Alex Binkley

NAMED TRAINS IN 1948:

Here's a sample of a few named passenger trains from the 1948 booklet put out by the Association of American Railroads.

- Abraham Lincoln - Gulf Mobile & Ohio - Chicago to St. Louis.
- Advance Gilt Edge - NYNH&H - New York to Boston.
- Black Gold - Frisco - Tulsa-Dallas-Fort Worth.
- The Blue Grass - Monon - Chicago-Louisville.

And now how about some named freight trains from the same year:

- The Apple - IC - Albert Lea, Minn., to Waterloo, IA
- Spark Plug - Southern - Cincinnati to Atlanta.
- Black Duck - B&O - Zanesville to Lore City, Ohio.
- Camel Special - Winston-Salem, NC to Roanoke, VA.

See if you can come up with some creative names for your trains. Can you figure out the reasoning for the above trains, monikers?

LAST RUN - JACK RIELY

It is my sad duty to report that one of our members has taken his last train ride. Jack Riely (jnr59), a B&O enthusiast, passed away on the 6th of December after a nine year fight that started with prostate

cancer. Jack is survived by his wife Cathie and 4 children, and numerous grandchildren. He is also survived by two brothers and a sister. Jack was a native of New York, but spent a lot of time in the Baltimore area at one of his grandparent's home where he developed his love of the B&O. He was a Marine aviation veteran of the Vietnam War and a 30-year veteran of Citicorp.

In St. Louis he was a valued member of the American Flyer S-Gaugers of the St. Louis Area. He participated as our manufacturers rep in the Fall S Fests in 2003 and 2007. He performed the same services for the NASG 2009 Convention. He will be sorely missed. He was a young 67 years old.

- Jim Bresnahan, Lake of the Ozarks, MO

LAST RUN - LARRY JACKMAN

Larry Jackman famous for many S designs. The Budd Buddies comes to mind. His last residence was Florida, but other details are sketchy at this writing.

S-TIPS

Body Mounting KDs on the American Models Budd Passenger Cars: Down in the fine print of the Budd car parts from AM is a pad for the 802s to be body mounted to the cars. Ron doesn't mention this anywhere in his ads, but he's catering mostly to the talgo mounted crowd. It's just a piece of plastic with a 1/4" 2-56 screw and holes on both sides of this screw for the 802 screws. The part number is BDPAD and the price is 50 cents per pair.

He also makes an adapter pad for the deluxe version diesels as he has eliminated the coupler pad for the 802s on the hi-rail versions. If you need these pads for 802s on your hi-rail diesels, the part number for these are the same BDPAD at 50 cents a pair.

- Alan Evans

Compromise Couplers: Dave Pool decided to compromise on couplers and use O scale KD 805s instead of Flyer compatible knuckle couplers or KD 802s. Here Dave explains how he attached the 805s to American Models talgo hi-rail passenger car trucks - They are most easily installed on passenger cars with a tong or plastic arm supporting the S coupler. Cut off the plastic arm at the back of the coupler and drill a hole for clearance of a #2 screw (#44 drill - 0.086 inches in diameter. The hole should be 5/16 inches (or slightly less) back from the end of the cut of coupler arm. The O gauge coupler box with coupler installed can then be screwed onto the original cut off S coupler arm with a 3/8 inch long #2 machine screw and nut.

The O gauge coupler operating glad hand will be too long and will drag on the S trackage, but this can easily be rectified by bending the glad hand with a wire bending pliers that is designed to bend curves in wire. The glad hand can easily be bent to ride above the S track and can be used to uncouple with magnetic uncoupling bars that are sold by Kadee. The O gauge couplers are almost the ideal size to connect with #802 S couplers and with AF couplers. The slightly larger couplers are less likely to uncouple with slight undulations in trackwork, especially on passenger equipment. The best way to accomplish this is to purchase an O gauge #805 coupler set from any hobby shop, and then you can see how they can be installed on the coupler arm.

- Dave Pool

For those who have visited the Cincinnati Union Terminal museum complex, this is the S Scale model of the Terminal inside. It is just a part of the huge S scale layout representing the Cincinnati area. Well worth a visit.

Photo by Jeff Madden

S Calendar

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

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

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

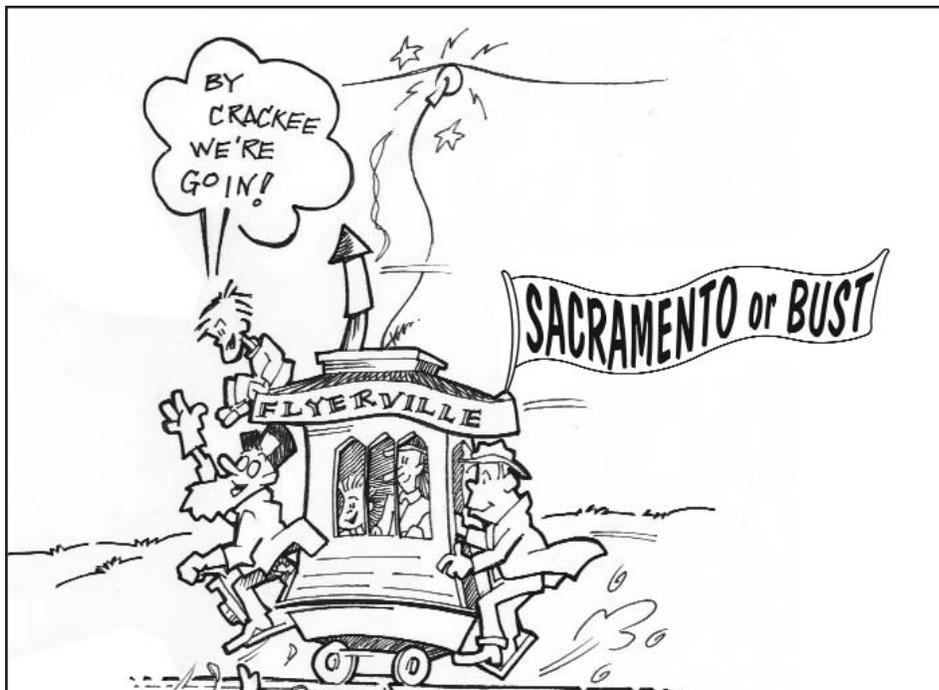
July 3-9, 2011: X2011 NASG (NMRA) Convention. Sacramento, California. This

will be a joint convention with the NMRA. www.x2011west.org.

Oct. 28-30, 2011: 36th annual Fall S Fest, St. Louis airport Marriott Hotel. Rooms \$79 per night. Details TBA.

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

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



ican prototype to a much larger cross section of modelers.

I am sure that the huge efforts required to exhibit at shows all around the USA and elsewhere will continue to bring in new modelers, perhaps not completely to replace those we sadly lose, but I am sure we will reach a level to continue to sustain S scale. I believe this is the main route to promoting the hobby and it is fun as well.

- Des Browne, Holywood, Co. Down, Northern Ireland.

Recruits: I think our most likely source of S recruits would be the O scale guy who wants more in the same space or the HO or N guy who has been fortunate enough that he has enough room for S. These scales just have a larger population, so they, naturally, would provide more potential recruits. Our increasing presence in the magazines ought to eventually pay off as well, particularly if we can show the variety of equipment and products available. This might be helped if we could improve the NASG listings of rolling stock on the website.

On a negative note, I don't feel that the future of many of the S products is in any way guaranteed. We still say, "Buy it now, it might be gone tomorrow." That is still correct for the most part. What I see is the "chicken and egg" situation. To really get more folks involved we have to have a real advertising presence (TV) with a long term availability of products at the local level (Shall I say it – like Lionel). Christmas trains at Walmart would get things off the ground. All we can hope for is that Lionel or MTH with their market penetration will eventually see the merits of S in the marketplace.

- Bill Winans, Arizona

More Positives: Okay, I am hearing a bunch of negatives, not attractive at all. So dwell on the positives about S scale. The stuff runs great! It's easy to convert from hi-rail/AF to scale wheelsets. Kadee conversions are relatively easy. S takes up less space than O scale and runs just as well. It runs much better than HO - great people, great right out of the box, runs and runs and runs. Nuff said.

- William Cole

Start Small: Perhaps we can change the paradigm (of promotion) and start small. Who knows, it could be a positive opportunity. I drive 300 miles once a month to "play trains" with the Des Plaines Valley boyz. The layout is open, and we welcome newcomers. They get a chance to see and run S scale trains and learn from some folks I consider experts in layout design, track and turnout construction, equipment maintenance, DCC and S scale trains in general. If it runs on the layout, it runs like a Swiss watch – and we'll show you how to do it and have some fun too. Some come and go, some get

interested and connect with the scale and group – conversion is a one on one process.

So, if you have a layout and a few friends, there's the opportunity. It's something we (and you) can do while waiting for that mystical "somebody else" to appear as the savior for S. You might just enjoy it. At least you'll shut off your computer for the evening.

- Jim Kindraka, Plymouth, WI

DCC a help: DCC and sound could be a shot in the arm for the model railroad hobby, regardless of gauge or scale. Here's a question that deserves an answer: How many dads and granddads bother to take their youngsters to their home layout, that is if they even have one, and let them operate model railroads. Compare that to the number that coach youth sports or attend kids' games. My experience at raising children is they will tend to show an interest in whatever the parents/grandparents encourage and show an interest in. Most kids aren't going to just pick up on model RR hobby by themselves unless they can participate with someone else. They have very little excess cash. Someone has to finance this expensive hobby. If dad or grandpa doesn't, it won't happen.

I think it's worthy to note that Alan Evans of Gahanna, OH is doing his best to generate interest in scale S with DCC and sound. I've observed Alan at several events, including Duluth and the Fall S Fest with the NASG switching layout and NCE DCC. He will be doing same several more times before Christmas in the central Ohio area, mostly at his own expense, using his own equipment. He should be commended for his efforts. Great job Alan!

- Gary Chudzinski

Show it Off: My personal view is the best thing we can do is MODEL and show off the work in multi-scale venues. Build some nice cars and bring to an RPM (Railroad Prototype Modelers) meet. Attend the clinics, learn something from the other modelers and show them what you have built in S. They really are not populated with roving bands of prototype police looking for fresh victims. Bring scale modules or a small S scale switching setup to shows. Join non-S groups for operating or a round robin group for building. Avoid throwing "S is Best" around, just be ready to show what you have when appropriate.

Oh yes, support the folks who make things in S. Yes, it is more expensive than many other scales, but instead of complaining or scoring another batch of old kits on Ebay, buy some new product as it's offered, as long as it fits your period and layout.

- Pieter E. Roos



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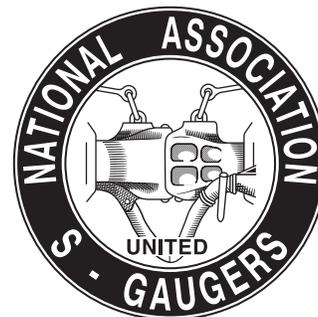
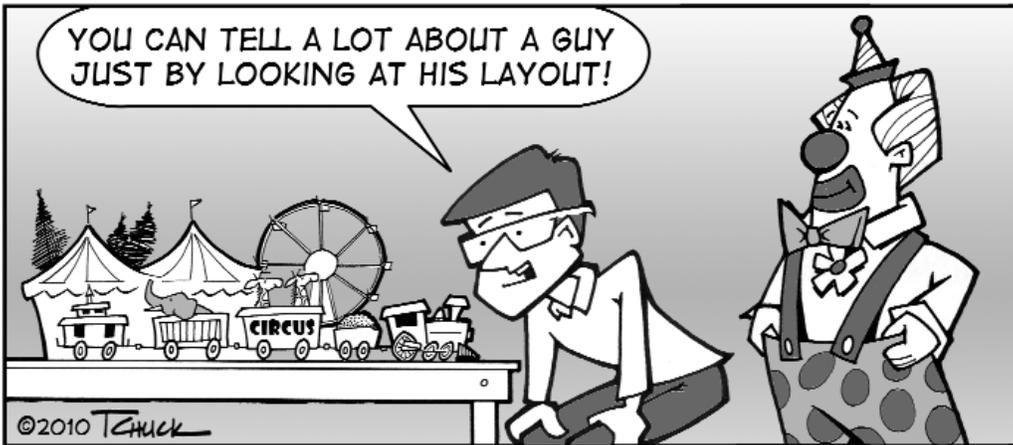
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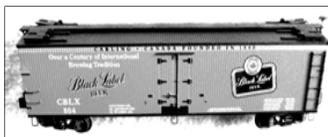
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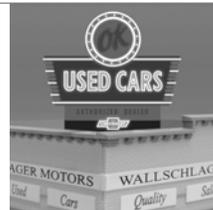


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