April 2009 Volume XXXIII - Number 2 $4.95 U.S.

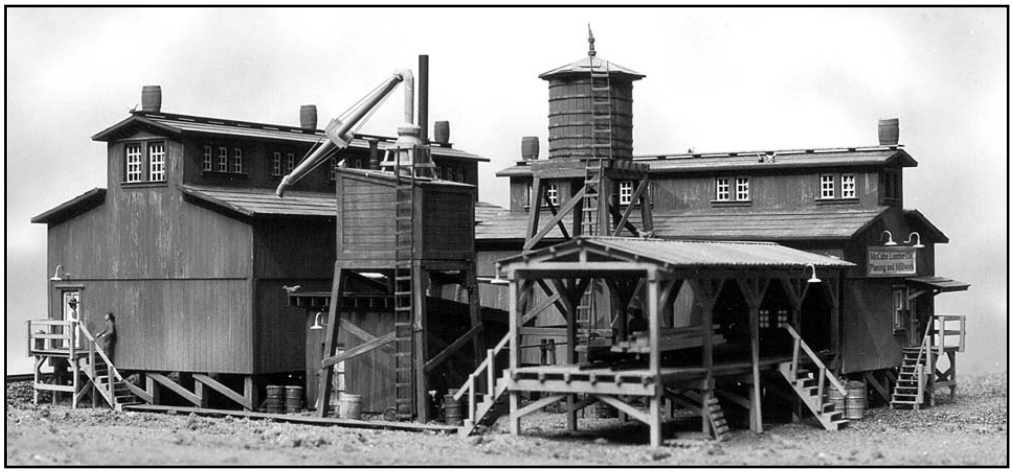
NATIONAL ASSOCIATION OF S GAUGERS UNITED DISPATCH

2009 Convention Update

New Lionel U33C

All Aspects of S: Scale • Narrow Gauge • American Flyer • Hi-rail

McCabe Lumber Co. Planing Shed



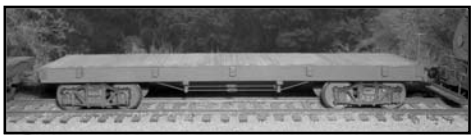
The McCabe Lumber Co. Planing Shed should be called a planing mill complex since it is more than just a simple shed. The planing complex consists of the transfer shed, two planing buildings, boiler house, water tank, and loads of details, and is a key part of the Slatyfork Sawmill Complex. The Planing Shed can also be used as a great stand-alone manufacturing industry such as a box factory.

This kit consists of laser-cut basswood, plywood, and cardstock, tarpaper roofing, brass, urethane, and white-metal detail castings, and loads of character. The tabbed, well-engineered construction provides fast and easy assembly. The footprint is about 70' x 90'. **#08225** **$349.95**

HO Models Shown. Detail castings vary between scales.

American Flag Company & Slatyfork Sawmill Coming Next!

Check our web site or call for info.



34' Truss Rod Flatcar

This flatcar was inspired by an early drawing for one that ran on the V&T. This was before the time of air brakes, and the car featured link & pin couplers when built. It is a very generic car that can be used on many lines. The kit consists of laser-cut wood and styrene details. Less trucks and couplers.

#09603 **$ 25.95**

34' Truss Rod Gondola

The gondola is an offshoot of our 34' flatcar with laser-cut sides and end boards. Two optional end sill steps are included. The kit consists of laser-cut wood and styrene details. Less trucks and couplers.

#09604 **$ 39.95**

PRR H21 Hopper

Starting in 1911, 70-ton H21a "quad" hoppers were introduced for coal service. The kit consists of high-quality, no-odor urethane castings for the body and brass brake components. Less decals, trucks and couplers.

#09204 **$ 79.95**

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NASG DISPATCH
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The NASG **DISPATCH** welcomes art, photographs, letters, articles and other S gauge/scale related materials contributed by the membership. Send all such materials to the editor.

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Membership year is determined by the date you sign up guaranteeing 6 issues starting with the next issue after signup. All applications, renewals and membership questions should be directed to:

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COVER: the Gateway Arch is the beconing symbol for you to attend the St. Louis NASG Annual Convention. Shown are the convention patch and UP freight near Dupo Tower in St. Louis.
Photo by Jeff Madden

ORDER BOARD

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The DEADLINES for articles are the 1st of February, April, June, August, October, December, for issues dated April, June, August, October, December, February, respectively.

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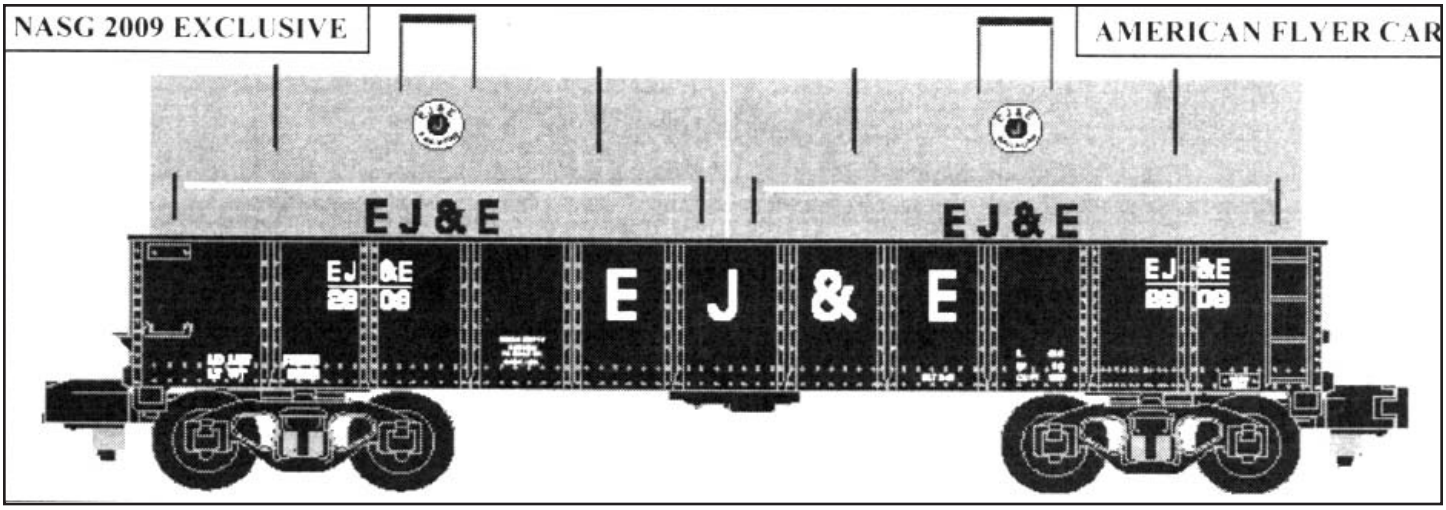


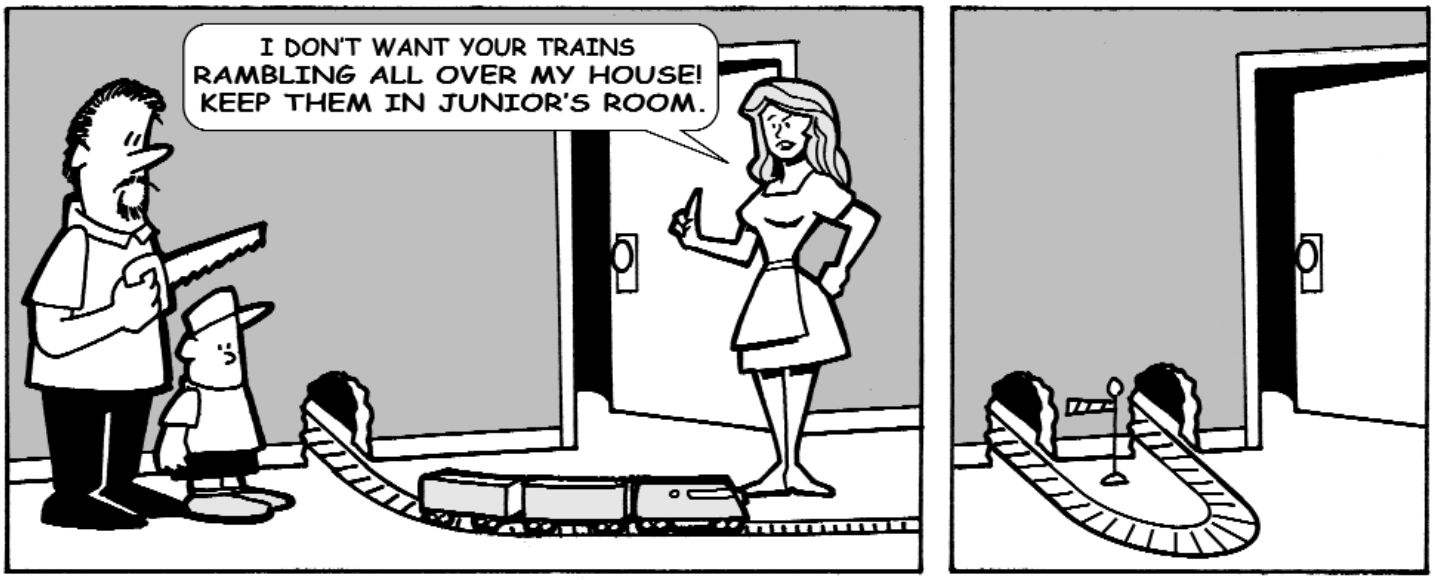
NASG NEWS

Early "S GAUGE HERALDS" on Compact Disk: You've probably seen the ads in the Dispatch for early "S Gauge Heralds" on CD. Starting this month, we are offering Volume 1 (1960-61) as well as Volumes 2 through 5 (1961-65), all on one CD. Two formats are on the disk: PDF and JPEG.

I have been reluctant to offer Volume 1 on CD because the quality of the originals is so poor. This is not because they have aged poorly – They were lousy when they were new! These early issues were printed on colored paper by the mimeograph process, and are full of blots, smears, and text that runs off the bottom of the page because of inaccurate registration of the paper in the mimeo machine. But a recent customer wanted a copy of Volume 1 as a museum artifact, so now everyone can benefit. Volumes 2 onward were professionally printed, and therefore their CD images are crisp and square.

Please note that these CDs require a personal computer for viewing (and printing, if that's what you want to do). These are not DVDs (as one purchaser thought), and therefore won't work in a DVD player. -Dick Karnes, Librarian

NASG AF 2009 Car: Shown above in a line drawing is the 2009 American Flyer car to be offered to NASG members. It's an EJ&E black gondola with orange coil cover loads bearing a multi-colored EJ&E logo. Order form is enclosed in this issue. The cost of $69.95 includes shipping. Limit two cars per member. As you can see on the order form there are some older issue cars still available. Any further information check with Doug Peck at doug@portlines.com



'S' RAIL MAIL

AF is Scale: It was amusing after joining the NASG again to read S RailMail letters, etc. I have A.C. Gilbert to thank for the fun and enjoyment I get out of S scale trains, and I do mean S SCALE. Gilbert boxes say 3/16 Scale Trains that run on Real Two-Rail Track. What more could we ask for?

While I think the 326 NYC AF Hudson is the finest of the S scale market, I see no reason to be interested in any of the so called "more than tinplate" trains offered now. While they look all right and probably work good, I'm still much more attracted to AF trains. The 303 Atlantic with smoke and Choo Choo is a fine looking engine, and it looks as realistic as anything to me because it is designed to do everything a real locomotive does. Plus, it will haul 40 or more cars. The Atlantic is based on a Reading Atlantic.

Who cares about all those flimsy parts that bend and break off. If Lionel re-issues the Atlantic it should be exactly like the 302 and 303 and hopefully perform the same as the original one. Only AF trains remind me of my childhood and Christmas. Remember, American Flyer trains have been used in motion pictures. Who

Continued on page 30

Jeff's Junction

Full Scale Length, Passenger Cars and So On…

The I-wanters are out in force again regarding requests for non-brass passenger cars that are the correct scale length for their favorite roads such as PRR, GN, CB&Q, etc. Us folks in S cast envious eyes as this happens in HO, especially with complete RTR passenger sets coming out left and right that are specific to certain roads.

Unfortunately, S is in the growth pattern like HO was in the 1970s where you were tickled pink when AHM came out with mostly scale length cars in both heavyweight and lightweight styles. The cars themselves were mix-matched prototype styles (Santa Fe, PRR, etc.), but the excellent paint schemes and just the plain availability as RTR cars in plastic caused most modelers to overlook these drawbacks.

For example, the lightweight smooth-side squared-end observation was a PRR prototype yet was available in many roadnames besides the Pennsy. Most HO modelers of the day were willing to overlook such inaccuracies. This is the stage that S is now in with AM and Lionel LLC producing mix-match heavyweight and streamliner passenger cars. Yes, most of the cars are shorties, but some (baggage, RPOs) are scale length. AM's long smooth-side cars are pretty accurate for longer cars, but they are mix-matched as to prototypes and are not currently available. The NASG, of course, had to sponsor the re-run of the long scale-length heavyweight Pullman cars. Thus, we are like our HO brothers of yesterday and have to be satisfied for the most part with unified looking passenger sets as opposed to every car being perfectly accurate for a particular railroad.

Our best bet for getting a re-issue of the American Models smooth-side long cars would be some sponsorship by a group or manufacturer. Although not perfect, N&W painted smooth-side cars sure would look good with the River Raisin streamlined Js coming out, hint, hint. If these were re-run, I'd hope the cars would include interiors, lighting and some heavier trucks. Plus, I'd like to see them RTR.

Now as to demands of set cars similar to what you are seeing in HO - well, probably not for a while. More likely would be limited run kits with interchangeable flat sides. This would be possible keeping ends, roofs, undersides pretty much the same. This could be possible with heavyweights, smooth-sides or Budd type cars. The conundrum here is the limited market. By requiring the cars to be in kit form, the market is automatically reduced. The market is further reduced because most of these are the longer cars that won't work or look well on layouts with tighter radii.

Perhaps most of us would be happy just to see some new style passenger cars produced even if they are mix-match prototypes – as long as they looked "good enough" as painted sets. Maybe a manufacturer would be more willing to try this path: some more styles available in shorties with a couple of longer cars thrown in for scalers. Another series of passenger cars that might possibly appeal to all comers would be some 60' wood-side cars of prototype length (like the old Kinsman kits). If plastic and RTR I could envision these cars running on all types of S layouts. Perhaps some manufacturer could be convinced to do a scale length heavyweight open-platform observation car to match the long Pullmans.

I'm suggesting here that to get some different scale-length passenger cars produced (especially in RTR) a piecemeal approach is probably the best way to go. Also, if our manufacturers can't justify the tooling costs and guaranteed sales – then perhaps they'll need a "Stimulus Package" from our members and organizations.

NEW PRODUCTS REPORT

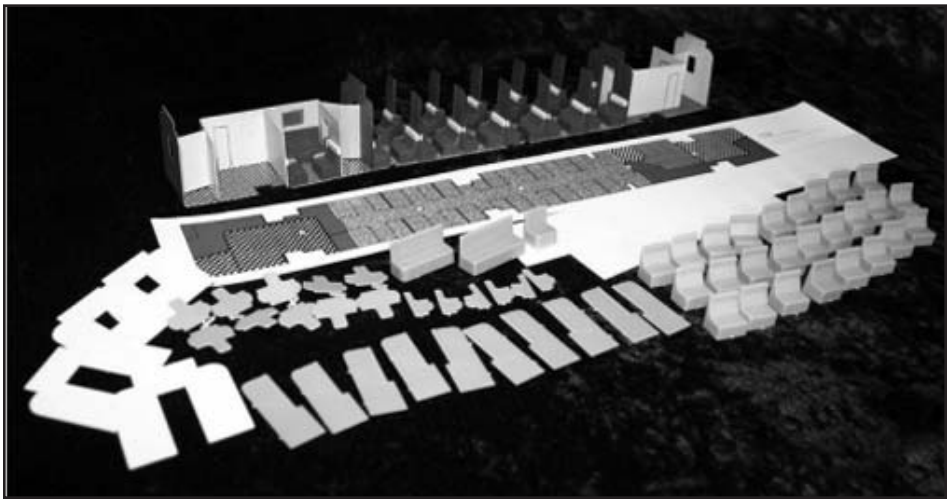
By Jeff Madden

LIONEL LLC (www.lionel.com) has a nice surprise for us with a 1/64 "scale" U33C coming out in 2 roadnames, Erie-Lackawanna and Southern Pacific. This is all-new tooling for the AF line. They come with the Legacy control system and RailSounds. Supposedly scale wheelsets are included. Cost is $369.99. The AF Christmas set is the Docksider 0-6-0T with a boxcar, gon and caboose. This set includes track and transformer for $349.99. Also new is an add-on Freedom Train heavyweight display car for $79.99. New freight car schemes include GN stock car, IC boxcar, Comet single dome chemical car and DM&IR single dome tank car. Each is $69.95. For $79.99 you can get a NYC (Jade Green) double door operating boxcar. For $89.99 you can get a CP Rail operating dump car. Track sections are listed in the catalog (ex K-Line) – 54" R curves, 10" straights and 36" long straights. Two other new items include a Suburban Station for $69.99 and a handcar with metal shed for $119.99.

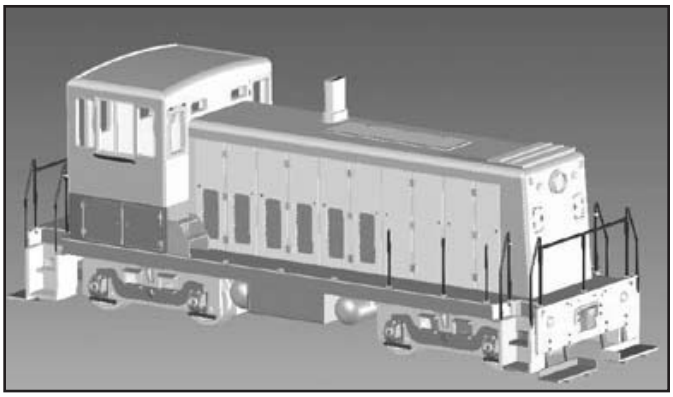
PALACE CAR CO. (www.palacecarco.com) still has S scale Pullman interior kits for the AM long Pullmans at $37.50 a car. Included are berths, pre-printed floor, armrests, sofas, bulkheads, dividers and misc. styrene strips. Kit 9701 is for the 12-1 car and 9702 is for the 10-1-2 car. Some parts like the sofas can be ordered separately.

RIVER RAISIN (www.riverraisinmodels.com). Up next after the N&W J is another treat for SP fans, the MT-4 and MT-5 4-8-2 Mountains. These will come in various versions including semi-streamlined Daylight scheme to semi-streamlined freight versions, to plain old freight versions. Deposits are due soon. Pre-production painted and lettered, $2,199 each; post production add $100. Unpainted models $100 less. There will be some extra tenders. Pick your version and send in a deposit of $50. Locos require a $300 non-refundable deposit per locomotive. Another $300 will be due when the project moves ahead. Versions produced will depend on orders received.

SMOKY MOUNTAIN MODEL WORKS (www.smokymountainmodelsworks.com) is coming out with a limited run GE 70-ton diesel switcher kit from the 1946-56 era. You can order an early or later version. the body and cab will be screw on urethane castings. It will be wired for DC. Cost $325 plus S&H. Check the web for details. And, "my heart be still" Jim is planning on producing the B&O woodside I5c with the steel ends. Let him know your interest in this one at jimking3@charter.net.



WHAT'S NEW



MATCH'EM UP!

Where Rivers and Railroads Met
NASG 2009
St. Louis Airport Marriott
August 4-8, 2009

The 2009 Convention timetable features a variety of rail and non-rail clinics for attendees.

Detailed Clinic Schedule

Please note: Clinics are subject to change. Some Clinics will involve a minimal fee to pay for supplies involved in the clinic, such as the Kit building clinic or the Crocheted Rag Rug Class.

Wednesday:
7 - 8 PM - NASG Convention Newcomers Clinic - Roy Hoffman

Thursday:
9 - 10 AM - Freight cars and Their Relevance to the Scene - Jerry Porter

10:30AM - 12 PM - Tools for Scratch Building - Rusty Westermeier

12 noon -1 PM
Lunch Break

5 - 7 PM
Dinner Break

8 - 10 PM - S Scale Online Get Together - host Bill Fraley

Thurs. eve -Hallway Demonstrations

Friday:
10 AM- 12 PM - Building Rail Crossings - Dick Karnes

7:30- 9 PM - Resin Casting - Roy Meissner

Saturday:
10 AM - 12 :30 PM - Crocheted Rag Rug Class - Lora Duffield

12:30 -1:30 PM
Lunch Break

1:30 -4 PM - Crocheted Rag Rug Class - Lora Duffield

6- 10 PM - SATURDAY Evening Reception and BANQUET

REGIONAL ATTRACTIONS

Anheuser-Busch Tour Center: Opened in 1852, the 100-acre St. Louis facility is the largest out of 12 Anheuser-Busch Breweries. Visitors can tour thestate-of-the-art facilities which include the Clydesdale stables and aging cellars. 12th & Lynch Sts., St. Louis
314-577-2626 ----------

Cathedral of St. Louis: This magnificent combination of Byzantine and Romanesque architecture contains the largest collection of mosaics in the world.
4431 Lindell Blvd,. St. Louis
314-373-8200 ----------

City Museum: The City Museum invites visitors to discover a wonderland of the unexpected: slide, climb, crawl and explore. Three floors of eclectic experiences make City Museum a must see attraction for all ages.
701 N 15th St., St. Louis
314-231-2489 ----------

The Gateway Arch Riverfront: Dedicated in 1966, this 630-foot-high, man-made monument spans 630 feet at ground level.
St. Louis Riverfront, St. Louis
877-982-1410 ----------

Grant's Farm: Located south of St. Louis, this 281-acre wildlife reserve and historic home of the Busch family is now home to over 1,000 animals.
10501 Gravois Rd,. St. Louis
314-843-1700 ----------

Jefferson National Expansion Memorial: This area attraction traces the history of St. Louis through three additional attractions: The Gateway Arch, the Museum of Westward Expansion and St. Louis' Old Courthouse.
11 N 4th St., St. Louis
314-655-1700 ----------

Laumeier Sculpture Park: Featuring an outdoor collection of over 85 sculptures, this 98-acre park presents contemporary art, interpretive exhibitions and educational programs.
12580 Rott Rd., St. Louis
314-821-1209 ----------

Missouri Botanical Gardens: Features include Japanese and English gardens, a botanical center, the nation's most comprehensive home gardening center and founder Henry Shaw's original estate.
4344 Shaw Blvd., St. Louis
314-577-9400 ----------

Missouri History Museum: This museum features special events, workshops, family festivals, traveling exhibits, tours and theatrical and musical presentations.
Forest Park
5700 Lindell Blvd.
St. Louis
314-746-4599 ----------

Museum of Transportation: Featuring over 70 locomotives, this 50-acre museum boasts the country's

largest and most complete collection of American rail power, along with intriguing cars, fire trucks, buses and trolleys.
3015 Barrett Station Rd., St. Louis
314-965-7998 ----------

Old Chain of Rock Bridge/Historical Route 66: This bridge was originally constructed as part of Route 66. It was closed and replaced in 1967 by a new bridge, and in 1999 it was reopened as a bicycle and pedestrian bridge.
Riverview Dr., St. Louis
314-416-9930 ----------

Powder Valley Conservation Nature Center: This 112-acre nature center features wildlife exhibits, a viewing area, three nature trails, wildflowers, towering trees and tangled vines.
11715 Cragwold, Kirkwood
314-301-1500 ----------

Rockwood Reservation: Visitors to the Rockwoods Reservation enjoy 1,843 acres that feature trails, plants, animals, sprints, caves and rock formations. 2751 Glencoe Rd., Wildwood 636-458-2236 ----------

St. Louis Art Museum: The St. Louis Art Museum is one of the nation's leading comprehensive art museums. Its collections includes works of art of exceptional quality from virtually every culture and time period including: Oceanic art, pre-Columbian art, ancient Chinese bronzes and European and American art of the late 19th and 20th century. Forest Park,1 Fine Arts Dr.
St. Louis 314-721-0072

St. Louis Science Center: This science center features 700 hands-on exhibits, and animatronics Tyrannosaurus Rex, a giant kaleidoscope and an OMNIMAX theatre. Its planetarium is located in Forest Park and accessed by an enclosed bridge. OMNIMAX Theater, 5050 Oakland, St. Louis
314-289-4400 ----------

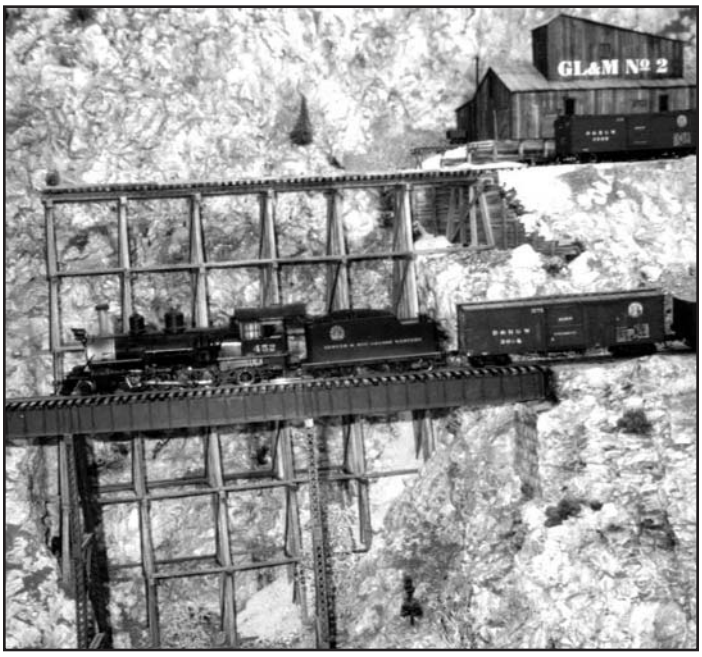
St. Louis Union Station: Designated as a National Historic Landmark in 1976, this Romanesque-style building was designed by architect Theodore Link.
1820 Market St., St. Louis
314-421-6655 ----------

St. Louis Zoo: Home to 6,200 exotic animals and 749 species, the St. Louis Zoo is visited by nearly 3,000,000 people each year.
Forest Park,1 Government Dr., St. Louis 314-781-0900 ----------

Schlafly Beer: Offering regular tours of their bottling line, this facility also features a "History of Brewing in St. Louis" exhibit.
St. Louis Brewery, Inc.,2100 Locust St., St. Louis
314-241-2337 ----------

Six Flags St. Louis: Guests enjoy the rides, shows and events at this famous theme park. I-44 & Six Flags Rd., Eureka 636-938-4800

World Aquarium @ City Museum: World Aquarium provides a glimpse of nature in recreated ecosystem displays focusing on freshwater biomes as well as the connecting oceanic biota. The aquarium is an educational and exciting experience. 701 N 15th St., 2nd Floo,r St. Louis
314-647-9594 -------



These are two probable layouts that will be on tours during the NASG convention. On the left is the Sn3 layout of Randy Meyer. On the right is Bob Jackson's S standard gauge layout in Springfield, IL that will also be on a tour. There will be a great variety of layouts on tour (to be determined) from Hi-rail, Standard gauge scale and Sn3. Those who have been to previous Fall S Fests and Sn3 Symposiums in the St. Louis area can attest to that.

Photos by Jeff Madden

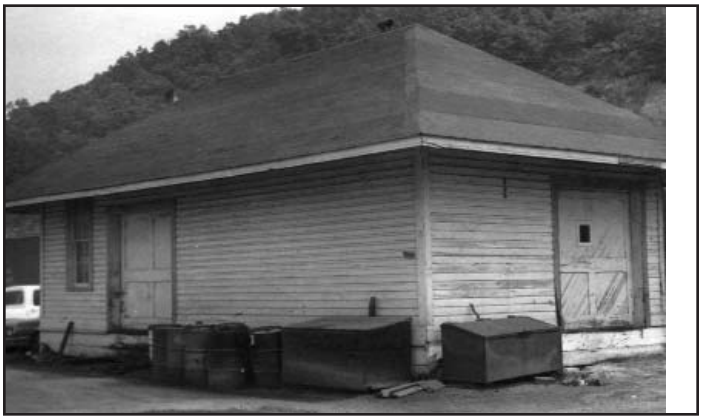
Prototype View - Hancock Yard

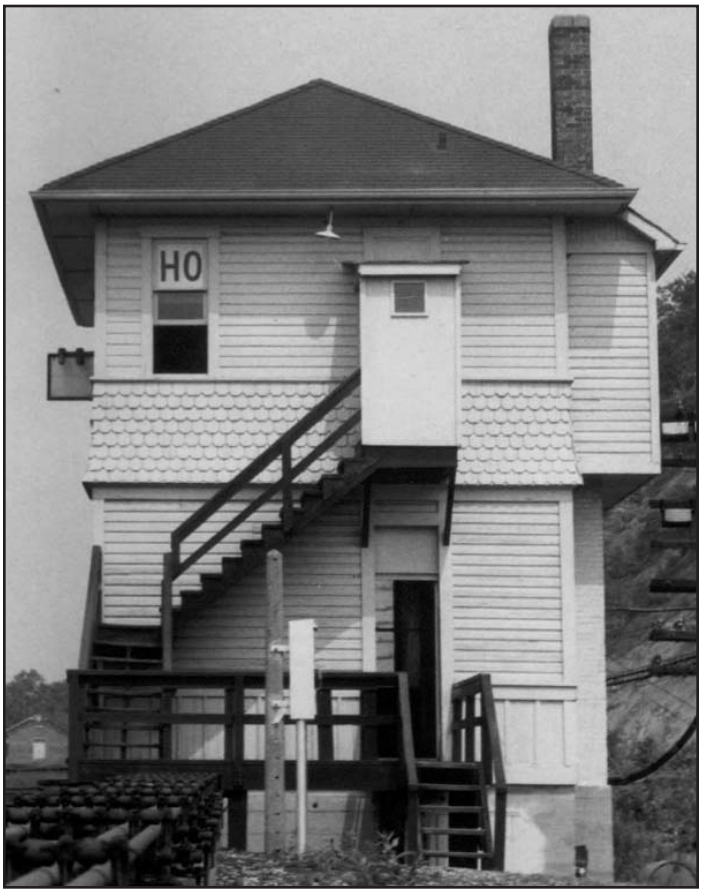
A Yard With a Purpose

Hancock, West Virginia (officially Brosius) is the Baltimore & Ohio stop across the Potomac River from Hancock, MD. Now, of course, it's CSX, but the yard shown here in the 1970s still serves the purpose of a holding yard for covered hoppers full of sand from the Berkeley Springs, WV, Pennsylvania Glass Sand plant (renamed since). A short branch line to the south connects the main and yard at Hancock where the sand loads are staged for mainline pickup and empties are waiting for delivery to the sand plant. Upper left view looks east from the Route 522 highway bridge. Upper right is the western view looking towards Cumberland. ***Photos by Jeff Madden***

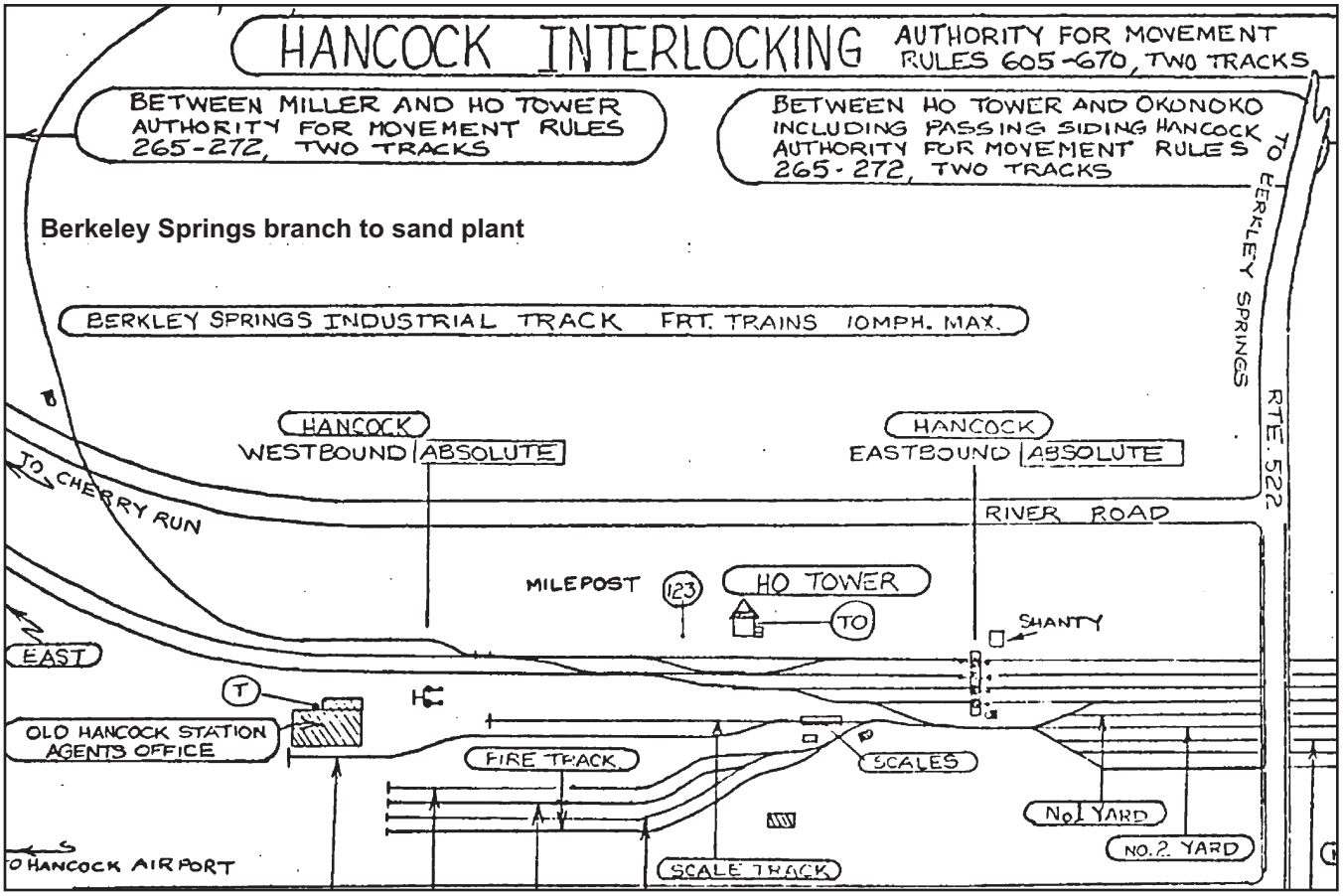
Above is the former passenger station that served Hancock, MD across the river and served asa freight agent's office in the '70s and '80s. Directly across the mainline to the south is the passenger shelter.

A four track signal bridge straddles the middle of the yard with classic B&O position signals. A handcar shed sits at the base. The photo at right is the scale house used to weigh the sand cars.





Hancock Tower (HO) was one of the last lever and rod towers in use until just a few years ago. Old freight house is used for maintenance storage. Note the layout of the diagram below. East is to the left and west to the right. The branch (at left on the map) heads uphill to the south to reach the sand plant. ***Photos by Jeff Madden***



S TRACKS

By Sam Powell

Every Layout is Beautiful, Or How to Increase the Joy in Model Railroading.

Years ago, when I was a young adult, new to the world of S gauge, there was a kind, old gentleman in my neighborhood who had a rather large tinplate American Flyer layout. He had retired from the railroad industry, so knew real trains far better than I did. And yet, instead of recreating the real world in miniature, he had turned his layout into a place to display souvenirs from his travels around the world and around the country. There were displayed on his layout some well known structures that could never possibly be in the same real world location. On one end of the layout he had the Alamo, and at the other sat the Eiffel tower. In between were other, equally out of place famous buildings of one kind or another. Now that was some railroad that could span the Atlantic. At the time, I smiled and said that was nice, but inside I was laughing at the foolishness of this. To my young adult mind, this man was no model railroader. And yet, as I have lived and learned, I have lcome to see that every train layout is beautiful. I now mean every word of that sentence.

I truly enjoy the fundamental act of creation that I am seeing expressed before me in the model railroads I am lucky enough to visit.. When my 85 year old grandmother asked me with startling, innocent childlike honesty, "What is it for?" when viewing my Penn Creek Valley for the first time I could not then answer her. I could answer her now. A model railroad is a wonderful expression of the deepest, inborn urge in humans, and that is the urge to create. A model railroad fills a space where once there was nothing, or sometimes just a mess of clutter in the basement. The modelers have grown this creation out of their minds first, and then out of their physical effort second. A thought held in mind became a creation in the physical world. As we model, or construct our layout, in our best moments we can get lost in the Zen of the creative act. It is in those moments that we all can get in touch with our inner genius, and with the modeling muse, if you will, in a special way. Time can stop, and a complete loss of self awareness happens as we work on our layouts. This state is one thing that makes life truly worth living, and gives us inspiration during the day to get home to our projects in the evening. You all know what I am talking about. At its best it keeps us awake at night planning.

But this act of creation is a miracle of human existence that we too often take for granted, which we thus fail to enjoy when we see the layouts of others. We often fail to appreciate the miracle of creativity that went into someone else's layout when we view it, because we are usually too busy judging it's perceived short comings. We are thus left blind to much of the pleasure in the hobby.

The sad thing is, no matter the appearance of the layouts I have visited, from the smallest, simple oval or switching module, to the largest, most complete, and complex ones, the owners always apologize for something about the layout. This is absolutely true, and if you think back, you can verify that you have either apologized yourself,

or witnessed it. The forthcoming apologies continue through much assurance on my part that I think their creation is beautiful. Where does this need to apologize come from?

Of course, in part this apology comes from our personal knowledge of things we have planned and not yet done, or details that did not end up as we thought they would. And that is understandable. This focus on the minor negatives though, can keep us from appreciating the beauty of what is good about our own work.

On a deeper, and more destructive level however, I believe it comes from the constant urge, that is also basic to humans, to pass judgement on those around us. And, criticism of others is almost always accompanied by self criticism. When we enter the realm of criticism instead of appreciation, no target gets missed including ourselves. Like the old adage, when you point a finger at someone, two fingers are pointing back.

It is an all too common reality that when we enter layouts created by our fellow model railroaders (whom we love by the way) there is a constant inner need to put down what we are seeing in their creation as "too" something, or "not enough" of something. . It is too big, or too small, or too simple, or too messy, or too green, or too brown. Or, not big enough, or not small enough, or not detailed enough, or not accurate enough, or not complete enough, or on and on.

I truly believe that until we can understand where that need comes from, and be conscious of what we are doing, we can never enjoy the wonderful layouts we are seeing, nor can we truly feel comfortable about our own beautiful creations. To prove that I am right about this, next time you go to a convention, ask someone who went on a layout tour to tell you about the layouts he visited. Nearly always the reply will be "So-and-so's layout was nice, "BUT"……And the BUT will be the start of the things they found wrong with the layout. It was too tall. It was too short. It was too crowded. It had too many buildings on it. It had too many trains on it. It didn't have enough trains on it. It had too many turnouts. It was scale. It was hi-rail. None of his cars were weathered. All of his cars were weathered. There were too many sidings. There were not enough sidings. ETC,ETC,ETC,ETC,ETC.

It is sad, but it is true. Our list of buts can completely negate the enjoyment of the experience. And, the saddest thing is this impulse can inhibit our ability to ever start our own layout. If all the layouts out there are so full of "BUTS", how can we ever build a good one? So why do we do this, and how can we change? Why do we condemn every example of creativity in a hobby we embrace and enjoy? No one likes to be judged, so why do we take on that right for ourselves?

This habit starts with the healthy practice of trying to refine our self concepts, and what we want to do with the hobby for ourselves. And there is nothing wrong with that. But this purposeful, healthy, constructive rejecting of ideas to form a clear concept of who we are breeds a bad habit of condemnation that is never halted until we realize the destructive nature of it. If, for example, we choose to go hi-rail for our layout, there will be the tendency from then on to justify this choice. This can, and

often includes the need to condemn scale wheels as "too" something, or "not enough" something. Scale is too hard to work with. Or scale wheels come off the track too much. Or they are too hard to find. Or, changing to scale wheels would not be authentic enough in the case of our collectible pieces. This is no small issue in the history of S scale. I have heard some very vitriolic condemnations of both scale and hi-rail over the years.

This habit is partly the result of not having complete confidence in the choices we make, so we have to reinforce the intelligence, or rightness of those choices by making everything else bad. So if I chose Hi-Rail for myself, and hold that as my model railroading identity, then in order to keep feeling good about that choice I have to make scale "bad" in my mind. The problem here is that this mind set forces us to live in our own world of condemnation. If we are condemning everything that is not us, the inner assumption is that others who are not us must be condemning our choices. The result is everything we do on our layouts is a source of worry that someone out there will point it out as not enough, or too much of something. This mental world absolutely diminishes the enjoyment in the hobby.

To make matters worse, the hobby press is full of authors writing as if their opinion is the "right" one. These well meaning authors are sharing their love of the hobby, but the unintended consequence at times is that of narrowing our minds, as we narrow our definition of what is right or good in the hobby. So we all end up looking for the holy grail of model railroad practice. With each personal choice we make in our hobby we create a more refined expression of who we are, which is in and of itself a good thing. But at the same time we create a larger and larger world of who we are not. And that need to condemn who or what we are not gets larger and larger.

So how do we break this habit, and thus open ourselves to enjoying our own, and other's modeling efforts more fully? It starts with realizing we do not have to condemn all the things we don't chose for ourselves. Give the other guy the right to chose his way. There in lies the freedom to enjoy your own choice. It is OK and healthy for two people to be different. Once we accept the other guy's choice as being truly legitimate, then we can relax with our own identity. What a boring world it would be if everyone were the same.

You do not have to condemn the other guy to justify your choice. Say that over and over if you need to. Bad habits are broken by the repetition of good ones. Once you take this attitude, you will be amazed at the increased pleasure you will gain from your own layout. You will no longer be worried what others will think about what you chose to do on your own layout, all because you quit condemning what others have done on their layouts. An enormous burden is lifted from your shoulders, and you are free to build your layout pretty much any way you want, with deeper satisfaction than before. Your work then becomes an expression of a deeper you, and not the fear of what others may say.

Don't be tempted to think I am over estimating, or exaggerating this effect. I have known some wonderful model railroaders with national reputation and exposure who lived in great fear that a visitor was going to question something on their layouts as "wrong" or poorly done. One of these fellows never did get scenery on his layout simply because his insecurities caused him to obsess over the detail of the track. And, his track was beautiful. This obsession was the result of fearing a visitor would see an error in his track. I know this is so because he in fact told me so. Don't take this statement the wrong way. There is nothing wrong with a layout without scenery, if fear is not the cause of this. If you don't care for scenery, that is just fine. But he always planned to scenic his layout. Sadly, he has left us now.

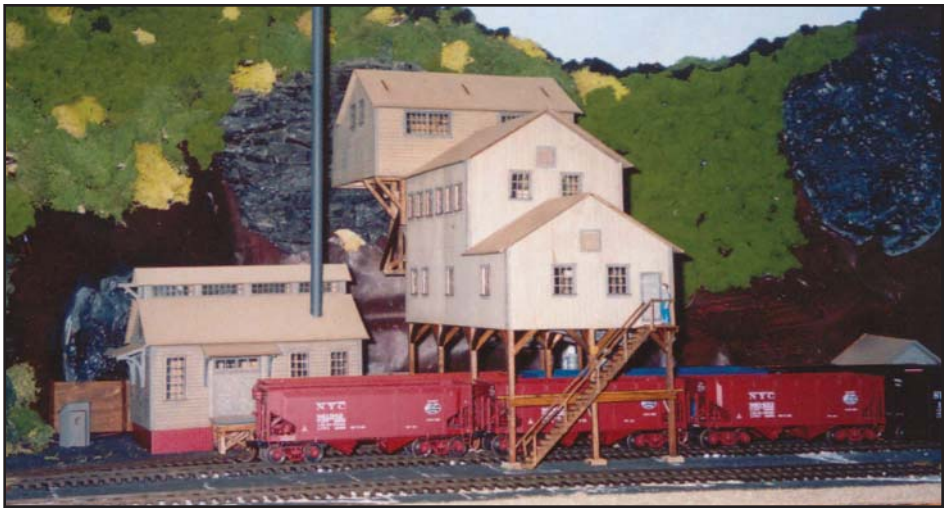
So let's say we manage to adopt the mental habit of acceptance of the modeling practices of other modelers. Acceptance is wonderful, and will bring greater joy to your hobby. But acceptance is not the ultimate hobby state of mind. The next, better step is to actually see those difference as beautiful. Celebrate the creativity expressed by each person in our hobby. If the layout builder chooses to put the Eiffel tower next to the Alamo on his layout try to see the joy this person takes in their creation.

These are not easy changes to make in the way we think about the hobby. These are ingrained habits. So what do you say when someone asks you about the layout tour you went on? Instead of describing what you didn't like, simply describe it, without any value judgements. That will feel funny to you at first. We are so used to using the judgement words, ("too" and "not enough" that we will not know for sure what to say. If that is not possible, actively look for what you do like, and then talk about only those things. Maybe we can make a habit of being non judgmental, and of being positive.

So lighten up. Accept your model creation, and the creation of others as the beautiful expression of human creativity that they are. Let's try to embrace every model railroad expression out there. You will be granting yourself and your fellow model railroaders a great gift. It is a gift that will be returned with a greater enjoyment this wonderful hobby on every level, and of a closer, tighter knit hobby community. I hope I haven't been too heavy in this column. My purpose is not to weigh you down, but to lighten your world by sharing something of value I have learned over the years that has increased my enjoyment of the hobby. All model railroads are beautiful. Sam Powell

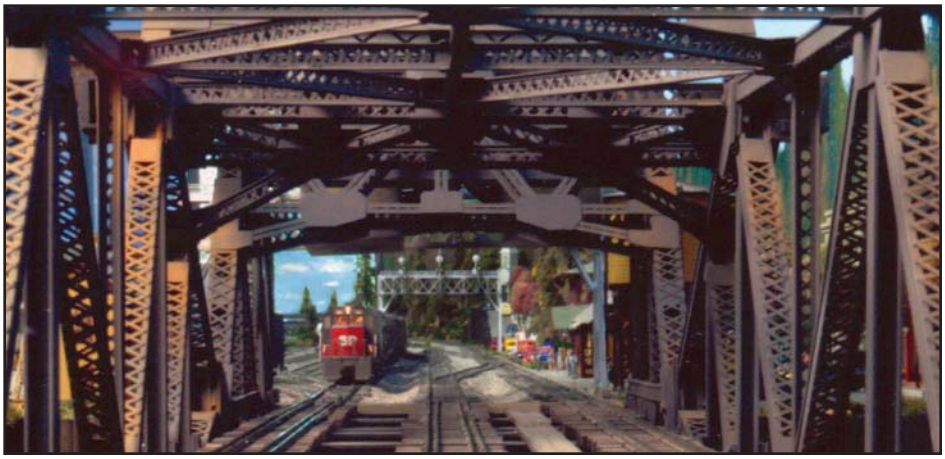
S-PIKES

Here are 4 photos of different "S" layouts that further illustrate Sam Powell's column.



A mostly complete BTS mine on Larry Morton's scale layout.
-Photo by Jeff Madden

David Avedesian's hi-rail layout features this large roundhouse and turntable.
-Photo by Jeff Madden



Here is a view through William Young's Scale Bascule bridge (Dec. Dispatch). Realism is paramount.
-Photo by William Young

This is a recreation of a Gilbert American Flyer layout called "Tom Thumb" built by Father Ed Hyland of Massachusetts. This illustrates the toy heritage of S scale.
-Photo by Jeff Madden

A Union Pacific freight heads in to St. Louis past the Kirkwood, MO, station on former Missouri Pacific tracks. This is a nice spot to photograph real trains. *Photos this page by Jeff Madden*

Yes, the St. Louis Zoo has a train too. It's a really nice zoo for the whole family.

The St. Louis MetroLink is fun to ride, inexpensive and can easily get you from the convention hotel to downtown St. Louis where you can visit the "Arch" or the Union Station mall.

Above is a photo taken of just a few of the extensive locomotive and rolling stock collection at the St. Louis Museum of Transport - a tour included with your registration at the NASG Annual Convention. Below - an eastbound Union Pacific freight is climbing out of the valley past Dupo Tower with downtown St. Louis in the background as it heads for the bridge over the Mississippi River to Illinois. ***Photos Jeff Madden***

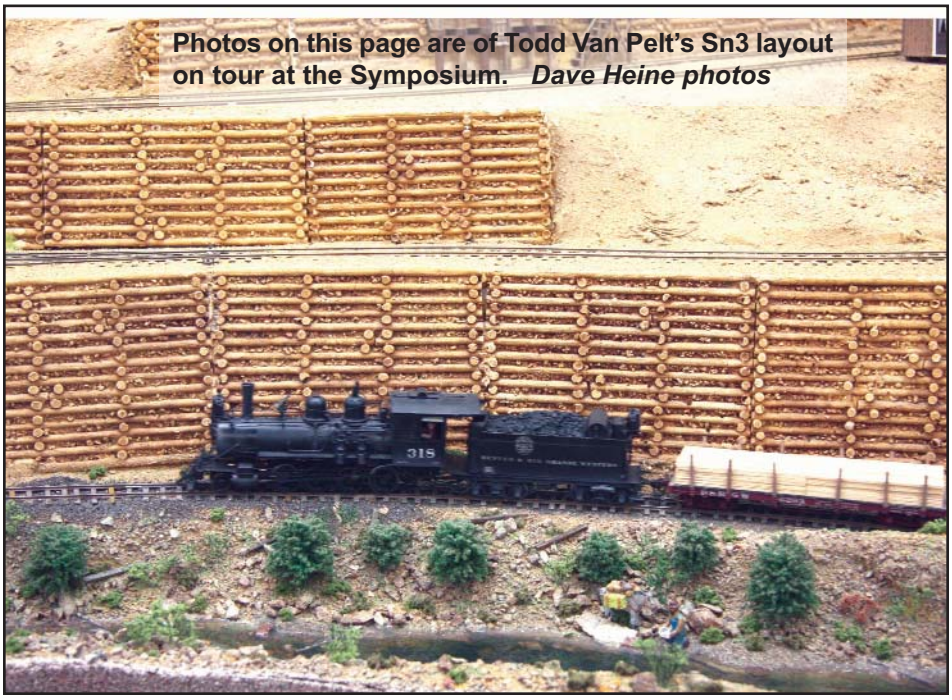
The Straight & Narrow

By David L. Heine

News and Reviews on the Narrow Gauge Front

24th Sn3 Symposium

The 24th Sn3 Symposium was held February 25 – 28, 2009 in Clearwater, Florida. Carla and I were able to attend as part of a winter vacation. The Symposium was held a little later in the month this year since it normally is held to include President's Day . In case you don't know, the Symposium started as a winter get-together of a few Sn3 modelers and has grown since then.



Photos on this page are of Todd Van Pelt's Sn3 layout on tour at the Symposium. ***Dave Heine photos***

Due to the current economy, attendance was down from the previous Symposium, but still about 100 modelers were present and all had a good time. As has been the case recently, not everyone in attendance models in Sn3. There were narrow gaugers who model in different scales and I also saw a few S standard gauge modelers.

The format is similar to the national narrow gauge convention. Evenings and mornings are for clinics and the manufacturer's room, while afternoons are open for do-it-yourself layout tours. There also is a model contest and Saturday evening had the awards/business meeting. Charlie Getz was a guest speaker on Saturday evening. In case you don't know, Charlie gives a humorous take on the National Narrow Gauge Convention each year, and while not an S scale modeler he was invited to the Symposium this year to give his take on the Symposium.

There were different twelve clinics on various topics, of which I managed to go to seven. On Wednesday evening, the first clinic was actually an introduction on "what to see". It was an overview of the clinic topics, the layouts on the tours, and other attractions in the area. I liked the idea of an introduction and helped me make up my mind on layout priorities.

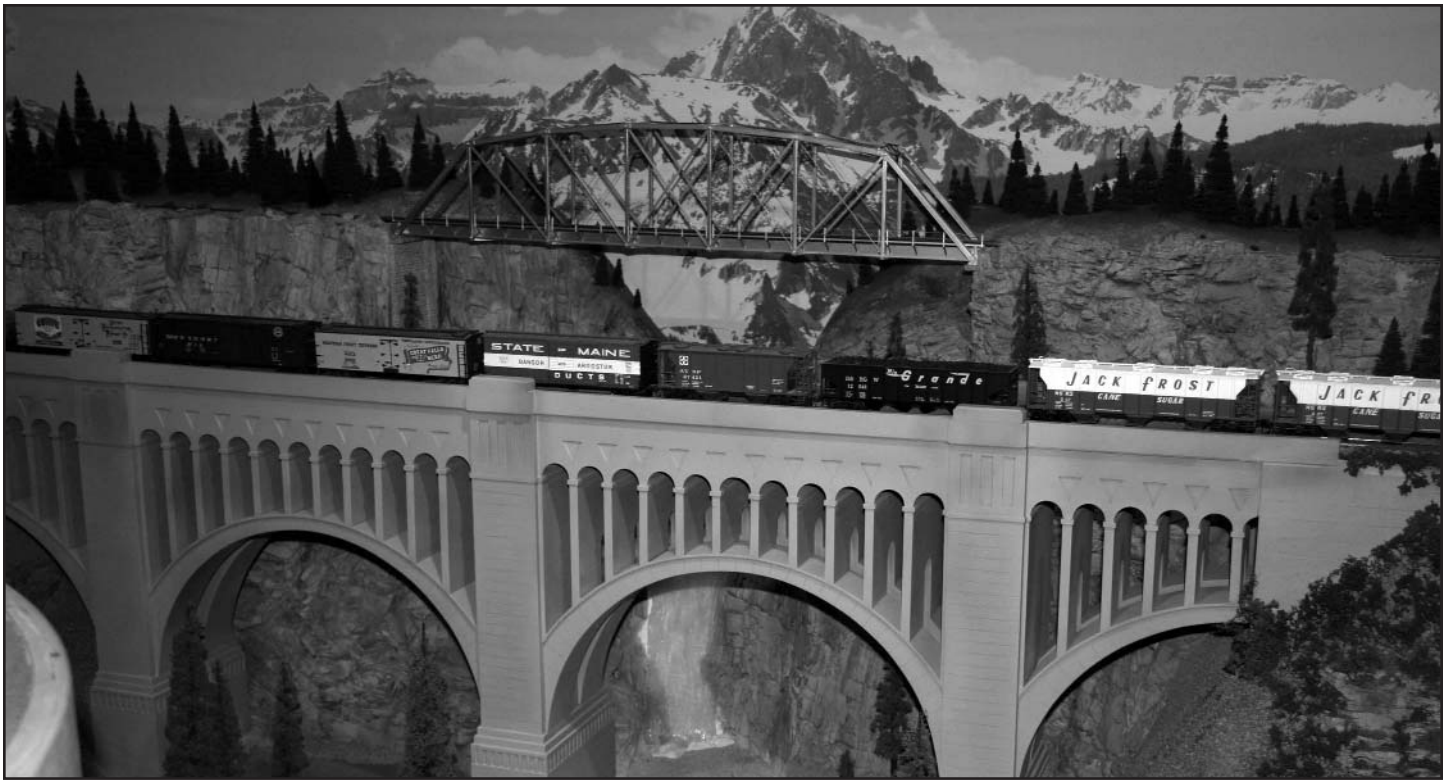
Jon Addison's Sn3 Silverton Central modular (sectional) layout was set up at the convention center just outside the manufacturer's room. Jon is an expert scenery builder, which shows on this layout. There were 16 layouts on tour and the convention committee was selective of what was included. I thought all the layouts I saw were worthwhile and there were no "Plywood Pacifics". They were all good layouts with at least major areas, if not completely, sceniced. Ted Van Pelt and Larry Cox had their Sn3 layouts open and Bob Spaulding had his S (scale) layout open. The remainders were HO, HOn3, On30 and G

The manufacturer's room was not as full as last year's Symposium, but vendors in attendance included P-B-L, Turner Models, Ragg's…to Riches, Heimburger Publishing, Mt. Albert Scale Lumber, Rio Grande Models, plus several smaller vendors and some people selling off some of their excess equipment. Banta Modelworks wasn't there in person but had a table full of kits using a representative.

The weather during the Symposium was great and was a nice break from the Pennsylvania winter. Now I know why so many retired people from my area spend this time of year in Florida. Next year the Symposium will be in Houston, Texas from February 24–27. See www.Sn3-2010 for more information. The 2011 Symposium will be in Pasadena, California. 2012 and beyond are not yet scheduled. If you appreciate good modeling and need a winter break consider attending.

These scenes are on the portable Silverton Central Sn3 layout that was a feature display at the Florida Sn3 2009 Symposium. Note how the facia boards are notched out to feature the scenery contour rather than being straight .

Photos by Dave Heine



Even standard gauge S got in on the act at the Symposium as demonstrated by this photo of Bob Spaulding's layout. ***Photo by Dave Heine***

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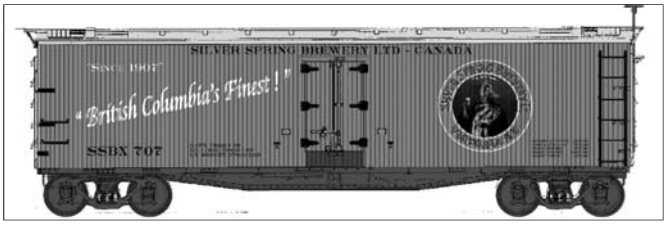

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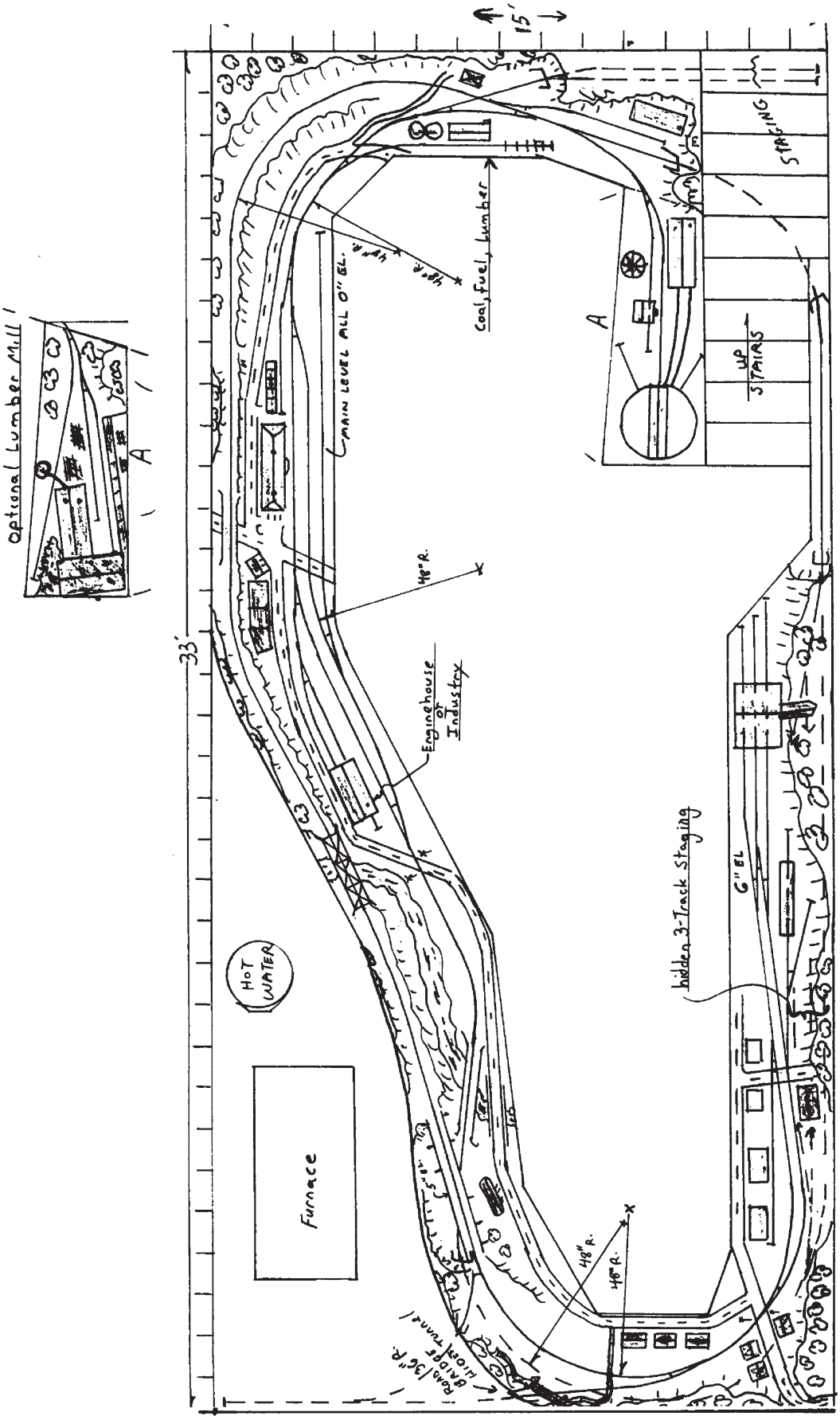
S TRACK PLANNING PART VII

By Jeff Madden

The Delaware & Western



No, this isn't Frank Titman's famous S hi-rail layout of the 1960s. Instead, this is another S layout I redid from one with that name built by an O scaler named Frank Smith of New Jersey in the 1930s. If you look back at the June 2005 *Dispatch* you'll see this layout shown in its original form.

The original design is strictly basic, so I upgraded it to make a more useful layout out of it. My redesign keeps the simplicity of the original one, but makes it become more operationally friendly.

It's basically a level mainline loop with a dead-end branchline going up to a second level. A wye is used to turn locomotives using the branch. A peekaboo in the backdrop or a well-placed mirror can be used to view the hidden turnout.

The branchline locomotives utilize the turntable and servicing facilities on the little shelf by the stairs. If diesels are used, the engine facilties could be turned into a lumber mill to add industry. Then the structure at the main town could be used for the enginehouse.

The mainline would have through hidden staging tracks under the mine area. The stub end staging tracks under the stairs could be used to store cars coming off the branch.

At 15' x 33' this layout would fit many basements and be simple enough to build and operate as a home layout.

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"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Dave Pool

The **Bristol S Gaugers (BSG)** met at the home of Chet Brown for their January meeting. The club held their annual holiday party on Dec. 14, and was hosted by Michael, Deane, and Matthew Greene The **BSG** also attended and operated a layout at the Railroad Hobby Show sponsored by the Amherst Railway Society on Jan. 24/25, 2009 at the Eastern States Exposition. The club set up and operated one of their modular layouts at the First Annual Westside Model Train Show held on Saturday, Feb. 28, at the West Springfield Middle School, West Springfield, MA. The club set up and operated their layout at the Greenberg Train & Toy Show, on March 28/29, in Wilmington, MA.

The **Connecticut S Gaugers (CSG)** met at the home of Bob Davis for their Dec. meeting in Old Lyme, CT. on Dec. 6, 2008 The host has a large detailed and sceniced layout with the ability to operate long trains. Bill Fuhrman is club President, Steve Kutash, V.P.; Craig O'Connell Sect'y/Editor; and your column editor is Treasurer of the club. The club is purchasing club hats and shirts (both with and without pockets) that have the name of the club on them. Steve Kutash and Bob Comstock are coordinating the ordering of the shirts. The next meeting of the club members is scheduled to be hosted by Stan Stokrocki, in June, in Poughkeepsie, N.Y. There may be a meeting in May, but the club is looking for members to host the meetings, normally held in members homes. Bob Comstock hosted the February meeting at his home in Madison, CT . Bob has expanded and upgraded his hi-rail layout since moving several years ago. The present layout includes many custom built model buildings (built by Bob) and a collection of Tootsie Toy vehicles along with an automatic operated crossing gate.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of Frank Grano, on February 21. Club member Steve Allen demonstrated some Ribband brand material that he uses for curtains in model buildings. The material was purchased at a local Michael's Art & Craft store. Frank Grano has edited the club newsletter, and Dave Plourde, founder of the club, is taking back over the editing and distribution of the newsletter. Club members are planning to meet at the Steaming Tender Restaurant for their meeting in June, and to have lunch. Jim Richardson hosted the club members for their meeting on March 21. The club is planning on a joint meeting or event with the BSG club members in July, 2009.

The *Canadian S Scale Quarterly (CSSQ)* is the official publication of the **Canadian S modelers.** The most recent issue had photos of a 2-10-4 steam loco with the caption "the above model is S scale, but we don't have any information on it". The photo of the model has what appears to be the prototype on a turntable in another photo on the same page. Helen Hicks edited the most recent issue of the *Quarterly.* All submissions to the newsletter should be sent to Alex Binkley, in Ottawa, ON. Canada. S Scale Workshop member Pete Moffett is recovering at home from a freak accident that occurred in mid-October, 2008. Pete was on a motorcycle tour with three other companions, in Vermont when a passing log truck trailer tipped over and spewed its load of logs at the group. Pete was the most severly injured of the people on the tour. He is an NMRA Master Modeler and had plenty of visitors enquiring about his condition at a recent train show in Toronto, where **CSSQ** members were in attendance.The recent issue of the newsletter included an article by Barry Silverthorn on the Middleton & Sons Warehouse and Transfer model kit by Grand River Models.. Denis Fortier authored an article on RR speeders, and his operation of one on Train Simulator software on his computer that was included in the recent Quarterly.

The **Western N.Y. S scale Association (WNYSSA)** has been having work sessions on Wednesday evenings at the home of Paul Wachowicz getting their 4 ft. x 8 ft. layout ready for displays at shows and other events. The newsletter is being distributed by e-mail, as a cost savings to the membership The club renewed their NASG booster ad, which appeared in the recently published directory issue. The new layout was set up and displayed at the TTOS Train Show held on Jan. 24/25 at the Leonard Post in Cheektowaga, N.Y. The club met at the Danny's South restaurant in Orchard Park, N.Y. for their February meeting. The WNYSSA set up and operated a layout at the GSME Train Show on March 29, 2009 at the Batavia Downs,Batavia, N.Y. with the Rochester Area S Gaugers. Both clubs brought modules and operated trains at the event.

The **Rochester Area S Gaugers Club (RASG)** has a web site managed by member Bill Johnson, and it is used to display photos of recent events that the club has planned and attended. The club set up and helped display a layout at the GSME Train Show, held on March 29, at the Batavia Downs, Batavia, N.Y. The club did the set up jointly with the WNYSSA club members, and those attending brought trains and operated them at the show. The club website includes a scrapbook and schedule of events page.

The *Waybill* is the official newsletter publication of the **South Jersey S Gaugers (SJSG)** and the club meets on a regular basis on the first Friday of the month, at the Stratford, N.J. Senior Center. Play Trains events are held by the club at a member's home to operate a layout or to visit a model RR event or place, without any club business meeting taking place. Officers of the club are: Hank Worrell, Pres.;Greg Berndtson, V.P.; Steve Politowski, Sec'ty.; Joe Balcer, Treasurer; and Jim Oliver, Assistant Treasurer. Mike McConnell edits the club newsletter. The club is to be commended on their use of standing committees that are responsible for various activities and duties of the club operations. They have a Layout Committee, History Committee, Clinic Committee, Trip Committee, all that perform various duties of the club activities. This organizational setup allows (or makes operational) various members to participate in the events of the club. One person is not responsible for planning, organizing and over-seeing the club activities.

The **SJSG** club meetings typically have clinics related to the construction and maintenance of S scale trains, or other top-

ics of interest to the members. Don McGinnis gave a clinic on weathering rolling stock at a recent club meeting. Another recent clinic was on scenery. Club member Tom Williams gave a clinic on control panel orientation, and club president Hank Worrell gave one on the repair of AF smoke units.

The **SJSG** supported the request of the NASG to set up and operate their layout at the World's Greatest Hobby Show, held on Jan. 3-4, 2009 at the Greater Phila. Expo Center, Oaks, PA. The club also planned to set up and display their layout at the train show held on June 2-/21, 2009 in Tuckahoe, N.J. at the Upper Twp. Community Center. A recent issue of the newsletter had an article on the construction of a bridge car, as edited by John Aaron. The car consists of a bridge beam or turntable beam that might be transported by a RR using two trucks, one at each end of the beam being carried. The model could be fabricated using Evergreen brand plastic I-beam material or other from a scrap box. The article included several photos of a prototype car with a large beam on it.

The **North Penn S Gaugers (NPSG)** held their February meeting at the home of Barry Simpson and were hosted by Ben Serzos on March 21 for their meeting. The club members discussed the purchase of an S gauge train set that could be given away at train shows where the club set up and operated a layout. Club member Ray Nase suggested that the club could do a fund raiser for the Haycock Camping Ministries, who lost their barn to a fire recently. The club was considering a two day train show at the Heritage Restaurant or the Boys and Girls Club, in Souderton, PA. Club member Joe Bolsar distributes information about the club and meeting minutes for publicity about the club activities. The club set up their layout at the Gilbertsville Firehouse Train Shopw, on March 15, and plan to display their layout at the April 3-5 train exhibit at the Lower Providence Library, Lower Providence, PA. Ray Nase will coordinate the bringing and returning of the layout to the point of the exhibition. The club held election of officers for the new year, and the following have agree to serve: Alex Larkin,President; Roger Gerhart, V.P.; Norm Lepping,Secretary; and Barry Simpson, Treasurer. Roger Gerhart located a source for RR theme lapel pins, and the club members are considering purchase of same to use at train shows and other events where the members could signify their status as club members.

The **Neshaminy Valley AF Club (NVAFC)** held their December meeting at the home of Mike Ramsey. Mike coordinates the club activities and distributes the club newsletter via e-mail. Susan and Jim Duffy held the meeting at their home on January 9. Club members made their annual trip to the Lancaster, PA. area on Dec. 27, 2008. Members and Spouses went on the trip, that included the Penn. RR Museum, and other RR related attractions in the area, including the Choo-Choo Barn, with a meal at the Shady Maple and Bird-in-Hand restaurants.

The **Susquehanna S Gaugers (SSG)** were considering a visit to the private layout of Bob Weaver, of Weaver's Model Trains Company. Dick Purnell was to coordinate the visit scheduled for January 18, 2009. Jim Ingram demonstrated the use of magnetic block controls to operate multiple trains and engines on the same loop of track at a recent meeting of the club members. Jim is interested in the control of more than one train on a layout without the use of exotic DCC or other recent control systems. Dave VanGilder issues publicity info on the club and their activities. Dave conducted a business meeting including the club members at the Nov. meeting.

The **Pittsburgh S Gaugers (PSG)** held a Coffee and Trains get together at Kings Restaurant, in Harmerville, PA. on Jan.. 12, 2009. These meetings are well attended and are separate from the regular meetings of the club, held in members' homes. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The January club meeting was held at the facilities of Kennedy First Alliance church, near McKees Rocks, PA. (the church of Jonathon Knox). The club met at the same location on Feb. 28. At a recent club meeting it was discussed whether there should be a formal presentation at the regular meetings, and the members present decided to not have any formal presentation, but such could be used if the show and tell and discussion topics became exhausted. The club has found a good location for meeting locations are church social halls or fire dept. halls. A member of the club can host the meeting and coordinate the availability of the hall. The club members discussed possible programs for their meetings, and a lot of very good ideas were presented at one of the recent meetings. These included having a white elephant sale where members could sell their unwanted train-related items, and a clinic on assembly of a wood laser kit, where the club would provide, and members participating would purchase a small building to practice on as part of the clinic. The club attended and set up an operating layout at the Greenberg Train Show held on February 7/8, 2009 at the Laurel Highlands Event Center, near Westmoreland Mall, Greensburg, PA. Jon Knox and Roger Schneider coordinated the club's attendance and operations at the show. The club set up a layout at the Mid Mon Valley RR Club Train Show on Feb. 22, 2009. The club has two operating layouts, including a hi-rail layout and a modular layout, both of which can be used to display trains at shows and events. The club members are planning to upgrade and maintain both layouts by changing scenery items and upgrading the electronics. The **PSG** was invited to bring and display a layout at the NMRA Jamboree to be held at the Robert Morris University, on Saturday, March 21 The club members are planned to attend the Great Scale Model Train Show and All-American Hi-Rail & Collectors Train Shows in Timonium, MD. on April 4 & 5.

The **Baltimore Area AF Club (BAAFC)** club members met at the Marley Station Mall in Glen Burnie, Maryland for their meeting on Feb. 14. Paul and Russ Love hosted the club members at the Mall where they built and operate a train display layout. The club celebrated its 15th anniversary in 2007, being first formed in 1992. The club set up and operated a layout at the TTOS Train Show, on March 15, in Earleigh Heights, MD. The club also planned to setup and operate a layout at the Great Scale Model Train Show, Timonium, Md.. on April 4 & 5. Ron Kolb edits the club newsletter, and coordinates the club activities. A recent issue of the club newsletter included an article by Monte Hepp on "American Flyer Switch Tune Up" A recent club newsletter issue contained an article by David Avedesian on "How to Design a Helix for Your Operating Layout" The construction articles are included in the newsletters as a separate page, punched for easy saving in a three ring binder. The club members

have decided to have train repair sessions at their meetings to make repairs on train equipment, and teach the members how to perform certain train repair techniques. The club does civic events with their layout which is commendable and recently set up a layout at the Children's Hospital in Bethesda, MD and Johns Hopkins Hospital in Baltimore, MD. These events are well received by the hospital personnel and patients, their parents and visitors to the hospital. The club planned to meet at the home of David and Sam Blu, in Baltimore, MD. on April 18. Tony Molinaro hosted the club members for their meeting at his home in York, PA. on March 21, 2009.

The **Atlantic Coast S Gaugers (Carolinas Div.):** Good news from the **ACSG** is the formation of the Piedmont Division. This club encompasses an area from Charlotte, N.C. to Anderson, S.C. along I-85 and from Asheville, N.C. to Columbia, S.C. along I-26. The members will continue to support and operate modules. They want to evolve into a club that will meet at members homes to further interest in S gauge model railroading. Bill Ware and Gene Sankowski are coordinating formation of the new club. David Bulkin supplied information on the club. There are fifteen members of the new club and module ownership is not a requirement for membership.

The **Trinity Express S Scalers (TESS)** is a Dallas/Ft. Worth Texas area club that regularly meets on the second Monday of the month at the Tupinaba Mexican Restaurant, Dallas, TX. Ted Weiler is trhe unofficial secretary of the group. The club has in the past shown a layout at two shows in the area where they meet. They planned to set up and operate a layout at the Fort Worth Convention Center, on Dec. 13-14, in Hall A. The club has a large modular layout measuring approx. 38 ft. x 24 ft. The club also displayed a layout at the train show held on New Years day at the Plano Center, Plano, TX. Prospective members are welcomed by the club members, and Ted Weiler should be contacted at: <flier61@sbcglobal.net

The **Chicagoland Area S Gaugers (CASG)** was founded in 1970, and incorporated in 2008. Past meetings of the club have been held at the St. Paul Lutheran School, Melrose Park, IL. The club recently set up and operated one of their layouts at the Fox Valley Division of the NMRA Train Show, held on Feb. 27 to March 1, in Palatine, IL The **CASG** members have been working on their modules, and have wiring done so that they can operate trains using standard AC, DC, DCC, Trainmaster Command Control, and Locomatic control by switching power supplies. Joel Lebovitz has been coordinating improvements on the club modules. The club held a meeting at the American Legion Room of the Hinsdale Village Hall, Hinsdale, IL. on February 20. The March 20 club meeting was held at the Hinsdale Village Hall, Hinsdale, IL., the new location of the club meetings. The club is looking for an alternate location for their meetings. The members participated in the Great Midwest Train Show, held on March 8, in Wheaton, IL. and the All-American RR Show sponsored by the DuPage Division of the NMRA on March 27-28, 2009. Joel Weber is scheduled to host the club members for a meeting at his home on April 17, in Napierville, IL. The club is seeking to fill the position of club secretary. Club member Joel Lebovitz has volunteered to serve as the program committee chairman for the club meeting programs. The club is planning for the Fall S Fest to be hosted and run by the club in 2010. Committees are being formulated and members solicited to serve on them to make the event a success.

The **Cuyahoga Valley S Gaugers (CVSG)** are hosting the 2009 Spring S Spree, on April 30-May 2 . The event will be at the Holiday Inn Select, Strongville, OH. The event will be a great place to meet others interested in our favorite trains, and is scheduled to include a buffet dinner, auction, clinics, a picnic and other favorite activities There will be operating layouts and trading tables for attendees to enjoy. Club member Gene Rominski is handling the reservations and sale of the Spree S car, which will be a Sherwin Williams covered hopper car, made by S Helper Service. The Spree car has special decoration made with the approval of the Sherwin Williams Paint Company.

The **Miami Valley S Gaugers (MVSG)** set up and operated their layout at the Great Train Expo, Hara Arena, Dayton, OH. on March 21-22, 2009 Recent elections resulted in the following officers of the club: John Clifford, Pres.; Dennis White, Treasurer; Tony Garza, Corres. Sect'y.; and Mike Mitter, Board Member. Tony Garza faithfully distributes the club minutes of club meetings and events. The Feb. 21, 2009 meeting of the club had a clinic on tree making by Dave Decker. Dave demonstrated the use of a Noch Static Grass applicator, and techniques for using regular ground grass cover for the trees. Members of the club have been attending work sessions at the home of Larry Beam to work on their modules. Tom & Ila Hartrum hosted the club for the meeting and refreshments were served. The club is seeking members houses for the forthcoming meetings in 2009. The club is planning to set up and display their layout at the Miami Valley Rail Festival, Carillon Park, in June,2009, as well as at a nursing home in Eaton, OH. on May16/17, 2009.

The **Hoosier S Gaugers (HSG)** recently issued their first issue of their quarterly newsletter. It was distributed via e-mail with a colorful heading with the motto: "Promoting the NASG and all aspects of S scale in Indiana". On October 10th the HSG will sponsor the Annual Indianapolis S Show next October 10 in the Indianapolis area. The club is planning for this event. Member Jerry Schnur held an open house at his house on Jan. 17. The HSG took a small layout to the Central Indiana NMRA meet at Noblesville on Jan. 25.

The **Stateline S Gaugers (SLSG)** has a newsletter ably edited by Vera Flood, and the various issues provide interesting facts about railroads and the club activities. The newsletter includes listings of RR and model RR events that might be of interest to the club members. **SLSG** club officers include: Jim Larson, President; George Sorensen, V.P.; Vera Flood, Secretary; Dave Pippitt, Treasurer; and Dave Oberholtzer, ,Jon Sevall, & Dave Wilma, Board of Trustees members. The club is planning for the **2009 Fall S-Fest** which they are scheduled to host. A committee was formed which would have the responsibility of the event and have the club president as an ex-officio member. Doug Allen has agreed to be chairman of the event, and was included in the seven members who will form the committee to plan and organize the event. The club is looking for a place to set up and work on their modular layout, and they are actively seeking new club members. A mailing was made to all

known S gaugers in the area where the club holds events and meetings. No replies were received from any possible members. David Wilma suggested that brochures be placed in the local libraries to solicit possible new members. The annual Christmas party of the club was held on Dec. 20, at the Firefly Restaurant, Loves Park, IL. The club attended the Midway Village Train Show, on Nov. 1 & 2, 2008 in Rockford, IL. Roger and Vera Flood brought a 4 ft. x 8 ft. layout and Phil Howe displayed some AF All Aboard panels. Club members were present to help with the layout set up and operations The February 15 club meeting was held at the Conover Square, downtown Oregon, IL. Gary Cychosz was the host for the meeting, and members could bring trains to operate as there were provisions to operate S, N, HO, O and G gauge trains. Roger and Vera Flood hosted the club members for their March meeting. Rob & Barb Disse were scheduled to host the April meeting of the club and Dick and Bernie Bird were scheduled for the May,2009 meeting hosts.

The **Southeastern Michigan S Gaugers (SMSG)** are planning for the 2010 Spring S Spree, to be organized and sponsored by them on April 30/May 1, 2010. The event will be held in the Dearborn Community & Performing Arts Center., near the Amtrak station in Dearborn, MI. Flyers have been printed and the organization of the event is underway. It'll be the first S Spree for the group after joining the three Ohio clubs in the rotation.

The **Northern Ohio S Scalers (NOSS)** held their February 22 meeting at the home of Wayne Tomsic, in Broadview Heights, OH.. Jack Sudimak coordinates the club activity, and John Henning ably edits and distributes the club newsletter issues. The club just celebrated their tenth anniversary, with the first meeting held on Dec. 26, 1998. At a recent meeting the club had a special decorated one layer cake commemorating their anniversary. Gary Ippolito wrote an article published in a recent issue of the club newsletter that explained about the growth and changes in the club activities over the past ten years. The club recently welcomed two new members, Wayne Tomsic, and John Madoni both of Uhrichsville, OH. John Henning is planning to distribute the club newsletter via e-mail to save costs of postage. On Feb. 19, the club members were invited to visit the layout of Harold Taylor. The layout is HO and groups can operate local trains, switching various industries on the layout. There is an operating coal tipple, to load and to dump hopper cars. A second operating dump on the layout is used to dump ore cars containing gypsum.

The **Badgerland S Gaugers (BSG)** held a swap meet at the Knights of Columbus Hall, Greenfield, WI..on Dec. 28,2008. The first meet for the new year was on Jan. 25, 2009. New officers elected recently include: Steve Lunde, President; Richard Wade, V.P.; Jeffrey Young, Treasurer; and Ron Schlicht, Sec't'y./Editor of the club newsletter. Directors of the club include: Dick Kloes, Ray Puls, and Trumann Garrett. Ron Schlicht ably coordinates the club meetings, and edits the club newsletters. A recent listing of the membership of the club included 74 members. Jm Starosta held the October,2008 club meeting at his home in Greenfield, WI on the 26 day of the month. Jeffrey Young hosted the club meeting in December in Menomonee Falls, WI. Election of officers and Directors was held at that meeting. Ron Schlicht coordinates the meeting schedule for the club meetings generally held at the members homes.

The **AF S Gaugers of the St. Louis Area (AFSGSLA)** held their March 20 meeting at the home of Rita and Moe Berk, in Westport, MO. Moe coordinates the club events and Gary Mueller edits the club newsletters. The **AFSGSLA** is scheduledto meet at the St. Peters , MO home of Dee and Bob Muhling, on April 17. The club recently established an e-mail address, at: afsgsla@sbcglobal.net. Club member Lloyd Taffee and his wife Norma celebrated their 50th wedding anniversary this past summer. Lloyd is a long term member of the **AFSGSLA.** Club member David Stevens has agreed to coordinate the club meeting locations and times, to help reduce the work load of Gary Mueller and Moe Berk Jo and Mark Hieger have invited the club members to their Lincoln County (near Troy, MO) home for a club picnic on Saturday, May 2. Planned is a fun afternoon of trains, friendship, and a picnic luncheon. . The club displayed both their sectional layout and the double helix layout at the Great Train Expo Train Show on February 7-8, in St. Charles, MO. On Feb. 14, the club displayed their sectional layout at the train show in Dupo, Ill. Barry Dolan coordinated both the club layout set ups. The club members and friends attended a Service of Praise and Thanks to God for the life of Nancy Glass, who was the wife of club member Martin Glass and died on Jan. 2, 2009. The club members offered support, condolences, and sympathy to the family of Laura Yvonne Riggin, Laura was the wife of club member Gary Brandenburger who conducted a memorial service on Feb. 14, 2009.

The **Inland Empire S Gaugers Assoc. of the Pacific Northwest (IESGAPN)** is celebrating their 40th anniversary this year and will have an S gauge tank car made by American Models. Bob Bowen is coordinating the design and ordering of the car. Bob hosted the club members for their Nov. meeting in St Maries, ID. on the 8th of the month. Jon Kettner ably edits the club newsletter, and coordinates the club activities. The club had a meeting/banquet on March 14, at Conleys Place restaurant, Spokane, WA.. In past years, weather has been a factor on the attendance and the banquet was moved to March to insure good attendance at the event. Attendance is good at the banquets. Tom Brooke will host the club on April 11 for their monthly meeting in Spokane, WA. The club set up their layout at the Model Railroad Train Show held on Feb. 15 at the Student Activities Bldg. of Spokane Community College. The show was sponsored by the River City Modelers, and the **IESGAPN** club held a meeting at the show. The club was planning to attend the Railroad Show and Swap meet held on March 22 at the Beasley Performing Arts Center of Washington State University, Pullman, WA. The event was sponsored by the Palouse Empire Rail Society, and was a one day show. Doug Sassman is scheduled to hold the May meeting of the club at his home in Chewelah,WA. Ray Pearson is scheduled for the June meeting on the 13th of the month, and Jess Bennett will host the club on July 11 for their monthly meeting. Jess has a fabulous S scale layout with western scenery and large radius curves to accommodate the large steam locos that Jess likes to operate. The layout has been featured in several model train magazines, and Jess has custom built most of the locomotives that he operates on the layout.

The February. meeting of the **Southern Calif. S Gaugers (SCSG)** was held at the home of Gene Capron. Thirteen members attended the meeting, and Gene has built a mountain on his layout since the last meeting that he has held at his home. The host had trains running on his layout, which has detailed scenery. Gene had promised to take one of the club's corner modules and put scenery on what was a barren module. Gene did an outstanding job on the scenery, according to the club newsletter. The entire module is a carnival scene with moving rides, lighted scenes, etc. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via e-mail.. The club is in the process of designing standards for their modules and constructing same. Module sections will be made by those members so inclined, and a special meeting will be scheduled for module construction.

The club won it's first award, a first place blue ribbon and a box of candy for the best depiction of the Halloween Theme among the eight layouts at the Oct. 25-26 train show as sponsored by the Inland Terminal Railroad. The club was considering train shows that will be held in 2009, at which the club might attend and display a layout. Nick Mescher was commissioned to investigate such shows. Jeff Smith held the March 14 club meeting at his home. The club was hoping to set up and operate their layout at the Great Train Expo., Costa Mesa, CA. in March. The club has ordered curtains for the modules and corners to dress up their displays at shows. The club is planning for the S Fest West, 2010 to be held on May 1, 2010. A deposit has been made to the Embassy Suites in Monrovia, CA. to reserve space for the event. Dennis Bagby is coordinating the reservation.

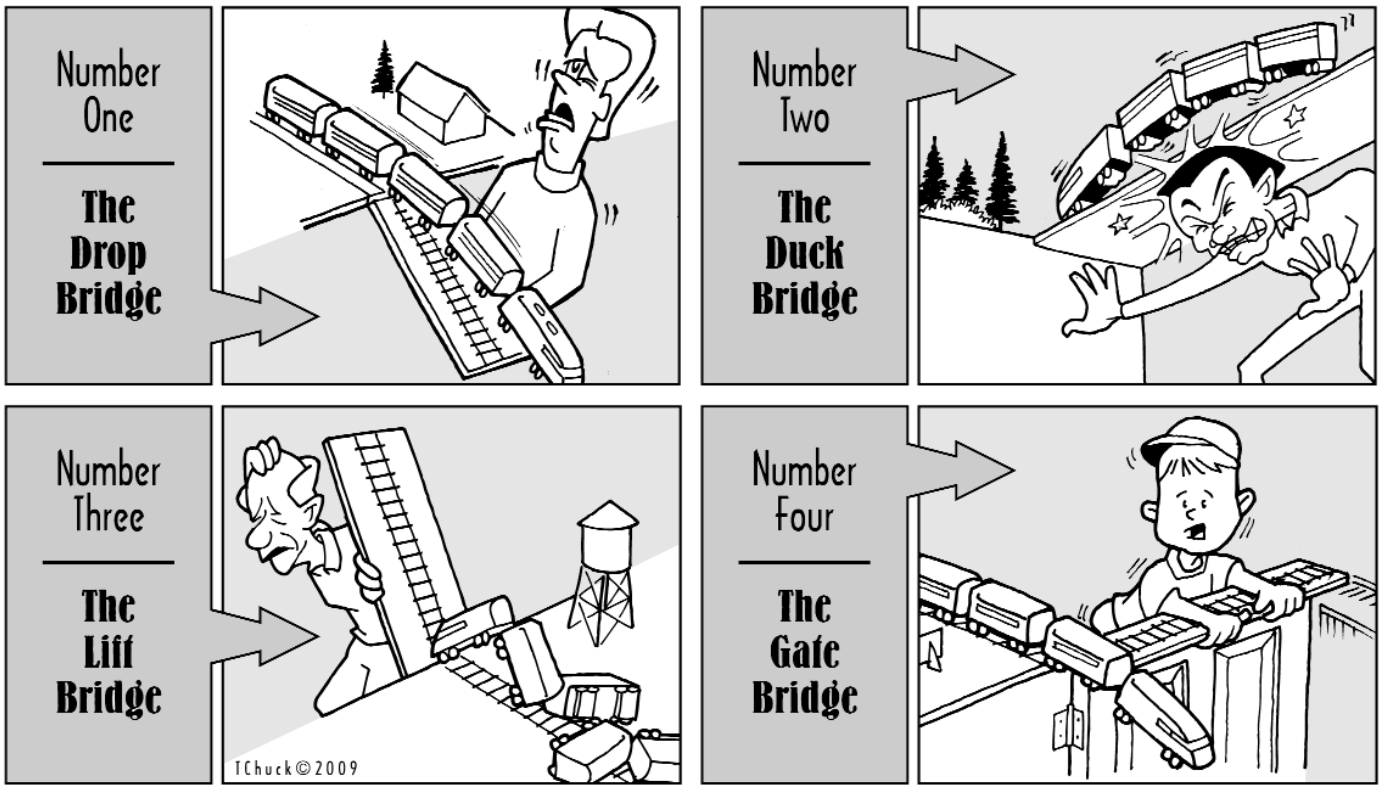
The **Sacramento Valley AF Club (SVAFC)** is organizing the Flyer Fest West to be held on May 1-3, 2009. The event will take place at the SES Hall, Elk-Grove, CA with several optional hotel locations available to those attending the event. Don Rosa is coordinating the registration for the event. There ill be a Friday night reception, self-guiled layout tours, BBQ beef & chicken dinner, and an event S car which is a Lionel-Flyer Western Pacific stock car. On Saturday there will be a trading hall, clinics, train races, and the BBQ beef and chicken dinner. L. Andrew Jugle will be the guest speaker at the dinner with the topic:"100 Years of Gilbert".

The **Bay Area S Scalers (BASS)** held a meeting at the home of Bill Roberts on March 21, in San Francisco, CA. The February meeting was held at the home of John Rolston, in Sonoma, CA. Eleven members attended and enjoyed the operation of two SWM cabforward locos around the host's layout under DCC control;. The host gave a clinic on the installation of sound chips and speaker installation. The club set up a display layout at the O Scale West +S Train Show on Jan. 29-31, 2009 held at the Hyatt Regency Hotel, Santa Clara, CA. Graham Henry coordinated the club attendance and layout set up at the event. The club will not be setting up a layout at the Dunsmuir RR Days celebration next summer. Graham Henry ably edits the club newsletter, called the Bass Waybill . The club welcomed three new members recently including: Roger & Jami Molton, and Howard Jurgensen Lee Johnson coordinates the club meetings and events.

Your club column editor wishes to thank those club members and clubs that submit information on the activities and events that you organize and attend. Please submit information and newsletters for the column to David Pool, 11 Bittersweet Trail, Wilton, CT.,06897-3902 or e-mail at: ndpool@juno.com.

Trackside Pitfalls

by Jeff Madden



EXTRA BOARD

NEW CLUB DOWN UNDER
There is a new model railway club in Australia based in Albury/Wodonga on the New South Wales/Victorian border about 3-1/2 hours drive north of Melbourne. It is called **The Murray Railway Modellers Inc.** (The Murray River forms the border between the two states). Our website is www.murrayrailwaymodellers.com There are even two S gaugers in the club, myself (AF, etc.) and a bloke who models Sn3 New Zealand Railways. Our first show as a group is on the first weekend in May.
- John Harvey

S IN NON-S PUBLICATIONS
- March 2009 *Scale Rails* – Yes, our own Dick Karnes has cracked the pages of Scale Rails published by the NMRA with a nice 6-page article on catenary construction. There are several photos of Dick's S scale Westchester Railroad.
- May 2009 *Model Railroader* – Nothing really S, however, I think the layout plan designed for a garage has real possibilites for an s design even though drawn in HO.
- May 2009 *CTT* – article by Roger Carp on Dave Baule's AF hi-rail layout. Dave lives in the Milwaukee area and is the executive producer of the Public Television series Tracks Ahead. He is a member of the Badgerland S Gaugers.

TONY KOESTER'S APRIL FOOLS
In the April *Model Railroade*r column *Trains of Thought* by Tony Koester, he eluded that he was switching from HO scale to O 3-rail and abandoning his large under-construction Nickel Plate HO railroad. I almost fell for it, then I thought – hey, he's only in the construction phase and it was the April column. I read the column again and noted the April Fools reference in the last line. You know, it would have been more convincing if he stated that because of eyesight and the physical challenges of a building a huge layout at an older age he had teased us with mentioning S scale instead. Actually, when Tony gave a clinic at our NASG 2001 convention in Scranton, he did mention how he liked the size of S, and that if he was starting over….I know for a fact though of several who actually did switch from HO to O 3-rail mainly because of the simplicity, sound, heft, etc.
- Jeff

S-TIPS

WEIGHTING CARS
Adding weight to models has always been controversial. There doesn;t seem to be any consesnsu. I myself add weight to PRS (Des Plaines Hobbies) cars. I use pennies, ten of which weigh about one ounce. Examples:
40' boxcar: 6 oz. NMRA optimum; 3.15 oz. car alone - add 34 pennies.
50' boxcar: 7 oz. NMRA optimum; 4.65 oz. car alone - add 27 pennies.
Reefer: 6 oz. NMRA optimum; 4.1 oz. car alone - add 21 pennies.

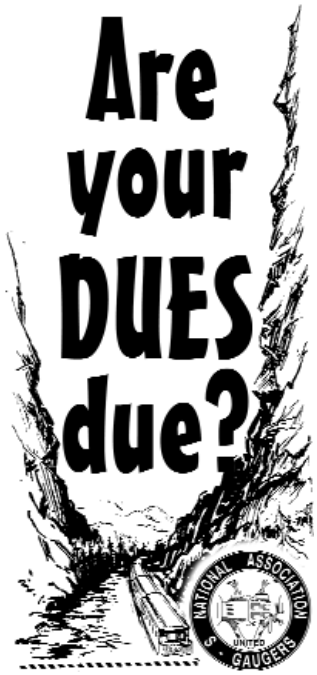
I divide the pennies into two piles, trim a coin wrapper to fit, then attach the wrapped pennies over each truck.

Reasons to add weight: 1. Rough track. 2. Sharp curves. 3. Psychological benefit. There is no need to exceed the NMRA's recommendations.
- Bill Roberts

SCALE PLANS IN MR
The reason for the 1965 cutoff for reproducing and distributing 3/16" scale plans from *Model Railroader* has to do with changes in U.S. copyright law and concurrent changes in Kalmbach Publication's rules about third-party use of their published plans. It is legally impossible for the Mobley Library to provide post 1965 plans to people requesting them unless the entire magazine containing the plans is lent to the requestor. The Library can indeed do this, but the required two-way postage charges for this service would often be more than the cost to the requestor of obtaining a back issue from Kalmbach.Incidentally, the Library treats all of its *S Gaugians* this way because the publisher, Heimburger House, has refused permission for the Library to distribute copies of pages. As a result, the Library does get *S Gaugian* loan requests from time to time. - Dick Karnes, Russell M. Mobley Memorial Library, NASG Inc.

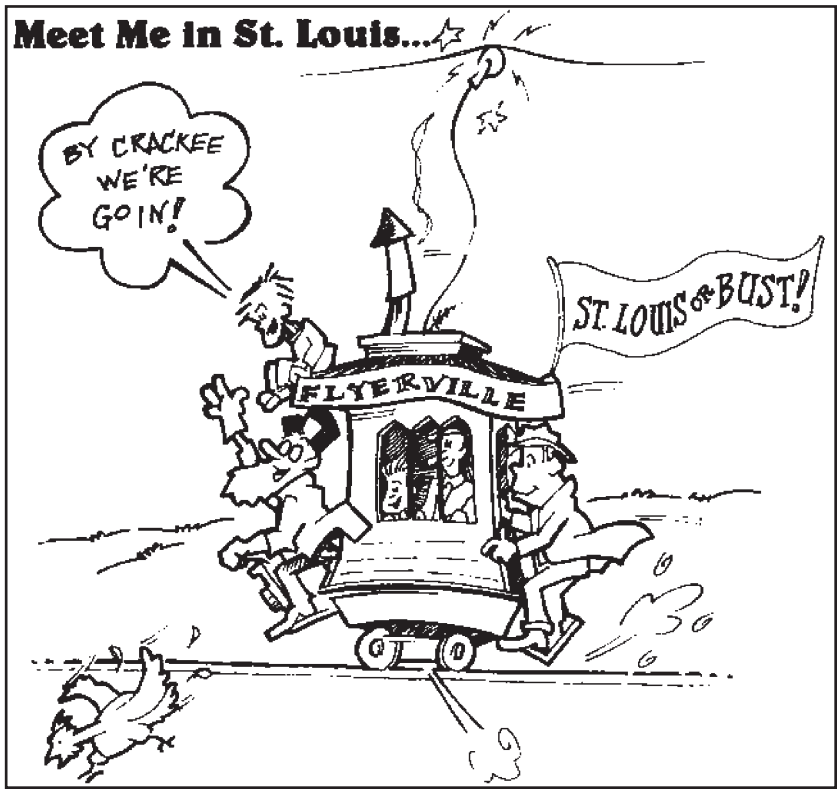
A blast from the past! From the archives - I think this photo is from the 1990 Pittsburgh convention in 1990. Can anybody idendtify these young S scalers? Are they active in S today? Probably a Bob Werre photo.

Let 'em look for things: At the right is a sample list that you can print up on a 5 x 7 card or sheet of paper and hand out to those viewing your club layout at a show. It keeps visitors around as they search for such details or mini scenes that you create. They can be as simple as those shown or they can be fantasy oriented like having Superman or Batman in a scene. The mini-scenes can be serious or humorous. Regardless it really works. ➤



??? - CAN YOU FIND ·

A girl on a swing.
A big black bear.
An elephant escaped from the circus.
A lady hanging up the laundry.
A man who parked his car illegally.
A dog who knocked over a trash can.
A girl skipping rope.
A junk car.
Some boys swimming.
A boy on a tire swing.
A strange tomb stone.
Some men camping out.
Two boys tossing a football.
A baseball game.
A birdbath.
A boy flying a kite.
A girl who got caught swimming without her swim suit.
A birdwatcher.
A man fishing.
Men repairing a road.
People eating a meal.
A bird.
A funeral.
Two ladies waving at each other.
A blind man and his guide dog.
A dog at a fire hydrant.
A baby losing his diaper.
A burned down building.
A hot dog vendor.
A stack of newspapers.
A loving couple.
Kids going to school.



S Calendar

July 5-11, 2009: NMRA National Convention, Hartford, CT - www.hn2009.org

Aug. 4-8, 2009: NASG Annual Convention, St. Louis Marriott St. Louis Airport as selected by the BOT. www.nasg2009.com. Jim Bresnahan (573)-372-3735.

Nov. 6-8, 2009: Fall S Fest, Clock Tower Resort, Rockford, IL, sponsored by the State-line S Gaugers. www.state-lines-gaugers.org.

Oct. 10, 2009: 6th Annual Indianapolis S Show, hosted by the Hoosier S Gaugers, at a new, larger, location - Hamilton county 4H Grounds, Noblesville, IN (10 miles north of Indianapolis). Dealer tables, door prizes, operating layouts, clinics. www.hoosier-s.org or charles Malinowski 317-566-1748.

Nov. 6-8, 2009: Fall S Fest, Clock Tower Resort, Rockford, IL, sponsored by the State-Line S Gaugers. www.state-lines-gaugers.org.

April 30-May 1, 2010: Spring S Spree presented by the SE Michingan S Gaugers, Ford Community & Performing Ats Center, Dearborn, MI. Details later. This is the first in Michigan.

July 21-25, 2010: NASG Annual Convention, Duluth, MN. NASG 50th Anniversary. Details TBA.

Bids open for NASG Annual Conventions 2011 and beyond. contact Lee Johnson, 2472 Lariat Ln., Walnut Creek, CA 94596-6635. 925-943-1590 - email: leemax@jps.net.

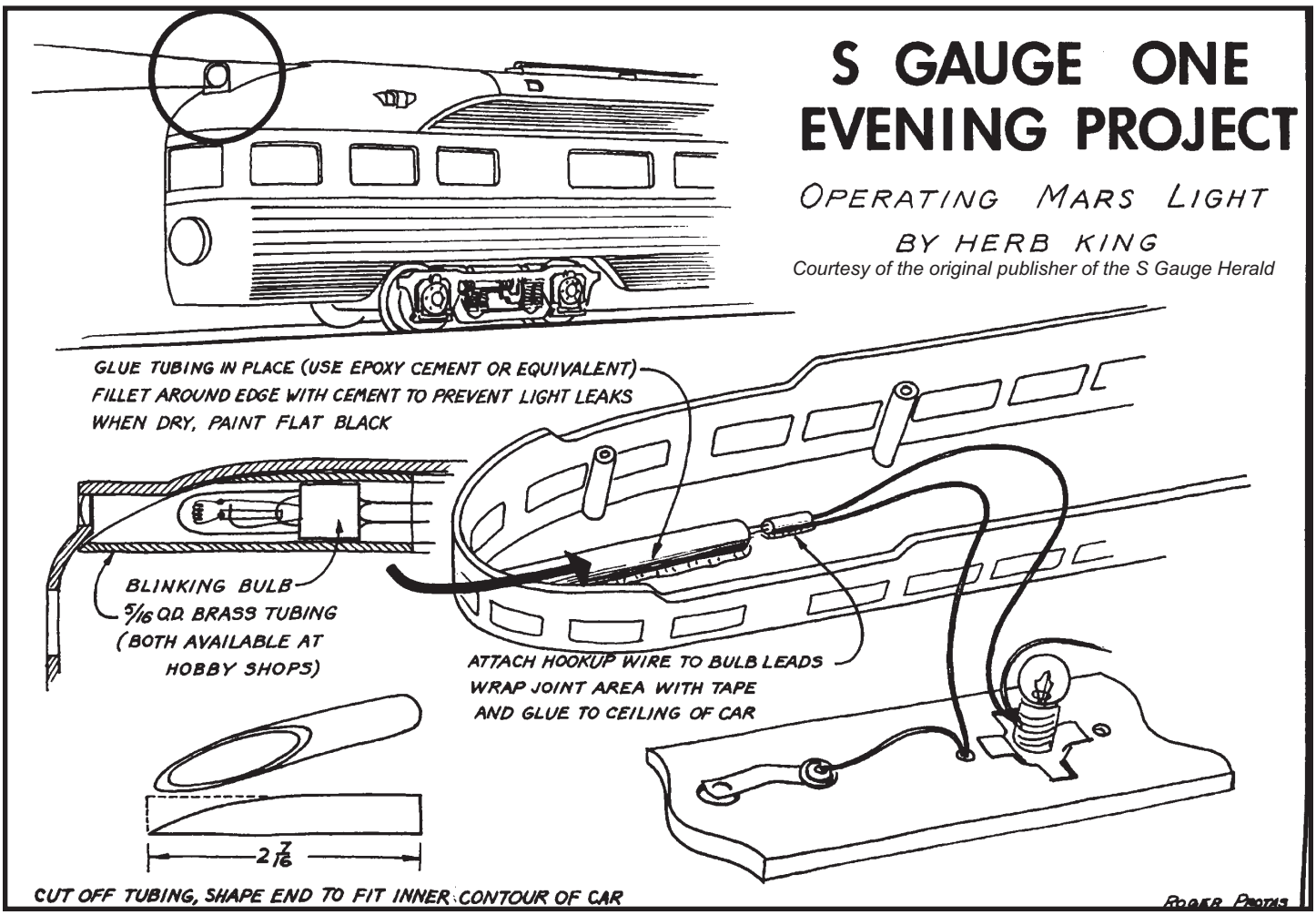
RailMail cont. from page 5

needs to be any more serious than that? Not me.
- Michael G. Moore – California *I wouldn't mind seeing the AF Hudson re-issued – maybe two versions, one original and one with some added details. Ed*

Straight and Narrow Response: *Dave Heine responds to questions from John Rolston on his column in the February Dispatch* -
-- The 3 locos in the photo were S, Sn3 and Sn2. They were an S standard gauge Omnicon 4-6-0, an Sn3 PBL D&RGW 4-60 and an Sn2 Train & Trooper Forney. The smaller boxcar was Sn3 and built from a PBL kit for the D&RGW 3000 series. The standard gauge boxcar was an SHS car. Typical railfan era narrow gauge freight cars were about 30' long, which is about the same length as an HO 40' car. In general Sn3 cars are wider than HO cars, although for freight cars, the length and height can work. The MDC old-time cars are within a few inches of some earlier narrow gauge cars in scale, however, they are a little narrow. Actually, HO cars would work best as Sn30 cars. In the early days of Sn3, people did use more of the HO cars.
Usually the equipment gets smaller as the gauge gets narrower, especially in the width. However, narrow gauge equipment is usually wider in proportion to the track gauge than standard gauge. Wheel sizes usually get smaller as the gauge narrows. While standard gauge cars from the first half of the 20th century would have 33" wheels, 3' gauge cars were typically 26" or 24". Two food gauge cars typically had 18" wheels. This means that narrow gauge cars sit lower and have a more squat appearance.

Please note that I and most Sn2 modelers use HOn3 gauge. This means that the track gauge is wide at a little over 26". I guess you realized you wouldn't have to re-gauge the track for Sn42 or On30. One issue with O narrow gague is the buildings get big, but On30 is very popular now, even though there were not a lot of common carrier 30" gauge railroads in the U.S.
- Dave Heine

Track Review Wanted: For the sake of the NASG membership, how about a technical article about the available types of "S" gauge track? The article could note the manufacturer, code, electrical conductivity, appearance, transition of track with other brands, and reliability. I feel this would aid new entrants into the "S" gauge segment of model railroading. this is even more important now that Lionel LLC has introduced some Flyer sets (mostly Docksider) yet doesn't market switches or crossings (or short radius curves), needed to build serious layouts. I can't understand this since Lionel has re-issued and improved many A.C. Gilbert products, plus introduced some totally newones such as the Mikado. Why not put AF track back into production? Because financial times are harsh, maybe they could do this gradually. The upcoming U33C will include a set of "scale" wheel sets for the purists, so a track comparison is even more valid.
- WilliamMezzano, Addison, IL *Any takers? - Ed*



Asleep At The Switch

Have a humorous train idea for *Asleep At The Switch*? Email it to *aats@tchuck.com*

AmericanFlyerTrains.com

Dave Blum
PIKEVILLE MODELS

3315 Timberfield Lane
Pikesville, MD 21208-4425
410-653-2440

ALL THE FLYER YOU DESIRE!
E-mail: americanflyertrains@gmail.com

BY GILBERT

GOLDINHANDS
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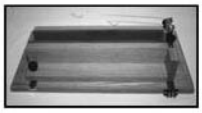

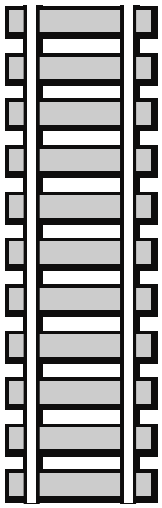

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Pine Canyon Scale Models

is under new ownership and has relocated. The new owners are committed to continue bringing you the same high quality, affordable S scale models that we've delivered to the market over the years.

Production has restarted and inventory is being re-built. We plan to have the entire product line back in production as quickly as possible. Watch our web site for the latest updates on availability.

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Catalog news !

Our 72 page catalog has been sent out as of Sept 1st. Anyone not receiving theirs in 14 days send $5 for rush copy.
10087 Colonial Industrial Dr.
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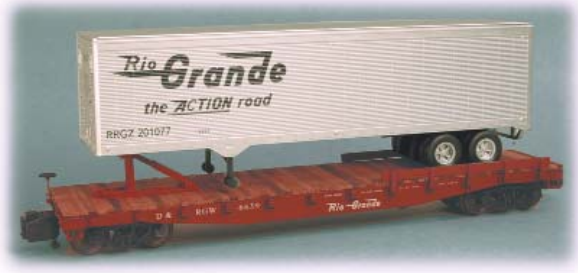
Over 300 TOFC combinations possible!



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Southern Pacific daylight E8's with matching Budd sets and 3 extra coaches available. Missouri Pacific "Colorado Eagle", with Budd sets and coaches. E8s are available separately or in AA sets. Up to 3 extra coaches available separately. Lighted interiors, and all wheel pick up are standard. AF compatible sets starting at $549.95 (A unit DC with 4 Budd car set).

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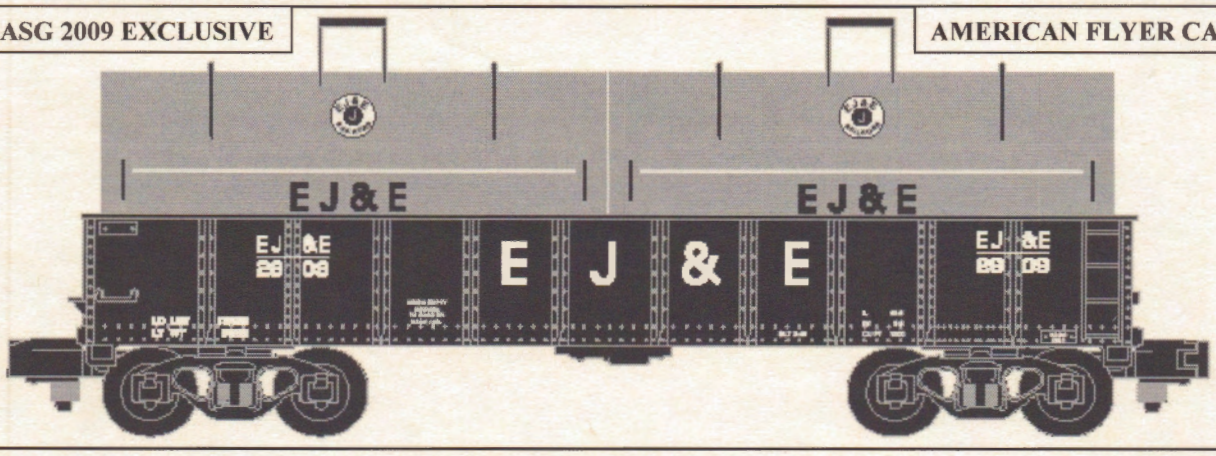
The National Association of S Gaugers
2009 American Flyer® Commemorative Car

Produced by Lionel® for NASG members only.

NASG 2009 EXCLUSIVE — AMERICAN FLYER CAR



The NASG has contracted with Lionel Trains® to produce a limited run (500 cars) of this 2009 American Flyer® commemorative EJ&E black gondola with removable orange coil cover loads bearing multi-colored EJ&E logo. The car number will be 2809. This car is available only to current or new NASG members, at $69.95 each, including shipping.

Current members: if your membership expires 6/30/09 or later, you are eligible to order this item at this time.

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