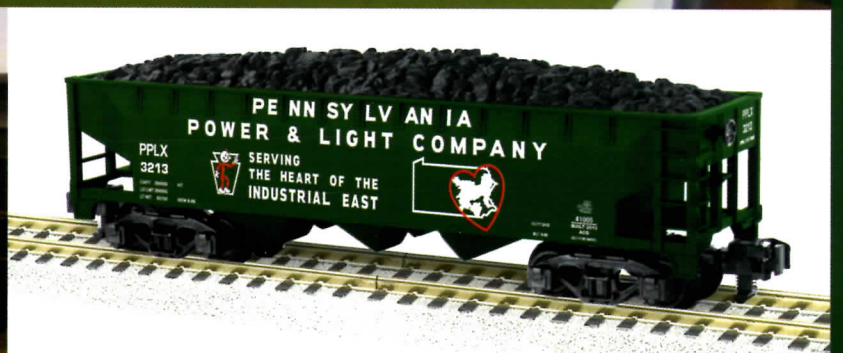




DISPATCH



Hiding a Pole
S Spree Report
Outdoor Lighting



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Farmers Cooperative



Columbia Southern Chem



Wyandotte Chem

FLAT CARS with COIL COVERS (H)= hemispherical shape; (5)= 5 sided shape



BN/McLouth Steel (H)



BN/McLouth Steel (5)



IC/Inland Steel (H)



IC/Inland Steel (5)



C&NW (5)



C&NW (H)



Penn/Lukens Steel (H)



C&O/Youngstown Sheet & Tube (5)



C&O/Youngstown Sheet & Tube (H)

Pictures of all cars can be seen at AmericanFlyerTrains.com

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.

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Wales, WI 53183
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dispatch@nasg.org

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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Middlebury, CT 06762
203-527-3601
membership@nasg.org

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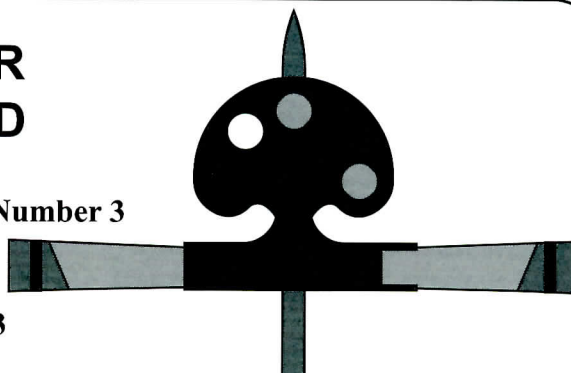
MAILING: The Dispatch is printed and mailed in the issue month. Issues received by 15th of next month depending on region.

COVER: Top - This view of **Sam Powell's Penn Creek Valley** shows an industrial structure built around an intruding support pole. See **S Tracks**. **Bottom photos** show **M.L.W.'s CN 8-hatch reefer** and the **2013 NASG AF car**.

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.

NOTICE TO READERS: All warranties and claims made by advertisers in the **DISPATCH** are the sole responsibility of the advertiser. The NASG reserves the right to refuse any advertising material which it feels is not reputable. The selection and/or use of the products or services and the application or results obtained from these advertisers is the sole responsibility of the reader.

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We Have a New Membership Chair: Richard (Dick) Kramer has volunteered and been accepted as our Membership Chairman. He is a retired bank manager, having spent over 35 years in the industry and retiring as an Assistant Vice President of The Bank of New York.

Dick has been an S Gauger since he received his first American Flyer set for Christmas in 1947. His interest in model railroading continued over the years, but waned after marriage and raising three daughters. After retirement, Dick and his wife, Helen, moved from Long Island to Connecticut where his passion for model trains resurfaced. He now has a 6x16 high-rail layout and is Treasurer of the Connecticut S Gaugers and its newsletter editor.

Dick looks forward to the challenge of being the Membership Chairman of the NASG and of working with the officers and members to promote S Gauge model railroading. To reach Dick use this email: nasgmem@comcast.net.

- Claude Demers, former Membership Chairman

Insurance Update: We have BOT approval to change our insurance carrier with 6 of 7 BOT members voting yes, so it is a "go". I have contacted Steve Harrington and will send the check.

Steve has graciously offered to handle the transition with our former insurance company. He also informed me that his agency has

handled insurance for some other model railroad businesses for many years including "The Narrow Gauge and Shortline Gazette" and Sunset Models/3rd Rail. I think we have made a good decision, with kudos to Steve for raising his hand and to the BOT and stepping up....

It is important for the NASG members to understand the BOT is actually engaged and just saved a thousand dollars of their money.
- Jim Kindraka, Treasurer

2013 NASG AF CAR: The insert form for ordering the 2013 NASG American Flyer commemorative car is included with this issue. The car is a Pennsylvania Power & Light Co. 3-bay hopper. PP&LC had power plants in central and eastern PA. There is a color picture on the cover - it's a nice green with red and white artwork plus a coal load is included. The car number is 3213 representing the 32nd car in the NASG series, and the year 2013. Cars are \$75 each, including S&H. There is a limit of 2 cars. Also, note on the flyer previous NASG cars that are still available.

- Doug Peck

Booster and Manufacturers' ads for August: Again we hope to have a special layout issue this August similar to last year's. The blue ad form is enclosed with this issue for those who would like their Booster Ad (\$10 single, \$20 double; or a manufacturer's business card ad is \$25. Remember, this issue will be overprinted for promotional purposes.

I am working on soliciting layouts for this issue. Need photos on CD and layout plan plus captions and a little writeup. I already have a couple lined up, but if you're interested email me.

- Jeff

some model railroaders who are afraid of scenery. I have volunteered to help them, if they want me to - they may still be afraid of it after I finish with them. I have a traveling layout that has a fair amount of scenery on it, so I am going to add others to show how you can enjoy the hobby with a board and a circle of track. Another can show that circle with a very small bit of scenery.

Can we as modelers help a new person with their layout or are we going to let them do it on their own? If we want new hobbyists, we need to offer our services to them and show them how it is done. We can't cry on one hand and say the manufacturers are not supplying what we need at a reasonable price and blame that on the hobby dying. If you enjoy the hobby, then enjoy it and if you also think it is dying, then get out there and help a couple perspective hobbyists on their way. - Glenn D. Miller

Letter to the Editor: Over the years I have read the same point over and over again about how the people in our hobby are aging and the hobby might die somewhere out in the future. I also often read that if Lionel or other manufacturers would just produce and sell a starter set for kids this would turn the whole world around for the train hobby. My opinion is that Lionel is not responsible for keeping the hobby vital we are.

Lionel, American Models, and MTH are businesses and their function is to make a profit for their investors. Yes, like all business,

Continued on page 26



On Dying Hobby: I originally joined the NASG in the early 1960's. I received a membership card - dues were \$3.00 and I think it was a life membership. I wish I still had that card.

On the subject of model railroading being a dying hobby, I have a few comments also. I have to agree with Mr. Stone in that we need to do what we want to do as our hobby and not get real concerned as to how it transpires with other people. After all, things do change over the years. I am sure that the older boys back in the 60s felt that the hobby was dying a little bit, but they hung on, persevered and look at what the NASG is today because of them. They pursued their dream and we today need to do the same thing. As a member of an antique car club, we have the same thing happening. In essence, there is not much we can do. People are interested in what they are interested in and we may not be able to sway them our way.

We need to get out and show the others how we enjoy this hobby. I think we have to point out to the others what is enjoyable about the model train hobby. Show them your layout; talk about what is entailed in a layout - how extensive do you want to get. I know

S OS from... **TOWER** by **Jeff Madden**



S-MODELING DURING THE GREAT RECESSION

Oh woe is us! We're still in the GREAT RECESSION, and model railroading is taking a back seat to other expenses. The bad economy, of course, isn't unique to just S gaugers. Many model railroaders are being financially squeezed via job losses, forced early retirement, pay cuts, reduced overtime, etc. To add fuel to that fire, the Sanda Kan setback has slowed new product from all 3 of our major manufacturers (MTH is slowly bringing the SHS line back albeit with some price hikes).

But, as they say, when you're served up a lemon, make lemonade!

Here's the list:

1. Build any kits you already have - structures, cars, locos, etc.
2. Prep or repair rolling stock with couplers, trucks, weathering.
3. Work on your home layout.
4. If you don't have a home layout, work on a club module or project.
5. If you are in the planning stage for a layout, a recession is the perfect time for this. Measure space, draw plans, check old magazines and the internet for ideas.
6. Prepare the basement (or other location) for a future layout. Most preparation such as ceiling tile, dry-wall, etc., isn't that expensive - mostly labor.
7. If you're off work or working less - now might be the time to go on a prototype junket, especially if you don't have to travel too far. Grab a camera and notebook and get out and see how the real railroad runs. Not much expense here - a little gas, a McDonald's lunch and a roll of film.
8. If gas prices choke you - check prototype ideas on the internet without stepping foot out of the house.
9. We all have excess inventory. Go on E-bay and

sell stuff - again without going out of the house.

10. Sell excess items at the S meets if travel isn't overly expensive. This'll make you money if you don't buy more than you sell.

11. Another income producer - sit down and write those articles you've been promising to do for the non-S pubs that pay. Of course, you can polish up those articles for the S pubs too even though income will be little if any.

12. If within reason and you have time on your hands, attend some of the S meets. Reminder - you can sell at these.

13. Organize and Inventory your S "stuff." Put up shelves, consolidate items, organize parts bins, label ends of rolling stock boxes (you know - built, kit, etc.). I label or write on all box ends things like scale, kds, built, NASG convention car, etc.

Also, if you're an operator, you can make a car card for every car. Or, you can just make a list of all your rolling stock, structures, parts in a notebook. This always a good idea for several reasons. **One** is to just see what you "got." Is there excess inventory that can be sold off? Oh, I didn't know I had those six-wheel trucks. You mean I have three Rex Dockside, I thought I only had one. Oh, here's a kit I can build. Gee, this car needs couplers. A **second** good reason is to inventory items for eventual estate planning. The NASG has a program for this - check www.nasg.org. Maybe when you're going through your items you can list original cost and an estimated sale price that would benefit any beneficiaries.

14. If you have a home layout, invite folks over to operate or help on projects. This will give those other modelers in your area who have time on their hands something to do that has a positive outcome.

15. Work up a clinic for the next model train event whether it be an S event, NMRA, TCA, etc. If you give an S oriented clinic at a non-S event - well that's helping promote S.

16. Armchair - Time to go back and go through your old *S Gaugians*, *Dispatchs*, *Heralds*, etc., to refresh ideas you may have forgotten about.

The **Great Recession** (I still believe we are fully or partially still in it) is no excuse for not doing anything on your hobby. Most of these ideas don't cost much if anything, and discovering what you don't need is a bonus way of making money for your household or for buying more train stuff.

- Jeff

NEW PRODUCTS REPORT

By Jeff Madden

LIONEL LLC AMERICAN FLYER- (www.lionel.com): Also at York, as reported by Doug Peck: Lionel released their 2013 American Flyer catalog, 28 full-color pages. Included is announcement of the first RTR complete train sets in S-gauge. The key set is an S-gauge Polar Express set featuring a new Berkshire 2-8-4 locomotive. Two other Berkshire sets are an NKP 4-car freight set; and a C&O 3-car heavyweight passenger set. Pricing has not yet been released, as these sets are not likely to appear until early 2014.

For 2013 release, there will be a Docksider SP 3-car freight set, complete, for \$270. Four additional Docksidiers are announced as well.

New boxcars: 1951 Catalog Cover (2013 Christmas car); Boy Scouts; Cub Scouts; Penguin Seafood Reefer; F #25 Smoke Cartridge box car - these list at \$49.99 ea.

Two new tank cars; four new hoppers; and a new Gilbert Dairy Milk flat car. All new tooling produces a line of AF Mint cars: Fort Knox, NYC Fed'l Reserve; SF Fed'l Reserve, and "Gilbert Mines". Two Railsounds boxcars with diesel sound: NH, and UP. And a "Route of the Zombies" Walking Brake-man box car, featuring a "Walking Zombie" View catalog for pricing.

The new 2013 diesel is the ES44AC, newly tooled, in 10 "NS Heritage" road names: Conrail; CofGA; LV; Interstate; NKP; N&W; PRR; Southern; NS; and Monongahela. List price powered - \$529.99 ea. Each of the ten will also have a matching Cylindrical Hopper.

Rounding out the 2013 engines: four new SD70Ace diesels with matching cyl. Hoppers--- Vgn;

Reading "Bee Line"; Wabash; and Savannah & Atlanta. Locos list at \$479.99 ea.

In new accessories: a 6-pack of new S-scale telephone poles (each of the 6 is different); an Elevated Gilbert Oil Storage Tank; and a Water Tower & attached Storage Shed.

In the FasTrack line, new items will include 30" straight track; Half-Curves; 27" wide-radius curves; 90-degree crossings, and 45-degree crossings; 5" straight track with illuminated bumper; and a Grade Crossing with Gates and flashers. Also, Legacy-controlled Turnouts.

M.L.W. SERVICES (www.mlwservices.ca) The CNR Steel 8 hatch refrigerator car Series One kit is now ready in a very limited quantity. The kit's main components are Brass, Pewter and Resin castings. It also includes brass etchings, Grandt Line Ajax Brake system, DPR 8 rung ladders, Tichy hand grabs, 0.032"/0.014"/0.012" brass rod, Black Cat/CDS decals, a CD with a fully illustrated 67 page instruction set, SHS trucks and couplers. All you will need is glue, paint and of course...time!

The final price is \$105 CDN plus S&H unless you want to pick it up. Series One was built 1939 - 1940. It had an early style of AB brake arrangement, square corner Dreadnaught Ends and came in Minearl Brown paint scheme with white lettering. Many cars got the Grey scheme with the red lettering after 1945.

These reefers went all over North America. Later this week, I am hoping the website will be updated to give a Link to this info. Each Series has a limited quantity as we want to cover Series 1 thru 6. The different Series had different details meaning ends, brake wheels, paint

styles and running boards. You will get enough details to match any version including rebuilds up to 1960. If you have extra details, like a Universal Brake wheel, then you can use them for something else. Series one is selling fast. Please let me know offlist if you are at all interested. Pictures have been uploaded into !CNR Reefer Folder of the Series One pilot model in original paint. (*See photo on cover*) Andy Malette, Gopher and Owner M.L.W. Services
8 Treeline Court
Etobioke, Ontario
M9C 1K8

MTH (www.mthtrains.com): The MTH 2013 S-Scale Catalog was released at York TCA. It is 18 pages, in full color. All items in it are planned for 2013 release, most starting around September.

Included are F3 diesels (both A and B units) in Santa Fe, UP, PRR, JCL, NYC, and Seaboard road names. The MTH diesels are designed to recognize the operator's control system--- AC, DC, DCC, or MTH DCS--- and automatically operate in that system.

In freight cars, the SHS standard PS-2 Covered Hopper will be offered in 8 road names.... NS, BNSF, Milw Road, Southern, B&LE, DT&I, LV, and Maryland Midland. Each is available in two individual numbers, or in a 6-car set. The 70-ton Ore Cars will also be released in 8 road names....CNW, Milw Road, DM&I, CP, CN, SOO, GN, and B&LE. Each is available in two individual numbers, or in a 6-car set.

The popular SHS wood-sided reefers will be released in 8 road names, each with two different numbers....Fairmont Creamery, Goetz Brewery, Santa Fe" All the

Way", PFEX, Senate Beer, Fulton Market Cold Storage, Krey's Ham & Bacon, and Jelke Good Luck Margarine.

Eight new Steel Rebuilt Box cars, each in two numbers: NH, UP "Serves All the West", NYC Pacemaker, ATSF, B&M (blue), WM, N&W, and 2013 Christmas (one number only).

The entire SHS track line will re-appear, with the exception of Starter Sets. Finally, several previous MTH "AF" accessories will be re-introduced: Checkerboard Water Tower, 774 Floodlight Tower, 785 Coal Loader, 769 Aircraft Beacon, Gabe the Lamplighter, Diecast Street Lamps, 796 Sawmill, and the 787 Log Loader.

Rounding out the former SHS line: trucks, couplers, and wheelsets. One change from SHS practice is that all cars will be supplied only with high-rail wheelsets and couplers. Scale freight car wheelsets must be purchased separately. *Thanks to Doug Peck for this info.*

Lionel E544AC

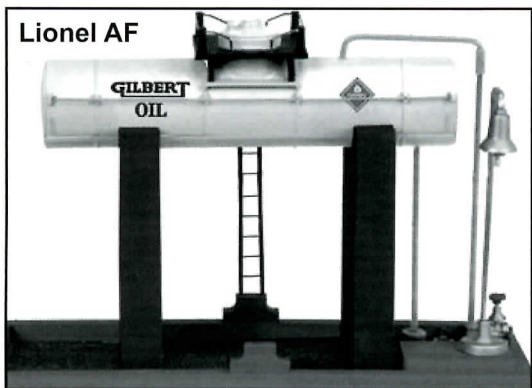


Lionel SD70ACE

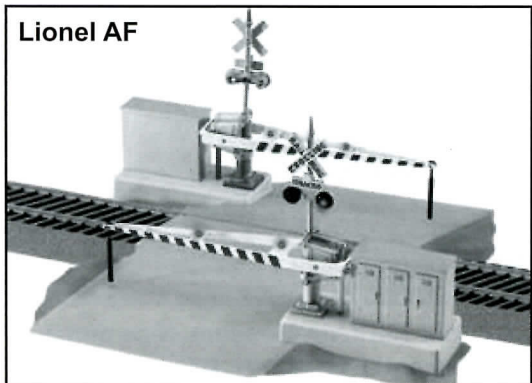


WHAT'S NEW

Lionel AF



Lionel AF



Coming this fall! MTH enters the S scale market with diesel locomotives, hopper cars, ore cars, wood reefers and more!





STEAMTOWN II

2013 NASG Convention

AUGUST 7-10, SCRANTON, PA

CLINICS AT SCRANTON

Basic Soldering

Conducted by Andy Malette

- Andy will describe basic soldering techniques for your layout. He will also describe the advantages of resistance soldering.

Fast Tracks

Conducted by Jamie Bothwell

- Jamie will discuss this popular switch-making product.

Internet Users Get-together

Conducted by Pieter Roos

- Subscribers to the Yahoo Groups S-scale and S-Trains lists are invited to this informal get-together to connect the names with the faces.

Layout Tour

Conducted by Jim Martin

- Jim will take us to the S Scale Workshop award-winning layout to view and discuss their scenery techniques.

Painting Backdrop Scenery

Conducted by Jim Martin

- Jim will demonstrate his technique for background scenery.

Steamtown's Steam-era Freight Cars

Scranton Area Attractions:

Steamtown National Historic Site (current collection).

- Scranton Iron Furnaces.
- Electric City Trolley Museum.
- The Mall at Steamtown.

The Everhart Museum was founded by Dr. Everhart primarily as a result of his fascination with ornithology. As a result of this, the museum has the most extensive collection of birds in the Northeastern Pennsylvania region.

Nay Aug Park features trails, picnic areas, playgrounds, swimming pools, and waterfalls. The Everhart Museum is located within the park.

The **Lackawanna Historical Society** is head-quartered at the Catlin House in Scranton's Hill section.

The **Anthracite Heritage Museum** is located in McDade Park.

Conducted by Jeff English

- In addition to steam locomotives and a roundhouse and backshops, Steamtown has a number of genuine steam-era freight cars, many of which have been restored to their appearance of sixty years ago. Jeff will take a walking tour around the cars on display, and discuss how to make models of them in S-scale, including commercially-made cars, kits, parts, and lettering, as well as approaches to scratchbuilding what is not readily available.

The Advantages of Using DCC in Layout Design

Conducted by Dave Heine

- Dave will discuss what is needed to set up a DCC-powered layout. In addition to reviewing basic layout wiring, he will also cover dealing with reverse loops.

The S-CAB System

Conducted by Peter Vanvliet

- Peter will describe the NWSL/Stanton S-CAB system, including battery-powered engines. Track power is no longer required. A demo is planned on the NASG switching layout.

Layout Tour Note: Jamie will email pre-convention times and directions as requested. Post convention layout tour info will be available in Scranton.

Coal Mine Bus Tour: Filling up fast.

Lackawanna State Park is located about ten miles north of Scranton.

Harry Houdini Museum in Scranton.

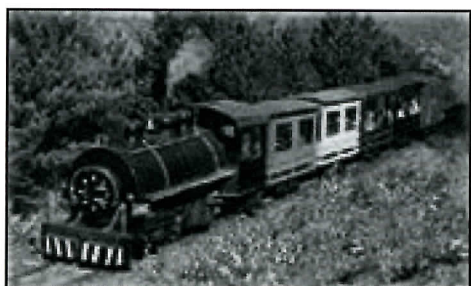


Entrance to Anthracite Heritage Museum. Nice museum and tour of coal mine and iron mines. available.

Pioneer Tunnel



Our narrow gauge steam locomotive, the Henry Clay, is a 0-4-0 type lokie that was built by the Vulcan Works in 1927, typically used to haul coal from strip mines.

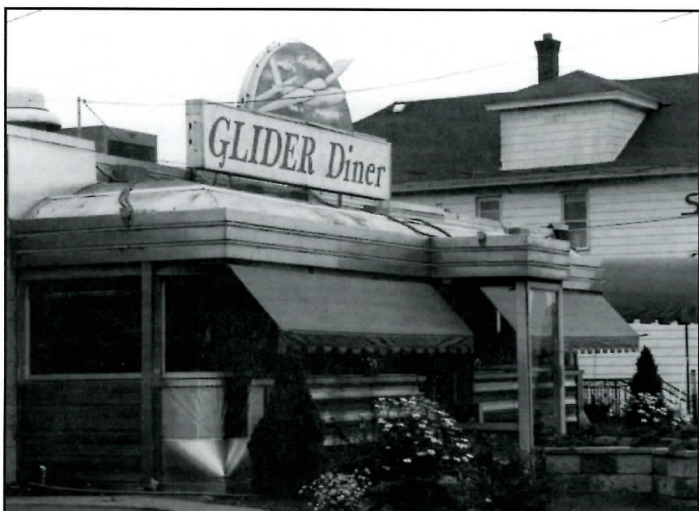


The highlight of the all-day Thursday coal mine tour will include this visit to the Pioneer Tunnel Coal Mine in Ashland, PA. The tour will also go by Centralia, PA and stop at Jim Thorpe, PA where there are shops and some historic railroad equipment on display.

Pioneer Tunnel is a horizontal drift mine. Its level tunnel runs 1800 feet straight into the side of the Mahanoy Mountain. You make the trip in comfort, riding in open mine cars pulled by a battery-operated mine motor. The mine is inspected daily by the mine's foreman and periodically by state mine inspectors. The temperature inside the mine averages 52 degrees, so a sweater or jacket is recommended. The tour lasts about 35 minutes. Deep inside the mine, you will alight from your car and follow your miner-guide as you are given an explanation of how coal is mined. There are storyboards inside the mine depicting the mining operation. Your guide will point out the numerous coal seams and describe various configurations of passageways, some cut from solid rock in order to reach the coal. The tour is educational as well as entertaining. Each year, 40,000 people including students from pre-school through college visit Pioneer Tunnel. There are approximately 350 bus tours each season. In 1979, Pioneer Tunnel was given an award for excellence by the PA Travel Industry Advisory Council as one of the top 10 tourist attractions in the State of Pennsylvania.

A reminder about clothing...

The temperature inside the mine averages 52 degrees Fahrenheit throughout the tour season, so we recommend that you bring a sweater or jacket. If necessary, we will gladly provide you with one to wear.



Above - The Glider Diner was a good local place to eat in Scranton in 2001. I think it's still there, but not within walking distance. *Right* - Ron Lane shot this photo in 2001 of the Canadian National 2-8-2 as it led an excursion train up the Poconos.

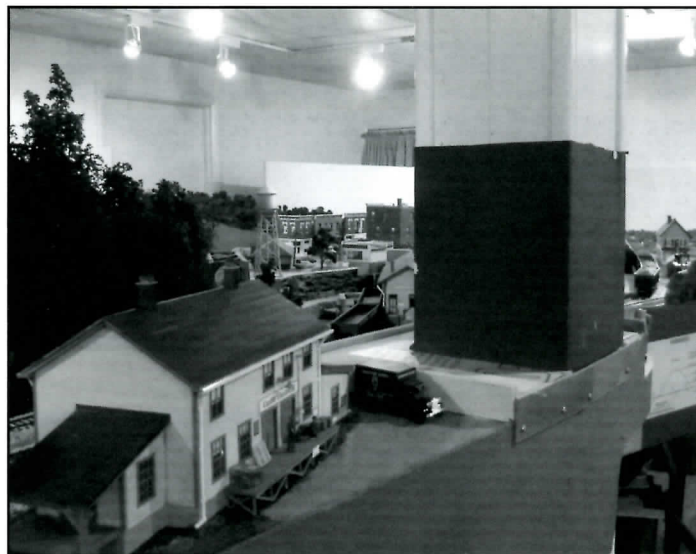


STRACKS by Sam Powell

Dealing with that Pole in the Middle of the Room

“A man sees what he wants to see and disregards the rest”, to quote Paul Simon from the song *The Boxer*. I discovered that the mind does some amazing things when we look out at the world. As an old friend used to say, “Believe nothing you hear, and only half of what you see.” So, no, I did not actually get rid of the pole. But it no longer mucks things up so badly. I suppose you could make an argument for the fact that poor planning in the first place was why the pole was a problem. Because of the mind tricks our brain plays on us, its presence in the middle of a scene on the Penn Creek Valley was a virtual stop sign that would not allow the mind to take in anything beyond it. In order to remove this block, I had to make the pole look like something in the miniature world, so the brain would process it and allow the eye to move beyond it and take in the rest of the “world.”

It is probably safe to say that the majority of model railroads are in basements. It is also likely that the poles that hold up the house, while a necessity for the structural integrity of the house, are more than just a minor

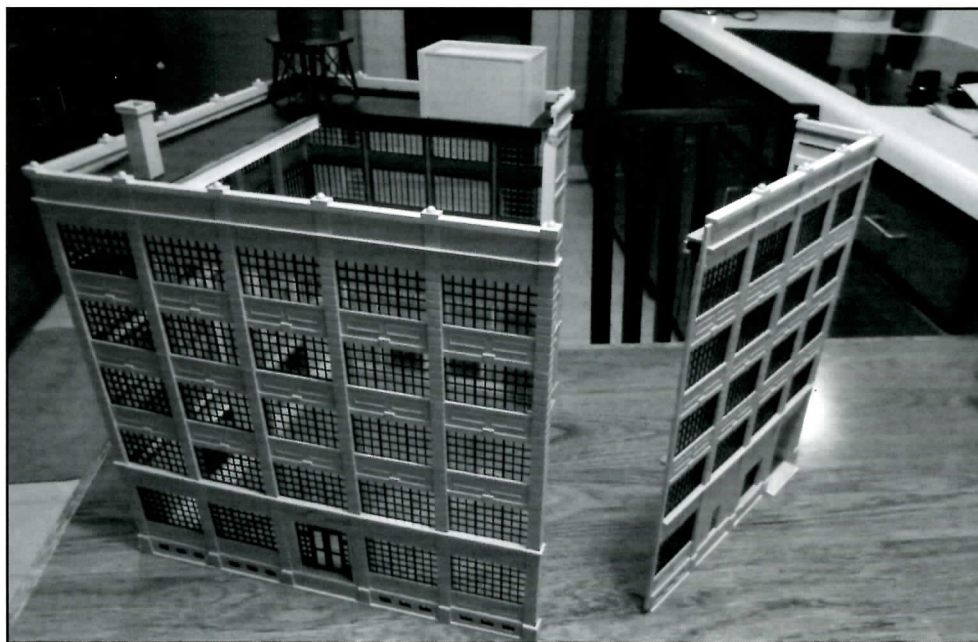


Contrast this photo with the cover photo. Pole area nearest layout is a black blob in need of something.

nuisance to the planning of model railroads. While there have been many creative ways to cover them up in the past, the one that holds up my house just did not lend itself to easy disguise within the track plan I had devised. Oh well, I thought, it was a minor problem. There were so many nice things about this plan that the one inconvenience was worth tolerating. So I kicked the can down the road and went with the plan thinking that eventually I would be inspired with an idea that would look great, hide the pole, and not cover up any of the scenes around it. I was looking for something that would make sense within the scenic concepts around it. While a rising mountain side could have been made to look OK, I wanted access to the turnouts in this region,

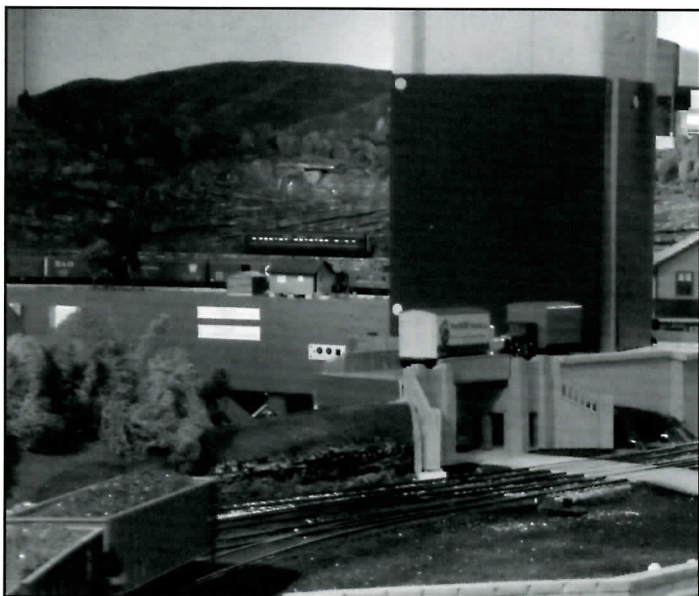
and to be able to see the town across the river from the pole. A steep rise in the topography would have made operation of the turnouts impossible, derailments would have become very problematic, and the town across the river would have become obscured. After ten years still no inspiration had struck. I was stuck.

Some readers may remember the last issue's article about the *Six Details that Make a Difference*. The electrical supply house that was the subject of that article sits right next to said pole. I wanted to get a decent photo of the building for the article, on the layout, and yet did not wish the pole to spoil the shot. To get the shot for the magazine I simply grabbed a building from the back drop scene on the other side of the layout and plopped it in front of



Sam kitbashed two Walther's HO Fireproof warehouse kits as a shell to surround the 4-sided square post on a peninsula of his Penn Creek Valley layout.

Photo by Sam Powell

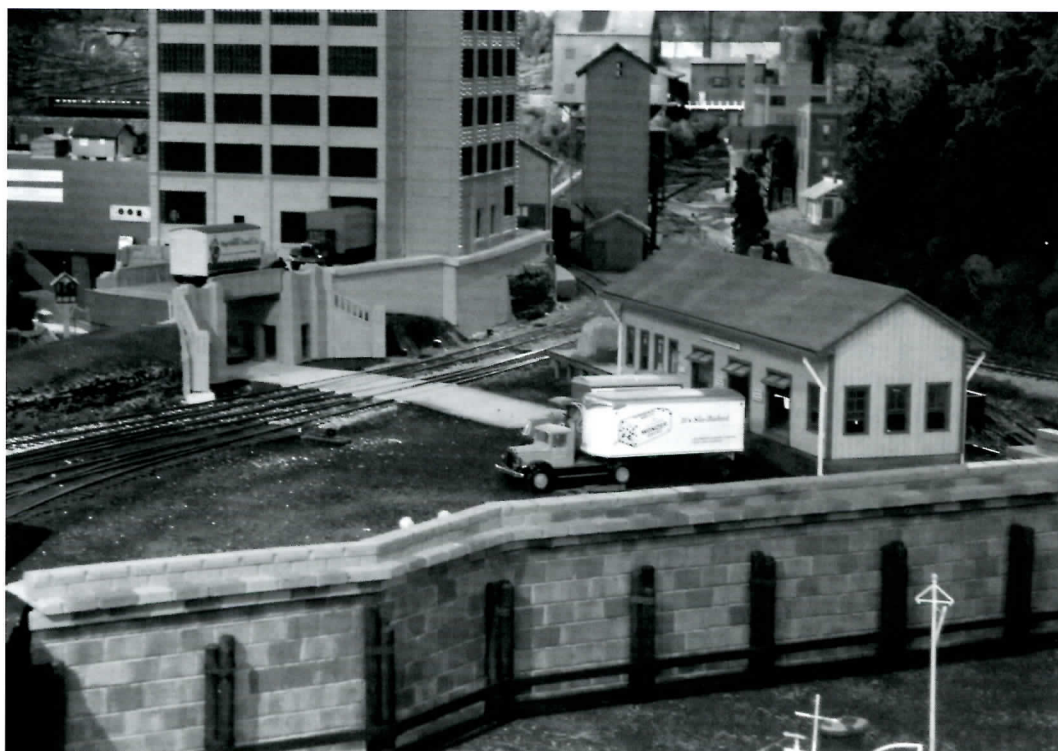


Note that the pole above the dark area sort of blends in with the background sky above the distant hills. The dark painted area on the pole needed a 3-D structure to disguise it. By creating the viewblock this way, Sam allows access to trackage without a tunnel or deep cut through a mountain. The city in the background also gives depth to the whole scene. Photo by Sam Powell

the pole and snapped a photo. I was able to frame it so the backdrop building extended vertically above the camera's view. After I finished taking the photo, I stepped back and looked at the scene. Wait a minute! What was that? All of a sudden, for the very first time, my brain registered the buildings across the river while viewing the near side scene. With that building in front of the pole there was depth to the scene I had never noticed before. Even though the town across the river had been there in plain sight for awhile, my mind had essentially cut off the view because of the pole. The pole was non-miniature, and thus a mental block to seeing the buildings beyond. This was a purely psychological phenomenon. They were there but not seen. I found this fascinating. With the pole visible, the scene was shallow to the eye. With the pole covered by the building flat, the scene deepened by maybe another 8 feet, and the scene took on a three dimensional quality that was new and exciting.

Some thought about this led me to the following conclusion: After years of living in the model railroad culture, there are certain things our brains simply will not register, when viewing them live. Anything non miniature becomes a block our brains just refuse to see beyond. This includes ceilings, floors, valances, lights, etc. It also includes the end of the layout, if there is one. While these show up in photos clearly, when viewing them live, the brain cuts them out, and we do not notice them. I think this also includes non-miniature items left on the layout such as pencils, and tools. For this reason, it has been advised for years that we take photos of our model railroads to see what the scene really looks like, so as not to be fooled by this mental view block our brains will erect.

So now that I saw the benefits of getting the pole disguised, the question became, what could I do to make this scene deeper when viewed live? I had previously rejected a geological solution such as a hill side, but maybe the building disguise had some potential. I decided that if I put a building around the pole, it might be acceptable for the pole to be visible above it, simply because the mind would still not register its presence, and yet the mental block would now be up so high it would not interfere with the scene beyond. I wanted a taller building if possible, but this part of town is kind of rural, suburban, and not downtown where tall buildings would be common. It would be the only tall building in the area, and I did not want it to look out of place. I looked at some tall residential structures, but they seemed out of place for sure.



Here's a closeup view of the other photo on this page with the factory wrapped around the pole. This scene is very effective, especially by the use of varying levels - the river, the track level and the factory on higher ground.

Most of the larger buildings I considered would have been served by rail back in the 50's and there was no practical rail dock available. I decided to put a short non-connecting spur beside the building from a competing railroad, which there were many south of Pittsburgh, and this solved that issue. I thus decided a big square building such as a warehouse, or cold storage unit might not look too out of place in this area. These would not be built in prime real estate, but would still rather sizable and thus look OK surrounded by more modest structures.

I measured the pole which was boxed in by the previous home owner and it measured 11"x10". With this information I went to Mainline Hobbies in Blue Ridge Summit PA and looked at Walthers kits, because they have the dimensions of the finished kit printed on the box. I ended up with two Walthers kits for a curtain wall "Fireproof Warehouse". One was a kit for a four sided 3-d structure, the other was for the same building as a back ground kit with only one big wall, and two shorter end walls. The intention was to stretch this structure upwards at least one more floor. After about a week of cutting and splicing, I was able to construct a building where one of the four walls is not glued in place, but locks into channels created with strip styrene.

One of my standard practices employed here was to back up the walls with stout styrene strips to make the walls strong and straight. The one fault I find with the Walthers kits is that they tend to have walls that are too thin, and easily warp and twist. I always brace them.

This particular kit represents a prototype that had cast concrete or maybe stucco panels between the windows and columns, so a basic grey was chosen for the color. I sprayed it with grey auto primer before gluing in the windows and window "glass".

The effect was what I had been hoping for. This structure not only completes the foreground scene but opens up the scene across the river. Now I will have to detail that scene better, as the eye is drawn to it for the first time since it had been built. I have included photos of the

scene with and without the building in place, and of the structure off the layout and separated into its two parts.

The take away from this is manifold:

1. Take photos of your layout to reveal those things your mind is not allowing you to see.
2. The foreground scenes actually enhance the background scenes, and allow the eye to move back and forth between the two, thus enhancing the visual excitement of the scene.
3. Those things above and below the narrow band model railroaders are used to looking into will simply be ignored in live viewing of a scene. When photographing them, you can photoshop them out if you want a convincing photo, but when viewed live, these things will not detract seriously from the effect we are looking for. This is a model railroad after all, and they are always in rooms with floors and ceilings. The mind will make allowance for them when viewing the scene live. I would say that our mind effectively *photoshops* these things out for us when viewing live. But if a pole extends into the miniature world that occupies the this band of "allowable visible space", its presence will so distort the allowable mental viewing area as to make impossible, any normal assessments of the placement of railroad items for rhythm and effect. So folks, get those poles covered in some way with something that makes sense in the miniature world. You will be glad you did.

- Cheers, Sam



By not putting a big mountain in place to hide the pole, this view includes a nice view of a bridge and commercial buildings. A mountain would have hidden all this from this particular vantage point.



The cover photo in color shows the finished structure wrapped around the pole. That certainly improves this view which is a little to the left of the cover photo. Sam must have read the classic S series by Richard Houghton in early *Model Railroaders* entitled - *From Pillar to Post*.

Photo by Sam Powell

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A REVIEW: ***Building the Mount Blue Models Cranberry Storage Barn***

by Jim Martin • photos by Heather Martin

Scratch built structures are one of my hobby pleasures, but occasionally a kit looks so right that it just calls to me. Mount Blue Model Company's Cranberry Storage Barn is such a kit...one of those unassuming, but right-eous-looking little buildings that is ubiquitous in design, and at home just about anywhere in North America. It can be a rancher's barn, an antique shop, any number of repair shops, or in my case, a fisherman's net shack.

I had been planning such a structure down near the harbor on the Port Dover section of my traveling layout. The cranberry barn, with its laser-cut shingled walls seemed a perfect candidate. So, I picked up a kit from Port Lines Hobbies while at the giant Amherst Railroad Hobby Show in Springfield earlier this year.

One could follow the kit instructions to the letter and end up with a very acceptable model. However, I was going to build mine with its large doors open and only a few inches from the aisle. I knew some suggestion of interior detail would be necessary. With that decision made, I immediately deviated from the kit instructions.

The first instruction calls for assembling the basic building shell; floor, walls, and roof. I elected to work on the sides and the floor while they were still unattached. That allowed the easy addition of some rudimentary interior framing, along with some wall posters and other detail items. I didn't add complete interior framing. I regard layout buildings as props rather than contest models, and thus usually model only what can actually be seen by the viewer. For that reason I added framing to the inside of the back wall, but not the inside of the front. By now I had also decided that the finished building would be detachable from the floor. The floor and pilings would be fixed to the layout, but the walls and roof would be removable for transport to shows, and for any future interior work. Before assembling the walls, I fitted the doors and windows. Doing so on flat components makes it much easier to install the plastic, laser-cut glazing that comes with the kit.

A quick side note here: At the Amherst show I also bought a Badger Hobby Mate from The Tool Man. It's a fountain pen- sized suction tool with interchangeable rubber tips for holding small parts. I used it to fit the window glazing and it's slicker than an icy road. I should have had this tool years ago.

The folks at Mount Blue suggest using Minwax walnut stain to color the interior and exterior. I had some in the paint cupboard and used it per their instructions. However I found it dried a little too dark for my liking...too dark really for layout lighting. *Dry brushing Antique White acrylic craft paint over the shingles helped somewhat, but I'd recommend using an alcohol base wood weathering solution such as Hunterline sells.* It dries quickly and to a softer color. And unlike an oil-based stain there is no waiting for the oil residue to vanish. After applying the oil-based Minwax, I waited a couple of weeks before any further assembly work just to make sure the wall surfaces were dry enough for water-based glues to stick.

The kit floor has planking cut into its surface but I thought the effect too subtle to show through the walnut stain. So, before attaching the floor to the layout and adding further details, I cut a piece of Paper Creek printed planking to fit, and glued it in place. Paper Creek sadly is no longer around, but companies such as Clever Brothers are, and you can probably also find free downloads on the internet. The floor is constructed of two layers of laser cut wood that are glued together as a lamination. If I could suggest one improvement to the kit, it would be to have the wood grain on the laminated pieces run at 90 degrees to each other, rather than parallel. This might help reduce warpage. My floor warped quite a bit after installation on the layout, but it's not really all that noticeable once the building is placed over it.

I'm big on using dollar store craft paints for buildings, figures, scenery, etc. In recent years I've become inspired by Danish painter and modeler Troels Kirk, who is a master with acrylic paint. So I tried a new way of simulating old, peeling paint on the doors and trim. After dulling the surfaces with a grey acrylic paint mix, I stippled on the top colors using a finely textured sea sponge (available at art supply stores).

I pretty much behaved myself for the remainder of the assembly and followed the instructions. I substituted the kit's entry door with a modified Grandt Line item, added a smoke stack (also Grandt Line), and fitted a light shade above the door.

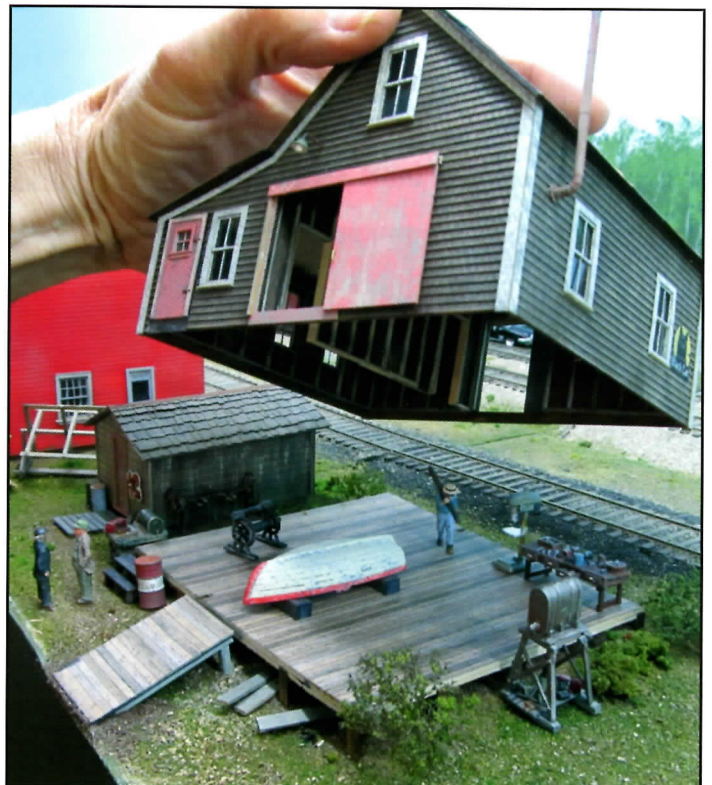
The kit comes with some nifty corrugated paper roofing. This was my first time using it and I like the way it takes a finish. I spray painted the sheets with Krylon red oxide primer, brushed on a couple of thinned coats of Polly S flat aluminum, and then a wash of black weathering solution. Finally I worked in multiple colors of Doc O'Brien's weathering powders; reds, yellows, rusts and browns. Then the strips were cut into panels and the edges darkened with a black marker. The panels were then tossed into a margarine tub to be drawn at random and glued to the roof. I'm pleased with the subtle variations.

I enjoyed building the Cranberry Storage Barn. The laser-cut parts fit precisely, the kit is easily assembled, and it's easy to personalize. I'm sure a good many S-scalers could find a place for this little gem on their layouts.

Note: Jim will be a clinician at the Scranton NASG convention.
- Ed



This Mount Blue Models small barn kit can be adapted to many uses in North America - Cranberry Barn (as intended), farm barn, general store, small garage, or as shown - a fisherman's net shack

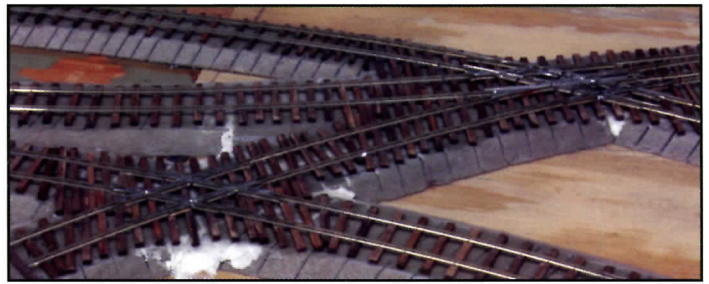


Shown above is Jim's version of the interior representing a fishing storage shack. The boat being repaired is obvious through the open door.



S LIM GAUGE OBSERVATIONS

NEWS & REVIEWS of the S NARROW GAUGE
by David Heine



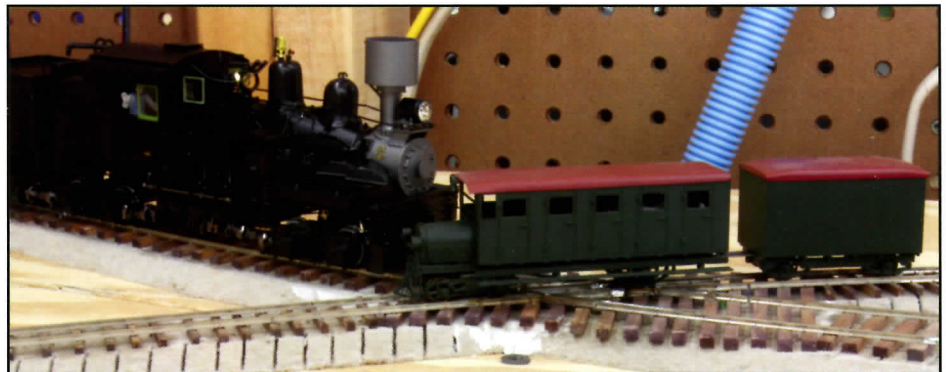
Above - The Sn2 mainline weaves in and around other tracks on this layout. After leaving Jennville, the Sn2 mainline crosses five Sn3, S, or S/Sn3 (dual gauge) tracks before merging with the Sn3 mainline heading into Jamestown. In this case the Sn2 crosses the Sn3 through a turnout. This is just outside of Carlaton and two Sn3 tracks also form a nearby crossing.



Left - The coal washing plant at Lehigh. This was used on my former layout and was built by modifying the Lehigh Valley Models mine kit. It still needs some repairs and some track modifications.

Views of Dave Heine's narrow gauge Lehigh & Western empire which will be on the layout tour at Scranton.
All photos by Dave Heine

Right - The standard gauge Shay, which still needs to be lettered for the Moyer Lumber Co., is waiting for the Jennville and Jamestown railbus at a crossing of the S and Sn2.



Left - The Lehigh depot was built from a Ragg's...To Riches? kit of the Durango, Colorado depot. The gas-electric in front of the depot is a RailMaster kit of East Broad Top's M-1 that I built at least thirty years ago. It uses an HO diesel mechanism that was re-gauged and stretched. Both tracks in front of the station are S/Sn3 dual gauge.

SPIKES



Above - Bill Lane likes the Pennsylvania Reading Seashore Lines that used to span much of southern New Jersey. Nicely detailed RDCs mix with PRR and Reading steam on Bill's layout which will host an open house following the NASG convention. Below - Bill's layout consists of many nice modules pieced together as demonstrated in this yard scene. *Photos by Bill Lane*

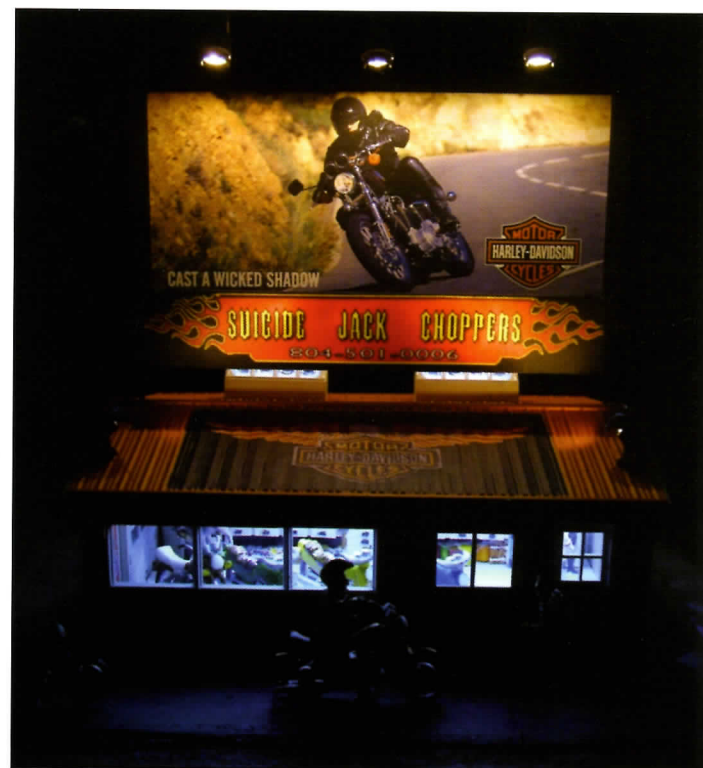


BUILDING OUTDOOR LIGHTING FIXTURES

by Gerry Evans • Photos by the author

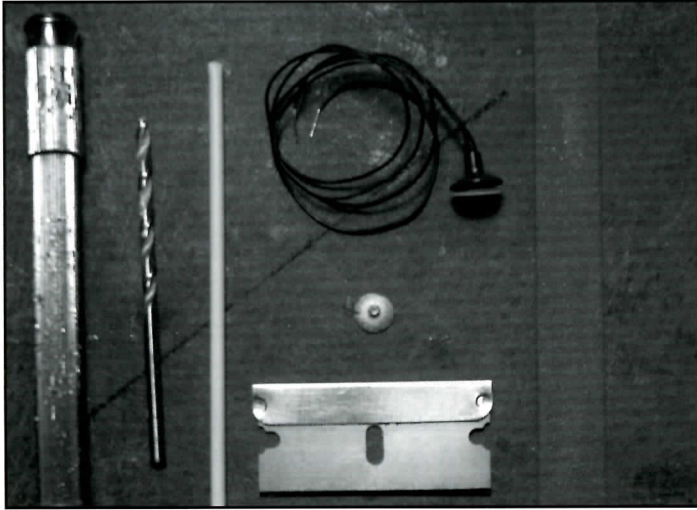


O lamp shades can be used to make effective industrial lights for your S structures



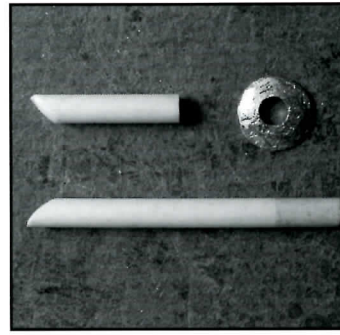
Simple industrial lights can liven up structures for a night scene.

Interior lighting has always been mostly a pushover. Recollecting on my childhood AF 4'x 8' plywood layout, I can remember stringing Christmas tree lights from one Plasticville structure to another to create that nice warm interior glow that unfortunately also showed through most of the thin Plasticville walls. Even today, interior lighting can be as simple as a single bulb, shaded or not, mounted on a stand and strategically-placed within a building. A step up from bulb lighting is ceiling installation of all-purpose LED circuit boards that are specifically designed for interior lighting. The LED boards also lend themselves equally to quick and easy under-the-roof lighting for porches and docks.



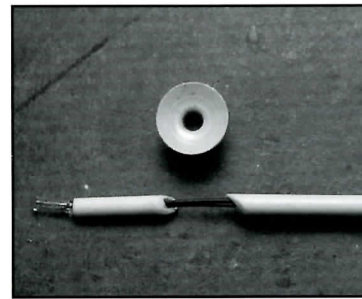
Here's what you'll need to make an exterior lighting fixture: Pin vise, #41 bit, 3/32" OD styrene tubing, Miniaturics #72-512-03 O Scale lamp shade and 12v. bulb w/three to a pack (or equivalent), white metal HO lamp shade, single-edged razor blade and an emery board. You'll also need to have some super glue (CA), methyl ethyl ketone (MEK) or Tenax (or equivalent), a small paintbrush, white and green paint, blue masking tape and, hopefully, a razor saw miter box with small-toothed razor saw.

Exterior lighting, done right, is a bit more complicated unless purchasing ready-made expensive lighting fixtures. Even then, most of those are plagued by what I term "hotspots" that interfere with a smooth lighting effect and good photography. These are those little "stars" and "auroras" created when a bulb hangs down below the lower edge of its shade. Within the limitations of the ubiquitous HO brass or white metal shades, the best I've ever been able to do with these is to use 1.5v. bulbs and alter those HO shades with a plumber's common flaring tool for depth. This has two disadvantages. First, IMHO 1.5v. bulbs should only be used when they can be put in a series circuit with around eight to ten others to create enough resistance. Series wiring fell out of favor sometime in the mid-50's, especially for Christmas tree lights, because one blown bulb brought the whole circuit down. Otherwise, a resistor has to be put



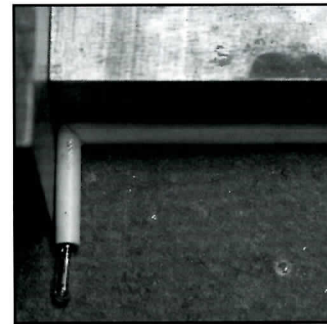
Styrene tubing is mitered and approximately cut to length. HO lampshade has been "dressed" with the emery board and drilled on-center with the #41 bit. The shade will form the assembly base against a vertical wall. A small washer may also work here.

in the circuit to keep the single bulb from blowing up. Second, flaring the HO shades is an art, not a science and usually produces one good flare for every two rejects. All of this is also time-consuming. I prefer using 12v. or 15v. bulbs wired in parallel.



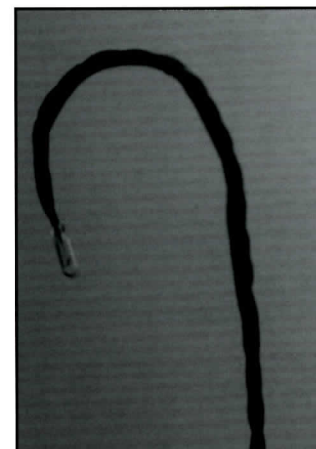
Light bulb leads are inserted into the styrene tubing. The inner retainer shade has been removed and stored away while the outer shade's under surface has been painted white.

The larger voltage bulbs, however, have their downside too. Mainly, they are substantially larger than the 1.5v. bulbs. This tends to exacerbate the potential for hang

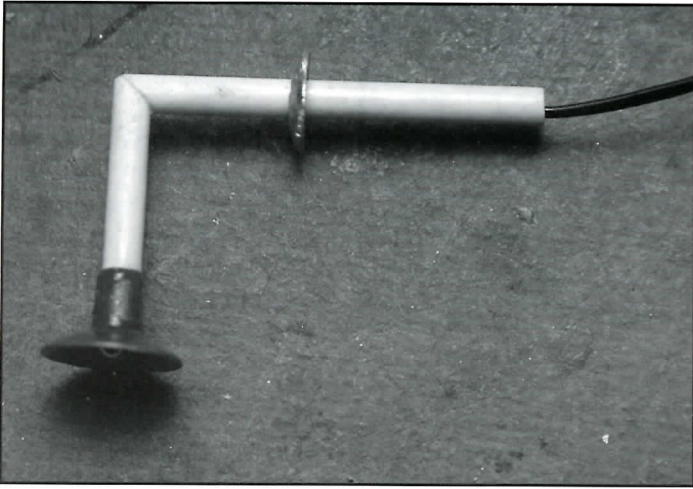


Mitered styrene pieces are registered at 90-degrees and, while secured tightly by tugging the lead wires, they are glued with MEK. Once dry, the miter joint may need some "dressing" with the emery board.

ing below the edge of a shade. All, however, is not lost. Miniaturics (www.miniaturics.com) offers a three-pack of what they term O. Scale Shades and Bulbs, #72-512-03. These are not so



Here's an example of the most-common exterior lighting fixture, twisted lead wires secured with CA. These are easily formed but difficult to replicate in the case of more than one fixture, susceptible to coming out of shape when touched and really not very eye-pleasing nor realistic-looking.



HO lamp shade "base" and Miniatronics bulb shade are put in place. Both are secured with CA. To secure the bulb shade, CA is inserted from the rear (shade stem) while the bulb and shade rest flat against a semi/non-porous surface.

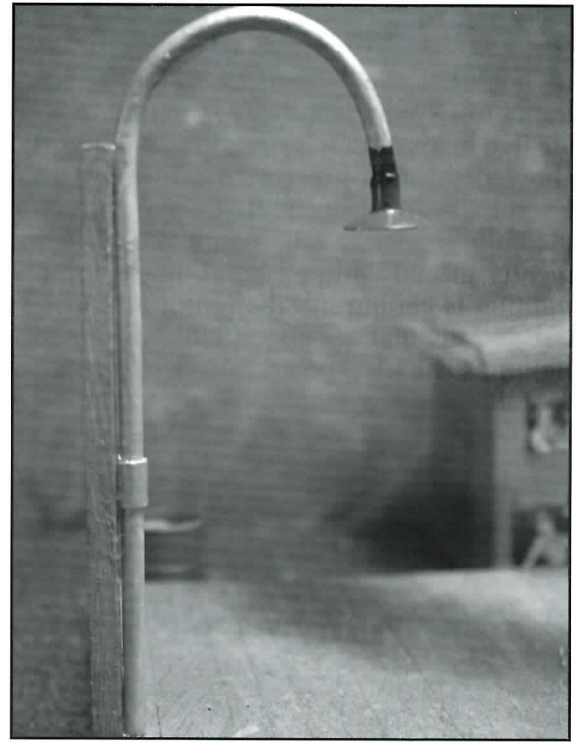


After the bulb and undersurface are masked off the assembly is painted

large that they look out-of-place for S applications. Each unit consists of three pieces: a 12v.-30ma bulb, a green outer shade and a brass inner shade. The inner shade is nothing more than a common HO shade and only helps to retain the bulb within the assembly. Using



The dried assembly is inserted into a #41 hole on the surface and secured with CA from the rear.



The goose-necked fixture fits well onto a station platform. Curve was formed by heating the tubing with a hair dryer as it lay across a screwdriver handle. Notice the union near the base which is fairly prototypical for light stands. This is a piece of brass tubing slide over the styrene tubing and secured with CA.

these bulbs and the outer shade, it's possible to create nice exterior lights. Here's how:

Naturally, parts and tools play a major role here. This is what will be needed to make up some useful exterior lights: a three-pack of the Miniatronics bulbs/shades, a



The dried assembly is inserted into a #41 hole on the surface and secured with CA from the rear.

pin vise, #41 bit, 3/32" OD styrene tubing, a white metal HO lamp shade or equivalent, single-edged razor blade, emery board, thin non-porous super glue (CA), methyl ethyl ketone (MEK)/Tenax or equivalent, green and white paint, small paintbrush, blue masking tape and, hopefully, a fine-toothed razor saw and miter box.

In sequence, here are the assembly steps:

Cut “nub” from the white metal HO shade and, on-center, drill out with #41 bit. As this will be the wall base for the fixture, a small washer or styrene disk might be substituted.

- Dress the shade with the emery board.
- Miter cut styrene tubing at 45-deg. Decide “reach” and “drop” for the lamp and end-cut two appropriate length pieces opposite the mitered ends. In the example the lengths are one-inch “reach” and one-half-inch “drop.” Remember, you’ll need some to the “reach” to extend into the mounting wall. Dress all ends with emery board.
- Disassemble lamp shades and bulb. Stow the inner shade for future use.

Paint the underside of green shade white. I used Krylon gloss white spray and masked the green upper side by punching the stem through some blue masking tape.

- With the mitered ends facing each other, feed the stripped ends of wire through “drop” piece and into “reach” piece until bulb is snug against “drop” piece.
- Line up styrene miters to form a 90-deg. angle.
- Hold angle tight using the lead wires and apply MEK or Tenax to joint with a small paint brush. Hold tightly until dry.
- Check 90-deg. angle with steel squares. Adjust as needed.
- Once dry and square, dress the miter with emery board if needed.
- Place the shade’s lower edge down on a semi/non-porous surface such as a tile and insert bulb and bracket assembly into the shade’s stem until the bulb touches the semi/non-porous surface and the bracket is flush with the shade’s stem.
- Put down a small puddle of CA on a non-porous surface such as a tile, and transfer small amounts of CA from the puddle to the shade and bracket junction.
- For the transfer I use a sewing needle with the eye cut in

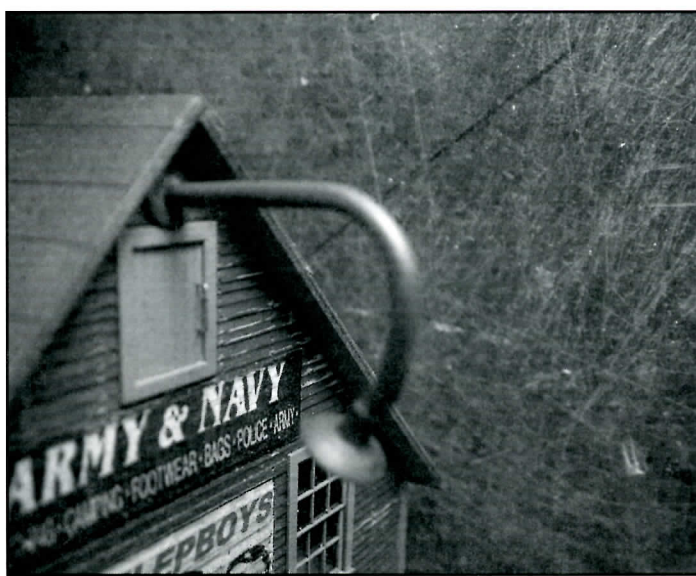
half and the point mounted in a dowel. I dip the eye into the CA puddle, transfer the CA where needed and, once done, clean residue from the eye with a cigarette lighter flame. Commercial tools are available for this process, but needles are cheaper, easy to clean and last forever.

- Determine the exact “reach” of the horizontal bracket, insert the tubing end with the lead wires into the white metal base and secure with CA.
- Drill #41 hole in the structure wall for mounting.
- Mask off the bulb and shade’s white underside. Paint assembly you’re your choice of exterior paint. I used Painter’s Choice Hunter Green.
- Check for light leaks where shade and “drop” bracket meet. Dampening any light leaks may require additional paint. Mine did. Instead, however, of spraying the fixture anymore, I got better paint coverage at the junction by spraying some paint into a small plastic cup and brushing on the paint from there. Once dry, apply Testors Dullcote.
- When satisfied with appearance, install through wall hole and secure from interior with CA. Wire to power source. Turn off the room lights. Enjoy.

P.S.: I’m always on the prowl for a better way to handle super glue (CA). For this exercise I used a bottle of Loctite Super Glue that I picked up in the craft section at WalMart. As far as I can tell, the bottle has no unique ID to differentiate it from other Loctite products. The bottle indicates .14oz, defines contents as “Control Extra Time” and has a green double-trigger dispenser on either side of the bottle. I really like this stuff and the delivery system. Helps to have some accelerator on-hand if needed.



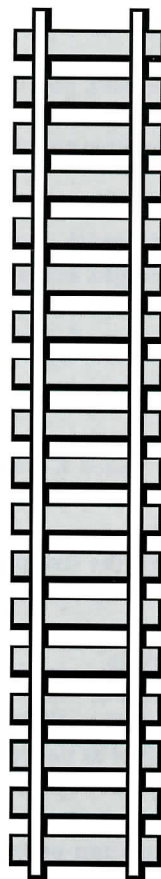
This is the lighting effect once the lighting is wired and powered up.



Here’s a similar goose-necked fixture. The styrene was bent using a hair dryer while the tubing lay over a screw-driver handle. This configuration takes up a lot more space than the 90-degree assembly.

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BRANCH LINES

News and Notes from S Gauge Clubs • By Dave Pool

The **Bristol S Gaugers (BSG)** club meeting in Feb. was held at the home of Paul and Maureen Riley, in Peabody, MA. Club member John Korajczyk hosted the January, 2013 club meeting at his home in the middle of the month. The club set up their code 0.148 modular layout at the huge train show held at the Big E fairgrounds, West Springfield, MA on Jan. 26/27. Club members built rolling carts on which the various module sections can be moved and stored in the recently-acquired trailer. Chet and Janet Brown hosted the club members for their March club meeting in Beverly, MA. **BSG** members were planning to set up and operate their modular code 0.148 layout at the March Greenberg Train Show in Wilmington, MA.

The *Canadian S Scale Quarterly (CSSQ)* is published by our **Canadian S Scale** neighbors. The group is planning an open house on June 8, 2013 as hosted and coordinated by Paul Raham in Marlbank, Ontario, Canada. Lunch will be provided, and swap tables available along with operation on the host's S scale layout. There will be lots of camaraderie (S scale variety) at the get together. A map was provided for directions to the event.

The **Connecticut S Gaugers (CSG)** held their Feb. 2, 2013 meeting at the Lutheran Church. Club member Bob Comstock coordinated the meeting and lunch for those attending the meeting. Club member Dick Kramer ably edits and distributes the club newsletter via mail and e-mail, and Dick recently took over the Treasurer's job to replace your column editor. Dick was scheduled to host the club for their regular meeting on May 18, 2013, in Middlebury, CT. Member Bob Comstock is in charge of planning activities for the club related to the members interest in S gauge trains and trains in general. **CSG** club members brought their layout to a train show on April 7, 2013 at the Sheehan High School train show in Wallingford, CT. The club's annual meeting is scheduled to be on June 1, 2013 at the Conn.

Trolley Museum, East Windsor, CT, and the club members attended the New York City Grand Central Terminal Parade of Trains on May 11, 2013.

The **Pioneer Valley S Gaugers (PVSG)** met at the home of David Sullivan, in Bloomfield, CT. for their May 18, 2013 meeting. Dave Plourde coordinates the club activities and Steve Allen plans and ably edits the club newsletter, a recent issue of which was 41 pages. **The club is celebrating their tenth anniversary this year.** Much has happened over the past ten years including constructing a holiday train display at Look Park. The display was again set up this year as in several past ones. The Look Park project was coordinated by George Reneris. It was an ambitious project by any standards. The S scale layout was constructed on six 6 ft. x 30 inch modules separated by backdrops which were painted by Dave Plourde. The display was expanded this year with a third operating S-scale layout to have four S-scale trains running on the layouts, along with an On3 trolley. Recent issues of the club newsletter have included modeling tips on weathering, scenery details, and scale vehicles as well as other articles of interest to the members.

The **Western N.Y. S scale Association (WNYSSA)** held their January 13, 2013 meeting at the home of Gregg Mummert in Cowlesville, N.Y. Don Webster coordinates the club module set ups and Gregg Mummert coordinates the club activities and edits the club newsletter, which is distributed via e-mail. A recent issue of the newsletter included photos of a Piedmont & Northern box cab electric loco as offered as a resin kit by LVT. The club members recently discussed a project wherein the members attending a club meeting could build an S scale building, vehicle, etc. that could be used on a home layout or the club display layout, as desired. Paul Wachowicz was looking into a possible small building kit, and Don Webster was looking into vehicle kits that might be appropriate. This kind of a proj-

ect is a good one for a club as the more skilled members can guide and help the less experienced members. Paul hosted the club members for their Feb. 20, 2013 meeting in N. Tonawanda, NY. The club displayed a layout at the TTOS Train Show, held on January 27, 2013, at the Leonard Post, Cheektowaga, N.Y.

The *Waybill* is the official newsletter publication of the **South Jersey S Gaugers (SJSJG)**, now distributed via e-mail. 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 are meets at a member's home to operate a layout or visits to a model or other RR event or place, without any club business taking place. Officers of the club are: Hank Worrell, Pres.; Ken Palmer, V.P.; Michael McConnell, Sec'y. and Tom Burns, Treasurer. Mike McConnell edits the club newsletter and maintains the club web site. The **SJSJG** meetings typically have clinics related to the construction and maintenance of S scale trains, or other topics of interest to the members. Bob Foster presented a clinic recently on rewinding motor armatures. The club website has been recently taken over by member Jon Mastin. The club planned to display a layout at the Vinland Vets Home, Vineland, N.J. on May 4, 2013 and to set up and display their layout at the National Rail Rodeo as hosted by the SEPTA on May 30-June 2, 2013. The club will celebrate their 25th anniversary in July, 2014, and members are planning activities to note this event. The club was planning on displaying their layout at the TCA National Convention in Cherry Hill, N.J. on June 21-29, 2013.

The **Pittsburgh S Gaugers (PSG)** held a Coffee and Trains get-together at the Kings Restaurant, in Harmerville, PA. on April 15, 2013 at 8:00 P.M. The club held a meeting on March 15, 2013 at Dick Fornwalt's store front in Tarentum, PA. The club was also considering the displaying a layout at the Ligonier Valley RR Assoc. annual Model RR Home Tour, on April 27, 2013. On the same date the club was invited to set up and display their Hi-rail layout at the local NMRA Keystone Division Model RR jamboree held at the Robert Morris College. Jonathon Knox coordinates the club activities and distributes the club newsletter via e-mail. The club

has two operating layouts, including a high-rail layout and a modular layout both of which can be used to display and operate trains at shows and events. **PSG** members are planning to upgrade and maintain both layouts, and Roger Schneider will coordinate club members to replace the Hi-rail layout. It is planned to upgrade the layout to make it more portable and improve electrical set up at display events. **On July 27, 2013 the PSG club will be ten years old, having first met at the home of Bud Goldby's, and originally called the West Penn S Scalpers.** Club members are considering plans to commemorate their tenth year. Some of the club members were planning to attend the Spring S Spree, to be held in Akron OH.

The Baltimore Area AF Club (BAAFC) members held their May 11, 2013 club meeting at the home of Tony Molinaro, in York, PA. A recent newsletter issue showcased the host's layout with photos. Club members set up and operated their modular layout at the TTOS Train Show on March 10, 2013 and the Great Scale & Train Show in Timonium, Md. on April 13/14, 2013. David Avedesian has been coordinating the design, construction, and preliminary operation of an S gauge (AF) layout in the home of Ron Kolb, who coordinates the club activities, and edits the club newsletters. Ron is very appreciative of the effort made by the various club members to complete the layout in his basement. Club members David Blair and Kyle Russell are coordinating an ambitious project to rebuild most of the club's train modules to a new standard size and with a number of new features. The club has developed a new website as built by club member David Blair, who also hosted the club members for their April 28, 2013 meeting. The web address is: <http://baltimoreamericanflyerclub.org>.

The BAAFC members are planning to perform the work during the period of May 6, 2013 to July 27, 2013 when it is planned to test operate the revised layout. It is planned to have the layout upgrades completed before the Greenberg Train Show, in August, 2013. The sizes of all club modules will be standardized at 30 in. x 48 in. and a new leg design will be used to make set-up easier. All work sessions will be at the home of David Blair who will coordinate the upgrade program. Club members who own modules have the

option of upgrading their modules to the standard size of the club modules and making changes to their modules so the modules will be useable with the club's modules.

The Cuyahoga Valley S Gaugers (CVSG) have a newsletter entitled *The Lakeshore Special* that includes the column of the club coordinator, Lee McCarty. The club organized and ran a train show of their own in January, 2013 at the UAW Hall, Parma, OH. Club members were hosted by George Raffailides in Lorain, OH for their January, 2013 meeting. The club organized and hosted the recent Spring S Spree, in Akron, OH on May 3-5, 2013, to be held at Quaker Square. The unique hotel rooms are in a grain silo that once belonged to the Quaker Oats Co. Unfortunately, the railroad themed hotel is being taken over by the University of Akron for dorm space. The top floors were already used by college students. Those who attended the Spree got a unique experience and saw many real trains on the nearby CSX mainline.

The Chicagoland Assoc. of S Gaugers, Inc. (CASG) met on March 15, 2013 at the American Legion Room of Hinsdale Village Hall, Hinsdale, IL. The **CASG** was founded in 1969, and incorporated in 2008. Will Holt coordinates the home meetings of the club members. The club planned to set up and display their layout at the Great Midwest Train Show to be held on June 9, in Wheaton, IL. and the All American RR Show on March 23, 2013 in LaGrange, IL. The club is hosting the 2014 Fall S Fest and planning is underway for that event. The Westin Lombard Hotel, adjacent to the York Town Shopping Center is the new location and an S gauge event car is planned. The year 2014 is the 45th anniversary of the club. A theme was being considered for the Fall S Fest as sponsored by the club. The website of the club is: www.casg-trains.org The August 17, 2013 club meeting will be at the home of Will Holt, and will be the third annual family pot luck dinner. The modular layout will be available to operate trains of those attending the meeting.

The Miami Valley S Gaugers (MVSG) set up and operated their layout at the Carillon Rail Fest, Dayton, OH. on June 21, 2013. Tom Hartrum is Recording Secretary for the club meetings. Officers of the

club recently elected include: Jon Goins, president; Tony Garza, corresponding secretary; Bob Guckian, treasurer; and Jan Mason, one member of the board of trustees. Ray Garbee was elected to serve as Recording Secretary, and will take over recording the club meeting minutes from Tom Hartrum.

The Southeastern Michigan S Gaugers (SMSG) held their March 2, 2013 meeting in the basement of the Highland Tack Shop in a room that has been rented on a short term basis by the club. The **SMSG** club has 41 paid up members as reported several months ago at a club meeting by Earl Carlsen, club treasurer. Gordon Michael ably edits the club news via meeting notes. Tom Hawley is the recently elected president of the club. Gordy Michael is Secretary; Earl Carlsen, Treasurer; and Tom Hess, Ken Garber and Bill Bartlam serve as Members-at-Large on the club Board of Directors. The club set up their layout at the Spring Spree, Akron, OH. on May 3-5, 2013. The club is considering replacing their DC power packs with MRC Tech 6 power supplies so that they could change from DC to DCC with the flip of a switch. Randy Bosscher agreed to look into the pros and cons of such a change. Dave Held was scheduled to host the club members in Imlay City, MI. on April 21.

The Northern Ohio S Scalpers (NOSS) held their April 28 club meeting hosted by none other than John Armstrong, to celebrate his 91st birthday. The meeting was held at John's home in Kirtland, OH. The club members still mourn the loss of their capable leader, Jack Sudimak, who passed away on Sept. 29, 2012. Jack had problems with a lung disease for the last few years. Ed Kirstatter has taken over the club newsletter duties and he does a fine job of it. The May 26 club meeting was scheduled to be held at the home of Sharon Sudimak so her deceased husband's layout could be used to operate club members trains and have their monthly meeting. Some of the club members attend the local meetings of the NMRA Division IV, which welcomes guests. John Henning hosted the Jan. 6th club Holiday Party at his home. A recent newsletter issue included notices of various train and model RR related activities in the area where the club members reside along with Ed's Kinks to make coal loads for S hopper cars.

The Badgerland S Gaugers (BSG)
were hosted by club member Jeff Madden, for their March 17, meeting in Wales, WI. The club held election of officers and directors at their 2012 December meeting. Roy Meissner is President; Ray Puls, V.P.; Jeffrey Young, Treasurer; and Richard Wade, Secretary. The club has various operating committees including: Modular Layout Committee, Table Top Layout Comm., Hi-Rail AF Layout Comm., Small Swap Meet Layout Comm., Badgerland Display Committee., and the Badgerland Website maintenance Comm. Richard Wade is the most recent newsletter editor.

The State Line S Gaugers (SLSG)
were hosted by Ken and Barbara Christensen, on Feb. 17, in Rockford, IL. The club set up a display layout at the Feb. 23/24 train show held in Lena, IL. Club members Jim Larson and Dave Oberholtzer coordinated the set up and display of the club layout. The club is planning to host the **Fall S Fest 2013 to be held on Nov. 1-3, at the Holiday Inn Express, Janesville, WI.** Tom Behles is coordinating registration for the S Fest. Rob & Lynn Berridge hosted the club members for their March 17 meeting in Hilliard, OH. The host has an S layout that operates with remote DC wireless using partial capability of the Lionel TMCC.

The Central Ohio S Gaugers (CSG)
set up and displayed their layout at the Buckeye Train Show, on April 19/20, 2013 at the Lausche Building, and the Spring S Spree as organized by the CVSG at the Quaker Square Akron, OH. on May 3-4, 2013.

The AF S Gaugers of the St. Louis Area (AFSGSLA) planned to set up and operate both of their club layouts at the TCA National Convention, to be held on June 23-29, 2013 in downtown St. Louis. Macy's has made a commitment to have the **AFSGSLA** set up and operate the train window project in the corner window at 7th and Olive streets, at their store in St. Louis. Club member Charlie Taylor has agreed to chair the committee that is planning and executing the display along with various club members. Club member David Stevens coordinates the club meetings generally held at members homes. Moe Berk coordinates the club activities and Gary Mueller ably edits the club newsletter.

The Kansas City S Gaugers (KCSG)
were represented by Mike Korando with his AF All Aboard layout at the March 3, Train Show held at the Kansas City Intl. Exposition Center. Bill Hutton coordinates the club activities, and ably writes the club newsletter which is distributed via e-mail. Paul Stevens is president of the club. The club has a permanent layout featuring three loops of S track that is maintained year around by club member Roger Ketterman at the Power & Light Gallery at the Union Station, Kansas City. The permanent layout is part of a combined G,O, S, and HO layouts at the Union Station. Paul Stevens and Bill Hutton have planned to hold a swap meet in early June, 2013. The event is planned for June 2, to be held at the office bldg. of Bill Hutton, in Kansas City, Kansas. Light snacks are to be provided with a cash bar.

The Inland Empire S Gaugers Assoc. of the Pacific Northwest (IES-GAPN) has a club newsletter, *The S Train Rail*, now ably edited by Jon Kettner. Club member Bob Bowen has volunteered to coordinate the club's 45th anniversary car project. Recent elections have resulted in the following officers: Bruce Taylor, Supt. (Chairman); Robert Bowen, Ass't. Supt; Bud Chadburne, Freight Agent (Treasurer); Pat Spino, Station Agent; Cliff Baxter, Div. Engr.; Dennis Wendlandt, TrainMaster; and Jon Kettner, Dispatcher (Bulletin Author). The club members met on March 9, 2013 at the Messiah Lutheran Church, Spokane, WA. where they could meet and work on their layout. The club is fortunate to have a permanent room to set up and store their display layout located at the Messiah Lutheran Church, in Spokane, WA. The room is 24 ft. x 36 ft., so it should be very adequate. The club has held several member meetings in the room at the Church, and after the meetings is a good time to do minor repairs on their layout. The club held a banquet at the Golden Corral restaurant on Jan. 12, 2013. Club members set up and operated their layout at the March 10, 2013 swap meet held at the Spokane Community College, and the swap meet held on March 24, 2013 in Lewiston, ID. Meetings were planned for Feb. 9, March 9, and April 13, 2013 at Messiah Lutheran Church, Spokane, WA. Club member Bruce Renshaw, a long time club member, passed away on Jan. 12, 2013 and the club members were invited to his memorial

service held at the Faith Bible Church, Lewiston, Id.

John Eichmann of the Rocky Mountain High Railers (RMHR) coordinates the activities of the club and the status of their portable layout. Their large layout has two levels, the lower of the two is 30 inches above the floor to accommodate the view of children, and the upper level is 5.5 inches higher than the lower level. The layout includes a twelve track double-ended yard for train assembly/storage. The club layout is named Lookout Junction III, and it requires a space of 22.5 ft. x 26 ft., about the same as the previous layout. Plans call for a DCC/AC loop on the lower level. Several club members are owners/employees of a company called Trusscraft, Inc. where club work sessions are held to work on their portable layout. Club members held work sessions at Trusscraft, in Boise, ID. during past months. The club held a work session/meeting on Saturday, April 20 at Trusscraft, Inc., Boise, ID. and planned to hold additional sessions as needed to prepare the Lookout Junction III layout for display events. The club has been holding planning/breakfast meetings at the Golden Corral Restaurant, in Boise. These meetings are well received by the club members. The restaurant has an area referred to as the "conference room" where the members gather. The club is celebrating their 17th anniversary this year. Club members were planning to bring their layout, to display and operate at the Cherry Festival, in Emmett, Id. (Gem County) on June 14/15, 2013, and on June 29/30 at the Treasure Valley Train Show, Boise Hotel, Boise, Id. The club was further planning to set up and display their layout at the Museum Comes to Life Event on Sept. 28 at Julia Davis Park, Boise, Id. A smaller layout, Lookout Junior, was set up and displayed at the Southminister Presbyterian Church, on May 16 in Boise, Id.

The San Diego S Gaugers (SDSG) had a layout display for the Southern California Layout Tours on June 14, 2012. The club members planned to bring their layout to the San Diego Model RR Museum in Balboa Park, over the 2013 Labor Day weekend. This was the fourth year of participation at the Park for the club. Club members brought a layout to the Del Mar Fairgrounds on Feb. 9/10, 2013 for the World's Greatest Hobby Train Show,

where they will man the NASG booth. The February meeting was held as a social event at the Orange County Model Engrs. (live steamers with working 1/8 scale models) facility in Costa Mesa, CA. The March 9 club meeting was hosted by Dan Skora and Blaine Lambertson in Glendora, CA. Club treasurer Fred Ruby reported that the club has 43 paid members. The club was planning to set up their layout at the Big Train Show, on June 1-2, in Ontario, CA.

The Golden Gate AF Club (GGAFC) has a secretary John Dalton and President Paul Guaraglia who have provided info on the club's activities recently. The club members met at the home of Dan Gomez, in San Francisco, CA. on Friday, Feb. 15, 2013. **The club is to sponsor the 2014 Flyer Fest West**, and plans are being formulated. The meetings of the club include a raffle wherein participants are given tickets to enter by bringing a "Show & Tell" program to the meeting. Raffle tickets are also sold at the meetings.

The Bay Area S Scalpers (BASS) held a meeting at the home of Arden, in Lodi, CA. on May 25, 2013. Repairs on the club layout include work on layout supports, the electrical system, and the new module with a swing-up section to allow easy access to the center of the layout. John Ralston performed recent work on the club layout. Graham Henry publishes the club newsletter, called the Bass Waybill, and Lee Johnson is editor of the newsletter. Lee coordinates the club meetings and events. Lee wrote articles describing recently available S products from various S suppliers that appeared in recent newsletter issues. The club layout was at the O Scale West & S West event in Santa Clara, CA. on Jan. 24-26, 2013 and at the World's Greatest Hobby model train show in Sacramento, CA. toward the end of February. The layout was also displayed at the PCR/NMRA convention in Dublin, CA. in early April, 2013. Club members can have separate regional "meetings" or informal get-togethers where several local

members could get together at their convenience as desired. The idea of having a "secret model" meeting to complete a model and display it at a designated club meeting was discussed and might be implemented in the future. At a recent club meeting, Ed Loizeaux showed his completed pickle car. Barney Daehler is the Fireman Emeritus for the newsletter.

Your 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. If your club was not mentioned in the above column, you should send a description of your club recent and future activities to the column editor.

RailMail Cont. from page 4

they have to produce products that the market wants. However, their primary focus has to be on what the market will buy in the present and children are really not their real market adults are.

As hobbyists we worry about the value of what we own and the state of the hobby. Because the people who buy, operate, and collect trains are dying off the value of our holdings is declining. To protect the hobby and the value of our trains we need to bring people into the hobby.

Children are not the real starting point for creating toy train hobbyists anymore. Kids have not been the starting point since the 1940's-50's-60's when every boy wanted a train. I am the membership chairman for the Lone Star Flyer Club in the Dallas/Ft. Worth area and it has been my experience that the people to get into the hobby are in their late 30's, 40's, and into their 50's. These people are at a point in their life that they have the spendable income to afford the hobby and their children are old enough to not be a constant consumer of time. In most cases the people from this age group that we recruit have the toy trains of their parent or grandparents.

We can't hold Lionel responsible for the aging of the people in our hobby. We can't expect a cheap starter set to bring kids into the hobby. We are the people that can keep the hobby alive by targeting early middle age people to bring into the hobby. Lionel isn't the problem we are.

- Bill Clark, NASG 07RO116C, TCA 92-35473

Back to Building: With the massive changes going on in the

economy, we may be entering into a new phase of the model railroading hobby - the return to "building" as an enjoyable pastime. With incomes and retirement assets going down, the ability of many model railroaders to shell out hundreds of dollars for the next and greatest ready-to-run product is likely to be reduced. At the same time, changing economic and social conditions in countries of manufacture, like China, are likely to see prices for ready-to-run equipment going up and up.

So, how do you have some good model railroading fun without breaking the already broke bank? Build something. Bob Hogan's passenger cars (clinics and *S Gaugian* articles) are a good example, as are the kits being produced by Jim King. Sure, layout builders must resort to RTR models if they ever hope to finish a layout of any size, but in our headlong rush to acquire RTR equipment, have we all forgotten another cherished aspect of the hobby - creating something with your own hands. Some still like to refer to S scale as a "builders scale", but in general, that label does not fit the S scale community as a whole. We all wait for the next RTR and claim that we could never find the time or patience to build something ourselves.

Let's all take some time in 2013 to return the "building" to the "builders scale". We just might remember how satisfying it is to stand back and admire a model that we just built.

- Dan Vandermause, Ellicott City, MD. *Good points, but some might say even those newer kits are expensive! True, but most of us already have a backlog of kits. And if you do spring for a new kit or two, most likely you would buy less RTR stuff, and the time building a kit would be spread out over months. Note, this commentary from Dan was sent in 2009, so I just updated the date mentioned to 2013. I think it's still valid. Ed..*



Vic Cherven, Jr. just called to say that his Dad, Vic Sr. died this evening (May 27). Vic was just shy of his 95th birthday and had been active right up until this afternoon. Vic Jr. seems stoic about it, surprised only by the suddenness of it. They had spent yesterday in Oregon where Vic Sr. had been the life of the party... A photo of both of them attached taken at the Pontiac convention.

Still too soon to know all the ramifications. Vic will have to make the decision to make the convention a bit farther down the road now. He has to take the ashes to Michigan for burial in the family plot, and that might affect the convention trip.

Sorry for the bad news... Bill Winans *The June 2008 Dispatch had a Meet an S Gauger on both father and son. - Ed.*



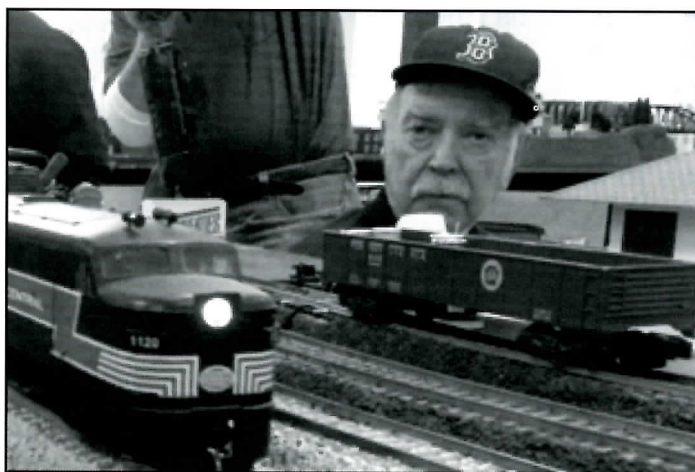
Vic Cherven, Sr. shown at the left next to son, Vic Jr.



Bill Fuhrman, past president of the Connecticut S Gaugers, passed away on Friday, April 15, 2013. Bill was for many years a carpentry instructor at Oliver Wolcott Tech in Torrington, CT. The S gauge community remembers Bill as one of the original members of the Connecticut S Gaugers and as serving many years as its president. A visit to Bill's basement revealed his vast collection of American Flyer engines, roling stock, accessories and layout. Bill also lent his expertise in setting up for train shows and demonstrating his corner module with its crowd-pleasing accessories.

In past years, Bill also served as Eastern Vice President of the NASG. Bill is survived by Carolyn, his wife of many years. He also leaves a son, Richard Fuhrman, three grandchildren, two great-granddaughters, a niece and a nephew.

By Dick Kramer from the Connecticut S Gaugers' newsletter.



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American Flyer - Lionel

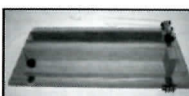
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EXTRA BOARD

PENNEPACK VALLEY LAYOUT DISMANTLED

In case you did not hear John Bortz's PV & W layout is no more. It is unfortunate that I could not have had a last visit to see the layout before dismantling. I have not been there is about 15+ years – certainly before I got a digital camera. Anything that was salable went off in an auction. John is still alive and doing OK. It was just time to move on from S Modeling. I went to the auction. It was a once in a lifetime day for sure.

- Bill Lane

DEPT. OF CORRECTIONS

Sorry I missed crediting Joe Kimber for the nice layout design of Dave Heine's layout in the last issue.

S IN NON-S PUBLICATIONS

- May 2013 *CTT*: Roger Carp six-page feature on Rod Price mostly AF layout.

- July 2013 *CTT*: Article on AF's New Haven style cars.

- May 2013 *MR*: Brooks Stover has an article on scratchbuilding a small factory.

- 2nd Quarter B&ORRHS *Sentinel*: No, not about S, but by an S modeler - an article on B&O bobber cabooses by Edwin Kirstatter.

- June 2013 *RMC*: Bob Hogan's Sierra Northern featured.

TRAIN GAMES

Recent discussions in *The Dispatch* about the future of Model Railroading, have given many reasons for the situation and several solutions to the supposed problem.

In the most recent issue, Sam Powell raised the question of video games for young people to play since that seems to be their favorite pastime. I posed this question to my wife, who immediately took out her phone and clicked on the APP store and after requesting train games a somewhat large list appeared. She chose to load some of the free ones on to her phone and about 20 such games are now available for us to play.

There is one major hitch in this story. My wife and I are both in our 70s so playing these games was a mystery. It seemed time to engage the help of our 11-year old granddaughter for advice. She went through ten of the games and wrote out her evaluations which I will give to you shortly. I also went on my computer and through "Google," I found 2500 free downloadable games for a computer. Now it appears that if a person wants to play a video "train" game there are ample games available on your phone or your computer

As I think about this, I guess it becomes a problem to figure out how to get the idea of these games into the hands of young people so that they may start playing train games instead of shoot-em up games. Any ideas on this score?.

Now my granddaughter's evaluations on some phone games: (her numerical rating of the game is based on a 1-10 scale with 10 being the highest)

Super Trains: The point of the game is to collect 5 stars while controlling the train. But you can crash into things like hills when you are on a train track. I think the game is not the best. Rating 5.

Train Drive: This game seems much more real. But you can only play for a short amount of time. You don't go fast and you hardly ever turn. Rating 4.

Build A Train: I do not feel his game is very fun. All you do is go in circles and cannot turn. You have to use the same train and cannot switch. Rating 3

Design A Train: I think that this game is much more fun than the previous games. You get to color the train and run it on a track. You also get to choose the track you want. Rating 6.

Train Yard Express: This seems to be more of a puzzle than a train game. You try to put train tracks together. Rating 4

Chuggington Traction Adventures: You can do lots of different things like build, play and braking brewster and unlock different adventures. You build your train, collect things and drive it yourself. Rating 7

Train World: This game is actually pretty much fun. You build a track around a city or something and try to collect stars and then you can watch your train collect the stars. Rating 8

The Iron Horse: I don't like this game because you are trying to attach things to

the train which is really hard to get on to. Rating 3

Rails and Trains: This game is mostly a puzzle game. You try to connect the rails together to try to get the train to the end of the tracks. Rating 5

Paper Trains: I think this game is fun. You try to not let trains hit each other by stop lights and different things. Rating 8

Following are some more games that are free downloads and not reviewed by our granddaughter:

Rail Maze, Steam Trains, Train World Builder, Train Legend, Thomas & Friends Engine Activities, Dream Train, Gold Rush Classic, Loco Trains Christmas Edition, Working on the Railroad Train.

I have included several names of train games and the thoughts of an eleven year old girl on playing the games. I am sure you are aware that other eleven year olds may have different thoughts and opinions. As a side note – our granddaughter has helped do scenery on my layout and at times has run some of the trains.

- Glenn D. & Nancy C. Miller
Grandpa's Model Train & Toy Museum
West Unity, OH 43570

FLOQUIL PAINTS GOING AWAY

I picked this up on some of the model railroad sites: Testors Corporation will be reducing it's paint lines. Among those going out of production is Polly Scale, Floquil, and all their military paints.

What makes this a concern is that model paints have very special characteristics. Among them is the very finely ground pigments to allow for paint coverage without loss of detail. The paints which are disappearing are all acrylic (water soluble) which is odd because the industry has been working for years to perfect these and do away with solvent based paints.

Only Model Master and one other line will remain at Testors. Model Master requires a specific Thinner and doesn't seem to work as well as either Polly Scale or Floquil. It is designed for model cars and "general" modeling, and does not have railroad colors in it's lineup.

Fortunately, there are said to be current stocks at the plant and hobby shops are well stocked, so it will take time for the

discontinued brands to disappear completely. Certainly, economics are in play, as is the take over of Testors by the investment group which owns Rustoleum. ...Terry Stone (Stumpy in Ahia)

CHECK OUT NMRA S SCALE SIG

The newest S Scale Sig newsletter has two great articles. One is by Brooks Stover on layout digital photography and one is by Dick Karnes on passenger trucks. www.sscale.org.

ST. LOUIS MACY'S CLOSING - S DISPLAY LAYOUT MUST MOVE.

News from Moe Berk and Gerry Evans announced that the Macy's Department Store in downtown St. Louis (formerly Famous Barr before 2006) is closing and the AFS-GSLA will lose the display place for it's S gauge layout which has graced the storefront windows at Seventh and Locust

Streets for every Christmas since 1988.

According to a *St. Louis Post-Dispatch* article the exhibit was a throwback to the old days of a bustling downtown when elaborate toy train layouts were marquee features of the Christmas windows at big department stores.

Club coordinator Moe Berk is quoted - "Right now we don't have the slightest idea what we'll do. This is disappointing. The trains have been our gift to the community, and we were so proud of it."

The layout is in an odd 400 square foot triangular shape which makes it difficult to move. The layout is in sections, but these are intended for the window shape, not for hauling around to shows. In addition it is built on 3 levels with tunnels mountains and bridges.

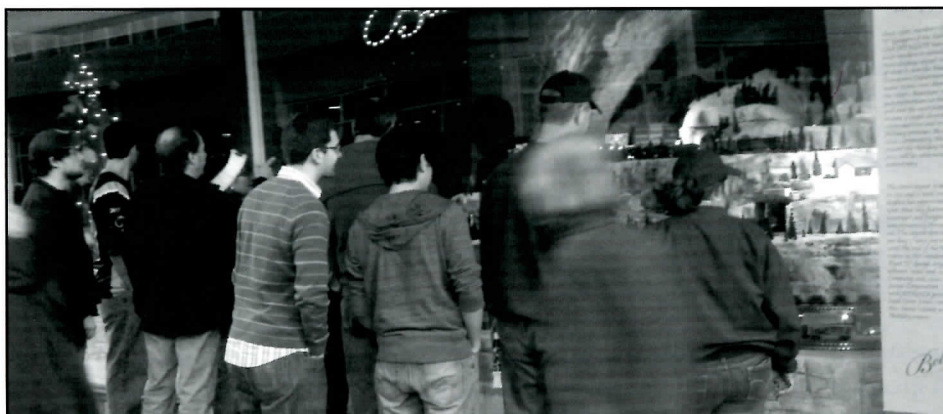


July 14-20, 2013: NMRA Peachtree Express Convention, To be held in Atlanta, GA. www.nmra2013.org

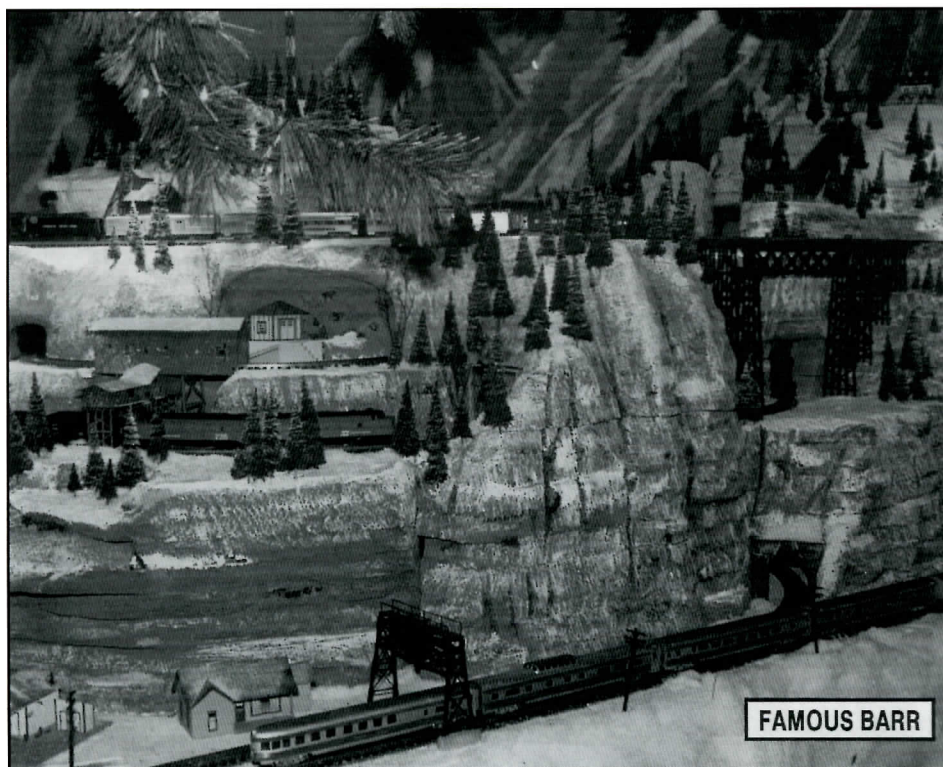
Aug. 7-10, 2013: NASG Annual Convention, Radisson Lackawanna Station Hotel, Scranton, PA. Hotel # 570-342-8300. This is the location of Steamtown. Info: www.convention2013@nasg.org

Nov. 1-3, 2013: 38th Annual Fall S Fest, Janesville, WI. Contact: Tom Behles at behlest@yahoo.com or check website: www.state-linesgaugers.org.

Bids open for NASG Annual Conventions 2014 and beyond. Contact Walt Jopke, 6611 Countryside Dr., Eden Prairie, MN 55346-2211. jopke@vic.com - 612-934-9183.



Left- Pete Mihelich provided this photo of a holiday crowd viewing the Famous Barr (Macy's) display layout from the street.



Left below - ThisThis photo of the Famous Barr layout graced the cover of the December 1993 *Dispatch*. It was taken by Marty Glass (thru the glass - pun intended). This large 400 square foot American Flyer layout was displayed at this downtown St. Louis department store for 25 year - since 1988. When Macy's took over in 2006, it continued to allow the layout to be displayed. But all that is ending now as Macy's is closing the whole store. This layout, built by the AFSGSLA club members, has always been stored by the store - now the club will have to find a new storage place and a display location or just dismantle it.

SPRING 'S' SPREE REPORT

by Terry (Stumpy) Stone & Jeff Madden

Well, we're home from the 2013 Spring S Spree, and had a good night's sleep (finally) and able to get our thoughts together. Another good one! There is far too much to talk about, but here's the "short version."

The hotel was VERY unique and will make this Spree especially memorable. It's built in the old Quaker Oats grain silos in downtown Akron. I couldn't "go stand in the corner" of the room, because it WAS round! The floors slope in places making it seem like you're a bit "tipsy." Unfortunately, our street side room was rather noisy all night.

It is one of the few places laid out so confusing that you can get lost trying to find your room, and even finding your way back to the lobby! The walls are covered in art which is rather unique and interesting. Just walking around looking at the place was neat.

This interesting experience will vanish soon as the hotel is to be closed and turned into a college dorm. I hope the two "fugitives from the scrap line" steam locos on display outdoors will find better homes in the process.

As usual, we had a great time talking to the many S gaugers and displaying my kit bashed Flyer locos, converted Bachmann On30 cars, and scratch built stuff. There were still people discovering how much farther you can push S gauge with some creativity. My clinic seems to have been enjoyed by the small group who attended.

Being a "car guy," I especially enjoyed Marty Lydecker's clinic on Gilbert slot cars and talking with him at other times. This was something refreshing from the usual clinic fare. Another plus at this event was that real CSX trains ran right behind the building on 30 minute headings, so you could even get in some train watching.

Our location was by the main door, and Cindy was thrilled with the people watching available there! I'll bet we talked to at least half the people at the event during the Spree. Had many great conversations, and not all on trains. And despite our current money troubles, I managed to sell a few things to allow me to gather up two "projects."

The Cuyahoga Valley S Gaugers did a good job at a unique venue to create a memorable Spree. Good job!
- Terry (Stumpy in Ahia) Stone

And more from your editor: There was lots of "S Sprit (Spree) de Cor." There were 6 layouts displayed: The COSG and the SMSG brought their big layouts. The SMSG (Southern Michigan) award-winning lay-

out was displayed for the first time at an all-S event since it was upgraded with lots of scenery and detailed scenes.

The other layouts including a medium size scale layout by the sponsoring Cuyahoga Valley club, a Christmas Tree tabletop, Stumpy Stone's small layout and the NASG modules.

Lee McCarty reported that there were 220 tables sold, 72 at the banquet about 165 registrants, plus 80 walk-ins on Saturday. The special PS-hoppers are sold out and about 20 tank cars remain.

Larger Dealers present included Pikesville Models, Des Plaines, Gary Clark and American Models. Des Plaines had a lot of scale items from the Del Amerine estate which attracted a lot of buyers, including yours truly. Jim Whipple probably got the "historic" buy from this which were two complete CD Models ten-wheeler kits.

The buffet banquet was quite good and the entertainment by the Olde Harbor Boys Irish band was very good.

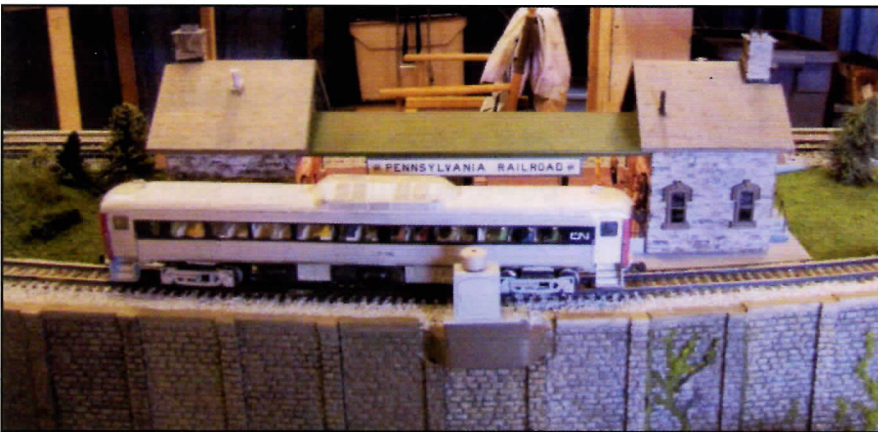
The location of the Quaker Square complex was really a terrific choice, but unfortunately we probably were the last group of any kind to host a meet at the facility as the University of Akron is taking over the entire complex - done by now. The whole theme of the place was railroad oriented. The hall (across from the unique Silo hotel) was the site of the former freight station. There is a free railroad museum on site, the CSX mainline was a stone's throw away (many of us gravitated at times to watch the real thing), and there are two "stuffed and mounted" steam engines on the property. There are also a couple of real passenger cars used as a snack grill for students and hotel guests. What'll happen to all the memorabilia is up in the air. It was a great place for a Spree and would have been a good NASG convention location - oh well.

- Jeff





AT THE SPREE: Above - is a "real" train car we had lunches in. *Right top* - Jim Whipple got the "historic" buy from an estate sale. *Below* - RDC stops at scratchbuilt station on COSG 2-level display layout
photos this page Jeff Madden



Above - Terry (Stumpy) Stone showed off his kit-bashed AF Atlantics at the Spree. *Left* - New Lionel AF SD70ACE running on revamped SMSG layout at the Spree. *Right 3 pix* - Gaylord Gill had a neat scratch-built diner with interior on the SMSG layout.



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