

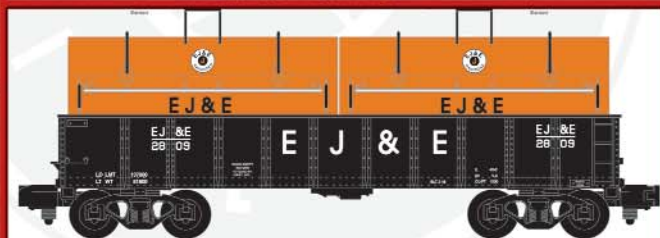
June 2009

\$4.95 U.S.

Volume XXXIII Number 3



DISPATCH



Winfield RR General Store Review



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

McCabe Lumber Company

Planing 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.



Slatyfork Sawmill

Slatyfork is a double bandsaw mill that can handle the load! This Master Creations' kit consists of laser-cut basswood, plywood, and detail castings. Interior walls and floors are included.



The building footprint is about 115' x 65'. Add the loading dock and the jackslip and then the approx. footprint is 85' x 175' - a very impressive building! Naturally, the brass and white metal detail castings are in the kit! The sawmill is in stock now. Check our web site for more photos!

08300

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NASG DISPATCH
Official Publication of the
National Association of S Gaugers

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.

Jeff Madden
438 Bron Derw Ct.
Wales, WI 53183
262-968-3729
nasgdispatch@hotmail.com

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:

NASG Treasurer,
Michael Shea, 488 Stonewood Ave.,
Rochester, NY 14616 -3623
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COVER: Pioneer S Scaler and former publisher of the S Gauge Herald is shown here at the panel of his soon to be abandoned Midland Pacific. Also shown - the NASG AF car for 2009, the Falstaff convention car for St. Louis and the Rabbit Hash General Store.

ORDER BOARD

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June 2009



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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.

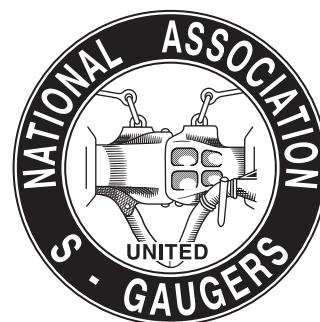
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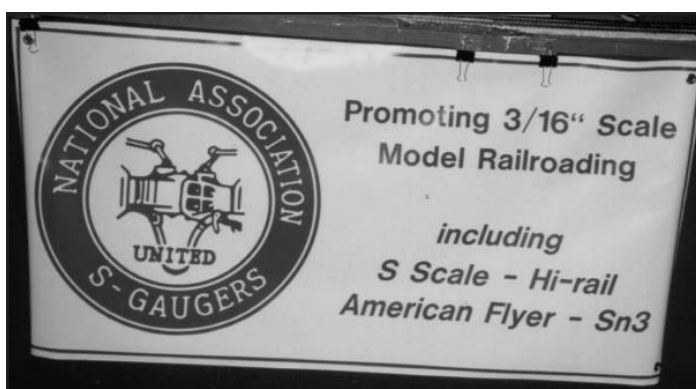
Asleep At The Switch



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



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Our President, Sam McCoy, suggested I take these pictures, which I did. At the left is the vinyl NASG banner which is 2' x 4' as is available free for the asking by clubs. The one shown has red lettering and logo with a white background. At the right is the banner of the Southeastern Michigan S Gaugers. These were both hung on the side of the SMSG layout that was at the recent S Spree. They really stood out.

Photos by Jeff Madden



NASG NEWS

NASG to be at National Train Show: The NASG will have two booths for the promotion of "S" manufacturers at the 2009 NMRA National Train Show held during the NMRA Convention this year in Hartford, CT, July 10-12. Set up will be on Thursday the 9th and the morning of the 10th. We are looking for volunteers to help us man the booth during the show. We are also interested in display models and literature of currently available and future offerings in S scale. Please contact me if you would like to volunteer so we can add your name to the badge list. Send display models (which will be returned) and promotional literature (please send 100 sets) to:

S Helper Service
2009 NTS-NASG booth 457 and 458
77 Cliffwood Ave.
Suite 7C
Cliffwood, NJ 07721
- Don Thompson, cell 732-718-9571

Enclosed with this issue are registration forms for the Fall S Fest and the Booster-Manufacturer ad reservation form for the August Directory. **ASAP on this form.**

50th Logo-Patch Contest: Our president, Sam McCoy, authorized me to initiate a contest for a 50th Anniversary of the NASG logo that could be used on the magazine, as a patch or otherwise. He suggested that our current logo be incorporated within it. No official prize or anything has been offered, but think of the glory. Bring any designs to the convention this summer in St. Louis so the BOT can check them out or mail them or email them to the Dispatch by August 1, 2009. The NASG will celebrate its 50th year in 2010 beginning way back in 1960 with an official column in the S Gauge Herald. Claud Wade unofficially started some NASG circuit letters even before 1960, but most consider 1960 the official beginning.

- Jeff

'S' RAIL MAIL

Internet S Magazine?? We've all heard about all the traditional publications that have gone away or are dying a horrible death. Take my word for it you won't want to enter the workforce as a newspaper reporter, photographer or press operator. There is no clear answer to whether the internet type of publishing will replace the printed piece, but this recession is sure killing off the printed media to a large degree. They say when one door closes, another one opens, but it seems like a garage door is being replaced by a

pet door. How this affects our hobby and scale is also unknown, but the lower ad rates on the internet could allow smaller businesses to put on a good show – S could benefit from that.

- Bob Werre, Texas

More on the Internet Magazine: I don't think it's going to take the advertisers of a free and downloadable hobby magazine long to figure out that a web publication sitting at your computer is far less likely to be actually read by a high percentage of subscribers. As I said previously, I found it to be too cumbersome to bother with for the most part – too many gimmicks and buttons. I've never paid for a magazine that I didn't read cover to cover, and

Continued on page 30

Jeff's Junction



S Scale E-Zines?

Chatter is out there again about E-Zines – that's a magazine available only on the internet. The whole model railroad publishing industry probably has thoughts on this, at least in the back of their minds – or they should have.

Why? Well, I work for a newspaper, and I see first-hand the struggles that the print media has been going through – even before the "Great Recession". Fixed costs include buildings, use of a press somewhere, ad staff, news staff, press staff (if you have your own press), paper, ink, delivery staff (hand or mail) and accounting staff.

Think about it – as a newspaper (or magazine) you could go totally online and eliminate delivery costs, paper costs, press costs. You could reduce staff and building size as well.

Now, specifically addressing "S" magazines, will we eventually have an "S" E-Zine come to fruition? Will this E-Zine be a supplement to our current printed S pubs – *Dispatch*, *S Gaugian*, *1:64 Modeling Guide*, *Sn3 Modeler*? Will all our "S" pubs eventually go totally online?

Probably yes, yes, and yes. Perhaps someone will try an S scale online magazine. Maybe more, or all, of the S pubs will offer a choice of hard copy or online. But eventually though, I think all of our S pubs will be online only. Now, don't panic! I'm a lover of the hard copy magazine that I can read during TV commercials and take to the "library." But, I feel eventually the younger generations and further advances in technology will sweep over us and put the S pubs on-

line. Our 50 plus generation of S modelers will end up in rocking chairs with a pile of *Dispatches*, *S Gaugians* and *S Gauge Heralds* beside us, and not really caring if the content is current.

Truthfully, if our 50 plus generation manages to hold on to good eyesight in our older years, we might actually enjoy online pubs too. A couple of things will have to happen though to make online hobby magazines really acceptable.

One - One is a way for the editor and staff to get paid. This would have to be via subscriptions, advertising and/or sponsorship. Publishing a niche S model railroad E-Zine I doubt would ever provide enough monetary payments for someone to make a total living by doing it.

Two – The acceptance of enough readers (subscribers) who will actually accept this type of reading and pay for it in lieu of a hard copy magazine.

Three – Enough folks will have to have a computer and printer. I assume most would want to print out copies, or at least some pages, for plans, etc. The new "Kindle" portable electronic reader may be the future of the printed newspaper, but for the magazine readers it may also have to have color pages and have a large enough screen to satisfy those looking at details. I think the screen would have to be at least 5" x 9" (preferably 8-1/2" x 11" full size) to be enjoyable to hobbyists. Currently, the Kindles are only black and white and meant primarily for textbook and novel reading. Color printers will probably get less expensive down the road, if downloading from a home computer. Hopefully, the "Kindle" type thing could hook to a printer too.

I feel nowadays that lots of folks rely on their high powered computers at work to download and print a lot of things – so if you lose your job or retire – are E-Zines still going to be practical and affordable? In

Continued on page 29

NEW PRODUCTS REPORT

By Jeff Madden

CAPISTRANO BACKSHOPS is a new business trying to bring some uncirculated products to the S gauge circuit. The first is a redecoration of S-Helper Service rebuilt box cars in the Boston & Albany scheme. There are four numbers available on a box car red background (50461, 50468, 50808, 50923), and they should be available around early June, 2009. Price is \$49.95 each. Please email capistranobackshops@wildblue.net.

DOWNTOWN DECO (www.downtowndeco.com) is proposing to offer its first new S scale structure kit in several years. Unlike DDs previous one-story storefronts, tis would be a 3-story manufacturing plant, suitable as a trackside industry and available in the fall of 2009 if 100 S scalers express an interest in purchasing one at \$119.95. No advance deposits are required. Prospective purchasers should go to www.downtowndeco.com and visit the "What's New" page for details of the offer. Then they should visit the product catalog page for HO scale to see an illustration of the building, Gugisberg machining.
- info from Gil Hulin

FALL S FEST (www.state-lines-gaugers.org). For the upcoming Fall S Fest in Rockford, Ill there will be 3 commemorative Rock Island boxcars available to regis-

trants. Produced by SHS these will be the rebuilt steel 40' boxcars with the Route of the Rocket slogan. They cars will come in 3 colors – boxcar red, Pullman green and silver and have prototypical numbers.

The silver and green cars will be lettered for Express Service. Price is \$45.00 per car plus any necessary shipping and handling costs. (see ad this issue).

LITEPIPES (www.vcclite.com). From W. Allen Evans comes this info: I would like to make it known to my fellow S gaugers an L.E.D. and lamp installation helper. Many of us know that there are numerous manufacturers of light piping that actual LED or lamp need not be in the same socket or headlamp housing. The benefit is it glows making installation of these devices much easier. The basic product is a clear lens extender / light guide for lamps and LEDs known as the LitePipe is a registered trademark product made by the Visual Communication Company and distributed through Component Distributors, Inc. LitePipes are tubular in shape, molded from an optical grade of acrylic plastic for clarity with highly polished surfaces for optimum light refraction and transmission.

Their lenses are available with a variety of configurations to include round, square, plain, diffused and

Fresnel ringed. You can even get them with screw threading. Here is a general example of the kind of products (see photos and captions) they provide: Notice the LitePipe and then the addition of an optional Fresnel lens on the end. Yes, you can get them clear, in fact those are clear, but the LEDs are yellow, green and red. (photos in folder – captions on printout).

S SCALE AMERICA (www.SScaleAmerica.com). Des Plaines Hobbies has a 16 page all-color catalog for their S Scale America line of rolling stock. The cars covered in the catalog include the PS Box cars, the FMC double door boxcars, the Husky Stack container cars, the 3-bay ACF covered hoppers, the Evans 53' boxcars, the 10,000 gallon tank cars, the 40' steel reefers, the USRA 40' composite gondolas, the H39 hoppers and the FMC 5347 boxcar. The reefer and covered hoppers are formerly Pacific Rail Shops cars. Also displayed in the catalog are the 48 and 53 foot containers. The tank cars, reefers and gondola are transition era; the others are modern era. The catalog lists for \$3.00.

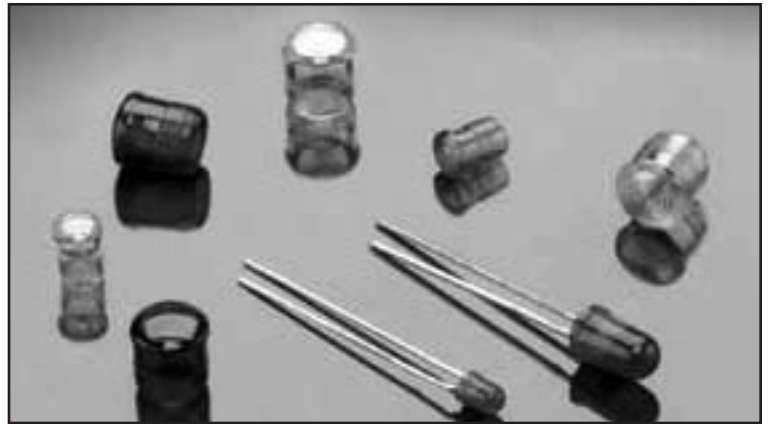
W A L T H E R S (www.walthers.com). Bob Nicholson thinks the HO Short Shank Type 4 couplers for \$7.98 might have a use for S Scale. These are assembled complete with draft gear. Bob says these are metal magnetic standard Kadee types but are a little larger and closer to S.. They are intended for close loco coupling but should work for S too, and they mate with #5s and 802s. Bob got his for a discount somewhere, and he says they were temporarily out of stock, but to check hobby shops if you want to check them out.



WHAT'S NEW



LEDs are red, yellow and green



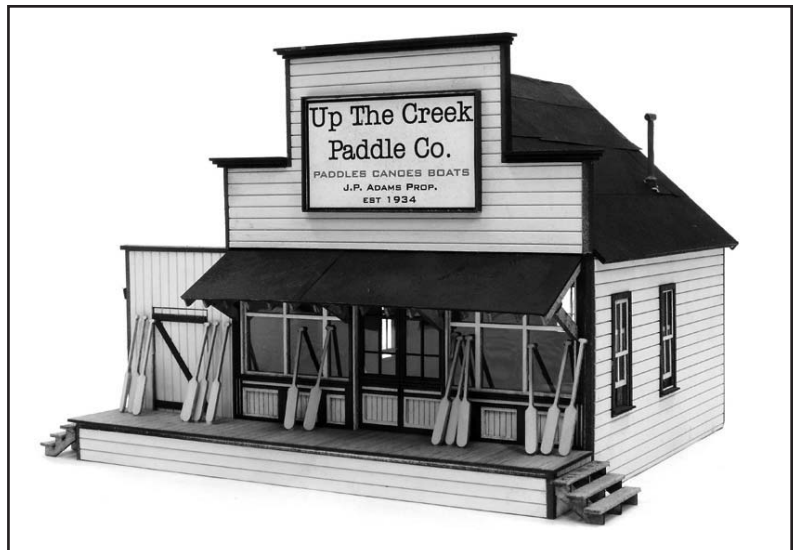
Left - LitePipes lenses are shown here available in all colors including clear. Above - Hopefully members will be inspired by LED light guides and find innovative ways to use them. Send in ideas and let's see what turns up. -W. Allen Evans



Left is the cover of the new S Scale America catalog. Right is a possible S offering by Downtown Deco.



Above is the quaint Litchfield Station and right is a canoe rental store by Banta Modelworks. These are exclusive laser cut kits offered through Portl Lnes Hobbies. See ad this issue.





Where Rivers and Railroads Met

NASG 2009

**St. Louis Airport Marriott
August 4-8, 2009**

LAYOUT TOURS

Layout Tour #1 – Tuesday evening, 7 pm until approximately 11:30 pm

Layout Tour #2 – Thursday, 8 am until approximately 4 pm (Springfield, IL)

Layout Tour #3 – Friday evening, 6:30 pm until approximately 11 pm

Layout Tour #4 – Saturday morning, 8:15 am until approximately 12 pm

Each of these layout tours will feature tours of three different layouts – no layouts tours are repeated throughout the layout tour schedule, so please be sure to sign-up for the appropriate layout tour number(s)!

Layout Tour #1 – Tuesday evening

For those arriving early in the convention week, this Tuesday evening tour will feature visits to several hi-rail layouts. TBD.

Layout Tour #2 – Thursday

Thursday layout tour includes visits to the layouts of John Nosario, Bob Jackson, and perhaps another in the Springfield, IL area. .

Layout Tour #3 – Friday evening

Friday evening the Convention timetable features Layout Tour #3 that will visit the layouts of - TBD

Layout Tour #4 – Saturday morning

Saturday morning's tour schedule will include visits to the layout of - TBD.

RAILFAN LOCATIONS

Below are some excerpts from the website:.

Old Terminal Railroad Assoc. Yard

Location: Cerre St. downtown just off of 7th St.

Parking: Pay

Area: safe

All major railroads

Close by is the 16th St. Amtrak and Spring Ave. overpass

Valley Junction, Valley Park, MO

Location: Along Marshall Road in Valley Park

Parking: Small park with parking

Area: very safe

BNSF main line

Just south of the park is the Meramec River with a train bridge spanning it. UP main line is just east of here with visibility of UP running very good.

UP Mainline, Valley Junction, Valley Park, MO

Location: intersection of MO Highway 141 and Marshall Road in Valley Park

Parking: Local parking

Area: very safe

UP main line elevated

An example of an old time grain elevator, the Valley Park Grain Elevator, has survived the growth and rebuilding of this area. Still in use.

Eureka Flats, Eureka, MO

Location: Between I-44 and Meramec River just west of MO Highway 109 intersection with I-44.

Parking: Street

Area: safe

BNSF and UP mainlines are very close together
Local traffic is heavy

Dupo Yard, Dupo, IL

Location: Off US Highway 50 in Dupo
Parking: Picnic shelters
Area: Safe
UP main area yard

Old Mitchell Yard, Mitchell, IL

Location: Along I-270 near intersection with IL
Highway 111, several locations
Parking: available
Area: safe
All Railroads run here
Lenox Train Tower is here

Kirkwood, MO Amtrak Station

Location: North of I-44 at intersection of Adams
and Lindbergh Blvd. (US.67)
Parking: Available
Area: safe
UP mainline and Amtrak
Amtrak departures, overhead bridge nearby



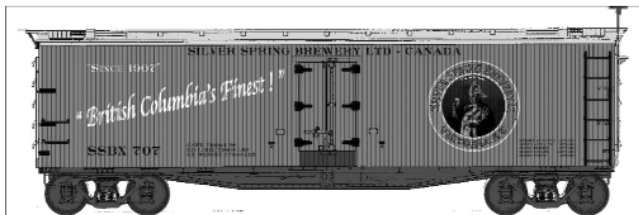
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PROTO-VIEW

The Winfield Railroad - A shortline you can model in S

By Jeff Madden

photos by the author except as noted

Swimming in Buffalo Creek in western Pennsylvania as a teenager inspired this article. How so? Well, a friend of my uncle had a cabin near Buffalo Creek northwest of Freeport, and the Winfield Railroad followed this for 9 miles from a PRR interchange to a Penn-Dixie cement plant. While listening to frogs in the reeds on several occasions a 45-ton GE centercab diesel would clank along on the opposite bank with several empty or full covered hoppers trailing thus sparking interest in a budding model railroader and railfan.

When I got married and my wife and I visited the area again, I remembered that vision and drove to the ce-

ment plant area with the intent to take some pictures specifically for an article like this. If it hadn't been for the old "swimmin' hole," I probably never would have even thought of this type of a railroad for modeling purposes.

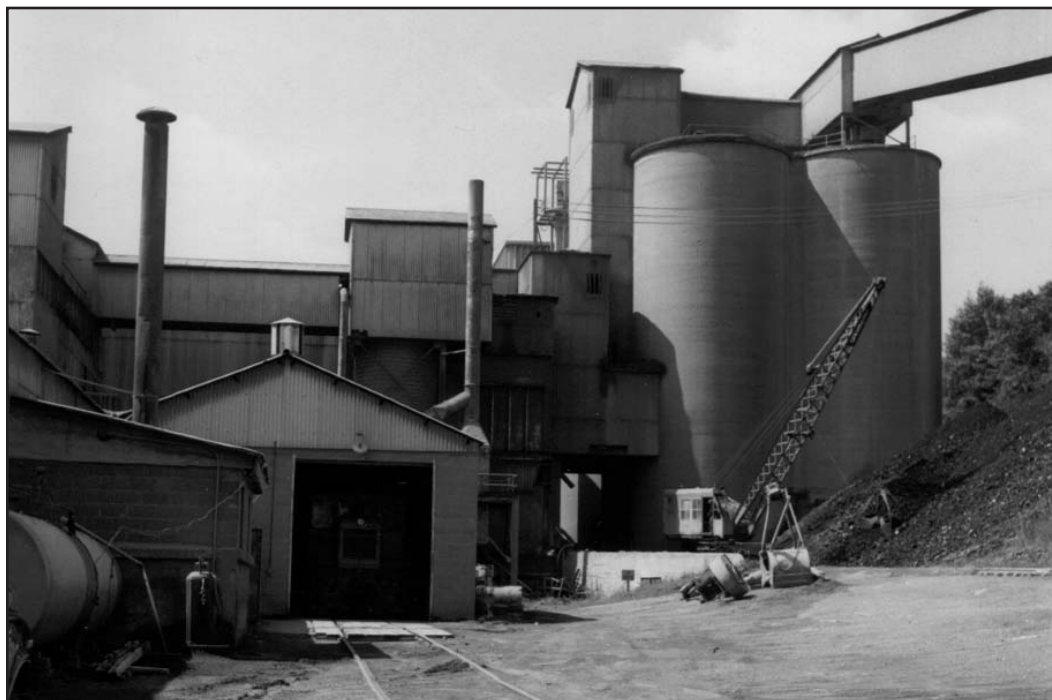
Andt that I have become deeply involved in S, I realized that the Winfield RR is one of those ideal type small railroads to model in that scale.

Loads of Cement and Poop:

The line originated around 1900 and was abandoned in 1979 after Conrail upped the lease rate for the little line that had only one engine and depended on outbound loads of cement and inbound loads of horse manure for a mushroom growing cave. So here we have a use for all those SHS covered hoppers (probably Pennsy mostly) and gondolas. Second hand steam was the power until 1953. The last was an ex Western Maryland 2-8-0. In 1953 the Winfield purchased new a 45-ton GE centercab. It was painted all yellow with a black underframe and blue lettering. On the side of the cab the letters simply said....

WINFIELD RAILROAD
Subsidiary of
Penn-Dixie Cement Corp.
No. 5

The steam engine lettering was even simpler - WINFIELD RR. I think that in the



Above - straight ahead you can see the yellow 45-ton GE diesel hiding in the engine-house that is part of the Penn-Dixie Cement complex. To the right of the enginehouse you can see the "tunnel" for loading the cement from the silos. Below - This is the area where the limestone is processed prior to going on the conveyers to the storage area.





The covered conveyers for the lime slurry should be easy to model with Evergreen corrugated styrene sheets.

steam era the operation was push-pull.

Ideal for Small Layout in S:

The plan shown in this article is 6'x12' feet with wings for Freeport staging and the cement plant module. It is basically a point to point setup from the Winfield Jct. interchange to the cement plant module. The PRR (Conrail) is represented by the track from Winfield Jct. to the Freeport staging area. If space was at a premium, the Freeport staging shelf could be eliminated.

For a continuous running option I drew in some dotted lines. I based the curve radius on SHS's 25" curves as both SHS's 2-8-0 and somebody's 44 or 45 ton GE diesel could easily handle these curves. The coming 70-ton diesel from Smoky Mountain could work here too.

For simplicity I would make all track level. Walther's HO Cornerstone series has several structures that could be adapted to the Cement plant buildings. As you can see, the plant buildings are pretty basic, so bashing and scratching such a facility shouldn't be too difficult. For all I know, the plant may still be there.

The passing siding in the middle of the S loops represents Boggsville. I put the mushroom "mine" siding at Boggsville, but in reality I'm not sure where it was. I think the "mushroom farm" utilized an old mine to grow the mushrooms. I would suggest utilizing a substitute for

the manure in your gondolas, hee, hee. The two tracks at Winfield Jct. would be utilized by the Winfield RR to stage empty and loaded cars for the run up the shortline.

Power for the interchange trackage would most likely have been a 2-8-0, 2-8-2 or GP9s in the Pennsy era and GP9s or GP35s in the Penn-Central/Conrail era until 1979. The Winfield's lone caboose was a wooden one shown here - I think it was ex-BR&P?

Heavily wooded hills would be appropriate scenery for the Winfield RR layout. The ridge along the wall would be fairly steep, and the hills with the pop-up access holes would be lower. Modeling Buffalo Creek (probably 3-6" in width) would be primary to modeling the Winfield as it paralleled it almost the entire way. The



The processing complex where the limestone is crushed and processed. The covered conveyers move the stone to different process.



the wooden Winfield caboose sits below the final conveyer to the storage silos at the Penn-Dixie Cement Plant in West Winfield, PA.

only bridges needed would be a couple of through girder ones - at Iron Bridge over Buffalo Creek and one by the cement plant.

So there you are - a small layout for those of you who only want a couple locos and 5 or 10 freight cars. For locos I would suggest a 44-tonner (close to a 45), GE 70-tonner or an SW-1. The SHS 2-8-0 could be another choice. I would assume that the Winfield used the 2-8-0 around 1953 or so as a backup for a while. They might also have borrowed a Penn-Central or Conrail diesel at times when the 45-tonner broke down. For freight cars you only need some SHS shorty covered hoppers and some gondolas - either AM or S Scale America.



Photo by Paul W. Prescott - coll. of Jeff Madden



Above is the last 2-8-0 steamer used by the Winfield RR. It's ex-Western Maryland No. 616 purchased in 1944.

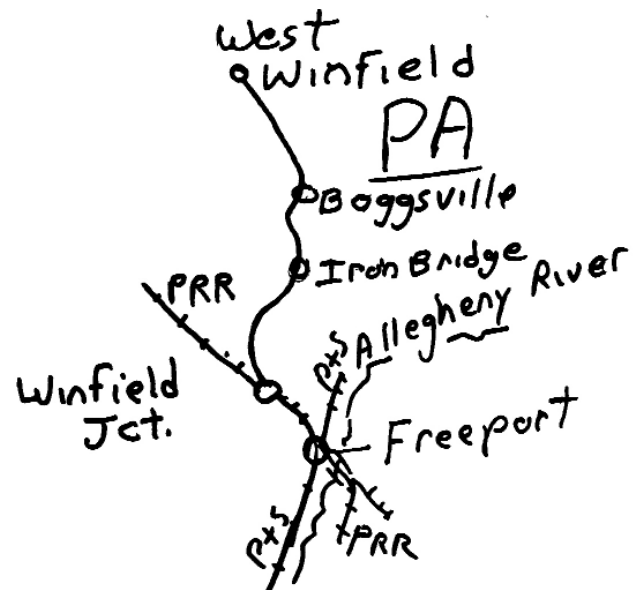
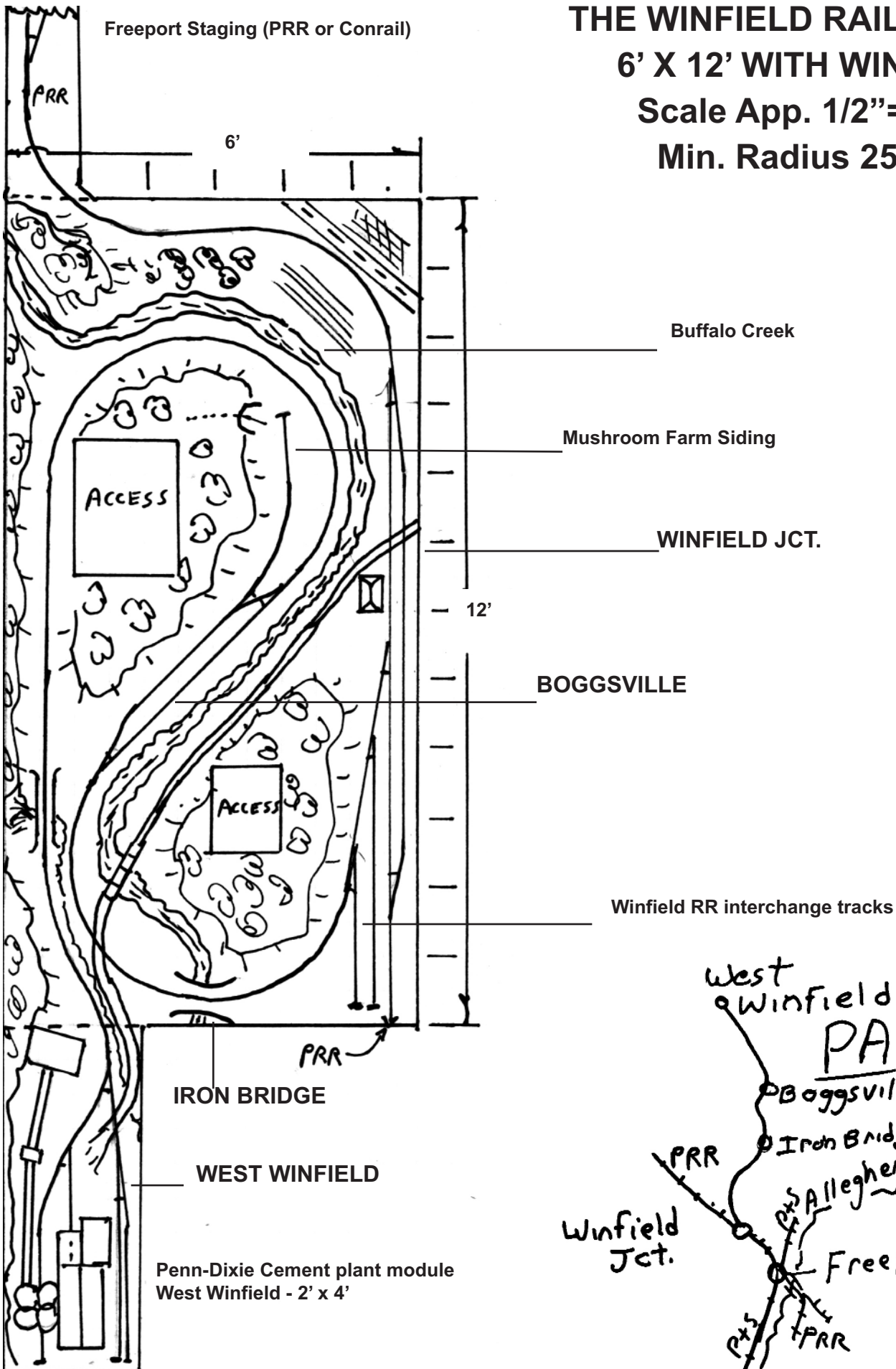
Left is the Winfield caboose, probably ex-BR&P. It's painted caboose red with black roof and yellow railings and steps. Note: this is easy to letter - no number, no words. An old Steam Depot kit or the AM one could work.

THE WINFIELD RAILROAD

6' X 12' WITH WINGS

Scale App. 1/2"=1'

Min. Radius 25"



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NASG NAME BADGE	\$10.00 ea.	QUANTITY >					
NASG CLOTH PATCHES	\$2.00 ea.						
NASG LAPEL PINS	\$3.00 ea.						
NASG CAPS Polymesh, dark blue with white NASG logo	\$6.50 ea.						
AVAILABLE TO MEMBERS AND NON-MEMBERS							
NASG #802 KADEE COUPLER HEIGHT GAUGE Gauge measures car on track for proper 17/32" height	\$3.50 ea. or 2 for \$6.75	QUANTITY >					
NASG S-3, S-4 TRACK & WHEEL GAUGE Stainless steel, instructions included	\$2.65 ea. or 2 for \$4.50						
CLEARANCE GAUGE 2 Pack- 1 laser cut wood, 1 plastic	\$10.95 per package						
AMERICAN FLYER INSTRUCTION BOOK A.C. Gilbert Co.	\$4.00 ea.						
MIS-STAMPED TRACK GAUGE Only purchase if you are familiar with this gauge	\$1.00 ea.						
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06/2009

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*No. 20064 – UP silver with black lettering,
EXPRESS (black and silver herald)*



*No. 38050 – Soo Line box car red with white lettering,
(black and white herald)*



*No. 20070 – Pullman green with Duco gold lettering,
(red and gold herald)*



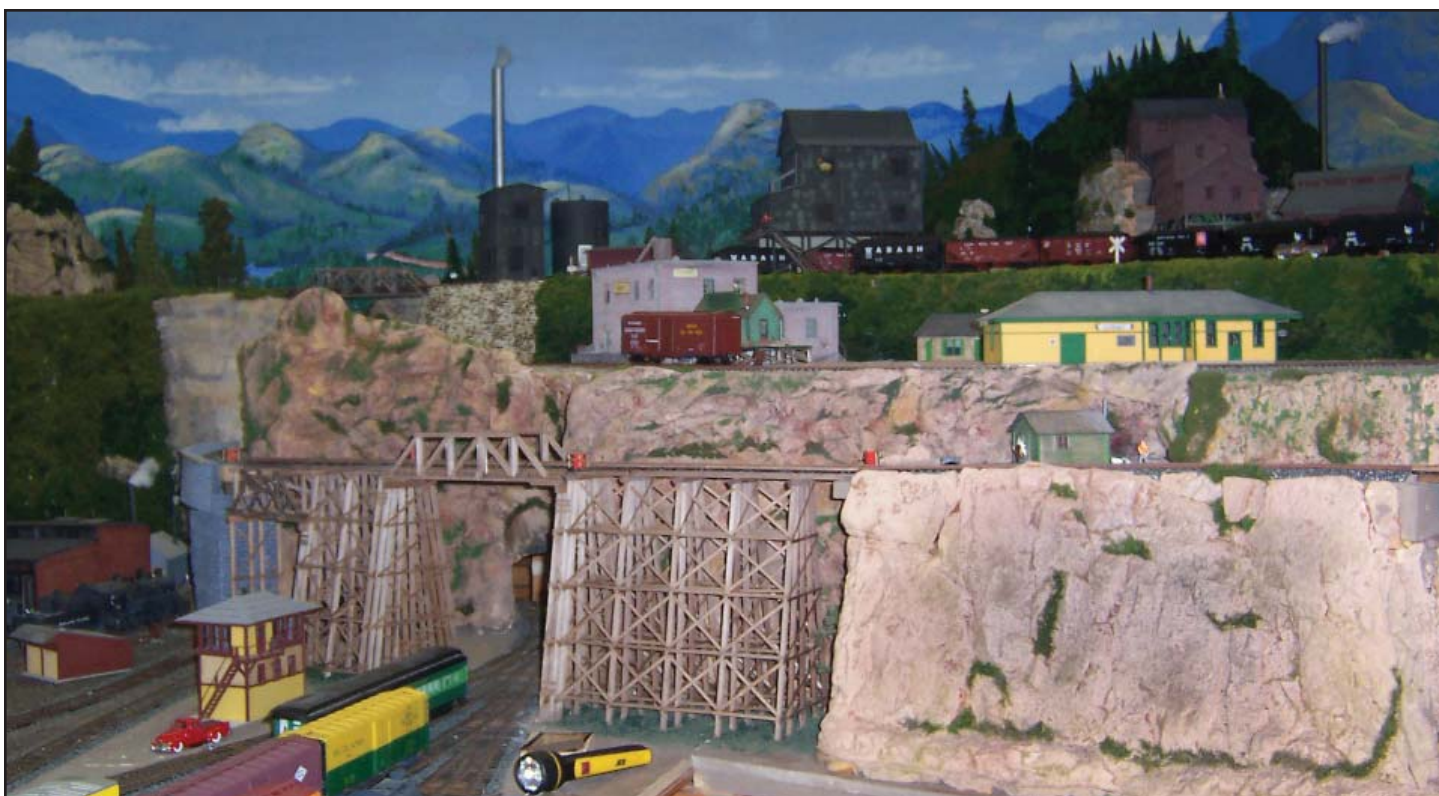
The mighty NYC S scale model railroad in Los Altos, California is pleased to announce the recent completion of engineer training by Mr. Wallace E. J. Collins of Oradell, NJ. Prior to his NYC career, Mr. Collins was the Founder and Publisher of the original *S GAUGE HERALD* magazine. In the first picture, NYC Owner/Trainer, Ed Loizeaux, is explaining the finer points of locomotive control to Mr. Collins. The second photo shows Wally at the wireless throttle of a brass RS-3 during his graduation ceremony from the "Engineer Training 101" class. Other members of the NYC training staff are, from left to right, Bill Roberts, Lee Johnson and Dave Fontana. James Rustermier, also a staff member, was attending to business in the smallest room in the house at the time of the photo shoot. Mr. Collins, currently in his mid-80s, holds the record for being the most senior Engineer on the mighty NYC. After the graduation ceremony, everyone retired to the dining car for pizza and beverage of choice.

Photo by Kevin Collins on June 6, 2009.





Two photos of Wally Collins' Midland Pacific. Wally is moving to Chicago so the layout will most likely be dismantled. The backdrop was painted by the famous Richard Houghton. *Photos by Stan Furmanak*



PRODUCT REVIEW

RABBIT HASH GENERAL STORE

By Gerry Evans

RABBIT HASH GENERAL STORE.
Mountain Precision Products, 6166
Ridgewood Court, Florence, KY
41042. 859-283-5186,
<http://www.mpp-models.com/>
Price: #203S \$64.98.

The Rabbit Hash kit consists mostly of laser-cut plywood. These parts include the interior and exterior walls, inner floor, foundation, windows, doors, trim, risers, stair treads, shutters, porch roof, window sills, porch supports, railing, porch deck and porch benches. Also included are a white metal chimney, two plastic smoke jacks, laser-cut paper roll roofing, pre-cut dowels for the stilts/pilings, laser-cut glazing, a few

decals, some printed signage and a laser-cut three-piece cardboard roof. The footprint is 8" x 5". Also included is a brief history of the actual Rabbit Hash (KY) General Store that still exists today near the banks of the Ohio River.

The first thing I did was inventory the parts. I found the front backer wall was missing. This is a "sleeper" wall that is unseen and only serves to support the front roof gable. Per kit instructions, I called MPP and left that information on their answering machine with a call-back number. In addition, I sent MPP an e-mail with a like message. Admittedly, I did include in the messages that I could fabricate this

fairly uncomplicated piece from the home-front lumberyard.

All laser-cuts were neat and crisp. Parts were easily separated from their sprues/gates. Only minor sanding was required. I used Aleene's Tacky Glue for the wood parts and CA for the chimney and smoke jacks. Roofing went down with MMM spray adhesive.

In general, I followed MPP's order of assembly, but I deviated from the written methods for painting and detailing. The very first thing I did was put nail-holes in all the exterior walls with a pounce wheel. These, I spaced two-feet apart on all four walls. Then, I began painting. I used Color Place gray primer on inside walls and Krylon flat white on all exterior pieces. I sprayed the inner floor and porch decking with Minwax golden oak stain. Unlike the instructions, following my own practice, I also separated all pieces from their sprues/gates prior to painting. MPP doesn't get around to





painting and detailing until step #9 after wall erection which is a bit late for my SOP.

The windows, especially the double-hung ones, but not the doors, were a problem. Once I set the sills in-place, the windows no longer fitted correctly into their openings. Sanding could have corrected this, but I had already glued in the glazing with clear nail polish so I created some glue joints that were sufficient but marginal.

I also departed from the instructions for roof placement. I always, unless otherwise impossible, try not to glue down roofs. With a little bit of care, using the actual plywood gable for a template to form two supporting rafters, I preformed the middle gabled piece and attached the two sloped pieces to either side with Aleene's along the seams. I let this dry overnight on-model and weighted.

The instructions fail to mention disposition of four long thin trim pieces. I pondered whether the intent was to glue these on the walls at the roofline or along the front and rear eaves just off the exterior walls. Since they fit so nicely on the walls' surfaces, that's where I placed them. Also, the instructions should contain a warning about positioning the four supports for the porch roof. I got mine below the window tops and had to shorten

two of the four front porch shutters.

The instructions also fail to mention that the stilts/pilings on the prototype must have some kind of "poteaux-enterre" arrangement where the posts actually extend into the ground. If not, and as I built the structure, neither staircase will extend from the deck to the ground. To remedy this, I spliced both staircases together and still had to add a 12-scale-inch concrete pad at the bottom. Notice the space in the risers between the third and fourth steps from the bottom. This is where I joined the two staircases with some 2" x 3" basswood strips along the undersurface of the risers. MPP does include a wonderful template for building the staircases that makes a tedious job very quick and easy.

While the smoke jack castings were nice, the chimney casting was probably the "dirtiest" casting I've ever seen. By the time I'd removed the tailings I'd lost almost all the brick pattern so, using a steel engraving tool, I re-established the mortar lines. I painted the chimney with Ace red primer and made mortar lines with drywall compound.

The decals are delicate, but I believe if I'd sprayed them with some clear Krylon prior to cutting them out, I would have had better luck. As it were, I wound up using the date decal and large Coke decal

while having to remake the store "name" decal. I did have to cut down the Coke decal a bit due to the red breaking up. The remainder of the signage that comes with the kit is on printed paper, not decals. Since I'd rather use decals, I made up my own decal set using images from the net, an HP D7111 Series ink jet and Micro-Mark opaque decal paper. I did use the included graphic for the porch roof sign.

The kit includes material for three benches, not two as the instructions state. Also, there are numerous spare parts including one double-hung window, pilings and piling struts. In addition, once I'd built the four doors, I noticed I had one door piece remaining that looked like a screened doorframe. I had some acid-etched screening material left over from another project so I built a screened door and left it ajar so I could place one figure as if opening the screened door.

When all parts except the glazed doors and windows were in place, I sprayed the entire building with Testors Dullcote. The people are from American Models and Artista. Lastly, I brushed on some black and yellow chalk on the roof and brown chalk along the piling bases. I did not spray Dullcote on the chalk.

Build something; it's good for your soul.

S TRACKS

By Sam Powell

Sam's Top Ten ways to make your Layout room nicer.

A nice looking layout room offers many advantages. It makes us want to go in there ourselves to either run the trains or work on the layout. It also makes us feel more pride in showing it off. Here is a list in no particular order of things I try to do to, or have done to earlier layouts to make the Penn Creek Valley a little nicer place to be. I'm not talking about expensive ceiling, wall, and floor treatments. Those are nice, but not essential. Taking what you have and making it better is the plan being offered here. Please don't get the impression that the purpose here is mainly to impress others. The thing is to make you feel good about going in there for leisure time. We are trying to make the layout fun place, and not a tension

filled place. But, when you feel better about it, so will others. And, you will feel more inclined to invite others over to see it, and thus spread the word about the joys of model railroading a little.

1. Clean the room.

Wow, is this a no brainer or what? But it is true. I forget how nice it is to go in there when it is clean. I can get so used to working in the mess, I think I don't see it. But, even when not noticed on a conscious level, the mess makes an impact, and cleaning improves my experience on a daily basis. Cleaning up for visitors is what brings this home to me. Since I just opened the layout to a group of visitors again this year, it is now clean as I write this. I am impressed by how much better I feel about the place the way it looks in its cleaned up state. Hey, if you live near by come on over now.

Now some balance is essential. We don't want to become the fuss budget who thinks clean is the only thing that matters, and we don't want fear of the inevitable mess that

construction makes to keep down progress on the layout. When I am in a whirlwind of creativity, I don't want to stop and clean. So what to do? You can set a schedule for it, and make it regular enough that things don't get entirely out of control. Some people clean when they can no longer find things. If you clean on schedule, this can be a schedule of your choosing. It must be often enough that the layout does not get mired in tools, and construction paraphernalia, but not so often that it becomes an onerous task.

2. Eliminate the unessential clutter.

Let's face it, model railroaders are the quintessential pack rats. We have been collecting things since day one, and have a very, very hard time, (next to impossible) throwing things out. We have a hard time even getting them sorted out of sight into boxes or drawers. And this extends to things non-railroad as well. My motto is, if I can buy it at the hardware store, or home depot, and I haven't touched it in years, out it goes. The space is



Install a fascia board about 8 to 12 inches deep along the edge of the layout. Paint the fascia board. I recommend a neutral, low key earth color of some kind. Mine are made of Masonite and are 12" deep. This makes the layout room look consistent and provides a nice finished surface to hide the benchwork and attach electrical controls. I use an olive green color purchased by the gallon from Home Depot. *Photo by Sam Powell*

worth more than the item. Those railroad items I simply cannot part with I try to keep stored out of sight of the layout. Staging tracks are a border line situation. These can be seen, but not on the same level with the layout.

Here is an even harsher rule I try to adhere to. Those railroad items which have become outdated by improved technology, don't meet my personal standards that have risen, or don't meet fundamental hobby concepts that I now adhere to get reassigned or tossed. You can sell them or give them away. If nobody really wants them, pitch them out. Doing so raises the standards of the hobby, so clean out your room, and this will allow you to grow.

Twenty five years ago I bought a bunch of raw Flyer reefer shells. The plan was to convert them. Well, old plans die hard, and newer, better products had been around a few years before it dawned on me I would not even like the finished product anymore if I ever did get around to converting them. Someone else had stripped them of their paint. There never were floors or trucks. As a result, they had little or no value. So, out they went. This may sound ruthless, but I feel lighter, and more deserving of new, better stuff once I get rid of the old, outdated, unwanted, or inappropriate things. By tossing things, I make more room both mentally, and physically to evolve with the hobby.

3. Install fascia boards.

This is the border around the edge of the layout, which extends down 8-12 inches. I made mine from Masonite cut into 12" wide pieces and fastened them onto the layout with sheet rock screws. If you don't have a table saw, Home Depot sells this material in 24"x48" pieces, and they will then cut this once further to make 12" pieces for you. The fascia hides the wiring that would otherwise show under the layout, and enhances the sense that the layout is in fact the earth and not just a



I use 12 volt halogen track lighting. It is fairly expensive, but I purchased mine over time. You can really control the lighting effects this way.

sheet of plywood, or shell of plaster. It also serves to block your view of the floor, which is a real world presence. The fascia board is neither miniature, nor something the mind recognizes as "real world". It serves as a neutral non-presence.

4. Paint the fascia board, and the legs.

I recommend a neutral, low key, earth color of some kind. I use an olive green color purchased by the gallon from Home Depot. It takes little time to roll it on, but it goes a long way towards sprucing up the layout.

5. Control the humidity.

This can be expensive, but makes a difference not only in how you feel, but how your trains feel. Most model railroads are down in the basement. And most of those are under grade where it will be damper. I empty my dehumidifier every day of multiple gallons of water which would be in the air if not removed. I consider it essential. These days, it seems you cannot buy a high quality dehumidifier. An item that used to last 10 years, now seems to only last 2. But, it is still needed, so I buck it up and go spend the money every couple of years. If anybody knows of a good brand that does not fail so soon, let the rest of us know. E-mail either me or the editor.

6. Hang a backdrop behind the layout.

If you do nothing more than put masonite behind the layout, and

paint it sky blue, you have improved things a bunch. The blue makes a more typical impression if it is on the light side. Robin's egg blue tends to be bluer than the sky looks on most days. My backdrop boards, or sky boards, as the modular folks call them, are just set in place behind the layout, supported by "L" angle brackets which are screwed to the bottom, rear edge of the layout. One leg of the "L" is horizontal, and screwed to the bottom of the layout, and the other leg, which points up behind the layout, sits back from the edge of the layout far enough to allow the backdrop board to slide between it and the layout edge.

7. Create backdrop scenes.

If you are feeling more ambitious, you can either paint background details, or use one of the many, many commercial scenes available. When picking a commercial scene, try to make the perspective match that of the 3D scenes if possible. This means if the roof tops are visible on your model buildings, then pick backdrops where the rooftops are visible. Of course this will be different for different height viewers, so you will have to pick a viewing height that you think is "typical". The backdrop scene can really sell your layout.

8. Light your layout well.

I use 12 volt, halogen track lighting. It is fairly expensive, but if you buy it a little at a time over the years, you can eventually light things nicely. Home Depot sells a starter

set with three lights and a section of track for \$50. That \$50 is about the cost of a freight car. This adds about as much as anything to the effect of the layout. I try to position my tracks and lights so that lights are shining over the viewers left shoulder for most scene viewing. The halogen lights cast fairly strong shadows, which mimics the effect of strong sunlight. This is a plus and a minus. If you have large buildings that shield important scenes, you will want to position a few “fill” lamps to shed some lights on the shadowed spots.

9. Hang valances in front of the lights.

This is something I have not done yet on the current layout, but is one more step towards focusing the viewers eyes exclusively onto the miniature world. I may get around to this once the scenery is complete. For now, it must wait.

10. Create layout paraphernalia shelving.

This is for coffee mugs, pens, pencils, screwdrivers and DCC manuals. You can make these many ways, but my favorite way is to make them recede back into the fascia board. This keeps the stuff of layout life from intruding upon the isle.

This is a lot to do. Most readers have likely done most of these things already. But some of us will find at least a few things that can easily add enjoyment to our layouts. Do them one at a time as they rise on your priority list. You will find yourself going in there more often, and enjoying yourself more when you do.

**Have Fun,
Sam Powell**



Note in this view that the layout room wall is bare and unpainted. At a minimum install backdrop boards and paint them a blue color. I like a lighter shade. This will improve the layout room greatly. Now check the same scene below with a painted backdrop. This changes the entire perspective of the layout and improves the view even further. Photos by Sam Powell



The Bristol S Gaugers (BSG) brought and set up their modular layout at the recent Railroad Hobby Show sponsored by the Amherst Railway Society on Jan. 24/25, at the Eastern States Exposition, West Springfield, MA. This show was held in four buildings at the fair grounds, and draws thousands of visitors. The club set up and operated their modular layout at the First Annual Westside Model Train Show held on Saturday, Feb. 28, at the West Springfield Middle School, West Springfield, MA. The **BSG** set up and operated their layout at the Greenberg Train & Toy Show, on March 28/29, in Wilmington, MA.

The Connecticut S Gaugers (CSG) purchased hats and shirts both w/ & w/o pockets) that have the name of the club on them. Steve Kutash and Bob Comstock are coordinating the ordering of the shirts. The club meeting featured a talk by Jeff Barker, Deputy Commissioner of Transportation for the State of Conn., who is the nephew of the meeting host, Bob Comstock. Jeff presented the plans and future services that the state is implementing for rail transportation. Jeff is responsible for Metro North in Conn., and the connecting Shore Line East commuter rail services. These make up the busiest commuter rail lines in the nation. The Dept. is in the process of ordering and putting into service 300 new M-8 electric rail cars for commuter service. The next meeting of the club members was held at the home of Dick Kramer, in Middlebury, CT. on May 9. Another meeting of the club is scheduled to be hosted by Stan Stockrocki, in June, in Poughkeepsie, N.Y.

The Pioneer Valley S Gaugers (PVSG) met at the home of George Renneris, on April 25. Dave Plourde and Steve Allen helped landscape the host's layout by planting grass seed. Steve Allen is scheduled to host the club members for their meeting on May 30, 2009. Club members are planning to meet and have lunch at the Steaming Tender Restaurant. Several members of the club including Charlie Bettinger, Frank Grano, John Robertson, George Renneris, and Dave Plourde will have their layouts open and displayed for the upcoming NMRA National Convention to be held in Hartford, CT. on July 5 to 12. Members of the club were asked to help those having their layout on display as part of the convention

"Where We Make Tasty Sandwiches Of Your Club News"

THE CLUB SANDWICH

By Dave Pool

train layout displays. 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*, which 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. Work on the layout will be suspended until September, but it is planned to have the layout ready for fall train shows. The club renewed their NASG booster ad, which appeared in the most recently published directory issue. The club is scheduled meet at Red Top Hotdogs restaurant in Hamburg, N.Y. on May 31, 2009. 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. Don Webster hosted the club members for their April club meeting. The host is continuing to complete scenery on his S layout with added buildings, details, and other scenery. Members attending discussed having the club sponsor a "secret project" event wherein the members could work on and present the results of their projects. Other clubs have done this type of event with good interest, success, and participation of the members.

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 **RASG** rents a classroom in a local Catholic school that was closed. The rent is nominal and covered by donations the club receives from displaying their layout at train shows. The classroom is used to set up the clubs modules with a space to work on them and save time putting up and taking down the layout. The possibility of constructing a permanent layout in the classroom is also being considered.

The South Jersey S Gaugers (SJSG) club meetings typically have clinics related to the construction and maintenance of S scale trains, or other topics of interest to the members. Don McGinnis recently gave a clinic on weathering rolling stock at a club meeting. Another recent clinic was on scenery or weathering, for the members interest. 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. An operating AF loco was demonstrated to the delight of the members attending the meeting. 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 set up and displayed their layout at the train show held on June 20/21, 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 May meeting at the home of Bob Hegedus in Philadelphia, PA. on the ninth of the month. 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 The club set up their layout at the Lower Providence Library, on April 3-4-5, Lower Providence, PA. 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 club members are planning on displaying their layout at a train show in Gilbertsville, PA. in September, and at the Frederick Menonite Home on October 14-15, 2009. Joe Bolsar would like to set up a Pikemaster S layout on a hollow core door, with a motor set to attract interest of the visitors at a show. Barry Simpson volunteered to be the club photographer, at a recent meeting of the club.

The Neshaminy Valley AF Club (NVAFC) held their 226th meeting at the home of Joe and Nancy Fisher. The host challenged those attending to find the new item in his collection of AF trains. It was a No. 644 crane car with a brown cab and black (instead of green) boom. Mike Ramsey coordinates the club activities and distributes the club newsletter via e-mail. The club held their "Boy's night out" meeting at Phil's Tavern in Ambler, PA. on April 10. The club set up and operated no less than three layouts at the Rods and Rails Show held on April 26, at the factory of Paul Fenn, in Bensalem, PA. Three S layouts were set up including the NVAFC layout, the TTIM lightweight layout, and the TTIM modular layout. The event included other layouts in O-gauge, G-gauge and HO gauge along with over 100 full size display autos. The layouts were set up on Friday and Saturday preceding the show on Sunday. Proceeds of the show

were to benefit the Ronald McDonald House and The Smile Train.

The Pittsburgh S Gaugers (PSG) held a Coffee and Trains get together at Kings Restaurant, in Harmerville, PA. on Apr. 13, 2009. These meetings are well attended and are separate from the regular meetings of the club, held in member's homes. The June Coffee & Trains meeting will be held on June 29 at the same restaurant. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The April club meeting was held at the home of Andy Lorince, near the Squirrel Hill Tunnel, Rostraver Township, PA. 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 **PSG** 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 club brought and displayed a layout at the NMRA Jamboree held at the Robert Morris University, on Saturday, March 21. The club members attended the Great Scale Model Train Show and All-American Hi-Rail & Collectors Train Shows in Timonium, MD. on April 4 & 5. Jack Curnow hosted the club for their May meeting, in Belle Vernon, PA. The host has an 18 ft. x 18 ft. L-shaped AFS layout, a smaller O gauge layout, and a Corvette auto collection. Club members Ed Whalen, Roger Schneider and Jon Knox discussed the possibility of having a modular S layout

and/or S hi-rail layout at a church social hall for the entertainment of family and friends of the church. The club members would benefit from introducing S railroading to the church members and families, and the club could benefit from having a place to set up their layout for a period of time to work on it and maintain the layout. **PSG** member Roger Schneider is to coordinate such an activity by the club members, which could be done several times a year in one church hall or another.

The Baltimore Area AF Club (BAAFC) club members met at the home of Ken Schnepf in Upper Marlboro, Maryland for their meeting in May. The club set up and operated a layout at the TTOS Train Show, on March 22, in Earleigh Heights, MD. The club also setup and operated a layout at the Great Scale Model Train Show, Timonium, Md., on April 4 & 5. The **BAAFC** 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, and recently planned to set up a layout at the Children's Hospital, in Washington, DC. These events are well received by the hospital personnel and patients. The club met at the home of David and Sam Blum, in Baltimore, MD. on April 18. George Glover hosted the club members for their meeting at his home in Westminster, Md., on May 9, 2009. The June meeting of the club will be something special. The Chesapeake & Allegheny Preservation Society operates a live steam railroad at Leakin Park, Baltimore, Md. The RR consists of a two track main line with over three miles of track. The C & A Preservation Society will hold a joint meeting on June 28, with the **BAAFC** serving lunch at the meeting, and having the opportunity to ride and enjoy the live steam trains. The meeting is to be private, for members of both clubs and their families.

The Atlantic Coast S Gaugers (Carlinas Div.) club members have discussed and voted to support approx. 16 shows at which to run their modular layout, over the year. Most recently a show in the Community Center, Kings Mountain, NC on Nov. 22 to Jan. 3, 2009. Bill Ware was scheduled to coordinate the event participation by the club. Rhett George coordinated the Neuse River show

participation. Joe Haenn coordinates the club activities and reported on the club activities.

Good news from the **ACSG** is the formation of the **Piedmont Division**. This club encompasses an area from Charlotte, NC to Anderson, SC along I-85 and from Asheville, NC to Columbia, SC 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 Scalpers (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 the 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@sbcbglobal.net

The Chicago Area S Gaugers (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 May 15 club meeting was held at the Hinsdale Village Hall, Hinsdale, IL., the new location of the club meetings. Joe Craig made arrangements for the meetings at this location. The club members recently voted to meet at a regular meeting site with four home meetings per year held at the homes of member hosts. The members planned to participate in the Great Midwest Train Show, on June 14, in Wheaton, IL. Joel Weber hosted 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 **CASG** 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 club members are planning for the club Fest S car that will be made available to those attending the event. The club recently welcomed new member Ed Metz.

The Cuyahoga Valley S Gaugers (CVSG) hosted the 2009 Spring S Spree, on April 30-May 2. The event was held at the Holiday Inn Select, Strongsville, OH. The event was a great place to meet others interested in our favorite trains, and included a buffet dinner, auction, clinics, a picnic and other favorite activities. There were operating layouts and trading tables for attendees to enjoy. Club member Gene Rominski handled the reservations and sale of the Spree S car, which was 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 club also sponsored a spaghetti dinner with the West Shore Model RR Club on April 25, at the Lutheran church in Strongsville, OH.

The Miami Valley S Gaugers (MVSG) members have been meeting at Larry Beam's house to work on their modules. The club is seeking members houses for the forthcoming meetings in 2009. The club planned to set up and display their layout at the Miami Valley Rail Festival, Carillon Park, in June 27-28, 2009. The club set up and operated their layout at Vancrest Healthcare Center, Eaton, OH. (a nursing home) on May 16-17. David Decker gave a clinic on model train tree and landscaping construction. The club recently welcomed new members Jack Dieckman and Paul Rinehart. At a recent meeting, the club members had discussion on and voted to alter the modular layout to include a yard that would be connected to the main tracks of the layout. It was decided to have the yard come straight off the end of the layout, rather than diagonally off the side of the layout. Member Larry Beam agreed to plan the track design, and Denny White agreed to do a cost analysis

of the yard plans.

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**". The first meeting of the club was held at the home of Doug Evans, in Batesville, OH. It was scheduled to be held at the Columbus Area RR Clubhouse, but weather conditions required an alternate location, and Doug generously offered to host the event. Over a dozen potential members attended, and the **HSG** modular layout was set up and operated along with a very large HO layout. The club will be sponsoring the 6th Annual Indianapolis S Show on Oct. 10, 2009 in Noblesville, IN (near Indianapolis).

The Stateline S Gaugers (SLSG) is planning for the **2009 Fall S-Fest** which they are scheduled to host. The Fall-S-Fest is to be held on Nov. 6-8, 2009 at the Clock Tower Resort & Conference Center, Rockford, IL. The event will include display layouts, model contest, train races, incline races, movies, a banquet, and layout tours, all in addition to the train show where train related (especially S scale) can be purchased. Club member Doug Allen is chairman of the event. The Fall-S-Fest car will be a Chicago, Rock Island, & Pacific 40 ft. steel rebuilt box car, available in three separate colors. David Pippitt is coordinating the order of the cars. The club is looking for a place to set up and work on their modular layout, and they are actively seeking new club members. David Wilma suggested that brochures be placed in the local libraries to solicit possible new members. Dick and Bernie Bird hosted the May, 2009 meeting. The club members extended their sympathy to Dave Oberholtzer on the death of his mother-in-law, Eleanor J. Swarbrick of Belvidere, OH. on May 17, 2009.

The Central Ohio S Gaugers (COSG) met at the home of Kim and Dana Davis for their April meeting in Ostrander, OH.. The host has a multi-level layout with spectacular bridges and scenery under construction. Those attending had a great time operating the layout and operating trains. The club brought their layout to the Spring S Spree, held in Strongsville, OH on April 30-May 1. Club members Pat and Clara Nightengale hosted the club mem-

bers for their meeting on May 17, in Marengo, OH. The host has a large U-shape layout under construction, with roadbed and track laid for two main lines. The club newsletter is ably edited by Alan Evans, and distributed via e-mail (in several formats so all can enjoy). The June meeting of the club is either a picnic hosted by Lowell Henthorn in Apple Valley, or a tour of the Apple Valley RR by those attending the event.

The Southeastern Michigan S Gaugers (SMSG) is 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.

The Northern Ohio S Scalpers (NOSS) met at the home of John and Sharron Sudimak for the April 26 meeting. The hostess explained that there were some perennials that needed to be divided, and operation on the host's layout was enjoyed by those attending. Club members were saddened by the death of colleague Dave McKay. Dave was a top railfan photographer and Morning Sun Books has published several volumes using the slides taken by Dave. The May club meeting included a visit to the Mad River & NKPRR Society, Inc. museum in Bellevue, OH and dinner at a local restaurant. The club members attending met at the home of Jack and Sharron Sudimak and car-pooled to the museum for the meeting event. Members of the club attended the Spring S Spree and enjoyed the company of fellow S scalers.

The Badgerland S Gaugers (BSG): Member Ron Schlicht had his photo on the cover of the May/June issue of the *S Gaugian* magazine with a feature article inside on his portable S train layout. The layout includes some older Plasticville buildings and over 3,000 model figures along with nine operating AF accessories. A recent listing of the membership of the club included 74 members. The club is working on a new 16' set of modules for their hi-rail layout. It will feature an engine terminal and coal mine. The modules are being worked on twice a month at the home of member Dick Kloes.

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. The AFSGSLA met at the St Peter's, MO. home of Dee and Bob Mailing, on April 17. The club recently established an e-mail address, at: afsgsla@sbcglobal.net 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 hosted the club members at their Lincoln County (near Troy, MO.) home for a club picnic on Saturday, May 2. The event included a fun afternoon of trains, friendship, and a picnic luncheon for the club members, spouses, and significant others. John Nosari, Glen Maxwell, and Russ Kuster invited the club members to an all day event in the Springfield, IL. area. The day will include the annual open house at Ray Drendal's Glenarm, IL. place with rides on live steam trains (8-inch scale), John Nosari's Chatham, IL. large train layout, and a group dinner in the area.

The Kansas City S Gaugers (KCSG) are setting up a semi-permanent S layout at the Kansas City Union Station featuring operating accessories. The layout will be operated for some time and maintained by the club members. The club is also setting up a modular layout at the Leavenworth Carousel Museum for the summer to support the museum's Harvey House Celebration. The layout was set up on the weekend of June 6/7 by club members. Bill Hutton coordinates the club activities, and ably writes the club newsletter which is distributed via e-mail. Jack McCullough has revamped one of the curve modules of the layout to display a reproduction AF circus set provided by Bob Peters. Jack has had several missing parts reproduced and installed it on a base that can become part of the module curve for display as part of the modular layout set up. Club members are planning on a trip on July 18, with the local Train Collectors Society (TCA) to Topeka, KS. to view the standard gauge layout and collection of Dr. Bradley Marples. Club member Roger Ketterman gave a seminar on wiring and electrical troubleshooting a train layout for the Kansas City TCA Chapter as part of the TCA collectors clinic. The clinic was held in a church in South Overland Park, KS. on May 16.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) 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. 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 hosted 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 IES-GAPN club held a meeting at the show. The club members attended 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 held the May meeting of the club at his home in Chewelah, WA. Ray Pearson is scheduled for the June 13th meeting, 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, including several large steam loco models. Jon Kettner has been selling some of the club's train and accessory inventory on e-bay with good success.

The Golden Spike AF Train Club (GSAFTC) were hosted by Gene & Karen in Roy, UT. on April 18. Jim Buckley ably edits the club newsletter and coordinates the club activities. Club members are planning on attending a train show in Evanston, WY. on July 31/Aug. 1. The annual club barbeque is scheduled for Aug. 21, with details to be determined as far as location and menu.. Chris is coordinating the purchase of club hats, and they can be ordered from him at the club events and train shows that the members attend.

The Rocky Mountain Hi-Railers (RMHR) are busy promoting our favorite gauge, and are building their third display layout, called the Lookout Junction III. A computer is being used for the track planning. The footprint size of the new layout will be 22.5 ft. x 26 ft. and will incorporate two wyes, the club's 8-stall roundhouse, a large double track double ended fiddle yard, and two levels of tracks. The lower level will incorporate a convertible DCC/AC loop of track. The new layout has cork roadbed with American Models Flex Track and Tom's Turnouts. The curves on the new layout will be 21 inch radius. The club activities are coordinated by John Eichmann who is employed by the City of Boise, ID. and provides information on the club activities. The club is planning on completing the new layout in time to display it at the Treasure Valley Train Expo on Sept. 11-13 in Caldwell, ID.

The March meeting of the Southern Calif. S Gaugers (SCSG) was held at the home of Jeff Smith.. Sixteen members attended the meeting, and Jeff has built an HO layout with an Sn3 layout on the upper level. The host had trains running on his layout, and he is building scenery buildings from prototype plans to create a layout based upon the Santa Fe second district, from LA to San Bernardino. Jeff Kruger is the coordinator of the club activities and ably edits the club newsletter which is distributed via 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 has ordered curtains for the modules and corners to dress up their displays at shows.

The club planned to attend 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 club was hosted by Dennis Bagby for their April meeting, and twelve members attended. Rich Clark was welcomed by the club members as a new member of the group. Rich was an AF collector and sold his train collection years ago, but became recently interested in S gauge trains and was glad to join the club. Cindy Friedberg attended the meeting as a guest, with Fred Ruby, the treasurer of the club. Many suggestions were discussed by the members attending the meeting including locating new meeting locations and finding a place to have a permanent club location. The club was scheduled to meet at the home of Jeff Kruger for their June meeting.

The San Diego S-Gaugers (SDSG) held their April 22 meeting at the home of Mike Forsys with five members attending. On May 30 and June 13 the club members had a work session at the home of Roland Martinez in Encinitas, CA. to construct a portable layout. Another session was planned for June 27 at Roland's. Roland hosted the club members for a meeting on May 30. The club is in the process of obtaining a club bank account

and writing an informational handout to publicize the organization.

The Bay Area S Scalpers (BASS) held a meeting at the home of Joe Visintine, on May 16, in Salinas, CA. Joe retired on April 3, 2009 and will be moving to the St. Louis area shortly. The meeting included a visit to the Monterey & Salinas Valley Model RR and Historical Society, in Salinas, CA. The club will not be setting up a layout at the Dunsmuir RR Days celebration this summer. Graham Henry ably edits the club newsletter, called the Bass Waybill. Lee Johnson coordinates the club meetings and events. The club planned to set up and operate their layout at the San Ramon Valley Museum, Danville, CA. on June 15/27. Lee Johnson is coordinating the show attendance and operation of the club layout. Lee wrote articles describing recently available S products from various S suppliers that appeared in a recent newsletter issue. Ed Loizeaux is scheduled to host the July 18 meeting of the club in Los Altos, CA. The club recently welcomed new members Roger and Jami Nulton, and Howard Jurgensen

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.



John Griffin's S scale Schnabel car is seen again on the SMSG layout at the 2009 Spring S Spree. This car is a rare species used only for extreme loads.
Photo by Jeff Madden

EXTRA BOARD

SPRING S SPREE 2009

It was back to Cleveland for this year's Spring S Spree (April 30-May 1) at a familiar venue - the Holiday Inn at Strongsville. There were plenty of sale tables including mine, but a few big names were missing. Tom Hawley and Michigan Models though had enough stuff for everybody. Lots of Flyer there too.

Display layouts included the hi-rail layouts of the Central Ohio and Southeastern Michigan groups. The host Cuyahoga Valley Club provided the large scale layout and their smaller American Flyer layout. Stumpy Stone had his revised little bitty hi-rail layout that he modifies for each show.

Planned railfanning on the way was canceled due to an all-day rain on Thursday, but on the way back I managed an overnight in Fostoria, Ohio which is a real mecca for lots of trains. In a few hours Saturday evening and Sunday morning I snagged 15 trains, plus a few more working my way west on the back roads to Elkhart, Indiana where I hit the Indiana toll road and highballed it home.

The Spree itself was lots of fun as usual - meeting old friends, selling some stuff, buying some stuff, visiting a few home layouts. The Friday evening banquet was an Italian potpourri and very good. The Southeast Michigan group had their large, newly constructed hi-rail layout there. The club members that came along also promoted next year's Spree which they will host in Dearborn, Michigan on April 30-May 1, 2010. Their website already has details and forms for you to look at - see S Calendar.



Jerry Poniatowski's detailed and painted K5 does duty on the SMSG modular layout at the Spring S Spree. Note the commercial photo backdrops.



A Putt Trains (Rex) Mogul runs smoothly around Terry (Stumpy) Stone's small portable layout at the Spree.



At the S Spree John Frazier (right) explains how he built this craftsman kit of a work caboose. Dave Felmley (left) takes great interest because he was the one who produced the very limited kit more than 30 years ago.

Photos Jeff Madden

Jeff's Jct. continued from page 5

the "Crystal Ball" I see 8-1/2" x 11" foldable portable Kindles (like a folder with two screens inside) with color pages and adjustable print size. The entire pub, articles, pages, photos could be downloaded to a CD or could be printed out. These "Kindles" would be highly affordable and possibly even subsidized by the pubs or organizations.

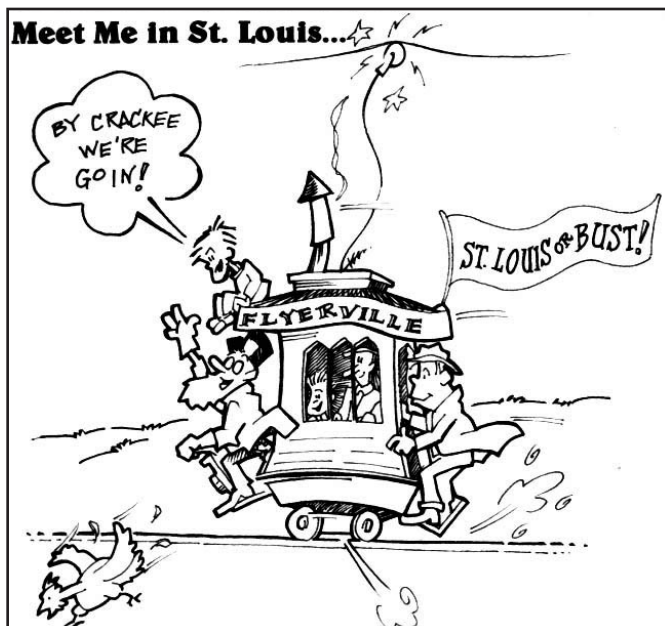
Four – How would advertising help support an S-specific E-Zine? How would the ads be presented? As I said before, I work for a newspaper, and this is the very dilemma we face, especially if the paper is offered free online. You have to subscribe to ours to get total online access. Right now we have a website and can do links or put banner ads in for advertisers. Pricing is tricky, and these ads just don't stay in front of the reader like an ad does on the printed page.

A niche model railroad E-Zine might be a little more acceptable as far as paying attention to the ads because readers will want to see the new products and use the links unlike the general reader of a newspaper or news magazine who will pick or choose ads as to their interest or content and totally block out others.

Can an S E-Zine price its subscription price to attract enough readers to satisfy the advertisers (they are competing with tons of free downloadable info here)? Can advertising rates be made attractive enough for advertisers?

In summary, E-Zines are undoubtedly the future – especially for the under 50 generations. They have to be! Just look at the potential labor and capital expenses to be saved by the publisher. Our current S pubs will have to gradually experiment along this line in order to transition smoothly or else they will instead be dragged kicking and screaming into the inevitable future.

The big question is if an online S magazine can stand alone as a money maker? Or will specialty S magazines evolve into part-time non-profit ventures just breaking even – perhaps with organizational assistance? Gee, the "stimulus package" idea seems to keep popping up.
- Time will tell – but it's the future! Jeff



SCalendar

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.

Sept. 25-26 (prob.) 2009: 28th Annual Fall S Get-Together sponsored by the Central Jersey S Scalpers. Christ Episcopal Church, 220 Main St., South Amboy, NJ. Layouts, sales, and Sat. Eve buffet. Details TBA

Oct. 10, 2009: 6th Annual Indianapolis S Show, hosted by the Hoosier S Gaugers. 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. New larger venue.

April 30-May 1, 2010: Spring S Spree presented by the SE Michigan S Gaugers, Ford Community & Performing Arts Center, Dearborn, MI. **This is the first in Michigan.** Clinics, layout, auctions, lots of space. AF and AM Spree cars. www.smsgtrains.org. Jerry Poniatowski 734-721-0772.

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.



Continued from page 5

more than once.

- E Kozlowsky, Maine

More – Another reason, albeit not the major one, that print publications are going by the wayside is that video can be shown on the internet. Moving pictures via TV and its evil companion (LOL) video are what attracts viewers in hordes. Trains, especially those pulled by steam engines are especially good subjects for them thar movin' pichurs.

- Roy Inman, Kansas

More: I think people get immune to internet ads and just learn to tune them out, whereas in a paper magazine it's there staring at you forever, so you eventually read it.

- Dave Branum

On New 1:64 Modeling Guide: Yes, I feel we need a good S scale magazine. If we can just get more advertisers to support it, that would help. Here is hoping the magazine can eventually get up to par with the original *3/16th S Scale Railroading* magazine that started it all. It was published by Ed Loizeaux, edited by Dick Karnes, and then you're really accomplishing something. You are fighting the age-old problem with S scale publications – we have a difficult time supporting three magazines.

- Bill Fraley, Pennsylvania

Operations on S Layouts: It is interesting that the S-Scale community as a group has lagged behind the hobby in several recent trends. Not only are operation sessions less prevalent in S, but Jeff Madden has also written about the fact that S Scalers in general are behind the curve in adopting more recent layout design thinking.

I don't believe that the S Scale community is that much older than the model railroad hobby in general, but the insulated nature of a minority scale seems to have stuck us back in the 1950s and 1960s in some aspects of the hobby. Perhaps it is an unconscious desire not to adopt practices developed and used by the "small scalers." In the case of operations (and by extension, layout design), this is a shame. Operating sessions are not only a great social activity, but they are a chance to see all that modeling effort put to good use – there are few things more satisfying than seeing your models "behave" like the real thing – that's modeling in its most pure form.

We over here in Maryland have a small rotating S Scale construction and operating group that Sam Powell has written about in the *Dispatch*. Recently, the group met at my S scale B&O layout, and we tried something new – an all passenger operating session. The freight yard was cleared of all freight cars and was converted into a coach yard. We had a great time all

evening assembling and breaking up passenger consists and moving them from the coach yard over to the main station. I believe we will alternate in future operating sessions between using the yard as either a freight facility or a coach yard. For those without space for two yards on their layout, this is a way to double your operating fun. On my layout we are using Switch Lists for freight car movements. Our group also regularly operates on Sam Powell's Penn Creek Valley layout.

- Dan Vandermause, Maryland.

S Scale Under 50: I'm 31... My reasons for choosing S Scale:

1. Availability of a good-running SW-1
2. Limited availability (lowered temptation to impulse buy.
3. Easy to scratchbuild structures
4. Code 70 and 83 rail approximates the light rail used on the shortlines I model. The rail can be spiked instead of soldered.
5. Large enough to see, small enough to fit in a room.
6. An old modeling friend of mine with two large HO layouts and a large brass collection remarked. "If I had it to do over, I'd build this in S..."

- Rhett Graves

Re: Lionel Flyer: Really nice to see the article I sent for RailMail in the April issue. I sure do agree that it would be great to see Lionel re-issue the original AF Hudson plus one for people who want the latest de-

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tails and technology. Maybe the 302 all-metal Atlantic could be re-issued as a basic set engine for Christmastime. AF track should be re-issued in the same way it was in the late 1950s.

- Michael Moore, California

On S Tracks: I found the column by Sam Powell in the April *DISPATCH* entitled "Every Layout is Beautiful" to be one of the most insightful I've read about our hobby anywhere. He has identified very clearly habits that many of us have, and I include myself among the guilty. I agree with Sam that our hobby is an art form and a creative endeavor and that it is too easy to compare our 'art' with that of our hobby friends, and in the process become critical of what they have done if it's different. And it will be different because we each come to the 'canvas' with a different set of brushes. I thought Sam's comment that it is difficult for us to describe our experience with another layout in only positive terms also hit the mark. This issue is particularly prevalent among the "S" community because we have such a wide range of interests all under the umbrella of "S" gauge. But as Sam points out, whether it's a 50s era toy train layout or a finescale Sn3 prototypically correct masterpiece or an N scale switching layout for that matter, it's someone's idea of what a model train should be, and who's to say whose interpretation is right. Certainly one is not better than the other...they are just different.

- Brooks Stover, Michigan

Cement Trucks in 1/64: Ed Davis wonders where we can get 1/64 cement trucks. Well, Bob Werre suggests a Lehigh Valley kit (wood and metal). You can also buy the tank part alone and put it on a Hartoy straight truck. Martin Johnson suggest - there are only a few 1/64th Cement trucks ever produced:

Matchbox King-Size No. 13 - English COE "ERF" 1960's.

Matchbox Super King's GMC 9500 (about 1/60th but acceptable) Early 1970's

Majorette GMC Brigadier Early 1980's 1/60th scale

ERTL IH Paystar early 1980's

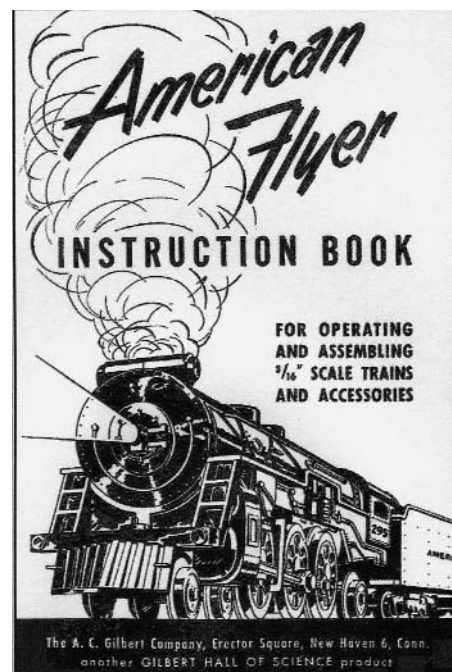
ERTL IH-Navistar 4900 early 1990's

All are hard to find in excellent condition, but they are out there, and played with ones show up on eBay and shows regularly. They don't have "great details, all are "toys, but ' hopefully Die-Cast Promotions will do one sometime as a "model

- Martin Johnson

Winfield RR Reading: There is a 2 page color section in the book *Pennsylvania Short Lines in Color, Vol. 2* - a Morning Sun book by Gary R. Carlson for those wishing to see a few more pictures and read some more info on this colorful line.

- Jeff



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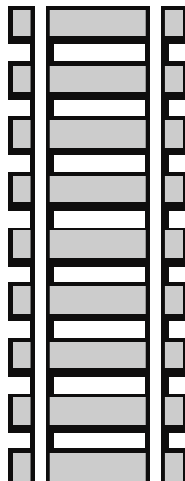
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