

DISPATCH

To web

VOLUME THREE NUMBER 3 **NASG NEWSLETTER** JUNE 1980

NASG CONVENTION

The Badgerland S Gaugers cordially invite you to attend The Twentieth Anniversary Convention of the National Association of S Gaugers in Milwaukee, Wisconsin July 18, 19, 20, 1980 at the Red Carpet Hotel and convention Center, in Milwaukee, Wisconsin, Layton Avenue and Howell Avenue, across from General Mitchell Airport.

The BADGERLAND S GAUGERS are your hosts for this convention, and are hard at work to make this 20th Anniversary, a fun filled and enjoyable time for everyone. Those of you who attended the 1978 Fall S Fest, can plan on another fun-filled weekend in Milwaukee. Those of you who haven't been here can rest assure that we will do our best to give you the best. You do not have to be a member of NASG to attend this event. It is open to anyone who has an interest in trains. This includes Scalers, Narrow Gaugers, American Flyer collectors, Operators, or whatever. There will be something of interest for everyone. As chairman of this convention I sincerely hope that you will attend, and when it is over, that you will have many great memories of the things that you have seen and done in Wisconsin. For further information, write me - Dave Koehler, convention chairman, N 66 W 24076 Champeny Rd. Sussex, WI 53089.

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PRESIDENTS REPORT

Dick Cataldi

Gee, didn't we just have an election? Well, no, its already been a year and our constitution calls for nominations well ahead of the actual balloting. The cut off date hasn't been set yet but will be about the first of December.

An official call for nominations will appear later, but its good to bring up the subject at this time to give you a chance to think over a run for office yourself or to ge a run by someone else.

Five of our seven elected officers' terms end in 1981: president, treasurer, and the three regional vice presidents. Both of

the executive positions (president and treasurer) incumbents are retiring. These two important positions require candidates who are willing to work hard for the continued growth of S gauge and who can run an organization primarily through the mails. Previous experience in the NASG is always helpful, but not absolutely necessary.





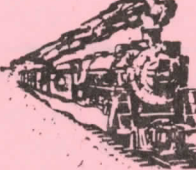

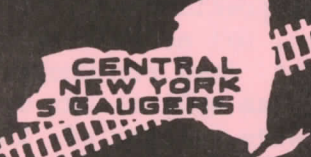







The regional vice presidents are likely to run for reelection, but no rule or regulation requires that they run unopposed. Our modeling scale, as well as our organization, includes a wide variety of interests that are often in conflict. It is difficult (and sometimes impossible) to develop policies that are truly beneficial to tinline collectors, Sn3, S traction, S fine-scale, hirail, scale, tinline operators all at the same time. Priorities must be established and volunteers' (in NASG, we are ALL volunteers) assigned to tasks they are willing to take.

While the Board of Trustees really does attempt to be fair to all interest areas, policies always reflect the interests of those who make those policies and the Board has been dominated by scalers, with one or two hirailers at any given time. The 'evil, corrupt, decadent (not to mention mostly scale) eastern establishment' is in solid control. At two different times, we have had the president, executive vice president, and treasurer all living within 10 miles of Sodom and Gomorrah-on-the-Potomac (Washington, D.C.

If your interest or geographic area has been neglected by NASG up to now, there is something you can do about it besides grouse. While contemplating your revolution, please drop by the NASG booth at Milwaukee next month and talk to the officers there. We'll be wearing different name tags than the other conventioners, so you shouldn't have any trouble finding us. We request that any ripe vegetables you bring with you to Milwaukee remain in your hotel rooms. That also includes rotten eggs.

We are now taking orders for your pike information in this new section of the DISPATCH. Now you can advertize your railroad with a logo and help support NASG at the same time. One year subscription is \$3.00 for six insertions, two years or twelve insertions is \$5.50 and three years or eighteen insertions is \$8.00. Send pike information and money to NASG, c/o Rollain Mercier, 910 S. Patrick St., Alexandria, Va. 22314. Or... look for us at the convention. We will have a booth with many new items for sale.

The PIKE DIRECTORY

 <p>Shenandoah Northern D. C. GILBERT</p>	  <p>FKB RAILWAY JIM BASSETT, SUPT.</p>	<p>With Compliments</p>  <p>WHITEFIELD RR</p>	 <p>PENN CREEK VALLEY</p>
<p>Potomac AND Falls Church RR DREAM DIV. WAYNE SHIPP</p>	<p>PENNSYLVANIA RAILROAD SYSTEM J. H. SUDIMAK, Pres. "SHORTY" SUDIMAK, Veep. Home Office: 90 Lucy Lane, Northfield, Ohio LAKE "EERIE" DIVISION</p> 	<p>GREAT EASTERN RAILROAD "Safe Service With Steam" EUGENE FLETCHER</p>	<p>Route of the "NORTH" WIND SAM POWELL</p>
<p>CENTRAL NEW YORK S GAUGERS</p> 	<p>DICK CATARDI'S</p> 	<p>DELAWARE VALLEY S GAUGERS</p>  <p>100% N.A.S.G.</p>	<p>POTOMAC VALLEY • CHEAT RIVER DIV. BALTIMORE • OHIO RAILROAD America's Grand Old Railroad ED G. SCHUMACHER, PRES.</p> 
<p>THE TIN PLATE ROAD TAP ERNEST THORR</p> 	<p>MW</p>  <p>BILL DEATLY'S MARYLAND WESTERN</p>	<p>Dover & Atlantic R.R. Systems DICK SCHLOTT 1033 N.W. 6th ST. MIAMI, FLORIDA 33136</p> 	<p>MARTLAND • VIRGINIA • D.C. POTOMAC VALLEY "S" GAUGE ASSOCIATION</p> 
<p>FOR RENT</p>	<p>FOR RENT</p>	<p>FOR RENT</p>	<p>FOR RENT</p>

There are many more spaces available at this time. Act now...don't be left out!

THE FIREMAN'S SIDE OF THE CAB.

One of the most active committees NASG has is the convention committee, and this column will be devoted to its functions. The committee got its start at the Syracuse convention in 1971. Ed Schumacher, then Director of the old NASG, (before incorporation and the demise of the NESGA), strongarmed an unsuspecting Rollie Mercier into becoming the first chairman, (come to think of it, the only chairman). And with this appointment, the formal selection process began.

Conventions were selected by a haphazard process known as dragooning. Potential hosts were cornered and shanghaied into putting on the annual affair. After a while, officers would hide when they saw this guy in the distance.

However, since incorporation, NASG now has a selection process that involves the BOT and the annual event is sought after without much of a fight.

The convention is now a National event. We have been in the Midwest and on both coasts, also Canada! Maybe someday we can set one up in Florida or New Orleans.

This year's event is in Milwaukee. Next year will take us to Syracuse, then on to Cleveland! The committee is now taking applications for 1983 and 84. If your organization is contemplating hosting a convention now is the time to submit your bid for one of these years. We will have more about this in the next issue. Meantime, see you in MILWAUKEE!!

PROMOTIONS COMMITTEE REPORT

Members of the Promotions Committee are looking forward to Milwaukee. We will have modules and module plans - the slide show - and a track gauge proposal. Saturday we'll conduct a promotion round table and it will be an opportunity to discuss promotion ideas for S gauge with those attending the convention.

The slide show is in need of new slides and we need slides in two different categories, (1) currently available products in S gauge (Standard and Narrow gauge). (2) S Standard and Narrow gauge layouts. Interested parties should contact Ken Zieska 11810 52nd Ave N., Plymouth, MN 55442

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1980 ANNUAL BUSINESS MEETING

The fifth annual business meeting of the NASG, Inc., will be held at the Red Carpet Hotel; 4747 South Howell Avenue; Milwaukee, Wisconsin 53207, on July 20, 1980. The time and room number will be included in convention programs. All NASG members in good standing are eligible to attend and take part.

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NEW STANDARDS CHAIRMAN

We have a new chairman of NASG standards, with the new title of "Chief Engineer" is Wayne Pier of 2821 Asbury Avenue; Way-side, New Jersey 07712. He will be in charge of all standards: scale, hirail, finescale, etc., with subcommittees in each area reporting to him. He is currently working on the proposed standards gauge.

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BTMA committee

BERNIE THOMAS MEMORIAL AWARD

As convention time nears, peoples' thoughts may drift to the Bernie Thomas Memorial Award and just who will receive it. Some of the newer NASG, Inc. members may wonder just who Bernie Thomas was and why he is honored this way.

We are called a "minority" gauge, but in the late 50's and early 60's, "minority" would have been a generous term. Toy trains in general and American Flyer in particular were falling from favor. 3/16 scale manufacturers were as scarce as hen's teeth, but people like Bernie Thomas were active and optimistic. Among his numerous contributions helping the newcomer with countless articles on A/F conversion and other simple projects; volunteering to become NASG General Director allowing Claude Wade to step down and produce all that has become S Scale Locomotive & Supply, without breaking the continuity of circuits or losing any of the fledgling clubs, and developing the rotating, visiting club format which evolved into our present

conventions. Early on Bernie decided the organization needed a symbol and, though he didn't actually design it, through his efforts the present "clasped couplers" NASG symbol was adopted. He traveled unselfishly to attend meetings and judge contests wherever "S" could be promoted. Probably his greatest achievement, and unfortunately his last, was the NESGA convention in May 1965. The entire affair was said to have been a tribute to his organizational ability and experience. He died unexpectedly at age 50 in July of that same year.

Bernie Thomas was born in the railroad town of Lima, Ohio, and eventually became a Senior Metallurgical Inspector with Jones & Laughlin Steel Corporation in Pittsburgh. He never married, splitting his time between work, his hobby, and caring for his invalid mother. When he died in 1965 he left many saddened friends and an organization that has continued to grow from his careful nurturing. It is said his tombstone bears a carved locomotive and a railroad inscription as an epitaph, but no one has ever seen it or passed the inscription on if they have.

Shortly after Bernie's death, as a livememorial to this unselfish, reliable, and well liked man, Dick Schlott and the Deep South S Gaugers originated the Bernie Thomas Memorial Award. It was presented each year through the offices of the S Gauge Herald. When the National Association of S Gaugers incorporated in 1976, the selection process was taken over by its Board of Trustees. Each year the BOT goes through a long process of nominating and voting to choose the individual who best epitomizes the memory of Bernie Thomas. The selection is mandated in the NASG, Inc. constitution, "In recognition for meritorious service to S gauge or the NASG, any person may be elected as recipient of the award by a vote of the majority of the BOT. This award shall be presented annually and carry with it conference of Honorary Membership in the National Association of S Gaugers which shall be good for life".

Recipients of the award since its inception include:

- 1966 - Wallace Collins
- 1967 - Frank Titman ✓
- 1968 - Frank Titman
- 1969 - Ed Schumacher ✓
- 1970 - John Bortz ✓
- 1971 - Robert Blois ✓
- 1972 - Claude Wade ✓
- 1973 - Howard Sandusky
- 1974 - Donald Heimbürger ✓
- 1975 - Leonard Giovannoli
- 1976 - Walter Graeff (deceased)
- 1977 - Joshua Seltzer ✓

→ 1978 - G Richard Cataldi

1979 - Donald Heimburger

Because they all made great contributions to NASG and 3/16 scale model railroad ing, the BOT is presently considering a motion to propose amending the constitution. The amendment would afford all BTMA recipients honorary lifetime memberships. Presently, only those elected since the 1976 incorporation date enjoy that privilege. In the coming months you may be asked to vote on this amendment. Its purpose will be to not only bring continuity to our history, but also to increase the honor and prestige of this award and further honor the memory of its namesake.

Long time NASG member

James Kindraka

electd on

first ballot MEMBERSHIP RENEWALS

Since November 1979 Gene Fletcher 93 Pleasant St., Richmond ME 04357 has been handling all memberships. If you have any questions or problems concerning your memberships please contact him at the above address.

Gene Fletcher suggests that NASG members SHOULD check the mailing label on their NASG DISPATCH newsletter to determine when their NASG membership is due for renewal. By sending in their payment for the next year when it is due, would save a lot of time and postage and labor by the membership secretary. The DISPATCH mailing label has two sets of numbers above your name and address. The numbers on the left show your membership number. The numbers on the right show the expiration date of your membership. Please send in your renewal 1 or 2 months ahead of time. This will save us considerable time and postage.

FROM THE MEMBERS

When the X-Acto blade "slips", the air brush "spits" or some other equal calamity occurs in the hobby room, my usual "therapy" is to retreat to another room and re-read old issues of the S Gauge Herald as well as old and current NASG Dispatch newsletters. (Always very inspiring)

The problem that drove me out of the hobby room was a can of Testors Dullcoat, which turned to high gloss when applied to a finished model. (Sigh)

This time, instead of burying myself in magazines and newsletters, I have chosen to write this letter. (Now that I'm done "crying over spilled Dullcoat".)

With an invoice from a recent order with Tomalco is Swede's answer to a question of mine. "We do not at present have plans to produce this type of Flex-Track in

code 125 rail for S gauge, but it's a possibility... hadn't thought of it before. The dies to produce this type of track are expensive and I'd have to feel there was good potential before undertaking it."

I thought, possibly, that this information would be of interest to NASG members and, if so, that you as Newsletter Editor could best decide whether it would be feasible to start a NASG member campaign to encourage Mr. Norlin.

The Flex-Track is beautiful!

My other reason for this letter is in response to a note from Bill Oertly, received along with my membership renewal, in which he states, that, there is a need for members to assist NASG committee heads in their respective endeavors. If this need still exists, I would like to offer my services in whatever capacity would be useful to your committee.

David Hathaway, 1515 1/2 S. Third St. Alhambra, California 91803

I seriously doubt that Lionel will decide to supply me direct as requested, so you can see that in case they do not, here is another dealer just left out with nothing to sell. How do you operate any kind of a store without stock? I've run into numerous instances of similar nature in my efforts to get established as a legitimate dealer in S gauge, which is the one gauge I prefer. I do however owe a Mahalo (thank you) to Don Heimburger for his cooperation and also to Don Lorange and a few others for their help in supplying my needs.

One comment I'd like to make to other S gaugers trying to promote the hobby is that a club, or an individual for that matter, can donate a subscription to S Gaugian magazine to your local library to expose other people to our hobby, especially younger members. This is how I got interested in model railroading in my high school years, so I gave a subscription to our downtown library here in the hope that it will stimulate interest.

Now, as my primary business is Advertising Specialties, I'd like to pass on to Dick Schlott the fact that we are distributors of such items as Bumper Strips, Buttons, Badges, Key Tags, Belt Buckles, Pens, Pencils, etc., all available with special custom designs or imprints. And as a loyal member of NASG I will make available these items at very attractive discounts as a means to assist the NASG. Contact me for information on any items of interest.

Hoping to meet all of you in Milwaukee, if I can make it. (cont. next page)

Rolled + Dick

Ed note - Paul had been turned down by Lionel in his try to become a dealer for the Lionel S gauge cars.

Paul Miles, The FOOT PRINT Co.
Ambassador Hotel of Waikiki
Honolulu, Hawaii, 96815

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CORRECTION

The prices for NASG shirts were \$10.00 to much, printing error. (mine - Ed) If any one has an idea for an item to sell please let me know.

Dick Schlott, P.O. Box 650314
Miami, Florida, 33165

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CLUB GOINGS ON

The May meeting of the Deleware Valley S Gaugers was held at the home of Jay Behrens where the old Deleware & Western Railroad found its final resting place. Sy and Jay Behrens surprised the club members by having the old D & W sections connected and working with most of the scenery in these sections completed. This entailed a lot of work because the new layout is much larger and the old sections are separated by many feet. A big job well done! The group was treated to an operating session and Frank Titman happily spent the best part of the day running Sy's Reading 2-8-0 with full sound effects.

A discussion of the forth coming S gauge convention, the Night - on - the - Town and razzing the three members who didn't complete their Secret Projects were the topics of the meeting.

Bristol S Gauge Railroaders met at the home of John Bernard in Foxboro, MA, for fourth meeting of the season. Twelve members and three guests were in attendance. A number of choice S gauge items were bought and sold. We should record the amazement of those present when first looking at John's railroad! It is a huge layout-actually three railroads which are interconnected and with flawless operation. There are over five hundred feet of AF track with thirty-three turnouts. The largest collection of AF that most had seen adorned the track and all available wall space!

Copies of the club roster with information about each member was distributed as well as lists of member's railroad books. Club projects in progress are compiling a history of the club. Also an in-depth study is being made of past and present suppliers and products in S gauge.

The Central New York S Gauge Assn. is preparing for the 1981 convention. The idea

of a custom built convention car has been discussed with Pete Sappenfield of Lionel Corporation. At our May meeting, the idea of constructing such a car was overwhelmingly approved with the idea that 2,000 units would be built and presold at somewhere in the neighborhood of \$20.00 to \$30.00 per car. It was the consensus that the design of the box car would follow that of New York Central box cars with jade green and black as basic colors. The New York Central emblem and the NASG Convention logo would emblazon the sides.

The club projects meetings into the summer, particularly for purposes of doing more work on the club layout.

Southeastern Michigan S Gaugers meets regularly. President Sig Flieschman reports "I think we can be proud of our progress for our first 14 months. Our monthly meetings are proving we have around 12 active members. The scale comparison display which Bob Stelmach designed and built is a beautiful addition to the club for promotion of our S gauge."

Benchwork is completed on their display layout and it is now ready for track with structures and scenery in the planning stage.

The Inland Empire S Gaugers (IESGAP) held their 'S'ecret Project meeting in May as planned in spite of the ash fallout from the Mt St Helens eruption. 25 members and their wives and girl freinds enjoyed a buffet dinner, 'S'ecret project model displays and a short program. The amount of displays was gratifying. There were many more who had planned on being in attendance but the ash situation discouraged those who had any distance to travel.

The new officers for 1980-81 were installed and they are: Cliff Baxter president and Del Wallat vice president. Ron Tilton as treasurer and Ernie Horr as secretary continue on in these respective offices.

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THE GROUPS OF S GAUGERS

Whenever S gaugers gather as a group, Club meetings, Train meets, etc. the topic of conversation or discussion usually gets around to the different groups within our Gauge. I think S gauge is unique in this area mainly due to the American Flyer trains produced by the A.C. Gilbert Company. I think it is safe to say that more than half of the model railroaders in S gauge are in the gauge because of American Flyer trains or the publicity they gave S gauge. Due to the fact that A.C. Gilbert wanted S gauge

exclusively for his line of American Flyer trains, that he shunned any effort to cooperate with other S gauge manufacturers to promote 3/16 inch scale model railroading. There is no doubt that this policy had a detrimental effect on S gauge in the battle of the gauges. American Flyer trains, although toy trains, were rather well detailed and quite accurately scaled to S gauge. They were rugged, durable and quite realistic in appearance.

I do not think it is derogatory to call a person who operates AF trains the way they were meant to with the tinplate track layouts and the various operating accessories an AF operator rather than a model railroader. This brings the question in point, when does the AF operator become a model railroader?

In the vast area in S gauge in between the AF operator and the scale model railroader is what is referred to as the Hi Railer. Is the Hi Railer a model railroader? Most S gaugers myself included answer yes. The Hi Railer has upgraded basic commercial equipment such as AF in order to improve the performance and or appearance but to an overall status still short of full scale. The most common improvements are:

1. Track..... Gargraves, Code .172, Code .125
2. DC Power..... For positive direction control.
3. Loco Drive systems.. Regearred for more realistic performance.
4. Trucks, wheels.... Improved appearance and rolling characteristics.
5. Couplers..... More prototypical appearance.

I am not going into the separation of S

scalers and Fine scalers I'll leave that to them. Hopefully this has cleared up our groups.

In a recent letter to the S messages column in the S Gaugian magazine a fellow S gauger distorted my views on the new RTR S gauge cars from Fundimensions. Since the very first hint that Lionel Division of Fundimensions was going to produce some RTR S gauge cars from the old AF tooling my views and position have not changed. (see April 1980 issue of NASG 'Dispatch') My reference to other S manufacturers that produce authentic AF type cars was Seltzers who manufacturers authentic cars using AF bodies. These cars can and are being accepted by Hi Rail and scale model railroaders in S gauge.

In my association with the TCA since 1972 I can say without reservation, collectors are not model railroaders, although some model railroaders also collect.....

I don't agree with the statement made that the original AF tank car was popular therefore accounting for its high production. The fact there are so many around it was part of so many sets.....

I will continue to promote authentic, realistic, RTR cars and other products from Fundimensions. To keep things in the proper perspective I am not crying, I am very concerned for the complete success of Fundimensions venture into our gauge. Lets promote 3/16 inch model railroading, If collectors want to collect so much the better. Toy trains do not thrill or interest the children of today as they did in the thirties and forties. On the bright side model railroading is stronger than ever and growing. Lets keep it that way.

Sig Fleischmann, Hi Rail Chairman