

### THE DISPATCHERS TOWER.

Lots of happenings since our last meeting. First & foremost was the NMRA Trustees Meeting at Cleveland on Jan. 16, attended by several NER members. We discussed progress of the promotion program, duties of the three Veeps, the Year Book (slightly larger this year), reports of Chicago & Baltimore Nat'l Convention Committees, the Coupler Committee report, and many other things in the works.

This will be the first year we vote on 3 VicePres. It should serve to bring the National closer to the Regions, as there will be one each from East, Central, and West. The ballot will also contain a set of questions as to where the members desire to have the Coupler Committee devote its talent. All members are urged to vote on this, and to read the story elsewhere in this issue as to what the controversy is all about.

The NMRA was so pleased with our NER banner that it has ordered a similar one. Our Region is still setting the pace! We have a suggestion that a life membership plan be instituted in NER at \$20.00, to be payable in a lump sum. We must remember that our Sec-Treas. is only a volunteer, and we cant burden him with the problem of collecting in installments.

We have a tentative bid from Mid Eastern Region to have a joint convention at Trenton N.J. in the Spring of 1956. In view of the cordial relationships with our neighboring Regions, and the pleasant one we had last year with NFR at Syracuse, we ought to give the proposal due consideration.

The NMRA is reviewing Regional boundries, and Paul Mallery represents NER on this detail. Any suggestions as to changes, or areas desiring to get into or out of NER, should contact Paul at once.

I do not, as President, have the authority to establish the editorial policy of the COUPLER, but I read many other regional publications (some good & some poor); and there is no question but that ours stands right at the top. By scanning these columns you can see that our membership's well represented and it is my hope that more and more of you will participate in its content by sending in your item. Only in that way can it be truly representative.

See you in Montreal on May 15th--- ALL OF YOU!

WAYNE A. ROUNDY, Pres.



### RAILROAD PHOTO ALBUMS.

The popular RAILROAD PHOTO ALBUMS have been taken over by Penn Publications, publishers of R.R. MODEL CRAFTSMAN. Two new enlarged editions are now available, the O-4-0 and the 2-6-0, on glossy paper, with greatly improved reproduction and rendition. Many of the photos are very rare. Each album contains a short history of the loco type covered. It is an excellent buy at 69¢.

THE EDITOR.

### BEEN ON THE CHOLLY SO LONG.

On a Sunday mornin' it began to rain,  
Round the curve sped a passenger train,  
In the cab lay poor Casey Jones,  
He's a good engineer, but he's dead and gone.  
Dead and gone, dead and gone,  
Kaze he's been on the Cholly so long.

Casey Jones was a good engineer,  
Told his fireman to have no fear,  
"All I want's some water and coal-  
Peep out de cab an' see de drivers roll."  
De drivers roll, de drivers roll,  
Kaze they been on the Cholly so long.

When we got within a mile of de place,  
Old No. 4 stared us right in de face,  
Conductor pulled his watch and said,  
"We might make it, but we'll all be dead."  
All be dead, all be dead,  
Kaze we've been on the Colly so long.

Oh, aint it a pity, and aint it a shame,  
A six-wheel driver had to bear de blame?  
Some were crippled and some were lame,  
And a six-wheel driver had to bear de blame.  
Bear de blame, bear de blame,  
Kaze it's been on the Cholly so long.

When Casey's wife heard that he was dead,  
She was in de kitchen, makin' up de bread,  
Says, "Go to bed, chillun, hol' yo' breath,  
Yo' all get a pension at yo' daddy's death."  
Yo' daddy's death, yo' daddy's death,  
Kaze he's been on the Cholly so long.

The Old Man's daughter said before she died,  
"Fix de blinds so de bums can't ride,  
If ride they must, let 'em ride de rods,  
An' put their trust in the hands of de Gods."  
Hands of de Gods, hands of de Gods,  
Kaze they've rode on the Cholly so long.

Hurry up, engine- hurry up, train,  
Missy gwine ride o'er de road again,  
Swift as lightnin' and smooth as glass,  
Take off yo' hat when de train goes past.  
Train goes past, train goes past,  
Kaze it's been on the Cholly so long.

TREASURY OF RAILROAD FOLKLORE.



### HINT OF THE MONTH.

Doll up your right of way by the use of figures doing track repair work or other chores along the road; or even a couple of hoboes sitting in a jungle at the edge of the freight yard. Several old cars without trucks, dirty and dilapidated, can be overturned at the bottom of a ravine, to represent an old wreck. A temporary structure such as cribbing under one end of a bridge, or placing of piles alongside of new maintenance work;- all add life to the scenery and give it a "going" appearance.

BSME SWITCHER.

THE COUPLER  
OFFICIAL BULLETIN NORTHEASTERN REGION

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89 Ocean Ave, Old Orchard Beach, Maine.  
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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.



oursevels any more. We never "have time" for anything. The dealers have a great many new things that help to make our layouts the kind of a pike that we'd like to have, and a large amount of our time is no longer required to build them. There's quite a difference between "scratch-building" and "assembling", but for many of us who have neither the facilities or ability for the former type of workmanship, the latter offers boundless opportunity to build and operate the railroad empire that we like to visualize but so seldom achieve.

I've discovered another thing too. Most of the so-called "lone-wolves" are such only because no one bothers to visit them. This is due partly to the fact that they "hide their light under a bushel" & we don't know about them. Many times it's our own fault too, in that we do not try and seek them out. They usually are surprisingly pleased when you phone and ask permission to drop in and see their layout. How about getting a few fellows together & make a practice of visiting a different pike in your vicinity once a month? It makes for a good fellowship, and gives you some ideas too. Remember one thing though- refrain from criticisms unless they are requested--- we all like to have our work admired rather than knocked! STAN BRADLEY

MEMBERSHIP TO DATE

-170-

GET YOUR DUES PAID

THE HOSTLER SER:

Things have been quiet on the model railroad front the past few months. The Coupler Committee has been making good strides forward in its project of developing a good universal coupler, and has come up with answers to all questions leveled at its work. We have seen a number of experimental designs made up into actual working couplers, each of which has undergone extensive testing and refinement. Each one has shown increasing promise, and several manufacturers have indicated interest with suggestion and comments. We feel it safe to say that NMRA is not far away from a working coupler that should be most acceptable to the membership.

The question of change in HO narrow gage standards has been drawing considerable fire, and should be settled one way or another before it discourages everyone out of the gage. Standards changes has always been a bugaboo, and your Hostler feels that once established, they should not be altered unless and until the necessity for them has been definitely established, and that they will result in improved operation. We are not at all convinced of it in the present instance.

Increased use of plastics in model kits has caused considerable discussion, but it appears to be mainly academic. The manufacturers are going to keep producing items which sell, and the prefabricated super-detailed kits are outselling the older type of "hard-work" kits by such a wide margin that the answer is obvious. There is plenty of room for both on the hobby market.

A great deal of preparation has gone into the Spring Convention at Montreal, and we are looking to it with considerable anticipation. Most of the N.Y. area folks are going by train, as the rate is reasonable, and the drive by car is a long one. Make your reservation now while there's still time.

In traveling about the Region these past 6 months, I have observed renewed activity on the part of many model rails who've been more or less dormant lately. Club activities are on the up-swing too. Perhaps the high tempo of the past decade is easing off a bit, giving us a little time to devote to our hobby instead of running our heads off in trying to make a living. The trouble with a lot of us is, that we don't know how to relax and enjoy

THE SWITCH SHANTY.

The membership situation is not going well! We are almost 100 behind this date of last year. What is the reason? We have added new activities and benefits, and have more than ever to offer you. The volunteer committee is again sending out notices, but we can't understand why it is necessary for us to remind you about your renewals. Mailing costs money and the men are laying that out of their own pockets. I urge all delinquent members to sign up.

24 of our original charter members do not have the renewals in as yet. The following have renewed:-

Clark A. Benson, E.R. Campbell, Harold I. Clark, Bruce Coughlin, T.J. Dumair, Henry P. Eighmey, Betty Eighmey, Len Estes, Frank Hayner, Allen Hazen, Watson House, Irwin Lloyd, Joseph Masterbone, Carl Netter, H.C. Page, Don Pierce, Ivon Preble, Herb Ruddock, Ed Safford, Clarence Steinberger, Bob Sweetser, Harry Towers, and Bon Walsh. Those others who fail to renew will lose their status.

When I say "volunteer mailing" I mean this:- Four men get form letters made up, which I send to ten or 15 others, along with a list of persons to be contacted. They provide the envelopes and stamps, and tend to the mailing. The following have been especially faithful, and I want to commend them in no uncertain language:

Raymond Snow, Syracuse N.Y.  
Willis Livingston, Endicott, N.Y.  
Stanley Hyslop, Schenectady, N.Y.  
Edward Riche, Staten Island, N.Y.  
Bruce Coughlin, New York N.Y.  
Oscar Buhner, Brooklyn, N.Y.  
George Brunjes, Glendale, N.Y.  
Herb Ruddock, Amityville, N.Y.  
James Veccia, Bronx, N.Y.  
William Dietz, Bronx, N.Y.  
Thomas K. Salmon, Yonkers, N.Y.  
A. Q. Smith, Mt. Vernon, N.Y.  
Charles Cole, Bloomfield, N.J. & his N.J. group.  
James Mac Donald, East Hartford, Conn.  
Leonard Estes, Newport, R.I.  
Paul Boivin Jr, Central Falls, R.I.  
William Illig, Springfield, Mass.  
Irving H. Clark, Worcester, Mass.  
Robert Walsh, Wollaston, Mass.  
Ivon Preble, Lynn, Mass.  
Wayne Roundy, Old Orchard Beach, Me.

Hank Eighmey and I are working on a history of the Region, which will be distributed to each member in the near future. ED SAFFORD, Vice-Pres.



### PAINTING WITH A BRUSH.

Here are some hints on brush painting of models, if you want to do a good realistic job with them:

#### FIRST STROKE.

A good paint job can cover a lot of defects, but a lot of paint won't cover up sloppy workmanship, and poor paint will make the most carefully built model look shoddy. Before you start painting it after you spent so much time and energy on construction, give a little thought to preparation, and don't be in a hurry with the painting.

#### SECOND STROKE.

Prime metal parts well before painting. Scrub them in vinegar with an old tooth brush, then rinse in HOT water, bathe them in carbon-tet, and dry well.

#### THIRD STROKE.

Good sanding is essential with wood parts. Finish with finest sandpaper, and then use wood filler so a real smooth paint job will be assured.

#### FOURTH STROKE.

A good weathered effect can be obtained by the use of several coats of well thinned out paint, letting each coat dry well before applying the next one.

#### FIFTH STROKE.

To dirty up that box car or other equipment which has seen considerable service, mix some coal dust with alcohol. (No, stupid, don't drink it!) Turpentine will also do. Swab it on with a brush at the places where the cars get dirtiest- ladders, roof walks, ribs, trucks, underbody, etc.

#### SIXTH STROKE.

Old equipment, dirtied up, and with trucks removed can be set on concrete or brick foundation, making excellent yard and wayside structures.

#### SEVENTH STROKE.

Concrete is a distinctive color, and if the job is to be convincing at all, it must be reproduced with a certain amount of accuracy. To find it, begin with flat white; adding to this a little Yellow Ochre and a touch of black. Smear some on a piece of wood and set it against real concrete. Keep on adding until you get an effective match.

The BOOSTER, NMRA in Australia publication.

### METROPOLITAN DISTRICT MEET.

LAYOUT DESIGN- HOW & WHY, was the theme of the Winter meeting of the District at Consolidated Edison on Jan. 20th. The program began with a discussion of the principles of design by Thomas K. Salmon, Pres. of Yonkers MR Club. His talk was illustrated with color slides of their Greater Putnam RR. This was followed by a panel discussion between Salmon, Bruce Coughlin of NYSME, and feature writer Chas. Small, with plenty of audience participation.

Harry L. Towers of Peekskill spoke on NMRA and discussed data and standards sheets which were projected on a large screen. Geo. Riesz of Bronx spoke on RR transportation to the Convention (elsewhere in this issue). Manuel W. Padin of Pelham Manor presented the District Charter (first of its kind) to Pres. Coughlin. James I. See of White Plains, our Region Convention Coordinator, reported on the next Fall meeting in that City, featuring a fantrip on the nostalgic little PUT (Putnam Div. NY Cent).

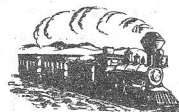
The following men were elected as Directors:-  
Roger G. Ramsdell, Jr. Rockville Centre N.Y. 2 yrs  
George W. Riesz, Bronx N.Y. 2 yrs.  
Harry L. Towers, Peekskill N.Y. 2 yrs.  
Thomas K. Salmon, Yonkers N.Y. 2 yrs.  
Douglas C. Brown, Plainfield N.J. 1 yr.

Hold over Directors for the year are:-  
Bruce Coughlin, New York, N.Y.  
William Dietz, Bronx N.Y.  
Manuel W. Padin, Pelham Manor N.Y.  
James I. See, White Plains N.Y.

The following officers were selected by the Board for the year 1954:- Coughlin, Pres.; Dietz, Vice-Pres.; Salmon, Secretary; and George D. Barclay of Mt. Vernon N.Y., Treasurer. T.K.SALMON, Sect'y.

### CONVENTION PROFIT.

The report from the Convention Committee is that the New Haven affair netted a profit of \$185.31. We are not out to make a profit on our affairs, nor do we want to lose money, but we generally seem to end up with a small loss. It is good to know that there is a little nest egg to take care of future meetings, thanks to the able efforts of those at the helm last Fall.



### TRIBULATIONS OF A RAILROADER.

It was a dark night, and forms could be seen sneaking from all directions into the darkened house. The assembled multitude was there to enjoy a weekly TV program. They watched the picture and waited expectantly. Then it happened! It jiggled and jounced, blotting out all resemblance of the beautiful blonde who a moment before had been giving with "Don't Let the Stars Get in Your Eyes". It was more than stars splashing into her optics at the time!

Ah-hah, chorused the gathering, making a mad rush for the stairs, and gazing forth from the upper windows into the attic of a house on the hill below. "Yep, there it goes", said several. What went was a train on the StonyClove Branch of the Ulster & Delaware R.R.--the O gage line belonging to that "fiend" Hank Eighmey. The train crossed a trestle in front of the window, curved down into Phonicia, and soon arrived again on the trestle. A gnashing of teeth took place in the darkened bedroom as a voice from below reported that the television was a terrible mess.

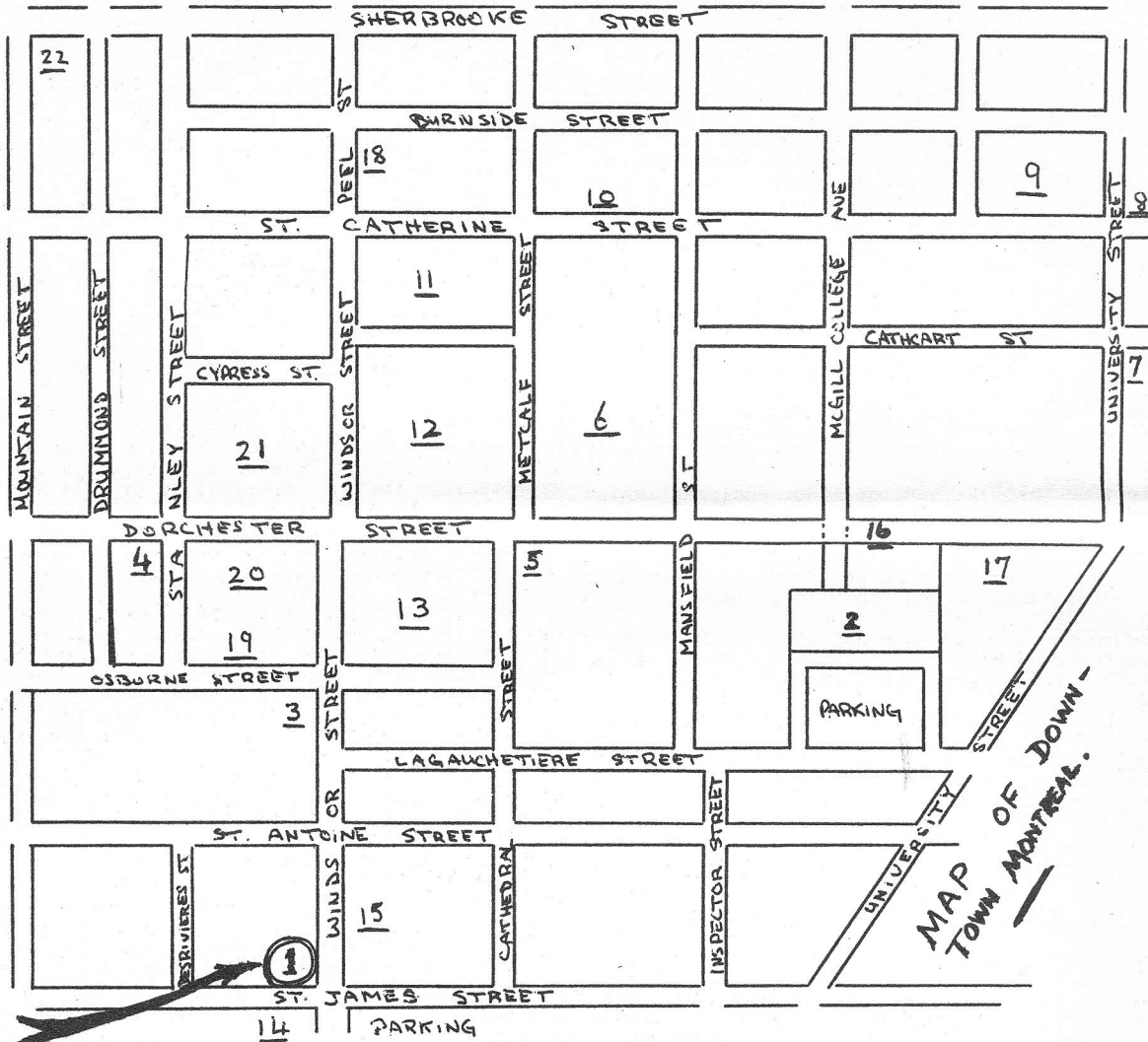
Straight to the telephone they flew like a flash, called a number, and soon heard Eighmey's voice on the other end. "If you dont stop that railroad of yours," said a voice in Hank's ear, "We'll come over and stop it for you. We are all watching, and We'll get an injunction against your running that railroad.... it's ruining our television program."

Hank went back on his heels at this turn of events, thought a minute, and then politely asked if they had any suggestions. Their only one was that he "stop that damned train". He replied that watching television was a hobby, and so was model railroading, but he would be happy to inquire as to what might improve the condition-- however that "strong arm stuff" would be met with equally strong opposition, if that's what they wanted.

Several weeks of experimenting followed, with ideas from electric company engineers, television service men, and guesses from anyone who ventured one- all to no avail. True, some improvement resulted, but experiments were costly, and the situation did not remedy itself to any extent.

Then one night the irate neighbors called again, & wife Betty answered the phone. Demand was made to "stop those d-d trains" as they wanted to see the "fight on television." Betty exploded at that point and with good reason. Hank wasnt even home, and a light had been left on in the attic by mistake- no trains were running!

There stands the situation. It's a cold war-- cold when the neighbors meet us on the street, and yet hot when they start sounding off. We are in a fringe area where signals are weak, and any electric motor will turn the picture into hash. Hank tries to operate when it will create the least interference, but the only definite answer seems to be running at 3 A.M. and enjoying himself while the rest of the world is asleep. HANK EIGHMEY.



- |   |   |
|---|---|
| 1. Queen's Hotel (Convention H.Q.)              | 17. I.C.A.O. (Only U.N. Branch in Canada) |
| 2. Canadian National Railways Central Station   | 18. Mount Royal Hotel                     |
| 3. Canadian Pacific Railways Windsor Station    | 19. St. George's Church                   |
| 4. Bus Terminal                                 | 20. Laurentian Hotel                      |
| 5. St. James Cathedral                          | 21. Windsor Hotel                         |
| 6. Sun Life Building                            | 22. Ritz Carleton Hotel                   |
| 7. Trainatorium                                 |   |
| 8. Christ Church Cathedral                      |   |
| 9. T. Eaton co.                                 |   |
| 10. Robert Simpson Co. (Simpson-Sears)          |   |
| 11. Dominion Square Building                    |   |
| 12. Dominion Square                             |   |
| 13. Cenotaph (War Memorial)                     |   |
| 14. Bonaventure Freight Sheds (C.N.R.)          |   |
| 15. Post Office Building                        |   |
| 16. Bridge looking over approach to C.N.R. Stn. |   |



**WITH HOSPITALITY TO ALL.**



You have all read the story in a recent issue of the BULLETIN, about hospitality at Conventions. At each affair there are some folks who are attending for the first time, and are quite awkward & backward about getting acquainted. They are easy to spot, as they are always found sitting along the sidelines, obviously alone and unacquainted. Take a minute to sit down and pass a few words with him and if necessary, introduce him around a little... Too often we are so engrossed in meeting our friends that we fail to notice our new neighbors. It pays off every time. Let's start doing it!



LAST CALL FOR MONTREAL.

The majority of our members from the New York and southern New England areas are taking advantage of the low fares on the New Haven to go to Montreal by rail. THE MONTREALER will be our official train. This will be the last announcement for reservation. The response to our publicity in the Dec. COUPLER has been poor, and now requires a revision of the rates. We will have to use the highest rate, which is \$19.95 coach fare including tax. Should we get enough to drop into a cheaper bracket, refund will be made. The greater the group, the cheaper is the fare. Our own coach, too, if we get 50 fares.

The dead-line with the R.R.'s April 30th. Remit to me before that date if you're planning on coach travel. Enclose a stamped envelope addressed to yourself for a reply. The same applies to Pullman reservations--- see Pullman rates below.

Members boarding the train anywhere between N.Y. & Hartford should never the less pay the group rate from N.Y. through me, as it is several dollars less than you will pay for the regular fare from those points to Montreal. You cant get the saving unless I have the money and buy a group ticket in advance.

FIRST CLASS ROUND TRIP FARES.

From New York	\$33.25	Tax \$4.99	Total \$38.24
From Bridgeport	32.88	4.93	37.81
From New Haven	31.32	4.70	36.02
From Hartford	28.06	4.21	32.27
From Springfield	25.68	3.85	29.53
Section for 1	13.10	1.97	15.07
Section for 2	14.60	2.19	16.79
Lower berth	10.00	1.50	11.50
Upper berth	7.60	1.14	8.74
Single roomette	14.00	2.10	16.10
Single bedroom	19.00	2.85	21.85
Single roomette(2)	16.00	2.40	18.40
Double bedroom	22.10	3.32	25.42
Drawing room (2)	38.00	5.70	43.70
Compartment (2)	28.90	4.34	33.24

Sleeping car rates same from all points.

THE SCHEDULE.

Leaving N.Y. City (Penn Station) on Friday eve, May 14th, the MONTREALER makes the following stops:-

Lv. New York	8:25 PM	Standard Time
Lv. Stamford, Conn.	9:13	
Lv. Bridgeport, "	9:41	
Lv. New Haven "	10:09	
Lv. Meriden "	10:38	
Lv. Berlin "	10:48	
Lv. Hartford "	11:08	
Due Springfield, Mass.	11:50	
Lv. " "	12:07 AM.	
Due Montreal P.Q.	8:15 AM	May 15th.

Any of our members from the Naugatuck Valley can pick up the train at Hartford, while those from the vicinity of Boston can make the connection at Springfield. The same applies for the return trip. Or you could drive your car to those points and park it there. We anticipate a very pleasant gettogether on the train, and the reclining seat coaches of the New Haven make the problem of getting some shuteye quite a simple one.

Please contact me immediately so I can make the group reservations, and dont forget that you should enclose the necessary funds including the tax. GEO. RIESZ, 359 E. Moshulu Pkway, New York 67, N.Y.

SPRING CONVENTION SCHEDULE.

Saturday, May 15, 1954.

- 8:15 AM.- The MONTREALER arrives from New York.
- 10:00 AM.- Registration at Queen's Hotel, on Windsor Street, Montreal, P.Q.
- 11:00 AM.- Model judging contest. Operating pike will be set up in the hotel.
- 12:00 N.- Lunch, on your own. Information about restaurants will be provided.
- 2:15 PM.- **EXTRA SPECIAL!** Fan trip, leaving CNR Station, thru tunnel under Mt. Royal, making a circuit of the mountain, and visiting famous Turcot Yard. Plenty of steam power! Take all the photos you want! Engines will be spotted all over! High light of the convention! Returning to the hotel by bus.
- 6:30 PM.- Dinner, on your own. Eat Hearty!
- 8:00 PM.- **EXTRA SPECIAL!** Clinics by Linn Westcott and Wayne Roundy on interesting subjects. Up-to-date information at first hand on new developments! Movies and a speaker for the ladies' program. No auction sale because of the customs requirements- you'd have to pay duty.

Sunday, May 16, 1954.

- 9:00 AM.- Meet at CPR Windsor Station for group breakfast, and NER business meeting.
- 1:00 PM.- Convention banquet at Queen's Hotel.
- 3:00 PM.- **EXTRA SPECIAL!** Open-air observation trolley trip around Montreal, returning to the hotel in plenty of time for a snack and the train home.

We assure you of a wonderful time, the finest hospitality, good food, lots of railroading, and a Convention you'll remember for many years to come!  
YOUR COMMITTEE.

KINGSTON MODEL R.R. CLUB.

When the Kingston Club was host to the 1st Annual Convention of the NER, its layout was in an unused wooden building formerly housing the carpentry and plumbing shops of the West Shore Railroad. Those members who attended the Fifth Anniversary saw an addition of 26 feet to the building.

1956 will be the Tenth Anniversary, and no other place would be more fitting than Kingston. We have entered our bid for the Fall Convention of that year. By then a second addition should be nearly completed, so that this 0 gage layout will be almost 100 feet in length and from 20 to 26 feet wide.

The new addition is of concrete block construction without windows. The cellar was excavated by hand, carted away in small quantities at a time. Expenses were large, but with cooperation and labor all furnished by the membership, the deal was swung. We thus have a separate exit, which will be helpful in handling of our annual shows. This year should see the Mtn. Div. and one main line completed.

It is with deep sorrow that we announce the loss of our dear friend, Bill Marnett, who did most of the scenic work and landscaping on the layout. It will be a lasting memorial to him, and will help to keep Bill in the hearts and minds of the railroaders of the HUDSON VALLEY LINES.

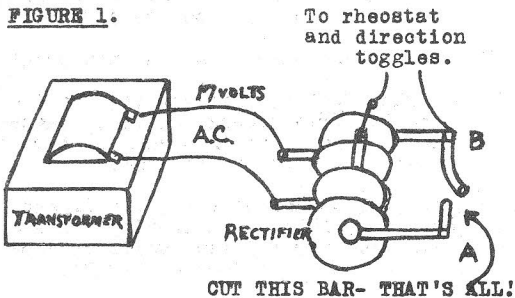
ED SAFFORD.

## PULSED POWER.

Pulsed power is something new in model railroading. Before explaining it, I'll give you a demonstration. Let's put this engine on the track, and start it as smoothly as you can. Then you run it slowly down the track, make a smooth stop, and now come back. It has never been broken in, so you'll have a handicap there. Ahh--- that's pretty good. Now, (throwing a switch) let's see if you can do it any better. Well! look at that! Real smooth--shes just creeping along. Watch those easy stops and starts. We can get her down so that the side rods barely move. What will she do under a load? Watch her push this box (when engine reached loaded box it continued pushing the box without jerking). If you had Mantua couplers on a box car here, you could pull right up to it and couple on without moving the car a bit. How's that for operation?

Well, all you have to do to get this kind of operation is to take the rectifier in your power pack and cut the connecting bar (see Figure 1). That's all you do, and you've got exactly what I've done in the pack. All these years we've been trying capacitors and batteries and all kinds of things to get what we called "smooth power" and we got rough operation. We were working in the wrong direction. What you need is electric power that is rough, so that your engine armature vibrates just a little. That breaks down the mechanical resistance, and it makes her operate smoothly, as you have seen here.

Back in 1953 Moyes Murphy discovered how rough power accomplished such smooth operation. Shortly thereafter I found that the same thing could be done with half-wave rectification, where Moyes had used a motor-operated commutator; and the results were even better than he had secured.



Add an SPST toggle connected from A to B and you can switch from pulsed power to normal power whenever you wish.

Here's the diagram for cutting the bar (see Fig. 1). That's your transformer, and here's your rectifier which has 5 connections if it's the usual type. You just cut that bar, and then current can't go thru this half of the rectifier. Instead, it goes from here to here, and here to here only (demonstrating), and that means you get pulses half the time around your circuit, and the other half the time there are no pulses. DC actually flows thru the transformer.

A theoretical difficulty is that when you're running with half-wave power your transformer has a DC component going through it. Theoretically, that should overheat the transformer. However, we have tested these things on 6 and 8 hour tests and have found no heating effect at all.

Now, this is what you might call the easy conversion, which is swell for yard operation, since you don't want to go any faster than this in yard switching. It gets those big trains pulling out there. A big train runs better than a shorter one. You'll find your worst equipment usually will show the greatest improvement with this pulsed power deal.

That's all you do with an ordinary pack. But you're limited to a lower top speed, for the reason that you're not getting 12 volts all the time. Now the problem is-- what do you do when you want to have a full speed range? Well, there are probably several answers to this--- it's still all so new. When Bob

Adams in Milwaukee tried this out, he came up with an idea. He took 2 rheostats, connected one to the end of the rectifier bar which we had cut, and the other to the other end of the bar. He pulls in one rheostat to get half-wave power, and pulls in the other to get full-wave power. That costs the price of another rheostat. You could put a dog on one of them, so that when you throw one of them off, they both go off. There's all kinds of things like that which could be developed. You have to work it out so you will not get a jump when you switch over, because you'll then be doubling the voltage. Remember that halfwave gives MORE than half speed at 12 volts. That is, you get more efficient use of the volts, apparently; and I think that one reason is, as you know, an electric motor is also a generator. If you turn a shaft and connect a meter to it, you get a reading off that meter. In fact, if you turn it fast enough you could light a bulb with it. Well when the motor is acting as a generator it counter acts the current that is coming from the pack, and the faster your motor goes, the less current is drawn. If you watch your ammeter when you are running a good motor, the ammeter needle drops down gradually as you gain speed. The reason being that the motor is acting as a generator, providing, as you might say, some of its own power. That isn't quite true, but it uses less power as it gets up in speed. Well, here the motor is acting as a generator all of the time; therefore the self-regulating feature of the motor, being a generator, is effective more of the time; and that may be some of the explanation of the good operation that you saw here tonight.

One problem has developed as we proceeded with our testing. For the same speed and with the same load pulsed power develops about twice as much heat in the motor as ordinary power. For this reason it is to be used cautiously at higher speeds with heavy loads. It seems that the best arrangement will be a gradual transition to full wave power as speed & load are increased. The method of accomplishing it in the best manner is still being worked out.

I like to call it "pulsed power". It isn't really half-wave, you see. Half-wave is just one way of getting pulsed power. Pulsed power is the idea of chopping up the current, whatever the method may be. Dave Ross in Toronto, Canada, rigged up a sort of time delay relay, or set of relays, which gave a pulse from batteries. The basis was the same.

My guess is that in O gauge 25 pulses a second would work out best; that would have to be determined by testing. In HO gauge 60 pulses seems to be about right. The O gauge engines that I've tried with this particular converted HO pack have not at all times performed as well as they might, and of course there are several reasons. This rheostat is not matched to O locos; and it is not made to put out that much power. Moreover, the frequency may not be proper for O gauge motors. We will have to experiment with the different frequencies. As I've said, 60 cycles seems to be about right for HO, but maybe slower for O. Perhaps it is the diameter of the motor that makes the difference, but that's just a guess. It is all so new that we will have a lot of things to learn before we get it down pat.

I've been asked whether it would help any to put a capacitor across the output. This would ruin the desired operation, because it would be smoothing the pulses, and that is just what we don't want.

I've also been asked whether it will harm the Permag field. Well, the trolley boys have been using half-wave for a long time with all kinds of motors in order to run one car on forward waves, and the other on reverse waves, so they can run two cars at different speeds on the same block. They haven't reported any motor troubles with it.

As far as rectifier reversing on this half-wave is concerned, it is not affected at all. There will probably be all kinds of developments as you men work on it, but, as you can see, it opens up whole new fields & new possibilities for good operation.

LINN WESTCOTT, Excerpts from Clinic  
at Mid Central Region Convention



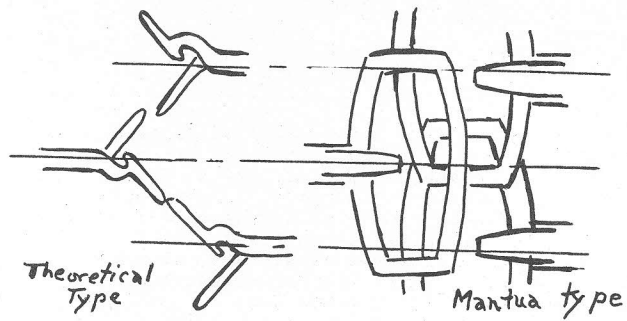
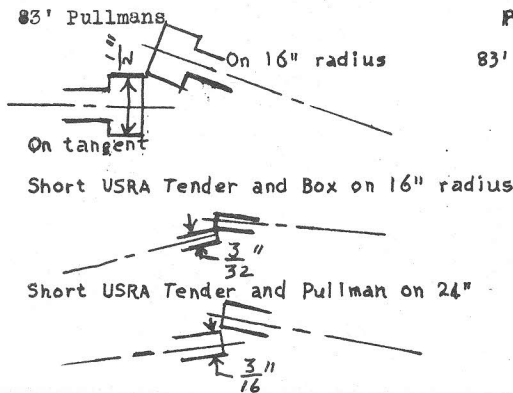
**COUPLER DESIGN PROBLEMS.**

The lateral tolerance of any coupler design is the best measure of its ability to couple on various curves and between various types of cars. Other considerations are, of course, very important as to how well they will stay coupled. But obviously if they do not touch each other in such a manner that they'll interlock or will be guided together all other advantages alone will be worthless.

The basic requirement of what kind of cars must couple on what radius track has been determined by the Evaluation Subcommittee. Minimum coupler tolerances required in certain situations are shown herewith. It is not implied that the standards must couple in all these situations, as they are merely examples. After all, operating 83' Pullmans around 16" radii is a rather grim thought. But 83' Pullmans on a 24" radius is quite commonly accepted. The lateral tolerance required is 5/16" plus any allowance for loose king pins, wheel slop, etc. It is normally considered that 1/16" has to be allowed for these factors. Therefore, to operate all types of cars on 24" radius curves, a coupler with a lateral minimum tolerance of 3/8" is indicated. Only Mantua passenger couplers now have such margins, among those now commercially manufactured.

The following diagrams indicate lateral tolerance required in certain conditions. The couplers are shown as boxes, on the assumption that if the boxes hit, they will couple.

Note that the maximum possible offset, not counting loco pilot couplers, occurs when an 83' car on a curve tries to couple with a car standing on a tangent. However, the maximum angles between two car centers is when two 83' cars are on a curve. This is not a problem of coupling, but of coupler swing after connection is established. Coupling on reverse curves is not considered here, as such a requirement would be severe and of limited usefulness although they must have sufficient swing to take any reverse curve such as a No. 6 crossover.



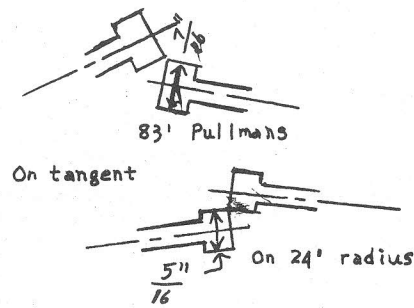
The minimum width a coupler should be is the width of the box, plus 1/16" allowance for slop. But it can easily be seen that various designs may require more than this bare minimum. Let's take for a minute the requirement that the coupler must have a lateral tolerance of 3/8". A theoretical design, such as the one given below, would be only 3/8ths inch wide. On the other hand, a coupler of the Mantua type would have to be 7/8th inch wide, as shown.

These two sketches make it clear that the size of the coupler depends not only on what it is required to do, but on the method of doing it. The difference in this case is that the theoretical design uses its entire width for aligning, but the Mantua uses less than half.

This is the type of problem being solved by our Coupler Committee in working out a standard coupler which will operate satisfactorily under all model railroad conditions and still retain a prototype appearance, or something closely akin to it.

PAUL MALLERY in THE DRAWBAR.

Fullman and Box on 16" radius  
83' Pullman 43' Box



**HINTS OF THE MONTH.**

Excellent striping can be applied to your rolling stock by use of a draftsman's ruling pen and 410-M from a freshly opened bottle. Clean the surface with carbon-tet (be careful not to inhale it) and then apply the stripes. Clean the pen carefully before each reloading.

For freehand lettering on car and tender sides, use a good grade of poster paint of the desired shade, and a steel pen. When dry, cover the lettering with clear dull gloss coat of 410-M. Spraying is recommended, but if you must brush, be sure to make the first swipe do:- the second stroke usually means a new paint job.

Tear strips from cellophane wrappers on cigarettes, gum, etc. can be used where red, white, green and blue color stripes are wanted. Bond with a suitable adhesive, locate and cover the entire surface with clear dull varnish to relieve sharp edges and to remove its tell-tale sheen.

L.S. REID, in the CABOOSE KIBITZER.

**MODEL SHOW AT NEW HAVEN.**

The New Haven Society of Model Engineers announces its annual Spring Show at 90 Court Street:-

- Fridays:- March 12-19-26, 7:00 to 10:00 P.M.
- Saturdays:- March 13-20-27, 2:00 to 6:00 P.M.
- Sundays:- March 14-21-28, 2:00 to 6:00 P.M.

Sunday, March 28 will be CLUB SUNDAY. Club membership cards from other clubs are honored, and equipment of visiting railroaders will be operated. This is the day when a goodly portion of operation is turned over to our visitors, and a major portion of our operation is foreign equipment. This is an annual event enjoyed by model railroaders from Baltimore to Portland. Don't fail to attend and enjoy a pleasant day with us.

Regular club nights are Fridays at 7:30 P.M. and visitors are always welcomed at the club rooms.

JIM MacDONALD, Secretary.

## WILL WE SUPPORT OUR COMMITTEE?

It unfortunately appears to be the case in our hobby that, no matter how hard someone tries to do any constructive work or research, there are always others ready to criticize. Peculiarly enough, in most cases we find that the dissidents are those persons who have no constructive alternative to offer, nor do they appear willing to devote any of their own time to the project. The current controversy initiated by some of our members with reference to the attempted development of the best working coupler possible of attainment, as exemplified in the columns of the January BULLETIN, is a pertinent example of this condition.

Here we have a Coupler Committee, overwhelmingly voted into existence by the membership of the NMRA. Many people have unselfishly devoted a great deal of time to the project. They are proceeding on a sound basis. They have a definite goal- one which is urgently needed; and which appears well within reach of attainment. What is more, they are financing themselves, at no expense to the organization. They represent no vested or commercial interests, nor are they attempting to force a product upon anyone. They are conducting the most extensive testing program ever attempted in the hobby. When they have developed what they feel to be the best H.O. gage operating coupler their combined efforts can devise, they will present it to the membership.

This doesn't mean that a single member need accept or use it, if he does not desire to do so. Nor will it be the property of any single manufacturer- it will be open to all.

It DOES MEAN that the ultimate designs to be given to the public with this assurance: HERE IS A COUPLER ON WHICH WE HAVE SPENT THOUSANDS OF HOURS. WE THINK IT IS BETTER THAN ANYTHING ON THE MARKET TODAY. TRY IT, AND SEE WHAT YOU THINK OF IT. IF YOU AGREE WITH US, WE WILL RECOMMEND IT TO THE MANUFACTURERS SO THAT EVERYONE CAN HAVE THE BENEFIT OF IT. What could be fairer than this???

The criticsers say that the committee is wasting its time. Well, just for the sake of argument, supposing they are? I maintain that these men have the right to "waste" their own time, if they want to do so. Who has a better right than themselves?? If, in the course of this so-called "waste", they come up with a development which will benefit all of us (and this appears to be very likely), they will deserve a great deal of credit and thanks.

I am very reluctant to make any caustic comments, but while we are talking about rights, I cannot help wondering what right the criticsers have to do any criticising. Particularly when it is directed at volunteer workers, and they have not even finished their job. It is my impression that this is a most lowly form of "humor". The American system is to give the other fellow a chance to prove himself, and I'm positive the vast majority of the model railroaders will go along with our committee on that basis. Don't you agree? STAN BRADLEY



## COMING EVENTS.

The SUMMIT & CENTER announces its annual benefit show for the benefit of the American Red Cross:-

Time:- All Saturdays and Sundays in March, 1954, 10:00 A.M. to 5 P.M.

Place:- 29 Neptune Ave, Woodmere, Long Island N.Y.

Type:- Large O gage railroad rebuilt for spectacular operation, with plenty of space.

Sponsor:- South Nassau Model Railroad Society.  
HENRY ABRAHAM (N.E.R.) Pres.

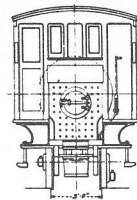
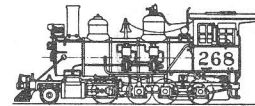
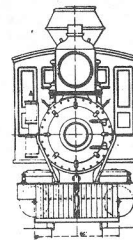
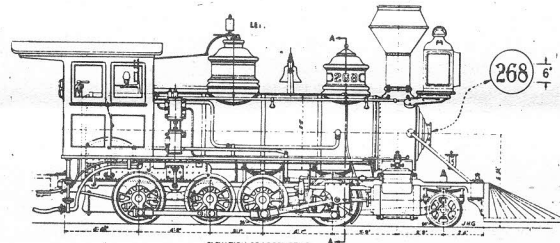
## THE FAMOUS MONTEZUMA.

At the 1949-50 RAILROAD FAIR in Chicago we enjoyed riding the romantic little narrow gage locomotives CHIEF CRAZY HORSE and MONTEZUMA. KEMTRON has now reproduced the latter and it is available to those who wish to build it for their own pikes. Here are the plans, showing both the original (inside frame) & modernized (outside frame) versions of this little teakettel, which has piled up many miles in the Colorado Rockies on the narrow gage. As reproduced herein, the drawings are reduced 1/3rd from scale.

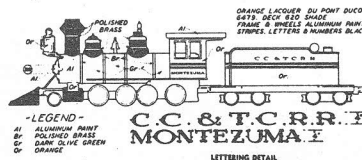
## MONTEZUMA HO<sub>n</sub>3

These scale drawings, to exact size for HO Scale - 3.5 mm = 1 foot, will enable you to duplicate the "Cripple Creek and Tincup" locomotive in service at the Chicago Railroad Fair.

This locomotive was delivered in 1882 and has been in continuous service in the Colorado Rockies ever since that time. Drawings were made from the original builder's blueprints, dated 1881. During the years, of course, the engine has undergone a number of modifications, but has been restored as closely as possible to its original appearance for use at the Fair.



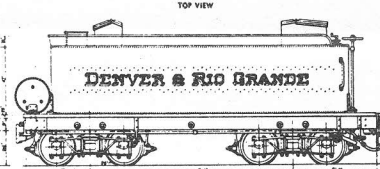
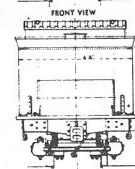
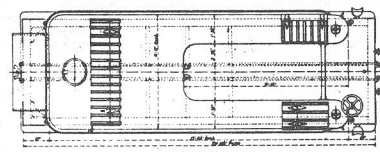
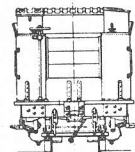
All scale drawings made by J. H. Green.



### BUILD IT EITHER WAY

Small drawing at the right (scale 1/4" = 1") shows the 268 as it appeared when taken out of service early in 1949. Build it either as it was originally or as it appears at the right.

Drawing to the left (not to scale) is intended only as a guide if you wish to paint your model in the same color scheme used at the Chicago Railroad Fair.



## HINT OF THE MONTH.

Watch the grades on your railroad for better operation, by planning the layout to fit the type of movements that you will be making. If you have a single loop and will run in both directions, then the up and down grades will have to be the same. If on the other hand you will run in only one direction, or have 2 loops, then the down grade may be more steep, while using a long easy up grade.

B.S.M.E. SWITCHER



NARROW GAGE PAGE.

The arguments pro-and-con regarding the proposed changes in our HO narrow gage standards goes on unabated, and it certainly is no help to those who desire to get going in this gage; nor to the manufacturers who are unwilling to produce an item that may be classed as non-conforming before it even gets on the market. Let's look impartially at what it is all about, and decide what should be done.

We are all familiar with HO scale, being 16.5mm to the foot. Some of us have gotten into reproducing the picturesque narrow gage railroads of the West, using HO scale, but narrowing the distance between the rails. We use regular HO scale equipment, but shorten the axles, using wheels made to regular HO standards. Now some of the perfectionists are saying that they are too big for narrow gage and that TT scale wheels would be the right size. So they want the NMRA standards changed to provide these smaller wheels as narrow gage standards.

Well, that's all right as far as it goes. But most of the narrow gagers want to use dual trackwork. That is, laying a third rail, so that both regular H.O. and the narrow gage can operate over parts of the system, the same as the prototype did. This means that they have to make up special turnouts, with double frogs to accommodate both gages. And that's where the trouble comes in. The tiny TTsize wheel require smaller frogs so that they wont fall thru, and these wont do for the regular HO wheels, according to many who have tried it.

Attention is called to the experience of the O gagers who have gone into narrow O gage. Their attempts at using smaller wheels has resulted in all kinds of derailment trouble at dual-gage turnouts. The frogs have had to be a compromise, due to use of two different kinds of wheels on the same track. Many HO gagers fear that the proposed changes will result in the same thing happening in that gage.

Referring to the Nov.1953 issue of the BULLETIN we see both sides of the picture. John Allen, Chairman of the HON-3 subcommittee of NMRA, says that it unanimously approved the changes, but that the Engineering Committee has never either approved or disapproved them. He further cites a lot of figures indicating minute differences between the present HON-3 standards, those proposed, and TT standards. He claims that the proposed changes will make no difference in HON-3 operation. He goes even further when he says, "The refinements proposed for HON-3 would be equally as good in duo-gage as at present while actually making smoother operation in narrow gage. At the same time we would be closer to approaching true scale in both wheel and track work." We arent altogether convinced of this, and wonder whether his desire of exact scale is not paramount to that of good operation.

On the other hand, Engineering Committee Chairman Gene Shear, in the same issue, goes into considerable detail as to the proposed changes, and states as follows: "There are available at the present time HON-3 wheels made to HO scale. TT gage wheels can be used without changing standards..... As for appearance, HON-3 is still HO gage and scale. The flange is no larger or thicker than it is on any HO loco or trolley, altho admittedly it looks larger due to the tiny size of the equipment, and its wheels..... The new recommendation can provide better operation on narrow gage track, when laid accurately in proportion to the more critical dimensions. It will not provide as good an operation over existing dual-gage switchwork due to the necessity of narrowing the flangeways through turnout frogs, which in turn will cause a hazard to standard gage equipment (operating over the same track).

Turning to the Sept 1953 COUPLER we find that out on the Coast (where narrow gage is hottest) there are many opponents to the change, and they tell us why in detail. Moreover, the manufacturers appear to be dead-set against any changes in standards, & threaten to get out of the gage entirely if forced

to retool because of this. They claim that the present dimensions are perfectly workable from an operational standpoint, provide for good dual-gage running, and they do not propose to change over an entire plant because few people want infinitesimal changes in dimensions, for the sake of hardly noticeable differences in appearances.

As far as we can see, that's the whole story. The matter will probably come up for a vote of the N.M. R.A. membership shortly. It is always easy to vote "YES" to proposed changes, upon the premise that the committee which recommended them knows what it is doing. However, in the present instance there appears to be considerable doubt; and if these new changes are going to result in increased crankiness to an already critical condition existing in these small dimensions and close tolerances, my conclusion would be to leave them as they are.



POINT AWARDS IN MODEL CONTESTS.

The recent article on point awards has brought a good deal of response, all of it agreeing that the present system has but little to recommend it. One suggested method of computing points to be given each entry seems to be quite practical, workable, and fair in all respects. It is as follows:-

FACTOR CONSIDERED	E	G	F	P	VP
Construction & workmanship	40	30	20	10	0
Finish (painting, etc)	40	30	20	10	0
Added detail	40	30	20	10	0
Prototype adherence	20	15	10	5	0
Lettering-(by decals-(or)	20	15	10	5	0
(by hand	40	30	20	10	0
Extra ingenuity	40	30	20	10	0
Total points---					
Legend: E- Excellent					
G- Good	Add 20 if it is				
F- Fair	scratch built				
P- Poor					
VP- Very poor, or none	GRAND TOTAL				

Each judge should be provided with printed score sheets for each entry, which would be scored independently as above. Then the totals of the three judges, added together, determine the standing of each of the entries.

Our present method of point count was published in the March 1953 issue. It is totally inadequate and meaningless. Let's correct it at the next meeting.



N.Y. SOCIETY ANNUAL SHOW.

The 24th Annual Exhibition of the NYSME was opened with a bang by the Boy Scouts of Northern N.J. in the upper ferry concourse of the Lackawanna Terminal at Hoboken. On Feb.6th 5,000 Scouts observed Mr.Wm.G.White, operating VP of the DL&W, inaugurate the opening trip out of the new model of the Hoboken Terminal on the Society'y UNION CONNECTING RR.

"The World's Largest Little R.R." is an O gage pike 35x100 feet in size, having over 5000 feet of track largely scenicked, dispatcher controlled and block operated. Many new features have been added during the past year. The HO gage UNION HOBOKEN & OVERLAND has likewise undergone considerable addition and improvement. Both layouts were in continuous operation during the 12 days of the show, and attracted thousands of visitors from all walks of life.

In addition to model railroading, many marine, architectural and steam models were on display. The Society's members are not limited in their choice of model building fields, and has a place for all.

JERROLD SEYMANN

## OPERATING AWAY FROM HOME.

How often we see visiting model rails who bring along equipment which is unsuitable for operation on a layout. They do not seem to realize that when visiting a club layout to see their train roll on the maze of trackage, common courtesy demands that it be in condition to operate, and not fall apart, or tie up the whole railroad and operations.

NMRA and the hobby magazines give minute details concerning technical standards but apparently they fail to impress upon the visitor the fact that there are certain minimum standards to be met if the equipment can be expected to run on someone else's pike. Aware of the need for such a code of operating standards, the NY NH & H Model RR Club has made up a check list to which all members must conform. In addition, any visitor's rolling stock must be inspected for conformance to this code before it can roll an inch on our track. The same regulations apply to equipment of new members.

Needless to say, this has saved everyone a lot of trouble. Our own O gage 3-rail equipment rolls on any private pike in the country. And when visitors call on us, it saves them the embarrassment of seeing their pet job stall, jump the tracks or derail; and also saves our operators many hours of table-crawling behind some blasted mountain in the far-off corner of the layout to yank it off the track. Have I sparked your interest? I offer it here with the hope that it will be a sample for other clubs and model builders to work from:---

1. Wheel and truck dimensions must conform to NMRA published standards.
2. Coupler height from top of rail to center line of knuckle must not deviate from NMRA standard by more than 0.032" (std 11/16" - 0.687").
3. Coupler dimensions must conform to NMRA std. on solid couplers. Thus Hawk is non-acceptable, without filing the knuckle, and Japanese made need some modification so as to operate with standard coupler equipment.
4. All center drivers must be blind, i.e. no flanges on bigger than 4-drivered steam locomotives.
5. Leading & trailing trucks must be spring-loaded to exert  $\frac{1}{2}$ -lb pressure on the rails, and must swing 45° each way without chassis interference.
6. Minimum weight of motive power must be 5 pounds and rolling stock must be  $\frac{1}{2}$  pounds minimum.
7. Loco, tender and freight couplers must swing 45 degrees from center line, and must be mounted with not less than 2-56 machine screws or .045" escutcheon pins.
8. Passenger couplers must swing 3/4" to each side of center line, must have at least 2" shank pinned at extreme end of car, and must allow at least 1/8" clearance between car diaphragms.
9. Tenders must have free 45° swing in either direction without binding steam loco cab.
10. All trucks must swing 45° from center line in each direction without interference.
11. All 3rd rail pickup shoes must have ends curled up to 45° and must overhang the 3rd rail by 1/8" on straight track.
12. All motive power must have 2 pairs of 3rd rail shoes, no less than 10" apart.

There is always the fellow with low couplers, high couplers, those which won't fit together, those that bind or are tight; and the car goes off at every curve. There are those with steam locos that don't ride thru the yards or slipswitches because center drivers bind, leading truck flips the rails or the trailing truck binds against the chassis on curves.

Light cars are hopeless—they are constantly riding the ties. Plastic or tenite wheels only aggravate the situation. Cars must "weigh" to hold the rail. This is accomplished by adding weight when putting them together.

Then there is the avid scale hound who couples his tender right up to the loco, and is surprised to see it continually on the ground because of drawbar bind. Tender spacing may not be to scale, but it makes the loco flexible enough to stay upon the track.

Passenger car couplers and diaphragms are constant sources of operating trouble. We can never get it thru the heads of novices (and even old-timers) an 80-foot car must have couplers mounted to swing almost the same as a trolley car. A coupler pocket the width of the car might not look too good, but do you want it to roll or just use it for display? Close diaphragms are nice, but will kick a whole train off at the first appreciable curve. Couplers should be mounted so that a space is left between diaphragms (solid or scale) to allow for slack.

All trucks should be free enough to swing thru #3 yard switches, and the king pin should be secure. And all 3-railers know, or should know, that 3rd rail shoes must be curled to ride over at switches with no ramps, reach the 3rd rail on sharp curves, and be spaced far enough apart to bridge a 10 inch gap on the 3rd rail.

There it is, fellows; and believe me, adherence to this code will give you the maximum in troublefree operation where ever you happen to be operating.

PAUL B. BOIVIN, JR.



## HUDSON VALLEY LINES.

The HUDSON VALLEY LINES, O gage system of the Kingston N.Y. Model Railroad Club, was born in an atmosphere of grime and soot—typical for a railroad of course, but it met with complete disfavor from the distaff sides of the members' families.

It all came about when 5 men decided to build the model railroad in an old vacant building of the NY Central's West Shore R.R. Initial work on the project brought soot-blackened faces and hands, and hair which showed its acquired color on pillowcase which wives had previously managed to keep in the original lily-white condition somehow.

Today, from out of this besmirched beginning, a 4-track main line, a mountain division, 3 yards and a terminal mark 15 years of effort on the HUDSON VALLEY LINES.

There were other factors too marking the beginning of this rail empire—amusing incidences such as the highway engineer who wanted to spiral the first curve with the proper instruments. He was talked out of this procedure because the other 4 involved did not understand what he meant! The highway engineer quit on the spot—so now there were 4.

The first tables were made with solid tops— all placed with a level and no provision for a river here and there; and those tables were built with reclaimed lumber that the real railroad had discarded as useless years before. There are places today on this old roadbed (some of which remains in use) where the lack of spikes attests to the hardness of the wood used.

But came the first operating track— a loop that measured 20 x 30 feet with 1 switch on it. There was a borrowed Hudson loco and 4 cars, plus a small toy transformer— and the HUDSON VALLEY LINES was in business. This was the extent of operations for some time, for the cart was reposing merrily before the horse—no diagram had been made of the contemplated "system", and the group, now numbered 7, had 7 different ideas as to where the tracks go.

Eventually a two-track mainline and a freight yard was incorporated, and an engine terminal located a hundred scale miles from the yard. This terminal has since moved twice, look stock & barrel, and is now located where it ought to have been from the beginning. But it took time and argument to learn these fundamentals; and in the process new members came and went in bursts of enthusiasm and disgust.

The idea of a mountain division came as the break of dawn to the members— but alas a craftsman had located a station where the rails must go. The solution was out of this world— the 6x8 studding in the walls of the building were bored through



with a huge 2-man drill, and the track followed thru the walls behind the station and rose up to its desired location at the mountain terminal. Yes this was indeed a piece of engineering, and every time a train stalled in this tunnel (which was just about every trip) this master-minded project was soundly damned. It was eventually abandoned, along with the guy who thought of it. The mountain division of today, also an intricate bit of engineering, designed by a minister of the gospel who had in mind that life's railway to heaven consists of many detours, but you get there if you stay on the right track, fills the bill very nicely.

You can call them switches, or turnouts, as your heart desires, but the HUDSON VALLEY boasts some real dillys. There are many still in evidence that were placed with loving care some 15 years ago, and others that came into existence years later. Many of them still show no signs of wear. There is some reason for this too----you just cant get a train through them! They are spiked shut-- to save head aches for the wrecking outfit, and keep wheels from marring the right of way. In all fairness to our forefathers, there was a time when most of them did work, but then came some passenger coaches with 6-wheel roller bearing trucks, after which they were spiked shut to avoid bad language.

Power for the HUDSON VALLEY is another department that has progressed from the ridiculous to the sublime, the latter perhaps still a dream that is becoming a reality shortly. The small toy transformer gave way to 2 gadgets of the same variety hooked together. Then one of these was borrowed for the yard power system, and a "big 250 watt AC" was purchased. This "big" job did the trick for many years, but of course remote control reversing was impossible, and jack-rabbit starts were the order of the day. Milk for coffee in HUDSON VALLEY dining cars became butter before it got into the cup as the railroad's engineers left the stations with lightning-like gestures. "It dont look real" said the members---- and it wasn't!

Years of head-scratching finally produced a D.C. homemade power system that really works. Regardless of the fact that parts of this system once sailed over the head of bewildered Japs who beheld the might of the US Air Forces, this power system is today being revamped with the addition of various gadgets to the point where the HUDSON VALLEY expects to give its customers the true version of "Dreamliner" service along the water level route. Even the operators should be able to sleep while its trains roll-- IF the gadgets do their jobs!

A few words might be said (and only a FEW should be) concerning the various practices incorporated in this 15-year old pike. There is no standard rail in use. It was purchased as needed, and when one supply was used up and the particular manufacturer was no longer in business, another make was added. During the War some rail was found that looked OK for standard gage, but it was the only thing available, and is still in use today. Steel, brass, and aluminum can be found, but the management has definitely abstained from the tinplate variety.

Grades were never figured on percentages. A board with a track on it was raised at one end until an engine and cars would no longer climb it---then it was lowered to suit the whim of the man installing it, and nailed fast. The height of third rail was first determined by some third rail chairs purchased from a pioneer manufacturer who is no longer in business. Now copper nails serve the purpose, & are gaged to the height of the original ones. Regardless of present day standards. The same goes for coupler heights;- the first Hudson loco naturally had a coupler on its tender, and that became the official coupler height.

So it is with the HUDSON VALLEY LINES. They roll merrily onward, continually being improved and bringing hours of enjoyment to the members of the Kingston Model RR Club. Brainstorms come and go, & so do members, but the trains continue to operate increasingly well on the railroad that stands as a monument to the trial and error method of model railroading in the heart of the Hudson Valley.

HANK BIGHMEY

## FUTURE CONVENTION PLANS.

We are booked up fairly well in advance for future conventions, but seem never to run out of additional possibilities. We have a tentative bid for joint Spring meeting with the Mid Eastern Region in 1956 at Trenton, N.J. This is an excellent location and is not only readily accessible, but contains loads of R.R. activity. Not only that, but the ME men are good neighbors of ours. Give it your consideration.



THE COWCATCHER

## THE HI RAIL COLUMN.

1. Can scale cars be equippt with Lionel automatic truck-&-coupler units so as to make up trains?

Ans: You can get good results with this combination by using an attachment costing 25¢ a pair. Trucks are attached to floor of scale cars with the items contained in Kit #K-583. The Model Railroad Shop at Dunellen N.J. has it, among others.

2. Is there anyone who can give me a working plan for maximum utility and good operation of a layout if I furnish the dimensions of available space?

Ans: Don Burdick, a member of this Committee, went to work on this, & came up with a fine track plan, wiring hookup, and control panel. It just shows what we can do for other model RRers who are interested in the Hi-Rail feature of the hobby.

3. Should block and signal arrangements be figured out and installed as the track is being laid?

Ans: If your layout is a permanent one, by all means install your insulated sections and blocks as you go along, and avoid ripping it up later on.

4. What size screws are best to hold down Gargrave track?

Ans: Advise 3/4" #3 wire, round head, blue wood screws. Bore suitable clearance holes in ties, and if track bed is plywood or hardwood, bore smaller guide holes in it and soap the screw threads.

5. How can I get tracks closer together for more realistic appearance?

Ans: Use TREMONT #26 or HOUSE OF TRAINS manual switches, which may be used with Lionel or Gargrave or Peare flex track, as there is no box on side of switch to occupy valuable operating space.

6. Can I use Lionel locos with auto reversing, with block insulated for more than 1 train operation?

Ans: When using this type of operation and you still wish to use reversing features of loco, use an adjustable 10-ohm 10-watt resistor jumping the fiber pin into each block. Adjust the resistor to permit enough current leakage into insulated block to keep reversing unit energized, but still not enough to start loco motor. This way your train will start out in same direction it was going when it stopped. (Lionel instructions.)

We hope many more Hi-Railers will make use of the Committee's services, as we are ready and willing to help them with their problems. FRED HEINEL, Chairman, Hi-Rail Committee, Manchester Ctr. Vt.

## RAILROAD PUBLICATION.

Our old friend Alvin F. Harlow is co-editor of one of the nicest books it has been our pleasure to read- "A TREASURY OF RAILROAD FOLKLORE". It relates the stories, tall tales, traditions, ballads and songs of the American Railroad man. Its chapter headings are expressive of the contents:-

All in a Day's Work.  
Headlines & Heroes.  
Operation by Trial & Error.  
The Advancing Frontier.  
Grand Strategy.  
Boomer & Home Guard.  
Banditti of the Rails.  
Rail Stiffs.  
Cracker Barrel Railroads.  
Tools & Tricks of the Trade.  
It Did Happen Here.  
Told in the Roundhouse.  
The Passenger is Always Right.  
Blues, Ballads & Work Songs.  
Railroadiana.



Highly recommended for those who love railroads & the men who built and run them, and are interested in finding out a little more about them.

SPAN BRADLEY

## NEW HOBBY PUBLICATIONS.

H.O. MODEL TRAINS, formerly published in Phila. is now taken over by Al Kalmbach, who will start with the March issue. We hear that it is to be devoted primarily to the 'teen-age modeler, and the build-it-yourself devotee. Give it a look!

RAILROAD MODEL CRAFTSMAN reports receiving a large favorable response to the H.O. cutout series, which presents a number of railroad structures not being made in kit form. All you have to do is to paste them on cardboard, and they make attractive small wayside buildings. The February issue featured a power house, and March a sand house and a small old time wayside station. Many future ideas are in the works.

TOY TRAINS is featuring several innovations including more pages and better paper stock. A new section on H.O. tinplate will feature the fact that it is no longer necessary to rely on foreign ready-to-run items, as many domestic manufacturers have the market covered. TOY TRAINS is not limited to the tinplate field, as many of the scenery and building construction articles are scale, not slanted entirely to the beginner class.

## NEW ITEMS AT THE HOBBY SHOP.

New items at the hobby shops:-ULRICH's painted semi trailers-- KEMTRON's 1907 Thomas Flyer, powered or dummy-- GLENN WAGNER photo-plan models of signs & markers--LINDSAY's magnetic rail spiker & spikes --- dual drive units for HOBBYTOWN's Alco--- INT'L MODELS insulated rail-end bumper-- MANTUA's gon in Pennsy or B&O-- ATHEARN's RDC cars, powered & dummy with improved motor-- MANTUA's sharknose B units-- SUYDAM's grain elevator kits-- old time hopper and gon kits, all wood, by CONCORD, with CENTRAL VALLEY archbar trucks--- ROUNDHOUSE automatic coupler-- a new PIONEER switch machine called "KLIK"-- SCALITE directional kit for diesel switchers-- MAJOR ELECTRONICS 7-pole continuous duty motor with alnico magnet & enclosed brushes, 10,000 RPM with no load & 6,000 RPM with full load. See 'em for yourself.

Theo. Saunders of 7036 Stony Island, Chicago 49, has sent us a list of structural steel sections for model railroaders (completely scale, made of wood) which are prototype for all model structures. Claim he has over 500 sizes and shapes in each scale.

While you're at it, look at SUYDAM's signal tower-- MODELTON's fire escape to go on your buildings-- WESTON's checker players (with board)--- PENN LINES Whitcomb diesel--- AC trolley bus (German mfr)--- BEEMAK PLASTICS super market and theatre--- ARGY's Pine Bluff Feed Mill (0 gage)--- VARNEY's complete ready-to-run railroad---- EASTERN TRACTION's very nice H.O. trolley kits in many types. (They are at Box 721, Old Greenwich, Conn.)

## CEDAR VALLEY ROUTE.

From the little seaboard town of Banville, on the main line of the MONTREAL NORTHERN, there snakes a single track line running thru the Cox Mountains, across Calvin Canyon, and on thru the Black Forest to emerge on the plateau at the entrance to peaceful little Cedar Valley. The track is long, & it winds about to miss trees and rocks in its way, the result being a most picturesque little pike. The huge wooden trestle that carries the rails across Calvin Canyon once belonged to the M.N. but it was abandoned to the smaller line when the parent road found it no longer profitable to make a long haul up the steep grades of the CV. The trestle was eyed with some doubt by engineers of the M.N. when its timbers began creaking under the heavy equipment, & it was decided that the old landmark would have to be torn down, and the line left to decay.

But there were some enterprising citizens in Cedar Valley, and after a great deal of discussion with the brass hats, the road was turned over to this committee. A small loco was borrowed, and later it was bought from the M.N. and a new railroad was in business.

At first much trouble was experienced with snaky contours of the line, but the engineer soon learned to negotiate the sticky spots, and the small 3-car train managed to get to Cedar Valley fairly regularly and not too far behind schedule.

Most of the road's revenue is carload freight, tho this comes at irregular intervals. The industries of the Valley are many and various, mainly iron, paper, coal and lumber. It also hauls agricultural products in the form of canned meat, milk, frozen vegetables, and fruit. Oil in carload lots for the farmers and the thrice-weekly bus line to Mudville. It is fortunate that most of the incoming traffic consists of empties, for the little loco is unable to cope with more than one load & a caboose. On a bright sunny day and with plenty of sand on the rail, a couple of empties can be coupled on too.

Passenger service was discontinued with the scrapping of the 50 foot MN coaches, as the new 70 foot jobs would not negotiate the curves. The customers took to riding the caboose. Recently, the CV's debt status permitted the acquisition of a comfortable combination caboose which adequately handles the job of transporting paying riders and railfans.

The railroad finds itself with a fair amount of traffic, and is making money slowly. There are 3 main sidings and 2 industrial spurs serving Cedar Valley Terminal and its industries. A grand passenger station is reminiscent of busier days. Small freight house, coaling station, water tank & sand house, relics of MN days, are the service facilities. The 1-stall engine house handles all repairs. Indications are that the pike will continue serving Cedar Valley for years to come, and without the necessity for dieselization either.

Data on the Cedar Valley Route is as follows:

Power:	1 Dookside tank loco
Equipment:	3 flat cars
	5 ore cars
	2 box cars
	1 comb. caboose
Paint:	All cars- Floquil boxcar red
	Locomotive- Floquil black
Lettering:	White
Status:	Division of Montreal Northern RR.
Operator:	A.T. Calvin, Montreal, P.Q.

**Editors Note:** The foregoing indicates that even the smallest pike can have a story behind it- a reason for its existence and a basis for its operation. This adds real interest to model railroading, and affords an opportunity for a schedule, as well as real prototype running. The C.V. is the ideal setup for a small layout, affording a connection at one end with the high iron of the main line, and small country terminal at the other, with several intermediate stations for setting out and picking up, and also switching operations at each end. What a difference from just a round-&-round loop. All it takes is a little ingenuity.