

NARROW GAUGE AND SHORT LINE GAZETTE

Accurate Information For Fine Modelbuilding

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LOGGING CABOOSE CONSTRUCTION

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Bob Brown Editor
Jerry Hoffer Rocky Mtn. Editor
Charles Givens Publisher
Gordon Cannon... General Manager

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Any correspondence relating to editorial subjects, i.e. contributions or commentary, should be directed to either of the editors:

Bob Brown
985 Campbell Ave.
Los Altos, CA
94022

Jerry Hoffer
10467 Ura Lane
Northglenn, CO
80234

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ROBERT'S RAMBLINGS

Robert has been rambling a bit too much in this column. I said that there would be layouts in the September issue. There were no layouts in that issue. I said there would be an article by Gene Deimling in this issue. No article by Gene is in this issue. The fault is mine and no one else's. It is a matter of learning to judge space since the magazine fills up at an alarming rate. This is a mixed blessing. So there will be no more predictions in this column. Having said that let me "predict" that the March issue will be the all Climax issue. We need plans and photographs of Climax locomotives. We especially need HO Climax material. We also could use more locomotive plans. Not just Climax but all types of narrow gauge and short line locomotives.

I received a letter the other day complaining of the high cost of narrow gauge, especially in 1/4 inch scale. Inflation has certainly hit our hobby but I have heard too many comments that the prices are unreasonably high. I am not sure this is fair. Prices are high but considering the amount of time and skill required to produce a part or a kit I do not think they are out of line. Pattern making, moulding, and die cutting are some of the most expensive skills in industry. Couple this with the limited market and production runs as well as the rising cost of materials and you have high prices. I have been close enough to many manufacturers to know that the prices are fair considering a reasonable

return to the manufacturer for his investment in time and capital.

All this leads me to a bit of philosophy. It may become necessary for you to consider quality over quantity. Very few of us in narrow gauge, especially in 1/4 inch scale, plan to build the classic empire type of model railroad. There are some who have built empires or who are building them now, but they are few. However, don't be put off by expense. Consider the idea of limiting yourself to a few locomotives and a few cars which are set in a well detailed setting. By doing this you take longer to build each model and you build highly detailed miniatures. You can find this a very satisfying aspect of our hobby. This is not to criticize the layout enthusiast but only to raise the thought of building a small scene as a setting for highly detailed intrinsically valuable models.

It may be that an attitude of quality over quantity will be forced upon us because of the economic situation. Give it some thought. Don't neglect the larger scales because of space. Consider fewer but more detailed models as a way to a satisfying hobby.

Bob Brown

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COVER

Sierra R.R. #24, a 1912 Baldwin, pauses for water in Tuolumne, Calif. in 1954. The ex-Nevada Copper Belt engine was the only loco Sierra ever sold for scrap.
C. H. Givens Photo