

DISPATCH

To web

VOLUME FOUR NO 1

NASG NEWSLETTER

FEBRUARY 1981

FAREWELL STATEMENT FROM ERNIE HORR

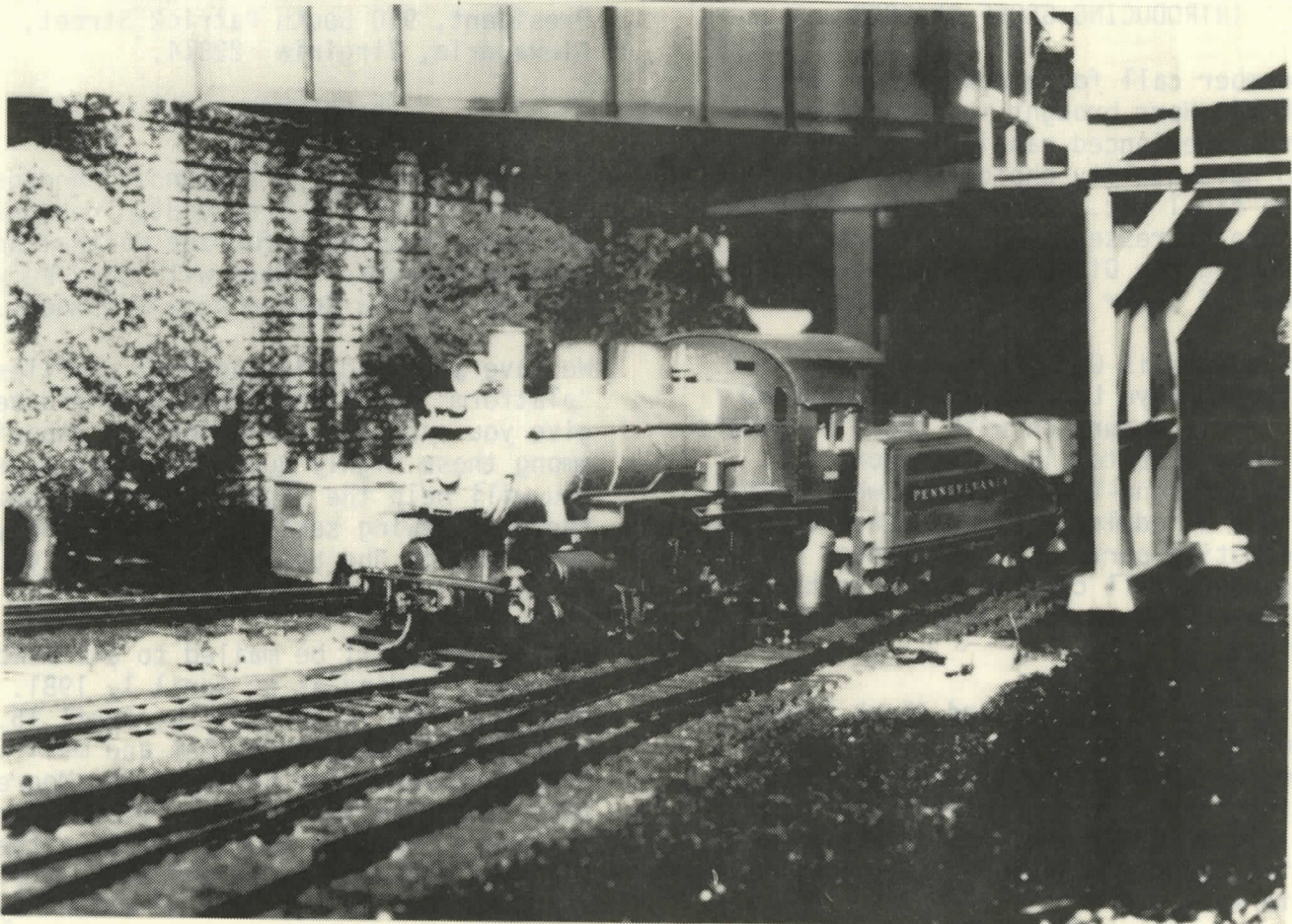
Farewell. An old era is ending and a new one is about to begin in the saga of the NASG Newsletter.

Because of some personal problems I no longer felt that I could continue as your NASG Newsletter editor. These past few months I have tried to bring you an informative and interesting newsletter. How well I succeeded, each of you will make that judgement. In a way it is with a sad heart that I can no longer continue as I feel that I have left a job only partly finished.

I would like at this time to thank all the many people who contributed material to the newsletter and would sincerely hope that you give the same support to Geoffrey Graeber that you have so generously given to me.

To our new editor I wish him all the success that will have as he makes our NASG Newsletter an ever better publication to better serve and promote S Gauge. Best wishes Geoffrey as you now take on this added responsibility.

Ernie Horr



This fine S-Gauge Pennsy 0-4-0, built by Sam Powell, is hard at work on the Penn Creek Valley Lines. The photo was taken by the new editor of the DISPATCH. If you would like more photos in future issues, drop a short note into the mail which tells us what you would like to see.

PRESIDENT'S REPORT

In this year, one of the 1980's, the nation has a new president, new congress, new perspectives, new hopes, and new vigor. In this first issue of the Dispatch in the new era, it is useful to draw comparisons between NASG and the nation. We will soon be electing a new president and other officers and no matter how the votes go, the organization will have much different leaders than we had a few years ago. None of the incorporating Trustees of 1976 will be on the Board after July 19. The leaders will be completely different from those of the old organization of the early 1970's.

For better or worse, both the USA and NASG are in the process of renewal that brings in fresh blood, ideas, and energy to carry forward. But, as we've said before, the organization is really all of you who are reading this newsletter. If the new "leaders" don't have a vibrant organization of individuals willing to take part, the promise they will bring in with them will wilt like tropical flowers in the desert.

INTRODUCING GEOFF GRAEBER

Our December call for a new editor to replace Ernie Horr brought in several qualified and experienced candidates. It was nice to have quality choices but hard to make the final cut. We hope that the gentlemen who expressed such great interest in improving the Dispatch will provide it with some of their time in the future.

Our new editor is Geoffrey M. Graeber, M.D. 1412 Winding Way Lane, Silver Spring, MD 20902. He is a surgeon with the U.S. Army's Walter Reed Hospital in Washington, D.C. He is also a long-time S gauger who is the "G" of G & W Models, a manufacturer of diesel locomotive parts. His knowledge of S and S gaugers will come in handy as he brings the Dispatch around to a larger format in the future.

We would like to commend and thank Ernie Horr for his two years as Dispatch Editor. He gave the newsletter its name as well as a distinctive style and reliability that took a big load off the shoulders of the Executive Council. We appreciate it and wish him well.

HELP WANTED: PROMOTIONS CHAIRMAN

Well, if it isn't one thing, its another.

Our promotions committee is without leadership with the 1981 conventions and shows coming up very soon. Ken Zieska doesn't have the time to devote to the chairmanship and has asked to be replaced.

This position is critical to NASG's goal of helping S to grow. As such, it automatically makes the person in it one of the two (with Dispatch Editor) most influential unelected officers of NASG.

But this chairmanship is not easy to fill. It requires an ability to communicate well and often. Not just with committee members and elected NASG officers, but with other organizations, manufacturers, and chairmen of other NASG committees. As with any job in a volunteer organization, you can fill a large void with many hours of work. At a more practical level it will require 2 to 5 hours every week. It will be most useful if the chairman can attend the NASG convention as well as one or more other types of conventions and shows so that he stays on top of the promotions efforts.

Anyone interested in the position should contact Rollain Mercier, Executive Vice President, 910 South Patrick Street, Alexandria, Virginia 22314.

CANDIDATES 1981

We have a total of 7 announced candidates for the offices of President, Treasurer, and Vice Presidents for the Central and Eastern Regions. There will only be write-ins for Pacific Region Vice President.

We have prepared biographical profiles and "platform" positions for the candidates to give you enough information for choosing among these highly qualified candidates. You will help the organization by reading these following sections and marking your decisions on the ballot as soon as you receive it.

The ballots will be mailed to all members in good standing as of April 1, 1981. They should all be in the mail by April 15. You should complete your ballot and mail it to Elections Committee Chairman Rod Moore no later than May 15. If you live in Canada or Europe, we urge you to fill out the ballot when you receive it and mail it right away, whether it is before or after May 15.

If you wish, you may cast your ballot at the National Convention in Syracuse, New York. The Board of Trustees recently amended the

By-Laws to state that ballots must be cast by 6:00 PM the day before the Annual Business Meeting. Therefore, if you cast your ballot in person, it must be placed in the ballot box at the NASG booth in Syracuse before 6:00 PM EDT on July 18, 1981

The election results will be announced and new officers installed at the Annual Business Meeting of the NASG, INC. on July 19, 1981.

PRESIDENT

Rollain Mercier

Rollie Mercier has been a model railroader for 30 years, 20 of which have been in S. His interests are spread around from his scale Whitefield Railroad to tinsplate collecting, backyard size trains, railfanning and photography. He has written many articles for the old S Gauge Herald and the S Gaugian magazines and has presented several clinics at NASG conventions. He has been active in NASG, serving as Convention Chairman for 6 years and as Executive Vice President for the last 2 years. As Executive Vice President, Rollie has been the Trustee responsible for about half of the standing committees and is largely responsible for the day-to-day operation of NASG. Rollie is a member of the venerable Bristol Club, as well as the Potomac Valley S Gauge Association, TCA, Boston & Maine Historical Society and New Haven Technical Society. He is a past president of the Bristol Club.

Rollie's top priorities as President will be to:

- Expand the membership through better communication
- Promote S Gauge through the hobby shops and general interest publications
- Improve the NASG newsletter
- Initiate more regional meets.

In addition, Rollie says, "Having S Gauge around my house for most of my life makes it seem natural to be involved at this level in the national association. The job of president is a complicated and often lonesome one, not unlike being an S gauger. With little to work with that is ready-made, we S gaugers usually manage to scrape up a prize winning model. It is my aim to make the association a 'prized possession' for its membership, and a winner amongst other hobby associations."

TREASURER

Michael R. Ferraro

Michael Ferraro received his first American Flyer train set when he was 5 years old. He has been in S for the 26 years since then with the only shift coming from a conversion to scale. Mike helped to form the Central New Jersey S Scalers in 1979. He helped the club to build a 16-foot long display module which has been displayed at several meets in New Jersey. In addition, he is a member of the Garden State Region's Northeast Division of the NMRA and the New York Central Historical Society. He is a Certified Public Accountant with experience in completing federal and state reports for non-profit organizations.

Michael's top priorities for NASG include:

- Growth for NASG and S
- A closer relationship with NMRA and some influence on NMRA policies
- Increased influence with manufacturers of model railroad products

TREASURER

Frank Lewis Wey

Frank Wey has been an S gauger for all of the 32 years that he has been in the hobby, collecting American Flyer and operating his hi rail FOUR WEYS LINE. He held membership number 11 in the old NASG and has number 8 today. Although a retired railroad fireman, Frank has handled the finances in a number of organizations. He is paymaster of the Central Indiana Division of the Midwest Region of the NMRA. He is chairman of the railroad group and financial consultant of the Vigo County (Indiana) Historical Society. Frank served as a Trustee of the old Brotherhood of Locomotive Firemen (now a part of the United Transportation Union) and is a Postmaster of Euclid Lodge 573 of the Masons. He is also an apprentice contest judge for the Midwest Region.

Frank's platform for NASG includes:

- Manage NASG's funds to increase their worth through good investments, as Frank has done with other organizations

Opposition to the constitutional amendment on the 1981 ballot that transfers the membership dues from the Constitution to the By-Laws. He prefers to let the membership decide the amount of the dues. If they fail to raise the dues, the organization will just have to take longer to do things.

CENTRAL REGION VICE PRESIDENT

James A. Kindraka

Jim Kindraka has been involved in the three major interest areas of NASG members, starting as an AF collector and moving to hi rail and then more recently to scale. He has been active in NASG for 4 years, starting out as a member of the hi rail committee. He then joined the promotions committee on which he is still an active member. He has been Central Region Vice President since 1979. As a Veep, Jim has pushed for easier to understand regional boundaries (which were adopted and announced last year); granting of life membership honors to Bernie Thomas Memorial Award winners prior to 1976 (on the ballot this year); and an NASG standards gage.

Jim is chairman of the Bernie Thomas Award nominations committee of the Board of Trustees. Jim is a member of NMRA and its Wisconsin Southeastern Division. Jim's top priorities for the future include:

- Completion of the S catalog project now underway
- Resolution of the standards chaos with adoption of a single set of NASG/NMRA S scale standards
- Production of wheel and track gages to the joint standards to be adopted by NMRA and NASG
- Strengthen the financial base of NASG
- Continue to improve the quality of the NASG newsletter
- Increase the active promotion of S and NASG at NMRA national and regional meets, including joint sponsorship of events

EASTERN REGION VICE PRESIDENT

F. Joseph Swift

Joe Swift has been an S gauger and model railroader for 30 years. His Ontario Central and New York Central scale models have been prize winners at conventions and shown in the S Gaugian and S Gauge Herald for almost 20 years. Joe has supplied some of the patterns used by S Scale Locomotive & Supply Company for their line of steam engines and

parts. Joe has been Eastern Region Vice President for 2 years. He is also a member of the Southern Ontario S Gaugers and the Ontario Rail Association. With the latter group he helped to rebuild 3 CPR steam locomotives and he works on ORA's steam excursions.

Joe's top priority for NASG is the promotion of S at model railroad conventions.

EASTERN REGION VICE PRESIDENT

Lee McCarty

Lee McCarty has been an active S gauger in Ohio for close to 10 years. He is a leading advocate of S gauge promotion and has led his Cuyahoga Valley S Gaugers (Lee is currently president) in developing an operating display layout and handout literature. They have shown their display at dozens of conventions, shows, and shopping centers and have talked to thousands of people as a result. Lee's finely done hi-rail Cuyahoga Valley Line was described in the January-February 1981 issue of the S Gaugian. He has written several previous articles for that publication.

Lee's primary goals for NASG include:

- Improving communication among clubs in the Eastern Region.
- Increased S promotion at non-NASG model railroad functions.
- Special status for clubs that require NASG membership for their members.

EASTERN REGION VICE PRESIDENT

Matthew Lacko, Jr.

Matt Lacko is a long-time S gauger well-known to NASG conventioners and readers of the S magazines over the last decade. He is the current president of the venerable Delaware Valley S Gaugers near the center of action in the Eastern Region. As president, Matt has promoted joint meetings with other S clubs in Pennsylvania, New Jersey, New York, and D. C.

As vice-president, Matt would work to improve communication in the region and promote regional conventions.

**CONVENTION CARS ARE STILL AVAILABLE!
YOU CAN PURCHASE ONE NOW BY WRITING
WALT DANYLAK IN SYRACUSE.**

The Program Is: The 21st Annual NASG Convention will be held July 16-19, 1981 at the Syracuse Marriott Inn, Syracuse, N.Y. Your hosts for the convention are the members of the Central New York S Gauge Association, Inc.

Activities will begin Thursday morning, July 16, with registration opening at 9:00 AM. Manufacturers displays, model contest and display registration and the Flea Market will be setting up. Tours will start Thursday afternoon. Arbour Models, the SU Dome and other Syracuse attractions will be included. Thursday evening will feature something new: a "Welcome to the Convention" party.

Friday there will be several tours throughout the day. Among these will be the railroad facilities of Allied Chemical, the NRHS's passenger car collection and the club layout of the CNYSGA. In addition to the tours there will be clinics and movies throughout the day, as well as the usual convention activities.

Saturday morning the clinics and movies will continue. The model contest and display registration will close at 11:00 AM. Saturday afternoon the tentative schedule includes a tour of the Conrail Yards at DeWitt, but this is subject to change due to circumstances beyond our control. Saturday evening will feature the banquet and awards presentation. Following this, the now infamous auction will be conducted.

The annual NASG meeting will be Sunday morning at 10:00 AM. Plans for Sunday afternoon are still in the formative stage.

In addition to the above activities, we have a complete program planned for wives, including tours. We also have a few surprises in store for everyone.

I've just touched on the highlights of the many activities that are planned. A complete convention information brochure will be available in March. To receive your copy, send a LSSAE to:

Walt Danylak
Convention Chairman
115 Upland Road
Syracuse, NY 13207

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.

EDITOR'S NOTE:

WALT DANYLAK HAS INFORMED ME THAT THERE ARE A FEW CONVENTION CARS WHICH ARE STILL AVAILABLE. THEY ARE GOING FAST AND WILL BE SOLD OUT BEFORE THE CONVENTION. YOU CAN STILL WRITE HIM AND ORDER ONE EVEN IF YOU HAVE ALREADY PURCHASED ONE. REMEMBER THAT NASG STANDS TO REAP MANY BENEFITS FROM THE SALES OF THIS FINE CAR. DON'T BE LEFT OUT! PURCHASE ONE TODAY!

Current Convention Updates - The Editor

Several points need to be stressed concerning the upcoming convention in Syracuse:

1. There will be a \$1.00 refund for everyone who brings a model either for display or for a contest. This should entice almost everyone to bring at least one model.

2. Since the cost of gasoline is continuing to rise, many should consider using car pools to reach the convention. Walt Danylak and the CNYS-Gaugers have come up on a fine idea for defraying the cost of transportation. All should at least contact Walt to see what is available. His address is noted above.

3. There will be many opportunities to have a fine vacation in many parts of New York State either before or after the convention. Walt has told me that Syracuse will host the National Sports Festival the week after the convention. This sporting event will feature athletes from all over the United States in an Olympic Competition.

Many wonderful vacation areas will be in full operation throughout the month of July. A very nice brochure describing most of the available vacation spots is available by writing to:

The Division of Tourism
N.Y. State Department of Commerce
99 Washington Avenue
Albany, New York 12245

4. The convention car production has been confirmed by Lionel. The entire order of the cars will be shipped to Syracuse in time for the convention. Details concerning the car are as follows:

- a. An orange Flyer box car with Flyer trucks
- b. Black and white markings - and the NASG Herald

Since part of the profits from the sale of this car will come to NASG, we should all support sales of the car vigorously.

5. Several of the events planned for the convention should prove to be outstanding. The tour of Solway Process Division of Allied Chemical should offer many outstanding ideas for modeling and allow the viewer to relish one of the largest industrial railroads in the world. All of the locomotives are truly vintage masterpieces (spelled A-L-C-O) and should offer some opportunities for fantastic photographs.

The trip to the Conrail DeWitt facility should be fantastic as well. The editor is betting that this will occur since many rumors of closure of the facility have been rampant in the past and necessity has required this diesel shop to remain open.

Many of the locomotives that regularly run out of DeWitt are old or rare diesels. This should add to the interest. The mainline engines there will, of course, be some of the most modern engines in Conrails' fleet.

In all, the convention is shaping up to be an outstanding event. If one were to rate it on a scale from 1 to 10, it looks like an 11 from this vantage point.

- Geoffrey Graeber

NEW FROM S GAUGE CLUBS

Delaware Valley S Gaugers - January 13 1981

A gala dinner and show at the Shepherd Hills Dinner Theatre brought the Delaware Valley S Gaugers together for their December meeting. The club members and their wives met at Frank Titman's home for drinks before the show and after the show for a surprise birthday celebration for Bert Mahr. Of course a quick look at Frank's Spiral Hill R.R. couldn't be resisted since it is growing rapidly.

The January meeting was held at Merton Smith's abode in Palmerton, Pa. The day was spent working on individual kits or projects and talking about forthcoming events for the club. The members decided to make up a static display from their equipment for the Allentown Spring Thaw Train Meet and also sell some of their unwanted AF items. Matt Lacko announced his desire to run for NASG President and asked for the club's support. Needless to say the group is behind him 100%. The majority of the members expressed their intention to attend the Syracuse National S Gauge Convention in July of 1981.

Elections of officers were held and the same slate was put in office. Matt Lacko - President, Frank Titman - Secretary. Please write to Frank if you wish to join or any club business.... 1225 N. Arch St. Allentown, Pa. 18104.

- Frank Titman, Secretary

BRISTOL S GAUGE RAILROADERS
MINUTES OF MEETING OF DECEMBER 14, 1980

The above meeting of the Bristol S Gauge Railroaders was held at the home of Reg Smith in Wenham, Mass. The meeting was called to order at 3:05 PM by Secretary Tom Coughlan in the absence of President Paul Riley. Thirteen members attended along with two guests.

Bruce Russell, Chairman of the Contest Committee, announced the rules for this year's contest: all models must be in S Gauge (3/16"=1'). No model may have won a prize in a previous S Gauge contest. There is no time limit during which a model may be constructed. There will be no separate categories of models or modelling skills. Contest ends at June meeting. Judging will take place at once and prizes will be awarded at our August cookout.

Further discussion was held on hosting of 1983 NASG Convention. A duty chart for such a convention was shown. The duties and suggested men to take them on will be discussed at next meeting.

The application for membership of Robert E. Brown of Beverly was accepted and he was voted into the club with enthusiasm.

A letter from Ed Loiseaux in regard to Peter Built Locomotives' S Gauge shay was read to members. There was some evidence of interest. Meeting adjourned at 3:43 PM.

The members observed Reg's HO railroad in operation. Many excellent European locos and cars were operated over his large layout. Also some visiting equipment was given a chance to perform. His collection of S, O, HO and Standard Gauge items was eagerly inspected by members with many oohs and ahs. He has some real fine and scarce items.

Next the members and guests visited "Railroading in Miniature II" at the Wenham Museum as guests of Reg Smith. There are some excellent models on display from 1" scale down to N gauge. A fine S gauge railroad, manned by Kip Barringer, was in constant operation during our visit.

The whole group travelled to the Pewter Pot restaurant at Liberty Tree Mall in Danvers for a fine meal to cap off a very interesting meeting. The next gathering will be on Sunday, February 8 at the home of the Berkshire Central in Melrose.
- Tom Coughlan

Badgerland S Gaugers:

The December meeting of B.S.G. was held at Jim Brown's house. A vote was taken to decide on new officers for 1981. The results were as follows:

- PRESIDENT-----DICK KLOES
- VICE PRESIDENT----MIKE HECKER
- TREASURER-----DAVE KOEHLER
- SECRETARY-----LEON TODD

Best of luck in the new year to all the new officers.

It has been decided by the club members to have a secret model contest in which any club member may build whatever he chooses, be it a structure, type of car, engine, or anything pertaining to model railroading. This contest will be judged at the December meeting in 1981. Prizes will be given. Good luck to all members, happy gluing, pounding, and bashing!

Further discussion on a kit that members could put together at club meetings to get an idea of what's involved was the kit that Bob Ristow made up, the flatcar used on interurban lines. This kit is suitable for use on any type of S pike. Its possibilities for making up some type of maintenance of way car, or just a flatcar with a special load will give many variations. Once the basic car is built up, members could add to it or leave it as is, whatever his pleasure.

B.S.G. will again participate at the Southgate Mall Shopping Center on January 24 & 25 1981. Set up will be either Friday night or early Saturday morning. Help is asked for in set up and manning the layout on these dates. All volunteers are asked to contact either Leon Todd at 444-9490 (home phone), or 271-7900 (work phone); or Dick Kloes at 543-8839 to set up times you are able to help.

MORE CLUB NEWS FOLLOWS ON THE NEXT PAGE 

Recommend 0.824 + .005 (J) Gauge
Recommend 0.775 + .005 (K) Check gauge
Recommend 0.738 + .005 (B) Back to back

C.A.S.G. held an excellent S fest and we wish to thank them for their hospitality. There is still a number of S Fest cars available and they can be obtained by contacting Art Doty, I-312-395-1641.

Just a little note to let club members know that dues should be paid this coming month. The money will be collected by treasurer Dave Koehler.

So far one workshop has been set up for the next club meeting in January. It will be put on by Jim Brown and will consist of tree construction. Anyone interested in putting on a clinic of some type in the coming months, please contact Jim Brown at 662-3768. A list of future meetings is included in this news letter so you may schedule one if you like.

The next meeting of the Badgerland S Gaugers will be held at the home of Dave Koehler, Sunday the 11th of January, at 1:00 PM. His address is, N66 W24076 Champeny Road, Sussex, Wisc.; Phone: 246-6305. Please plan to attend.

"... a social club for the promotion of model railroading - especially S gauge, including American Flyer, hi-rail, scale, and other facets ..."

- Jim Brown

The Twin Cities S Scalers:

The Twin Cities group of S Scalers met February 1 at Dave Jasper's house. The ten members present enjoyed Dave's hospitality and made plans to continue meeting on a regular basis. The next meeting will be held in March at Earl Larson's home in St. Cloud. The April meeting will be held at Ken Zieska's. Both meetings are expected to be work sessions. For further information, please contact Ken Zieska, 11810 52nd Ave. N., Plymouth, Mn. 55442.

- Ken Zieska

Track Dimensions (Ref. S-3)

Check Gauge (C) 0.782 ± .010
Flangeway (F) 0.098 ± .003

Wheel Dimensions (Ref. S-4)

Gauge (L) 0.834 ± .005
Check Gauge (K) 0.772 ± .005
Back to Back (B) 0.710 ± .005

THE HI RAIL REPORT
BY SIG FLEISCHMANN

HI RAIL MODULES

The Hi Rail Committee is presently involved and attempting to finalize standards for S Hi Rail Modules. The objective is to make Hi Rail Modules compatible with "scale" module standards that were approved by the NASG Promotions Committee.

Switches shall be the closed frog type. A crossover between mainlines shall have at least #6 frogs. All other switches can be whatever will work for their intended use. Code .172 rail is recommended.

By building Hi Rail modules to the same physical standards as the "scale" modules, a Hi Railer could hook up with scale modules, by making sure his track work is built with sufficient precision, especially at the switches to run scale wheels. Likewise, the "scale" modeler can, if he wishes, build trackwork that will run scale and Hi Rail wheels. Divisiveness and factionalism we have enough of in S gauge; lets try something to bring us together.

HI RAIL STANDARDS

The Hi Rail Committee is also working on a proposal to modify NMRA S-13, standards for S Hi Rail. Here are some of the changes that are being discussed!

*These dimensions are included to be technically complete; in actual practice, however, nearly all S gauge Hi Rainers use a closed frog switch in order to run both Hi Rail and Tinline wheels. Dimensions C & F apply to open frog switches only.

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

Recommend 0.810 ± .010*
Recommend 0.065 ± .010*

Recommend 0.862 ± .005
Recommend 0.800 ± .005
Recommend 0.738 ± .005

IMPORTANT LETTERS

The following was forwarded to me by
Walt Danylak:

to the S Gauge Dispatch:

I just found out what Lionel plans to bring out this year in S. I've listed the items below in case you want to include them in the next issue of the Dispatch.

- 8150 SP 'Daylight' Alco PA A Unit, dual motors, headlight, interior lights
- 8152 SP 'Daylight' Alco PA A Unit, dummy, headlight, interior lights
- 9500 SP 'Daylight' Streamlined Combine, lighted
- 9501 SP 'Daylight' Streamlined Pullman, lighted
- 9502 SP 'Daylight' Streamlined Vista-Dome, lighted
- 9503 SP 'Daylight' Streamlined Observation, lighted

- 8153 B&O Alco PA A Unit, dual motors, headlight, interior lights
- 8154 B&O Alco PA B Unit, dummy, interior lights
- 8155 B&O Alco PA A Unit, dummy, headlight, interior lights
- 000 B&O Flat Car w/Vans
- 9102 B&O Tank Car
- 9201 B&O Covered Hopper Car
- 9301 B&O Gondola w/5 Cannisters
- 9702 B&O Sentinel Box Car
- 9401 B&O Bay Windo Caboose, lighted

- Walt Danylak
CNYS Ga., Inc.

To My Fellow S Gaugers:

In his December newsletter, Jan Lorenzen of Locomotive Workshop mentioned that the B & O Historical Society was inquiring about interest in a brass kit for the B & O Wagon Top Box Cars in O, S, or HO. Since I don't know how many NASG members also receive the Loco Workshop newsletter, I decided to pass this on to the Dispatch. If you have an interest in such a kit please write Locomotive Workshop at RFD3, Box 211-B-1; Englishtown, NJ 07726. Remember since they work on small production lots, 75-100 positive responses could be enough to get the project going. 1980 has been a very lean year for S scale introduction of new kits. Positive response to projects of this sort could help make 1981 better. Remember to state your S gauge interests when writing.

- Jim Kindraka

A FEW WORDS FROM THE NEW EDITOR:

As the new Editor of the DISPATCH, I would like to set forth a few policies which I will follow to the best of my ability.

1. Since this publication depends on the timely character of its contents, I shall adhere to the following time schedule quite strictly:
 - a) the DISPATCH will be mailed six times per year, i.e. in the months of February, April, June, August, October, and November. All material received by the first day of each of those months will be included in that month's issue. Material received after that deadline will be included in the next issue.
 - b) material for each section of the DISPATCH will appear in the order in which it is received.
2. The growth of this publication will reflect the desires of the NASG Membership.
3. This publication will be dedicated to the growth and general benefit of S Gauge; hence, it will supplement and compliment existing publications in the realm of model railroading in general and S Gauge in particular.

Because of our rampant inflation rate, our publication costs will continue to rise. Anticipated increases in printing and postal rates will increase the cost of publishing the DISPATCH even if we do not expand or improve the format. Hence, a rate increase will be necessary just to maintain our current status. If we wish to expand, then larger fees will have to be anticipated. I would like to expand this publication and add more features. This can be done only if more money is forthcoming. I look forward to discussing this topic with all of you at the Convention in Syracuse. In the meantime, I would like to hear from you by mail. Let me know what you want. I want to make this publication responsive to your needs!


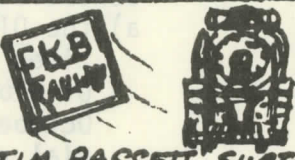


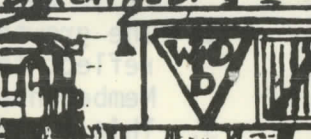



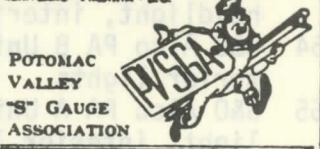
- Geoff Graeber

EDITOR'S NOTE:

THIS ISSUE OF THE DISPATCH IS BEING MAILED ABOUT FOUR WEEKS LATE BECAUSE OF UNAVOIDABLE DELAYS PROMPTED BY CHANGING EDITORS. ALL FUTURE ISSUES WILL OBSERVE THE DEADLINES NOTED ABOVE.

- Geoff

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 Rollin Mercier, 910 S. Patrick St., Alexandria, VA 22314.

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