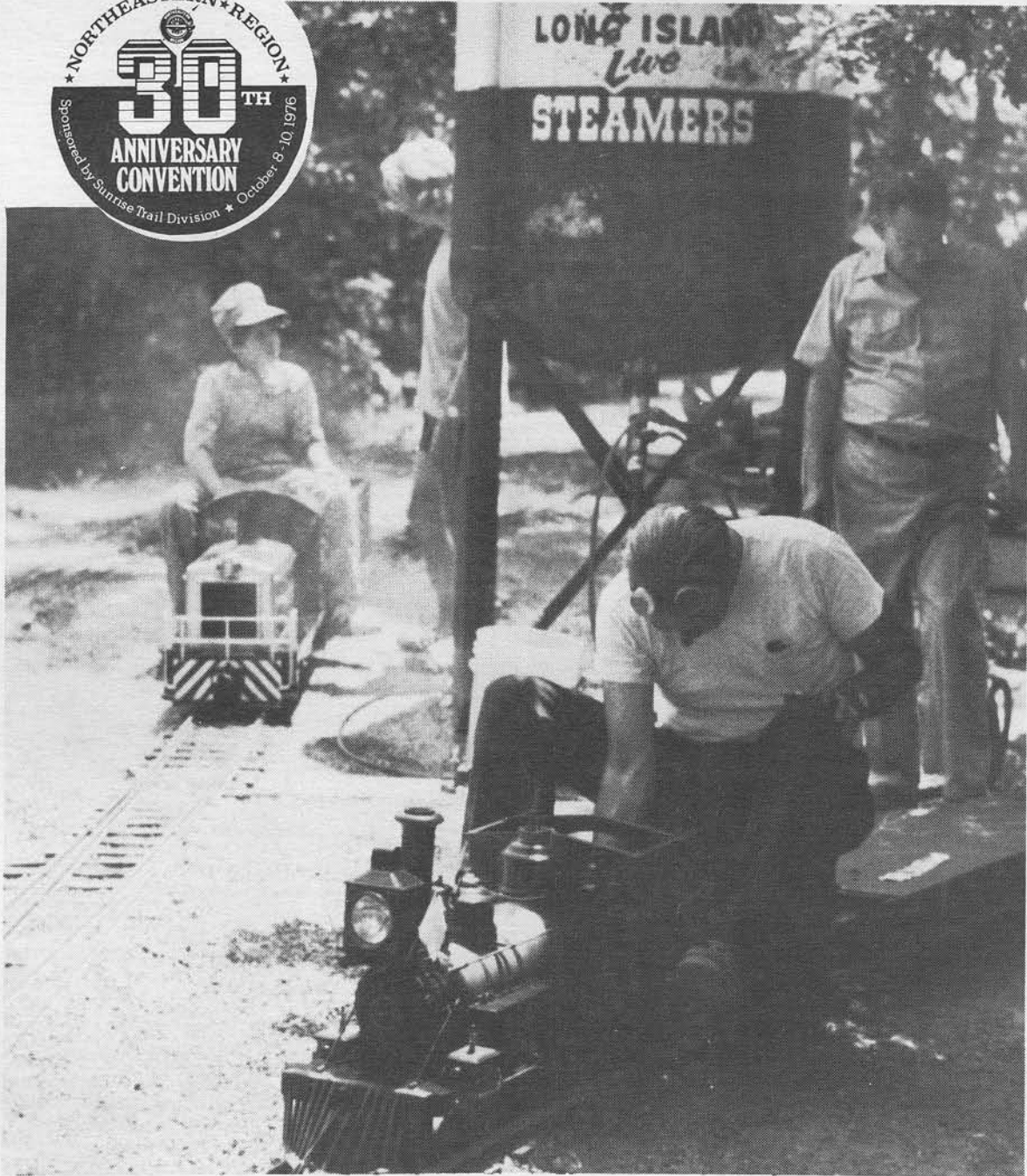
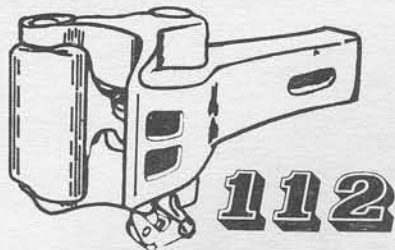




# Coupler



# the coupler



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Production Manager

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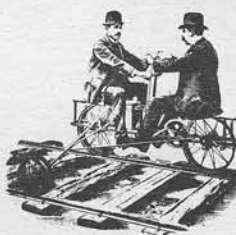
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Are we coming or going?

## HELP WANTED !

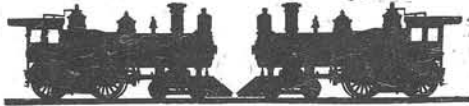
Newspaper Editor for Regional Hobby Newspaper, circulation approximately 1,200. Preferably no experience. Degree in hieroglyphics required. Personality requirements: self-starter with ability to start others as well; ability to tolerate working with non-progressive individuals; stifled creativity looking for no outlet. Physical requirements: very thick hide with fanny pad for protection; 20-20 hindsight; fairly strong for arm twisting and brow beating. Experience requirements: Must type between 5 and 50 words per minute, lite steno. Stand-up comedian preferred, or returnee housewife with nagging ability. Must be able to haggle price on printing, collating, etc., or be prepared to do same with no help. One-man Army experience helpful. Must enjoy working with or working on or being worked on by others. APPLY: Fred Driscoll, President, NER. All mail received postage due will be returned the same way. Carrier pigeons accepted if seed bag is enclosed.

Honestly, folks, we've enjoyed bringing you the COUPLER and from the responses we've had, you've enjoyed it as well. But comes time, after 4 years of diligence (?), we'd like to move on to something new. We feel that the COUPLER has increased the membership in the Region and as necessarily follows, increased the fellowship within the Region. If that truly was accomplished, then we are satisfied. We definitely will not leave Fred, our new President, in the lurch if he cannot find a new Editor right away, but we do look forward to the evening we can spend on the layout without first feeling obligated to the typewriter.

M.



# Point-to-Point



As I begin to write, it comes to mind that this is the last time that I will be the author of the President's column. During these two terms problems have been properly met and most of us have been able to enjoy the model railroading fellowship that is our reason for being.

As always, there is much work ahead and at hand. We can look ahead two years to the National Convention at Newark and think of it as being a long time off. There is much to be done now in preparation. We have begun to work more closely with the local committee to hold open communication. It is up to each of us now to look at our own work and that of our friends, to determine if a clinic, exhibit, or display should be prepared for the convention.

In addition, a large number of people will be needed to serve in positions of all descriptions. It is two years off, but it's not one month too many. Let's get in there and move.

\* \* \*

My position now, leaving office, will be enjoyed. During my term I changed my jobs twice and find my time has been extremely limited and model building has been non-existent. Now the time is available, and with two sons bringing pressure on old Dad, a new layout has been planned and will soon be under construction. It will be available for visitors during the next Long Island convention. (Ed. note: Not for this coming October convention.)

\* \* \*

I hope to see you all in Ronkonkoma. Keep it fun!

GRAHAM

MEMBERS--PLEASE TAKE NOTE:

New Mailing Address  
for the Office Manager

Ted Ritter  
P. O. Box 2334  
Vernon, Connecticut  
06066

# TIMETABLE

September 11 (Saturday) Sunrise Trail Division's Fall Meet at St. David's Lutheran Church, 20 Clark Boulevard, Massapequa Park, Long Island. Live clinics, refreshments, displays. Info: Buzzy Washington, 179-65 Selover Rd., St. Albans, N. Y. 11434.

September 19 (Sunday) Valley Stream, N. Y., Long Island Train-A-Rama and Auction. 12 noon to 5 p.m. Knights of Columbus Hall, Fr. Thomas Carroll 4566, 1 E. Lincoln Ave., corner Rockaway Ave. With Hal Fletcher, Auctioneer. Over 3000 sq. ft. of trains. Door prizes, refreshments, free parking. Full tables, \$7.00. Admission \$2.00 Sponsored by Rockville Centre Model Railroaders, Inc. Info: Remo A. Rossi, 54 Peterson Pl, Lynbrook, N. Y. 11563

September 19 (Sunday) Rockville Society of Model Engineers 8th Annual Auction & White Elephant Sale. Doors open at 9 a.m. Auction and white elephant table starts at 10:30 a.m. Sheraton-Silver Spring, 8727 Colesville Rd., Silver Spring, Md. Fees: 50¢ registration, 10% sales commission. Info: Nelson Garber, 301/431-2027 or RSME Auction, 1401 Oakview Dr., Silver Spring, Md. 20903

September 25 (Saturday) O-Scale-A-Rama, jointly sponsored by Cherry Valley Model RR Club & "O" Scale News, 48/ft. 10:00 a.m. to 5 p.m. O-Scale only. Buy, sell, trade. No Tables Furnished (bring your own). Giant layout in operation. Qualifying equipment given running rights at owners own risk. Model Display, door prizes, modules welcome. Registration fee without model \$5.00. With model, \$2.50. Info: Wm. J. McManus, 808 Glenview St., Phila, Pa. 19111 (215) PI 5-5188.

October 8, 9, 10 (Friday-Sunday) Northeastern Region's 30th Anniversary Fall Convention in Ronkonkoma, L. I. See further details this issue.

October 23, 24 (Saturday, Sunday) Metropolitan N Gauge RR Club, Englewood, N. J. 3rd Annual Exhibition, Noon to 5 p.m. 8 St. James St. (at Palisade Ave) room 2E. Club layout, mini-layouts, demonstrations, idea bank, flea market, manufacturers' exhibits. Admission free, donations accepted. Info: Pete 201-487-1469 or Bob 201-871-4616.

November 7 (Sunday) Westbridge Model RR Club, Kew Gardens, N. Y. Fall Auction at Turn Hall, 44-01 Broadway, LI City. 12:00 noon to 5:00 p.m., Hal Fletcher, Auctioneer. Donation. Info: Arthur L. Dunkelmann, 98-08 Metropolitan Ave., Forest Hills, N. Y. 11375. Phone 212-268-9147.

November 7 (Sunday) Upstate Train Associates' 6th Annual Train Show at Shaughnessey Hall, Church St., Schenectady, N. Y. Noon to 5:00 p.m. Toy trains, scale trains, interurban, traction cars, diesel trains, steam trains on display. Dealers displays by appointment only. Info: Harold J. Ferguson, P. O. Box 194, Mayfield, N. Y. 12177

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## PROTOTYPE PRACTICES

by Charles Gerow

Most model railroads have one or more stations, where they stop their passenger trains to add operating and visual interest. But seldom do we see a model of a non-station; in other words a railroad operating point where seldom, if ever, a train would stop to handle revenue traffic. The real railroads have these in several forms, and most pikes could easily add one or two realistically. These are good points for us to consider, since most of us build or buy more of the station-type structure than we can logically handle on our layouts.

All of the following locations will have an employee located at their premises, or at least the vestiges of where one was employed in the past:

Drawbridges require operators, whether they be simple small spans over a creek, a busy waterway used by pleasure boats, or a larger commercial body of water where many ships pass through to the oceans.

Points where your home road crosses another company's route at grade require some sort of control, usually an interlocking plant; the tower will be manned and maintained by the line which came last. The crossing can be just that, or it can include an interchange. One of the lines could even be abandoned, the two roads could have merged, or the tower operator (not necessarily the tower) could have been replaced by a CTC installation.

There are several places in the east where a road will enter upon the tracks of another line to complete a route via trackage rights. Often, a tower of some sort will be located there so that train orders can be delivered, and so the two dispatchers can be informed of when trains go from one road to the other. Such a point may not always have signals and/or turnouts; the P. R. R. had such a tower just outside Belvedere, N. J., where the Lehigh & Hudson River line ended.

Modelers should look for these, and other points such as these, to get ideas for their own pikes. If the site of such a structure is not readily accessible by other means, some of the trains will make special stops at these points to get the employees to and from work.



More Timetable...

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November 22, 23 (Monday, Tuesday) Devens and Harvard R. R. 2nd Annual Open House and Show.  
Building #-1636, Fort Devens, Massachusetts from 7 to 10:00 p. m. Movies, slides, refreshments, HO layout. Info: Albert E. Stailing, Station Avenue, P. O. Box 35, Groton, Mass. 01450

4

## MIRACLE

### on the Central

by Stanley W. Bradley

Take the train out of Grand Central some February afternoon, and ride northward with us up along the reaches of the Hudson River. The days are still short and there is ice in the river. As you watch the glow of the sunset, and the dusk begins to creep in, you cannot help but feel the solid strength of this historic area. The sky glows red, then orange, then dying pink; and the river ripples like a giant sinew of hammered steel.

The majesty of the Palisades on the opposite shore give way to snow sparkled hills, and then the Catskills loom dark and sturdy on the skyline. Small wonder that this magnificent Hudson River Valley makes such an impression upon all who have the opportunity to observe its ever-changing moods. Here is our country's strength and its simple beauty, rising here at the river's very shore.

The sunset fades, and the mountains become mere shapes in the distance, but the river still holds its glow--live waters dotted with ice flowing between winter's banks. Wild ducks take wing in the path of the speeding train, only to circle back and descend again after it has passed. Then the lights commence to pin-point all of the little towns that are hidden by the twilight; street lights, house lights, home lights. The lights of the people who give meaning to this land; for no land is stronger, ever, than the people to whom it belongs.

The dusk deepens into darkness. Now the train rolls beneath hills of shadow, and the western sky is the icy green color of frosty winter. Lights glow on the hills, ten thousand lights in the towns and villages of this great valley. Then it is night, and the strength of the land and its people fills the darkness that lies over it; this great river route into the interior of a nation.

Our trip has been parallel to the route of the early explorers and settlers, centuries ago, sailing up the river with high hopes and great visions, who remarked to themselves: "This is a Good Land, a Strong Land, and it shall be our Home." Sailing under the white wings of the wind, they recognized this as the pathway of Empire. From the train windows of today we can observe the same things that they fought and bled and died for, and when we complete our trip at Albany, we have experienced something far more meaningful than just a journey by train.

These are the things which stir men's souls, and serve to bind us ever more firmly to our faith in the goodness of America.

SPRING

# BICENTENNIAL CONVENTION

MODEL CONTEST WINNERS

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Motive Power - Steam

2nd Master Walter F. Ronfeldt Lima Lumber 2-6-4  
3rd Master Walter F. Ronfeldt Lima Lumber 2-6-2

Motive Power - Other

1st Craft. William G. Lorence Shenandoah & Tidewater  
Boxcab Diesel  
2nd Craft. A. T. Worcester, Jr. BAR EMD BL-2

Freight Cars

1st Master John M. Johnson Reading Stock Car  
2nd Master Harold Fossum, Jr. Ma & Pa Flat Car

3rd Craft. Ben Bartlett Erie Covered Hopper

Non-Revenue Cars

1st Master Robert E. Bird Logging Unloader  
2nd Master Robert E. Bird Logging Caboose

Structures

1st Craft. John Prestipino, Jr. Lineside Shed  
1st (tie) Al Westerfield Deck Plate Girder  
Bridge  
2nd Craft. Al Westerfield Wood Trestle  
Merit Craft. Anthony Vicnaire Freight House

Dioramas

1st Master David Busch Engine House  
2nd Craft. Lee K. Doone Sawmill  
3rd Craft. Harold Fossum, Jr. Crosby's Mill

Photo Contest

Color Model - Al Westerfield  
Color Prototype - John Prestipino, Jr.  
B & W Model - David Busch  
B & W Prototype - Walt Olevsky

BEST IN SHOW - Baldwin Trophy - Robert E. Bird  
HUB Runner Up Award - Robert E. Bird  
New Modeler Award - John Prestipino, Jr.  
COUPLER Editor's Contest - John Prestipino, Jr.  
Bi-Centennial Paint Scheme - John Prestipino, Jr.

JUDGES

Photo & Editor's Contest - William G. Lorence  
Model Contest - Walter Olevsky  
Ira Rothberg  
Don Howd

We are sorry to note that Contest Chairman Don Howd was unable to provide photographs of contest winners. We hope to have photos for future contest winners to publish in the COUPLER. If anyone would like to volunteer to take duplicate pictures at the conventions, please write to Don Howd, P. O. Box 464, Hughsonville, N. Y. 12537.



## Get Out Your Score Cards:

ELECTION RESULTS

		# of Votes
<u>President</u>	Fred Driscoll *	202
	(unopposed)	
<u>Vice President</u>	William G. Lorence *	130
	William S. Parker	70
<u>Directors</u>	Conn-RI	
	Charles Bettinger*	32
	Frank Taylor	3
Canada	D. Fortier*	9
	Dave Mealey†	1
	Gordon Teel †	1

Mass	Hank Burke*	31
	Wm. P. MacIver	14
NJ	Chas. Gerow*	21
	(unopposed)	
LI-NYC	John MacIntosh*	31
	Aram Chankaliant†	1
	Marilyn Lorence†	1
NY State	Dave Messer*	15
	William Brundage	12
Maine-Vt- NH	Douglas Handy*	23
	Lee K. Doone†	2

\* Winners  
† Write Ins

10 Ballots Voided

Faced with the problem of installing many switch machines on the Rockville Centre Model R. R. Club's layout and my own home layout, an analysis was made of commercial linkages and methods currently employed by other railroaders.

Previously the Rockville Centre Club was using the bent wire method of installation and this required too many accurate and time consuming bends to be made on the site. Also the switch machines were mounted on any size of scrap wood and wiring to the machines was done directly to the terminals on the machines. This did not allow for easy replacement and adjustment.

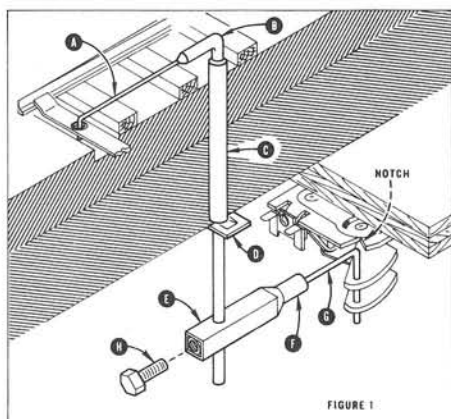
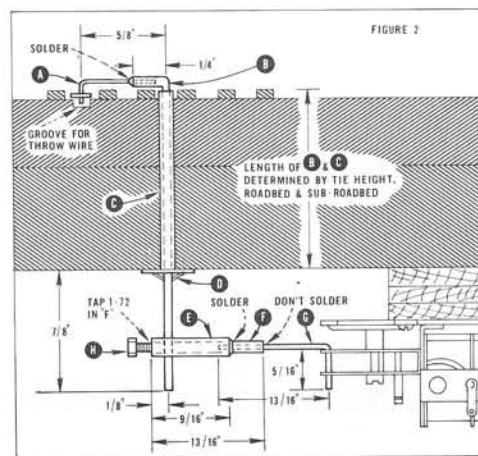
Design parameters for a new linkage and mounting were set up:

1. Parts must be easily fabricated from inexpensive, commercially-available materials.
2. As much work as possible to be done on the workbench to allow easy, 10 to 15 minute installation on site, including wiring.
3. Infinite adjustability and mounting location.
4. Easy replacement of switch machines if malfunction occurs.
5. Must be adaptable to commercial and scratch-built turnout throwbars.

Most of the design ideas used are not new--but a combination of others in use now (thank you GH for the tinerman clip and the bent throw tubing). The only original idea is the construction of the connecting link from the pivot shaft to the switch machine. Note that

wire "G" is not soldered to the linkage--but rides inside tubing "F" like a piston to allow for the difference in the radius of the swing between the switch machine and the linkage itself. This connecting link is adjustable both vertically and horizontally and allows the switch machine to be placed anywhere in the 360° arc of the pivot shaft. Machine screw "H" allows for final minute adjustment. (See Fig. 1)

Actual fabrication of all components is simply a matter of cutting all components to the lengths shown in Fig. 2, with a Zona saw and a miter box. Make sure all burrs are removed after cutting. Fabrication of the connecting link is made by slipping round tubing "F" all the way into the front end of square tubing "E" and soldering the part that extends out. A 1/8" hole is drilled through both pieces and the front end of the round tubing "F" is tapped 1-72 for screw "H".

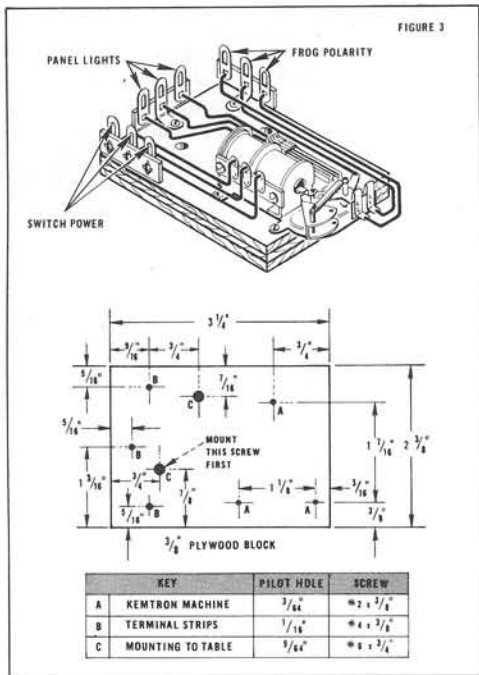


### Switch Machine Mounting Block

A modular mounting block was designed to allow easy on-site mounting and wiring (see Fig. 3). As we were using Kemtron machines, all holes were predrilled for mounting all components. The terminal strips allow for easy on-site wiring and identification. Larger terminal strips can be used if you need more functions. Note that a notch must be made in the base at front of the switch machine to allow linkage wire "G" to be slipped in. (See, Fig. 1)

### Improved Throw Bar

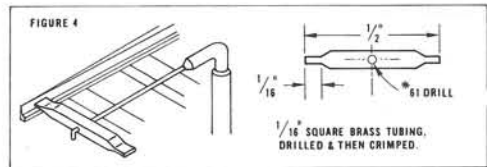
Paul Caparatta designed a new throw bar for installation on our hand-laid turnouts. It is smaller and closer to prototype than any I have seen (See Fig. 4). Note that the hole is horizontal and the throw wire is not soldered to it, but rides in and out to allow for



the difference in radius of the swing between the linkage and the arc of the swing of the points.

Installation

A 3/32" centered hole is drilled through roadbed and subroadbed and bushing "C" is epoxied in the hole. Shaft "B" is slipped in from the top of "C" and bent, wire "A" is put into "B" and the throw bar and crimped, and then soldered to "B". Tinnerman clip "D" is slipped onto shaft "B", but not pushed to final position yet. Connecting link is placed on shaft and Hex



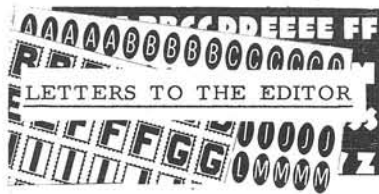
screw is finger tightened in approximate position. Switch machine, with wire "G" inserted between, is mounted using one screw. Tinnerman clip is pushed to final position, allowing a slight vertical clearance to prevent bind. Final adjustment is made by rotating mounting block and rotating connecting link.

When final adjustment is made, the other screw is driven home in the mounting block and hex screw "H" is tightened firmly. Wiring is now connected to the terminal strips.

\* \* \* \* \*

Bill of Material for Linkage

- A. 1/32" Piano Wire
- B. 1/16" Round Brass Tubing
- C. 3/32" Round Brass Tubing
- D. Tinnerman Push-On Clip for 1/16" Stud
- E. 1/8" Square Brass Tubing
- F. 3/32" Round Brass Tubing
- G. 3/64" Piano Wire
- H. 1/4" x 1-72 Hex Head Machine Screw



ONE TO REMEMBER

I would certainly like to thank you for providing me with a copy of the issue of the COUPLER carrying the obituary to Watty House. Watty was a very dear friend of mine and when I learned of his death I called his son Bob, and was able to obtain a few of the facts which I was unsure of, so that the LOCAL could print a decent obituary.

Watty was very encouraging to me in my writing for the LOCAL, and the first to offer criticism when I made a goof; I was most grateful for his interest.

When Watty died, I notified Whit Tower (an old friend of Watty's) and Tony Koester of RMC. The LOCAL, the COUPLER, RMC and MR all printed obits for Watty, but the BULLETIN sat on their hands. I wrote to Whit and complained about his cavalier treatment of the matter and received a very nasty letter in reply.

S. Richard Knotts  
Wheaton, Maryland



LETTERS... continued

MORE ON 'O' (uh oh !)

".. Your organization and its officers are so HO pre-disposed that membership in your organization is stifling and oppressive (sic). It is not necessary that you be biased or prejudiced against O gauge (or any other) to possess, nevertheless, the unilateral mentality or the subconscious preferences and inclinations of HO.

"All the pietistical (sic), patronizing and conciliatory mouthings of Messers. Bradley, Brundage, the Editor and others that they and your organization are not, do not, by any means, negate or belie the accusation I have made, because the end result and the residue of their action and organizational direction are there, nevertheless, to see and observe - that you are in fact, and in truth predisposed for HO.

"In fairness I must add that I do not think you are conscious of your predisposition; or that you even mean to be. And it is this that fools you and makes you believe you are not. After all, what is it that you are doing that is wrong? Why you are only enjoying and practicing HO. But in this effort, practice and belief you people have become organizationaly (sic) blind, predisposed and unilateral. What a pity for the hobby at large.

"Nevertheless, I wish you well."

Francis J. Mangravite  
North Haven, L. I.

Dear Mr. Mangravite:

I will now undertake to answer (?) your letter, be your accusations prejudicial or not.

The NER welcomes and has always welcomed O gaugers, N gaugers, HO gaugers and any other gauge that any person deems suitable to model in. Many conventions have featured displayers in various gauges for the benefit of all attendees, and our newspapers have carried any and all articles dealing with these various gauges. Naturally it is not possible for the editor or any one individual to be able to write well on all gauges, so we are automatically dependent on persons who enjoy other gauges to submit articles about them. Why not yourself?

Any organization is simply the sum total of its membership and its participating membership at that. If anyone expects the willing few who give of their time to constantly entertain the listless many who sit back and enjoy our labors, they should be given twenty lashes with a wet noodle. Don't complain if you're not ready and willing to help solve the problem.

Editor

TABLE HOPPING

".. It seems that the model railroader of today, is and has been a little selfish to other model railroaders especially when it comes to monopolizing a table set aside on a chart without a number, at the Chicopee Convention which had been allotted (sic) to members of NER from Mass., R.I., Connecticut and one from New York State. Most of these members have been a part of the North East (sic) Region since its incorporation and wanted to have a sort of re-union.

"The so-called members that monopolized seemed to come from in and around New York City and Long Island area. I know it has left a bad impression on quite a few of those present. Also I know if such actions are not curbed, many members will be amongst the missing.

Prehaps (sic) this short note which I hope will be published in the COUPLER will call to their attention the rudeness that was not called for by the persons that sat at that table."

Len Estes  
Newport, R. I.

Dear Len:

It is certainly unfortunate that you encountered such problems at the Chicopee convention. A convention committee is tied up with so many things in running a good convention, that something is bound to go awry somewhere--a shame. As you found and everyone I've spoken with concurs, the table diagram on which you signed your name, did not coincide with the actual set up in the banquet hall. Therefore, two groups often tried to claim the same table. If rudeness was encountered along with the problem, please accept my apology, and rack it up to uncontrolled hunger.

WHEE ! CHICOPEE !

".. Thank you all for the recent 'get together' in Chicopee, Mass. There is always a lot to learn at one of these conventions, but I was especially pleased with the layout visitation scheme of things. Riding around in the vans sure beat trying to find your way around a strange (read that unfamiliar !) area on a tight time schedule!"

Paul A. Rondinone

AGE OF MINIATURES

My most active trains are "Standard Gauge." Yes, I have much HO equipment, but big ones are liked most by kids; they can be pushed, handled, even dropped.



Yes, I've heard it argued that the end of "O" gauge is here, but that's not the real problem. Demand would soon reduce fixed cost factor of sale prices. We are in an age of miniatures. Just look at your watch and compare the timings of a few years back.

The "O" gauge train was never so terribly popular, as you needed to be with a club for space. There were exceptions--Bill Walthers, Watty House, et al, had big layouts. But it's not for a guy in a 2-room apartment.

Dealers must have continued sales. Much of "O" gauge was from home workshops. Engines were sold in several kits to break down costs; the scale train set did not exist. AHM & Atlas made a real pitch for "O" gauge. The few locos sold are more display models than anything; repeat sales were few here in Hartford.

"O" layouts now are tinfoil or really high rail. Neither Model Railroader or Railroad Model Craftsman cater to tinfoil--never did. Toy trains, model trains, etc. never made it. "O" Scale Railroader was much too expensive for its content.

A scale "O" gauge coach is about 2' long, or bigger than my Standard Gauge cars in length. Tinfoil shorties are near a must even in modern homes.

An "O" gauge trolley has possibilities, but how many are sold in any gauge? It's all a supply and demand problem, and I'm sorry but unlike General MacArthur, it shall not return. Dealers and editors recognize the fact, so do not push a dead horse.

Dick Hanschka

#### THE TURBO GRAVY TRAIN

Why was a fine, streamlined train, designed to whisk passengers over level ground between metropolitan centers at nearly 170 MPH, assigned by Amtrak to crawl along heavy mountain grades at barely 15 MPH?

Why was Amtrak spending nearly \$70,000 per month to operate one of the nation's fastest trains, carrying but few passengers, over a territory where it often needed pusher locomotives to get over the mountains?

Why was Amtrak spending huge amounts to advertise the scenic beauty of the route, when the train operated mostly at night?

Apparently, Amtrak and the Department of Transportation thought it was a good idea to have one of the only two Turbo trains in existence labor over the West Virginia mountains on a run between Parkersbury and Washington D. C. even though it carried only a handful of riders in its 144 capacity coaches.

Amtrak's explanation was that it wanted to see whether good service, modern equipment, and heavy adver-

Continued on page 12

# BRIDGE

by AL WESTERFIELD

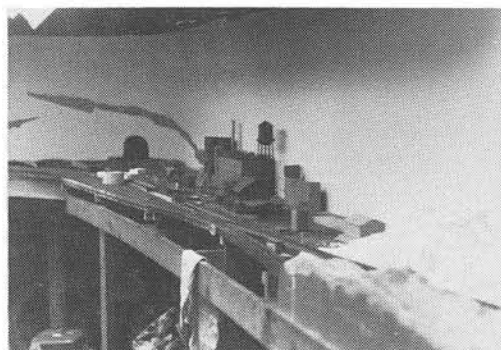
These plans rank as part of imagineering, part estimation, and part plagiarism. Together they make a long deck plate run with a lift bridge for interest. The Scherzer rolling lift span is adapted from one on the Dutch Kills Creek on the LIRR. Paul Mallery drew the original plan which appears in both his Bridge Handbook and the NMRA Data Sheets. The plan was in an odd scale and not completely drawn. I've redrawn it in HO scale with Paul's permission. I've chopped it to single track, separated several views for clarity, and drawn the whole span. The height above water level has been raised to match the other sections of the bridge.

The deck plate non-movable portion is estimated from a photo of the Sacramento Northern. When symmetrical elevations are shown, only 1/2 of the rivet detail is drawn. The bridge is built of multiples of the long and short spans shown. Main supports are H beams bolted to concrete. A photo that may be helpful appeared in the 1/75 NMRA Bulletin.

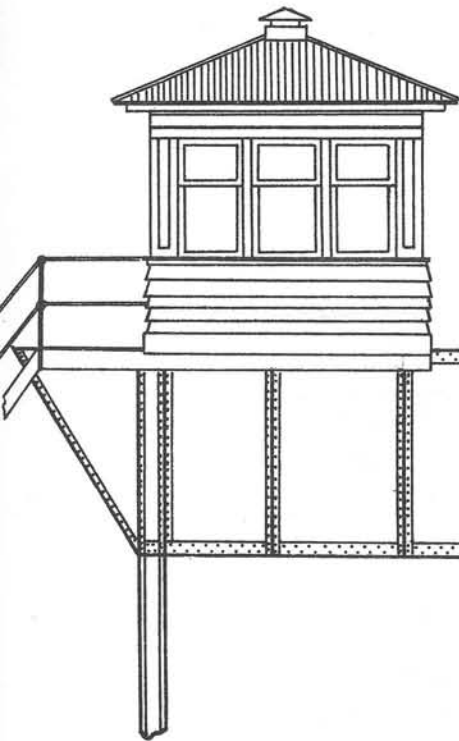
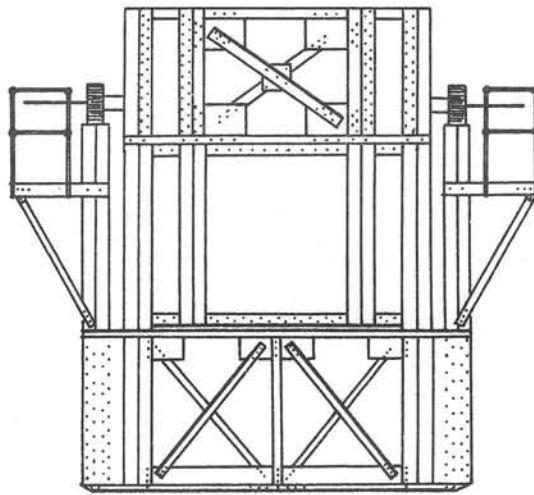
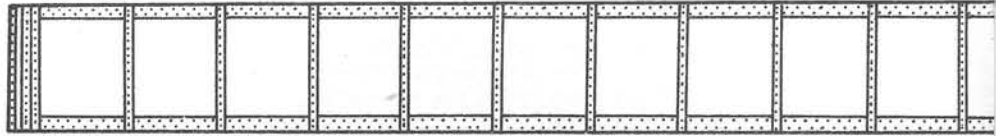
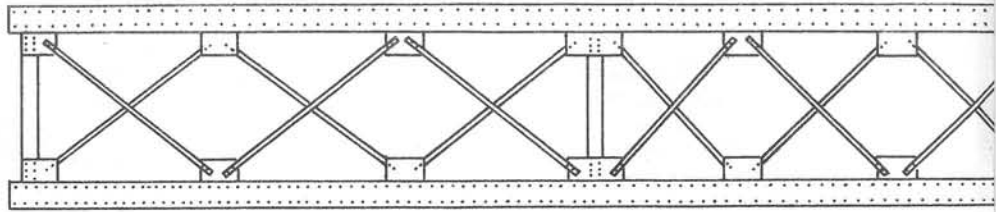
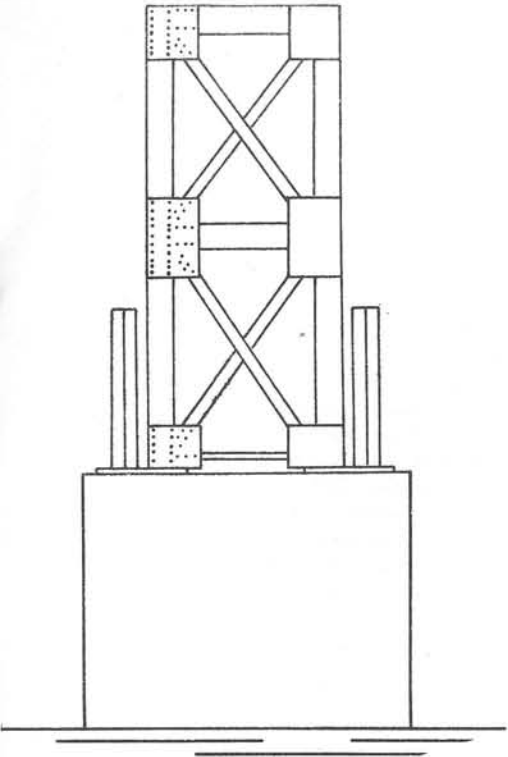
The plate girders are extremely difficult to build exactly to prototype from scratch. When I build this model, I'm going to find the closest dimension plastic casting, chop it to size, and use it as a pattern for a rubber mold. Then the bridge can be as long as desired without undo work. The remainder of the "iron-work" will be sheet styrene.

One last word - if you don't quite like the plan, you can always redraw it!

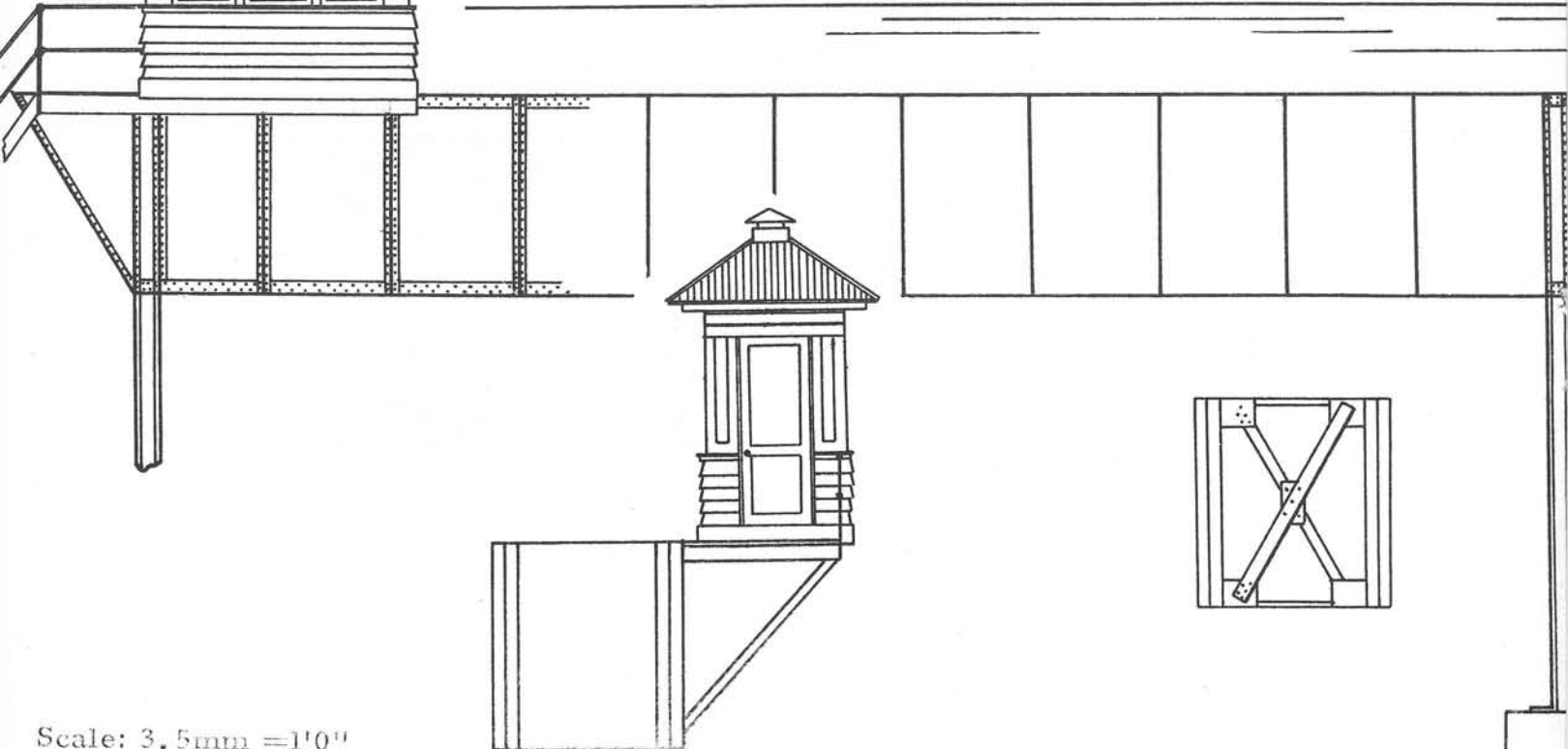
PLANS



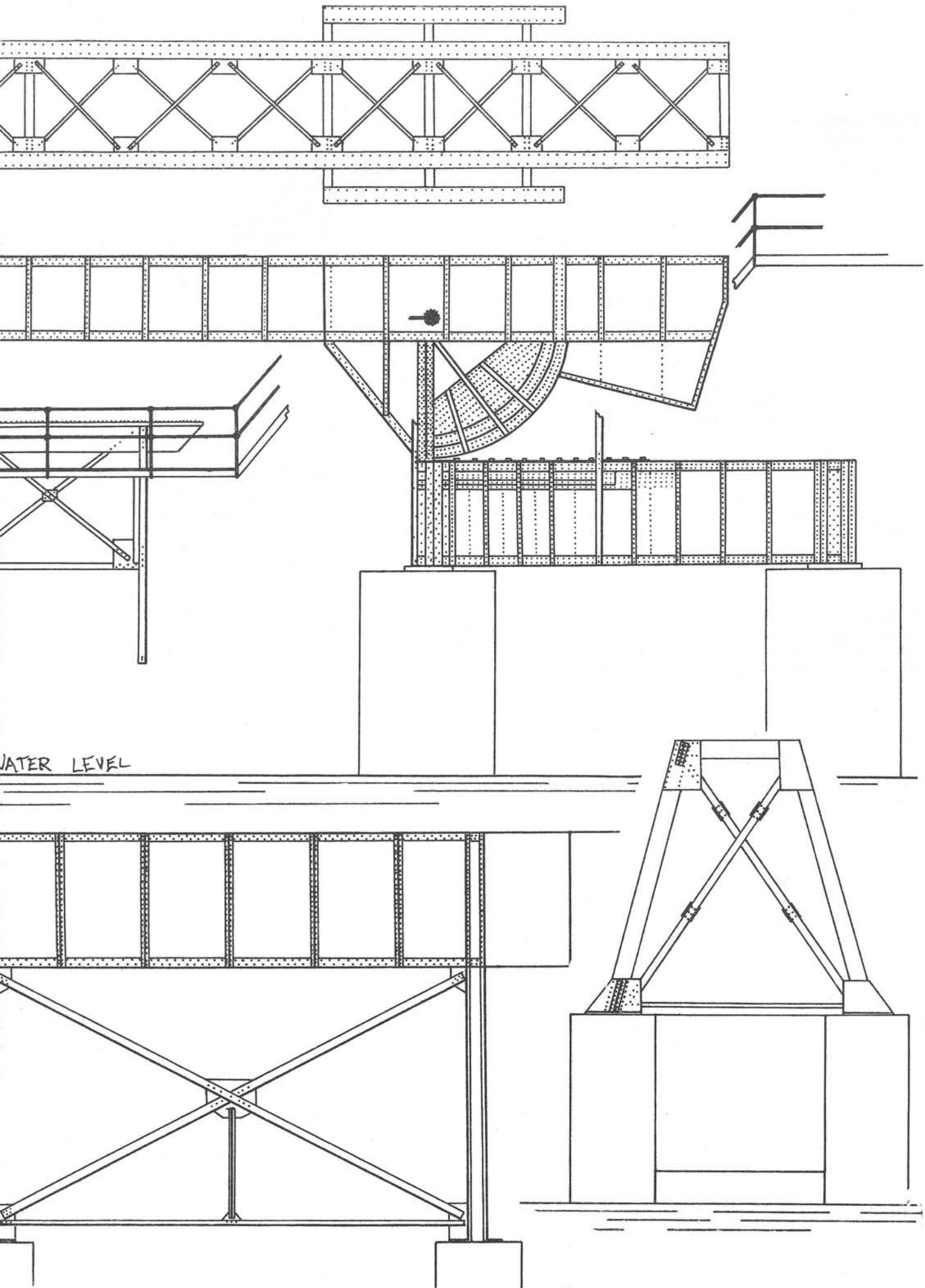
The Smithtown Society of Model Railroaders will be open for our inspection on Friday night, Oct. 8th.



AEW



Scale: 3.5mm = 1'0"



LETTERS... Continued from page 9

tising could lure passengers back to one of the three most poorly patronized routes in the nation.

Amtrak claimed that patronage doubled over the old service. Actually, on most days the Turbo train pulled out of Washington at 5:45 p.m. about half full, and by the time it reached Martinsburg, W. Va., only about half a dozen passengers remained. The average going to the end of the run at Parkersburg on a typical day was about 3. The return trip to Washington carried perhaps 26 people. If this was "double" anything, we'd like to know the justification for even setting up the run.

The announced master plan was for Amtrak to eliminate the runs having poor patronage, and concentrate upon those which were economically feasible. The Parkersburg run was dropped at the very outset, but was quickly reinstated. Then it was given a set of equipment which had been making a good record on the New York-Boston run with heavy patronage, but which was totally unsuited to this new service. How come?

Amtrak spokesmen stated that this was a joint decision with the Transportation Department. The latter denied that statement. No one wanted to accept responsibility for this incredible fiasco. It took some digging for the facts to come out.

The House of Representatives Committee on Interstate and Foreign Commerce must hear and pass on all Bills authorizing funds for Amtrak and for the Transportation Department. Amtrak placed a request for \$170 million, and at the same time the Transportation Department asked for \$315 million plus an extension of its high-speed ground transportation development program. Nothing happened.

The Chairman in control of the Committee happened to be Rep. Harley O. Staggers of West Virginia. He had been complaining about lack of rail service into his State. One of the Committee members suggested to Amtrak officials "in a friendly fashion" that they ought to "fix up West Virginia with something nice."

Perhaps it was a coincidence, and perhaps not; but the Turbo started service on the new run February 7th, making a noteworthy stop at Stagger's home town of Keyser, population 6,586. Fifteen days later, the Committee reported favorably on the financial appropriations. Staggers denied that he had anything to do with it, although he hastened to remark that West Virginia deserved as good a train as any in the nation. Others stated that it was just a political fact of life for Amtrak.

How much does the operation of this run actually cost us, the public? Well, the Government leases the train from United Aircraft, the manufacturer, for \$20,500 per month. Revenues from the N. Y. - Boston

run are down \$49,000 per month since one Turbo was removed from that schedule. Maintenance cost \$74,000 per month for each train, and it appears doubtful whether passenger fares can cover straight operating expense.

Figure it out for yourself. The lease and the revenue loss together amount to \$69,500 per month. The entire cost of this hill-billy run is staggering (that's not a pun, either!), although it is peanuts in comparison with the national budget. When they spend your money, the sky seems to be the limit, especially when someone has a finger in the pie.

Did anyone complain about pulling off one of the Turbo trains from the New England corridor run for which it was designed? The general attitude seemed to be that the money was necessary in order to keep Amtrak Alive, and without it, neither of the Turbos could be continued. Half a loaf was better than none at all, politics being what it is. As a Transportation Department official remarked, "I don't see what's wrong with pleasing a few people if in the process you get a good test of the train."

Does anyone vote for Government control of the railroads?  
Stan Bradley

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A VERSATILE SMALL STRUCTURE

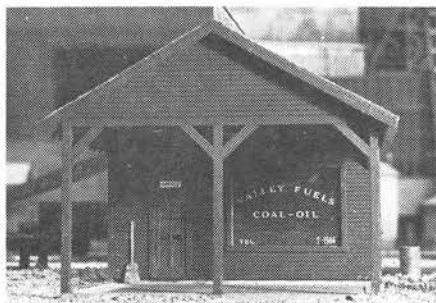
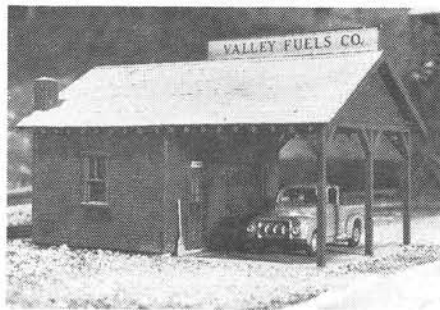
by David W. Messer  
Photos by Bill Mischler

The accompanying plan is based on a prototype located along the New Haven Valley Line in Wethersfield, Connecticut. It served as office and weighing station for the Valley Coal Co., a small retail dealer. As retail coal usage diminished and oil increased, the company became a fuel oil dealer and eventually changed its name. The coal yard itself fell into disuse, but the office (at last visit) still stands,

Further information on retail coal yards and associated structures can be found in the excellent review article in the December '75 RMC. Plans for various specific types of coal bunkers can be found in the February '72 RMC, and in the March '62, November '64, and February '68 MR.

This basic design was also used commonly in the 20's and 30's as a retail gasoline facility (a very few can still be found). Pumps were located at the front edge of the concrete apron, one between each column. This was the first step, beyond a simple curbside pump, in the development of the gas station (which is an interesting subject in itself).

The model is easily constructed of scribed wood and stripwood. I used SS Ltd. windows (P-261) and door (P-264), but others could be used, or they can be fabricated. Because of the large window in front, the model lends itself to interior detail. The prototype had a high counter along the front, with desks, files, etc., behind and a small toilet room in the rear corner. Illumination - inside and outside over the scale - adds a final touch.



## CONTESTS - ETC - ETC

**EDITOR'S CONTEST**  
(Again?)

Only God and model railroaders can make a tree. So do your thing and make a tree--any tree!  
Appropriate award to be given at Awards Banquet.

### 30th Anniversary Contest

Enter our Special Anniversary Model Contest with any form of Railroad Rolling Stock or Motive Power painted up to commemorate the 30th Anniversary of the NORTHEASTERN REGION.

Models will be judged solely on originality and craftsmanship, and an award will be given at the banquet.

**RAFFLE** for Brass Locomotive Westside GN 4-6-2 H-4  
Tickets \$1.00 to be drawn at Banquet

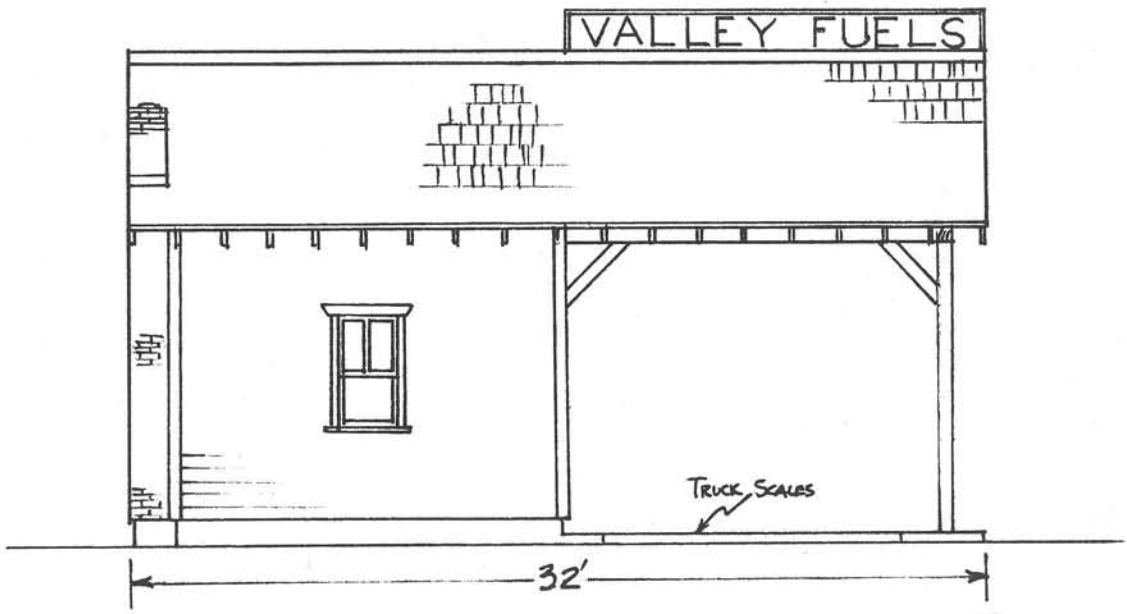
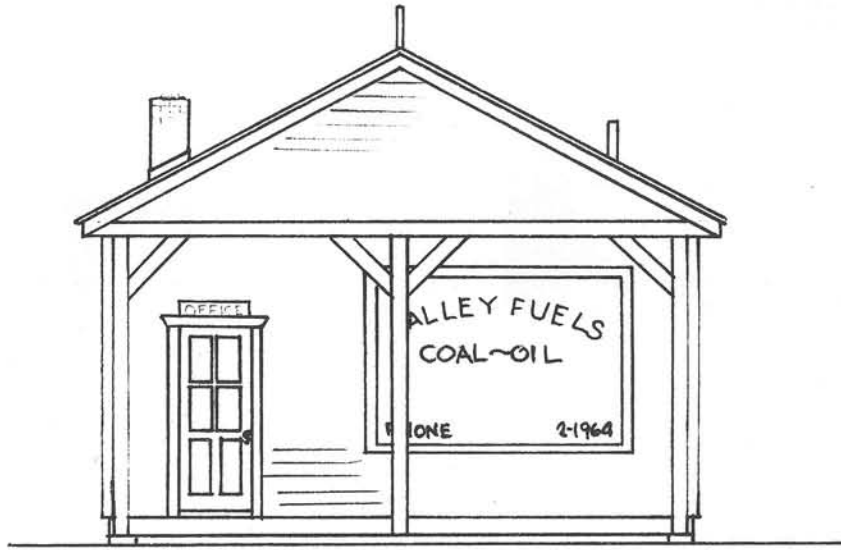
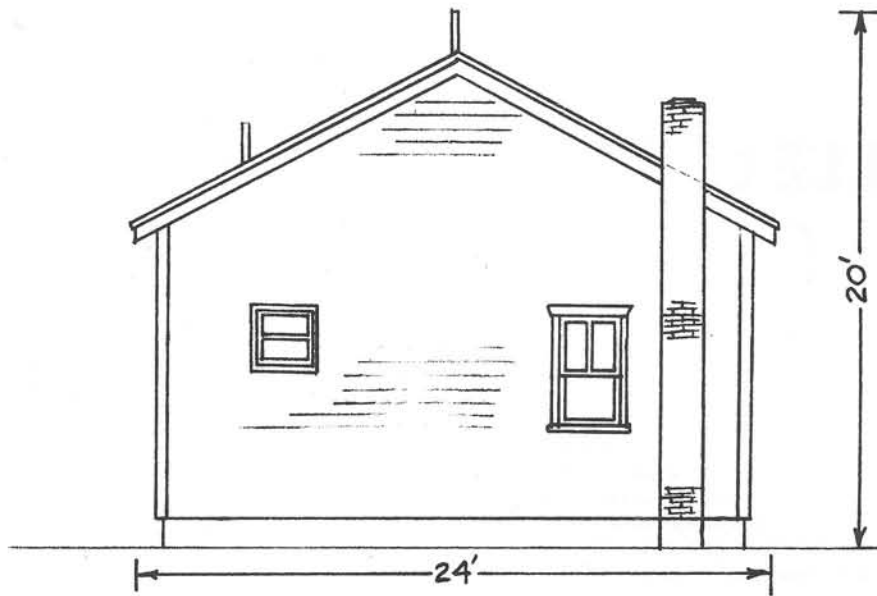
**Auction and White Elephant Rules**

The White Elephant Table will be available in the Display Room from 10:00 a. m. to 5:00 p. m. for items to be sold under \$4.00. (10% commission to Region) Items not retrieved by 5:00 p. m. will automatically be placed into auction with no minimum bid unless prior stipulation is made by owner.

Auction items should be displayed prior to Auction with minimum bid label showing.

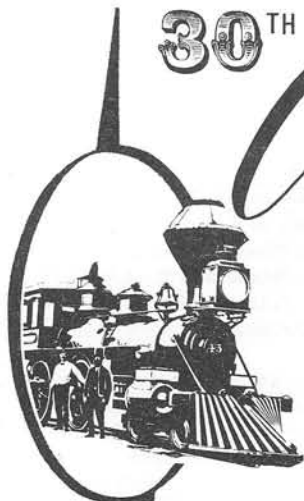
All at the Fall Convention  
Ronkonkoma, L. I., N. Y.

VALLEY FUELS Co.  
OFFICE  
SCALE 3/8" = 1'-0"  
D.W. MESSER Nov. 30, 1975



30<sup>TH</sup>

# Anniversary CONVENTION



CONVENTION SPECIALS!  
(See Bottom Page 13)

**DOOR  
PRIZE  
DRAWING!**

SPONSORED BY THE SUNRISE TRAIL DIVISION

## Program\*

### FRIDAY

- . Registration in Lobby 7:00 p. m.
- . Clinic 8:00 p. m.
- . Slides or Movie to follow
- . Smithtown Society of Model Railroaders  
Club Visit after 8:00 p. m.
- . Hospitality Room open all evening

### SATURDAY

- . Registration in Lobby 9:00 a. m.
- . Clinics continuously until 5:00 p. m.  
commencing at 9:00 a. m.
- . Display room opens at 10:00 a. m.
- . Contest room opens at 8:00 a. m.  
Judging from Noon to 5:00 p. m.  
Viewing from 5:00 to 7:00 p. m.
- . Fan Trip to Southaven Park, Long Island  
Live Steamers--Steaming up prior to  
Noon, operating from Noon to 4:00 p. m.
- . Attitude Adjustment Period from 6-7:00 p. m.
- . Awards Banquet 7:00 p. m.  
Table Layout available at 12:30 p. m.  
for Sign-Up Convenience  
Installation of New Officers
- . Auction after Banquet
- . Ladies Program During Auction

### SUNDAY

- . General Business Meeting 10:00 a. m.
- . Live Steamers again operating from  
Noon to 4:00 p. m.
- . Local Layout Visits on Your Own

\*Subject to minor revisions.

## MENU

Fruit Supreme  
Greek Salad  
Entree\*  
Potato  
Vegetables  
Ice Cream  
Coffee

- \* Your Choice: (A) Top Sirloin  
(B) Chicken Cordon Bleu  
(C) Filet of Sole

If your registration is received after  
after October 4, you will automatically  
get (A) Top Sirloin.

# Steam Trains

# TO GET HERE FROM THERE:

The Dutch Inn at Islip-MacArthur Airport is one of Long Island's largest-accommodating motels with 200 guest rooms and extensive catering facilities. Bonwit East runs the restaurant and caters the banquets, and we can testify that the food is good, as we've eaten there and sampled it. The location of the motel makes it easily accessible by rail, car, or plane with free limousine service to and from the airport.

From the West: Take the Long Island Expressway to Exit 57 (sign reads: Veterans Memorial Hwy, Hauppauge, Patchogue/ Islip-MacArthur Airport). Continue on the service road past the first traffic lite. Turn right at the next right, which is Veterans Memorial Hwy. Drive four miles to the Dutch Inn on the left. (It will be necessary to pass the Motel to make a "U" turn and double back to the motel.)

By Rail: Simply take the LIRR to the Ronkonkoma RR Station, call the motel and ask for a convention committee member and you will be picked up at the station.

From the Airport: Call the Dutch Inn at 585-9500 for a Limousine.

From Bridgeport-Pt. Jefferson Ferry: Take Main St. south, which becomes State Rte. 112 (Patchogue-Pt. Jefferson Rd.). Proceed south to Long Island Expressway, westbound, to Exit 60. Continue on Service Road to Ronkonkoma Avenue. Make a left on Ronkonkoma Ave., proceed south to Veterans Memorial Hwy at which you turn left to the Dutch Inn.

From New London-Orient Pt. Ferry: Proceed down State Rte 25 (Main Rd) west to Riverhead. Bear right on County Rd. 58 to Long Island Expressway (State Rte 495). Proceed as above to Exit 60, etc.

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DATE ARRIVING \_\_\_\_\_ SINGLE \_\_\_\_\_  
DATE DEPARTING \_\_\_\_\_ DOUBLE \_\_\_\_\_  
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RESERVATION GUARANTEED: YES \_\_\_\_\_ NO \_\_\_\_\_  
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#of Registrations @ \$3.00 = \_\_\_\_\_  
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#of Family Pkgs. @ \$26.00 \_\_\_\_\_  
(Make check or m.o. payable to NER Conventions)      TOTAL Enclosed \_\_\_\_\_  
YOUR REGISTRATION WILL BE HELD AT THE REGISTRATION DESK IN THE FRONT LOBBY OF THE MOTEL.



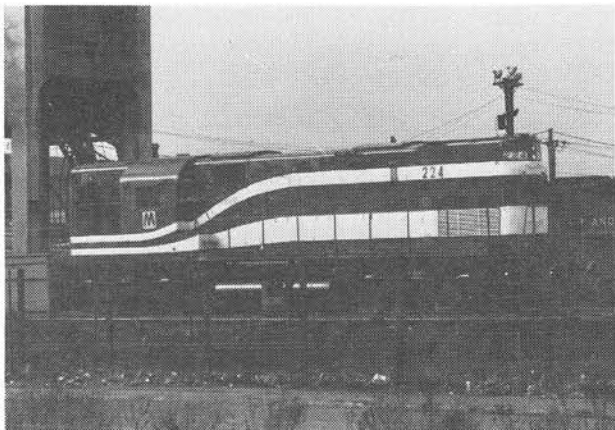
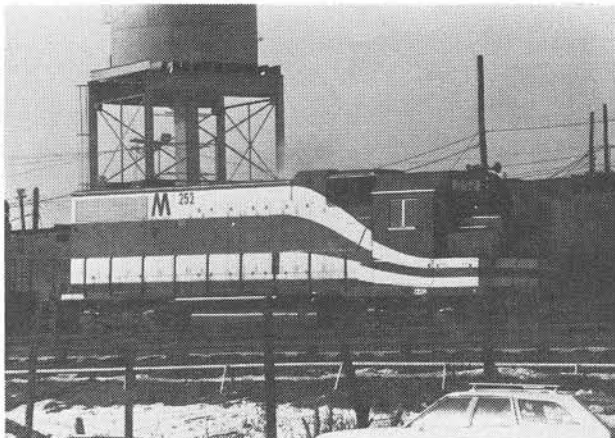


# Station Stops

Compiled by Hook N. Crook

## SUNRISE TRAIL DIVISION

The Long Island Railroad has received delivery of their new General Motors low hood diesels with the new paint scheme. Al Waltien has captured not only the new GP-38's but also the first of the old Alco's in the new paint scheme, of white and blue. See pix. The LIRR Bicentennial locomotive has a center red stripe.



## HUB DIVISION

### Another Model Railroad Comes To Life

The Devens and Harvard (D&H) Model Railroad was organized in January 1975 by members of the Armed Forces, stationed at Ford Devens, Mass. (officers and enlisted), who were interested in Model Railroading. Its members now include active duty, and retired personnel, and their dependents (male and female). The D & H Railroad is located in Building T-1636, one of the few World War II, two-story barracks remaining on the Post.

The first floor is used for the HO Gauge layout, which takes up about one half of the width of the building. The layout, at the present time, is still under construction, although it is possible to operate trains. Most of the track has been installed and most of the scenery has been completed. The electrical portion is partially completed.

There are two rooms on the first floor, one being used as a workshop and equipment repair area. The other room will be used to represent a railroad station office and waiting room area.

The HO layout covers an area of about 15 feet wide and 45 feet long and is shopped in the form of the letter "M."

The second floor will be used for a meeting and club room to show films and slides owned by members and borrowed from the NMRA and other organizations.

## NUTMEG DIVISION

New officers of Nutmeg Division as sent to us by Ted Ritter:

- Bob Van Cleef, President
- Frank Taylor, Vice President
- R. Harris, Secretary
- Bruce Meulendyke, Treasurer



## IN MEMORIAM

We are sad to report the untimely death of a good friend and fellow model railroader, Bill Hayward. Bill was an avid follower of the NER activities and an active member of the Sunrise Trail Division. He was always the first one to the Division Meets and constantly offered new ideas to Division programs. He will be missed by everyone who knew him.

\* \* \*

It has also been brought to our attention the passing of Charles Crowley on June 22, 1976, member of the Northeastern Region and fellow modeler.

\* \* \*

We have been asked by Tom Pick, MMR, to let his friends in NER know of the death of his wife, Mary, prior to Christmas last year.

# Scratchbuilder's Corner

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

## STRIPWOOD, STRUCTURAL SHAPES, AND TUBING

### General

A wide variety of what can be generally termed "strip stock" is available to the modeler for his choice of modeling project. The challenge is to select the most suitable material for a particular use.

As with sheet stock, strip materials should be stored in a clean, dry area, either vertically or horizontally. Because of their relative fragility, the best method is to store these materials in cardboard mailing tubes for protection, as well as ease of location.

In general, surface preparation, fabrication techniques, adhesives, and finishing methods for these materials are the same as for the respective sheet stock.

### Stripwood

A wide range of sizes of stripwood is available, primarily in basswood. As with sheet stock, stripwood should be sanded before cutting, by drawing the pieces

individually through fine sandpaper held between the fingers. Smaller thicknesses are readily and accurately cut with a single-edged razor blade or model knife; larger sizes are best cut with a model saw in a miter box. Particularly with the smaller cross-sections, it is important to use only enough adhesive to insure an adequate bond. Where more than one color is used in a model, it is often desirable to paint pieces before assembly.

### Structural Shapes

Structural shapes are available in basswood, brass, and in ABS (Plastruct). The wood and brass have the closest-to-prototype flange thickness for the smaller scales, but the ABS offers the convenience of rapid solvent assembly. Brass and ABS have a smooth surface; wood shapes must be sanded and sealed (all surfaces) to simulate smooth metal. When cutting wood shapes it is helpful to put a reinforcing piece of stripwood between the flanges to prevent splitting.

### Tubing

Telescoping tubing is available in brass in a range of sizes from 1/16" to 2 1/2" for model use. It offers the advantage of uniform wall thickness and cross section. ABS tubing is available in a limited range of sizes, with less uniform cross section.

## INTO THE WOODS



The Fan Trip at the 30th Anniversary Convention is to the Long Island Live Steamers at Southaven Park, in Brookhaven. The park, which is kept as close to nature as possible, is actually a "woods" having picnic grounds, camp grounds, ball fields, shooting ranges, as well as the L. I. Steamers. So, instead of seeing those beautifully-detailed locomotives in open sand fields and in glaring sun, you will travel through the woods which have been carefully cut to permit laying of track, and you will sit on station benches in the shade of very old trees. Enjoy a pleasant outing with some very pleasant people, the L. I. Live Steamers!



# SOOT AND CINDERS

Richard M. Hanschka

photos from  
the author's  
collection-

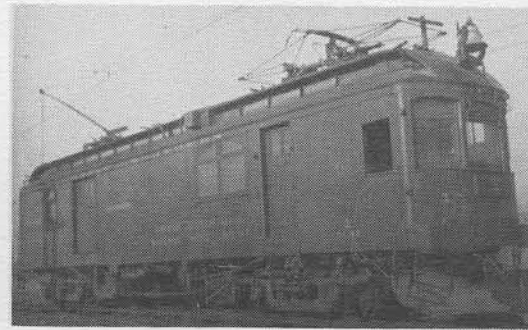
If you visit New Hampshire, you may see an old #10 rail car in operation. Some years ago it stood forlorn and forgotten at the Strasburg Museum. It was originally driven by a steam engine.

The Great Northern is not thought of as a trolley line, but it did run interurban service from Spokane, Washington, to Coeur d'Alene, Idaho. Note the express motor has one trolley pole and a pantograph while coach has two poles.

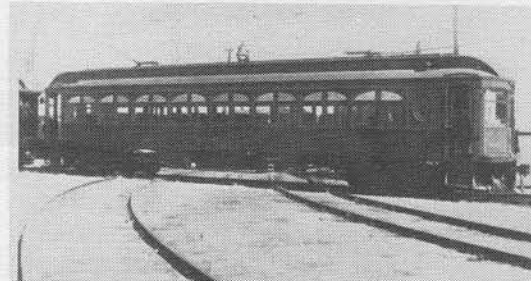
The heavy interurbans will be noticed as much larger than what many of us can see operated at New England museums. The large cars require steam road curves. Actually, 18" radius curves found in the HO model train world are about like a street car curve in city streets. Motor car 10 has a street car near it, also the Minnesota-St. Paul car is a city car.

Rail cars require no wires and are similar to trolleys (interurbans) for size. These are fine for a small freight line with a mail contract to pay bills or an obligation in passenger service for tax relief or rights to cross public land, etc.

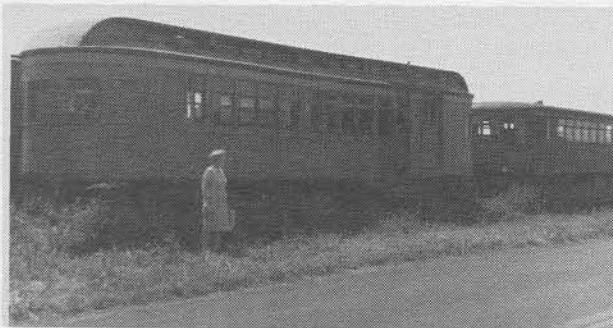
A single car looks much more impressive on a small layout than a larger conventional train, even in commuter zones, as DL & W stations are one mile apart, approximately 60' in HO gauge. Model stations are much closer and so the short train looks so much better.



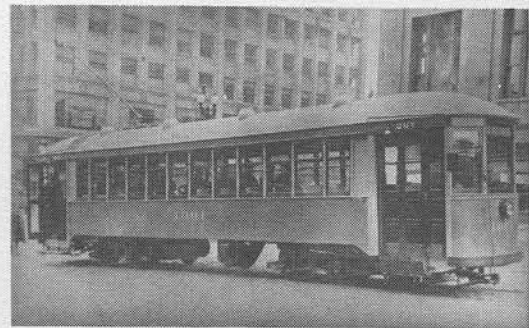
GN #1 RPO-Express at Coeur d'Alene, Idaho, May 1928.



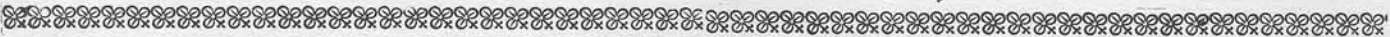
GN #60 Trolley Coeur d'Alene, Idaho, May 1928.



August 1966, Strasburg, Pennsylvania.



Twin Cities Line Experimental Car #1001, Minneapolis, Minnesota, April, 1938.



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Nathan Hirsch, M. D., Utica  
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