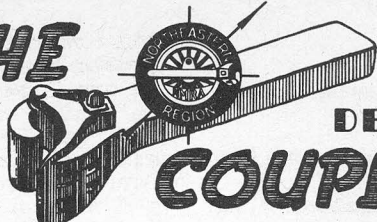


THE COUPLER



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

DISPATCHER'S TOWER.

May I at this time thank the members and Directors of NER for the honor bestowed upon me in selection as your new President. You can well realize that a great deal of responsibility goes with this office and I ledge myself to do the best possible job in the coming year. Our business meetings have always been well organized and I feel that this column is largely responsible for that. I expect to maintain this practice, and use the column to discuss issues which come up from time to time, so that each of you can have your comments organized for meetings.

Ed Safford has requested another year as chairman of the membership campaign. I want to thank Ed and his excellent committee for the grand work they've done. I would appreciate it if each of you would remain on this Committee with the aim of 600 members in 1954 as compared with 453 this year. At the same time, let's push NMRA membership--what's good for it is good for us too!

Irwin Lloyd and Stan Bradley have consented to go on with their excellent work for another year. The COUPLER needs material to keep up its high standards, and YOU are the prime source. Keep the stuff coming in, for everyone is interested in the other fellow's ideas. James See has been appointed Convention Co-ordinator to take over my previous duties in working with local convention committees. Manny Padin, as District Co-ordinator, will represent the Region in matters pertaining to District organization, and is anxious to hear from you men as to getting new Districts going in the Region.

The New Haven Convention is now history, and we'll remember this pleasant weekend for a long time. The committee did an excellent job and I want to thank its members most heartily. The Spring Convention is scheduled at the Queens Hotel, Montreal, May 15-16 and indications are that this one will be long remembered. Let's each of us plan to visit across the border. A large delegation is going by rail, and if you plan to do so, contact George Riesz right now. Be sure to take your papers or identification so as to prove citizenship, and declare your models upon entering Canada so that you can get them out.

The NMRA has for some time been proofing model RR equipment, and this year Carl A. Beck, Chairman of the Inspection Comm. plans a new approach. A very ambitious program is being instituted and we expect some fine results from it. This is an interesting project, and Carl would like to have your help too.

I want to take this opportunity to wish each of you a very Merry Christmas and a Happy New Year, & I'll be seeing you in the Spring. WAYNE ROUNDY, Pres.

THE SPRING CONVENTION.

Plans for the Spring Convention are well under way and we can assure you of a most cordial welcome to Canada on your first visit here. The Queens is one of the best convention hotels in the Province, and all who come to Montreal are reluctant to leave us.

We are arranging for a railfan tour of the extensive RR facilities in the area, and you will see so much of that good old steam power which is rapidly disappearing in the States. We will also try and arrange a sightseeing trip on one of the famous sightseeing trolleys. Model railroading will not be neglected by any means, and your time will be occupied every minute you are with us.

I understand that special RR transportation is to be arranged from N.Y. and way stations. We suggest that you start making your arrangements now. Send me your reservations well in advance, so that we will know how many to count on. Full details and a program will appear in the next issue of this news but you should not wait until then because you'll perhaps be disappointed. ART CALVIN, Chairman
7-4100 Cote-des-Neiges, Montreal 25, P.Q.

THE OLD CABOOSE.

Sentenced to roll on the end of the train,
Trying ever with might and main
To keep abreast of the speeding load
But tagging behind on the roaring road.

Tardy at sidings, the last to leave,
Yet I may not complain or grieve,
Minding my own, last of the train,
Pounding out but the one refrain.

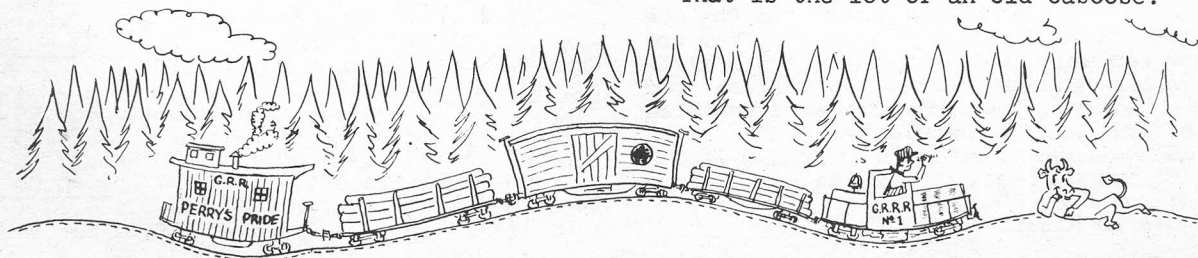
Song of the wheels in staccato notes,
Clicking the rails, yet a music floats
Over the broad terrain and away,
Song of the train all the livelong day.

Dust on my wheels and weather-worn,
Limping behind, and a way forlorn,
But a car must fit to the place allowed
And why should an old caboose be proud?

Lumbering over the steel highway,
Rain in the sky, or a blustery day,
Skirting the hills, and the desert knows
For it has accorded me many blows.

Sand and silt and the scorching sun,
Bending my will to an iron steed,
Every day till my frames are loose,
Glare on my roof till the heat is done.

I must follow where engines lead,
Last to emerge in the paling dawn.
Into the sunset rolling on-
That is the lot of an old caboose.



THE COUPLER
OFFICIAL BULLETIN NORTHEASTERN REGION

Wayne Roundy, President.
89 Ocean Ave, Old Orchard Beach, Maine.
Edward E. Safford, Vice-President.
16 Coffey Place, Kingston, N.Y.
Irwin Lloyd, Jr., Secretary-Treasurer.
11 Case Street, Hartford, Conn.

DIRECTORS.

Neil C. Fisk, Great Neck, New York.
Paul Mallery, Murray Hill, New Jersey.
Manuel Padin, Pelham Manor, New York.
James E. See, White Plains, New York.
George W. Riesz, New York City, New York.
Ivon S. Preble (ex-officio), Lynn, Mass.

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

THE HOSTLER SEZ:

Your Editor starts his third year on the COUPLER with the thought that it should be his last. All Regional jobs ought to be rotated so that everyone will have an opportunity to do his part. I'd like to hear from anyone who would be interested in taking a crack at it--- it's a wonderful experience.

This brings up the question of our Directors. We feel that they too should be rotated. Ivon Preble did a wonderful job with the Region, and has gone up the ladder Nationally. Watty House was not up for re-election, and declined national office; and this is the 1st time his name has not been on the masthead in many years. Both deserve a great deal of thanks for the large amount of time and effort they have put into the Region. We hope that this will continue even though they don't hold office.

Some new names were on the ballot for Directors. They could obviously not all be elected, but we appreciate nevertheless the work which they have done and will do in the future-- keep an eye upon them. Paul Boivin has been most active around Providence, Roger Marble up Worcester way (before that in NJ), and Lyman Herter in Boston. Good men all!

Another point which we ought to consider is the geographical distribution of Directors. At present the heavy concentration is around the N.Y. area. This was not premeditated-- it just happened that way. It is debatable whether we ought to try and spread them out a little more, or whether we should disregard that angle entirely.

Congratulations to the new members of the Board, and a reminder to keep on the job all year long--- your concerted effort will keep the Region strong!
STAN BRADLEY, Editor.

OUR NEW OFFICERS.

A large slate of candidates was presented for the Board of Directors at the annual meeting. They are all so worthy and well qualified that it was difficult to make a selection. After the tellers had tabulated the returns, the following were declared elected to office for the ensuing year:-
Wayne Roundy, re-elected.
Edward Safford, re-elected.
James See.
George Riesz.

All of these men have by their past activities proven themselves as suitable for the office, and we are looking forward to their continued efforts in behalf of our Region. We know too that there will be plenty of work for them, and for the remainder of the candidates, as well as an opportunity for future service on the Board.

Under the Constitutional Amendment passed at the meeting, Ivon Preble will serve ex-officio for the next year, and his experience and advice will undoubtedly be helpful in solving our problems.

At the Board meeting, Wayne was elected President of the Region for 1953-4, and Ed was re-elected as Vice-Pres. on the basis of his excellent service in that capacity. Jim See was appointed permanent Convention Chairman, and George Riesz transportation Chairman. Additional posts will be announced.

BIBLIOGRAPHY OF RAILWAY LITERATURE.

This is an excellent pamphlet which may be had for the asking, from the Association of American Railroads, Transportation Bldg, Washington, D.C. Those who wish to increase their knowledge of railroads and railway travel will find listed therein many of the best books and stories that have been written on these fascinating subjects. It contains a quite complete list of model railroad books, and also of periodicals relating to the railroads. For folks who are interested in keeping posted, this bibliography will be found to be very useful.

The Assn. of Amer. R.R.'s has issued a new listing of all Class 1 RR's in the U.S. and their address. This is one of the Railway Information series, and is available free by writing them; Wash'n 6, D.C.

ONE MAN LOST.

Does anyone know the whereabouts of Gilbert E Cole of Albany N.Y.? Mail has been returned "unknown". If you know him, please notify Irwin Lloyd, Secty.

RENEWAL TIME.

Your 1954 dues to the Region are due. It would be a great help to the Treas. if you would send your dollar to him now, and avoid his having to bill you. This involves needless time and work. Do it now while it's on your mind. IRWIN LLOYD, Treas.



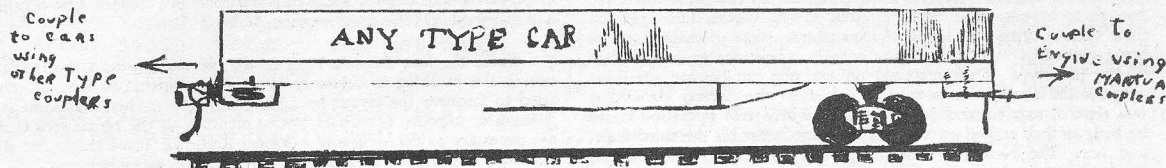
Cash balance, May 15, 1953.....	\$427.84
<u>Income:</u> Return of loan to Syracuse	\$40.00
39 new members	39.00
9 lapel pins sold	13.50
137 conv. badges sold	34.25 126.75
<u>Disbursements:</u>	\$554.59
Membership drive expense	\$ 13.96
COUPLER expense	201.86
Spring Convention loss	9.64
Postage expenses	3.50 \$228.96
Cash Balance, October 10, 1953.....	\$325.63
<u>Additional assets:</u>	
Model contest certificates	\$88.50
297 Conv. lapel badges	74.25
25 NER lapel pins	37.50
Lapel pin die	60.00 260.25
<u>Total net worth.....</u>	<u>\$585.88</u>

IRWIN LLOYD, Secty-Treas.

BUILD A REACH CAR.

The prototype railroads make use of a "reach car" for the purpose of unloading freight cars from the car floats which ferry them across New York Harbor. Locomotives are too heavy to run onto the floats, so they couple on a long light car which they back down a lead track after the float ties up, thus "reaching" out to the cars on the floats, which are coupled on, and thus hauled off onto the shore.

Model railroaders can likewise make use of "reach cars". Many of us have cars with various types of couplers, or a loco with couplers different from those on the cars. Here is a scheme enabling you to use them without the necessity of butchering up



the mountings or changing couplers. Make up several of these cars, and you won't have to worry about the difference in couplers. You can then make up trains regardless of the type of couplers involved.

The idea is likewise useful when you take motive power along on a visit to another pike, and find that it uses a different type of coupler. A reach car will enable your loco to couple with a train in spite of this difference. HARRIS RUBEN.

(Ed. Note- Harris is a 15-year old model railroader from Bayonne N.J. and we are happy to print his excellent story and sketch. This is the kind of material and interest which keeps our Region foremost in worth while activity and service.)

FUTURE CONVENTION SCHEDULE.

- May 15-16, 1954 at Montreal, Canada. An excellent opportunity to see and photo a host of beautiful steam power, and to enjoy the hospitality of our Canadian neighbors. Good model pikes, too!
- Fall of 1954 at White Plains N.Y. Several excellent layouts in the area, and lots of activity.
- Spring of 1955 at Rockville Center N.Y. An opportunity to visit Long Island and see the hotbed of model railroading.
- Fall of 1955 at Morrisville, Vt. Our first visit to that State. The glorious Green Mts in Fall foliage splendor, visits to Mt Mansfield & Smugglers Notch plus an all-day gondola trip on the "Covered Bridge Route" of the StJ&LC. A small-town convention featuring New England food and hospitality.

PLAN AHEAD SO AS NOT TO MISS THESE FINE GATHERINGS!

NORTH JERSEY SHOW.

The Model Engineers Railroad Club of North Jersey announces its annual show at 35 Fair St, Paterson, N.J. (upstairs) on the weekends of Nov 20th, 27th, and Dec 4th. Fridays 7-to-10 PM, Sats & Suns 2-to 10 PM. Admission 35¢. This is a large O gage three rail pike with very interesting operation.

ANSWER TO R.R. PROBLEM IN LAST ISSUE.

1. The brakeman lives half way between Chicago & Detroit, therefore his nearest neighbor can't be Mr. Robinson, since he lives in Detroit. Neither can he be Mr. Jones because he earns only \$2000 a year; therefore it must be Mr. Smith.
2. The passenger whose name is the same as brakeman can't be Mr. Robinson, since he lives in Detroit and can't be Mr. Smith because he is the brakeman's nearest neighbor. Therefore his name must be Mr. Jones.
3. This makes the brakeman's name Jones.
4. Since Smith beat the fireman at billiards, the fireman's name can't be Smith. And it can't be Jones either, because Jones is the brakeman. Therefore the fireman must be Robinson.
5. If the brakeman is Jones and the fireman is Robinson, the engineer must be Smith.

Easy, wasn't it???

THE PURPOSE OF CONVENTIONS.

Over a period of years our National and Regional Conventions have assumed a more or less fixed pattern, which has developed along these lines:-

- 1- A fan trip or visit to prototype facilities.
- 2- A model contest.
- 3- Inspection of local model layouts.
- 4- A business meeting.
- 5- A social banquet, with or without speeches.
- 6- Clinics on model railroad subjects.

Boiling these all down, they add up to a pleasant social weekend, with some railroading thrown in. The Nat'l's business meeting is necessarily a more or less cut-&-dried affair, which must be run off in a minimum of time. The Region meetings also accomplish their local business as quickly as possible, due to the time angle involved.

One of the outstanding services which we could perform at these conventions is to give our members the opportunity to meet and talk to the manufacturers, and to examine their products at first hand. This is done at all of the trade and business conventions I have ever attended. The manufacturers have booths or rooms where they display their ware and "talk shop" with the members. Problems are discussed and viewpoints are exchanged. On the one hand it stimulates business, and on the other we can see and talk about the things we are interested in--- for basically we are modelers.

Somehow or other, NMRA has not encouraged this sort of thing at its conventions. I don't know whether or not the manufacturers have been invited to participate, but certainly no space has been provided for that purpose, and I have never seen it carried out. I should imagine that they would be pleased and delighted to do so. We can hardly expect every Region to be covered, but certainly the Nationals would afford a golden opportunity to get together for a chance to examine, discuss and comment.

This is a service which our organization could easily offer to its members;- one which would attract more people to our affairs, would add a great deal of interest to them, and would help to provide a closer relationship all around. Most hotels have sample rooms at a moderate cost, which could be defrayed by the mfrs for the advertising benefits they would get. Furthermore, such a service, at no cost to us, would go a long way toward fulfilling one of our principal objectives, as well as to add point and purpose to the idea of the convention... Are we missing out on something?

WE VISIT OUR HOST CLUB.

The New Haven Society of Model Engineers, Inc.

90 Court Street, 2nd Floor, New Haven, Conn.

The officers and members of the Society extend a hearty welcome to those attending this Exhibition, one of many since our first held in 1938. From a small and inconspicuous beginning back on April 12, 1932 eight model minded hobbyists got together and organized the New Haven Society of Model Engineers to promote modeling in general and good fellowship. The first meetings were held once a month in the homes of these early members where they displayed their handiwork and discussed their problems. A few were fortunate enough to have a small cellar or attic layout where they operated their various types and kinds of locomotives; some of their favorites being renovated tin plate and toy engines rebuilt nearer to 1/4" scale of the prototype. Time marched on and the membership grew—it outgrew the average home, and in late 1935 the Society decided it was time to expand and build a layout where real operation could be had, so they rented a room at 223 State Street on the third floor; and here The New Haven Railroad and the Coast Line Electric Railway had its beginning. This room had a square footage of approximately 850 feet and surely seemed large at the time, but in comparison to our present quarters of 5,000 square feet, it was very small. Nevertheless, in these 850 square feet and over a period of four and a half years one of the finest operating Model Railroads and Trolley Systems was built. 660 feet in length, 47 switches were laid, 16,000 miniature ties (if placed end to end they would stretch around the New Haven Green), 35,000 spikes, 4 miles of electric wire, and many other painstaking details that go to making a Model Railroad realistic. Scenery, bridges, stations, a turn table, round house, and a hundred and one different items. It was not the largest, but truly a masterful piece of planning and workmanship.

On March 27, 1938, we opened our club to the public for our first annual exhibition. This was a grand success and spurred the members on to improving and building for a finer exhibit. On March 12, 1939 our second Exhibit was held, which like the first, was well received and enjoyed by hundreds, both young and old. Our next big event took place on March 15, 1940, when after three years of hard work by our member Al Schellbach, we held the dedication exercises of our famous Scherzer Rolling Lift Bridge—a replica in miniature of the span over the Housatonic River at Devon on the N.Y. N.H. & H. Railroad. It was through the kindness and cooperation of the New Haven Road that we were able to obtain the plans and that this bridge could become a reality. We felt that the New Haven Road should have a part in our exercises and were ably assisted by F. W. Lutz of the Bridge Department, W. S. Carr, Assistant Superintendent; T. F. Paradise, Ex-Treasurer and S. W. Dudley, Dean of Yale Engineering School. It was a grand occasion and one to be remembered a long time.

Our third annual show and last to be held in these rooms opened on March 31, 1940. This show was a model fans dream. Not only did we have the Model Railroad to enjoy, but in an adjoining room hundreds of stationary models of all kinds were on display, both large and small—a variety of model wealth such as one seldom has a chance to enjoy.

By the middle of May, just one month after our third Exhibit, and approximately four and a half years of hard but enjoyable work, the first edition of The New Haven Railroad and Coast Line Electric Railway had been carefully dismantled and was no more. The thousands of people who had crossed our threshold in those four and a half years were well pleased and said, "Well done boys, we will look forward to your new adventure." So, with that—every possible piece that could be salvaged—even to thousands of tiny spikes, nails, screws, brads, wire, lumber, rail, and scenery—were moved to our present quarters at the corner of State and Court Streets.

This move had been planned for some months in advance and like a kid with a new toy the members went at the job like a lot of busy ants. Days, weeks and months slipped by; through the hot summer months the members went at the job of planning, sawing, fitting, and building as they had never done before. We had established a reputation, an enviable one; our name and fame had spread far and wide. True, we had taken on a more weighty obligation in moving to such large quarters, but the determination was there to get this new model road, our second edition, ready for a public showing which would be our fourth. Not being advanced far enough in 1941 to put on our best we skipped this year and set a date of February 27th, 1942 for our opening. With eager anticipation we looked forward to it. We set our course and opened as scheduled on February 27th with our 4th Annual Exhibit. We were happy, our club was centrally located, on a trolley line, second floor, and everything pointed to success. The Trolley line, mentioned has long since disappeared and in order to refresh your memory as to what Trolley cars looked like, you will have to attend our show.

Our fourth Show over, we planned new things, better and bigger things, but alas! A war had crept in to the picture. Things began to tighten up. Necessary materials were not easy to get, some of our best and most experienced members began to move away; others worked long hours and could not get to the club very often. Then one by one, they began leaving for service with Uncle Sam. This made extra work for those who were left, but with success in their minds, they doubled up and worked all the harder to complete the layout. By Spring of 1943, travel restrictions, black outs, and many other things had come, materials we needed were gone and impossible to get; more members gone and more to go; but with dogged determination those left and able carried on and in spite of all the handicaps, restrictions, and whatnot, finished the job.

Since that fourth annual show, the first to be held in this building, we have held no less than fifteen annual or semi-annual shows, many more special shows for other organizations, such as the Register Fresh Air Fund, various Mens organizations, Boy Scouts, Cub Scouts and many others too numerous to mention.

Since the first show in 1938 in the old club rooms and the first one in this building in February 1942, (our fourth) we have always tried to improve the layout by adding new things, new ideas, major changes to improve operation, not to mention all the repair jobs that are necessary to the success of a Model Railroad. These things are all necessary and require considerable planning and many hours of work.

The uncertainty of the times is affecting us just as it is all other organizations, costs have soared tremendously, our members outside working hours have increased and we are losing some of our good members to the armed services, seven having left so far. We are in somewhat the same position now as we were back in the war years when Uncle Sam took some of our most proficient operators, so we hope you will bear with us if there are delays in operation, or if there seems to be too little action at times. We know this is bound to happen because of the lack of experienced operators and personnel, however we will do our best to make this show interesting to you.

Perhaps you would be interested in belonging to a club such as this, or you might know of some one who is handy with tools and looking for a hobby to devote their spare time to. One does not have to be a railroader to belong, our membership is made up of boys and men from all walks of life, in fact we only have several railroad men on our membership at this time. We would be pleased to have you ask any member for information about the club, or the requirements to join; they are not too difficult, but within the reach of any one over 16 years of age.

The New Haven Society of Model Engineers, Inc. is a non-profit organization whose purpose is to provide a central meeting place where members can get together and enjoy their hobby, discuss modeling or build to their hearts content. Club rooms are always open Friday evenings, of course all regular members have their own key to go to the club rooms any time they wish.

Interesting Facts About Our Layout

The both systems have approximately 2,500 feet of track, power being supplied to the railroad by a 3rd rail which runs parallel to the track. The trolley operates thru overhead wires in much the same manner as the prototype which held its last run a few years ago here in New Haven. There are about 150 switches, hand operated, electrically operated and many controlled by rod and lever similar to regular railroad practice. There are about 60,000 ties of various lengths, cut from sugar pine and then colored brown with Tintex dye. If laid end to end they would extend over two miles. Approximately 225,000 miniature spikes hold the rail to the ties. Each spike is handled separately and pushed into place by a small nose pliers. There are thousands of feet of wire, all colors and sizes, mostly out of sight under the layout. Over 100 toggle switches control the progress of each unit and a dozen rheostats their speed. About 60 relays control the present signals and interlocking, but well over a hundred more will be necessary before this project is complete. We are using three types of power, 18 volts D.C., 6 and 18 volts A.C. the power panel being located in the S.E. corner of the room. The 200 lbs of tiny crushed stone used as a ballast on the railroad and like amount of sand on the trolley right of way is held in place by Casco glue. After many experiments, using many different materials, we finally developed our own formula and process requiring about 40 lbs. of glue to do the job. Over a half a ton of Plaster of Paris was used in the scenery, hundreds of burlap bags cut into small squares covering more hundreds of square feet of half inch mesh galvanized wire, all this to form the hills and mountain you see before you. The many hundreds of feet of lumber used in constructing the table or foundation are held together by 60 odd gross of various size wood screws, practically no nails being used. We tried to figure the number of hours it took to do all this and as near as we can figure it took about 30,000 man-hours on the layout alone, which is club owned and paid for. The locomotives and rolling stock are owned by the individual members and built by them, but there is no telling how many more thousands of happy hours they spent doing it. Yes, it has taken years of spare time to build this layout and the fine equipment you have seen here today.

THE MODERN BRIDE

The demure young bride, her face a mark of winsome innocence, slowly walked down the aisle, clinging to the arm of her father. As she reached the platform before the altar, her dainty foot brushed a flower pot, upsetting it. She looked at the dirt gravely, then raised her large childlike eyes to the sedate face of the old sky pilot, and said: "That's a hell of a place to put a lily."

THE FALL CONVENTION.

Our October meeting at New Haven was successful beyond the most optimistic hopes of the Committee, with 175 members in attendance. The perfect Autumn weather played no small part. The Hotel Garde was all geared up to serve us, and so were our hosts.

The group enjoyed a most unusual fan trip over the right of way of the Branford Electric Railroader's Assn., on what was originally the old trolley line of the Connecticut Company from New Haven to Short Beach on the coast. Here they have accumulated a number of old trolley cars from various parts of the country, which they are engaged in restoring and returning to operating condition. A large diesel in the carbarn furnishes electric power for operation. We rode a number of cars of early 1900 vintage which can no longer be seen anywhere else, including the famous #500 parlor car of the Conn. Co., an interurban, a depressed center, an openair trolley and a little 4-wheel job. Many others were seen under repair, including one of the original RPO trolleys, and several work and sweeper cars.

The BERA boys were very cordial and brought out all of their operating equipment for photographing and riding. It felt like old times to some of us, remembering the old trolley car days of yore.

On Sateve we enjoyed a visit to the spacious quarters of the New Haven Club, whose story will be found in another column. We saw plenty of fine operation on their famous 0 gage railroad & trolley system, as well as the HO pike which is under construction upstairs. Their big drawbridge was the subject of a feature article in MODEL RAILROADER.

Those who like to watch trains roll by enjoyed a RDC trip to Devon Tower, where the old "Naugy" line (originally the Naugatuck R.R.) joins the NH Shore Line. Here also the Poughkeepsie Bridge Route to Maybrook branches off from the electrified road. This location is by far the busiest tower on the entire system. 11,000 volt AC electric, diesels, RDC's, freight, passgr, express, and the Trailer Truck Limiteds, all pass here at frequent intervals. Adjoining the Tower is the Scherzer Rolling Lift Bridge over the Housatonic River, being the prototype of the $\frac{1}{4}$ -inch scale bridge at the Club.

Bob Walsh conducted a most interesting auction sale, and a good deal of material changed hands. In addition, there was plenty of opportunity to talk shop and enjoy chats with old friends whom we see only once or twice a year.

The semi-annual business meeting disposed of a lot of Regional business. The brand new banner was on display, and received considerable favorable comment. A well patronized model contest was followed by a demonstration of MODEL CRAFTSMANS fine little portable layout, and Hal Carstens discussed construction methods and costs of building it.

A number of contest awards and door prizes sparked the banquet, which was highlighted by amusing anecdotes from the New Haven Railroad's Leslie Tyler, who came with a prepared speech which was quickly sidetracked. The original manuscript is set forth in this issue, as we felt it would be of more value to us set down for posterity. We were particularly pleased with the remark, "I'm not going to give you any technical details about the railroads, because most of you modelers know more about them than the railroaders do themselves." This is quite true, and shows very vividly the close relationship which we enjoy with the railroad picture.

The number in attendance is a very encouraging sign and we are looking forward to even better at future affairs. To those who came for the first time, we say WELCOME, and we are sure you enjoyed the visit as much as the rest of us did. Thanks to Dick Somers and his committee for the excellent arrangements, & for a very pleasant weekend.

CONTEST WINNERS AT NEW HAVEN.

STEAM LOCOMOTIVES:

- 1- Walter Gurney, Jersey City N.J.- H.O. detailed 2-8-4 conversion from a Mantua Mike.
- 2- Donald S. Robinson, Springfield, Mass.- H.O. detailed Varney Consolidation.
- 3- Roger D. Ramsdell Jr, Rockville Center, N.Y.- Baldwin 0 gage 10-wheeler.

ELECTRIC, DIESEL & OTHER LOCOS:

- 1- Allen W. Baldwin, Wappingers Falls, N.Y.

ELECTRIC TRACTION & GAS ELECTRIC:

- 1- Donald S. Robinson, Springfield, Mass.- HON-3 Rail-bus.
- 2- Allen E. Pierson, Bethlehem, Conn.- Light weight H.O. Interurban.

FREIGHT CARS:

- 1- H. Kingman Burrill, West Bridgewater, Mass.- 0 gage cinder-&-ballast car.
- 2- Allen E. Pierson, Bethlehem, Conn.- H.O. 4-wheel caboose.
- 3- Robert E. Bird, Jersey City N.J.- ventilated H.O. box car.

PASSENGER CARS:

- 1- Donald S. Robinson, Springfield, Mass.- HON-3 combination caboose.
- 2- Clifford Martell, Cambridge, Mass.- H.O. Sierra combine.
- 3- Allen W. Baldwin, Wappingers Falls, N.Y.- H.O. Union Pacific Pullman.

M. of W. & SPECIAL CARS:

- 1- Robert Bird, Jersey City N.J.- H.O. circus animal cars.
- 2- Delmont Emerson, Biddeford, Maine.- H.O. Jordan Spreader.
- 3- Paul Thompson, Freeport, N.Y.- H.O. circus train.

BEST-IN-SOW AWARD:

- H. Kingman Burrill, RUTLAND 0 gage cinder-&-ballast car.

THE AUCTION SALE.

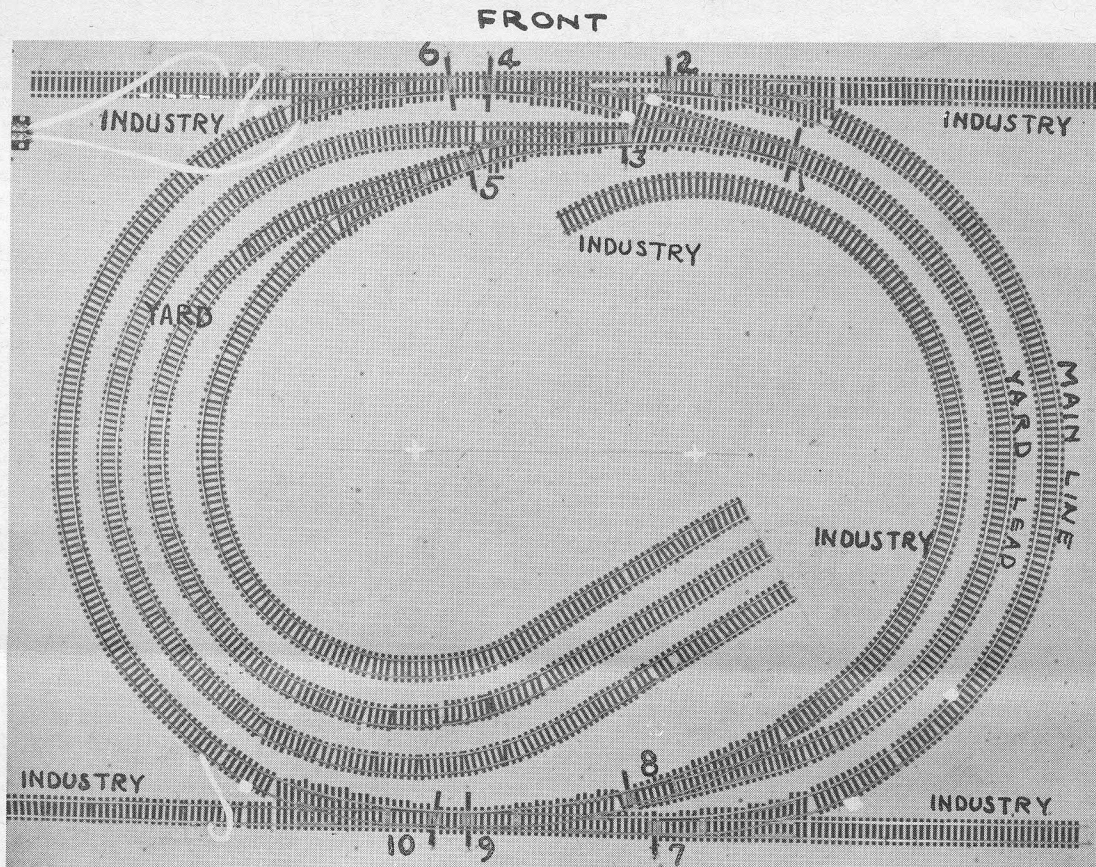
This year the auction brought out a good deal of 0 gage articles, in contrast to the smaller stuff of previous sessions. Some really beautiful motive power was struck off, and we feel that everyone got a good bargain. Bob Walsh sweated it out as an auctioneer, ably assisted by Rita Walsh, and Dene and Harvey Humphrey. They appeared to be having as much fun as the customers did. Our thanks to them for their efforts in making the affair a success.

As far as we know, there will be no auction sale at Montreal, due to complications of the Customs. We know however that the Canadian lads are eager for good merchandise, and we can't prevent any of you who want to from bringing along material which you'd like to dispose of privately.

BE CAREFUL

It takes one minute to write a Safety rule.
It takes one hour to hold a Safety meeting.
It takes one week to plan a Safety program.
It takes one month to put it in operation.
It takes one year to win a Safety award.
It takes one lifetime to make a Safe worker.
And it takes one second to destroy it all with one accident.

By M. Livingston, yardmaster Lawrence, Mass.



THE SANKA WAY RAILROAD.

6th in the series of small HO layouts of RAILROAD MODEL CRAFTSMAN is also the smallest, a factor permitting its easy transport to many locations for display, operation and lecture purposes. Featured in the Sept & Oct issues, it was designed by Ye Old Master, Bill Schopp, on the following basic ideas:

- 1- Minimum cost consistent with good operation.
- 2- Compactness, permitting operation of a REAL pike in the smallest apartment (it easily slides under a sofa or a bed.
- 3- Good design, permitting switching opportunities in the Frank Ellison manner.

But the principal purpose was to build a railroad giving more people an opportunity to taste all of the joys of model railroading than any previously published pike. The final result is a wonder of compactness and operating simplicity. Into only 3 by 4 feet are incorporated a complete loop, five industrial sidings, ten turnouts, a yard lead, and a good-sized 3-track yard. Because of the portability feature it was kept to one level and scenery was omitted. Anything that could be knocked off or damaged in every trip behind the sofa was left off.

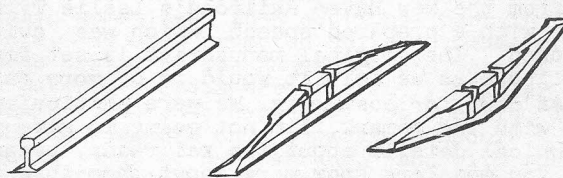
There's a lot more to the SANKA WAY RR (a sure cure for insomnia) than first meets the eye. The platform is a piece of Homosote fastened to a frame of 1x2 lumber. The small size of the pike called for a number of compromises, especially with respect to NMRA standards. As a result the mainline curves are only 15" radius, with other curves of 13, 11, & 9 respectively. Since these preclude the operation of big locos and long cars, the 2 1/2" curve spacing was also cut down. Nearly all track is Atlas, including the turnout kits. Bill says he used to build his own, but with the kits of today he is able to swear by them, and only occasionally at them!

The ten turnouts are controlled by choke cables, providing almost fool-proof operation. Two engines are easily handled on the many sidings. Some interesting problems have arisen in the operation of the pike. The most annoying one, easily remedied

with a file on the underside of the motor trucks, is the sticking of certain locos and self-propelled cars on the Kadee ramps. Mantuas do not cause this trouble, and home made acetate ramps work the best of all. As for the curves, both the Athearn RDC and the Mantua sharknose easily took them.

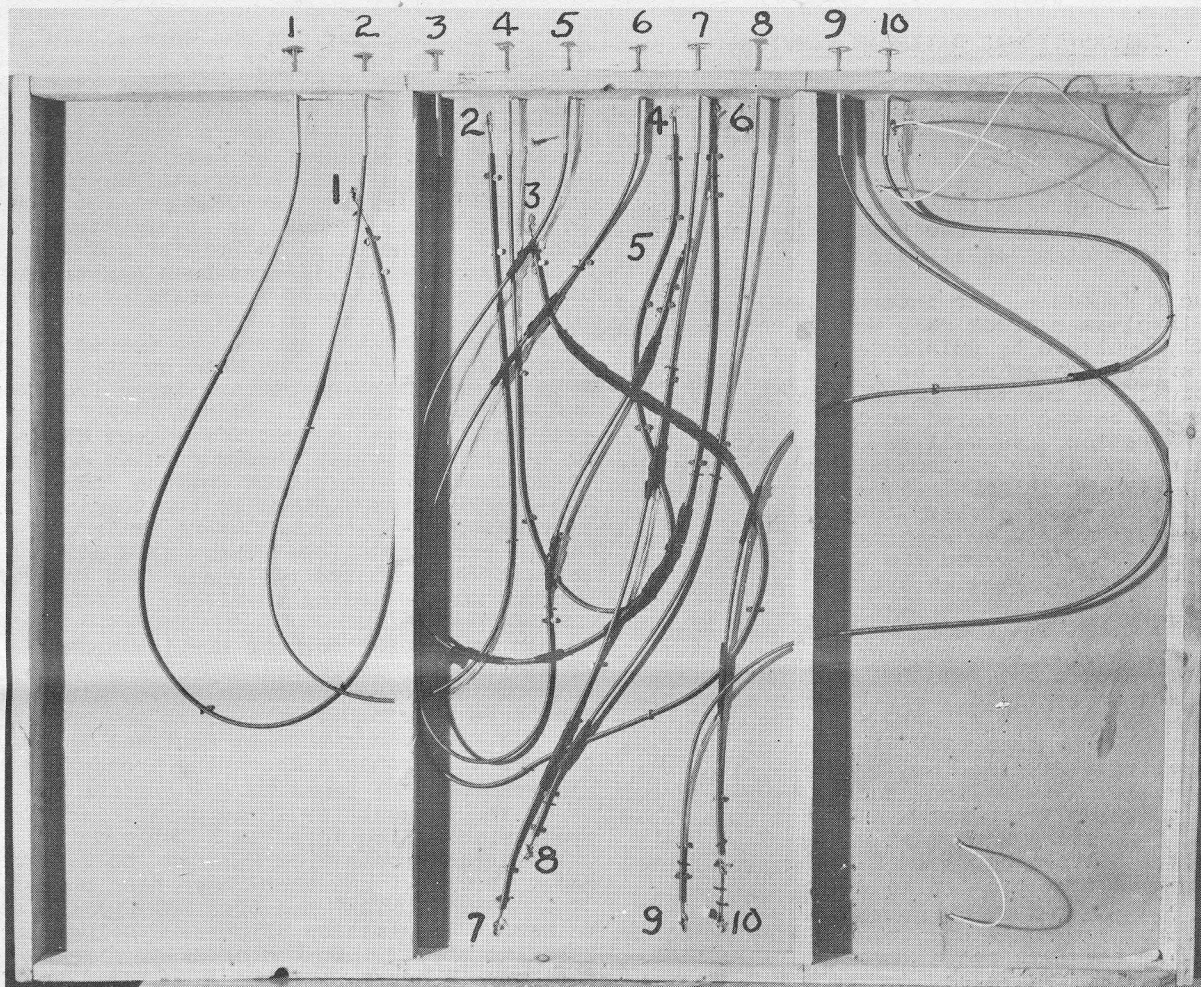
That the SANKA WAY type of layout has proven popular among small home and apartment dwellers is attested to by mail and comments from NER members who saw this pike at the New Haven convention and enjoy seeing its ease of operation and simplicity of construction. Many fans, accustomed only to the idea of BIG layouts, are now introduced to a pike that even they can build and operate. Admittedly, it is in many instances a compromise with "true" scale and the prototype, but its small size permits fiddling around with new techniques and ideas that would be impossible for those undertaking one of the layouts which so many of us fool around with on paper and just never get around to build.

HAL CARSTENS, RAILROAD MODEL CRAFTSMAN



Here's a way to use up many of those short length of rail that come about in the course of building your railroad. Many cars need braces under the floors. You can make a simple brace by just filing a taper at each end and bending up. If the center sill is a channel or solid piece, cut the brace to fit.

B.S.M.E. SWITCHER



Underneath table view

READY-TO-RUN vs CRAFTSMANSHIP.

It's getting so that just about every time we turn around we hear comments on the ready-to-run versus craftsmanship type of kits, especially in HO gage. Seemingly many modelers would like time to stand still, so that they could maintain a status quo in their hobby. But this isn't 1940 any more.

Psychologically it resolves itself into this: many fans resent the intrusion into the hobby of newcomers who, with the older type of kits, would not have gone into the hobby because they just weren't skilled enough. The old timer sees these new upstarts building equipment in 5 minutes which formerly took hours or even months to build.

I think that more and more fans will gradually go over to the newer, less crowded phases of the hobby such as narrow gage, traction, or foreign types; to try their hands at S, O, or TT gage. Model railroading may be changing, but its scope is limited only by the imagination of the builder. Like the movies, it's better than ever, and the more the merrier. We sell more magazines that way too!

HAL CARSTENS, Assoc. Editor,
MODEL RAILROAD CRAFTSMAN.

CARRYING THE MAIL.

Some time ago we had Perry Jenkins from down in Georgia operating the Oneida Yards, and we heard a lot of switching going on. We asked Perry what he was doing, and he replied in an abstract manner, "You dam Yankees don't know how to operate a R.R.; there's no 'Mayull' ear on this train, and I aim to put one on." He did too!!!

NEIL FISK, FRANKLIN & EASTERN

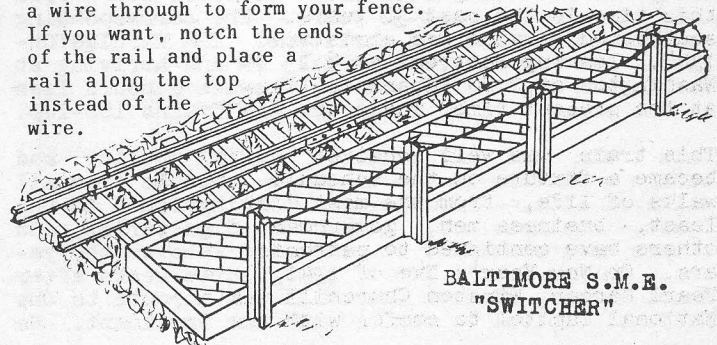
FOOD FOR THOUGHT AND OTHERWISE.

Our Convention Committees are forced in arranging for our meetings, to cut corners in order to keep the total cost as low as possible. About the only place where they can cut off a little is on the banquet price. It appears to me that this is false economy, as the meals often turn out to be rather dismal from a culinary standpoint.

A good restaurant meal today will cost at least \$3 and 50¢ extra for tip. A convention banquet always runs higher, for we must take into consideration the cost of the dining room and extra help needed to prepare and serve a meal for several hundred.

Considering the increased cost of everything, it appears to me that we ought to give our committees an extra dollar leeway on convention costs, so that we may look forward to meals which we can enjoy instead of just eat. CLIFFORD A. POPE

Hint of the Month - - For those short lengths of rail that you have wondered what to do with, here is just the thing. Build a fence along your station platform. As scale rail doesn't have splice bar holes, drill holes in the rail ends and thread a wire through to form your fence. If you want, notch the ends of the rail and place a rail along the top instead of the wire.



BALTIMORE S.M.E.
"SWITCHER"

INTERNATIONAL RAILROAD SERVICE.

Mr. R. D. Johnson of the New Haven was scheduled to discuss with us at our Convention the problems involved in scheduling international service, but due to his illness our old friend, Mr. Leslie Tyler took over the project. After considerable research he came up with an excellent story, which we feel is well worth publishing so that every member may have the opportunity of studying it for himself.

Working up a schedule for international railroad service involves a great many more problems than are usually realized by uninformed persons. Departure and arrival times must be not only convenient but practical for the passenger. Varying climatic conditions to be encountered enroute must be taken into consideration, as well as connections with other trains and other railroads along the way. We feel that "THE MONTREALER" is a typical train of this kind, now successfully completing its 30th year of operation between Washington and Montreal. We will therefore give you the story of this fine and well established service, & how it got that way.

Prior to the year 1924 there had been many discussions on the subject of thru service from Washington to Montreal via the Penn RR, Hell Gate Bridge, New Haven and Springfield, but the matter of departure from Wash. and N.Y. offered difficulty. The N.Y. situation was important in view of the fact that competitive service had been operating via NYC-D&H, and also NYC-Rutland; and of course it was desirable that our train leave N.Y. at a comparable time, and if possible arrive at Montreal at 8 A.M. The competitive lines had a shorter run, thus creating a running time problem as well.

Many meetings were held by traffic and operating officials of the five roads involved, they being the Pennsylvania, New Haven, Boston & Maine, Central Vermont, and Canadian National. The arrival time being most important, the schedule was worked out backwards, giving consideration to the various intermediate connections. The question of possible new trains interfering with the schedule likewise had to be considered, and some adjustments had to be made in existing schedules of existing trains, to avoid conflicts and resultant delays.

Much discussion was had to determine what type of travel might be expected to use this service. It was agreed that we should have coach equipment to take care of shorter haul passengers, as well as immigrants who might prefer low cost transportation. There would naturally be some governmental travel which would require the best possible sleeping car equipment, and lounge service. Naturally, dining cars had to be provided during meal times.

Having worked up a schedule and a consist, we decided to try it out. Train 180, "THE MONTREALER" was first carried on the timecard effective June 15th, 1924. It departed from Washington at 2:05 PM and from Penn Station in N.Y. at 7:30 PM, making convenient stops enroute, and arriving in Montreal at 8:05 AM, with a running time of 18 hours. The care with which this was arranged is indicated by the fact that, with the improved facilities now being used, we have only been able to cut 2 hours from this time in the past 30 years. The corresponding southbound service was christened "THE WASHINGTONIAN", leaving Montreal at 8:15 PM and arriving at Washington at 2:20 PM, and is likewise 2 hours less at the present time. These are now Trains 168-169.

This train was well received by the public, and became a fixture on the schedule. People from all walks of life, from the most distinguished to the least, - business men, government dignitaries, and others have continued to patronize it over the years. On New Year's Eve of 1941, three weeks after Pearl Harbor, Winston Churchill was enroute to the National Capitol to confer with the President. He

asked the newspaper men who were aboard "THE WASHINGTONIAN" to meet him in the dining car, where he was ensconced with his usual black cigar and dressing gown. At midnight, when the train was passing thru Brattleboro, he gave a toast to the success of the Allied Armies. We have carried Presidents of the United States, their staffs, Senators, State Dept. officials, military, and many others. Travel is controlled somewhat by international problems confronting the Canadian, British and American Governments. The service has been convenient because it eliminates the need for transfer at New York.

In establishing the fares, we worked up the rate from N.Y. to Montreal the same as that via Troy. To them we added the respective fares from Washington and intermediate points to New York, plus the 90¢ Hell Gate Bridge charge. There were always debates as to what railroads should furnish equipment such as coaches and diners (the Pullman Company provided the sleeping cars). Normally the terminal lines provide coach equipment, and where it is operated over other carrier's lines there is a mileage charge assessed against the railroads not furnishing equipment on the trains involved.

As can be understood, any service from one country to another has immigration problems. The Canadian authorities board the train at St. Albans to examine baggage prior to arrival at the border, while the U.S. Customs get on at Montreal to assess duty charges on purchases above the prescribed limit. It appears that the Canadian authorities are constantly on the lookout for large quantities of U.S. cigarettes, on which there is a large duty. Hundreds of immigrants come from Halifax to use our southbound service, and there have been occasions when "THE WASHINGTONIAN" has been held up for some time to permit examination of persons being carried across the border. On one occasion it was delayed for about 6 hours when the ACQUITANIA arrived from England. We also carried hundreds of prisoners of war, many of whom were taken by British and Canadian troops during Rommel's African campaign. And during the recent N.Y. dock strike we ran several extra sections of 16 cars each to that city when the liner BRITANNIC docked at Halifax instead with a full passenger list. The C.N. double-headed them into White River Jct. with two big 6000-class 4-8-4's, which were an impressive sight indeed.

During the Prohibition era the train acquired an unglamorous name "THE BOOTLEGGER", as it was assumed that people who went to Canada would try and smuggle back liquor. Many an amusing incident took place in this respect, as can be imagined. It was alleged that only about 10% was detected, but whether this was due to lack of time, or through the ingenuity of some of our passengers, we can't say.

During the meat shortage of the recent war, many people went to Canada to enjoy a good steak and to bring back a piece of beef. In the beginning, the authorities did not do anything about it, but when we finally were rationed, the inspectors were required to collect meat coupons from persons coming in with Canadian meats, and this put a stop to it.

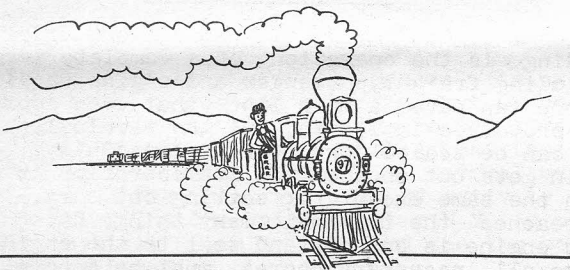
At one time we operated weekend excursions to Montreal, sometimes in 3 sections carrying 2-3,000 people. We also promoted quite a volume of winter sports travel to New Hampshire and Vermont. Stowe and Waterbury areas were extremely popular, and for a while it became necessary to operate "THE SKI-MEISTER" weekends on a separate schedule. But the seasons seem to have shrunk, and with them, the volume of business did also. We still operate a snow condition information service and carry considerable sports enthusiasts when conditions there are right. Excellent accommodations are available.

This train also handles a large amount of summer vacation travel to the White Mountains, Vermont & Canada. Our all-expense tours have proven extremely popular, and the volume is growing. One of the

favorites is the Sagenay boat trip, in connection with the rail service to Montreal, stopping off to visit the ancient and historical city of Quebec. In order to handle service north of White River Jct. a sleeper is dropped off at that connection, from which point it is picked up by THE VERMONT, which provides local service with early morning arrivals at the up-state Vermont resort communities. This has therefore proven to be a very popular car.

The story of "THE MONTREALER" is particularly intriguing because of the various climate conditions encountered enroute. It may run from summer to winter in the space of a few hours. But with all of these problems, we have been quite pleased with the success of this international service, and anticipate that with continued patronage it will continue to be a banner train between the metropolises of two great and neighborly nations.

Ten States- Two Countries- Five Railroads- that is the drama of this fine International Service.



FROM THE TRAINMASTER.

We had 69 pre-paid 1954 memberships by Nov 1st, & was a good sign to see so many renewals at the convention. The first of the year should bring us the biggest buildup the Region has experienced.

The Committee has initiated a drive to bring renewals up to an all-time high. Over 125 Letters are in the mail to members who failed to renew in 1953 asking them to come back into the fold. Addressed post cards were enclosed, requesting them to state why they dropped out, with the thought that if any shortcomings on our part are disclosed, they can be caught and corrected.

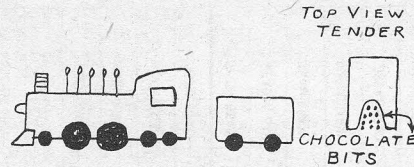
One thing each of you can do right now that will help us a great deal, and that is to send your \$1 to the Treas. for your 1954 card. You have no idea how much it helps with the bookkeeping and records when this is done early. We have a group of limited time and resources, and we would rather devote it to attracting new members than reminding old ones.

The Membership Committee has done a wonderful job this past year, and I want to personally thank you all for your invaluable assistance. If you will remain with me for another term, I am confident that we will attain results that we can all be proud of.
ED SAFFORD, Vice Pres.

CHOO CHOO CAKE.

Any birthdays coming along in your family? Choochoo train cake will give them a real surprise. Here is a list of what is needed: 2 9" bar cakes, some small chocolate mints, 2 plain chocolate bars, 1 cherry, butter icing, 4 large chocolate mints, and candles.

And a long tray or board to use as a turntable to build this cake upon. Cut off any hump on top of 1 bar cake, and use it to form the boiler. It should measure 6-7". From the other cake cut a 4" piece for



the cab. The slight rise and hump in the cake form a good cab roof. Place the cab behind the boiler. If it doesn't look in proportion, trim down. The remainder of the 2nd cake makes the tender. You'll have to whittle the top down a bit, but first cut out hollow for the coal bin.

Now it looks---- well, it won't look like much as yet but butter icing covers a multitude of errors, so brush away the crumbs and cover your model with the icing. Sprinkle a few chocolate bits in the tender for coal. Then cut one chocolate bar lengthwise and use it to make the pilot. It will probably be too long, so cut to fit. Use pieces from the other bar for the cab windows. Place the large mints in position for drive wheels, and the smaller ones make the leading, trailing and tender wheels. Several of them stacked on a toothpick make the stack. Naturally the cherry is the headlight. Place the candles along the boiler--- if it is for one of the "Big Boys" you might have to use the water tank behind the coal in the tender for the overflow. And she's ready to roll for the party!

MIDEASTERN LOCAL.

GOING TO MONTREAL.

The New Haven's "MONTREALER" will be our official train for travel to the Spring Convention, not only for its convenient schedule, but because it affords New England members a chance to join enroute. Stops are at Stamford, Bridgeport, New Haven, Meriden, Berlin, Hartford & Springfield. It leaves Penn Sta. at 8:25 PM and arrives in Montreal at 8:15 AM.

Round trip coach fare from N.Y. is \$16.65 plus tax, with a reduction if we get 50 people (whereby we'd also have a reserved car to ourselves). Pullman is \$33.25 plus tax from NY, lower berth \$10 and upper \$7.60, and other accommodations accordingly. Fares from intermediate points are proportional, & there are various sleeping accommodations available.

It is a long drive by auto, and a really pleasant overnight ride on the train. Anyone who has travelled with one of our groups will confirm the fact that the friendliness and companionship growing on such a trip are worth more than money can buy.

Some members complain that they do not receive the advance notice necessary to make plans. Let's not kid ourselves---they procrastinate. It is a job to arrange railroad travel. Now that you know about it, just drop me a line and let me know that you plan to go. No obligation, if you have to cancel later on, but at least I will know how many fares to plan on, and get the picture well in advance.

GEO RIESZ, 359 E. Moshulu Pkway, NY 67 NY.

IT HAPPENED, TOO
"Tickets, please!" Sheepishly, the commuter looked up at the suburban train conductor.
"I find myself in an embarrassing position," he confessed. "This morning I left my monthly communication ticket in my other suit, and tonight I seem to have left my wallet at the office. I have no ticket and no money."
"I wouldn't worry too much," sympathized the conductor. "Where are you going?"
The passenger named his station.
The conductor removed his hat and scratched his head. "Add this to your grief," he said slowly. "This train doesn't stop there."



THE COWCATCHER

McCLANAHAN

EAST HAVEN GREEN SALONISHTAL LINE CONNECTION	BRANFORD SHORE	FRAGRANT VALLEY HOG WALLOW	BERA BRAE	PICNIC GROVE	GREAT BEND	ROCK QUARRY	FARM RIVER	MEADOW LARK	SHORE BEACH	SHORT BEACH	MEADOW LARK	FARM RIVER	ROCK QUARRY	GREAT BEND	PICNIC GROVE	BERA BRAE	FRAGRANT VALLEY HOG WALLOW	BRANFORD SHORE	EAST HAVEN GREEN SALONISHTAL LINE CONNECTION				
WESTBOUND										EASTBOUND													
PASSENGER TICKET																							
BRANFORD ELECTRIC RAILWAY																							
01719																							
DATE	JAN	FEB	MAR	APR	MAY	JUN	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	AM
	JUL	AUG	SEPT	NOV	DEC		17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		PM
TIME	1	2		4	5	6	7	8	9	10	11	12		10	15	20	25	30	35	40	45	50	55

GOOD FOR	
ONE CONTINUOUS PANORAMA	
SUBJECT TO UNUSUAL CONDITIONS	
SEE OTHER SIDE	
ONE WAY	THE OTHER WAY
SEAT	STRAP
CHAIR	ROOF SPACE
BERTH	BAGGAGE COMP.
VALID ONLY IN	
CLOSED CARS	WORK CARS
OPEN CARS	DUMP CARS
CONVERTIBLE CARS	HAND CARS
PARLOR CARS	WRECKERS
FREIGHT CARS	PAY CARS
MAIL CARS	SALT CARS
SAND CARS	SPRINKLERS
SNOW PLOWS	REEFERS
ELEC. LOCOMOTIVES	GONDOLI
LINE CARS	CABESSE

THIS COUPON IF PRESENTED WITH 10¢ BETWEEN THE HOURS OF 9:15 AM AND 9:15 PM EST AT PICNIC GROVE ANYDAY BETWEEN LEAP YEAR AND THE SECOND MONDAY AFTER THE FIRST TUESDAY BEFORE ST. SMITH'S DAY, IS GOOD FOR ONE COKE.

B. BERRY

REMEMBER THIS? →
-PARTICULARLY FRAGRANT VALLEY-

How's Your RIQ?*

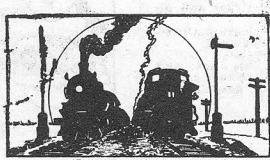
(*Railroad Intelligence Quotient)
Answers on page 14

- How much transportation excise tax does a passenger pay when he buys a railroad or Pullman ticket?
 - 5 per cent
 - 10 per cent
 - 15 per cent
 - 20 per cent
- What is the average distance NYC carries a passenger (including commutation passengers)?
 - 312 miles
 - 88 miles
 - 586 miles
 - 143 miles
- Who are known as "B&B" men on the railroad?
 - shop men who work in brass and bronze
 - men who blab and boast while working
 - Men who build and maintain bridges and buildings
 - men who bid on and buy railroad supplies
- What is the weight of a standard freight car wheel?
 - 500 pounds
 - 750 pounds
 - 1,000 pounds
 - 150 pounds
- Who is considered the father of railway express in the U.S.?
 - William Fargo
 - Alvin Adams
 - William Harnden
 - Henry Wells
- Which predecessor road of the Central was chartered in 1826?
 - Utica & Schenectady
 - Mohawk & Hudson
 - Hudson River
 - Schenectady & Troy
- What is "cropped rail" in railroad language?
 - rail rolled shorter than standard length
 - rail from which the original ends are removed
 - rail that has been re-rolled
 - rail rolled to unusual specifications
- What big NYC freight classification yard is located near Syracuse, N. Y.?
 - Selkirk
 - Gardenville
 - DeWitt
 - Sharonville
- How many cleaners does it take to give Grand Central Terminal its nightly cleaning?
 - 50
 - 141
 - 78
 - 172
- What do railroad track men know as a "splice bar"?
 - part of a rail joint
 - short length of rail used to splice two rails
 - tool for splicing rail
 - sign prohibiting use of spliced rail

Answers

... to "How's Your RIQ?" on page six; 1.c; 2.b; 3.c; 4.b; 5.c; 6.b; 7.b; 8.c; 9.b; 10.a.

If you had all ten correct, you are outstanding. Seven to nine gives you a rating of "excellent." Four to seven is "fair," but one to three is "not so good."



Between you and me

TERMINAL OPERATION.

One of the most interesting parts of model rail-roading is the operation of a complete terminal, including freight, passenger and engine facilities. No one can have a main line that even approaches the prototype in length, but the terminal facilities can be scaled down very successfully. Once a train gets out on the main its operation is pretty much the same except for setting out cars. But when it reaches the terminal many things happen. The road engine is cut off and sent to the engine yard where all necessary chores must be accomplished, before it is ready for the outgoing train. Steam engines need ash pit, coaling, water, sand, lubrication, and a trip to the enginehouse for a boiler wash. Diesels need oil, water and sand.

We have 3 terminals on the Franklin Eastern, and these are the most active and desirable operating positions. One of our yards classifies freight by means of a hump yard, and the other is flat switching. The hump is quicker, but requires 3 men to operate, so they prefer the flat yard. We intend to install a separate panel for the engine yard as it is all one operator can do to service & assign engines for the various runs. We have added a few engine changes on thru trains also, and it adds a great deal of interest, as well as breaking up a long main line run with prototype action.

The freight yard at Franklin requires that trains be pulled out of the long incoming track to release the road engine. This track holds 28 cars, and the 0-6-0 hauls them nicely if there aren't too many loaded hoppers. Then the 4-6-6-4 road engine backs out and is turned on the Y.A passenger train must also be turned, with the engine placed on the ready track headed East. At the other terminal its possible to turn the train complete.

There must be enough trackage at the terminals to hold all cars except for the few that may be set out at sidings. It makes for very smooth operation if there is room enough to move around without you getting fouled up. A caboose storage track, a rip track for bad-order cars, and a runaround track to get the engine at the other end of the train will all help to get the kind of operation you want.

I would seriously suggest to the beginner that he work out a layout having good yard facilities, and then plan to get some of the main-line sidings Watty House so dearly loves. Then he will have pike which will be a real pleasure to operate.

NEIL C. FISK, Director.

MODEL CONTESTS.

We enjoyed a nice display of models at the contest in New Haven, and were all in accord (for once) on the beautifully built Rutland gon which took best-in-show. The trophy offered by the Summit-New Providence Club should attract an even larger entry in the future, and stimulate interest in this important convention activity.

However, we are not satisfied with the Contest Rules adopted by the NER and published several issues ago. The points breakdown is purely artificial, and serves no useful purpose. Obviously it was not used in the latest contest. Equally obviously, finer workmanship is possible in the larger gages, where the detail parts are not so minute. The rules give no standard from which to judge, and some of the point count is given for factors where no particular credit should be due. It should be possible to devise a system of points which truly reflect the amount of work put into a model. Perhaps too a classification could be devised where the average modeler would not have to compete against the craftsman. The large majority of us are in the former category and recognize this fact, as a result of which the number of entries in the contest is not as large as it might otherwise be.

ARRANGEMENTS FOR LADIES.

I have been assigned the task of working up a program for ladies at model R.R. conventions. I am at a disadvantage in this, because my personal interest is much the same as the male members. I like railroads, of all sizes, and anything to do with them. I see a lot of ladies at the banquets, but they are not on the fan trips, and I always wonder what they do with themselves the rest of the time. If we knew the answer to this, we could probably work up a program of interest to them and help to insure them a pleasant weekend with us.

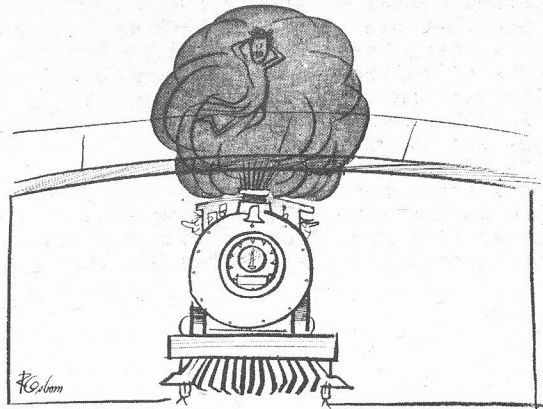
So we would like answers to these questions NOW:-
1- Why do ladies attend N.E.R. conventions?
2- What gives them the most pleasure while there?
3- What do they do while the men are on fan trips?
4- Would they like special activities of their own?
5- Would they be interested in some kind of craft talk or exhibit of their own?

This is a serious problem, because I think we could attract more ladies (and their spouses too) if they could look forward to something of interest personally. Won't you please write and give me your & your women-folk's ideas on the subject?

MARGARET K.M. SEE, 1 Orchard
Drive, White Plains, N.Y.

NEW ITEMS AT YOUR DEALERS.

New coaling station by Alexander-- Suydam's interlocking tower and shed, made of wood & cardboard-Atlas fixed radius curves of 15" in sections (12 make a circle)-- turnouts also promised-- Central Lines B&O Old Timers- LIFELIKE trees, grass, gravel, ballast, scenic stone, sand and ballast cement-- FLEISHMANN's H.O. tinsplate trains in complete sets as well as separately- SUYDAM's building material, windows, corrugated metal, etc. and 2 more house kits-- IMP's working semaphore with 12v bulb is an easy installation on any layout- MODEL HOBBIES has HO hedge fence and arch-- KNAPP ENGINEERING offers high tension tower kit with good detail. Our continued patronage will insure continued flow of many new useful layout details which benefit everyone.
Pittsburg M.R. Club "CONSIST".



YOU BE THE JUDGE

By WILLIAM DONALDSON

WHERE its track crossed a congested city street, the railroad erected an overhead bridge for pedestrians. One day as Phoebe was strolling across, she noticed pretty little white puffs of steam from a locomotive halted under the bridge. Suddenly there came an ill-mannered belch of black smoke. It blinded Phoebe and caused her to stumble down a flight of stairs at the far end of the bridge, breaking a leg. She sued the railroad for damages.

"The train crew should have had more common sense than to stoke the engine under a bridge used by pedestrians and thus send up billows of black smoke," Phoebe's lawyer argued. "As Phoebe's fall was directly due to this smoke barrage, the railroad should pay."

"We're sorry Phoebe fell," railroad counsel replied, "but stoking an engine is perfectly legal. The train crew could not possibly have known that it would result in Phoebe's falling down the stairs. Hence, not a cent."

If you were the judge, would you award damages to Phoebe?

THE SATURDAY EVENING POST

RAILROAD POSTAGE STAMPS.

The U.S. Post Office Dept. has issued commemorative stamps for a great many different events and subjects. The building of the American railroad system is one of the greatest dramas of modern times. It has permeated into every last part of the folk lore and Americana of our times. Several governments have issued special postage stamps honoring their railroads. It is regrettable that our own has neglected to do so.

Many people have suggested a Nat'l RR Week in 1954 with a special stamp to commemorate the occasion. The Casey Jones Railroad Unit for Advancement of Railway Philately, a part of the American Topical Assn. is actively sponsoring such a program. The only way to get it across is by public demand. Lets each help by writing Postmaster Gen A E Summerfield Washington 25 D.C. in favor of a special R.R. stamp issue next year.
C.J. KEENAN, Sect'y.

NORTH JERSEY FEDERATION.

The SAND DOME reports that the annual business meeting of the Federation will be held November 24th at the Elizabeth Model R.R. Club quarters, 325 16th Ave, Newark N.J. at 8 PM. This will be an open house, and the first showing of their new O gage 3-rail pike. We expect to have movies. There is no admission requirement, and everyone is invited.

Phoebe lost. The state supreme court said, "the emission of dense black smoke from a coal-burning locomotive is a natural result from

the ordinary use thereof," and just one of those inescapable nuisances of modern life.

Based upon a 1946 Ohio decision.

RAILROAD CHRISTMAS CARDS.

Ralph Derby, member of the RAILROAD ENTHUSIASTS, is announcing that his firm, the VICTORIAN PRESS, P.O. Box 27, Raynham, Mass. (The Railfan Printers) has three sets of railroad Christmas cards, fine black and white etchings, all steam locos; namely:-

- Set A- Old Engine Portraits.
- Set B- Early Railroad Views.
- Set C- Scenic Railroad Prints.

12 cards & envelopes in each set, at \$1 each post paid. The workmanship is good, and I can recommend them for sending greetings to your RR friends. Well worth the money.

STAN BRADLEY

N.E.R. IS INCORPORATED.

The incorporation of the Region has been completed and the papers filed with the N.J. Sec. of State. The job was done at no cost except for the filing fees. This action sets at rest the problem of personal liability of individual members or Directors in the event of a financial setback or other misfortune involving the Association, and limits it to the assets of the Region itself. The corporate charter is lodged with Secretary Irwin Lloyd.

For the Committee: Gerald S. Curtis
Clifford A. Pope
Stanley W. Bradley

