

DISPATCH

VOLUME 4 NUMBER 6

NASG NEWSLETTER

NOVEMBER-DECEMBER 1981

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DISPATCH SCHEDULE

The DISPATCH is published six times per year by the National Association of S Gaugers for the benefit of S gauge model railroad- ing. All editorial material is contributed gratis.

All material for publication should be sent to the editor at
1412 Winding Way Lane
Silver Spring, Md 20902

NOTICE! NOTICE! NOTICE! NOTICE!
THE 1982 NASG CONVENTION WILL BE IN CLEVELAND, OHIO, ON AUGUST 19, 20, 21, 22, 1982. IT WILL BE CENTERED AT THE SHERATON-HOPKINS HOTEL. THE CUYAHOGA VALLEY "S" GAUGERS WILL BE THE HOSTS. THE FOLLOWING MATERIAL WILL GIVE YOU THE DETAILS.

January 3, 1982

Dear Geoff:

By now quite a few people may be wondering what is going on with plans for this years' convention. Enclosed is a copy of the publicity brochure which we will be passing out to everyone who will take one. In later issues I will send you items to print on the convention hotel, and a complete registration form to include in a copy of the DISPATCH.

I am also going to start sending you copies of our monthly newsletter. It would seem that we have to, in order to keep our convention from being drowned out by news of the Boston Convention in 1983. There, is that hint subtle enough?

Anyway, we'll keep sending you enough copy to keep the convention in the limelight from here on.

"S"incerely,

Lee McCarty

EDITOR'S NOTE: I always appreciate anyone's comments.

I want you all to know that I print what I get. We shall emphasize the upcoming (1982) convention in the issues between now and August.

THE CONTENTS OF THE BROCHURE
STARTS ON PAGE 10

FROM THE FIREMANS' SIDE OF THE CAB

- by Jim Kindraka

Attending the NASG Convention has always been the year's high point ever since I started making the trip. The 1981 pilgrimage turned out to be more special than most. I hooked up with 4 other "nuts" from the midwest and off we went for a weeks' worth of railfanning to and from Syracuse.

Our mode of transportation was an aging but reliable van and our guide, an aged and not-very-reliable map. Even so, we found the Little River RR in Angola, IN, the Arcade and Attica in Arcade NY, the Pioneer Coal Mine and Steam Train in Ashland, PA, Horseshoe Curve, Martin's Creek "Culvert", Starucca Viaduct, Tunkhannock Viaduct, and somewhere in there - Syracuse, NY.

The trip was full of fun, conversation (some serious and some not-so-serious) surprises, and sobering moments. Our more humorous adventures included never quite finding the Bath and Hammondsport and being told by a D & H engine crew that Starucca was only 80 miles (or so) from where we thought! Here and there, however, we would see things that would remind us of an age long gone ... In Carbondale, PA, there are two "I" beams across the road; all that's left of the NYO & W railroad, a silent monument to the "Old & Weary".

There was adventure too! The van had a momentary collapse, so we had to chase across a field or two to catch a glimpse of the East Broadtop. There was even a little suspense! We were led to an abandoned 40-stall D & H roundhouse. The tracks were ripped up and it was being used as an indoor junkyard of sorts, but in one dark corner ... a marooned steam locomotive! It was an 0-6-0 saddle tanker, Lehigh Valley Coal Co. #126, looking for all the world like she could steam again tomorrow!

The railfanning didn't stop once we got to Syracuse either. It didn't take long for us to discover that the many fine tours could be used to scout out areas for later railfanning expeditions in the van. We shot rolls of film and never quit laughing the whole trip!

Why am I relating all this to you? Annual conventions are great for seeing friends, displaying models, buying treasure, selling junk

grumbling about NASG, and otherwise having a great time. But they can be more than singular events in faraway cities. Make the trip part of the experience! Explore, see some of the things you've heard about and maybe a few you haven't. There are plenty of publications to help you plan. Expensive you say? Not really ... excluding convention costs, our adventure cost each of us about \$35.00 a day. That's meals, motels, gasoline, and lots of film.

It's doubtful all of our railroad heritage will be with us much longer and some of it is gone already. Yet hundreds of railroad structures and cars remain, many unphotographed. How many times have you, as a modeler, tried to find a piece of rolling stock? At DeWitt yard in Syracuse and elsewhere, I photographed over a dozen pieces of equipment with reporting marks like PRR, NYC, NP, EL, GN, and WAB. Even an O & W freight station scheduled to be demolished that week!

Start planning now for Cleveland '82. Grab a few friends - they don't even need to be in S - and turn a long boring trip on the interstate into an adventure on the highways and byways of America. Remember, there's always more to a convention than just the Convention!

FALL S FEST REPORT:

The 6th Annual CASG-BSG Fall S Fest was held November 6-8 at the Melrose Park Inn near Chicago. Over 100 participants feasted on tables spread with every conceivable A.C. Gilbert product; from operator oriented pieces to top quality, rare collectables. Clinics, movies, a model contest, slides of the 1981 Syracuse convention, and a movie preview of Cleveland's 1982 convention highlighted the event.

Both scale and A/F oriented raffles were held. A large crowd also enjoyed some spirited bidding at the auction of the late Hans Kraus's scale equipment. The CASG modular layout drew large crowds to watch several scale locomotives operate in both freight and passenger consists. The Alco Models RS-3's put in probably their first public appearance operating in a 3 unit lashup.

"YARD YARNS" - CENTRAL NEW YORK
S-GAUGE ASSOCIATION

December 1981

OH BOY, OH BOY!

The B & O has arrived! And the wait was worth it. Already, this writer has his up on the layout, and it runs like a gem. The motive power of the two motors in the lead A unit is impressive. With the exception of the Chessie System caboose brought out last year, all the cars manufactured for S Gauge by Lionel are seen now being pulled with ease by ## 8153, 8154 and 8155. How sweet it is to get a toy train for Christmas.

TRAIN FAIR & OTHER FINANCIAL NEWS

Our two Fall revenue raising functions are now history, and it is nice to report that our sagging economy has not adversely affected our need to raise capital. Jack Creiman, treasurer, reported that the Great Halloween Toy Train Show & Meet resulted in \$477.00 "profit" to the Association. Income from door donations was \$248.00; \$29.00 as realized from raffles; and \$483.00 was collected from table reservations. Expenses, for rented tables, rent for the hall, advertising, etc., came to about \$283.00.

The NRHS Train Fair was well attended this year, though not at the level of last year's record breaking show. Still, a lot of beautiful layouts and collections were represented. With expanded space and a good turnout of items, our "white elephant" sale was very successful. After all was said and done, we netted \$255.19. With expenses totaling about \$12.00 for the event, it is easy to see where money is to be made. Surprise desired items this year were old magazines. Dozens were sold. It really is amazing how some seemingly valueless items are so sought after. But they sell at this event better than any other.

Thanks to all the members who helped staff the sale and the club's layout. It all went smoothly because of your involvement. Special thanks to the Moores, Jim and J.T., for their help logging in the consignors and the sales. For all or nearly all of the event, Charlie Brown, John Brutcher, Tom Canne, Stan Collins,

Walt Danylak, Bob Eves, John Handley, Mark Lazur, Charlie Stackpoole, George Madigan, John Pearson, Dusty Mann and Paul Dierdorf could be seen, all representing the club and S Gauge admirably. Thanks too, to Jack Creiman and Ed DeGray who, while they couldn't make it for both days, put in their good time. And a good time was had by all!

Next year's train fair will apparently be housed in both the Center of Progress and the Women's buildings. Heard around this year's fair was a plan that next year there will be a show, as in the past, and also a full-fledged train meet.

MID-WINTER MEET

Due to scheduling conflicts with Borio's Restaurant and of course with other area meets, it appears our planned Mid-Winter Train Meet will have to be moved to February 28. Please note this on your calendars. Table reservations for this event will remain at \$7.00 per table. For future meets, table rents will be increased to \$8.00, in line with most other meets.

TREASURY

Jack Creiman reports a balance of \$607.00 in our general fund. That, of course, does not reflect yet the \$255.19 raised at the fair.

IN OTHER NEWS

Mark Lazur has beautiful New York Central calendars for 1982 at a cost of only \$3.00 each. Proceeds from the sale benefit the New York Central Historical Society.

Ron Powell and your secretary had some fun recently, benefiting the club and satisfying a course requirement Ron has at Onondaga Community College. Ron is in a Television and Radio course and had to produce a five minute program. For that, he chose as his subject matter the Central New York S Gauge Association, Inc. He outlined the tightly knit program, put together the set, organized the video scenes presented and chose the music. Now he is editing the final product. Your secretary wrote the script content and "starred!" When finished, Ron hopes for critical acclaim from his profes-

sor, and a nifty piece of publicity for the club will be available to us. Ron plans to make a video tape copy of the program, which we would be able to show at meets and other events with equipment furnished generously by Jack Creiman.

NEXT MEETING

DECEMBER 10th, 1981, 8 P.M.

REMINDER

Election time is fast approaching for your club's officers and directors.

- Your Yarn Spinner
John W. Steinbach, sec'y
447 East Washington St.
Syracuse, NY 13202

MINUTES OF THE NOVEMBER 13, 1981 MEETING OF THE SOUTHEASTERN MICHIGAN S-GAUGERS

The November meeting of the S.M.S.G. was held at the home of Tony Gonzales, also the home of the Caribe Valley Railroad.

The Caribe Valley, under construction, features code 100 rail spiked to hand laid ties, in the shape of a dogbone, about 15 feet in length and 4 feet wide. An inner parallel loop of A.F. Mainline Trackage displayed a 1953 A.F. Santa Fe Chief Alco PA and Passenger Car consist - all pieces in top running order and retaining the original chrome finish in excellent condition. After the members inspected Tony's collection of early "S" Gauge Convention Cars, Rare A.F. Cars, original packaging artwork used in the production of early A.F. and Cleveland Rolling Stock, and filled their starving bodies with an assortment of coldcuts, salads, and dips, the meeting was called to order.

The S.M.S.G. was introduced to the newest member, Mr. Joe Zeweke. Joe is an American flyer enthusiast and interested in starting a layout. Joe resides at 16077 Fairmount, Detroit, Michigan 48205 and may be reached by phone at 839-0635. Welcome to the S.M.S.G. Joe!

Sig Fleischman expressed his disappointment in the S.M.S.G. attendance at the Detroit Model Railroad Club's special showing of their "0" Gauge layout during the annual openhouse. However, it was noted that the five members who did attend were given the "Grand Tour" and experienced a very interesting and educational evening. Sig made a point of writing to our Host, Dick Thomlinson, and thanking the D.M.R.C. for their hospitality.

S.M.S.G. Modules

The end units are ready to have legs installed (electrical conduit), minimum of four legs per unit, with 18" strap iron angle braces. Lag bolts screwed into wooden plugs which are inserted in the conduit will be used to adjust the height of the units. Sig Fleishman and Gaylord Gill are working Wednesday nights to complete this project and they could use some help. Call Gaylord or Sig (837-6405, 474-1457) for more information.

Display Layout

The display layout was transferred to Dave Held's home for track reconstruction, additional scenery and structure placement and a general fine tuning. Arrangements for setting-up the layout at the Lansing Flea Market were discussed. Bob Stelmach and Dave Held would transport the layout to and from Lansing and alternate being "S" Gauge spokesman with Gaylord Gill Sig Fleischman, Tom Hawley and Ed Zeweke. (In spite of a late arrival in Lansing, the layout was very well received and again proved to be quite an attention getter.).

FUTURE CLUB PROGRAMS

It was again proposed that the S.M.S.G. organize other activities to take place during the monthly meets. A kit building clinic, involving many members building similar kits, or one member acting as an instructor, was suggested.

CONTINUED ON PAGE 5 COLUMN 2

FALL S FEST REPORT CONTINUED

Following the banquet, Jim Brown of Milwaukee received the Best-in-Show award for his M of W flat car and caboose. Peter Jugle, this year's S Fest Chairman, was honored with the Joseph Jiranek Memorial Award for outstanding service to CASG. This was followed by an excellent multi media presentation on the Rock Island Railroad guaranteed to bring a lump to your throat.

It was also announced that the S Fest tradition will be carried on next year. The 7th Annual Fall S Fest will be held in October of 1982 in Milwaukee, Wisconsin. Watch future DISPATCHES for announcement of the exact dates and location.

- Submitted by Jim Kindraka

NASG BOT:

As mandated by the NASG Constitution, the BOT has moved to fill all the vacancies created by position changes in the last election. The present Board will serve until the next election in 1983. What follows is a list of the board members, be sure to contact them if you have any questions or comments regarding NASG.

PRESIDENT

Rollain Mercier
910 South Patrick Street
Alexandria, Virginia 22314

EXECUTIVE VICE PRESIDENT

James A. Kindraka
3813 W. Rochelle Avenue
Milwaukee, Wisconsin 53209

TREASURER

Mike Ferraro
141 B Gordon Road
Matawan, New Jersey 07747

SECRETARY

Dick Schlott
429 Little Ranch Road
Spring Hill, Florida 33526

EASTERN REGION VICE PRESIDENT

Lee McCarty
8727 Broadview Road
Broadview Heights, Ohio 44147

CENTRAL REGION VICE PRESIDENT

Thomas G. Hawley
2311 Strathmore
Lansing, Michigan 48910

PACIFIC REGION VICE PRESIDENT

Edward M. Loizeaux
15611 Kaven Lane
Monte Sereno, California 95030

- Submitted by Jim Kindraka

SMSG NOTES CONCLUDED

A locomotive pulling contest was again suggested. This would be separated into various categories such as modified A.F., standard A.F., scale, or unlimited. Also a hill climbing event could be included.

Dave Held presented the possibility of the S.M.S.G. Hosting the National Association of "S" Gaugers Convention at some future date. A group discussion followed highlighted by the following comments:

- a. We are a relatively newly formed group with little or no experience at sponsoring this type of program.
- b. The active membership is not large enough to carry the work load.
- c. The last conventions were financed solely by the Hosting Clubs and they LOST money.

Tony Gonzales suggested that this S.M.S.G. try to organize and sponsor a local flea market to gain some insight into the above problems. Tony also agreed to obtain information concerning the sponsoring of a flea market.

Thanks Tony Gonzales and the Caribe Valley Railroad for Hosting the S.M.S.G.

- Respectfully

David O. Held
Secretary/Treasurer
6936 Yorketown Lane
Utica, Michigan 48087
Phone: 739-2932

SUPPORT THE 1982 CONVENTION!
SHERATON-HOPKINS HOTEL
CLEVELAND, OHIO
AUGUST 19, 20, 21, 22, 1982

Dear S-Gauger:

ALCO Models has just called with the price quotation for an S scale NYC Niagara. The minimum quantity Samhongsas will consider is 100 for a price of \$560 each. If 125 locomotives are ordered, the price drops to \$518 each. ALCO has requested firm orders no later than February 1, 1982 and delivery would be in September of 1982. At this point, Samhongsas and ALCO have tentatively "reserved" factory capacity for the S Niagara, but if the orders are not received by February 1, 1982, the factory must schedule other locomotives in its place. These prices are "dealer net" prices which would normally be the cost to an established ALCO dealer. Most dealers add about 20% to their cost and so the retail cost to the modeler would be about \$675.

Centipede tenders can be supplied separately, but a price was not quoted for individual tenders. If enough tenders are sold separately, the price of the complete locomotive might come down a few dollars.

As you all know, the Niagara questionnaire did not include \$560 as a possible price. The highest price on the questionnaire, (\$450), received about 35 orders. Thus, each of those individuals would have to buy triple the amount in order to reach the 100-unit minimum order quantity. Or, we have to find 65 additional orders from other S modelers who did not respond to the questionnaire.

Letters of Credit will be needed before ALCO will begin actual production. Briefly, a letter of Credit (L/C) is a document obtainable at your local bank that guarantees ALCO their money if they deliver the locomotive as promised. The bank will probably require that you have sufficient money held in a savings account (earning interest) to cover the L/C. If you have an established line of credit with your bank, then a deposit might not be required. In either event, your money is not forwarded to ALCO until about 20 days after the locomotives are in the hands of ALCO. An L/C costs about \$25.00; or you could just forward the cash to ALCO with your order. The cash approach leaves you open to the risk that either Samhongsas or ALCO will fail to deliver the locomotive and keep the money. While this risk is probably very small, strange things do happen

and an L/C gives you legal protection and a guarantee of delivery.

At this point, I'd like to ask for a vote on what to do next. We can place orders with ALCO and attempt to obtain additional orders for at least 100. Or, I can work through a friend who knows the business well and try to get a better price. The latter approach is feasible, but not guaranteed to produce a better alternative. We would also be working with an "unknown" entity rather than with an established company. My friend is honest and, in my opinion, very knowledgeable and capable.

Please let me know your vote as soon as possible. Also, please send a stamped, self-addressed envelope to help out on my postage expenses. If you feel really generous, you could even send an extra stamp to compensate for the material I have already sent you previously.

Have a Merry Holiday Season and please send me your ideas quickly.

Sincerely yours

Ed Loizeaux
15611 Kavin Lane
Monte Sereno, CA 95030
(408) 395-7769

EDITOR'S NOTE

I called Ed on the telephone on January 20, 1982. The text of the letter above is edited in accord with his wishes.

At the present time, he is obtaining an estimate from another importer with the hope of receiving a more favorable price. When he has received that price I know that he will notify all of us as soon as possible. Until then we will have to wait and give our continued support. Patience will, most probably, be rewarded.

If you have any suggestions or comments, please address them to Ed at the address listed above. Remember to include a stamped, self-addressed envelope for the reply. If you wish to call him, please call between 7 and 10 P.M. Pacific Time.

IMPORTANT NOTICE

As you may have noticed by now, we are using an address label system for mailing the Dispatch. Each label contains four lines with the following information:

- First Line - Membership Number - Region - Expiration Date
- Second Line - Name
- Third Line - Street Address
- Fourth Line - City - State - Zip

Please take the time to double check all the information, including the Zip Code on the label to see that it is correct. Is your name spelled correctly? Is this your current mailing address? If there are any changes that need to be made, please write and let me know.

Your Expiration Date gives the month and year your membership will expire. For example: 0632 means that your membership expires on June 30, 1982.

Renewal notices will be sent out ONCE and you will be given a one month grace period in which to pay your dues. For example: If your membership expires on June 30, 1982, your renewal notice will be mailed on or about June 1, 1982. You will have until July 31, 1982 in which to send in your dues. If your dues are not received by the end of the one month grace period, your name will be dropped from the membership.

Dues are \$5.00 a year for Regular Membership and \$10.00 a year for Contributing Membership.

Please send all membership applications, renewals, notices of non-receipt of the Dispatch and address changes directly to me. If you have any questions, feel free to write at anytime. Please include a LSSAE if you would like an answer.

Walt Danylak
 Membership Chairman
 115 Upland Road
 Syracuse, NY 13207
 (315) 479-5879

MANUFACTURER'S COLUMN

Lehigh Valley Models
 1225 North Arch Street
 Allentown, PA 18104

Several months ago, Frank Titman sent me a catalog of the kits he had available through his Lehigh Valley Models. He requested that the announcement appear in the December issue. The items he had in stock at that time were:

LVM 1 Branchline Station	13.50
LVM 2 50,000 Gallon Water Tank	15.50
LVM 3 100 Ton Coaling Station	19.95
LVM 4 Grantry Crane	12.95
LVM 5 Crossing Gate	3.95
LVM 6 Electric Utility Pole	7.50
LVM 7 Continental Canning Co.	29.95
LVM 9 Heavy Duty Track Bumper (3)	6.50
LVM10 Reading 2-8-0 Kit	195.00
LVM11 Water Column	3.50
LVM12 Diesel-Steam or Car Shop	25.00
LVM13 Track End Car Stops (3 pr)	2.75

Before ordering please check with Frank to see what he has in stock. A LSSAE will bring you his latest brochure.

Don Winter
 4553 S. Field Street
 Littleton, CO 80123

This company has marketed its first S scale kit - a Thrall 54' mill gondola used by Rail Gon and other roads. The kit consists of metal and styrene parts. Trucks, couplers and decals are not provided. The kit sells for \$13.95 and may be obtained directly from Don Winter or from either Hoquat Hobbies, Box 253, Dunellen, NJ 08812 or Scenery Unlimited, 310 Lathrop Ave., River Forest, IL 60305.

It should be noted that G and W Models, 115 Upland Rd., Syracuse, NY 13207, has gotten a quotation for a set of Rail Gon decals. If there is sufficient interest, in the form of postcards sent to them, then the decals will be made. The price will be \$4.50 per set. To show your interest, send a postcard to G and W Models indicating how many sets you would purchase. No interest, then no decals.

HI RAIL STANDARDS COMMITTEE
PROGRESS REPORT

November 11, 1981

- A = Problem or questions
B = Research or observations
C = Conclusions and status

001

- A - Define the term Hi Railer
- B - Research has found that S Hi Rail covers a broad spectrum of model railroading in S gauge. It was also decided not to eliminate any form of S Hi Railers.

- C - A model railroader in S gauge who has upgraded basic commercial equipment such as AF in order to improve the performance and/or appearance, but to an overall status still short of full scale.

Most common improvements are:

1. Track
2. DC power
3. Locomotive drive systems
4. Wheels and trucks
5. Couplers

002

- A - Should Hi Rail standards include specific track standards?
- B - To establish a common starting point, the committee decided a track standard was necessary. The standard track for Hi Rail must be compatible to all Hi Rail wheels and flanges including the oversize AF wheels.
- C - Code .172 rail was selected as the standard S Hi Rail track. Switches would have to be of the closed frog type.

003

- A - Track propulsion power?
- B - The obvious choice was to conform with the other gauges.
- C - 12 Volts DC, + on the righthand rail produces forward motion.

004

- A - Should Hi Rail standards include a specific coupler as a standard?
- B - Since S Hi Rail covers such a broad area this would be difficult although not impossible. It was decided more input from Hi Railers was needed to evaluate a coupler standard.
- C - It was decided to evaluate the different couplers that are now available and become more knowledgeable by testing them.

005

- A - Has the O gauge Kadee coupler any use in S gauge?
- B - The O gauge Kadee coupler has been tried on various S Hi Rail layouts. It was found that it does couple with both the Kadee HO coupler used by most S scale modellers, and with the AF knuckle coupler used by most Hi Railers.
- C - The Hi Rail committee endorses the Kadee O scale coupler as a workable addition to the other couplers now used by S Hi Railers. It is particularly useable as a "universal" or transition coupler.

006

- A - How can the O gauge Kadee coupler be mounted to S scale cars?
- B - The committee has investigated and found that there are three successful methods of mounting the O gauge Kadee coupler. They can be mounted to the bodies of cars; they can be attached to ACE scale-type trucks (and possibly other brands) by use of the ACE talgo coupler adapter (ACE #02020); or they can be mounted on the AF knuckle truck in place of the AF knuckle. The Hi Rail committee would like to hear from anyone who has had success in mounting these couplers to Diesel Locomotives and steam locomotives like the 0-6-0 and 0-8-0 using the same spring centering device.

CONTINUED ON THE NEXT PAGE

HI RAIL STANDARDS COMMITTEE PROGRESS REPORT CONTINUED

C - The Hi Rail committee will send drawings showing the Talgo mountings to anyone. Please include a stamp or two dimes.

007

A - Can the delayed action feature of the Kadee 0 gauge coupler be effected with these couplers?

B - The committee is still working on this.

C - Answers pending more information.

008

A - When the Kadee 0 scale coupler pocket is fastened down tight with screws, it tightens down on the coupler shank so that it will not swivel properly.

B - The committee has a letter on file from Kadee in which they admit that they have distributed a batch where the coupler pocket is slightly undersize which causes the shank to bind.

C - The coupler pocket can be returned to Kadee as defective and will be replaced free. The problem can also be resolved by replacing the spring provided with a slightly smaller spring. An ACE truck spring is perfect and can be had from ACE at 95 cents per dozen.

009

A - What type of RTR S gauge should Fundimensions make?

B - The Hi Rail committee is thankful that Fundimensions is making RTR S gauge equipment. Reasonably priced train sets should help S gauge grow.

C - The Hi Rail committee would like to see authentically painted and lettered equipment.

010

- No manufacturer or model railroad distributor has stock 33 inch Hi Rail wheelsets with one metal wheel for electrical pickup. (Such as ACE #02235).

B - American Flyer wheelsets are not satisfactory because of their appearance, and even more importantly, because the journals (Ends of axels) are of a larger diameter and do not fit standard journal bearings. Could ACE or anyone be persuaded to make these wheelsets again? Is there any demand for these wheelsets?

C - Answers pending more information.

011

A - Is there a need to establish maximum/minimum track and wheel standards similar to those found in NMRA S13?

Are the dimensions in NMRA S13 acceptable; if not what should they be?

B - The committee is in contact with personnel of the NASG and NMRA standards committees with a view towards officially recognizing the change in Hi Rail wheelset dimensions which was effected in fact several years ago. Is there a demand for these wheelsets? The back to back dimension was increased to 0.738 inch.

C - Nothing is settled yet. We would like to hear from anyone who has anything to contribute, and also from anyone who simply would like more explanation of what this is all about.

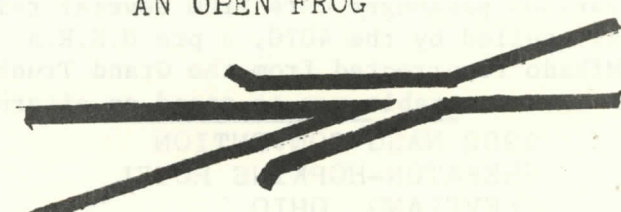
012

A - Does anyone in S Hi Rail use open frog switches? We would like input from that faction if it exists, also from any Hi Railer who uses outside third rail in traction modelling.

B - Should these dimensions in the NMRA S13 be questioned?

C - We need input from S Hi Rail traction modellers.

AN OPEN FROG



Nothing moves

NATIONAL ASSOCIATION S-GAUGERS

The Cuyahoga Valley "S" Gauge Association extends an invitation to YOU to join us for the 1982 NATIONAL ASSOCIATION of S-GAUGERS ANNUAL CONVENTION in Cleveland, Ohio.

As the host club for the convention, we assure you that we will be hard at work to make this the most memorable four-day vacation your family has ever attended.

We are very proud of our city, and the many things it offers. You will spend your time sight-seeing both railroad and non-railroad things. We think you will be hard-pressed to see and do all the things we have in store for you during your stay with us.

On the following pages are described the dozen or so tours and events which are tentatively scheduled for our "Lakeshore Special" Convention. Included is a complete Ladies' Program as well as a Railroading Program for the guys.

We hope you will join us for a fun and memorable weekend of S-Gauging.

The Hotel...

Sheraton Hopkins Inn.

On the grounds of Hopkins International Airport, this four star hotel boasts two restaurants and a snackbar of excellent cuisine, two intimate pubs, ample convention and meeting space, and in the fifth floor penthouse, the "Final Approach" one of the finest night-clubs in Cleveland.

For the Convention we are guaranteed room rates of:

Single Bedroom - \$35/day
Double Room - \$40/day

The Tours...

4070 Tour. A 52 mile roundtrip through the Cuyahoga Valley National Park aboard the steam train, a sixteen car consisting of various passenger cars from several railroads, all pulled by the 4070, a pre U.S.R.A. light Mikado resurrected from the Grand Trunk Railway. A most memorable way to spend an afternoon.

1982 NASG CONVENTION
SHERATON-HOPKINS HOTEL
CLEVELAND, OHIO
AUGUST 19, 20, 21, 22, 1982

Goodtime II Tour. A leisurely tour by boat along Lake Erie and the Cleveland skyline or the winding Cuyahoga River among the steelmaking and railroading industrial areas of the city.

Rapid Transit Trip. Ride Cleveland's own commuter train all day and really see the sights.

Terminal Tower and West Side Market. Visit the largest open air market in the Midwest and Cleveland's landmark Terminal Tower, complete with underground shopping mall and 68th floor observation deck.

Bonne Bell Tour. Ladies, would you like to visit the plant of Bonne Bell Cosmetics to see first hand how cosmetics are made? Tour is complete with samples, as well as shopping in Georgetown Shops.

N.A.S.A. Near the hotel, visit N.A.S.A's home Museum of Space Exploration. See space capsules, moon rocks, and breathtaking pictures of planets as taken by N.A.S.A. own Voyager spacecraft.

Sunrise B+O Yard Tour. We'll sneak under the fence and watch them fire-up the 4070 and bring her out of the roundhouse and turntable. Then we'll chase her by car for some action shots before we board her for a ride to Akron's Quaker Square. This one time factory which made the cereal shot from guns is now the center with many interesting shops and restaurants as well as a train museum.

Trolley Museum

Traction buffs will enjoy dozens of streetcars, interurbans, and a ride on one of the relics of yesteryear.

Layout Tours

Bring your camera for good shots of the "Allegheny and Western", the "Erie Railway", the "Cuyahoga Valley Lines", and several others. Scale, hi-rail, and Flyer--there's something here for everyone!

All Gauge Flea Market

Bring your extra trains, grab a table and deal! Cleveland is a great town for

CONTINUED ON THE NEXT PAGE

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rail fleamarkets, and we expect several thousand people at ours. There will be trains enough for everyone.

These are some, but not all of the activities we have planned for your visit with us. Please join us for a great weekend.

To pre-register, send your name and address to:

Cuyahoga Valley "S" Gaugers
8727 Broadview Road
Broadview Heights, Ohio 44147

We will contact you later about registration fees. See you aboard the "Lakeshore Special".

1982 NASG CONVENTION
SHERATON-HOPKINS HOTEL
CLEVELAND, OHIO
AUGUST 19, 20, 21, 22, 1982.

DECEMBER 1981 NEWSLETTER
CUYAHOGA VALLEY "S" GAUGERS

Seasons Greetings to the C.V.S.G.

Merry Christmas and a Happy and Prosperous New Year to each of you. All of us in S Gauge got a real Christmas present of a sort when Lionel finally released their B-0 AB freight set and then a week later, the southern Daylight Set. Leave it to Lionel to promise both sets in mid-July, and then deliver them just as we are out spending our money on Christmas presents. Lionel has managed to do this each time they have introduced something new. I think when they come out with the next set (reputed to be a remake of the Missouri-Pacific Passenger Set) you can count on another Christmas present for 1982.

I have to admit that the sets are impressive. The paint schemes are true to prototype, and the new electronic reversing units work quietly and efficiently. The cars still have that distinctive "rattle" in the trucks but the retooling job in the passenger cars especially is a sight to see, especially the observation car, which is almost completely new. Now if they can come out with a starter set that newcomers to model railroading can afford, S Gauge will really be in business.

The club's modular layout is finally resting safely in my basement, after successfully completing a full month's straight running for the Middleburg Hts. Jaycees. The layout came through the marathon unscathed except for the control panel which burned up (literally!) I guess my Erie-Lackawanna set was too much for it. Our club's electronics technicians (Seltzer, Udolph, Nimelli, and Fick) have got plans to rewire the layout anyway, so the old control panel was no great loss.

We received a \$350 check from the Jaycees, but since they made very little profit on the venture, we don't hold much hope for the other \$150, nor will we press them for it. They did a lot more work than we did on that project and since their profits go straight to charities, we did not want to get too greedy. Besides, our treasury now boasts over \$700 which should sit us well

for the convention. Special thanks go to the members who kept the layout operational and the trains oiled by going up there each evening. Thanks, Tom Nimelli, Wayne Shultz, Paul Cooper, and Jim Zborowski!

By the way, we estimated that my little Rex 0-4-0, which ran continuously the entire month, ran roughly 540 miles, or from here to Dubuque, Iowa! That's a lot of travel!

We have compiled a tentative list of convention fees which will be discussed and finalized at the January meeting. Also to be discussed are advertising plans and flea market ideas. We should also see Wayne Shultz's new Lionel/AF sets. If wives have any information to contribute concerning the convention, please bring your information along.

The meeting will be held at 7PM on Sunday, January 10 at Wayne Shultz's house.

See you there.

- Submitted by Lee McCarty

SUPPORT THE 1982 CONVENTION

SEE PAGE 10 FOR DETAILS

EDITOR'S NOTES

First and foremost, I must correct an error that occurred in the last issue. I did not give credit to Kent Singer for that fine crossword puzzle that he put together. He did a really fine job and deserves all of the credit for it. We all hope that he will exercise his talents in the near future once again and create another puzzle for us.

The next issue is being made ready for printing as you read this. The schedule which I hope to maintain is published below. I published this table so that you can keep it in a handy place for reference. We are going to stick to these dates so that everyone knows

what to expect when each issue comes due.

Obviously, this current issue contains material dated January 1982. Material from the latter part of January will appear in the next issue.

A number of individuals who volunteered to send in material for the DISPATCH have begun to contribute. I wish to thank all of you for your efforts.

And finally, we wish to direct your attention to the material on Pages 10 and 11 concerning the upcoming convention in Cleveland, August 19-22, 1982.

SCHEDULE FOR THE NASG DISPATCH - BASED ON SIX ISSUES PER YEAR

<u>ISSUE NUMBER</u>	<u>MONTHS REPRESENTED</u>	<u>DEADLINE DATE</u>	<u>YOU WILL RECEIVE IT</u>
1	January-February	February 1	3rd week of February
2	March-April	April 1	3rd week of April
3	May-June	June 1	3rd week of June
4	July-August	August 1	3rd week of August
5	September-October	October 1	3rd week of October
6	November-December	December 1	3rd week of December

WHATEVER COMES IN AFTER THE DEADLINE GOES IN THE NEXT ISSUE!

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