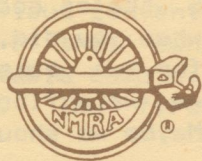


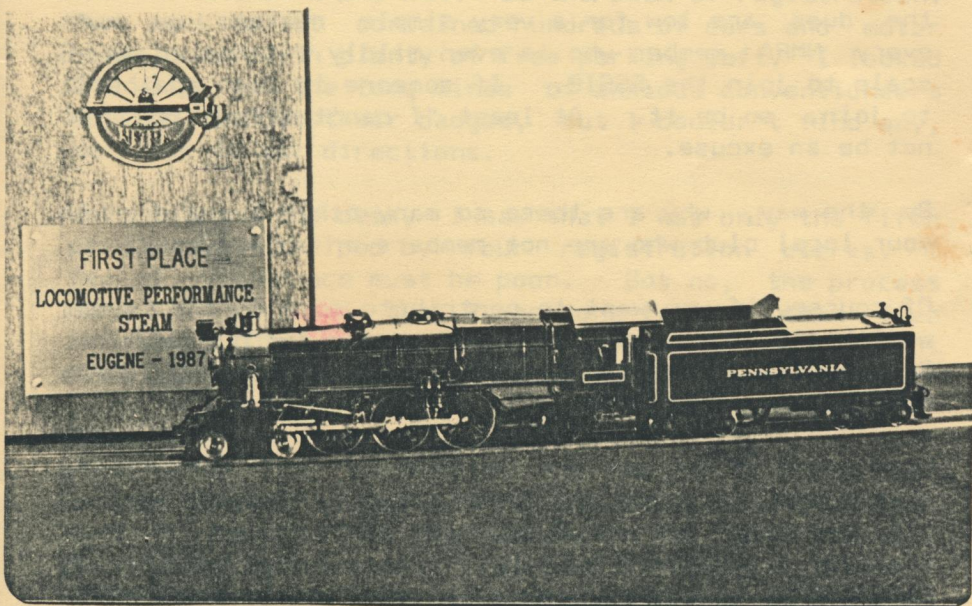
# ESSENCE

Newsletter of the NMRA  
S Scale Special Interest Group

1:64 scale modeling with 1:1 fun



August 1987



The locomotive is a factory-painted Pennsylvania Railroad K-4 Pacific which was built by Samhonga and imported by Omnicon Scale Models.

The plaque for first place in the Steam Locomotive Performance Contest was awarded to this engine at the NMRA National Convention this month in Eugene, Oregon.

Ken Mackenzie photo.



# Foolsap

This is the first newsletter of the NMRA S Scale Special Interest Group's second biennium. If a fellow S scaler complains that he hasn't gotten his Essence when you did, it's because he hasn't paid his dues: \$6 for two years. Since everybody had to send in money, we were flooded with nice warm fuzzy notes of praise. Maybe we should ask for money more often.

Seriously though, many of you suggested that we should raise the dues. In a way, 28 cents per issue (plus postage) is a ridiculously low price to charge for such a pithy (watch your pronunciation) publication. But the dues are low for a very simple reason: we want every NMRA member who is even mildly interested in S scale to join the SSSIG. If someone is too apathetic to join, so be it. At least "I can't afford it" will not be an excuse.

By the way, why are there so many other S scalers in your local club who are not members or subscribers?

Of course, if you want to contribute more to the cause, we like letters, articles, and photos for publication. But we will accept supplementary cash donations, which some members have made.

For those of you who are new members and subscribers this month, you are the first ones who did not receive all previous issues of Essence automatically. This creates a problem I have been postponing: having to republish previous reference material which new members haven't seen. For now, you can catch up on past events and controversies by purchasing a set of the 13 back-issues from the first two years for the paltry sum of \$7. Make checks payable to: Ken Mackenzie.

Unfortunately, we are starting the new biennium with an issue of the newsletter which is a late by a few days. This a direct consequence of the fact that the August issue is due out immediately following the NMRA and NASG national conventions. The same thing may happen again next August.



The 1987 NMRA convention in Eugene, Oregon, may have been one of the best ever. The organizing committee did an outstanding job of planning and execution. They used many successful techniques from previous conventions and added some excellent innovations of their own. As a result, the convention was a comfortable combination of the familiar and the unexpected. The first major surprize was registration.

#### REGISTRATION.

I had not pre-registered, so you can imagine my dread when I drove to the hall at the peak of registration. The parking lot contained hundreds of cars and motor homes, but with plenty of free parking left. I looked in vain for the long lines of anxious conventioners waiting to get their badges, but I couldn't find any, so I had to ask directions.

When I found the desk, I saw that I was only the fifth person being helped by four registration clerks. I feared attendance must be poor. But no, the process was so streamlined that I was done in less than five minutes. The pre-registered members were in and out even quicker. It seemed miraculous.

#### THE CITY

Eugene is small enough so you can drive around without getting lost. Yet the convention had very spacious facilities in the city's combination Convention Center and fairgrounds. You could walk from downtown to the fairgrounds in minutes, but convenient shuttle buses were also provided. And prices were so reasonable that people could relax and enjoy themselves. Motel rooms averaged \$30, and evening meals were \$4 or \$5. I wish all conventions were held in cities as small, friendly, and economical as Eugene.

#### LUMBERING.

Forest products dominate the economy of Oregon. I boggled at the tall sawdust burners and piles of 5-foot



diameter logs that dot Eugene. Being a Midwesterner, I thought such things only existed on period model railroads. The hills were covered with trees which looked for all the world like they were made from dowels and caspia - not at all like typical eastern evergreens.

Every NMRA national convention takes on a bit of the flavor of the region where it is held. At Eugene, there were many lumbering-oriented entries in the (mouth-watering) model contest, and clinics by noted experts on prototype logging and sawmilling operations. Among the many good clinics, there were also several on re-gearing, re-motoring, and tuning up "mature" locomotives.

#### SSSIG DISPLAY.

For the first time, all NMRA special interest groups were offered free booth space in the main exhibit hall and a clinic slot on the program. This is a fine idea I wish future NMRA conventions would adopt.

Dave Jasper, John Bortz, and I manned the SSSIG booth. It consisted of two large tables where we displayed the following:

- A one-page handout about the SSSIG.

- A listing of new S products for the last 6 months.

- Copies of Essence, Sn3 Modeler, S Gaugian, S Gauge Herald, and the NASG Dispatch.

- Copies of the Hoquat, P-B-L, and Scenery Unlimited catalogs.

- Diesel locomotives by Oriental and Overland.

- Steam locomotives by Omnicon.

- Narrow gauge freight and passenger cars.

- For size comparison: NMRA 50th anniversary car kits in S, HO, and N.

The exhibit halls were closed until Friday afternoon, which meant that exhibitors had several days free to enjoy the rest of the convention activities. Although some attendees complained that there was nothing to do (except layout tours, fan trips, clinics, contests, etc.) before the exhibit halls opened, we exhibitors appreciated the chance to enjoy all of the above.



## LAYOUT TOURS

I couldn't get on the Salem layout trip, so I missed meeting Gary Waite and seeing his fine railroad. Two of the home railroads I did see were memorable.

Dave Clune's On3 Cascade County Narrow Gauge line is a lesson in layout design and execution. The mountainous point-to-point plan makes an odd-shaped room disappear, and replaces it with a series of photogenic eye-level landscapes, each with a unique operating character.

Between major scenes, Clune has used Frary's technique of placing areas of relatively bland scenery to create a feeling of spaciousness. The bland areas are finely modeled, but deliberately unremarkable. Many layouts become almost cluttered over the years. I hope the CCNG doesn't. As it stands, it is a gem.

Gil Hulin's large O scale layout is still under construction, but the lack of scenery in some areas allowed visitors to see the well planned hidden trackage which supports the "on stage" operation.

I strongly prefer eye-level railroads where you can walk next to your train as it passes through each scene only once, and very little of the total railroad is visible at any one time. Gil's layout is of this type. Along the line, small groups of exquisitely detailed structures give life to each town and spur. The Layout Design SIG held a special workshop tour of Gil's pike.

### THE DEVIL MADE US DO IT.

On Thursday morning we had some free time on our hands, so I jokingly suggested that we enter the three steam engines in the locomotive performance contest.

Maybe it was because Dave and John are both pleased with the way their own Omnicon engines run, but for whatever reason, they jumped at the idea. Why not? The contest is free to all, and there are no boobie prizes.

So, we did.



## THE CONTEST

Never having witnessed a performance contest before, I watched with interest as the entrant ahead of us put two beautifully weathered O scale articulated steamers through their paces. This was serious competition.

The contest is conducted on a tiltable beam with about ten feet of track on it. A pair of photocells are mounted about a foot apart, and form a foot-long speed trap just past the center of the beam.

First, the engine (and its tender, if any) are weighed. Then the engine's operation is measured in three ways:

1. For top speed, the throttle is set at 6 volts. The speed measured through the trap at this voltage should be the same as the prototype's top speed for a perfect score.

For a steam engine, this speed in mph is the same as the driver diameter in inches. A locomotive with 63" drivers, for example, should come as close as possible to a scale speed of 63 mph at 6 volts.

2. For slow speed, the locomotive must go through the speed trap as slowly as possible without stalling. Any speed of 3 mph or less earns a perfect score here. You can make two or three attempts and use the slowest result.
3. For efficiency under load, the 10-foot track is tipped up to form a grade. The grade is steeper for freight locomotives than passenger ones. Once again, the throttle must be set at 6 volts by the time the engine enters the speed trap. During this run, the speed and current draw of the engine are measured, and a formula which includes the weight is used to determine the points scored.

Dave Jasper thinks that some points are also awarded for prototypical appearance to discourage the entry of "modified dragsters" which would not be believable models. I can't seem to locate a copy of the contest rules, so I can't verify this.



## SHOWING OFF

So there we were, orange boxes in hand, feeling like schoolboys on a prank. The first challenge was gauging the test track. The test fixtures were adjustable for any NMRA gauge, but not for the NMRA fine scale gauge of .883 to .900 for which these engines were built. There was nothing we could do but hope that the difference in gauge would be unimportant.

Dave went first with the Missouri Pacific 2-8-0. It was straight out of the box. A bit of lubrication might have been nice, but there was none at hand. Even so, the little consolidation rolled so smoothly that Dave showed off by taking several minutes to make the slow speed run.

Next Dave unpacked the Erie 4-6-0. It looked somewhat unprototypical because no coal covered the large hole in the tender where a sound unit was installed. This engine blew two fuses before we discovered a bare wire which was shorting to the frame and covered it with a piece of tape. By this time, we had a small gathering of people who were puzzled by the sight of raw brass on the contest test track.

Finally, I put the factory-painted Pennsylvania K-4 on the scale to be weighed in. Not only is it a handsome model of a handsome prototype, but it was probably the first contest entry in history with a free-rolling mechanism. During the efficiency test, Dave stationed himself where he could catch the engine as it rolled backwards after I cut the power. This particular K-4 has a very slight bind in the mechanism which limited its performance in the slow speed test, so I made two runs to get one good one.

If we had been seriously competing, we should have run the engines in, eliminated binds, added lubrication, and disconnected the headlights (which draw unnecessary current during the efficiency test). Wheel slippage on the grade told us that all three locomotives would benefit from a little added weight. But our only aim was to show people the quality of S products available straight from the manufacturer, and perhaps generate



some publicity for our favorite scale. Even the judge was impressed with the operating properties of our entries.

## AWARDS

On Friday, we went to the Awards Luncheon to cheer for John Bortz. His beautiful steam locomotive had taken top honors at the NASG convention, so we were not surprized that he won yet another NMRA award.

Imagine our shocked surprise when Dean Freitag announced that the S scale K-4 had won first place in the steam locomotive performance contest! Not only did it win without benefit of lubrication and with a bind in the mechanism, but it won by a fairly wide margin. As I accepted the award, I felt that it should have been given to Omnicon for stressing quality performance in their imports or to Samhonga for producing it.

## BOOTH SITTING

By the time the display areas opened to the public an hour later, Dave had found two mirror tiles at a hardware store. We placed the K-4 on the mirrors and propped up the award plaque behind it to form a sort of shrine in the center of the SSSIG display. So many people knelt to get a long close look at the K-4 that we put a chair in front of the display so they could sit.

It was a time for meeting old friends and making new ones. S modelers whose names I have read for years, I met for the first time at the SSSIG display. Dave talked to two new 1:64 converts (we hope) during the show: one for S standard gauge, and one for Sn3.5.

It was great to see Fritz Gemeinhardt again after all these years. Fritz, Dave, and I were once 60% of the Potomac Valley club. And Bill Hammer stopped by; he was building his first On3 railroad when he, Dave, and I were neighbors in the Washington D.C. area.

Steve Bishop and his lovely wife operate the Village Depot hobby shop in nearby Cottage Grove. They stopped



by the SSSIG booth to talk S. The following day we drove down to Cottage Grove to visit their shop. The drive gave us a chance to see more of Oregon's forests and even two covered bridges. Although Village Depot is off the beaten path and does mostly mail order business, the store has a lot of S and Sn3 stock on display. They carry a large inventory of new and used Sn3 brass and publish an S/Sn3 catalog for \$3. Contact them at: Village Depot, Cottage Grove, OR 97424.

## OTHER S ACTIVITY

In an adjacent display hall (there were four very large display halls), the NASG table was near two operating S scale railroads. One was Lee Johnson's fine sectional railroad. Although relatively compact, it provides interesting operation and looks great. Many of the interfacing concepts used on this pike have become part of the S-MOD modular standards.

The other operating S layout was Jerry Porter's 10' by 35' railroad. A great deal of ingenuity was used to keep its bulk and weight down, and a lot of late nights must have been spent making this club-sized pike operable in time for the convention.

Finestkind's exhibit of S scale structures attracted a goodly amount of interest. I saw no 1:64 models at the Overland exhibits. Taurus Products expressed pleasure with the number of Sn3 kits they have sold. Perhaps that is why they have been adding more 1:64 items to their line.

John and Thelma Bortz organized an S scale breakfast on Saturday at what had become our favorite pancake house. The proprietor was hospitable and curious about the convention, as were all of the other Eugenians we met. For one week the NMRA members made up 2% of the city's population.

## HERE WE GO AGAIN.

I met Bill Nielson when I volunteered to serve on the NMRA Standards Committee. Bill had accepted the chairmanship for NMRA S Standards a couple of days before.



No sooner was he recruited than he discovered that:

1. The NMRA Standards Committee had drafted a set of modular standards for each scale, including S.
2. The Committee had not contacted the NMRA S Scale SIG for input on the S standards.
3. The Committee had not contacted the NASG for input on the S standards.
4. The Committee was unaware of the S-MOD standards even though they have been written up twice in the NMRA Bulletin and once in Model Railroader.
5. The Committee's draft standards for S differed in almost every respect from the S-MOD standards.
6. The NMRA Board of Trustees was about to approve the Committee's draft for placement on the spring ballot THE FOLLOWING DAY.

Rather than panic, Bill made a long distance phone call or two, found most of the key measurements of the S-MOD standards (who packs standards documents when they go to a convention?), and managed to get them incorporated into the NMRA draft for S.

I learned all of this on the day after the voting. It was also news to Ed Loizeaux, President of the NASG. A discussion was quickly arranged between Jerry White (Chairman, NMRA Technical Committee), Bill, Ed, and me. While I vacillated between wrath and despair over the seemingly impersonal arrogance of the Committee's action, Ed quietly pointed out that we needed to see the draft and resolve any remaining differences between it and S-MOD, and that there was plenty of time between now and Spring to iron the whole thing out.

I am hopeful that the rule of reason will prevail, now that the problem has been identified. I am writing to each member of the NMRA Board, and Ed is probably doing the same. They are reasonable people, and the problem has a reasonable solution. Nobody wants standards to be created in a vacuum and railroaded through. We were lucky this time, thanks to Bill Nielson.

"Full Steam to Eugene" was a great convention. If you weren't there, you missed a lot of excitement.



This year's National Association of S Gaugers' convention was held in Chicago. Joint sponsors were:

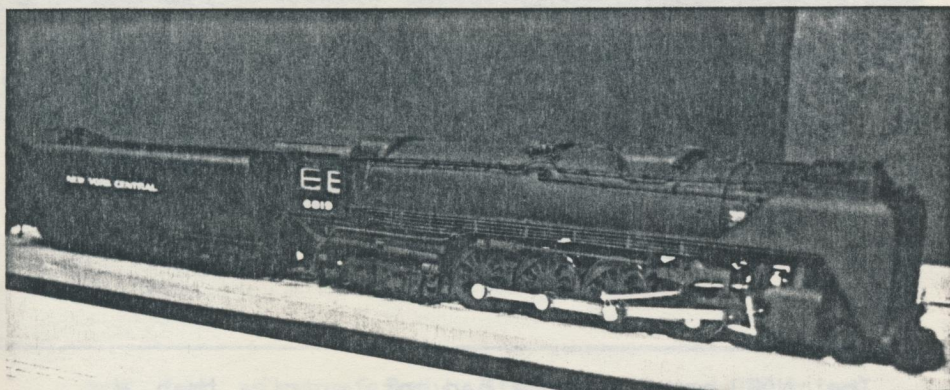
Chicago Area S Gaugers club,  
S Gaugian Magazine,  
S Team club, and  
State Line S Gaugers club.

Because the event celebrated the 25th anniversary of the S Gaugian (as well as 50 years of S) and because the largest club (CASG) is 99% American Flyer fans, I expected a largely tinplate-oriented gathering. It didn't turn out that way.

In the vast city of Chicago, it was a challenge to find the convention hotel without a map, but the facilities were conveniently arranged, spacious and first rate.

The large supplier's exhibit hall contained displays from Finestkind, G&W Models, Hoquat, Modern Models, Omnicon, Overland, Raisin River Models, S Scale Loco, and Scenery Unlimited, among others. Ed Packard was there with a large special exhibit of the early C-D products and publications.

The scale swap tables were so tempting that I barely noticed the tinplate ones. I found great Sn3 items at three tables. 1:64 modeling has reached that frustrating stage where the supply exceeds the pocketbook.



John Bortz does it again with top NMRA and NASG honors for his latest NYC 4-8-4 steam engine.

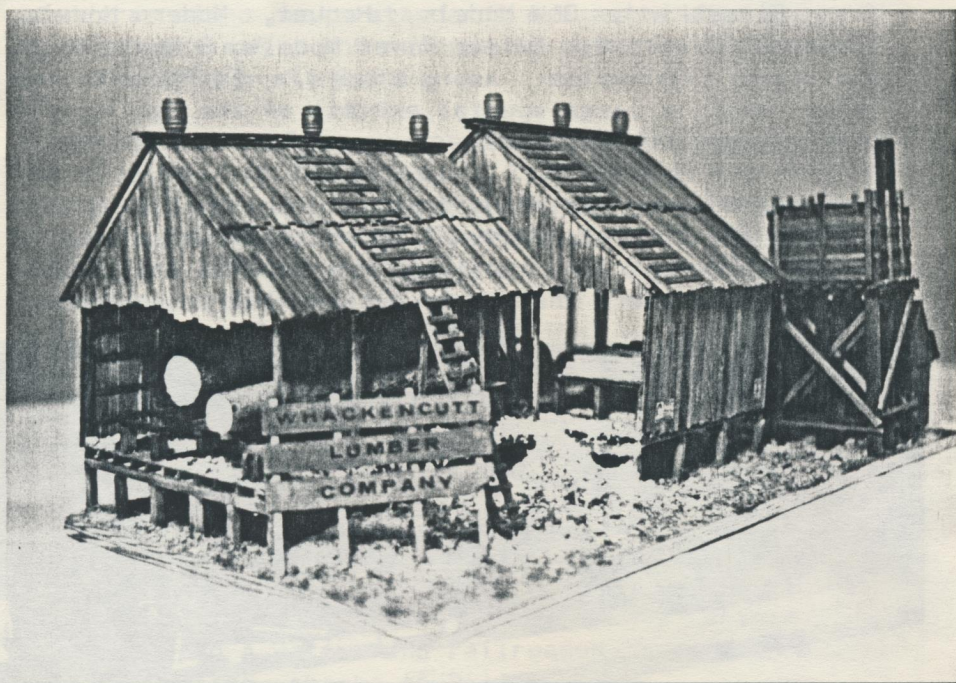


The Finestkind Mdl's display of built-up structures was a real eye-opener. I have carefully studied their advertising because many of their structures match my era and region, but the real models looked ten times as good as the photographs I had seen. Each building is detailed enough to be a featured foreground model on your railroad.

Omnicon was showing an HO sample of their promised stainless steel RDC cars, and the pilot model of their economy A&B F-units which have a North West Short Line (rather than Samhonsa) mechanism. Many other projects are planned: is anybody out there interested in a shark nosed diesel?

In the adjacent large display area, two layouts got my attention. One was a beautifully detailed Sn3 diorama done by the folks at Des Plains Hobbies, "Chicagoland's only full time S scale hobby shop".

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The NASG model contest had more entries than in recent years. There were also many good looking "for display only" models shown. Above and right

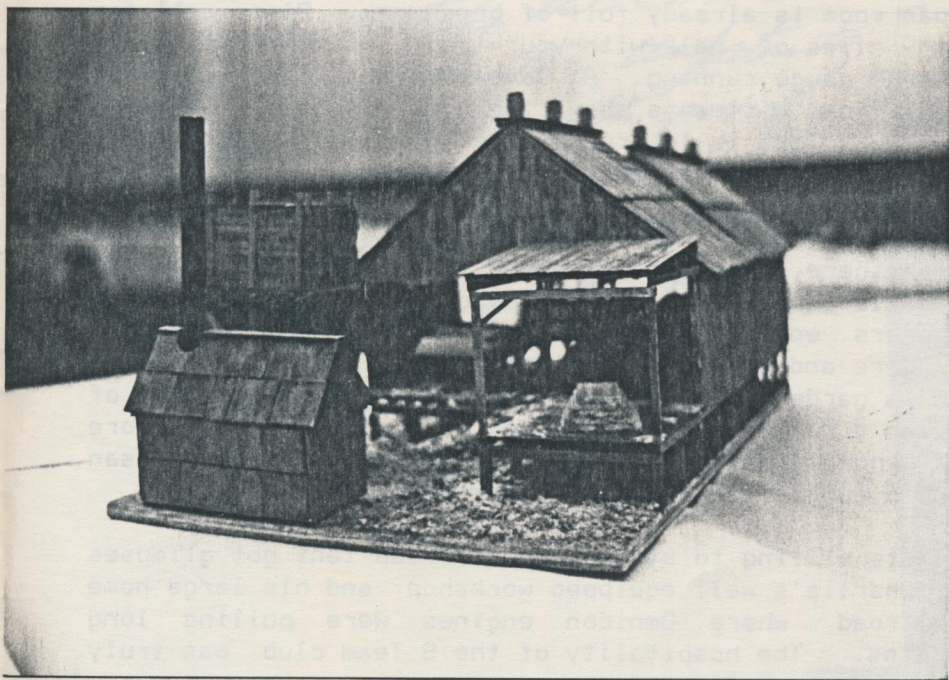


The other was the S-MOD modular layout. Although there are no known S-MOD modules in Chicago yet, a 30-foot oval was operating for all who wanted to test run their new purchases or show others their favorite pieces of rolling stock. The Badgerland club's ends and 8-foot module were hauled from Milwaukee by Dave Koehler and Ken Mackenzie. Tom Hawley brought his fine module all the way from Michigan, and Ken Zieska somehow got 24-feet of Pines & Prairies modules into his mini-van.

One of the P&PSCW modules, designed by Dave Jasper and being constructed by Tom Lennon, has a fascinating arrangement of trackage in and around a waterway. Wait until this beauty is finished!

With 19 clinics running two at a time, who could attend them all? My favorites were "Detailing Diesels" by Jettie Padgett (I thought all diesels looked alike, but almost no two are) and "Photographing Railroad Models"

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are two views of Dody Stevens' award winning "Whackencutt Lumber Company" sawmill structure. You could almost smell the wood sap.



Inexpensively" by Lane Steward (about \$50 of gear plus your current camera). Both of these were NMRA national caliber clinics.

The model contest filled a large room. There seemed to be many more entries than in recent years, and all were worth studying. Watch for photo coverage in the next issue of the NASG Dispatch.

For thirsty people who preferred a good bull session to a good night's sleep, a hospitality suite was jointly sponsored by Badgerland and the SSSIG. Unfortunately, no camera crew was on hand for the side-splitting Katzenjammer-style debate between Rollie Mercier and Vic Rosemann at 2AM.

As a special adjunct to the convention, the S Team club invited everyone to a picnic - complete with a tour bus for those who needed transport. The tour stopped first at the S Team's new permanent layout. The huge clear-span room is already full of benchwork. Plans call for many miles of walk-with-your-train standard gauge and narrow gauge running. At several points, the trackwork will cross aisleways above the viewer's head. The hope of the S Team is to create a national showcase railroad for 1:64 scale. At their current pace, it won't be long in coming.

From there, the bus proceeded to the home of Susan and Charlie Sandersfeld where approximately one hundred S gaugers enjoyed mountains of free locomotive-shaped burgers and Sheboygan bratwurst with all the trimmings in a garden party setting. Did anybody get a photo of Susan's watermelon "sculpture" of a steam loco before the hungry hordes went to work on it? If so, Susan would appreciate a copy for her scrapbook.

Guests willing to stray from the food tent got glimpses of Charlie's well equipped workshop and his large home railroad where Omnicon engines were pulling long trains. The hospitality of the S Team club was truly tremendous.

Back at the convention, the NASG officers endorsed the S-MOD modular standards. They also took the innovative



action of offering an annual (substantial) cash prize to the author of the best S-related article published in a non-S magazine. Hopefully this will spark more coverage of S in the hobby press.

I generally avoid convention banquets, but this year's NASG dinner was very enjoyable. My wife said the food was the best convention fare she had ever eaten. After mercifully short salutes to 50 years of S and 25 years of the S Gaugian magazine, the most historic moment occurred when Rollie Mercier was caught completely at a loss for words. He was speechless when presented with the NASG Bernie Thomas Award for outstanding contributions to the hobby of S gauge model railroading.

Next year's NASG national convention will be in New Brunswick, New Jersey, on July 7-10. The good news is that it will not be held on the July 4th weekend. The bad news is that it will be separated by two weeks and 1000 miles from the NMRA national convention. Best of all, the CJSS promises lots of module operation in NJ.



After the picnic, the S Team hosts were still on their feet. The mountains of food had vanished, so they found consolation in aluminum cans.



# S Dispatches

S Cratchit and  
Glenn Berg

Here is some S-related material which appeared in the hobby press during the past two months.

Magazine abbreviations are:

AB: NMRA Bulletin	NG: N.G. & Short Line Gazette
DI: NASG Dispatch	RC: Railroad Model Craftsman
MG: Model Railroading	SG: S Gaugian
MR: Model Railroader	SH: S Gauge Herald
	SN: Sn3 Modeler

## PRODUCT REVIEWS

Cibolo Crossing chimneys	SG Jul/Aug 87 p11
Cibolo Crossing S scale plywood	RC Aug 87 p98
Hoquat PCC streetcar body kit	DI Jun 87 p14
Jaeger's freight station detailing pack	
	SG Jul/Aug 87 p12
John Hall's Reading gon decals	SG Jul/Aug 87 p10
Kanamodel Products' lineside structure kits	
	SG Jul/Aug 87 p10
Micro Engineering timber tunnel lining	
	RC Aug 87 p95
Plastruct architectural materials catalog	
	SG Jul/Aug 87 p12
SouthWind Blomberg trucks	DI Jun 87 p13
ST&LO Quick Link switch stands	MG Aug 87 p29
ST&LO Quick Link switch stands	NG Jul/Aug 87 p14
Tech Rep; Finescale Forest	AB July 87 p11-12

## LAYOUT FEATURE STORIES

Bob Leners' Sn3 RGS	MG Jul 87 p49-53
Building the Easyville Shortline Railroad	
	HE Apr/May 87 p16-17
Gazette Gallery; Sn3 Fellowship	NG Jul/Aug 87 p84
Little Leroy's Favorite; Dave Jasper's SM&P RR	
	SH Apr/May 87 p21
Narrow Nuggets; Sn3.5, etc.	AB Jul 87 p13-15
Tracking Sn3; Mel Mudhurst's	SG Jul/Aug 87 p34-35
Trackside Photos; Stan Stockrocki's 2x6 S module	
	MR Jul 87 p83



## SCRATCH-BUILDING

Building an O-8-0, part 1	SG Jul/Aug 87 p38-40
Crossing Shanty	DI Jun 87 p7
EMD F-2 From Southwind Parts	SG Jul/Aug 87 p22-25
Hanging Signs	HE Apr/May 87 p18-19

## MODELING ARTICLES

Building An Sn2 Boxcar	NG Jul/Aug 87 p32-33
Narrow Gauge Closed Vestibule Cars	MG Jul 87 p38-39
PBL Sn3 D&RGW 5500 Stockcar	NG Jul/Aug 87 p70-72
Perfecting the Plug-Door	MG Aug 87 p52-55
PS-1 40 foot Box Cars, part 10	MG Jul 87 p25-28
PS-1 40 foot Box Cars, part 11	MG Aug 87 p38-45
Recipe for a GP18	HE Apr/May 87 p15
S-MOD System of Module Railroading, part 1	HE Apr/May 87 p12-14
Sn2 Conversions	NG Jul/Aug 87 p41-43
40 foot Plug-Door Reefers, part 1	MG Aug 87 p49-51
50 foot Airslide Hoppers, part 3 (Raisin River Models version coming)	MG Aug 87 p48-51
50 foot Express Reefer (SouthWind version coming)	SG Jul/Aug 87 p19-21

## SCALE DRAWINGS

Armour refrigerator car	MR Aug 87 p98
D&RGW Car Body House at Chama	NG Jul/Aug 87 p44-45
General Motors GP-8	HE Apr/May 87 p22-23
Illinois Central Mikado	MR Jul 87 p74

## OTHER

Interview with Ed Packard, C-D	SG Jul/Aug 87 p15-18
RPO responses to May article:	
"50 Golden Years of S"	MR Jul 87 p15,p18
and	MR Aug 87 p12
Why Sn2 ?	NG Jul/Aug 87 p29-31



# Whistles

Here is a list of new 1:64 products first advertised in the past two months which you may not have heard about. Don't forget to enclose a business size stamped self-addressed envelope (SSAE) when writing for information.

Ace "S" Gauge, Downs Model Railroad, 206 Lehigh Avenue,  
Gloucester City, NJ 08030-1215:

Delrin bushings on all freight trucks

Blue Ribbon Models, P.O. Box 888, Marblehead, MA 01945:  
Latex tree stump molds.

Finestkind Models, PO Box 25052, Overland Park, KS  
66210-25052:

National Belle Mine structure kit.

G&W Models, 115 Upland Rd, Syracuse, NY 13207:  
Erie, NYC, and PRR decals

Model Railroad General Store, P.O. Box 10131,  
Burbank, CA 91510-0131:

Custom built S/Sn3 Shays and Heislars.

Mulvey Models, P.O. Box 252, Skagway, AK 99840:  
WP&Y Sn3 car kits.

Omnicon Scale Models, 900 Lunt Avenue,  
Elk Grove Village, IL 60007:

EMD diesel F unit kits.

RDC 1,2, and 3 railcars

Overland Models, 5908 Kilgore Ave, Muncie, IN 47304:  
Clyde track layer/Japanese skidder.

Ross White "One Spot" sand facility.

Oriental Limited, 4001 N. St. Joseph Ave.  
Evansville, IN 47712

PRR M-1, M-1A, and M-1B 4-8-2 steam engines.

Raisin River Models, 6160 Upper Straits Blvd.,  
West Bloomfield, MI 48033:

Airslide covered hopper car.



ST&LO Railway Company, 1120 Shullenbarger Dr.,  
Flagstaff, AZ 86001  
Quick Link switch stands

Scenery Unlimited, 310 Lathrop Ave,  
River Forest, IL 60305:  
Farm tractors and equipment.  
Light cranes, 3 types.  
Machine tool models

Track 29, Dept S, P.O. Box 135, Kingston, TN 37763:  
British cranes.

## New Members

Bill Daiker	319 Route 515 Stockholm, NJ 07460
Bob Hadlow	11 Edgeridge Way N.W. Calgary Alberta T3A 4G8 Canada
G. William Hammer	P.O. Box 6 Centreville, VA 22020
Lee Johnson	2472 Lariat Lane Walnut Creek, CA 94596
Bill Nielsen	P.O. Box 661343 Miami Springs, FL 33266
Doug Peck	6 Storeybrooke Drive Newburyport, MA 01950
Jerry Porter	Pacific Rail Shops 20 Camelback Court Pleasant Hill, CA 94596
Mark Waelder (subscriber)	142 Cambridge Street Syracuse, NY 13210



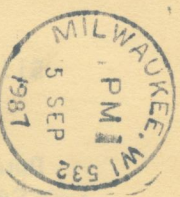
ESSENCE  
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- S Cratchit  
CONTRIBUTORS - Glenn Berg

Essence is the newsletter of the S Scale Special Interest Group (SSSIG), a non-profit special interest group of the National Model Railroad Assn (NMRA) whose primary goals are to provide contact for its members and to act as a forum for the exchange of information on subjects related to 1:64 scale railroad modeling.

Membership is open to all NMRA members. The fee is \$6 for two years (August 1987 thru July 1989) in the US, Canada, and Mexico. Non-NMRA members may subscribe to Essence for \$6 for the same two-year period. Members and subscribers will receive all issues of Essence published during the two-year period, no matter when they join or subscribe.

The opinions expressed in Essence are those of authors where signed, or of the Editor where not signed, and are not endorsed by the NMRA, or the SSSIG Coordinator unless specifically noted.



TO:

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Modern Models  
711 Lowell Street  
Peabody, MA 01960

Essence reserves the right to edit submissions to avoid disparagement, and for clarity, content, and length.

Essence solicits articles, drawings, photographs, and opinions on any topic applicable to S SCALE model railroading. Submitted material is understood to be gratis and contributed for the benefit of the hobby. Other publications are free to reprint uncopyrighted material, providing proper credit is given. Permission to reprint copyrighted material must be obtained from its authors.

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