

DISPATCH

To web

VOLUME 4 NUMBER 5

NASG NEWSLETTER

SEPTEMBER-OCTOBER 1981

TABLE OF CONTENTS

- PAGE 1: THE MAIL POUCH STARTS IN COLUMN 2
- PAGE 2: EASTERN REGION VICE PRESIDENTIAL REPORT ON THE MRJA-NMRA REGIONAL TRAIN MEET BY LEE McCARTY
REPORT ON THE S SCALE NIAGARA PROJECT BY ED LOIZEAUX
- PAGE 3: NASG REVIEW SHOP: HOQUAT HOBBIES 40' REFRIGERATOR CAR BY ED LOIZEAUX
- PAGE 4: NOTES ON THE FIFTH ANNUAL BUSINESS MEETING BY MOE BERK AND GEOFF GRAEBER
- PAGE 5: BUSINESS MEETING NOTES CONTINUED
- PAGE 6: CLUB NOTES START SOUTHEASTERN MICHIGAN S GAUGERS
- PAGE 7: CLUB NOTES CONTINUED CNYSG NOTES
- PAGE 8: CLUB NOTES CONTINUED BRISTOL S GAUGERS
- PAGE 9: CONCLUSIONS OF:
CLUB NOTES
MAIL POUCH
NOTES OF THE BUSINESS MEETING
- PAGE 10: THE ANSWERS TO THAT CROSSWORD PUZZLE THAT STUMPED SO MANY OF YOU IN THE LAST ISSUE

EDITOR'S NOTICES:

If any of you who are dealers have any ALCO MODELS RS-3 road switchers left, would you please notify the DISPATCH. There are some individuals who would like to purchase one of them but have not been able to find one for sale.

We will be back on time by the first issue of the new year. The November-December issue will reach you by the end of the month. Please be prompt with your contributions!!!!!!

There is no manufacturers' column this month since we received no new material from any of the manufacturers this month. We hope that you will have something for us in the next few weeks.

Gene Fletcher has turned over the keeping of the membership records to Walt Danylak. We owe Gene a tremendous debt and much gratitude for the work he did. We wish Walt well in his new job.

THE MAIL POUCH: LETTERS FROM OUR READERS

NOTICE: A committee of NASG board members is redoing the "This is S Scale" Brochure for printing in 1982. We are soliciting photos from the members for possible inclusion. Photos should be sharp 3x5" black and white glossy prints with negatives included. Everything will be returned. Subject material should be currently available S Scale items. We are especially looking for before and after photos of Lionel conversions, an American Flyer Hudson conversion, J-C Models passenger cars, modern diesels, and 44-tonners. Send any photos and/or your comments to either:

Ed Loizeaux
15611 Kavin Lane
Monte Sereno, CA 95030

OR

Jim Kindraka
3813 W. Rochelle Ave.
Milwaukee, WI 53209.

Submitted by Jim Kindraka.

CONTINUED ON PAGE 9

EDITORIAL MATERIAL CONTRIBUTED GRATIS.
PUBLISHED BY AND FOR THE NATIONAL ASSOCIATION OF S-GAUGERS

EASTERN REGION VICE PRESIDENTIAL REPORT:

On October 2,3,4 in Pittsburgh, a sizable contingent of "S" gaugers attended the MRJA-NMRA regional train meet at the Convention Center downtown. Over a dozen of us, representing the Chicago Association, the Cuyahoga Valley Association, and the FT Pitt Association as well as the S Gaugian Magazine put on a very impressive display to the fellowship of the NMRA.

We had two modular layouts (the C.A.S.G.'s and the C.V.S.G.'s) along with a heathy display of Randy Sappo's superb structures (by the way, Randy took several awards in the modeling contest, and also won the President's Award for the most accurate model built from and accompanied by photographs).

The three day Marathon meet was attended by, (are you ready?) - 15,820 people! Our layouts were so mobbed that most of the time five or six of us were busy talking to various people around the layouts about our gauge.

We took membership applications to the NASG from several people, which was gratifying.

The most satisfying aspect of this meet came a few days later, when I got the following letter and application from one of the people we talked to at Pittsburgh. To all of you who worked the layouts at that meet, this letter is for you, and I hope you feel as good about it as I do.

10-10-81

Dear Lee:

Enclosed are two \$5.00 checks, one to be forwarded with my membership application, the other to be forwarded to Tom Hawley for the technical specs on S and S narrow gauge modular railroading.

The enthusiasm and obvious comradeship shown by S Gaugers at the Pittsburgh convention were the primary factors in my decision to build in S scale. Thank you for your cordiality, your invitations, and your freely given information. I expect we'll be seeing each other soon.

Again, thanks Lee and

Best personal regards,
Walter Mack, Jr.

This is the kind of stuff that really will make S gauge grow.

- Lee McCarty

EDITOR'S NOTE: I cannot but agree with Lee McCarty. Selling ourselves and the close fellowship we enjoy is the fastest way to swell our ranks.

We look forward to hearing much more from Lee and the rest of his group since they will be hosting the NASG Convention in Cleveland next August. I am sure that they will have a truly outstanding convention for us!

Dear NYC Niagara Enthusiast:

Thank you for returning the Niagara questionnaire and indicating interest in participating in this potential project. This letter is to keep you informed as events develop and to ask for some more help.

As of now, I have interest indicated for 30 to 60 locomotives (depending on the price) and a total potential investment of over \$20,000. Many folks wanted extra tenders that could be used with AF Hudson conversions. The next NASG Dispatch will run my original letter and Niagara questionnaire and some more orders should result from that. Also, the S Gaugian might publish a little notice which may bring in a few more orders.

I have found that there is no substitute for personal salesmanship in convincing others to participate in this project. Much to my surprise, I discussed this effort with four S scalers - none of whom had the slightest interest in NYC. Even more to my surprise, all four of them were willing to buy one locomotive just to help the scale. No amount of letter writing or advertisements would have accomplished this result. So please, talk to your friends, call them up, or pass on this letter to anyone that might be willing to help.

I met with ALCO Models at the San Mateo NMRA National Convention with the following result:

1. They (and Samhonga) are willing to produce the NYC Niagara. They will make their own detail castings and will not be dependent on SLS or other vendors for castings.
2. A big hurdle was crossed when they agreed to produce in small quantities. A possible production run of 75 units was discussed as the most likely possibility.
3. The price was not firmed up yet and so ALCO will get back to me in the near future. Unofficial estimates could not be made due to the small production quantity.
4. Money would not actually be needed until locos are shipped from Korea in 6-9 months. However, a letter of credit would be needed prior to beginning production. Talk to your banker regarding letters of credit.

At this time, I'd like to ask each of you to get more orders for the Niagara. I'll get back to you with pricing as soon as I receive it from ALCO.

Sincerely,
Ed Loizeaux

EDITOR'S NOTE: Those of you who would be interested in an S Scale New York Central Niagara should contact Ed at the following address:

15611 Kavin Lane
Monte Sereno, CA 95030

You may telephone him between 7:30 and 9:30P Pacific Standard Time at:

408-395- 7769.

Let's all get on the bandwagon and see if we can't bring the Niagara project into reality!

NASG REVIEW SHOP

Model: 40' Refrigerator Car

Manufacturer: Hoquat Hobbies, P.O. Box 253
Dunellen, NJ 08812

Price: \$20.00 (less trucks and couplers)

INTRODUCTION

One of the major distributors of S scale equipment, Hoquat Hobbies, has now joined the ranks of S manufacturers with the release of a 40' wooden refrigerator car lettered for the Michigan Central a subsidiary of the New York Central Lines.

INSTRUCTIONS

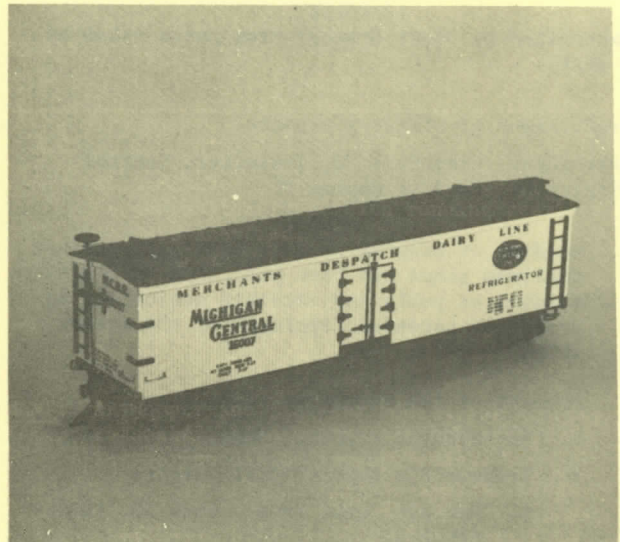
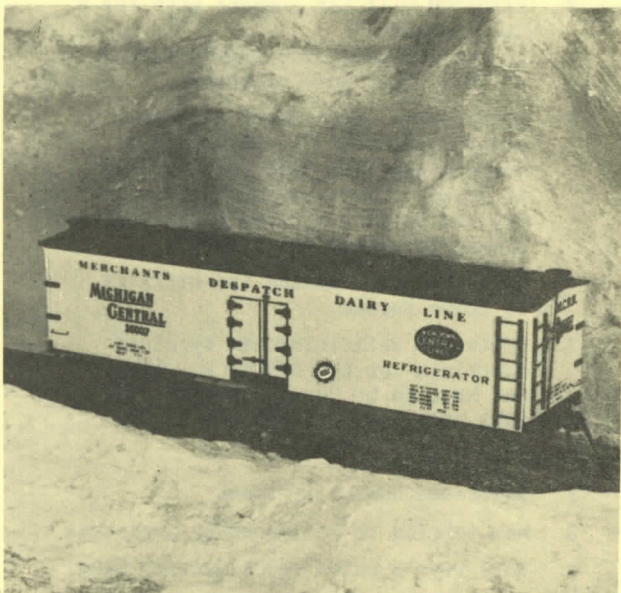
The assembly drawings and instruction sheet were prepared by the well-known S master craftsman and New York Central enthusiast, Kent L. Singer. The instruction sheets and drawings exhibited the same outstanding quality and attention to detail that Mr. Singer devotes to his Best-in-Show models at NASG conventions. Full-size drawings, step-by-step instructions, and detailed exploded views made the understanding of assembly very easy. These excellent instructions were appreciated and helpful indeed.

PARTS DESCRIPTION

The kit consists of wooden floor, roof, end blocks, and sides very similar to the box cars and reefers produced by "S"cenery Unlimited and the former Kinsman products. Most wooden parts were slightly fuzzy and required moderate sanding. The sides are scribed wooden siding pre-painted with silk-screened lettering.

The colors are reefer white with black lettering. The quality of the silk-screened lettering left a little to be desired, but are adequate when viewed from a distance of a couple of feet. Some of the small letters in the dimensional data were not completely formed and portions of larger letters were barely visible due to poor ink coverage.

End sills, ice hatches, brake cylinder and the brake wheel are soft metal castings formerly produced by Stewart Products, but now offered by Ye Olde Huff n Puff. The end sills were severely bent (damaged?) and required considerable effort to straighten and make useable.



Many detail parts, such as door hardware, ladders, and steps are Grandt-Line castings of exquisite quality and detail. Air hoses were of Tomalco manufacture as were various pipe fittings supplied for underbody detail. Grab irons were extremely fine and pre-formed wire.

ASSEMBLING

Assembly was very clear due to the fine instruction sheets. However, some of the parts did not fit exactly right and required some modification. Specifically, the end sills were much too long and protruded beyond the sides. When the end sills were cut to the right length, the poling pockets were cut squarely in half. Also, the grab irons did not exactly fit the holes marked for them on the end sill. Neither of these problems is very significant since the parts are all painted black and not very noticeable. In this reviewer's opinion, however, a kit costing \$20.00 should have parts that fit properly.

SUMMARY

This reefer is a very attractive model indeed with sharp-looking white and black colors. Assembly was straightforward and clear. This kit is suitable for the average model builder with some prior experience on easier kits. The price of this kit is considerably more than comparable models by other manufacturers, but has more details of higher quality than the less expensive kits.

- Ed Loizeaux

INTERCHANGE YARD

WANT: Nord Mikados complete or in pieces, especially needed is the frame with running gear. All letters answered.

John E. Steele
RD #1 Bidwell Road
Parish, NY 13131

WANT: AF Hopper and flat car bodies for conversion to scale. Also want scale hoppers or flats in poor condition for upgrading.

Geoff Graeber
1412 Winding Way Lane
Silver Spring, MD 20902

NOTES ON NASG 5TH ANNUAL BUSINESS MEETING
(7/19/81)

(Transcribed by Geoff Graeber from notes taken by Moe Berk)

Introductions of officers present:

President, Executive VP, Treasurer, Central Region VP, Pacific Region VP

I. Reading of minutes of last business meeting declined since had been published in DISPATCH. Minutes as published received motion for acceptance; seconded, approved by the membership.

II. Reports of the executive council.

A. President's Report: None

B. Treasurer's Report (Bill Oertly):

1. Revenue July, 1980 - June 30, 1981: \$1608.92
2. Expenses July 1, 1980 - June 30, 1981: \$1708.06
3. Current Bank balance: \$2,719.50 (as of 7/19/81)

(Editor's note: Please see Treasurer's reports in last issue)

4. Major end of year expense was for clearing house stock. Sales at the convention mentioned.
5. During Treasurer's report one more point raised. Had NASGA enrolled in NMRA as a member organization? Since this had not been done, and the membership had voted to do so last year, the President was directed to enroll NASG in NMRA with all correspondence coming to the DISPATCH Editor.

C. Report of the Executive VP: (Committees under this heading were the NASG Clearing House and the Contest Committee).

III. Committee Reports:

A. NMRA (Dick Cataldi for W. Pier)

1. Standards - Track
 - a. S3 and S4 are under review
 - b. Track gauge considered
 - c. W. Pier's standards have been approved by the Board of Trustees (NASG). Will take 2-3 years to get similar approval from NMRA

(Editor's note: Please see last issue of the DISPATCH for the approved standards which are awaiting NMRA confirmation.)

- d. Standards gauge might be available next year.
- e. Wayne Pier will not consider narrow gauge or hi-rail standards.
2. Standards - Module
 - a. See diagrams published in the DISPATCH (former issues).
 - b. Direct comments to:
 - 1) Wayne Pier
 - 2) Tom Hawley - Consultant

3. Under Standards, a poll of the membership was conducted. Those present responded as follows:
 - a. Modeling in Sn3 (primary or secondary): 6 members

- b. NMRA membership
 - 1) 26 members present
 - 2) 72 non-members present
- c. Number of members modeling to old standards (4 year old NASG standards): 7
- d. Those using code 110 wheel: 3 members.

B. Convention Committee (Bob Ristow):

1. 1982 Convention - Cleveland, Ohio (Editor's note: See last issue of DISPATCH. Will be in Mid-August 1982).
2. 1983 Convention - Bristol S-Gauge Club will host - Boston, Massachusetts area. Dates to be decided. (Editor's note: See the report from the Club News of the Bristol S-Gaugers in this issue).
3. Committee looking for comments, suggestions, etc. for preparing a convention manual or booklet to assist future convention hosts.
4. Most members enjoyed 4 day vs. 3 day convention, provided activities and agenda support 4 days. All recognized that a 4 day convention increases expenses.
5. Membership also preferred Syracuse method of scheduling: one activity running at one time. In this manner there were no conflicts and people would not have to choose between events which they wanted to attend.

C. Committee Reports - Newsletter (DISPATCH) by G. Graeber:

1. Need advance notice of address changes. (Editor's note: Send these now to: Walt Danylak, 115 Upland Road, Syracuse, NY 13207. He is now taking care of membership and mailing the DISPATCH).
2. Washington, D.C. printer is expensive. Will change to Syracuse, NY printer. (Editor's note: Has been done).
3. Mailing labels for DISPATCH now available through Walt Danylak.
4. DISPATCH will not compete with the S Gaugian but:
 - a. Will become more sophisticated
 - b. Will have more pictures
5. Greenberg's train shows have expressed interest (via Editor) in cooperating with NASG for displays at shows. Consensus of members favored keeping our own display since Greenberg mainly has tinplate.
6. Committee for running the DISPATCH is being formed.
7. Editor is soliciting all types of materials for the DISPATCH. They do not have to be "camera ready". We will edit any material sent.

D. Clearing House

1. Increased number of items
2. New catalog to be issued by Christmas
3. This year's sales approximately \$400
4. Doug Gilbert, who will be running the clearing house, was introduced.

- E. Contest Committee:
1. No report
 2. Jesse Bennett is looking for help.
- F. Election Committee Report
1. Election
 - a. 266 ballots distributed
 - b. 157 ballots returned for 59% voting rate
 2. Regional returns:
 - a. East - 72%
 - b. Central - 47%
 - c. Pacific - 37%
 3. Specific offices:
 - a. President (155 of 157 ballots voting)
 - 1) R. Mercier 117
 - 2) J. Kindraka 33
 - 3) Five other people each got one vote
 - b. Treasurer
 - 1) M Ferraro 74
 - 2) F. Wey 70
 - 3) D. Thorne 1
 - 4) E. Fletcher 1
 - c. Pacific VP
 - 1) E. Loizeaux 3
 - 2) E. Horr 2
 - 3) Five people, 1 vote each
 - d. Central Region VP
 - 1) J. Kindrada 23
 - 2) K. Zieska 2
 - 3) Four other people, 1 vote each
 - e. Eastern Region VP
 - 1) L. McCarty 36
 - 2) M. Lallo 34
 - 3) J. Swift 34
 4. Constitutional Questions
 - a. Dues moved from constitution to the by-laws:
 - 1) 139 YES
 - 2) 18 NO
 - b. Previous Bernie Thomas Memorial Award winners become life NASG members:
 - 1) 141 YES
 - 2) 16 NO

IV. Instillation of New Officers

- A. Rollie Mercier introduced - Air conditioner turned to extra power.
- B. Expression of sincere gratitude to old officers, especially Dick Cataldi, motioned and carried.
- C. Other New Officers introduced.

V. New Business

- A. Ed Lorizeaux
 1. Announcement of imported brass NIAGARA project.
 2. Looking for investors to buy as many as 15 to 20 units
- B. Jan Lorenzen: Spoke on manufacturer's meeting (7 attended):
 1. Coupon (discount) arrangement
 - a. Perhaps 10% discount coupons could be issued with NASGA membership renewal. These would be valid for two calendar years or to the end of the following year.

- b. Publicity on coupons would be in manufacturers column of the DISPATCH.
 - c. Problems with dealers and distributors would need to be worked out.
 - d. Basically would be a NASG and S Gauge promotion.
2. General promotion problems:
 - a. Manufacturers tend to operate individually.
 - b. All manufacturers should
 - 1) Send products for review.
 - 2) Attempt to take classified ads.

C. Don Heimburger (Editor of S Gaugian)

1. For the last year has been attending shows.
2. Helped to make the RS-3 project successful.
 - a. Bob Nicholson - spoke to Alco Models and encouraged them to make venture.
 - b. Bob Nicholson asked to stand and was recognized.
3. Delivery date of RS-3 most likely to be mid-September.

D. Walt Danylak (Syracuse Convention Chairman)

1. Banquet attendance:
 - a. Adults 123
 - b. Children 18
2. Total convention registration was around 100 people.
3. Convention cars:
 - a. Total of 2000 manufactured
 - b. About 50% sold
 - c. New price \$30.00

E. Tom Hawley raised question:

- Will manufacturers change to accommodate new standards?
 Answered: Yes

F. Lee McCarty (Cleveland Club)

1. NMRA Pittsburg meet in mid-November.
 - a. Tri-region meet
 - b. Needs help with S-Gauge Display
 - c. Four day meet
 - d. Requesting help from other area clubs to man their layout.
 - e. Cleveland club - to provide layout and equipment. Need manpower.
 - f. Expected attendance 5-6000.

G. Josh Selzer (Modular layouts)

1. Regional V.P. should have a "show kit" available for clubs to use in setting up displays.
2. Promotional committee should coordinate.

II. B. Nicholson

1. Pointed out that next years' NASG convention will conflict with the NMRA National Convention (Ed. Note: Dates have been changed such that NASG convention will be in August).
2. Should anticipate and consider future conflicts.

SOUTHEASTERN MICHIGAN S GAUGERS

MINUTES OF THE JUNE 21, 1981 MEETING OF THE SMSG

The June meeting of the SMSG was held at the home of Donald Payer. Don has built an AF tinplate layout filling one entire bedroom. Many AF collector's items are neatly displayed on the walls. Included in the collection are complete Union Pacific and Southern Pacific Alco-passenger car combination sets that were completely repainted and decaled. The refinishing surpasses the original AF paint scheme in many ways. Thanks, Don, for an enjoyable afternoon.

Sig Fleischmann called the June 21, 1981 meeting of the SMSG to order. A treasurer's report was requested by Sig and submitted by David Held. An updated copy is enclosed.

Refinements and additions to the club layout were discussed and some have been completed. Backboards and pieces have been cut down, making the layout six inches narrower. Relocation of handles, addition of positive clamps for legs and leg braces, and the attachment of castors have yet to be completed. Don Payer volunteered to contact Gene Holob regarding castors. Don Payer made a motion to limit the club's cost for food to a maximum of \$5.00 per meeting. Dave Held seconded the motion. The attending members voted and passed the motion.

The attending membership voted to reinsert the SMSG advertisement, using less copy, into the S Gaugian. This was done in July at a cost of \$10.08.

The next two meetings of the SMSG will be held September 13 and October 10 at 2:00 PM at the homes of Vic Kowachek and Sig Fleischmann, respectively. A map showing the location of Vic's home is enclosed.

It was also suggested that meetings be held on a more regular basis, such as the second Sunday of every month. A decision will be made at the next meeting, September 13, to give the other members a chance to offer their opinions and vote on this matter. Sig Fleischmann noted that every member should offer to host a meeting.

Sincerely,

David O. Held
Sec.-Treas.

SOUTHEASTERN MICHIGAN S GAUGERS

Minutes of the September 13, 1981 Meeting of the S.M.S.G.

The September 13, 1981 meeting of the S.M.S.G. was held at the home of Victor Kowachek in Sterling Heights. What's that you ask???? The June meeting? The July meeting? No my fellow Ferrophiliacs!!! The September 13th meeting of the S.M.S.G. at Vic's house.

Vic has a working 26' X 5' "S" Gauge tinplate layout under construction in his basement. Gargraves and American Flyer track are supported by cork roadbed and developed into a folded dogbone track plan on two levels. Attending S.M.S.G. members took turns shuffling assorted freight and passenger cars over the right of way. The motive power used was an AF Baldwin switcher and a Rex Suburban steamer kit with High Rail wheels. Thanks Vic for an enjoyable afternoon, the good food, and last but not least, the cold ones.

The first S.M.S.G. meeting of the season was called to order by Sig Fleischmann. A discussion commenced concerning the present location and construction progress of the display layout and the corner units for the modular layout. The following status was noted:

All units are presently being modified, constructed and stored in Gaylord Gill's basement. (Sec. comment - Gaylord and Sig have also done most of the work.)

The display layout needs additional scenery, structures, leg clamps, and casters, before it can be easily transported and qualify to represent the S.M.S.G. in future model functions.

Dave Held volunteered the use of his garage as a construction and storage area this Fall. This change in location would make it easier for east sidemembers to contribute. Bob Stelmach immediately volunteered his services, as he has in the past. Don Payer stated that Gene Holub would have the casters at the October meeting.

The corner modules are ready to have supporting legs designed and added, then trackwork constructed. Tom Hawley brought an adequate supply of low profile ties stained in various shades of brown, gray and black. Anyone wishing to offer their talents and participate in the project should contact Sig Fleischmann or Gaylord Gill. Donald Payer made a motion to schedule future meetings of the SMSG on the second Sunday of each month. The motion was seconded by Tony Gonzales, a vote was taken and the motion passed.

Robert Branekci will make inquiries as to obtaining Lionel 9700 series box cars in small quantities possibly less floors and trucks, at a reduced price for S scale conversion.

In the new products worth mentioning department: Bob Stelmach noted that Mattel is producing a detailed fire truck, circa 1920, that meets S scale requirements.

Tom Hawley brought a copy of the "S" Scale Locomotive and Supply Catalog which contained many new scale items with a revised price list. Trackside Hobbies on Main Street in Rochester will offer a 10% discount on parts and supplies they order for our club members. Contact Dan at the store on Wednesday nights and every other weekend.

Hoquat Hobbies of Danellen, New Jersey (cards enclosed) is an excellent mail order source for hard to get items. Jeff Wilson, the owner, puts together a bi-monthly newsletter offering modest discounts and monthly specials. A subscription to the newsletter is available at \$2.00 per year.

Your Secretary is requesting information that may be of value to SMSG members as well as S Gaugers in other localities for printing in this newsletter. Scale items, AF information, prototype happenings in the area, past or present, could be used. Just give me a call, send a letter, or send black and white photos.

Additional activities for club meetings were suggested by the attending members. A locomotive pulling contest or a switching contest were possibilities mentioned. Sig Fleischmann stated that he would think of something for the next meeting.

Future meeting schedule as follows:

Sunday, Oct 11, 1981 2:00 PM Sig Fleischmann
(map enclosed)

CONTINUED ON THE NEXT PAGE

Friday Nov 13, 1981 7:00 PM Tony Gonzales
 Sunday, Dec 13, 1981 2:00 PM Thomas Jenkins
 Sunday, Jan 10, 1981 2:00 PM David Held

Tony Gonzales suggested a Friday evening meeting as an alternative to Sunday afternoon, hopefully to increase member attendance.

After the meeting Tom Hawley presented another NMRA slide clinic and added many of his own slides of railroads in the Michigan area. Thanks Tom, for your time and extra effort.

- DAVID O. HELD
 Secretary

SOUTHEASTERN MICHIGAN S GAUGERS

MINUTES OF THE OCTOBER 14, 1981 MEETING

The first hour and a half was spent running trains on the MCRR. Tom Hawley brought 15 freight cars equipped with hi-rail wheels and Kaydee Couplers which were made up into a freight. A pair of GP7's were assigned and away they went.

The only mishap occurred in the tunnel in block eight, a rather top heavy converted Lionel tri level turned over on the 39" super elevated curve. The GP7's were backed into the tunnel and pushed the overturned car within reach of the south portal.

The members sat down around 3:00 PM and partook of some refreshments both solid and liquid. During the refreshments the meeting was conducted.

The first discussion involved what to do without the casters which were promised to be available at the last couple of meetings. This is all that is needed to complete the previously mentioned modifications to the layout???????

The next topic of discussion was the design of the legs for the end module sections. Bob Stelmach felt three legs per section would not be satisfactory. The discussion that followed convinced all, five legs per section would be required.

Leg material was discussed. Bob suggested 1 1/4" thin wall conduit. He also said he could supply material at no cost. We do have most of the 2 X 2 material to make the legs. We will require some strap iron for bracing. Also discussed was the following:

1. How many legs will require bracing.
2. How to mount the thin wall legs.
3. How to add adjustment bolts to the bottom of the legs.
4. Weight advantage of thin wall versus 2 X 2 legs.

Not all present are in complete favor of thin wall legs.

It was decided that Dave Held would be the key person to make arrangements to transport display layout to Utica. Dave was notified.

The meeting was adjourned and an NNRA slide clinic on railroad signs was given by capable clinic administrator Tom Hawley. Thanks Tom.

Gaylord also had his Europe trip slides along with slides taken on our trip to Lansing. Thanks Gaylord.

After the slide shows were over, Dave Hamada, Gaylord, Tom Hawley, got some operation experience on the MC RR. Most of the time two trains were left running with an occasional third sneaking onto the mainline when it was clear. No serious mishaps occurred and trains ran until 9:00 PM.

- Sig Fleischman
 President SMSG

CNYSGA NEWSLETTER OCTOBER 1981

THINGS HEARD

November now seems to be the month for delivery of the new B&O and Southern Pacific Daylight sets from Lionel.

The Train Collectors Association quarterly will in future editions have a section devoted to S Gauge. More evidence of the growth in popularity of our scale.

Aside from our annual meet in October (story following) the next major area event is the TTCS "Great Thanksgiving Train Shoot" slated for November 1st, Sunday, at the Monroe County Fairgrounds. Hours are 9 AM to 11 AM for TTCS members, and from 11 AM to 3:30 PM for anybody.

OUR SCHEDULE

Once again we are sponsoring our popular Great Halloween Train Show and Meet at the Valley Post of the American Legion on October 25th. Together with the many, many tables of trains and accessories on display and for sale, door prizes will be given away and a raffle drawing will take place. Anticipating another great turnout, better plans are being made for an adequate number of tables to be set up well ahead of those who rent them at the meet. While we are being advertised for the meet in MODEL RAILROADER and RAILROAD MODEL CRAFTSMAN magazines, any help is welcomed in spreading the word. Ads will be placed in the local newspapers, Pennsavers and WHEN'S community announcements.

Next up, then, is our participation in the Central New York Chapter of the National Railway Historical Association's annual train show extravaganza toward the end of November at the State Fairgrounds. We will be limited to one layout booth, however. Plans now call for upgrading our 6' x 10' tinplate portable layout for display. And once again CNYSGA will sponsor the fleamarket, which last year proved to be a success beyond expectations. Similar great public response can be expected this year, especially in the sale of HO scale items. Clean out those boxes buried in your closets or under the train table!

In both events, the participation of all members is absolutely necessary. Success and fun are more assured when everybody is involved.

YARD YARNS PROJECT

As the Central New York S Gauge Association becomes settled in its second decade of existence, I think it is appropriate to digest the history of the club. The "staff" is looking for contributions from all members in this effort, particularly any stories about the pioneering members among us. Also black and white photos. We are a growing and very active association now, but it is nice to see where we have come from.

CONTINUED ON THE NEXT PAGE

YOUR GRATEFUL EDITOR

Thank you, Pres. Charlie and y'all, for this year's club President's Award. It is very nice to know one's efforts are appreciated and, in the case of your newsletter, enjoyed. It really is a fun thing to do each month, which, hopefully, presents all that we do in the same spirit with which we do things.

Your Yarnspinner,

John W. Steinbach, Secretary
CNYSGA, Inc.
5315 Teramo Circle
Clay, New York 13041

BRISTOL S GAUGE RAILROADERS

MINUTES OF MEETING OF AUGUST 23, 1981

As usual, the annual cookout was a great success! In a repeat of last years enjoyable time, we again met at the home of John Medland in Lynnfield, Mass. John's large backyard with its many pine trees and even a screened-in picnic grove, made a very comfortable set-up for 10 members, 2 guests, 12 Railettes, and 3 children.

Before the business meeting, most members took the opportunity to view John's AF layout in full operation with steam, diesel and trolley all running at the same time. John's layout fills the better part of his basement and has a complex track arrangement which allows many variations of operation. Much of John's AF collection could also be viewed on the shelves above, below, and around the layout. John's principal interest and expertise in electronics could be noted in all aspects of the layout from complex control panel to lighting.

At 2:45 PM John, Tom Coughlan, and Paul Riley called member Henry Govey at his home in Chatham, Mass. Henry has had some illness recently and was not feeling well enough to come up from the Cape. However, he is feeling better and assured us that he is still eager to host the next meeting at his home on September 13, 1981. Even with his illness, he has still managed to work on his fine scale railroad and the club looks forward to reviewing his progress next month.

The business meeting was called to order by president Riley at 3:15 PM. The minutes and treasurers report were read by sec/tres Tom Coughlan. First order of old business was the presentation of the model contest awards by contest chairman Bruce Russell. Tom Coughlan won 1st prize with his newly completed NKP berkshire. Bruce took 2nd prize with his Coors reefer, John Medland took 3rd prize ATSF autobox, and new member Winston Brasor took honorable mention with a fine scratch built model of a double track thru truss bridge. Bruce explained that the judging was extremely close and only two percentage points separated the models. It was also announced that all of the above models took first and second prizes at the Syracuse national convention. A well done to all!

A brief report with photographs was given on the fine Syracuse convention and it was agreed by all members who attended that the Central New York group really did a splendid job and should be very proud of their efforts, President Riley was also pleased to report that our bid for the 1983 convention has been formally accepted by the NASG. He has already started to put

together a basic outline specification for our convention. It was promised that at future meetings the main topic of conversation will be plans for our effort to make 1983 the best convention yet! As a beginning, all members were asked to come prepared at the next meeting to defend their choice of dates and location. It is hoped that by the October meeting we will be able to finalize our choice so that we can start searching out the best motel and begin early stages of promotion.

Based on a motion by Tom Coughlan, the club voted to make Paul Riley chairman of the convention committee.

The meeting adjourned at 4:00 PM at which time the charcoal fires were lighted and the true cookout began. As usual, the ladies had outdone themselves and the food (read desserts) was plentiful and delicious. With some light conversation, heavy ping-pong competition, and more operation of John's layout, the group started to pack up and leave at about 6:00 PM.

- Tom Coughlan

BRISTOL S-GAUGE RAILROADERS

MINUTES OF MEETING OF SEPTEMBER 13, 1981

The September 13th meeting was held at the home of Henry Govey in Chatham on Cape Cod. Because this meeting date was changed from September 20th, there was rather a small attendance - seven members and one guest. Those that were lucky enough to attend were favored with a perfect late summer day on the Cape. Henry conducted a tour of the Chatham area which never looked more beautiful. The Chatham Railroad Museum was visited as well as several other local points of interest.

After the tour we had a chance to again view and operate Henry's excellent S scale railroad. Every visit here discloses more of the fine detail and the expanse of this S gauge effort.

In the absence of President Paul Riley the meeting was called to order by Secretary-Treasurer Tom Coughlan at 2:05 PM. The minutes of the last meeting and the Treasurer's report were accepted as read. Copies of the club roster were distributed to those present. At the prior suggestion of President Riley, the discussion was directed entirely to the 1983 convention. A number of possible places for prototype visits were suggested, such as Seashore Trolley Museum, Edaville Railroad, B & M shops, etc. There will be many more enumerated after further discussion. For layout tours, the member's pikes as well as the North Shore Model Railroad Club were tabulated.

Copies of an excellent and complete list of notes and suggestions for the 1983 Convention prepared by Chairman Paul Riley, were distributed. The members were requested to study carefully this 3 page outline of procedures and details, and a full discussion will take place at our next meeting. This will take place at the home of Paul Riley in Peabody.

A sampling of the preference of those present for a month for the '83 convention revealed that five favored May and two favored July.

The meeting adjourned at 3:05 PM and members and guest travelled to the Wayside Restaurant in Chatham for an exceptionally fine seafood dinner. We returned

CONTINUED ON THE NEXT PAGE

briefly to Henry's house, and then dispersed after a beautiful day of railroading, sight-seeing, and eating.

Tom Coughlan
Secretary-Treasurer

BRISTOL S-GAUGE RAILROADERS

MINUTES OF THE MEETING OF OCTOBER 25, 1981

The home of President Paul V. Riley was the site of this meeting. Nine members and one guest were in attendance. The call to order came at 2:30 PM. The Secretary's and Treasurer's reports were read and accepted. The Treasurer was instructed to renew the Club membership in NASG. A few moments were consumed in collecting of dues. This turned out to be quite profitable for the Treasurer. Communications were read from member John Bernard and from Bill Webber. John is in England for an extended assignment and Bill Webber has expressed interest in joining Bristol.

The balance of the meeting was devoted to discussion of plans for the 1983 NASG National Convention. After much deliberation on a date for the big show the club voted overwhelmingly in favor of the month of May. The exact date will be determined after contacting hostilities in the area for available arrangements. It was further determined by the vote of those present that Boston's North Shore area will be the locale.

A timetable has been established for the various steps necessary for the planning and staging such a convention, and tentative committees have been established for some of these steps. The procedures and pitfalls involved in much of the planning were pointed out by Pres. Riley, who is also Convention Chairman, as well as by other members with experience in planning or attending conventions.

At future meetings we will adhere to our timetable for planning and scheduling. These meetings will be as follows: November 22nd, Win Brador, Fairhaven; December 13th, Reg Smith, Wenham; January 24th, 1982, Tom Coughlan, Melrose; February 28th, Paul Riley, Peabody; March 21st, Bill Marter, Fall River; April 25th, Don Riley, Auburn; May 16th, Bob Brown, Beverly. This meeting adjourned at 4:00 PM.

Oh, yes! We did spend a bit of time talking trains, S Gauge that is. We didn't get to see much S gauge, but we did marvel at Paul's new N scale layout (50 - 60 car trains) which is only a fine running model of Paul's future S scale railroad. After viewing the Lilliputian cars and locos, we visited the Ground Round restaurant for our Hamburgers, Reubens, scallops, etc., and departed for home until our next meeting at Win Brador's in Fairhaven.

- Tom Coughlan
Secretary-Treasurer

EDITOR'S NOTE: We should all keep an eye on the projects being completed by the Bristol S Gaugers. They have always been a particularly active group, and they will be hosting the 1983 NASG Convention in the Boston area. The DISPATCH will print all the details as they become available.

SUPPORT NASG! BECOME A MEMBER TODAY!
WRITE TO: Walt Danylak
115 Upland Road
Syracuse, N.Y. 13207

11/9/81

Geoff:

The membership operation has been taken over by:

Walt Danylak
115 Upland Road
Syracuse, NY 13207
Telephone: 479-5879

as of this date.

Walt has access to a computer, and hopefully, will be able to produce membership listings and mailing labels.

I asked him to contact you at once to confirm his mailing address (as above).

A notice should be put in the next possible issue of the DISPATCH.

Sincerely,

Gene Fletcher

NASG CLEARING HOUSE

Dear Geoff,

The NASG Clearing House is temporarily out of T-shirts in adult sizes. We now have jewelry bearing the NASG emblem including: lapel pins, cuff links, tie clips, key chains and several styles of belt buckles. Also new are top quality tooled National Association S-Gaugers leather belts.

A new catalog is being prepared and will be available this Fall. The Clearing House sales at the Syracuse Convention were very successful. Thank you for supporting the NASG.

NASG Clearing House
c/o D. Lionel Gilbert
1232 Circle Street
Winchester, VA 22001

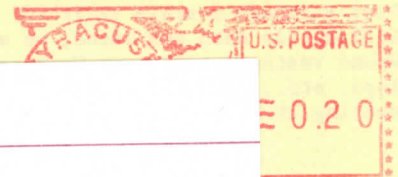
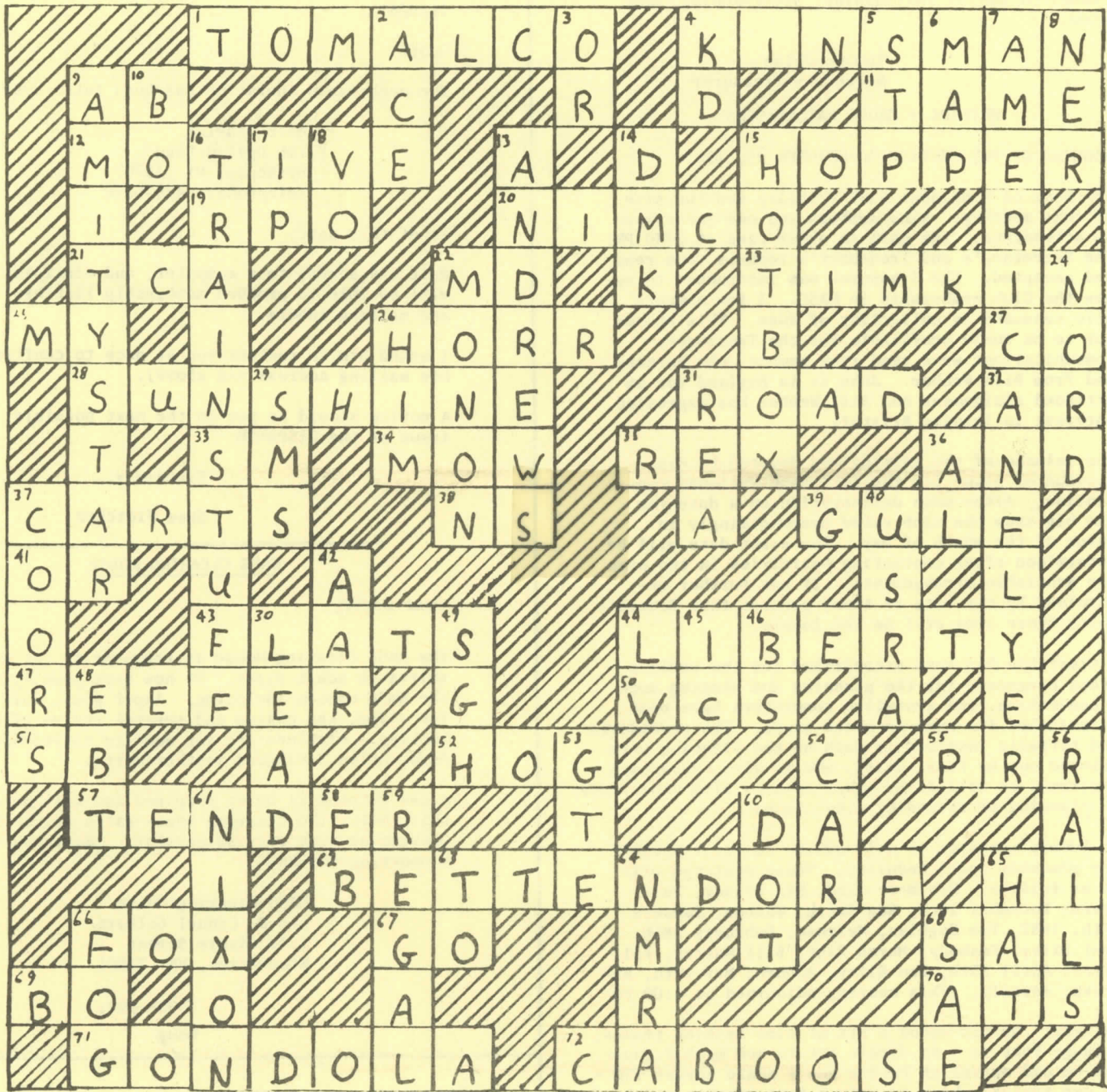
Thank you,
Doug

CONTINUED FROM PAGE 5
NOTES OF THE 1981 NASG BUSINESS MEETING

- I. Art Ketz - comments shopping center displays.
 1. Suggest "All Aboard" sets instead of modules.
 2. Low level for children.
 3. Whistling billboard - allow children to push button.
- J. Chicago/BASG Fall S-Fest will be November 6, 7, and 8 in Melrose Park, Illinois.
- K. Picnic tickets available
- L. Trolleys remaining priced at \$65.00 Each (King trolley).

Meeting adjourned at 1135 AM.

(Ed. Note: Any questions on these notes should be addressed to me. We want all problems with the notes cleared before the next business meeting).



NASG DISPATCH
 GEOFF GRAEBER, EDITOR
 1412 WINDING WAYE LANE
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