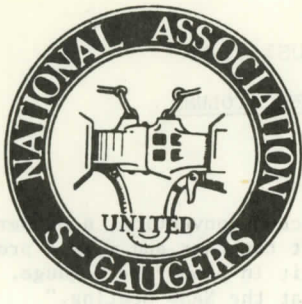


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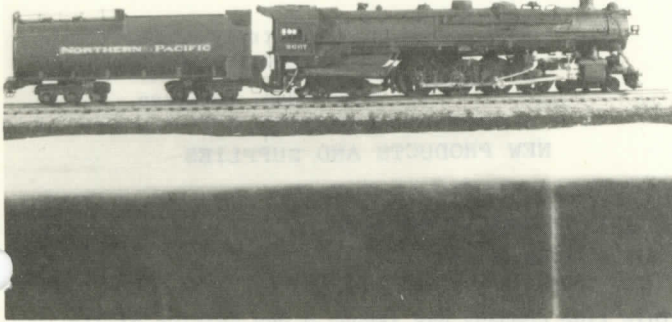


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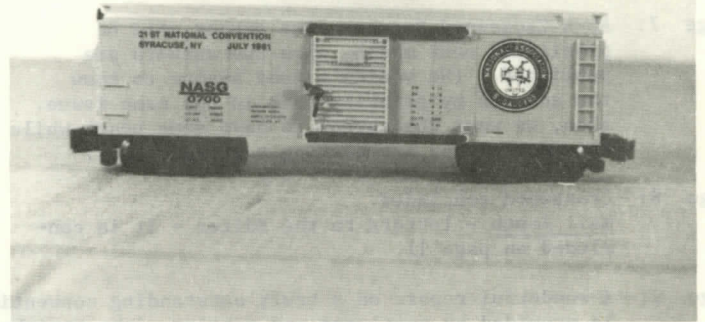
VOLUME 4 NUMBER 4

NASG NEWSLETTER

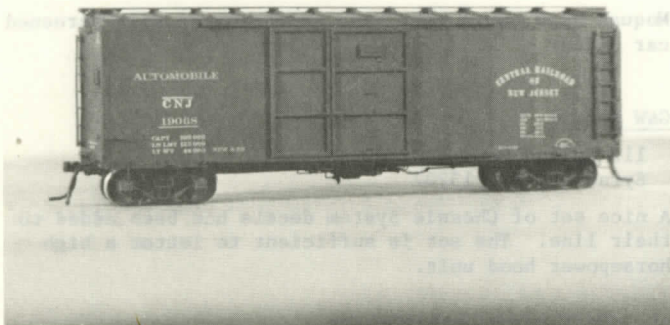
JULY-AUGUST 1981



This fine model of Northern Pacific A-3 4-8-4 was built by John Krumhout. It is representative of the fine models seen at the NASG Convention in Syracuse this July.



This is the Convention car which was manufactured just for the event by Lionel. It is bright orange with black lettering. The background on the herald is white.



Kent L. Singer is the proud owner of this Central Railroad of New Jersey automobile car. It has excellent detail and a great deal of appeal.



As usual, Ed Filer has done a fine job and has distinguished himself. This 2-8-0 was displayed but not entered in the contest. The many models on display added to the enthusiasm. (All photographs by the editor.)

CONTENTS

- Page 1: Pictures from the recent convention in Syracuse. There are several more goodies of this sort in this issue. We would like your comments.
- Page 2: The Manufacturers' Column appears here. Note the important letter from Jan Lorenzen of Locomotive Workshop.
We have started our switch list which we shall call the Interchange Yard. We need some more input for this item which is for members only.
- Page 3: Presidents' Column
Last run: Andrew Gall
- Page 4: Election Committee Report
NASG Board of Trustees
- Page 5: Treasurers' Report
Proposal for S-Scale Niagara
by Ed Loizeaux
- Page 6: Proposed S-Scale Standards
- Page 7: An S Crossword Puzzle. The author will be proclaimed next month, when the answers are published. (We wouldn't want anyone to know the answers by printing them in the same issue. Also, we want the author to have some peace while the rest of you are tearing your hair out).
- Page 8: Crossword concluded.
Mail Pouch - letters to the Editor - It is concluded on page 11.
- Page 9: A wonderful report on a truly outstanding convention is provided by gentleman and scholar, John Steinbach, Esq. He, and the entire CNYSGA group, have done an exceptional job. The article came from their newsletter, "Yard Yarns".
- Page 10: Club News: July and August were relatively inactive months, judging by our mail response. Things should get going again soon.
- Page 11: The Mail Pouch continues. Chances for promoting S Gauge are noted here.
- Page 12: A set of goodies on which to end this issue.

AN EDITORIAL: A LESSON LEARNED THE HARD WAY

As you will no doubt note, this issue is very late. Experience is a dear teacher. I have learned that very little S Gauge railroading occurs during the summer months. Most of the material in this issue was received in late August or early September. The usual delays and frustrations accounted for the rest. So the next two questions which need to be answered are:

How do I plan to avoid such problems in the future?

How do I plan to get back on schedule?

COMPLETED ON PAGE 12

INTERCHANGE YARD

Want: AF hopper bodies for conversion and any scale hoppers you may want to sell. Need them for an upcoming article.

Geoff Graeber
1412 Winding Way Lane
Silver Spring, MD 20902

MANUFACTURERS COLUMN

Dear Geoff:

"At the recent Syracuse convention, a number of S gauge manufacturers got together and made a proposal to the NASG to assist it in promoting S gauge. The proposal was accepted at the NASG meeting."

"Basically, the members of the NASG will be supplied with coupons good for discounts on S gauge products. The coupons will be distributed to the membership upon renewal of their memberships each year, and will be good for one year."

"These will not be NASG coupons, but will be supplied by the individual manufacturers. Each manufacturer will be free to set his own discounts, but the usual discount will probably be 10%."

"It is intended to start the program as soon as possible. In the meantime, manufacturers and dealers may obtain more information by writing to J.A. Lorenzen, Locomotive Workshop, RFD 3, Box 211-B-1, Englishtown, NJ 07726 (201) 536-6873."

Very truly yours,
LOCOMOTIVE WORKSHOP
- J.A. Lorenzen

NEW PRODUCTS AND SUPPLIES

S-Scale Locomotive and Supply

7120 Oreon Drive
St. Louis, MO 63121

This fine company has issued a new edition of its outstanding catalog. Featured are over 300 brass castings, 16 engine kits, and many helpful tips. It is well worth the \$2.00 (in bills) which will bring it to you.

Hoquat Hobbies

P.O. Box 253
Dunellen, NJ 08812

This firm has produced its first kit: which produces a fine replica of a steam era MDT reefer. The reefer has white sides and a black top. The pilot model looked quite well when they showed it in Syracuse. Ed Loizeaux is doing a review of the kit. We hope to have it for the next issue.

Hoquat also has a very fine selection of silk screened car sides.

G&W Models

115 Upland Road
Syracuse, NY 13207

A nice set of Chessie System decals has been added to their line. The set is sufficient to letter a high horsepower hood unit.

Lehigh Valley Models

1225 N. Arch Street
Allentown, PA 18104

A new catalog has just arrived from this supplier. The ever-popular coaling tower, water tank and station are available again. Numerous other nice kits are available as well. Send \$0.75 for their latest listings.

PRESIDENT'S COLUMN

For the past four years, this Association has had the benefit of the leadership of our good friend, Dick Cataldi, assisted by an astute Treasurer, Bill Oertly. This year, the call board changes and these two gentlemen escape into retirement. As your new engineer in the cab I will admit that theirs will be a tough act to follow. They saw us through the transition period from an organization in name only to an effective corporation dedicated to furthering 1/64th proportion model railroading in all forms. Both Bill and Dick have earned our respect and admiration and I know you will all join with me in expressing our thanks for their efforts. Don't worry, though, they won't get far. We have a couple of committee jobs to take up some of their spare moments, right fellas?

We owe another and special thanks to Walt Danylak and company, (CNYSGA), for putting on a first-rate convention at Syracuse, NY. To say that we had a good time would be an understatement, but we wish that more members and other S Gaugers could have attended. Those who were there will have long and pleasant memories. We hope that more of you will plan to attend the Cleveland Convention. The date has been changed to mid August 1982 in order to avoid conflict with the NMRA National Convention in Washington, D.C. in July.

Now for some business: The Board of Trustees approved the scale standards developed jointly by the NASG and NMRA. This leaves the NMRA open to implement the Standard, which will probably take a few years, but such is the pace of progress. If all goes well, S scale enthusiasts will have a sensible track and wheel gauge that is not only useable, but also agreeable to both organizations - a first in this Century. Work can now proceed on a Hi-rail standard, and production of a scale gauge will be discussed during this fiscal year. We will be watching the NMRA's progress on this Standard. Wayne Pier, our Standards Chairman, can take a bow for getting this effort off the ties.

The membership voted, by a margin of nearly ten to one, to change the Constitution with reference to membership dues, placing this in the By-Laws thus making the financing of the Corporation much easier to deal with in these inflationary times. This is a clear recognition of the fact that NASG cannot continue to operate on a shoestring. Our projected plans for this newsletter alone will exceed income in less than a year if we are to continue the improvements in the Dispatch that you have seen under the tutelage of Dr. Geoff Graeber. While we do not intend to compete with the S GAUGIAN, a quality and venerable S gauge publication, we feel that we can expand the DISPATCH to become an interesting as well as responsive to the needs of our membership.

We do have other plans in the works that will take money, especially if we are to promote S gauge at shows and other conventions. We are confident that this course of promotion will increase the ranks of the Association as well as inspire more interest in the gauge. This will in turn create a demand for products and insure a supply of S gauge items for all of us.

There is one more consideration concerning finances and that is the support of the efforts of the committees where a product or service is being de-

veloped. No one in the Corporation receives pay for their services, however, NASG does bear the costs incurred for the work being done. It has happened that some projects have been shelved because the Treasury cannot afford the effort to bring forward for the use of the membership. Examples are: the movie project, catalog and the slide show, (not to mention the possibility of the long awaited Standards gauge). It should be evident by now, that the Association's engine will run out of steam in the near future without an increase in support from all of us. The current dues costs us a mote less than a dime a week-which won't even buy a post-card. I shall have to ask the Board to approve an increase in the membership dues to put fuel in the firebox - and at the same time offer you the membership, a deal you can't refuse-
READ ON!

Some time ago, we discussed an idea with the manufacturers about offering coupons to NASG members which would take the bite out of a dues increase. It will work like this. Renewals and new members at the new rate will receive valuable coupons redeemable in merchandise at a discount from participating manufacturers which will amount to much more than the cost of the dues. Jan Lorenzen, of Locomotive Workshop is spearheading this project and promises a well rounded package of coupons that will be useful to scale enthusiasts as well as Hi-railers. We hope to have a collector package also.

We hope that this "deal" will appeal to all of you, the details will be announced in the October issue of the DISPATCH along with the decision of the Board. I will be asking for an increase of \$5.00, for a total of \$10.00 per year. Again, this will be coupled with the valuable coupon plan generously offered by our S manufacturers.

In the meantime, I urge all of you to write me or your regional Vice-President with your comments as soon as possible since this important issue must be decided soon.

I will conclude this column with a more pleasant announcement. We have expanded the Clearing House to include many new items such as NASG belt-buckles, tie-clips, paper-weights, ladies pins to name a few. Look for a listing in this issue. A complete catalog will be included in the next DISPATCH.

Thank you all who took the time to say hello at the convention.

- Rollie Mercier

LAST RUN: ANDREW GALL of Cambridge, PA

Andy was well known to a bunch of the old-timers as a line wire S-Gauge enthusiast. He was a contemporary of Bernie Thomas and did a lot of work with him to get NASG going. Some of you may remember him at the Rochester, PA convention in 1965 where he and Bernie worked together to make that year a memorable occasion.

Andy passed away this past winter at his home in Cambridge, PA. We salute Andy and hope that he has found everlasting peace.

ELECTION COMMITTEE REPORT

A total of 266 ballots were mailed out to NASG members in good standing on April 1, 1981. A total of 157 ballots were returned by mail or at the convention for a respectable voting rate of 59%. The winners were:

- Rollain Mercier - PRESIDENT
- Michael Ferraro - TREASURER
- Edward M. Loizeaux - PACIFIC VICE PRESIDENT
- James Kindraka - CENTRAL VICE PRESIDENT
- Lee McCarty - EASTERN VICE PRESIDENT

The terms of the Secretary and Executive Vice President do not end until 1983. At this time, there is a vacancy in the office of Executive President created by Rollain Mercier's election to President.

Both of the constitutional amendments were accepted by large majorities.

The official results of the 1981 election are as follows:

PRESIDENT

Rollain Mercier	117
James Kindraka	33
Dick Cataldi	1
Walt Danylak	1
Don Heimburger	1
Lee Johnson	1
Frank Titman	1
TOTAL:	155

TREASURER

Michael Ferraro	74
Frank Wey	70
Eugene Fletcher	1
Don Thompson	1
TOTAL:	146

PACIFIC REGION VICE PRESIDENT

Edward M. Loizeaux	3
Ernie Horr	2
John Kelley	1
Lee Johnson	1
Arden Goehring	1
Gary Jordan	1
Barney Daehler	1
TOTAL:	10

CENTRAL REGION VICE PRESIDENT

James Kindraka	23
Ken Zieska	2
Richard Lind	1
Thomas Hawley	1
Paul Nicholson	1
Charles Porter	1
TOTAL:	29

EASTERN REGION VICE PRESIDENT

Lee McCarty	36
Matthew Lacko	34
F. Joseph Swift	34
TOTAL:	104

CONSTITUTION QUESTION 1

YES	139
NO	18
TOTAL:	157

CONSTITUTION QUESTION 2

YES	141
NO	16
TOTAL:	157

- Robert E. Moore
Chairman

NASG BOARD OF TRUSTEES

PRESIDENT

Rollain Mercier
910 South Patrick Street
Alexandria, VA 22314

SECRETARY

Dick Schlott
429 Little Ranch Road
Brooksville, FL 33512

TREASURER

Michael R. Ferraro, CPA
141 B. Gordon Road
Matawan, NJ 07747

EXECUTIVE VICE PRESIDENT

Vacant

PACIFIC REGION VICE PRESIDENT

Edward M. Loizeaux
15611 Kavin Lane
Monte Sereno, CA 95030

CENTRAL REGION VICE PRESIDENT

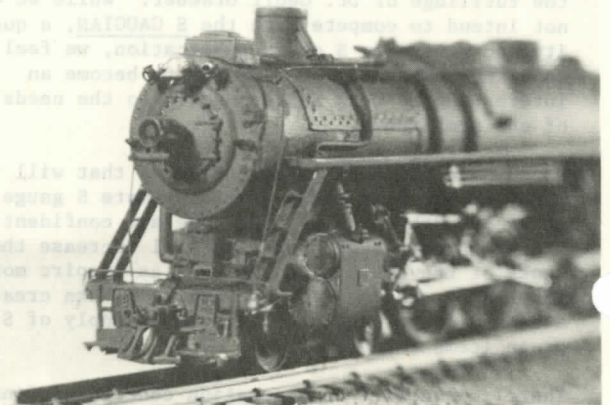
James A. Kindraka
3813 West Rochell Avenue
Milwaukee, WI 53209

EASTERN REGION VICE PRESIDENT

Lee McCarty
8727 Broadview Road
Broadview Heights, OH 44147

ADDENDUM TO ELECTION COMMITTEE REPORT:

James Kindraka has been elevated to the position of secutine Vice-President. The Board of Directors is considering names for replacement of the Central Region Vice-President



I thought that you might like to see a close up shot of John Krumhout's 4-8-4.

FINANCIAL REPORT FOR THE FOURTH QUARTER

Beginning Balance

Checking	\$ 188.83
Savings	2429.28
Petty Cash	<u>7.75</u>
TOTAL	\$2626.26

Income

Dues	\$ 590.00
Prepaid Dues	40.00
Miscellaneous	<u>40.80</u>
TOTAL	\$ 670.80

Total Cash Available \$3297.06

Expenses

Postage	\$ 122.75
Supplies	352.46
Printing	97.25
Miscellaneous	<u>5.10</u>
TOTAL	\$ 577.56

Difference Income & Expense \$2719.50

Ending Balance

Checking	\$ 258.02
Saving	<u>2461.50</u>
TOTAL	\$2719.50

FINANCIAL REPORT FOR THE ENTIRE FISCAL YEAR 1981

Beginning Balance

Checking	\$ 474.53
Savings	2336.56
Petty Cash	<u>7.75</u>
TOTAL	\$2818.84

Income

Dues	\$ 1290.00
Prepaid Dues	90.00
Miscellaneous	<u>223.92</u>
TOTAL	\$1608.92

Total Cash Available \$4427.76

Expenses

Postage	\$ 488.76
Supplies	467.61
Printing	374.08
Miscellaneous	<u>377.81</u>
TOTAL	\$1708.26

Difference Income & Expense \$2719.50

Ending Balance

Checking	\$ 258.02
Savings	<u>2461.50</u>
TOTAL	\$2719.50

Respectfully Submitted
Bill Oertly

S SCALE NYC NIAGARA PROPOSAL

July 24, 1981

15611 Kavin Lane
Monte Sereno, CA 95030

Dear S Scale Enthusiast:

At the recent NASG convention in Syracuse, a group of dedicated New York Central modelers discussed the possibility of importing a brass model of the NYC Niagara. It was quickly realized that no prudent businessman would be willing to assume the financial risk of producing such a unique locomotive in a minority scale such as S. The discussion then turned to the possibility of raising enough money to enable the importer to avoid financial risk and sell the production run directly to the group of modelers funding the project. This group of modelers (let's call them "investors") would be responsible for selling the locomotives to the ultimate user. Much to my surprise, quite a few individuals indicated a willingness to invest money in such a project. In its simplest form, each modeler would receive a quantity of locomotives proportionate to his investment. He could then resell them as he wishes at whatever price he chooses. Or the group might choose to establish an "official" list price.

I volunteered to discuss the concept of this project with firms in the locomotive import business to see if they would be receptive to this kind of arrangement. At this time, I've had discussions with three different importers who have all indicated a serious interest in cooperating. As Jim Boyd of RMC said: "Money up front will get their attention".

The reason for this letter is to inform you of the above activity and to inquire as to your interest in participating. Costs and minimum production quantities are little more than "guesstimates" at this time, but are as follows:

- Minimum Quantity: 100 to 200
- Cost Each: \$250 to \$450
- Total Investment: \$25,000 to \$90,000

These figures will be exactly know next month. By that time, one of the importers will have had a meeting with his manufacturer, received blueprints and will have a good idea of the exact cost.

If you are interested, please send a ISSAE and I will return a copy of a questionnaire.

My home telephone number is 408-395-7769, if you have any questions. Please restrict calls to 7:30 PM to 9:30 PM California time. Please do not suggest production of a different locomotive.

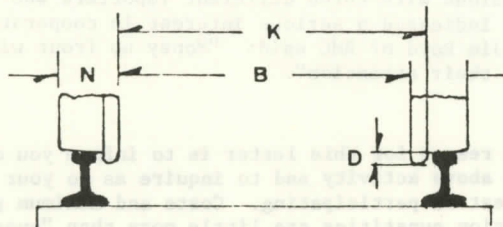
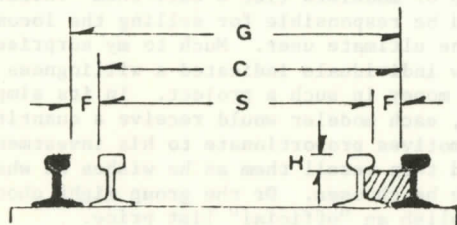
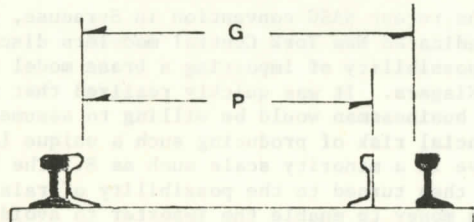
Sincerely,
Ed Loizeaux

NO	DISCRIPTION	DATE	APP

JULY-AUGUST 1981

EDITOR'S NOTE:

The drawings reproduced below are a copy of the originals drawn by Wayne L. Pier. Confirmation and acceptance of these standards is pending. As soon as they are accepted, you shall be notified in the DISPATCH. We will also publish any modifications.



S3	S	Sn3
G min	.883	.563
G max	.905	.585
C min	.839	.519
S max	.799	.479
F max	.053	.053
H min	.030	.030
P max	.819	.499

S4	S	Sn3
K max	.839	.519
B min	.800	.480
N min	.108	.108
D max	.030	.030

NOTES —

- 1) For further explanation of track & wheel standards and uses refer to NMRA STANDARDS S2, S3, S4, and RP8.
- 2) Recommended wheel contour code 110, see NMRA RP25.
- 3) NMRA acceptance pending.

S3, S4

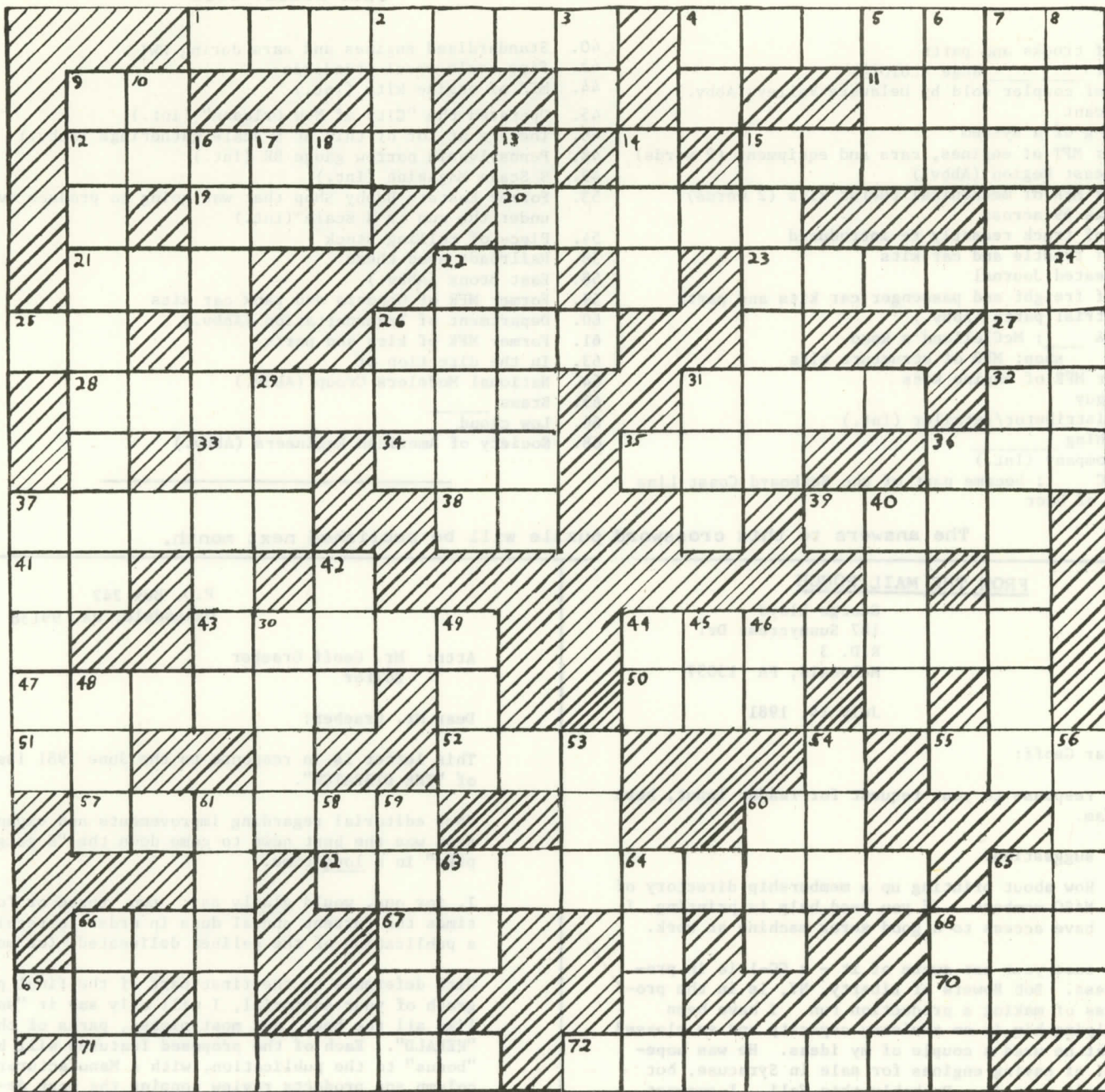
**N A S G
RECOMMENDED STANDARD**

**TRACK WORK & WHEELS
S - Sn3**

JOINTLY ENGINEERED NASG - NMRA

SHEET 1 OF 1

APPROVALS		DATE
DRAWN	W.L. Pier	7-1-81
CHECK		
ISSUED		



ACROSS

- 1. MFR of SN3 parts, car and engine kits
- 4. Former MFR of car kits and trucks
- 9. Type of brake system
- 11. Not wild
- 12. _____ power
- 15. Ore car
- 19. Head end car
- 20. Former line of conversion kits
- 21. Tinplate assoc. (int.)
- 22. Doctor
- 23. MFR of bearings
- 25. Belonging to me
- 26. Editor of "DISPATCH"
- 27. _____ & _____; You can "sleep like a kitten"
- 28. MFR of non-revenue car kits
- 31. Rail _____
- 32. American Railroads (Abb.)
- 33. Scale modelers (Abb.)
- 34. Non-revenue equipment (Int.)
- 35. MFR of engine and car kits
- 36. In addition to

- 37. Baggage _____ (Pl)
- 38. Type of rail (Int.)
- 39. Illinois Central _____
- 41. Either this _____ that
- 43. Very simple cars
- 44. _____ modles, Inc.; MFR of car kits and brake systems
- 47. Maintained temperature car
- 50. MFR of car kits from former Regal Line (Int.)
- 51. South Brooklyn (Abb.)
- 52. Pig
- 55. Pennsy (Abb.)
- 57. Car behine engine
- 60. Baby's second word
- 62. Type of truck
- 65. _____ Rail
- 66. Type of early truck
- 67. Opposite of stop
- 68. Runs "Through the Heart of the South" (Int.)
- 69. _____ & _____ 'America's first RR (?)
- 70. _____ & _____ F
- 71. Open car
- 72. Conductors office

DOWN is on next page →

DOWN

- | | |
|--|---|
| <ol style="list-style-type: none"> 2. MFR of trucks and parts 3. Reefer _____ angle (color) 4. Type of coupler sold by Delaware Valley (Abbv.) 5. Lubricant 6. Drawing of a system 7. Former MFT of engines, cars and equipment (2 words) 8. Northeast Region (Abbv.) 9. Former MFR of mechanical reefer kits (2 words) 10. Same as 69 across 13. Type of truck recently re-introduced 14. MFR of trestle and car kits 15. Overheated Journal 16. MFR of freight and passenger car kits and parts 17. Industrial parts (Abbv.) 18. _____ & _____; McClelland's Road 22. _____ shop; MFR of structure kits 24. Former MFR of engine kits 26. That guy 29. MFR/Distributor/Retailer (Int.) 30. Switching _____ 31. LCL Company (Int.) 36. _____ C _____; became part of the Seaboard Coast Line 37. Brand of beer | <ol style="list-style-type: none"> 40. Standardized engines and cars during WWI 42. Fine scale wheel standards 44. MFR of engine kits (Int.) 45. Operated the "City of New Orleans" (Int.) 46. There's a lot of this at S scale gatherings (Abbv.) 48. Pennsylvania narrow gauge RR (Int.) 49. S Scale Magazine (Int.) 53. Former Eastern Hobby Shop that was going to produce everything under the sun in S scale (Int.) 54. Piece of rolling stock 56. Railroads need these 58. East Bronx (Abbv.) 59. Former MFR of Gondola and tank car kits 60. Department of Transportation (Abbv.) 61. Former MFR of kits and parts 63. In the direction of _____ 64. National Modelers Group (Abbv.) 65. Brass _____ 66. Low cloud 68. Society of American Engineers (Abbv.) |
|--|---|

The answers to this crossword puzzle will be published next month.

FROM THE MAIL POUCH

George Lloyd
187 Sunnycrest Dr.
R.D. 3
McDonald, PA 15057

July 14, 1981

Dear Geoff:

In response to your request for reader input, here I am.

My suggestion:

How about printing up a membership directory of NASG members. If you need help in printing, I have access to a good xerox machine at work.

In case your not aware of it - a GG-1 is in progress. Bob Bowers of Liberty, NY, is in the process of making a production run. I have been helping him in an advisory capacity and am pleased that he used a couple of my ideas. He was hopeful of having engines for sale in Syracuse, but didn't make it. Probably this Fall. I suggest you use whatever means are at your command to encourage him. Perhaps do an article about it. His address is:

Bob Bowers
5 Delaware Avenue
Liberty, NY 12754
(914) 292-8077

It is scale length with twin Pittman motors.

Keep up the good work on the NASG DISPATCH.

EDITOR: Thank you, George, for your comments. We shall be printing membership lists this year. We hope to do it by regions so that each member will be able to contact other members in his own geographic area.

I found your information concerning the GG-1 being produced by Bob Bowers quite interesting. Send me a short piece about the engine along with some pictures. I'll be happy to include them in the newsletter.

P.O. Box 242
Oakesdale, WA 99158

Attn: Mr. Geoff Graeber
Editor

Dear Mr. Graeber:

This letter is in response to the June 1981 issue of "THE DISPATCH".

Your editorial regarding improvements and expansion was the best news to come down the "S gauge pike" in a long time!

I, for one, would gladly pay: two, three or four times the current annual dues in order to receive a publication of the caliber delineated, (or more).

With deference to the first part of the final paragraph of your editorial, I will only say it "sounds" like all the best, and most missed, parts of the "HERALD". Each of the proposed features will be a "bonus" to the publication, with a Manufacturers' column and products review topping the most desirable list.

Regarding your call for volunteers, I would be happy to assist in the authors and/or experienced modelers category, or in any capacity that would be helpful to the publication. (I can do passable line drawings but do not consider myself an artist or draftsman).

Having just moved from Southern California to N.E. Washington State, I cannot be of much help until after August 15th. The house I have purchased is not available until August 1st and then will need about two weeks to get the household and "S" Gauge goods out of storage and unpacked.

Sincerely,

David Hathaway

EDITOR: Thank you for your kind comments, Dave, I will call on you for assistance sometime later this Fall. We are trying to make the DISPATCH into the type of publication that the membership wants!!

Continued on page 11

NASG CONVENTION REPORT

With visions of sugarplums dancing in his head, as the line goes from that famous Christmas yarn, this S Gauger approached the sumptuous Marriott Inn for the National Association of S Gaugers Convention at Syracuse with great expectations. No one who attended, as far as can be told, was disappointed. The Central New York S Gauge Association, Inc., one of the country's fastest growing and most active S Gauge clubs, put together what many described as one of the best convention programs ever. Those attending left for home on Sunday with patches, buckles, a Convention Car, photographs and countless memories and ideas, all pointing to the growth and vitality of their chosen scale of model railroading.

The Convention opened at a leisurely pace, as attendees gathered from all corners of the country and Canada. An S Gauger from California spent the first night sharing a room with an S Gauger from Maine.

As setups progressed, Reg Carnes had for viewing a representative sampling of his colossal American Flyer collection. He showed some of his best - and some of the rarest - items on two 8' tables. That figured out, by some estimates, to a value per table of approximately \$15,000 to \$20,000!

If the history of the A.C. Gilbert Company was sought at this convention, surely it was discovered through Reg's display, with all equipment, and followed with the Tom Barker film and Maury Romer's reminiscences.

If S Scale operation and modeling was one's fancy, there was an eye-popping display of craftsmanship in a room specially set aside for the model contest. Scratch-built and kit versions of steam locomotives, scale-modified Flyer equipment, boxcars of all sorts, buildings, structures, whole village blocks and an entire modular layout brought by the Buffalo area S Gaugers were presented for viewing, all built with meticulous care. A most poignant story came out of the contest. Jim Moore of the CNYSCA wanted to withdraw his entry, a scale-modified AF Hudson. He felt it just wasn't up to the other entries, which were, indeed, delights to behold. Ever-so-modest Jim walked away with first prize - and did his clubmates proud!

The centerpiece of the scale creations, however, had to have been two items displayed, but not entered by Reg Bilodeau from Ottawa, Ontario, Canada. His operating sawmill and a saloon complete with miniature lit up chandeliers, player piano music and both a piano player and a dancer on a little stage jumping to the beat, were wonders which captivated all who saw them.

Tom Valmassei and Lenny Dean from Fundimensions made very clear Lionel's commitment to S Gauge and the re-introduction of American Flyer equipment. The costs and effort required in this endeavor are, indeed, enormous, but in their minds as well as ours all is worth it. Their enthusiasm, bordering on a missionary's zeal, was infectious and convincing. No one knows for sure what will follow the "Beano" and SP Daylight "Sets" but a lot of off the record discussion revealed a good deal of interest in accessories, like the famed barrel-loader, and a more consumer-oriented and priced entire set, aimed at starters in the scale and a larger market than established collectors.

Along with Tom Barker's and Tom Boldt's clinics, tours were set up to entertain conventioners during the daytime hours. These included stops at Arbour Models, a manufacturer of HO gauge equipment; the Syracuse University Carrier Dome, an enormous sports facility and principal site of this year's National Sports Festival; the Allied Chemical Company railyards and roundhouse; the prototype locomotives and cars belonging to the Central New York Chapter of the National Railway

Historical Society; and the huge Conrail yards at Dewitt, in the design of which Ralph Hodson of the Central New York S Gaugers played a very significant role.

Small group tours also found their way to some of the CNYSCA members' and the club's layouts. Raves were heard about Charlie Stackpoole's pike. In his usual understated way, Charlie told how he spruced up his miniature world and "threw together" a roundhouse specially for the occasion. His layout is an unusual and marvelously executed blend of both S scale and "tinplate" or Flyer equipment. All of it traverses around a commercial industrial complex and a separate residential area. In the background is handpainted scenery and, creating an illusion of distance, an HO pike with another HO scale village on the hill. Comments frequently heard about Charlie's layout included, "Why haven't we seen this one written up somewhere?" Well, maybe in the future ...

Throughout the convention, a flea market operated and manufacturers and S Gauge suppliers displayed their wares. Some very fine things were offered for sale, including a Penn Salt tank car, 5-digit Katy car, some fine locomotives in AF and brass kit form, and S Gauge trolleys from David King. "Scenery Unlimited had well-stocked tables, with a little bit of everything, it appeared. And some fine movies, with the American Flyer Boys Club and Mark Lazur's of the real thing, were shown almost continuously.

A gala banquet on Saturday evening in the elegant ballroom of the Marriott was well attended. Diners feasted on prime rib and saw a preview of next year's convention to be brought to us by the Cuyahoga Valley S Gaugers. If there is anything to look forward to, it certainly has to be the program outlined by that group. Railfans and their families are guaranteed all they can handle in railroading, prototype and scale.

Awards were presented following the dinner to winners in the many categories of entries in the model contest. And in a moving presentation, Josh Seltzer recalled the contributions and work of the late Howard Sandusky to our gauge and scale and paid appropriate tribute to his memory.

The evening ended with a bit of hilarity as Rollie Mercier of the NASG performed as auctioneer in the NASG's version of "The Price Is Right." Incredible buys could be had for equally unbelievable prices!

Sunday brought the end of the program and the annual NASG meeting at which officers for the coming year were elected. Though this recap could not possibly touch upon every event in detail, certainly every conventioner has enough memories to fill in the gaps. Everyone no doubt has at least one moment that will set apart this convention as special, memorable and one of the best ever.

Final note must be made of the tireless work done by our Central New York S Gaugers, especially the personal sacrifices and countless hours spent by convention chairman Walt Danylak. Without his dedication, this could not have been the success it obviously was.

And if there is a message to be spread to the model railroading world from this convention, it certainly has to be that S Gauge and 3/16ths inch scale railroading is very much alive, growing and full of talent. Indeed, we may be so bold as to say that S gauge is prospering as the very best that the model railroading world has to offer.

Your Proud Yarnspinner
John W. Steinbach
Secretary
Central New York S Gauge Association, Inc.

The Delaware Valley S Gaugers held their annual picnic on July 26th at the home of Cy and Leona Behrens. With bottled beer, delicious root beer on tap, and every conceivable food item found at picnics, the club members and their families certainly didn't mind the grey skies and threatening weather because all the fun was indoors. A pin ball machine, billiard table and the old D & W layout provided the entertainment.

Two prospective members, Luther Stephens, and Tom Kroll finished their three meetings and should become members at the next one.

At the business meeting the club finally decided to get the train rolling towards construction of another modular layout. This will be used at Train meets for public display of S Gauge, possibly at a future NASG Convention and maybe at the yearly Secret Project get together. The uses for a modular layout are unlimited and it is certainly a step in the right direction.

Lehigh Valley Models was announced as being well stocked. Anyone can obtain a photographically illustrated catalog and price list by sending 75¢ to 1225 N. Arch St., Allentown, PA 18104. This entitles you to be added to the LVM mailing list and the 75¢ is refunded upon receipt of any order of \$5.00 or more.

The Night-Out-On-The-Town was discussed and approved to be moved to a Sunday afternoon. The club is still short of its total 12 members and is still looking for new members. If interested, contact:

Frank R. Titman
1225 N. Arch Street
Allentown, PA 18104

CLUB NEWS - DELAWARE VALLEY S-GAUGERS AUGUST MEETING

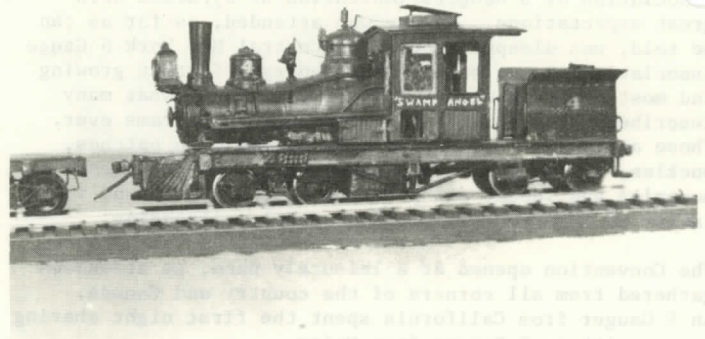
The DELAWARE VALLEY S GAUGERS held their August meeting at Frank Titman's residence, home of the Spiral Hill Railroad. Plenty of table space was available and numerous projects were either begun or completed. A Pacific and Consolidation locomotive were tested on the Spiral Hill tracks and Sy Behrens completed the conversion of an HO Mantua industrial switcher right on the spot. A Quality Craft caboose, an Sn3 Heisler conversion, an express reefer, and some railroad scenic items were some of the other projects.

Frank exhibited a CNJ Pacific loco and a Reading 2-8-0 that are almost completed by the Spiral Hill shops. Also, the experimental LVM coal mine model was shown and discussed. This will be made available in three kits; the coal breaker kit, a super detail kit, and the power house. All three of these put together will provide S gaugers with one of the most realistic coal breaker units in the hobby.

The future modular layout was discussed and the possibility of hosting a future NASG Convention. Two new members, Luther Stephens and Tom Kroll, were accepted into the club. We still have openings for several members. Next meeting all secret projects must be turned in if the members want to be included in the April unveiling.

A scrumptious picnic type lunch of doggies, hamburgers, corn on the cob, watermelon, etc. put everyone in the mood to relax and watch a slide show presented by Matt Lacko showing pix of the Syracuse Convention and a lot of (ugh!) diesels.

Frank R. Titman
Secretary of DVSG
1225 N. Arch Street
Allentown, PA 18104



This little logging loco was displayed at the NASG Convention by Ed Filer.

BRISTOL S GAUGE RAILROADERS

MINUTES OF MEETING OF JUNE 28, 1981

The home of Don Riley in Auburn, MA was the site of this meeting. Eleven members and one guest were present. Don's fine Boston & Worcester Railroad still looks good to the members of Bristol, and it runs well, too. The accent of our host was on his newer HO railroad. No finer array of electric type locomotives exists anywhere that we know of, and the other rolling stock is tops. Don's HO railroad features excellent operation, a large portion of it being under catenary. Too bad it isn't a little bigger - we mean about 3/16" to the foot!

The formal meeting was called to order by President Paul Riley (no relation) at 3:20 PM. The Secretary's and Treasurer's reports were read and accepted. Business Discussion immediately settled on the upcoming Syracuse convention. At this time it appears that eight Bristol members would attend. All were urged to bring display models and of course to enter the model contest. Today's model contest entries are to be definitely entered in the Syracuse contest.

Several topics of old and new business were discussed, including:

- Hosting of the 1983 or the 1984 National Convention
- Continuing monthly meetings as at present
- Accepting Henry Gowey's invitation to hold September meeting on the Cape on the 13th.
- Bristol entries in the Syracuse contest

Bruce Russell conducted the Bristol contest. Five members submitted models for consideration. (All other members paid a small fine as a penalty for non-entry). This contest display was set up in the out-of-doors, where the full sunlight provided an excellent chance to view the added details of the models, which might not have been noticed in a darker place. The judging was performed by the members present, and the results will be tabulated by Bruce and announced at our next meeting which will be the annual outing and picnic. We will return to the site of last year's picnic - John Medlands place in Lynnfield. He has a delightful pine grove next to his home, with plenty of shelter in case of (ugh) rain.

The meeting adjourned at 4:30. After a short additional session with the trains we went to the York Steak House for a very tasty meal and returned to Don's railroads for more operation.

Sincerely yours,
Tom Coughlin

FROM THE MAIL POUCH- continued from page 8'

EDITOR'S NOTE: The following letter was sent to me after Bruce Greenberg called concerning volunteers to run the S-Gauge display at his conventions.

I introduced the idea to the members at the NASG convention. The consensus was that the membership would rather sponsor and man their own S-scale exhibit.

Those individuals who would be interested in helping to run Bruce Greenberg's exhibit on an individual basis can contact him on their own. The text and details follow.

Greenberg Publishing Company
729 Oklahoma Road
Sykesville, Md. 21784
August 19, 1981

Dear Geoff:

It was a pleasure to talk with you.
The following is a suggested text:

Almost five years ago, in December 1976, Bruce Greenberg held a model railroad show in what was then a large hall, a 7,000 square foot Armory in Ellicott City, a Baltimore suburb. The show began as a Lionel marketplace but Bruce recognized that model railroading went far beyond Lionel. Consequently he actively recruited dealers who sold HO, N, S and railroadians. He also offered movies and switching and racing contests. The show rapidly outgrew the Armory and in March, 1978 he moved it to the then largest new building in Baltimore, Towson State University's Towson Center.

This 30,000 square foot building (almost 3/4 of an acre) provided room to grow. Display layouts were built: first an 8x12' Lionel layout and then a 4x8' S Gauge layout. Club displays started to appear. Mt. Clare brought its HO modular layout. By 1980, the Show featured four or five major layouts, two rooms of movies, the railroad historical societies of greater Baltimore, the NASG, and NMRA representatives.

Soon Bruce had people asking him to bring his show to other cities. Consequently he organized shows at the Philadelphia Civic Center and what is now known as the Pittsburgh Expo Mart. The response in Philadelphia and Pittsburgh surprised even the ever optimistic Bruce. Pent-up interest and enthusiasm for all kinds of trains was tremendous. Over 7,000 people came to the first Pittsburgh show and over 10,000 to the first Philadelphia show. At both Pittsburgh and Philadelphia, tinsplate and scale were represented. The Cuyahua Valley S Gaugers brought their modular display and ran scale equipment to the delight of many. Randy Sappo exhibited his magnificently crafted S Gauge scratch built buildings. In Philadelphia, Lou Bargeran provided an operating S display.

The success of these shows has lead Bruce to offer more in other metropolitan areas. This fall he will offer two shows on Long Island: the first is October 3-4 at Acqueduct Race Track and the second is November 28-29, 1981 at Colonie Hill Hauppauge. In addition he will offer shows in Washington, DC, at the DC Armory on October 31-November 1st and in Woburn, Boston on December 19-20 at the Northeast Trade Center. He will continue to sponsor shows at the Baltimore Convention Center on September 5 and 6, at the Philadelphia Civic Center on December 5 & 6, and at the Pittsburgh Expo Mart on November 28-29.

Bruce would very much like to see his S Gauge exhibits grow. He will provide an 8x16' layout with tinsplate and scale and tinsplate loops. This display will provide for cab control. He needs operators for such displays and hopes to hear from volunteers. Operators will assist in running the layout and talking with the general public about S Gauge. For more information and to volunteer please contact him at 301-795-7447 (9-5) or 301-489-4023 (in the evenings).

Sincerely,

Bruce C. Greenberg

Dear Geoff:

I'm not exactly a professional writer, but I would like to have something put in the NASG DISPATCH.

First, I would like to thank everyone in the NASG who took the time to vote. Naturally I'm grateful to everyone who voted for me, and I thank you for mailing me your new representative on the Board of Directors, but I would also like to thank everyone who voted, no matter who they voted for. It shows that you care about the operations of the NASG and that's a good sign.

So much for amenities, now down to business. As I mentioned at the business meeting at the convention, there is coming up one heck of a train show on October 2-3-4 in Pittsburgh, PA. It will be a combination NMRA Regional meet and the Model Retail Industrial Association yearly show. We intend to have the largest "S" Gauge exhibit since American Flyer went out of business. The Chicago Association of "S" Gaugers will have its modular layout there, as will the Cuyohoga Valley S Gaugers. The two layouts will form the core of a large NASG exhibit which will not only show what is available in "S" in general, but will also highlight the NASG in particular.

The first day of the show will be a private affair only for dealers and manufacturers in the MRIA. However, since anyone operating an exhibit gets in anyway, those who will be running the NASG exhibits will get free entry and can attend even the private show.

Saturday and Sunday are both open days for NMRA members and their guests. I was told that the expected attendance will be over a thousand people.

Guys, we need help to man the two layouts and other exhibits we will have there. You will have a great time as well as "doing your bit" to show off our gauge. If you can be there even one or two days, it will be a big help. Write me or telephone if you think you can attend and I will arrange all necessary passes and entry permits.

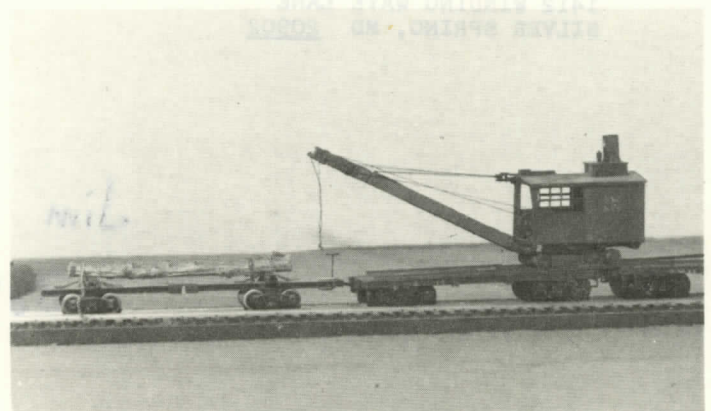
By the way, if anyone wants to get ahold of me for any reason, my address is:

Lee McCarty
8727 Broadview Road
Broadview Hts., Ohio 44147
Telephone: (216) 526-9864

I hope to see many of you at the Pittsburgh meet.

Sincerely,

- Lee

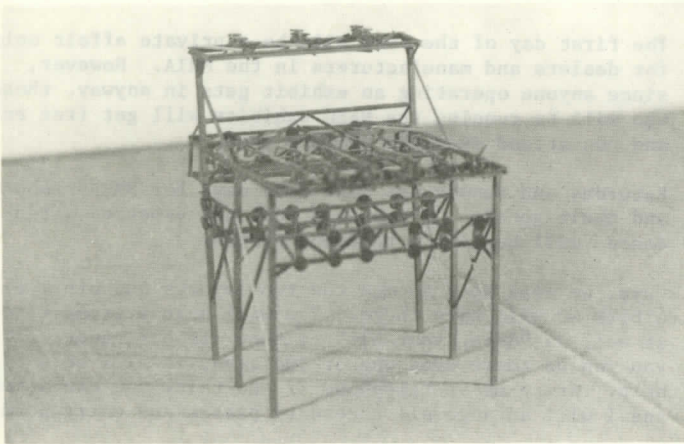


Another shot of some of the logging equipment displayed at the NASG Convention by Ed Filer.

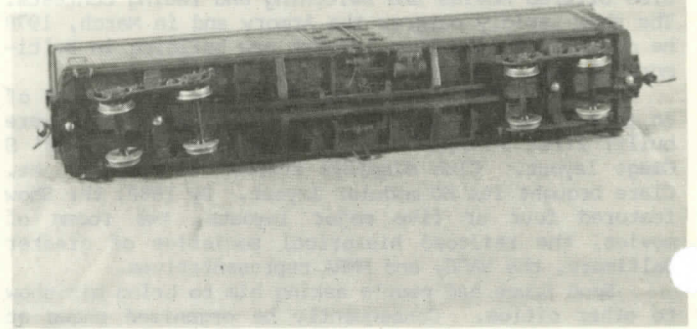
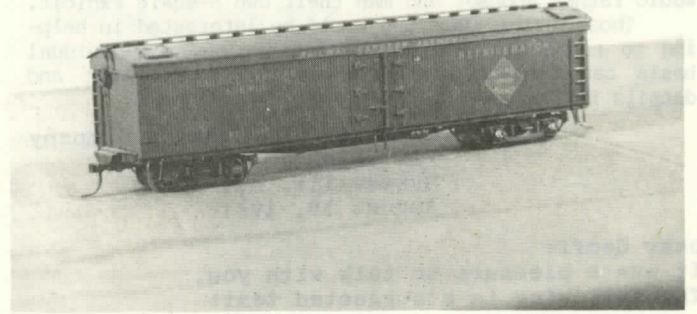
CONTINUED FROM PAGE 2

I plan to avoid this type of delay in the future by several methods. The fourth issue of each year will be scheduled for late August or early September so that we will have adequate time to process all of the news from the convention. As you will read in another part of this issue, next year's convention will be held in August. I personally will plan to do most of the reporting for that event. In this way the delays will be held to the absolute minimum. The rest of the copy will come from feature material that will be completed before the convention.

We will get back on schedule by setting a later delivery date for each of the two issues remaining in this year. The September-October issue will arrive in the first week of November. The November-December issue will arrive in the second week of December. We should then be on schedule for the first issue of the new year.



This unique little power station was entered in the model contest at the convention by Steve Myers. How about an article on how to build it, Steve?



C.B.
The model of the express reefer shown above was made by the editor. It was entered in the model contest at the convention. We are planning to do an article on super detailing of car kits in one of our future issues. We'll spend some time on underbody detail and attaining a realistic appearance.

NASG DISPATCH
GEOFF GRAEBER, EDITOR
1412 WINDING WAYE
SILVER SPRING, MI



A series of horizontal blue lines for writing, located at the bottom of the page.