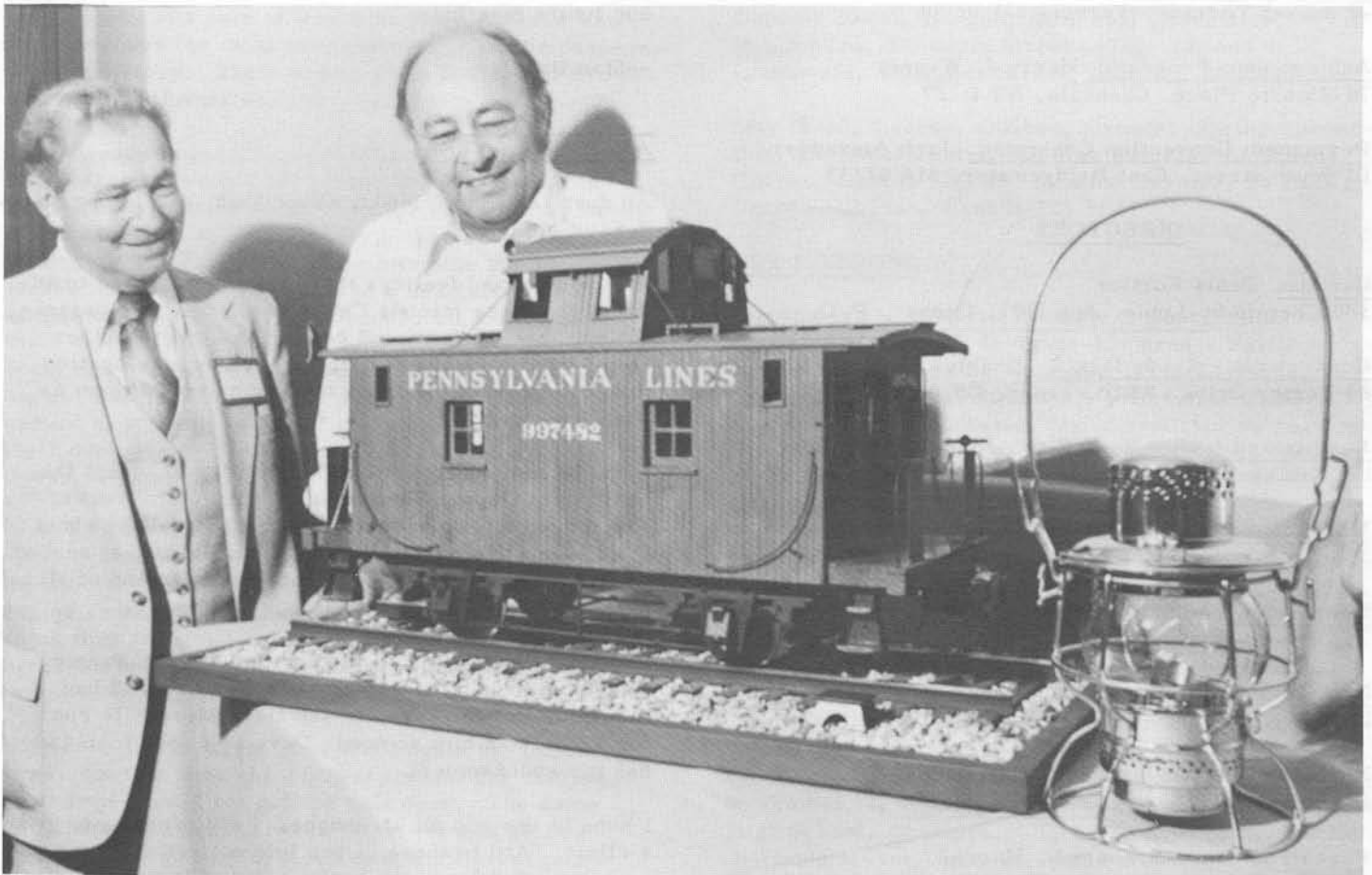


NER COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

FALL '78

Maine Modeler Wins National Brass Lantern Award



Maine's Ralph Wendelar (right) won the United Transportation Union's Brass Lantern Award at the recent NMRA Wolverine Express national convention at Dearborn.

The award is presented to the builder of the caboose in the Model Contest that, in the opinion of the Union, best captures the "elusive spirit of prototype railroad-ing".

Car was 1" scale model of PRR Cabin Car Lines West #997482. It has 10,331 scratchbuilt parts. (Only commercial parts used were wheels, couplers, brake wheels and shoes.)

Photo (also showing Howard Kenyon, Vice President of the Union) by Jim Boyd. Furnished by and used by permission of Railroad Model Craftsman.

For details, see Page 3.

Inside:

Elections

Convention



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

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G1S 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 Seaman's Neck Road, Seaford, NY 11783

NER COUPLER
#117 - September, 1978

Official publication of the Northeastern Region,
National Model Railroad Association. Published
4 times a year.

A. Murray Goodwin, Editor
57 West Point Terrace
West Hartford, CT 06107
(203) 521-2677 (home)
(203) 522-9265 (office)

WILLIAMSTOWN: "A TREMENDOUS VOTE OF THANKS"

I wonder how many of you realize the amount of work necessary to arrange one of our conventions. I do, because I handled the one in Newark many years ago. On that basis we owe a tremendous vote of thanks to those who were responsible for the smooth functioning of the affair at Williamstown. Everything went fine and smooth, and we were all tremendously pleased. Special thanks is due to the fellows who opened their homes and operated their layouts for us on a hot day. Each and every one was a pleasure to behold. The clinics went off very nicely, and the model show was very interesting as well.

Special kudos are due to those who arranged the ladies tour. My brand new wife Virginia is a newcomer to the hobby, and she has now become an ardent enthusiast. Let's try and maintain this type of standard for our future meetings.

--Stan Bradley

AN OPEN LETTER

An open letter to friends, associates, and fellow members of NER:

It is with mixed feelings that I take pen in hand to address the many friends I've made in this fine organization. My professional career has taken another step forward. However, this requires a relocation that will prevent me from seeking a second term as Vice President.

I will be moving to Rockford, Illinois, to accept the position of Deputy Commissioner of Public Works. The move has two advantages: first, I will be about 1 1/2 hours away from Walther's in Milwaukee; second, I will be about 1 hour away from an old friend of all of us, Al Westerfield.

I will continue as VP of the region until the Bangor Convention when the new Board takes over. I had intended, in two years, to ask Dave Messer to run for VP. I ask him so now! Dave is a good man and has my endorsement.

I hope to see you all at Bangor. I did promise to give a clinic. And to those of you I do not get a chance to see, may God keep you in the palm of his hand.

--Bill Lorence

PIKES

DREW, SIS AND DAD RAILROAD

"The Low Overhead Line"

Murray, Nancy, Glenda, and Drew Goodwin
57 West Point Terrace, West Hartford, CT 06107
(203) 521-2677

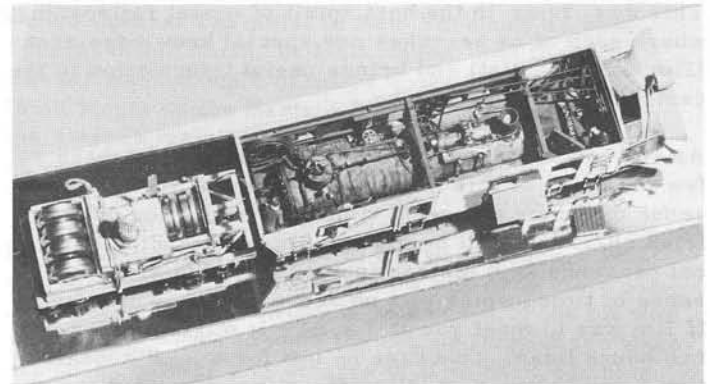
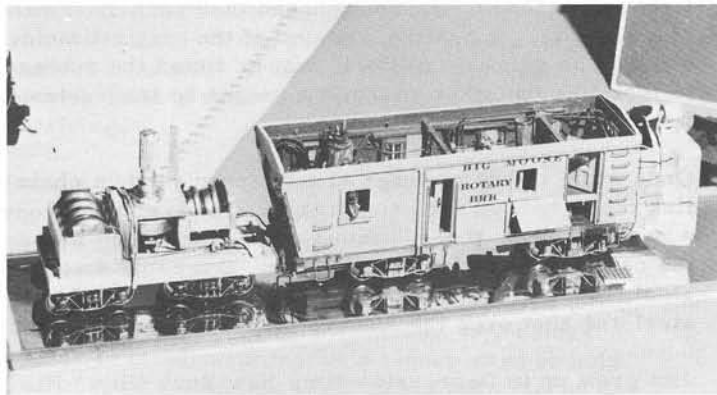
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Top: Judges Bill Lorence, Jack Alexander, Graham Harvey, and Don Howd evaluate an entry.

Center: "Best in Show", Robert Bird's Operating Rotary Show Plow won the Baldwin Trophy.

Bottom: As always, the White Elephant table drew crowds of bargain-hunters!



DETAILS OF BRASS LANTERN WINNER

Two and a half years of research and study went into the project before the plans were drawn.

Working doors, windows, hand brake, sink (complete with stopper).

Fusees, broom, mop, spitoon, real soft coal, brass soap dish, real soap, authentic commode, real toilet paper, first aid supplies, tire wood were included.

Checkered tablecloth, sheets, blankets, pillows (with tickings and covers).

50 panes of glass.

"Real caboose smell" (kerosene).

"Someday this model will be given to a museum in memory of my dearest friend, J. Harold Geissel - better known as Gike to all his many friends."



DEADLINES

Issue	Dated	Deadline for material
#118	Winter '78	November 17
#119	Spring '79	March 16
#120	Summer '79	May 25
#121	Fall '79	August 17

Issues will be mailed approximately one month after deadline listed.

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

JIM KELLY: "THE GENTLE GIANT HAS GONE"

Most NER members will remember Jim Kelly from the great scenery clinics he gave, half a dozen times in the few years he was with us in the hobby. You are not likely to forget the way he turned large white lumps of rubber-molded Hydrocal into fantastically realistic rock outcroppings, staining the plaster with Rit clothes dye. There he stood with two spray guns of diluted dye, one orange and one purple. As the two colors hit the plain white surface they would blend into a cool granite gray! Each time he completed a clinic he had ideas for a better and more dramatic presentation "the next time". This was truly in the best spirit of model railroading, where each of us searches our special knowledge areas (Jim was an artist) and brings useful information to the center for all to benefit by.

As a personal friend of Jim's, I would like to share a few memoirs of this man with the rest of you. His sense of humor and great timing, the infusion of great Irish charm into all he did and his commanding physical presence kept distracting you from his artist's sense of time, which was no sense of time whatever. If Jim was to meet you at 7 a. m., it might be then or two hours later. One time he left for a NER convention a day before me. His wife, Muriel, called me at work: Jim knew what city the convention was in but hadn't noticed the hotel or anything else and had called home from half-way there, did I have the information? She explained that whenever he was with her at a party and conversed with one of his acquaintances without introducing her she never knew whether he had forgotten the person's name or hers!

Once he showed up for an Allagash Cartel meeting two hours late. This was not unusual, given the prior reference to his sense of time. This was different, however. "Remember that Shell station on Route 1 in Saugus?" he asked. "It is no longer there. I just wiped it out. Skidded on some wet pavement, did a slalom around the gas pumps, and broadsided the big front window of the station. Wound up on the other side of the cash register. The fellow, who was just closing up the station came running in and I put the window down on my side and asked, 'Are you open?' He answered: 'I am now!'"

Jim suffered his first major heart attack in 1972. After a prolonged recovery, he returned to his job as head of store design at Jordan Marsh (He designed many shops and departments that you have probably shopped in). However, his health was not up to the great pressure, and he was retired on a disability pension. Free from the corporate restraint of dress code, the mature Kelly sense of design was released. A massive grey beard, shaved head, and gold earring - with a brass O-scale R.R. lantern hanging from it - was the decor of this massive man, half a head taller and two men larger than the crowd around him. He proceeded on his rounds as if this was what everyone should look like.

Jim would go anywhere, any time to chase and photograph a steam locomotive. He rode steam in Germany, chased #759, the Flying Scotsman, and anything else he knew was running. Off to Colorado for narrow gauge; back home to do some more scenery for a clinic or for one of our railroads. He especially enjoyed working with plaster because "I get covered to the elbows and I am too tied up to nibble at snacks. Helps my diet."

His delight was in the unexpected. On George Konrad's old HO scale layout, Jim worked on a lot of scenery. There was a large rock outcropping hanging into the aisle that I observed one evening. Figuring that rough plaster would eat my double-knits for a snack, I edged around the obtrusive ledge. Jim let out a roar of delight and reached over and pinched the "rock". It was made of latex, a positive version of the original mold, and was as soft as a pillow! How he tinted the rubber to look like the other rocks is a secret he inadvertently took with him.

Once while taking pictures at a railroad yard, a chain link fence spoiled the photography. "I have found a way to deal with these," Jim said as he plunged into the camper back of his Jeep truck. Out came a stepstool, and he carefully made his way to the top of the stool and shot over the fence. Clever, clever.

Jim grew up in Depression-time New York City. His politics were extremely liberal, and after falling in with the Allagash group found to his amazement that most of us were right-wing conservatives. Intimidation was not a problem with him, and often a railroad discussion would repolarize on a political basis, Jim gleefully fending off 3 or 4 of us.

Jim took off a lot of weight after his first heart attack, but it came back, a few pounds at a time. Just before the Fourth of July he had another major heart attack, and after many weeks in local and Boston hospitals he died the third Sunday in August.

While mending from his first heart attack in 1972, I learned that he was to be moved to the Massachusetts Rehabilitation Hospital for a couple of months. Now, that building is on the site of what was once tracks 20-25 in North Station. Two sides of the structure face away from the track, but the third side is right on top of the busy commuter rail activity. I wondered if he would be lucky enough to get the railroad side of the building. When I first visited him, he was on the next-to-top floor on the best side of the building. "You know," he said, "When they moved me over here I was heavily sedated and didn't realize where I was. As the drugs wore off, I got up and looked out the window. When I saw all those trains, I thought I had died and gone to Heaven."

Rest in peace, Jim Kelly.

--Dave Newcomb

CANDIDATES

PRESIDENT

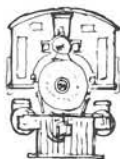
Fred J. Driscoll

Fred's association with the NMRA commenced in 1965, and he became affiliated with the NER in 1966. He has been a continuous member of the Board of Directors of the Seacoast Division since 1968 and the HUB Division since 1970. From 1970 to 1974 Fred represented Maine, New Hampshire, and Vermont on the NER Board of Directors. During the period of 1974 to 1976 he served as NER Vice President and is currently NER President. Fred Driscoll is employed as the Chief Resident Engineer for a Boston consulting firm. (1978)

VICE PRESIDENT

William S. Parker

Married with 4 children, Bill Parker is a Registered Professional Engineer for Bryant Associates, Inc., Consulting Engineers, where he holds the position of Chief Engineer. Bill has been a member of NMRA, NER, and the HUB Division since 1965. On the divisional level, he served as Secretary-Treasurer of the HUB Division in 1969-1970 and as Chairman of the HUB Division from April, 1970, to the present, having just been re-elected to that office for the 7th consecutive time. In addition to his duties as Division Chairman, Bill served as Chairman of the HUB Division conventions in Newton Highlands and in Brockton, the Open House in Brockton, and has participated in all HUB Division conventions and open houses since 1968. He also has been chairman of the field trips to South Station and the Massachusetts Bay Transportation Authority shops at Everett, MA. Bill has been the author of "A Word From The Chair" articles in the HUB HEADLIGHT every issue since 1970. On the regional level, Bill was Chairman of the NER Spring Convention at the Sheraton Boston Hotel in May of 1975. He served on the Committee for the NER Bellows Falls Convention and in the activities of several other NER conventions. Of particular note was Bill's position of Temporary Convention Chairman in the unsuccessful bid to obtain the 1978 national convention in Boston, MA. Bill figured that all sectors of the NER working toward the common goal of a national convention would promote the true meaning of model railroading within the Northeastern Region. Bill's objectives, if elected, are better communication and cooperation among the various divisions of the NER and other railroad-oriented organizations, and better coverage of activities in the NER Coupler. (1976 edition, amended WPM)



AREA REPRESENTATIVES

CANADA

Denis Fortier

Denis has always lived in Quebec City or nearby and is a pharmacist by profession. He has been into model railroading since a small child. In July, 1965, he started the Quebec Model Railroad Society with 5 other members. . . . Denis is NMRA Life Member #1517. (1976) "My biography has not changed much since the last time. I just hope you can add I was instrumental in promoting the Division Alouette Quebec and thank very much all these fine people who have worked so hard in helping out and making a success of everything. 'Model Railroading Is Fun. This is the only phrase I want to hear.' 'No politics please.'" (1978)

CONNECTICUT - RHODE ISLAND

Charlie Choo Choo Bettinger

Has been modeling in HO since 1948. Has held the office of President, Vice President, Secretary-Treasurer and a member of the BOD of the Nutmeg Division during the past 15 years. Has held the office of Membership Chairman for the NER, ably assisted by his wife, and jointly receiving the President's Award in 1972. Has put on 3 NER conventions as Chairman of the Hartford convention 1968 and Chicopee in 1976 and Co-Chairman for the Springfield convention in 1973. Has been NER Director for the past 4 years and regularly attends all NER BOD meetings and conventions. Charlie is married to Patricia and has 2 sons (Jeff 12, and Scott 9) and one daughter (Jennifer Lynn 4). The family resides in Vernon, CT. (1978)

LONG ISLAND & NEW YORK CITY

John A. MacIntosh

Jack is married and has 2 grown children. He has been a member of the NMRA for 27 years, the NER for 20 years, and the Sunrise Trail Division for 12 years (a founding father). He has served the NER as a member of the Pike Registration Committee, Nominating Committee, Convention Committees, and is an incumbent Director. As a charter member of the Sunrise Trail Division, he has held numerous positions up to President of the Division. Jack is a Professor of Business Administration with a specialty in Marketing Logistics and Transportation at the New York City Community College of the City University of New York, preparation for which included undergraduate and graduate work at New York University and a doctorate from Columbia University. In line with his profession, he holds memberships in a number of transportation-related organizations and professional educational associations. (1978)

MASSACHUSETTS

William S. Parker

(See above under VICE PRESIDENT.)

NEW JERSEY

Charles Gerow

Charlie has been a model rail since 1947 in HO gauge. He has been an officer and President of the Summit-New Providence HO Model RR Club. He has also been Activities Chairman, Veep, and Chairman of the Garden State Division, as well as publisher of their newspaper, the Whistlepost. Charlie was also Chairman of the NER East Orange, NJ, convention in 1969. Charlie has been Treasurer of the NER since 1970, and Area Representative for New Jersey and Agent since 1974. Charlie has been active in division and region affairs since 1964. He is currently a member of 3 divisions in the NER, a Life Member of both the NER and the NMRA. Charlie has been licensed as a ship's Master by the Federal Government since 1966 and is self-employed as a Harbor Pilot. He is a member of the Sandy Hook Pilots Association, the Council of Master Mariners, and the N. Y. Maritime Academy Alumni Association. He is also the owner and operator of 2 other businesses in resort areas. (1976)

NEW YORK STATE (except Long Island and New York City)

David W. Messer

Dave has been an active model railroader for over 25 years, having modeled in S, O, TT, and currently HO. He joined NMRA and NER in 1961, and has attended 3 national and most NER conventions since then. He was a founding member and first President (5 years) of the Hudson-Berkshire Division of NER. He was a committee member of the Spring '66 and '78 conventions and Chairman of the Spring '74 convention. A recognized modelbuilder, Dave has won the Delaware Trophy and 2 NER Runner-Up awards, and holds NMRA Achievement Awards for Master Builder - Cars, - Structures, Association Volunteer, and Model Railroad Author. His continuing efforts as Director would be aimed at encouragement of excellence in modelbuilding and enjoyment of all aspects of model railroading. He feels strongly that as the 2 aspects of region activity which affect the individual member the most, the Coupler must be maintained at a high level of quality and conventions must be consistently well-run. (1978)

NORTHERN NEW ENGLAND

Douglas C. Handy

Age 58. Born at and a lifelong resident of Springfield, VT. Northeastern University graduate, BSME, Boston, MA, 1943. Studied electronics at University of Houston, Houston, TX. Served 2 years with the U.S. Navy as an Electronic Technician with active service on a destroyer in the Pacific. Employed for 35 years at Jones & Lamson/Textron, Waterbury Farrel Division of Textron, Inc., currently and for

27 years as Manager of Pricing. Presently Quartermaster of 400 member Post 771, Veterans of Foreign Wars, President of Precision Valley Bowling Association, Treasurer of J&L Management Club, and holds office in 2 Masonic Lodges. Also a member of the American Legion, Loyal Order of the Moose, Society of Manufacturing Engineers, American Security Council, and the North American Family Camping Association. Married to the former Helen Gilpin of Windsor, VT. Has 3 daughters, 2 married and living in Ohio, and one living in the Boston area. Joined the NMRA and NER in 1962 and is a Life Member of both, as well as a member of the HUB Division. Served as Ballot Chairman of the NER and has been Secretary of the NER - BOD for the last 5 years. (1976 edition, amended WPM)

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Date in parentheses is date of material. WPM is William P. MacIver, Jr., Nominating Committee Chairman.

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PROPOSED CHANGE TO 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.

Members

The Northeastern Region welcomes the following new members:

Connecticut: Marco N. Psarakis

Maine: Albert J. Bush, James Murphy

Massachusetts: Jame R. Densmore, Elizabeth H. Brown, Paul M. Green

New York: Thomas V. Paulaitis,

Nova Scotia: David Pearce

Quebec: Giroux Andre

Vermont: Allen Barnes

FALL 1978

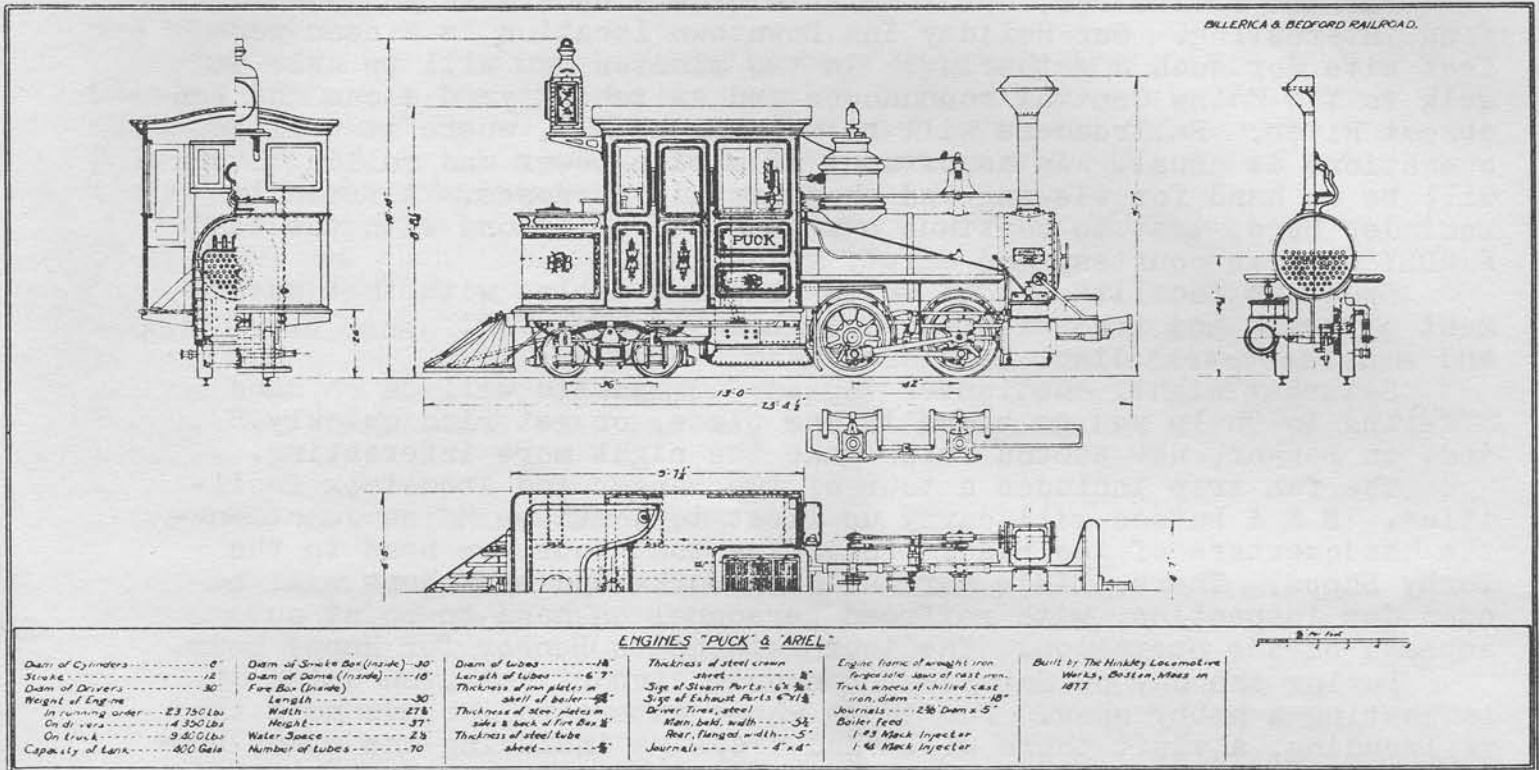
NER

Model Railroad Convention

Holiday Inn

Bangor, Maine

OCTOBER 20 & 21, 1978



ENGINES "PUCK" & "ARIEL"

Diam of Cylinders 8" Stroke 12" Diam of Drivers 30" Weight of Engine In running order 23,750 lbs On drivers 4,500 lbs On truck 9,400 lbs Capacity of Tank 400 Gals	Diam of Smoke Box (inside) 30" Diam of Dome (inside) 10" Fire Box (inside) Length 30" Width 27 1/2" Height 37" Water Space 25" Number of Tubes 70	Diam of Tubes 1 1/2" Length of Tubes 6' 7" Thickness of iron plates in shell of boiler 3/8" Thickness of steel plates in sides & back of fire Box 1/2" Thickness of steel tube sheet 1/4"	Thickness of steel crown sheet 1/4" Size of Steam Ports 6" x 3/4" Size of Exhaust Ports 6" x 1 1/2" Driver Truss, steel Main bolt, width 5 1/2" Rear, flanged width 5" Journals 4" x 4"	Engine frame of wrought iron Top side, base of cast iron Truck wheels of chilled cast iron, diam 10" Journals 2 3/8" diam x 5" Boiler Feed 1 #3 Mack Injector 1 #4 Mack Injector	Built by The Hixley Locomotive Works, Boston, Mass in 1877
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Henry D. Crittenden

CONVENTION PRE-REGISTRATION

Name _____
 Street _____
 City _____ State _____ Zip _____

_____ Registrations at \$3.00 _____
 _____ Banquets at \$10.00 _____
 _____ Fashion Show/Luncheons
 at \$3.50 _____
 _____ Fan Trips _____
 _____ Box Lunches at \$2.00 _____
 Total Encl. _____

SEE OTHER SIDE

HOLIDAY INN REGISTRATION REQUEST

Name _____
 Street _____
 City _____ State _____ Zip _____

Arrival Date _____ Time _____
 Rates per night: Number of nights _____
 Single \$17.00
 Double (1 bed) \$20.00
 Double (2 beds) \$22.00
 Extra Person \$3.00
 Extra Cot \$2.00
\$20.00 Deposit should accompany return
 coupon to guarantee reservation.

GREETINGS! And welcome to Bangor, Maine for the Fall, 1978 NER convention.

Bangor is the home of facilities of Maine's two largest roads, the Maine Central, and the Bangor and Aroostook. And, Bangor is about centrally located in a state which has eight operating railroads.

This convention booklet covers activities for railroaders and families spanning a busy weekend we hope you will long remember.

A special feature of our convention is a schedule of events for the ladies. Special clinics, a knitting mill tour, a fashion show, and the shopping center of Northern Maine should interest the non-railroading ladies.

For the railroader, our timetable orders up events you should find interesting. Our Holiday Inn Downtown location is a near perfect site for such a gathering. In two minutes you will be able to walk to the Maine Central roundhouse and switching yard along the Penobscot River. Railroaders will be welcome at MEC, where it will be operations as usual. An assortment of motive power and rolling stock will be on hand for viewing and photographic purposes. A friendly reminder here, that to continue our gracious relations with the road--KINDLY observe courtesy and safety guidelines.

Spacious facilities hold white elephant tables with that assortment of trash and treasures you have been looking for. And, hobby shop and manufacturers' displays are on hand, too.

Saturday night, auctioneer "Speedy" Greenwald will be on hand offering to "help you go broke in one piece, or get rich quickly." And, in Bangor, new auction rules make the night more interesting.

The fan trip includes a tour of two Bangor and Aroostook facilities. B & A busses will carry us first to Northern Maine Junction--the headquarters of the road. Following that tour, we head to the Derby Shops. There, BAR's car building works and backshops will be open for inspection, with railroad personnel on hand to point out aspects of the operation. The tour returns to Bangor for Happy Hour.

During the day on Saturday, Bangor's Airport Mall, on Union St. is hosting a hobby show. For those whose interests include more than railroading, a visit there will find displays including the other hobbies and crafts practiced in the area.

Our banquet offers good company and good food. Great steaks--or if your body deserves a treat--famous Maine Lobster.

Read on, and prepare yourself for a convention you will be glad you attended.

Make Reservation Check Payable To:
Holiday Inn-Main Street

Send Coupon AND Check to:

Aaron S. Greenwald
451 Union St.
Bangor, Maine, 04401

Make Convention Check Payable to:
N.E.R. CONVENTIONS

Send with check or money order
to:

Aaron S. Greenwald
451 Union St.
Bangor, Maine, 04401

Convention Schedule

Friday, October 20, 1978

- 6 p.m. Registration
Hospitality room
- 7 - 10 p.m. Local layouts open
Exhibition area open
- 8 p.m. Films

Saturday, October 21, 1978

- 9 a.m. Registration
Clinics begin (see detailed schedule information below)
View Maine Central facilities behind hotel
- 9 - 5 p.m. White elephant and exhibition
Photo and Model contest registration (special category
for Maine items)
- 12 Noon Fashion show and/or lunch--Bounty Taverne
Bus tour to Bangor and Aroostook facilities. (Box lunches
available on reserved basis if you plan a clinic adjacent
to departure.)
- 1 p.m. Tour of Emple knitting mills and outlet store.
Judging of contest entries.
- 4 p.m. Contest entries viewing.
- 6 p.m. Happy Hour
- 7 p.m. Banquet and speaker.
- 10 p.m. Auction
Beano

Clinics

CLINIC SCHEDULE

1. SOLDERING, David Newcomb, Offered only at 11 a.m.
2. WIRING, John Dias, Scheduled at 9 and 10 a.m.
3. DETAILING, Don Clerke, Scheduled at 9 and 10 a.m.
4. CORPORATE IDENTITY, Ted Bossert, Scheduled at 9 and 10 a.m.
5. FUN PROJECTS, William Lorence, Scheduled at 9 and 10 a.m.
6. Cosmetics Workshop, Scheduled at 9 and 10:30 a.m.
7. Needlepoint, Scheduled at 9 and 10:30 a.m.

CLINIC PARTICULARS

"Soldering For Slobs, Or Fix That Brass Locomotive Without Fear" Clinician David Newcomb covers basic and unorthodox methods of soldering brass parts together. A great clinic for the person who has a dislike or fear of soldering. Beginners too! Learn hard and soft soldering. Building your own torch. See Newcomb's ZAP Gun. Discover that flux is not a dirty word. What to do about excess solder. And, throw away your tube of ACC. Clinic runs ONCE, at 11 a.m.

"Wiring" John Dias leads this clinic on how to wire without shocks--either mental or physical. Learn the fundamentals of electricity and take the mystery out of wiring.

"Making Details For Your Scenery and Structures" Don Clerke's clinic for the detailing modeler is worthwhile. Included are construction tips for detailing scenery, structures, and rolling stock. How to get the most out of tools and instruments that are lying around unused in your house by applying them to your layout project.

"Creation Of Corporate Identity And Operations" Ted Bossert offers sophisticated tips on selection of a paint scheme for your road to give a sense of purpose and a strong corporate identity. Models and slides from Ted's own Canadien Vermont system and of prototype pikes will illustrate that each railroad can be at once typical, but individual.

"Fun Projects And Tips For Novice and Master" During this session, Bill Lorence will cover the use of available and junk material to make unusual, different, or super-detailed models of character. Free advice and ideas such as: Multiple uses for cabeese, passenger equipment as cabeese, and maintenance of way equipment.

"Needlepoint." This clinic--though not exclusively for ladies--will provide professional instruction and helpful hints about the needlepoint craft.

"Cosmetics Workshop" A cosmetics expert will be on hand to demonstrate techniques with cosmetics. Perhaps after a session in the secrets of beauty, more than the layout in the cellar will attract your favorite engineer.

Display Layouts

The Sandy River and Rangeley Lakes RR

Built by Aaron Greenwald and Jim Leveille, the pike is a standard HO layout in the attic and runs about 50 feet long by two, three, four and five foot sectional widths. The era is 1880 to 1920, and includes the towns of Farmington, Maplewood, Strong, Kingfield, Carrabassett and Bigelow. To be built are Phillips, Perham Jct., Dage Jct., Rangeley, and a bit of Portland. The Maine Central connects with the SRRL at Farmington, coming from Portland.

There are about 600 feet of code 100 nickel-silver Lambert flex-track with remote-controlled turnouts. All switch machines are under the tables.

Scenicking has been completed for Farmington and Maplewood, and is progressing well on an at least one night a week basis. Most buildings are lighted, and some have interior details. Woodland Scenics provides the many trees.

Motive power includes 6 Forneys and 2 Porter Moguls and 1 Prairie. A USRA 0-6-0 switcher with modeltronics sound, a brass Consolidated, and a brass Genoa are Maine Central power. Rolling stock is a combination of plastic RTR and wood and metal kits.

Directions to Sandy River

From the hotel, head down Main Street toward the center of town. Turn left at the Union street traffic light. The house number is 451 Union, about a half mile from Main Street.

From I-95, take the Union street exit. This will place you one street north.



Bangor and Aroostook RR

From a four by eight foot sheet of plywood in Hampden 20 years ago, and after moves from Belfast to Dover, to Eddington, the "Aroostook Flyer" rolls again over 500 square feet on Neil MacDonald's ever-expanding layout in Hermon.

MacDonald has combined the BAR's steam and diesel eras to offer operating flexibility from Searsport's docks, behind a 2-8-0 or F-3's (in the original paint scheme), through Northern Maine Junction, and onward to a four per-cent grade that will eventually carry tonnage to Oakfield.

The Maine Central and Canadian Pacific are also represented in a collection of 50 locomotives--from complete allegiance to prototype to an FA and EMD F-45 in BAR blue. More than 400 freight cars and about 40 pieces of passenger equipment comprise the rolling stock. A five-car executive train in BAR's latest black, orange, and white scheme is pulled by gas-electric number 160.

Chief help on the pike the past five years has been provided by Neil's 13-year-old son, Andy.

Most of the layout is scenicked. There are about 500 feet of brass sectional track, and new additions are fitted with nickel-silver code 100. All turnouts are Atlas. And, the control panels are worth the visit. The type can be seen at only one other layout--at the Al Bush layout in Dexter.

Directions to the BAR

From the hotel head south on Main Street to I-395. Then south on I-95 to the Coldbrook Road exit. Turn right on the Coldbrook Road, and drive 1.1 mile. The house is the pink one, second on the right after the BAR Searsport branch crossing.

Northbound on I-95, take the Coldbrook Road exit and turn left.

Spare Time Lines RR

The town of Eleanora is one end terminal and Peterton the main terminal and interchange for the mountain division of the Spare Time. There are two towns on the mainline; Belindale and Marianneville, and the electrified industrial park called Stillings Industries.

In the terminal at Peterton there is also a secondary yard for the mountain division. That division is a two-fold operation. First, the regular freight traffic which travels up the steep 11 per-cent grade to the town of Henry William and its eight industries. And, at the far end of the mountain-top town is the Henry William Mining Company, providing the lion's share of the division's revenues, through ore hauling.

The mainline traffic is usually busy with way-freights. In the town of Belindale there is an industrial park which boasts four industries serviced by an electric engine with overhead catenary. This Juice-jack is also used for helper service when the going gets too rough heading up-grade out of town.

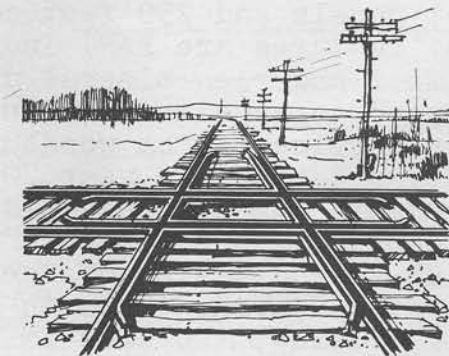
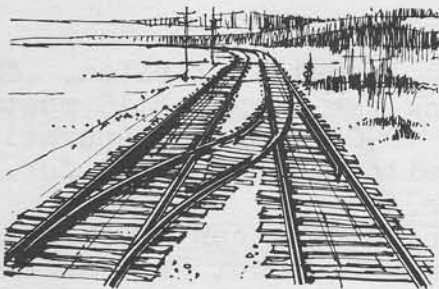
The Spare Time Lines RR (HO) has approximately 1600 feet of track, 30 engines and about 200 cars.

The Spare Time got a little out of hand about two years ago when it moved outdoors. This $1\frac{1}{2}$ " scale road is $7\frac{1}{4}$ " gauge running through an apple orchard, across a field and through a wooded section with approximately 1700 feet of track. Motive power is an F-3 diesel. The consist includes a box, reefer, tank, four gondolas and a caboose.

Directions to the Spare Times

From Portland take route 1 north to Waldoboro, old route 1 in Waldoboro. Just before the village, Spare Times will be on the right.

From Bangor, take route 1 south through Camden to route 90. Turn right on 90 to Waldoboro. Then route 1, turn right on 1 to Waldoboro village. Up Groth Hill and find Spare Time at left on top of hill.



The Georges Valley Railroad

The GV Line, located in the home of Wendell Blanchard, at Cushing, has been in its present location for the past 17 years. The layout, strictly point-to-point, with large yards and terminals at either end, is of freelance design and represents no particular period of time or geographical location.

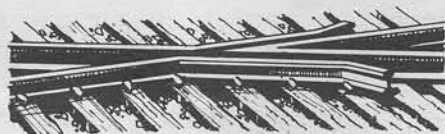
The single track mainline winds around the city of Brand Blanc to the city of Blacksburg, passing through the towns of Lendellston, Sandyville, and Mount Karen. The road serves 25 industries.

Rolling stock includes 165 freight cars and 12 passenger cars, pulled by 23 brass diesels. The main is about 350 feet, and many more feet are laid in sidings and yards.

Directions to the GV

From the north; follow route 1 to Thomaston, turn left at the Maine State Prison Store, follow this road about 6.2 miles to Fales' Store on the right. Here the road forks, so bear left. Look for a yellow ranch home on the left, 1.3 miles from Fales' Store.

From the south, follow route 1 to Thomaston, turn right at the State Prison, and follow above directions.



Eastern Maine Model Railroad Club

The Eastern Maine Model Railroad Club's layout is X rated. That designation is for the experiment of blending the ideas of 15 mostly novice modelers, whose interests range from 1890's logging operations to Amtrak passenger service, into a layout with the potential for nine control panels and 250 feet of mainline.

Present features are BARJ Industries' eight per-cent spiraling climb to timber and rich mineral deposits, and Penobscot Rail Services. PRS is equipped to handle all maintenance, backshop, M of W and new construction services--from woodburners to F-40's.

Completion date: The year 2000, according to club President Al Ivers, who points out a "prerequisite of membership is to be five-foot-five, or stooped." This, because of the building's low ceilings.

The club is a division of the Skill and Hobby Guild of the First United Methodist Church, 40 South Main Street, Brewer.

At this writing, the club is readying to move to new headquarters, so inquire at the Holiday Inn for directions.

BALLOT

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WRITE-IN _____ ()

VICE - PRESIDENT

WILLIAM S. PARKER..... ()

WRITE-IN _____ ()

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Note: Vote for only YOUR director (one vote). More than one vote voids ballot.

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DENIS FORTIER*..... ()

WRITE-IN _____ ()

Connecticut - Rhode Island

CHARLIE CHOO CHOO BETTINGER*..... ()

WRITE-IN _____ ()

Long Island & New York City

JOHN A. MACINTOSH*..... ()

WRITE-IN _____ ()

Massachusetts

WILLIAM S. PARKER..... ()

WRITE-IN _____ ()

New Jersey

CHARLES GEROW*..... ()

WRITE-IN _____ ()

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Second Fold

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First Fold

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YOU** 
**OBTAINED A
NEW MEMBER?**



PROTOTYPE PRACTICES

by Charles Gerow

PASSENGER TERMINALS (Part II)

Once the passenger station itself, and any storage yard to be included, and possibly an engine terminal, if desired, has been designed for the pike; and once the basic consists of the trains which will be operated has been settled, the day-to-day operation of the station can be set up. John Armstrong's book, Track Planning for Realistic Operation, includes an excellent example of a typical station's work schedule.

It might be best to work backwards in time, starting with a railroad which has discontinued all but one train each way. When the working of this train is mastered, another schedule can be "un-abandoned", working back in time until the timetable is more satisfying.

For the "lone wolf" operator, and for those groups who are first trying this aspect, a sequence system may be more pleasant to work with than fighting an actual clock. If the pike is based only on the station itself, or on the station and nearby facilities (Armstrong's layout based on Richmond, VA, comes readily to mind) with maybe a hidden yard to hold "out of town" trains, a clock might not even be desired.

As we stated previously, the purpose of the station (aside from being a place to load/unload trains) can be expanded to provide a point to change engines. Trains operate over more than one road, such as the Richmond example; or a portion of their runs may require a change from diesel/steam to electric power, such as in New Haven and South Amboy, NJ.

The station may be in a small city, perhaps where several roads interchange, or where a major branch diverges from a main line, as in Armstrong's example of Binghamton, NY, on the Erie-Lackawanna. Some trains tie up there; others go through after a re-shuffling; one or two merely stay there.

The station might have a large post office nearby, and maybe a Railway Express office. If there is enough business, the Pullman Company might have a commissary and/or a laundry plant. Prototype examples of these facilities still stand in Easton, PA, on the Lehigh Valley; New Haven; Washington, DC; Sunnyside Yard, NY; and Hoboken, NJ, on the E-L.

The station-master might want to have a spur to hold a business car or two, or to unload a boxcar-load of express that came in on last night's Flyer. Minimal servicing facilities will be evident for the switcher assigned to the station. The switcher(s) may be owned by a separate company than the rest of the railroad equipment (Washington is one example; Allentown Union Station Corp. was another, even though its terminal facilities were used solely by affiliated lines of

the RDG and CNJ). The switchers may also be provided by the tenants on a per diem or per car basis. The switching might even be done solely by road-type power, as in Penn Station, New York.

One thing the track layout should include is a reasonably close-by turntable or wye. Observation cars, combines, and possibly whole cuts of cars, get turned more or less frequently, if not the engines.

In addition to the station and its platforms, signal towers, REA and post offices, at least one yard office, and the numerous other facilities, most large terminals have a car washer. This does not have to be adjacent to the station, nor even to the coach yard. Grand Central Terminal in New York had its yard several miles north, at Mott Haven, and the car washer was a couple of miles north of that, near 165th Street on the Harlem River, in the center of the 4-track mainline. And remember, if you model an electrification, you either wash your engines by hand on a "dead" track, or equip your mechanical washer with a "barney", a narrow-gauge pusher on its own rails in the center of the wash-track. The engines run over the barney's pit and drop their pantographs while the barney is hauled out of the pit with a cable and winch to push the engine through the washer. High voltage and deluges of H₂O don't combine pleasantly!

RAILFUN



"... And this is just a plain patch—my elbow was coming through."

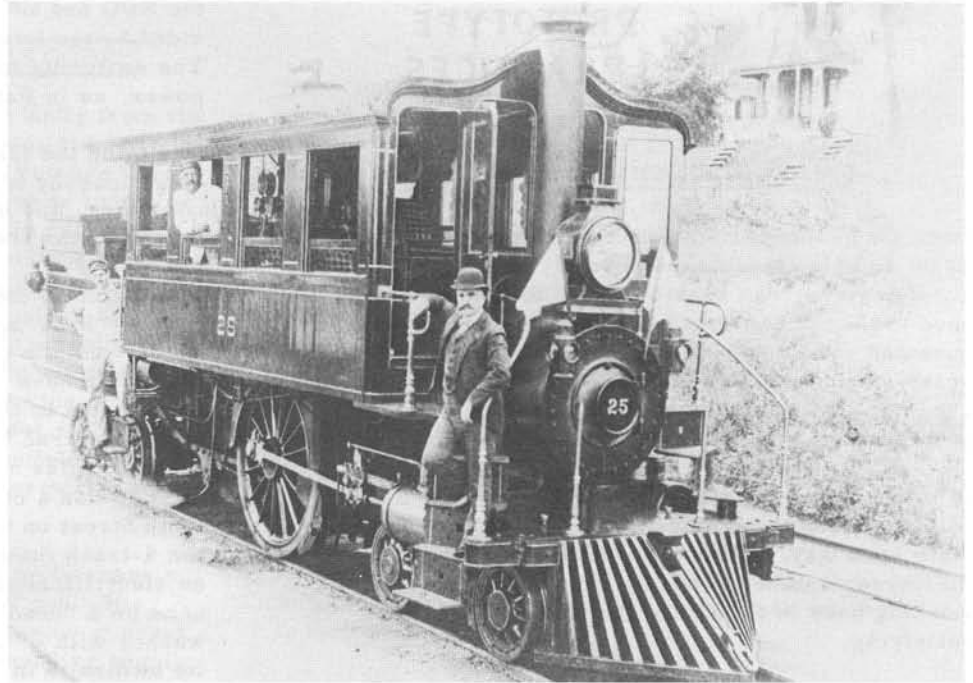
WOODALL'S TRAILER & RV TRAVEL JULY 1978

(Adapted and submitted by Bill Lorence)

SOOT

CINDERS

by Richard M. Hanscha



THE MONTGOMERY

Ever wonder what to do with that small engine you picked up at a bargain price, but which is really too light to do heavy road work?

New York Central #25 is pictured at Kingston, NY, September, 1894. It is an inspection engine rebuilt from an old engine which by then was too light for road duty.

The Montgomery likely got its name from the town and Erie junction-point. The Walkill Valley R.R. was part of the New York West Shore & Buffalo or the West Shore Division of the NYC.

At this time the station agents walked up to 5 miles a day on their assigned trackage. They would mark rails or ties needing repairs. The road foreman of engines made his inspection as shown here. He would actually feel or see irregularities.

Another common practice was to give a contractor the "1st Ride" over his work. This gave regular engineers confidence in the work.

The inspection engine was often driven by traveling engineers and firemen who were the most experienced men on the road. These men were charged with teaching young men not only the mechanical operation of equipment but also acting as guides and by example showing the proper ways of life expected of enginemen.

That light engine would bounce and weave if the track was not properly aligned. Woe to the poor contractor who did not do well. The engine crew often had their own procedures like setting him on the pilot and running at or over timetable speed. If inspection did not pass, he could look forward to another such ride when repairs were made.

Quality assurance was first class and very simple. Pay required an inspection approval run by both parties.

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The Pacific Northwest Region has arranged to reproduce some 27 blueprints of maps, plans and structures of western railroads from 1886 to 1949.

Included are the D&RG, RGS, and others.

Prices for the reproductions range from 53¢ to \$4.55, depending on size.

For a listing and order form, send a SSAE to Nancy Smith, PNR Librarian, 8115 20 S.W., Seattle, WA 98106.



How ^{NOT} to rob a train

Jobs were scarce in many parts of the country back in the 1890's, and people resorted to various stratagems in order to make a living. Train holdups seemed to offer an easy way of making a killing, particularly out West where law enforcement had not reached a more sophisticated stage than the six shooter and the noose draped over a convenient tree limb. Many a desperado dreamed up the idea of stopping a train at gunpoint, making away with the loot, and living affluently ever after. Unfortunately for most of them, it was not quite that easy. A few got away with it, but most of them did not - at least, not for long.

We have all read or heard stories of big train robberies, elaborately planned and carefully executed. This is the story of a pair of would-be train robbers who were perhaps the most unsuccessful of all the desperadoes in history. Their names were Brady and Brown- ing, and California was their territory.

The odyssey began one night in October, 1894, when they flagged down the SP's Overland Express. At gunpoint they prodded the engineer and fireman back to the express car, where they picked out sacks containing almost \$50,000. Uncoupling the engine, they forced the crew to take them to a desolate spot west of Sacramento, where they dropped off and made their getaway. Fearing pursuit, they buried their booty and marked the spot before vanishing into the night. Unfortunately, their activities had been observed by a tramp who was sleeping nearby. After their departure, this worthy dug up the money, and it was he who lived happily ever after.

In an effort to recoup their loss, the same pair tried again in March, 1895. Riding the blind east of Sacramento, they climbed over the tender and held up the engine crew. The engineer stopped the train, at the same time locking the brakes and jumping off into the brush lining the track. The robbers were thus unable to move the engine, and so their plan failed again.

Not being discouraged, they tried again the following week, but this time the express messenger disappeared and they could not get the safe open. The same thing happened again a week later. It was getting monotonous, so they decided upon a different technique. They would go through the train and rob the passengers instead. Unfortunately for them, this proved to be a little more risky. One of the passengers happened to be a sheriff, who promptly drew his gun and blasted Browning to eternity. Brady in turn got the sheriff, but was immediately overcome by armed passengers who objected to being held up. He was sentenced to life imprisonment for murder and died in jail a few years later.

And so ended the story of the would-be holdup men who never lived to enjoy a cent of their hoped-for gains. Perhaps they hold the record as the world's unluckiest train robbers.

--Stan Bradley

ON THE SCHEDULE

NATIONAL

July 16-21, Calgary, Alberta, NMRA RAILRODEO '79 (Registrar, Railroadeo, P.O. Box G443, Station G, Calgary, Alberta, Canada T3A 2G3).

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, 10:00 a.m. - 5:00 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, Québec, G9A-5G4, Canada).

November 4, Seacoast Division, Model Railroad Show, Holiday Inn, Maine Turnpike Washington St., Auburn, ME, 9:30 a.m. - 5:00 p.m. Hobby shop displays; operating switching layout; sound movies; model railroad displays; silent movies; white elephant table. Adults \$1.00; under 16 \$.50; family maximum \$4.00 (Warren Chase, 37 McArthur Avenue, Lewiston, ME 04240)

November 12, Nutmeg Division, One day show, Cheshire High School, Cheshire, CT, 1:00 - 5:00 p.m. Exhibits, portable layout, movies, white elephant (Ted Ritter, 42 Sunset Terrace, Vernon, CT 06066)

OTHER

September 23, Farmington Valley Railway Society show, Eno Memorial Hall, Simsbury, CT, 10:00 a.m. - 4:00 p.m. 50¢ (Greg Gordon, c/o Valley Hobbies, P.O. Box 686, Simsbury, CT 06070)

October 21, O-Scale-A-Rama '78, Cherry Valley Model Railroad Club, Grace Episcopal Church, Maple and Centre Streets, Merchantville, NY, 10:00 a.m. - 4:00 p.m. Giant O Scale layout in operation. Registration \$5 with \$2 rebate for a displayed model. (Fred Schlobohm, 2191 Walnut Place, Cinaminson, NJ 08077)

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FIRST CLASS MAIL

ADS

FROM THE DIVISIONS

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.

SUNRISE TRAIL DIVISION

To make it fair and convenient to all members, we have experimented in the past with meetings at different locations around the Island. This often caused confusion and lack of members due to inadequate communication. It has been found that those interested in the Sunrise Trail will travel regardless of location. For this reason, we now have 3 set locations.

(a) Our September meet: St. David's Church, Massapeque Park, L. I., NY

(b) Clinics: Hicksville Library, Hicksville, L. I., NY (It is hoped to have 2 clinics in the Fall, and 2 in the Spring.)

(c) Mini-Convention: Cathedral House, Garden City, L. I., NY (Mini-Convention is an all-day affair, with a banquet in the evening.)

Our last Mini-Convention was held April 1, 1978. We had 5 live clinics, 3 tape/slide clinics, 2 movies (on Santa Fe). In the afternoon there were layout tours to 3 model railroad clubs in the area. After our banquet the guest speaker, Jim Boyd of Railroad Model Craftsman, presented a talk/slide show on paint designs for diesels (mostly EMD).

In June we had a rolling meet, a ride on the Long Island RR to Stony Brook, a museum tour, and a luncheon at the Dining Car 1890, all on a package deal. It was a pleasant day for all.

The future holds our Fall meet, scheduled for Saturday, September 30, at St. David's Church; a clinic for a weekday evening in November at Hicksville Library; and our Mini-Convention in March or April, 1979.

For more information, contact: Buzzy Washington, 179-65 Selover Road, St. Alban's, NY 11434.

--Bob Spohn, Editor, Cannon Ball

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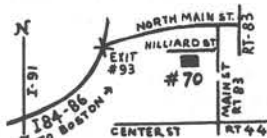
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