



DISPATCH

To
Web.

VOLUME FOUR NO 3

NASG NEWSLETTER

JUNE 1981

NOTES ON THIS ISSUE

Since this is only the third issue with a new editor, there are still some growing pains. We are still experimenting with both our format and our content. We are interested in hearing from all of you as to what you would like to see in this newsletter. We hope to see most of you in Syracuse in July and obtain your ideas in person. For those of you who will not be able to attend, we have included a few of our ideas in this issue on page 9. We hope that these ideas will stimulate a few ideas of your own and that you will take the time to write us.

1.) The first order of business in this issue is the convention. We have devoted much of the space in the Club News to excerpts from the CNYSGA Newsletters that we have received. From our viewpoint, this Convention looks like it will be the best ever! The CNYSGA group has done an incredible amount of planning and work. The best example to date is the success that they have had with the Convention Car. They have already picked up the cars from Lionel and have started distribution! Quite a feat! And the car is selling very well, once again, thanks to their outstanding efforts. They have been promoting them at train meets all over the area and have had tremendous success with sales. The upsurge in sales which has been realized through introducing these cars to the collectors has assured that the car will be sold out by the convention. If you have any idea about owning one of these cars, send your money immediately before it is too late!!!

If you have not made reservations for the Convention yet, we would strongly advise that you hurry. Close to 100 reservations have been confirmed. The motel is not huge so we would suggest that you take action immediately if you are going and you wish to avoid a last minute hassle.

2.) As you will note, there is no picture in this issue. We deleted it because we needed the room for Convention news and for the material we had received since the last issue. We hope to run many more pictures in the future as we expand. How do you feel about pictures? We think that they stimulate interest in S Gauge and are a definite asset to the Newsletter.

3.) On page 2 you will find the text of a letter from Wayne L. Pier, NASG Standards Chairman, on the new standards for wheelsets in S Standard and Narrow Gauge. We received a copy of the diagrams and standards that go with this letter, but they were not of sufficient quality to allow good reproduction. In fact, the clarity of the photocopy was such that some of the measurements were in question. Rather than publish figures which might need correction at a later date, we elected to hold publication until the exact dimensions could be published without error.

4.) The Treasurer's Report is contained in

this issue. It covers the third quarter of the current fiscal year. We will print the Treasurer's Report for each quarter from now on. The report for the second quarter of this year was not printed in the DISPATCH due to the transition in editors. I have a copy of that report and would be happy to furnish a copy of it on request.

5.) Next to the Treasurer's Report is a notice from the NASG Clearing House. The items sold by this organization contribute to the growth of NASG by providing a source of income. Money derived from such projects can be invested in further projects which will help S Gauge.

6.) In order to expand this newsletter, we will need the assistance of several volunteers who have specific talents and wish to contribute to the advancement of the organization (NASG) and thereby to S Gauge in general. There are four areas which have critical needs at the present time:

ARTISTS: They are needed to help in the preparation of articles and in reviewing some of the products sent to us for review. They will also do some work on the covers.

DRAFTSMEN: We hope to have some articles in the near future which will feature construction techniques for locomotives and rolling stock. We hope to have some S Scale plans to accompany these. We feel that plans will increase the reader's interest and prompt him to attempt to construct the model.

AUTHORS: We are in need of people who would like to write about any aspect of S Gauge model railroading. The editor has had a lot of experience in writing and would be more than happy to help anyone to prepare an article for this newsletter.

EXPERIENCED MODELERS: One feature which we hope to incorporate at an early date is a review of new products. In order to do this effectively, we need a staff who will be willing to review each new product promptly and return a typed report to the editor. If we can have several persons involved in this effort, the work load will not become overbearing and all will still be able to enjoy themselves. We will try to develop a list of modelers who have specific interests so that they can review products in their specific field.

We need all the help we can get if we are to succeed in improving this publication. Remember, it is your publication: VOLUNTEER!!

Once again, there is no Booster Club in this issue. We have been searching for an artist but we have not had any luck in finding one so far. We want the Booster Club to look well, so we have refrained from doing it ourselves. We have the desire but not the talent to do the type of job we want. We hope that one of you with some talent and training will step forth and offer your services. We hope that the person or persons who volunteer to do this work will be willing to help with other projects slated for future issues.



WALT DANYLAK
CONVENTION CHAIRMAN
115 UPLAND ROAD
SYRACUSE, N.Y. 13207
(315) 479-5879

**1981 N A S G CONVENTION • SYRACUSE MARRIOTT INN
SYRACUSE, NEW YORK • JULY 16-19 1981**

LAST CALL FOR THE 1981 NASG CONVENTION

The Convention is less than two weeks away as this is being written. Final preparations are now being taken care of so that all will be ready when July 16 arrives.

The following manufacturers and suppliers will have their products displayed at the Convention:

Hoquat Hobbies
Mid-America Scale Models
Wisconsin Central Supply
Seltzer's
G and W Models
Fundimensions
"S"cenery

Locomotive Workshop
S Scale Locomotive & Supply
Rex S Gauge Models
Lehigh Valley Models
Delaware Valley S Scale Supply
David O. King
Troller Corporation

In addition to the manufacturers and suppliers displays, we will have three operating layouts, 2 scale and 1 American Flyer, at the Convention. There will also be films and clinics every day.

For the modeler interested in S scale, we plan to have pilot models of both Alco Models' RS-3 body and Locomotive Workshop's 4-6-0.

For the American Flyer fan, Maury Romer and Tom Barker will be at the Convention in addition to Tom Valmassei of Fundimensions.

All the tours are confirmed and included with your registration. The tour schedule is: Thursday: Arbour Models and the SU Dome; Friday: Allied Chemical's railroad facilities, the NRHS's passenger car and locomotive collection, the CNYSGA's club layout plus two members home layout; Saturday: Conrail's DeWitt Yard.

We are ready, and we will be here, will you?

"Get on Board"



To make your hotel reservation, detach the form on the right.

Mail to: Syracuse Marriott Inn
 Marriott Dr. at Carrier Pkwy.
 East Syracuse, NY 13057
 Attn: Reservations Manager



REGISTRATION FORM

Are you interested in the picnic? _____
 If yes, how many tickets? _____
 Are you using public transportation? _____
 If yes, please answer the following two questions:
 Name of carrier? _____
 (eg: US Air, Amtrak, etc.)
 Day and time of arrival? _____

NATIONAL ASSOCIATION OF
 S GAUGERS
 JULY 16-19, 1981

Please make the following reservations:

Arrival Date _____ at _____ M
 Departure Date _____ at _____ M
 Name _____
 Address _____
 City _____
 State _____ Zip _____

Reserve _____ room(s) as checked below

Single _____ \$46.00
 Double _____ \$52.00
 Triple _____
 Quad _____
 Suite _____

Indoor-Outdoor Pool
 Sauna
 Whirlpool
 Exercise Room
 Game Room

Rates subject to 7% Sales Tax, plus 2% County Tax. Children (under 12) free in parent's room.
 *All reservations held until 6:00 p.m. unless secured by deposit of one night's lodging.
 It is requested reservations be made not later than three weeks in advance.

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	Rate	Extension
Registration Fee		
On or before June 15, 1981 - \$25.00		
June 16, 1981 and after - \$30.00 - Enter appropriate amount		_____
Ladies Program	\$10.00	_____
Banquet (each adult) qty _____ @ \$18.00		_____
Children's Banquet (each child) qty _____ @ \$ 5.00		_____
Flea Market Table qty _____ @ \$10.00		_____
Convention Patch qty _____ @ \$ 2.50		_____
Total Enclosed		_____

Make checks payable to - CENTRAL NEW YORK S GAUGE ASSOCIATION, INC.

Name _____
 Address _____
 City _____ State _____ Zip _____
 Spouse & Children's Names _____

Mail to - WALT DANYLAK, 115 UPLAND ROAD, SYRACUSE, NY 13207

June 1981 - by Dick Cataldi

Well, this train is about to reach the end of its run. I'll turn over the throttle to a new president on July 19 and join a very select group of gentlemen who have served as president or general director of NASG over the last 21 years. Its been a lot of work and some grief when the best of plans and intentions have gone awry, but I've had the pleasure of serving with as fine a bunch of people as any hobby ever assembled and that in itself has made it all worthwhile. The organization is strong and progressive and I'm sure that future presidents and other officers will be able to enjoy the fellowship, the challenges, and the triumphs that our NASG offers.

One triumph that I've worked on for 10 years has just now come to reality. As most of you are aware, there has been a running feud between NASG and NMRA over S scale standards. When some of our members (who were also NMRA members) had trouble getting NMRA to move off dead-center on the needed review of S scale standards, the NASG pushed real hard to back their request. We got nowhere and then set up our own committee on standards in 1971. This led to the standards we adopted in 1977. Those standards are partially, but not completely compatible with the old NMRA S3 and S4 standards. They are used by a small number of modelers and as yet, no manufacturers.

About a year and a half ago, we began the design of a standards gage. Just when we were having an internal haggle over the cost and method of manufacture of it, NMRA decided to produce gages for all minority scales as they had done many years ago, but not recently. We naturally stuck our noses into the issue and suggested that they use our specs. They naturally wanted to think it over. The issue of manufacturing a gage was put on hold by both organizations while both engineering committees went into hiding for testing a haggling of specs.

The results can be seen in our Standards Committee Chairman's recommendation to the Board of Trustees that appears elsewhere in this issue. If you are a scaler (standard or narrow gauge) and interested in standards, please read it over. If you have an opinion, please send it to me or to your regional vice president. The current Board of Trustees is considering voting on this proposal before it leaves office.

Of greater importance than the specific numbers in the proposed standards is the historic agreement between NASG and NMRA. It is time to stop our old quarrels and work together to promote the hobby. We have taken a giant step in that direction.

The Election is still on

Did you forget to send in your ballot for the 1981 general election? Remember, you can still vote. You can cast your ballot at the convention in Syracuse. There will be a ballot box at the NASG booth in the display room on Friday and Saturday July 17 and 18. It will be closed at 6:00 PM on July 18. If, as often happens on Convention Saturday, the display rooms are closed on Saturday afternoon, there will be a notice posted at the convention registration desk directing you on where the ballot may be cast during that time.

To the members of the NASG Board of Trustees
Gentlemen,

Alas, we've reached agreement. Enclosed is the proposed joint NMRA-NASG track and wheel standards which we are submitting for NASG acceptance by the Board of Trustees.

After several months of negotiations with the NMRA Engineering Department-Jim Monroe - Chairman, Brad Bradley - Co-Ordinator, and myself we've put together a set of standards encompassing all the latest changes of engineering and manufacturing tolerances.

I will not belabor you with a mathematical treatise on the derivation of the standards, instead I would like to clarify several points as outlined by the NASG Board of Trustees meeting, July 1980.

As you have undoubtedly peeked by now, yes it is not compatible with the present NMRA S3,4, but then again neither was the NASG S3,4. The issue of compatibility was not considered a priority by the BOT. This is not to say all the present .124 wheel sets are not usable, a mere change in the "B" dimension will correct most. This is a completely new standard, with a track gauge of .883 and a code 110 wheel as a guide line and it takes optimum advantage of both relationships.

By the way, you may have noted my ".124 wheel". The present NMRA S3,4 and RP-25 are being modified to reflect present manufacturing practices. I've also enclosed the new NMRA S3,4 containing these changes. It is my understanding they will be included on the 1982 NMRA Ballot for approval.

The issue of Sn3 compatibility was also given a low priority by the BOT last July. This apparent lack of foresight has been corrected. For the first time in the history of standards S has the opportunity for a set of standards with dual gauge compatibility. No other gauge can boast so. The NASG should give due recognition to our Sn3 brethren, as a large part of the growth we've experienced in S gauge the last several years has been due to their efforts.

All that remains now is for NASG Board of Trustee approval and I so move that the NASG Board of Trustees accept as joint NASG-NMRA RP3,4 standards these numbers submitted for S 56 1/4" gauge and Sn3 narrow gauge.

Coincident with the approval of these standards the NMRA Engineering staff will proceed with it's institution. At present, this involves changes to the SN3 S3,4 standard, incorporation of the standard gauge, standards into RP3,4, which only needs NMRA BOT approval and the possible incorporation to NMRA S3,4 via the NMRA 1984 ballot. It will also involve a concerted effort by both organizations to educate the S scaler to the advantages of the new standards.

Gentlemen, if I can answer any questions or clarify any point, please feel free to ask. I, as well as the NMRA, await your decision.

- Wayne L. Pier
NASG Standards Chairman

EDITOR'S NOTE: The complete set of standards will be published in a subsequent issue.

TREASURER'S REPORT

The below represents the financial condition of NASG for the 3rd quarter of the 1981 fiscal year (Jan-Mar 81).

	Quarter	Year to Date
Beginning Balance		
Checking	\$ 368.74	\$ 474.53
Saving	2398.63	2336.56
Petty Cash	<u>7.75</u>	<u>7.75</u>
Balance	\$ 2775.12	\$ 2818.84
Income		
Dues	\$ 205.00	\$ 700.00
Prepaid Dues	5.00	55.00
Miscellaneous	<u>31.05</u>	<u>183.12</u>
Total	\$ 241.05	\$ 938.12
Total Cash Available	\$ 3016.17	3756.96
Expenses		
Postage	\$ 100.10	\$ 366.01
Supplies	115.15	115.15
Printing	106.20	276.83
Miscellaneous	<u>68.46</u>	<u>372.71</u>
Total	\$ 389.91	\$ 1130.70
Difference	\$ <u>2626.26</u>	<u>2626.26</u>
Ending Balance		
Checking	\$ 188.83	\$ 188.83
Saving	2429.68	2429.68
Petty Cash	<u>7.75</u>	<u>7.75</u>
Total Available 3/31/81	\$ <u>2626.26</u>	\$ <u>2626.26</u>

Respectively Submitted
William J. Oertly
Treasurer

NOTICE FROM NASG CLEARING HOUSE

The Clearing House currently has the following in stock for immediate delivery:

- "S Gauge Herald" note paper. Six different covers, reprinted on top quality paper. There are two different sets available. Twenty notes and matching envelopes per set.
Specify set #1, 2 or 3 at \$4.50 + \$.50 postage each or 1 each of the three sets for \$12.00 postage.
- NASG Embroidered patch, 2 1/2" diameter, 4 colors. \$1.75 + \$.25 postage.
- NASG T shirts: These are top quality Hanes T shirts with a large NASG emblem silk screened on the back and a small emblem on the front. The price is \$5.00 = \$.75 postage. The following sizes are available:

Adults

Small (34-36)
Medium (38-40)
Large (42-44)
X-Large (46-48)

Children

Small (6-8)
Medium (10-12)
Large (14-18)

The profits derived from the sale of NASG items are used to promote S gauge and to enable us to bring out new and exciting products. Order now to receive your emblems and T shirts in time for the 1981 NASG convention at Syracuse.

Make check payable to:

NASG Clearing House
c/o D. Lionel Gilbert
1232 Circle Street
Winchester, Virginia 22601

It is with deep sorrow that we inform our members of the untimely death of Howard Sandusky, on June 14, 1981. Our sincere sympathy to Howard's family.

CENTRAL NEW YORK S GAUGE ASSOCIATION
APRIL 1981 NEWSLETTER

Your secretary truly appreciates the great fill-in done by Charlie Brown at the March meeting. Charlie, your notes were a scribe's delight. From the information contained therein, it appears that a very full and entertaining meeting was missed.

Ralph Hodson continues his creative ways for our club. Now he has designed stationery for the Convention. Walt Danylak brought along a sample, which was well received by the membership.

Regarding the Convention Car, Walt attempted to strip down the Rock boxcar for refurbishing as a Concar prototype, but was not successful. Never one to give up, however, he has found another boxcar shell to give it a try. John Brutcher has found for us the boxes we will need to mail the Concar to those unable to attend the Convention.

Sales of the 1981 NASG Convention Car are proceeding, with some case lot orders expected from some other S Gauge Clubs. All are reminded that unless one puts in an order and pays for the car on the order, one will lose out. No exceptions. So get those orders in. Once they are gone, they are gone. And Walt, Jack and a couple of others are going to York this Spring with the aim of selling an awful lot of the boxcars there. Remember, we are only having 2,000 built. Can we build one for you?

Show and tell was certainly a big part of the March Meeting evening. John Brutcher brought along from his formidable American Flyer collection a complete display of AF 0-6-0 and 0-8-0 switchers. A lively discussion followed John's show. Also, as Charlie has so well put it, Ernie Carr is at it again! Ernie's creative genius has turned out two models of the Church building in which our club makes its home. And true to Ernie Carr form, he has donated them, one to the club and one for Charlie Stackpoole's magnificent layout. As if that weren't enough, Ernie also brought along a log cabin which he constructed with a smoking chimney. I certainly hope he can be talked into a display of his creations at our convention! No one will believe what this gentleman can do with the most common household stuff!

Finally, Bob Eves brought along an original American Flyer display case which he had just obtained. Very generously, he is donating the use of it through the NASG convention.

Dan Olson has written that he has now in stock pantagraphs complete with springs for the NH Electric locos. They are \$17.50 per pair. He really sounds pleased to offer them, as it took him some three years to get them. He reports, "They look nice!"

And on the contest for a name for our Yard Yarns figurehead, believe it or not the response is underwhelming! We have received two entries thus far, BUT they are good ones. So, out goes the challenge! We haven't the slightest idea what we'll do with the winner, but what the heck. This is for the greater good of S Gauge literature!

- Your Yarn Spinner,
John W. Steinbach, secretary

CNYSGA MAY 1981 NEWSLETTER

APRIL MEETING NOTES

A lot of show and tell was featured at the April meeting of CNYSGA. Walt Danylak brought samples of the Convention brochure, stylized by our own, multi-talented Ralph Hodson. With a program like that set forth in the brochure, it sure makes this writer want to "Get on Board!" Walt reports that reservations are starting to come in.

Ernie Carr never ceases to amaze all that behold his creations. This time he brought a four floor hobby store, scratch-built (of course), but this time utilizing Gillette Trak II razor cartridge containers glued together. Appropriately, the building is called the Carr Lewis Hobby Shop - for trains, of course.

In our continuing education series, Tom Canne presented his considerable collection and knowledge of AF Baldwin switchers. He brought along eight different models, in fine condition. And then he perked up Ron Pytko's ears with a Burlington F-9.

A hearty welcome back to membership was extended to Frank Zeno of Oswego. Our roster has grown now to about 34 members.

Interest in the naming of the Yard Yarns character is growing! The entries thus far are to follow in this letter. I think the decision on the winner should be made by a "Committee of the Whole". A ballot will be furnished in the next newsletter, and the winning name announced at the Convention. Now I gotta figure out a prize!

OUR NEXT MEETING MAY 14 - A SPECIAL!

Our next meeting is really going to be on the move. Two members' layouts will be toured. Starting at 7:00 PM, we'll gather at the Steinbach layout and then move on to John Pearson's.

- John Steinbach
Secretary

JUNE 1981

CONVENTION TIME IS CLOSE

Calendars are well marked, now, for the 21st edition of the NASG Convention. This event, to be held at Syracuse's Marriott Inn and hosted by our Central New York S Gauge Association, Inc., is slated for July 16-19, 1981.

Needless to say, but worth stressing, the meeting of our club this month, on JUNE 11th at the "Club house", is probably the most important one ever. The attendance of every member is needed, more than ever before.

Convention Chairman, Walt Danylak, will be going over every meticulously planned detail of this fun event. Every member will be assigned a task (or two) and will be counted on to perform it. With the help and cooperation of each and every one, all will run as it should, and the prestige of our club will be inestimably enhanced.

Charlie Brown reports that some great film viewing is in store for convention goers. MODEL RAILROADER has supplied some, and Dick Kowell will be making available his memorable films including those of (oh boy! oh boy!) the American Flyer Boys Club.

MORE ON NEXT PAGE

By the time you read this, Lionel will have received the money it requires to firm the deal on the NASG Convention Car. Walt will be traveling to Fundimensions in a few days to pick up the cars. All 2,000 of them are manufactured and ready to go. Orders are still being taken for them. Very special thanks for making this unique commemorative car possible have to go to Walt and Sally Danylak, John Pearson, Jack Creiman, Dusty Mann, John Handley, Charlie Stackpoole and Bob Eves. Names of others who have contributed to the effort are not forgotten, and as soon as your yarn spinner finds out about them all, he'll print 'em!

SPEAKING OF RARE CARS . . .

A report came in that John Bratcher is still shaken by his recent find of an extremely rare G Fox box-car manufactured by Gilbert for the East Haven, Connecticut, store of the same name many years ago as a promotional. Not only did he find that, but he also purchased the hitherto unknown G Fox whistling billboard accompanying it. These invaluable items were obtained for a price that would be embarrassing to repeat, and might not be believed (like the old saw about the big fish that got away!). Suffice it to say, ol' John is doing a heap o' crowing. And rumor has it that he may be showing off his new-found treasures at the June 11th meeting. One more reason to attend.

It's nice to know that there are some very nice pieces available now and then right here in Central New York. And it's particularly fine to note that many of those pieces will stay here in the hands of appreciative S gauge collectors and friends.

A GOOD TIME WAS HAD BY ALL!

Last month, CNYSGA, Inc., dispensed with its usual meeting format, and made a tour of three members' layouts. The caravan made its way first to the Steinbach home, where John's trains were running right on time. Then it was on to John Pearson's nifty layout (he was much too modest in his pre-tour talk about his endeavors) complete with mid-tour refreshments. Finally, the entourage found its way to Dusty Mann's empire, where we were treated to some fine vintage American Flyer HO equipment. And some choice S gauge items on display, too. Hopes were high that we could do this again, as a really good time was had by all.

I know I can speak for Steinbach in saying any are welcome any time for a turn at the controls at that layout.

A NAME FOR OUR "YARD YARNS" YAWNER

As promised, below is a ballot for the names entered in the contest. All names submitted are printed below, with a blank space left for any "write-ins". (Good write-ins had better do some lobbying, as they haven't been mass-circulated in these pages!) Ballots should be returned to: John W. Steinbach, Esq., 447 East Washington St., Syracuse, New York 13202, by July 1, 1981. Votes cast will be tabulated by the crack clerical team at the Gould, Pease & Steinbach law offices, and the official winning entry announced, hopefully, at the convention. Probably. Or maybe earlier. Who knows. Anyway, here is your ballot. Take advantage of your constitutional right! Vote!

JOHN STEINBACH,
SECRETARY

SUPPORT THE CONVENTION!!!!

SOUTHEASTERN MICHIGAN S GAUGERS MINUTES OF THE FEBRUARY 15, 1981 MEETING

The February meeting of the SMSG was held at the home of Dan Pevos. Dan has a very complete, well detailed tinplate AF layout. Several trains can be run at one time by different operators, each on his own loop of track. All loops, however, are interconnected, allowing interchange of trains. Dan's rolling stock has been collected over many years and is all operable, including many repainted pieces. Many structures supplement the layout, including some collector's items. All buildings have interior lighting, and along with working grade crossing flashers, lighted locomotives and passenger cars, produce a very impressive night scene. Thank you Dan, from the ten SMSG members who attended the meeting.

President Sig Fleischmann called the meeting to order.

THE MODULE LAYOUT

The first order of business was to determine track specifications for the corner modules to be built by the club. Tom Hawley brought samples of the various sizes of track, and truck and wheel set combinations available in "S" scale. After much experimentation and discussion the club decided to use 126 NS rail laid on Cloverhouse ties for the corner modules, and closed frog switches were to be used on any of the switches built into member's modules.

DISPLAY LAYOUT

Tony Gonzales is to receive a five year club membership in compensation for money spent on the club layout. Tony suggested the SMSG investigate the possibility of holding a flea market to raise funds for a permanent meeting place, pointing out that the Gratiot Valley HO Club has been doing this successfully for years. Incidentally, our display layout will be at the Gratiot Valley "Swap and Shop", April 12, 1981, 10:00 AM til 5:00 PM at the Clintondale High School. Dan Pevos, Vic Kowachek, Sig Fleischmann and Dave Held volunteered to man the layout and answer questions during the meet.

CLINIC

Tom Hawley presented another NMRA clinic on techniques used in the construction of a railroad layout. Thanks Tom. The next meeting of the SMSG will be held at the home of Bob Stelmach, at 2:00 PM, March 15, 1981.

- David O. Held

MINUTES FOR THE MARCH 15, 1981 MEETING OF THE SMSG

The March meeting of the SMSG was held at the home of Bob Stelmach in Oxford. The buffet prepared by Bob's wife, Sandy, was a hogger's feast, a towerman's delight, a switchman's satisfaction made up of a large variety of cold cuts, salads, desserts and coffee. Much buying and selling between members took place before the meeting. After the meeting Tom Hawley presented an NMRA clinic on photography, and Bob presented his slides on previous "railroad" vacations. Thanks Bob and Sandy, for your hospitality.

MORE ON NEXT PAGE

The meeting was called to order by the president, Sig Fleischmann.

Secretary-treasurer, David Held presented the treasury report, noting the active dues paid membership had dropped to 16. Dave Held will attempt to co-ordinate membership cards and numbers during the coming month.

The division 6 NCR of the NMRA will be held at Clintondale High School on April 12, 1981 from 10:00 AM til 5:00 PM. The SMSG will have their club layout on display. Vic Kowachek, Sig Fleischmann, Bob Stelmach and Dave Held have volunteered to represent the club throughout the day.

Construction of the module corner units will begin this month.

Sig Fleischmann asked if there would be enough interest in the 1981 NASG convention car to warrant a club purchase of 24 at a cost savings. The attending membership did not support the purchase. The April 26 meeting of the SMSG will be held at the home of Robert Branicki.

- David O. Held

SOUTHEASTERN MICHIGAN S GAUGERS

The April 26, 1981 meeting of the SMSG was held at the home of Bob Branecki. While the attending members stuffed themselves with various cold cuts and doughnuts Bob demonstrated the operation of his completed AF tinplate layout. In addition to the large track plan made up of AF tinplate and Gargraves track, Bob has built a complete city made up of many rare Plasticville and AF structures, including an AF talking station. After the formal meeting, Tom Hawley presented another NMRA slide clinic. Dave Held brought several slides showing first generation diesels of the NYC & Wabash railroads.

Thanks, Bob, for the hospitality, and Tom Hawley for the slide presentation.

Sig Fleischmann called the April meeting of the SMSG to order.

The first order of business included a discussion on revising the club display layout for easier transporting. The overall height would be cut down, the handles reversed and casters added. Gene Holob volunteered to supply the necessary casters.

Next on the agenda was a discussion concerning the progress of the corner modules. The frame work is nearly completed. Gaylord Gill found that all necessary plywood could be cut from two 4 X 8 sheets. Upson board will be used for sub-roadbed. Clover House ties and code 126 rail would complete the track-work. Dave Held was authorized to purchase the plywood and Upson board.

The May 17 meeting of the SMSG will be held in conjunction with the Lansing MRR Club and Open House.

- Submitted by
David O. Held

The May 17 meeting of the SMSG was held in Lansing, hosted by Tom Hawley, the Lansing Model Railroad Club (HO) and by our president's cousin, John Fleishman.

We met at Tom's house, a bit late but still full of enthusiasm. Tom had his newly acquired Loco Workshop GP-35 kit (with Alco sideframes) on display. Also parked on storage tracks on the mantle and on bookshelves were many scale conversions. Lionel, AF cars and locomotives. Tom has built the only working module (2' X 8') in the club thus far, accepting both scale and tin plate rolling stock. Incidentally, the corner modules are progressing well, thanks to the efforts of Sig Fleishman and Gaylord Gill.

The next few hours were spent at the headquarters of the Lansing Model Railroad Club. The club is building an HO layout in the old Grand Trunk station, located in Millett, Michigan, a suburb of Lansing. The building has been moved from its original site, set on an excavated foundation and fully restored by the members of the club.

The last stop on the SMSG junket was at the home of John Fleishman and his Tecumseh and Grand Railroad. The T & G RR is a large AF layout running on approximately 400 feet of Gargraves track and AF switches (4.8 scale miles, requiring 5 minutes to reverse the entire line at scale speed).

Track is glued to roadbed constructed of carpet and carpet pad, producing an extremely quiet and smooth running railroad. Rolling stock was made up of AF cars (many were collector's items) including long strings of hoppers, reefers and passenger cars. The AF Loco roster included an 0-4-0 switcher converted from an AF Atlantic. Professionally displayed below the layout in lit antique cabinets were the prizes of John's collection. AF Alco PA-PA & PA-PB lashups, steam engines, passenger and freight cars produced by other manufacturers in other gauges filled the cases.

We held an informal meeting on John's glass enclosed back porch (built specifically to put a cover over the T & G RR). Food and brew were supplied by Tom Hawley and prepared by Alice Fleishman. Only one significant order of business was conducted. A motion was made and carried to use low profile ties prepared by Tom Hawley for the corner modules. Tom had demonstrated his production methods earlier in the day.

It was quite late in the afternoon when the group left Lansing. Many thanks to the Fleishmans for their hospitality and to Tom Hawley for arranging the afternoon.

The June meeting of the SMSG will be held at 2:00 at the home of Donald Payer, map enclosed. This is our last meeting of the season and we would like to have a good turnout. Please plan to attend.

- David O. Held
Secretary-Treasurer

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NOTICE

An S scalers only picnic will be held in conjunction with the NMRA National Convention in San Mateo on Thursday afternoon, August 20, 1981, at Ed Loizeaux's home, 15611 Kavin Lane, Monte Sereno, CA 95030, (408) 395-7769. All registered

conventioners are invited to attend. Tickets and information will be available at the S scale layout at the NMRA convention. Due to space limitations, the picnic must be limited to S scale enthusiasts only.

HERSHEY AREA "S" GAUGERS - NEWS 12 MAY 1981

The regular meeting in March, 1981 was held at Tom O'Connors "Winchester & Reading" layout and, believe it or not, Tom has the frame work in! The gang really enjoyed laying some rail and ZIP scenery on a stub end of part of his line. The most delicious part came when we sat several of his magnificent structures in their proper places. T'was like putting icing on a cake.

Regular Meeting in April 1981

Was held at John Keel's apartment in which he has an H.O. switching yard. The idea being that you shake up the cards and bring an Alco growler down to the dock and place all the freight at different industrial sidings. The switchbacks and three car siding drove us all crazy. You see all this is done on a Table top the size of a small door and approximately five feet high. Example of, "you can model, where you can model".

Special meeting April 1981

Was held by the D.V.S.G. at Matt Lackos in Media, Pa. A secret project meeting participated in by four different "S" gauge groups. Bill Fraley was the only Hershey member in attendance and displayed a "Beer Can Tanker" in "S" Scale which is still frothing all over the place. Those who didn't attend missed out on a great meet of at least 30 modelers, at least that many models and a Bonus of Gene Walp's dozen large boxes of new and used "S" scale parts, kits, and various other equipment for sale.

The regular meeting in May is to be held at Bill Fraley's "Jefferson Central" to install switch machines and to see if we want to install a reverse loop somewhere.

Warm Regard"S"

- William J. Fraley

CLUB NEWS - May 17, 1981

DELAWARE VALLEY S GAUGERS:

The much anticipated Secret Project meeting of the Delaware Valley S Gaugers was held at the Condominium Meeting Room of Matt Lacko on April 26th. The New Jersey, Hershey, New York, and Potomac Valley S groups were all invited to participate. Each individual was asked to build an S item, be it large or small, and exhibit it at this meeting. Most did so. Those who signed up, but procrastinated too long, and didn't finish their project (Example: Matt Lacko) are in for some torment and teasing.

The various projects ranged from a tiny 1½" high scale statue of "Obi Ben Kenobi" by Lou Renig, to a beautifully engineered automatic turntable by Jay Behrens which everyone praised very highly. This unique unit featured two electric eyes enabling the operator to select either end of the turntable for whatever track he desired. The table revolved to that track and once in line a Del-Aire switch machine locked it solidly into place. Locomotives, beautifully built cars, an engine house, and many other projects made this mini-convention a real success. Of particular note was Kent Singer's excellent scratch built box cars with their fine paper overlays and rivet detail.

Jeff Wilson of Hoquat Hobbies practically moved his entire home to bring all his S supplies along for everyone to eyeball and purchase.

At least 5 new S gaugers applied for membership in

the DVSG. Most of this as a direct result of the club's participation in the Spring Thaw Train Meet. With only 4 openings (club limit is 12) it will be interesting to see who is selected. One fellow, Luther Stevens, came to this area from the Pacific Northwest.

A scrumptious feast was prepared by Matt and Lyn, and everyone enjoyed themselves. It was decided to make this a yearly event. Perhaps those absentees from the other clubs will want to make the trip next year.

A letter was passed around which was received from James Kindraka for write-in President of NASG and Matt Lacko announced that he was running for Regional Vice President.

The secret of the missing hand rail has been solved. It was in Bert's clothing.

- Frank Titman
DVSG Secretary

TWIN CITIES S-SCALERS

The March meeting of the Twin Cities group of S-Scalers was hosted by Earl Larson. Those of us who made the trek to St. Cloud saw the beginnings of Earl's layout which will be patterned after the iron or hauling roads of Northern Minnesota. Also displayed at the meeting was the latest brass locomotive project of John Kromhout, an impressive 4-8-4 of Northern Pacific prototype. A discussion was also held exploring the possibility of forming a car/van pool for the trip to Syracuse.

The April meeting was set for April 12th at Ken Zieska's. Ken noted that the module sections were ready to be worked on and that there would be plenty of work for willing laborers.

The Twin Cities group of S-Scalers is a group banded together by their common interest in modeling in 3/16" to 1". The group is made up of modelers in scale, highrail, or A.F. operation, for more information contact Ken Zieska or Dave Jasper in the Twin Cities or Earl Larson in Central Minnesota.

- submitted by Ken Zieska

AN EDITORIAL: WHAT ARE WE DOING? WHERE ARE WE GOING? BY GEOFF GRAEBER

In accepting the editorship of the DISPATCH, I accepted a challenge to improve and expand it into a larger publication that would help NASG and hence, S Gauge grow. In this undertaking the desires of the NASG members must remain as my guide for direction since this publication serves the Gauge and the membership. It is my intent to serve all factions of the organization equally and to create a publication which is interesting, filled with current events in our gauge, and informative. Some of the features which I hope to incorporate are listed below. One or two new features will be added to each issue as sufficient personnel and funds become available. Each feature will be subject to modification after it has been started. New features will reflect the needs and desires of the members. The features listed are in the order in which I intend to incorporate them into the format. One or two will be introduced into each successive issue until all have been added:

- 1.) An interchange list.
- 2.) A manufacturers' column.

MORE ON THE NEXT PAGE

- 3.) Profiles and pictures of individuals and clubs.
- 4.) A photo section which features all aspects of S gauge.
- 5.) Product reviews.
- 6.) Specific columns for groups with special interests such as:
 - a.) Narrow Gauge.
 - b.) Collecting.
 - c.) Hi-rail.
 - d.) Circus, etc.
- 7.) Construction articles.
- 8.) Feature articles on S gauge layouts, convention, and other items of general interest.
- 9.) S-Scale plans with prototype photographs which will aid in constructing accurate models.

Let us consider how the first two will be incorporated into the August issue of the DISPATCH. The interchange list will offer items for sale, trade, or state the wants of a given member. At the present time there will be no charge and all entries must be by members only. This will allow us to extend a benefit to the members which they had not enjoyed previously. The notices must be accompanied by a membership number and the member's home address. They will be printed in the order in which they are received. In order to keep the listing current, each member will have to submit a new listing for the next issue. In this way we will minimize the number of listings which have items that have already been sold in them. We hope that this plan will meet with the agreement of most members. Any and all suggestions are, of course, welcome.

One more very important point: we will adhere to our deadline quite strictly. Any items submitted to the interchange list after the 1st of August will be included in the October issue. This is necessary so that the publication of the newsletter is not delayed.

The manufacturers' column will also be started in the August issue. This will consist of news items, pictures, brochures, etc, which the individual manufacturers have supplied to us. Once again, **there** will be no charge and a strict deadline of August first will be observed. In order to have material in the following issue, new copy must be submitted. By imposing these restrictions,

we hope to keep the material current and yet not have to wait for tardy copy. We also will be able to print the material without deference to the amount of space purchased.

These policies with respect to the manufacturers' column will allow us to bring you the news concerning new developments relatively rapidly. And the material should be relatively new in each issue. Once again, we welcome your suggestions and comments.

In order to get the greatest possible participation in these two new features, I will actively seek material at the Convention. I encourage all of you who are attending the Convention to submit any news you may have for the manufacturers' column. Any items which may be of interest in the interchange column will be most welcome as well.

Some of the other features may appear in the August issue as well on a trial basis since the Convention offers me a golden opportunity to some material which is often unavailable. Hence, I plan to do some feature articles which will outline the activities at the Convention. I plan to take as many pictures as possible while I am there so that I can feed you a continual diet of prize-winning models in future issues.

In summary, let's consider the August issue as a trial issue of what will come subsequently. I will have had the chance to talk with many of you at the Convention and will have many of your ideas fresh in my mind. I can use those ideas in composing the August issue. When you receive that issue, I hope that you will take the time to write me just a short note telling me what you liked and what you didn't like about the issue. Your responses will govern the way I compose this publication in the future. Your silence assures that your ideas will never help this publication improve.

One final comment: I am striving to create a publication which reflects the interests of all our members. I do not want to copy the style of any one publication, past or present, but rather create a publication that has many of the good features of several existing magazines and yet offers some unique and interesting features which are all its own. Let us work together to make the DISPATCH into an outstanding publication which reflects the individual character of our gauge and which sets a standard of excellence in group participation and quality.

NASG DISPATCH
 GEOFF GRAEBER, EDITOR
 1412 WINDING WAYE LANE
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A large rectangular area with horizontal blue lines, resembling a lined writing page or a form for a letter.