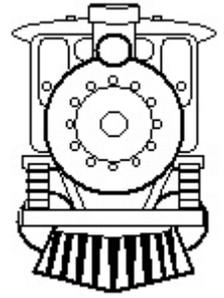


# The Waybill



August - September, 2006

The Official Newsletter of the South Jersey S-Gaugers

## *... In This Issue*

Minutes - August

Minutes - September

Local Train Shows

Letter from Kenny Palmer

Model Railroad to Go!

Need Members help for Display

A True Railroad Story

Progress on New Mall Storefront

Be careful with E-Bay Purchases

Dinner is Served in the Railroad

## Fall is the Time for S-Gauge

by Michael McConnell

The weather is getting cooler, the days are a bit shorter, and the urge to work on trains is getting larger! Well, OK, not yet... but soon! Now that there will be less time to work outdoors, maybe we can all get a bit more spare time to put into building our new layout. I know my spare time has been at a premium, but I'll soon be able to start enjoying a normal work day (if there is such a thing).

Several club members have been putting in a lot of time on the layout. If you haven't been there in awhile, you will be pleasantly surprised at the progress they've made. We're soon going to be to the point where we can start putting down scenery, ballasting track, and finishing up on some of the finer track-work details. We have a big city to build, several buildings to erect, and lots of painting to do. Joe Balcer and Greg Berndtson are organizing work parties to coordinate efforts. Give Joe or Greg a call to find out what the next scheduled work day is. Stop by, and see what's been going on.

We will also be making plans to attend the CJSS Fall Get-Together, and the Allentown show, both traditional club outings. Contact any club officer and see what car-pool arrangements are being made. These are usually good fun trips for everyone.

On a club business note: we will be holding nominations for the offices of President, Secretary, and Asst. Treasurer. It is permissible to nominate yourself, so decide which office you'd like to hold and be ready to raise your hand at the meeting. We will allocate an extra 40 minutes in the meeting in order to accommodate all of the nominations.

See Ya'll Then!!

**Next club meetings:**  
**Friday, Oct. 06 at 7:30 pm**  
**Friday, Nov. 03 at 7:30 pm**

## South Jersey S-Gaugers - Club Officers

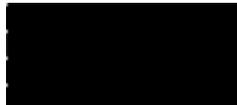
**President**

Hank Worrell



**Vice-President**

Michael McConnell



**Secretary**

David Pierce



**Treasurer**

Joe Balcer



**Asst-Treasurer**

Jim Oliver



**Newsletter Editor** - Michael McConnell

**WebSite** - [www.trainweb.org/sjsg](http://www.trainweb.org/sjsg)

# SJSG Minutes

August 04, 2006  
Stratford Senior Center



The South Jersey S Gaugers assembled at the Stratford Senior Center. The meeting was called to order by President Hank Worrell at 7:35pm.

## Members Present (10)

John Aaron, Joe Balcer, John Bigley, Bob Foster, Sr., Peter Grout, Tom McDowell, Mike Packi, Joe Sullivan, Tom Williams, Hank Worrell.

**Guests Present:** Hal Farlow

The minutes from the [July] meeting were reviewed and approved with a motion by **John Bigley** and a second from **Bob Foster, Sr.**

## Committee Reports

### Treasurer

**Joe Balcer** gave the Treasurer's report, which was approved by a motion from **Mike Packi** and a second by **Tom Williams**.

### Layout

**Hank Worrell** reported that our fourth Open House on July 22, had good member turn out, but not as many visitors as previous events.

Hank also reported he met with mall personal on July 21 to discuss up coming changes that will require our moving our display. The Mall offices will be moving to the space we are currently using and construction may begin the first week of this November or the latest start date would be the

middle of December. Most members favored a move to another 6,000 square foot store. We will have the use of the store until early Feb, but there are a couple of draw backs to this larger space: 1) two 17' wide windows we will have to put our window layouts into and decorate with RR items - our layouts aren't big enough! and; 2) the new location is not as convenient to enter and exit, there is no separate outside entrance, we will have to use the main doors at the mall.

If all goes as planned, we may start moving soon after the August open house and cancel September's so we can have an open house in October. We will need a big surge of help to make this move.

### Open House schedule

~~Sat. Sep. 16, 12 to 5 pm~~ Canceled!  
Sat. Oct. 28, 12 to 5 pm "Malloween"  
Sat. Nov. 25, 12 to 5 pm

Hank addressed, AGAIN, the lack of support for this project. Hank would like to see more support.

Hank explained that our display at Shriners' Hospital may have to be canceled this year because we are behind on the new layout and we may not have the time or manpower to make the candy locos. John Aaron volunteered that he and his wife would make the candy locos if we would do the hospital display.

**John Bigley** noticed the Echelon Mall displays are attracting many special needs children and adults on a regular basis. They all have trains in their houses and trains are a big part of their life. The parents keep track of our open house dates. We do not realize what impact we have on them.

Hank passed out cards for members to sign for Russ Downs (heart bypass) and Don and Robin Thompson for their son Ben, who was wounded in Iraq.

History - No report.

By-laws - No report.

Trips - none scheduled

Play Trains - held at the mall

### Old Business

**John Aaron** needs items for e-bay to increase the trailer fund. John explained his system for e-bay. He needs all items by mid Sep. Including packing material, packing tape, but not boxes.

### New Business

Tom McDowell mentioned about WSNJ Radio, 1240AM and their web site: [www.WSNJAM.com](http://www.WSNJAM.com)

**John Aaron** talked briefly on the Christmas meeting. Everyone should plan to bring a dish of food. Details will follow.

### Clinics

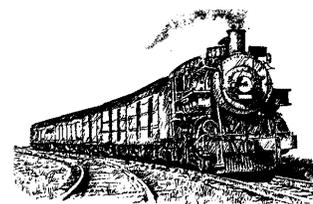
**Tom McDowell** mentioned and showed a slide show of photos of his recent cab ride in a steam loco on the New Hope and Ivy Land RR.

Meeting Adjourned at 8:25 pm on a motion by **Joe Sullivan** and seconded by **Tom Williams**. After a short break we headed to the mall.

Respectfully Submitted  
Tom McDowell

---

Acting Secretary



# SJSG Minutes

September 01, 2006  
Stratford Senior Center



The South Jersey S Gaugers met at the Stratford Senior Center. The meeting was called to order by President Hank Worrell at 7:35pm.

## Members Present (15)

John Aaron, Joe Balcer, Greg Berndtson, John Bigley, Hal Farlow, Ray Farrell, Bob Foster, Sr., Bob Gallagher, Peter Grout, Jerry Mackey, Tom McDowell, Jim Oliver, Mike Packi, Ken Palmer, Hank Worrell.

**Guests Present:** none

August minutes approved with one correction, (Minutes from the **May** meeting should read **July** meeting) Motion by **Peter Grout**, second by **Mike Packi**.

## Committee Reports

### Treasurer

**Joe Balcer** gave the Treasurer's report, which was approved by a motion from **Ken Palmer** and a second by **Tom McDowell**.

### Layout Committee

Hank introduced **Joe Balcer** and **Greg Berndtson** as new co-chairs.

**Greg Berndtson** explained that help is needed for adding a foam subbase, electrical, scenery and ballast to the track. He also talked about the time frame to complete the new layout before we lose our new space at the mall. We will start moving to the new

space after the meeting and try to complete the move on Sat., Sep. 1 from 11 am to 4 pm.

### Layout

**Hank Worrell** explained that the safety inspection for the new area is set for Wed., Sep 27<sup>th</sup>. Our next open house will be Fri., Oct 27<sup>th</sup> from 6 pm to 9 pm (Malloween) and Nov. 25<sup>th</sup> from 12 noon to 5 pm.

If we get enough volunteers, we can try to display the layout at the Shriners Hospital on Thu., Nov. 9.

Also, if we get a good member commitment to work and complete the new layout, just maybe, we can try to display at the 2007 NASG Convention in Baltimore, MD, July 10 to 14.

History - no report

By-laws - no report

### Trips

Central Jersey S Scalpers Get Together, Sep. 23, 9AM - 5PM  
York TCA, Oct. 19 - 21

### Play Trains

All play trains will be at the mall.

### Old Business

Articles and photos for Waybill needed. We have 7 flat cars with loads still available for sale.

### New Business

**Ken Palmer** read a letter from **Kenny Palmer** announcing an invitation to all club members to attend his Eagle Scout Award Ceremony on Sun., Oct. 15 at 2 pm. (Kenny's Eagle Scout project was to organize and help obtain the safety plexiglass and curtain material for our new layout.)

Nominations for the position of President, Secretary and Asst. Treasurer will be taken at the Oct. meeting.

**John Aaron** discussed the possible sale of the old layout but that the sale would have to be completed by Thanksgiving. It was agreed to pass on the offer at this time because of our commitment at the mall (space needed to complete the new layout) and the Tuckahoe train show in Dec.

**Ray Farrell** asked if anyone looked into a possible space at the Moorestown or Burlington Center Malls after our time comes to an end at the Echelon Mall. Hank asked him if he could check it out and get back to us.

### Other Business

Individual member donations to the new trailer fund total \$ 900.00. Macy's "Shop for a Cause" ticket sales going ok so far.

**John Aaron** would like all donations of items for e-bay by Sep., 15. Also John could use a donation of packing tape.

With no other business, a motion to adjourn was made by **John Bigley** with a second by **Ken Palmer** at 8:35 pm.

After a short break and clean up we went to the mall to start moving to our new space.

The Sept. minutes were recorded by **Hal Farlow**.

Respectfully Submitted  
Hal Farlow

Acting Secretary



## TRAIN SHOWS 10/1 to 12/17

Submitted by Hank Worrell

Sun. 10/1- New Hope, PA Eagle Fire Co.	\$ 3.00 8 am to 12 pm
Sat. 10/7- Montvale, NJ St. Joe's High School	\$ 6.00 9 am to 3 pm
Sun. 10/8- Montvale, NJ St. Joe's High School	\$ 6.00 9 am to 3 pm
Thu. 10/19- York, PA TCA York Fairgrounds	\$ 10.00 12 pm to 7 pm
Fri. 10/20- York, PA TCA York Fairgrounds	\$ 10.00 9 am to 7 pm
Sat. 10/21- York, PA TCA York Fairgrounds	\$ 10.00 9 am to 2 pm
Sun. 11/5- New Hope, PA Eagle Fire Co.	\$ 3.00 8 am to 12 pm
Sun. 11/5- Wilmington, DE Nur Temple	\$ 4.00 8 am to 1 pm
Sat. 11/11- Allentown, PA Allentown Fairgrounds	\$ 6.00 9 am to 4 pm
Sun. 11/12- Allentown, PA Allentown Fairgrounds	\$ 6.00 9 am to 3 pm
Sat. 11/18- Hainesport, NJ Hainesport School	\$ 3.00 10 am to 3 pm
Sun. 11/19- Philadelphia, PA TCA Atlantic Div.	\$ 5.00 8 am to 12:30 pm
Sat. 11/25- Edison, NJ The Great Train Expo NJ Expo Ctr.	\$ 7.00 10 am to 4 pm
Sun. 11/26- Edison, NJ The Great Train Expo NJ Expo Ctr.	\$ 7.00 10 am to 4 pm
Sat. 12/2- Ocean City, NJ Music Pier	\$ 3.00 10 am to 5 pm
Sun. 12/3- Ocean City, NJ Music Pier	\$ 3.00 10 am to 5 pm
Sat. 12/2- New Hope, PA Eagle Fire Co.	\$ 3.00 8 am to 12 pm
Sun. 12/3- New Hope, PA Fire Hall	\$ 3.00 8:30 am to 1:30 pm
<b>Sat. 12/16- Tuckahoe, NJ Upper Twp Com Ctr.</b>	<b>\$ 5.00 8:30 am to 3 pm</b>
<b>Sun. 12/17- Tuckahoe, NJ Upper Twp Com Ctr.</b>	<b>\$ 5.00 8:30 am to 3 pm</b>

Shows in bold = SJSG Layout Display

## Open Letter to the Members of the SJSG

September 1, 2006

South Jersey S-Gauges Club

To: Hank Worrell, President  
Michael DeCarnelli, Vice President  
David Pierro, Secretary  
Joe Balcer, Treasurer  
Jim Oliver, Asst. Treasurer

All our members and friends of the South Jersey S-Gauges Club:

The Eagle Court of Honor for Kenny Edwin Palmer will be presented on Sunday, October 15, 2006 at 12:00PM at Bahayg Lutheran Church, Broad Street & Morgan Avenue, Mahwah, NJ.

You are all welcome to attend the ceremony and reception that recognizes this important milestone for Kenny. This achievement was made possible by the support and encouragement from SJSG members to Kenny (and his great "team") during the past year with his Eagle Scout Project.

Thank you all so much for your help.

RSVP: Kristin Palmer

\* This letter is to give everyone advance notice (the invitations are printed next week) and the SJSG October meeting is only a week before this event.

Kenny Palmer became a member of our club earlier this year. In addition to running his "Boy Oh Boy" American Flyer repair business, Kenny has also been working towards his Eagle Scout award.

Part of his challenge was to organize and manage a project. His chosen project was to help us procure fire-proof curtains and safety plexiglass for around the edges of our new layout. We are glad to say Kenny remained committed to the project, and we are very glad we were able to be of help in his quest for this very worthy goal.

## 👉 NOTICE 👈

Club elections will be held at the December 1<sup>st</sup> meeting. The offices of **President, Secretary and Asst. Treasurer** will be up for re-election. Nominations will open at the Oct. meeting, and will close at the Nov. meeting. If you cannot attend, you can submit your nomination in writing to the Vice-President, but the nomination must be received no later than November 1<sup>st</sup> in order to be accepted.

If there is more than one nomination for any office, an election by written ballot will be held. Any active member who cannot attend the December meeting can request a ballot by mail. It must be returned by mail to the Vice-President before Nov. 27<sup>th</sup> in order to be counted.

## First of Eight "New Layout" Module Transport Carts

Joe Balcer (L) and Tom McDowell inspect Tom's first completed roll-



around cart that we'll be using to transport the sixteen 3x4 ft modules from our new layout.

## MODEL RAILROAD TO GO!

By John Aaron

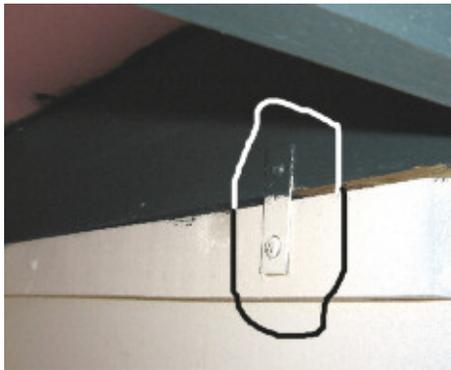
Several times a year I witness the heartbreak of someone who has to tear apart or scrap their pike due to an unexpected turn of events. They usually murmur, "I never thought I'd be moving." We Welch people have an old saying, "Every string has it's end." Be it a job change, health circumstances, the whim of a spouse, or, you just want a different layout, your pike WILL come to an end.

In my time I have built several dozen model railroads and I have always been able to move them when need be. I have seven pikes of various scales at my present home, all but three were moved here. One layout (not an S pike) will shortly be sold. In fact, I have successfully sold most of my past layouts save for a few pikes that were donated to orphanages. Incidentally, you get a nice tax break on such a donation. Anyone, with a little thought in advance, can build a movable layout. Just check out our older club layout and the new one under construction. Following is my building method:

My earlier layouts were plywood and 2X4 construction. In recent years I have switched to 2" thick foam insulation board and 1X3s which I find easier to work with. My technique works the same no matter which materials you use.

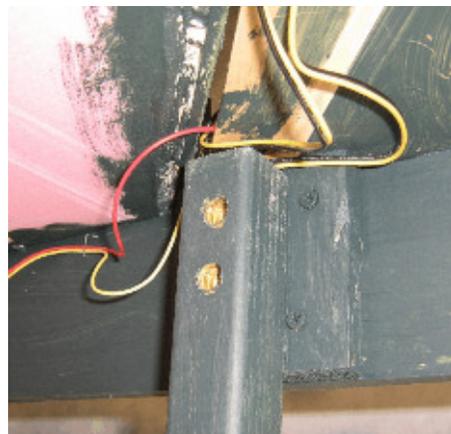
There are two ways to build a layout, freestanding on legs, or, one side fastened to a wall. Because of space considerations, most of us wind up with at least one side of our layout against a wall. I fasten a "rail" of the same type of lumber the layout is constructed from directly to the wall. Make sure the screws you use are long enough to go thru the rail, the wall covering and at least an inch deep into each wall stud. With masonry walls you must use special

anchors. Then set the edge of the layout frame ON TOP of the rail. Screw a flat "butt plate" available at any hardware to both sections.



This allows the layout to easily be detached from the wall if need be. It also allows you to build the layout elsewhere and install it at a different location. Two of my layouts were built in my garage and later installed in an upstairs bedroom.

Front support legs can be bolted or screwed to the frame of the layout. My favorite method is to glue a block of wood to the inside of the layout frame to make it thicker and then screw the leg from the inside using very long screws. This way nothing shows on the outside frame.



Bolts would be better if the layout were portable, but, for occasional moving screws are great. I also like to

install legs set in at least 8" from the edge of the layout so one doesn't accidentally kick them while walking around the layout.

The layout must be constructed in movable sections. No section should be larger than 5' X 6', a size that can maneuver comfortably thru most doors and turn in a hallway or foyer. No scenery or structure items fastened permanently to the layout should exceed 16". Allowing for a 4" thick frame and a 2" thick top this will still allow you to pass easily thru the smallest doorway width which is 24". Taller scenery and structure items must be designed to be removable before transporting. The seams of the



The seam between modules is just left of the arrow

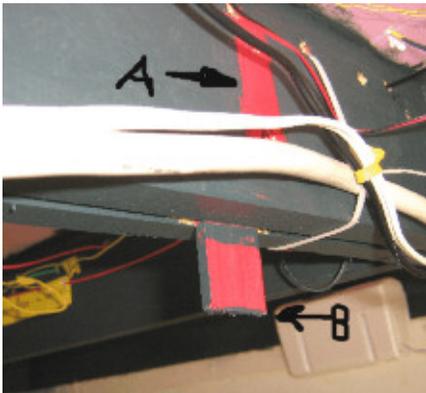
layout sections are plastered over once the sections are screwed together. The seams are barely noticeable once painted and scened.

Try to design your track plan so that no complicated track sections such as a turnout fall on a seam. If using sectional track do not glue down track sections that fall directly on a seam. Install flex track just as you would if seams did not exist.

When layout is moved simply cut the track at the seam and add rail joiners when you put the pike back together.

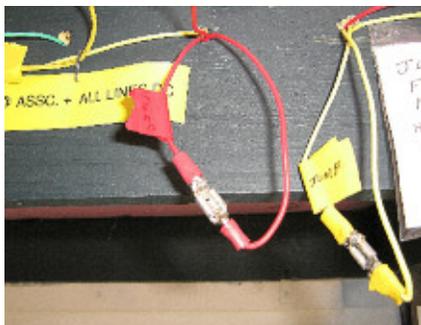
After moving you will paint and plaster the seams again and touch up the scenery.

The next photo shows how layout sections are fastened together. I use cut-off paint mixing sticks painted red (B) to maintain a space where the sections are screwed together. Remember, this seam will be plastered over on the top side.



I also paint the area red (A) where the screws that join the sections are located. A layout tends to accumulate a lot of screws underneath for mounting accessories, structures, etc. The red paint takes away the guess work. If it's red, remove it before moving. I color code all wiring that crosses from one section to another.

I allow a bit of extra wire for flexibility and use solder less, crimp on, male/female connectors from Radio Shack. Everything gets labeled! Several of my layouts are three level.



The same technique works just as well, flat or multilevel. Just think of each level separately. See our club's new layout under construction to gain a better understanding of this.

Is it more work, more material, and more expense to make a layout movable? Sure, but, not that much extra, and you have the option of taking your layout with you if you move, or selling it if you get bored with it. I think it's well worth it.

I also insure my layouts. As much as I enjoy building a new pike, I'd hate to build the same thing twice! I take many photographs to document the layout and save my notes, track plans, etc. This way, a professional layout builder like those who advertise in the train magazines, can duplicate it for me. Most layouts including scenery and accessories, but not the trains themselves, can be professionally built for about \$200.00 a square foot. As an example you would insure a 6' X 10' pike for \$12,000.00. Typical premium would be \$200.00 to \$300.00 a year. You are usually covered for all hazards including water damage and vandalism. If you don't want to rebuild the layout, you can usually just pocket the check. You obtain this coverage from the same companies who insure train collections. They advertise in train magazines. In general model trains and layouts are not covered by normal homeowners insurance.

(ED. All Photo's were taken by John Aaron.)

### Free Download How-To's

Two articles have been posted on the Internet as free downloadable PDF files. One is an article on converting a Gnomy friction trolley (like the ones Jim Oliver converted to 'S') into a neat *Rosita's Sidewalk Café*. The other is a 'how-to' on weathering old vehicles.

<http://www.thomasayorke.com/Downloads>

Download 'em and print them out, and check often for new plans.

## Need Members Help to Display Items at the Mall

Since we moved into a new (bigger) store front at the mall - the club has to solve a bit of a problem. The store windows are over twice as big as the ones we had in our previous digs.



The 17' display windows at the right front of our store. A two section display case needs to be filled with something.



The left display window at the front of our store has three display cases we need to fill with S-Gauge products or other rail road theme objects.

In order to help fill the empty space, we are asking members to loan a few items that can be put on display, say for 30 days at a time. We are looking for interesting Flyer, SHS, AM or 'Flyonel' items; either new in the box, original sets, unique pieces, or even a complete set or two.

Perhaps you've built a structure or diorama that depicts the scale side of S-gauge, which would also be a great display item to showcase in the window.

We will need you to register the items with either Hank Worrell or Joe Balcer so we can keep track of what belongs to who.

## A True Railroad Story

Submitted by Bill Lane

Earl Williamson, a Terminal Superintendent in Enola, PA nearing retirement, relayed this great story concern his first position as an official on the Railroad.

It was the early 1940s, and he was assigned as Trainmaster on one of the districts of the "Panhandle Division." "The Panhandle" was the hot-shot line between Pittsburgh and St. Louis. A fast railroad with very heavy traffic.

Shortly after arriving on his new turf, Earl received a telephone call from the Road Foreman of Engines. "I'll pick you up Thursday morning at 8. We're going out to do speed checks."

At the stroke of the appointed hour, the Road Foreman of Engines drove up in front Earl's office. As Earl seated himself in the automobile, he noticed two fishing poles in the back seat... rather strange equipment for two bosses going out on railroad business.

Arriving at some remote spot on track straight-as-far-as-you-can-see-in-either-direction, the Road Foreman of Engines set up his speed checking device. It was a mechanical timer driven by a wind-up clockwork mechanism, mounted in a wooden box. Two small plungers were then fastened to the rail, fifty feet apart, and connected by wires to the tape driving machine in the box. The first wheel on the engine depressed one plunger, then the other, and the paper tape recorded the time in seconds between the two events, which was easily convertible to Miles Per Hour.

Then came out the fishing poles, one for Earl and one for the Road Foreman. After some few minutes of fishing, an engine whistle was heard in the distance and the Road Foreman ran up the bank and started his timing

machine. Momentarily a fast passenger train behind a big T-1 locomotive roared past in a blur of steam and a flash of Tuscan Red cars. And then the Road Foreman of Engines returned to his fishing pole, saying nothing about the train.

A few minutes later, the sequence was repeated... Engine whistle, start the timing machine, then return to fishing.

After a number of trains had thus roared past without remark, Earl asked the Road Foreman of Engines how fast the trains were traveling?

"Oh, a Hundred or better," was undramatic answer.

"What's the speed limit out here?" asked Earl.

"There ain't none. They go as fast as they can go," was the answer.

After meditating on these two pieces of information, Earl finally asked the obvious question...

"Then why are we out here checking speed?"

"Because we have to" replied the Road Foreman of Engines. "Now get back to your fishing!"

## Progress on our new Mall Storefront

Right behind the right front display window, we will have a "floor layout" that small children can play with, the 6x8 ft platform will be moved into the window space when it is completed.



Behind the left window will be the display of our existing modular layout for big kids to watch.



Bob Gallagher, Greg Berndtson and Joe Balcer add some finishing touches.

Then in the back, we have a little space set aside to work on our new layout.



## Be Careful with E-Bay Purchases. Research 'Em!

Researched by Michael McConnell

If you browse E-Bay at all looking for those rare \$5.00 bargains - take care that you are sure of what you are buying. Let's just say that some sellers are not as motivated to be as completely honest as they could be.

A recent car advertised as a "Flyonel Rare Tool car" was sold for \$259.00. Problem is, this car was never produced as a factory model. The CNYSG club had Lionel produce an 0700 orange NASG boxcar back in 1981. Lionel required them to order 2000 cars at that time. The CNYSG got stuck with hundreds of leftover cars. In order to recoup their capital outlay they converted these cars into several paint schemes. These are really nothing more than homemade cars. Anyone selling these as factory cars is guilty of deception.

In an old e-mail from CNYSG club member Walt Danylak (now deceased), he had reported:

"Being the person in charge of all the 0700 repaints, I can confirm that they were NEVER advertised as factory production. As you stated, it was a way for our club to recoup some of the money invested in the cars. In case anyone is interested, I'll list the repaints we offered, as best as I can remember:

- Delaware & Hudson 'I Love NY'
- AC Gilbert/AC Gilbert Co. Birthday/Anniversary car (both sides of the car are different)
- Model Railroader 50th Anniversary
- Railroad Model Craftsman 50th Anniversary
- Conrail
- TTCS/NYC Pacemaker
- Tool Car



This apparent factory issue car was never produced by Lionel. The car is marked as AFMW X1989 and is a repaint made by the CNYSG club back in 1989

No more than 100 of each road name was repainted. In many cases far less than 100 were made. I should have kept accurate records of each car, but I didn't. In addition we repainted a few as NASG Convention cars for the Buffalo (1983?) and near Boston (1984?). We also sold a few cases of the 0700 cars to the CVSG in Cleveland and they offered them as a "Burning River" car."

You will not find any references to cars such as these since they are non-factory repaints. The inclusion of repaints (e.g., there is a series of boxcars done for the TCA Museum that do not get listed) would open a Pandora's box. One would have to chase down every Downs repaint of a Gilbert shell for completeness. This is not to denigrate the sentimental and collector value of these pieces to their owners, but repaints are no longer a branded factory product.

As a side note to this article, I'm really grateful for the Internet. It keeps knowledge from being forever lost - and many thanks to Walt for sharing this information in a way that it can be referenced for those so inclined to look for it.

There were a few other interesting repaints that were recently sold on E-Bay. Both were repainted Pikemaster cars produced by Kris Model Trains of Endicott, NY (the pair went for \$560.00 by the way, and were listed as AF cars. Not bad for repaints!)

Andy Kriswalus was one of the first repainters of American Flyer shells (another was Russ Downs, known to many club members.) 'Kris' painted more than 3,000 flyer shells in the early 1970's and many of those repaints are sold on E-Bay as rare or unknown variations of American Flyer.

If you are interested in finding out more about these unique repaints, there is a WEB site that was put up by Chuck Harrington devoted to the product. Take a peek at:

<http://myflyertrains.org/kris/>



## DINNER IS SERVED IN THE DINING CAR

Contributed by John Bigley

In the early days of railway travel, trains which ran long distances stopped at certain stations to enable the passengers who did not carry their lunches to obtain meals at nearby hotels or restaurants. When the train came to a halt and the conductor shouted "Twenty minutes for refreshments," there was frequently a "mad scramble," every passenger seeming to be bent upon getting out of the train and into the restaurant ahead of the others. Plates of food were on the tables or counters in readiness. The first comers fared pretty well, but those who came in last sometimes had to hurry back to the train before they had finished their meals.

In 1863, trains running between Philadelphia and Baltimore introduced a car fitted with an "eating bar"—something new in railroading. These cars had no kitchens, the food being cooked in restaurants in Philadelphia and Baltimore and placed in "steam boxes" in the cars just before the train's departure.

A few years later, George M. Pullman, who had won fame as a builder of sleeping cars, introduced what he called a "hotel car," equipped with a kitchen for preparing meals, with tables for serving the meals, and with berths for sleeping, so that passengers could actually live in the car as they could in a home or a hotel

Then, in 1868, Mr Pullman introduced a dining car, quipped with a kitchen—the first passenger car so designed exclusively for cooking and serving meals. This car was very popular, and before many years had passed dining cars were in use on many railroads.

Today hundreds of passenger trains in the United States carry dining cars, providing travelers with a wide



variety of foods and as excellent service as may be obtained in a first class hotel or restaurant.

The interiors of modern dining cars are decorated in an attractive style, many of them in gay pastel shades. Some have novel seating and table arrangements, including built-in lounge seats. Diffused lighting, colorful window drapes, and soft carpets suggest the friendly atmosphere of a neighbor-hood club or a home dining room. Tables prepared with snow-white linen, gleaming silverware and sparkling glasses, give promise of an appetizing meal to come. Air conditioning has made dining on the train a greater pleasure than ever before.

The dining car steward greets his guests at the door and ushers them to their tables. The white-coated waiters help them in the selection of their meals from the menu, place their orders with the chef, serve the dishes in proper style, and attend to the patrons' every want.

On some trains lunch-counter cars are operated. They specialize in light lunches or meals at popular prices. Some trains include grill cars, a combination of cafeteria and soda fountain. These cars are especially popular on overnight trains. On many

trains, tray service is provided, from the dining car direct to the passengers' seats. Pullman passengers frequently have tables put up in their rooms or compartments and have dining car meals served to them there.

When the passenger has finished his meal, the waiter brings the order blank (or check) on which the steward has written the amount of the meal. The passenger pays the waiter, and the waiter turns the order blank and money over to the steward. At the end of the run, the steward turns all order blanks and money over to the superintendent of dining car service or his assistant for forwarding to the treasurer.

In a year the railroads of the United States serve around 80,000,000 meals to the patrons.

Dining car crews—stewards, chefs, cooks and waiters—are carefully selected. Each man must undergo a thorough physical examination before entering the service and at frequent intervals thereafter.

Newly employed cooks and waiters usually attend a school for dining car employees conducted by the railway company before they are allowed to go on the road. The school teaches them their duties and responsibilities. They are instructed in such matters as courtesy and deportment. Only in this way are the railroads able to maintain their high standard of service.

(This is the third article from "A Study of Railway Transportation.")

**South Jersey S-Gaugers**

Michael McConnell

