

The

Whistle



Post

Official Newsletter of the

Neuse River Valley Model Railroad Club

1615 Old Louisburg Road, Raleigh, NC 27604

Phone: 919-400-5570

“All Aboard”

Fall Open House is this coming weekend. Please plan to participate and show off our Club to the visitors who will attend. Please contact John Mezera or Phil Michaud (Co-chairs) to volunteer your time (see Reminder to Members article). If you want to run HO trains, please contact Jake Forbes for scheduling (see HO Layout Operation article).

As you might imagine, the Club’s recent focus has been on improving the visual appeal of the layouts before the Open House. The HO layout has been undergoing urban renewal, development of the industrial and logging areas, and other scenic improvements. Track modifications have been suspended.

Similar activity has been occurring on the N-scale layout. The S-gauge layout has been the beneficiary of a thorough cleaning and development of a detailed inventory. Thanks to a loan from Jim Smith, the G-scale layout will also be operational under battery power. There are laminated operating instruction sheets for both S and G layouts if you have to operate them for visitors. After the Open House, our attentions will return to preparation for the Fall Show.

Bob Witwer and his minions have done a great job of organizing our efforts, recruiting layouts, signing up vendors, and dealing with the Fairgrounds. As our focus shifts from the Open House to the Fall Show, please do whatever you can to assist in their preparations, and above all, sign up to help make the Fall Show a financial success. Remember that the Club needs show profits to continue operation without having to raise dues.

Signup sheets are still available at the Clubhouse for **YOU** to volunteer your time and services for the Fall Show. **Please volunteer ASAP!** There are still too many blank slots on the signup sheets. Please contribute as much of your time as possible. Bernie Dawson is contacting members by phone who don’t appear to have volunteered yet.

All Aboard

Ken Howard, President

A Reminder to Members about the October 17th Open House **from Phil Michaud, Open House Co-Chair**

Members should plan to act as tour guides. Running trains is **not** your only duty.

If you can donate food or drink, please consider bringing one of the following items:

Snacks or cookies (sugar free is OK), or

A bottle of soda or other beverage (One quart/liter preferred).

Please **carpool** with other members to conserve parking for visitors.

HO Layout Operation - 10 am to 4 pm **by Jake Forbes jakecraft26@gmail.com**

Jake Forbes has agreed to be the dispatcher for operating trains on the HO layout during the Open House. To maintain order and give people a framework for operating, we request that you notify Jake of your interest **in advance**. Your email to Jake should include the time slot when you would like to run, the train you plan to use, and your preference for Mains 1 through 4. Jake will confirm time slots on a first come, first served basis. If you do not make advance arrangements, you may show up to find a layout that is already filled with other members' trains. **If you do not make contact with Jake, you will run the risk of being unable to operate during the Open House.** Thanks for your interest and cooperation.

In Case You Forgot – Here Comes the Show

Back Shop Sales – by Len Nieman

No vendor tables will be sold to individual members. Personal items can be sold through the 'Back Shop' table at the NRV sales tables. Items for the 'Back Shop' table must be brought to the Graham building prior to 9 am Saturday, November 7th. Do not bring 'Back Shop' sale items to the Club house.

Each seller must submit two copies of a complete, signed inventory of items being offered, including asking price and minimum price that can be accepted. All sales are cash only. Unsold items must be picked up from the 'Back Shop' prior to end of show load out. **Any unsold items not picked up prior to Sunday evening load out will be considered donations to the Club.**

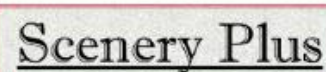
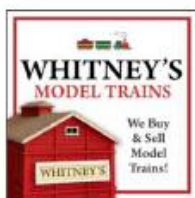
Owners will pick up sales revenue and the original signed inventory (with sold items indicated) and sales proceeds at the Club. See the Clubhouse front table for additional information and forms, or contact Len Nieman with questions.

Thanks to Our Sponsors



The Neuse River Valley Model Railroad Club **42nd Annual FALL TRAIN SHOW**

SPONSORS



Thank you to our sponsors for helping make this show a success!

HO News



John Mezera painting corn plants for the HO farm scene. Patience is required! (photo by Greg Rehe)

Neat Links

Thomas Magnani submitted what he calls a “cute train video of a train video.”

https://m.youtube.com/watch?v=hRlmn_w1qck#fauxfullscreen

Jack Dziadul from cpd13 suggests this interesting short video for a rainy morning.

[America Scrapped the Golden Spike Railroad, Then Put It Back.](#)

Minnesota Museum of Transportation

Ken Howard visited the museum in September and shares the photos below. The museum has a number of interesting locomotives and cars, a train ride, and a rather spectacular G-scale layout. As you would expect, the collection focusses on Minnesota railroads. Well worth an afternoon visit to browse the equipment



Getting the tourist train ready to board passengers.



Northern Pacific Q-3 Class 4-6-2 #2153 (cosmetic).



Soo Line GP7 #559 (operational).



NSP No. 5 GE 45-tonner in Jackson Street roundhouse.



G-scale Great Northern "fast" freight.



St. Paul waterfront on G-scale layout.

October Trivia Question

By Randy Foulke

What was the complement of a working Railway Post Office car?

See page 8 for the answers.

Real Railroads

Ken Howard has been on vacation again, so you'll have to put up with some photos of mainline railroading and unusual trains in various states. Here's a short compilation of August photos from New York and Pennsylvania.



Reading and Northern Railroad GP38-2 #2026 in semiquincentennial livery waiting for passenger run in Pittstown, PA. Originally bought by Southern Railroad in 1974 as #5139 and sold to R&N in 2017.



R. J. Corman operates the Luzerne & Susquehanna Line in Pittstown, PA. SW1200 #1208 is wandering some pretty wavy track on a connector to Reading and Northern.



Ringling Brothers and Barnum and Bailey circus dormitory car on display at the Port Jervis Railroad Museum, NY.



Mohawk Valley and Adirondack Railroad Alco C425 #2455 waiting for freight action in Utica, NY.

Upcoming Events

NRV Open House: Our Fall Open House will be held on October 17, 2026. This is a chance to put our Club and layouts on public display. Please plan on contributing your time to help us show off. Contact Phil Michaud or John Mezera (Co-chairs) for additional details.

NRV Fall Show: November 7-8, 2026 in the Graham Building at the NC State Fairgrounds. This is an all hands on deck event. We are in great need of members' assistance to make the show a success. Sign-ups for needed tasks from Thursday through Sunday are not very encouraging to date. Please sign up for time slots on the sheets in the Crew Lounge or contact Bernie Dawson.

Upcoming Club Meetings and Activities

October General Membership Meeting: The next membership meeting will be held on October 15th at 7:00 pm at the Clubhouse. **Jake Forbes** will give the presentation following the meeting titled: *Southern Railway Operation of Steam Locomotive 4501*.

November Board of Governors Meeting: The November BoG meeting will be held on Monday, November 2nd at 7:00 pm. The meeting will be held on **Zoom only**.

November HO Committee Meeting: Scheduled for noon on November 8th.

Breakfast Social: Join us for the breakfast social every Wednesday, 9:00 am at Barry's Café, Raleigh, NC.

Notes from the Editor

Please send articles, photos of real trains, Club activities, book reviews, product reviews, photographs of your home layouts, and interesting links to Ken Howard, Whistle Post Editor, at klhowardjr@aol.com.

Please support the Club's new Instagram site by submitting videos of operations on the NRV layouts to Alec Urban at alec.urban@icloud.com. Alec is managing the new site.

Minutes of Membership, Board, HO, and N Committee's Meetings

Minutes of Board of Governors, Membership, and HO and N Committee meetings are available on the Club website. The link below takes you directly to the Minutes page:

<https://nrvclub.net/meeting-minutes/>

Answer to Randy Foulke's October Trivia Question:

The number of United States Postal Service (USPS) employees in a Railway Post Office (RPO) car depended upon the length of the car and the volume of mail on the route. USPS specified RPO sizes of 60-feet, 30-feet, and 15-feet. A 60-foot long RPO would have 4 to 7 postal clerks assigned to the car. Sometimes, 2 to 3 “short” clerks assisted the postal crew in sorting and handling the mail on a busy portion of the route. Each man in a postal crew bid for a particular job or assignment based on their line seniority.

The responsibilities of each clerk were well established. The Clerk-in-Charge had overall responsibility for the crew and its run. The Registry Clerk kept track of registered mail and handled registry paperwork. 3 to 4 clerks manned the letter case to insert letters into pigeonholes. They were nick named “letter men.” One or two clerks handled newspapers, periodicals, parcel post, and oversized letters. A “pouch” man worked the two areas. He dumped pouches of unsorted mail and fed mail to other men to be worked. The “pouch” clerk also labeled and tied pouches of sorted mail.

If there was a large load of gold, silver, and/or currency, one or two employees of the US Treasury Department would also be present to oversee transfer and shipment of this precious cargo. The Treasury Department personnel and the Clerk-in Charge would be armed, and possibly one other senior clerk. USPS clerks carried 38 revolvers. The Treasury Department personnel along with the “pouch” clerk would also be responsible for placement of gold and silver to assure that the RPO car did not lean to one side or was too heavy on one end. The Clerk-in-Charge verified that gold and silver placement was suitable.

A run that required a 30-foot RPO compartment had crews roughly 50% of the 60-foot cars, or 2 to 4 postal clerks. A 15-foot RPO compartment had crews roughly 25% of the 60-foot cars, or 1 to 2 postal clerks. In the smaller RPO compartments, postal clerks may have had more than one responsibility.

Postal clerks had a demanding job with many days away from family. They performed a job that kept the country, public and private, working. Without the postal clerks, communication would have been much slower.



BOARD OF GOVERNORS

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OTHER KEY POSITIONS

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