ISSUE 31 JUNE 1954

THE COUPLER

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

DISPATCHER'S TOWER.

We have completed another most successful meeting with our good friends from across the Border, and if you were not there, you missed a most enjoyable weekend.

Our Vice-Pres. and his Membership Committee have been doing a whale of a lot of work again this yr. and if we all get behind them by talking N.E.R. to all our model RR friends,we should have no trouble at all in building up the Region.

Every year at this time we have an annual election of national officers. The ballot has a space for entering your Region, so that we can find the percentage of votes from each. I am Chairman of the Ballot Committee, and want NER to be at the top of the list, so VOTE!

We sincerely appreciate the effort of the Summit-New Providence Club in making up the fine Delaware Trophy. It was presented for the first time at the Montreal Convention, as best-in-show prize, and is to be passed along at each model contest. We had to leave it behind to adorn the archives of Canada until next Fall at White Plains. LETS WIN IT BACK!

A proposed change in the Constitution will permit life membership in NER at a cost of $20. We have several requests for #1 certificate-- how shall we cope with this problem, if the plan is adopted?

NMRA and MODEL RAILROADER have offered anyone in a local area the use of complete equipment for any public gathering (other than model RR affairs), at no charge. This includes MR's "EVERGREEN CENTRAL" layout, or its larger 11 x 11 H.O.layout; a supply of the booklet "Introduction To Scale Model Railroading"; NMRA literature, counter display card & application forms; and a 3 x 5 nylon NMRA banner. Shipping charges are prepaid. If you can get the space at fairs, trade shows, home shows, etc. make arrangements thru Bob Bast. You'll find yourself the center of attraction, and it will be a big job for the hobby and the organization too!

WAYNE A. ROUNDY, Pres.

LONESOME WHISTLES.

All through the strip of country that runs from Maryland, south and west to Oklahoma, the land of fiddlers, guitar players, banjo pickers and harp blowers, you can hear them making lonesome whistle tunes on their instruments.Then they'll throw back their heads and holler, "Lord, Lord, I hate to hear that lonesome whistle blow."

These folk musicians and the people theyre playing for listen to railroad whistles the way fishermen listen to bell buoys and fog horns. Out in the country they tell time by the whistles of the trains. The railroad whistles bring them good news and bad news. They talk to them about the places they have never been- the women they've never seen- and the fine clothes they've never worn.

The whistles talk to them about the folks who have gone down that long, lonesome road, and won't be back again. They talk to them about the great big raw country that they live in. They remind them that every man is a traveler on a lonesome road.

Mostly the whistles talk to them about freedom.Before the railroads knit the whole country together with their shining web of steel, these folks were pinned down, and forced to inch along across that great space of land. When the railroad whistles began to blow, they found out that they could almost fly across their country any time they paid their fares, or when they could catch a free ride on a freight train.

Restless by instinct, travelers by tradition, they began to move around more and more; taking in new towns, new jobs, and new sweethearts. Then, sometimes when they were off somewhere in a new land, broke and hungry and out of a job, they'd hear the railroad whistle blow, and it meant HOME and all the things they'd left behind.

Back in the days when each engineer had a regular locomotive, youngsters could tell you his name the moment they heard his whistle. Casey Jones was a classic example of a runner with a distinctive quill. As the old song goes:-

"The switchman knew by the engine's moans
That the man at the throttle was Casey Jones."

His mournful locomotive whistle was a home made chime instrument, formed by six slender tubes banded together, the smallest being just half as long as the tallest one. It had a beautiful tone, and Casey could make it say prayers,or scream like a banshee. One night a new preacher in town was in the middle of a sermon when the strains of "Oh How I Love Jesus" drifted down from the mountain. The parson stopped, raised his hand for silence, and listened to the engine music until its tones faded out in the distance.

"Brothers and Sisters," he said, his voice trembling with emotion, "Only a religious man could whistle a hymn as that engineer has done.

Casey was in good standing until the following Sunday, when he forgot himself and drifted through town to the tune of "How Dry I Am". Well, Sir,that pastor was so incensed and mortified that he wrote to the Division Superintendant, after which train crews were ordered to use steam for pulling trains instead of entertaining the citizens of the town.

The most famous of the engine whistles were the whippoorwills, and the towns-people would go down to the station every evening just to hear the engineer serenade them as he went by.

It has been many long years since the days of whistle-talk on the railroads, but folks say that on a cold frosty evening, when the wind is right, you can still hear the echoes of the locomotive whistles of yesteryear drifting down off the mountains. That is, if you happen to be one of the folk musicians who still keep their memories alive.

STAN BRADLEY

THE COUPLER
OFFICIAL BULLETIN NORTHEASTERN REGION

PLANS FOR THE FALL MEET.

Plans are complete and arrangements made for our Fall Convention at White Plains N.Y. Many new and interesting activities are in the works. The full schedule will be set forth in the September issue of the COUPLER. The location is a very convenient one and we expect a large attendance, including a number of visitors from other Regions. After your vacation, start planning to be at White Plains.

Remember too that Directors and Regional Officers are to be elected at this meeting. Let's make up a slate of active and willing members to head our organization, so that it will continue to operate in a smooth and competent manner. We should seek those who have the time and ability to do the job and not someone who merely wants the glory. This requires advance thought, rather than just puting up names from the floor at the meeting.

There are also several by-law amendments up for a vote. We anticipate another auction sale. Other activities galore will fill up the weekend, so be sure and come prepared for a gala occasion.

THE HOSTLER SEZ:

Yep, this issue is real late. The hostler has gone into business for himself, which requires his full time making enough money to meet the payroll. You know- business before pleasure! This has precluded us from working on many of the things we would like to include in the COUPLER, and in fact we are now burning midnight oil to get it out at all. That's the reason why I suggested last Fall that we mark up someone from the Extra Board to take over and keep up the steam in the boiler. It has been a lot of fun and good experience getting out the issues for you, but this was originally a temporary assignment, and 3 years has been a long stretch for temporary duty. So, like the old boomer in the old golden ear of railroadin', we'll draw our time with this issue, and be seeing you out on the pike when the high iron is humming. I hope that we've helped model railroading and NER along the way. If we did, anything else was purely accidental. So we will put up the marker lights, wait for the clear board, and get the drag rolling for the last time.

STAN BRADLEY

N.E.R. SPRING CONVENTION.

Again N.E.R. enjoyed an outstanding convention, & its first one outside of U.S. The Montreal group was an excellent host & had the whole thing worked up in most excellent fashion. Thanks to Geo. Riesz the members from the Met. Area had a very pleasant trip both ways on the MONTREALER, covering 5 R.R's in 5 states. Hilight was arising at 5 AM for shots of the C.N's big 4-8-4 at the St.Albans stop. The coach riders had just as good a time as those in the Pullmans behind, and managed to keep the whole car entertained, as well as themselves. 2 new converts to the hobby were given a good breaking-in, and we hope Mr. and Mrs. Norton Smithe of New York will be with us many times again. Stan Bradley had enough liquid nourishment to keep the Canasta game going until long past midnight, and the kibitzer's were many & varied, ranging from the conductor to the 2 French gals from St. Jean, the lady returning to the US after 23 years in Canada, and the drunk who got off at Waterbury (where he was going to at that hour of night still fascinates us).

Activities included C.N.fantrip over the BigCircle through Mt.Royal Tunnel, and then to Turcot yards, where STEAM still reigns; a trolley trip covering the entire city and up the Mount; a visit to the carbarns; and an opportunity for those who desired to ride the old Montreal & Southern Counties inter urbans of 40 years ago. A group took time to visit Westminster Tower, and enjoyed being hoisted up on the high-lift bridge spanning the St.Lawrence Seaway canal, from whence a birds-eye view of all the RR facilities could be had.This tower controls the Union Station and its entrances, the engine transfer and yard leads, the main line West, and the canal traffic. It is a truly busy spot, and all of the crews were most obliging.

An unusual feature was the Sunday breakfast & the business meeting, amid real R.R.atmosphere, in the Windsor Station dining room of the CP. We also enjoyed a good model display, with the following out standing models winning prizes:-

Charles Terry of Montreal, work crane, won the Delaware Trophy for Best-in-Show.
Walter Gurney of Jersey City, scratch built and hand lettered GE-ALCO gas turnine.
Norton Smithe of N.Y.City, ACL watermelon car. Nort is a newcomer to the hobby, and this is the first car he ever built. Nice work!

Our sincere thanks to Art Calvin, Godfrey Bethune, and the members of the Montreal Committee, for so pleasant and enjoyable a weekend.

BYELAW AMENDMENTS.

The following amendments to the N.E.R.byelaws will be voted on at the Fall Convention in White Plains.

Any N.E.R. member may apply for Life Membership in the Region, upon proof that he is a life member of N.M.R.A. and upon payment of life dues of $20.00.

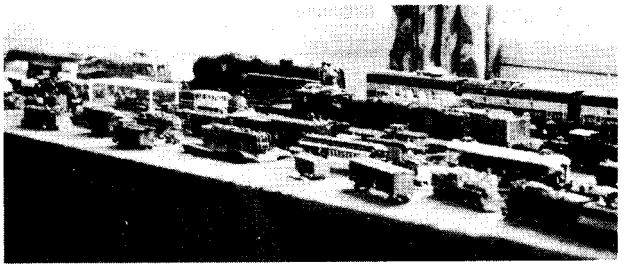
The Secretary shall file the annual report of the corporation with the Secretary of State of New Jersey, after the annual Region meeting in the Fall.

NEW ITEMS AVAILABLE.

Summer items now available at hobby shops include: ATHEARN pulpwood car; VARNEY's "Buffalo Creek" box, "Carnation Milk","Fairmount Milk"reefers,"Sinclair tanker"; AYRES passgr & freight platforms; also a modern factory building; SUYDAM factory with interiors & lighting kits; LACONIA "Merchants Biscuit", "Bullfrog Beer" and "Columbia Soup" cars; ATLAS bumper; HI BALLERS "Golden Eagle" car kits, circa 1890; ULRICH "Garrett Freight Lines" semi-trailer.

Photos taken at the breakfast- business meeting at Montreal. If you recognize yourself, it is purely accidental. Every one was there, for a good time.

Part of the model contest at Toronto.



PAY YOUR [redacted] DUES NOW

NMRA APPLICATION

name

street address

city zone state

age gage card no.

occupation

name of your local club

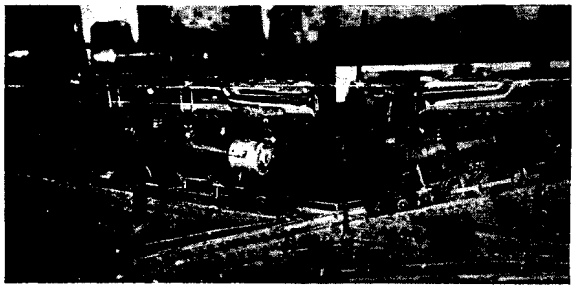
by
ERIC LaNAL

THE HISTORY OF HO GAUGE

Maybe you think that HO Gage "just happened"or the stork brought it, or something. Well, Uncle Eric thinks you are too old for that kind of stuff, so he's going to give you the low-down on where H.O. really came from, and how it got that way.

Men have made replicas of things mentionable and unmentionable ever since they've had hands. But they did not build model trains until after there were trains. So much for the first million years of model railroad history.

By the start of the present century toy trains were in full bloom,and a few people had started constructing real scale models. You've seen them in glass cases labeled "This superb model was constructed in prison by a convict who used only a salad fork and a shoe button for tools, and built the model exclusively out of bones found in his soup." Civilization has now progressed to where even the non- or rather the semi-criminal class can enjoy the pleasures of scale model railroading.



Two of the oldest HO locomotives in the U. S. today. On the left is George Stock's Pacific; and on the right is your author's "Mother Hubbard." Both were built in 1929. Mr. E. P. Alexander's Pennsy Electric locomotive is probably the oldest HO locomotive in the U. S..

At the turn of the Century there were several gages in toy railroads,all BIG, and they were called 1, 2, and 3. Only the idle rich could afford them, & only because they had plenty of room to operate. The smallest gage, No 1, was 1-3/4 inches between the rails, and was looked upon as a pee-wee by the aristocrats of No 2 gage. The No 3 gagers too were so far out of this world that their remarks havent even been recorded for posterity.

All this was happening in England.The Germans were manufacturing toys for the British trade, and sold a slew of them here too. American pioneers, not to be outdone, followed the aristocrats- but not exactly; and they adopted a 2-1/8 gage which they called standard-- probably because it wasnt standard any place else, so the name was real handy.

Another set of pioneers had succeeded in splitting the R.R. atom, and producing a little runt gage of only $1\frac{1}{4}$ inches. It had to have a name, but people had run out of numbers, so they called it "0". It was a big success, and swept all before it because it was small enough for the politer masses to squeeze into their grotesque but still not cramped homes of the early 1900's.

Give some people your little finger and they will take your whole hand. As early as WW-1 a little group of radicals, who probably had long hair, got to holding fiery discussions about Further Fission and boldly advocated chopping the Zero in half.Being British, they called the old "0",Naught Gauge; and faced with the naming of their new idea,called it "Naught-Naught", spelled 00.

Despite cries of "Naughty-Naughty" from above,they persisted, and as soon as the War was out of the way they started experimenting--- Egad, the bally things jolly well worked! German toy manufacturers cooperated, and by the Twenties Naught-Naught,with a gage of 5/8 inch, was solidly established. Names like A. Stewart-Reidpath and Edward Beal and H.A. Turner kept appearing more and more often in model railway literature, and the phenomenal quantities of 00 that these fellows were able to get into one room opened even cynical British eyes.

Then the precisionists got to work, and raised the ugly head of the standards bugaboo (which we still have), and the gage was redefined at 16.5mm due to refinements of minute detail. Then came the GREAT DISSENSION. One school logically held out for the scale of 3.5 mm to the foot, because that was what 16.5 mm worked out to mathematically. The other rowdies said that the 3.5mm people were drunk, and that since model wheels and truck frames were made of lead and much thicker than scale, the gage itself was unimportant. To get scale appearance they built oversize car bodies, giving scale overhang beyond the wheels and trucks, and so arrived at a scale of 4 mm to the foot. And of course they were right, as long as out-of-scale wheels and trucks were all you could buy.

The 3.5 mm lads were the self-righteous minority and gradually lost ground,so they had to get themselves a new name; and hit upon "HO", meaning half O, because British O was 7mm to the foot,or about 17/64 inch. Luckily, they never campaigned for a scale of 17/128 inch! So by the end of the Twenties there were in England two scales, OO and HO, both using the same 16.5mm gage. Some fun!

A pioneer or two in the U.S. had caught the midget gage fever too,and a pretty little line called the "Marysport & Diddystown" was built in the mid-20's by Hugh G. Boutell. This is the oldest American line I know of in this pint-sized scale. I hear Mr Boutell is still going strong, and wish him well. He is a model railroad artist after my own heart.

In the infamous year 1929 your Uncle Eric found out about the hobby and started combing this country for accessories. He found E.P. Alexander in New Rochelle, with a magnificent little Penn 4-4-0 plus a 0-4-4 electric loco in HO. E.P. had a few HO parts for sale, but England was the main source of supply, and even that wasn't plentiful. George Stock and Eric imported some parts and made some in the early Thirties, all in H.O. scale.

Along about that time, at the 1931 NY show, a chap named Thuillgrim showed 2 locos in 4 mm scale, but with the gage correctly increased to 19mm in order to be logical-- also in order to use a motor being manufactured by a firm named Mantua, which was too big for HO. He did beautiful work, and called his gage Double O. This Double O is an American gage of 19 mm and Naught-Naught is a British one of 16.5 but both are to 4 mm scale. Double O worked out to 1/75th of full size, and HO to 1/87th.

George and Eric stuck to HO and 3.5mm. The DISSENSION had caused so much trouble in England that these two birds set out to publicise HO and insist on keeping it pure. They wrote and talked and argued, and even built models. HO won the majority of new converts because it was smaller and because it could fall back on the British HO and OO sources of supply until the U.S. mfgrs could fill the gap.

Open warfare broke out in print between HO and OO in this country in 1934 and you can still find the echoes of it in magazines of that period. Jim Dechert contributed a lot to the HO cause by planning many imaginative layouts and writing articles, and giving us our present 2-rail system. HO's biggest original problems were couplers & 3rd rail shoes, both were hard to deal with in so small a size.Its big acceptance came after Dechert's 2-rail & Erics first fully automatic coupler (on which the present Mantua coupler is based).

Stock and Mantua were the first to supply American made mechanical parts for HO models, and Eric put out the first carbody kits for rolling stock about 1935. That started the ball rolling--and now look! I wouldn't dare attempt to make a full list of the most prominent HO'ers since then, for there were many masters. But among my nominees to the HO Hall of Fame would be Frank Schlegel in U.S., Sir Eric Hutchinson and John Ahern in Britain, and Gunnar Noren in Sweden. There are of course hundreds of other unsung heroes, and some day we may secure a list of them all. The present heroes are those who are working on research and development of the gage, so that we can all work with and enjoy it to the fullest extent. Hail to each of them!

ERIC LA NAL, from H.O. MODEL TRAINS

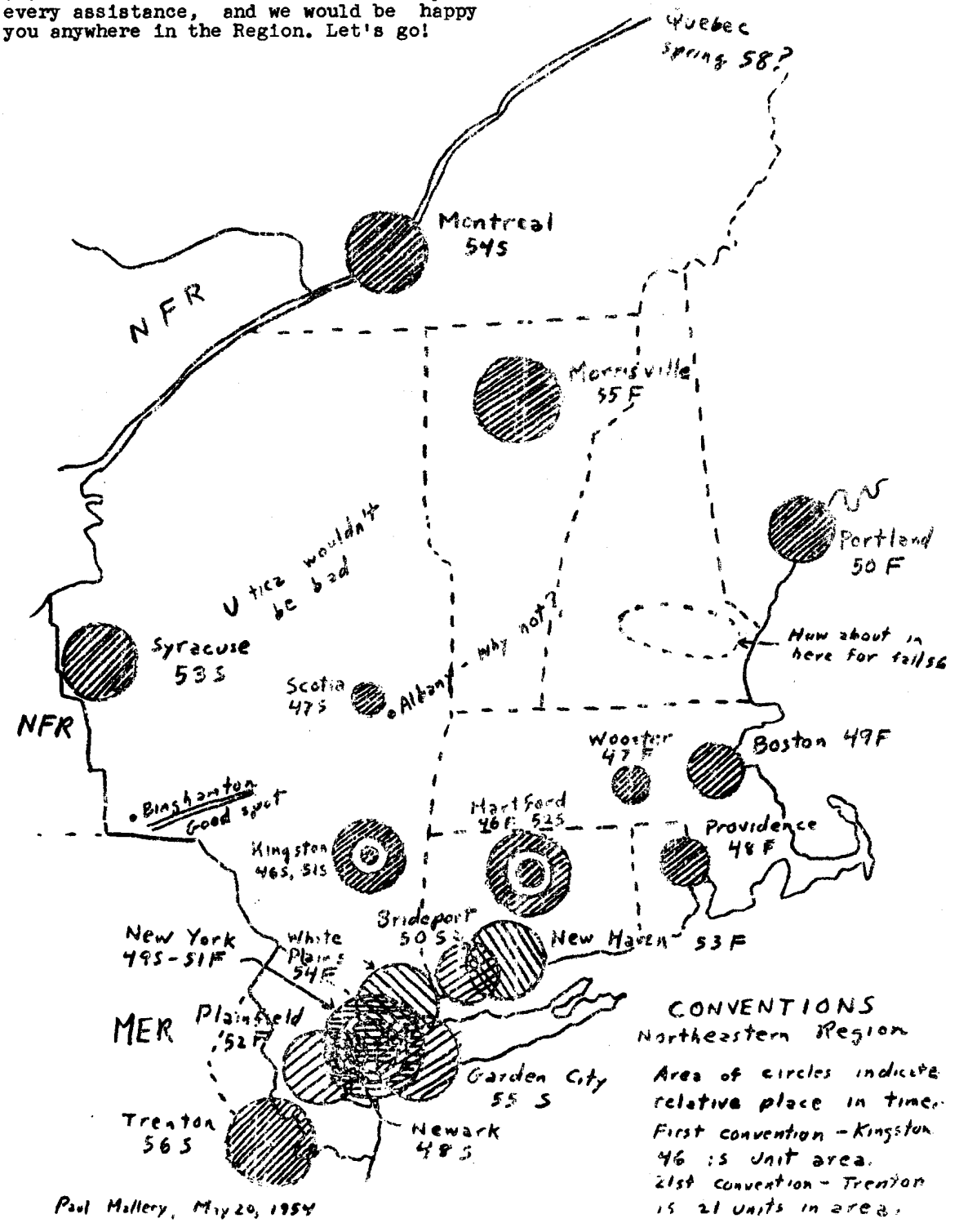
CONVENTION MAP.

Paul Mallery has drawn a map showing sites of our past and scheduled future conventions. From this it will be seen that we have preponderated in the Trenton- Kingston- New Haven triangle. He remarks that there are many other promising locations for future meetings in cities which we have never had the pleasure of visiting. The Permanent Convention Committee is authorized to make such arrangements, but it would be preferable for members in those areas to place a bid. How would be a good time,for we are booked up well in advance, and you'd thus have plenty of opportunity to work up plans & make the necessary arrangements. Contact Jim See of Mt. Vernon, N.Y. who is the Chairman. He is ready to give you every assistance, and we would be happy to visit you anywhere in the Region. Let's go!

MORE ON PULSED POWER.

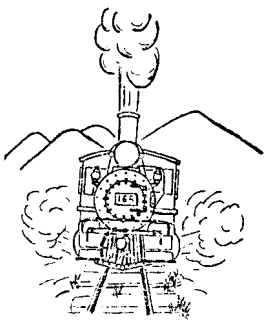
Linn Westcott came up with a further idea on pulse power control- using 2 rheostats on the same shaft a 40 and a 300 ohm. The 300 goes across the cut of the rectifier bar. The 40 goes into the regular speed control circuit. Ohmite makes a kit for approximately $1.75 for mounting them together.

And here's a solution where you are using a rheostat which won't stop a motor. Hook a 100-ohn 5 watt resistor across the circuit, in the track leads, to solve the difficulty.



FOR YOUR ENJOYMENT IN

"Narrow Gauge Country"



We present this pocket-size folder on the narrow gauge railroad country of Colorado – the southwestern quarter of the state. The Colorado visitor in his travels will occasionally encounter the small engines and trains laboriously hauling little wooden cars into the heart of the mountains. These little trains are more photographed than the nation's most dazzling streamliners.

330.6	Cumbres Pass	10,015
	(Half mile west of depot trains round Windy Point visible from Highway 17 below)	
344.1	Chama, N. M.	7863
373.3	Dulce, N. M.	6779
	(Jicarilla Apache Indian Agency)	
449.1	Carbon Junction	6425
	(Line from Farmington, N. M. connects)	
451.5	Durango	6520
	"Narrow Gauge Capital of the World"	

The line to Durango was completed in 1881, to reach the then booming mining areas of the San Juan Basin. Several of the engines built for this period are still in use for switching or light work.

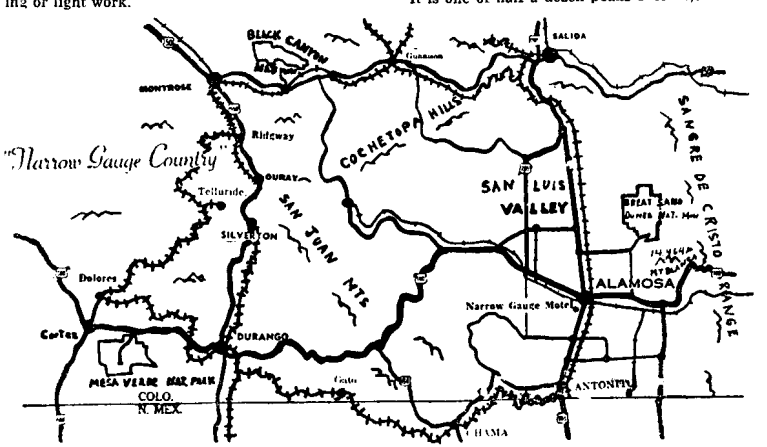
The Galloping Goose

Over the narrow gauge Rio Grande Southern R. R.'s spidery trestles and railroad engineering triumphs of long ago, rolls the "Galloping Goose." For many years these motor rail cars used to be the daily "train" to remote mining towns and camps. Now they operate June 1st to October 1st from Ridgway each Saturday and Sunday at 9 A. M. for picnic-style sightseeing trips to Lizard Head Pass and Telluride. Starting in July they will operate Saturdays from Durango to either Mancos or Dolores. Reservations should be made at either Ridgway or Durango offices.

MILE POST		ELEV.
0.	Ridgway	6993
12.3	Peak (Dallas Divide)	8977
26.6	Placerville	7309
37.8	Vance Junction	8104
45.1	Telluride	8756
44.9	Ophir (Ophir Loop)	9224
49.0	Trout Lake	9790
52.6	Lizard Head Pass	10,238
66.2	Rico	8725
102.3	Dolores	6945
122.5	Mancos	6996
145.5	Hesperus	8113
162.6	Durango	6520

"Narrow Gauge Country"

Alamosa (Spanish for "Cottonwood Grove") was founded in 1878 when the builders of the Denver & Rio Grande R. R., America's first narrow gauge, selected the town site where their rails met for the first time the famous river. Alamosa became the commercial center of the vast San Luis Valley which extends between the Sangre de Cristo and San Juan ranges for 100 miles and up to 50 miles in width. Dominating the valley from the east is Mount Blanca, 14,464 feet, claimed 2nd highest in U.S. It is one of half a dozen peaks over 14,000 feet



Mixed Train To Silverton

The movie "Ticket to Tomahawk" was made in 1949 on this branch where a narrow gauge mixed freight and passenger train winds up the deep and beautiful canyon of the Animas, at one point on a rock shelf hundreds of feet above the river. In winter the train runs on Wednesdays, and this summer on Fridays and Sundays also. The summer trains carry on the rear the open-air glass-roofed reserved seat "Silver Vista" car. Engine and cars have been painted to resemble a train of long ago. This year the line will be the scene of another movie based on the early happenings of the railroad.

DEPART	MILE POST		ELEV.	ARRIVE
9:15 a.m.	451.5	Durango	6520	5:10 p.m.
(9:57)	462.5	Hermosa tank	6645	4:29
		Here the line leaves the valley to climb along the mountainside.		
	465.0	El Rancho Encantado		
10:26	469.1	Rockwood	7367	4:03
		Just beyond here the train winds on a rock shelf blasted from the 1,000-foot cliffs.		
10:50	472.3	Tacoma		3:45
		This small community has no other means of transportation to the "outside." It features Colorado's shortest highway, built across to the power plant for use of trucks transferring freight brought in by rail.		
(11:40)	484.0	Needleton tank	8141	(2:45)
		To the right, across the river is the ghost town site.		
(12:14)	490.5	Elk Park	8883	(2:15)
		(Ghost town site.) Between this place and Silverton occur most of the winter snowslides, which are usually opened by an engine equipped with plow front ramming through.		
12:40 p.m.	496.7	Silverton	9300	1:40 p.m.
		Alias "Tomahawk"		

in the range which so often at sunset takes the hue which inspired the Spanish explorer's name: Blood of Christ.

Against the range 36 miles northeast of Alamosa may be seen for many miles, the tawny mass of Great Sand Dunes National Monument. Over 46,000 acres of dunes are included, ranging up to a thousand feet in height.

The San Luis Valley, though averaging 7500 feet above sea level is the source of large vegetable crops, chiefly potatoes.

Entering the Valley and Narrow Gauge Country from the east, the motorist appropriately on U. S. 160, "The Navajo Trail," crosses La Veta Pass on a highway built on the old narrow gauge roadbed. U. S. 285 between Denver and Santa Fe follows several hundred miles of abandoned grades, with rotting ties, ghost town sites and occasional railroad structures as reminders of the days when almost all mountain railroads were narrow gauge. A number of other highways in Colorado are similarly on the former railroad routes, some even using the tunnels and trestles.

State Highway 17 over Cumbres Pass follows the steep freight line providing rare scenes of two or more small engines hauling trains up the steep grades. U. S. 50 parallels a branch with a switchback on the eastern slope of Monarch Pass, while farther west, to Gunnison, it parallels what in 1882 was the first railroad across the state, now a little used branch. U. S. 160 east of Durango parallels for a few miles the present operated line and west of Durango the hard luck Rio Grande Southern, route of the "Galloping Goose." A scenic road, State 145, from Dolores via Rico, takes the motorist along the R. G. S., at one point high above the trestles of Ophir Loop, all amid mountain scenery of rare attraction. At Montrose, which along with Alamosa and Salida is a point of transfer of gauges, narrow gauge engines still do the switching for the mixed gauge yard.

Study your map and see the most colorful part of Colorful Colorado!

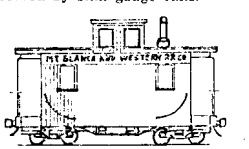
Route of the "San Juan"

Past the Motel runs three-rail trackage accommodating both narrow and standard gauge trains. 28 miles south, at Antonito, the outer rail ends and the winding ascent begins toward Cumbres Pass in the San Juan Mountains. Until 1951 there was a daily passenger train all the way to Durango with rare scenic attractions enroute. Durango in the San Juan Basin, "Narrow Gauge Capital of the World," has a branch extending to Farmington, N. M., hub of the oil-gas fields; north thru a canyon to Silverton; and westward the narrow gauge route of the "Galloping Goose." Enroute to the San Juan Basin from Alamosa, the trackage passes the brink of 1,000 ft. Toltec Gorge, crosses the state line a dozen times, passes thru the only tunnels on the narrow gauge, and crosses two Indian reservations.

In Alamosa yard, two blocks from Main Street, you will see freight being transferred between the gauges, small cars dwarfed by the standard gauge ones. You will find men transferring the clay-like concentrates from rich mines of the San Juan, lumber from endless forests, coal from the U. S. last and greatest reserve. Outgoing are pipe for the oil fields, autos in canvas-topped flat cars, and general merchandise for a vast and largely undeveloped area. In the park by the river is a passenger engine built in 1883 and used into the 1930s.

MILE POST		ELEV.
251.7	Alamosa (depot)	7546
253.5	Narrow Gauge Motel	7547
266.2	La Jara	7609
280.3	Antonito	7888
	(Third rail for standard gauge ends)	

Our little caboose was built about 1880 for use on the newly-built narrow gauge main line from Denver to Salt Lake City. It has served over the entire system, snowed in often in the early days. It has rolled to many places no longer served by slim gauge rails.



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For any further information write or phone us. For future information on happenings along the rails in "Narrow Gauge Country" we will be glad to mail copies of our "Narrow Gauge News."

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The New York, New Haven & Hartford Model Railroad Club

"O" GAUGE LAYOUT and Club Headquarters:
1178 High Street, Central Falls, R. I.

"HO" GAUGE LAYOUT:
The Train Shop, 90 Broad Street, Providence, R. I.

-A Group of Model Railroaders Working to Enjoy the Hobby-

HOW IT "TICKS"

General Information

The New York, New Haven and Hartford Model Railroad Club has no direct connection with the real New Haven Railroad, except that its members do attempt to model equipment found on and along its tracks. The main reason for the name lies in the fact that the "O" layout headquarters are located along the NYNH&H Providence-Worcester track not far from the Boston Switch. It is always easier to model something that is within immediate reach, and this is immediate.

Club membership is divided into two groups, those modeling in quarter-inch scale "O" gauge and those who prefer the half-size, three and a half millimeter scale "HO" gauge. The "O" gaugers meet regularly once a month, on the first Friday. "HO" gaugers meet likewise on the third Fridays of the month. Arrangements are also made among the members to meet every Friday for additional time. Hours for the "O" meetings generally run between 8 and 11 P.M., and the "HO" boys conform to The Train Shop hours of 7 to 10 P.M.

All of our meetings are for construction or operation of the layout; we have no "business meetings". Thus, by abolishing the business-end of club management, more time can be spent for the main purpose of the hobby — **having fun building or operating trains.** Many more inovations are incorporated as a test, as you will see as you read on.

Layouts and their Quarters

Space in the Providence area for the semi-permanent location of a club layout at a price we can afford today, is somewhat out of the question. Those clubs with large private quarters generally have a large membership following to guarantee the income in dues that will pay the rent.

With a small following that can be expected from either "O" or "HO" gauges here in Providence, private quarters are quite impossible. And so, that problem has been solved by "renting" trackage rights of two privately-owned layouts to the Club.

The "O" layout is jointly owned by Paul B. Boivin and his son, and is located in the basement of their home. Formerly a private layout, its trackage rights are now "leased" to the club for the mere price of the electricity used on meeting nights. The "HO" layout has a similar set-up. This layout is jointly owned by The Train Shop and Walter E. Hoxie, and is located in the rear alcove of the hobby shop. With such a set-up, club members have little rent to pay and are not required to provide any permanent equipment for the layouts, such as lumber, hardware, track, switches, etc. All that is permanently attached to the layout is furnished by the respective owners. As we have mentioned, this is yet in the "test" stage, and its successful outcome should give Providence an active model railroad club.

Rolling Stock

The layout owners, as club members, have rolling stock on the layouts, but not enough to provide interresting operation. Club members swell the roundhouse, freight and passenger yards with their own equipment. All this rolling stock remains property of the member, and is registered with the club by use of duplicate information cards while it is on club layout tracks. Such equipment can be brought in or removed from the layout at the members' discretion.

Dues

Dues are not of prime importance in this club — layout work and train operation is considered more important. However, in order to provide the club with a working treasury, a monthly assessment of $1.50 is made upon each member. This 37¢ weekly dues goes to pay for the electric power used on meeting nights, refreshments for the members while they are working, printing and promotion and a balance which is returned to the members each year for use on either a banquet, fan trip or treck to visit some other model rail club.

Management

The club has no business sessions. Likewise, it has no "elected" officers. Again, by eliminating such politics we have gained more time for having fun with the hobby and for the promotion of good fellowship. For all practical reasons, a Board of four directors has been permanently set up, comprised mainly of the owners of the two layouts. They are: Paul B. Boivin Jr. and Paul B. Boivin Sr. for the "O" division; Walter E. Hoxie and W. Emerson Randall Jr. for the "HO" division. The Secretary-Treasurer of the club is Paul Boivin Jr. In all cases, their decisions on important matters, after consultation with the members, will be considered final.

Operation

When the layouts begin regular operation, (January 1954) all members wishing to do actual operation of their own and other members' equipment must obtain the Operator's Certificate from the club electrical engineers. This is not a difficult task, and requires only that a member know how to operate the panel boards and the correct speed at which scale model trains are run.

Current Information

Adequate bulletin boards are located at both layout quarters. We urge members and prospective members to read this board at each regular meeting to check up on what is new and what effects you as a club member.

Membership Requirements

Membership requirements are few and simple. First of all, if you are 18 yrs. old or over and interested in SCALE model railroading, request a membership application, fill it out and return it with one month's dues. Then, do the following: a) Know railroad procedures and work on assigned projects.

b) Attend at least one scheduled meeting monthly, at either division.

c) Abide by the decisions of the Board of Directors.

d) Pay weekly cash dues of 40¢ to the Treasurer. (or $1.50 monthly).

e) Submit one built-up piece of rolling stock as initiation fee, which remains your property.

RECTIFIER HOOKUPS.

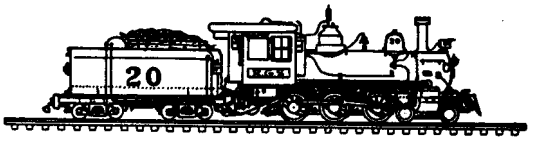
All Selenium Bridge Rectfiers are basically alike, the difference being that some have more plates, either in series to accommodate greater voltage, or in parallel to allow for greater amperage. We illustrate a typical 12-volt bridge. The 2 lugs marked A1 and A2 are attached to the alternating current source, generally a transformer. On all Scintilla Rectifiers these have a little yellow dot to denote A.C.

The double, strapped lugs, marked C, is the negative (-) direct current tap, and the single lug, marked D, is the positive (+) direct current tap. These are marked on Scintillas with RED to denote positive and BLACK to denote negative.

One wire from DC positive to a track rail, and one wire from DC negative to the other track rail, completes the circuit. The rheostat is connected in series with either of these two wires, or in the wires between A1 or A2 and the transformer, so as to give us speed control.

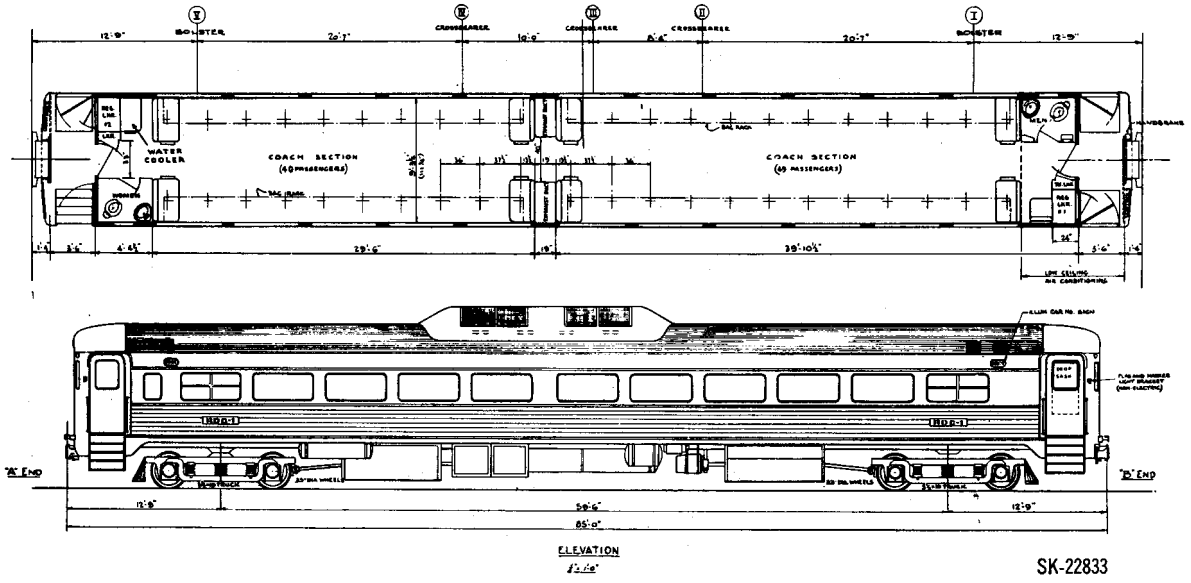
Selenium Rectifiers are the most efficient ever invented, and the longest lasting. However, in order to keep them efficient, abuse must be avoided. Never overload your rectifier for more than a few moments. If it gets too hot to touch, give it a chance to cool off before further use. It is best to mount it in the open, where cool air can circulate around it for cooling purposes.

THE BOOSTER, NMRA in Australia.



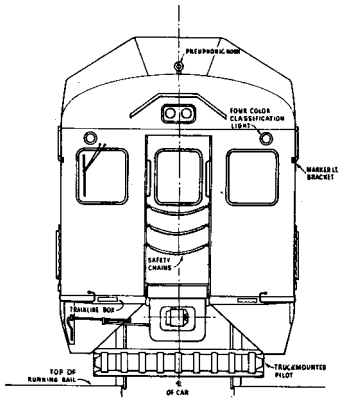
THE NATIONAL CONVENTION.

This year our National will be held Aug. 27-29 in Chicago, with headquarters at the noted Palmer House. This is a convenient takeoff point for all kinds of R.R. activities, and for the many interesting features planned by the Committee. The necessary routine business meeting will be kept as short as possible, with emphasis on railroading, of both prototype and model variety. A new idea in technical sessions will be unveiled, with exhibits and a parts store in the planning stage. A tour of the outstanding points of interest in the "R.R.Hub of the World" will be the highlight. The editor's experience at the R.R. Photo Club Convention here some years ago reminds him of the following advice to those who want to get pictures:- Roosevelt Blvd Bridge, just a few blocks from the hotel, spans the tracks entering all of the RR terminals, and you can see a constant parade of arrivals and departures in the early morning and late afternoon. This is a thrill which you'll never forget. Above all, do not neglect a stop at this location.



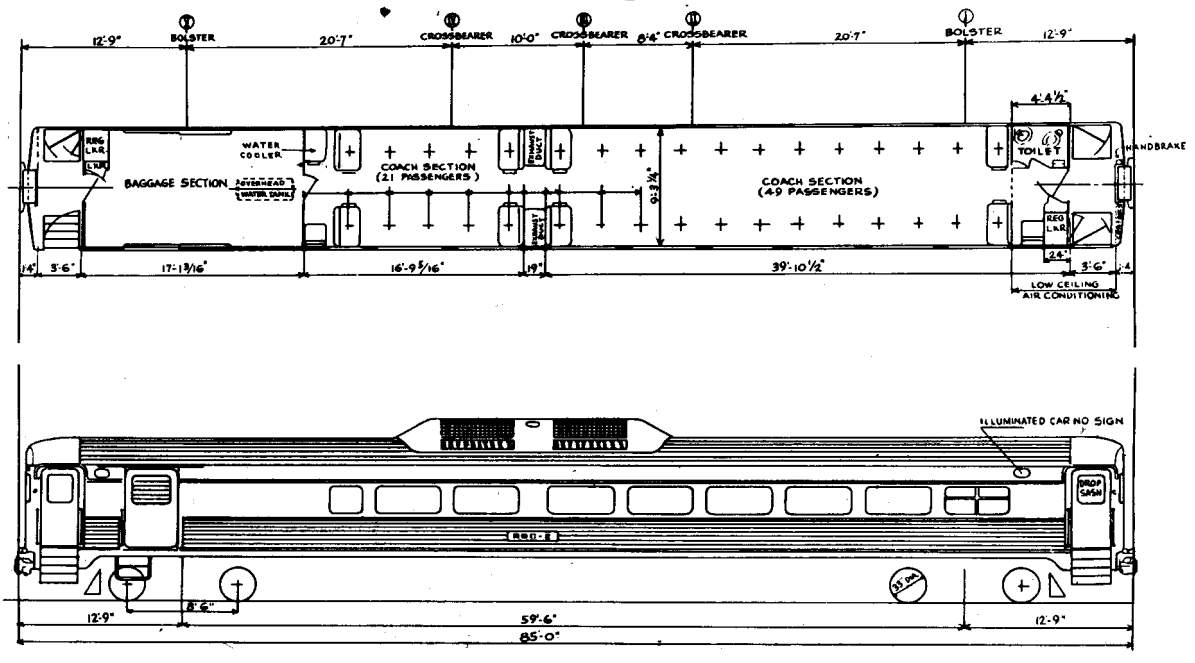
SK-22833

RDC 1



RDC-1 is strictly for carrying passengers. It seats 89, on walkover seats.

Weight, light	*108,000 pounds*
Weight, ready to run	*112,800 pounds*
Normal maximum weight (including 89 passengers)	*126,600 pounds*

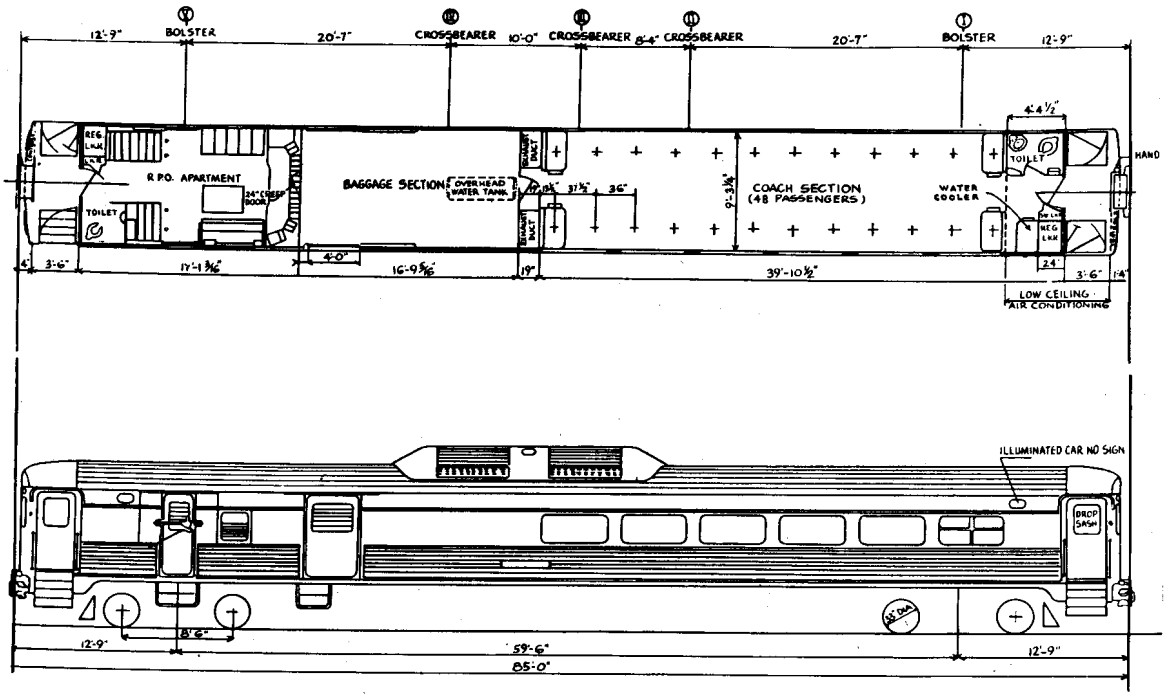


SK-22839

Weight, light	*109,000 pounds*
Weight, ready to run	*113,800 pounds*
Normal maximum weight (including 70 passengers and 10,200 lb. baggage)	*134,800 pounds*

RDC 2

RDC-2 combines passengers and baggage-express. Seats 70 passengers. Has a 17 foot baggage-express compartment.

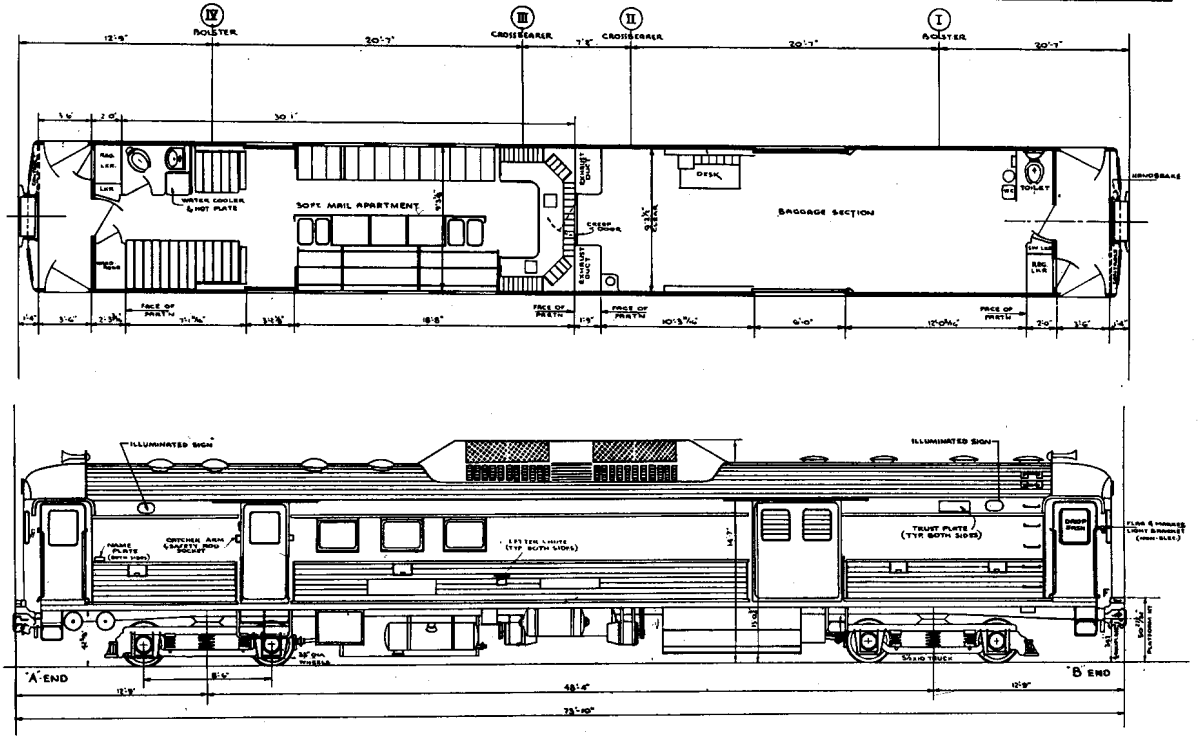


SK-22913

RDC 3

RDC-3 combines passengers, baggage-express, and mail, seating 48 passengers, with a 17 foot baggage-express compartment, separated by a bulkhead with a creep door from a 15 foot railway mail apartment.

Weight, light	*113,100 pounds*
Weight, ready to run	*118,100 pounds*
Normal maximum weight (including 48 passengers 5,000 lb. R.P.O. load 8,250 lb. baggage)	*139,500 pounds*



SK-23022

RDC 4

RDC-4 is for mail and baggage-express exclusively. It is 73 feet, 10 inches long and contains a baggage-express compartment of 31 feet, separated by a bulkhead and creep door from a mail apartment of 30 feet

Weight, light	*105,200 pounds*
Weight, ready to run	*109,800 pounds*
Normal maximum weight (including 10,000 lb. R.P.O. load 22,300 lb. baggage)	*142,100 pounds*

THE VALOIS CENTRAL.

The VALOIS CENTRAL is a small Canadian pike which will not be found listed in any issue of the Official Guide. Never the less, it is in daily operation, and is doing an extensive business serving a large and diversified area. It is principally an industrial road. From Valois Terminal it handles a number of industries on the route to the thriving town of Malbaie Jct. on the transcontinental road. Here we find among other things a meat packing and an oil refinery plant, and a large lumber yard.

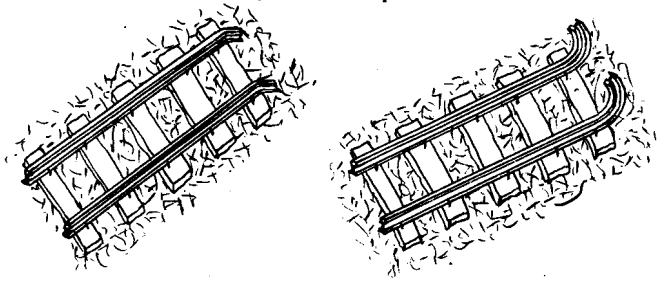
The VAL d'OR Railroad is a mining branch line that serves the Val d'Or mines and several industries, including Viking Cement Co. and Barley Food Co. It rents yard & engine space from the VALOIS CENTRAL and its motive power is a little tank type which was acquired many years ago and is still giving a good account for itself. Since there are no turning facilities at the mine, this engine is particularly useful for this kind of service.

Passenger traffic is light, and is handled by a combination caboose. A light Pacific hauls the freight, with a 10-wheeler for secondary service and a diesel for yard work. The terrain is mountainous, limiting the average train to only 4-5 cars. 12 freights, 2 cabooses, a work car and a snowplow complete the roster. At Valois is a 3-track yard, engine house and turntable.

Operation on the line is by filing card system, as explained in the Dec '52 MODEL RAILROADER. Each car has a card, which serves as a waybill, and trains are made up in this manner by train order. In this way considerable ingenuity is required to make up the consist and set it off on the various spurs as ordered. As additional industries develop along the road, service will also be afforded to them.

WALTER GRAYSON, Montreal P.Q.

Hint of the Month - Here are two ways in which you can end your rails on a stub track. The first and simplest is that method used by the Western Maryland on their caboose track and that is to just bend the rail ends down. Second method is to curl the rail ends up so to hold the wheels.



THE GLORIFIED CABOOSE.

Poems have been written and songs have been sung about that intriguing tail-end car, the caboose, which serves as both the home of the train crew & the office of the conductor.

There are some who go so far as to insist that no one can be a genuine dyed-in-the-wool railroader who has not spent some time riding in a caboose, working, eating and swapping yarns with the men who run the freight trains. Here in this rolling sanctum one finds the true spirit of the rails;- here one hears railroad lingo in its most colorful aspects;- here, while the train lays on a siding awaiting the streamliner, you are likely to hear the priceless railroad yarns of experience or imagination, depending upon whether the storyteller is a realist or a romancer.

The origin of the caboose is not definitely known. One report is that in 1837 the conductor of a freight train between Auburn and Syracuse N.Y. directed operations from a load of barrels and other merchandise on the last car of his train. However, the tail-end car was not known as a caboose until many years later. Some of its earlier names were conductor's car, accommodation car, train car, van and waycar. In present day RR slang it is variously known as the crummy, doghouse, birdcage, bone-breaker, and cigar box. The term caboose is known to have been used as early as 1855 on the Buffalo, Corning & New York Railroad.

The cupola, commonly called the cupalo, is said to have been introduced by an Iowa railroad in 1863. A resourceful conductor named T.B. Watson, having a caboose with a skylight, rigged a seat which was elevated and enabled him to sit with head and shoulders above the roof, where he could see the whole train. This improved view led him to suggest an enclosure of "Cleary-story". This novel feature caught on, and soon spread to other railroads.

For many years the caboose has been a wooden car carrying bunks, chairs, a table and stove, with lockers for the crew's gear. More recently they've been constructed of steel, with added features as refrigerators, electric lights, and other comfort appliances. But regardless of all these improvements, one thing remains the same- they are nearly always painted bright red. P. & W.Va. "HI-LINE".

STRANGERS IN OUR MIDST.

Our Regional conventions have fallen into a general pattern of social functions, with some railroading thrown in. This makes for a most pleasant week end. We must realize however that those of us who attend regular have become fairly well acquainted with others from about the Region, and are sure we will enjoy the affair in the company of friends.

Many of us fail to remember that there are a lot of folks who are strangers, reticent by nature, and who do not mingle readily with others until the ice is broken by an introduction, or by advances made from someone else. Unless this is done, such an individual who comes to a convention alone will through shyness sit in a corner by himself, thus missing the companionship, and feeling himself not welcomed. The chances are that he will not return.

In case you think this to be purely imaginary, let me tell you that there were three instances of the kind, which I noticed at New Haven. In each case I saw someone wearing a convention badge sitting all alone in the lobby of the hotel. I went over & introduced myself, found that this was his first convention, and that he didn't know a soul there. I circulated them around a bit, and they were delighted, because it broke the ice. I made three new friends for myself and for NER. They will be back again, because they had a good time.

I know how these men felt, sitting there all alone and watching every one else greeting their old friends. I've had it happen to me, and its no fun. In our enthusiasm, we are apt to overlook the stranger in our midst; which is poor hospitality.

It has been suggested that the Convention Comittee provide some method or system for getting acquainted. This overlooks the pregnant fact that the Com. already has more duties than it can handle. The simple solution is for each of us to take time out and look around-- to gather in the sideline sitter -- to help him mingle around and feel he is a part of the show. There is too much tendency to segregate into our own small groups. If each of us would just take a few minutes to be a good will ambassador of N.E.R. it would bring enjoyment to a great many people-- including ourselves.

STAN BRADLEY

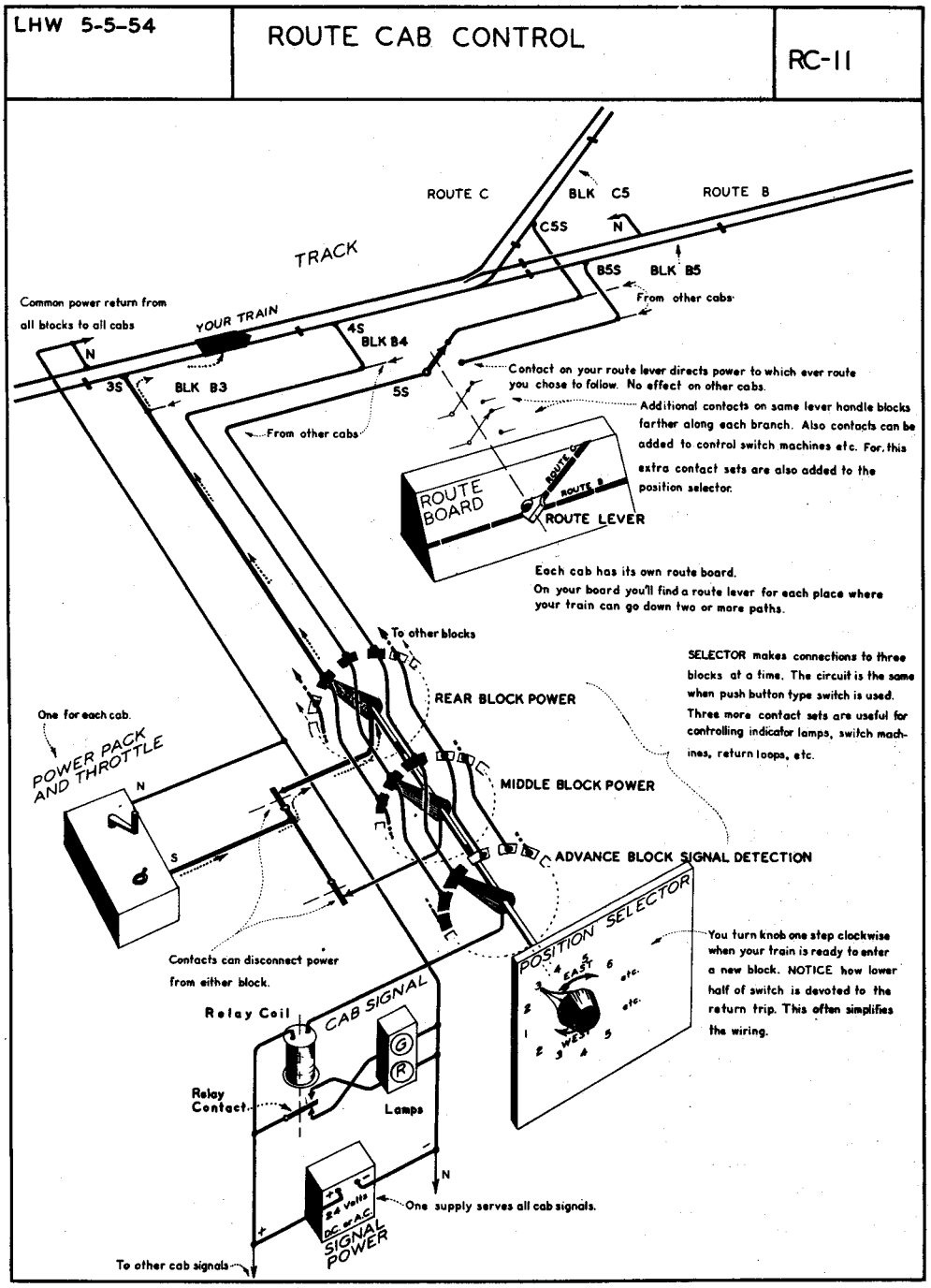
ROUTE CAB CONTROL.

Linn Westcott had a most interesting clinic on route cab control worked up for us at Montreal, and demonstrated it on the spot. He emphasized that it is cab control for those who like operation rather than a maze of wiring. Some of these are entirely new ideas, so this is thus far a theory only, and not a detail plan. It is however worth some thought. It involves the idea of pre-selected route control as contrasted to conventional cab control.

The diagram is pretty well self-explanatory. Use a common rail return. From the throttle, SPDT toggles throw power to whichever cab is in use. The idea is to set up your entire route in advance, on the Route Board. Your Position Selector does the rest, in conjunction with the throttle. You select your route all the way through the pike in advance, then use the rotary selector switch for the blocks. The route is all set up and all you need do is control the speed and take each block as it comes up. Note that it powers two blocks at a time, so that there will be no jerk as the train runs from block to block. Note too that the route selector does not have anything to do with the operation of the turnouts themselves-- it merely directs the power to each block in sequence.

The cab signal will show the condition of the 2nd block ahead of you. It needs only one relay, as it goes along with you from block to block.

Another nice thing is that the yard cab works on a similar principle. All yard track power wires are brought to a selector panel, and then to a SPDT toggle, which throws the whole yard over to either one cab or the other, thus saving duplication.



NARROW GAGES IN NEW ENGLAND.

The early theory supporting advantages of narrow gage was cheapness of construction and facility of operation.The narrow gage came late to New England for these attributes were not of great importance. The first 2-footer was the Billerica & Bedford, in 1877, with 8 miles of track and 2 little Forney type engines, built by Hinkley, the PUCK and the ARIEL. After a year of operation it went bankrupt, was torn up and sold piecemeal at auction. Not a very promising beginning!

Folks in Franklin County, Maine, wanted a railroad too;and felt that they could better support a thin gage line.They organized the Sandy River RR to run from a connection with the Maine Central at Farmington, up through the deep woods to Phillips via Strong, 18 miles. Money was scarce, but operations were finally commenced in 1879, using the two B&B engines. More equipment was gradually purchased, altho the builders had to wait a long time for the money.Logging was the principal source of revenue. In 1883 the Franklin & Megantic built from Strong, north for 15 miles into new lumber areas at Kingfield. In 1894 a new company, the Kingfield & Dead River, extended the rails further north to Bigelow. And in 1889 the Phillips & Rangeley extended the main line rails another 18 miles to Rangeley Lakes. Two little branch lines, each separately chartered, were the Eustis RR and the Madrid RR.None of these lines appear to have ever made any money, but they were continually in the Red.

In 1908 these little lines were consolidated into a narrow gage empire, the Sandy River & Rangeley Lakes. Ensuing economies enabled it to show a bit of a profit, as a result of which the Maine Central gobbled it up by buying stock control in 1911. But the cost of transfer of loads from the small cars to the standard gage continued to mount, and highways penetrating the North Woods brought in a ruinous bus and truck competition. Receivers took over in 1923, branches were abandoned, and in 1931 rail buses replaced passenger trains. The road was sold at auction in 1935 and had vanished by the following year. There now remains nothing except a few small cars scattered here and there. An ex-employee lives in a caboose at Phillips, the depot is used by the Amer.Legion, and the roundhouse now houses a box factory. A few stations have been converted to dwellings, and the old right of way is barely discernible. This was the end!

Another little line in Maine, the Bridgton & Saco River, was opened in 1883 between Bridgton & Hiram Junction, 16 miles away on the Portland & Ogdensburg.In 1898 it extended its track another 5 miles to Harrison. This line prospered for a number of years, and was taken over by the Maine Central in 1921. The M.C. was accused of bleeding the little pike, and receivers took over in 1927. Abandonment was threatened, and the towns took over the road, forming the Bridgton & Harrison. This line proved popular with railfans, but there was little business revenue, and in 1941 it was sold lock, stock and barrel to the junkies.

Another thin-gage of unfortunate history was the line out of Wiscasset, Maine. The citizens felt it had a good harbor which would bring in business, & in 1854 chartered the Kennebec & Wiscasset, which never laid a rail. In 1873 the Wiscasset & Quebec bought the charter, but nothing further came of it In 1892 another company with the same name started construction, and crept northward on a hand-to-mouth basis from month to month. By 1900 it had 42 miles of track laid, to a point across the river from Waterville. Here it too collapsed, receivers took over (those omnipotent fellows always seemed to get into the picture), and the bridge was never built. The Wiscasset, Waterville & Farmington took over in 1901 with ideas of connecting to the Sandy River at the latter town, but the Maine Central (what, again?) blocked this competitive move by refusing permission to cross its tracks. Business was nil. The Wiscasset engine house burned, destroying considerable equipment. The line was scrapped piecemeal, and in 1937 when its last engine jumped the track, there was no money to re-rail it so they left it sit there and rot. No wheel ever turned again. This picture is even more depressing than the other narrow gage histories.

The Kennebec Central did a little better for a while. It was opened in 1890 from Randolph to the soldiers home at Togus, a distance of 5 miles. It appears to have had gov't subsidy, until a competing electric line took away the business. The road struggled along until 1933,when a flood washed out the Randolph end of the line,and that was the end.

In 1882 the slate quarrying town of Monson felt a need for transportation, and built the Monson to a junction with the standard gage Bangor & Piscataquis (now Bangor & Aroostook). This line was never much of a common carrier, but merely a 6-mile industrial spur. It hung on until about1945.

Ellis D. Atwood salvaged some of the equipment of these little pikes, and it is now in operation at So. Carver, Mass. as the Edaville. Passengers get a 5-mile ride thru the cranberry bog region on the last narrow gage pike in New England.

The three-footers were less romantic, and met with varied success. The Hoosac Tunnel & Wilmington, or as it was familiarly known, the Hoot Toot &Whistle, opened about 1890 and rambled up the Deerfield Riv. valley into Vermont for a few miles north from the Fitchburg bore. The Boston Revere Beach & Lynn was a successful commuter and resort line out of Boston, and did a good business for many years. The West River opened in 1880 between Brattleboro and South Londonderry, Vermont, and had a bizzarre but pathetic history. It was intended to cross the State to Lake Champlain, but never got farther than 36 miles. This road had far more than its share of troubles, and its hard-luck stories are legend. On one occasion it took 3 engines, 2 snow plows, 3 crews & 2 days time to transport 4 passengers the length of the line. Sometimes all of the road's engines were off the track at once. The cars were so leaky that passengers had to sit under unbrellas. The Central Vermont took over the road in 1903 but it was always an unwanted orphan, and abandoned it in 1927. Finally a railfan named Ashley took it over and operated it with a rail bus and a broken down engine. He quickly proceeded to lose his life savings, and when it got down to his wife running the engine while he threw the switches, they gave up in dispair. The road was scrapped in 1938.

Two small off-shore pikes complete the picture. A 3-foot line was built on Marthas Vineyard Island in 1874, and did a moderate business until 1896, when the Oak Bluffs Hotel and railroad pier burned down. An 11-mile line on Nantucket Island made a bit of money between 1881 and 1910, when it too passed out of existence. Both depended largely on summer residents, and neither had much in the way of equipment.

The picturesque little narrow gages never met with much success in New England, and have all passed into the sunset; but they are affectionately remembered by those who have ridden them. Most of us never had that opportunity, as they were gone before our time. They had a story all their own!