

NERO

Berkshire & Mohawk Model RR Club

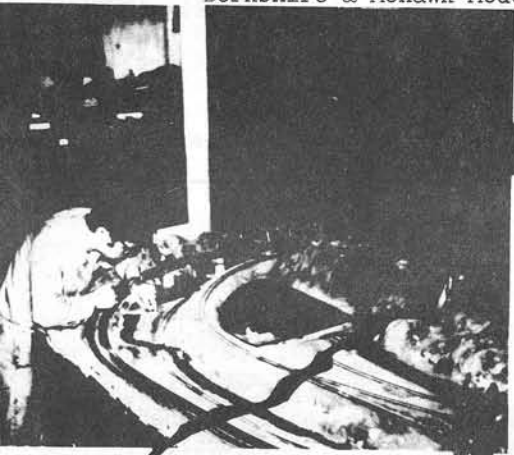


photo by Jerry Meyers

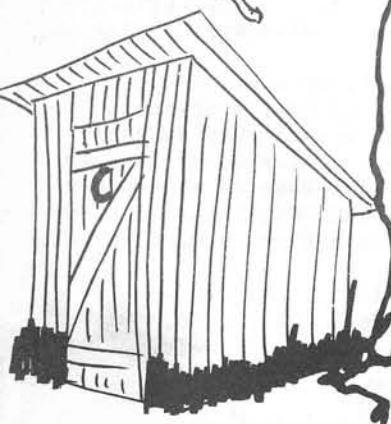


How much should I tip him?

DON'T FORGET!
the Editor's Contest



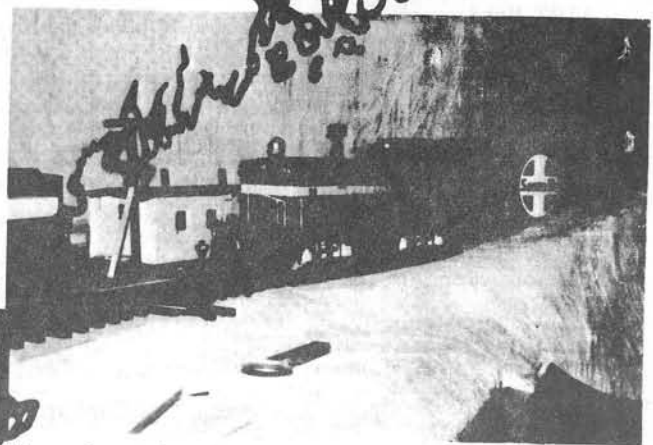
SPRINGFIELD, MASS.



100

Coupler

Spring '73

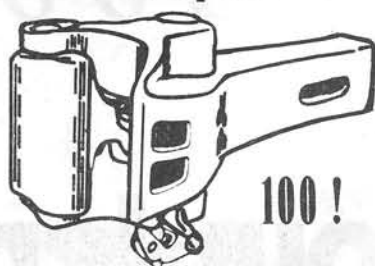


"Somewhere in the hills of West Texas" on the O Scale Del Rio Northern of Art Griffin.

photo by Dick Carpenter



the coupler



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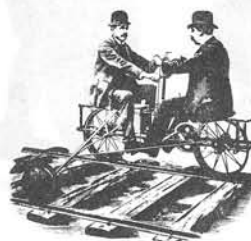
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In case you aren't too observant, this is the 100th Issue of your extraordinarily fine Regional paper. (I almost broke my arm that time.) And, due to the card and the letter we've received, we've got enough material to put it all together.



Are we coming or going?

Most of this issue is taken up by another great construction article by the other "new" MMR in our Region: George Konrad has a good follow-up of his Rowley Station of some time back.

Speaking of construction, we'd like to see some of yours at the Springfield Convention. Bring along your models; enter them in the contests. We'd all love to see them. Don't hand me that malarkey about not being "good enough;" I used to think that way. At least try your hand at our "rural facility" contest; I don't want to be the only entrant.

If you didn't read the public notice in Issue 99, we, the editor's of this low-budget rag, are holding a contest--judged by others--(Al Westerfield, thank goodness)--in the form of an outhouse. Unfortunately, an appropriate award will be issued by said editors.

On our serious side, though....

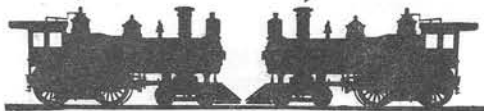
as you must know by now, everyone's modeling idol, John Allan, passed away suddenly last January, followed (sigh) shortly by his Corra and Dephetid R. R. Our loss is softened only by the fact that the NMRA still has his great tape slide clinics--a fitting memorial.

Don't forget Spring in Springfield--and your MODEL ENTRIES. We'll be looking for competition, and for you!!



Bill

Point-to-Point



The comment has been heard that there has been a show of apathy at region meets. I don't believe that it is a disinterest on the part of members, but rather a feeling of reticence that "my models are of interest to me and aren't expert enough to bother showing." Well, t'aint so, Magee.

I admire the ultra-fine work in a working HO handcar or dime-size O-4-0 and I've seen many at conventions in three regions as well as divisions and nationals. There is a lot to say for the Master Builder's contests that are topped off with our DELAWARE Trophy and any of the prizes at a national convention, but the fact is, for most of us, this is something for "the other guy."

Far more interesting to me are the examples of the work of the POM's -- a modification of a stock kit, a "kit bashed" plastic RTR, even something put together from a Primevac (1940 era) kit.

The point is that there is a broad spectrum of models; in expertise; in interest and in type. Whatever and however you have built, there's a host of us that want to see it.

The 1000+ members of our region must include at least 500 active modelers, and each has built at least one model since the last convention--- Bring it to Springfield--or bring two of them.

Out of the models, many will be judged for contest and A.P. merit. For the craftsman awards, a high degree of modeling skill is not necessary. At some of our past contests, very simple models have won awards, with the deciding factor being an unusual material or evidence of some prototype research.

For the first time, we will have a trophy for the highest-ranking Craftsman category model. The Ralph S. Baldwin Trophy, honoring an early 'O' scale modeler and manufacturer, will be awarded at Springfield, hopefully by Dr. Baldwin, founder of the Baldwin Locomotive Works. The company, now under new ownership, has supplied us with a special 'O' scale New Haven passenger car, similar to the one they now market, as the basis for the trophy.

Let's all "Bring A Model" to have a good representation to show.

See you at Springfield!

GRAHAM

TIMETABLE

May (Sometime) Nutmeg Division meet at Branford Trolley Museum - details, contact: Bob Van Cleef, Box 267, RR 3, North River Rd., Coventry, Conn. 06238.

May 6 (Sunday): Hudson-Berkshire Division. Sixth Annual Show in cooperation with the Berkshire Model Railroad Club. Dalton Junior High School, 120 First St., Dalton, Mass. 1-5 p.m. Displays, operating layouts, railroadiana, movies, tape-slide clinics, white elephant table, and hobby shops. Donation: \$.25. Further information--SSAE to Bill Carter, Jr., Windsor Rd., Star Route Box 11, Worthington, Mass. 01098

May 18, 19, 20 (Friday, Saturday, Sunday): NER-NMRA Spring Convention, Hotel Stonehaven, Springfield, Mass. Clinics, Displays, White Elephant Sale, Banquet, Fan Trip (Visit the Pioneer Valley Live Steamers) For Information: Ralph Higgins, 24 Powerridge Rd., Enfield, Ct.

June 9 (Saturday): Garden State Division Little Convention, Asbury Park, N. J. Information--Pete Hugger, 812 Prospect St., Westfield, N.J. (201-232-8407)

June 9 (Saturday): Sunrise Trail Division Rolling Meet. Fan Trip to Greenport from Jamaica (Mineola & Ronkonkoma) \$8.50 includes lunch at Claudio's in Greenport and Round Trip fare on private car LIRR. Info--Dr. John A. MacIntosh, 150 Kildare Rd., Garden City, N.Y. 11530

June 16 (Saturday): Edaville RR., S. Carver, Massachusetts. Rail Fans Day sponsored by the Bemis St. Rwy. Information--Skip Clark, 21 Endicott St., Newton Highlands, Mass. 02161.

August 15-19 (Wednesday thru Sunday): NMRA National Convention, Atlanta, Georgia. Info--D. M. Murray, 1295 Cross Keys Drive, N.E. #8, Atlanta, Ga. 30319. (Add't info this issue)

September 16 (Sunday): Long Island Train-A-Rama and Auction (Hal Fletcher, Auctioneer) sponsored by Rockville Centre Model RR. 12:00 noon to 5:00 p.m. Knights of Columbus Hall, 1 E. Lincoln Ave., Valley Stream, N.Y. Door prizes, refreshments, free parking. Admission: \$2.00; full table \$5.00, 1/2 table \$3.00. Info--Robt. N. Good, 134 Scooter La, Hicksville, N.Y. 11801

September 30 (Sunday): Hudson-Berkshire Div. Hobby Show, County Fairground on Rte 9 & 9G Crossing.

October 5, 6, 7 (Friday, Saturday, Sunday): NER Fall Convention. Holiday Inn, Waterville, Maine. Clinics, Displays, Visit to MEC RR Waterville Shops and Facilities. Info--Lee K. Doone, 141A Second Rangeway, Waterville, Me. 04901.

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PROTOTYPE PRACTICES

by Charles Gerow

One of the easiest systems that the modeler can apply to his pike, whatever the size, to liven up his operation, is to vary the consists of the trains he runs.

While the passenger traffic manager will seldom change the consist of a train purely by whim, freight trains vary in consist infinitely. Their lengths will depend on the motive power available, as well as the trade to be handled, but will usually average out over a short period of perhaps a week or two. The typical modeler, if there is indeed such a person, will usually run a freight train of a specific number of cars, based on the motive power, his grades, and perhaps the length of his passing sidings and yard tracks, as well as the over-all size of the pike. However, we see all too often, the same consist run time after time, and stored on a siding at the end of the operation, all ready for the next time.

It occurred to us some years ago to begin keeping a rough record of some of the trains we see, as to their motive power and consist. The spot we most often take this down is the CNJ Neward Bay Draw, because we have an opportunity here to see the entire train for a good period of time, and because we usually see a through freight every time we pass the area on the way to and from the job. (In fact, on our job, we usually have to wait for said blasted train to cross over the bridge!)

We simply took an office calendar appointment book, and having made a note of the time, direction, power, and consist, enter these figures into the book for that date.

The pike now under construction in our attic presently consists of little more than a good-sized yard, and the leads at its west end. But we find that construction is lagging, due to the fact that we have a lot of fun making up a train or two, using the book as a guide. And as the book gets filled, we will merely open it to today's date, and make up the train(s) as listed. The longest track in our yard will hold about 10 40' cars, so we find that we often have to use 3 tracks to make up 1 train. Since the book is but a guide, if we only have 3 covered hoppers when the book calls for 6, for example, we run short.

When the pike grows bigger, with enough main line to enable trains to actually leave the yard, we will still use the book, but

trains will be limited according to whatever tonnage ratings work out to be practical for our available power.

This idea can be used by any brass hat to give him not only a reason for drilling with a switcher, but to give him a change of pace from the same monotonous train make-ups.

Now, of course, most of us do not have a place like a long bridge, where we can see real trains in their entirety, especially the longer through freights. But most of us do have access to a good supply of photos, and these can be of use to this system, too. We have a separate book for local freights, and in addition to the consist of the nearby drill which we seldom see due to its erratic schedule, we from time to time leaf through our old train books, and copy down the consists of trains that we can use. Of course, the photo may well be that of a through freight of 50 or more cars, but we can often get a consist of 5 or 10 cars from even these.

If you do try this, you'll be surprised at how fast the pages get filled up, and even more, when you use it on your pike, at how it can liven up what might have become the most boring operation.

FROM YOUR EDITOR:

It's gratifying to know that a few (two?) of you took the time to write your Editors about how carefully you read your COUPLERS. We were surprised to note that one filler in particular really held your attention.

We sincerely sympathize with those who took offense. We're sorry but there won't be any more of the same.

We realize now, that certain words should not be put in print; so for you, we're especially running in this issue, a filler in less offensive taste. Hope you like it.

WHaM



S _ _ _ _ E!

Books on model railroading are being bought and collected for the Swampscott, Massachusetts library in the name of our recently departed friend and model railroader, Albert W. (Limey) Lalime. If you would like to help make this worthy venture a success, please send your donation (checks or money orders only, please) to Jack Alexander, 111 South Street, E. Bridgewater, Mass. 02333. Jack has graciously volunteered to forward your gifts to the people in charge of this wonderful memorial.

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NY City

The editors would like to congratulate the winners of our latest Regional Model Contests and encourage them to continue building and creating--for their enjoyment and for the enjoyment of all those who get to see their work. Their encouragement to new modelers is solicited and their help to all modelers is welcomed.

Steam Locomotives - Master

Honorable Mention William Lorence
O-4-O Switcher

Freight Cars - Craftsman

3rd Prize John Nelsen
British Lime Car
2nd Prize Ira Rothberg
Gondola
1st Prize Ira Rothberg
Flat Car

Freight Cars - Master

3rd Prize Robert E. Bird
D & H Wood Gondola
2nd Prize Robert E. Bird
D & H Wood Gondola
1st Prize Robert E. Bird
D & H Wood Gondola

Passenger Cars

1st Prize Raymond Muntz
1890 Passenger Car

Structures

1st Prize William Lorence
Fertilizer Plant
2nd Prize Al Westerfield
Turntable

Dioramas

3rd Prize Herbert Snyder
Two Level Mine
2nd Prize Frank Murray
Lorence Coal Co.
1st Prize Frank Murray
Rothberg Pickle Works

Loco Finishing

1st Prize Norman Briskman
Steeple Cab

Photo Contest Henry P. Groth

New Modelers Award

Frank Murray - Rothberg Pickle Works

Dating your railroad

by Jack Alexander

Period pikes are very popular and can offer an extra challenge to the model builder as he seeks to find the proper details to complement the whole lineside scene.

We frequently hear of an "early 1900" pike or one encompassing the "latter days of steam." This style of designation is really not definite enough for one who is concerned with true prototype operation. It is far more accurate to establish a certain year for your endeavors.

Many modelers who are otherwise seriously concerned with exact scale of equipment and correct car number, turn to some operating practices which seriously distort realism.

You may have seen such incongruities as a diesel locomotive pulling a consist containing off-line freight cars with arch bar trucks or a solid string of reefers containing the modern mechanical freezers, together with a "billboard" type. Of course, both billboards and archbars were outlawed long before diesels and mechanical reefers came upon the scene.

Another conflict with reality is often found along the right of way, where huge, heavy steamers are operated over light duty wood timber truss bridges or multi-storied wood trestles, that would have been redesigned for the heavy-loading requirements of modern power.

My own pike is free lance, and having no specific prototype, I can justify operating the latest in steam power, together with the first generation diesels, in a 1959 atmosphere. In order to maintain credibility, I use an early 1960 issue of the Equipment Register plus Walthers' and Champions' freight car lettering books for the appropriate period as well as old issues of Car Builder's Cyclopedia and "Trains" magazine for car lettering designs. Certainly, contemporary freight car schemes would be out of place as much as high cube cars or those without roof walks, on my pike.

If you want a believable railroad, do a little research and make it fit its era.

Hub Runner-Up Award

Robert E. Bird - D & H Wood Gondola

DELAWARE TROPHY

Robert E. Bird - D & H Wood Gondola

SQUAM RIVER BRIDGE

by George Konrad, MMR

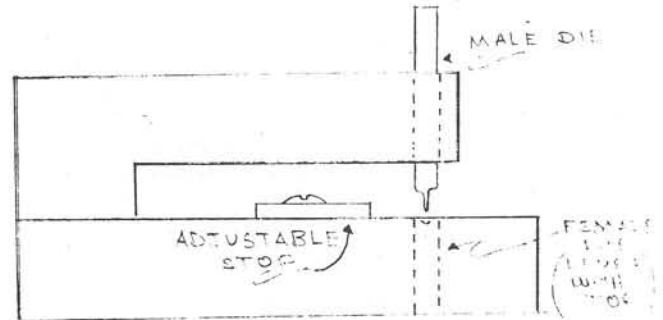
It wasn't too long after I had finished the Rowley station article when D. Decker our beloved and famous editor approached me and disclosed that he had a draw bridge for me to build and write up. I told him I had all the bridges I needed, besides a drawbridge on a Western mining layout didn't interest me. But Decker out-thought me on this one and as soon as I glimpsed the plans I started making excuses to build this bridge. Actually there was much river traffic in the West until the transition to trains was complete. At Breckenridge, Colo. five gold dredges operated in the river, and Benton, Wyo. was a large river port at one time.

The prototype is located in Gloucester, Mass. over the Annisquam river and was built by the Strauss Bascule and Concrete Bridge Co. of Chicago in 1910. A man by the name of Strauss built 399 bridges, his 400th bridge was the Golden Gate in San Francisco, I believe this is the same Strauss. For my uses I decided to build the bridge single tracked instead of double.

MATERIALS: There are four possible materials which come to mind for bridge construction, card stock, wood, styrene, and brass. Of these I feel the styrene is best because of easy parts fabrication, assembly, and scale appearance. If you have never used styrene I would recommend your trying it, Kemtron has a good instruction packet by Armitage which will give you a good insight into styrene applications and uses. I used styrene for this entire bridge except where I mention otherwise, including building up my own angle stock and special shapes. I used .010 and .020 styrene, available from Kemtron. For the main structural plates and girders I used the .020 and used the .010 for smaller plates, all angles & special shapes, and rivet strips. If you elect to use a material other than styrene the construction will be practically identical to the methods given here; you will also have my sympathies and I will visit you once in your rubber room!

RIVETS: Here's a good spot to say a few words about rivets. The plans we have do not show the rivet detail, however it follows common engineering practice. If you are contemplating the construction of this bridge or any other of wood or steel and you do not have a copy of Paul Mallory's "Bridge and Trestle Handbook" I would suggest you avail yourself of a copy. It is full of clear, accurate and easily understood information pertaining to bridge construction. (Besides, Paul could use the money). You would draw information from three chapters for this bridge, "Plate Girder Bridges", "Steel Truss Bridges", and "Moveable Bridges". On page 102 is an example of another Strauss bridge, it is quite different from this little bridge, but operational principles are the same. These 3 chapters will give you enough information to build a creditable bridge from an engineering standpoint.

RIVET MACHINE: I built a simple rivet machine from a few peices of scrap wood and steel shaft as shown below:



The male and female dies can be easily made in an electric or hand drill used as a turning machine. The .010 styrene works very well with this, you will be able to emboss rivets with a slight finger pressure.

CONSTRUCTION: Begin construction by cutting out the sides of the moving leaf from .020 stock. You will need either 2 or 3 of these depending upon whether you are making a single or double tracked bridge. Clamp the sides together and drill the trunnion holes all at once for good alignment. I used 5/32" brass tube for the main trunnions and 1/8" tube for the counterweight trunnions. Add the cover plates on all edges, keeping them centered on the side plates. Then add the "L's" at points A,B,C,D,E,F, G,H,I,K,N,P,S,T, & U on outside surfaces and B,D,F, H,K,N,P,S,T, & U on the inside. A,C,E,G,I, insides will be main beams from side to side so no inside L's are needed at these points. The leaves are not braced from side to side beyond I because they extend into the girders at this point. Note also that L's at points A,C,E,G,I,K, & P are double. (two L's, back to back) Incidentally whenever you see a brace or cross member on the plans it is always an "L". There are no flats or "U" channel used for bracing on this bridge. If you have understood this mess so far then you will be able to understand anything. Also if you successfully build this bridge, I understand they are looking for bridge engineers on the Ho Chi Minh trail. Cut peices of brass tube as long as the cover plates are wide for trunnions. Insert into the holes you so carefully drilled before and add six triangular braces to the sides on each side of each plate for each trunnion. Be sure none of this extends beyond the width established by the cover plates so none of it will snag the support girders. This is especially important if your bridge is to operate. You will find that the liquid glue (Testor's) used on the styrene will bond the brass tubes into the plastic very well. Set the side assemblies aside to dry. Build the 5 cross beams at this time, be sure to hold them all to the same width to keep the bridge sides parallel. Note that the plans given are typical views, the beam at G will be taller than the one at E because of the side plate's angle of increase towards its base. When the 5 cross beams are finished glue them in their appropriate positions on the side plates taking care that the whole assembly is square. When this assembly is dry build the track stringers between the cross beams, the one exception being beam I, the stringers rest on it rather than against it. (see cross sections) Make the "X" bracing of small L's. These are built up from .010 stock and there are two layers; one layer at the bottoms of the track stringers and

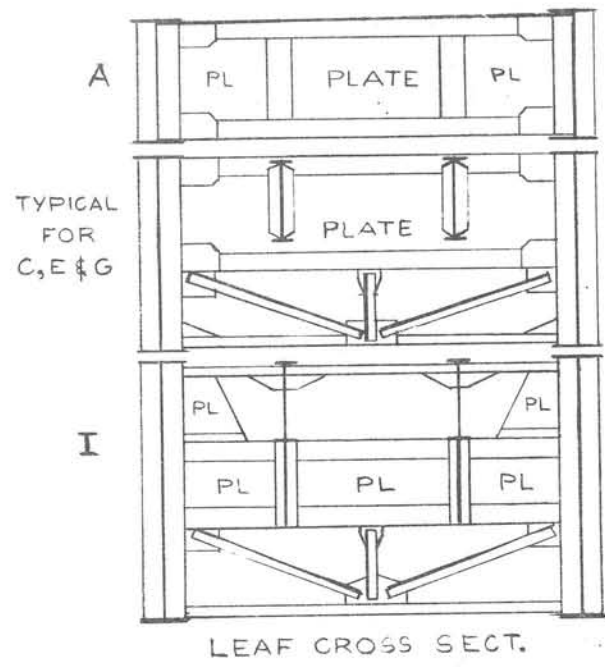
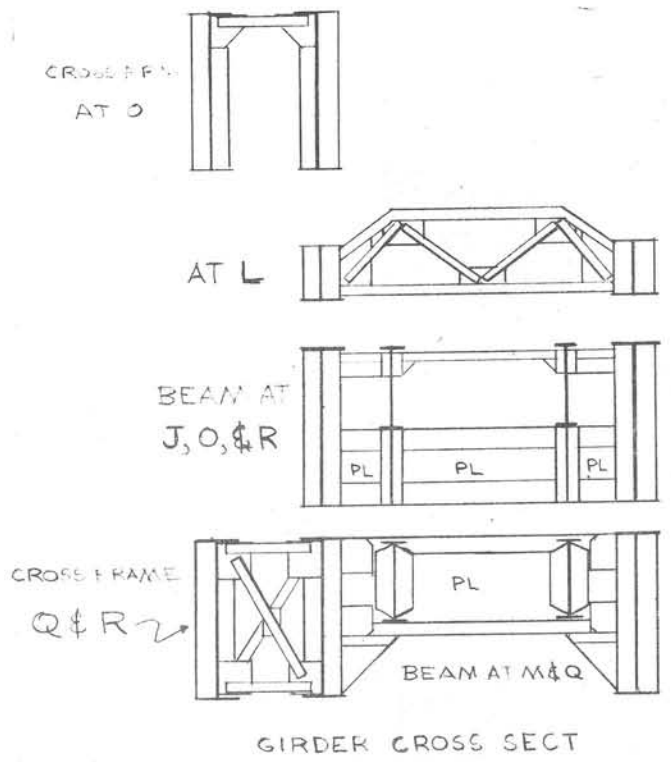
another layer at the bottom of the beam. They are superimposed when viewed from the top so only one layer shows on the plan. Build up the front end shoes and the moving leaf is done as far as the styrene work goes.

GIRDER CONSTRUCTION: Cut out 4 or 6 identical girders as shown on side view. You will need only 4 girders if you are building a single tracked bridge. The girder construction follows the link construction, using cover plates on the edges with L bracing. Add the L's as shown on the side view to the outside surfaces and one inside location at point M only. All other inside points have some sort of beam or cross member instead of an L brace. Build the cross beams for the girder assembly using the cross section drawings. Study this a little before proceeding, it is a little tricky, you have to be able to think in three dimensions at once to see how the leaf moves up into the girder assembly. If you don't know exactly what I mean just think of Raquel Welch for a moment..... See, that's thinking in three dimensions.

The floor beams at M & Q are alike, however M does not have a cross frame at its sides. The floor beams at J, O, & R are identical, however J does not have cross frames, and the cross frames at O have no bottom laterals or X bracing. This is to allow the ends of the leaf to come into the girders. The remaining cross beam is at point L, the trunnion. Note also that the cross section drawings show the cross frames on the left side only, the center and right side cross frames are identical so they are not drawn out. Add the track stringers, they butt against girders M & Q and rest on girders J, L, O, & R. The X bracing shown on the top view of the girder assembly is only one layer deep this time and it is at the bottom of the girder sides. Build the trunnion supports, one on each girder, but do not install trunnions at this time. The bracing shown between the girders on the front view is all two layers deep, one layer on the front and one on the back, so have fun. Build up the support towers, one on each side using front view for dimensions. This bracing is also two deep, front and back. The outer sides of each tower are simple X braces with no laterals, 8 X's high. Add the supports for the operators platform on the left side only, add girder shoes on all girders. The long angle brace shown is on the outside girders only, also note the difference in bases. The base marked "I" on the inside girders is larger than the base "O" on the outside girders.

COUNTERWEIGHT: The counterweight is basically a great rectangular block of concrete with reliefs cut into the sides and center to clear the leaf ends. It has metal brackets cast into the concrete which pivot on the counterweight trunnions. You could easily build this up of styrene also or cut it from a balsa block. In any case if the bridge is to operate it should nearly equal the weight of the leaf forward of the main trunnion.

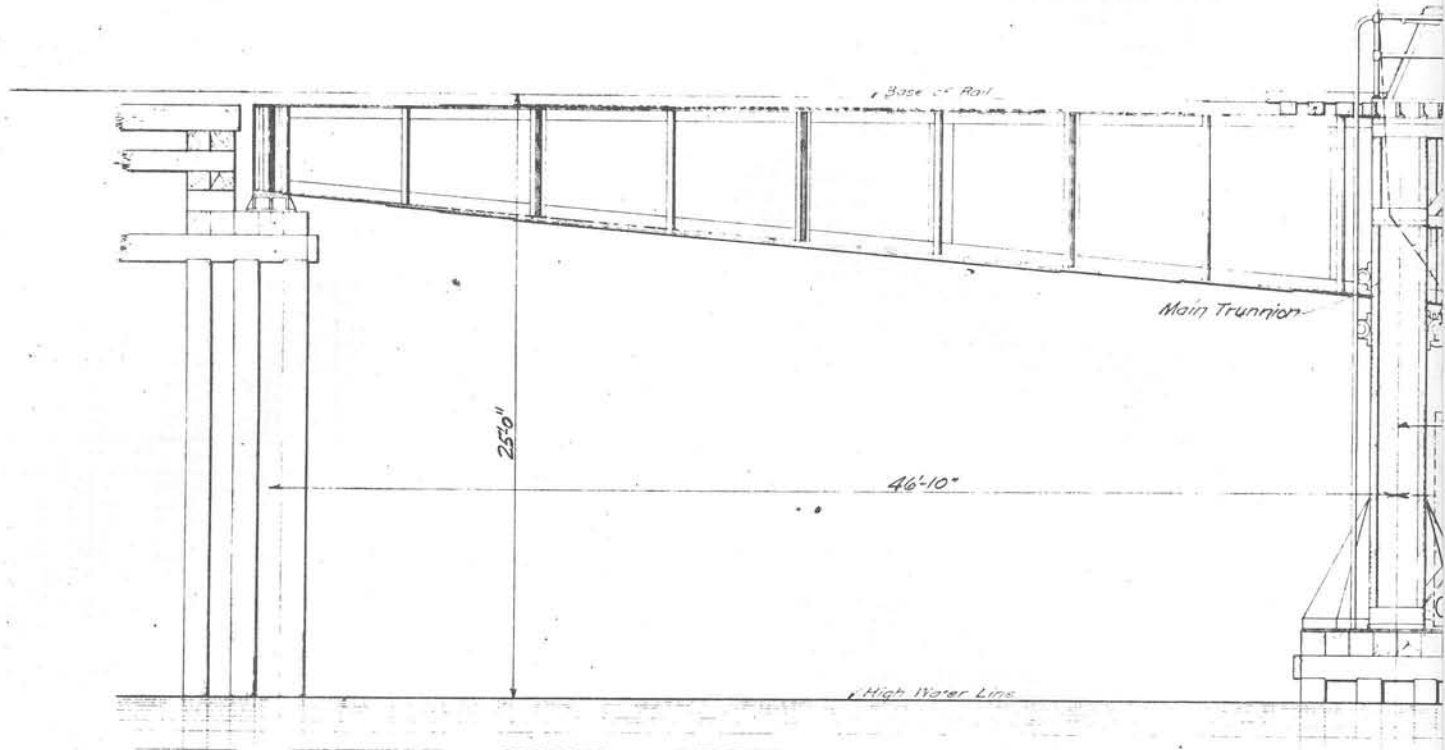
FITTING LEAF TO SUPPORT GIRDERS: Cut trunnions for the support girders from the same size tube used to supply the main trunnions for the leaf. You will then use a length of the next size smaller telescoping tubing as a pivot. Cut the pivots to proper length and glue a girder trunnion to one end only of each tube. Place leaf into girder assembly, insert pivot tubes through leaf trunnions and place but do not glue another girder trunnion onto the end of each pivot. Align the leaf being sure it is parallel to the girder assembly in lowered position. If the bridge is to operate you must check the raised position also. Use shims under the girder trunnions to achieve these conditions, the



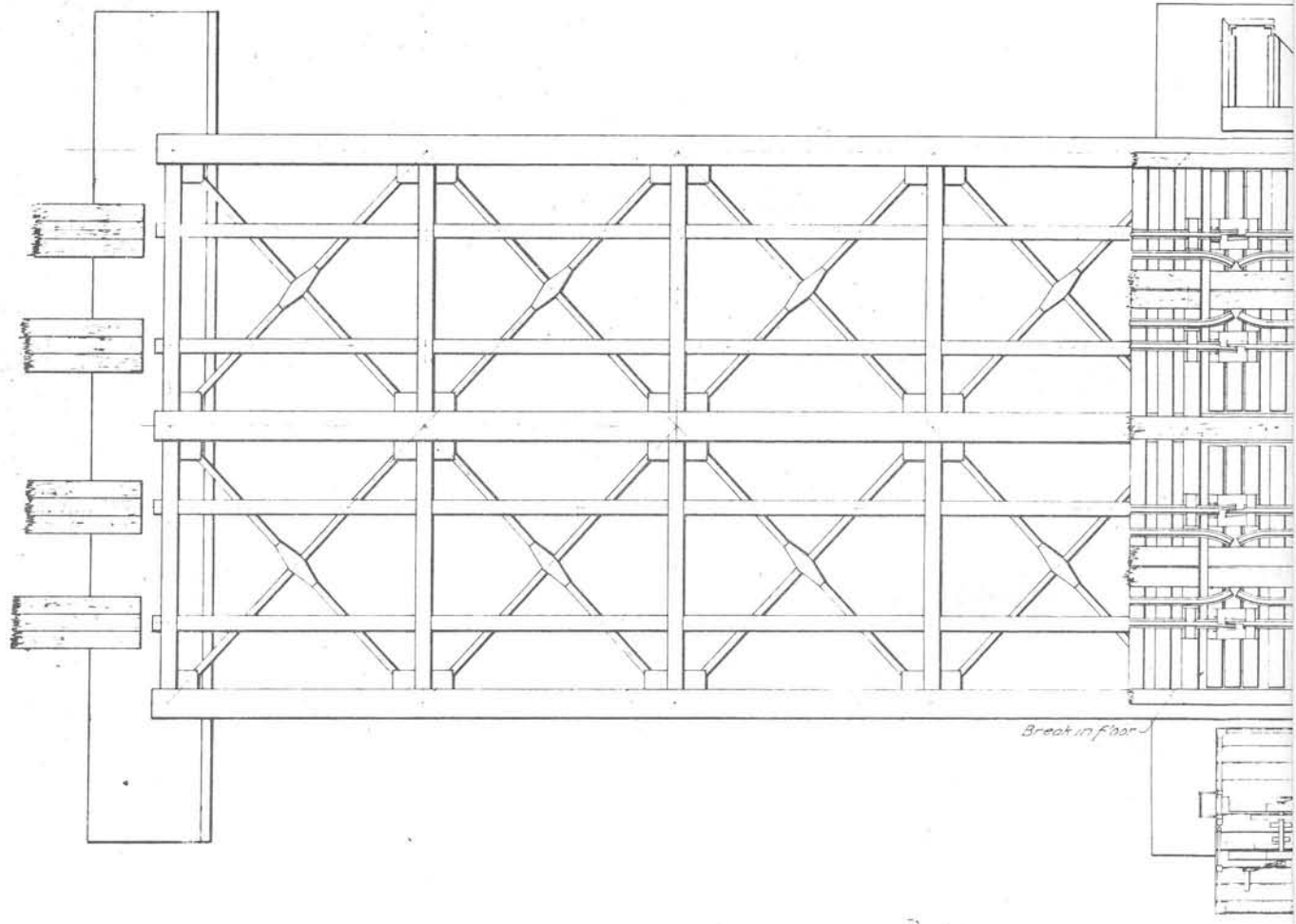
prototype used shims in this way also. When you are sure the leaf is in its proper position glue the inner girder trunnions to the trunnion supports using Goo, but be careful not to glue the pivots to the trunnions. The bridge would still operate but you would not be able to disassemble it for painting and installation. This would also be a good place to attach the counterweight and check its clearances.

Note: Dotted lines indicate
Bridge in fully open position
Maximum angle of opening 82°

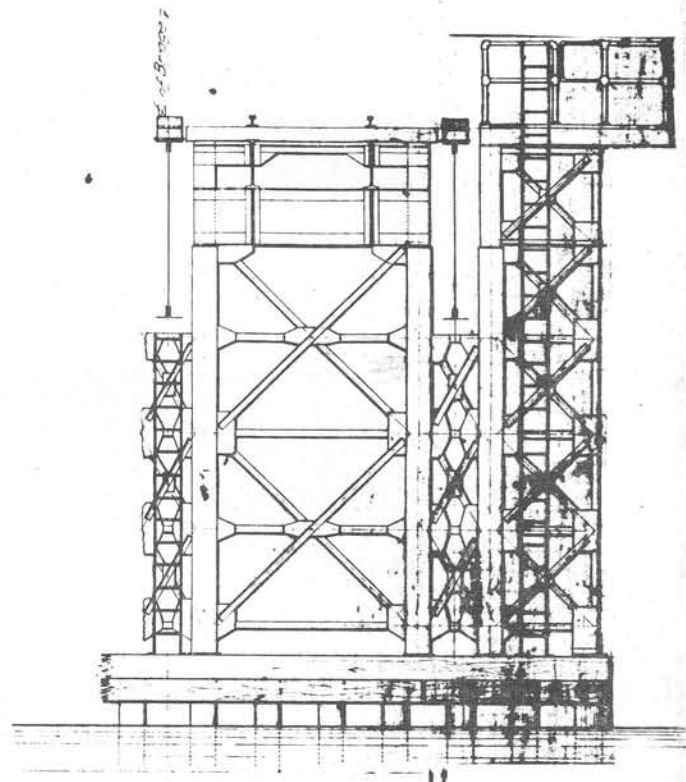
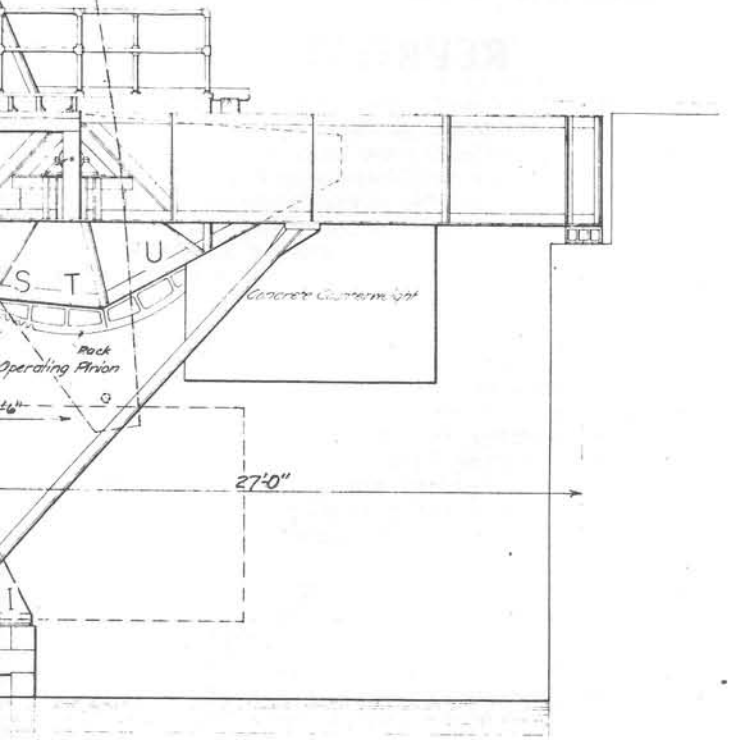
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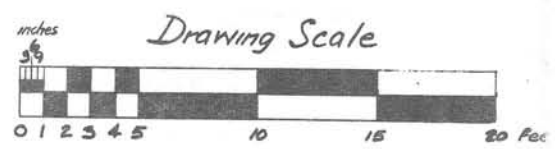
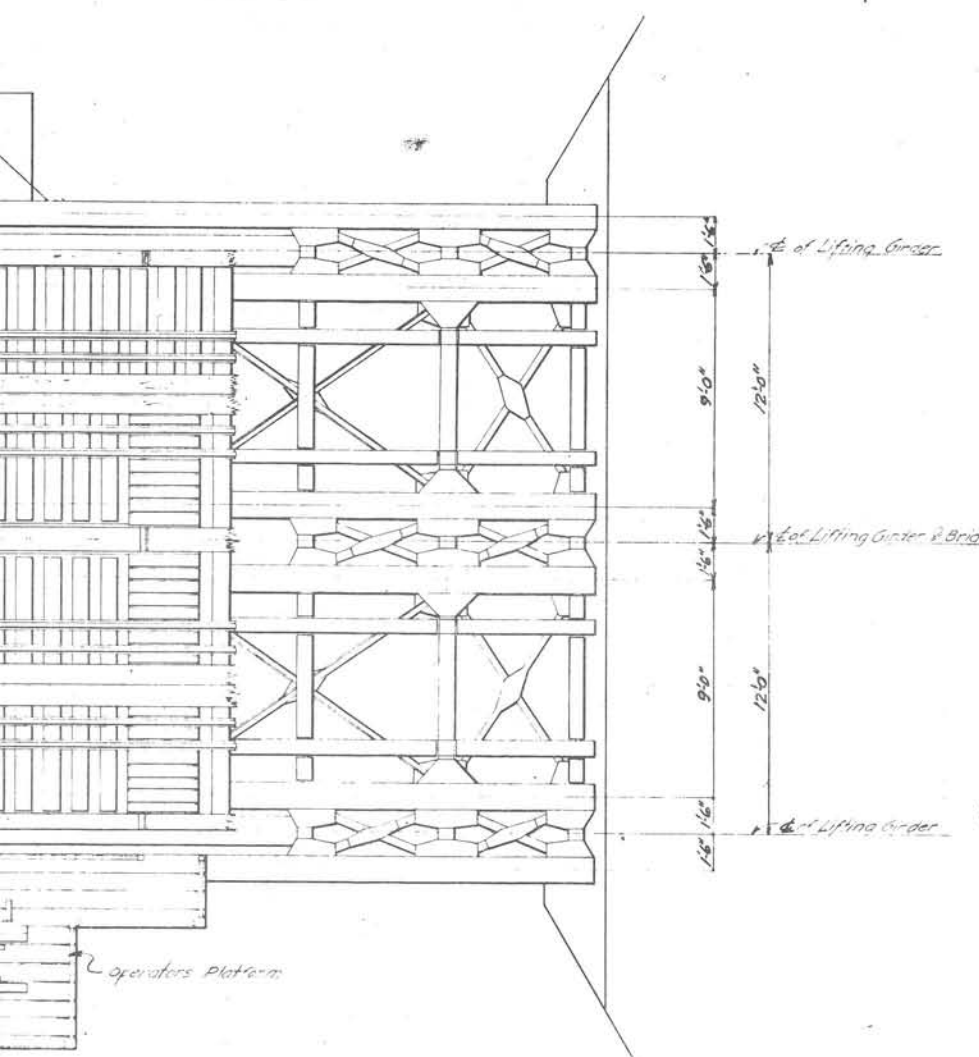
ELEVATION



K L M N O P Q R



HALF ELEVATION OF APPROACH SUPPORT

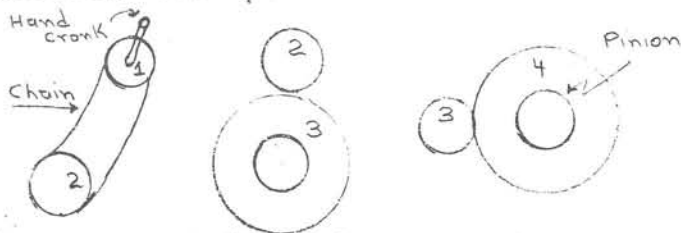


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 BASCULE & CONCRETE BRIDGE CO.
 CHICAGO, ILLINOIS

TIES AND TRACK: The ties on the leaf rest on the track stringers and side cover plates, they are attached by large bolts passing through the guard timber, tie, and side plate. This operation will use up some nut and bolt castings! The leaf ties end at the notation "break in floor" shown on the top view. The ties on the girder assembly rest on the stringers and cover plates, they are also attached by a bolt to the cover plate. The girders in this case, however, are inside of the leaf girders so the guard timbers are bolted to the tie ends to allow them to align with the timbers on the leaf. This means 4 nut and bolt castings per tie on the girder assembly! I think I should be in the parts casting business. The walkway is two planks nailed to the ties, with the "break" at the same point as the ties. The rails "break" at almost the same spot as the ties but one tie over onto the girder assembly to assure stability. The rail break detail shown on the top view is the same on the land side of the leaf also. The guard rails break at the same point as the running rails. The guard timbers break at a point further onto the girder assembly than the ties and rails. If you follow the guard timbers onto the girder assembly you will see their break 9 ties in. This is to allow the leaf girders a slot to come up into as the leaf lifts.

OPERATION: This is a Pandora's box of possibilities, the simplest of which is not to have the bridge operate at all. The next step is hand operation only to show people the principles of the bridge. Next would be a powered operation with a little cheating, the counterweight could be underweight and a rod or string would be attached to its bottom. Pulling the rod or string would lift the leaf and the light counterweight would allow the leaf span to close the bridge by gravity. The final and most frightening possibility is to have the rack and pinion actually operate. When the prototype was installed this was done from the platform by hand crank, however in later years the operation was motorized. Gearing as shown:



FINAL DETAILS: Painting the bridge is next, if you have used styrene you must either spray paint or use enamels. The prototype could use painting also so if you desire, a weathered bridge would be correct. I believe the original color was black, also stain your wooden ties and paint your rails. Assemble the leaf, girder assembly, and counterweight; insert the pivot tubes, glue to the inside girder trunnions and glue the outside girder trunnions in place. Do not allow the glue to contact the leaf trunnions unless you want a static model! When installing the bridge on your layout be sure to leave an area for the counterweight to lower into. The prototype has a tiny operator's shed to the rear of the crank assembly and a larger shanty across the tracks where the operator stays between trains. Trains are signalled by lights and crossing gates in both directions. Signals cannot be cleared unless the leaf is locked in a down position.

Lamoille County short line REPRIEVED

One of the most picturesque little short lines in New England sure is having its share of problems. The St. Johnsbury & Lamoille County R.R., shut down since November of last year, is being forced by the federal government to resume operations even if on a somewhat limited basis.

It's probably impossible to pinpoint any one cause of the 99-mile line's difficulties but deteriorating roadbed seems to be the biggest thorn in its side. Several derailments culminating in the loss of an \$800,000 electrical turbine into the Lamoille River apparently spelled the end, for Saint Jesus of Long Coming ceased operations shortly thereafter and filed for abandonment.

Both the State of Vermont and the ICC feel that the railroad is vital to the economic health of the primarily farming region of northern Vermont. Earlier this year, they won the first round by securing a federal order to resume operations. The line was further ordered to repair the track and clear it of ice to permit traffic at 10mph. St. J & LC's petition for abandonment is still pending though, to be decided in early April.

No matter what the outcome of those proceedings, it seems fairly well assured that the railroad will be saved. A Vermont state transportation authority was created specifically to take over the ailing line and repair it to the extent of \$3 million, if a suitable private buyer could not be found. Negotiations are under way with a prospective buyer and it is hoped that this attempt will be successful.

The St. J. & LC is most recently remembered for a successful campaign several years ago for funds to refurbish and save one of the last railroad covered bridges in the country along its right of way. Most connoisseurs of New England railroading are no doubt very much relieved that this diminutive line will get a new lease on life. Our thanks to Pete Eaton of Derby Line, Vermont, for sending us information and clippings on this item.



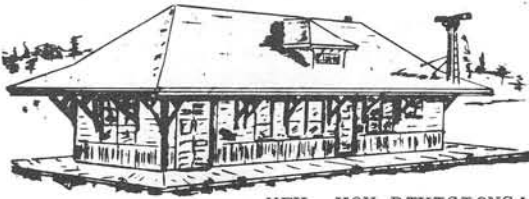
Add a few final details, a ladder to the pier, a few bathing beauties, etc. and the model is completed.

Now whenever someone throws you that age old challenge from the west to "Draw, pardner, draw!", you can answer in style!

Station Stops

compiled by

Harry J.
Wagner



HEY--YOU DIVISIONS!!

Once again, we ask that each division appoint a body to keep the Coupler up to date regarding happenings in their areas. With a couple of exceptions, most of the information below was scraped together from personal knowledge of the editors or from the Timetable.

To the Divisions which were thoughtful enough to help us by forwarding items of interest, our thanks and keep it up--please!!

Send your reports to Harry Wagner, 70-25 67th Place, Glendale, New York 11227. See page 2 for issue deadlines.

SUNRISE TRAIL DIVISION

In an interesting example of power pooling, a couple of Bangor & Aroostook GP-9's were spotted operating side by side with PC and NYC units recently in Ridgewood, N. Y. on the old NY Connecting Railroad trackage. STD is sponsoring a rolling meet to Greenport in June. It may be the last summer season for rail trips to the old port as the LIRR is rumored to be seeking permission to suspend passenger service on the line. That should be special incentive for everyone who can, to make the trip in case it actually is the last.

GARDEN STATE DIVISION

See the Timetable for GSD's Little Convention in June. Also, Garden State's program of roving clinic-meets on Monday nights is apparently quite popular. Contact Bob Judge, Charlie Gerow or Pete Hugger for further details. The Model Railroad Club, Inc., Murray Hill, N.J. has completed erecting their building.

EMPIRE DIVISION -"Central Diocese Doings"

Empire is now soliciting membership. \$1.00 yearly dues to Bill Brundage, c/o Yellow Caboose, .td., Camillus Plaza, Camillus, N.Y. 13031, brings membership card and the division paper, "The Empire Builder" featuring news of what's happening for Central New York State; first issue will be out shortly. The division sponsors open houses, club visits, and many other activities. Club plans, promotions and ideas are welcome.

Skaneateles Model RR Club--benchwork completed and just 50' of 1000' mainline trackage is down. Hand laid ties & rail. Article on club and layout will be in future Railroad Model Craftsman magazine.

Clinic on custom painting by J. Todd Roberts of Winden Shops has been volunteered for the Springfield Convention.

HUB DIVISION

Edaville R. R. is once again hosting Annual Railfan's Day at their facilities in S. Carver, Mass. The date is June 16 and more info appears in Timetable.

FLASH--The "Rocky Ridge & Sandy Flats R. R." with headquarters - general offices at 29 Alpena, Dedham, Mass, is up for abandonment according to Mr. E. J. Kuhn, Jr., President. Mr. Kuhn has stated that the entire operation will cease and all trackage-main line branch and yard facilities will be torn up and dismantled prior to building a new and greater right of way. In flagrant violation of the I.C.C. rulings pertaining to proposed abandonment, Mr. Kuhn has not only failed to file with the I.C.C. but has posted no notice whatever of the impending ceasing of operations. When asked about the effect on the Rocky Ridge-Amtrak agreement, Mr. Kuhn claimed that this is the Federal Government's problem. When asked about the effect this would have on the passengers who rely and depend upon the 10:10 as their sole means of transportation, Mr. Kuhn replied, "There will be a BUS." In view of the near riot, during which Mr. Kuhn had to call out the Guard back in '68 when the 10:10 failed to run due to being late-- (the 10:10 never runs late--Mr. Kuhn was on the phone)--there is apt to be chaos, yea, an insurrection in Dedham. --Brundage

NUTMEG DIVISION (R. VanCleaf)

Nutmeg is busy organizing to make next year the best yet for model railroading in Conn. Meetings for this year will include clinics, work sessions and a good old-time movie, "The General." Our May meeting is being planned for the Branford Trolley Museum. See Timetable for specifics. Nutmeg is happy to announce that three of its BOD members are first-timers. The Division is looking forward to a fresh supply of talent and ideas.

LOST & FOUND--but mostly LOST

At the Nutmeg convention, a volume of photos of the CNE RR in Bloomfield blue binder. Anyone with information, please drop a note to R. Hanschka, 81 Kenwood, Bloomfield, Ct. 06002.

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HUDSON VALLEY DIVISION

"Case of the missing Division"

Does anyone know if Hudson Valley is still active? Last we heard, was they became defunct. Would appreciate clarification.

HUDSON BERKSHIRE DIVISION

Check the Timetable for special orders regarding their 6th Annual Show in May. By-the-By, HBD puts out a very interesting paper, "Form 19" Cooperstown R.R., Cooperstown, N.Y. will be resuming operations for the summer season.

The Hudson-Berkshire Division recently held a meet in Wappingers Falls. There were many interesting displays, among which was a rock-mold casting display with some different production methods than we're used to using. Al Westerfield previewed a tape-slide clinic which he hopes to have offered nationally very soon; exceptionally enjoyable and informative; keep your eyes open for it. Also, the Hudson Valley Railroad Society is offering for sale a 40' Athearn box car kit with two sets of Hudson Valley transfers. The kit sells for \$3.00. Send your check to:

Hudson Valley RR Society
c/o Steve Curtis
84 S. Mesier Avenue
Wappingers Falls, N.Y. 12590

SEACOAST DIVISION

Boothbay Railway Museum, Boothbay and Seashore Trolley Museum, Kennebunkport, both Maine, are scheduled to resume summer operations. Full schedules are available from each, SSAE appreciated.

ALOUETTE DIVISION

Alouette has been incommunicado since late fall. Have they dug out yet??

PIIONEER VALLEY DIVISION

Pioneer Valley and Nutmeg Division are both very busy co-sponsoring the Springfield Convention in May. See article on this convention elsewhere in this issue.

LITTLE RHODY DIVISION

100

At the time of publication, things are building to a head for the big OPEN HOUSE with a visit to the Narragansett Pier Railroad. Hope it was a good day in Rhode Island. Future doings are unknown.

101



12

TRANSPORTATION REVOLUTION

by Stan Bradley

We can justly say that during the past quarter century, we have seen more changes in the pattern of living than have any of our ancestors; yet, undoubtedly, greater things are yet to come. The American city of today bears very slight resemblance to that of 1900 which marked the "glory years" of the railroads. And yet, it always seems that the greatest changes are the most recent ones.

Of all the revolutions present and past, transportation may be considered the most outstanding. We have witnessed the supremacy of the automobile and the emergence of air travel. The railroad is now fighting for its very life, and not doing a very successful job of it. The industry will have to revitalize or it will succumb, just as did its predecessors, the trolley car, the stagecoach and the steamboat. Gasoline and diesel have replaced steam, and dual lane concrete highways now supplant the dirt roads of yesteryear.

Today's commonplaces are tomorrow's nostalgia, as evidenced by collectors of antique autos, trolley cars, and steam locomotive fans. We recall with affection the iron horse which was responsible for the epic of transportation, but we tend to ignore its many shortcomings and failures. We sympathize with the plight of the railroads today, but forget that they were almost universally hated in past years when they ruthlessly ran rough shod over anything which stood in their paths.

Railroad companies were at one time the largest corporations the world had ever known. They were formed for one purpose, to make money. Furnishing transportation was a secondary. They accomplished their objectives in a spectacular manner, usually at the expense of the stockholders, the employees, and the public. A few people became wealthy, and "the public be damned." The Erie had its Fisks and Drews, the New York Central had its Vanderbilts, The B & M had its Mc Ginnis, the New Haven had its Mellons, to mention a few. The list goes on to this very day, when the spectacular collapse of the Penn Central disclosed tremendous manipulations at a time when they could not even keep track of a few freight cars.

The railroads of today stand at a crossroads. Time and progress have run away from them. People and their goods will use the forms of transportation which best suit their purposes, and the railroads do not seem to be furnishing it. They are crying out for public subsidization, and are not even earning that. Every handout brings re-

quests for more. Most of the companies are bankrupt and it is difficult to see how they can ever again emerge as solvent business enterprises.

There has been talk of the government taking over the railroads. That was tried once, and it turned out to be a major disaster. The U. S. Government is not geared to run a business. Politics being what it is, no intelligent person can conceive of an efficiently run government enterprise. Witness the New York subways as a prime example. Amtrak is so completely at the mercy of Congressional influence and appropriations that it hardly knows from day to day what is coming next.

Today's greatest transportation revolution appears to be the problem of mass transit, getting large numbers of people to and from their businesses quickly and efficiently. The railroads have completely failed to solve this problem. Thus, the natural law of economics makes itself felt. If people can't get to their jobs, the jobs will have to go to the people. There has been a mass exodus of business from the cities, as a result of which, they are screaming about lost revenues. This appears to be the trend of today's transportation revolution, and it will require an entirely different concept of mass transit than that presently existing. Whether the railroads are a part of tomorrow's picture remains to be seen, but one thing is certain--it will not be railroads as we know them today.

Atlanta is served by several railroads, but to us, the most important is the Southern. As y'all know, Southern has not joined AMTRACK, and as the result, continues to operate, and I do mean, operate, its own passenger trains. This will make PEACHTREE '73 more enjoyable on two counts: we will be able to ride behind a double-header of steam power on a fan trip over Southern tracks; and y'all can ride the Southern's trains to and from Atlanta as part of your trip. It doesn't matter how near or far y'all are to Atlanta, the best way is to come by train, and the way to find out more about it is to write to:

Mr. L. G. Sak, General Manager
Passenger Sales and Service
Southern Railway System
P. O. Box 1808
Washington, D. C. 20013

After y'all, the next most important thing at PEACHTREE '73 will be your contest entries. We who are planning for your coming cannot put on the model contest, the loco performance contest, and switching contest, the pass contest, and the photo contest, without your contribution. So, not only come, but enter the contests. We will be happy to have your entries, if y'all can't come, but it won't be as good; so send them along with a friend, or make other arrangements for the transportation of your entries in model, pass and photo contests.

If you cannot ride the train to Atlanta, or have to fly to get to Southern's tracks, you will be able to get complete flight info to Atlanta from:

Mr. Jerry Jinks, Account Executive
Delta Airlines, District Mktg. Office
Suite 1800, Gas Light Tower
Atlanta, Georgia 30303

And we haven't forgotten those of y'all who will be camping to and from Atlanta. Camping sites are available at Big Shanty, site of the General locomotive. Additional sites are at Stone Mountain, where steam trains are operating. Details are available at your local automobile club, or write to:

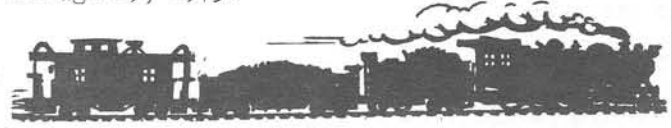
Mr. John Semore, Travel Consultant
World Wide Travel
Georgia Motor Club
1100 Spring Street, N. W.
Atlanta, Georgia 30309

The General sez, y'all come to the PEACHTREE CONVENTION in Atlanta, August 15 through 19, 1973.



The General Sez:

Y'all come to PEACHTREE '73 in Atlanta. My friends in SER are planning a wonderful time for all of us who will be spending August 15 through 19 with them. And to me, the most important part of the convention is the wonderful model railroaders we meet there. Why don't y'all plan on being there, and in that way making both of us happy?



BOD Hartford

On January 21 your faithful officers and representatives (and an editor or two) made their ways to Hartford to meet on the continuing saga of the NER.

Shortly after arriving, we were all relieved to learn that the Region still existed. Our President, Graham Harvey, confirmed this fact by opening the meeting.

All kidding aside, though, your Board ran through the more mundane necessities of our organization. We're still solvent, at last count, and our intentions are to stay that way. Naturally, more opinions, outlooks and ideas can always be used. If the same people keep showing up all the time, we will all fall asleep-----So-----we would like to re-emphasize the fact that guests of all our Divisions are always welcome. Your two cents might be worth a lot more if you'd throw it out on the floor for serious discussion and consideration.

The next "OPEN" (they all are, you know!) Board Meeting will be in Springfield on the Sunday morning of the convention there. (May 20th). Don't be afraid to walk in and take part--we're only there because you wanted us--come and see us perform, or better still, tell us what to do!!

M

-----And a few words from Watty House on what went on AFTER the BOD in Hartford!

Sunday, January 21, 1973 was a Banner Night for Mildred and me. Some 20 NER members, after spending the day wrestling with NER problems, visited the Conn. Midland. Fortunately, Dick Fairchild, Paul Fleming, John Rogers, our experienced crew, were on hand to operate our passenger schedule, which was carried out without interference from the gremlins so often present with visitors. At the same time, Skip Hayden was busy switching cars to suit himself in the Danbury yard, and Charlie Gerow was happy with the switcher and cars at Norfolk yard.

The NER members were most tolerant of the lack of adequate seating space--the cellar is too full of railroading. The most frequent comment seemed to be about the realistic wheel clicks at the rail-joints which punctuated the din of two or three 'O' gauge trains running at the same time. This din precluded much comment on what train was going and why, which could have made the operation more interesting to our visitors.

The High Point of the evening was when past President Dick Towle presented me with an elaborate certificate as a 1950 President

Memories of the Village Depot

It was a humble, small building beside the railroad tracks at the edge of the village. The windows were grimy and the gray clapboards were stained with the soot of years.

Inside, dark gray paint blended with the dirt-stained floor. Around the walls on three sides was a narrow plant bench; a tall pot-bellied castiron stove stood in the center and the metal stove pipe made several turns to the chimney.

In one corner was the depot agent's office, a small area with a ticket window at which one bought a ticket if going to the city for a day's trading. On either side of the ticket window were posters with pictures of train robbers; and the headline; "Wanted--Dead or Alive," with its promise of \$500 reward caused many a farm lad to plan how he would spend the money if he captured the desperado.

The clacking telegraph instrument sat on a shelf before the window that overlooked the tracks and sometimes a lad was allowed in the office to listen to the messages that came over the wires.

In late afternoon, villagers gathered to await Old 57 from the city. Far down the line one heard the long-drawn, low-pitched whistle as the engineer blew for Johnson's Crossing. With an ear to a rail, one could hear the haunting, distant song of the steel.

With a wild clanging of the bell, harsh rattling of metal and hissing of steam, the train pulled in. Shouts were exchanged as egg crates and cream jugs were tossed on the steel-wheeled station cart. Then, with a staccato blast, clacking machinery and pealing bell, the train headed up the line for Center Junction. And as a lad jogged home behind the Morgan mare with the cream jugs in the democrat, he resolved that some day he would be in that train, riding away to life's high adventures.



-----Found in COUPLER Archives

of NER--also "Recommending him to the Hospitality and Protection due a Faithful Overseer." Just how much Old Age Insurance is involved in this friendly tribute to this Old Man??

In any event, I am most grateful for this thoughtful expression of sentiment from my friends in NER. I shall have it framed and hung in the Railroad Room where I spend much of my time.

INTERSTATES PROMOTE Rail Rooding

by "Watty" House

Noting that the widening of I91, north of Hartford would tie up this main artery for several months, it was decided that rail service from Enfield to Hartford at 15 minute intervals would be provided--supplemented by more bus service to local points from Union Station. Also, shelters and large parking lots at Enfield, Windsor Locks and Windsor. So--despite the powerful Highway Lobby and Gov. Meskill, there will be some increased mass transit, which will hopefully decrease the Hartford jams and the auto pollution there. Hartford just cannot cope much longer with sharply increasing auto traffic; and it's absurd not to use the many railroad feeders into Hartford for mass transit before they are abandoned.

If we need the Amtrack Passenger Service to New York and way stations for the folks who do not have cars or dread driving into NYC, they should be fully subsidized. If we can subsidize expressways with billions of dollars to help the trucks bankrupt the railroads and subsidize the buses with millions, we can help the railroads to keep their profitable business and cut their losses on small branches.

The basic question is: "Do we need the Railroads?" If we do, why not help them to become more efficient and not help them into bankruptcy?

Roseville Revisited --

We inadvertently left Dick Hanschka's byline off the Roseville Interlocking article--sorry Dick. Dick is the author of the Soot & Cinders columns seen in past issues of the COUPLER and has agreed to write future articles for said publication. Glad to have you aboard, Dick.

WHaM

Nutmeg Division's Bob VanCleaf has volunteered his services to answer questions from the membership regarding any problems you might have with wiring, modeling techniques, etc.

So--if you're looking for answers, send your questions to Bob and a new column on troubleshooting will emerge!!

Bob VanCleaf
Box 267 RR 3
North River Road
Coventry, Conn. 06238

Model Contest

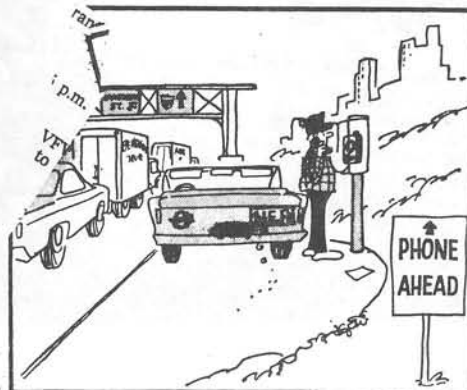
by Al Westerfield

At the New York City convention, the turnout for the model contest was pathetic. Many people grumbled about the lack of models on display, yet I didn't hear anyone say they would remedy the situation by displaying models themselves. Model building is what our hobby is all about! We all look forward to the contest display to see the work of the geniuses (and duffers). Can it be that so few modelers are proud enough of their work to simply display it, let alone enter it in the contest?

When you come to Springfield, bring a model. It doesn't have to be scratch-built--how about that craftsman kit you slave three weeks over? Or that brass loco you painted with special attention? Or the single slip switch you're about to install on the layout? Know a good method for making trees? Set up a display explaining how.

You don't have to be a scratch builder to win the model contest, either. The guys who made the judging rules were smart; they set it up so that workmanship and finishing count more than scratch building. A well built and detailed kit will beat a poorly done scratch item. Graham Harvey, a Master Model Railroader, has won prizes in the contest with kits, and so have many others. Of course, a well-built scratch model will beat a kit anytime, and that's how it should be. The extra effort is rewarded. Yet, you never can tell what may show up at the contest. It's possible that nothing scratch built will be entered in the category your kit is entered in. You could be a sure winner. Also remember, the special New Modeler Award.

But whether you enter the contest or not, bring a model. If you wind up grumbling about the lack of displays, you have only yourself to blame.



"I missed the turn-out. It looks like I can exit about 30 miles from here and work my way back and see you at the convention sometime before the fan trip tomorrow."

the coupler
 42 Sunset Terrace
 Vernon, CT 06066



Hotel and Motor Inn is conveniently downtown, only minutes from Mass. Turnpike, Interstate 91 and Rte. 20.

FIRST CLASS MAIL

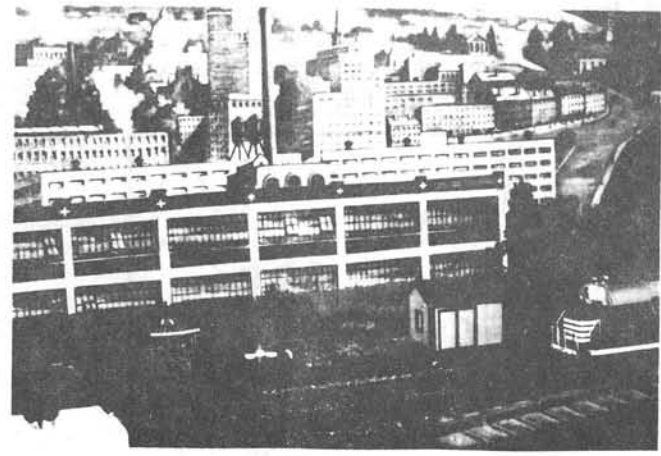
Robert Strobel
 1203 - 89th St.
 North Bergen, N.J. 07047

Spring In Springfield

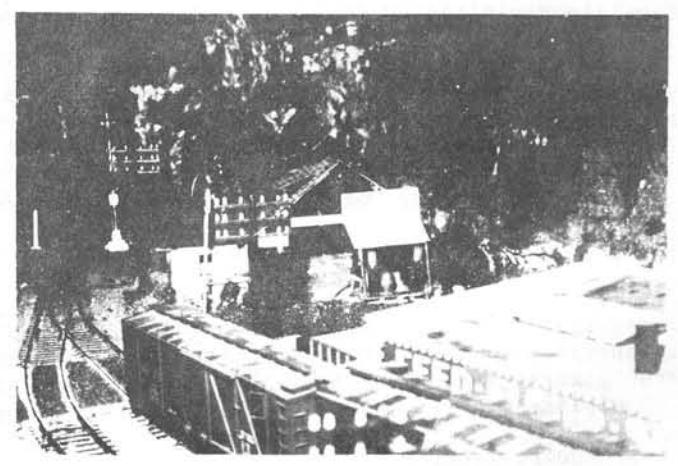
Our "Spring In Springfield" Convention promises to be very full of activities that should appeal to all true model railroaders. The star of the show is the fan trip on the Pioneer Valley Live Steamers. And since that organization is having a convention of its own at the same time, we'll be right in the middle of their very best show. You'll be taken there by bus from headquarters at the Stonehaven Motor Inn. (Rates are exceptionally reasonable at \$12.00 single and \$16.00 double) If the weather permits, there's an outdoor pool for your enjoyment.

Layout tours will again be on the convention schedule, for those who thoroughly enjoy visiting homes, layouts and people. We've got some good ones (homes, layouts, & people) as the accompanying photos (and on the cover) will attest. This has always been a very popular segment of NER conventions and Springfield will be no exception.

Although there's no auction, the evening is full with a social hour from 6-6:30 followed promptly by a smorgasbord banquet. Awards will be presented at 7:30 p.m. Dinner will be followed by dancing in the banquet room. The banquet is limited to 250, so be sure that you've filled out and mailed your reservations from the forms that were sent to you earlier under separate cover



Blacktail & Mystic Railroad of G. E. Meyers. Hot shot entering town of Buffalo Gap, Powered by Alco Century 430, with Hobbytown drive.



CV Division of Jay Traver. Mainline looking east toward tunnel and Newport Yard. two photos by Jerry Meyers