

Official Bulletin of the Northeastern Region of the National Model Railroad Association

DISPATCHER'S TOWER.

Since my retirement as your President comes up in October, this will be my final batch of 19's & 31's to NER members. It has been a busy fruitful 2 yrs for us. We have seen the membership grow from 185 to 451 as of Aug. 15. Your V.P. Ed Safford and his committee have done an excellent job on this. And thanks to the efforts of Stan Bradley all will agree that we have greatly improved the COUPLER and it's attracting attention all over the US & Canada.

We have held 4 very successful conventions, including our first joint meeting. While the attendance has not been as good as we would have liked, it certainly has been no fault of the committees involved. They have all worked hard and done a fine job; and to those members who fail to attend I can only say---- you're missing one of the best things in the hobby. Try one on for size some time and you'll see what I mean.

A number of new things have become a part of our Regional setup these past 2 years:-

1. Start of district organizations.
2. 100% N.E.R. certificates for clubs.
3. Acquisition of permanent convention badges.
4. A banner for display at NER Conv. Hotels.
5. Firm establishment of permanent convention committee under Wayne Roundy, assuring success of conventions thru guidance to local committee.
6. Revised methods of keeping records by the Secy.
7. Improved method of keeping mailing list current.
8. Model contest rules revised and modernized.
9. Award certificates issued for the first time.
10. Growth of the COUPLER to 12 pages.

Some of the other activities successfully completed have been the long standing Coupler Committee, which by long, hard and persistent effort succeeded in getting the National program under way. The NMRA hobby shop counter display is now in the process of being redesigned, as a result of insistence of N.E.R. and other Regions. We have improved our financial standing and have started publishing the statement for the benefit of our members.

We have continued the high NER standards of participation in NMRA affairs, and thru our convention committees we have gained much advertising for the NMRA and NER thru all mediums, including television and radio; and have laid the ground work of a future program. In addition, we are incorporating the Region for the protection of its members.

At times the work load has been heavy, and there have been moments of discouragement, but those are bound to occur on any job. Thanks to the cooperation of the officers committees and individual members, the load was made much lighter; and I shall always be grateful for having had the opportunity to serve you.

As a thought for the future I'd like to remind you that we are getting to be a big organization, and since so much depends upon your directors, give the matter of qualifications some serious thought when electing your new Directors at New Haven. Much of N.E.R.'s success depends upon them.

Hope to see each and every one of you at New Haven this Columbus Day weekend. IVON PREBLE, Pres.

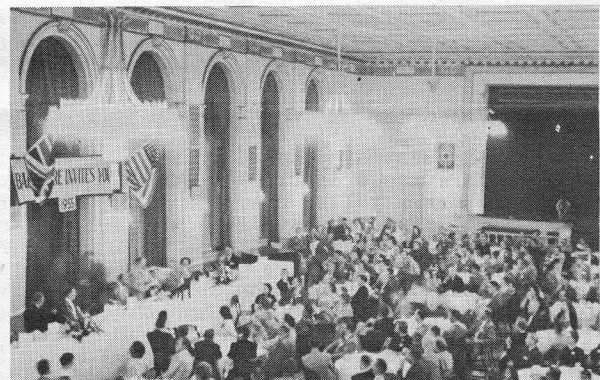
THE NATIONAL CONVENTION.

The 34 NER members who went to Toronto enjoyed one of the finest national meetings which NMRA has ever run, and a world of credit goes to Borden Lilley & his fine group who made it all possible.

52 members enjoyed the pre-convention fan trip on the Ontario Northland Railway, up into the remote fastnesses of northern Canada. We penetrated more than half way to Hudson Bay, were the guests of 4 municipalities, and really saw some marvelous country. The ladies of New Liskeard turned out to feed us in the Memorial Hall, and the men to give us a drive about the area. Cobalt entertained us while awaiting the train. Temagami turned over the dining pavilion of the Minawasi Hotel on the shore of a beautiful lake for our lunch stop. North Bay presented us with the keys of the city during our overnight halt there. We enjoyed a steamer voyage on Lake Nipissing. We travelled on passenger and freight and mixed trains--- in fact by every means except muleback. NFR Pres. Jerry Hunt, Bob McIntyre of North Bay Model RR Club, and Bert Olver of Toronto Train Trip Assn did a grand job for us.

The Convention itself included some fine model movies and contest, inspection trips on special trains of both the CNR and CPR, lots of steam power, visits to some excellent layouts including a live steamer club, model motorboat racing, a well attended banquet, and a busy business meeting. New officers George Brown and Ivon Preble were installed, and a great deal of work was accomplished.

There were many smaller gatherings about the Hotel and the local bootleggers were kept busy supplying requirements. The entire program went off like clockwork, and can well form an example of a muchly colored convention.



-Al Kalmbach gives keynote address at the -
 Convention banquet in Toronto.

POEM OF THE MONTH.

Willie, in a fit insane
 Thrust his head beneath a train,
 All were quite surprised to find
 How it broadened Willie's mind.

THE COUPLER
OFFICIAL BULLETIN NORTHEASTERN REGION

Ivon S. Preble, President.
81 Washington Street, Lynn, Mass.
Edward B. Safford, Vice-President.
16 Coffey Place, Kingston, N.Y.
Irwin Lloyd, Jr. Secretary-Treasurer.
11 Case Street, Hartford, Conn.
Robert F. Walsh, Sr. Chairman, Coupler Committee.
82 Old Colony Avenue, Wollaston, Mass.

DIRECTORS:

Neil C. Fisk, Great Neck, New York.
W. Watson House, Hartford, Conn.
Paul Mallery, Murray Hill, New Jersey.
Manuel Padin, Pelham Manor, New York.
Wayne Roundy, Old Orchard Beach, Maine.
* * * * *

Stanley W. Bradley, COUPLER Editor,
48 Spring Valley Avenue, River Edge, N.J.

THE HOSTLER SET:

This has been a hot summer, and not much activity in model railroading. There have however been numerous tan trips in our Region, and we have met many of our members here and there. The National Convention at Toronto was a most successful one, and we counted 34 N.E.R. people present.

The Fall season brings on renewed activity, and the pikes are being spruced up for operation. Our membership list is still growing, and we are happy to greet the new members who have signed up.

Ivon Preble has been elected Nat'l Vice Pres. and we certainly wish him every success. He has done a grand job here with the Region, and it has received due recognition. This means it will be necessary for someone else to handle mailing of the COUPLER, and this question will be decided at the Convention. The increase in our mailing list makes it advisable for us to acquire some sort of an addressograph system to replace our present hand addressing method, which takes considerable time. This is another matter to be considered. Incorporation of the Region, which was approved at Syracuse, is in the works and should be completed shortly.

October 11th is Columbus Day weekend, and ought to be a good time for a convention. Let's all be sure to get there and enjoy a pleasant visit together.

If this issue has a "New Look" it is because Jack Wilson has been ill and unable to return the format of the last issue in time. We all wish him the best for a speedy recovery.

NEW REGIONAL MEMBERS.

This is a good time to concern ourselves with the large number of fellow model rails within our Region who fall into the following categories:-

Members of NMRA, but not of the Region.

Former Region members who have dropped out.

Those who have never belonged to either group.

There are hundreds of potential members in this area, and there is no doubt that some of you know them. Have you ever talked over NER with them? The real enjoyment that you have had at meetings and conventions, and the many advantages offered by the NER, should attract many more people. Haven't you enjoyed the clinics, trips, contests, club & private pike visits, and the COUPLER, not to mention the social aspect? Wouldn't you like to introduce some of your friends to it, and let them share it with you? A personal invitation to these fellows will often go a long way to bring them in.

Talk about your Region at your club, your hobby store, at your work, and at the homes of friends. Help to be a good-will ambassador of NER. And how about taking part in some of the activities yourself. We badly need someone from the N.Y. area to help with mailing out the COUPLER. We need help on committees. The Editor needs material so as to give you a better paper. Each and every one of you members can help just a little to create a better NER.

METROPOLITAN DISTRICT MEETING.

The summer meeting was held July 16 at Penn Term. in NYC with good attendance. Unfortunately the R. R. was obliged to cancel the tour of the facilities due to the Shriner's Conv. However a delicious and economical dinner was enjoyed at the RR "Y" amid a friendly atmosphere. VP Manny Padin presided over the subsequent meeting in the RR auditorium in the absence of Pres Bruce Coughlin. NER Pres Ivon Preble came down from Mass and his talk received fine acclaim. A special RDC was announced from NYC via NY NH & H RR for the Fall conv. at New Haven if we can secure sufficient advance reservations. All members please respond. The Budd Co showed movies of RDC in evolution, construction and operation. This was followed by two films of British railways, one on freight operation, and the other on their crack continental train "GOLDEN ARROW"- all very good.

In place of the trip thru the terminal, Mr. Eugene DuBoise of the Pennsy Pub. Rel. Dept. introduced Mr. C.M. Stuart, Asst. Master Mech. who was an officer in the U.S. Military R.R. Battalion. He spoke of his work in Iran during the War, & then told and showed by slides U.S.R.R. operation in Korea as a part of the military offensive there. His photos were beautiful and well planned, and many of the problems were discussed in an informal manner which went a long way to making this the best meeting of the District to date.

An active Fall program is in the works, and all of the model railroaders in the N.Y. area are invited to participate. Come on and join us.

JIM SEE, Director.

1954 SPRING CONVENTION.

The Montreal group informs us that the Regional Spring Convention plans are well under way. It will be held at the Queens Hotel on May 15-16th, so keep the dates open. If they do half as well as Toronto did with the National, it will be an affair to remember for a long time-- and the Canadian folks sure know how to do it!

MODEL CONTESTS.

It appears as though at every model contest we attend there are different rules; and in no two is the judging based upon the same method. This makes for a greatly varying standard of comparison, and discourages a great many entries which might otherwise be attracted. Actually, some of the rules are even rather difficult to comprehend. It would seem that we ought to have one uniform set of rules and system of point scoring for judging models at all contests throughout the NMRA.

We have also heard it said that most of the models which win prizes are nice fancy jobs that make for a beautiful appearance, but in many instances they do not operate. Equipment which has gone thru the wear-&-tear of operation stands little chance for winning, even though its beat-up appearance is usually a much more natural resemblance to the prototype. Query:- should contests be limited to the models which actually operate? Or shall we say that a model is a model regardless of whether or not it runs?

Another bitter criticism of model contests seems to have considerable merit. The builder spends a great many hours turning out work of fine craftsmanship, which he is pleased to put on display for the examination of others. But what happens? Fifty or more entries are all jammed together upon a small table. There is insufficient space for adequate display, & for spectators to examine and appreciate the model. Moreover, in most instances only a few minutes are allotted for this purpose.

Is it any wonder that model contests are bringing a poor response? It is a problem carrying the article to the site, and a waste of time if it can't be displayed to advantage. After all, our primary objective is model building; and we urge upon all committees the necessity for making adequate provisions & arrangements for display and viewing of the models.

FALL CONVENTION AT NEW HAVEN.

The New Haven committee advises that all plans are made to insure a most enjoyable weekend Oct 10-11. Headquarters will be conveniently located, and the local clubs have made arrangements to show members the tops in model railroad operation. In addition, there will be an entirely new kind of fantrip that ought to be of interest to everyone.

Bob Walsh will handle the auction sale this time, and requests that you bring your surplus articles and deposit them in advance of the sale, so that an adequate record can be kept.

Elsewhere on these pages you will see that special railroad transportation is being arranged from the east and west, so that members can travel to New Haven in groups, and enjoy a nice sociable time en route. Leave your car at home-- you won't need it.

The city is conveniently located, & easily reached from all parts of the Region. We are anticipating a large turnout. Elections of new Directors are on the agenda, and you are all urged to give this important matter good consideration so that our high quality of leadership may continue.

THE PROGRAM:

SATURDAY, October 10th.

- 10:00 AM- Registration at Hotel Garde, New Haven. Located diagonally across from the R.R. Station. Motorists from any direction follow Route U.S.#1 and can't miss it.
- 1:00 PM- Visit the famous trolley Museum of the Electric Railroaders at Branford & ride on the old trolley cars, which are being restored and maintained here.
- 7:00 PM- Visit Devon Junction, on the New Haven main line. Then visit the New Haven O gage club, where the auction sale will be held.
- 12:00 M/ And after- Bull sessions here and there. Anyone suffering from snakebite should come prepared with an antidote.

SUNDAY, October 11th.

- 9:00 AM- Registration at the Hotel.
- 9:30 AM- Fall business meeting of NER at Hotel.
- 11:30 AM- Model contest. Adequate display space and time to examine the models has been definitely promised.
- 1:00 PM- Banquet at the Hotel. Awarding of the awards and prizes.
- 4:00 PM- Final curtain.

We had hoped to include a tour of the American Flyer plant at New Haven, but they are closed Sat. and it was impossible to get enough employees to come in and show us the works. However, a cordial invitation is extended by the company to anyone who desires to see the operation on weekdays.

Bring your models along with you--- it will be a fine contest, and an opportunity to really see the entries for a change.

Bob Walsh will handle the auction sale, so bring along anything you have to sell. It's one way to make your expenses. The usual 10% of the receipts goes to the Region to cover expenses.

The New Haven Club announces that it will be operating Friday evening for the early arrivers. This is a BIG and well established layout, and is worth a leisurely visit so you can have the opportunity to see everything in action.

The Committee is sending out cards and full data to all members. Please get your reservation in at least a week in advance, so that they will know how many to expect and make the proper arrangement.



Attention NER & NMRA members

from Worcester, Providence, Newport
and nearby Eastern Connecticut

FALL North Eastern Region NMRA meeting Saturday, Sunday
October 10 - 11, 1953, NEW HAVEN, CONNECTICUT

Special group now being organized to benefit in reduced fares on NYNH&H R.R. Leaves Providence Saturday morning, returns Sunday late afternoon. Will travel as a group and join the party from Boston also bound for New Haven. Approximate round-trip fare for each in group will be \$5.80 incl. tax from Prov.

IF YOU ARE INTERESTED, AND WOULD LIKE FURTHER INFORMATION, CONTACT FOLLOWING NOW:

Paul B. Boivin, Jr., Leonard F. Estes,
1178 High Street, 18 John Street,
Central Falls, Rhode Island Newport, Rhode Island

—OR—

October 10-11 is the Columbus Day Holiday weekend. Leave the highways—go by rail!

CONVENTION TRAINS TO NEW HAVEN.

The New Haven is willing to give us special transportation to the Convention, if enough members are willing to sign up in advance. A minimum of 50 is required in order to secure an RDC from New York, and this is a real opportunity. The highways will be crowded, and we might just as well enjoy a nice comfortable ride without the worries of driving a car. Those interested should immediately contact George W. Reisz, 359 Moshulu Parkway, N.Y. 67 N.Y.

A special rate has also been promised from Boston end of the line. Members from Worcester, Newport, Providence and vicinity can join us at the latter station. Paul Boivin is looking for 10 travellers from that area to fill out his quota. Get in touch with him as soon as possible. Time is important.

Lyman Herter is handling the proposed group travel for those from Boston and vicinity. His address is 36 Marshall St, Somerville 45, Mass.



—Delegates enjoy fantrip on "Open-air Pullmans"—
at the Spring Convention, Syracuse.

JERSEY CLUB OFFERS CONTEST TROPHY.

The model contests which are traditionally part of NER conventions are attracting a fine group of entries, and the SUMMIT-NEW PROVIDENCE CLUB offers to implement this by offering a rotating best-in show trophy, to be kept by the winner until the next contest, with his name to be engraved upon it. This would constitute a permanent record of the achievement of our model builders. The offer is to be on the following conditions:-

1. It shall be known as "The Delaware Trophy", after the name of the club's railroad, the Hudson, Delaware & Ohio R.R."
2. It will remain the property of NER, with the winner keeping it until the next convention.
3. It will be on display, and awarded at each convention model contest.
4. Maintenance and method of engraving to be a function of NER.
5. S-NP Club to replace it when there is no more space for additional names.

This is a most commendable offer on the part of an enterprising and loyal club, and the Region should be proud and happy to accept it at the Fall meet.

APATHETIC MEMBERSHIP.

In the course of my service to NER and NMRA as a membership agent, good-will promoter, model rail-roading salesman and good-humor man, I have come across quite a few things that could be improved upon in connection with the personal ethics of the model railroader in general.

The mailing address is the most outstanding. It is pitiful to see the lack of concern expressed by so many members when it comes to publishing their up-to-date address or data. The proof is found right with the magazine publishers. Their circulation depts. have constant trouble with fellows who move without bothering to notify or leave forwarding addresses. The NMRA has the same trouble, and our Region mail often comes back at extra expense when someone has moved without bothering to tell us about it. When we finally track the fellow down by P.O. tracers, phone calls, or an outright man-hunt, the excuse is usually "I forgot", or "I didnt think it was that important".

In the U.S. Army "forgetting" is no excuse. In addition, any organization worthy of recognition must be concerned about its members, enough to make an address that important. The trouble is that altho NER might care for its members, many of them don't care about NER. The volume of returned mail proves this. It is no trouble at all to sit down for 30-odd seconds to write a post card and inform the Secretary of your change of address, temporary or permanent. That would be the first thing I would think of if I should ever move.

Then we have the criticisers of the \$1 dues. Mind you, a fellow that can afford to build any sort of layout or rolling stock says he cant afford 9¢ a month in dues! You contact fellows by mail, phone, seek them out at their homes, or have them visit you. There is always half of these good-hearted model rails who give you the old line: "I dont have the time to belong, and I cant afford it anyhow." Not affording is difficult to believe. I am far from being a millionaire, and am more or less constantly broke, but am interested enough to scrape 3/10ths of a cent a day and pay my dues. Cant afford it is more correctly termed "not interested", which would be more honest; and then the chances are we wouldn't waste our time and money bothering you again. Where there's a will there's a way.

As far as time goes, we dont ask any of your time, Not once do you see NER demanding your attendance at any activity. We feel that if you're interested you'll be there. If you have other obligations, we understand. There are many eager members who have obligations which tie them down. Yet they are good interested members and they get much more than the dollar's worth of dues. The membership card admits them to many activities without cost. A quarterly paper reaches them if they give their correct address, and it's full of interesting items. They are listed in a roster so that they become a part of this wonderful fraternity and can enjoy the friendship induced by visits from fellow modelers. Many can enjoy passive membership just as much as they could active, and in many cases it becomes active when the opportunity arrives.

Let's all become a part of this cooperative spirit thru which so many fellows have found friendship, companionship and assistance. And let's do it the right way. The Lord said "Give and Ye Shall Receive" and in no other activity have I personally found that you can get so much by putting out so little.

PAUL B. BOIVIN JR.

Hint of the Month - When it comes to building switches here is a suggestion from Enoch. Follow the prototype practice of making a kink or offset in the stock rail to receive the switch blade. It would be well to grind the inside foot of the rail adjacent to where the blade will make contact before making the offset.

WHAT'S DOING IN HI-RAIL.

The Hi-Rail mfgs are coming out with considerable interesting new items. AMERICAN MODEL TOY seems to be most active. An RDC with Pittman power will be out around Dec (under \$30). Also E.M.D.A&B powered units @ \$27 $\frac{1}{2}$ and dummies @ \$10 in several RR colors. 12 box cars and a crummie in 5 road names are out now & will couple with Lionel. The hack is slightly more expensive than that brand, but detail is much better also. 2 reefers, 2 gons and dep. center flat expected later in the Fall. Also look for tinplate track making 40" diameter circle for easy curves.

HIRTH HOBBIES has a new "Century" switch which is designed to work with Lionel. The turnout curve is not nearly as sharp, thus better for yards & high speed operation. Sells for \$6.95 each.

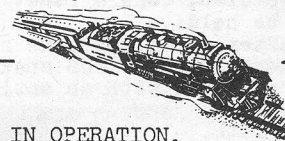
LIONEL this year seems to be going in mainly for new accessories, with motive power substantially the same as last year.

THOMAS is coming out with a General Loco at \$29.95 to go with his old time passenger cars.

In S gage, AMERICAN FLYER sets above \$35 now have knuckle couplers and increased traction locos. It also announces increased selection of road names lettered on its equipment.

How many of you have seen "ROADSIDE AMERICA"? This is one of the finest hi-rail layouts we have seen. It took many years to build, is completely scenic-ed, and several trains are in continuous operation with no attention required. The towns and villages along the line are very complete, including an old frontier community. The illusion of depth is very cleverly carried out, and viewing space is adequate for visitors. It is located on US#22 near Hamburg, Pa. and is open to visitors. You wont regret making a stop here if you're in the vicinity.

FRED HEINEL, Hi-Rail Chairman.



THE CENTRICLUTCH IN OPERATION.

We recently ran a story on this clutch, and wondered how it would work. Well, it has been done, & its said to have made a lady out of the orneriest trolley in the whole Illinois Northern carbarn. The 1st step is to build a brass floor, offset at the powered end to serve as a bolster. The trailer end is insulated. The motor was installed on brass mounts and bolted in position. Then the clutch was installed on the shaft, and a Lindsay flexible coupling inserted into the outboard end of the clutch, with the flexible shaft portion located right above the power truck pivot.

A bit of square brass bar stock became a bearing, & was soldered to the car body floor. It supports not only the shaft end of the flexible coupling but the outboard end of the clutch-- that's important to a quiet operation. A similar bearing was soldered to the old Varney power truck, and a short piece of a shaft went in to complete the power circuit. Then we coupled up, and mmmmmmmmmboy, what a difference!

We get even acceleration and deceleration, to be sure; but it's the flywheel aspect of this clutch that we like the best. The car runs smoothly, evens off the rough spots in the track, and smooths the power irregularities which once caused the same motor and gears to falter. That outboard bearing on the clutch effectively prevents the flywheel from building up a lash at the higher motor speeds; and as a consequence operation is the quietest we have ever known. According to the top brass on this pike its song of power indicates that it could "pull the ears off of a bull elephant".

MIDWEST WAYBILL.

THE NARROW GAGE PAGE.

PROBLEMS IN ON-3 DUAL GAGE TRACKWORK.

NMRA standards for ON-3 are the same as those for OO gage as far as wheel and track relationships are concerned. The general appearance of narrow tread widths and thin scale flanges on standard as well as NG equipment is excellent, but their use creates an operating problem when used in conjunction with NMRA standards on dual gage trackwork.

The thin flanges and the correspondingly larger check gage distance permit OO gage wheels on NG cars to climb a frog that is built to O gage standards. If the track is built to OO standards, a standard gage wheel will not go thru the flangeway. In addition to this difficulty, the NG wheels have a tendency to drop in the flangeway at frogs unless the flangeway is filled with wood to enable the wheel to pass thru without dropping. However, the wood filler will make a standard gage wheel jump the same frog.

The problem can be solved by only one logical method; on all NG equipment, use a wheel that is basically to O gage NMRA standards. The flange thickness, back to back, and the check gage distances are the same, minus $\frac{1}{2}$ " where applicable. The tread width should be slightly narrower than the .125" NMRA standard. The narrow tread will tend to eliminate the bulkiness of the small wheels and narrow cars, but will not create any major operating problems. The flange depth should be short enough to clear spike heads when used with .100" rail. The oo rail, which is actually more suited for NG operation, seems to be unobtainable. Actually, a scale flange, as far as depth is concerned, would be the ideal. The use of small rail would necessarily be limited to areas that were strictly NG. These observations are the results of actual experience on the NG Division of the Colo Midland R'way, Denver Society of Model Railroaders. The mixed gage terminal at Vista is built to O gage NMRA standard thru the mixed gage turnouts. They present no operating problem either with NG equipment with the mentioned wheels, or from the pounding of a Lobagh articulated.

JOHN F. HORAN.

CAUTION AGAINST HON-3 STANDARDS CHANGES.

As you may or may not know, the above problems as listed for ON-3 in dual gage operation with O gage do not now exist in the operation of HON-3 and HO standard gage. Our present standards for HON-3 allow for perfect operation in dual with the parent gage. You probably noted in the NMRA BULLETIN that there is a small minority who seek to change our present HON-3 standards, to use TT wheels instead of our present HO wheels. By this and other change including trackwork, they would bring down upon our head the same difficulties as are above enumerated in O gage with dual operation.

If you will recall those days back in 1949 when the present standards for HON-3 were drawn, the main object of that effort was to get away from the use of TT wheels in HO NG, due to their unsatisfactory performance with HO std. gage. This small group would now willingly throw us all the way back to pre-'49 for the sake of a few thousandths in wheel appearance. This could certainly never compensate us for all the poor operation which would be the result of so unwise a change.

Their claim that TT wheels in HON-3 can dual-gage with HO std. just as well as our present HO tread wheels, is a false statement. No two parts of the different dimensions can ever hope to work as well together as two parts of like dimensions. That they will do just as well is an engineering fallacy.

If we are going to have true HO NG, let's have it that way, as it is now developed. Let's profit by the experience that the older ON-3 fans have experienced. Why should we have to discover it all over again the hard way?

Please give this proposal your careful consideration. A study of the proposed changes in dimensions in connection with their having to be used in dual with HO std. will surely show you the many looming pitfalls if such a change is approved. Not only are they unsound, but a definitely backward move which should be avoided at all costs.

ROBERT TRAUTMAN, Sect'y, Pacific Coast
H.O. Narrow Guagers Assn.

AND FROM THE MANUFACTURER'S STANDPOINT.

Now comes a problem. Grabert started his NG scrapbook in the Feb. issue of HO Model Trains, & right off the bat he brings up that standards bugaboo again. This artificial controversy has been the main holdup to development of HON-3 by the mfgs. Without the dual gage features we can't hope to be successful with NG on a mass production basis. We absolutely cannot retool for any such change in standards such as these lads are trying to promote and furthermore without the HO market it would be hopeless. The other mfgs do not want to work in a gage half HO and half TT-- a hybrid as they call it. Kemtron told them recently that if any change were made he would simply forget the HON-3 adventure, as he called it.

There are several new locos in the works up there, including a Shay, we hear. I don't know what they are thinking of to take a chance on losing Kemtron for they can never find a man like him again who has the know-how and the capital to go ahead. He is heavily involved in TT now as he recently purchased the old STAR-LINE outfit. He will drop HON-3 like a hot potato if they upset him. We lost three other mfgs the last time they made this kind of a fuss, and it's all so pointless.

We are now getting lots of HO work which will protect us, and are pricing a Ludlow casting machine at around \$3,200 to bring out RED BALL and all the other items. It's the best we have seen, but can't risk this kind of money for NG only, if we are in constant danger of an upset. With Kemtron threatening to quit, we would be left high and dry; and other mfgs will not enter the field where they see the present ones quit.

Please tell your friends to write HO Model Trains, and express their opinions as to keeping present good NG standards;-- none of the mfgs care to work with TT wheels as proposed by Grabert, and such a change will ruin the gage. We are trying to get the fans to decide the point now, so that the mfgs will know what to do-- continue to develop HON-3, or to quit now before spending any more money on it. The dual gage with the HO market is our only hope, as the straight NG field is too small to fool with. You might just as well consider the mfgs position because without them you'll have nothing anyhow. We are always glad to hear from you fans back East, & your encouragement means a lot to us.

GEORGE MURPHY, Western Narrow
Gage Model Shops.

Let's help these fellows out, boys--- they seem to have a good point, and one which modelers would do well to remember---- the mfgs need us and we need them too---- we've got to be practical. EDITOR.

REPORT from out on the line: "Broke Lock On Car that came out with cattle in, to put hay that was on fire inside it out."

RAILROAD PROBLEM.

Here is an analytical problem for you railroaders. There is positively no catch to it and every fact is relevant, and must be considered.

A train is operated by three men; Smith, Robinson and Jones. They are fireman, engineer and brakeman but not respectively. Riding on the train were 3 passengers having the same names; Mr. Smith, Mr. Robinson, and Mr. Jones.

1. Mr. Robinson lives in Detroit.
2. The brakeman lives half way between Chicago and Detroit.
3. Mr. Jones earns exactly \$2000 a year.
4. Smith beat the fireman at billiards.
5. The brakeman's nearest neighbor, one of the passengers, earns three times as much as the brakeman, who earns \$1000 a year.
6. The passenger whose name is the same as the brakeman lives in Chicago.

This is the question:- WHO IS THE ENGINEER?

You can figure this out by the process of elimination-maximum time 1 hour. All persons sending the correct answer receive a free pass on the Editor's R.R. The solution will appear in our next issue.

NEW ITEMS FOR THE HOBBY.

Plenty of rumors and facts of new items on, or coming to the dealer's shelves. MANTUA's shark-nose Baldwin diesel due in the Fall, as well as their freight cars with metal frames and plastic bodies. HOBBYTOWN with an Also road diesel switcher. PENN LINE's "sectional" track in 16, 18 & 20" radius, plus switches, plus a 60° crossover. The VARNEY train set should be available about now. MODEL HOBBIES has a 6' hedge in both O and HO. ART FLEMING's O gage old time cars available now. HIBALL's Link-&-Pin couplers. BOWSER's new HO tender. SUYDAM interlocking tower in both gages, as well as brick and pumice block paper. CENTRAL LINES old time HO passenger cars. AYRES timber bridge. BINKLEY MODELS (formerly RED BALL) have announced passenger cars only. FLEXI BUILDING KIT in both gages furnishes sufficient material to build either their planned structure or one of your own design. WARREN's new highly detailed fittings, together with a booklet illustrating methods of installation. Also a paper mache material that is easily worked, light weight and very durable as far as cracking is concerned. With all of these, there is plenty of work ahead for those who want to get their pikes up to date.

It is reported that Wm.K. Walthers Inc. will now be managed by Bruce Walthers. W.K. has decided to open a retail hobby shop in Milwaukee where he can maintain a close contact with the model R.R. public.

ROCKLAND COUNTY N.Y. DISTRICT.

The extensive 4x8 portable layout built by Bob Rich and operated at the Syracuse Convention was recently set up and exhibited at the Rockland County NY handicraft show, where over 3,000 people were not able to drag themselves away from it. This model R.R. took second prize among 169 exhibits, and has been the source of a great deal of comment ever since in the public press.

Along with Dr. Bill Lawrence and Dr. S.M. Beres, Bob is endeavoring to form a N.E.R. district along the southern tier of Rockland County. Model rails who are interested should contact him at Rockland Gardens Apts, N. Franklin St, Nyack, N.Y.

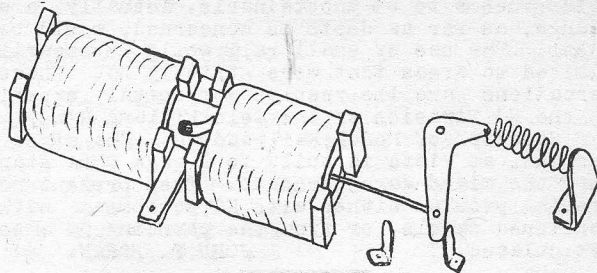
JERSEY DOCTOR ELECTED R.R. PRESIDENT.

Stockholders of the Union Connecting Railroad at their annual meeting elected Dr. Calvin B. Ackley of Ridgefield, N.J. President of the Board. This will not cause any great activity on Wall St., for the UGON is a mile-long model railroad located in the Lackawanna Terminal at Hoboken, operated by the New York Society of Model Engineers.

Dr. Ackley reported that there were over 25,000 visitors at the recent 23rd annual exhibition, 36% of whom were children. Many complaints that the latter could not see the operating trains due to grownups crowding them out brings up the age-old question;- Is daddy or junior more interested in looking at these true-scale replicas of the circus trains, way freights, and streamliners? "Several plans are under way," continued the Pres. "so as to remedy this situation in time for the 1954 exhibition next February."

Other projects to be completed during the year include the installation of wayside color-light and semaphore signals, a new engine terminal, and additional trackage for the operation of the Hoboken passenger station. The latter, six by eight feet in area, a cardboard architectural marvel of the gingerbread era of the 1900's, will be completed after 5 solid years of work by one of the members.

HINT OF THE MONTH: Many persons may have Walthers switch machines such as the BSME uses, which may be reworked so as to make them lock up and also to give a signal indication. This is the method used. The spring is the big problem, so unless you are somewhat of a mechanical genius, leave this project for the fellow who is.



B.S.A. RAILROADING MERIT BADGE.

Effective January 1953 the Boy Scouts of America recognized a new merit badge--- railroading. Agitation for such a badge has been heard for many yrs and it is now a reality. It includes both prototype and model railroading and is quite comprehensive in its scope and application.

Some years ago the Kingston MR Club instituted a campaign to prove that such a merit badge could be worth while, and with the help of the local Scout office five lads were hand picked to attend the RR club regularly and learn the subject. From a percentage standpoint it was not too successful, as only 1 of the 5 Scouts finished the alleged course but today he is a regular member of the Club.

However we did not forget our original experiment, and when the Scout office called upon us for assistance on the new badge, we answered and enlisted the aid of Trainmaster S. J. Keating of the River Division, New York Central R.R. (West Shore).

On Aug. 10, 1953 the first Boy Scout in the RipVan Winkle Council B.S.A. (Kingston area) attained the merit badge of Railroading. Thus the idea of years ago, reborn in the current year, has begun to pay off for the local club. It is understood that there are other Scouts who are taking advantage of the aid offered by the Club and the RR toward the attainment of this coveted goal. Wish them luck!

HANK EIGHTEY.

THE ESSEX VALLEY.

You published the story of our previous layout- now here is our new timetable. It indicates how a club operation should be conducted so as to keep everyone busy, at the same time including all variety of prototype operation and movements, which serve to maintain the interest of the members at all times.

The club operates every Monday night at the Salem, Mass. depot of the B&M RR, featuring point-to-point timetable operation, signals, and automatic lighting. Anyone who is in the vicinity on a Monday night is cordially invited to drop in and become acquainted.

ESSEX VALLEY RAILROAD
Unincorporated and Uninsured

MAYNARD and DOW via ESSEX

Westbound - Read down

Reference	*	*	(@	*	@	@	φ	*)	M	\$	@
Train No.	2	4	6	8	10	12	14	16	18	20	22	24
Lv. MAYNARD	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:35	8:40	8:50	9:00	9:06
BARCLAY	-	7:43½	-	8:03½	8:13½	-	8:32	-	8:43½	8:53½	9:01	-
Arr. ESSEX	7:35	7:45	7:55	8:05	8:15	8:25	8:35	-	8:45	8:55	9:03	-
Lv. ESSEX	7:36	7:46	7:56	8:06	8:16	8:26	=	-	8:46	8:56	9:04	-
AMES	-	7:46½	-	-	8:16½	-	-	-	8:46½	8:56½	9:05	-
Arr. DOW	7:39	7:49	7:59	8:09	8:19	8:29	-	8:39	8:49	8:59	9:06	9:12

NOTICE

The Essex Valley is not responsible for late or non-arrival of it's trains, nor for loss of limbs or life while on its properties.

If we get you there - you're lucky. If we don't - just try again next Monday.

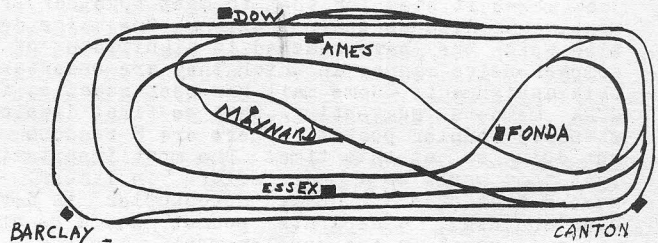
Hope you enjoyed your trip!

Eastbound - Read down

Reference	\$	@/	*	*	(@	*	@	φ	@	*)	M
Train No.	1	3	5	7	9	11	13	15	17	19	21	23
Lv. DOW	7:25	7:26	7:32	7:42	7:52	8:02	8:12	8:22	8:30	-	8:42	8:52
FONDA	-	-	-	7:43	-	8:03	8:13	-	-	-	8:43	8:53
Arr. ESSEX	-	-	7:35	7:45	7:55	8:05	8:15	8:25	-	=	8:45	8:55
Lv. ESSEX	-	-	7:36	7:46	7:56	8:06	8:16	8:26	-	8:35	8:46	8:56
AMES	-	-	-	7:47½	-	-	8:17½	-	-	8:37½	8:47½	8:57½
Arr. MAYNARD	7:26	7:28	7:38	7:48	7:58	8:08	8:18	8:28	8:32	8:38	8:48	8:58

Reference Marks

- * Passenger train - Ride at your own risk.
- @ Freight only - No Hoboes.
- φ Deadhead Equipment (and crew).
- (Perishables only.
-) Gas-Electric Car - for those who don't care what happens.
- / Doubleheader
- \$ Extra Fare Streamliner.
- M Mixed Train.



HISTORICAL MODEL RAILROADING.

The extent to which a group can go in following its hobby of railroading was shown recently in the Kingston MR Club, when it was discovered that even the lumber used in the 2 additions to the building had a "Railroadin'" background.

Timbers used in the original addition to the clubs quarters came from an old barn which was donated for the tearing down. Now it has been found that this barn had been originally reinforced with the selfsame timbers which had been a part of the 1st RR trestle carrying the old West Shore over Round-out Creek. Today a high steel trestle is in use--- and the old means hold up a model R.R. instead.

Now comes the second addition, and timbers being used there come from a livery stable torn down recently before it collapsed like the fabulous 1-horse shay. This stable was located on RR Avenue, directly across from the West Shore station. Years ago people from the once-many trains crossed over to secure transportation to other places in town-- by means of real horse power.

And of course the original 20 x 40 building constituting the original quarters of the Hudson Valley Lines is actually the oldest RR bldg in Kingston. It was erected when the WS was under construction, to house the carpenter gangs. Today it houses a most wonderful array of alleged mechanics who have turned their efforts into a miniature RR system that amazes even them.

HANK BIGHMEY.

KINGSTON MODEL R.R. CLUB SHOW.

The 11th Annual Show of the Kingston Model RR Club will be held from October 18 thru October 25th- on Sundays from 2:30 to 10 PM and weekday evenings at 7:30 to 10 PM. This will probably be the last show of the Hudson Valley Lines in its present form due to construction on the club addition which is now going forward to the point where 1954 visitors to the Spring Exhibition will have more room in which to roam around and explore the "Wonders of a complete miniature railroad system in action".

NORTH JERSEY FEDERATION.

The North Jersey Midland held an open house at its layout last May, and those attending saw really excellent OO operation. Plans for the Fall include open house at the Summit-New Providence Club at 94 Oakwood Drive, Murray Hill N.J. on Tuesday evening Sept 15, and at the Elizabeth MR Club, 323 16 Ave. Newark N.J. on Tuesday evening, Nov. 24th.

The Ramapo Valley MR Club, 103 Beech Ave. Pompton Lakes, N.J. has joined the Federation. The welcome mat is out to them, and any other clubs in northern New Jersey who care to participate.

The Rutherford Club has its main line completed & switch machines installed. The branch line is just about finished, and they are starting with their scenery. They anticipate scheduling a "Wife Night" to interest the better helps. How did it work out?

S-NP Club has had such good attendance that regular operation was continued throughout the summer. This is indeed an achievement!

STANDARD AUTOCOUPLERS.

The NMRA Coupler Committee is really hard at work and we are hearing good news as to its progress. Several mockups have already been built and show a great deal of progress. If we can get one which is reasonable prototype in appearance, operates well, stays coupled yet opens when wanted, works on the curves, and gives us delayed action-- well brother that is a BIG ORDER, but it looks like it will be fulfilled before very long.

The Committee is publishing a monthly paper called THE DRAWBAR, so that its members can be kept posted on all developments, ideas interchanged, and new developments brought up for round table discussion. Significant of its attitude is the following remark by Ralph Rice: "Remember that we are not rejecting existing types of couplers. If they can be improved to the point where one of them tests out to be the best the Committee can come up with, that is it. In short, anything which might lead to a better coupler is what's wanted."

In its functioning, the Coupler Committee is set up as follows:-

General Chairman, Russell L. Houghton, 161 West 16th Street, New York, N.Y.

Evaluation Subcommittee Chairman, Fred Jaeckel, 3386 12th Ave, Brooklyn, N.Y.

Development Subcommittee Chairman, Ralph V. Rice, 5 Hillcrest Drive, Packanack Lake N.J.

Testing Subcommittee Chairman, George Blake, 820 Stiles Street, Linden, N.J.

Committee Secretary & Editor, Paul Mallery, P.O. Box 198, Murray Hill, N.J.

The fact that these men reside in the same general area makes it easy for them to meet together frequently and discuss their problems. One major decision which they have reached is significant of the comprehensive manner in which they are undertaking this assignment: "Some mail has been received from NMRA members suggesting that we first develop a standard coupler pocket. There are 3 reasons for not doing so at this time. The most important is that this would be a major effort in itself. The second that once a standard autocoupler is developed and used, a separate pocket would be of no value inasmuch as the coupler would have its own pocket. Third, the success of a standard pocket would depend on the manufacturers now making couplers to switch over to it. Some of the manufacturers are already working on it, and it's not reasonable to expect them to switch. A standard coupler, on the other hand, would probably be made by mfrs now making no automatic coupler, and therefore with no reason not to adopt the standard one!"

The object of the Development Subcommittee is to produce new designs and improvements. It must not only come up with paper designs, but also working models to be tested by the Testing Subcommittee. To do this it needs members who're willing to draw plans and make up samples for that purpose.

The job of the Testing Subcommittee is to make exhaustive operating tests of existing and proposed couplers in actual operation on the layout. This is the largest group, and the larger the number of persons participating in it, the better the results will be, due to the greater spread.

The Evaluation Subcommittee must consider, tabulate and evaluate the results reported by the other subcommittees, and make them available in such a form as to enable the general committee to determine & submit to the membership the complete data in each case and for each coupler tested.

This is all done by volunteer help, and they need YOUR help right now. Decide which particular phase of the project you are best suited to, and contact the chairman of that committee. In that manner you will be giving a big boost to the hobby and NMRA; and in addition you will be surprised how much fun you will get out of it yourself.

UNIVERSAL COUPLER POCKETS.

Fortunately many of the manufacturers in HO recognize it as essentially a builders hobby rather than a tinplaters diversion. If it appears that coupler chaos will interfere with sales, you can depend on the profit motive to find an answer. It appears the mfrs have recognized the need for a universal coupler pocket and are doing something about it.

Walters appears to be in the lead. Cleverly cast in diemetal, it boasts a number of mounting holes and lugs which, when used in proper combination, permit the installation of any present day HO couplers, including dummies, Kadees, and Mantuas. Full instructions are furnished, indicating which lugs should be used for each type. These pockets are made as units, with cast steps, either freight or passenger types, so their installation gives you some important detail in the same operation.

Model Engineering Works has another type of universal pocket, and we keep hearing that Mantua plans a universal of its own-- an important possibility to the modeler who wants to use different couplers on a Mantua engine. The parade has started, and soon it will be time for NMRA to set a standard. We recommend that Russ Houghton's committee save its energy, for the manufacturers will do the job.

MIDWEST WAYBILL.

(The writer of the above overlooks the important fact that the Coupler Committee is seeking to develop the best all-around operating auto-coupler. A universal coupler pocket will certainly be helpful, and will solve the mounting situation; but not the operating problem which is our biggest headache.)

Editor.

REGIONAL BREAKDOWN.

Bob Bast has sent in some figures pertaining to membership that are quite interesting. Regional area membership is divided as follows:-

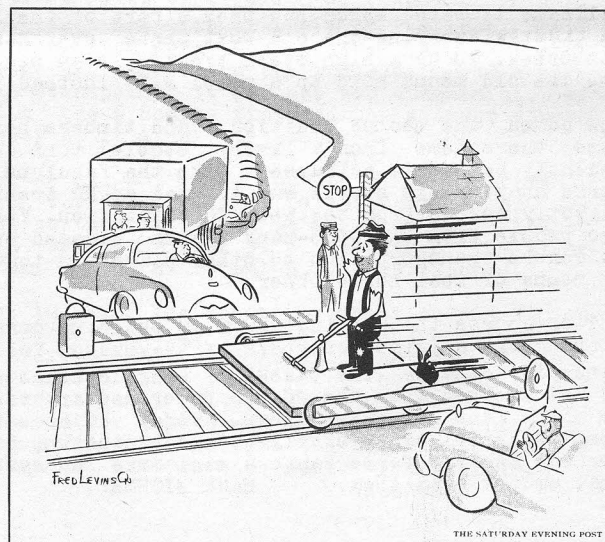
NER- 1979	PCR- 1131	LSR- 447	RMR- 167
MCR- 1179	NFR- 712	MCoR- 422	BR- 178
MWR- 1179	NCR- 625	SR- 359	AUS- 44
MER- 1167	PNR- 562	TLR- 238	

Ten Top States:

1- New York-	1162
2- Calif-	1093
3- Pennsy-	964
4- Illinois-	802
5- Ohio-	716
6- New Jersey-	512
7- Michigan-	470
8- Ontario-	436
9- Texas-	427
10- Mass-	303

Ten Top Cities:

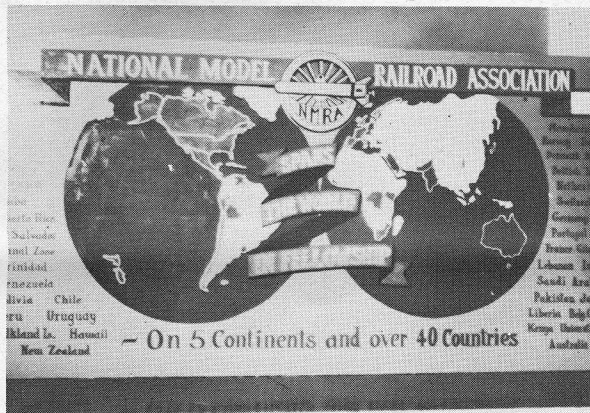
1- Chicago-	351
2- Toronto-	236
3- Detroit-	186
4- Pittsburg-	163
5- Los Angeles-	156
6- Baltimore-	153
7- Cleveland-	142
8- New York-	139
9- Phila-	133
10- Brooklyn-	129



THE SATURDAY EVENING POST

RED BALL NARROW GAGE EQUIPMENT.

You probably noted in the magazines where Dale Newton had quit the model railroad business. Many of our fans have been afraid all of his stuff has been lost, but no need to worry. We have purchased the NG section of the RED BALL line, and the HON-3 kits and trucks are being put back on the market under our "EARLY CENTURY" label, with many new additions scheduled for early production. We are already in production of the present 3 types of trucks, along with our new #70 code rail stub switches. The first dual gage switches will be out soon, with other types and a dual gage wooden roadbed to be out soon. E&H Stores, 130 W. Chelton Ave, Phila 44, Pa. have it all, from locos to cabooses, with a complete mail order service for narrow gage fans.

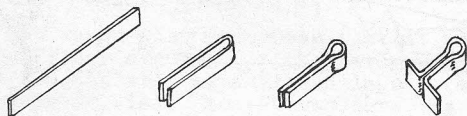


PLASTIC MODELS PRO AND CON.

The extended use of plastics has indeed stirred up a hornets nest in the columns of the BULLETIN. We can sympathize with both sides of the argument. It is definite that plastics are cheaper to make up & handle, and are undoubtedly all right in their place. However, there can be too much of a good thing and apparently some manufacturers are going a bit too far. We have examined a plastic diesel loco & found it quite frail and under weight. Lightly constructed motive power has little traction, and is just a waste of money if it will not pull a train.

On the other hand it must be remembered that the large majority of modelers have neither the time, facilities nor patience to do the super-detailing necessary to win prizes in model contests. They are interested in equipment which can be built with a modicum of time and effort, makes a reasonably prototype appearance, and gives good operation. It is obviously impossible to please both extremes, and the average manufacturer will do well to follow a middle ground. The detail hounds can still secure the fine parts to add onto a model, and the slap-together boys can still get items to assemble on the way home and be ready to operate. The old adage "To Each His Own" seems appropriate in this case.

Hint of the Month - If you find that the turned brass stanchions are to large to support the hand rails on the model you are building here is one from the prototype to solve your problem. Use thin sheet stock cut in narrow strips and formed to hold the pipe or railing.



THE SAN JUAN ROLLS AGAIN.

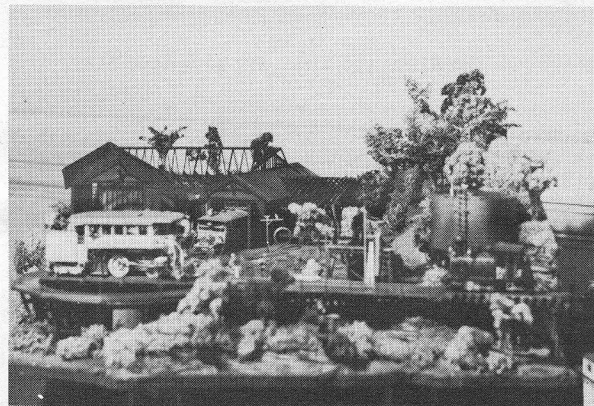
The little DRG&W passenger train carrying the equipment of the famous "SAN JUAN" has been operating full blast at Knott's Berry Farm near Norwalk, Cal. I don't know how much money the Rio Grande made on this train, but Knott is making a fortune with it. He carries an average of nearly 6,000 passengers a day, at 50¢ a head for the one mile run from Ghost Town to Calico. The locos are the diamond stacked 40 and 41 from the RGS, rebuilt by the SP here and converted to oil burners carrying a fake load of coal in the tenders. The coaches are the ROYAL GO-RGE, SILVERTON and ROCKWOOD, and the 2 little parlor cars, CHAMA and DURANGO. In a little park on a siding by itself is the old President's business car, the EDNA. At Calico sets one of RGS's little 3-wheel cabooses where the train robbers roost and hold up the passenger train on each round it makes.

This is becoming the biggest tourist attraction in this area. Ghost Town is something to see- all old buildings brought in from the old mining camps and set up as they were, most of them operating as they did in those days, with old time merchandise for sale. It has grown until there are nearly six full main streets. It takes a whole day to even begin to see it all- no museum in the west was ever more complete. The stage coach rides do as much business as the railroad, and the covered wagon rides are equally popular.

They serve around 10,000 chicken dinners on a Sunday in the huge restaurants, and Buffalo Steak dinners in the Ghost Town Grilles. You should see in some of the buildings the wonderful figure setups that have been made of scenes with mechanical movements of these life sized figures. I was out there a few weeks ago, a mile of loaded parking lots and over 100,000 customers on weekends.

This all started from a small berry farm selling berries along the road 20 years ago. One of the girls married a guy with ideas and he showed her papa how to make a real Gold Mine out of the farm. It has just everything today from operating gold mines to performing medicine shows. The train has carried over a half million passengers in its 1st. 6 months of operation, and traveled 23,000 miles on that 1-mile loop. They tell me he is starting another Ghost Town setup at the desert resort of 29-Palms, about 175 miles east of Los Angeles.

GEORGE MURPHY.



— Best-in-show winner at Nat'l Model Contest at Toronto, by Glenn Stau-bitz of Buffalo, who ran away with the prizes, just as he did at Syracuse.

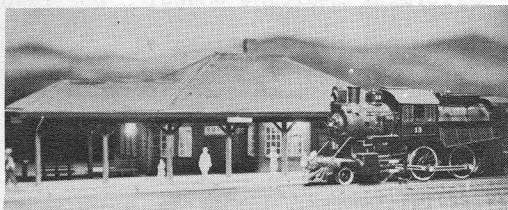
THE SUMMIT & CENTER RAILROAD.

Following the discovery of iron ore on the summit of Donner Mountain in 1820 the utility and brewery owners of the small city of Center, picturesquely located on the South Nassau River, organized the Summit & Center Canal, Waterways and Sewage Company. For many years the little gray and blue barges towed by sullen old mules carried the ore to westward and the beer and home brewed products to eastward for the lusty minors up in the hills. The records indicate a preponderance of tonnage going in the latter direction.

Business prospered, and eventually the B&O reached Center. A steel plant was built at Summit, and the Canal Company built a railroad along its waterway. In 1948 the Rockland RR extended its line to join the S&C at a small tank town now known as Junction and in 1951 the Thunder Mountain RR tied in at Summit to supply coke to the roaring steel furnaces. This provided the link to the D&H and integrated a huge and busy railroad as the present S&C.

A motive power crisis developed on the road only a few weeks before the 1953 potato rush. A K4s Pacific, a J3 Hudson, and an EMD A-B diesel, which were usually borrowed for the time, failed to appear. Additional trouble came with delay in delivery of the new RDC and breakdown of the gas-electric. The last straw was poor performance of a Pacific on loan from the D&H and a Hudson purchased from a foreign manufacturer. The former was sent to the backshops for repair and the latter sold for scrap.

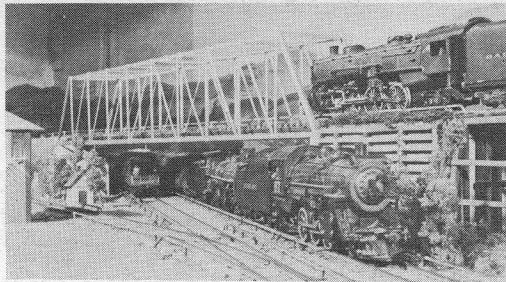
Relief came just as the rush began. Several antiquated Mikes and Moguls were leased from the Rockland RR, and the long-awaited RDC arrived, together with a new EMD switcher. Meanwhile the crew in the backshop were working feverishly, and returned the gas-electric to service every bit as good as it was when it came from the Willie K.W. Car Works. And so the potato rush (Red Cross Benefit Show) went over in a big way.



—Local varnish pulling into Center.—

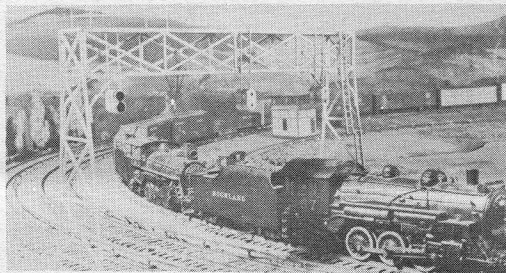
More trouble occurred soon after. The drawbridge on Paininek Creek was destroyed by the Great Spring Flood (flood of protests for having to stoop under it). The town of Center was partially destroyed, & so were the terminal facilities and a large part of the line. The damage was awesome, and so complete that in many places the right of way had entirely disappeared. An emergency meeting of the Board of Directors remained in session for 90 consecutive hours in order to solve the problem. A new company, the South Nassau Model Railroad Society, was established as an operating company, responsible for the rebuilding of the line, due to be ready for the 1954 potato rush.

The major feature of the plan is the almost complete relocation of the right of way, eliminating steep grades over the Takapoosha Mountain and substitution of tunnels. Total route mileage is increased by approximately 1/3rd to tap new country. The line now includes a trestle 150 feet high between Rockway Falls between Donner and Blitzen Mountains. The improvement program also contemplates complete new facilities at Center, installation of power distrib-



— Action at the High-Line overpass.—

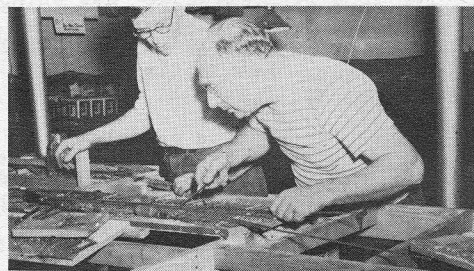
ution, C.T.C., communications system, new ventilation project for the waiting rooms, landscaping, and enlarged yard facilities over the entire line.



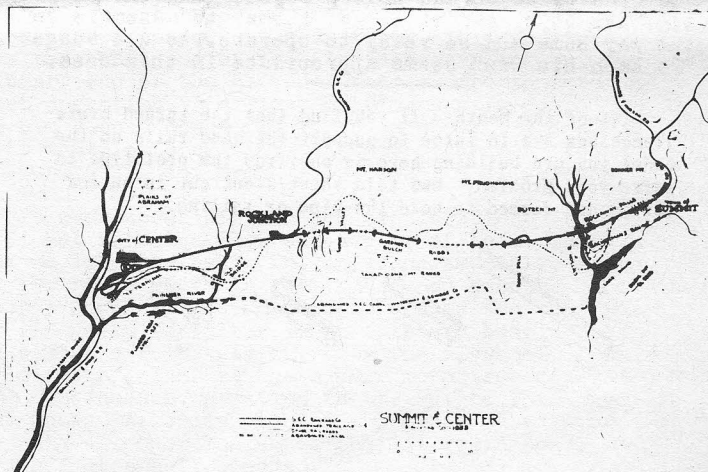
— Drag freight enters the interlock.—

The company reports that work is now approximately 50% completed, and will surely be ready for the '54 traffic peak. Visitors are welcome on Tuesday nites. The only requisite is that they check first with Pres. Hank Abraham, 29 Neptune Ave, Woodmere, L.I.

ANDY SACKERMAN
ROGER RAMSDELL JR.



— Hank Abraham starts reconstruction.—



BRAYING JACKASS: THE FABULOUS STORY OF A CLEVER SWINDLE

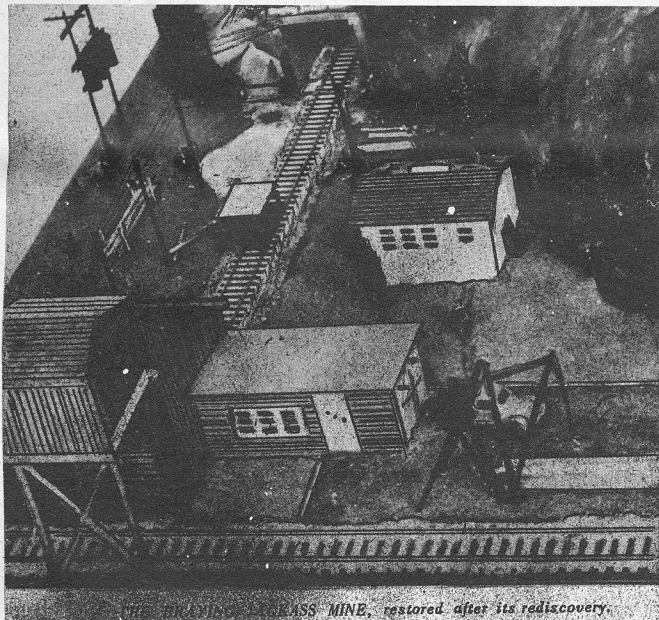
You've heard, of course, of Death Valley Scotty and the fabled ghost towns of the Old West. And anybody who has ever seen a western movie has certainly encountered at least one lost gold or silver mine. However, only a handful of people know about the fabulous vein of ore which is the subject of this story. Mention the Braying Jackass Mine to a few Dallas model railroaders and you'll always get a chuckle from those in the know.

The Braying Jackass is a whimsical brain child of Tom Grimland Jr. About 3 years ago the top brass of the Texas & Southern set down the history of the mine, drew a map of its location, and decided to let a choice few of his model railroad friends in on a good deal for making a quick buck.

It was in the year 1850, so Tom's inventive history goes, that an old prospector set forth to seek his fortune in the cedar covered hills to the Southwest. He was accompanied by Jack, a pack animal whose capacity for carrying a load was exceeded only by his determination not to go anywhere that his master wanted him to go. Pausing at an old stage house, the traveler heard of a legendary gold mine in a nearby valley. He spent days trying to locate the spot, and had finally given up when his jackass literally stumbled into the old mine shaft.

Jack set up such a racket, the story goes, that his master named the mine The Braying Jackass in honor of the animal. But he never lived to enjoy his wealth, and died before reaching civilization. Then in 1948 the Texas & Southern in clearing its right of way, discovered the old shaft. Recognizing the chance to pick up some easy money, Grimland opened the mine and offered a few million shares of stock to his friends at 1¢ per million shares. The fancy printed stock certificates weren't worth even that of course, but the boys (a canny lot) couldn't turn down a million shares of anything at such a bargain price, and the shares were quickly snapped up.

The management has a bound collection of letters pertaining to the Braying Jackass, plus a sample stock certificate. There are several uncanceled checks too, testifying to the gullibility of the public (all for the sum of \$0.04). You'll have to look long and hard before you ever find the Braying Jackass Mine listed in the financial pages of the Wall St. Journal. For today the mine is unproductive, and almost as little known as it was when old Tom's jackass rediscovered it.



ASS MINE, restored after its rediscovery.

Actually, hundreds of model railroaders pass within braying distance of the mine each week. It is stored in an obscure corner of Hall's Hobby House in Dallas, a silent reminder of a colorful page from the history of model railroading in the Southwest. THE COWCATCHER.

CLUB AFTER A NEW RECORD.

The CENTINELA VALLEY R.R. CLUB of Hawthorne, Calif. is celebrating its 20th Anniv. with an open house Oct 16, 17, & 18 with 52 hours continuous operation starting at 8 P.M. Friday to midnight Sunday. All model and prototype railroaders in the vicinity are invited to join in their celebration and are assured of a hearty welcome by Capt. Snell.



—Ivon Preble of Lynn, Sam Hyle of Pittsburg, Roland Hewitt of Baltimore, and Watty House of Hartford, discuss a problem while enjoying Convention fantrip on the Ontario Northland.

THE NATIONAL CONVENTION.

There were 525 delegates present at the National in Toronto, of which 34 were from NER. This is a good representation. Everyone felt the time well worth while, for this was one of the best Nat'l affairs in the history of the organization. Borden Lilley and his group from Toronto deserve a great deal of commendation for their painstaking plans and arrangements, which went off like clockwork. The pre-convention fan trip under the leadership of NFR Pres. Gerry Hunt, Bert Olver, and the Toronto Train Trip Assn, was the finest we have ever enjoyed. We traveled in our own cars over the old Ontario Northland into the wilds of upper Canada, and the hospitality of the folks there was beyond our highest expectations. The NMRA BULLETIN will carry the complete story of the jaunt.

The convention itself was just wonderful. Its good to see the abundance of steam power remaining in that area, for us who have long mourned its passing. We were interested in examining the construction of the Toronto subway, which was made all the more understandable by the "Sidewalk Superintendent's Manual" which was passed out, explaining the various phases and details of the construction. For the juice fans there was an abundance of trolley cars; the live steamers showed us how it was done; and we even had an exhibition of model motor boat racing. Both the CNR and the CPR furnished us with special trains to inspect their facilities, so that nothing was left undone to insure us a grand time.

MAKING DECALS STICK.

After reading of the trouble many modelers have had in sticking decals to 410M finish, Bruce Walthers & his organization report that their new SOLVASET is the product which will positively do the job. This formula is applied on top of the decal film, softening it so that it will draw down over rivets, seams and other surface irregularities. SOLVASET will stay wet for a while too, so that you can still move the decal around after applying. Bruce says that it also develops the necessary bond to insure adherence. On this basis, it should be the answer to the problem.

MIDWEST WAYBILL.

TOO MANY WIRES.

"Now what did you cross up?" That was my 12-year old daughter speaking. As nonchalantly as possible following hours of trial and error (mostly error) I replied that "I guessed maybe I did do something!" The occasion was my first feeble attempt to solve the intricacies of wiring a 2-rail model RR system.

My 3 sons tired of tinsplate quite soon-- naturally enough, since their Dad has been a model railroader of sorts for almost 25 years and has a simplified layout of his own in the attic, plus the Club problems. I have always been in O gage, and am now more sure than ever that I should have stuck to it not with it. But lack of juvenile cash introduced my sons to H.O. and their layout in the cellar is fast progressing to the stage where "We've got a bigger layout than Dad."

However to my adult mind the wiring of their pike (excuse me, Catskill Mt. R.R. says they) presented no problem whatsoever. After all, I had soldered 2 wires together here and there on the club layout, after some mastermind had showed me how and where, T'was just as simple as that! And I most certainly had my intelligence insulted when some lame-brain offered me a booklet on 2-rail wiring. My feelings on the latter subject were emphasized when one of the boys suggested that maybe I should read it "So our R.R. would run right." I breezily told him that I knew what I was doing. He's very polite now, and never mentions seeing me reading hastily that same booklet with sweating brow off by myself.

But to get back to the layout-- even tho it was not running at this point. I did have a slight crossup in that a simple ladder track just shorted out at each opening of the lead switch. And I had taken particular pains to see that each rail had both a power and a ground soldered to it. After a sly look at the pages of the booklet I found that this two rail stuff was even more simple than I had thought. I didnt even need all those power and ground wires at all. In fact the booklet stated that my leads should be connected ahead of the facing points of the switch, and then only one power and one ground (plus and minus they called 'em) was necessary. So what--- all I had to do was place both wires ahead of the switch, eliminate 6 other wires, and then it worked fine! Nothing to it at all.

Of course I had other problems too, but I could take care of them! Why did a switch work perfectly when cars rolled across it, but the engine would stop right there? That was a real puzzler until my 7-year old poked his inquisitive finger into the works, jammed the point right into the running rail and the train moved on rather sedately. Later I read somewhere that an unsecured switch point will

usually not furnish enough contact to keep the current flowing..... in 2-rail.

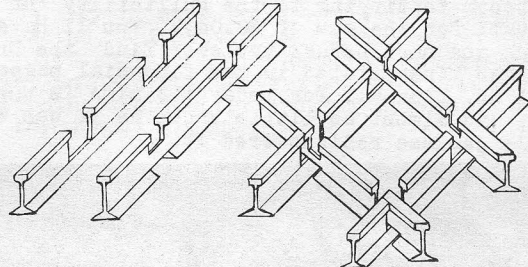
And speaking of flowing-- further mysteries of the passing of current were outlined to me by a club member, along the idea of a water pipe. He said that electric current and water had much in common when it came to going somewhere, and the means of getting it there. I have yet to wash my hands in electric current, but I'm beginning to think that I should wash my hands of the idea of fooling around with it.

The payoff came when I wired the control board. We had everything on it-- transformer, rectifier, condenser, terminal strip, rheostat, toggle switches, and a circuit breaker. The latter was a 5-amp job, and it took a long time before I realized that the current supply put out about 2-3 amps and that the cute little gadget wouldn't work, even on a dead snort. We got rid of that, fast!

Of course the other equally nice "handles" on the control board refused to work either. In my endeavors to make a neat job with the terminal strip, I had overlooked placing the rheostat in the power line. Thus I had a straight hookup from power to rail, and the attachment of the gadgets to operate the same was purely incidental! It took another club master mind to untangle that problem-- and did he have a glorious time tossing out my jumper wire and stuff! Along with my ego as well!

But to end the suspense I'm sure you're in by this time, the Catskill Mt R.R. now runs. It took plenty of time and effort (mostly misplaced) but the right switch usually does the right job now. I qualify the statement with a "usually" because when I grab for something on the main line, my O gage hands quite often take the entire HO train right off the tracks in one clean sweep. Each time I take a solemn vow that I'll leave the smaller gage to the smaller fry, and stick to good old "O", my companion of a quarter century. HANK EIGHMEY.

Hint of the Month - - - If you would like to build an H & F crossing as used in Frederick on the trolley line, just notch four pieces of rail as shown below.



Railroading Inside Baltimore

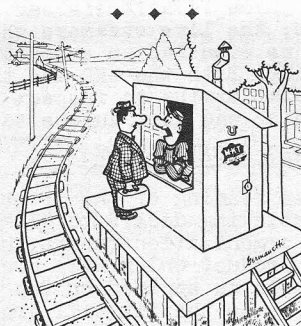
The following is a news item taken from the Sun paper. Sale of valuable horses - The Baltimore and Ohio Railroad Company having, by steam, superseded the use of horse power in propelling the cars between the outer depot and the city, yesterday offered at auction twenty splendid horses, the sale of which amounted to about \$3,500.

The above news occurred during the week of April 11th, just one hundred years ago.

The Little Hostler



THE COWCATCHER



"The Texas Special is due in 10 minutes but I advise you to wait for Number 8. It stops!"