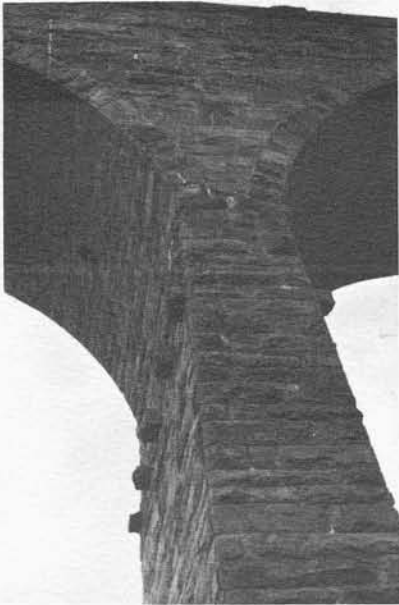


NER

Coupler

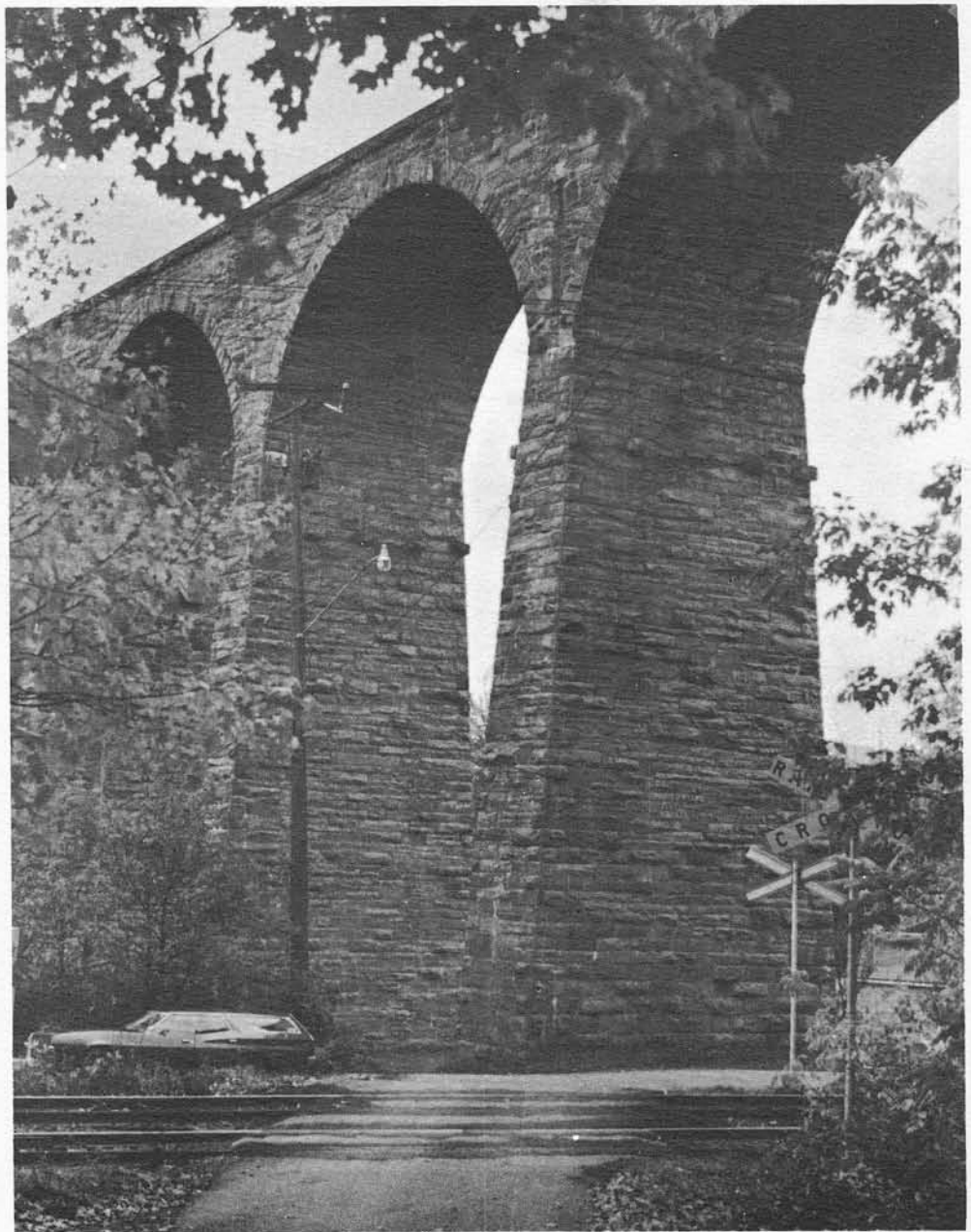


This well known structure was built between 1834 and 1835. It crosses the Delaware & Hudson RR carrying the Erie-Lackawana. STARRUCCA VIADUCT is actually about 10 miles from Starrucca, PA. These pictures were taken in October (1975) and Show how well put together it is after 140 years.

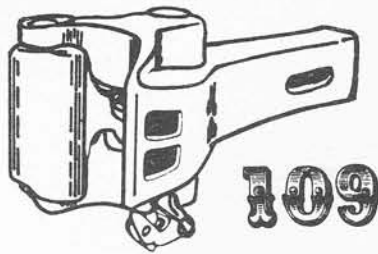
W. G. Lorence photo

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- October Winners
- Waybill System
- Scratchbuiders Corner
- Improving Diesels
- Regulars



the coupler



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Now that all the major holidays are past, we'll finally have the time to settle down to work seriously on our most favorite hobby. Oh, and model railroading, too! Winter's chill is on the feet, and activities are numerous indoors. Check out the timetable for events in your area and why not a change of pace by traveling just a bit to see not-so-local shows. Make some new friends.



Are we coming or going?

Speaking of friends, those of us who made it to Syracuse for the last convention were very happy to see our group from Canada come down in full force. Conventions, as far as I'm concerned, are the most terrific excuse for getting together with those people with whom we have a common interest, and with whom we've made some very special relationships. Activities are fine, and we can learn a great deal from clinics, but it all boils down to the people. Without them and without the friendships we've developed over the years, all the clinics in the world would be useful only for hermits. I don't know any; wouldn't know quite where to look.

And--speaking of where to look, since all of you now reading this magnificent COUPLER look for activities, people, places, etc. within these black and white pages, we'd like to let you all know that we're running out of things for you to look at! We've been very fortunate in having regulars who submit the articles you're all used to finding, such as Dick Hanschka's Soot and Cinders and Charlie Gerow's Prototype Practices and we've recently been blessed with some new contributors such as Frank Gulla and Leo King. Howsomer, can such a good thing last? We hope so, but even these fine contributions can't be counted on constantly. New blood (even ink, if you're short) is desperately needed. Some people have even found our address on the masthead. If you look hard, bet you can too.

The next Board of Directors meeting will be held in Talcottville (Vernon), Connecticut on Sunday, January 25, 1976. As always, everyone is welcome to attend. For particulars and directions, contact Charlie Bettinger, 29 Foster Dr., Vernon, Ct. 06066. Nutmeg Division is having a meet that weekend, also, and would be more than happy to have you join them. We're really a friendly bunch--I wouldn't be a part of anything else. Why not give us a try?



Two weeks after our Syracuse Convention the NMRA Executive Council and Board of Trustees met in Chicago to decide, finally, on a location for our soon-to-be established National Headquarters. About three years ago it was decided that this must be done and a start was made in that direction. Sites were considered from as far and near as Chatanooga, Chicago, Milwaukee and Dayton, to name a few.

Many things had to be considered, such as the choice between owning or renting. It was decided in favor of owning our own building. Then, we spent time, without a definite decision, discussing the merits of buying an existing structure or building one to our own specifications. This was left open, so that if a building satisfying our needs was to be found it could be purchased; if not, we could build.

Just what are our headquarters requirements? We need working space for one full time office manager and part time or volunteer clerical/secretarial help as needed. Storage of occasionally-used items and records is needed, as well as library and tape slide and service facilities. Display space of some kind is appropriate but whether we want this to take on the proportions of a museum is another consideration. Models and other items have already been given to us, but this requires additional security and insurance, the cost of which could be offset by a charge or donation for visitors. This might dictate a location convenient to travelers so that larger numbers of our members could visit while traveling.


All of this came to a climax when it was decided by vote of the EC and BOT that we would establish our headquarters in or near the city of Indianapolis, Ind. The exact site is still undecided.

The possible locations will be viewed on the occasion of the mid-winter BOT meeting, January 24th, to be held in Indianapolis

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

January 17 (Saturday) Garden State Division meets at East Brunswick. Layout visits featured.

January 24 (Saturday) Sunrise Trail Division general meet, Macedonian Youth Center, Union Blvd., Flushing, N. Y. at 1:00 p.m. Clinics, displays, refreshments. For info: Fred Leger, 222 W. 21st St., Deer Park, N. Y. 11729.

January 26 (Monday) Garden State Workshop on making trees, bushes, grass at the Model RR Club in Union, N. J. at 8:00 p.m.

February 23 (Monday) Tentative. 8:00 p.m. workshop on Getting Rid of Derailments. The Model RR Club, Union, N. J.

March 6 (Saturday) Tentative. 10:00 a.m. to 4:00 p.m. Workshop on structures. Willow Grove Presbyterian Church, Scotch Plains, N. J. Garden State Division.

March 20 (Saturday) Sunrise Trail Division's Annual Mini-Convention 10th Anniversary Special. LIVE clinics galore, displays, clubs, Banquet, auction, white elephant table, lunch on premises. Garden City, N. Y., 10:00 a.m. to 10:00 p.m. Info: Marilyn Lorence, Chairperson, 82 Edmore La., W. Islip, N. Y. 11795

April 3 (Saturday) Hub Division's Annual Little Convention in the Framingham, Mass. area. Regular convention attractions on a smaller scale. Info: after Jan. 15th to Glenn Owens, Jr., 238 Sudbury St., Marlborough, Mass. 01752

April 5 (Monday) Tentative. The Model RR Club Workshop on modifying locomotives, Union, N. J.

April 26 (Sunday) Long Island Train-A-Rama and Auction, 12 noon to 5 p.m., Knights of Columbus Hall, Father Thomas Carroll 4566, 1 E. Lincoln Ave., Valley Stream, N. Y. Hal Fletcher, Auctioneer. Over 3,000 sq. ft. of trains. Door prizes, refreshments, free parking. Full Tables \$6. Admission \$2.00. Sponsored by Rockville Centre Model RR, Inc.; info: Remo A. Rossi, 54 Peterson Pl., Lynbrook, N. Y. 11563.

May 21, 22, 23 (Friday, Saturday, Sunday) NER Spring Convention sponsored by Nutmeg Division. Chicopee Falls, Massachusetts. More info to follow in next issues.

October 8, 9, 10 (Friday, Saturday, Sunday) NER Fall Convention sponsored by Sunrise Trail Division. Ronkonkoma (Islip), Long Island, N. Y. At the Dutch Inn at the airport. Live Steam fan trip (scale) plus lots more. More info in following issues.



PROTOTYPE PRACTICES

by Charles Gerow

Almost every modeler has seen a large, busy yard, either in or near one of our larger cities or out along the line where a division point is located. Often we, as modelers, overlook the operation that takes place there; perhaps the best reason for doing so is that such yards are just too big to easily comprehend. Another difficulty might be in locating a suitable vantage point to watch the work going on.

However, even the brass hat of the smallest pike can benefit by learning the processes of working the biggest classification yards and choosing those aspects that can be applied to his model, for on both real and miniature roads, the working classification yard is the basis for efficient freight operation.

Where do all the cars come from, and where do they all go? This will depend on the concept of the particular road, so we will generalize. Cars are delivered by incoming train, by local crews from nearby industries and other pick-up points, by interchange runs to and from nearby yards owned by foreign roads, and in some cases, originate within the yard (or its sub-yards) itself.

These cars are usually classified according to their various destinations; the Yard Master may designate a separate track within the yard for each destination, or instead, for different classes of trains to forward the cars; if not to their ultimate destination, at least on their ways. Deciding how to use the various tracks will be based on past experience, and the amount of traffic--both incoming and outgoing. The new Yard Master will probably make a few mistakes, but will soon learn better; and like him, we can learn from our mistakes, too.

Most yards are laid out with a number of double-ended classification tracks, a yard throat at each end, and one or more yard lead tracks at the fringes. The bigger yards may consist of two or more separate sub-yards, each with a different function; the most common separations are for direction, and arrivals and departures. Other smaller subyards might be found serving team tracks, piggyback ramps, car shops (rip tracks), engine facilities, coal traffic, reefer icing, livestock ramps, and so forth.

100 In addition, within the body of the yard, thoroughfare tracks are provided to get road engines and caboose to and from the ends of their trains without tying up the classification tracks. Main lines may be routed between sub-yards, or on the outside of the body of the yard(s).

1 To learn how a typical yard is worked, let's follow the procedures used on an arriving train. At the

yard office, the Yard Master is advised as to the arrival time of the train, and he assigns a track to it. A switch-tender aligns the turnouts for it to enter the yard. (This might be handled by an interlocking or by the train's head-end brakeman, depending on heavy or light traffic of the yard facility. After the train arrives, the engine is cut off, and pulls away onto a lead track, where it is sent to the engine yard for servicing.

The conductor delivers his waybills to the yard office where a switch list is made up, telling which tracks the incoming cars are to be switched onto. This list will be given to the yard conductor or foreman of the crew who will do the required switching. While it is being prepared, the Car Inspectors go over the train, looking for defects, checking journals, etc. If a bad-order car is located, they will tag it for delivery to the shop or rip track for the necessary repairs.

Before the train is switched or "drilled," the caboose is set out on the caboose track; then a cut of cars is pulled out onto one of the lead tracks and the switching begins.

One most full-sized roads, in addition to the engineman, there is a "pin-puller" who does the actual un-coupling, and one or two men who align the turnouts or switches. The foreman may be the pin-puller, or he may direct another of the crew in that duty. Usually the less senior of the crew on the ground will handle the switches.

Also, most railroad allow their crews to switch cars by "kicking" them: the engine accelerates, the proper couplings are pulled and the engine is braked. The cars are thus kicked into a siding. On our pikes, unless we provide a special way of simulating this action we must shove every car into its new place, as if it had fragile cargo. In either case, the switch list will tell us which cars go where. Each cut of our incoming train is switched in this manner; the size of the cuts will depend on various things: the engine power, the length of the lead, any curves between the foreman and the engine to make passing hand signals more difficult, the temperature--colder weather makes journals stiffen--and perhaps a grade within the yard or on the lead track. The shorter the cut, the quicker it can be finished, but the shorter the cuts, the more moves he will make in coming back for more cars. This aspect of the work is an art, not a science, and experience is required to decided which of the many ways to finish is or may be the best.

This work continues until the train is completely broken up, and then the foreman is given a new switch list, for a new train to be switched or perhaps one to make up.

In a typical yard, there are trains bound in two directions, say East and West. Cars being forwarded "out of town" may be sorted according to their intended direction, according to what class of freight train they can be moved in, or perhaps to what town they are bound for, or a combination of the above. For example: westbound cars would seldom be set out on a track with eastbound cars; cars going west to the next division point would not be set out on the

same track as cars going to a nearby town (in the same direction) which is served only by a local freight; the cars containing perishables, such as fruit and vegetables, will often be spotted separately from cars loaded with coal or sand. In each case, if these cars were spotted together, they would have to be re-switched.

After the cars are switched or classified, a train can be made up. Another switch list is prepared, and this time the cars will be "blocked" or placed on the train in an order that will facilitate their handling en route. For example, cars that will be set out by the road crew of the train will be placed at the extreme head or rear ends of the train, depending on whether the sidings involved are of facing or trailing direction; the first cars to be handled will go closest to the end(s). Cars will also be blocked or grouped according to destination; usually the cars going the farthest are towards the rear, so that at each division, one crew can change the cabooses if required, while a second crew sets out a block of cars, and perhaps adds another block or more. The first crew can add another block or more to the rear with the cabooses, or instead of changing them.

There are always exceptions to these general rules: one is that certain types of cars, such as reefers (for easier icing), auto racks and piggyback flats (routed through in groups), and coal hoppers often tend to be blocked together; sometimes this is carried to the extreme of running solid consists of a particular type of car.

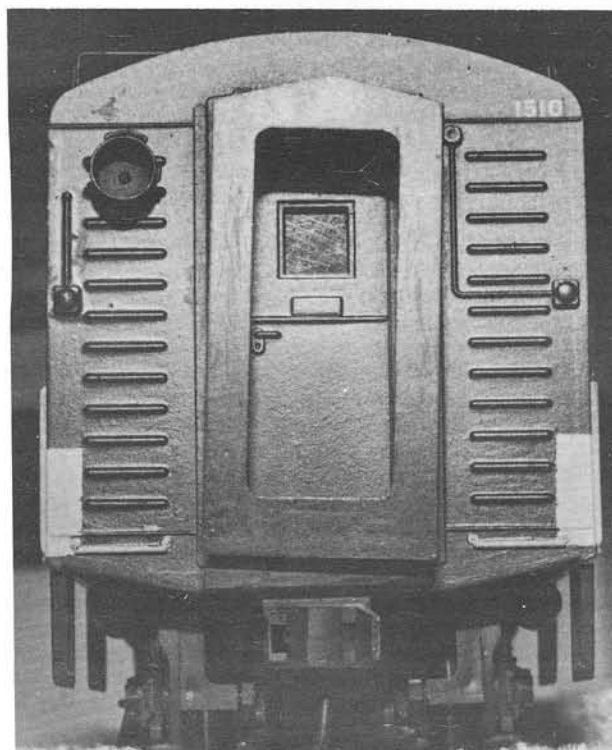
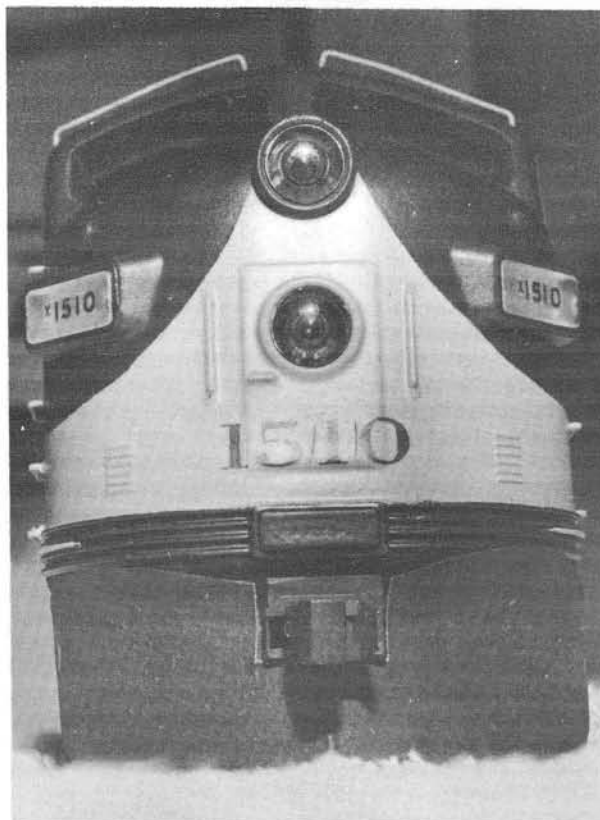
After the train is made up, a caboose is tacked on its rear, and the train awaits its new crew and locomotive, and departure time.

For those interested in further study of this aspect of railroading, Chapter 2 of John Armstrong's book, Track Planning for Realistic Operation by Kalmbach Publishing Co., is highly recommended as an excellent starting point. Careful observation of the prototype will benefit the modeler if and when he understands the basic techniques involved.



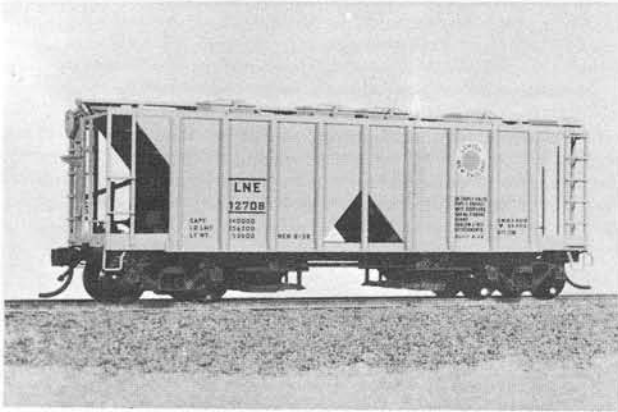
DIESEL DETAIL...ALASKA STYLE

Check out the photos of Alaska 1510, the second place winner in the October Convention (Locomotives-Other, Craftsman Category). Leo King entered two of the four locos in the contest, and would like to know where the competition was? So would we! But could they measure up to this beauty? Leo added a lot of detailing (air, steam-lines, mirrors, more grab irons, 3-chime horn, radio antenna, winterizing kit).

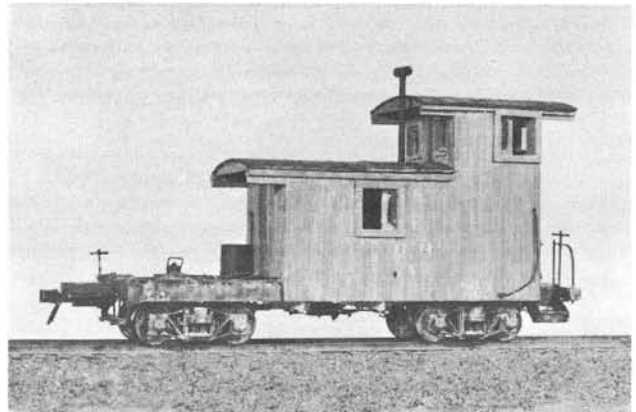


WINNERS

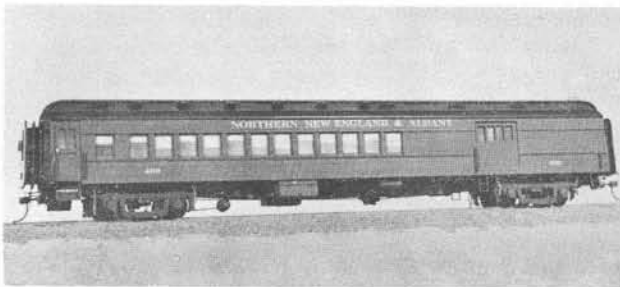
Al Westerfield



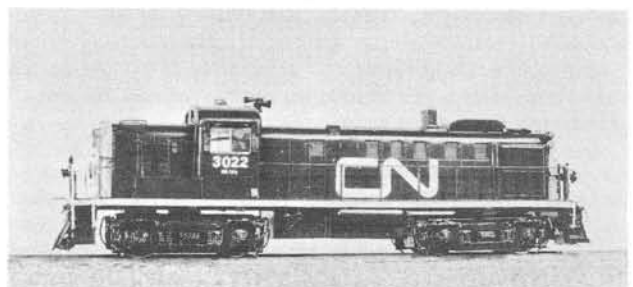
First Place, Craftsman - William Mischler
Best In Show - Baldwin Trophy



Second Place, Master - Robert E. Bird
Delaware Trophy



First Place, Craftsman - Walter Ronfeldt
Hub Runner-Up Award

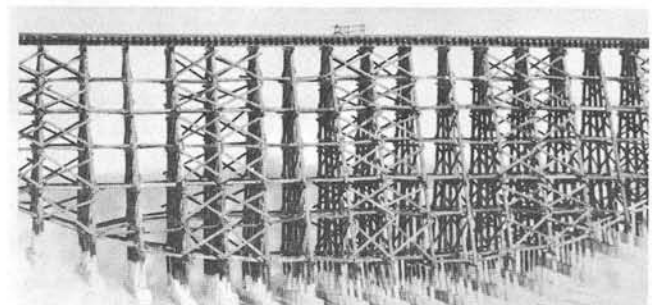


First Place, Craftsman - David Mealey



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Second Place, Master - Walter Ronfeldt



Third Place, Craftsman - Jack Clarke
New Modeler's Award

Pass Contest
John A. MacIntosh

Photo Contest
B&W Prototype: Leo King
Color Prototype: Edmund J. Kuhn, Jr.
Color Model: R. Wheeler

Steam Locos
Master 2nd Walter Ronfeldt, NNE&A 4-4-2
Master 3rd Walter Ronfeldt, NNE&A 2-8-8-0

Locos, Other
Craft. 1st David Mealey, CN RS-3
Craft. 2nd Leo King, Alaska RR F unit

Freight Cars
Craft. 1st William Mischler, LNE covered hopper
Craft. 2nd Walter Ronfeldt, NYC express reefer
Craft. 3rd Don Howd, O&W gondola

Passenger Cars
Craft. 1st Walter Ronfeldt, NNE&A combine

Non-Revenue
Master 2nd Robert E. Bird, Rayonier caboose
Master 3rd Robert E. Bird, crane car

Structures
Craft. 3rd J. G. Clarke, trestle
Craft. Merit J. G. Clarke, bridge

Dioramas
Craft. Merit Charles O. Seaman, town

Baldwin Trophy (Best in Show)
William Mischler (113 points)

HUB Runner-Up Award
David Mealey (108 points)

Delaware Trophy
Robert E. Bird, for working brake gear in HO scale

New Modeler Award
J. G. Clarke

Judges
David Busch
David Messer
David Roberts
Ira Rothberg



Merit Award, Craftsman - Charles O. Seaman



THE KEYSTONE CONNECTING SYSTEM
Birth of a new Association

The Keystone Connecting System is a fictional system designed to provide the smaller railroads with the means to compete with the largest roads in thru-trains from coast to coast. It's a semi-merger sort of thing. All member roads retain their separate identities, but grant trackage rights and interchange equipment with other member roads. Some sort of keystone decal (yet to be produced) will eventually be provided for all member road locomotives and cabooses.

The idea is to provide a lash-up of small railroads all over the country so that a customer may ship his goods practically anywhere without unnecessary delay in a lot of yard switching.

The Keystone idea was conceived, and is supervised by Harry Dawkins of the GARDEN CITY NORTHERN and Chuck Wilson of the MAPLE VALLEY. Certain ground rules have been set up for prospective members:

1. Your railroad name should be of your own creation. This rule is

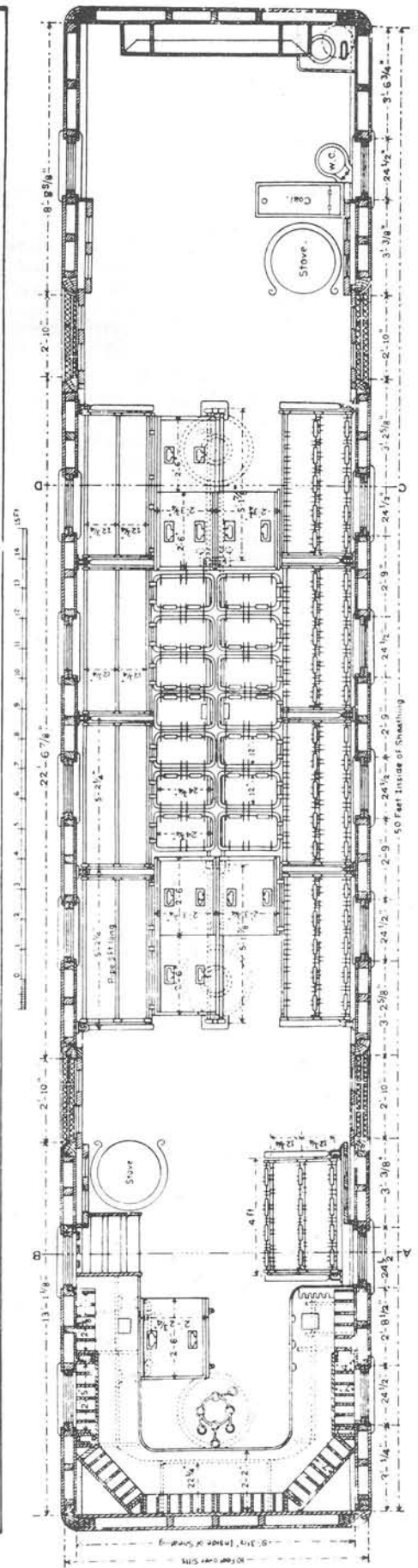
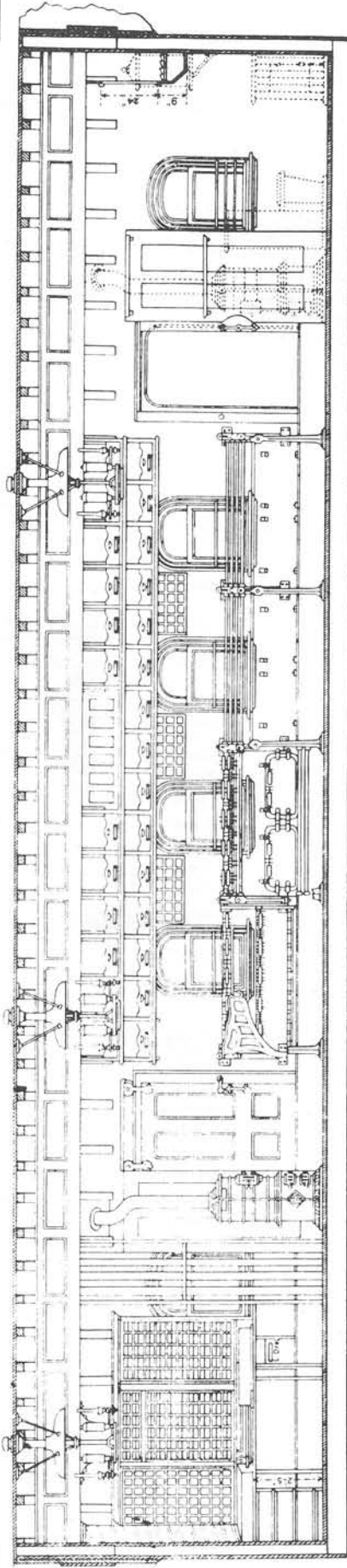
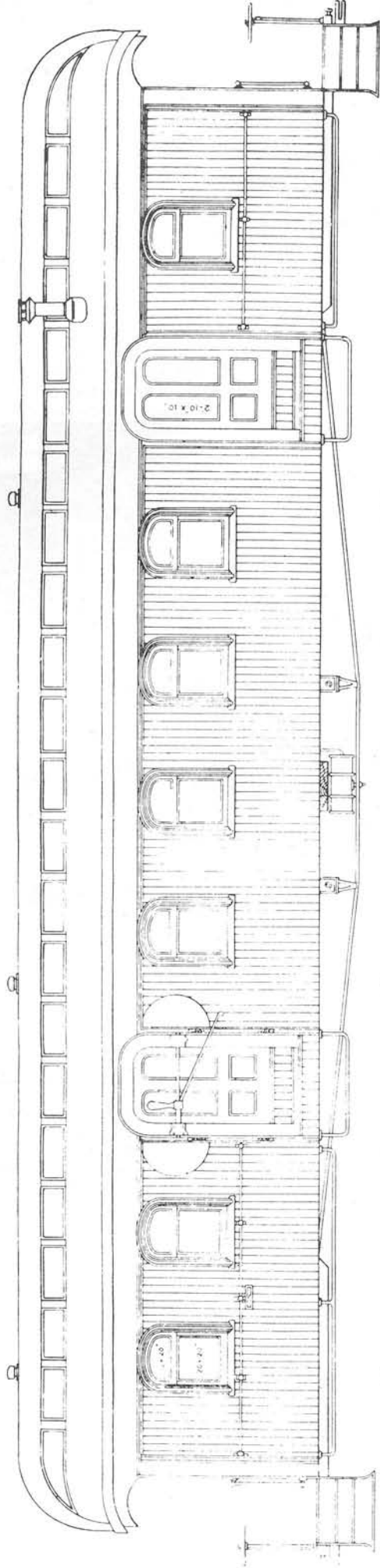
flexible, but large prototype road names (PC, ATSF, etc) are out.

2. HO scale only.
3. Willingness to display keystone on motive power.
4. Willingness to exchange cars.

A practice of three of the original member-roads has been to exchange a locomotive and caboos on a Temporary Lease basis. In other words, ownership of these units is retained by the original railroad, subject to recall at any time. Of course, everyone won't want to do this, and it wouldn't be advisable anyway. We'd end up with fleets of foreign power and none of our own. The loco-lease thing then is not a requirement.

It would be nice to have a Keystone affiliate in each state.

Garden City Northern RR
Harry H. Dawkins, Jr.
523 Sunnyfield Dr.
Monroeville, Penna. 15148



The Harrison Postal Car

Scale 3/16 in. = 1 ft.

Scratchbuilder's Corner

by Dave Messer
Lifted (carefully) from "FORM 19"

STYRENE

General

Sheet Polystyrene, or styrene as it is commonly called, is one of the most versatile materials available to the scratchbuilder. Although somewhat more expensive than card stock, it is comparable in price to sheet basswood and has a wider range of applications and is more easily worked once the techniques are mastered.

Styrene is available in thickness of .010, .015 and in multiples of .020 from .020 to .100. It has a smooth surface and a uniform texture, allowing even cutting of very small cross-sections. Because it is unaffected by humidity, storage is not a problem, although care must be taken that the thinner material is not creased. Needless to say, all solvents should be kept away!

Another sheet plastic material used for modeling purposes is ABS, which has the advantage of greater resistance to etching by solvent-based paints. However, it is not available in as great a variety of thicknesses as styrene and is somewhat more expensive. Acetate sheet is available in clear and transparent colors, but because it is affected by moisture, its use is generally limited to windows and decorative areas.

Fabrication Techniques

As with card stock and sheet wood, layout should be done carefully and with accurate measurement and

square corners. Styrene is somewhat unique in that cutting is accomplished by scoring the material with a modeler's knife against a steel rule. The sheet is then bent back away from the score, resulting in a clean break. Light sanding or filing will remove any irregularities.

Styrene is readily joined to itself by placing the parts to be joined in position and touching the joint with a small brush wetted with solvent (MEK or one of the commercial liquid cements). If the solvent is applied sparingly and the assembly left undisturbed until set, a strong, virtually invisible joint results.

Because of its resistance to warping, styrene needs less reinforcing than card stock or wood, but some is needed to maintain structural integrity. This can be done by cementing additional thickness of styrene or by using stripwood. If possible, pieces joined end-to-end should have a reinforcing plate added on the nonvisible side. Larger thickness pieces can be built up using multiple layers. When set, these can be formed by filing and sanding.

Finishing Methods

Solvent-base model railroad paints (Floquil, Scalecoat, etc.), because of the color selection and fine pigment, provide the best finish for styrene, providing they are applied in light coats with an airbrush. Application of a sealer (Barrier, Shieldcoat, etc.) allows brush application but tends to obscure fine detail. Water-base paints (Polly-S, etc.) offer variable results depending on removal of grease and silicone mold-release agents. This is facilitated by scrubbing with soap and warm water or by using one of the commercial cleaners (Plastic-Prep). Petroleum distillate-base model paints work reasonably well for non-railroad colors, but also tend to obscure detail.

A Note from our Convention Treasurer...

The Syracuse Convention "railroaded" a total of 148 persons; breakdown as follows:

New York	51
Connecticut	25
Massachusetts	22
Canada	21
Maine	18
New Hampshire	4
Vermont	3
New Jersey	2
Rhode Island	2

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The banquet held 139 of our people all having a really great time.

Irwin Lloyd

LETTERS TO THE EDITOR

Herbert Leach, President of the Nutmeg Division writes: "I send flyers to officials in the surrounding Divisions, (Hub, Seacoast, Pioneer Valley), but I never receive any flyers from other Divisions about their activities. I was just wondering if they are desirous of receiving inter-Division news and if they are, why don't they reciprocate?"

I give up, Herb--why don't they reciprocate? Anyone care to answer?

Don't forget the Editor's Contest

(See Page 11 of Issue #108)

Choosing a Waybill System

by Frank Gulla

Every modeler has probably contemplated the use of a car-order waybill system on their layout and, if so, which one. You read different articles about systems for layout, large and small, but none of them seem well suited for your layout or your railroading tastes. Perhaps you need some help organizing your thoughts on this problem. The following is presented with the brasshat in mind who wants a waybill system which fits his or her style of model railroading.

The first questions: What is the purpose of this waybill system? Is it to model a particular type of freight traffic, like express fruit freights, peddler freights or unit train operations? What level of realism do you want? Once these decisions have been made, the complexity of the system will be established. If realistic peddler operation with a furious shuffling of cars is the purpose, then a car-order system where separate job and car cards are used would seem appropriate. Job cards would be picked periodically, and the nearest empty car of the correct type would be matched to that job; the job of the operator would be finding the right car and delivering it to the right place.

Now that you know what you want your system to do, see if your layout can handle it, and do not forget the rolling stock. In other words, if you want to model peddler freights and you only have two sidings and three passenger cars, your waybill system would be simple, and eventually become boring. It is here that the model rail who does not have a layout has an advantage. Then, one builds a pike to suit a particular system. If the expectations of the car order system are within the capabilities of

the pike, then we can move on to the next point of discussion: How hard do you want the system to work?

The work involved with a car-order system breaks into two categories: first, work in preparation of the system, and second, work while using the system. The more time spent in preparation, the less time required during usage, usually. However, if you spend weeks developing a complicated wheel list form or a waybill with forty-seven blanks to be filled, you have only spent time making work for yourself. If you do not want to spend much time in preparation, and you are worried about future expansion, then an improvised delivery list, written when the conductor (or whoever) has seen the cars in the train, may be sufficient. The destination for each car is selected based upon the conductor's experience and imagination. Any cars found along the right-of-way are assumed to be destined for the nearest yard. This system has all the work being done during the "use" stage. Alternatively, the work can be done in the preparation stage, writing lists of sources and destinations for each type of car you own. Selecting the proper routing for a series destination carload and making a card for each car and for each job would also be part of the necessary preparations with this system. The amount of work needed during use would be small, since many of the decisions have been made in advance.

At this point, further organizing can be done (forms printed, cards typed, schedules written), but the big decisions have been made. If you have been honest with yourself and have done some reading and thinking, then it is likely you have seen a system that, with a few modifications, will be just what you want. You should be able to make your decisions and develop a system that will make your railroading fun.

DUES



Please note that the vote on the dues increase was passed and will go into effect January 1, 1976. One more notch, folks; but thanks from the crew on the COUPLER.

1 Year for \$3.00

2 Years for \$5.00

5 Years for \$10.00

Life Membership for \$50.00

Life Account shall be paid in three years, Totalling \$55.00

PARDON US...

Last issue, the article "Instructions to Freight Engineers," was erroneously attributed to Frank Gulla. Frank informed us that the credit goes to "Slug" Russel of Tech Model Railroad Club (MIT). However, do note the article in this issue which was written by Frank. Enjoy!

SHENANDOAH & TIDEWATER

CHATTANOOGA
& BLUE RIDGE RR
PT&TC
TLC



Bill Lorence
S&T
MANUNKA CHUNK

Marilyn Lorence
MC

passes & bull exchanged

52 Edmore Lane, West Islip, NY 11795

IMPROVING DIESEL PERFORMANCE

by David E. Renard, MMR

Anyone attempting to model a modern, dieselized railroad should recognize that locomotives are very frequently used in multiples of two or more units. Very satisfactory performance of multiple units, or "double-headers," can be achieved by some relatively simple modifications to nearly any diesel model.

Principally, what is done is to wire the units together as the prototypes do so that the combination acts all as one locomotive. The effect is improved electrical pick-up and therefore smoother operation, improved pulling power, and more prototypical appearance.

Diesel units may be most any style, some prototype roads really mix them up; but the units should run at nearly the same speed for any given throttle position. In my own case, I have several Hobbytown power chassis with the same motor and gear ratio and have made permanent pairs of two GP-30's and two GP-7's. Likewise, powered Tenshodo F-7 A and B's have been similarly treated and give excellent performance. While it may be best to use nearly identical locomotives, any two that can be put together on the track under the control of one throttle and stay close together when running will make a good pair.

Using dummy couplers between the units gives smooth, reliable, performance. Slight differences in running characteristics between the two units may cause regular working couplers to separate if there is too much changing of slack and tension. The dummies should be mounted so the shank can pivot on each loco; otherwise they will derail on reverse curves and crossovers. The relatively tight fit of the dummy coupler's knuckles will keep the alignment of the units rigid and the operation smooth. The loco frames may be opposite polarity, so use plastic dummy couplers or insulate one mounting.

To wire the units together, select a fine, flexible wire. Solder or connect the bared end to a motor brush spring or other convenient terminal on one loco and run the wire so as not to interfere with any operating mechanism to a similar point on the other loco. This is, of course, done with the body shell off and would not interfere with replacing the body or performing routine maintenance. It may be necessary to drill a hole or two in the engine's frame, particularly near the end, so that the wire can be threaded from one unit to the next. Leave a little slack between units and try to locate it below the coupler. Run a similar wire from the other brush spring or terminal of the opposite polarity to its counterpart on the other loco.

With the loco mechanisms up on blocks on the workbench, touch power leads to the wheels or brushes on one unit and see that all wheels turn in the same direction. If one engine is opposite from the other, merely reverse the new wires on one unit. Touch some black paint to where the wires show between the locos; look like air hoses, don't they?

What are the advantages of this arrangement? With the engines wired together, one can assist the other. Should a bit of dirt interrupt the pick-up one one truck, power comes from the other unit and keeps the first running without jerking. Running into a dead block will not cause one unit to stall and the other to spin its wheels helplessly; both run until they stop simultaneously.

Two engines wired together can pull more cars than the sum of what each can haul separately. I found fifteen to eighteen cars was the limit that each unit could pull up the ruling grade without slipping. Working together, a pair of diesels rolled forty-five cars up the hill.

What disadvantages can occur? Should an advance block have reversed polarity in it, a short circuit will occur when the lead engine enters. Unless shut off promptly, the current will burn out one of the jumper wires and make replacement necessary. This possibility could be eliminated by turning the wheel sets so one unit picks up power entirely from one rail and the second unit picks up from the other. This is a bigger wiring change to make and is not really necessary with normal, careful operation. This problem occurred only on a large club layout when the train passed from the control of one operator to another; it doesn't happen at home.

Handling these units can be a bit cumbersome. Miniature plug-in jumpers were tried between locos so that they could be separated, but the jumpers had a tendency to unplug on curves and were not reliable enough to keep using.

If you run long, heavy trains with multiple diesel units, here is an operating scheme you can try if you have an ammeter in your control scheme. Instead of letting a specific number of cars be the limiting factor on what a given diesel unit will haul, set a limit on the amperage you will voluntarily not exceed. For example, my Hobbytown units draw less than a half amp running light but will exceed a half amp with a heavy load. An arbitrary operating limit has been set, therefore, at just one half amp.

With a moderately heavy train, a single unit will soon reach this limit on the ruling grade. By running very slowly, it may be possible to stay within the limit all the way to the top, or as the prototype does, the limit may be exceeded for short periods of time, but then have to shut down to cool the traction motors. Adding a second power unit to this train, and therefore raising the amperage limit to one amp, the train will easily go up the grade without exceeding the ratings.

Increasing the train weight, number of diesel units, and amperage limits makes for some interesting operating problems that closely parallel prototype practices. The dispatcher had better assign enough power to the train if he is going to meet the schedule or keep from delaying other trains by having to send out helpers. If he is short of locos in his motive power pool, he should perhaps order some cars cut out and hold them for the next train headed up the big grade. There are several alternatives, but he had better make some right decisions if he is going to keep his division operating efficiently.



Stops Station

Compiled by Hook N. Crook

LITTLE RHODY DIVISION

On October 8, 1975, the Little Rhody Division held its 4th Annual Banquet & Installation of Officers at Frederick's in Warwick, R.I. The following slate of officers and members of the Board of Directors were installed in office:

Superintendent:	W. Emerson Randall, Jr.
Assistant Supt:	Norman D. Nelson
Director (2 yrs):	William E. Chandler
Director (2 yrs):	Mark A. Coles

The Chief Clerk & Paymaster, Michael Antoni, has tenure and the other two directors, Earl W. Appleton and Len Estes have another year to serve on the Board of Directors.

The Little Rhody Division meets at 7:30 p.m. on the second Wednesday of each month, except July and August, in the basement of the Trinity Union Methodist Church, corner of Broad and Bridgeham Streets, in Providence, R.I.

--W. Emerson Randall, Jr.

SUNRISE TRAIL DIVISION

The latest activity of the STD was a show held for and at the request of the Floral Park-Bellerose PTA as an interest and fund raiser. The STD filled fourteen tables and displayed their railroad wares. Operating layouts from members and friends were shown and 2 live clinics were given to those attending. We hope to have sparked an interest in model railroading and that those attending enjoyed our efforts.

The next big bash of the Sunrise Trail Division will be the celebration of our 10th Anniversary at our Annual Mini-Convention, being held again this year in Garden City (easily accessible by car or rail). This year we're planning an especially festive show for the occasion, including more clinics than one can attend during the busy day. Tape slide clinics, movies, as usual--but emphasis on LIVE clinics from some of the best-known names in the region. Banquet will be offered as part of the package and an auction will highlight the event. Everyone is welcome to join us on March 20th. Firm prices will be published in the next COUPLER. For further info: Marilyn Lorence, 82 Edmore La., W. Islip, N.Y.

HUB DIVISION

A note from our good friend Frank Gulla letting us know that he is now the Editor of the Hub "Headlight." We hope that now, with all the added work that title brings, he can continue to bestow an article or two upon our poor newspaper! Lots o' luck, Frank!

From Glenn Owens:

The one big item worthy of full coverage is, of course, Hub Division's annual Open House (November). It was held in the First Baptist Church in Methuen, Massachusetts on what began as a cold, rainy day. The attendance was down from our usual average, but all in all, not bad. We had a large group of enthusiastic displayers, both commercial and home-grown modelers, and our operating budget received a reasonably good boost by the time the day ended. For those of you from NER who were there, thank you for helping out by coming.

Our next event will be the annual Little Convention generally held in April. The last one, of course, was by necessity combined with the NER Convention in Boston. The next one should be April 3 and will probably be in the Framingham, Mass. area. The program is usually about the same as your own NER Conventions except limited to one day and no fan trip. But everything else you could ask for will be included.

It always seems like the right thing to do to close this column with an urge for you to become members of your local Division, if you are not already. Being a triple member (Division, NER and NMRA) is really a satisfying experience. You help yourselves by helping to keep these organizations alive and healthy. If you live in eastern Mass., send an envelope to Hub Division, 238 Sudbury St., Marlborough, MA 01752 for an application. In other areas, join your Divisions. And by all means, keep up your membership in NER.

WINOOSKI VALLEY MODEL RR CLUB

Members and friends of the Winooski Valley Model Railroad Club have restored and displayed Barre and Chelsea #14, a 70-ton General Electric diesel locomotive. From left to right, bottom row: Whitney Maxfield, Richard Bousquet, Clifton Shuttle Jr., Charles Fantoni; Top row: Morris Maxfield, Charles Bousquet, David Dwyer, and Walter Syrett. (See photo next page)

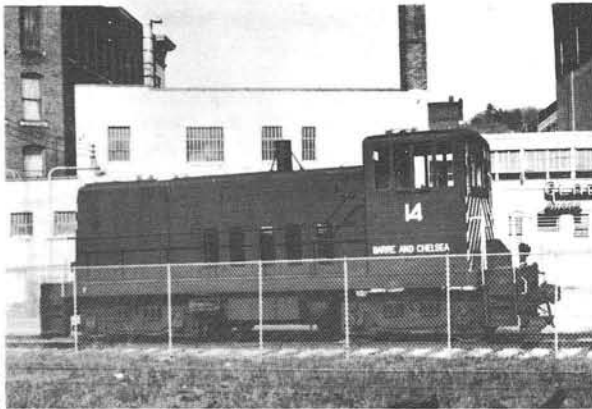
The locomotive is intended as a memorial to the men and machines who built and worked the railroads of the Barre area during the last century (1875-1975). The locomotive was donated by Mr. Samuel M. Pinsky, President of the Montpelier and Barre Railroad.





The Winooski Valley Model Railroad Club, with the help of the Barre Area Bicentennial Committee, has completed restoration of Barre and Chelsea #14. This General Electric, 70-ton diesel-electric locomotive #29088 was the third to be ordered for and serve Barre and the granite quarries. It was delivered to the railroad in September, 1947 and worked the Barre branch and on the line from Montpelier to Wells River as #14. In 1957 it became Montpelier and Barre #22, and served this road for six more years.

It was loaned first to the Hoosac Tunnel and Wilmington RR in 1962 and to the Frankfort and Cincinnati RR in Kentucky from 1963 to 1967 and returned to M & B rails in January, 1967. The last tour was from April, 1967 to September, 1967 on the St. Johnsbury and Lamoille County RR, finally being deadlined at Morrisville, Vermont for a broken engine connecting rod, then returned to Montpelier with the sale of the St. J & LC in the fall of 1973.



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In the fall of 1974 it was donated to the Barre Area Bicentennial Committee by Mr. Samuel M. Pinsley, President of the Montpelier & Barre RR. Now restored, it rests again on a portion of the original Barre and Chelsea main line next to the Merchant's Row Parking Lot in Barre, Vermont.

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GARDEN STATE DIVISION

After nearly five years of work by its members, "The Model Railroad Club" will be open to the general public this March. This event will be noteworthy because several concepts were introduced which are quite rare for most clubs.

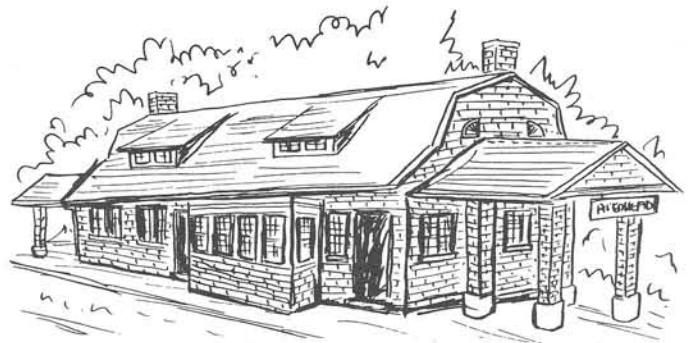
In the beginning, the railroad was designed and the building built around that plan; not only for the present, but with an eye to the future.

The 1500 ft. of track now down will eventually expand to a railroad of 15,000 ft and offer every operating possibility of the prototype. The engineers and tower operators will be using computer Cab Control, a system which will make it practical to operate a railroad of this size. The scope of this plan also assures that we will never have a "finished railroad." There is enough to keep all members busy for the next twenty years.

In designing the building, too, our visitors were taken into consideration. There is plenty of room for 300 + people, and they follow a flow pattern from entrance to exit that will eliminate crowding and assure that the trains will be viewed to the best advantage.

We have constructed a balcony offering a "bird's-eye view" and then bring our visitors downstairs through a central walkway where they can see the railroad on both sides at eye level. The building, in addition to the railroad, contains a shop and a meeting hall. These facilities are available to other hobbyists. Our membership has grown with this project and it seems clear that any club willing to put forth the time and effort could duplicate our plans. Model railroading is coming along very fast and we are proud that this organization has been able to expand the hobby to both members and non-members alike.

Gus Tjaden, Treasurer
The Model Railroad Club



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Richard M. Hanschka

photos from
the author's
collection-

For years the NYO & W ran up and down to nowhere. Nickel Plate Products is featuring several of its engines with more to come.

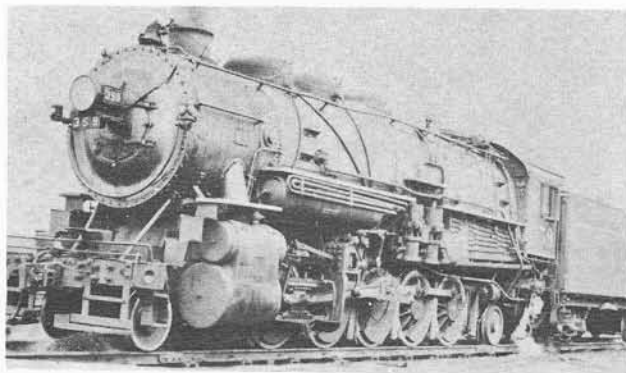
The "Old Lady" never had a chance from the start, as it avoided large industrial centers for most part or only sent a branch line to them.

The NYO & W had a heavy coal business for years out of Scranton, Pennsylvania. Especially in later years, it ran as a bridge route; except for cabooses and work cars, there were very few O & W cars.

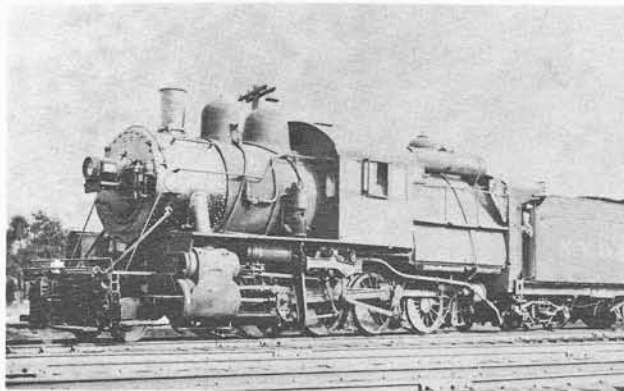
Coach #10 is an example of its passenger cars. Later, it used NYC-CNJ-Erie-You Name It, so a modeler could use most any cars with NYO & W engines. The 2-10-2 "Bull Moose" was used on drag freight only, like coal, but the rest could be found in most any kind of service. Whatever would roll got the call.

Its engines were of the typical aged models we see--dusty, dirty, etc., as there was no money to support proper cleaning. The NYO & W collapsed in late 1950's and now the other northeastern lines appear to be in the same trouble as was the O & W--light traffic density, poor trackage, etc.

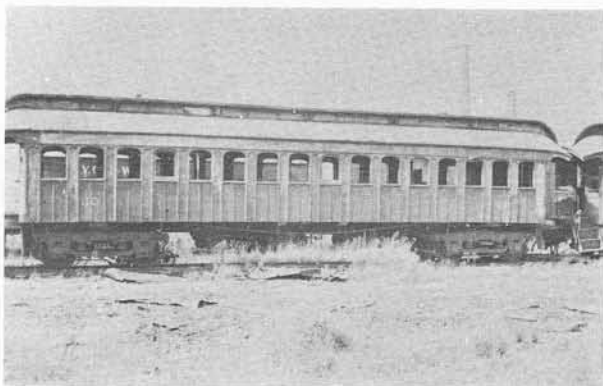
Single track operation came in late 1940's with CTC, but for years double track mainline was the rule. The rural atmosphere along NYO & W would be excellent for a large layout.



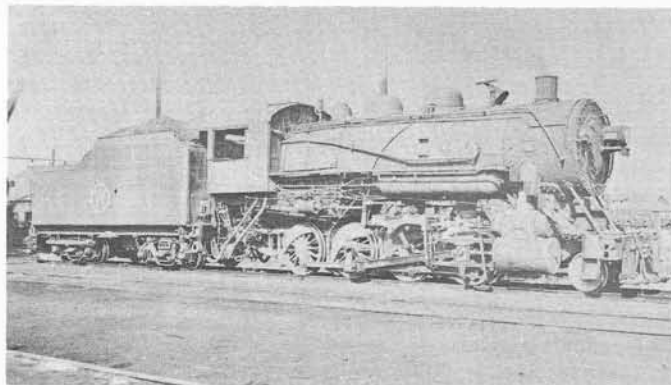
2-10-2 #359 at Campbell Hall, N. Y. Nov. 12, 1930



Class P #207 at Mayfield, Pa. May 10, 1936



Coach #10 at Roscoe, N. Y. October 1955



Class W2a #323 at Norwich, N. Y. April 1945



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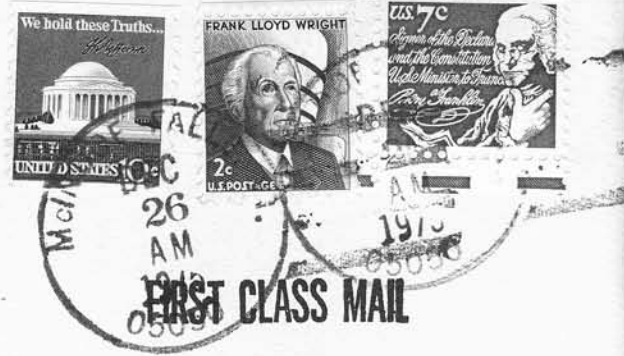
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PHOTO POETRY by Leo King

Maybe somewhere tonight, the black, roaring, chanting
(Enchantress?)
GP-40 beauty is on the point
Batting up a westbound grade with tonnage dragging behind
Proving Newton's laws.
Or perhaps the 3220 is in an enginehouse
For a refill of gas and oil and a tune-up:
De Witt Classification Yard in East Syracuse, N. Y. ?
(In Actuality)
Perhaps she is in Selkirk Yard, near Albany.
Maybe in Cleveland.
Or Boston.
Or Chicago.
Or St. Louis.
Or New York City.
The Penn Central is a far-flung system.
Her cousins, as left and right, are stay-at-homes
Used in yard service over the hump.
The Hostlers have prepared the power for the work
Beginning on
The Graveyard Shift.



The judges at the fall 1975 meet of Northeastern Region, NMRA thought Leo King's picture was so good they awarded it First Place in the black-and-white prototype category. (Exposure 15 sec. at f/2 on Plus-X.)