

The MODEL RAILROADER

Vol. 1, No. 1

JANUARY, 1934

Ten Cents

Highball!

WITH some pride and a great deal of trepidation we present the first issue of THE MODEL RAILROADER. We will try to make this magazine in every way all that its name indicates.

A paper of this type must necessarily be somewhat of a cooperative effort. Material for it cannot be drawn out of thin air by the imaginative minds of the country's highly paid fiction writers. It must be furnished by the experiences of the thousands of men (yes, and even women) to whom model railroading is a precious hobby. We can only furnish a means for the interchange of ideas. And that is what we intend to do to the best of our abilities.

Our circulation is limited by the extent of the field, and we cannot hope to attain a large or lucrative business, but we are model railroad fans ourselves and we hope to advance our hobby. We know that there are enough model railroaders in this country to appreciate a magazine of this type devoted exclusively to their hobby, and we know that if the magazine is well edited and well printed they will support it to an extent which will at least enable it to meet the costs. And as soon as it is supported to a greater extent we promise that instead of making a profit from it we will use the proceeds to increase the size of the magazine and the number of illustrations used.

The Milwaukee Commercial Press, an organization having years of experience in the publishing of church and school papers and community newspapers will devote its organization to the editorial and mechanical details. Facts about model railroads, contributed in whatever form, will be worked up into readable articles by this staff. Photographs will be made into cuts and printed by the best of modern processes, and a commercial artist will do what pen and ink work is necessary for explanatory sketches and to lend artistic color to the magazine.

The Model Railroad Club of Milwaukee has helped with ideas and material and encouragement. We hope that other clubs and individuals elsewhere will also help this publication to help their fellows. All we can do is to reiterate our promise: *"That every dollar taken in as subscription or advertising revenue, and every article or idea contributed, will be given back to the craft in full in a magazine well edited, well printed, and economically and generously managed."*

A. C. KALMBACH, *Publisher.*

Published Monthly by A. C. Kalmbach and Co., 545 S. 84th St., Milwaukee, Wis. Subscription, \$1.00 per year or \$2.50 for three years, single copies 10 cents. Contributions are solicited, but cannot be paid for. Their publication will be solely at the discretion of the board of editors.

**Model
Railroader**
MAGAZINE

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Publication Office

545 S. Eighty-fourth St., Milwaukee, Wis.

Contributions on any phase of model railroading are welcome. Good clear prints of photographs, or drawings in black India ink can be used direct. Other drawings will be redrawn if published. When postage is enclosed we will endeavor to return material in good condition. Publication will be solely at the discretion of the board of editors.

BOARD OF EDITORS

A. C. Kalmbach W. P. Graham F. Fottler
H. E. Bondurant

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Standardization Will Come

The scales and gauges for model railroading seem to have become almost universally standardized, but not so with the parts, such as rail, couplers, and wheel treads, which cannot be made exactly to scale. We believe that one of the next developments in model railroading will be the cooperation of manufacturers in standardizing these items.

The standardization of couplers and wheel treads is especially important in order to facilitate interchange of rolling stock. Rail sections should be alike if modeled after the same A.R.A. section, and wouldn't it be better if the manufacturers designated their rail by A.R.A. section as well as by gauge?

Minimum clearance dimensions need to be set so that rolling stock and right of ways can be built accordingly, and so that any model railroader can run his rolling stock on any other's line.

THE MODEL RAILROADER wishes to help in this standardizing process, and to act as a collector of the various dimensions now in use. We are starting a file of material on the subject, and invite all manufacturers and railroaders to send in the dimensions they use, or in the case of small sections like rails, a sample. We have accurate shop equipment for measuring samples, as well as ample material on A.R.A. and M.C.B. standards, and will endeavor to apply ourselves diligently to the task of determining what standards will best fit all existing material and also be to scale.

The following data about "o" gauge, which already seems to be widely accepted, is offered as a start, and we hope to hear from any who agree or disagree:

Gauge: 1¼ inches.

Scale: One quarter inch to the foot.

Clearances: Width, 3¼ inches; height, without overhead trolley system, 4½ inches, with overhead trolley, 6 inches.

Maximum dimensions for rolling stock: Width,

2½ inches; height, 4 inches; height to overhead contact wire, 5 to 6 inches.

Minimum radius of curvature: 3 feet to center of track.

Centers on curve should allow ample safety for cars of 21 inches maximum length, mounted on 15 inch truck centers with 3 inch overhang.

How Do Like Our First?

We want to hear how you like this first issue of THE MODEL RAILROADER, and even more, we want to hear how you don't like it. We want all your kicks, for it is by hearing these that we will be able to tell where to improve and how to improve. So write to us, and remember we'll be glad to answer all correspondence if stamped and addressed envelope is enclosed for reply.

Question Box

(Answers to these questions, submitted by our readers, will be printed in the February issue. What is your answer? Send it in to the Question Box, Model Railroader, 545 S. 84th St., Milwaukee, Wis.)

1. What kind of couplers do you find most satisfactory, and why?

2. When single track is block signalled for traffic in both directions, and automatic train control is installed, trouble is experienced with trains stopping themselves when backing or when front of locomotive projects beyond first set of shoes. What do you do to prevent this?

3. What makes the most satisfactory material for painting model railroad cars?

Thank You!

The members of the Philadelphia Society of Model Locomotive and Railway Engineers wish to take this opportunity of extending their best wishes to those responsible for the conceiving and ultimate publication of a magazine devoted exclusively to model railroading.

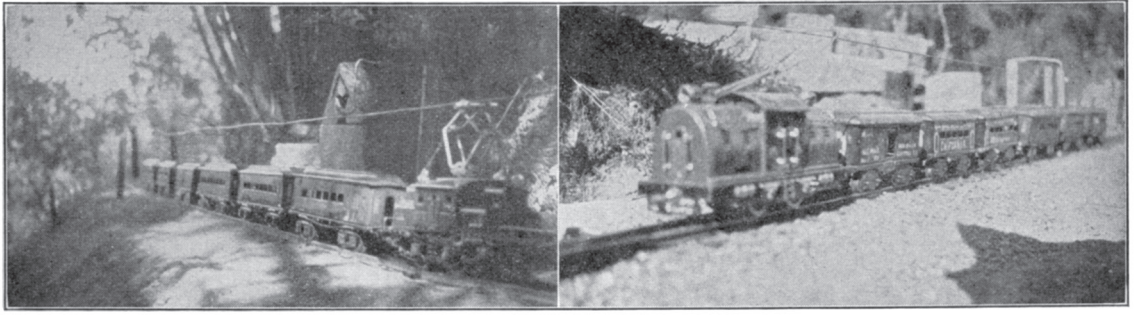
We feel that such a publication has long been needed in the United States, and it is up to that great Brotherhood of Model Railroaders to make it successful by subscribing to and supporting it.

(Signed) PHILADELPHIA SOCIETY OF MODEL
LOCOMOTIVE AND RAILWAY ENGINEERS

John E. Stringer, President

Chas. G. Scott, Jr., Secretary

Leslie C. Reeves, Treasurer



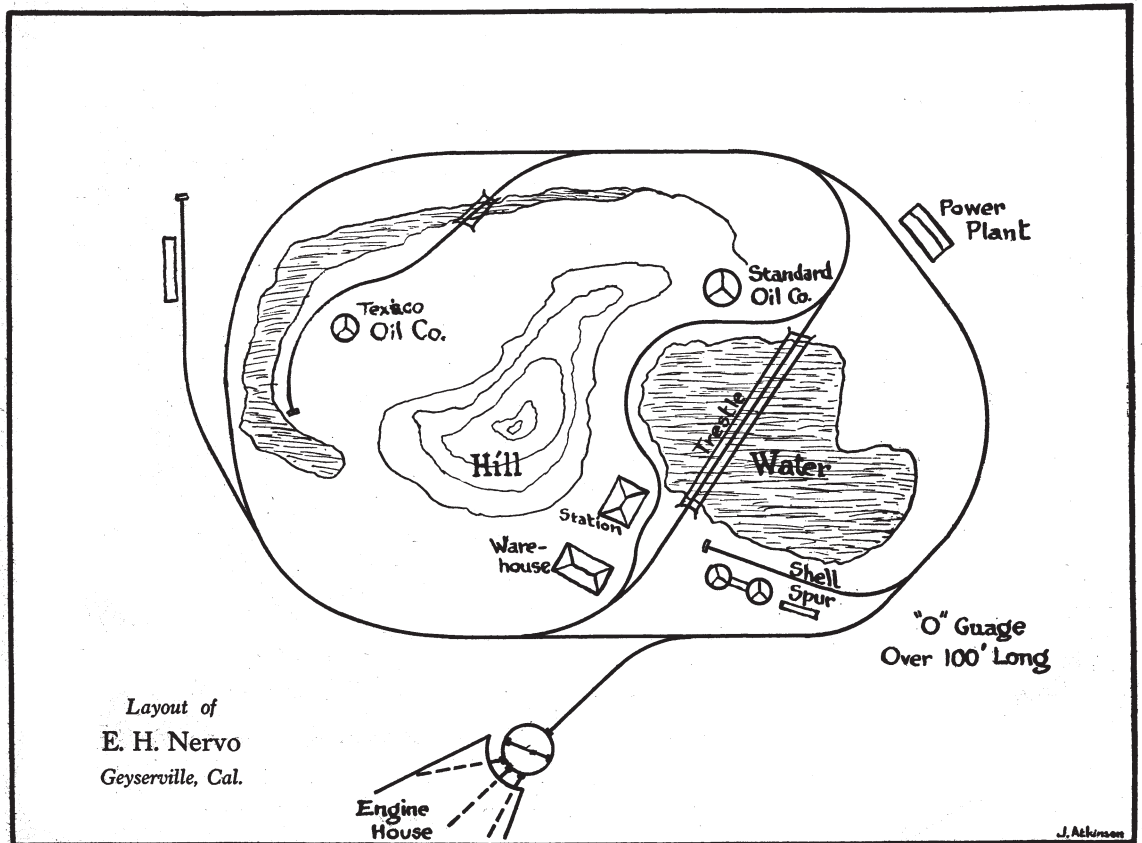
Two scenes upon the model railroad of E. H. Nervo, Geyserville, Calif. Overhead trolley distribution is used.

E. H. Nervo's Outdoor Railroad

Two Toy Locos Used with Overhead Trolley; Has Freight Sidings and Engine House; Trestle Carries Line Over Water.

THE FIRST attempt of E. H. Nervo, Route A, Box 66, Geyserville, Cal., at model railroad-ing was the building of seven wooden cars and an engine. Later he constructed 100 feet of "o" guage track outdoors. Mechanical power was used at first and then a change was made to steam.

Electricity is now used on Mr. Nervo's system, being fed to the locomotives through an overhead trolley. Two toy locomotives are used on this road. Permanent structures on the line include an engine house and three oil plants, the tracks across a lake on a trestle, and three industrial sidings serving oil plants.



Building a Model Railroad

Chapter 1: The Christmas Presents

"WELL, if this isn't the best Christmas I

ever had." Such was the remark of 14-year old Bill Smith as he surveyed the electric train outfit all laid out under the tree.

"Gee, a new locomotive, some new freight cars, automatic switches, and all the fixings. I've got to call Jimmy and tell him right away." So away he went to the telephone to call his pal, Jimmy Brown who lived just around the corner.

As luck would have it, Jimmy had also received some new equipment for his electric train outfit, and it wasn't long before the two boys were together in the living room of the Smith home, making big plans for the new railroad system they were going to build.

"With all the new stuff I got this Christmas, I could build a real railroad. Just think, Jimmy, with that new locomotive and the extra cars I could run two trains, and I have enough new track and a couple of those automatic switches and a train stop, plenty to stretch the track all around the living room and out into the dining room. Wouldn't that be fun! Oh, boy."

"It's too bad," Jimmy said to Bill, "that we don't have Christmas all the year around. You know we can have our trains set up for only a couple of weeks or so and then Mom makes us clean up and put them away."

"Yes," said Jimmy, "it would be much more fun if we could keep them set up, so we could run them any old time. Then we could make improvements—build up the system, and everything—you know."

"Sure, that would be the idea, but you know, just as soon as we get things going swell, around comes somebody and tells us that Christmas is over and to put the presents away."

"You said it, but what can we do about it?"

Dad Smith in the next room had overheard their conversation. He was a boy once—still a boy, he was often told. Wasn't it only last night, when they were setting up the tree, that Mother Smith had asked him for whom he had bought the train, "For Bill or himself?"

Well it would be a great thing for the boys if they could use their toys at any time, he thought as he listened, and he was a firm

By *W. K. Walthers*

believer in teaching through play. "Just the idea," he said to himself, and then aloud, "Come here, boys. I heard what you said. Let's see what the answer is."

"Oh, gee, dad, do you think we could build a real railroad. Will you help us?" The two boys had crowded around him, all expectant and excited.

"So you would like to build a railroad. Is that the idea? Something you could build up and develop just as the big railroads are made?"

"That's it, Dad. Tell us how you did it when you were little. That might help."

"Well, Bill, when I was your age they didn't make trains the way they do now, and I can't remember that it was so much fun playing with the old wind up kind that was always flying off the track. But, believe me, I'd like to be a kid right now and have trains with automatic reversing switches, remote control, signals, and all the gadgets they make for you youngsters. It's great fun all right, so I'll help you all I can. But remember, you've got to let me run the trains every now and then too."

"That's a bargain, Dad. Let's shake on it and make it a promise."

"There you are, son." And the big hand took two little ones, and the promise was solemnly sealed.

(To be continued next month.)



A first-class wreck on the Ahwahnee Model Railroad of A. R. Hornor, Ahwahnee, Calif. This was the result of a washout.

Pennsy's New Electric Types

THE electric locomotives built for the recently electrified lines of the Pennsylvania in the East afford excellent opportunity for the modeler of electric types. These "hogs" are in use on the Pennsy's western trains from Paoli, Pa., to New York, and on Washington trains from Wilmington, Del, to New York. 11,000 volts A. C. is used with an overhead trolley system. These locomotives are designed for a maximum running speed of 90 miles per hour, allowing for an increase in average running speeds.

The O-1 and P-5 passenger types present a simple body construction for the model maker to duplicate, as well as short rigid wheelbase and a large body which can contain ample motor and control equipment. While comparatively short, both models have beautiful lines.

Operating characteristics of the Atlantic and Pacific steam types in use on the Pennsy were duplicated as far as possible in designing the O-1 and P-5, respectively, so that the electric power should be easily interchangeable with steam on through trains. Both have four wheel pilot and trailer trucks. The O-1 has two pairs of drivers, and the P-5 three pairs. In the originals, two 625 H. P. motors drive each axle. A two motor, worm gear drive can easily be built for either as a model.

Drawings on the next page give the principal dimensions for both the O-1 and P-5, the measurements being given for O gauge, with $2\frac{1}{8}$ inch gauge, $\frac{3}{8}$ inch scale, in parenthesis.

The photograph of a P-5 on the preceding page gives a good idea of the appearance of either type, the only noticeable difference being in length and number of driving axles.

The body can be entirely constructed of sheet metal, of the unit type so that it can be lifted off by removing only two or four screws. Frames can be two pieces of flat brass, sawed, drilled, and filed to shape. Driving boxes can be filed from square brass, and fitted to the frame slots.

Spring suspension is shown in the drawings, and should be applied in $\frac{3}{8}$ inch scale. In O gauge it is not necessary, although of course desirable, especially if the track is rough, or if there are many switches and crossings. A nice looking and quite satisfactory model can

be built with dummy springs and equalizers soldered onto the outsides of the frames.

Suspension of the motors will depend upon their size, and upon whether one or two are used. With two motors, one can be placed in each end, with a worm gear drive to the nearest driving axle. The motor can then be suspended upon two loose points, the gearing at the axle forming the third point and thus allowing the necessary flexibility so that the driving axle can move up and down with the irregularities of the track. If motors of suitable size are obtainable, the motor can be mounted directly over the driving axle with the armature shaft vertical and worm geared direct. Thus the length of the worm provides the flexibility. With most available small motors a gear ratio of between 12 and 16 to 1 is recommended for passenger service, and a higher ratio for freight service. Almost any power desired can then be obtained, for the body is of sufficient size to allow ballasting with lead to obtain the necessary cohesion.

Driving wheel and motor assemblies from toy

locos can be readily adapted for the O-1 model, the wheels being of very close to the right diameter and center for scale appearance. Those using scale track will find it necessary to turn down the flanges of toy locomotive drivers to allow them to run satisfactorily through switch guard rails and frogs. On standard gauge drives the spur gears just inside the drivers are usually slightly larger

than the wheel rim diameter, and regearing will help, especially if this can be done so as to both eliminate the oversize gear and to raise the ratio.

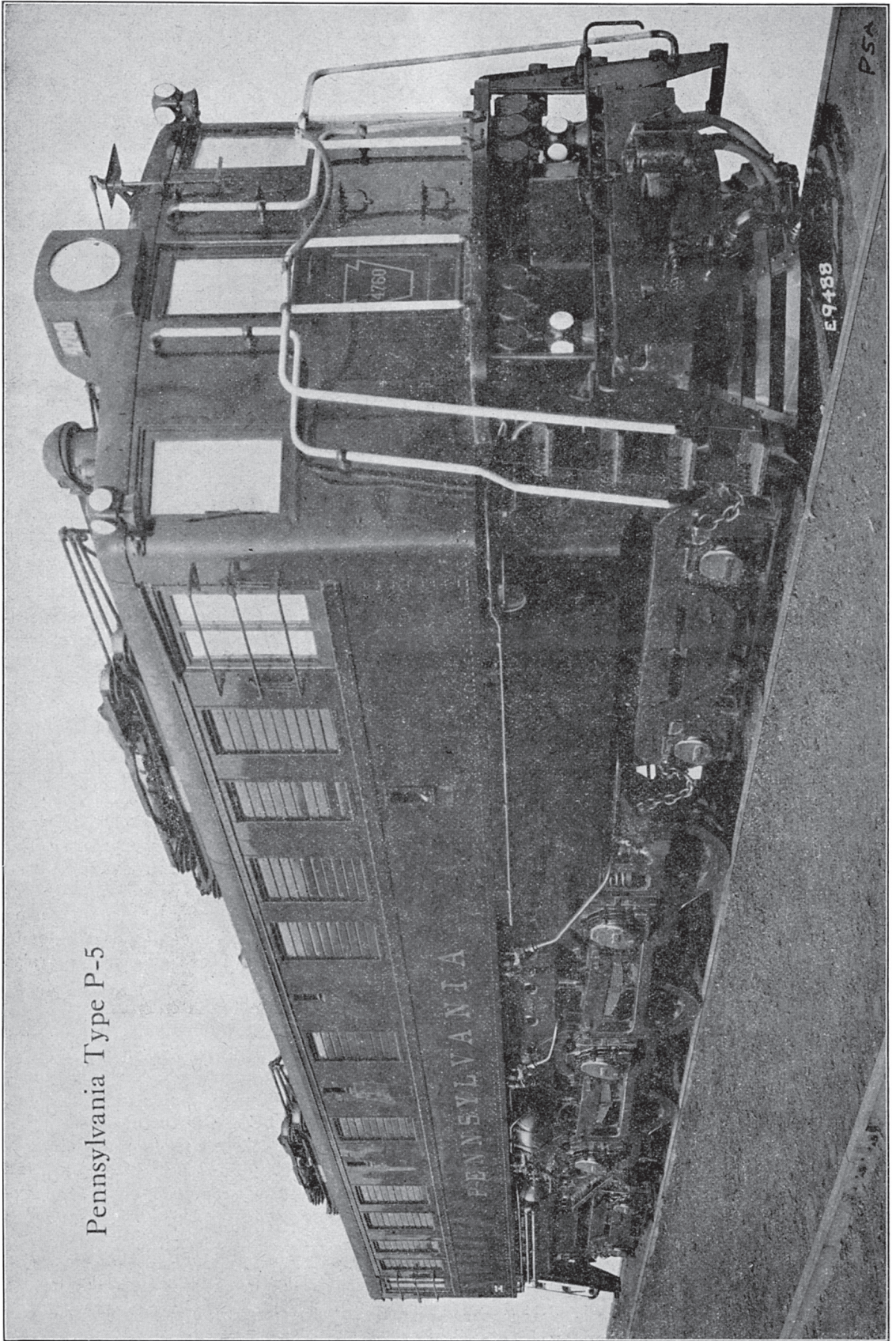
The seven pole, inch and one quarter, armatures used in most automobile horns make an excellent start for a motor for one of these locomotives, and can usually be obtained economically at places selling second hand auto parts. Field pieces can be made from any soft iron, and with the low current used in model locomotives, the solid type of field will do as well as the more difficult laminated style. The drawings show two pantographs, but one can be a dummy.

Several O-1 models are now being built, and we hope to give some of the results obtained in a later issue of THE MODEL RAILROADER.

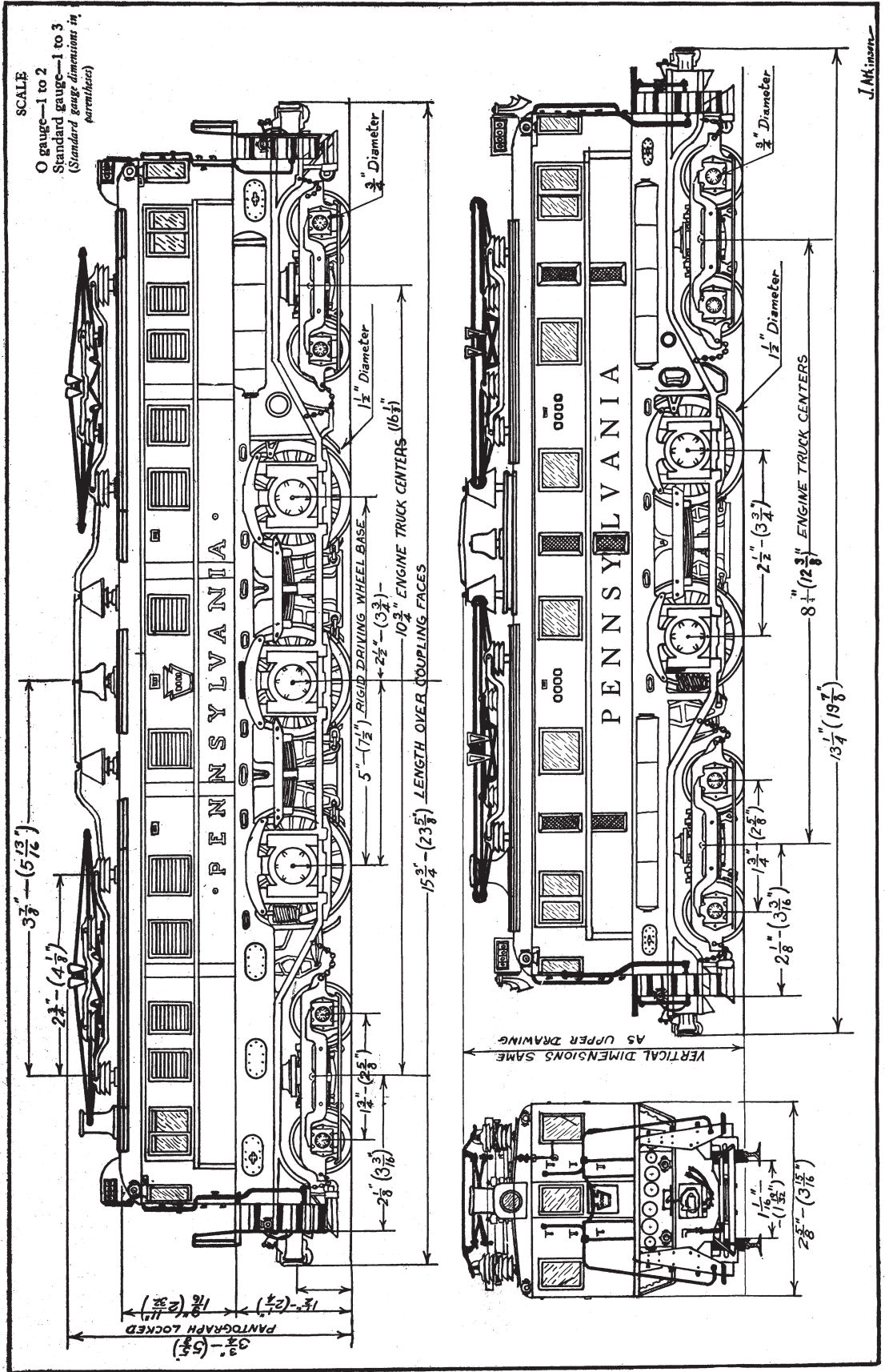
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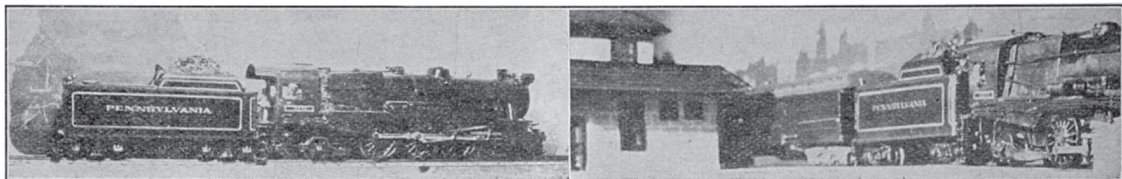
"OH, OH,
HERE'S OO"

An illustrated OO gauge
article by H. T. Neiter,
of Muskegon, Mich.



Pennsylvania Type P-5





(Left) The K-4 Pacific, and (right) a train stopped in the suburban passenger station of the Pennsylvania Model Railroad at Upper Darby, Pa.

The 'Pennsylvania Model Railroad'

Layout of Harry Albrecht Employs Two Rail Distribution of Current; Has Lifelike Scale Figures of Men.

BEGUN in February, 1930, the Pennsylvania Model Railroad of Harry P. Albrecht, 103 Copley Road, Upper Darby, Pa., has grown steadily until it now embraces the extensive track layout shown in the diagram on the next page. Several additions are also planned, the chief of which is the "cutoff" shown as a dotted line leading through the station from track six.

The railroad is located in Mr. Albrecht's attic, and is O gauge, with a two rail distribution system. The six track passenger station is built with a single large train shed similar to that of the old Broad Street station in Philadelphia. Besides the passenger terminal there is a very complete engine terminal, a coach yards of seven tracks, a locomotive erecting shop, and provision has been made for a future freight yards.

A Pacific type passenger locomotive, Pennsylvania type K-4, was started in 1930 and completed about a year later. After a very careful study of the road and "traffic conditions" the "company" decided to build a Mikado class L-1 to handle the freight traffic. This is now about three-quarters finished, and will be running in the near future.

Rolling stock at present consists of one P B - 70 combination car, two P-70 coaches, and a Pullman car. The first coach built, No. 3615, was constructed with sides of Balsa wood, using a wooden floor and roof, brass platforms, and ends and underframe fittings of wood and

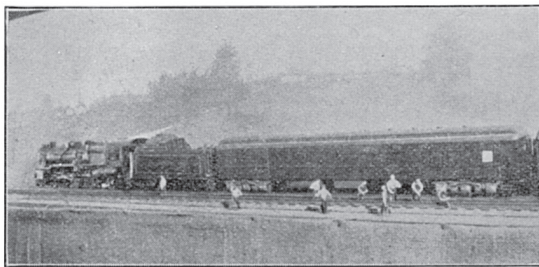
tin. No. 1658, the second car built, is of the same build except that it has sides of cardboard. Making the sides for these cars was all piecework. The combination car was built in the same manner. All three follow Pennsylvania road plans for the types mentioned, and are built to exact quarter inch scale.

The K-4 locomotive has a brass boiler, firebox, cab, and frame. It has cylinders machined from a brass casting, and tin, wood, fibre, and copper were used for other details. Pennsylvania road locomotive No. 3877 was used as a prototype, and the model bears this number on the cab, and also on the keystone number plate on the boiler front. The tender is built of sheet brass, striped and lettered the same as the original. It even has a real coal pile.

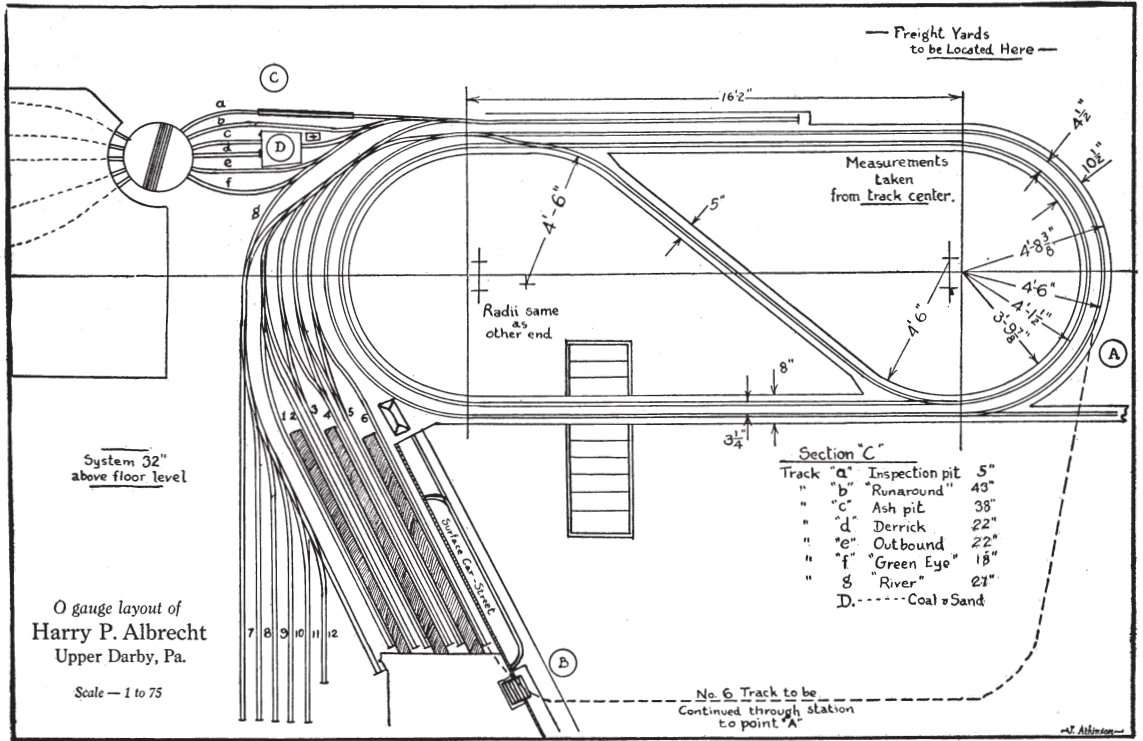
Complete surveys of the attic were made before any track was laid, and blue prints drawn up for the planned layout. The "golden spike" was driven, without ceremony, on January 1, 1932.

Little composition figures, built to correct scale, represent fireman and engineer, track workers, and other railroad employees. A photo of Mr. Albrecht's realistic track gang is to the left of this paragraph, and pictures of his locomotive shops with many exceptionally real shop men at work, will appear in a future issue.

Scenic effects are furnished by painted wallboard background, and include the illusion of the passenger



A track gang at work upon the right of way of the Pennsylvania Model Railroad of Harry Albrecht. The figures are made to exact 1/4-inch scale from a special composition.



station's concourse, waiting room, and ticket offices being located in the wall back of the train shed. The suburban passenger station,

shown in one of the pictures above, includes a stairway over the tracks, showing as a white object just at the right of the photo.

The Electric Train Season

Richard S. Davis in THE MILWAUKEE JOURNAL

THE electric train season is with us again, which means that life is doubly complicated. And not only complicated but precarious, for the electric railroad has no safety crossings, no "Stop, Look, and Listen" signs, and no warning bells to tell you that grave peril lies ahead. A man has to be immensely alert and sure of foot to survive the electric train season.

Electric train systems have a great advantage over the steam lines. They have no bonded debts, no boards for management, no presidents with fancy salaries, no labor disputes. Their overhead consists largely of replenishment of stockings and mending of the carpets over which they run. They face no suits for damages, no matter what happens to the public, and accidents to rolling stock are not in the least expensive. The management, thus spared the distractions common to the more professional boards, is just a little inclined to be arrogant.

It apparently is tradition for electric trains to run most vigorously in the weeks before Christmas. At other times of the year the tracks mysteriously appear and the trains spin for a few days, but in the weeks before Christmas the entire system is laid out.

This astonishing bustle is not without meaning. Its purpose is, I take it, to put over the gentle hint that a little more equipment would not come amiss—something in the way of an additional switch, or another signal tower, or perhaps a spur running out into the hall. Anyhow, if that is the scheme, it works.

The consolation is, however, that no electric train system continues to expand indefinitely. Veteran operators tell me that there comes a time when all the equipment is packed away and eventually presented to some other railroad man, just starting his career.

It is reassuring to know that life in the homestead will not always be so hazardous for ancients inclined to stumble, but still I dread the day when the trains will no longer run.

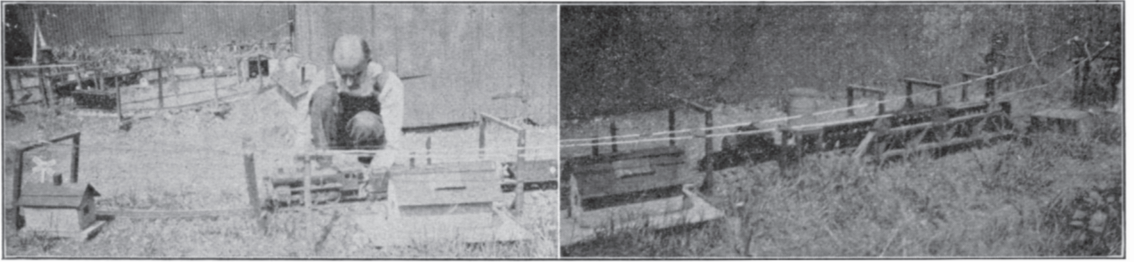
A heavy and uncertain foot is the one great hazard of electric railroading. The awkward parent, searching for his glasses, can completely upset the system. One misstep and the flow of current is disrupted. The cars stand silent and forlorn and the management is distracted. The parent, moreover, is in utter disgrace until he gets down on his knees and patches things up.

It is not all hardship, however. The repair man earns the right to travel, somewhat vicariously, from Appleton, Wis., to Milwaukee to Phoenix, Ariz., to New York, to Boston, to San Francisco, to New Orleans, to Oshkosh and Miami. In the space of five minutes he can visit all these points and in addition rush into the station lunchrooms for peanut butter sandwiches.

At the cost of a cent, or at the most a nickel, the eager tourist can cover thousands of miles. He is neither dizzy in the mountains nor weary with the plains. He is not tortured by fear of losing his ticket. He is not constantly dishing out tips. It is altogether the easiest and the cheapest way to travel.

Late at night, however, when all the stations are closed and the management is dreaming of new routes between Atlantic and Pacific, there may be occasion to cross the rails, possibly in the dark. And then the toes of the trespasser are almost certain to cause ruin, not only to the system, but to the toes.

Then the intruder swears and plots a suit that the railroad company cannot possibly win. But he doesn't take action, because if he did he would only be cheating himself.



(Left) Steam engine 497 hauling way freight at Wolf Hollow Station. Mr. Brink is shown bending over engine, making adjustments. (Right) Engine 90, a 4-4-4 electric type, pulling the "Flying Cloud," crack limited of the model system of George E. Brink, Belleville, N. J.

Outdoor Line Using 110 v. Overhead Trolley

Two Steam, Four Electric Locos, Five
M. U.s Operated by G. E. Brink
of Belleville, N. J.

GEORGE E. BRINK, M. E., of 348 Cortland Street, Belleville, N. J., has developed a very complete outdoor model railroad, which has been in operation for the past two and one-half years.

It is electrically operated, using a 110 volt A. C. power supply which is fed to the motive power through an overhead trolley system. There are two steam locomotives as well as the electric equipment. Pantagraphs are employed to collect the current. Trackage consists of 350 feet of standard (2½ inch) gauge track. The right of way pierces a hill through an 8 foot tunnel and crosses a gully on a bridge 4 feet long. Color lamp signals are used, without train control.

Rolling stock on Mr. Brink's road consists of the following:

LOCOMOTIVES

- 1 steam American (4-4-0) type.
- 1 steam Atlantic (4-4-2) type.
- 4 electric (4-4-4).

PASSENGER

- 5 multiple unit cars.
- 3 parlor cars.
- 7 day coaches.

FREIGHT CARS

- 14 freight cars of various types.
- 4 cabooses.

Among the permanent structures are two engine houses, one holding four locomotives, and the other of two engine capacity, two car houses and four water tanks. There are also eight stations of concrete construction on the system and five section houses for hand cars.

Model Railroad Directory

The publishers of *THE MODEL RAILROADER* are now planning the publication of a directory of all

the model railroad systems in America. In this Official Guide to Model Railroads in America will be listed all the model railroad systems of the country, with a detailed description of each road.

The name and location of each system will be listed, together with such operating details as gauge, type of propulsion, power, power distribution, number of feet of track and kind of track.

The Guide will be published annually about September 1, but since it will take a great deal of work to assemble all the data required, we are asking all model railroaders who want their systems listed to return the enclosed questionnaire form as soon as possible

The following story was carried by a news feature service a short time ago, and appeared in many daily newspapers:

Train Hurlled from Precipice Oregon-Pacific Passenger Train Collides with Freight on Trestle.

Rushing over the rails at full speed, the crack passenger limited of the Oregon-Pacific Railways crashed head on with the system's longest freight train on a trestle two feet, six inches south of Mt. Hood. With a grinding shriek of tortured metal the cars buckled and hurtled down a sheer drop of four feet to—

The basement floor of Edgar Zehring's home, the operating department of the Oregon-Pacific Railways. The Oregon-Pacific Railways is the system of a model railroad club in Portland, Oregon. Trackage consists of more than 500 feet of track winding tortuously along a ledge that extends around Mr. Zehring's basement, and the rolling stock includes 10 trains. Real rocks go to make up the scenery, along with a picture of Mt. Hood painted against the wall, and the Columbia river unwinds a blue ribbon to give the line a water grade—to the west end of the basement.

Attaining Realism by Train Markers

The operator of a model railroad naturally desires to approach as closely as possible the standard practices observed by real railroads. One way in which he can do this is in the matter of train signals. There are a number of signals and markers carried by trains, through the use of which a great deal of realism can be added to the model railroad.

First to consider are the signals carried on the engine. We are sure no model railroader will find any trouble in putting them to use to make his trains look just that much more like the real article.

Every engine should have the headlight displayed at the front by night. It must be turned out when a train turns out to meet another and has stopped clear of main track, or when it is standing to meet a train at the end of double track or at junctions. The headlight must not be displayed again until the rear markers of the train to be met have been passed.

If the train is running in two or more sections, the engines of all but the last section will display two green flags by day, and two green flags and two green lights by night, these to be mounted at the sides of the boiler at the front, or on the top front corners of body with electric locomotives or motor cars.

When the train is an extra, that is one not listed on the regular timetable, two white flags will be displayed on the front of the engine by day, and two white flags and two white lights by night. These white lights are often called "blizzard lights" by railroad men. All engine markers are made with four faces, two of the same color adjacent, so that they display the required color to the side and to the rear.

Flags and lights are also carried at the rear of trains as markers. By day the marker lamps are not lighted, and two green flags are used as markers. By night two lamps are used as markers, these lamps being built with three green lenses and one red. When running with current of traffic red is displayed to the rear and green to the front and sides. When standing on a siding about to be passed by another train the markers should show green to the front, side, and rear. When running against the current of traffic or on multiple track lines used in either direction, the markers should show green to front and sides, and green to the rear on the right side and red to the rear on the other side. Passenger or freight cars being pushed by an

engine at night should display a white light at the front of the leading car.

Every model railroader will not care to follow all of the above practices, but the carrying out of such as are possible will serve to add to the realism of any model line.

Please, in remitting for subscriptions, send check, money order, or cash. If an addressed postal card is sent with cash subscriptions, we will gladly return it as a receipt. Otherwise first copy with a printed label will acknowledge receipt.

The editors invite correspondence on any phase of model railroading, and will be glad to answer all letters if stamped and addressed envelopes are enclosed for replies.

The distinction of being the first subscriber to THE MODEL RAILROADER goes to Harry P. Albrecht of Upper Darby, Pa., whose subscription was received on Sept. 25.

CLASSIFIED BUYERS' GUIDE

(Listings under any classification are sold at \$1.00 per year, or 75 cents per year per listing for ten or more.)

If you don't see what you want listed here, write us, enclosing stamped and addressed envelope, and we'll tell you where you can get it.

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GOLDEN GATE GUILD HAS ANNUAL ELECTION

The third annual meeting of the Guild was held Thursday evening, October 5, in the Firo d'Italia restaurant, San Francisco. It was the occasion of the election of officers and the annual competition.

Capt. Frederic Shaw was again returned to the office of president, and Anthony A. Andre and Louis W. Beretta were re-elected as vice-president and treasurer, respectively. Rollin J. Lobaugh was the newly chosen secretary. In the second annual competition prizes were awarded to Roy F. Anderson, S. Bernardo, E. Filippetti, and Kenneth M. Henry. Fred Lathe, Don Tuthill, and Roy Ashley acted as judges.

The monthly meeting of the guild was held November 2 at 740 Cayuga Ave. Kenneth M. Henry, in the capacity of installing officer, inducted into office the new officers.

Changes in the constitution and by-laws were discussed, and the balance of the evening was spent in talking over model activities and consuming refreshments.

DIVISION 'SUPER' SPEAKS

TO MILWAUKEE CLUB

W. H. Burke, division superintendent of the North Shore electrified railroad, was guest speaker at the December meeting of the Model Railroad Club of Milwaukee, held December 4 at the Y. M. C. A. building. His subject was "Building a Railroad", and the talk was followed by a discussion, with Mr. Burke answering questions.

Carl Roloff and Albert Kalmbach gave chalk talks on track layout, which will be the subject of an open forum discussion at the next meeting, January 2, and Pennsylvania type O-1 chassis were exhibited by Geert Beling and Forrest Fottler. A body for an O gauge caboose was shown by H. E. Bondurant.

The club will have an exhibit New Year's day in the Y. M. C. A. lobby, at which will be shown operating sections of both O and standard gauge line, and also an exhibit of remote control reversing, coupling, and switching by W. K. Walthers.

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Clubs

(All model railroad clubs are invited to send information for free listing in this department.)

Philadelphia Society of Model Locomotive and Railway Engineers, Chas. G. Scott, Jr., secretary. Meets at 720 City Centre Bldg., headquarters and shop, second and fourth Mondays at 8 p. m.

Milwaukee, Wis., Model Railroad Club of—Harry E. Bondurant, secretary, 2327 N. 70th St., Bluemound 2419. Meetings the first Monday of each month, October to June, 7:45 p. m., at Y.M.C.A. building.

San Francisco, Cal., Golden Gate Model Engineers' Guild—Rollin J. Lobaugh, secretary, 1179 Howard St. Meetings the first Thursday of each month.

Systems

(In this column we will publish, in condensed form, complete information on all model railroad systems particulars of which are sent us. A code is being devised to permit

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the printing of full particulars in the least space, and blanks are enclosed with this issue for your convenience in sending us your listing. Plans are now being made for the publication of the Official Guide to Model Railroads in America, to be issued annually, and to contain listings of all model layouts as well as of all clubs.)

Albrecht, Harry P., 103 Copley Rd., Upper Darby, Pa. "Pennsylvania Model R.R." O gauge, 60 foot oval; two rail distribution; one steam type locomotive and four passenger cars.

Brink, George E., M.E., 348 Cortlandt St., Belleville, N. J. 2 1/2 inch gauge, 350 feet of outside track; overhead trolley, single phase, 110-120 volts; two steam and four electric locomotives; five M. U. cars, 10 passenger coaches, 14 freight cars, and one caboose.

Nervo, E. H., Route A, Box 66, Geyserville, Cal. 100 feet "O" gauge; overhead trolley; two locomotives and engine house.

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