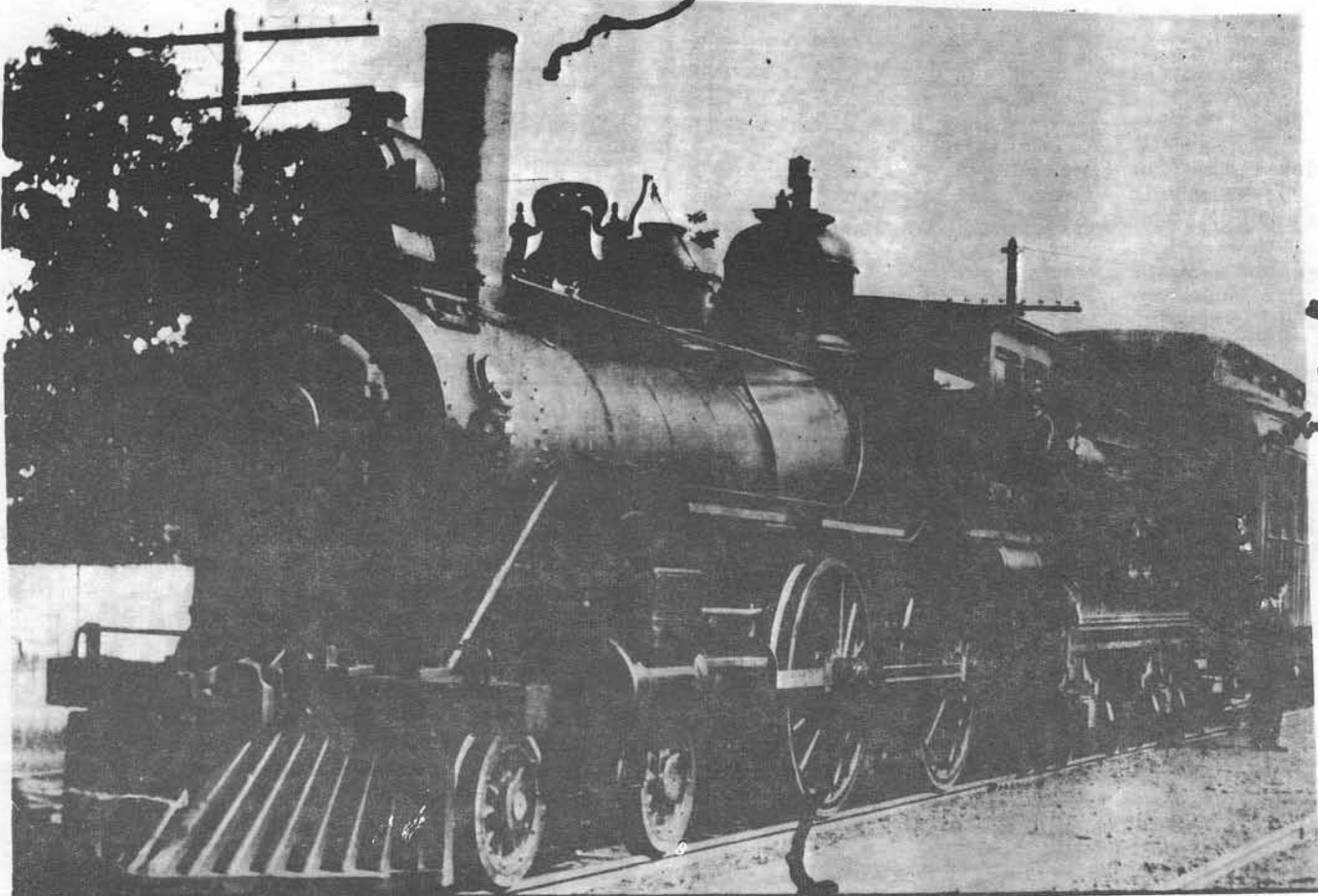


**NERI**

Summer '73

**Coupler**

101



Train 148 B & M #25 Scarboro Beach, Me. July 1896 R. M. Hanschka

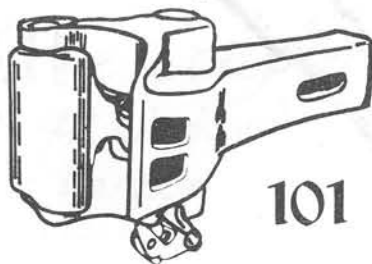
**MAINE RAILROADS**

*the Waterville Way*

**ATLANTA REPORT**



# the coupler



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Are we coming or going?

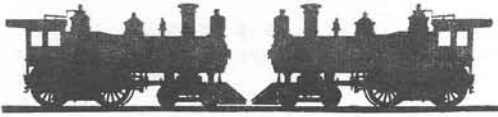
**I**wonder how many of us have ever stopped to think of how model railroading has helped us to broaden our skills and understanding in areas outside of the hobby. Perhaps some of you can be induced to take such a skills inventory.

How many have learned to solder through the hobby and in what other areas of endeavor has this skill proved useful? Have we not been exposed to some elementary principles of carpentry in building strong, durable benchwork? What about electricity? I am certain that countless numbers of model railroaders gained their first experience in things electrical with wiring their layouts. There are other areas too where many of us have acquired never-before possessed abilities--structural and civil engineering, drafting, lighting, art, photography, painting, and the list goes on.

I am the first to admit that we have not become qualified engineers or cabinet makers through this medium alone, but I insist that almost all of us have picked up knowledge which we did not have before. And even if we have not become expert, we surely have gained some understanding in these many and diverse fields. I for one, have come to be familiar with and comfortable with a wide variety of tools--hand tools, power tools, machine tools, instruments, etc. It is very likely that I would have had no other reason to become interested in and develop an appreciation for tools and equipment.

However, with all of this, there is one asset I believe our hobby has given us which overshadows all of the others--ability to plan. Planning is essential if one is to have a satisfying layout, whatever its emphasis is to be. Without proper planning, you wind up with grief, dissatisfaction and perhaps even disaffection altogether. Of course, this ability carries over to everyday life as well. We surely are liable to plan in greater detail activities, projects or decisions we are about to undertake. Even if planning is not a newly-acquired

# Point-to-Point



A time well spent was the five days at the National Convention in Atlanta. NER was well represented, with the contingent including the President, Vice President, Office Manager, Membership Chairman, Coupler Staff (WHaM) and several Directors and former officers. The program was broad and interesting.

Several of us participated in the program, too: Walter Olevsky was on the model judging staff, and two of our MMR's were presenting clinics throughout the convention. Walter's photos took two awards in the photo contest. The model contest had several entries from our Region but no major awards were brought home, although the Best In Show was from adjoining Mideastern Region.

The B.O.T. meeting went smoothly under the capable gavel of now-retired President Gene Colborn. One of the pleasures of NMRA office was related by Gene: that long-anticipated joy was experienced by him when, one month before the end of his term (and as more of his duties were being transferred to his successor) he rolled back the curtain and exposed his layout to the light of day. It had remained covered for most of the years of his term as President.

The most significant item of business for our Region was the referring back for a thorough study of the proposal to charge all non-U.S. resident members an annual surcharge for mailing at higher rates. While it is true that it costs the organization about \$1.30 more for each Canadian member, we feel it is an unnecessary hardship on those residing within the four regions whose borders extend into Canada. (NER, NFR, TLR, and PCR) An alternate method of mailing, under a Canadian permit, must be investigated. If any of our Canadian members are familiar with postal regulations, please convey this information to me.

In the light of our participation in the convention 1000-1500 miles away, we must assume that the 1978 convention, which should be held within NER, will be an all-out success.

**GRAHAM**

~~~~~  
small, I maintain that through model railroading our ability has been enhanced.

So there we are. In what other hobby can so varied a field of interests and abilities be cultivated? All this might be considered a fringe benefit, an extra incentive, to participation in the greatest hobby in the world. We are indeed very lucky!

# TIMETABLE

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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 22 (Saturday): Sunrise Trail Div. Fall Meet. West Islip Public Library, corner Higbie La. & Montauk Hwy., 12-5 p.m. Pre-meet brunch at 11:00 a.m. at Pioneer Diner, Montauk Hwy. at N.Y. 231. Public invited. Displays, switching layout contest, model contests, local layout visit, etc. Donations accepted; refreshments served. Information: Bill Lorence, 82 Edmore Lane, W. Islip, N.Y. 11795 (516) 661-4620.

September 30 (Sunday): Hudson Valley Railroad Society Mammoth Second Annual Railroad Hobby Show. 1-6 p.m. Gayhead Motor Inn at Rtes. 52 & 376, Hopewell Jct., N.Y. Displays, layouts, movies, white elephant table, etc. Food & lodging on premises. Donation: Adults 50¢, children 25¢. For info: Hudson Valley RR Soc., 10 Arden La., Poughkeepsie, N.Y. 12603. (914) 462-1752 c/o Paul Heintz, Chairman.

October 5, 6 & 7 (Friday-Sunday): NER Convention. Holiday Inn, Waterville, Maine (see write up this issue). Featuring 31 clinics, white elephant table, tour of Maine Central Shops, Grange Banquet, Layout Visits, Contests. Campgrounds available. Contact Lee Doone, 141a Second Rangeway, Waterville, Me. 04901.

October 21 (Sunday): Nutmeg Division Train Show; Knights of Columbus Hall at Jct. of Conn. 15 & Rte. 175 in Newington, Ct. 1-5 p.m. Operating layouts, all gauges, trolleys, tinsplate. Donations: \$1.00 adults, \$2.00 family. Contact: Herbert Leach, 335 Vernon Ave., Rockville, Ct. 06066.

November 4 (Sunday): Westbridge Model RR Club Auction. Turn Hall, 44-01 Broadway, Long Island City. Hal Fletcher, Auctioneer. Donation. Info: A. Dunckelman, 98-08 Metropolitan Ave., Forest Hills 11375. (212) 268-9147.

November 10 (Saturday): Hub Division Open House at the First Congregational Church, Bolton St., Marlboro, Mass. Displays, operating layouts, movies, white elephant table, etc. 11 a.m. to 4 p.m. For info: Glenn Owens, Jr. 238 Sudbury St., Marlboro, Mass. 01752.

November 16 & 23 (Fridays) 7 p.m. - 10 p.m.  
November 17 & 24 (Saturdays) 2-5 p.m. & 7-10 p.m.  
Stamford Model RR Club, Inc. Annual Show at St. John's Episcopal Church, corner Grove & Main Sts., Stamford, Ct. Donations: 50¢ "O" and "t" operations. Info: Melvin Orr, 197 Hollow Tree Ridge Rd., Darien, Ct. 06820.



# PROTOTYPE PRACTICES

by Charles Gerow

This past year we were fortunate to make several widely-spread trips around the eastern states by rail. Camera in hand, we present here several ideas for the modeler, some of which we will file away for our own future use.

FEC runs down the east coast of Florida, and we had many an afternoon of train watching. Many of their through freights run without cabooses, and the crew rides in the second diesel unit. In several spots, we noticed what looked like a 3" pipe, U-shaped, over the single and double mains, somewhat like a signal bridge without signals; this turned out to be a hot-box detector. On top of the frame are 1 1/2" tubes which focus a beam of light onto small boxes mounted on the ties outside the running rails. Adjacent is a CTC-type relay box, and this rig lets the dispatcher know if any cars have hot journals.

The SCL has a small spur in West Palm that holds maybe 3 TOFC flats, and trailers are loaded here for northern points. A small trailer parking lot is fenced in, and the extra flats are stored on a double-ended siding nearby.

The Holiday On Ice Show consists of several streamlined baggage cars, some without their ends, painted a dark brown, with the show name in large script on the whole side.

How many of us have added VHF radio to our pikes? Every 10 miles or so, a pole is mounted about 25' off the track, with a short 10" wire antennae on top...a small phonebooth-sized relay box at the base of the pole completes the scene.

The main line of the C & O through the Alleghenies still has a few coaling stations, and many water spouts still up; reason, every work train has a water and coal car which is nothing more than an old steamer's tender with a front coupler.

Union Station in Ottawa, Ont. had a pair of FA's hauling a brace of coaches and a diner towards Toronto; another CN train to Montreal had a 3rd FA and 4 coaches, and the CP shops had a pair that had seen better days. Our ride in the some of the bi-lingual Canadian rated tops, didn't it Dick?

Rapid Transit cars with trolley poles are operating as we type this out in the Windy City, over the former North Shore Line's Evanston run; some

of these curves in the Loop must be better than 4" HO! We also saw a short freight train up on the L.

The CB & Q, new B-N line out to Aurora has more trains than we've ever seen, and in more hues of color, too. In addition to our own E-L, we saw UP, GN, BN, RI and Quincy Silver.

Even in the middle of the night, there is one long, and we mean loooooong, freight after another! They run more trains on that line than Watty does on his!

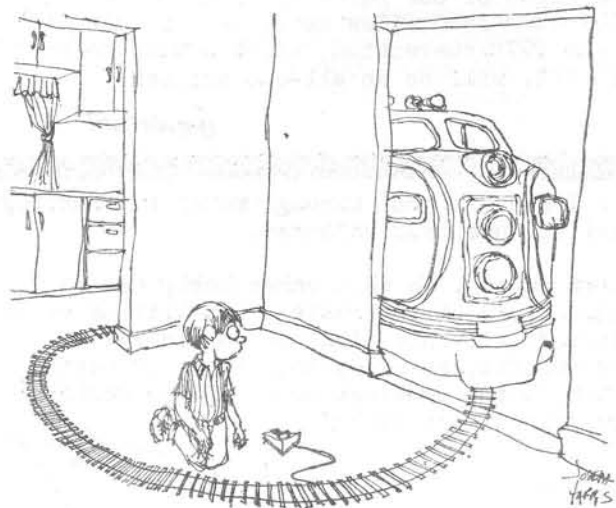
Joliet Union Station is still a hot-spot, with trains of 4 companies regularly seen. Picture if you will, four FP-45's with only 15 pig flats overtaking a 4-unit 175-car freight on the IC Gulf, or a standard parlor in GM & O colors, with a Navajo track gang stepping to one side...

Speaking of pig flats, our choice for an unusual lead was the yellow job with a lead of corrugated steel culverts.

Or how about the Tuesday afternoon interurban unloading TV Guides from the Combo at the South Shore depot on the main drag of Michigan City? We lost, if that is the right word, 10 minutes there that day, as we recalled that scene from the old days. An hour or so later, 4 hoods in Enchantment Blue crawled down the street with over 100 cars to shatter the history lesson.

Our appetites were whetted by the glorious sight of the Super Chief, 5 F-units and all, whipping in and out of the Loop, passing strings of GN and NYC head-end cars; and we find it hard to believe that the Milwaukee still doesn't hit the century mark on its way home with the Hiawatha. Our Turbo's and Metro's don't look that fast on grade crossings!

And one final note to Amtrak: even a modeler wouldn't run a dome-equipped train for 56 miles on such poor track that the maximum speed was only 30.....



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# Down Waterville Way



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The upcoming Fall '73 N.E.R. Convention will be held in Waterville, Maine on October 5th, 6th, and 7th. There will be many highlights of the program, of which the following are just a few: Maine foliage (Nature-ally), BAR tour, MeC tour, Lynn Westcott, and a grange family-style banquet.

The convention, we're sure, will have more than enough to keep everyone busy and full entertained.

First off, the registration will begin at 7:00 p.m. until 9 p.m., with the hospitality table open from 5 p.m. to 11 p.m. The layout tour starts at 7 p.m. with (at present) two layouts open on this night. One is the Messalonskee Valley R. R. located in Shawmut. This layout features everything scratchbuilt--EVERYTHING! The second is the Sandy River Valley R.R.--almost 800 feet of track and close to 200 freight cars. There will also be some clinics on Friday night at the Holiday Inn, to round out a very busy night.

On Saturday, starting at nine (yawn) o'clock there will be clinics: 24 for the men (women allowed) and 7 for the women (men allowed?). Afternoon holds a shop and yard tour of the Maine Central Shops and Yard Facilities. This is a three-hour tour. Advice: Cameras with plenty of film.

Since the convention is being held in the high school, happy hour is on your own. The banquet (yum, yum) is being put out by the Fairfield Center Grange and will be a family-style turkey feed. This means all you can eat & hopefully, hold. Bring a hearty appetite. Lynn Westcott will speak briefly here. Awards follow, and then Bingo for the ladies and auction for the men (women allowed, you guys!)



## MYSTERY AUCTION

"MYSTERY" Auction will be limited to those people (women are people, too!) who bring something that they no longer desire or have need of on their own layouts. It must be wrapped in a plain wrapper with no marks or hints as to what is in the package. Sneaky, huh?! There will be no minimum or maximum bidding. There will also be some very excellent surprises & prizes in it. Do come prepared.

Of course, the model and photo contests will be there along with a white elephant table and some manufacturers' displays.

For those interested in dancing, cha-cha-cha, there will be some at a few of the motels in Waterville on Saturday night.

On Sunday, those who sign the waivers of the Bangor and Aroostook R.R. (limited to 75 people, sorry) can leave for Hermon with Dick Sprague, BAR PR man, giving a personally guided tour of their facilities. The tour starts at 10 a.m. Sharp (ouch). It is an hour ride. Layouts will be open from 12 noon until whenever. A list of those open will include: The Messalonskee Valley, Shawmut; The Sandy River Valley, Waterville; The Kennebec and Southern, Waterville; The Spare Time Lines, Waldoboro; one in Cushing and one in Auburn. Possibly more.

Those persons having campers and/or trailers can look forward to a beautiful site. Write directly to: Country Side Camping, Waterville, Me. 04901 to make reservations. They have hot showers, electrical and sewage hook-ups, flush toilets, and many more advantages.

Reservations for motels may be made on the enclosed form--please use it and avoid mix-ups.

Now for the BEST part: Price of the convention for both HIM and HER is only \$10.00. Children are \$4.00 each. Individual prices are: Banquet, \$5.00; Registration, \$3.00. Prices at the door will be raised \$1.00 to maintain the sanity of the committee. Please make all checks payable to: N.E.R. Conventions, c/o Irwin F. B. Lloyd, 44 Lincoln Drive, Glastonbury, CT. 06033.

One more item that is of the greatest importance: we have 200 extra-large envelopes...and oh could we spoil the fun and everything, but we won't. The first 200 who sign up will receive one --and what goodies they contain. Don't delay--send right away.

The following statement is made to protect the Committee from any unforeseen trouble: The Maine Fall Foliage will be handled by Mother Nature, of which this committee or the N.E.R. is not and will not be responsible for in any way, shape, or manner in the form of goofs, delays, or early arrivals. PRAY FOR A BEAUTIFUL WEEKEND!

Helpful Hint Department: Because of the popularity of the fall foliage in this area, rooms become scarce pretty fast. Make your reservations...

**NOW!**

# Sandy River Valley

LEE DOONE

This is the fourth and, hopefully, final layout of the Sandy River Valley R. R. The present layout was started in October, 1971 and the railroad will hold its second anniversary over the up-coming Waterville convention.

I consider myself an intermediate to the hobby, having started modeling in 1961 on a 4x8' board and doing very little until 1969 when I started modeling more seriously. I wanted to model the Sandy River & Rangely Lakes R. R., but at the time I had little knowledge of scratchbuilding, so I changed the name to the Sandy River Valley RR after reading The Maine Two-Fotters. It was at this time I came up with the idea of revitalizing an old railroad-- in modeling that is. So, the history of the SRV R.R. begins with abandonment of the SR & RL R.R.

The year is 1936, the Sandy River Valley R.R. Company has decided that if it is to remain solvent and competitive, it had better hop to it. Two weeks later, track crews were seen working like bees around honey. They started at Oakville (Farmington) ripping up old rails and ties; replacing them with new ties and setting the rails at standard gauge. The main line was standardized up to Jeanneville Jct. (Strong) within ten days. From Jeanneville Jct. to Steven (Steven) took two weeks. And in the other direction, from Jeanneville Jct. to Reed's Mills, took three weeks. While all this was going on, the company was busy receiving new freight cars and locomotives and scrapping all the narrow gauge equipment. As the Sandy River Valley R.R. now stands, it has kept up with modern advances in some fields, but due to the rugged territory, items that would be better just cannot be used. The best service is better in most cases and the customers like the service, so you don't knock on things too hard.

It takes six engines to run the SRV R.R. and maintain good customer relations. The following are the engineers: Lee Doone, Dave Hammond, Earle Hammond, Brandon Kulik, Os Dollorff, Dick Boudreau and occasionally Alden Weigelt. The SRV R.R. is run weekly, every Wednesday night from 7:00 p.m. and on....

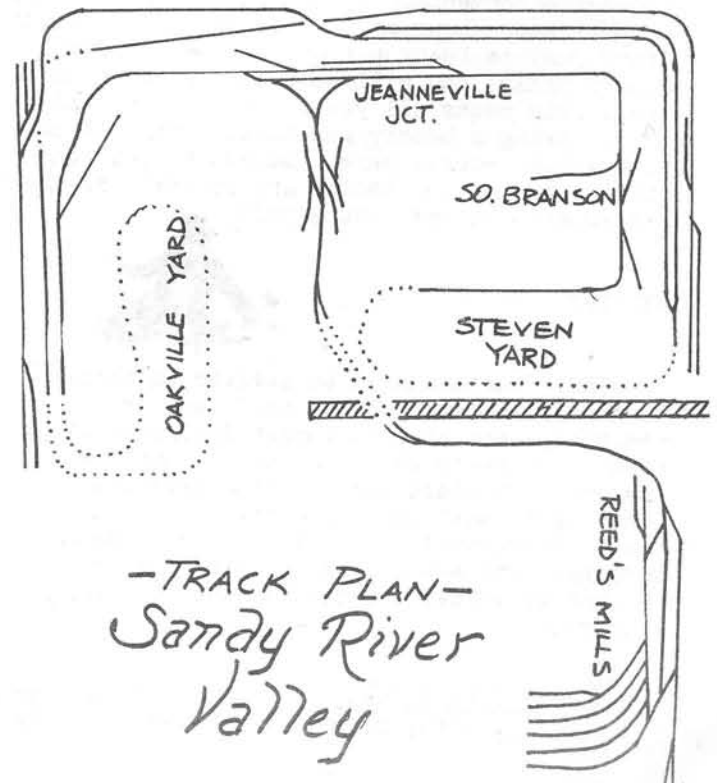
Now, to break the SRV R.R. down, we will depart Oakville on way freight #34:

Oakville Yard contains a little over 160 ft. of track and 25 remote switches. Just beyond the yard limit is Fairbanks with five industries and three switches. Fairbanks can hold close to 20 cars on a busy day. Our next stop is So. Branson, with its five industries and three switches. The area can hold about 10 cars and is over 50 feet from Fairbanks. Next is Jeanneville Jct. This area can be controlled

from any one of three power packs and contains 10 industrial sidings capable of holding close to 21 freight cars. At the Jct., we swing north and head for Reed's Mills which is about 50 ft. away. Reed's Mills can handle 30 freight cars with ease, but we now have to hold on the passing track as the Eastbound Thru Freight is about to depart. We will lose two cars at Chewemuspitemout Gum Co. and pick one from Budweiser Brewing Co. and one from Likenew Box Co. We now retrace our steps back to the Jct. and continue west over the longest timber bridge in the East. The trestle is 3 ft. or 251 scale ft. long with a Howe truss on the end that is a foot long so that the entire span is close to 338 scale feet long. We now arrive at Hillside Jct., a small mining area. From here to Steven is single track with tunnels and bridges and around 100 feet of mainline trackage. At South Steven is the world-renowned mining company known as Westcott's Abnilium. Next stop is last, having arrived at Steven. Steven Yard has 20 remote switches and close to 100 ft. of track. The overall picture of the SRV R.R. is that it has roughly 800 ft. of trackage rights and close to 200 freight cars, including buggies and m-o-w equipment. Of the leading end, the roster lists 2 steamers, 3 yard switchers, 8 road engines.

The layout is number 73-0110 with the NMRA Pike Registry. The Portland & Quebec, a subsidiary line, carries the number 73-0111.

Passes are exchanged freely. If yours isn't on the wall, HOW COME?!!!



# REFLECTIONS OF SPRINGFIELD.....

Springfield was a budget affair, and proved we could have a good time in the "Yankee" manner. The layout tours were quite popular as they always are, and just enough of them to fill the evening on Friday. The Saturday clinics were informative--even a few MMR's were seen taking notes. However, these were only the build-up to the choice events.

The Fan Trip was a blast (of steam?) as we all literally piled aboard flat cars, gons and hacks to inhale the soot and cinders of the Pioneer Valley Live Steamers' 1½" monsters. As a matter of fact, a special bus had to be dispatched to retrieve a large number of late stayers who were too busy 'shutter flicking' to notice their last transport leaving.

The high point of the convention was the model contest turn out. Al Westerfield's sturdy band of judges had quite a time of it with 68 fine models--awards went to about 50% of them, too.

The first winner of the new Ralph S. Baldwin Trophy for "Best In Show" was a familiar one. Earl Smallshaw was awarded the "O" scale New Haven prototype passenger car, donated by the Sunrise Trail Division, for his cannery. Does Earl do anything but superb work?!

Instead of the usual after-banquet auction, the evening was reserved for dancing to a live combo. This even turned up some unusual talent in some of our model-railroading friends. For instance, Harry (20 times) Wagner may start his own strip show with his voluptuous partner Frances (Frank Murray).

.....sobering up.....

The Sunday-morning board meeting produced two new honorary life members: Dr. Ralph S. Baldwin of Norwalk, Connecticut and Coursen (Corky) M. Shay of Haledon, N.J. You'll also be glad to know that the region is solvent and that the editors have not quit (yet)!

# RARE 'BIRD'

SIGHTED IN ATLANTA

Model Railroaders are people of varied interests. However, I've yet to meet one whose hobbies include bird-watching.

There seemed to be some strange change which occurred on the fan trip ride on the Southern R. R. from Atlanta to Griffin, Georgia over the right-of-way of the Central of Georgia. Suddenly, many of those aboard the lovely pullmans spotted a wonderful bird which could not readily be placed. Later identified by the local Audubon Society as a 'multi-hued traffic-dodging steam-chasing shutter-flicker, we were delighted to learn that its habitat consisted entirely of bushes and trees surrounding the right-of-ways of railroads. Its characteristics include brightly-colored plumage to attract mates which it seems to believe lurk within the moving steel cars. They usually hop from their portable nests at clearings in the right-of-way in order to use their single large eye (usually housed in a box-like protrusion) which makes a distinctive click-click sound as it blinks.

Upon seeing what it can from one clearing, it runs back madly to its nest, hops in, and races the steel cars to the next clearing. This continues until the poor bird can no longer keep its eye open, or the train finishes its run, whichever comes first.

The particular species we ran into on that day was a migrating group of 'multi-hued traffic-dodging steam-chasing shutter-flickers' who gathered from all over the world and attached itself mainly to the Royal Coach Hotel when the day was over.



October 5th, 6th & 7th, 1973.

"Daddy, why are these days different from any other days?"

"But Son, they aren't really any different. They happen to be a Friday, Saturday, and Sunday."

"What else, Daddy?"

"Let's see--they are the days of the

terrific N.E.R. convention in Waterville, Maine. Why do you ask?"

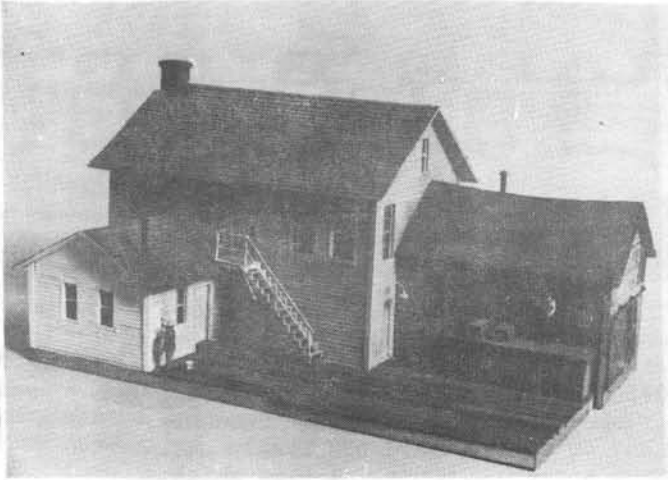
"Because David, my friend, wanted to go, too; remember? But his Daddy said he can't. He said something about a holiday called Yom Kippur. What's Yom Kippur, Daddy?"

"I don't know son, but it can't be too important; after all, they're having an N.E.R. convention that weekend."

NER presents ...

The "WINNERS"

The Cast Call for the Model Contest at our Springfield Convention produced both a great turnout and a large percentage of high-quality models. Twenty-eight persons entered a total of 68 models. Thirty-one awards were won; almost half of the models entered. Further, 18 of the entrants won awards; almost 2/3 of all those participating. Keep up the good work!!



BEST IN SHOW

Earl Smallshaw

BEST IN SHOW (Baldwin Trophy) Earl Smallshaw for his Canning Plant

Runner Up - Robert Bird for his Pile Driver

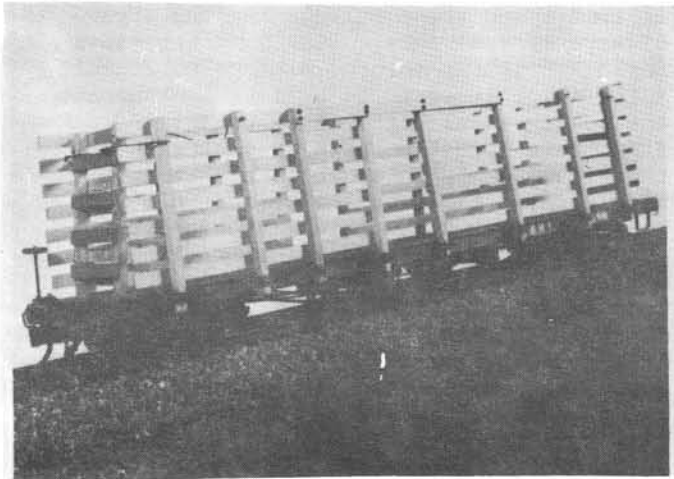
New Modeler - Whitney Maxfield for his Bulletin Reefer

Editor's Contest (Rural Facility)  
First - Dave Newcomb  
2nd - Bob Van Cleaf

Steam Locomotives - Craftsman  
First - W. Kritzky (M & G Mogul)  
2nd - J. Alexander (Intermountain 0-6-0)  
2nd - D. Valentine (Rutland 0-8-0)

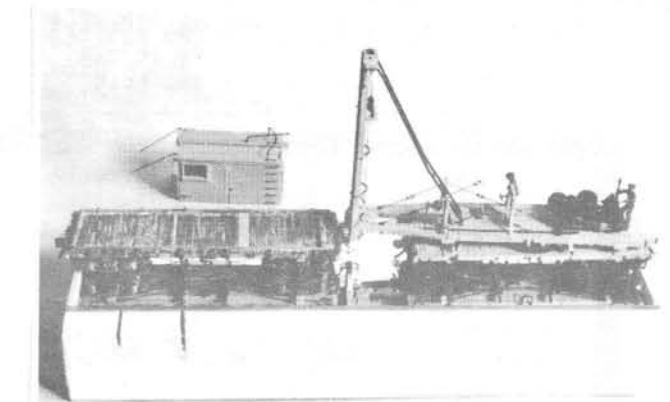
Steam Locomotives - Master  
3rd - W. Lorence (Shenandoah & Tidewater Consolidation)

Freight Cars - Craftsman  
First - G. Buchanan (CNW Box)  
2nd - G. Buchanan (Harlem RR Flat)  
3rd - G. Buchanan (WAG Box)



First Place Freight Cars Master

Mark Hall



First Place M. O. W. - Master - With Operating Toolbo



First Place Structures Craftsman

John Johnson



an Al Westerfield production

# TERS "G"

## Freight Cars - Master

- First - M. Hall (R&RL Pulpwood car)
- 3rd - J. Alexander (UTRX Plug Door Box)
- Merit - I. Rothberg (Pere Marquette box)

## Maintenance of Way - Craftsman

- First - G. Buchanan (Harlem RR Kitchen Car)
- 2nd - G. Buchanan (Harlem RR Caboose)
- 3rd - L. Doone (B&M Snow Plow)

## Maintenance of Way - Master

- First - R. Bird (Pile Driver Flat Car)
- 2nd - R. Bird (Flat Car)

## Structures - Craftsman

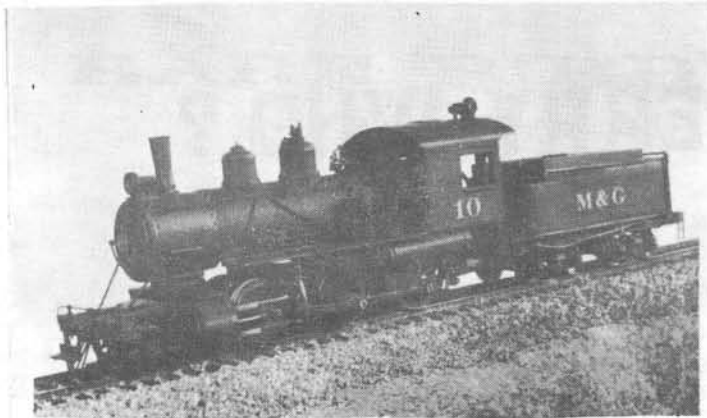
- First - J. Johnson (Lumber Warehouse)
- 2nd - R. Van Cleef (Boiler House)
- 3rd - E. Major (Ash House)
- 3rd - F. Murray (Rock Crusher)
- 3rd - E. Robichaud (Shed)
- Hon. Mention - R. Yodlowski (Station)
- Merit - W. Brundage (Coaling Tower)
- Merit - H. Meem (Outhouse)

## Structures - Master

- First - E. Smallshaw (Clarkes' Cannery)
- 2nd - W. Lorence (Turntable)

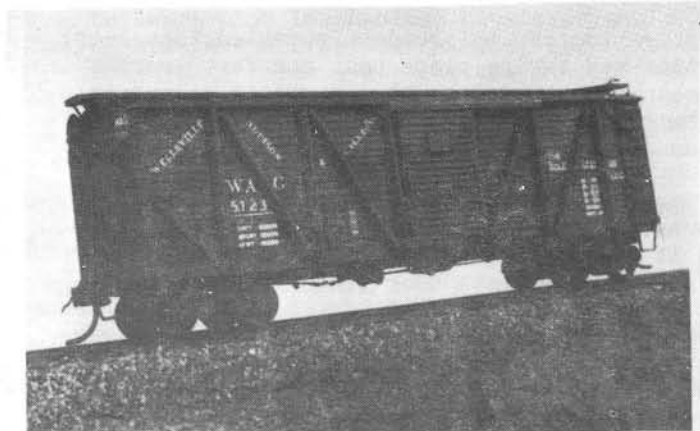
## Dioramas - Craftsman

- 3rd - D. Newcomb (Outhouse Scene)



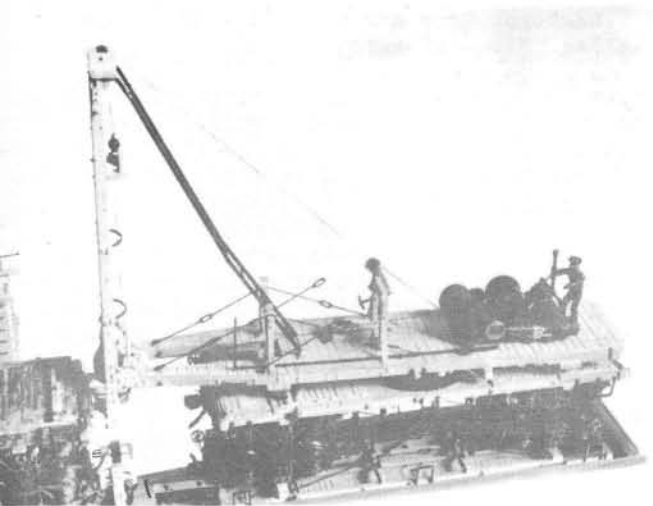
First Place Steam  
Craftsman

William Kritzky



Third Place Freight Cars  
Craftsman

Gordon Buchanan



(Good Grief!!)

- Robert Bird



First Place Freight Cars  
Craftsman

Gordon Buchanan

\* Rated G for GREAT!

# PERRY WHO ?

W. ALBERT RILL

The 4-6-4 Hudson on the head end of the east-bound Empire State Express thundered down upon the automobile blocked and stuck on the crossing. There was a tearing of metal, the rattle of broken, flying glass, and the woman driver of the automobile was dead.

This all happened some years ago in a small city in upstate New York, and a wrongful death action was commenced against the New York Central and others.

Investigation of the accident revealed that local shifting was taking place back and forth across the main street, and so the automatic operation of the crossing gate was shut off and a watchman was on duty.

His testimony was to the effect that when the Empire--train No. 50 "hit the bell" alerting him that it was coming, he ran out to manually lower the gate. He was not able to do this because cars crossing the railroad tracks in a southerly direction were unable to leave the tracks. Someone in a small truck was insisting on his right to move out into traffic from a gas station, thus plugging the southbound lane.

The deceased had pulled too close to the car in front of her to turn left and pull around it, and sat there ramming the car ahead in a frantic effort to get clear of the now visible train that was bearing down upon her at 80 mph with whistle blowing.

Her car was whisked up and away, and wrapped around a telegraph pole about a hundred feet to the east. The case subsequently came on for trial before a jury in the Supreme Court of the State of New York.

The Engineer of the Empire was put on the stand and questioned by the attorney for the estate of the deceased. He had been carefully "horseshedded" or coached by the attorneys for the railroad, and whenever possible answered questions tersely with a simple "yes" or "no." No spark of humanity showed in his eyes when asked if he was the man all small boys looked up to sitting in the high cab of his locomotive.

The counsel for the Plaintiff asked him if on that day he was driving a 4-6-4 Hudson. Amazement showing on his face, he answered "yes." Then followed questions and ready answers as to

whether or not he had a Vanderbilt tender on behind with twelve or fourteen wheels. Next, he answered affirmatively when asked if at a previous crossing he had given the whistle signal of two long blasts a short one and a long one. Did you also signal the signal tower as you passed? Answer: Yes.

Question: Now as you approached this crossing you came around a long curve to the left. Could you see the crossing ahead of you or did the boiler of your locomotive block your view?

Answer: I couldn't see the crossing.

Question: How big was the window you were looking through, the one ahead of you?

Answer: About 9 inches by 5 inches.

Question: Were you blowing your whistle for the crossing?

Answer: Yes.

Question: What did you do then?

Answer: I set the brake full.

Question: And your throttle?

Answer: It was wide open when I set the brake.

Question: How fast were you going at this point?

Answer: About 80 miles per hour.

Question: How far did your train travel before you came to a stop?

Answer: About a mile.

Lawyer: Thank you very much. To defense counsel with a smile: "Your witness."

At a recess shortly after this exchange the Engineer approached the lawyer and asked, "Where did you learn so much about railroading?" To which the lawyer truthfully replied, "Shucks, I've got a 4-6-4 Hudson with a Vanderbilt tender in my basement."

No offer of settlement had been made before trial, but after two and a half days of trial the lawsuit was settled to the satisfaction of deceased's estate. The success in getting the Engineer to open up and tell his story was the turning point.

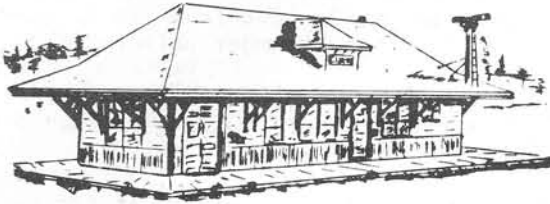
The moral--if one is needed--is that you never can tell when a hobby will pay off in something more than pleasure and pride.

The 4-6-4's are gone--the prototypes--but one still chuffs around my pike carrying many memories with each passing.

# Station Stops

compiled by

Harry J.  
Wagner



## SUNRISE TRAIL DIVISION

With the fall season fast approaching, model railroad activities will be abundant. Many displays will be seen during National Model Railroad Month. Four meetings are planned over the winter, ending in our Annual Mini-Convention. The summer of '73 saw what might be the last rolling meet over the Greenport Branch of the Long Island R. R.

Members of the Long Island Modeler's Association are getting ready for an open house at their club layout in the basement of Mann Realty on Sunrise Hwy in Massapequa, N.Y. Membership in LIMA is open. Info: Bill Weiss, 52 Pine Tree Lane, Levittown, N.Y. 11756.

The West Island Model Railroaders are moving right along on their new club layout in Farmingdale, N. Y. The benchwork is completed and track is going down. The Annual Christmas Show will be scheduled again this year. Info: Ira Rothberg, 2714 Hyacinth St., Westbury, N.Y. 11590.

**FLASH--GOLDEN SPIKE CEREMONY.** The Long Island Live Steamers will hold their Golden Spike Ceremony and Dedication on October 26, 27, 28, at South Haven Park, Brookhaven, L.I. Info: Frank Schmersal, 17 Gleeland St., Deer Park, N. Y. 11729 (3/4"-1"-1 1/2" scales featured)

## HUB DIVISION

**FLASH--**The residents of Dedham and other communities served (?) by the Rocky Ridge & Sandy Flats R. R. are becoming increasingly alarmed and perturbed about the unannounced abandonment of the entire line. It seems that in 1968, Mr. E. J. Kuhn, Jr., President, contracted the line to be the sole transporter of "Bad Produce," to be sent back to California, and "Garbage & Waste Products," to be sent to Canada. The Canadians are declaring a holiday (instead of war), the Californians are increasing shipments and the "Rocky Ridge" residents are holding "aromatic" Vigilante meetings. Meanwhile, as chaos increases due to aroma and lack of transportation, Mr. E. J. Kuhn, Jr., and the Rocky Ridge Treasury are presumed basking in the sun, somewhere in Argentina or Cuba.--Brundage

## ALOUETTE DIVISION

Here we must make our apologies to the folks

up north (way north) for the U. S. Postal Service. We had a very interesting bilingual article for the COUPLER on the activities in the Division, but it was lost when being returned for retyping. Hope to include it in the forthcoming issues.

## GARDEN STATE DIVISION

The Model Railroad Club reports it will be computerizing its operations. I'm sure we'll be hearing more about it.

## NUTMEG DIVISION

The Stamford Model Railroad Club is an old club which is looking for new blood. New members are welcome. It is an "O" scale club with traction interests, too. The Club meets every Tuesday at 8:00 p.m. in the basement of St. John's Episcopal Church on the corner of Grove & Main Streets in Stamford, Connecticut. Info: Melvin R. Orr, 197 Hollow Tree Ridge Rd., Darien, Ct. 06820 Phone: 203-655-1605

## HUDSON-BERKSHIRE DIVISION

The Berkshire Model Railroad Club of Pittsfield, Mass. regrets to report the death of Richard R. McLaughlin, of Pittsfield, Mass.

## SEACOAST DIVISION

The pucker-brush country will try to show us what 'Down East' hospitality is when we get to Waterville. (check out this issue)

## HUDSON VALLEY DIVISION

This Division is inactive.

## PIONEER VALLEY DIVISION LITTLE RHODY DIVISION EMPIRE DIVISION



These Divisions are all on vacation with no forwarding addresses and no news (good news?).

News of the Future (?): The following is reproduced without comment.

**Brundage Weds at 85, Wants Twins**  
Garmisch-Partenkirchen, Germany, June 20 (UPI)—Chuckling through the 85 year-old Brundage married a 37-year-old German princess today to have twins.  
"would be something else," said one member. Over at the International Nudism Federation months & two years ago to public notice.

## LIFE MEMBERSHIP IN N.E.R.

Send \$13.00 for the first two years; \$10.00 for the second year, and \$10.00 for the third year. This entitles life membership and continuing membership until payment in full.

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# Superdetailing An MDC Switcher

J. Alexander

With many a railroader priced out of the market by the inflated cost of imported brass, this may be a good time to look over some of the old standby domestic zamac boilered kits.

The Roundhouse 0-6-0 was my first H.O. engine, purchased in 1949 in kit form at a price of \$29.50. This engine is still offered in the hobby shops and represents a bargain at its current price of \$23.50, for the price-conscious railroad executive.

Wanting to upgrade this loco, several years ago, I embarked upon a superdetailing program to bring the model closer to the appearance of a highly detailed import, as well as to create an engine that was unique unto itself. Following S. P. prototype was not my main concern, since I free-lance and anything that's logical goes, which suits my fancy.

With that introduction, the following is a brief explanation of a 30-point program that culminated with the winning of a second place award in "Motive Power" at the last N.E.R. convention at Springfield, Massachusetts.

1. Drill out headlight castings for jewels (or working headlights if you prefer).
2. Mount Kaydee automatic couplers. File off rear box on tender and open up pilot draft gear box with file.
3. Install coupler lift bars, from handrail wire.
4. Pack boiler shell with lead over drivers. Allow for feed wire to headlight, if needed.
5. Install one window sash, in each cab side window opening, using Silver Streak mullion style windows, filed to fit.
6. Form wood blocks to  $\frac{1}{2}$  round to complete existing, under cab, air tank ends and cement in place. This is not necessary on latest model due to improved casting design.
7. Install doors in front of cab for winter service from scraps of  $\frac{1}{32}$ " thick basswood. Cement in place.
8. Mount working bell on boiler top, in place of dummy.
9. Install hand rails, each side, at cab rear. These can be forced into notches filed at joint where cab side and cab rear castings join.
10. Install air cleaner on air pump. Form this from a short piece of dowel and connect with fine wire to pump, or replace entire casting with a new brass pump.
11. Provide air piping from pump, through cooling loops, to tank. Use brads on a block of wood for a forming jig to position pipe (wire) and solder to brackets of shimstock.
12. Provide steam exhaust line from air pump to stack and steam supply line from cab to pump. These pipes will disappear under boiler shell.
13. Install side ladder forward of cab on fireman's side from underside of running board. Use scrap of brass ladder stock.
14. Mount "pyle national" generator at top rear of boiler. File to fit curvature of boiler and cement in place. This detail is included in later kits.
15. Apply whistle and bell cords and connect to cab. Use a fine nylon thread.
16. Extend drain line from injector toward trackside, below running board.
17. Install air line to pilot. This will disappear under boiler.
18. Provide engineer and fireman in cab on wood block seats.
19. Install rear cab curtain from Kleenex, hang on wire rod and paint black. Cement in place. This very effectively hides the obtrusive motor in the cab.
20. Shape side window awnings from .005 brass shim stock and cement in place.
21. Attach power reverse equipment below running board on engineer's side together with connecting link. This succeeds in hiding worm and gear. It will also ease the hoghead's muscle strain as fore and aft movement is significant in switcher service.
22. Apply pair of brake cylinders below cab. Drill frame to mount.
23. Apply plastic Kemtron brake shoes. Hang from wire rod cemented across top of frame.
24. Mount driver axle springs on top of frame, over first pair of drivers. Older engines often had the underslung type on rear sets of drivers and are not as visible.
25. Install small oil line to top of each slide valve cylinder. This line must terminate beneath boiler to permit disassembly for service.
26. Build wood and metal coal bin extension on top of tender tank, to convert from oil service. Cement coal inside. Mine is a press fit and will allow for instant reconversion.
27. Install poling hooks and pole to side sill of tender. Brackets may be mounted in slots

continued on page 15

# MILK CARS

By Jeff Martin

Stolen from "FORM 19"

Milk cars have always enjoyed modeling popularity because of their passenger-train status and the extra operating possibilities that they give the passenger train.

Commercial models have been manufactured by Laconia, Main Line, Ambroid, Model Die Casting, Red Ball, and now Athearn, among others. For the most part, these commercial kits consist of one design of car with many different paint jobs applied to it. Notable exceptions include Laconia's Rutland car and the Red Ball line. But what if you want to model the milk cars of the O & W, B & M, CV, NYC, or D & H? Are any of the commercial kits similar to these prototypes? What did the prototype look like?

Relatively few photographs exist of the wooden milk cars in service, probably because photographers were more interested in recording the last years of steam. For the past few years, Arthur Martin has been accumulating information on wooden milk cars used in this area, and in the future, hopes to have more.

The biggest research headache has been color. Color films were not available until the end of the era, existing cars have been repainted many times, and people who remember the cars often cannot specify an exact shade because of the weathered appearance of the cars at the time and because the passage of twenty to forty years often dims the memory, especially if you weren't particularly interested in the subject at that time.

Several of these wooden milk cars are still in existence and are listed below. If you know of any others or can supply any information on the subject, please let us know so we can make this series as complete as possible: Arthur G. Martin, 2 Hartford Ave., Glens Falls, New York 12801

### D & H

- Rouses Point engine facilities: has Taylor trucks
- Belden Tunnel - west end: extremely run down, modified
- Colonie shops: may have been scrapped

### Central Vermont

St. Albans: four cars still used in ice service, painted with CV squiggle, appear almost unchanged from the original design

### Whitings Milk

St. Albans: just north of engine facility, dilapidated, but unmodified; until recently, the metal heralds were still on this car

### B & M

Mechanicville engine facility: run-down; original trucks replaced with Allied full-cushion trucks

A number of steel milk cars are still in use by H. P. Hood's and the B & M. The B & M's fleet includes cars with single doors and another type with two plug doors per side, but the doors are not adjacent. Some of these cars are equipped with special trucks, made by Chrysler and having extra shock absorbers mounted on the outside of the truck frame.



Even if you're on the right track...  
...you'll get run over if you just sit there!



## Historically Speaking...

The Railroad Station Historical Society at 430 Ivy Avenue, Crete, Nebraska 68333, recently sent us a back issue of their "Bulletin"--pages 29-42--quite an informative publication. The Society is for station and other railroad structure buffs, and for your yearly dues you get "The Bulletin" six times a year, chock full of info, pix, and plans. If you've an interest, sent it on to Bill Rapp, Editor. We can't actually consider this a 'rival' publication (or organization for that matter) simply because their interest in railroading is exclusively buildings and the like in 12" to-the-foot gauge. A nice extra for those modelers who build structures only after seeing and measuring for themselves or checking books and specs on the prototype.

# REVIEWS

HO Railroad That Grows, by Linn H. Wescott. Published by Kalmbach Publishing Company, 1972. Second Edition. It sells for \$2.00 and contains 64 pages.

This book is an updating of the very popular and highly informative book that was originally printed in 1958. The principals laid forth in this book are eight easy steps in the construction of a railroad; the guidelines established for a newcomer to the hobby.

Information contained within and the technicalities explained, are excellent--more than enough for an individual to go to the lumber yard for materials or the local hobby supply shop.

All segments of construction to a finely-modeled layout are explained slowly and cautiously. These technicalities, as explained, can be experimented with beyond the point as covered and new techniques developed from them.

This book is an excellent source for the basics in construction of your railroad.  
--Dave Decker

The Railroad That Died at Sea, by Ms. Patricia Parks. Publication date, 1968. Price: \$3.50. Publisher: Stephen Green Press, Brattleboro, Vermont.

This is a brief but exciting book containing 44 pages of the development of "Flagler's Folly" as the road was coined. This is a history of where not to build a railroad. From a railroad that was born 1906 and died September 2, 1935, this line has to be considered a marvel and miracle of developments, pioneering methods in construction which may never be seen again.

The remnants remain today as a living monument to Mr. Flagler and his men. The rail has long been removed, but the supports for this railroad are used today to carry tourists down to Key West, Florida on U.S. Highway Route 1.

It should be pointed out that if an individual is interested in seeing any of the structure that remains, a trip to the area should be made in the near future, for several of the bridges are now being by-passed with new and wider structures, which will allow for the removal of these historic landmarks.

--Dave Decker

Second Diesel Spotter's Guide (June 1973)  
Kalmbach Publishing Co.  
1027 N. Seventh Street  
Milwaukee, WI 53233

Being a steam fan, Diesel Power was hard to get excited over; but in reviewing this latest volume from Kalmbach, I was surprised at the wealth of "old time" equipment listed. The photos alone are worth the price of the book. The new equipment is well chronicled too.

The original Diesel Spotter's Guide has been out of print since 1970. This latest edition has been expanded to include industrial locomotives and export units and has been updated through GM's Dash-2 units.

Though still designed to fit into auto glove compartments, this issue is much thicker than the previous version--460 pages over 304 pages. Also has more pictures--548 compared to 312. Available direct from Kalmbach.  
--Bill Lorence

## The Games People Play



A set of toy trains for grownups? Not exactly. But it is a train game, designed to show the interaction between a warring husband and wife--and it has an uncanny way of pinpointing the source of their marital troubles.

Devised for therapists by Robert A. Ravich, M.D., a clinical associate professor of psychiatry at Cornell Medical School, the Train Game works something like this: the couple confront each other across a table board threaded with train tracks. Each partner has his own toy train; a divider lets them see each other, but not each other's game.

There are two possible routes to the goal--one a direct route, the other a longer alternative. Each player chooses his route by pressing the appropriate button on his control panel. On the direct route the players share a common section of track. The moment both trains reach the same point on that section, the trains stop and a red light flashes, signaling that they have collided. One partner or the other, or both, must then back up. There's a barrier on this short route, too; either player can push his barrier button and keep his partner's train from finishing the trip.

The point is that one player can win or both can win. Both can also lose; "winning" means reaching the goal in less than 30 seconds.



### *Superdetailing continued....*

filed at joint of side sill and body. This is much more expedient than drilling.

28. Install injector feedwater connection between tender underbody and cab underside: Insulation removed from small diameter wire is ideal due to its flexibility.

29. Silver plate side rods, driver wheel treads and crosshead guides for a more pleasing appearance.

30. Apply silver paint to main rod, rod pin and crosshead. Spray paint locomotive and tender black and decal to suit.

My detail work was made more difficult, due to a very neat spray job previously applied on the model which I did not wish to disturb. Had this not been the case, I would have made the following additions:

1. File off cast injector and replace with lost wax casting, including boiler check valve.
2. Drill at base of each sand dome and apply sand pipes fore and aft.
3. Install working headlight, which requires remounting.

You will have to handle your model with greater care after this re-equipping job; however, with proper adhesives, it is quite durable and much more picturesque.

The basic assumption is that in playing the game couples will employ the same rules they follow in their day-to-day relationship with each other. Once they understand what their rules are--and most couples are unaware that they even have rules--they see the possibility of changing them, thereby changing their relationship to make life more pleasurable and satisfying to them both.

In one recent series of games the husband, Jim, won several times in a row. His wife, knowing him to be aggressive, assumed he'd take the shortcut and mow down any opposition in his path. Therefore she threw up a barrier right away. Jim, meantime, took the alternate, safe route, and won easily. A small thing, but after she had second-guessed him a few times, she saw this as something of a pattern for her--and not just in the game.

The game works as a diagnostic and therapeutic aid, Dr. Ravich believes, because it shows up the gap between what husband and wife think is going on between them and what they actually do in a given situation. In the 7 years he's been using the Train Game in therapy, some 3,000 couples have played. It's now being used in Cambridge, Massachusetts, as well as in Chicago; in Los Angeles; Washington, D.C.; Newport News, Virginia; Bristol, Connecticut, and at a six-state health center in Omaha.

One of its greatest potentials, Dr. Ravich believes, may be in testing young people before marriage. He believes that if couples could understand from the beginning how they interact with each other in a variety of circumstances, they might be able to establish rules that would make their marriage work for them. Then there'd be far less chance of their being derailed in mid-journey.



Decided at the last Board Meeting of the N.E.R.: Participation Certificates will be mailed to all entrants in NER model contests.

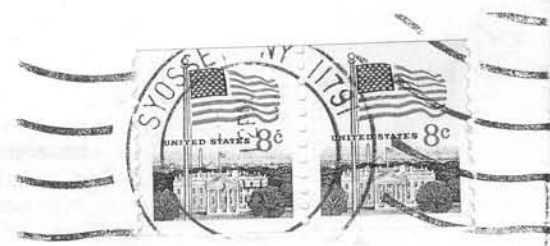


In 1930 American Car & Foundry built No. 101. After running for a number of years in Pennsylvania, it sat and deteriorated until in 1961 Bee Line put wheels on it and towed it to Rockville Centre, New York where it was totally restored. It had had no sides, roof, floor, wheels or seats, and the engine wouldn't run. After nine months, this former chicken coop rolled out of their shops as you see it in the photo.

A group of people known as Nostalgic Enterprises, Inc. charters No. 101 for outings or parties--it holds 20 passengers and is great for sightseeing. Anyone interested can find out more by calling Bob Miller at home (212) 739-3263 or Richard LeVangie at home (212) 871-9616; or you can write Bob at Box 494, Jamaica, N.Y. 11431.



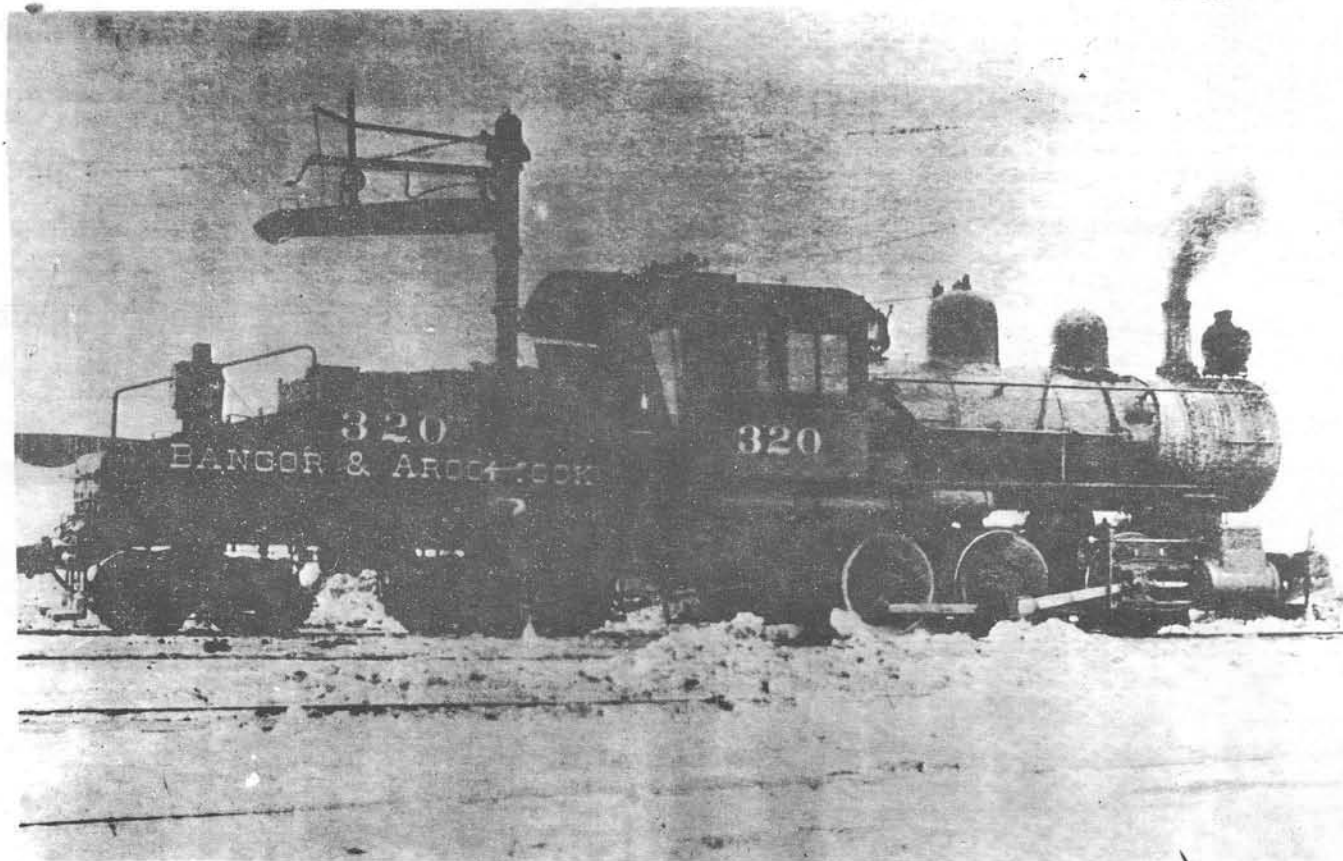
the coupler  
42 Sunset Terrace  
Vernon, CT 06066



FIRST CLASS MAIL



FRANK N LaPRISSE, JR  
30 BALTIMORE ST  
MILLIS MASS 02124



BAR (ex UP #63) Northern Me. Jc. Jan 1922

R. M. Hanschka

"...Whereas the Sunrise Trail Division would like to encourage participation by new modelers in model contests, the Division will continue to sponsor at Northeastern Region conventions the New Modeler's Award to be awarded to an indi-

vidual who has won the greatest number of points on a model in any category at an NER contest, but has never won any award previously at any Regional or National Contest."