

# DISPATCH

VOLUME TWO

NUMBER 4

NASG NEWSLETTER

DECEMBER 1979



## Season's Greetings

### EDITORS COMMENT

Your Editor would like, during this Holiday Season of the year to thank all of you who have so generously contributed articles, items and letters to our NASG newsletter. I hope that in some small way the 'Dispatch' has helped to keep you informed as to what is going on in your NASG as well as in our chosen gauge S. As we approach a new year I look forward to a continuation of the fine cooperation I have recieved and also would request your comments and suggestions as how to make the Dispatch serve you, the members of NASG, better.

And now, to each and everyone the merriest of Christmases and the wish for a happy and prosperous 'S' New Year.

*Gene How*

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### PRESIDENT'S REPORT---

Are you awake out there?

Are you out there? Sometimes, from where I sit it seems like the membership just doesn't care or is completely satisfied with NASG policies and accomplishments I'd like to believe the latter and I think there has been ample reason for it in the last year or so. But I'm not all that satisfied with what we've done so far. I don't think the members should be all that content either.

Yes, we are a completely volunteer-type organization. And, yes, for five bucks a year you can only expect so much. And, yes, there are so many things that can be done that they have to be done just a few

at a time.

In spite of the many legitimate reasons for not blowing off steam in our direction at every little (and not so little) glitch, there is still a need for feedback from the membership.

The best way to have your way, of course, is to get involved in NASG by joining a committee or creating a new committee running for office (do you realize that nominations for the next election are less than a year away?), or running a special project. If this theme is sounding familiar to you, it should. It is the most repeated editorial in any volunteer organization. You've read it here before and will read it again for sure.

There are other important things you can do to make NASG more responsive for you. One is to take the time to complete our surveys. The Board of Trustees has learned some important things from previous surveys. Writing to one of the officers or to a committee chairman is also a good way to express an opinion or present a new idea.

Letters to the Dispatch Editor are another way to communicate with the leadership as well as the whole membership. This can be very effective, especially in putting forward a new idea. Sometimes an idea hits an individual when he is in an unreceptive mood and can die right there.

Actually, the entire Dispatch is at your disposal. It is not just for officers and committees to report to you. Any member can use it. Consider it to be a continuous, open meeting of the organization. Tell us how your club is progressing, or how you promote S locally. Sound off about NASG policies; whether you agree or disagree. If you have an idea, develop it as far as you can and share it with us.

Don't worry about bumping important news from the Dispatch. A bi-monthly newsletter gobbles up material like a bottomless pit.

\*ed comment Amen

THE HI RAIL COMMITTEE REPORT  
Sig Fleischmann

RTR S Gauge cars for collectors:

At the Fall S Fest in Chicago last month Pete Sappenfield, the current marketing manager for the Lionel Trains Division, of the Fundimensions Division confirmed that the new proposed Lionel S gauge cars were aimed primarily at collectors.

After his talk and slide presentation Mr. Sappenfield invited questions from the audience. Naturally many questions were asked about the proposed S gauge cars.

My question was, "Who at Lionel was responsible for the choice of the proposed cars?" His answer, market research. It is difficult to understand what kind of market research would justify another Gulf tank car. It was also difficult to understand why the S gauge manufacturer of the year award was presented to Lionel.

This market strategy is not in the best interest for Fundimensions nor S gauge.

S gauge can be thankful that we have S gauge manufacturers who are producing authentic AF type RTR cars with a choice of trucks and couplers. Kit manufacturers with a fine variety of car kits.

The Hi Rail committee is in the process of setting up some tests to compare Kadee HO, Kadee O, and AF knuckle couplers. At the present time we are not planning to find a standard coupler for Hi Rail, only to evaluate what is available on todays market and how they compare.

Let us hear about the couplers you are using. What type of operation do you require? Hand or ramp uncoupling? How do you spot cars with your couplers?

Send your comments to: Sig Fleischmann  
22475 Violet  
Farmington, MI 48024

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S PRODUCTS CATALOG UNDER STUDY  
Dick Cataldi

Your Promotions Committee is working on a proposal for a new catalog of S products. There is certainly a need for such a catalog since no dealers have offered catalogs in about 10 years and the old S Scale Catalog is essentially out of business.

While a catalog would be important for promoting our gauges (S, Sn) to outsiders, it would also be very useful to current S gaugers in rather obvious ways. It can be used by dealers too. All they would

have to do is add their own price lists and ordering instructions.

The project would be a big one and probably require over a year to complete. Also, some NASG money would have to be invested to get the catalog printed. Before the organization becomes committed to this project, the Promotions Committee has been assigned the task of estimating the manpower and financial resources that will be required, as well as the probable market for a catalog. Also, they are developing a format for it that is attractive and flexible for updating.

If the Board of Trustees approves this project, they (the Board) will set policy for things such as price to members, retail price, printing quantities, and the definitions of "S products" and "currently available". The catalog editor will be in charge of designing the catalog and working with manufacturers, suppliers, and others.

This should be a complete catalog of all commercially available products for 3/16-inch scale model railroading. Therefore, it would cover narrow gauge products as well as tinsplate and hirail.

The formal proposal for this project should be completed in a few weeks and will be discussed in the next issue of the Dispatch. If you have any comments at this time, write to the Editor and share them with us.

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PROMOTION COMMITTEE

1979 has been an outstanding year of promotion for the NASG Promotion Committee. The highlight of the years events was the convention held at Princeton. The outstanding effort put forth by Don Thompson cannot be overlooked as a reason for the excellent impression S gauge made.

Tom Hawley and Doug Miller have contributed much to the completion of the module program. Tom will continue to be the clearing house for all module material and information.

The NASG slide program is off the ground. Although we need more slides, the program still makes an impressive show of the fine models available in S today.

Projects for 1980 include: (1) Expanding the module program (2) A new current annual catalog. (3) 1980 Milwaukee convention. (4) 1980 Fall S Fest.

If you are interested in being a member of the standing committee please contact the gentleman listed on next page:

Ken Zieska  
11810 52nd Ave. N  
Plymouth, MN 55442

Please remember the most important promotion work is done on the local level by every member of NASG. Examples of your workmanship do as much or more than the biggest ad in Model Railroader or any other model magazine.

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NASG AT FALL S FEST

Jim Kindraka

Thanks to the gracious offices of the Chicago Area S Gaugers and Badgerland S Gaugers, NASG made a fine promotional showing at the 4th Annual CASG-BSG Fall S Fest in Chicago, November 9-11. Space was provided for an NASG booth for displays and dissemination of literature. A clinic "NASG - A Different View", drew a good attendance. The clinic included not only a short presentation and question/answer period but also the NASG slide show and movie. Besides literature, the NASG table displayed several current S items including an SSL&S Mike, exact 50' S scale hirail cars converted from Lionel O gauge, built up kits by Trainstuff and DMK, and Tomalco's flex-track.

NASG officers and committee chairmen present included Executive V.P. Rollie Mercier, Central Region V.P. Jim Kindraka, Secretary Dick Schlott, Hirail Chairman Sig Fleischmann, Promotions Chairman Ken Zieska and Films Chairman Joshua Seltzer. Several other NASG members were also present and several more joined during S Fest. Enough Promotion Committee members attended to hold a short meeting and hammer out final details on NASG module standards.

The Hi-rail Committee exhibited Merton Smith's modified O scale coupler for S gauge hi-rail. This coupler is being tested for possible inclusion in hi-rail standards. It presents a more prototype appearance than AF knuckles and will couple and hold both AF couplers and Kadee HO couplers

The S Fest itself drew several hundred people, mostly for buying, selling, and trading of American Flyer. Several tables featured impressive displays of both rare items and rows on rows of excellent condition equipment. A limited amount of hi-rail and scale equipment was also on sale. Several S manufacturers were represented. Comments from those present indicated NASG did not waste the opportunity to communicate and promote among both members and non-members at this years Fall S Fest.

#### NASG MODULAR DRAWINGS

Included you will find drawings for the NASG interface standards. Here are a few basics that go with these drawings:

The basic section is  $1\frac{1}{2}$  ft X 4 ft.

The trackwork must accomodate scale equipment. There is no objection to trackwork which can accomodate all equipment, scale, hi-rail, tinsplate; if the builder finds that desirable for his own home or local club use.

Turnouts from the mainline shall be #8 unless there is good reason for a lesser frog angle. Any crossover between mainlines must be at least #8.

Within sidings and switching track to be used by all equipment, #6 turnouts are required.

Within sidings and switching track to be used only by specifically assigned equipment, whatever works for that equipment is all that is required.

Mainline tracks shall be spaced 2-3/4 inches from each other, center to center at the interconnecting ends. This spacing will be widened to 3-1/4 inches in curves to prevent side-swiping of long equipment.

For modular information write:

Thomas G Hawley  
2311 Strathmore  
Lansing, Mich. 48910

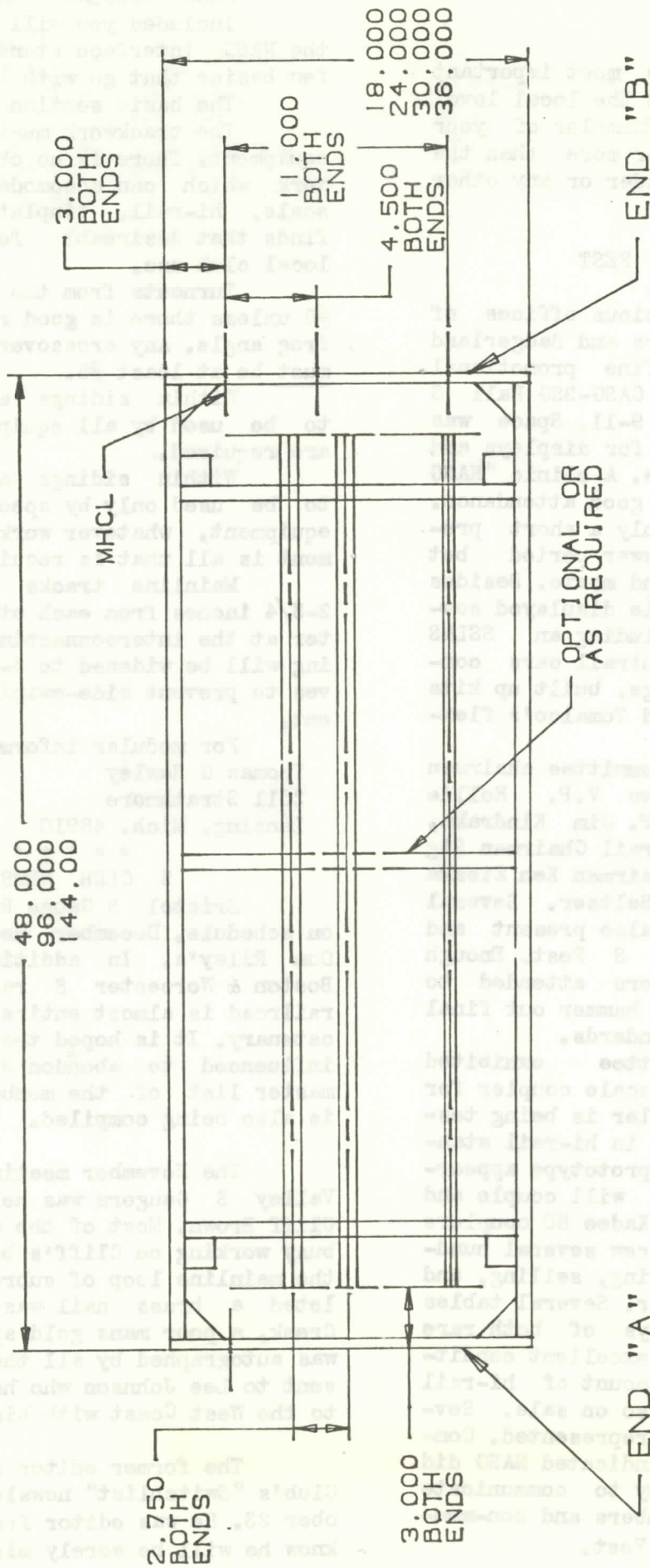
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#### S CLUB NEWS

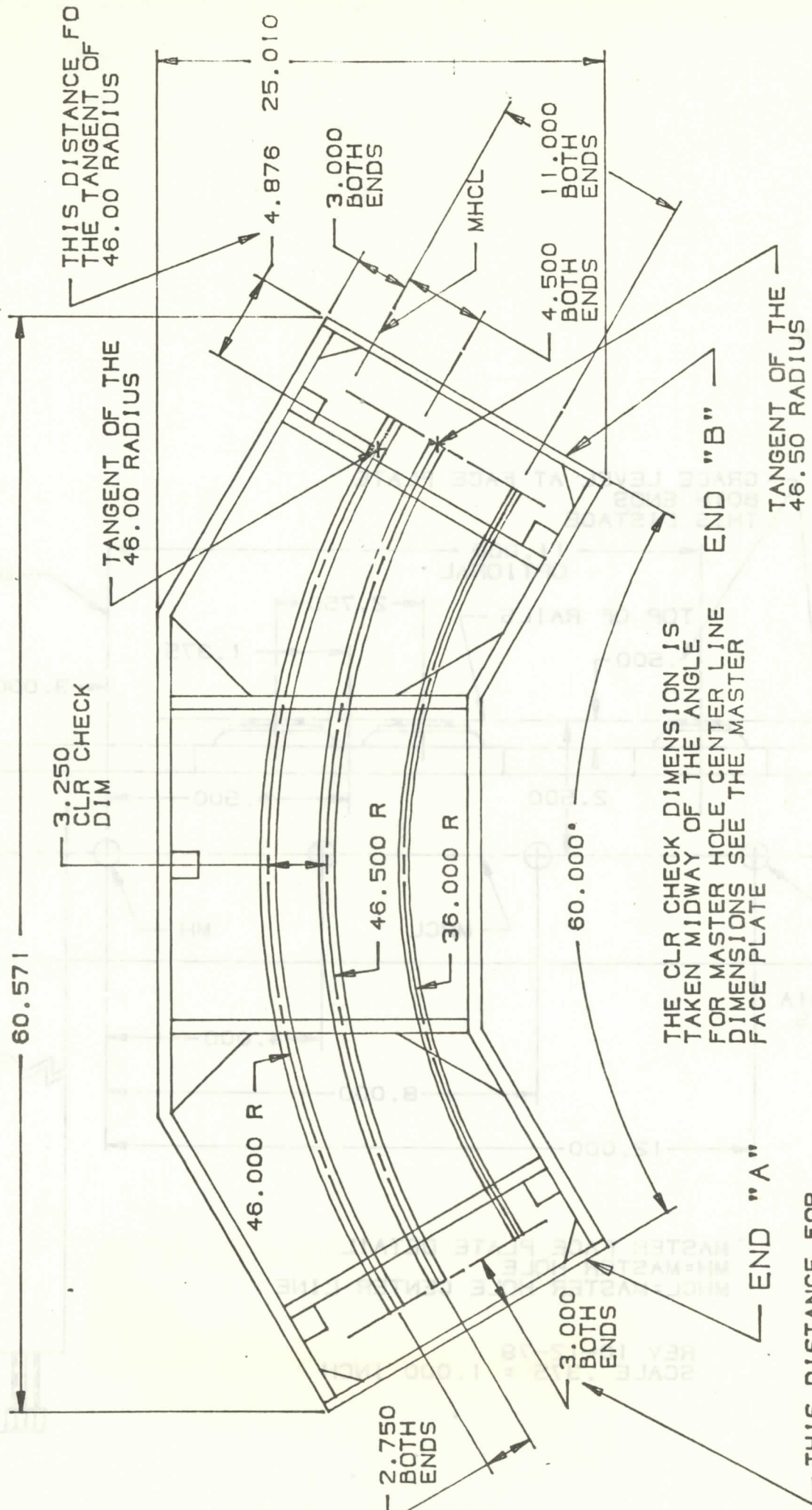
Bristol S Gauge Railroaders meeting on schedule. December meeting was held at Don Riley's. In addition to the fine Boston & Worcester S railroad his new HO railroad is almost entirely under operating catenary. It is hoped the members were not influenced to abandon S, our first love. A master list of the members railroad books is also being compiled.

The November meeting of the Delaware Valley S Gaugers was held at the home of Cliff Brown. Most of the members were kept busy working on Cliff's benchwork. Because the mainline loop of subroadbed was completed a brass nail was driven at Lizard Creek, a poor mans gold spike. A book which was autographed by all the club members was sent to Lee Johnson who has recently moved to the West Coast with his modular layout.

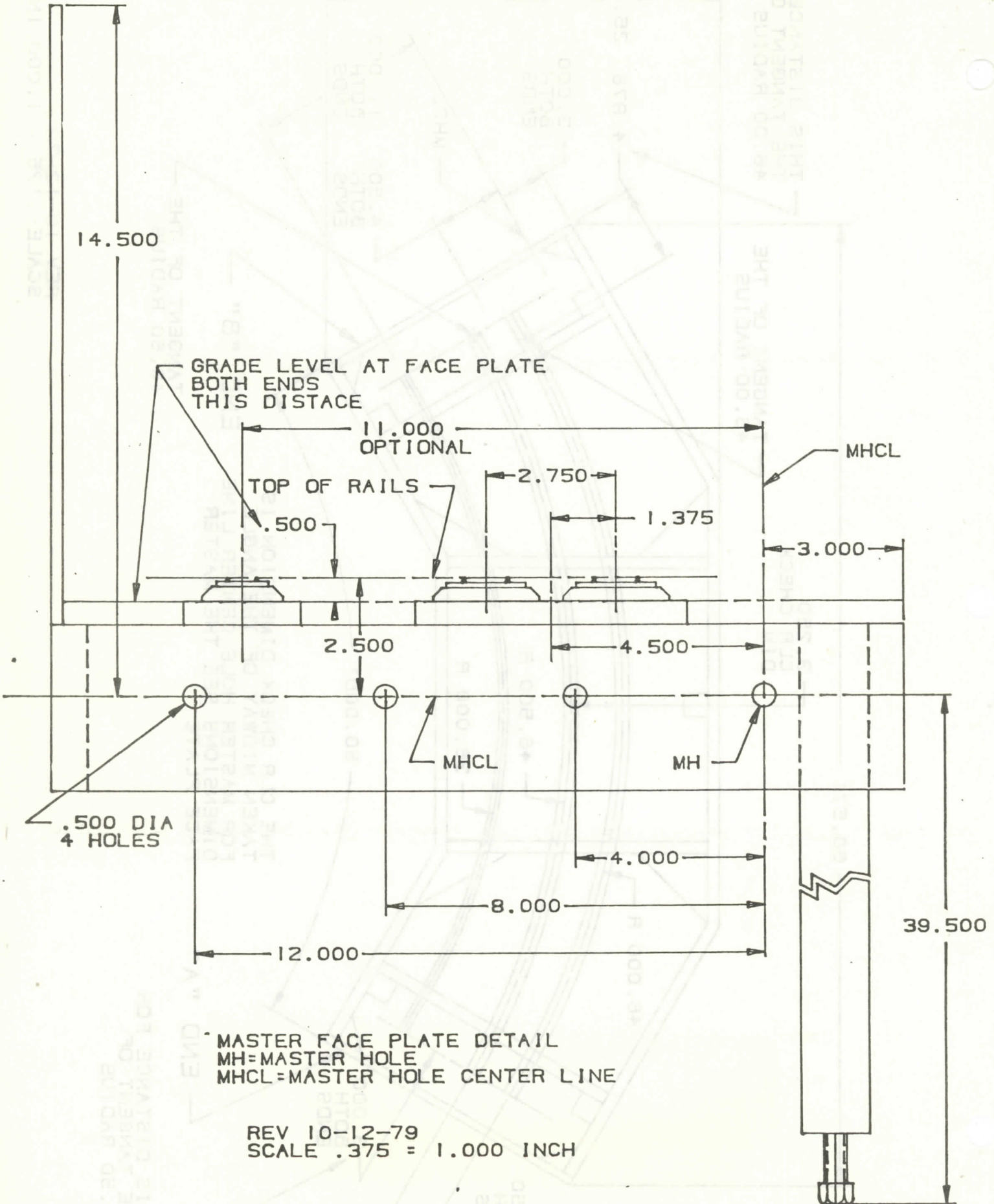
The former editor of the Chicagoland Club's "Switchlist" newsletter died on October 23. He was editor from 1972 to 1979. I know he will be sorely missed by the CASG.



FOR MASTER HOLE CENTER LINE  
DIMENSIONS SEE THE MASTER  
FACE PLATE



THE CLR CHECK DIMENSION IS  
 TAKEN MIDWAY OF THE ANGLE  
 FOR MASTER HOLE CENTER LINE  
 DIMENSIONS SEE THE MASTER  
 FACE PLATE



MASTER FACE PLATE DETAIL  
 MH=MASTER HOLE  
 MHCL=MASTER HOLE CENTER LINE

REV 10-12-79  
 SCALE .375 = 1.000 INCH