

THE COUPLER

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

DISPATCHER'S TOWER.

The NER has completed another one of its very successful years. We enjoyed a trip across the border to Montreal, also a very pleasant week-end with the group at White Plains.

It has been claimed in years past that the region was run by only a certain chosen few. We have taken exception to that and this year bears this out again by your choice of three brand new directors, namely Lyman Hurter of Somerville, Mass., Thomas K. Salmon of Yonkers, N. Y. and Irwin Lloyd of Hartford, Conn. We all know Irwin has ably served as Secretary-Treasurer for some years, but was never before a director; Kin is the NMRA Bulletin editor, and Lyman is one of the very active members in the Boston Area.

It is with great pride that I announce two more newcomers to our staff, Roy Gardner of the Bronx, N. Y. as editor of the COUPLER, and Roger Marble of Holden, Mass. as Secretary-Treasurer. Both fellows came to us on a volunteer basis, as Roger made it known about a year ago that he was available for a duty assignment, and Roy answered my plea at White Plains for a COUPLER editor after my several pleas for an editor failed.

It is with humility that I have to apologize for the September issue but again circumstances beyond our control put a full red board in front of its delivery.

Best wishes for a very Merry Christmas and a most Happy Model Railroading New Year.

WAYNE ROUNDY, Pres.

THE AUCTION SALE

After a lapse of a year, so that the members could have time to accumulate enough spare items, we had another auction sale at White Plains. Bob Rich was the auctioneer, assisted by Gene O'Connell and Bill Dietz. A large number of very nice articles were on sale, and all but a few were sold to the highest bidders. Those unsold were instances where the owners had placed a minimum price on them, which was larger than the highest bid.

We wish to point out that this results in both unhappy buyers and sellers. We can not and should not expect to obtain full market price at an auction sale, and those who look for that result are not being realistic. The idea of an auction is to get rid of your excess stuff at a price the other man is willing to pay. Try selling some of your used items to a hobby shop and you'll be surprised at how little, if anything, you're offered. That's the idea behind these auctions-- to furnish a market & bring the parties together to make a sale.

We do not intend to run these sales too often, for it does not give the members a chance to accumulate sufficient items. There will be none at either Garden City or in Vermont. But you can now already start getting your surplus items in shape for sale at the next auction.

THE TRAIN CREW.

As the train rolls up to the station gate,
Out of the night and the storm,
And you rush to the arms of the folks who wait
To the hearts that are flaming warm,
Do you ever stop as you turn again
To the welcome of kith and kin,
To think of the weary railroad men
Who brought the Limited in?

Night, and the plain like a sea outspreads,
There's snow, or the lash of rain;
And the rails stretch out- twin iron threads
In the path of the speeding train;
But the eye in the cab is trained and keen
And the hand on the throttle is true,
And if danger or death has lurked unseen
No-one but the trainmen knew.

In the languid ease of your parlor car
You drowsed, at rest, secure,
While the men in front have guided you far,
Steady, and swift, and sure;
And the desert shrinks to the width of a map
Where ever you may roam,
All thanks to the men in the railroad cap
Who pilot the Flyer home.

Stanley Bradley.

Bye-Law Amendments

The two amendments to the NER byelaws, as published in the June issue of the COUPLER, were passed at the White Plains meeting, and are now official. If you desire to obtain your Life Membership in this Region, send in your Lifetime dues of \$20.00 to Roger Marble, and your card will be forthcoming. No provision has been made for installment payments.



DELAYS TO THE COUPLER

During the past year we have run into a number of unexpected stone walls which have delayed getting the publication into the hands of the members. You already know about many of them-- others have come up from time to time to plague us. We are trying to overcome each and every one, but with a volunteer staff, there are many problems. We are hopeful to have the present issue in your hands right on time, and will do everything we possibly can to keep it that way from here on.

THE COUPLER

OFFICIAL BULLETIN NORTHEASTERN REGION

OFFICERS.

Wayne A. Roundy, President.
 89 Ocean Ave, Old Orchard Beach, Maine.
 Edward E. Safford, Vice-President,
 16 Coffey Place, Kingston, N.Y.
 Roger Marble, Secretary-Treasurer,
 169 Lovell Road, Holden, Mass.

DIRECTORS.

Lyman B. Hurter, Somerville, Mass.
 Irwin Lloyd, Hartford, Conn.
 George Riesz, New York, N.Y.
 Thomas K. Salmon, Yonkers, N.Y.
 James See, White Plains, N.Y.
 Ivon S. Preble (ex-officio), Lynn, Mass.



Roy Gardner, COUPLER Editor,
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 John W. Wilson Jr. COUPLER Publisher,
 R.F.D.#2, West Redding, Conn.
 James See, Convention Co-ordinator,
 1 Orchard Drive, White Plains, N.Y.

THE HOSTLER SEZ:

As new editor of the COUPLER, my first official statement is a very loud cry for help. When I volunteered for this job, I was interested in keeping a good thing going. But when I sat down to the typewriter, it suddenly came over me what a terrific task I had undertaken in succeeding a guy like Stan Bradley. After three years, Stan has arrived at the point where it is necessary to devote more time to his business. So best of luck Stan, and let's hear from you once in a while.

Getting back to the subject of the loud cry for help, it strikes me that the only way I can possibly do a good job for the region, is to hear from the membership. So send me your ideas, letters, plans, pictures, etc. The address is:
 ROY GARDNER
 432 East 137th Street
 Bronx 54, New York

In the October issue of the BULLETIN, I noticed a letter from an attorney claiming that the HO gauge coupler committee couldn't help but draw erroneous conclusions from the results of the recent poll. I thought Terry Walsh did a good job in answering the gentleman, but I would like to take this opportunity to sound my own horn on the subject of the new coupler.

I had the pleasure of seeing this coupler and trying it out at the national convention in Chicago and the regional convention in White Plains, and would like to say this about it:
 If you operate a 3' x 4' HO layout and like to operate with your nose six inches from the table, you will find it is not to scale. But if you stay in a normal operating position and are interested in something that works, this is it. It not only works well enough to make the Lionel Corp. blush with envy, but it even has a delayed uncoupling action that works like a charm. (Even in the hands of all-thumb guys like your editor!)

If we are all so in earnest about prototype realism in operation that we go to almost any lengths to get it, (pulse power, for example) why not use a coupler that will give us prototype swiththing?

THE COUPLER wishes to commend Messrs. Houghton, Mallery and the committee for a job well done.

Just finished reading my copy of "Frank Ellison on Model Railroads." I unhesitatingly recommend the book to everyone, for after visiting many a club and show, I have come to know many fine model builders, but very few model railroaders. By that I mean every show or club you visit, the operation you generally see shows remarkable lack of practice. What happens is that so much time is spent on sensational improvements that the art of running a train around these improvements is a lost one. No kidding, I recently had a guy complaining to me that the very wonderful looking loco he had built had no pep at all---as said loco passed at 300 scale miles per hour!

So get your copy of Frank's new book and study up on a very important part of model railroading. I might also mention that the very fine interurbans pictured in the book were built by Bill Harry, not William Henry. Incidentally, Frank says he uses outside third rail for the simple reason that electricity is a means to an end, not the end in itself. That kind of common sense could also be applied to the new coupler!

TO BALTIMORE IN '55

For those of you who have not attended a National Convention of the NMRA, plan to go to the next one which will be held in Baltimore, Md., on August 19, 20, and 21, 1955. This is practically in our own back yard, especially for those residing in the southern area of NER. This will be the nearest it will be for a couple of years to come. In 1956 and 1957 the National will be held in the Twin Cities, Minneapolis-St. Paul, and Houston, respectively.

Baltimore is approximately three and a half hours train travel from New York City. The B & O R. R. has quoted a reduced round trip party fare of \$11 per adult, including tax. This is a 28% reduction under the normal round trip coach fare. The B & O will provide one of their reclining seat coaches for our exclusive use, on any train we may select should our party number between 35 and 60.

It shouldn't be difficult to get enough passengers so we may have the exclusive use of a coach. One of the hardest jobs in connection with conventions is acquiring enough money to pay the freight to get there. For this reason many go by car and get in a rat race with the Sunday drivers on their return home after the convention. This will be especially true at the time this convention is held. Driving through New Jersey on the return from the convention you will hit the crowd returning home from the seashore. It took a friend of mine approaching the Holland Tunnel two hours to go five miles this past summer. Save all the hard and slow driving by going B & O, which has thirteen bus pick-up and discharge points in N.Y. and Brooklyn.

Get the piggy bank, old sock, even an empty beer can will do, and start saving your nickles, dimes and quarters so you will have enough saved by next August to attend the National in Baltimore. None of us need miss the 20th National Convention of NMRA. Our Baltimore friends have a new store of good things awaiting us.

More in a later issue - for the time being -
 Save! Save!! SAVE!!! George W. Riesz

Model railroad operators can now run their trains by talking into a microphone. The "electronic engineer" operates on all standard electric trains, sells for around \$30, will soon be marketed nationally. BUSINESS WEEK.

(Wasn't something like this demonstrated back in the 30's on some Lionel Standard gauge equipment? Just as a matter of curiosity, would like to hear from anyone who has any dope on this. ----- Ed.)

This Convention was completely organized and ready for us. The Committee, consisting of Bob Rich, Bill Graf, Gene O'Connell, Harry Zannie and Stan Bradley went up to Morrisville early in October to put the finishing touches on it. Imagine their consternation to find that the hotel has changed hands and is now so badly run down that it is totally unsuitable for our purposes. To make matters worse, the alternate hotel had burned down a couple of weeks previously. All of which left us with pretty much of a problem on our hands.

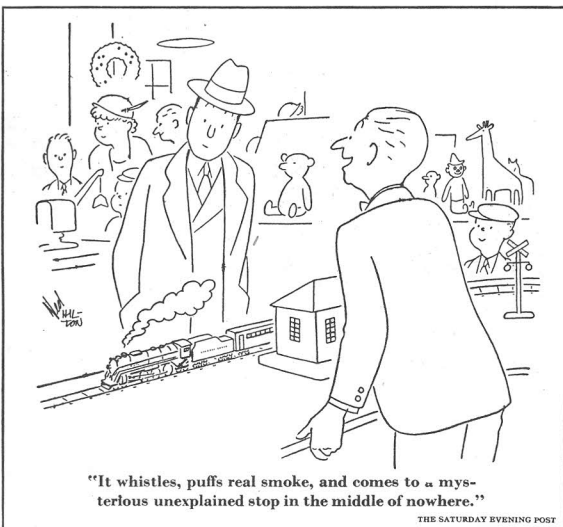
We are now in the midst of switching the affair to the next nearest available location, which would be St. Johnsbury, Vt. Full details will be set out in the next issue of the COUPLER, but in the meanwhile, be assured that nothing so insignificant as this is going to stop NER from having its meeting in Vermont next Fall.

MODEL CONTESTS

Lately, there has been a great deal of discussion about how a model contest should be run, both regionally and nationally. I have heard a great deal of griping about these contests from fellows who don't win a prize. Having been twice a bridesmaid this year, (Passenger cars--Honorable Mention at the national convention and second place at White Plains) I think I can speak with some authority on the matter. While it is true that I once subscribed to the idea that building contest winners and building a good operating model are two different things, the excellent judging in the contests where I was so near and yet so far have led to a change of heart on my part. In Chicago, I had a look at the prize winning model and spoke to the builder. Quite an experience. At White Plains, I thought my poorest effort had won an award, and I spoke to one of the judges about it. It seems I had let superior construction methods take precedence over creating an over-all picture. So I took a second look, and my confidence in the judges was restored. Taking stock at this point, I have come to the conclusion that what I have learned about model building from not winning first place awards far outweighs the value of the certificates and prizes.

The whole point of the matter is that a contest should not be entered for the purpose of winning a prize, it should be entered for the purpose of comparison with other models and gaining knowledge from those who win the contest. Personally, I'll keep on entering contests as long as I have the opportunity to learn something from the winners. Comes the day I win first prize, I stop entering models in that class and try my hand at some other class.

ROY GARDNER



"It whistles, puffs real smoke, and comes to a mysterious unexplained stop in the middle of nowhere."

THE SATURDAY EVENING POST

NEW YORK SOCIETY OF MODEL ENGINEERS
TO HOLD SILVER EXHIBITION

The New York Society of Model Engineers originated from the desire of a small group of model builders to show each other their models. This showing was first, to obtain comments and suggestions on unfinished models and second to exhibit the products of their craftsmanship in finished models. Later in 1929 their first official exhibition was held to develop public interest in model building as a hobby and in the Society as a method of indulging in that hobby.

There was an enthusiastic response to that first exhibition and they have grown to be not only a tradition, but a "must." The expansion and growth of the exhibitions has been made possible largely through the cooperation and support which has been given to them by both the public and the modelers.

During the period from Friday, February 11, 1955, thru Tuesday, February 22, 1955, inclusive, the Society will hold its 25th Annual Exhibition. Because this will be its Silver Exhibition, the Society is making a special effort to produce a notable milestone in its history. Outstanding models of all types, architectural, boats, cars, furniture, houses, planes, trains, etc., both working and "Mantlepiece" models will be welcome from all model builders. All models submitted will be adequately protected and insured while in the Society's possession. A group of independent judges not affiliated with the Society will select prize winning models from among those submitted. In addition to the valued "Certificate of Merit" each prize winning model will be awarded a cash prize as follows:

Best in Show	\$25
First Prize in Each Class	10
Honorable Mention	5

The opinion of the judges will determine the number of classes and the number of prizes to be awarded in each class. In order to be eligible for judging, a model must be in the possession of the Society by Saturday, February 5, 1955. In addition all prize winning models must remain in the Society's possession for the duration of the exhibition.

Additional details and entry blanks for submitting models may be obtained by addressing:

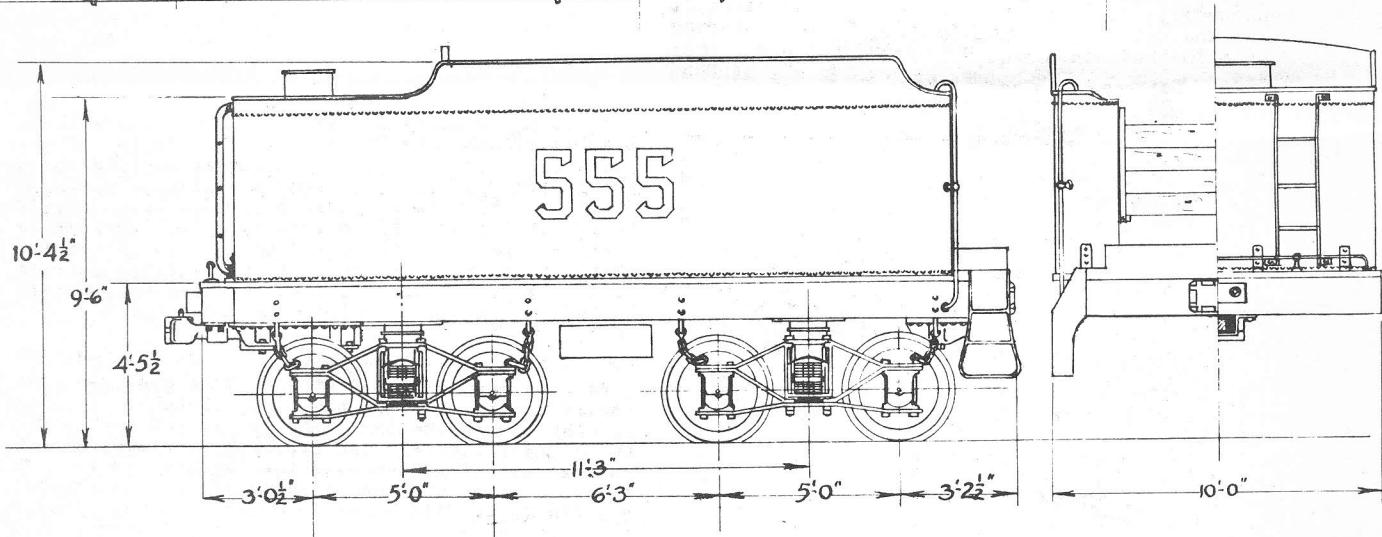
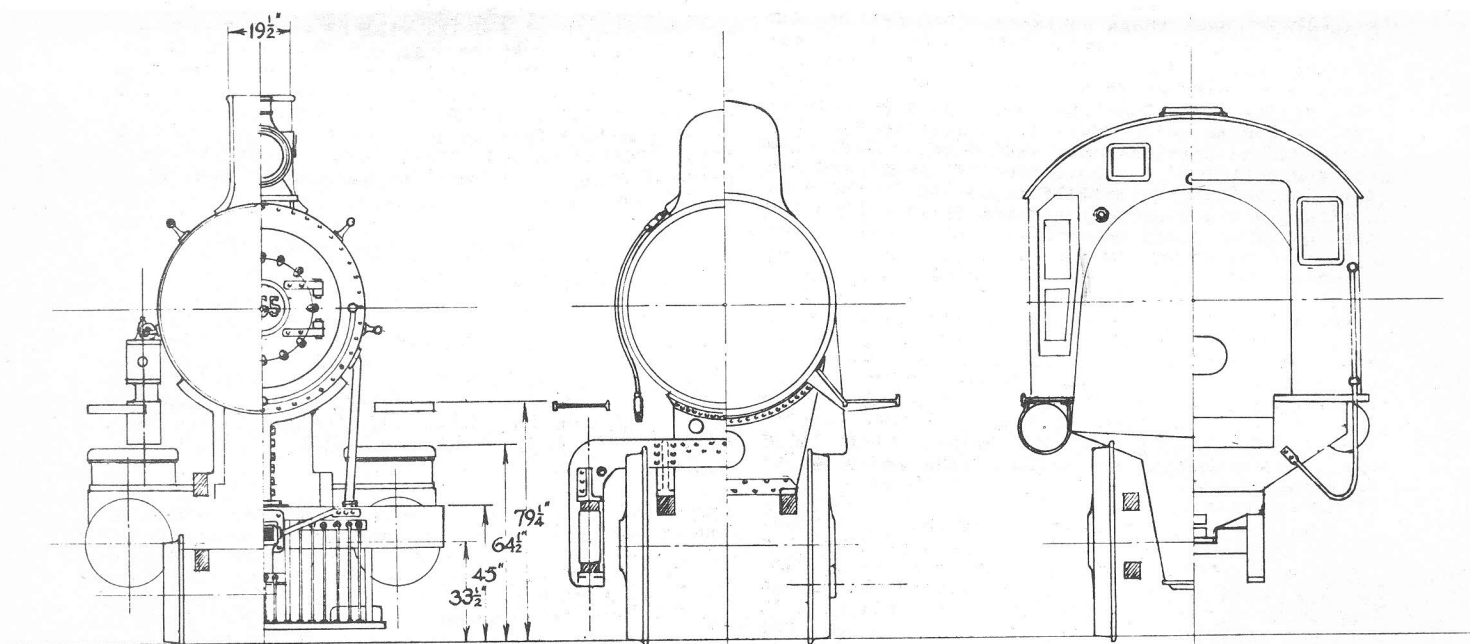
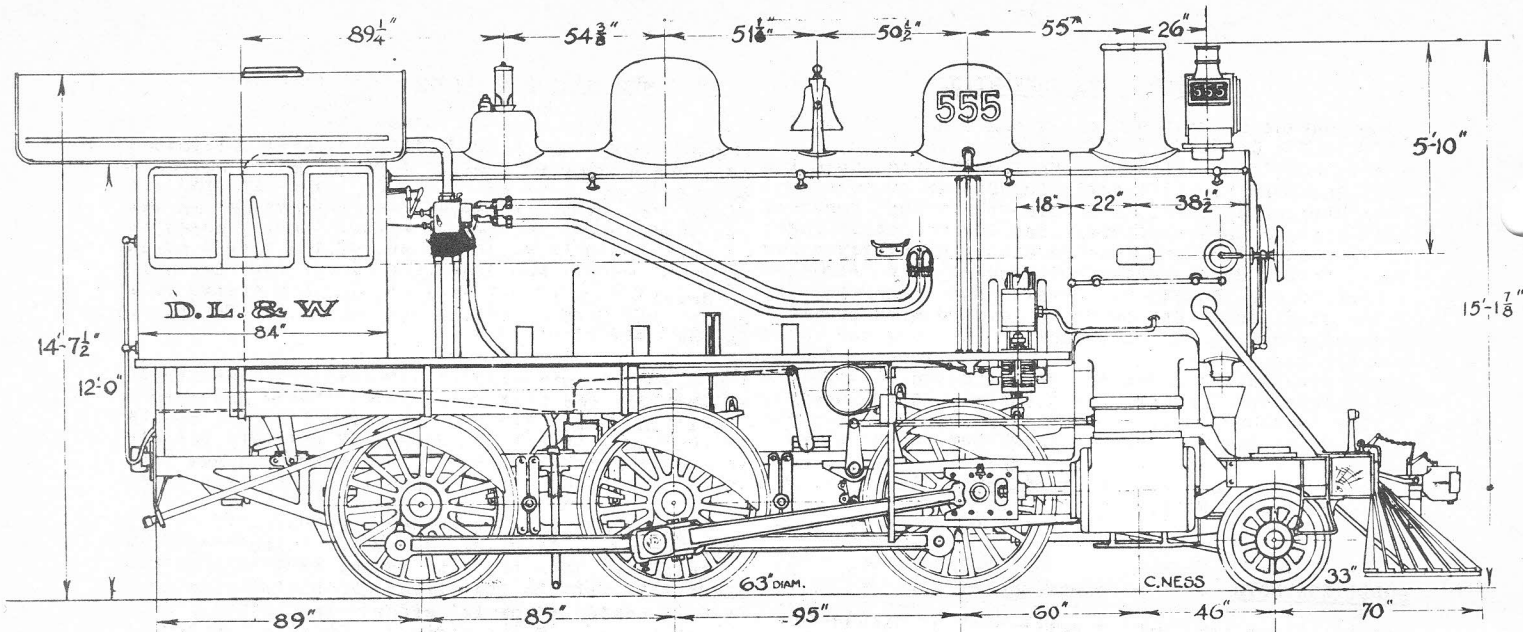
New York Society of Model Engineers, Inc.
Lackawanna Terminal
Hoboken, New Jersey

INTRODUCING CLIFF NESS

THE COUPLER takes pride in presenting the work of Mr. Cliff Ness, an engineering draftsman employed by Consolidated Edison Co. of N. Y., Inc. Cliff is 27 years old, married, and the father of a brand new son, Kenneth. He is a charter member of the Con Edison Model RR Club, and principally an Erie RR fan. He also is the possessor of a large library of Railroadiana.

Your editor is especially thankful to Mr. Ness for several reasons. First of all, something was very sorely needed to show that THE COUPLER was going to keep on in the same vein as it had been under the stewardship of Stan Bradley. Second, and of much greater importance to the Region, at last we are to have some plans of locos of our own region. And finally, this plan is a welcome change from a long procession of Santa Fe and Pennsy plans. Not that there is any objection to them as such, but it would seem that the field has been pretty well covered.

So everybody say thank you to Cliff Ness, and then turn the page to see what he has in store for us.



DELAWARE LACKAWANNA AND WESTERN MOGUL (2-6-0)
 BUILT BY AMERICAN LOCOMOTIVE CO. 1902
 RESEARCH WORK AND DRAWING BY C. NESS NOVEMBER 26, 1954

WHITE PLAINS CONVENTION

DELAWARE TROPHY GOES TO SYRACUSE

The model contest at the NER Convention at White Plains brought out twenty four pieces of equipment in various classes. The Delaware Trophy for best in show, as well as first prize in the motive power classification, went to Mike Cieply of Syracuse for a superbly done scratch built model of a B & O Ten Wheeler in HO gauge. Details were so carefully executed that the judges had a hard time convincing themselves that it wasn't a kit job, but close inspection revealed minute imperfections -- ruling out die work. It was awarded 97 out of a possible 100 points. Congratulations, Mike. Unfortunately, Mike was unable to be present personally to take the bows, Ray Snow having submitted for him.

Incidentally, Ray, who is on the Data Sheet Committee for scenic materials, entered a display of interesting varieties of trees which took a prize.

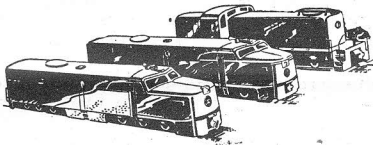
Thanks to the judges, Hugh Jack, President of NFR, Charlie Cole of New Brunswick, N. J. and Roger Ramsdell of Rockville Center, L. I. for their impartial judging of the contest.

DRAWBAR CONTEST

The Drawbar Contest attracted much attention and there were entrants in all gages, with the exception of TT. The Committee was unable to find any published data which would provide a fair basis of award, and while entrants were asked for complete details of motors, gear ratios, driver sizes, etc., this information was requested only for study with a view to determining if there were any formula that would consider all these factors. Judgement had to be based upon a simple formula of ratio between weight of motive unit and weight lifted.

Surprisingly, both first and second place went to units in OO gage. Third place went to an HO loco and the blacksmiths had to be satisfied with 4th place on an O gage two unit diesel which weighed over 18 pounds.

The contest had its exciting moments and lasted until almost 2 AM - not without a little fireworks from one or two over zealous and hot headed pieces of HO equipment. Charlie Bruns



PRIZE WINNERS AT WHITE PLAINS.

There were a great many very interesting and impressive models on display at the convention, and we are pleased to announce the winners, as follows:-

BEST IN SHOW, 1st Prize motive power and winner of the Delaware Trophy, Mike Ciepley, Syracuse N.Y.
H.C. B. & O. 10-wheeler.
2nd, Motive Power, Kingman Burrill, Alco GE O gage Loco Motive.
Norton Smythe, N.Y. City, HO "Chelsea" caboose.
William Kupecz, Springfield Gardens N.Y. boom car.
Ray Snow, Syracuse N.Y., scenic materials.
Tom Thompson, Freeport, N.Y., traction car.
Herbert Barnes, Lynbrook L.I., TT trestle.

H.R. Boyd of Binghamton N.Y. won the door prize.

HIGHLIGHTS AT WHITE PLAINS

The fan trip on the Putnam Division of the New York Central was a very fine one. It was made at the ideal time of year for scenic beauty, and it was also an ideally handled trip. The railroad personnel were very courteous and just about bent over backwards to show us a good time. Every one had a chance to go in the cab of the diesel at the station stops, and after crossing Croton Lake, the engineer let the camera fans off and backed up so they could get shots of the train coming off the bridge and around a curve.

After the banquet, Pat McGinnis, president of the New Haven Railroad, was guest speaker. He presented a very interesting talk, enumerating what was holding the railroads back these days and offering some constructive ideas to improve matters.

There was also an interesting pulse power clinic, conducted by Bruce Coughlin and Huebe Huebenthal. It was very interesting and well presented and the attendance was evidence of the keen interest in this new development.



SPRING CONVENTION

L. I. IN '55!

Chairman Roger Ramsdell of the Garden City, L. I. convention committee has advised us that the arrangements are just about complete for the Spring Convention and we are looking forward to a great experience.

Early arrivals at Garden City may register on the evening of the 22nd. Saturday, April 23rd, starts off with registration in the morning and the afternoon will be a fan trip to end all fan trips! We will have a special train on the much maligned Long Island R. R. First stop will be at the Jamaica Terminal. Operation enthusiasts will have the pleasure of seeing some nicely-timed meets and a variety of rolling stock; while the construction experts can study the maze of double-slip switches and signals. This is the main transfer point on the nation's No. 1 passenger carrier. From Jamaica we go to the Morris Park shops. Here we have a turntable and roundhouse, storage yards, and complete shop facilities. All repair work, including major overhauls, is done at these shops. We will be taken on a guided tour through the shops and you will see steam engines, diesels, and MU cars. The return trip will be by a different route, and this will typify back country railroading.

Saturday night is banquet time, after which we have clinics, and a model contest in which there will be special effort made to arrange for display of the models without crowding. All models will be under guard overnight, and contestants will not be allowed to remove models until they have been on display long enough to be seen by all. There will also be a photo contest, and of course the popular drawbar contest. Entrants in the drawbar contest will be required to have their entries weighed and listed on the board before the start of the contest.

Sunday morning will be taken up by the business meeting, and the afternoon will be spent in club visits. O gaugers will enjoy the chance to see Roger Ramsdell's turn-of-the-century period pike, as well as at least three large club layouts. The HO gauge boys will have their golden opportunity, as Long Island is a veritable hotbed of HO pikes.

For the information of the ladies, Garden City is one of the finest shopping centers in the country, and the Garden City Cathedral is very famous and well worth a visit.

SOUTH NASSAU MODEL RAILROAD SHOW

Dates: Saturday March 5, 12, 19, 26 and April 2.
Sunday March 6, 13, 20, 27 and April 3.

Hours: 10 A. M. to 6 P. M. (Continuous)

Admission: A donation to the Red Cross- the amount being left to the spectator's discretion (All proceeds given to the Red Cross, last year's donations totalled \$975.)

Place: Residence of Henry Abraham, 29 Neptune Avenue, Woodmere, L. I.

The South Nassau Society of Model Engineers will have its annual show at the time and place shown above. Since the fictional story of the Summit & Center has appeared in these pages before, we will this time give a description of the organization of the Society.

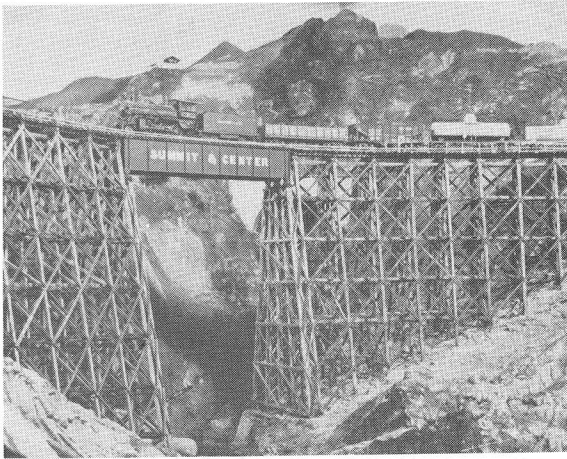
First of all, there are no brass hats and no dues. This is unique in the history of model clubs, because the members not only do not pay any dues---- but have been refused the privilege of doing so over their strenuous objections. Most of the financing is done by Henry Abraham, in whose residence the railroad is located. Once in a great while, when the members line up too ambitious a project, they are assessed a certain amount. As far as is known, this has happened only once in the past two years.

Although the layout is in Henry's home and he owns practically all of it, all decisions on improvements and additions are made by the members. The argument at these times is as interesting as could be expected, but such a thing as a vote is never even considered. This is principally due to Hank's ability to maintain a balance between ideas that are sound and ideas that are strictly cloud five stuff. In fact, sometimes we refer to him as Father Abraham.

Since all Locomotives and rolling stock are built by the members at home, I think I can best acquaint you with the members by describing a typical work nite on the layout. Henry, if not fussing over a balky diesel, will be putting in more bench work or laying track. Arthur Robb will be laying third rail. Andy Sackerman and Bob Stetson will be measuring and marking gaps in the rail in order to install indicator lights in the control panel. I will be Mass producing switches. This is done by soldering the frog and closure rails on a piece of tinfoil; throwing the completed assembly to Roger Ramsdell, who will do the actual laying of the switch. While he places the frog and closure rails I will be making the points and guard rails. We have found this to be a faster method than one man doing the entire operation! Over in the other end of the layout Howard Soper presides. He is now placing the water barrels on the beautiful trestle shown in the pictures. Howard is also our official photographer and took the pictures shown above.

That about does it friends, except to mention, if you haven't already known, that the pike is 0 gauge and the reason for all the trackwork mentioned up above is the installation of a new yard.

ROY GARDNER



"Engineers can't be firemen, dear. It just isn't union!"

TIME TABLE OPERATION.

Wayne Roundy gave us a good clinic on timetable operation for model railroads, and we are duplicating portions of it here. You can get the whole thing by writing to him. The first thing to do is to set up operating rules; and adhere to them. The next is to classify your trains, work up their consists, and give them train numbers. Next is to run each over the entire route to be covered, and time each one, including station stops, set-out stops & water stops. Next is to figure out a sensible schedule, based upon the kind of operation that your pike should carry, considering its facilities, set up, terrain, etc. Then the time table can be worked out, in chart form as you see here. It provides for meets, passes, taking sidings, etc. The horizontal lines designate stations and sidings, & the vertical ones represent time of day, divided into 5 minute intervals. When using scale time, you'll have to adapt the time accordingly.

Once the chart is completed, try it out in actual running. You may have to make adjustments here and there. Once that is done, an employee's timetable can be worked up, and a copy posted in each cab. It is the closest thing we can have to prototype operation, creates a unified scheme for each session and eliminates the hap-hazard activity so often observed on model pikes which follow no system.

For yard work in making up freight drags, each car should have an index card. Shuffle them up, draw a consist, and then let the yard crew get to work on having the train ready, in set-out order, by departure time. At the same time, the engine house crews go through the motions of servicing and turning locos. If you have your lighting effects work from a rheostat, you can duplicate a dawn-to-dark program of railroading which is most effective.

TRAIN NUMBERING.

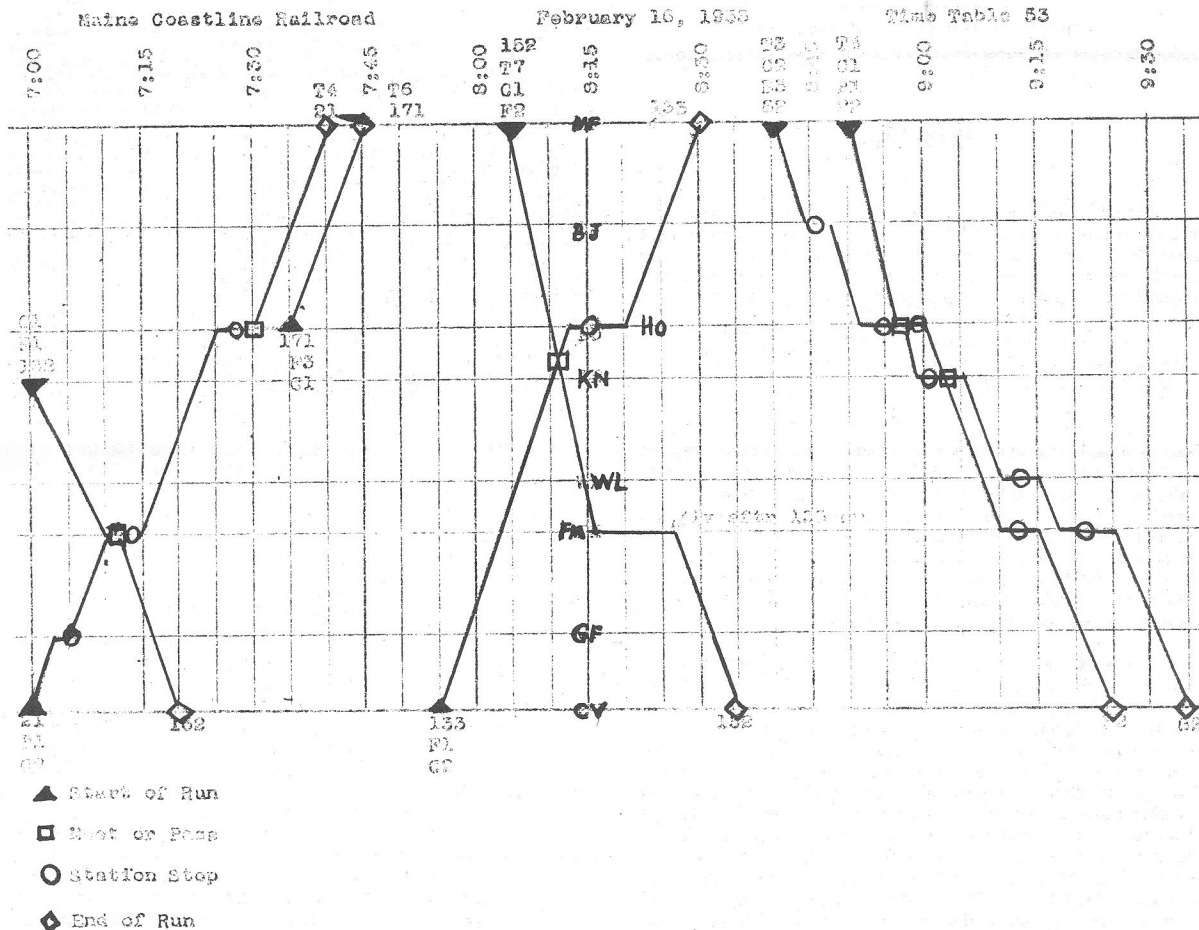
Even numbered trains are eastbound.
Odd numbered trains are westbound.
Passenger trains have 2-digit numbers.
Freight trains have 3-digit numbers.

TRAIN CLASSIFICATION.

Class:	Name:	Consist:
2	Pheasant	10 & bagg-3 coach-Pullman
4	Limited	D & combine- necess.coaches
6	Local	8 & combine- 2 coaches
8	Budd	RDC unit
13	Diamond	12 & freights- caboose
15	Merchants	D & reefer- caboose
17	Local	R & freights- caboose

LOCOMOTIVE CLASSIFICATION.

D	Road diesel or dual purpose
R	Road switcher, steam or diesel
RDC	Gas electric
8	Steam- 8-wheeler
10	Steam- 10-wheeler
12	Pacific of larger



GRAND OPENING

OF THE

NARROW GAUGE MUSEUM

AT THE

NARROW GAUGE MOTEL

ALAMOSA



In observance of the 75th Anniversary of arrival of the first train and founding of Alamosa.

DOORS OPEN TO THE PUBLIC AT 3 P. M. SUNDAY, JULY 26, BY ROBERT L. PITCHER

Formerly General Manager, Silverton Northern R. R.

MUSIC BY
THE ALAMOSA COMMUNITY BAND
 Under the Direction of Kenneth Montel

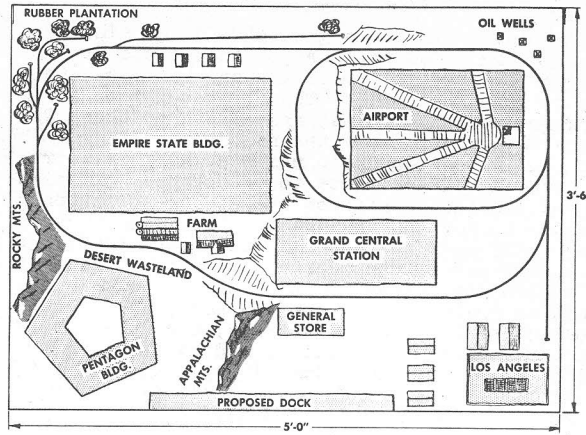
USHERS — LIONS' BOY SCOUT TROOP 281

1878-1953

Narrow gauge railroads once were the only railroads into the Colorado mountains; but most of their trackage has long since been converted to standard gauge or abandoned. The narrow gauges however live on in the memories of many; their rugged routes, present and past, excite the interest and wonder of thousands of Colorado's vacationing visitors. The Narrow Gauge Museum opened today is a sort of memorial to these little railroads, for it was thought that a display of relics of these lines would be of general interest.

The building is an exact replica of one built 60 years ago, when the narrow gauge lines were at the height of their activity. As time permits the interior will gradually be completed more fully, with station fixtures and many more exhibits now available but which for lack of time we could not prepare for today's opening. The half dozen pieces of rolling stock are typical of that used on the various lines; from the "heavy duty" "Cumbres" of 1881 to the Galloping Goose devised to replace steam trains when traffic dwindled. At least two more cars from vanished lines will be added this summer.

The track itself is a display of rails and track fittings of long ago. The dates on the rails range from 1870 to 1891 and include specimens rolled at various mills not only in the United States but in foreign countries, as much of the materials as well as the financing of the narrow gauges it will be recalled came from Europe. The three-throw stub switch with 80-year-old harp switch stand is typical of early switches, long discarded as unsuitable for heavy and fast trains. Spikes include odd designs, some brought from long abandoned rights of way in the mountains, along with tie plates, and even some ties that after being abandoned thirty years or more were still sound enough to hold rails. These come from places long vanished from timetables, names that recall Colorado's lustier times: Animas Forks, Alpine Tunnel, Lizard Head Pass, Baldwin, Lake City, Poncha Pass, Garo, Trout Creek, Ophir, etc.



How I Built the Coo Coo Lines

By Hannibal Fizzle

I GOT acquainted with model railroading in an unusual way. I was standing in front of a hobby store looking in the window when a man emerged from the store carrying something that resembled a policeman's nightstick. The man wore no hat or coat and I assumed he was the proprietor—which I later found indeed to be the case. As this man passed behind me, I felt what seemed like a blow on the head—then all went black. When I woke up, I was lying on the hobby shop floor and the man was standing over me smiling.

I bought three boxcar kits from the nice hobbyshop man and took them home and built them. Father got interested in the hobby too, and we decided to build our pike in the basement. But first we had to move father's still to another part of the house. It was decided to place it in grandma's room, so we roofed over an old piano crate in the back yard and moved grandma into it.

We thought that our pike should represent all the railroading in the entire country. The layout plan above shows how we did this. Industry is represented by the rubber plantation, and we eventually plan to run a spur track to every rubber tree to increase the operating possibilities. Farming is represented by a farm; air transportation by an airport; government, by the Pentagon.

One terminal is New York, and we have models of the Empire State building and Grand Central station. The other terminal is Los Angeles. In the intervening area we are going to model the Appalachian mountains, the Great Lakes, the Rocky mountains and incorporate every type of countryside in between, from the luxuriant forests and hills of the East to the great plains of the Midwest, the deserts of the near West and the

reddish mountains of the Pacific Coast.

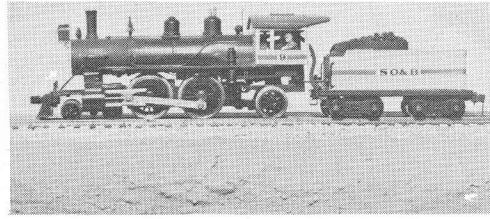
Later we are going to include a pier at New York with full scale models of the *Queen Mary* and *Queen Elizabeth*. At present, we have a 4 ft. stretch of straight single track completed. Proposed track is shown by dotted lines in the sketch above. Total area of pike is 3½ x 5½ ft.

In building it, we have saved a lot of money by using things we already had around the house. Our washing machine was torn apart and its motor and gear shaft used for a turntable. Our breakfast room set, when sawed up into thin wood strips, provided excellent stock for building station platforms, and houses for the Los Angeles area. The blower system in our hot-air furnace was torn out and installed near the pike to provide a breeze to make the pike's trees sway realistically. Copper piping torn from the line leading to the bathroom made fine locomotive boilers. Electric wiring removed from our entire second floor made excellent high-capacity track circuits. The living-room rug, shredded and stained with green Easter egg dye, made an excellent grassy plot surrounding the Pentagon. The wood turnings from the railing leading from our first floor to the second floor were used to make tank car bodies. The transmission, removed from our automobile, connected with an electric motor and installed under the layout, makes realistic diesel loco sound effects.

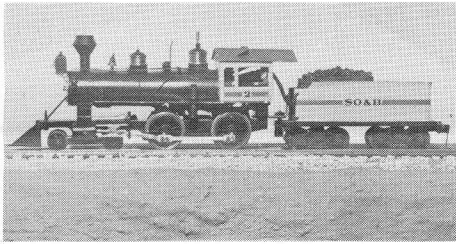
Father and I feel we're just getting started. But now that mother has left us we can spend a lot more time on the pike, and we hope soon to get started on our mountain division, which will be built directly above what we already have, and will have a branch line running out into grandma's piano crate as soon as we find another place for grandma.

LOCOMOTIVE BELLS.

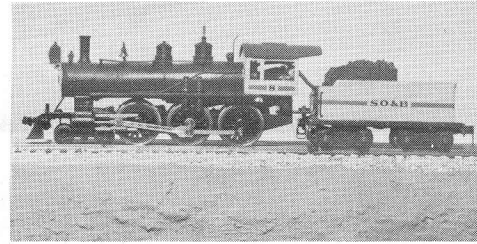
The Region has made up kits from which you can build a miniature locomotive bell, a replica of the one used at our meetings. The bell, nut and striker are of cast bronze, machined, polished and lacquered. The bell is 6½ inches in diameter. All other parts are of grey iron, machined ready for assembly, except for a small amount of hand filing between the striker and the striker hangar stud. All necessary assembly hardware is included, as well as a 5/16-18 tapped hole in the base for your mounting convenience. This bell has a beautiful tone and is a wonderful item for your layout room, den, mantlepiece or office. The cost is very reasonable for a kit of this nature. Send your check of \$23.85 to Wayne A. Roundy, 89 Ocean Avenue, Old Orchard Beach, Maine, and it will be shipped.



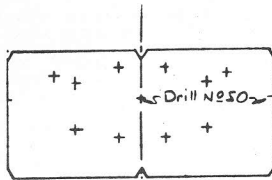
Skiatook, Okfuskee & Bowlegs No. 9 - Atlantic modified from Mantua Mogul, 72" drivers and General lead trucks.



Skiatook, Okfuskee & Bowlegs No. 2 - an early American Standard modified from Belle of the 80's parts plus some custom built fittings - used Mantua's 61 1/2" drivers. By L. S. Reid.



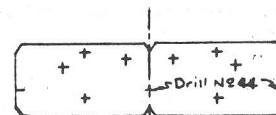
Skiatook, Okfuskee & Bowlegs No. 8 - 10 wheeler modified from a Mantua Mogul, 72" drivers and General lead trucks.



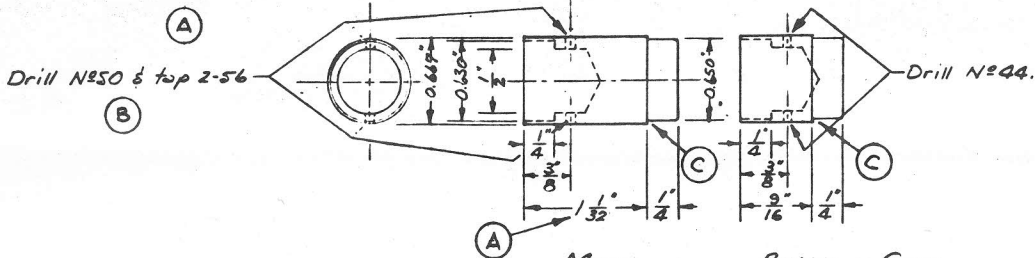
MOGUL

SMOKE-BOX TEMPLATES

Make from gummed Kraft tape.
Lay out immediately after mounting.
When dry, pop off & save for re-use.
Drill N#65 for Varney handrail posts.



BELLE - GOAT
OR BEE*



MOGUL

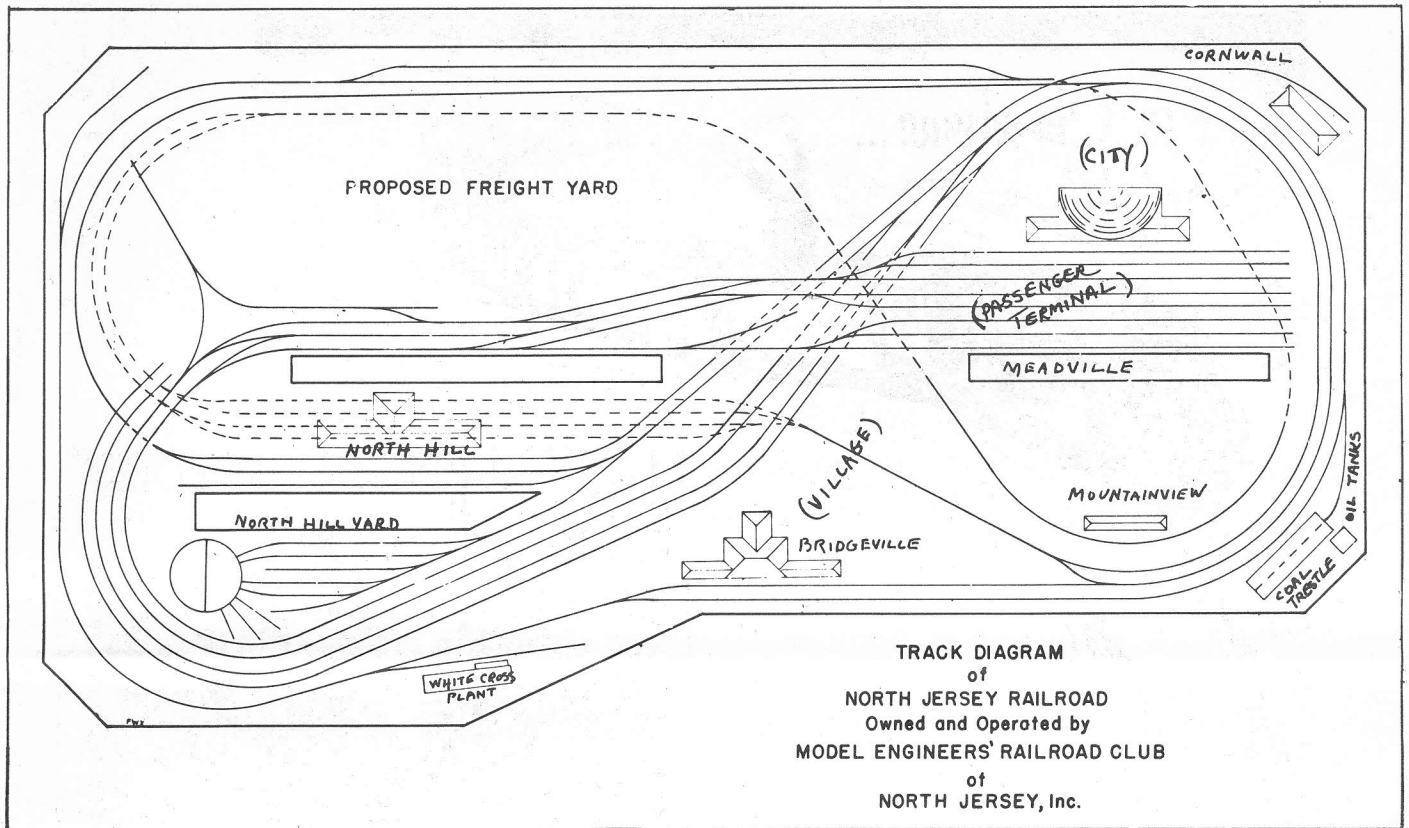
BELLE - GOAT
OR BEE*

MATERIAL - BRASS

NOTES:

- A. This dimension for "General" 4-wheel lead truck & 72" drivers. Vary to suit other combinations.
 - B. Use MDC cylinder block with self-supporting cross-head guides for all 4-wheel lead truck applications.
 - C. Saw off Mantua brass boiler precisely at junction of smoke-box & lagging, dress with file, insert & align extension. Attach with solder, "GOD" or optical screws as desired.
- * Also standard 2-6-0 Mogul.

SMOKE-BOX EXTENSIONS
FOR SMALL
MANTUA ENGINES



NORTH JERSEY

This outfit operates an extensive 0 gage 3-rail pike at 35 Fair St, Paterson N.J. They use 12 volt D.C. having 25 main line blocks and 250 relays. The road is point-to-point, starting at Meadville, with double track to Cornwall, thence single track thru Bridgeville and Mountain View to North Hill. They have extensive yards, and use timetable operation, with 11 trains on the sheet. An extensive roster is owned by the members. They invite inquiries thru their Sec. Dick Meade at 91 Elberon Ave. Hawthorne, N.J.

COMMENT FROM AUSTRALIA

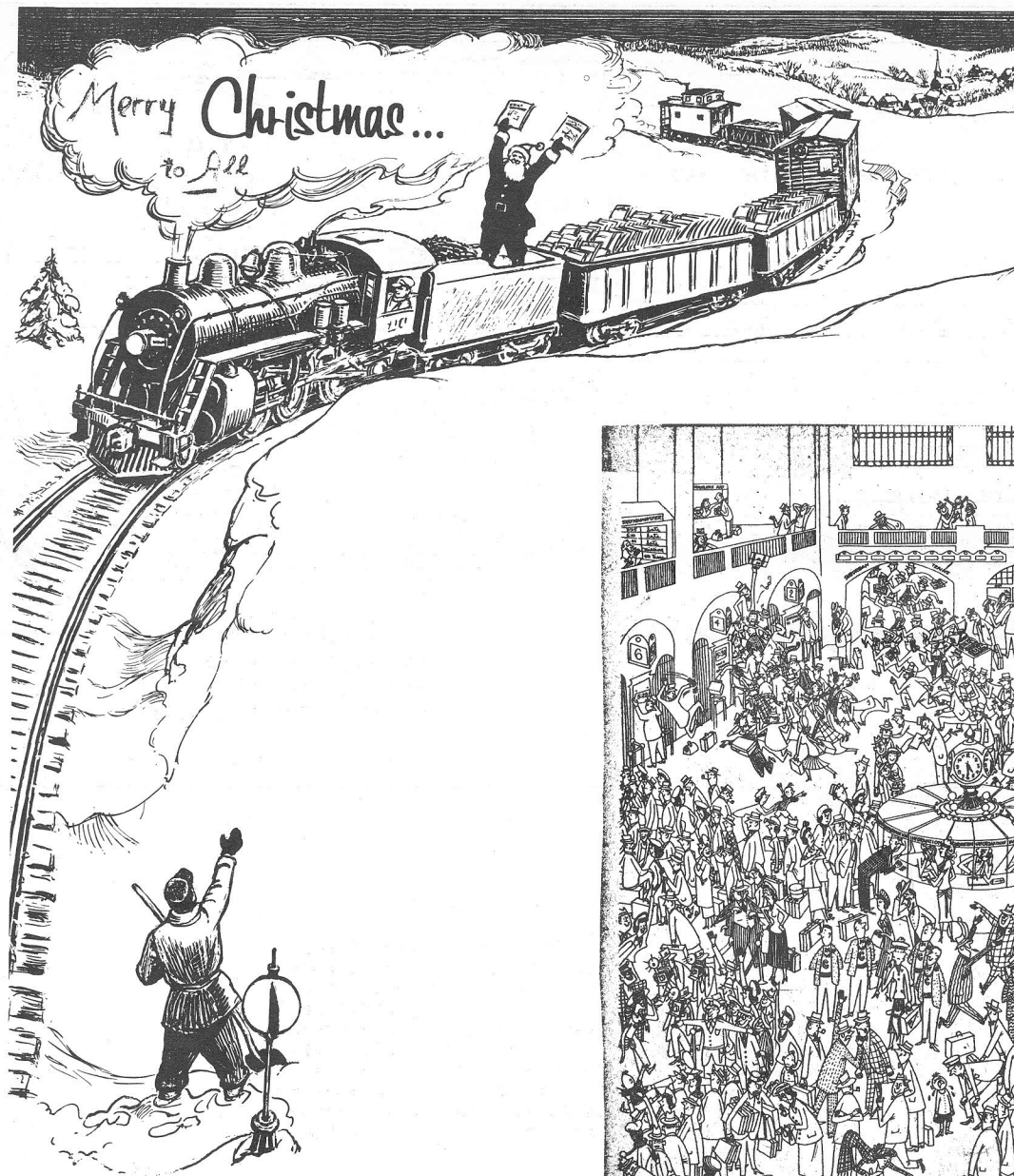
When is scratch building not scratch building? U. S. model railroad magazines are always printing articles on how to scratch build this and that, and are even helpful enough to give lists of materials needed. By purchasing all those parts, you have formed a kit of wood and cast items, from which you can go ahead and assemble the model. It is a kit just the same, only you have made it yourself.

I admit that this is more or less for those who don't want to do it the hard way; - but those same people still say that they have scratch-built the thing. Compare that with us fellows here in Australia, who have a hard time scratching to scratch-build anything. It takes time to scrounge around and find the required raw materials first. Then all jobs such as forming, scribing, shaping and matching up must be done from scratch. More often than not we must fall back upon a substitute for a substitute before the job can be carried out.

Perhaps those fellows in the U. S. who are so worried about plastics, and want a kit they really have to build, should read those articles. Then they can go down to the hobby shop, buy the materials to make up their own kits, and Presto! they have something which I guarantee will not fall together. Now! who is scratch building and who is scratching to build?
 THE BOOSTER

SANTA'S MODERN SLEIGH!





WHAT'S AT THE HOBBY SHOPS.

Among the items reported as available now or soon we find the following:-- MANTUA box car kits which are simple in construction (mine took 15 minutes)- have the new "Talgo" trucks if you want 'em- they have plastic bodies, a cast frame needing a little cleaning of the flash, trucks are solid type with nylon wheels- "Maine Central" (green), G.A.E.X. DF. (green), "Western Md" (billboard lettering), M.K.T (yellow), "Great Northern" (yellow), and "G.M.&O." MANTUA is also introducing an O-6-0 switcher like the one made by MDC.-----INTERNATIONAL has brought out a brass, assembled Vanderbilt tender. If you're planning to convert from coal to oil, look at this ----MODEL BUILDERS SUPPLY has a fine detailed wood side ore car kit for your approval-----K.D. has a combination track gage, coupler gage and uncoupler ramp all in one-----coming soon is the new station advertised by ALEXANDER-----INTERNATIONAL set of 6 street lights for scenic effects-----and finally, SEX comes to model railroading with the new SUYDAM Follies Theatre kit, complete with the strip tease bill boards. Plenty for you to work on now!

APOLOGY

I wish to apologize in advance for this issue, due to the fact that I thought it would be nice if I could get it in your hands by Christmas. I admit that it was put together hastily, and will try to make a better showing in the March issue. But--- you'll have to help. I'm always happy to hear from the members and will print practically anything. Merry Christmas and a Happy New Year!

ROY GARDNER