

# COUPLER

Summer '78

## Raillettes:

clinics on cosmetics, hairstyling, needlepoint; fashion show; luncheon tour and buy at Emple knitting mill.

Youngsters: tour of McDonalds; rock session with local top DJ. Nite spots for after Banquet.

Contests: Special contest for Maine-related railroad structure, car or motor power. Bring your best for prizes. Bring your worst for prizes.

## BANGOR in October

Tour:  
MEC yards in Bangor.  
Diesels galore to photograph.

Friday nite and Sunday 6 lay-outs in Bangor area and 5 more around state to see coming up or going home. Mostly modeled after Maine railroads.

Come to Bangor, ME for the Fall '78 Convention October 20-22. A fun-filled weekend of rail-roading, model and prototype. BAR and MEC.

Seacoast Division of NER extends its magnificent Maine hospitality and scenery.

Extra fare bus tour from hotel to BAR yards at Northern Maine Junction and on to shops at Derby. This tour should be one of the highlights of the convention. BAR promised us a well-guided tour of the shops and a fabulous speaker for the banquet. Tour will leave at 12 noon and return no later than 5 p.m. Reserve early. Limited seating available.

Choice of steak or boiled Maine lobster for dinner. Lobster will probably be extra. How much we won't know till the week before. So you lobster-lovers, start saving your pennies and your appetites.

Auction on Saturday nite following banquet. Auctioneer Speedy Greenwald will help you go broke in quiet and one piece or get rich in one evening. Beano for ladies. Nite spots in town for wives you trust.

Saturday, 9-noon, clinics galore, displays by the score. White Elephant Table. So bring your tape recorders, wallets, and elephant guns.

\*\*\*\*Extra Attraction: HO model circus - one of the best in the East!\*\*\*\*

With your help this will be the best regional convention ever. Reserve early. For accommodations, write Holiday Inn, 500 Main Street, Bangor, ME 04401. For further info, write Aaron S. Greenwald, 451 Union Street, Bangor, ME 04401.

See also page 11.



# NER BRASS

President: Fred Driscoll  
15 Cushing Street, Dover, NH 03820

Vice President: William G. Lorence, MMR  
82 Edmore Lane, West Islip, NY 11795

Secretary: Douglas Handy  
P. O. Box 798, Springfield, VT 05156

Treasurer: Charles Gerow  
75 Geldner Avenue, Staten Island, NY 10306

Office Manager, Membership: Ted Ritter  
42 Sunset Terrace, Vernon, CT 06066

Achievement Program: Harry J. Wagner  
70-25 67th Place, Glendale, NY 11227

Permanent Convention Chairman: Jack Alexander  
111 South Street, East Bridgewater, MA 02333

## DIRECTORS

Canada: Denis Fortier  
380 Chemin St-Louis, App 1703, Quebec, P. Q.  
GIS 4M1

Connecticut - Rhode Island: Charles Bettinger  
29 Foster Drive, RRI, Vernon, CT 06066

Long Island & New York City: John A. MacIntosh  
150 Kildare Road, Garden City, NY 11530

Massachusetts: Hank Burke  
308 Framingham Road, Marlborough, MA 01752

New Jersey: Charles Gerow  
75 Geldner Avenue, Staten Island, NY 10306

New York State: David W. Messer  
12 Hillview Court, Wyantskill, NY 12198

Northern New England: Douglas Handy  
P. O. Box 798, Springfield, VT 05156

Past President: Graham K. Harvey  
2473 South Seaman's Neck Road, Seaford, NY 11783

NER COUPLER  
#116 - June, 1978

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## NOMINATING COMMITTEE REPORT

As Chairman of the NER - NMRA, Inc., Nominating Committee, I am pleased to present the following slate of nominated officers and directors.

President: Fred J. Driscoll, Dover, NH  
Vice President: William G. Lorence, West Islip, NY  
Area Directors:

New Jersey  
Charles Gerow, Manasquan, NJ  
Long Island and New York City  
John A. MacIntosh, Garden City, NY  
Connecticut and Rhode Island  
Charles Bettinger, Vernon, CT  
Canada  
Denis Fortier, Quebec City, Quebec  
Massachusetts  
William S. Parker, Brockton, MA  
Maine, New Hampshire, and Vermont  
Douglas Handy, Springfield, VT  
New York (except Long Island and New York City)  
David Maeser, Wyantskill, NY

Note: Any member can be nominated and placed on the ballot, as provided for in NER By-Laws, Article VI, Section 2: "Not later than 60 days before an election, 20 Regular or Life members of an area may petition the nomination of a candidate for area representative from their area or 30 Regular or Life members, not more than 10 from any area, may petition the nomination of a candidate for president or vice president. Such candidates shall appear on the printed ballot and may become part of the slate of the nominating committee."

Any correspondence or nominating petitions should be forwarded to the Nominating Committee Chairman.

--William P. MacIver, Jr.  
150 N. Bethlehem Pike  
Edgewood Apts. #D-11  
Ambler, PA 19002

## THE EDITOR'S DESK

My month of study leave during May was spent in 4 countries in East Africa and had an unexpected bonus: trains, including steam at work, almost everywhere!

But, back to the Coupler. We are trying to give you the most for the NER printing and postage dollar. The standard issue is 12 pages, the maximum we can send for a single first class stamp. So, if articles sometimes get shortened, if regular features don't appear every issue, and if photos are not as large as you would like, you will understand.

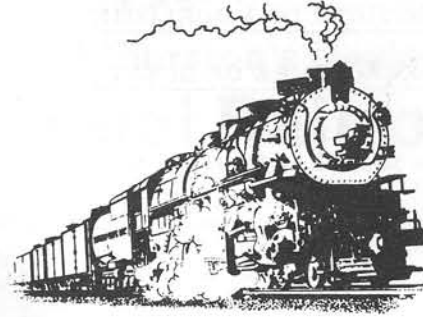
Keep that material coming in!

Please report any change of address to the Office Manager as soon as possible!

# CONTEST WINNERS

## Williamstown

MAY 19-21, 1978



### MOTIVE POWER - STEAM

1st M	Harry Frye	B&M 4-6-0
2nd M	Walter Ronfeldt	NNE&A 2-6-2
BIC C	Allen Barnes	Pownall Vy. 4-4-2

Photos of Williamstown were not available as we went to press June 13. We will hope to carry them in the Fall issue.

### MOTIVE POWER - OTHER

1st M	Robert J. Wheeler	CP Rail GP-30
1st C	Harry Frye	B&M GP-7

### FREIGHT CARS

2nd M	Harold Fossum	GTW Flat Car
1st C	Harry Frye	Suncook Vy. Box Car

### NON-REVENUE CARS

1st M	Robert Bird	Big Moose Rotary Plow
BIC C	Michael Allen	N&W Caboose

### STRUCTURES

1st C	Loren S. Johnson	B&M Sand House
2nd C	Blair Foulds	Millwood Sub-Station
3rd C	Brian C. Whiton	Pete's News Stand

### DIORAMAS

1st M	David Busch	Brit. Col. Logging Scene
1st C	Walter J. Rogers	Wharf Scene
2nd C	Walter J. Rogers	Cess Pools
3rd C	Walter J. Rogers	Wyman Lumber
HM C	Tom Reilly	Sawmill
HM C	Tom Reilly	Handcar House & Water Tower

### PHOTOS

Color Prototype	Dianne Johnson
B&W Prototype	Ron Palmquist

### BALDWIN TROPHY (Best in Show)

Robert Bird	Operating Rotary Snow Plow
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### HUB DIVISION AWARD

Walter J. Rogers	Wharf Scene
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### NEW MODELER AWARD

Walter J. Rogers	Wharf Scene
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### SPECIAL DIESEL CONTEST

Robert J. Wheeler	CP Rail GP-30
L. G. Carlson	Freelance Centercab

### JUDGES

Bill Lorence, Jack Alexander, Graham Harvey, Don Howd

M = Master C = Craftsman  
BIC = Best In Class  
HM = Honorable Mention

### ATTENDANCE STATISTICS

Connecticut	42
Maine	15
Massachusetts	81
New Hampshire	10
New Jersey	12
New York	56
Rhode Island	3
Vermont	9
Canada	27
other	2
	<u>257</u>

211 persons attended the Banquet.

SOCIÉTÉ DE MODELISME  
FERROVIAIRE DE QUÉBEC



QUEBEC MODEL  
RAILROAD SOCIETY

J'ai parti la Société de Modélisme Ferroviaire de Québec le 19 juillet 1965 à l'aide de 5 autres membres. A ce moment, il y avait 2 magasins de passe-temps à Québec avec un propriétaire organisant des concours de traction, avec prix. En rencontrant des gens à ces réunions, des invitations furent faites pour visiter des réseaux personnels. Même des projections de diapositives furent mises sur pied.

M. Fernand Mercier possédait certainement un réseau très élaboré de 22' x 22', avec paysage et signaux. Lorsqu'il décida de vendre sa maison, ma suggestion d'acheter le réseau a été retenue par notre groupe de 6 et M. Mercier acceptant les termes de \$50 par membre jusqu'à concurrence de 20 membres. L'équipement dont il était le propriétaire se chiffrait à des milliers de dollars.

Il fallait trouver un endroit. Le sous-sol de "La Caisse populaire de Charny" a été approuvé. Durant 5 années nous avons élaboré un magnifique réseau. Nous avons remboursé M. Mercier en 2 années consécutives. Nous avons eu 5 émissions de TV, et pas mal de visiteurs. En 1971, il fallait déménager à cause de l'augmentation du loyer. J'ai été le secrétaire tout ce temps-là, 9 années en tout dans la paperasse.

Ainsi nous avons invité les directeurs de CN à visiter notre présent local et 2 semaines plus tard nous étions en possession du deuxième étage à la gare de Lévis à un coût très raisonnable.

Ce texte en fait, est un récit en avance de quelques réflexions que j'ai assemblées pour Frank A. Pearsall, Président du comité de liaison, "420", et qu'il incluera dans son livret sur les "clubs".

Soyez à l'affût pour la publication de ce livret. Si vous avez des vues personnelles sur la gérance des clubs de modélisme ferroviaire, faites part de vos expériences à Frank qui les publiera (Voir le NMRA Bulletin, de mars, 1978, page 4).

Il nous fait plaisir de lancer l'invitation suivante à tous nos bons amis de la région du Nord-Est, surtout ceux que nous avons rencontré à Worcester, Massachusetts, ainsi que les membres directeurs du conseil d'administration de la région du Nord-Est à venir nous visiter si vous êtes de passage à Québec.

Composez 837-7553 (418) les lundi, mercredi, vendredi soirs ou le samedi après-midi ou écrivez-nous à Case Postale 271, Lévis, P.Q., Canada G6V 6N8, si vous avez une date précise à nous confirmer et nous ferons tout en notre possible pour vous faire visiter notre réseau à la gare de Lévis.

--Denis Fortier

I started the Quebec Model Railroad Club on the 19th of July, 1965, with 5 other members. At the time there were 2 hobby shops in Quebec City, with one proprietor organizing draw-bar contests for those interested, with prizes. By meeting people at these gatherings, offers to visit home layouts came about. Even slide shows were organized.

Mr. Fernand Mercier's layout was the most elaborate - 22' x 22', individually built with scenery and working signals. When Mr. Mercier decided to sell his house, my suggestion to buy the layout was agreed upon by our group of 6 and Mr. Mercier, who agreed to the terms of \$50 per member until we got 20 members. He possessed several thousand dollars worth of equipment.

We had to find a place. The basement of "La Caisse Populaire de Charny" (Credit Bank) was located. In 5 years we managed to build a fine operating layout. We paid off Mr. Mercier in a 2 year span. We had about 5 TV shows and plenty of visitors. In 1971 we had to move, since they wanted to put up our rent. At the time I was secretary (a 9-year term all in all) and had to do all the paper work.

So we invited the CN directors to visit our present location and 2 weeks later we obtained the second floor of the CN Lévis station at a minimal cost.

This text, in fact, is a sneak preview on a few reflections I put together for Frank A. Pearsall, NMRA Liaison Chairman, "420", for the handbook he wants to put out on clubs.

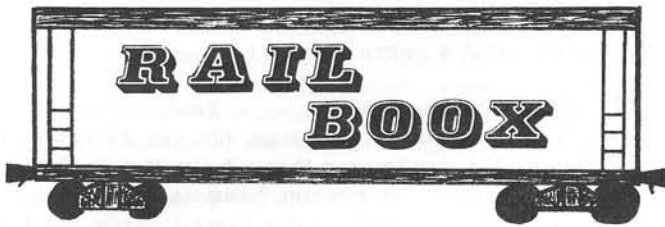
Hope you will keep an eye out for this handbook. If you have personal views on managing clubs, you should write to Frank, who wants to publish all the experience he can get from club modelers (See NMRA Bulletin, March, 1978, page 4)

We are pleased to send out an invitation to all our NER member friends, especially those whom we met at Worcester, Massachusetts, and to members of the Board of Directors of the Northeastern Region to come and visit our club if you are passing through Quebec City.

Dial 837-7553 (418) on Monday, Wednesday, Friday evenings and Saturday afternoon or write to us at P.O. Box 271, Lévis, P.Q., Canada G6V 6N8, if you can give us a definite date when you will be in Quebec City, and we will try our utmost to have you visit our layout at Lévis station.

--Denis Fortier





35 MODELBUILDING PROJECTS, Volume 1, by Walter Olevsky, MMR, is a very nice little book, with many ideas, prototype photos, sketches, and construction technique outlines.

Since there are no actual plans and only the most basic dimensions are given, I would not recommend this book to a rank beginner in the hobby. However, any modeler familiar with basic techniques and use of simple hand tools will find a wealth of material between the covers.

Walter's subjects cover modern class 1 roads, interurbans and city transit lines, narrow-gauge steam in the Catskills, and the earliest American steam engine, in areas from Alaska to Florida.

95% of those who see the book will find something of special interest that they will want to model, and where else can we "pick the brain" of an MMR in our own armchair, for a mere 10 bucks?

Available from Walthers.

--Charles F. Gerow, Jr.



Issue #117 August 18

## DEADLINE

Issue #118 November 17

Issue #119 March 16

Issues will be mailed approximately one month after deadline listed.



POPULAR MODEL RAILROADS YOU CAN BUILD is an advanced primer or introduction to model railroading - that is, when compared to other volumes such as HC Railroad That Grows, for example.

It narrates the conceptualization, design, construction, and operation of 4 layouts, all of which have been built by the staff of Model Railroader magazine.

The Ma & Pa (which in this case stands for Manchester & Paradise!) is a 6' x 12' "compact layout that has just about everything, including provision for lots of switching".

The Portage Hill & Communipaw Railway is "an HO-scale model railway of rather slight magnitude" (about 4' x 10', plus planned future expansion).

Versions in both N scale and HO scale, and both compact and spread arrangements, are described for a pike called the New York & Quebec.

A shelf-type switching model railroad is represented by the Kinnickinnic Railway & Dock Co.

Step-by-step directions for varieties of benchwork, trackwork, wiring, scenery, and operation are included, plus such goodies as a hand-operated turntable and a carferry.

Three things I especially liked: The excellent photos. The willingness on the part of the authors to include their mistakes. And the emphasis that a layout - and the enjoyment of it - is never complete.

There's lots of information here, and the book definitely is of use to those beyond the beginner stage.

It's published by Kalmbach and priced at \$5.95.

--Murray Goodwin

## PROPOSED CHANGE TO THE NER CONSTITUTION

Changes to the NER Constitution may only be made by a vote of the entire membership. At the Board of Directors meeting in Williamstown, MA, on May 20, the following change was recommended by a unanimous vote of the Directors present:

Article II, Section 1, Paragraph C to become Paragraph D.

A new Paragraph C to be inserted as follows:

Life Members, age 65 or over, of the NMRA may become a Senior Life Member of the NER upon application to the Office Manager and a single payment of one-half of the normal Life Membership Dues.

This proposed change will be a part of the ballot at our next election.

--Doug Handy, Secretary, NER-NMRA

# FROM THE DIVISIONS

## EMPIRE DIVISION

The Empire Division was organized and chartered in 1973 to promote NER and related activities at somewhat less than 6 hour drives for Central New York NMRA members. Since that time we managed to have one show and a Regional Convention in Syracuse (the first since 1952) in 1976. This was accomplished almost wholly through the efforts of 3 or 4 people. The rest in this area did their usual thing - nothing. Support, both from the local membership and the Region was and is just about non-existent.

Upon receiving my own Life Member card from NMRA I noticed the listing was "2100", an area in which there is no Division. I have received similar complaints from many other NMRA members in this area. Upon checking this error out, I was informed that the Region never bothered to notify NMRA of our charter. I brought this up at the BOD meeting at the '77 Spring Convention in Worcester and was assured (?) that the matter would be corrected immediately. It was not then nor has it been since!

I have been a member of NER since 1949 and with the exception of the current issue I cannot remember when the last time was that any of our NER conventions were listed in "Coming Events" in the NMRA Bulletin. Is it any wonder that we are not gaining our share of new members for NER and losing many of those we have had? A tally of the past 2 elections [in the Empire Division] shows that out of a possible 300 members, only about 15 bothered to vote in spite of the fact that certain NER officials feel that NER ends at Schenectady. It might just as well for the interest here both by the residents and NER.

If Empire is to continue, then there will have to be some support and recognition by the members living here, the NER and the NMRA. Otherwise, why bother?

If you want your Division to continue to exist, then contact me [at 412 S. Main Street, North Syracuse, NY 13212] and show some support.

--W. Brundage, President

## HUB DIVISION

Once again we have a very successful year under way. As has been our habit for several years, we are again visiting 3 open house meets in Hub territory with our Hub, NER, NMRA membership drive display. Last year this effort netted about 25 members each for NER and NMRA and about 70 for Hub. This year we have been to the South Shore club meet in Weymouth plus our own Spring Convention in Tewksbury and have picked up 33 members for Hub, 8 (including one life member) for NER and 5 for NMRA. We still have the Train Fair meet in Methuen, the Nashua Valley show in Bolton, and our own Fall Open House to go. We

expect another banner year.

Hub Division membership now stands at 350 and is still growing. We are proud of this growth. You may remember that at the time our rebuilding program started about 4 years ago we had only 77 members.

The Hub Division Convention in Tewksbury on April 8 was a great success. About 400 people attended, including 165 on the tour through the B & M Billerica shops and 120 at the evening banquet and program. Visits were also made to the Lowell yards and the famous curve at Tyngsboro. The banquet was a large buffet modeled after that most delicious repast presented by the NER at the Concord meet last Fall. Ours was good too! Mr. Lloyd Keirstead, Superintendent of Shops, conducted the tour and was speaker of the evening. He was great. He and his wife Natalie and Mrs. Gloria Stone (B & M Director of Public Relations) and her husband Al were guests of honor.

At the business meeting just after the banquet, 5 of the 9 BOD positions were voted on for election. All 5 incumbents were re-elected. Many of you know the entire BOD: Jack Alexander, Larry Bailey, Rod Brown, Hank Burke, Fred Driscoll, Harvey Humphrey, Glenn Owens, Bill Parker, and Pete Watson, with Rod Brown continuing as chairman. Our talented Headlight editor, Don Brebner, remains firmly at his post!

--Glenn Owens

## LITTLE RHODY DIVISION

The Little Rhody Division meets on the second Wednesday of every month, September through June inclusive, in the Fellowship Hall on the lower level of the Educational Building of St. Paul Evangelical Lutheran Church, 389 Greenwich Avenue (Route 5), Warwick, RI 02886.

Our Annual Meeting is a banquet and is held on the second Wednesday of October at a place selected by the Annual Banquet Committee.

The Division now has a portable sectionalized HO layout of the "dogbone" type for continuous running, that worked very well at our last open house.

The Little Rhody Division held its open house on Saturday, April 29, in the Educational Building of St. Paul Evangelical Lutheran Church. The open house was from 10 a.m. to 4 p.m. There was a White Elephant Table; an auction; several dealers; the Little Rhody Division sectionalized HO operating layout, with the Division owning the two end loops and the intervening sections built and owned by individual members of the Division. The end loops were built by William Chandler. There was also a 4 section switching layout, each section built and owned by a different Division member. Also there was an HO<sub>N</sub>2½ industrial layout (under construction), and 2 N-scale layouts owned by our 2 youngest members (ages 6 and 8) and built by their grandfather, who is also a member of the Division. There were also movies and door prizes, and the Dining Car was

open all the time.

The Little Rhody Division officers are:

Superintendent (President): Earl W. Appleton,  
15 Vera Road, Coventry, RI 02816

Assistant Superintendent (Vice President): Allan  
Howard, 49 Fountain Street, Pawtucket, RI 02860

Chief Clerk & Paymaster (Secretary-Treasurer)  
and Editor of the Yankee Clipper (Division news-  
letter): W. Emerson Randall, Jr., 10 South Street,  
Cranston, RI 02920

Membership in the Division is \$1 for the calendar year.  
For an application or for further information, write to  
W. Emerson Randall, Jr., 10 South Street, Cranston,  
RI 02920.

-- W. Emerson Randall, Jr.

### NUTMEG DIVISION

The Nutmeg visited Saul Rothstein's N-scale "The  
Colorado Lines" in March and Bob Van Cleef's HO-  
scale "North River Railroad" in May.

The July 9 picnic will be at Look Park in Northampton,  
and the November 12 show at Cheshire High School.

The primary purpose of the show this year will be to  
provide the public with an opportunity to view private  
displays which illustrate the many facets of model  
railroading.

--Murray Goodwin

### SEACOAST DIVISION

Mr. Allan Thurston of Auburn, Maine, and myself  
will be putting on the fifth annual model railroad  
show for the division at the Holiday Inn, exit 12 of  
the Maine Turnpike, on Saturday, November 4.

We plan to have a tape-slide clinic, sound movies,  
a small portable layout in operation, and several  
displays from hobby shops in the Northeast area.  
The South Shore Model Railway Club of Weymouth,  
MA, will have their portable switching layout running,  
which is always interesting to watch.

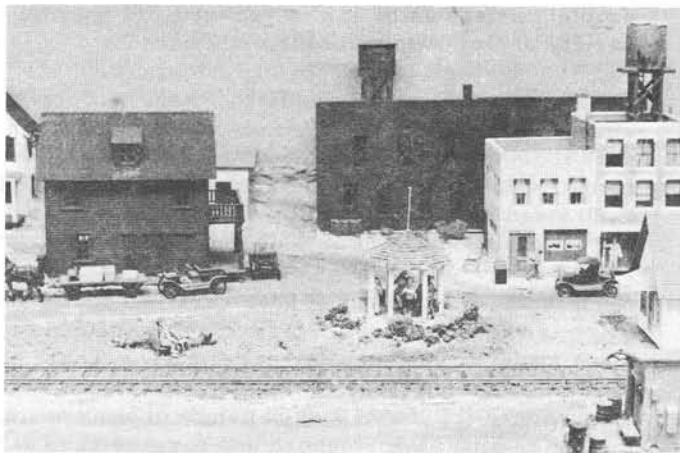
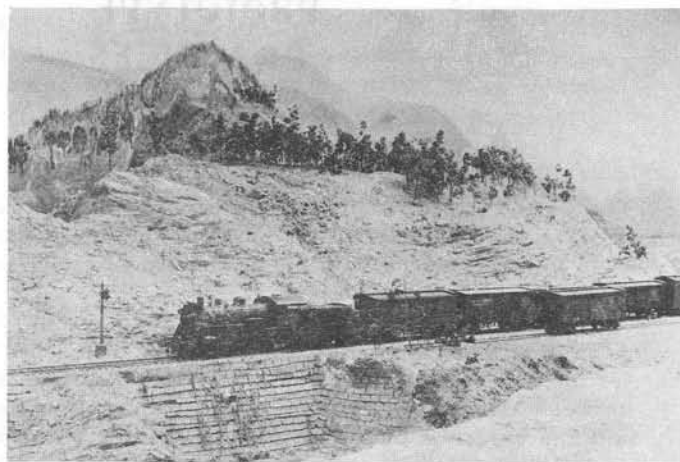
Numerous models of American steam locomotives and  
several types of rolling stock will be on display, along  
with Maine Central, Grand Trunk, and Bangor and  
Aroostook Railroad model diesel locomotives.

There will be manufacturers' displays also.

We had a good turnout last year when the show was  
held last November and are hoping for an even better  
year this Fall.

--Warren Chase

Hey, GARDEN STATE, HUDSON-BERKSHIRE, HUDSON  
VALLEY, PIONEER VALLEY, and SUNRISE TRAIL  
Divisions, let's have some news from you for the next  
issue!



Scenes from the NORTH RIVER RAILROAD

On the early morning run the North River crew has  
the habit of riding up front by the warm smokebox  
of the engine (top).

In many small towns of the 1900-1920 era, band con-  
certs provided the main entertainment on hot Sunday  
afternoons.

Photos by NRR Preident Bob Van Cleef.

## Pass Exchange

We are going to have a Pass Exchange column, thanks  
to the volunteering of one of our members!

Send your request for Pass Exchange listing to Jack  
Neary, 333 Knob Hill Road, South Meriden, CT 06450  
All requests must be accompanied by a pass made out  
to Jack and a 3x5 card showing your railroad name,  
your name, and your address - PRINTED or TYPED.





# PROTOTYPE PRACTICES

by Charles Gerow

## PASSENGER TERMINALS (Part I)

The varied operations of a small or medium-sized passenger terminal can fascinate the novice railfan, even to the extent of building a model pike based on this aspect of railroading exclusively.

Assuming that the fan has studied a few different terminals, and that he can appreciate the differences between a stub-end terminal and a through-type design (and the variation on either as to whether the trains actually terminate there or continue on to some other points, in revenue service or for other reasons), the problem arises as to how to realistically operate a variety of trains so as to alleviate boredom.

Over the years, we have seen too many modelers who simply couple a string of passenger cars together and park them on a siding between "runs" around the layout. Much greater satisfaction will be obtained if, instead of running a train, the passenger cars are treated in more of an individual manner.

Even today with Amtrak (whose cars "all look alike") there is enough variety of train consist to keep the blues away, if you operate realistically. There are several points on today's Amtrak maps where engines are changed (I know of 3 such points in our own region), the trains still have sleepers and baggage cars at varying times, and diners and parlor cars are cut in and out of the consists.

Most of us probably recall the days prior to Amtrak, when the variety of consists was even greater due to the greater number of types of cars employed. But for those who don't recall the details of the train consists, many an evening can be spent studying an older timetable or, better yet, an "Official Guide".

A "name" train can be as short as a single car. The B&O ran an E-unit and a tavern-lounge between Washington and the Potomac valley cities as the "Shenandoah". More typical of a non-local service, and therefore a better choice for us to emulate with our models, is a somewhat longer train with a variety of cars.

Coaches are the main part of our typical consist. Naturally, the larger the cities our train connects, the more of them there may logically be. A train that runs in the day-time may have more coaches than a night train.

Amtrak was not alone in mixing cars in non-uniform consists. If business was good, many a train was entirely of streamlined cars. But if the train was of a secondary nature, perhaps only the coaches or only the sleepers were streamlined; or if the traffic was extremely heavy maybe the only extra cars available were non-streamliners. Of course the head-end cars (baggage, mail, etc.) were most often the last cars to be streamlined, especially where the train

had no hope of making a profit. The western and southern trains seem to have been the ones more typically completely streamlined, while the trains in the northeast were of mixed design.

Diners, club-cars, and parlor cars were perhaps most often the non-streamlined cars in an otherwise uniform consist. Their owners might have modernized them somewhat, say with a matching livery or perhaps even with a re-building (semi-streamlining). But where the potential profits were tight, new cars were bought as coaches, and maybe sleepers, first.

Traffic conditions of course vary. Therefore the consists of passenger trains vary. Weekends often bring more passengers and require an extra coach or more. More people travel some routes at different times of the year. This is why we recall seeing Atlantic Coast Line cars meeting the Nantucket ferries in July. A train may have had a working railway post office only 6 days, and a mail storage car on the Sabbath. The South Shore Line interurban ran a combine on their Tuesday afternoon train out of Chicago to handle TV Guides. The Erie put an extra express-baggage on periodically to haul Readers Digest.

Sleepers will be carried if the trade requires them. Even a day train may handle a sleeper, with the space sold as parlor seats. Trains with several sleepers may include a club car to handle the needs of the elite, or may choose to use a diner to handle the requirements of both the coach and the 1st class passengers. We've ridden several trains in the late 60's that had a club car, a diner, and a tavern-lounge-observation in simultaneous use!

A typical day train between 2 large cities might consist of an easily-modeled 5 or 6 cars: close to the engine a baggage or baggage-mail car; 2, or perhaps on weekends 3, coaches of modern design; a diner or a diner-lounge; and a sleeper or parlor car.

The position of these cars in the train should be given careful consideration. The sleeping car/parlor car patrons should not be disturbed by coach patrons having to pass through them to get to the diner, for example. If cars will be switched during the night (say to drop a diner or a coach) and this is to be handled by the road engine or while the road power is changed, the 1st class cars may be placed at the rear of the train, where they are less likely to be disturbed. If the train also handles a large head-end (baggage, express, and/or mail) business, and this will be loaded while the cars are switched, it is possible to drop a car by coupling a switch engine to the sleepers at the rear (The N&W did just this twice a night in West Virginia) and being very careful with the couplings and slack action.

On the other hand, the New Haven/Pennsylvania Boston-Washington trains often had their parlor cars behind the engine, with a diner between them and the coaches, with a tavern-lounge-observation car

Continued, page 11



# All Aboard

## For Al Thurston's Hayloft Hobby— Model Railroading



Roundhouse and siding for locomotives.

When Al Thurston, operator at Deer Rips Hydro Station, became interested in model railroading thirteen years ago, he couldn't have imagined the complete HO model system he operates in the loft of his barn at Center Street, Auburn, today.

Al actually got his first model railroad outfit in 1939, but he began building his present system in 1964 when, he says ruefully, prices were lower than they are now. With a flick of a few switches, he can get any of twenty engines busily chugging around the three-tier track layout—pulling combinations of trains made from among 90 cars in his "storage yards."

The railroad system is made of brass tracks laid on "cinder" beds which are actually constructed of carefully fitted, painted wood. Track sections are nailed to the "beds" with "spikes" no larger than slivers, perhaps 1/8-inch long. Three tunnels pierce the wooded hills that surround the lilliputian suburban—industrial area served by Al's railroad. Tunnels, hills and flatlands are constructed of wood and wood-fibre plaster over a screen base. There are scale trees, buildings, highways (complete with a "detour sign" where Al left off the model construction) and dispersed in natural locations, 22 deer!

Beneath the layout is a network of electric wires and switches leading to three control stations—which are interconnected in such a way that all electrically energized features of the railroad

can be controlled by any one of them. What kind of game can Al and a couple of friends play with this elaborate rig? One person, as "dispatcher" makes up a set of distribution cards which indicate the cars which are made up into trains from freight storage yards. He gives a set of cards to each "engineer," who uses them to select cars, couple them onto his engine or train and deliver them to various destinations, picking up new cars or dropping off "emptys" enroute. Scheduling and traffic control problems contribute to the sense of reality—and fun.

Al's models are HO scale—that's 3.5 millimeter or about 1/8-inch per foot—and operated on 12-volt direct current. Miniature track runs 61 feet to the mile of real track distance and Al's system has 503 feet. Spotted along the right-of-way are tiny buildings—businesses, a post office, railroad station, even a roundhouse and repair yard!

His engines draw cars with their contents to such realistic concerns as the American Potash and Chemical Company, Bachman Bros.—Novelties, the Ferro-Micronetics Division, Modular Automatic Corp., Valley Lumber Company, National Carloading Corp. and steam majestically past other enterprises such as a furniture factory, old brick factory, water heater company, a farm, a coal company and even a coal mine—all in scale dimensions. One can almost hear

the ghostly "Whoooooooooooooo-ah!" as a powerful diesel locomotive pulls its train of cars loaded with coal or lumber up a long grade. Modern Amtrak diesels and ancient steam locomotives share trackage in Al's system. The tiny machines average \$30 to \$50 out-of-pocket, but Al says some models, machined and detailed in solid brass, may cost as much as \$850!

Thurston's railroad is continually under construction with wood, wire and electronic gear ready to be installed. When it is all done, says Al, a good, modernizing overhaul will probably be about due, so work on his railroad system can continue. Improving, always improving the layout—that's the real game of "railroad magnate" Al Thurston.

From the January, 1978, "Exciter" of Central Maine Power Company. Reprinted by kind permission.

# From the President

Due to a snowstorm (read blizzard) in the central portion of the country on January 25 and 26, the mid-winter EC/BOT meeting scheduled for January 28 in Indianapolis, IN, was postponed until February 18.

The Secretary of the NMRA will have his full report in a subsequent issue of the Bulletin, but in the interim here is a brief summary of the business that transpired at the mid-winter 1978 EC/BOT meeting.

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Motion from Paul Shimada, Western Vice President. Tentative standard for N scale, 1:160; Clearances Sheet No. S-7 as published in the June, 1977, Bulletin. Action: Executive Council recommended approval; Board of Trustees passed motion.

Motion from Craig Brown, Executive Vice-President for the Convention Department. Amendment to Contest Entries regarding entries of "questionable tastes" in National Convention Contests. Any entry ... may be refused entry upon judgement of General Contest Chairman, Model Contest Chairman, or Photo Contest Chairman, with right of appeal to Convention Department Chairmen. EC recommended approval; BOT passed motion.

Motion from Rocky Mountain Trustees. Motion regarding formation of committee to review national organization, its purposes, its goals, its services, and its future, to determine the feasibility of reorganization of the National Office in Indianapolis and the employment on a permanent basis of an Executive Director. EC recommended approval; BOT passed motion.

Motion from Mideastern Region Trustee. Regarding Photo Contest rules, deleting slides and requiring prints. Motion referred to Convention Department Contest Chairman to report back on this motion at Dearborn meeting in 1978.

Motion (Resolution) from Mideastern Region Trustee. Regarding formation of a new Achievement Award to be entitled Master Contest Judge. Referred for study to Convention Department with input from Achievement Program Chairman.

Motion from Mideastern Region Trustee. Move to provide a solution to the computerized membership accounting system now in use by the NMRA. Motion tabled. (There is currently a committee looking into this matter.)

Motion from the Treasurer, on behalf of the Executive Secretary. Move to re-write Page 8.2 Section 12 of the Executive Handbook to conform with current procedures at National Office in Indianapolis. EC passed motion.

Motion from Executive Vice President, on behalf of Achievement Program Department. Motion concerns

renumbering and relettering regulations for Section I #4 Master Builder - Scenery. (To make this section compatible with other sections of the Master Builder Section.) EC passed motion.

Motion from Executive Vice President, on behalf of Achievement Program Department. Motion to double the credits for articles, photographs, regular columns, and scale drawings of equipment and plans in Regional publications as pertaining to Section I #10 Model Railroad Author. EC passed motion.

Motion from Western Vice-President. Motion to provide FULL air fare (economy rate) reimbursement, rather than ONE HALF for attendance at Annual Meeting (convention site) of Board of Trustees. BOT defeated motion.

Motion from Western Vice President. Motion to provide all authorized attendees of Annual, Mid-Year and Special Meetings called for by the President reimbursement for lodging (no food) required to attend these meetings. BOT defeated motion.

Motion by Secretary. Motion to delete word "elected" in first sentence Article VII, Section 8 of NMRA By-Laws. As the secretary is no longer elected, he was deleted from the Financial Committee by the word "elected". BOT passed motion.

Motion by Secretary. Motion to change word "March" to "February" in last sentence of Article VII Section 10 of NMRA By-Laws. This motion advances by one month the date the nominating committee must submit its report and the lead time is necessary for ballot preparation and publishing by required date. BOT passed motion.

Motion by Secretary, upon recommendation of Regional Guidance Committee to delete the name of Grant County, WI, from Article VIII of the NMRA By-Laws. This motion would permit seven (7) members to become a part of the Midwest instead of the Thousand Lakes Region. BOT defeated motion. It was thought by a majority of the BOT that the regional boundaries should remain as set forth in the By-Laws; otherwise the regional boundaries would be in a constant state of flux.

Motion by Plains Vice President to add to the travel reimbursement section of the Executive Handbook Section 4 Page 3 a Paragraph 3 to reimburse area Vice Presidents for travel expenses for attendance at a minimum of one (1) regularly-scheduled regional function per year in each of the Vice President's area. EC passed motion; BOT passed motion.

Motion for a Constitutional Change of Article II. Add Article II Section I C-3: "The spouse of a Life Member and residing at the same address of the Life Member may become a Life Member by application to the Executive Secretary and the single payment of fifty dollars in U.S. funds. Such membership classification shall include a subscription to the Bulletin."

Past President Eugene Hickey presented sums indicating that at CURRENT PRICES an 8,000 square

foot building (basement and main floor) could be constructed for about \$49.30 per square foot or a 10,000 square foot building (basement and main floor) for about \$46.50 per square foot. To dispell any unfounded rumors, Mr. Hickey, a practicing architect, stated emphatically that he is not interested nor would he consider taking on the design project for a home office for the NMRA.

The Convention Department Chairman, Mr. Joe Bothman, in his Convention Department report, stated that the Convention Department is vehemently opposed to any suggestion to shift the 1985 National Convention out of Area #5, North Atlantic. Mr. Bothman had privately expressed this feeling to your NER President earlier in the day and asked that this message be made known in the Northeastern Region.

--Fred Driscoll

#### PROTOTYPE PRACTICES (continued)

at the rear or in the middle of the coaches.

With the new Amfleet cars now in service, coaches are most often placed forward, with a snack-bar in their midst, with the non-Amfleet sleepers behind, and the baggage car(s) at the rear. This of course is based on heating the Amfleet cars with electricity from the engine, and the older sleepers and baggage cars with steam from a separate baggage-type car.

## *More on Bangor*

Now read closely the new ground rules for the white elephant table and the auction. Any item not picked up from unsold white elephants automatically goes into auction. There will be the usual 10% of selling price for the NER.

For the auction there will be no minimum bids. That's right, no minimum bids. Why? Because it has been my experience that most people put a high minimum bid on their items and thereby discourage any bidding. If you've attended any regional or national conventions you will agree.

So how do you protect your \$200 brass prize from going for \$25? Easy. You buy it back for \$25.25. You pay only a 5% charge. (To protect yourself it costs you only \$1.25. That's a small price to pay to protect your items.) Of course, if you let the item go for the final bid price, the NER takes its usual 10% of selling price. I guarantee you you'll get higher bids this way and receive a lot more than you would with a high minimum bid. In either case, you have little to lose, a lot to gain, and a much more interesting auction.

The contest this year will have 2 new categories: (1) A Maine-related RR item, and (2) a Maine-related non-RR item. There will be a special Maine-related prize for each winner.

--Aaron S. Greenwald

# Members

The Northeastern Region welcomes the following new members:

Connecticut: R. Barclay Below

Maine: Downeast RR. Club

Massachusetts: Schuyler Larrabee, Robert A. Abair, Walter J. Rogers, Bob Melcher Sr., William R. MacDougall, Russell W. Clark, Thomas M. Murray Jr., Geoffrey J. Bunza, Thomas S. Golini, Walter Salter

New Hapmshire: William H. Driscoll

New Jersey: Thomas Flagg

New York: Lew Danforth, Charles Sandmel, Mark Tardy, Richard Rever, Lawrence Clement, John Horohan

Nova Scotia: Ross Young, Paul Burden, Joseph Harrison, Douglas Crouse

Quebec: Lionel Latremouille, Jean-Pierre Tyler, Jean P. Brunelle, Pierre Pelletier, François LaFontaine, Marcel Rivard, Jean Marie Rivard, Les Halmost

Rhode Island: Leo King, Warren Riccitelli

Vermont: Brian Foote, Donald Foote, Wayne Foster

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The NER records with sorrow the death of Frank McKenna (Salt Point, NY) and Phyllis Alexander (East Bridgewater, MA).



### *McDonnell In Studio*

Arch McDonnell, "Concord's artist of the rails" and guest of honor at NER's Concord convention, died March 4. (Concord Monitor photo)



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# ADS

Advertising helps make possible publication of the Coupler. We welcome additional Pike Ads and Display Ads. Contact the Office Manager or the Editor.

The Pike Ads are 5 typewritten lines and cost \$4 for one issue and \$12 for 4 issues.

Display Ads include typesetting of a typical ad by our printer. One column inch costs \$7 for one issue and \$21 for 4 issues. Larger ads are significantly less per column inch.

## ON THE SCHEDULE

### NATIONAL

July 31 - August 6, Dearborn, MI: NMRA WOLVERINE EXPRESS '78 (James O. Williams, 220 Collingwood, #140, Ann Arbor, MI 48103)

### NORTHEASTERN REGION

October 20-22, Bangor, ME: Fall Convention, Holiday Inn, 500 Main Street 04401 (Aaron S. Greenwald, 451 Union Street, Bangor, ME 04401)

May 18-20, Granby, Québec, Canada: Spring Convention, Le Motel Castel, 901 Rue Principale, Granby, Québec, Canada, J2G 2Z5 (Lucien Bernier, 92 Paré, Granby, Québec, Canada J25 5E1)

### NER DIVISIONS

September 17, Division Alouette Québec, Mini-convention, CEGEP de Trois-Rivieres - Pavillon des Sciences, 3500 De Courval, Trois-Rivieres, Quebec, Canada, 10 a.m. - 5 p.m. Clinics, displays, model contests, layout visit during evening. Fare: \$1 for members, \$2 for others (Guy Levesque, P.O. Box 424, Trois-Rivieres, Quebec, G9A-5G4, Canada)

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