

THE COUPLER

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

DISPATCHER'S TOWER

Well, if you were not there (Garden City) you missed one of the most enjoyable conventions we have had the pleasure of attending. May I express my appreciation to the committee for the excellent planning and operation of this convention.

After much planning and work over the Fall convention, it is now definitely set for Burlington. This is the annual meeting and we are to elect 3 directors at that time. Consequently, I would like to see this convention well attended. The Vermont hills (sorry,---mountains!) are usually in their scenic glory at this time of year.

T The Trenton, N. J. joint meeting with the MER is well in hand and seems to offer some new items for enjoyment.

Ted Dumais has made a tentative bid for the Fall convention of 56 to be held in New Hampshire, and he has plans for a fan trip such as we have never had before.

As the National convention is to be held in Baltimore this year, we hope to have a large delegation from the NER.

This year, your Dispatcher is once again counting the National Ballots and will be looking for a much better return than we had last year. The Nomination Committee has many names on the ballot which are familiar to NER members, and it is hoped that every one will vote---for the good of the organization.

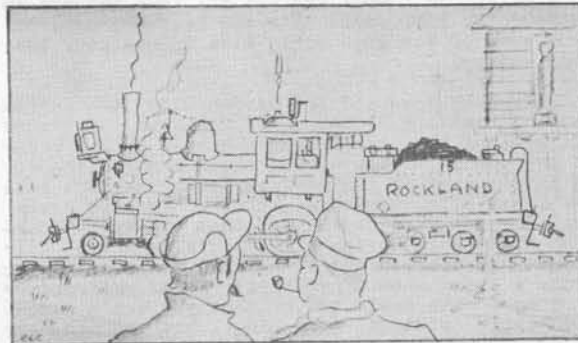
I want to take this opportunity to express my appreciation to Ed Safford and his staff of volunteers for the splendid job they have done in getting the NER membership to that long-sought 500 mark. This goal was set in 1950--at which time we had 188 members. During 1951, the membership was doubled. This brought us to 25% of the National membership in the area at that time. The National membership has grown apace with us and so to-day we still remain at 25% of the National membership within the area.

My mailbox is open to any and all letters, and I hope those of you who have suggestions for a bigger and better Region will not hesitate to let us in on them.

WAYNE A. ROUNDY, PRES.

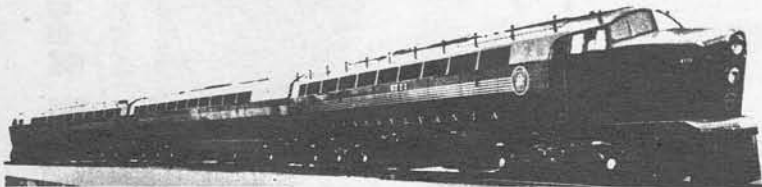


An NER First! For the first time, a photo contest was held at a regional convention. The occasion was the Spring meeting of the NER at Garden City, L. I. For prize winning photos, see page three.



I hear they're gonna replace the link and pin with the NMRA automatic!

Cartoon by Roger Ramsdell, Jr.



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THE HOSTLER SEZ:

Since no one seems to read what's above this line, let me put my new address here:

185 Alexander Avenue.
Bronx 54, N. Y.

So much for that. Now for the excuses. You see fellas, your editor is not a member of the leisure class---so when the chance came to grab up some overtime, I plunged in like a Las Vegas dice player. And that is why the COUPLER is late. Console yourselves with the knowledge that some of said overtime pay is now circulating healthily in the industry.

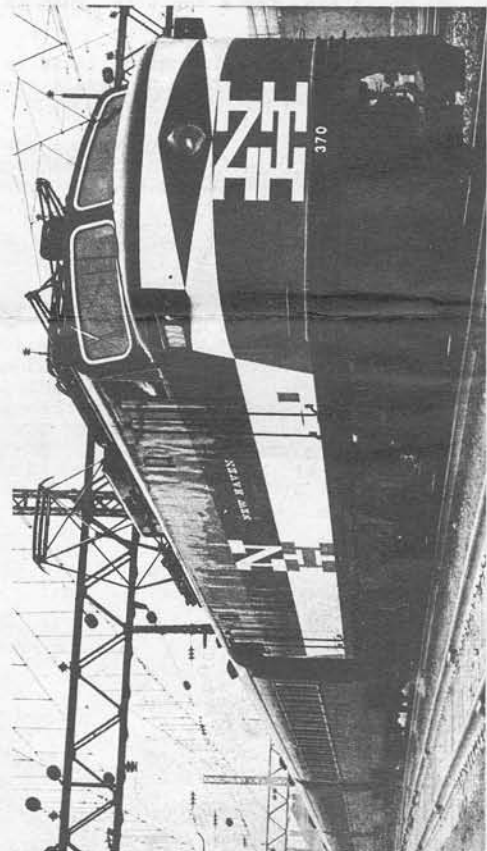
The other excuse is for not personally answering all your letters. It takes roughly three week's worth of spare time to get the COUPLER out, and in the meantime I have a family to pacify---as well as a model building program for the next year and a half. So I went and put all your letters in the COUPLER. I'll admit it's the lazy way out, but maybe some of you guys would like to see your ideas aired anyway.

I really enjoyed the Garden City convention Business meeting. Seems Pop Houghton suggested that some of the clubs take the bull by the horns and do some switching during their shows, thereby initiating some of the novices into the joys of a more realistic type operation. Up pops Bruce Coughlin with the objection that timetable operation won't work during a show. This is a real dilemma. How can you entice a club into switching during a show when many expert model railroaders don't know the basic truth that you can't run on a timetable without switching, but you can very easily do switching without any semblance of a timetable. Bruce claimed that the NY Society can not do any switching during a show because it would delay main line trains. He is 100% correct. But this situation could be easily corrected. Just how will be discussed in the next issue. The really important point is that for the first time in ages model railroading was discussed at a convention business meeting.

If you live in the New York area, you should never miss a Metropolitan District meeting. Those who were present at the last one will know what I mean when I say that your editor is now a confirmed user of Muldoon's Famous Flit-Gun Method of Painting. Also those of you who were present will be happy to know that I hope to feature Jack Taylor's HO pike in the next issue.

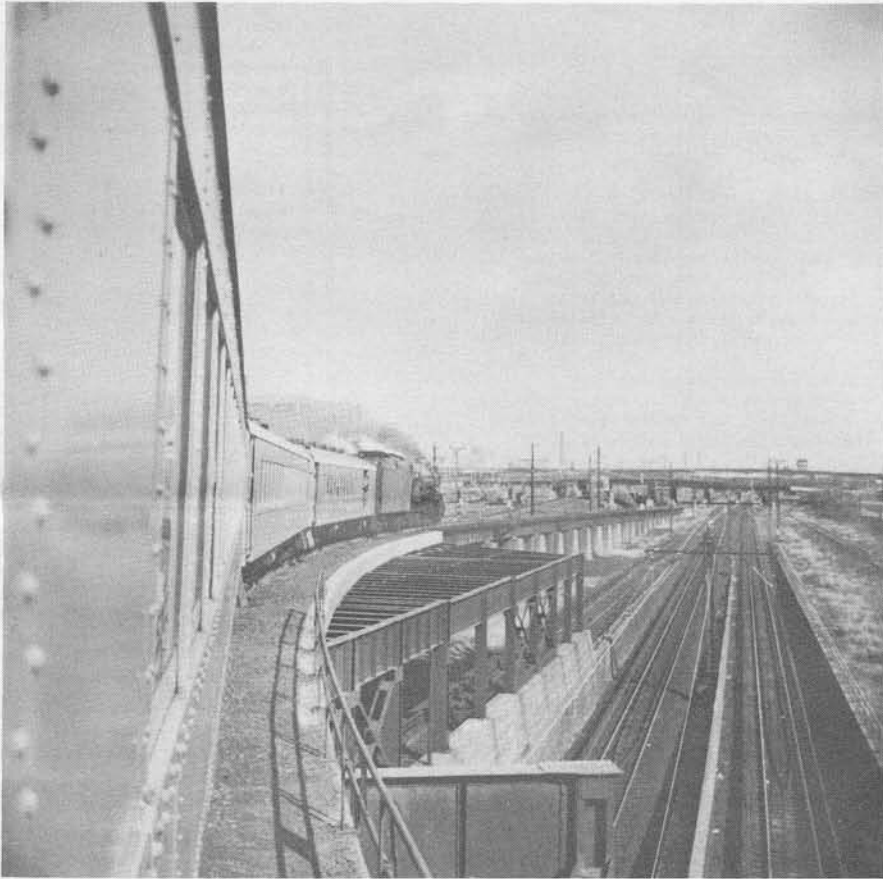
As I wind up my third run at the throttle of the COUPLER, I would like to make a flag stop and take stock of things in general. My reactions as editor of the COUPLER are as follows: When it 1st comes out--apprehension. I hope the only odor is that of printers ink. After it has been out for a while, I feel pretty good. Nobody has griped too much so far, and the mail is picking up. But when I sit here at the typewriter,--oh, brother! What a huge pain in the neck! It ain't worth the effort except for one thing: Model rails are generally nice people, and I have met some fine people since becoming editor. Also I have learned a heck of a lot about model railroading. And the prospect of meeting and getting to know more fine people, and increasing my knowledge of the hobby is really a pleasure to look forward to. So I think that I have the COUPLER to thank for the belief that I will some day be an expert model railroader. And what is an expert model railroader? An expert model railroader is a pretty good one who knows he still has a lot to learn. See ya in Baltimore!

ROY GARDNER



NEW HAVEN RECEIVES TEN

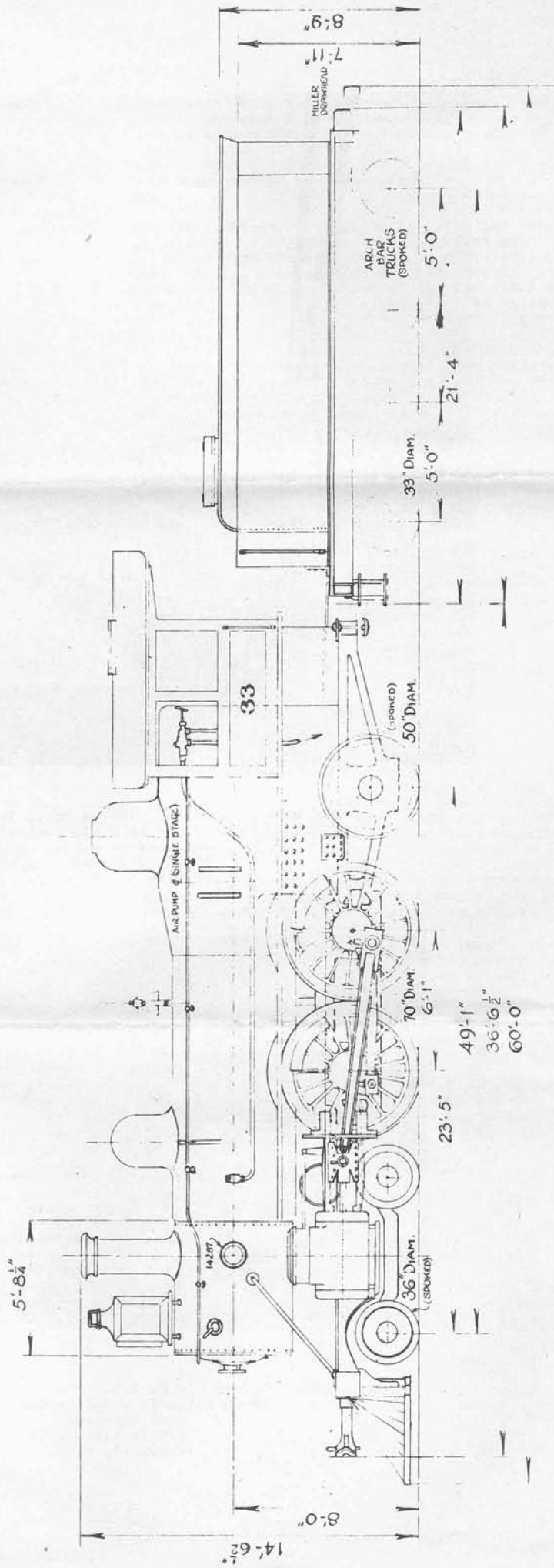
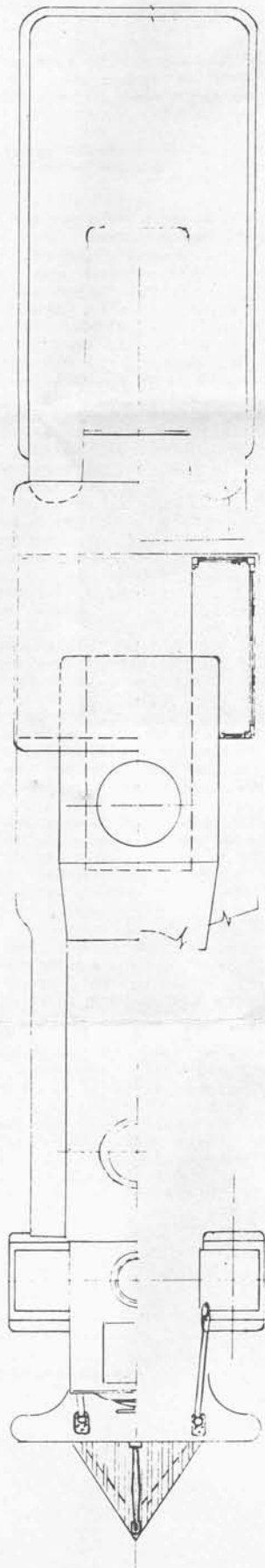
GE Rectifier-Type Locomotives



Going into Long Island City on Oct., 31, 1954.
First Prize in Photo Contest by:
Geo. Anderson
49-12 217th St
Bayside 64, N. Y.



Scene on F. & S.R.C. R.R.
First Prize in model Photos by:
Paul Thompson
125 Porterfield Pl.
Freeport, N. Y.



CLIFF'S COMMENTS

In the loco plan for this issue, I have chosen an ancient of the rails that looks the part. Even so, she may have been around on some branch line as recent as 20 years ago. Her tender would, I'm sure, have been exchanged for a newer model and the spoked pilot truck may likely have been left in some backshop.

But the old gal was one of the first of her wheel classification. She was built by Baldwin in 1895 for the "Concord and Montreal RR." She is branded by the characteristic stack and dome of that era and was called a ten wheel locomotive as were all Atlantics at that time.

Not long after she began her service the Boston and Maine took over the "Concord and Montreal" and it would take a better historian than myself to track her from there. I do recall reading that in 1921, the B&M did excessive remodeling of her old locos and this varnish puller may too have gotten her new youth.

Personally, I like her as she is here, and those of you who choose to build her that way will find her picture in "Modern Locomotives." This book was published in 1897 and 1901 and Libraries are likely the only resting place.

Additional Dimensions:

19" diameter x 24" stroke cylinders
Firebox 7'5-5/8" x 3'6" (inside)
5'-1" diameter x 5'-8 1/2" smoke box
Approximately 50" trailing wheels

CLIFF NESS, JR.

FOR SALE

SOLAR Photographic Enlarger.
Takes 35mm. and 2 1/4 x 3 1/4 negatives.
Wollensak 3 1/2 inch f4.5 lens.
Perfect condition.
Makes excellent railroad prints.
Bargain at \$30- NOT delivered.
Stan Bradley, 7 Hillside Avenue, in
Tenafly, N.J.



True, and no arguments over gage or scale.

A VISIT WITH NEIL FISK

A few weeks ago, I finally got around to seeing the pike I had been wanting to see for ages. The boys in my club have been meaning to take a night off and visit Neil for a long time, but one day I ran into him at a hobby shop and he suggested we go out to his place and do some operating.

So out I went, and it was quite a pleasant experience. You've probably seen pictures of his pike in the Model Railroader, but excellent as the pictorial standards of the magazine are, there is nothing like seeing for yourself.

First of all, the pike is quite simple in design, consisting of a double track loop with passing sidings and two yards. From this point on, the personality and craftsmanship of Mr. Fisk takes over. The scenery is detailed down to the very minutest detail. You can put your nose down to any part of the layout and will find nothing left out. The rolling stock is excellent and the locomotives are really something to rave about. There is a diesel switcher that growls exactly like the real ones. There is a Lobaugh articulated that I failed to find any fault with. I started this loco on a curving 3% grade, with a long and heavy load, and the drivers never slipped--even at a crawl. There are many other fine locos, both diesel and steam, and they are kept in a beautiful engine terminal.

The yards are masterpieces of planning. Altho the pike is a loop affair, the operation is point-to-point. That means that the yard that doesn't have the huge engine terminal does have a wye for turning locomotives and a locomotive storage track. There is also a plentiful supply of industries and sidings for switching.

I am happy to say that on Neil Fisk's pike not a wheel turns without the schedule. Everything is run by timetable. There are relays that count off scale miles as the engineers take their trains around the loops. This means that to get to the station at Lawrence, the train must travel so many miles. When the train has traveled the proper distance, there is an indicator light that tells the engineer he is approaching the station and he can then bring his train to a gradual stop. Just as on the real roads, the engineer fights time and distance. How much closer to prototype can you get?

Of course, you will have to bear with me and realize that no description of mine can do justice to a good pike. But I would like to say that here is a perfect example of what planning can do. Neil knows exactly what he wants in a pike. He could easily have a mighty empire in HO, but he prefers O gauge and he has built plenty of railroad in the space available, without giving the least impression of crowding. The layout is one of the largest I have seen, for a privately owned pike. And in my excitement about the realistic operation, I forgot to mention that the mainline is equipped with automatic signalling, permitting one train to operate a couple of blocks behind the other. These are position light type signals. I didn't get to crawl under the tables and inspect the wiring, but if the control panels are any indication--there was certainly no need for it.

The lesson to be learned from Neil's layout is basic and simple. Plan for what you want in a pike before you put pencil to paper. Avoid beautiful track plans like the plague. First figure out for yourself just what your pike is going to do, and what type of operation it will feature. Then, and only then--drag out that beautiful track plan that has caught your fancy and see if you can adapt it to your needs.

ROY GARDNER

NASSAU MODEL RAILROAD CLUB, INC.

Last fall, two groups of Long Island model railroaders found themselves and their pikes homeless, their clubs dying for lack of incentive. Today the Nassau Model Railroad Club, Inc., formed from these two groups and twenty-three members strong, has well over 100 feet of the HO gauge Montauk Valley Railroad in operation, and work progressing apace on the rest of the 318 feet of main line trackage.

The merger of the Nassau Model Railroaders Society of Mineola and the Levittown Mid-Island Railroad Club was completed in December 1954. The new club, with nineteen charter members, incorporated under New York law, taking up residence in half of the basement of a one story brick building at 25 Jericho Turnpike, Mineola. The layout planning committee headed by Bob Lennstrom found that most of the old Levittown club's benchwork could be fitted neatly into the new 38x15 foot area available, and much of the track, on Truscale milled roadbed, could be incorporated into the new plan without having to be moved.

The pike is basically point-to-point, although reversing loops at each terminal provide for turning of passenger trains and also for continuous running when desired. A third reverse loop under the West yard permits a short run from the West Terminal and return. Except for the loops, minimum main line radius is 32 inches, and the ruling grade is $1\frac{1}{2}$ per cent.

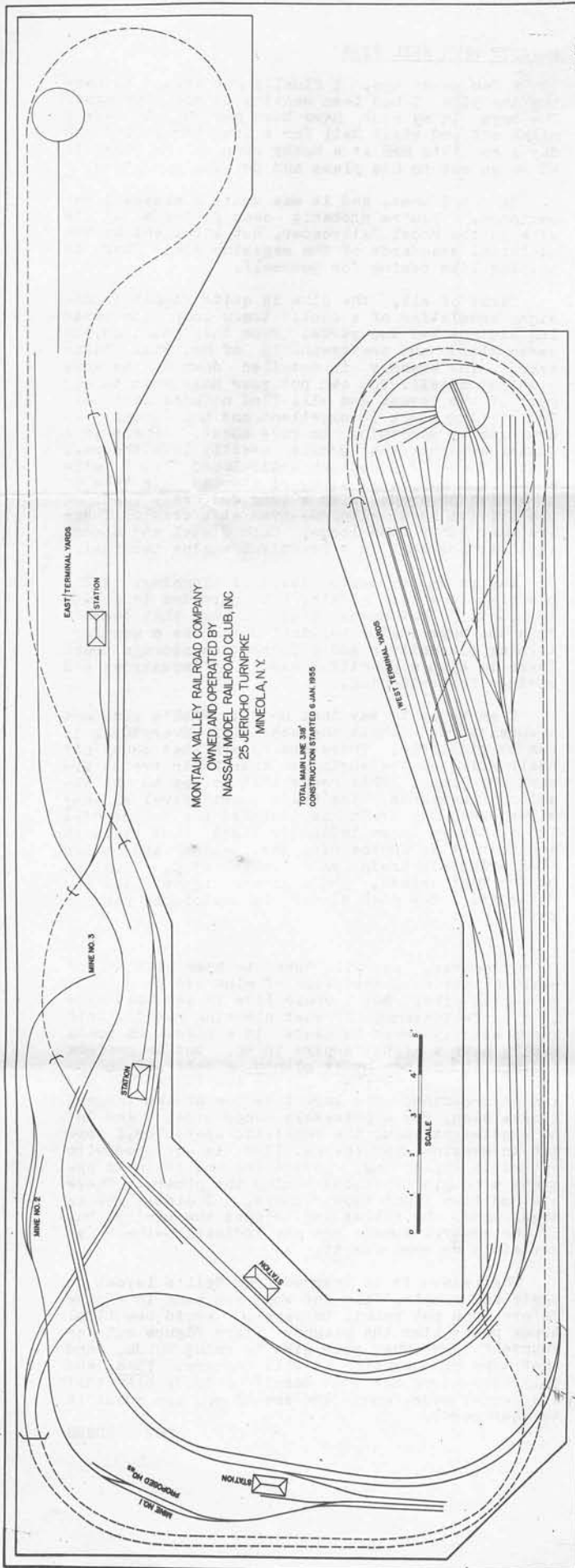
There are two main control panels, each with two engineer cabs separated by a schematic of the road on which the switch machine controls, repeating block occupancy indicators and reversing loop direction controllers are mounted. Up to four trains can be run on the main at one time. Two yard panels also with two cabs each will handle yard and terminal operation. Variacs are used for speed control in the main line cabs, and each cab has its own set of fifteen block power toggles with repeating indicators to the other cabs.

The pike plan reproduced here is an early version, but only minor changes have been made. The scenery experts under Darrow Latham have dictated some alterations, and the yards and engine facilities are still very much in the planning stage. Future plans include a 3-foot narrow gauge mining road high in the northern mountains and the varied industries whose needs and products make up the freight which is the Montauk Valley's life blood. There is also talk of a traction line.

The club meets every Thursday at 8:15 PM, the first meeting of the month being devoted primarily to business. A well-attended locomotive construction clinic is being run every Tuesday night by Ed Miller, whose scratch built engines won both HO division prizes at the 1955 NYSME show. Other meetings and clinics are planned for the future as interest and pike requirements warrant.

Current officers are Bob Moore, President; Bob Lennstrom, Vice President; Bill Prah, Treasurer; Tom Pickhardt, Secretary. Visitors are welcome at the clubroom on any Thursday night, and further information can be obtained from the secretary at 150 Brompton Road, Garden City, Long Island.

TOM PICKHARDT



CONVENTION ADVICE

GARDEN CITY REPORT

Some of the model rails arrived at the hotel Friday evening. No activities were planned for that time. However, the regional Board of Directors held its usual meeting, a few fellows spent the time operating some nearby model pikes and the rest of the early arrivals chewed the fat or watched movies. The next morning, the NER clan began to gather from all parts of the region, 170 people registered for the various week-end activities and thereby kept the convention committee hopping.

The long Island Rail Road fan trip special pulled into the Garden City station just a few minutes before the conductor gave the high-ball, and at 1 PM the MU train composed of two double-deckers and two standard rebuilt cars headed west, with 240 model railroaders, railfans and friends---down the main line to Jamaica Terminal and the Morris Park shops.

The Long Island and its very cooperative employees gave the region a great show. The sight of steam locos in action was a rare treat in itself. Representatives of each class of loco, both steam and diesel, were lined up for pictures to be snapped and then a parade of motive power followed, around the compact yard and onto the turntable. The shops are unique in that they are complete -- from handling major loco overhauling to passenger car upholstery. The return trip was by way of the four track section of the Montauk Division to Valley Stream and then to the single track line to West Hempstead.

Mr. Tom Goodfellow, the Long Island's Vice-President and General Manager spoke at the banquet that evening on the problems confronting the railroad and how the present management plans to solve these difficulties. Movies, draw-bar contest, and model and photo displays completed the evenings' program.

The Sunday A. M. breakfast was followed by a business meeting ably presided over by President Roundy. During the afternoon a good many of the conventioners visited seven different model pikes in the vicinity--including O, HO and TT layouts.

The committee deemed it a privilege to have been able to conduct the affairs of the convention for the NER.

ROGER G. RAMSDELL, JR.

The Spring Convention of the Northeast Region (L. I. in '55!) has come and it has gone. As far as I have been able to determine, it was a success. At least, the remarks of those who attended would seem to indicate that such was the case.

The committee worked very hard indeed to make the convention successful, and it is with the thought that I might lighten the work of future convention committees that I decided to list some of the things that seem to me to be necessary in connection with running a convention.

Here are the things that were bought or made:

1. Convention notices.
2. The "combination ticket" for the conventionaires which showed which items were paid for.
3. Prizes for the contests.
4. The program bulletin issued at the convention.
5. Entry blanks for the contests, which listed the rules. (Not a necessary item since the region will supply these)

And here are the things that you may wish to provide for. A place where the convention is to be held (elementary, my dear Watson); preferably a hotel, so that the overnighters can have a place to stay. A reception, or registration room, not in the main lobby if possible. If you decide to hold a banquet, a banquet hall. If you hold a combination breakfast-business meeting, the hall must be large enough for comfort, and it may be necessary to procure a public address system. Smaller rooms will be needed for the display of models and for the contests. If possible, provide an announcement board listing the pikes available for visit and directions on how to get to them.

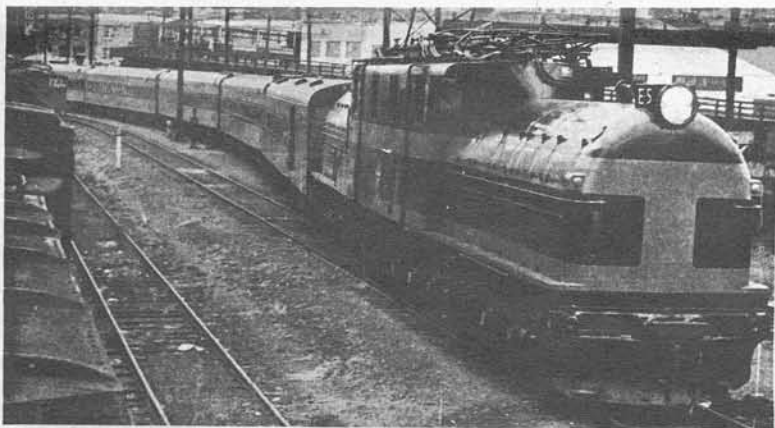
The Garden City committee started their planning about a year and a half before convention time. If this seems kind of early, I can only tell you that tempus did its usual fugitting and April 23rd arrived in a real big rush. Invitations were printed and sent out a month ahead of time. Addressing was done by the use of gummed tapes which were supplied by the national organization. These are not always available, so it would be wise to check with Jim See on this. Two cent stamped envelopes were procured from the post-office. They were not sealed, but the flaps were turned in, and the envelopes were rubber-stamped with a return address.

The committee made their arrangements with a local hotel; the local hotel, in fact. It was a bad situation, because it deprived them of any bargaining power or any chance of getting competitive bids. I cannot recommend too strongly to other committees that they have at least two places--preferably more--where a convention can be held, in order to get competitive bids. Otherwise they may find themselves in the position of having to take whatever is offered.

Aside from the room arrangements, the food for the banquet and/or breakfast (if held) must be arranged for. There isn't much choice as to menu, these things being standardized, unfortunately. If you are having a guest speaker, there must be a speaker's table. If you are worried about who to seat at the speaker's table, consult Jim See. At the last two conventions attended by the writer, there was also some ten minutes of singing by a barbershop quartette, and it was most enjoyable--coming as it did, just before the main speech of the evening.

I think that I have covered most of the general things necessary to a convention---at any rate I hope that I have stalled off some possible headaches for future convention committees.

HENRY ABRAHAM



THE "OLYMPIAN HIAWATHA," pulled by a rebuilt gearless locomotive, leaving Seattle, Wash.

DESIGN FOR OPERATION

At the Garden City convention there was a hot discussion about operation and what was needed to operate. Unfortunately, the word "operate" was never defined and quite obviously it meant different things to different people.

Some might say that operation merely means running trains down track no matter how aimlessly, others say that they must be run by time table.

Operation on the prototype is designed to move freight and people from one point to another. Time tables, trains, track and all the rest are merely tools to do the job. Since we do not care to load and unload cars, a function normally performed by shippers rather than the railroad, this part of railroad operation is assumed. But there is no reason why the cars cannot be spotted for loading or unloading and then handled from that point to the next destination in a strictly prototype manner. At the Summit-New Providence HO Club, experience has taught us that by building operation around the movement of cars rather than trains, much more interesting and realistic operation can be obtained. This opinion seems to be held by every other group which has ever put such a system into effect.

There are several techniques of operating cars by originating and terminating points and the one used by the Summit-New Providence will be described in the next issue of the COUPLER.

But first let us consider what features should be built into a layout to permit prototype operation. For this information, we should look to the real railroads. We find they build sidings, yards and main lines to serve the needs of the shippers in the territory they serve. In short, the railroad is built to facilitate planned operations. The same should be true on the model. We should first settle on our plan of operation and then build a layout capable of carrying out the plan. There is no point in being interested in peddler freight operation and then building a railroad completely devoid of industrial sidings. Plan the operation, then plan the railroad!

The type of railroad and how it should be operated depends not only on the desires of the builder, but also on the space available. It is pointless to decide on running long main-line type trains in a space only 8 by 12 feet-even in TT. A small space calls for either a small railroad or a small section of an assumed larger system. The British have an excellent idea by which they build one completely equipped through station, and the rest of the layout is a loop with a few holding tracks on the opposite side from the station. Once a train leaves the station, it is assumed to be gone for good. Actually, the equipment comes around again, suitably spaced by other trains, but it is treated as an entirely different train. All the operation at the station is exactly as if it were a single station on some large prototype road.

The Summit-New Providence Club is fortunate in that it has room for a point-to-point layout with 15 route miles between terminals, 3 branch lines, and 17 stations. Although most layouts cannot be as extensive, many of the principles--laid down prior to the design of the Hudson, Delaware & Ohio in order to achieve a good operating railroad--are applicable. Some of the more important ones which have proven their value over the years are given below.

Use single track whenever possible. Operating interest is greater on single than on double track and the railroad can be made longer for the same expenditure of time, space, and money.

Keep the trackage at each station distinct so that even a non-model railroader can tell what tracks belong to which station. Avoid tracks which are shared between two stations.

Provide at least a house and team track at each station. These may actually be opposite ends of the same siding as is often the case on the prototype, but they provide two separate places to originate and terminate traffic.

Provide as many industrial sidings as possible at stations and between stations. Such sidings are the heart and soul of peddler freight operation, one of the most interesting of all trains to run.

Provide branch lines rather than alternate routes between the same stations.

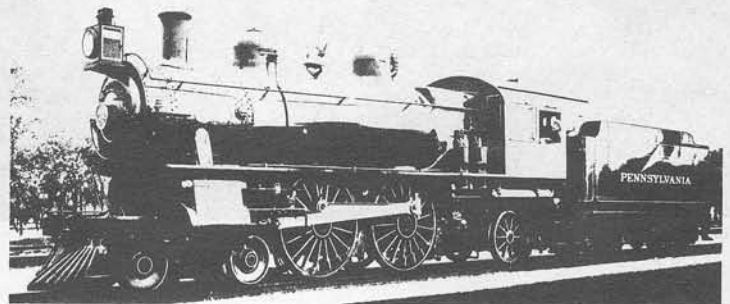
After a railroad capable of being operated has been designed and built, the next thing is to develop the details of operation. Experience on the HD&O indicates that it is better to take one step at a time toward real operation rather than striving for a full-fledged car accounting system immediately. On the HD&O, operating procedures passed through several distinct steps. At first, trains were simply run without purpose or plan. This achieved two results--it kept interest up and gained skill for towermen and engineers. The next step was to install a simple sequence-type time table. Such a table merely states the order in which events will occur and is an excellent place to start. Soon, however, some of the operators will get bored waiting for a train in trouble to complete its step in the sequence. Solution: add a dispatcher. The dispatcher ran a rubber clock. He would speed it up when things were moving smoothly and slow it down when tie-ups occurred. This prevented both boredom and frustration. At this time 'Watty House' influence made itself manifest and all freight trains were required to set out or pick up cars at every stop.

The next step was to run on real time and when this was done there was real time table operation and switching was taking place. Unfortunately, when the train crew is only required to pick up or set out cars without regard to which ones, the crews can and will do whatever is easiest, particularly when running late. When skill in operation has advanced to the point where the lack of purpose in the switching moves is noticed, then the railroad is ready for a car accounting system. In the next issue, the HD&O's time-proven method will be described.

PAUL MALLERY

There's a red circle around the year 1905 in the annals of the Pennsylvania Railroad. Within days after Ernest T. Weir rolled his first tin plate at Clarksburg, W. Va., Locomotive No. 7002 pulled the Broadway Limited over the Fort Wayne Division tracks at a speed of 127.1

miles per hour. The record-breaking run of 50 years ago, set by a coal-burning high-wheeler, has never been broken. Today, trainload after trainload of raw materials is delivered to the Weirton mills by the PRR. The "Penny" carries the Weirite trademark to market, too.



IN THE MAIL

Re: March '55 COUPLER
Pg. 8, Par. 3, 1st sentence.

Dear Roy: Congratulations on your March issue! Perhaps if enough of us bring pressure on President George, he will put a real yellow jacket on the O-gauge Standards Committee, and we will get some action. I realize that the O-gaugers are probably older and would have perhaps more stubbornness than the younger HO group.

Editor, the COUPLER:

My pal, let me tell you that I am one of very few who cannot stand railroads that go nowhere. By that, I mean railroads with loops, figure eights, reverse loops, etc. I must have switching.

I have been howling for an improved automatic coupler for 15 years, and finally, in desperation, I made my own. They are terrible to look at, but they certainly work. I realize that Frank Ellison was able to do real operating with the ARA automatics, because he always had a crew to operate and therefore, there was a brakeman available at each terminal and at each way station to do the necessary coupling and uncoupling manually. On the Connecticut Midland, this would be physically impossible, even with a crew, and obviously, it is utterly impossible when the railroad is being run by only one or two or three operators. Furthermore, an automatic coupler makes available certain corners and spaces which would be impossible to utilize if we had to depend on manual uncoupling.

My railroad, the JERSEY ATLANTIC, is now 1/3 completed. Look at the plan. NOT ONE LOOP! Sure, it's small (6 x 8) but not lacking. No curve less than 22" radius. No turnouts less than #6. Engine facilities, operating hump yard, industries and sidings galore. Just think of all the switching operations that could be done on my pike. But is it crammed with Track? Unnecessary loops? Not on your life.

You and those like you can have your loops, with your trains going around and around and around. I thought that "operation" on that scale was strictly for the "Lionel" set of model railroaders.

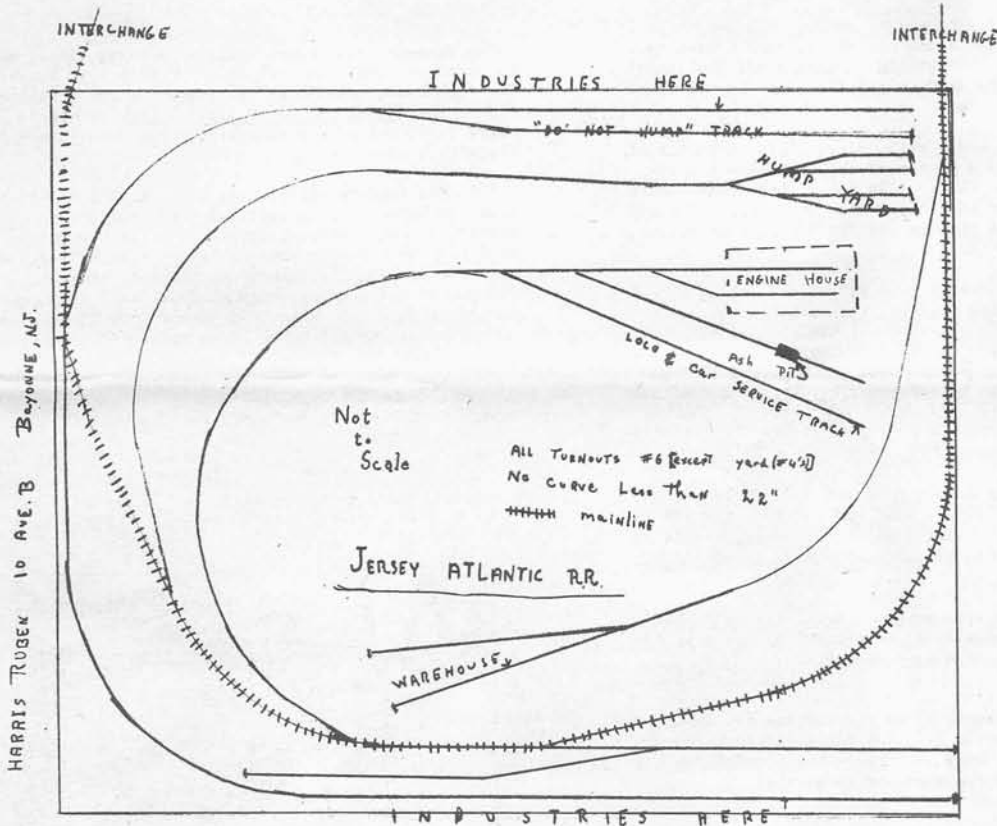
I would certainly like to get my hands on a dozen of the NMRA type couplers in O-gauge to give them a work-out, and I might go to all the bother of re-equipping my cars and putting in new ramps in order to have the better looking couplers. Frankly, I don't think they would work any better than mine do.

I'm only 16, and I may be wrong, but the prototypes don't run long freight trains in circles, and neither do I.

In closing, I have only one thing to say. While you "model railroaders" are still running around in circles, my HO industries will be making products, and the JERSEY ATLANTIC will be there to move them promptly, without any fancy trackwork about it.

WATTY HOUSE

HARRIS RUBEN



Dear Roy: Just a note to express my appreciation of your presentation of the COUPLER. I like very much those shots of prototype locos which appear here and there in each issue. You are doing a very good job throughout.

I have dismantled my 7 year old layout. I am moving in July and will start a bigger and better layout at my new home. Well send you data and details when things get going.

Keep up the good work. By the way, the gauge is OO. Hope you are not surprised!

PIERRE BOURASSA

Dear Pierre: I'm innocent! If you will look at the Dec. issue you will find a different name than mine affixed to the article expressing surprise. A pox on the rogue! However, I must say that the ribbing I got from said article was well worth it, since it was a quick education on the virtues of OO -- and also an introduction to some very nice people. However, us fat boys have thick hides so I don't mind the ribbing. Let's hear from you when the new pike gets going, and send us a picture or two.

Dear Roy: It seems that this is the season for "old timers" to come out of their hole and take notice of what is going on around them.

First of all, let me congratulate you on the really swell job you are doing on the COUPLER. If it can get the likes of me to write, it must be good.

When I read the letter from Art Wilcox in the last issue, memories began to stir and my OO gage blood began to boil over. You do not have to go out to Plainfield to see a OO gage layout--just give me a call and I will meet you at the George Washington Bridge and show you 9 different layouts in OO within a 20 minute ride.

I am glad that Art carried on for OO gage while I was hibernating. When I saw him at his Deer Island home about 5 months ago, everything he said about his layout is true and what he said about the gage is more than true.

I have been a model rail since 1937, a member of NMRA since 1938, and a member of the NER since its inception at Kingston, N. Y. In all of this time I have been in OO gage and very happy with it. If you would care to go over the minutes of the early conventions, they will attest to this.

Now--you ask, what is this guy after? I will tell you. I get the feeling that there is not the fun we fellows had at the early conventions. This model railroading is getting to be too darn serious to have any fun out of. This is supposed to be a hobby to get enjoyment from, we have enough in our every day life and business to get serious about. To tell you the truth, the conventions were a great deal of enjoyment even to the wives who attended and I have pictures somewhere to prove this.

I guess that is all for now, and I know that if you put this in the COUPLER, I will get a hell of a lot of criticism in the mail, but I expect it----maybe this is what is needed to bring back the fighting spirit of the model rails.

To pour salt on an open wound, I still get my COUPLER addressed wrong, especially after receiving a request for my dues which I sent in a long time ago.

LEN "OO" FRANKEL

(Len took back the remark about conventions not being fun any more. The occasion was the fan trip of the Garden City convention. I know one thing--the conventions are a heck of a lot more fun when Len shows up.)

Dear Roy: Many thanks for the pictures and article on our club in the March issue of the COUPLER. They were very much appreciated by all of us.

We have now started to clean up and paint the additional space we have leased for the expansion of our present layout. All of the materials required, such as legs for the structure, angle-iron for the frame work and all the necessary rail is on hand and ready to go in place just as soon as we finish with the redecorating. This additional space will give us an additional 500 feet of track which when added to our present layout will total something like 1700 feet of track. We think this will give us about one of the largest layouts in the area.

We had started in on the trolley line, had a bit over 100 feet of track laid, when we decided to use different rail. We started with HO rail, but found that the wheel flanges hit the spike heads. Hence, we tore up all of the rail and are now putting in 152 lb brass rail which is the same as is used on our layout. This should be finished in the near future and we will then start putting up the poles and wire. The trolley line will also be extended into the new section after we finish with the trackwork.

May we, through the COUPLER, extend an invitation to all model rails to pay us a visit. We hold open house the second Friday of each month at 8 PM. The address is 28 Marine Ave, Brooklyn, N.Y. We would like to see other model rails, and exchange ideas with them.

THOMAS F. BRECHT, PRES.
BAY RIDGE MODEL RR CLUB

INVITATION

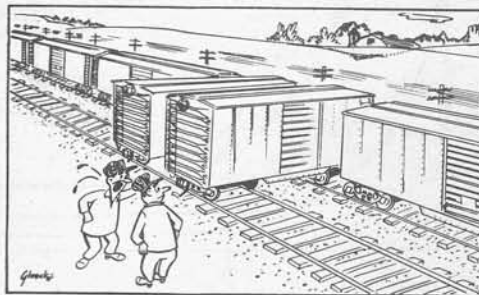
The Massachusetts Model Railroad Society, Inc., wishes to announce that it will hold "Public Open House" at its club headquarters at 27 Prospect Street, Cambridge, Mass., the SECOND FRIDAY OF EVERY MONTH, FROM 8 to 10 PM. There is no charge for admission, but donations will be gratefully received!

The feature attractions consist of a fully operating HO layout, with railroad and trolley line, with scenery, signals, etc., located in the club room. In the back room we have our O gauge layout with railroad and a trolley line which are both, at present, under construction, but all trackage completed in the O gauge pike is in operation now. Here is a chance for all new comers in the hobby to see how a model railroad is built from the ground up.

The HO layout will be running on scheduled operation (timetable) for the whole two hours.

The club rooms are located just out of Central Square Cambridge, on the left hand side of Prospect St., in the brick building, last door down, on the second floor.

LYMAN B. HURTER



"How should I know how I did it? Just help me get 'em back!"

Orleanian Makes Model Street Cars As Hobby

BUILDING MODELS of Public Service street cars is the hobby of George Brewster, 421 Joseph Street.

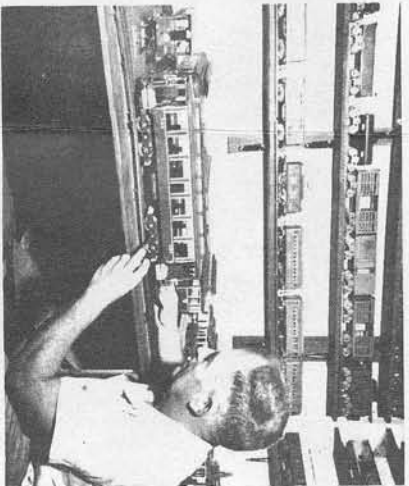
George's interest in the street railway equipment of by-gone days started when he was a boy. He then lived on the route of Public Service's now-abandoned Spanish Fort trains and watched their operation with childish wonder. From this beginning his interest widened and today he is an authority on the many types of electric cars that were used by NORTSI in the early part of the present century.

Most of George's models are built from memory and old pictures. From time to time he takes measurements to insure exactness to scale. Occasionally he consults Transit Department blue prints to establish true dimensions. Each completed model receives a thorough paint job with Public Service colors of red, green, white and aluminum applied in the right places and in the right shades.

Miniature steam railroad equipment is another of George's interests. In his collection there are many coaches and locomotives he created himself. Others, made by manufacturers, date back as far as 1899. Here, again, his main interest lies in the transit equipment of the past rather than the present.

By profession, George is an electrician and maintenance man. And, although he has never worked with a street

Partial view of George Brewster's transportation miniatures and tracks. The upper levels contain railroad equipment, while the lower level contains street railway equipment and closely



Unique is the hobby of George Brewster, who builds early models of street cars and railroad cars in his leisure hours. Here he looks over a model of a street car that was used by the Company on its street car lines up until 1934.

car or steam railroad company, he can speak with authority on the equipment of each.

His miniature fleet is housed in his home workshop, where he has about 300 pieces of equipment. Many yards of track are mounted on platforms there, and most any kind of train or street car can be operated electrically through a "third-rail" system.

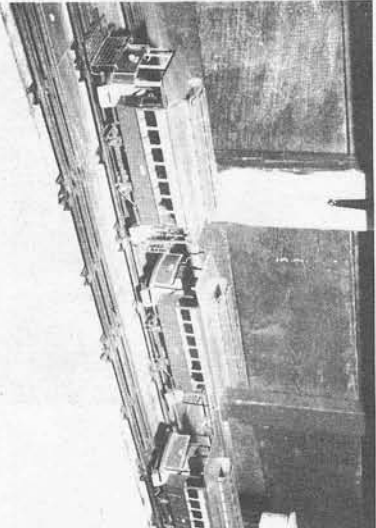
At present he is erecting overhead trolley wires for street car operation. Completion of this operation should make his setup hard to equal anywhere.

resembles a car barn of the early 1900s. George made all of the street car models and many of the railroad miniatures. His large collection is housed in his home workshop.

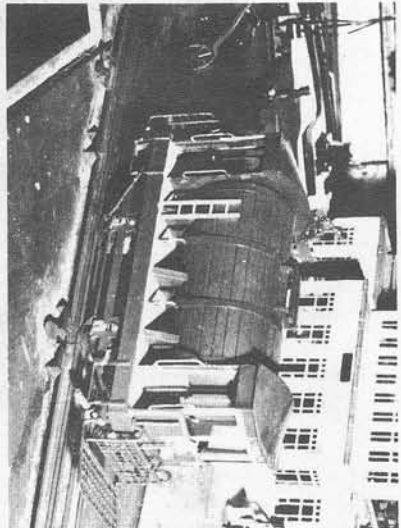
Many New Orleansians remember the type of car called the "dinky" (right). Public Service operated a large number of them at one time. Equipped with single trucks, the dinkies had a seating capacity of 32.



On the right is Brewster's model of a sprinkler car. These maintenance cars were operated on all Public Service street car lines up until 1929. Later, sand cars were introduced, which dropped sand on slippery rails to reduce slippage and make operation easier.



This miniature (left) is an excellent reminder of the street cars that operated out of the old Poland Station before that operating point was closed in 1934. It was different from some other models in that it had two small "pony" wheels on each set of trucks.



Before natural gas entered New Orleans in 1928, Market Street Steam-Electric Generating Station burned coal in its boilers. A specially-built construction car (left) hauled cinders away from the Station and also moved heavy materials for the use on our roadways. Such a car would look strange in the traffic today but, preserved in miniature, tells a story of our former operations.

