

ISSUE 37

THE



WINTER - 1955

COUPLER

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

THE DISPATCHER'S TOWER.

Our Burlington Convention is now history, and I am sure everyone had a good time in spite of the wet weather. It is with a deep sense of gratitude and sincere pleasure that I assume the helm of NER for the coming year. Looking back upon the extremely successful and fruitful record made by Ex-Pres. Wayne Roundy and his officers, my efforts will be devoted to carrying on to new heights of success.

I wish to thank the membership and the Directors for their confidence in elevating me to NER's highest office. During my 2 years as Director and Convention Coordinator I have watched the organization grow and advance. Every innovation has proven its merits, and should be continued and expanded. To this end we have formulated a program based upon past experience and designed to increase benefits to each and every individual member.

The membership has grown from 390 in 1953 to its present 544 and is increasing steadily. This reflects the tremendous efforts of Ed. Safford and his assistants, a very real credit indeed. With this program running so smoothly, and the increase of NMRA in the area, we are raising our sights to 700 by the Fall of 1957, which is still only 25% of the total available. To carry out the good work, our old friend Irwin Lloyd is taking over the membership campaign, and I am confident that he will keep NER out in front. This is no easy task, and I personally request every member to give him wholehearted cooperation and support, and to extend your efforts so that we may attain our goal.

The COUPLER is also of vital interest to all of our members, as it constitutes our main link between the officers and the members, and is our only means of communication with you. It needs more aid. There have been annoying difficulties in the past, due mainly to reasons beyond our control. None of us has been happy about this, and we have been taking steps to correct it where we can. Beginning in this issue, press time will be on a definite schedule, with Spring, Summer, Fall, and Winter issues instead of as heretofore. Other relief is planned, and action started, which should eliminate delays, and which will become evident as we go along. However, material for publication is badly needed. It is impossible for the Editor to cover the entire Region and contact everyone in seeking out news. The COUPLER can be no better than what YOU, the members, make it. Drop the Editor a line, or give him an idea, from time to time. Tell him what is going on, so that every member will have the benefit of it. This is particularly the duty of your officers, and I urge their cooperation.

Then too there are the Conventions. Due to the wide extent of our territory, many of us can not attend as often as we would like to. Convention sites are selected geographically on a systematic basis, so as to cover as much ground as possible. Apparently my efforts along these lines have been successful, for we have had an average of 75% in-

crease in attendance. More important, this reflects a growing interest, and I am looking forward to better than 200 members from NER at the joint meeting at Trenton in the Spring. This is to be our second joint venture, this time with Mid-Eastern Region. I participated with its convention committee in making the preliminary arrangements, and can assure you that it will be something extra special. Doug Brown of Plainfield, N.J. is to be our convention chairman, and knowing his ability, no stone will be left unturned to make it a good one in every way.

Lately, less and fewer models have been entered in the model contest and drawbar contest. This I can not understand, because it is the highlight of activities. The real interest lies in the competitions, and every one can help. Bring along a model in the Spring, and let us not be shown up by our neighbors from the south.

National Pres. Ivon Preble informs me that NMRA BULLETIN will carry full page histories of all the Regions as a regular feature. NER is rich in history, and Director Lyman Hurter of Somerville, Mass. has been selected to compile it for us. Many innovations and activities have originated here, and he wants to know about them. News of conventions, especially the earlier ones, committee activities and trips, in fact, anything of interest, is needed. How about some of you digging into your memories, and coming up with some material for him?

I know that I can rely on each and every one of you to keep the rails hot and the pantographs hum. We want a bigger and better Region than ever before. Meanwhile, the Officers and Directors join me in wishing you a most Merry Christmas, and happy Model Railroading to you all, with a green board for the coming year.

JIM SEE, President.

MODEL RAILROAD PASSES.

There has been in the past a great deal of discussion about exchanging model railroad passes. It has been alleged that a pass should be given only to one who has visited your pike and learned about its operation. On the other hand, the majority of our members feel that it serves as an invitation to the holder, reminding him to come in for visits when in the neighborhood. The latter appears to be the more worthwhile approach to the subject, as it helps create the spirit of good fellowship which is so prevalent in the hobby. Many members indicate in their YEARBOOK listings that they exchange passes, and usually such an invitation is set out on the back of the pass, or expressed in a covering letter. I have received a great many passes, each one being issued with such a thought behind it, and either expressed or implied, it serves to cement a bond of fellowship between the giver and receiver. Let's consider it in that light, and respond to a request of this nature as one of the ways in which the NMRA helps bring its members together.

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Holiday Greetings

THE HOSTLER SEZ:

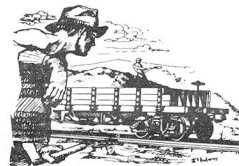
Ye Gods, Boys- look who's back again. Bless my soul if it's not that guy Bradley, rapping out the stuff and nonsense. Seems like Ed. Roy Gardner has been transferred unexpectedly, so it's up to me to get this issue onto the press, and we'll see what happens from here on in. Having been sorta out of touch with goings on in the Region for the past yr or so, I'm afraid I can not do too much on a pinch hitting job, with the stuff you are accustomed to expect in the COUPLER, but we will try our best to give you something worth while, scrounged up from here and there.

Perhaps the first thing I ought to do is remind you that we are at the end of the year, and Region dues are payable. Many of you are doubtless still up to date, but for those who are not, the Treas. would sure like to hear from you. We have a budget to meet, and can't continue giving you services if we have not the wherewithal to cover it. DO IT NOW while it is still on your mind, and save us time needed to correspond with you for that BUCK.

Well, many folks said it could not be done, to hold a Convention in an outlying place like Burlington, Vermont. Charlie OGREN showed us that it COULD be done, and a fine job at that. We had an excellent attendance, and enjoyed a busy and nice weekend. The weatherman was against us Sat. but he made up for it on Sun. and we certainly saw a lot of steam power, as well as International operation across the Border. The CV people were most kind to us, and the SJ&LC equally regretful that they were unable to participate as had been originally hoped. Some of the members took an extra day and rode the head-end on that road for a round trip through the covered bridges.

Our next affair will be a joint meeting with a next door neighbor, the Mid-Eastern Region, midway between the two, at Trenton, N.J. The Committee's been working on it for quite a while, and we will give you the full details just as soon as they've been completed. Remember the fine time we enjoyed 2 years ago with NFR, and come prepared for equal pleasures in the Spring.

The hobby shops are bulging with new items for the model railroader, and Christmas is almost here. So if you drop a hint here and there, you might be real lucky and acquire a couple of accessories for your pike. These cold winter days afford a golden opportunity to complete some of the projects which have been put off during the Summer. That goes for us all--- let's HiBall. STAN. BRADLEY



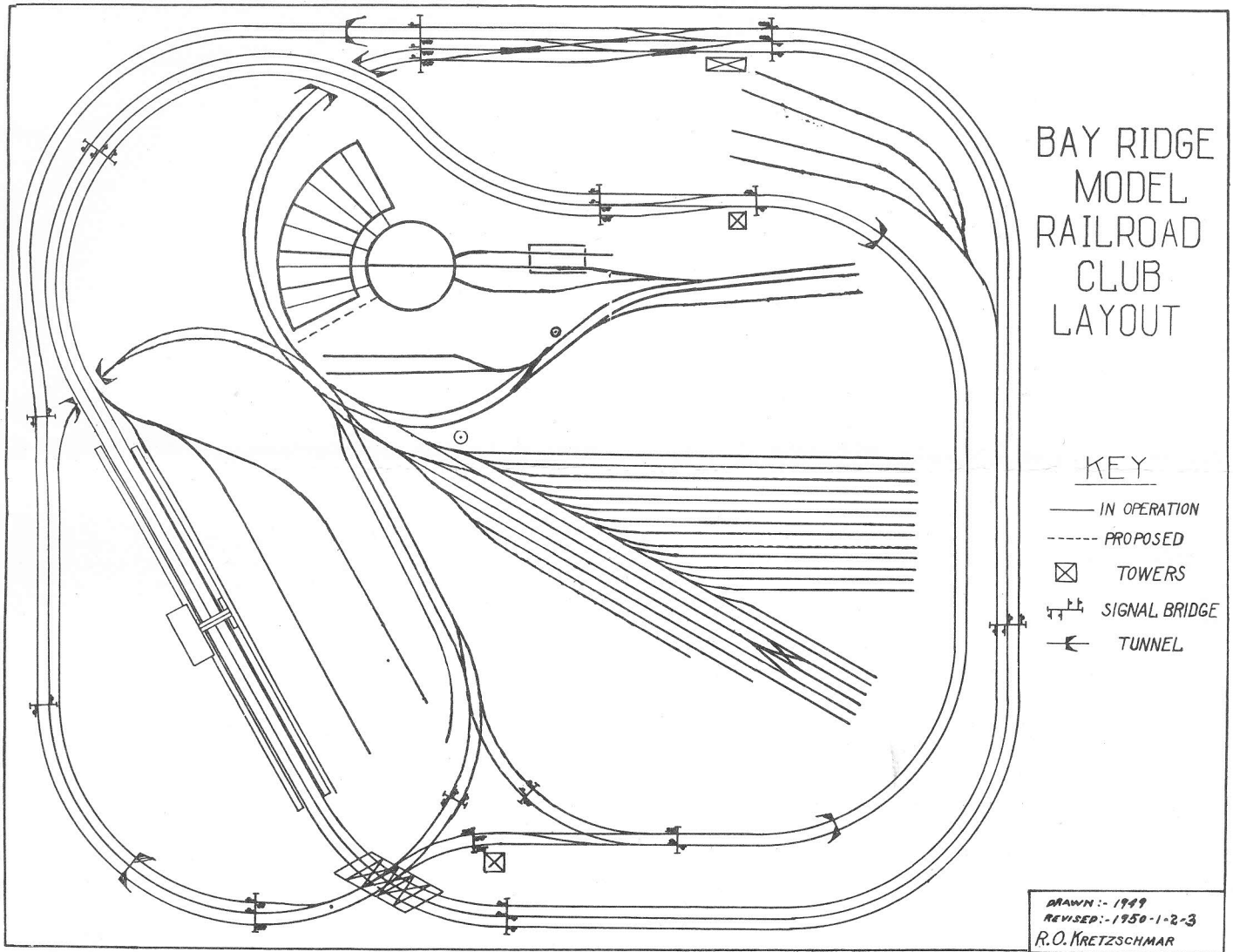
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- MAY 42-- PENNSY ELECTRICS- LIFE ON THE C.V.
- JUN. 42- NORFOLK & WESTERN
- JUL. 42- RAILROAD SIGNALING
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- SEP. 42- FORNEY ENGINES- BILLERICA & BEDFORD
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- APR. 43- PORTLAND & OGDENSBURG- " "
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- SEP. 46- " " - COLORADO SAFARI
- NOV. 46- THE SKATE- NEW LOCOMOTIVES
- JAN. 47- UPTON TOWER- ERIE'S COMMUTER SHOW
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R.O. KRETZSCHMAR

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Membership in our organization is open to anyone over 18 years of age. Any of our members will be pleased to discuss membership with you. Why not ask.

APATHETIC MEMBERSHIP.

In the course of my service to NER as good-will promoter, membership solicitor, model-rail salesman and good-humor man, one of the most troublesome problems which I have encountered is the ethics of the individual. The mail address is the most outstanding. It is pitiful to see the lack of concern expressed by members with regard to their correct addresses. They move without telling us about it & expect us to find them without a forwarding address or any data at all. Our mail comes back at extra expense. When we finally track the fellow down by P.O. tracer, phone calls, or outright man-hunt, the excuse is usually "I forgot", or "I didn't think it was that important." After all, forgetting is no excuse at all. Moreover, any organization which is worthy of recognition must be enough concerned about its members to make an address that important. The trouble is that altho NER might care for its members, many of them have no thought for NER. The volume of returned mail proves this. How much trouble is it to sit down and write a postcard or P.O. notice of change of address, permanent or temporary? That's the FIRST thing I would do if I were about to move. This kind of member actually costs us money to keep on the books.

Then we have those who criticize the dues. They claim they can't afford \$1 a year- 9¢ a month. You contact them by mail, by phone, seek them out at their homes, or have them visit you. Half of them give you the old line, "I don't have the time to belong, and can't afford it, anyhow." The latter's rather difficult to swallow. If you can't afford a dime a month, something is sadly wrong. It's a sad excuse;- "Not interested" would be more accurate & then we would understand, and not spend the time & money to show you what you're missing.

As far as time goes, we do not ask you to give any of that. We do not demand your attendance, but feel that if you're interested, you'll be there. If you have other obligations, we understand. There's many eager members who have duties preventing them from going places, yet they are good, interested members. They receive the many benefits that come with membership in a good nationally known organization, enjoy passive membership, and in a great many cases become active when the opportunity arrives. There is no need to shy away from NER due to lack of time. If every member signs up one more in the coming year, we'll all have something that we can be proud of. Let's try! PAUL B. BOIVIN, Jr.



DADDY OF THE DIESEL.

Diesel-electric locomotives, which provide the majority of the motive power today, are now a familiar sight, but not too many years ago they were a big question mark to railroaders. Like all mechanical innovations, it went thru its trial-&-error stage. It was first used experimentally in 1924 in switching operations. This did not lead to predictions of a revolution on the rails. But engineers did forecast that if the new type of power could be properly harnessed, it MIGHT some day supplant steam power.

One of the earliest of today's power giants was the 1550, which was the first diesel ever built in road freight service, an Alco for NYCentral. This was an attempt to harness the new power properly. It was designed specifically for the Putnam Divn. It was not then called a diesel, but designated as an "oil-electric". The new locomotive was a "pig-in-the-poke", so to speak. Since nothing like it had ever been tried before, no-one knew what they could expect in the way of performance. They hoped for the best, but had no idea what "the best" might be. It contained an Ingersoll-Rand diesel motor & GE electrical equipment. It developed 750 HP and carried a weight of 175,000 pounds on drivers.

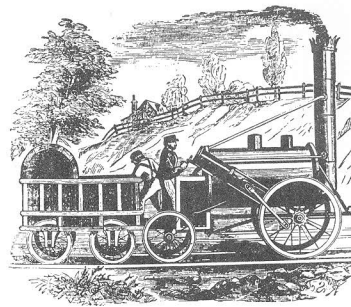
In outward appearance 1550 closely resembled an electric such as is in use today between New York and Harmon on the Central. It had 4 sets of drivers to which traction motors were connected, and a 4-wheel guide truck at each end. The motor was started by compressed air, which entered the cylinders and gave the pistons the push they needed to start. Today's big diesels are started by push-button starters similar to the ones used on autos, using power from the main generator.

The aim of its builders was to find out the possibilities of this type of motive power. It was successful in that respect, and proved beyond any doubt that diesel engines, generating electricity for traction motors, could be used successfully in big road freight work. Of course, there were many bugs which had to be ironed out in later models. You won't find the 1550 in any transportation museum, because after its test runs were completed it was dismantled so that the effects of actual operation on its mechanical parts could be studied. But it proved that it could be done, and it pointed a way to the motive power that dominates the rails today.

N.Y.C. HEADLIGHT.

The Rocket

In 1829 this locomotive proved a portable engine could efficiently replace a series of stationary engines which pulled the train by means of connected chains.



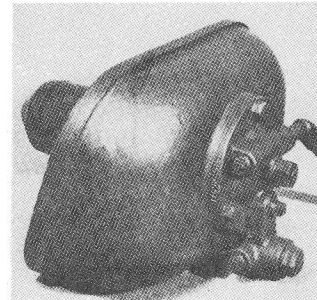
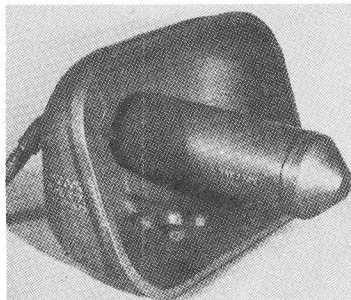
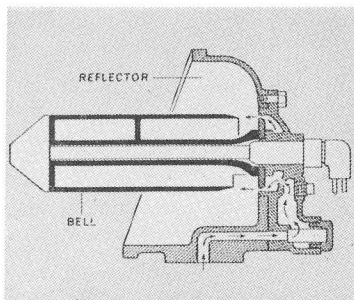
RAILROAD WHISTLES.

The call of steam locomotive whistles has been celebrated in many a song and story, and the traditional wanderlust of Americans has often been stimulated by the sound of a whistle in the night. For a long while it seemed as though this bit of Americana was doomed by the advent of the diesel. However, the public has not taken kindly to the blat of the air horns, and as a result the railroads are attempting to devise a suitable substitute. Diesels need a loud, penetrating warning signal that can be heard over great distances, because they approach crossings more quietly as well as faster than the steam locomotive did. The air horn warns clearly that something is coming, but its tone is discordant, and many people fail to recognize it as a train whistle.

A whistle works by having steam or air pass thru a small opening against a very thin metallic or wooden edge. Its note is determined by length of opening, its diameter, and thickness of the walls. Steam whistles contain 5 chimes, or notes. That is they have 5 tubes of various sizes thru which the steam passes against thin metal edges. These five notes blown together produce the familiar steam whistle sound.

A horn, on the other hand, works by having air blown into an opening against a reed or diaphragm and resounding from the walls of the opening. It requires less pressure than a steam whistle, and uses only 3 chimes, or notes. Several were developed that sounded something like a steam whistle, but they could not be heard for a safe distance. 5-chime horns drained too much pressure from the air reservoirs.

Finally it was decided to stop trying to do the work of a whistle with a horn, and a whistle from a steam loco was made to work with compressed air. It was not loud enough, so ways were sought so as to amplify the sound. An acoustical coupler was the answer. This is a sort of echo box of careful dimensions, with the whistle mounted in it horizontally. This filled the bill perfectly, and now we are again hearing the old familiar sounds of the railroad whistle, even on the diesels.



WHISTLES for NYC diesels use compressed air to produce familiar train warning. Air flows through small opening (arrows) against knife-like edge and into three chimes (notes) in main bell to pro-

duce whistle sound. Acoustical coupler amplifies sound, swirls it out in all directions. In center is full view of signal, which is like steam whistle turned on its side; at right, rear view.



In my opinion, one of the most interesting aspects of model railroading to the distaff side are the conventions. My first introduction to these was at Plainfield in '52. Since I was almost as new to conventions as I was to NER, I still haven't sorted out all the folks I met there. We arrived on Fri. night and started looking for others having a "Convention appearance". One of the first was Ed. Saford, who had not yet started making Membership a life's work. At that time, "lady" delegates were scarce, and he wanted to get a look at such an odd person. Mrs. Harry Towers and Mrs. Don Pierce were my principal memories. On the famous "Lost Bus" we met the Wellings. That is the way friendships are begun, and we've been good friends ever since.

It was at Plainfield that the need for a region banner first came up. I thought about it all winter, and finally got up enough courage to volunteer to make one. I am glad that I did so, altho often regretting it since. I am much more model railroad minded than I am a seamstress.

In the Fall of '53 off we went to New Haven, bag & baggage. Jim immediately went off to the Directors meeting, leaving me alone, but not for long. I soon saw my old friends, and quickly became acquainted with many more, whom I had seen previously, but had not met in person. A group of us set out to explore New Haven, and particularly enjoyed Yale campus, as well as the traveling English Boy Choir staying at the hotel.

The fan trip was a treat--- remember? Visiting the Branford Trolley Museum and the old colorful trolley cars that we rode. It was here that I did really start making friends. At first I had feared that you just "put up" with ladies, but I learned that "gender" is not a part of "fan". There were a good many gals on this trip, so I did not feel so "lone-wolfish", and we all had a grand time.

The Convention Special to Montreal was THE TRIP however. We had our own Pullman-lounge, and really took over. The MONSTER created considerable amusement. The train crew were ready to put it into the regular suburban rail service! The customs people were puzzled as to its classification. A fast talking NER got them to stamp it PASSED before they had time to think, and then it was too late. There were ladies in plenty, including the future Missus Coughlin, who took the kidding in grand style, and since then no convention has been complete without Mary. Charlie Welling piloted the "widows" around the department stores; and it is a man of fortitude who takes 5 women shopping!

It was here we encountered room troubles. Many had arrived earlier than expected, and we had to wait. Finally we were summoned, and the bell boy took us up, threw open the door with a flourish & stood aside to let us enter. I did. The room was furnished with a step ladder, a drop cloth, some cans of paint, and a telephone. The boy grabbed the latter, and after some frenetic French, we detoured to another, which we crept up on with some misgivings, only to be pleasantly surprised.

The fan trip was a gem---- all those BEAUTIFUL steam engines- all that wonderful coal smoke, oil smell, and STEAM. Diesels may be efficient, but work horses are not made of dreams and romance.

We enjoyed Syracuse too. Our car on the head-end of the Wolverine was conveniently situated to enable our "experts" to assess the damage when the engine broke down. The youngest member was the one who took the longest trip. 15-month old Marianne Mallory walked up & down the aisle at least twice the distance to Syracuse. We had a lot of friendly people aboard on this trip too, as well as on the "fresh-air Pullman" ride around DeWitt Yard.

When the convention came to my home town, White Plains, it was not merely a bunch of people, but a mob of friends. Mrs. Padin with her 3 grand boys. Mary was Mrs. Coughlin, with a smile and a word for everyone. Sophie & George Riesz, the Towers, the Wellings, the Fran Browns, and many many more. The railroads were on all the clothing that day- remember Stan Bradley's famous shirt (everyone wanted him to get yards and yards of it for them)? Bruce Coughlin's shirt matches Mary's skirt (couple-motif). One gal had the nicest train I ever saw, all the way around a very full skirt.

At Garden City I almost got "in bad". Some of the Board Widows met in my room, swapping vacation memories and looking at slides. We giggled a bit & I guess there were some complaints. Next morning the hotel suggested we change rooms, but we were off on a trip and never got around to it. We went to see Rog Ramsdell's layout, and then over to the Henry Abrahams pike. Anyone who missed that has missed a beautiful piece of work (it is open weekends for benefit of the Red Cross). Roger has an extensive O layout in a limited space, which after all IS model railroading, isn't it?

Burlington was something else again- wet & flat. The Barclays and the Towers jammed into our car & the wipers didn't work and the tires just wouldn't stay inflated. A kind cop got the last one fixed for us at a filling station at 1 AM. Don't ask me how come. They must be like that in Vermont.

We Board Widows were supposed to constitute the Reception Committee. We knew it, but no-one else did! Ruth Roundy had made special ribbons for us, but with one thing after another, the committee never got to wear them. Look for them in Trenton.

Joan Brown was worried on the fan trip because many of the track stringers on the Lake Champlain trestle did not meet the old pilings. We assured her that the CV would not risk its valuable fan-train if it was unsafe, altho we had misgivings of our own. We went into Rouses Point town to shop as the train was being turned, and so did Stan Bradley which was almost the finish of his trip. The train started as he was filling his tank, and it took a fast sprint to catch the last grab iron.

Did we get a hotel room at Burlington?-- while Pres. Roundy was put into a "broom-closet" we had the bridal suite. It was big enough for the draw-bar contest, auction sale and model contest combined. We finally had to use it for the latter.

I am pleased to say that there has been steady increase in the number of ladies at Conventions. Nearly all have become NER members, too! Each new recruit has been company for the "widows" and we always have enjoyed a wonderful weekend. I've made enduring friendships at these affairs. We regret that the distances between us prevent seeing more of one another, and look forward to the reunions.

The NER Conventions can be a grand family time, But I suggest they are not the place for too-young children. They get tired quickly, and spoil Mama's fun. And she CAN HAVE FUN.

MARGARET SEE.



SHALL I BUILD A MODEL LOCOMOTIVE?

Many a model railroader has asked himself this question, and the variety of answers has discouraged a number of us. Actually, there is nothing in this to be alarmed at. Most of today's kits are in a completely prefabricated stage, requiring only assembly and finishing. As a matter of fact, there have been complaints that these kits no longer are a "building" job, but merely an assembly. They do their job well, getting the neophyte interested in the hobby, and have such complete instructions that it is no trick at all to build a fine model.

This article is for the fellow who really wants to build his own. In the early days, he had to start from scratch, and actually fabricate every single item. Many of our over-seas brethren still have this problem. Today we can purchase a great variety of castings, fittings and semi-finished parts so as to make the job easier.

One important point must first be recognized. In a model loco you must have considerably more know-how than in building merely a mantel-piece model, because of the fact that this is an operating unit, which must now only have a realistic appearance, but withstand the rigors of running on a layout, & hauling a string of cars. It is a piece of machinery where mechanical running qualities are just as important as external detail.

All sorts of compromises are possible. If you haven't the ability or equipment to make certain parts, yet feel you could make up many of the parts and assemble them into a realistic unit, the answer is to buy what you can't make, and do the rest yourself. In this way, you will end up with something that no-one else has, and be proud of your accomplishment.

This is particularly true where you would like to have the type of loco for which no kit has been manufactured, such as camelbacks. A little ingenuity and substitution here and there will enable you to build what you want, making use of commercial parts to a large extent. Here is a challenge to those who complain that kits have become too stereotyped.

RAIL PHOTOS.

Every once in a while, a golden opportunity is given to obtain a variety of railroad photos such as would gladden the heart of any railfan. We had just such a chance on the day of the Army-Navy game. The Pennsy ran 32 extras between NY and Phila, sandwiched in between regular trains, freights and what-not. The rails certainly were hot between 8 and 11 A.M. and the catenaries never stopped singing for a moment. Coaches and Pullmans from every road in the country were pressed into service, and the most varied consists resulted. The big GG-1's handled 18-20 car trains with ease, and nothing at less than 70 MPH. In addition to this, the CLOCKERS and the big NAME-TRAINS in both directions, as well as the MU locals, kept all hands busy. The switching moves in the yard outside Phila. Munic. Stadium were a miracle to behold. There was a place to park every train, and every one was fitted in some how. After that, 18 more extras went by, hauling the Amer. Bankers Convention to Florida. Then the west-bound NAME TRAINS started coming, and we all wondered how Sunnyside had ever been able to take them all. The job required a great deal of advance planning and co-ordination, and is an example of what the railroads can do if they have to.

HARRY ZANNIE.

LAYING HI-RAIL TRACK.

Hi-rail (formerly called "Tinplate") offers considerable challenge to its modeler. The early commercial varieties (such as Lionel, etc) were a very far cry from realism. Lately more realistic types have appeared on the market, but they are expensive. It is however no great problem to disassemble old tinplate track and relay it to make a natural appearance. At first glance this method, which closely resembles the operations of real track laying, seems more difficult and tedious, but certain short cuts can make the job a good deal easier.

The first thing is to make or buy a couple of track gauges of the triangular type, which permit a slightly wider gauge on curves. Next, make up an assortment of ties of the correct scale size, from either wood or pressedboard. On curves, it is wise to taper the ties, making them up to $\frac{1}{4}$ inch thicker at the outside end, for superelevation of track.

Next figure out your roadbed, in accordance with the proposed layout, and cut it from plywood or the familiar pressedwood. Cement it down, and cover it with gravel coated roofing paper, to simulate track balast. Do not nail it down, as this seems to increase running noises. You may want to insert some kind of non-acoustical material in between. Be sure to leave sufficient wood at each side, so that your scenery can be brought right down to the trackside.

The next step is to fasten the inner rail of the curve or straight rail in place with pairs of tiny nails or brads. Model spikes have a tendency to bend over when nailing into the board. Then spike the inner rail in place, using track gauges to hold it in place. Note that these gauges have 3 notches. The single notch should always be placed over the inner rail on the curves, for proper spacing.

There are 3 methods of bringing current to your engine. First is an overhead wire, or pantograph. Second is to insulate the wheels on one side of all equipment, this being the "2-rail" system, the most realistic, but involving a great deal of electrical work. The third is to install a 3rd-rail, either in between the running rails, or outside of them, and using pickup shoes on your locos. Outside 3rd rail is most popular with the large clubs, because of an easier signaling circuit.

The cheapest way to lay the 3rd rail is to put a row of small flat headed brass screws in the ties at regular intervals, and solder the rail, or brass strips to them. An easier but more costly way is to use 3rd rail shoes purchased from the hobby shop.

Turnouts present a special problem. Tinplate switches have a very sharp turnout, to conserve space. Switch kits can be purchased, or made up. The frogs and points are hardest to make, and can be bought separately. Switch machines mounted beneath the layout give a far better appearance than those coming on toy switches.

Running rail sections should be joined together with good electrical connections, so as to establish a good circuit. 3rd rail need not be bonded if every section is individually connected to the power source. Best way to do this is run a heavy wire underneath the layout, following the track pattern, and solder short wire connections from it to each piece of the 3rd rail. In this way, blocks can easily be handled at the control panel.

The question of cost naturally enters into the matter of choosing which type of track you will use, as well as what you already have to start with. This also depends on how much of it you can make yourself, from scratch. This is difficult to estimate because of market variations, as well as the many possible sizes and kinds of materials which can be used. You'll have to do that yourself.

NEW YORK SOCIETY SHOW.

Once again the New York Society of Model Engineers will open its club rooms to the public for its annual show and exhibition. This, the 26th Annual Show, will be held Feb. 10-22nd inclusive, and is open daily from 5:30 to 10, Saturdays and Holidays 1 to 10, and Sundays 1 to 6. General admission 40¢ for adults and 25¢ for children.

The well known Union Connecting R.R. one of the country's largest O gage scale railroads, will be in operation, together with HO and TT layouts. In addition, there will be displays of various types of models, including railroad, trolley, marine, scenery, etc. Many fast disappearing items of railroadians will be seen. Ample opportunity will be afforded camera fans to take pictures.

Display of models is not limited to members of the Society, or to model railroading exclusively. Any interested model builder may compete, and show his handiwork in any model field. All items will be covered by insurance, and you may have an opportunity to win a valuable prize. Write for an entry.

NEW YORK SOCIETY OF MODEL ENGINEERS
Lackawanna Terminal, Hoboken, N.J.



THE MODEL RAILROADER.

All over the world tonight, more than 100,000 men and boys will rush through dinner and dash for the basement, attic or garage and live for a few hours in a dream world of freight hogs, varnish drags, highballs and reefer specials. Until dawn's early light they will be switching freights into sidings to let the Limited flash by, or building themselves the latest in new motive power. All of them will be glorying in the proud title of MODEL RAILROADER. Some years ago there were only a few of them outside of the toy variety. There was very little standardization, and the scale layout was a rarity indeed.

Today the hobby has swept the country, and many firms are manufacturing model railroad equipment. Why this popularity? The answer is that the concentration required furnishes an escape from the worry of everyday life, and an outlet for "will to power" that most of us possess.

There are now hundreds of clubs in the country, each of which believes that its system is superior to all others. Many have layouts in home basements, and are neighborhood affairs. Some rent space from property owners. Many railroads sponsor model R.R. clubs, giving them space, light, heat and power in depots or office buildings, as a good will or advertising gesture.

The objective of each is to build a railroad empire, complete in every detail, with trackage, R.R. facilities, trackside scenery and structures, etc. so as to simulate the real thing as closely as possible. In this, they meet with varying degrees of success, depending upon the industry and ingenuity of the members, and the amount of the finances. Some modelers finance themselves by building models for wealthier fans. Others build from scratch. Each and every one manages to lay by a little something per week for his requirements.

You can start a model railroad system in a comparatively small space, depending upon the gauge which you select. But the layout is always growing, and where you will stop, no-one can say. When anything, from the grand piano to tons of basement rock gets in the way, there's only one result for the model railroader.

Boom and bankruptcy have echoed like a train-caller's chant all thru the long and romantic history of American railroading. When the roads wound up the back-&-track breaking job handed to them in war years it looked like they were headed downhill to another round of receiverships. The much discussed "railroad problem" looked like a permanent institution.

Some talk was even heard of socialization, the fate which befel their British brethren. But the men who run the U.S. railroads had different ideas. During the past 10 years they have literally rebuilt their lines, their organizations, and their finances. Despite new and powerful competition-- from trucks, barges, pipelines, aircraft-- the RRs today are holding their own and fighting harder than ever to improve and increase their payloads.

The famous Wabash Cannonball with its limitless schedule and fabulous trappings would today barely qualify to haul second class freight. Even much more recent dreams have faded at the spectacle of a R.R. revolution that has revamped, revitalized, and just about rebuilt the vast U.S. railroad industry in the past 10 years. Thru the length and breadth of the land the story continues. On line after line it is the same. New equipment. New track. New services. Debt streamlining. Economies everywhere. A new face.

The answer has been a decade of frenetic activity that rivals the wild years of the last century when the empire builders hammered their way to the Pacific and added 70,000 miles of trackage in ten years. It is driven by engines that are far more efficient than the extinct steam loco which set hearts pounding only a few years ago. Radar and television, electronic eyes, brains and hands unscramble and reassemble trains, and automatic controls enable one track to do the work of two.

The switch to diesels is just about complete, & purchasing continues. Just over the horizon is the turbine and the atomic loco. The freight car fleet has been greatly expanded and modernized, & great efforts made to get more mileage and utility out of it. Passenger equipment too has been improved, with stress on comfort and appeal. Modern freight yards and handling methods, as well as line relocations, have made possible tremendous savings and economies. The roads are laying out hard cash to win more riders- and more contented ones. Several lightweight streamliners are in the works.

HIGH IRON- HIGH FINANCES, seems to be the watchword. It takes money to make money, as well as a careful control. Disaster still hangs over the right of way. The rail's share of U.S. cargo business has been dropping 1.9% a year. The boom has kept up tonnages, but the lines must check the decline in their share of the market. Competition is getting stronger by the day.

The railroads feel that they can't do their job and make a reasonable profit until the government clears the track by lifting the throttling restrictions clamped on when the robber barons controled the rails and "the public be damned" was the watchword. These are now as obsolete as wood burning locomotives, but I.C.C. restrictions continue to hamstring the industry while favoring the competition. Loosening of the shackles of regulation, plus a more equitable distribution of the tax burden, are essential to this vital industry. In 1953 truckers paid 6.5% of their operating revenues in taxes, water carriers paid 5.5%, airlines paid 7.7% and railroads 11.1%. Without a helping hand from Congress, railroaders can see no Eldorado ahead, especially inasmuch as the R.R.'s will have to spend more than double the \$10 billion laid out in the past 10 years, if they are going to meet the anticipated 1965 transportation demands.

Condensed from NEWSWEEK.

THE FALL CONVENTION IN VERMONT.

Burlington, Vermont, October 15-16, 1955.

This broadcast originates from Station NER at St. Albans, where delegates from the Region are now assembling for its Annual Fall Convention. We saw the MONTREALER arrive from New York some time ago and drop off a large number of passengers. Automobiles continue to bring more folks, in spite of the threatening weather. We are at the Amer. Legion Hall where the Committee is serving breakfast. All hands appear to have good appetites. Chuck Ogren, the Convention Chairman, is buzzing around, getting things organized. Step over here, Chuck, and say hello to the folks.

VOICE: "Don't bother me now; I've got to get this * * package deal worked out."

Well, we will talk to him later. Here is Ruth Roudy, Chairlady of the Reception Committee.

FEMININE VOICE: "I wish I knew what happened to my committee. I made up the identification ribbons so everyone could recognize them."

Cheer up, Ruth, they are all busy serving a lot of hungry railroaders. Announcement just now to go down to the CV shops for a conducted tour. Come on fellows, pick up your camera gear and let's go.

* * * * *

We are now in the engine repair shops of the RR and it certainly looks wonderful to see men working on steam again. The sights and sounds and smells bring back many fond memories which are fast disappearing. Here's Jim See, Coordinator of the deal:

VOICE: "Glad to see so many folks have come such a long distance to attend this affair. Many are in the Canadian delegation. I see members from all over the Region, and a number of National Officers as well, including Fran Brown, Secretary and Hube Hubenthal, Treasurer. We have a count of 128 so far and more still coming. Here's Pres. Ivon Preble."

ANOTHER VOICE: "Greetings from NMRA, and welcome one and all. We are always pleased to attend NER conventions because we know that we shall always have a wonderful time, renew old acquaintances and learn a lot about model railroading."

Tickets for the fan trip have been distributed and there are quite a number of visitors to join in the trip..... Over here are a number of 2-8-0 engines being overhauled, and also a CN 4-8-4 in the service shop. The car shops also have quite a bit of work, the result of Hurricane Diane. The guides have split up the party into groups & are showing them around. The yards and buildings are very clean and orderly-- hard to believe this is a RR facility.

Now we move to the roundhouse. Look at all of the steam power! Consols, switchers, and even a couple of beautiful 4-6-0's. Not a diesel is in sight, what a blessing. Another big CN loco has arrived on a southbound extra, and the hostlers are backing her into the turntable. The photo boys are in their glory here.

There's a big pile of scrap in back of the house, including wheels and parts from many of the good old steamers which have felt the torch. The few remaining tremendous 2-10-4's are out on the scrap track, all boarded up and partly dismantled. Here's a CV man to tell us about them.

VOICE: "We are still running steam power from here to Montreal, just about everything to the south is now diesel, except extra moves. We are still using Consols a great deal. The 600's (Mountain class) are used for standby service. The big Texas types proved too heavy for our roadbed, and have been retired. We are getting some Grand Trunk engines to run out their time on the CV as the former is dieselizing. We have a few diesels of our own, and occasionally get a CN diesel running through, but due to Customs regulations, must send it right back on a turn-around run, and it creates too many operating problems to make it worth while. We will probably have steam power for quite a while yet."

That's good news. The yard crew is making up our fan trip train, and backing a nice shiny Consol to haul it. They have just outshopped this loco, and she certainly looks nice. She is carrying white flags for an extra. We will have 4 CV coaches and an open door baggage car. There seem to be 3 female engineers on the engine--- Convention gals, I guess. Say, Gals, how does it feel to make up a train?

3 FEMALE VOICES SIMULTANEOUSLY: "Wheeeee".

Well, the train is ready, and the conductor is waving a hi-ball. Let's get aboard. The Committee has rounded up box lunches for everyone- 3 big fat sandwiches, fruit, cake, milk- tastes good. Time out while we eat.

Seems like it has been raining more or less all the time when we are stopped, and the sun comes to when we start again. Italy yard looks nice and orderly, and quite a bit of traffic passing through. Talk about single track- we sure are on it. Here's Bruce Coughlin out on the back platform with a big roll of paper covered with diagrams. What gives?

VOICE: "I'm making a track diagram of the line, showing all tracks, turnouts, sidings, signals and other trackside facilities."

Wow- he'll surely know the road after he's finished. Did you notice picturesque old St. Albans Station, mid-50's architecture, with 3 tracks all covered, under the brick archways? There are darn few depots of that kind left any more. Get your pictures of it soon as you can.

We are making a picture stop at Swanton, where the St Johnsburry & Lamoille County RR comes in from the east. A typical little 2-stall engine house, an old caboose, a snow plow, an old fashioned water tank, and the country's longest covered RR bridge, make plenty of photo opportunity. Here comes the conductor.

VOICE: "We will have a 30 minute stop here, as we have a meet with a south bound diesel freight, and some of your folks who missed the train are being driven here by the Trainmaster from St. A. You have plenty of time for pictures."

That's right- we started an hour before the advertised. There was a mix-up on Daylight Time. Doggone, it's raining again. Here comes the big freight, and there going to set out a cut for the SJ&LC. Let's watch their moves. Here come a couple of autos tearing up to the depot. What happened to you folks?

MANY VOICES: (unmentionable remarks). "How come you departed ahead of time. We drove up and were delayed by bad weather. Well, we made it."

Now we're off again. Miles of old wooden tres-

ties across branches of Lake Champlain. They have been on fire recently, and look as tho they are ready to fall apart. Any of you folks can't swim, haul out the life jackets. We have a slow order for 5 MPH--- looks like we are going to make it.

VARIOUS VOICES: (Sighs of relief!)

Here's Allburgh Jct, where the Rutland tracks come in from the left. I see a couple of shiny new diesels, and cabooses sporting the new green-and-gold color scheme. This road is now 100% dieselized, as you know. A CV Consol is working the yard under a big column of smoke- what a picture! Look at the camera fans running after it. Here's the agent:

VOICE: "We are backing you fellows into the passing track. This freight has plugged the line and we have to get him by before you can clear."

Notice this station while you wait. It is a combined RR depot, freight house, agent's quarters, a store, and the town hall, all in one. Well, we are ready to go. The Rut. tracks are right alongside, and suddenly they merge into a gantlet track on the mile-long trestle across Lake Champlain. This structure looks pretty well beat up with age too.

VOICE: "It was built before the turn of the Century and is still entirely safe in spite of its appearance. We run double-headers across quite frequently, but the big jobs have to detour it. There is a 10-mile speed restriction, especially across the drawbridge in the center of the Lake."

Rouses Point. This is as far as we go. Several people brave the heavy rain to walk over to town, while the train is being turned. Stan Bradley, where are you going?

VOICE: "My boiler tubes need washing down."

They are going to turn us out on the Wye, about a half mile up the yards. The wye is not big enuf for the whole train, so they are going to saw the engine around. It was a nice piece of work. There is no steam power in sight, and the cameramen are disappointed. The place looks barren.

VOICE: "This was once a busy interchange yard between the CV, the Rut, the D&H and the Napierville Jct. All these roads except us are now dieselized, and a growler works the trackage. Most of our traffic goes straight north to St. Johns, Quebec, without crossing the Lake."

We are now going thru Rouses Point without a stop on the return trip. Some of those folks will be left behind unless they sprint for it. One lad just managed to swing onto the last car.

VOICE: (Puff- puff- puff), "Fastest run I ever made, catching up with this old tea kettle."

It is still raining, and getting dark. Here we are back at St. A, and the committee has made sure everyone has a ride to Burlington. See you at the hotel.

We are now at the Hotel Vermont in Burlington, which is Convention Headquarters. Just time enuf to clean up for the banquet. We have the entire dining room. Say, this is a fine meal. Here comes Chuck Ogren. How's everything now, Chuck?

VOICE: "Clicking like a watch. We had 149 on the trip, and 128 here now. They gave us a fine meal, and we are ready for the evening's program if you will all adjourn into the meeting room."

Mr. Gardner Caverly, Pres. of the Rutland, will be our guest speaker. He is a finance man from Boston, who took over a decrepit railroad, disregarded accepted operating practices, effected substantial economies in many ways, streamlined the debt, and has succeeded in making this road a factor in New England again. It is running in the black, has discontinued passenger service, and is actively after new freight business. Its future is looking better every day.

Now clear the decks for the auction sale, with Stan Bradley in charge.

VOICE: "High bidder gets each item, and no holds barred. Many good articles for sale, and you'll get a bargain. 10% to the Region for expenses."

Say, he was right- the stuff is going at very reasonable prices, yet the owners are realizing a return to help pay their convention costs. Harry Zannie is keeping the records.

VOICE: "The Region's cut will be sufficient to make up the small deficit we'd otherwise have."

Now it's time for the drawbar contest. They've devised a rig to measure pulling power against amperage, for all gages, and it looks real intricate. Harry Towers and Doug Brown are operators.

VOICE: "We compute the weight which each engine can lift across these pulleys, against the amount of current which it draws. We've devised a new method for stacking the weights onto the machine, and they are now a permanent set. Hube Huebenthal is the engineer."

The model contest is meanwhile being held upstairs in the See "Mansion". Entrants are taking their models up. George Barclay, Fran. Brown and Art Wadhams are the judges. Let's go see how they are making out. How does it work, George?

VOICE: "We have a regular form to check out on each entry, so as to make the whole system impartial. The names of the owners are not disclosed."

ANOTHER VOICE: "We seem to have very few entries this year. This is one of the most interesting aspects of the convention, and I can't understand why the fellows don't have enough pride in their handiwork to bring it along for display. We will not be able to award any prizes at all."

I'm surprised too, as I thought that was one of the purposes of the convention. Let's go back down and see who won the drawbar contest.

VOICE: "Don Pierce had the strongest mule here. What do you feed it, Don?"

ANOTHER VOICE: "Way down East we build 'em big and strong and husky. That's what my wife says."

Well, it's close to midnight, and those who want a night cap had better get it quick, as this is a very dry State on Sundays.

Apple juice, 9 huge pancakes served with real Vermont maple syrup, made a wonderful breakfast, didn't it? After the decks are cleared, we shall proceed with the business meeting. Here's Pres. Wayne Roundy to give us the low-down:

VOICE: "The Board of Directors met earlier & ironed out most of the Region's business so as to save time. There is nothing controversial on the agenda, so it will not take long."

(Cont'd on Page 11.)

ANOTHER N.E.R. "FIRST".

Looks as tho Stan Bradley and Don Pierce were a bit disappointed in Burlington because there was to be no FIRST for NER this time. Little did any one suspect how deeply they felt until the time came on for election of officers. Pres. Roundy called for the ballots, and there were none. Some quick thinking by the above named, and out came a supply of the nicest thin ballots you ever did see, all nicely folded and overlapping. They were a bit difficult to write on, but OH, so neat. HEY, you gals down at the front table, don't laugh so loud. Didn't you see Stan duck into the men's room at the psychological moment? We had our election, and on Scotissue ballots, at that!

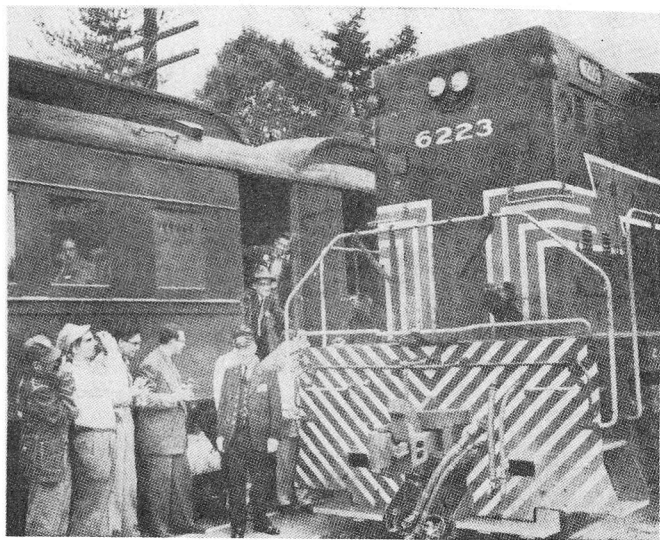
JIM SEE.



WHAT'S NEW IN MODELS.

Seems like there is always something new as well as interesting at the hobby shops. Have you seen Ulrich's piggy-back trailer can for the B&O, Monon and S.P.? Selley now has ore cars. Mantua has new reefers for Borden, Crazy Crystals and Burlington. Gilbert has a flat car with transformer load. The Advanced Molding Co. has a non-powered "Trail Blazer" consisting of the "General" & old time coach and mail car, for \$3.89 (plastic). Table Top Miniatures has 12 different HO figures which are very nice. Kopper's Chemical tank car is a honey (Varney). It was originally reported as "Kippers" and we were looking for something in the Kosher line. After getting our model RR dicks on the job, we received a report that the coppers ran their peepers over the papers, looking for the Kippers, and that to be correct, the Kippers should be Koppers.

LW Models of Latrobe Pa came out recently with a set of 6 HO work cars, very finely detailed and authentic, with scale scribing. Bunk, supply, mess, kitchen, recreation and boom cars (\$2.95).



Looking closely

... at some of the equipment of NYC's Putnam Division, delegates to the Northeastern Region convention of the National Model Railroad Association get ready to leave for tour of the division. Trip was highlight of annual meeting, held in White Plains, N. Y. The "Put," as they call it, has been a model for many fans, who have built their own layouts to duplicate it.

THE OLD PUT.

Entering New York's Westchester and Putnam Counties, the average city dweller finds himself quietly astonished at the calm beauty of the landscape; for here, almost within throwing distance of the city, is a land of leisurely green hills, of gray oak and sweeping willow, of slowly twisting streams and placid mirrored lakes. And here too, weaving through the Counties is the New York Central Putnam Division, the OLD PUT, as it is affectionately said by railroad men and its thousands of admirers.

This 56 mile road has its southern terminus at Sedgwick Avenue in the Bronx, where it connects to the NYC main line. From here its trains travel the single track- a winding, colorful ride- until they eventually reach the northern terminus at Put. Jct. connecting with the Harlem just north of Brewster. Between these two points are stations bearing picturesque names such as Tilly Foster, Briarcliff Manor, Kitchawan, and Bryn Mawr Park.

The line has led a quiet life since its acquisition by the Central in 1894, but for more than 20 years prior to that it served as a prize of battle between the dreamers and the builders of railroad empires. It came into existence in 1869 as an independent under the name of the New York & Boston Railroad, with a dream of linking those two cities. Empowered to construct a line from the Harlem Riv. to Brewster, a distance of 58 miles, it began its grading at Carmel in Feb. 1870. Extensive docks were built at High Bridge (NYCity) with the intention of providing fast express boat connections to Wall St. and downtown New York City.

In 1872 it consolidated with another young R.R. company, the N.Y. Boston & Northern. The merger, known as the N.Y. Boston & Montreal, had only a short life. It went bankrupt in 1876, and the N.Y. & Boston then reorganized under the less ambitious name of N.Y. Westchester & Putnam. The following year it again reorganized as the N.Y. City & Northern. The new company established full service on its present line on Dec. 1, 1880, with 8 locos.

Reorganized still again in 1887 as the N.Y. and Northern, its rolling stock had increased to 42 passenger cars and 18 lococ. Finally, in 1894, the visions having gone unfulfilled during this futile series of mergers and reorganizations, the line as a unit was leased to the NY Central for the existence of its corporate life.

For many years traffic on the PUT was handled by graceful little 4-6-0's of the 1200 series, and the road was a photographer's paradise. #1234 headed the final steam run on Train 108 on Aug. 29, 1951 & the inevitable diesel took over. That run marked an end of an era. The picturesque water towers, many of the old fashioned depots, the "Armstrong" turn table at Yorktown Heights-- all are now gone. However, a great deal of the aura of the past still remains on the PUT. Westbound trains take siding to allow rights to the eastbounds. Freights take their time making pickups and setouts at every siding, and there are many along the line. Commuters dash into the city in the morning and come back evenings full of suburbanites. The atmosphere is one of informality. Everyone knows the conductor by his first name and he knows every passenger. Forgotten ticket mean nothing. Folks are proud of their land, and happy to help outsiders "discover" its rare beauty.

Give me a city dweller and let me take him upon the PUT, on the late afternoon of an autumn day, when the fields are burnished yellow and the sun is slowly descending behind the hills. Let me take him then, and I'll guarantee he won't want to go back to his city life.

The routine business having been completed, it is time for election of new Directors for the next year. 7 names have been nominated. Vote for 3. Stan Bradley and Don Pierce are the election officers.

VOICE: "My God, we forgot the ballots."

Stan is making a bee-line for the mens room, and here he comes with a nice little packet of tissues, compliments of the hotel, so we will have elections after all. The ballots are all collected and ready for counting. What's that, Stan?

VOICE: "Sorry to say, Mr. Pres. that we are supposed to vote for 4 Directors, 3 for 2-year terms & 1 for 1-year term. We can't give a report on it."

ANOTHER VOICE: "Mr. Secretary, what does the Constitution say? You're right- the election will have to be voided and run over. Those tissues are hard to write on, but I hope the committee has some more!"

ANOTHER VOICE: "Plenty more where these came from, Mr. Pres."

This time everything went off fine. Jim See, Rog Marble, Lym Hurter and Charlie Welling were elected. The Board will meet later and select officers. Now a motion is made to send one of our miniature loco bells to the British Region as a good will gift of good neighbors. It is an excellent idea, and carries unanimously. Adjournment is in order. Many new friendships have been made, and old ones cemented, at this convention. The hand of welcome was out to everyone, which is as it should be. Members came from near and far. Here's Roland M Hathaway of 70 Phillips St, Rutland, Vermont.

VOICE: "We recorded authentic steam train sounds of the fan trip, with our hi-fi recording instruments yesterday. They came out fine. Contact me if you are interested."

And now, here's our new Pres., Jim See, to say a word of farewell.

VOICE: "So long, folks. Hope you all had as wonderful a time as I did. See you in Trenton in the Spring."

HARRY TOWERS.

METROPOLITAN DISTRICT TO MEET

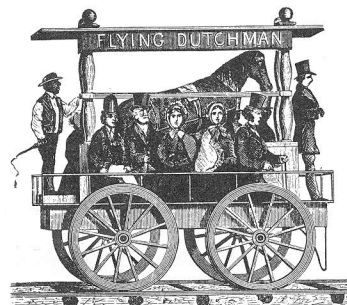
The Winter meeting of the Metropolitan District of the Region will be held at 7:15 P.M. on Friday, March 2nd at the Consolidated Edison Co. Building at Irving Place and East 14th Street, New York City. This will be the first meeting of the year and a goodly turn-out is expected. We would like every member, who can possibly do so, to be present. Each of you is automatically a member in the District if you belong to the Region.

A very interesting program has been arranged, including working models of the Electric Third Rail propulsion, overhead Trolley wire and the Catenary system. We will also hear about the operations end of the Subway system, a larger enterprise than a good many of the surface Railroads of the Country. This is a fascinating subject which will be of interest to everyone.

The Consolidated Edison Model Railroad Club will be the Host Club to the meeting and has made arrangements for the facilities. We suggest that you put this down on your calendar.

The National Convention at Baltimore last Fall is an excellent example of what the organization offers to us all. It had been 2 years in the planning, and was very well organized. The 3-day program was most interesting and attractive to everyone. All of the railroads of Baltimore cooperated wholeheartedly. A full sized caboose replica occupied the ballroom of the hotel. Large amounts of literature were handed out. People came from all over the country to enjoy the activities. The time of more than 50 of a local committee were involved in setting things up. All of the national officers were present. Complete reports of the various Nat'l Committees and the Regions were distributed. We participated in visits to the local R.R. facilities which are not ordinarily open to outsiders. We had a conducted boat trip through the RR harborside activities, as well as the B. & O. Transportation Museum, the street railway systems, the Railroad Progress Display, and the Bainbridge Naval Training Center. We visited the new layouts of the B.S.M.E. and of the Bell Telephone Co., in Baltimore. We enjoyed a fan trip to Ellicott City, and participated in the 125th anniversary celebration of the arrival of the "Tom Thumb", 1st loco on the B&O to that point, re-enacted for our benefit, as well as presentation of the memorial to the railroad. This was a history-making event. Then we enjoyed a trip to historic Harpers Ferry of Civil War fame. It was a weekend of fun and frolic amid pleasant and historical surroundings, with plenty of model railroading thrown in. All this was arranged for the members, at cost, through the NMRA. This is only one of its many functions, but an important 1, of which all members who can possibly do so should avail themselves. The Conventions are an important part of our hobby, as they serve to bring together folks of common interest, to make friendships which will endure, to see what is occurring in the hobby, and to learn more about our far-flung organization. This is definitely an impelling reason as to why you and I and every model railroader should belong.

STAN BRADLEY



"Horse-Power"

This "horsepower" locomotive traveled at an average of twelve miles an hour when the horse ran on an endless chain platform. Its inventor was awarded \$500 for the best locomotive in a competition sponsored by the South Carolina Railroad in 1829.

THE NATIONAL CONVENTION

Len Estes is working out a special Railroad Trip from the East to the 1956 National Convention at Minneapolis-St. Paul. Many of you will undoubtedly desire to go. In order to have an idea as to the probable requirements, we would like to have word from you as soon as possible, even though you may have to change your plans later on. Please drop him a line at 18 John Street, Newport, Rhode Island, if you think there is any likelihood of your making the Trip.

The Itinerary will be via B. & O. to Chicago and then either Burlington or Milwaukee to Twin Cities. Either way is an interesting trip and we should enjoy a wonderful time with good company en route.

ONE HOUR of RAILROADING

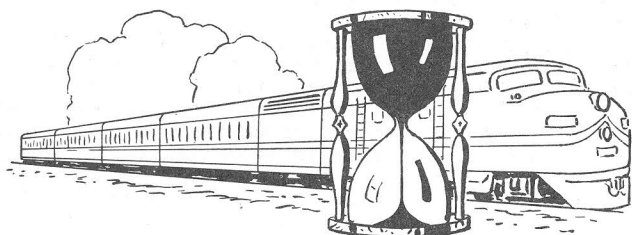
At this moment thousands of passenger and freight trains are speeding across the nation, busily engaged in moving persons, goods and United States mails from place to place.

In each 60-minute period—day or night—the railroads receive for shipment around 4,370 carloads of freight and deliver the same number of carloads to destination.

Each hour these railroads perform the equivalent of transporting 69,600,000 tons of freight one mile and 3,619,000 passengers one mile.

Each hour, on the average, the railroads receive for handling about 20,800 express shipments and 1,300,000 pounds of United States mail.

For every hour of the day and night the railroads pay out, on the average, \$135,000 for federal, state, and local taxes; more than \$200,000 for fuel, materials and supplies, and \$611,000 in wages.



FIGURING THE TARIFF.

If rates are found in Item One,
That means your work has just begun.
Refer to Section Fifty-four,
Then scratch your head and look for more.

If searching high and low should fail
You'll have to use the mileage scale.

If distance from is greater than
The space between, reverse your plan
And try and get the shortest route
From up and down, and in and out.

Section Circle Seven reads,
"If rate is less, or else exceeds,
Use Tariffs Four and Twenty-eight
To find the lowest rate of freight."

But all these rates are now taboo
Except in Item Twenty-two,
And even then they won't apply
Until effective bye and bye.

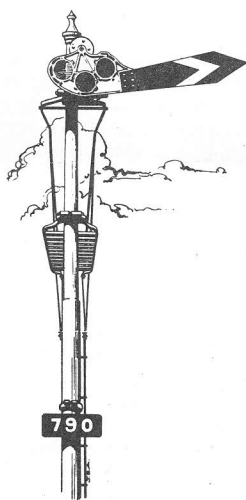
So don't look now- just hold the place,
And check for thirty days of grace.

Pages nine and ten define
The penalties for out of line;
But don't use them- at least, not yet,
They might be further on upset.

Two plus two should equal four,
But Section F might make it more.

X quite clearly marks the spot,
But some are these, and some are not,
So use the rules of common sense
Except as changed in supplements.

ERIE MAGAZINE.



Holiday Greetings to all of you
Model Railroaders —

from N.E.R. staff.