

has been treated in a rather unfortunate manner. The Pennsy's new 6-4-4-6, though probably the most remarkable engine in the world and beautifully streamlined, has its drivers partially covered.

I've been waiting for a 4-8-4 with 84-inch drivers streamlined in the manner of the B&O's *Royal Blue* and the New York Central's Hudsons. In an issue of *Coronet*, I believe October, I saw a photograph of Otto Kuhler standing beside this very engine! I believe it was a drawing, and don't know whether or not it is under construction, but would be grateful to learn details. If you could help me to obtain that picture, you would make a poor railfan in Central Europe the happiest of mortals, though I could not pay for it.

I would also be grateful for a description of the outstanding streamlined steam locomotives in U. S. and Canada and any photos of same. I want to know which roads are buying new streamlined engines, and for what trains they will be used. In return, I would gladly send information and photos of European power (or perhaps Hungarian postage stamps, if you are a philatelist.)

Our 4-6-0 and 4-8-0 locomotives are used mostly for main-line passenger traffic and no train to exceed 62 miles an hour except some light three-car trains hauled by streamlined 4-4-4 tank engines; these have a limit of 75 m. p. h. Europe's finest trains and locomotives are in France, while the fastest engines are the German State Railways' streamlined 4-6-4 with 90.5-inch drivers. These have often attained 125 m. p. h. between Berlin and Hamburg. Some interesting locomotives were under construction in France, six-cylinder compounds, turbine engines, etc., but the war has stopped all this.—EDMOND GYÖRGYEV, Mészáros utca 12, Budapest 1, Hungary.

YOUR readers may like to hear something about the Australian railway for which I work as section man. The Central Australian is a 700-mile narrow-gage ($36\frac{1}{2}$ inches) connecting Port Augusta, South Australia, with Alice Springs, Central Australia. The country it runs through is mostly desert, our chief worries being sandstorms and floods. A section is 40 miles of railway and requires a gang of seven men. You wonder how seven men can look after 40 miles? Well, we have gasoline section-cars *such* as those used on North American roads, one type known as a "Casey Jones" and the other a Fairbanks Morse, both made in U.S.A. The Fairbanks Morse can do 40 miles an hour, as the road is mostly flat.

Traffic isn't very heavy—one regular train a week and about four stock specials. It's a standing joke here that we don't need timetables, we use calendars. I've only seen one train on time in 12 months, and that was when the Governor was on it. Since a lot of the line runs through stony flats, two inches of rain play havoc. When we hear a few drops of rain at night, the section men are all keyed up. Sometimes we spend the night cruising about in the rain, watching banks and bridges.

This is known as a camp, but the section houses are mostly of stone, ovens in summer and refrigerators in the winter. Most of us are of English or German descent. We stay here right through the year and every man gets a month's holidays on full pay with free passes over this road and one-quarter fare over the state systems. Our stores are carried to us weekly by the one regular train which also brings the mail. The pay-train, which is also a postoffice, comes every other week. Our rolling stock is mostly of American type.—ALFRED V. CASSIET, Irrapatanna, Central Australian Ry., South Australia.

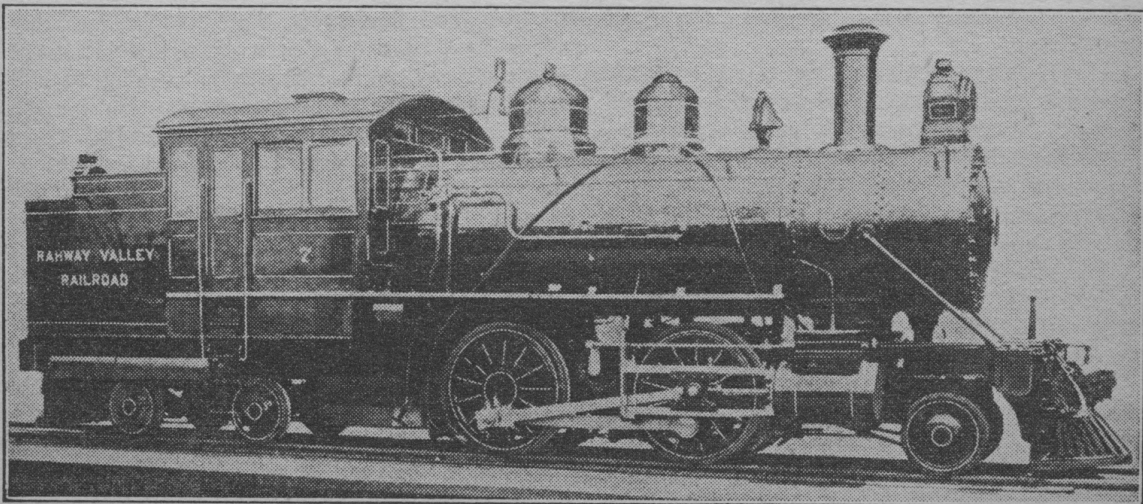


Photo by Walter A. Lucas, Member of the Railroadians of America, Inc.

In a Sense You Might Call the Rahway Valley Line a Gold Star Mother; One of Her Locomotives, Baldwin-Built No. 7, Had a World War Record for Service for Uncle Sam's Watervliet Arsenal

On the Rahway Valley

Nine Photos by Richard D. Fullerton, c/o The Davart Co., N. Y. City



The Rahway Valley Has 11.73 Miles of Main Line and 3.24 Miles of Sidings in Northern New Jersey, between Aldene and Summit; Freight Service Only. It Connects with the Central Railroad of New Jersey, the Lehigh Valley, and the Lackawanna; and Has Four Locomotives. Photo Shows No. 15. (Left to Right) Charles Wm. Nees, Master Mechanic; George Davis, Conductor; Paul Albright, Brakeman; Tom "Happy" Magini, Fireman. and Frank Froat, Engineer



Track Gang "Cribbing" the Roadbed at Summit, under the Direction of Mr. Nees, Familiarly Known as Carl (Facing the Camera). There Isn't Much Around a Small Railroad That Carl Can't Do. Cribbing Keeps a Roadbed from Sliding Down an Embankment



Master Mechanic: Carl Nees Was Born in Charlottesville, Va., on September 14th, 1889. After Moving North He Learned the Machinist's Trade. In 1910 He Became a Brakeman on the Rahway Valley, and Broke on the Central of New Jersey from 1913 to '15. Returning to the RV as a Locomotive Fireman, He Was Soon Promoted to Running Freight Out of Kenilworth, and in 1920 Was Advanced to His Present Position. He Married Miss Helen Dumpke of Brooklyn, N. Y., in 1923. They Have a Son, Sharon. Home Address: 601 Columbia Ave., Cranford, N. J.



The M.M. Is Shown Here at Work on a Locomotive Repair Job in the Company's Well Equipped Shop. His Assistant is Harry Reifsnyder

The RV was originally called the New Orange Four Junction RR. First ties were laid in 1898. Five years later the road was completed and its present name adopted. Prior to 1910 it ran as many as 14 passenger trains a day but by 1915 these had dwindled to a few mixed trains, and shortly afterward passenger service was discontinued. Present freight traffic varies from 10 to 80 carloads daily, mostly coal, oil, sand, cement, and stone. The company employs 18 men and one woman. It is owned and controlled by the estate of the late Louis Keller. In early days of the motion-picture industry, many wild west thrillers were made on this line.



Fireman Magini on the Tender, Trainshed in the Center, Kenilworth Depot at the Right



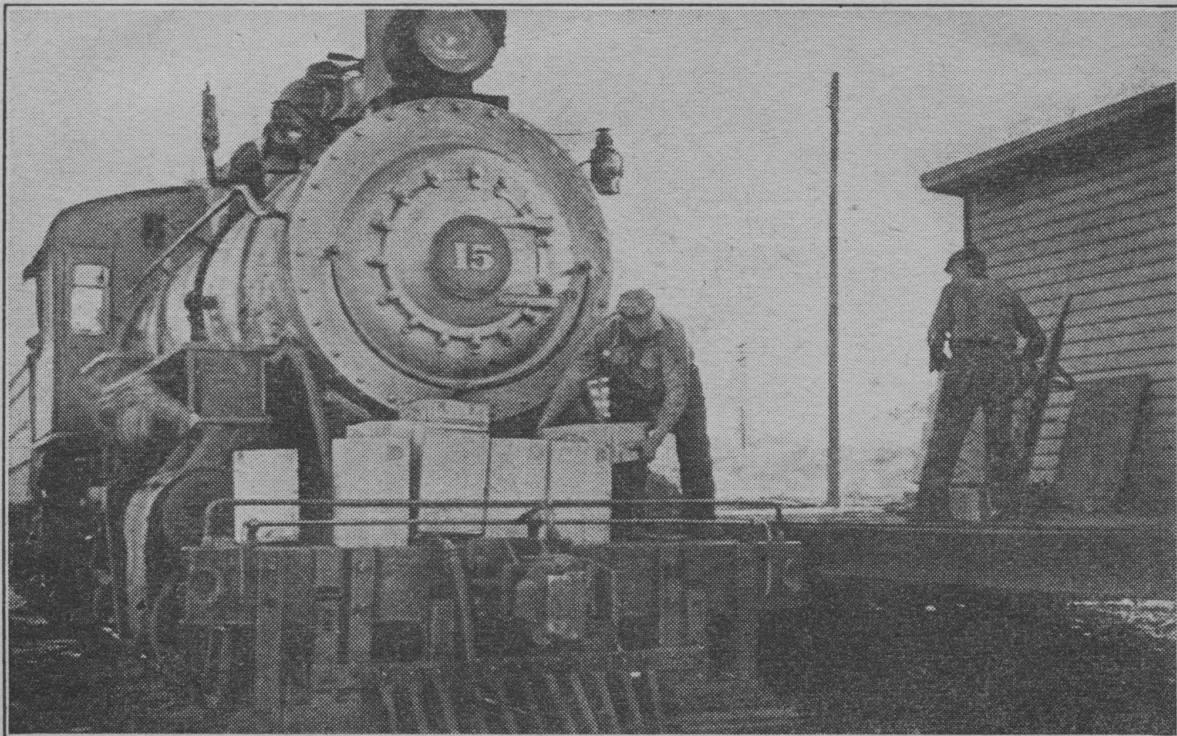
Lunch Time for the Camera-Shy Nees Family; Helen, Carl, and Sharon



The Central Railroad of New Jersey Pays One Dollar a Year Rent to the Rahway Valley Because Part of the Central's Station at Aldene is Located on the RV's Right-of-way



The "Master Maniac" Reports to the G. M.; Carl Nees Must Have Just Made a Wisecrack to George A. Clark, of Unionville, N. J., President and General Manager of the Rahway Valley, Judging from the Broad Grin on the Face of Mr. Clark's Secretary, Mrs. Pauline Beirach. The Big Chief's Father Was President of the Company from 1920 to 1932



Sometimes When There Are Only a Few Pieces of L.C.L. Freight to Be Hauled the Rahway Valley Doesn't Bother Coupling Up a Car, but Runs an Engine Down the Line with the Packages on Her Pilot Beam. If Readers Know of Any Other Short Line Which Follows This Procedure, We'd Like to Hear About It