

THE DISPATCHER'S TOWER.

The Dispatcher has been rather tied up this Summer and unable to attend to as many of his official chores as he would like to. The Fall Convention is in capable hands, and if it is as successful as the one we enjoyed at Montreal, there's nothing to be worried about. It is unfortunate that the COUPLER had to be so late last issue, and this one can not be ready on time either. Reminds me of the Maine Central freight extra that had been bucking the howling blizzard all night long, & the Dispatcher asked him to explain the reason for the delay. The old engineer was half frozen, worried to death about the weather and the condition of his engine, & in no mood for any explaining. "Give me a piece of paper" he said, "and I will tell that DS something." This is what he wrote:-

The snow was deep, the wind did blow,
The train was heavy and hard to tow,
The coal was poor, the steam was low,
The rail was bad, the engine slow,
Old 98 is twenty years out of date,
Them's the reasons the train was late.

That's all for this trip; let's hang out the marker lights and be on our way.....WAYNE A. ROUNDY, Pres.

FUTURE CONVENTIONS.

We are anxious to obtain a spread for some of our coming Regional conventions. Several promising locations have been mentioned. Among them are Albany N.Y., Binghamton, N.Y., Glens Falls N.Y., Concord, N.H., Pittsfield, Mass, and Brattleboro, Vt. Members residing in the vicinity of these locations should contact Convention Co-ordinator Jim See, #1 Orchard Drive, White Plains, N.Y.

Incidentally, Mrs. See has been anxious to learn what kind of activities the ladies prefer when at our affairs. How about some of you fellows quizzing your wives on this subject, and letting her know? We could do a lot along these lines if we can get the reaction of the ladies to it.

THE GOLDEN SPIKE.

When our hobby group was smaller,
In the days before a dollar
Would buy more than just a quarter
Pound of spikes;

The rugged model pioneers,
In spite of many friendly jeers,
Began to plan and build
Their model pikes;

Though kits and parts were lacking,
They must have started hacking
Out their scale equipment, from
Whatever they could find;

If their work was rough and ready,
Still they kept on sure and steady
With a dream of model railroads
In their mind;

So we already know your action,
Since you now have joined that faction
Of those whose hobby habits
Seemed so queer;

But now the ice is broken,
You can come right out in the open
And invite in all your friends
From far and near;

But before you think of quitting,
It is only meet and fitting
That you keep up with old tradition
On your Pike;

So, choose fanfare and publicity,
Or a ceremony with simplicity,
But complete your First Division
With the Golden Spike.

PORTSMOUTH, R.I. MODEL R.R. CLUB.

BIBLES ON TRAINS.

Old time trains in Vermont used to have nice shiny brass bible holders in each coach. There was a good reason too. Prior to 1888 no trains were permitted to run on Sundays, but the pressure was on, and in that year the Legislature passed a law permitting "the running on a railroad of such through trains on Sunday as, in the opinion of the Board, the public necessity and convenience may require, having regard to the observance of the day." The Vermont railroaders made sure that those passengers who wanted to would be able to observe the day by reading their bibles while traveling on the Sabbath.

THE THIRSTY RAILROAD.

Mr. R.J.S. Robertson of Syracuse, N.Y. announces that at a joint meeting of the Boards of Directors of the Martini & Manhattan R.R. and the Scotch and Water Central R.R. (both of which consist of him in person), it was decided to merge these two great railroads into one vast empire, to be known as THE MARTINI, MANHATTAN, SCOTCH & WATER CENTRAL SYSTEM. Its motto will be "Ship & Travel the Over-&-Under Bar Way", and remember that it's the service that counts, not the cost. New services available are:-

1. Complete slow & fast freight (mostly slow).
2. First Class passenger services (VIP's only).
3. Second Class passenger service (normal).
4. Third class passenger service (for railfans).
5. Complete servicing facilities (for the thirst).
6. Complete overhaul facilities (for hangovers).
7. Coffee served at all times (if available).
8. Alcoholic beverages (for pass holders only).
9. No job too big or too small (if she's a blonde).
10. We carry anything (except mother in laws).

Stop in for a visit if you are a friend, stockholder, relative, or prospective customer of the road. Open evenings. 200 Lynch Ave, Syracuse, N.Y.

OFFICERS.

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

DIRECTORS.

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

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



THE HOSTLER SEZ:

Here we are fast approaching another convention time, and it seems like we just returned from Montreal a few days ago. That's the way these affairs stay in your mind. You have so good a time that it is a shame to have them end. In the course of the years you develop a series of fond memories, and a host of friends as well. Looking back, we find an outstanding event remains in mind from each meet, and we take the recollection home with us to hold and remember. And to each new meeting we bring an enthusiasm and anticipation of still another item to be placed in that storehouse of memories. That is the way we anticipate it will be this Fall when we get together again at White Plains, and again at Rockville Centre, Morrisville, and Trenton. Its a great deal of work, arranging for a convention, but a job well done is its own reward. At the same time, it never hurts to drop a letter of appreciation to the fellows who worked the thing out.

Model railroading is fun in other ways too. There is a great deal of pleasure in building all of the things that go into a pike. There is a lot in the fun of planning it, and watching it grow. You get a feeling of accomplishment in working out all the details, and clearing up the "bugs" which get into the works. Then too there is the pleasure of operating the trains, and working out a schedule, and having friends come in to lend a hand.

In the U.S.A. we sometimes forget how fortunate we are, in the endless selection of kits, parts, and materials available to us. Look into the hobby shops, and see the unlimited variety. Sometimes we wonder how a business, established just to afford us pleasure, can make a living. In most other countries they'd starve to death. Our members in Australia are obliged to build practically everything from scratch. They can secure a few things off the British trade, but the duty on U.S. items runs from 50 to 90%, which prices the things out of the market. Then too we should consider the tremendous improvement made in all kinds of items during the past 10 years. The great improvement of detail, as well as ease of construction. The better finish, & completeness of parts. From a part-time activity, the hobby has grown to a full-fledged business, and we are the ones who get the benefits from that. The merchant who has produced a good product has survived, and the one who has not is gone. There is competition for our business, and out of this come additional improvements. We are indeed fortunate in having all these benefits. Model railroading is a growing hobby. Let's help it grow, and be a part of it, and participate whole-heartedly in it. That is the way YOU will get the best out of it. These are my parting thoughts as I retire as your editor

STAN BRADLEY

Years ago when NMRA was first organized by a group of model railroaders, they had no idea as to the extent to which it was going to grow. In looking around for a name, the National Model RR Assn. was quite descriptive of its objectives, and so that name was chosen. Our organization has now burst its bounds, and the term NATIONAL is no longer applicable. We have members and groups all over the world all of whom come under our charter and who pay the regular dues to us. Many of them seem to feel that they are giving us something, and not getting back an equivalent value, because of the distance, the monetary exchange, and the lack of many of the model equipment items that we take more or less for granted. They feel too that ours is an INTERNATIONAL organization, and that it should properly be named and set up as such.

There can be no doubt about the fact that the name can quite properly be changed to THE INTERNATIONAL MODEL RAILROAD ASSOCIATION. Perhaps a branch office, somewhere in Europe, to handle foreign dues and to clear materials to members living outside of the Americas, would make them feel as though they had more of a hand in the activities of the organization, and result in a substantial increase in interest and membership. This is a matter which would seem to warrant serious consideration.

STAN BRADLEY

REPORT FROM THE ROUNDHOUSE.

There are approximately 1875 NMRA members in our Region, and of those, 453 are signed up in the NER which is slightly better than we had during 1953. There is a likelihood of perhaps 20 more renewals, plus a few more new members at the Convention. In June the Treasurer sent out invoices to unrenewed members, and that produced some results.

Of the numerous districts we have designated in the Region for promotional work, the Westchester area has made the best improvement, due primarily to the hard work of Kim Salmon. He is to be complimented on this fine job.

A great deal of credit goes to the many volunteers for their mailing and printing jobs, because if it were a Region expense, our treasury would not be able to stand it. As Chairman I want to express my appreciation for their help. At the annual business meeting there will be a short and graphic account of this year's activities, and of the promotional plans for 1955.

ED SAFFORD, Vice-Pres.

REGIONAL BOUNDARIES.

Every so often members get into a hassle over the location of boundary lines, or somebody wants to change his particular location from one Region to another. There is no particular harm in that, for we all have our preferences. I do however question what difference it makes where the exact boundary line is located. There is nothing to prevent you from belonging to the Region of your preference, regardless of where you actually live. You can also attend any of the Regional conventions or meetings that you wish, and there is nothing requiring you to affiliate with the Region within whose bounds your home happens to be located. Many NMRA members belong to more than one Region, many belong to none, and still other Region members do not belong to the NMRA. There is a lot of red tape and paper work in making boundary changes, and it does not make any sense to me to fool around with it.

GERRY CURTIS.

THE FAN TRIP.

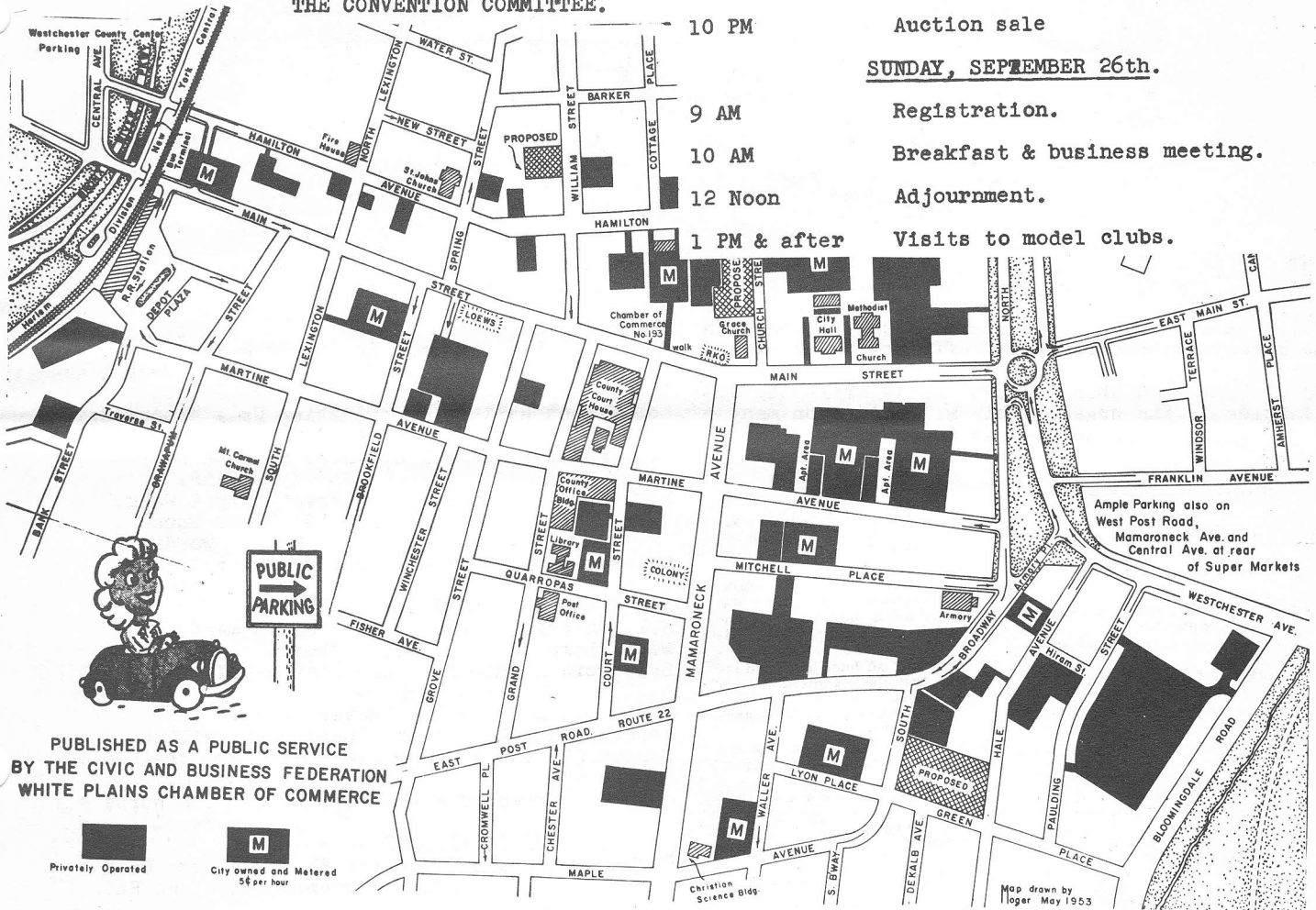
The fan trip at this Convention will be a ride on the PUTNAM R.R., one of the most interesting, and romantic little roads in the entire area. Originally built as a competing line for the Boston and New England business, it was quickly gobbled up by the Harlem, and became a part of the NYC Central system. It is truly a pike from yesteryear, with its light rail, small trains & informal operation. It meanders up the pleasant Taconic valley, leaving the main line at High Bridge, and from there it is "on its own". There are but few towns, and most of the stops consist merely of a railroad station and a couple of buildings. One wonders where the business comes from, and in truth, there doesn't seem to be very much of it.

Our special will leave Ardsley station, part way up the line, and will make its way leisurely along through some of the most pleasant scenery you will find anywhere. WASHINGTON IRVING country- THE HEADLESS HORSEMAN OF SLEEPY HOLLOW- the land of the PATROONS in COLONIAL DAYS- the great LAKE REGION of Westchester and Putnam Counties. The Station at Kitchawan is to my mind a typical small railroad depot as you'll ever find, and is extremely subject to model purposes. You'd do well to look it over & get a few photos for future reference.

The small yard at Yorktown Heights is extremely picturesque, and in its heyday you'd always see 4 or 5 ten-wheelers of the 1200 class percolating there. Things are different now that the diesels have taken over. The old Armstrong turntable is weed grown, the facilities are disused, and the trains now tie up at Brewster, where is a junction with the Harlem's main line.

You'll enjoy this trip, and we'll enjoy having you take it. DON'T MISS THIS EXPERIENCE.

THE CONVENTION COMMITTEE.



PUBLISHED AS A PUBLIC SERVICE
BY THE CIVIC AND BUSINESS FEDERATION
WHITE PLAINS CHAMBER OF COMMERCE

Privately Operated
City owned and Metered
5¢ per hour

THE FALL CONVENTION.

Our Fall Convention at White Plains N.Y. is all set and ready to go. The Committee has mailed a completely detailed news bulletin to every NMRA member in the area, so there's no need to go into details here. The usual program has been varied a bit to schedule the banquet on Sat. and model club visits on Sunday. The principal thing is to get reservations in early, so that the committee will know how they stand. Send reservation checks to the Treas., George D. Barclay, 141 E. Lincoln Ave, Mt. Vernon, N.Y. The cost, including registration, fan trip, banquet, and breakfast, is \$8.50 (ladies \$7.50) and well worth it. Make checks payable to NER Fall Convention Committee and send them in NOW!

Make your hotel reservations directly with ROGER SMITH HOTEL, White Plains, N.Y. Single rooms are \$4.75 up and doubles \$6.75 up. The committee can't take care of the hotel end of it-do that yourself. Herewith is a map of downtown to show you parking facilities and other points of interest.

White Plains is very well located for interesting activities, and for the ladies too. There is no doubt about having a wonderful time, and you will all enjoy it to the utmost. Here's the program:-

SATURDAY, SEPTEMBER 25th.

- 9 AM to 1 PM Registration at the hotel. Directors Meeting.
- 2 PM to 5 PM Fan trip, on the PUTNAM.
- 7 PM Convention banquet.
- 8:30 PM Clinics, panel discussion
- 9 PM Drawbar pull contest
- 10 PM Auction sale

SUNDAY, SEPTEMBER 26th.

- 9 AM Registration.
- 10 AM Breakfast & business meeting.
- 12 Noon Adjournment.
- 1 PM & after Visits to model clubs.

Ample Parking also on
West Post Road,
Mamaroneck Ave. and
Central Ave. at rear
of Super Markets

WHY NOT DECENT SCENERY?

How many of you fellows who operate tinsplate layouts have it mounted permanently? Quite a few, I would say; but what happens when it comes to scenery?.....nothing, or very little from what I have seen... and it wouldn't take much effort to make a very fine looking layout of it. There are many excellent tinsplate pikes, and as for operation, well perhaps there are less derailments than on scale pikes. But as for appearance, there is a good deal of room for improvement in many cases.

They are for the most part of a basic oval design, with buildings, streets, etc. laid out in a haphazard manner. No matter how you look at it, the pike appears flat. Why? because it is flat. The track is laid flat, the buildings are sitting flat and all on the same level, so what more can you expect other than a flat appearance with a definite lack of depth perception?

If you have such a layout, remove all your structures and take a good look at the available space. Make yourself a few wood formers of some desired shape, and secure to various parts of the vacant spot on the baseboard. Stretch and tack wire screen over them, just like we do in the larger scale layouts. They don't have to be too high- some only 1/2-inch or so, and others up to whatever height you think would look good. (Fig. 1)

You can cover the screen with any plaster mix that you like. If you prefer (and it works v ry well), forget the plaster and wire method, and use paper mache worked over the formers. True that this work of making rough ground may not allow all the structures to go back again, but the effect will be

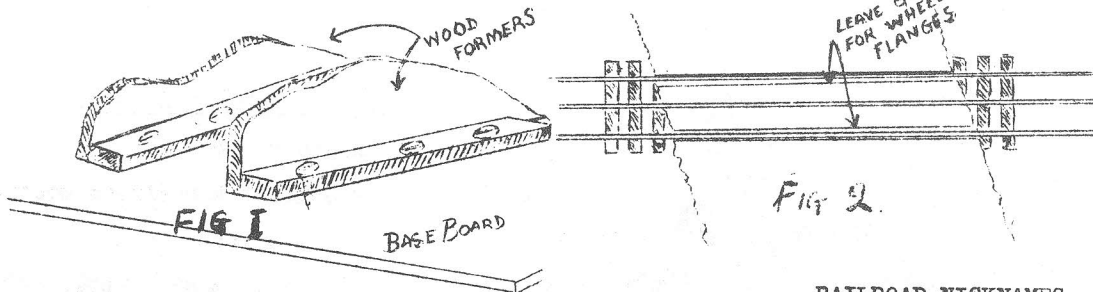
worth your while. Some of them can be arranged on the higher ground. Bring the high ground close to the track in places so as to model a cutting. What locks better than a train snaking its way through a cut, the pleasure of being able to see only a little of it at any one time?

When the time comes to paint that scenery, don't go down to the hardware shop and buy that nice looking glossy paint. Get flat paint, or better yet, use artists oil paint thinned with turps. It dried flat, and is much more effective than gloss. Mix a thin stain of various greens, soak in some fine sawdust, and it will make a very effective grass, which can be touched up in different shades.

Another thing which spoils that tinsplate layout is the grade crossings. Bring the road right up to the outside rail, fill in the area between, leave just enough room for the wheel flanges. In case of center third rail, there is no need for any gap, as long as the collector shoe still makes contact. A little thought is all that's necessary (Fig. 2). If you coat the road with glue, and sift yourself some real earth thru the wife's old nylon stocking, you get a fine dust which looks very realistic.

Before going further, take a look at a real grade crossing, and note all the things that go to make it up- fences, Cattle guards, signs, etc. It might be protected by crossing gates, and even a watchman's shanty. This is a project in itself.

I could mention many more things, but it is not my intention to go into the finer art of scenery. It is my hope that this will act as an inspiration to your own talents, as I'm sure you have thought of these things yourself, and only needed a bit of a BOOSTER.
BRIAN COTTER, in the BOOSTER.
N.M.R.A. in Australia publication.



HINT OF THE MONTH:

When drilling small holes for hand rail mounts, etc in your diecast locos, how many of the small wire drills have you broken off?? They tend to stick in the material and twist right off. Try using pieces of 1/32 tubing for bushings. Drill a large hole for the bushing, and then you can easily drill the small holes in the brass. This will save you many a drill, and do a better job at the same time.

Balto. S.M. Engrs.

How to Kill Any Association

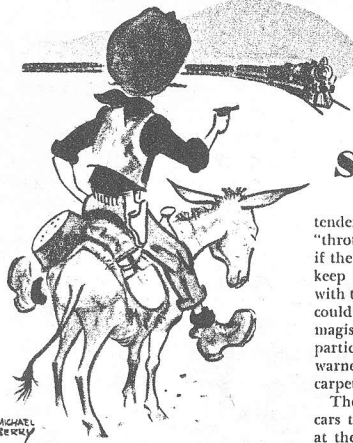
1. Don't attend meetings.
2. If you go, go late.
3. Talk to anyone sitting near you as much as possible.
4. If the weather isn't pleasant, stay home.
5. Don't accept any office; it's easier to criticize.
6. Never approve anything your officers or committees do.
7. Don't pay your dues until you have to.
8. Insist on official notices being sent you, but don't pay any attention to them when you get them.
9. Don't bother recruiting new members.

10. When you don't like what's going on, say so, but under no circumstances offer any constructive suggestions.
11. Devote most of your time to talking; let someone else do the work.
12. If elected a delegate to a convention, don't bother about attending meetings.
13. Then you can come home and report that the organization is in the hands of a clique and that there's no use trying to do anything about it.
14. Don't cooperate with any officer or committee; make them cooperate with you.
15. Remember, you know more than anyone else about everything. If they don't agree with you, they're wrong.

RAILROAD NICKNAMES.

- Wabash, Chester & Western RR- "Wobbly, Crooked, & Wobblier."
Green Bay & Western RR- "Get Busy & Walk."
Dansville & Mt. Morris RR- "Dead & Much Mortified!"
Live Oaks Perry & Gulf RR- "Lean Over, Push & Grunt."
Louisiana Railway & Navigation Co.- "Loose Rails & No Connections."
Duluth South Shore & Atlantic RR- "Darn Slow & Shabby Affair."
Lake Erie & Western RR- "Leave Early & Walk."
Port Huron & North Western RR- "Poor House & No Wonder."
Chicago Burlington & Quincy RR- "Carries Bums & Quickly."
Ann Arbor RR- "Anxious Ann."
N.Y. Ontario & Western RR- "Old & Weary."
West Shore RR- "The Worst Shore."
Baltimore & Ohio RR- "The Best & Only."
AND IN ENGLAND:-
The North Eastern RR- "Never Early."
London & North Western- "Lazy & Not Willing."
London Chatham & Dover RR- "Land 'em, Shashem & Chuckem."
Oxford, Worcester & Wolverhampton- "Old Worse & Worse."
AND IN IRELAND:-
Cork, Banden & South Coast RR- "The Come Bask Amidst Summer's Ceaseless Rains."

Early Locomotives



HOW TO STOP A TRAIN

tendants and dispatchers, often because of "throttle fever." With freights or passengers, if the track was straight and clear, he would keep her rolling like the wind and to hell with the little towns he passed through. They could hear his whistle, couldn't they? The magistrate of a Mississippi village became particularly touchy about it. Casey was warned several times, then was called on the carpet.

The next time Casey hauled a string of cars through that hamlet, he stopped dead at the edge of town. Turning the throttle over to his ash-cat, with instructions to keep her at about three miles an hour, Casey got out, tied a long rope to the cowcatcher, slung the other end over his shoulder and preceded his train down the track. Villagers for the first, and probably the last, time in history saw an engineer literally pulling his train through town at a most sedate pace.

You can halt a rushing hog by yanking the emergency cord in a passenger car or breaking the air coupling between freight cars. But few people can disconnect an air hose without breaking an arm.

One other thing will stop a train for sure. A landslide. They were common in the old days, before electric fences were built along the "cut-throughs" and hooked up with signal systems to warn approaching trains if part of a mountain or hill starts moving onto the track.

There is an old silver-plated throttle that hangs on the wall of the Brotherhood of Locomotive Engineers main room at Albany, New York. It was the last lever pulled by Edward Kennar, a name too little-known in railroad history.

Engineer Kennar, the dark night of April 18, 1887, was pulling a string of freight over the old Western Division of the New York Central Railroad. He was hitting up a good clip when he spied the track apparently running into the ground. It was a landslide. He saw it too late, for he had been thinking about a scheduled meet with passenger train No. 5 at Batavia, but he set his air brakes, fluttered his whistle cord, and stuck by his job while his fireman "joined the birds."

The locomotive plowed into the landslide, tilted, toppled off the grade into a deep ditch. All but one or two of his train's creaky old boxcars held to the rails. The crew raced from the caboose to the wrecked engine. Ed was hopelessly imprisoned in his cab, crushed, dying, with hot steam curling around him. The crew gathered 'round helplessly, and a brakey leaned closer for his last words.

"I ain't dead," Kennar heaved through bloody lips. "What are you fools standin' there for?" ... Another big breath: "Go flag number five!"—William Burke

Shortly after the Missouri-Pacific Railroad had shoved its iron tentacles beyond Coffeyville, Kansas, a rustic gentleman who owned a farm near that frontier walked across his wheat field one afternoon and violently waved his straw hat across the track. A huffing passenger train clanked to a stop. Trainmen piled off, looking for danger dire. The farmer hiked up to the combination mail-baggage car and found the slot labeled "U. S. Railroad Post Office." He poked therein a letter, explained to the baggage-man that it was important, turned and waved thanks to a bewildered engineer and strolled off homeward.

He exercised an unwritten right which the U. S. Supreme Court, regrettably, has never been called upon to void or validate.

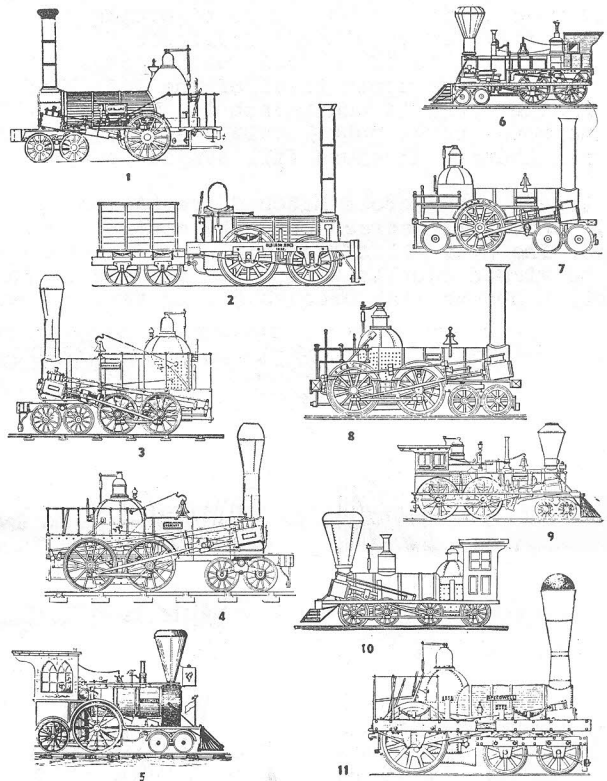
You can stop any train, be it local freight or the Congressional Limited, if you catch the hoghead's attention with "any object waved violently on or near the track, which is a signal to stop." But you had better not be fooling when you do it.

State and regional laws in Nevada, New Mexico and parts of the Southwest not yet taken over by the dudes still make it legal for you to halt any train if you are a thirsty desert traveler needing a drink of water. This does not apply to streamliners with bar-buffet cars. And the legislation has not been called to official attention since Death Valley days, when a lone prospector scurrying back from the hills unlimbered his .45 at a Union Pacific engineer, winging same when he failed to answer his distress signal.

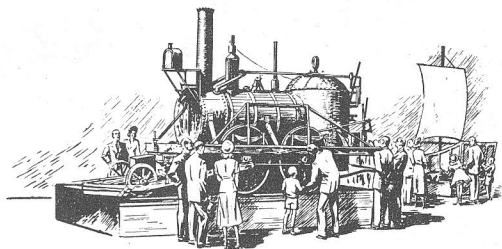
The iron horse hauled up short. And, while the stubborn engineer was given first aid, the old sourdough filled his canteen and led his burro away, mumbling something about people being so stingy with a whole tankful of water.

Railroads all are plagued by local speed laws, which the city fathers at thousands of whistle-stops have framed to apply to any vehicle moving through the township. Crack trains are not excepted, although the law is usually winked at.

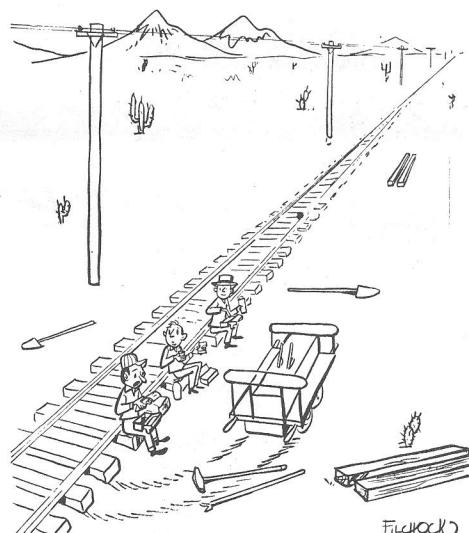
Which recalls a little prank of the immortal Casey Jones, circa 1900. He was always in lukewarm water with his superin-



1. "England"—Built in mid-1830s by Long & Norris of Philadelphia for the Birmingham & Gloucester Railway of England.
2. "Old Ironsides"—Built in 1832 for the Philadelphia & Norristown Railroad by Matthias Baldwin.
3. "Gowan and Marx"—Built by 1839 by Eastwick & Harrison for the Philadelphia & Reading.
4. "Mercury"—Built in 1844 by Eastwick & Harrison for the Baltimore & Ohio.
5. "Brookline"—Originally built in Liverpool (1835) and rebuilt in 1840 at Boston & Worcester Railway shops.
6. "Patuxet"—Built in 1850 for the Old Colony Railroad.
7. "Stockbridge"—Built by Rogers, Ketchum & Grosvenor in 1842.
8. First "American Type" locomotive in United States. Built by Rogers in 1844.
9. "Victory"—Built by Rogers in 1849. This was the first engine with shifting link valve motion.
10. A Baldwin "pusher" on the Erie.
11. "Speedwell"—Third engine of the Morris & Essex Railroad (1838).



Every year more than a million persons visit the fascinating railroad museum at the Smithsonian Institution in Washington, D. C.



"Here's a dollar to buy your lunch. I didn't have time to pack it."

Erie Railroad Magazine

THE ESSEX CONNECTING RAILROAD.

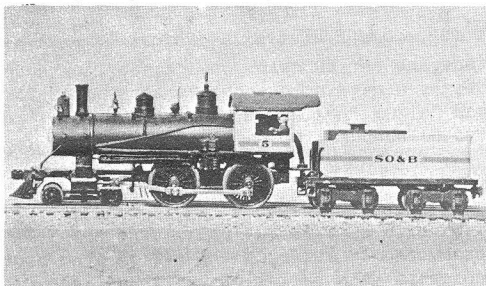
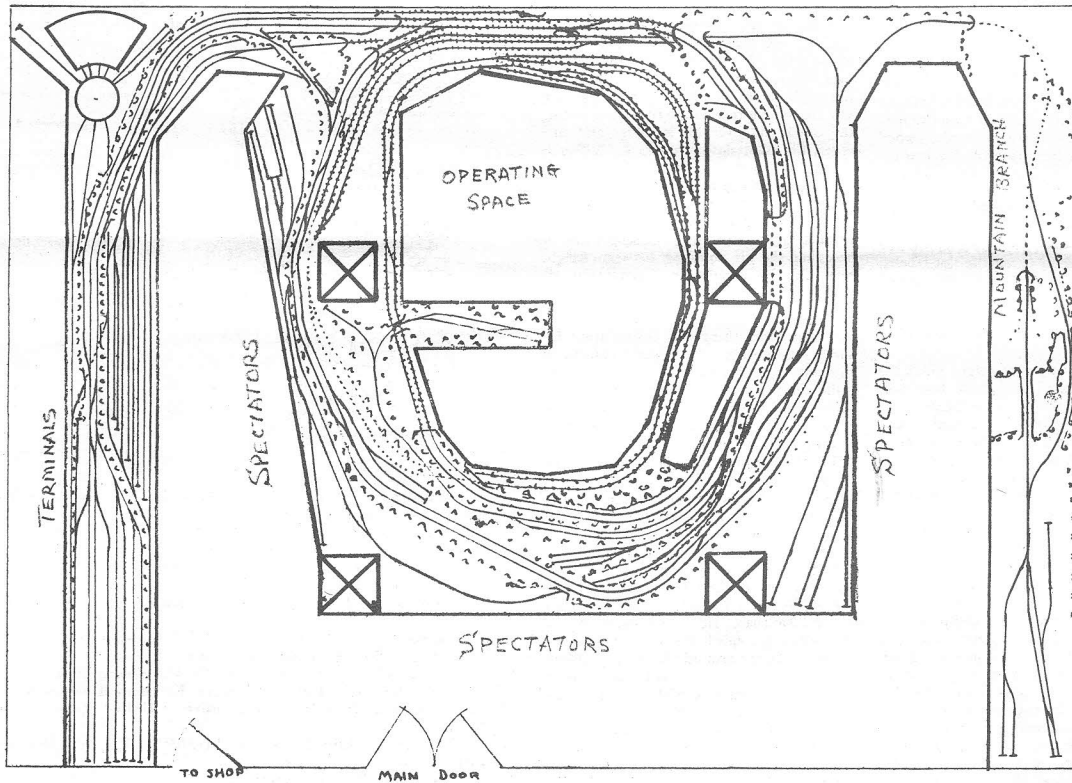
The West Essex Model Railroad Club has its layout in the basement of the Brownstone Church at Main & Halstead Sts, East Orange, N.J. It occupies space of 30 x 36', with a shop in an adjoining room, and various items of machinery available for member's use. The pike is "E" shaped, with passgr terminal and yards on the upper level of the left hand leg. The freight yard is underneath it. The turntable & engine house serve both levels via access ramps, & several industrial spurs fill available space.

All tracks shown cross-hatched are hidden by scenery, which will screen out the central operating space. The over all effect will be a panorama that can be viewed equally well from any side. To the right, a branch line crosses a long timber trestle

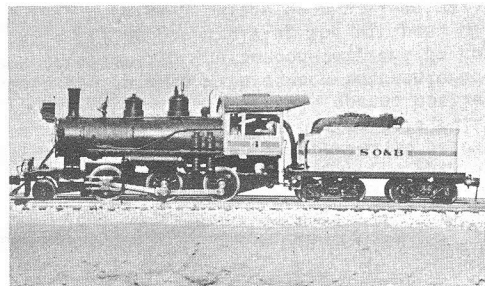
and serves a small scenic mountain town with some industries, plus a spur to the quarry pit.

The pike was designed for fast passenger service & considerable freight operation as well. Tower type control is used, the layout being divided into a number of blocks, each having its own control panel and board engineer. Power supply is the 2-battery system, 21 volts at 30 amperes. Modified auto generator cutouts are used for circuit breakers. An inter-phone system is being installed to towers.

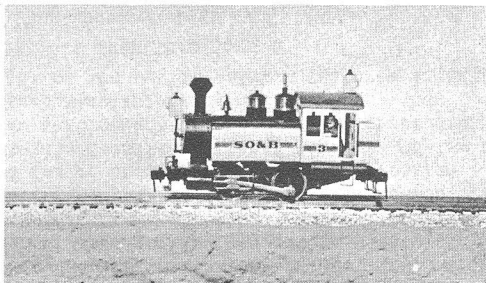
The Club has temporarily standardized on Baker couplers, but is co-operating with the NMRA Coupler Committee in an effort to come up with something even better. Meeting nights are Tuesdays at 7:30 & all model railroaders are cordially invited.



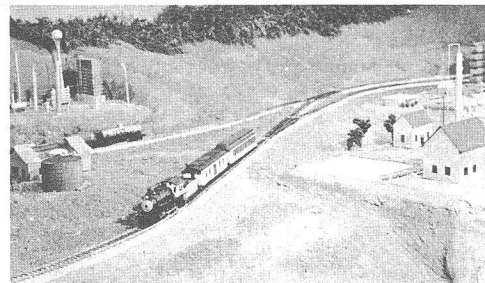
Skiatook, Okfuskee & Bowlegs No. 5 - an American standard modified from Mantua Belle of the 80's. Built by L. S. Reid.



Skiatook, Okfuskee & Bowlegs No. 4 - a Mogul modified from Mantua 8-Ball by using shifter drivers, new boiler fittings & a custom-built road-pilot. Built by L. S. Reid.

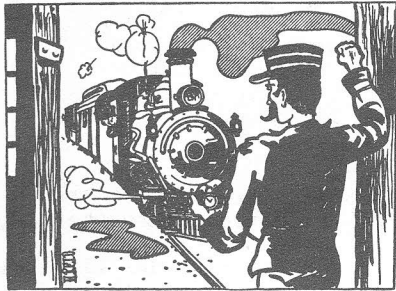


Skiatook, Okfuskee & Bowlegs No. 3 - a duded-up O-4-OT Mantua Busy Bee.



S.O.&B No. 5 pulls moving local north-bound through the gas fields near Bowlegs. Scene taken on Chemical Engineers Industrial Panorama, University of Oklahoma, Norman.

Through The Door To Yesteryear

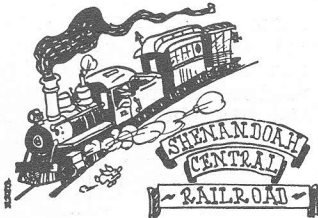


Ride One of America's Last, Old-Time,
Narrow-Gauge Trains!

SHENANDOAH CENTRAL RAILROAD

U. S. Route 33 at Penn Laird,
6 Miles East of Harrisonburg, Virginia

THE STORY OF "TWEETSIE", THE TRANSPLANTED TRAIN



What Does Narrow-Gauge Mean?

When our nation was young, it found that the new steam railroads were the only means of linking together sections of the country so as to provide economic and physical growth. At that time there was no "standard" gauge of track (4 ft. 8½ in. between rails) and new lines were being built to various gauges. Eventually, it became common practice to describe any gauge of less than standard as "narrow-gauge", and hundreds of such lines were built all over the United States. Many of our present-day railroads originally were built as narrow-gauge. (The Shenandoah Central's line is built only a few feet from the old survey and grade of the Washington, Cincinnati & St. Louis Narrow Gauge R. R., original predecessor company of the Chesapeake Western Ry.)

Where "Tweetsie's" Name Originated

One of these brave little narrow-gauge roads, the East Tennessee and Western North Carolina R. R. ran from Johnson City, Tennessee thru the Grandfather Mountain country of the Great Smokies, into Boone, N. C. It was begun in 1866 and was abandoned in 1950, leaving the East Broad Top R. R. in Pennsylvania as the last remaining narrow-gauge common carrier railroad East of the Rocky Mountains today. Until very recent years the East Tennessee & Western North Carolina R. R. was literally the only way to get into or out of the rugged Grandfather Mtn. country, and its little trains occupied a secure place in the affections of the mountain people, being their one, tenuous connection with civilization; so much so that many years ago they named their little train "Tweetsie". No one knows definitely why—perhaps it was because of the locomotive's shrill, bird-like whistle—but the name stuck, and became known as such by railroaders and railroad fans all over the United States.

How the Shenandoah Central Railroad Began

Meanwhile, up in the heart of Virginia's famed Shenandoah Valley, three men who

each had a life-long interest in railroading were slowly coming to the realization that someone should do something to preserve some narrow-gauge equipment before it was irretrievably gone. One was a surgeon, Dr. Paul S. Hill, who owned a beautiful livestock farm at Penn Laird, near Harrisonburg; one was an insurance agent and former railroader, C. Grattan Price, Jr.; and one was a coal, fuel and feed dealer, Wade W. Menefee, Jr. From their discussions arose an idea: they would buy some narrow-gauge equipment and build a mile-long railroad on Dr. Hill's farm and create an operating museum of railroading. Their purpose was not wholly serious, though, as they knew that such a line would afford them unlimited pleasure.

"Tweetsie" Comes to Virginia

Letters were sent out to all known sources of supply for used narrow-gauge equipment. All were fruitless except one to the East Tennessee & Western North Carolina R. R. They replied that they still had available one 50-ton 4-6-0 locomotive (No. 12), one combine coach (No. 15) and one observation car (No. 11). Unfortunately, the asking price was out of their reach, but another stroke of luck brought them in contact with Mr. Alfred Steel, President of the E. T. & W. N. C. He was sympathetic with the idea of preserving this equipment and went before his Board of Directors, proposing that the asking price be reduced by two-thirds. This was approved and the engine and cars purchased. After repairs and repainting they were moved to Penn Laird. Thereby, "Tweetsie" was transplanted and became a Virginian by adoption. Additional seating capacity was required and a search was made for another coach. This was fruitless until the East Broad Top R. R. decided to part with one of their coaches, No. 5. Through the assistance of their President, Mr. J. William Wetter, approval of their Board was secured to sell the coach for one-third the asking price. Purchase was made in February, 1953.

The next problem was the acquisition of rail. Attempts to locate rail met with no success, and the project came close to dying a premature death until the situation was rescued by President Don W. Thomas of the local Chesapeake Western Railway. He encouraged Hill, Price and Menefee when the going was cheerless, and agreed to loan them the necessary rail. Without his help, there would be no Shenandoah Central R. R. today.

Virginia's Railroads Come to the Rescue!

Grading of the right-of-way was completed in February of 1953 and completion of the line was aided by the Norfolk & Western Ry. who donated the cinder for ballast, approximately half of the ties, and the semaphore signal at the station. Official opening ceremonies were held May 29, 1953. Other rail-

roads, industrial firms and individuals have contributed to this project. Attention is invited to the list of acknowledgments on the reverse side of this folder. This project should scotch the mistaken idea that railroads and other large corporations are cold and heartless entities—truly, this railroad could never have been completed without outside assistance. Likewise, it is most important to thank the numerous persons throughout the United States who have sent in monetary donations for a total of more than \$1,500.

The Shenandoah Central is one of three narrow-gauge operating museums in this country, the other two being located at South Carver, Mass. and Buena Park, Calif. Also, individuals and clubs have purchased and preserved narrow-gauge locomotives and cars as permanent monuments, mainly in the State of Colorado.

No Parking Problems Here!

Passengers using the Shenandoah Central's train may drive their cars direct from U. S. Route 33 (a few feet from the tracks) to the large, free parking area adjacent to the station. Tickets (which are quite unusual and amusing) are purchased at the typical old-time "depot" and will be returned to the passenger for souvenirs after being punched by the train Conductor. Souvenirs, sandwiches, soft drinks, etc., are also available for sale.

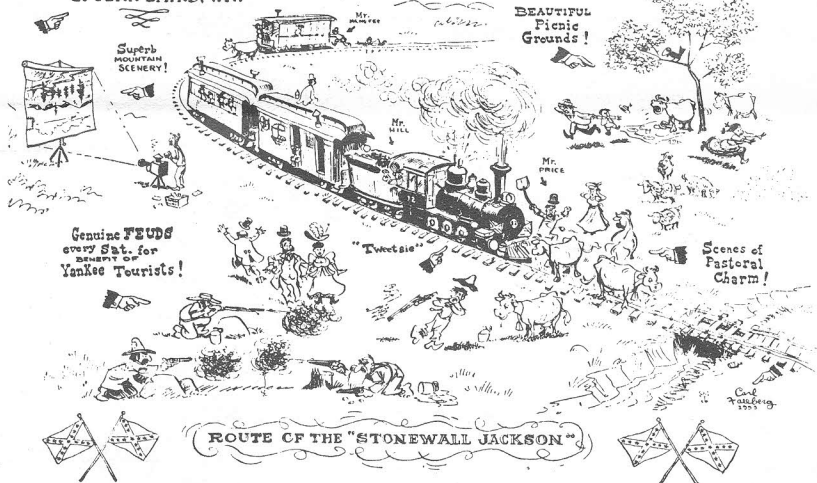
A Scenic Wonderland

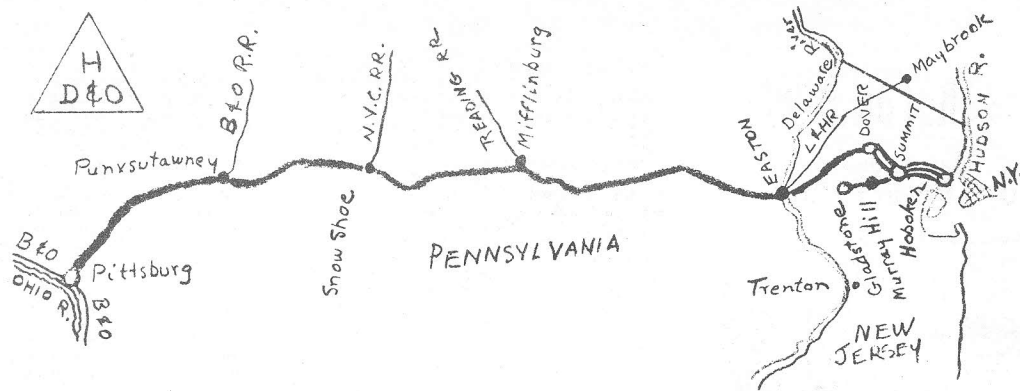
Leaving the station on board the train (which runs every twenty minutes) the passenger travels beside Cub Run across the rolling livestock farm, past a road crossing and thence to the point where the locomotive begins the ascent to Massanutten Summit, the highest point on the line. From Summit the track drops to the level of Cub Run which is crossed on a 64-foot bridge. The train comes to a halt at Central Park, and here, the railroad has constructed picnic tables and outdoor grills, and the passenger is cordially invited to make free use of the facilities for as long as he wishes. The return trip is made at the passenger's convenience.



↑ RIDE THE SHENANDOAH CENTRAL RAILROAD! ↓

at PENN LAIRD, VA.!





THE HUDSON, DELAWARE & OHIO.

The Summit- New Providence HO Railroad Club, which provided us with the Delaware Trophy for our model contests, was organized in February 1949. It was decided to copy stations and trackwork of the DL&W rather than an imaginary track pattern. The new pike was christened the Hudson, Delaware & Ohio, & from the map it will be seen that it extends from Hoboken N.J. (across the Hudson from NYCity), across N.J. and Penna. to Pittsburg, Pa. This was the projected "Rainbow Route" which the B&O attempted to establish many years ago. The line is 3-tracked as far as Summit, thence 2-tracked to Dover, and single track with passing sidings the rest of the way. The Gladstone Branch is in reality a return loop. Manual cab control is in use, with cabs being connected to the sections by the towermen. The system permits engineers to control their trains no matter where they go on the layout, and cab indicator signals are fully automatic. High frequency lighting maintains illumination regardless of the speed of the train, or the power condition. Time-

table operation is maintained, with trains made up and dispatched by train order thru the Dispatcher.

The H.D. & O. is basically a bridge line between the B&O lines west of Pittsburg, and the N.Y. area, as well as to New England via the Lehigh & Hudson and the Poughkeepsie Bridge. The short route makes for fast time on both passenger and freight hauls. Its also a heavy coal hauler, passing thru the heart of the mining districts. Interchanges are had with the L&HR at Easton, The Reading at Mifflinburg, the NYC at Snow Shoe, and the B&O at Punxsutawny and at Pittsburg.

Meetings are held Tuesday evenings at 8 P.M. and memberships are open to interested persons. The Club enjoys plenty of operation, and in addition members are able through participation in the work program to learn all they wish about model railroading and layout construction. The pike is in the basement of Paul Mallery's home on Oakwood Drive, Murray Hill N.J. and his phone is Summit 6-3960-J.

The diagram shows the track pattern as far west as Clearfield, Pa. Track west of that point is to be on benchwork not shown and Hoboken terminal will be in another room 24' x 24'.

Minimum radius

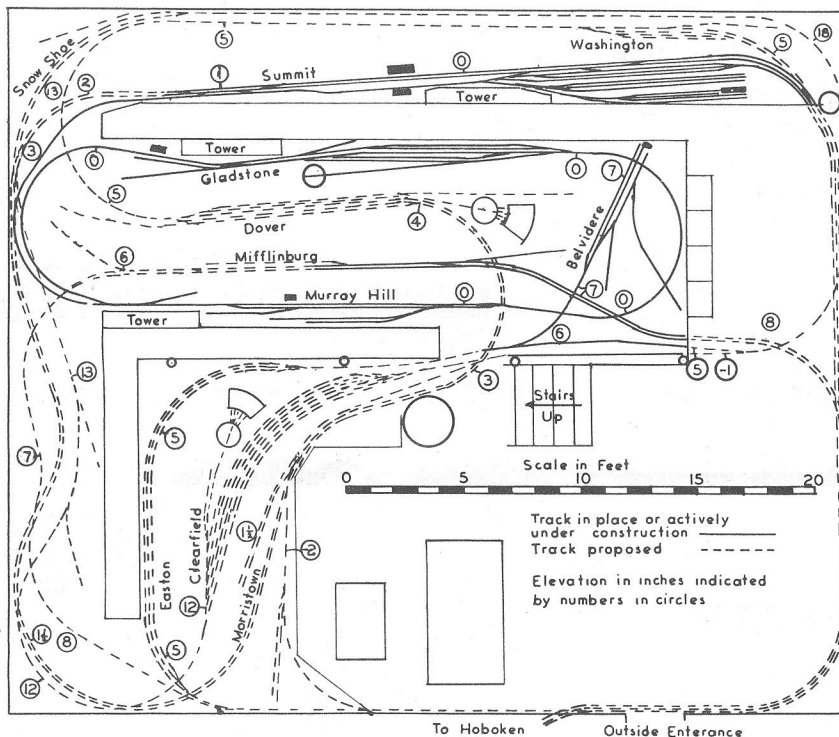
Yards 3' 2"
Branch 3' 6"
Main 4' 0"

Min. turnout
Number 8

Maximum grade
1 1/2% except
for 2% on two
helper grades.

All curves
eased.

Trackwork at
Summit, Murray
Hill and Glad-
stone scale
copies of D. L.
& W. tracks.



HINT OF THE MONTH:- If you are having trouble with derailments at switches, try putting a slight offset in the stock rail to receive the switch blade. If this is impractical, a similar effect can be obtained by adding just a little solder to the inside head of the rail, in front of the point.

BSME SWITCHER

HINT OF THE MONTH:- If you plan to put scenery on your layout, take steps to have a firm track board from which to work. Use whatever type of construction you wish, but make the base board wide enough so that the scenery material can be firmly put on without disturbing or fouling the track.

LINDSAY switch machine with contact points for polarity control, either open or concealed mount, low current drain, quiet operation.....also hi-freq. lighting outfit already assembled that keeps car & loco lit's on even when train is stopped....MANTUA 0-6-0 switcher that will take 8" radius curves.... PENN SCALE MODELS Brill suburban trolley on 4" radius....new type POLARIS switch machine.....a metal truss bridge by IMP...MODEL DIE CASTING's Atlantic....HOBBYTOWN Alco road diesels...TRUSCALE imitation earth & grass....FLEISCHMAN's new Pacific.... more of WESTON old time figures....VARNEY box car with 4 road names..... 2 bldgs by MODEL HOBBIES, a house-& outhouse, and a roadside garage....SUMMIT ENGINEERING (a new firm) whistle stop station and a lunch room....VARNEY HO Cattle guards....and HO telegraph poles....SILVER STREAK Turntable either in kit or built up....ULRICH tractor-trailers.....

ALSO.....SUYDAM corner building with store (hobby shop, of course) and apartment above....ARGY Mail Pouch barn....water tower kit by MODEL HOBBIES... ARGY SPECIALTIES yard control tower with full visibility all around, includes new type light bulb resembling miniature fluorescent....CONCORD CAR's 28' CNJ in conventional color....MAIN MOTOR model M-70 with 7-pole armature, alnico magnet, 10,000 RPM no load speed, rated load about 1/2000 HP, for use in HO, TT and small S gage equipment alike....

PENN LINE's GG-1 has been delayed in favor of its I-1 (2-10-0) due Aug. 15. The T-1 with an improved design at reduced price is also expected soon. The plastic body castings of F-7 A&B units by ATHEARN are also announced. GANDY DANCER has a nice new all-wood tank car kit in HO....POLLOCK hot metals cars are supposedly again available.....

RUMORED TO COME:- VARNEY F-3 with plastic casting, 3 basic colors, new drive principle....B units as well....LINDSAY's pulse converter that can be attached to your full-wave power unit, claims gradual transition from half to full-wave, without motors overheating....ATLAS snap switch, also bumper with a light....VARNEY will have some more reefers.... AYRES new factory, also frgt & pasgr platforms.... HI-BALLER's new Golden Eagle line to include mail, baggage, combine, and coach units.....

FOREIGN STUFF: FLEISCHMAN prototype U.S. equipment including flat, gon, box, reefer, and hack, with different road names....baggage, coach & club cars with Pennsy lettering, 4-6-2 loco with 8-wheel tender, 0-6-OT switcher. One of their new accessories (which could be modified for scale track) is a distant signal (2 green, 2 yellow lights) and a home signal (1 red, 1 green). A 5 terminal DPDT switch is also available for them....RIVAROSSO has four built-up diesels (CNW, NP, SP, MONON colors)..TYCO will have train sets with 0-6-0, 4-6-2, and tank engines, also A & B Unit diesels.....

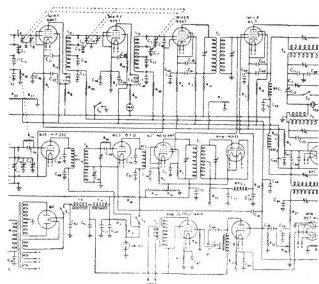
Make Your Own Simple Train Controller

THOSE of you who operate your trains by the twintuple-pack, electronic sequence, double-filtered half-wave twin mastoid system of power distribution can use this simply made, sonic-diabola micro-wave prorator provided (1) that your systemic altolineator is not grounded to the N rail at any Z track intersection and (2) you have access to a parabolic type of micro-arc, polyfield UHF transmitter.

The self-explanatory diagram shows the simple, step-by-step procedure involved so I'll not burden you with useless words.

A few comments, however, might be helpful. If the systolic microtoner shown in the X leg of ZY circuit is non-conductive at less than 48 microvolts, change the bisilicate tuning coil to one of about 3 ohms per microfarad less resistance, after, of course, allowing for the cross-voltage tuning variation.

Oh, and another thing—be careful to



keep the shading interceptors at 27° angle to the damping coil.

You have no idea how your operation will be improved with this type of controller. As a matter of fact, neither do I. I've been fiddling with the damn thing for three years without any success.

The Hi-Rail Committee has been doing everything it can to develop this phase of model railroading. We have reluctantly come to the conclusion that we've got to find some medium other than the NMRA publications, to reach the mass of the hi-railers.

They have not heretofore been attracted to us, and thus do not have the opportunity to read our publicity, or to learn of our objectives in their behalf. We know of no publication beamed directly to them, since the demise of Lionel's MODEL BUILDER.

The Committee has no funds with which to function, and that too makes it difficult. The individuals have to foot the bills for everything we try to do and the response has thus far not been too encouraging. In general the hi-railers are unorganized & there is no uniformity whatsoever in what they may expect from an organization such as ours. Many of them are youthful, stay with this branch for a time and then switch over to scale. Others are loners who appear unwilling to associate with us.

Our principal problem at the present time appears to be, how we can bridge the gap, and make contact with those who might be interested. It seems as though we will have to use the dealers and manufacturers more for contacts, as they are the ones who are closer to the ultimate buying public.

FRED HEINEL, Chairman.

SHOW IN METROPOLITAN AREA.

We are pleased to announce our annual show and exhibition for model railroaders on the following dates and times. There is no charge for admission, and everyone is cordially invited to visit us.

Sat. & Sun.	Afternoon session	2-5 P.M.
Oct. 9 & 10	Evening session	7-10 P.M.
Mon. Oct, 11	Evening session	7-10 P.M.
Tues. Oct. 12	Afternoon session	2-5 P.M.
	Evening session	7-10 P.M.
Fri. Oct 15	Evening session	7-10 P.M.
Sat. & Sun.	Afternoon session	2-5 P.M.
Oct. 16 & 17	Evening session	7-10 P.M.

BAY RIDGE SOCIETY OF MODEL ENGRS.
6816 Fourth Ave, Brooklyn, N.Y.

REGIONAL PUBLICATIONS.

Most of the Regions now have their own publication of one kind or another. Some are merely a 1 or 2 page news sheet with announcements. Others are of more comprehensive type, and attempt to cover the entire regional field, with both news and also the items of Model RR interest. Some have an attractive get-up, and others are just put together. Some carry paid ads, and others do not. Publication frequency varies, and so does the cost.

The NER has been fortunate in having a good paper, of diversified interest, and carrying only things pertaining to model and prototype subjects. It was originally intended to carry items of local interest, individual and club notes and news reports. The Editor finally tired of soliciting material, & went to other sources. COUPLER material has been republished and duplicated at various times in all parts of the world, and we are happy that its been considered worth while. The AAR is sending June's LONESOME WHISTLES story to all of the railroad magazines. We hope that we have set up a standard for many years to come, for the enjoyment of members, and for the benefit of the Region.

STAN BRADLEY

REPORT OF THE CONVENTION CO-ORDINATOR.

1954 Fall Convention at White Plains, N.Y.

This has been a hard working committee, which has held many meetings, and has come up with an excellent program. Everything is in readiness, and the full details are found elsewhere in this issue.

1955 Spring Convention at Garden City, N.Y.

This group is also well organized and active. Its meetings are public and well advertised in local papers, including a program which attracts a good attendance every time. This trick has drawn additions and ideas. Dates have been set, hotel selected and preliminary arrangements made. The fan trip on the Long Island RR will feature electric operation and will be quite attractive. Many well thought out plans are in the works, including a possible photo contest. Final details later.

1955 Fall Convention at Morrisville, Vt.

Preliminary work on this typical small-town New England affair is more than completed. Details are being handled by Mr. Warren Fancher of the St Johnsbury & Lamoyille County R.R. Headquarters will be the Hotel Randall. An ALL DAY fan trip over the St J&LC is in the plans, with an extra arrangement, a nice bus tour to Mt. Mansfield and Smugglers Notch for the late comers, and others who prefer that. The banquet, business meeting, and model contest will be Sat. eve, and more RR on Sunday A.M. at the CV shops in St. Albans. Real old time railroading, with plenty of photo opportunities in the covered bridge country at its most beautiful time of year.

1956 Spring Convention at Trenton, N.J.

This one is still in its preliminary phases, and I have as yet nothing definite to report on it.

JIM SEE, Co-Ordinator.

HINT OF THE MONTH:

Don't look down your nose at Hi-Rail;- it's rail-roading too, and often more reliable operation than you get on a poorly designed scale layout.



THE SATURDAY EVENING POST

A FRIEND TO ALL.

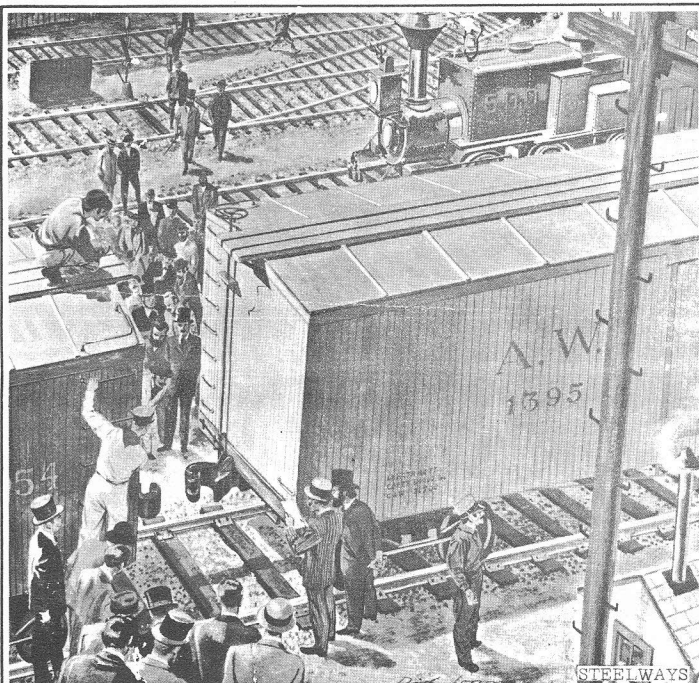
All of our members have a feeling of friendliness toward one another; otherwise we would not belong to the organization. But some of us have the happy faculty of emanating friendship more than others.

Way back when the Region was young, and model railroading was bright and new and shiny, a small group got together and worked out the formation details. One of those fellows had a very special faculty of being everybody's friend. All who met him were in accord-- They were really happy to know him. Even at that time he had a record of accomplishment in back of him. He had been for years a spark plug of the New York Society. When ever there was anything to be done, he was in the midst of it. Organizing the club shows....running the outings....handling the many details....nothing was too big a job for him...& he kept that up in the Region too...making up a car for the conventions..handling the program work....handling the National meeting in New YorkPresident of the N.Y. Club.....always with the same cheerful greeting and a way of getting things done....by now you know who I mean.

I refer to the Top Hat RR man.....the railroad on the high hat, with the blinker lights that blink.. the semaphore that operates..the whistle that goes toot....the train that goes around it.....sure and who else could I be talking about than good old George Brackmann of the New York Society.

Well, fellows.....some very distressing news has just reached me.....George has been sick....very sick...and out of circulation for a long time...he has just written that he is not strong enough to be at White Plains...but he remembers his old pals and wants to be remembered to them, until he is able to be up and about again. Here's something WE each of us can do to help cheer up a real grand guy...sit down right now and write him a nice long letter about what gives with you in model railroading....his address is 611 76th Street, North Bergen, N.J. and I know he'll enjoy it. **DO IT NOW!**

STAN BRADLEY



It was a day in 1885, and a unique event was taking place at Hamburg Street railroad yard in Buffalo, New York. For years the old hand-operated link and pin couplers had been building up a gory record of smashed arms, mangled legs and lost lives. Thousands of patents had been granted on various designs for doing the job automatically, and now a contest was being held to choose from among the best 42. One of the oddest was a queer knuckle devise invented by a penniless dry goods store

clerk named Eli Janney, who had thought of the idea one day when he absent-mindedly hooked his fingers together. To the surprise of the trainmen and the inventors his coupler came through the test with flying colors. Two years later, when it was finally adopted for general use, the mortality rate among trainmen began to drop, and today nearly four million versions of Janney's iron fingers link America's trains from coast to coast.

STEELWAYS

THE CANADIAN PACIFIC.

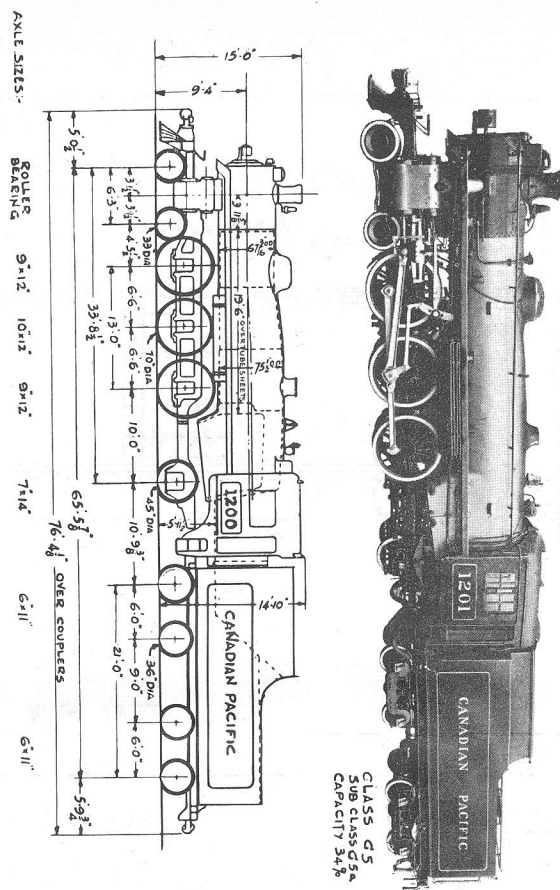
This is a transcontinental road, serving the public on land, sea and air with its world spanning facilities. It has 17,089 miles of track in Canada and 3,794 in the U.S. 1,925 locos are operated, 90,000 cars of all descriptions are seen along the line, & work equipment includes 200 snow plows, 25 pile drivers, 15 cranes, 5 steam derricks, 20 shovels, and 50 wrecker cranes. New streamlined cars are in service as quickly as received from the builders.

The Company operates 9 ships on the Atlantic and 2 on the Pacific, 16 coastal vessels, and many more on the Great Lakes and inland waters. 14 major hotels and 4 bungalow camps make the C.P. the largest hotel chain in Canada. Its vast communications system of over 200,000 miles of wire connects with all parts of the world. The C.P. Express Company is a subsidiary, as well as a large air line.

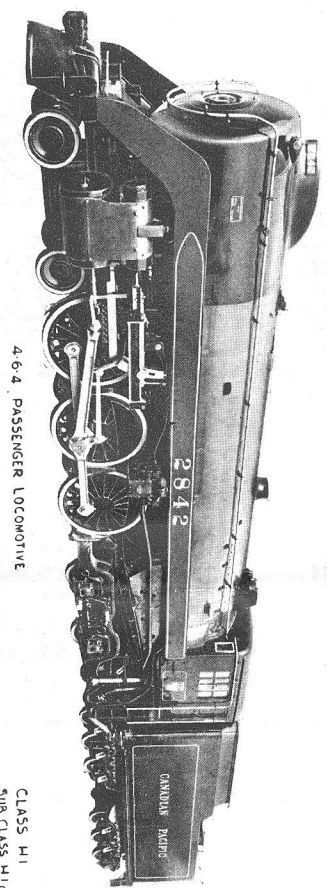
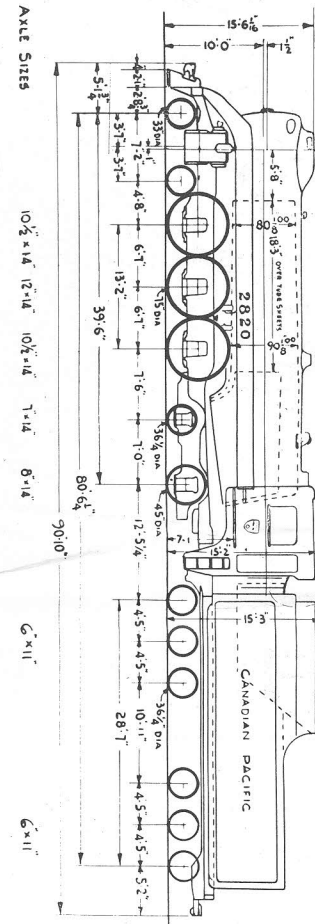
From the time it received its first steam locomotive from the Portland Company in 1881 to the building of the last SELKIRK 2-10-4 #5935 in 1949, many thousand engines have polished the rails under the C.P. banner. They have been noted for their efficiency, practicability and distinctiveness of design. The 3 types pictured here are examples:-

G-5 Class - Engine #1201.

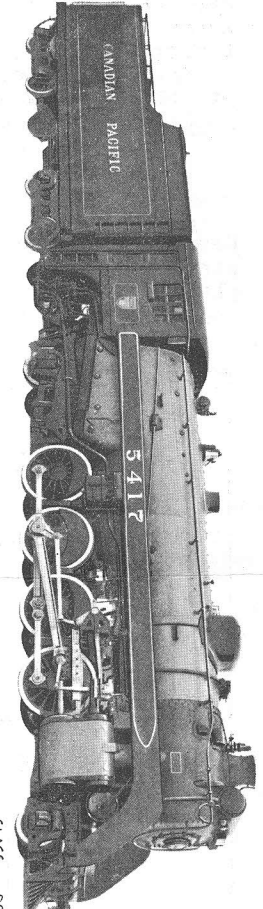
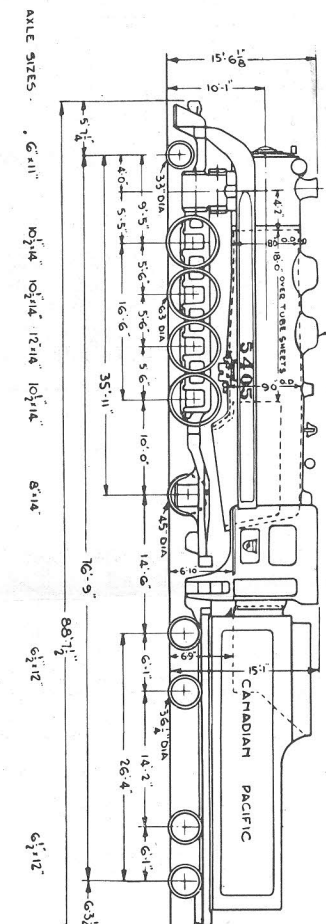
This class represents the latest development of medium-weight Pacific type on the Company's lines. Used thruout the system on main and branch passgr service as well as mixed and way freight runs. 102 engines in this class. #1201 was built in the CPR shops at Angus in 1944.



CLASS G 5
SUB CLASS 256
CAPACITY 34%



4-6-4 PASSENGER LOCOMOTIVE
CLASS H 1
SUB CLASS H 1 C D
CAPACITY 46%



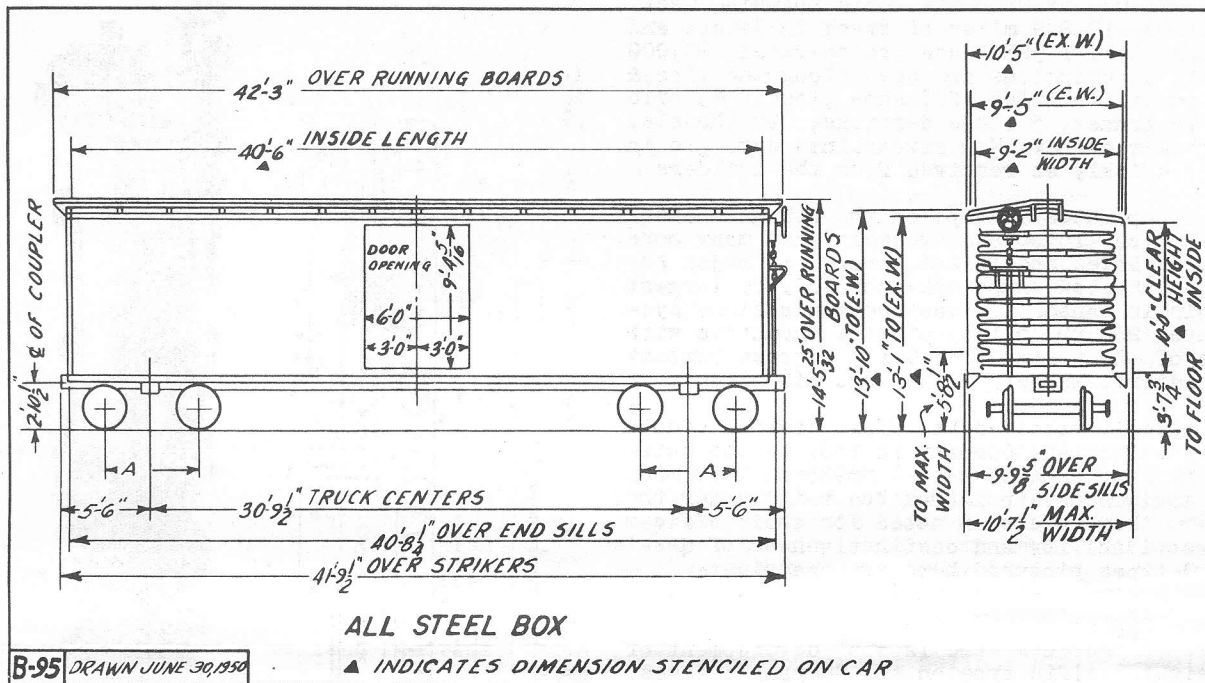
WITH OR WITHOUT DOME
SEE TABLE
CAPACITY 59%
CLASS DOME
P 2 WITH
P 2 H WITHOUT

H-1 Class - Engine #2842.

Built by Montreal Loco in 1937, this is one of the road's 65 Hudson types, used for heavy passenger service, altho the first 20 of this type, Classes H-1a & H-1b, non-streamlined, are principally assigned to fast freight work.

P-2 Class - Engine #5417.

The Mike is the numerically largest class of freight locos, with over 330 in use. The P-1 is the light 2-8-2, while the P-2 is the heavier unit. It was built by Canadian Loco, Kingston, in 1943, and the last ones were built in 1938.



HINT OF THE MONTH: Doll up your right of way by the use of figures doing track repair work, or just a couple of hobos sitting about a fire in a little jungle at the edge of the freight yard. A few old cars could be overturned at the bottom of an embankment, indicating the remains of an old wreck. A temporary structure such as cribbing under an old bridge, or the placing of piles for a new one. Any of these little details will add immensely to the appearance of your layout.

BALTIMORE S.M.E. SWITCHER.

HINT OF THE MONTH.

Here are a few uses for those old fluorescent tube starters:- use as is for flat car loads; cut off the end and use as pipe; disassemble and use shell to hold small parts, or as paint mixing cups.

BSME SWITCHER

*This freight car didn't know its own number.
It had different numbers on its two sides
and a third number on one end.
(Must have been on a model pike!)*

