

John Kalbach

The Model Railroader

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Exclusively Model Railroading

Reg. U. S. Pat. Off.

THIS BRIDGE
WILL
SUPPORT
A MAN, BUT
TAKE
OUR WORD
FOR IT
C.B.S.R.

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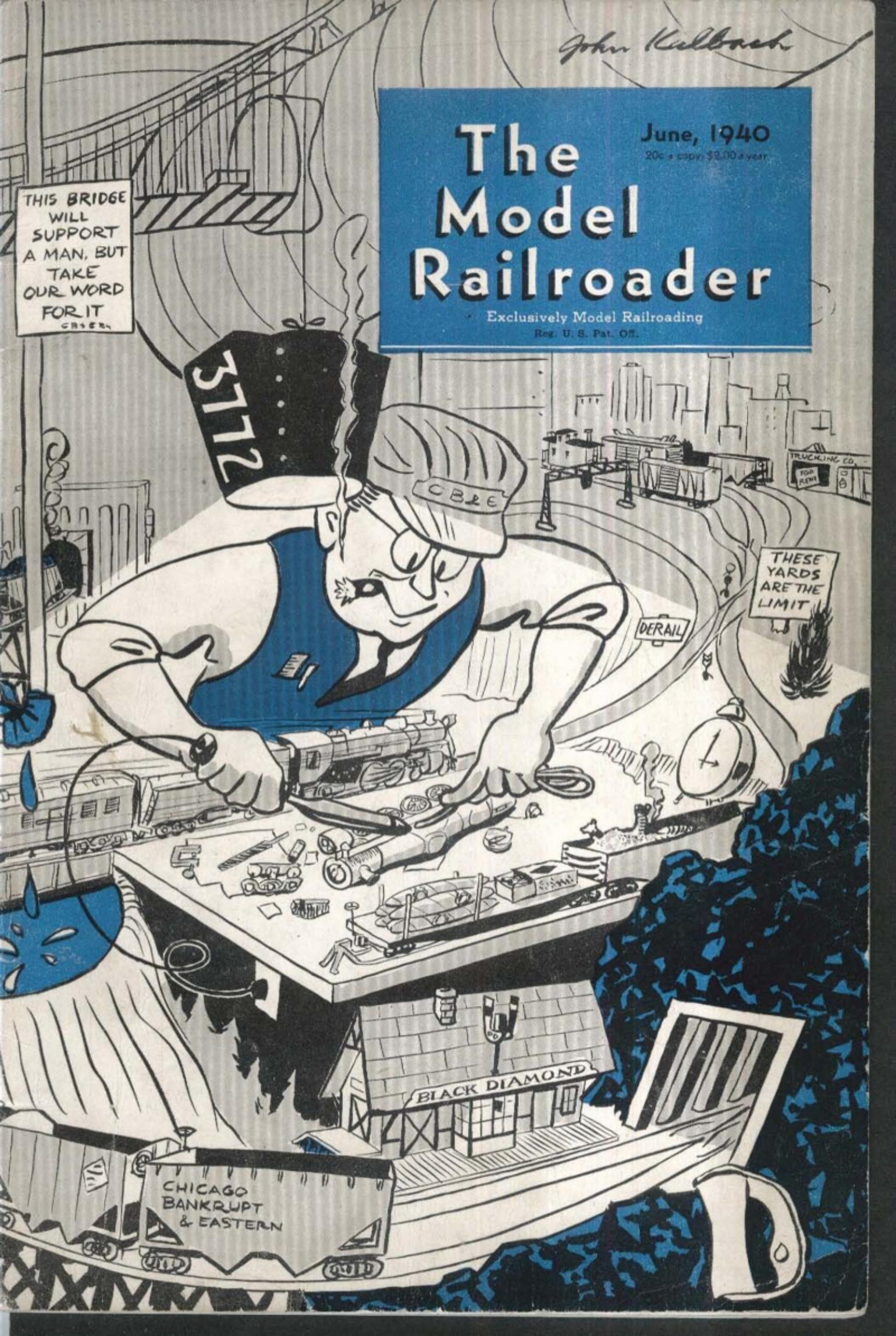
C.B.S.R.

THESE
YARDS
ARE THE
LIMIT

DERAIL

BLACK DIAMOND

CHICAGO
BANKRUPT
& EASTERN



equipment, and so on. It isn't the extensiveness of a model branch line that counts, but the attention to detail on each of the relatively few pieces of equipment and structures which are needed. And that's fun—*real* fun!

Interurban electric railroads, too, have inherent advantages much akin to branch lines, and many an effective O gauge (or even HO) layout has been built in half the usual space merely by using interurban prototype with stub terminals, on city street loops with plenty sharp curves.

Size of space alone should not determine the type of layout. Leave the choice up to other considerations, remembering that even in a small space one can build an effective main line railroad if one chooses the proper *portion* to model, and that the larger the space the more effective one can make a branch or interurban line.

The First Time Is Best.

There's no thrill in model railroading quite like the first time a fellow puts a new locomotive, his very own home-built locomotive, on the track, turns on the power, and starts the drivers slowly turning over. We were reminded of this when Ralph Gibbons brought his new HO Consolidation down to the House of Hobbies

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in Portland when we were there.

During a quiet spell between other trains Ralph put the 2-8-0 on the track and slowly turned on the juice. The hog didn't budge. Finally he gave it a little help with his forefinger, and it started ever so slowly to turn over. Something like a baby walking for the first time, it acted with extreme caution and deliberation, but after once around the layout it limbered up and started to run a little faster. A car was added, then another car, and after half an hour or so of running it was pulling quite a respectable string and could hold up its head as a full fledged brother in the world of model locomotives.

40 Per Cent.

Two-fifths of the revenue of THE MODEL RAILROADER is derived from sale of advertising space. This income, added to your subscription fee, is what makes possible a magazine so unprecedented in quality and scope.

Surprisingly, this advertising volume, largest in the model railroad field, has been built up in spite of an editorial policy unique among small and medium sized publications, an honest, no-axes-to-grind policy that allows no dictated or subsidized articles or even paragraphs. It is this policy that for your benefit as a reader permits the panning of faulty products in Trade Topics.

Meet Booth Hubbell.

Booth Hubbell left the advertising game to become a real estate manager. He has been building the Greenwich Valley RR. (see next page) for only 2 of his 34 years. Before that his spare time was spent building furniture, and after seeing some of his excellent work you can understand why Mrs. Hubbell claims she was the loser when he switched to model railroading. To prove her distaste for railroading, Mrs. Hubbell is making a hooked rug for hubby's den which will be a simplified version of an upper quadrant semaphore signal, showing the blade and pinnacle and part of the mast. The blade is in the upright position, a clear board for the Greenwich Valley.

