

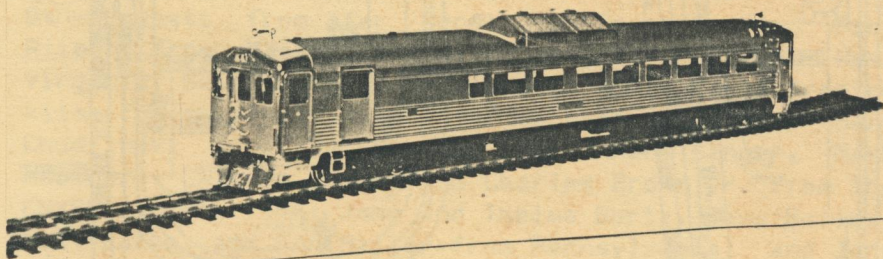
ESSENCE

Newsletter of the NMRA
S Scale Special Interest Group

1:64 scale modeling with 1:1 fun



February 1988

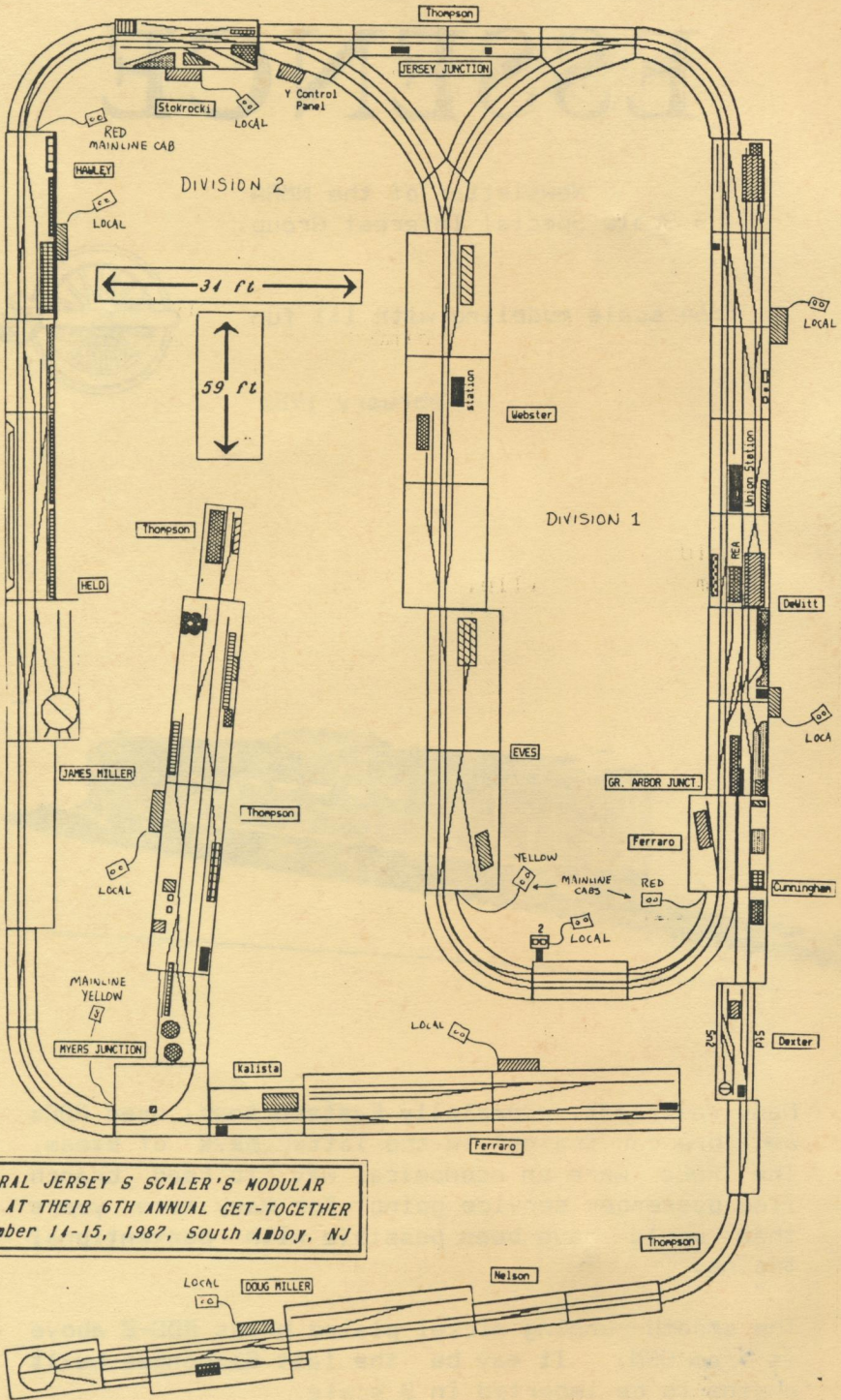


Many railroads, especially Eastern ones, used RDCs as "one car trains" in the latter days of steam. The RDCs were an economical way to keep branch line passenger service going for many more years than would have been possible with conventional trains.

The smooth-running nickel-plated brass RDC-2 above is from OSM. It may be the last Samhonsa-built engine to be imported in S scale.

Charlie Sandersfeld photo.

READ PAGE 20 BEFORE CASTING YOUR NMRA BALLOT



CENTRAL JERSEY S SCALER'S MODULAR LAYOUT AT THEIR 6TH ANNUAL GET-TOGETHER on November 14-15, 1987, South Amboy, NJ

Modulitis

Don DeWitt, Chairman
Module Committee

I am now finally regaining my strength after the extravaganza Central Jersey S Scalpers' 6th Annual Get-Together. The record for the world's largest S modular layout now resides with the CJSS. Here (page 2) is a layout diagram showing our 42 foot by 14 ft loop and the three attached branch lines that nearly filled our gymnasium. The outside dimensions of the layout were 60 feet by 35 feet, and the total mainline trackage was 283 feet.

The gathering was honored by many guests from Michigan, New York, Virginia, Illinois. All in all, there were nearly 50 participants. Guest modules were brought by: Dave Held and Tom Hawley of Michigan (26 feet); Bob Eves from Baldwinsville, New York (12 feet); Doug and Susan Miller from Vestal, New York (16 feet); and Jim Miller from Kenhorst, Pennsylvania (8 feet). Plus, Roger Webster from our club brought his new 16-footer.

Other guests from afar were: Tom Coughlin and Paul Riley from Massachusetts; Skip Filer from West Virginia; Skip McDonald (who brought his module framing kits for show) and Dave Belanger from Michigan; Gary Chudzinski from Perrysburg, Ohio; Kent Singer, Mark Waelder, Charles Brown, and Charles Brown Jr. from the CNYSGA in New York; John and Thelma Bortz, Dave Bailey, Matt Lacko, and Ron Miller from Pennsylvania; and John Hall from the DSSG in Delaware.

We also enjoyed seeing and buying from Russ Downs (ACE Mfg.). The surprize guest was Charles Sandersfeld from Chicago. He brought along his beautiful new Omnicon RDCs, which ran fine. Our problem is that we need to adjust our modules for the RDCs with all of their underbody detail. There were several places where our modules interfered with the movement of the RDCs on curves (station platforms, turnout throws, etc.). This had never been a problem with the underbody detail-less American Models passenger cars.

We also got to see the new drive units for the economy F-7s. I'm sure they will be a good seller for Charlie.

He is talking about a shark-nose diesel shell for the same drive unit (different side frames, of course)!!

Besides just running trains all around the layout, I subjected our operators to a first time attempt at using a computer-based waybill operating session. The computer program is a version of the one published by Mark Hanslip in the December 1985 issue of the NMRA Bulletin, modified for use on a modular layout.

The original program was designed to be used with home or club layouts that are unchanging. In addition, printed waybills and summary tables were designed to be read by an experienced operator - not a novice. The problems associated with using the program on a modular layout are:

- 1) the unknown nature of the track layout on guest modules.
- 2) the unknown nature of the types of freight cars which show up for an operating session,
- 3) my inability to predict with 100% confidence how the modules would fit together in our limited space, and
- 4) the unfamiliarity of most operators with how the system works.

I solved the problem of trackwork and freight cars by sending all known participants a letter requesting an accurate drawing of their module and a list of the freight cars they were planning to bring in terms of railroad name, car type, and car number. Naturally, to keep track of all of the cars, only those with unique numbers could be used. With the track diagrams available, I tried to design a layout with several division yards and associated cities with their industries.

I had only one miscalculation regarding whether the modules would fit their allocated spaces. The problem came from Don Thompson's module which has a kink in its mainline that sends the entire 28-foot module off at an

angle. My plans didn't show the angle correctly. So when we set the module up, it ran into the loop. We were able to move another module so Don's yard module could be relocated.

By the time everyone showed up, I had taken data on 100 freight cars from their letters and entered it into the computer. Any last minute additions or corrections were only a minor complication.

The education of the participants (including me) turned out to be the biggest problem. To help the education process, I gave a clinic about computers and model railroading; part of the talk was about the waybill program and how we would be using it later in the day. The clinic helped, but of course "doing is learning".

I found that the startup phase is one of two critical factors in the success of the operating session. After running two sessions in which cars were placed in the division yards to start with, I decided that this caused too much confusion, although it saved startup time. So the next time we try the program, each car will be placed at an industry to begin.

There were 47 industries on the layout, so it was not a trivial task to place all of the cars at the correct industry and make sure that the computer knew where they were. Each industry is characterized by a maximum capacity of cars and the type of cars that should be there. The participants made several other excellent suggestions for incorporation in version 2.

After dinner, Mike Byers gave a slide show about the restoration of the PRR K4 locomotive. Mike had temporarily given up his S activities to spend his weekends on the full size locomotive during the last year. His slides took us from the day the engine was removed from the Horseshoe Curve to the restoration phase and then to the K4's inaugural run. The show was great. Soon afterward, John Bortz's K4 was running all over the layout.

The CJSS club worked hard, and everyone seemed to have a fine time. Coordination of the large layout was

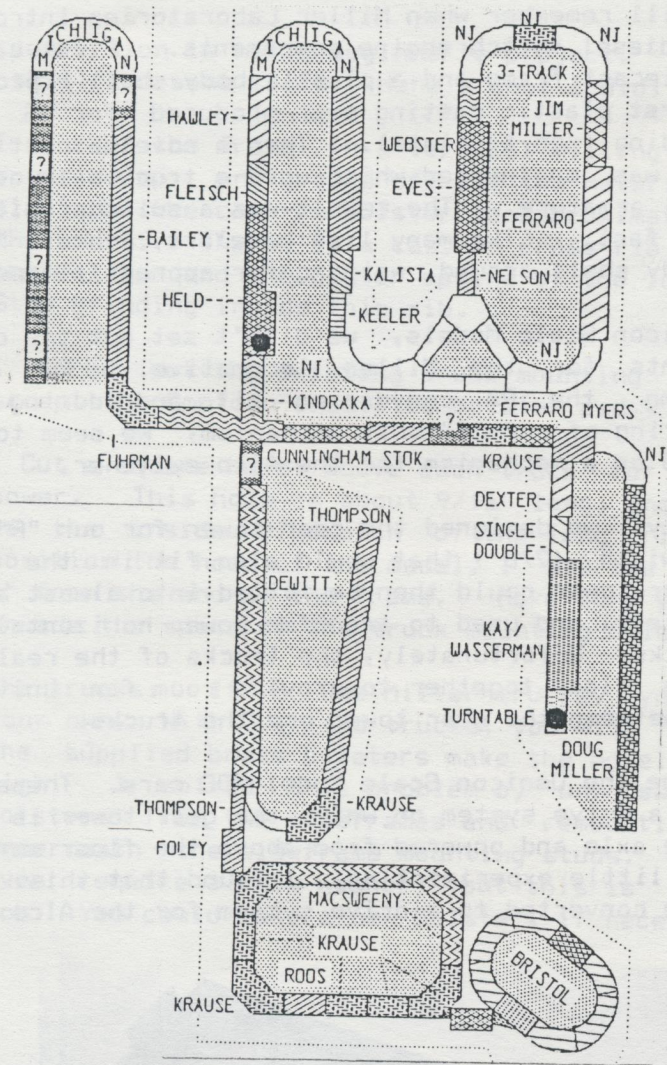
excellent practice for the even larger upcoming NASG convention layout (approximately 100 feet by 45 feet!) shown on page 7.

With regard to the next huge S modular layout at this summer's NASG convention, readers of **Essence** who are planning to bring a module to the convention should note that the cutoff date for announcing your intention to participate is MARCH ! This will allow me time to try several different layout configurations. I have found that it is critical to design the layout with divisions containing approximately equal numbers of industries.

Also, last minute constructions will be frowned upon, because these modules will probably have electrical or trackwork mistakes that can cause massive time delays in getting the layout operational. I will have an electrical system tester built soon which will help to identify problems. I am willing to loan it out if the loanee will pay for postage.

New Members

- | | |
|----------------------------------|--|
| Chester S. Brown
(subscriber) | 14 Lindsey Avenue
Beverly, MA 01915 |
| Gary R. Chudzinski | 891 Apple Creek Drive
Perrysburg, OH 43551 |
| Alan Evans
(subscriber) | 478 Foxwood Drive
Gahanna, OH 43230 |
| William H. Krause | 110 Limerick Road
Fairfield, CT 06430 |
| James W. Mersereau | 5020 Worthington Drive
Bethesda, MD 20816 |
| Roger Nulton | 845 20th Street
San Diego, CA 92102 |
| Edward W. Peterson | Route 4, 1024 Chapin Road
Lake Geneva, WI 53147 |



The planned modular layout in the 125' by 75' Exposition Hall at the 1988 NASG Convention in New Brunswick, New Jersey on July 7-10.

POWERING the MILLER ALCO DIESEL SWITCHER

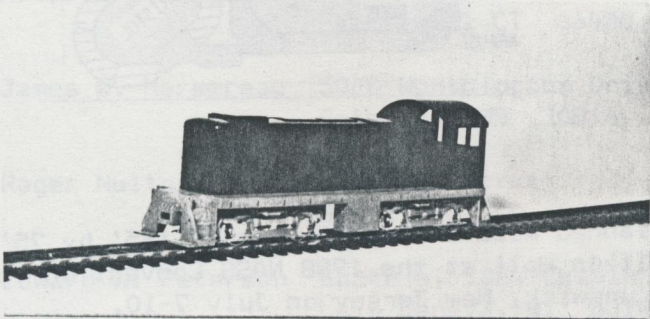
by Charlie Sandersfeld

Ah! yes ... the Miller switcher. Oldtimers in 1:64 scale will remember when Miller Laboratories introduced their diesel switch engine components. First came a zamac diecast frame and a plastic body shell - probably the first plastic casting ever produced for S scale railroading (non-tinplate). Then a novel direct drive system was engineered which used a truck axle as the motor's armature. The result was a switcher with one speed: fast. Like many 1:64 modelers, I had a Miller Alco body shell around, waiting for appropriate power.

At Omnicon Scale Models, we didn't set out to design components for the Miller locomotive. But after producing the PA conversion kit and during the engineering of our "F" unit mechanism, we seem to have stumbled on a mechanism for the Alco switcher.

Initially, we designed the gear tower for our "F" unit to a width (7/8") that would also fit in the Alco. This gear tower could then be fitted into almost any S scale diesel and used to transfer power horizontally to the trucks. Unfortunately, the trucks of the real Alco are too close together to provide room for universal joints between the gear tower and the trucks.

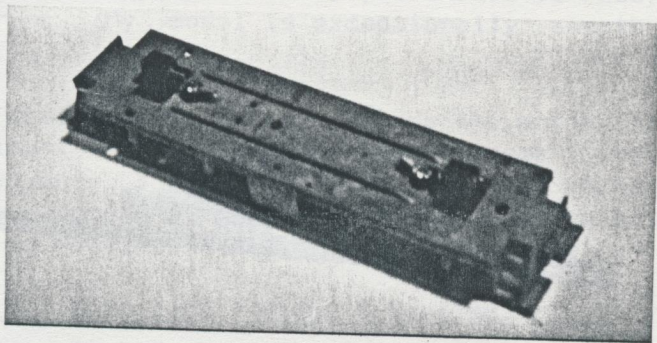
Then came the Omnicon Scale Model RDC cars. These cars feature a drive system on which the gear tower is built into one axle and powered from above the floor surface. After a little experimenting, I found that this truck could be converted to a drive system for the Alco.



Next, I needed trucks. I'm sure the original Miller sideframes would do nicely, but I've never had access to any. Perhaps they require axle end bushings. For this conversion, I used Alco trucks made by Overland and purchased from G&W.

The conversion is not a beginner's project. It takes some skill and some tools. Here's what I did:

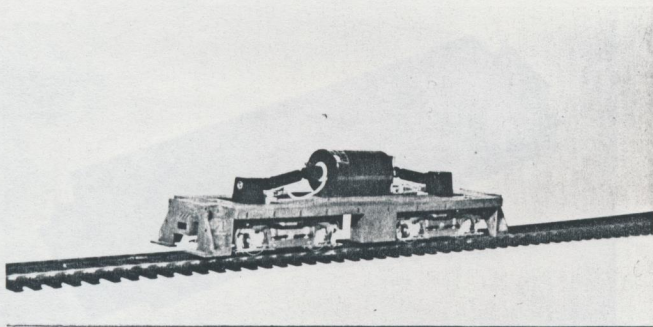
- A. I chucked the frame in a vertical milling machine, downside up, and ground off all the material that simulates the cast-on bolster to approximately .050 thickness. There is a cast-on cross rib between the bolster and the center spline of the locomotive. Stop grinding inside this rib.
- B. I Bored out the existing truck mounting hole to accept the Omnicon insulated bolster pad.
- C. I Cut a square hole above each truck for the gear tower. This hole is about 9/16" long, and as wide as the inside dimension of the long ribs that position the hood of the model. I Started the hole 1" from the end of the frame. Make sure you don't invade the space of the truck mounting hole.
- D. The trucks: If you use Miller trucks, you're on your own. With Overland trucks, you will find that the supplied brass bolsters make the model sit too high. I solved this problem by unscrewing the bolsters from the sideframes and remounting them underneath the sideframe mounting studs. You may even require a shim washer, but this is an easy job. You could make a new bolster, if necessary.



E. The wheels and mechanisms: I used Omnicon Scale Models' RDC replacement mechanisms. The RDC had 33" wheels and the Alco had 40" wheels. So this is what needs to be done:

1. Remove the RDC sideframes and save them for another project.
2. Remove the RDC wheelsets from the gear boxes.
3. Remove the insulated wheel and carefully pull the gear off the axle. The gear is what we want.
4. Replace the wheel on its axle and save the wheelsets for another project. You might want to use them to upgrade American Models freight car trucks. The pointed axles of these wheelsets work great with AM trucks.
5. Pull the insulated wheel from the blunt-ended axles of two Omnicon 40" wheelsets, and pull the gear from each.
6. Press the RDC gear on each of these 40" wheelset axles.
7. Put the wheelsets back in the gear boxes.

You have now done the worst part of the job. However, I found the spacing between the axles on the RDC worm shaft to be greater than the sideframe spacing. To correct this, I simply placed one end of the assembled worm and gear boxes over a plate with a hole of greater



diameter than the worm shaft, and I tapped the opposite end with a brass hammer. A few light taps did it. Keep checking the fit with the sideframes.

- F. After testing the wheels, gears, etc, oil with La Belle #2, and assemble the trucks.
- G. Use a #3mm x 8 screw through the insulators and into the bolsters to mount the trucks to the frame.
- H. Because the hood of the Alco is so narrow, I used a flat double-ended Sagami motor which I attached to the center of the frame with an "L" shaped bracket. I soldered electrical leads to the motor with solderless connectors at each end. These connectors fit under the bolster screw heads and on top of the top insulator.
- I. The gear tower fits through the frame hole and has a very close tolerance between the bolster screw head and the ball cup of the universal. You may have to remove this cup to tighten the screw.
- J. The universals are the plunger type and have to be shortened to fit between the motor shafts and the gear towers. Take your time and be sure you leave enough length on the plunger part when cutting.
- K. In order for the body shell to clear the universal and the gear tower, the plastic cab wall and the plastic wall of the hood that glues to the cab will need to be cut out slightly.

If you've been careful so far and have the insulated truck wheels on opposite rails, you should be ready for a test run. My model is exceptionally smooth and powerful.

The total cost of this package, less the motor, is \$40 from Omnicon. This isn't an advertisement because there are only a handful of extra RDC mechanisms available. However, there should be enough to satisfy the 15 or so modelers who have been bugging me for such a unit.

Good luck - Happy S-Scaling.

Modeler's Notebook

The following table gives the minimum distance between centerlines for parallel tracks and for concentric tracks of various curvatures. This data is extracted from NMRA Standard S-8.

The minimum track center spacing depends on the size of equipment you wish to run, as follows:

Class 1a: Allows the largest and longest engines, typically those with 4-wheel trailing trucks, and passenger cars.

Class I: Allows most steam engines, typically with 2-wheel trailing trucks, and diesels with 6-wheel trucks. Equivalent rolling stock.

Class II: Allows small 4-wheel truck diesels, geared and other small steam engines with short end overhangs typical of old-time, logging, and branch lines and equivalent rolling stock. Also applies to narrow gauge engines on standard gauge frames, such as "K" types.

Sn3: Applies to all other 3-foot gauge equipment.

TABLE OF MINIMUM TRACK CENTERS PER S-8

Inner Curvature	Class 1a Centers	Class I Centers	Class II Centers	Sn3 Centers
25" radius	-	-	3	2-3/4
27" radius	-	-	2-7/8	2-5/8
31" radius	-	3-1/8	2-13/16	2-9/16
36" radius	-	3	2-3/4	2-7/16
43" radius	3-3/8	2-7/8	2-11/16	2-3/8
54" radius	3-1/4	2-13/16	2-5/8	2-1/4
* T straight	2-7/16	2-7/16	2-7/16	2-1/16
* M straight	2-13/16	2-13/16	2-13/16	2-1/4

* In this table, T is the bare minimum for parallel tracks based on clearances. M is the preferred minimum for parallel tracks for easy handling, coupling, etc.

The following give the minimums for radius of curvature and turnout (track switch) sharpness, based on the size of the rolling stock you will be operating. This data is digested from NMRA Recommended Practice RP-11.

First find your equipment classification code from the following table. Use the highest letter which fits all of your rolling stock for the trackage involved. Rigid wheelbases are given for steam; articulateds should increase their class by two letters.

EQUIPMENT CLASSIFICATION TABLE PER RP-11

Equip. Class	Steam Locomotives	Diesel Locomotives	Pass Cars	Fgt Cars
J	4-driver	4-wheels	40'	40'
K	11' wheelbase	40' 4-wheel trucks	50'	50'
L	14' wheelbase	50' 4-wheel trucks	60'	All
M	17' wheelbase	60' 4-wheel trucks	60'+	50'~
N	20' wheelbase	60' 6-wheel trucks	70'+	62'~
O	24' wheelbase	70' 6-wheel trucks	80'+	85'~
P	27' wheelbase	All	All	All

("+" means cars may have diaphragms.)

("~" means cars may have cushion underframes.)

Based on the highest equipment class chosen above, the following table will tell you your minimum radius of curvature and the minimum turnout number which will operate that equipment. For good appearance and more reliability, use larger than minimum values.

TABLE OF CURVATURES PER RP-11

Equip. Class	Minimum Radius	Minimum Turnout
J	19"	# 4
K	22.5"	# 5
L	27.5"	# 5
M	31"	# 6
N	36"	# 6
O	43.5"	# 6
P	54"	# 7

FROM NTRAK TO S-MOD

What is the status of the S-MOD standards? Are they available in printed form?

I think "Santa Claus" will be bringing me some code 100 rail, spikes, etc with which I am planning to build a module. This will be my first attempt at hand-laying track, so it should be quite an experience. I have built some NTRACK modules in the past, though, so that will help. Eventually I plan to build an S scale home layout.

My modeling recently has been N-gauge with our local club. Plus I have been designing, building, and now marketing a throttle (called the "Compu-Throttle"). The throttle provides 14V at 3A, and should work well for S. I tried it at Tom Lennon's once, and it worked well there. I had an article describing it in the Computers in Model Railroading SIG newsletter in August 1986, and a construction article will be appearing in the next issue of *Hands-On Electronics* magazine. I will be making an initial production run in the next month. If you think this may be of interest to SSSIG readers, I would be happy to write something up.

Erik W. Brom

[Eric's letter just missed the December *Essence*, so the construction article may already be in print. SSSIG readers would likely be interested in any unique features of the throttle, such as low cost, compatibility with command control or computer interfaces or sound systems, etc.

Yes, Erik, the S-MOD standards have been approved by the NASG and have been forwarded to the NMRA Engineering Committee for inclusion in the next draft of the NMRA standards. If you are an NASG member, send \$1.00 to Don DeWitt for a set of the module standards

(physical, electrical, and operational), an S-MOD Electrical System Concept Paper, and an article on a Hand-held Throttle. If you are not an NASG member, send \$3.50. In addition to serving as the SSSIG Modules Chairman, Don is Chairman of the NASG Module Standards Committee which developed the standards. His address is:

37 Snow Drive
Mahwah, NJ 07430

Although many members of the Committee were also SSSIG members, we owe the NASG a true debt of gratitude for actively and successfully sponsoring the standards development process over the years, and then for emphatically endorsing the results. There is more about the standards process elsewhere in this issue.

Hand-laying track is an example of the many construction techniques we can experiment with on a small module before deciding to use them on a larger railroad project. After your experience with NTRAK, we would all be interested in your opinion of S-MOD when you try it. Ed.]

KRAUSE ON CORNERS

Please forgive me for taking so long to respond to the very interesting article on corner modules that appeared in the October 1987 *Essence* - particularly when it contains information on "Krause corners"!

Unfortunately, when it arrived my wife had just come home from a fifteen day stay in the hospital. Therefore, I found myself with a lot of new assignments that were not model railroading oriented. Now that Christmas and New Year's activities are behind us, and my wife is showing signs of full recovery, I'm back to writing once again.

First off, I'm grateful for the attention you have given to the corner module concept which was spawned by Don Thompson. After looking at my drawing which you reproduced, I am also grateful

to someone for correcting the two end-face dimensions. [That was me. You're welcome. Ed.] This was one of four corner module concepts I did a year ago for the NASG Module Standards Committee which was then working hard to resolve everything. Remember?

I'll be very interested to learn if your article sparks any reader comments, either good or bad. Until you spoke to me about this concept in Chicago during the NASG Convention "adjustment hour", I had not received a single reaction - nor have I since that time.

Before I forget that happy moment, enclosed with this letter is my check for membership in the SSSIG. I'm happy to join the group, especially since the NMRA seems to be recognizing the NASG and the work it has done in the S standards area. I don't expect NMRA to completely adopt the NASG standards, but I hope they will be compatible.

As to what either I or the Connecticut S Gaugers are doing for corner modules, our die was cast long before the idea of Krause corners was hatched. Back in 1985, Bill Furman, a member of our group, built seven corner unit frames which I had designed around the old NASG Module Committee curvatures. The outline of these 90 degree units are very much like that shown on page 9 of the October 1987 **Essence**.

These units are quite heavy, but I have been able to put them in the back of my Celebrity station wagon myself. Also, with the use of spacing blocks I am now able to transport three of these along with two 2-foot by 4-foot straight units at a time.

Not knowing what others are thinking about Krause corners, I will say that I am not likely to go to them in the near future because I like my corners with three or four curved tracks for all kinds of operating opportunities that these afford. With Krause corners, a third curved track inside the

two mainlines would have a radius less than 43 inches. To me that's a bit too tight for all the possible uses of this track.

I still have two of the frames (that Bill built) to put track on. These will be used exclusively for my new Lester Central R.R. and scale modular layouts. These will have four curved tracks and turnouts as shown in the enclosed drawing. Also, these will have code 100 nickel silver rail and will conform to S-MOD standards. Hopefully, these will be operable in time for the 1988 NASG convention.

In conclusion, my personal thoughts on Krause corners: they do have the advantage of being truly modular in every respect, with no odd size units needed to close a modular layout loop. However, I wish the inside main could be larger than 44 5/8 inch radius so that long cars would look good on this curve. If there was strong support for this corner by other S gaugers, I would be happy to go along with the crowd.

Bill Krause

[Corner modules will probably always remain a matter of taste, because they represent so many trade-offs between flexibility, operability, appearance, and size. But fortunately, we need not standardize everything. If Thomas Jefferson had been a model railroader (which was tough to do before real railroads were invented), he might have said: "That standard standardizes best which standardizes least".

For example, S-MOD avoids standardizing such things as: the number of mainlines, the setback distance, the need for ends to be perpendicular or parallel to each other, or even which side of a module is the "front".

Concerning feedback on your idea: Don DeWitt wrote to say how much he liked the article, and several people called to talk through the idea to make sure they understood it. One club (Badgerland S Gaugers) has decided to build four Krause corners. Ed.]

- Finestkind Model Co, PO Box 25052
Overland Park, KS 66210-25052:
C&S/RGS refrigerator car kit.
- Keith Blanchard Productions, 4064 W. Los Altos Ave.,
Fresno, CA 93722:
Coal house kit.
- Lehigh Valley Models, 1225 N. Arch St.,
Allentown, PA 18104:
Coal mining complex.
Photographically illustrated catalog.
- Model Railroad General Store, PO Box 10131,
Burbank, CA 91510-0131:
Custom converted AHM Heislars and MDC Shays.
- Mulvi Models, PO Box 252, Skagway, AK 99840:
WP&Y GE 90 class diesel locomotive.
- Omnicon Scale Models, 50 S. Lively Blvd,
Elk Grove Village, IL 60007:
PRR M-1 4-8-2 steam locomotive.
- P-B-L, PO Box 749, Chama, NM 87520:
Westside Lumber Co log car kit.
- Scenery Unlimited, 310 Lathrop Ave.,
River Forest, IL 60305
GPEX Pfaudler milk car.
- SouthWind Models, PO Box 9293, Plant City, FL 33566:
Central of Georgia/Southern FR-3 class pulpwood car.
- Sunset Models, 138 W. Campbell Ave, Campbell, CA 95008:
Pullman heavyweight passenger cars.
- Sweetwater Scenery Co., PO Box 9505, Casper, WY 82609:
8" & 10" tree kits.
- Trains of Texas, 10606 Sagewind, Houston, TX 77089:
Hermosa Creek Bridge (Sn3).
Rock casting.
S Standard Howe truss bridge.
Small log cribbing walls.

Coordinator's Corner

Ken Mackenzie
SSSIG Coordinator

MURPHY'S LAW

This is the latest exciting episode in the continuing saga of NMRA standards for S scale. In October I asked you to wait for the revised draft of the NMRA module standards by our own (and the NASG's) Module Chairman, Don DeWitt. There was always the possibility that something could go wrong. Something did.

Don conferred with Jim Leeds, NMRA Module Standards Subcommittee, by telephone concerning the changes needed to the NMRA draft to create conformance with the pre-existing S-MOD standard for modules.

After this conversation, discrepancies still remained, likely due to innocent errors of verbal communication. This (less) erroneous draft was sent to the printer for inclusion in the NMRA ballot which you received in your February issue of the NMRA Bulletin. There is no way for the NMRA to withdraw a ballot, once issued.

Don then wrote me and Jerry White, NMRA General Engineering Chairman, detailing the remaining discrepancies and calling for some resolution.

Jerry wrote back indicating that the module standards would be revised and voted on again in 1990, and that the age-old track and wheel standards problem would also be addressed at that time.

Meanwhile, you have a ballot in front of you which will INSTITUTIONALIZE AN ERRONEOUS SPECIFICATION, if passed. I believe that serious injury to S scale may result if this proposal passes. It would then take on a life of its own because some modelers would assume that if it is an NMRA standard, someone must be following it. Not so in this case.

Under NMRA rules, only S modelers can vote on S standards, and there are about 200 of us in the NMRA. Some may vote "yes" without knowing the issue, and we would all be stuck unless you and I vote too. PLEASE VOTE.

Cinders

Central Jersey S Scalers are offering advanced sales of their CNJ "Ballantine Beer" convention box car from American Models. Contact Mike Cunningham, 2 Roosevelt Ave, Cranford, NJ 07016.

Hoquat Hobbies is cutting back its operations. Jeff will still sell mail-order brass, but will no longer offer a catalog and his broad line of retail merchandise. All kit manufacturing will continue, and all current backorders will be honored. From now on, he will refund for out-of-stock items - not backorder them.

All three versions of the Omnicon RDCs are available. They are very smooth, very quiet, and have details you have never seen on a model before.

The Omnicon F7 kits have just begun to ship. Not enough reservations yet for the PRR M-1 project which OSM took over from Oriental. If 50 reservations can be gotten, OSM will import a 3-car Pioneer Zepher set - nickel-plated. Other plans include PRR I1-S 2-10-0, DRR J 2-10-4, and PRR GG-1 electric. D&SL 2-6-6-0 may be done in conjunction with Caboose Hobbies, and an Sn3 Mason Bogie may be done in conjunction with Precision Scale Company.

The Overland camelbacks are shipping. If you get your hands on one, please write us with your impressions.

The Overland D&RGW K-36 should be in soon. Projects planned for the near future include: another C&S 2-8-0, D&RGW C-21, D&RG C-48, and CB&Q narrow gauge 2-8-0.

The Pines & Prairies S Scale Workshop is issuing a very limited number of special freight car sets. The set will consist of two American Models boxcars with different doors in two Minneapolis Northfield and Southern paint schemes. Fifty sets will be built, and all car numbers will be unique. Contact Ken Zieska at 11810 52nd Ave N, Plymouth, MN 55442-1820.

The decline of the dollar against the yen has reached

the stage where an oriental auto worker makes more money than his Detroit counterpart. Also rumoured are combined tax increases of 38% on Korean products. Result: no more Korean brass imports at affordable prices.

Because of the uncertainty of import prices, SouthWind Models is soliciting reservations for five different kinds of '2-bay hoppers they plan to import in brass. If you are not on their mailing list, you should be. They bring in new brass cars so quickly that it makes our heads spin.

No news yet on the anxiously awaited Pacific Rail Shops plastic 50' cars and the American Models geeps.

Ken Zieska reports that he is getting good volume from the diesel sound portion of his Keller Onboard command control system. He pared down the sides of a 2" speaker to fit inside the model's body. Volume seems to be a function of speaker size.

S Dispatchs

S. Scratchit

Here is some S-related material which appeared in the hobby press during January and February. 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

SCRATCH-BUILDING

Building an O-8-0; Part 4	SG Jan-Feb 88 p33-35
Coloring Structures with Chalks and Dry Pigments	NG Jan-Feb 88 p23-25
Lightweight Loads	SG Jan-Feb 88 p30-32
Short & Easy: Flatcar Load	DI Dec 87 p10-11
Wood Boxcars from Styrene	MG Jan 88 p10-17

MODELING ARTICLES

- A.F. Penn Central Caboose Conversion
DI Dec 87 p5
Engine Terminal Wiring DI Dec 87 p12
Kitbashing: See It Before You Do It
DI Dec 87 p18-19
Modeling a Military Gun Train SG Jan-Feb 88 p16-17
PS-1 40' Single-door Boxcars - part 4
MG Jan 88 p48-50

SCALE DRAWINGS

- CP center discharge ore car SG Jan-Feb 88 p42
Missouri Pacific stock car SG Jan-Feb 88 p43

LAYOUT FEATURE STORIES

- Erick Nelson's Sn3 SJ&SP NG Jan-Feb 88 p48-49
Influence of Scale AB Jan 88 p39
Photo Visit with John Bortz DI Dec 87 p6-9

PRODUCT REVIEWS

- Ace code 125 self-gauging ties SG Jan-Feb 88 p10
John Hall hopper & flat decals SG Jan-Feb 88 p10,49
Scenery Unlimited tractors SG Jan-Feb 88 p10
Southwind PRR R50B Express Refrigerator Car
DI Dec 87 p17

OTHER

- Index of Sn3 Steam Loco Tests MG Jan 88 p4
Kent Singer School of Model Building
DI Dec 87 p10
Proposed modular recommended practices
AB Feb 88 p23-31
Proposed modular standards AB Feb 88 p18-22
Tracking Sn3 SG Jan-Feb 88 p44-45
Trackwork standards revised AB Feb 88 p16-17

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