

DISPATCH

To
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VOLUME THREE

NO 4

NASG NEWSLETTER

AUGUST 1980

TWENTIETH ANNIVERSARY SPECIAL--NASG CONVENTION REPORT

Another NASG Convention is history. Hosted by the Badgerland S Gaugers, the program was packed with interesting things to do and see.

Those arriving by noon, July 18 were treated to tours of Kalmbach Publishing (Model Railroader and Trains magazines) and William K. Walthers, Inc.

Clinics started at 4 P.M. and wound up Saturday afternoon. Included were presentations on NASG, HiRail, modular layouts, scenery, scratch building, Wisconsin depots rivet making, working with brass, airbrushing and detailing locomotives.

Ladies were entertained in sessions dealing with makeup, household shortcuts, and stitchery, as well as a three-hour tour of Milwaukee. The tour included a brewery, the art center, floral gardens, and more.

Manufacturers' and dealers' displays and used equipment sales were open both Friday and Saturday.

The fan trip to the Wisconsin Electric Railway Museum Saturday afternoon was a high point for many conventioners. Included were transportation to the museum, a complete guided tour of the grounds and equipment, and a ride on either a CNS&M interurban or a CTA el car.

Immediately following were the cocktail hour and banquet. Russ Larson, editor of Model Railroader, gave a brief talk preceding the outstanding, plenteous meal. Following was a presentation by Milwaukee TV 6. This consisted of a film of "goofs" which have occurred over the years in the filming of local news and interviews, which proved to be hilarious. Numerous door prizes were distributed following the program.

The Bernie Thomas Memorial Trophy went to John Sudimak and the S Gaugian Manufacturer/Distributor Award went to Bruce Walthers of William K. Walthers, Inc.

The contest model winners were as follows:

- BEST OF SHOW
Kent Singer NYC Container Car #47749
- MASTER CRAFTSMAN
1st-Randy Sappo Montour Station
2nd-Paul Stevens Schlitz Reefer #916851
3rd-Randy Sappo Ash Pit
- CRAFTSMAN MOTIVE POWER (COMBINED)
1st-Tony Gonzalez Carbide Valley #3 2-4-0
2nd-Kent Singer Gas Electric #M-100
3rd-John Kromhart Burlington 2-8-4
- CRAFTSMAN SCRATCH FREIGHT CARS
1st-Kent Singer NYC Container Car
2nd-Kent Singer Stentz Poultry Palace
3rd-Ed Treesch CN Auto Trans. #139000
- CRAFTSMAN KIT AND CONVERTED FREIGHT CARS
1st-Kent Singer P&LE #30399
2nd-Kent Singer GN Box #42503
3rd-Dick Cataldi W&OD Hopper
- AMATEUR MOTIVE POWER (COMBINED)
1st-Stan Stockrocki Hudson Central U33B
Deisel #3002
2nd-Dave Jasper Freelance Goose #5
3rd-Paul Geerts Converted AF Hudson
- AMATEUR KIT AND CONVERTED CARS (COMBINED)
1st-David Held DT&I Box #19119
2nd-David Held DW&P Box #403646
3rd-James Kindraka Milw Road Pullman #29

The NASG Annual Meeting and layout tours took place Sunday.

No report would be complete without thank yous to all those who made it the success it was. The various manufacturers and distributors, those who gave clinics, and entered the model contests or hosted layout tours, Kalmbach, Walthers, WELS, Red Carpet Expo, door prize donaters, etc., all played a part.

The members of Badgerland who contributed ideas, time, and plain hard work deserve special mention. To name names, however, is to forget someone. So, thanks to all. You know who you are.

Chuck Porter

EDITORS PLEA

As you can see the NASG Dispatch is a little late this time. Reason - a lack of material to type up which brings us to the heart of this little epistle.

Your editor is trying to make this little newsletter both informative and entertaining. In order to do this I need you informers and entertainers out there. So PLEASE fellas take a few minutes off from working on that Super Duper Deluxe scratch built 6-10-10-10-6 live S steamer and drop something to your poor 'ole' editor so he can edit.

As I am trying to get the Dispatch mailed by the 15th of every other month I would like if possible to have your material by the 5th at the latest.

So, I expect a flood of mails by October 5th. Thank you. Now you can get back to work on your "whatever"

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1981 NASG CONVENTION

Plan now to attend the 21st annual NASG Convention, hosted by the Central New York S Gauge Association, Inc., The convention will be held July 16 thru July 19 at the Marriott Inn in Syracuse, New York.

As you can see from the dates, the convention will run for four (4) days. While several functions are now in the planning stage, our tentative schedule already includes a steam powered train trip, clinics for both AF and scale, layout tours a tour of Arbour Models (HO manufacturer) and a complete program for the wives.

We intend to use what we consider the best features from previous conventions and combine them with our ideas to present the best possible convention ever held!

Some of the features we intend to use are: (1). \$1.00 refund to all registrants that bring a model to display. (2). Bus transportation (air conditioned,) for the layout tours. (3). Prizes for all contest winners. (4). A Sunday afternoon picnic.

In order to make this convention the best and biggest ever, we need your support. It's not too early now to start planning your schedule for next summer to include the convention. Upstate New York is an ideal location for your family vacation. Plan now to join us, we will be looking for you. Any questions, ideas or suggestions are most sought after and welcome. Further

information can be obtained by contacting:

Walt Danylak, Convention Chairman
115 Upland Road, Syracuse, NY 13207
315-479-5879

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NASG ANNUAL MEETING REPORT

Dick Cataldi called the NASG annual meeting to order Sunday morning. Three of the national officers were at the convention but only two were able to attend the NASG meeting.

A quorum present, established agenda (1) A motion was made and passed to dispense with the reading of the minutes of the last meeting.

(2) Treasurers report given by Bill Oertly. for fiscal year of 1980, from July 79 to June 80. Income for fiscal year 1980 was \$2,167 and expenses were 1,702. Current funds consist of \$2,336.56 savings, 474.53 checking and 7.75 petty cash for a total of 2,818.84. The biggest expense item in 1980 was \$400+ for the Dispatch.

(3) There was no Secretaries report.

(4) The Presidents report has and is being printed from time to time in the Dispatch.

(5) Committee reports and projects-

a. NASG Catalog of scale products - Frank Titman hoping for publishing by next summer Funds are limited. Frank can use help in line drawings and descriptive material.

b. The Potomac Valley S Gauge Club forwarded (loaned) money for note paper printing as a fund raiser. This is expected to raise \$300+.

c. Other committee reports: It was moved and passed to have these, when recieved, published in the Dispatch. (A must)

(6) Old Business:

a. Last years convention had 120 pre registered, 150 total. Total attendance of all 5 groups represented (other scales) was 420.

b. Tom Canne volunteered last year to head a Tinplate committee but nothing done or to report. Tinplate is a problem area with no NASG programs aimed at the Tinplater. NASG is looking forward to a committee to be formed to see what can be done to help the Tinplater.

c. Movie project-no report. If report is made it will be published in the Dispatch.

d. Why public not invited to convention? Local committee putting on convention decides and usually doesn't feel beneficial. (If public invited, felt should be promot-

ional not fund raising). The National Association is taking greater control of annual convention, developing guidelines and convention format. Bob Ristow is new National convention committee chairman. He will discuss the "public attending" issue with the manufacturers. Most at the meeting felt that if the public attends there should be a nominal fee. Bob Ristow would like some comments on this.

e. This years convention had 80 pre-registered, 131 total.

(7) New Business:

a. Board of Trustees met Friday and two constitution changes were proposed (on ballot next spring). They are: (1) Winners of the Bernie Thomas Award prior to 1976 be given lifetime memberships with no dues (2) Membership dues provisions be moved to the By-Laws from the Constitution. (the effect being easier to raise dues)

b. Other new business; communication between NASG and local clubs. Consider having local clubs apply to NASG (franchise) for authorization. Clubs organizations range from very formal to quite loose. Generally formal clubs (incorporated, etc.) have property (club layout etc.). Purpose question; coordination, benefit, local contacts known, encourage NASG membership. S Gaugian has the Club Car column and this helps communication. NASG regional Vice-Presidents were encouraged to visit local clubs. A motion by Bob Ristow to have a periodic listing of existing S gauge clubs and contact names and addresses in the Dispatch and attempt to identify all clubs that do exist with an interest in S-gauge. Motion passed. Three areas for more active participation or posture by NASG. (1) Regional V.P. contacts with local clubs. (2) NASG contacts with NMRA (NASG look into getting NMRA membership). (3) NASG contacts with SN3 modelers (Gazette)

A request by Ernie Horr for "feedback" on NASG Dispatch; what direction, any formal changes etc., comments on railroad logo ads. The current cost of 3 page issue of the Dispatch is about \$90 split 50/50 printing and postage.

The membership of NASG is looking to the Dispatch for the Presidents report, committee reports etc. Because of somewhat limited interest it was decided that standards, modular layout specifications and constitution could be obtained from the Dispatch by special mailing. Just send

with SSAE.

It was moved and passed that NASG invest in a NMRA membership and promote better relationship with NMRA.*

Recognize NASG committees have the responsibility to keep membership informed (about pending business) through newsletter. Then membership reacts through letters to the editor to let their feelings be known.

*The best situation would be to have such a great relationship between NASG and NMRA, that every time a S gauge question or issue arose, NMRA would turn to NASG for guidance or comments. (Put the bad experiences of the past behind us. NMRA is changing and so is NASG. Let's make the changes for the better.

(Notes on meeting taken by Moe Berk)

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HI RAIL COMMITTEE REPORT

Sig Fleischmann

Regretfully I missed the National convention in Milwaukee. I was looking forward to the proposed Hi Rail clinic for getting more ideas and comments from Hi Railers and prospective Hi Railers about that area between tinsplate and scale, model railroading in S gauge.

I also missed the fellowship with all S gaugers and the many varied topics of conversation, the clinics and layout tours where so many ideas are picked up along with the helpful hints.

Vacations, hot summer days, cool swimming pool water, has side tracked the Hi Rail committee coupler evaluation project temporarily. Send in your comments, ideas, and questions, we want your help. We are especially interested in your mode of operation with couplers.

The Hi Rail committee is attempting to initialize a survey for Hi Rail and all who are interested in Hi Rail model railroading in S gauge. Be sure to do your part. Send your comments to: Sig Fleischmann

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STANDARDS COMMITTEE REPORT

I'd like to introduce this column to this newsletter in the hope of providing a better understanding of what the Standards committee can provide for you. I hope with your help to make this a regular to the newsletter and to assist you with your standards problem.

Compatibility seem to be the key word for standards this day. Without it your rolling stock won't work on your friend's lay-

out. Without it S gauge wouldn't be S gauge. Well, things aren't that bad - almost.

The Hi Railer appears to be secure in their long established track standards, but the beleaguered scaler is the one who is faced with the problem of "what standards?". Today the scaler is faced with three standards to choose from - NASG S-3,4 NMRA S-3,4 and RP-3,4. And wouldn't you know it - there not compatible with each other, although a valient attempt was made, this only succeeded in a much maligned compromise.

What's needed now is not an anthology on the history of S scale standards but a new outlook, a fresh start. So sit back in that soft comfortable chair, take a deep breath, have a sip of that ice cold beer, and ponder this question. If you had it to do all over again, what do YOU want as a basis for S scale standards. Obviously there are some preconceptional ideas that that immediately enter, like reliability, which is more a product of the builder than standards, and that endless quest for prototypical appearance. Any others? Got you thinking haven't I?

Good, I want to hear some answers to Enclosed is a survey, it contains some usual "fact" questions and some unusual hypothetical, thought provoking questions. This survey is aimed at the scaler, but I'd welcome any response to pertinent questions from Hi Railers.

It'll cost you 15 cent and a little time, but it will help me help you in providing better service from the Standards Committee.

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FROM THE MAIL SACK

I spoke with Dave Koehler last night and a preliminary look at the bills indicates Badgerland S Gaugers will come within \$100 or so of breaking even for the convention. The actual totals won't be out until next week, but Dave felt we were in good shape. He expressed a special thanks to Rollie Mercier for doing such a great job at the auction - the proceeds of which had a great deal to do with putting us "over the top".

I felt it important to notify you all of this as soon as possible since you are in a position to stop any rumors about the financial status of the gathering. BSG will forward to the officers the complete financial report on the 1980 convention as soon it is available.

Thanks for coming and helping to make it a succesful affair.

Jim Kindraka

With great regret we write to tell you that Tom Shortall of J C Models died July 26, 1980 of a heart attack. He was hospitalized for his arthritis when the fatal attack occurred. The future of J C Models is uncertain now.

Tom helped to fill a void in the "S" gauge streamline market that had left us without cars since the Chester cars went under in the 60's. Tom had purchased the tooling for these cars and improved on their construction and parts.

Even though Tom was an HO'er, he wanted to help the "S" gaugers. We will sorely miss him and his products.

After the convention I wanted to write a letter to you and I'm sorry it had to include an obituary.

I can understand your not wanting the "Dispatch" to turn into an S G Herald. The only reason I suggested advertising is to help raise funds for the "Dispatch". I do not think you should compete with the S Gaugian, but if the April's Presidents column from Dick Cataldi is a forwarning of cuts in service eg. the "Dispatch" for lack of funds the NASG is defeating it's purpose.

I feel the Pike Directory is nice even if it is right out of the Herald How about a manufacturers directory with a words about what they offer and an address. You could make it say 1 3/4x 1 3/4" about 1/20 of a page. Charge \$10-20 per year same insertion. This could pay for a lot of postage. Another idea would be a swap column. I know I'm looking for an S Scale Loco and Supply bronze cast heavy "Mike" boiler. These are just suggestions.

Don and Robin Thompson

*Any comment from the "Be" powers? ed.

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CLUB GOINGS ON

The Inland Terminal Model RR Club in the L.A. area had its annual Secret Project on April 26th. To entice the wives, all went out to dinner. Then to Al Dawsons to unvell their 1980 creations. Included was Jim Sternitzke's scratchbuilt Burlington Zephyr, Bill McArthur's string of converted AF triple hoppers with Perle's Pacific lettering but fresh from paint shop on one side and badly weathered on the other. Karl Goettert showed novel conversions of HO cars into excellent SN3 1/2. Boots Dawson and Grace Kahrs polished off the official activities by serving enticing goodies. Then Gale Irwin showed his slides from the Spokane 1979 convention including Jess Bennetts "drool" layout, the other more reasonable types and the contest models. The club is excited over two new

members - the first in years!

Gale Irwin 10 Sorrel Lane,
Rolloing Hills Estates, CA 90274

July meeting of the Central Jersey "S" Scalers was held at Scott Zederbaum's house on the 25. All of the members were present. Congratulations were in order for Wayne Pier on his appointment as chairman of the NASG Standards committee. Jeff Wilson told us of some of the new sides to be offered by Gene Walp to Hoquat Hobbies and we discussed the idea of having club sides made. Don Thompson reported on the NASG National convention at Milwaukee and the upcoming convention at Syracuse. Mike Ferraro showed us his letter from Frank Titman on the NASG catalog and we discussed ways to gather material to complete it. We discussed sending into the DVSG secret projects and seeing them next May. We hope to get Charlie Zohone to make an S scale model. The evenings entertainment included refreshment and games.

Scott Zederbaum 7 Oliver Avenue
Edison, NJ 08817

The June meeting of the Bristol S Gauge Railroaders was held at the home of Joe Aubin with ten members in attendance. Joe expects to move soon to Florida and of course Joe's fine tin-plate railroad had been removed, so the surroundings of the meeting place were considerably changed. All equipment with a few exceptions were offered for sale to club members and many items will therefore remain in Massachusetts.

John Bernard reported on the progress of the Model Railroad Museum to be erected near the Edaville Railroad. Adolph Arnold hopes to have a good sized building open in late October. Since it is to have an S gauge section it is of interest to our club. President Riley outlined the rules for judging the model contest. Models were submitted at this meeting, and all members present were to act as judges.

John Bernard presented each member with a copy of his want list of AF items. We thought he had everything Gilbert ever made, but there is quite a list of varieties that John still seeks. Joe Aubin presented a packet of B&M blueprints to the club. These will be kept in the club library for all to use.

The meeting adjourned and the members immediately got busy judging the models. All tallies were submitted to Paul Riley and announcement of winners and prizes will be made at the family cookout at John Medland's in Lynnfield, MA, August 24.

Many thanks to the Aubins, and it is the hope of the members that they will enjoy Florida but will still come back to visit the people of Bristol.

Tom Coughlan 84 Morgan Street
Melrose, MA 02176

The Delaware Valley S Gaugers held their annual family get-together on July 27th at the residence of Sy and Jay Behrens at Bear Creek Lake. The picnic type affair was saddened by the sudden death of the group's merriest member, Bob Christ. Certainly each and everyone will forever miss his constant jokes, quips and humor.

The heat and mosquitos prompted the Behrens to hold the affair indoors with an air conditioner maintaining a rather pleasant atmosphere. The revised D & W was kept humming with action and a pin ball machine and billiard table kept the rest of the members active.

The disposal of Bob's Piedmont & Northern Railroad and discussion of the club's annual dinner theatre night-on-the-town captivated the business meeting. The gathering came to a close late in the evening as the various members bid farewell, content and stuffed with picnic goodies.

Frank Titman 1225 N Arch Street
Allentown, PA 18104

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PRESIDENTS REPORT

Dick Cataldi

The 20th S convention was, as usual, the place to make new friends and revive old friendships with the great people who make up our S family. A convention report appears elsewhere in this newsletter, so I'll comment on some new and some continuing themes that may hold some import to our organization and modeling scale.

Russ Larson, editor of Model Railroader, was attending his third consecutive NASG convention. He isn't paying this much attention to us in the hopes of selling a few dozen more magazines a month. Of course, he enjoys being with avid model railroaders and our conventions provide that right ambience for a model railroad addict. But mostly, he is trying to get S gauge pictures, and articles for his publication. As he (and his counterparts at RMC, RM, and other publications - including the S Gaugian) has said before, and reported here in the past, the material must come from S scale model railroaders. Russ isn't going to build the model, take pictures of it, and write the article for us. We cannot get on the map un-

less we provide material to the magazines.

Although a considerable amount of American Flyer was displayed, there seemed to be very few people there who consider themselves primarily tinplate operators and/or collectors, in spite of the fact that Milwaukee is in the heartland of tinplate interest. The implication is very clear: NASG, or at least our national convention, does not offer whatever it is that tinplate aficionados want or need.

A new development was the lack of major new developments from the manufacturers. The 1980 recession has certainly cut into sales and may have discouraged marketing. Lets hope that the wave of new and improved products of the 1970's picks up again soon.

Without any significant promotion by the convention committee, very few models showed up. Isn't that what we're all about? What if we held a model convention and no models at all showed up? Perhaps the convention committee ought to make the bringing of a model a requirement for convention attendance.

The guided tour of Wm. K. Walthers, Inc., operations and the obvious interest on the part of Bruce Walthers confirmed this writers opinion that more S manufacturers should study the advantages of allowing the number one distributor in the hobby industry to sell their products for them.

The cost of living, as well as the incomes of most people, has more than doubled in the last ten years. Gone are the day when convention registration cost less than \$15 and the hotel rooms ran \$15 to \$25 a night. This hurts the old timers who have retired and must husband their fixed incomes. For the rest of us, if our incomes have been growing with inflation, it makes little difference when we consider the cost of everything else. Most of the married attendees bring their wives. (In a few cases it seems the wives bring the husbands!) Future convention hosts must follow the lead of the Badgerland S Gaugers and provide a full schedule of activities for the distaff side.

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SURVEY COMMITTEE REPORT

In the past year there have been two surveys in the Dispatch. Survey number 3 was entitled the "performance Survey" and sampled respondents' knowledge of and the perceived value of NASG committees, activities, and policies. A major finding was that most people are not knowledgeable of NASG services, contest rules, and standards. This

pulse taking of the organization's services showed the leadership where it needs to put more effort and/or shake up some personnel. It will certainly become a periodic feature of the survey committee.

Survey number 4 was the "Railette Preference Survey", designed to help the convention committee set up special non-rail oriented activities for the wives of members attending the annual convention. The results were not published in the Dispatch, but were instead forwarded to the Badgerland S Gaugers to help them plan for the 1980 convention. These results will also be sent to future host committees.

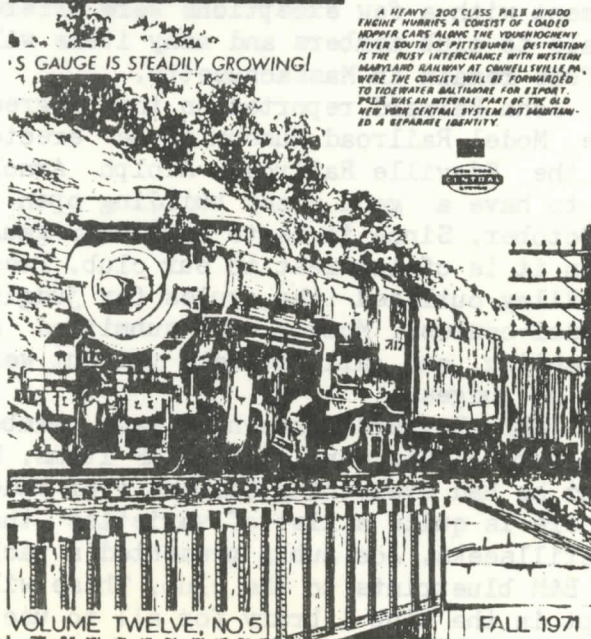
During the coming year, the survey committee will repeat the S Scale Consumer Product Survey to see how our manufacturers and suppliers are doing since the last such survey. In addition, a survey on scale standards is included. A companion HiRail survey is possible.

The Survey committee is on the lookout for other areas or specific questions to poll the members on. If you have any ideas, let the chairman, Steve Butler know about them.

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S GAUGE HERALD

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VOLUME TWELVE, NO. 5

FALL 1971

THE S GAUGE HERALD LIVES!!

The magazine that revived S Gauge is now immortalized on our own exclusive notepaper. Six different covers, reprinted on

quality paper, and packed in sets consisting of twenty notes and matching envelopes, two different covers per set, AND, there are three sets available now with more planned.

NASG has exclusive rights to publish these covers and we intend to repeat this project with as many different covers as possible so..... get aboard and get 'em all

Each set is \$4.50 plus .50 postage
SPECIAL * All 3 sets \$12.00 plus \$1.00 postage

NASG T SHIRTS...Yessir! genuine official silk screened emblem on a quality T shirt Machine washable! Looks great on the ladies! Sizes: Small, Medium, Large and Extra large \$5.00 plus .75 postage

Please fill out the survey below and mail to: Wayne I Pier
2821 Asbury
Wayside NJ 07712

NASG LAPEL PIN - We have obtained a small lot of the exquisite pins with the NASG insignia in enamel and washed in pure GOLD. These are rare and are at least 15 years old. These will not be offered again at this price. So valuable is the noble metal, that the new price may be in the \$15-20.00 range. BUY NOW DON'T MISS OUT !!!!!!!
\$7.50 plus .50 postage(while they last)

Profit derived from the sale of NASG items is used to promote S gauge and to enable us to bring out new and exciting products.

These and many more items available from : NASG Clearing House c/o R E Mercier
910 Patrick St. Alexandria VA 22314

Name _____ Address _____

Member of _____ NASG _____ NMRA Are you a scaler _____, or Hi Railer _____?

Do you have a scale layout? _____ How many feet of track _____?

Handlaid _____ or commercial _____ (who's)? _____

If handlaid to what standards? _____

Are you satisfied with the present track and wheel standards? _____

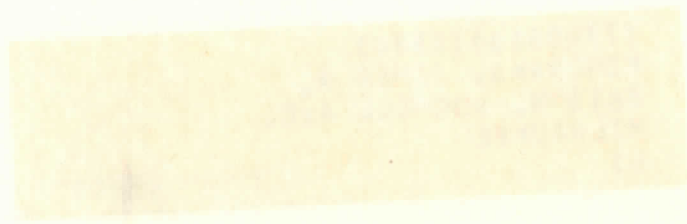
Who's? _____ What do you look for in track and wheel standards? _____

If a new S-Sn3 scale standard were adopted jointly by the NASG - NMRA -different from those now in force - approaching a prototypical appearance - to be phased in as the one standard for scale over a period of several years - would you be adverse to participating in this standardization? _____





The track gauge is coming, what size for ease of handling would you like to see it? _____

What other services would you like the Standards Committee to provide? _____

Any other comments (your beef, nasty word, improbable compliments)



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.

 <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 CATAE DI'S W O D</p>	<p>DELAWARE VALLEY S GAUGERS 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>
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<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!