

SPRING '75

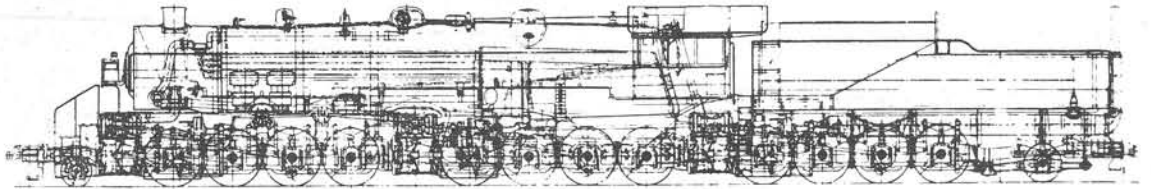
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**NERO**

# Coupler

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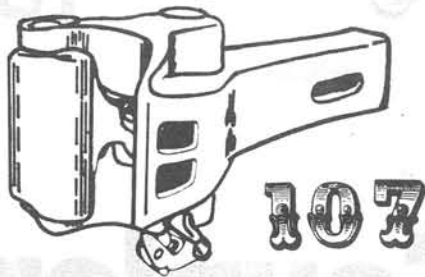
- Truck-Trains
- Modeling the Laurentian
- Boston Convention
- Syracuse Convention
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- Inflation



Station at White River Junction Just Prior to Resumption of Passenger Service



# the coupler



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Are we coming or going?

The N. M. R. A. has a problem. Therefore, we have a problem. Money. Sound familiar? The Region's woe as far as money goes is elsewhere in this issue. Looks like a dues increase is imminent if we're to get the COUPLER out to our members--the publication is THE major communicative device of our Region. The National, on the other hand, has two: the "Bulletin" and the sporadic "Directory."

The major concern we face is the discontinuance of the "Directory." Many members feel, myself included, that the Directory is a "bible" of our membership. As Editor, I can't be without it. The POM needs it to find local people--to exchange passes, to call for help in the hobby, to find local members with achievement certificates in categories they are striving to achieve in. I need it to find names and addresses of people who send me information without return addresses or names!

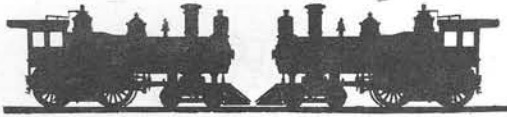
The "Bulletin" has grown and expanded into a fine model railroad "Magazine." We all enjoy it. The question we must ask ourselves is--can we enjoy it at the expense of a necessity--the Directory. The budget of the NMRA is being strained because of it and we're being asked to pay up in order to keep them both.

In my opinion, I would rather not see a dues increase if possible. I would rather see a somewhat smaller "Bulletin," and still have the "Directory." Question: can this be done without a dues increase? I believe it can. Shortly, all NMRA members will be asked to make their opinions count. I suggest you vote no on a dues increase and yes on a new Directory. Just consider which you grab for first from your railroad book shelf when vital information is needed. Can you be without an up-to-date Directory?



M.

# Point-to-Point



As I sit here on Patriots' Day, thinking of our upcoming Boston convention, I reflect on the two-hundred-year history of our nation. At the time of its independence, communication was slow and transportation difficult.

The ride of the patriots, just 200 years ago, typified the speediest form of spreading the word--even with relays of the best horses, New York was still days from Boston. Large cargoes were dependent on river travel or the embryonic canals, and weeks passed even in the more densely populated East before deliveries were made.

The centennial period came with the change in this and the stage was set for growth of industry and social progress with the completion of an adequate railroad network. This railroad, more than any other, brought about the economic shift evident in the nation today.

\* \* \* \*

With the maze of things purveyed in the name of the bi-centennial era, it is refreshing to find something aimed at the people of the country themselves--not their pocketbooks. One such bi-centennial happening is Town Meeting '76 which has been authorized by the three major Bi-Centennial Commissions and approved as an official program of the National Association. This is a locally-sponsored meeting in communities all over the country. A program of presentation, discussion and workshops aimed at bringing out peoples' feelings, beliefs, and hope for the "next 200" based on the present situation, has been created by the Institute of Cultural Affairs, but not directly sponsored by them.

I was privileged to be a guest at the first one, significantly held in Philadelphia, which included a celebrative cocktail hour in Carpenter's Hall and ceremony in Congress Hall (adjoining Independence Hall) and found the day very inspiring. "Town Meeting '76" will be continuing for the 1975-1977 period with a parallel program being held in Canada. Watch for it in your area, and try to attend.

See you in Boston.

*GRAHAM*

Wayupanback Mtn. R.R. Co.  
and the Long Island Div. of the  
Great Northern Rwy. Co.

NMRA  
NER  
Sunrise Trail  
Division



2473 S. Seaman's  
Neck Road  
Seaford, N. Y. 11783  
Tel. 516 826-2083

President and General Manager:  
Graham K. Harvey

## TIMETABLE

May 3 (Saturday): O-Scale-A-Rama--model displays, swap & trade (bring table), gab sessions, open house at shop clinics. Parking on premises; bring a picnic lunch. Soda, coffee, doughnuts, included in \$5.00 fee (only \$2.50 with model). Englishtown, New Jersey, 10:00 a.m. to 5:00 p.m. Info: O Scale News, 6514 N. 11 St., Phila., Pa. 19126.

May 16, 17 (Friday, Saturday): Tri Division Meet in Scotch Plains, New Jersey. (Garden State-Sunrise Trail-Jersey Div. of MER) Layout visits including "The Model Railroad Club," Union, N.J., clinics. The first 200 to register will receive a Northeastern HO Car kit with Kadee Trucks & Couplers plus a set of Tri-Division Decals. Total registration fee: \$5.00. Info: Pete Hugger, 812 Prospect, Westfield, N.J. 07090.

May 18 (Sunday): Hudson-Berkshire Division 8th Annual Model Railroad Hobby Show. 1 p.m. to 5 p.m. American Legion Post 155, 258 North St., Dalton, Mass. 01226. Donation: 50¢ Live Steam Train, operating layouts, manufacturers' displays, railroadi-ana, hobby shops, white elephant table, movies, clinics. Info: SSAE to Edward J. McLaughlin, 79 Broadview Terr., Pittsfield, Mass. 01201

May 30, 31, .Jun. (Friday, Saturday, Sunday) NER Spring Convention, Boston, Massachusetts. Sheraton-Boston Hotel. Contact Glenn E. Owens, 238 Sudbury St., Marlborough, MA 01752. Send SSAE. Details ready by April 1.

June 2 (Monday): Garden State Division. 8:00 p.m. at The Model Railroad Club Bldg., Jefferson Ave., Union, N.J. Pre-registration required for participation clinic on building an all-brass tank car. Info: SSAE to Eric Bogedal, 2445 Cleveland Ave., Washington Township, N.J. 07675 (201) 664-6931.

August 5 - 10 (Monday-Sunday): NMRA National Convention, "Rails Alive '75" Dayton, Ohio. Twelve great clinics, layout tours by bus, substantial Rail-ette Program. Additional Info: Rails Alive '75 Publicity Dept., P. O. Box 202, Centerville Branch, Dayton, Ohio 45459.

September 21 (Sunday): Long Island Train-A-Rama and Auction. 12 noon to 5 p.m., Knights of Columbus Hall, 1 E. Lincoln Ave., Valley Stream, N.Y. Hal Fletcher, Auctioneer. Door prizes, refreshments, free parking, 3000 sq. ft. of trains. Full tables, \$6.00; half tables, \$4.00. Admission \$2.00. Info: Bob Good, 134 Scotter La., Hicksville, N.Y. 11801.

October 10-12 (Friday, Saturday, Sunday): NER Convention, Syracuse, New York. Hilton Motor Inn. Clinics, displays, private bar and balcony lounge. Layout tours by bus. Fan trip on L. A. & L. (steam). Box lunch included on fan trip. Shopping spree for the ladies--buses provided. Info: Bill Brundage, Central RR & Hobby Shop, Rte. 11, Ponderosa Plaza, N. Syracuse, N.Y.





## PROTOTYPE PRACTICES

by Charles Gerow

We recently purchased a book on the West Penn Railway which covered rather completely the history and operations of this extensive interurban and its lines in and around the coal towns outside of Pittsburgh.

One of the schedules shown in the book was for the express services this company offered, and we worked several hours to figure out its details. While we have not finished the complete schedule due to its complications, several ideas from it can be used by any modeler to enlarge his operations.

Suburban steam roads in the east often had sidings in a few of the larger towns for a Railway Express Agency; the agency might be located in the railroad station, or in a building of its own, somewhat like a freight house.

In the days before extensive trucking, the railroads handled this service, as well as an extensive less-than-carload (LCL) freight service, and local freights might have a way-car behind the engine, or just ahead of the caboose to be spotted in front of the depot while other switching was done. If a separate REA siding was there, a car might be set out for a day.

If the traffic was good enough, a special train might be scheduled to handle the REA traffic; it might also be assigned milk cars, whose operations we won't cover here.

These express trains would often leave their terminals in the middle of the night, so as to deliver cars prior to the agencies' morning openings, and to pick up cars after their evening closings. With the growth of highway travel, this business gradually was siphoned away from the rails, but until it disappeared, the express was handled by the way freights, so that an occasional baggage car would be seen in an otherwise freight consist.

It was also common to see local passenger trains handle this business: The DL & W still has electric m.u. cars with baggage compartments that used to handle LCL and express; we've heard that these same m.u.'s even hauled a milk car or two at their rear. Almost all of the larger eastern roads had passenger trains that set out an express car or two en route--again, these were local trains, not inter-city flyers.

We saw both passenger and freight trains making set-outs at the Perth Amboy, (N.J.) REA spur, as well as other points on other roads, well into the late 50's and early 60's.

The Western Maryland's last passenger trains into the mid 50's handled more express and mail than passengers, as an example of a non-suburban operation.



## ACHIEVEMENT PROGRAM

Every modeler at one time or another, has assembled at least one car. More often than not, building cars for a railroad is a common activity for those in the hobby of model railroading. Kits range from snap-together plastic to intricate wood models, almost any of which can be made to look like a miniature of its prototype. The Achievement award for Master Builder Cars, is awarded to those who have mastered many of the techniques and skills required in the assembling of a good-looking model.

Part A. required that at least eight cars be built, and of these, there must be four different types. Normally, these cars would be cabooses, box cars, etc., but can also include dummy traction cars and trailers, passenger cars or maintenance-of-way equipment. Whatever the type of cars used to fulfill the part, at least four must be scratch built, and all must be at least super-detailed. By definition, super-detailing means adding components not included in the original kit.

Part B. states that to be awarded the certificate, a master builder must win one contest award in a national competition, two awards in regional competition, or four merit awards. First, second and third place in model contests are considered as contest awards.

Merit awards are given solely by the Achievement Program and not by the contest committee. This makes it possible to become a master-builder without entering contests, but generally those that have been awarded certificates have done so through contests. This provides incentive for many modelers to enter their fine models in divisional, regional or national contests.

Part C. describes this documentation of the modeler's work. A list of 8 cars built by the modeler must include not only the commercial parts used, but also a few words giving background to the model itself. A qualified witness must then check each of the models to insure all standards, etc., have been met and that the model is operational.

Bob Van Cleaf

**SHENANDOAH & TIDEWATER**

CHATTANOOGA  
& BLUE RIDGE RR  
PT&TC  
TLC



*Bill Lorence*  
S&T  
MANUNKA CHUNK

*Marilyn Lorence*  
MC

passes & bull exchanged

2 Edmore Lane, West Islip, NY 11795

1975 NORTHEASTERN REGION ANNUAL SPRING CONVENTION

Sponsored, Created and Operated by Hub Division

Convention Chairman William S. Parker  
Permanent Chairman Jack Alexander

Location: Sheraton-Boston Hotel, Prudential Center, Boston, Massachusetts  
May 30, 31 and June 1, 1975. Convention opens at 3:00 pm Friday.

We have been given reduced rates by the Sheraton-Boston. This is a luxurious hotel and the cost is truly a bargain, with many services at no extra cost. Be sure to stay with us at the Sheraton - the Convention will be much more enjoyable and convenient for you. Park your car in the hotel garage and leave it there for the weekend (that way it's free) then move around on foot with ease in this city within a city. Have one of your meals at the Top of the Hub Restaurant and then go one floor below to the observation deck for the view.

FRIDAY: Convention officially opens at 3:00pm. Registration 4:00 to 6:00 and 7:30 to 9:00 pm, pool party at 4:00 pm. Movies, slides, clinics, layout tours, full length Hollywood movie with railroad theme, Hospitality Room open 3:00 pm to about 11:00pm.

SATURDAY: Registration from 9:00 am. Clinics, displays, exhibits, hobby shops, slides, movies, model and photo contests, white elephant table, women's activities, switching contest, pass contest and exchange, fan tour to PC Beacon Park yard, by bus. Evening: Happy Hour, complete and fresh roast turkey banquet, feature Hollywood movie, bingo and auction.

SUNDAY: Clinics, MBTA trolley fan trip, NER business meeting, layouts open from 12:00 noon for the afternoon.

We urge you to accept the complete Convention package (you will receive a large manila envelope full of all the details when you arrive) and the fabulous deal offered by the hotel. The Convention will actually be a reduced version of the big NMRA annual conventions. The 1978 NMRA event is expected to be held right here at the same hotel and with your old Hub Division again the sponsor - so here is a great opportunity for you to get warmed up for the big one.

Fill out the coupons below and mail them in an envelope right away. Be sure to enclose a check or money order for the Convention payment complete and get it to Irwin by May 24 - only have pity on the man and get it to him a lot sooner. Send your hotel reservation in immediately to be sure you get what you want for rooms - although all the rooms are great. Addresses are on reverse side of page.

Convention pre - registration:	Amount
Complete package for you	\$15.50
Complete package, wife	13.50
Complete package, children over 10, each	13.50
Complete package, children 10 and under, each	10.50
French Chef Clinic, each	1.00
Bus tour to 2 clubs, person	1.00

Individual prices:	Amount	At Door
Registration, each	\$2.00	\$2.50
PC yard tour, "	2.00	3.00
MBTA trip, "	4.00	4.50
Banquet, "	10.50	12.50
French Chef Clinic	1.00	1.00
Layout bus trip, ea.	1.00	1.00

Total amount enclosed \$ \_\_\_\_\_  
Pre-registration package and individual prices are good until 5/24/75. MAKE CHECK PAYABLE TO N.E.R. CONVENTIONS

HOTEL RESERVATIONS  
 NMRA NORTHEASTERN REGION CONVENTION  
 May 30, 31 and June 1, 1975  
 Arrival Date \_\_\_\_\_ Time \_\_\_\_\_  
 Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 No. Children 16 & Under \_\_\_\_\_ Over 16 \_\_\_\_\_

RATES PER NIGHT: No. nights \_\_\_\_\_  
 Single \$25  Children in same room  
 Couple, 2 Double Beds 28  age 16 and under free.  
 Couple, 2 Twin Beds 28  Over 16 are \$5.00 each  
 Suites 1 Bedroom \$65  90   
 2 Bedroom \$125  135

I FROM NEW HAMPSHIRE AND MAINE

1. Go south on I-93 or I-95 until the two of them come together at PT A at the north side of Boston. Signs will say "Boston - Route 3 South". Keep well to the right and turn off to the right at the exit marked "Back Bay - North Station" at PT B.
2. Squeeze left as you start down the incline (you are still on an elevated bi-level roadway) and take the next left exit marked "Back Bay - Storrow Drive" at PT C. (The right exit here is marked "North Station").
3. Keep to the right being careful to go by the next two left exits. Then get into the left lane and turn off at the third left exit which is marked "Park Square - Copley Square" at PT D. Right after that, turn right at the traffic light onto Beacon Street at PT E.
4. Go up Beacon St. to the 8th traffic light and turn left onto Massachusetts Ave. at PT F. Go through about 5 traffic lights and you will go across a short bridge (no overhead structure - look for railings along side) over the Mass. Pike. Right at the end of the little bridge is Boylston St. Turn left at PT G, then take second right at PT H onto Dalton St. and then left into Hotel driveway and main entrance.

II FROM SOUTH SHORE AND SOUTHEAST NEW ENGLAND

1. Go north on the Southeast Expressway (Route 3) and take the exit in Boston to Massachusetts Ave. at PT I then turn right onto Mass. Ave. at PT J.
2. Go up Mass. Ave. across 9 streets (one is an overpass) and turn right at the 9th one which is Huntington Ave., PT K then take the 1st left which is Belvidere St. This is PT N. Bear right at Dalton St. and turn into the the Hotel driveway and main entrance on your right.

III FROM NEW YORK, WESTERN NEW ENGLAND AND THE WEST

1. Get onto the Massachusetts Turnpike I-90 as soon as possible and head east to Boston. As you get into the downtown area, you will enter a tunnel under the Prudential Center. Take the next exit on your right which is marked "Exit 22 Prudential Center". As you go up the incline, you will come to 2 forks in succession. In both cases, take the right side of the fork following the signs to Huntington Ave. These are PT L and PT M.
2. When you get on to Huntington Ave. take the next right, Belvidere St. at PT N, then bear right on to Dalton St. and turn into the Hotel driveway and main entrance on your right.

THERE ARE MANY FINE CHURCHES OF ALL DENOMINATIONS IN BOSTON AND VICINITY - GO!

MAIL THIS COUPON TO:

Sheraton - Boston Hotel  
Prudential Center  
Boston, MA 02199

Put it in an envelope with a stamp on the envelope! Fill in the spaces legibly and clearly, PLEASE!

Or, if you receive this via the NER Coupler and a hotel postcard is included, you may use the postcard instead.

Reservations will be held until 6:00 pm, unless guaranteed by credit card or advance payment. Return this coupon or card immediately.

MAKE CHECK PAYABLE TO N.E.R. CONVENTIONS

Your Name \_\_\_\_\_

Wife's Name \_\_\_\_\_

Children's Names & Ages \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Mail with check or money order to:

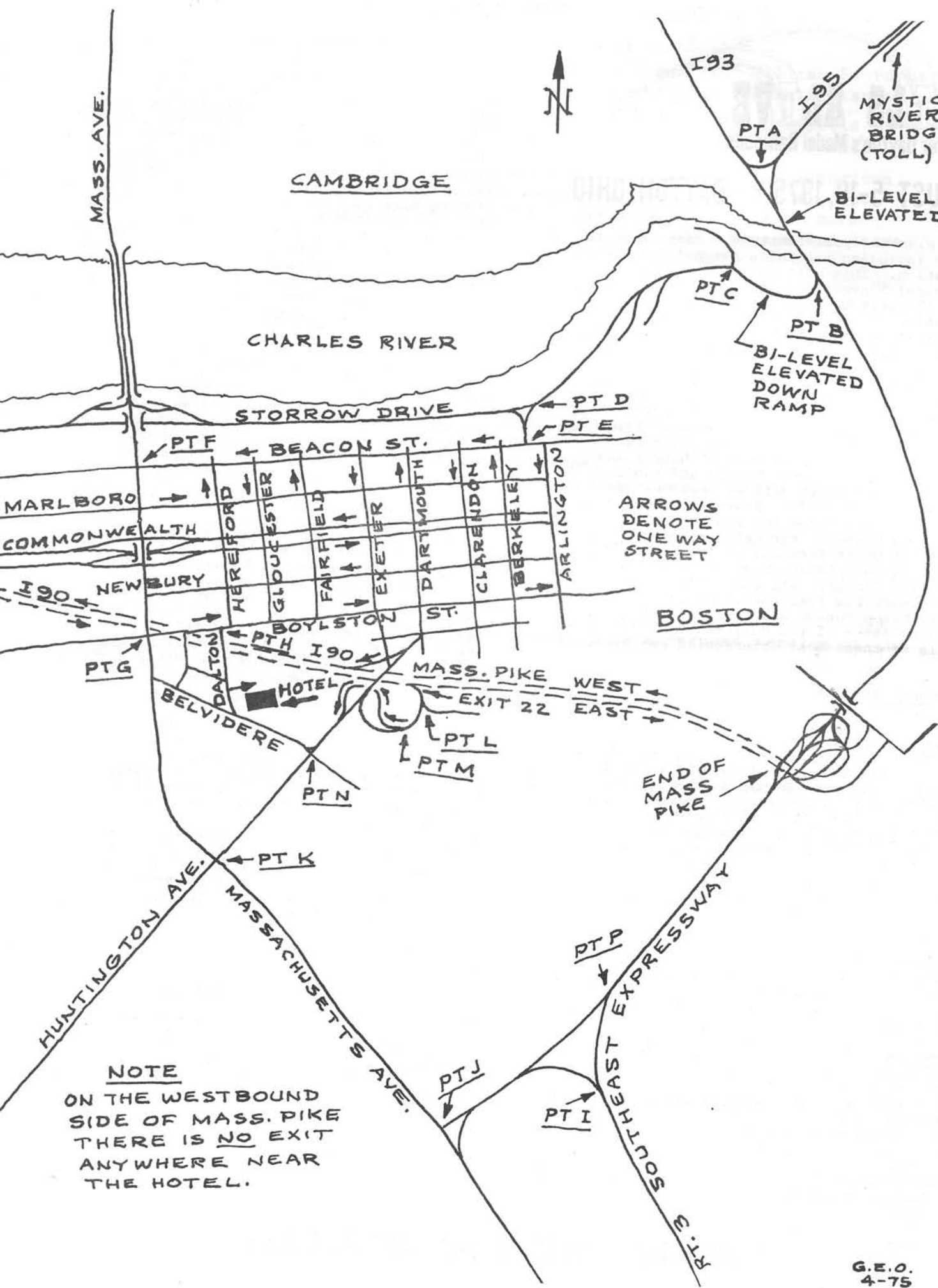
Irwin F. B. Lloyd, Jr.

44 Lincoln Drive

Glastonbury, CT 06033

Fill in the spaces on both sides legibly and clearly, PLEASE!





**NOTE**  
 ON THE WESTBOUND  
 SIDE OF MASS. PIKE  
 THERE IS NO EXIT  
 ANYWHERE NEAR  
 THE HOTEL.



## AUGUST 5-10, 1975 ← DAYTON, OHIO

Start planning your family's summer vacation now by including the Rails Alive '75 National Convention. This will be one of the most economical conventions in recent years! Rails Alive '75 will be headquartered at the new Convention Center located at 5th & Main Streets in downtown Dayton, Ohio. For people attending the convention that will require lodging, we have reserved rooms in five conveniently located hotels and motels in downtown Dayton. We will have an adequate number of rooms held for you until July 15, 1975. Make your reservations now and be assured a room of your choice. (See registration form for details, rates and locations of hotels and motels.) Between these hotels and the Convention Center there will be frequent free bus service known as DASH! There will be a Hospitality Room available for you to use at the Convention Center. For the train watchers, the Dayton Union Terminal is located nearby and all through trains pass by in view of the Convention Center. All convention registrants will receive bus transportation and tours of the Air Force Museum and Carillon Park. See the March issue of the Bulletin for further details of these most interesting exhibits.

### EISENBAHN FEST\*

For a very modest fee you can start off your convention activities by attending the Eisenbahn Fest, Tuesday evening at the Convention Center. With a German atmosphere we will feature an old time German band, authentic German food, plus beverages. German singing and dancing will add to your enjoyment. Plan on attending this fest! You will have an opportunity to make new friends and renew old friendships. All these rolled into one presents a robust evening of fun!

### SWAP SHOP

The Convention Committee believes that buying, selling and trading of model railroad items can be a vital part of the Convention activities. Several collectors have promised to bring a large number of unusual railroadianna items to be sold. We understand that several dealers, as well as quite a few individuals, are planning on bringing a fantastic amount of brass. So fellows, save your money. This may be your chance to pick up that brass loco that you have always wanted. For those of you who would like to bring items to sell or swap, tables will be made available for a modest fee. This covers operating costs and security. For further details and more information please contact William Mereness, 27 E. Dixon Ave., Dayton, Ohio 45419.

\*Railroad Party

### AUCTION

For those of you who prefer a more relaxed and less time consuming method of buying and selling model railroad equipment we offer a silent auction. Each item you have for sale is displayed on a table with an attached bid sheet. A prospective buyer will enter his bid on this sheet and, of course, anyone competing for that item enters his higher bid. If the item is entered early, you will have three days to accumulate bids. Early Saturday afternoon the bidding will be closed. 10% of the selling price is retained to cover operating and security costs. We would suggest that small items such as trucks, couplers, etc., be placed in plastic bags or combined and sold as a lot. Also, for your protection it is wise to place a layer of plastic wrap over open kit boxes so that it may be viewed without loss of parts.

### WOMEN'S ACTIVITIES

Rike's, one of Dayton's largest and most fashionable department stores, will be host for a luncheon-style show. Moderately priced fall and winter fashions will be modeled by Rike's own attractive models. Following the luncheon you will have an opportunity to shop leisurely and maybe pick up that certain item you have been looking for. Women who sign up for Plan A who will be visiting the layouts may purchase tickets for this luncheon-style show.

Then, on Friday evening, August 8th, we offer a fun filled evening of entertainment at the Old Time Fashion Show to be held at the Convention Center. You will be taken back to the year of 1820 through the "Roaring 1920's" to view all the old time fashions. There will be sing-alongs, dance routines and many other surprises during the fashion show.

### LAYOUT TOURS

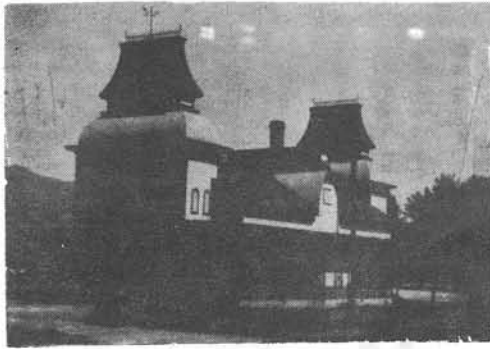
In the greater Dayton area there are a number of well-known and interesting model railroads. These model railroads include most all scales, plus trolley and interurban. The first guided bus layout tours will start on Wednesday, August 6th at 7:30 a.m. You will be assigned tickets for the 13 pikes that will be open on the guided bus tours. Additional layouts will be open for you to visit at your convenience. Photos of these layouts have appeared in previous issues of the Bulletin.

### LAYOUTS ON GUIDED BUS TOURS

Jim Paine "HO"	Harold Honious "HO"
Brick Adair "HO"	Jay Williams "N"
Paul Gorath "O"	Don Santel "HO"
Robert Stoll "HO"	Don Honious "HO"
Herb Fogel "HO"	Guy Coram "HO"
Don Bedrowsky "HO"	
Allen McClelland "HO"	
Robert Fink "HO" Heavy Electric	

SPONSORED BY DIVISION - 3 - MID-CENTRAL REGION





# Station Stops

Compiled by Hook N. Crook

## NUTMEG DIVISION

For their March show, the Nutmeg Division visited Bob Bells' layout in Manchester which featured both HO and HO3. Future activities include visits to Al Kalbfleisch's railroad in East Hartford and Bob Van Cleefs "North River Railroad" in Coventry. For July, Nutmeg is planning a picnic; November slates open house, with displays and clinics according to new President Herb Leach.

## HUB DIVISION

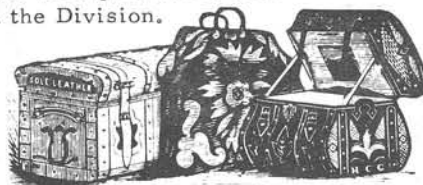
Membership: we totaled 182 at publication time of the last issue of the Coupler. Since then the number has increased to 209 and there are a number of applications out which have not yet been returned. Once again, we sincerely urge all of you who are not now members of your Division, to please sign up right away. Those of you who are living in the eastern half of Massachusetts can write to me (Glenn Owens) at the address below to become a member of Hub.

Of course, current BIG news is the NER Spring Convention (covered elsewhere in this issue) which is sponsored by Hub Division. If any of you are completely capable of putting on a clinic and will do so and have not as yet been asked, let me know immediately. You can call me at 617-485-5209 in the early evening; or write 238 Sudbury St., Marlborough, MA 01752.

We also mourn the passing of loyal member Malcolm Tottingham.

## SUNRISE TRAIL DIVISION

The most recent and successful event in the STD was our Mini-Convention on April 5. Turnout was even greater than last year and a great time was had by all, from the fantastic clinics by Paul Mallery and Al Westerfield, to the Buffet Banquet (with thirds on the house) and after-dinner speech by Paul Blauveltdt, Director of Safety of the LIRR. A surprise visit was made by Walter Schlager, President of the Long Island R.R. Both he and Mr. Blauveltdt were presented with life memberships (honorary) in the Division.



# DUES



The Board of Directors, at the Winter Board Meeting, decided that with the increase in costs of printing, postage and overall inflation, it was necessary to increase the dues to the members as well. Therefore, the membership is being notified of the intent of the Board to do so since it is actually the vote of the membership which makes the final decision in such matters. We realize that inflation has taken its toll on everyone; but we feel that the slight increase in dues won't crunch your pockets terribly much--and look what you get for your buck--the COUPLER! Proposed: One year for \$3.00; Two years for \$5.00; Five years for \$10.00. Life membership \$50.00. The next issue of the Coupler will contain a special ballot for this increase which will take effect in the calendar year 1976.



## A Friend in Need

Received a letter from Francis J. Mangravite inquiring about where he might get a kit or finished 'O' gauge Summer Open Trolley, as featured in our article "Clang, Clang Went The Trolley" in the last Coupler. Can anyone help him? Please write Mr. Mangravite at R. D. 2, Woodland Drive, North Haven, New York 11963.

# NMRA DIRECTORY SURVEY

If the NMRA Directory was offered for sale.....

*would you buy one for...*

\$ 2.50

\$ 4.50

\$ 3.50

\$ 5.50

*below \$10.*

PLEASE CHECK APPROPRIATE BLOCK & MAIL FORM OR FACSIMILE TO:

DR. ROBERT E. CHAIT, MMR  
15027 S. DIXIE HWY.  
MIAMI, FLA. 33158

# TRUCK-TRAIN

*h. j. wagner*

The success of Auto-Train is a modern legend in the otherwise bleak state of railroad passenger service. For the last three years, Auto-Train has transported passengers and their automobiles between Lawton, Virginia, just south of Washington, D. C., and Orlando, Florida, over the Seaboard Coast Line R. R. The equipment is owned or leased by Auto-Train Corp. while SCL operates the train and provides crews. The idea gained quick popularity and additional Auto-Train routes are being negotiated.

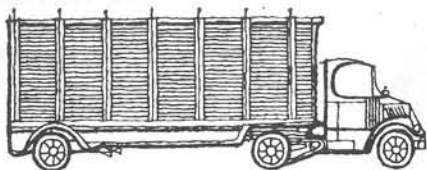
Now, however, a variation of this popular and profitable

Now, however, a variation of this popular (and profitable) vacation idea is soon to come onstream, combining piggyback service with the Auto-Train concept--Truck-Train. Truck-Train will service the same routes as its auto counterpart, carrying the trailers, tractors, and drivers. Trains will be equipped with flat cars for the road equipment, dining cars, sleepers and a nightclub car, all provided by Auto-Train--and will be operated by SCL train crews. The idea is not exactly an original, since it has apparently been successful in Europe.

The advantages, in terms of speedy service and well-rested drivers on such overnight routes, are obvious. Perishable goods and high-value, high-density cargoes will apparently be the first to be contacted about the service. Truck-Train is slated to begin service about mid 1975.

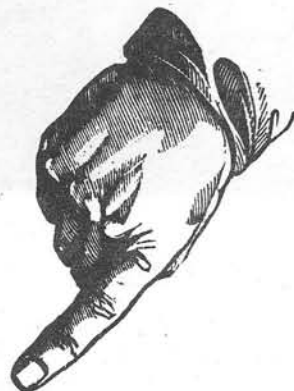
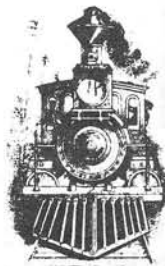
An incidental benefit of all this is improvement of our environment. Railroads are still the most efficient users of fuel when moving large quantities of goods or people. If the Truck-Train concept can be expanded to include other long-distance truck routes, the savings in fuel consumption and the reduction of air pollution, will reach significant proportions.

The concept of Truck-Train service along high-density, overnight truck routes strikes me as a progressive, innovative approach by the SCL to tap new markets for rail service. Instead of regarding the trucking industry as the enemy of rail service, railroads should endeavor to establish this and other close-working relationships with our transport cousins. For when a harmonious transportation alliance is established, everyone--consumers, truckers and railroads--will profit. And it goes without saying, that the railroads can use the added revenues.



# SYRACUSE

# TRAINS



OCT. 10-12

The 1975 NER Fall Convention will be held this year in Syracuse, New York, sponsored by Empire Division.

The Hilton Motor Inn will be home base, featuring three large clinic rooms, private banquet hall, contest room, display and white elephant rooms. Also included are a private bar for our "attitude adjustment" hour and a private balcony lounge for registration which includes coffee set up. The location seems terrific, and there's free airport pick up. Other motels in the area will hold our overflow of conventioners.

Layout tours will be visited by bus. They include the Auburn Club, and Skaneateles Club - Martisco Station (NRHS). The fan trip on the LA & L will also be gotten to by bus. This fan trip includes a box lunch. There will be a shop tour of the Genesee and Wyoming R.R. Ladies can relax at a fashion tour at the New Fayetteville Indoor Mall--buses will again be provided to these major stores.

Room rates are set now at \$24.00 a double. The entire package has not yet been established but will range from \$19.00 to \$22.00. This is for the Columbus Day Weekend.

SOUND GREAT?? Well why not? The Bishop has spoken! For further info: Bill Brundage (the one and only), c/o Central Railroad & Hobby Shop, Rte. 11, Ponderosa Plaza, N. Syracuse, New York.



# MODELING THE LAURENTIAN

by Jeffrey G. Martin

PA-1 fever is sweeping model railroading with the Delaware and Hudson's four units leading the way, but where are the Laurentians behind these models? What kits are available for these cars?

For several years, I have been studying and photographing D & H passenger equipment with the intent of modeling several HO-scale trains. Few kits are available for exact models of the D & H's steel cars, but many models closely resemble the prototype.

The D & H obtained twelve fluted-side cars from the Rio Grande in 1967, but no models of these are available. Con-Cor has announced that their streamlined cars will be available shortly in D & H colors. Wright Enterprises are Herkimer cars could also be used. The Herkimer cars were patterned after NYC prototypes I believe (except the dome), so they could be used as NYC cars on the Laurentian. The Con-Cor coach (with center skirts and roof ribs removed) bears a slight resemblance to the NYC parlor cars (#37-40) used on the D & H. For lettering these D & H cars, use Walthers' hood diesel decals (set #46-76). Both passenger-size and diesel-size letters are included, so each decal set can serve double duty. Gung-ho modelers (nit-pickers, if you wish) will want to observe the fact that D & H #41 (Mt. Timpanagos) originally had a black roof and all of these Rio Grande cars (except #22, 24, 25 and 43) were lettered with an ampersand (&) instead of the usual AND in "Delaware And Hudson."

Two types of coaches were obtained from the Erie-Lackawanna in recent years. E-L 1001, 1010, 1012, 1014, and 1021 (same numbers on the D & H) can be modeled from Pennsy coach kits (J-C HO-1 or Walthers 7875). The roof has tapered ends instead of being rounded and one extra small window should be cut into each side. Their six-wheel, top-equalized trucks can be obtained from Red Ball or by removing the drop equalizers from MDC, AHM, or Central Valley trucks. E-L 1302, 1303, 1313, and one other 1300-series coach (D & H 31-34) resemble the AHM smooth-side coach. For blue lettering, use Walthers' decal set #46-76. Maroon E-L lettering is also available from Walthers. No D & H lettering is available in maroon.

Standard, heavyweight D & H cars are also available in kit form. Coaches 222-239 are similar to NYC coaches (J-C HO-12 or Walthers 7880). The D & H baggage cars resemble NYC cars, except the D & H's doors are closer to the center of the car. Walthers 7819 can be used for arch-roof baggage #443 and #444 (clerestory roof) can be made from either Walthers 7822 or J-C HO-9. These clerestory roof cars can be modified for D & H #478-483 by cutting in windows at each end. Splicing baggage and RPO sides together and adding several windows in the baggage section creates D & H combines out of Walthers 7819 and 7833 (arch-roof cars #703 and 708) or Walthers 7822 and 7832 (clerestory-roof car #713).

## COMMENTARY

It is often stated that in order to get something done, one should give it to a busy person. I've found that to be true in most cases. The busy person is well organized and vital and always in a "going" state. He is alert and constantly able to cope with just another something to be done.

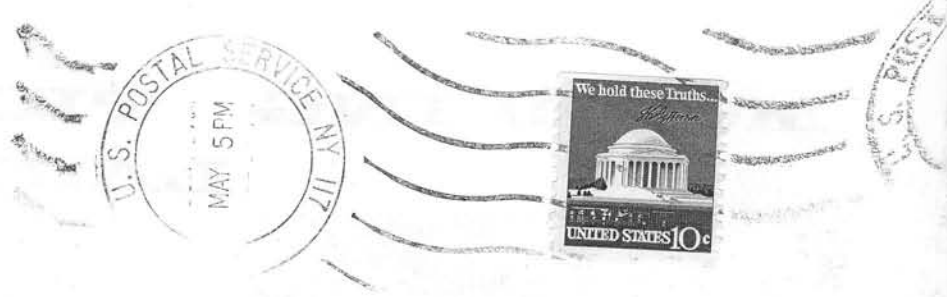
Consider, however, that person who volunteers for everything--is truly interested in everything --and has much to offer to everything, but somehow never can get things done on time. Perhaps a case of over-extension is the cause. There are some projects that are not just another 'something' to be done, but do require time and effort.

A person has only so much time to spend. The last time it was counted, only 24 hours were found in each day. Sometimes one can spread himself so thinly around all his interests, that none gets its proper share of his attention.

Better, sometimes, to specialize in a few areas than to just put your two cents into many. One can gain more respect and satisfaction in a job very well done than in many jobs just touched upon.

Knowing your own limitations --both in time and knowledge -- will help create the kind of person in whom one places trust to get that really important job done.

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**Locomotive Mufflers May  
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Within four years of adoption, an EPA standard would require interstate carriers to put mufflers on the nation's 27,000 diesel-electric locomotives. Only nine months after enactment, the standard would require that all railcars be properly maintained, including an elimination of flat spots on wheels.

Framed to relieve over 500,000 Americans exposed to excessive railroad noise, EPA's standards would entail compliance costs of \$80 to \$100 million, or 0.3 to 0.4% of gross railroad revenue.

Noise-reduction costs are: 1. Mufflers—\$200 to \$500 for road locomotives, \$1,500 for road switch engines, \$2,500 for road units. 2. Related hardware—none for switchers, \$200 to \$2,500 for road units. 3. Installation labor—\$50 for switchers, \$200 to \$1,100 for road units. 4. Downtime—1 day for switchers, 1 to 3 days for road locomotives.

In stationary tests, muffled locomotives may not exceed 87 dBA at 100 ft at any throttle setting or 67 dBA at idle. Moving locomotives may not exceed 90 dBA at 100 ft. Also, railcars may not exceed 88 dBA at speeds to 72 km/hr.



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