

ANYONE FOR NARROW GAUGE?

The case for specialized modeling — it's all sheer fun

By Al Armitage



H. Temple Crittenden collection.

Two-car passenger trains were normal on most narrow-gauge lines. This one is on the 2-foot-gauge Sandy River & Rangeley Lakes in Maine. The locomotive is a Forney 0-4-4.

BACK in the glory days of railroading, I used to be a nut for big power: Berkshires, Mountains—and though I never did build one—articulated; and long, long trains to go with them. My tastes also ran to extensive yards, servicing facilities with all the trimmings, and industries to match. All this, and O scale too! Though to many readers it may sound like a wild pipedream, such a fantasy was by no means beyond the realm of possibility in those days. Indeed, most of it became a fact in a 27 x 37-foot layout built in the cellar of my home about 1943. I built it in $\frac{1}{4}$ " scale, 48:1 proportion, using the corrected gauge called Q gauge rather than O gauge for the track and wheels.

Ah, those cellars in New England! How I would love to have that much space at my disposal here in California! If I did, I wouldn't do quite the same thing now as I did then. Instead of double track and a stud of eight-coupled brutes, the visitor would be more likely to see a tired Mogul with a couple of varnish cars, or a Climax on its way to the mill with a turn of logs. There'd be some rugged terrain with heavy grades. Track would be single iron with sharp curves, cribbed roadbed in places, and timber bridges in great quantity and variety. Not a lot of track either, mind you. Just enough to make operation interesting and provide for some lineside switching. Yard facilities would be small; and I'd have a variety of small, interesting buildings scattered about the scene.

The pike would be a branchline-type common carrier; the company represented has extended trackage rights to a logging outfit somewhere back in the hills. The period? Around 1920. The locale? The big timber country along the north-

west Pacific coast. I'd follow no particular prototype railroad, nor would I attempt to model any specific locale in toto. I'd pick $\frac{1}{4}$ " scale again, but I'd go narrow gauge this time: On3.*

Why narrow gauge? A number of reasons, but mostly because of the type of critter I happen to be. I'm a modelbuilder, a born free-lancer. I get as much pleasure from conceiving and designing models as I do in building them. Since I build nearly everything from scratch, I enjoy a freedom of choice in subject matter which has few limits in any direction.

I chose the concept of a logging company with rights over the common-carrier line because it provides me an opportunity for modeling not only the highly individualistic equipment and structures of a specialized industry but also the much more varied aspects of a typical, localized, shortline railroad. To be sure, a logging road alone offers a large measure of interest and operating potential, but even though I'm greatly intrigued with its prospects, I realize it is rather limiting to one with my inclinations. With the double-concept approach, if I should decide I want to model a certain industry not likely to be found on a logging line, or a car which perhaps has no legitimate excuse for trailing along behind a Shay, I am able to follow through with no twinges of conscience, since almost anything would be suitable and proper for the common-carrier road.

The narrow-gauge premise widens the scope still further in the choice of motive power, rolling stock, and structures. I can do just about anything I want, within reason, of course, for the slim-gauge

*The designation On3 means "O scale, 3-foot narrow gauge." Other designations in common use follow the same pattern. — Ed.

streaks of rust were prime examples of individuality in every way. Much of their equipment was homebuilt or purchased third- or fourth-hand; and the tracks often ran in places where only goats and wildcats should go.

Narrow-gauge lines were generally subject to few, if any, standards; their limitations being the extent of their capital and the ingenuity of their mechanical department. Because there was little if any interchange, the little pikes were less affected by ICC rulings, and operated in any fashion they considered expedient. Many roads used straight air brakes; some used no air at all. Link-and-pin couplers were common practice up to modern times on many. A few employed knuckle-type couplers and had modern air brakes, but these were the exceptions. Small engines were the rule; 30-foot truss-rod cars, the archetype of rolling stock. Grades were steep, curves were sharp, and trains were necessarily short. What better inspiration than this for a model railroad?

Aside from the broader range of modeling allowed by the dual personality, such a railroad offers the added advantage of more varied operational possibilities. Log trains customarily run at a much lower speed than is usual for general traffic, so if both a logger and a common carrier are using the same main line, it is apparent that there will be an occasional pass, along with other operating contingencies, to enliven the schedule. A layout with few variables in its operating pattern soon loses its attraction. This concept, I feel, offers many.

There is practically no limit to the type of terrain you may choose as far as scenery is concerned. Narrow-gauge lines ran in the desert, in the woods, and



William Moedinger Jr.

Freight trains on narrow-gauge roads were also short, but not always as short as this Rio Grande freight.

in the mountains. Slim-gauge rails probably traversed some of the most spectacular terrain in the country; those of you who have been fortunate enough to have visited Colorado, stronghold of narrow gauge, will agree that here is railroad country to excite the most phlegmatic.

By way of contrast, SP's "Slim Princess" on the erstwhile Carson & Colorado ran through Owens Valley in California for much of its mileage: a hot, arid desert as flat as the proverbial tabletop.

Between these two extremes there are various types of narrow-gauge common-carrier short lines such as the East Broad Top in Pennsylvania and the renowned Maine 2-footers, among others. While their natural habitat is not as spectacular as the western narrow-gauge, it is nonetheless colorful, especially if one were to adopt the fall season for his scenery.

Tastes differ in model railroading as in anything else. One man's dream layout may seem utterly pointless to another. Maybe I've mellowed with age, or perhaps it's because I ran the gamut on class 1 railroads in the past, but I no longer have the urge to build a "big" railroad. Big engines still boost my pulse rate, but I can see a lot more enjoyment in a small pike. Then—possibly because I can remember when things were different—the mundane aspects of modern, stereotyped railroading leaves me cold. I personally find it difficult to stir up much enthusiasm for diesel-hauled trains whose individuality is about on a par with a string of sausages. Admittedly, standardization has its advantages, but it does destroy the qualities of character and personality, without which nothing is very attractive or intriguing. Nowadays a train has little variation from one end

to the other—except in the painting schemes. No doubt there are those who like the uninspiring efficiency of mass-produced design; I don't, particularly. Call me old-fashioned or call me prejudiced, but no gas-guzzling growler holds my attention like the old drum-beating, dust-raising iron horse. It is nothing but a memory now, a recollection which can be partly resurrected in miniature.

Speaking of miniature, the ultimate in modeling for the dedicated scratchbuilder is unquestionably narrow gauge. There is no greater field of exercising and showcasing your talents, for narrow gauge offers the most widely diversified range of near-prototypical possibilities for model railroading. These little carriers thrived in an era of architectural gingerbread, when steam was undisputed champion; when cars were handbuilt of

Where standard and narrow gauge interchanged traffic, dual-gauge trackage let each gauge service all points. Here an East Broad Top Mike smokes it up on the dual gauge at Mount Union, Pa.

Philip A. Hastings.



wood; when everything was loaded with the sort of details that gladden the heart of the dyed-in-the-wool modeler.

Regardless of the scale you choose, a slim-gauge pike has many practical features to offer besides aesthetic appeal. One prime attraction is that small equipment, short trains, and sharp curves are much more suited to a small layout space than any standard-gauge could ever be. It has always seemed slightly incongruous to me to see a UP "Big Boy" swiveling through the tortuous convolutions of the typical model railroad with a train of a dozen cars. A dozen cars are hardly a good cut for a yard goat on standard gauge; yet on a narrow-gauge road a dozen cars are a respectable train. Big power was designed for 100-car trains; who has track enough for that?

I read somewhere that the two most common sizes for home layouts are 4 x 8 feet and a one-car garage, which is about 10 x 20 feet.* In almost any type of layout compromises are inevitable, but you're licked before you start when you contemplate a class 1 concept in any of the typical space limits. A 4 x 8-foot area is about the size needed for a real class 1 engine terminal if it's done right; and 10 x 20 feet isn't much room for an "empire."

That same 10 x 20-foot area, however, would provide fairly comfortable quarters for a narrow-gauge pike, even in On3. With HOn3 you'd have it made.

The point is, if you have room for only a small railroad, choose a small prototype to put in it. You'll have a much more believable model railroad when you are done. Tell me: are you satisfied with the appearance of an 80-foot pullman rounding a 15"-radius curve in HO? Wouldn't a car half that length look a little less ridiculous? Of course; and a not-so-obvious fact is that shorter cars can be coupled more closely, too.

There's another consideration involved here that far outweighs the value of improved scale appearance alone. Eighty-foot pullmans generally connote long trains and high-speed schedules. I wonder how many of you are aware of the joker tucked away in the ballast-scorching pace prevalent on most model railroads, and have recognized the devastating effect it has on the image of reality we try so hard to achieve? On many pikes I've seen, a train traverses the entire main line in nothing flat. This certainly doesn't bolster the illusion of "distance" that may exist in the scenic design of the railroad. Even though a cleverly contrived landscape may itself create the impression of long track mileage, that feeling is completely destroyed when a long, fast train roars through it.

On the other hand, if the train consists of a few short cars ambling along at a scale speed of 30 m.p.h. (instead of 70), it is obviously going to take longer to make the same run. The increase in elapsed time makes it *seem* as though the train had traveled farther, thereby stretching the apparent length of the

*This comment was probably in our magazine, and holds reasonably true today; but more layouts are now built in spaces larger than 4 x 8 feet than there used to be. The next time we make a survey we expect to see a far greater number of layouts than used to be in spaces just below and above the single-car garage size in area. — Ed.

track. Perhaps an even more vital factor, to my way of thinking, is that the short train does not involve as much of the scene at any given point as does a long train. It's pretty difficult to get a feeling of distance when the two ends of the same train are in two different towns or in totally opposite kinds of scenery. The short train, traveling at a slow pace, gives you time to be conscious of the change in the landscape as it proceeds along its route. This unconsciously fosters the illusion of a long trip. Most of us are faced with such space limitations that we can ill afford to overlook anything, real or imaginary, that will help gain "distance" in the right of way.

Short trains and small equipment have advantages off the main line, too. Short trains do not require long passing sidings nor large yards. Servicing facilities need only be simple essentials. A 50-foot turntable occupies a lot less terminal space than a 120-footer; and a 2-stall enginehouse does not require the area needed for a 10-stall roundhouse.

On a typical narrow-gauge line the trackside industries would be very small operations — no industrial complexes will take up half the space you have. In fact, it is quite within reason to have almost no structures other than those directly associated with the railroad, if you wish. All of this spells more room for track and scenery: not more track in the sense of actual footage, necessarily, just more distance between sidings and other stopping points along the line.

However, if you like structures, there will be more room for them. I mean the "scenic" structures — something besides the indispensable stations, water tanks, and the ubiquitous industrial buildings whose prime purpose is obviously to justify another siding "to increase operation."

I think nonrailroad buildings are of great value in establishing a sense of reality on any pike. I have in mind especially the small, varied, and individualistic structures that would be likely to exist along a narrow-gauge road.

I've been harping on the aesthetic attractions and the practical advantages of narrow railroading for several minutes. Let's switch to an entirely different facet, one which may not be too apparent at first: the prospect of getting into this last frontier of the hobby. Remember when you were a rank novice in model railroading? It was fun learning all the various aspects of trains, trackwork, operating procedures and so on, wasn't it? Can you recall how long it was before you could distinguish a Mike from a Decapod, a Baltic from a Hudson, or the difference between a Coffin and a Worthington feedwater heater? How long was it before you could identify any road in the land by its initials on a boxcar? Quite a while, I'm sure, but I'll bet you thoroughly enjoyed every minute of it. You listened avidly to anyone who knew more than you did; you read everything you could get your hands on in order to soak up more information; you probably shot roll upon roll of film in an effort to record all things railroad. This ardent pursuit of knowledge was

primarily a means to an end but was also, in itself, one of the most satisfying products of the hobby: right?

Since my recent change to narrow-gauge modeling I find my enthusiasm bubbling and boiling again as I discover new facts about a subject I thought I knew fairly well. If you are as unfamiliar with the fine points of narrow-gauge railroading as I was, you will find there is much to learn, just as there was when you started in standard gauge.

One of the first things you will discover is the startling fact that narrow gauge offers some totally different concepts from standard gauge. Grades can legitimately be much steeper, because they were steeper on the real slim-gauge roads. A 4 percent climb on a real standard-gauge road would be a rare extreme; yet such grades were common on the narrow gauge. Many of the logging lines had grades much steeper than a paltry 4 percent. Some reached an astounding 14 percent! Can you imagine one of your freight hogs trundling a string of freight cars over a hump like that? Don't laugh; I've got two little kettles — a Climax and a Shay in On3 — that will do just that. Both are geared-type engines with ordinary motors (DC71B and small KTM) running on 12 volts. The comparison may not be a fair one, since outstanding performance like this is possible only with geared locos. The Shay is geared 169:1, while the Climax, with a total of 16 gears, has a 210:1 ratio. Both engines have a top speed of about 15 scale miles per hour.

It is also unfair to intimate that geared locomotives were synonymous with narrow gauge. All three major types were built for a variety of gauges; there were probably more turned out for standard gauge than all other gauges combined. By the same token, not all narrow-gauge locomotives were geared. It's just that geared-locomotive performance seems more impressive to me in narrow gauge.

Track is another thing that is a wide departure from the usual concept of a railroad. The neatly aligned, evenly ballasted roadbed we associate with a class 1 carrier is completely out of character for narrow-gauge rails. They followed the line of least resistance and cheapest cost, so they were merely dirt-ballasted as a rule. Most bridgework was of timber trestle construction; the few trusses were also most often of timber. Fills were few, cuts even fewer, and tunnels extremely rare. The rails themselves were much lighter, averaging from 35- to 70-pound. Despite the hazard of derailment, stub switches were used on narrow-gauge lines long after they fell into disuse with the broader-gauge roads.

Until you've laid some dual-gauge track with a few turnouts, you haven't lived. I'll guarantee such trackwork as a relief from boredom; and when you get it finished, operating a dual-gauge yard with both standard- and narrow-gauge equipment will give you something to think about, too!

So if you like your model railroading in a free-swinging, nonconformist style, give serious thought to narrow gauge. It has much to offer in any scale.

By 1900 there was about 16,000 miles

of narrow-gauge track in this country. Most of it was 3-foot gauge, although a dozen other gauges were also in use. All but six states in the Union had narrow-gauge railroads within their borders. Today, except for museums, I don't think there are six that remain.

In narrow-gauge model railroading, the greatest interest has been in 3-foot gauge. On3 and HOn3 are well established, and there appears to be a rapidly expanding group modeling in Sn3 as well. There are also modelers of 2-foot-gauge prototypes. Recently there has been a small trend in some quarters toward On2½ because certain HO parts such as trucks, power units, and other things can be adapted to the larger scale if one isn't too critical. For modelers of HO scale there is a line of HOn2½ introduced by Egger-bahn, and now offered by several others, to run on 9-mm. track—the same as N gauge but with more appropriately spaced ties for narrow gauge.

Before I go any further, perhaps I can clear up the mild confusion which seems to exist among model rails, even some of the experienced ones, regarding the "scale" of the various narrow gauges. I think part of this is due to our confounded habit of inaccurate speech: we usually say "gauge" when we should say "scale." This leads to the assumption that slim gauge is a different scale because it's another "size." *Gauge refers only to the width of the track.* It has nothing to do with the proportions of the equipment that runs on it. O standard, On3, On2½, and On2 are different gauges but all are modeled in ¼" scale. The same gauges exist, or could exist, in all other scales, with proportions relative in each scale. Another way of looking at it is this: On3, Sn3, and HOn3 all represent 3-foot gauge, but in different scales.

Perhaps another cause of misunderstanding is that narrow-gauge locomotives and cars are considerably smaller than their standard-gauge counterparts. This, along with the narrower track, gives an impression of smaller scale.

Not so long ago, narrow-gauge modeling was an exclusive branch of the hobby. With almost nothing available in the way of manufactured parts in any scale, none but the most courageous souls dared venture into it. Narrow gauge is still a modelbuilder's activity and to a certain extent probably always will be. However, it is quite possible now to enjoy the charm and practical features of narrow gauge without having to be a top-notch builder. The popularity of narrow gauge is growing steadily. The ever-increasing appearance of new items in the field makes it easier all the time for any serious model railroader to join the ranks of the slim-gauge clan.

The O scale narrow-gauge situation

We always shout loudest for the cause nearest our hearts—and here I go talking like a modelbuilder again—so forgive me if I sing the praises of On3 with unmounted crescendo. It's only that ¼" scale is of large-enough proportions to allow the utmost in detail to be incorporated in all models. Track can be very close

to prototype because suitable rail sizes are available. The new AAR wheel sets* made to exact scale dimensions not only look much better but allow switchpoints and frogs to be made to exact dimensions. In fact, everything you build on a ¼" scale pike can be executed with a great deal more finesse than is normally possible in the smaller scales. Naturally this makes for greater realism: a condition which appeals to the dedicated modeler as an important consideration.

Offsetting these advantages is the obvious fact that O scale does require greater layout space for a given track design. However, since operation for operation's sake is secondary to building with me, I would prefer to have less railroad, on the condition that whatever I did have would be superior in detailing and running qualities. You may look at it the other way around. You might want a more complex track design with a greater variety of routes, and more switching. This leads one to the smaller scales: S and HO and even smaller, unless you have a very large area at your disposal.

Narrow gauge is a long way from the train-set category, but there is a fair selection of material specifically made for it in the popular scales. In On3 several locos are available, and a number of car kits, as well as trucks, track supplies, decals, dry-transfer lettering, and detailing parts. A limited number of standard-gauge parts can be used in narrow-gauge modeling, so it is not difficult for anyone with a real yen for slim gauge to get started on a layout.

No ready-laid track is available in On3, so you can plan on putting your rails down by hand. However, you will have a better choice of rail sizes than other scales enjoy. Code 124 is suitable for 100-pound rail in O scale; code 100 approximates 75-pound rail; code 70 scales out at about 35-pound iron. (Note that these last two are the so-called HO rail sizes.) Perhaps the best size for all-around use in O scale is code 100. Code 70 would be more suitable for logging pikes and mining roads, and for yards and sidings. Beautifully detailed scale parts are available in kit form for both split-and stub-type switches if you don't care to make your own turnouts. Ties, tie plates, and small spikes can be had, along with track gauges for the various rail sizes.

Should you become enamored of On2 you had better be prepared to scratch-build more of the things you will need, although wheel sets, trucks, drawings and photos, and other supplies are available from Coronado Scale Models, 1544 E. Cypress St., Phoenix, Ariz. 85006, and Frascati Models, R. 1, Box 427A, Theodore, Ala. 36582. Motive power and cars in 2-foot gauge are of slightly smaller proportions than similar 3-foot-gauge equipment, so kits and detailing parts are not readily exchangeable between the two.

You can, however, combine On3 rolling stock with HO scale trucks and track and come up with a reasonable facsimile of

*Correct exact-to-scale ¼" scale wheel pairs are available from Valley Car Works, P. O. Box 2239, Encinal Sta., Sunnysvale, Calif. 94087.

On2½ gauge. Though the trucks are not correctly proportioned for the larger scale, adherents of On2½ overlook this fact in favor of the convenience of ready-made track at their disposal. It is also possible to convert certain HO locomotive chassis to this scale. Obviously, On2½ is not for the "scale hound," but it is an ingenious way to get into narrow-gauge railroading.

S scale possibilities

Let's step down to the next smaller scale and look over the possibilities. Does the dimension .562" mean anything to you? It might if you are in ⅜" scale, 64:1 proportion; it is the track gauge for Sn3, one of the newer entrants into the narrow-gauge field and probably the most exclusive of the yard-wide gauges in model railroading.

It is truly lamentable that S scale, which combines the best features of both its larger and smaller brethren, has not yet attained widespread popularity. I worked with S scale in its early stages and liked it a lot. The scale survives today through the efforts of a loyal group of adherents forming the National Association of S Gaugers. An excellent publication, *S Gauge Herald*, Box 105, Oradell, N. J. 07649, carries feature articles and drawings for narrow-gauge modeling. A Narrow Gauge Guild has been formed for the exchange of ideas and information. Some cast parts for Sn3 are being produced. Tomalco offers a D&RGW class C-16 2-8-0 and a D&RGW gondola in this scale. S scalers are dedicated to their scale and more than willing to help a newcomer. If Sn3 appeals to you, get in touch with the *S Gauge Herald*. You may find others in your locality who will happily welcome you to the group, and can give you a helping hand.

HO narrow gauge

As might be supposed, HOn3 stands at the top of the list as the most popular size for narrow-gauge modeling, and like its consort, HO standard gauge, offers a greater abundance of commercial items than any other scale. At present there are a number of imported locomotives available, as well as domestic kits; numerous cars have appeared on the market—passenger and freight, imported and domestic, ready-to-run, and kits. A variety of trucks, plus a wide selection of detailing parts, are available from several manufacturers. There are few problems attached to the motive-power and rolling-stock side of the HO 3-foot-gauge picture.

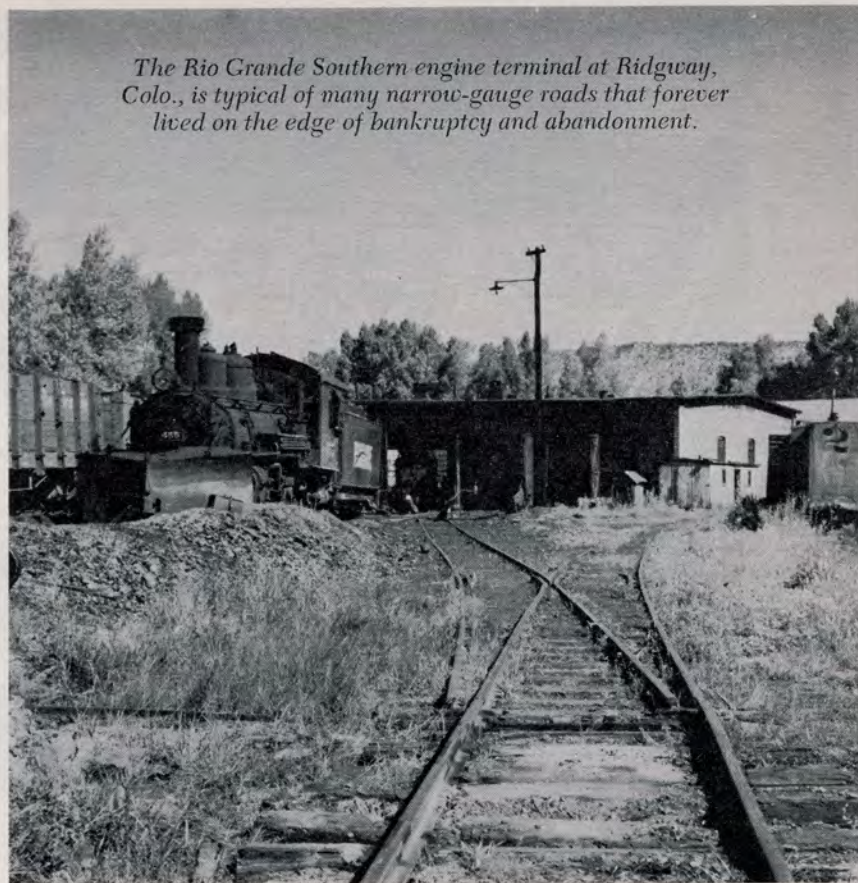
Space requirements in HOn3 present no problems, as a rule. A layout of some kind can be put in almost any space at all; even a coffee table can serve as a home for a layout in this scale.

With several suppliers—Harvest Lime, Simpson Products, and Shinohara, imported by Lambert Associates—marketing prefabricated track and turnouts in HOn3 and HO-HOn3 dual gauge, one of the headaches of building a narrow-gauge layout is eliminated. However, if you prefer to lay your own track, you have at least three choices of rail size: code 70 and the British code 66 sizes are



Ross B. Grenard Jr.

One look at the grade of the two track levels on Garfield Switchback, on the Rio Grande's Monarch Branch, will explain why the hogger is easing his train downhill at a cautious 5 miles an hour.



E. C. Storm.

the most commonly used, though both appear "heavy" despite the fact that they are fairly correct in height. The third size, code 40, is a bit light for mainline use with the larger narrow-gauge locomotives. However, since it looks better than the heavier sections, code 40 is rapidly becoming the accepted "standard" for HOn3. Extremely realistic trackwork is possible using code 40 rail if the modeler is careful how he handles it. Code 40 is more fragile than the other sizes and is vulnerable to kinking unless great care is used in spiking it. Most users of this rail bond it in place with contact cement a la hot-soldering-iron method. Plastic tie plates are also available for holding the rail in position on the ties; once down, they assure permanent gauging of the track.

In buildings and other structures there is a considerable choice of commercial offerings, too. Although many HO buildings are a bit too modern in design and purpose for a typical narrow-gauge line, their actual size is more in keeping for narrow gauge than for most standard-gauge pikes. Modifications are usually possible to make them more suitable for earlier periods. Another big advantage HOn3 enjoys more than other scales is the variety of figures, vehicles, and other detailing tidbits that can be had. These are very important to the overall picture and are more difficult items to find in the larger scales.

Two-foot gauge in HO scale has never become an established fact to my knowledge, although I imagine there are a few modelers working in HOn2. The track gauge would be a little over $\frac{1}{4}$ " (.276") and a boxcar would be about 3"

in length. This is getting down into the jewelry class.

If you have to have something smaller than HOn3 gauge, you might try the new HOn $2\frac{1}{2}$ gauge equipment which runs on 9-mm. (N scale) track. Track comes in straight and curved sections and a variety of turnouts and crossings. Most of the locomotives and cars are of continental flavor but can be modified to look more American if desired. Some recent imports are definitely American. This equipment runs extremely well for such tiny things and possesses some unique features of design. HOn $2\frac{1}{2}$ equipment is usually capable of negotiating curves of 6" radius with ease, making it possible to get a considerable amount of track into a very small space.

Flanges are oversize on this tiny stuff, as are the couplers; and the track is not the most realistic you'll ever see; but for the man who is more interested in operating a railroad than building its equipment, HOn $2\frac{1}{2}$ offers an opportunity to have a tremendously extensive railroad in an average space. Here again, HO scale structures and figures and vehicles would be usable for scenic treatment.

As far as technical data and prototype drawings are concerned, the situation is the same for all scales. Naturally, there is not as much available for narrow gauge as for standard gauge, but conditions are improving constantly. The recent flood of railroad books, many of which deal specifically with narrow gauge, contain photos and information and sometimes drawings of equipment, structures, and scenery to serve as a guide for modeling. Both MODEL RAILROADER and

Railroad Model Craftsman occasionally publish articles and drawings of narrow-gauge material. *Finelines*, the publication for exact-scale modelers, mostly in O scale, frequently publishes narrow-gauge equipment drawings. (Address: 985 Campbell Ave., Los Altos, Calif. 94022.) Here on the west coast we have a "narrow-gauge clan" which meets twice a year for a general get-together and exchange of ideas. Models are displayed, methods are discussed, and new sources of information are uncovered. Such concerted effort is bound to further the cause of narrow gauge, just as similar efforts furthered standard-gauge modeling in the old days.

I have said nothing about narrow-gauge modeling in TT or N scale simply because little, if any, commercial material is made and very few narrow-gauge modelers work in these very small sizes. Perhaps even here someone will become the first manufacturer to start a new line of the narrow-gauge sort, but he will have uphill going, as does almost any supplier to minority splinters from minority scales.

If you'd like to read further on narrow gauge, the November 1964 NMRA *Bulletin* had an informative historical article. The June 1964 MODEL RAILROADER Clinic listed various manufacturers who supply narrow-gauge materials in all scales.

Well, this is the narrow-gauge story as I see it today. It will change, inevitably. I'm sure it will grow, for regardless of scale, narrow gauge has all the elements of challenge, appeal, and satisfaction that make it an attractive way to get into the model railroading hobby. Perhaps you will find it so.