

DISPATCH

To web

VOLUME THREE No 6

NASG NEWSLETTER

DECEMBER 1980



NOEL

PRESIDENT'S REPORT

Dick Cataldi

The promotion of S scale to the unashed masses is one of NASG's purposes and major functions, but that function has been at a relatively low level so far. NASG's joint sponsorship of the Railcon-79 convention in Princeton was our launching pad and was most successful. But we've been sitting on a remote siding ever since.

There is no question that those of us who pose as the leadership must share some of the blame. I'll help the Potomac Valley S Gaugers to man the NASG booth at a show in Towson, Maryland in December. But I cannot tour the country all year long with two or three other guys. The success that several individuals and clubs have had at various train collector, NMRA, and other meets shows that the key is not the NASG hotshots with fancy titles. It's you folks. If you are a member of the NASG, you are automatically a member of the NASG promotions committee. It's up to you to spread the gospel.

The November-December issue of the S Gaugian has an article by Don Heimbürger on promoting S at NMRA conventions. If you haven't read it yet, I recommend it highly.

How do you get into these shows? It's not hard at all. As a matter of fact, after you have done several shows, sponsors will come looking for you. If they had the time, the Cayahoga Valley S Gaugers could exhibit

S every weekend of the year. Until you get to where you need a schedule coordinator, what you do is watch your NMRA region schedule, your hobby shop bulletin board, and the meet schedules in the major magazines. Unless you live on the other side of the boondocks, you'll find a lot of activity within a two or three hour drive. Write the sponsor and ask if he would like an S scale exhibit. You should be provided a booth for free as long as you aren't selling anything

How do you man the show? You'll probably be expected to man your booth throughout the show. If this is for more than 6 total hours, you probably need some help. If you have a club, this is kind of what the club should be doing. No club? How about one or two other S gaugers in the area? Lacking that, you can write to the promotions committee and ask them to help find other S gaugers attending the meet.

What do you need for the NASG booth? Obviously, you should have S scale and/or hirail models, preferably those currently manufactured or easily obtainable. American Flyer UP passenger sets and Dayton die sels should not be displayed unless it is a meet of train collectors. Show some completed models (and some Lionel-AF cars if you feel it's appropriate) as well as a few kits. Put the parts from one of the kits on heavy cardboard so that people can see what a typical kit looks like. And have some Miller or Tomalco track.

It isn't necessary to have a working, model railroad. It helps, but it's a lot of work to build, maintain, haul around, and set up. NASG is developing standards for modular layouts that you might want to use.

NASG has a slide show that is very effective. If you have a projector and a screen, it tells part of the story for you. We hope to develop more slide shows in the future. We also have the "This is S Scale" pamphlet. Hopefully, we'll have a catalog available late in 1981. The Dispatch editor may be able to send you some back issues for display. You may be able to obtain some back issues of the S Gaugian if you write

to the publisher and tell him why you want them.

It would be awkward not to mention dumb, if two separate groups set up NASG booths at the same meet. When you decide to do this at an upcoming show, write to the promotions committee chairman to let him know what you're up to. He may be able to connect you with like-minded individuals or clubs and can also provide display materials and pointers.

With your goodies displayed on the table you should get a comfortable chair and some cough drops. You'll have a steady stream of visitors. If you find some experiences that you feel should be shared with others, please put them down on paper and send them to the Dispatch.

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NEWSLETTER EDITOR RETIRING

NASG Dispatch editor Ernie Horr has found himself doing several things too many and must pull in his horns, tend to the family, and relegate model railroading to a mere hobby again.

If anyone out there would like to take over as editor, write to Dick Cataldi (626 Welles Street SE.; Vienna, Virginia 22180). Experience in writing and small publications is highly desirable. Having at least 10 hours every two months is necessary. Having some more time to devote would be desirable.

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PROMOTION COMMITTEE REPORT

The NASG Promotion committee is continuing to circulate the NASG slide show. If you are interested in showing this at a club meeting, public display or NMRA meet, please contact Ken Zieska 11810 52nd Ave N. Plymouth, Minnesota 55442.

The NASG modules are sprouting up all around the country. If you are interested in building a module, plans have appeared in the Dispatch for the basic module. More complete electrical plans and plan for corner sections are available from Tom Hawley 2311 Strathmore, Lansing, Michigan 48910.

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1981 NASG CONVENTION NEWS

Our goal for the 1981 NASG Convention is to have 300, or more, S

gaugers attend. In order to accomplish this we are putting together the best convention program we can, but this may not be enough.

We feel that the main reason that many S gaugers don't attend a convention is cost. Not so much the cost of the convention itself, but the transportation costs to and from the convention.

We have studied this problem and discovered that there are three basic ways to reduce transportation costs: car pools, group travel and chartered travel.

To promote these ways of traveling, we have set up a referral service whereby interested persons may get in touch with each other. If you are interested in traveling by any of the above ways simply send your name, address, phone number and a large stamped, self-addressed envelope. We will return you a list of names, addresses and phone numbers of interested persons that you can contact. The actual travel arrangements will be made by the interested persons themselves. Our service just lets you know of others that are interested in traveling together to save money.

All replies should reach us by April 30, 1981. This way we can compile the lists and get them back to you in early May. This will leave you about two months to make your arrangements.

The next issue of the Dispatch will have the complete convention schedule along with registration information. Start planning now to attend. You don't want to miss this convention. Walt Danylak, 115 Upland Road Syracuse NY 13207, 315-479-5879.

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FROM THE MAIL SACK

This letter is being written in an attempt to stimulate interest in a project near and dear to my heart--an imported brass Shay in both S (standard) and Sn3. This project has gotten off to a rough start, is currently floundering, and may collapse without some quick assistance.

Briefly, the history is as follows: Peter Built Locomotives decided to produce the S Shay and proceeded to make all of the casting

patterns and prepare the manufacturing drawings. These two items alone represented a significant investment of time and money. The patterns and drawings are now complete and ready for production.

This particular locomotive was chosen since it would be appealing to both standard and narrow gaugers. In fact, it can be ordered in either S or Sn3 since the only change is to regauge the wheelsets. PBL theorized that with both standard and narrow gaugers ordering the same locomotive the quantity of orders would be great enough to justify production.

A prototype photograph of this Shay is on page 31 in the July/August 1980 issue of the S Gaugian. A full-size photograph of a PBL Sn3 K-37 model locomotive is on page 31 in the Sept/Oct 1980 issue of the S Gaugian. If you have seen the K-37, you'll know the quality is exquisite.

The results from this advertising effort were quite disappointing with only 35 reservations received. As a result, the Shay is being postponed and might be cancelled if more orders are not received.

I suspect that some of the reasons for poor response may include the fact that the advertisement did not specify a cost, an estimated availability date, or an explanation of the PBL discount plan. This letter will elaborate on those areas in the hopes that more reservations will be made.

Cost is estimated to be in the range of \$475 to \$695 depending on the amount of detail to be included. Full cab interior, working cab doors etc., obviously will push costs toward the high end of the cost range. Delivery could be six to nine months after receipt of sufficient reservations. October 1981 would be a reasonable guesstimate. Advance reservations accompanied with a \$25 deposit will earn a 10% discount off the list price. PBL does not sell through dealers and so this locomotive will not be available from discount brass outlets. No additional money need be paid until the locomotives are in the USA and ready for shipment to you. If sufficient reservations are not received and the

Shay does not go into production, all deposits will be refunded with interest. PBL will establish a monthly payment plan upon request.

Production could be started with 100 reservations. With 85 reservations the cost would be 10% higher. With only 70 reservations the cost would be another 10% higher. Since 35 reservations have already been received, another 65 reservations would assure production.

While the cost may appear high, keep in mind that Shays are very complex when compared to rod locomotives. Also the cost will be even higher in the future. Like real estate, no matter what you pay now--it will be worth more tomorrow.

Please pass copies of this letter around to potential buyers--both collectors and S gaugers alike. I've got to believe that only 65 more reservations from the model railroading community can't be that hard to obtain.

Edward M. Loizeaux

You know I learned something that really surprised me the other day. I'm building my layout - you know benchwork, track, scenery, you know the whole nine yards. Anyway the problem of rail joiners has bothered me a great deal - I am using a combination of code 125 & 100 rail. The 125 joiners I had were running out, and they are hard to find - but by accident I got a code 100 Atlas joiner, and before I knew what was going on - I had pushed it on the code 125 rail - and not only that the next one worked too. This was all nickle silver stuff.

Now, the problem of joiners is over. I don't have to pay \$5-10 per 100 now - when I can find them. I don't care for the insulated joiners as they expand a good bit. I'm sure most S gaugers would rather cut and epoxy the insulated gaps.

But really - I don't recall in all the past "S" material ever seeing anything about the code 100 joints working. I figured code 125 rail surely must need code 125 joint

While on neat things, the Walter's 947-645 code 70 spikes at 1/3 oz for \$1.65 - sure are good for

125 or 100 in S. The heads are good, they are sharp and they hold!!

Evergreen Scale Models - 205D, S scale slotted stringers and precut treads, makes 22 inches of stairway, really great, everyone dislikes making stairs. This is simple - glue in the treads.

Grandt Line #4019, D&RGW turn-buckles, plastic, 12 for \$1, #4016 standard gauge reefer hatches (dummy) and hardware - (the opener arms), really nice - 4 for \$1.25 very nice. They also have a great car step - it must be good you can't get any! They are D&RGW style straight step very nice! They could have a lot of uses! Wish I could get some - all these are from Walthers.

Ertl has new stuff coming out more 1/64 earthmovers, the van, and pickup are back in the line, new cars and trucks are out - but only in Mini-Scenes - not in regular line - a Chevy Caprice and a nice looking low boy tractor trailer. Farm equipment out too! Also the tractor history package has changed from John Deere to International Harvester - lots of new S items - We (DMK) have a boat load of Ertl in stock - new items just as soon as we can get them!!

Gale Hall

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THE MODULAR SYSTEM, CONCEPT AND USES

Thomas G Hawley

The basic idea of the modular system is that individual modelers can construct sections of model rail road layout which can be brought together and assembled into an operating layout. This is accomplished by adherence to standards regarding height, track alignment at mating ends, electrical control, etc.

The goal is to be able to set up and operate a good size layout at regional and national conventions, both S-gauge and all-gauge. A host club or coordinator for each such convention will call in advance for modules to be committed to a modular layout for a specific convention or meet. He would arrange for sufficient space for the modules committed or limit the number of modules to be brought if available space should be limited.

A module with some switching

track could be used as a self-contained switching layout for an individual or small club. Two or more of them could be put together to form a larger switching layout.

At small conventions or swap meets where there is not enough S gauge interest to assemble a complete loop of modules, one or two could be put up for a "This is S Gauge" display. In fact, at any sort of meet or convention, if sufficient curved sections to make a complete loop cannot be secured, a point-to-point layout as long as space will allow could be assembled.

For further information and plans, write; Thomas G Hawley 2311 Strathmore Rd, Lansing MI 48910

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CLUB HAPPENINGS

The afternoon of October 18 saw a special meeting of the Bay Area S Scalers (BASS) at Lee Johnson's home in Walnut Creek. Lee Johnson, well known to you fellows in the East, is now an active member of this small but enthusiastic group on the Pacific Coast. The reason for the special meeting was twofold; Lee needed some help in getting his modular layout set up for operation and he offered the layout for the 1981 NMRA convention in San Mateo if the club was interested in helping. Several members declared themselves in, so the convention will see Lee's layout in full operation in August '81. We enjoyed seeing Lee's 2-8-0 built from S Scale Loco parts, Rusty Rustemier's A-B "F" units, and Arden Goering's 44 tonner. Lee Johnson and his layout provided a welcome addition to one group.

Manual Noriega, 21 El Carmelo Circle, Oakland CA 94619.

The November meeting of the Bristol S Gauge Railroaders was held at L Donald Riley's in Auburn, MA. There were seventeen members and three guests attending. They were treated to the sight of two railroads in operation, one S gauge and the other HO. Most agreed that S gauge operated better. A flea market provided for the sale of some real good items including four Kinsman passenger cars plus a kit for another one!

Rollain Mercier, a former president came up from Virginia to attend this meeting and to be in the area for Thanksgiving. He was introduced to the newer members, and had a great reunion with the older members.

At the business meeting further discussion was held on the subject of the Bristol Club hosting the 1983 NASG convention. Our annual model contest was announced, together with suggested changes in rules. Paul Riley was reelected president and Thomas Coughlan was reelected Secretary-Treasurer. These officers to serve for two years.

An innovation at the meet was establishment of a magazine stand. A good business ensued to the benefit of the club treasury. We are looking forward to our next meeting at Reg Smith's in Wenham, MA.

Thomas F. Coughlan, 84 Morgan Street, Melrose, Mass. 02176

The second meeting of the year of the Minneapolis area S Gaugers was held Nov 23rd at Ken Zieska's. This is not a formally organized club but plans have been made to meet on a continuing basis. Invitations for the January meeting can be obtained by contacting Ken Zieska 11810 52nd Ave N Plymouth, MN 55442.

From the Central New York S Gauge Association - Our Great Hall-oween Toy Train Show and Meet for 1980 is now history, and we can very justifiably pat ourselves on the back for a job well done. Vendors stayed until very late, with two or three from Canada not wishing to leave at all. They made some good last minute deals, as did some others. Anyway, with attendance the best ever, with costs kept to a minimum, with tables virtually sold out with coverage by two television stations, and with a star born (!) in the person of our own Walter Danylak on the 6:00 news we can rate this one very successful meet. Our Treasury has been very nicely restored for the events and functions ahead.

Walt Danylak, 115 Upland Road, Syracuse, NY 13207.

The October meeting of the Badgerland S Gaugers was held at the home of Dick Kloes. There was much discussion as to what the club should become involved in the next few years. Instead of the usual business meetings, some type of activities or a workshop of sort could be substituted. The club has decided not to hold the Fall S Fest for 1981 and this leaves the year open for other activities.

The outline for these activities so far consists of: (1) Having a slide show or a movie. (2) Clinic on how to do what ever. Such things as scenery, scratchbuilding of rolling stock, structures, or what have you would be of interest to all. (3) A secret model contest. We could have the models judged, and a prize given. (4) We could have a backyard picnic this summer. (5) Get the members and their wives together for a couples night out.

Richard L Kloes, 9735 W Morgan, Milwaukee WI 53228.

The Spokane and Inland Empire Model Railroad Show and Railroad Swap Meet was held in November. The Inland Empire S Gauge Association of the Pacific Northwest (IESGAPN) was one of the cosponsors along with other railroad oriented groups in the Spokane area. The show was quite successful, drawing over 700 to the activities. Next year larger quarters will have to be found as at times the hall was quite crowded.












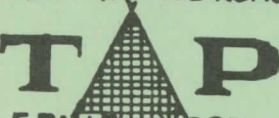
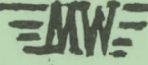



There were operating layouts in "Z", "N", "HO", "HOn3", "O", "S", and Standard gauge. Also included were live steam displays. There were slide shows and railroad movies shown, including "IESGAPN Presents" a slide show featuring numerous scenes on all of the area S gauge layouts.

Our IESGAPN club layout was pictured the next day in the morning daily newspaper over the story of the meet. We are proud that our layout was selected over the many there. This event was also covered by all of the three local TV stations.

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The Editor and NASG officers wish you all a HAPPY HOLIDAY "S"EASON

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.

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

NASG 'Dispatch
c/o Ernie Horr
1307 W Dalke
Spokane WA 99208

